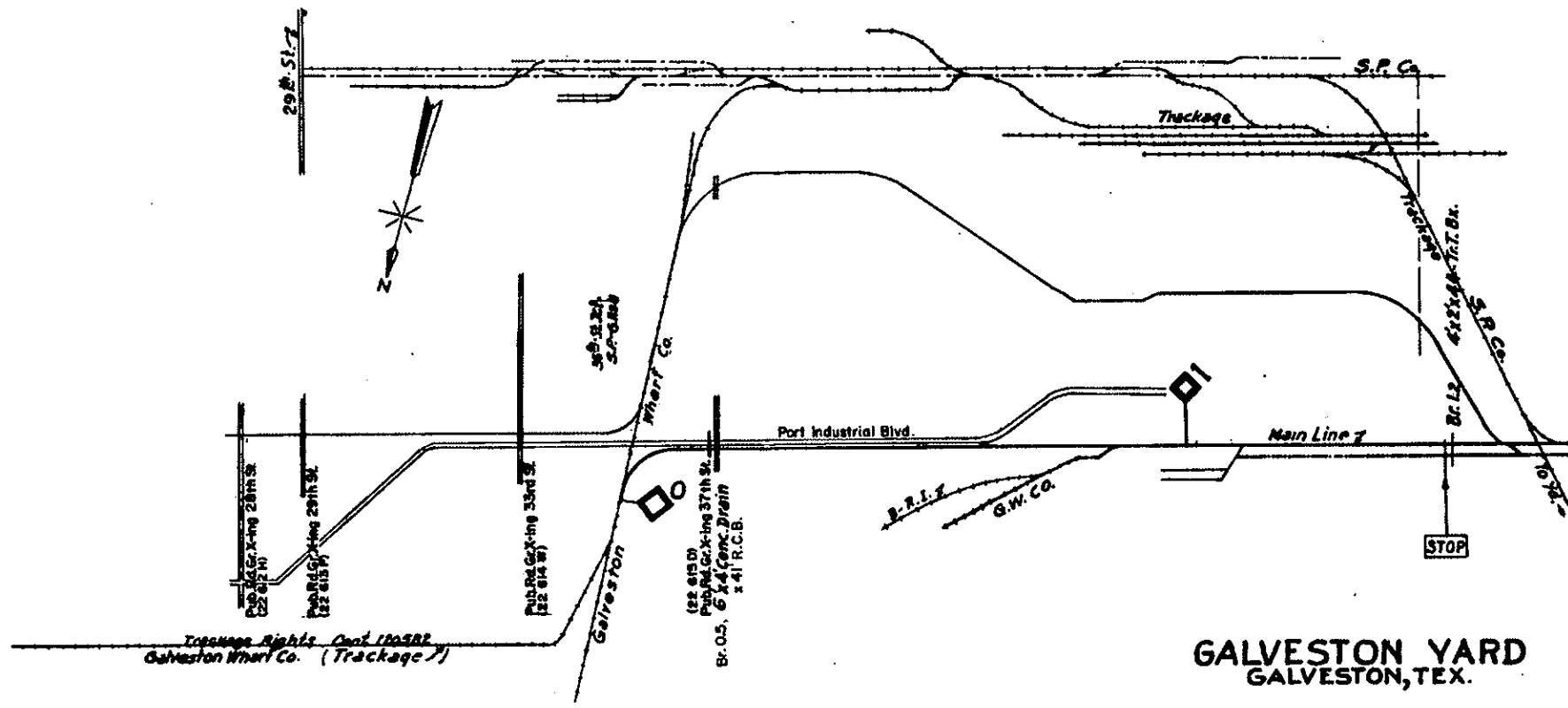


*Intentionally Blank*

To Temple →

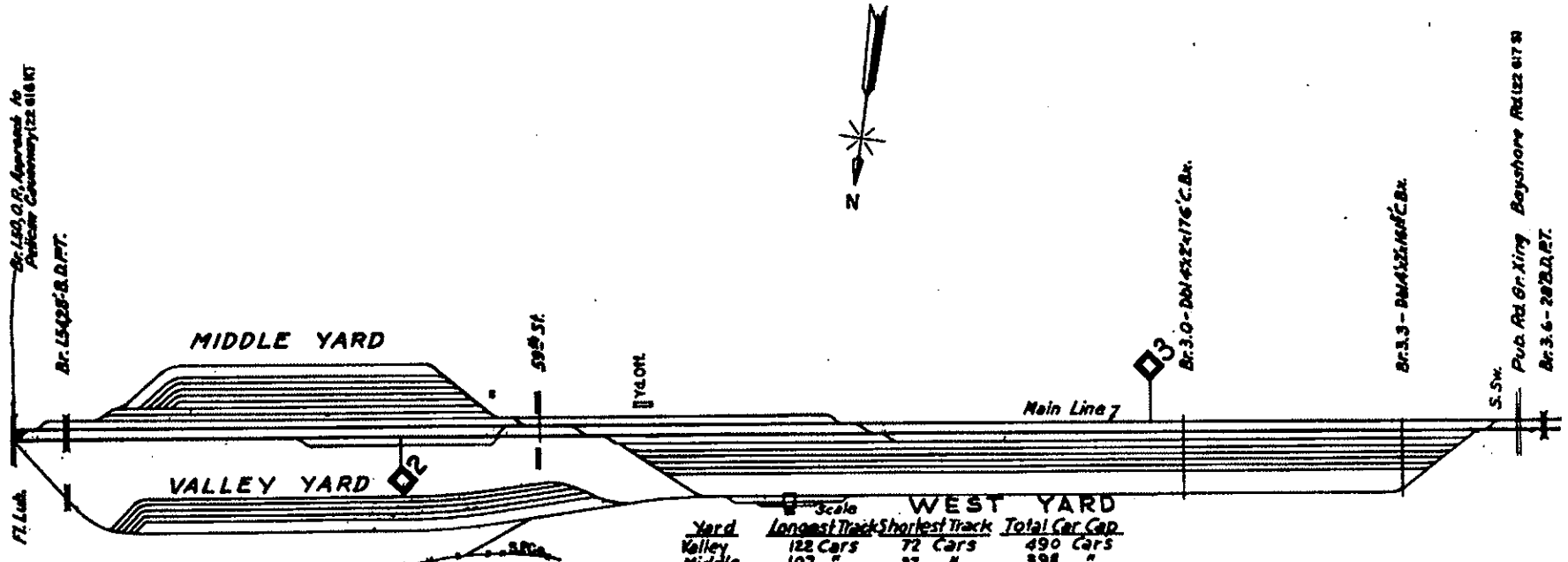


Trackage Rights Cont 120582  
Galveston Wharf Co. (Trackage)

### GALVESTON YARD GALVESTON, TEX.

Automatic Block

To Temple →



Yard	Scale		Total Car Cap
	Longest Track	Shortest Track	
Valley	122 Cars	72 Cars	490 Cars
Middle	107 "	27 "	398 "
West	117 "	40 "	794 "
Local Frt.	17 "	9 "	52 "
Other Trk.	109 "	1 "	1397 "
<b>Total</b>			<b>3041 "</b>

**GALVESTON YARD**  
GALVESTON, TEX.

0

To Temple →

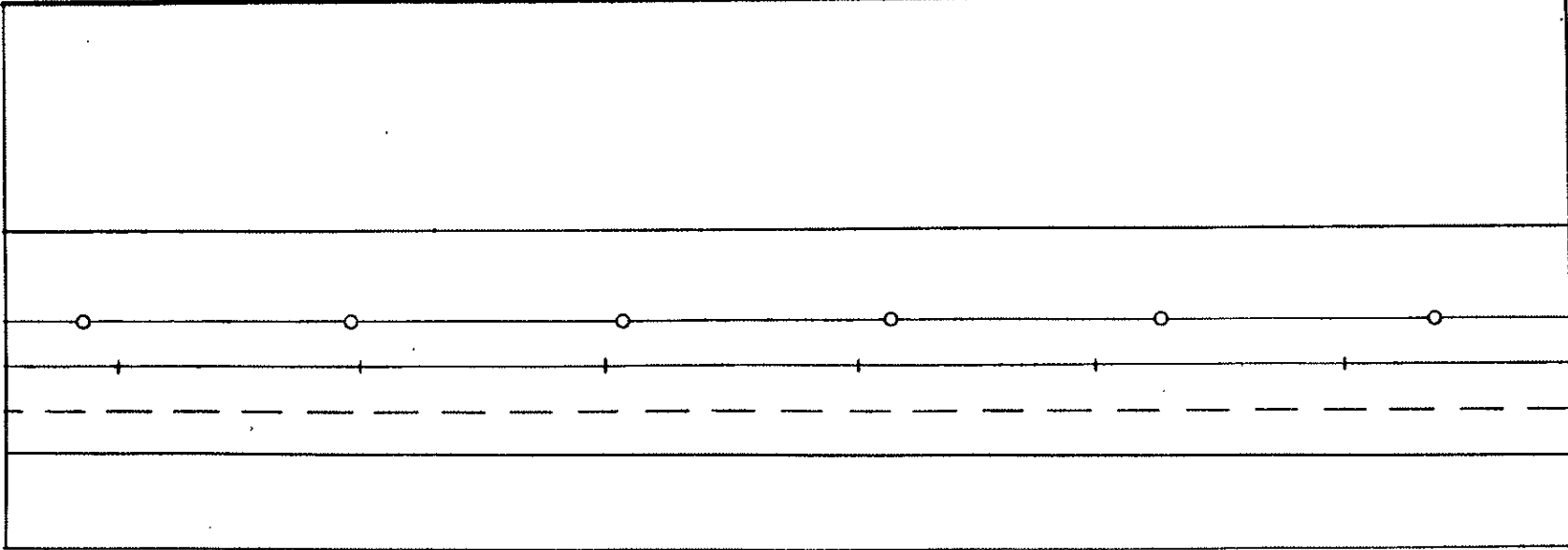
# GALVESTON MINUS 0.4 F.T.

*See separate sketch  
Pages 170 & 171 for Galveston Yard*

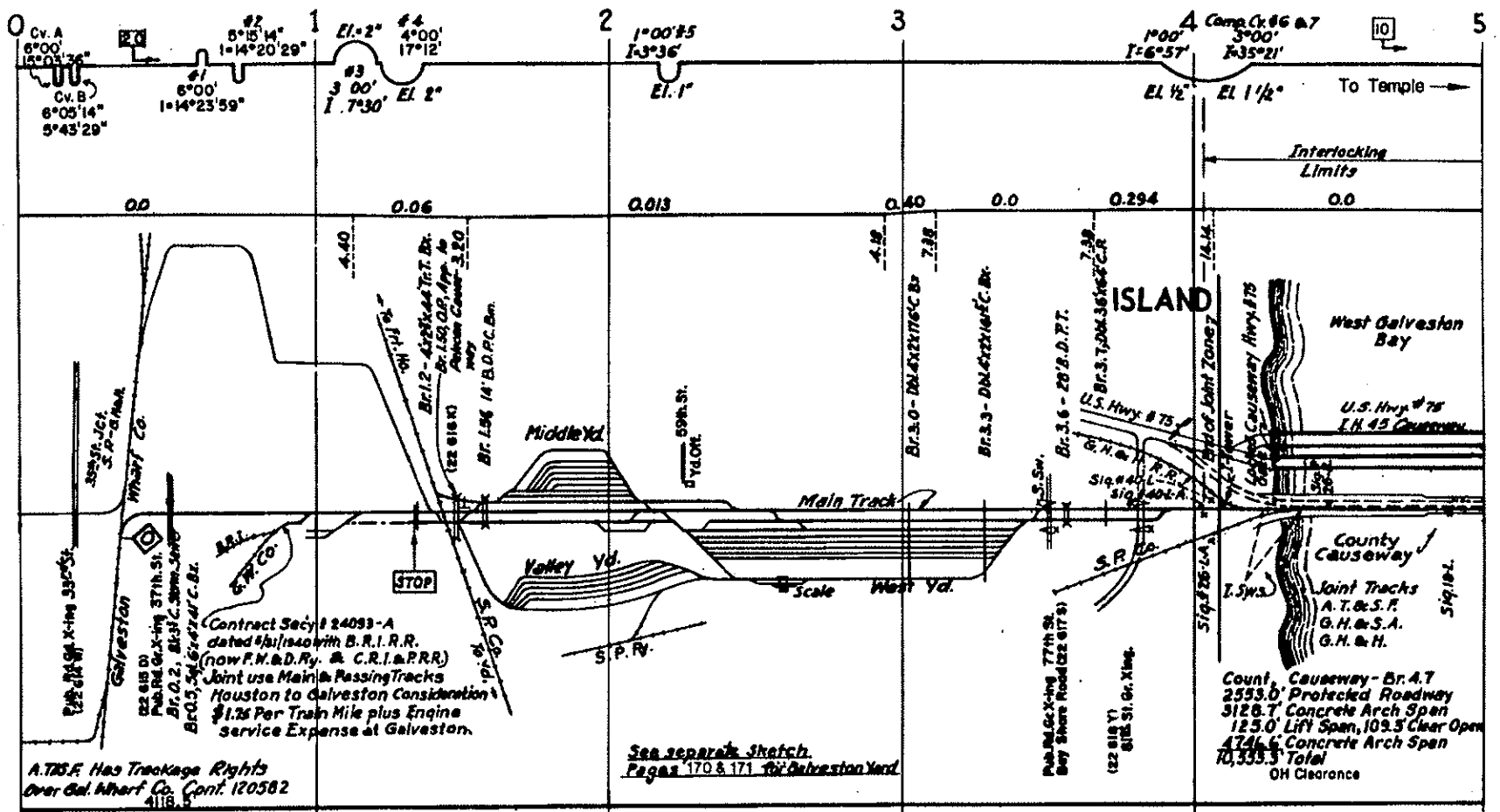
Gal. Wharf Co Trackage  
Industries



Section 31



CURVES  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION



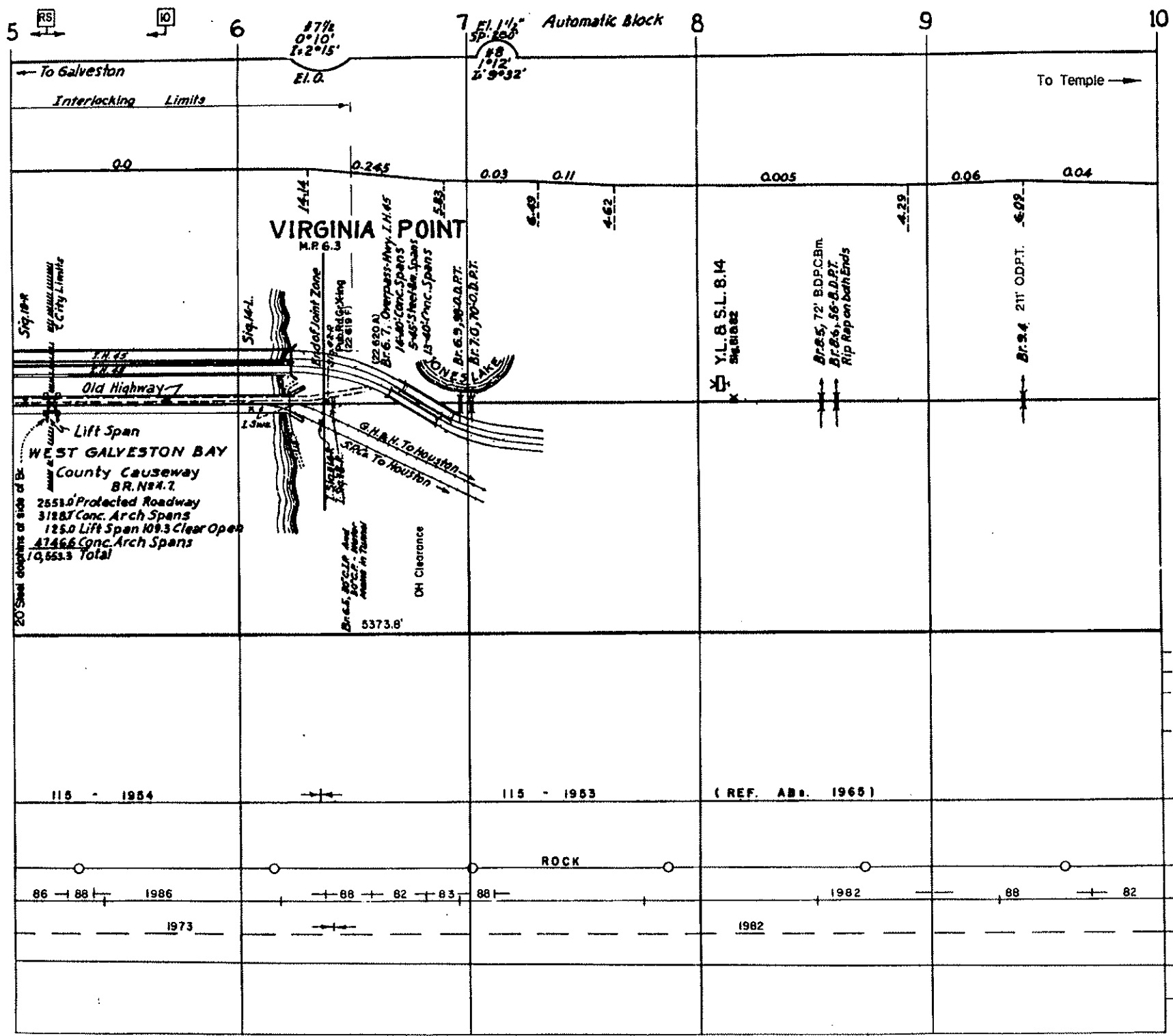
CURVES					
RAIL GR.					
RAIL	90-1926	110-1955			115-1954
BALLAST			SHELL		ROCK
SURFACING	SL 84	1984	73	1983	73
TIES				1973	
UNDERCUTTER					
STABILIZATION					

Contract Sec'y # 24093-A dated 5/11/54 with B.R.I.R.R. (now F.M.&D.Ry. & C.R.I.&P.R.R.) Joint use Main & Passing Tracks Houston to Galveston Consideration \$1.75 Per Train Mile plus Engine service Expense at Galveston.

A.T.S.F. Has Trackage Rights over Gal. Wharf Co. Cont. 120582 4118.

See separate sketch Pages 170 & 171 for Galveston Yard

Count Causeway - Br. 4.7  
2553.0' Protected Roadway  
3126.7' Concrete Arch Span  
125.0' Lift Span, 109.5' Clear Open  
474.6' Concrete Arch Span  
70,353.3' Total  
OH Clearance



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

10

11

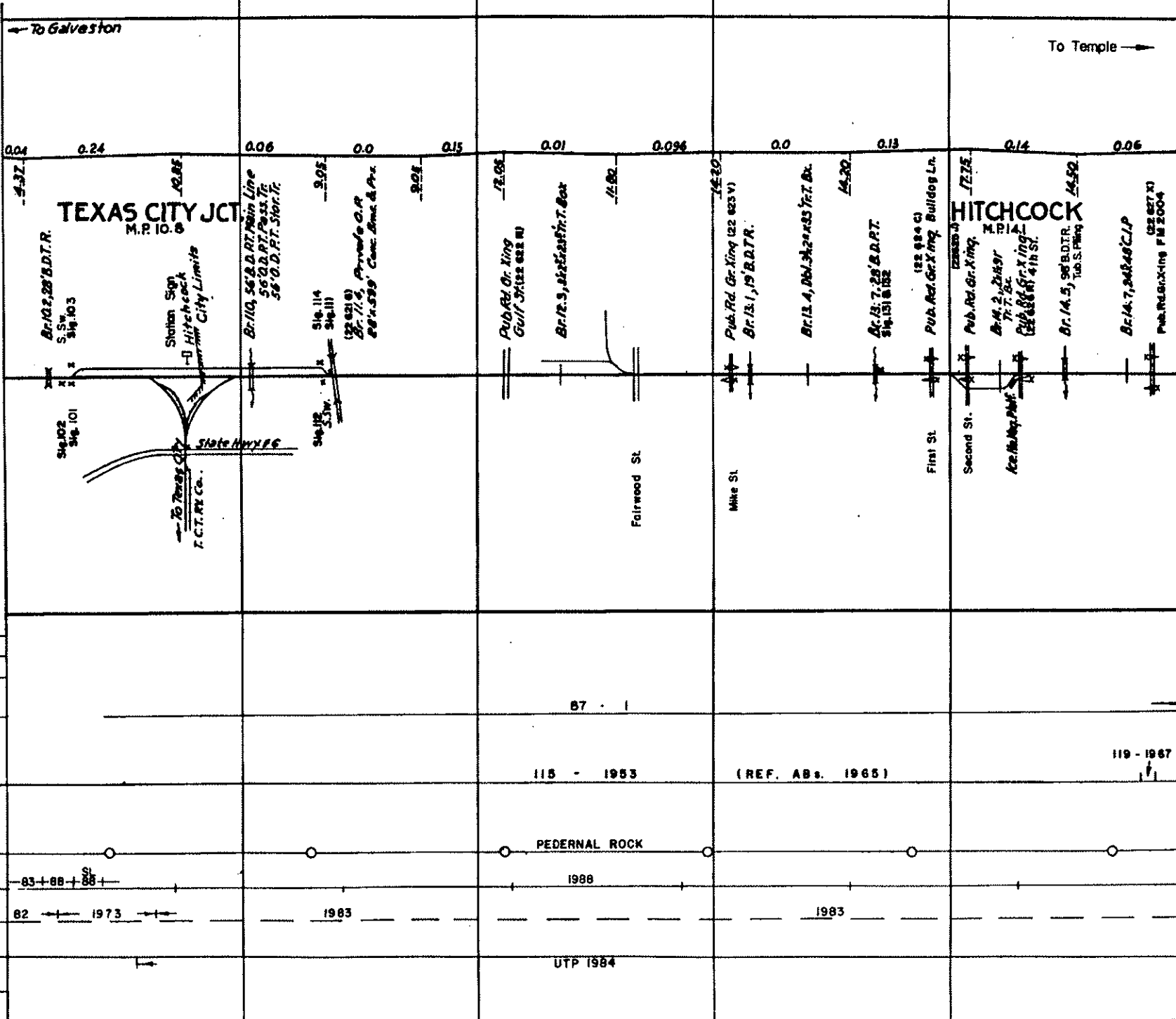
12

Automatic Block

13

14

15



CURVES

RAIL GR.

RAIL

BALLAST

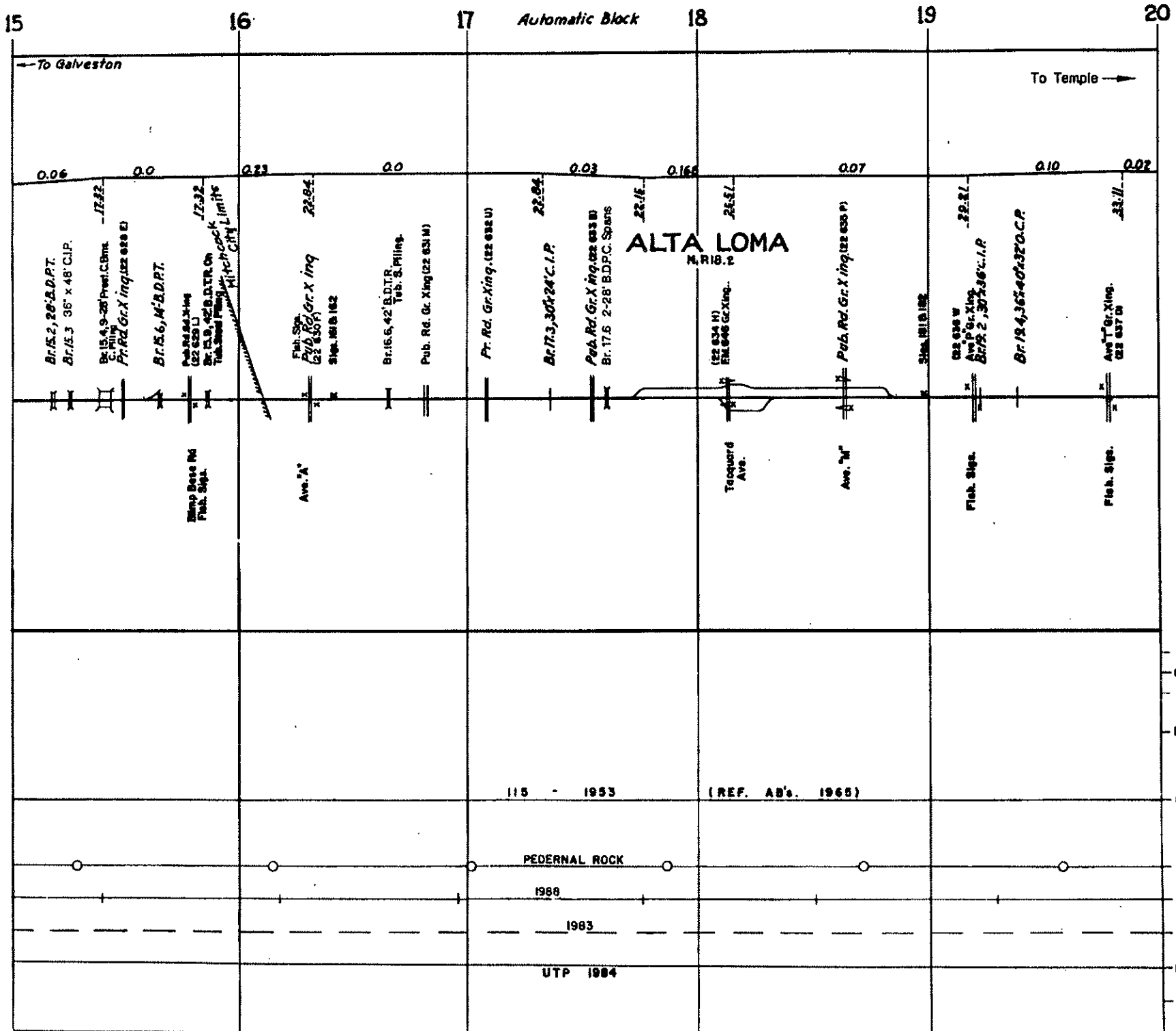
SURFACING

TIES

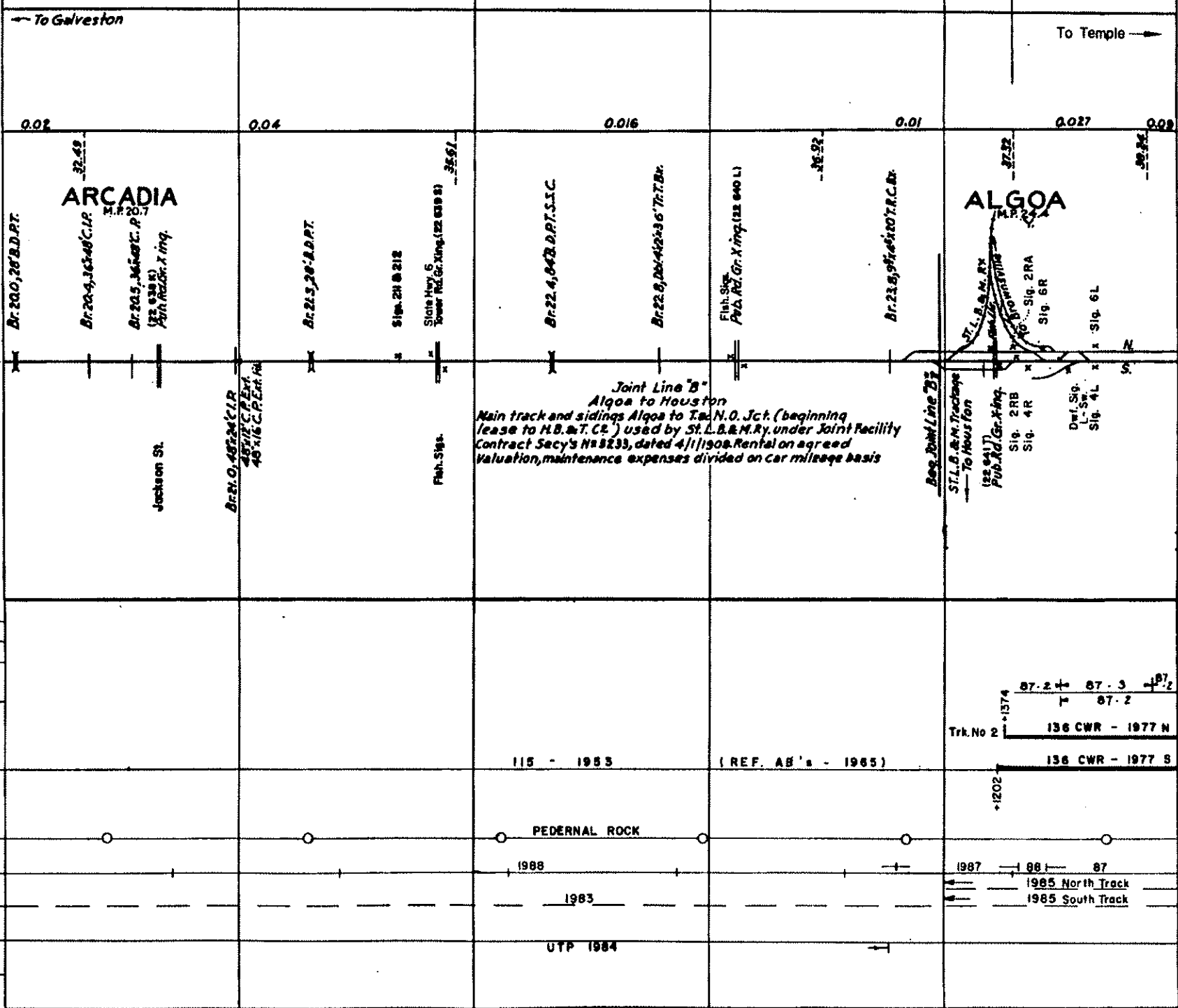
UNDERCUTTER

STABILIZATION

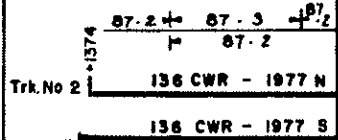
REVISED 3-1991



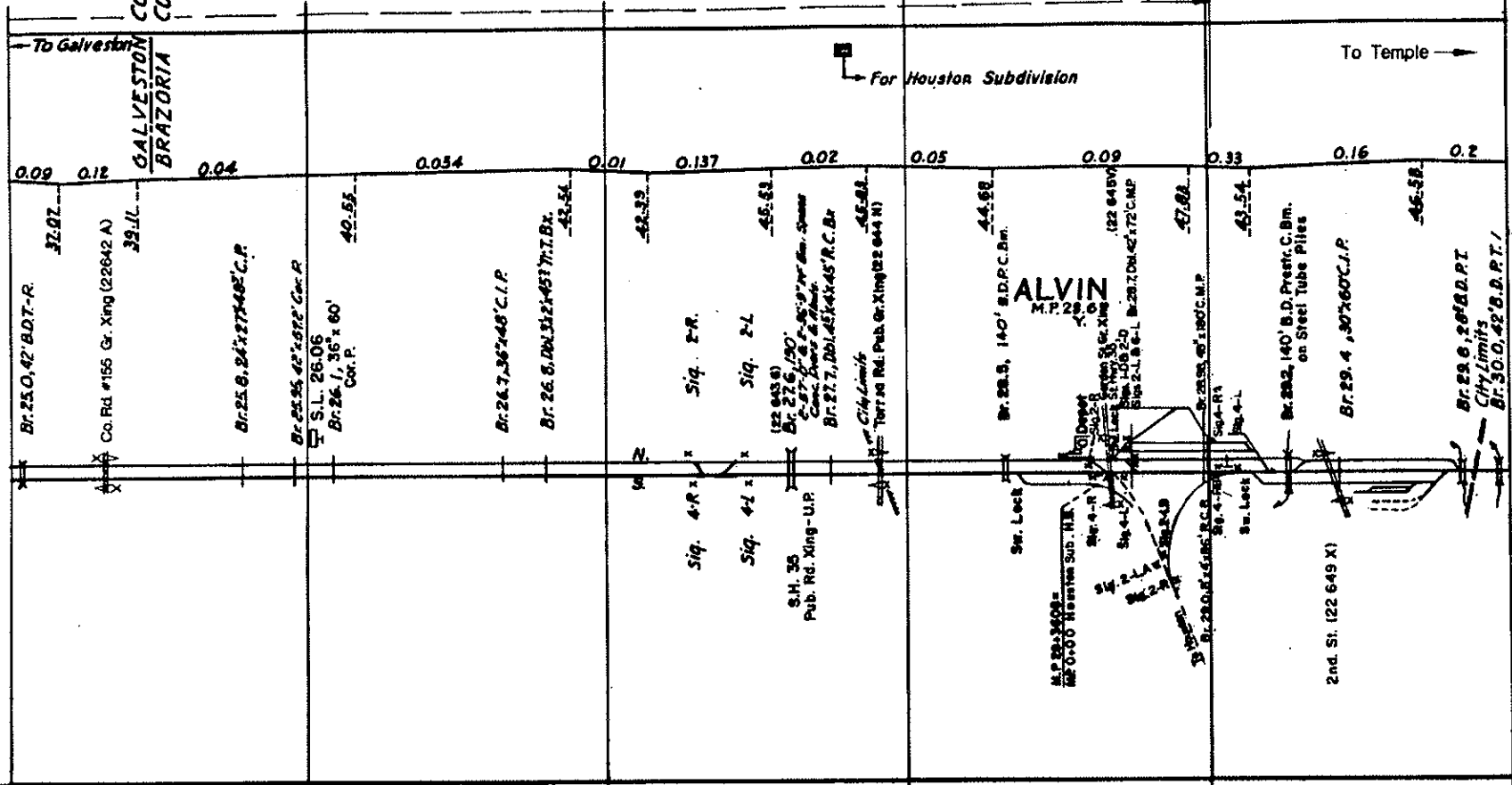




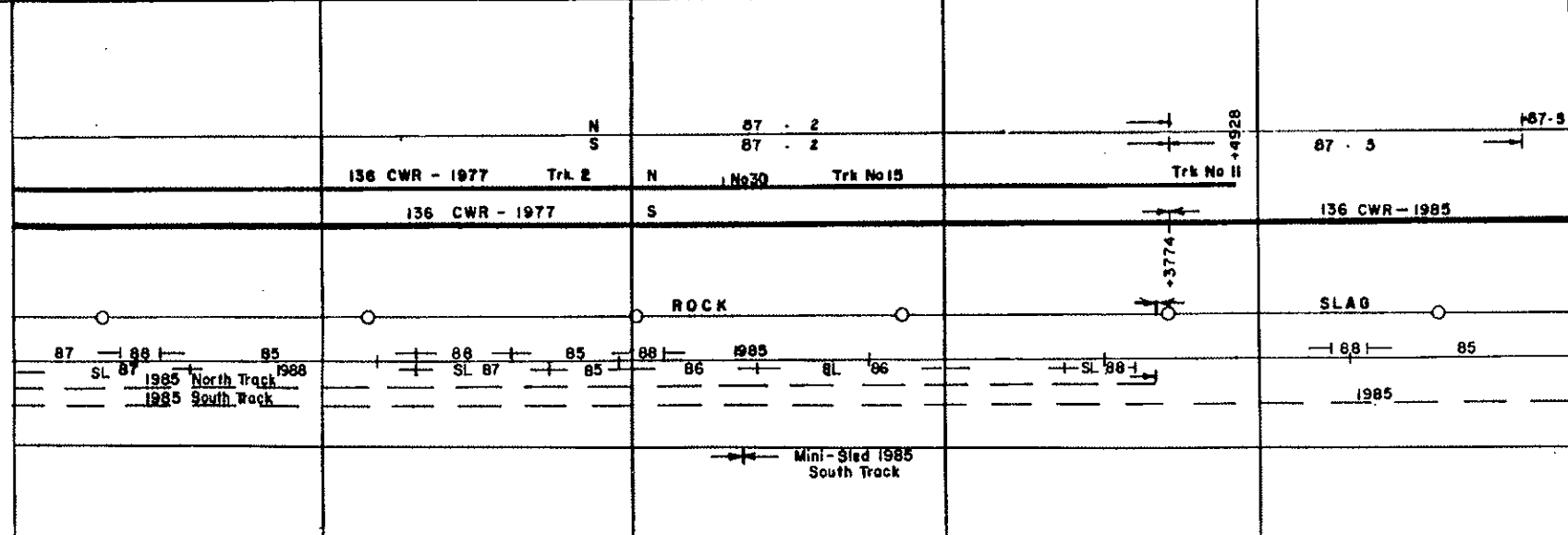
Joint Line "B"  
 Algoa to Houston  
 Main track and sidings Algoa to T&N.O. Jct. (beginning  
 lease to H.B. & T. Co.) used by St. L. & M. Ry. under Joint Facility  
 Contract Secy's No 8233, dated 4/1/1908. Rental on agreed  
 valuation, maintenance expenses divided on car mileage basis

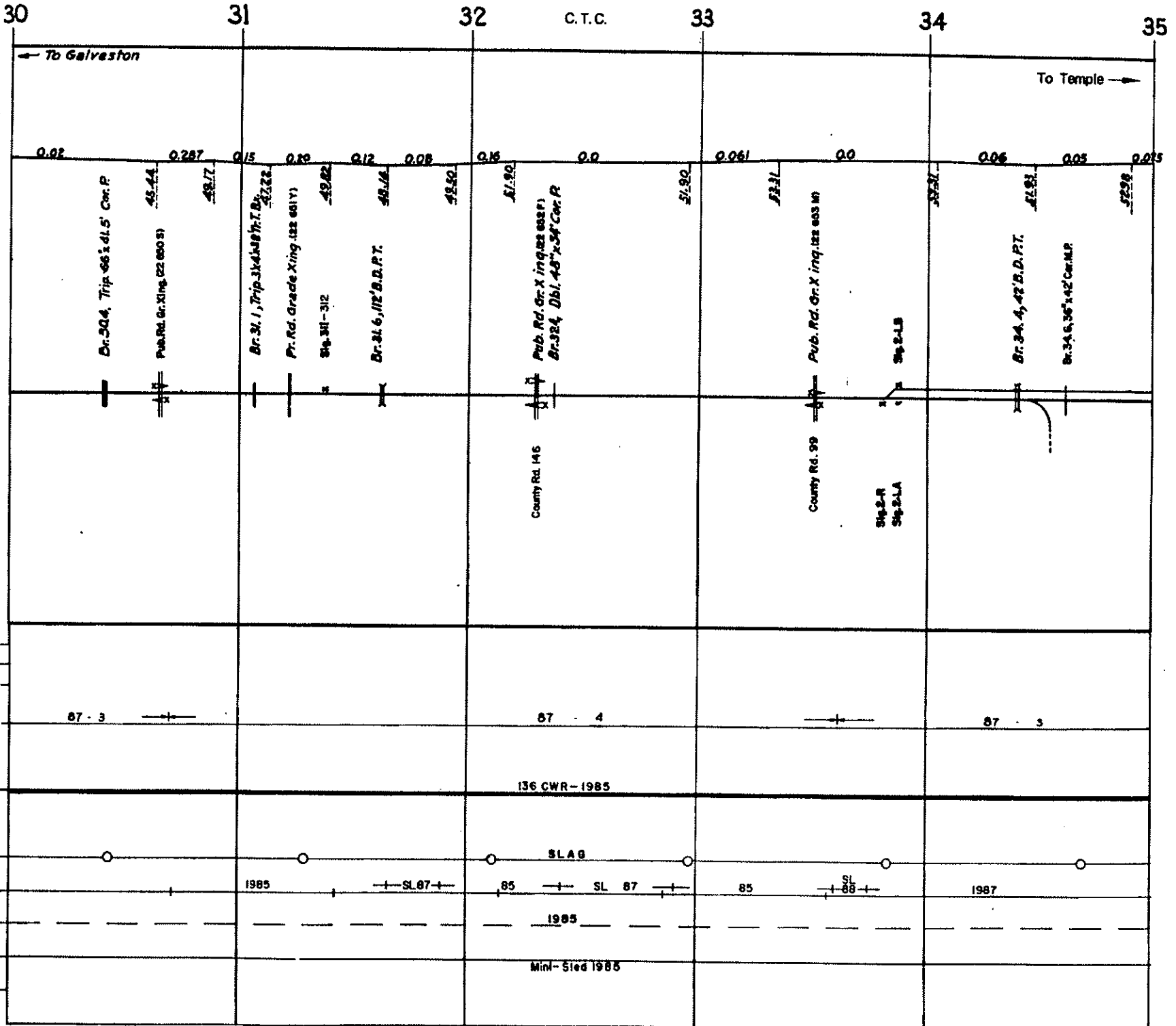


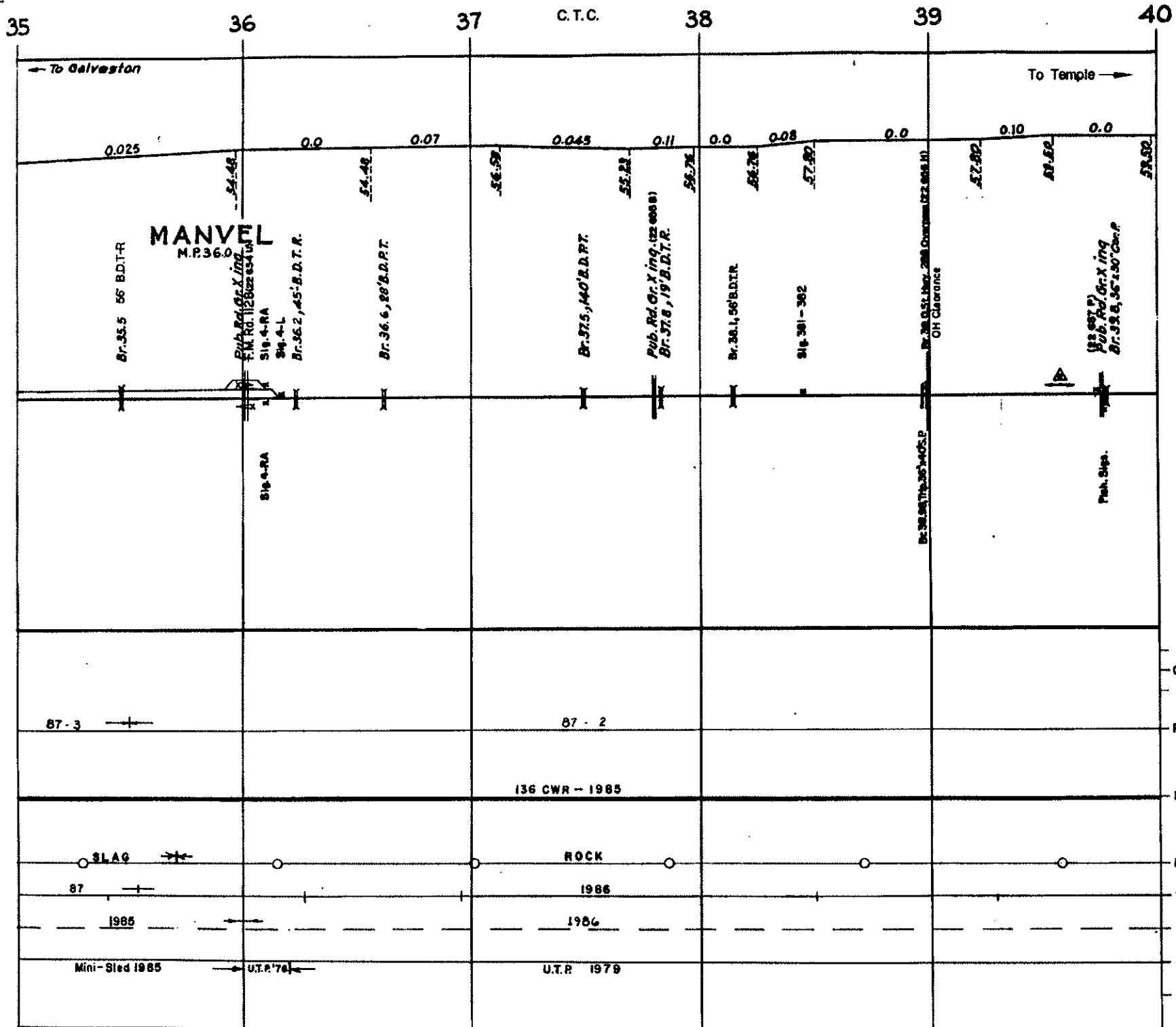
25 26 27 28 29 30 C.T.C.



CURVES  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION







40

41

42

C.T.C.

43

[40]

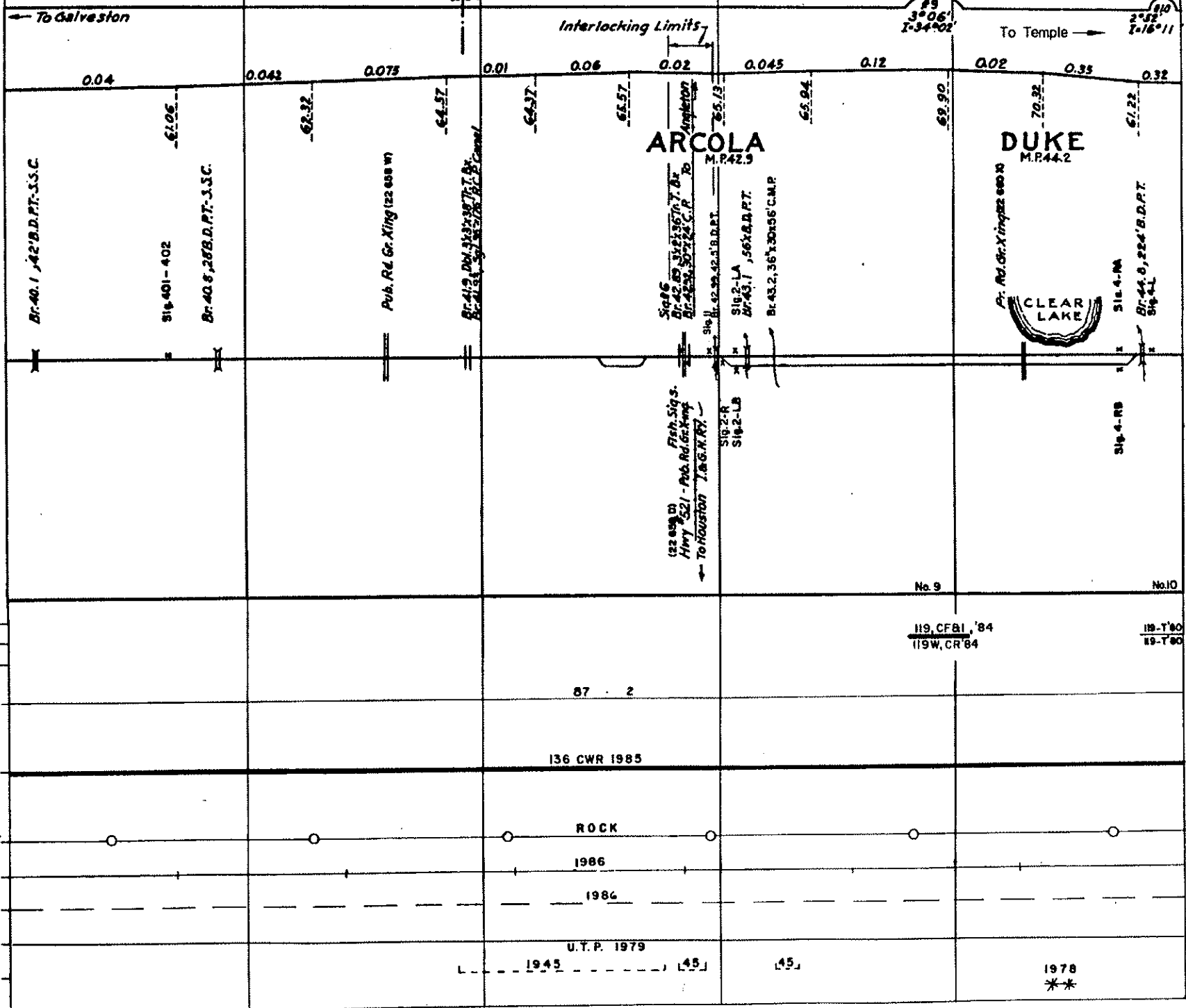
[RS]

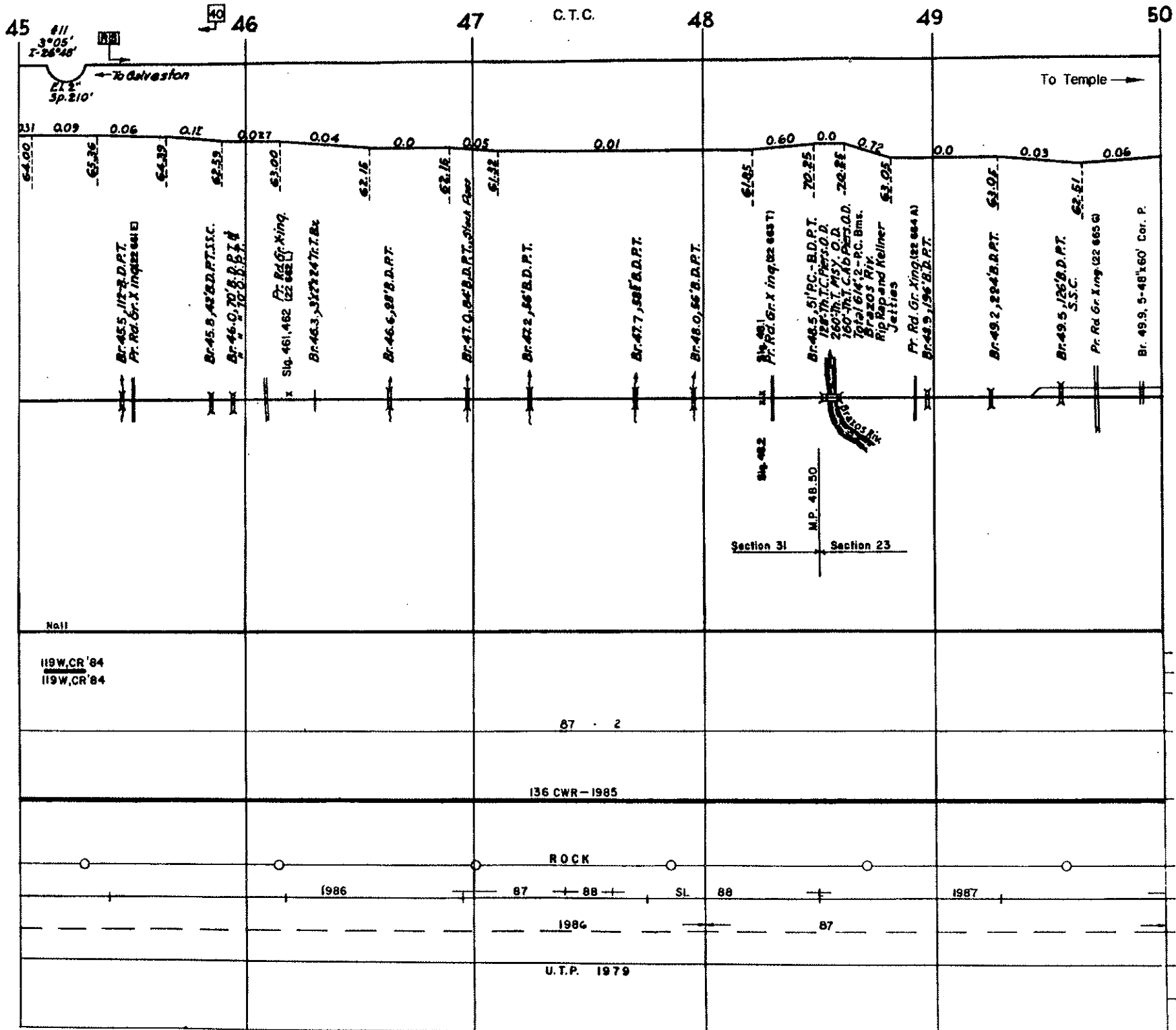
44

45

BRAZORIA CO.

FORT BEND CO.





C.T.C.

To Temple →

$3^{\circ}05'$   
 $L=26'48"$   
 111  
 3p.210'  
 ← To Galveston

331 0.09 0.06 0.12 0.027 0.04 0.0 0.05 0.01 0.60 0.0 0.72 0.0 0.03 0.06

64.00 65.26 64.39 62.53 63.00 62.15 62.15 61.22 61.85 70.25 70.25 70.25 53.05 53.05 62.51 62.51

Br. 45.5, 115' B.D.P.T.  
 Pr. Rd. Gr. X in q. 22 665 G  
 Br. 45.8, 43' B.D.P.T. S.C.  
 Br. 46.0, 70' B.D.P.T. 4  
 Pr. Rd. Gr. X in q. 22 665 G  
 Pr. Rd. Gr. X in q. 22 665 G  
 Br. 46.3, 312' B.D.P.T. 8x  
 Br. 46.6, 98' B.D.P.T.  
 Br. 47.0, 84' B.D.P.T. 2x  
 Pr. Rd. Gr. X in q. 22 665 G  
 Br. 47.2, 56' B.D.P.T.  
 Br. 47.7, 58' B.D.P.T.  
 Br. 48.0, 56' B.D.P.T.  
 Br. 48.2, 51' B.D.P.T.  
 Pr. Rd. Gr. X in q. 22 665 G  
 Br. 48.5, 51' PC - B.D.P.T.  
 1267 ft. C. & P. S.O.D.  
 200' Th. L. 75' O.C.D.  
 100' Th. L. C. & P. S.O.D.  
 Total 614' 2" - PC. Bms.  
 Brazos Riv.  
 Rip Rap and Kellner  
 Jetties  
 Pr. Rd. Gr. X in q. 22 665 G  
 Br. 49.2, 224' B.D.P.T. 53.05  
 Br. 49.5, 126' B.D.P.T. S.C.  
 Pr. Rd. Gr. X in q. 22 665 G  
 Br. 49.9, 5-48' x 60' Cor. P.

Nail

119 W, CR '84  
119 W, CR '84

CURVES  
 RAIL GR  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

87 - 2

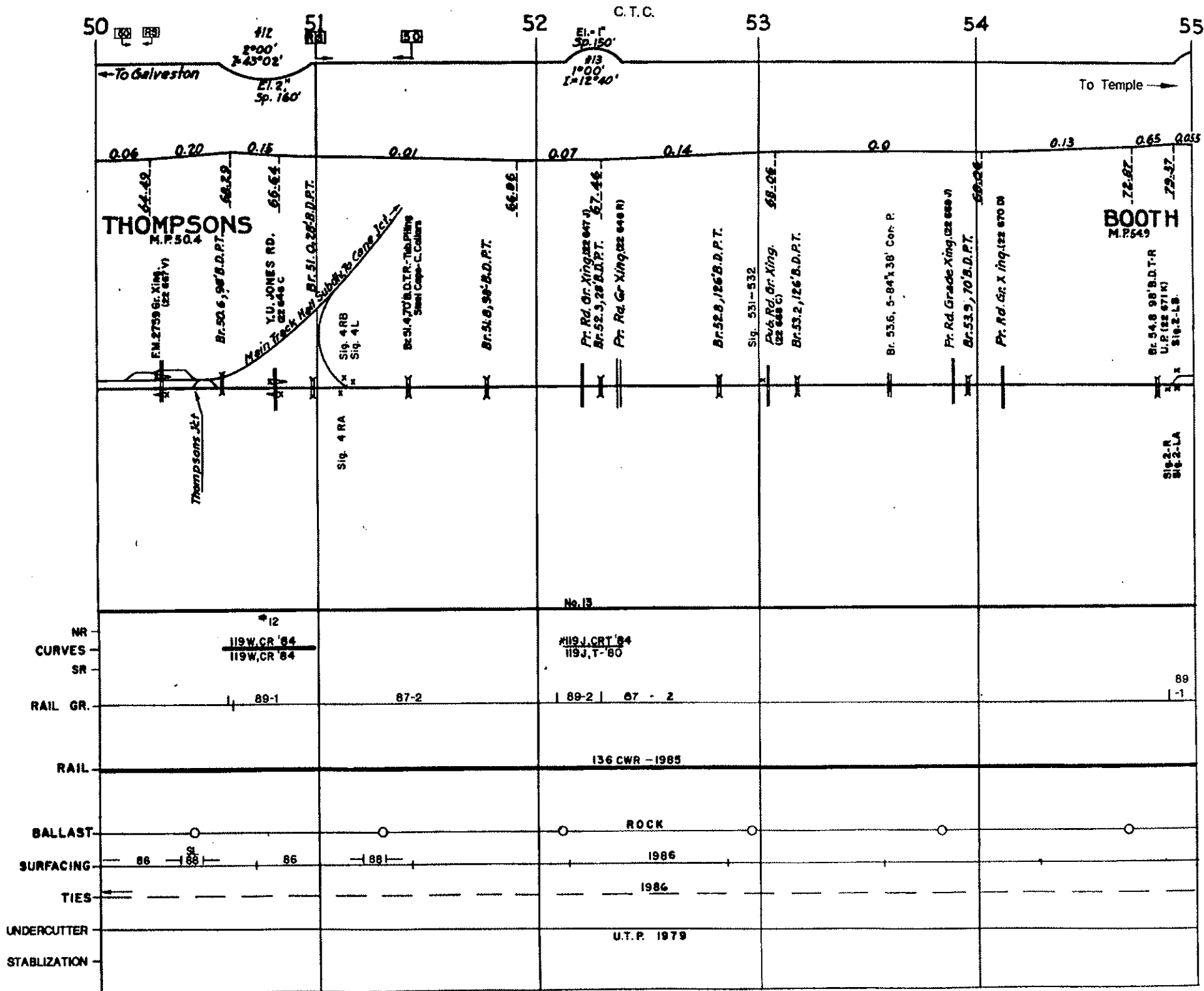
136 CWR - 1985

ROCK

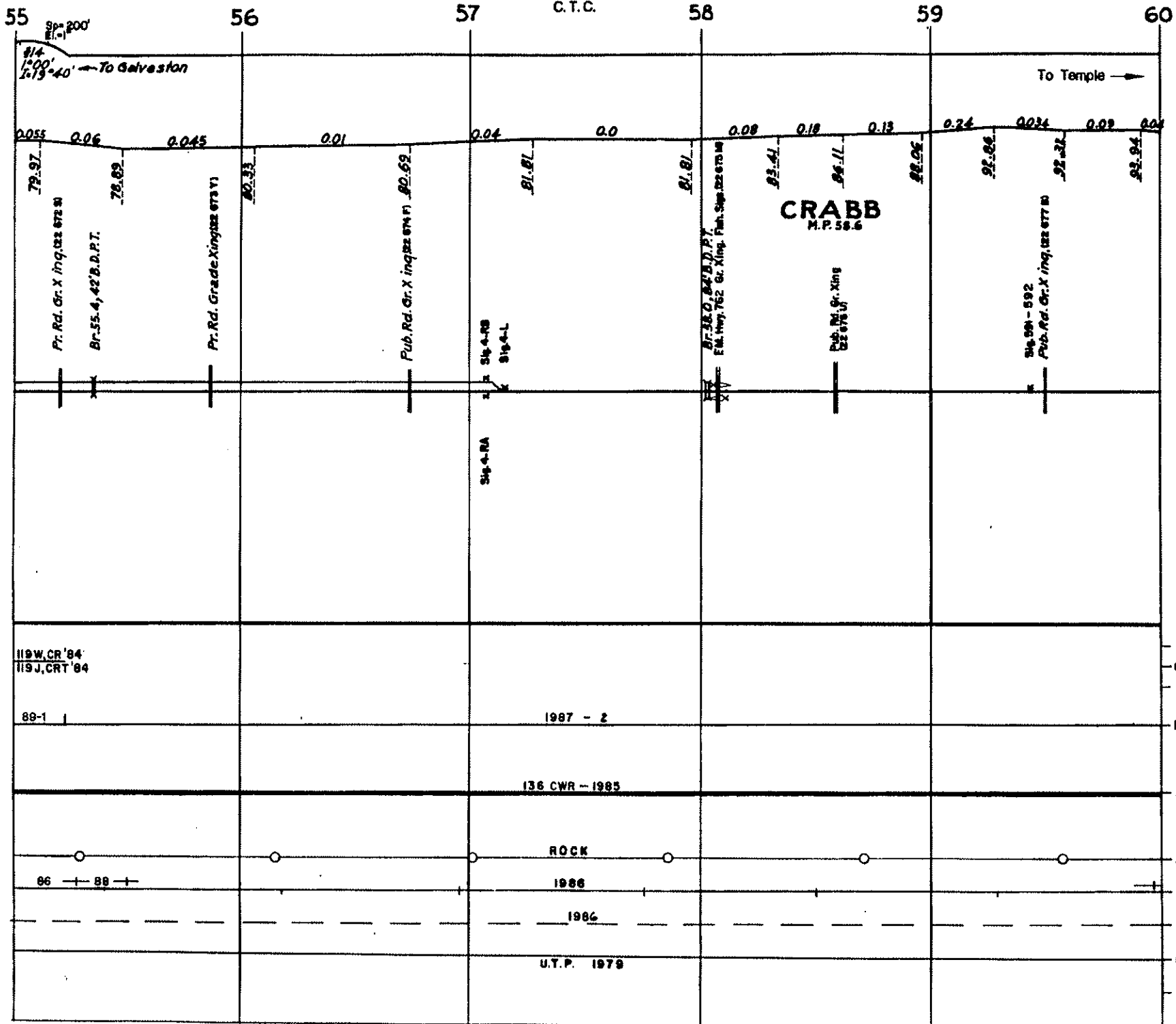
1986 87 88 SL 88 1987

1986 87

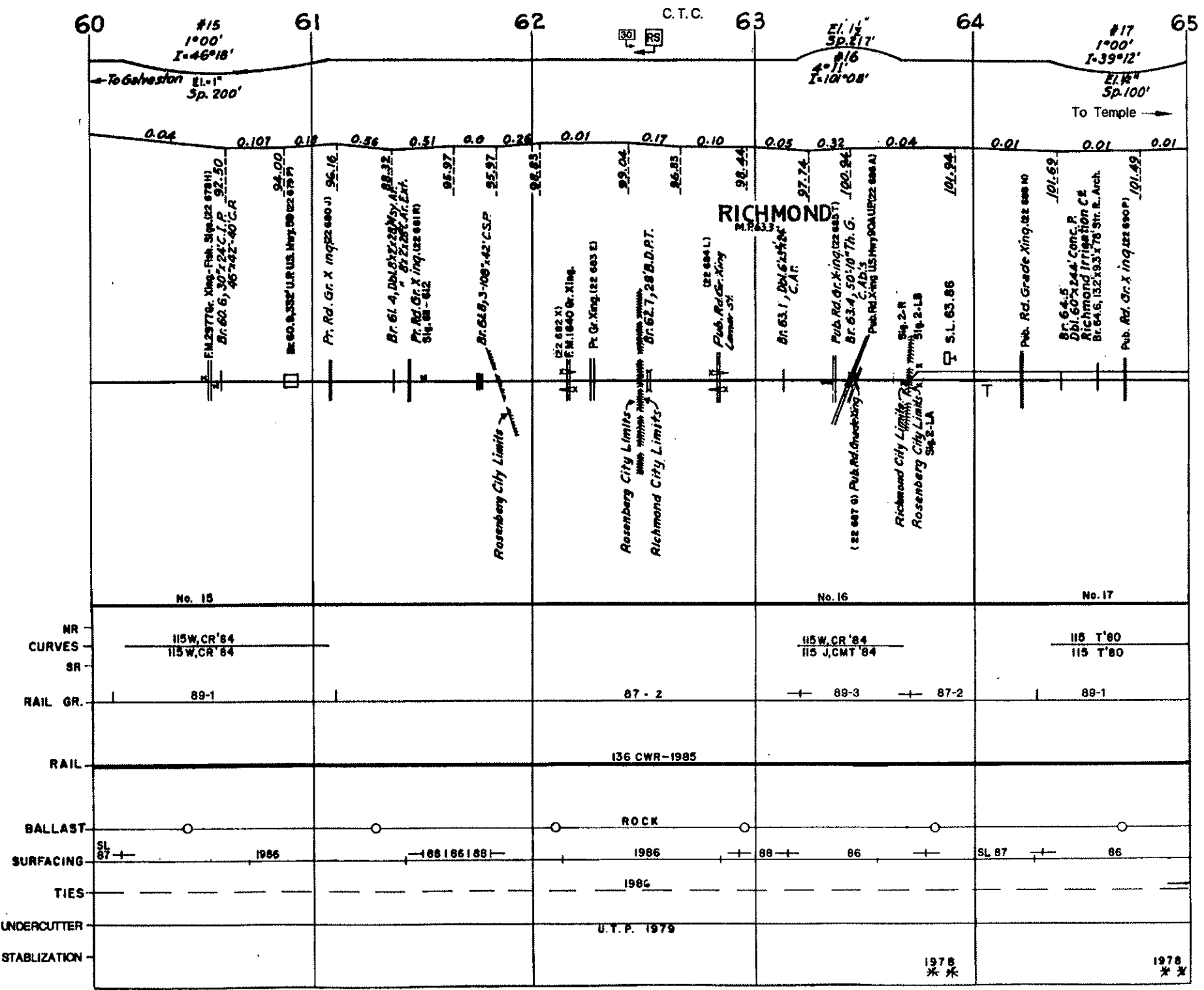
U.T.P. 1979

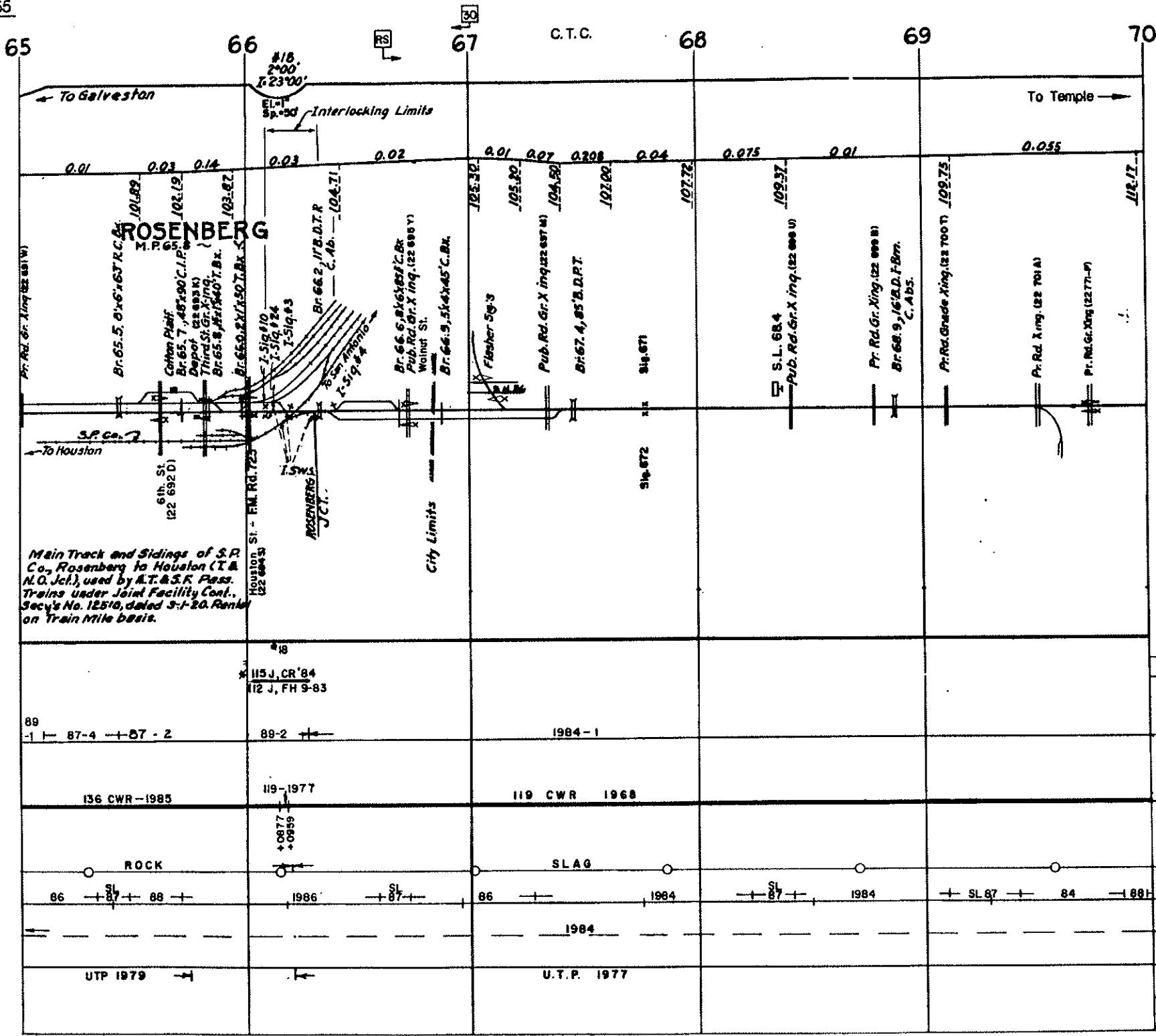


REVISED 3-1991

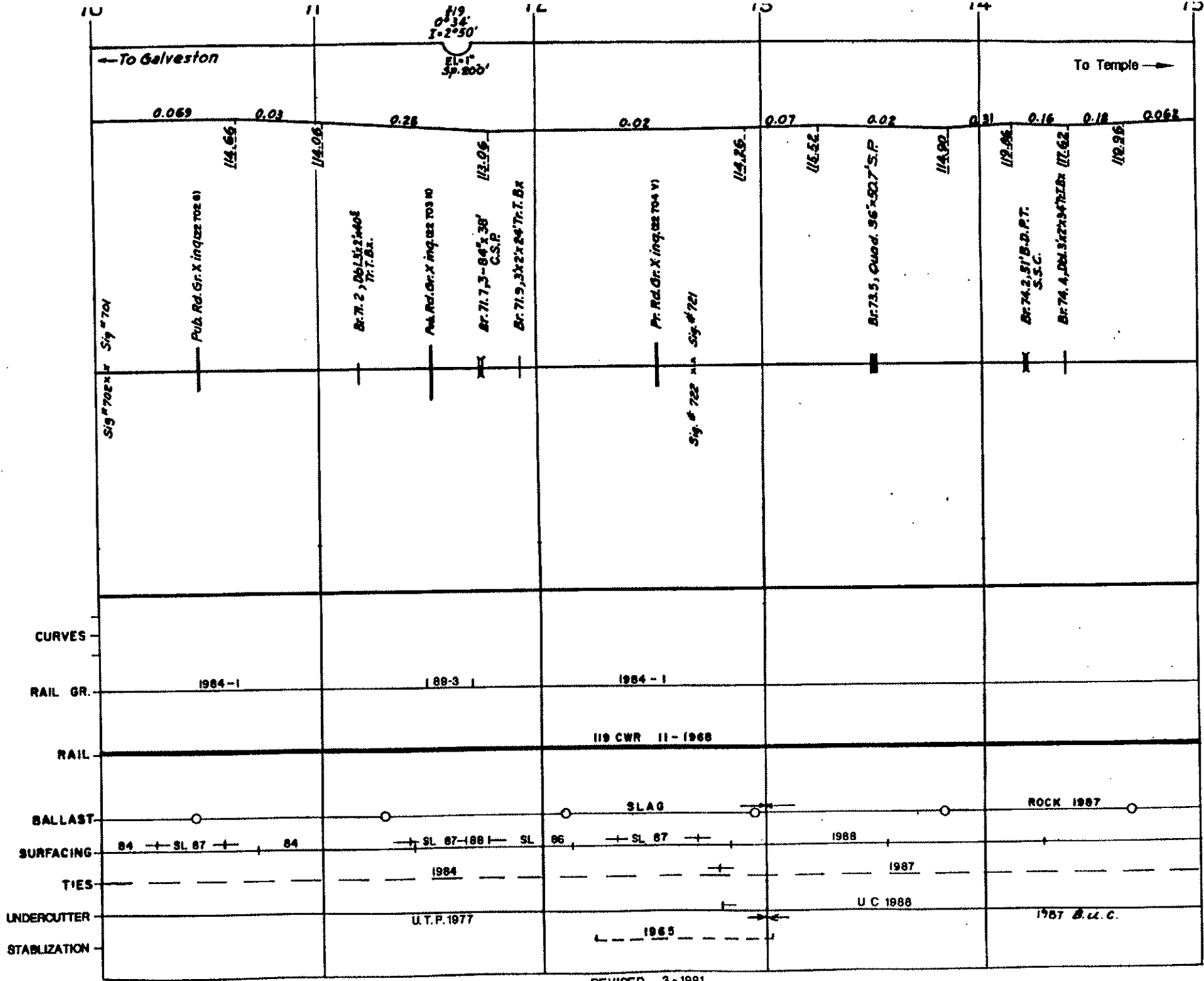




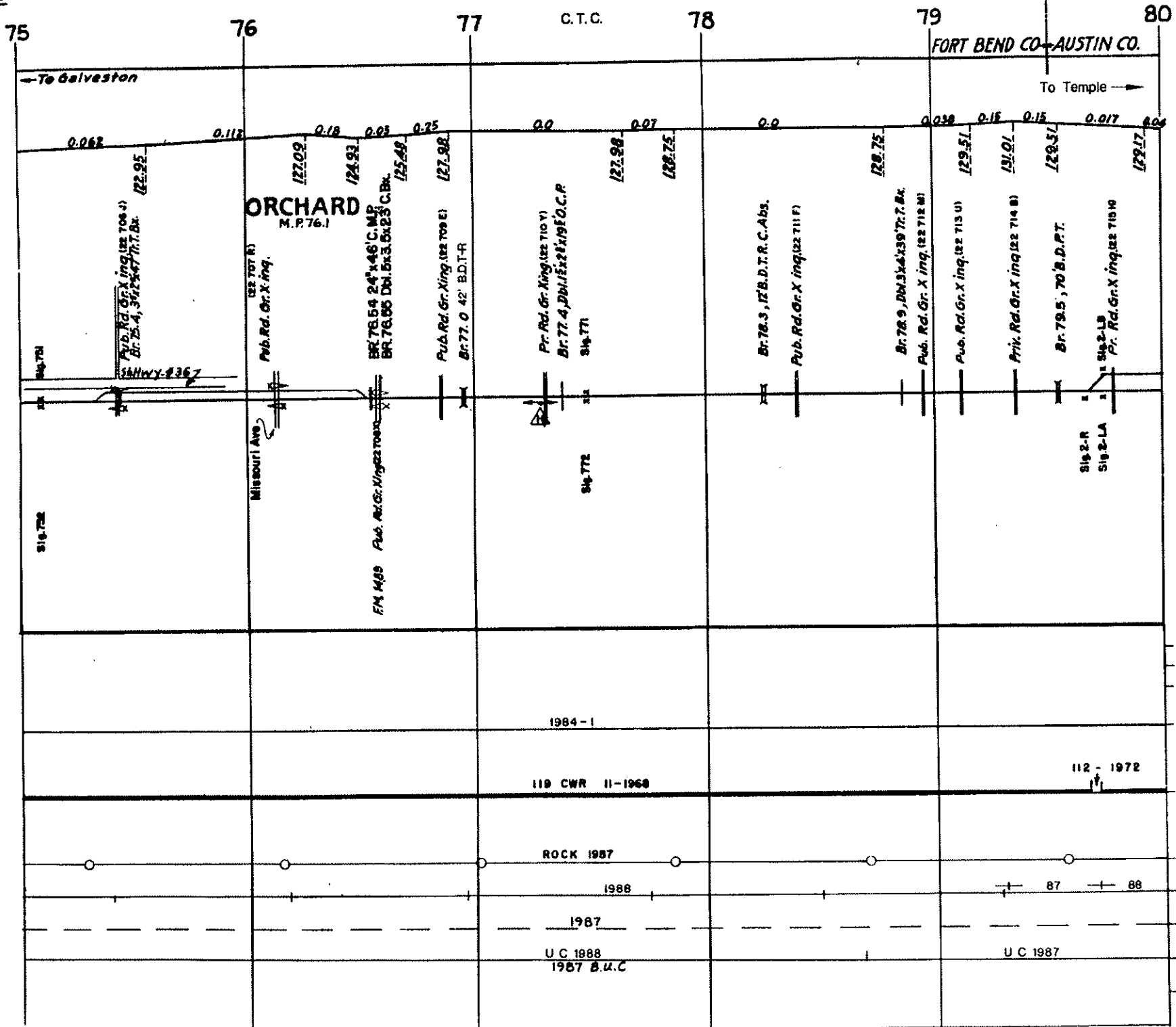


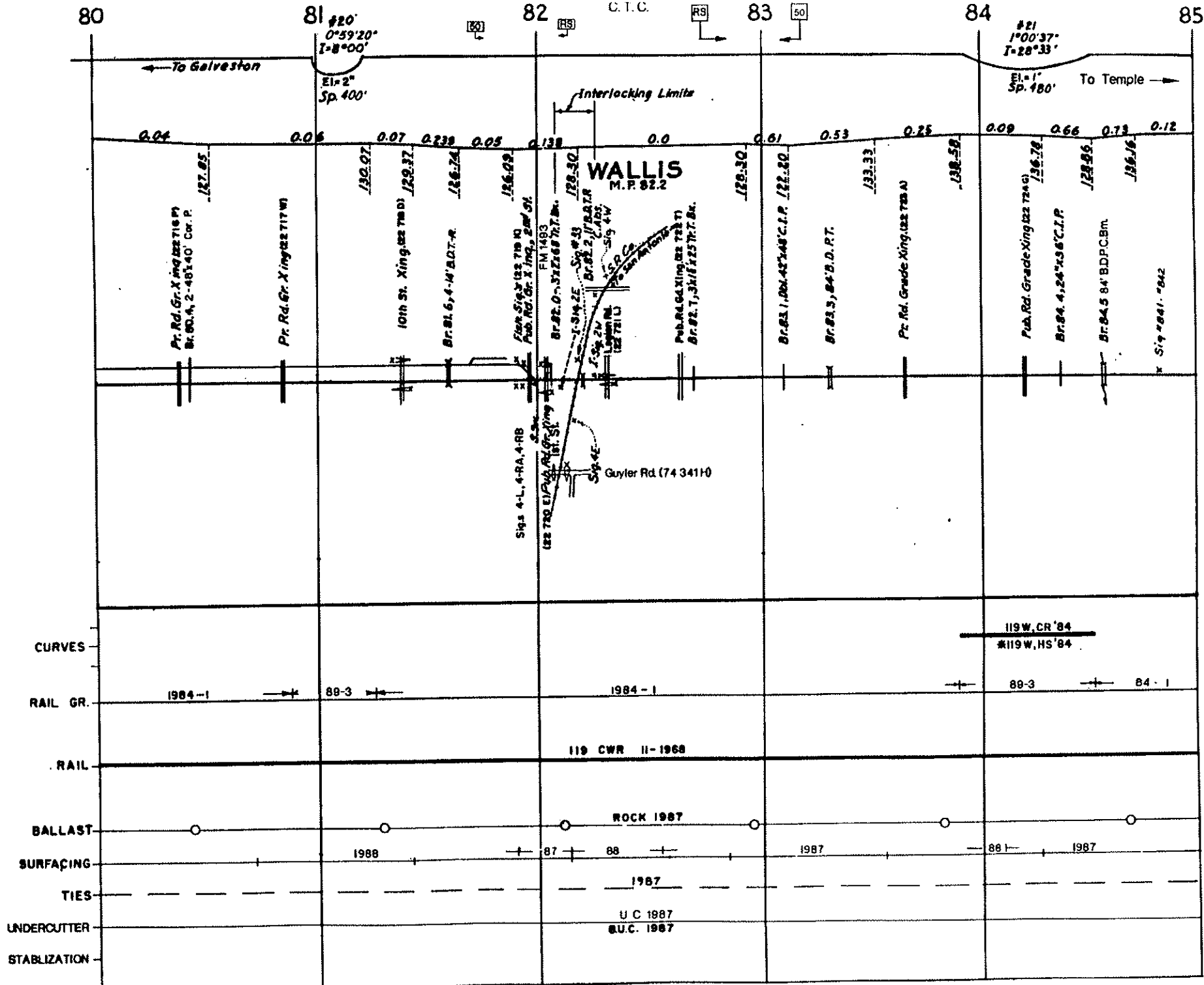


Main Track and Sidings of S.P. Co., Rosenberg to Houston (T & M.O. Jct.), used by A.T. & S.F. Pass. Trains Under Joint Facility Cont. Secy's No. 12510, dated 3-1-20. Rank on Train Mile basis.

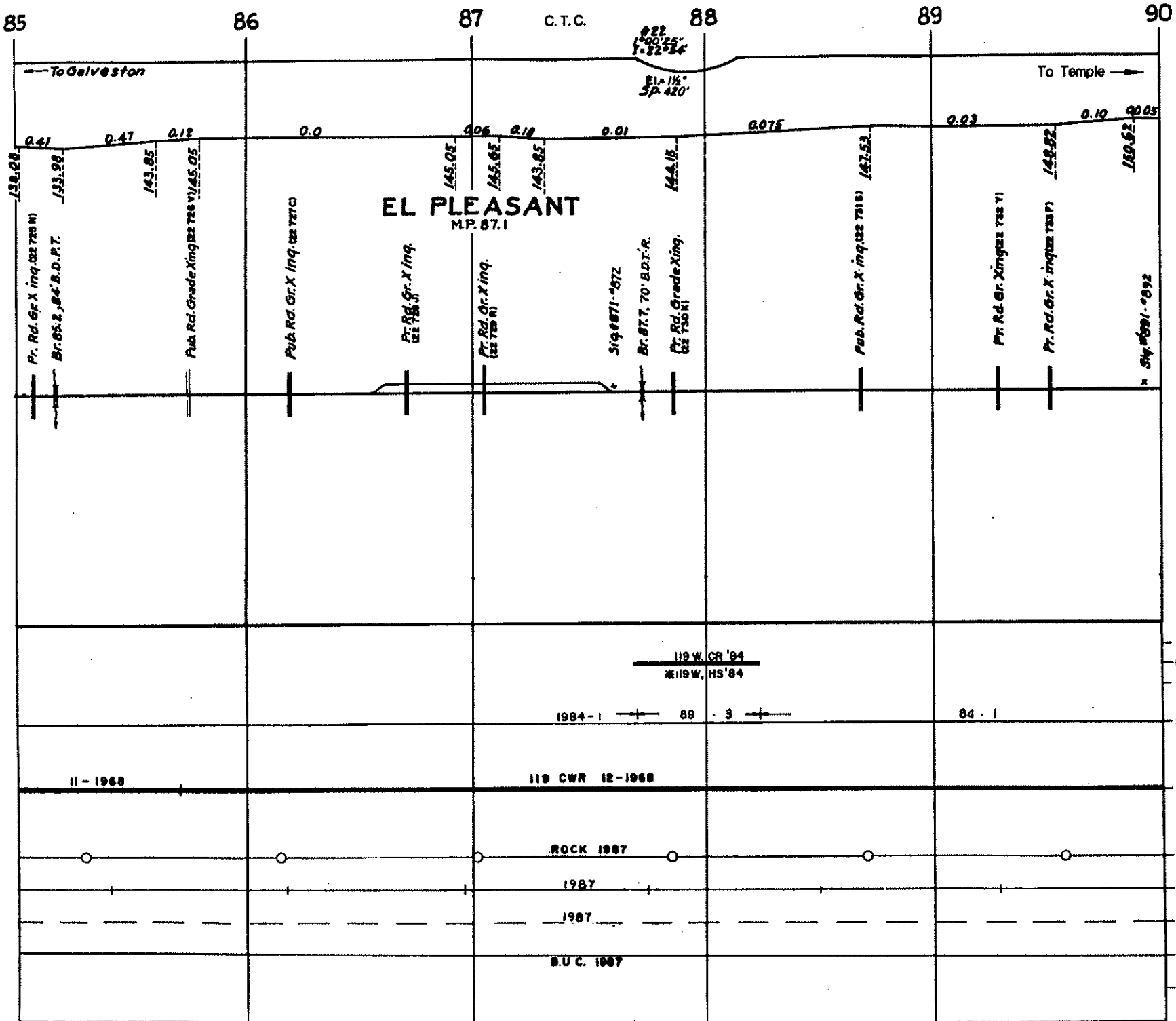


REVISED 3-1981





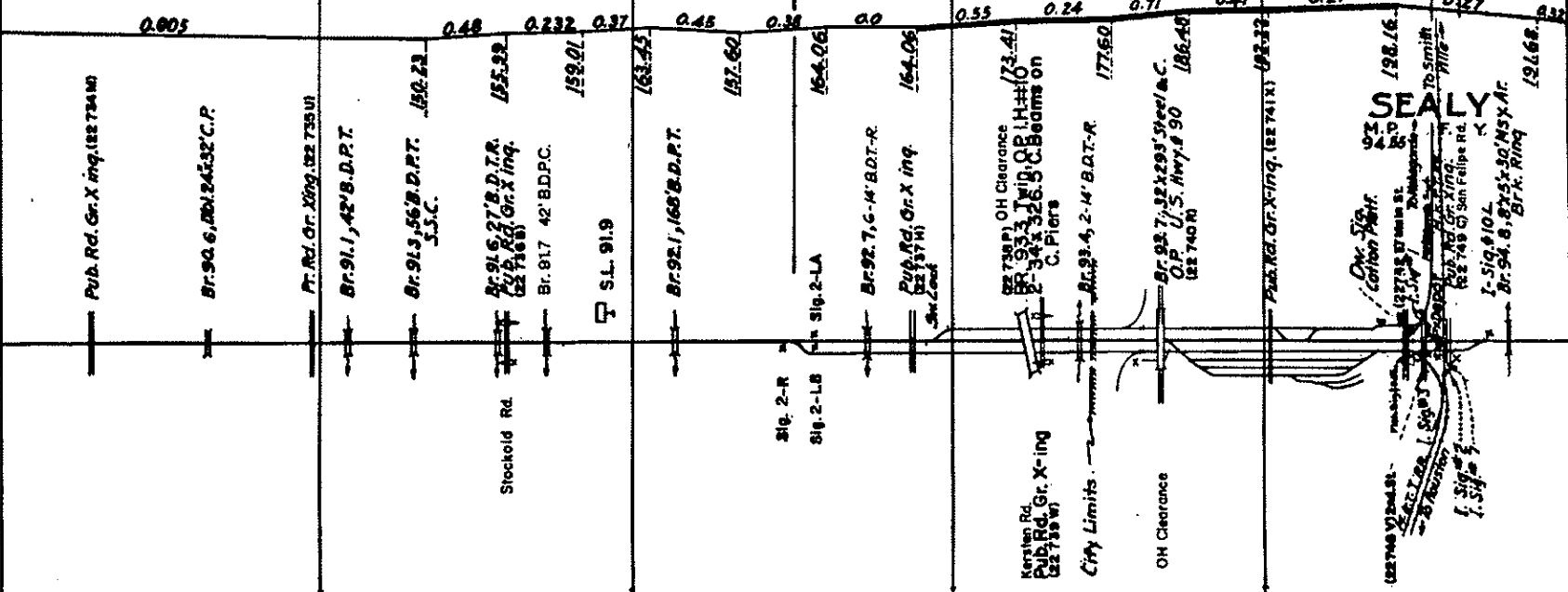
REVISED 3 - 1991



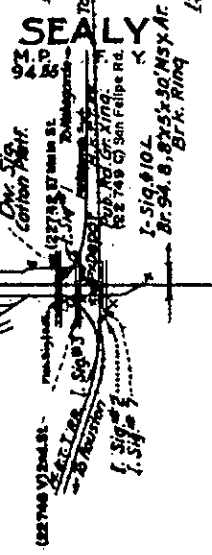
NO CURVES

To Galveston ←

To Temple →  
Interlocking Limits?

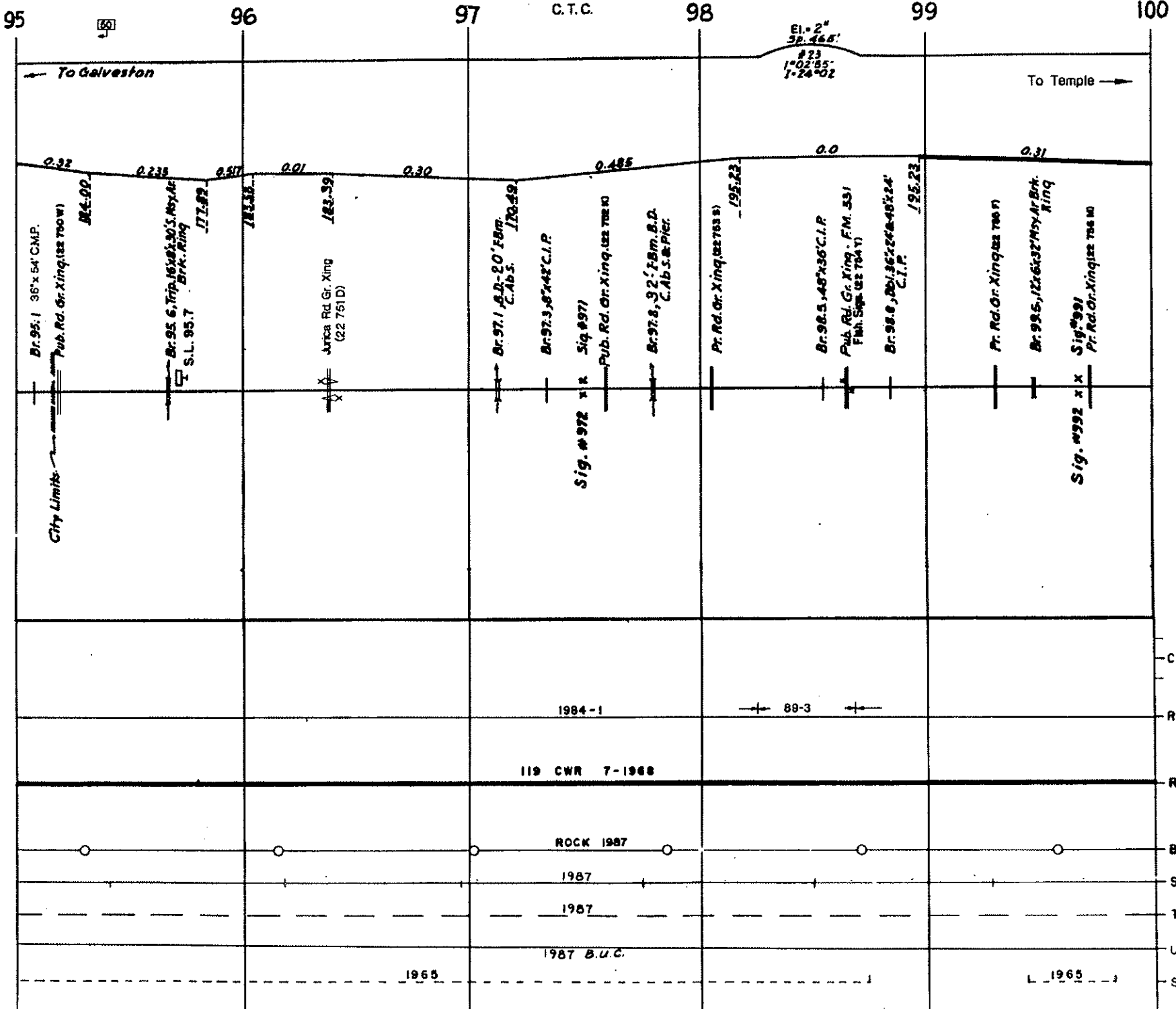


CURVES				
RAIL GR.		84 - 1	87 - 2	84 - 1
RAIL			119 CWR 12-1968	
BALLAST			ROCK 1987	
SURFACING	87	1988	1987	88 1987
TIES			1987	
UNDERCUTTER			B.U.C 1987	
STABILIZATION				1965



3646  
7-1968

1978 \* \* \*  
1978 \* \*



160

C.T.C.

El. = 2'  
Sp. 465'  
#23  
1°02'55"  
1-24-02

To Galveston ←

To Temple →

0.32

0.238

0.517

0.01

0.30

0.485

0.0

0.31

Br. 95.1 36' x 54' CMP.

Pub. Rd. Gr. Xing. 122 700 W

122.00

Br. 95.6 Trip. 16' x 30' S. My. Ar.  
S.L. 95.7 Brk. Ring

177.82

183.38

Autca Rd. Gr. Xing  
(22 751 D)

183.39

Br. 97.1 A.D. 20' F.B.M.  
C. Abs. 120.49

Br. 97.3 8' x 4' C.I.P.

Sig. # 972 x x

Sig. # 971

Pub. Rd. Gr. Xing. 122 700 W

Br. 97.8 9' x 2' F.B.M. B.D.  
C. Abs. Br. Pier.

Pt. Rd. Gr. Xing. 122 700 W

195.23

Br. 98.5 45' x 30' C.I.P.

Pub. Rd. Gr. Xing - F.M. 331  
F.M. Sign. 122 704 Y

Br. 98.8 20' x 36' x 48' x 24'  
C.I.P. 195.23

Pt. Rd. Gr. Xing. 122 700 W

Br. 99.5 12' x 6' x 32' My. Ar. Brk.  
Ring

Sig. # 992 x x

Sig. # 991

Pt. Rd. Gr. Xing. 122 700 W

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

1984-1

89-3

119 CWR 7-1968

ROCK 1987

1987

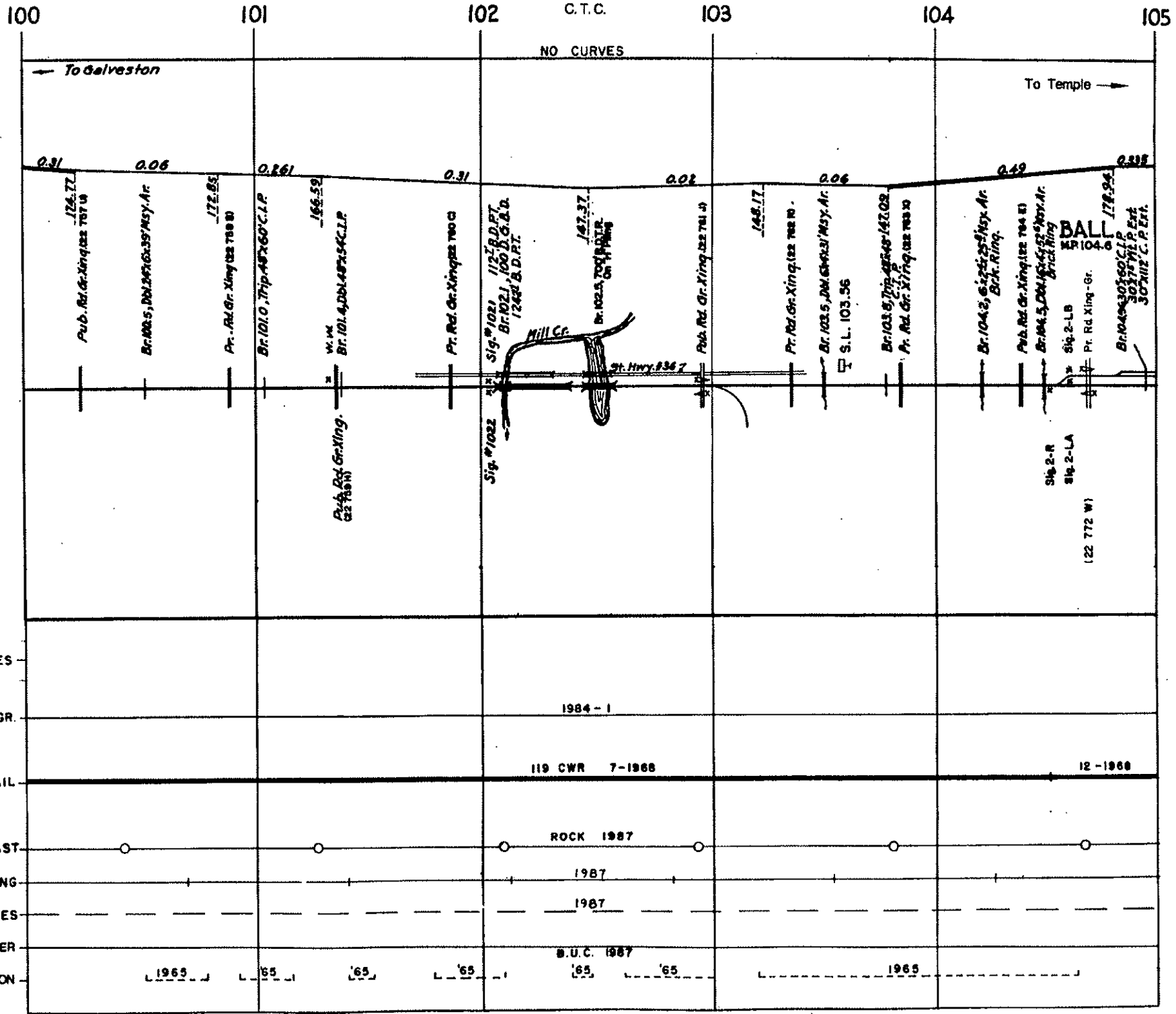
1987

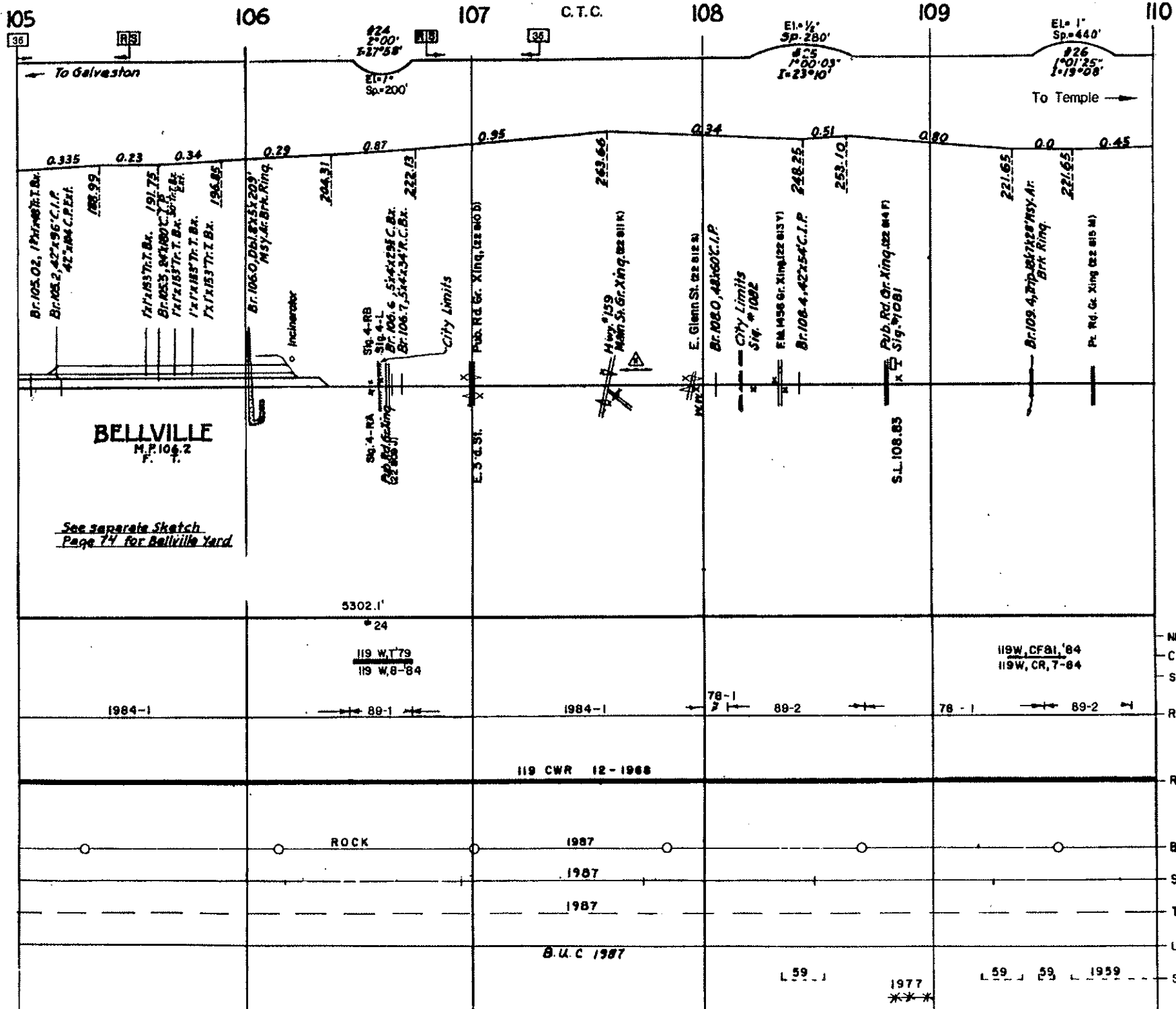
1987 B.U.C.

1965

L 1965







**BELLVILLE**  
M.P. 106.2

See separate Sketch  
Page 74 for Bellville Yard

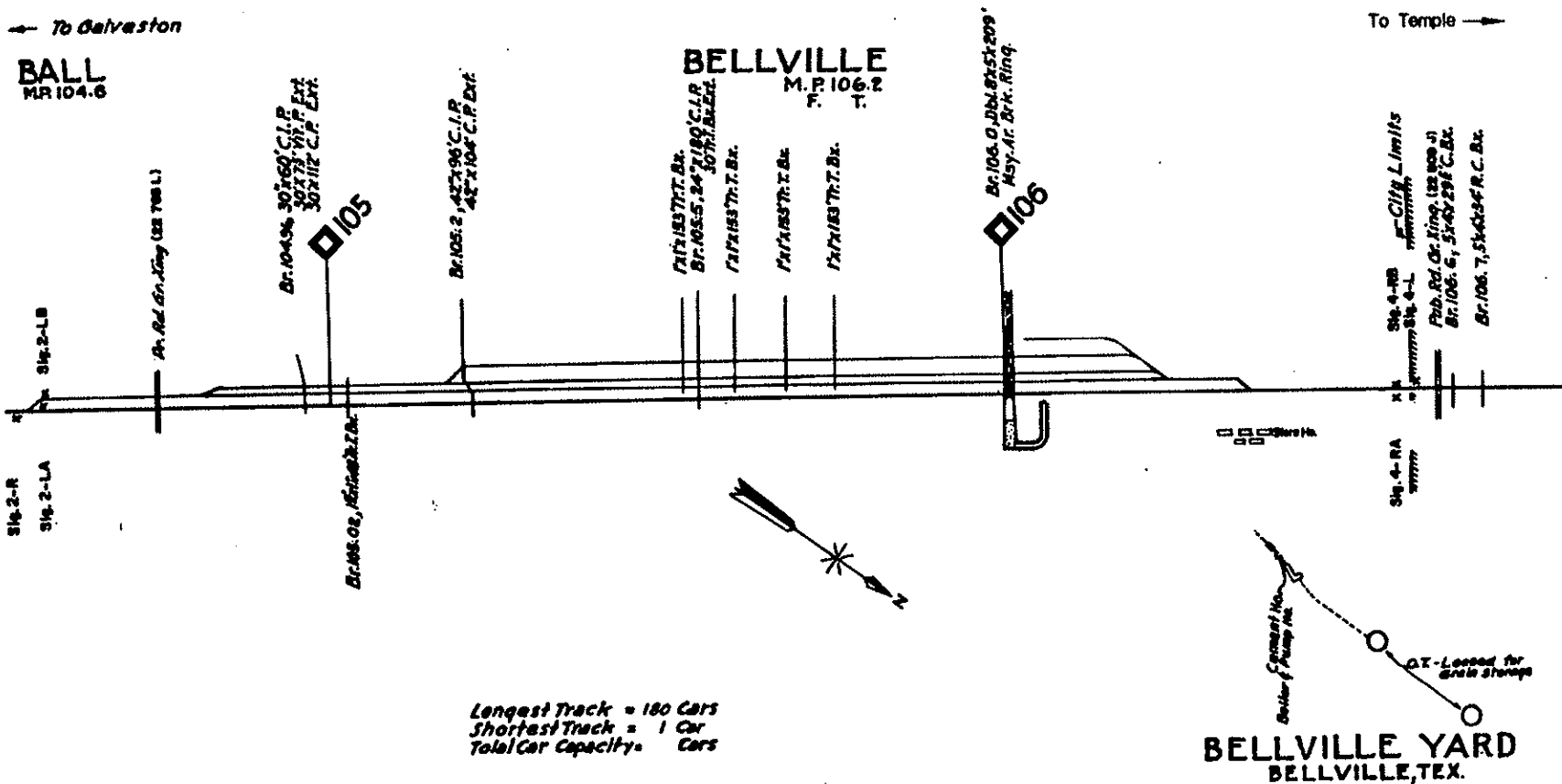
NR  
CURVES  
SR  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION

← To Galveston

To Temple →

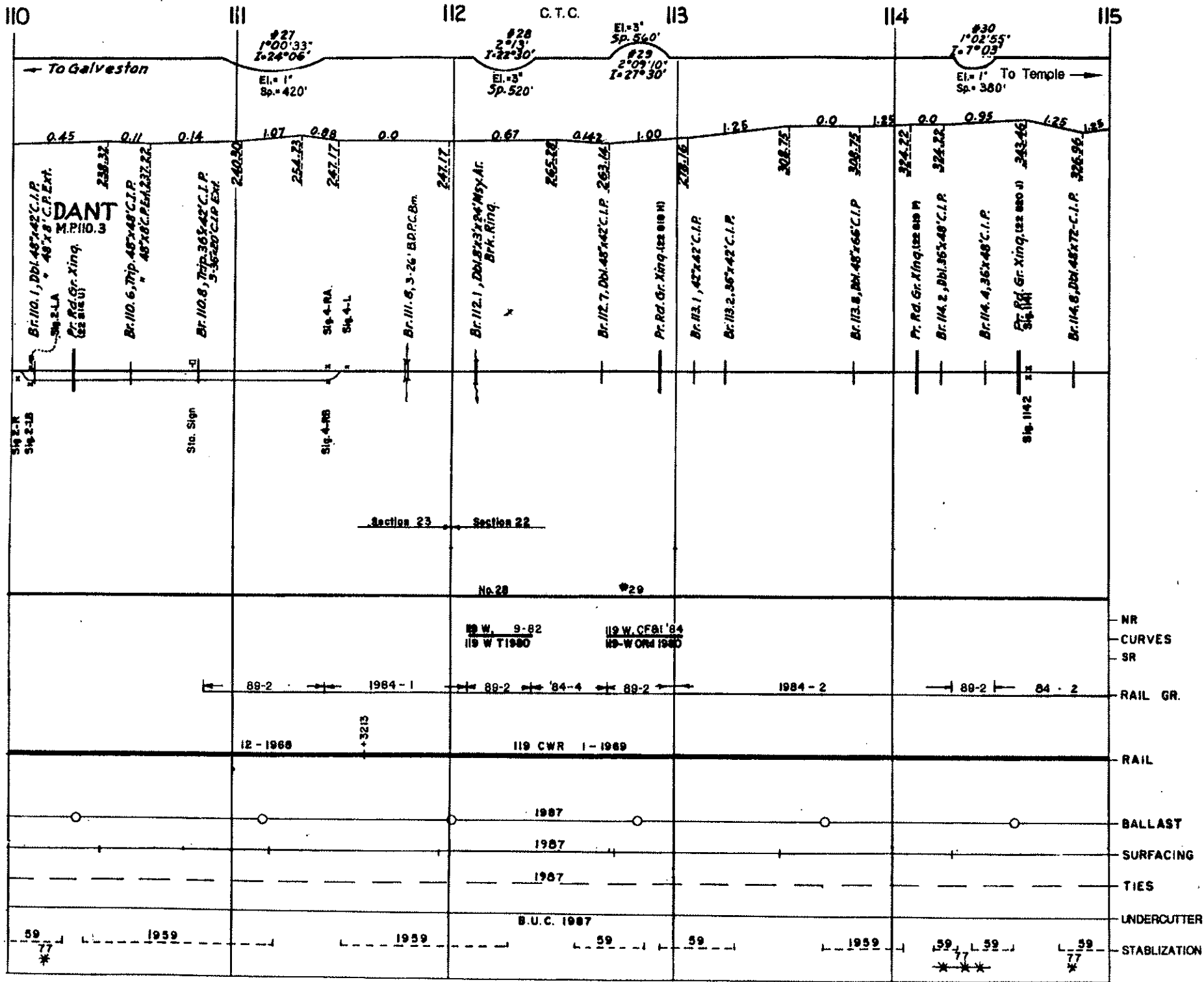
**BALL**  
M.P. 104.6

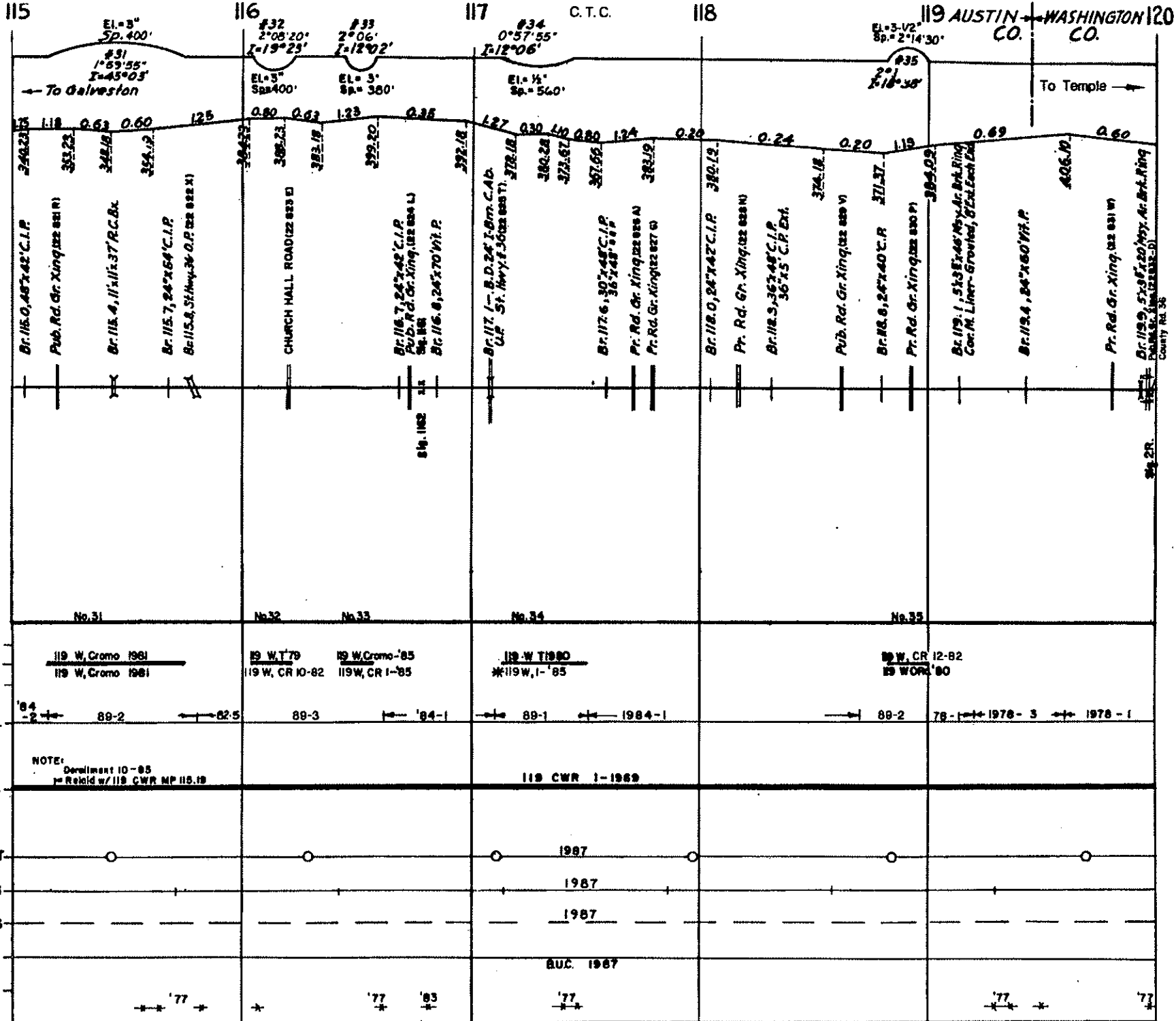
**BELLVILLE**  
M.P. 106.2  
T.



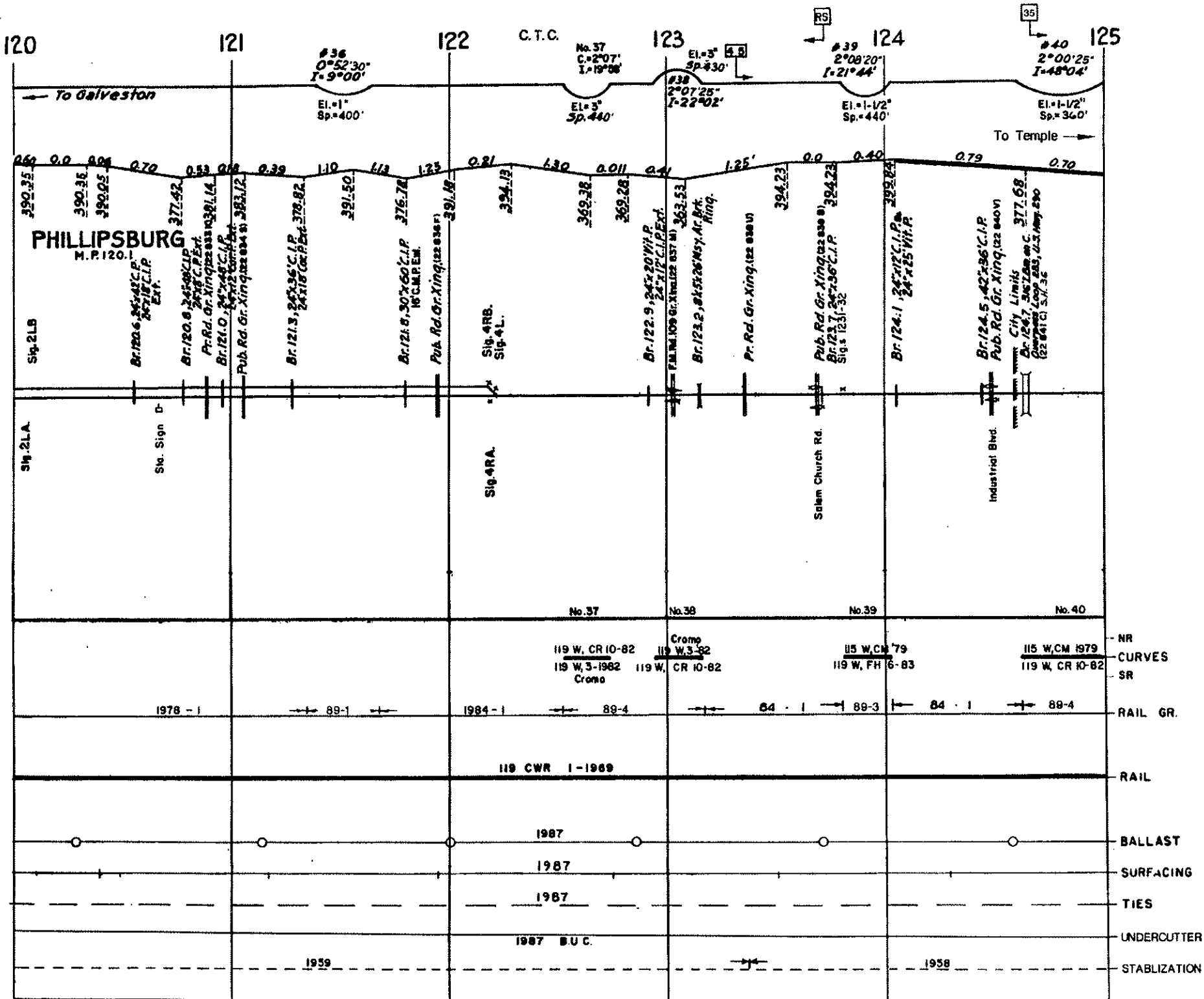
Longest Track = 180 Cars  
 Shortest Track = 1 Car  
 Total Car Capacity = Cars

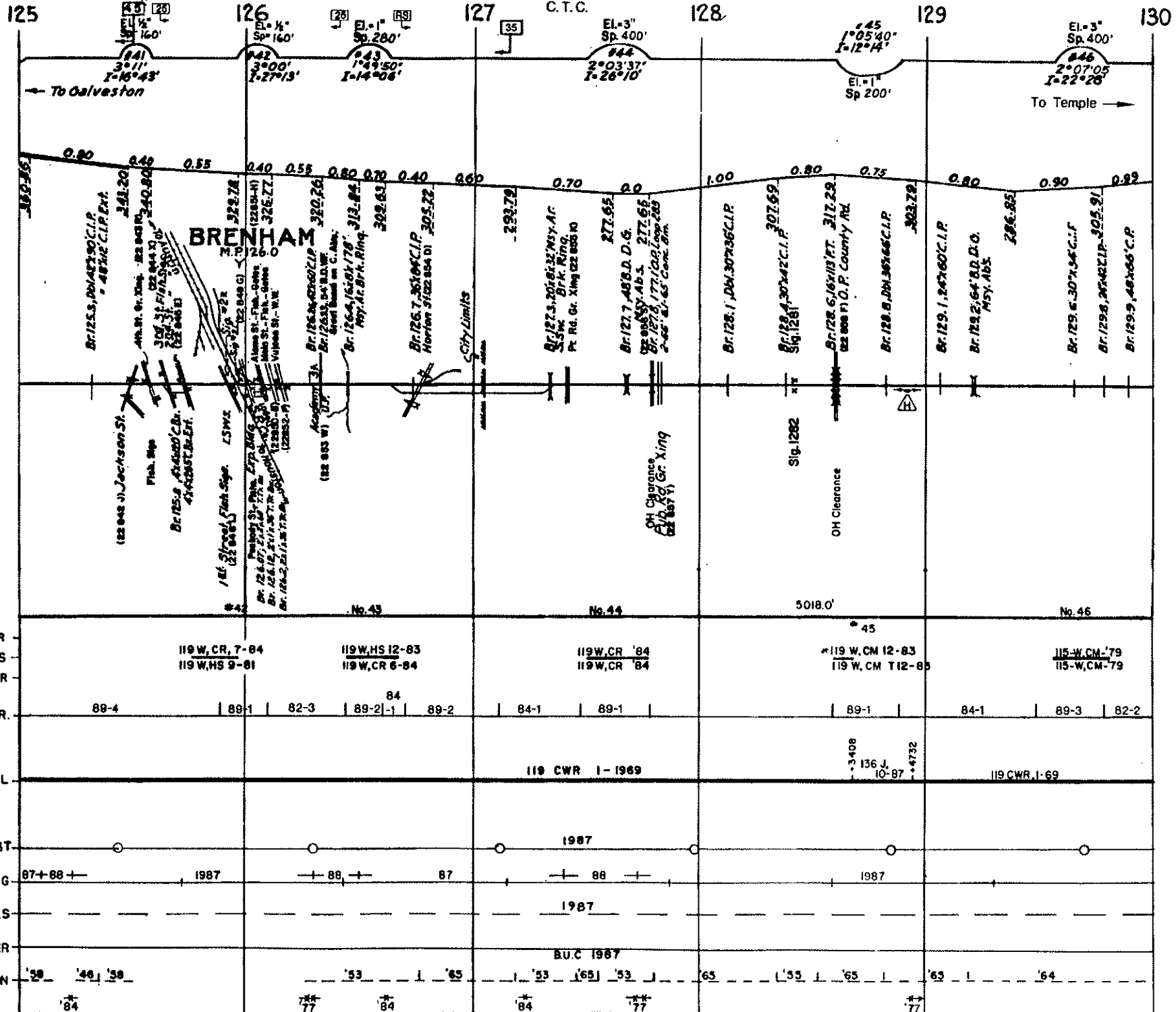
**BELLVILLE YARD**  
 BELLVILLE, TEX.

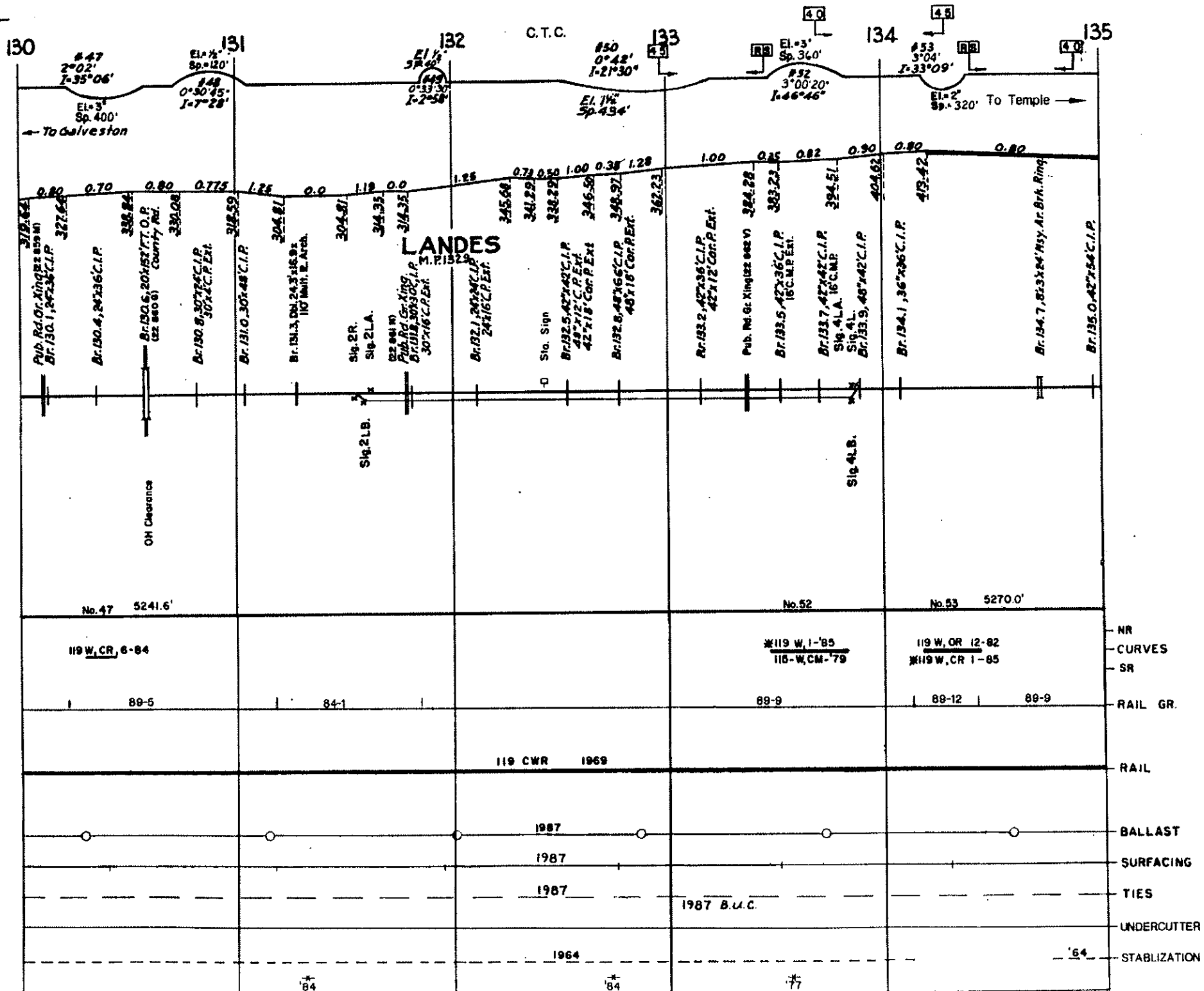




REVISED 3-1991







NR  
 CURVES  
 SR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

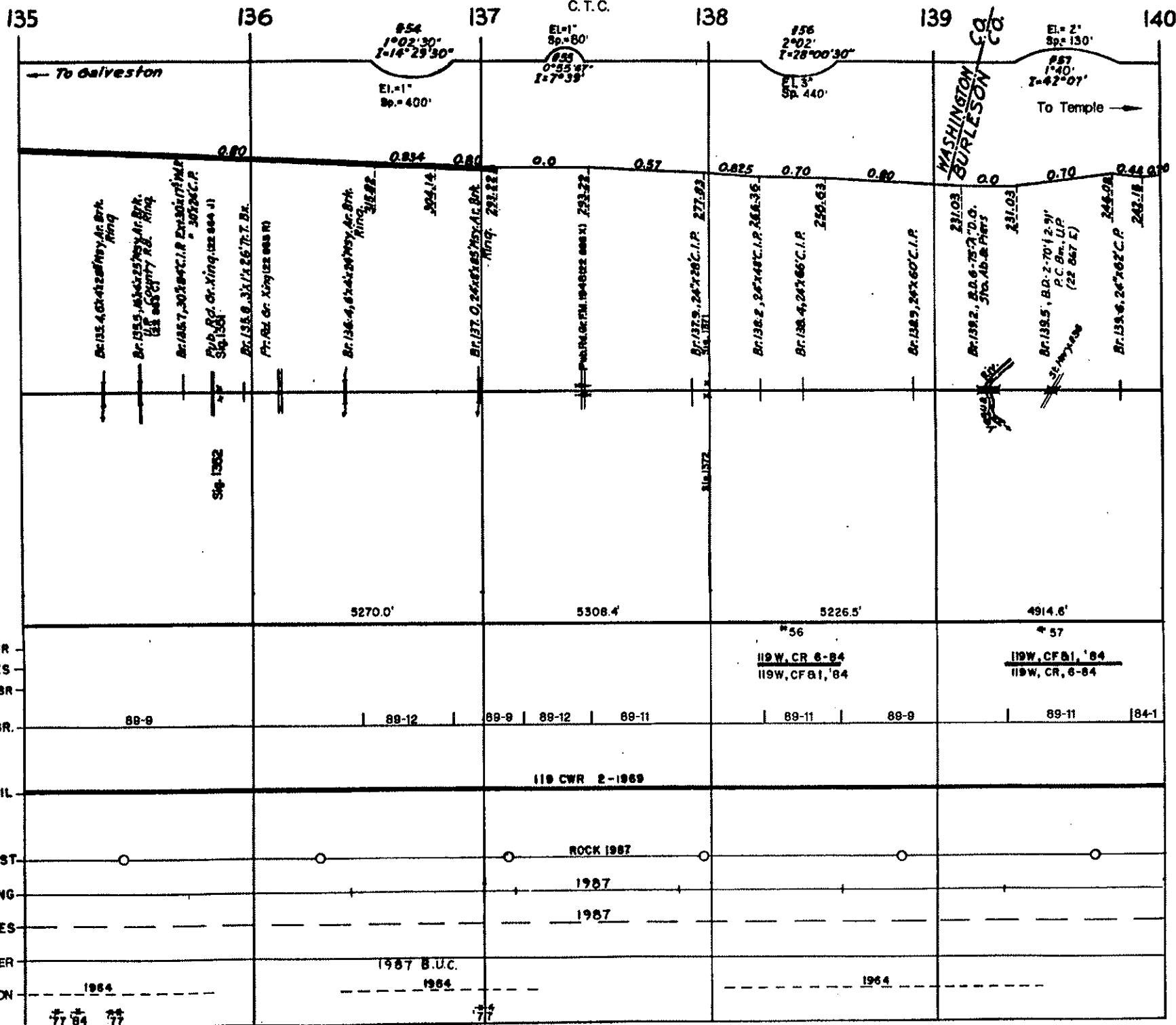
84

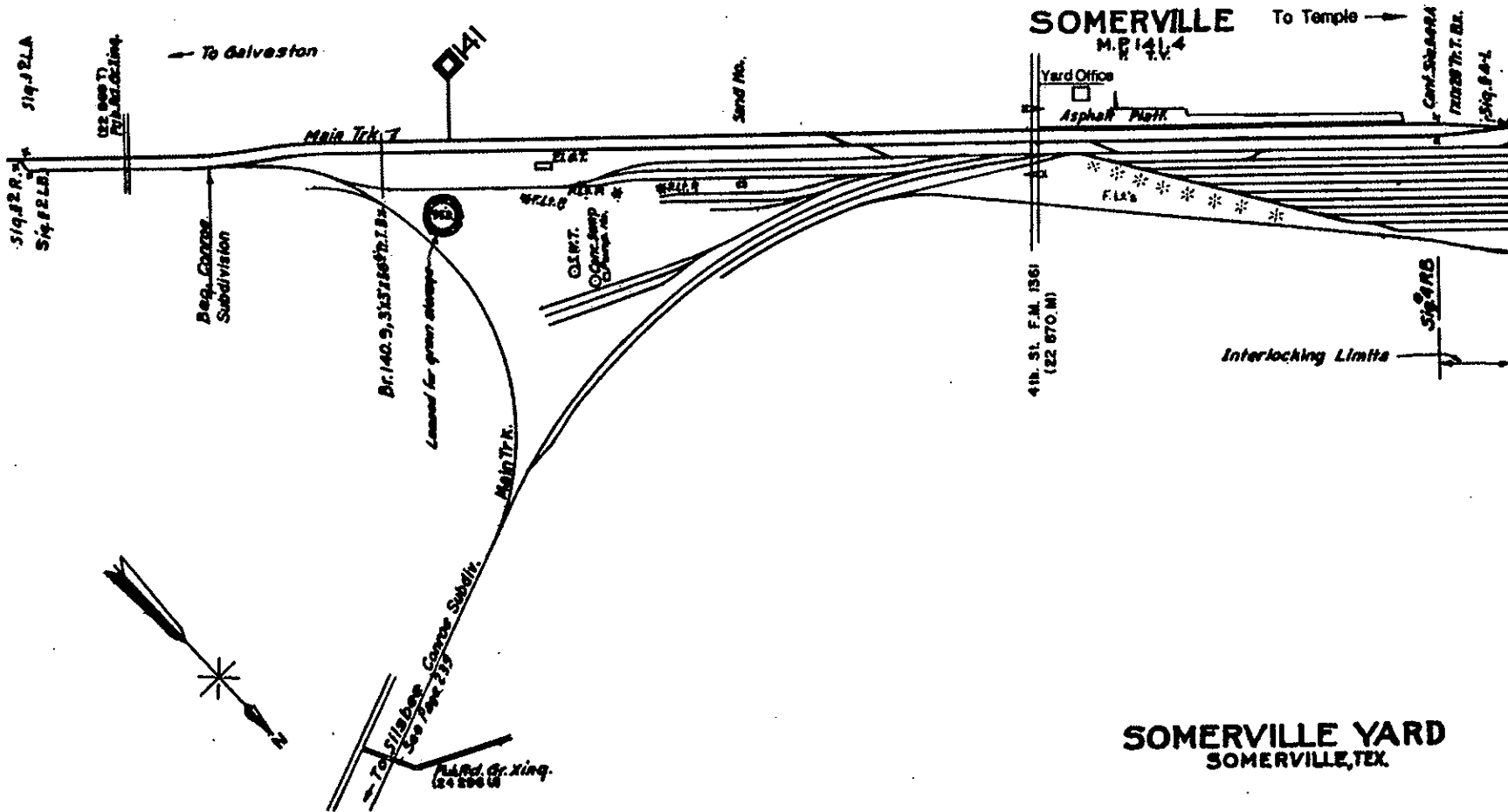
84

77

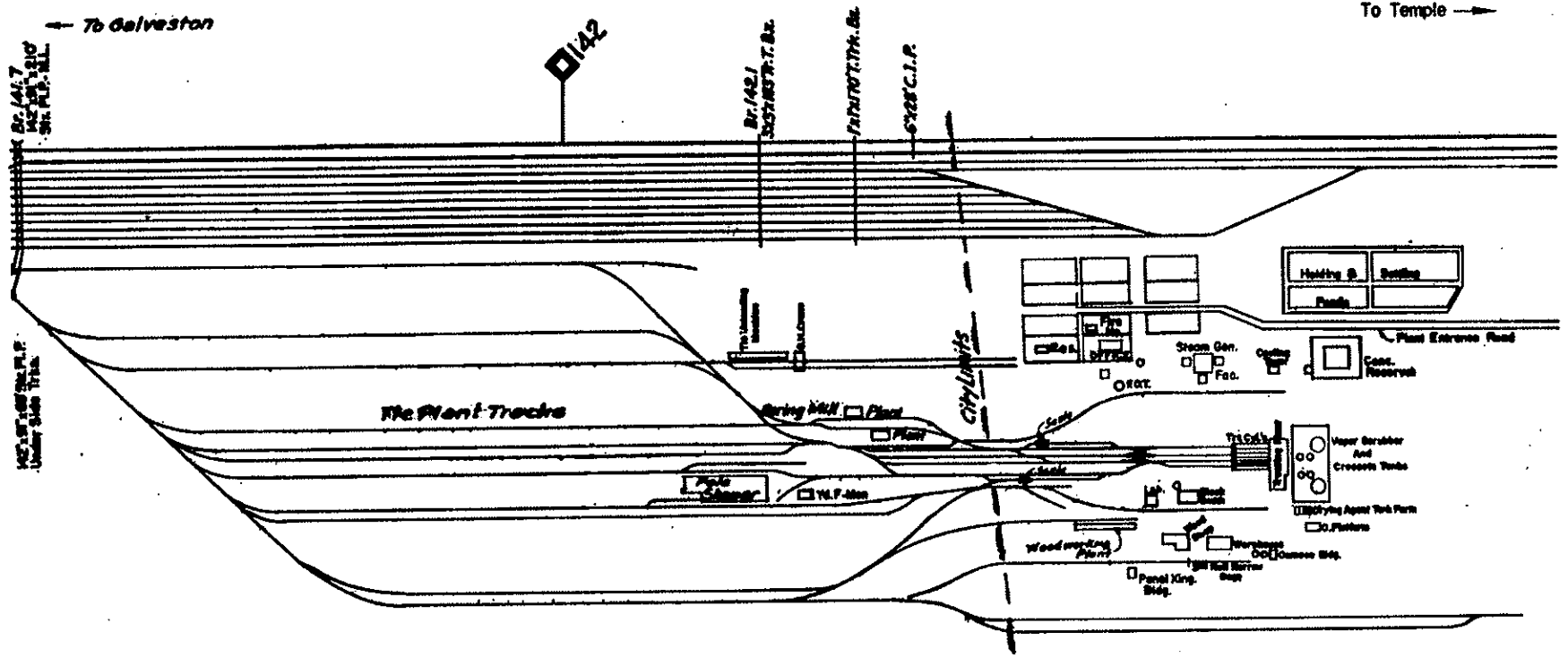
'64



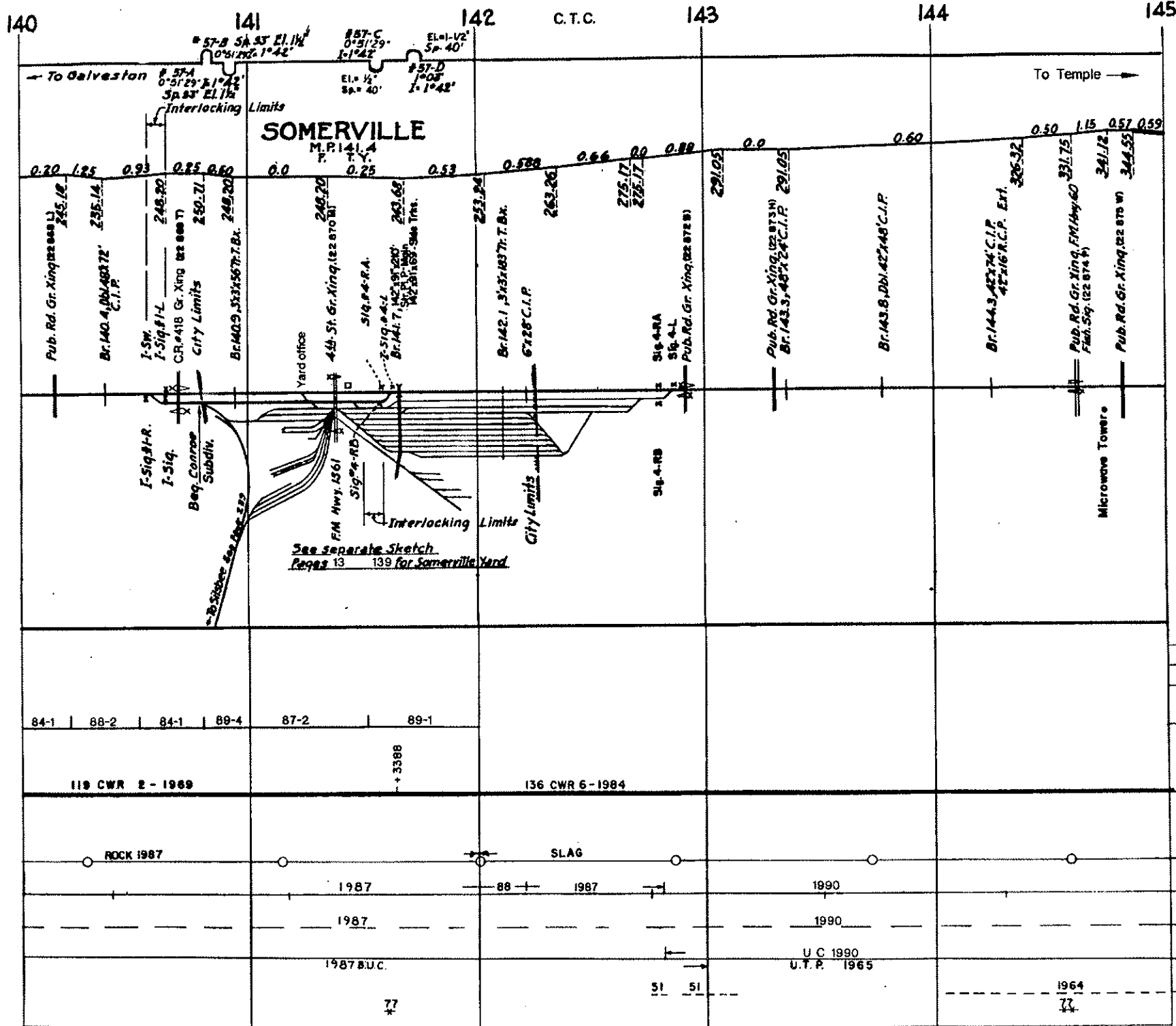




**SOMERVILLE YARD**  
SOMERVILLE, TEX.



**SOMERVILLE YARD**  
 SOMERVILLE, TEX.



CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

145

146

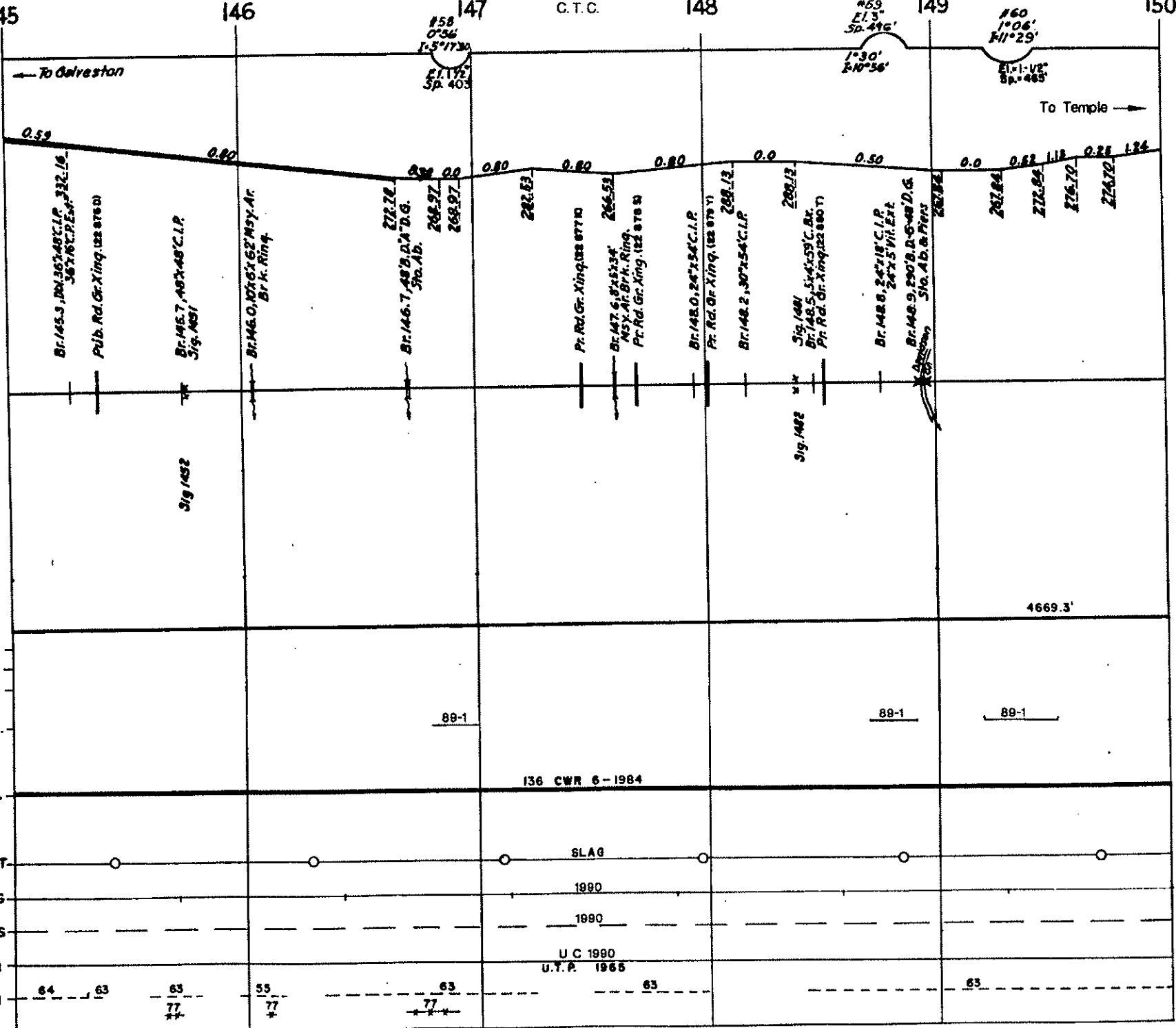
147

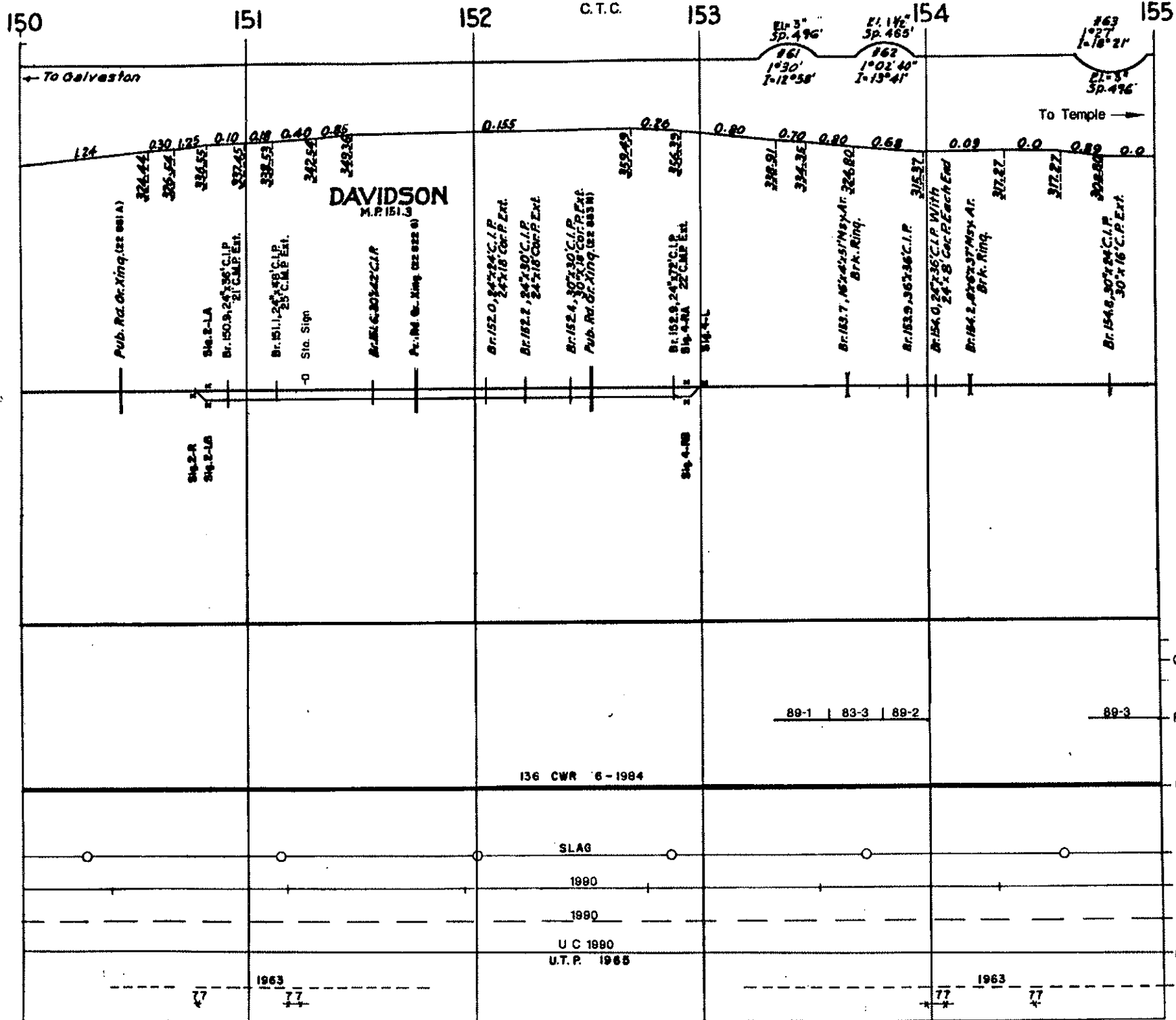
G.T.C.

148

149

150





CURVES  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

136 CWR 6-1984

SLAG

1990

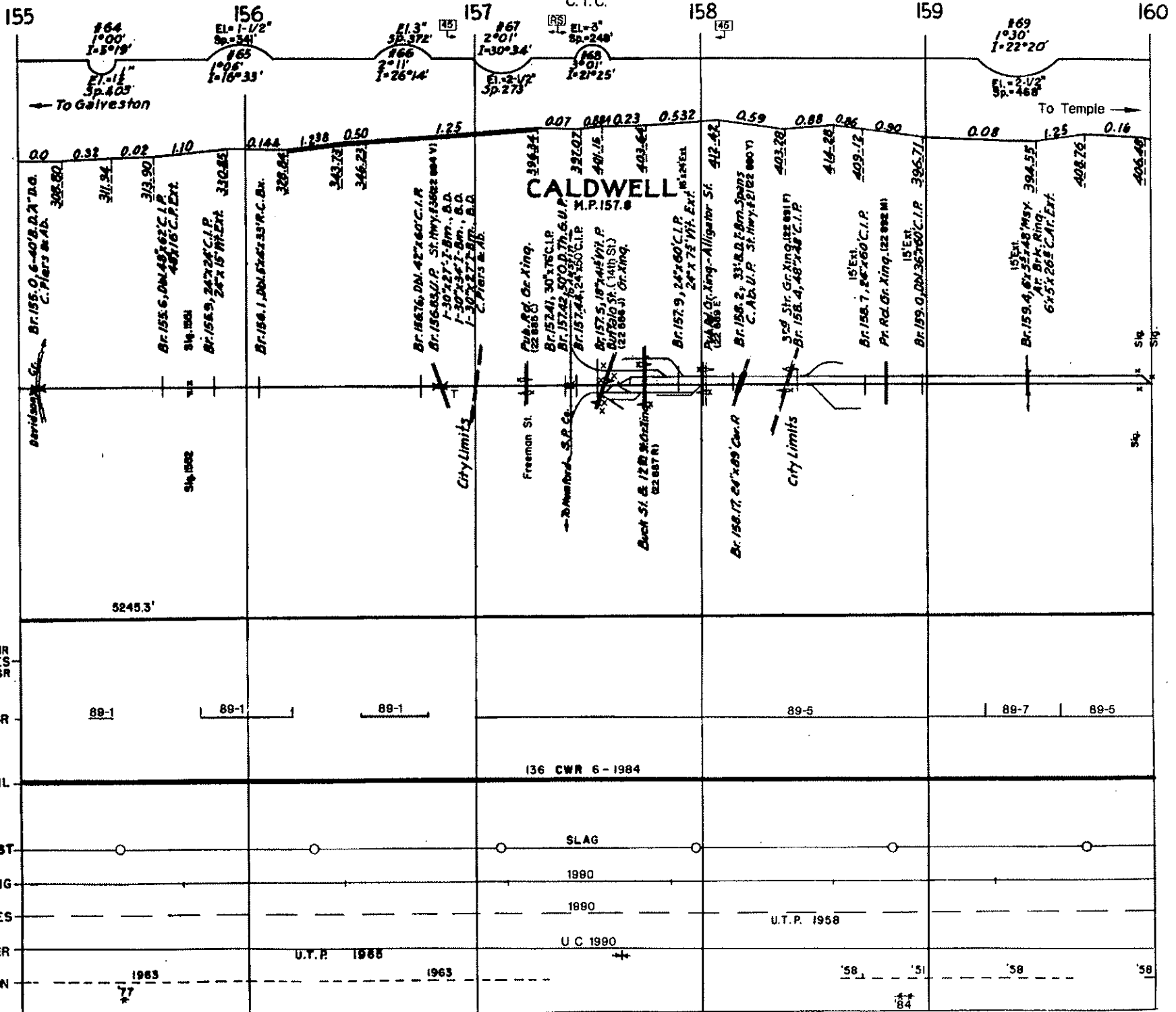
1990

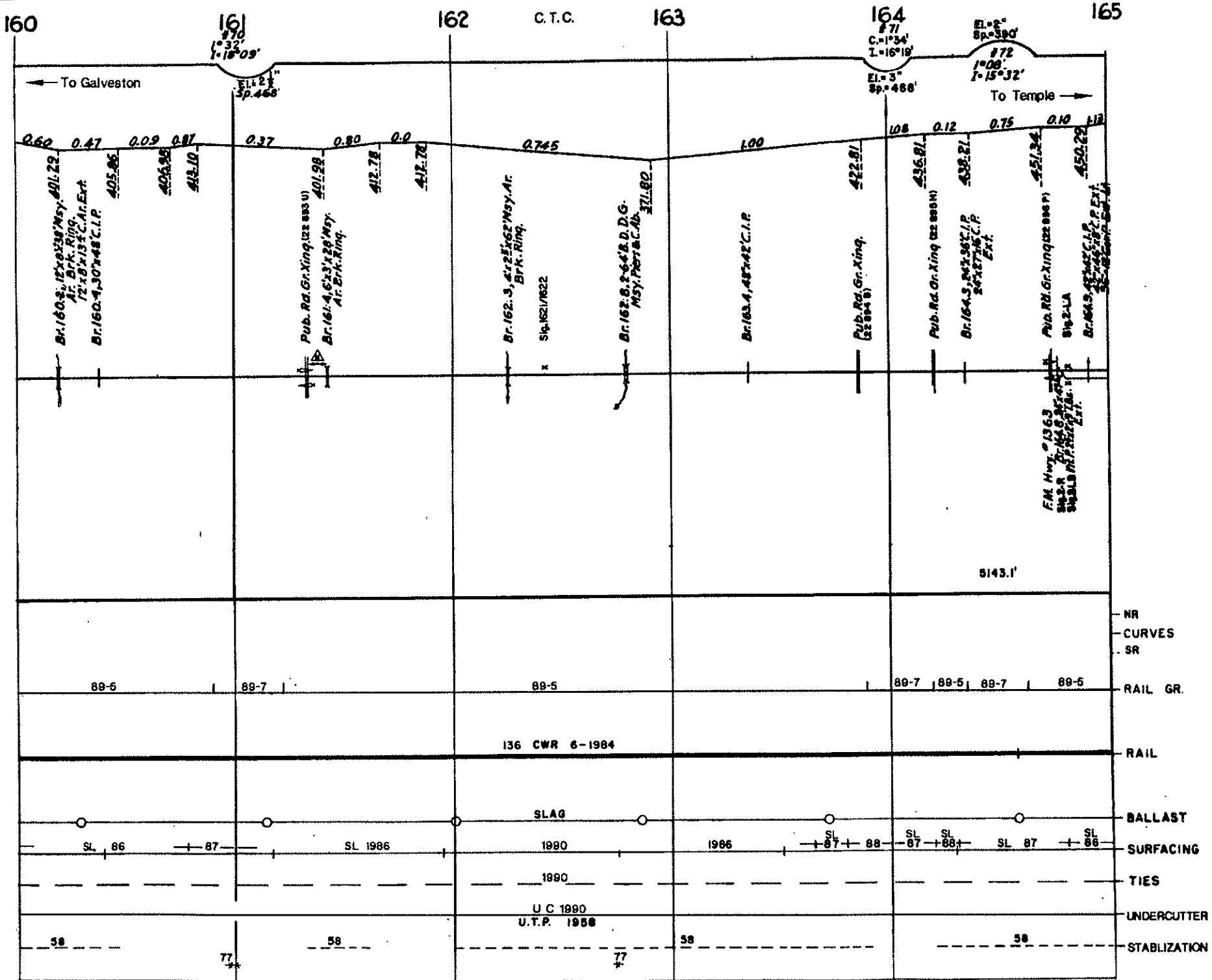
U C 1990

U.T.P. 1965

1963

1963







165

166

167

C.T.C.

168

169

170

#73  
1°04'  
I=7°16'  
E11 1/2"  
Sp. 350'

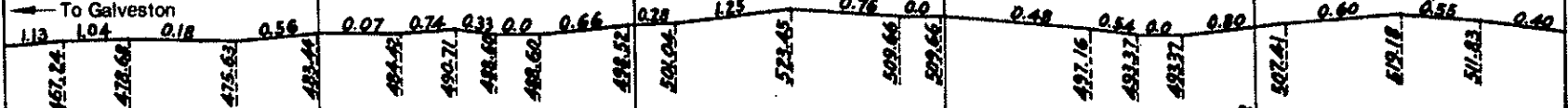
#74  
1°00'  
I=17°02'20"

EL=1 1/2"  
Sp. 195'  
#75  
0°21'  
I=7°43'

EL 1 1/2"  
Sp. 468'  
#76  
1°04'  
I=10°36'

EL 1 1/2"  
Sp. 390'  
#77  
3°05'  
I=42°02'

EL 1 1/2"  
Sp. 390'  
#78  
3°07'  
I=54°00'



CHRISMAN  
M.R. 169.8

Br. 166.2, 30°24' C.I.P.  
30°24' C.I.P. EXT.  
30°24' C.I.P. EXT.

Pub. Rd. Gr. Xing. (22 88' 7")

Br. 166.2, 30°24' C.I.P.  
30°24' C.I.P. EXT.  
30°24' C.I.P. EXT.

Pr. Rd. Gr. Xing. (22 888 0)

Br. 166.6, 30°24' C.I.P.  
28° C.M.P. EXT.

Sta. 4.71  
512.41

Br. 167.1, 48°17' C.I.P.

Pub. Rd. Gr. Xing. (22 800 0)

Br. 167.8, 30°24' C.I.P.  
30°24' C.I.P. EXT.

Pub. Rd. Gr. Xing. (22 801 1)

Br. 168.6, 42°45' C.I.P.

Pub. Rd. Gr. Xing. (22 800 0)

Pub. Rd. Gr. Xing. (22 808 1)

Br. 169.9, 42°45' C.I.P.  
Pr. Rd. Gr. Xing. (22 808 1)

NR  
CURVES  
SR

RAIL GR.

RAIL

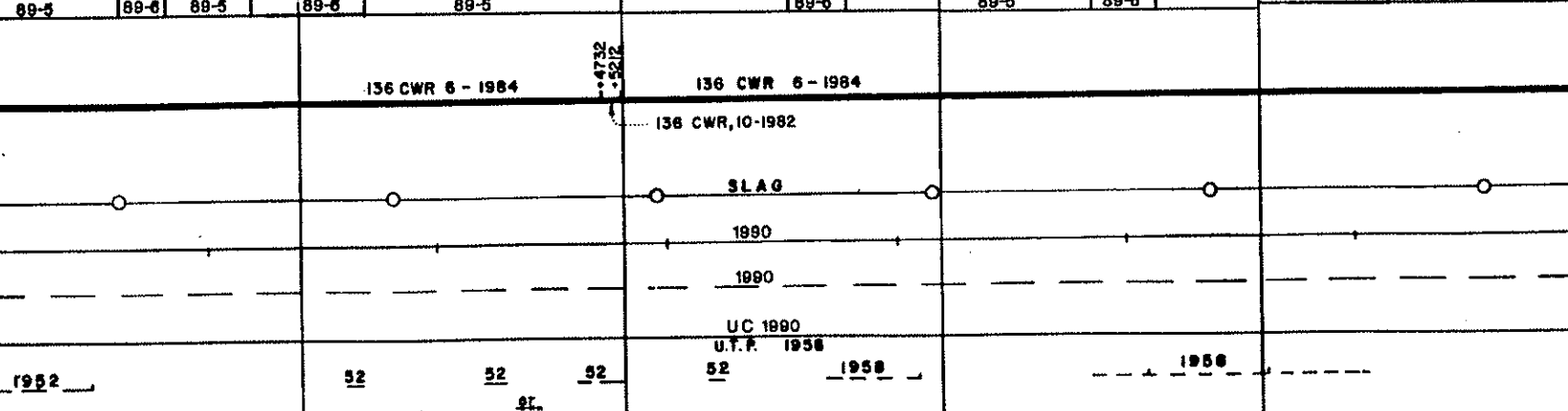
BALLAST

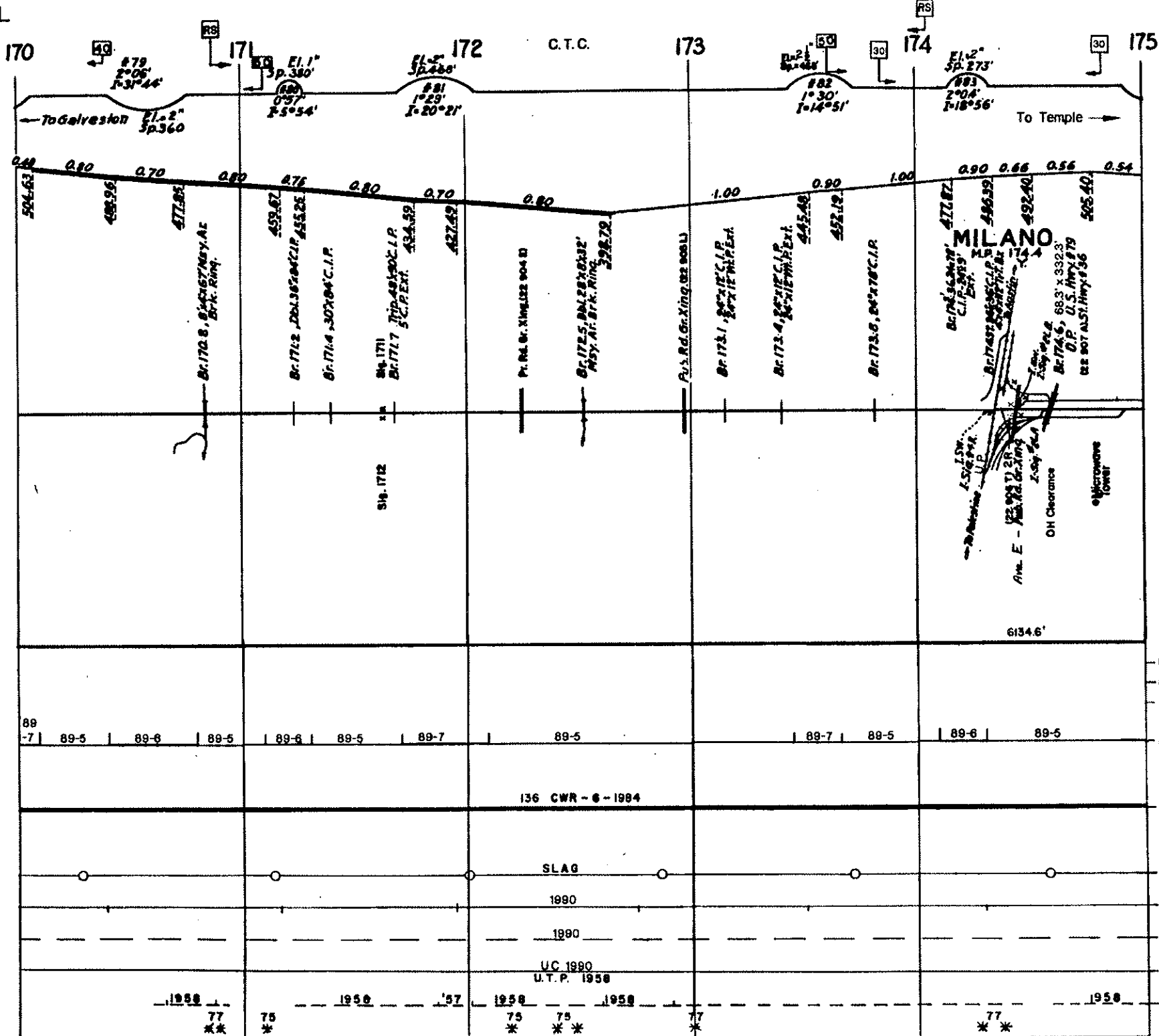
SURFACING

TIES

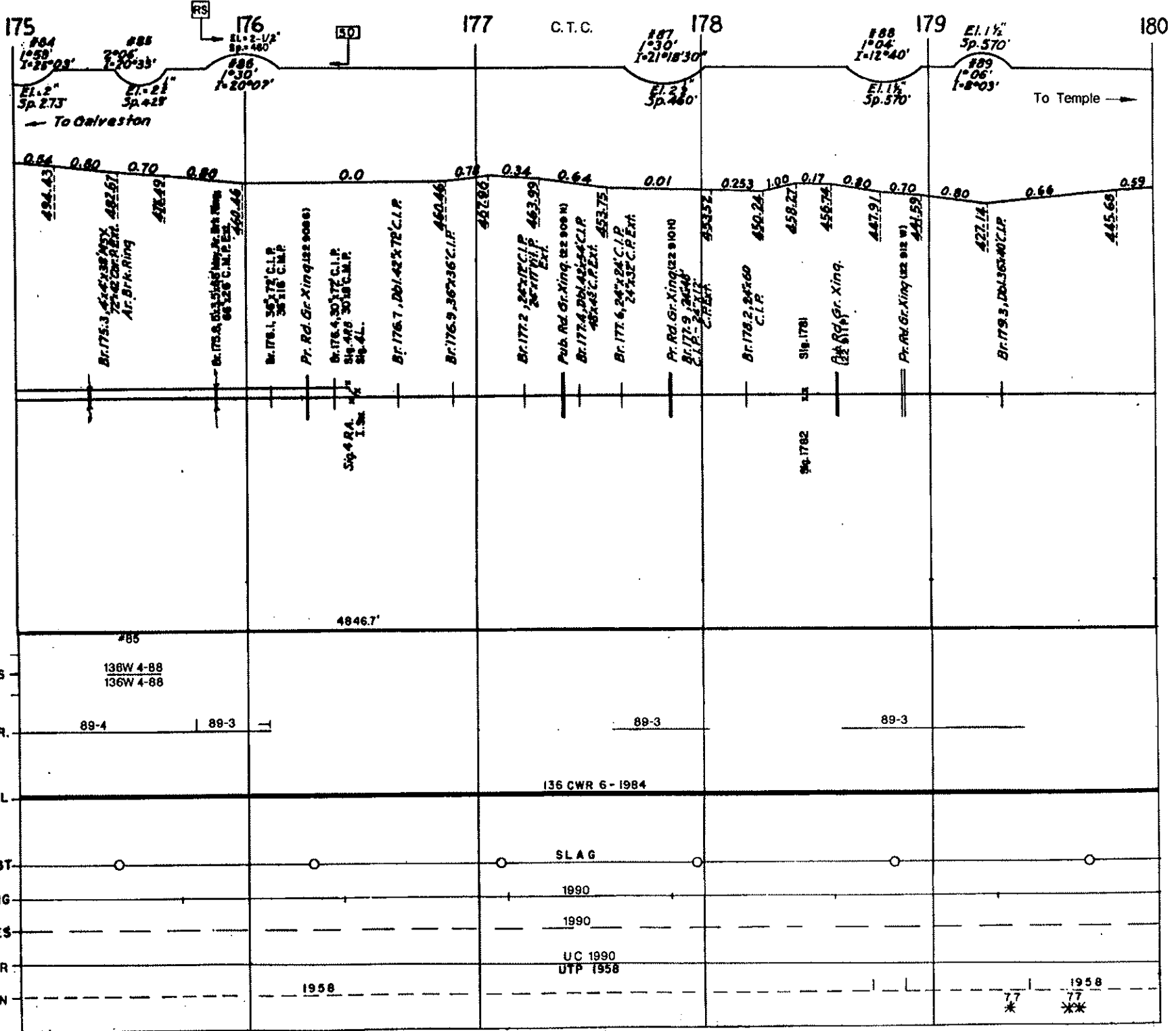
UNDERCUTTER

STABILIZATION





NR  
 CURVES  
 SR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION



175

176

177

178

179

180

C.T.C.

#84  
 1°59'  
 I=21°29'  
 El. 2"  
 Sp. 273  
 To Galveston

#85  
 2°06'  
 I=20°33'  
 El. 2"  
 Sp. 28

#86  
 1°30'  
 I=20°07'  
 El. 2-1/2"  
 Sp. 460

#87  
 1°30'  
 I=21°18'30"  
 El. 2"  
 Sp. 460

#88  
 1°04'  
 I=12°40'  
 El. 1 1/2"  
 Sp. 370

#89  
 1°06'  
 I=8°03'  
 El. 1 1/2"  
 Sp. 370  
 To Temple

0.84 0.80 0.70 0.80 0.0 0.78 0.34 0.64 0.01 0.253 1.00 0.17 0.80 0.70 0.80 0.66 0.59

494.43  
 Br. 175.3, 4x4x38' MAX  
 75'42' C.R. Ext. 482.67  
 Ar. Brk. Ring  
 478.49  
 Br. 175.8, 6x6x38' MAX  
 68'12" C.M.P. Ext. 460.46  
 Br. 176.1, 3x3x17' C.I.P.  
 30'18' C.M.P.  
 Pr. Rd. Gr. Xing (122 900 N)  
 Br. 176.4, 3x3x17' C.I.P.  
 30'18' C.M.P.  
 Sig. 4 R.A. 1.3m  
 4846.7'  
 Br. 176.7, Dbl. 42' X 72' C.I.P.  
 460.46  
 Br. 176.9, 3x3x17' C.I.P.  
 482.90  
 Br. 177.2, 2x2x17' C.I.P.  
 26'11" C.I.P. Ext. 463.99  
 Pub. Rd. Gr. Xing. (122 900 N)  
 Br. 177.4, Dbl. 42' X 72' C.I.P.  
 48'42' C.P. Ext. 453.75  
 Br. 177.6, 2x2x17' C.I.P.  
 24'15" C.P. Ext.  
 Pr. Rd. Gr. Xing (122 910 N)  
 Br. 177.9, 2x2x17' C.I.P.  
 24'15" C.P. Ext.  
 450.24  
 Br. 178.2, 2x2x17' C.I.P.  
 458.27  
 Sig. 1781  
 Br. 178.4, 2x2x17' C.I.P.  
 456.76  
 Pr. Rd. Gr. Xing (122 912 W)  
 Br. 179.1, 2x2x17' C.I.P.  
 447.91  
 441.59  
 Br. 179.3, Dbl. 36' X 40' C.I.P.  
 427.14  
 445.68

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

#85  
136W 4-88  
136W 4-88

89-4 | 89-3

136 CWR 6-1984

SLAG

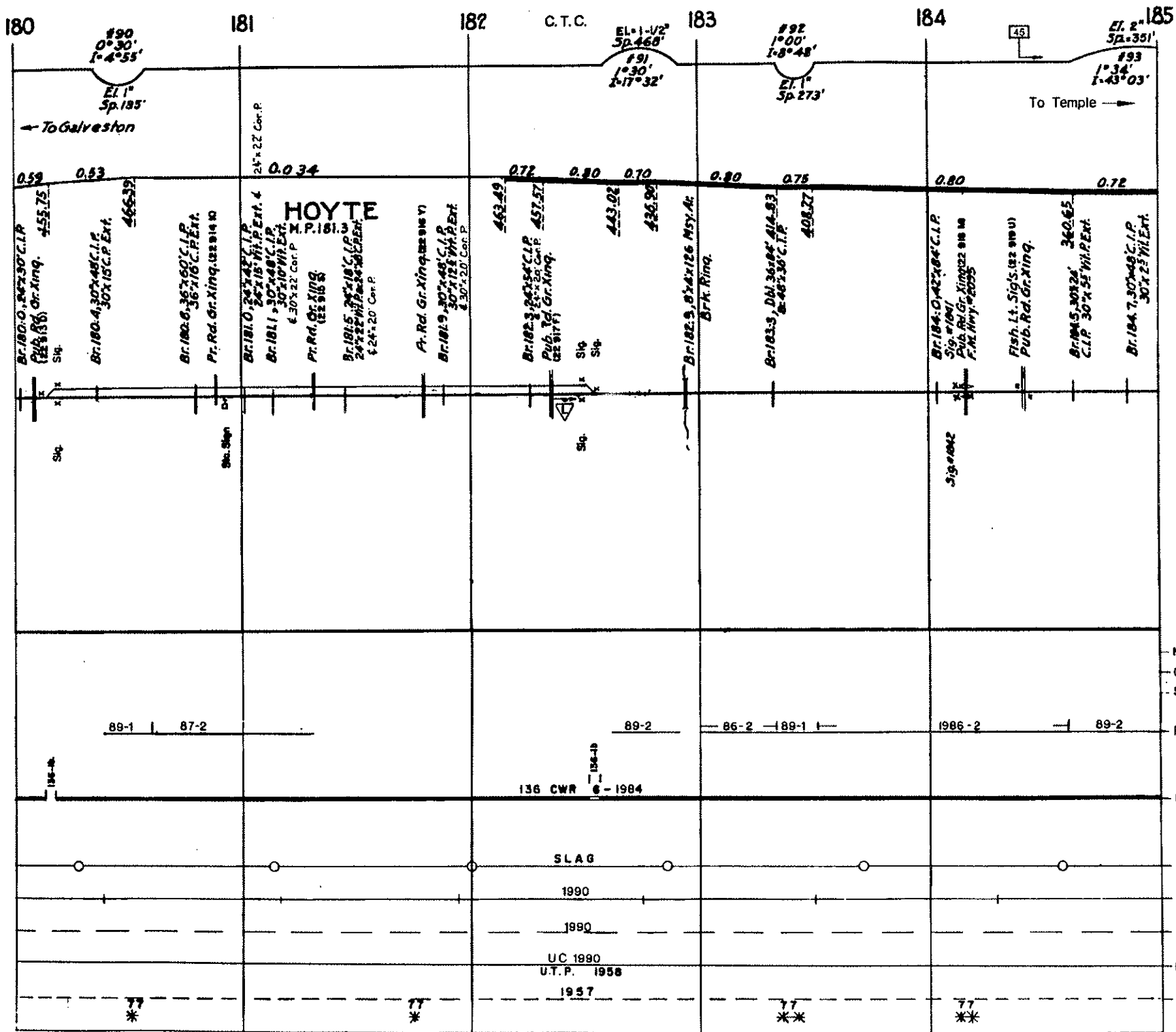
1990

1990

UC 1990  
UTP 1958

1958

1958  
77  
77



NR  
 CURVES  
 SR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

89-1 | 87-2

89-2

86-2 | 89-1

1986-2

89-2

136 CWR  
 6-1984

SLAG

1990

1990

UC 1990  
 U.T.P. 1958

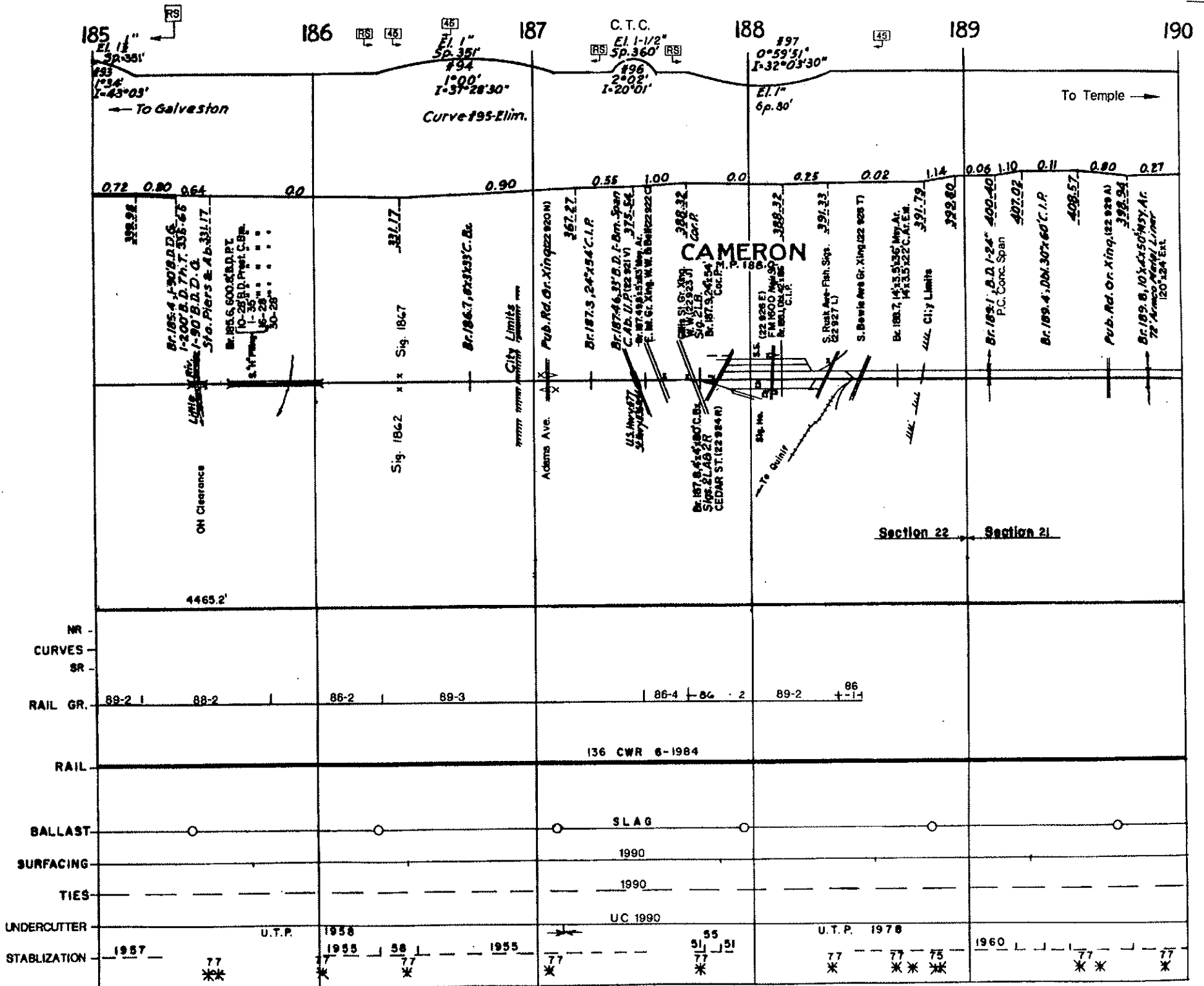
1957

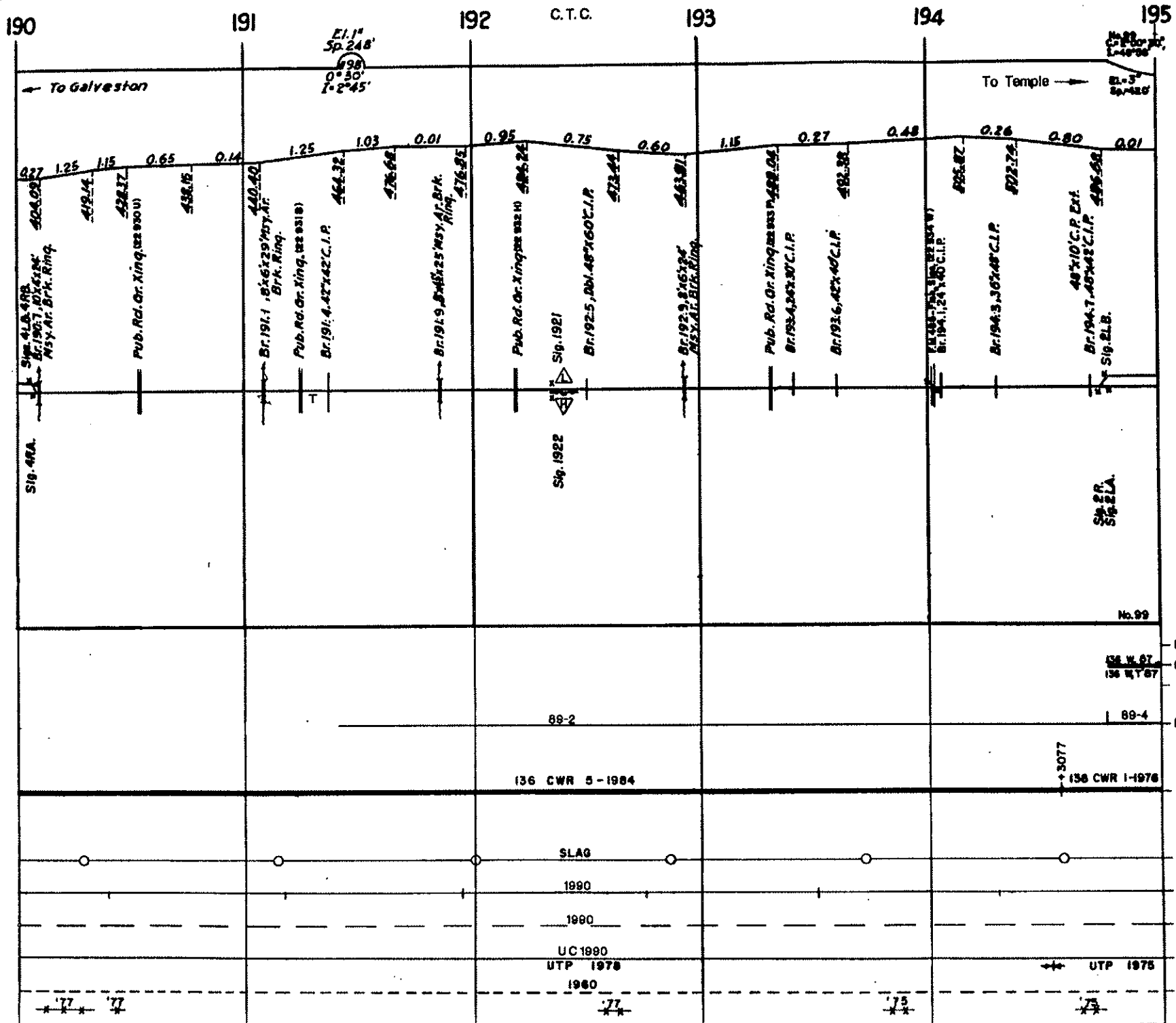
77  
 \*

77  
 \*

77  
 \*\*

77  
 \*\*





195

196

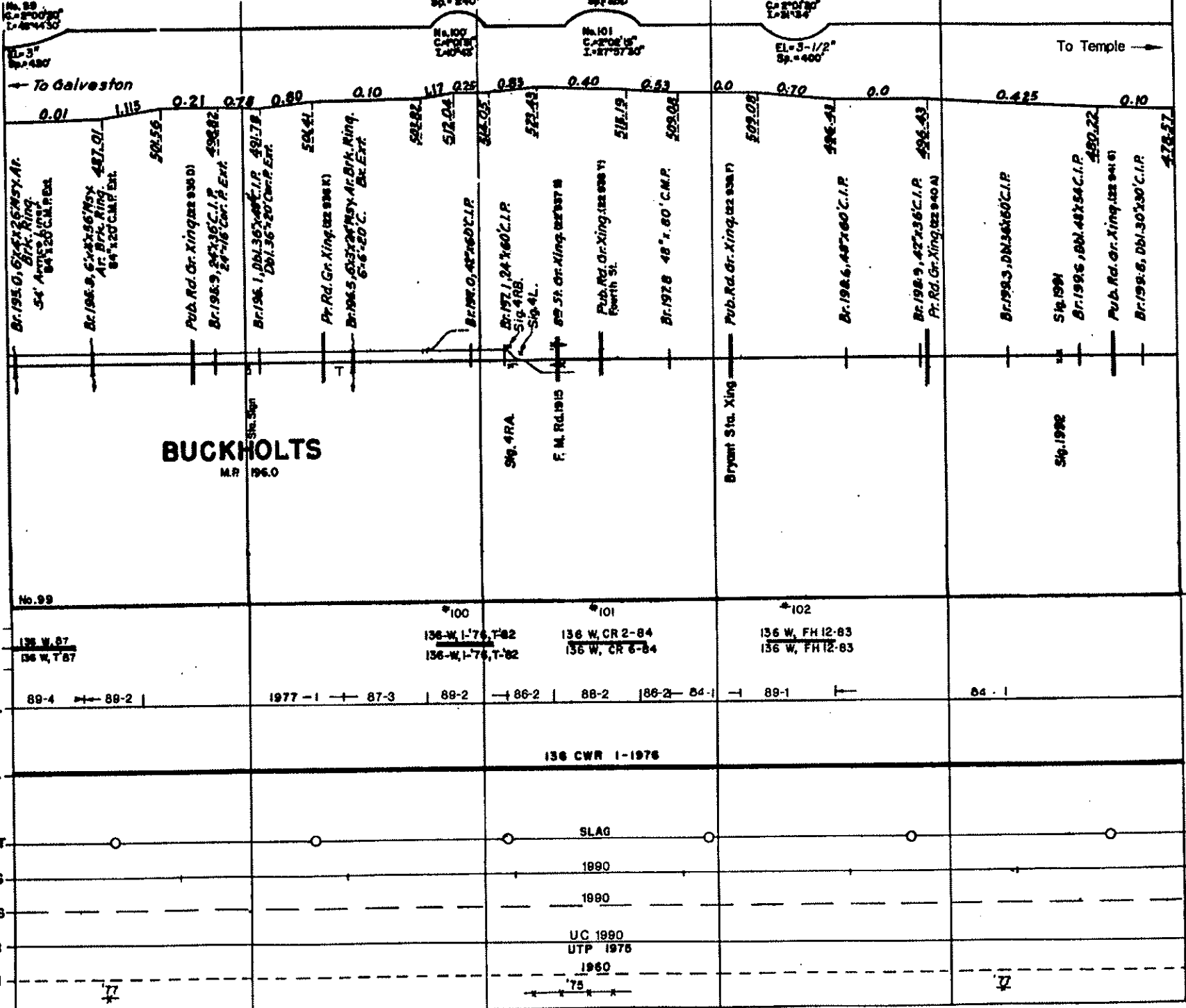
197

C.T.C.

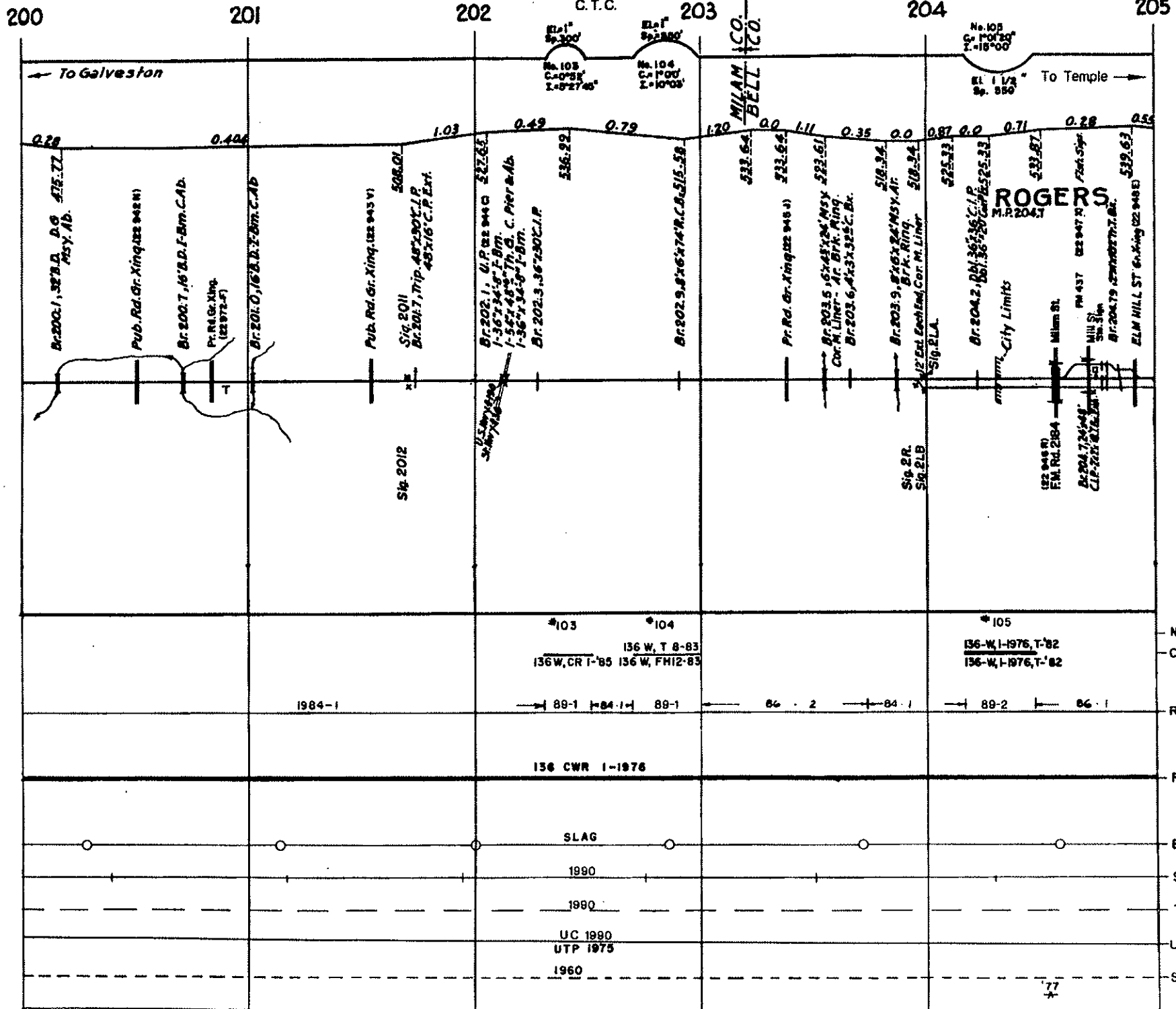
198

199

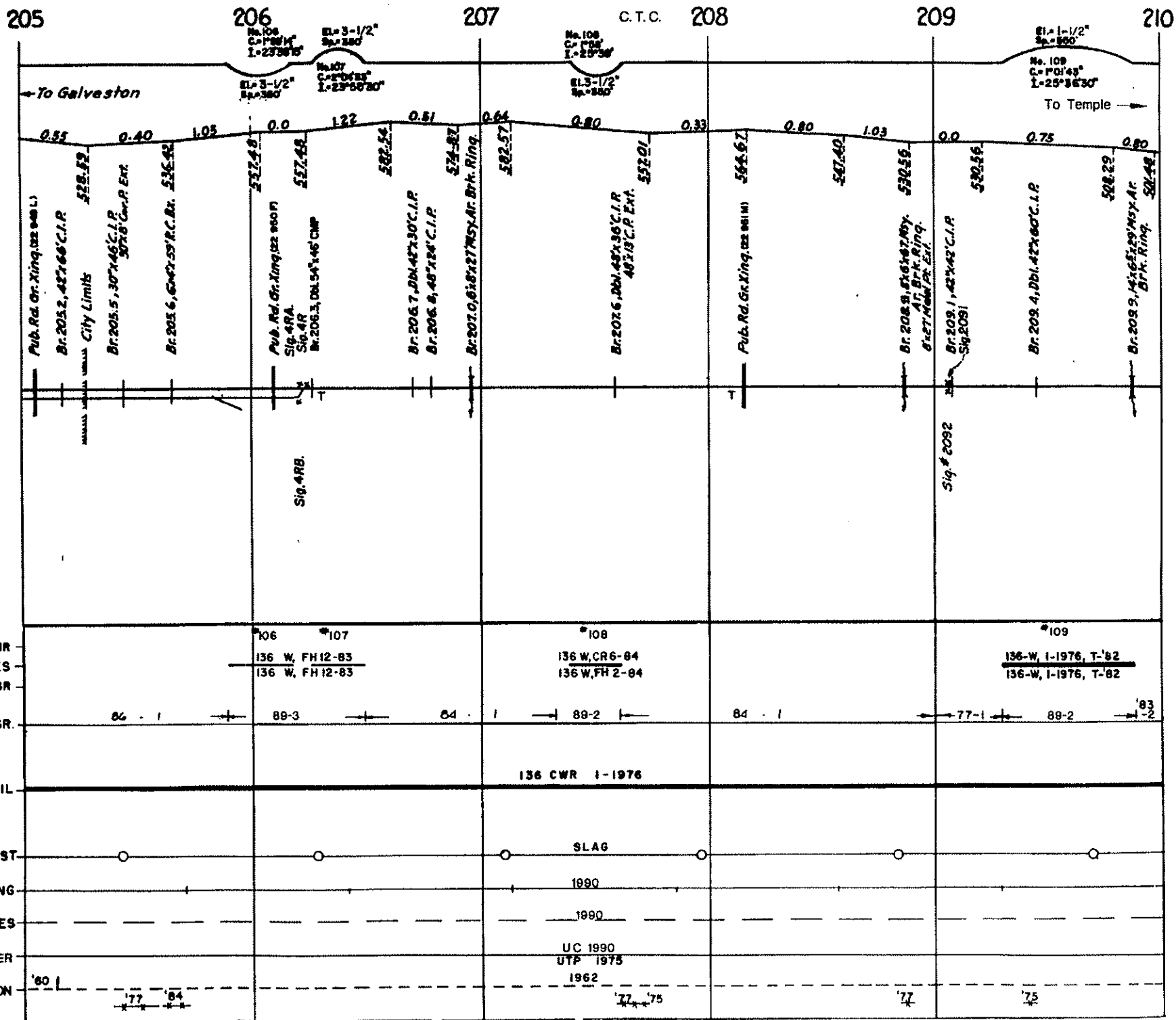
200



NR  
CURVES  
SR  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION







REVISED 3-1991

210

211

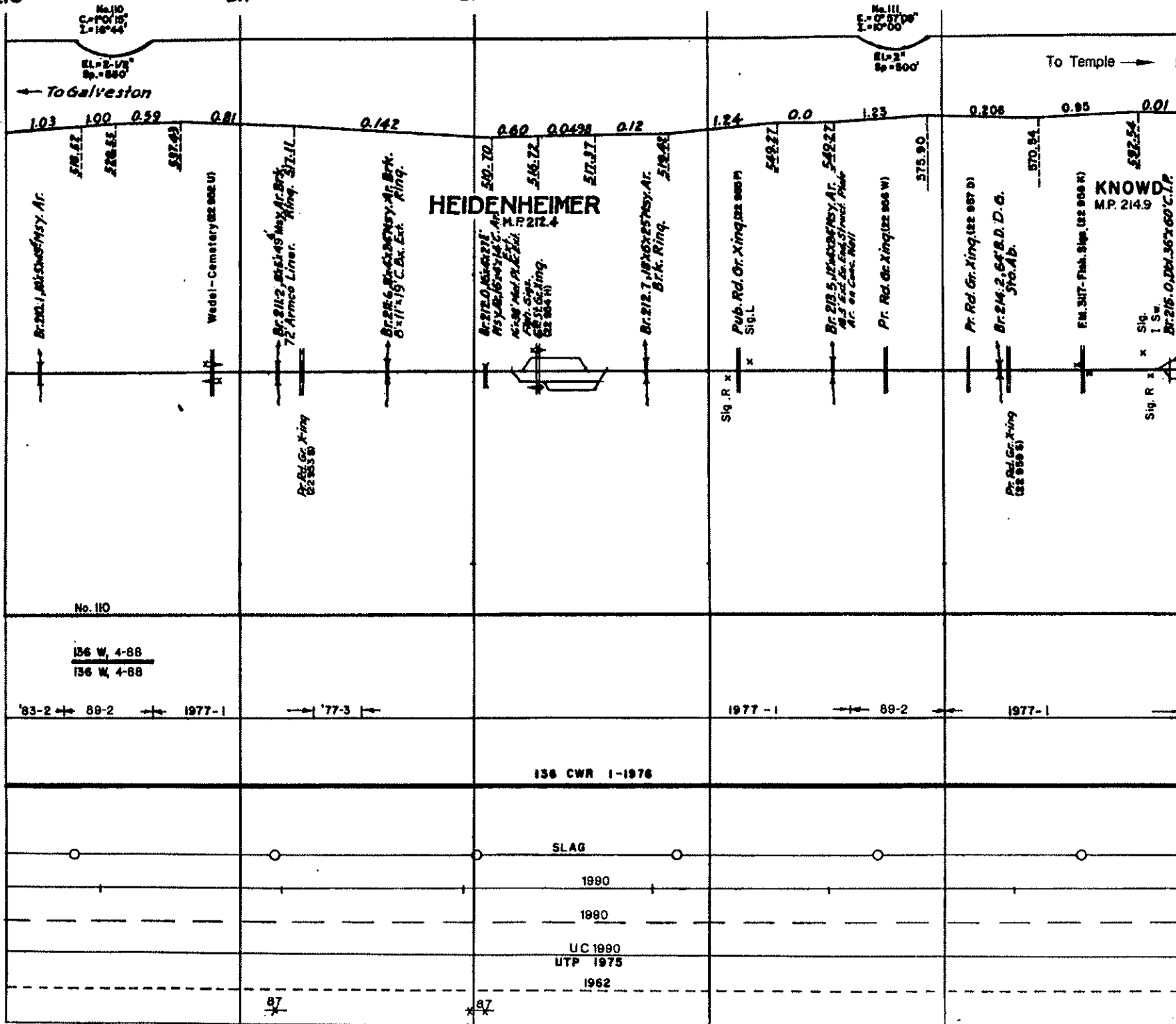
212

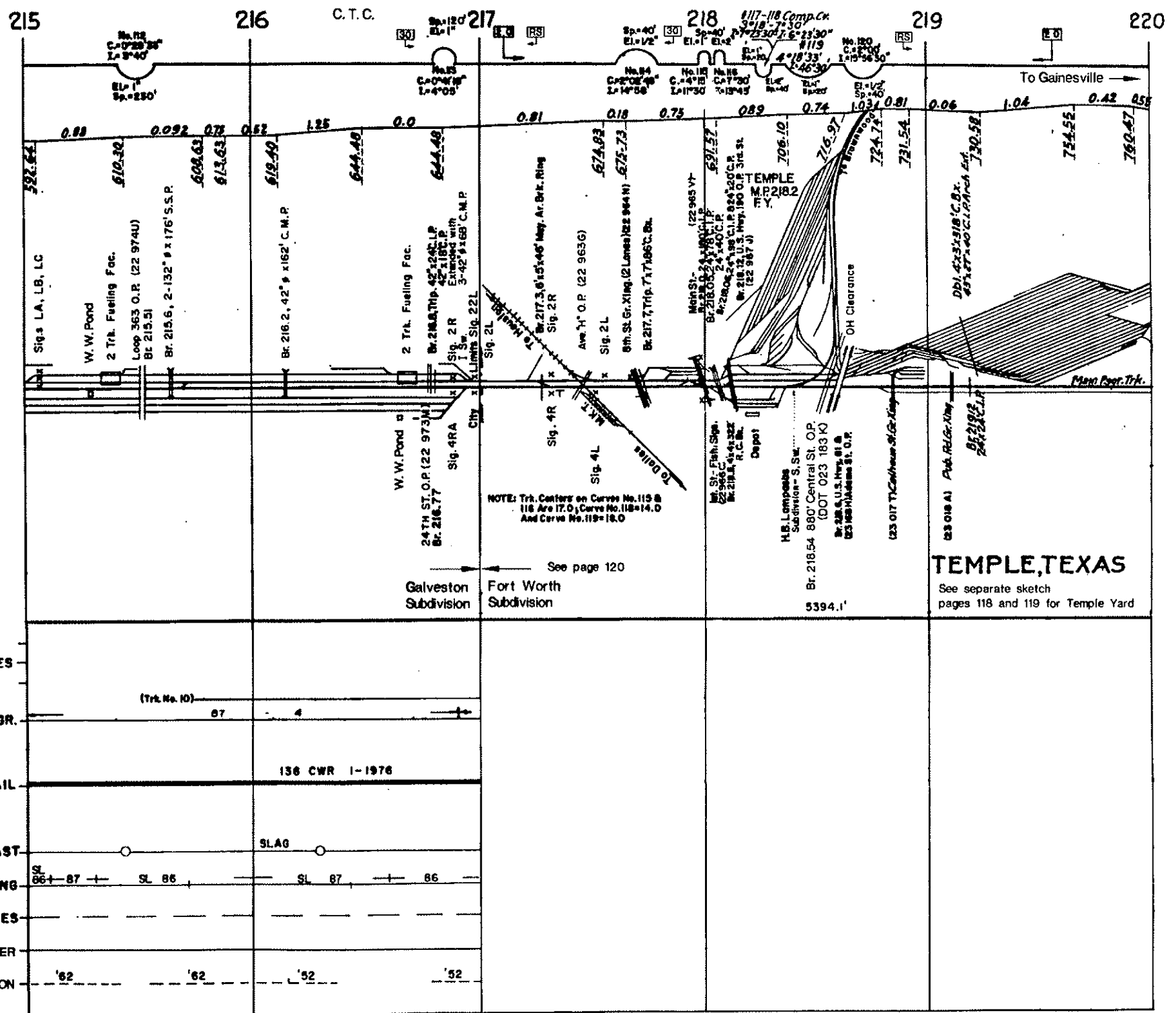
C.T.C.

213

214

215





NOTE: Trk. Centers on Curve No. 119 @  
 118 Arc 17.0; Curve No. 118=14.0  
 And Curve No. 119=18.0

See page 120

Galveston  
Subdivision

Fort Worth  
Subdivision

H.E. Lomax  
Subdivision - S. Div.  
 Br. 216.54 880' Central St. O.P.  
 (DOT 023 183 K)  
 Br. 218.6 U.S. Hwy. 81 @  
 23188' Williams St. O.P.

**TEMPLE, TEXAS**  
 See separate sketch  
 pages 118 and 119 for Temple Yard

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

(Trk. No. 10)

136 CWR 1-1976

SLA0

SL 86 + 87 + SL 86 + SL 87 + 86

'62 + '62 + '62 + '52 + '52

# Galveston Subdivision

Temple (M.P. 218.2) to Galveston M.P. 0.0)