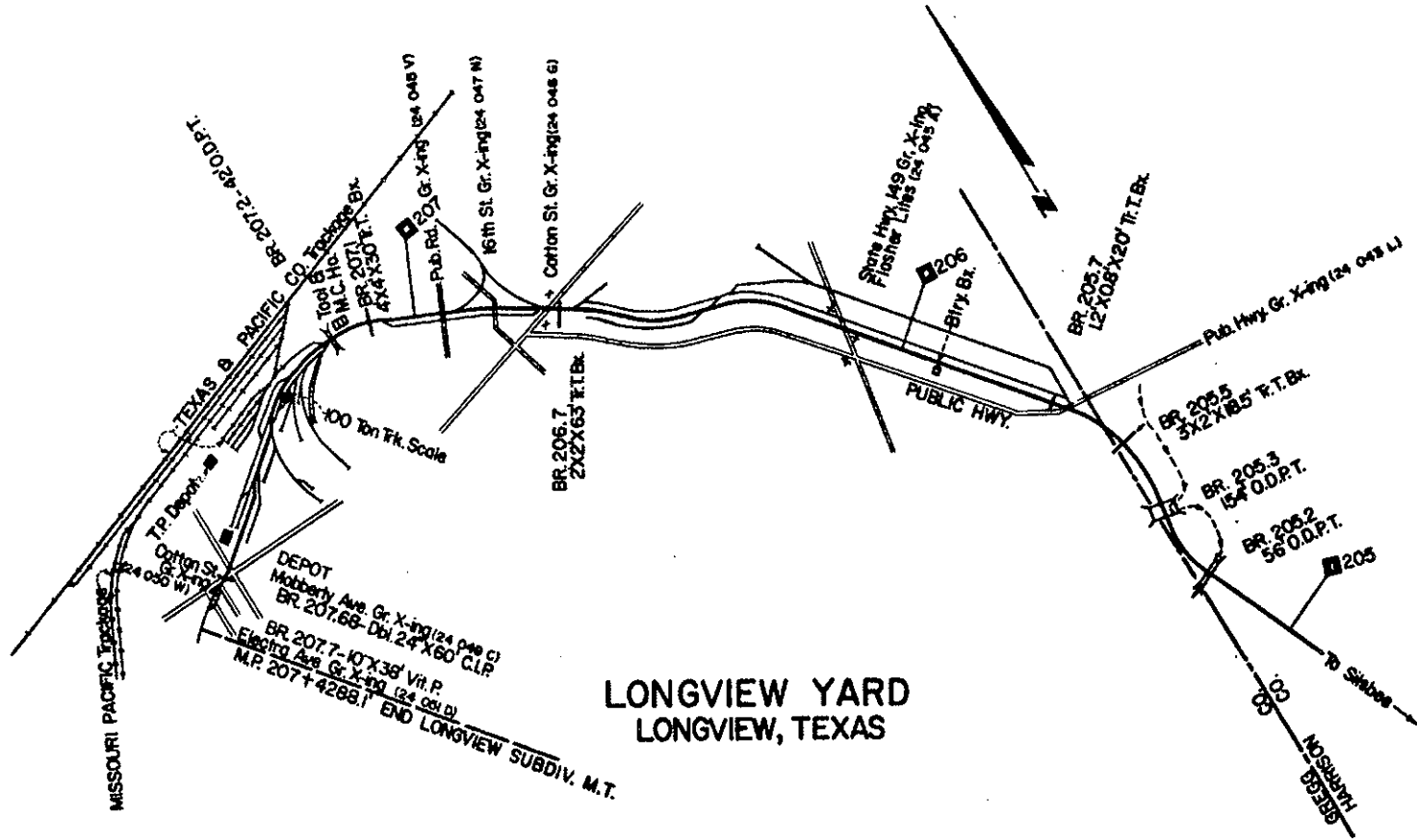


Intentionally Blank

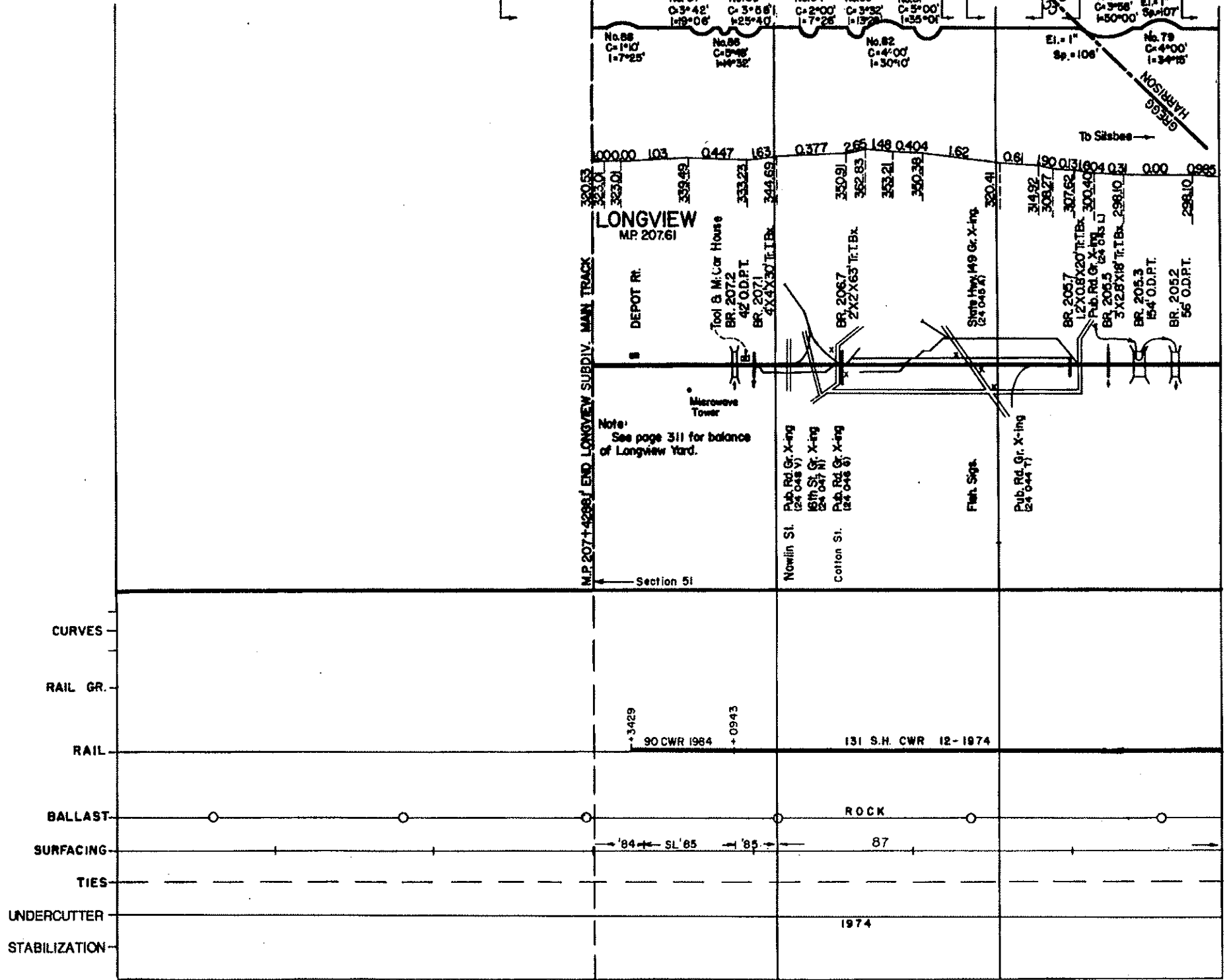


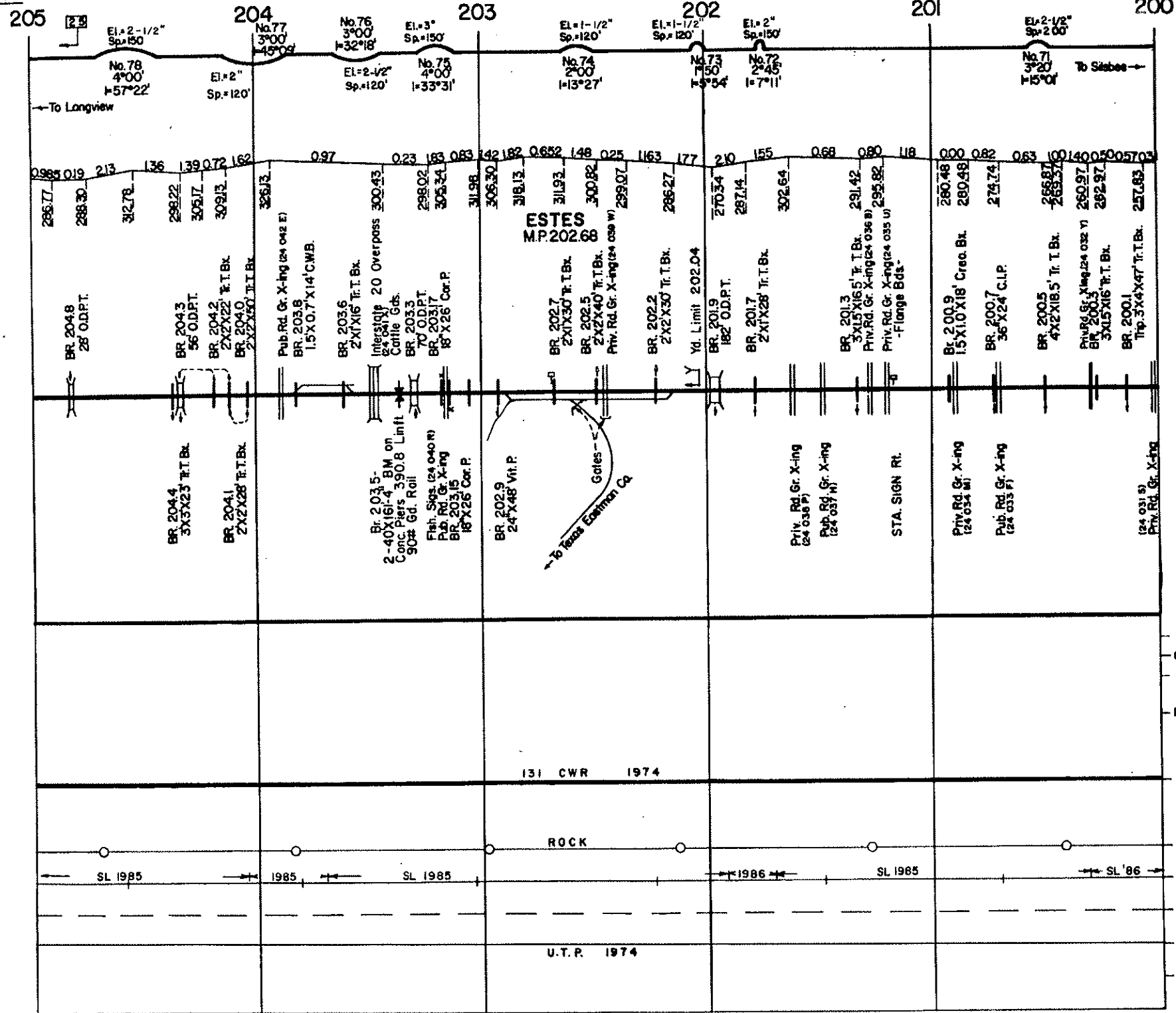
10

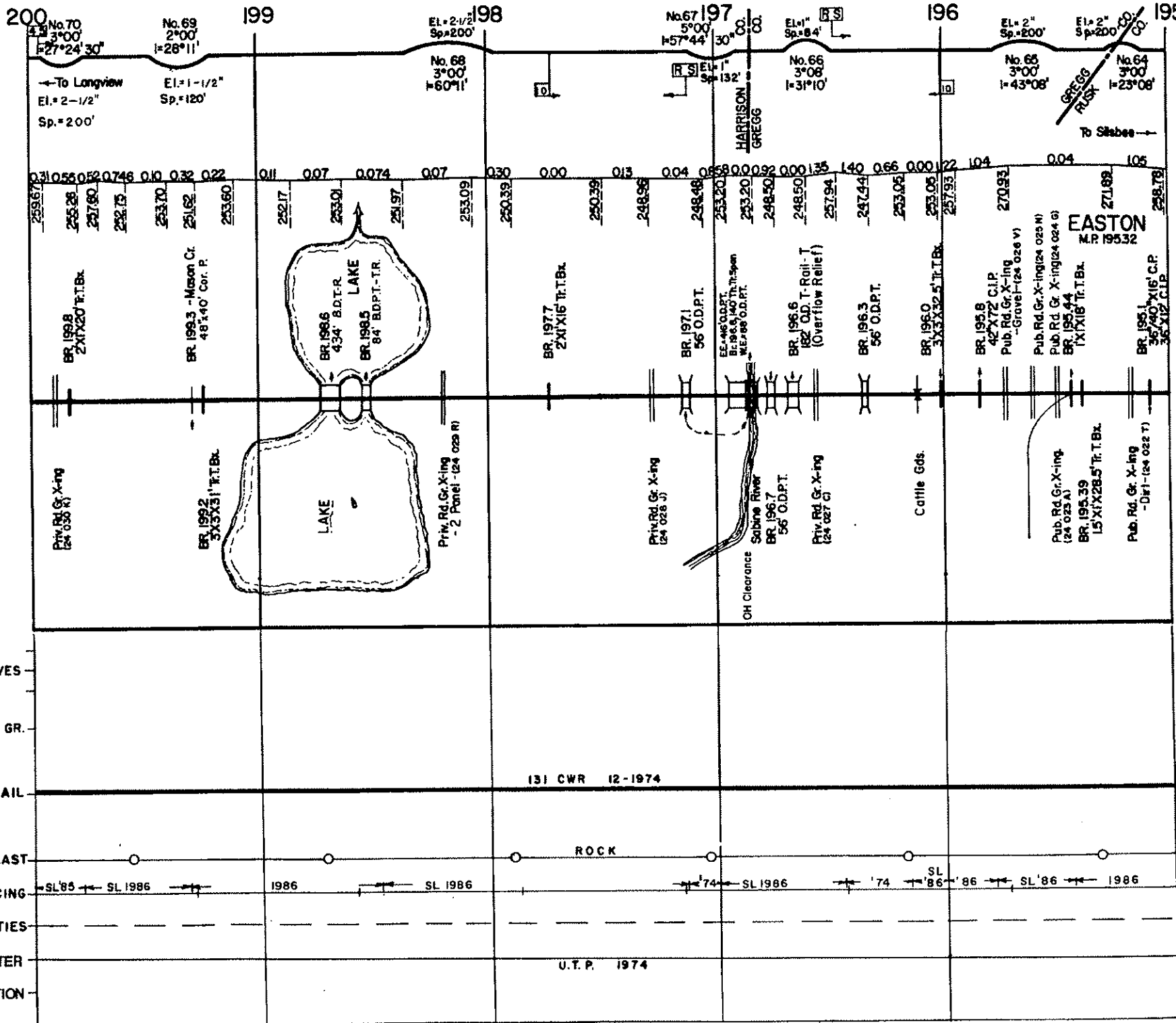
207

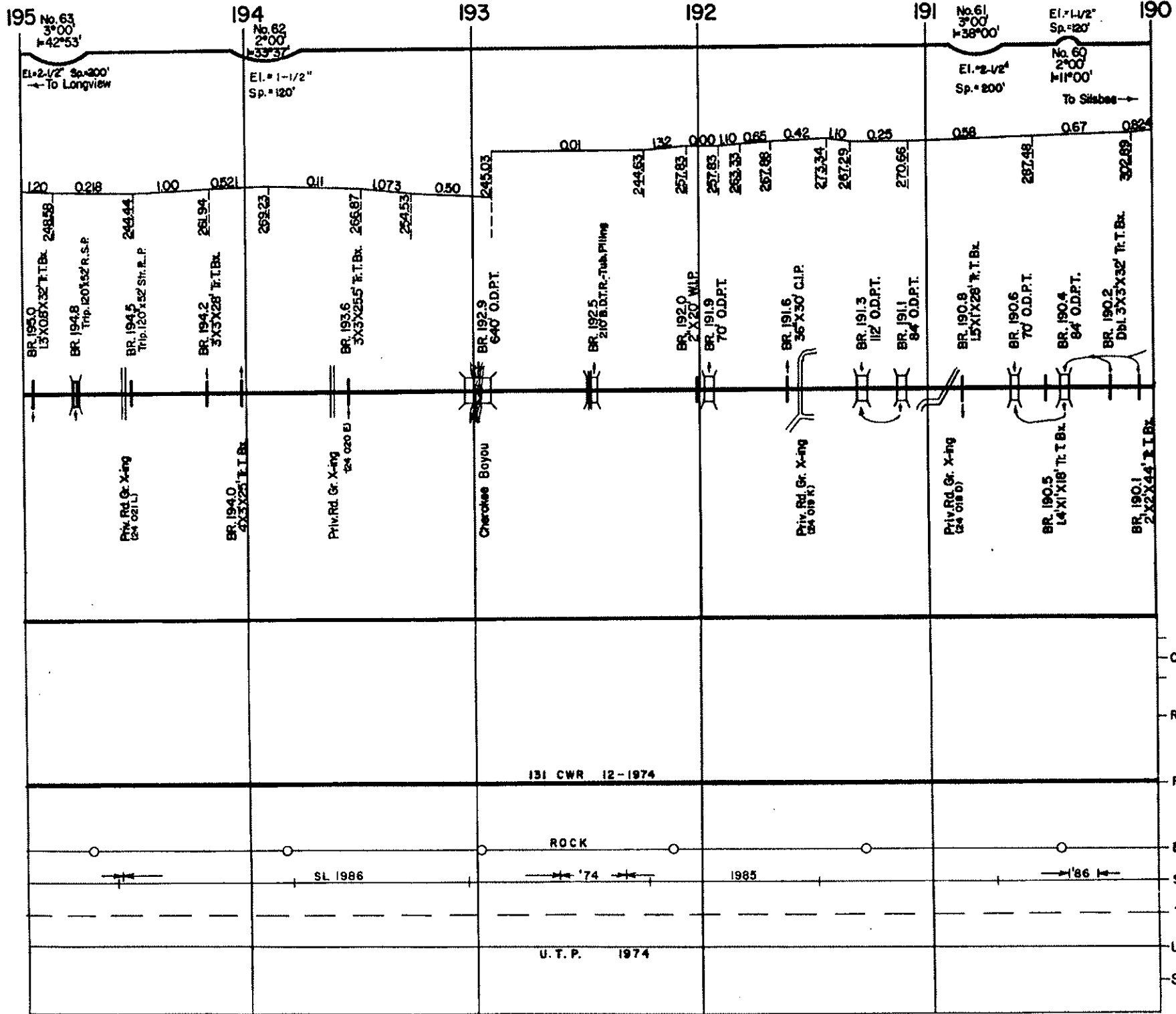
206

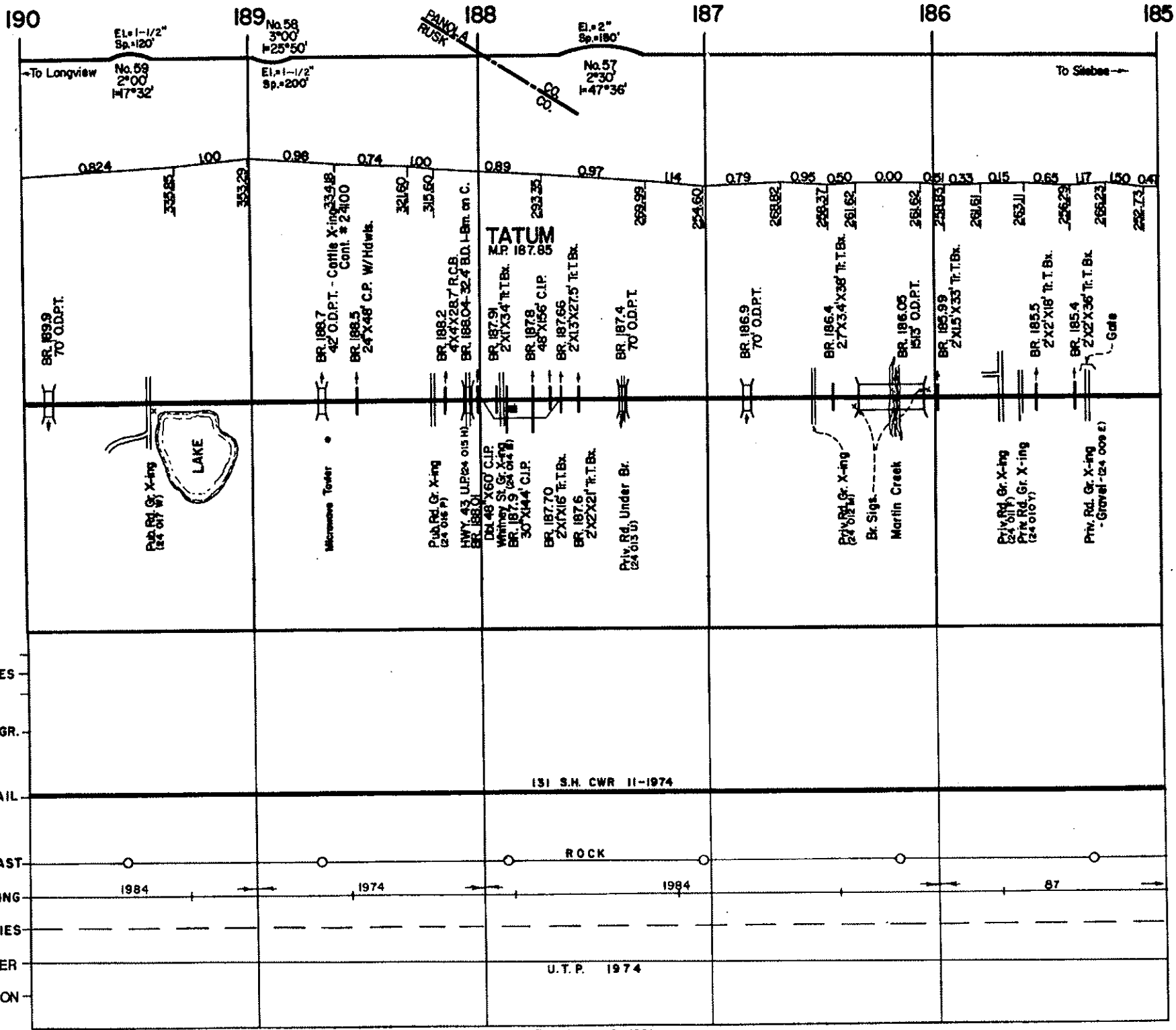
205











190

189

188

187

186

185

El. = 1-1/2"
Sp. = 120'

No. 58
3°00'
= 25°50'

El. = 2"
Sp. = 180'

No. 57
2°30'
= 47°36'

-To Longview

No. 59
2°00'
= 47°32'

To Skobe

0.824

100

0.88

0.74

100

0.89

0.97

114

0.79

0.95

0.50

0.00

0.33

0.15

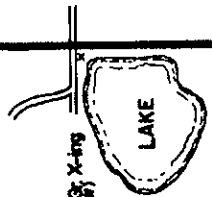
0.65

17

150

0.4

BR. 189.9
70' O.D.P.T.



BR. 188.7
42' O.D.P.T. - Coffin X-ing
Cont. # 24100

BR. 188.5
24' X 48' C.P. W/Hdwk.

BR. 188.2
4' X 4' X 28.7' R.C.B.

BR. 188.0+
32.4' B.D. I-Bm. on C.

TATUM
M.R. 187.65

BR. 187.91
2' X 1' X 34' T.I.Bx.

BR. 187.8
48' X 156' C.I.P.

BR. 187.66
2' X 1' X 27.5' T.I.Bx.

BR. 187.4
70' O.D.P.T.

BR. 186.9
70' O.D.P.T.

BR. 186.4
2' X 3' X 36' T.I.Bx.

BR. 186.05
1513' O.D.P.T.

BR. 185.99
2' X 1.5' X 33' T.I.Bx.

BR. 185.5
2' X 2' X 18' T.I.Bx.

BR. 185.4
2' X 2' X 36' T.I.Bx.

Gate

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

131 S.H. CWR II-1974

ROCK

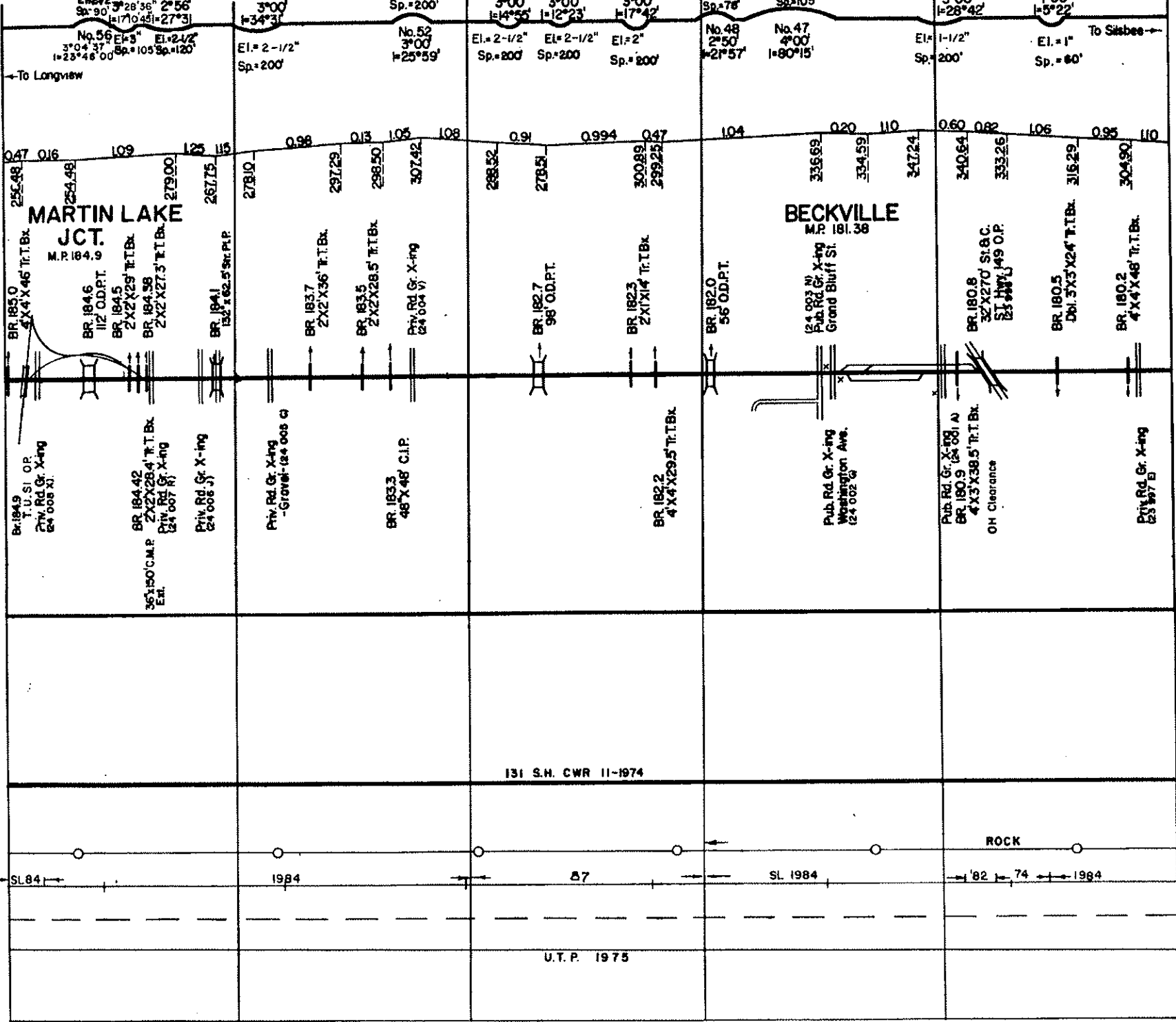
1984

1974

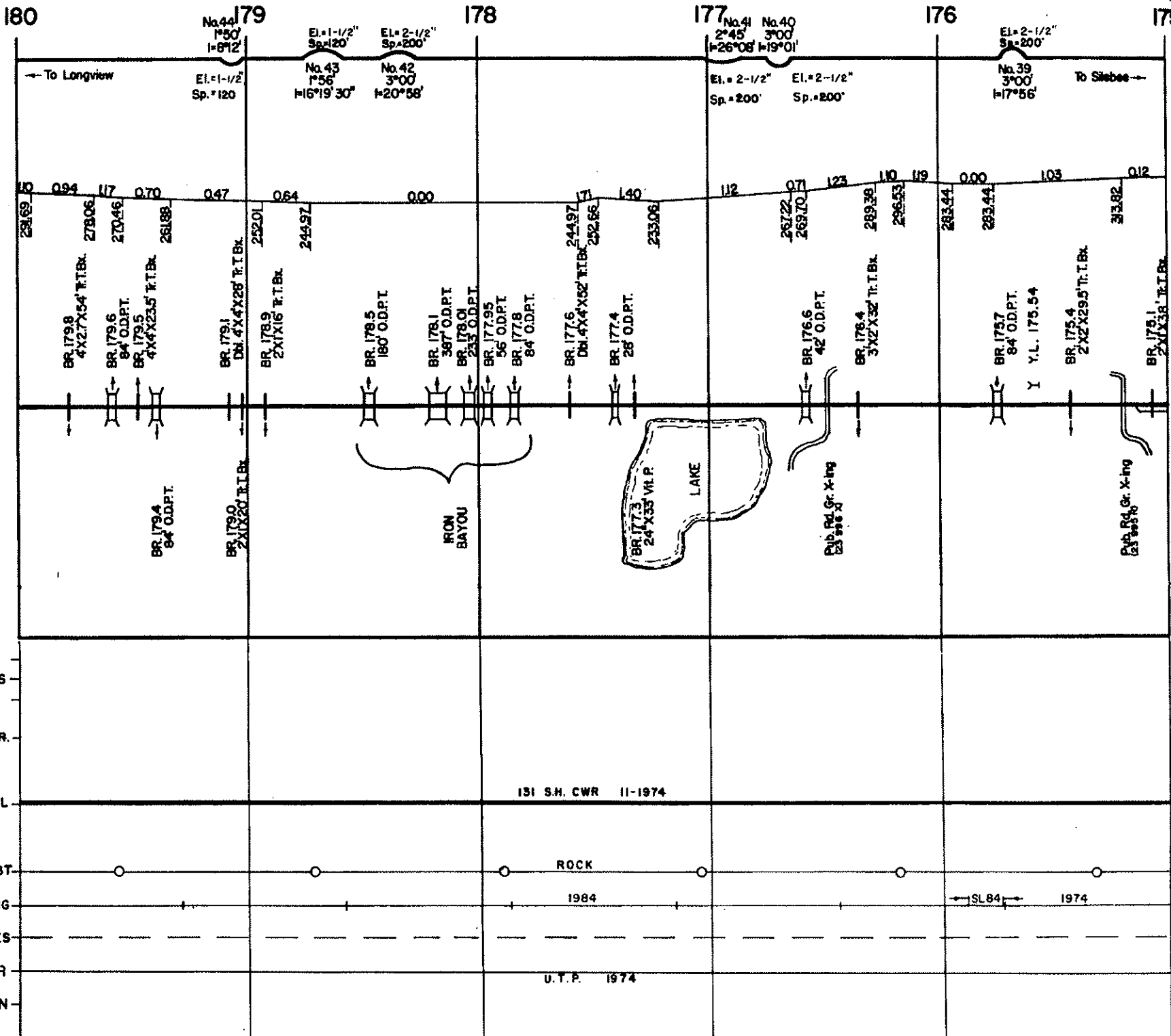
1984

87

U.T.P. 1974



- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



175

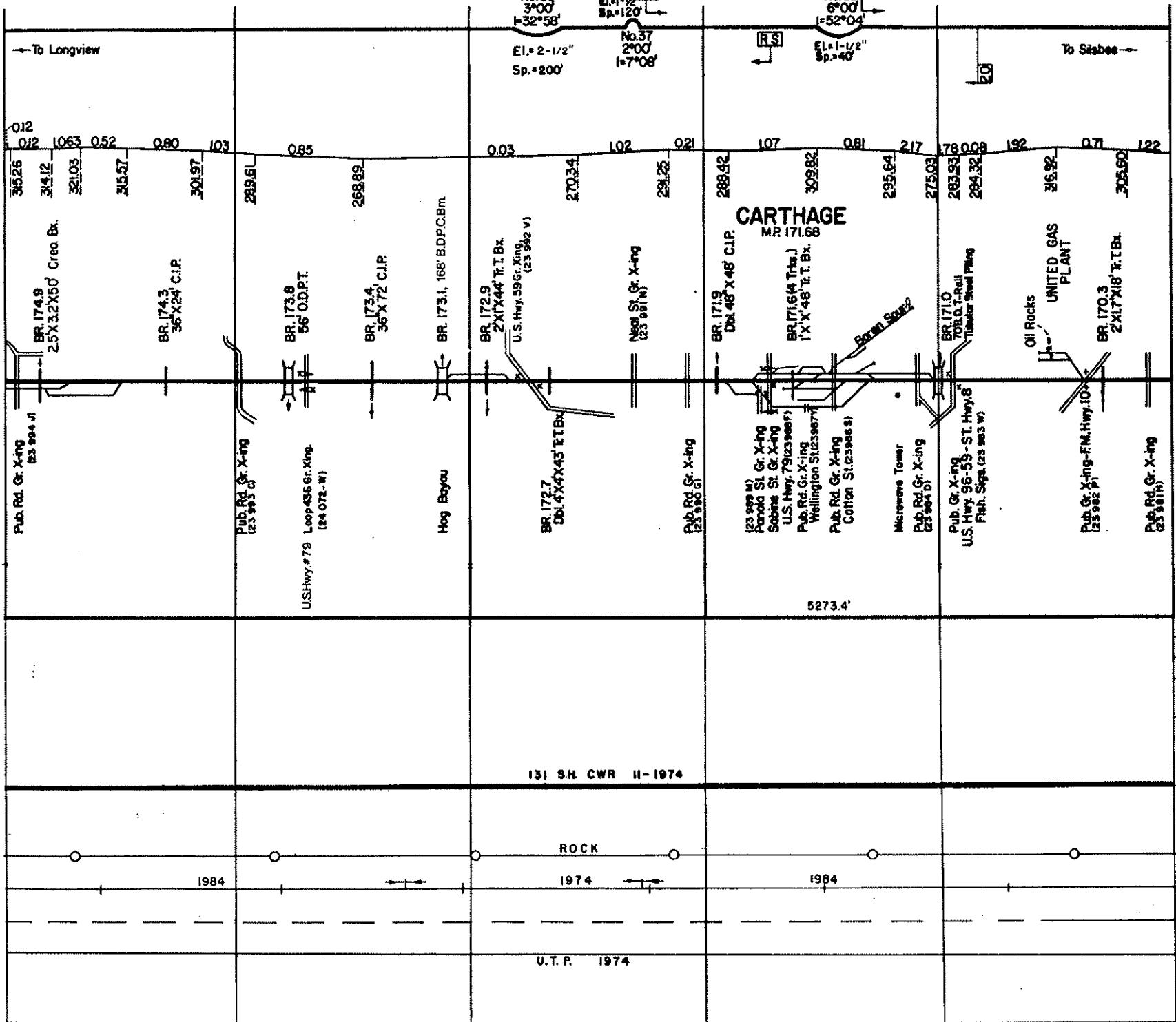
174

173

172

171

170



CARTHAGE
M.P. 171.68

131 S.H. CWR II-1974

ROCK

1984

1974

1984

U.T.P. 1974

- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

170

No. 34
2°08'
T=13°28'30"

168

El. = 5"
Sp. = 30'
No. 33
4°30'
T=30°26'

No. 32
4°00'
T=27°40'
El. = 2-1/2"
Sp. = 110'

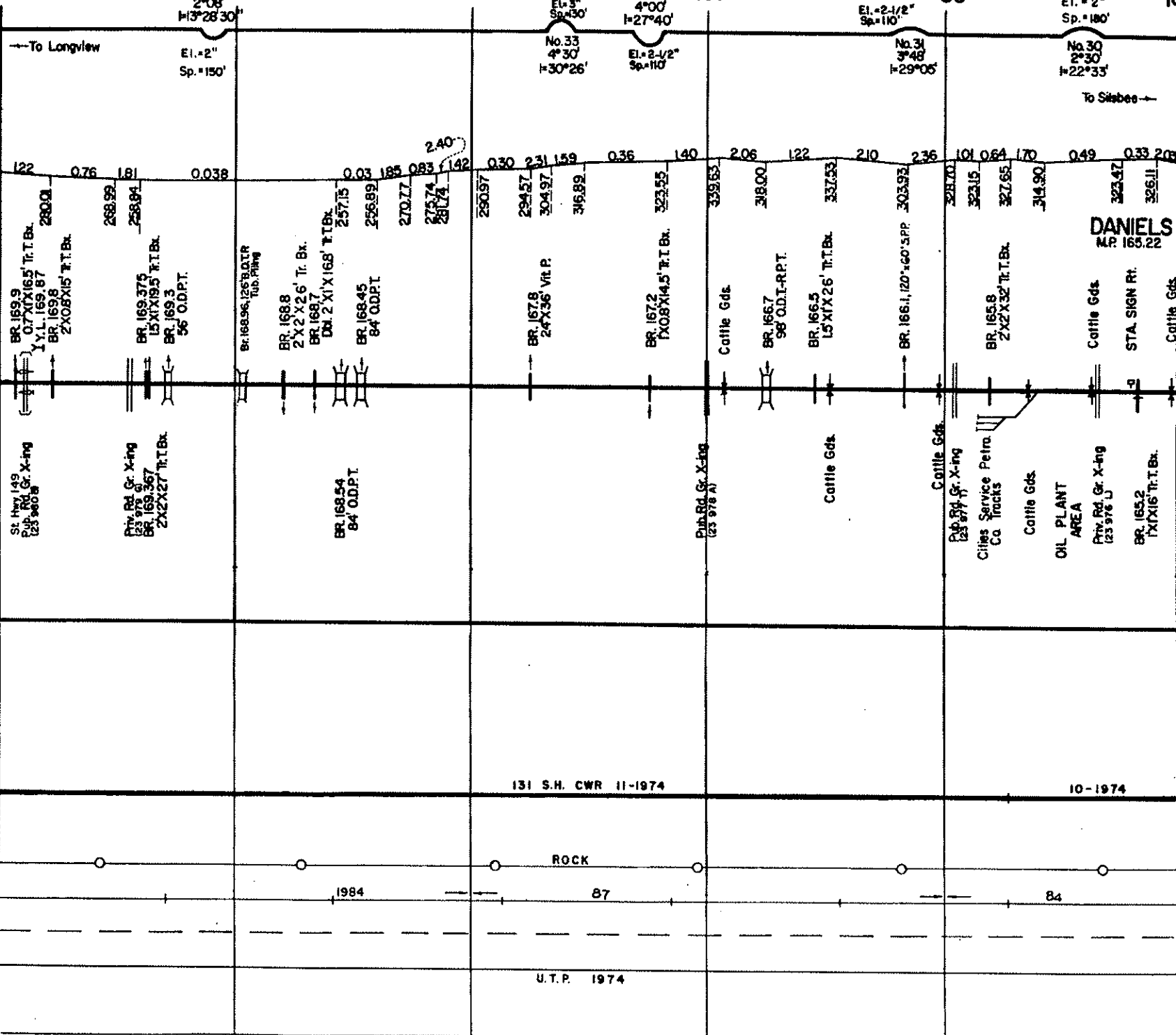
167

El. = 2-1/2"
Sp. = 110'
No. 31
3°48'
T=29°05'

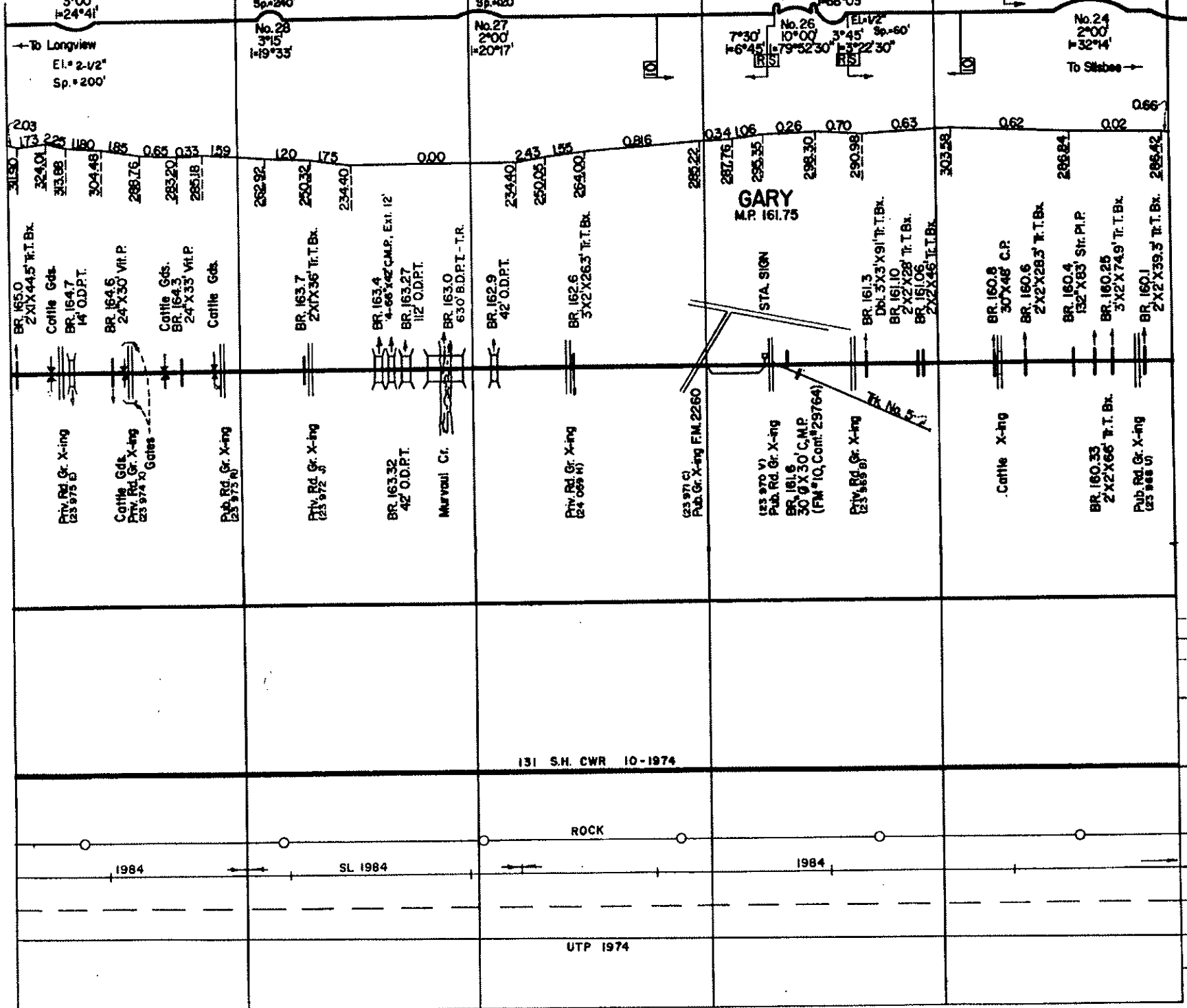
166

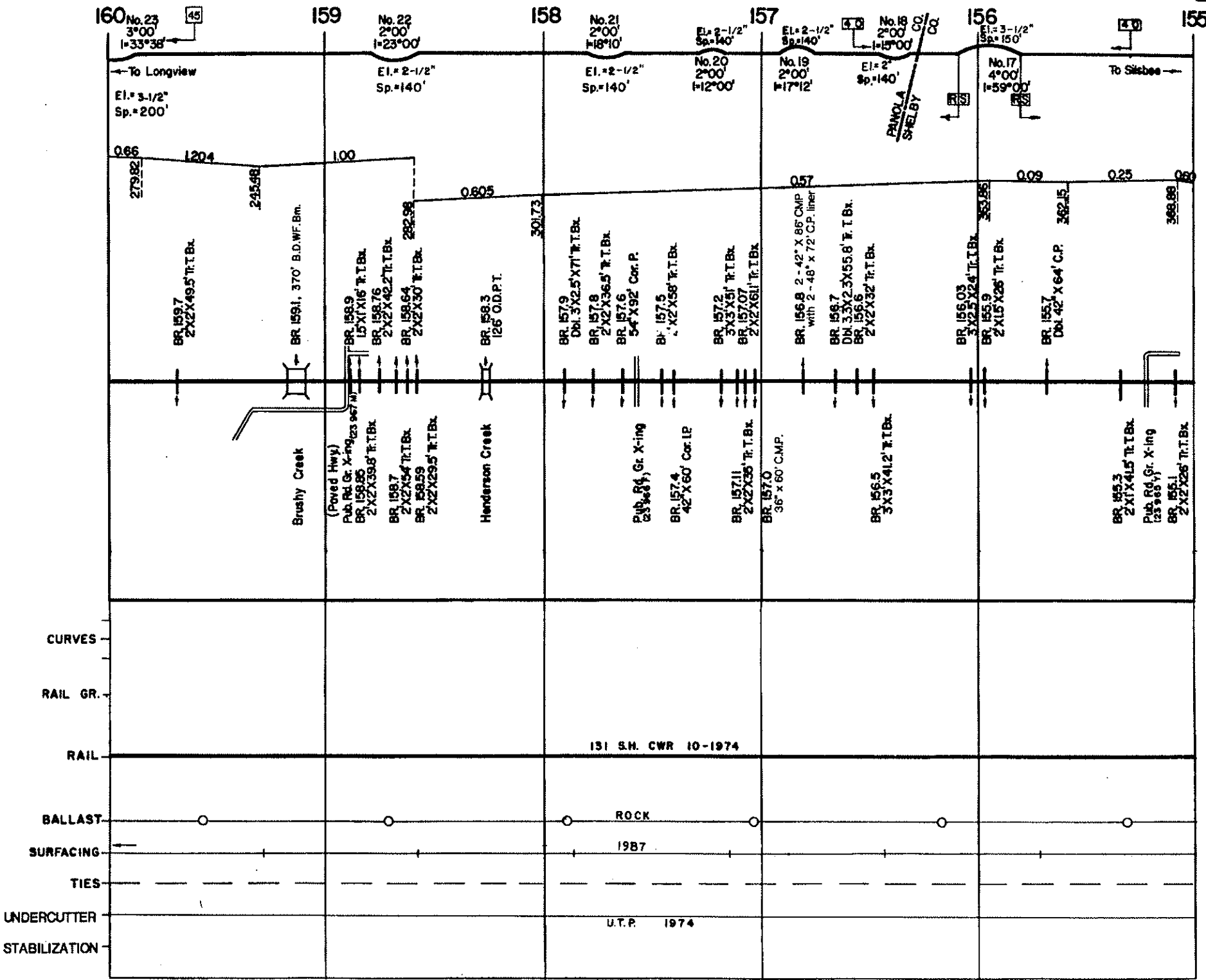
El. = 2"
Sp. = 180'
No. 30
2°30'
T=22°35'

165



DANIELS
M.P. 165.22





155

154

153

152

151

150

No. 16
2°00'
=23°24'

No. 15
3°00'
=23°24'

No. 14
2°00'
=32°00'

No. 13
3°00'
=39°00'

To Longview

To Stabes
El. = 2-1/2"
Sp. = 200'

0.60 0.08 0.61 0.59 0.26 0.53 0.41 0.32 0.63 0.50 0.57

356.88 358.40 346.24 357.45 349.39 357.02 353.62 344.02 334.57 317.07

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

BR 154.0
36' X 48' R.C.P.

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

BR 153.3
2'X2'X42.5" T.T. Bx.

BR 152.6
48' X 64" Bx. Conc. Pipe

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

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

TENAHA
Md 151.63

BR 151.55
5' X 92' R.C.P.

BR 151.0
2' X 17' X 45" T.T. Bx.

BR 150.9
36' X 36' Cor. P.

BR 150.6 - 42" X 60' C.M.P.

BR 150.43
3' X 3' X 48" T.T. Bx.

BR 150.2
3' X 3.5' X 52" T.T. Bx.

BR 150.0
2' X 1.5' X 1' T.T. Bx.

Pub. Rd. Gr. X-ing
FM # 947 (23 964 S)
Priv. Rd. Gr. X-ing
(23 963 N)
Priv. Rd. Gr. X-ing
(23 962 S)
Priv. Rd. Gr. X-ing
(23 961 N)

Yd. Limit 153.08
Priv. Rd. Gr. X-ing
(23 960 S)

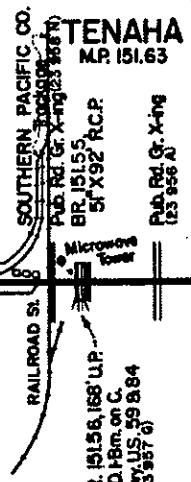
Pub. Rd. Gr. X-ing
(23 959 V)

BR 151.56, 168' U.P.
B.D. 18m. on C.
Hwy. US. 59 S. 84
(23 957 S)

FM 947
Pub. Rd. Gr. X-ing
(23 956 T)

BR 150.39
2' X 2' X 50" T.T. Bx.

BR 150.1
42' X 72' C.P.



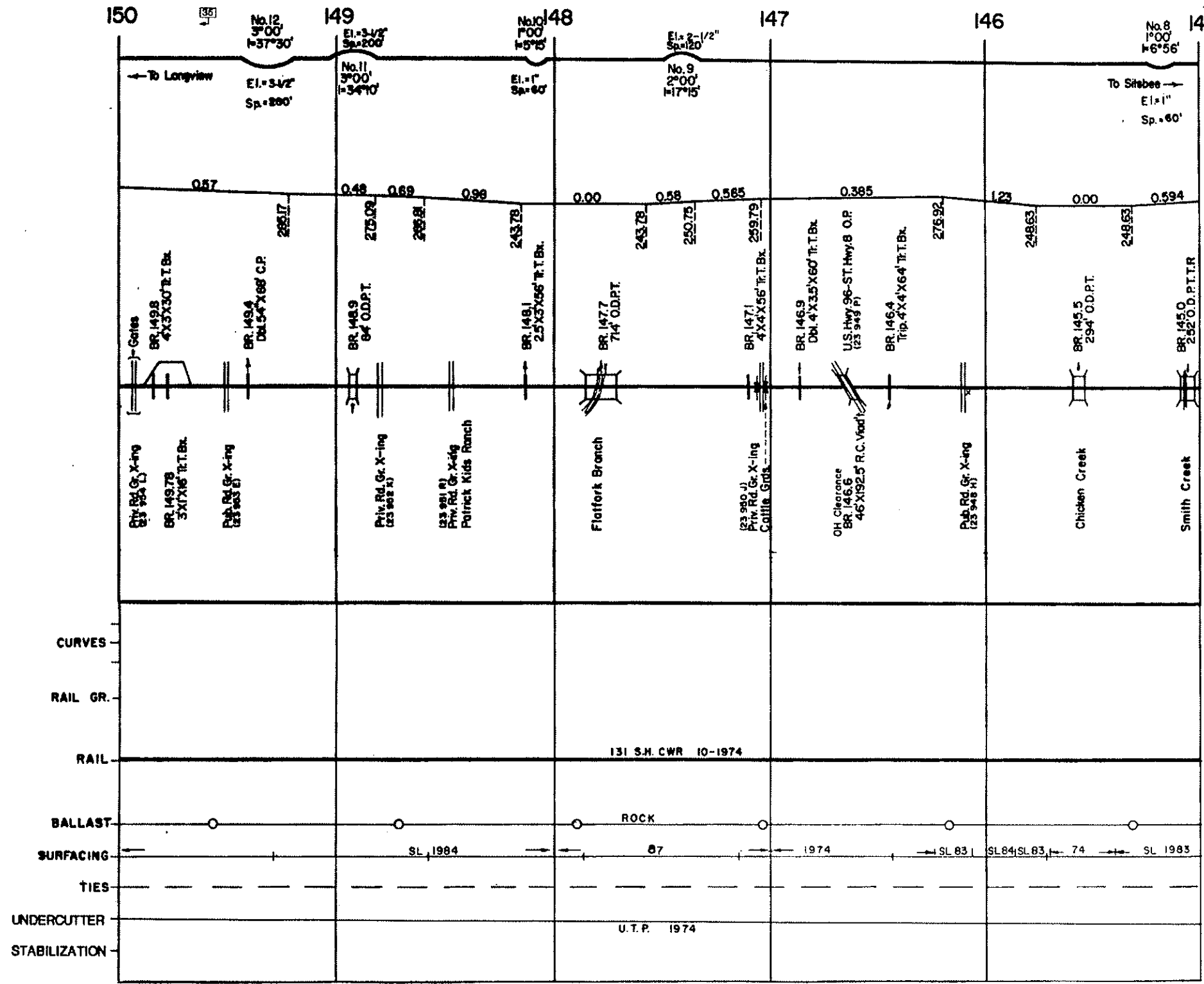
- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

131 S.H. CWR 10-74

ROCK

1987

U.T.P. 1974



145

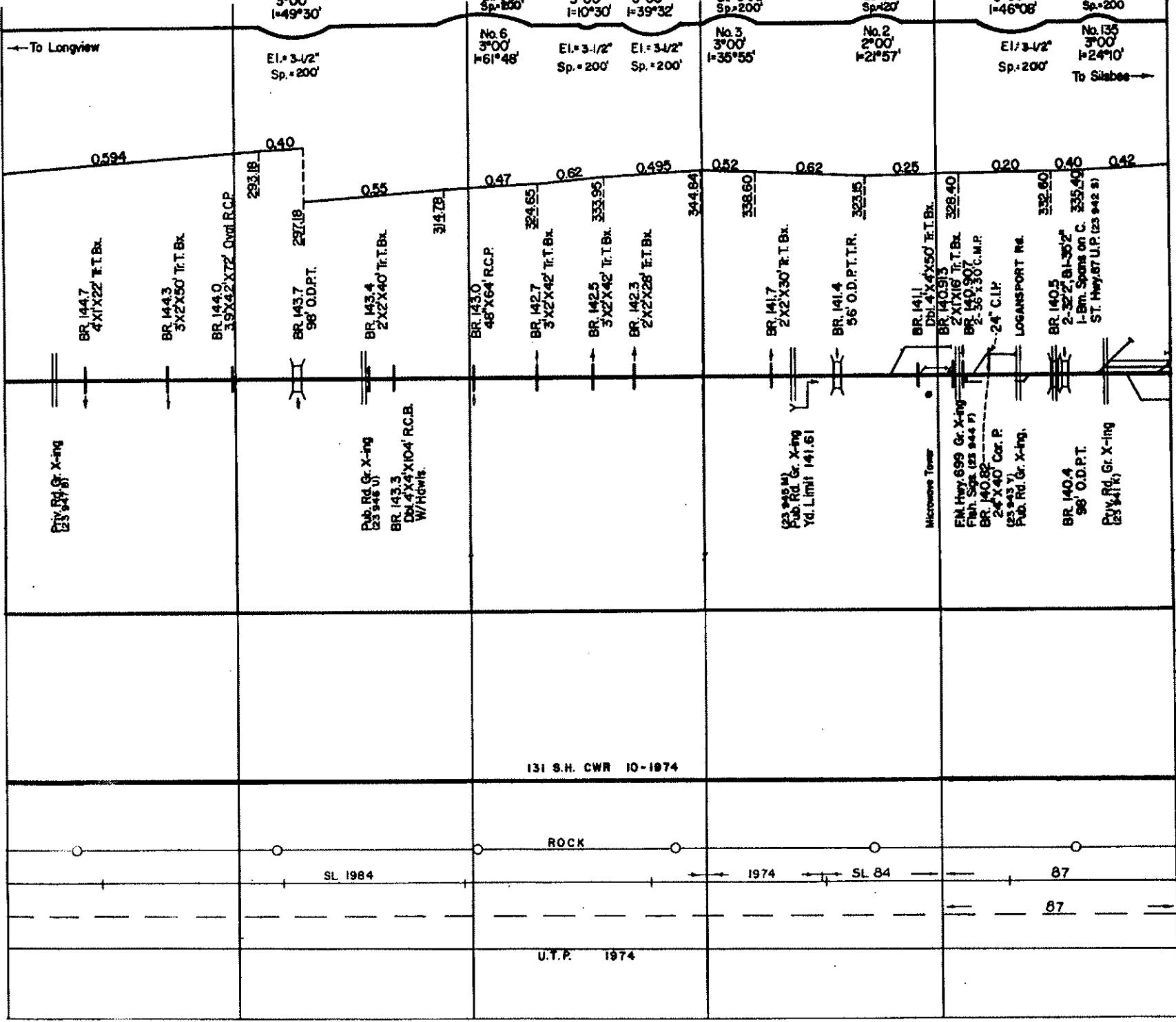
144

143

142

141

140



CURVES

RAIL GR.

RAIL

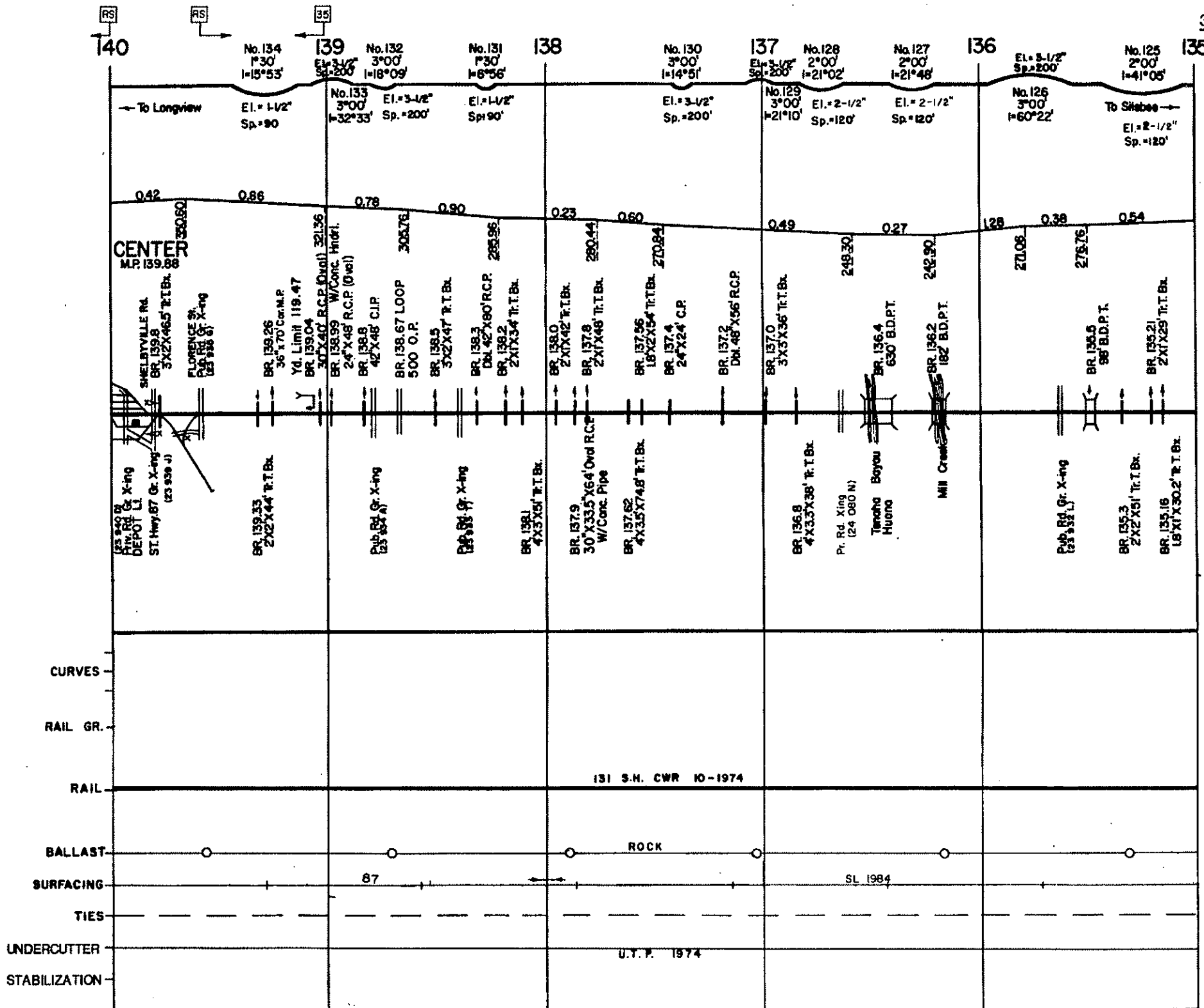
BALLAST

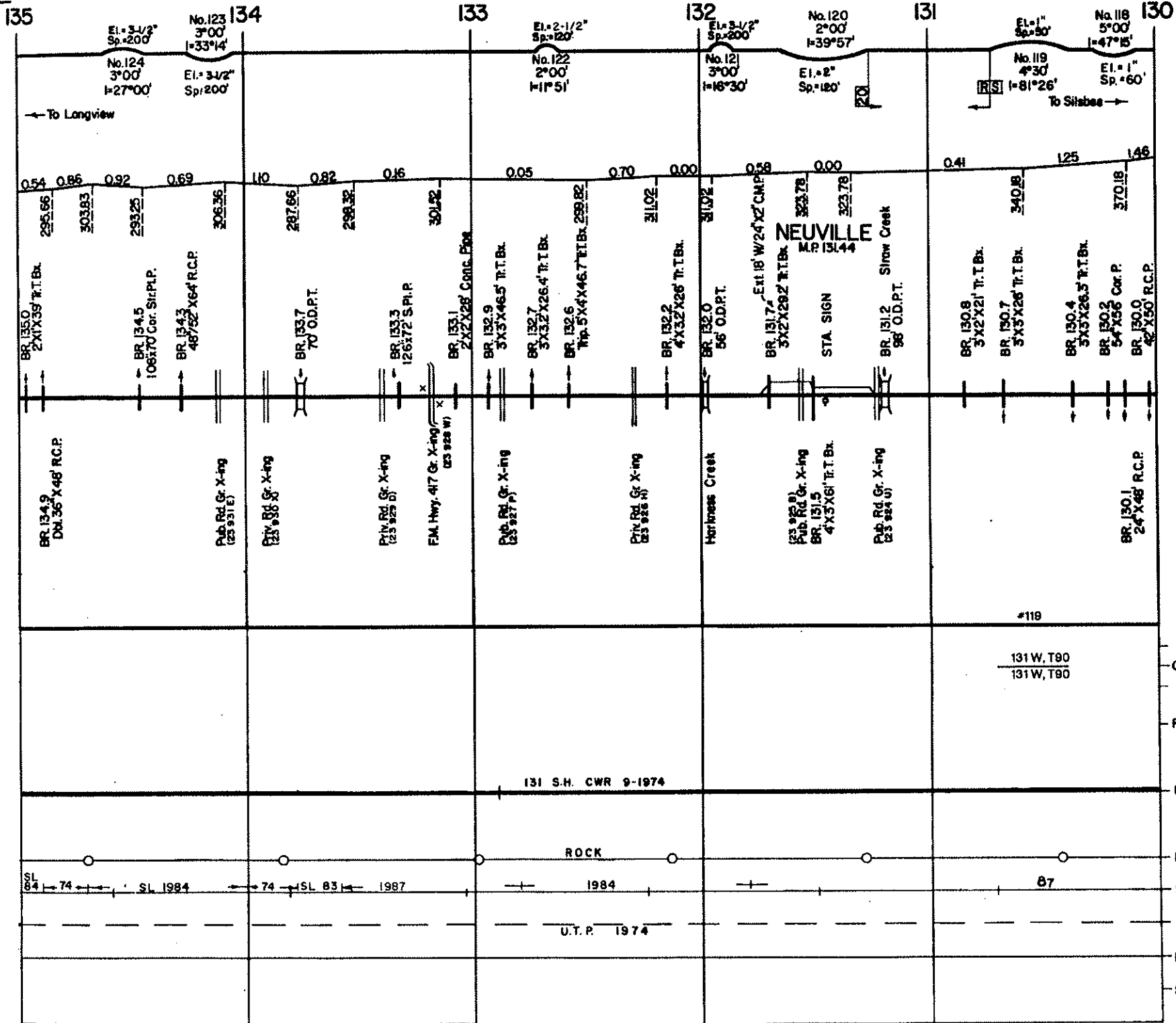
SURFACING

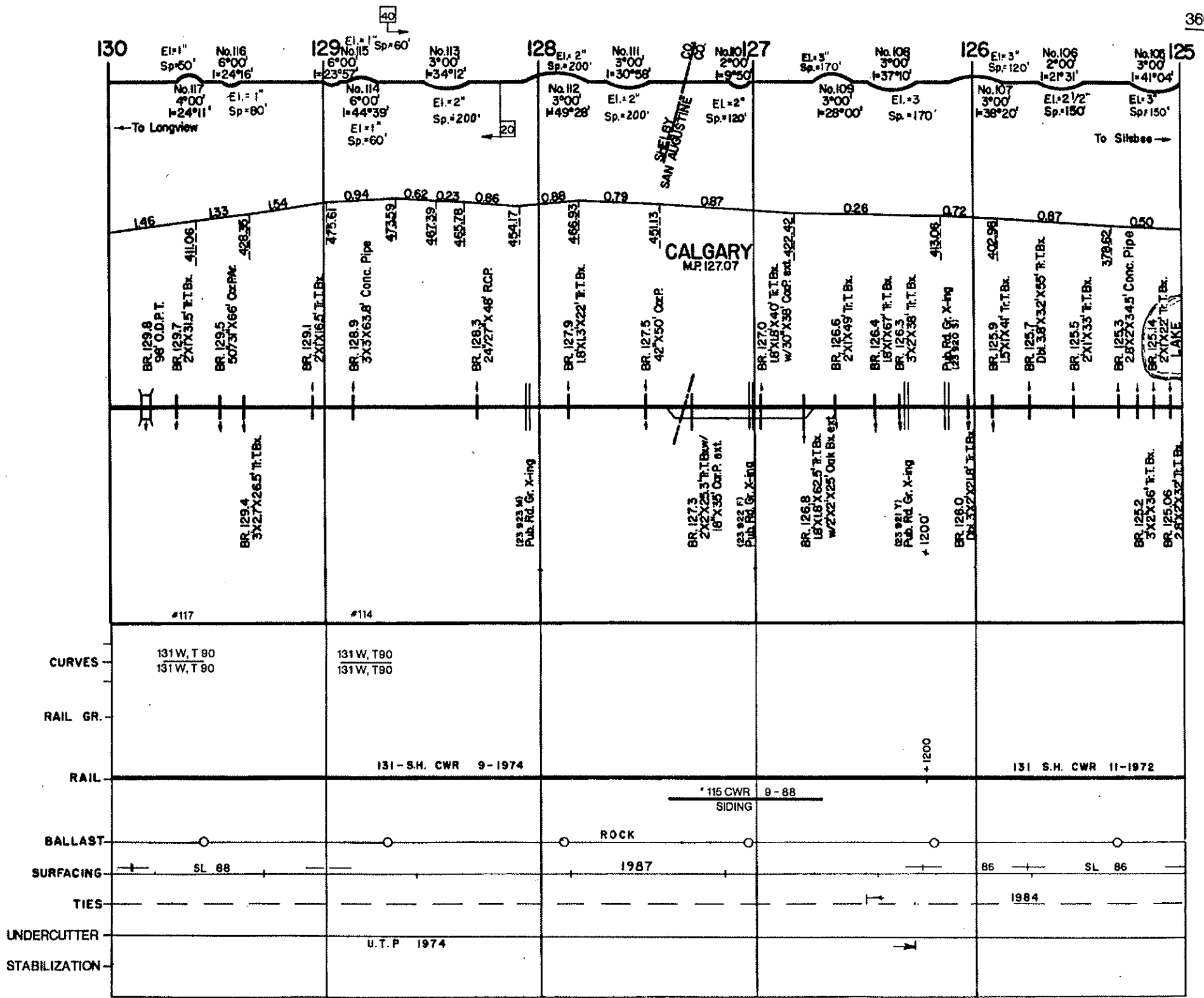
TIES

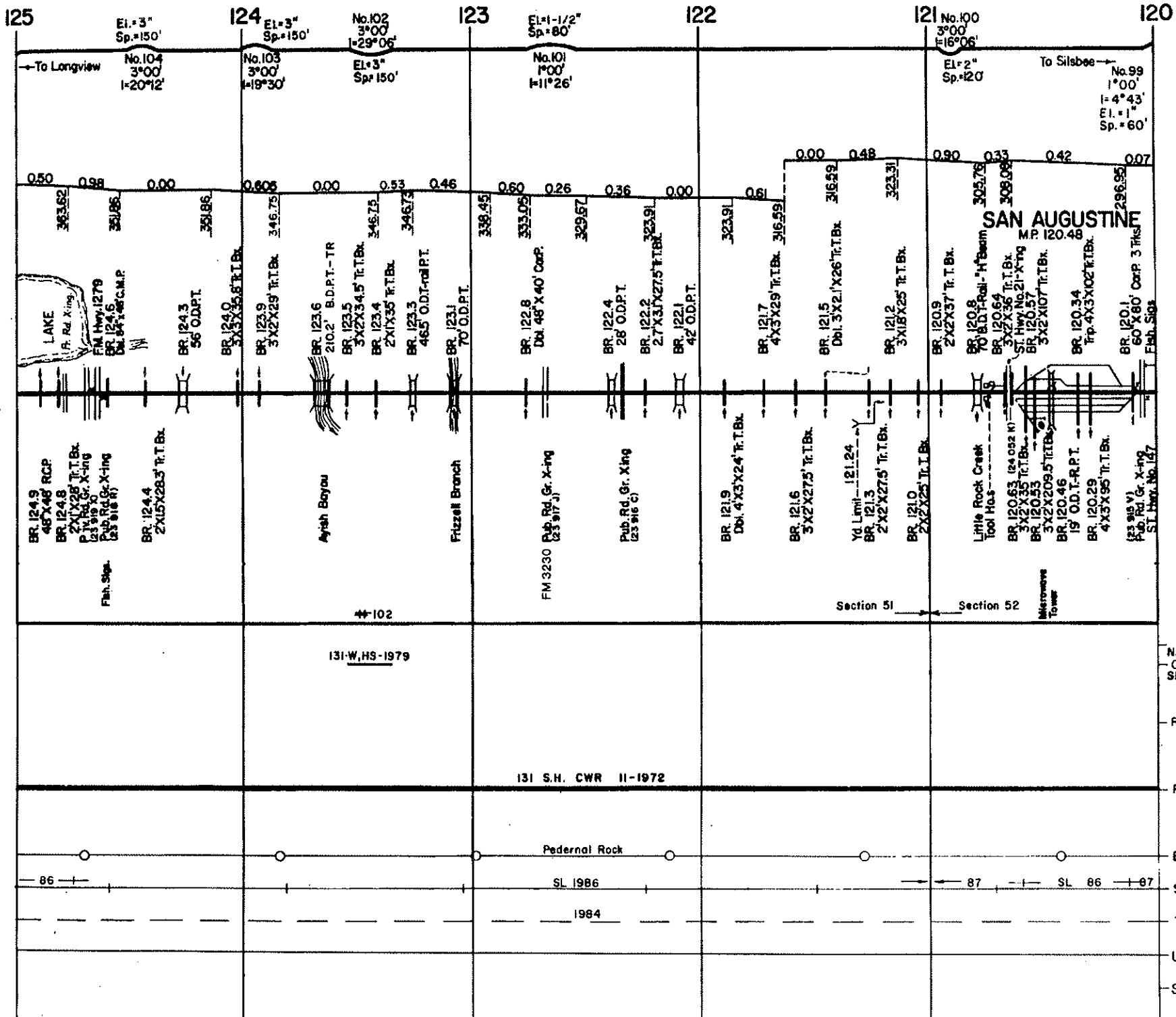
UNDERCUTTER

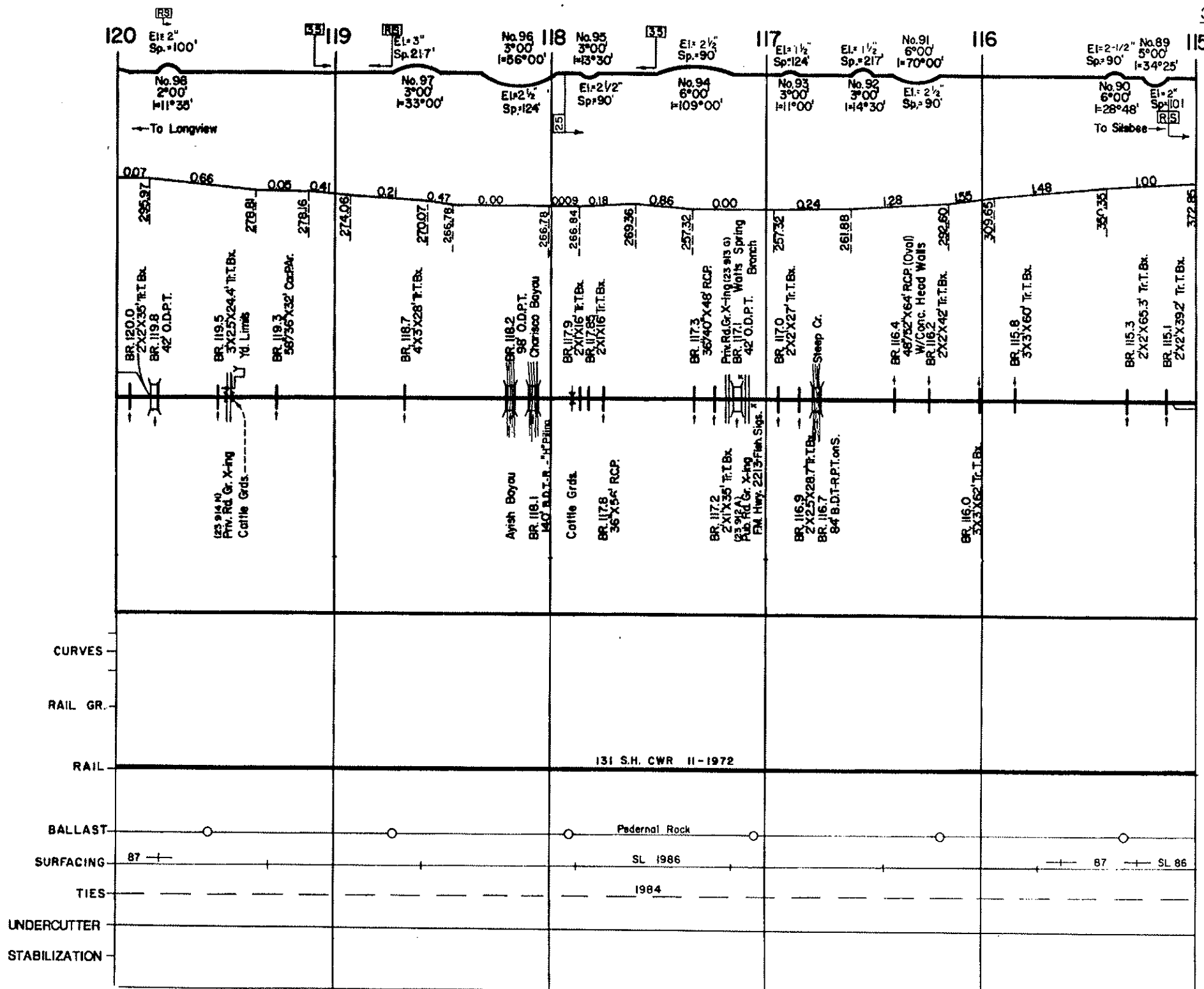
STABILIZATION

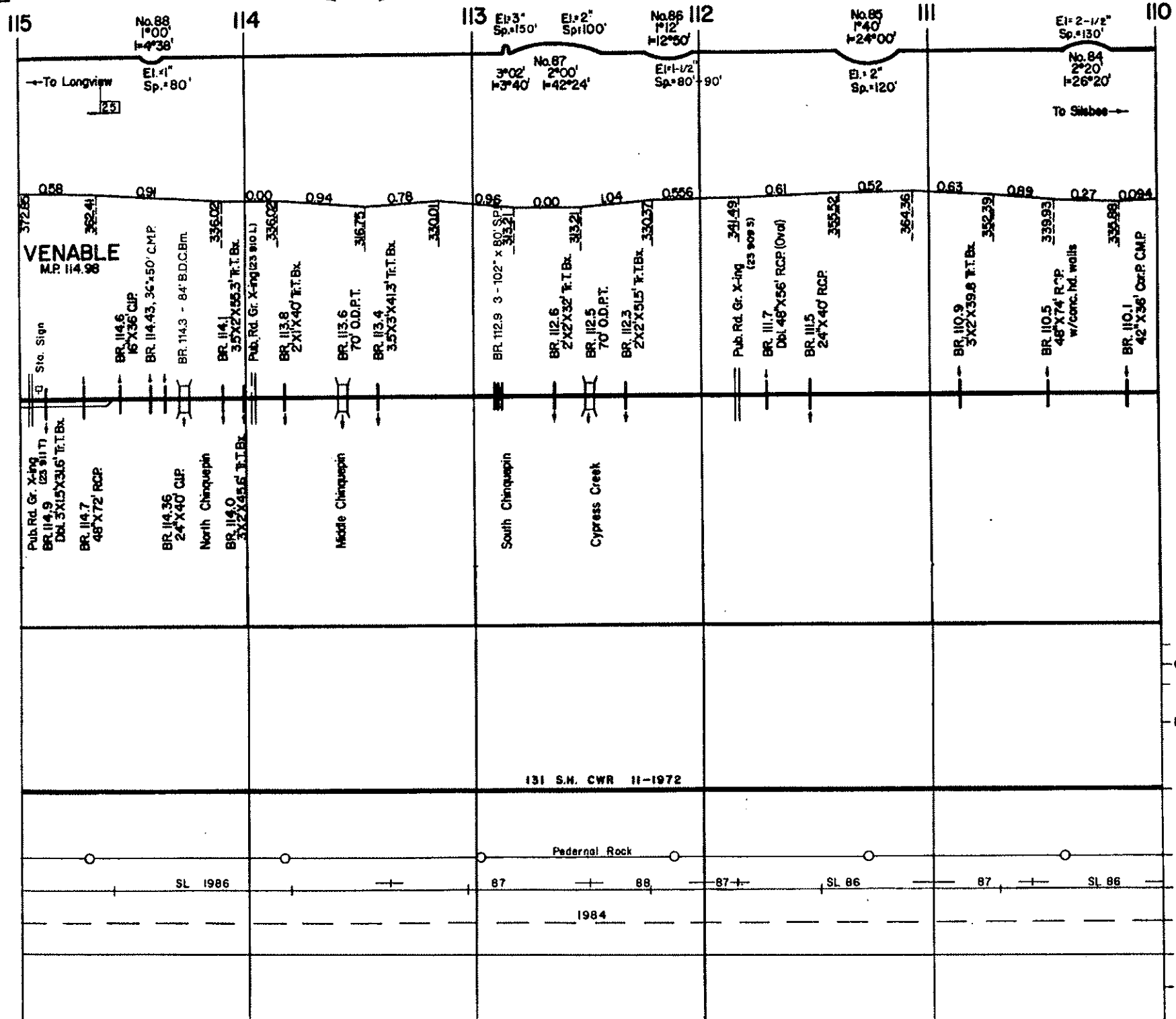






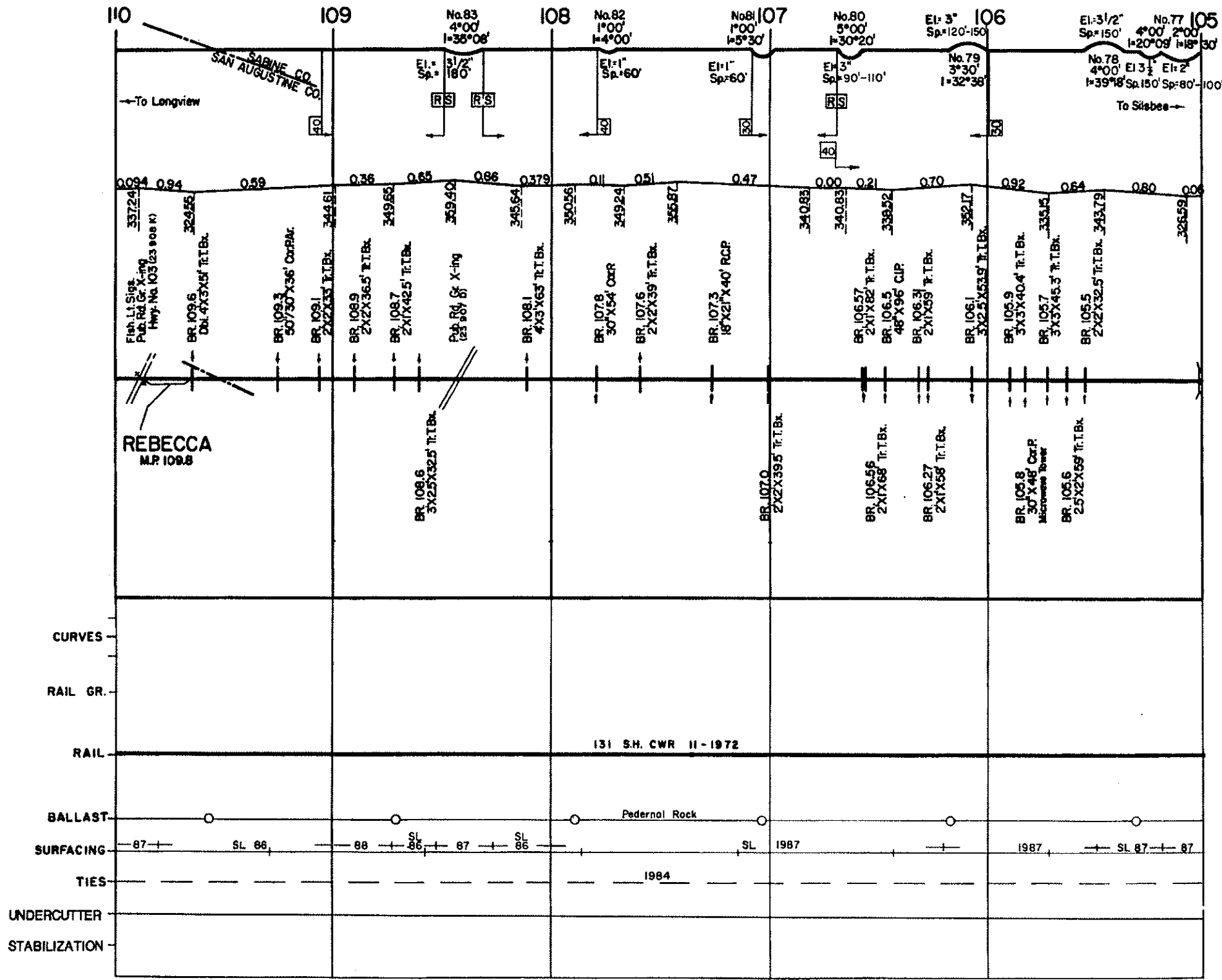


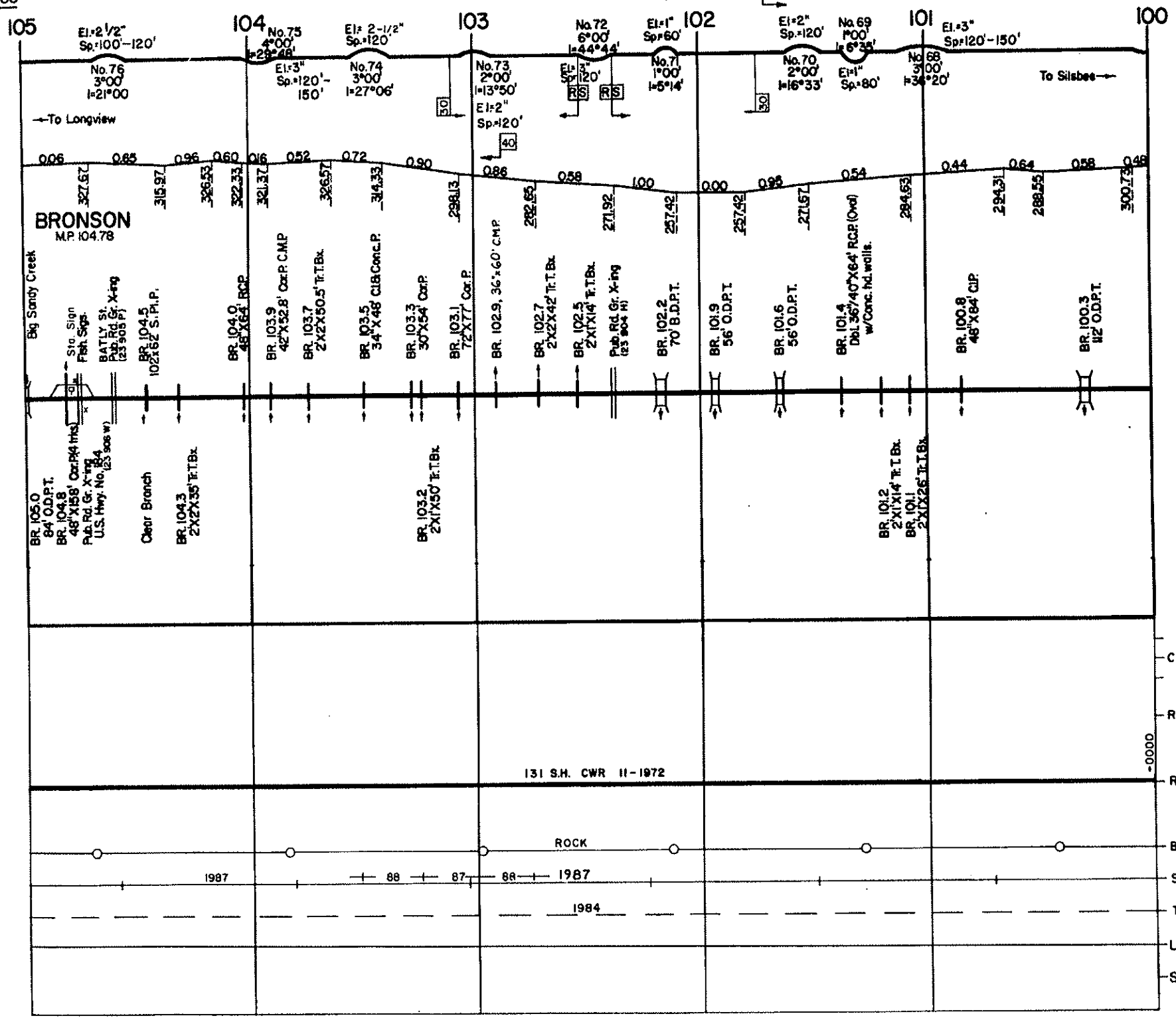




REVISED 3-1991

CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION





BRONSON
M.P. 104.78

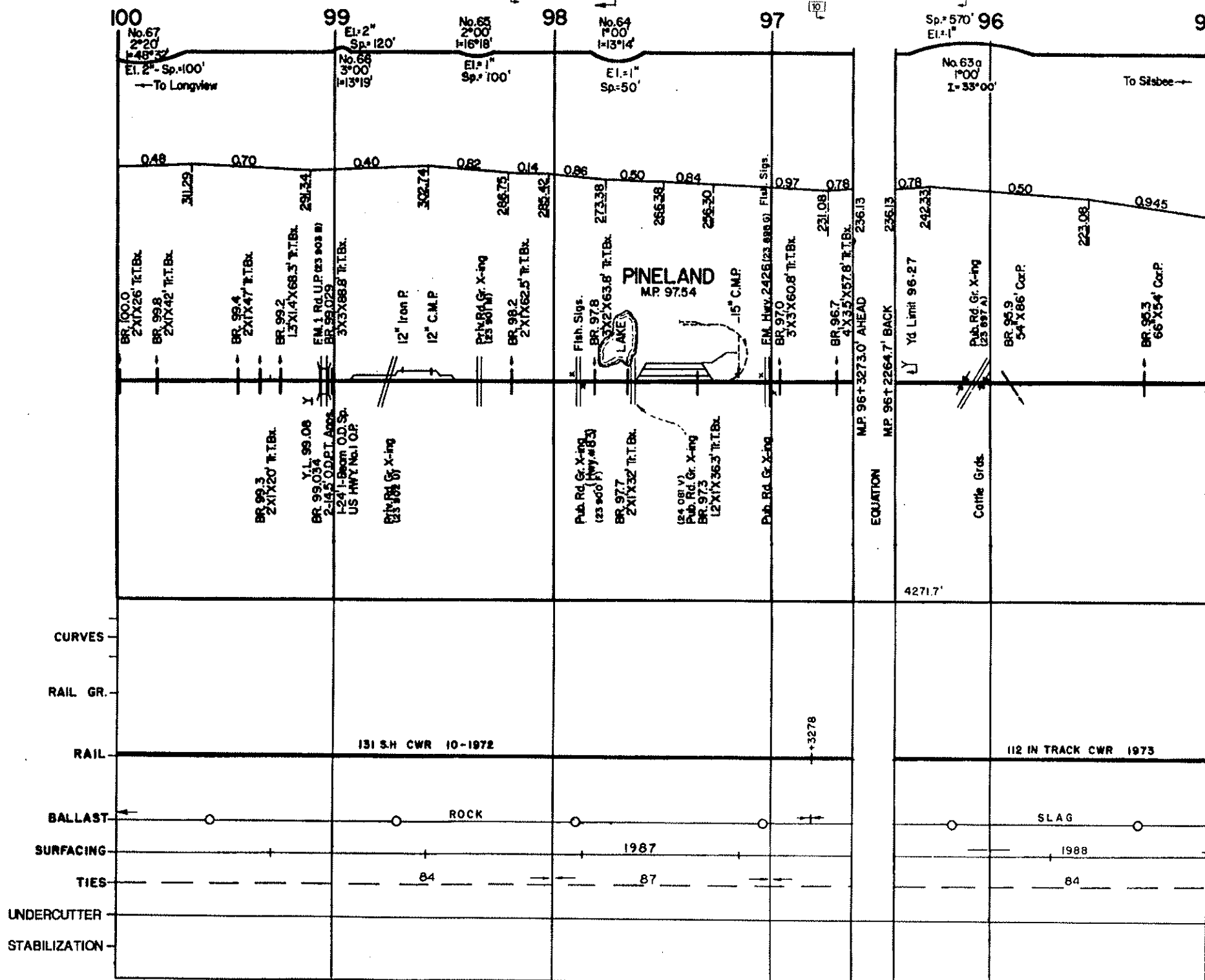
To Silsbee →

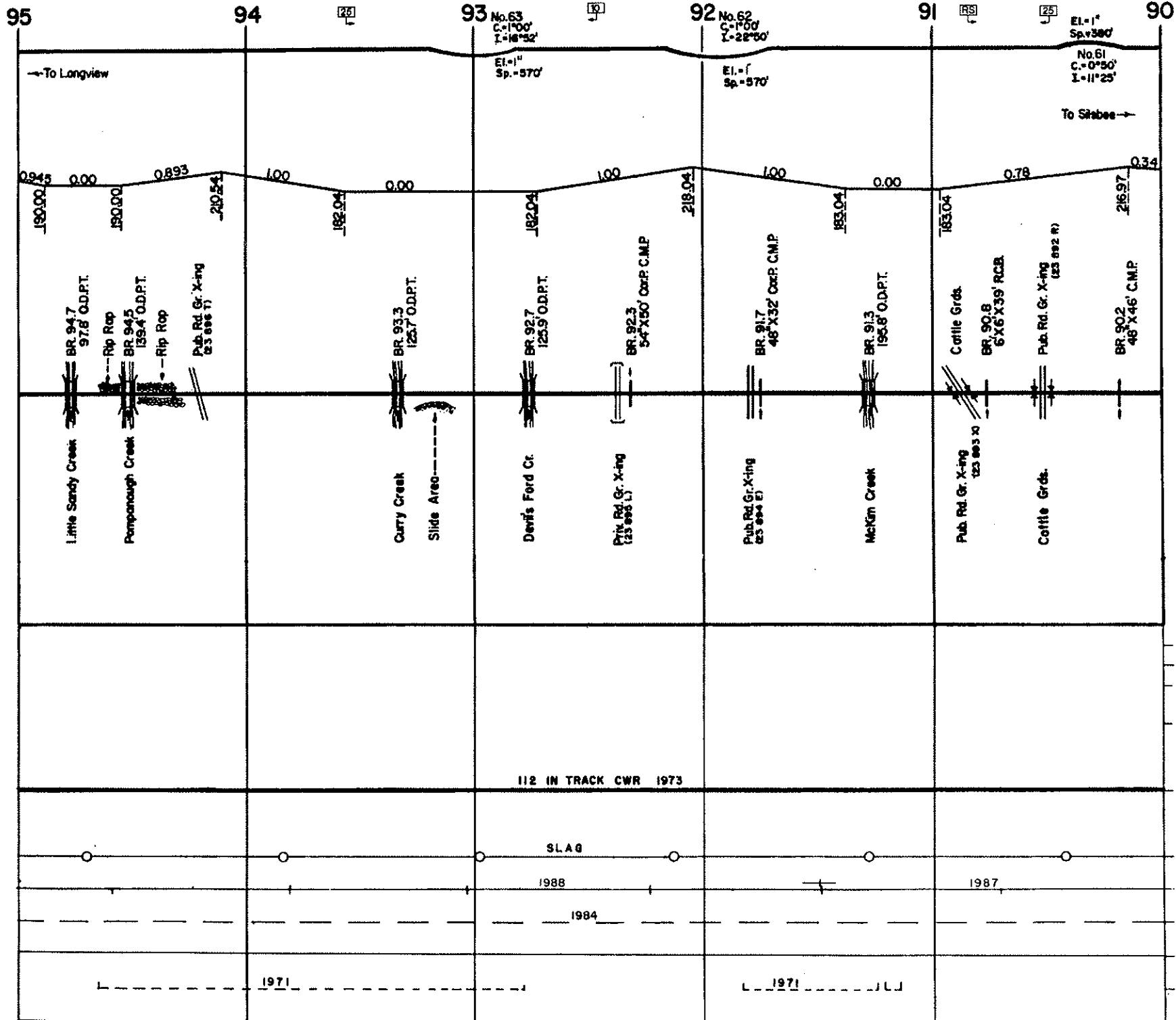
131 S.H. CWR 11-1972

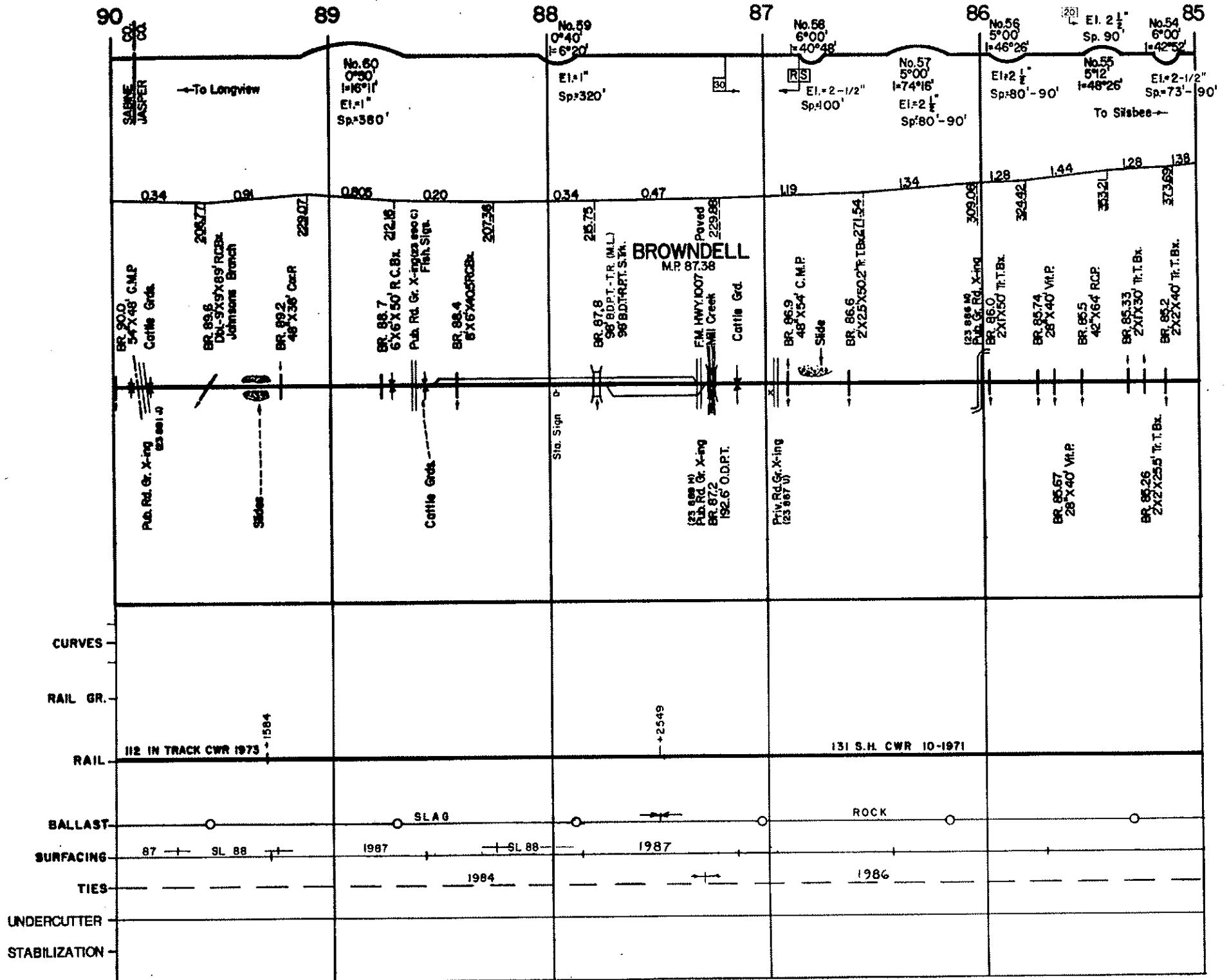
REVISED 3-1991

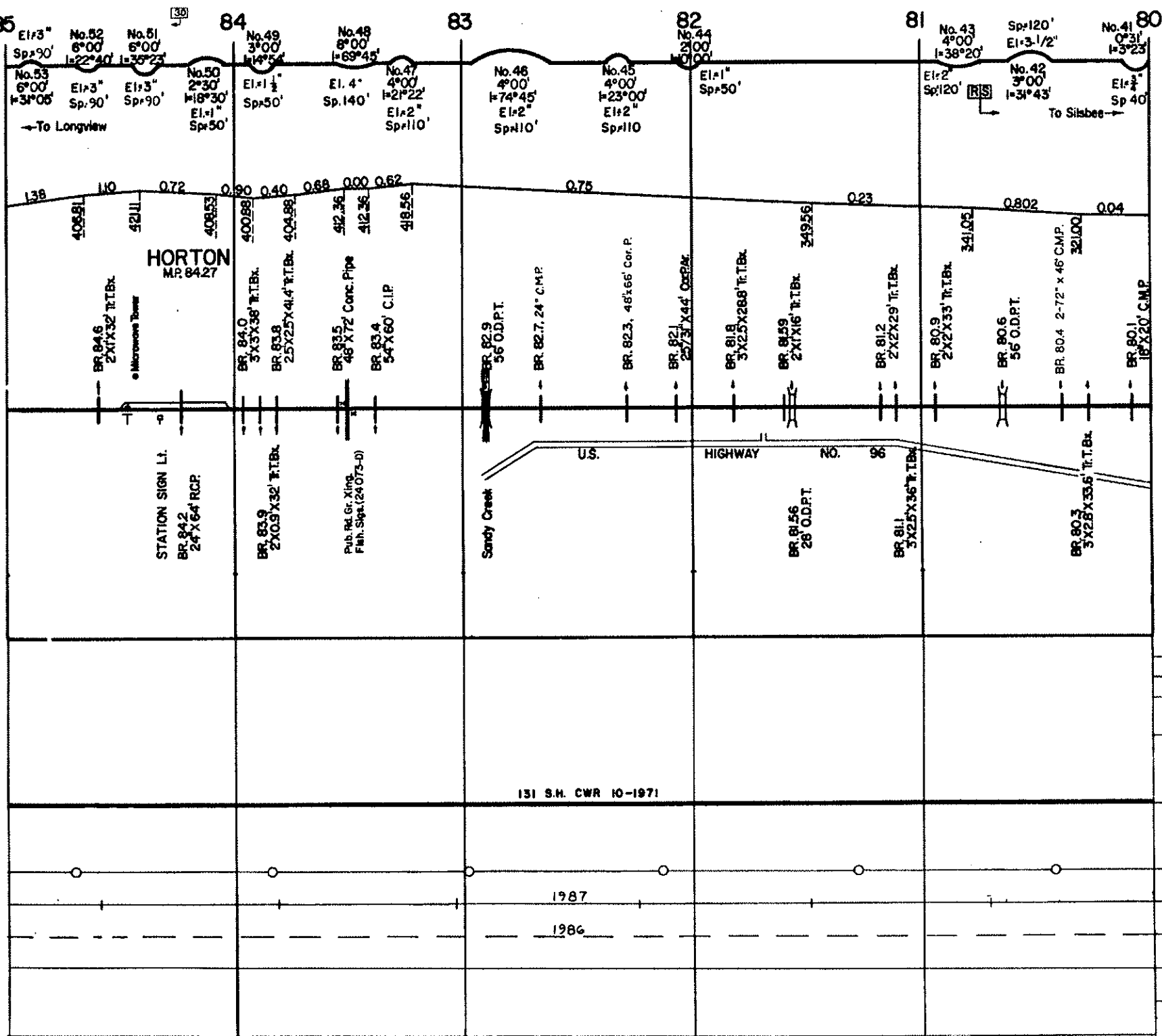
- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

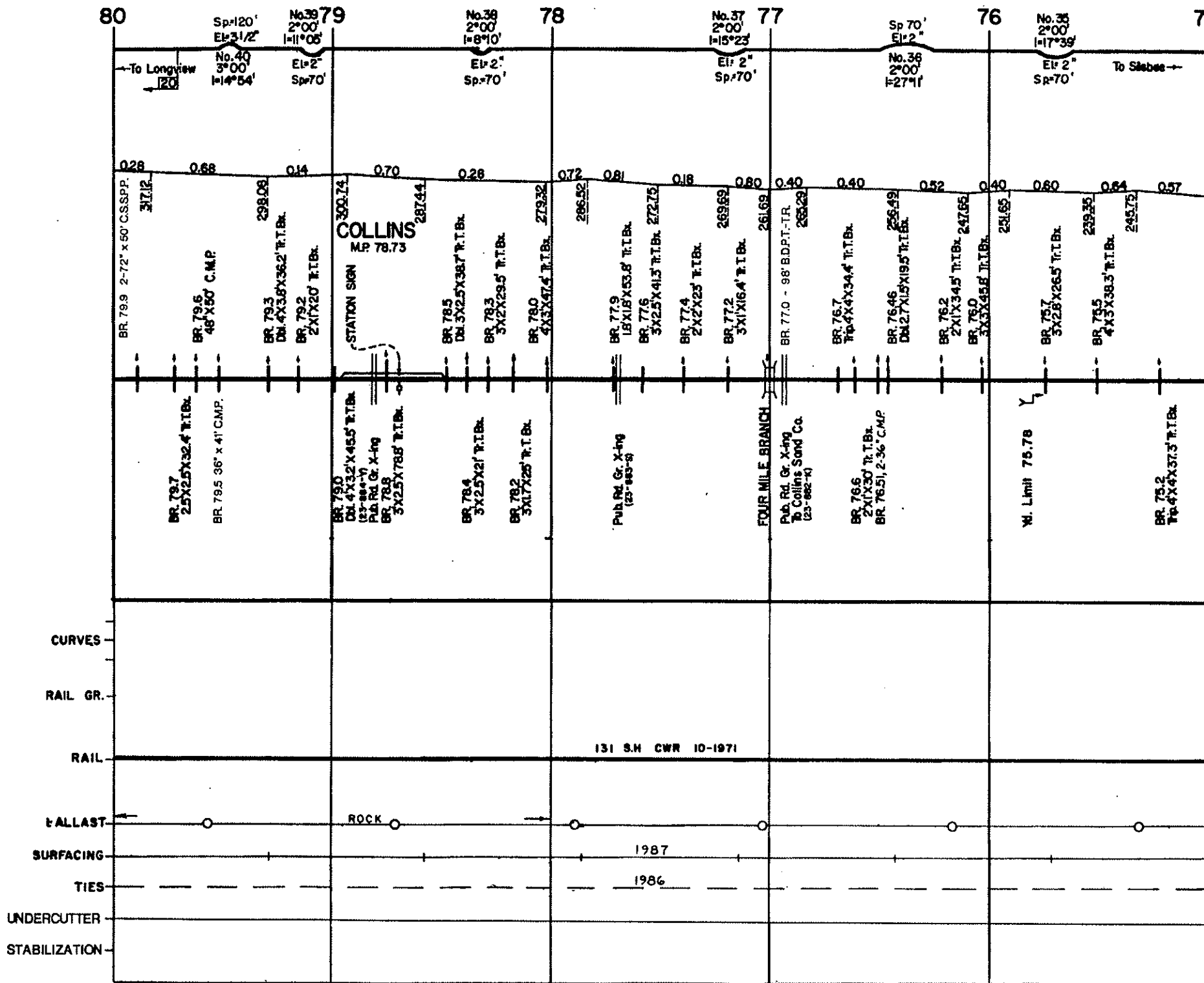
-0.0000

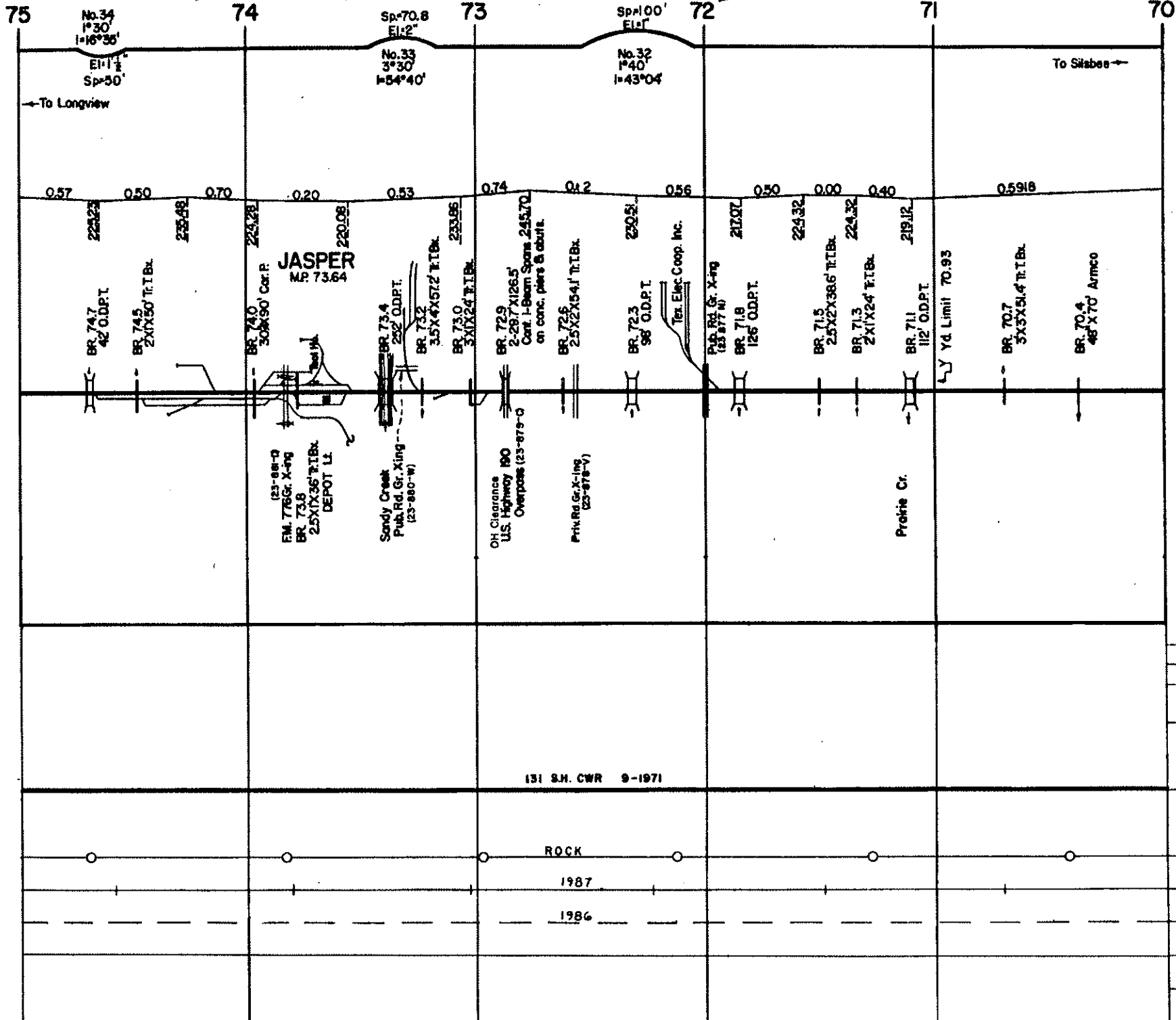


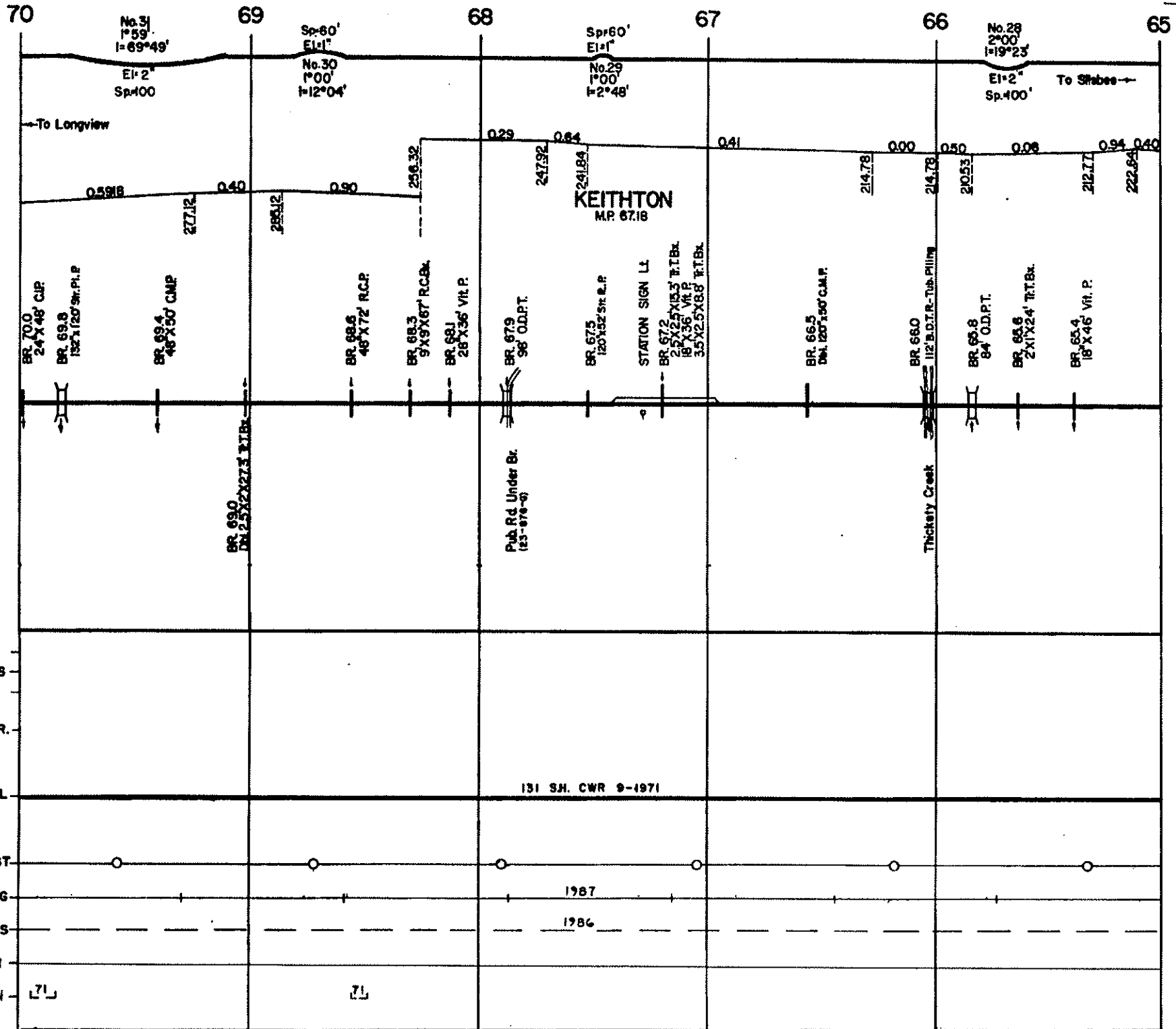




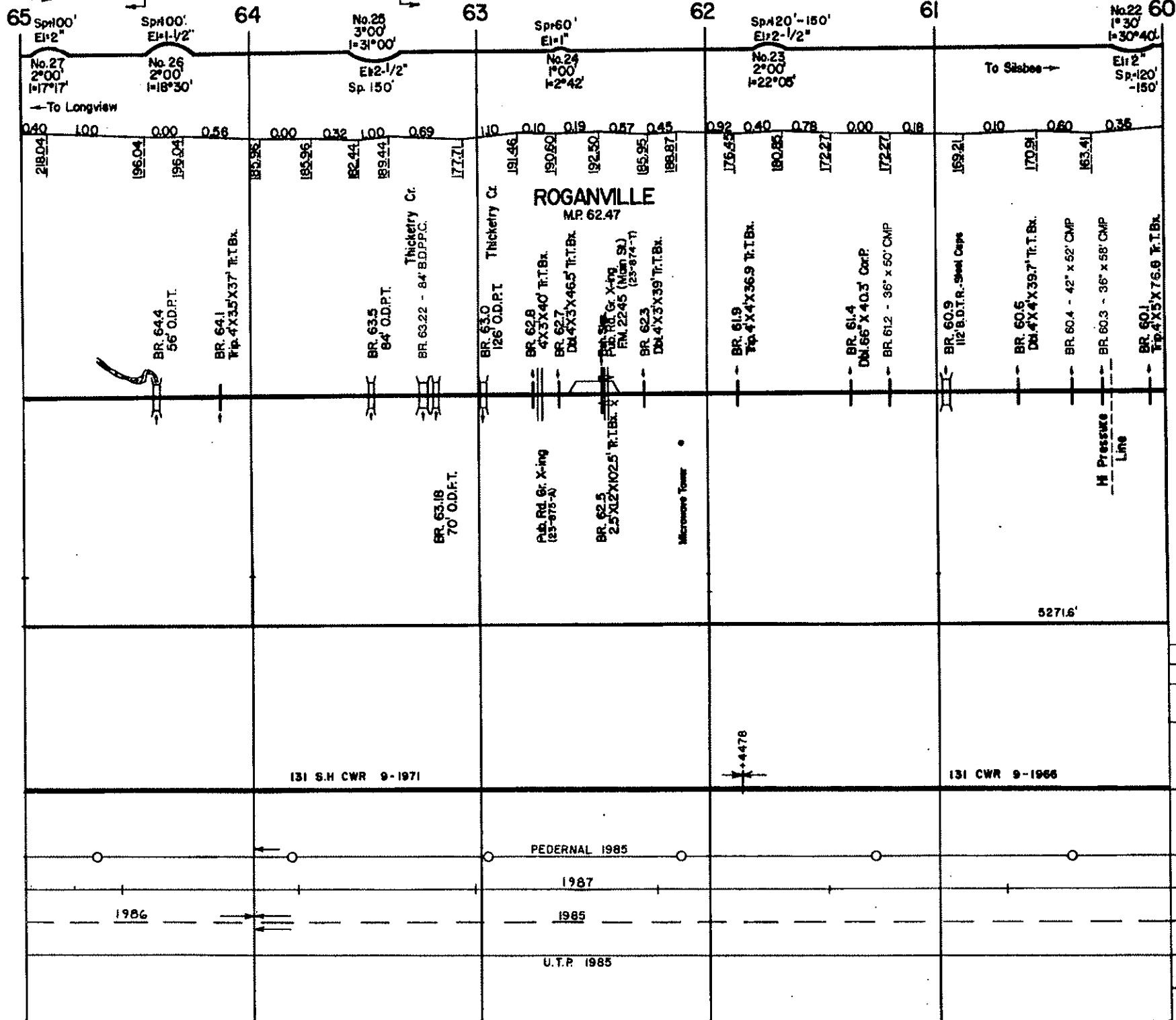








347



REVISED 3-1991

65

64

63

62

61

60

Spr 100' El: 2"
No. 27 2°00' T=17°17'
→ To Longview

Spr 100' El: 1-1/2"
No. 26 2°00' T=18°30'

No. 25 3°00' T=31°00'
El: 2-1/2"
Sp. 150'

Spr 60' El: 1"
No. 24 2°00' T=2°42'

Spr 20'-150' El: 2-1/2"
No. 23 2°00' T=22°05'

No. 22 1°30' T=30°40'
El: 2"
Sp. 120'-150'

0.40 1.00 0.00 0.56 0.00 0.32 1.00 0.69 1.10 0.10 0.19 0.67 0.45 0.92 0.40 0.78 0.00 0.18 0.10 0.60 0.35

218.04 196.04 196.04 185.96 185.96 182.44 189.44 177.21 191.46 190.60 192.50 185.95 188.87 176.45 180.85 172.27 172.27 169.21 170.91 163.41

ROGANVILLE
M.P. 62.47

BR. 64.4
56' O.D.P.T.

BR. 64.1
7p. 4'x3.5'x37' T.T.Bx.

BR. 63.5
84' O.D.P.T.

Thicketry Cr.
BR. 63.22 - 84' B.D.P.P.C.

BR. 63.0
126' O.D.P.T.

Thicketry Cr.

BR. 62.8
4'x3'x40' T.T.Bx.

BR. 62.7
Dm. 4'x3'x46.5' T.T.Bx.

Pub. Rd. Gr. X-ing
RM. 22.45 (Main SJ)
(23-974-1)

BR. 62.3
Dm. 4'x3'x39' T.T.Bx.

BR. 61.9
7p. 4'x4'x36.9' T.T.Bx.

BR. 61.4
Dm. 66" x 40.3' CorP.

BR. 61.2 - 36' x 50' CMP

BR. 60.9
112' B.D.T.R. - Steel Cope

BR. 60.5
Dm. 4'x4'x39.7' T.T.Bx.

BR. 60.4 - 42' x 52' CMP

BR. 60.3 - 36' x 58' CMP

BR. 60.1
7p. 4'x5'x76.9' T.T.Bx.

BR. 63.18
70' O.D.P.T.

Pub. Rd. Gr. X-ing
(23-973-A)

BR. 62.5
2.5'x12'x102.5' T.T.Bx.

Microwave Tower

5271.6'

- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

131 S.H. CWR 9-1971

+4478

131 CWR 9-1966

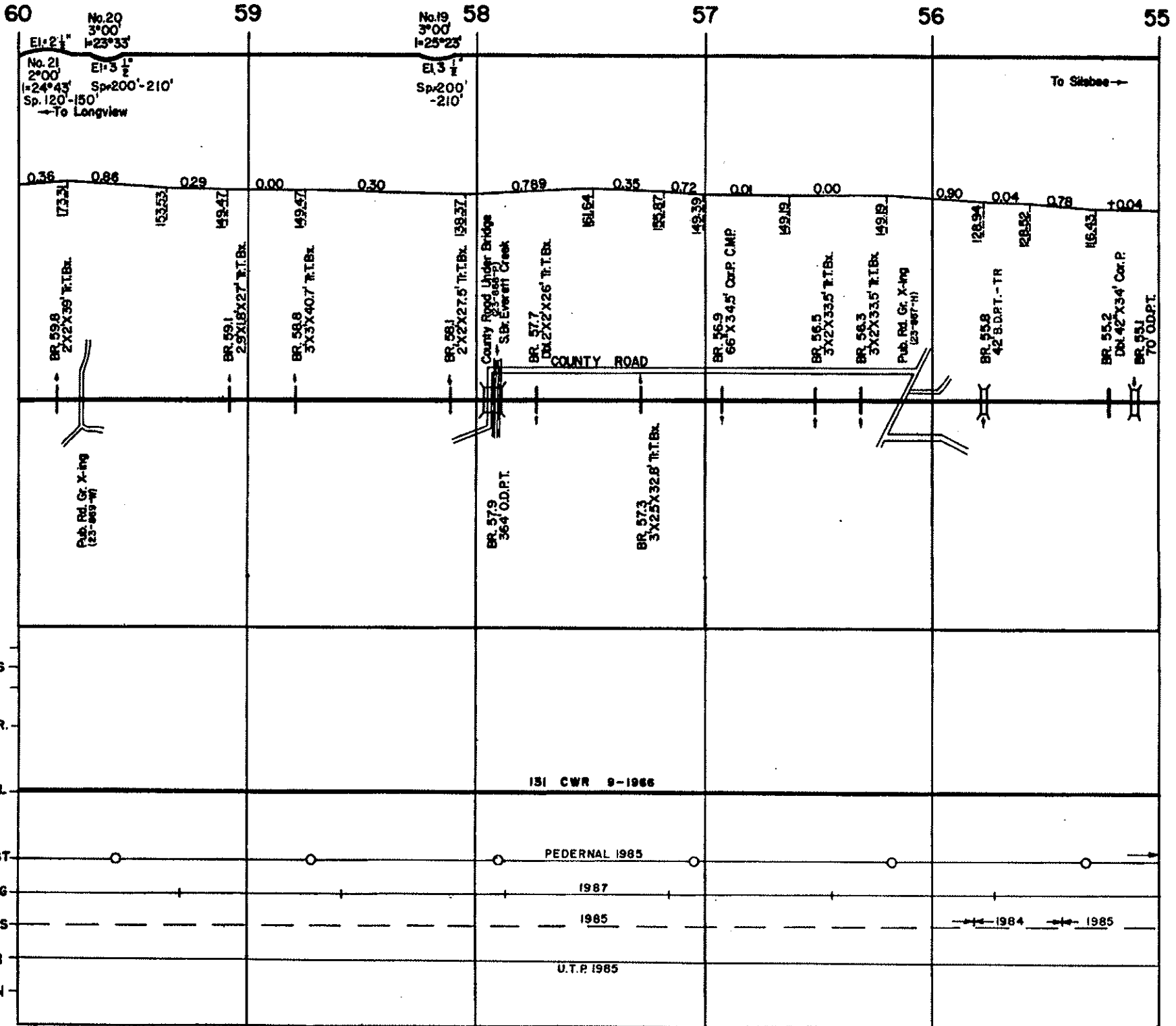
PEDERNAL 1985

1987

1986

1985

U.T.P. 1985



55

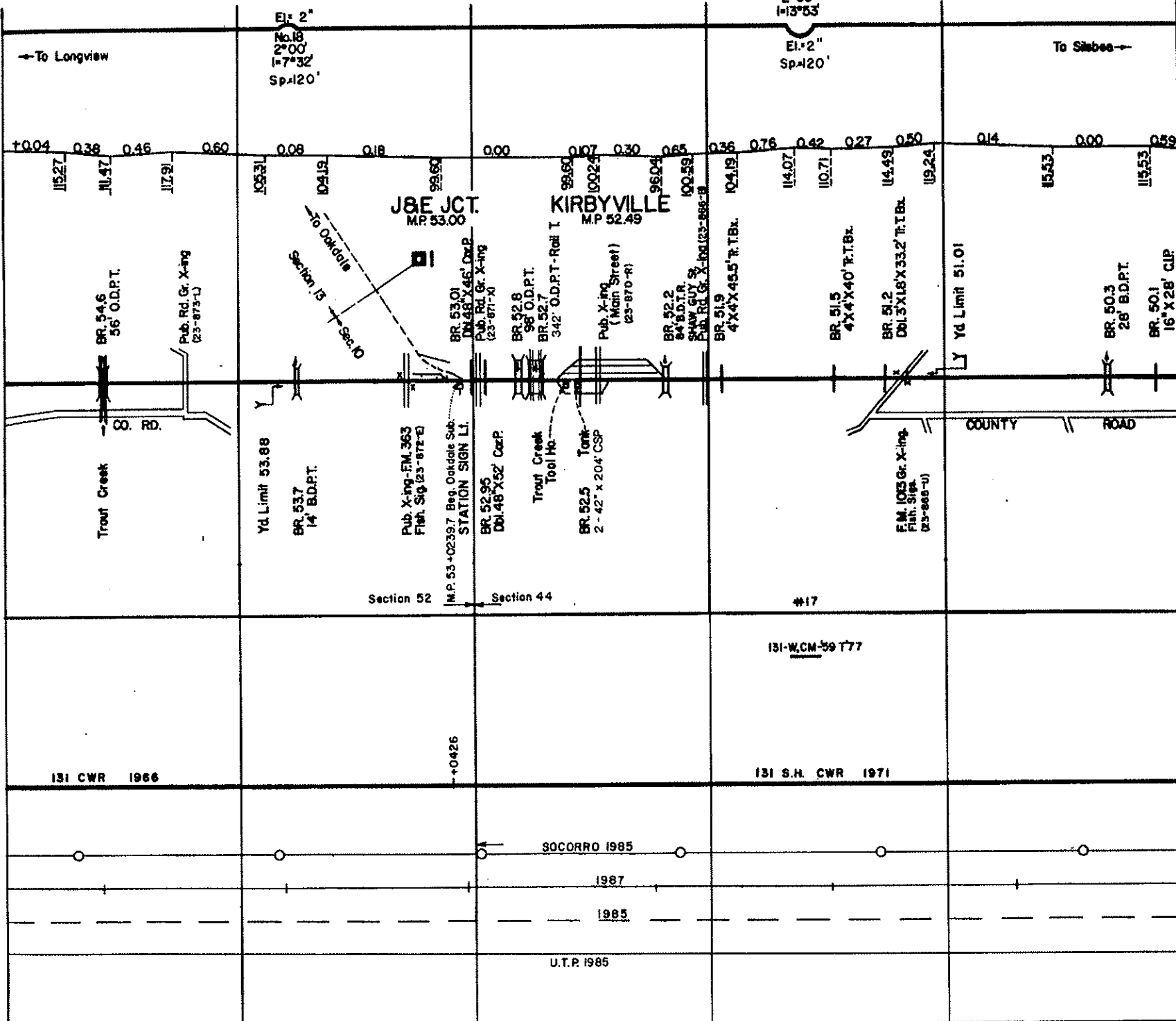
54

53

52

51

50



No. 17
2° 00'
= 13° 53'

El: 2'
No. 18
2° 00'
= 7° 32'
Sp: 120'

El: 2'
Sp: 120'

To Steba ←

← To Longview

119.27 0.38 0.46 0.60 0.08 0.18 0.00 0.07 0.30 0.65 0.36 0.76 0.42 0.27 0.50 0.14 0.00 0.53

J&E JCT.
M.P. 53.00

KIRBYVILLE
M.P. 52.49

BR. 54.6
56' O.D.P.T.

Pub. Rd. Gr. X-ing
(23-873-1)

To Oakdale
Section 15
Section 10

BR. 53.01
DN BR X-ing
Pub. Rd. Gr. X-ing
(23-871-X)

BR. 52.8
98' O.D.P.T.

BR. 52.7
342' O.D.P.T.-Rail T

Pub. X-ing
(Main Street)
(23-870-R)

BR. 52.2
84' S.D.T.R.

SHAW GUY ST.
Pub. Rd. Gr. X-ing
(23-868-B)

BR. 51.9
4' X 4' X 45.5' T.T.Bx.

BR. 51.5
4' X 4' X 40' T.T.Bx.

BR. 51.2
Dbl. 3' X 18' X 33.2' T.T.Bx.

Yd. Limit 51.01

BR. 50.3
28' B.D.P.T.

BR. 50.1
16' X 28' CLIP

Trout Creek

CO. RD.

Yd. Limit 53.88

BR. 53.7
14' B.D.P.T.

Pub. X-ing-EM. 363
Fish. Sign. 123-872-E

M.P. 53-02397. Reg. Oakdale Sub.
STATION SIGN LI.

BR. 52.95
Dbl. 48' X 52' Cor.P.

Trout Creek
Tool Ho.

BR. 52.5
Tank
2-42' x 20' CSP

F.M. 1035 Gr. X-ing
Fish. Sign.
(23-868-U)

COUNTY ROAD

Section 52

Section 44

131-WCM-59777

NR CURVES
SR

RAIL GR.

131 CWR 1966

131 S.H. CWR 1971

RAIL

SOCORRO 1985

BALLAST

1987

SURFACING

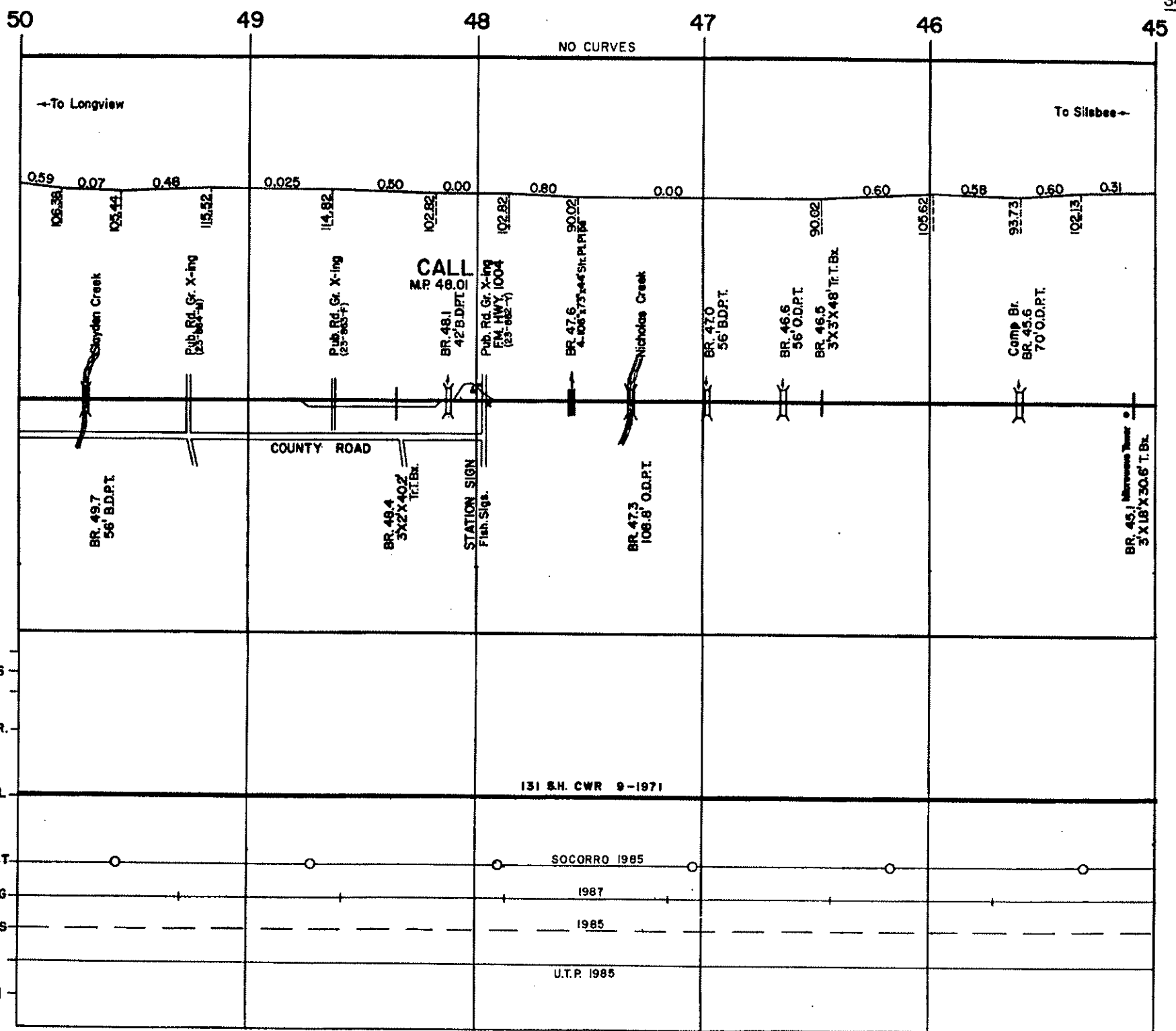
1985

TIES

U.T.P. 1985

UNDERCUTTER

STABILIZATION



45 44 43 42 41 40

NO CURVES

← To Longview

To Siles →

0.31	0.02	0.59	0.04	0.20	0.47	0.00	0.192	0.24	0.00	0.60	0.57	0.05
109.88	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

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

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

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

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

Br. 44.0 - 70' B.D.T.R

STATION SIGN Rt.
Pub. Rd. Gr. X-ing
BR. 43.2 (23-861-S)
2.5' X 3.4' T.I.Bx.

BR. 42.5
29' 7 1/2" X 32' CorRAc.

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

BR. 42.0
Dn. 3' X 2' X 30.5' T.I.Bx.

BR. 41.8
Trn. 3' X 2' X 29' T.I.Bx.

BR. 41.1
Dn. 3' X 2' X 29.3' T.I.Bx.

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

BR. 40.6
2.8' X 1.5' X 40' T.I.Bx.

BR. 40.1
Dn. 4' X 3.5' X 40' T.I.Bx.

131 S.H. CWR 7-8-1971

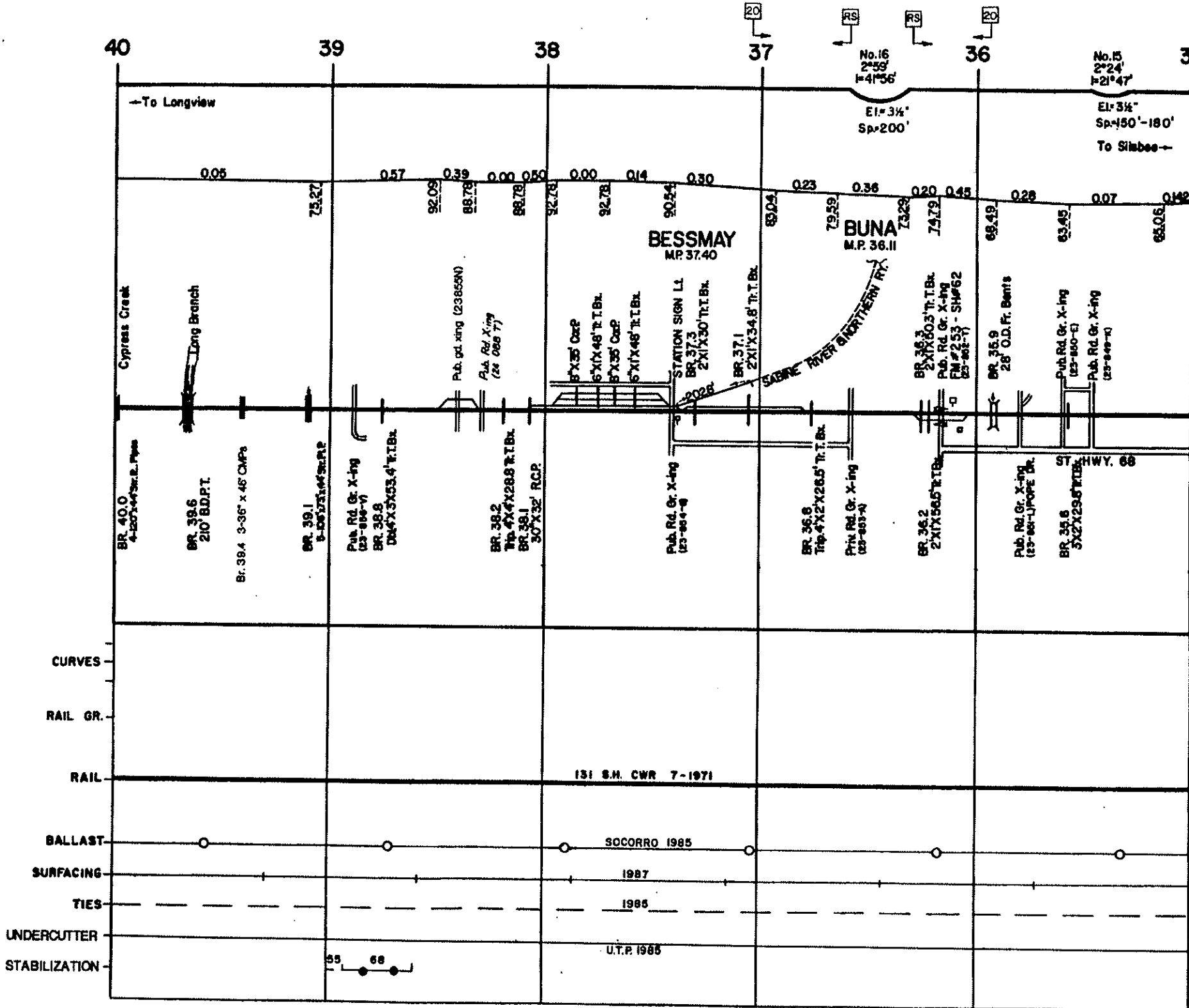
SOCORRO 1985

1987

1985

U.T.R 1985

- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- - - TIES
- UNDERCUTTER
- STABILIZATION



40

39

38

37

36

35

-To Longview

To Simbee ->
EI: 3 1/2"
Sp: 150'-180'

No. 16
2x59'
1x41'56"
EI: 3 1/2"
Sp: 200'

No. 15
2x24'
1x21'47"

BESSMAY
M.R. 37.40

BUNA
M.R. 36.11

SABINE RIVER BRIDGEPATH

Cypress Creek

Long Branch

BR. 40.0
4-1207x44x2x2x.2. Pipe

BR. 39.6
210' B.D.P.T.

Br. 39.4
3-36" x 48' CMFs

BR. 39.1
8-105' 21/2" x 48' S.R.P.

Pub. Rd. Gr. X-ing
(23-886-7)
BR. 38.8
DN4' x 5X53.4' T.I.Bx.

BR. 38.2
7hp. 4' x 4' x 28.8' T.I.Bx.
BR. 38.1
30' x 32' R.C.P.

Pub. Rd. Gr. X-ing
(23-884-8)

BR. 36.8
1hp. 4' x 2' x 26.5' T.I.Bx.

Priv. Rd. Gr. X-ing
(23-883-4)

BR. 36.2
2' x 156.5' T.I.Bx.

Pub. Rd. Gr. X-ing
(23-881-1) HOPE DR.

BR. 35.8
5' x 2' x 29.5' T.I.Bx.
ST. HWY. 68

Pub. rd. xing (23855N)

Pub. Rd. X-ing
(24 088 7)

5' x 35' CasP
5' x 1' x 48' T.I.Bx.

5' x 35' CasP
5' x 1' x 48' T.I.Bx.

STATION SIGN L1
BR. 37.3
2' x 1' x 30' T.I.Bx.

BR. 37.1
2' x 1' x 34.8' T.I.Bx.

BR. 36.3
2' x 1' x 80.3' T.I.Bx.
Pub. Rd. Gr. X-ing
EM # 253 - SH# 62
(23-882-7)

BR. 35.9
28' O.D. Fr. Bent's

Pub. Rd. Gr. X-ing
(23-880-6)

Pub. Rd. Gr. X-ing
(23-888-1)

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

131 S.H. CWR 7-1971

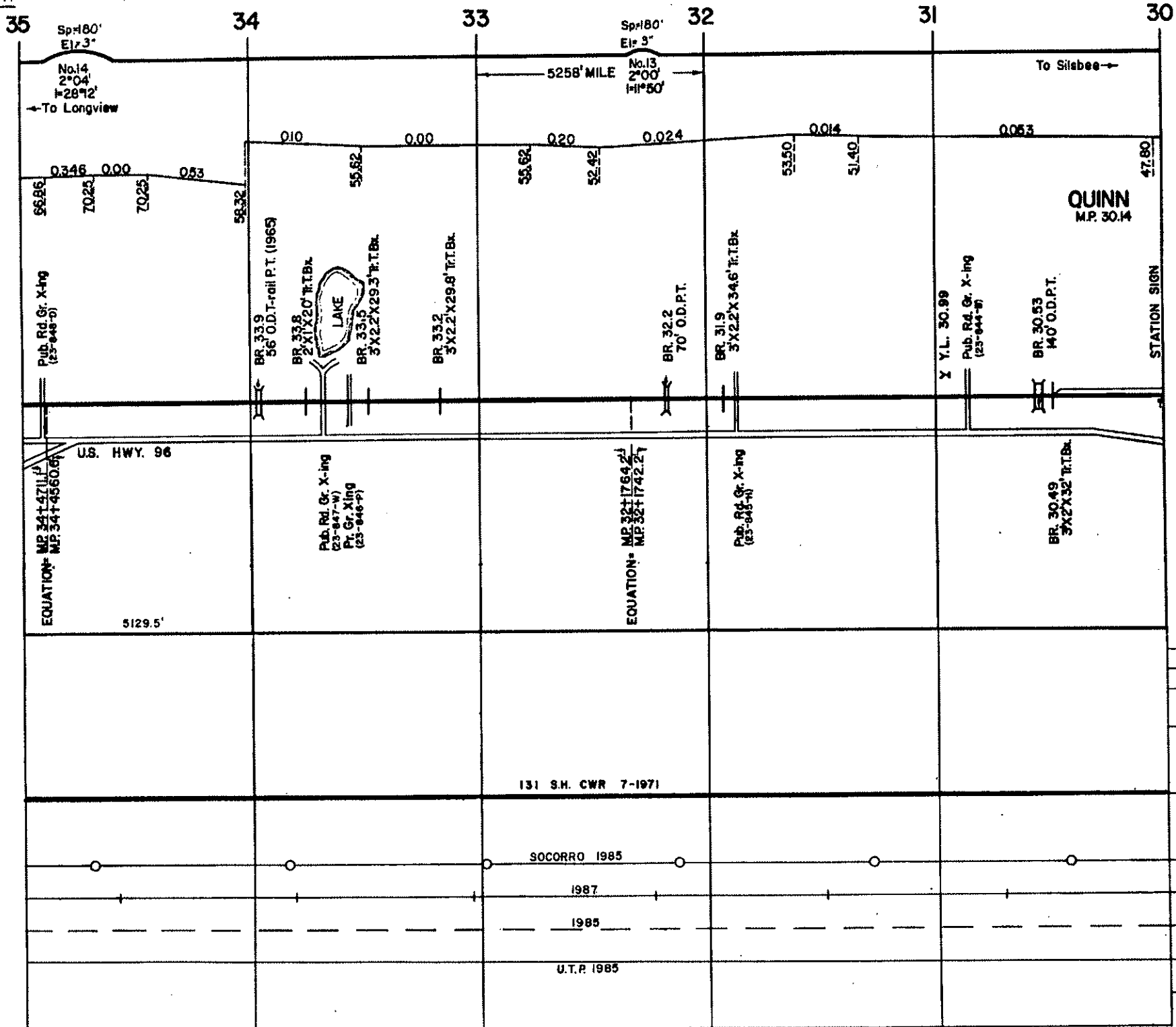
SOCORRO 1985

1987

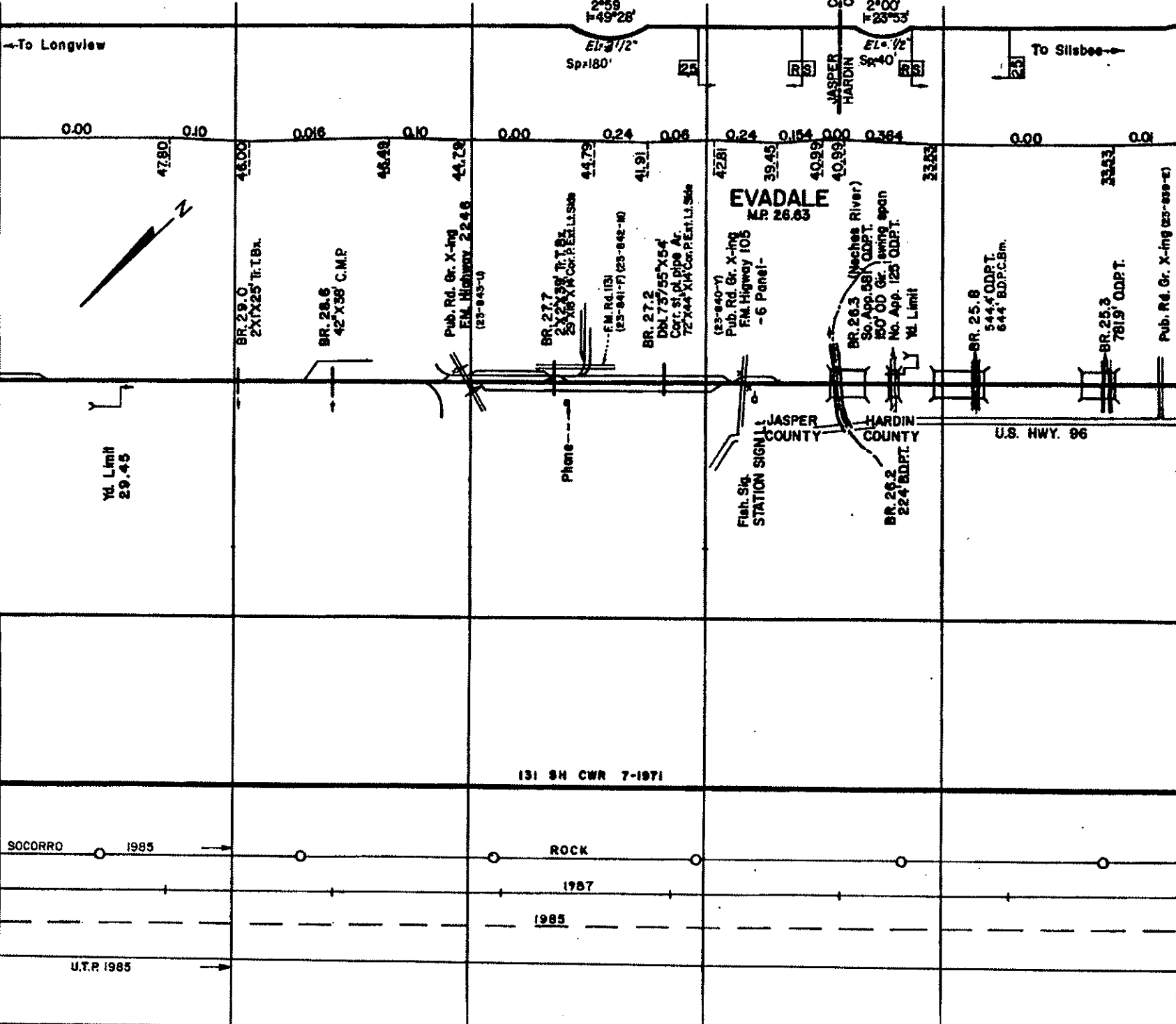
1986

U.T.P. 1985





30 29 28 27 26 25



CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

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 48.00 48.48 44.79 44.79 41.91 42.81 39.45 40.99 40.99 33.63 33.63 23.53 23.53

BR. 29.0
2X1X25 Tr. T.Bx.

BR. 28.6
42'X38' C.M.P.

Pub. Rd. Gr. X-Ing
E.M. Highway 22.46
(23-843-0)

BR. 27.7
2X2X38 Tr. T.Bx.
25'X18' X-Ing C.P. R.E.L.S. 506

F.M. Rd. 131
(23-841-7) (23-842-10)

BR. 27.2
D.N. 7.57'55"X.54'
C.C. 91' of Pipe Ar.
72'X44' X-Ing C.P. R.E.L.S. 506

(23-840-7)
Pub. Rd. Gr. X-Ing
E.M. Highway 105
- 6 Panel -

EVADALE
M.P. 26.83

BR. 26.3 (Neches River)
So. App. 58' O.D.P.T.
100' O.D. Gr. Sewing span
No. App. 125 O.D.P.T.
M. Limit

BR. 25.6
544' O.D.P.T.
644' 60.P.C.5m.

BR. 25.3
781.9' O.D.P.T.

Pub. Rd. Gr. X-Ing (23-838-e)

Yd. Limit
29.45

Phone

Fish Sign
STATION SIGN

JASPER COUNTY
HARDIN COUNTY

U.S. HWY. 96

BR. 26.2
224' B.D.P.T.

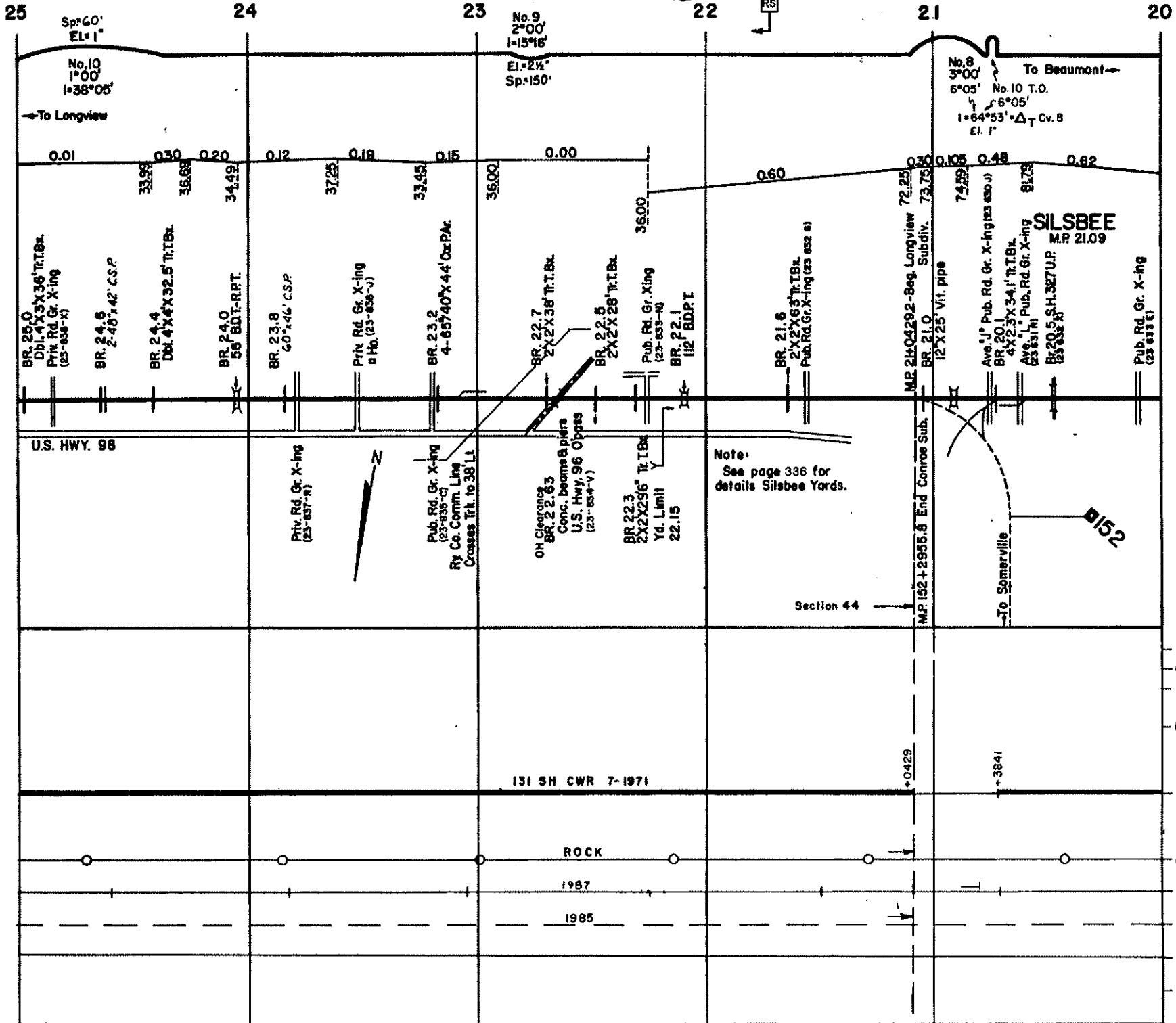
131 SH CWR 7-1971

SOCORRO 1985

ROCK 1987

1985

U.T.P. 1985



Longview Subdivision

Silsbee (M.P. 21.1) to Longview (M.P. 207.8)

Intentionally Blank