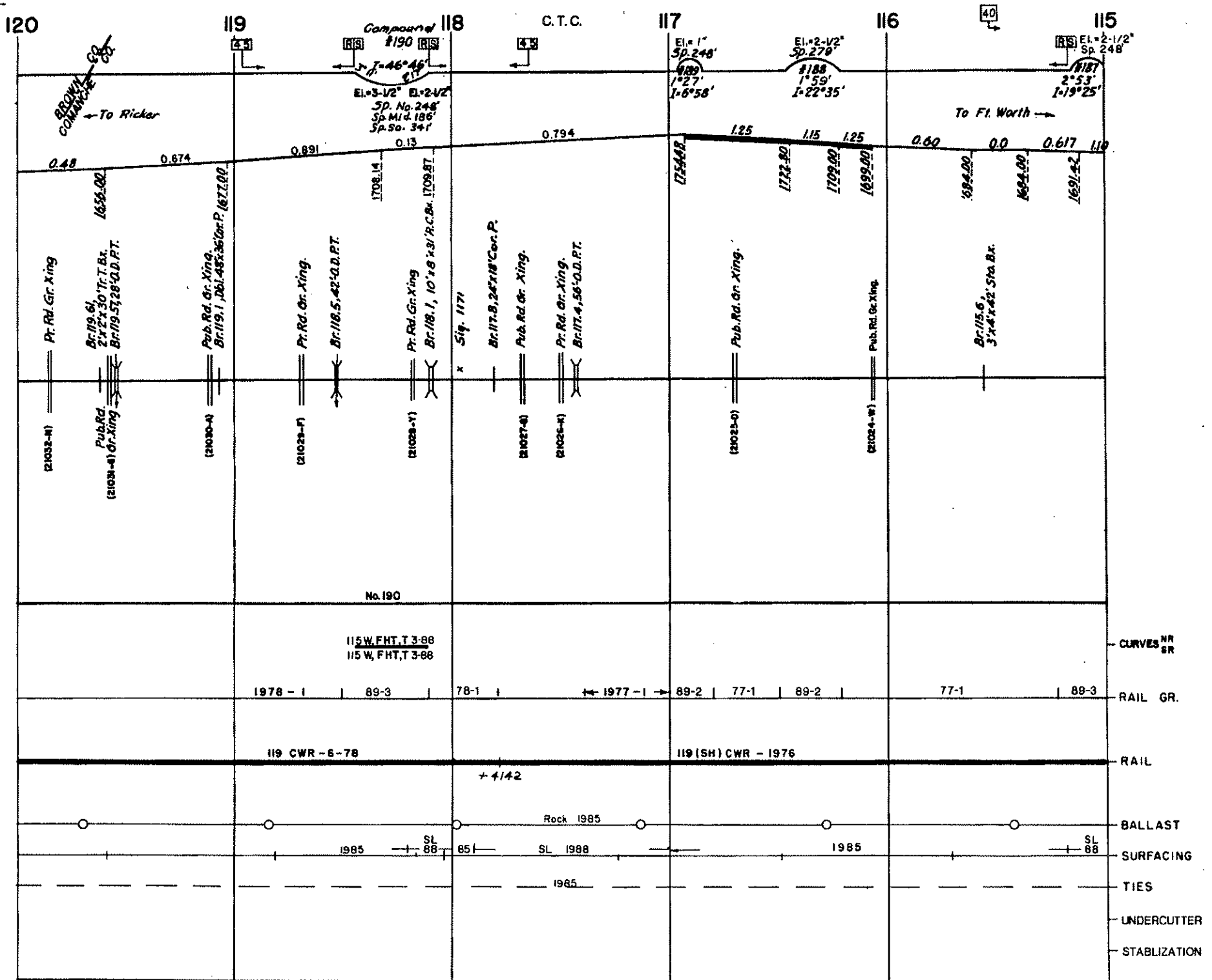
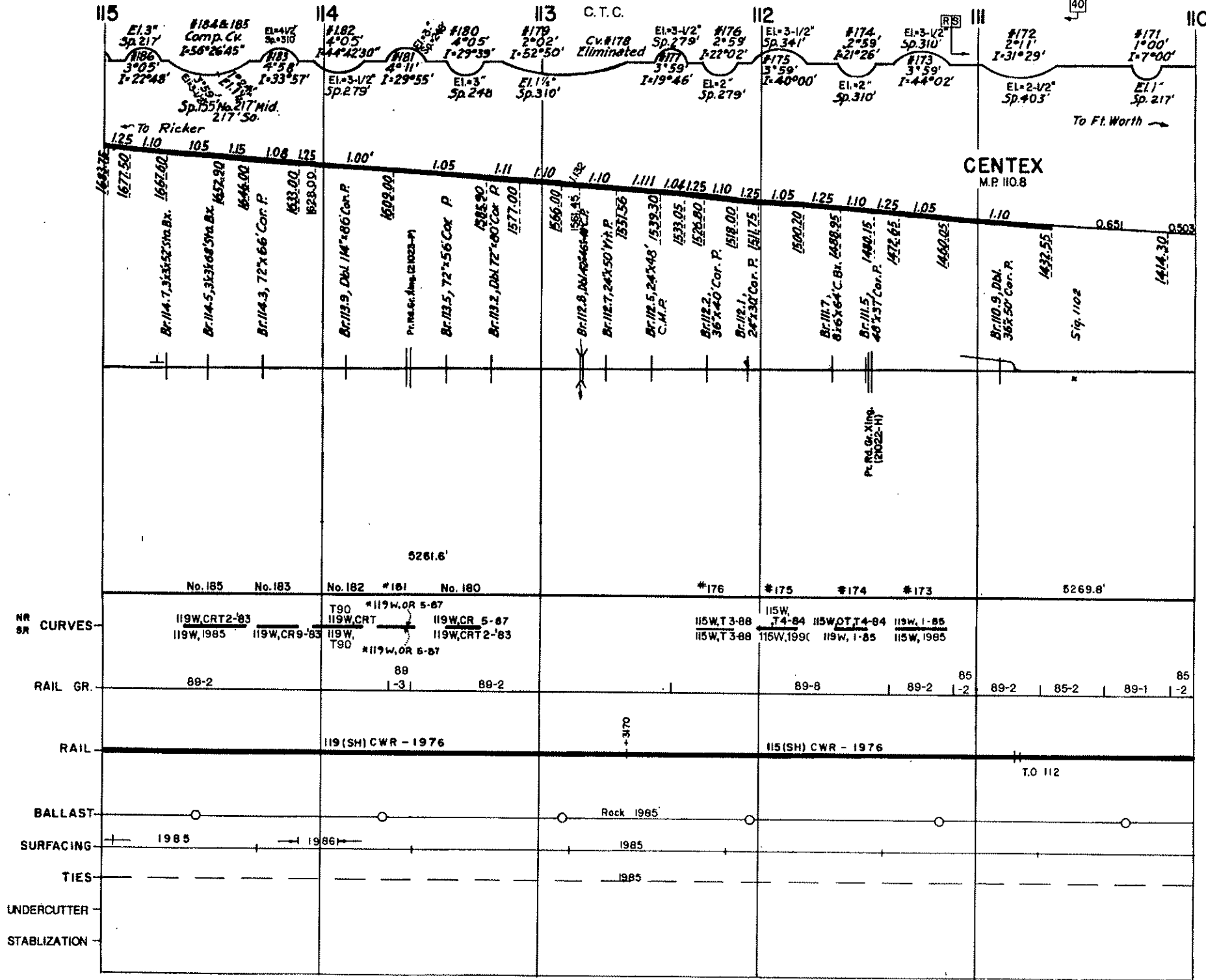


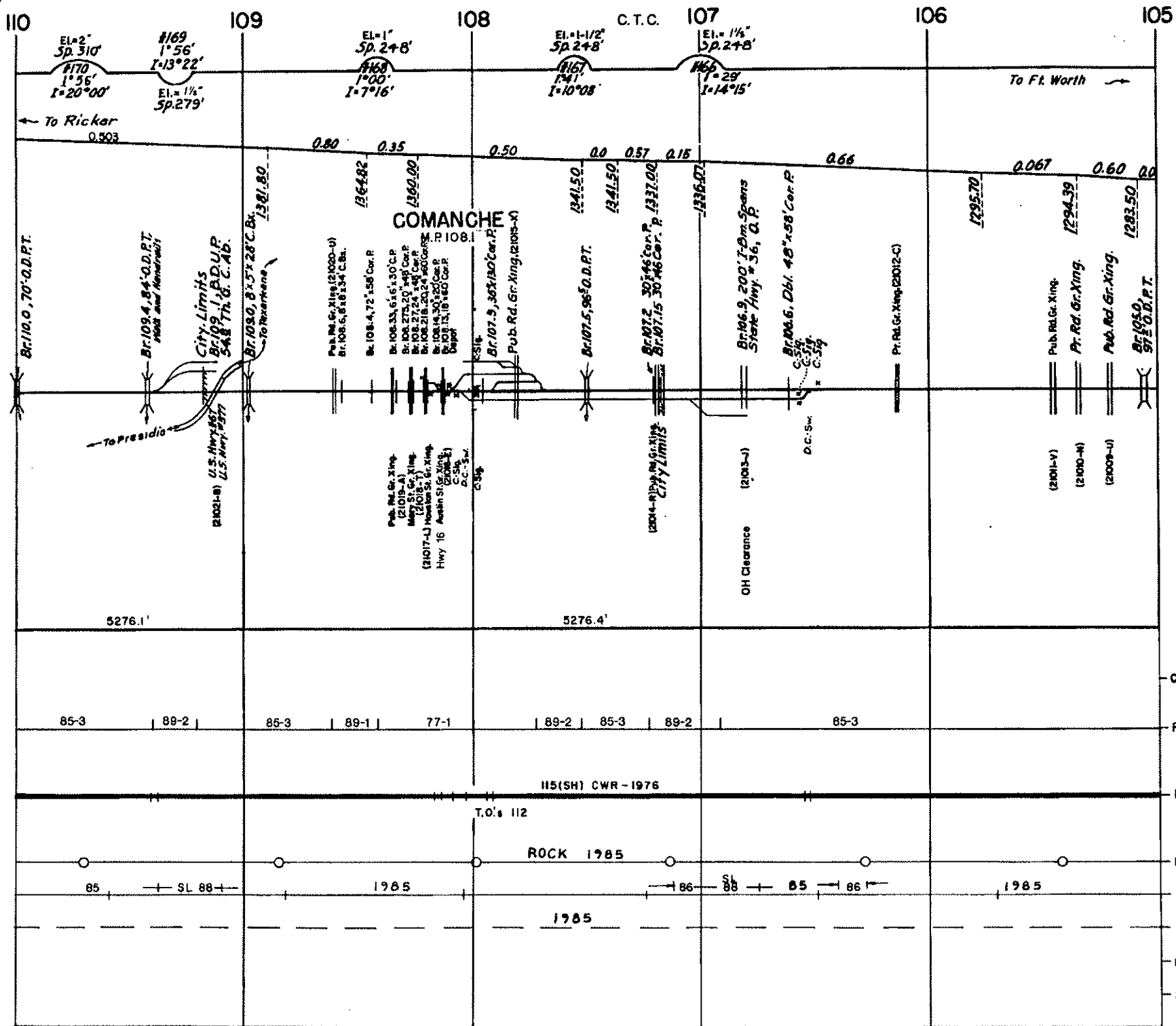
Section 31 ← Section 34

|               |              |      |            |      |            |      |      |               |      |            |      |            |      |            |      |            |  |
|---------------|--------------|------|------------|------|------------|------|------|---------------|------|------------|------|------------|------|------------|------|------------|--|
|               | No. 198      |      | No. 197    |      | No. 196    |      |      | No. 195 - 194 |      | No. 193    |      | 5273.9'    |      | No. 192    |      | No. 191    |  |
| NR CURVES     | FHT<br>FHT   |      | FHT<br>FHT |      | FHT<br>FHT |      |      | FHT<br>FHT    |      | FHT<br>FHT |      | FHT<br>FHT |      | FHT<br>FHT |      | FHT<br>FHT |  |
| RAIL GR.      | 78-1         | 89-1 | 78-1       | 89-1 | 78-1       | 89-1 | 78-1 | 89-6          | 78-1 | 89         | 78-1 | 89-2       | 78-1 | 89-2       | 78-1 | 89-1       |  |
| RAIL          | 119 CWR-6-78 |      |            |      |            |      |      |               |      |            |      |            |      |            |      |            |  |
| BALLAST       | Rock 1985    |      |            |      |            |      |      |               |      |            |      |            |      |            |      |            |  |
| SURFACING     | 1985         |      |            |      |            |      |      |               |      |            |      |            |      |            |      |            |  |
| TIES          | 1985         |      |            |      |            |      |      |               |      |            |      |            |      |            |      |            |  |
| UNDERCUTTER   |              |      |            |      |            |      |      |               |      |            |      |            |      |            |      |            |  |
| STABILIZATION |              |      |            |      |            |      |      |               |      |            |      |            |      |            |      |            |  |

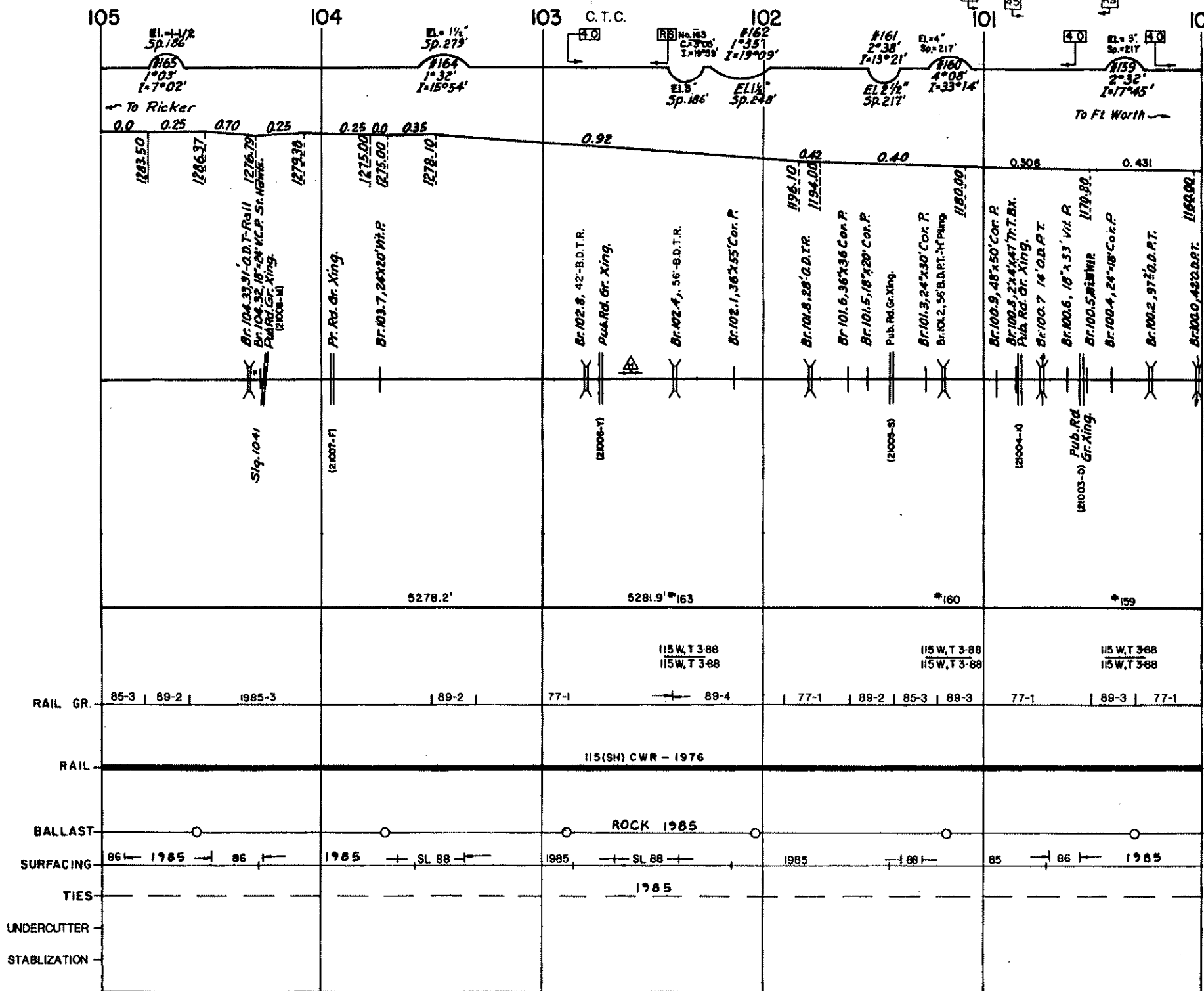


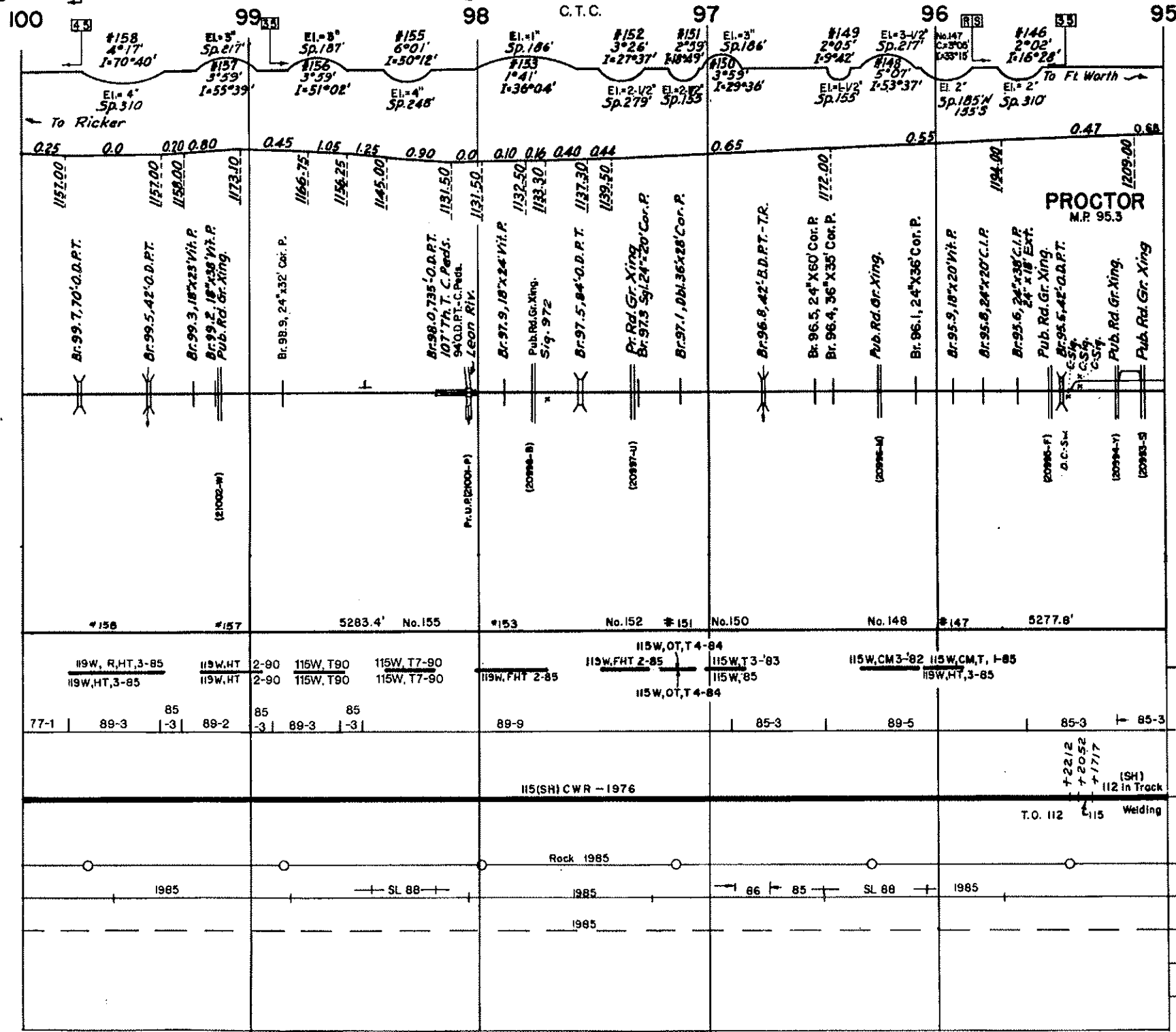


REVISED 3-1991



CURVES NR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION





PROCTOR  
M.R. 95.3

CURVES  
NR  
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

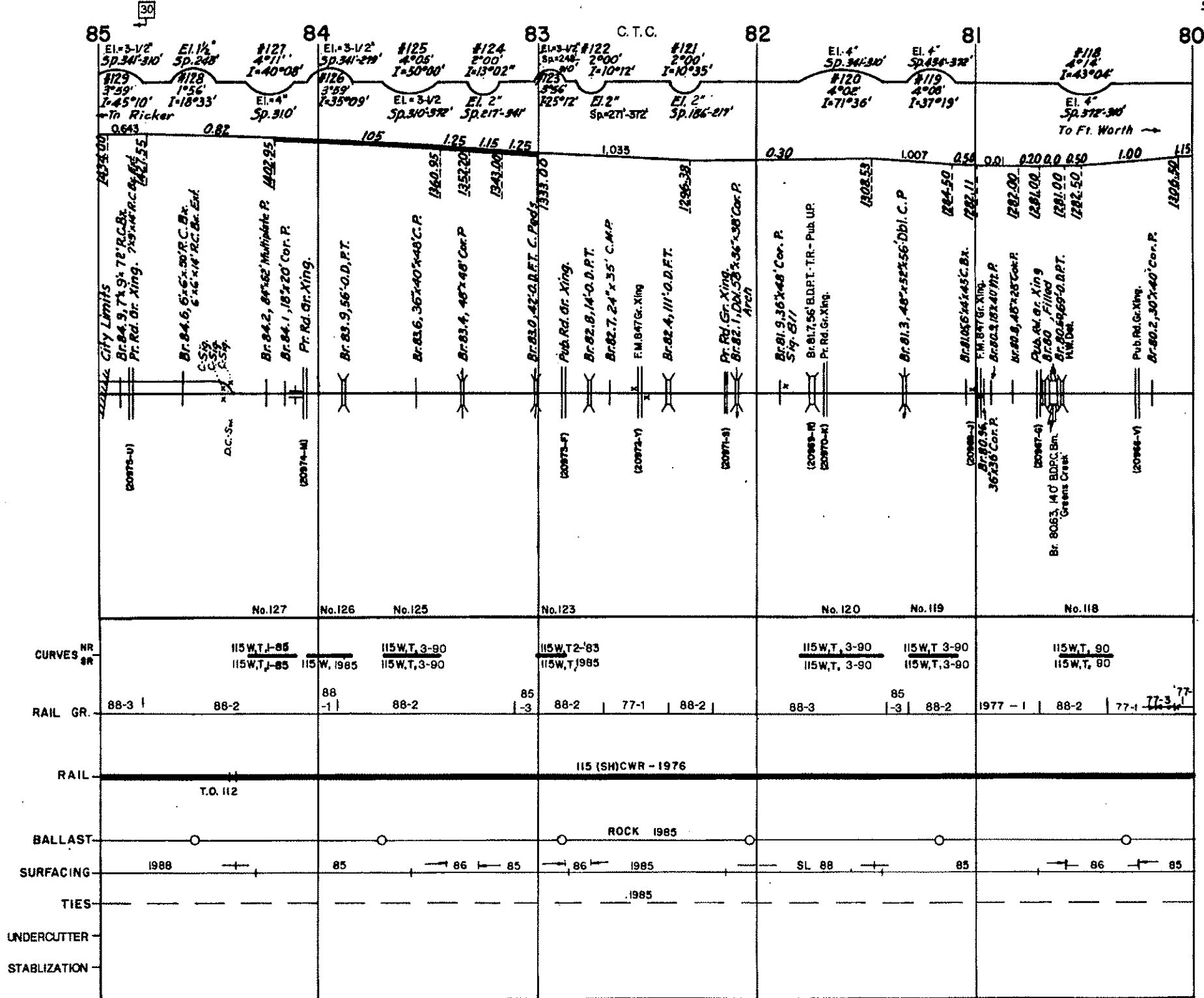
UNDERCUTTER

STABILIZATION

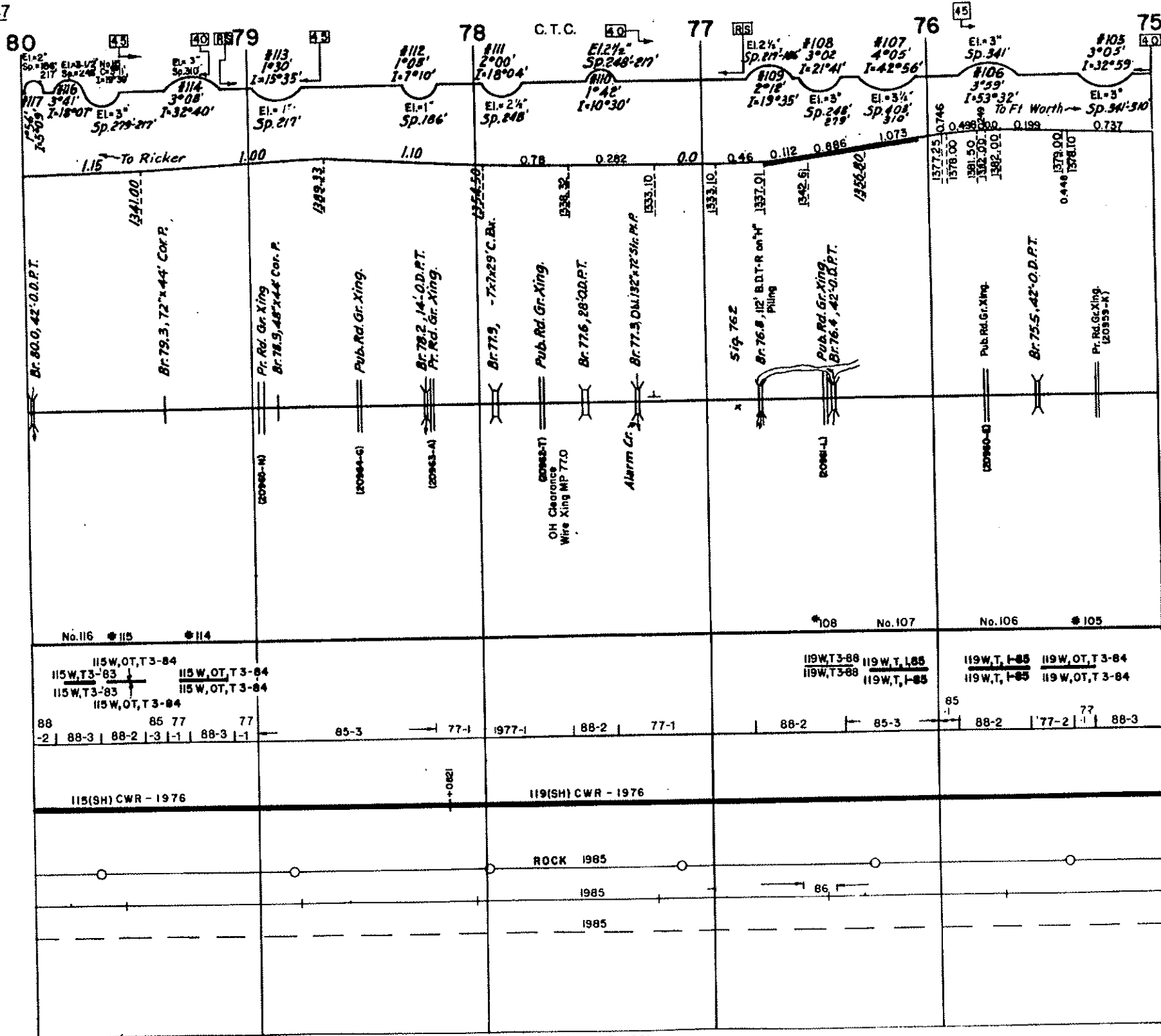


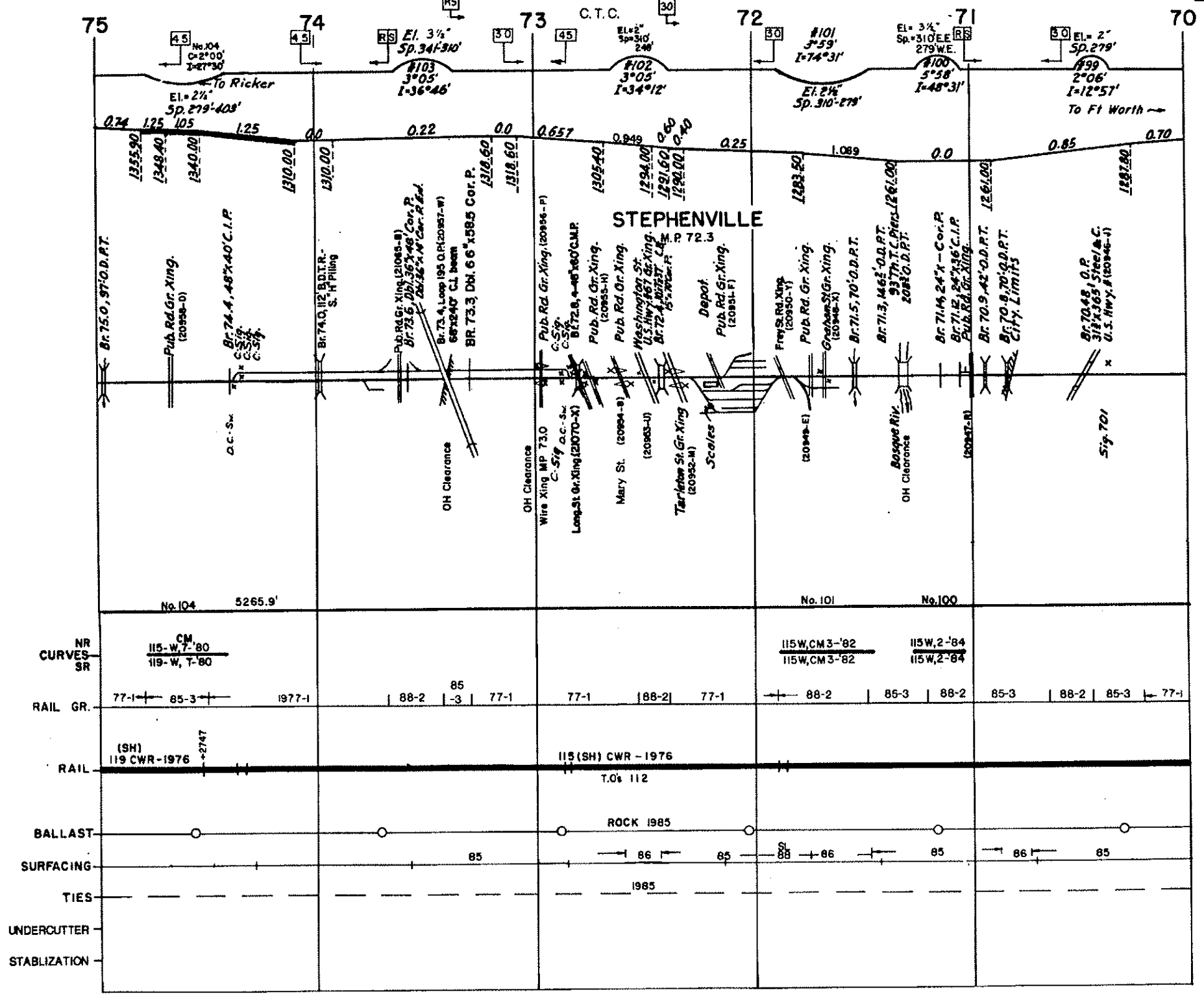


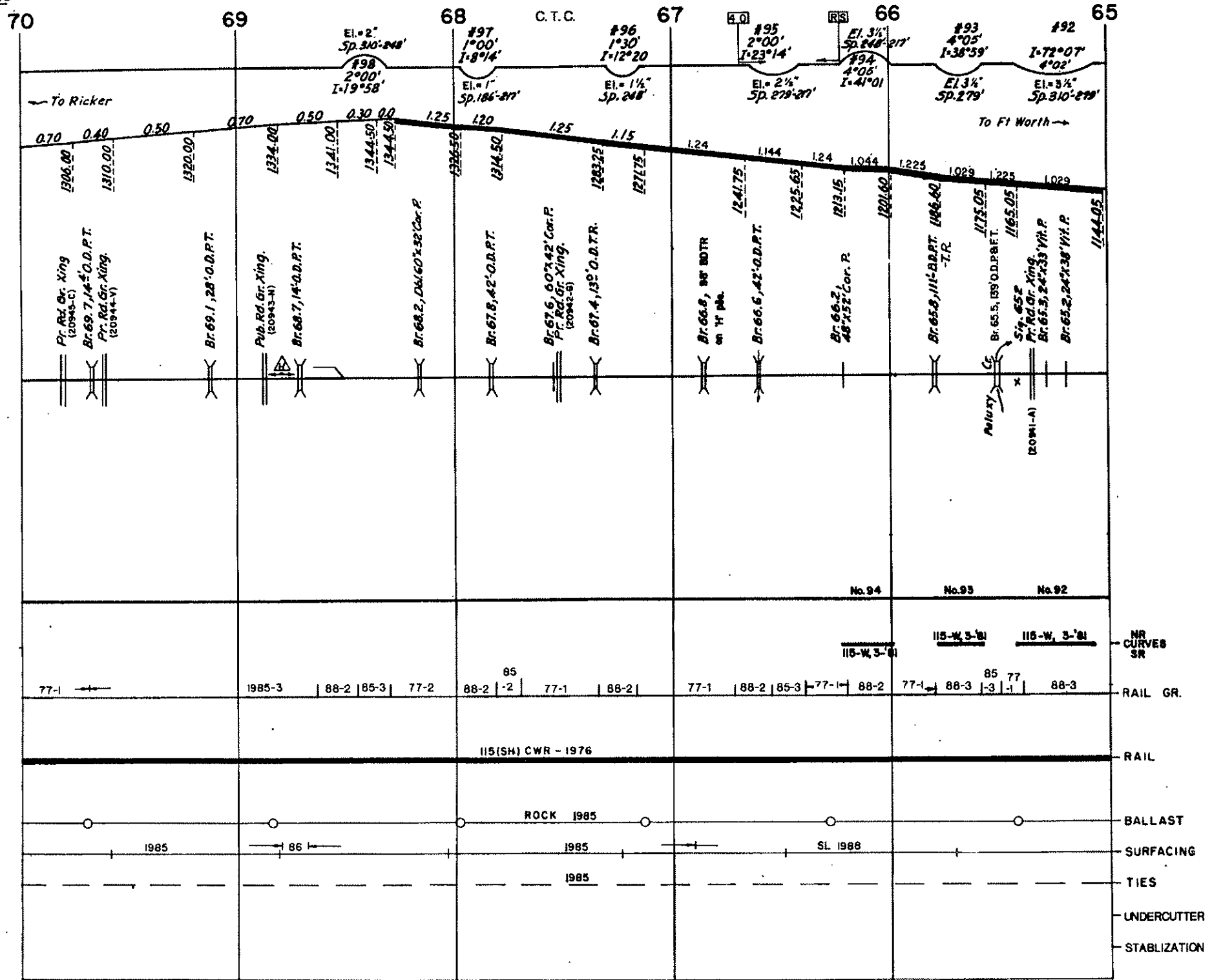


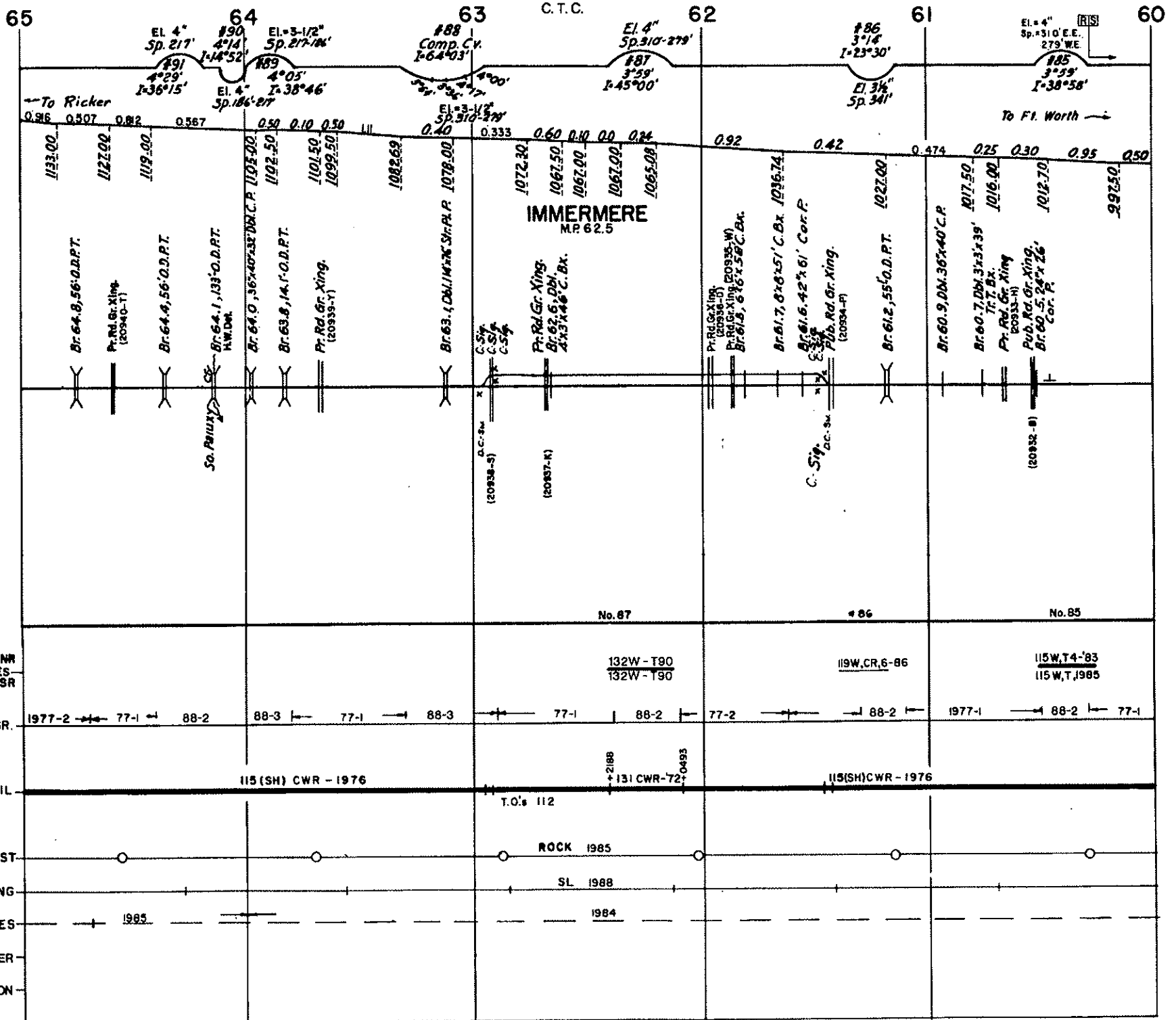


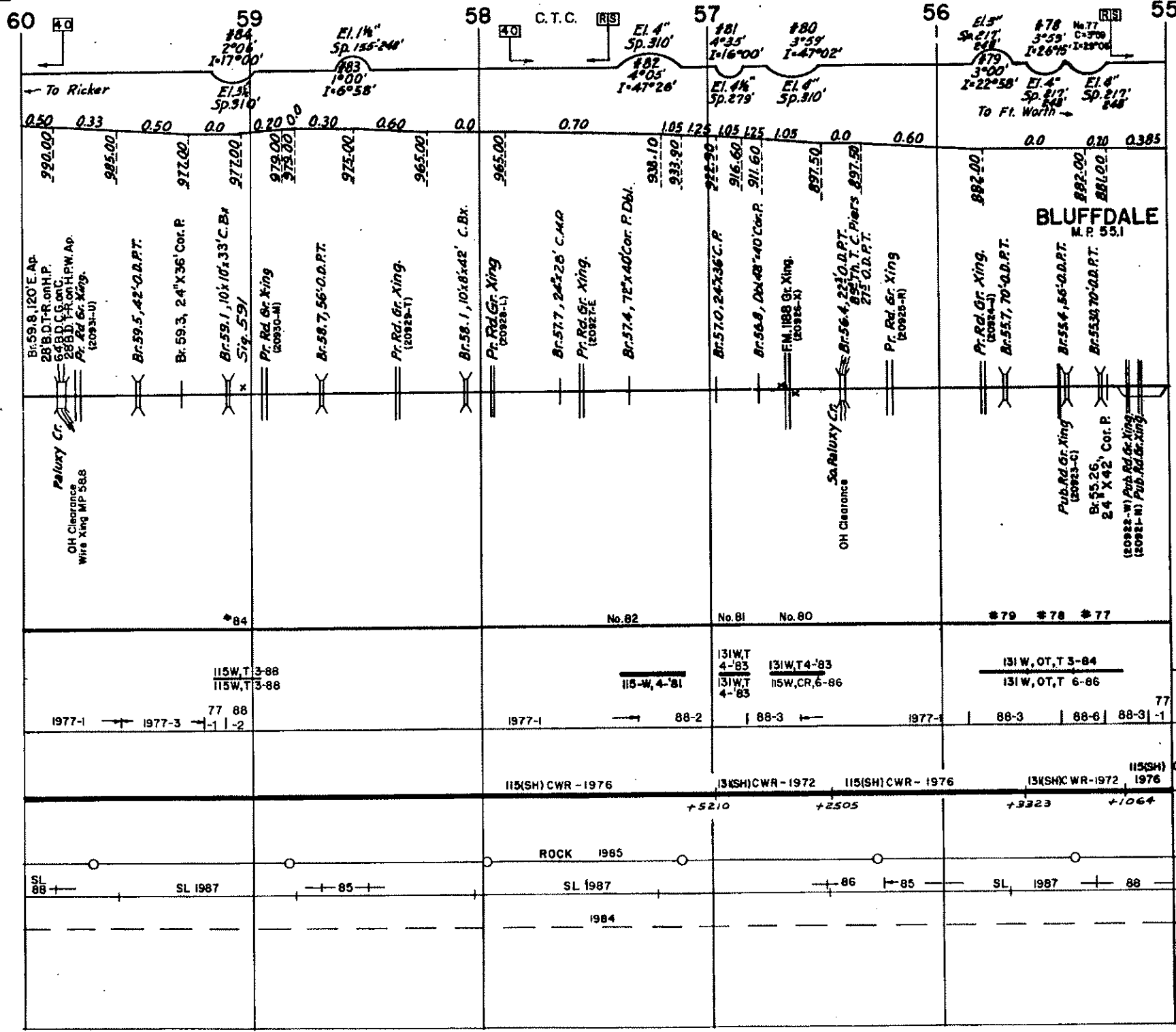
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|---------------|--------------------------|------|------------|------|------------------------------|------|----------------------------|------|------------------------------|------|------------------------------|--------|--------------------------|----------------------|
|               | No. 127                  |      | No. 126    |      | No. 125                      |      | No. 123                    |      | No. 120                      |      | No. 119                      |        | No. 118                  |                      |
| CURVES        | 115W,T, 85<br>115W,T, 85 |      | 115W, 1985 |      | 115W,T, 3-90<br>115W,T, 3-90 |      | 115W,T, 83<br>115W,T, 1985 |      | 115W,T, 3-90<br>115W,T, 3-90 |      | 115W,T, 3-90<br>115W,T, 3-90 |        | 115W,T, 90<br>115W,T, 80 |                      |
| RAIL GR.      | 88-3                     | 88-2 | 88-1       | 88-2 | 85-3                         | 88-2 | 77-1                       | 88-2 | 88-3                         | 85-3 | 88-2                         | 1977-1 | 88-2                     | 77-1<br>77-3<br>77-4 |
| RAIL          | T.O. 112                 |      |            |      |                              |      |                            |      |                              |      |                              |        |                          |                      |
| BALLAST       | ROCK 1985                |      |            |      |                              |      |                            |      |                              |      |                              |        |                          |                      |
| SURFACING     | 1988                     |      | 85         | 86   | 85                           | 86   | 1985                       |      | SL 88                        |      | 85                           |        | 86                       | 85                   |
| TIES          | 1985                     |      |            |      |                              |      |                            |      |                              |      |                              |        |                          |                      |
| UNDERCUTTER   |                          |      |            |      |                              |      |                            |      |                              |      |                              |        |                          |                      |
| STABILIZATION |                          |      |            |      |                              |      |                            |      |                              |      |                              |        |                          |                      |



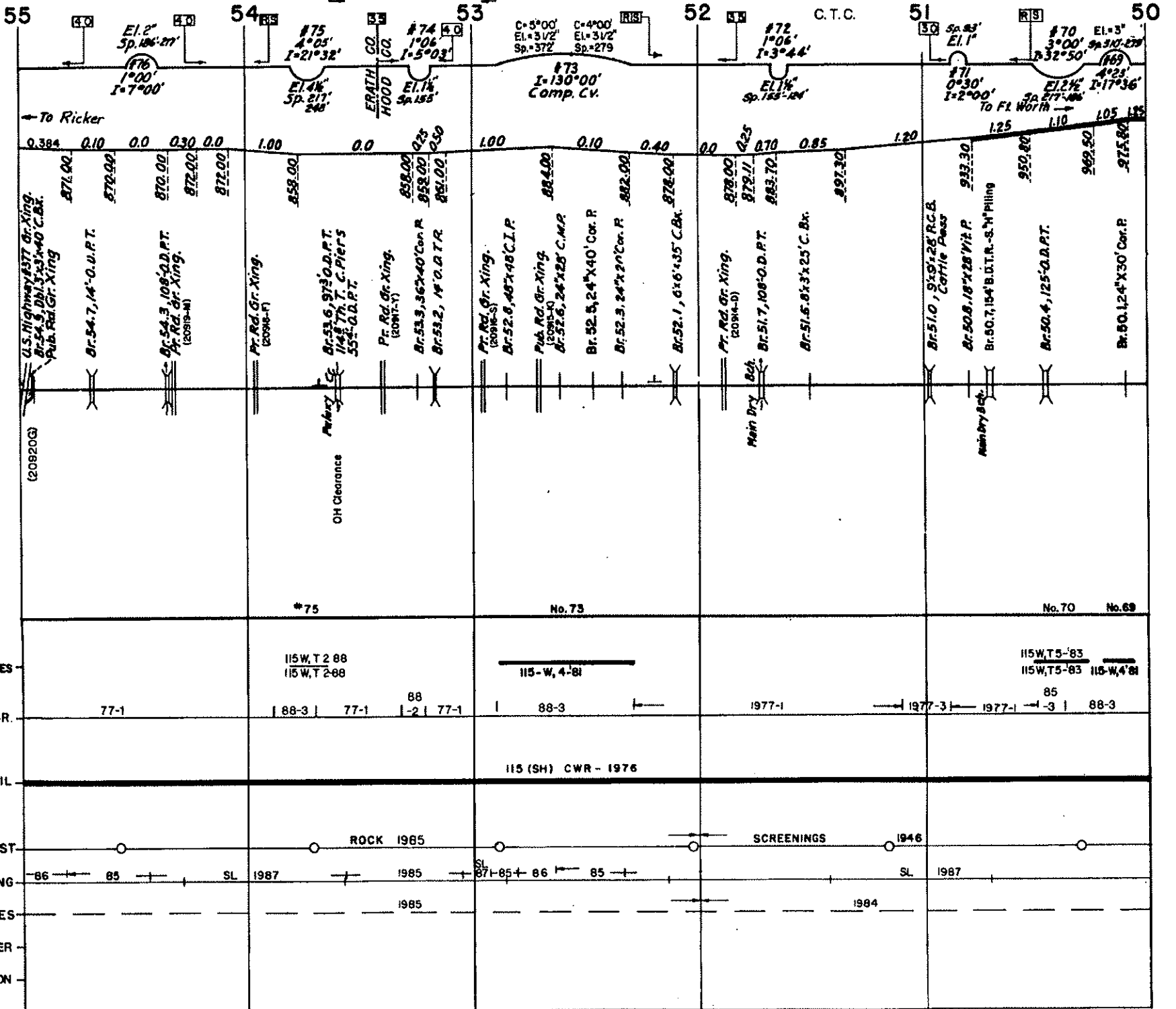




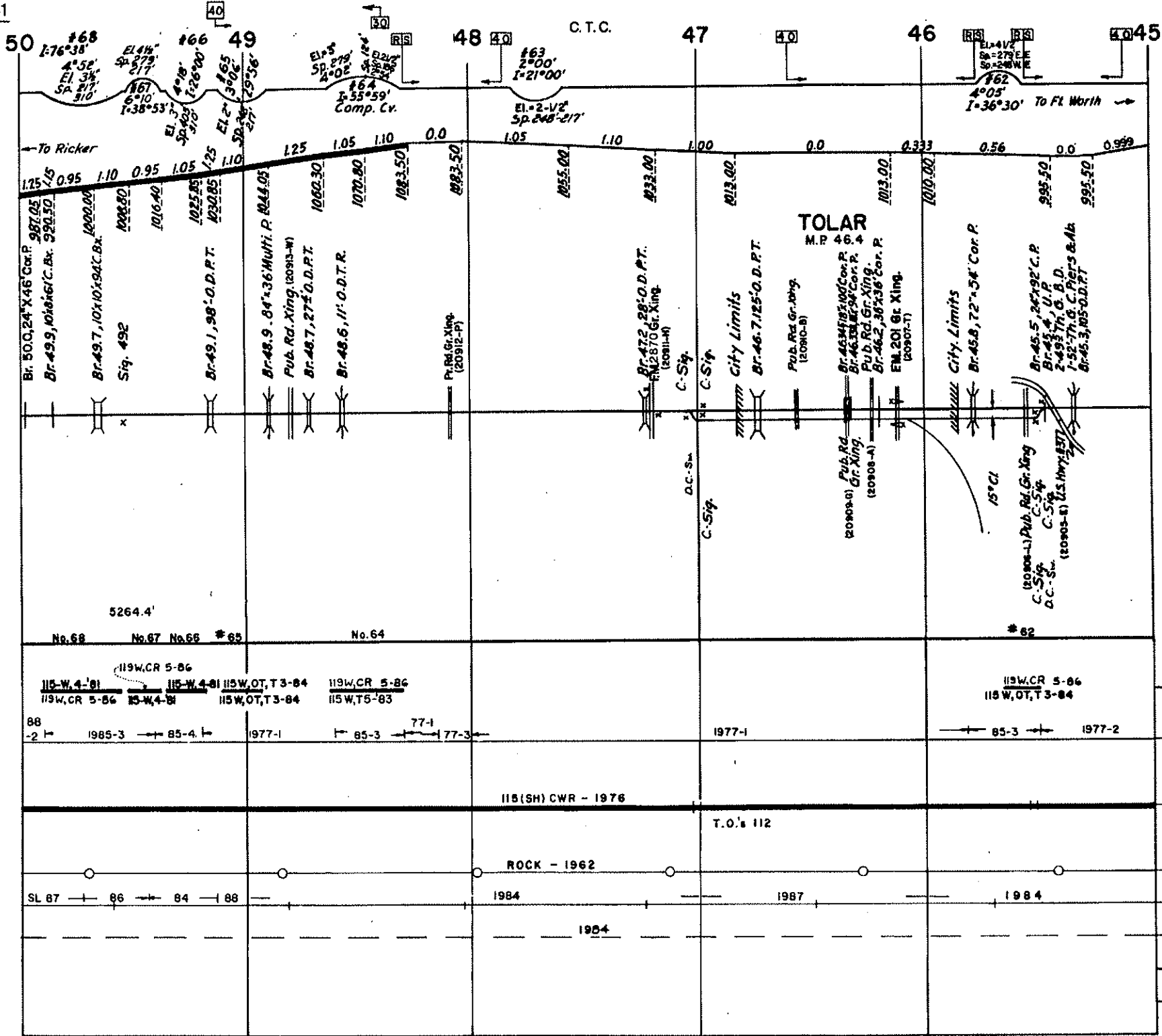






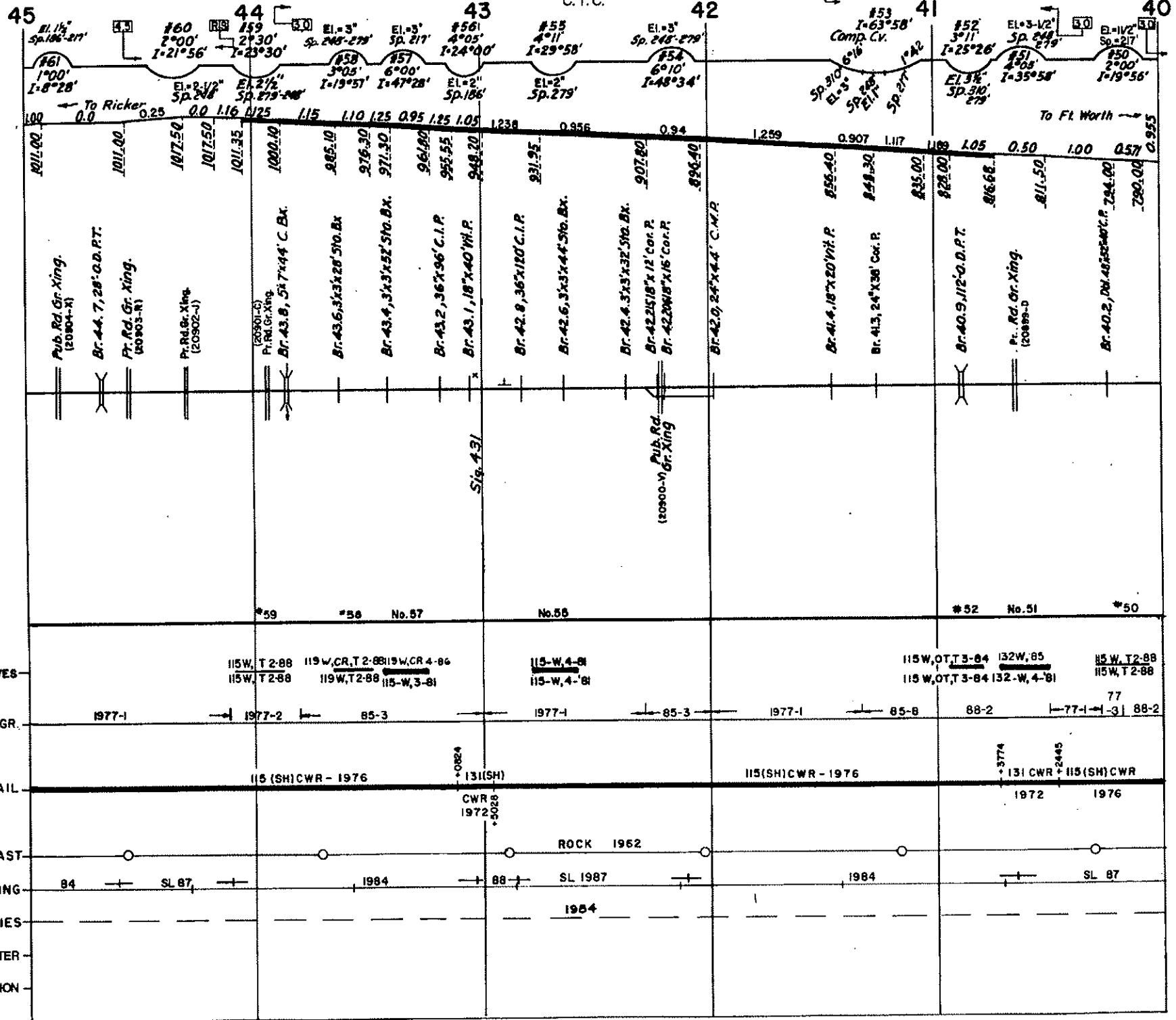


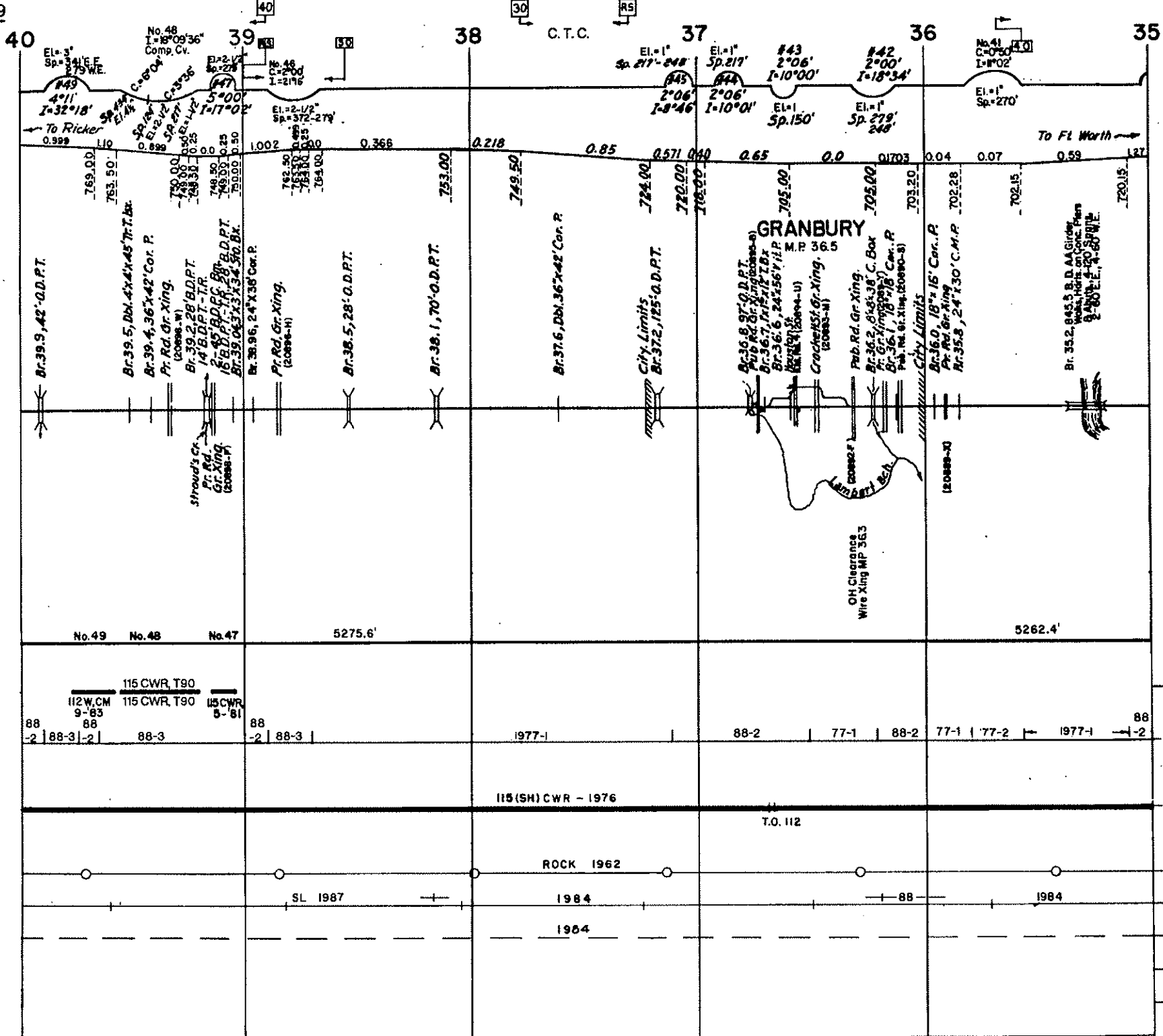
|               |      |      |         |           |       |                     |                 |         |        |
|---------------|------|------|---------|-----------|-------|---------------------|-----------------|---------|--------|
|               |      |      |         |           |       |                     |                 |         |        |
| NR SR CURVES  |      |      |         |           |       |                     |                 |         |        |
| RAIL GR.      | 77-1 | 88-3 | 77-1    | 88        | 77-1  | 88-3                | 1977-1          | 1977-3  | 1977-1 |
| RAIL          |      |      |         |           |       | 115 (SH) CWR - 1976 |                 |         |        |
| BALLAST       |      |      |         | ROCK 1985 |       |                     | SCREENINGS 1946 |         |        |
| SURFACING     | 86   | 85   | SL 1987 | 1985      | 87-85 | 86                  | 85              | SL 1987 |        |
| TIES          |      |      |         | 1985      |       |                     | 1984            |         |        |
| UNDERCUTTER   |      |      |         |           |       |                     |                 |         |        |
| STABILIZATION |      |      |         |           |       |                     |                 |         |        |

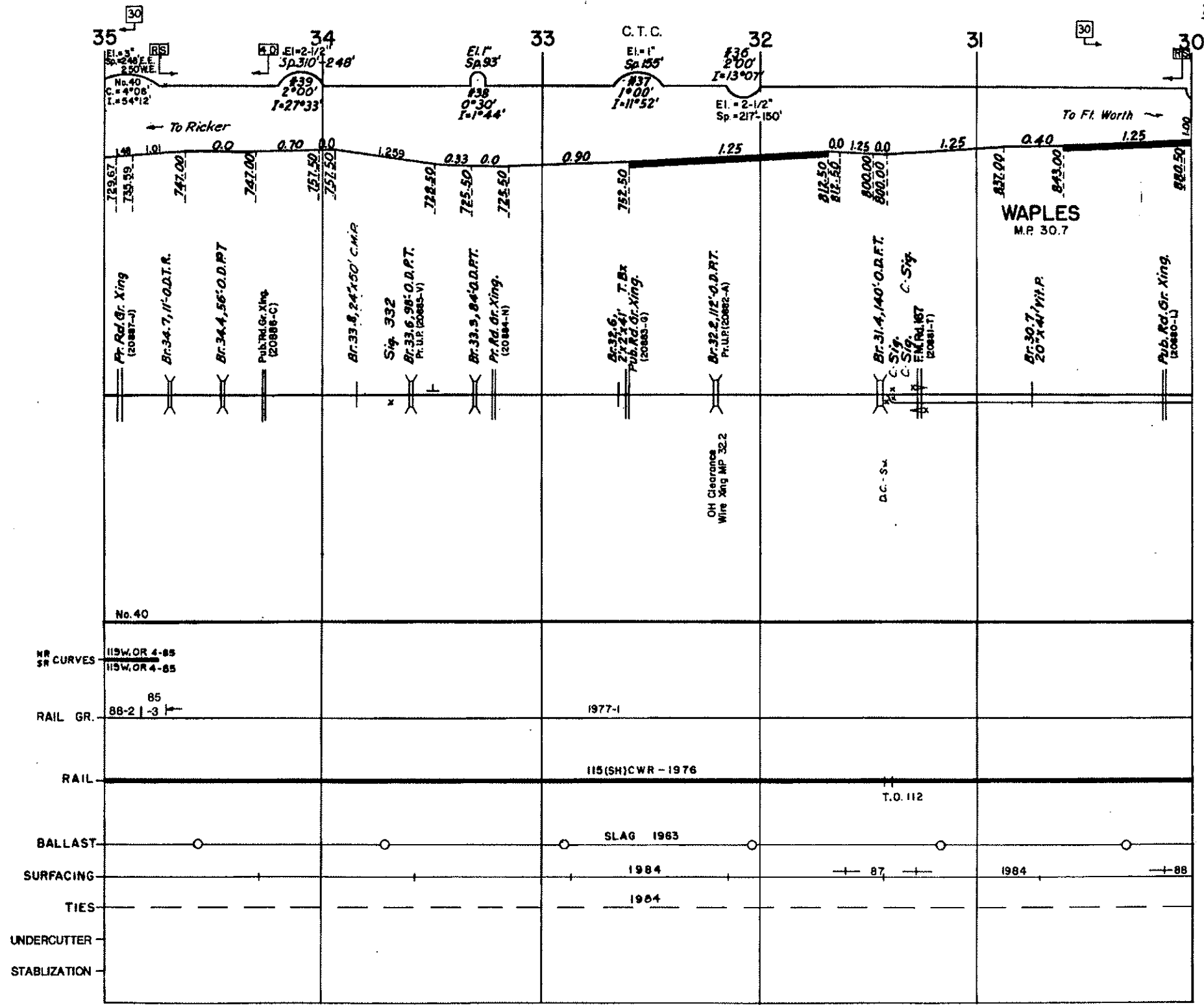


CURVES NR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

C.T.C.







35

34

33

C.T.C.

32

31

30

EI = 2-1/2"  
 Sp = 310'  
 I = 27°33'  
 No. 40  
 C = 4'08"  
 I = 54°12'

EI = 2-1/2"  
 Sp = 310'  
 I = 27°33'

EI = 1"  
 Sp = 155'  
 I = 11°52'

EI = 1"  
 Sp = 155'  
 I = 13°07'

EI = 2-1/2"  
 Sp = 217'-150'  
 I = 13°07'

To Ricker

To Ft. Worth

1.00 0.00 0.70 0.00 1.259 0.33 0.00 0.90 1.25 0.00 1.25 0.00 1.25 0.40 1.25 1.00

729.67  
 735.99  
 747.00  
 747.00  
 757.50  
 757.50  
 728.50  
 725.50  
 725.50  
 752.50  
 812.50  
 812.50  
 800.00  
 800.00  
 827.00  
 843.00  
 880.50

WAPLES  
M.P. 50.7

Pr. Rd. Gr. Xing (20887-J)  
 Br. 34.7, 11'-O.D.T.R.  
 Br. 34.4, 56'-O.D.P.T.  
 Pub. Rd. Gr. Xing (20888-C)  
 Br. 33.8, 24'-x-50' C.M.R.  
 Sig. 332  
 Br. 33.6, 98'-O.D.P.T.  
 Pr. Rd. Gr. Xing (20889-N)  
 Br. 33.9, 84'-O.D.P.T.  
 Pr. Rd. Gr. Xing (20889-O)  
 T. Bx (20889-O)  
 Pub. Rd. Gr. Xing (20891-T)  
 Br. 32.2, 112'-O.D.P.T.  
 Br. 31.4, 140'-O.D.P.T.  
 Br. 30.7, 20'-x-44' W.P.P.  
 Pub. Rd. Gr. Xing (20890-L)

OH Clearances  
Wire Xing MP 32.2

O.C. - Sx

No. 40

NR  
SR CURVES  
115W, OR 4-85  
115W, OR 4-85

RAIL GR.  
85  
88-2 | -3

1977-1

RAIL  
115(SH)CWR - 1976

T.O. 112

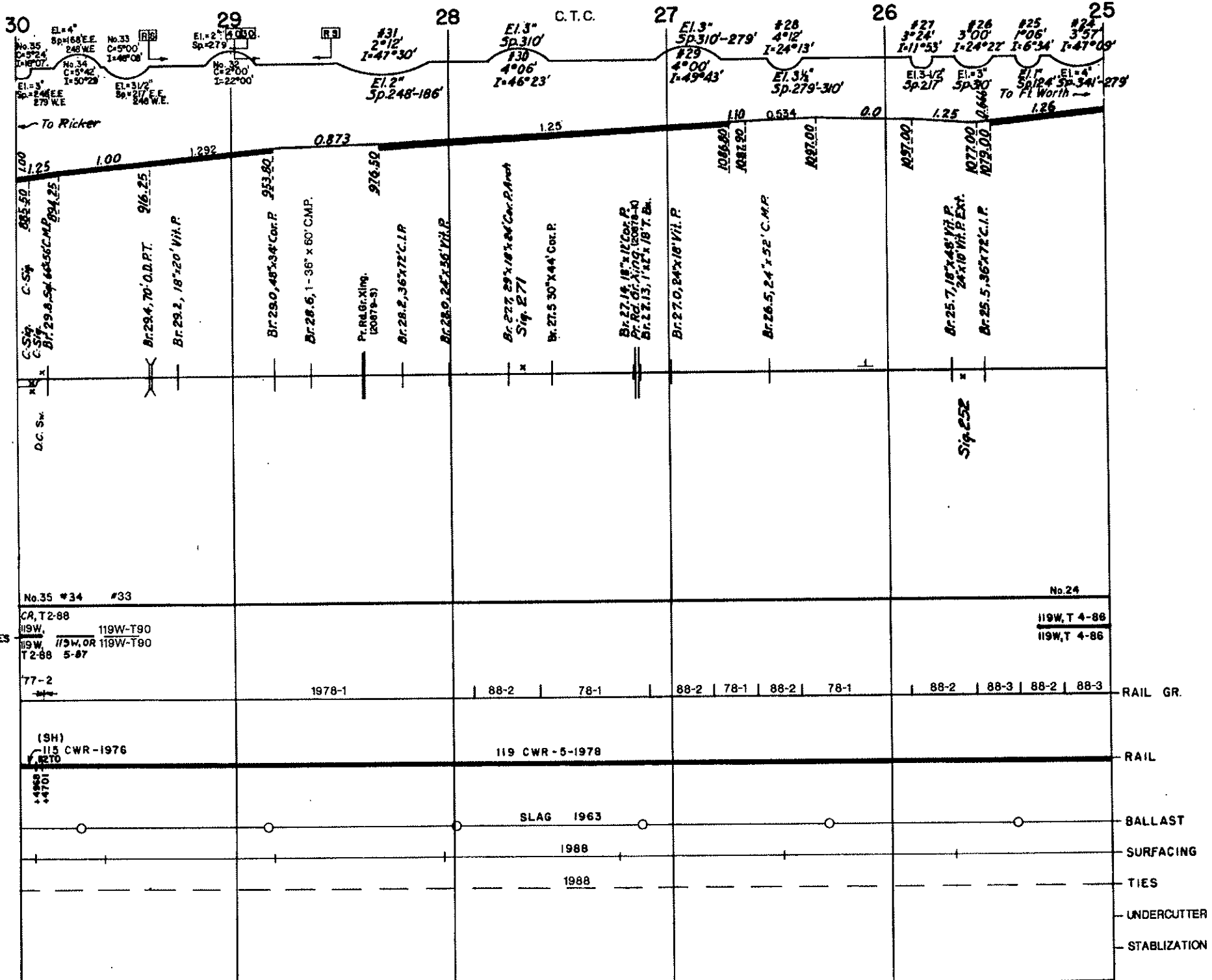
BALLAST  
SLAG 1963

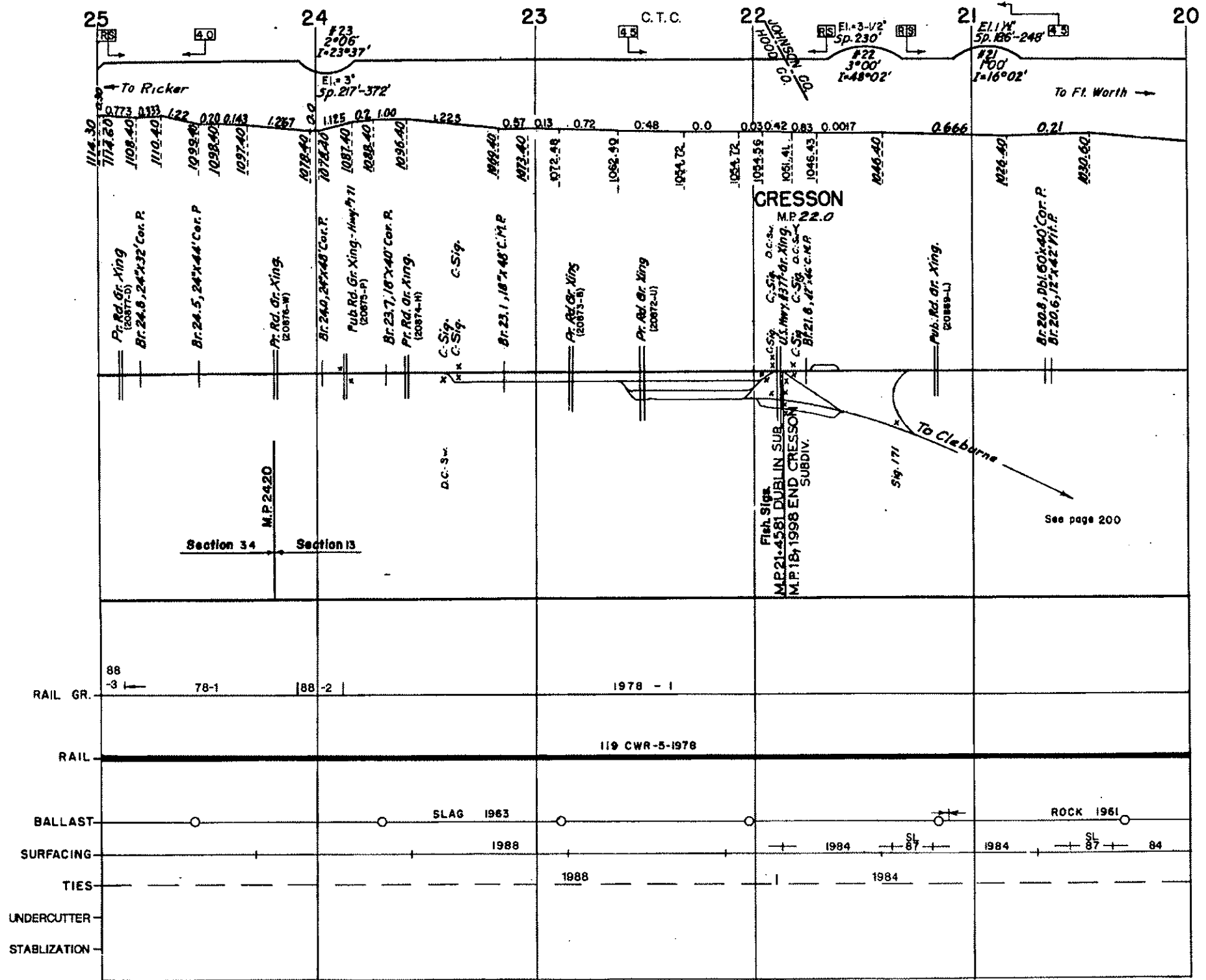
SURFACING  
1984 87 1984 88

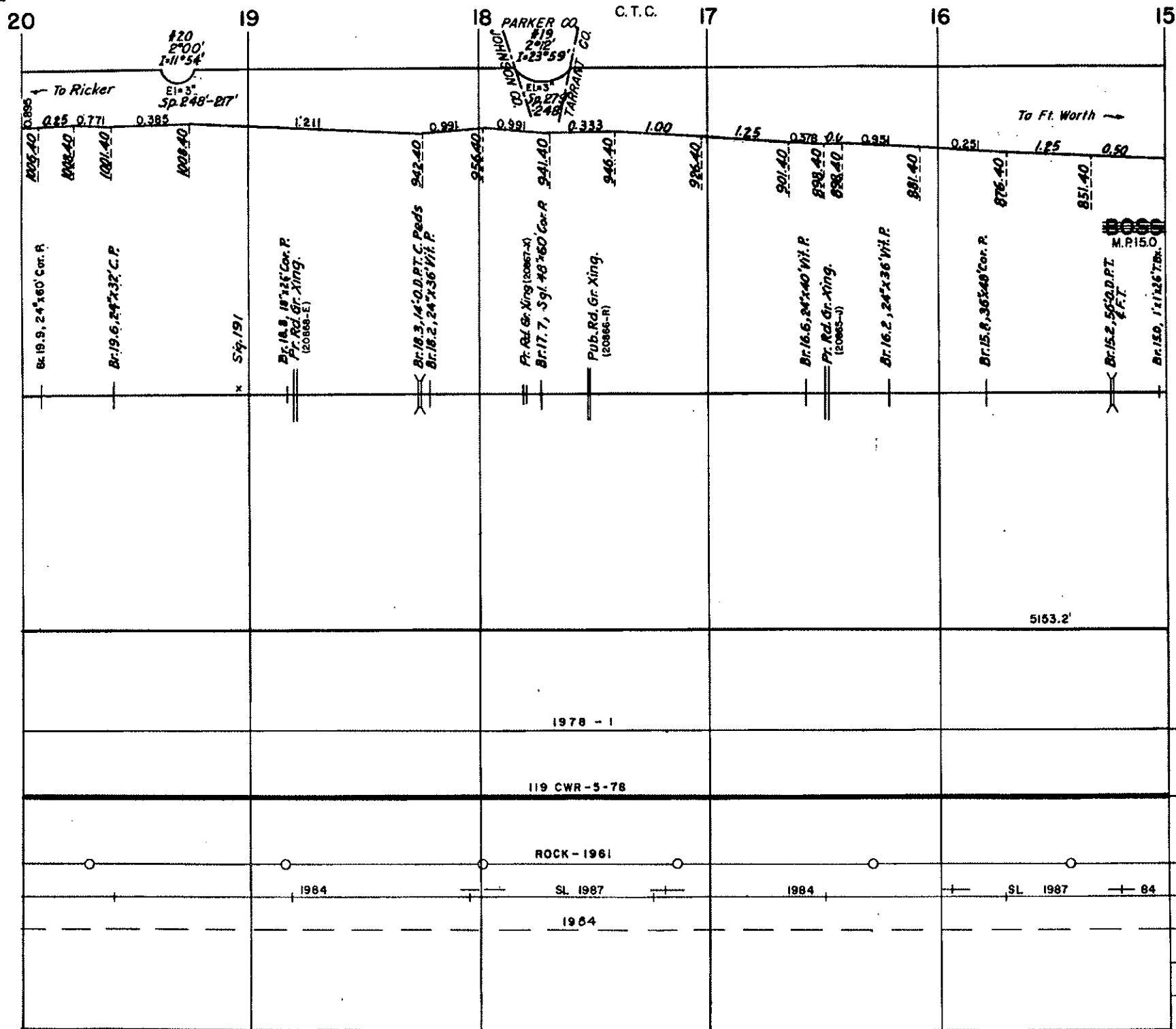
TIES  
1984

UNDERCUTTER

STABILIZATION

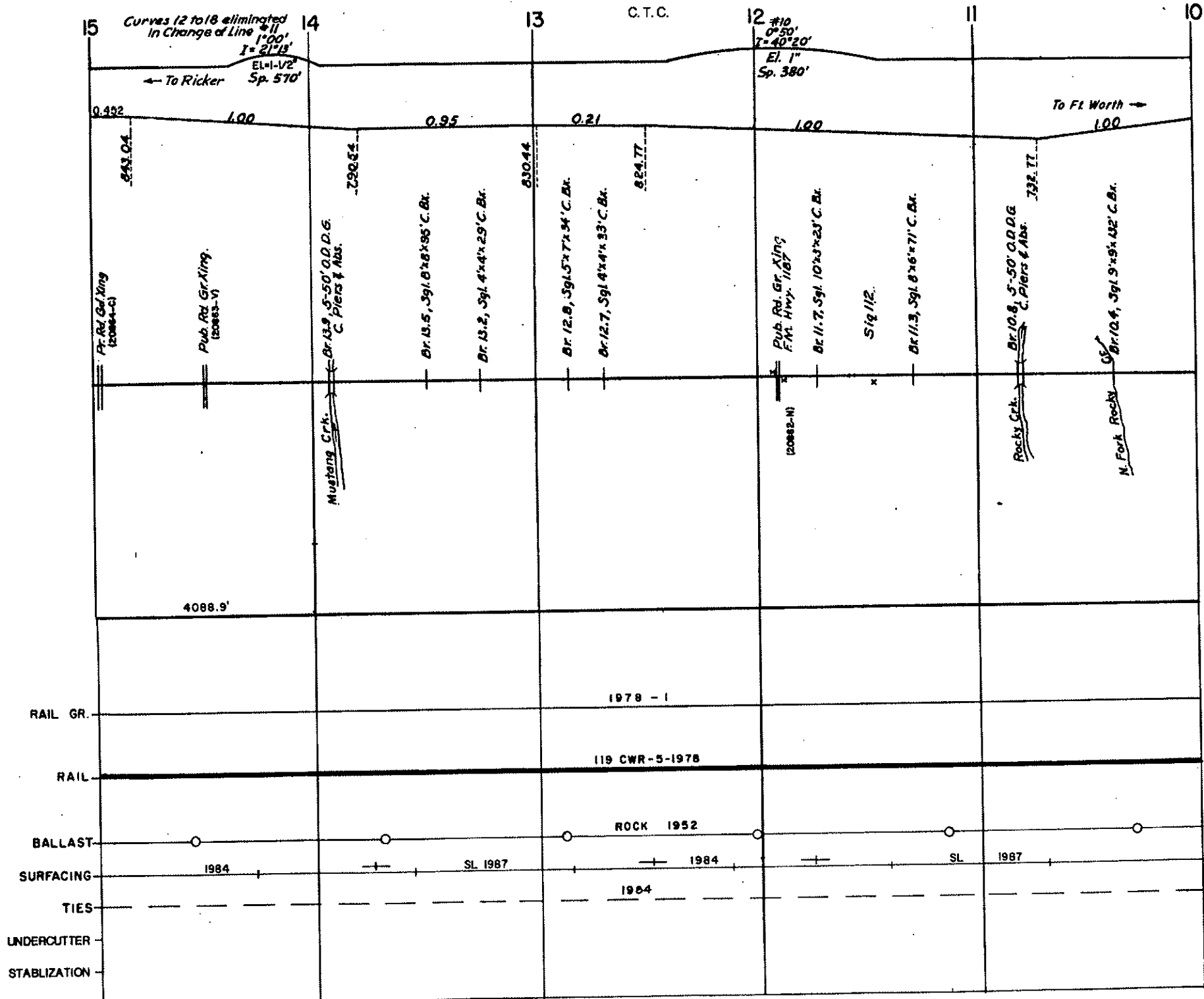






RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION





Curves 12 to 16 eliminated  
in Change of Line #11

C.T.C.

#10  
0°50'  
7-40°20'  
El. 1"  
Sp. 380'

← To Ricker  
El. 1-V2  
Sp. 570'

To Ft. Worth →

0.452 1.00 0.95 0.21 1.00 1.00

843.04 790.54 830.44 824.77 732.77

Pr. Rd. Gr. King (20884-C)  
Pub. Rd. Gr. King (20883-V)  
Mustang Crk. Br. 13.3, 5'-50' O.D.D.G. C. Piers & Abs.  
Br. 13.5, Sgl. 8'x8'x85' C. Br.  
Br. 13.2, Sgl. 4'x4'x29' C. Br.  
Br. 12.8, Sgl. 5'x7'x34' C. Br.  
Br. 12.7, Sgl. 4'x4'x33' C. Br.  
Pub. Rd. Gr. King F.M. Hwy. 1187  
Br. 11.7, Sgl. 10'x3'x23' C. Br.  
Stg. 112.  
Br. 11.3, Sgl. 8'x6'x71' C. Br.  
Rocky Crk. Br. 10.8, 5'-50' O.D.D.G. C. Piers & Abs.  
N. Fork Rocky Br. 10.4, Sgl. 9'x9'x42' C. Br.

4088.9'

1978 - 1

119 CWR-5-1978

ROCK 1952

1984

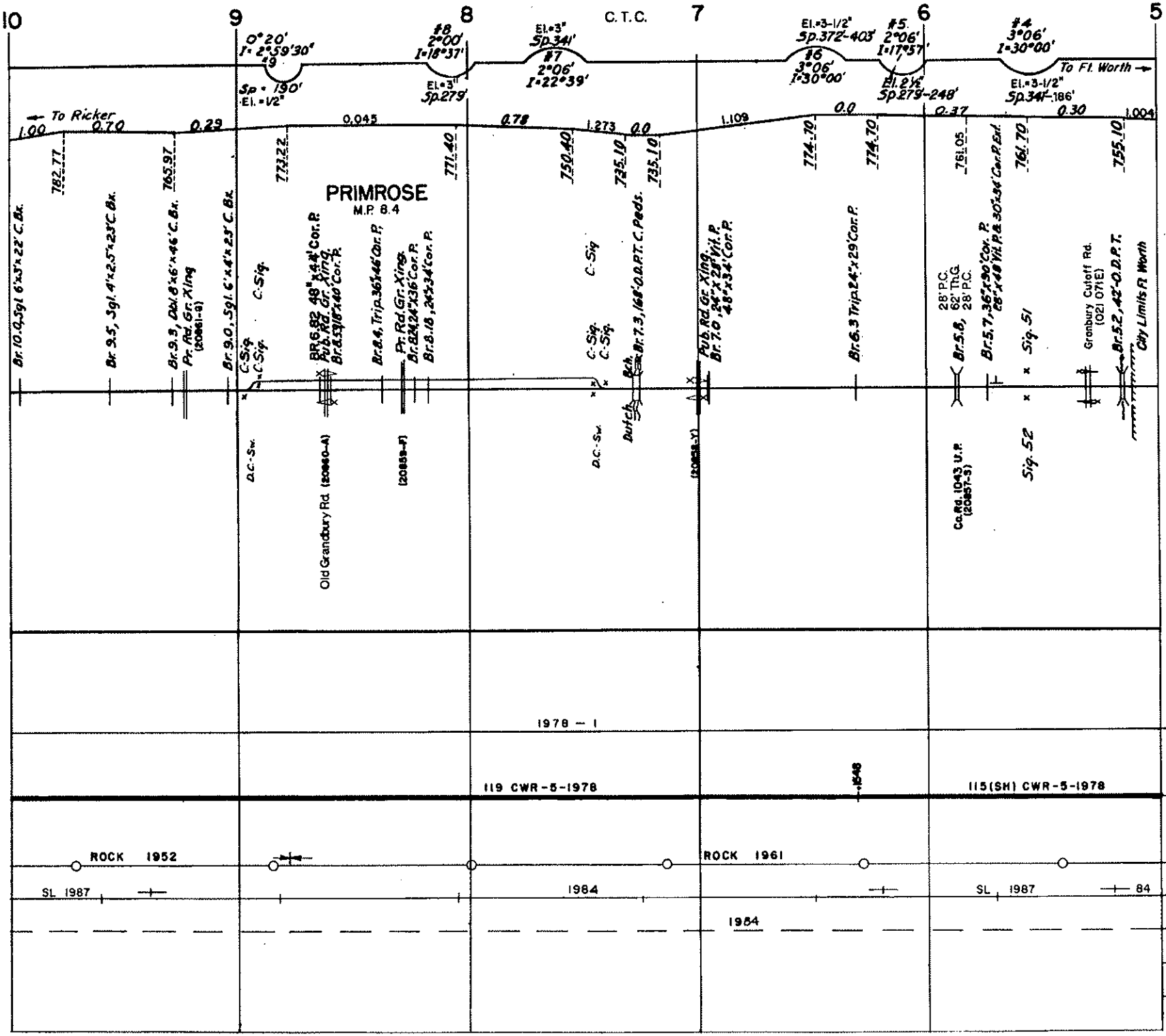
SL 1987

1984

SL 1987

1984

REVISED 3-1991



RAIL GR.

RAIL

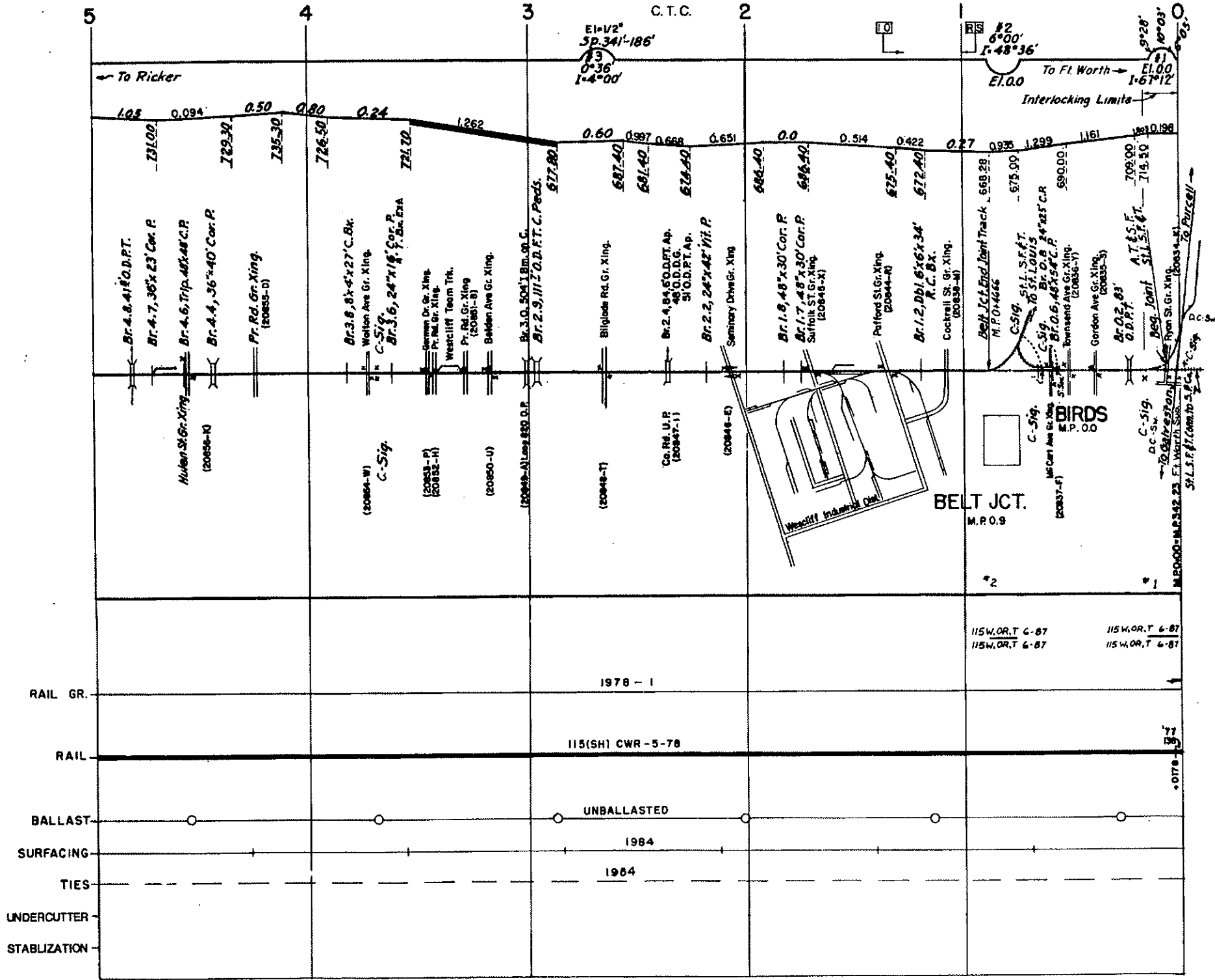
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



REVISED 3-1991

# Dublin Subdivision

Birds (M.P. 0.0) to Ricker (M.P. 134.5)