

SOUTHERN



REGION

TRACK CHART

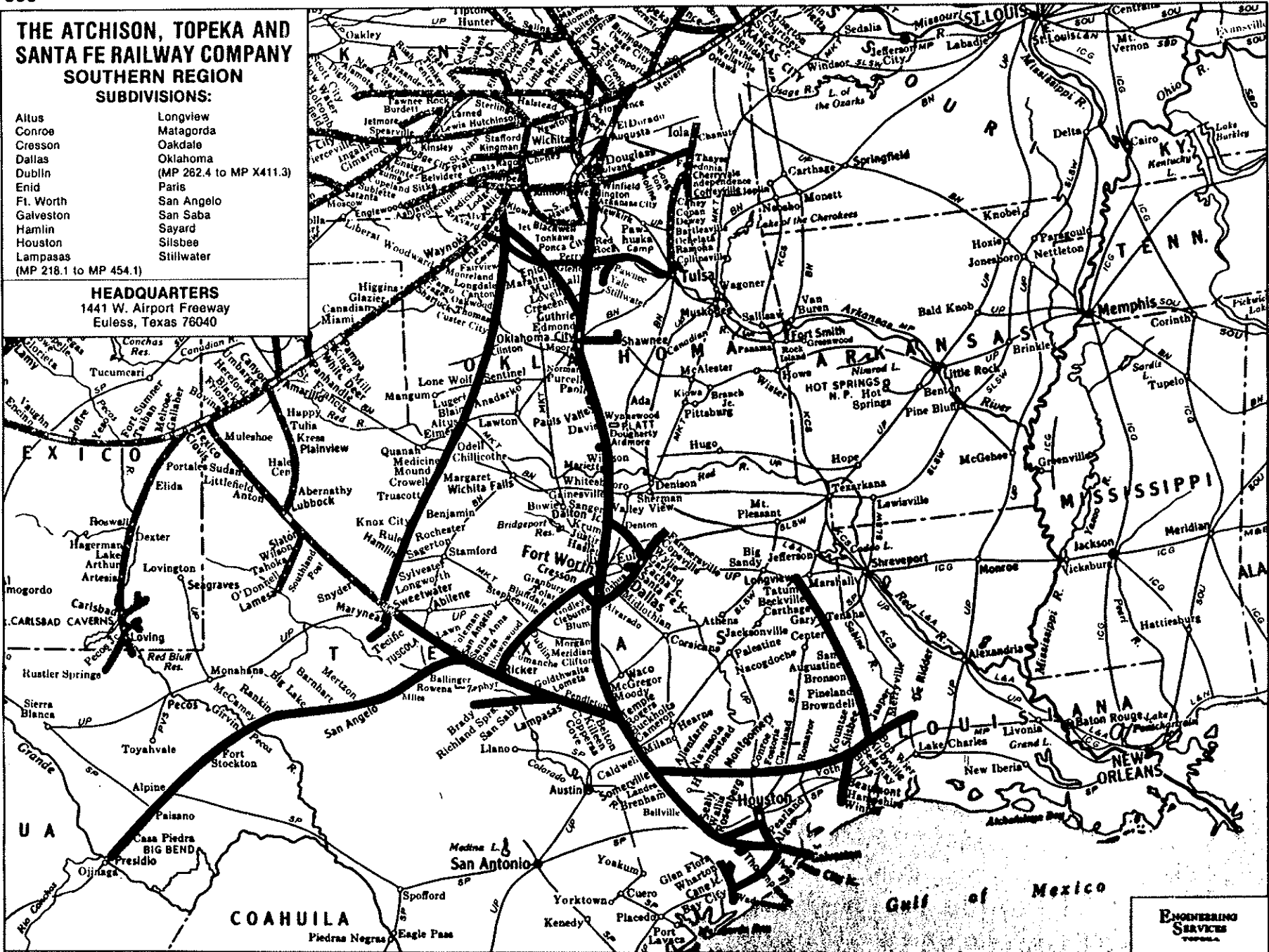
**THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
SOUTHERN REGION**

SUBDIVISIONS:

- | | |
|-----------|-------------------------|
| Altus | Longview |
| Conroe | Matagorda |
| Cresson | Oakdale |
| Dallas | Oklahoma |
| Dublin | (MP 262.4 to MP X411.3) |
| Enid | Paris |
| Ft. Worth | San Angelo |
| Galveston | San Saba |
| Hamlin | Sayard |
| Houston | Silsbee |
| Lampasas | Stillwater |
- (MP 218.1 to MP 454.1)

HEADQUARTERS

1441 W. Airport Freeway
Eules, Texas 76040



ENGINEERING
SERVICES

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| Silsbee | 21.1 | Silsbee | 1.1 | Beaumont | 380-384 |
| Longview | 21.1 | Silsbee | 207.8 | Longview | 338-377 |
| Conroe | 0.0 | Somerville | 152.6 | Silsbee | 304-336 |
| Paris | 91.0 | Farmersville | 62.6 | Zacha Jct. | 295-301 |
| Dallas | 0.0 | Cleburne | 111.2 | Dallas | 265-294 |
| Cresson | 0.0 | Cleburne | 18.4 | Cresson | 260-264 |
| Dublin | 0.0 | Birds | 134.5 | Ricker | 231-258 |
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| Houston | 19.5 | Houston | 0.0 | Alvin | 173-177 |
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| Ft. Worth | 409.1 | Gainesville | 218.2 | Temple | 76-120 |
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| ALVIN | TX | 163 | GALVESTON | 28.6 | BRAZORIA |
| ALVIN | TX | 177 | HOUSTON | 0.0 | BRAZORIA |
| ANTELOPE GAP | TX | 213 | LAMPASAS | 300.3 | MILLS |
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| BEAUMONT | TX | 384 | SILSBEE | 1.7 | JEFFERSON |
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| BELDING | TX | 440 | SAN ANGELO | 892.9 | PECOS |
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| BELT JUNCTION | TX | 232 | DUBLIN | 0.9 | TARRANT |
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| BOBVILLE | TX | 314 | CONROE | 48.9 | MONTGOMERY |
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| BOSS | TX | 235 | DUBLIN | 15.0 | TARRANT |
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| BRAZILIME | TX | 101 | FORT WORTH | 300.2 | HILL |
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| BUNA | TX | 342 | LONGVIEW | 36.1 | JASPER |
| BURLINGTON | OK | 472 | ENID | 8.8 | JASPER |
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| CALGARY | TX | 360 | LONGVIEW | 127.0 | SAN AUGUSTINE |
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| CEDAR HILL | TX | 288 | DALLAS | 34.6 | DALLAS |
| CENTER | TX | 362 | LONGVIEW | 139.8 | SHELBY |
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| CHANCELLOR | TX | 443 | SAN ANGELO | 904.3 | PECOS |
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| CLEBURNE | TX | 294 | DALLAS | 0.0 | JOHNSON |
| CLEVELAND | TX | 323 | CONROE | 94.9 | LIBERTY |
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| CRESCENT | TX | 111 | FORT WORTH | 250.1 | MC LENNAN |
| CRESSON | OK | 491 | ENID | 102.8 | LOGAN |
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| DALTON JCT. | TX | 266 | DALLAS | 111.2 | DENTON |
| DALTON JCT. | TX | 94 | FORT WORTH | 328.3 | JOHNSON |
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| DAVIS | OK | 51 | OKLAHOMA | 478.0 | MURRAY |
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| DIES | TX | 332 | CONROE | 138.3 | HARDIN |
| DOBBIN | TX | 314 | CONROE | 49.9 | MONTGOMERY |
| DOLEN | TX | 326 | CONROE | 107.3 | LIBERTY |
| DOLESE | OK | 53 | OKLAHOMA | 466.9 | MURRAY |
| DOUGHERTY | OK | 53 | OKLAHOMA | 469.6 | MURRAY |
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| DUNCANVILLE | TX | 286 | DALLAS | 40.1 | DALLAS |
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| EVADALE | TX | 340 | LONGVIEW | 27.7 | JASPER |
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| FARMERSVILLE | TX | 296 | PARIS | 91.0 | COLLIN |
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| HONEA | TX | 317 | CONROE | 63.8 | MONTGOMERY |
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| IMMERMERE | TX | 244 | DUBLIN | 62.5 | ERATH |
| ISLAND | TX | 168 | GALVESTON | 4.1 | GALVESTON |
| ITUNA | OK | 481 | ENID | 53.5 | GARFIELD |
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| JASPER | TX | 349 | LONGVIEW | 73.6 | JASPER |
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| SAN ANGELO | TX | 401 | SAN ANGELO | 69.6 | TOM GREEN |
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| STEPHENVILLE | TX | 246 | DUBLIN | 72.3 | ERATH |
| SULPHUR SPUR JCT. | TX | 436 | SAN ANGELO | 869.4 | PECOS |
| T&NO CROSSING | TX | 174 | HOUSTON | 19.4 | HARRIS |
| TALPA | TX | 391 | SAN ANGELO | 20.9 | COLEMAN |
| TANKERSLEY | TX | 407 | SAN ANGELO | 732.4 | TOM GREEN |
| TATUM | TX | 372 | LONGVIEW | 187.8 | RUSK |
| TECIFIC | TX | 181 | LAMPASAS | 454.5 | NOLAN |
| TEMPLE | TX | 118-120 | FORT WORTH | 218.2 | BELL |
| TEMPLE | TX | 230 | LAMPASAS | 218.2 | BELL |
| TEMPLE | TX | 122 | GALVESTON | 218.2 | BELL |
| TENAHA | TX | 365 | LONGVIEW | 151.6 | SHELBY |
| TESCO | TX | 181 | LAMPASAS | 450.1 | NOLAN |
| TEXAS CITY JCT. | TX | 166 | GALVESTON | 11.0 | GALVESTON |
| THACKERVILLE | OK | 62 | OKLAHOMA | 423.1 | LOVE |
| THOMPSONS | TX | 158 | GALVESTON | 50.4 | FORT BEND |
| TIMBER | TX | 321 | CONROE | 83.1 | MONTGOMERY |
| TINAJA | TX | 456 | SAN ANGELO | 969.3 | PRESIDIO |
| TITLEY | TX | 449 | SAN ANGELO | 934.4 | BREWSTER |
| TOLAND | TX | 183 | LAMPASAS | 443.3 | TAYLOR |
| TOLAND | TX | 183 | LAMPASAS | 443.3 | NOLAN |
| TOLAR | TX | 241 | DUBLIN | 46.4 | HOOD |
| TUSCOLA | TX | 188 | LAMPASAS | 415.4 | TAYLOR |
| VALERA | TX | 389 | SAN ANGELO | 11.3 | COLEMAN |
| VALLEY MILLS | TX | 110 | FORT WORTH | 259.2 | BOSQUE |
| VALLEY VIEW | TX | 78 | FORT WORTH | 400.8 | COOKE |
| VENABLE | TX | 357 | LONGVIEW | 114.9 | SAN AUGUSTINE |
| VENUS | TX | 291 | DALLAS | 19.6 | JOHNSON |
| VIEW | TX | 186 | LAMPASAS | 426.6 | TAYLOR |
| VILLA | TX | 207 | LAMPASAS | 330.3 | MILLS |
| VIRGINIA POINT | TX | 167 | GALVESTON | 6.3 | GALVESTON |
| VOTAW | TX | 329 | CONROE | 121.5 | HARDIN |
| VOTH | TX | 383 | SILSBEE | 8.5 | JEFFERSON |
| WALLIS | TX | 152 | GALVESTON | 80.8 | AUSTIN |
| WAPLES | TX | 238 | DUBLIN | 30.7 | HOOD |
| WARD SPUR | TX | 290 | DALLAS | 23.7 | ELLIS |
| WAUKEGAN | TX | 320 | CONROE | 79.1 | MONTGOMERY |
| WAYNE | OK | 44-45 | OKLAHOMA | 510.2 | MC CLAIN |
| WESTCLIFF | TX | 232 | DUBLIN | 1.5 | TARRANT |
| WHITE EAGLE | OK | 9 | OKLAHOMA | 292.4 | KAY |
| WHITE ROCK | TX | 276 | DALLAS | 63.7 | DALLAS |
| WITCO | TX | 417 | SAN ANGELO | 782.8 | REAGAN |
| WOOD | TX | 311 | CONROE | 33.1 | GRIMES |
| WYLIE | TX | 299 | PARIS | 75.8 | COLLIN |
| WYNNEWOOD | OK | 49 | OKLAHOMA | 488.1 | MURRAY |
| WYNNEWOOD | OK | 49 | OKLAHOMA | 488.1 | GARVIN |
| YARBORO | TX | 312 | CONROE | 37.7 | GRIMES |
| YOUENS | TX | 320 | CONROE | 77.0 | MONTGOMERY |
| ZACHA JCT. | TX | 276-277 | DALLAS | 62.6 | DALLAS |
| ZACHA JCT. | TX | 301 | PARIS | 62.6 | DALLAS |
| ZEPHYR | TX | 206 | LAMPASAS | 336.2 | BROWN |

— ABBREVIATIONS —

BRIDGES

| | |
|-----------------------------|-----------------------------------|
| Ab. ——— Abutment | Msy. ——— Masonry |
| Ap. ——— Approach | O.D. ——— Open Deck |
| Ar. ——— Arch | Ped. ——— Pedestal |
| B.D. ——— Ballast Deck | P.T. ——— Pile Trestle |
| Bx. ——— Box | P. ——— Pipe |
| Brk. ——— Brick | P. Ar. ——— Pipe Arch |
| Br. ——— Bridge | P. C. ——— Pre-stressed Concrete |
| C.I.P. ——— Cast Iron Pipe | R. C. ——— Reinforced Concrete |
| C. ——— Concrete | S.S.C. ——— Steel Stringers & Caps |
| C.P. ——— Concrete Pipe | Sto. ——— Stone |
| Cor. P. ——— Corrugated Pipe | S.S.P. ——— Structural Steel Pipe |
| D. G. ——— Deck Girder | T.R. ——— T-Rail |
| D. T. ——— Deck Truss | Th. G. ——— Thru-Girder |
| Dbl. ——— Double | Th. T. ——— Thru-Truss |
| Dr. Sp. ——— Draw Span | T. ——— Timber |
| Ext. ——— Extension | Tr. ——— Treated |
| Ftg. ——— Footing | Trip. ——— Triple |
| Hdrl. ——— Handrall | Vit. P. ——— Vitrified Pipe |
| I-Bm. ——— I-Beam | Wr. I. P. ——— Wrought Iron Pipe |
| Lg. ——— Long | |

FACILITIES

| | |
|----------------------------|--------------------------|
| B. ——— Booth Telephone | T. ——— Turntable |
| C. ——— Communication | W. ——— Water |
| F. ——— Fuel | W. Col. ——— Water Column |
| O. Col. ——— Oil Column | W. T. ——— Water Tank |
| O. T. ——— Oil Tank | Y. ——— Wye Track |
| R. ——— Radio Communication | |

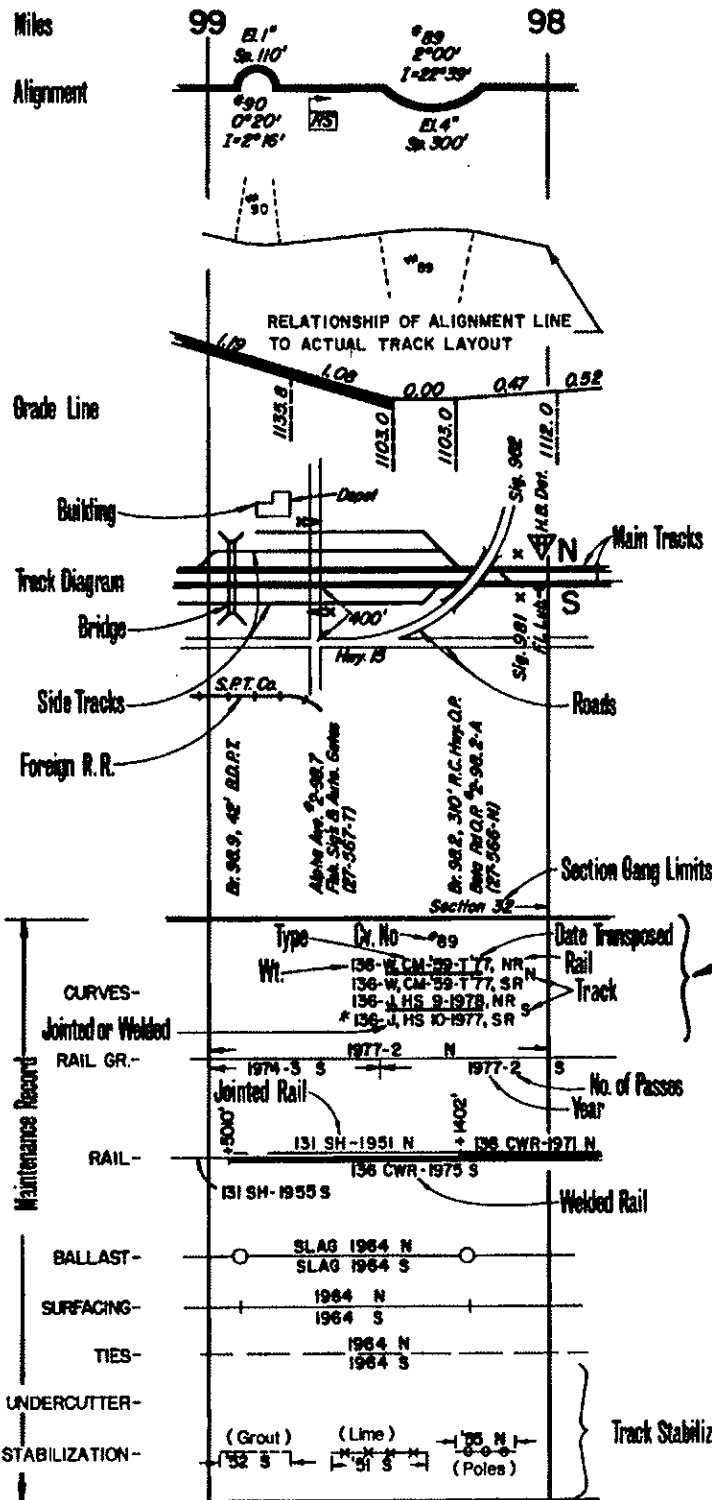
Add "s" to the above abbreviations, when the plural form is required.

MISCELLANEOUS

| | |
|--|--------------------------------------|
| A. B. S. ——— Automatic Block System | L. Sw. ——— Lock Switch |
| A. T. S. ——— Automatic Train Stop | M. ——— Middle Main Track |
| Auto. Gate. ——— Automatic Gate | N. ——— North Main Track |
| Ave. ——— Avenue | O. P. ——— Overpass |
| Blk. ——— Block | O.H. ——— Over Head |
| Blvd. ——— Boulevard | Pass. ——— Passenger |
| Bch. ——— Branch | Po. ——— Power |
| Br. Sig. ——— Bridge Signal | Pr. ——— Private |
| B. P. ——— Bumping Post | Pub. ——— Public |
| Cant. Sig. ——— Cantilever Signal | R. R. ——— Railroad |
| Co. ——— County | Ry. ——— Railway |
| Cr. ——— Creek | Reserv. ——— Reservoir |
| C. Sig. ——— Control Signal | R. S. ——— Resume Speed |
| C.T.C. ——— Centralized Traffic Control | Rt. ——— Right |
| D.C. Sw. ——— Dual Control Switch | R. W. ——— Right of Way |
| Div. ——— Division | Riv. ——— River |
| D.E. Det. ——— Dragging Equip. Detector | Rd. X-ing ——— Road Crossing |
| El. ——— Elevation of Curves | Sec. ——— Section |
| Fl. Lub. ——— Flange Lubricators | S. L. Det. ——— Shifted Load Detector |
| Flsh. Sig. ——— Flashing Signal | Sig. ——— Signal |
| Fl. Lt. P. ——— Flood Light Pole | S. ——— South Main Track |
| Fl. Lt. T. ——— Flood Light Tower | Sp. ——— Sprial Length |
| Fr. ——— Freight | S. Sw. ——— Spring Switch |
| Gr. ——— Grade | Sta. ——— Station |
| Hwy. ——— Highway | St. ——— Street (also State) |
| H. B. Det. ——— Hot Box Detector | Trk. ——— Track |
| Ho. ——— House | U. P. ——— Underpass |
| I. ——— Total Curve Angle | U. T. P. ——— Under Track Plow |
| I. Sig. ——— Interlocking Signal | W. W. ——— Wig Wag |
| I. Sw. ——— Interlocking Switch | Yd. ——— Yard |
| Jct. ——— Junction | |
| Lav. ——— Lavatory | |
| Lt. ——— Left | |

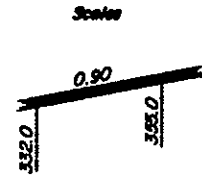
NOTE: O. H. Clearance noted in Track Chart is less than Minimum Required.
(Minimum Required Clearance is 22'-6")

EXPLANATIONS



1" = 3000' Horizontal scale for profile, Alignment and track.
(Exceptions noted)

1" = 200' Vertical scale for profile.



Ascending ruling grades for Subdivisions 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.
- o Columns, water and oil.
- ⚡ Crossing warning device, flashing signals with automatic gates.
- 75|55 Permanent slow speed sign with appropriate speeds shown.
- HS Permanent resume speed sign (green board).
- ⚡ Switch Heater.
- △ Shifted load detector.
- △ Hot box detector.
- ⚡ Dragging equipment detector, arrow or arrows denote direction protected.
- YL Yard limit sign.
- SL Switch 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 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 Cromalloy (C.F. & I.) | CR (Cromo) |
| 6. Japanese | JP (JAP) |
| 7. Other | OR |
| (a) British Steel | followed by |
| (b) Chrome Vanadium | lower case |
| (c) Chrome 1% | letter. |
| (d) Open Hearth | Example: |
| (f) German | ORf |

• Second Hand Rail

Intentionally Blank