

# TRACK CHART & ALIGNMENT BOOK

## INDEX SHEET

### FOR

### DALLAS DISTRICT

<u>Location</u>	<u>Page Number</u>
MAIN LINE - (TCT) MT. PLEASANT TO CORSICANA	TCT 54 - TCT 69
MAIN LINE - (TCC) MT. PLEASANT TO FT. WORTH ("C" BR.)	TCC 1 - TCC 16
MAIN LINE, DALSA - (TFG) FLATONIA TO GIDDINGS	121 - 125
(TFH) GIDDINGS TO HEARNE	126 - 131
MAIN LINE - (THD) HEARNE TO BELT JCT.	143 - 158
(THA) BELT JCT. TO GIFFORD	159 & 160
(TIA) BELT JCT. TO UNION STATION	159 & 159A
(THD) GIFFORD TO DENISON	161 - 167
LUFKIN BRANCH - (TCE) TYLER TO JACKSONVILLE	TCE 1 TO TCE 4
GATESVILLE BRANCH - (TCT) WACO TO END	TCT 74 - TCT 77
FT. WORTH BRANCH - (TFW) GARRETT TO FT. WORTH	289 - 294
ATHENS BRANCH - (TJA) SEAGOVILLE TO BRIGGS	TJA 15 - TJA 17
ATHENS TO END	TJA 10 - TJA 11
JACKSONVILLE	TJA 6
DALLAS BRANCH - (TCL) ADDISON TO DAL-NOR	TCL 1

## SYMBOLS AND ABBREVIATIONS

70-60

Speed sign—Passenger and Freight (Ord.)  
Eastern District only.

City Ordinance speed restrictions are applicable  
approaching first public crossing and until engine has  
covered last public crossing within corporate limits.

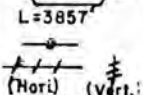
Y

Yard limit



Southern Pacific Pipelines Inc. within S.P.T. Co. right of way.

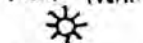
Spring switches



Length of siding between fouling points in feet.

Communication Pole Line.

Underground Signal Cable.



Solar Panels

### RAIL

S.H. .... Secondhand Rail

..... Continuous Welded Rail

W ..... Welded Rail 78' new or 72' secondhand

C.M. .... Curve Master Rail 39' long

I.M. .... Inter Manganese Rail 39' long

F.H. .... Flame Hardened Rail

..... Speno Ground

..... Filter Fabric

IFPW ..... In Field Production Welding (Holland Welder)

### DETECTORS

..... Dragging Equipment

..... Wide Load

..... High Water

..... Hot Box

Note: The following abbreviations and symbols will be  
made commencing Jan. 1976:

78' HS, 78', 72' ..... replaced by 'W'

HS, HSR ..... replaced by 'CWR'

..... replaced by

RULING GRADES—PERCENT — — — — —

MAXIMUM SPEED RESTRICTIONS (miles per hour) — — — — —

PASSENGER AND FREIGHT—EASTWARD and  
WESTWARD OR WESTWARD ONLY

WESTWARD

CURVATURE — —

Year laid — —

RAIL:

Weight — — —

DATE: Retied and type of ballast — —

Filter Fabric — —

Month and Year — —

EASTWARD  
AND  
SINGLE

Year laid — —

RAIL:

Weight — —

DATE: Retied and type of ballast — —

Filter Fabric — —

Month and Year — —

CURVATURE — —

MAXIMUM SPEED RESTRICTIONS (miles per hour) — — — — —

PASSENGER AND FREIGHT—EASTWARD ONLY

MAXIMUM GRADE—PERCENT EASTWARD AND WESTWARD — — — — —

ROADMASTER DISTRICT — — — — —

Direct Traffic Control or Centralized Traffic Control — — — — —

MAXIMUM GRADE

SPEED (East or West)

LINE NAME

ALT. DATA LINE

M.P.

STATION NAME

PRIM DATA LINE

STATION  
CODE NO.

SYMBOL LINE

Y ☐

SYMBOL LINE

☐

YEAR LAID

WEIGHT OF RAIL

TIES YEAR LAID & TYPE OF BALLAST

FILTER FABRIC

CURVES:  
Left - Above

Right - Below

Spirals -  
Length of  
Curve

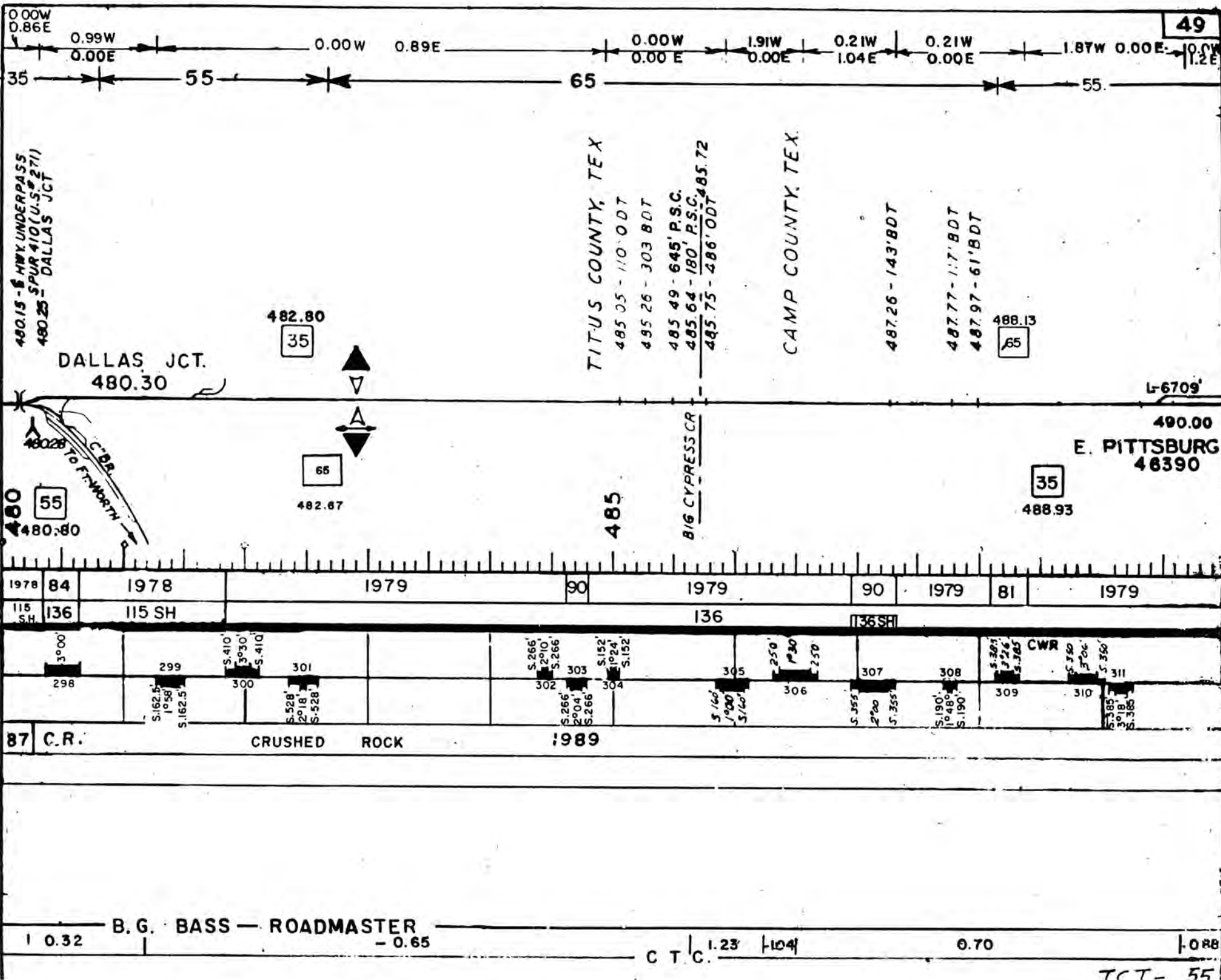
SPEED (Eastward only)

MAXIMUM GRADE

ROADMASTER & DISTRICT

CENTRALIZED TRAFFIC CONTROL

Rev. 4-15-93



0.93W 1.20E 0.00W 0.00E 1.50W 0.00E 0.10W 0.87E 1.61W 0.00E 0.97W 0.98E 1.06W 1.00E 0.23W 1.10E

55 35 60 50 60

491.08 - R.R. X-ING -  
AUTO. INTERLOCKER

CAMP COUNTY, TEX.  
497.89  
UPSHUR COUNTY, TEX.

490.93  
55

493.70  
35

495.23  
60

498.28  
50

L-6709

491.17  
PITTSBURG  
46380  
60  
491.70

50  
493.23

60  
496.28

490

495

500

1979 50 1976 1977 1979 79 84 79 83 1981  
136 136 SH 136 136 CWR 136

115 312 313 314 315 316 317 318 319 320 321 322 323 324 325

5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70'

5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70'

5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70' 5.70'

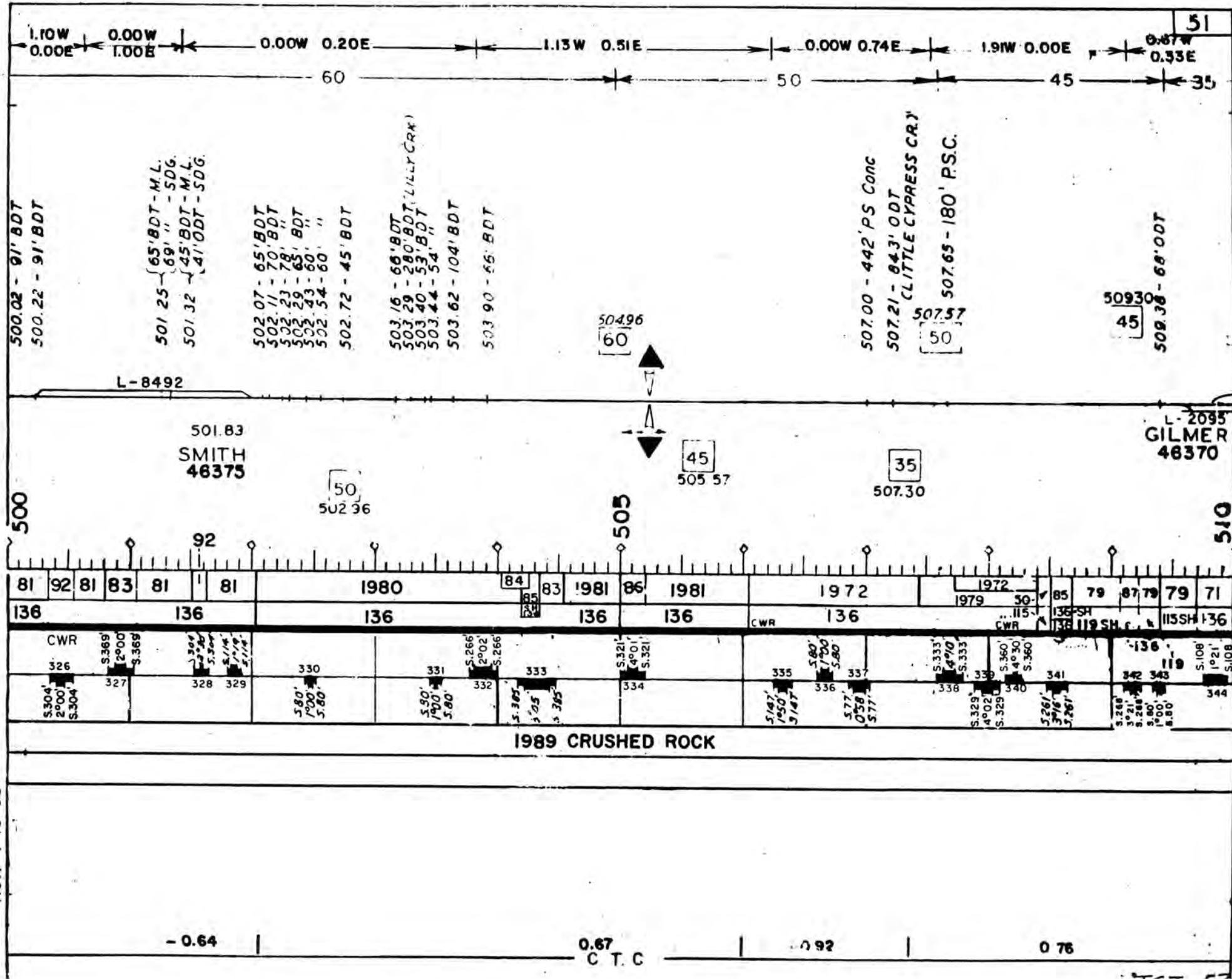
1989 CRUSHED ROCK

-0.88

0.50  
C T C.

-0.64





0.67W 1.00E 1.09W 0.00E 1.26W 0.00E 0.00W 1.63E 1.54W 1.63E 1.00W 1.00E 0.00W 0.45E 0.95W 0.00E

35 45 60

512.02 - 56' ODT - UNDERPASS  
COUNTY ROAD

512.80  
35

513.61  
45

513.61 - 68' ODT

514.06 - 123' ODT

516.18 - 130' BDT

519.28 - 41' ODT

519.53 - 78' BDT

L-6574

L-2095

510.06  
GILMER  
46370  
510.80

60  
511.67

512.85  
SUFFOLK  
46365

40  
519.70

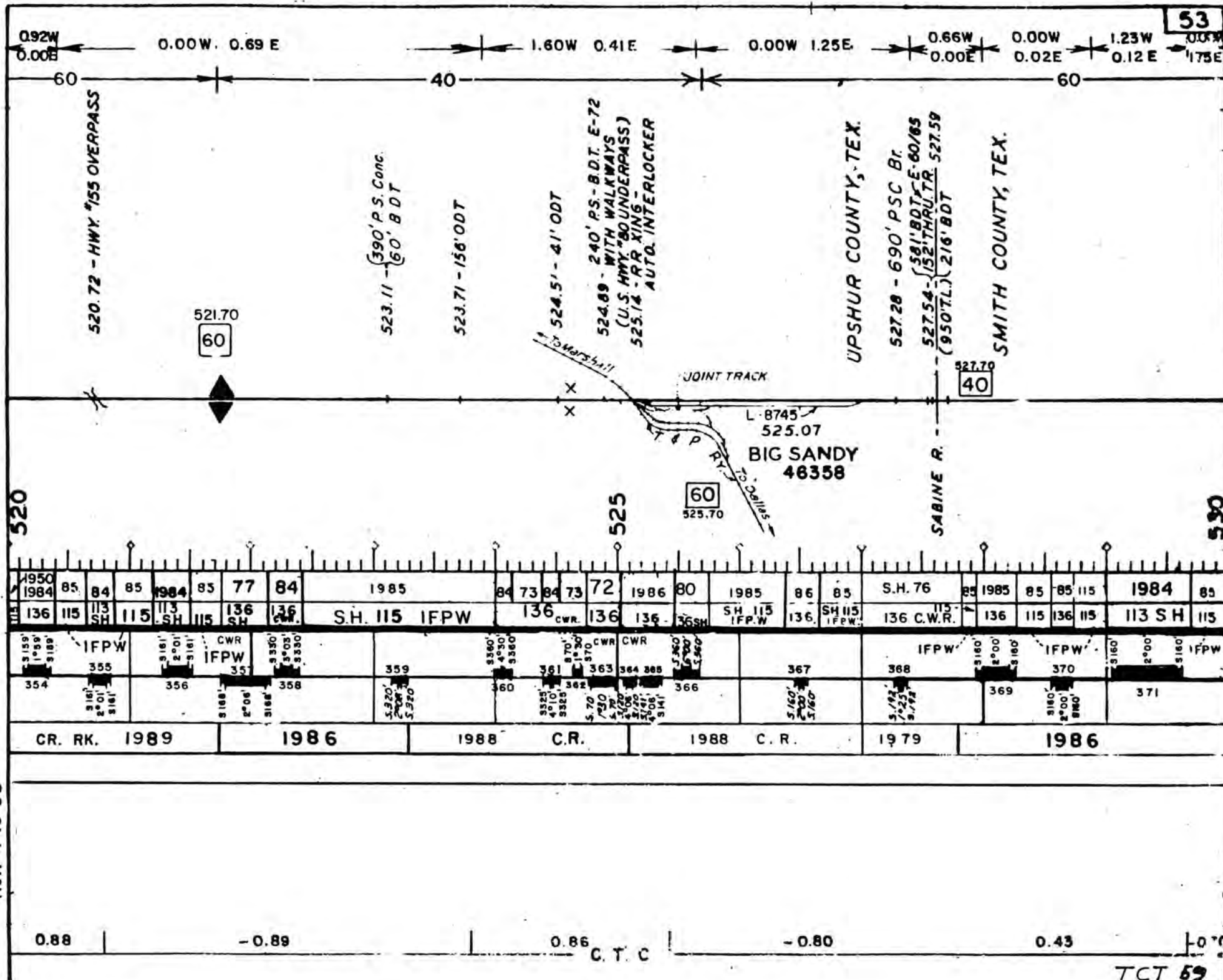
510 515 520

71	88	1979	86	1985	1984	85	90	85	72	88	1985
136	CWR	CWR	S.H. 115 IFPW	136	115	136	115	136	136 SH	S.H. 115 IFPW	
345	346	347	348	349	350	351	352	353			
S.82' S.85' S.82'	S.81' S.81'	S.81' S.81'	S.308' 3° 31'	S.140' 1° 45'	S.160' 2° 00'	S.320' 2° 30'	S.266' 2° 00'	S.80' 1° 00'			

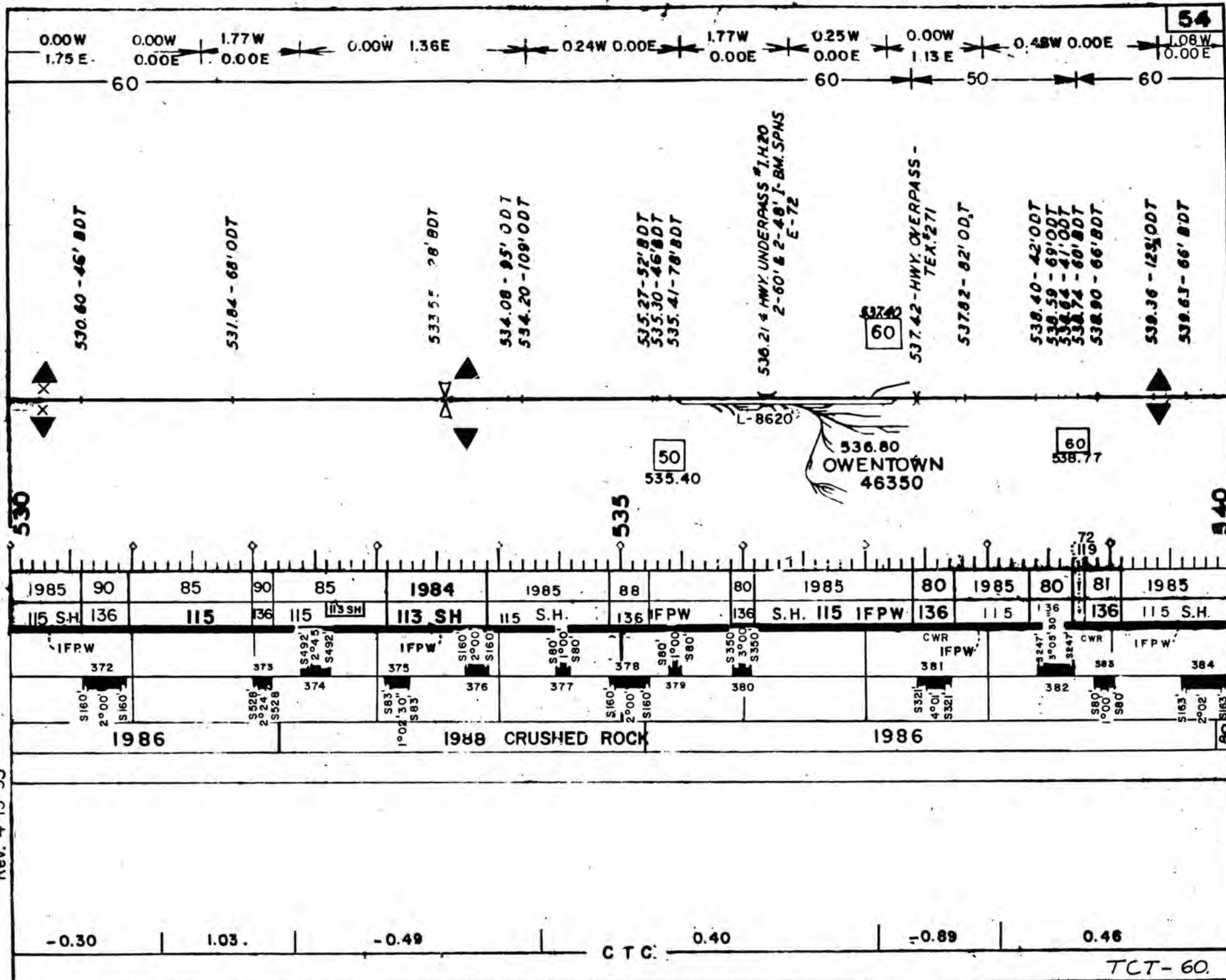
1989 CRUSHED ROCK

Rev. 4-15-93

0.76 -0.87 1.54 -0.98 0.85 -0.94 0.95 -0.71 0.88







0.56W 0.00E    1.25W 0.00E    0.00W 0.50E    0.80W 0.00E    1.60W 0.66E    1.00W 0.32E    0.00W 1.00E

60    20    25    40

540.33-238' BDT

540.69-55' ODT  
540.84-67' ODT  
540.77

50

541.19-90' BDT

542.38-117' BDT

544.48 "ST. OVERPASS"  
"WILKES" XING

545.20  
60

POPLAR-BECKHAM ST  
546.40-HWY OVERPASS  
546.47 RR XING-  
GATE & DERAILSON M.P.

546.98-109' {60' T.P. 64  
2-24' T-BMS.  
(E-55)

547.43-(71)' 68' T.P.G.  
(E-60/65)

547.72-152' (2-46' T-BM) E-63  
547.81-128' (2-35' T-BM) E-65  
(2-29' " " E-65)

548.67-LUFKIN JCT.  
"E" BRANCH TO LUFKIN

548.90  
20

549.47-146' (2-28' T-BM SPANS  
" " E-65)

540

20  
543.20

545

546.23  
TYLER YD.  
46300

25  
546.90

M.P. 546-547  
6155' LG.

W. ERWIN ST. U.P.

FRONT ST UNDERPASS  
GLENWOOD BLVD. U.P.

LUFKIN JCT.  
44273  
40  
548.60

LOOK "W." "922"

550

1985	1981	1981	81	1981	89	1981	1981	72	89	73	86	1986	86	73	86	80	85	88	1985
115 SH	113 S.H.	113	136	115 S.H.	136	113 S.H.	115 S.H.	115 SH	115 SH	115 SH	115 SH	115 SH	115 SH	115 SH	115 SH	115 SH	115 SH	115 SH	115 SH
IFPW	3160' 2'00" 3160'	386	3466' 3'07" 3468'	1983	3330' 3'06" 3330'	3133' 1'40" 3133'	1983	390	391	392	394	395	396	397	399	400	401	3243' 3'02" 3243'	IFPW
385	5'11 1/2"	1'2 1/4"	5'11 1/2"	387	388	389	390	391	392	393	394	395	396	397	399	400	401	3243' 3'02" 3243'	IFPW

1988 C.R.

1990 CRUSHED ROCK

Rev. 4-15-93

0.46  
C.T.C.

B.G. BASS-ROADMASTER  
-0.42    0.69

1.28    0.94

-0.48  
C.T.C.  
TCT-61

0.00W 0.66 E 0.30W 0.50E 0.00 W 0.35E 0.75 W 0.00E 0.00W 0.75 E

40 60

25  
551.01 - 48' ODT  
ROAD XING UNDER  
550.63

552.43 - 68' ODT  
552.87 - HWY. O'PASS-  
SPUR #364

554.13 - OVERPASS-COUNTY RD  
554.21  
40

554.57 - 180' BDT

555.17 - 40' BDT

555.91 - 146' ODT  
556.00 - 130' BDT  
556.10 - 78' BDT

SMITH COUNTY, TEX.

556.99 - 810' BDT - 557.07  
557.17 - 217' BDT

HENDERSON CO., TEX.

559.24 - HWY. #31 OVERPASS

559.98 - 117' BDT

60  
552.23

C-168  
551.01 - 48' ODT  
ROAD XING UNDER

L-6699  
558.51  
CHANDLER  
44270

550

555

560

85																							
1985	80	1985	91	84	86	1985	86	1985	86	90	85	1984	1981	1985	78	1985	81	85	90	85			
115	136	SH 115	IFPW	136	SH 115	IFPW	136	115	136	SH 113	136	115	136	115	SH 115	IFPW	136	115	SH 136	IFPW			
1983	3305	4'00'	3305	3114'	1'00'	3114'	3330'	3330'	3330'	402	403	404	405	406	407	408	409	410	411	412	413	414	415
IFPW	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385	5385
1990	CRUSHED ROCK															1985	C. R.						

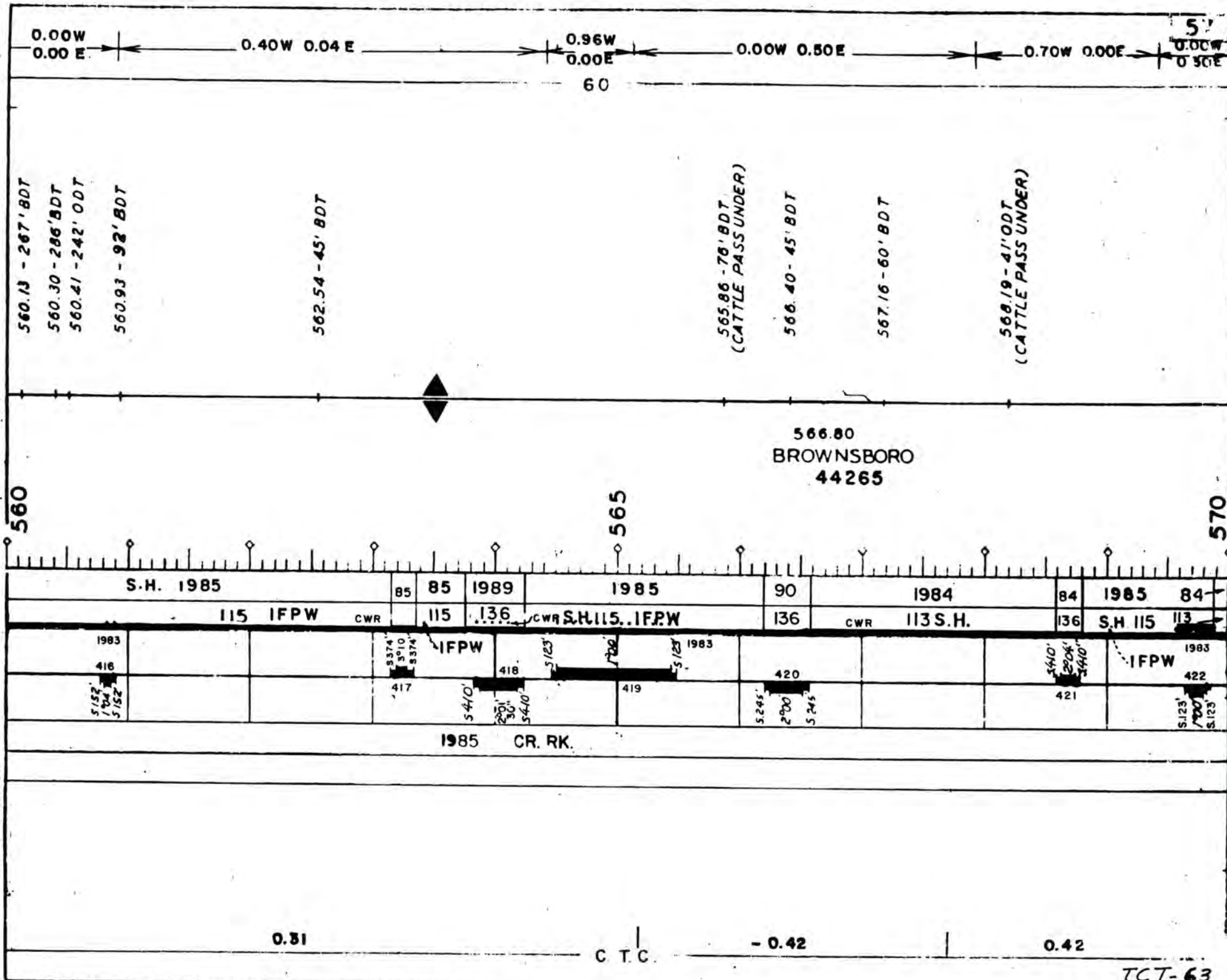
- 0.48

C.T.C

0.43

- 0.75

TCT-62





0.90W 0.32E 0.68W 0.32E 1.75W 0.32E 0.00W 1.50E 0.75W 0.00E 0.50W 0.00E 0.90W 0.00E 0.00W 0.75E

60 50 60

570.03-153'BDT

571.36-108'ODT

573.67-142'BDT

574.49-117'BDT

579.87-102'BDT

573.00  
60

575.90  
50

L-9800'

50  
571.00

60  
573.90

575.18  
MURCHISON  
44260

575

575

1984	1985	89 75 85	1985	1975	84	1985	84	1985	75
113 S.H.	S.H. 115 IFPW	75 75	S.H. 115...IFPW	136	136	115	113	SH 115 IFPW	90
		423		425	426	427	428	429	
		S.374' 2'10"		S.385' 3'12"	S.473' 2'43"				
		S.374' 3'00"		S.385' 3'05"	S.473' 3'05"				
		S.374' 3'418"		S.385' 3'418"	S.473' 3'418"				

1985 CR. RK.

1990 CRUSHED ROCK

0.35

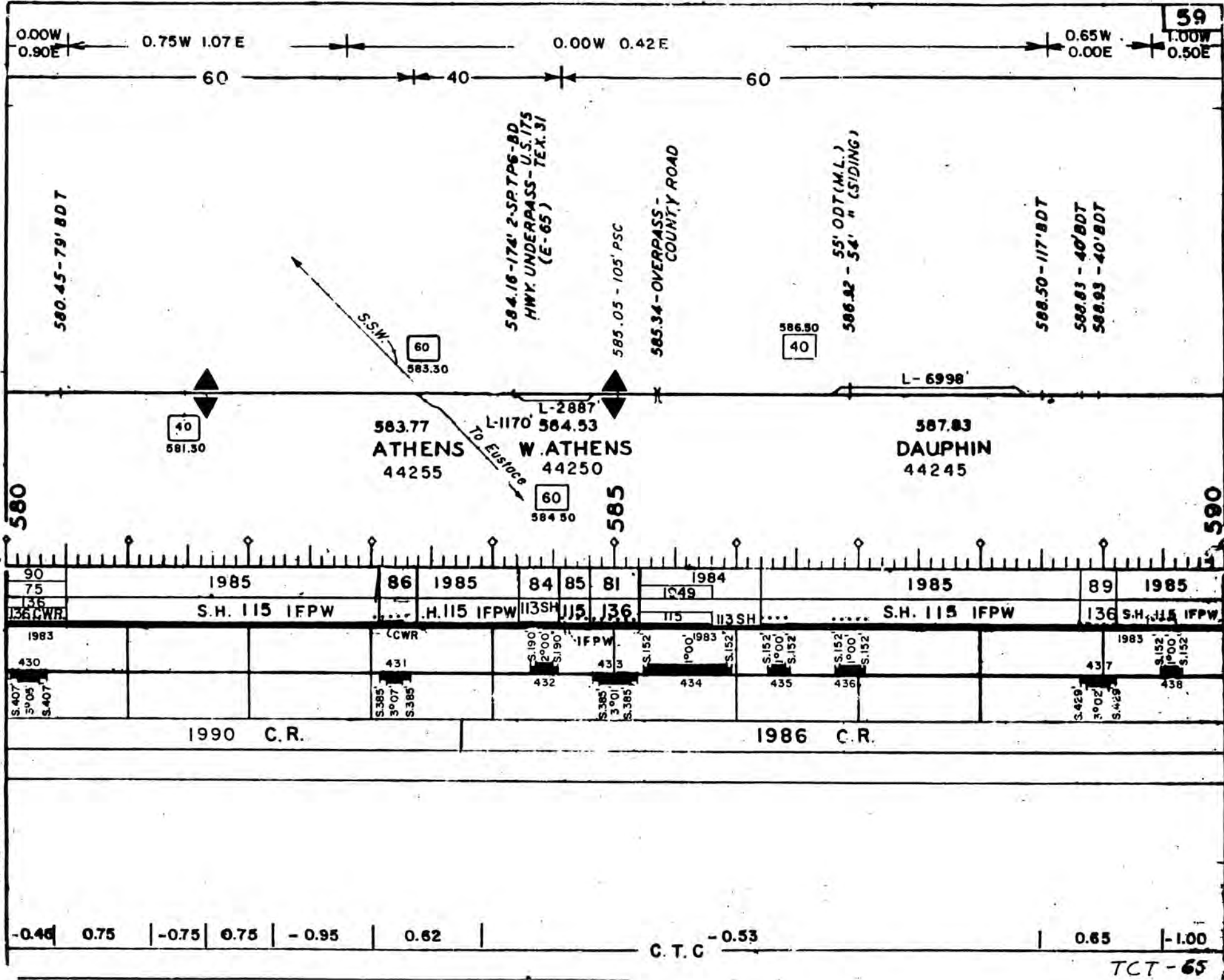
-0.75

0.66

-0.68

C T C





1.21W 1.00E 1.45W 1.25E 0.00W 1.25E 0.98W 0.00E 0.50W 1.00E 1.00W 0.00E 0.00W 1.50E 0.00W 0.00E 1.00W 0.00E 0.00W 0.38E

60

60

55

590.13-142' BDT

510.0 - 110' C.M.P

591.45 - 89' - BDT

591.69 - 105' BDT

594.61 - 96' ODT

595.15 - 113' BDT

595.54 - 104' BDT

596.88 - 327' BDT

595.20  
60

597.50  
55

55  
593.20

593.68  
MALAKOFF  
14240

60  
595.50

L-2410

398.71  
TRINIDAD  
44235

HENDERSON CO., TEX.  
2-EARTHEN & 2-CONC. FW.  
NAVARRO CO. TEX.  
14.00' (N APPR)  
599.48 - 260' 17.57' L.SPAN(E-SQ/SS  
(3360') 3125' BDT (S. APPR.)

TRINITY RIVER

600

590

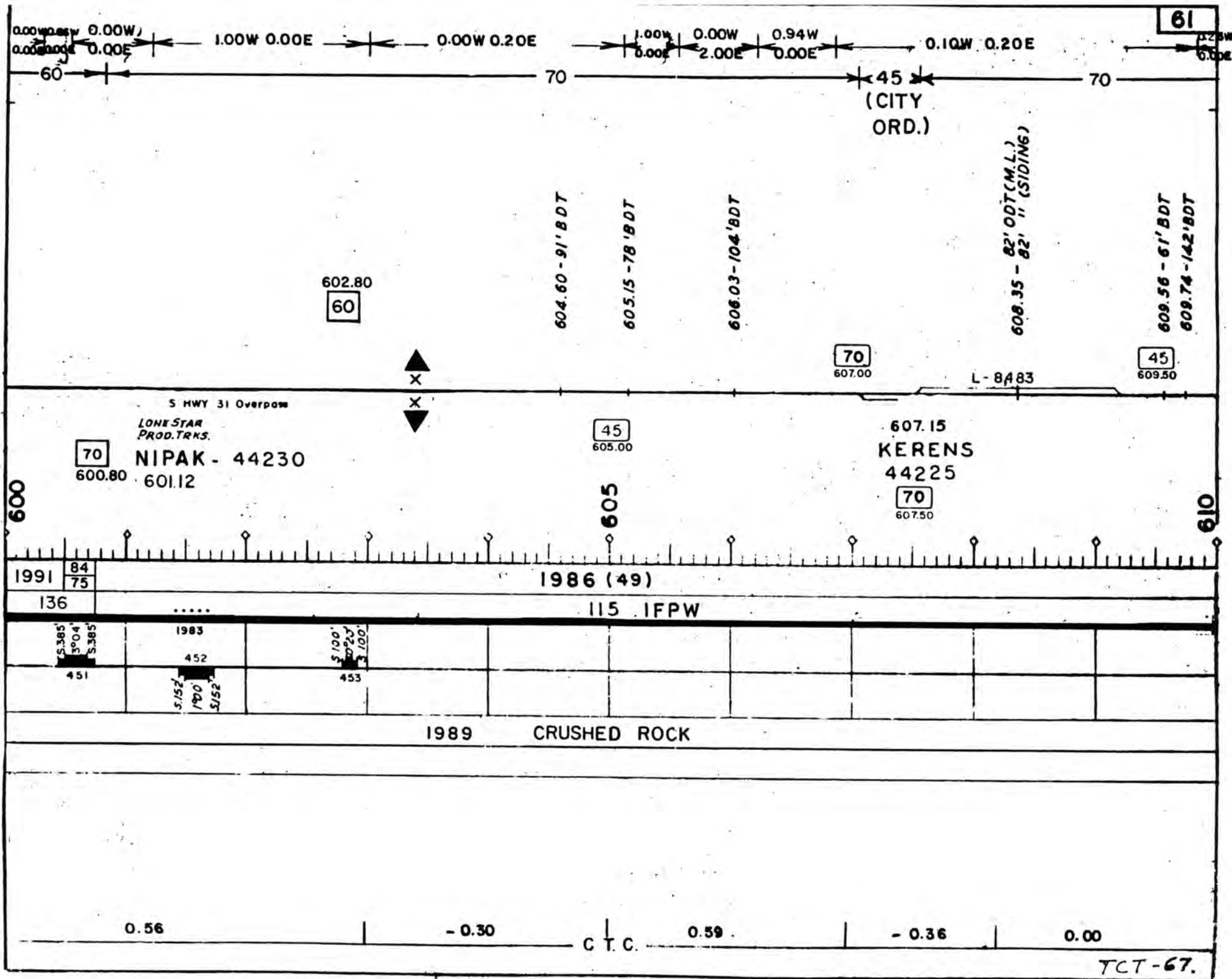
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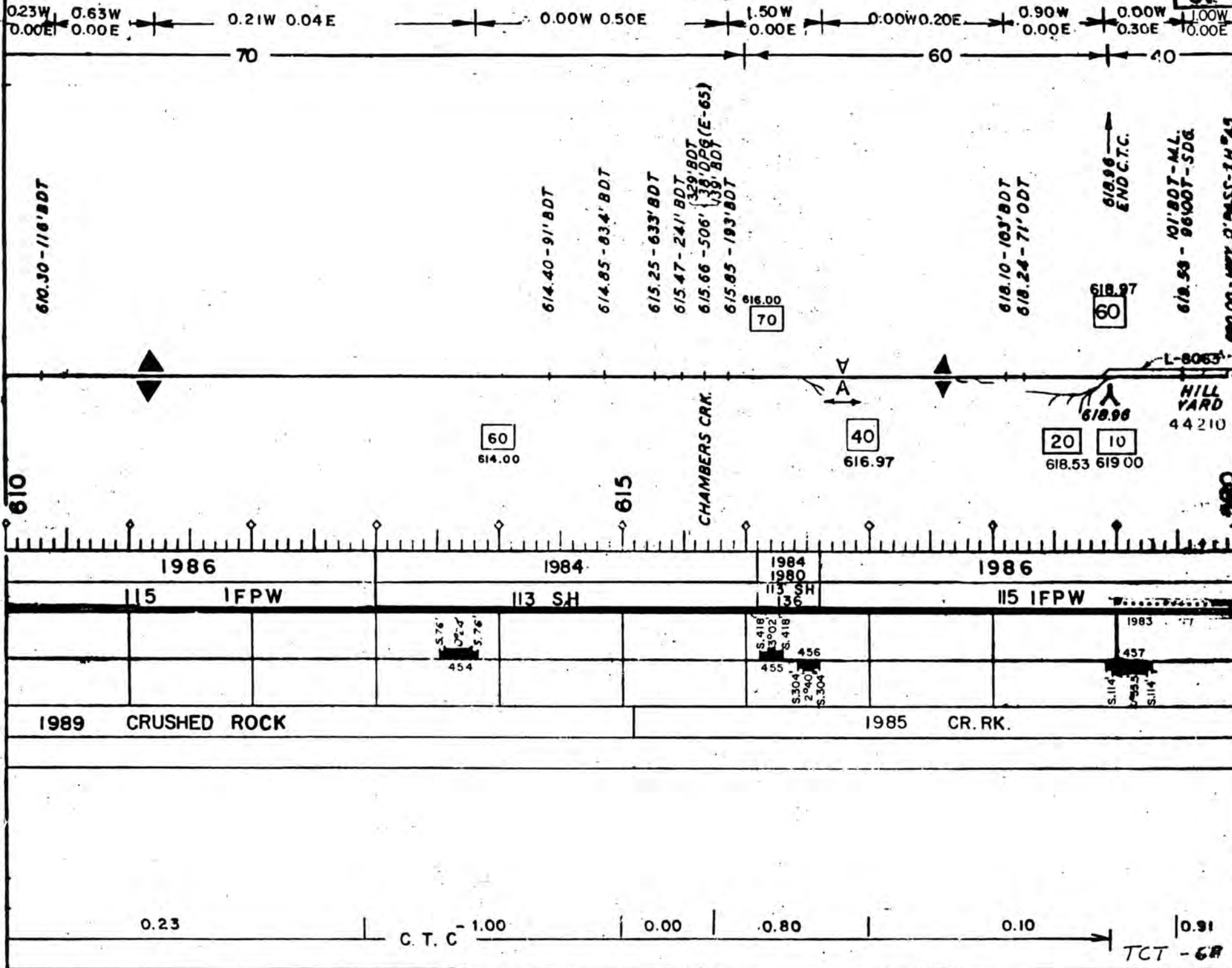
1985	1978	1986	84	1986	90	72	86	86	77	88	1986	88	1986	84	1986	86	1986	90	75	1991
S.H. 115 IFPW	.136	IFPW 115	115	115 IFPW	136	115	136	115	136	SH	115 IFPW	136	115 IFPW	136	115 IFPW	136	IFPW 115	136	136	136
S.152 S.152 S.152	1983 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385	442 S.385 S.385 S.385
439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459
1986 C. R.	1989 CRUSHED ROCK																			

Rev. 4-15-93

1.00 -1.00 0.6 -1.25 1.45 -0.71 1.14 C. T. C. -0.71 0.36 -0.36

TCT 66







0.83W 0.00W 0.74W 1.37S 0.48S 0.00S 1.19S 0.16S 0.00S 1.70S 0.00S

40 20 10

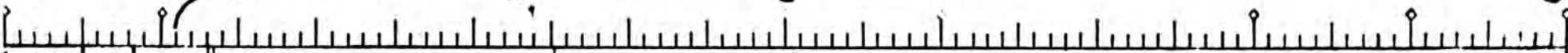
620.0 - HWY OVERPASS - 1H.45  
620.53  
621.02 - RR XING - MECH. INTERLOCKER  
621.32 - RR XING - MAN. ELEC. INTERLOCKER  
623.86 - 11' RL GDR (E-47)  
625.03 - 69' ODT  
625.41 - 95' ODT  
625.50 - 55' ODT  
628.14 - 109' ODT  
629.74 - 480' ODT  
629.98 - 95' ODT

Track Removed M.P. 621.10 - 674.30

620.03  
HILL YD.  
44210  
621.28  
CORSICANA  
43900

B.R. R.R.  
Dallas

0.5' BRANCH  
FOR  
DETAIL 100



86 92 86 1963 1942 1945

115... 136... 115... 85 SH

1983 IFPW S.241' 3'01" S.241'	IFPW	S.160' 2'20" S.160'	460 S.79' 0'59" S.79'	S.296' 3'42" S.296'	462 S.164' 2'03" S.164'	S.151' 0'53" S.151'	464 S.164' 2'03" S.164'
458		459		461		463	

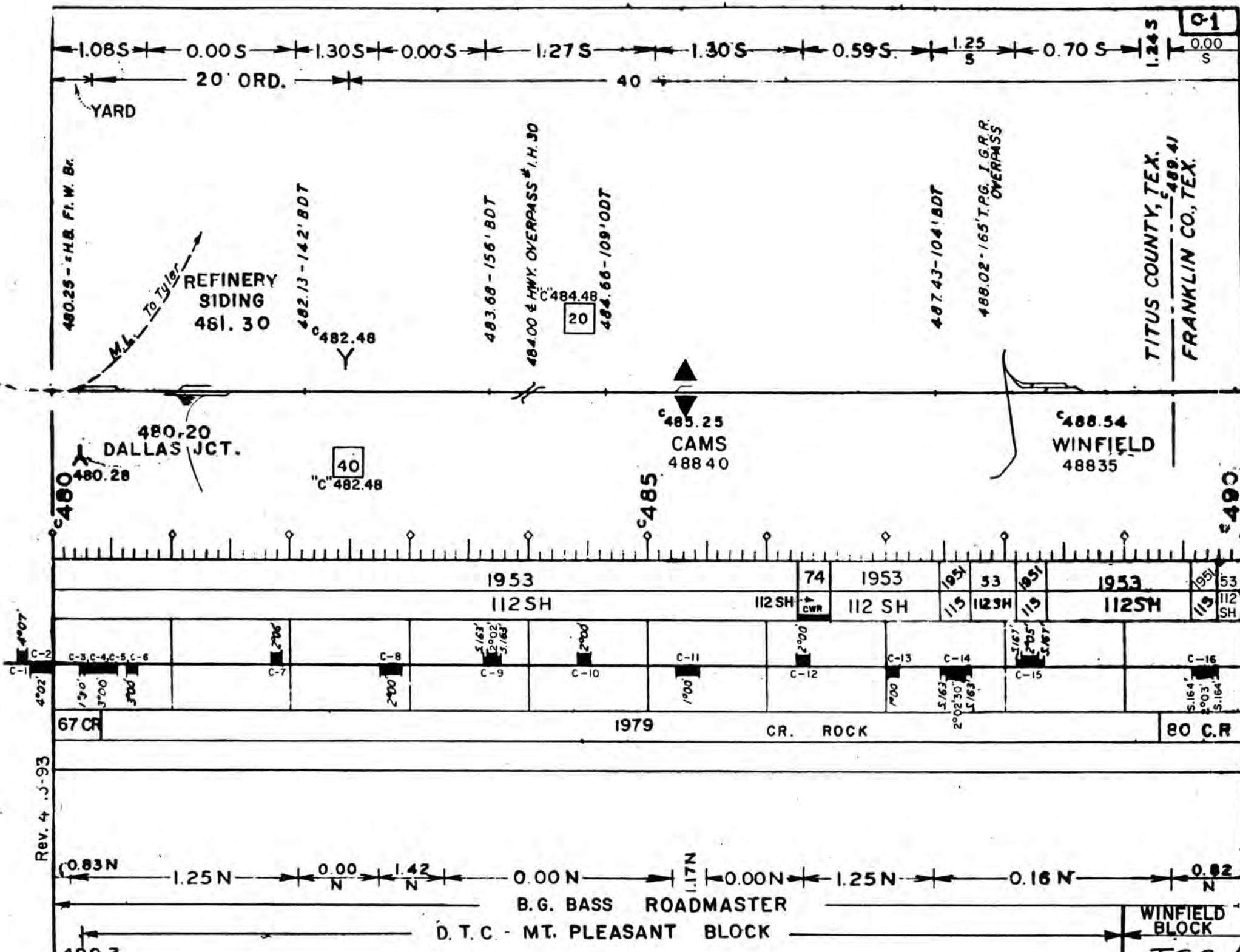
1985 C.R. 1964 GRAVEL

0.00N 1.12N 0.00N 1.02N 1.60N 0.00N

0.91 -0.40 0.30

Rev. 4-15-93

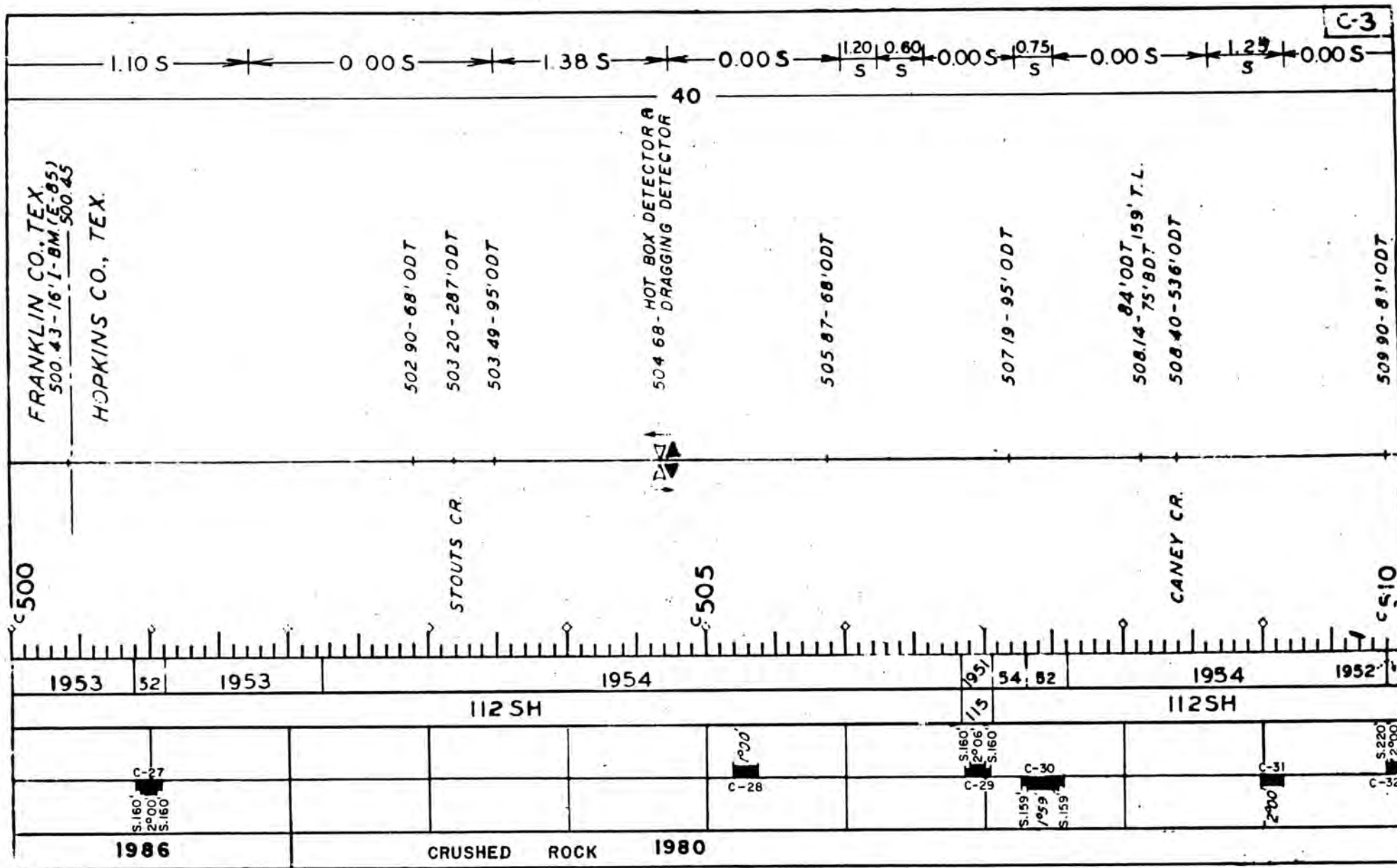






Rev. 4-15-93

Rev. 4-10-93



D.T.C. - MT. VERNON BLOCK

TCC.2

C-4

0.00 S 0.90 S 0.75 S 0.11 S 0.52 S 1.20 S 1.00 S 0.00 S 1.20 S 0.05 S 0.96 S 0.00 S

40

510.00-96' ODT  
(RICHLAND CR.)

510.82-181' BDT

511.46-150' ODT

511.81-53' BDT  
511.96-53' BDT

512.76-53' BDT  
512.93-130' BDT

513.40-181' BDT

514.03-40' BDT

514.85-337' ODT  
514.97-107' ODT

"C" 517.00  
40

517.35-108' ODT

L. & A. RY

518.78-21' I-BM. (E-65)

WHITE OAK CR.

ROCK CREEK

517.84  
SULPHUR SPGS.  
48815

L-4487

510

515

520

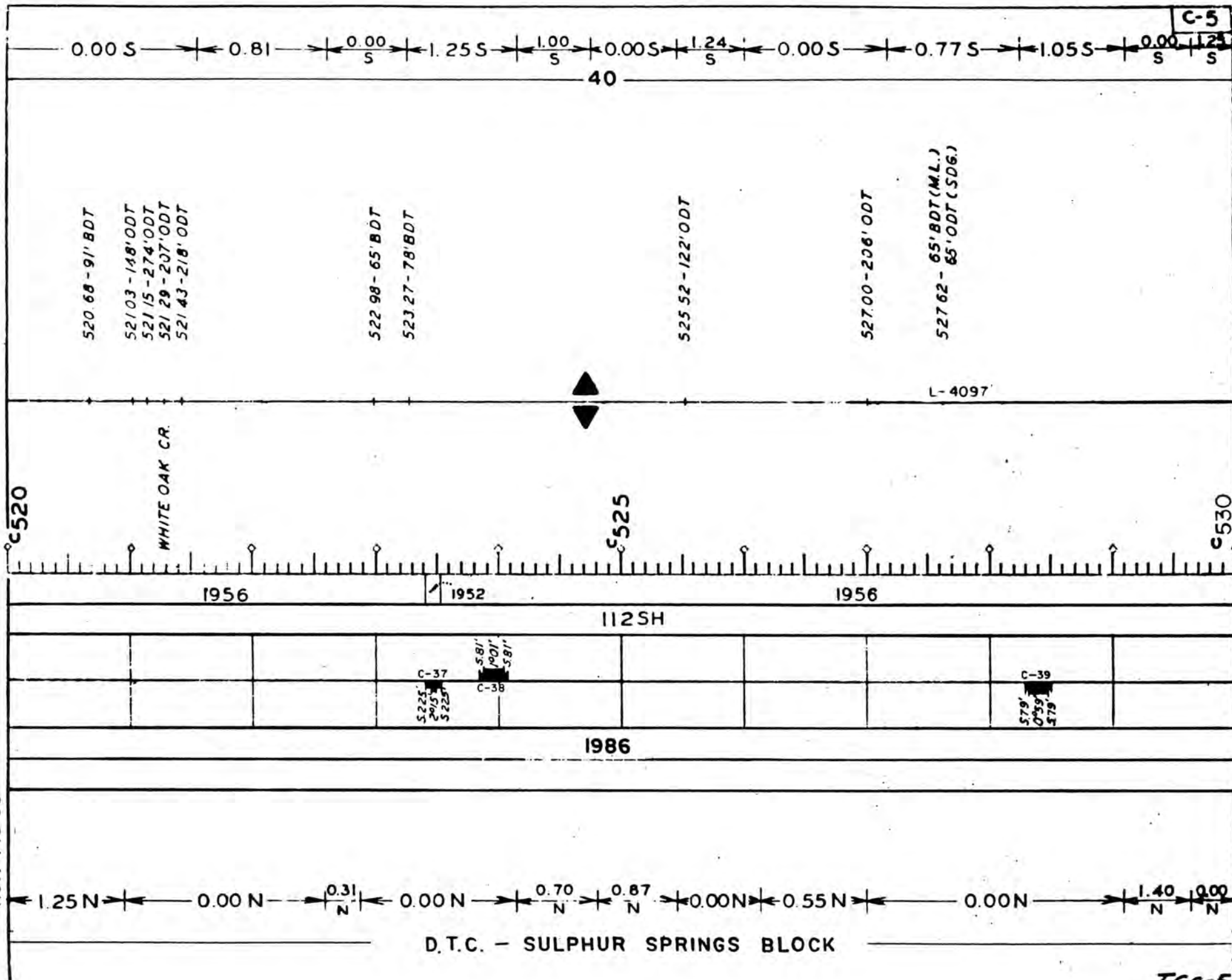
1952		1954				1951		1954	1956
112 SH						115		112 SH	
C-32		C-33		C-34		C-35		C-36	
1980		1986							

Rev. 4-1-33

1.17 Z 0.00 N 1.20 N 0.00 N 1.05 N 0.00 N 1.00 N

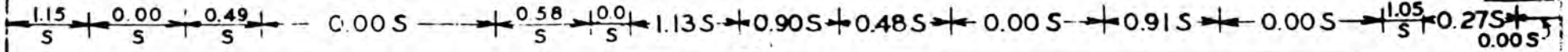
D.T.C. - MT. VERNON BLOCK

SULPHUR SPGS. BLK  
517.7

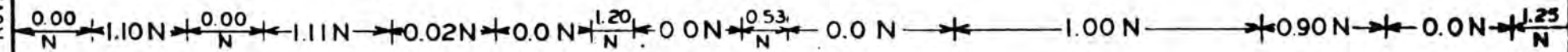
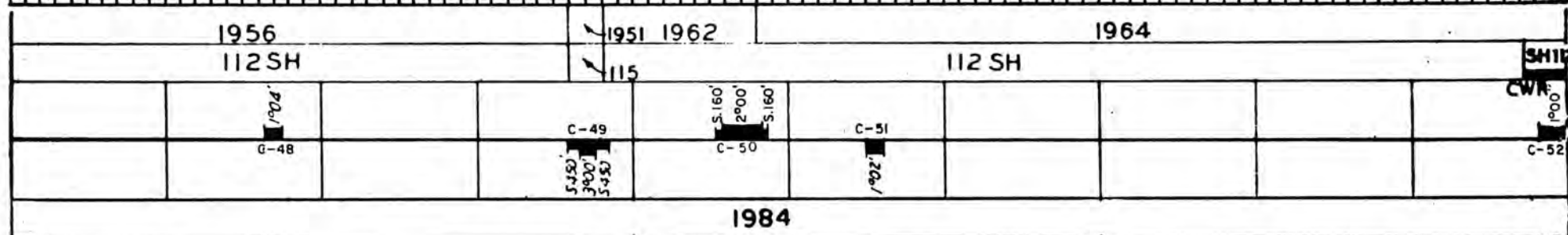
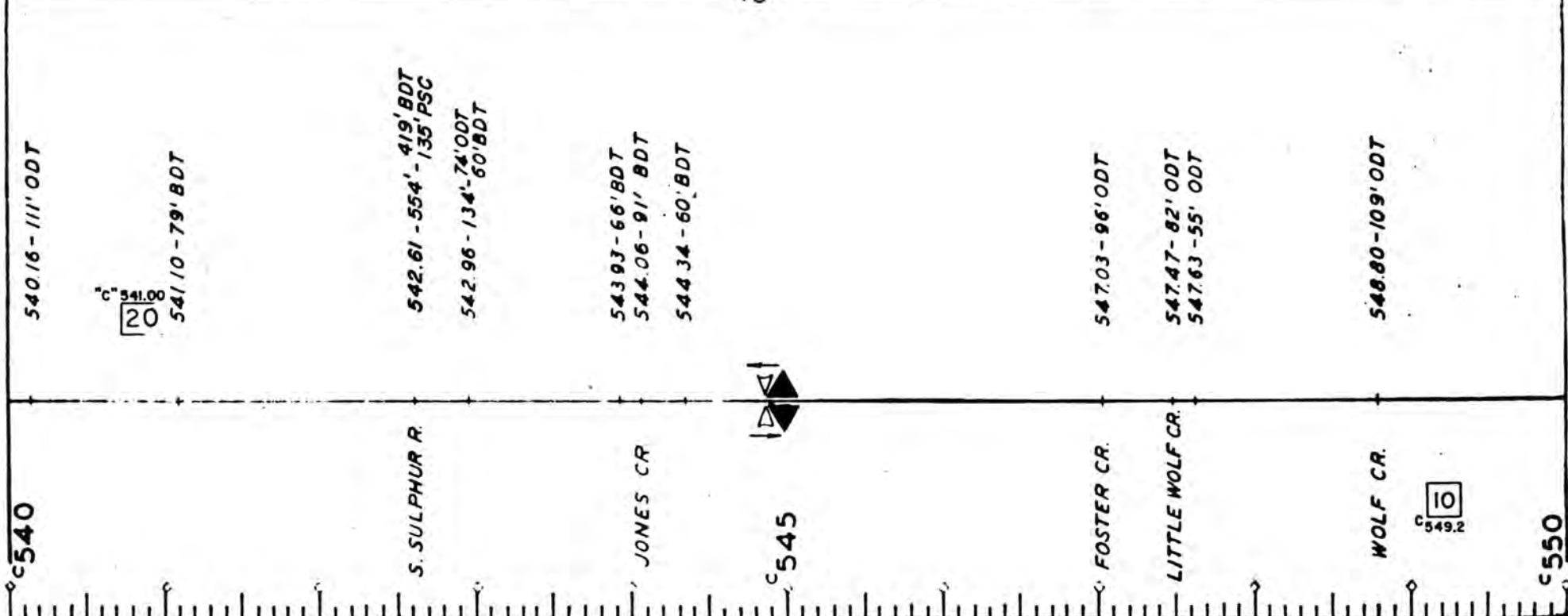




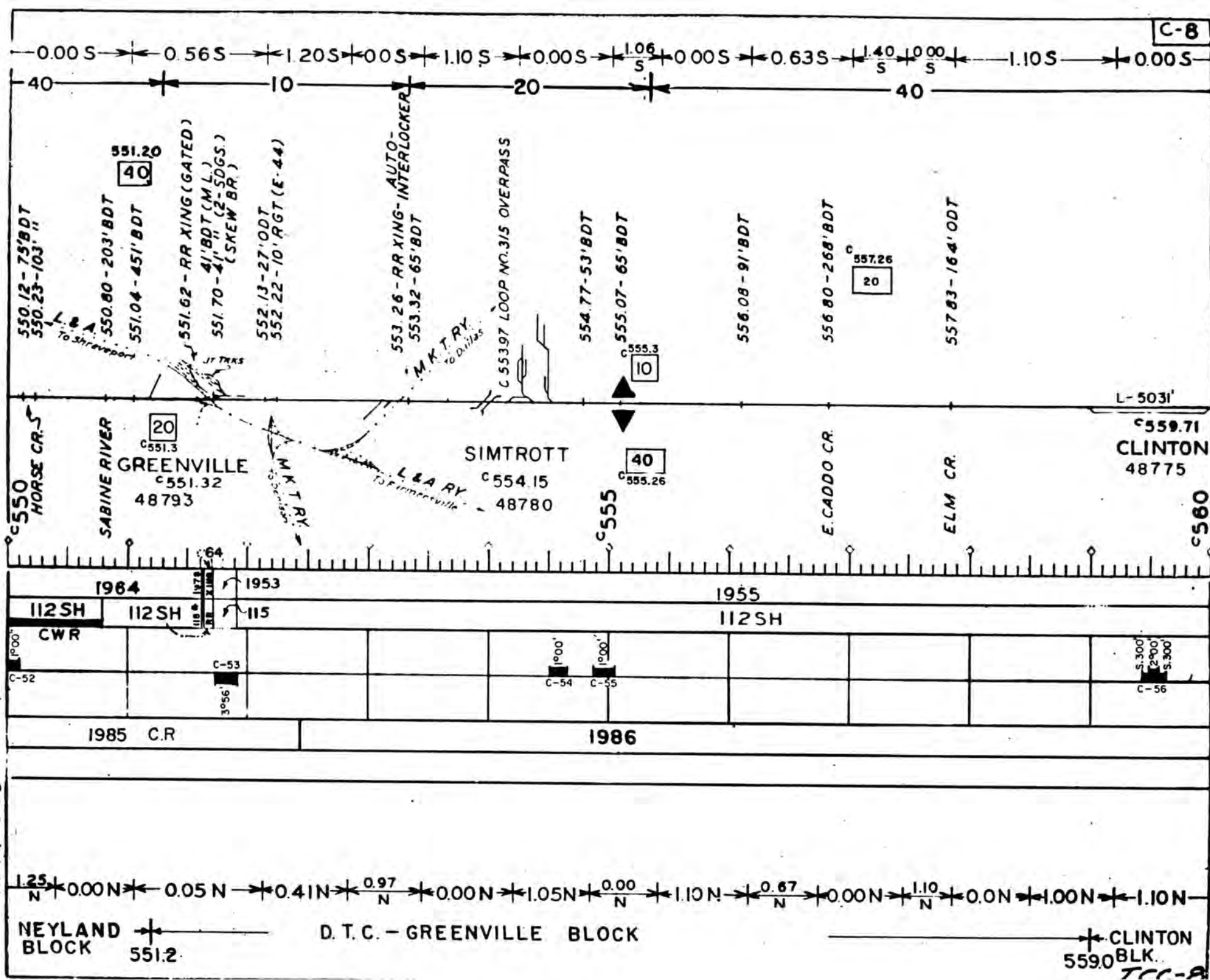




40



D. T. C. - NEYLAND BLOCK



0.00 S | 1.10 S | 0.00 S | 1.14 S | 1.06 S | 1.16 S | 0.05 S | 1.10 S | 0.05 S | 1.35 S | 0.00 S

40

560.31-91' BDT

560.73-117' BDT  
560.80-104' "

563.21-150' PSC

563.62-82' ODT  
563.70-160' "

HUNT COUNTY, TEX  
COLLIN CO. TEX 563.89

565.12-40' BDT

566.05-218' BDT

567.25-78' BDT

567.98-65' BDT

568.42-1-6' E-7-2-5' W

Amer Lib. P. L. Co.  
11-10-61

568.97  
NEVADA  
48770

570

560

M. CADDO CR.

W. CADDO CR.

BRUSHY CR.

L. SABINE R.

565

1955

1956

112 SH

C-57

C-58

C-59

1986

CRUSHED ROCK

Rev. 4 S-3

1.10 N | 0.00 N | 1.07 N | 0.00 N | 1.00 N | 0.00 N | 1.20 N | 0.00 N | 1.10 N | 0.00 N | 1.14 N

D.T.C. - CLINTON BLOCK

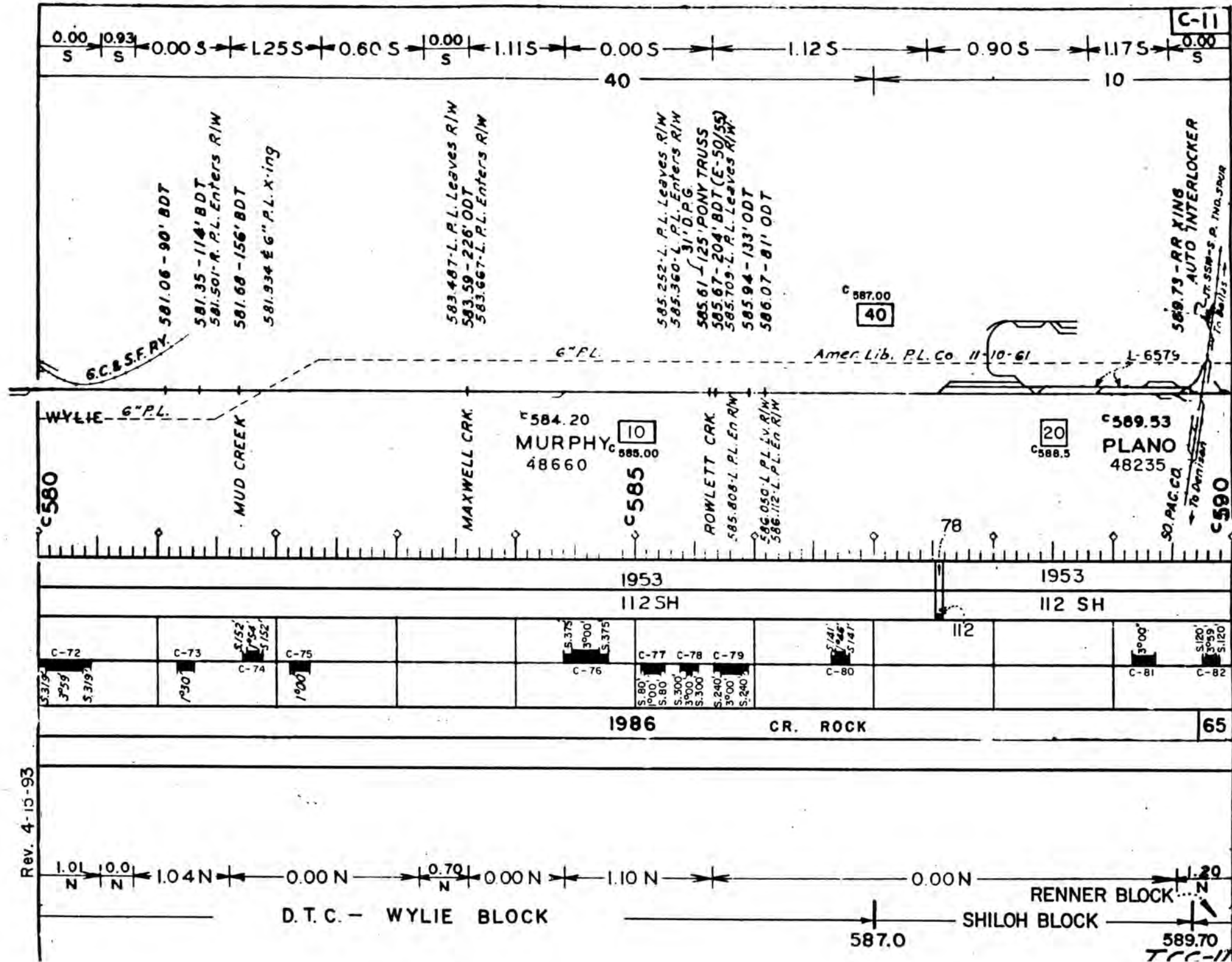
NEVADA  
BLK.  
568.97



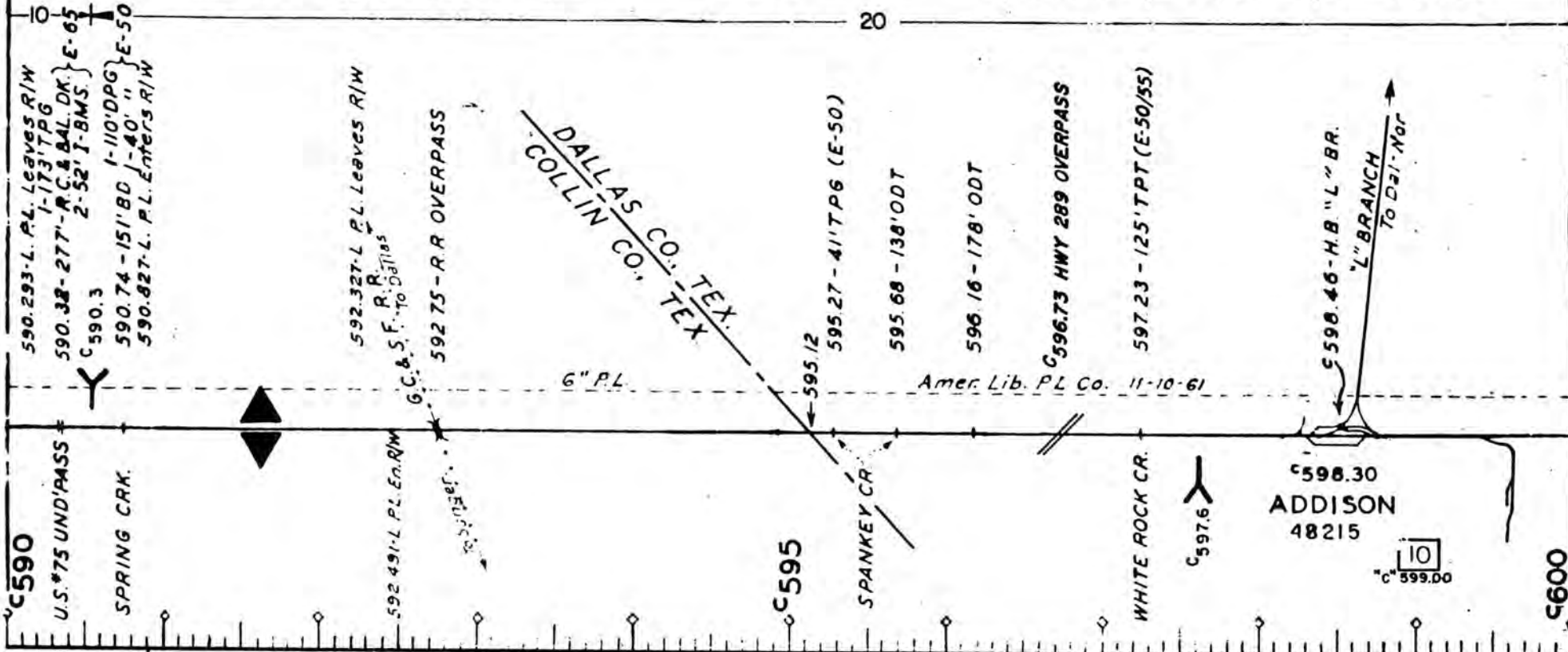




Rev. 4-15-93



0.00 S | 1.25 S | 0.00 S | 1.25 S | 0.00 S | 0.42 S | 1.10 S | 0.00 S

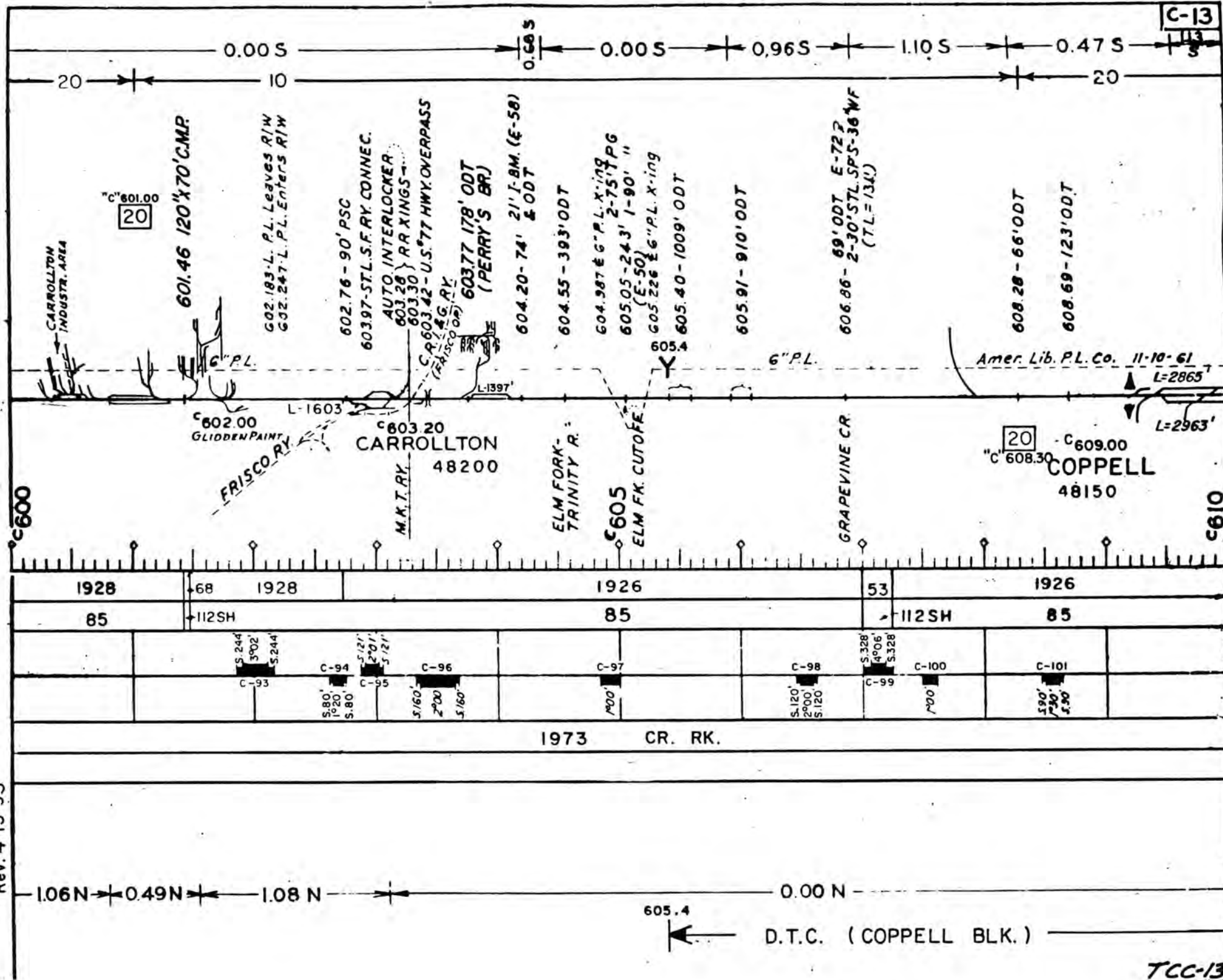


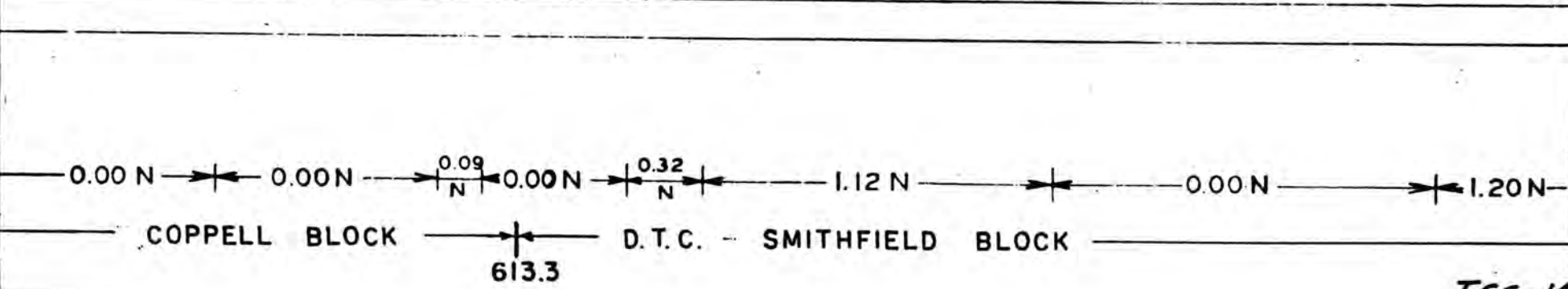
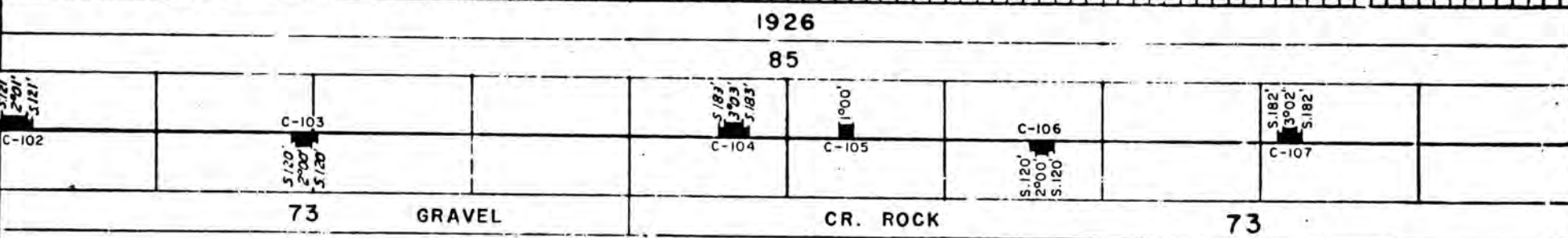
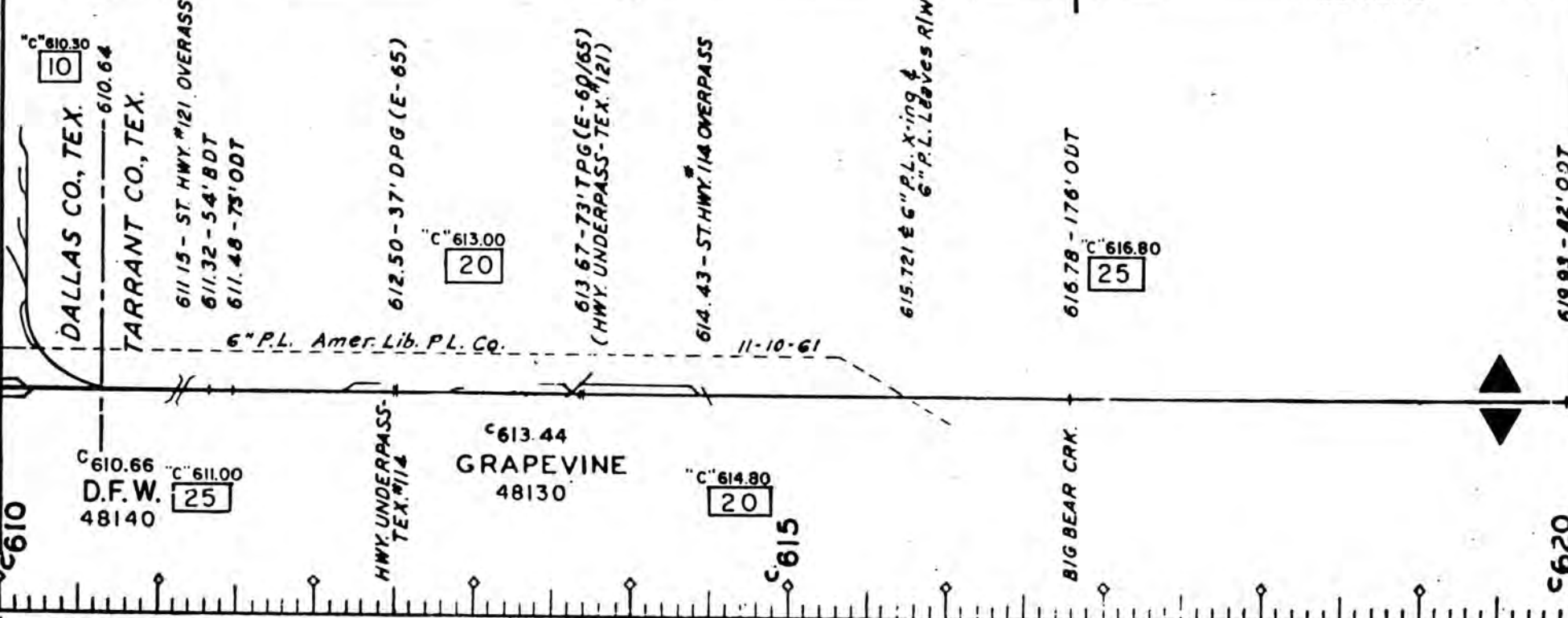
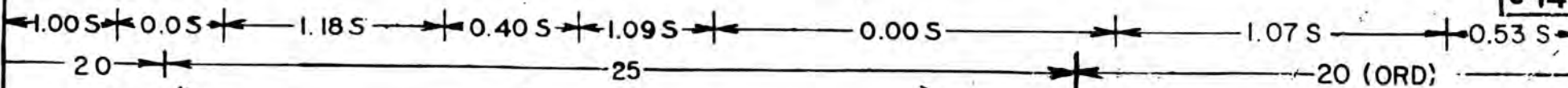
1953				1955				1928			
112 SH								85			
C-83 3'06"	C-84 3'06"	C-85 0'48"		C-86 2'02"	C-87 1'00"	C-88 1'00"	C-89 2'03"	C-90 1'68"	C-91 2'00"	C-92 1'22.5"	
1965				1964				1973			
CR. ROCK				CR. RK.				CR. RK.			

1.20 N | 0.00 N | 0.79 N | 0.00 N | 1.25 N | 0.97 N | 0.00 N | 0.95 N | 1.06 N

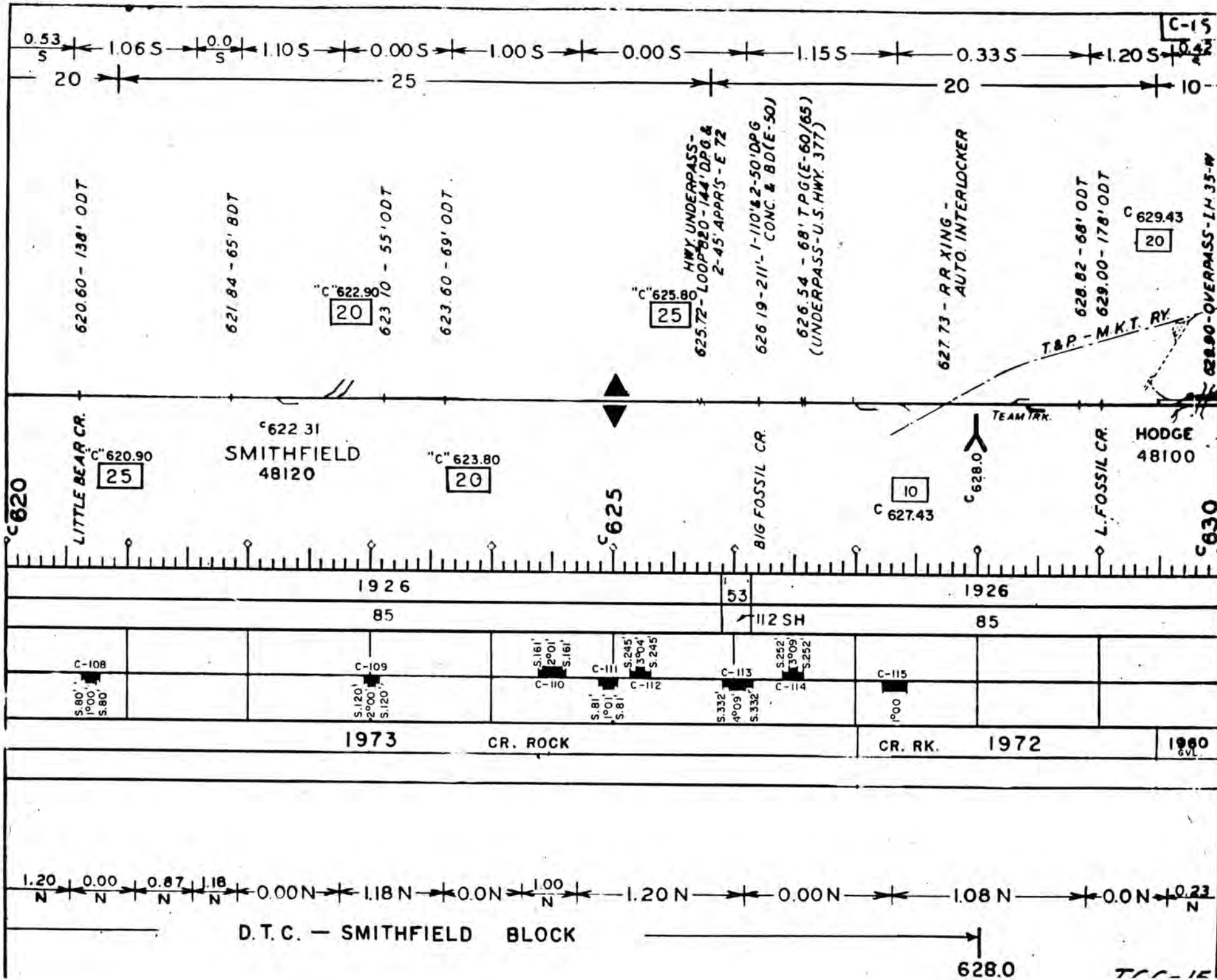
D.T.C. - RENNER BLOCK

597.6

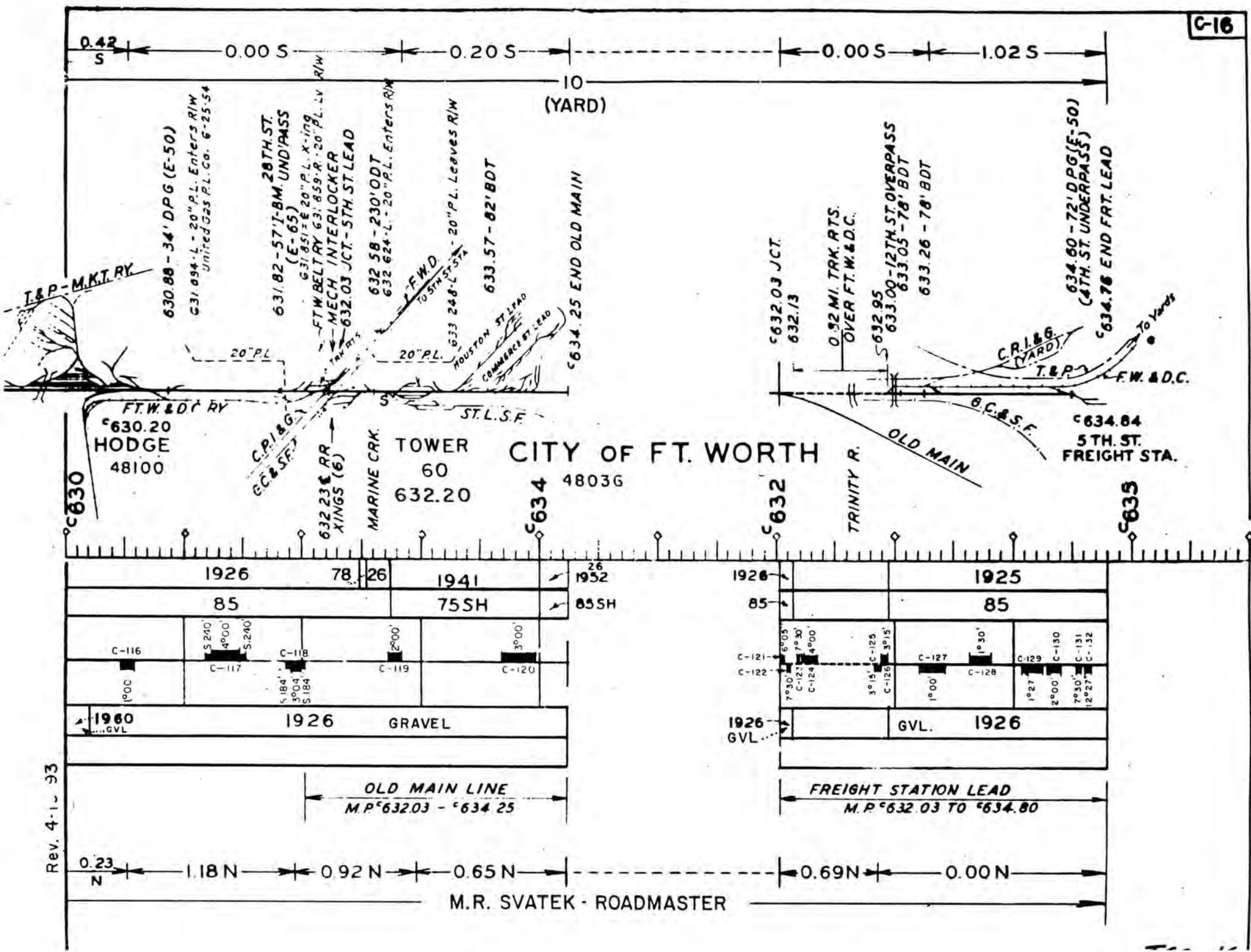




Rev. 4-93







VICTORIA DISTRICT ROADMASTER J.L. BASINGER

HEARNE ROADMASTER G.B. DUTCHOVER  
M.P. 30

SPEED ENTERING CROSSINGS  
45 M.P.H.

32300 FLATONIA

29.29  
TWR. 3  
INTERLOCKING

← To Yookum

45  
23 30

29.2

60  
29.80

M.P. 29.28

U.S. 90

29.25 53' 4" I.B. U.P.

1.11 W.

45

60

(OR 1)

2983 CORP. LIMITS  
29.93 I.H. 10 UNDERPASS

35	81	75
112	123	115
SH	SH	SH

SLAG 89

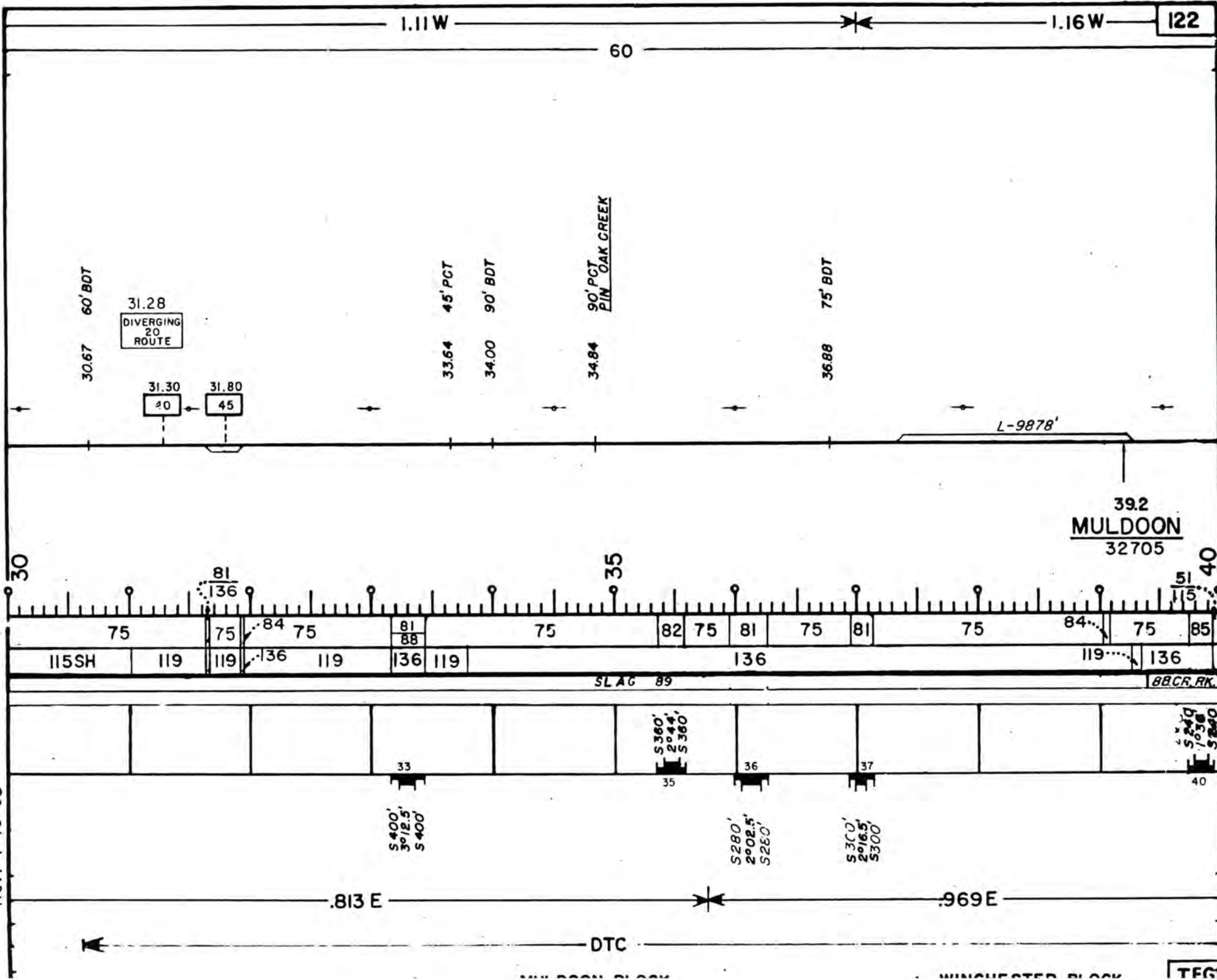
S240'  
3054'  
S240'

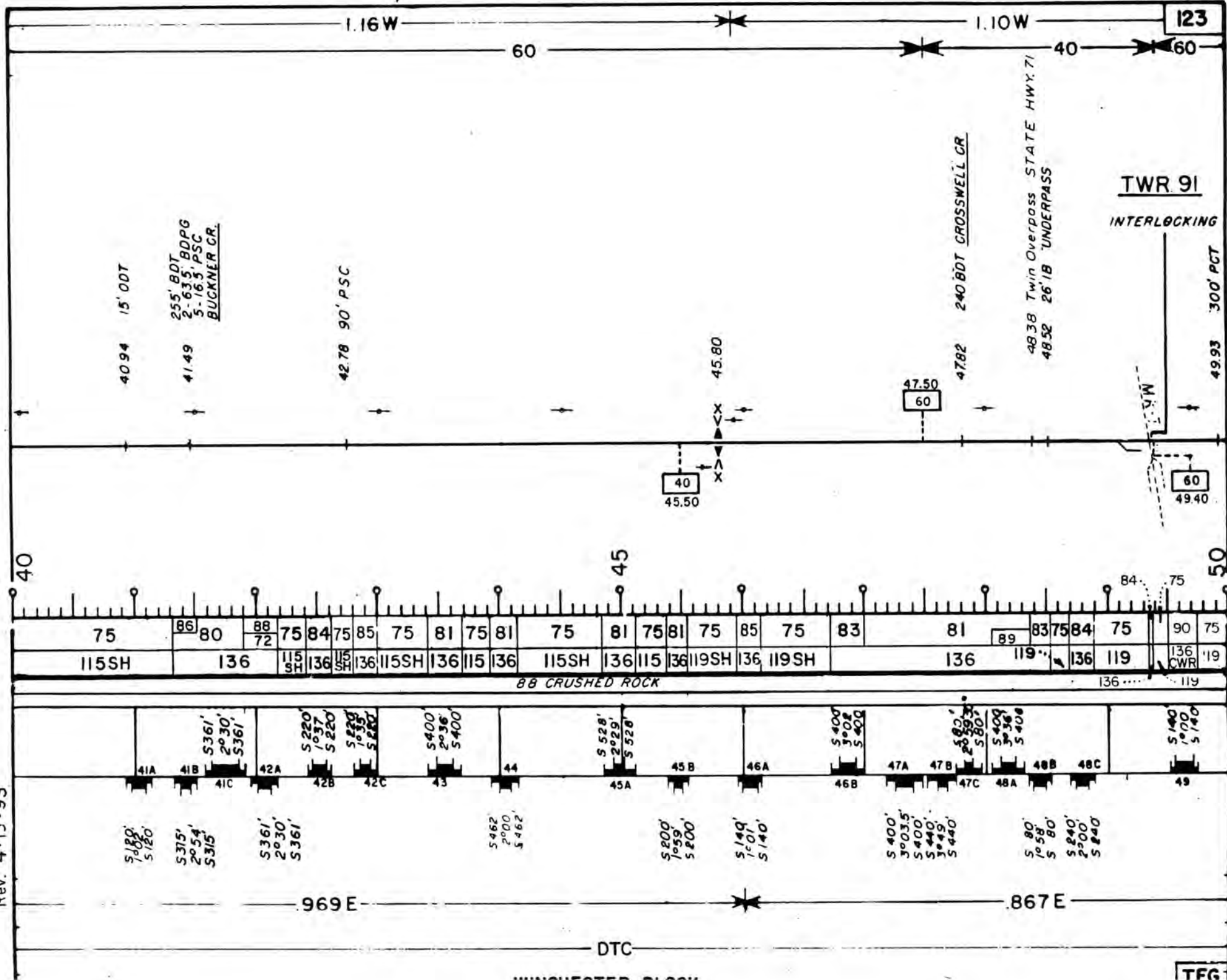
29

← 813E

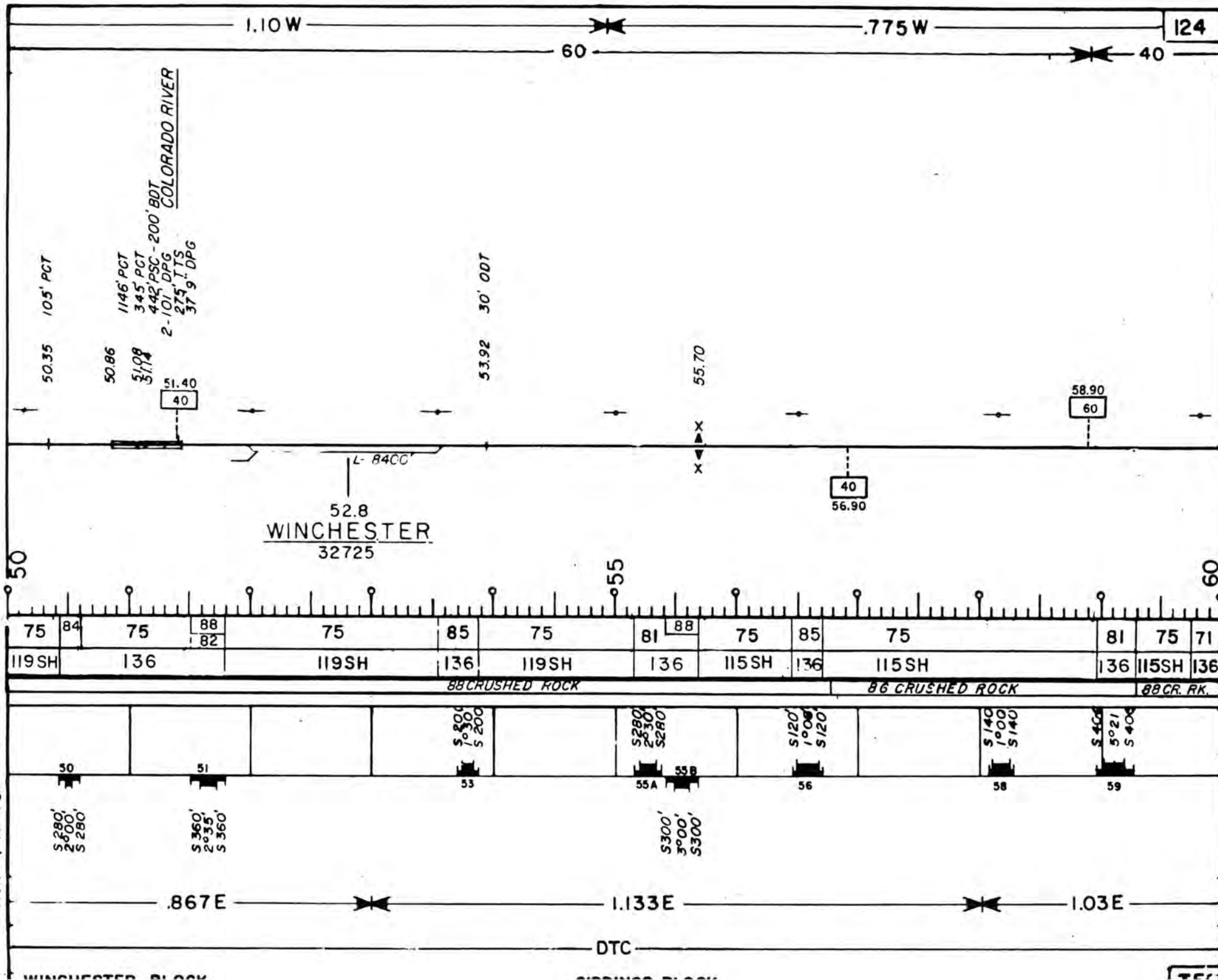
TEC

Rev. 4-15-93



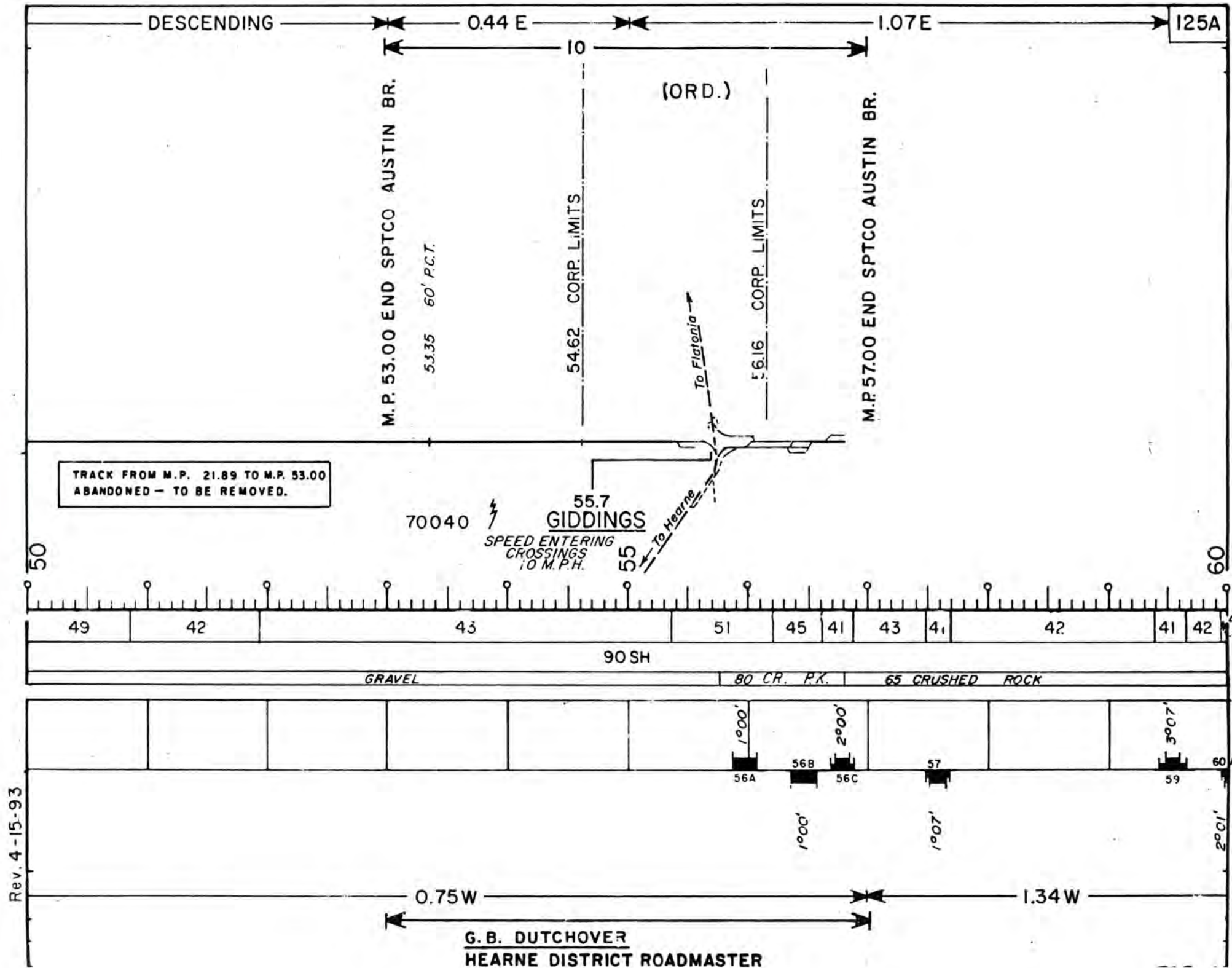


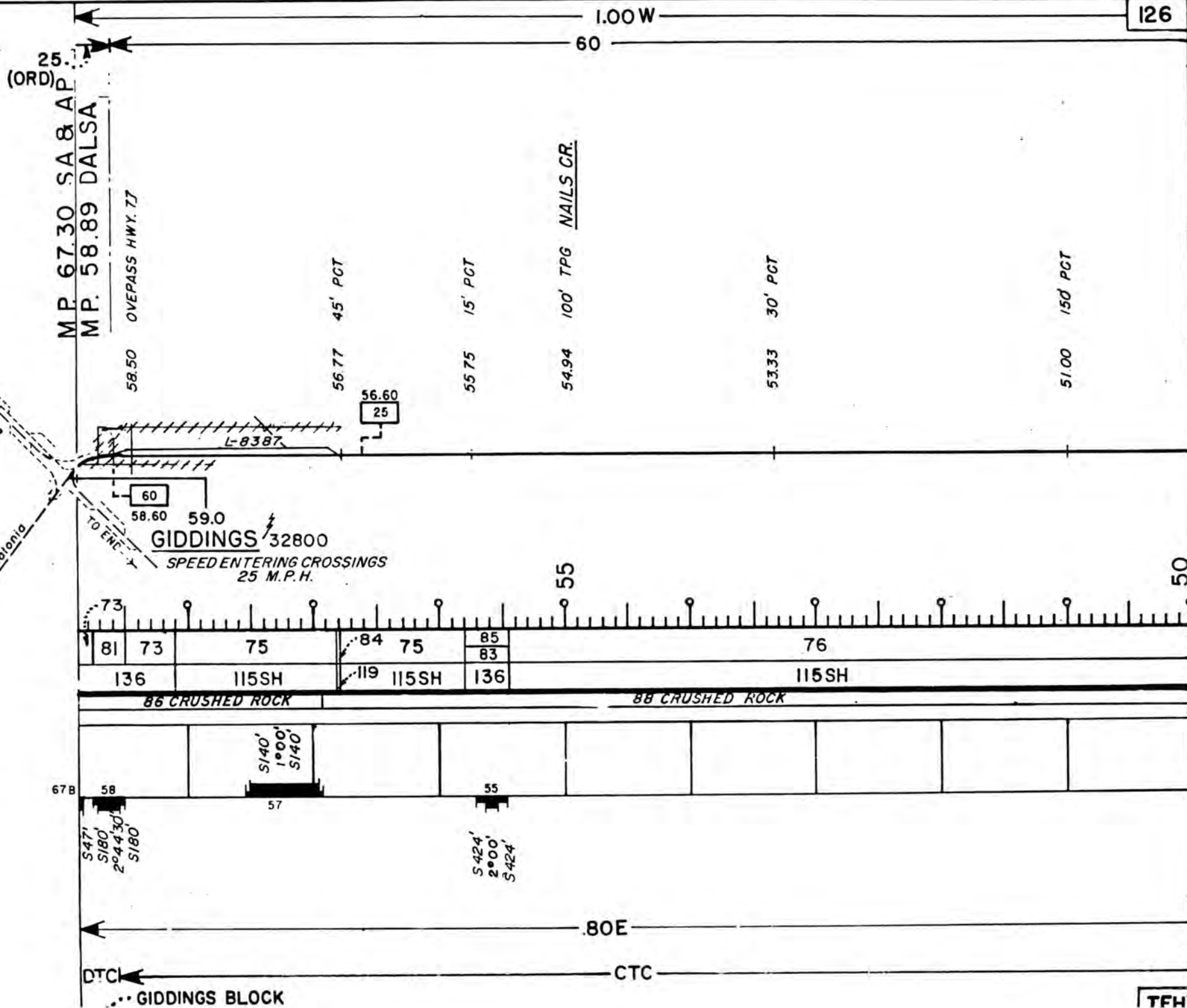
Rev. 4-15-93











1.00 W

127

60

WEST YEGUA CR.

BRUSHY CREEK

KRUNKS LAKE  
EAST YEGUA CR.

49.60  
49.39  
120' PCT  
48.48  
270' PSC  
48.19  
240' PCT  
48.09  
30' PCT  
100' TPG  
90' PCT

46.61  
150' PCT

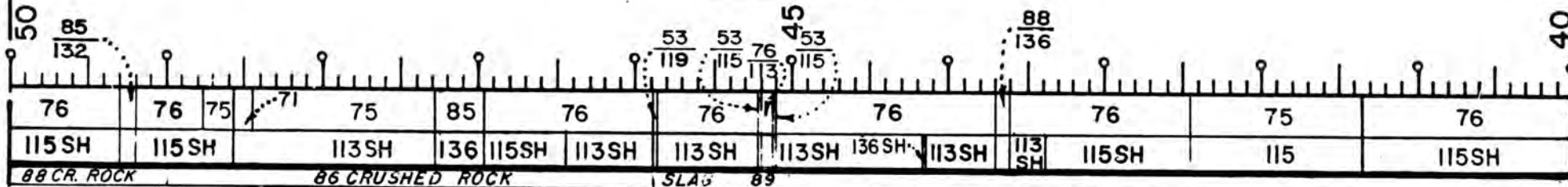
44.20  
OVERPASS

43.85  
195' PCT

42.12  
240' PCT  
41.84  
15' OOT  
100' TPG  
41.68  
150' PCT  
30' OOT

41.19  
45' PCT  
41.00  
150' PCT  
40.57  
105' PCT  
40.18  
45' PCT

45.0  
DIME BOX 32825



S 160'  
100'  
S 160'  
1971  
48

47  
S 140'  
100'  
S 140'

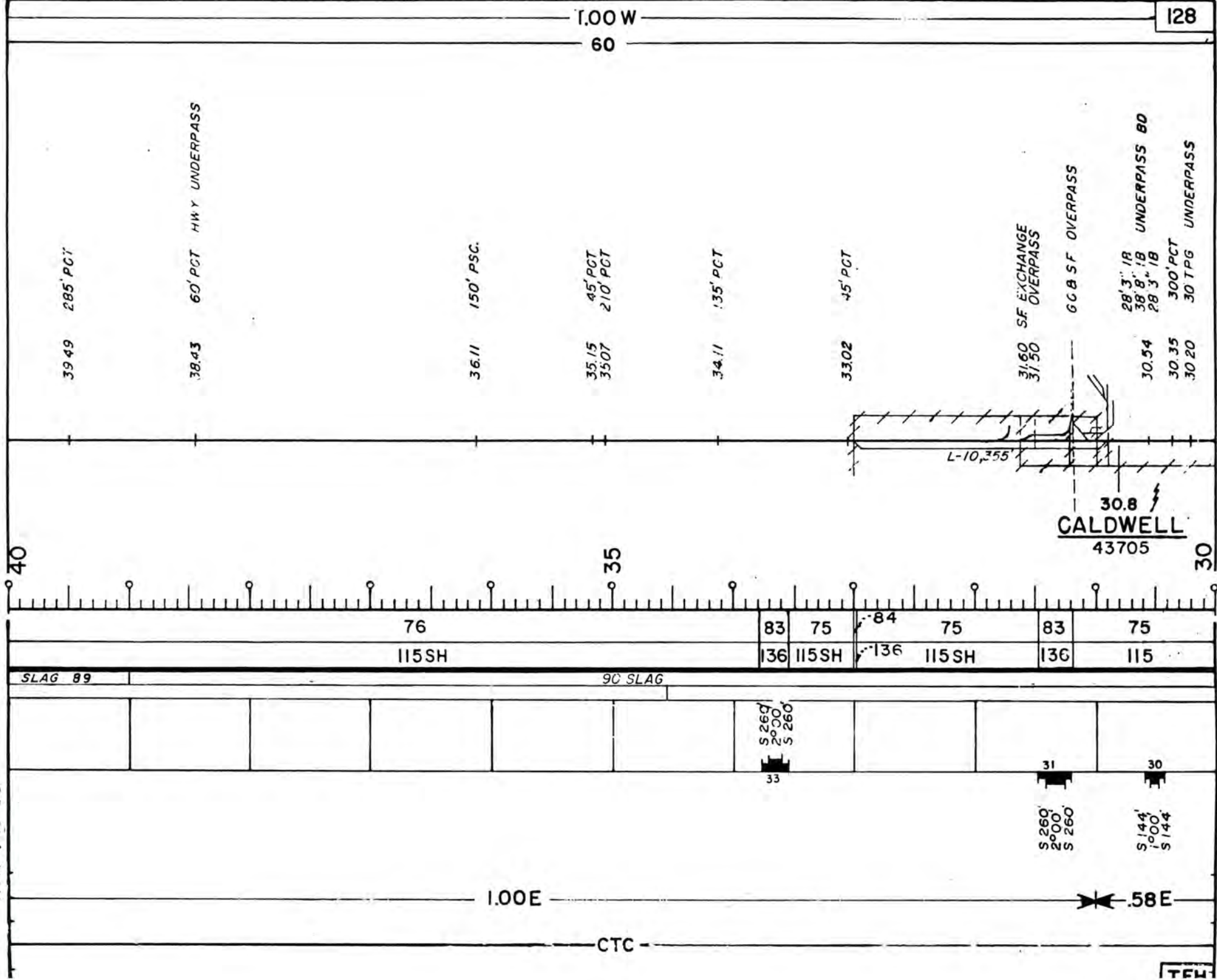
1.00 E

CTC

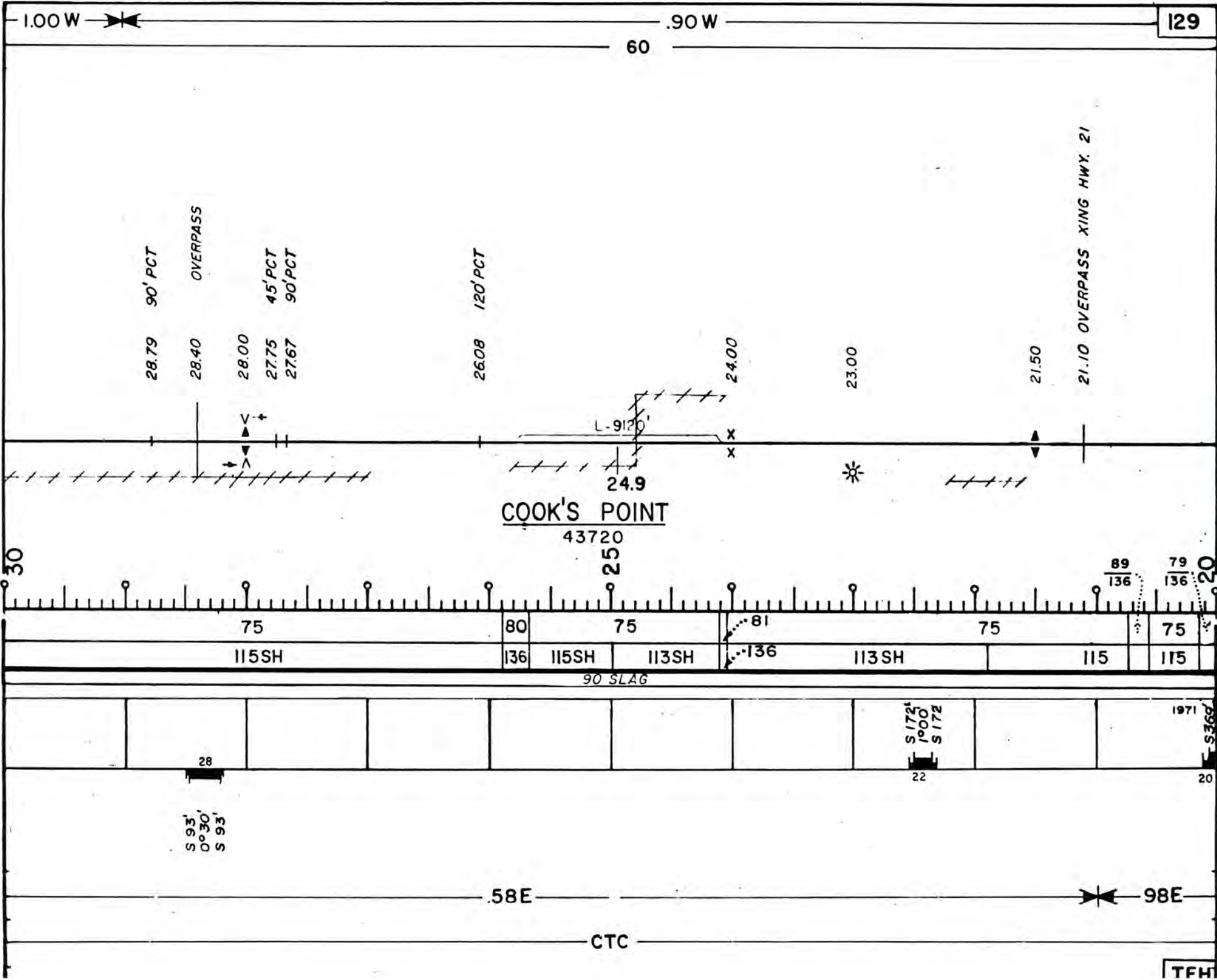
Rev. 4-15-93

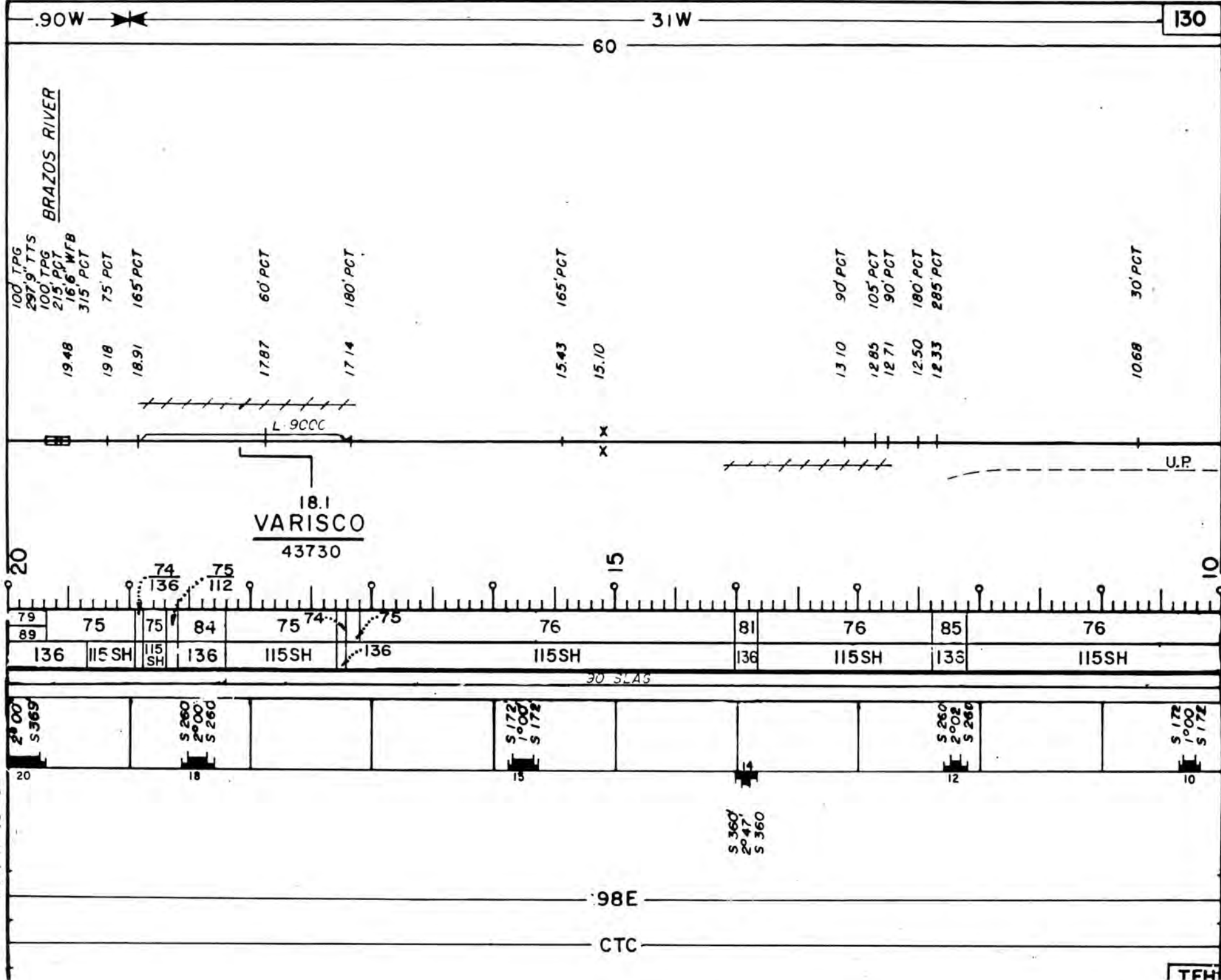
TECH



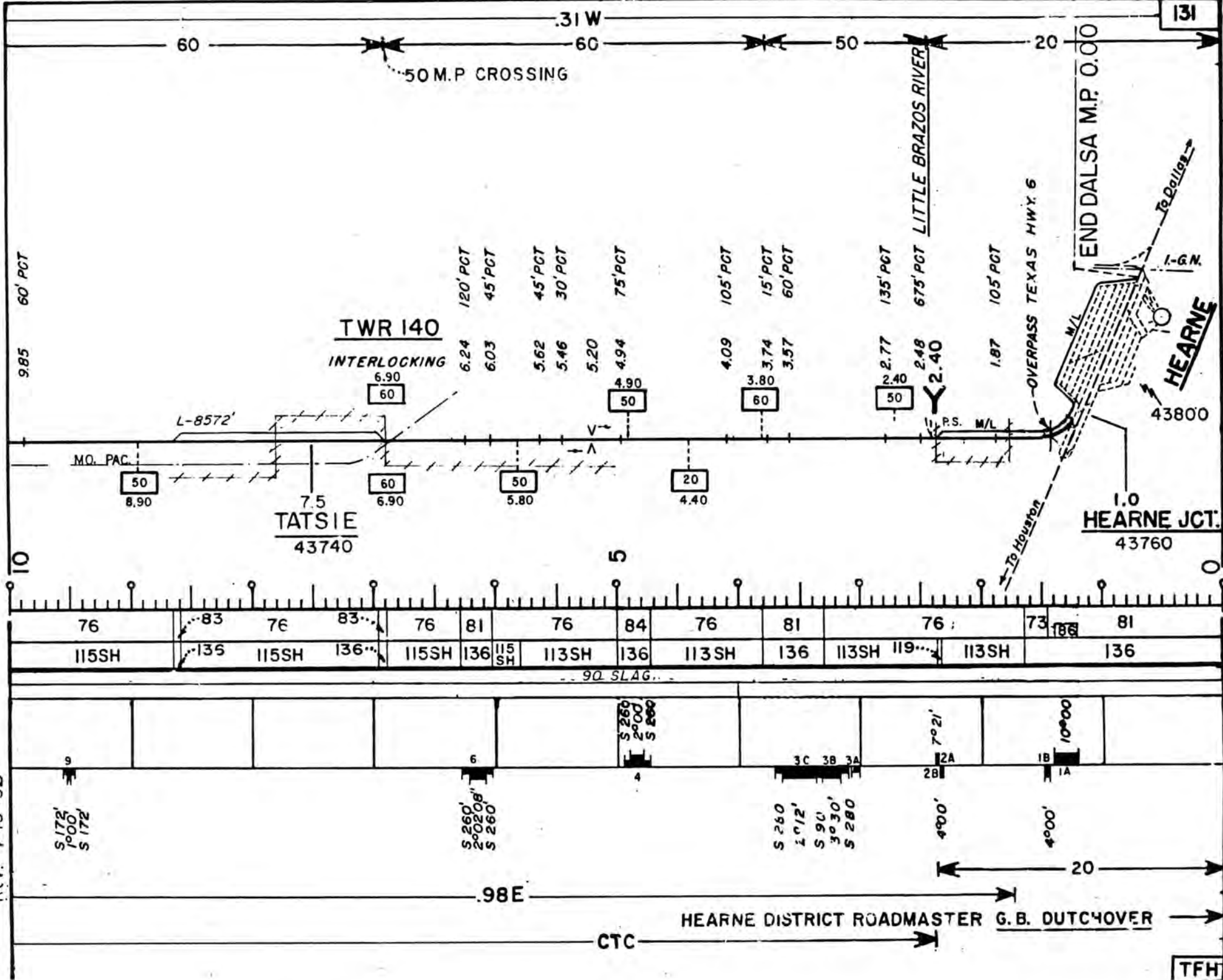




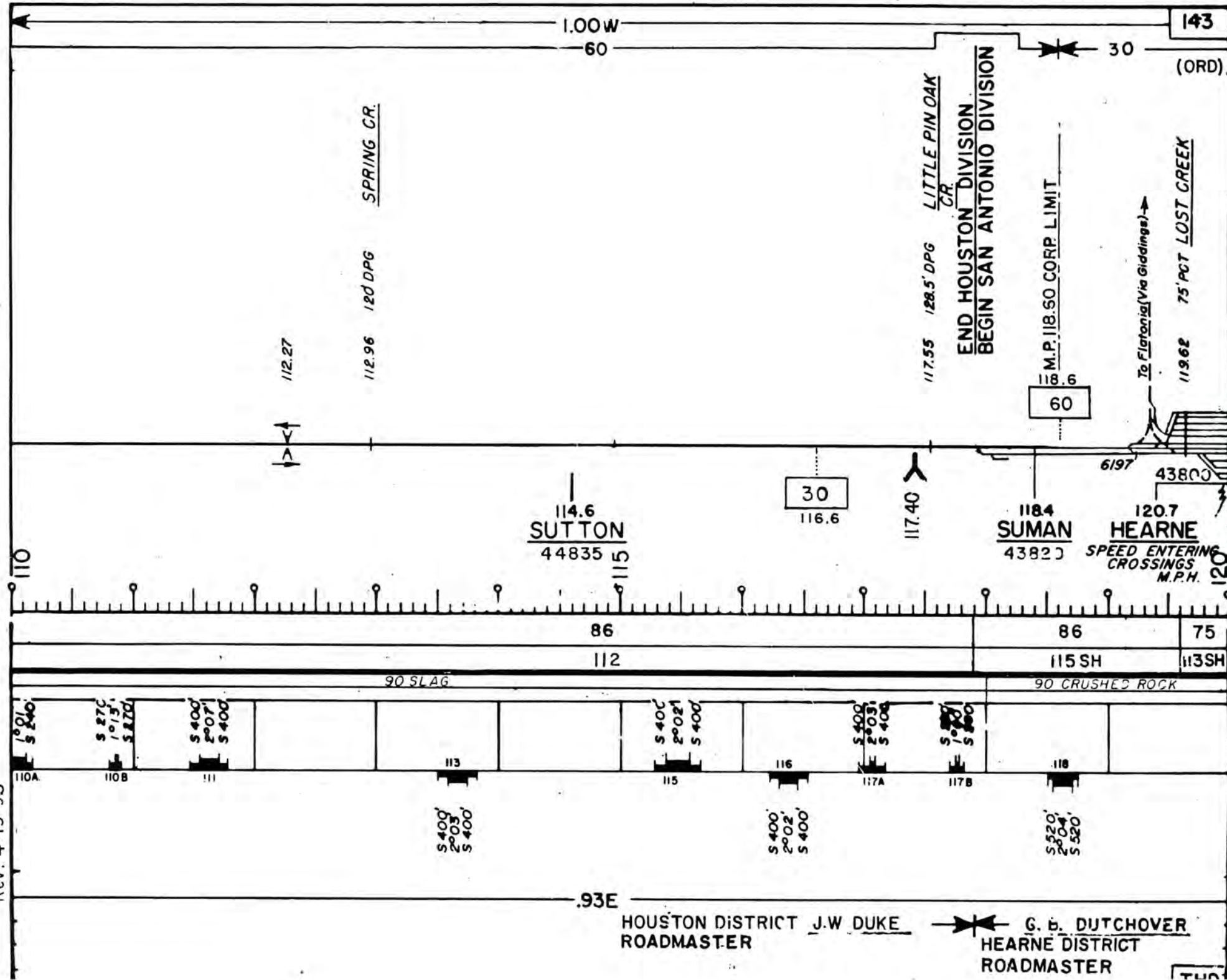




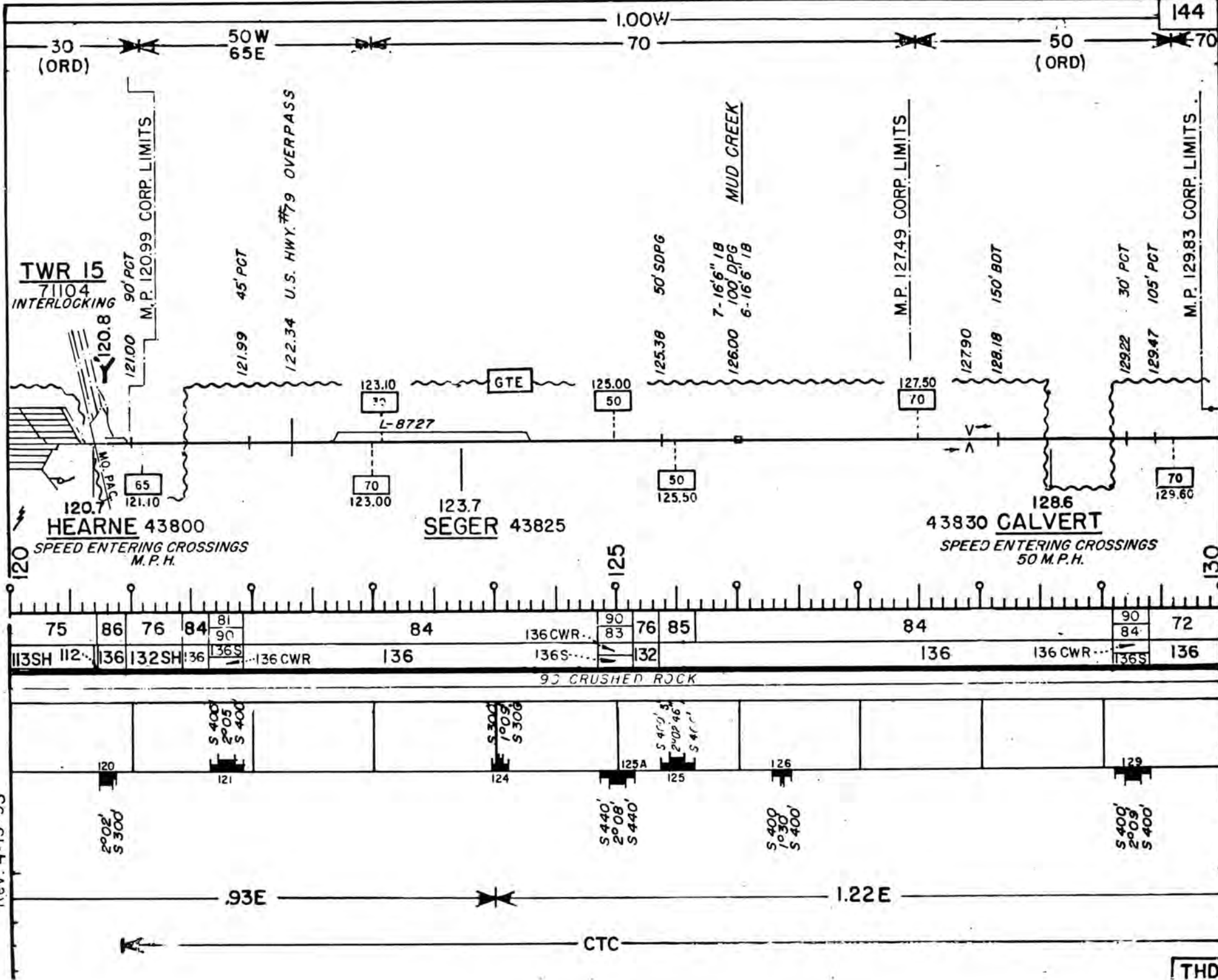
Rev. 4-13-93



TFH



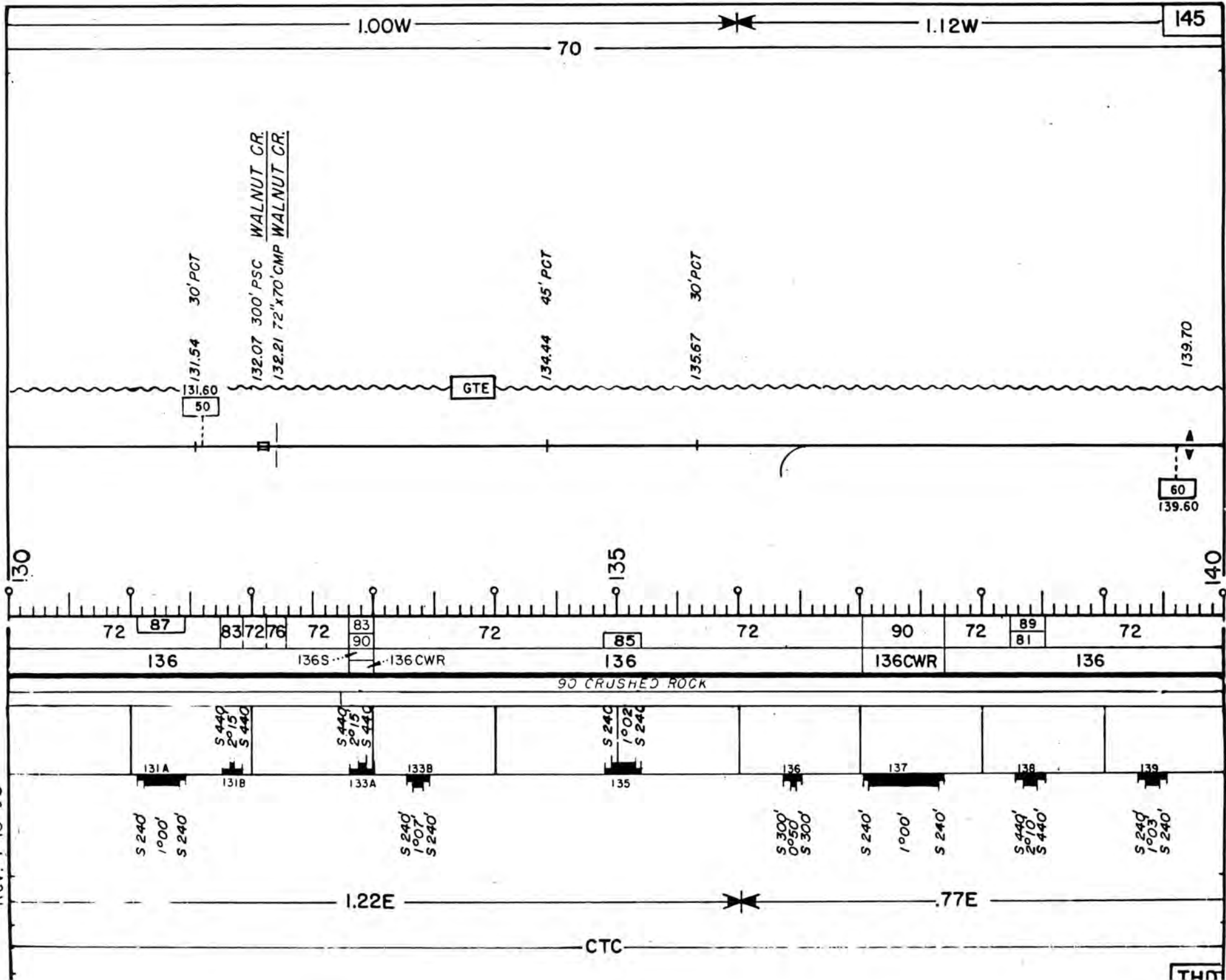
Rev. 4-15-93

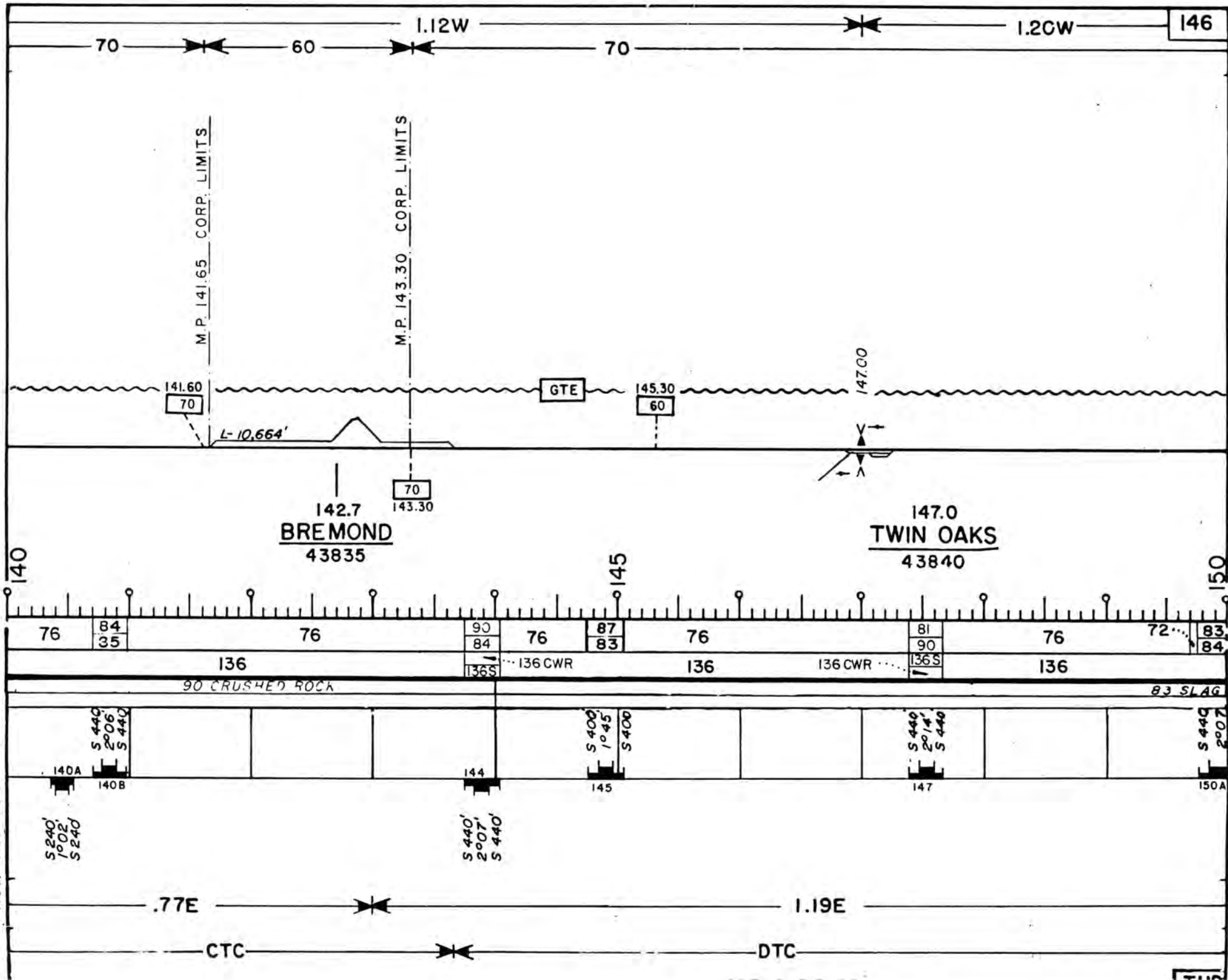


THD



Rev. 4-10-93





1.20W  
70

150.25 60' PSC  
151.08 105' PCT POLE CAT CR.

M.P. 152.42 CORP. LIMITS

M.P. 153.93 CORP. LIMITS

GTE

155.96 120' BOT

157.32 2-30' DPG BIG CR.

158.77 135' PCT

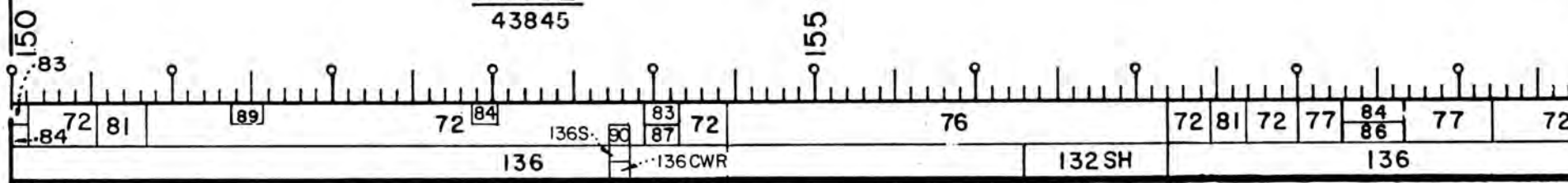
159.19 135' PCT STEEL CR.

L-12,832'

153.2  
KOSSE  
43845

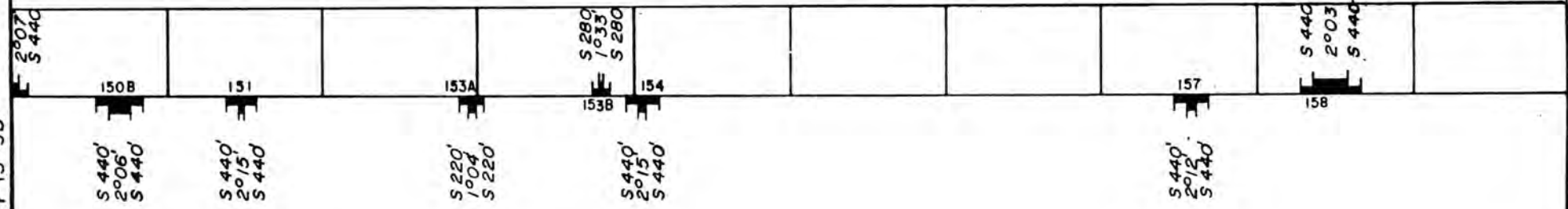
155

160



SLAG 83

83 SLAG



1.19E

.94E

DTC

BREMONT BLOCK KOSSE BLOCK

THD

Rev. 4-15-93

1.20W

70

1.26W

70

148

60

M.P. 160.49 CORP. LIMITS

161.38 30' PCT

M.P. 161.84 CORP. LIMITS

162.33 30' OOT

163.00  
70

GTE

164.45 105' PCT

ROCKY CR.

165.23 300' PSC

165.30  
55

166.10

166.61 75' PCT

166.99 60' PCT

166.90  
60

168.44 120' PCT FROST CR.

M.P. 168.94 CORP. LIMITS

168.90  
70161.00  
55163.30  
70166.90  
60

169.5

43850 GROESBECK

SPEED ENTERING CROSSINGS  
45 M.P.H.

160

165

170

72

81

92  
84

75

84

81

76

81

75

136

132

136

132  
SH

136

132SH

136

132SH

136

SLAG 83

83 SLAG

S 440  
20' 08"  
S 440

162

S 400  
30' 10"  
S 400

163A

S 440  
20' 08"  
S 440

163B

S 400  
20' 15"  
S 400

164

S 240  
10' 11"  
S 240

165

S 440  
20' 15"  
S 440

167

.94E

1.22E

1.19

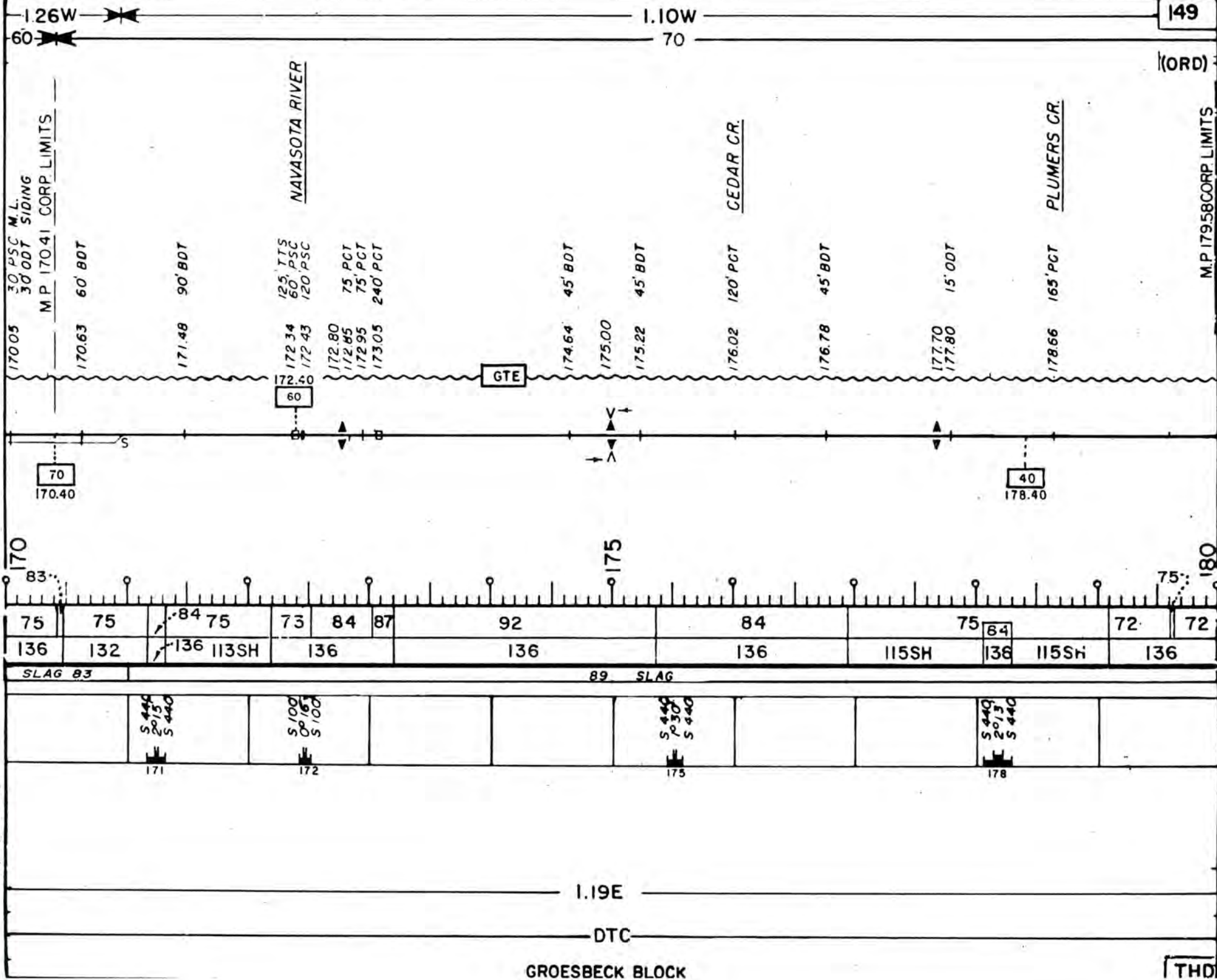
DTC

GROESBECK BLOCK

KOSSE BLOCK

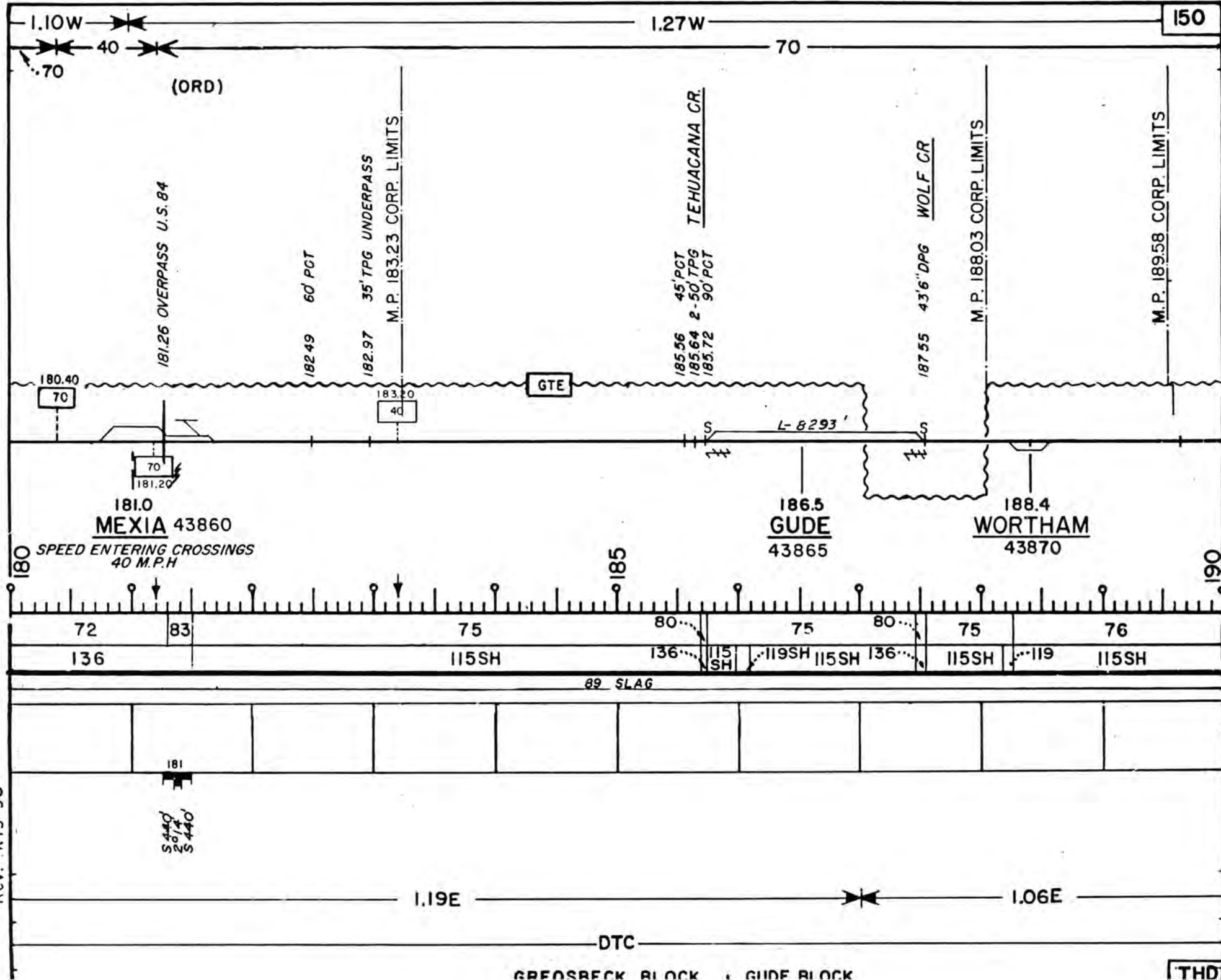
THD

Rev. 4-15-93

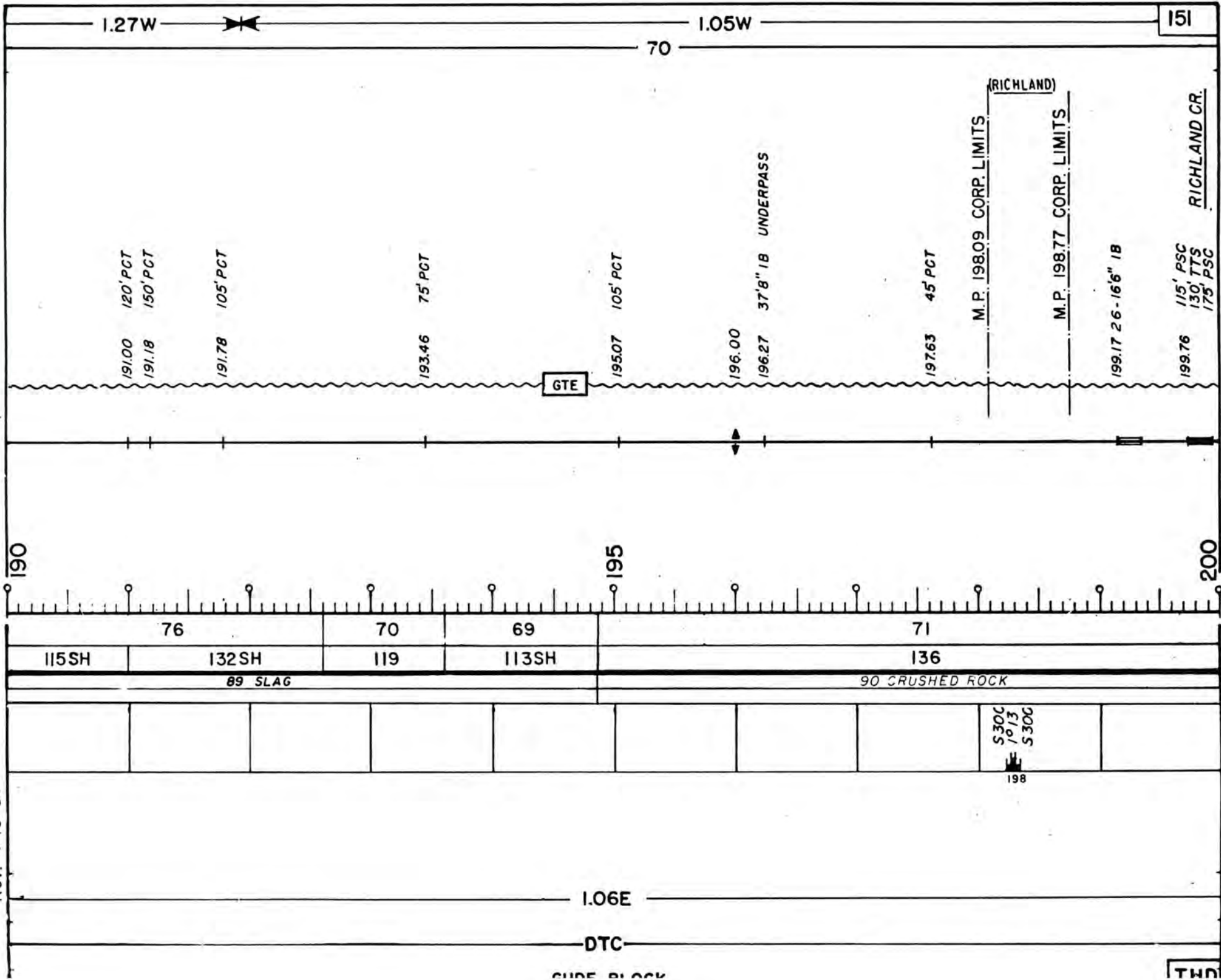


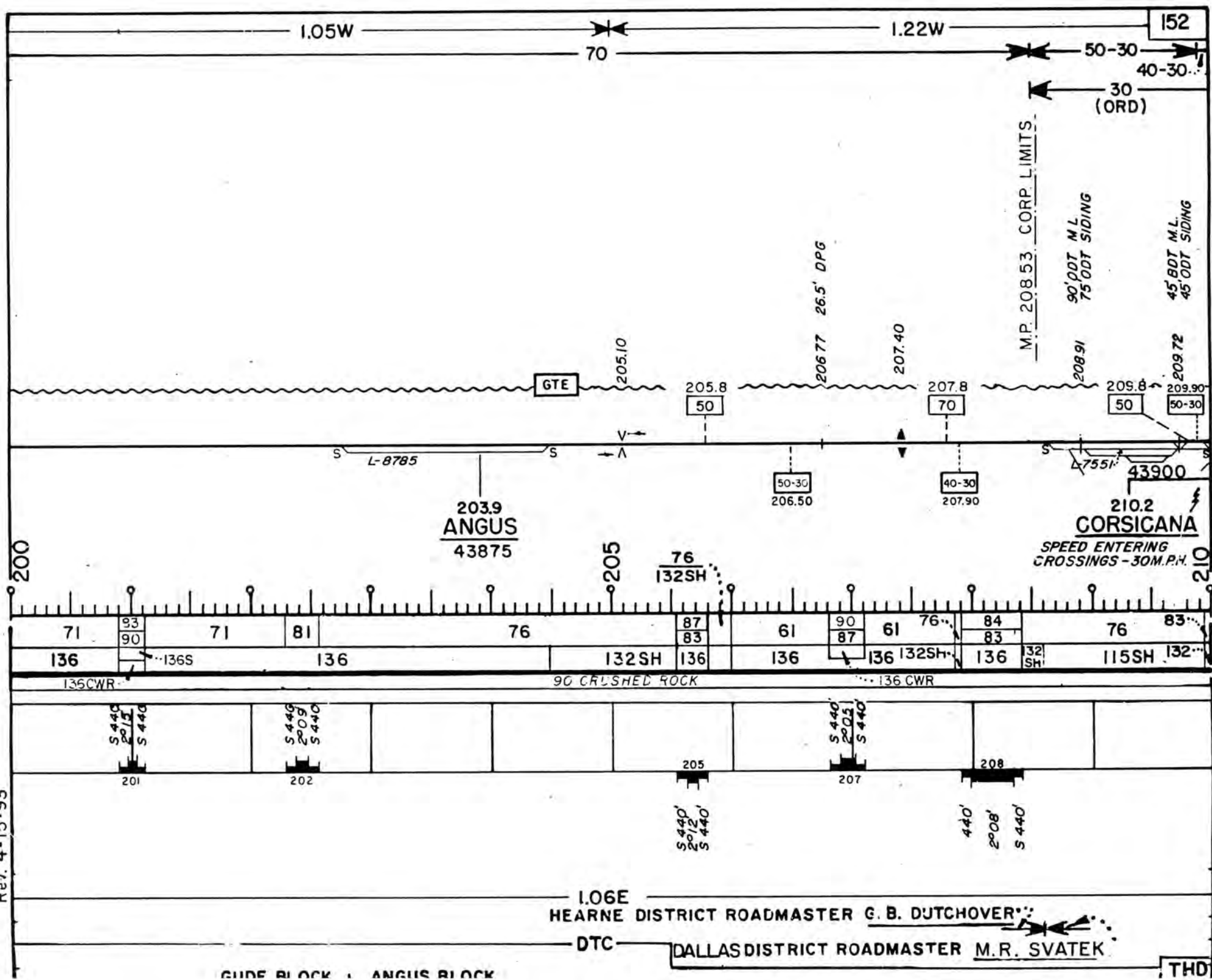


Rev. 4-13-93

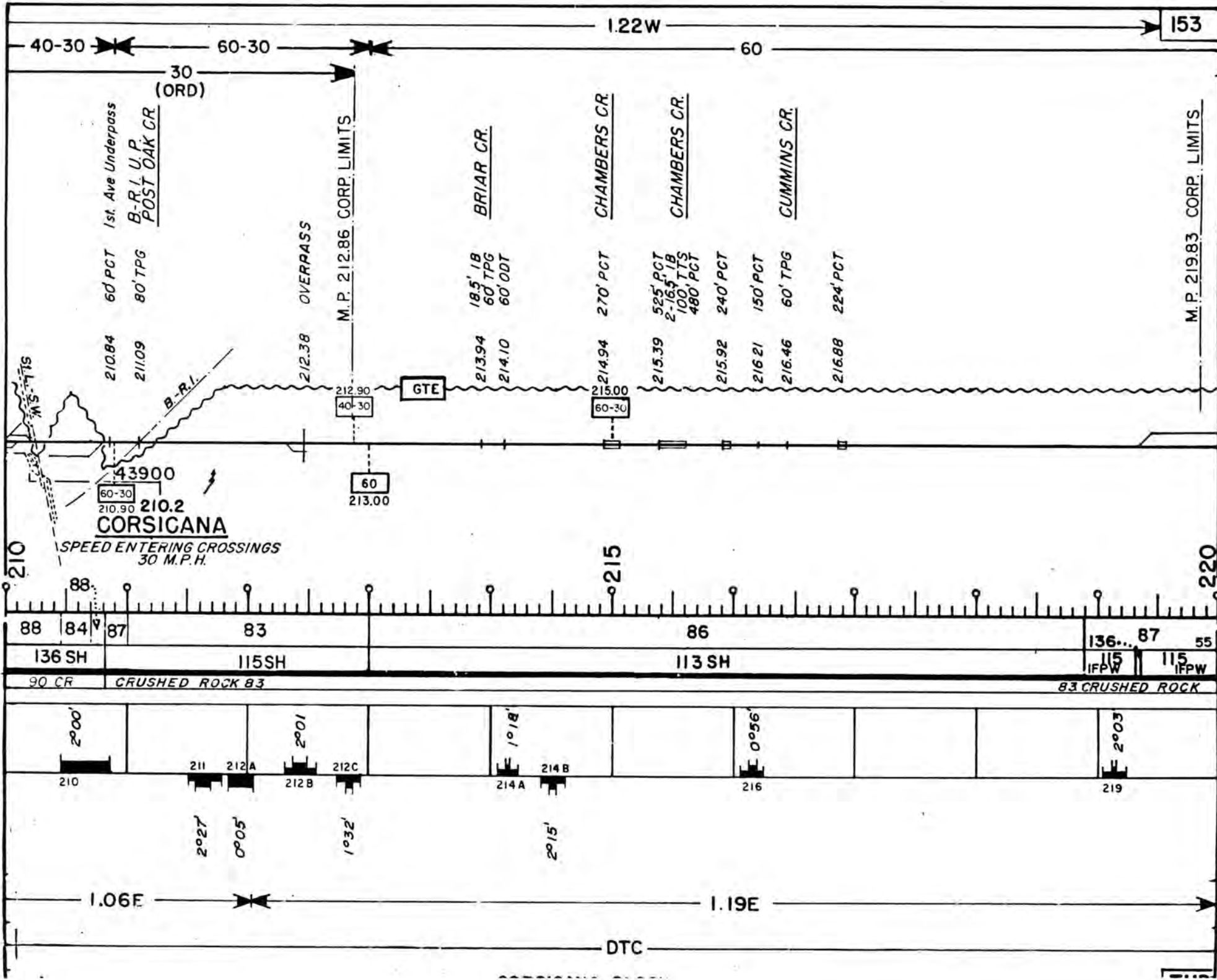


Rev. 4-15-93

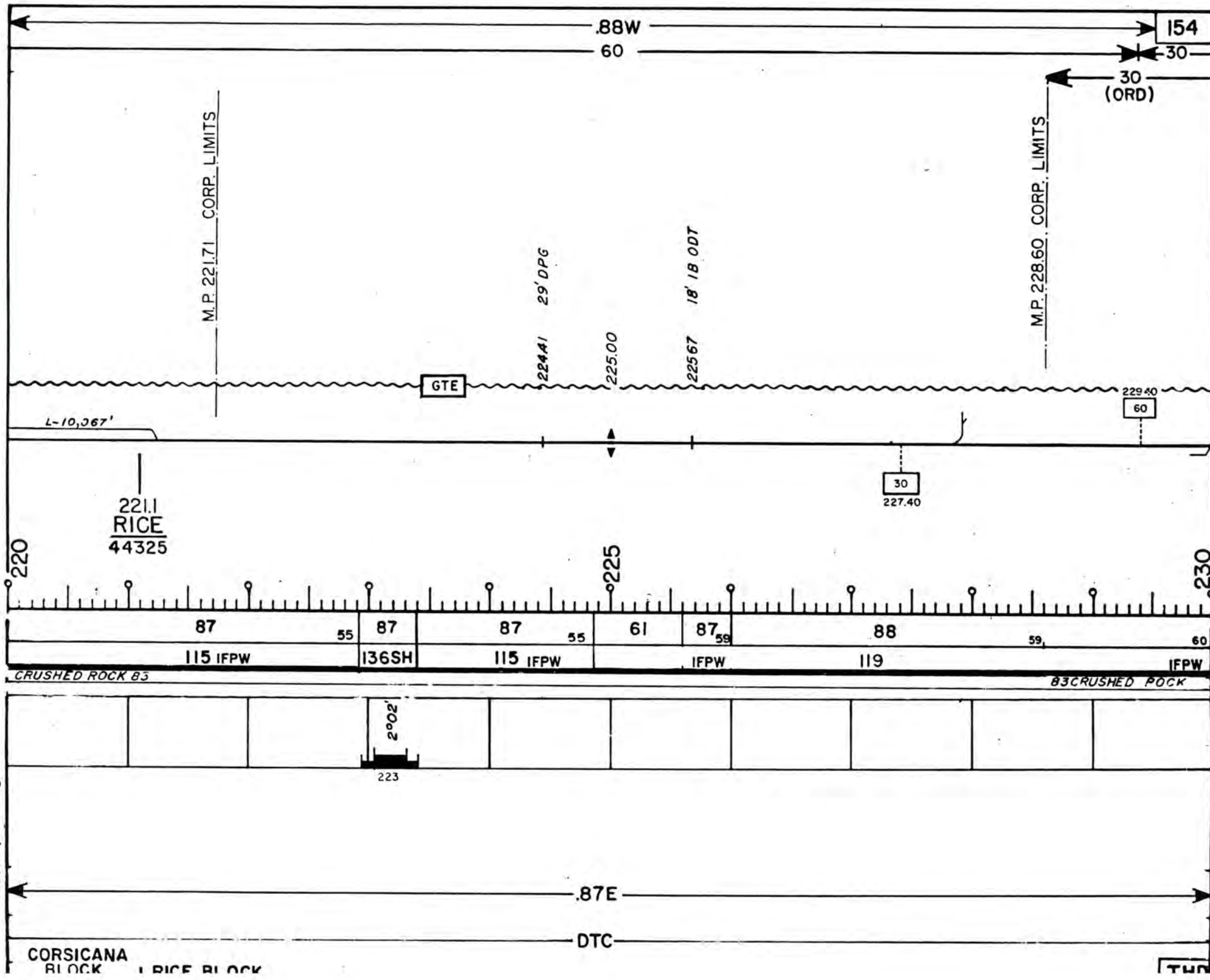




Rev. 4-15-93

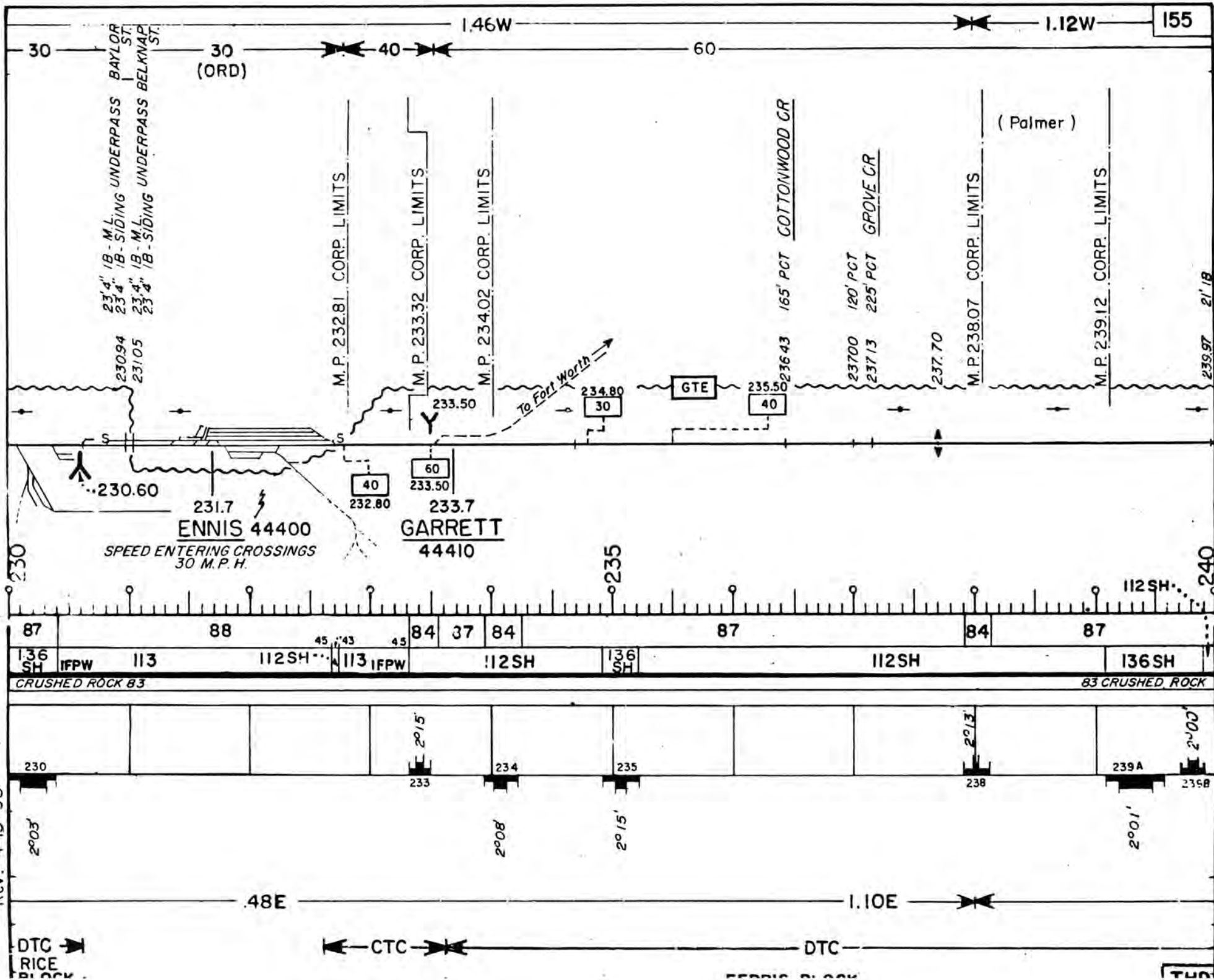


Rev. 4-15-93



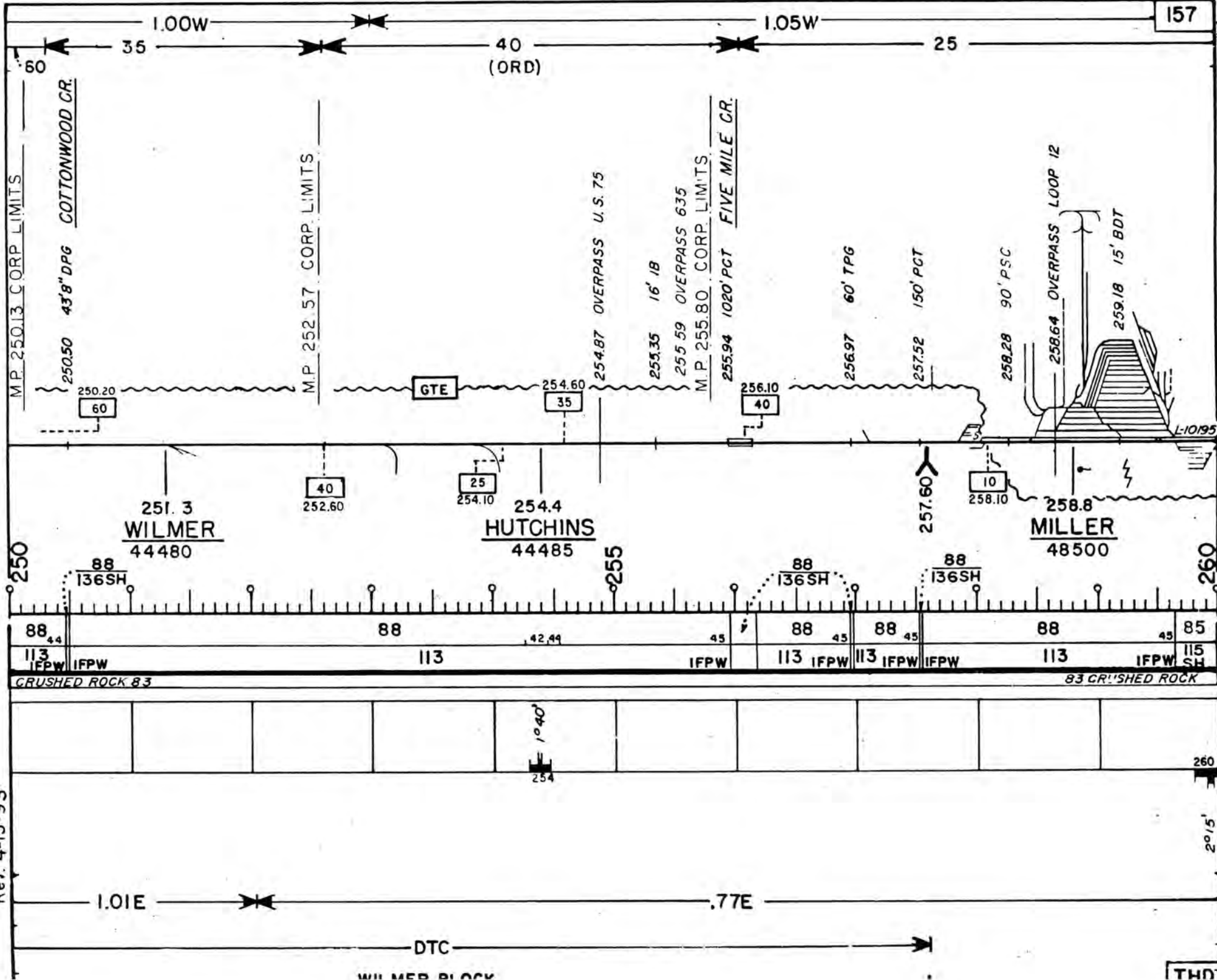


Rev. 4-15-93

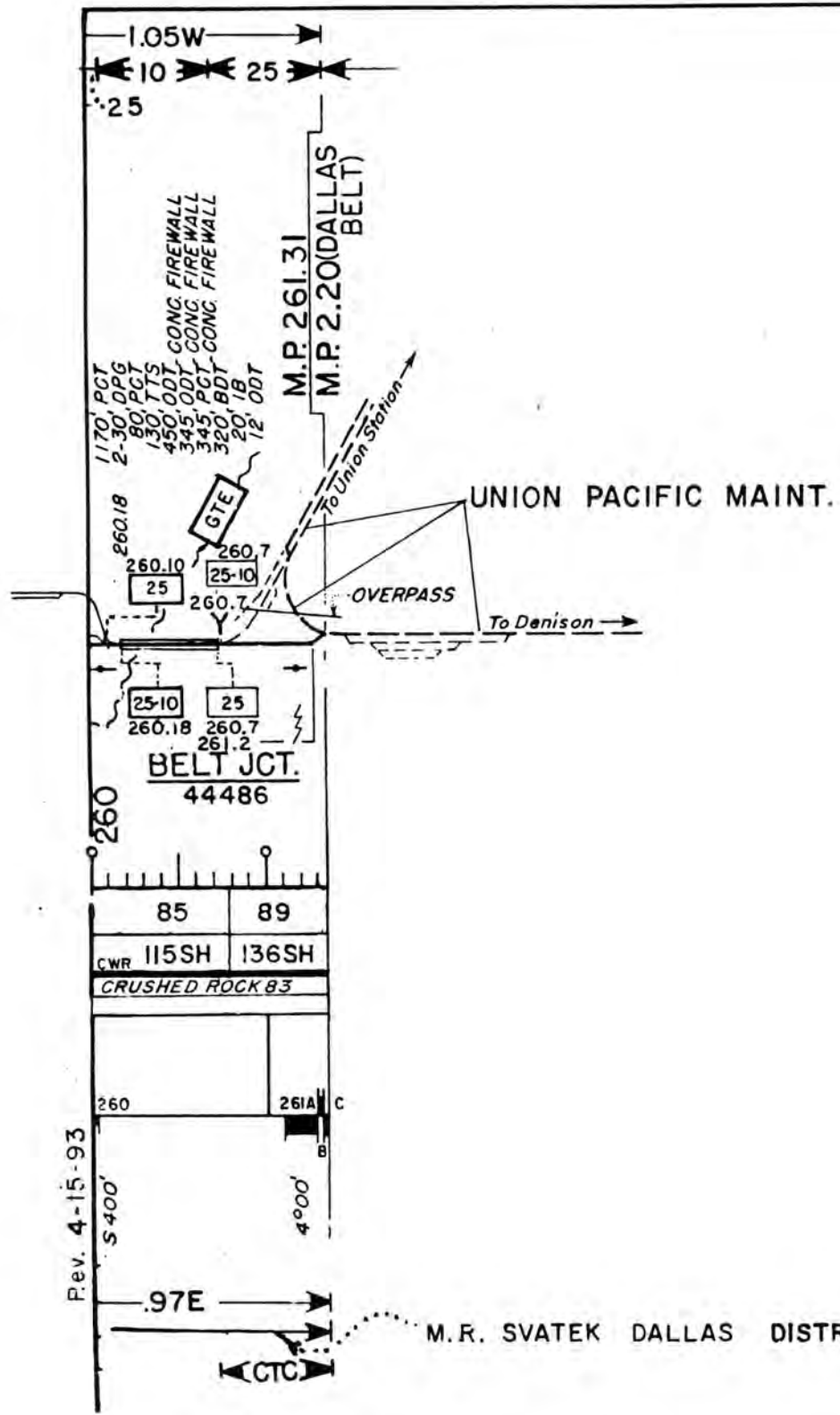


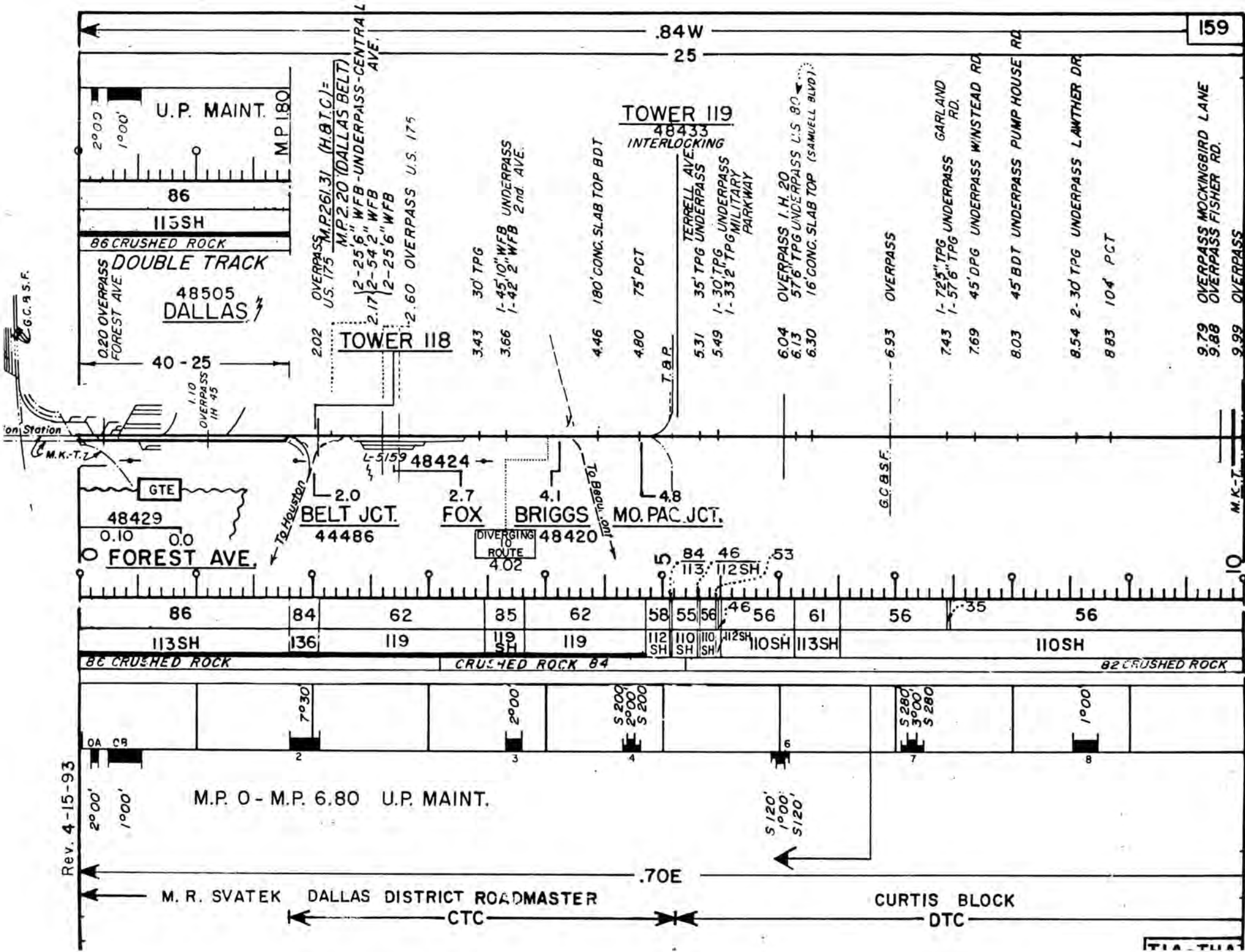


Rev. 4-15-93



THD





Rev. 4-15-93

M. R. SVATEK DALLAS DISTRICT ROADMASTER

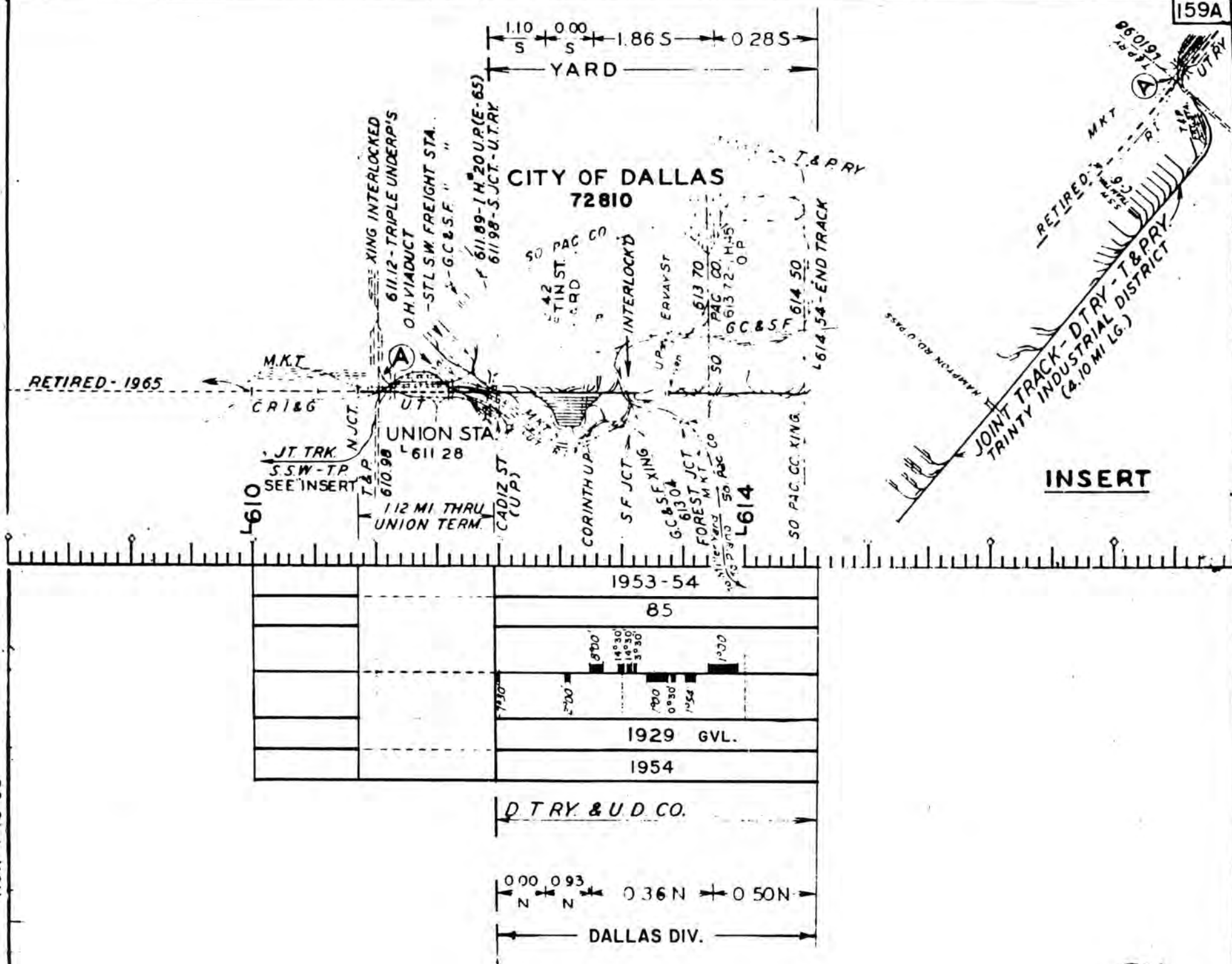
CURTIS BLOCK

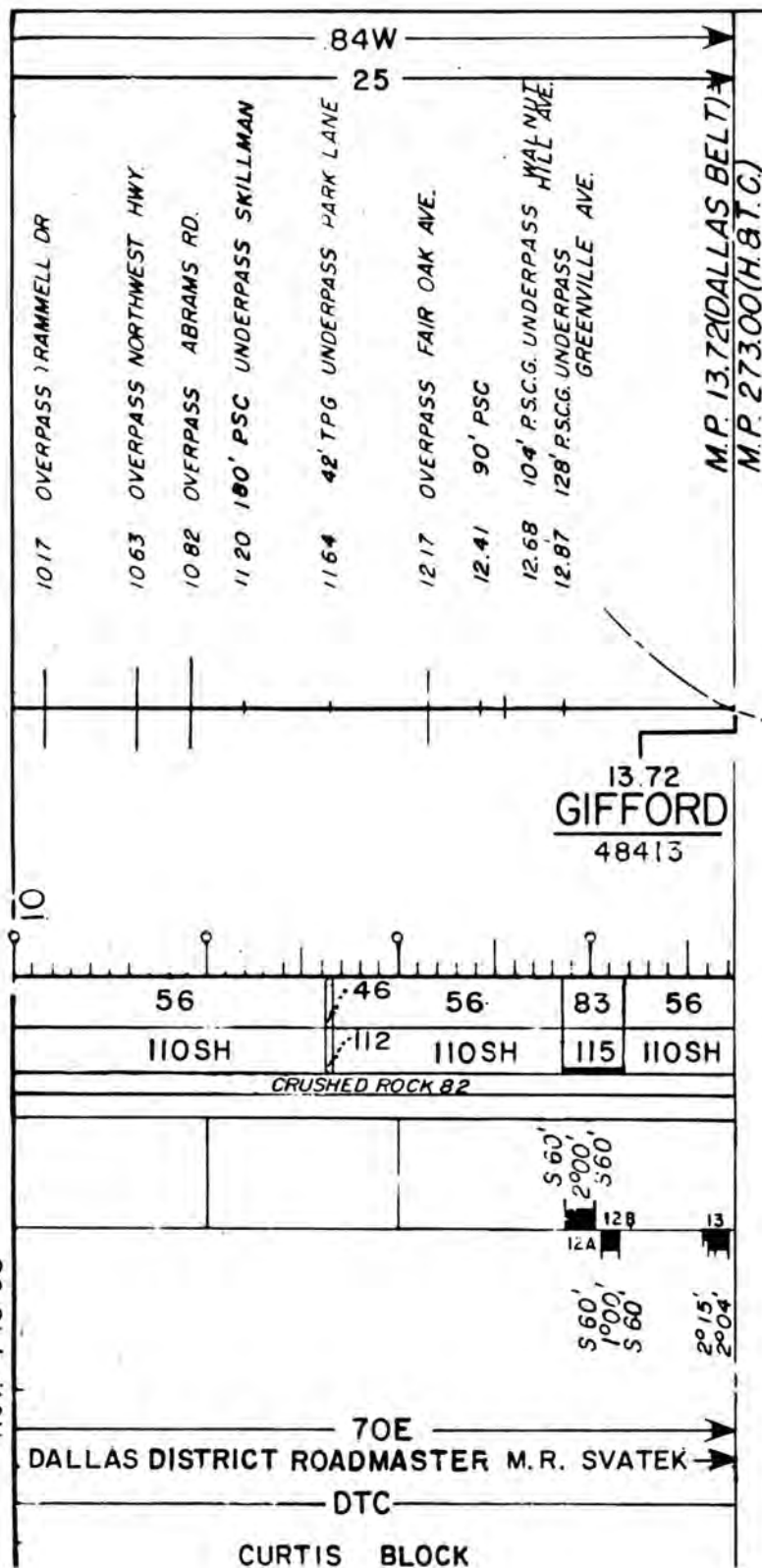
CTC

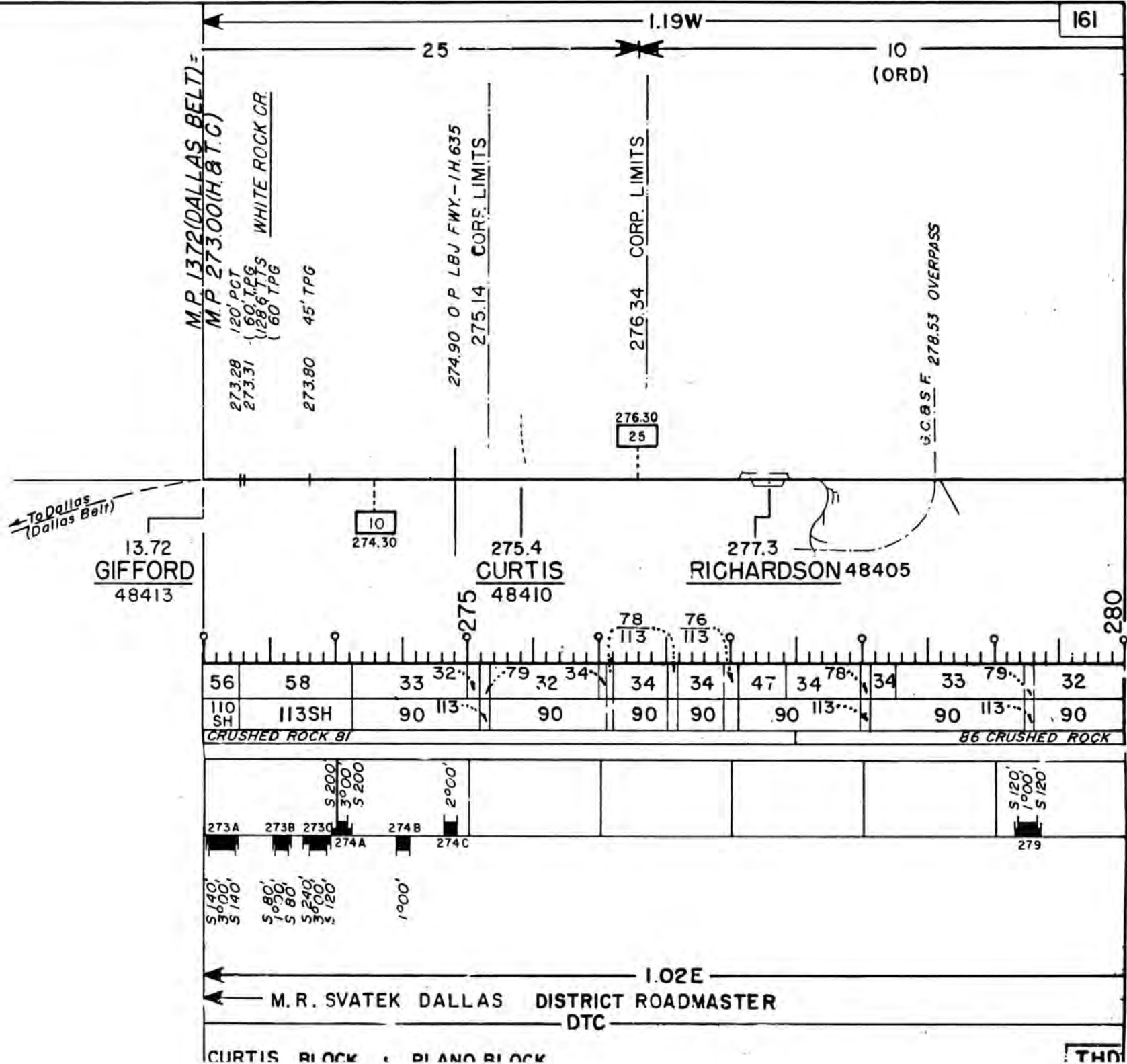
DTC

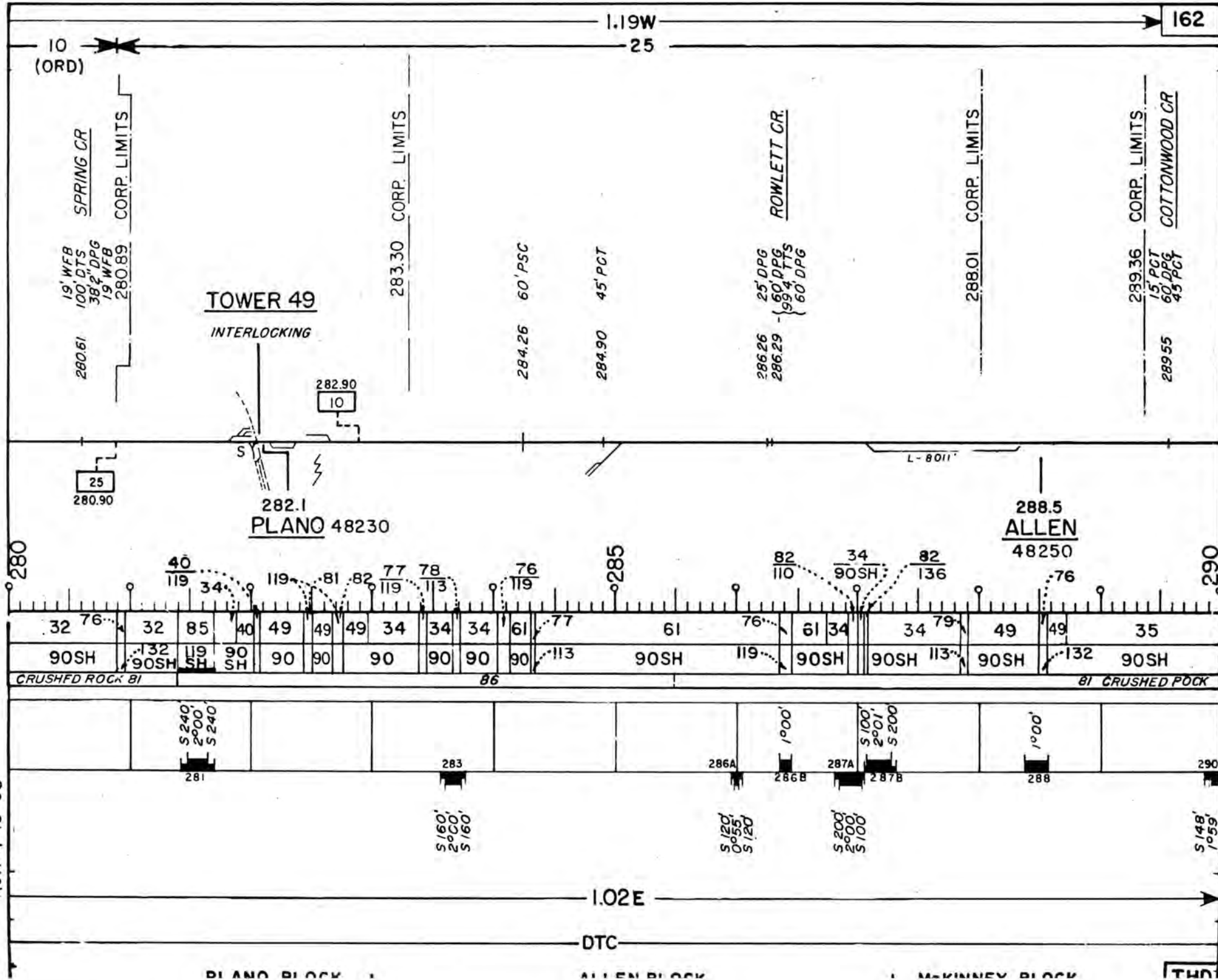
TIA - TIA



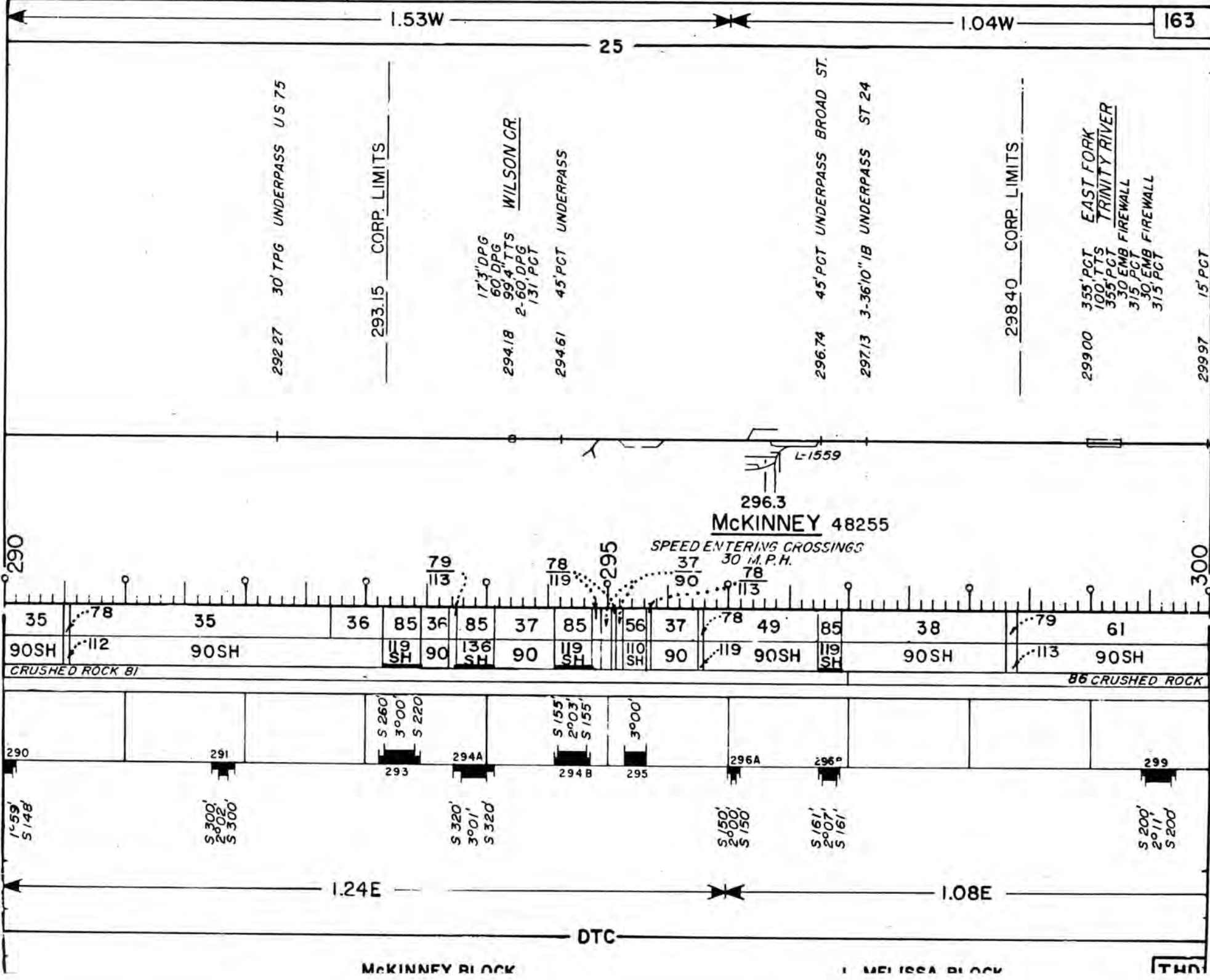








Rev. 4-13-93





1.04W

1.18W

164

25

302.20 OVERPASS ST. HWY. 121

303.04 10' BDT

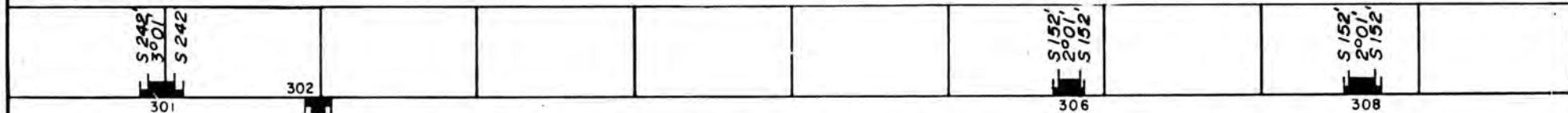
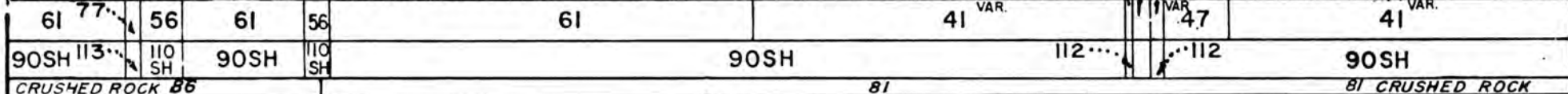
303.0  
MELISSA  
48260

307.6  
ANNA  
48265

300

305

310



S 150'  
20'00'  
S 150'

1.08E

DTC

1.18W  
25

312.15 CORP. LIMITS

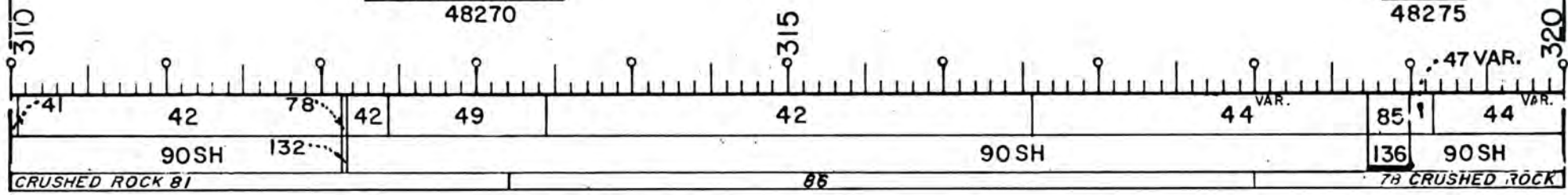
313.65 CORP. LIMITS

318.52 CORP. LIMITS

319.69 CORP. LIMITS

312.9  
VAN ALSTYNE  
48270

319.1  
HOWE  
48275



319A  
S 240°  
3600'  
S 240°

319B  
S 200°  
2000'  
S 200°

1.08E

1.29

1.42E

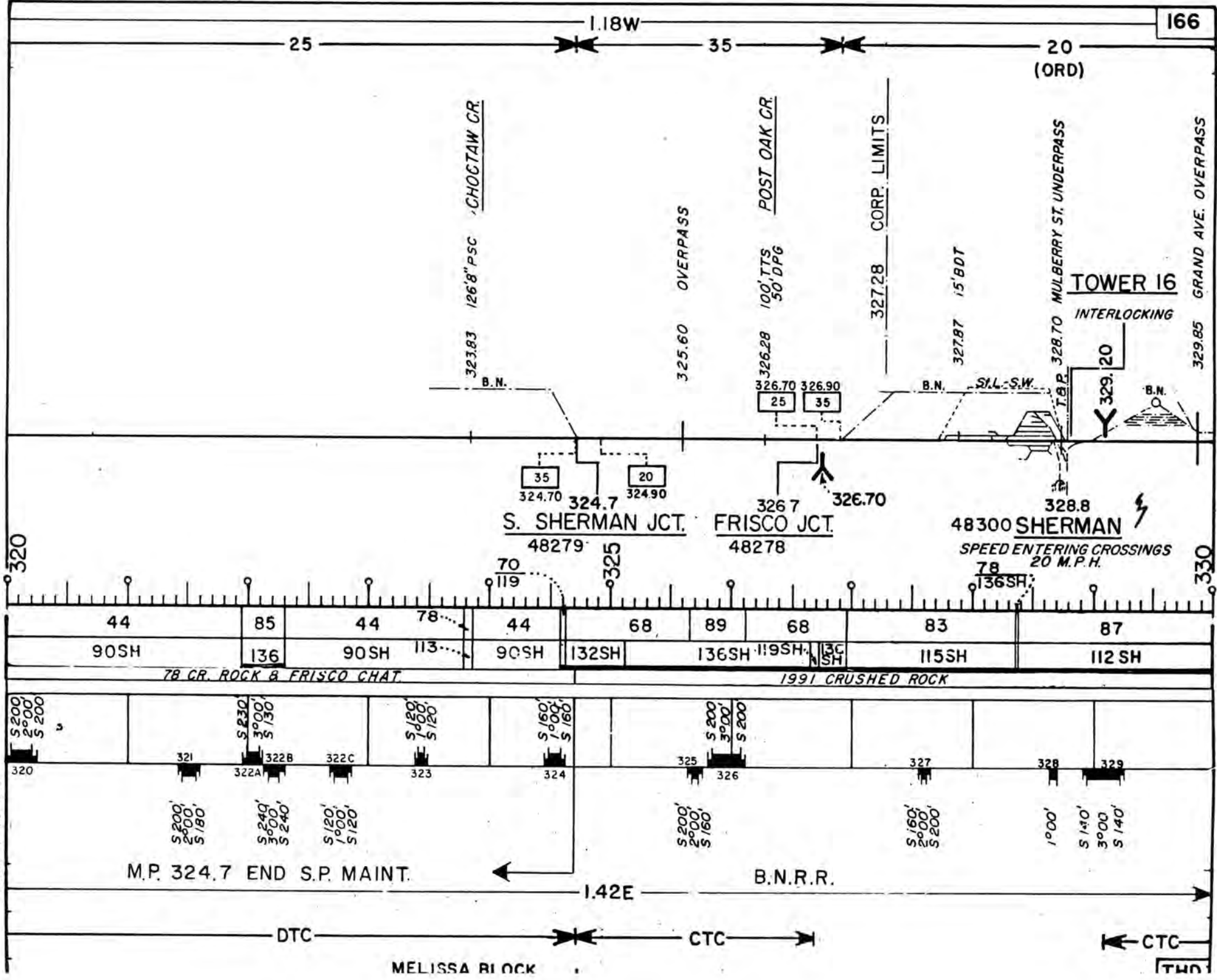
DTC

MELISSA BLOCK

THD

Rev. 4-15-93

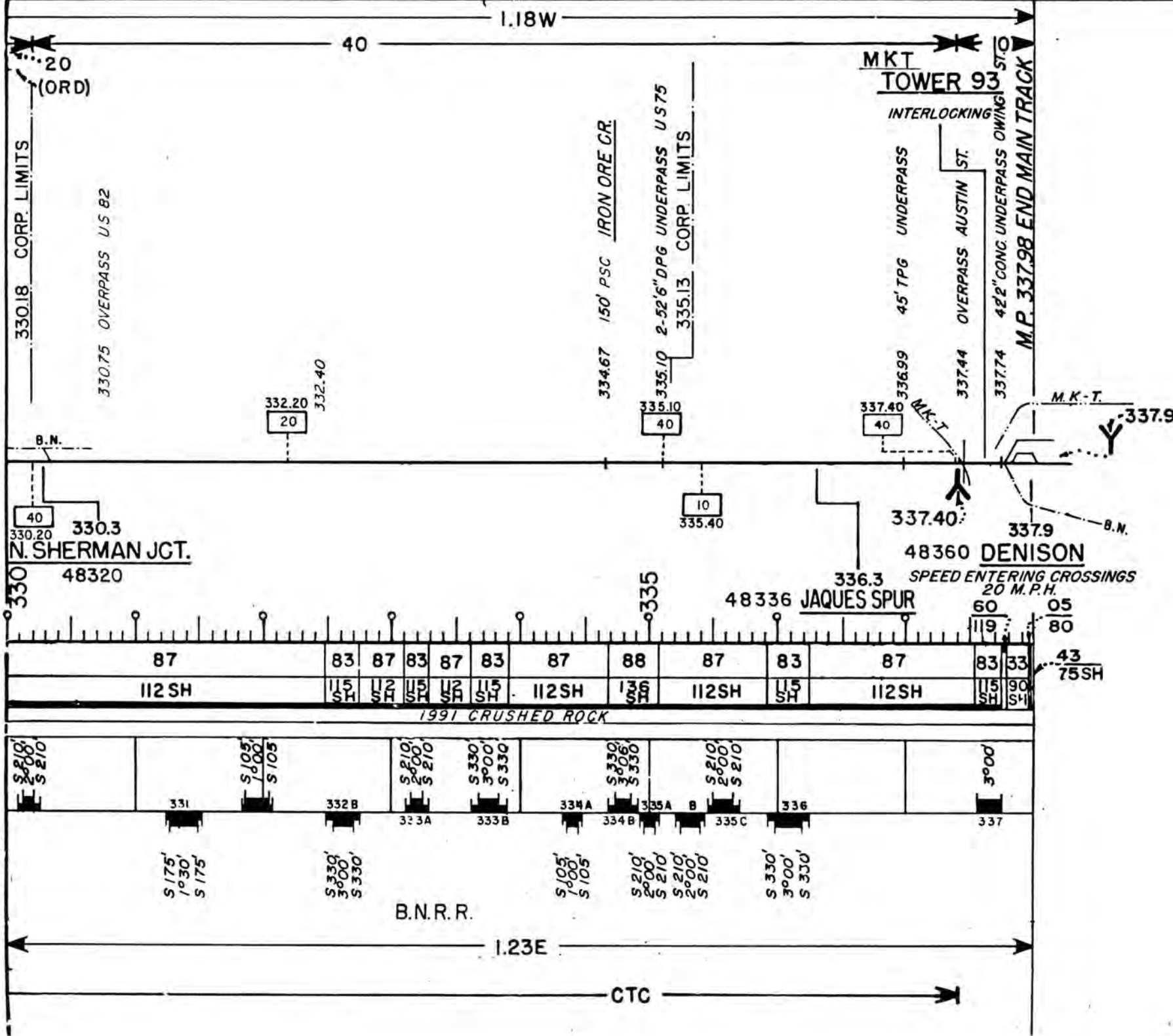
Rev. 4-13-53



MELISSA BLOCK

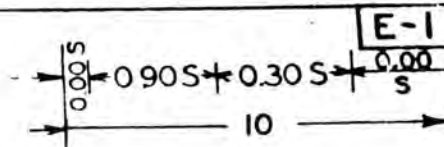
THD

Rev. 4-13-93



NOTE:

MAX. GRADES SHOWN FOR LUFKIN BRANCH  
TAKEN FROM PROFILE SHOWING T/R GRADES  
GIVEN FOR BALLAST RAISE IN YEARS 1947  
TO 1949. INCL. (M P E5500 TO M P E636.0)



E-1

540

545

LUFKIN JCT.  
548.59  
44273

MAIN LINE  
MP 548.67 (M.L.)  
= 547.91 LUFKIN BR.  
TO WACO

E 549.48 - HWY. 155 OVERPASS

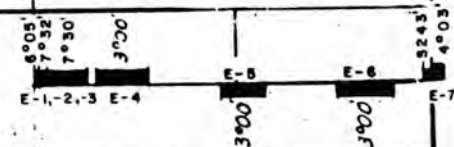
25

E 550.00

E 550

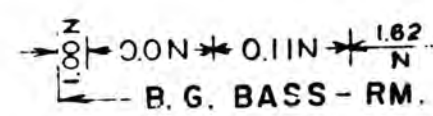
1938-39  
85 SH

45



GVL. 1962

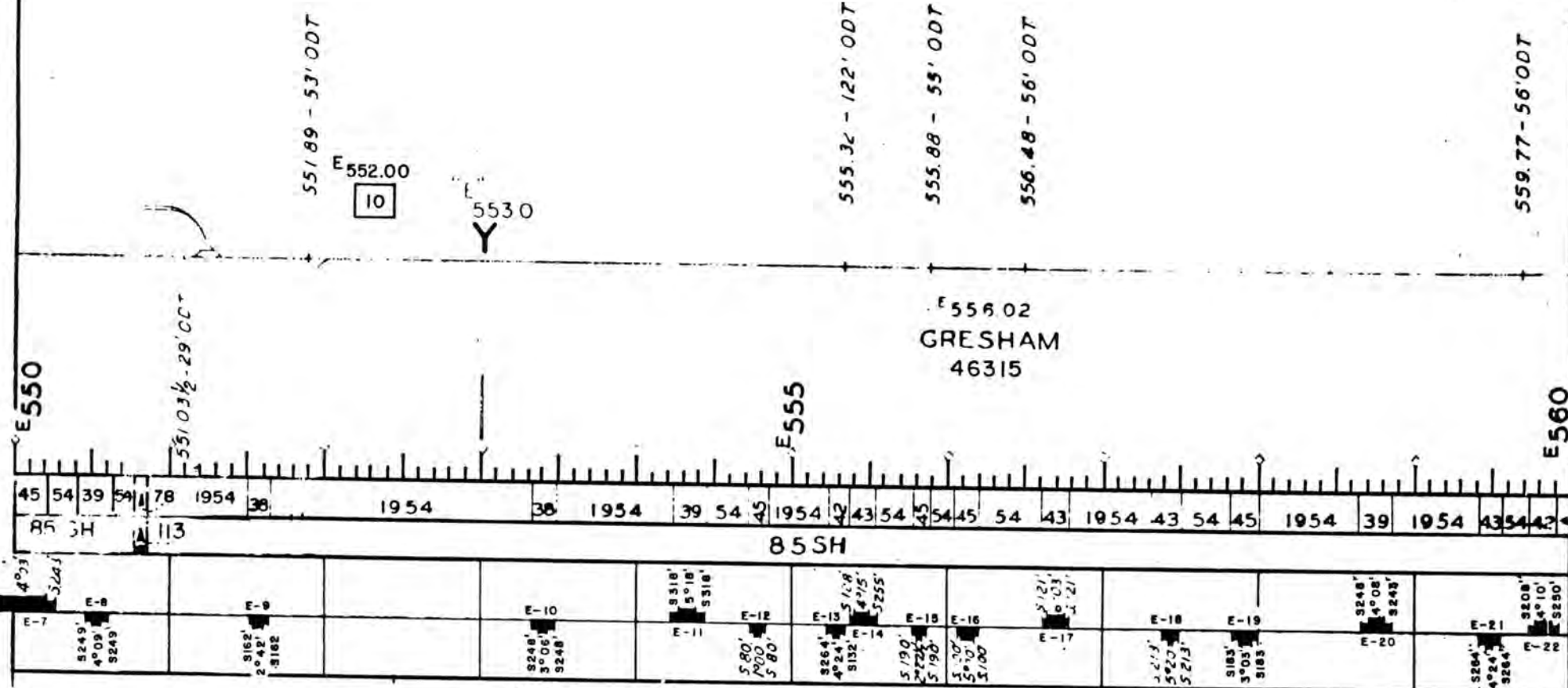
1980 C.R.



TCE-1



0.00 S + 1.43 S + 0.00 S + 0.65 S + 0.00 S + 0.44 S + 1.35 S + 0.93 S + 0.00 S + 1.43 S + 0.00 S + 0.79 S + 0.00 S + 0.14 S + 1.13 S + 0.00 S + 1.76 S + 0.00 S + 2.08 S + 0.18 S + 0.00 S + 1.82 S + 0.85 S + 1.70 S



1980 CRUSHED ROCK

1.62 N + 0.00 N + 1.73 N + 1.00 N + 0.00 N + 1.95 N + 1.05 N + 1.58 N + 1.27 N + 0.00 N + 0.46 N + 0.00 N + 1.75 N + 0.00 N + 0.00 N + 0.27 N + 1.77 N + 0.00 N + 1.74 N + 0.85 N + 0.00 N

B. G. BASS - ROADMASTER

Rev. 4-15-93

1.70S + 0.00S + 1.38S + 0.75S + 0.18S + 0.00S + 0.62S + 1.10S + 0.00S + 0.00S + 0.00S + 1.73S + 0.00S + 1.48S + 2.04S + 1.70S + 0.00S + 1.44S + 0.68S + 0.05S

25

SMITH COUNTY, TEX.  
CHEROKEE CO., TEX.

E 563.43  
BULLARD  
46320

E 566.29  
TINIMAX  
46324

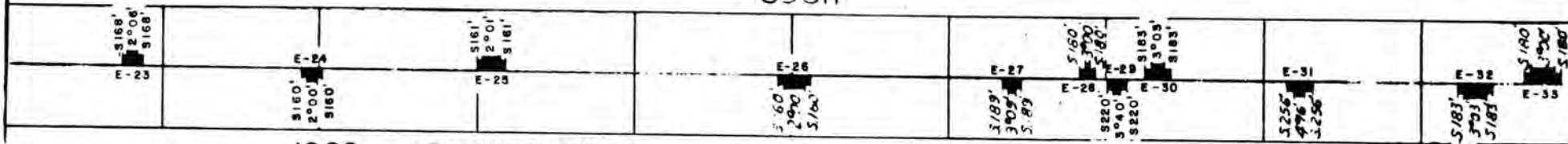
E 565

E 560

E 570

1954 45 1954 38 1954 42 45 43 1954 52 1964 43 64 52

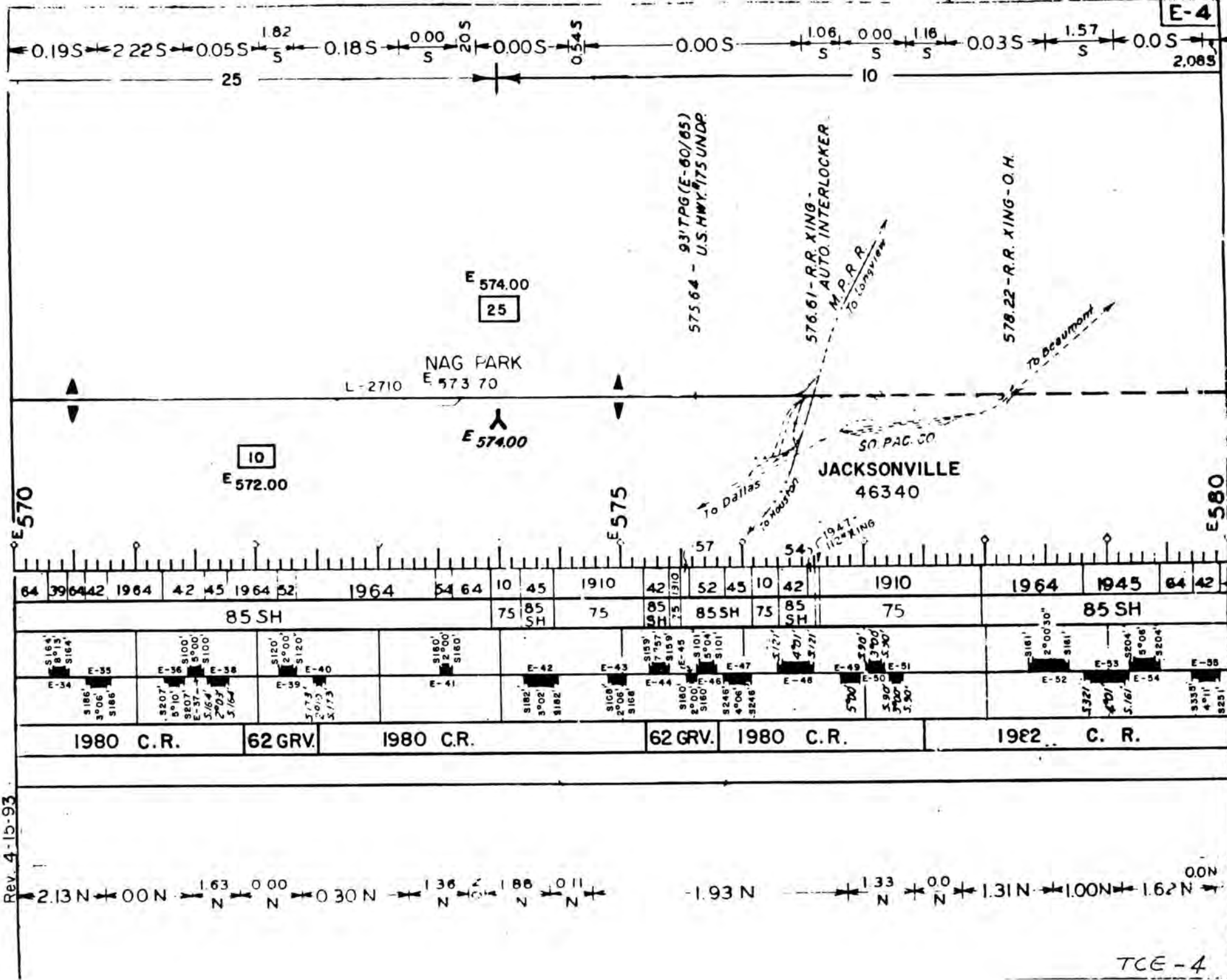
85 SH

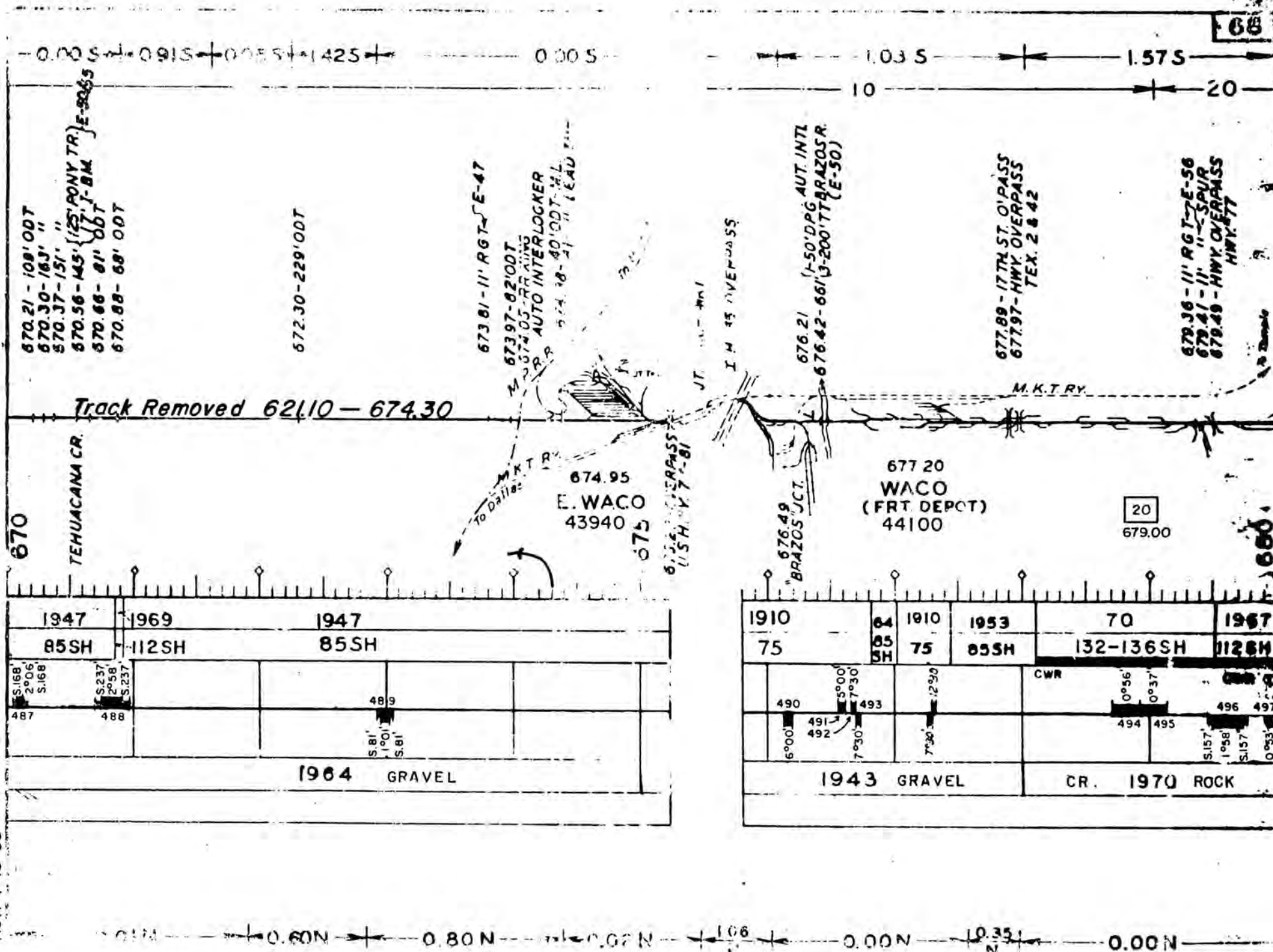


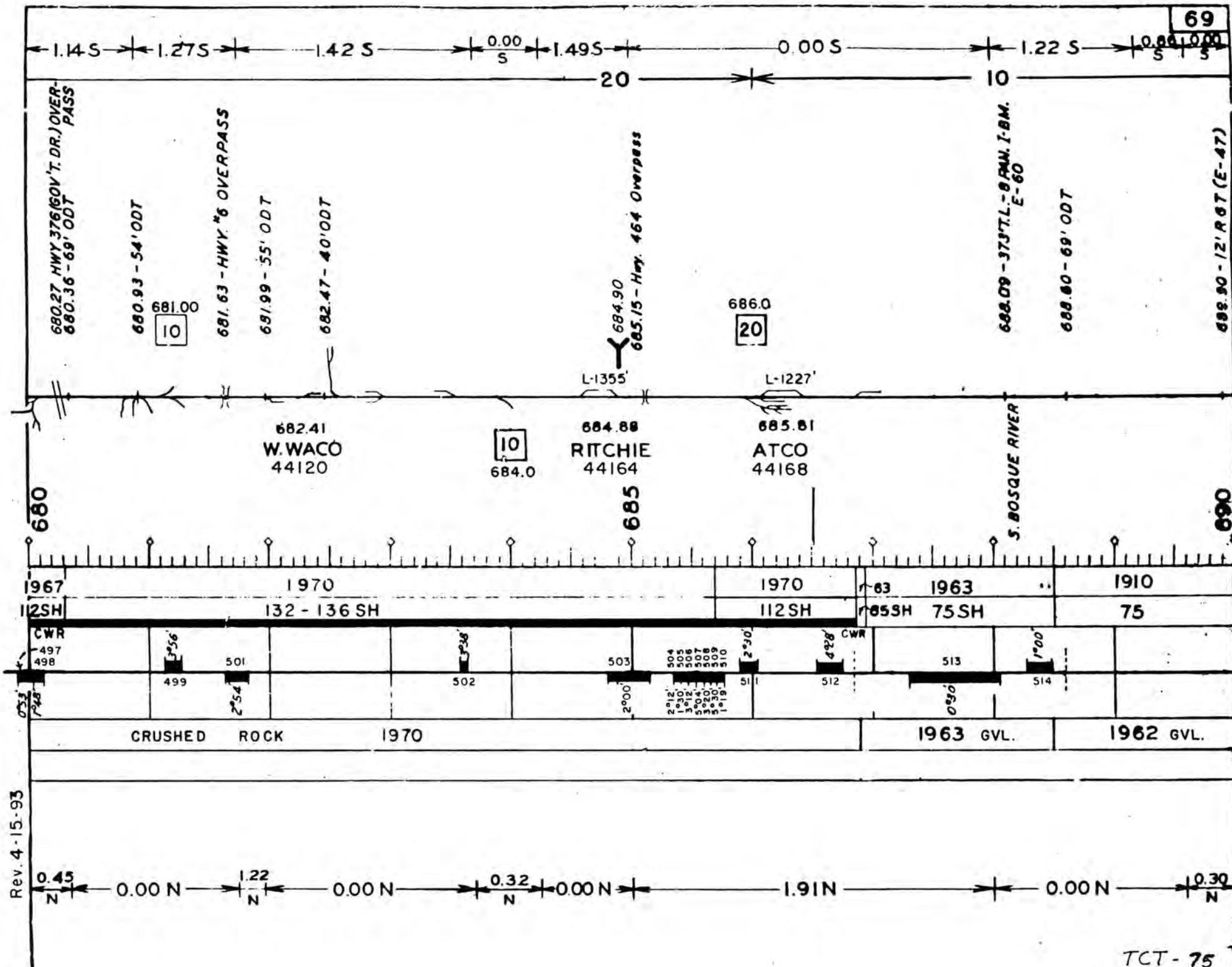
1980 CRUSHED ROCK

Rev. 4-10-93

0.00N + 2.00N + 1.53N + 0.00N + 0.75N + 0.00N + 0.51N + 0.37N + 1.22N + 0.00N + 0.04N + 1.36N + 0.00N + 1.58N + 0.00N + 1.58N + 0.00N + 0.00N + 0.00N + 1.20N + 0.26N + 1.42N

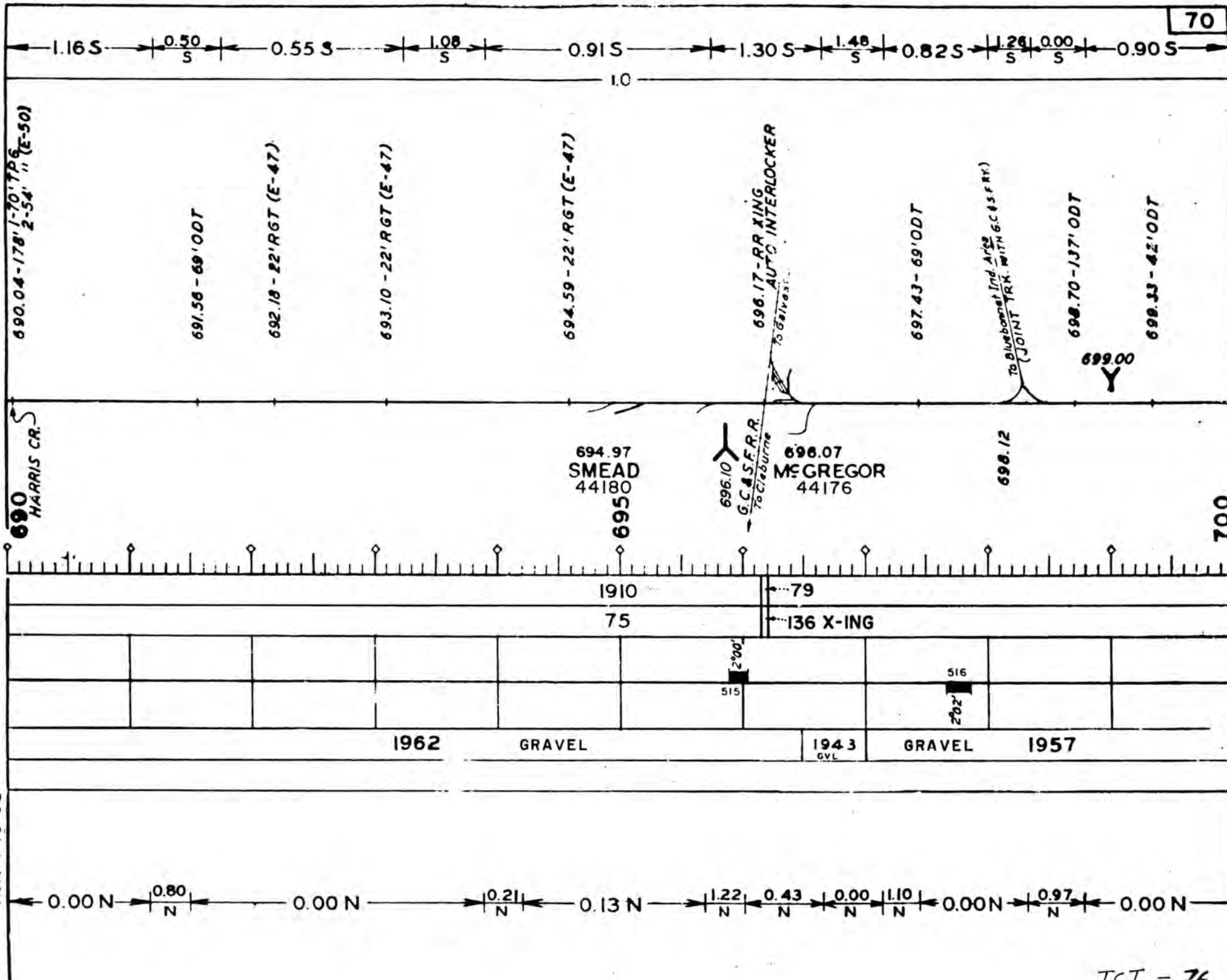


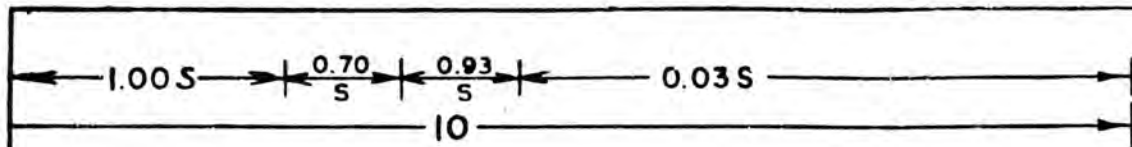






Rev. 4-15-93





McLENNAN CO. 701.51  
CORYELL CO., TEX.

702.27 - 41' ODT

703.46 - 12' RGT (E-47)  
703.69 - 29' J-BM. (E-62)  
703.89 - 57' ODT

704.59 - 123' BDT

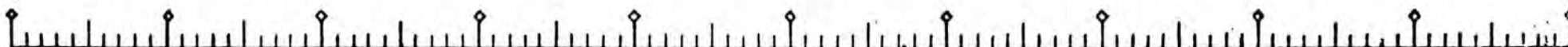
705.72 END OF TRACK

ABANDONED 1972

702.34  
OGLESBY  
44184

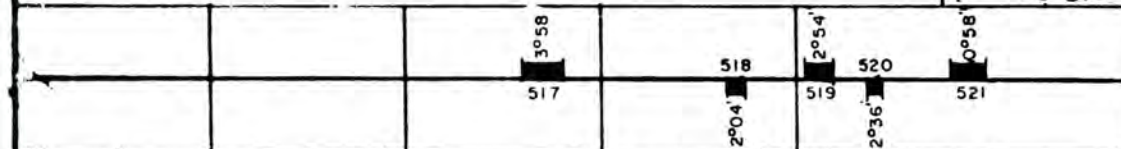
704.62  
LIME CITY  
44188

700



1910  
75

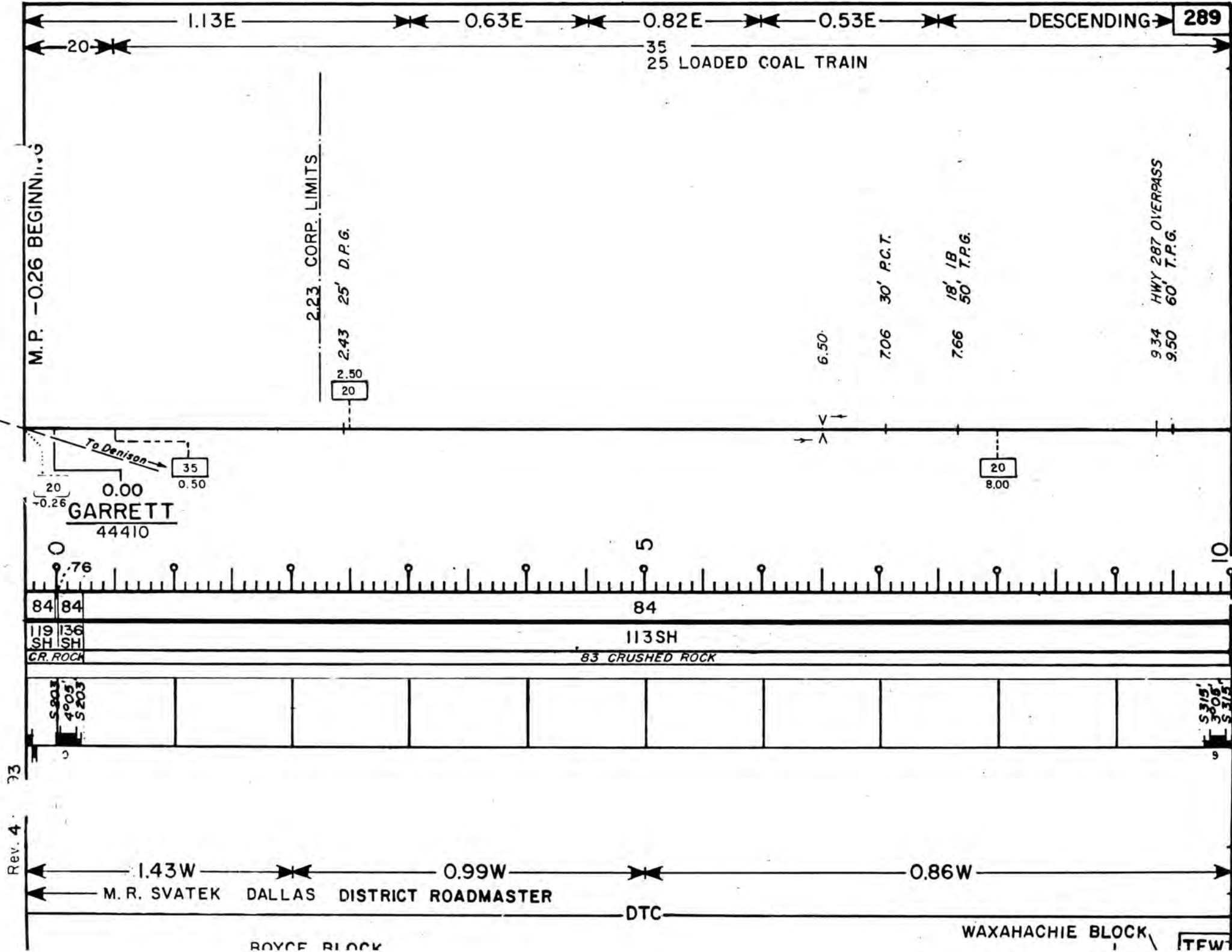
1925  
75 SH

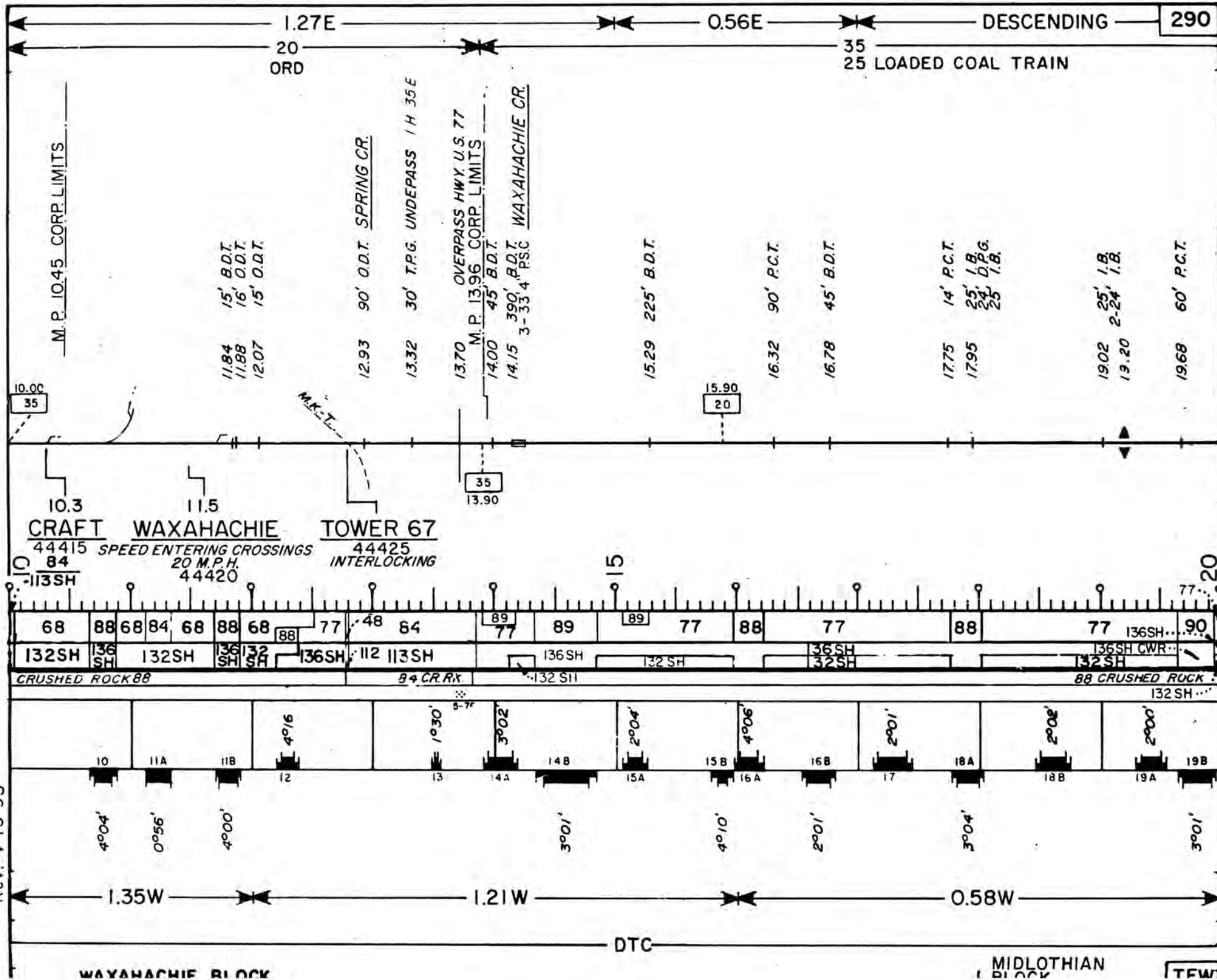


GRAVEL 1957

Rev. 4-15-93



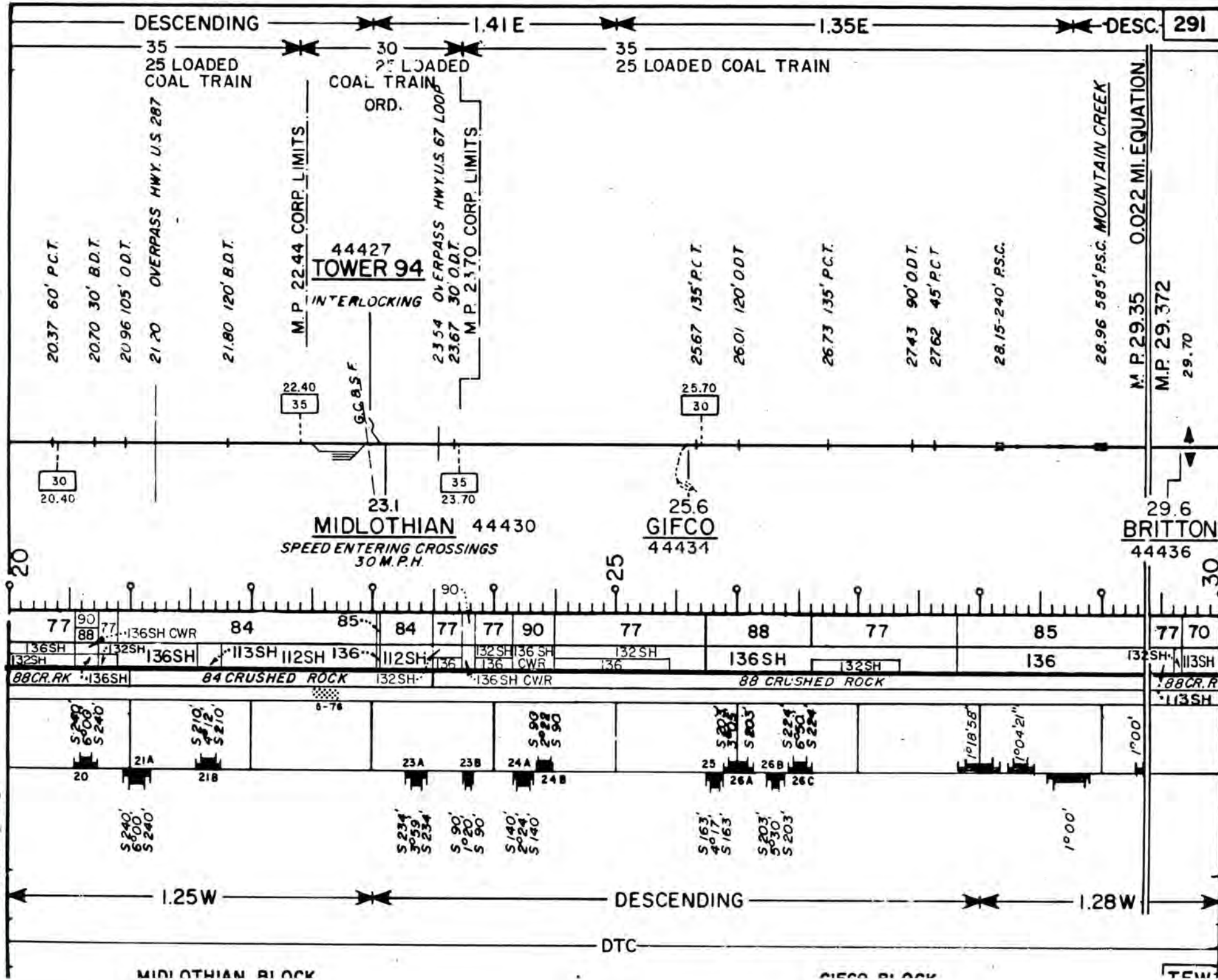




MIDLOTHIAN  
BLOCK

**TFW**







DESC.

1.38E

DESC.

1.85E

1.00E

292

35  
25 LOADED COAL TRAIN

31.28 120' P.C.T.

32.16 8' O.D.T.

32.50 OVERPASS U.S. 282  
32.60 CORP. LIMITS

OVERPASS HWY. U.S. 287

90' P.C.T.

93' P.C.T.

100' P.C.T.

102' P.C.T.

34.20

34.31

34.38

34.68 45' B.D.T.

34.41 CORP. LIMITS

38.30

39.12 30' O.D.T.

34.1

MANSFIELD

44442

30

35

40

70

77

85

90

85

77

89

77

S 13

136 SH

132 SH

136 SH

132 SH

136 SH

88 CRUSHED ROCK

S 202'  
1056'  
S 202'

33A

33B

34

36

37A

37B

38

39

S 90'  
1000'  
S 90'S 100'  
2007'  
S 100'S 150'  
3000'  
S 150'S 310'  
3000'  
S 310'S 90'  
2000'  
S 90'S 214'  
4000'  
S 214'

1000'

1.09W

1.38W

1.67W

1.31W

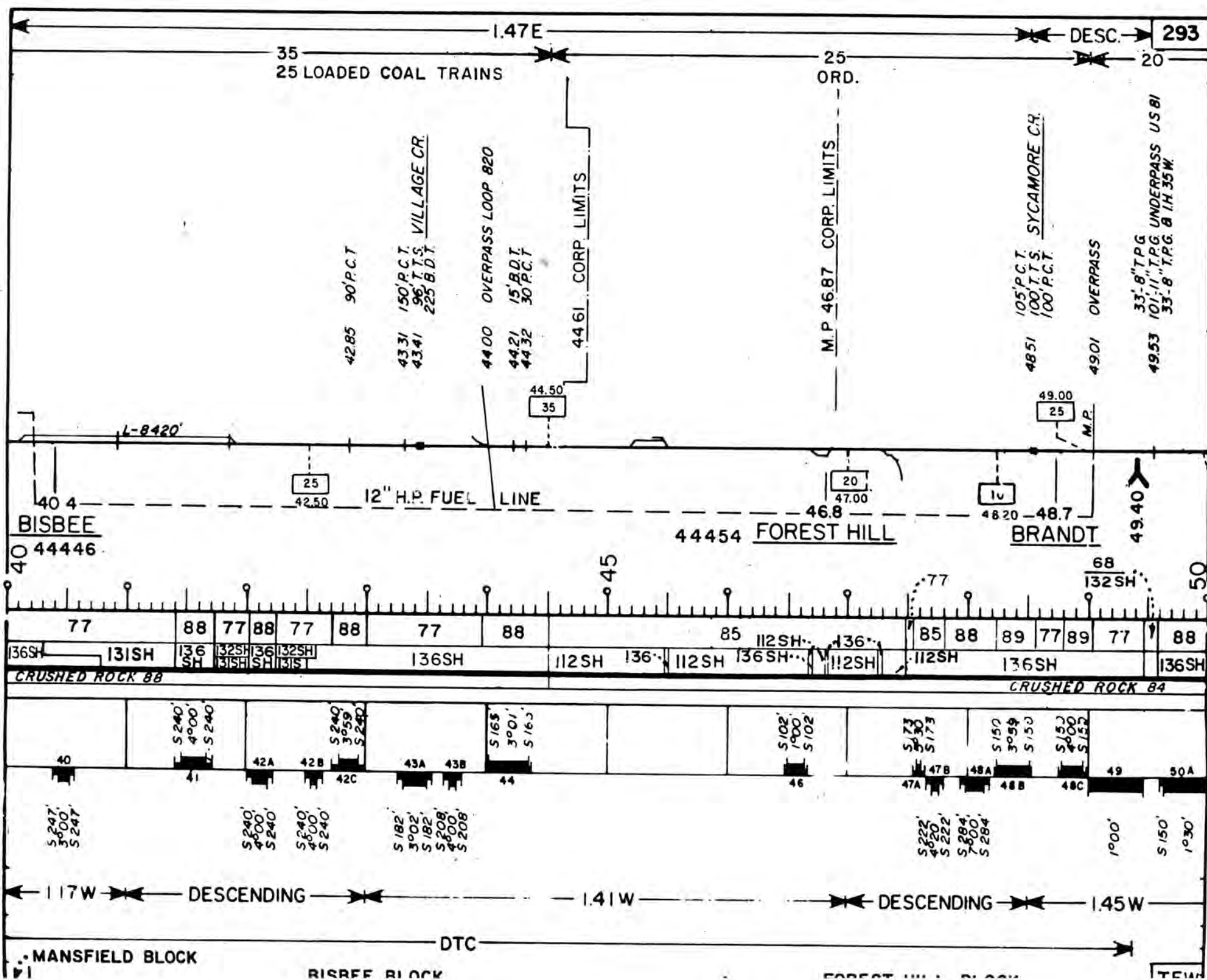
DTC

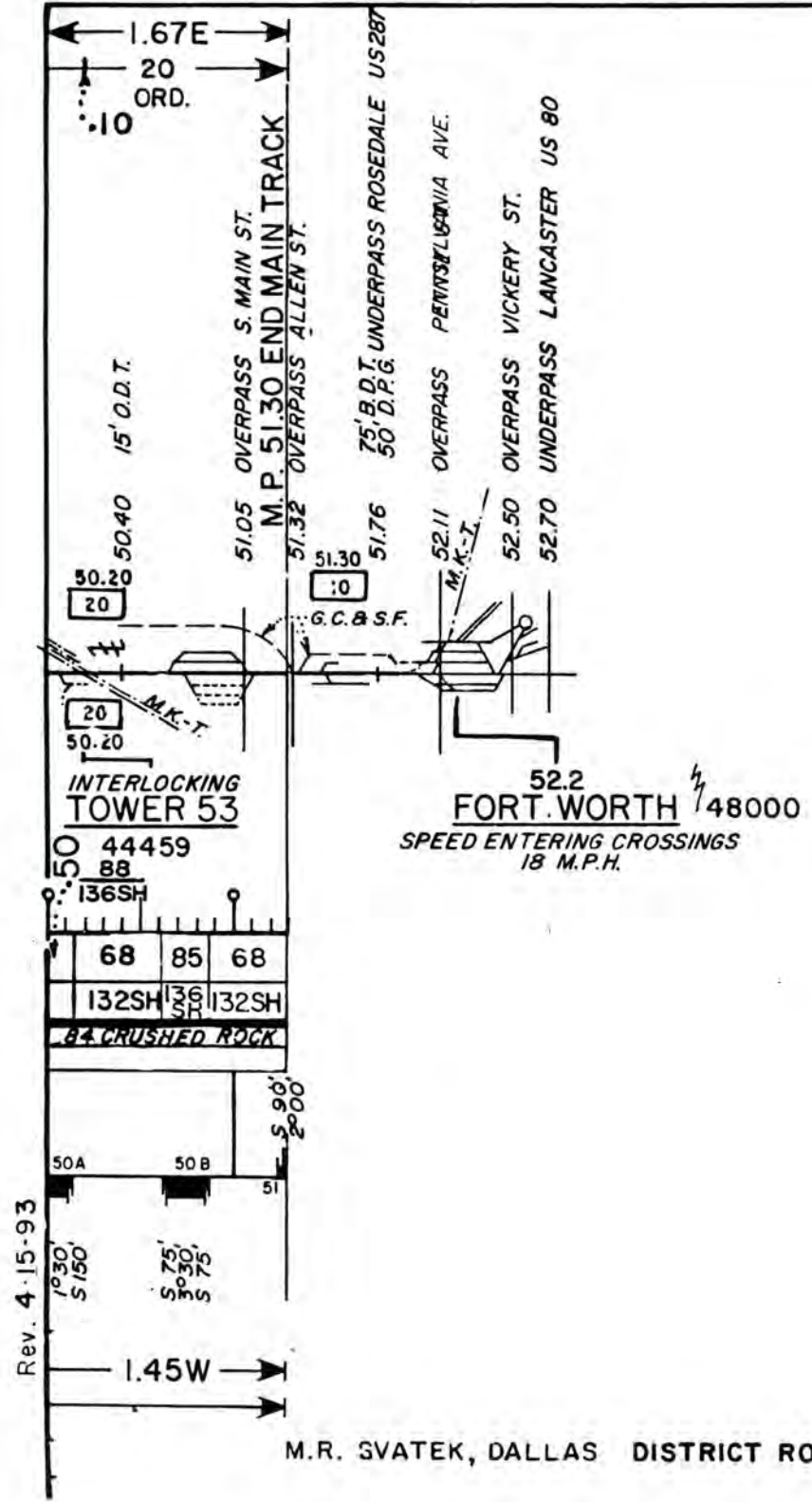
GIFCO  
BLOCK

MANSFIELD BLOCK

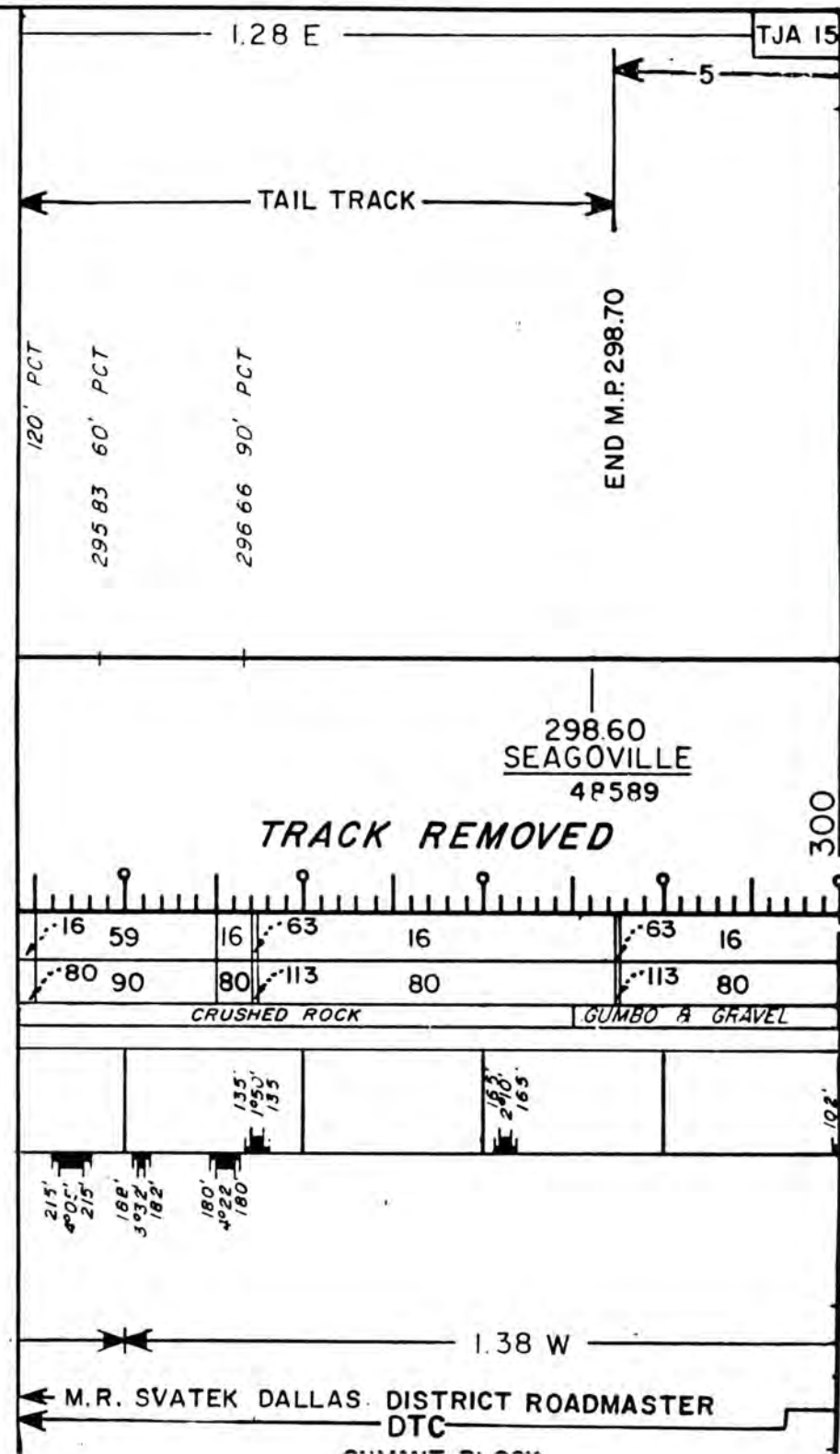
TEMP

Rev. 4-15-93





M.R. SVATEK, DALLAS DISTRICT ROADMASTER



1.28 E

110 E

TJA 16

25

5

300 14 30' ODT  
300 25 15' PCT  
300 55 15' PCT  
300 97 15' PCT

302 30 45' PCT  
302 25 15' ODT  
302 30 30' PCT

302 66 150' ODT

303 45 45' PCT

304 97 45' PCT

305 65 Overpass LBJ Fwy

306 63 60' PCT

307 50 30' PCT

307 74 Underpass Hwy 175

307 96 90' ODT

308 64 45' PCT

TRACK REMOVED

300 70  
SIMONDS  
48586

302 20  
BOBWYN  
48583

309 20  
ELAM  
48580

25

310

305

37  
90

16

37

16

16

37

16

71

16

74

16

65

16

56

73

56

26

66

26

67

26

80

90

80

80

80

80

80

113

80

113

113

119

112

113

113

90

113

90

113

90

113

90

113

90

113

90

113

90

113

90

113

90

47 &amp; 48 GUMBO &amp; GRAVEL 90

41 GU. &amp; GRV. 71 41 GUM. &amp; GRV.

51 GUM. &amp; GRV.

73 51 GRV. &amp; GUM. 86 CR. ROCK

108  
108178  
200  
158100  
103  
100214  
214156  
204  
15653  
202  
153150  
200  
150257  
25783  
137  
8330  
210  
90

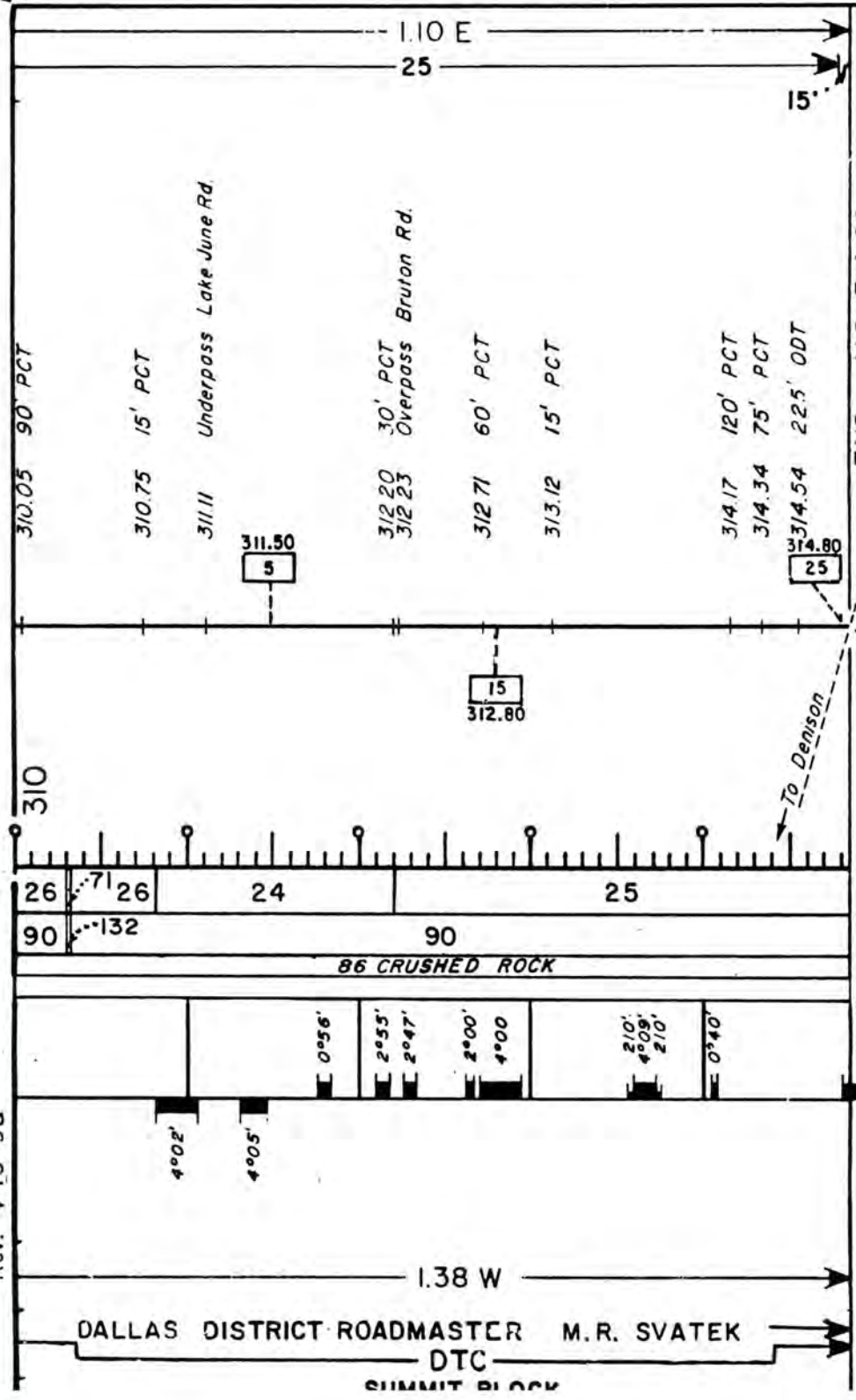
138 W

DTC

SUMMIT BLOCK



Rev. 4-15-93



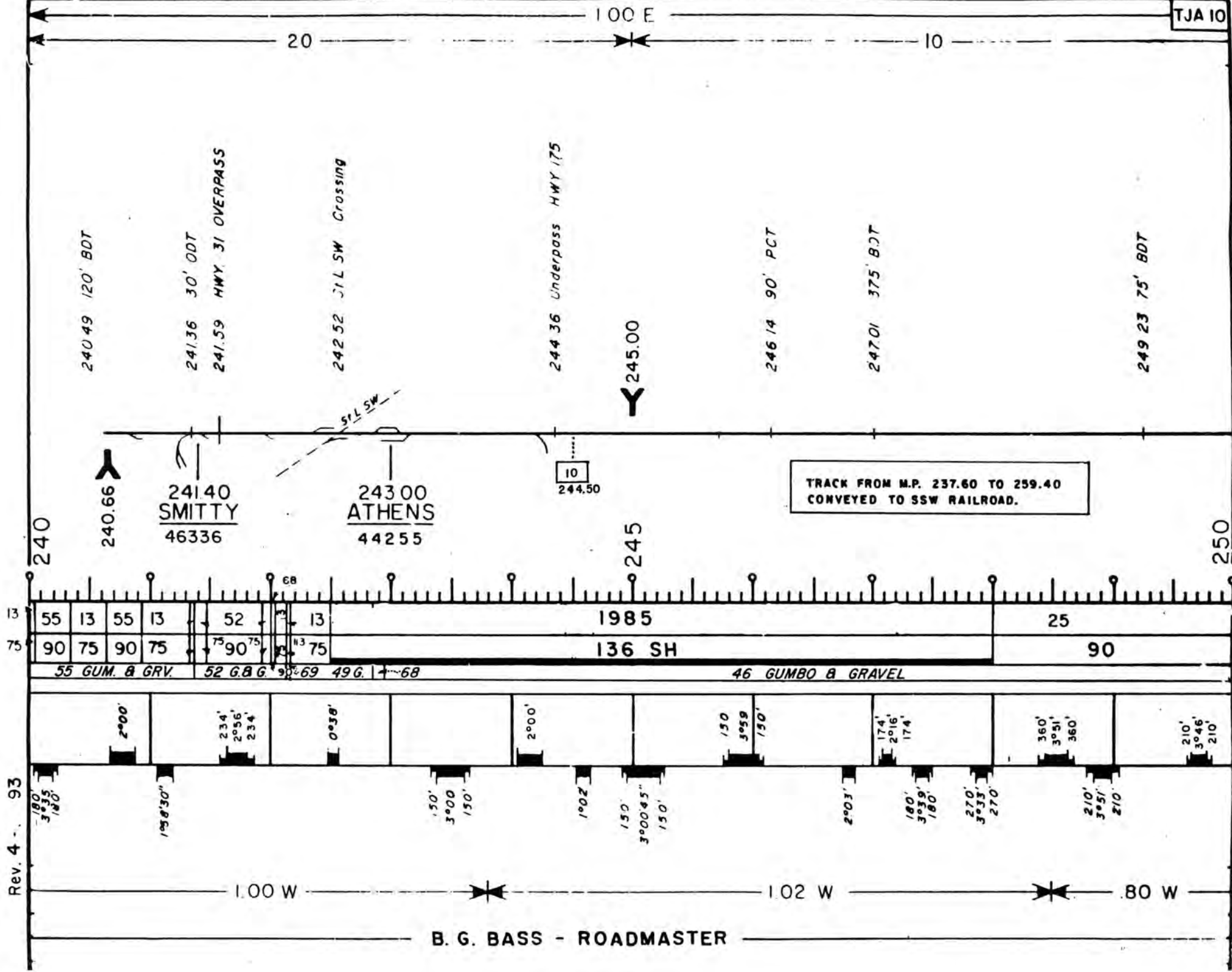
END M.P. 314.86

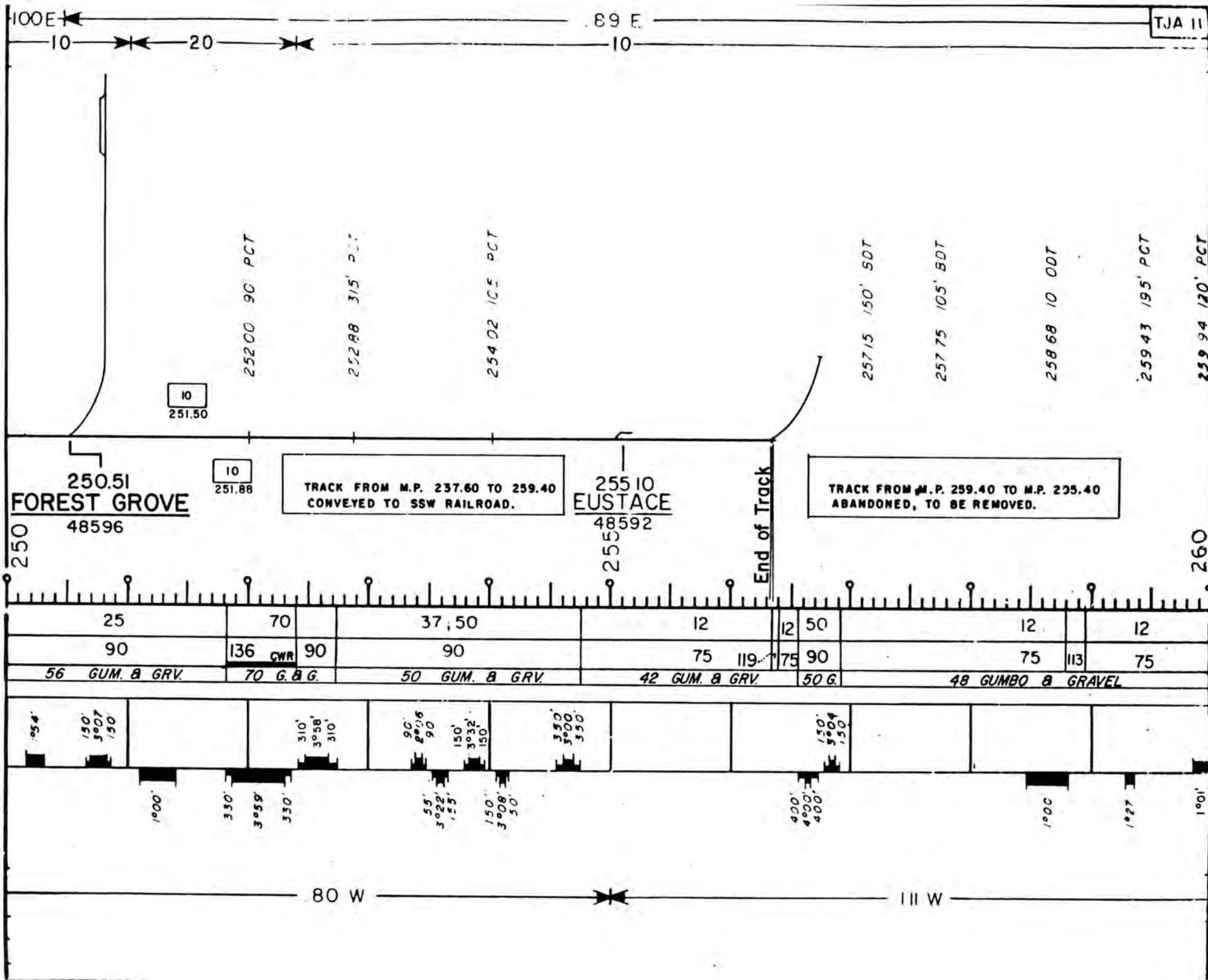
To Houston

To Denison

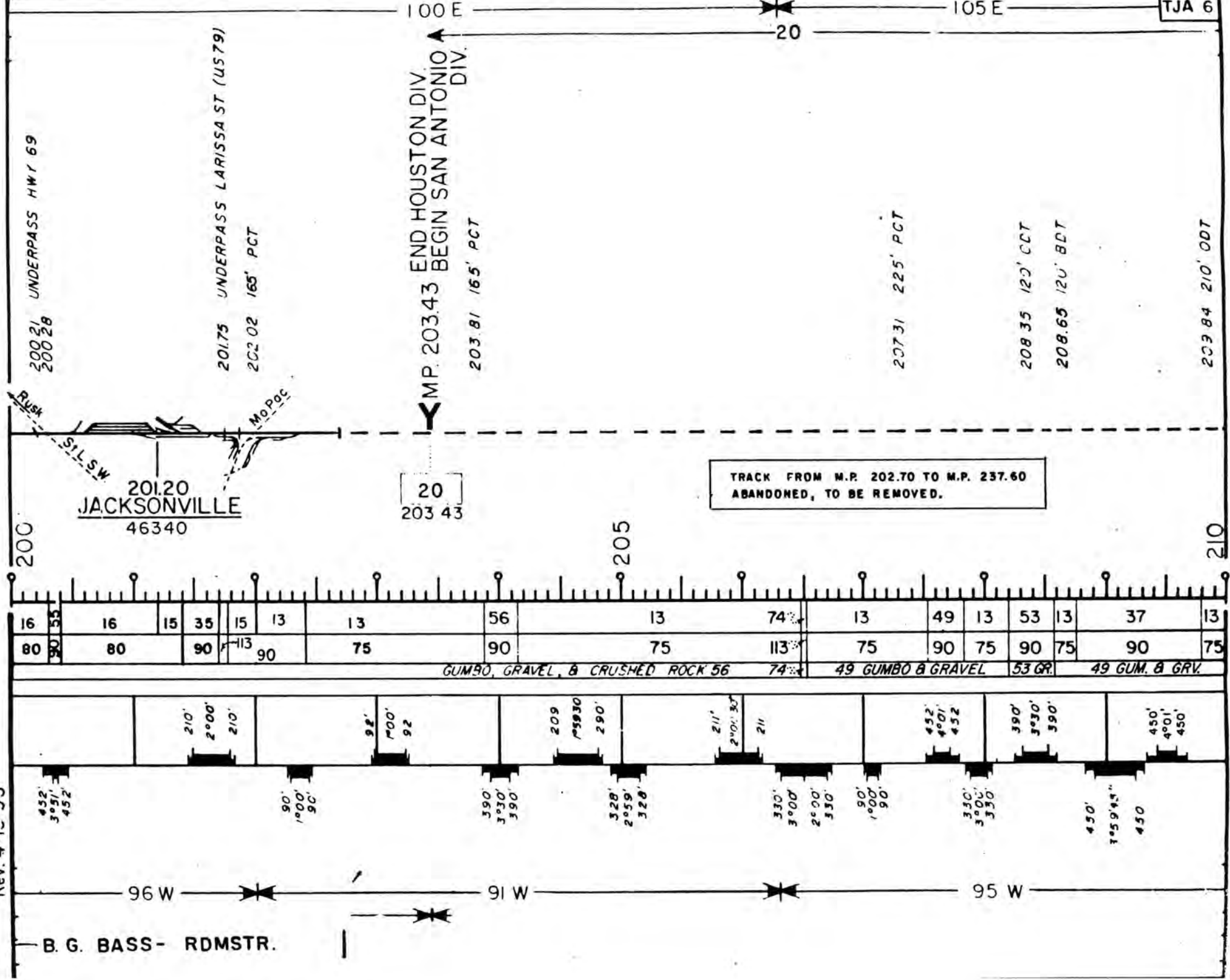
M.P. 315.04 = M.P. 4.1 DALLAS BELT LINE

BRIGGS  
48420





Rev. 4-1-33



0.31  
S 0.00 S 0.67  
0.00 S

YARD

C" BRANCH  
TO MT. F.E. 53  
C 598.46 - BEGIN  
DALLAS BRANCH

DAL-NOR - 48220  
L600.07

ADDISON  
48215

TO F.T. WORTH

L600

5.33 MI RETIRED 1965 & NOW SOLD TO TEXAS TURNPIKE AUTHORITY

L605

1928

85

7'30"

7'30"

GVL. 1929

0.00  
N 0.60 N 0.00 N 0.78 N

R.P. CRABTREE - RM.