

TRACK CHART

BINDER NO. 8

SOUTHERN DIVISION



146
THE A.T. & S.F. RY. COMPANY

TRACK CHART

BINDER NO. 8

SOUTHERN DIVISION

CLEBURNE TO GALVESTON

TEMPLE TO RICKER

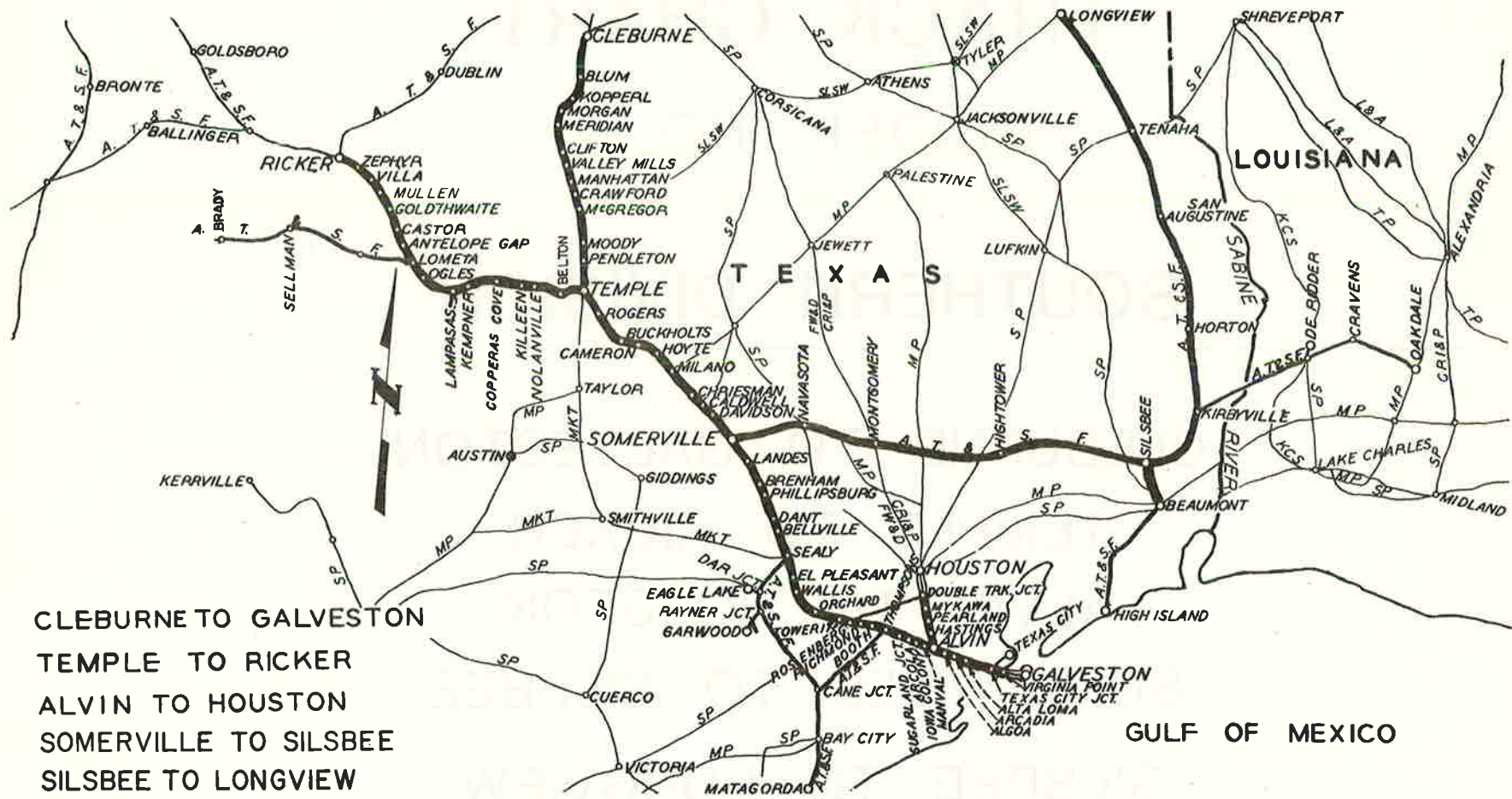
ALVIN TO HOUSTON

SOMERVILLE TO SILSBEE

SILSBEE TO LONGVIEW

SILSBEE TO BEAUMONT

CORRECTED TO DECEMBER 1, 1984

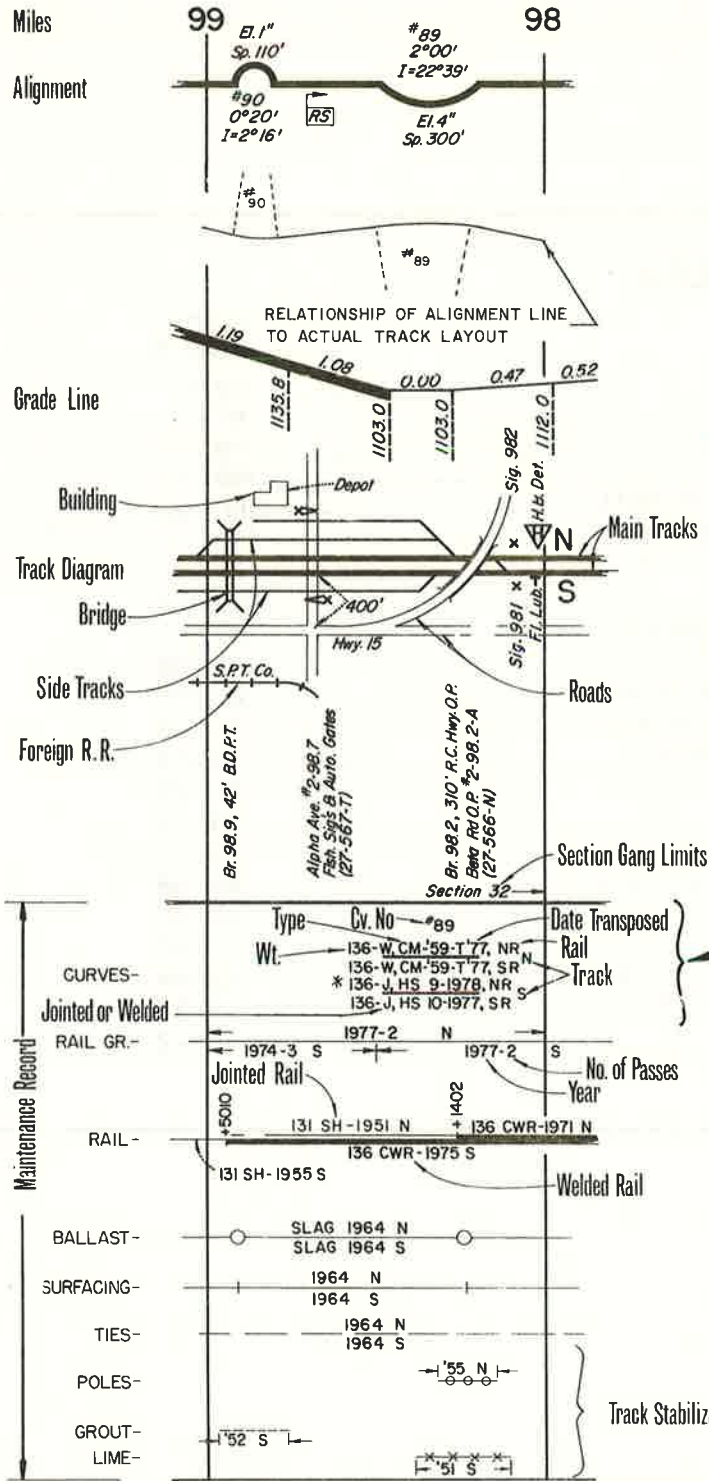


SOUTHERN DIVISION

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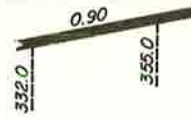
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| (FIRST DISTRICT) | |
| Cleburne Yard _____ | 1--2 |
| " " _____ | |

EXPLANATIONS



Scales

1" = 3000' Horizontal scale for profile, alignment and tracks. (Exceptions noted)
 1" = 200' Vertical scale for profile.



Ascending ruling grades for Districts, shown bold. Figures on grade lines are % gradients.

Figures below grade lines are profile subgrade elevations in feet.

- + Flange Lubricator
 - x All types of signals, except bridge signals.
 - Columns, water and oil.
 - ↗ Crossing warning devices, flashing signals with automatic gates.
 - 75 55 Permanent slow speed sign with appropriate speeds shown.
 - RS Permanent resume speed sign (green board).
 - ▽ Shifted load detector.
 - ▲ Hot box detector.
 - ↔ Dragging equipment detector, arrow or arrows denote direction protected.
 - Y Yard limit sign.
 - Switching limit sign.
 - #2-69.3-A P.U.C. number, as shown on public road crossings.
 - (26-007-F) D.O.T. number as shown on public and private crossings.
- Car capacities shown on all station detail sheets are based on 50 ft. overall allowance per car.

Type of Curve Rail Symbol

1. Flame Hardened FH
 2. Curvemaster (U.S. Steel Co.) CM
 3. Fully Heat Treated (Bethlehem Stl.) FHT
 4. Hi Si (C.F. & I. Steel Co.) HS
 5. Cromoly or Chromalloy (C.F. & I.) CR (Cromo)
 6. Japanese (Nippon) JP (JAP)
 7. Other OR
- (a) British Steel followed by lower case letter.
 (c) Chrome 1% Example
 (f) German ORd

* Second Hand Rail

BRIDGES

Ab. _____ Abutment
 Ap. _____ Approach
 Ar. _____ Arch
 B.D. _____ Ballast Deck
 Brk. _____ Brick
 Br. _____ Bridge
 Bx. _____ Box
 C. _____ Concrete
 C.I.P. _____ Cast Iron Pipe
 C.P. _____ Concrete Pipe
 C.M.P. _____ Corrugated Metal Pipe
 D.G. _____ Deck Girder
 D.T. _____ Deck Truss
 Dbl. _____ Double
 Dr. Sp. _____ Draw Span
 Ex. _____ Extension
 Ftg. _____ Footing
 F.T. _____ Frame Trestle
 I.Bm. _____ I-Beam
 Lg. _____ Long
 Msy. _____ Masonry

FACILITIES

Cdr. Cv. _____ Ginder Conveyor
 Coa. Ch. _____ Coal Chute
 F. _____ Fuel
 O. Col. _____ Oil Column
 O.T. _____ Oil Tank
 Stk. Yd. _____ Stock Yard

O.D. _____ Open Deck
 O.C.P. _____ Oval Concrete Pipe
 O.R.C.P. _____ Oval Reinforced Conc. Pipe
 P.C. _____ Prestressed Concrete
 Ped. _____ Pedestal
 P.T. _____ Pile Trestle
 R.C.P. _____ Reinforced Concrete Pipe
 Rd. Wd. _____ Red Wood
 S.S.C. _____ Steel Stringers and Caps
 S.S.P. _____ Structural Steel Pipe
 Sto. _____ Stone
 T.R. _____ T-Rail
 Th. G. _____ Thru Girder
 Th. T. _____ Thru Truss
 T. Bx. _____ Timber Box
 Tr. _____ Treated
 Trip. _____ Triple
 Vit. P. _____ Vitrified Pipe
 W.F. _____ Wide Flange
 Wd. _____ Wood
 Wr. I. P. _____ Wrot Iron Pipe

T.T. _____ Treating Tank
 T. _____ Turntable
 W. _____ Water
 W. Col. _____ Water Column
 W.T. _____ Water Tank
 Y. _____ Wye

ABBREVIATIONS

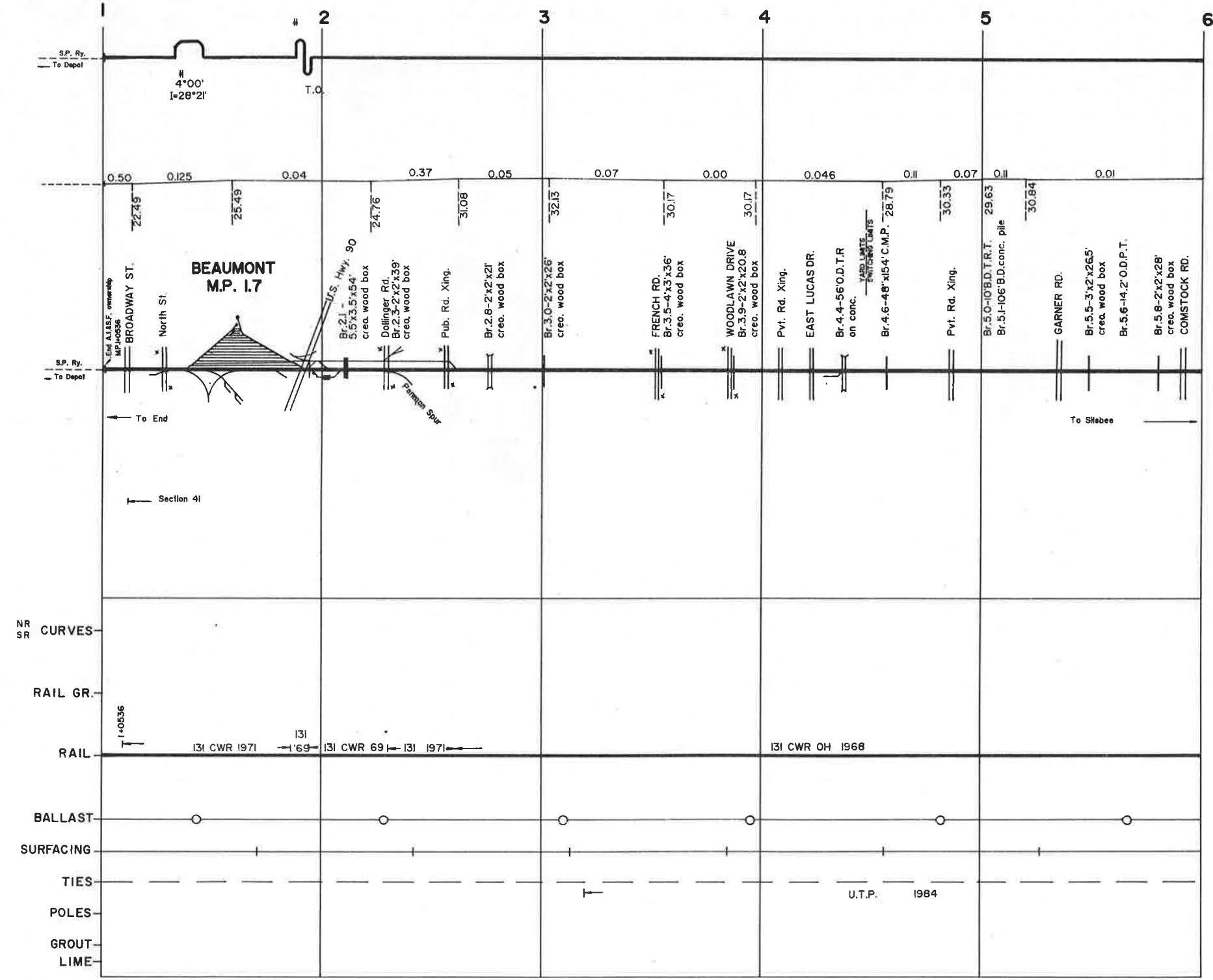
Auto. Gates _____ Automatic Gates
 A.T.S. _____ Automatic Train Stop
 Ave. _____ Avenue
 Bch. _____ Branch
 Blk. _____ Block
 Br. Sig. _____ Bridge Signal
 B.P. _____ Bumping Post
 Cant. Sig. _____ Cantilever Signal
 Cr. _____ Creek
 Co. _____ County
 Div. _____ Division
 E.W. _____ Eastward
 El. _____ Elevation of Curves
 Exp. Bldg. _____ Express Building
 Fl. Lub. _____ Flange Lubricator
 Flsh. Sig. _____ Flashing Signal
 F. Lt. P. _____ Flood Light Pole
 F. Lt. T. _____ Flood Light Tower
 Frt. _____ Freight
 Gr. _____ At Grade
 H.B. Refl. Bd. _____ Hot Box Reflector Board
 H. B. Det. _____ Hot Box Detector
 Hw. Det. _____ Highwater Detector
 Ho. _____ House
 Hwy. _____ Highway
 I. _____ Total Curve Angle
 I. Sig. _____ Interlocking Signal
 I. Sw. _____ Interlocking Switch
 I. Tower _____ Interlocking Tower
 Jct. _____ Junction
 Lav. _____ Lavatory

MISCELLANEOUS

Lt. _____ Left
 M.M. _____ Middle Main (also M.)
 N.M. _____ North Main (also N.)
 N.B. _____ North Bound
 O.P. _____ Overpass
 Psgr. _____ Passenger
 Po. _____ Power
 Pvt. _____ Private (also Pr.)
 Pub. _____ Public
 R.R. _____ Railroad
 Ry. _____ Railway
 Reserv. _____ Reservoir
 R.S. _____ Resume Speed
 Rt. _____ Right
 R. W. _____ Right of Way
 Riv. _____ River
 Rd. Xing. _____ Road Crossing
 Sec. _____ Section
 Sig. _____ Signal
 S.B. _____ South Bound
 Sp. _____ Spiral Length
 S.M. _____ South Main (also S.)
 S. Sw. _____ Spring Sw.
 St. _____ Street (also State)
 Sta. _____ Station
 Trk. _____ Track
 U.C. _____ Undercutter
 U.P. _____ Underpass
 U.T.P. _____ Under Track Plow
 Yd. _____ Yard

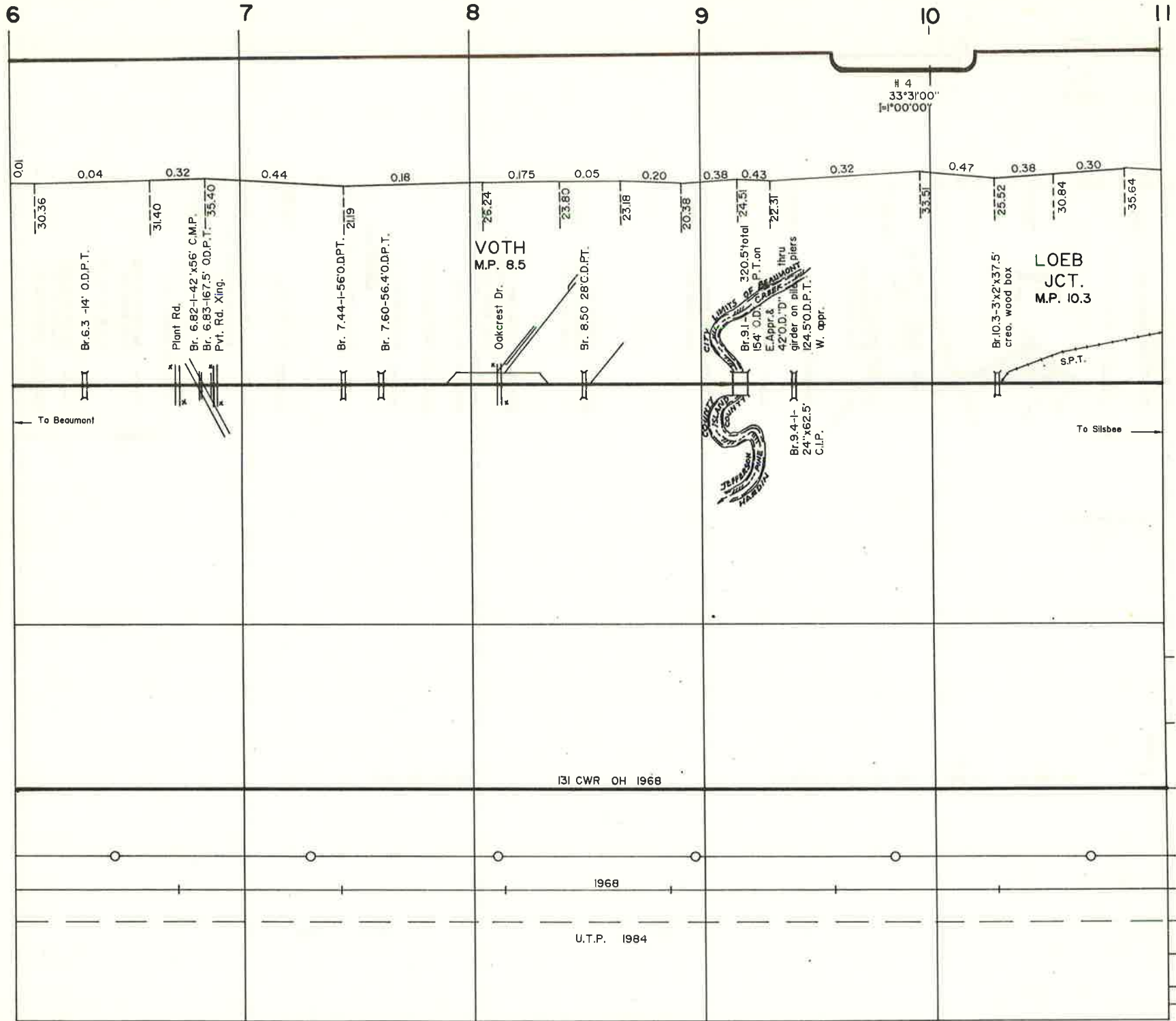
Add "s" to the above abbreviations, when plural form required.

SILSBEE DISTRICT



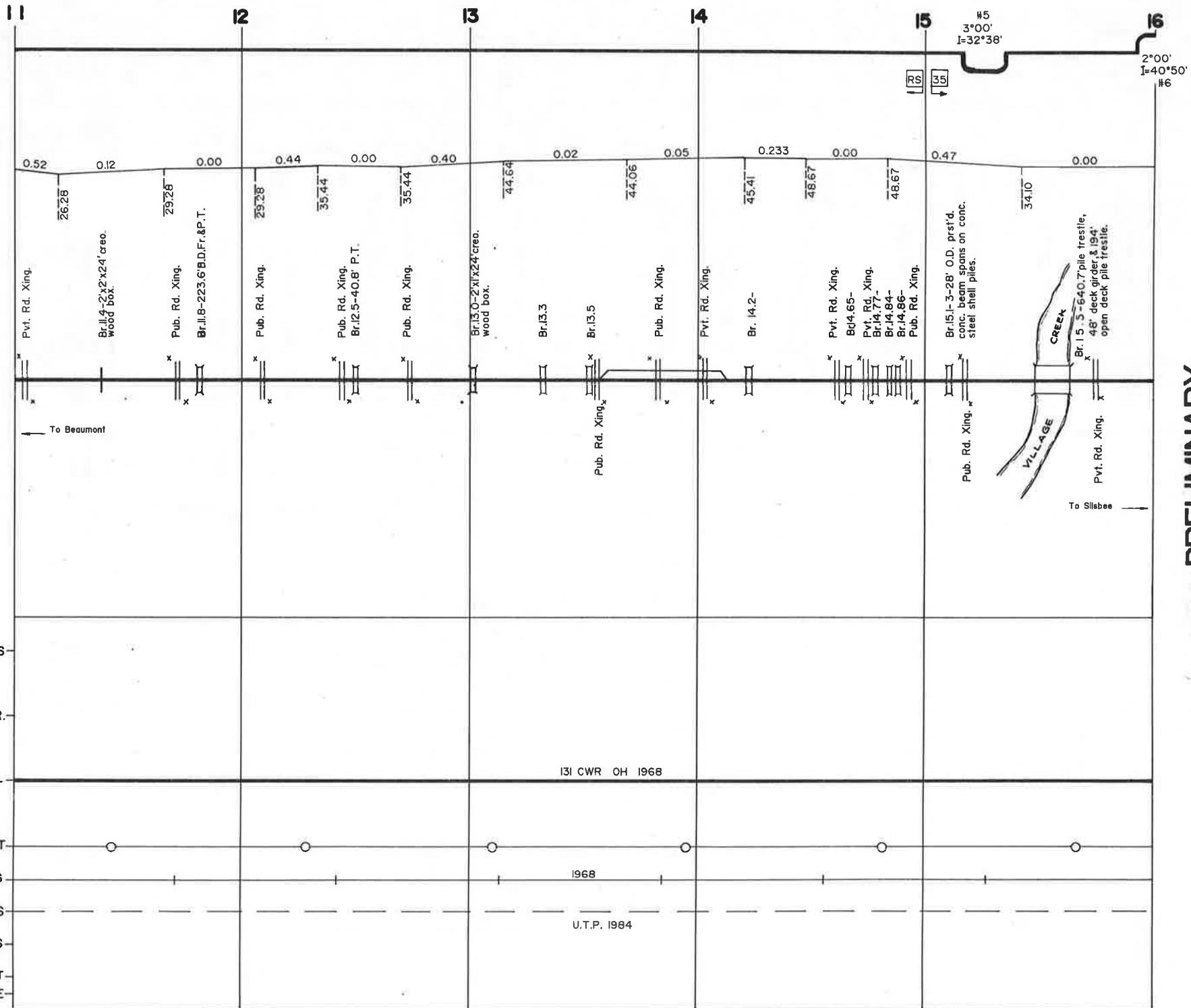
PRELIMINARY

PRELIMINARY



REVISED _____

BINDER NO. 8



NR SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

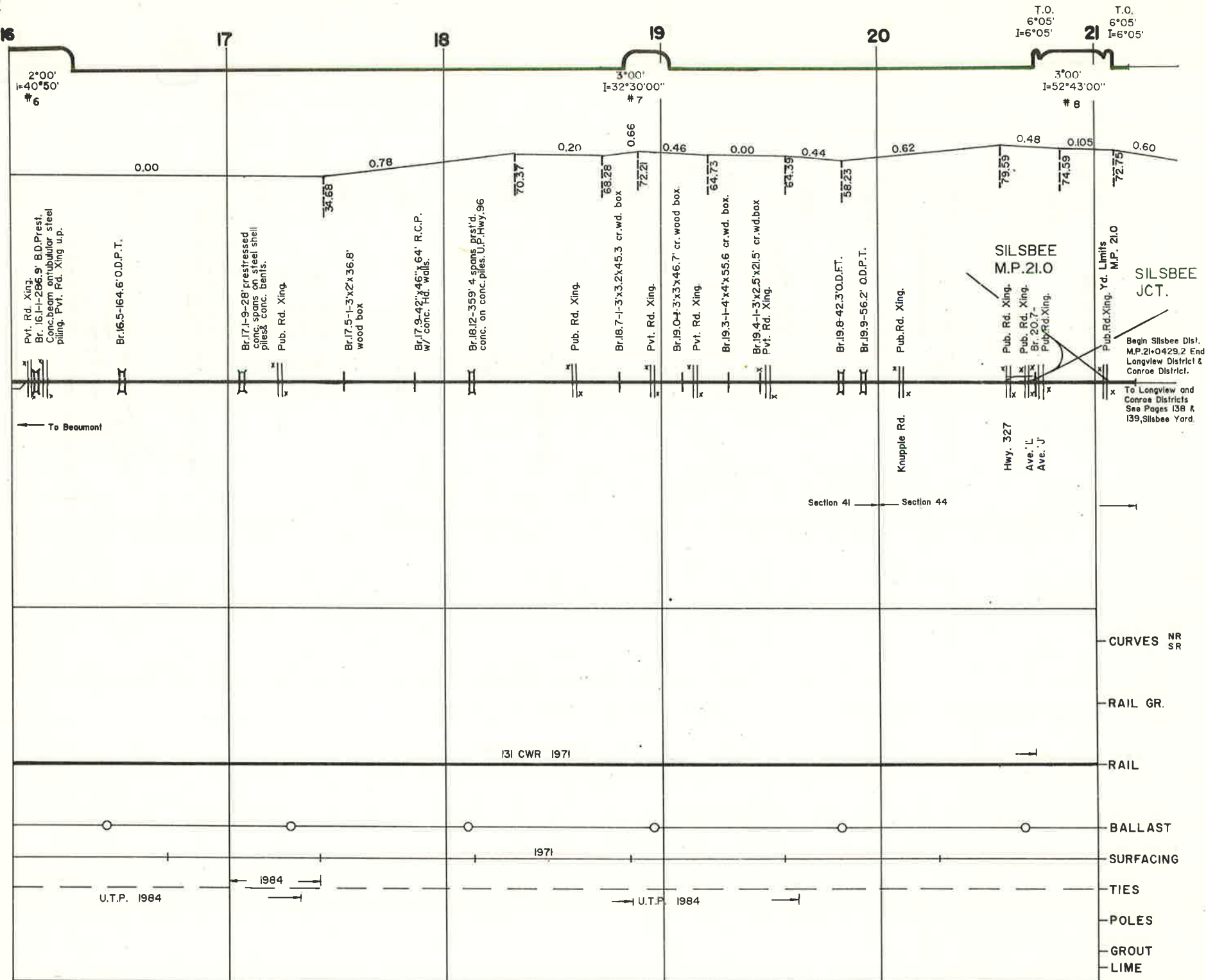
LIME

BINDER NO. 8

REVISED _____

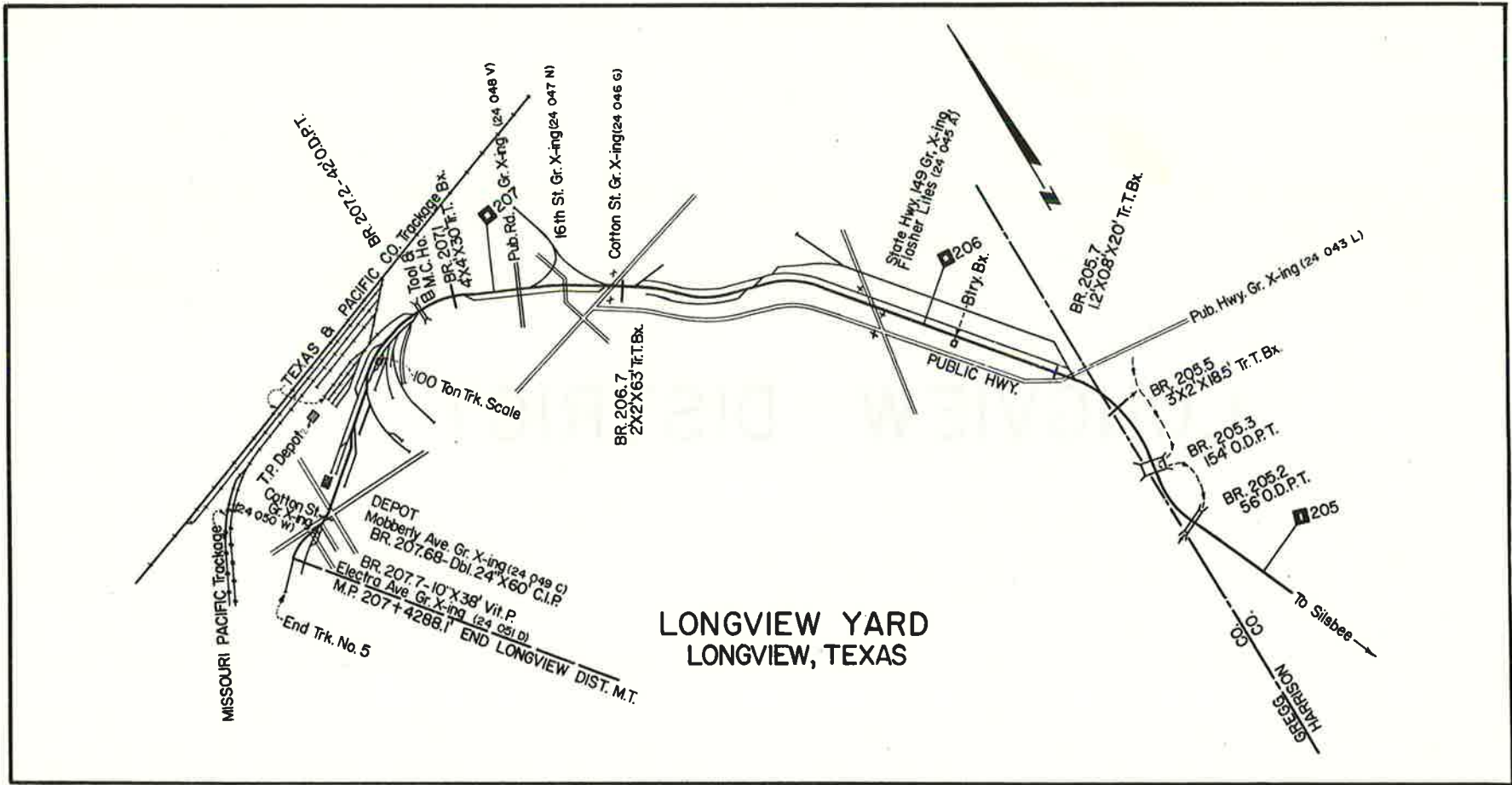
PRELIMINARY

PRELIMINARY



REVISED _____

LONGVIEW DISTRICT

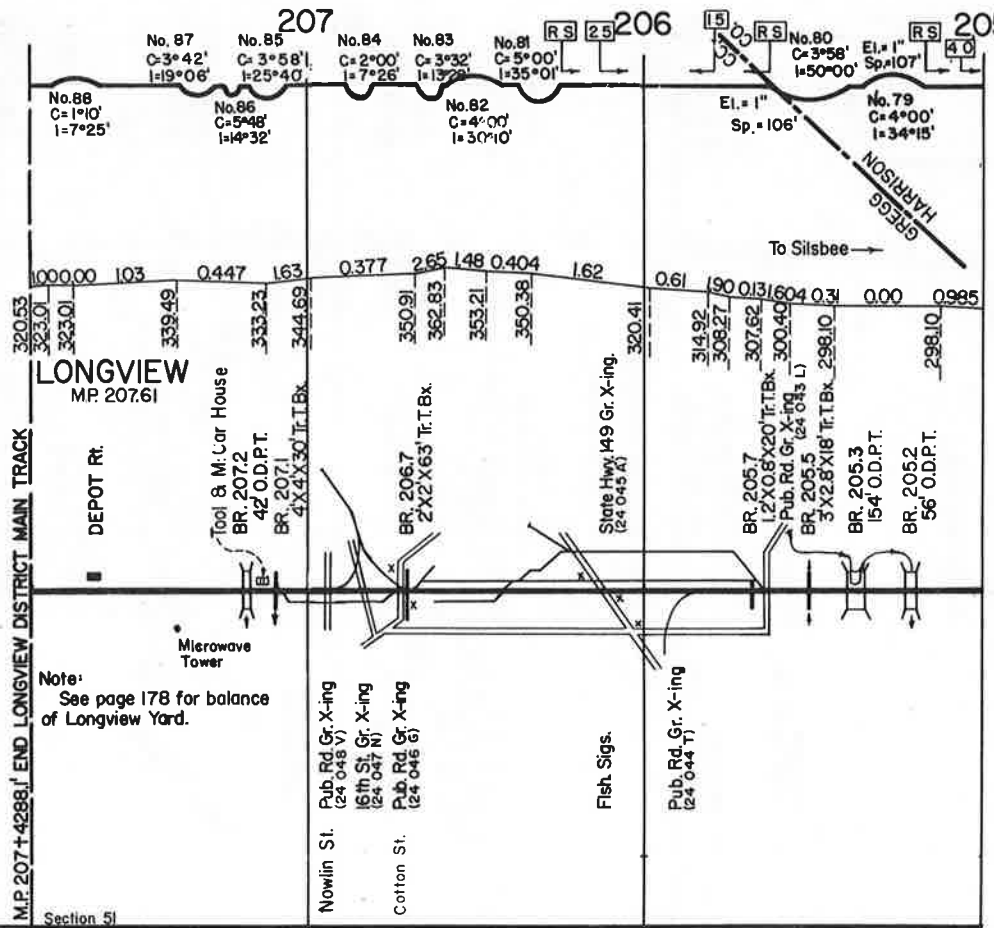


1.5

207

206

205

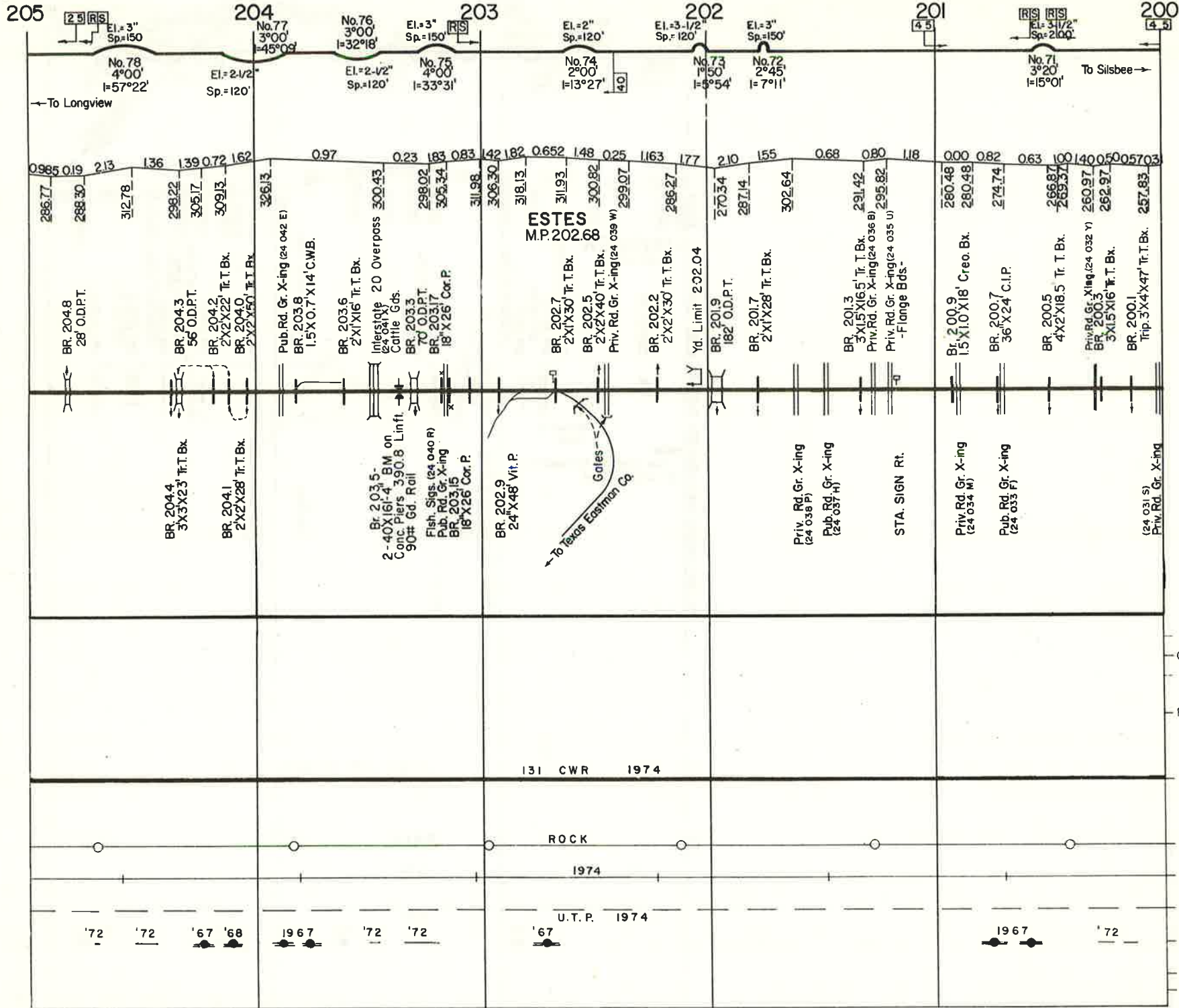


| | | |
|-----------------|----------------------------------|------------|
| M.P. 207+4288.1 | END LONGVIEW DISTRICT MAIN TRACK | Section 51 |
| 320.53 | 323.01 | 323.01 |
| 1000.00 | 103 | 0447 |
| 339.49 | 333.23 | 344.69 |
| 0.377 | 2.65 | 1.48 |
| 0.404 | 1.62 | 0.61 |
| 350.91 | 362.83 | 353.21 |
| 350.38 | 320.41 | 314.92 |
| 308.27 | 307.62 | 300.40 |
| 190.013 | 160.4 | 0.00 |
| 0.985 | 0.00 | 0.985 |

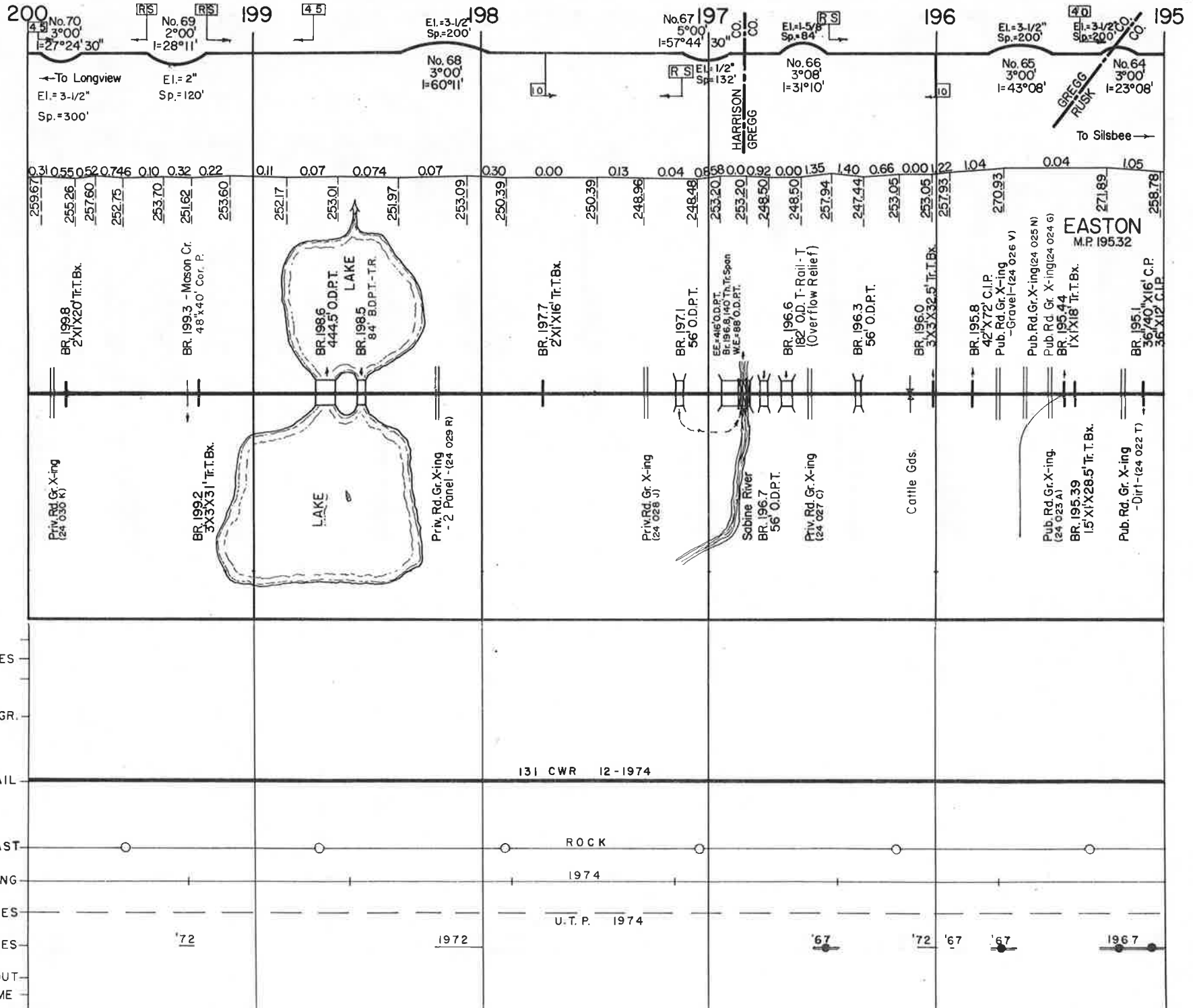
Note: See page 178 for balance of Longview Yard.

CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

+0943
131 S.H. CWR 12-1974
ROCK
1984
1974
1974
'72 '67 '67 '67 '72 '67



REVISED



200

No. 70
 3°00'
 I=27°24'30"

0.31
 0.55
 0.52
 0.746
 0.10
 0.32
 0.22

259.67
 255.26
 257.60
 252.75
 253.70
 251.62
 253.60

BR 1998
 2'X1'X20' Tr. T. Bx.

Priv. Rd. Gr. X-ing
 (24 036 K)

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 69
 2°00'
 I=28°11'

0.11
 0.07
 0.074
 0.07

252.17
 253.01
 251.97

BR 1993 - Mason Cr.
 48'x40' Cor. P.

BR 1992
 3'X3'X31' Tr. T. Bx.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

199

No. 68
 3°00'
 I=60°11'

0.30
 0.00
 0.13
 0.04
 0.08
 0.00
 0.92
 0.00
 1.35
 1.40
 0.66
 0.00
 2.22
 1.04

250.39
 250.39
 248.96
 248.48
 253.20
 253.20
 248.50
 248.50
 257.94
 247.44
 253.05
 253.05
 257.93

BR 1977
 2'X1'X16' Tr. T. Bx.

BR 1971
 56' O.D.P.T.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 67
 5°00'
 I=57°44'

0.04
 0.08
 0.00
 0.92
 0.00
 1.35
 1.40
 0.66
 0.00
 2.22
 1.04

253.20
 253.20
 248.50
 248.50
 257.94
 247.44
 253.05
 253.05
 257.93

BR 1966
 182' O.D. Tr. Rail - T
 (Overflow Relief)

BR 1963
 56' O.D.P.T.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 66
 3°08'
 I=31°10'

0.04
 0.08
 0.00
 0.92
 0.00
 1.35
 1.40
 0.66
 0.00
 2.22
 1.04

253.20
 253.20
 248.50
 248.50
 257.94
 247.44
 253.05
 253.05
 257.93

BR 1960
 3'X3'X32.5' Tr. T. Bx.

BR 1958
 42' X72' C.I.P.
 Pub. Rd. Gr. X-ing
 -Gravel-(24 026 v)

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 65
 3°00'
 I=43°08'

0.04
 1.05

270.93
 271.89
 258.78

BR 1954
 1'X1'X18' Tr. T. Bx.

BR 1951
 36'x40'x16' C.P.
 36'x12' C.I.P.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 64
 3°00'
 I=23°08'

0.04
 1.05

270.93
 271.89
 258.78

BR 1951
 36'x40'x16' C.P.
 36'x12' C.I.P.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 65
 3°00'
 I=43°08'

0.04
 1.05

270.93
 271.89
 258.78

BR 1951
 36'x40'x16' C.P.
 36'x12' C.I.P.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 66
 3°08'
 I=31°10'

0.04
 1.05

270.93
 271.89
 258.78

BR 1951
 36'x40'x16' C.P.
 36'x12' C.I.P.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 65
 3°00'
 I=43°08'

0.04
 1.05

270.93
 271.89
 258.78

BR 1951
 36'x40'x16' C.P.
 36'x12' C.I.P.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 64
 3°00'
 I=23°08'

0.04
 1.05

270.93
 271.89
 258.78

BR 1951
 36'x40'x16' C.P.
 36'x12' C.I.P.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

No. 64
 3°00'
 I=23°08'

0.04
 1.05

270.93
 271.89
 258.78

BR 1951
 36'x40'x16' C.P.
 36'x12' C.I.P.

CURVES

RAIL GR.

RAIL

BALLAST

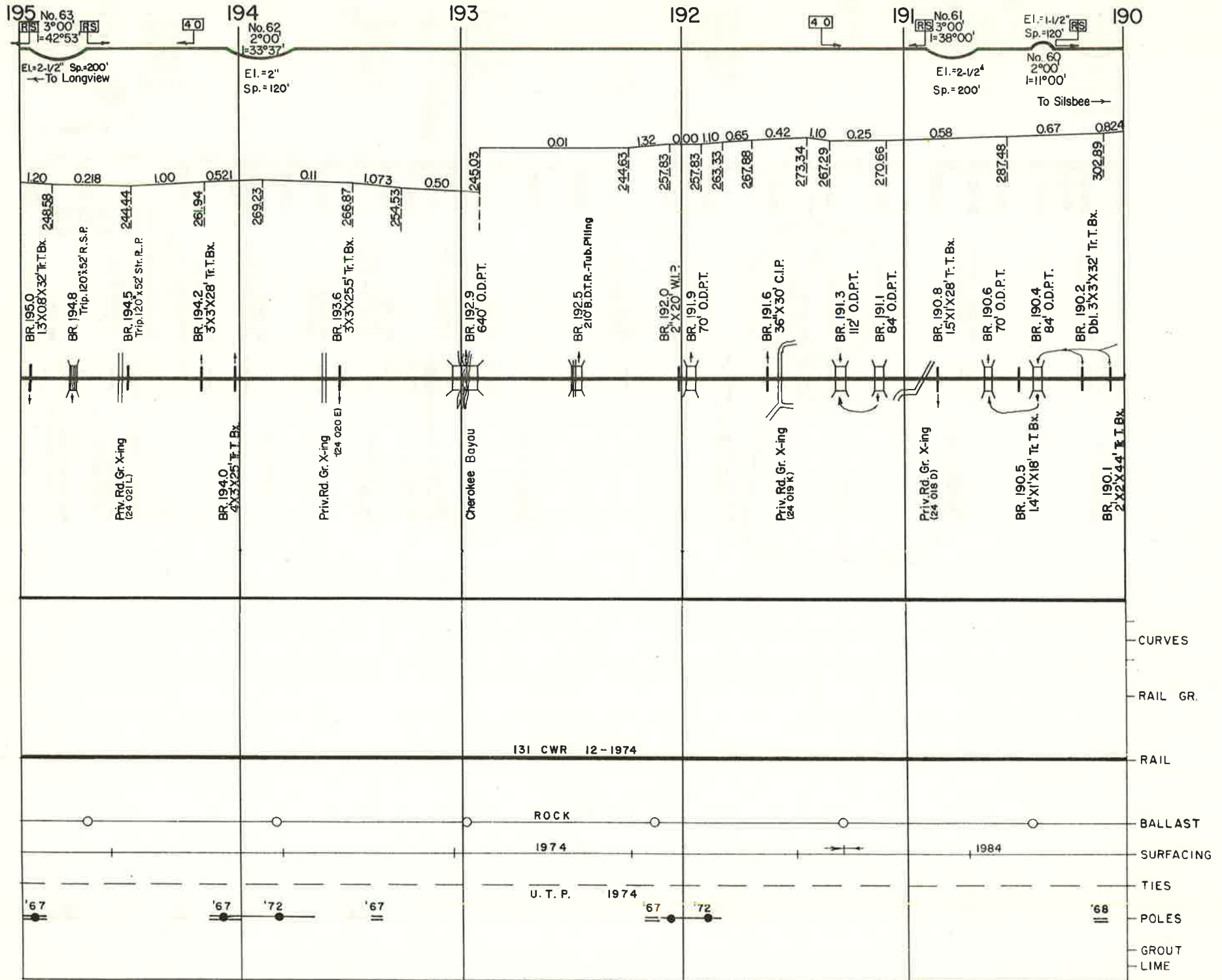
SURFACING

TIES

POLES

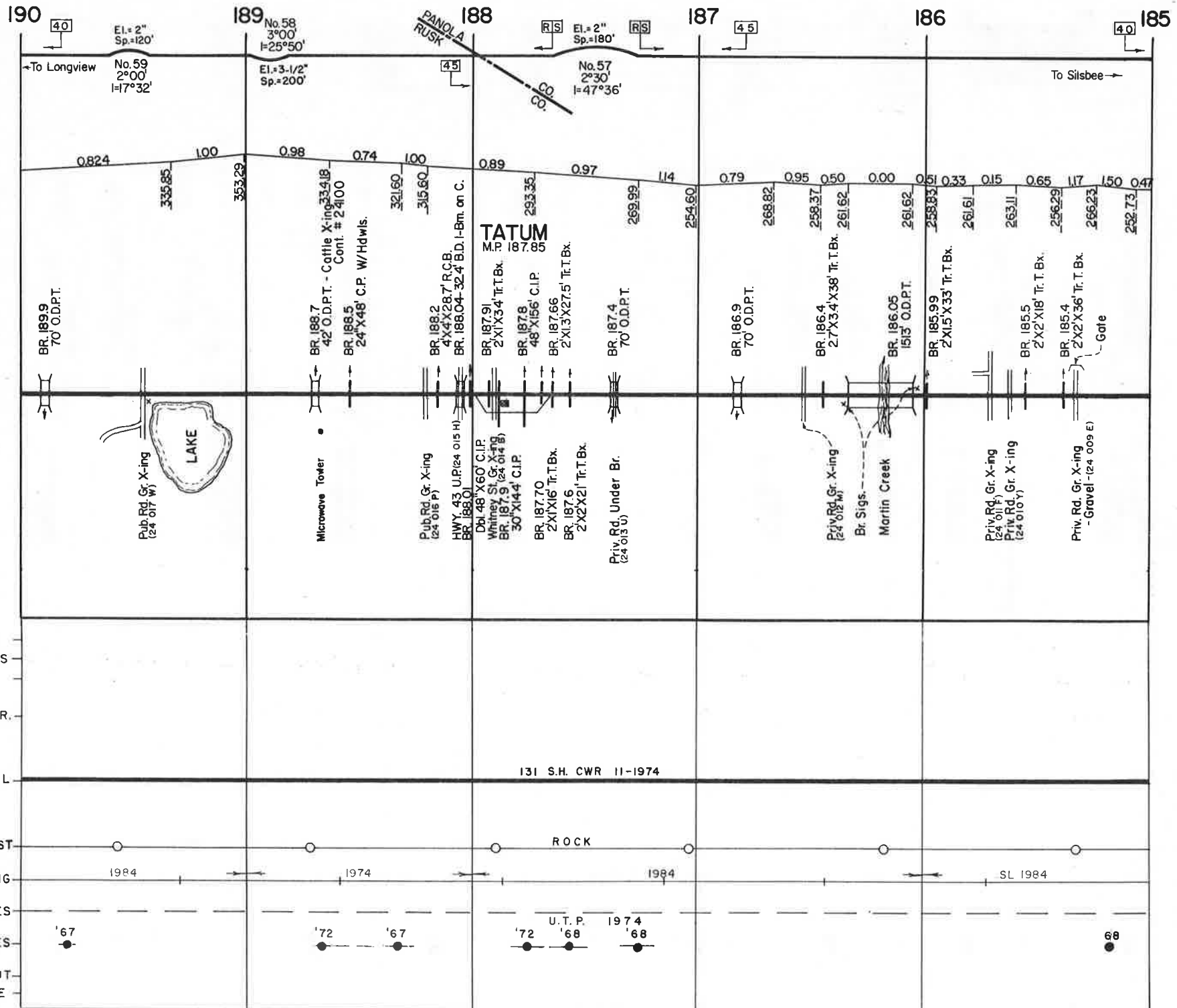
GROUT

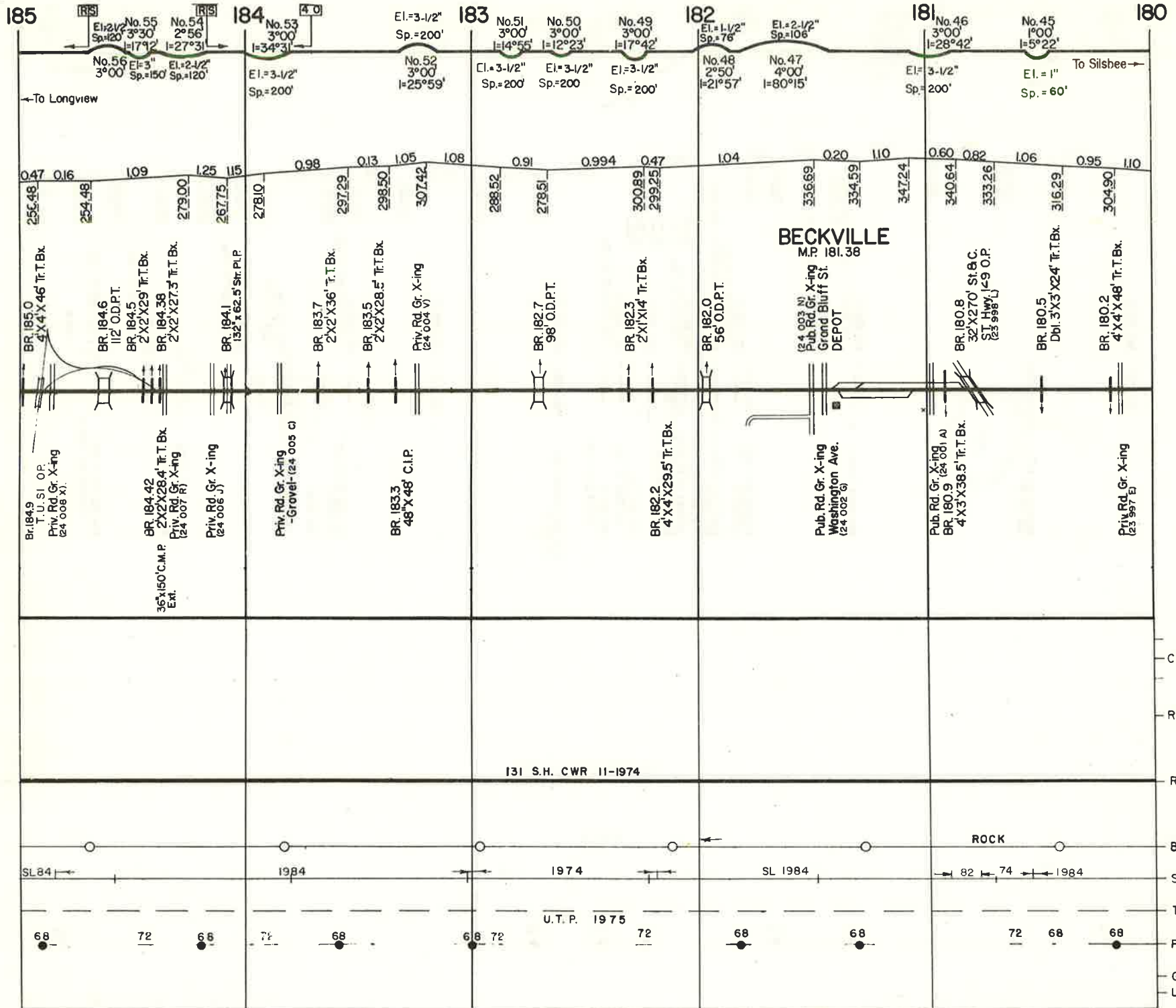
LIME



REVISED _____

BINDER NO 8





180

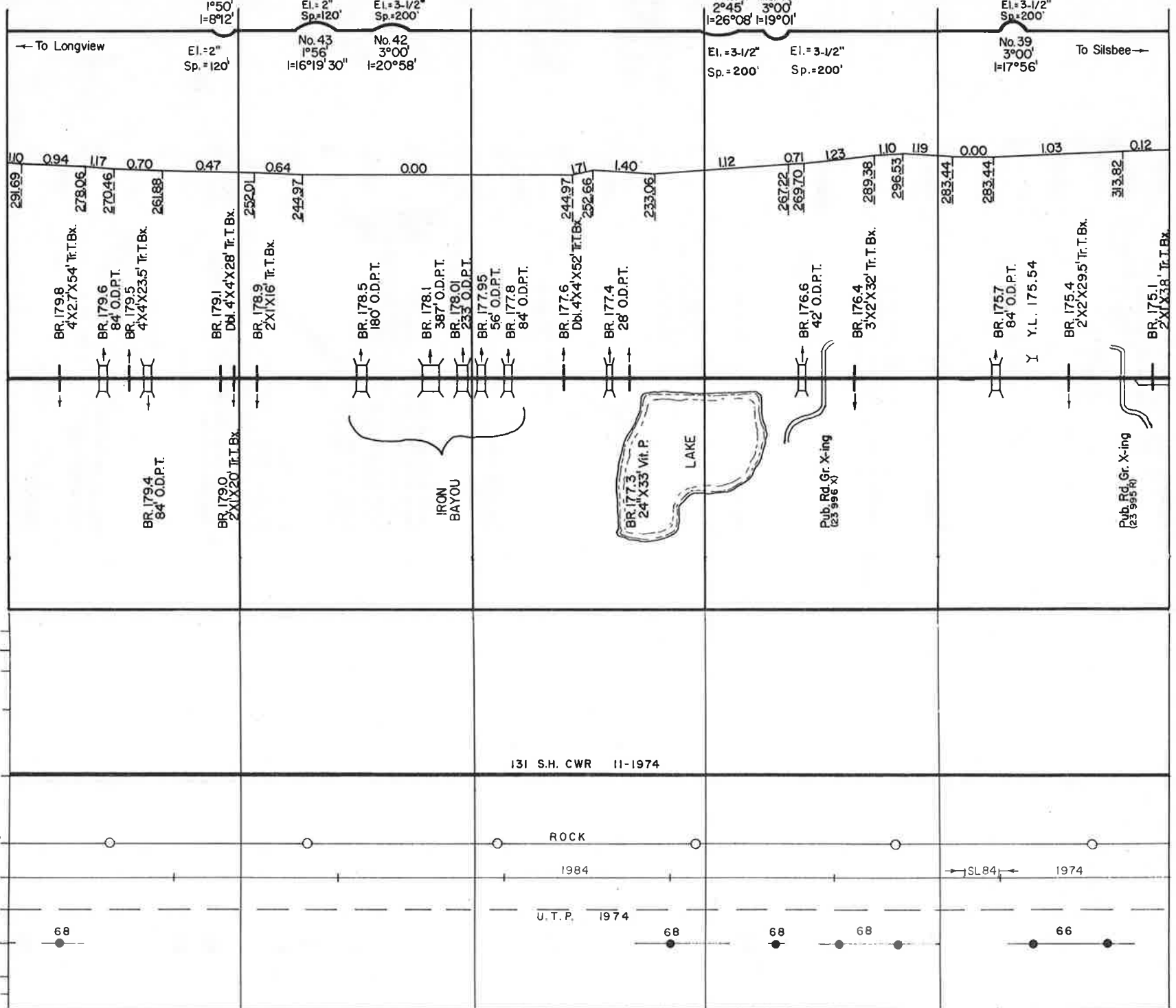
No.44
1°50'
l=8°12'

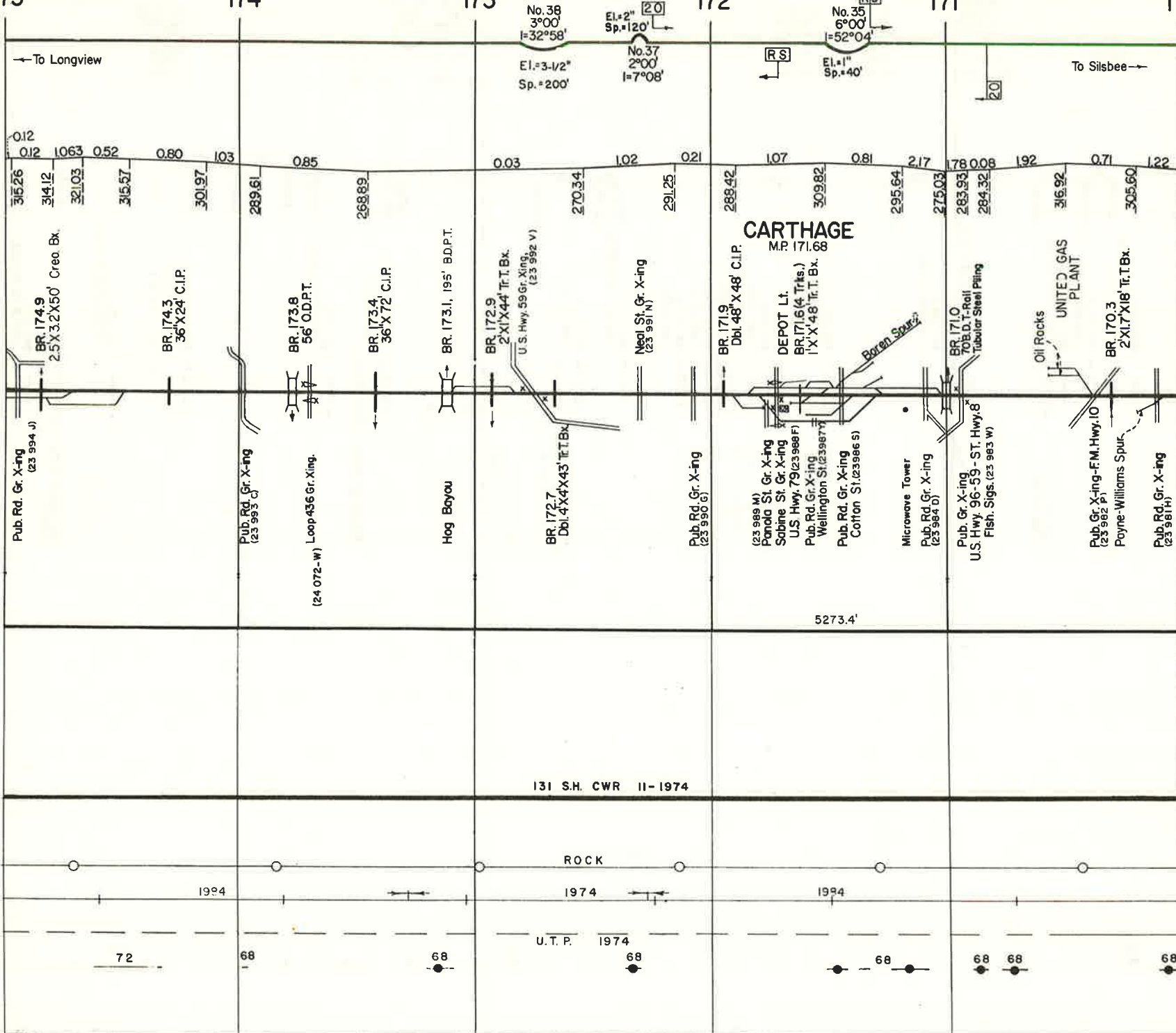
178

177

176

175





131 S.H. CWR II-1974

ROCK

U.T.P. 1974

CARTHAGE
M.R. 171.68

DEPOT Lt.
BR. 171.6 (4 Trks.)
1' X' X' 48' T.T. Bx.

UNITED GAS
PLANT

Oil Rocks

BR. 171.0
70 B.D.T. Rail
Tubular Steel Piling

Pub. Gr. X-ing
U.S. Hwy. 96-59 - ST. Hwy. 8
Fish. Sigs. (23 983 w)

Pub. Gr. X-ing-F.M. Hwy. 10
(23 982 P)

Poyn-Williams Spur

BR. 170.3
2' X 1.7' X 18' T.T. Bx.

Pub. Rd. Gr. X-ing
(23 981 H)

- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

REVISED _____

No. 34
2°08'
I=13°28'30"

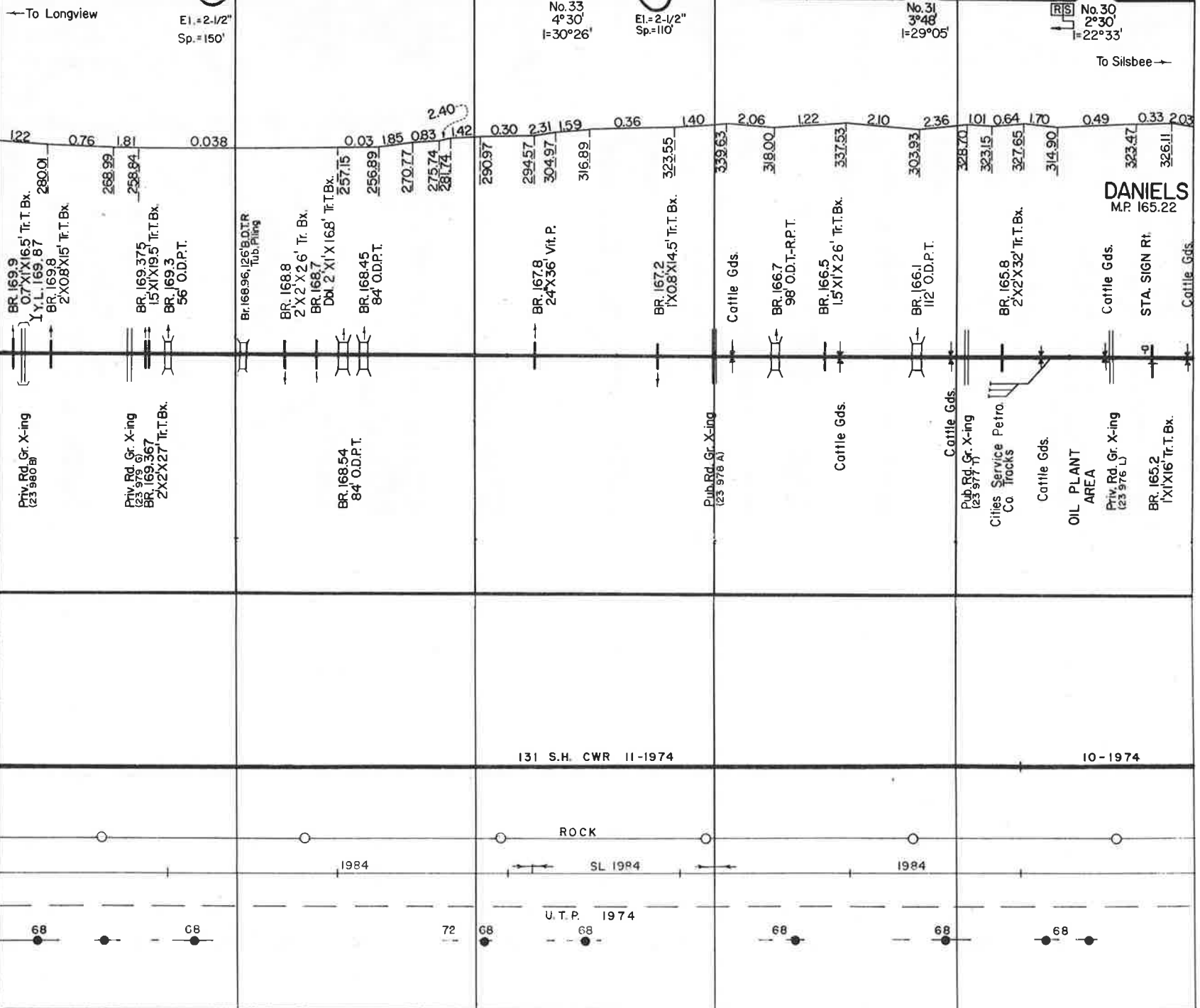
El. = 3'
Sp. = 130'
No. 33
4°30'
I=30°26'

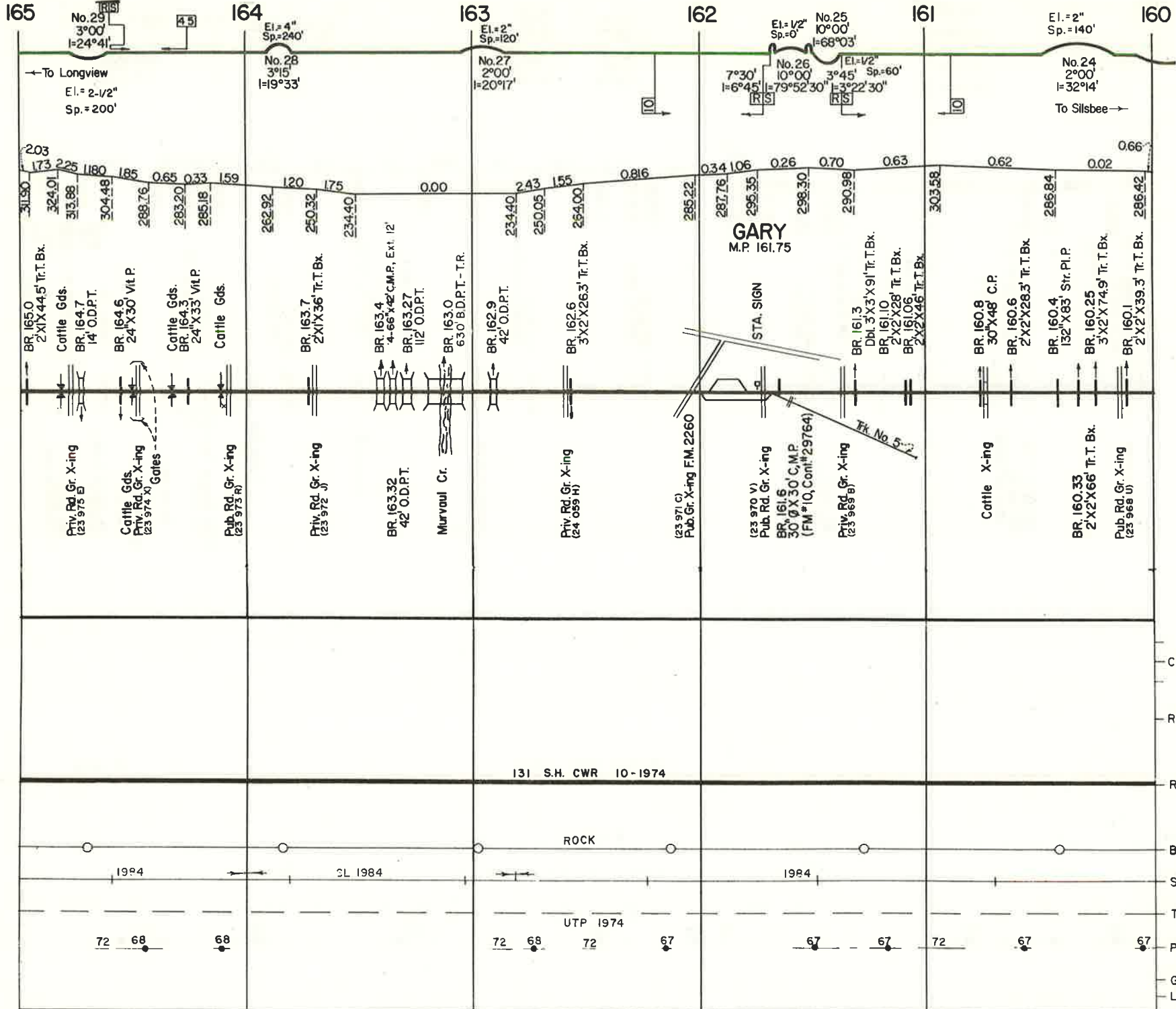
No. 32
4°00'
I=27°40'

El. = 2-1/2"
Sp. = 110'

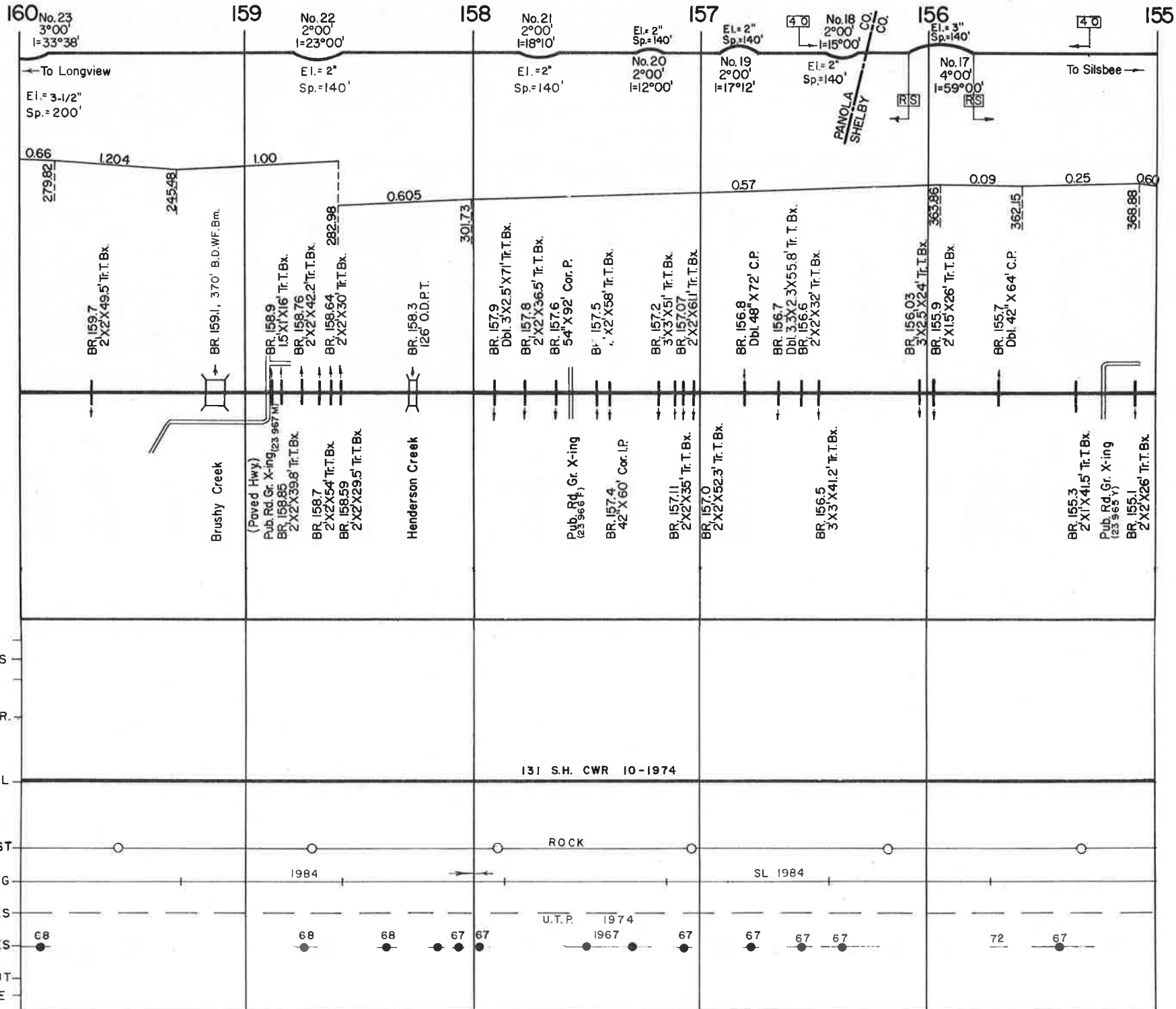
No. 31
3°48'
I=29°05'

El. = 3'
Sp. = 180'
No. 30
2°30'
I=22°33'





REVISED _____



155

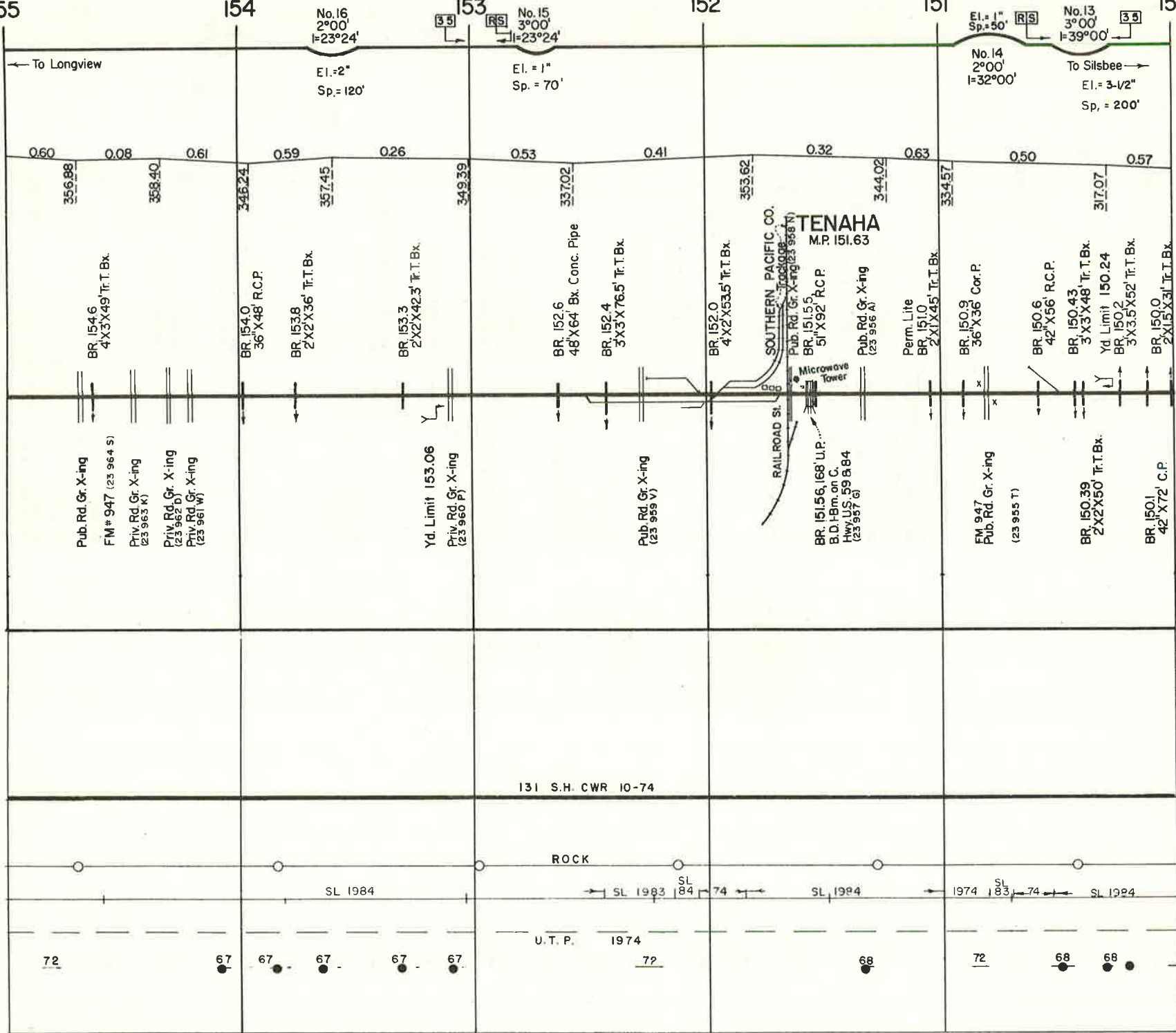
154

153

152

151

150



To Longview ←

→ To Silsbee

No. 16
2°00'
I=23°24'
El. = 2"
Sp. = 120'

No. 15
3°00'
I=23°24'
El. = 1"
Sp. = 70'

No. 14
2°00'
I=32°00'
El. = 1"
Sp. = 50'

No. 13
3°00'
I=39°00'
El. = 3-1/2"
Sp. = 200'

0.60 0.08 0.61 0.59 0.26 0.53 0.41 0.32 0.63 0.50 0.57

356.88 358.40 346.24 357.45 349.39 337.02 353.62 344.02 334.57 317.07

BR 154.6
4'X3'X49' Tr. T. Bx.

BR 154.0
36'X48' R.C.P.

BR 153.8
2'X2'X36' Tr. T. Bx.

BR 153.3
2'X2'X42.3' Tr. T. Bx.

BR 152.6
48'X64' Bx. Conc. Pipe

BR 152.4
3'X3'X76.5' Tr. T. Bx.

BR 152.0
4'X2'X53.5' Tr. T. Bx.

TENAHA
M.P. 151.63

BR 151.55
51'X92' R.C.P.

Pub. Rd. Gr. X-ing
(23 956 A)

Perm. Lite
BR 151.0
2'X1'X45' Tr. T. Bx.

BR 150.9
36'X36' Cor. P.

BR 150.6
42'X56' R.C.P.

BR 150.43
3'X3'X48' Tr. T. Bx.

BR 150.24
3'X3.5'X52' Tr. T. Bx.

BR 150.0
2'X1.5'X31' Tr. T. Bx.

Pub. Rd. Gr. X-ing
FM# 947 (23 964 S)

Priv. Rd. Gr. X-ing
(23 963 K)

Priv. Rd. Gr. X-ing
(23 962 D)

Priv. Rd. Gr. X-ing
(23 961 W)

Yd. Limit 153.06
Priv. Rd. Gr. X-ing
(23 960 P)

Pub. Rd. Gr. X-ing
(23 959 V)

BR 151.56, 168' U.P. ...
B.D. Bm. on C.
Hwy. U.S. 59 B.84
(23 957 G)

FM 947
Pub. Rd. Gr. X-ing
(23 955 T)

BR 150.39
2'X2'X50' Tr. T. Bx.

BR 150.1
42'X72' C.P.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

131 S.H. CWR 10-74

ROCK

SL 1984

SL 1983

SL 1984

1974 SL 183

SL 1984

U. T. P. 1974

72

67

67

67

67

67

72

68

72

68

68

150

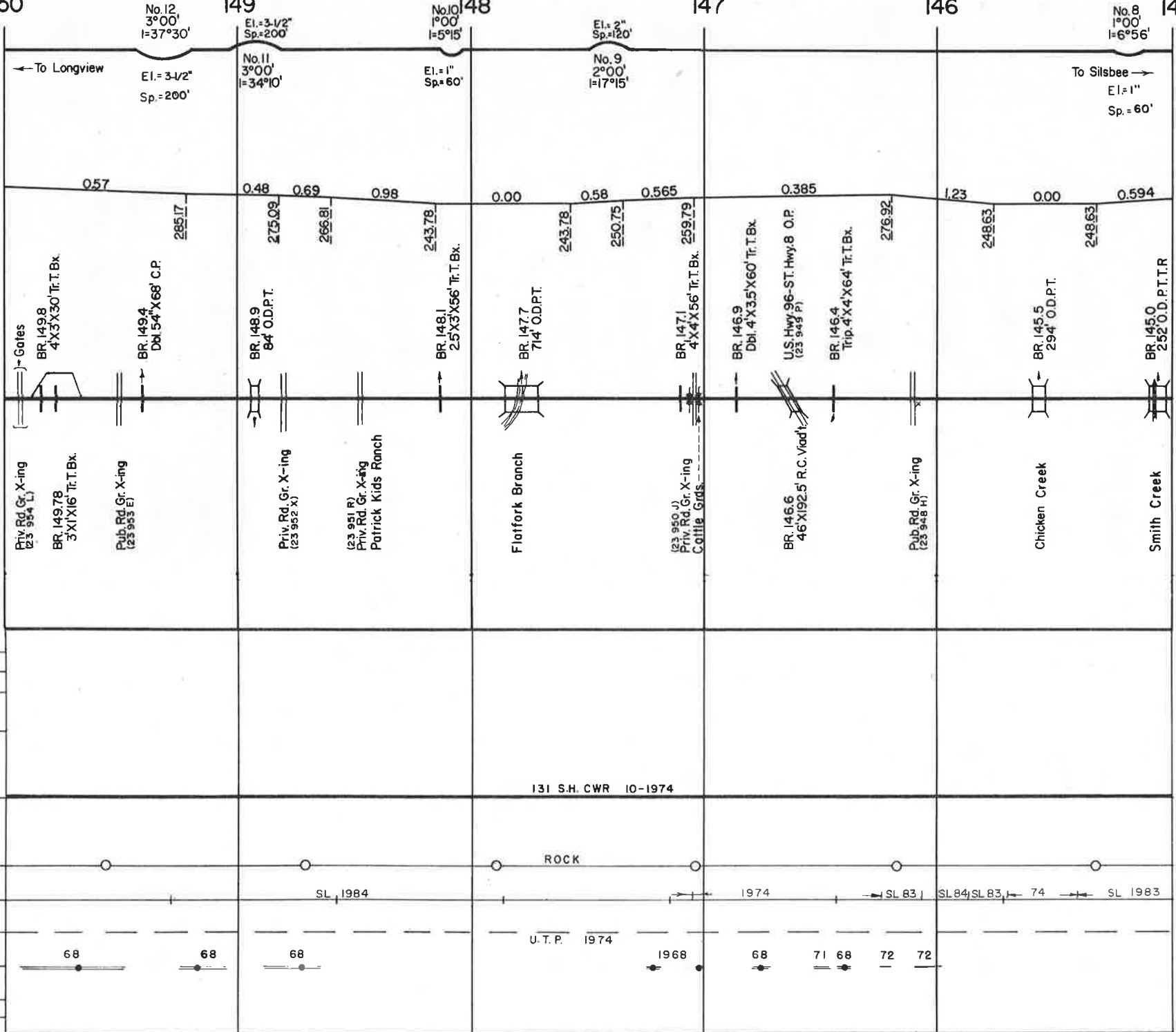
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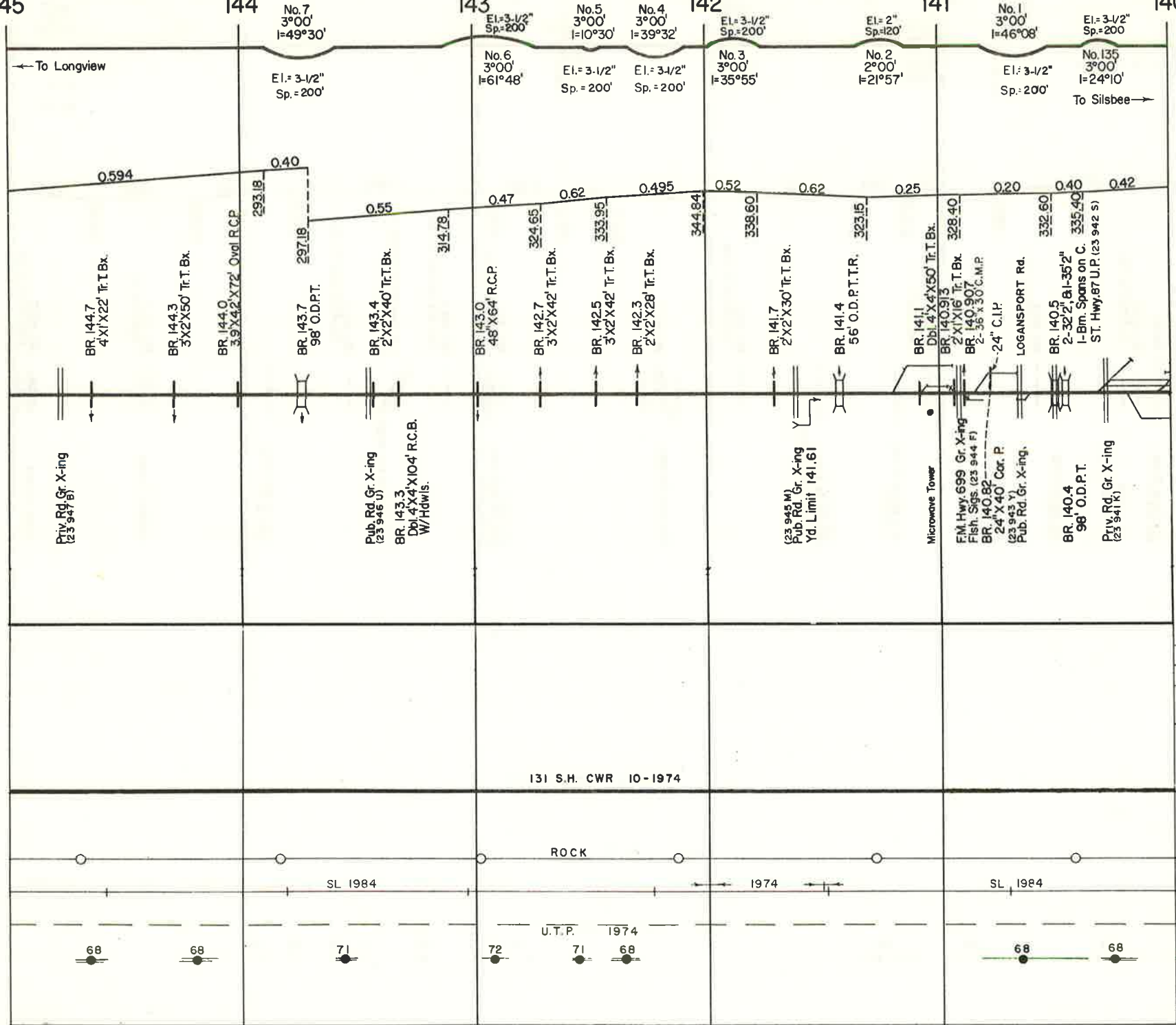
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142

141

140



REVISED _____

BINDER NO 8

140

No. 134
1°30'
I=15°53'

139

No. 132
3°00'
I=18°09'

No. 131
1°30'
I=6°56'

138

No. 130
3°00'
I=14°51'

137

No. 128
2°00'
I=21°02'

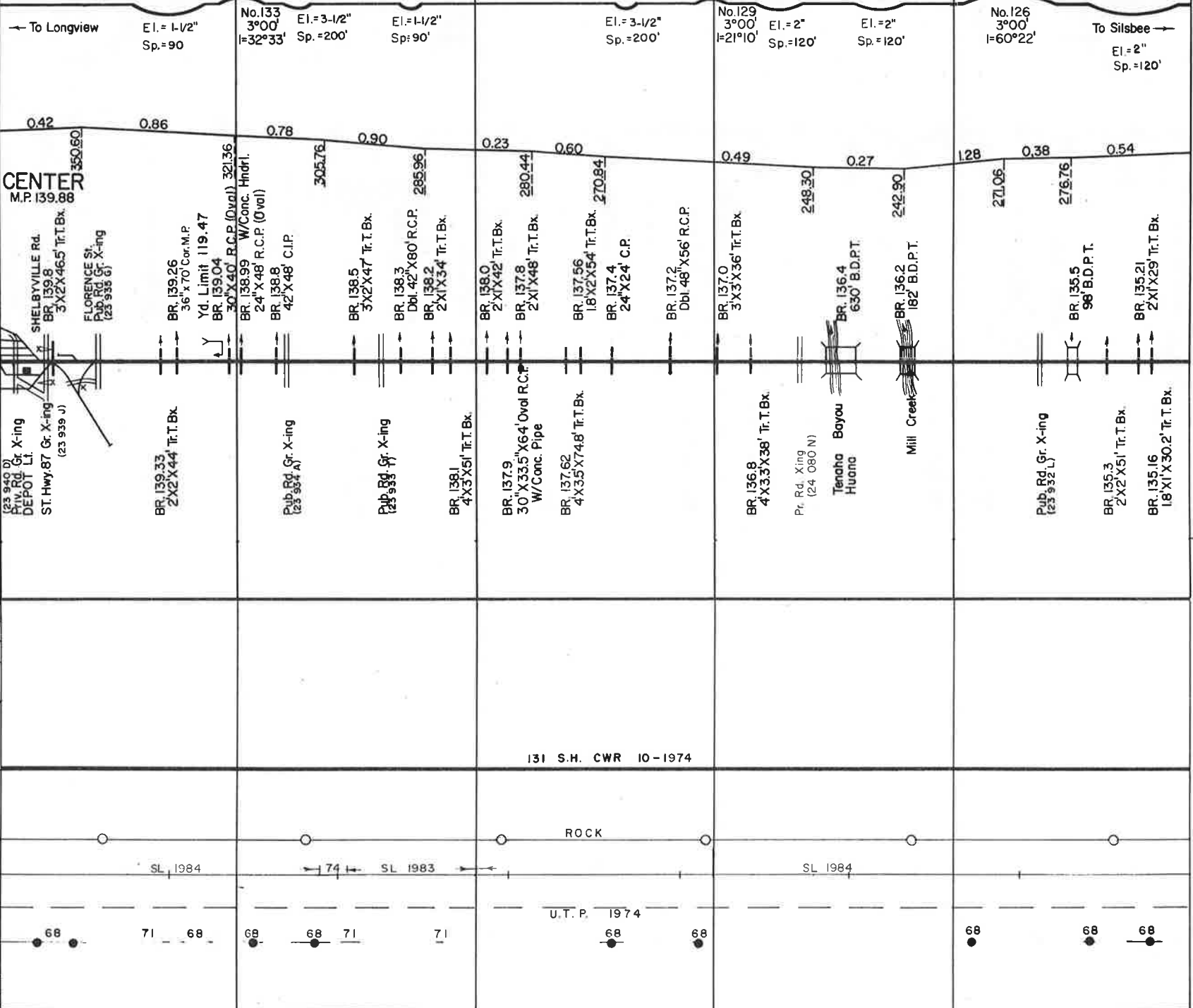
No. 127
2°00'
I=21°48'

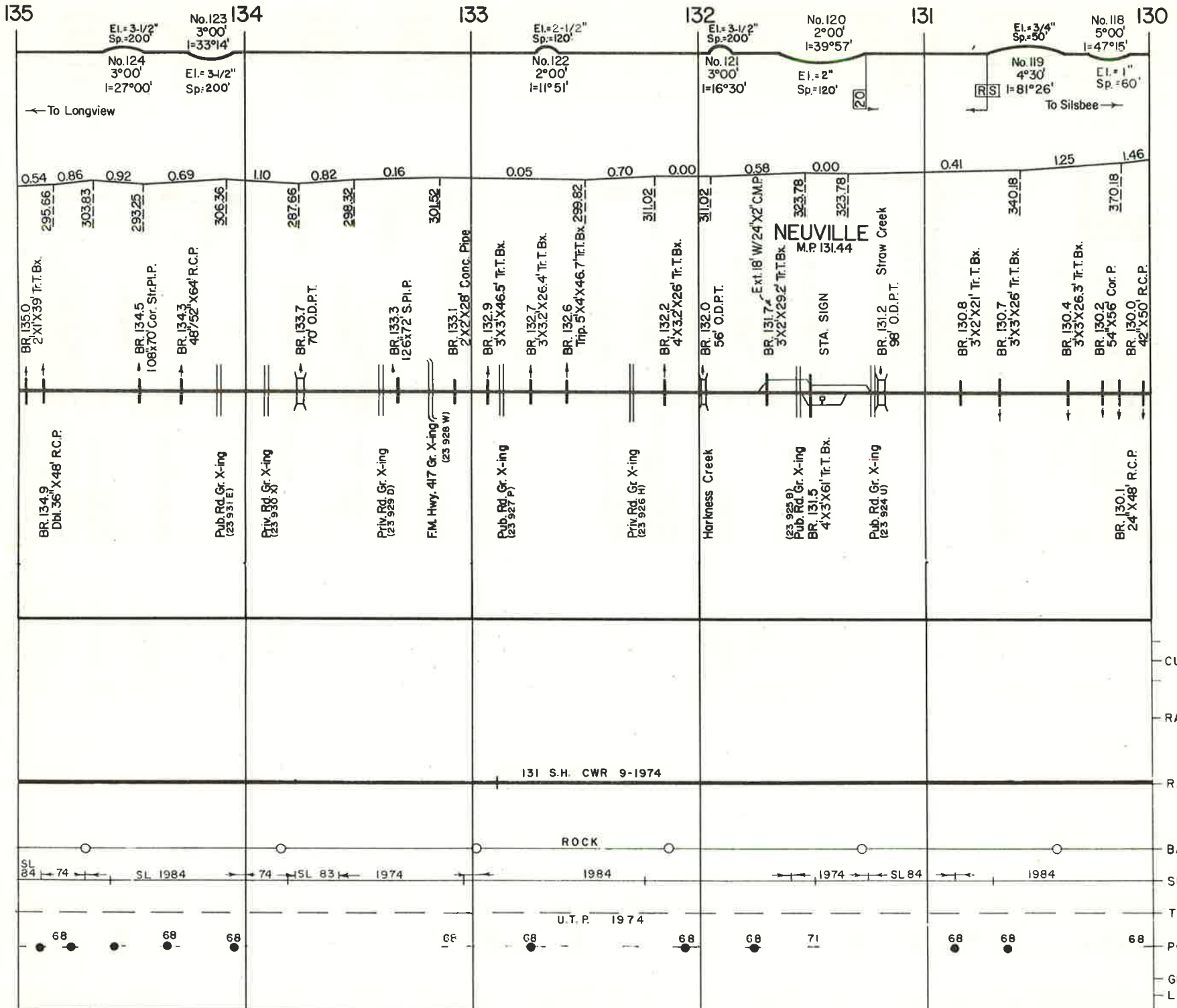
136

El.=3-1/2"
Sp.=200'

No. 125
2°00'
I=41°05'

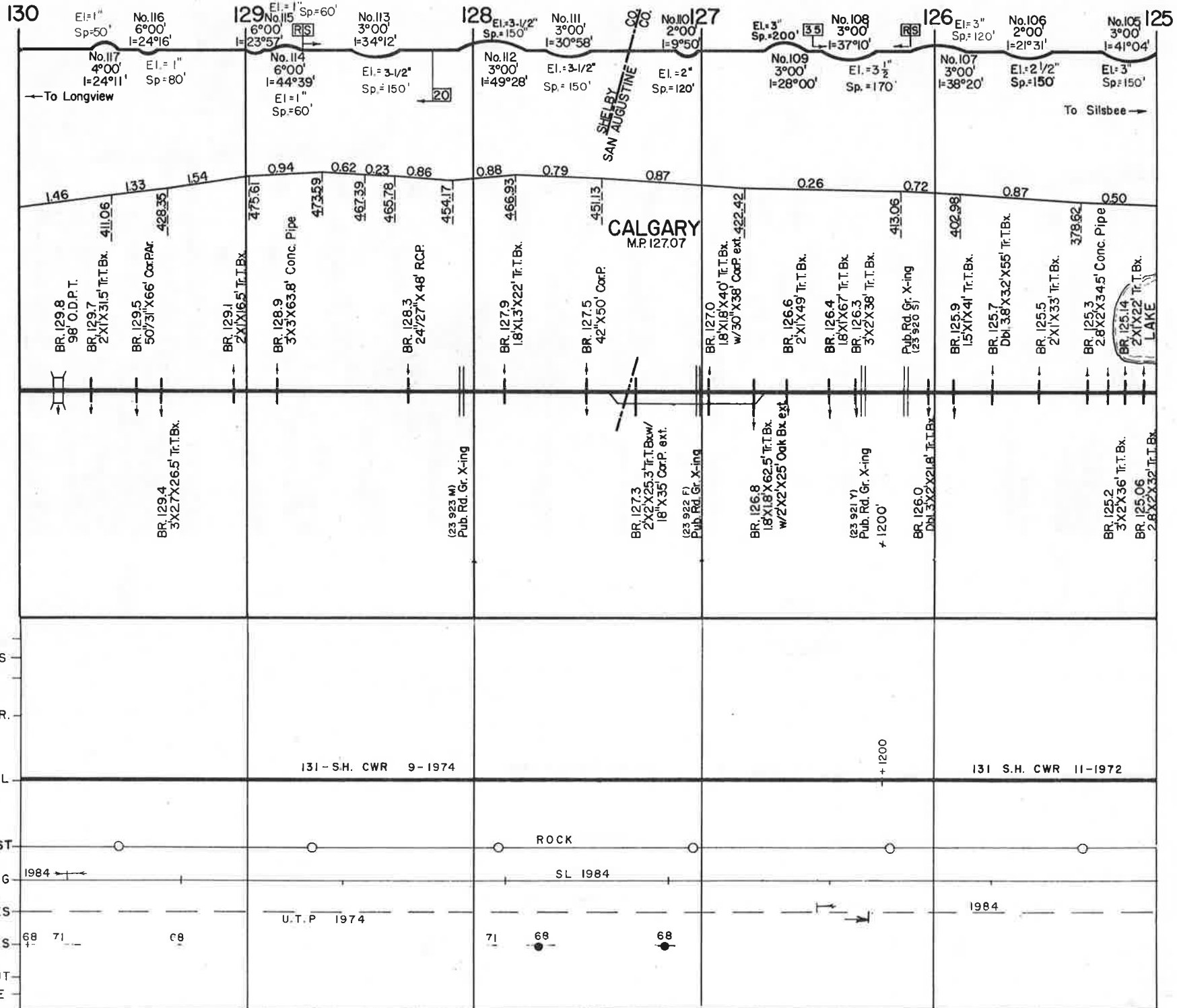
135

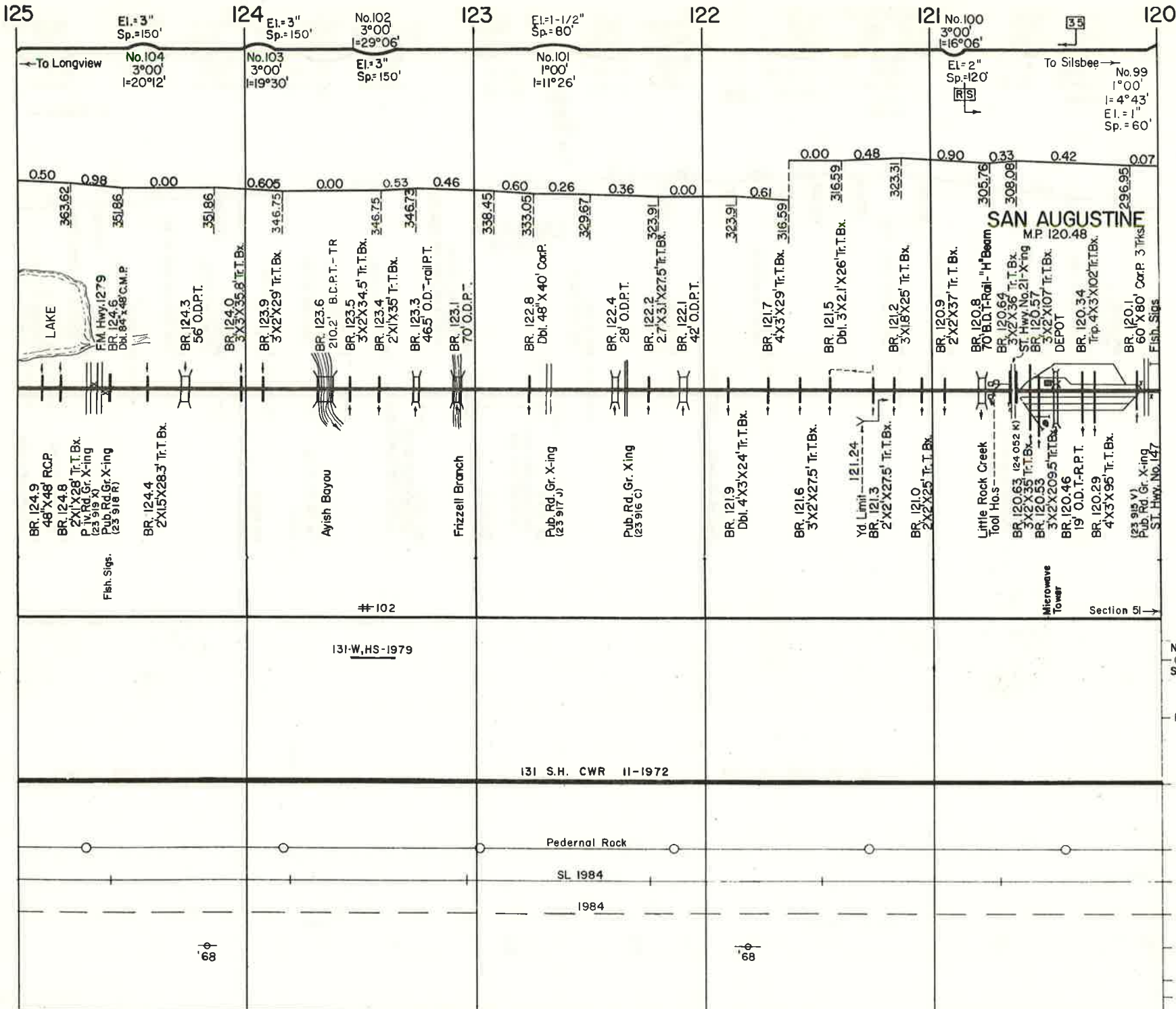




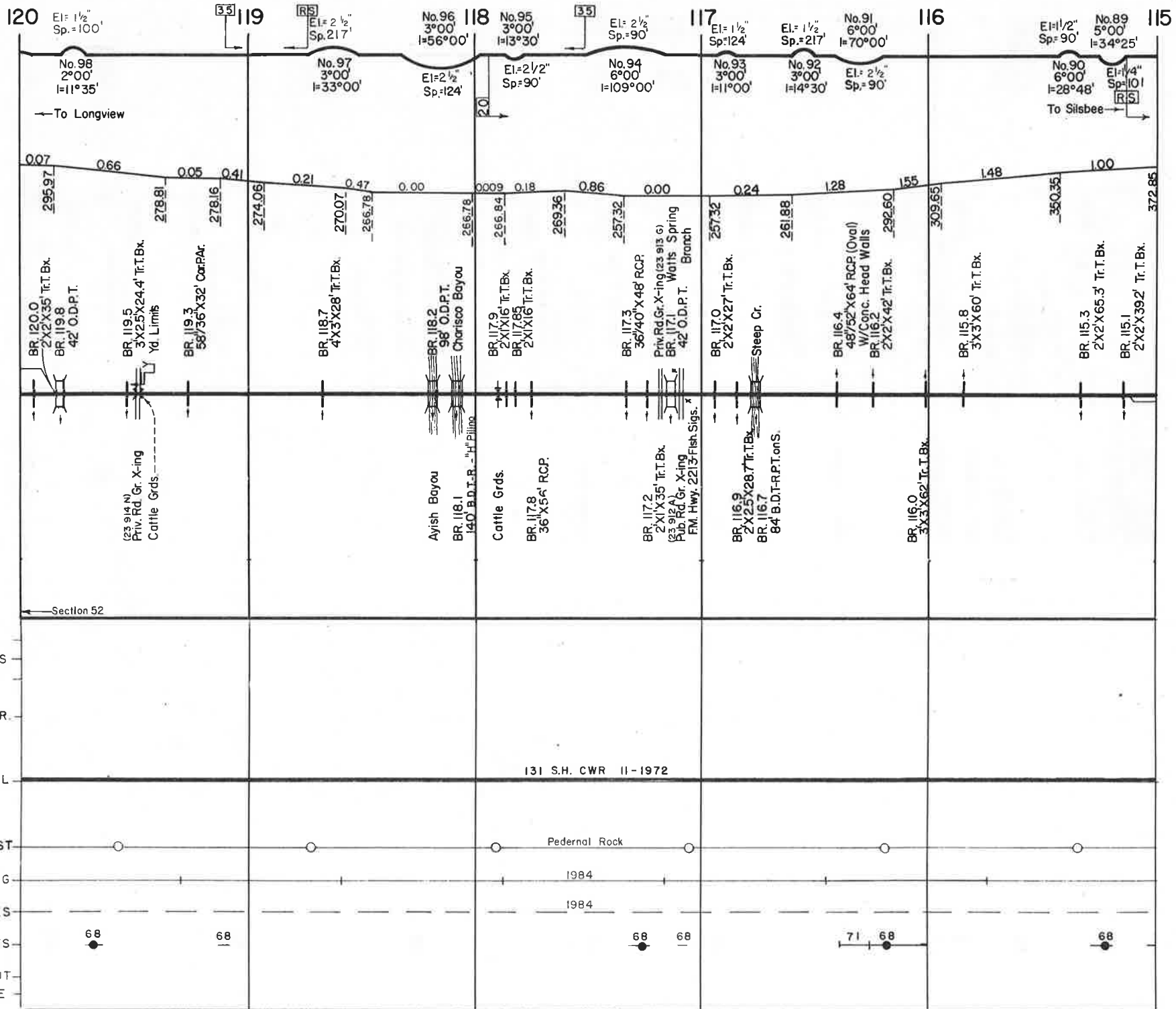
REVISED _____

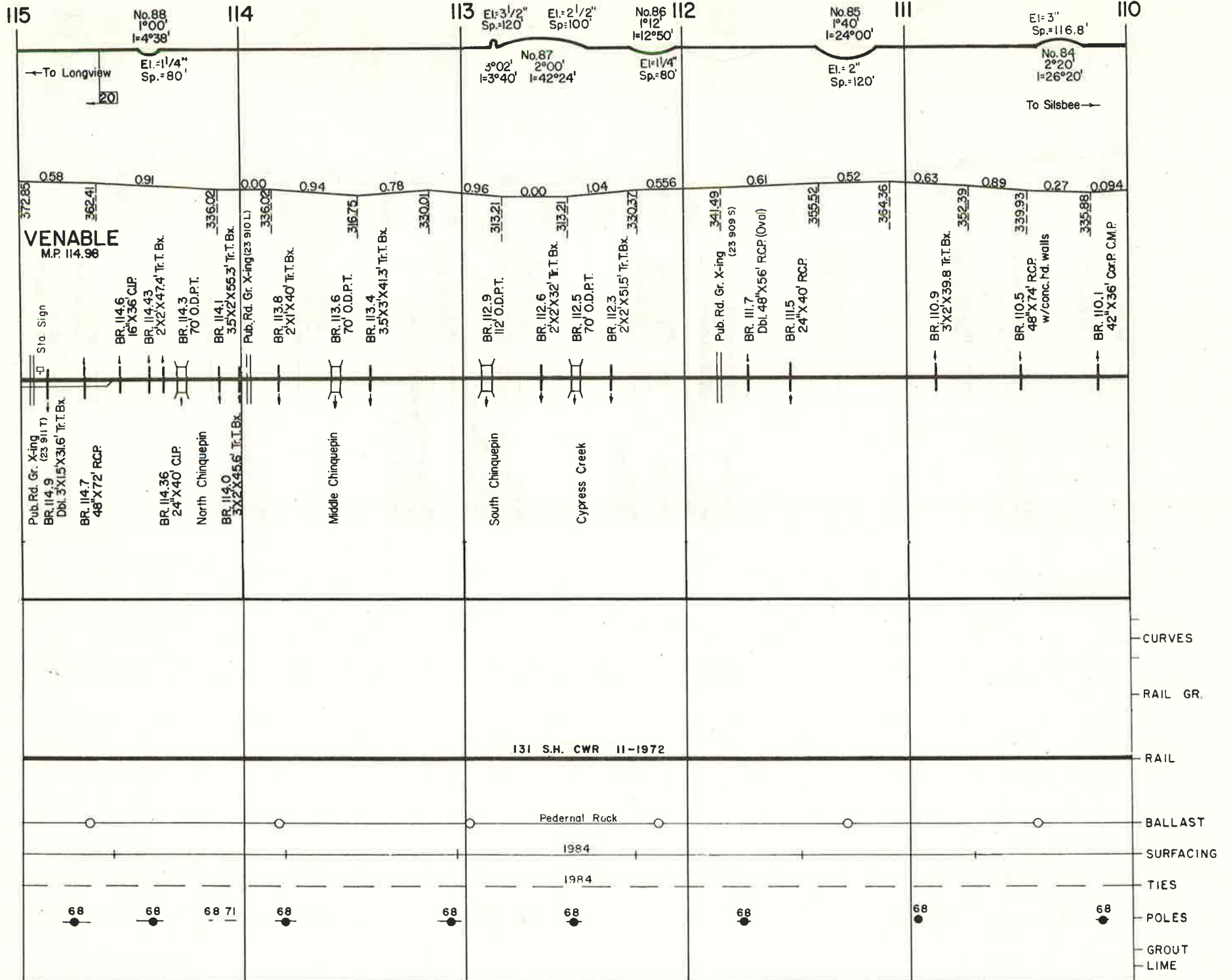
BINDER NO 8

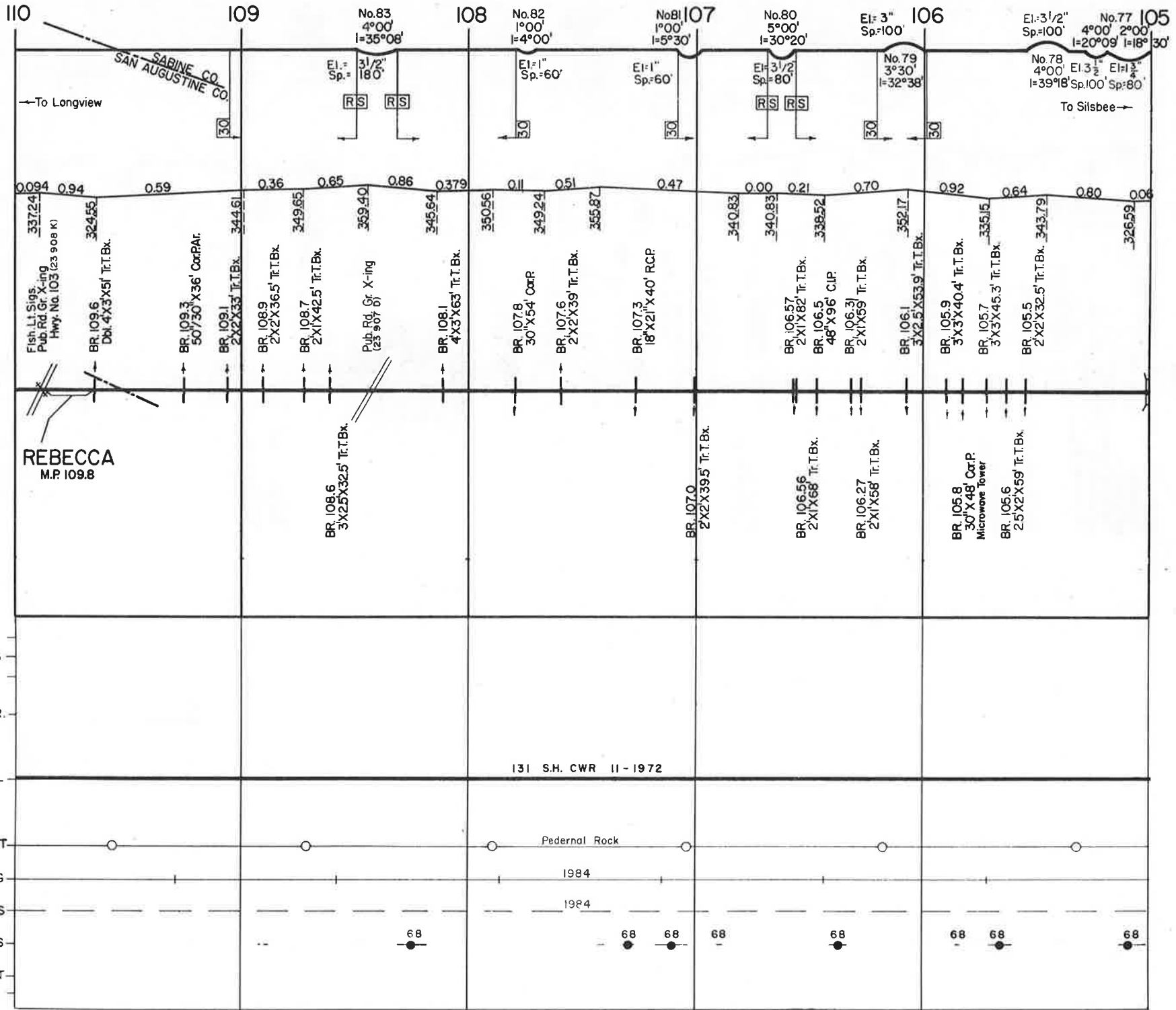


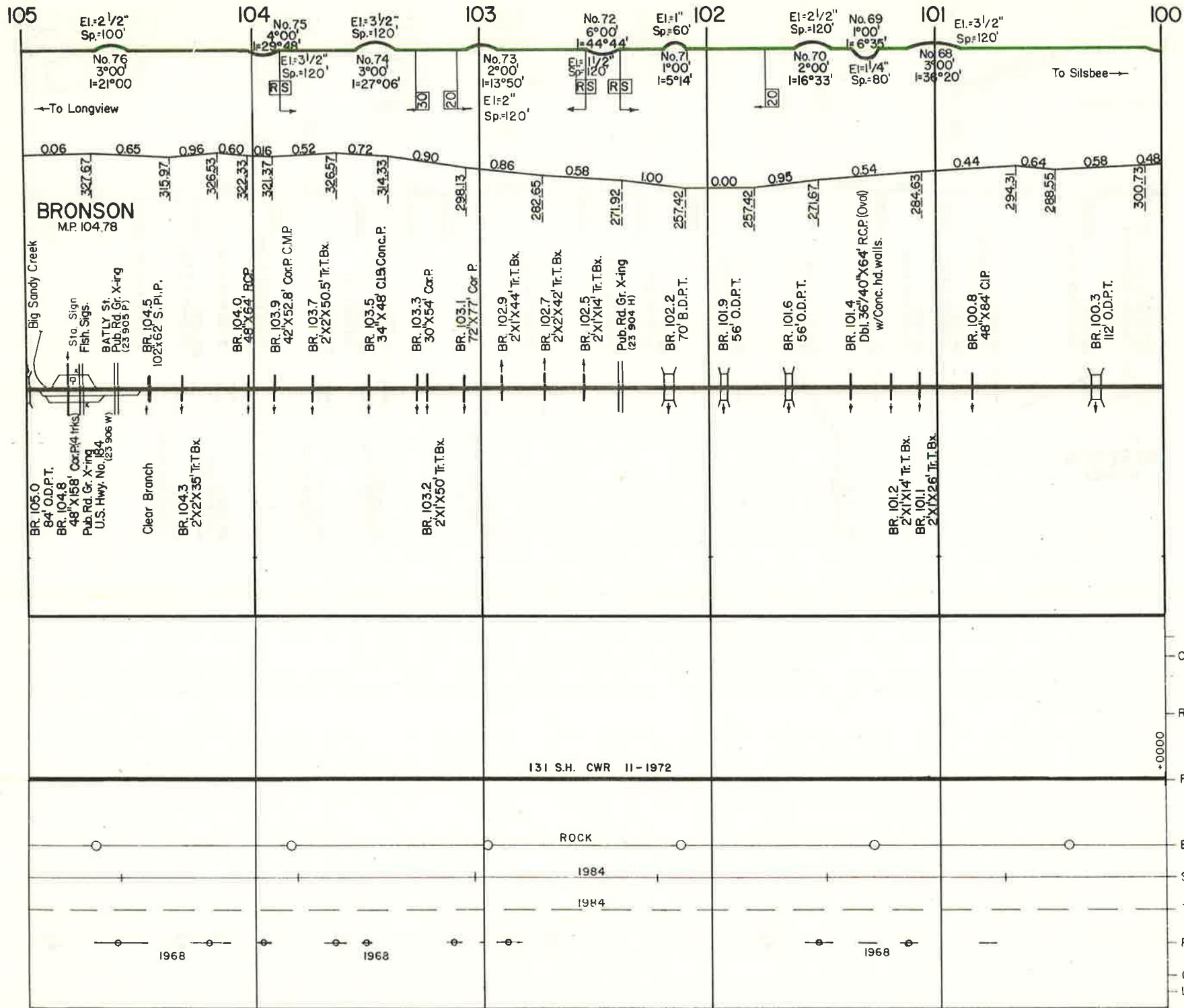


REVISED _____



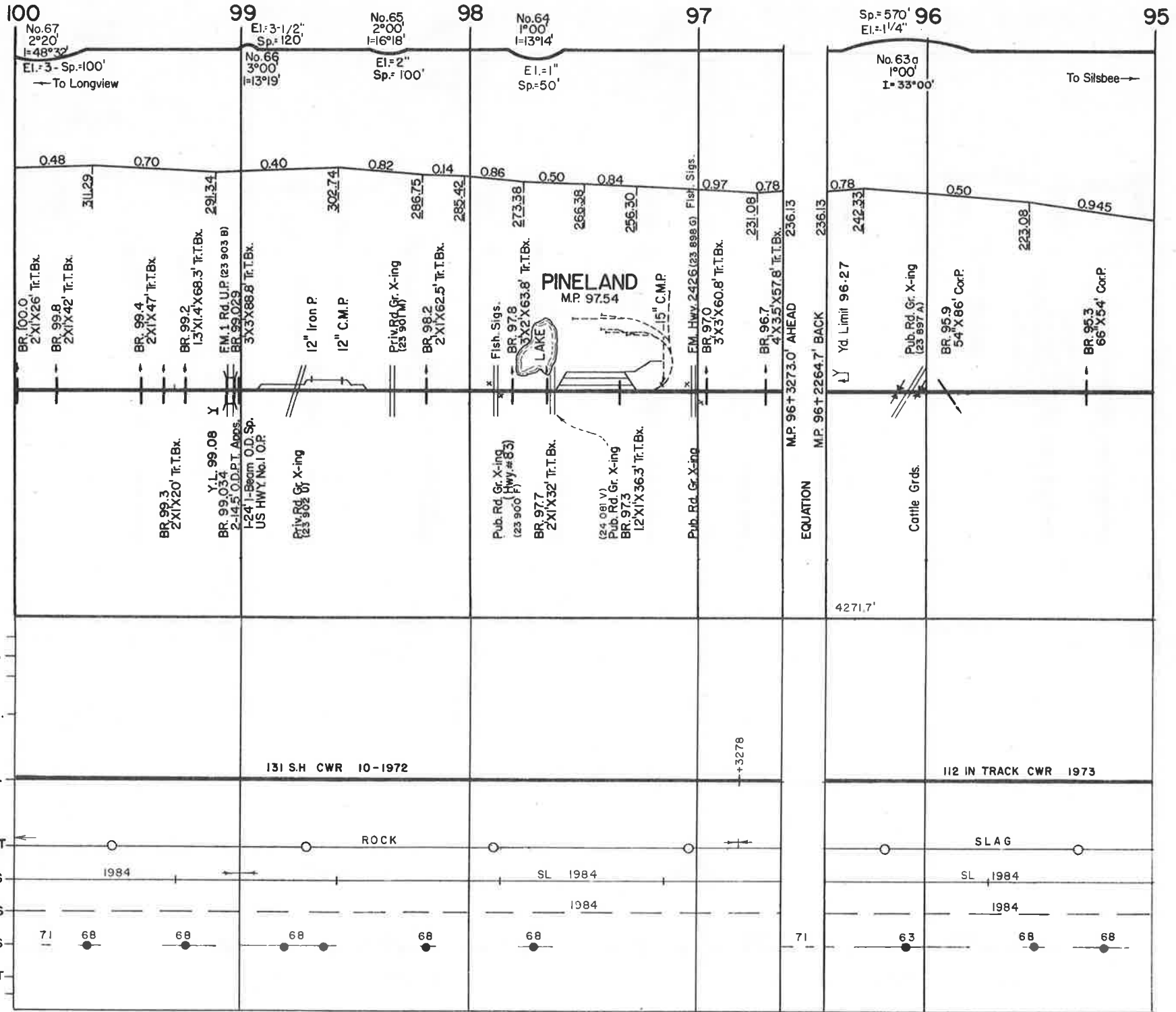


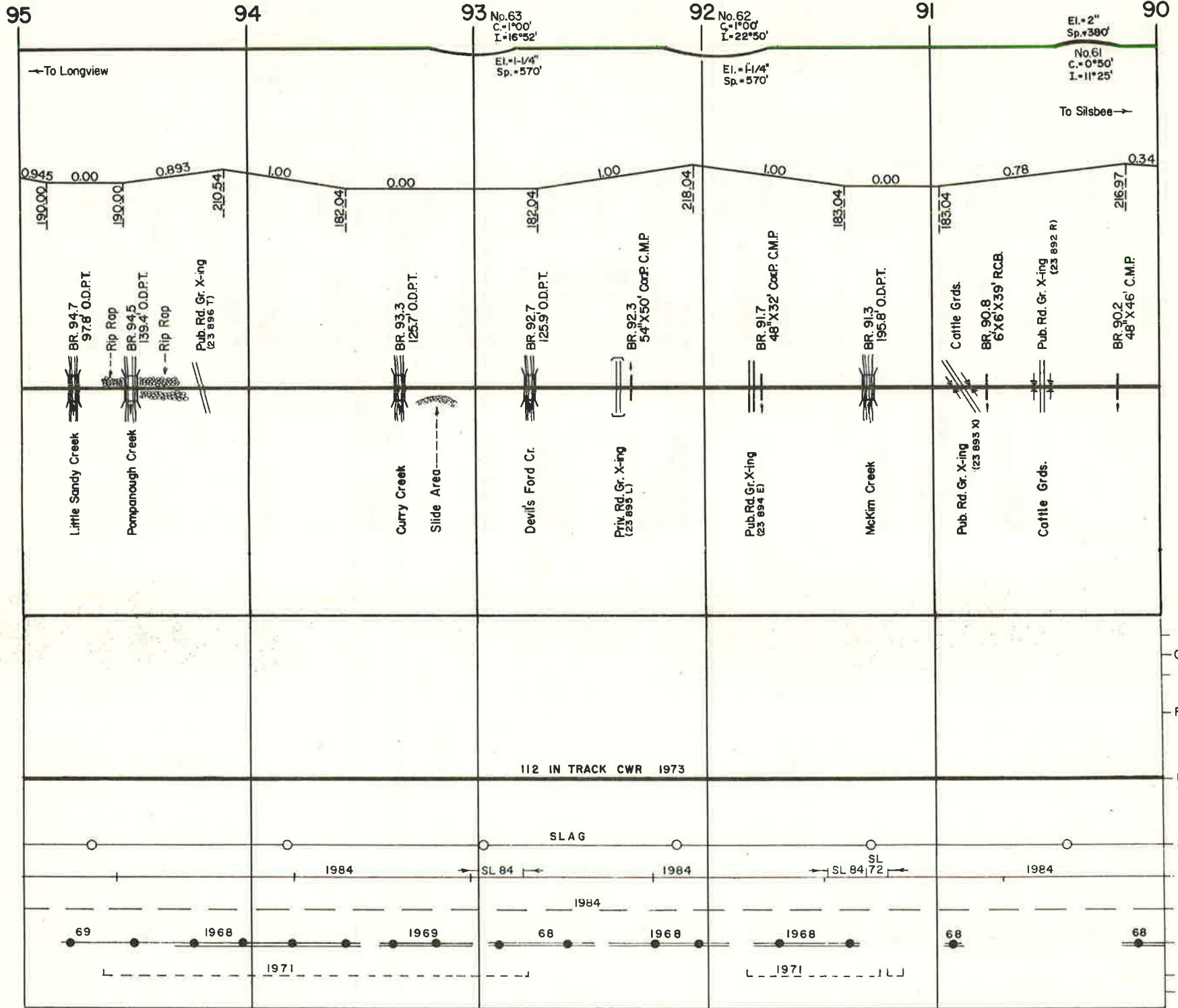


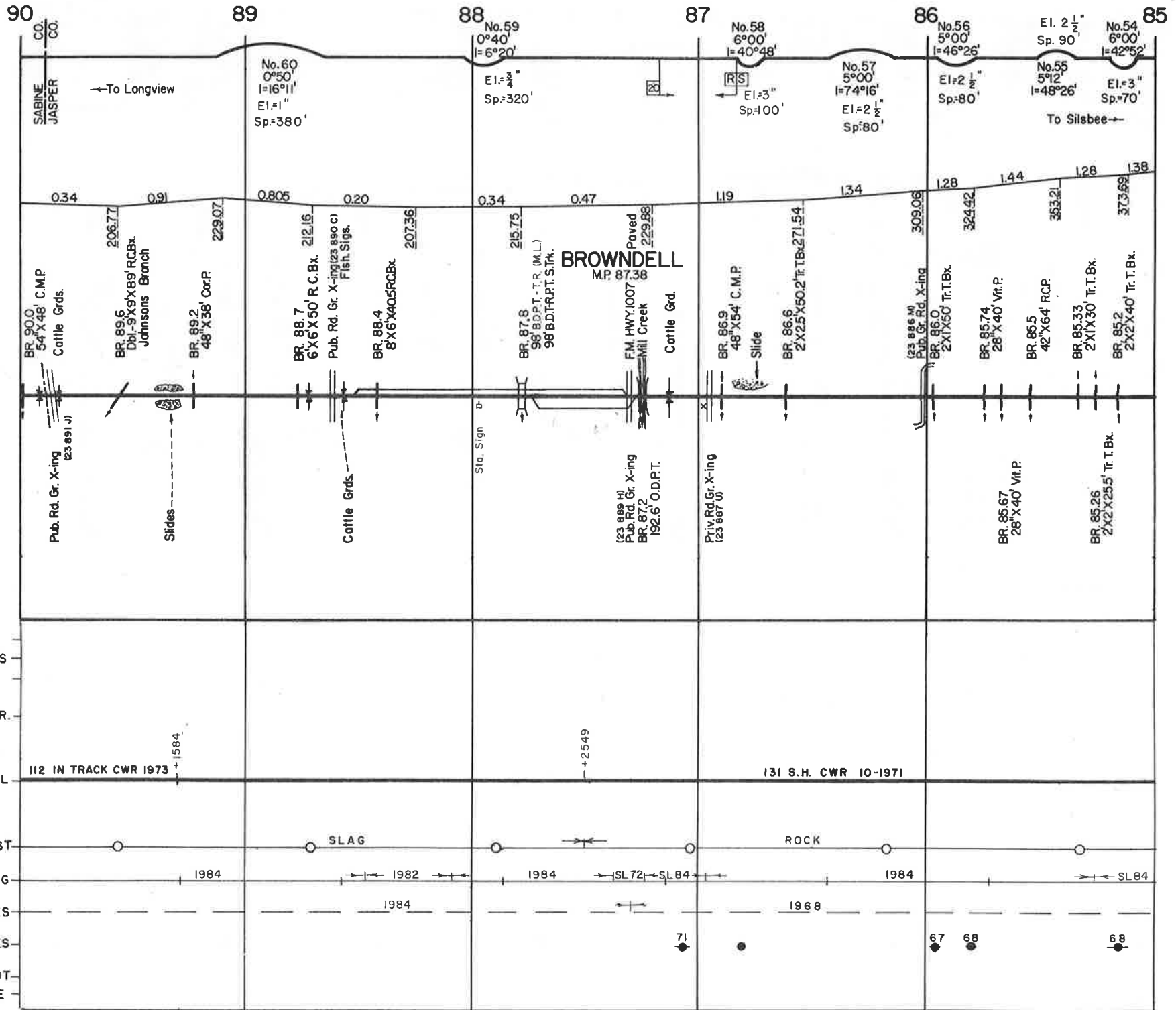


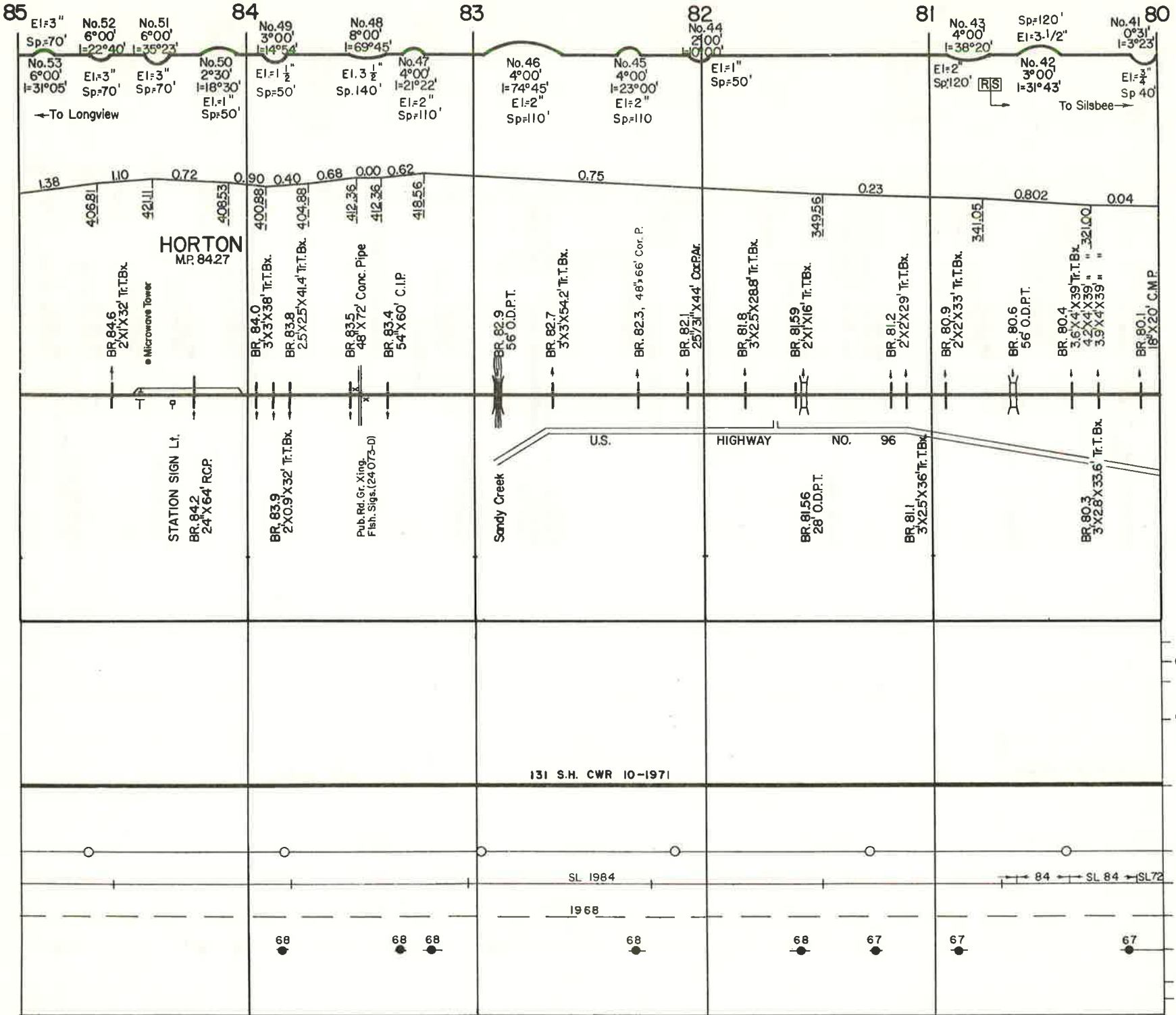
REVISÉ

BINDER NO B

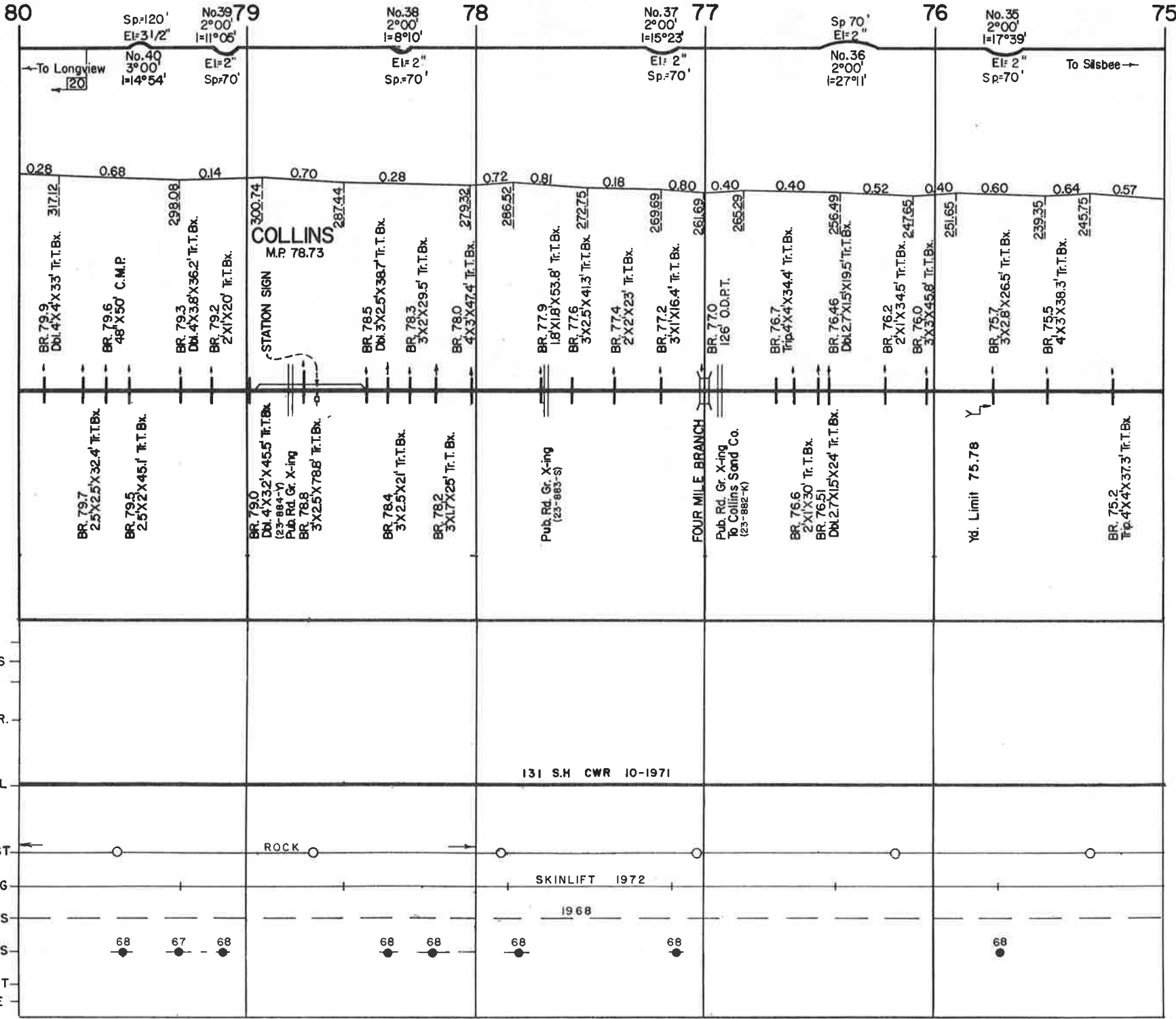








REVISED _____



80

79

78

77

76

75

Sp=120'
El=31/2'

No.39
2°00'
I=11°06'

No.38
2°00'
I=8°10'

No.37
2°00'
I=15°23'

Sp 70'
El=2"

No.35
2°00'
I=17°39'

←To Longview
120

No.40
3°00'
I=14°54'

El=2"
Sp=70'

El=2"
Sp=70'

El=2"
Sp=70'

No.36
2°00'
I=27°11'

El=2"
Sp=70'

To Silsbee →

0.28 0.68 0.14 0.70 0.28 0.72 0.81 0.18 0.80 0.40 0.40 0.52 0.40 0.60 0.64 0.57

BR 79.9 Dbl. 4'X4'X33' Tr. T.Bx. 317.12
 BR 79.6 48' X50' C.M.P.
 BR 79.3 Dbl. 4'X3.8'X36.2' Tr. T.Bx. 298.08
 BR 79.2 2'X1'X20' Tr. T.Bx.
COLLINS
 M.P. 78.73
 STATION SIGN
 BR 78.5 Dbl. 3'X2.5'X38.7' Tr. T.Bx. 287.44
 BR 78.3 3'X2'X29.5' Tr. T.Bx.
 BR 78.0 4'X3'X47.4' Tr. T.Bx. 279.32
 BR 77.9 1.8'X1.8'X53.8' Tr. T.Bx. 286.52
 BR 77.6 3'X2.5'X41.3' Tr. T.Bx. 272.75
 BR 77.4 2'X2'X23' Tr. T.Bx. 269.69
 BR 77.2 3'X1'X16.4' Tr. T.Bx. 261.69
 BR 77.0 126' O.D.P.T. 265.29
 BR 76.7 Tr. 4'X4'X34.4' Tr. T.Bx.
 BR 76.46 Dbl. 2'X1.5'X19.5' Tr. T.Bx. 256.49
 BR 76.2 2'X1'X34.5' Tr. T.Bx. 247.65
 BR 76.0 3'X3'X45.8' Tr. T.Bx. 251.65
 BR 75.7 3'X2.8'X26.5' Tr. T.Bx. 239.35
 BR 75.5 4'X3'X38.3' Tr. T.Bx. 245.75

BR 79.7 2.5'X2.5'X32.4' Tr. T.Bx.
 BR 79.5 2.5'X2'X45.1' Tr. T.Bx.

BR 79.0 Dbl. 4'X3.2'X45.5' Tr. T.Bx. (23-884-V)
 Pub. Rd. Gr. X-ing
 BR 78.8 3'X2.5'X78.6' Tr. T.Bx.

BR 78.4 3'X2.5'X21' Tr. T.Bx.
 BR 78.2 3'X1.7'X25' Tr. T.Bx.

Pub. Rd. Gr. X-ing (23-883-S)

FOUR MILE BRANCH
 Pub. Rd. Gr. X-ing To Collins Sand Co. (23-882-K)

BR 76.6 2'X1'X30' Tr. T.Bx.
 BR 76.51 Dbl. 2'X1.5'X24' Tr. T.Bx.

Yd. Limit 75.78

BR 75.2 Tr. 4'X4'X37.3' Tr. T.Bx.

CURVES
 RAIL GR.
 RAIL
 PALLAST
 SURFACING
 TIES
 POLES
 GROUT LIME

131 S.H. CWR 10-1971

ROCK

SKINLIFT 1972

1968

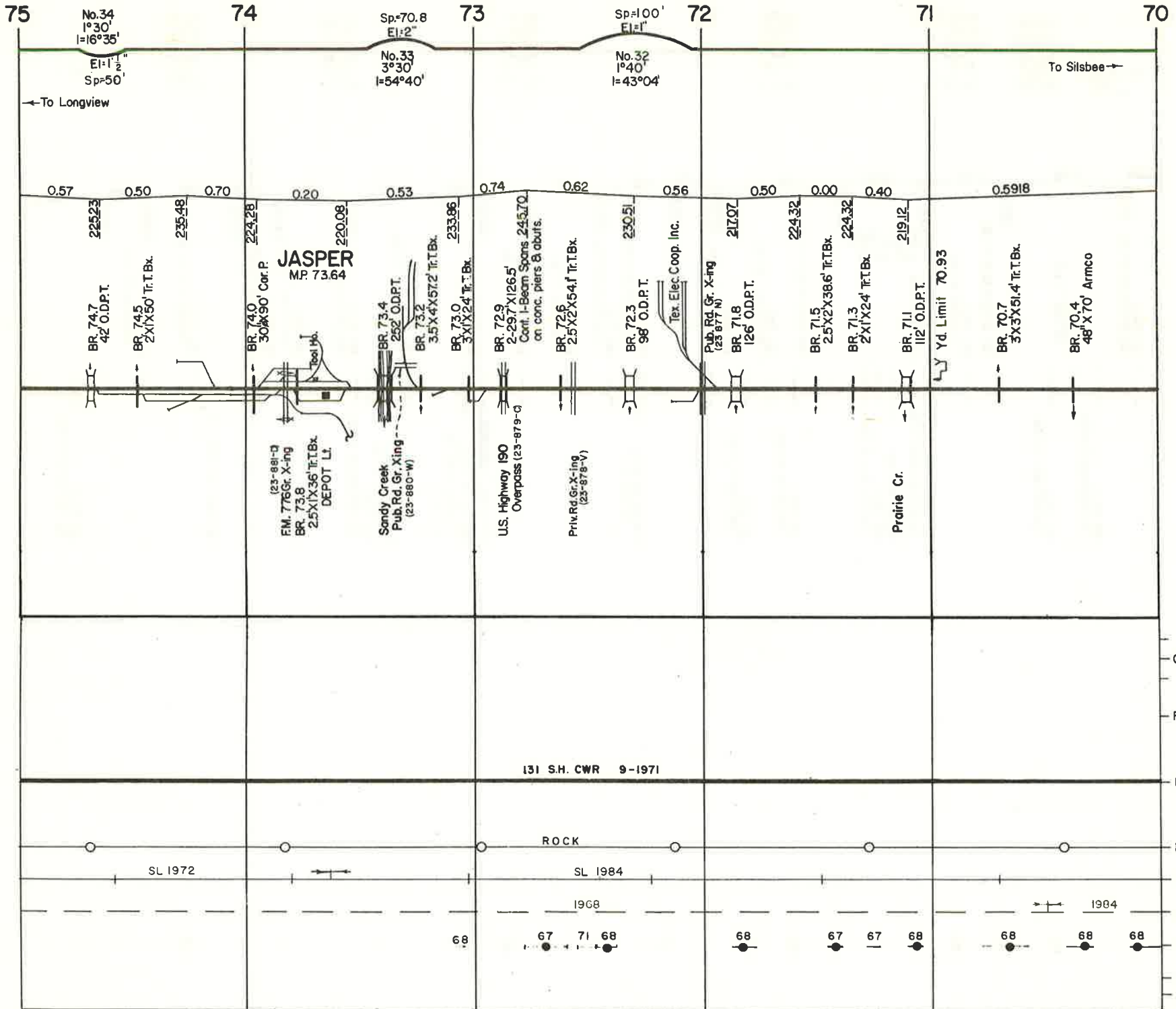
68 67 68

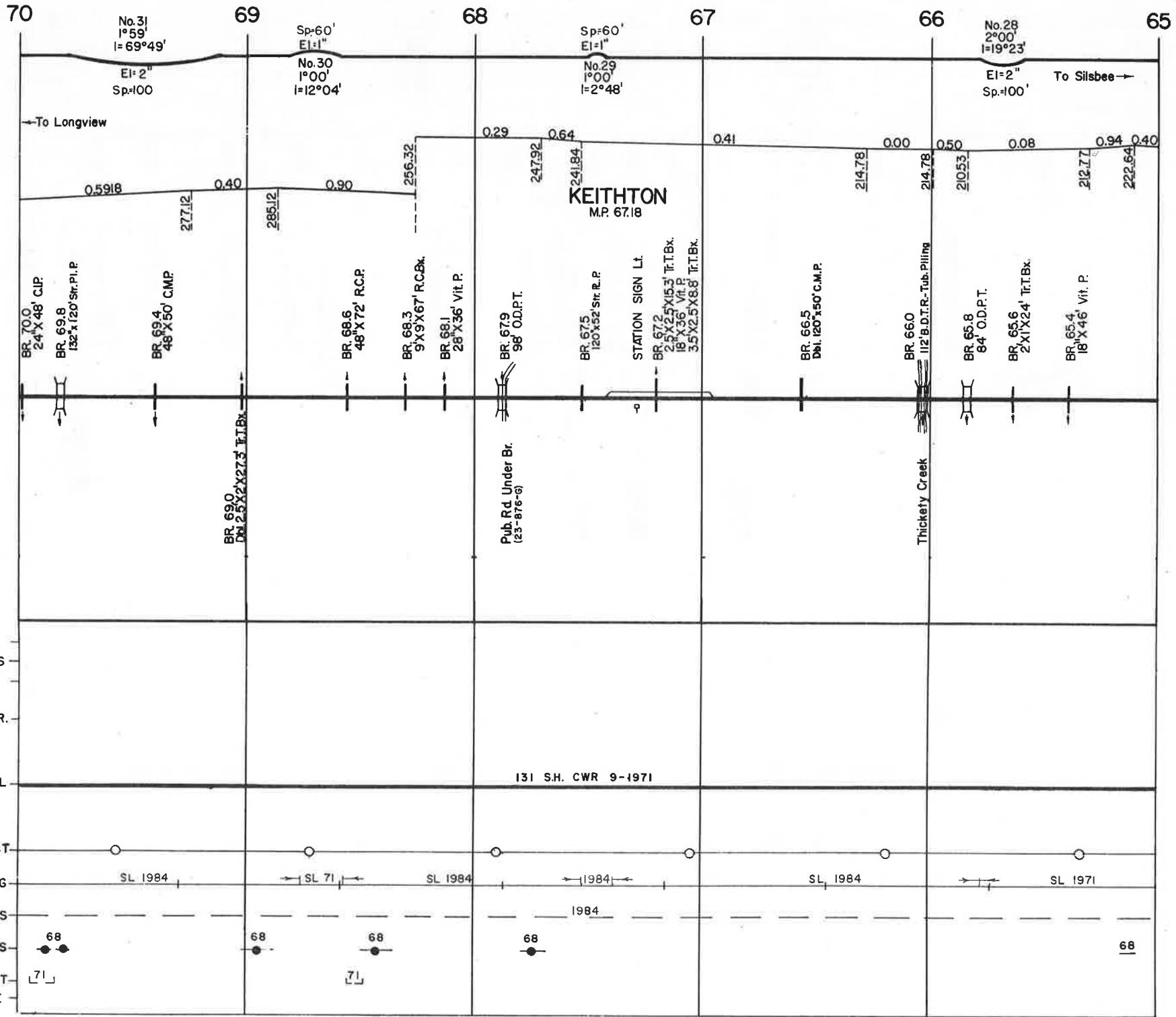
68 68

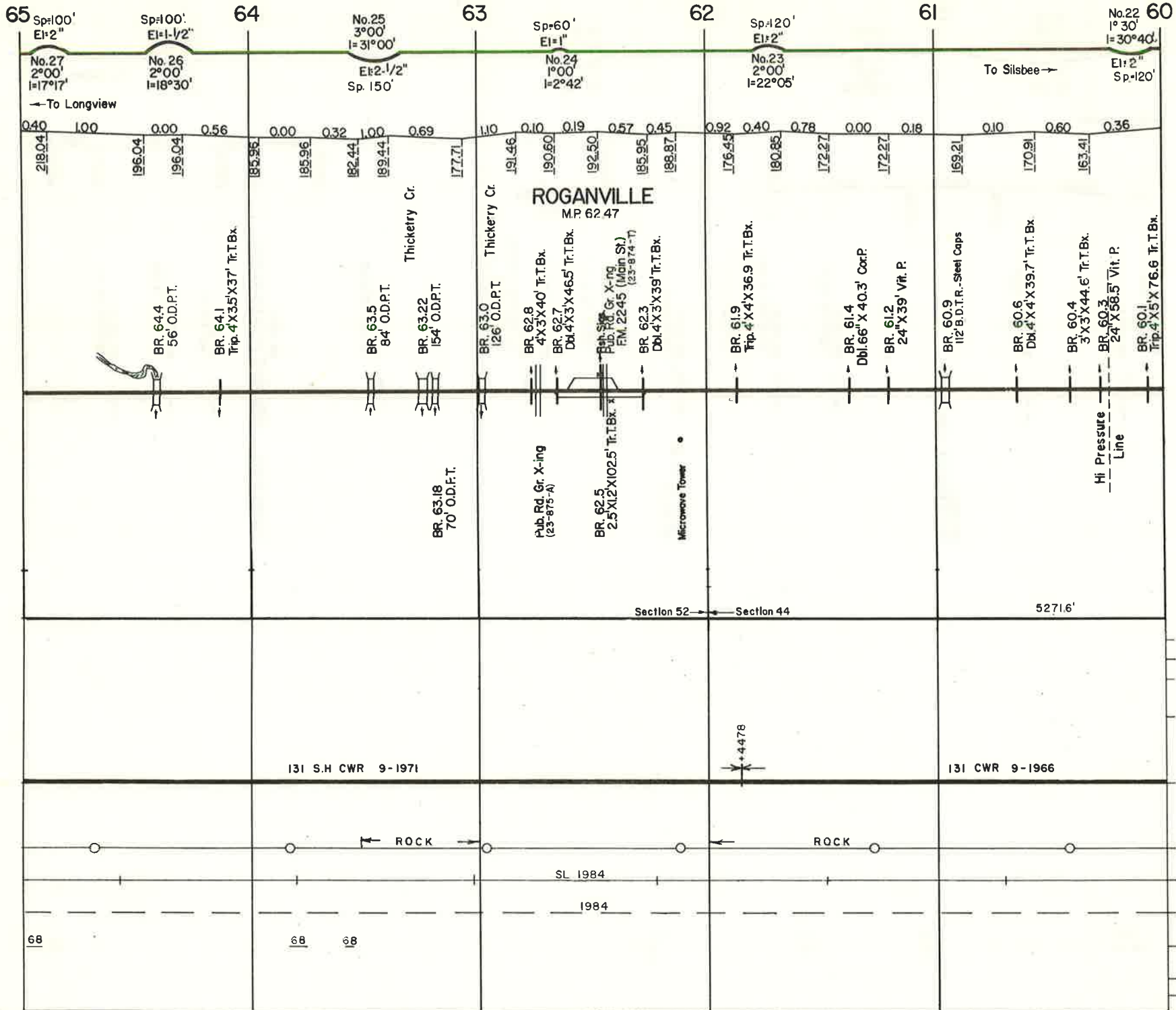
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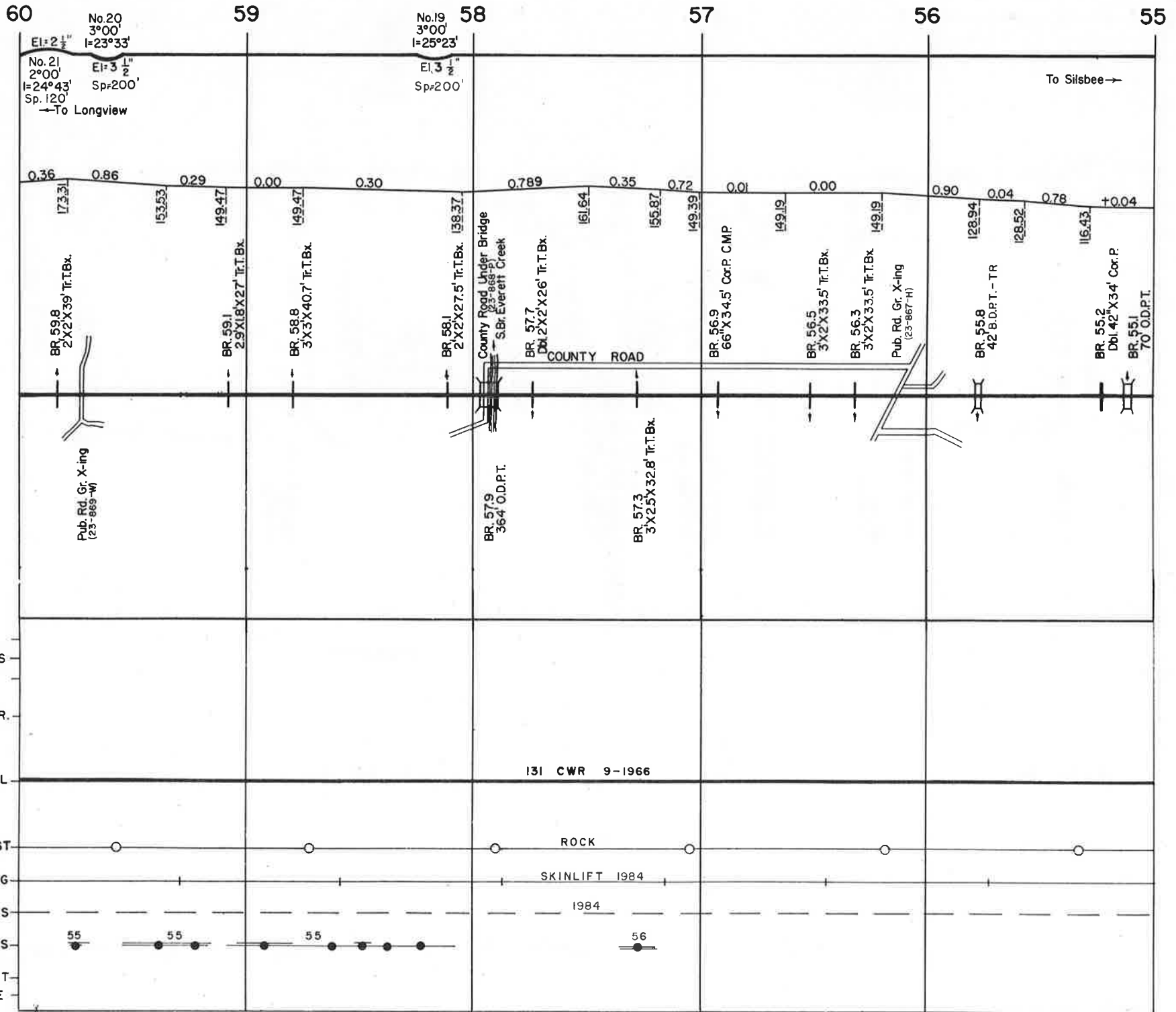
68

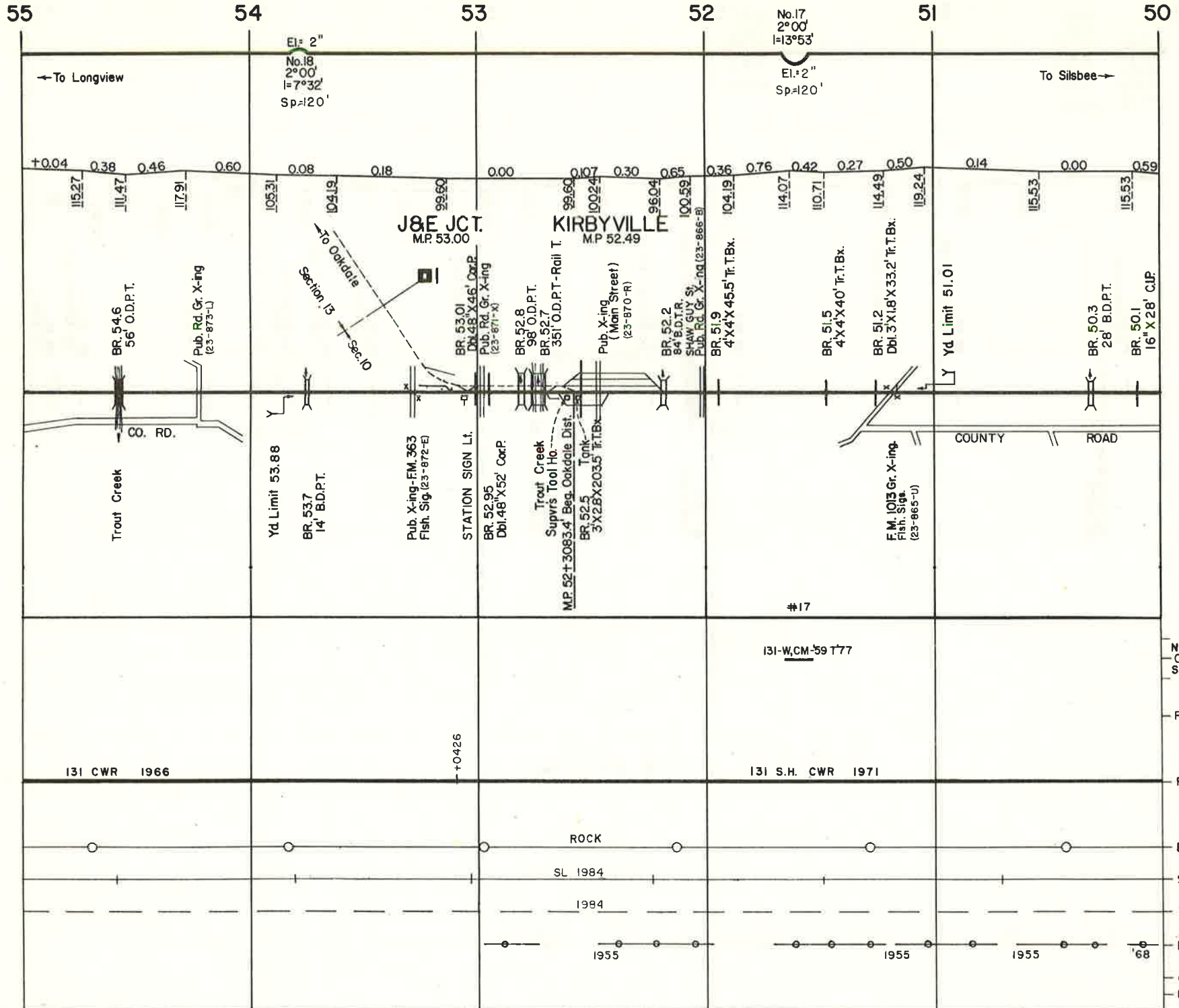
68











REVISED _____

BINDER NO 8

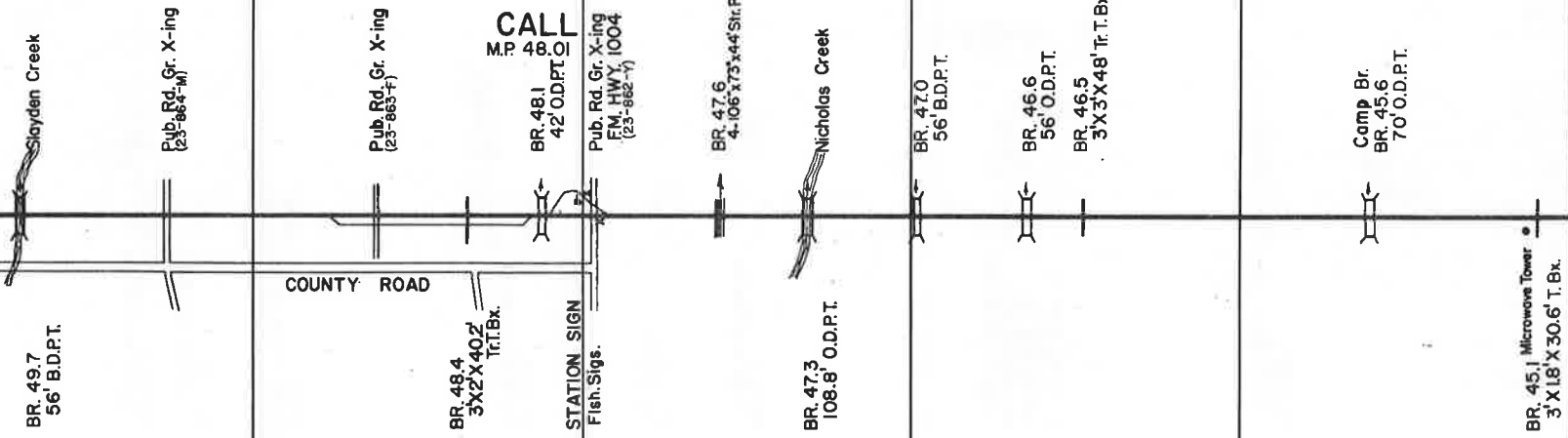
50 49 48 47 46 45

NO CURVES

←To Longview

To Silsbee →

| | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|-------|-------|--------|-------|--------|------|
| 0.59 | 0.07 | 0.48 | 0.025 | 0.50 | 0.00 | 0.80 | 0.00 | 0.60 | 0.58 | 0.60 | 0.31 |
| 106.38 | 105.44 | 115.52 | 114.82 | 102.82 | 102.82 | 90.02 | 90.02 | 105.62 | 93.73 | 102.13 | |



CALL
M.P. 48.01

COUNTY ROAD

STATION SIGN
Fish. Sigs.

131 S.H. CWR 9-1971

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

55

68

68

45

44

43

42

41

40

NO CURVES

← To Longview

To Silsbee →

0.31 0.02 0.58 0.04 0.20 0.47 0.00 0.192 0.24 0.00 0.60 0.57 0.05

109.98 110.24 98.06 99.30 107.40 98.00 98.00 101.66 96.86 96.86 85.16 78.60

LE VERTE

M.P. 43.23

Pub. Rd. Gr. X-ing
(23-860-K)

Pr. Gr. X-ing
(23-859-R)

Canal

Pub. Rd. Gr. X-ing
(23-858-J)

Pub. Rd. Gr. X-ing
(23-857-C)

BR. 44.0
70' O.D.P.T.

STATION SIGN Rt.
Pub. Rd. Gr. X-ing
BR. 43.2 (23-861-S)
2.5' X 15' X 34.4' Tr.T.Bx.

BR. 42.5
29' 7/8" X 32' Cor.P.A.R.

BR. 42.2
28' O.D.P.T.

BR. 42.0
Dbl. 3' X 2' X 30.5' Tr.T.Bx.

BR. 41.8
Trp. 3' X 2' X 29' Tr.T.Bx.

BR. 41.1
Dbl. 3' X 2' X 29.3' Tr.T.Bx.

BR. 40.9
3' X 2' X 30' Tr.T.Bx.

BR. 40.6
2.8' X 15' X 40' Tr.T.Bx.

BR. 40.1
Dbl. 4' X 3.5' X 40' Tr.T.Bx.

CURVES

RAIL GP.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

131 S.H. CWR 7-8-1971

ROCK

SL 1984

1984

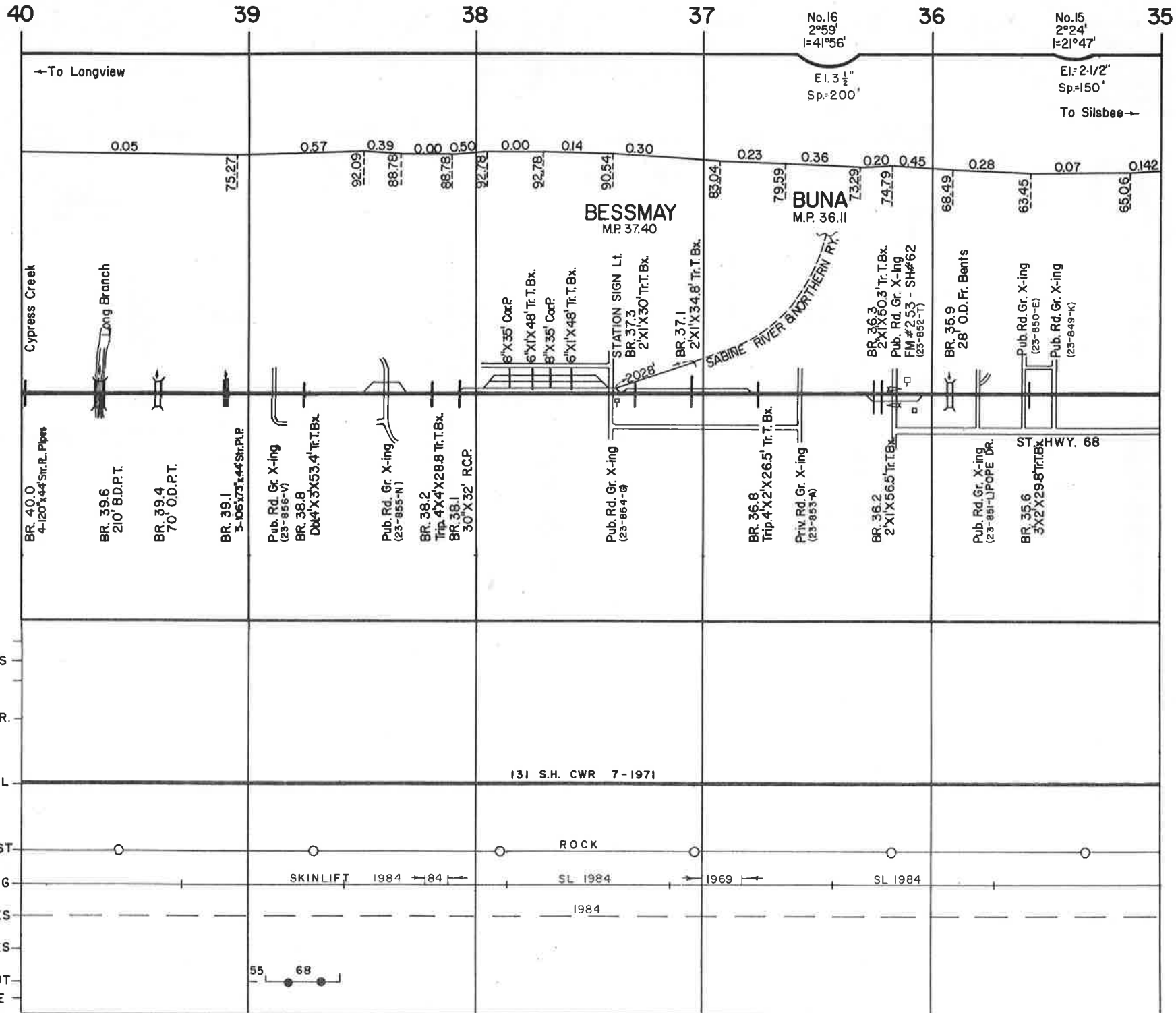
68

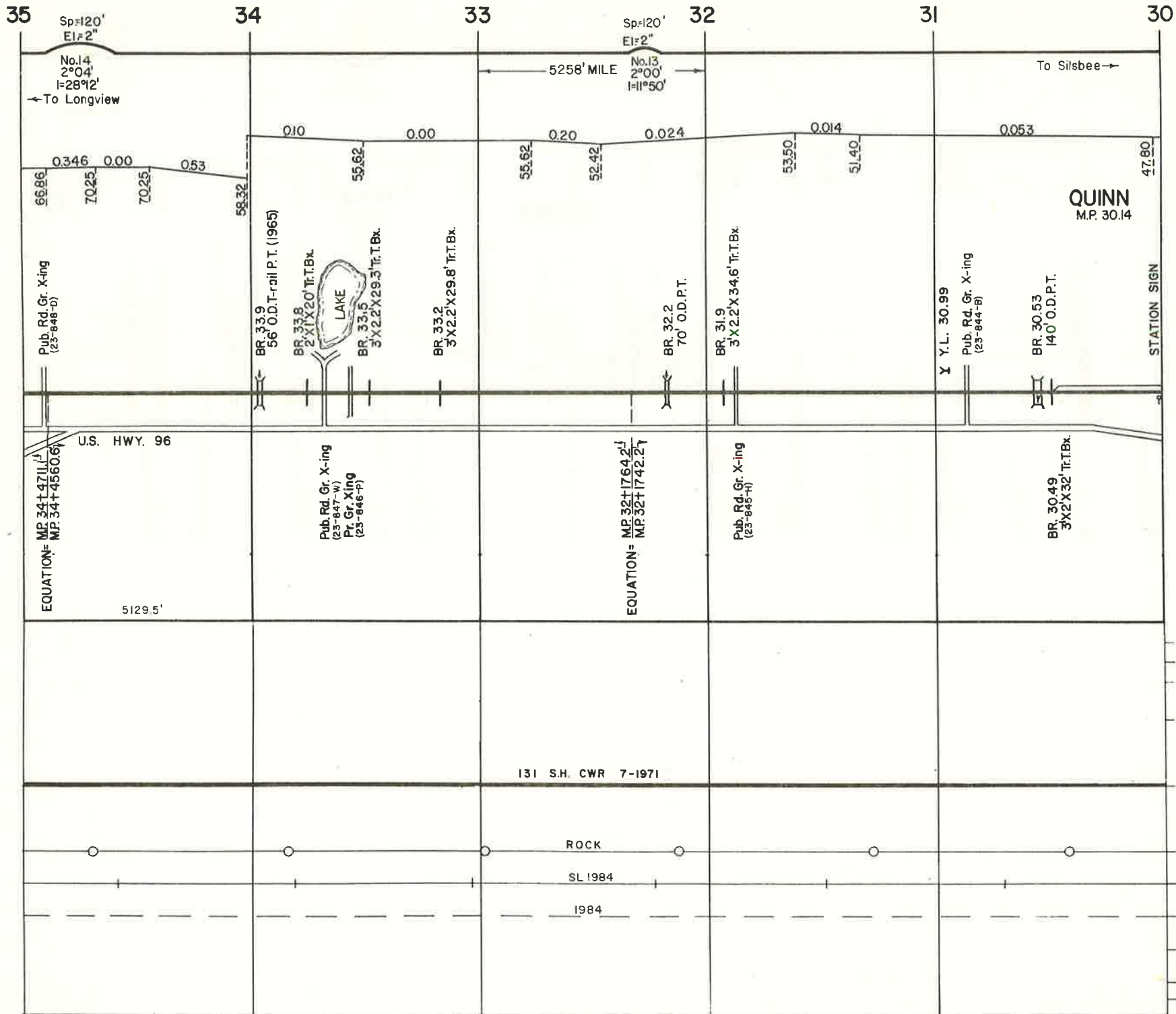
1968

55

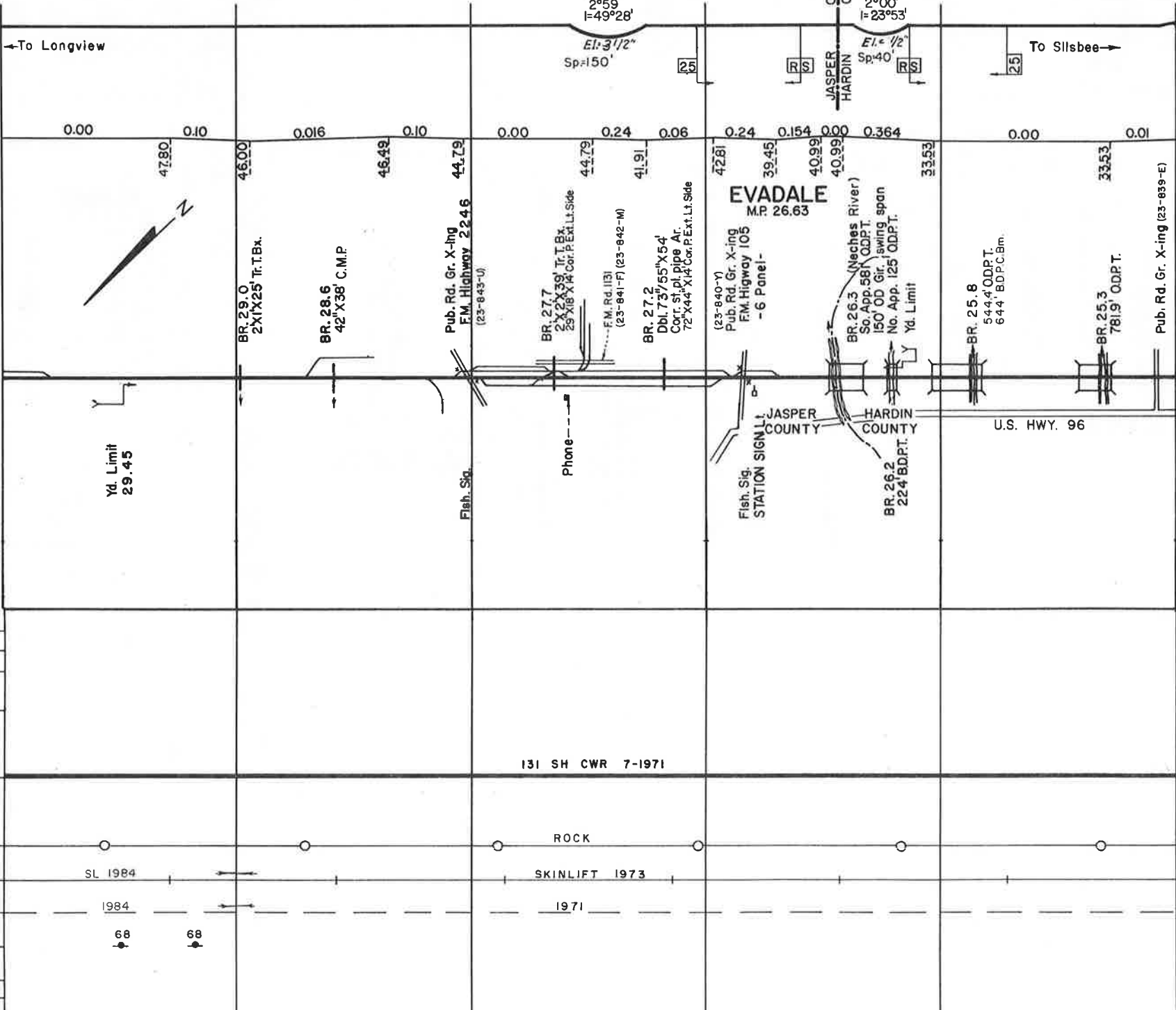
REVISED _____

BINDER NO 8





30 29 28 27 26 25

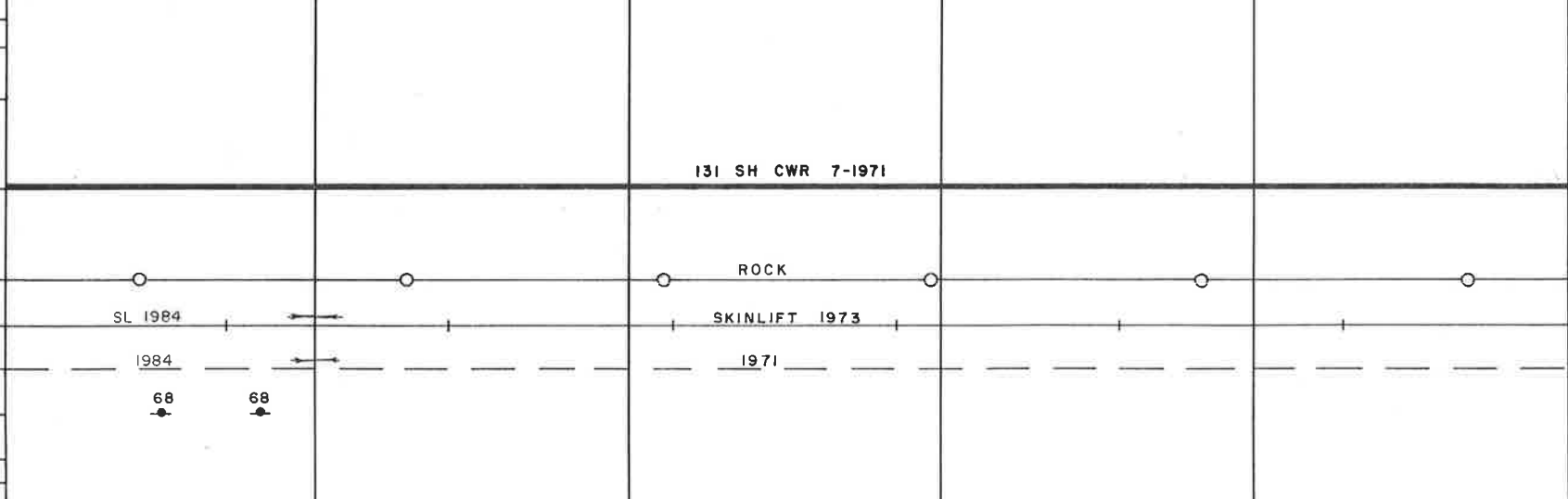


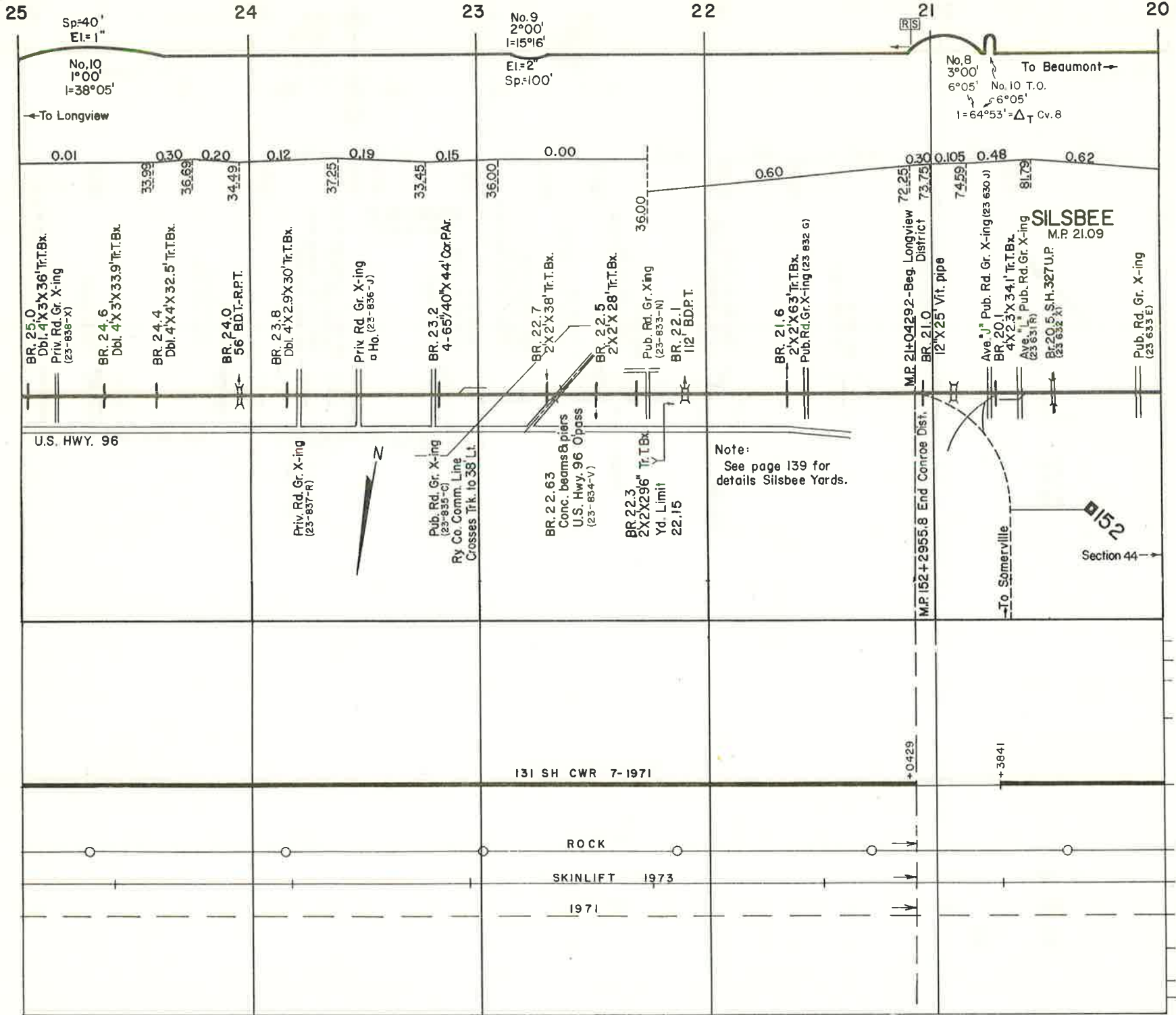
0.00 0.10 0.016 0.10 0.00 0.24 0.06 0.24 0.154 0.00 0.364 0.00 0.01

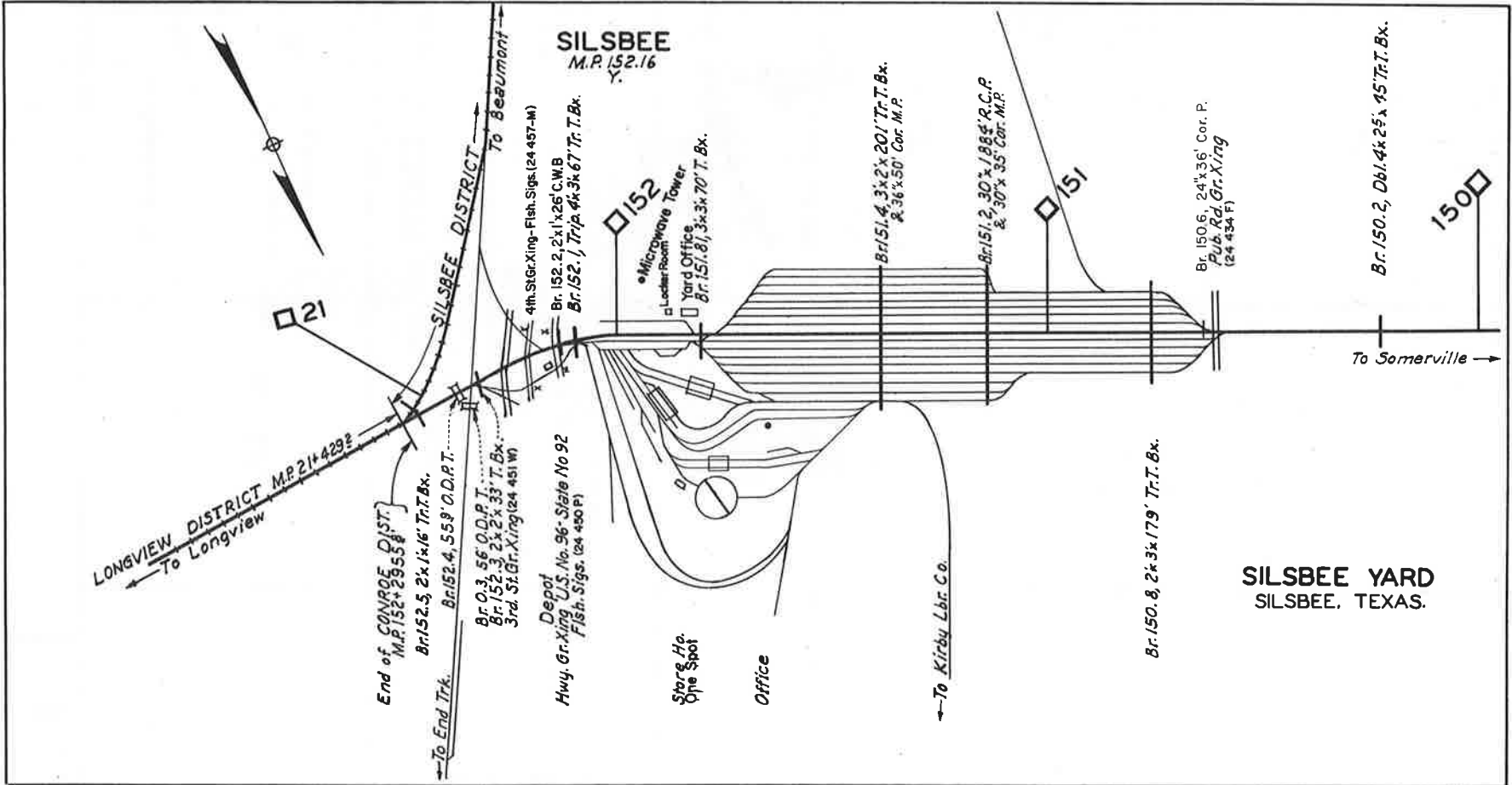
47.80 46.00 46.49 44.79 44.79 41.91 42.81 39.45 40.99 40.99 33.53 33.53

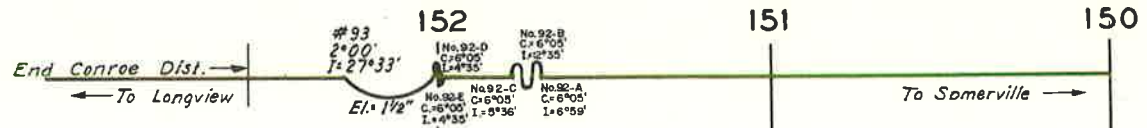
Yd. Limit 29.45
 Fish. Sig.
 Phone
 Fish. Sig.
 STATION SIGN
 JASPER COUNTY
 HARDIN COUNTY
 U.S. HWY. 96

CURVES
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 POLES
 GROUT
 LIME

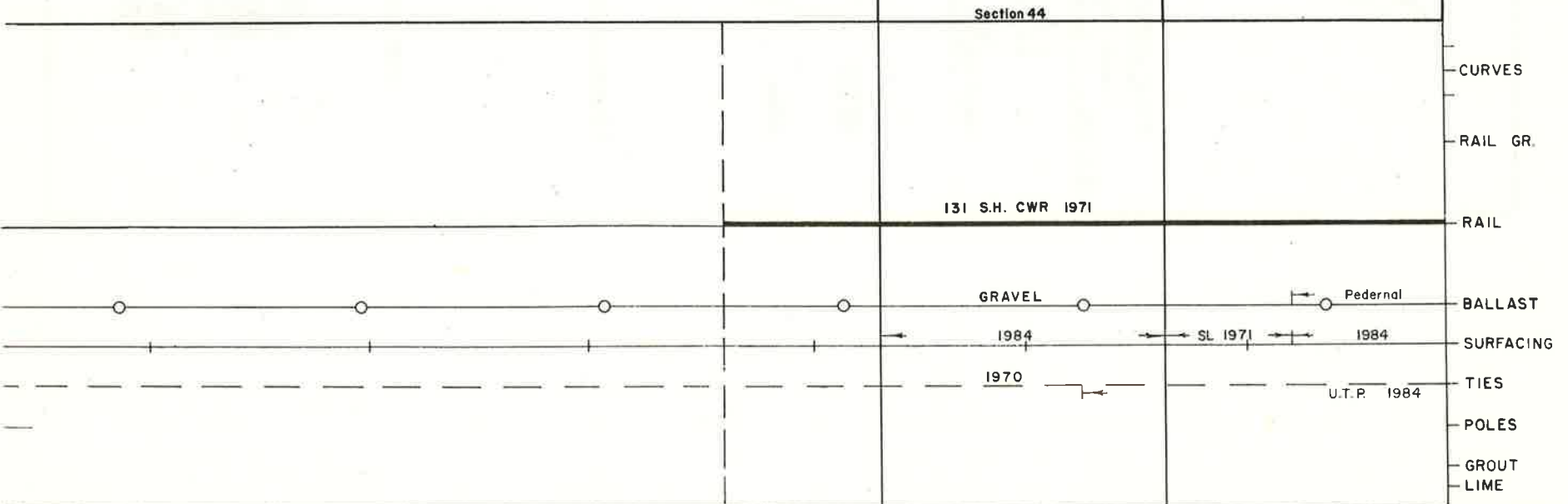
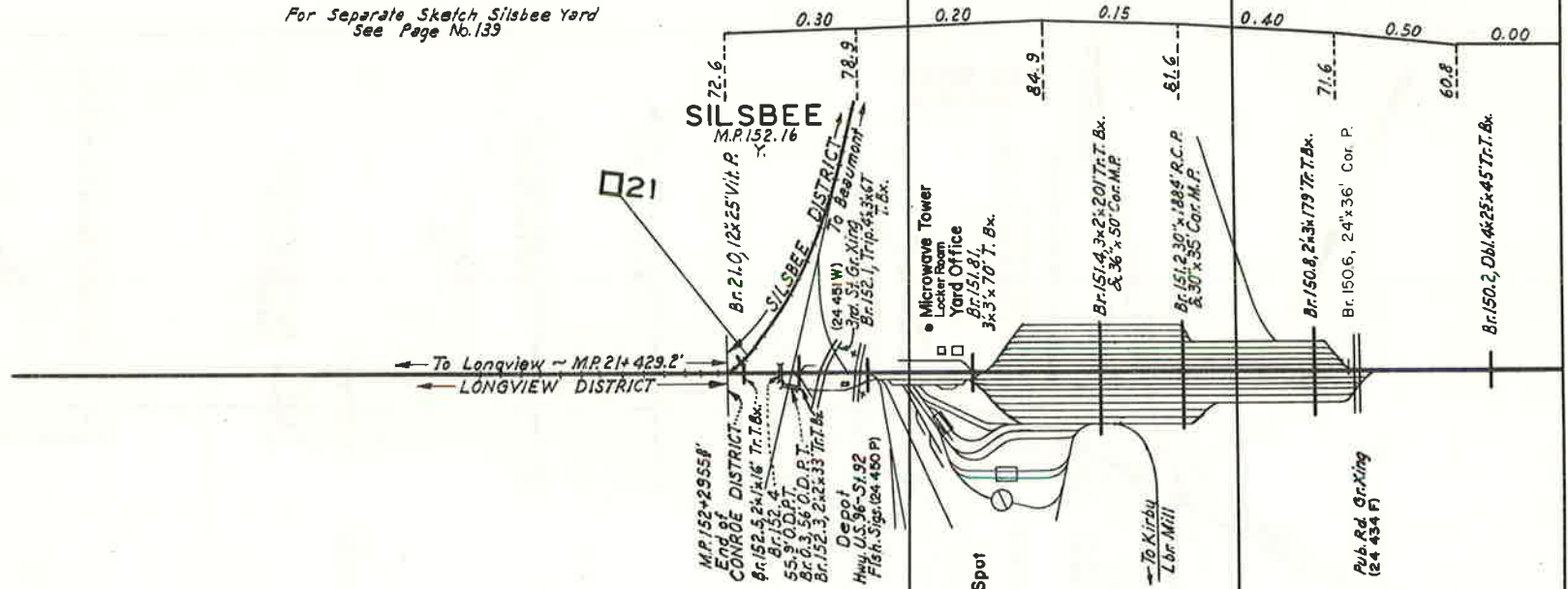


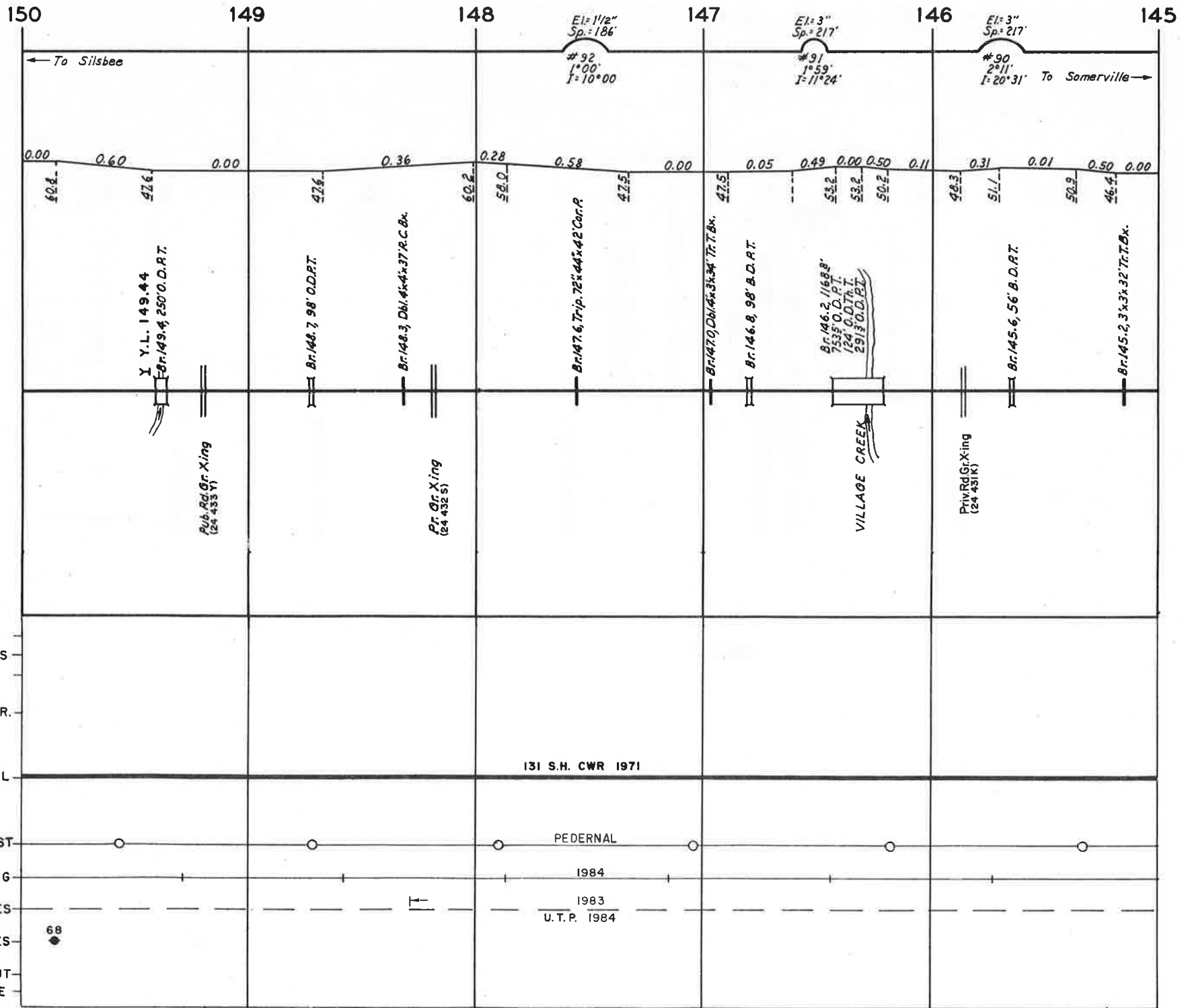






For Separate Sketch Silsbee Yard
See Page No.139





145 144 143 142 141 140

← To Silsbee

To Somerville →

89
7° 59'
72° 26' 00"
El. 2'
Sp. = 217'

0.00 0.60 0.25 0.00 0.39 0.59 0.40 0.50 0.506 0.60 0.42 0.51

46.4 72.2 79.5 79.5 75.6 68.5 62.9 78.4 65.2 93.4 88.0

KOUNTZE
M.P. 143.27

Br. 144.9, 154' B.D.R.T.

Br. 143.8, 50' x 31' 66" Cor. P.

Br. 143.3, 32' x 22' x 40' Cor. P.
So. Pac.
Pub. Rd. Gr. Xing
(24.428 C)

Br. 142.9, DM. 3' x 3' 30" Tr. T. Bx. 68.5

Br. 142.4, 41' 5" O.D.R.T.
Priv. Rd. U.P. (24.427 V)

Br. 142.4, 70' B.D.R.T.

Br. 141.7, 4' x 3' x 43' Tr. T. Bx.

Br. 141.3, 98' 5" B.D.R.T.

Br. 140.6, 3' x 1' x 24' Tr. T. Bx.

Br. 140.3, 42' B.D.R.T.

F.M. Hwy. No. 418
(24.4306)

Hwy. U.S. 69 & 287
Flash Sign (24.429 V)
Br. 143.26, 2' x 15' x 23' Tr. T. Bx.

Priv. Rd. Gr. Xing
(24.428 N)

Section 44 →

No. 89

131W, CR '84

131 S.H. CWR 1971

PEDERNAL

1984

1983

U. T. P. 1984

68

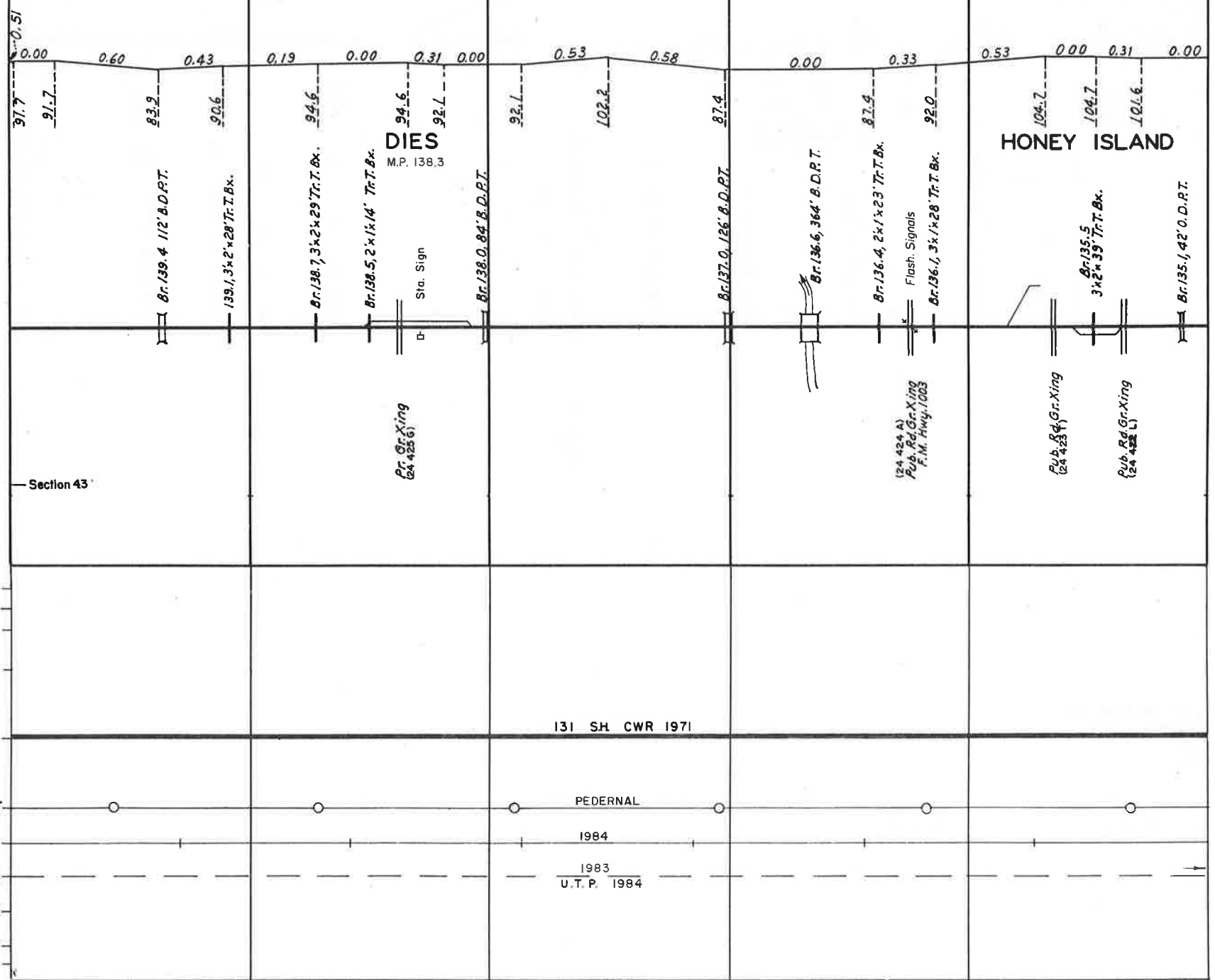
- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

REVISED _____

BINDER NO. 8

140 139 138 137 136 135

To Silsbee ← To Somerville →



135

134

133

132

131

130

← To Silsbee

To Somerville →

0.00

0.15

0.00

0.30

0.00

0.20

0.00

0.30

0.00

101.6

108.5

108.5

105.5

105.5

120.5

120.5

113.3

LELAVALE

M.P. 133.4

Br. 134.4, 3x3x28' Tr.T. Bx.

Br. 134.0, 2x1x28' Tr.T. Bx.

Sta. Sign

Br. 133.5,
2x1x35' Tr.T. Bx.

Br. 133.1, 27x O.D.P.T.

Br. 132.7, 28x O.D.P.T.

St. Hwy. 105

Br. 132.2, 56' O.D.P.T.

Br. 131.3, 3x2x23' Tr.T. Bx.

Br. 131.1, 3x1x25' Tr.T. Bx.

Br. 130.9, 3x2x24x24' Tr.T. Bx.

Br. 130.6, 4x2x24' Tr.T. Bx.

Br. 130.0, 70' B.D.P.T.R. 113.3

Pub. Rd. Gr. Xing
(24 421 E)

Pub. Rd. Gr. Xing
(24 420 X)

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

131 SH CWR 1971

136 SH CWR 2-1980

+4514

SLAG & SHIPLEY

1984

SL 1984

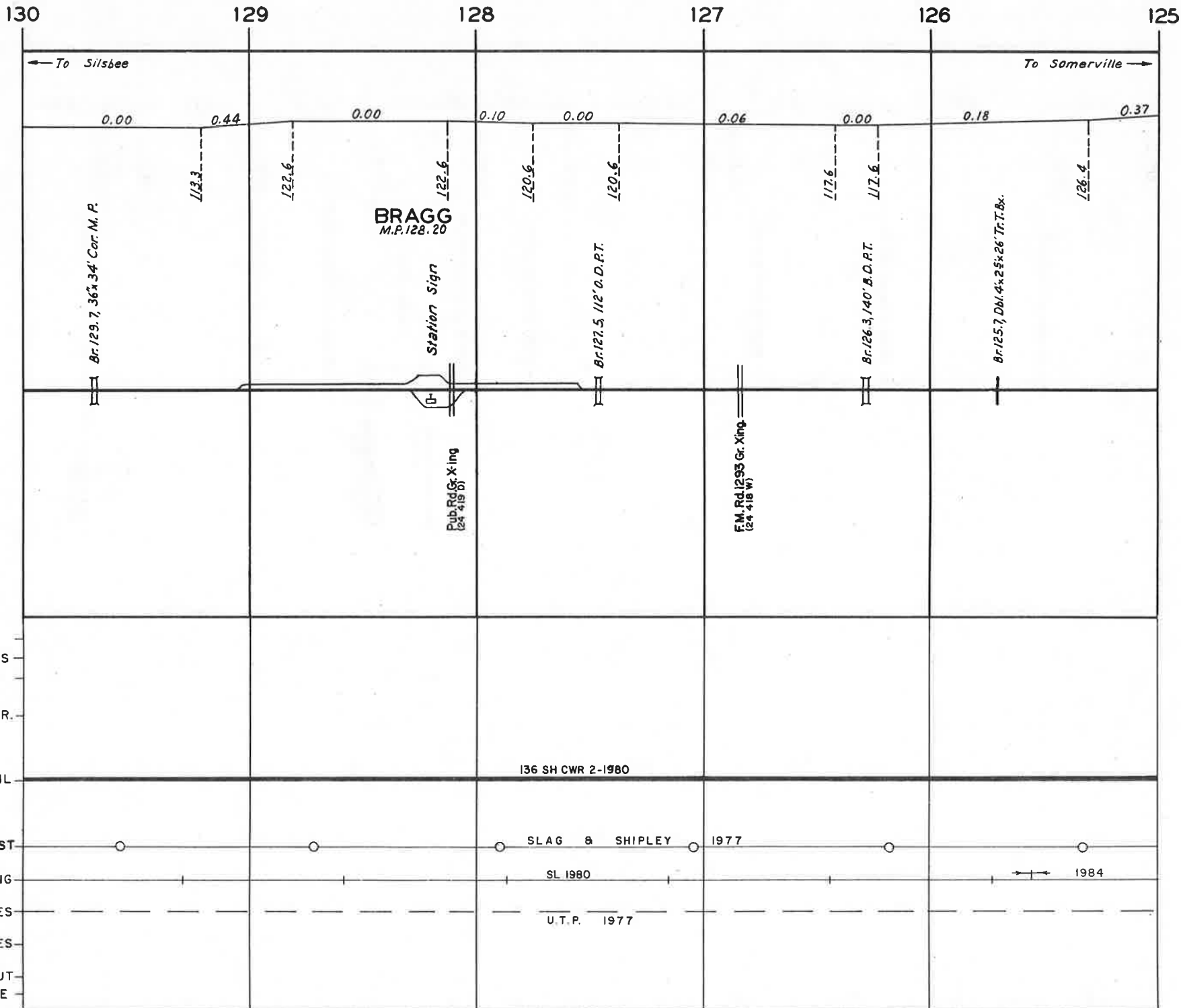
SL 1989

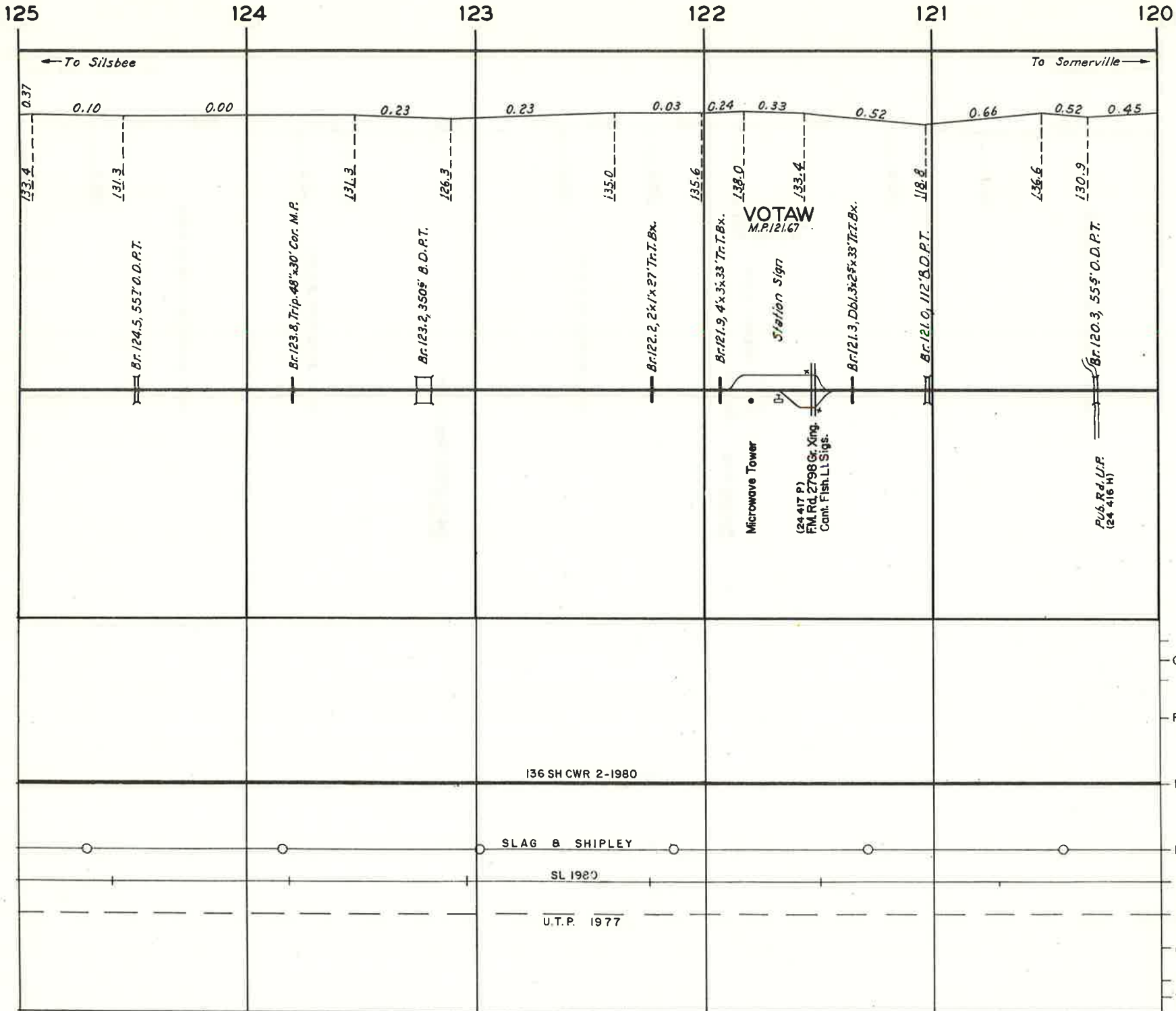
U.T.P.
1984

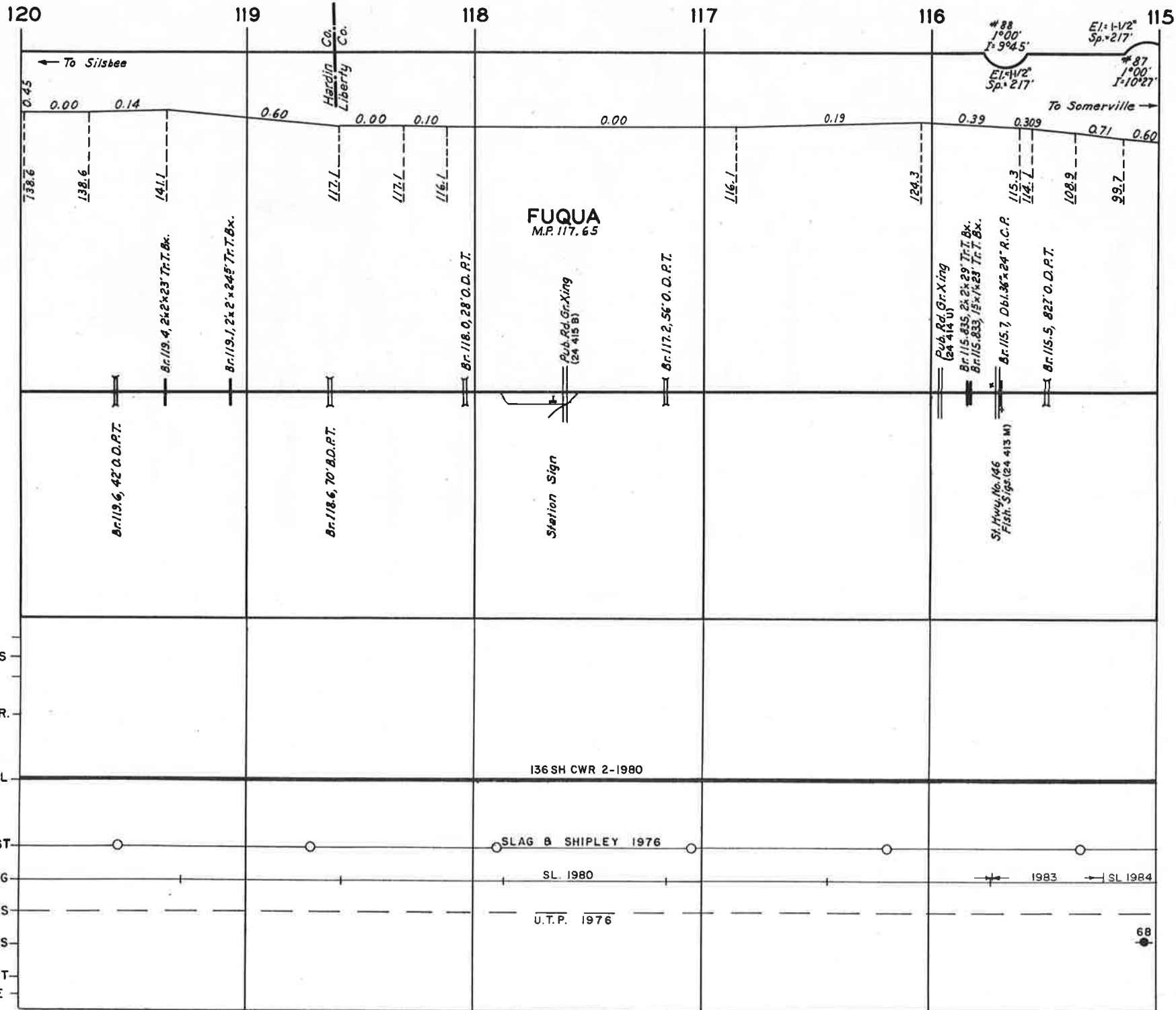
U.T.P. 1977

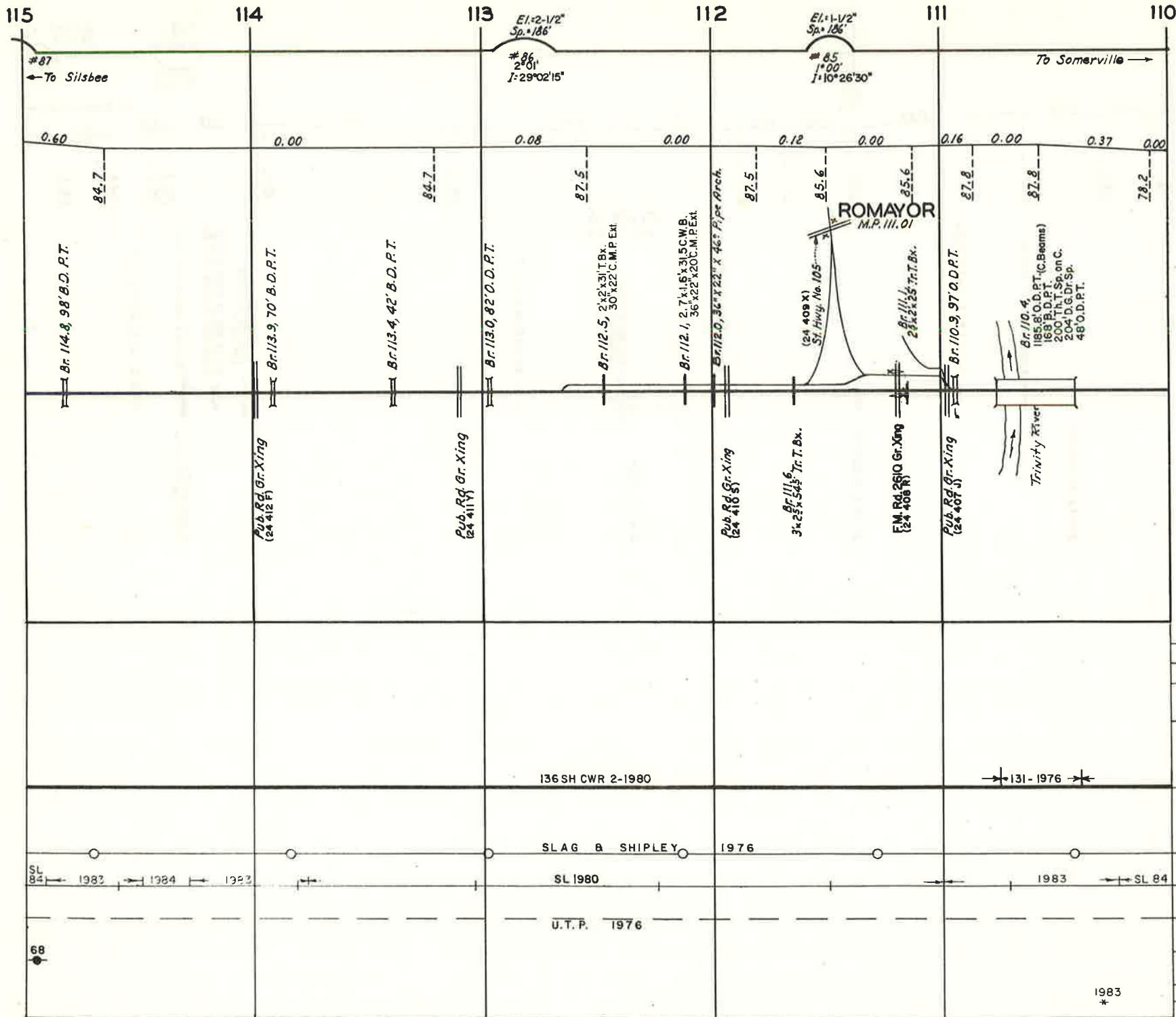
REVISED _____

BINDER NO 8









REVISED _____

BINDER NO. 8

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

1983
*

136 SH CWR 2-1980

131-1976

SLAG & SHIPLEY 1976

SL 1980

1976

1983

SL 84

U.T.P. 1976

SL 84 1983 1984 1983

68

ROMAYOR
M.P. 111.01

Trinity River

Br. 110.4
1185' O.D.P.T. (C.Beams)
168' B.D.P.T.
200' T.T. Sp. on C.
204' D.G. Dr. Sp.
48' O.D.P.T.

(24 409 X)
St. Hwy. No. 105

Br. 111.6
28' x 22' T.T. Bx.

Br. 112.5, 2' x 2' x 31' T.Bx.
30' x 22' C.M.P. Ext.

Br. 112.1, 2, 7' x 1.6' x 31.5' C.W.B.
36' x 22' x 20' C.M.P. Ext.

Br. 112.0, 32' x 22' x 46' Pipe Arch.

Br. 113.0, 82' O.D.P.T.

Br. 113.4, 42' B.D.P.T.

Br. 113.9, 70' B.D.P.T.

Br. 114.8, 98' B.D.P.T.

El. = 2-1/2"
Sp. = 186'
#86
2° 01'
I = 29° 02' 15"

El. = 1-1/2"
Sp. = 186'
#85
1° 00'
I = 10° 26' 30"

0.60 0.00 0.08 0.00 0.12 0.00 0.16 0.00 0.37 0.00

#87
← To Silsbee

To Somerville →

84.7

84.7

87.5

87.5

85.6

85.6

87.8

87.8

78.2

Pub. Rd. Gr. Xing
(24 412 F)

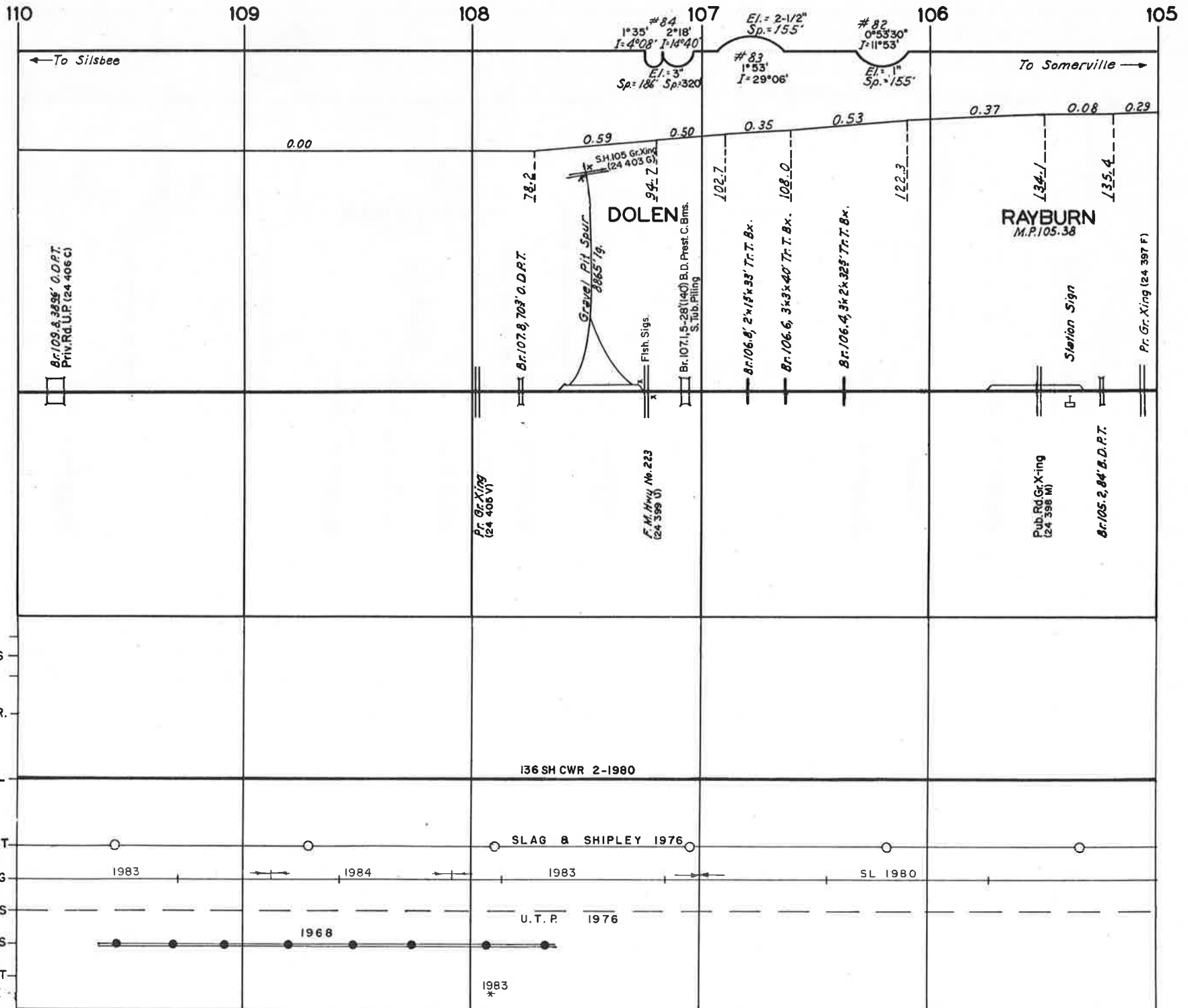
Pub. Rd. Gr. Xing
(24 411 Y)

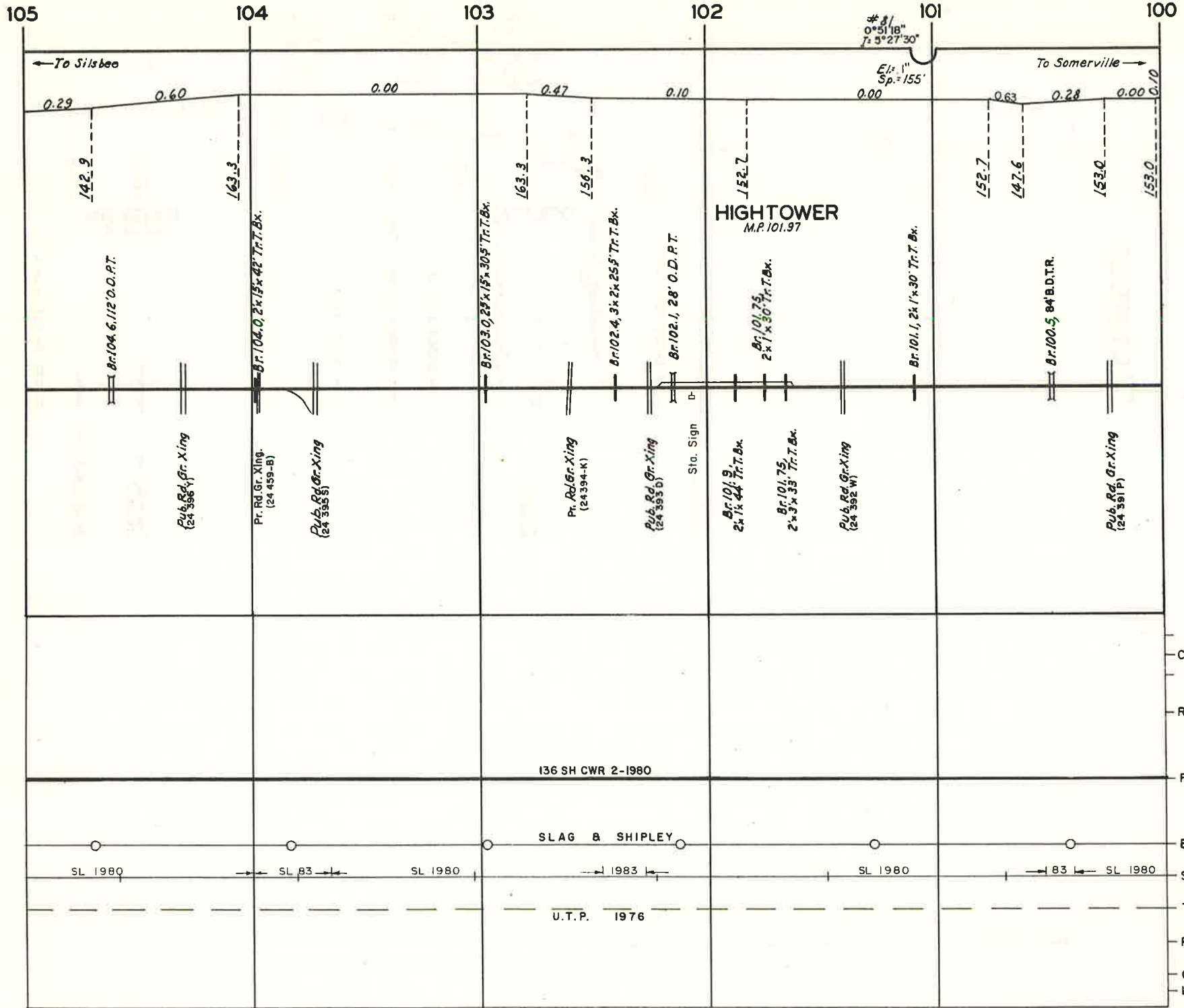
Pub. Rd. Gr. Xing
(24 410 S)

3' x 25' x 54' Tr. T. Bx.

FM Rd. 2610 Gr. Xing
(24 408 R)

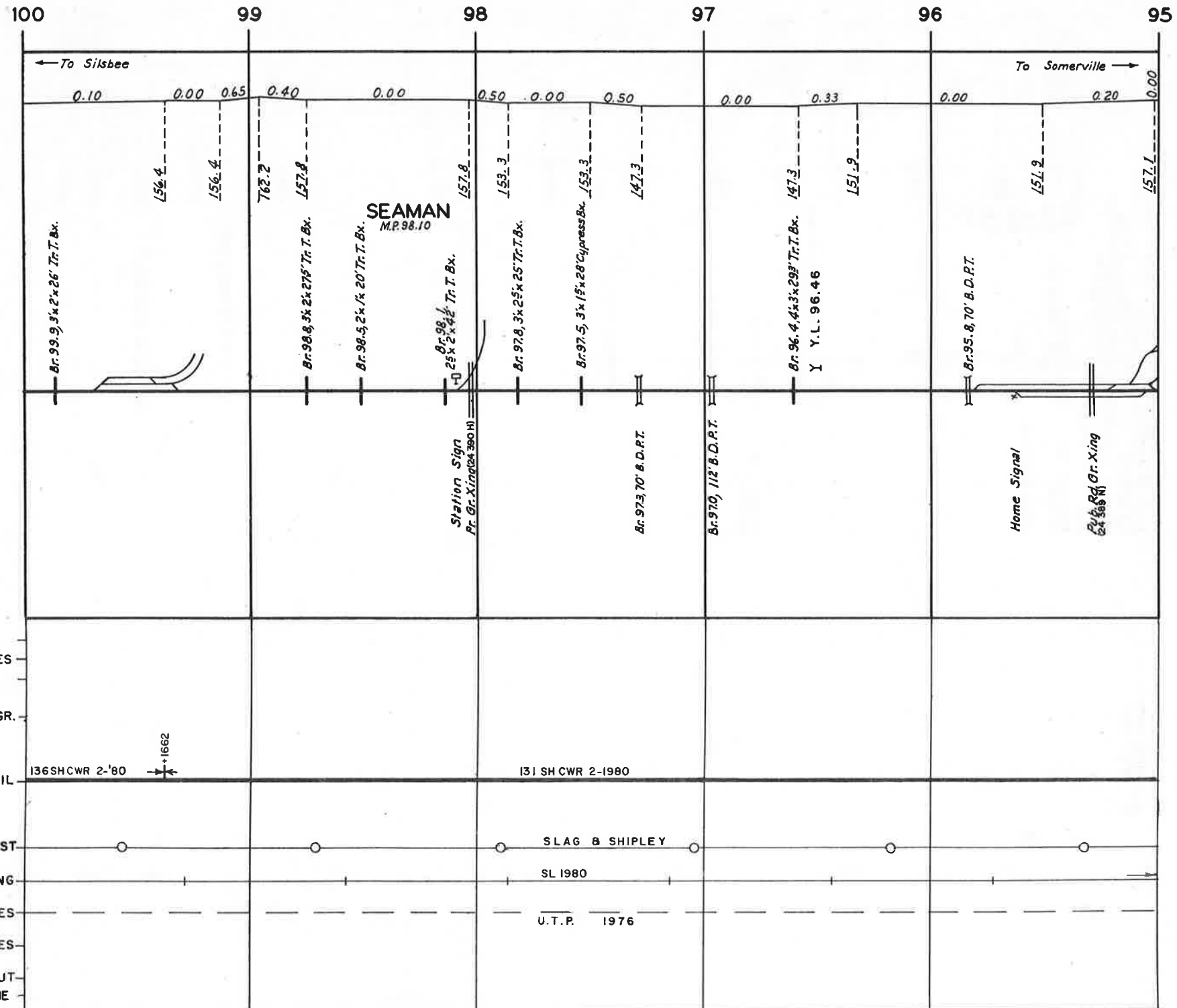
Pub. Rd. Gr. Xing
(24 407 J)

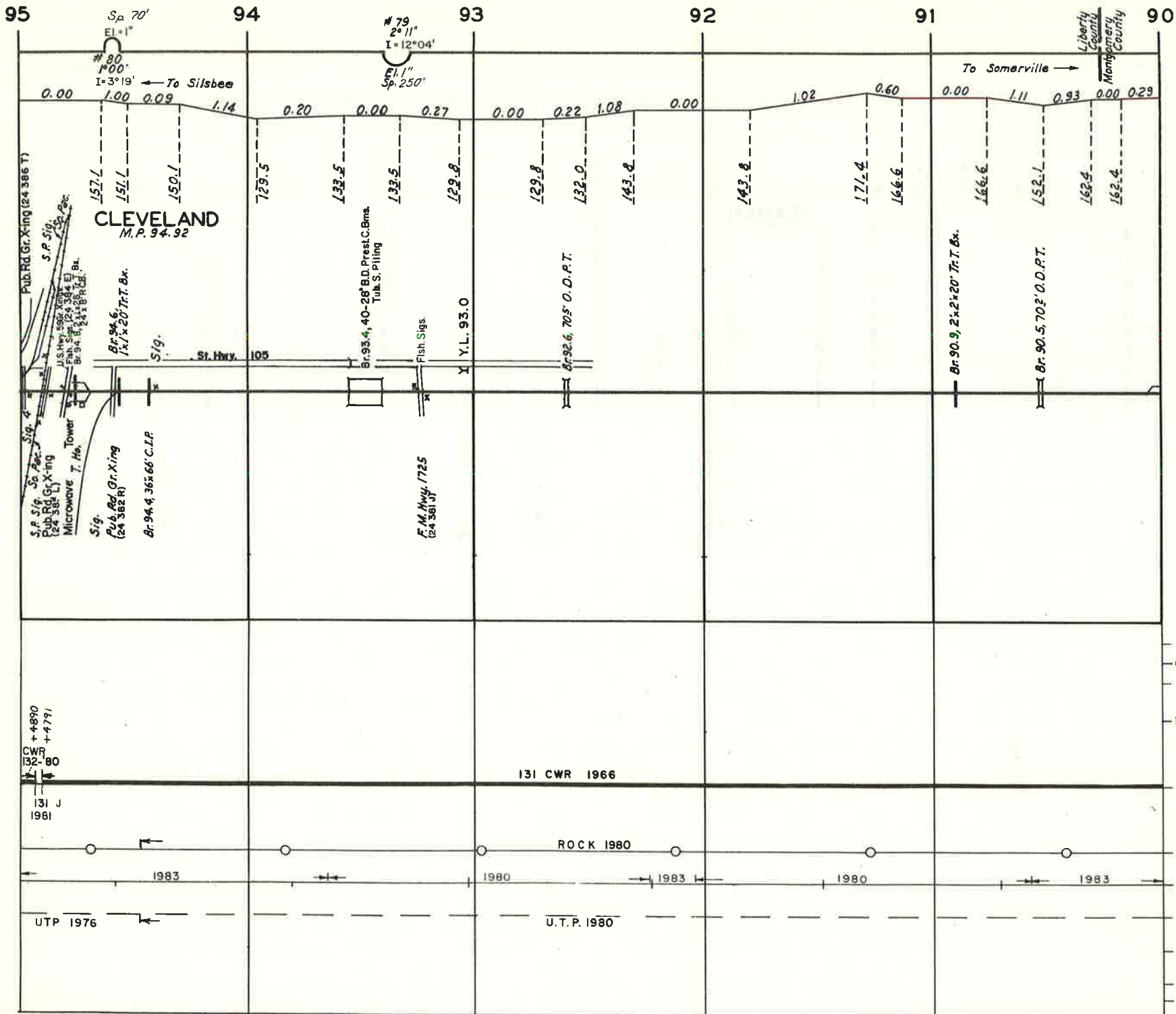


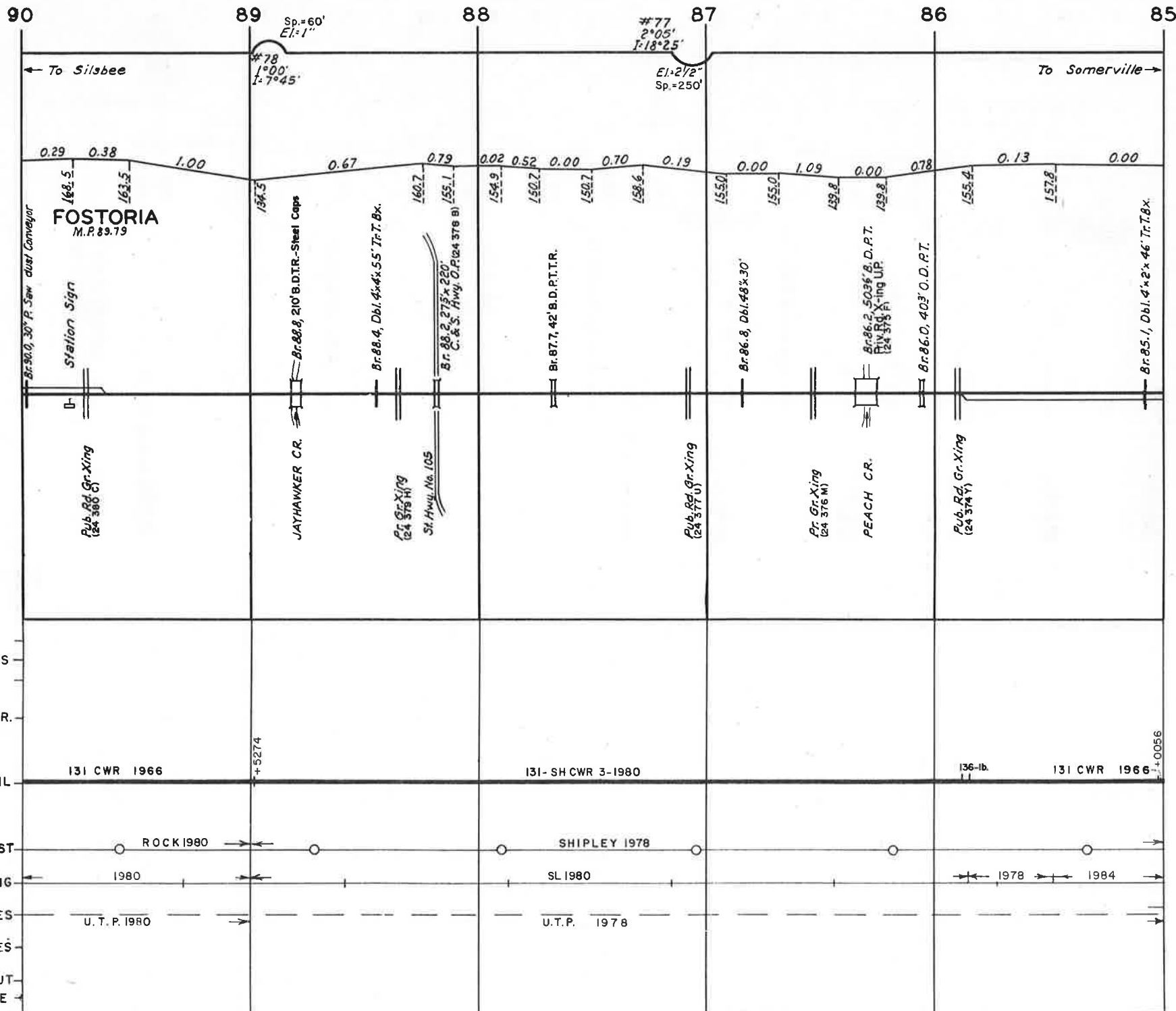


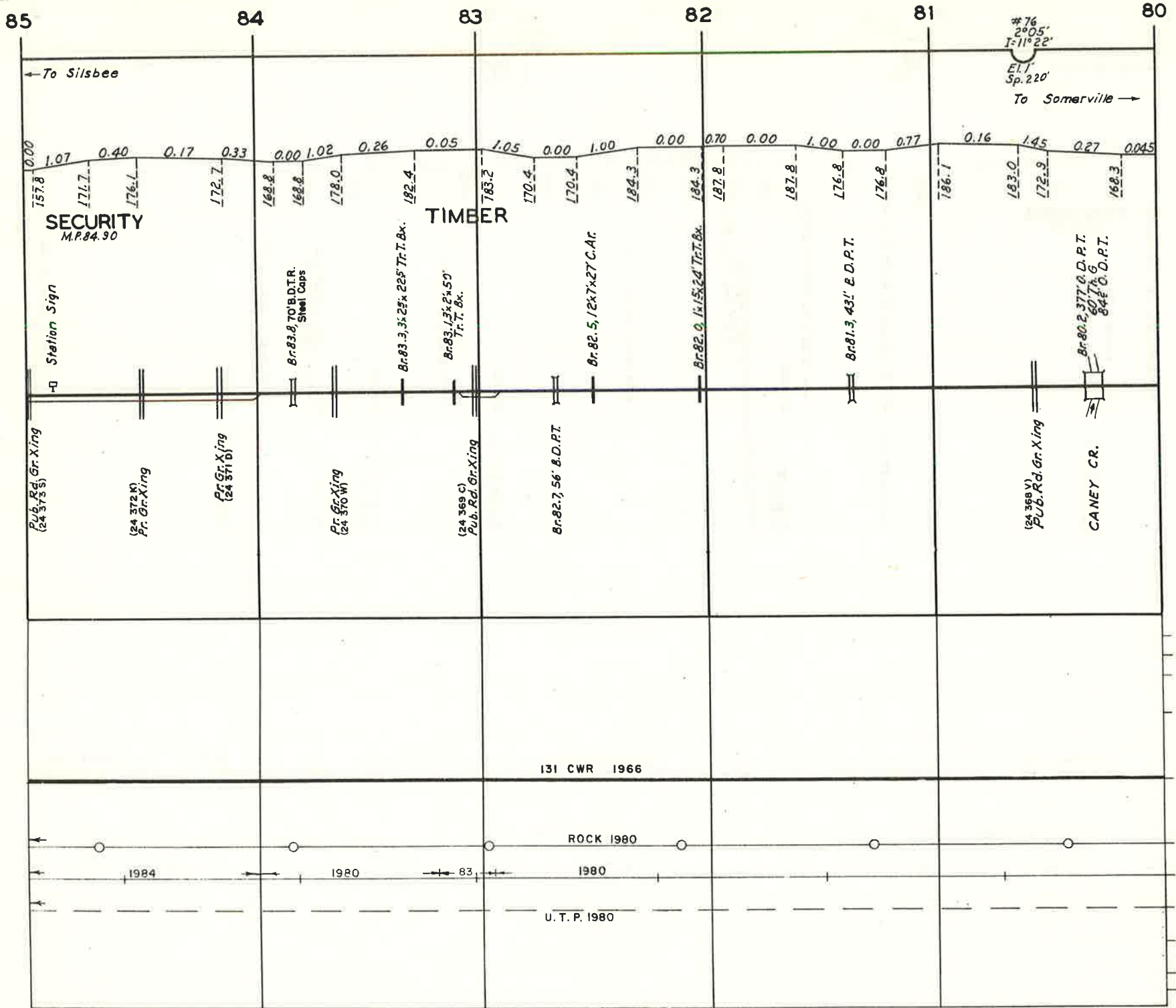
REVISED _____

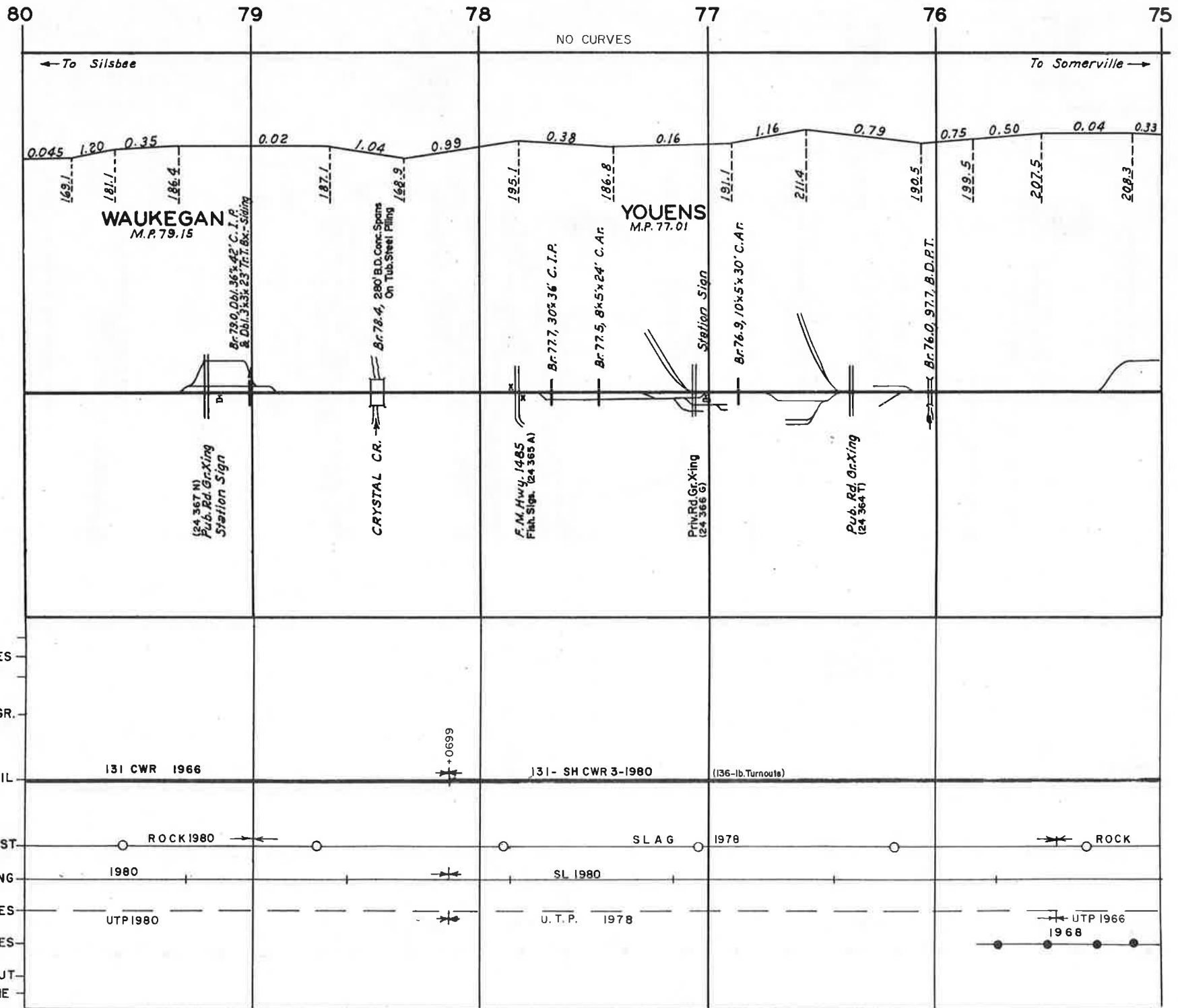
BINDER NO. 8

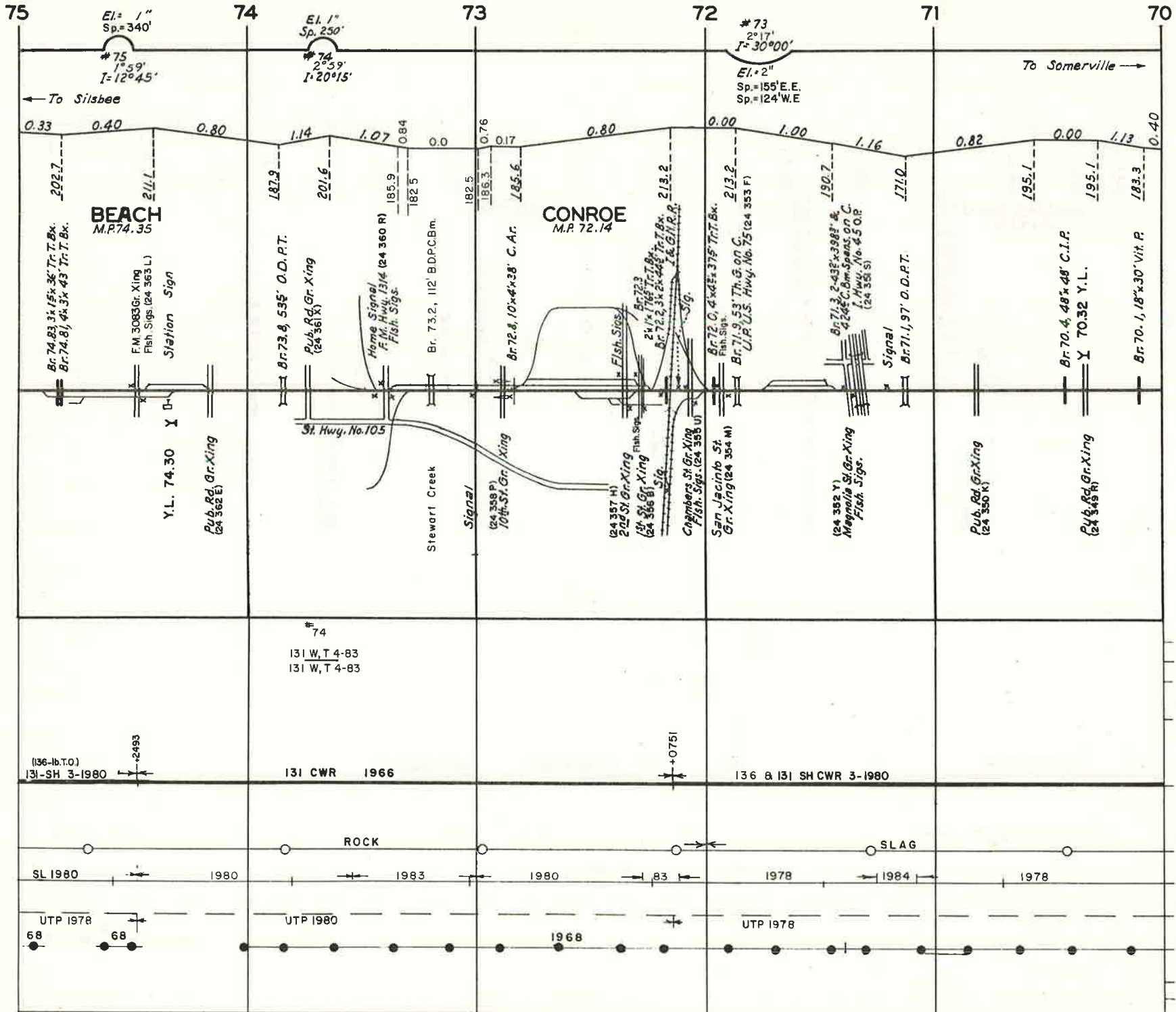


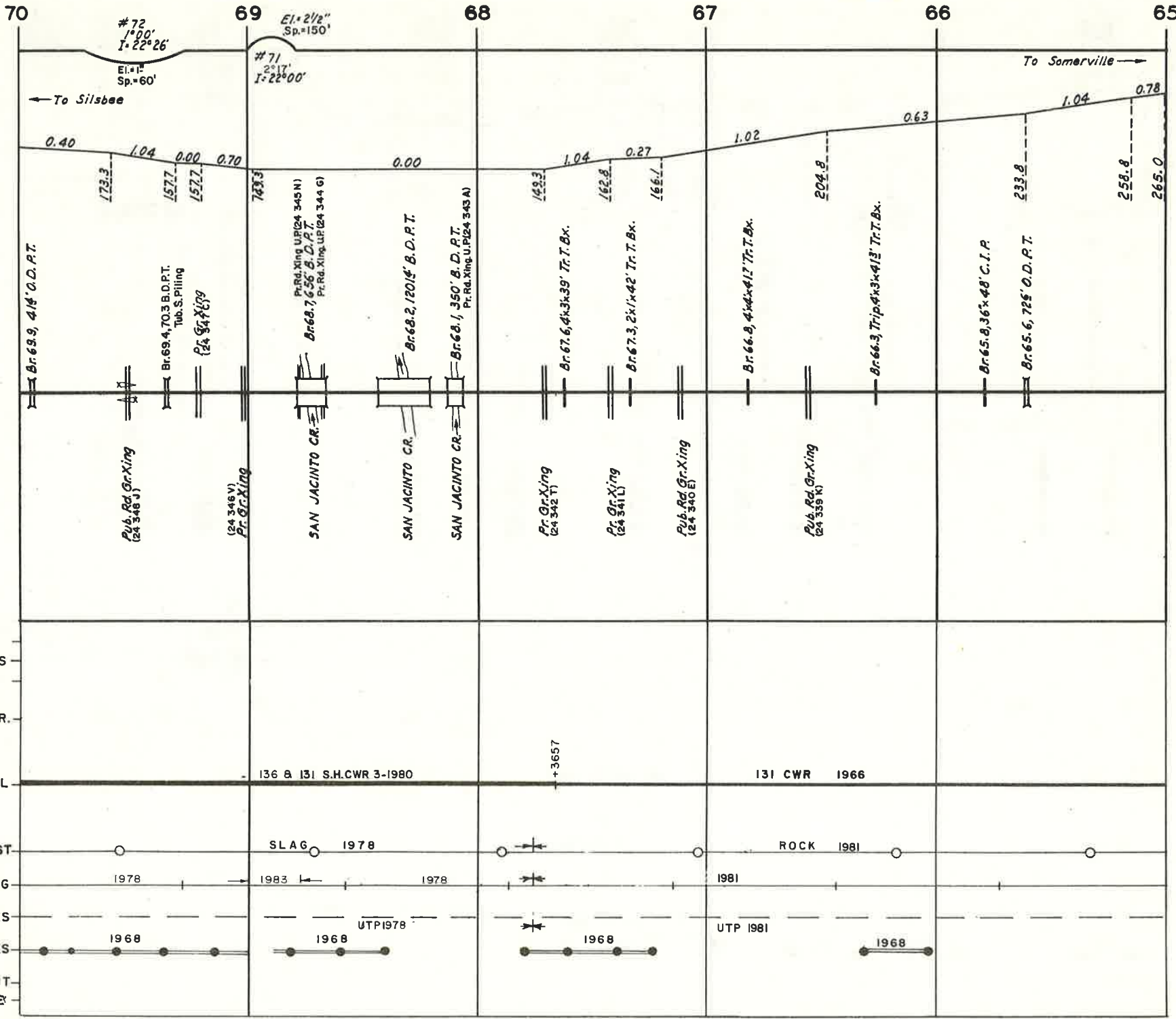


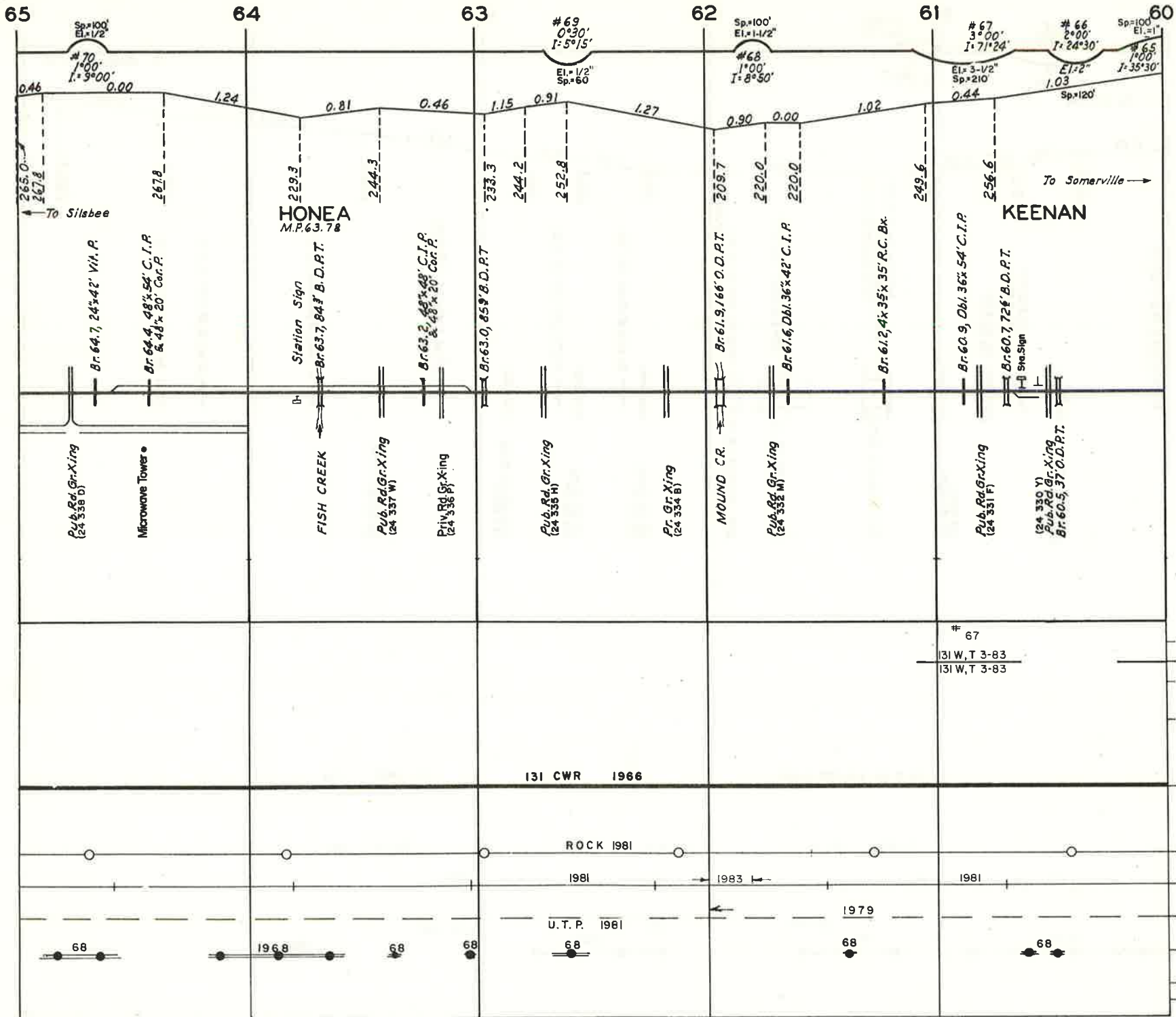




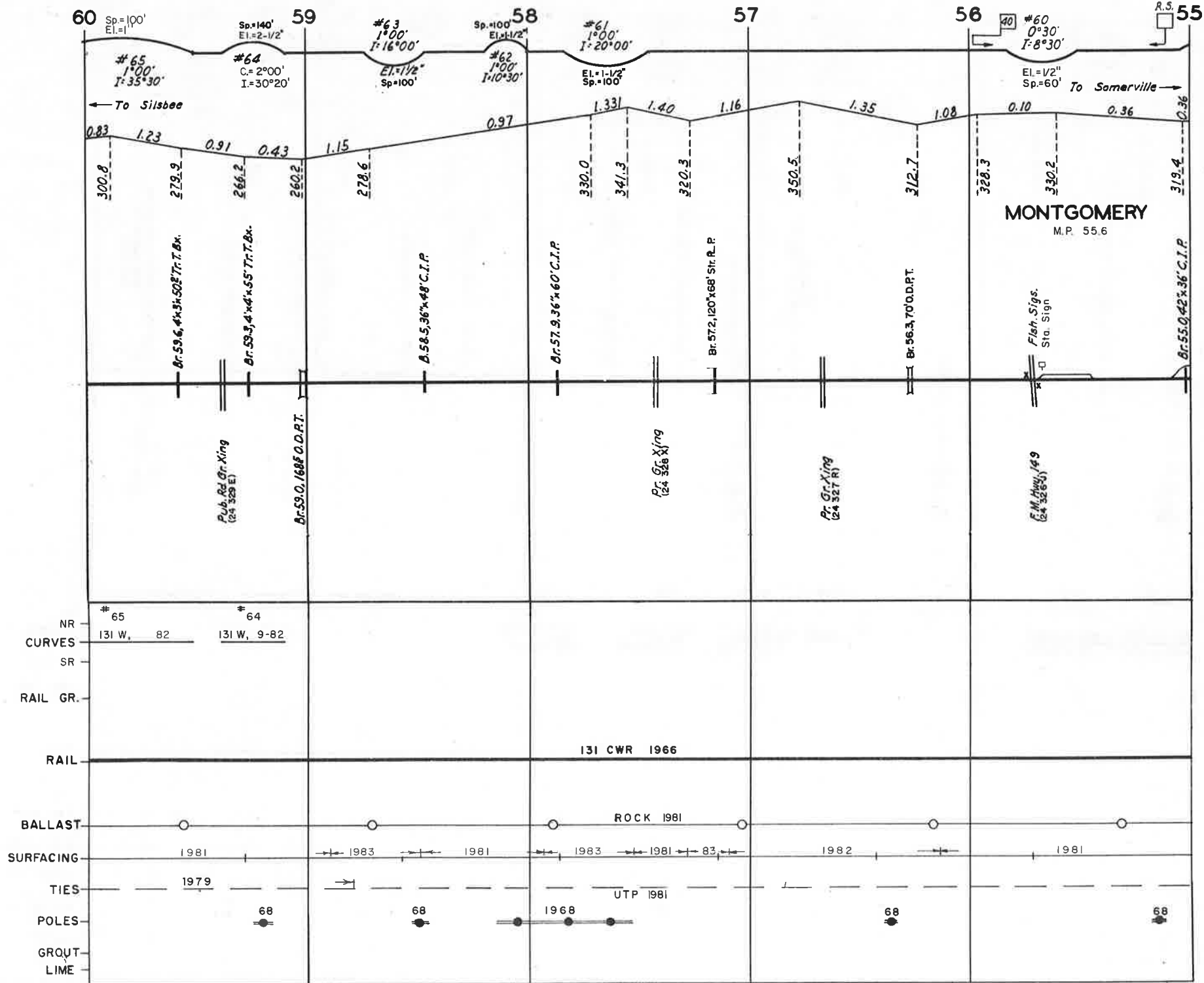


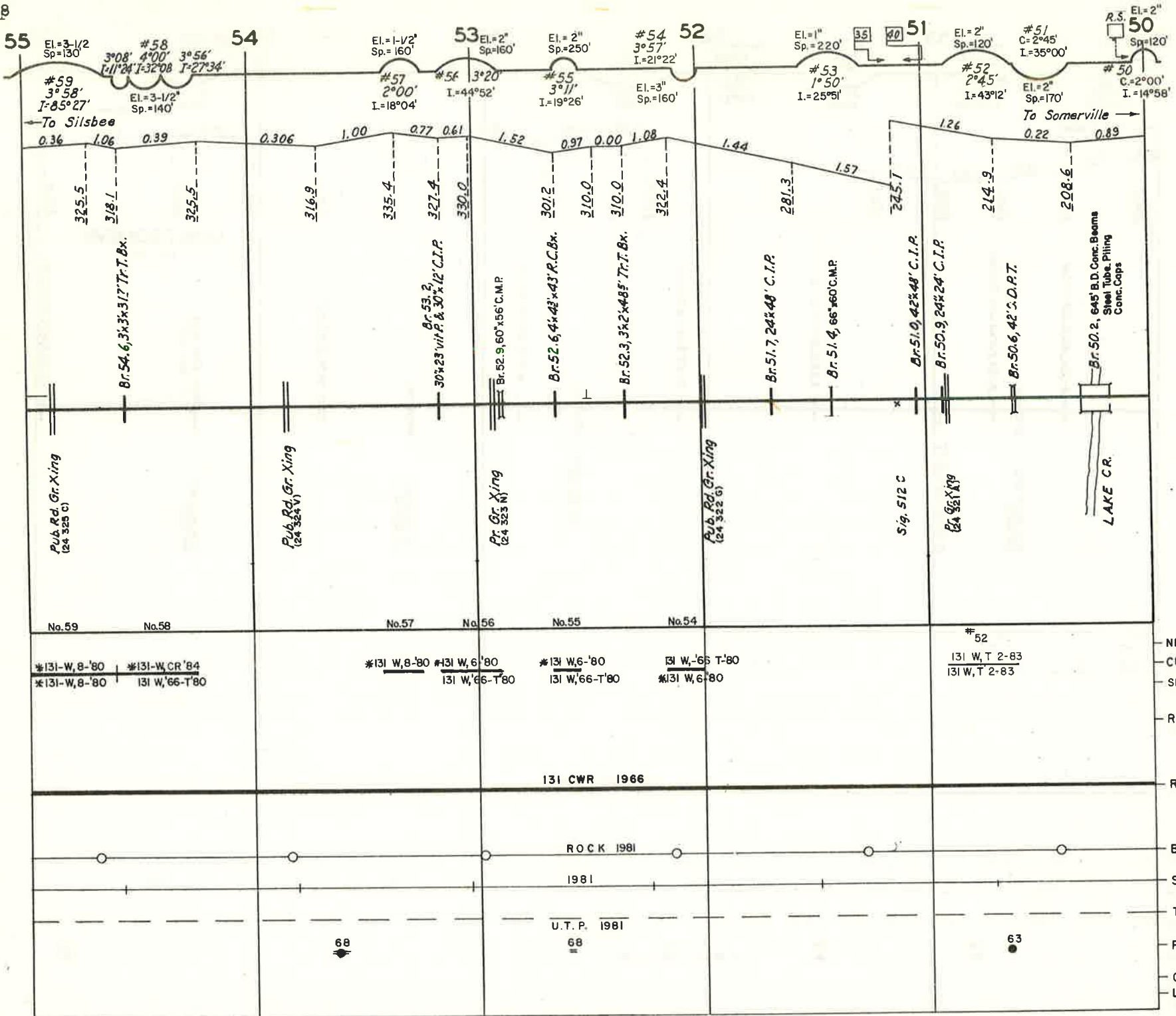






REVISED _____





REVISED _____

BINDER NO 8

- NR
- CURVES
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

No. 59 No. 58

*131-W, 8-'80 *131-W, CR '84
 *131-W, 8-'80 131 W, '66-T'80

No. 57 No. 56

*131 W, 8-'80 *131 W, 6-'80
 131 W, '66-T'80

No. 55 No. 54

*131 W, 6-'80 131 W, '66 T-'80
 131 W, '66-T'80 *131 W, 6-'80

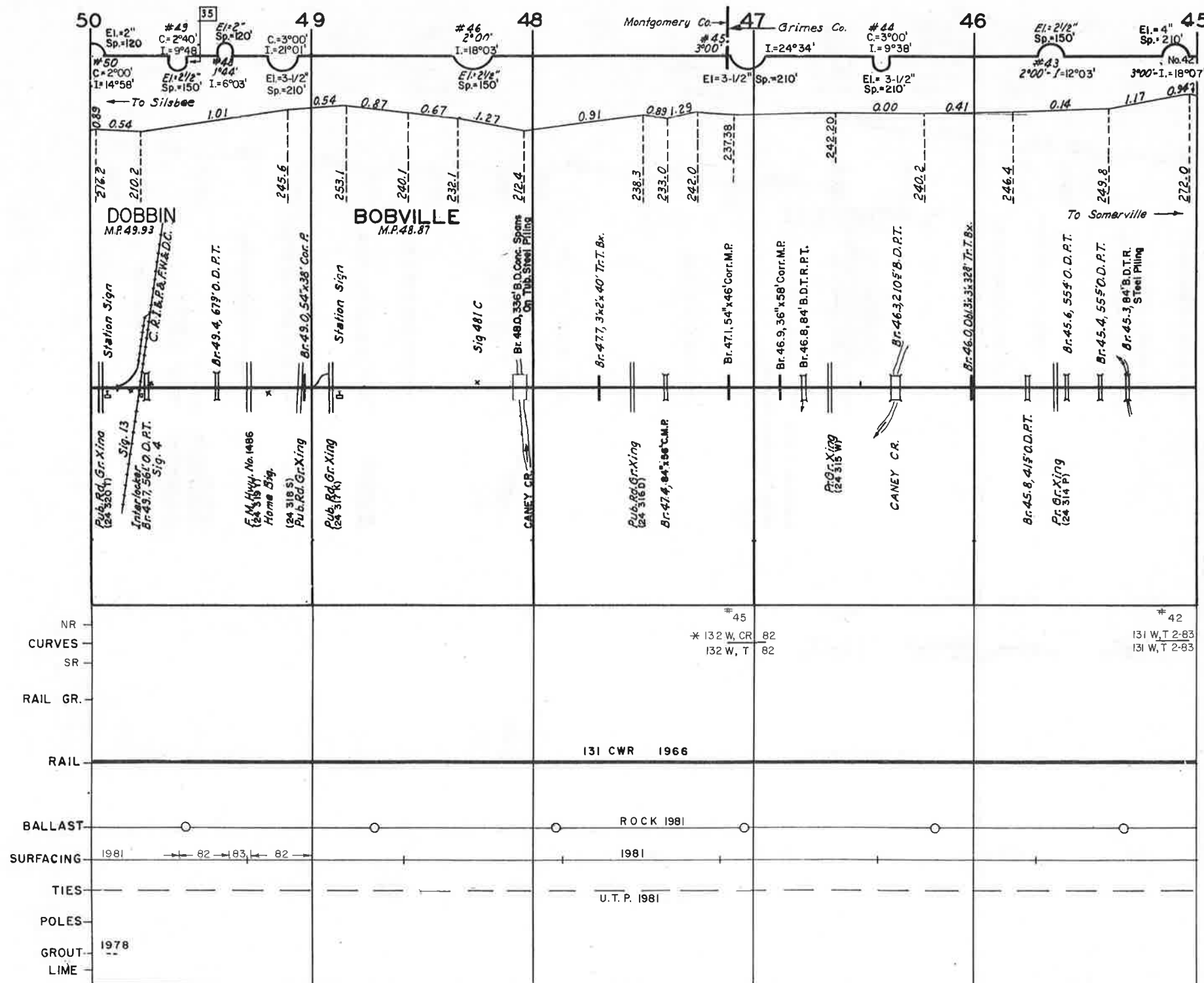
#52

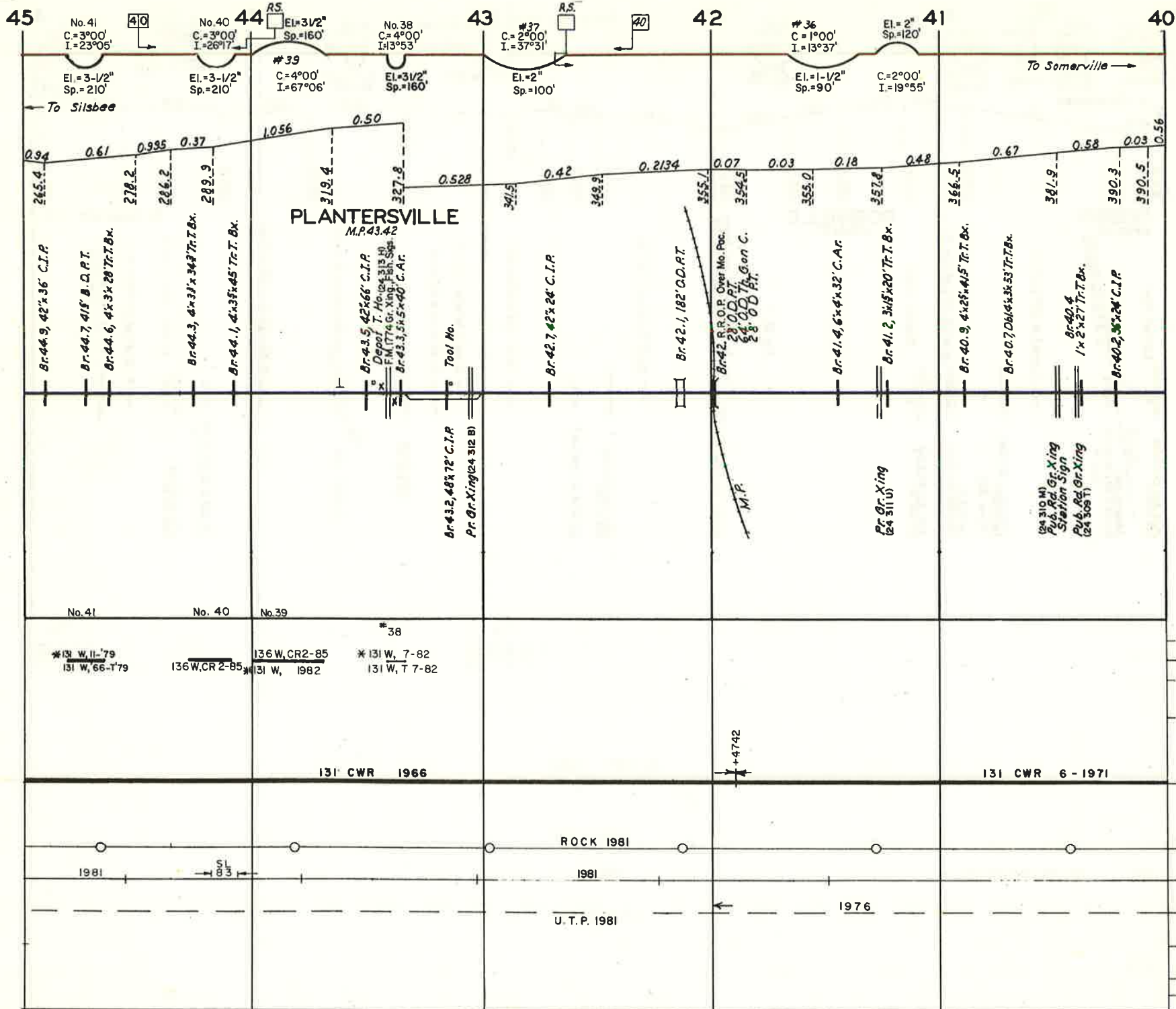
131 W, T 2-83
 131 W, T 2-83

68

U.T.P. 1981
68

63

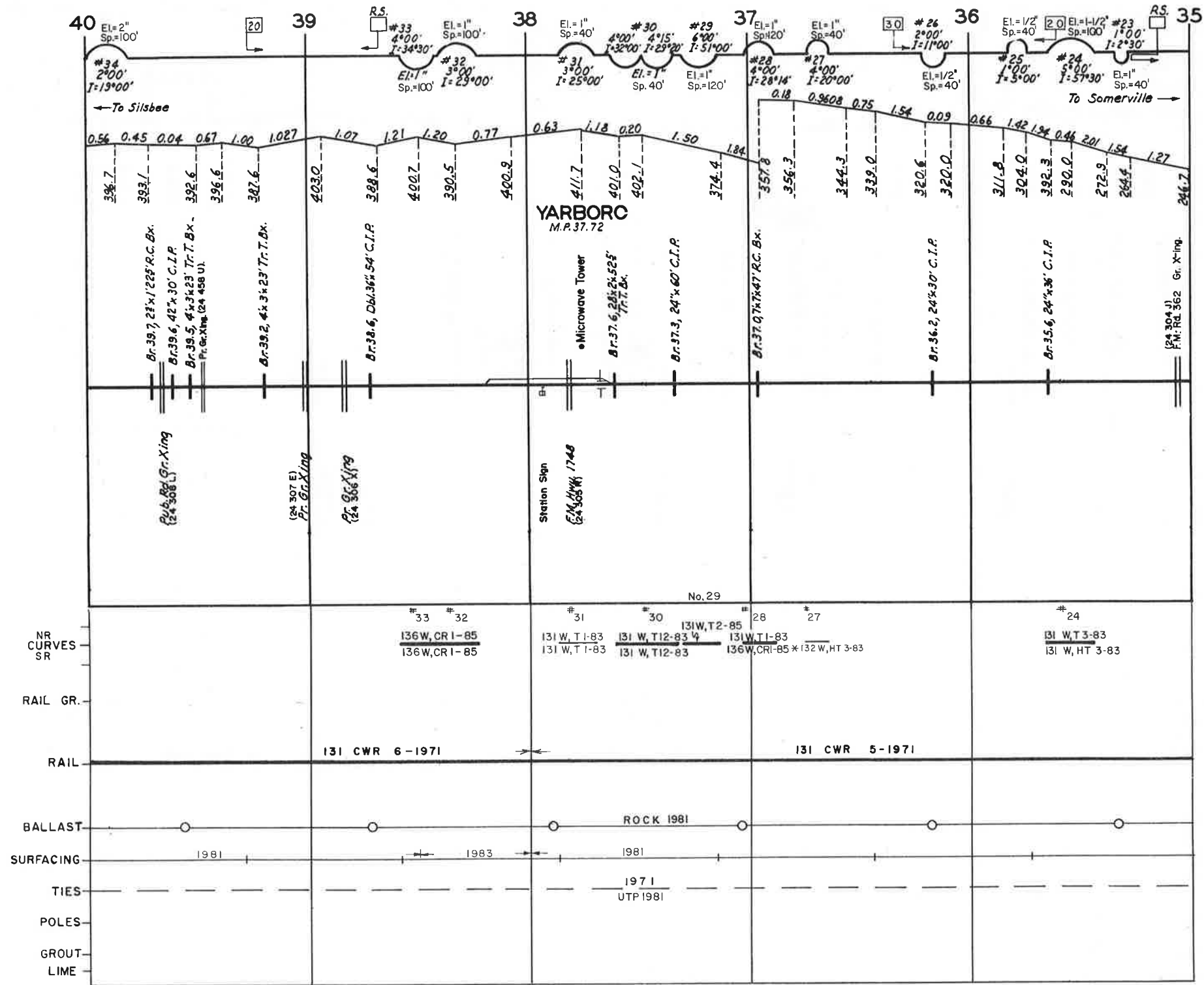


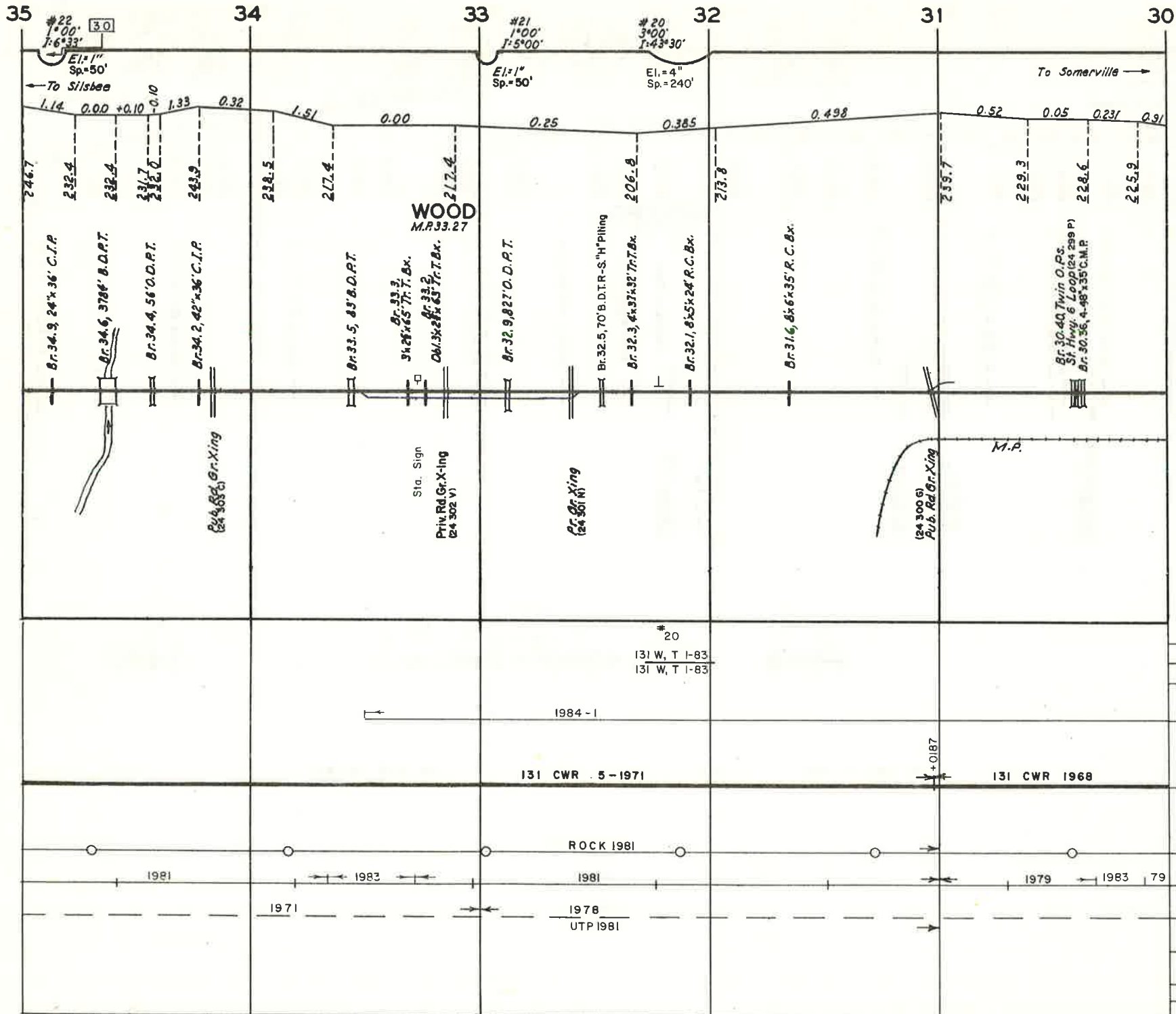


NR
 CURVES
 SR
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 POLES
 GROUT
 LIME

REVISED _____

BINDER NO 8





30

40

29

20

30

40

28

20

17

27

16

15

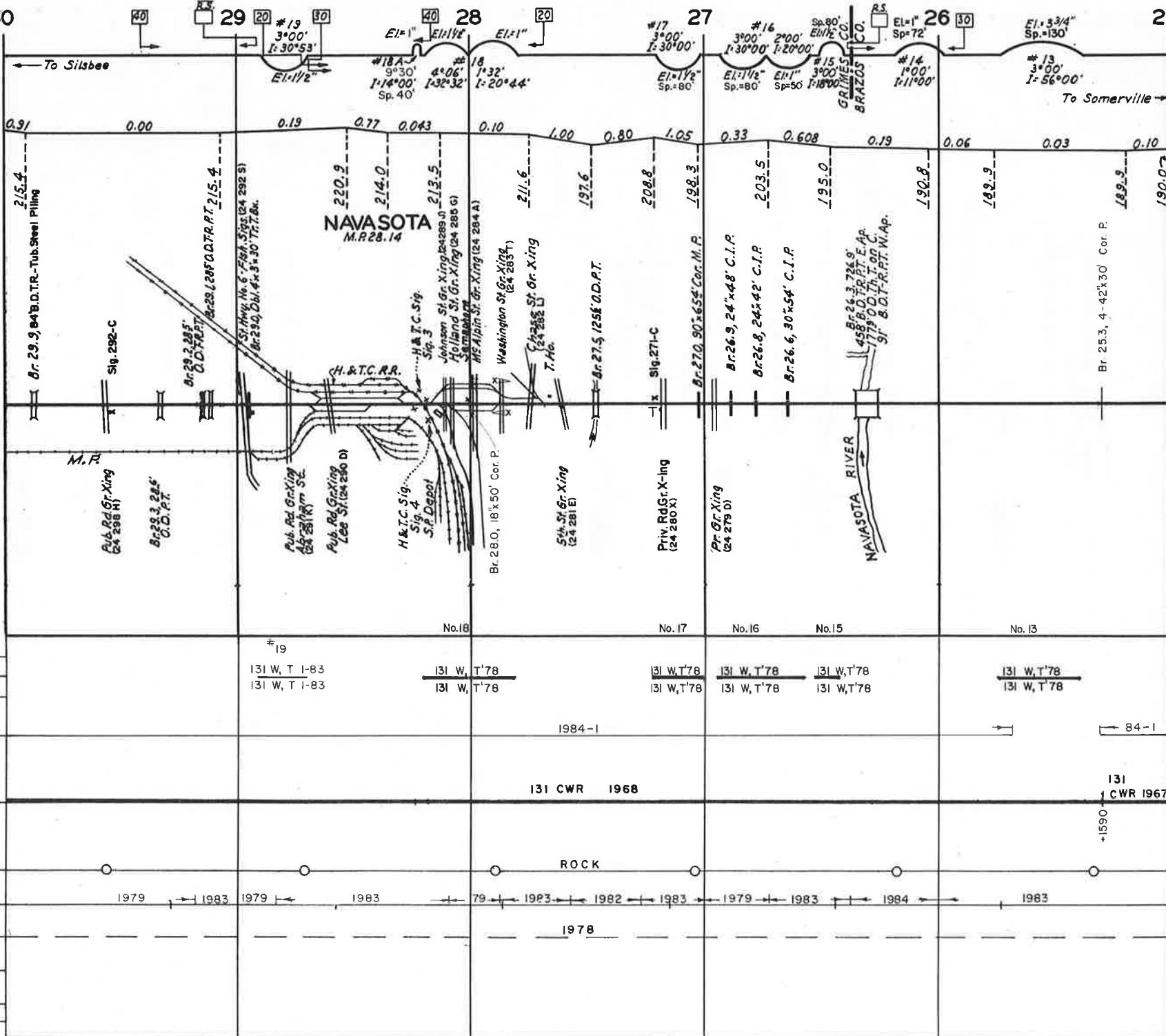
14

26

30

13

25



NAVASOTA
M.R. 28.14

M.P.

NAVASOTA RIVER

No. 18

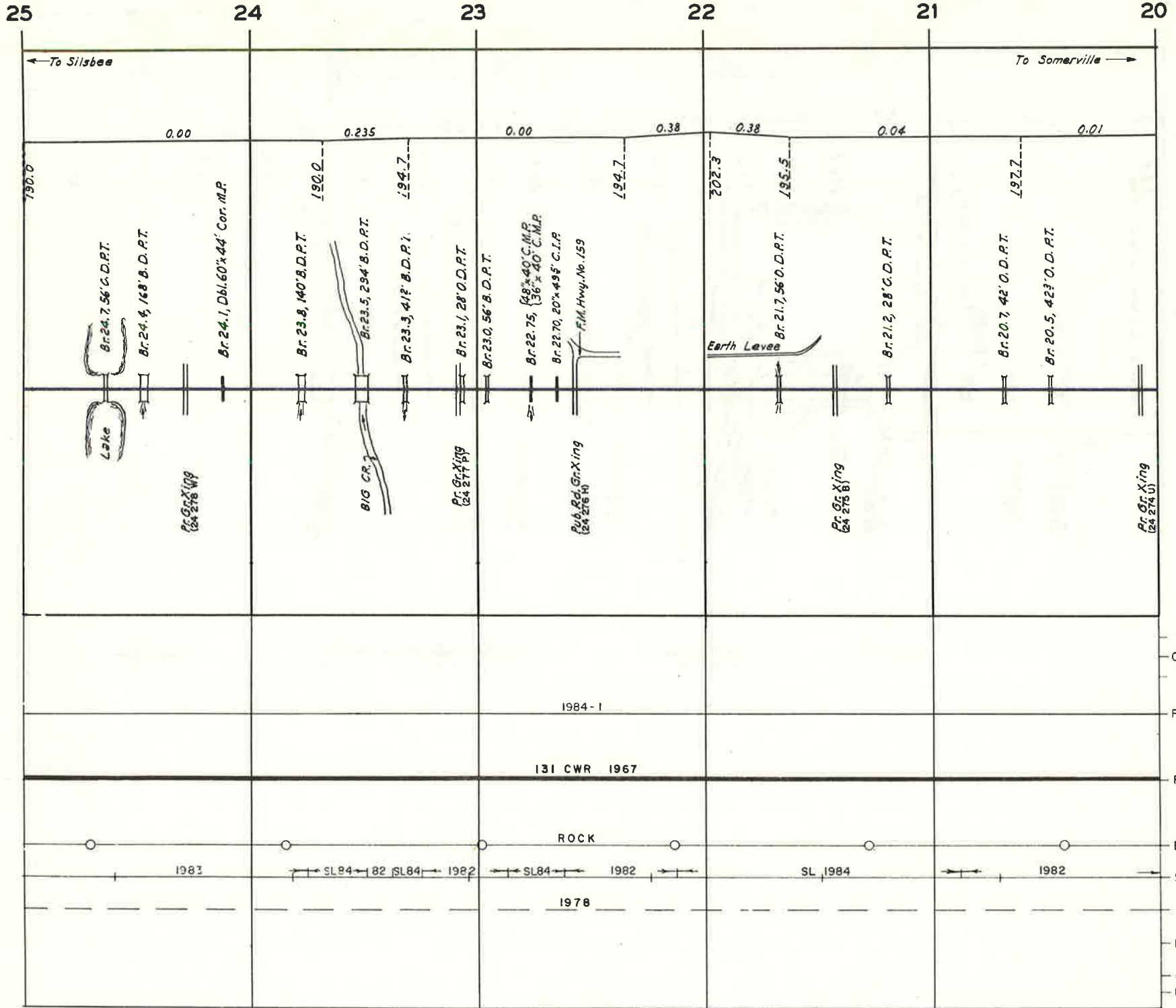
No. 17

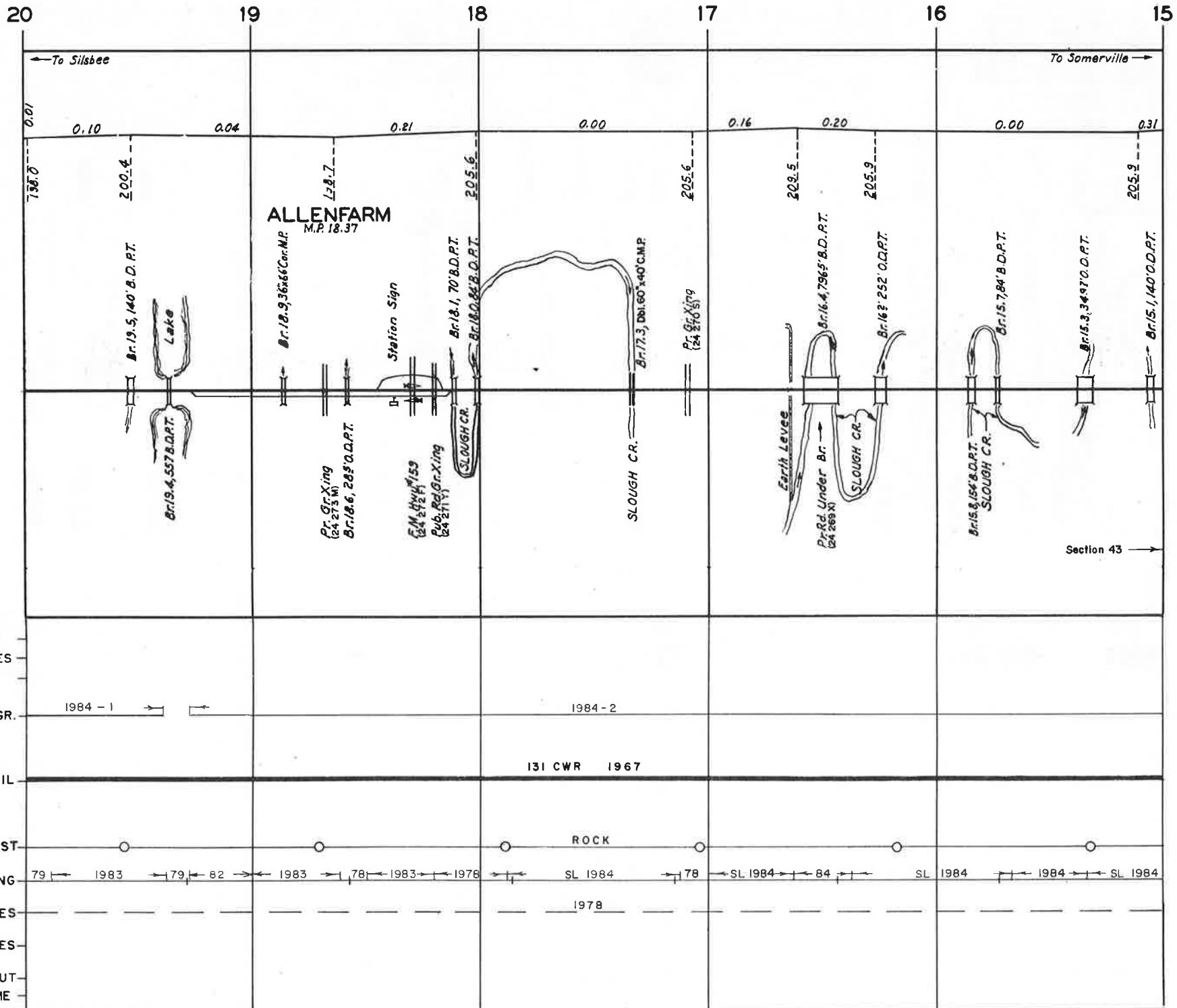
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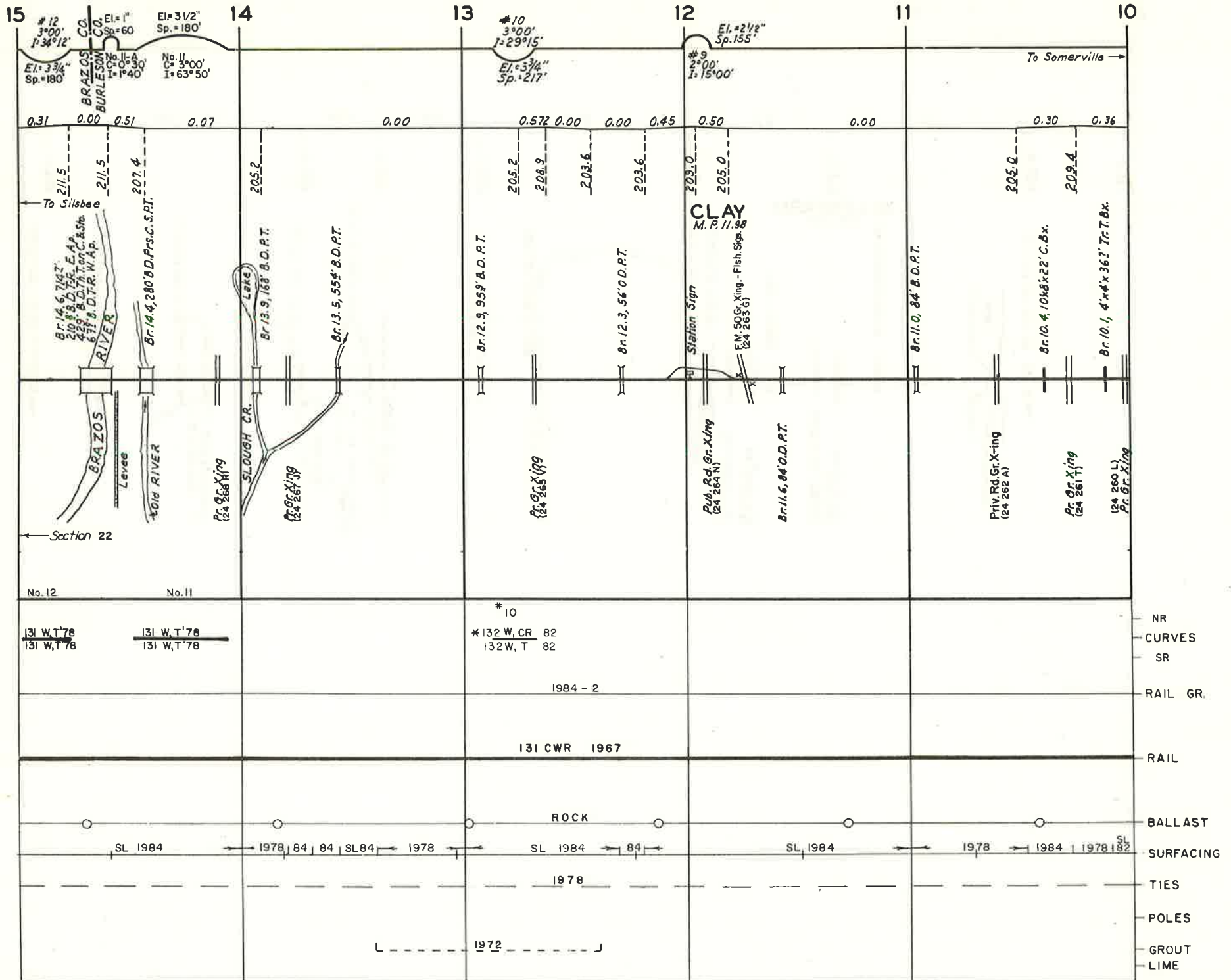
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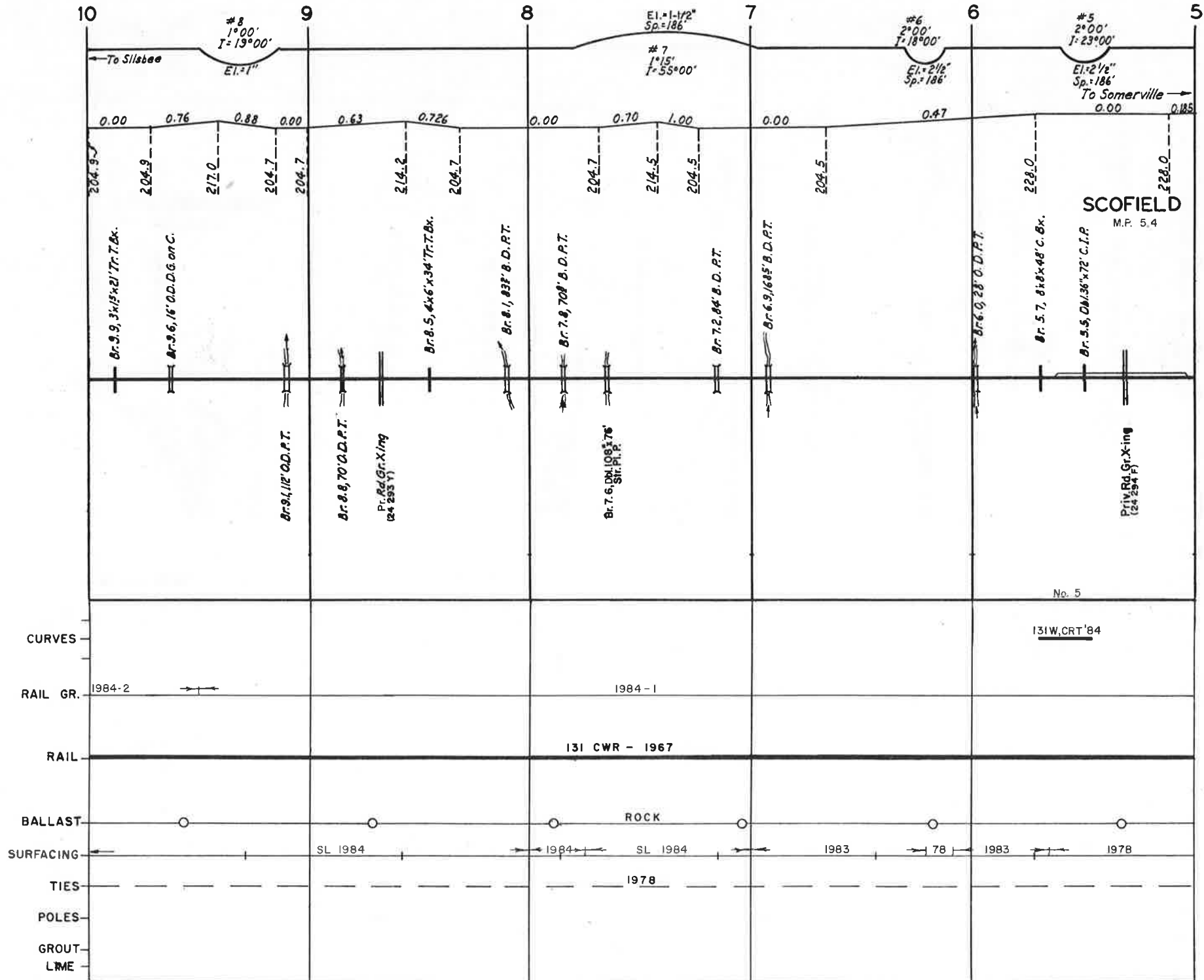
No. 13

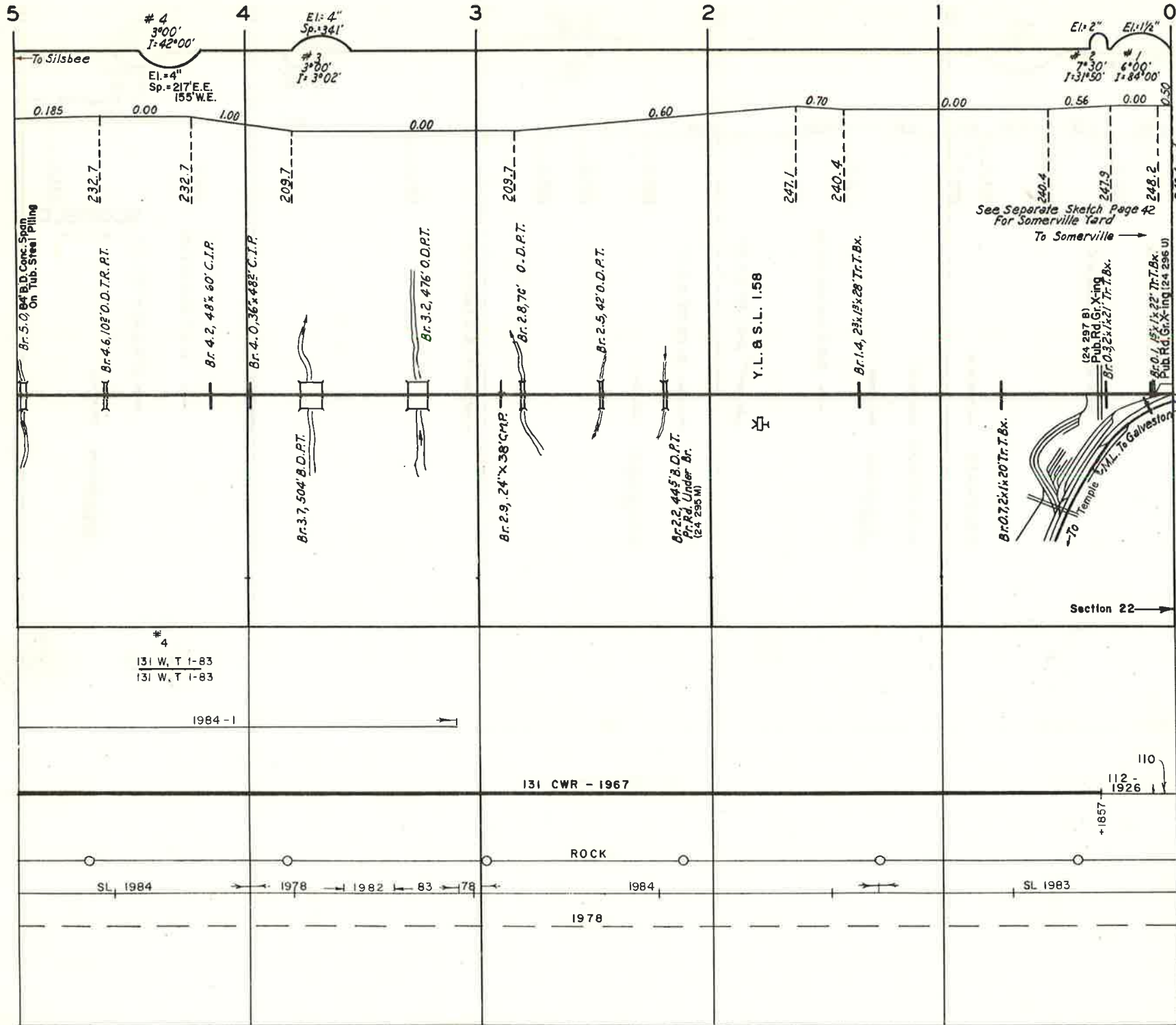
| | | | | | | | | | |
|-----------|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| NR | | #19 | | | | | | | |
| CURVES | | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 |
| SR | | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 | 131 W, T 1-83 |
| RAIL GR. | | | | 1984-1 | | | | | 84-1 |
| RAIL | | | | 131 CWR 1968 | | | | | 131 CWR 1967 |
| BALLAST | | | | | | | | | +1590 |
| SURFACING | | 1979 | 1983 | 1979 | 1983 | 79 | 1983 | 1982 | 1983 |
| TIES | | | | | | 1978 | | | |
| POLES | | | | | | | | | |
| GROUT LIM | | | | | | | | | |











See Separate Sketch Page 42 For Somerville Yard



Section 22

- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

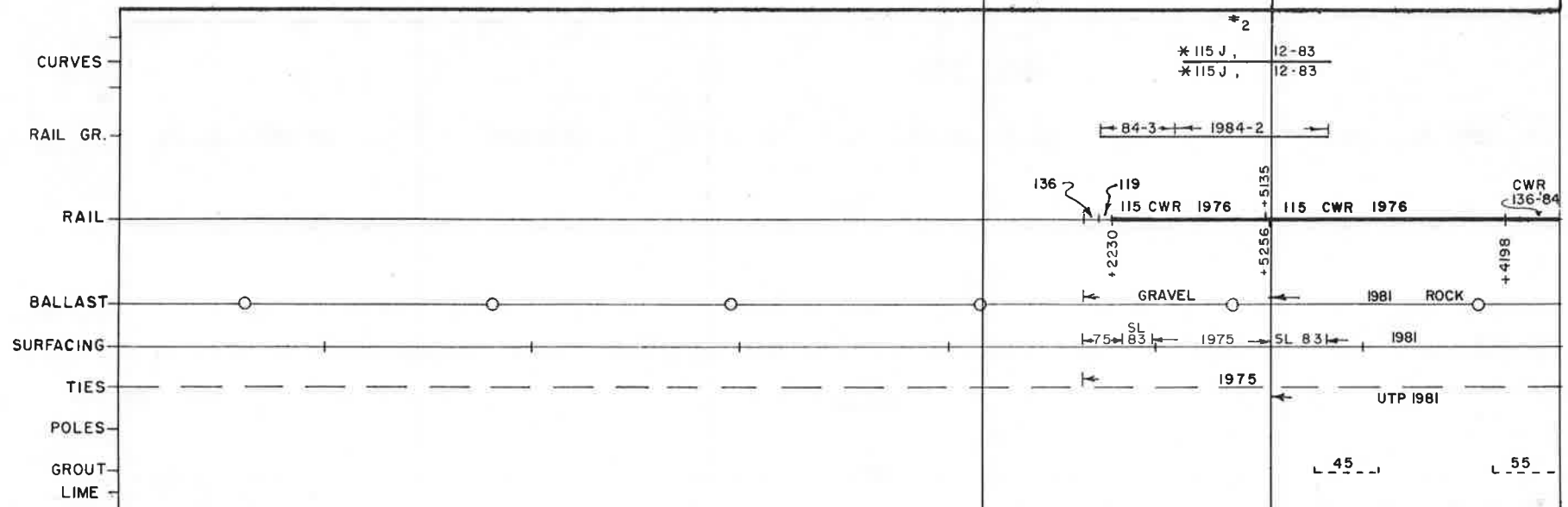
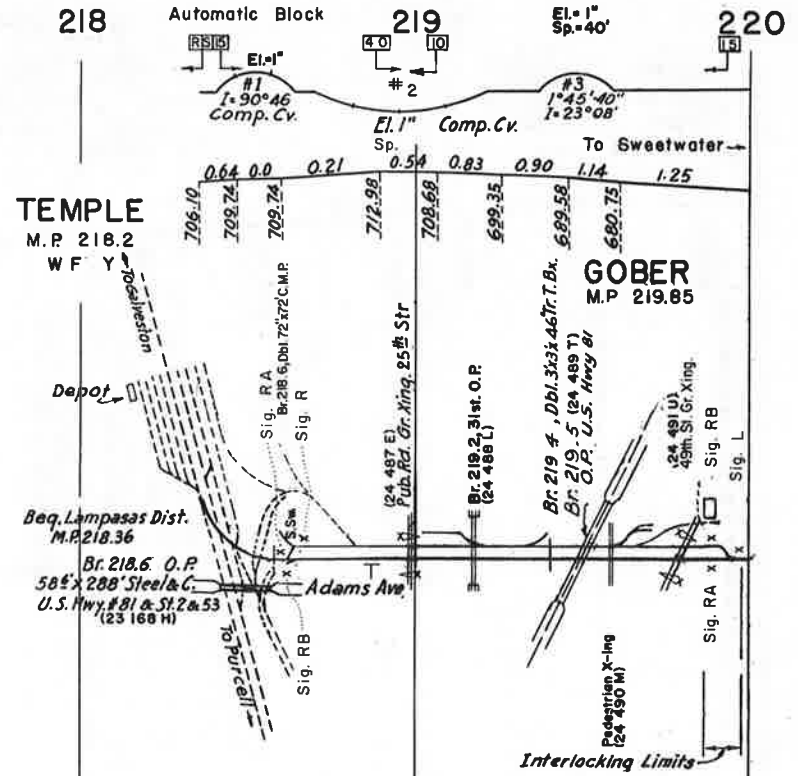
REVISED _____

TEMPLE TO RICKER

BLANK

218 + 1900 ↑ Lamp

See Pages 23 & 24



220

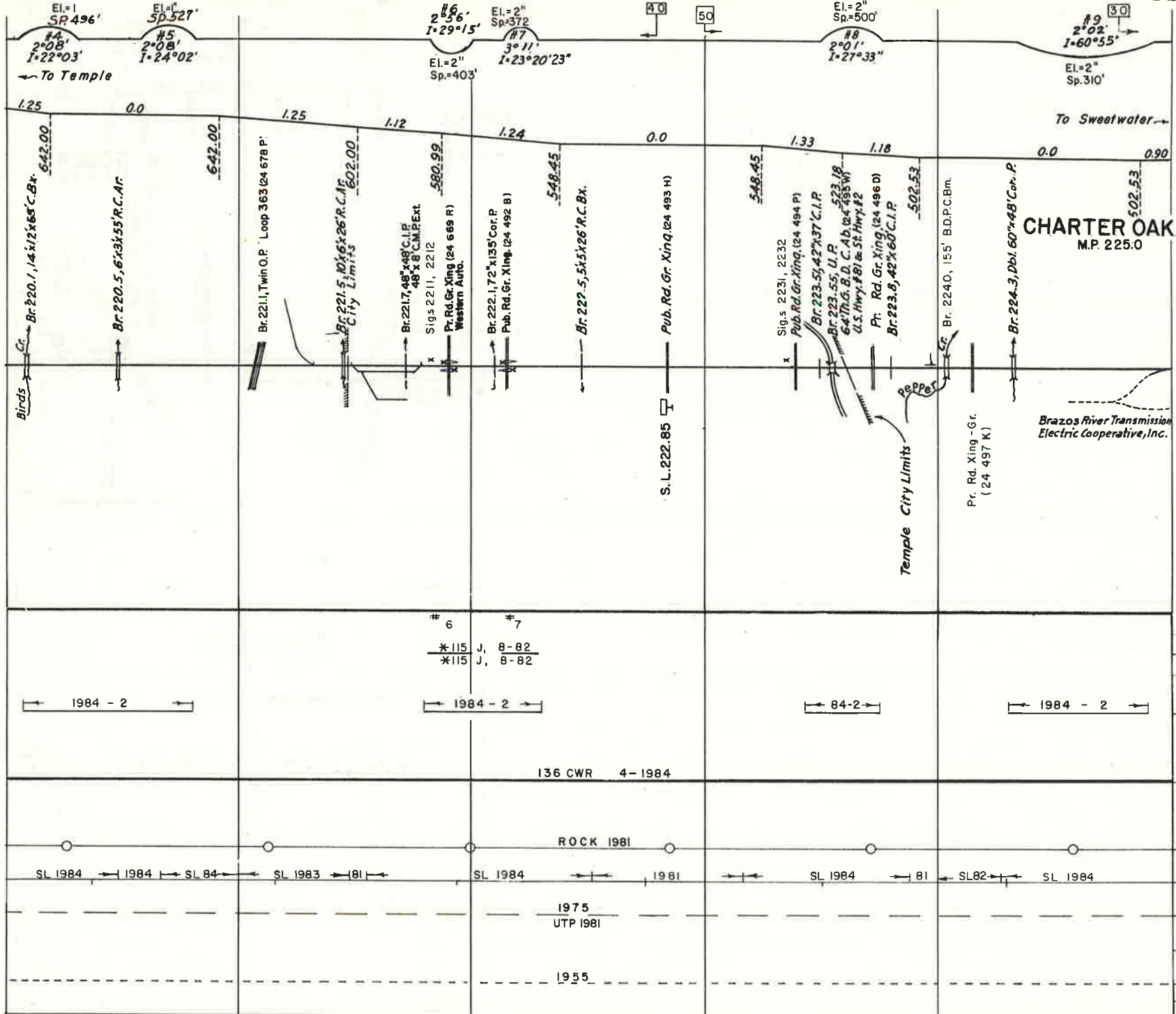
221

222 Automatic Block

223

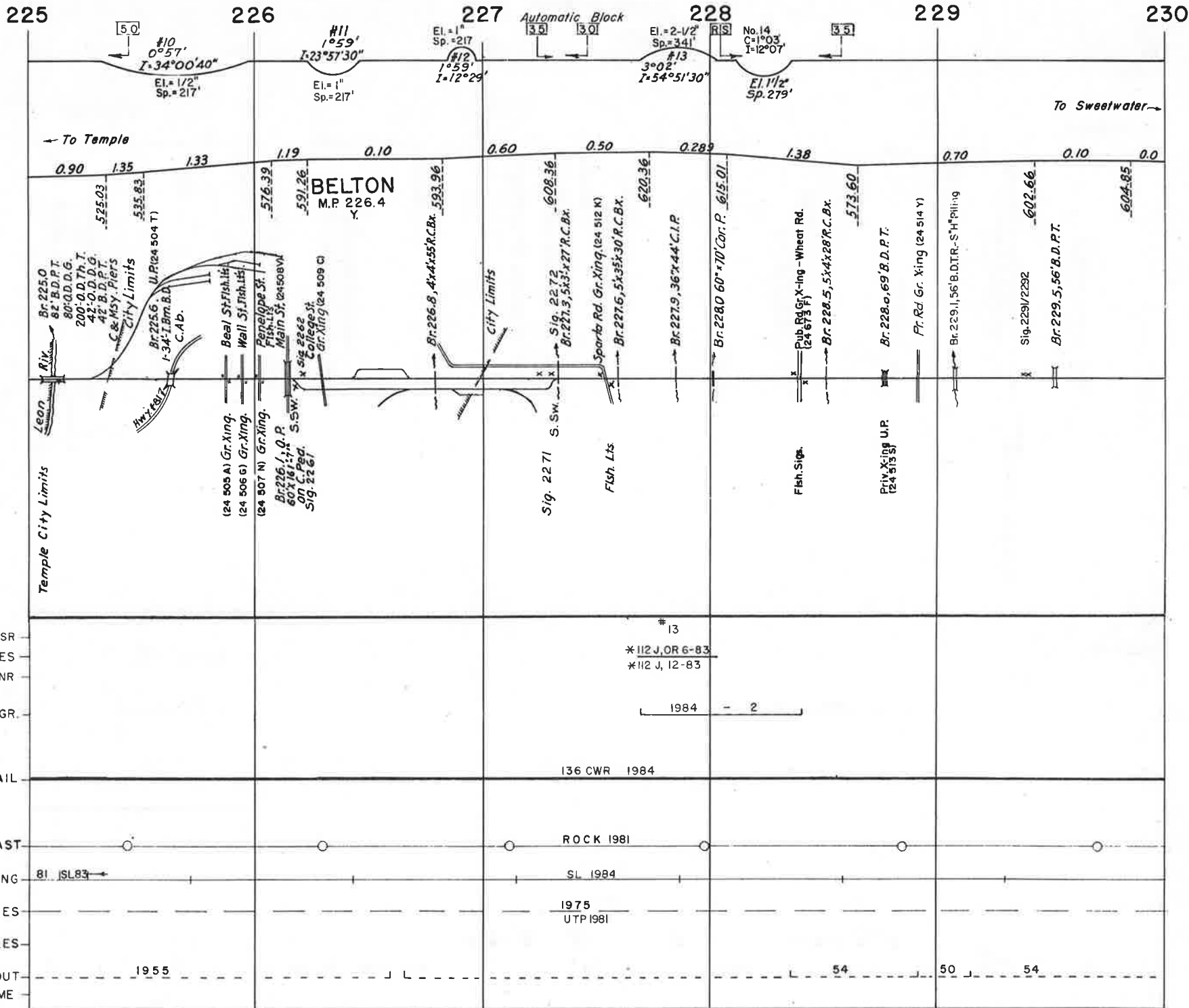
224

225



REVISED

BINDER NO 8



SR
CURVES
NR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

13
* 112 J, OR 6-83
* 112 J, 12-83
1984 - 2

136 CWR 1984

ROCK 1981

SL 1984

1975
UTP 1981

1955

54

50

54

230

231

232

Automatic Block

233

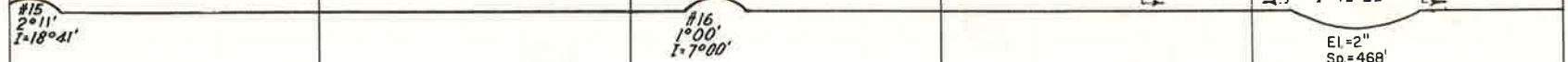
234

235

El.=3"
Sp.=341

El.=11/2"
Sp.=234

El.=2"
Sp.=468



To Temple

To Sweetwater

Br. 230.4, 22' B.D.T.R.

Br. 230.7, 28' B.D.P.T. 56°4' 85"
F.M. Rd. 93 Gr. Xing.
Fish. Sigs. (24 516 B)

Sig. 231/2312

Br. 231.6, 761.36' x 24' C.I.P.
F.M. Rd. 93 Gr. Xing.
Fish. Sigs. (24 516 B)

Br. 232.0, 6' x 5' x 38' C.Ar.

Br. 232.4, 12' x 12' x 63' R.C.Bx.

Br. 232.7, 5' x 4' x 47' S10. Ar.
Pr. Rd. Gr. Xing. (24 519 H)
Br. 232.8, Trip. 96' x 56.3 Str. Pl.P.

Pr. Rd. Gr. Xing (24 520 C)

Br. 233.6, 8' x 4' x 32' R.C.Bx.
Pub. Rd. Gr. Xing. (24 521 J)

Br. 234.0, 14' x 12' x 59' C. Bx.

Pub. Rd. Gr. Xing (24 522 R)

Br. 234.9, 10' x 5' x 29' R.C.Bx.

15
* 115 J, 9-83

17
* 115 J, 6-81

1984 - 2

1984 - 2

136 CWR 1984

ROCK 1981

SL 1984

1975

UTP 1981



50

54 46

54

46

54

46

46

46

46

46

46

46

55

50

55

50

- SR
- CURVES
- NR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

235 50

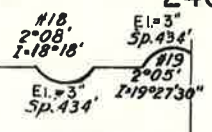
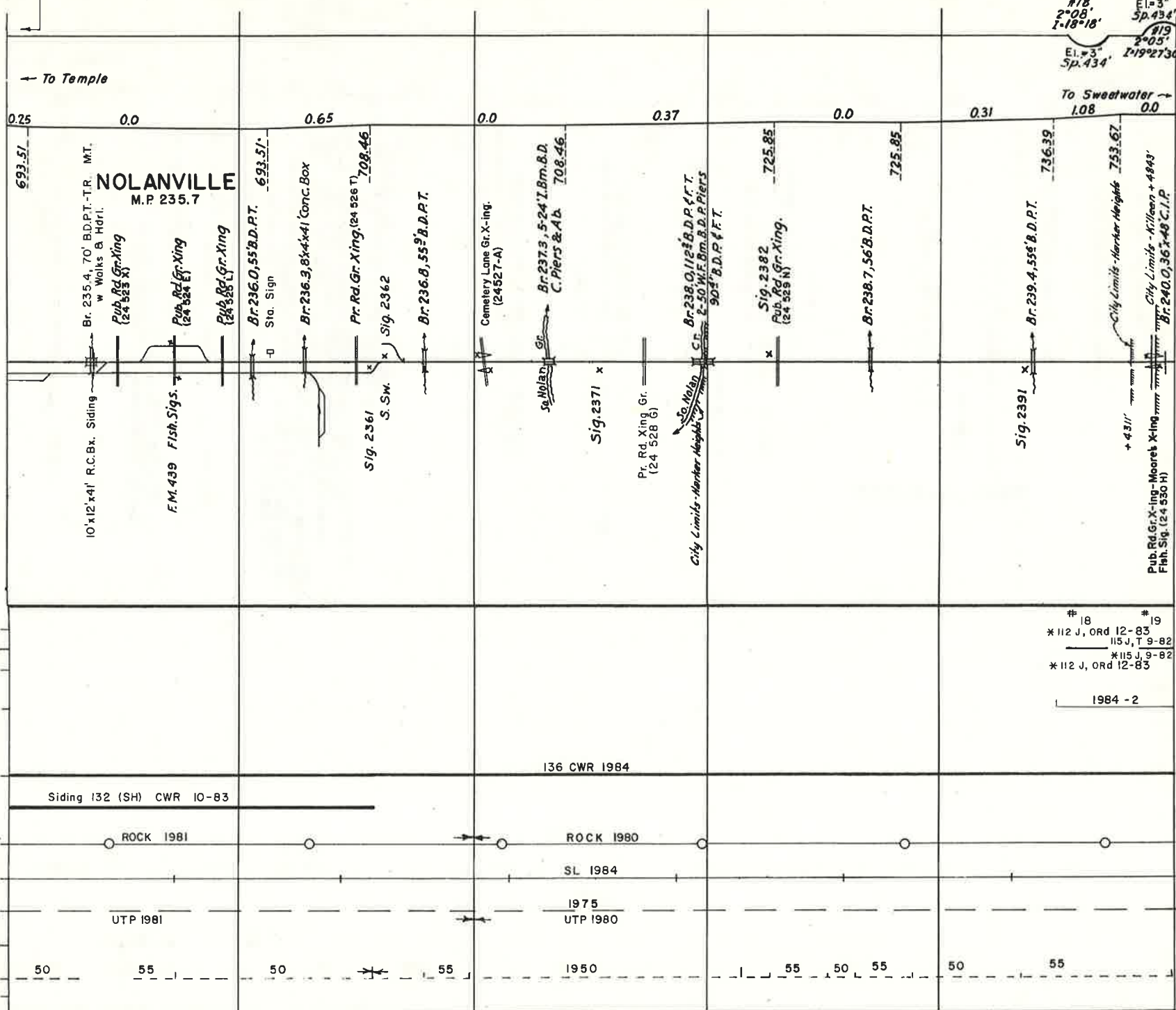
236

237 Automatic Block

238

239

240



SR

CURVES

NR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

18 # 19

* 112 J, ORD 12-83

115 J, T 9-82

* 115 J, 9-82

* 112 J, ORD 12-83

1984 - 2

Siding 132 (SH) CWR 10-83

136 CWR 1984

ROCK 1981

ROCK 1980

SL 1984

UTP 1981

1975
UTP 1980

1950

55 50 55

50 55

240

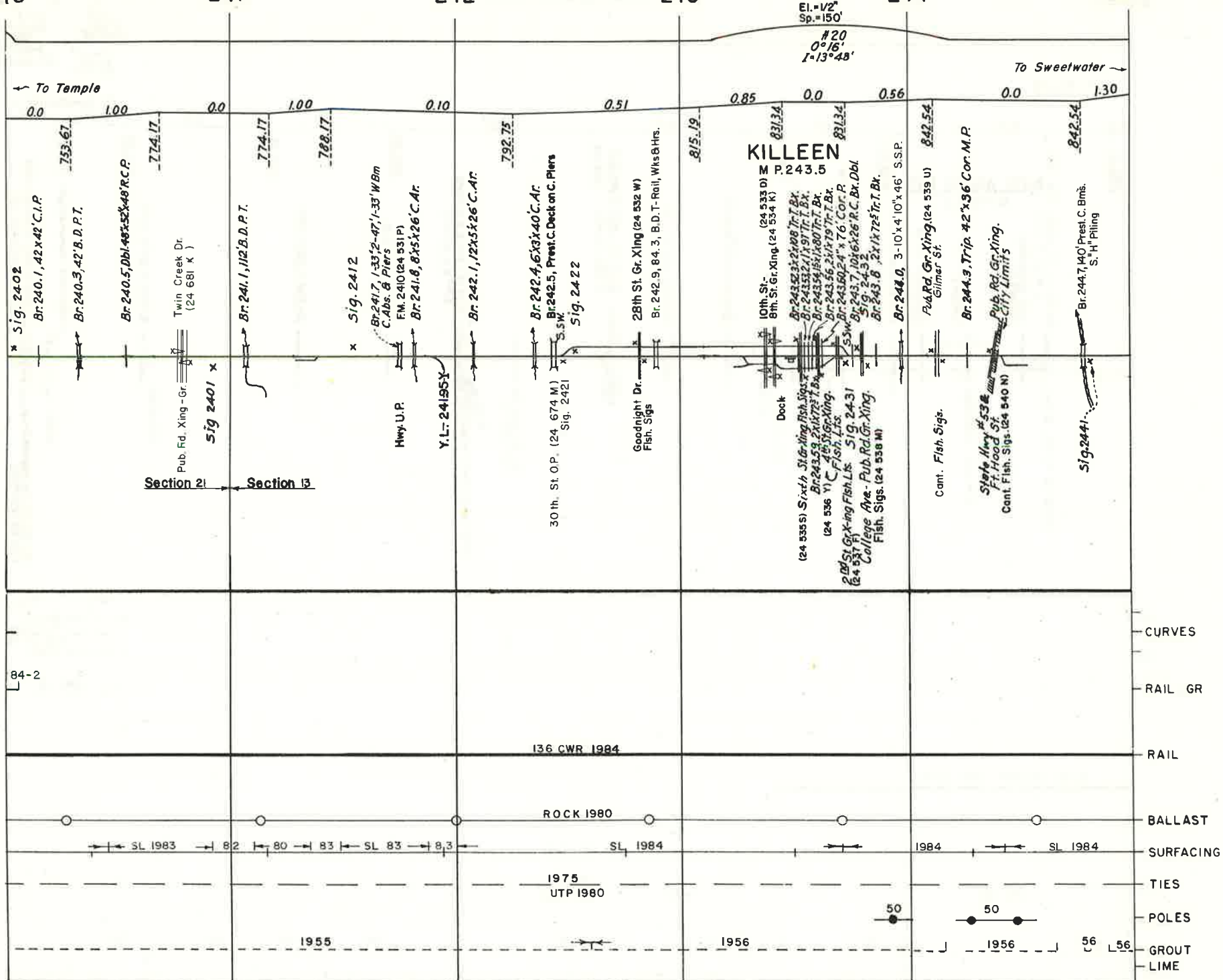
241

242 Automatic Block

243

244

245



245

246

247 Automatic Block

248

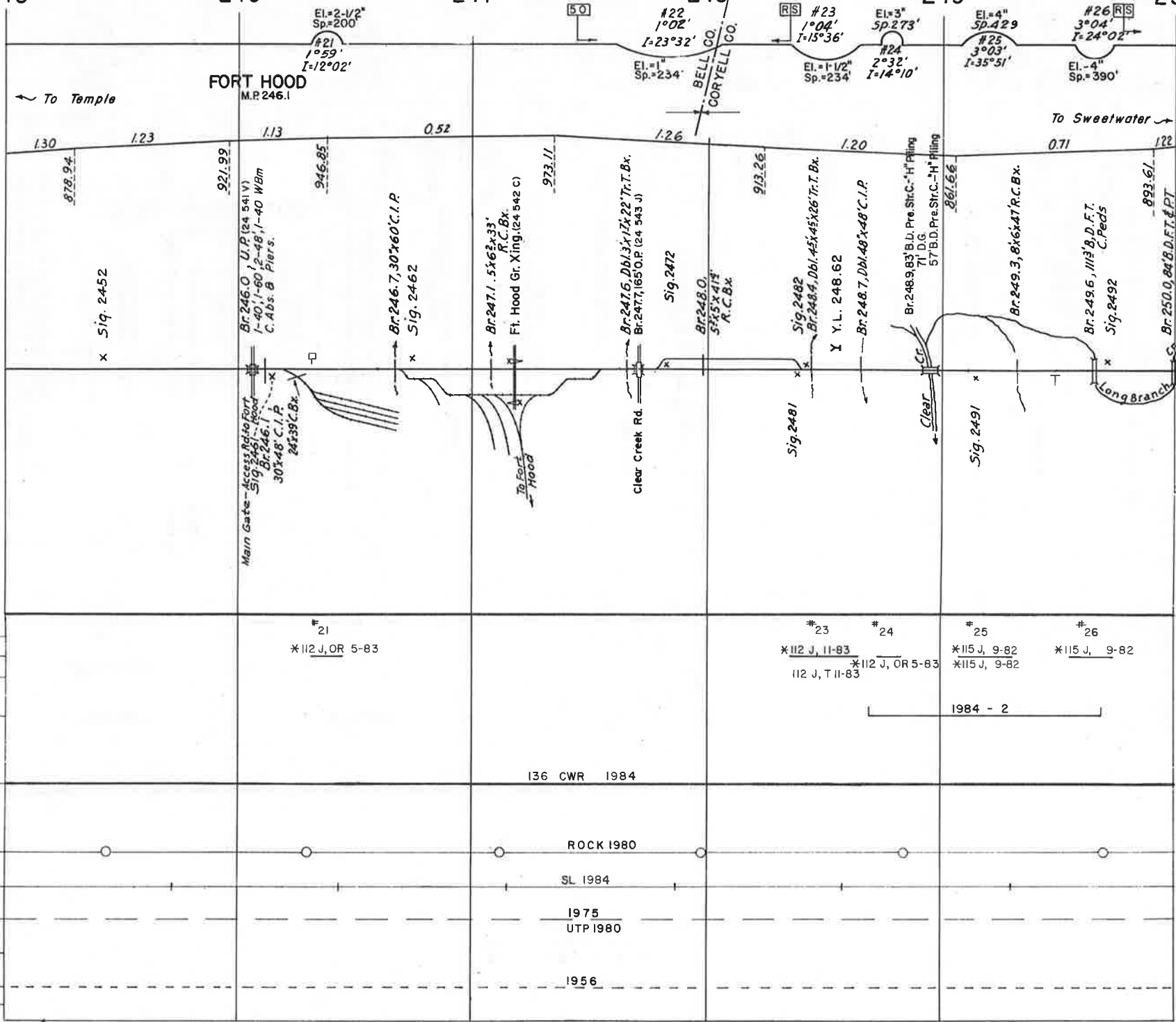
249

250

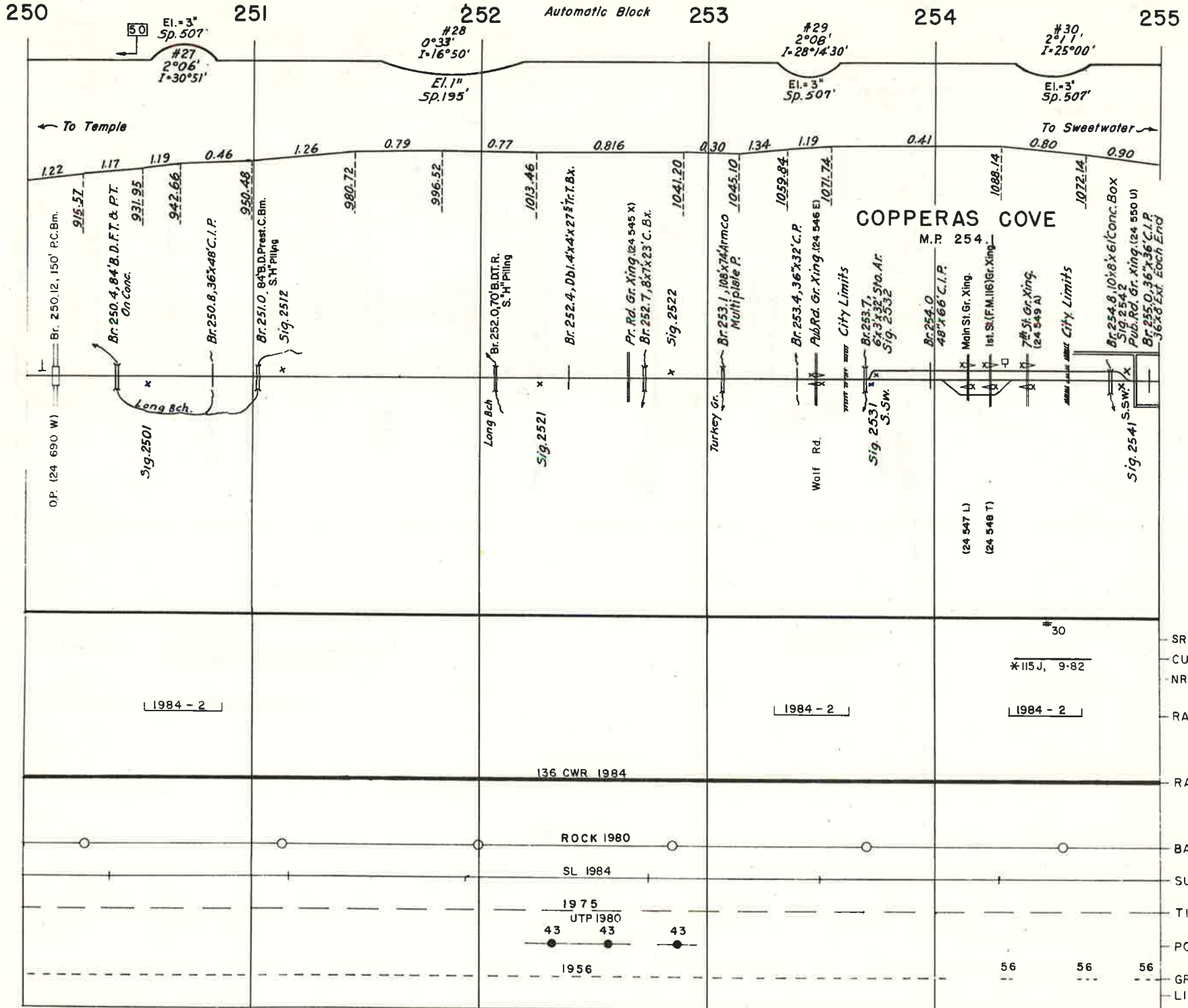
To Temple

FORT HOOD
M.R. 246.1

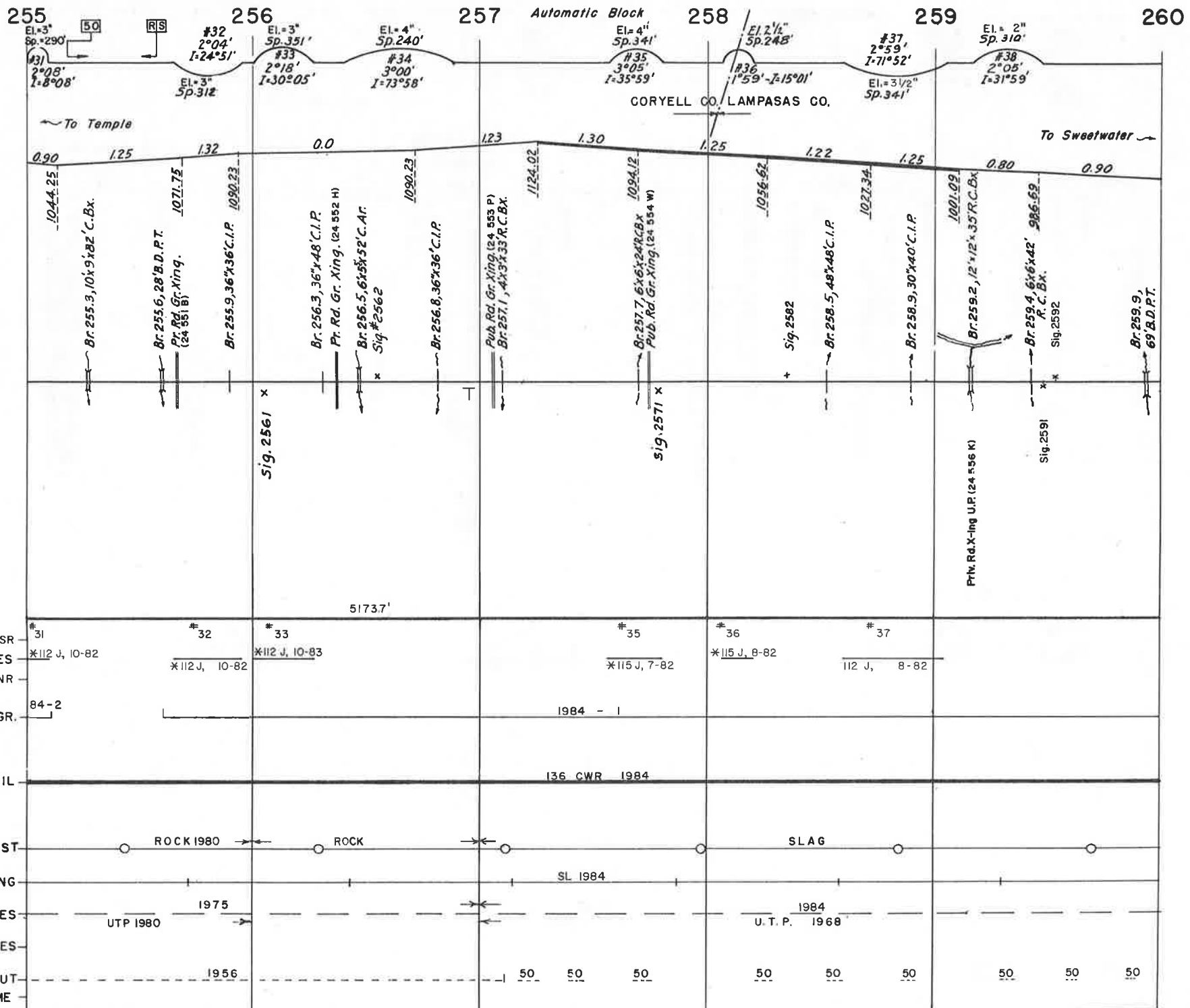
To Sweetwater



| | | | | | |
|-----------|--|------------------------|------------------|--|---|
| SR | | | | | |
| CURVES | | #21 *112 J, OR 5-83 | | #23 #24 *112 J, 11-83 112 J, T 11-83 | #25 #26 *115 J, 9-82 *115 J, 9-82 |
| NR | | | | | |
| RAIL GR. | | | | | 1984 - 2 |
| RAIL | | | 136 CWR 1984 | | |
| BALLAST | | | ROCK 1980 | | |
| SURFACING | | | SL 1984 | | |
| TIES | | | 1975 UTP 1980 | | |
| POLES | | | | | |
| GROUT | | | 1956 | | |
| LIME | | | | | |



REVISED _____



260

261

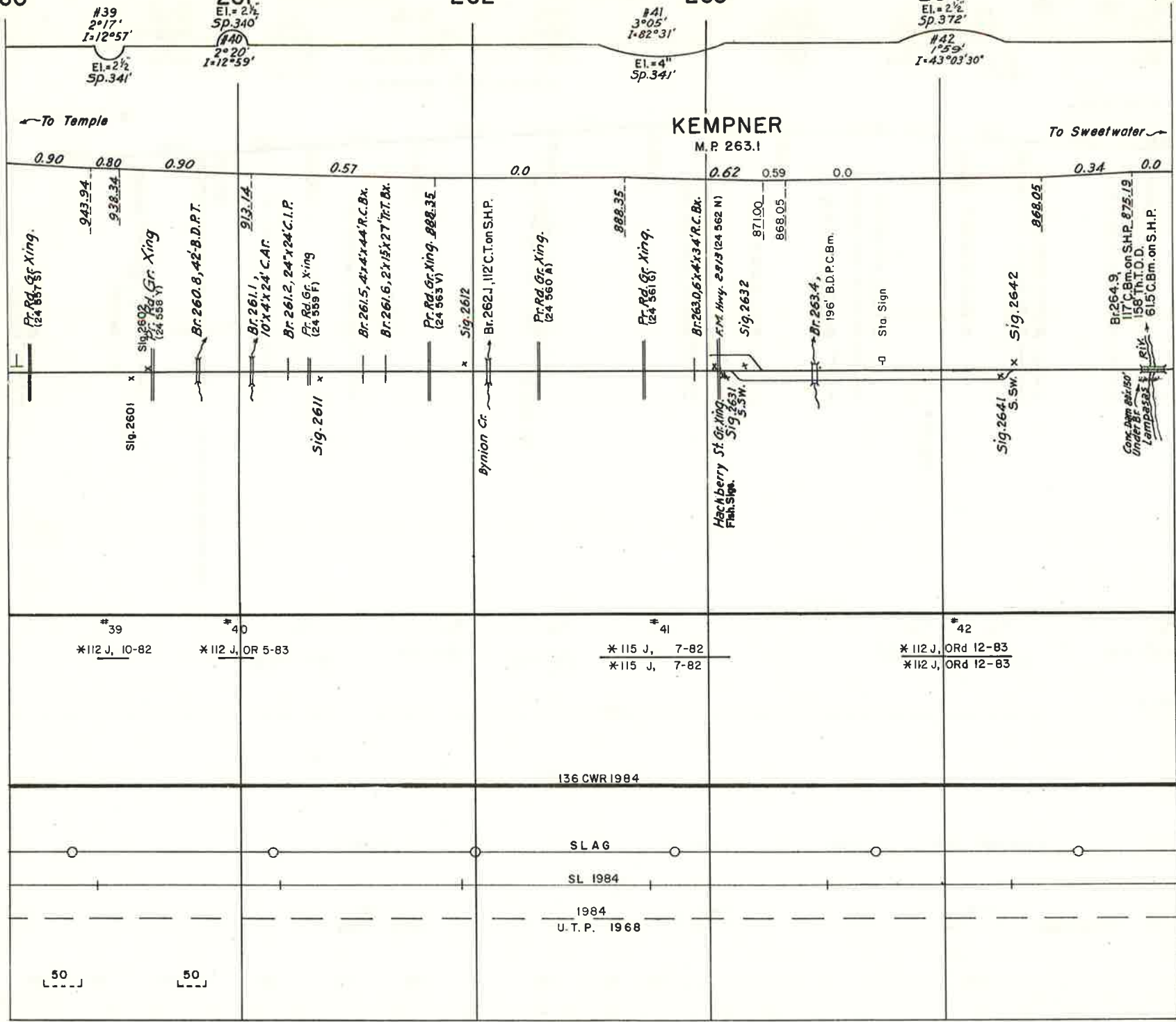
Automatic Block

262

263

264

265



#39
* 112 J, 10-82

#40
* 112 J, OR 5-83

#41
* 115 J, 7-82
* 115 J, 7-82

#42
* 112 J, ORd 12-83
* 112 J, ORd 12-83

SR
CURVES
NR
RAIL GR
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

136 CWR 1984

SL AG

SL 1984

1984
U.T.P. 1968

50

50

265

266

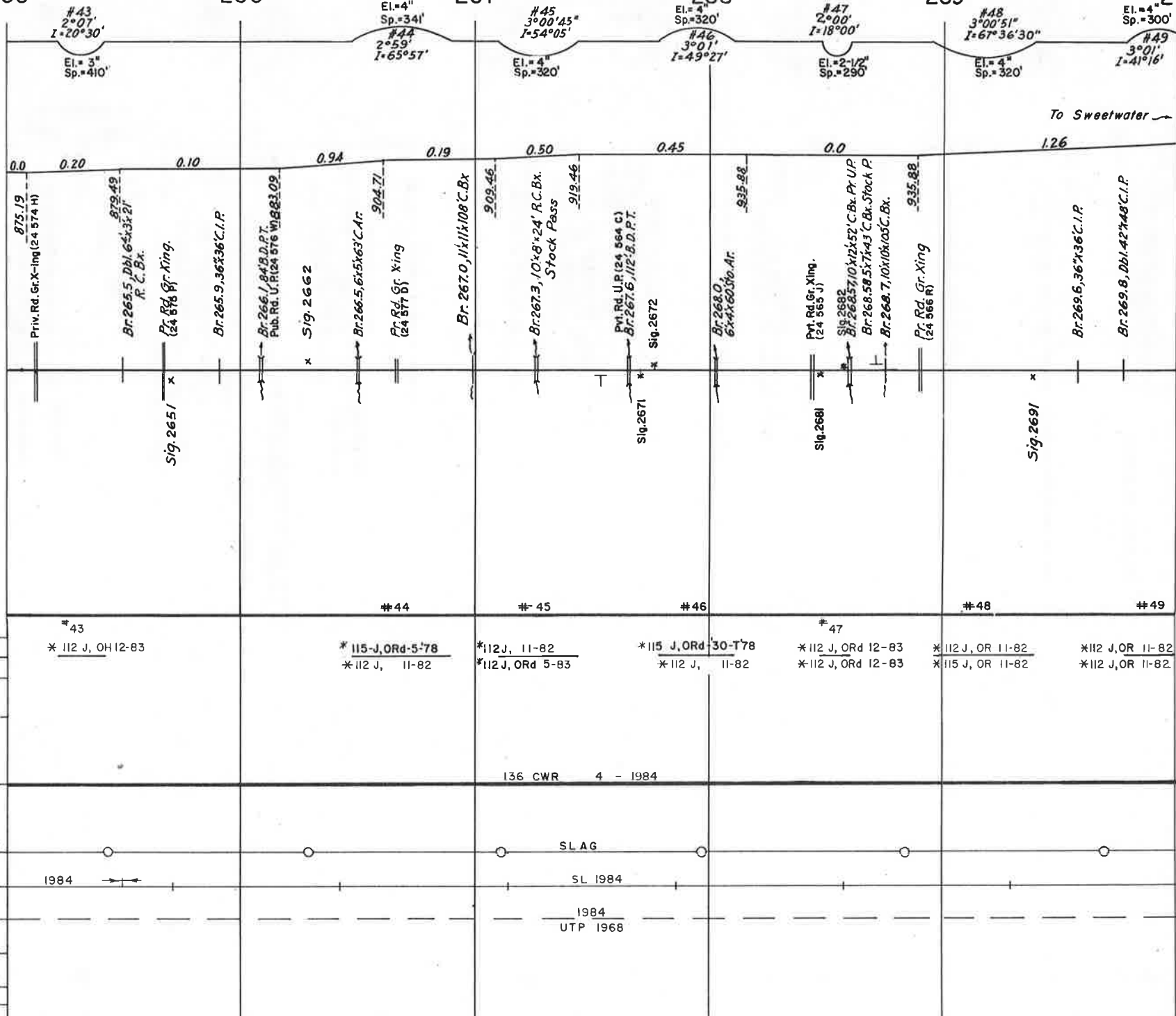
267

Automatic Block

268

269

270



| | | | | | | | |
|------------|-------------------|-------------------|-------------------|---------------------|--------------------|-------------------|-------------------|
| | # 43 | # 44 | # 45 | # 46 | # 47 | # 48 | # 49 |
| SR CURVES | * 112 J, OH 12-83 | * 115-J, ORD-5-78 | * 112 J, 11-82 | * 115 J, ORD 30-T78 | * 112 J, ORd 12-83 | * 112 J, OR 11-82 | * 112 J, OR 11-82 |
| NR | | * 112 J, 11-82 | * 112 J, ORD 5-83 | * 112 J, 11-82 | * 112 J, ORD 12-83 | * 115 J, OR 11-82 | * 112 J, OR 11-82 |
| RAIL GR. | | | | | | | |
| RAIL | | | 136 CWR 4 - 1984 | | | | |
| BALLAST | | | SLAG | | | | |
| SURFACING | 1984 | | SL 1984 | | | | |
| TIES | | | 1984 UTP 1968 | | | | |
| POLES | | | | | | | |
| GROUT LIME | | | | | | | |

270

271

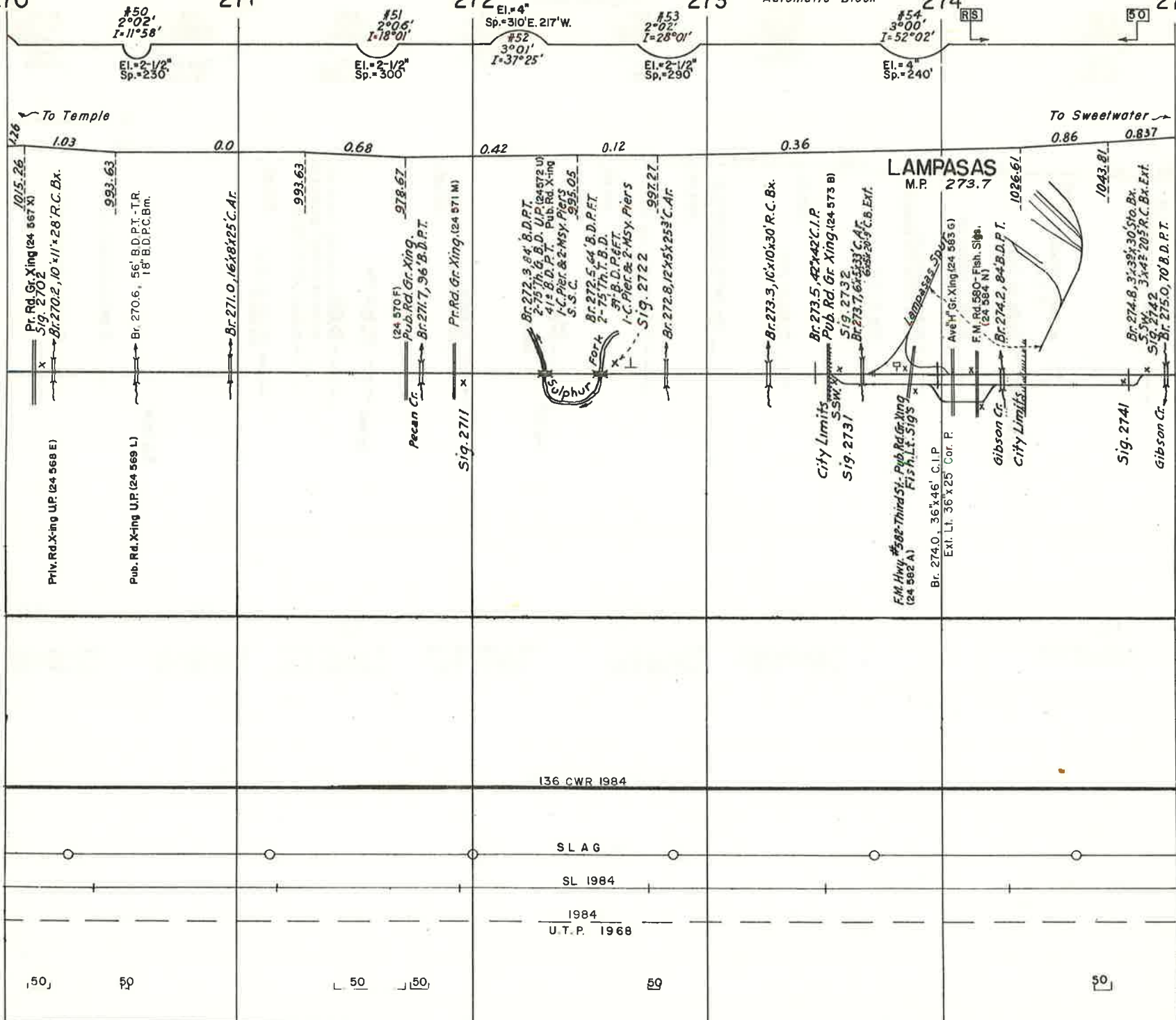
272

273

Automatic Block

274

275



- SR
- CURVES
- NR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

REVISED _____

BINDER NO B

275

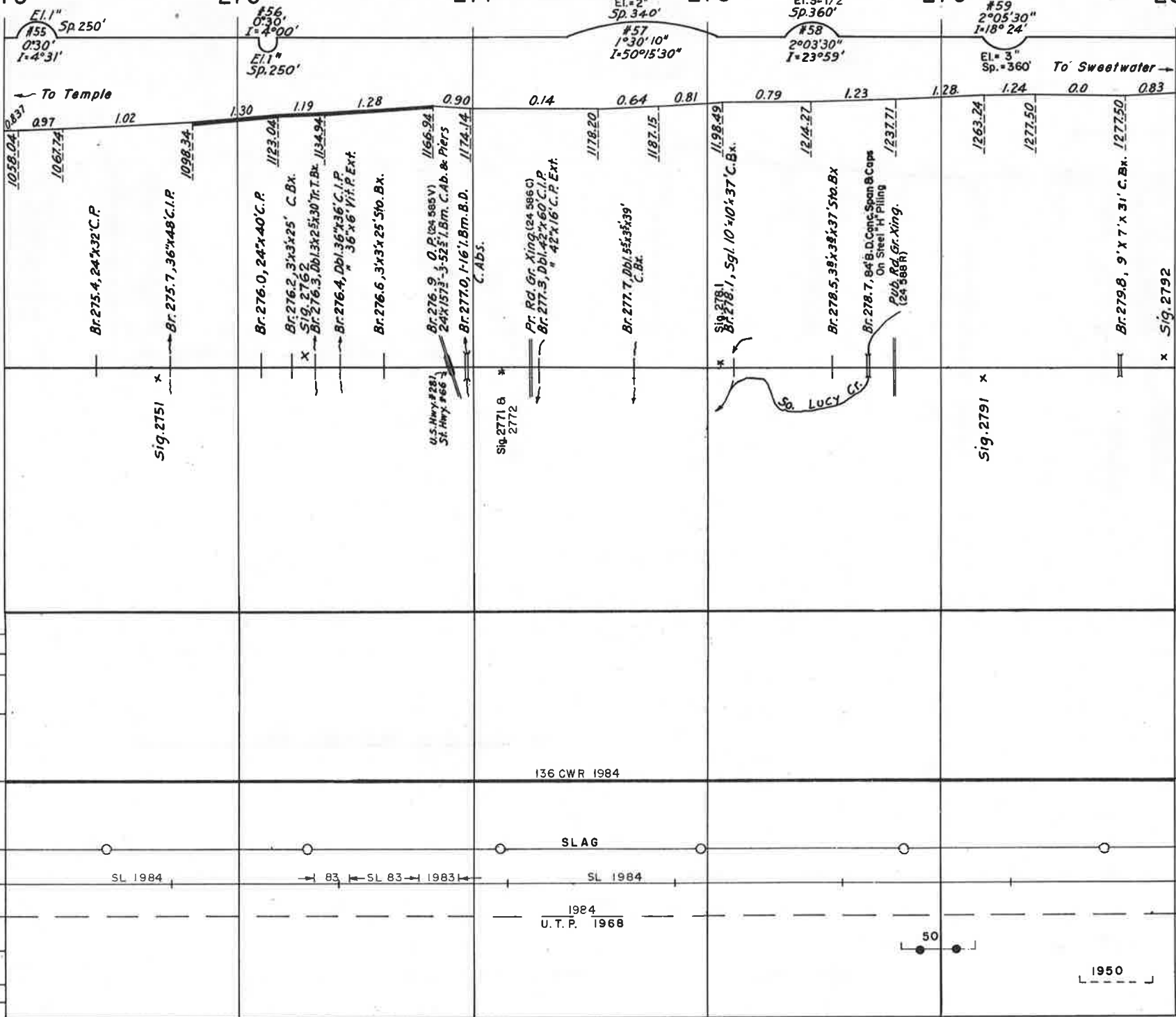
276

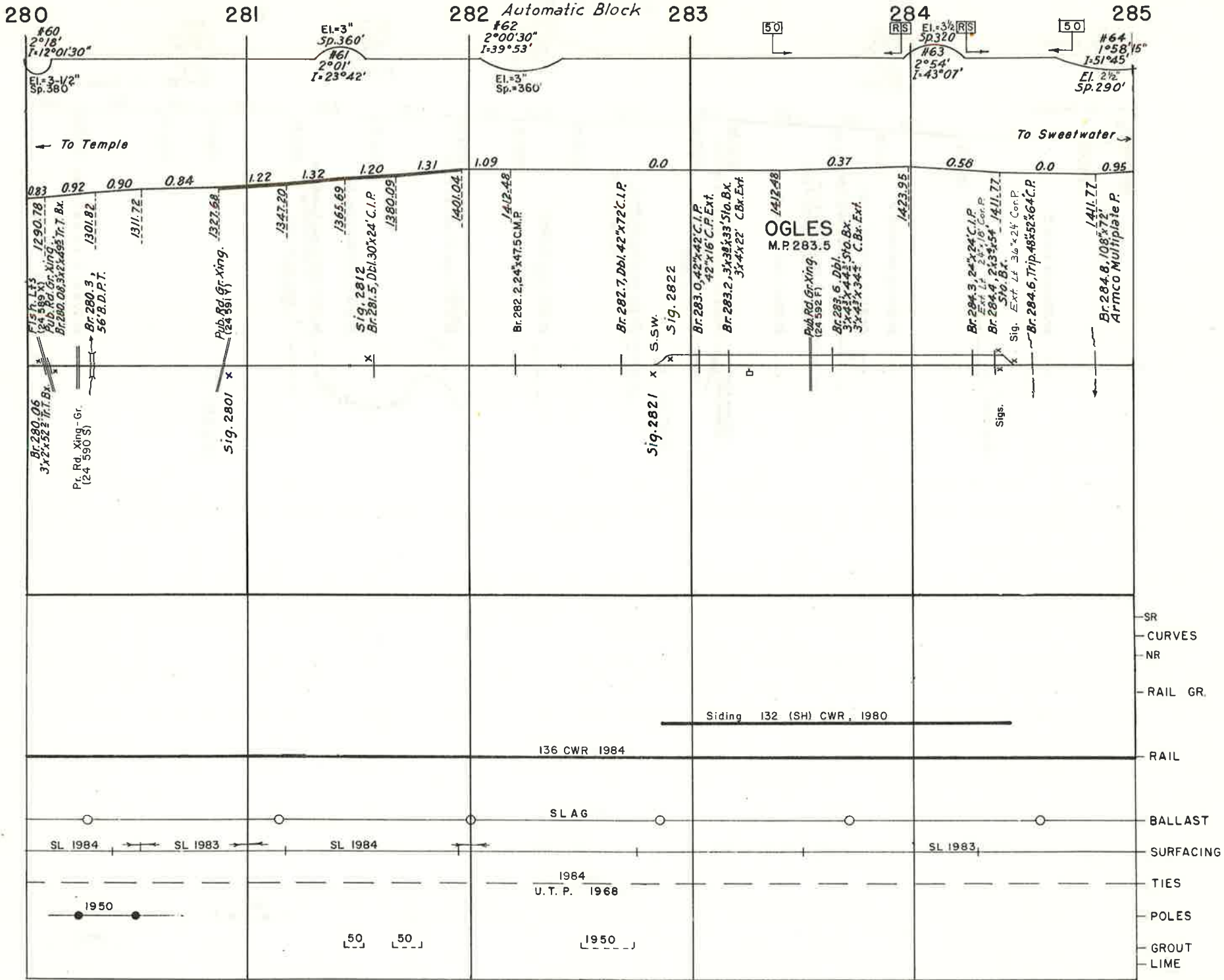
277 Automatic Block

278

279

280





285

286

287 Automatic Block 288

289

290

#64

EI = 2"
Sp. 270'
#65
I = 1°02'
I = 7°47'

#66
1°00'
I = 26°56'
EI = 1"
Sp. 270'

To Temple

To Sweetwater

0.95 0.92 0.41 0.64 0.70 0.434 0.0 0.72 0.75 1.23 1.22 1.35 1.20 1.30

1426.97
 1432.49
 Br. 285.4, 2x2x18.5 Tr. T.Bx.
 Br. 285.6, 42' B.D.P.T.
 1442.74
 1456.50
 Br. 286.1, Dbl. 48'x24' C.I.P.
 1465.25
 Br. 286.7, 28'x45'x312' Sto. Bx.
 23'x45'x14' C.B. EXT.
 1449.40
 Pub. Rd. Gr. Xing.
 (24 593 M)
 Sig. 287.2
 Br. 287.2, 12x5x945' Sto. Ar.
 12x5x374' C.Ar. EXT.
 Br. 287.3, 23x35x371' Sto. Bx.
 3'x4'x30' F.C. Bx. EXT.
 Pr. Rd. Gr. Xing. (24 594 U)
 Br. 287.6, 2x3x37' Sto. Bx.
 1449.40
 Pr. Rd. Gr. Xing.
 (24 596 B)
 Br. 287.9, 16x12x68' C.Bx.
 1432.84
 Br. 288.3, 30'x36' C.I.P.
 Br. 288.5, 30'x24' C.I.P.
 Sig. 288.2
 Br. 288.7, 1'16' I.Bm. B.D.
 C.A.B.
 1462.84
 1480.06
 Pr. Rd. Gr. Xing. (24 596 H)
 Br. 289.3, 36'x36' C.I.P.
 1492.26
 1501.71
 1521.51
 Pr. Rd. Gr. Xing. (24 597 P)

Sig. 2861 x

Sig. 2871 x

Sig. 2891 x

SR
 CURVES
 NR
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 POLES
 GROUT
 LIME

136 CWR 1984

SLAG

SL 1984

SL 83

SL 1984

1984
U.T.P. 1968

43 44

43 43

50

50 49

1949

50

50 50

290

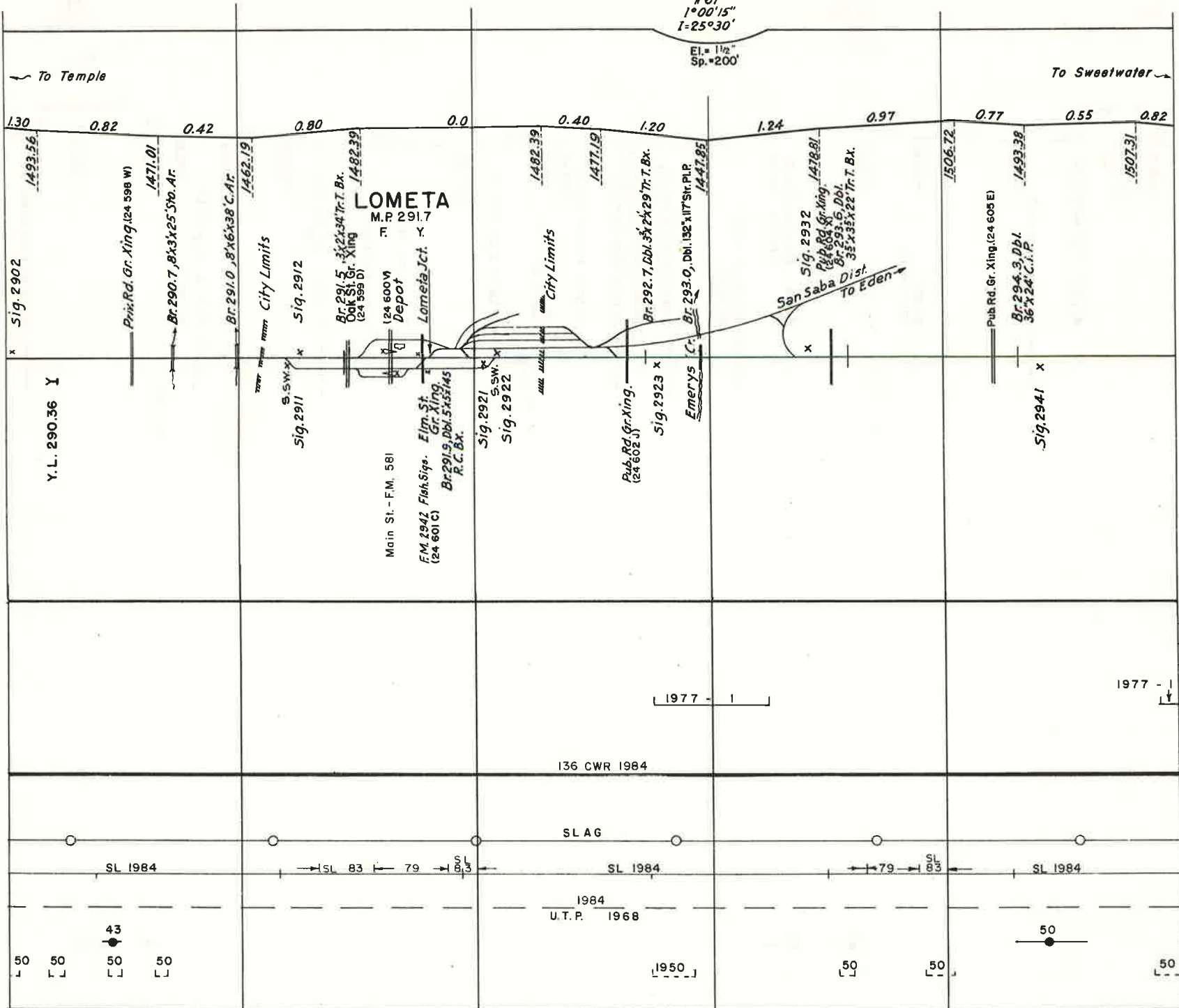
291

292 Automatic Block

293

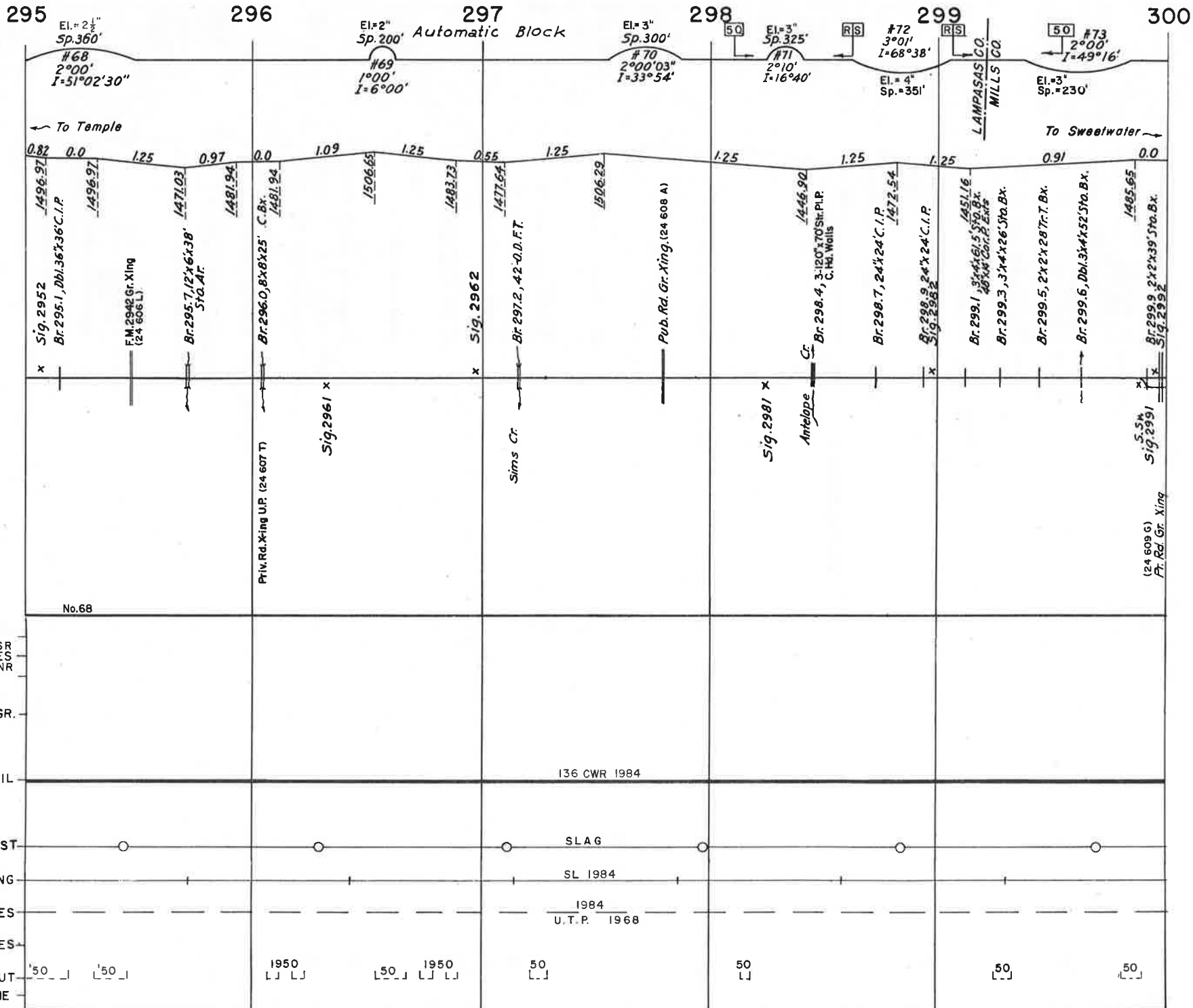
294

295



#67
 1°00'15"
 1-25°30'
 El. = 112'
 Sp. = 200'

- SR
- CURVES
- NR
- 1977 - 1
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME



300

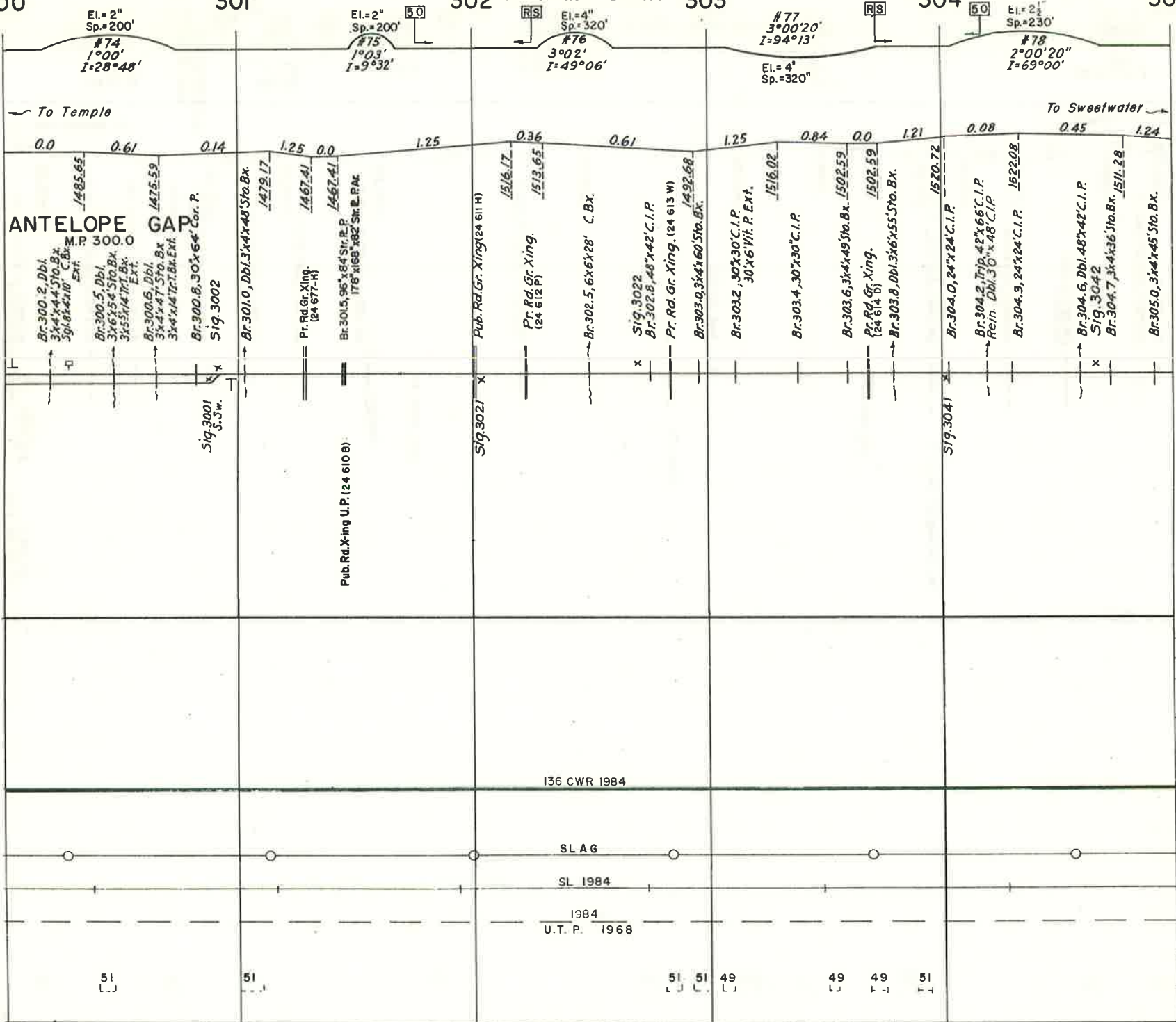
301

302 Automatic Block

303

304

305



- SR
- CURVES
- NR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

REVISED

BINDER NO 8

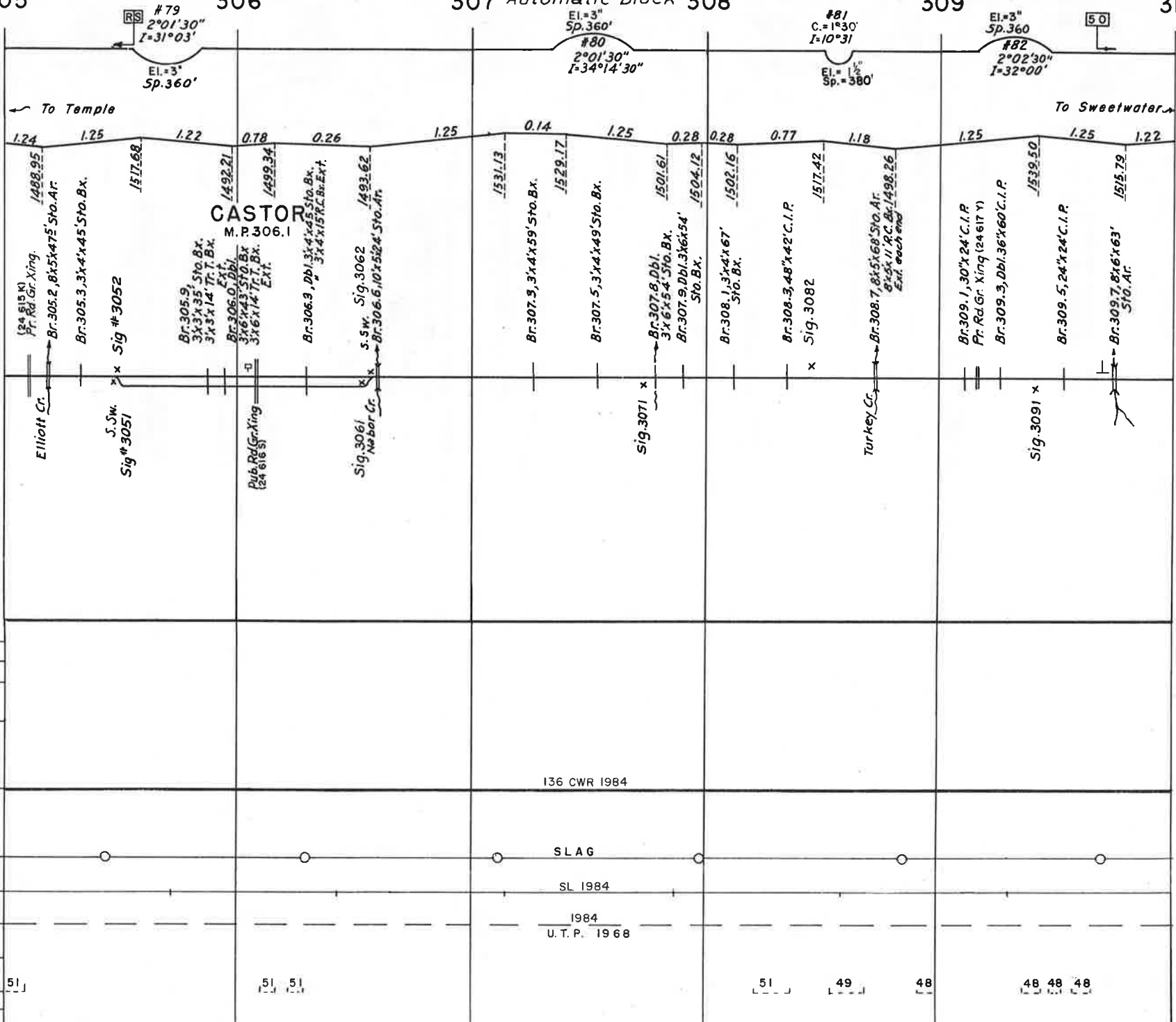
305

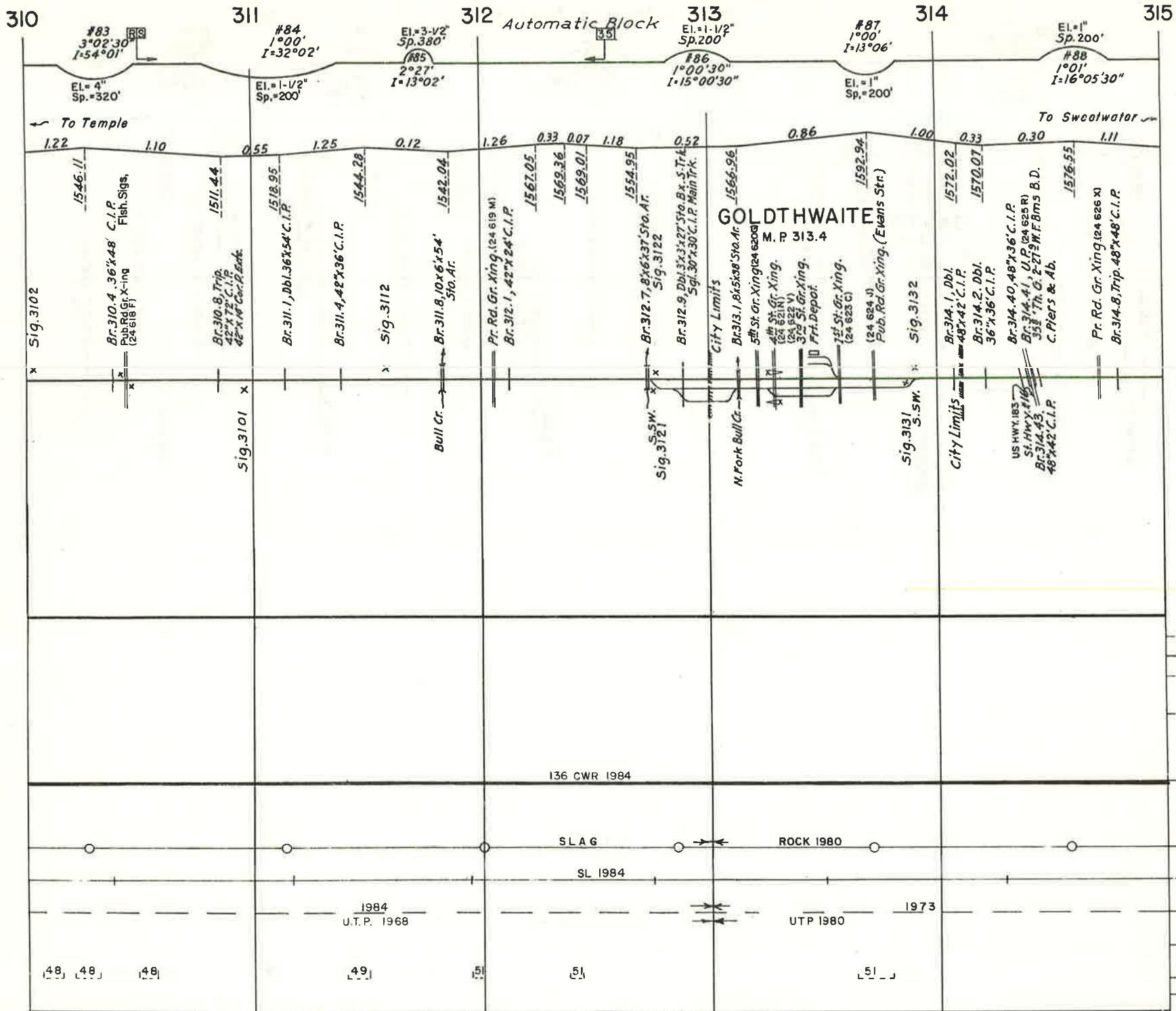
306

307 Automatic Block 308

309

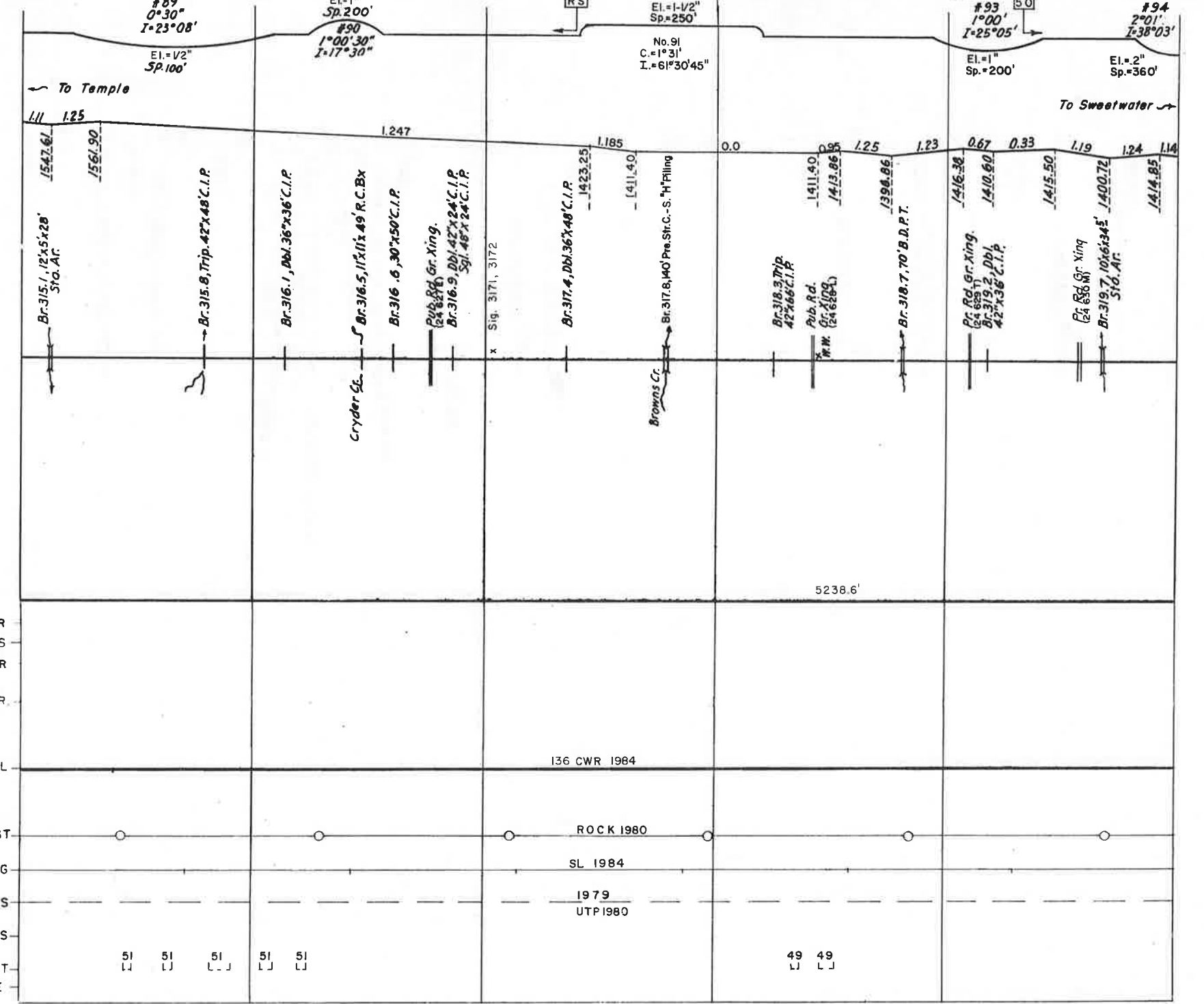
310





REVISED _____

315 316 317 318 Automatic Block 319 320



320

321

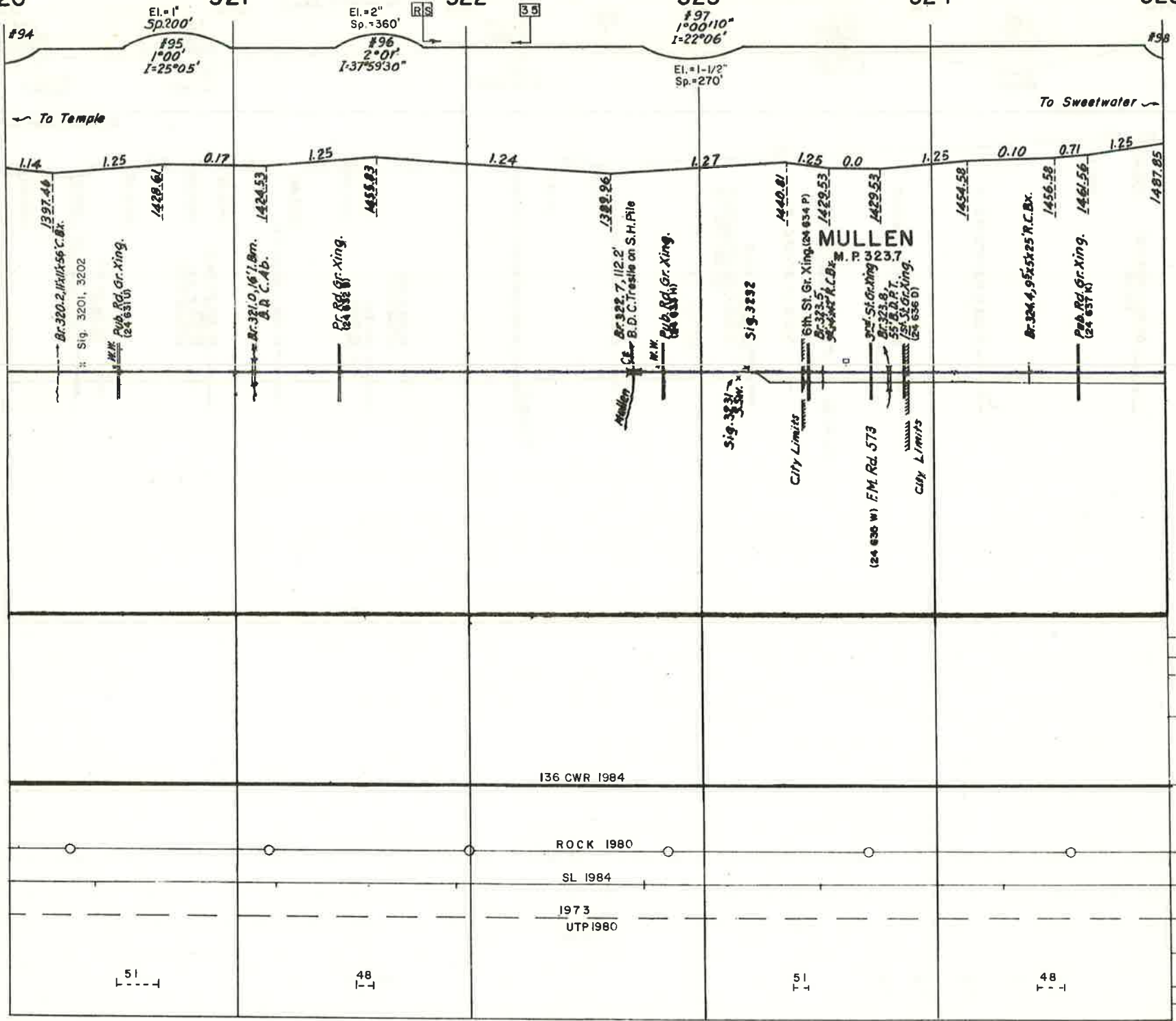
322

323

Automatic Block

324

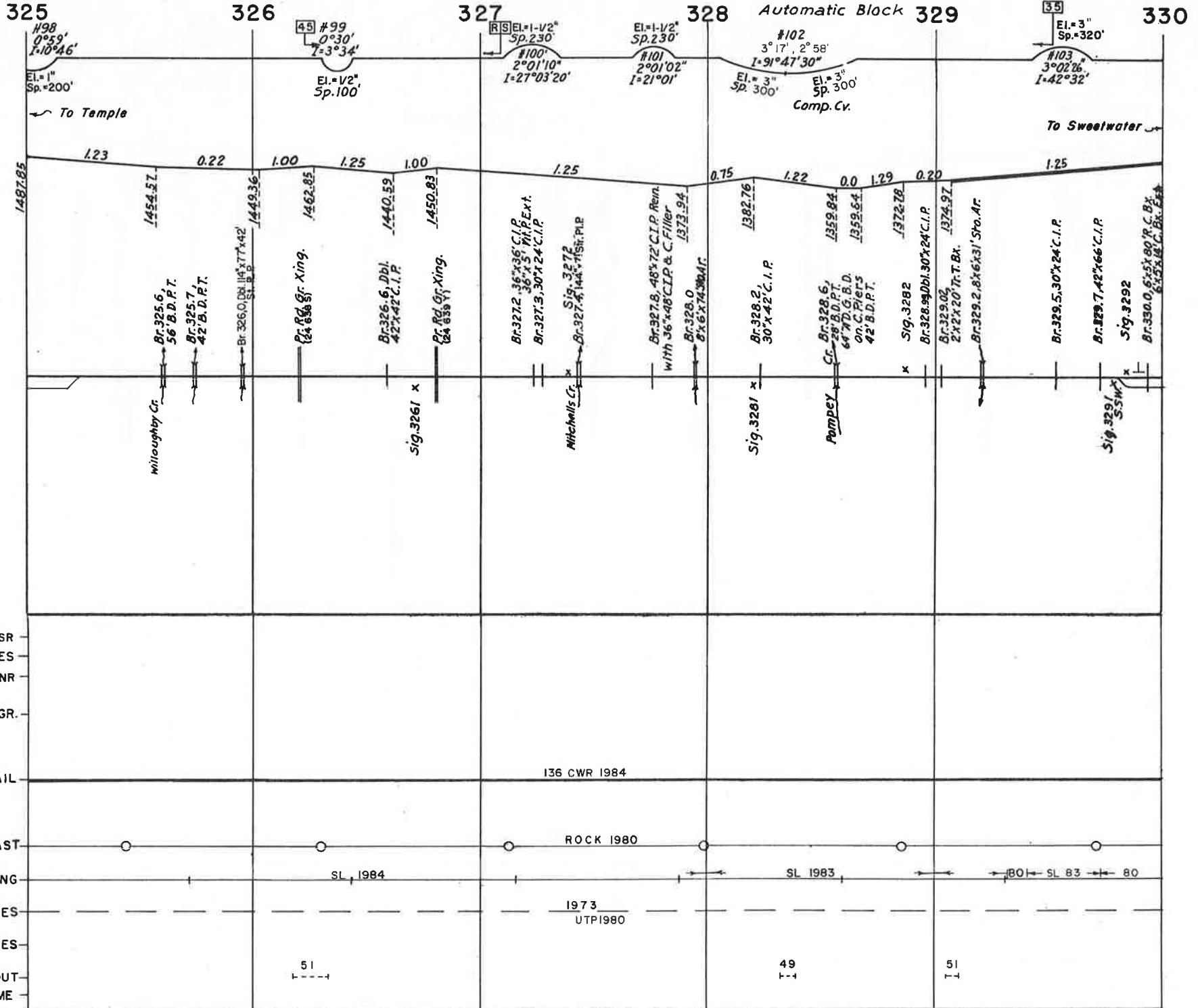
325



- SR
- CURVES
- NR
- RAIL GR
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

REVISED _____

BINDER NO 8



330

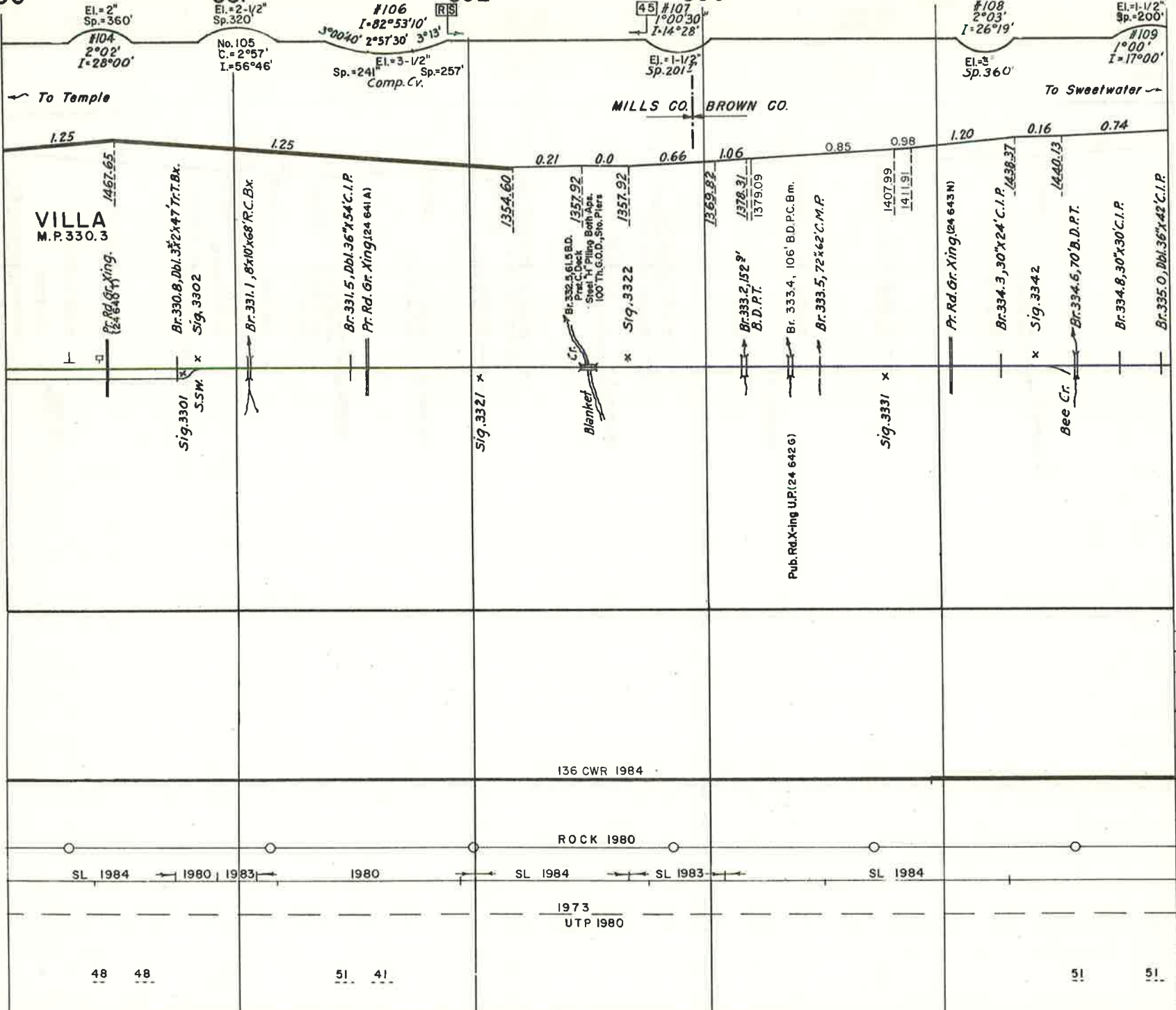
331 Automatic Block

332

333

334

335



REVISED

BINDER NO 8

335

336

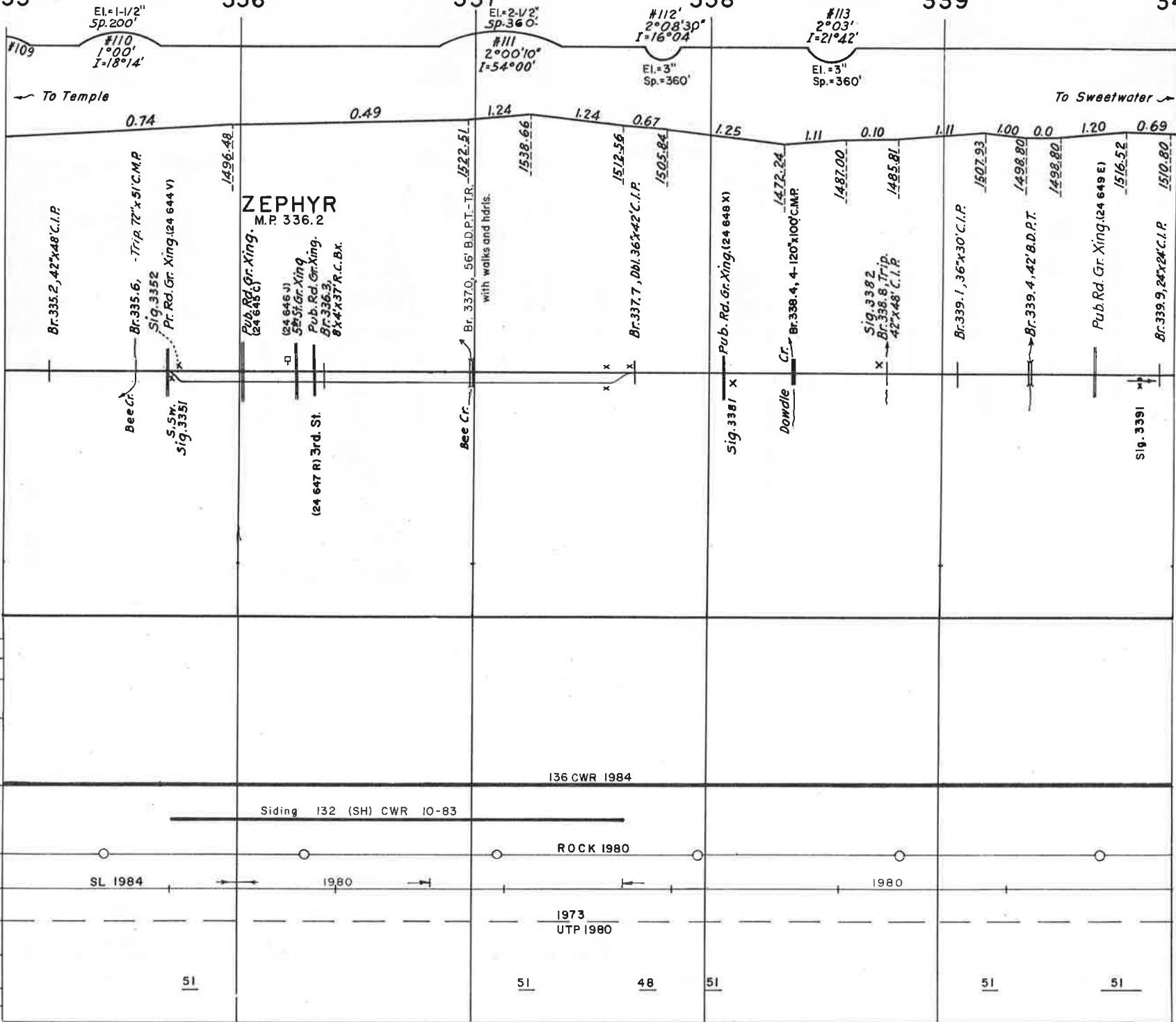
337

Automatic Block

338

339

340



340

341

Automatic Block

342

343

344

T.C.S. 345

SOUTHERN DIV'N

NORTHERN DIV'N

#114
1°00'
I=9°30'

El.= 2-1/2"
Sp.=360'
#115
2°00'45"
I=57°44'

El.= 1"
Sp.=200'
#116
1°00'
I=4°00'

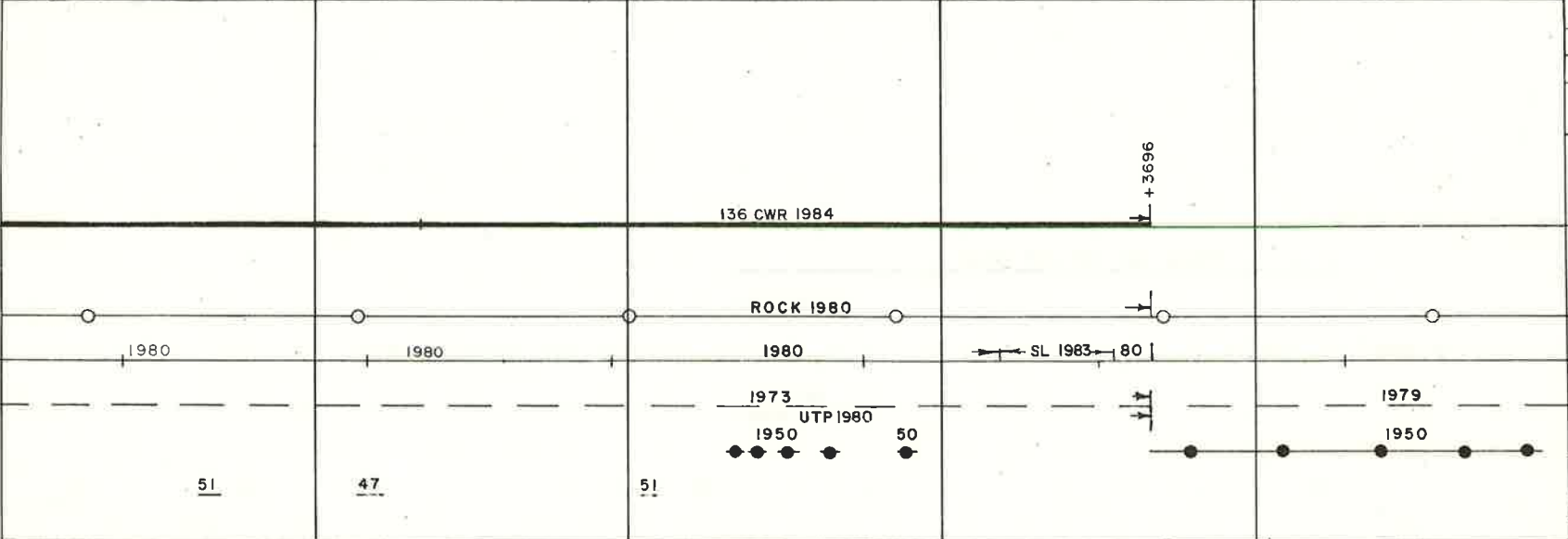
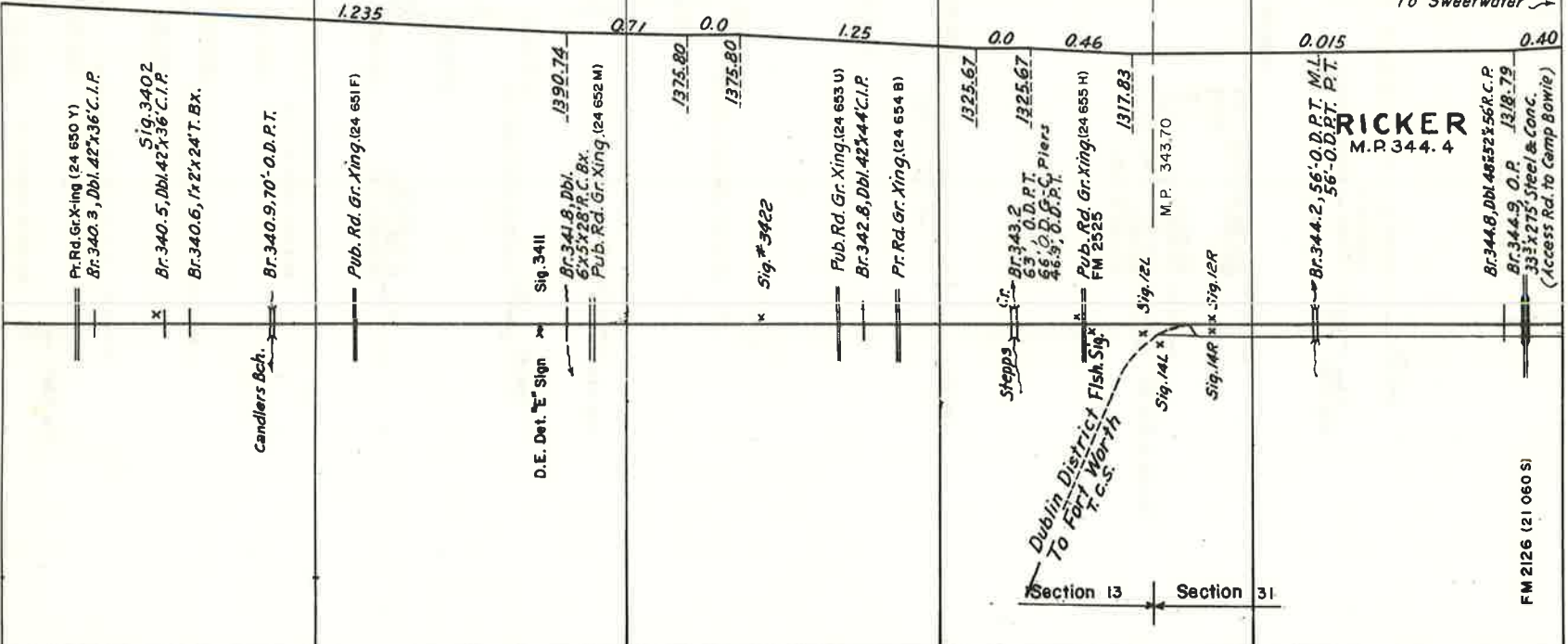
#117
1°00'
I=6°00'
El.= 1"
Sp.=200'

El.= 1"
Sp.=100'
#118
0°30"
I=1°30'

El.= 1"
Sp.=200'

To Temple

To Sweetwater

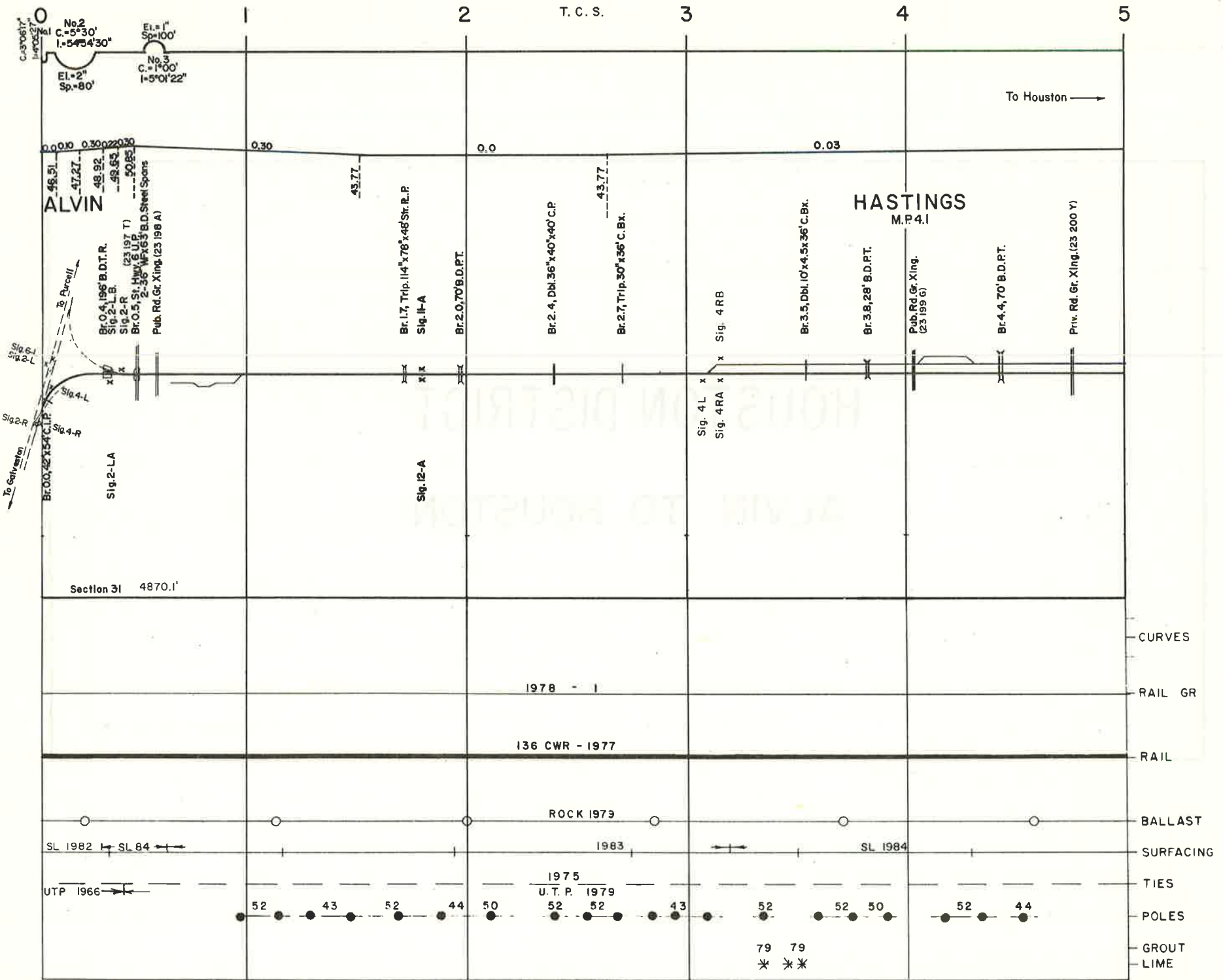


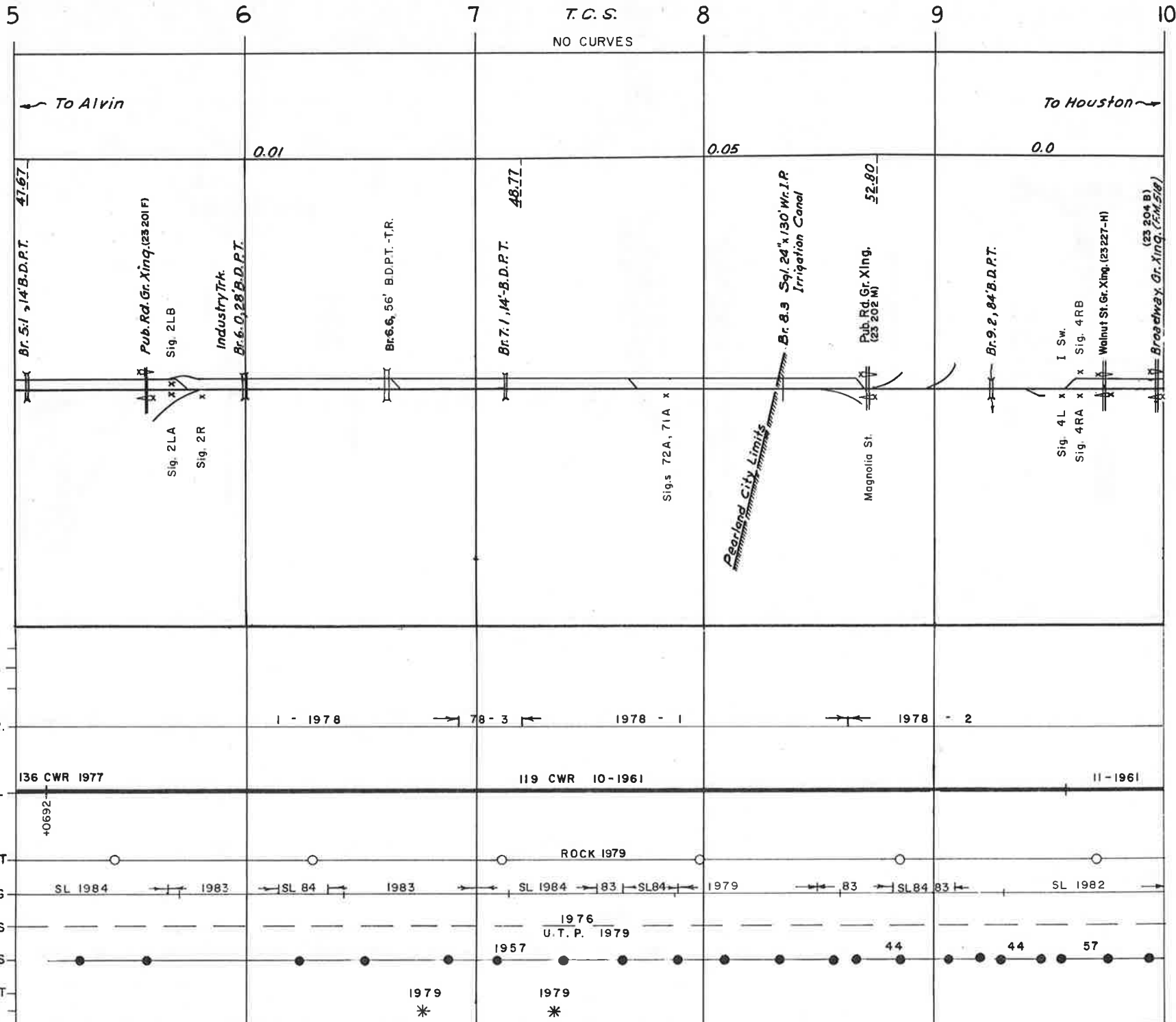
REVISED _____

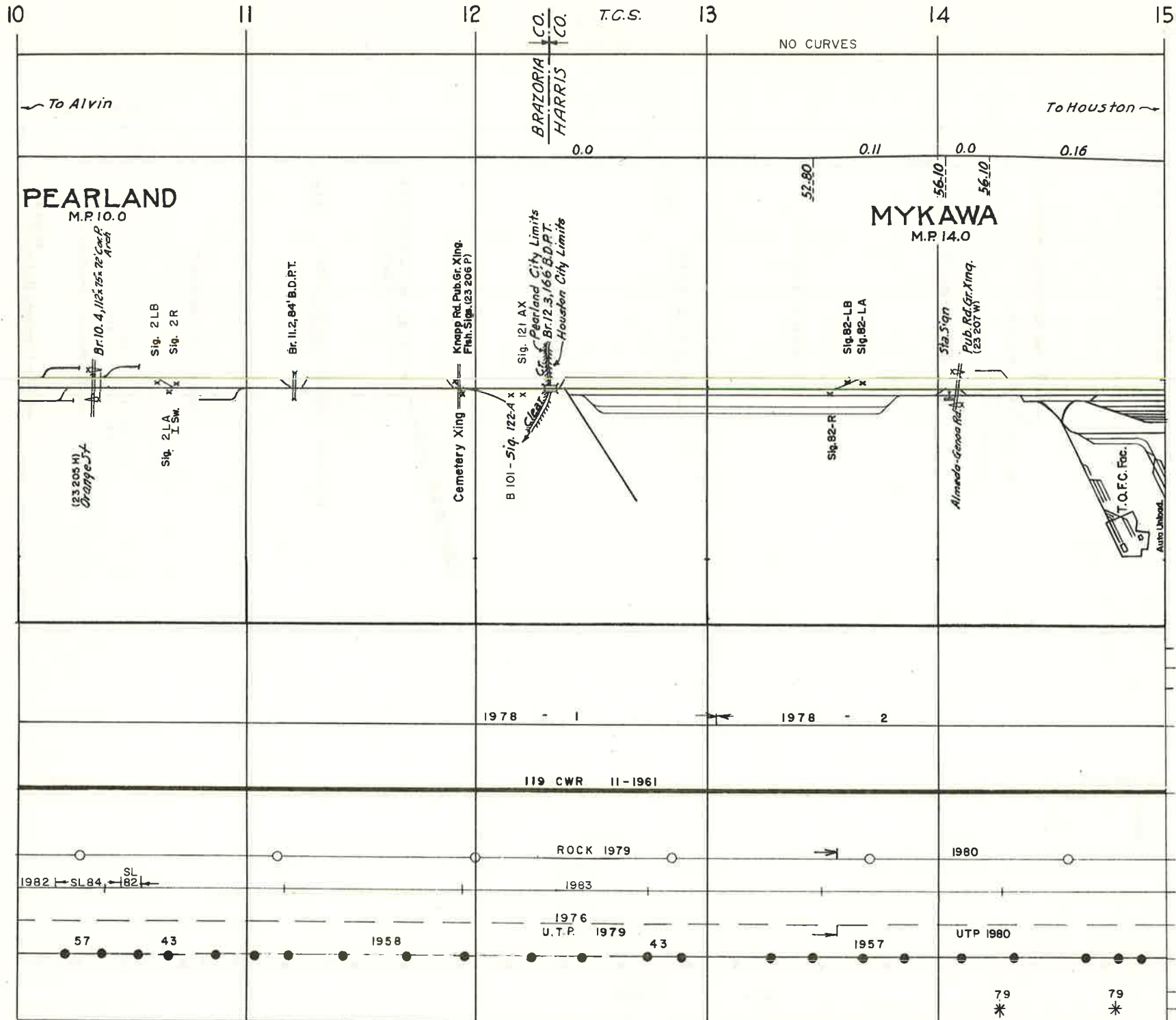
BINDER NO 8

HOUSTON DISTRICT

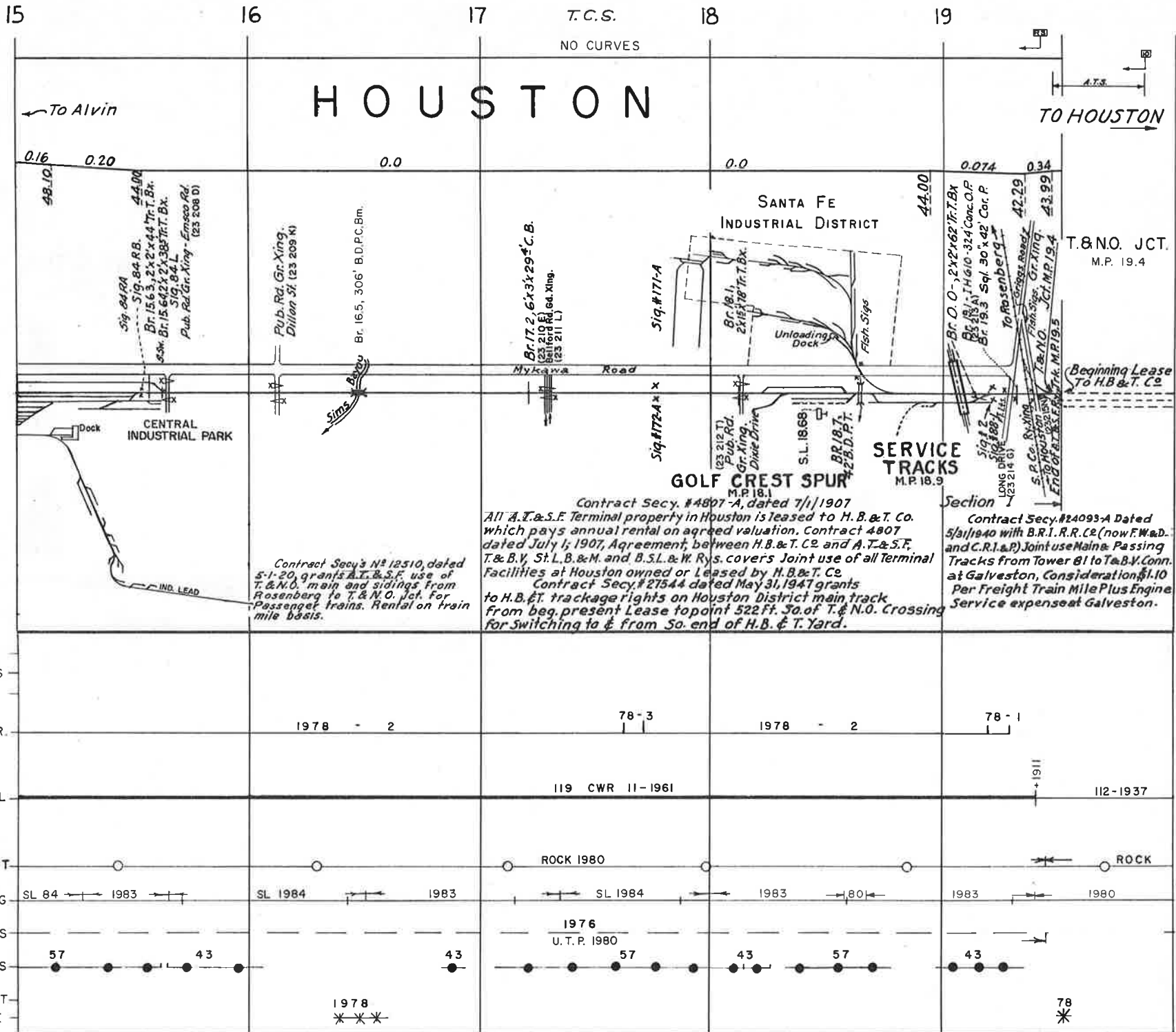
ALVIN TO HOUSTON







REVISÉ

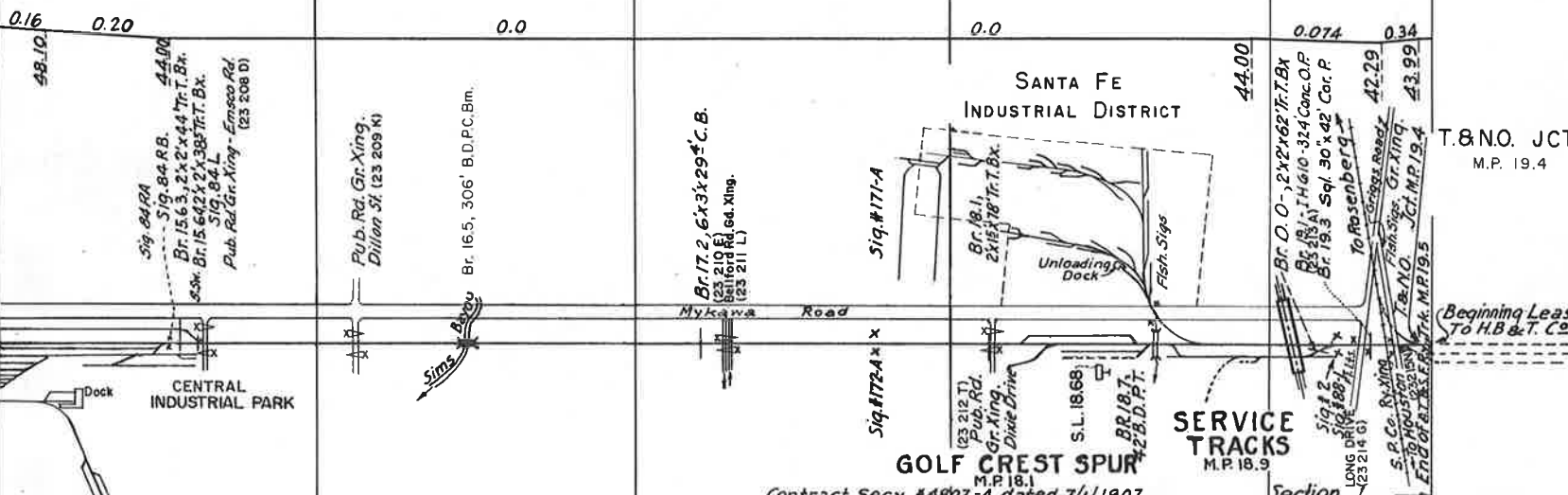


HOUSTON

T.C.S. 18
NO CURVES

To Alvin ←

→ TO HOUSTON



CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

Contract Secy. #12510, dated 5-1-20, grants A.T.&S.F. use of T.&N.O. main and sidings from Rosenberg to T.&N.O. Jct. For Passenger trains. Rental on train mile basis.

1978

78
*

REVISED 11/84

To Purcell →

GALVESTON MINUS 0.4 F.T.

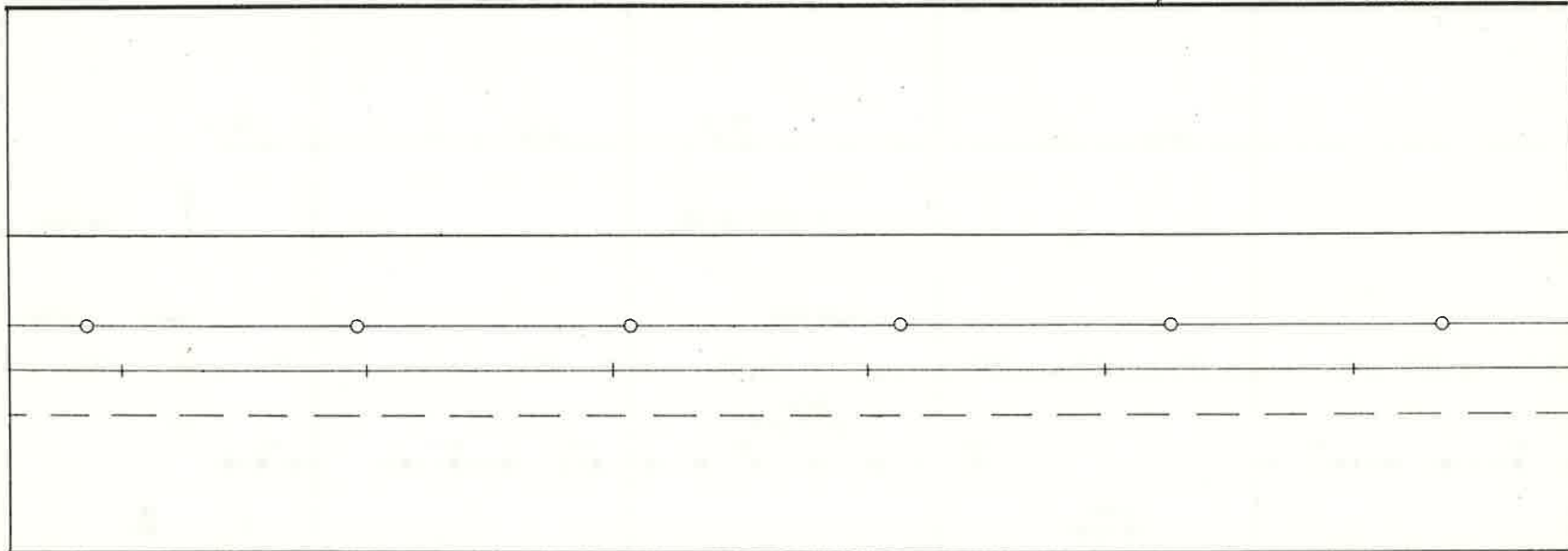
See separate Sketch
Pages 71 and 72 for Galveston Yard

28th St.
29th St.

122 612 N)
Pub. Rd. Gr. X-Ing
Pub. Rd. Gr. X-Ing
(22 613 P)

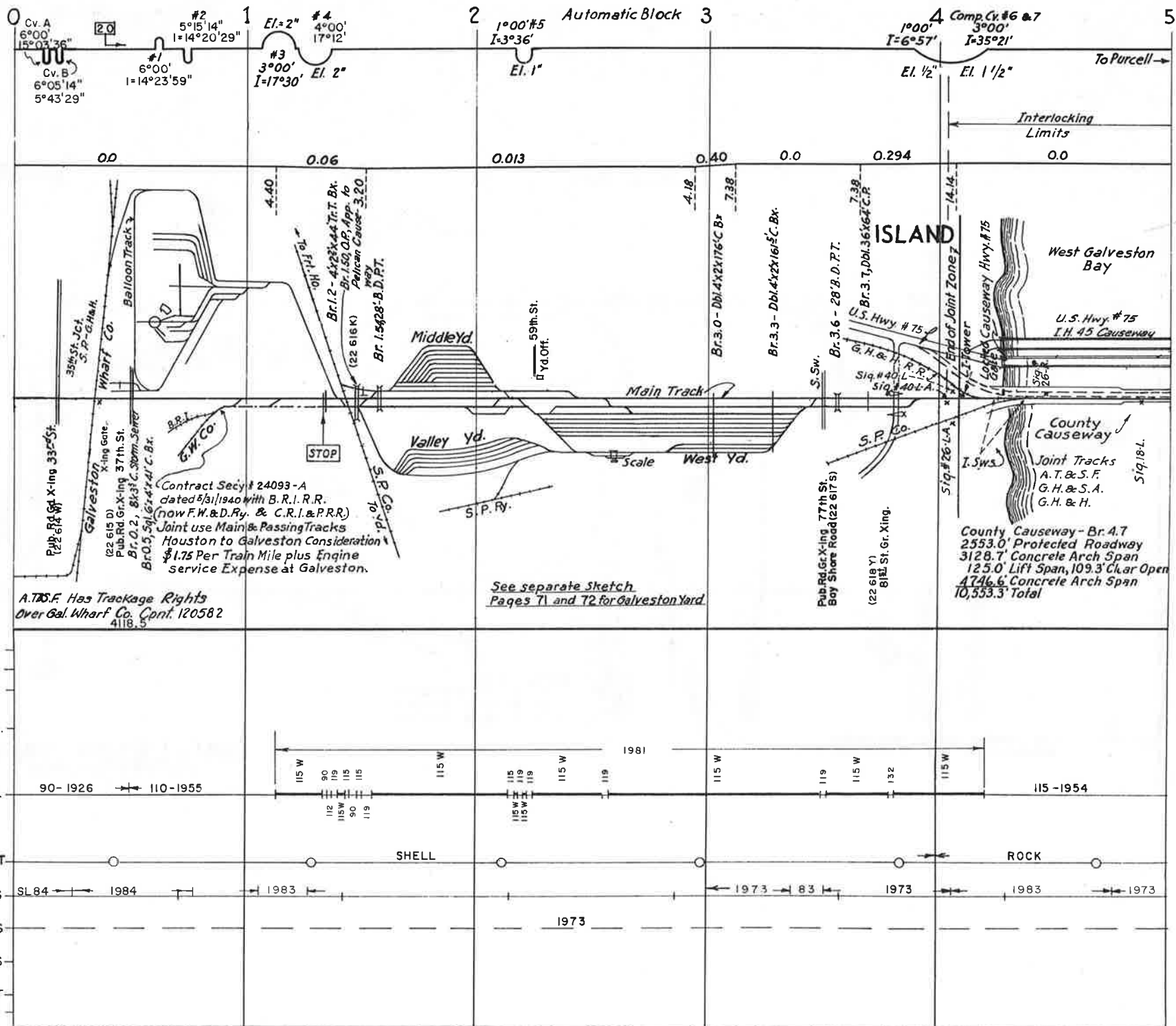
Galv. Wharf Co. Trackage
Industries

Section 31



REVISED _____

BINDER NO 8

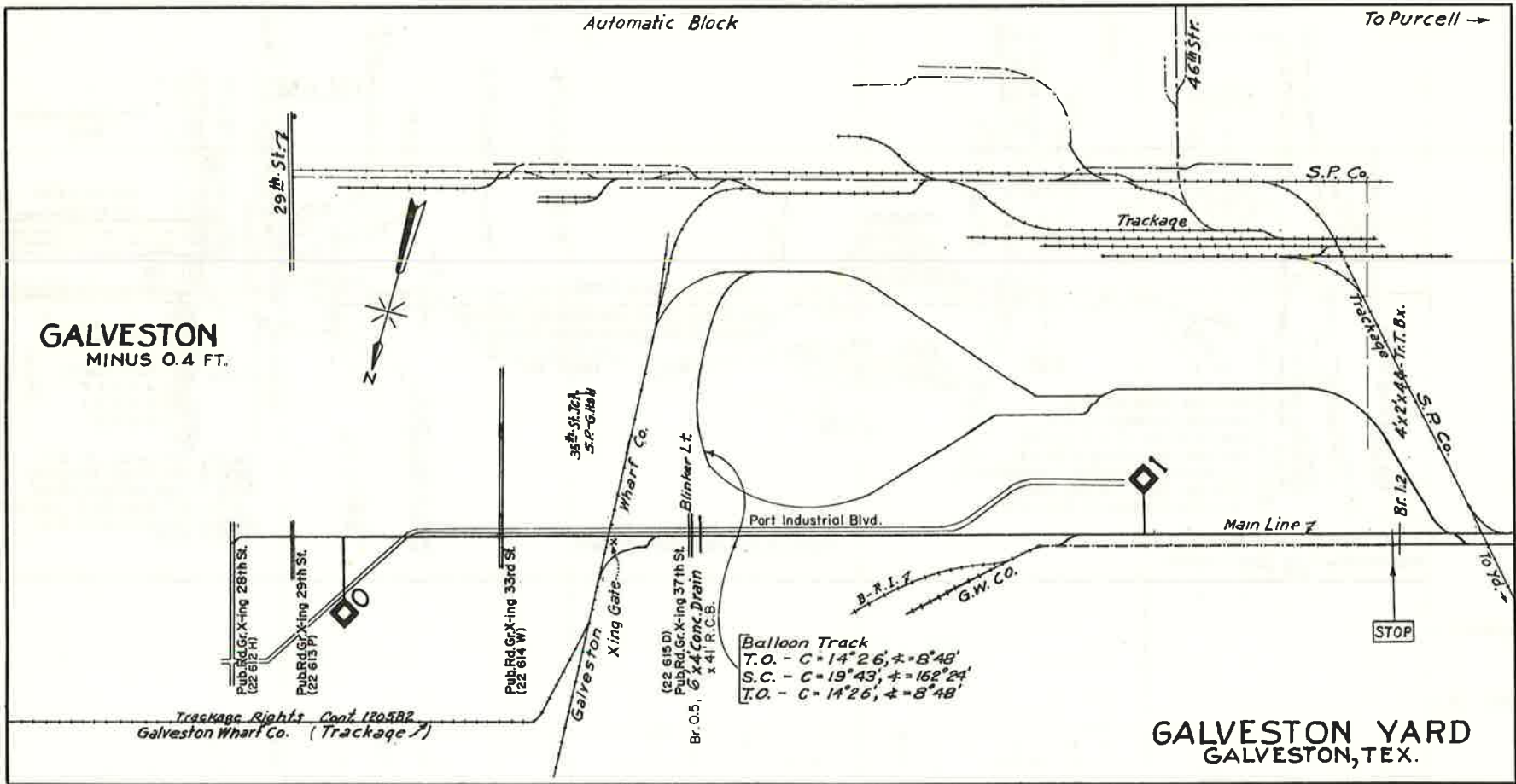


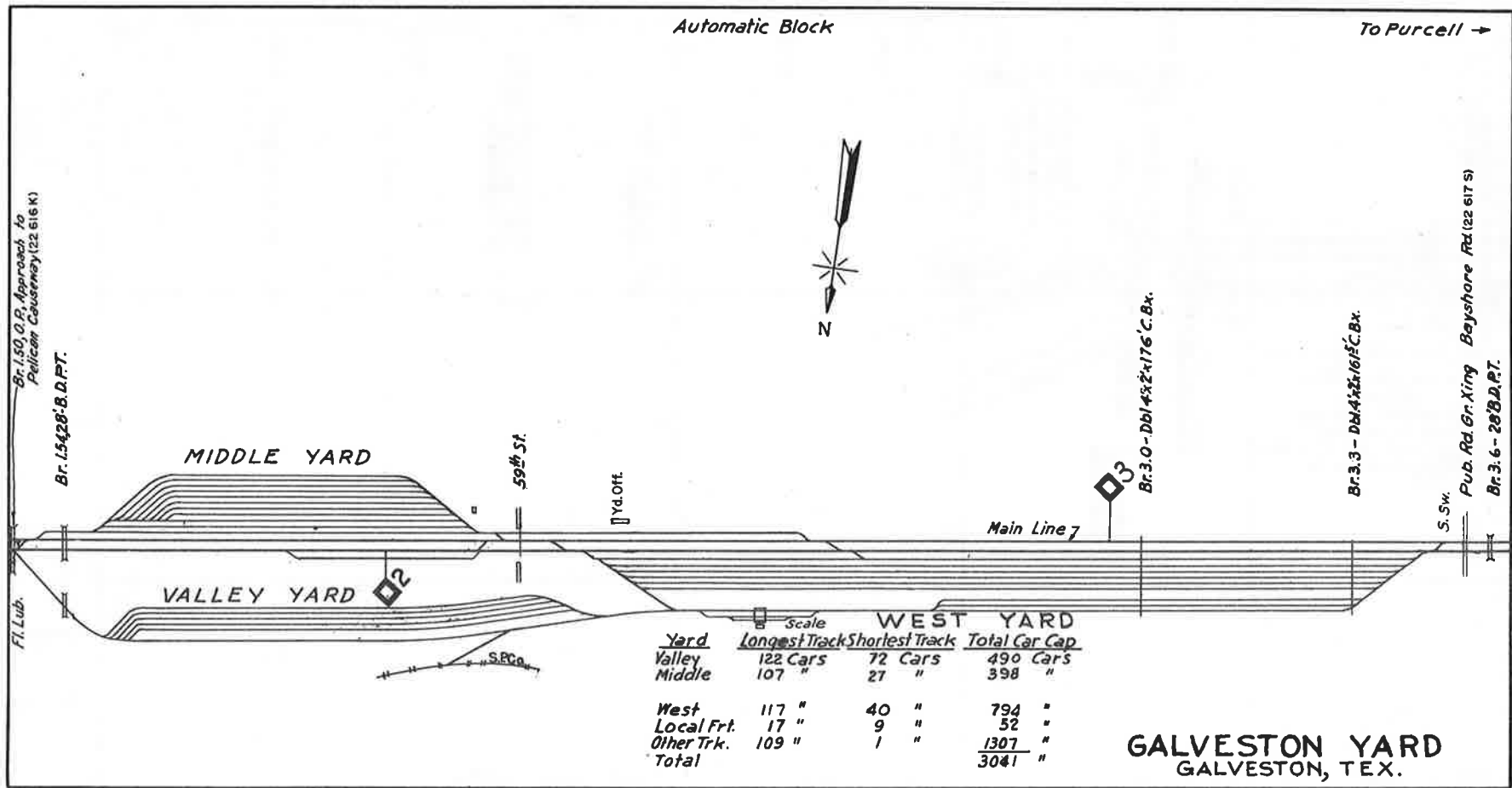
Contract Secy # 24093-A dated 5/31/1940 with B. R. I. R. R. (now F.W.&D.Ry. & C.R.I.&P.R.R.) Joint use Main & Passing Tracks Houston to Galveston Consideration \$1.75 Per Train Mile plus Engine Service Expense at Galveston.

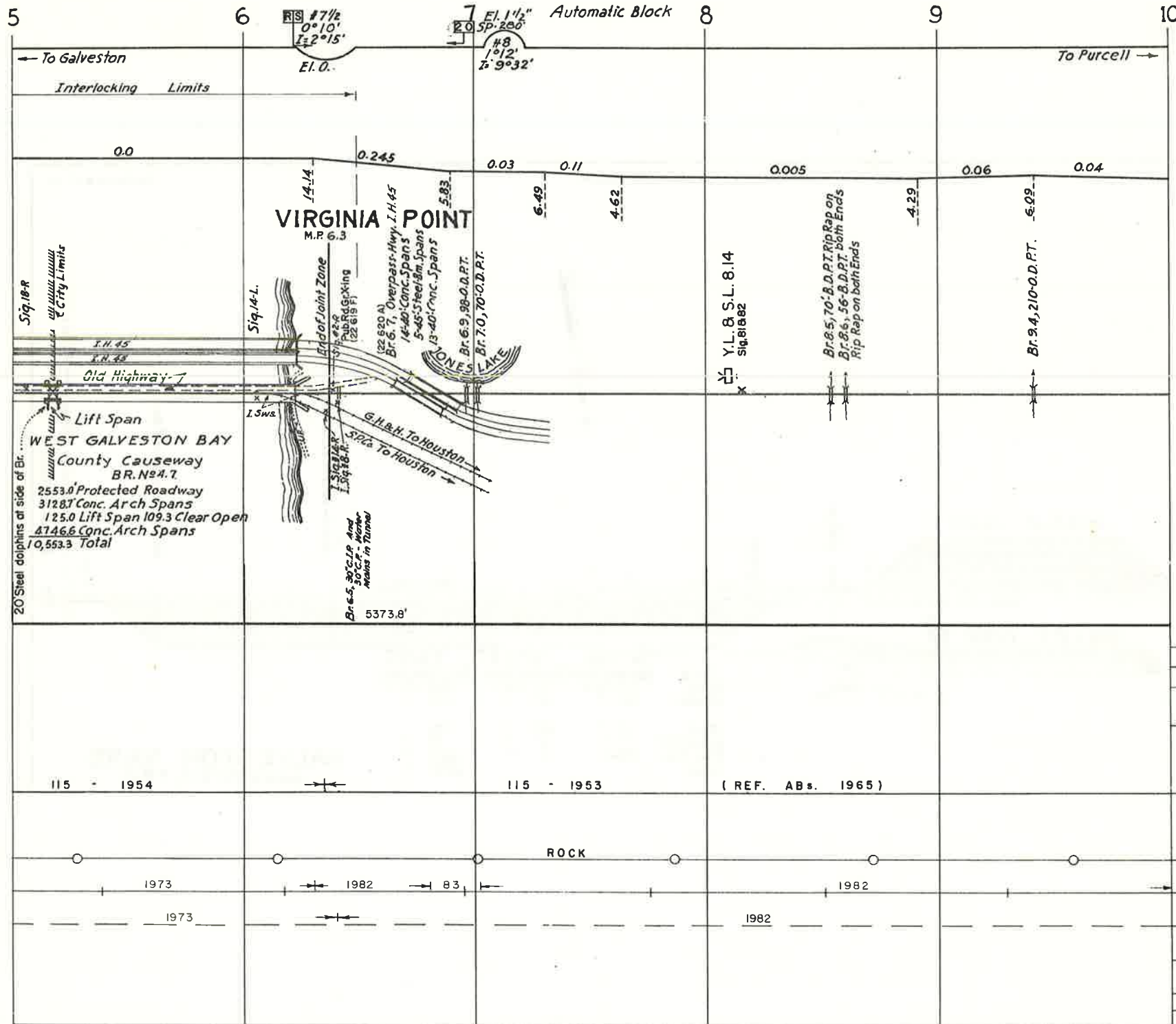
A.T.S.F. Has Trackage Rights Over Gal. Wharf Co. Cont. 120582 4118.5

See separate sketch Pages 71 and 72 for Galveston Yard

County Causeway - Br. 4.7
2553.0' Protected Roadway
3128.7' Concrete Arch Span
125.0' Lift Span, 109.3' Clear Open
4746.6' Concrete Arch Span
10,553.3' Total

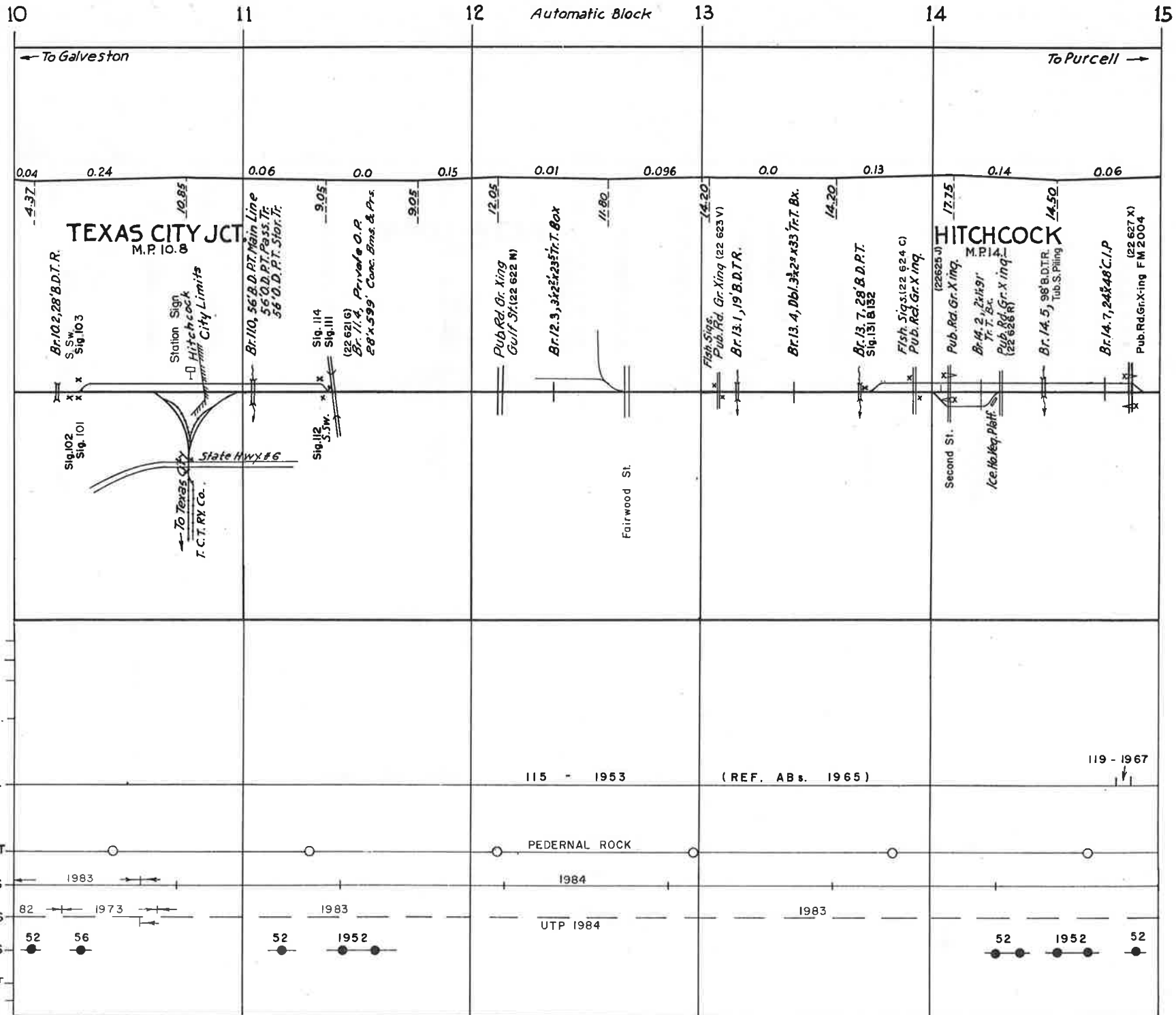


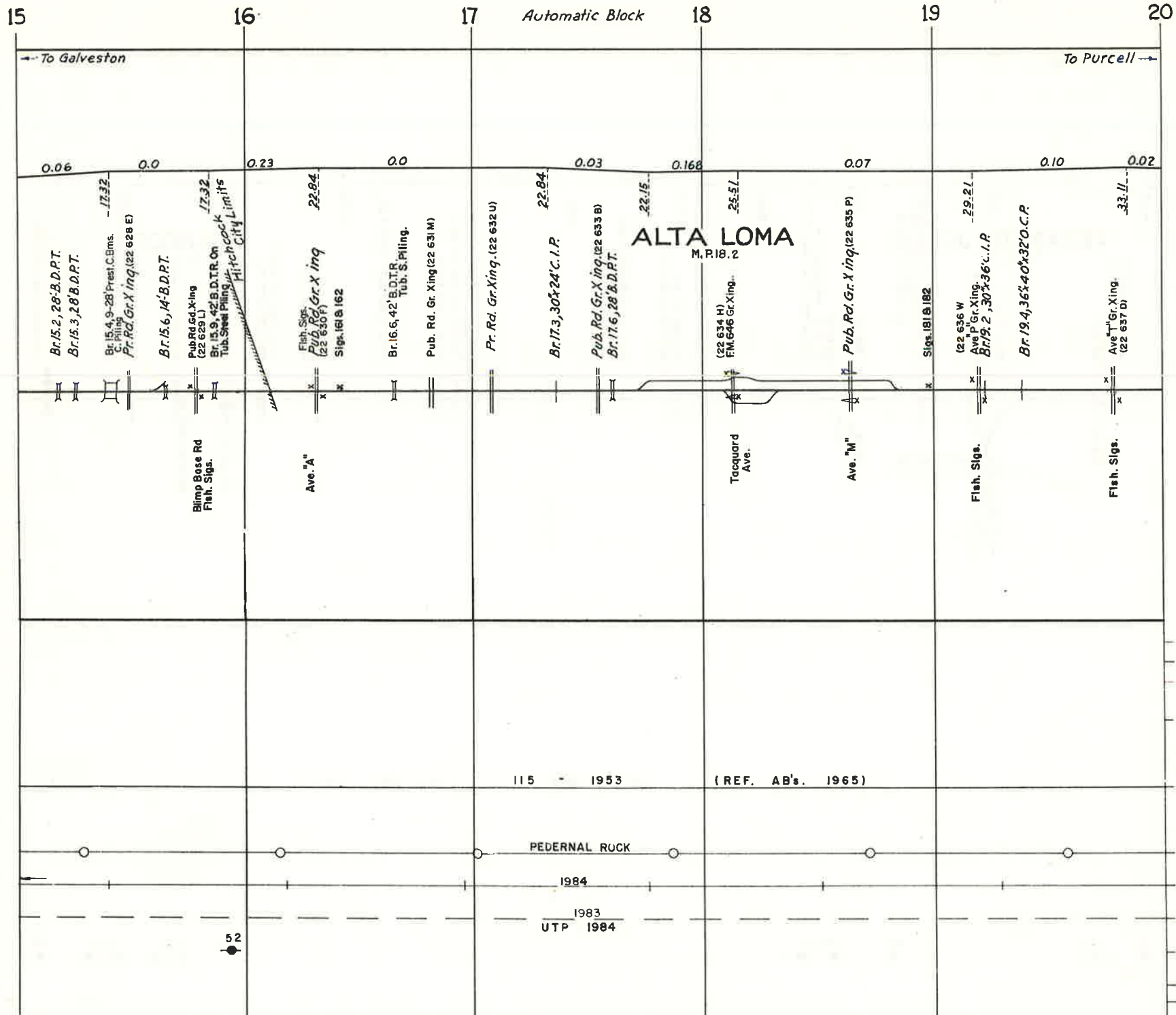




REVISED _____

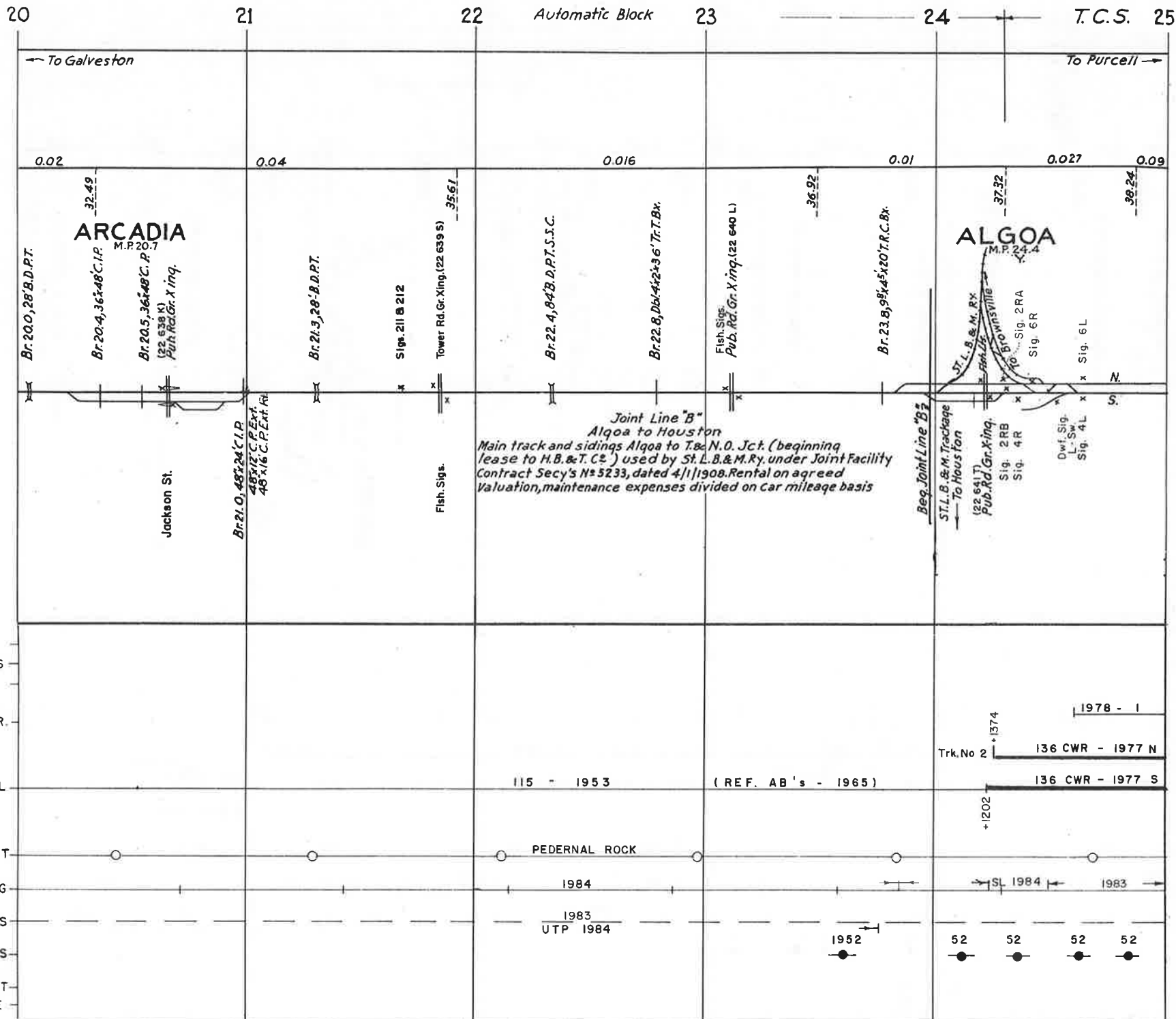
BINDER NO 8

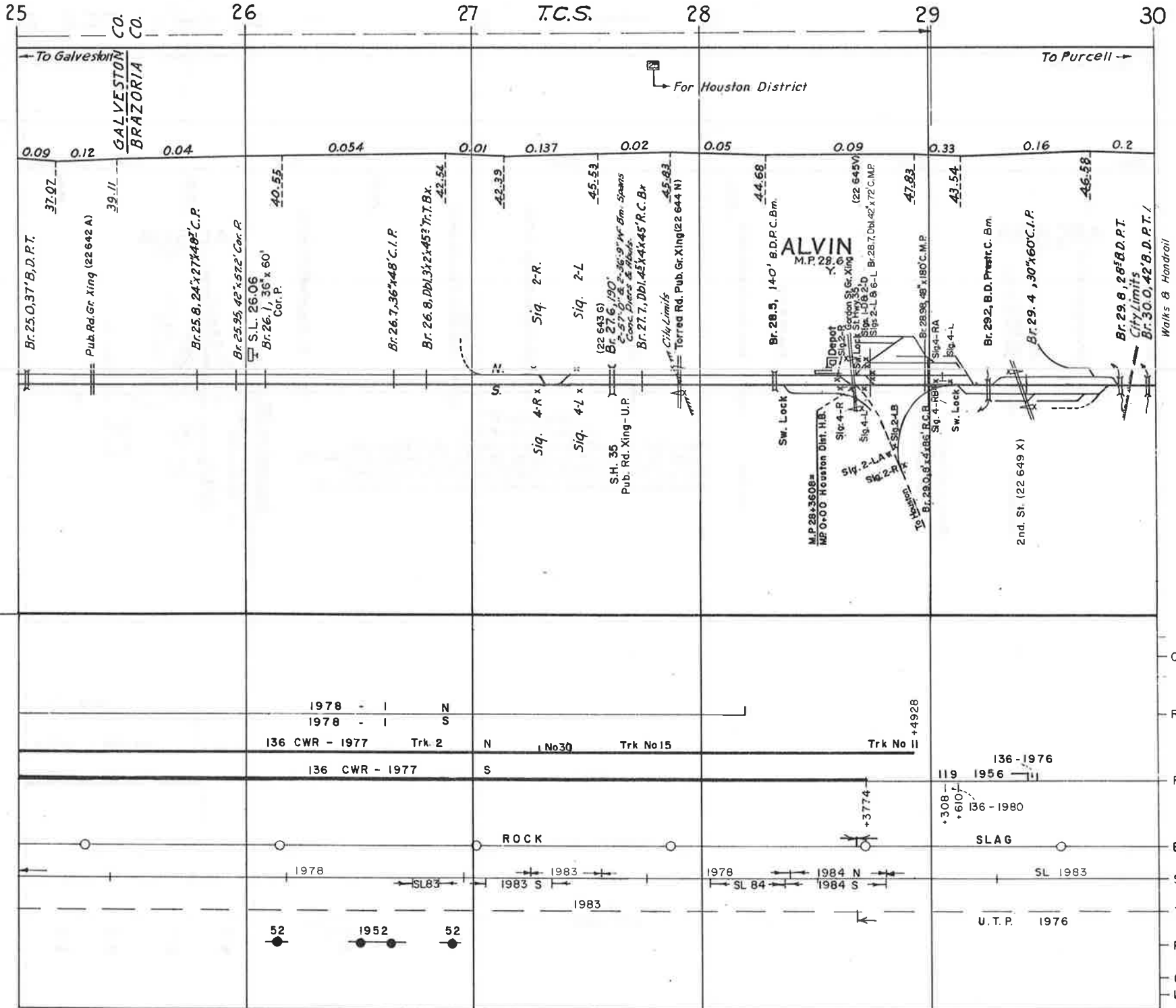




REVISED _____

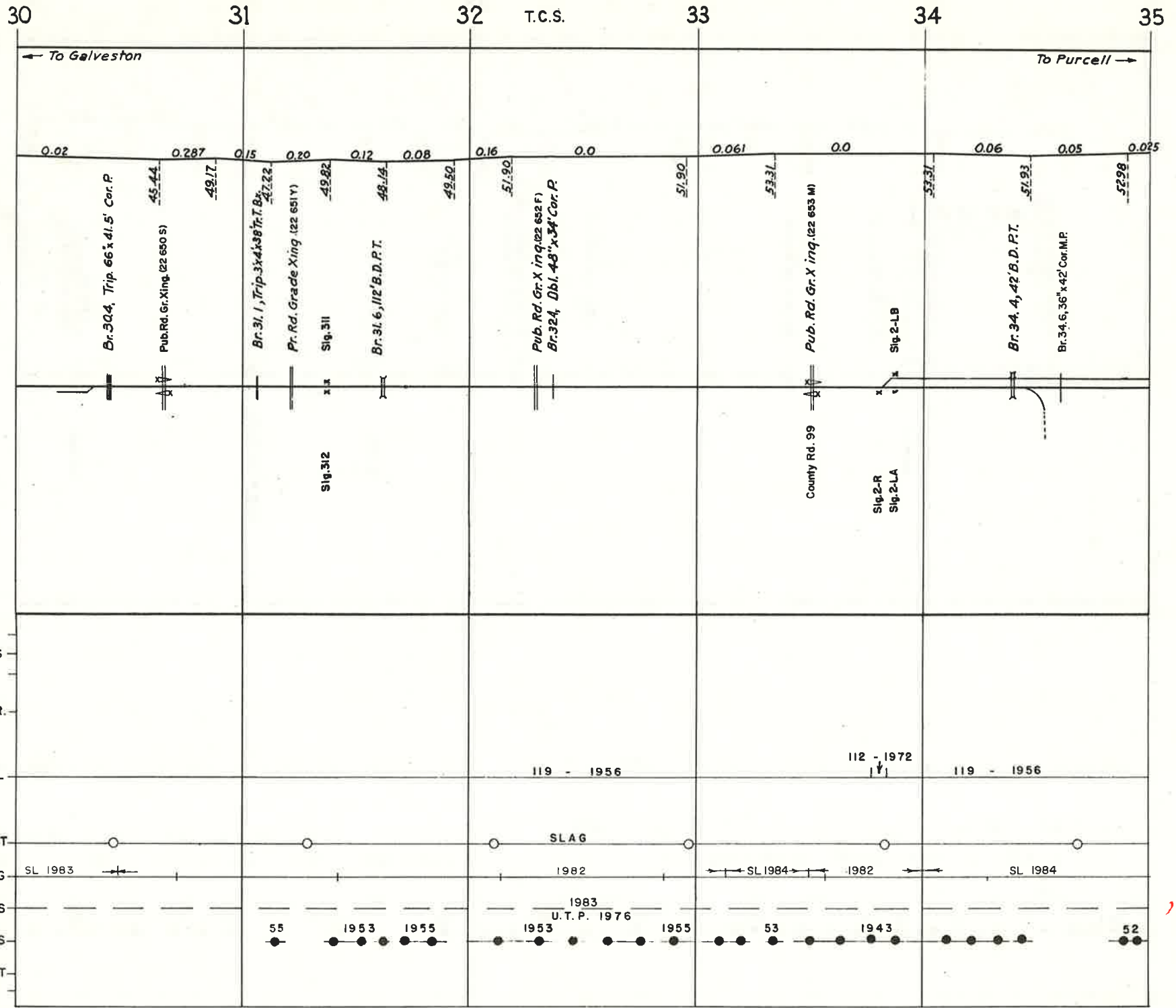
BINDER NO 8

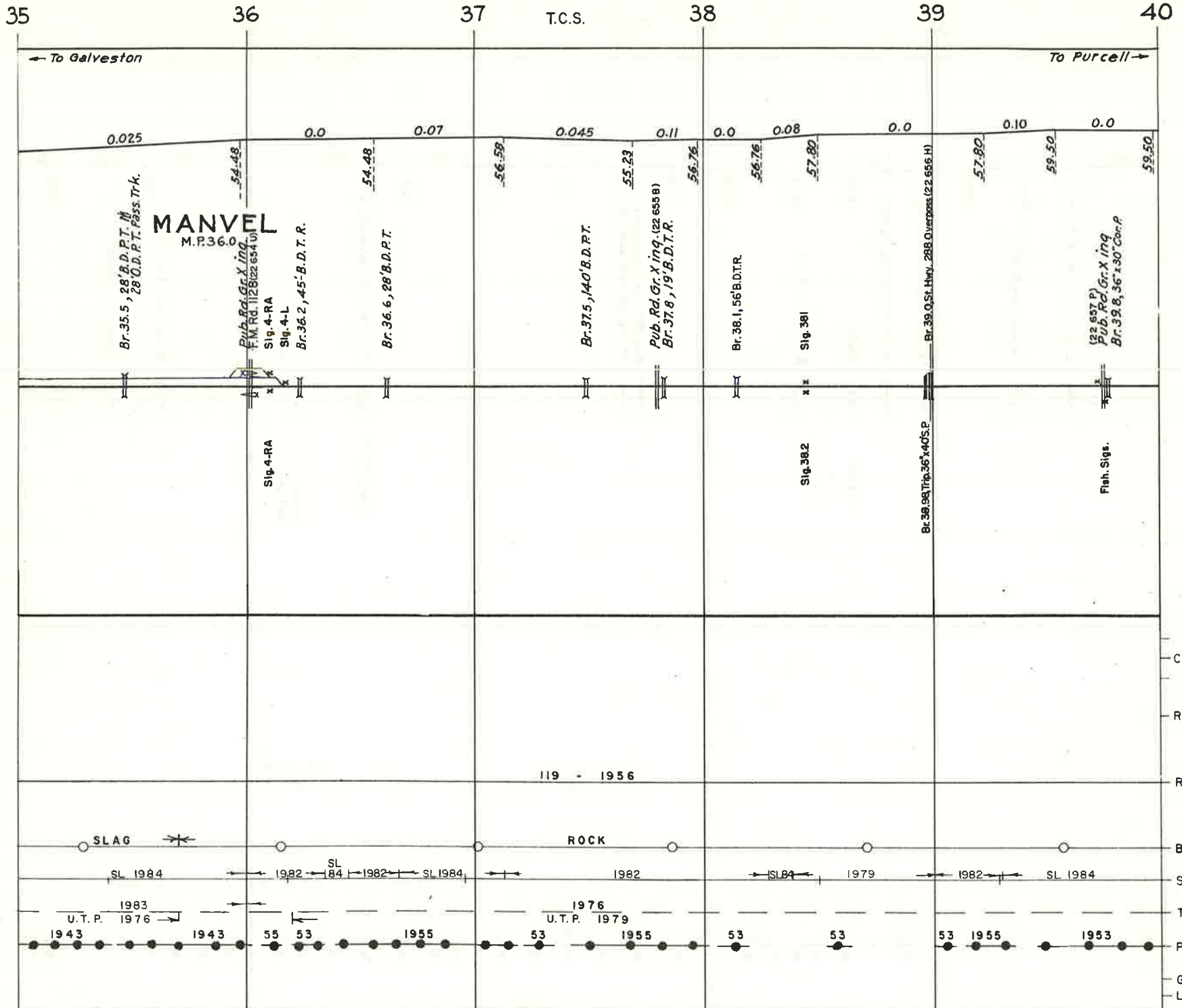




REVISED

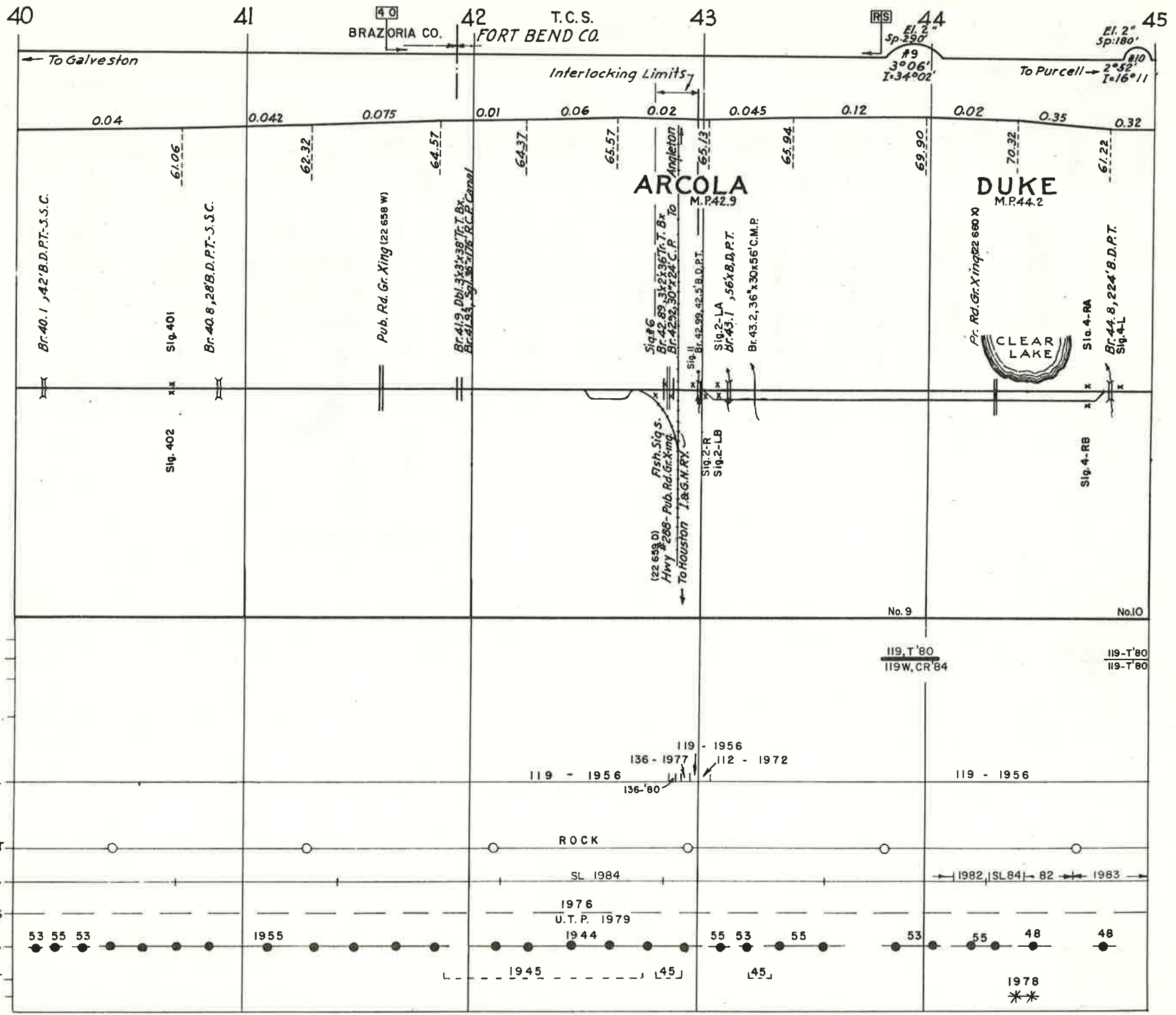
BINDER NO. 8

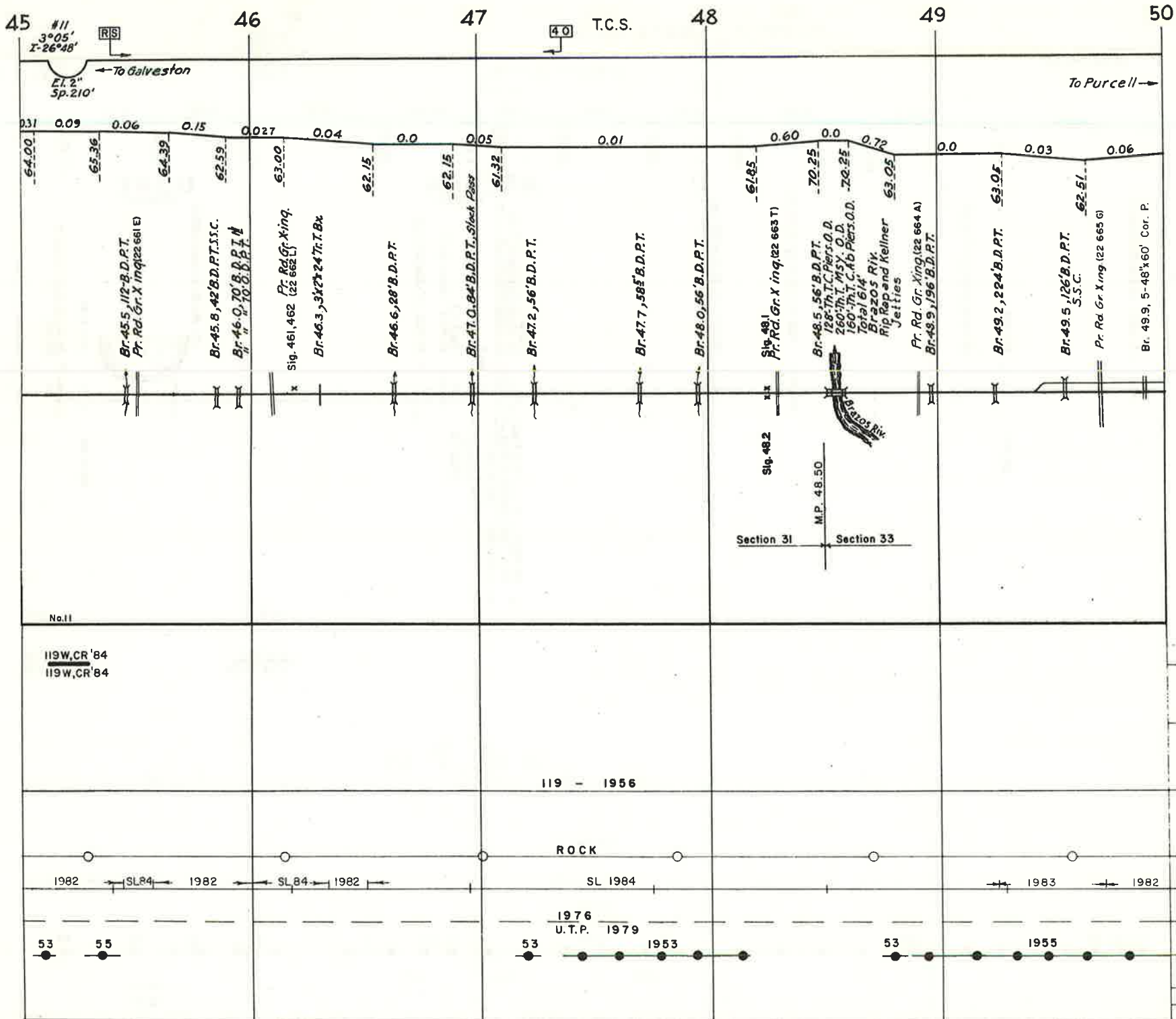


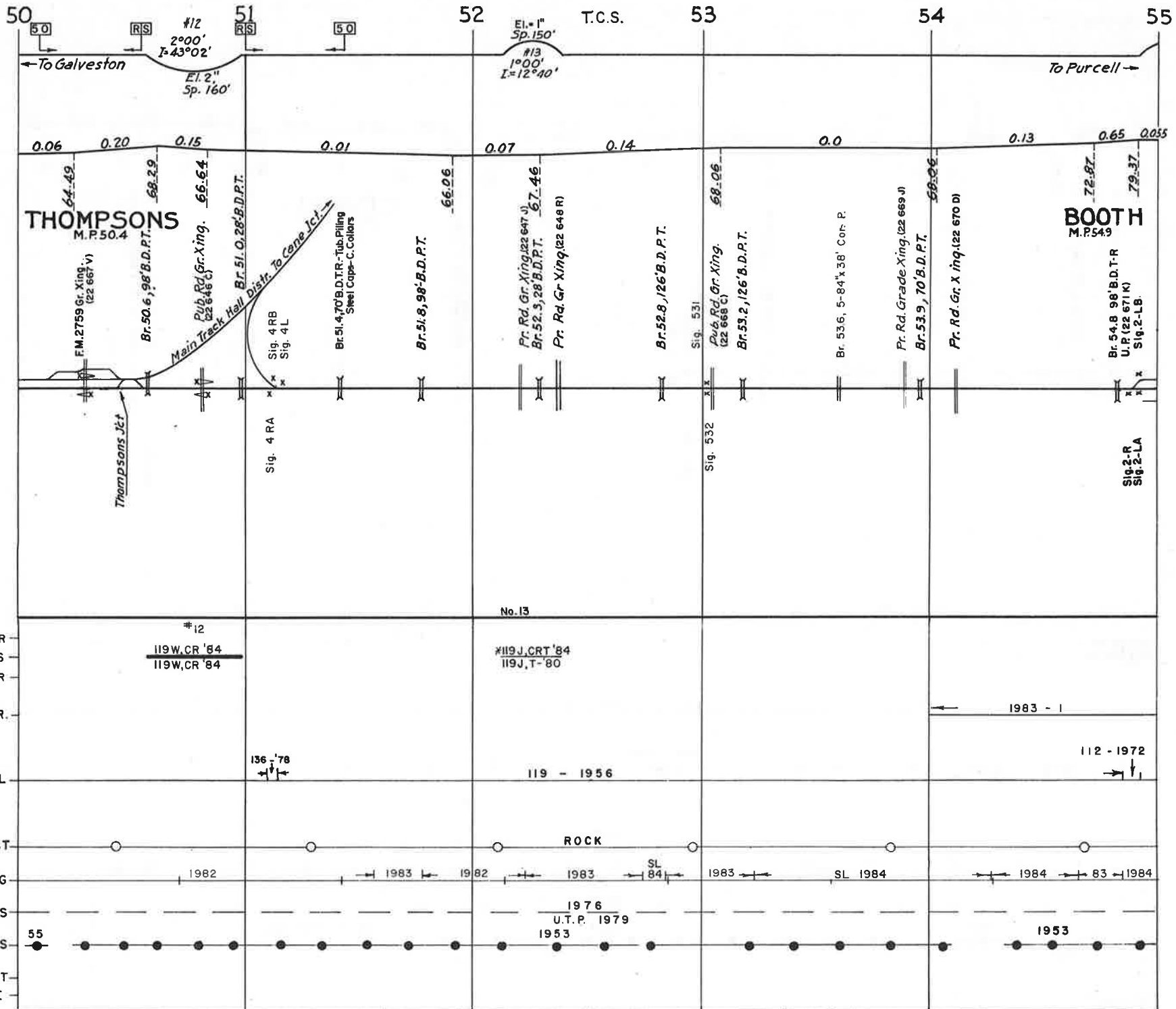


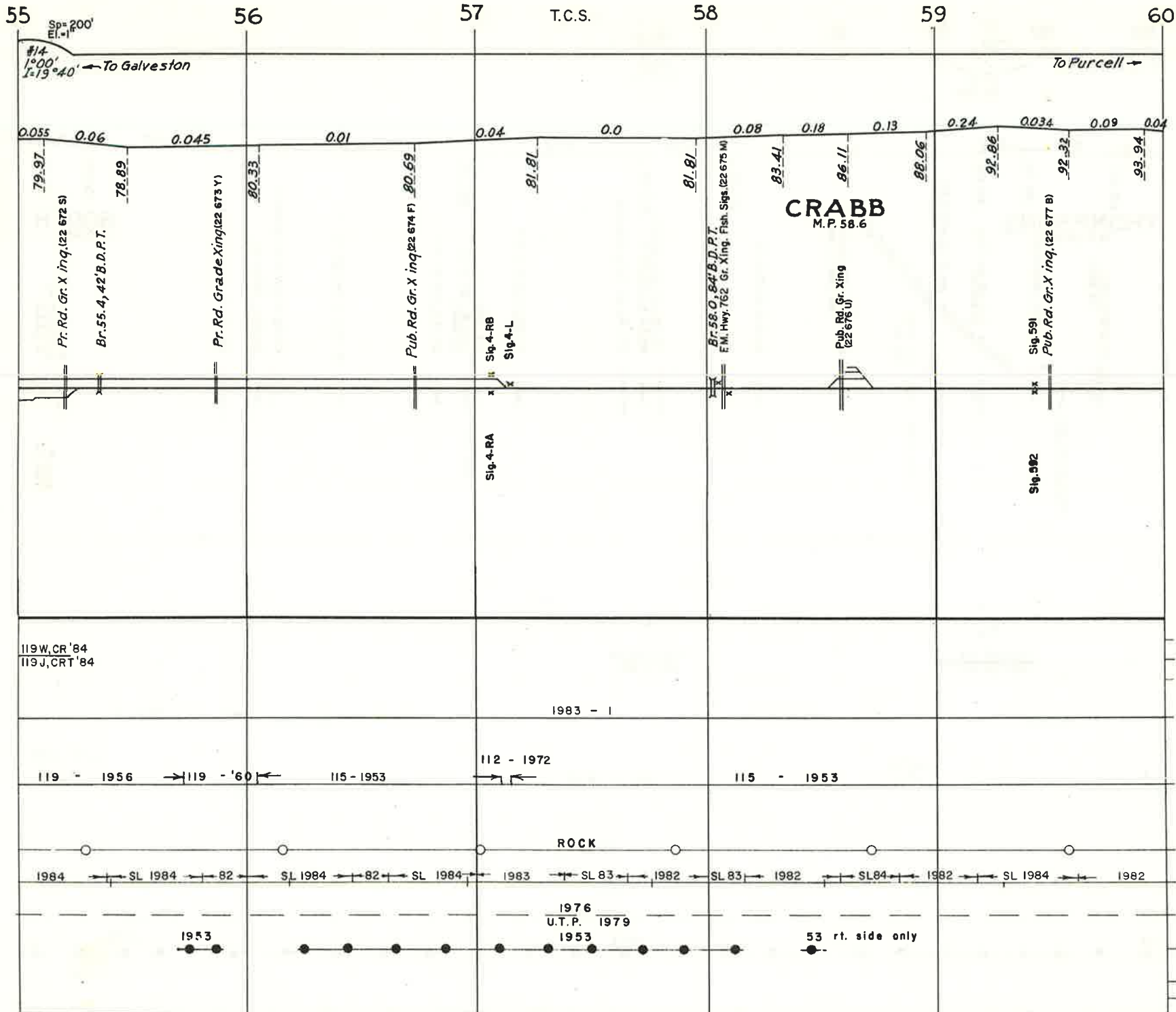
REVISED _____

BINDER NO 8

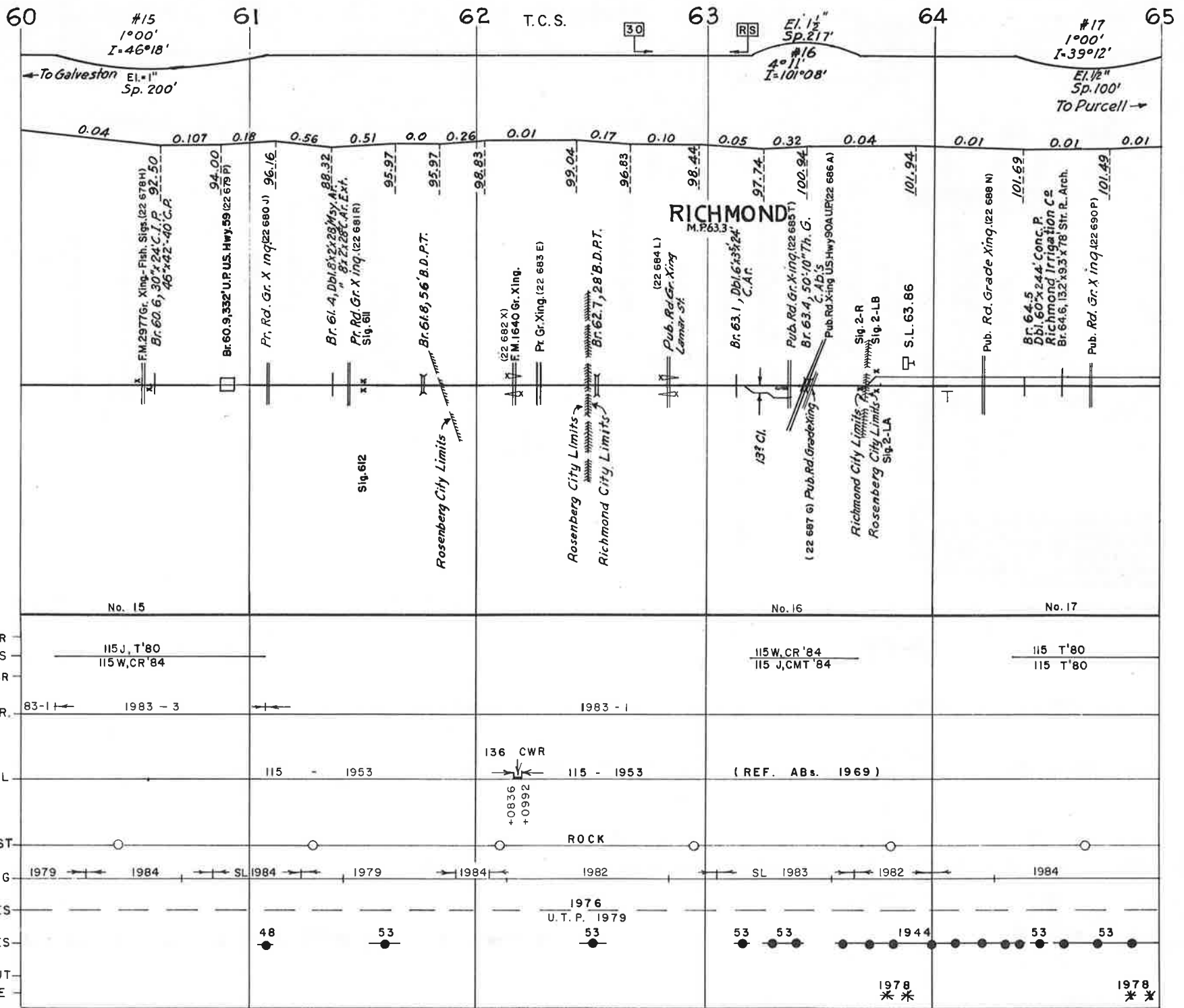


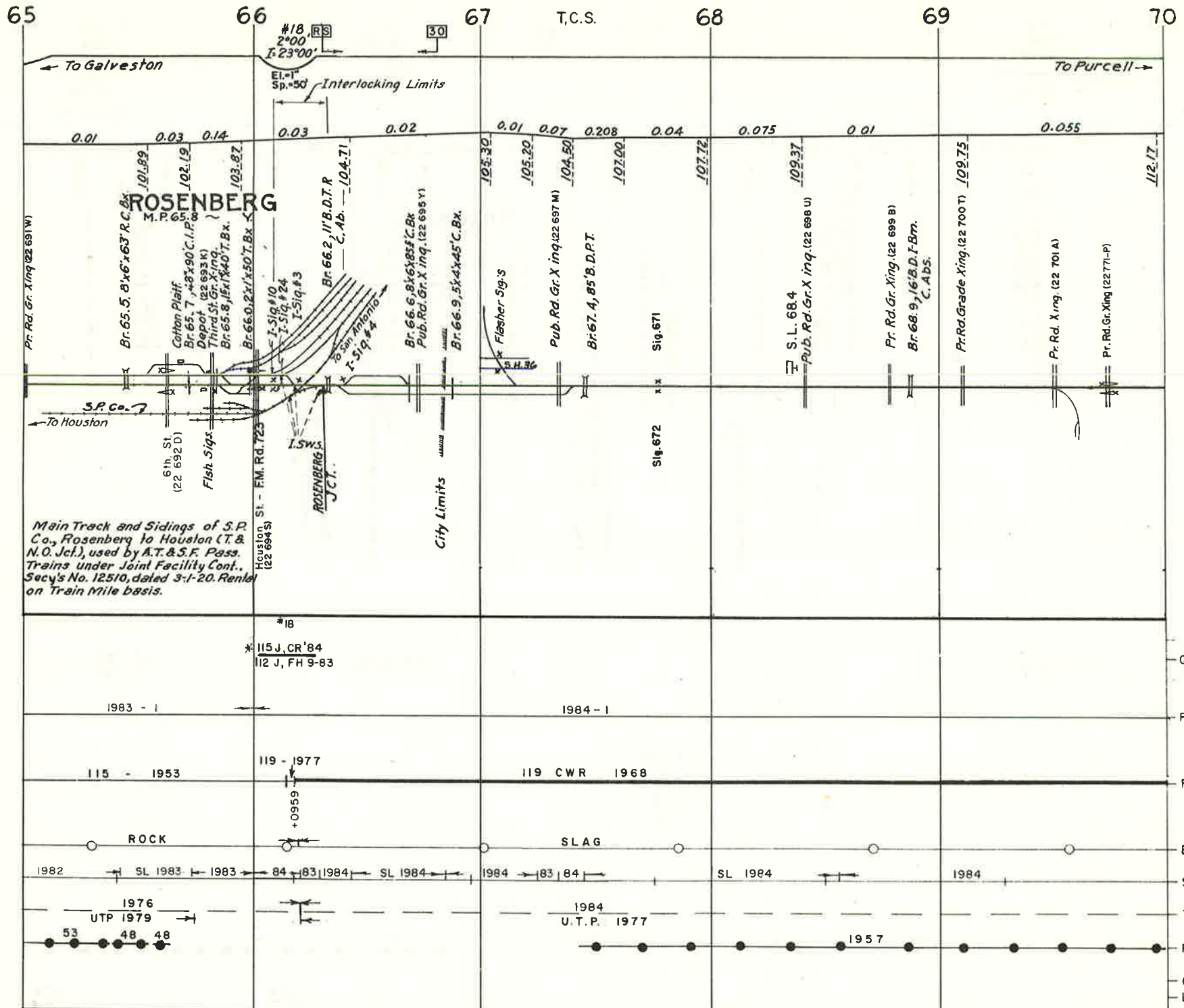


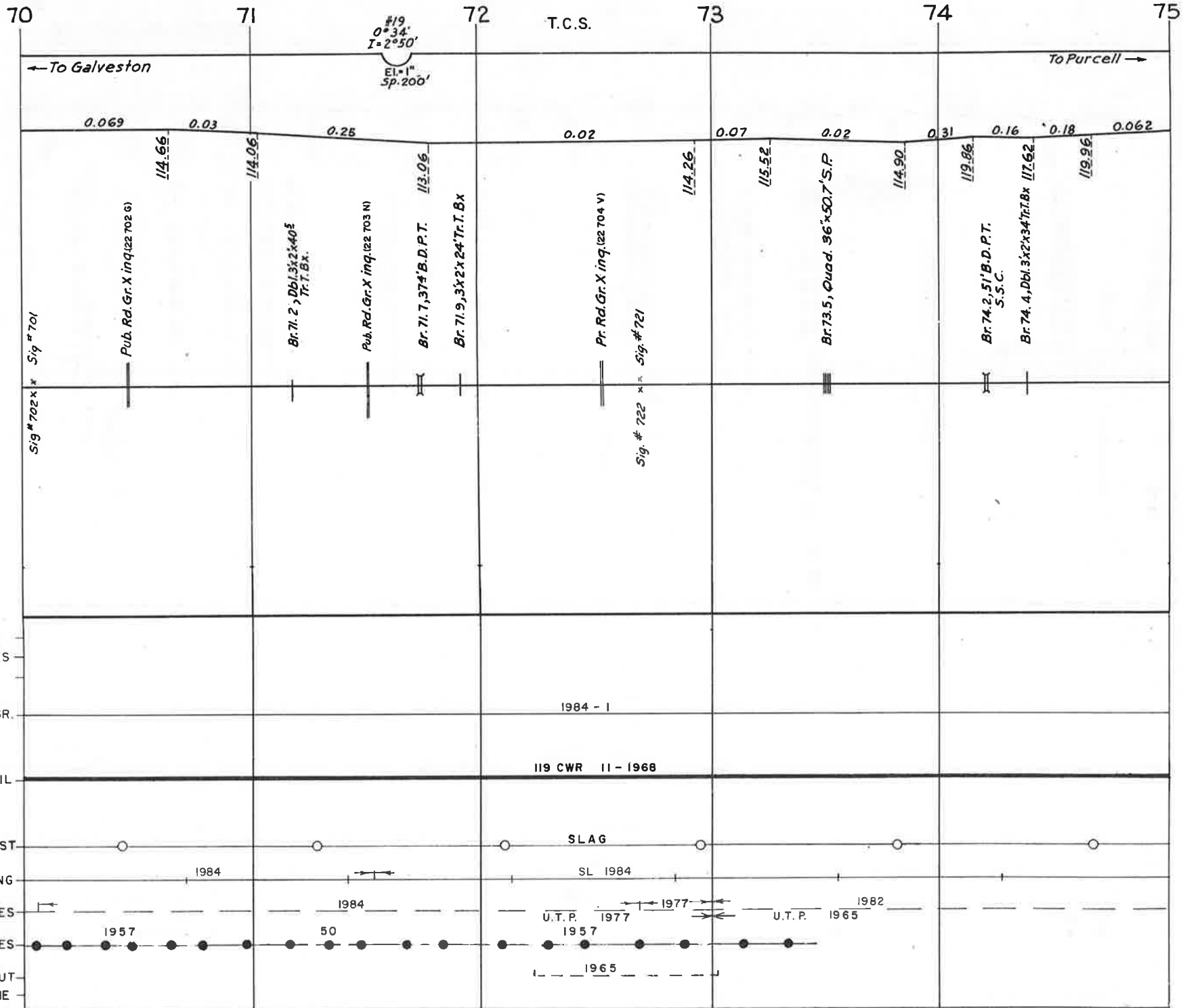


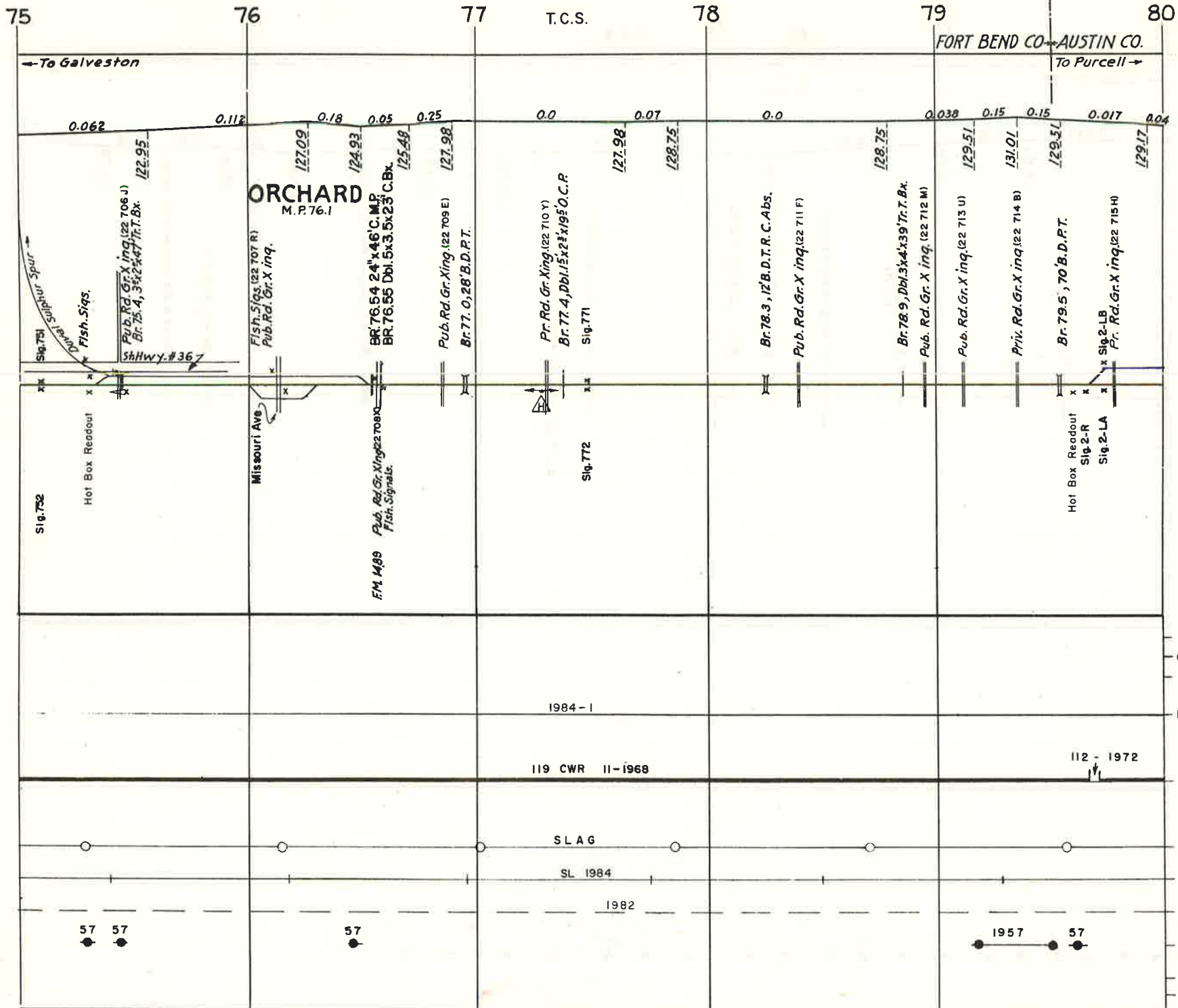


REVISED _____

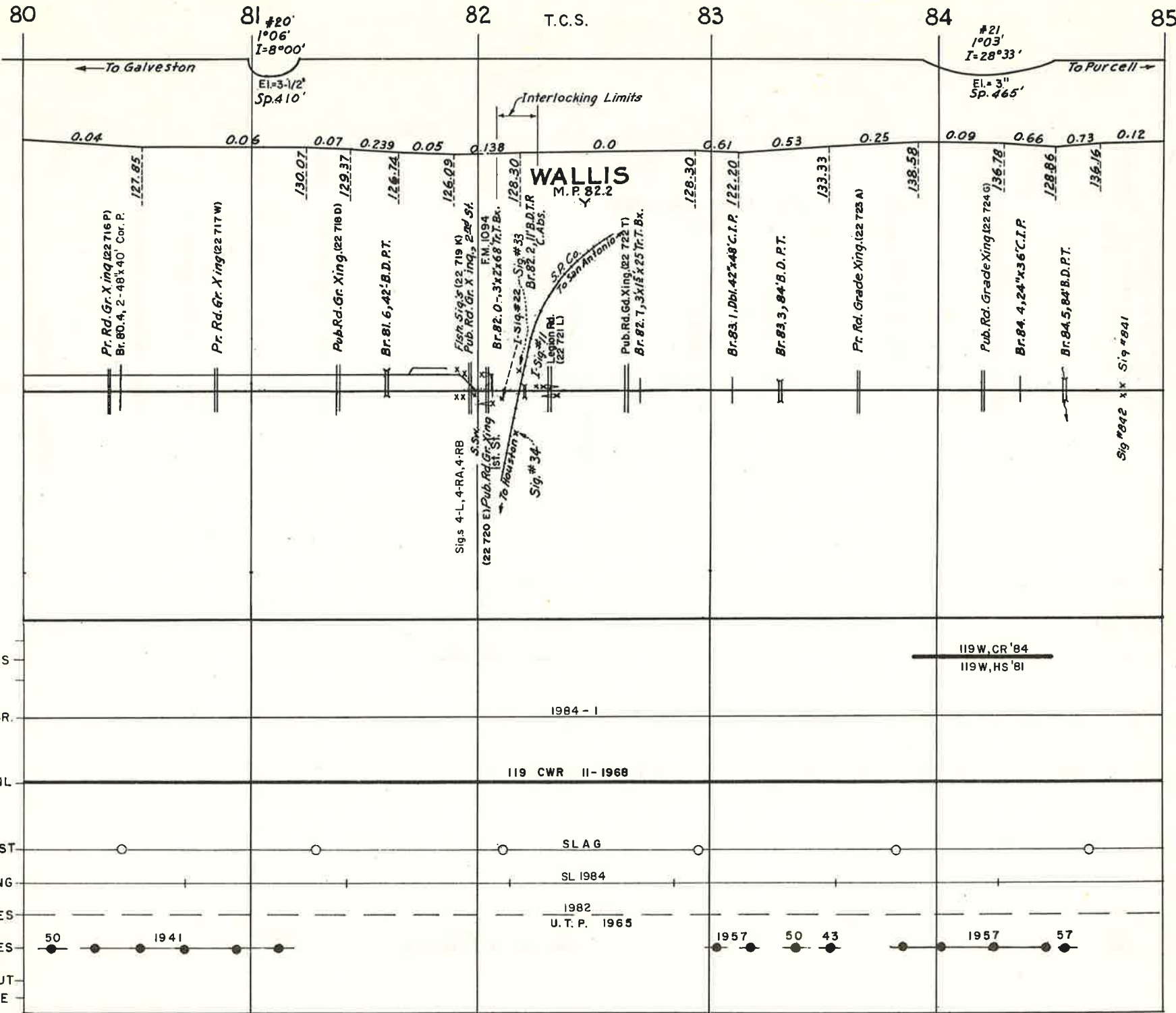


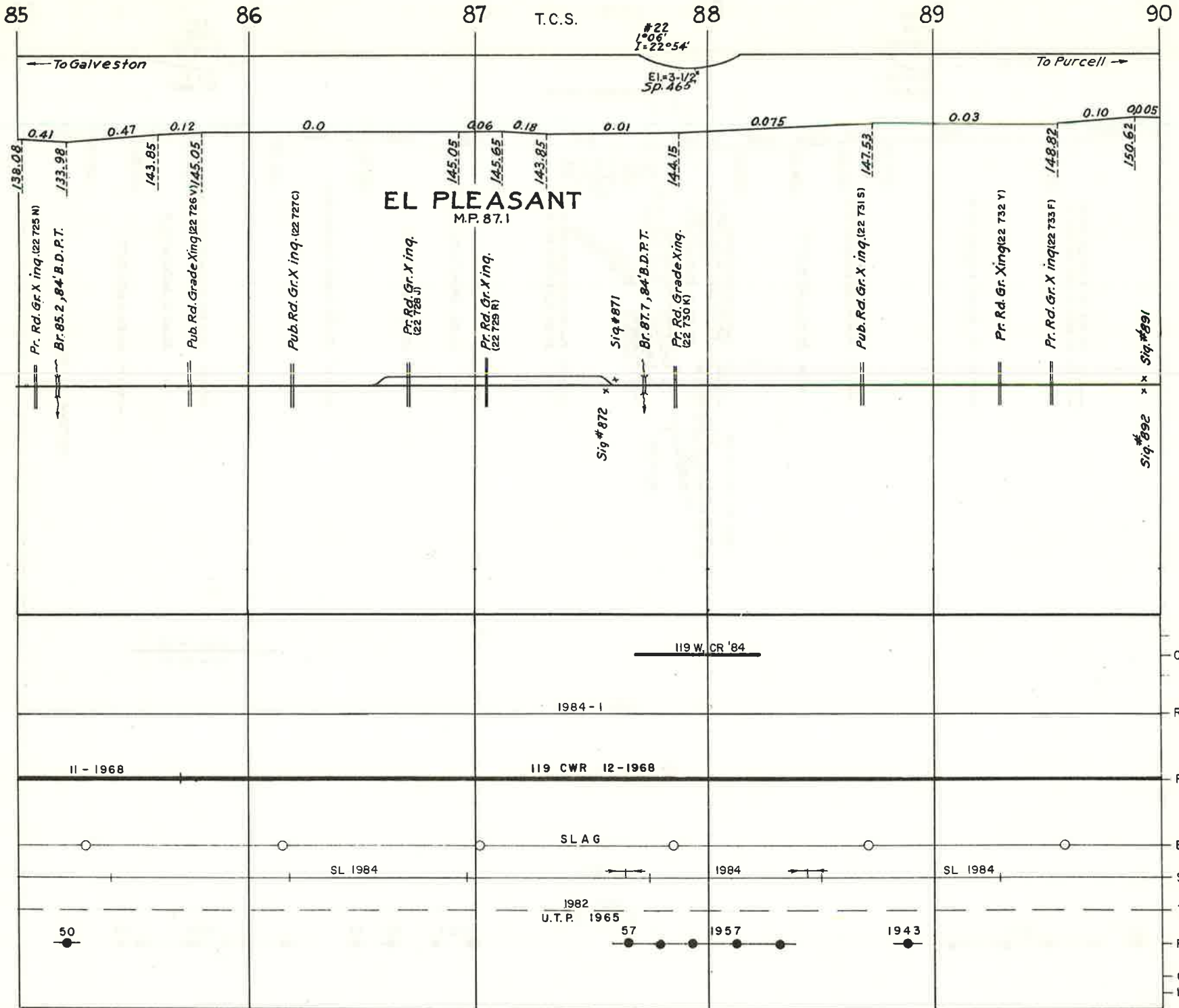




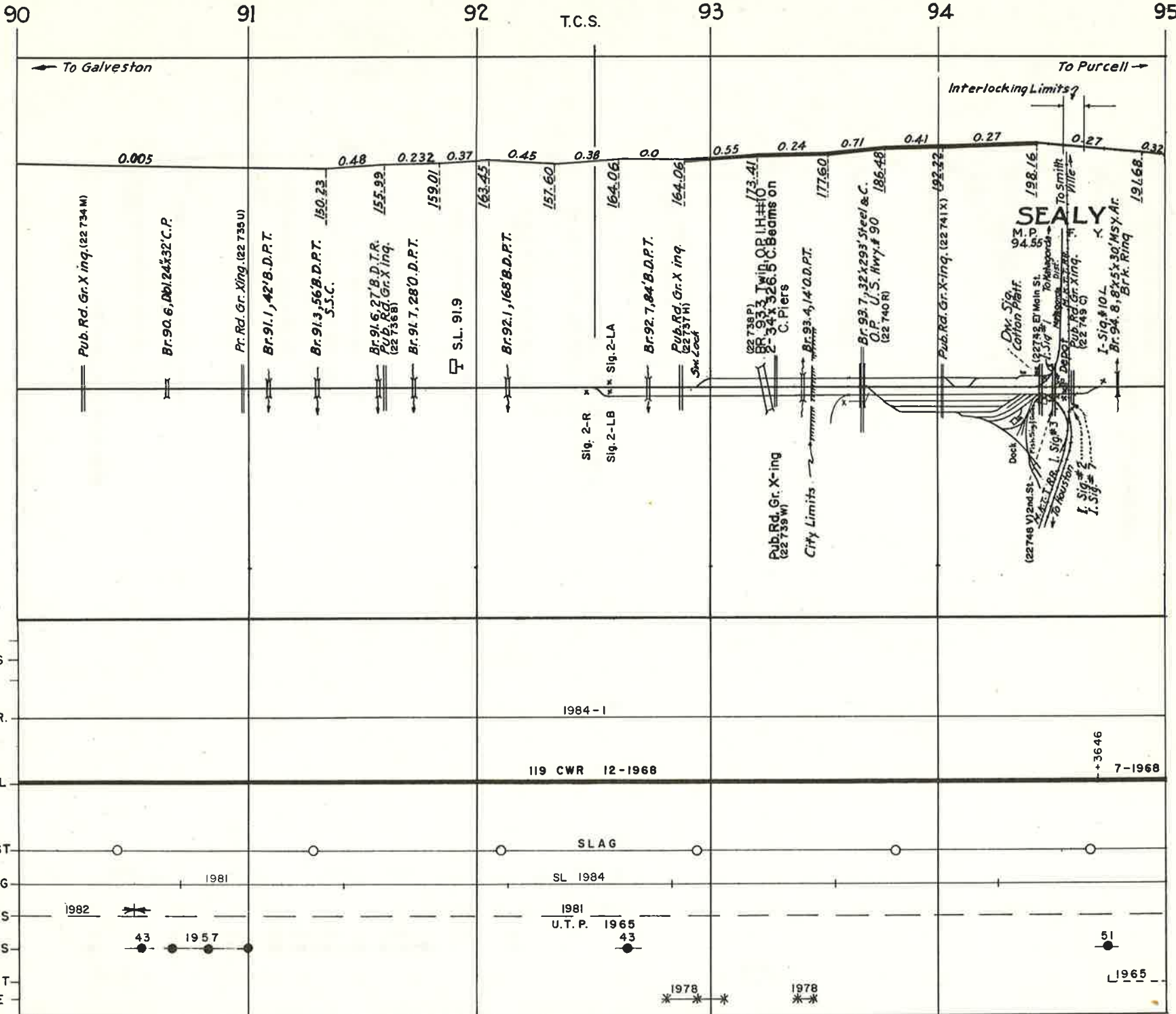


REVISED _____





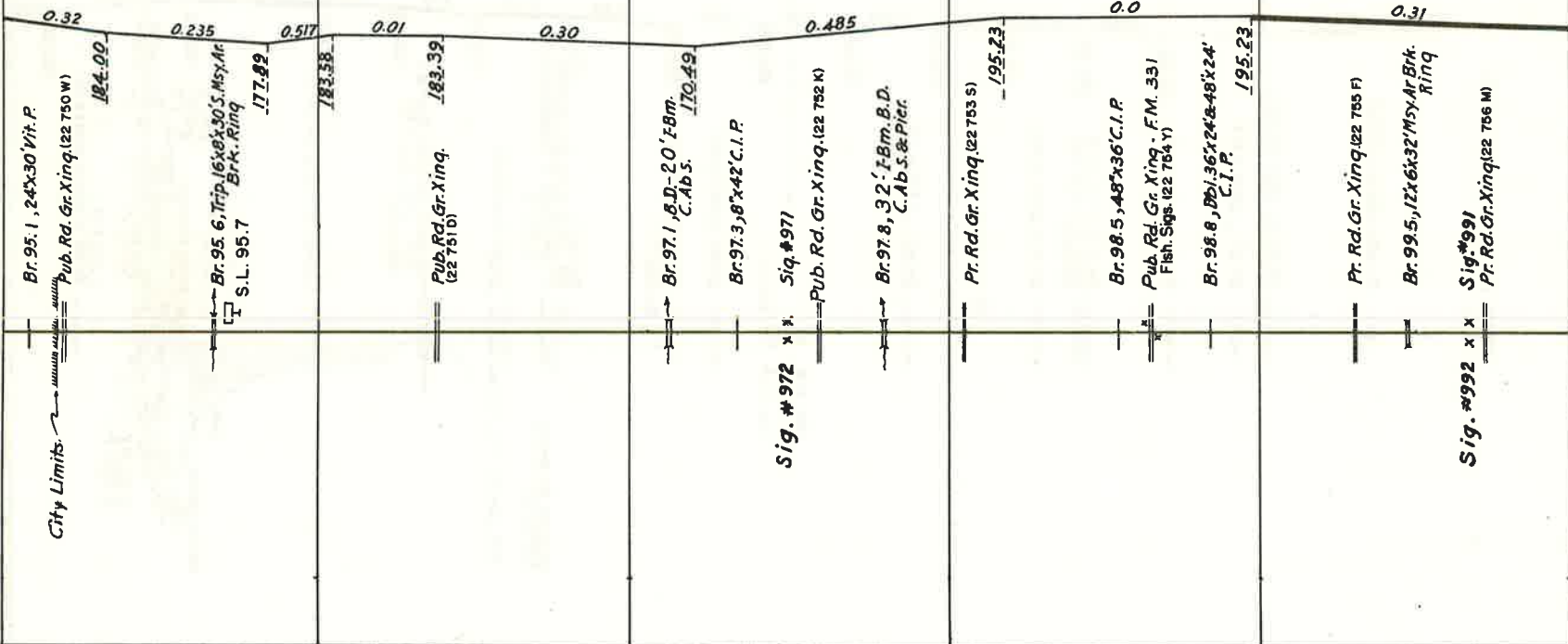
REVISED _____



95 96 97 T.C.S. 98 99 100

To Galveston ← To Purcell →

EI = 3-1/2"
Sp. 465
23
1°06'
1-24-02



City Limits

CURVES
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 POLES
 GROUT
 LIME

1984 - I
 119 CWR 7-1968

SLAG
 SL 1984
 1984
 SL 1984

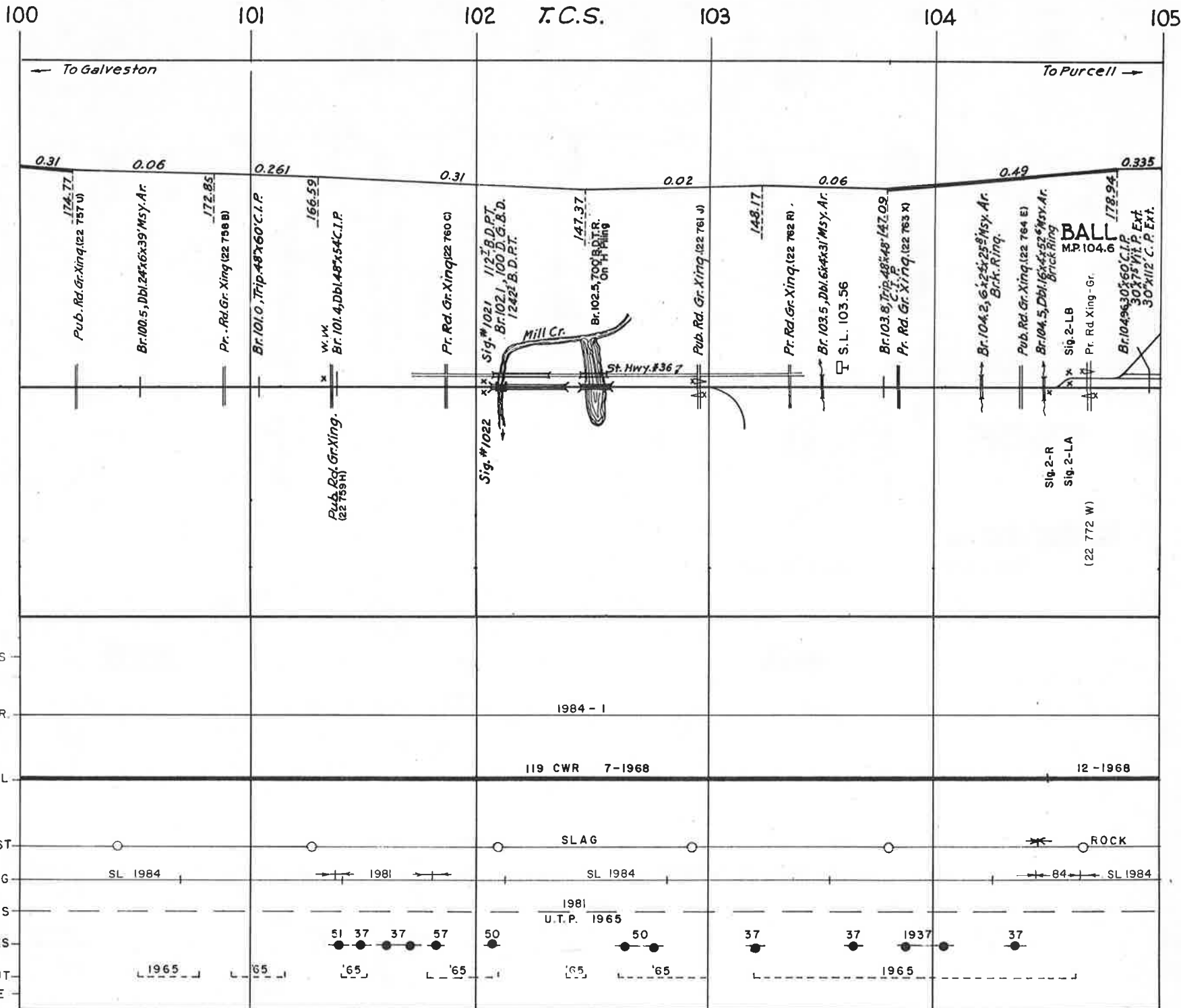
1965

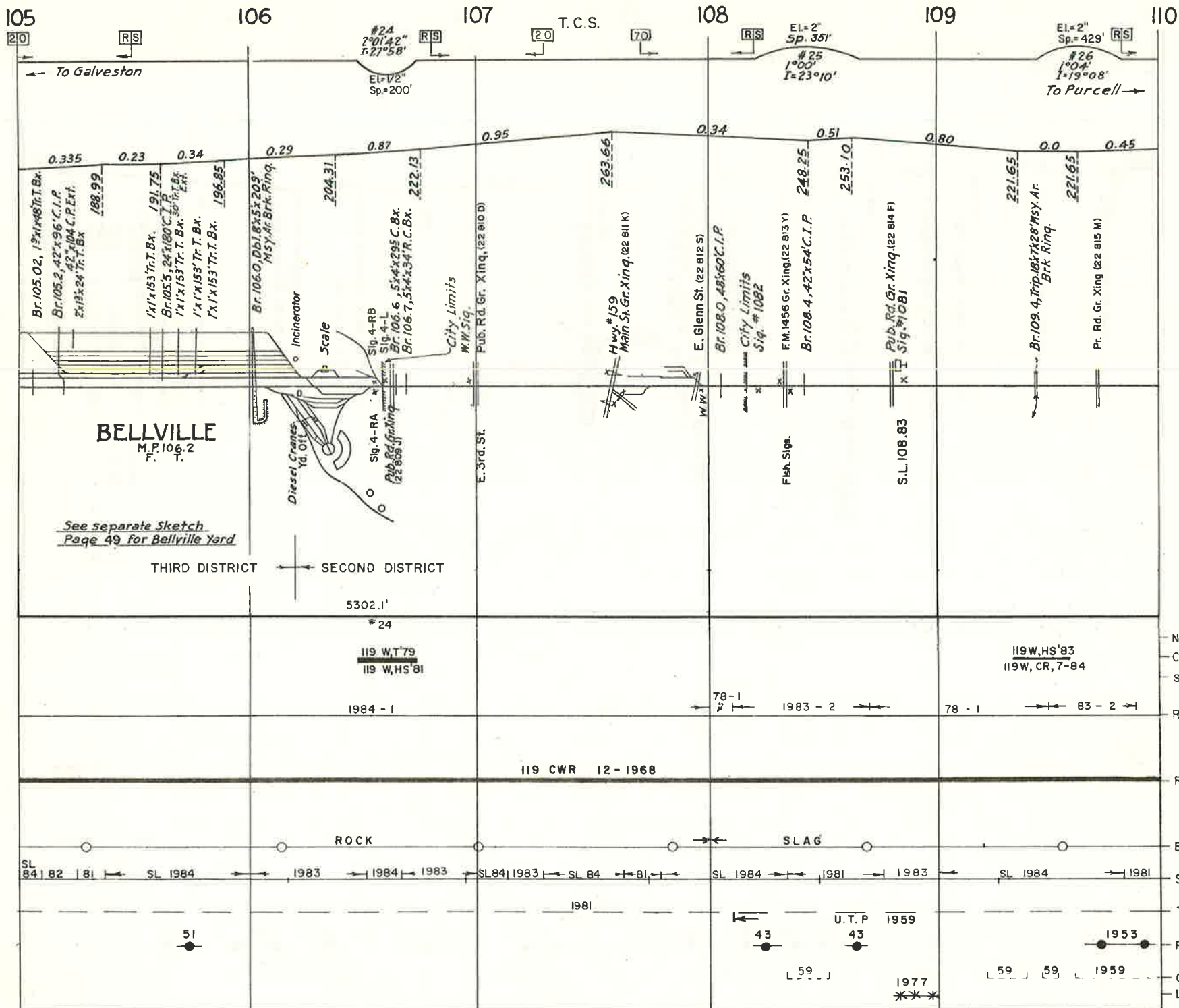
51
 1957 37 57 37
 37 51 37 37

1965

REVISED

BINDER NO. 8





BELLVILLE
M.P. 106.2
T.

See separate Sketch
Page 49 for Bellville Yard

THIRD DISTRICT SECOND DISTRICT

5302.1'

24

119 W, T '79
119 W, HS '81

1984 - 1

119 CWR 12 - 1968

ROCK

SLAG

SL 84 | 82 | 81 | SL 1984 | 1983 | 1984 | 1983 | SL 84 | 1983 | SL 84 | 81 | SL 1984 | 1981 | 1983 | SL 1984 | 1981

1981

U.T.P 1959

51

43

43

1953

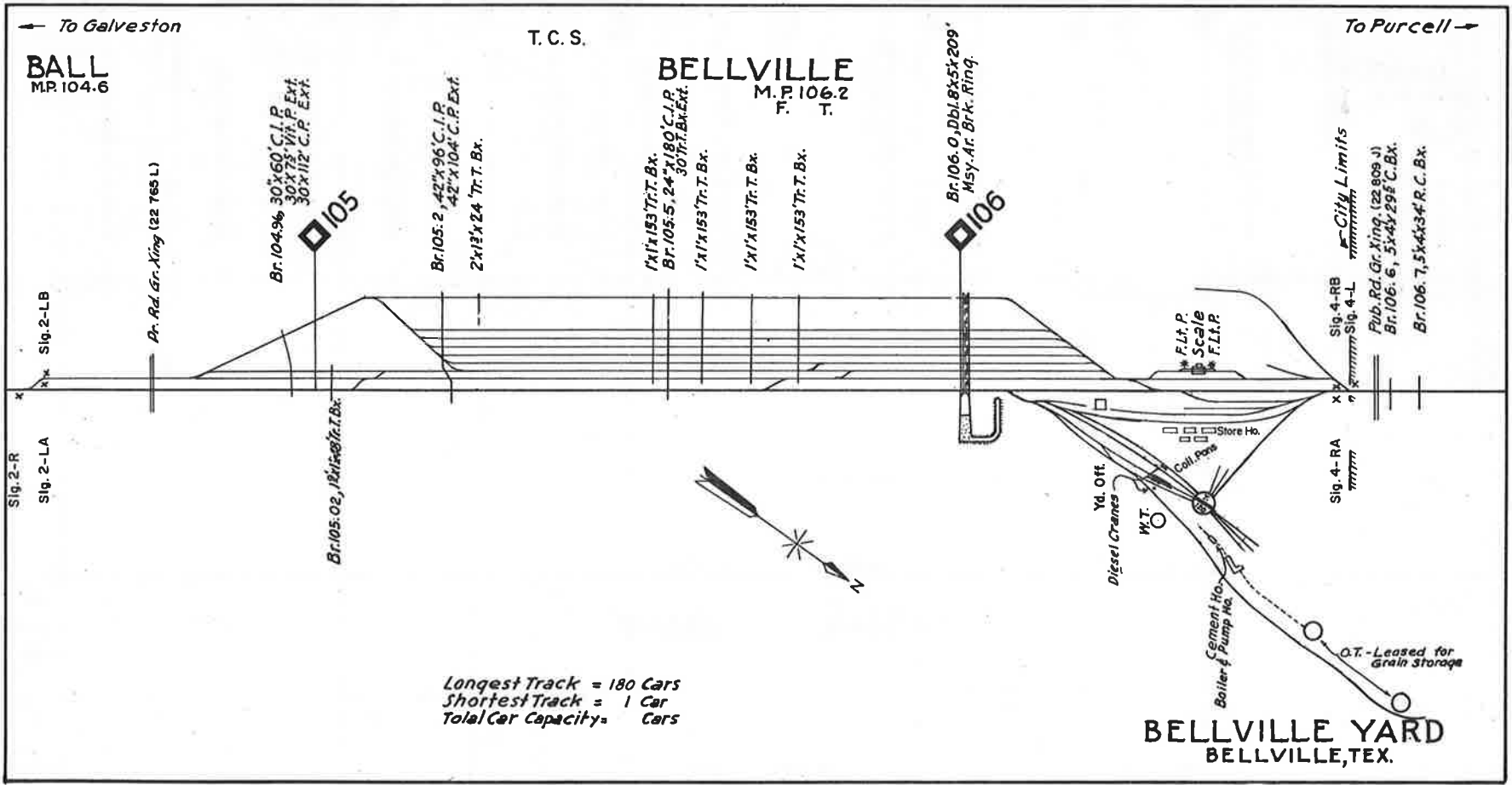
L 59 J

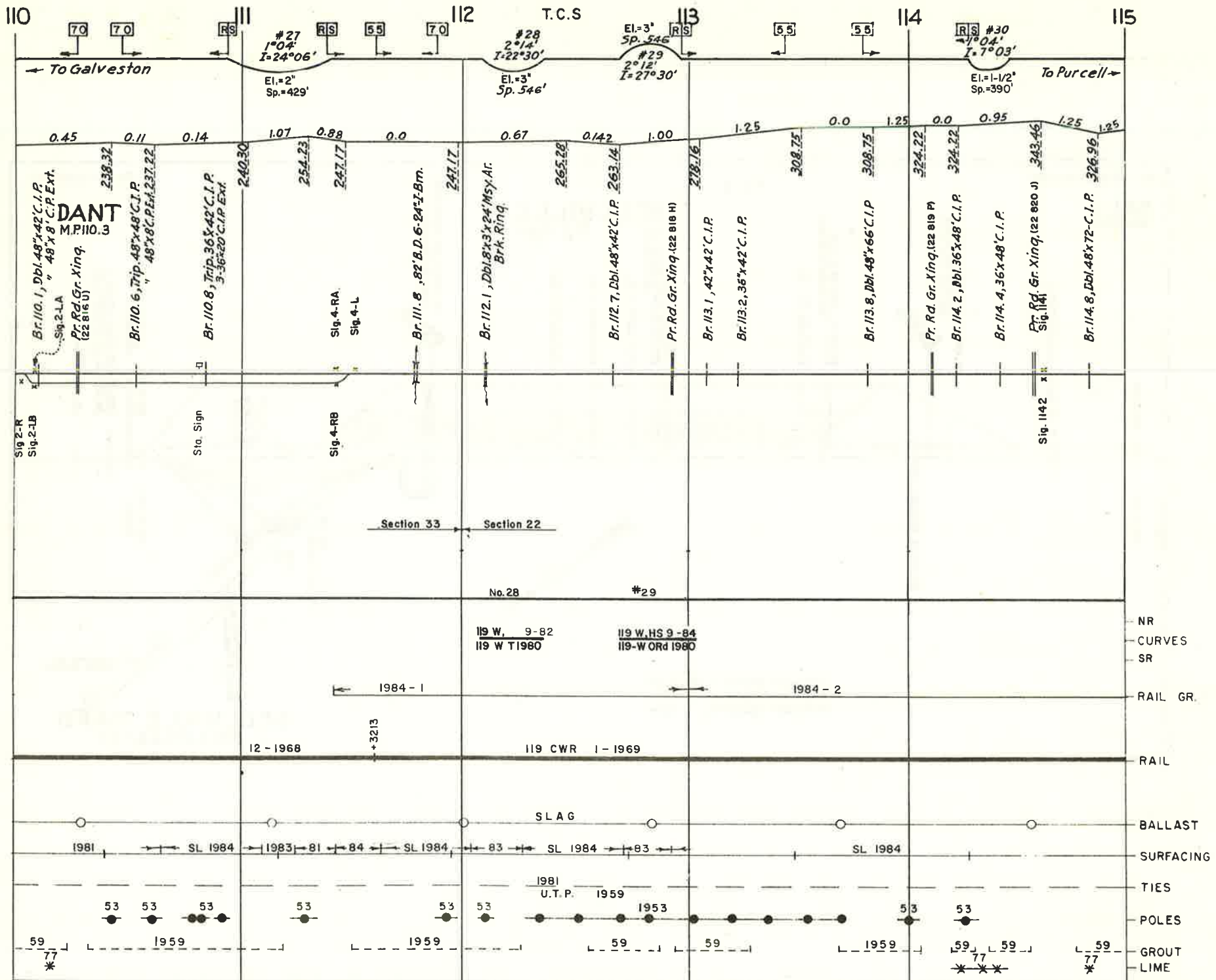
1977

L 59 J

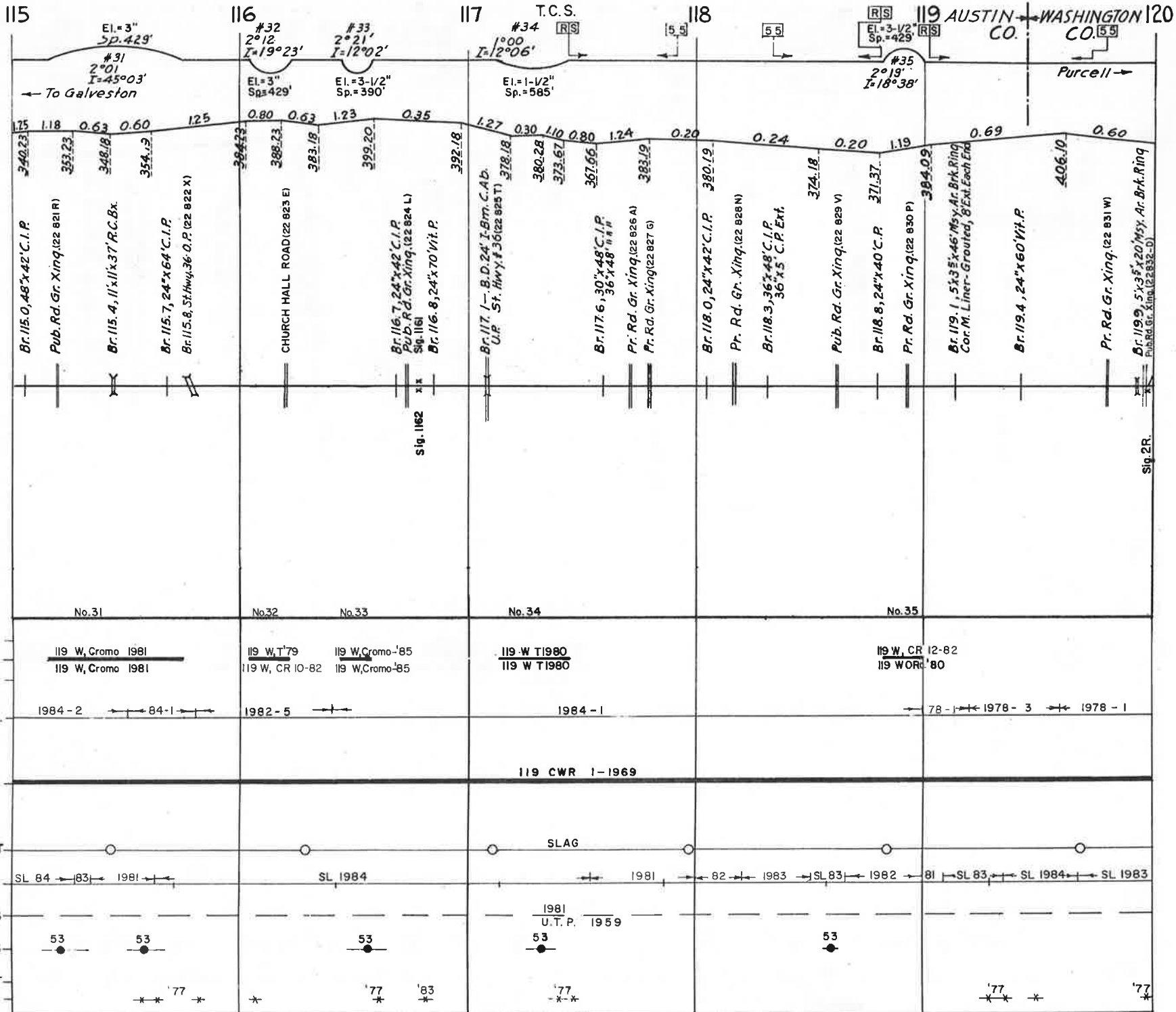
59

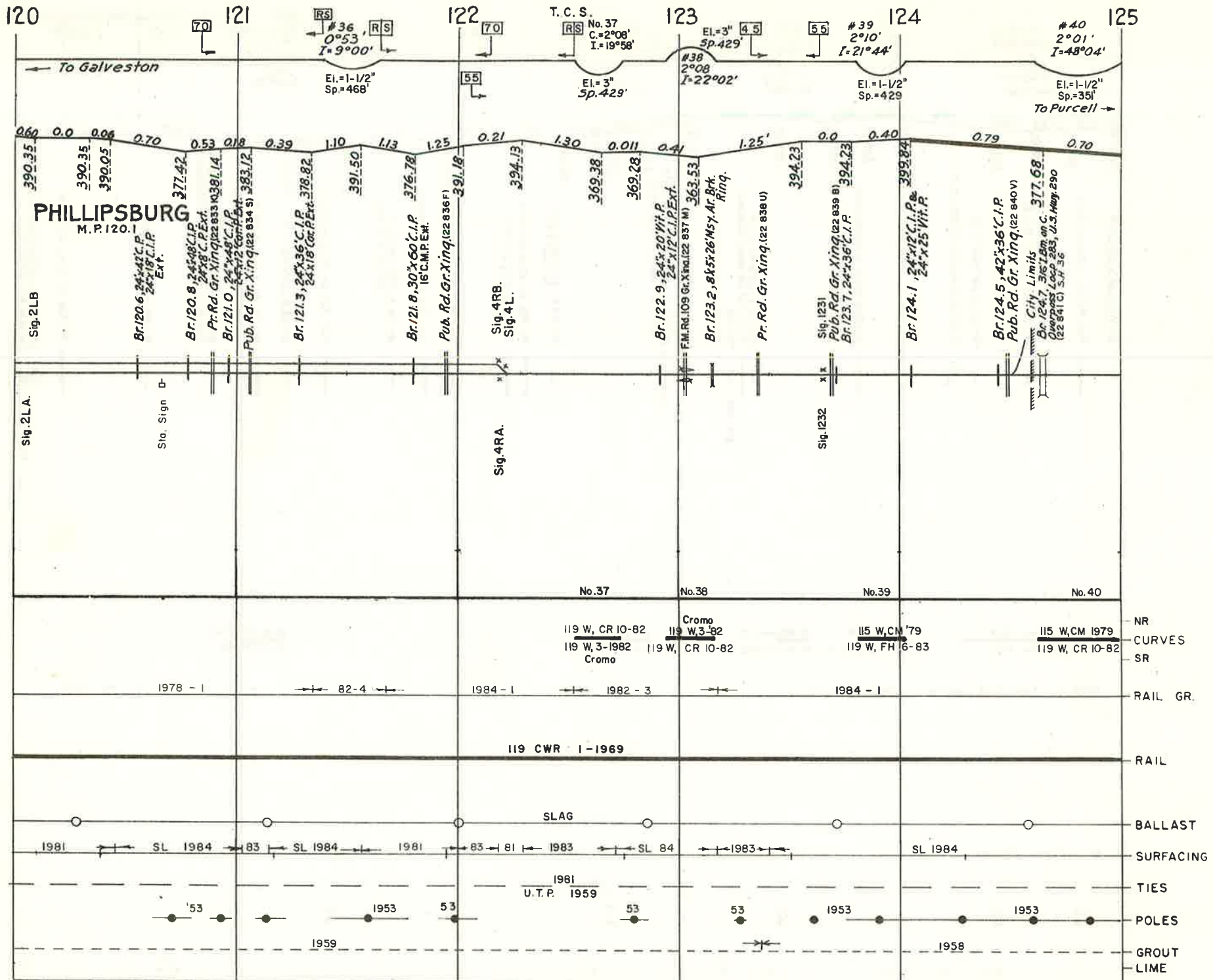
1959





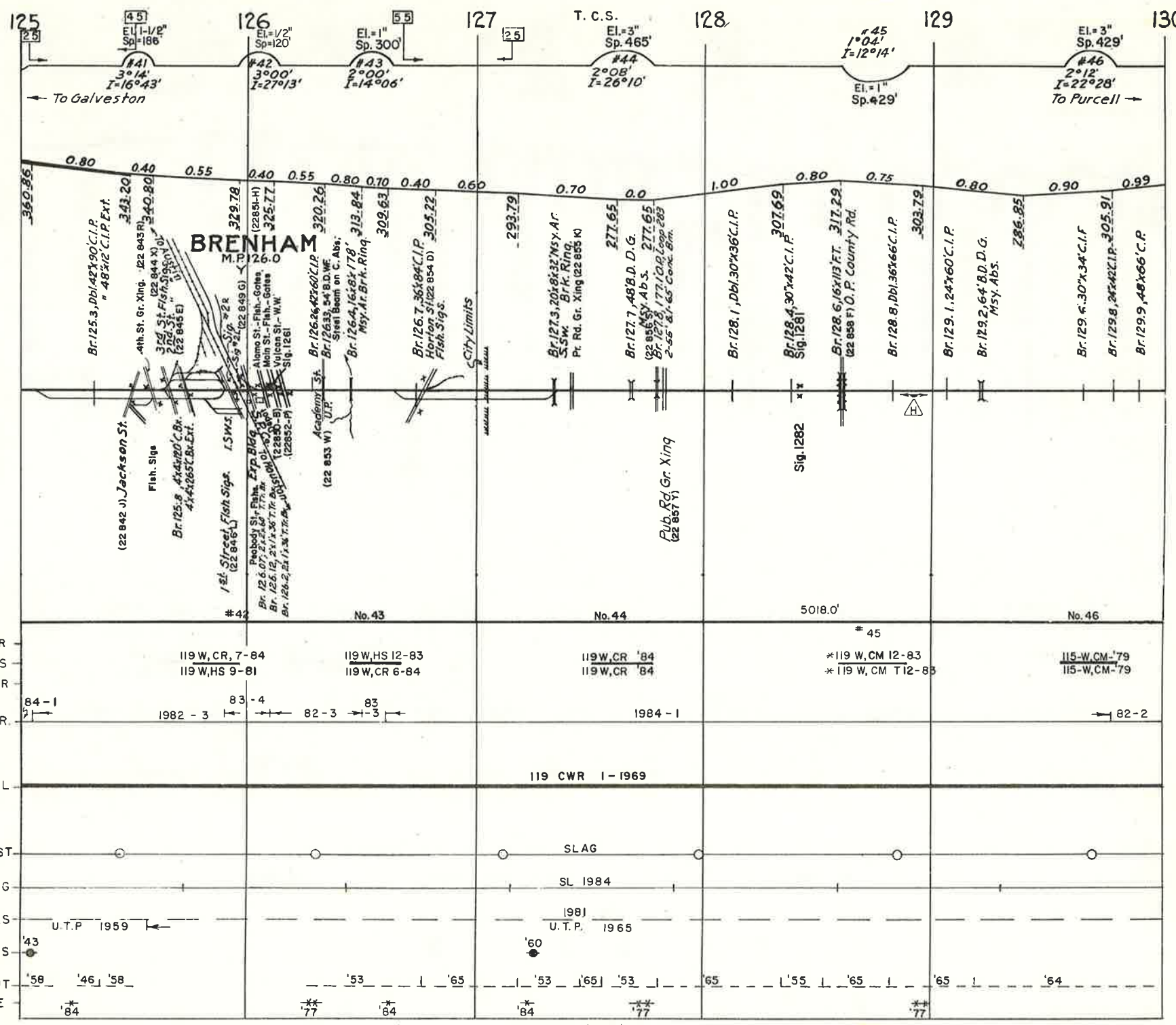
REVISED _____

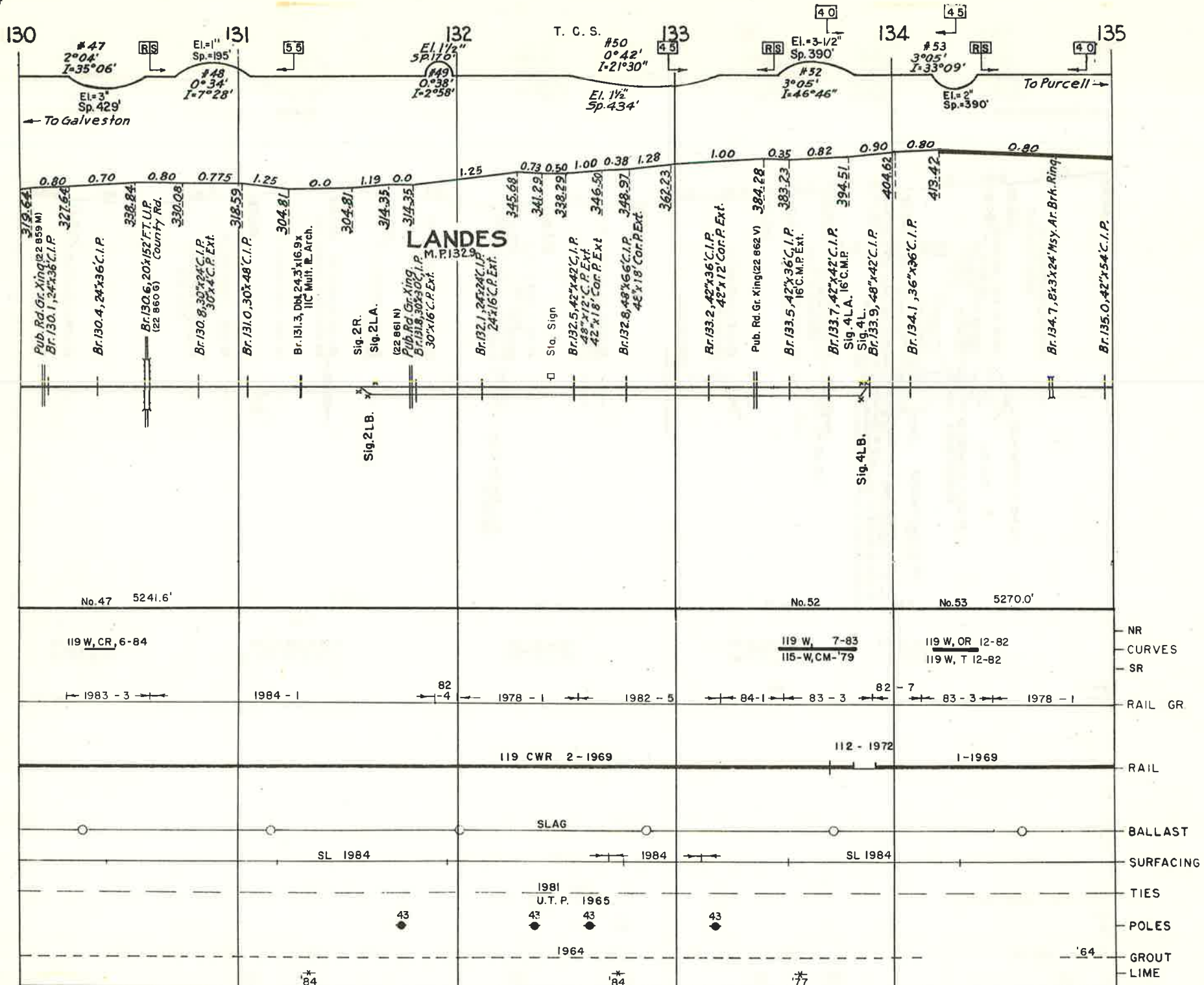




REVISED 1

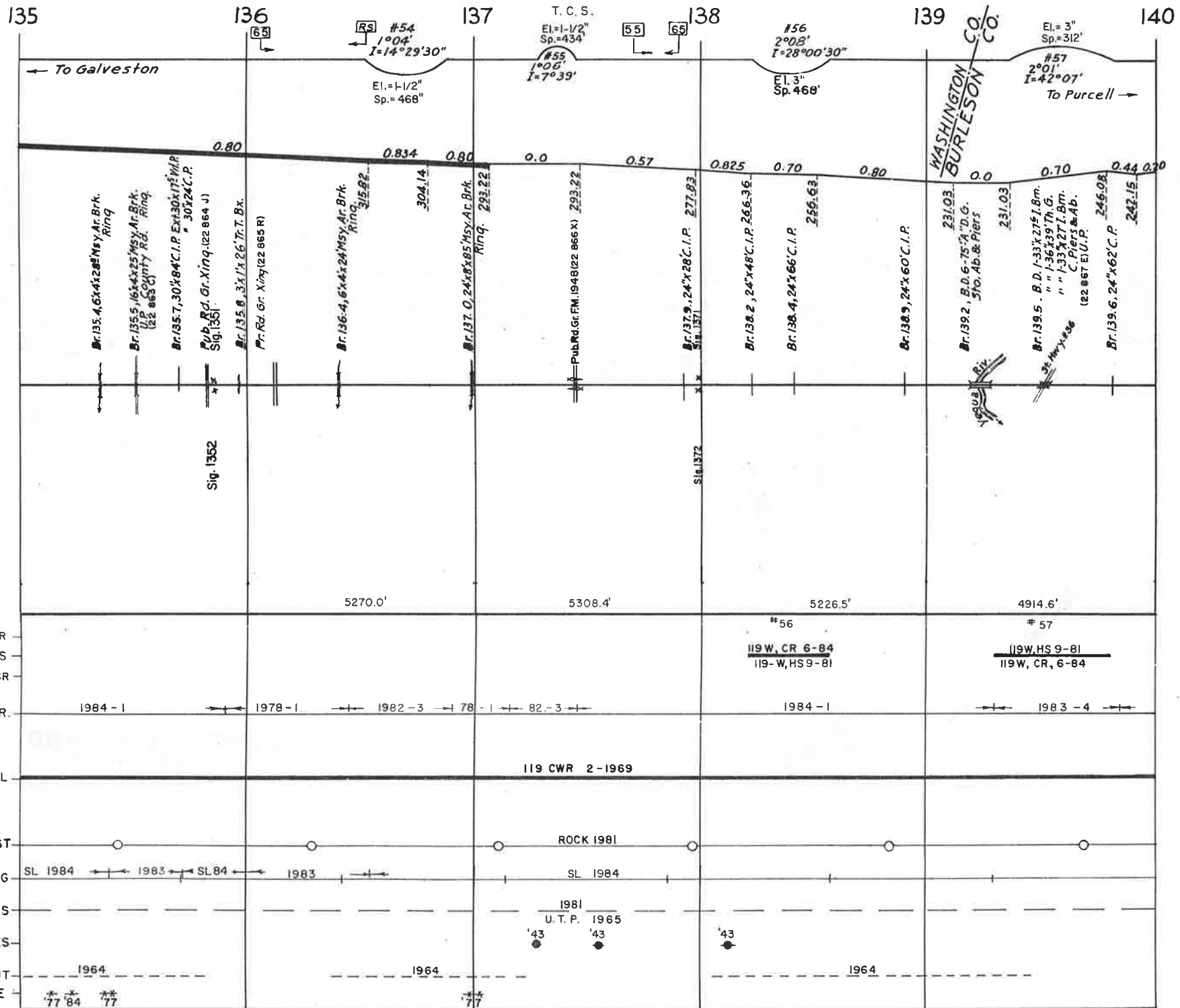
BINDER NO. 8

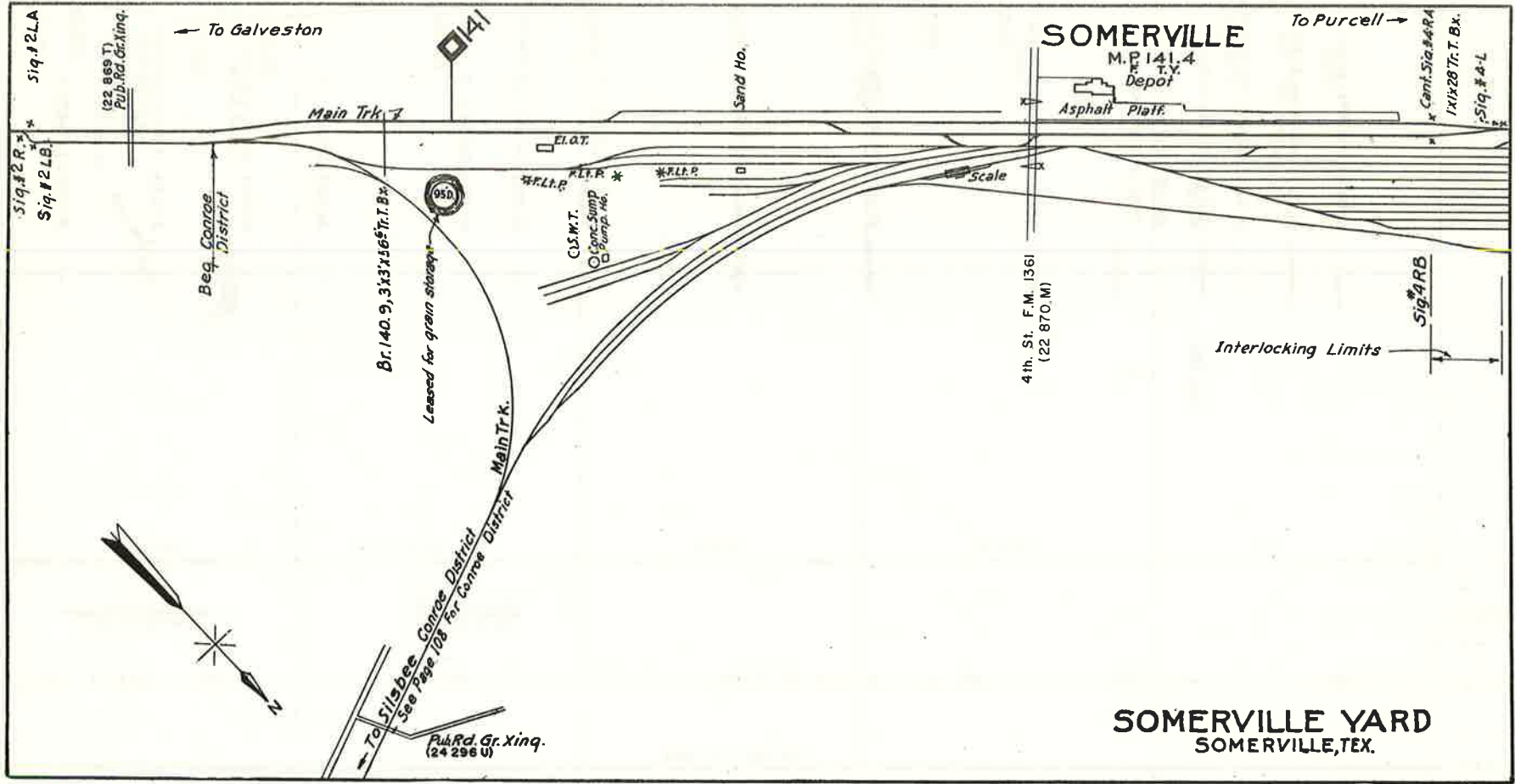


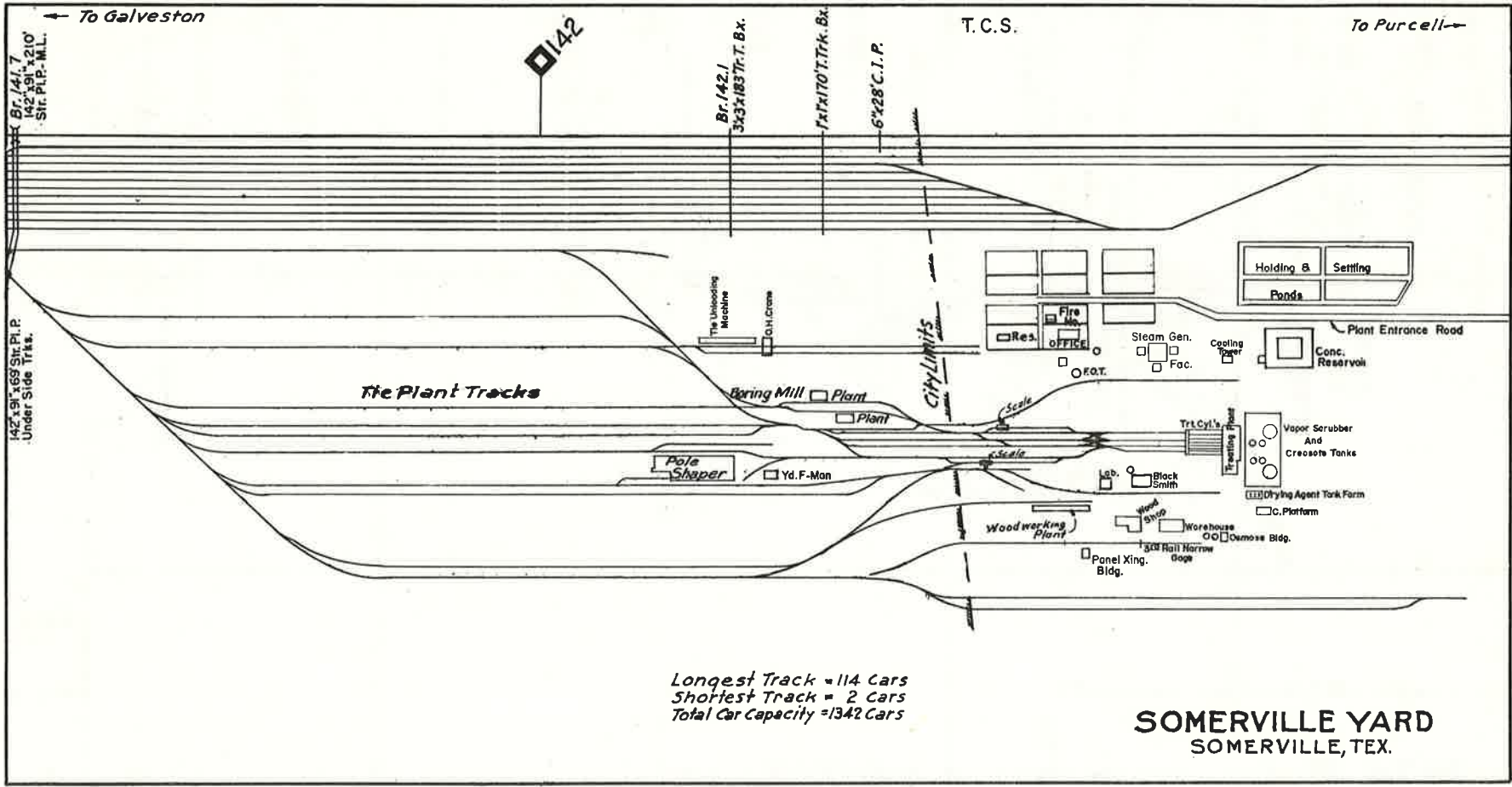


REVISED

BINDER NO 8

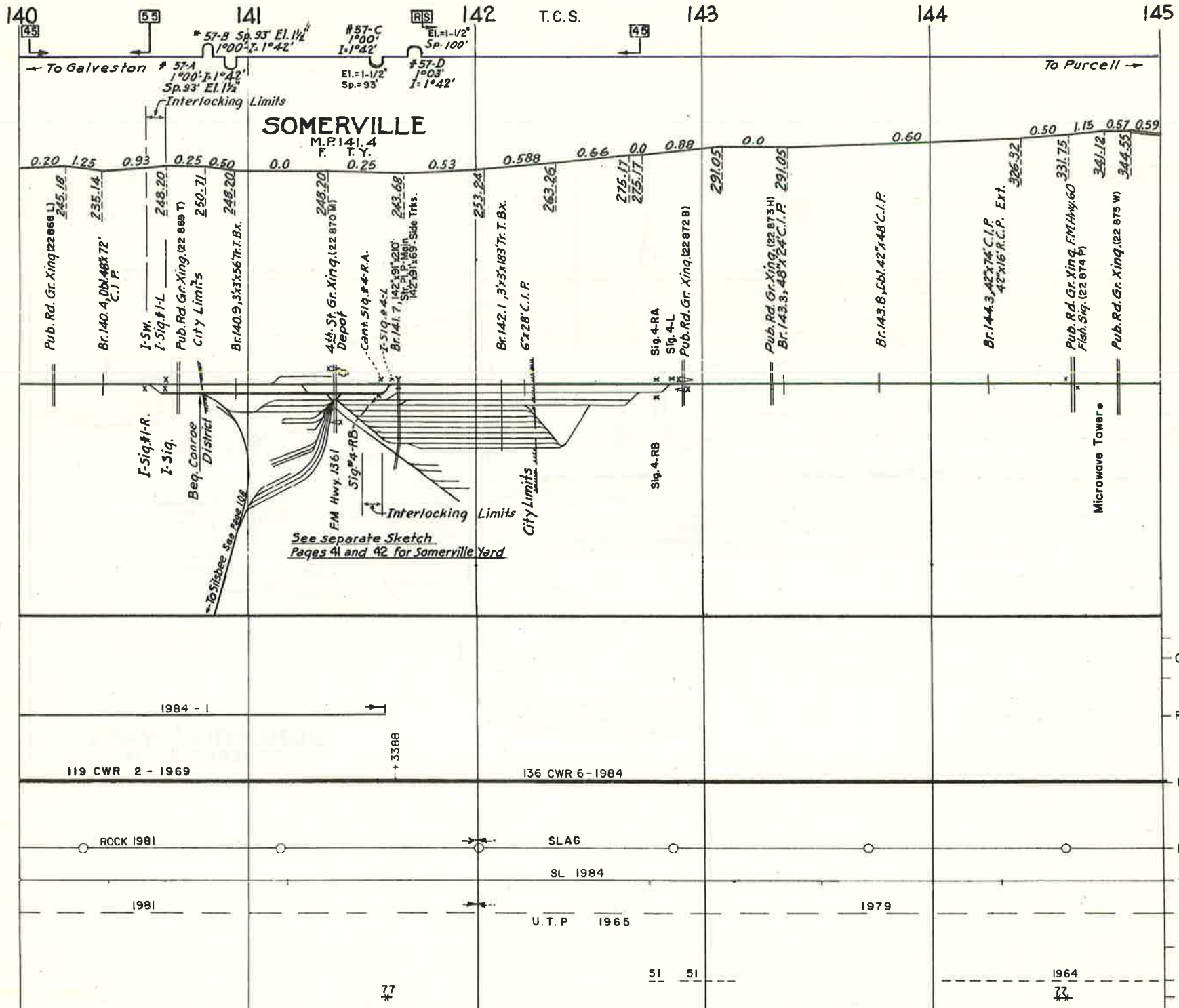






Longest Track = 114 Cars
 Shortest Track = 2 Cars
 Total Car Capacity = 1342 Cars

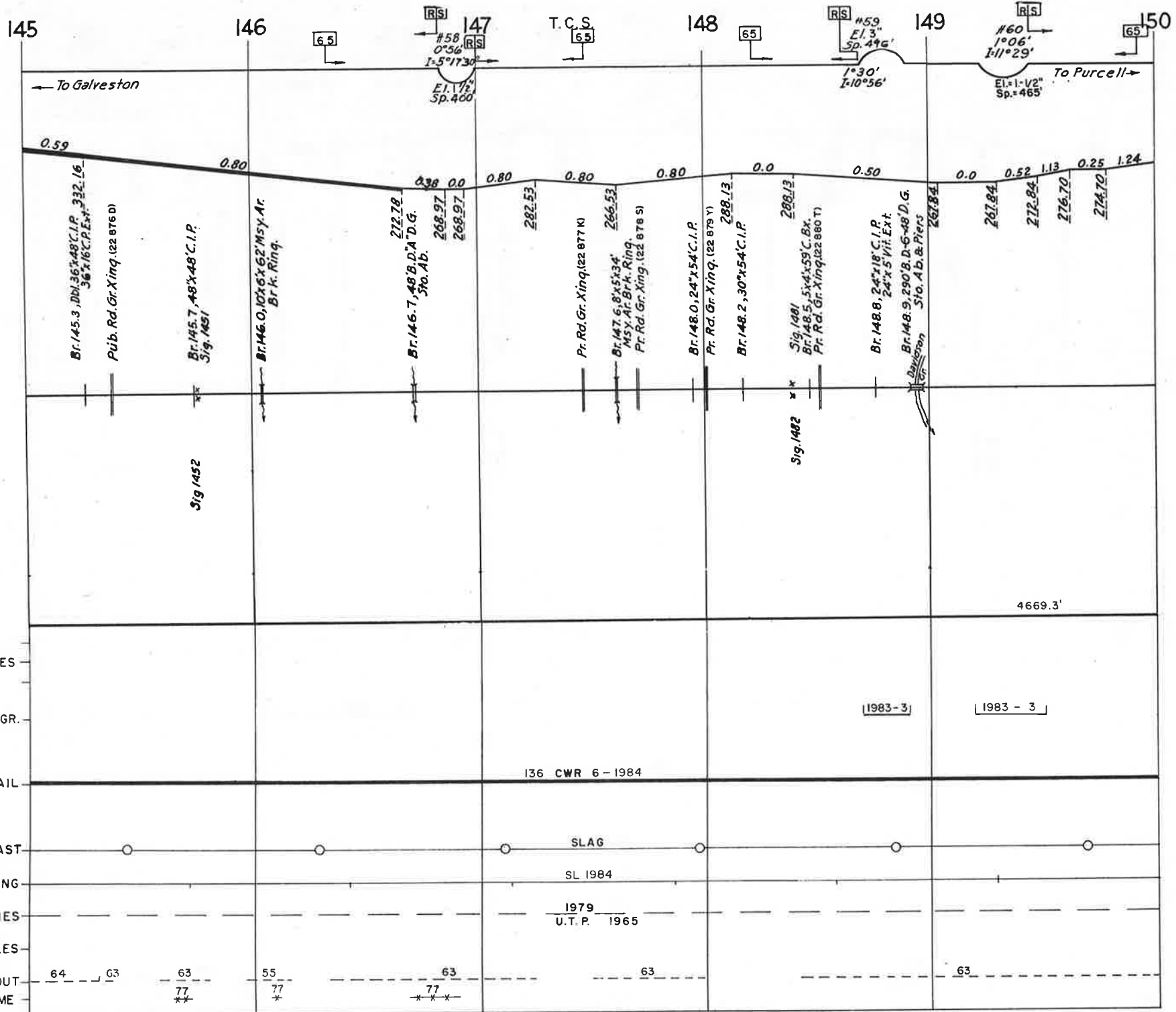
SOMERVILLE YARD
 SOMERVILLE, TEX.



- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

REVISED

BINDER NO 8



150

151

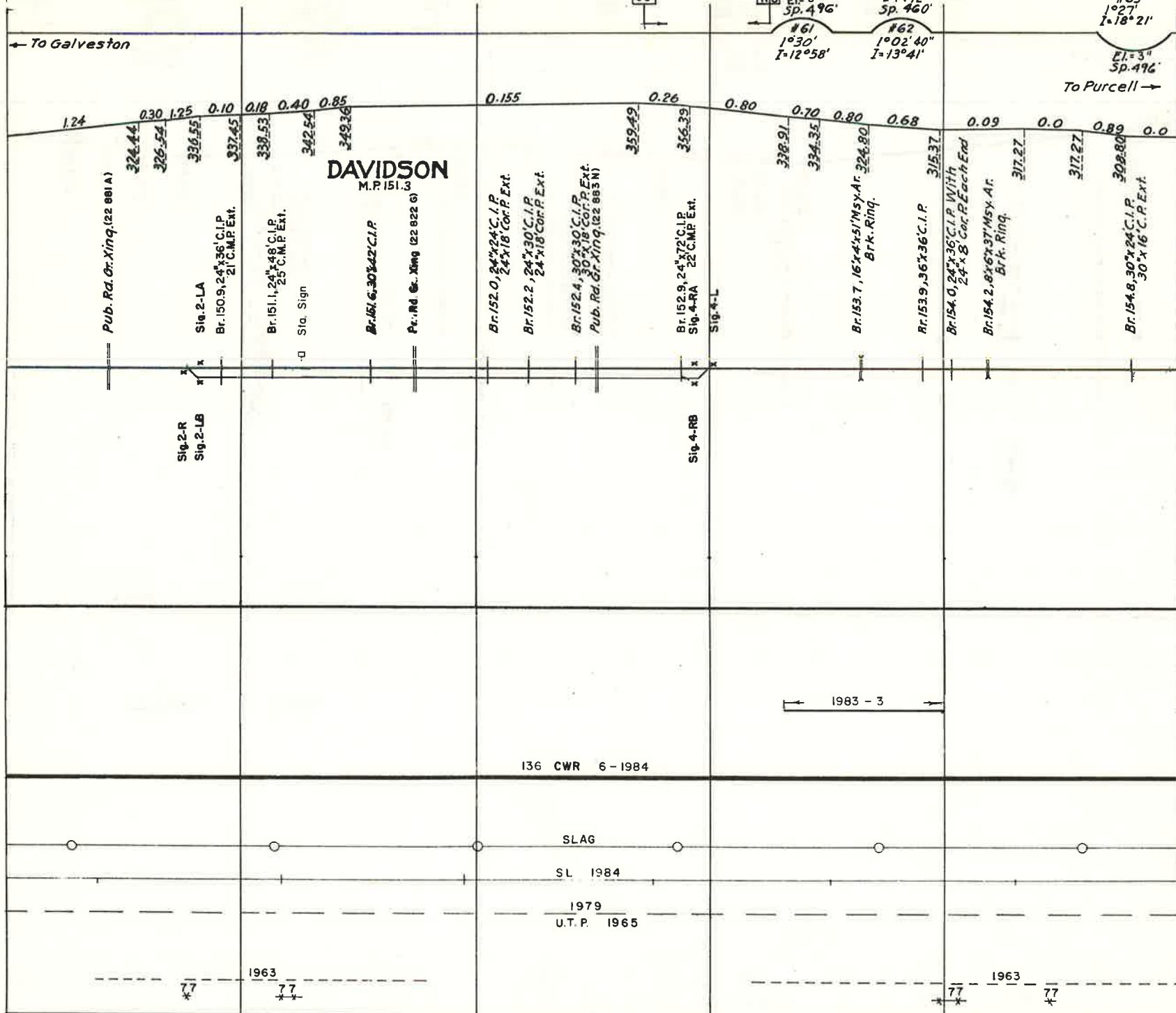
152

T.C.S.

153

154

155



← To Galveston

To Purcell →

DAVIDSON
M.P. 151.3

Pub. Rd. Or. Xing. (22 001 A)

Sig. 2-R
Sig. 2-LB

Sta. 2-LA

Br. 150.9, 24\"/>

Br. 151.1, 24\"/>

Sta. Sign

Br. 151.6, 30\"/>

Pub. Rd. Or. Xing. (22 022 G)

Br. 152.0, 24\"/>

Br. 152.2, 24\"/>

Br. 152.4, 30\"/>

Pub. Rd. Or. Xing. (22 033 N)

Sig. 4-RB

Br. 152.9, 24\"/>

Sig. 4-RA

Sig. 4-L

Br. 153.7, 16\"/>

Br. 153.9, 36\"/>

Br. 154.0, 24\"/>

Br. 154.2, 8\"/>

Br. 154.8, 30\"/>

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

1983 - 3

136 CWR 6 - 1984

SLAG

SL 1984

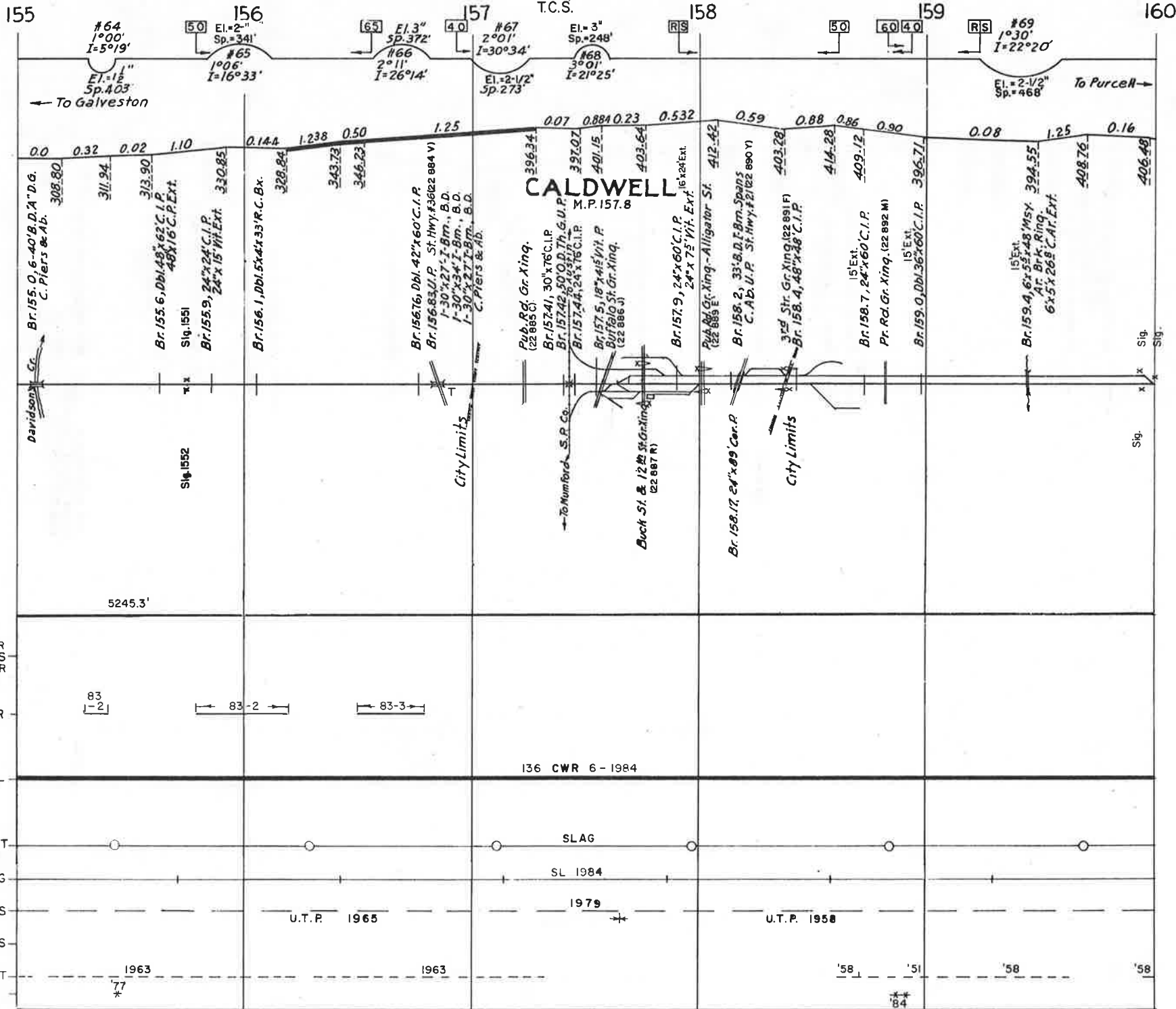
1979
U.T.P. 1965

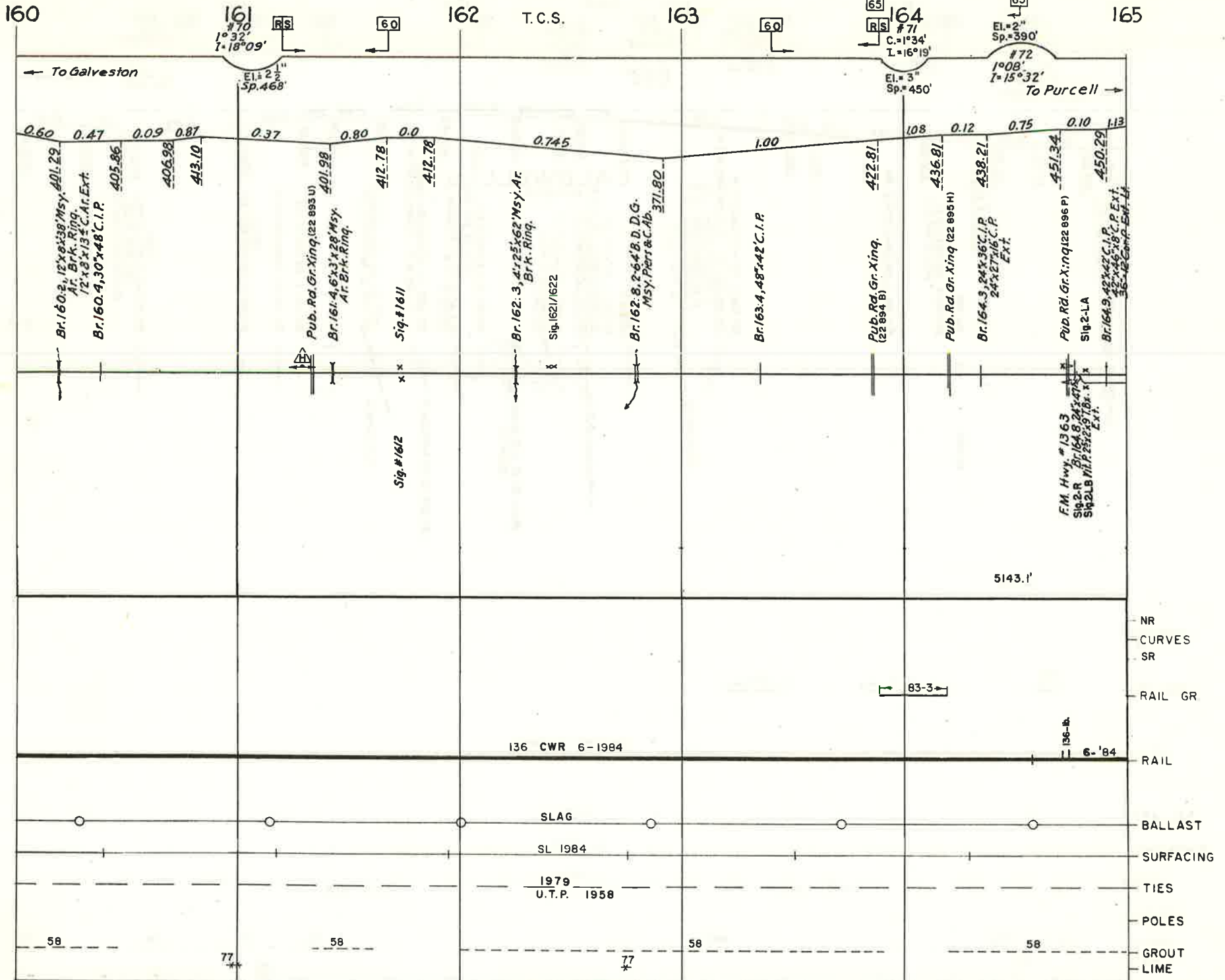
1963

1963

REVISED _____

BINDER NO 8





REVISED _____

BINDER NO. 8

165

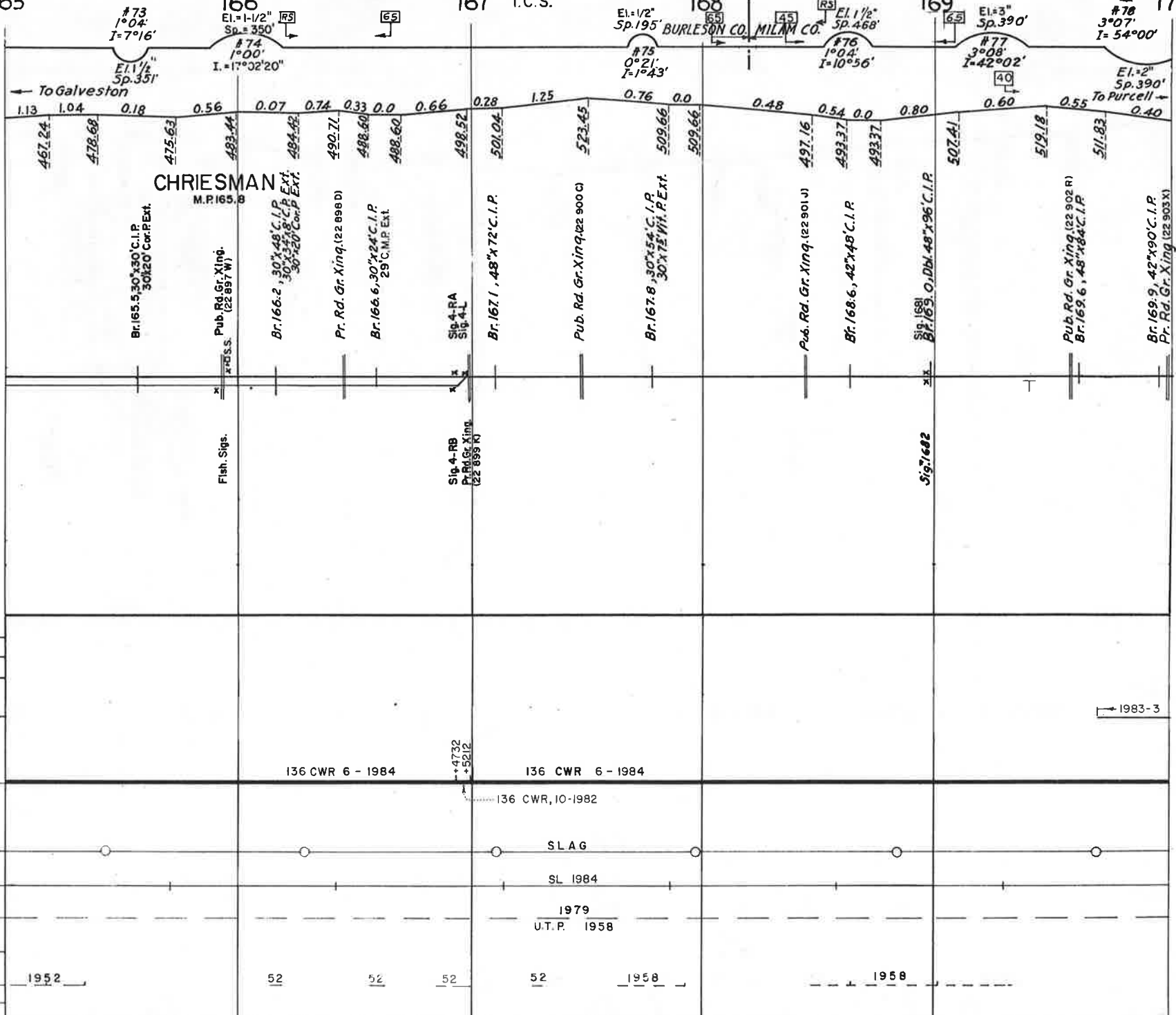
166

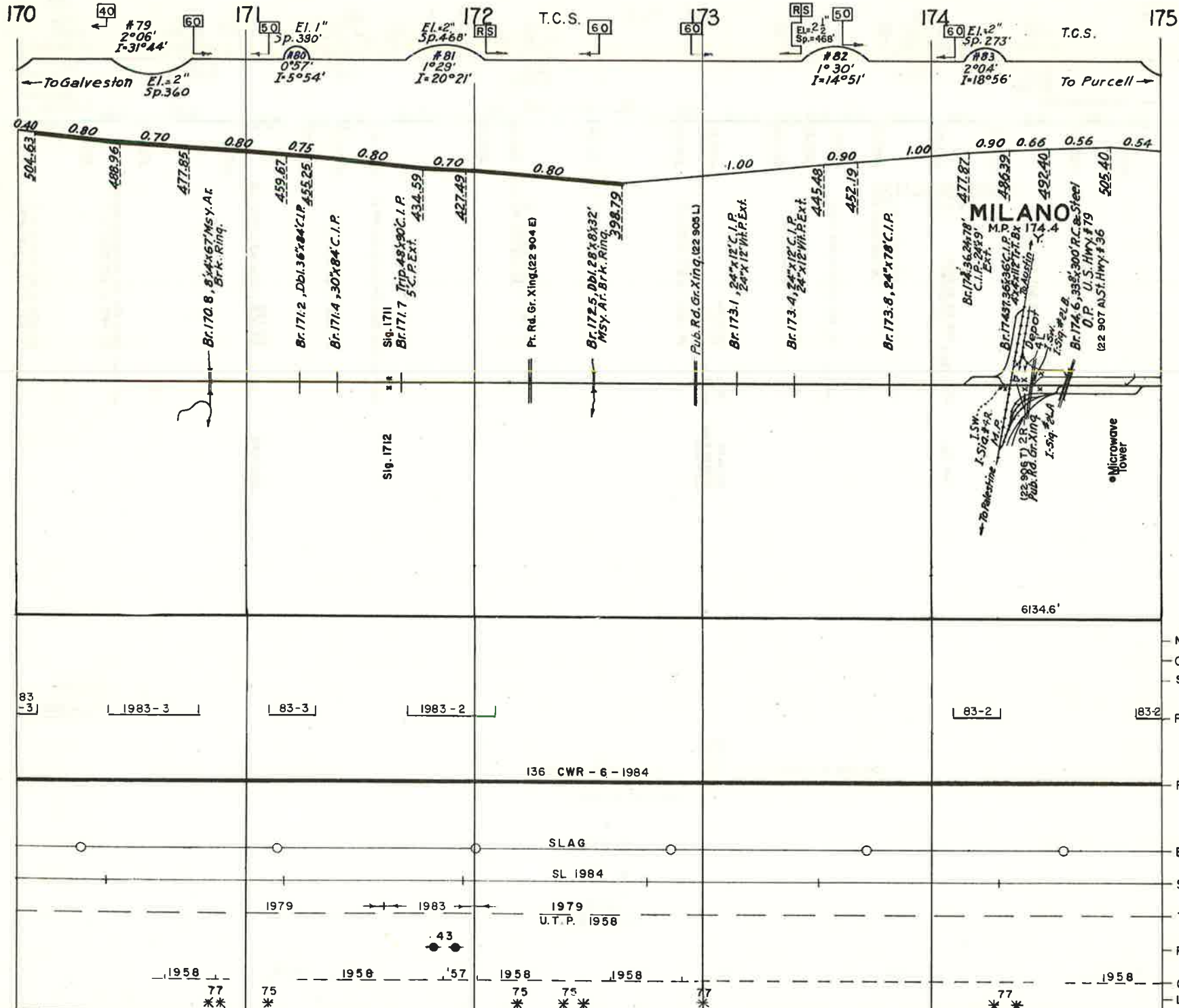
167 T.C.S.

168

169

170





83-3

1983-3

83-3

1983-2

83-2

83-2

136 CWR - 6 - 1984

SLAG

SL 1984

1979 U.T.P. 1958

43

1958 77 **

75 *

1958 '57

75 *

75 *

1958

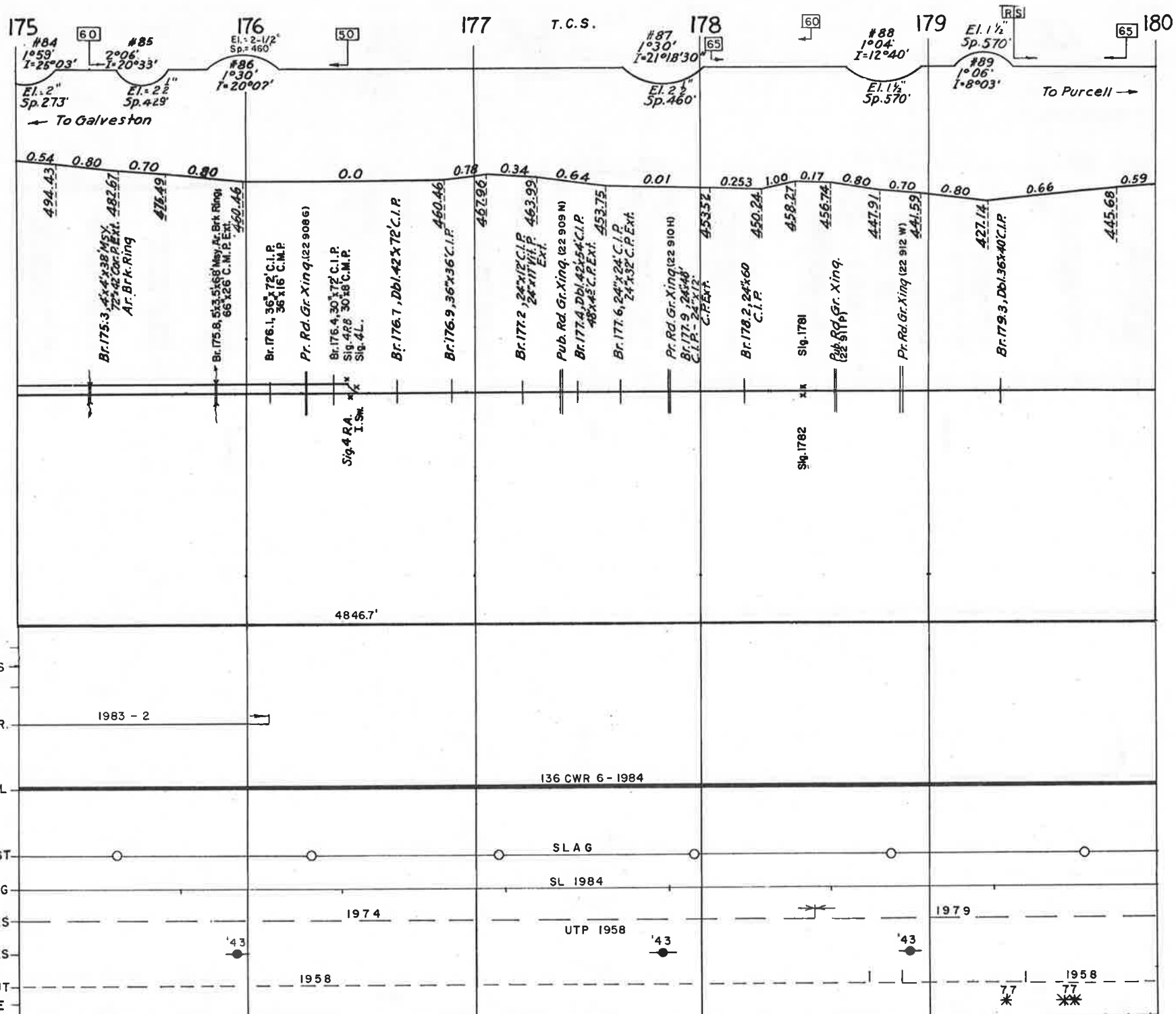
77 *

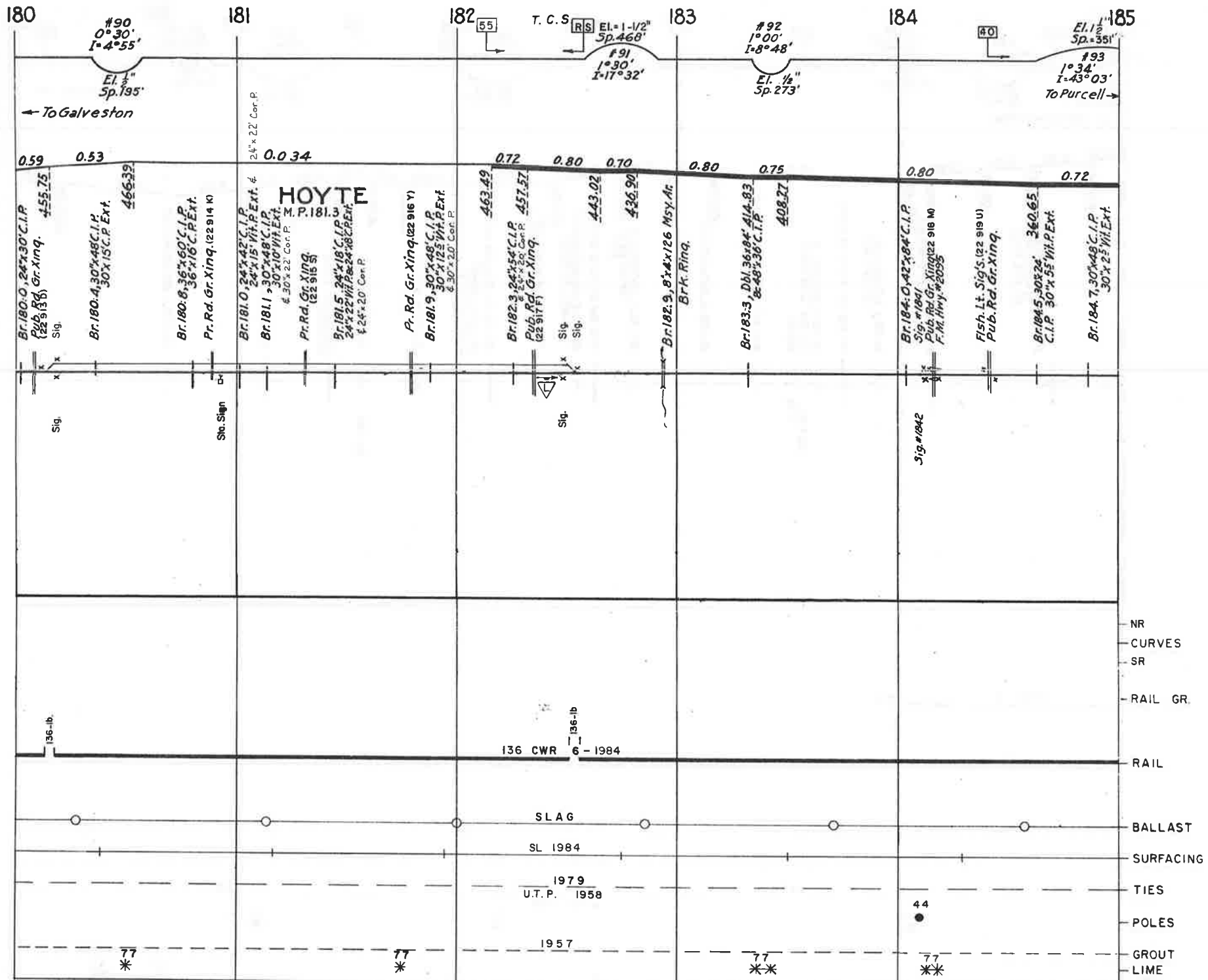
77 *

1958

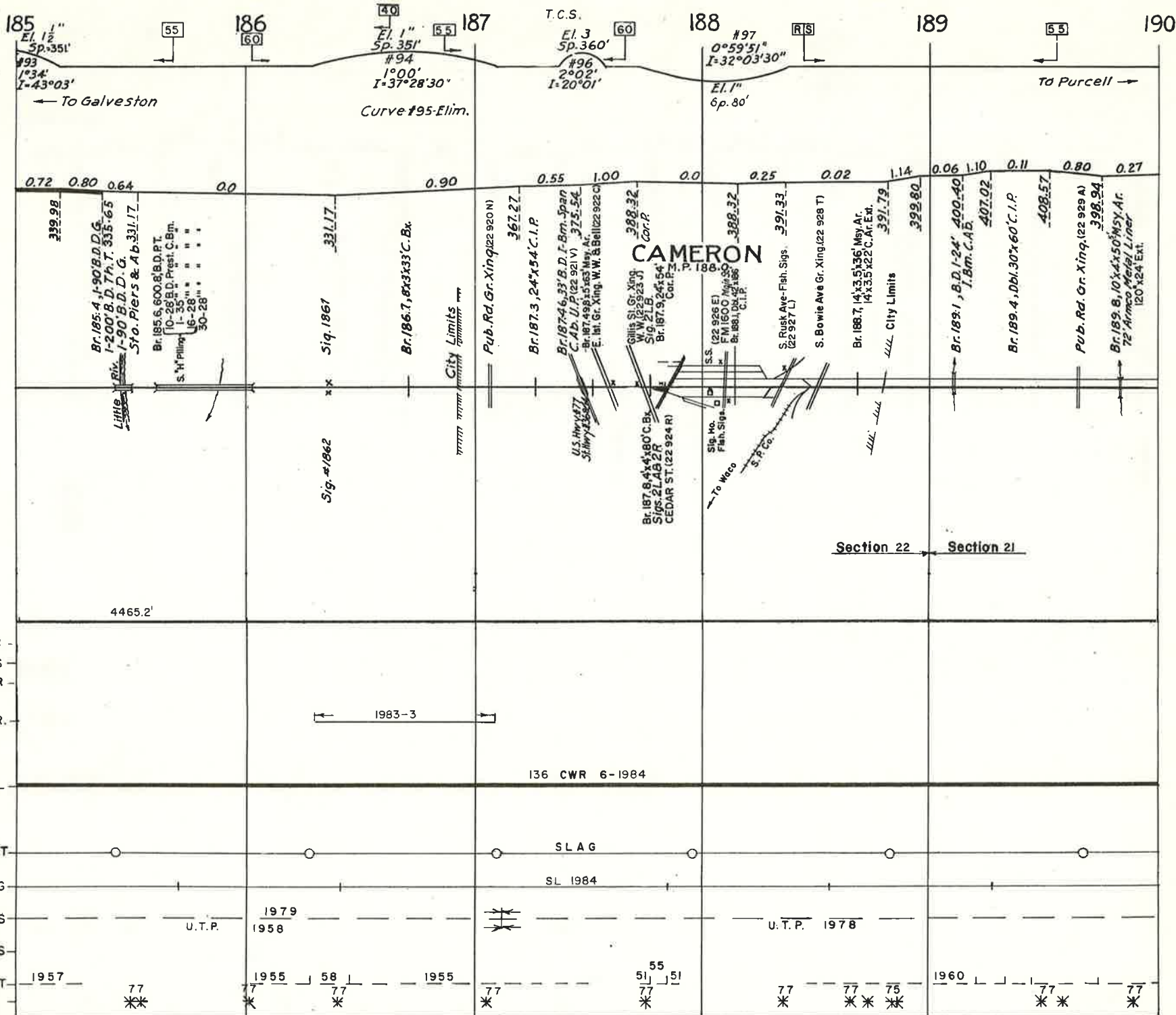
REVISED

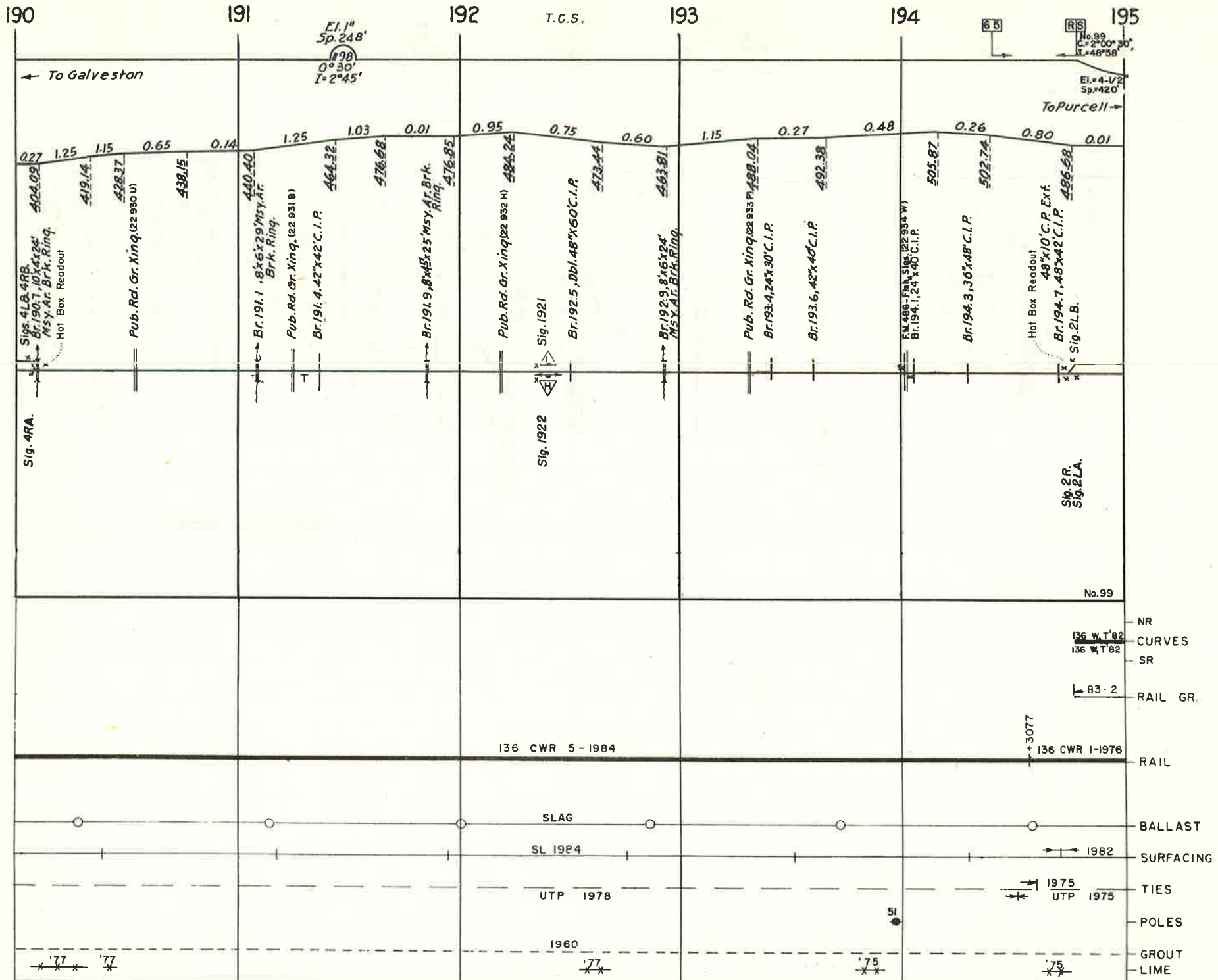
BINDER NO. 8



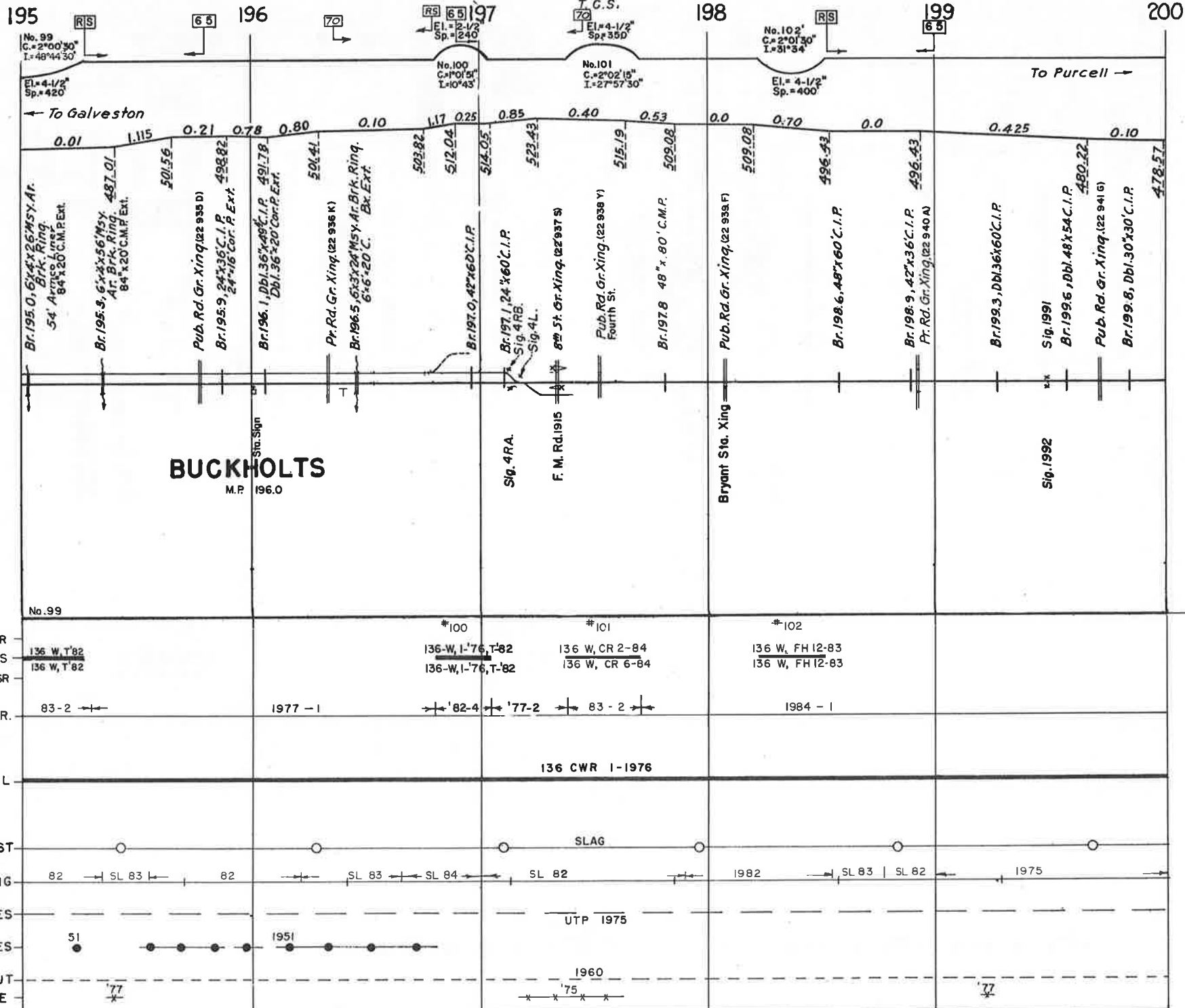


REVISED _____

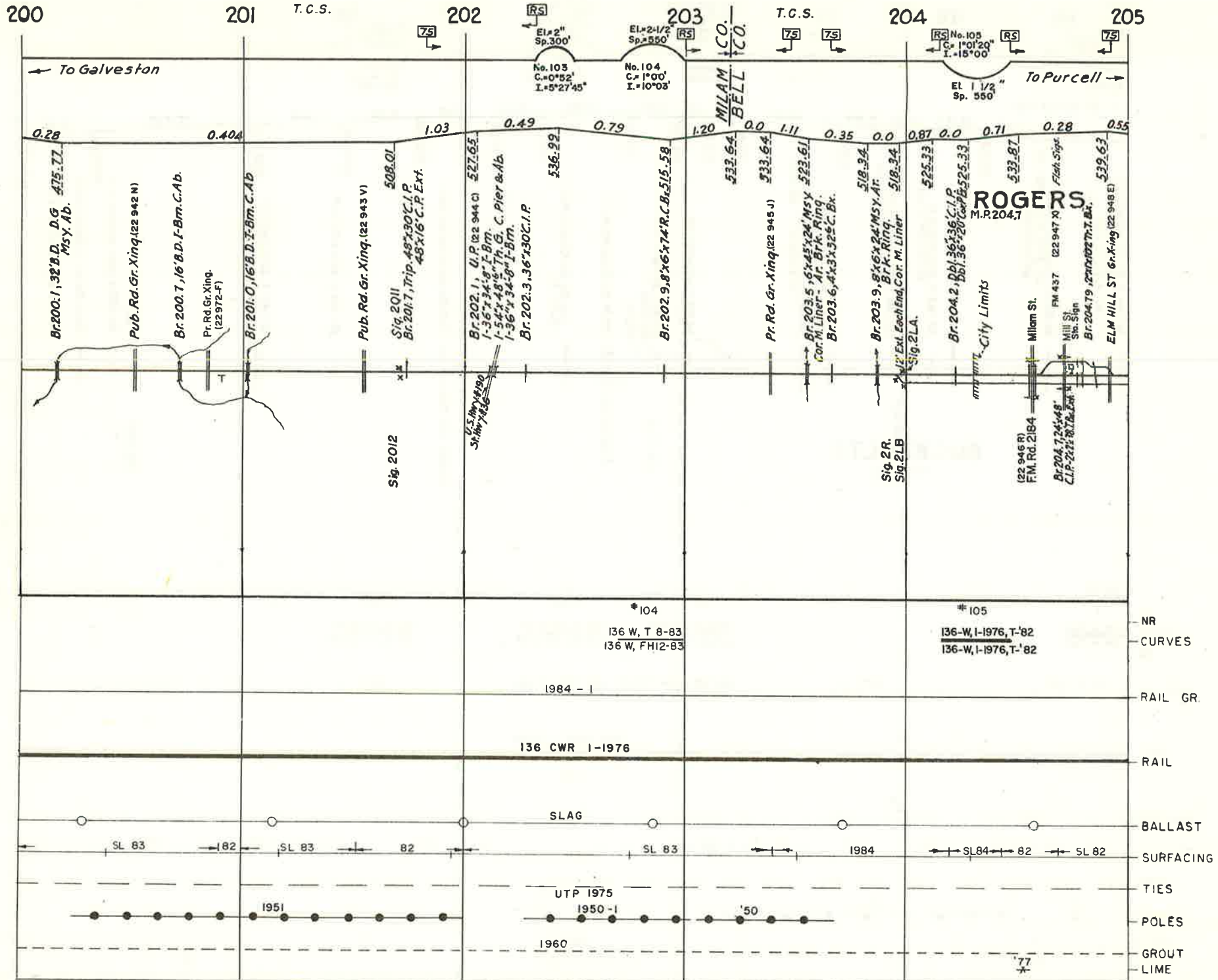




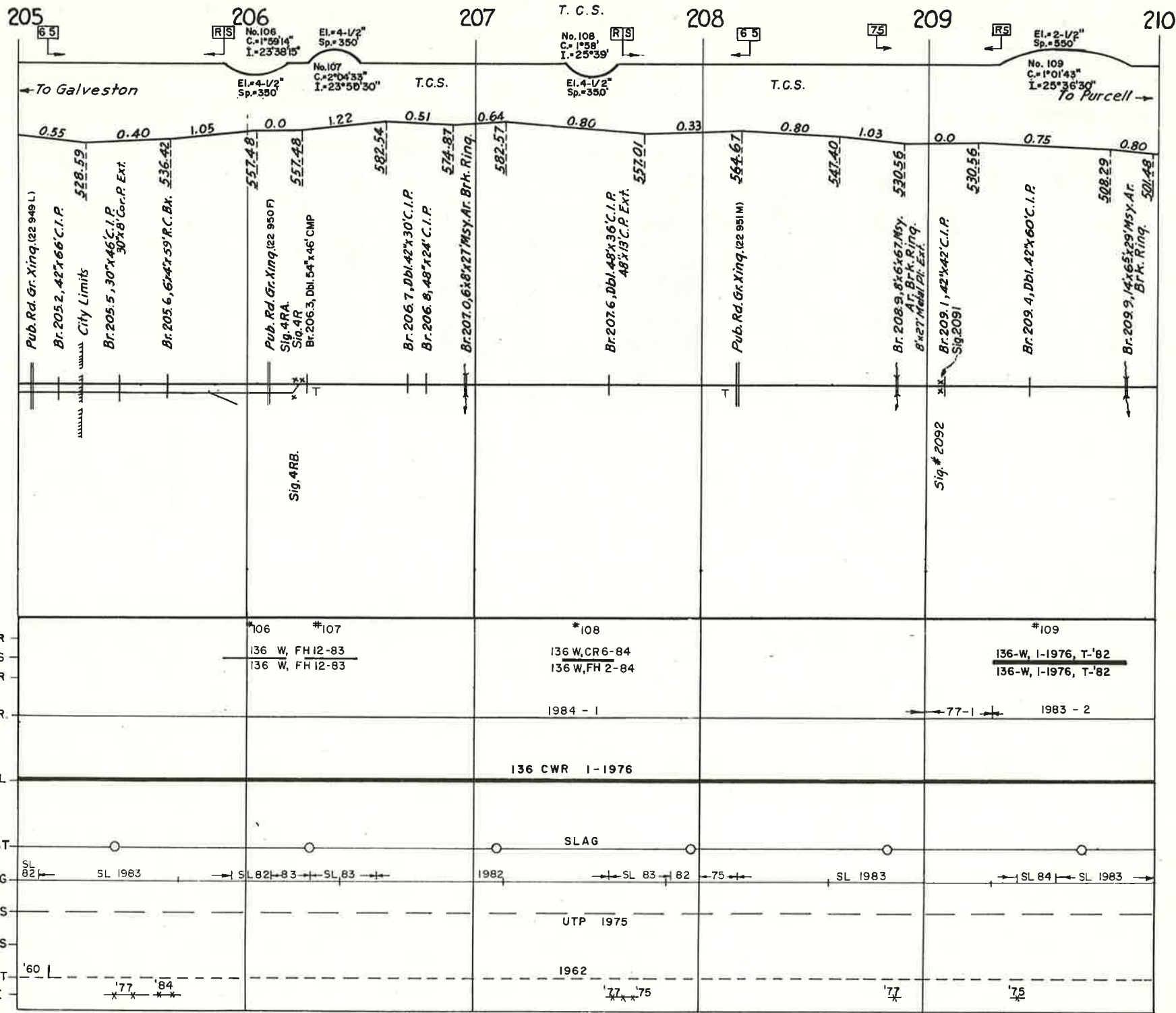
REVISED _____

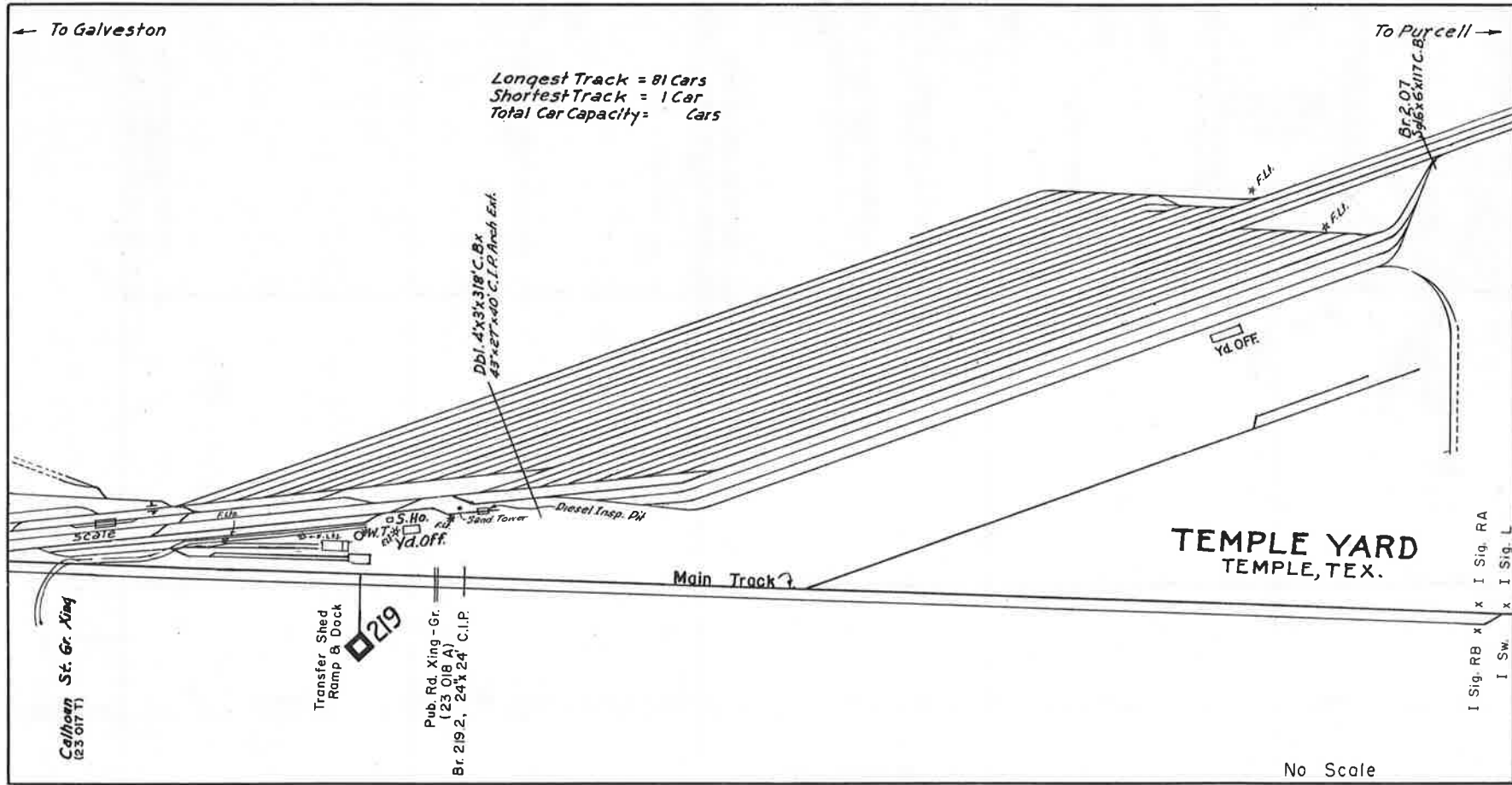


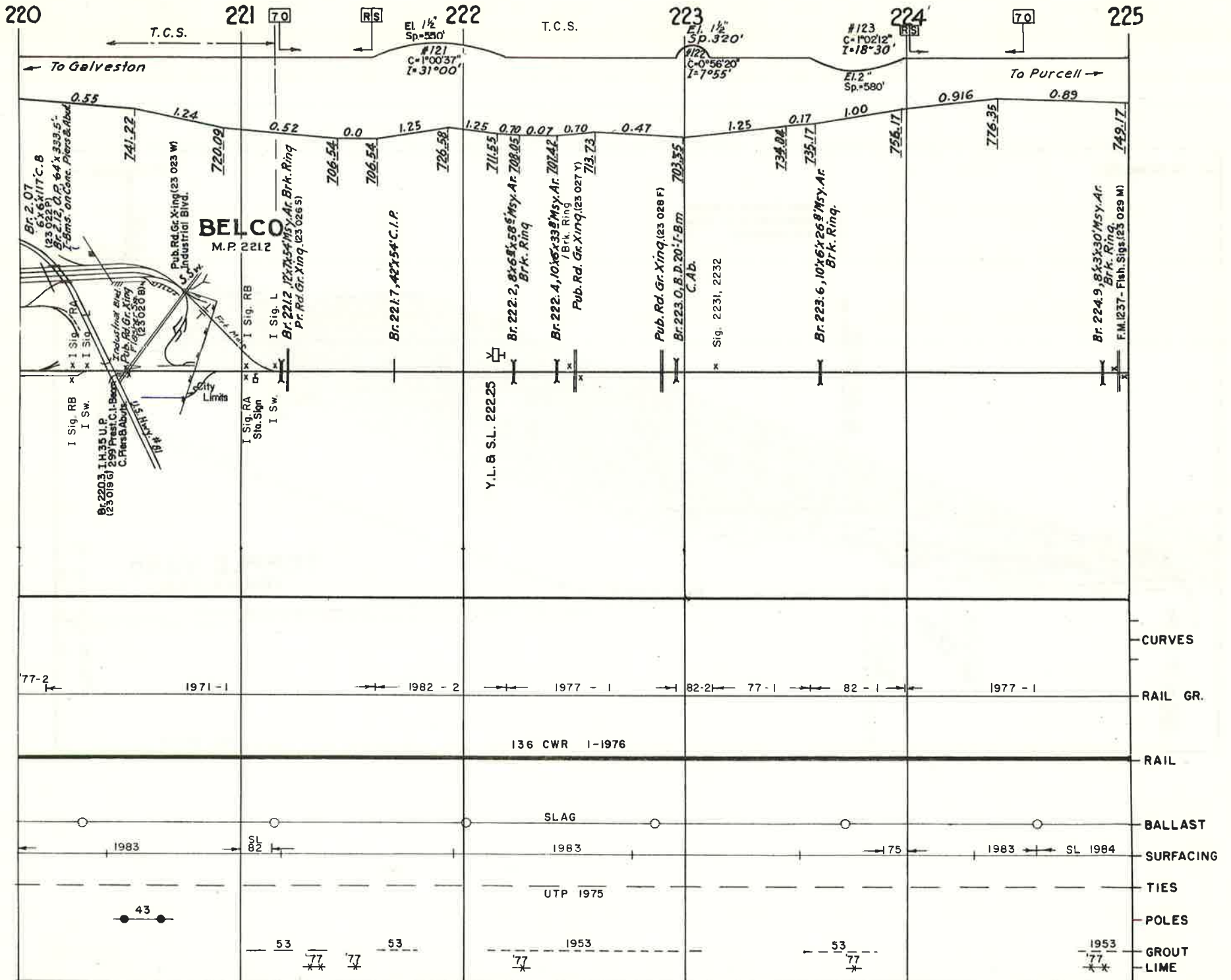
BUCKHOLTS
M.P. 196.0



REVISED _____

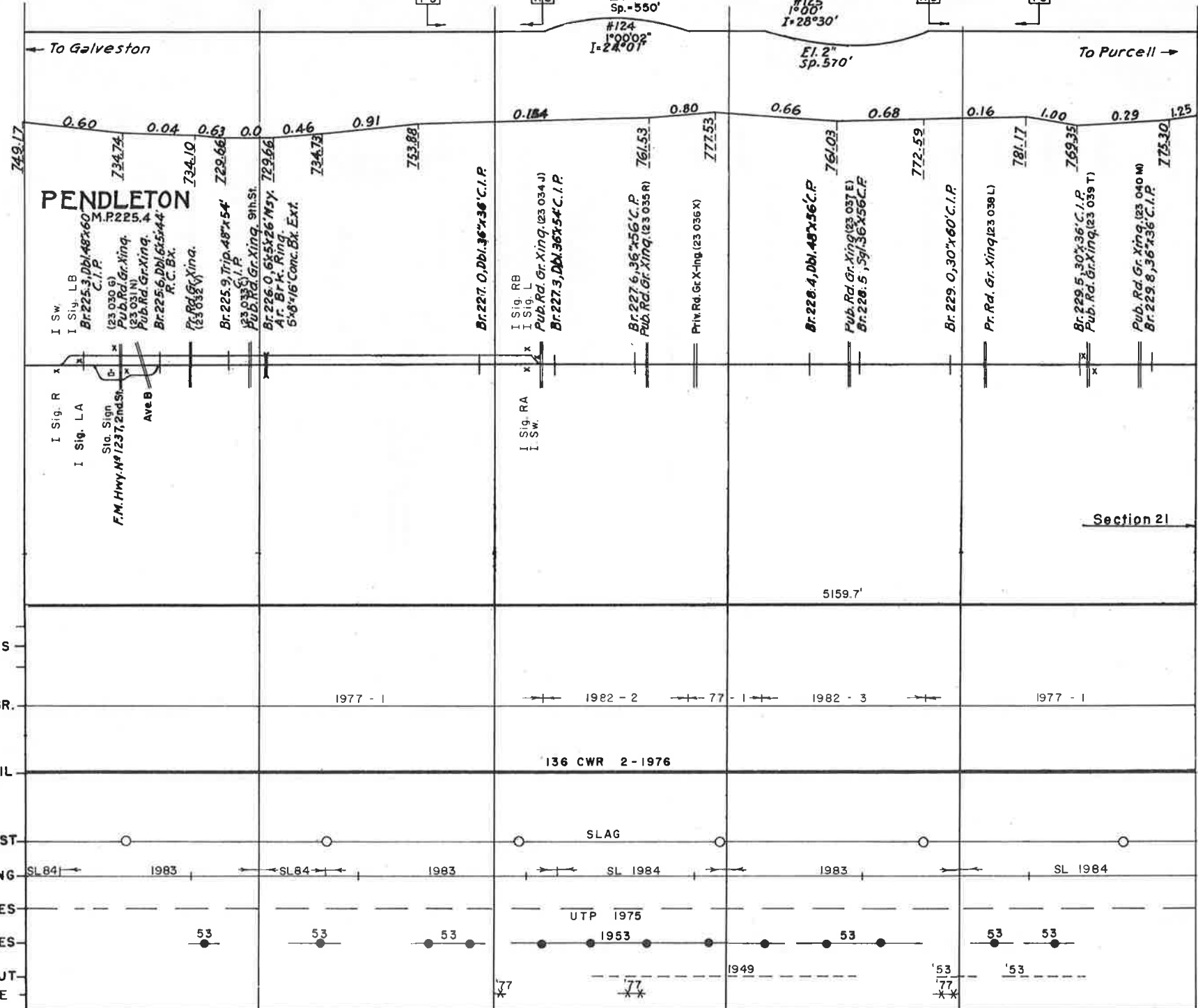






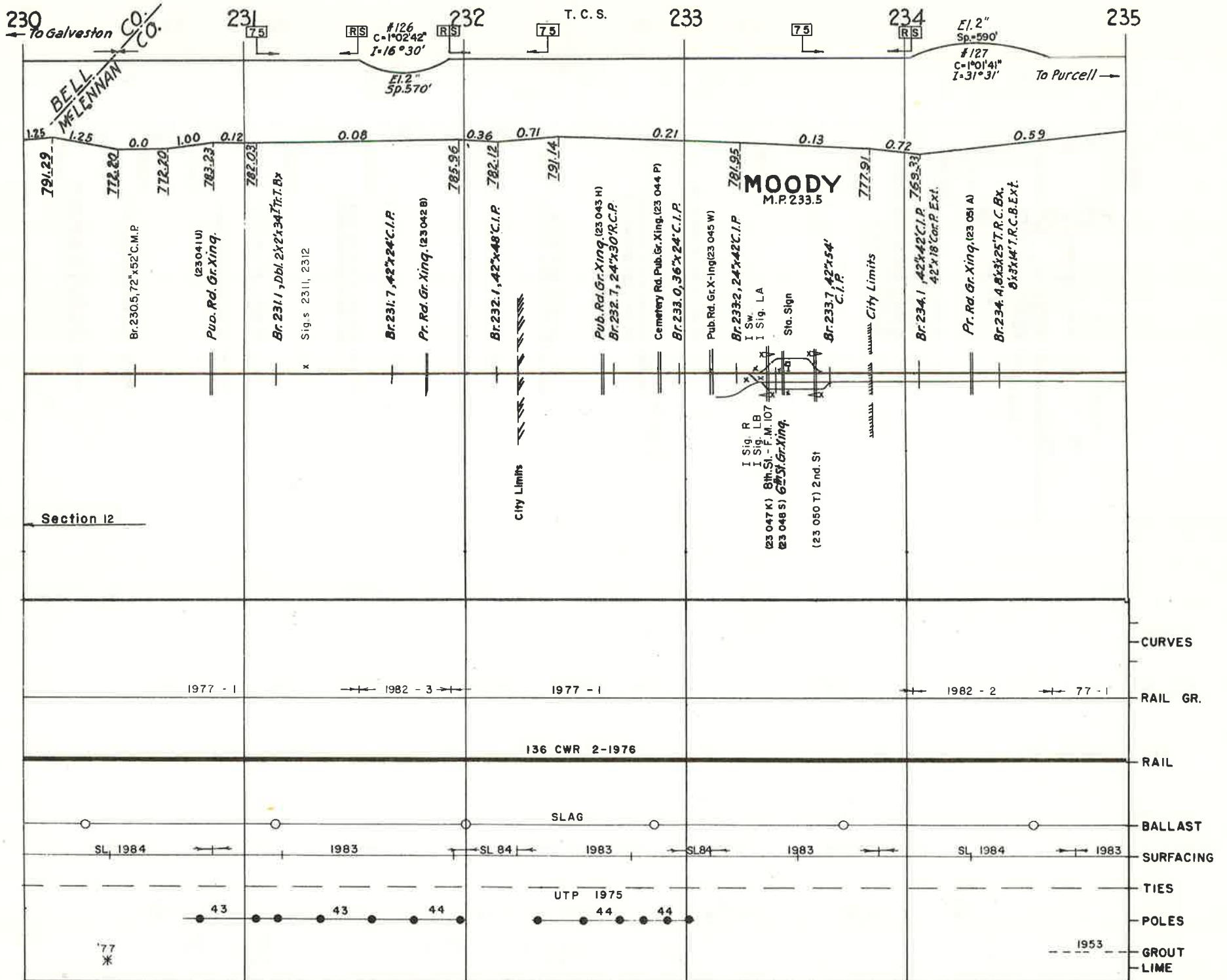
REVISED _____

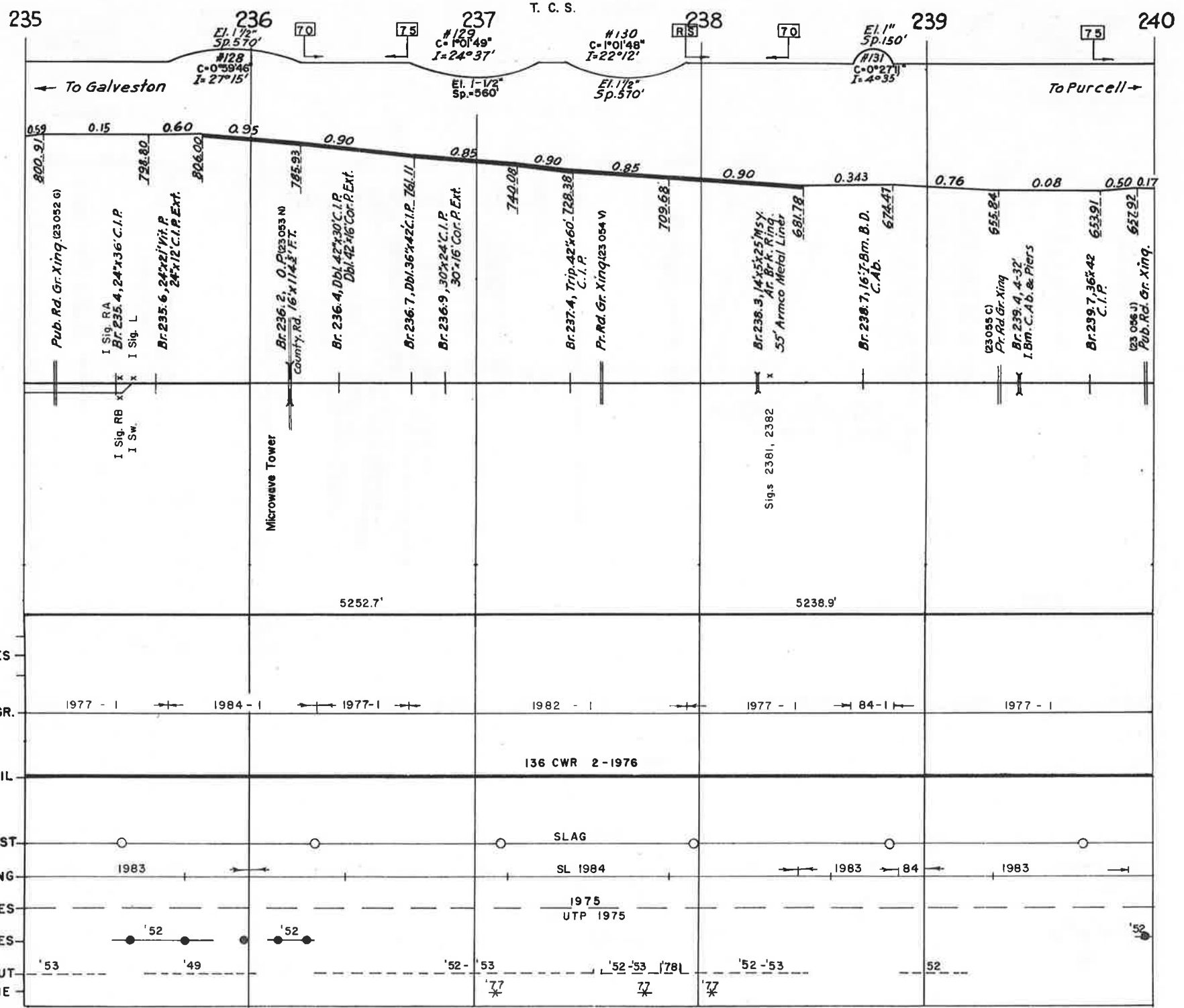
225 226 227 228 229 230

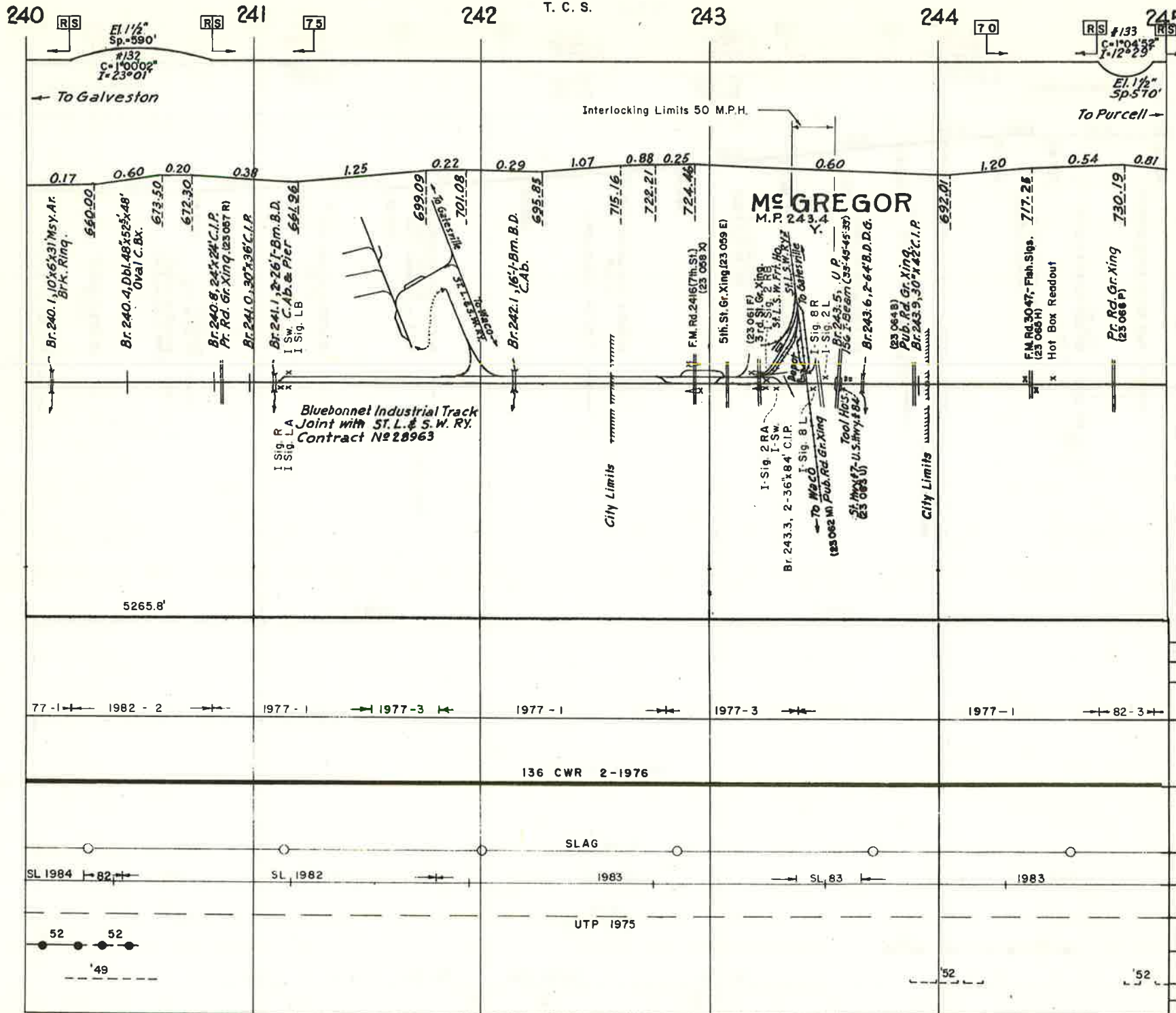


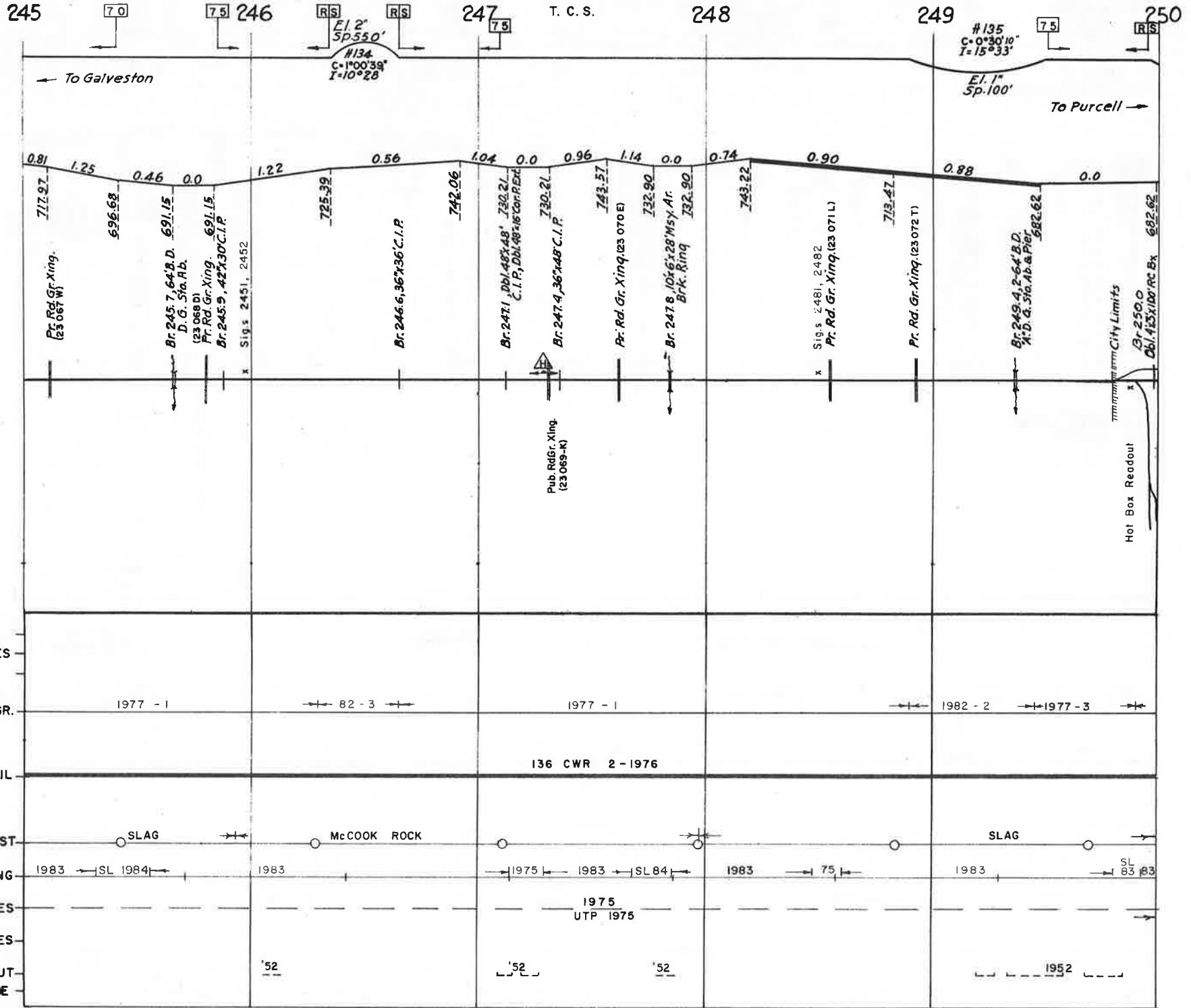
BINDER NO. 8

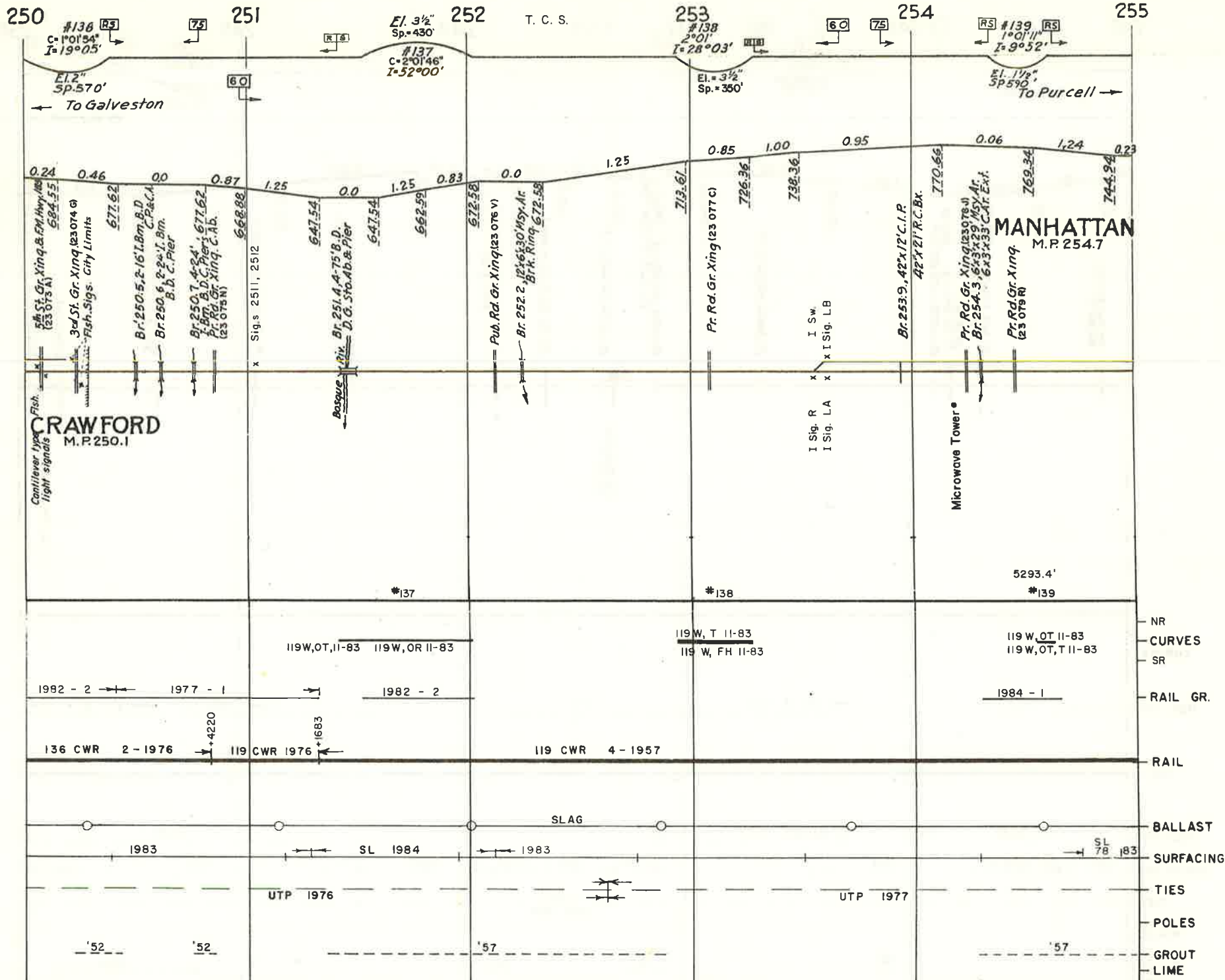
REVISED 1-1-77

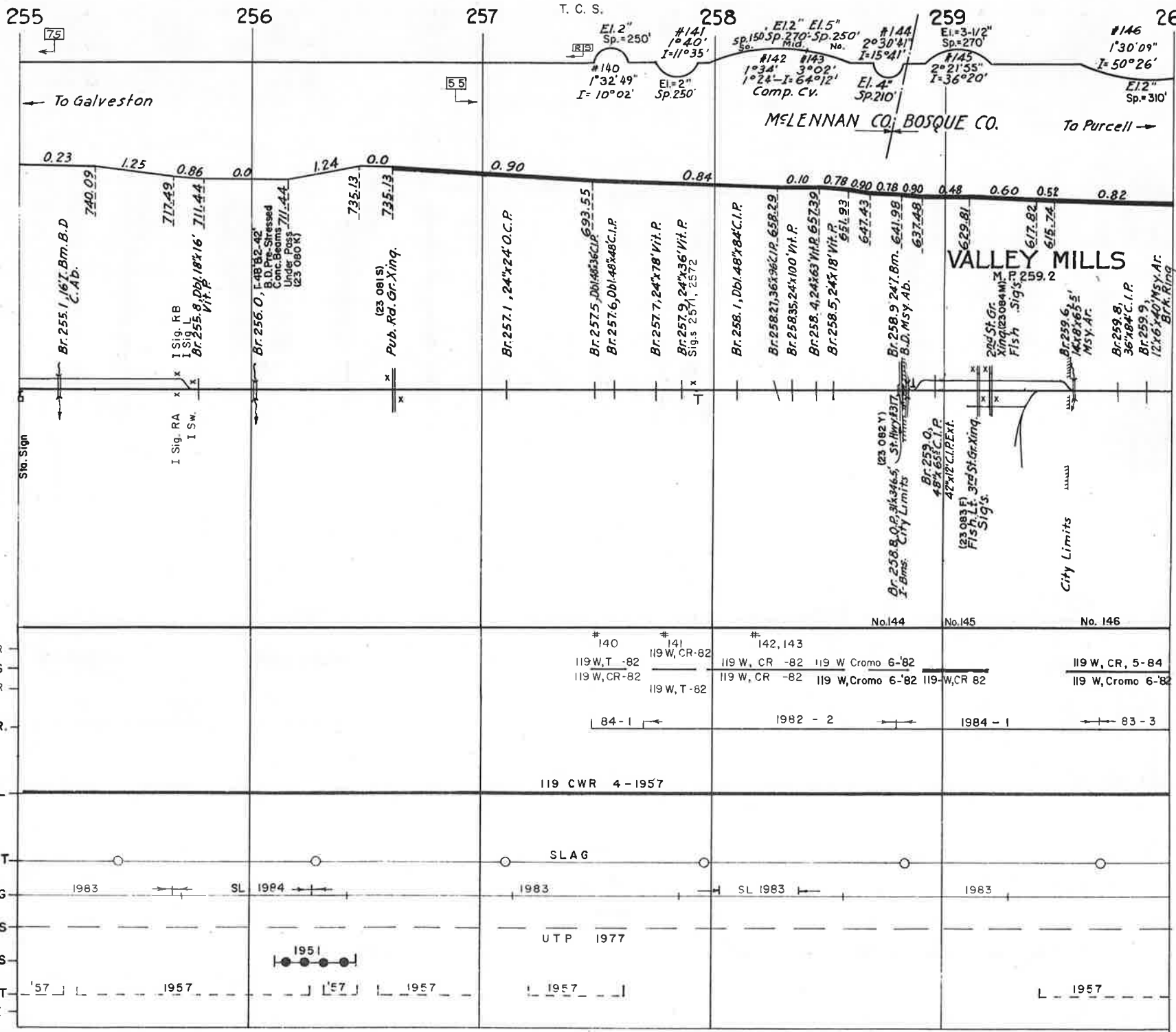


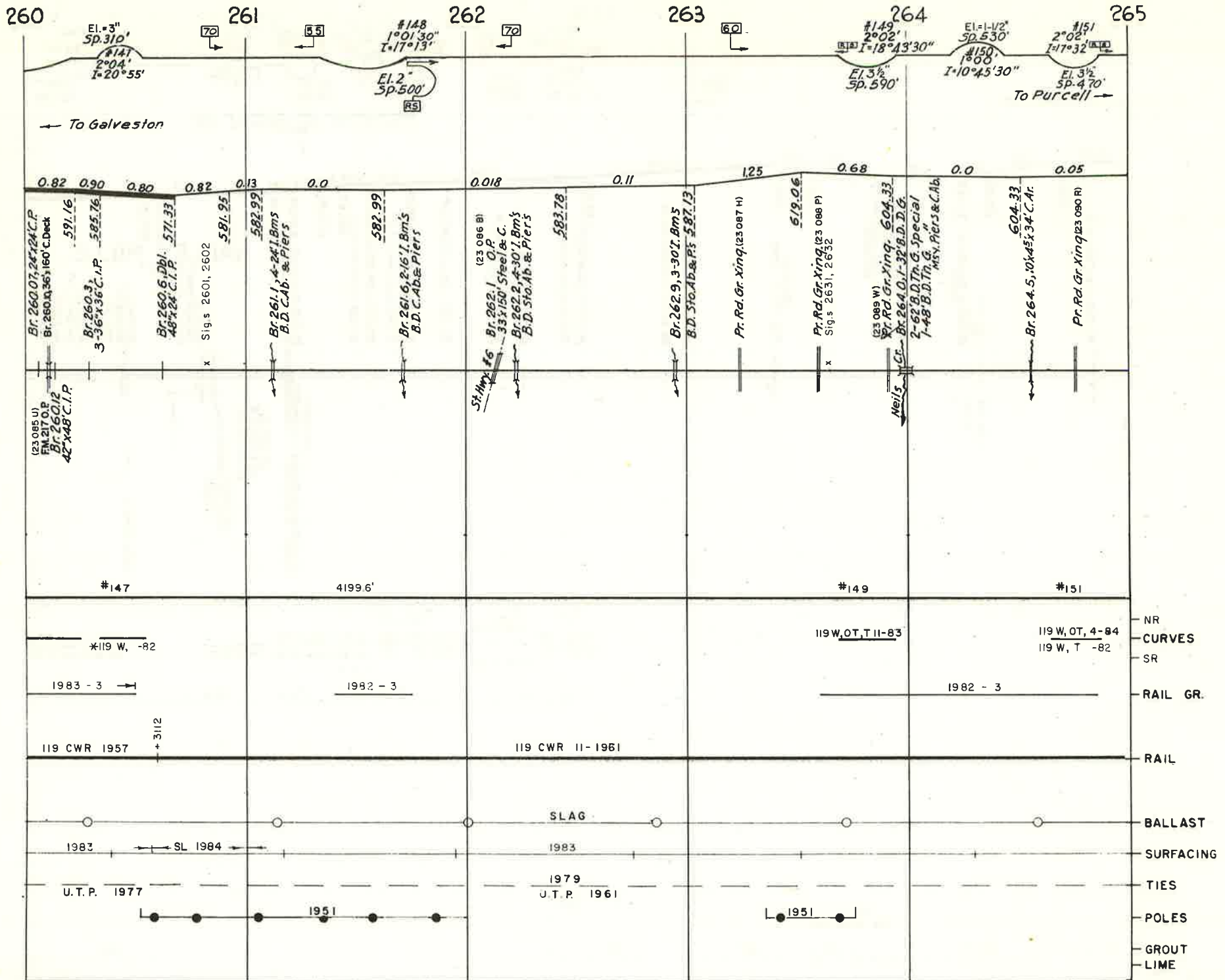












REVISED

BINDER NO. 8

265

266

267

268

269

270

60

75

RS

RS

T. C. S.

75

To Galveston ←

To Purcell →

0.05 0.25 0.05 0.25 0.20 1.10 0.73 0.14 1.01 0.14

606.34
Pr. Rd. Gr. Xing (23 091 X)

611.36
Pub. Rd. Gr. Xing (23 092 E)

Sig. 5 2661, 2662
Pr. Rd. Gr. Xing (23 093 U)
Br. 266.1, 1-24' I.M.B.D
C.A.B.

Pr. Rd. Gr. Xing (23 094 T)
613.82
Br. 266.7, 42'x36' C.I.P.

Pr. Rd. Gr. Xing (23 096 C)
Br. 267.0, 2x19'x20' Tr. Bx
619.90

Pr. Rd. Gr. Xing (23 097 N)
616.19
Br. 267.5, 40' B.D. P.T.

Pr. Rd. Gr. Xing (23 098 V)

Pr. Rd. Gr. Xing (23 099 C)

Br. 268.1, 10'x11'x28' R.C. Bx.

Pr. Rd. Gr. Xing (23 100 U)

677.33
Pr. Rd. Gr. Xing (23 101 B)

Pr. Rd. Gr. Xing (23 102 N)

669.57
Br. 268.8, Dbl. 48'x36' C.I.P.

Pr. Rd. Gr. Xing (23 103 P)

Br. 269.1, 8x6'x20' C.A.F.

Pr. Rd. Gr. Xing (23 104 W)

675.89
Pr. Rd. Gr. Xing (23 105 D)

662.72
Br. 269.8, 8x3x36' R.C. Bx.

CLIFSTONE CHEM.
M.P. 266.5

Pr. Rd. Gr. Xing
(23 095 A)

I Sig. R
I Sig. LB

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

119 CWR 11-1961

119 CWR 12-1961

1984 - 1

SLAG

1983 SL 1984 1983 SL P4

1983 SL 1984

1983

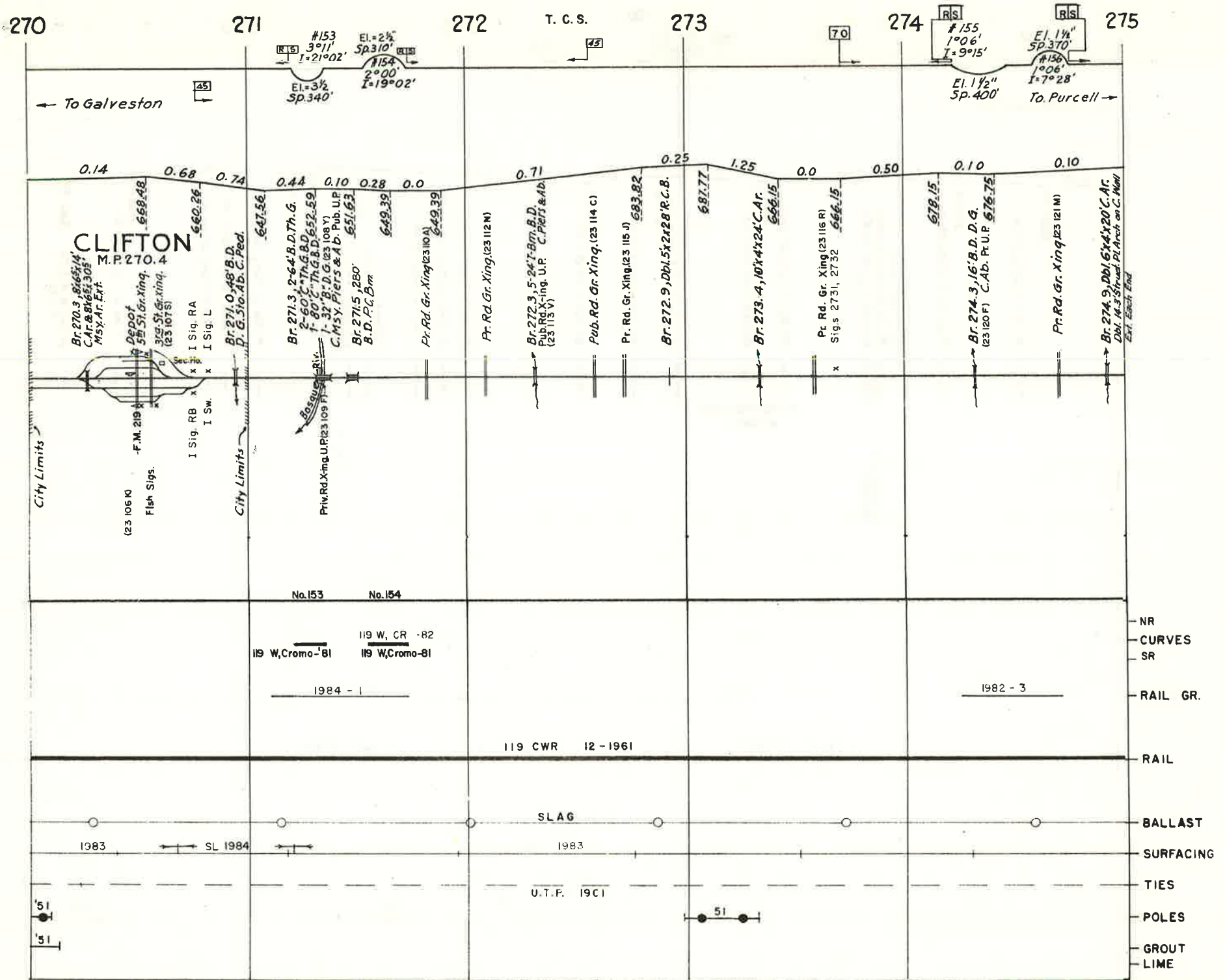
1979
U.T.P. 1961

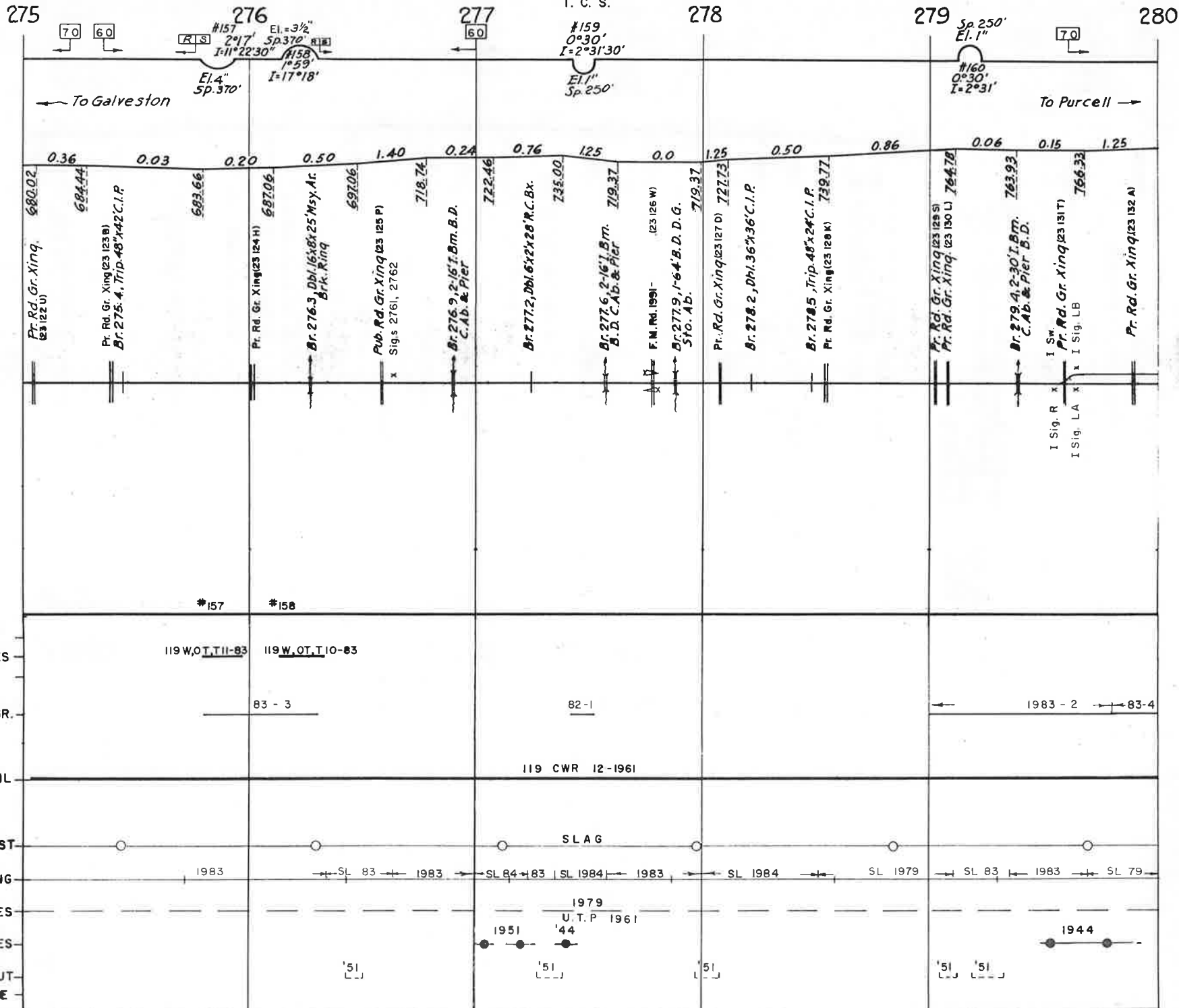
1951

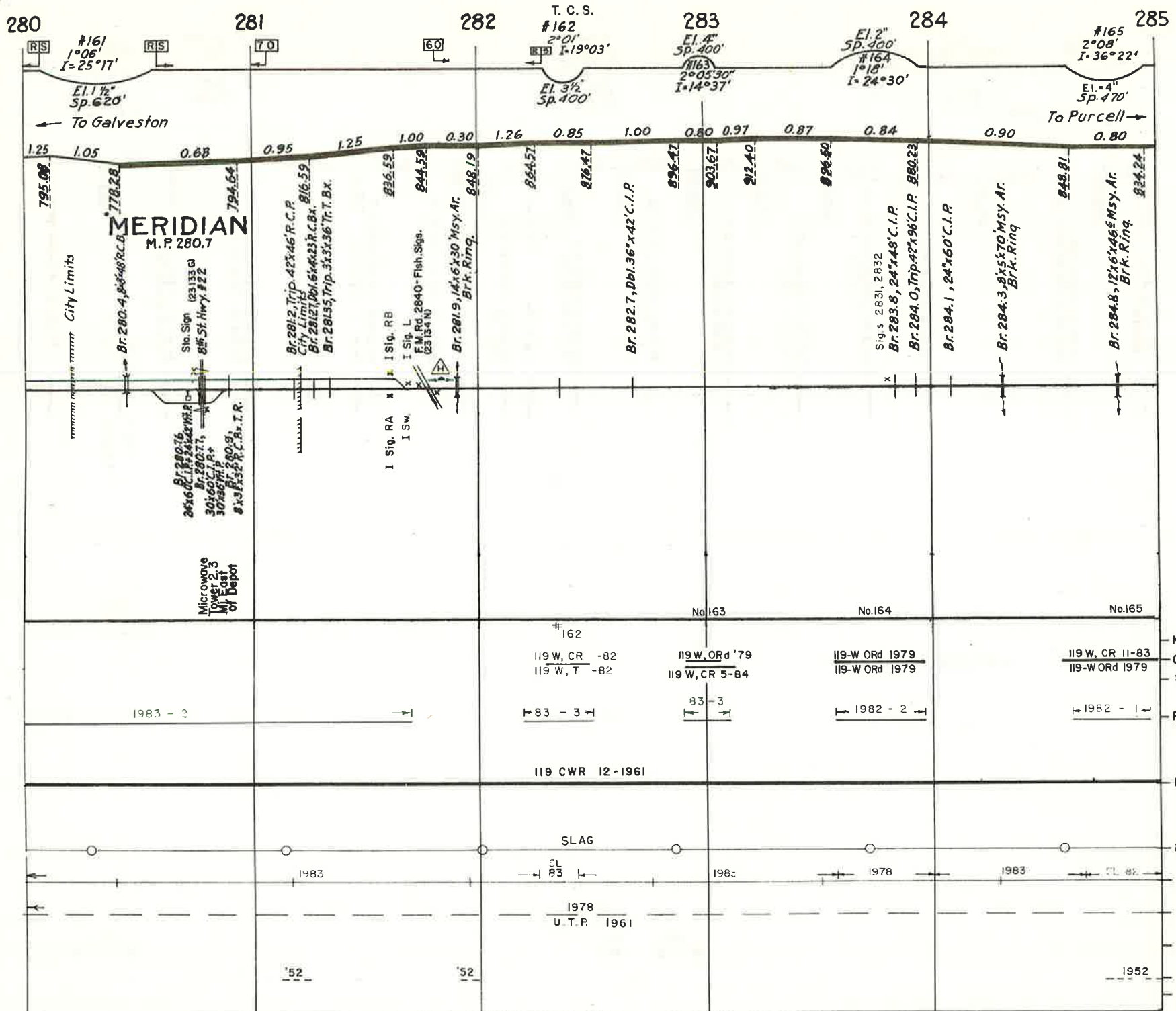
1950

BINDER NO.

REVISED







REVISED

BINDER NO. 8

285

286

287

288

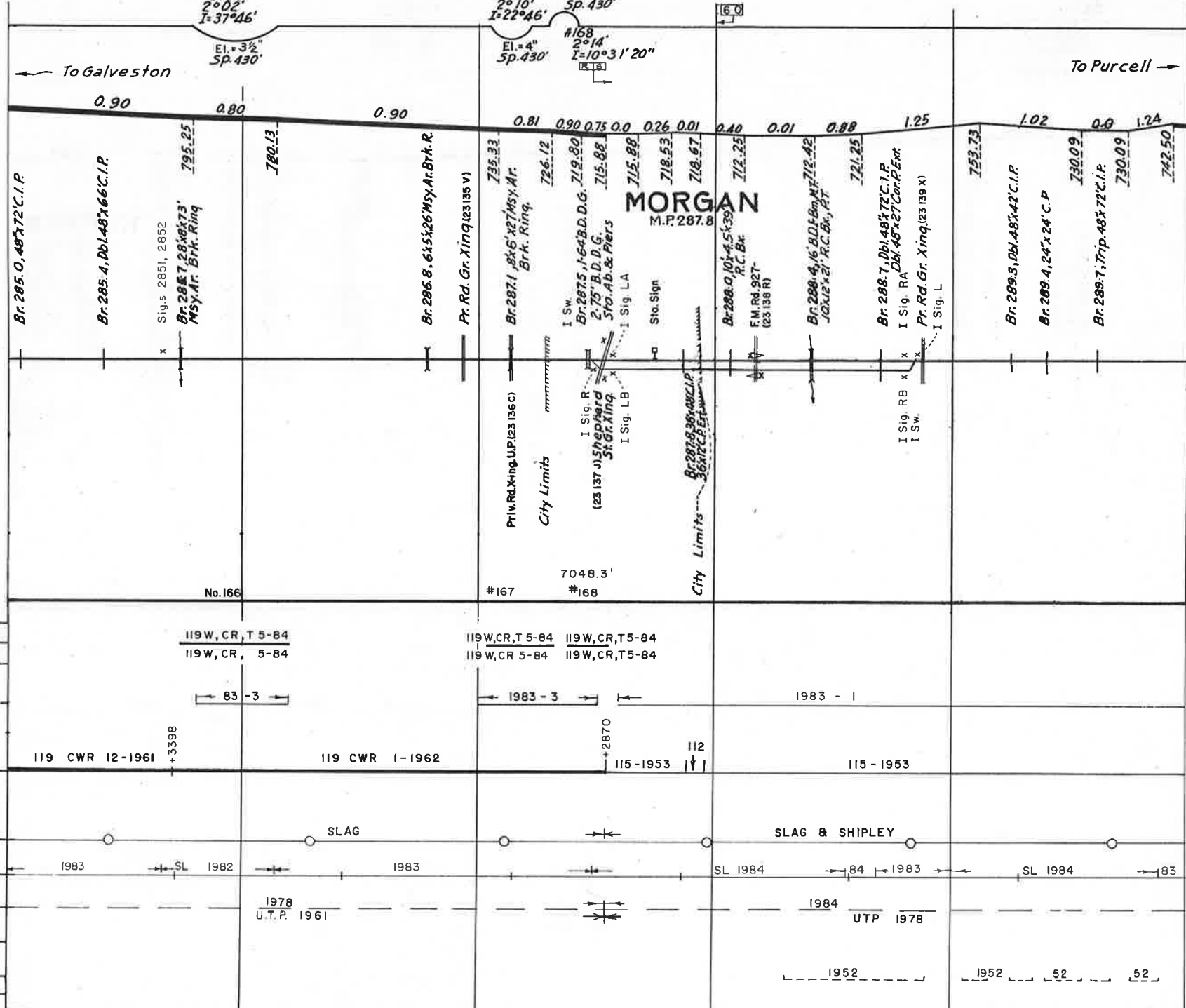
289

290

T. C. S.

To Galveston ←

→ To Purcell



NR
SR

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

119 W, CR, T 5-84
119 W, CR, 5-84

119 W, CR, T 5-84
119 W, CR 5-84
119 W, CR, T 5-84
119 W, CR, T 5-84

83 - 3

1983 - 3

1983 - 1

119 CWR 12-1961

119 CWR 1-1962

115-1953

115-1953

SLAG

SLAG & SHIPLEY

1983

SL

1982

1983

SL 1984

84

1983

SL 1984

83

1978
U.T.P. 1961

1984
UTP 1978

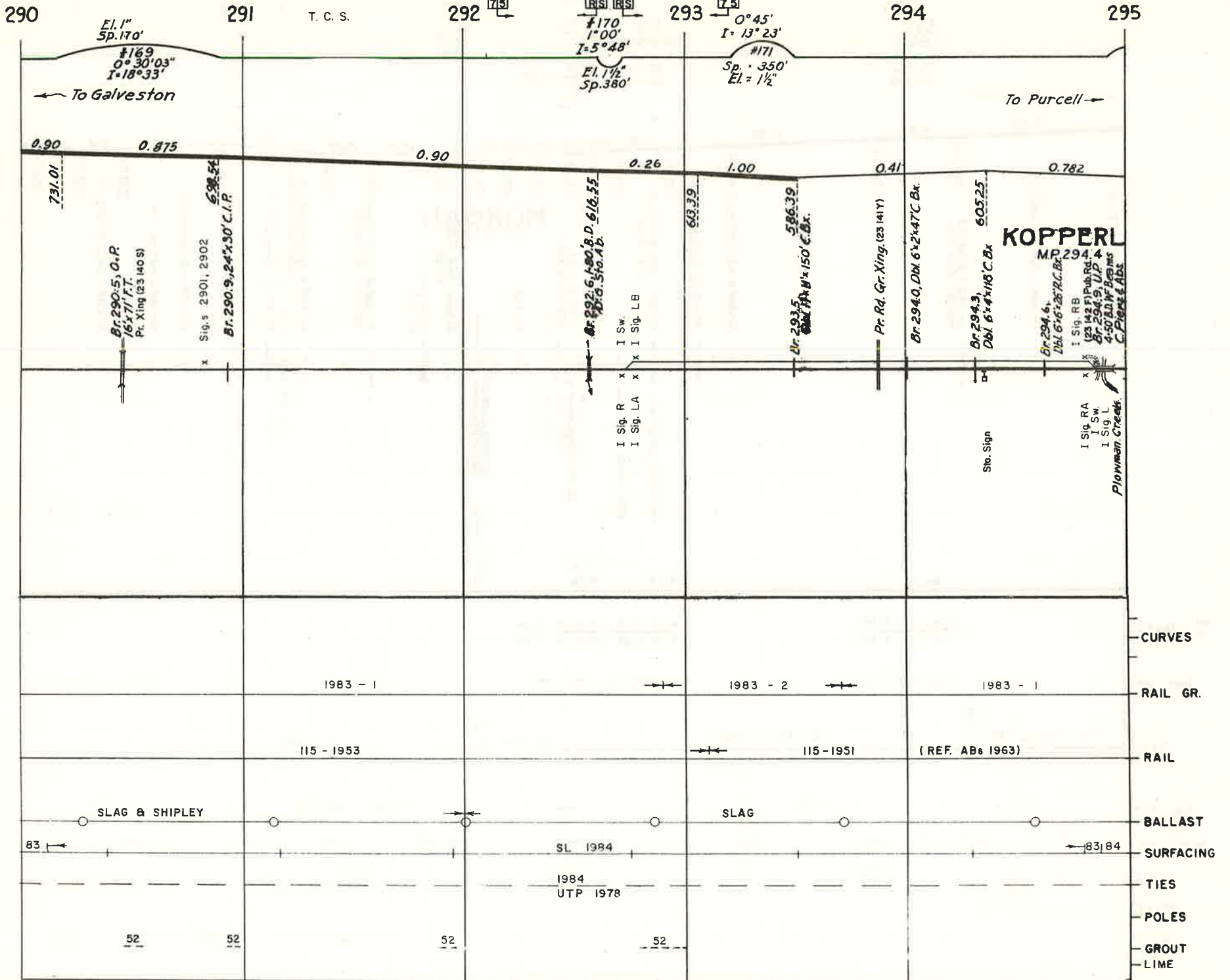
1952

1952

52

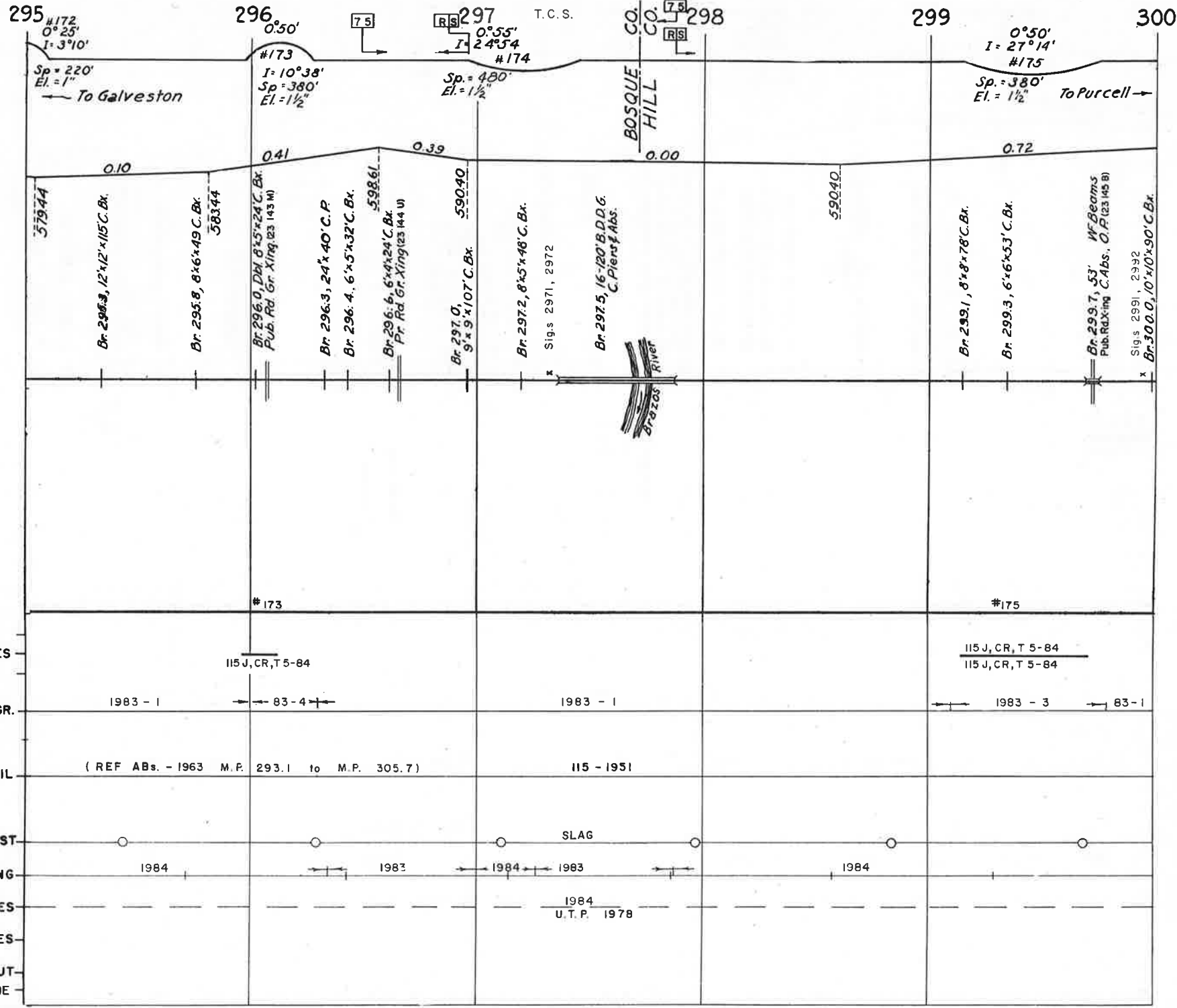
52

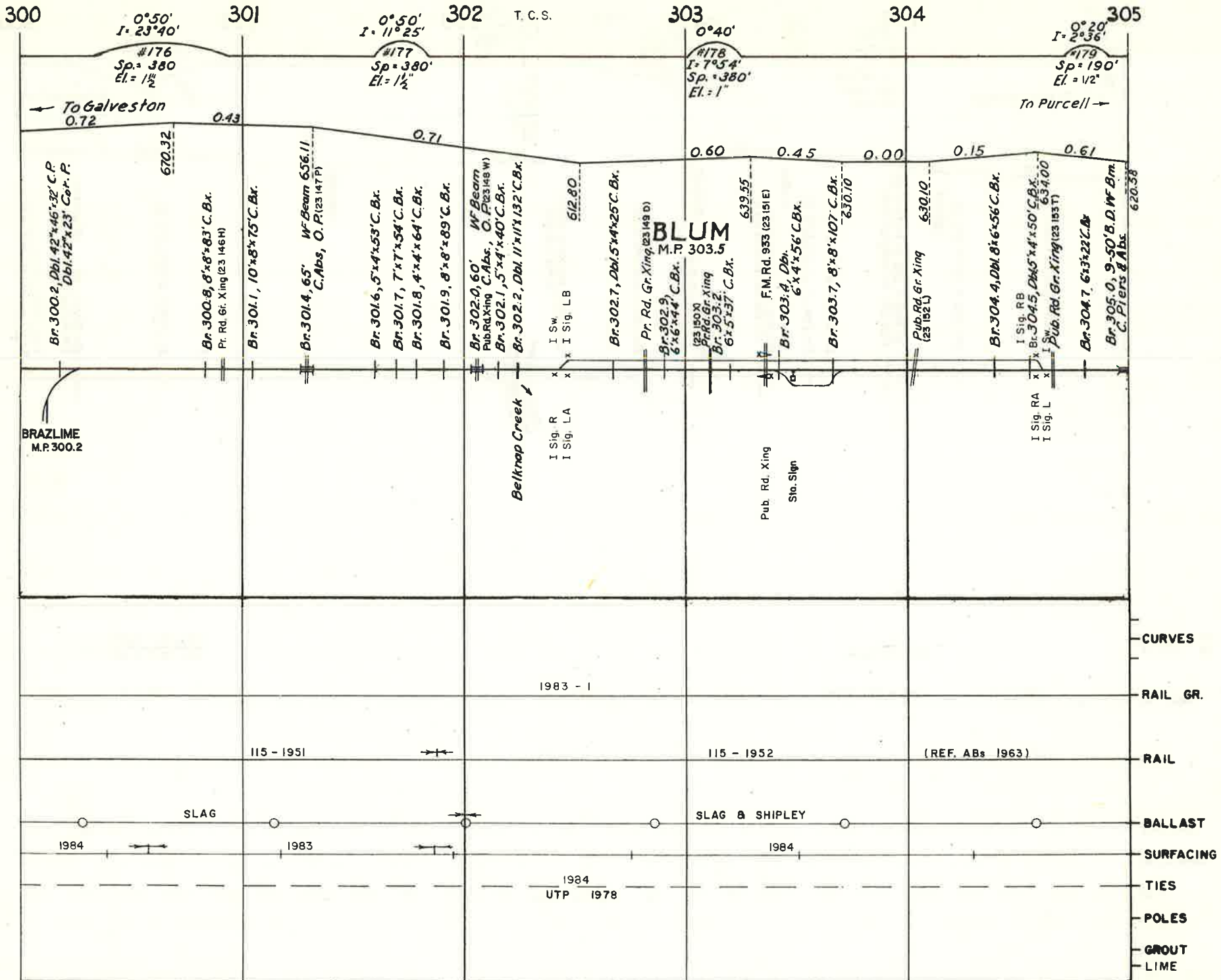
REVISED / /

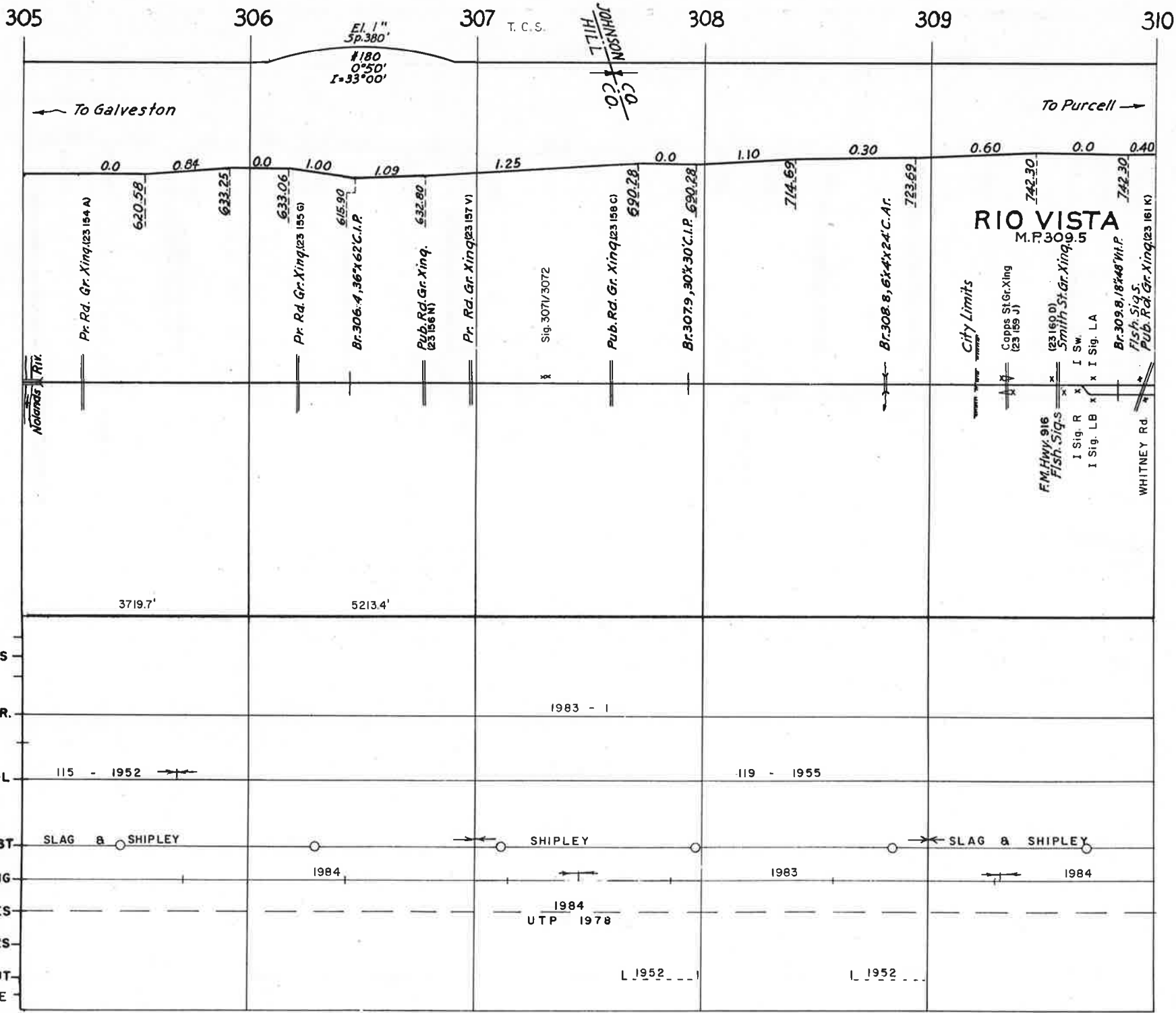


REVISED _____

BINDER NO. 8







El. 1''
Sp. 380'
#180
0°50'
R=33°00'

307 T.C.S.

711H
NOSYNHOL
0.2
0.2

RIO VISTA
M.P. 309.5

City Limits

F.M. Hwy. 916
Fish Sig. S

Coppes St. Gr. Xing
(23 159 J)

(23 160 D)

Smith St. Gr. Xing

I Sw.

I Sig. R

I Sig. LB

I Sig. LA

Br. 309.8, 18' x 48' W.I.P.

Fish Sig. S

Pub. Rd. Gr. Xing (23 161 K)

WHITNEY Rd.

To Galveston ←

To Purcell →

620.58

633.25

633.06

615.90

632.80

690.28

690.28

714.69

723.69

742.30

742.30

3719.7'

5213.4'

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

1983 - 1

115 - 1952

119 - 1955

SLAG & SHIPLEY

SHIPLEY

SLAG & SHIPLEY

1984

1983

1984

1984
UTP 1978

L 1952

L 1952

310

311

312

T. C. S.

313

314

315

NO CURVES

← To Galveston

To Purcell →

0.40 0.80 0.0 0.70 0.40 0.80 0.25 0.90 0.84 0.32 0.0 1.00 0.20 0.0 1.00 0.882 0.859 0.92 0.24

747.37 741.00 741.00 754.31 747.38 763.10 759.57 770.12 751.44 741.83 754.84 750.84 750.84 761.11 747.80 763.82 753.64

City Limits

Br. 310.4, 48'x34' C.I.P. 48'x16' C.P. Ext.

Stn. Sign

Br. 311.1, Dbl. 48'x30' C.I.P. 747.38

Br. 311.7, Dbl. 36'x48' C.I.P. 763.10

I Sig. RB x I Sig. RA
I Sig. L x I Sig. L

Br. 313.0, 1-16' I-Bm. B.D. 741.83
Pub. Rd. Gr. Xing (23 162's)

Pub. Rd. Gr. Xing (23 163 Y)

Br. 313.8, Dbl. 42'x48' C.I.P. 750.84

Br. 314.3, Trip. 48'x24' C.I.P. 48'x16' C.P. Ext. 747.80

I Sig. R x I Sig. L

Br. 315.0, 32' Privat. C. Spoon on Sho. Ab. Y.L. & S.L. 31500

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT
LIME

SLAG & SHIPLEY

SLAG

SLAG & SHIPLEY

1984

SL 1984

1984
U.T.P. 1978

1'52

1'52

1'52

1'52

1'52

1'52

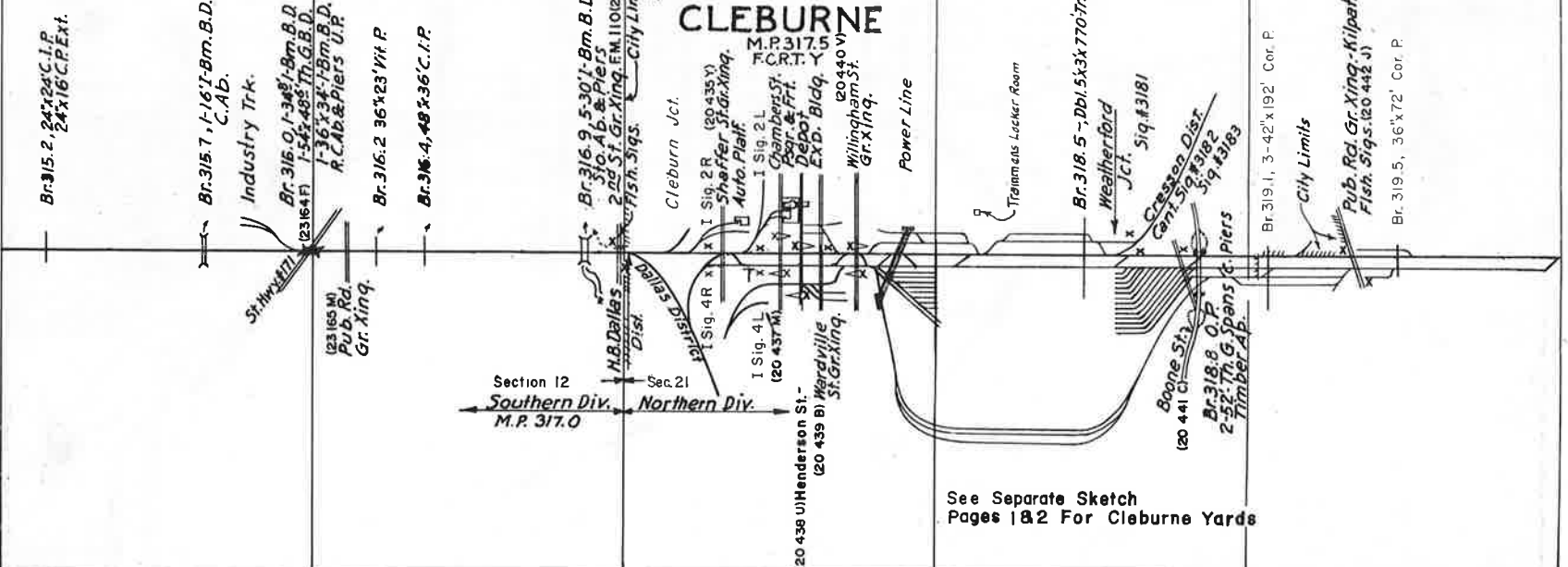
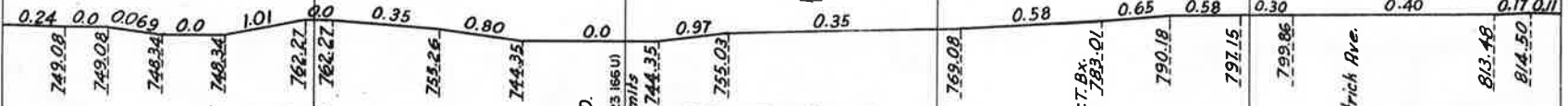
1'52

REVISED _____

BINDER NO 8

To Galveston

To Purcell



Section 12 Southern Div. M.P. 317.0

Section 21 Northern Div.

See Separate Sketch Pages 1 & 2 For Cleburne Yards

- CURVES
- RAIL GR. 1983 - 1
- RAIL 119 - 1955
- BALLAST SHIPLEY
- SURFACING SL 19P4
- TIES U.T.P. 1978
- POLES
- GROUT
- LIME

