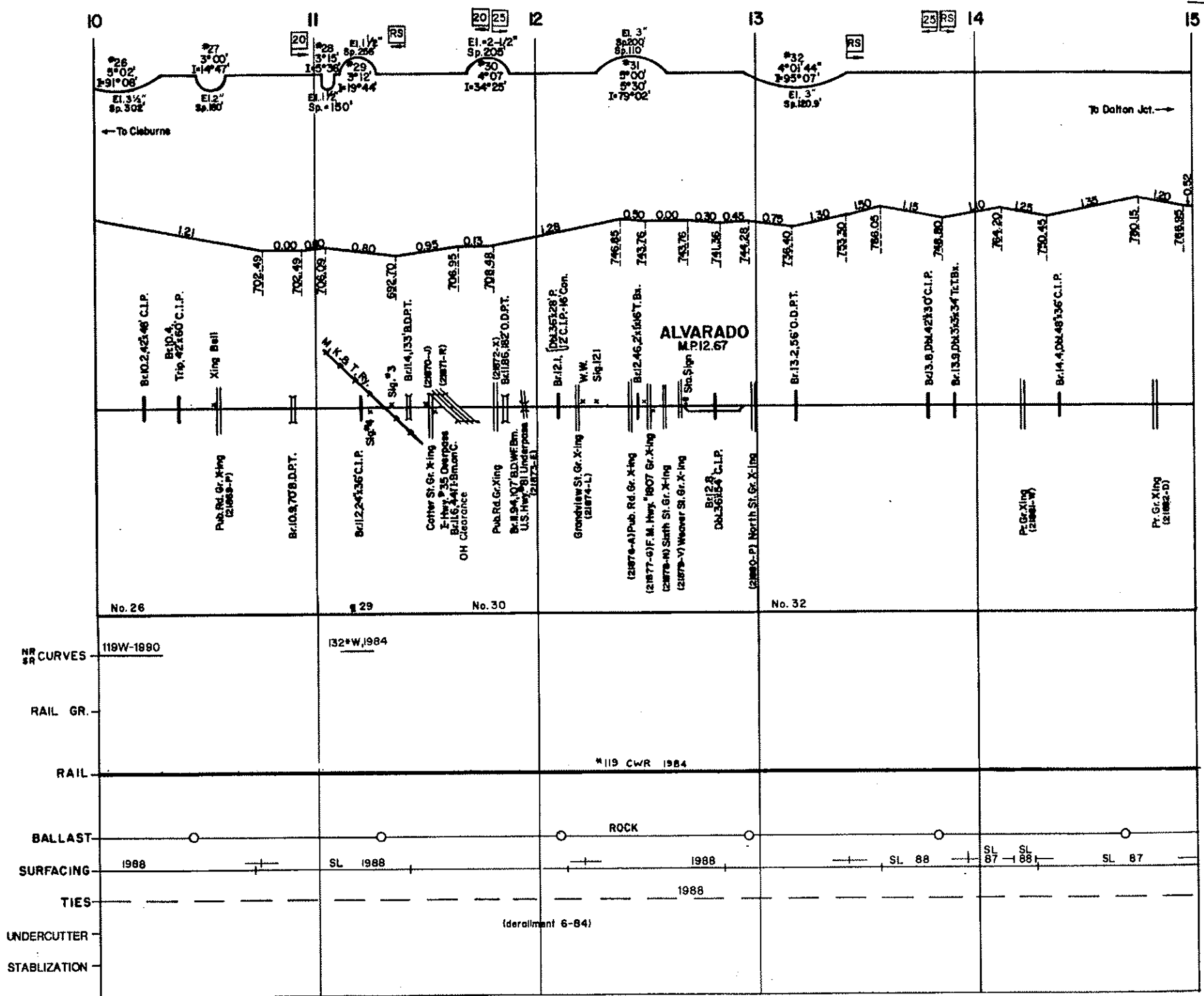
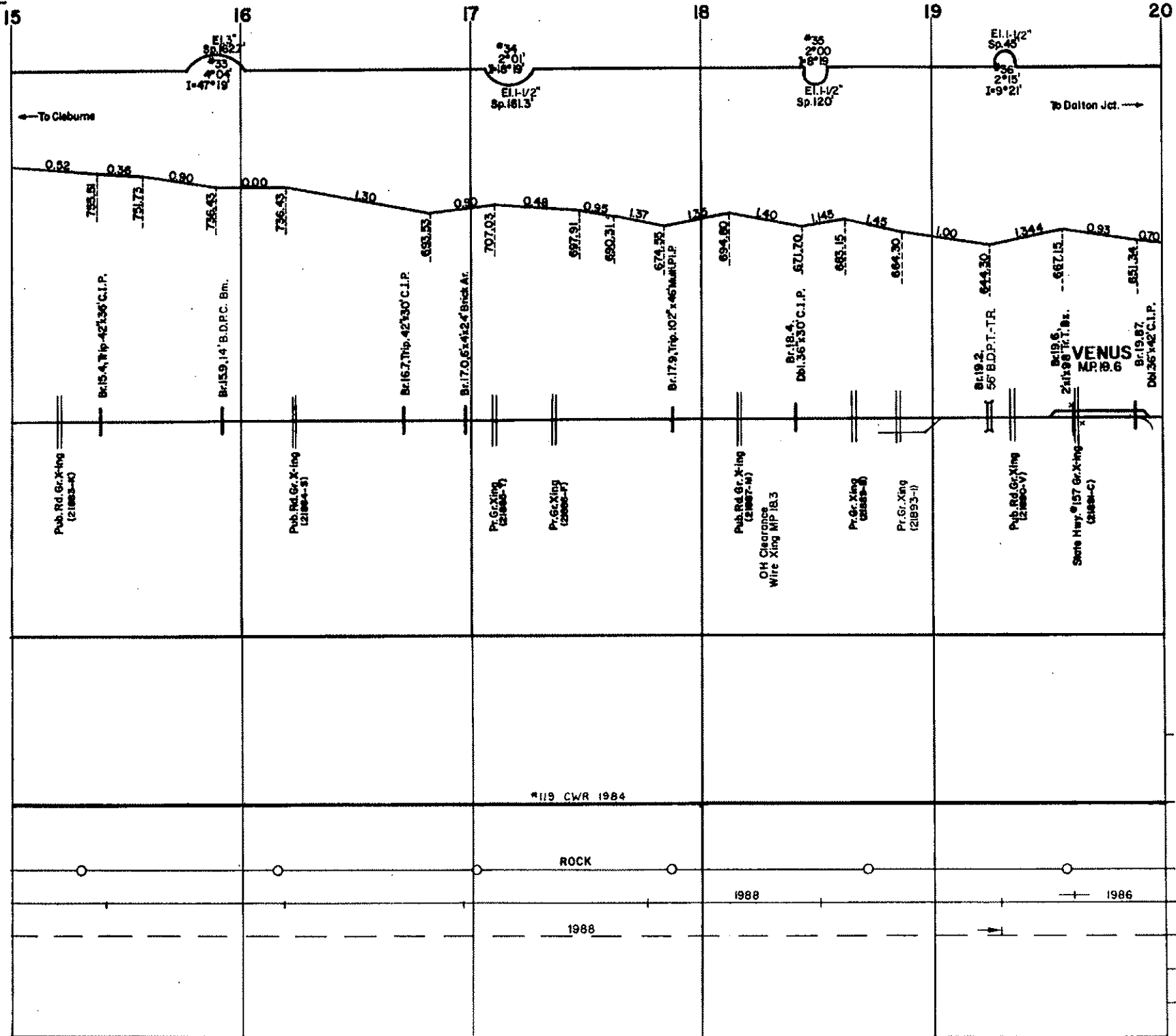
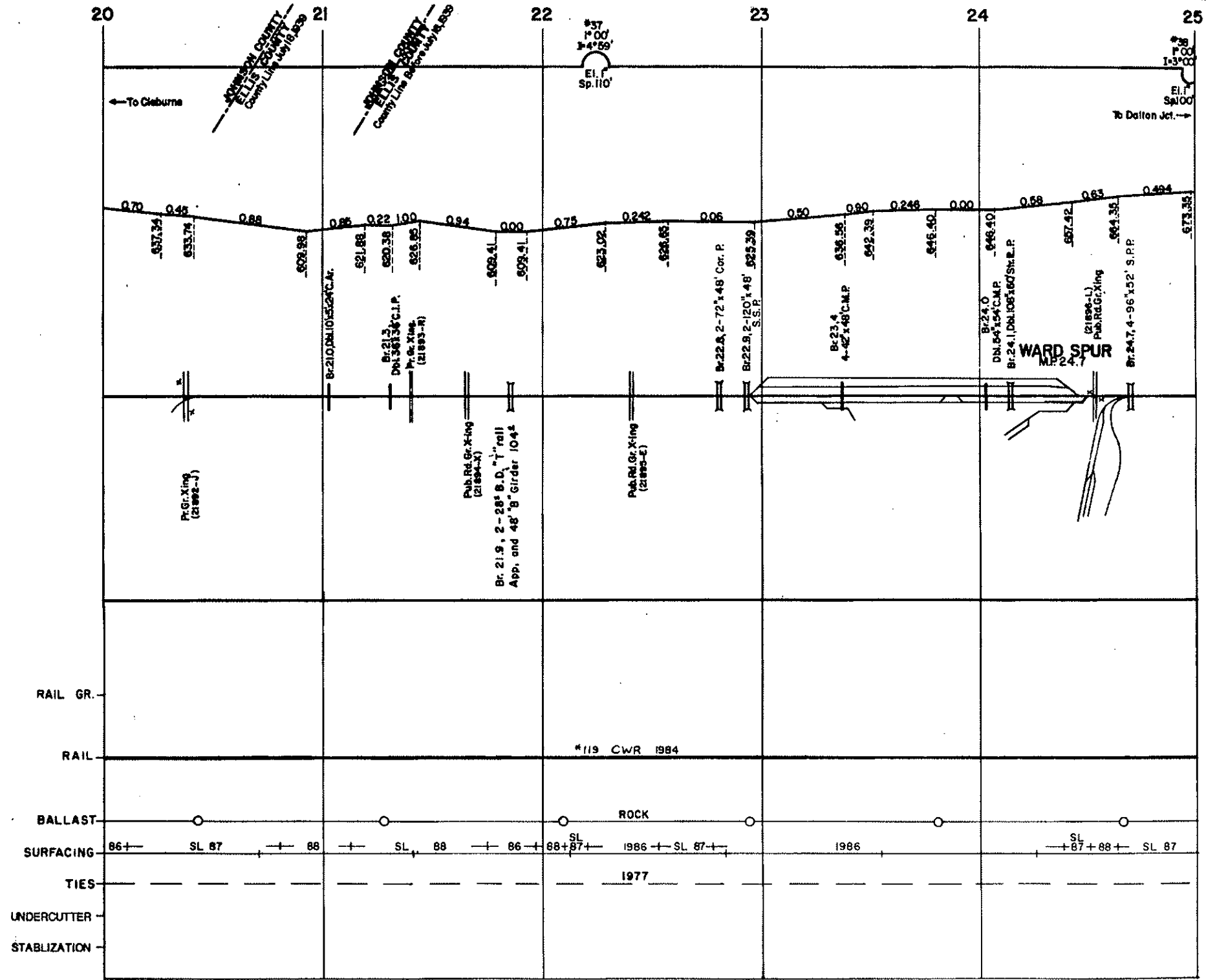
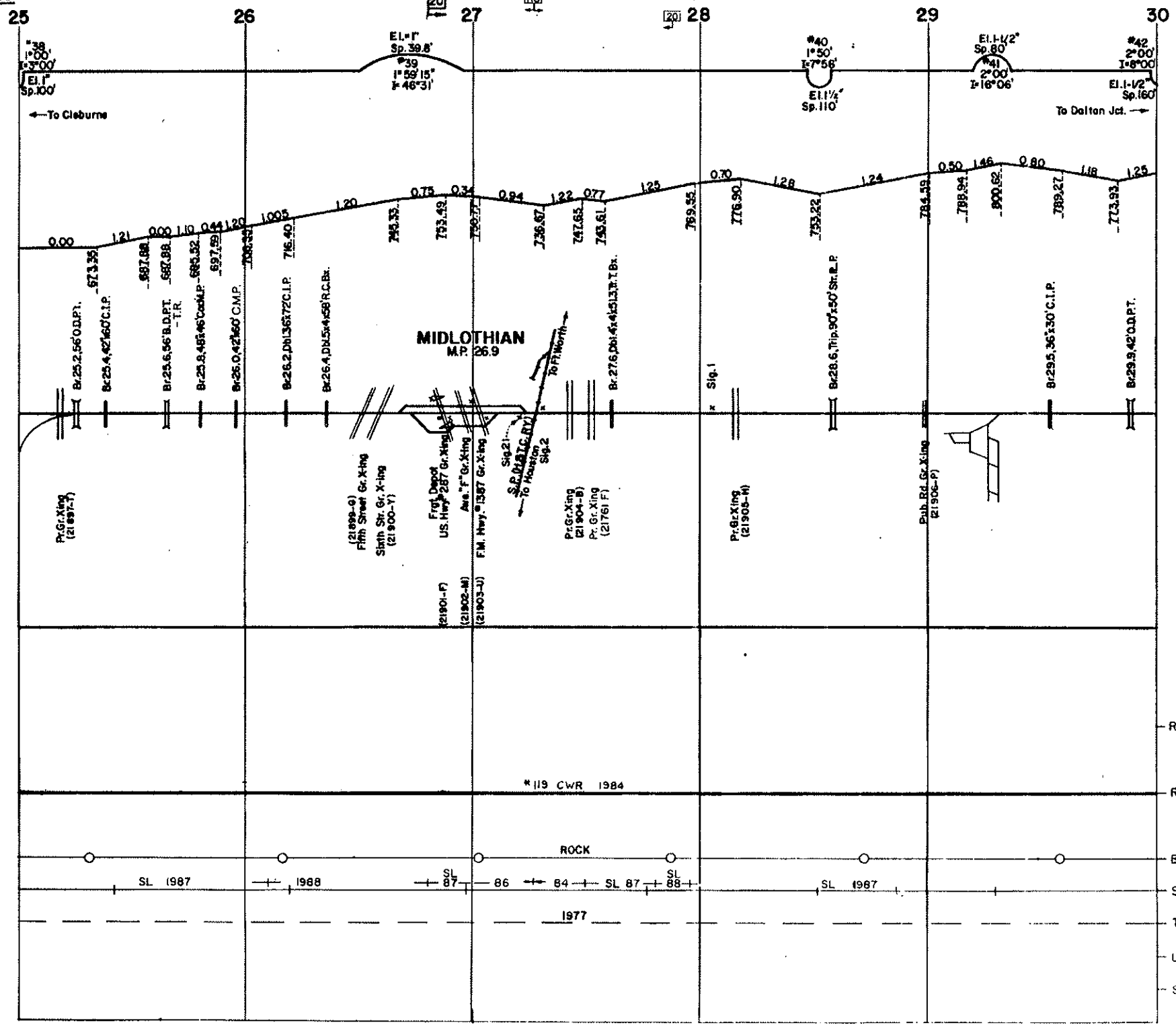


- 119W-1990 CURVES NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

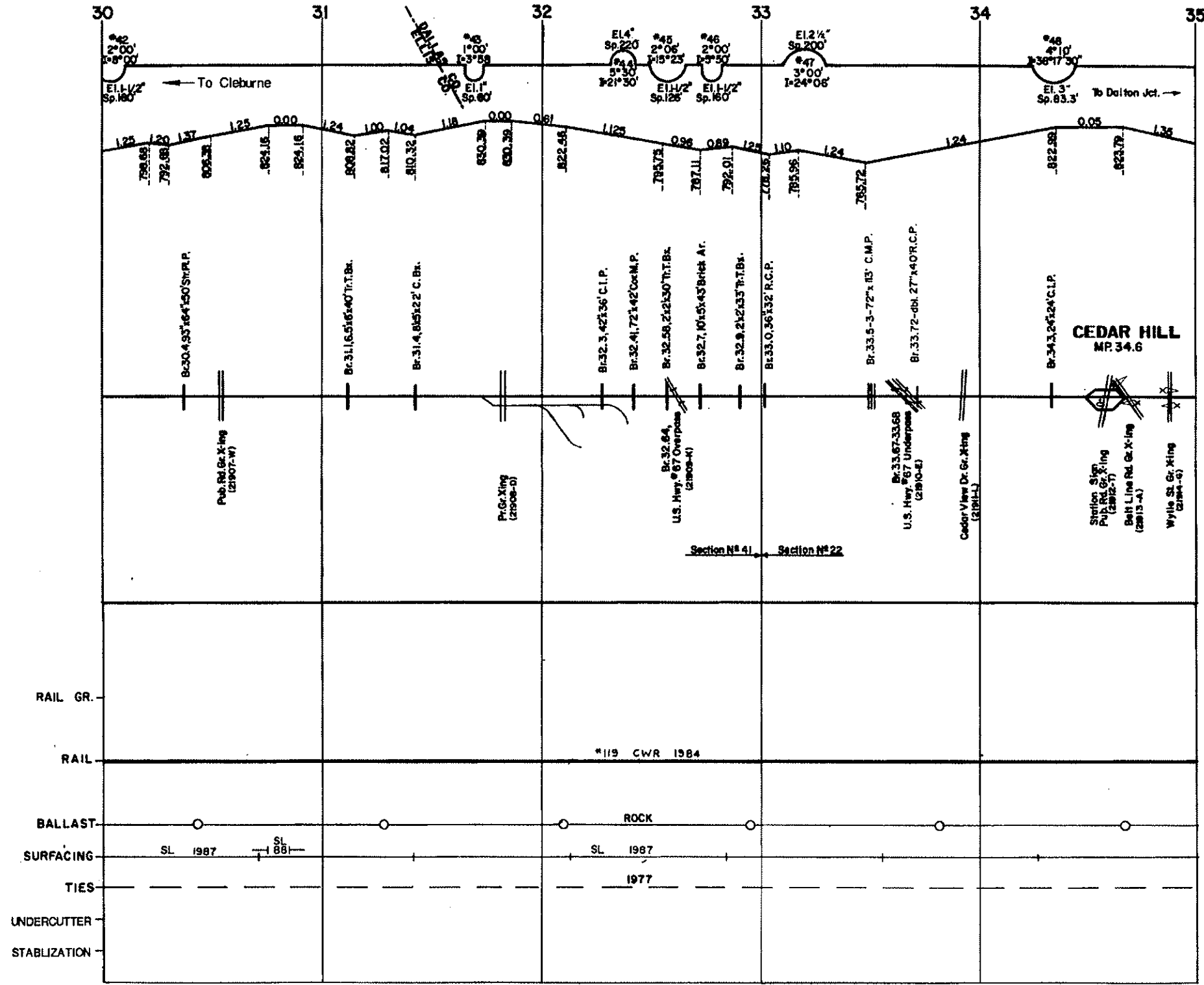


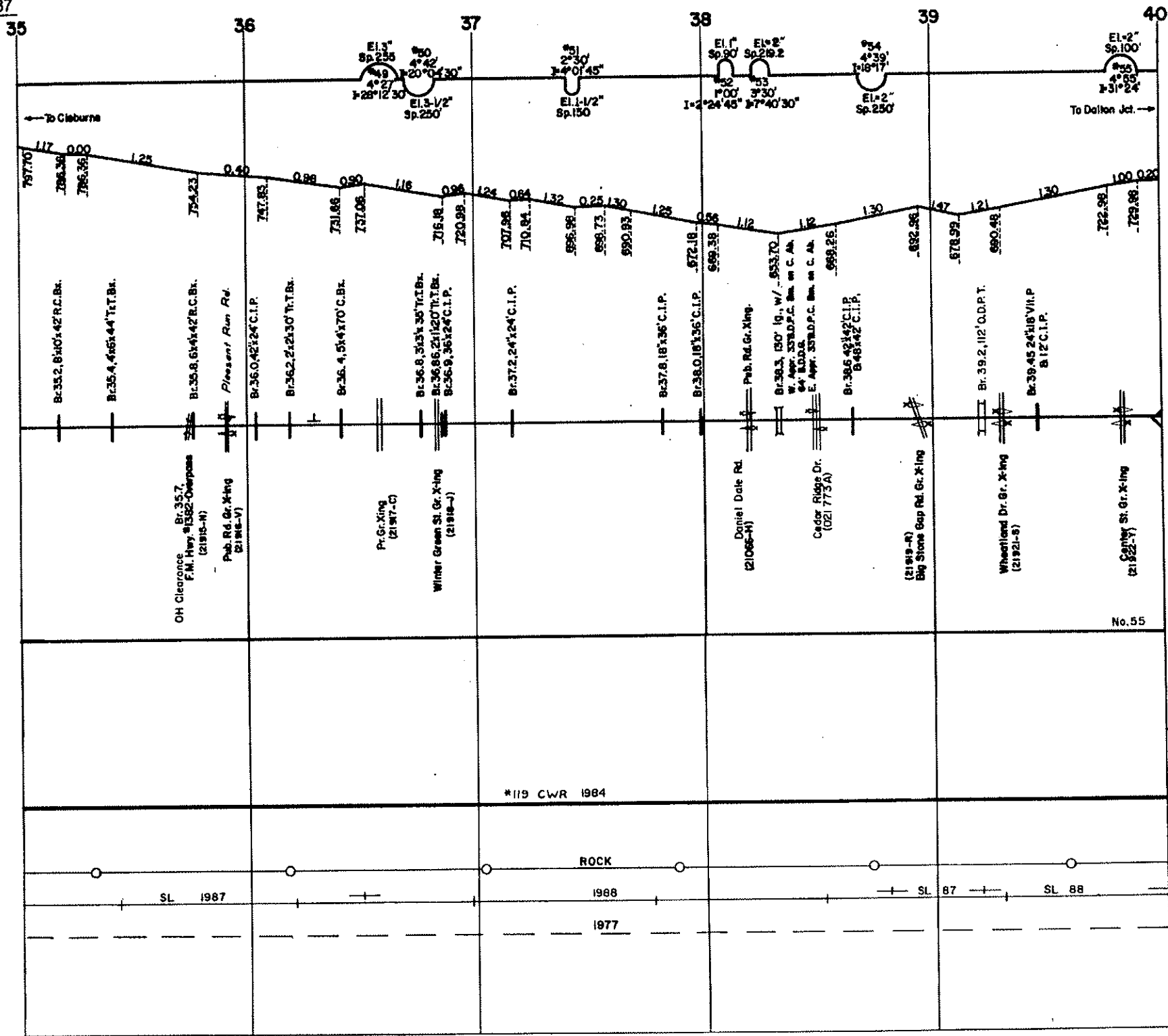


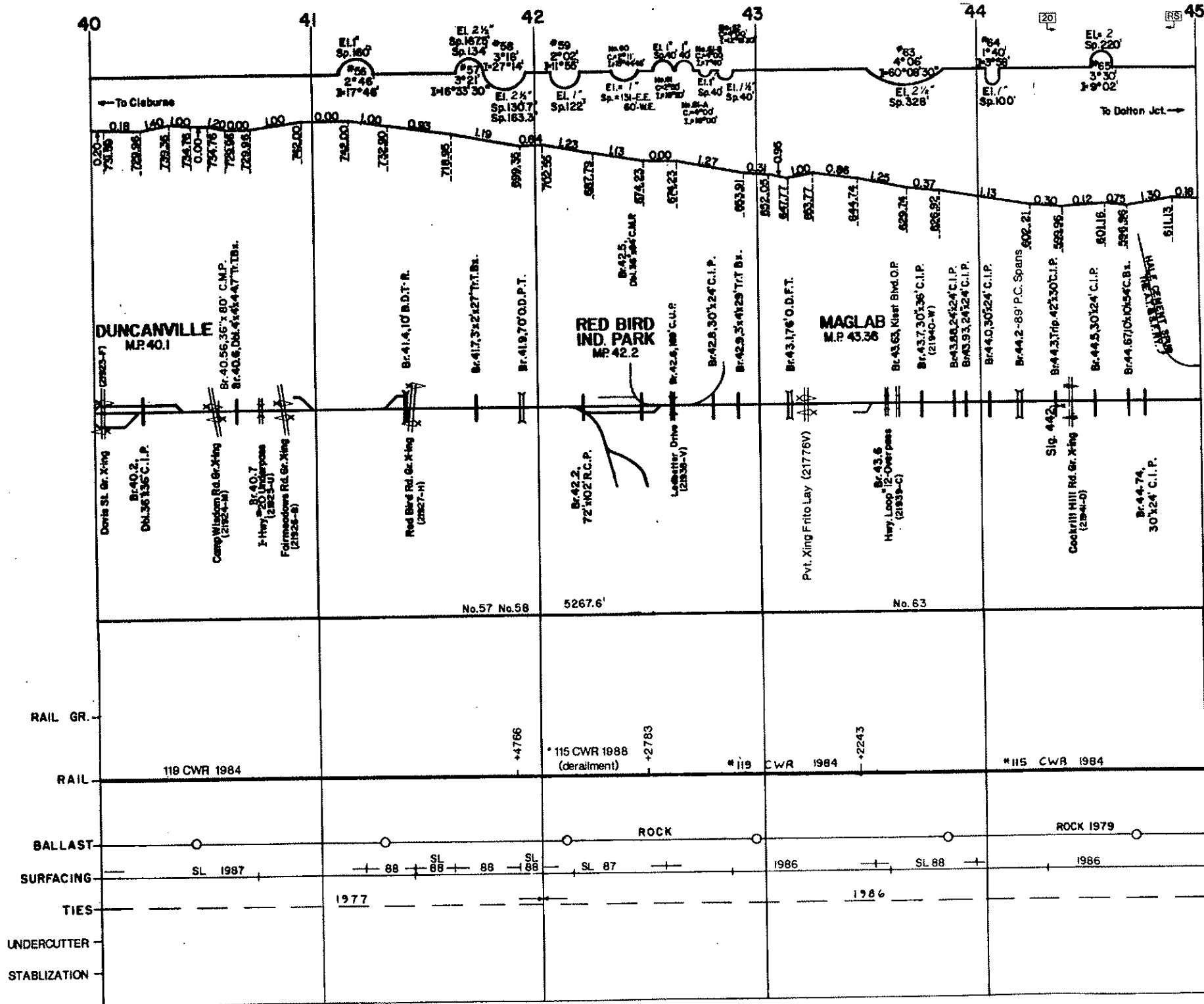


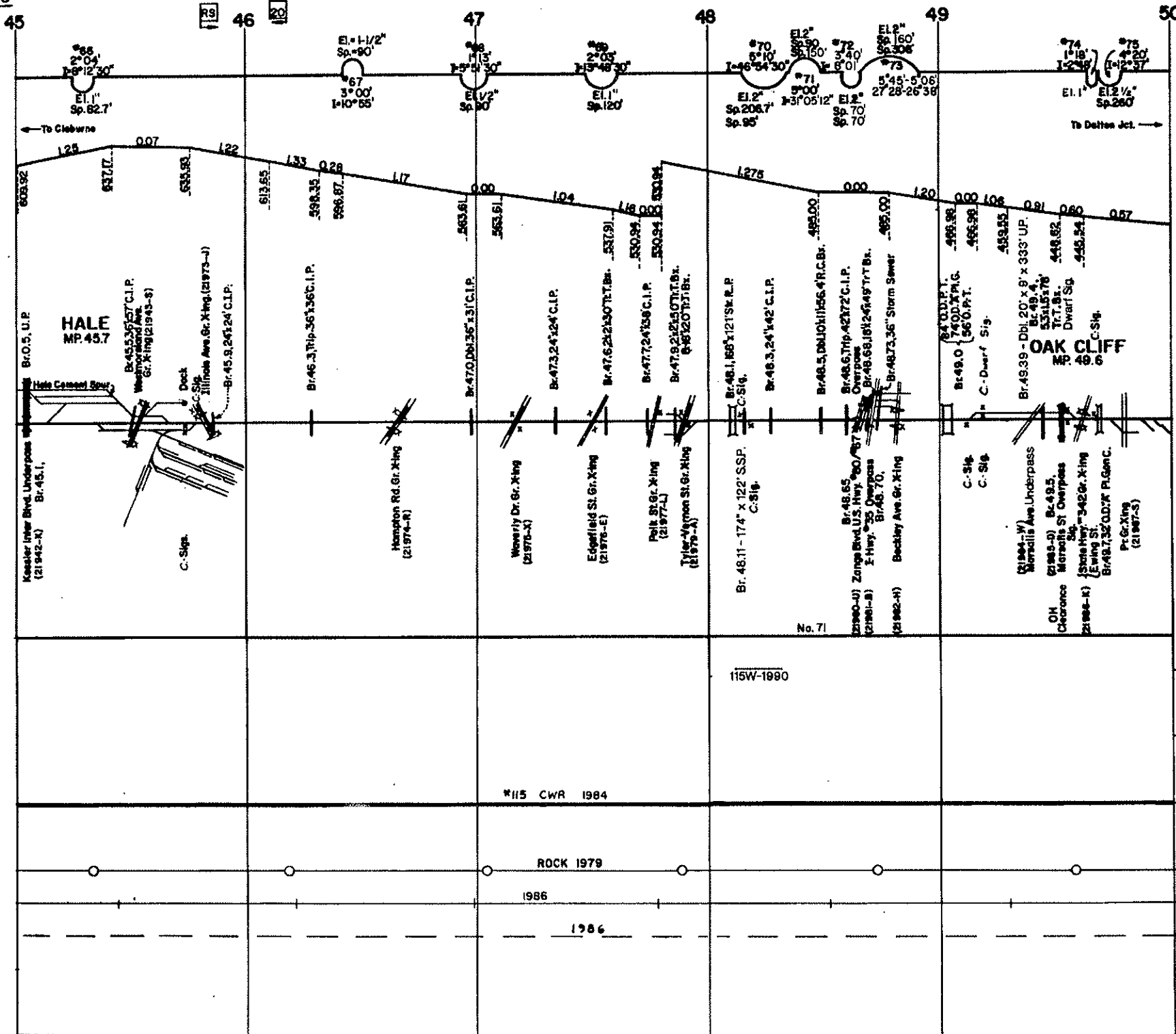


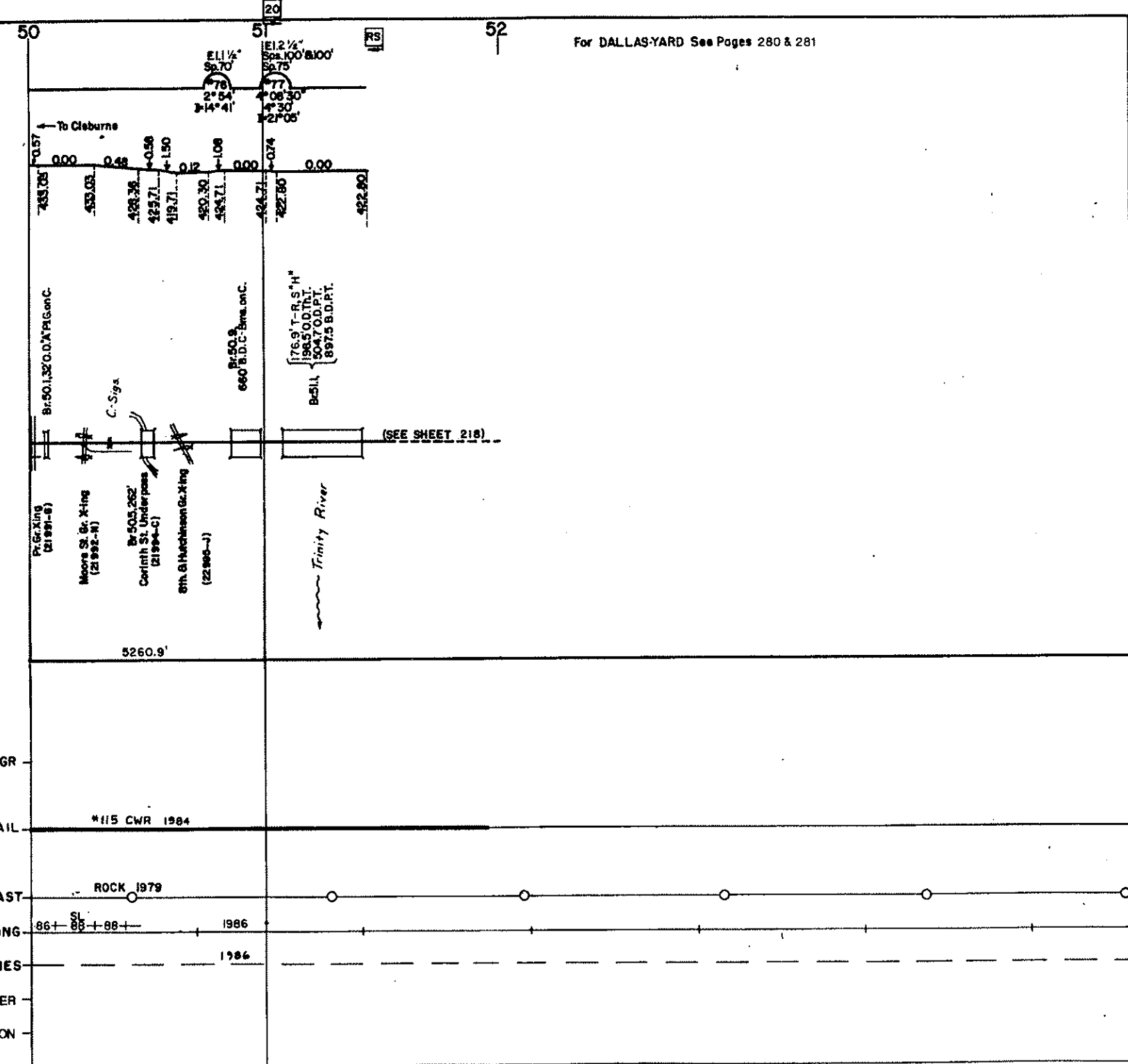
RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION











Intentionally Blank

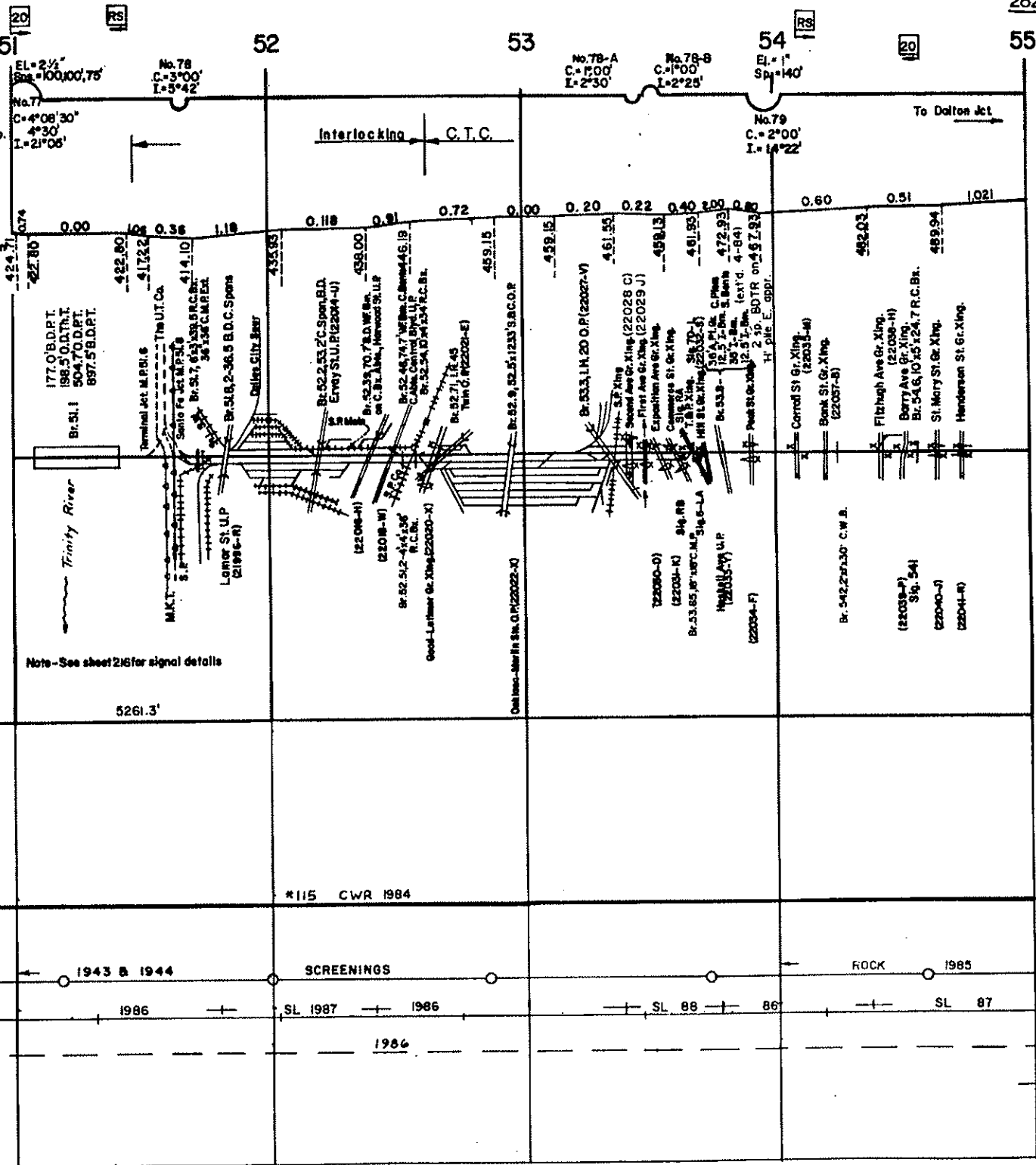
To Cleburne

To Dalton Jct

Contract 22291-A,B, dated 8-23-1937 covers joint use of A.T.&S.F. terminals by L.B.A. Ry. Co.

Contract 22090-A, dated 8-23-1937 covers joint use of A.T.&S.F. Main track and passing tracks from Frisco joint zone to Farmersville.

Contract 27777, dated 4-30-1947, joint with A.T.&S.F., S.P. and City of Dallas covers the construction of S.P. Main track and the operation and maintenance of certain tracks under the Dallas Master Plan.



RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

Note - See sheet 216 for signal details

5261.3'

*115 CWR 1984

1943 & 1944

SCREENINGS

ROCK 1985

1986

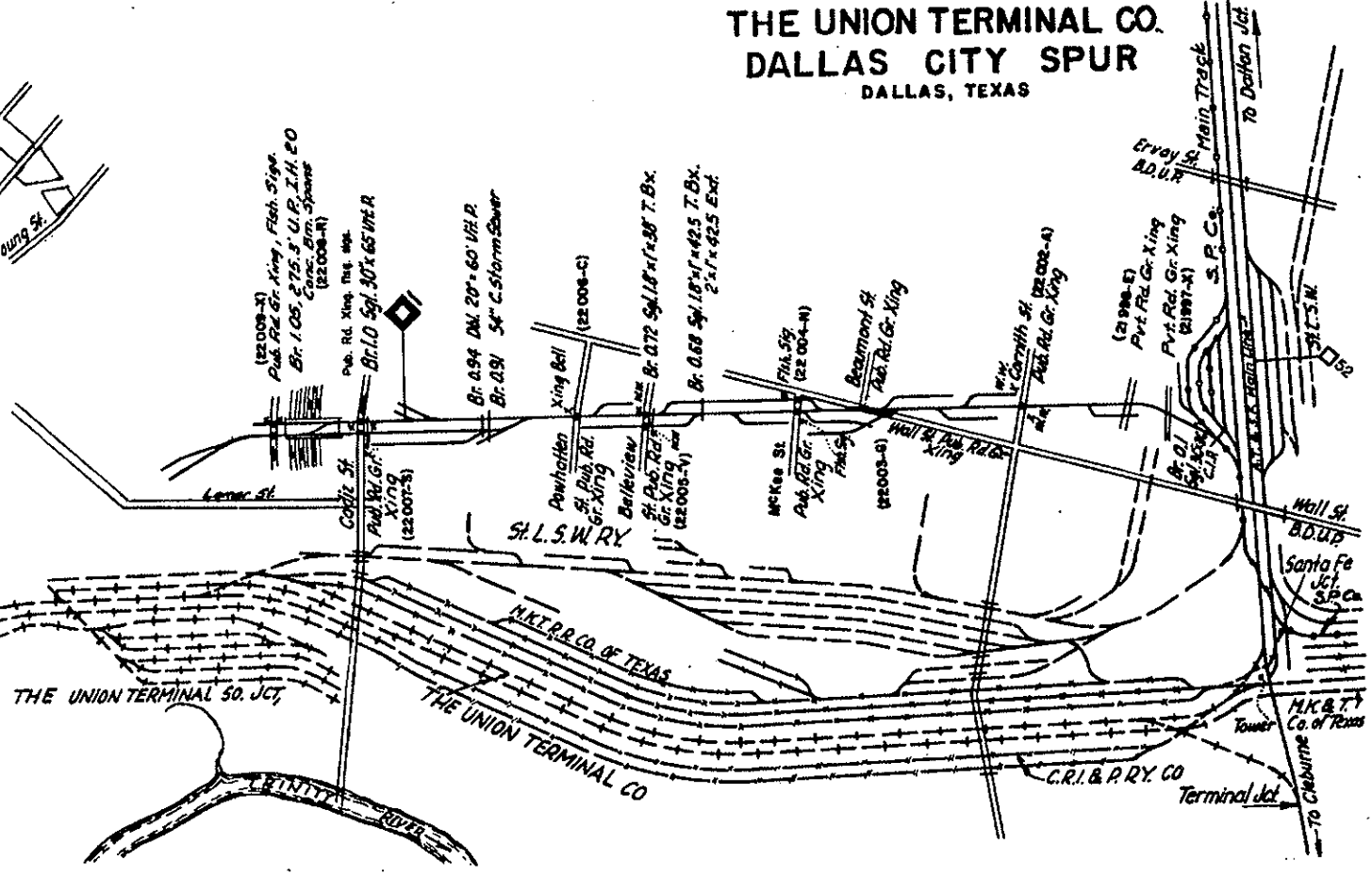
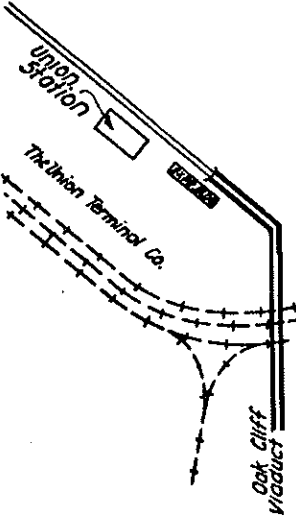
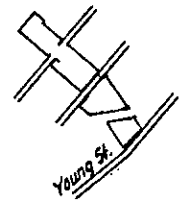
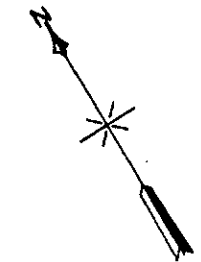
SL 1987 1986

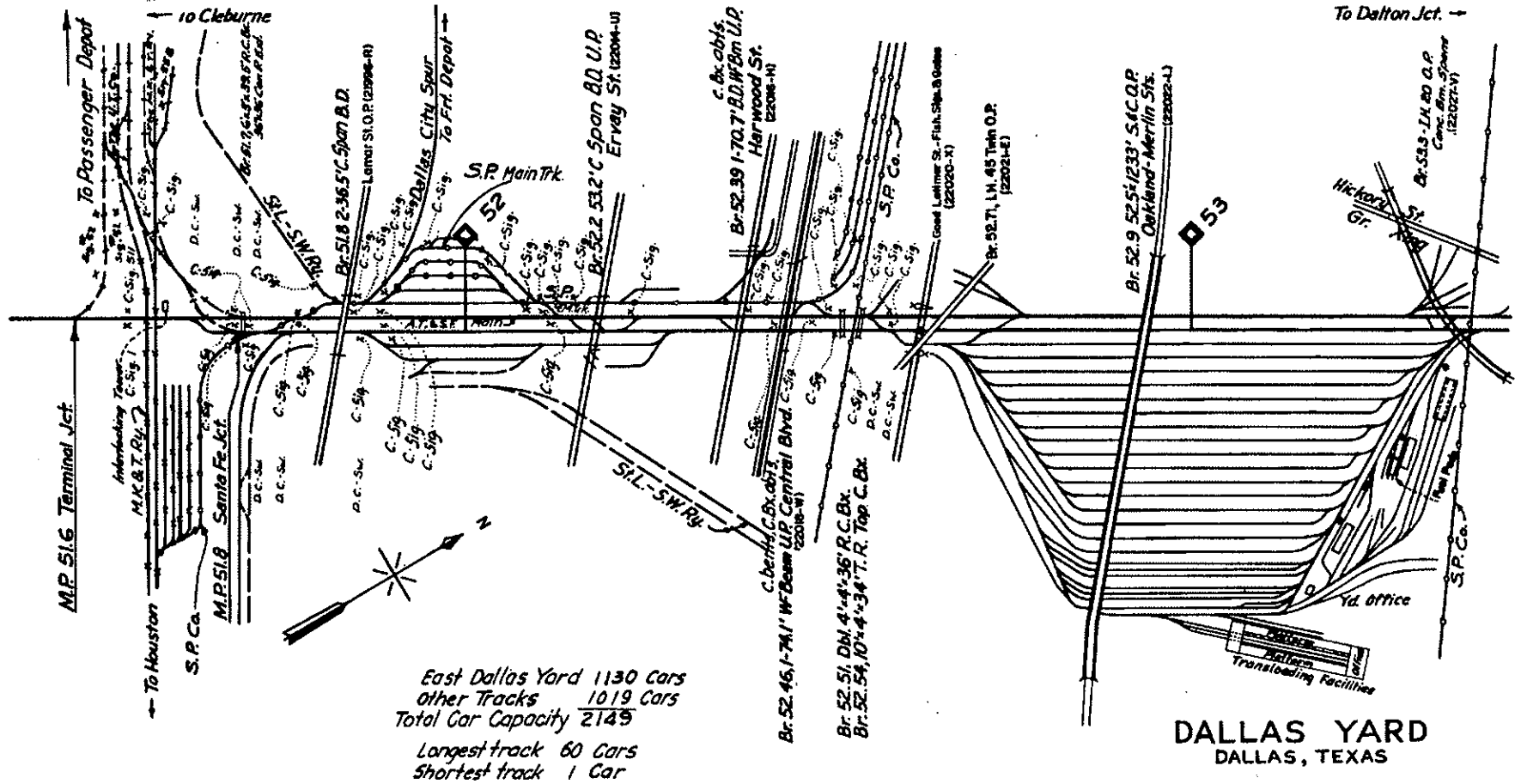
SL 88 86

SL 87

1986

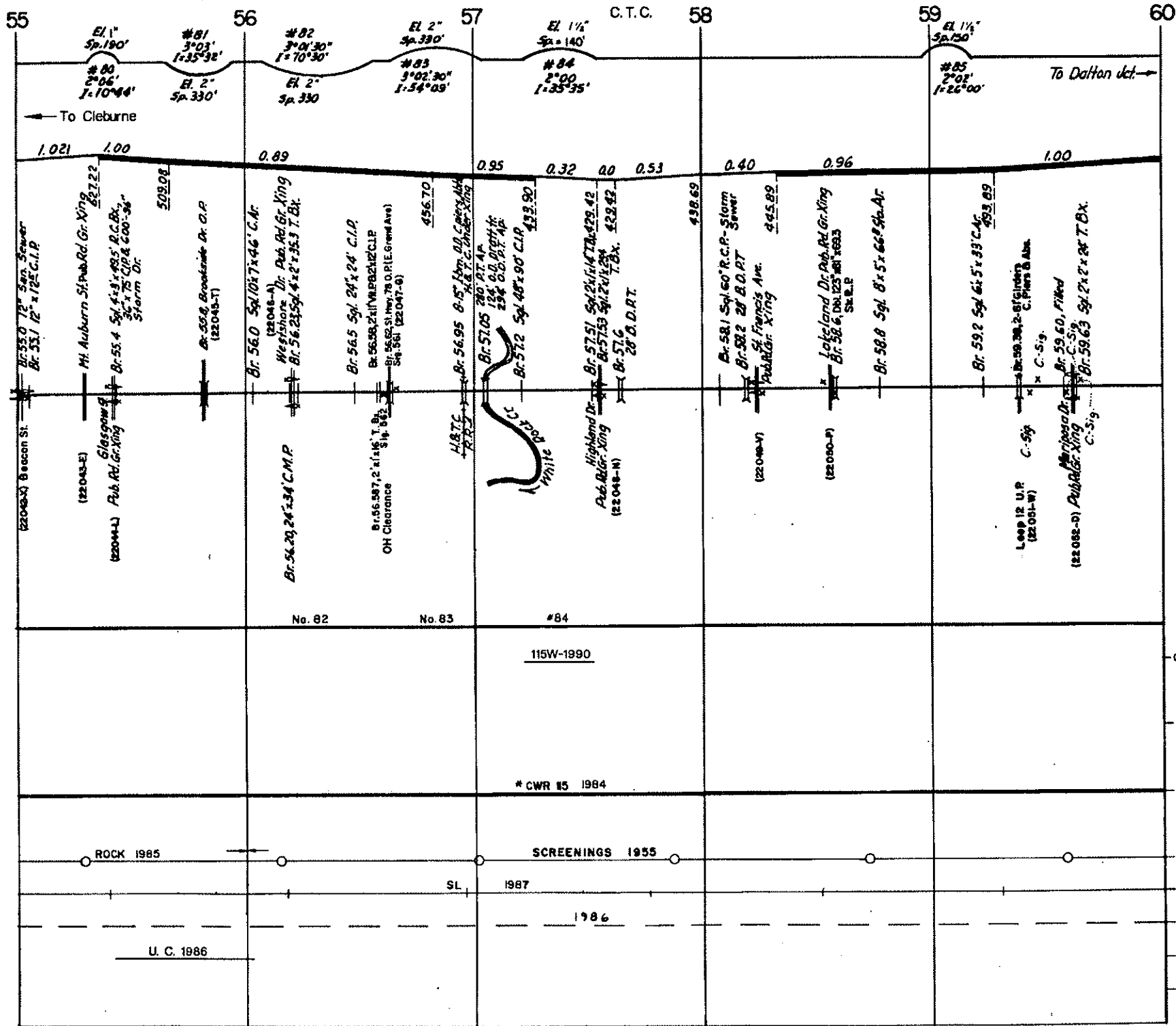
THE UNION TERMINAL CO. DALLAS CITY SPUR DALLAS, TEXAS





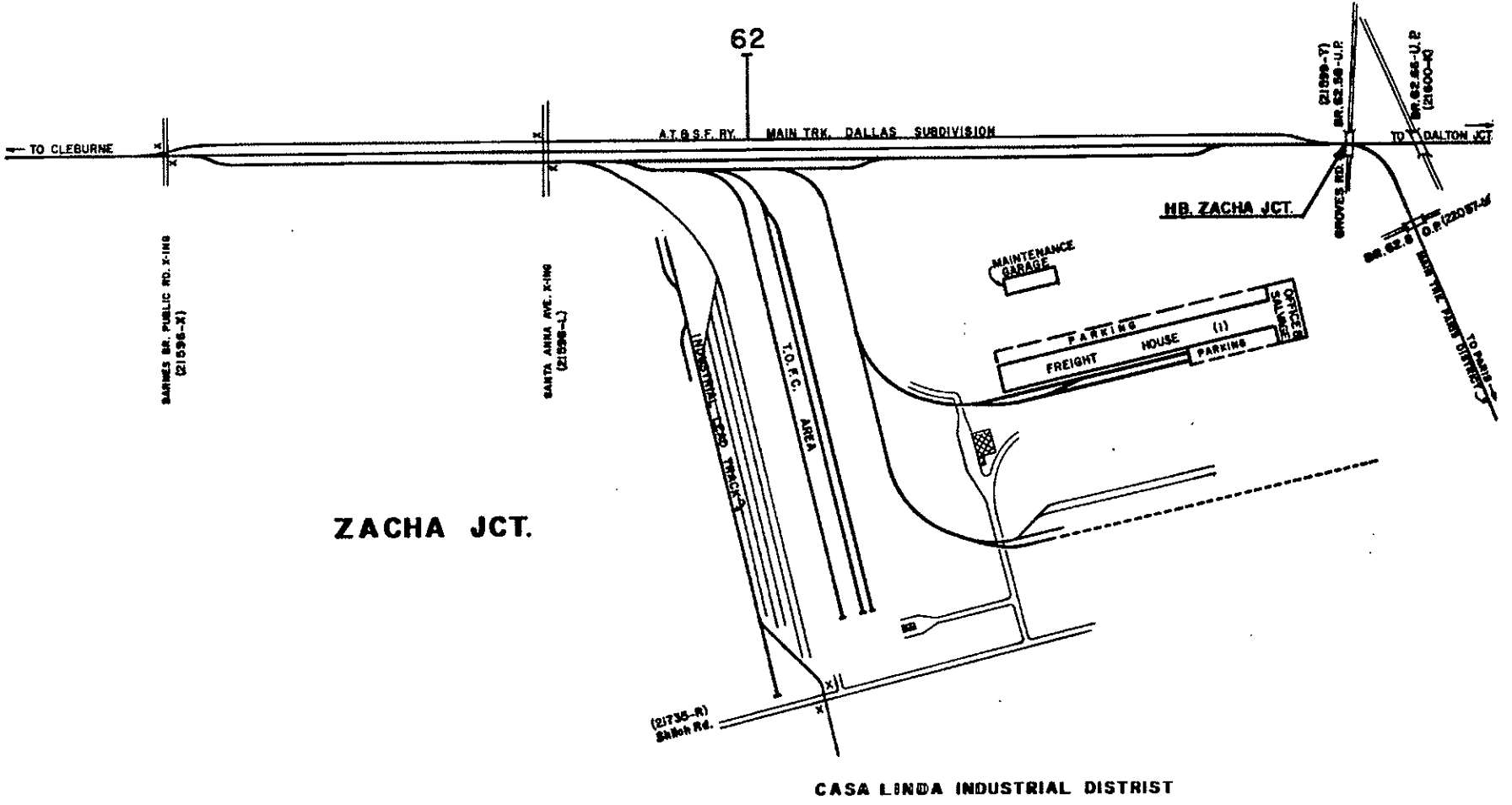
East Dallas Yard 1130 Cars
 other Tracks 1019 Cars
 Total Car Capacity 2149
 Longest track 60 Cars
 Shortest track 1 Car

DALLAS YARD
 DALLAS, TEXAS



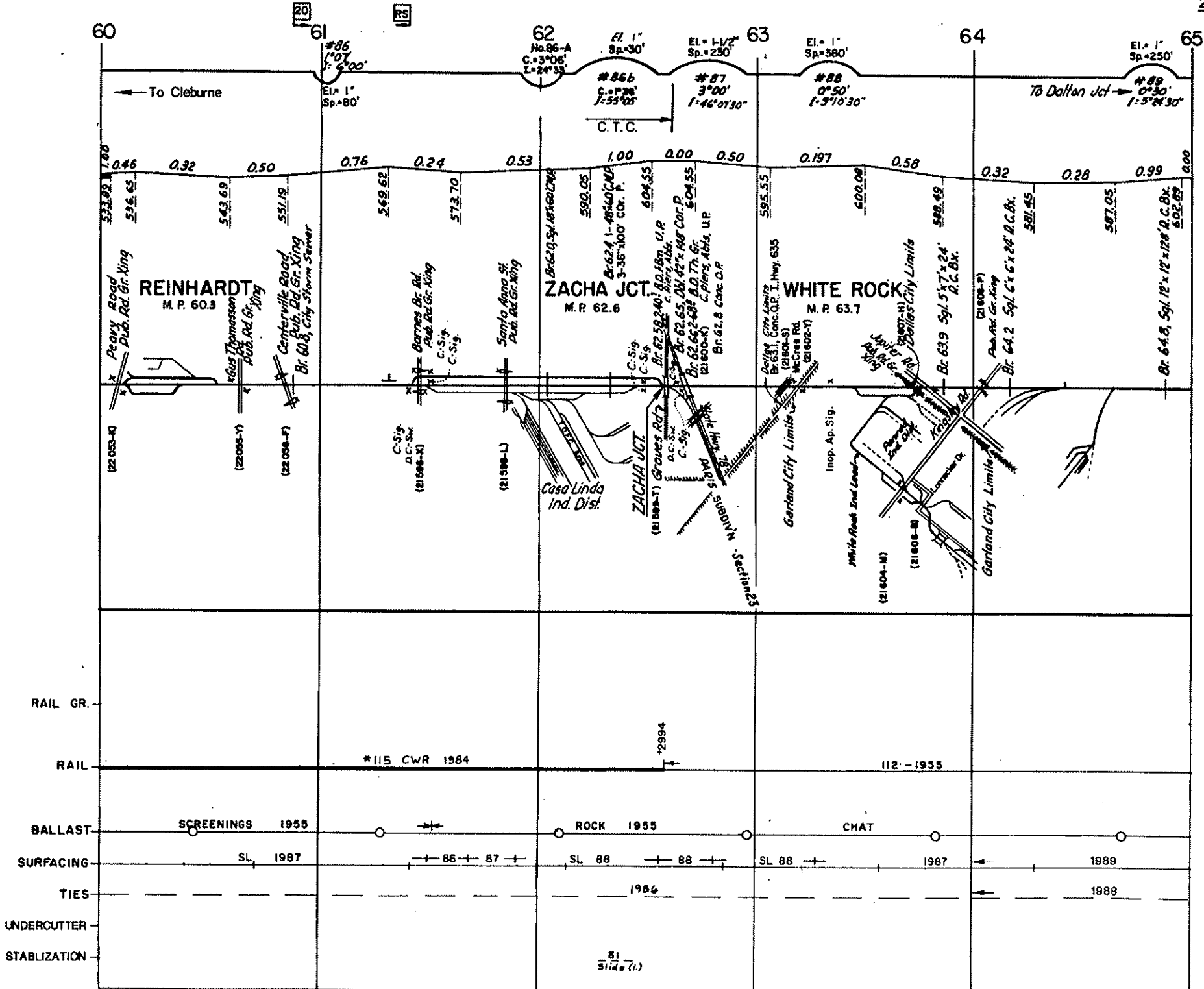
CURVES 95
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

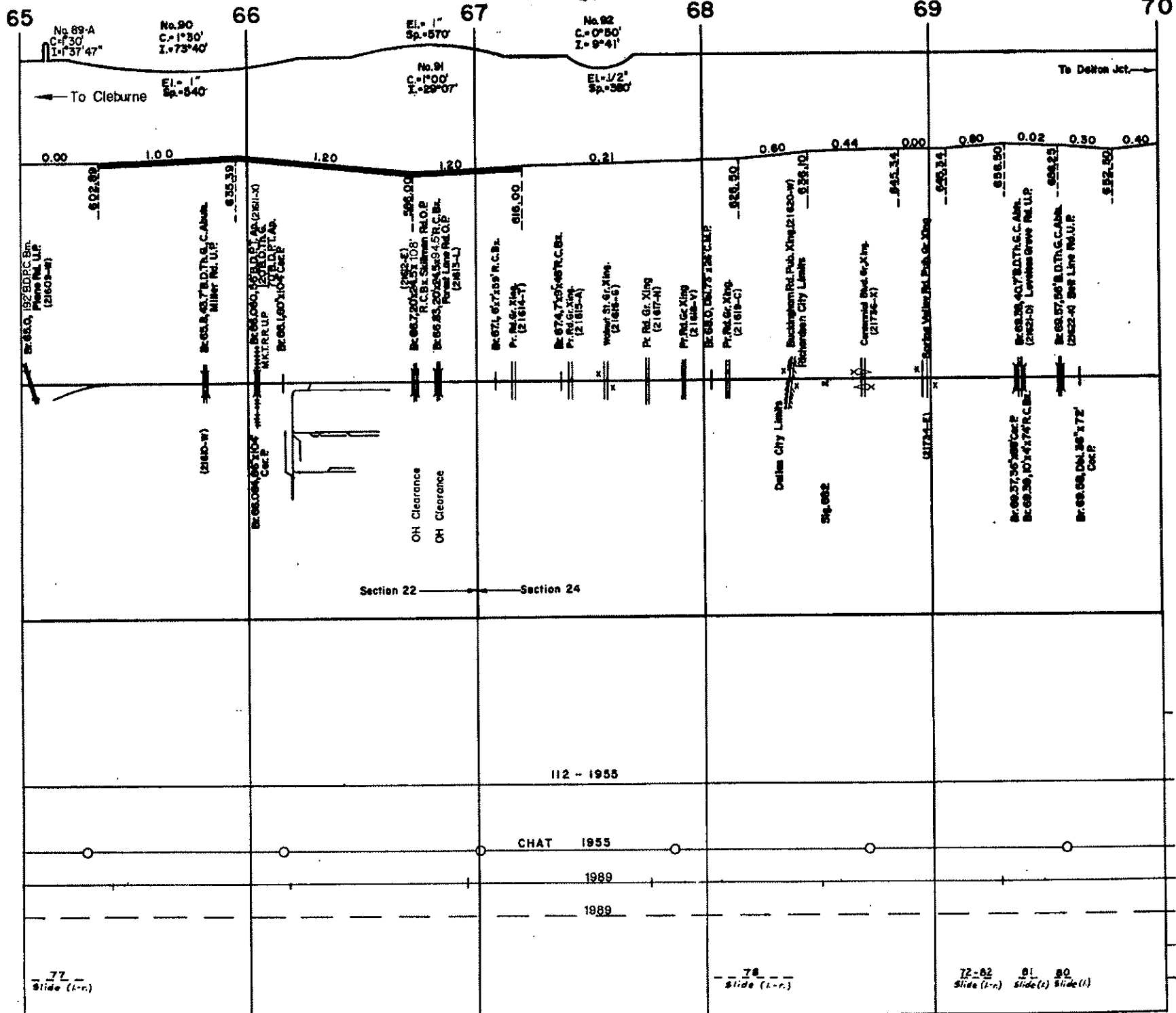
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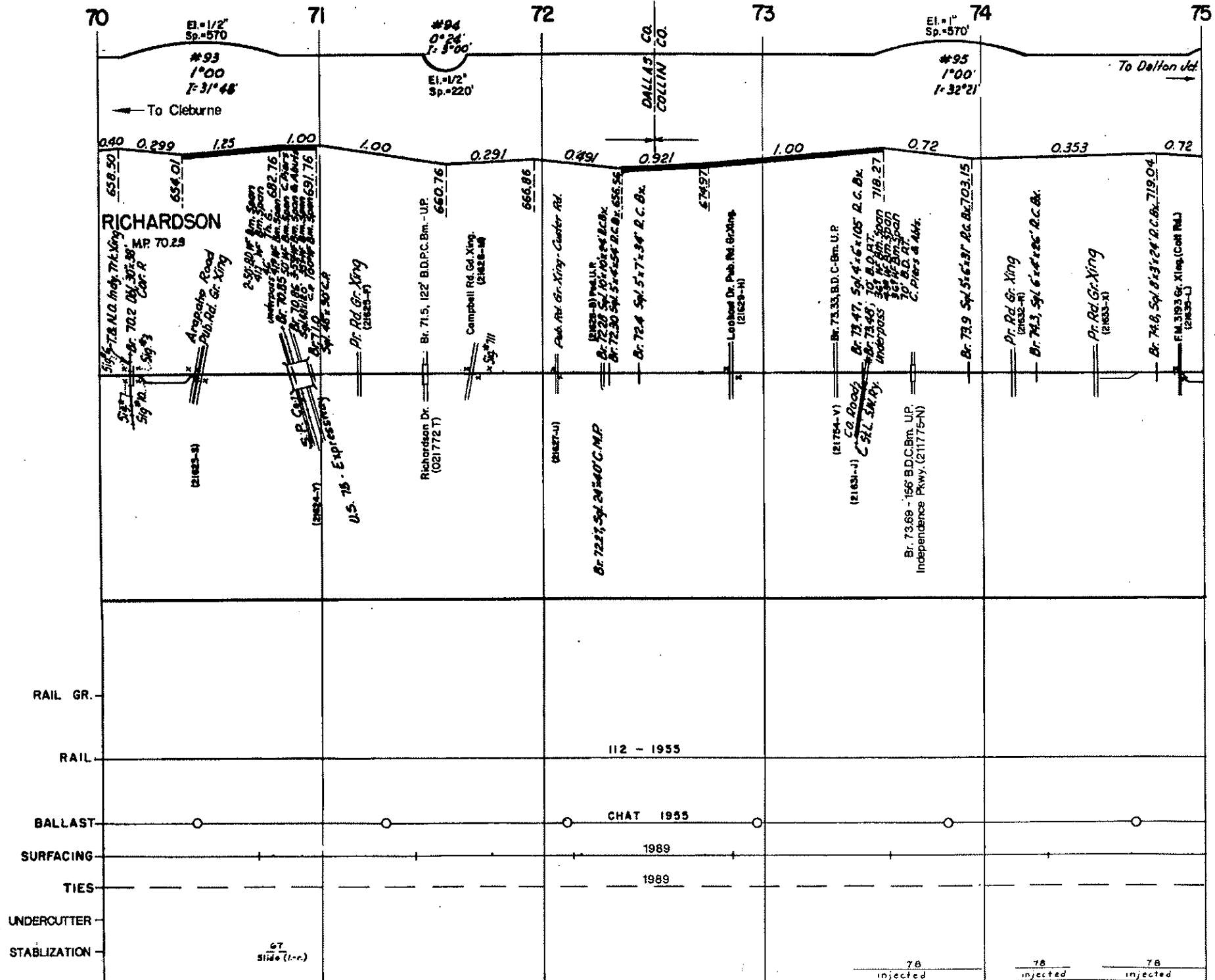


ZACHA JCT.

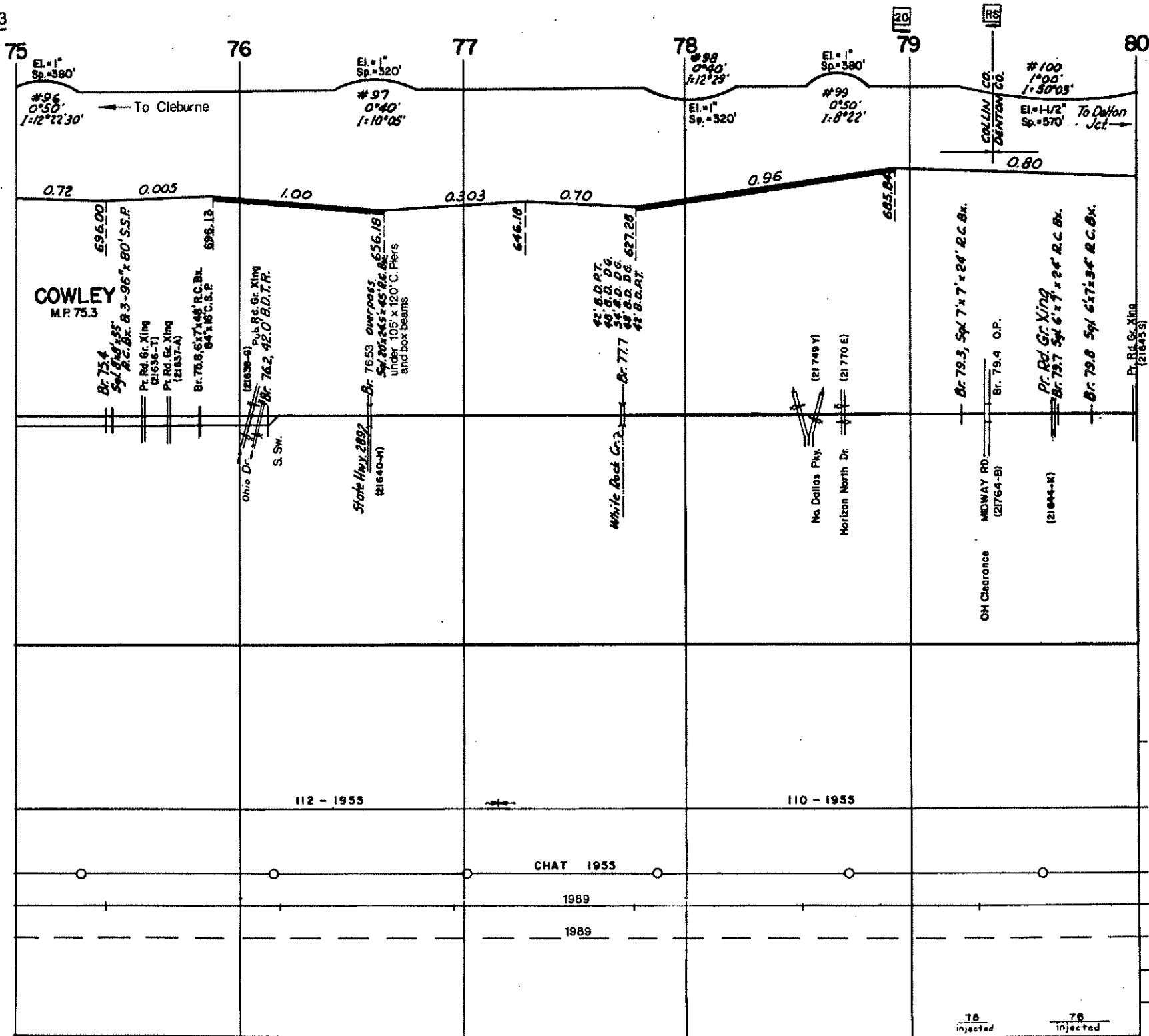
CASA LINDA INDUSTRIAL DISTRICT

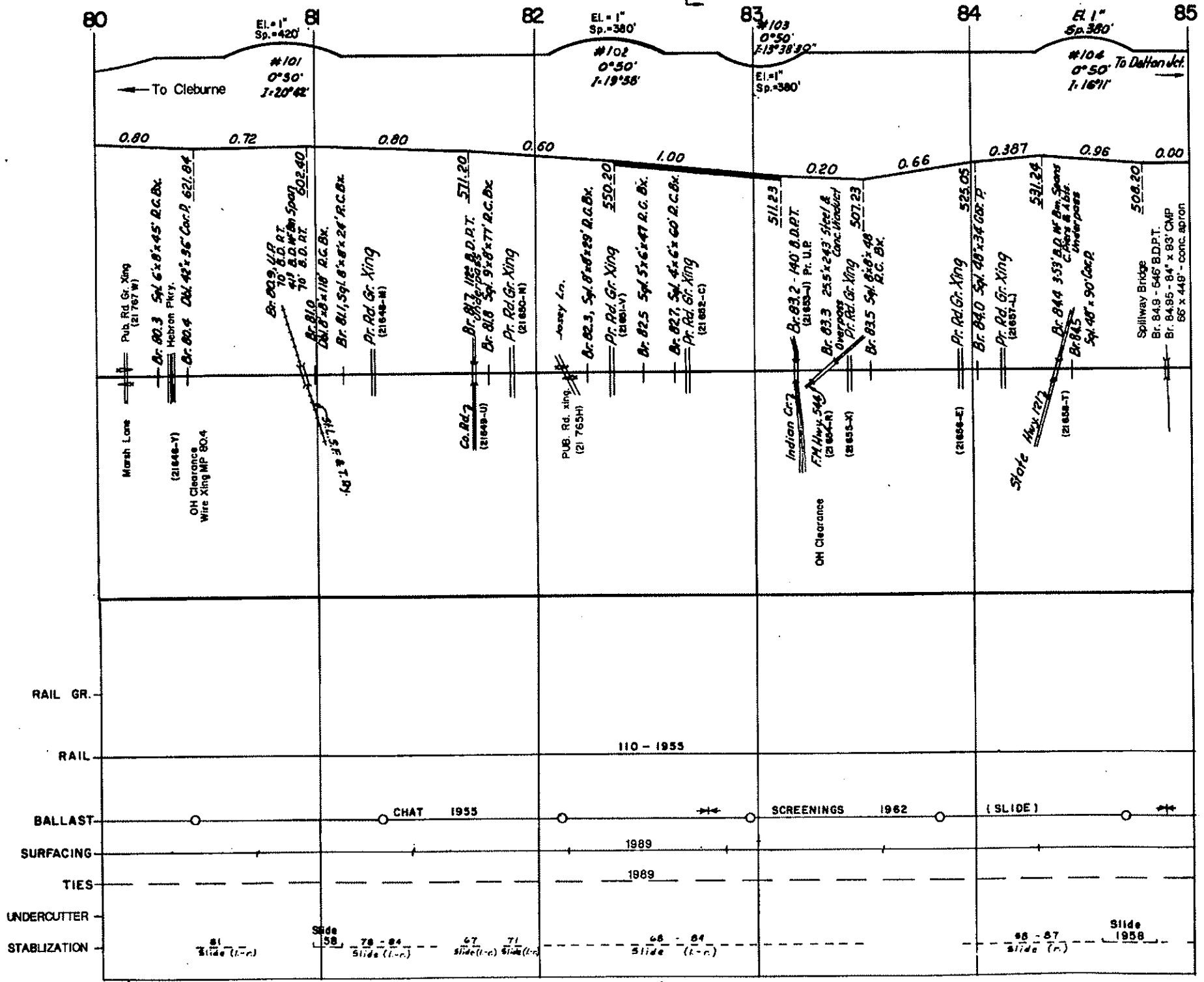






REVISED 3-1991





80

El. = 1' Sp. = 420'

#101 0°30' 1-20'42"

0.80

0.72

0.80

82

El. = 1' Sp. = 380'

#102 0°50' 1-19'58"

0.60

1.00

83

#103 0°50' 1-13'38'30"

El. = 1' Sp. = 380'

0.20

0.66

84

El. = 1' Sp. = 380'

#104 0°50' 1-16'11"

0.387

0.96

85

To Cleburne

To Dalton Jct.

Pub. Rd. Gr. Xing (21767-W)

Br. 80.3 Sp. 6'x8'x45' R.C.C. Bx.

Hebron Pkwy.

OH Clearance Wire Xing MP 80.4

Br. 80.9 U.R. TO B.D. RT. 41' R.C.W.F.M. Span 602.40

Br. 81.0 24'x8'x18' R.C.C. Bx.

Br. 81.1 Sp. 8'x8'x26' R.C.C. Bx.

Pr. Rd. Gr. Xing (21848-M)

Co. Rd. 7 Br. 81.7 115' B.D. RT. 571.20

Br. 81.8 Sp. 9'x8'x77' R.C.C. Bx.

Pr. Rd. Gr. Xing (21850-N)

Pub. Rd. Xing (21765-H)

Br. 82.3 Sp. 8'x8'x29' R.C.C. Bx.

Pr. Rd. Gr. Xing 550.20 (21861-V)

Br. 82.5 Sp. 5'x6'x47' R.C.C. Bx.

Br. 82.7 Sp. 4'x6'x60' R.C.C. Bx.

Pr. Rd. Gr. Xing (21862-C)

Indian Cr. 7 Br. 83.2 140' B.D. RT. (21855-J) Pr. U.P.

Br. 83.3 25.5'x23' Slab/A Overpass Conc. Woodier

Pr. Rd. Gr. Xing 507.23

Br. 83.5 Sp. 8'x8'x48' R.C.C. Bx.

OH Clearance

Pr. Rd. Gr. Xing 525.05

Br. 84.0 Sp. 48'x36' Cor. P.

Pr. Rd. Gr. Xing (21857-L)

Br. 84.4 333' B.D. W. Ben. Spans C. Hwy. & Abut. Overpass

Br. 84.5 Sp. 48'x90' Cor. P.

State Hwy 1217

Spillway Bridge Br. 84.8 - 646' B.D. RT. Br. 84.95 - 84' x 83' CNRP Br. 85 x 448' - cont. apron

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

110 - 1955

CHAT 1955

SCREENINGS 1962

(SLIDE)

1989

1989

Slide 58 (l-r)

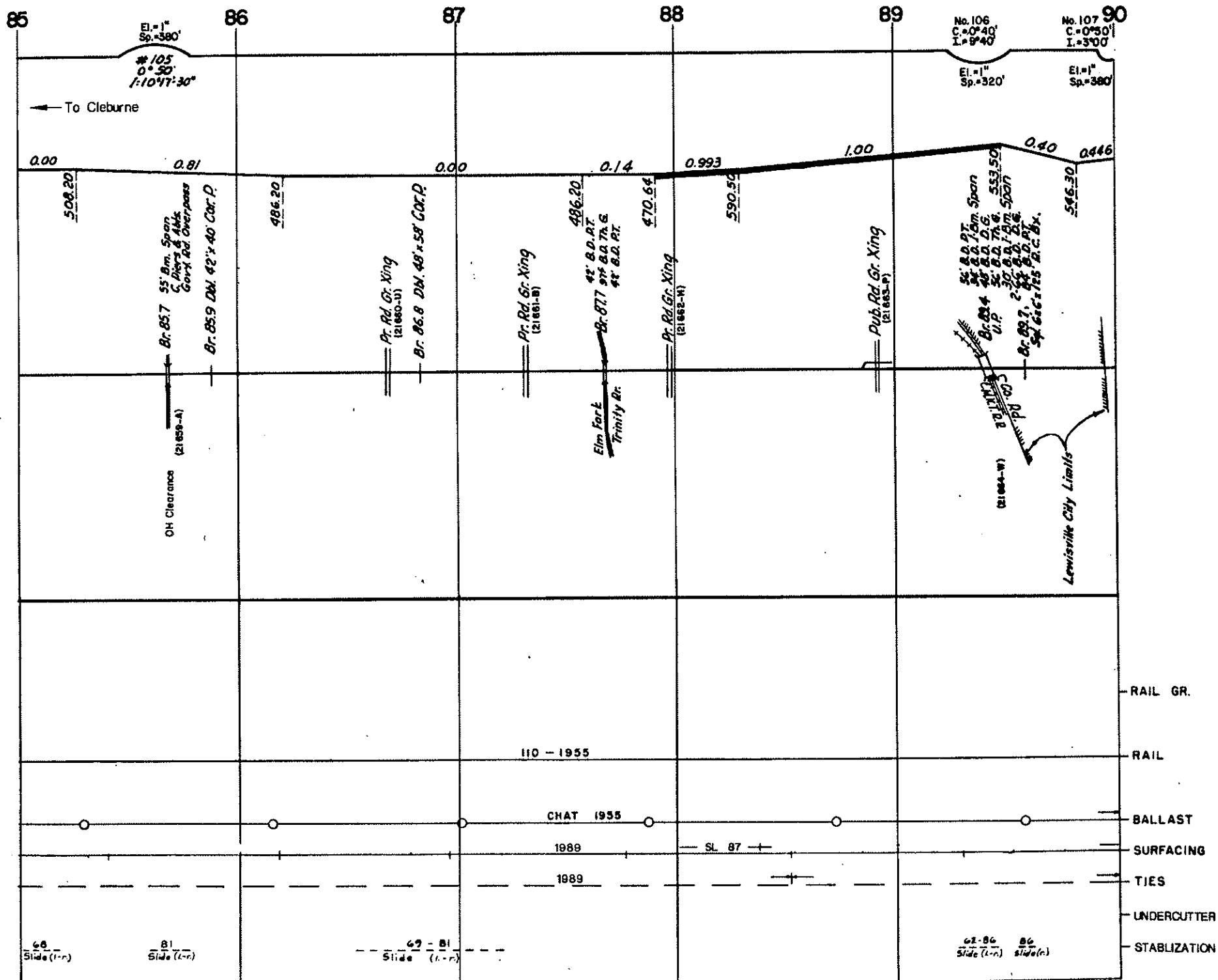
Slide 58 79 - 84 Slide (l-r)

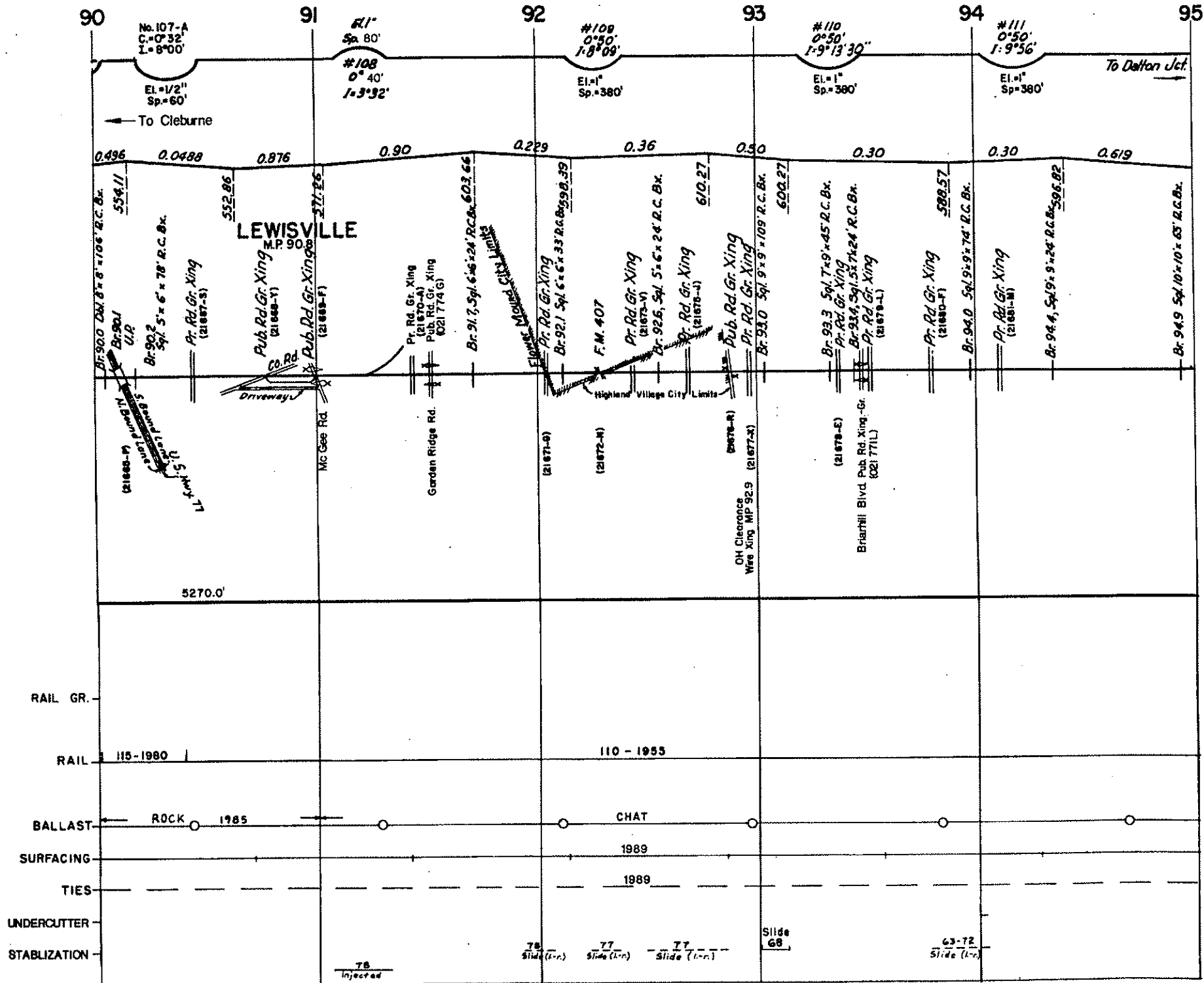
Slide 67 71 Slide (l-r)

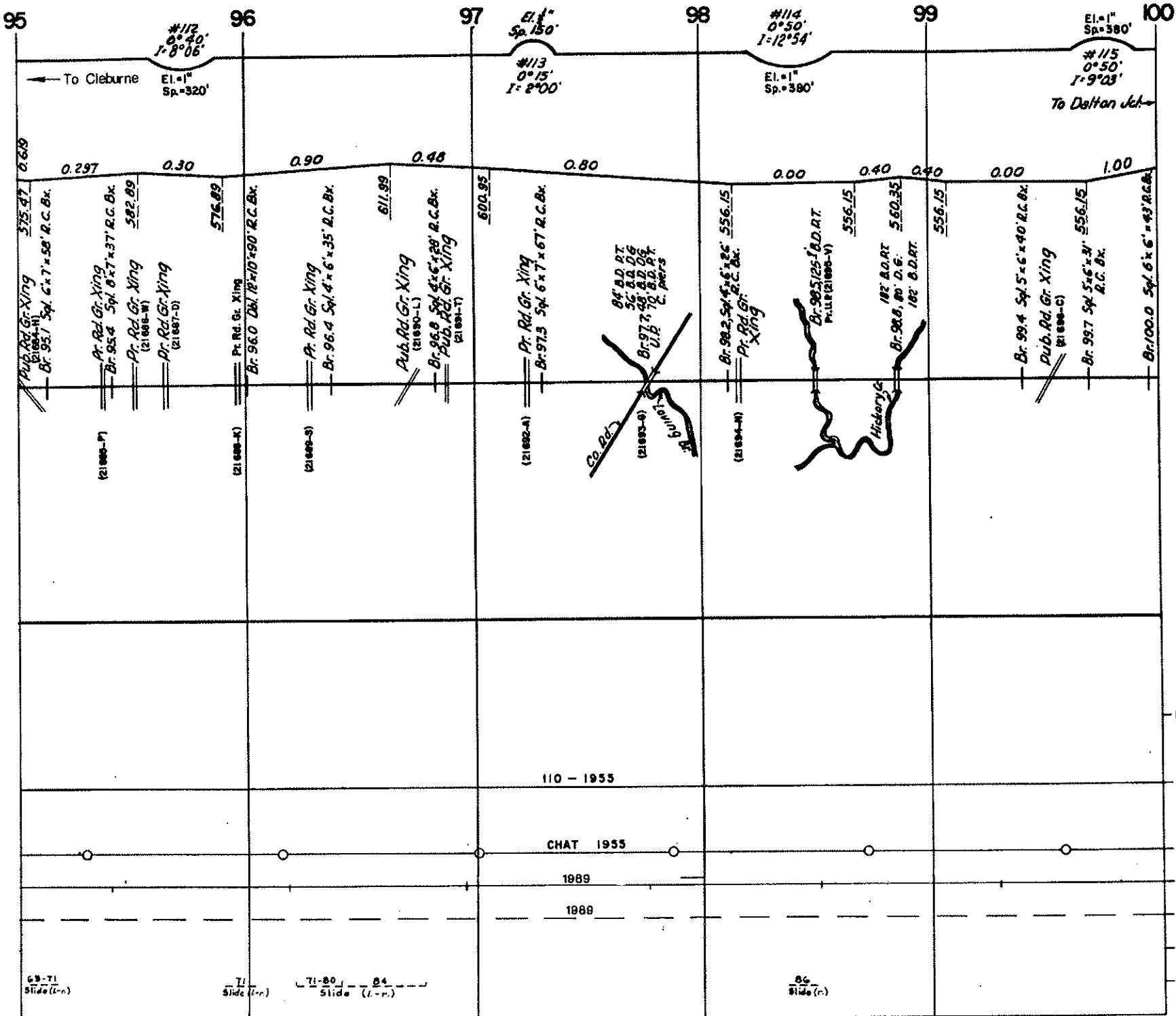
Slide 68 - 84 (l-r)

Slide 86 - 87 slide (r)

Slide 1958





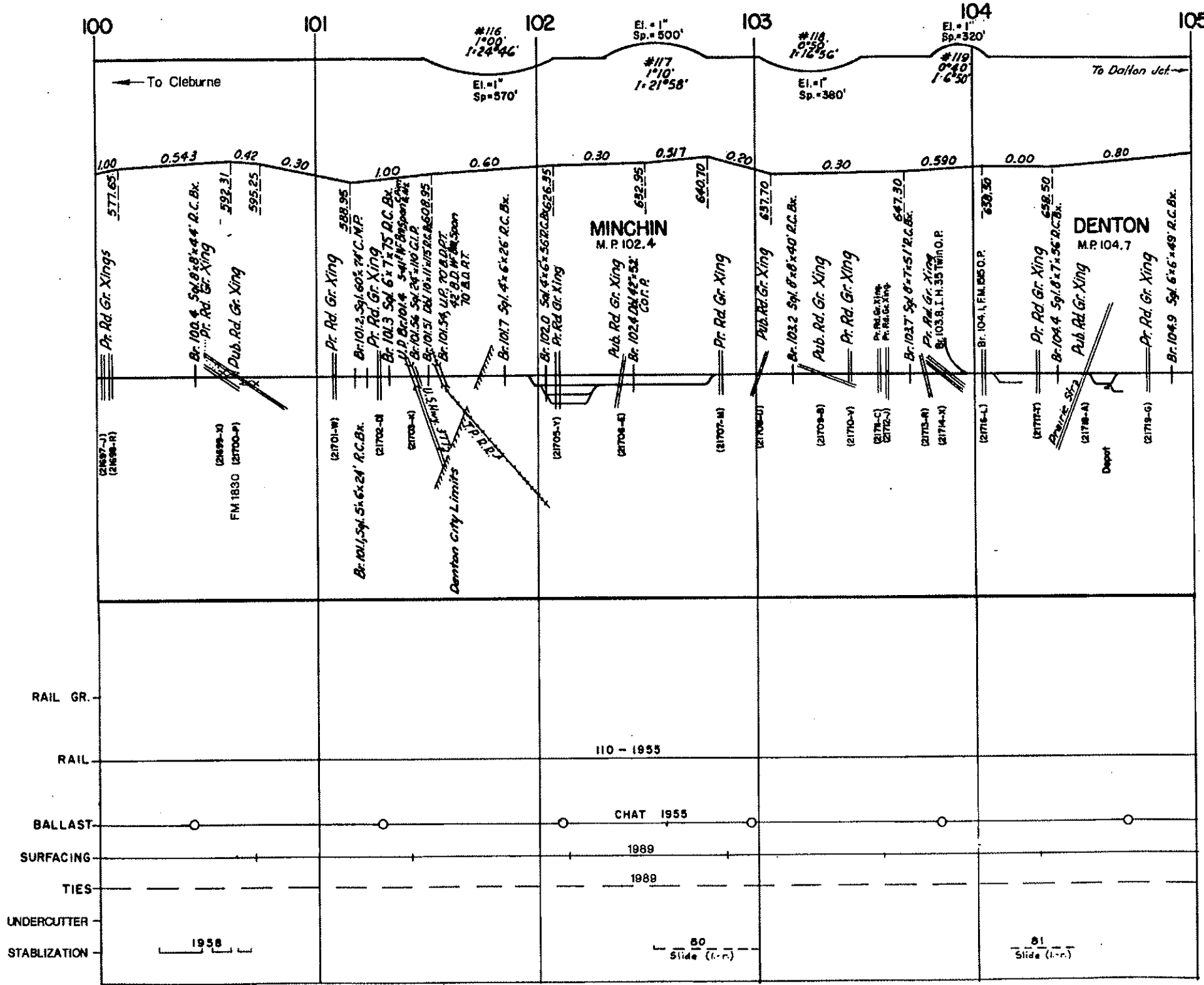


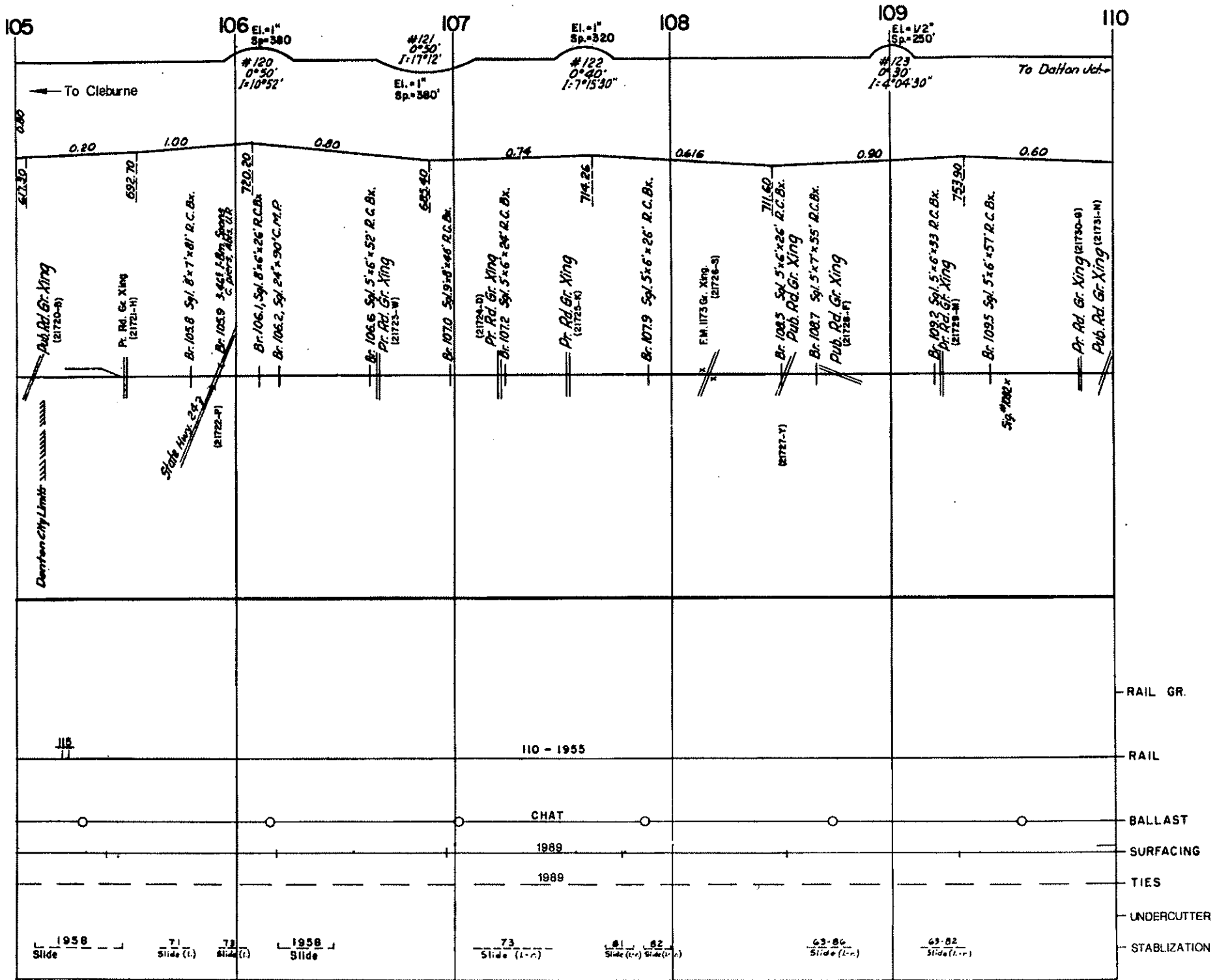
69-71
Slide (r-r)

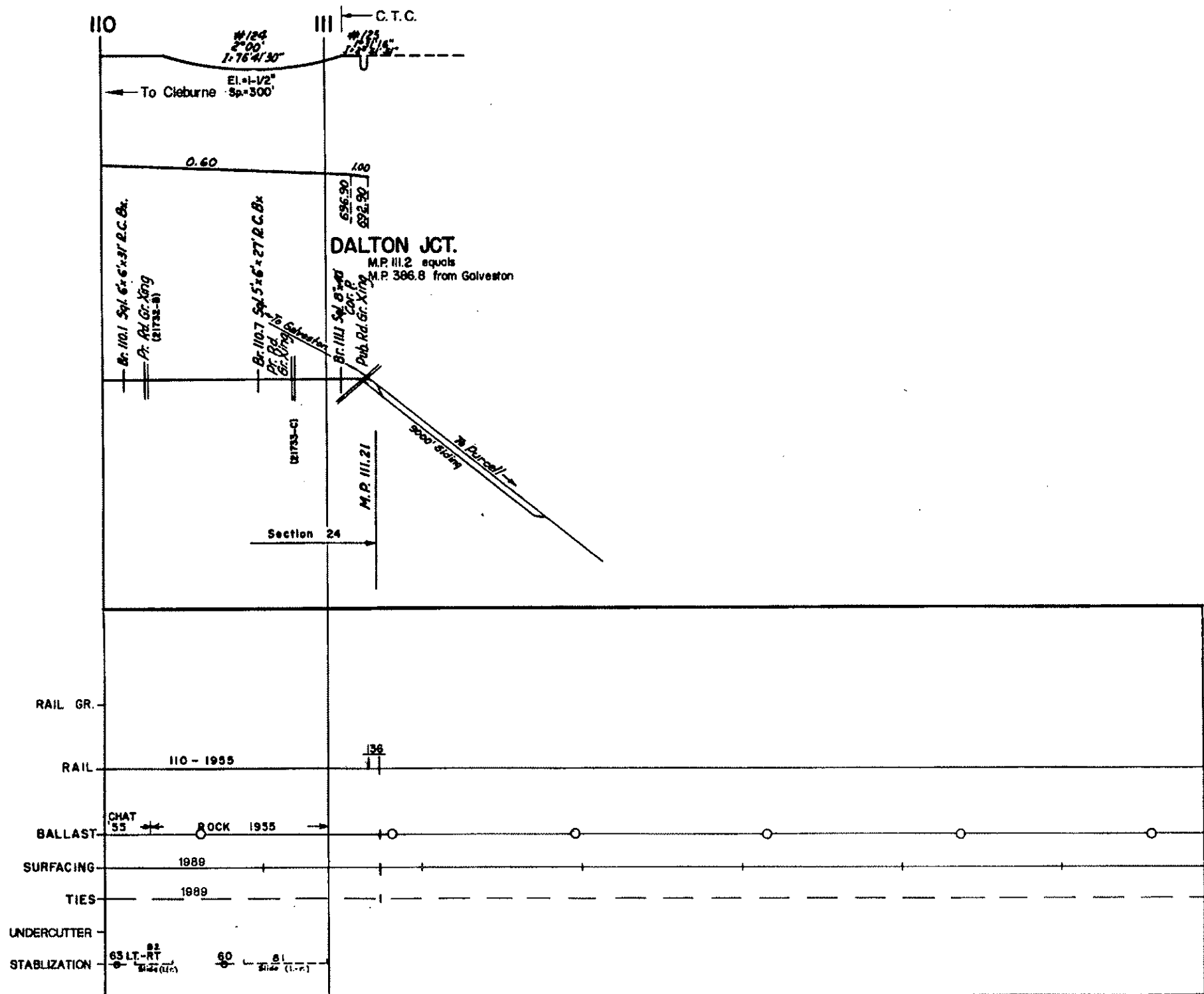
71
Slide (r-r)

71-80
Slide (l-r) B4

86
Slide (r)







Dallas Subdivision

Cleburne (M.P. 0.0) to Dallas (M.P. 111.2)