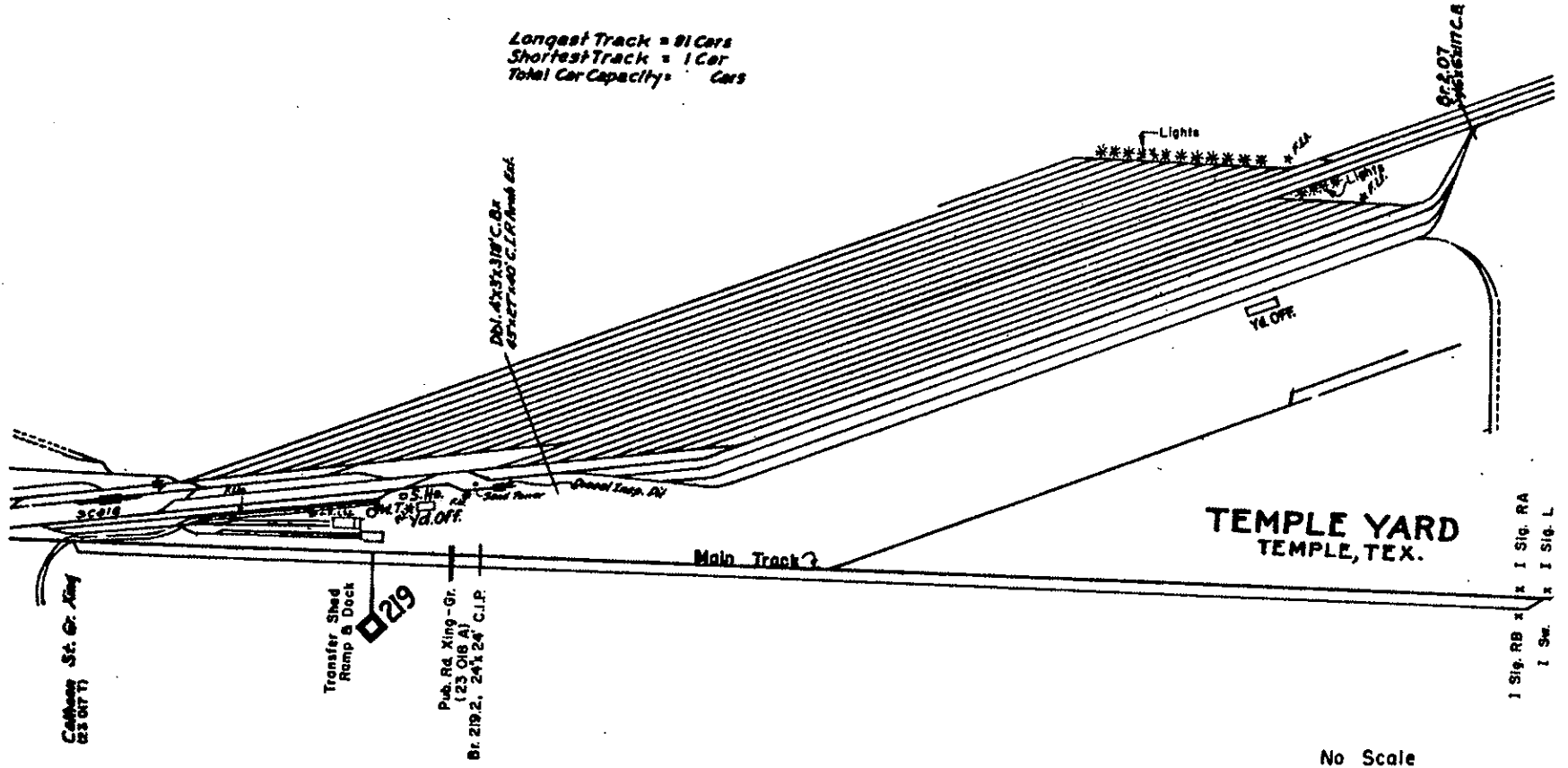


← To Galveston

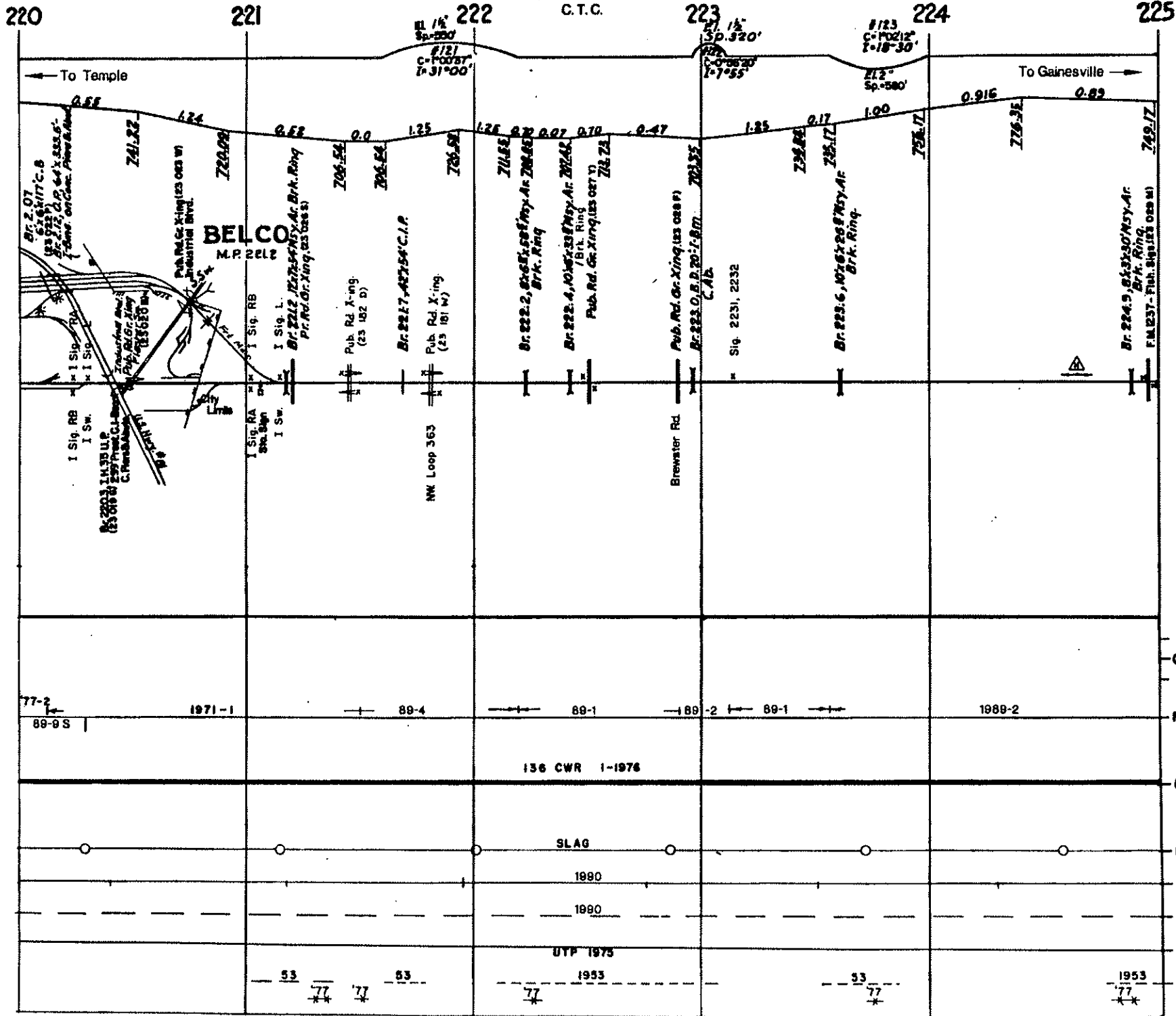
To Gainesville →

Longest Track = 81 Cars
Shortest Track = 1 Car
Total Car Capacity = 82 Cars



TEMPLE YARD
TEMPLE, TEX.

No Scale



230

231

232

C.T.C.

233

234

235

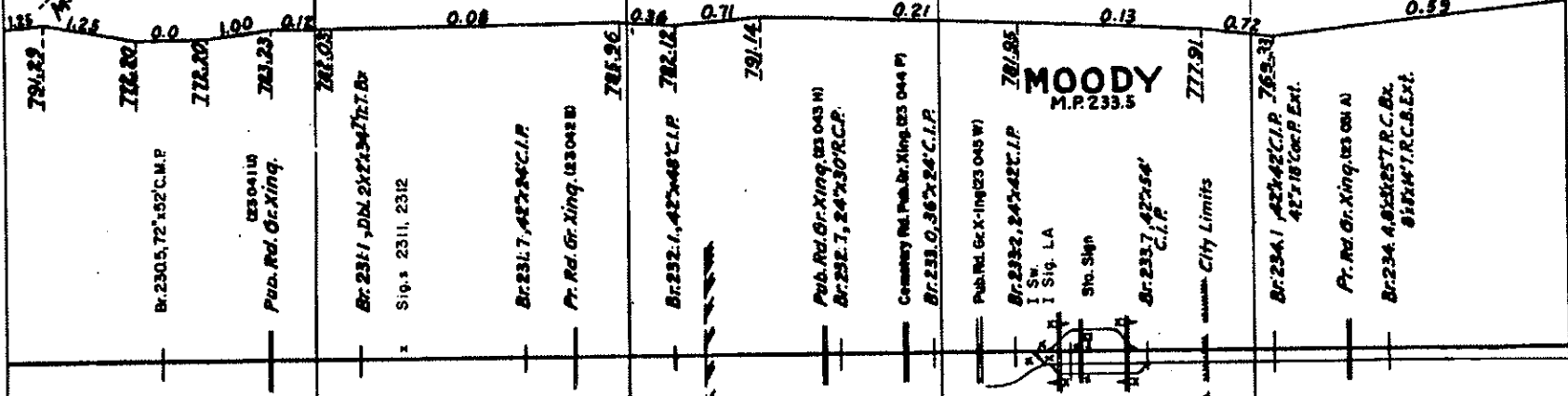
To Temple

To Gainesville

BELL
MELLENAN
CO.

#126
C=1°02'42"
I=16°30'
E1.2"
Sp=370'

E1.2"
Sp=390'
#127
C=FO1°41"
I=31°31'



Section 12

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

89-2

+ 89-4

1889-2

89-2

+77-1

136 CWR 2-1976

SLAG

1990

1990

UTP 1975

1953

77 *

235

236

237

C.T.C.

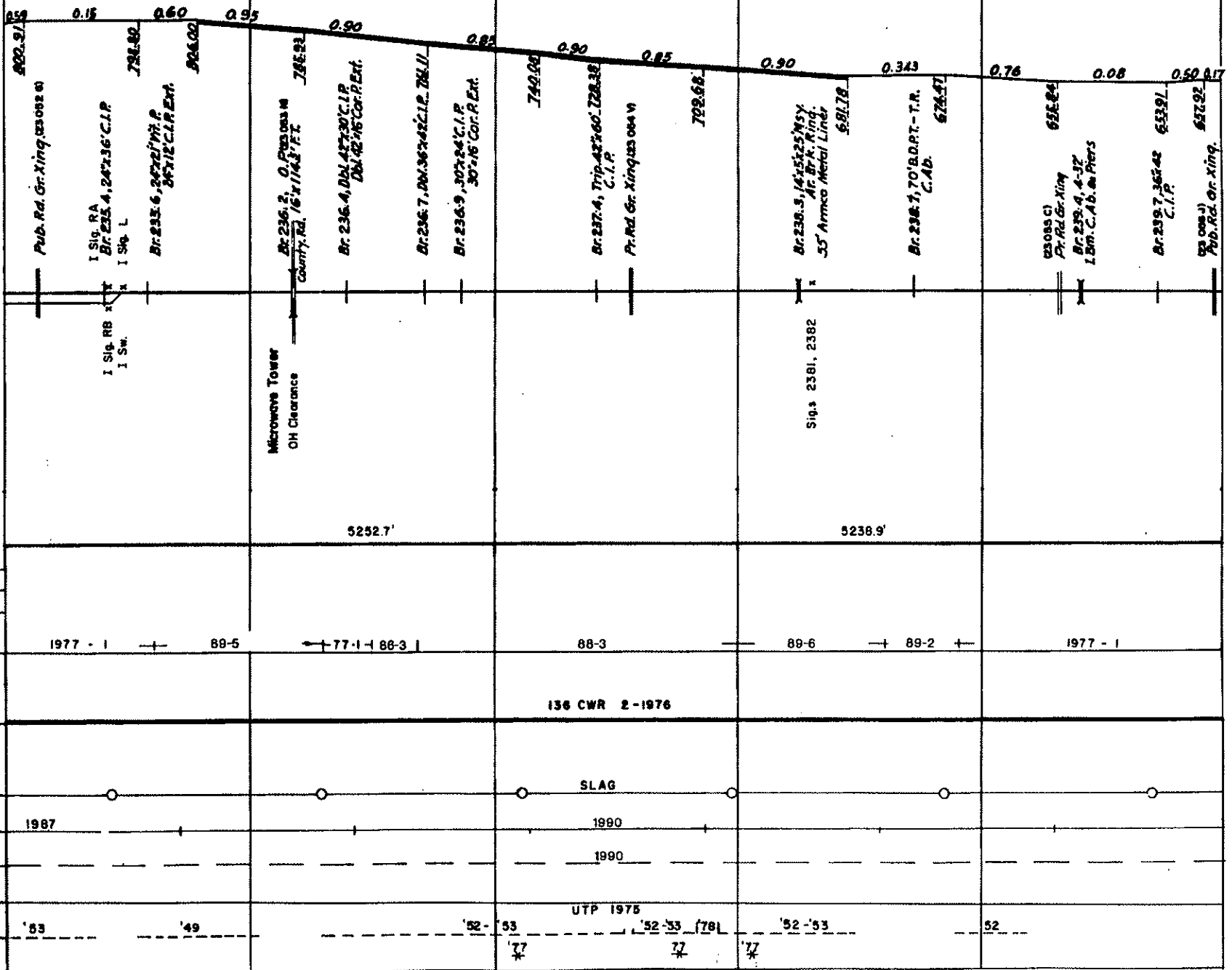
238

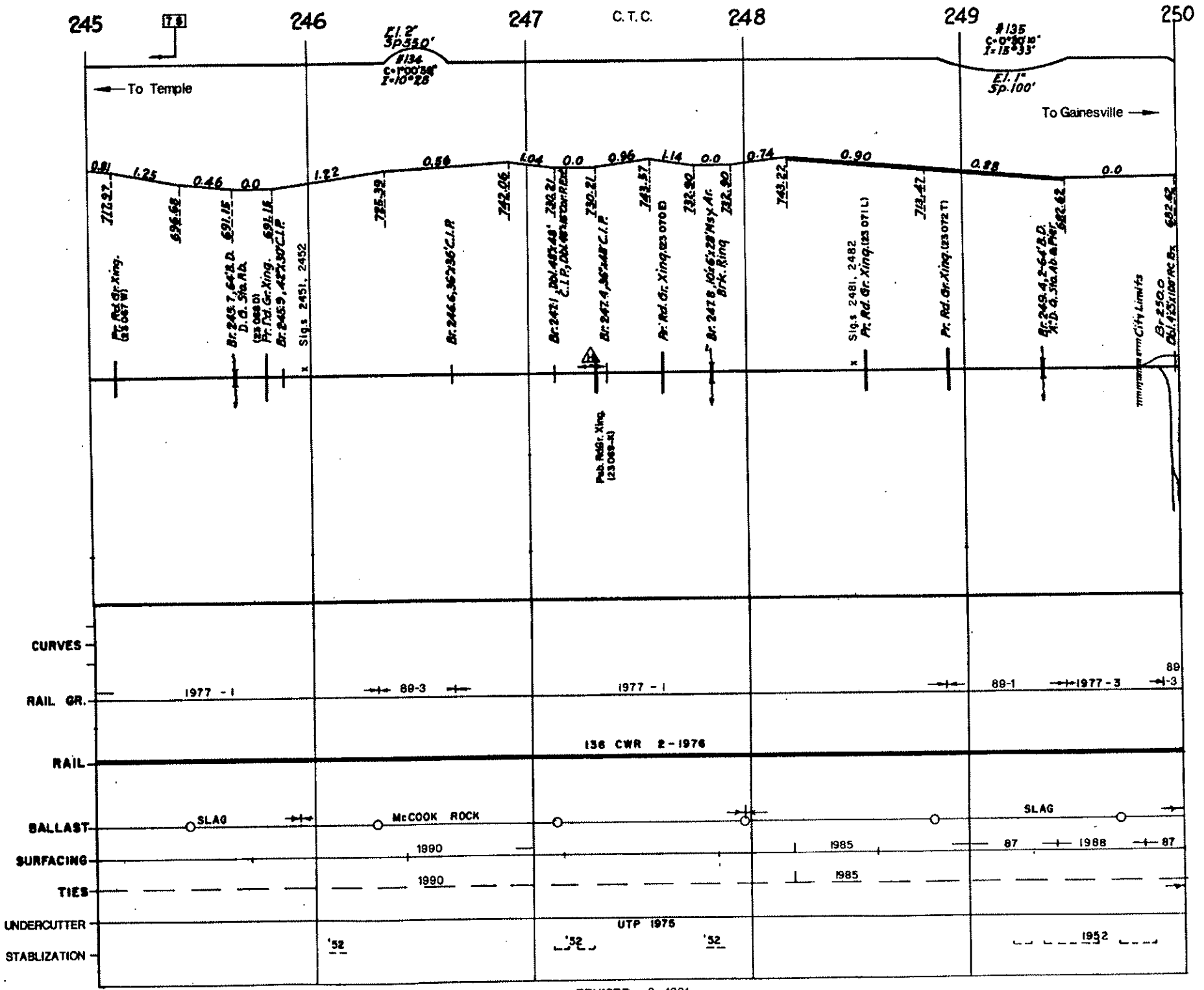
239

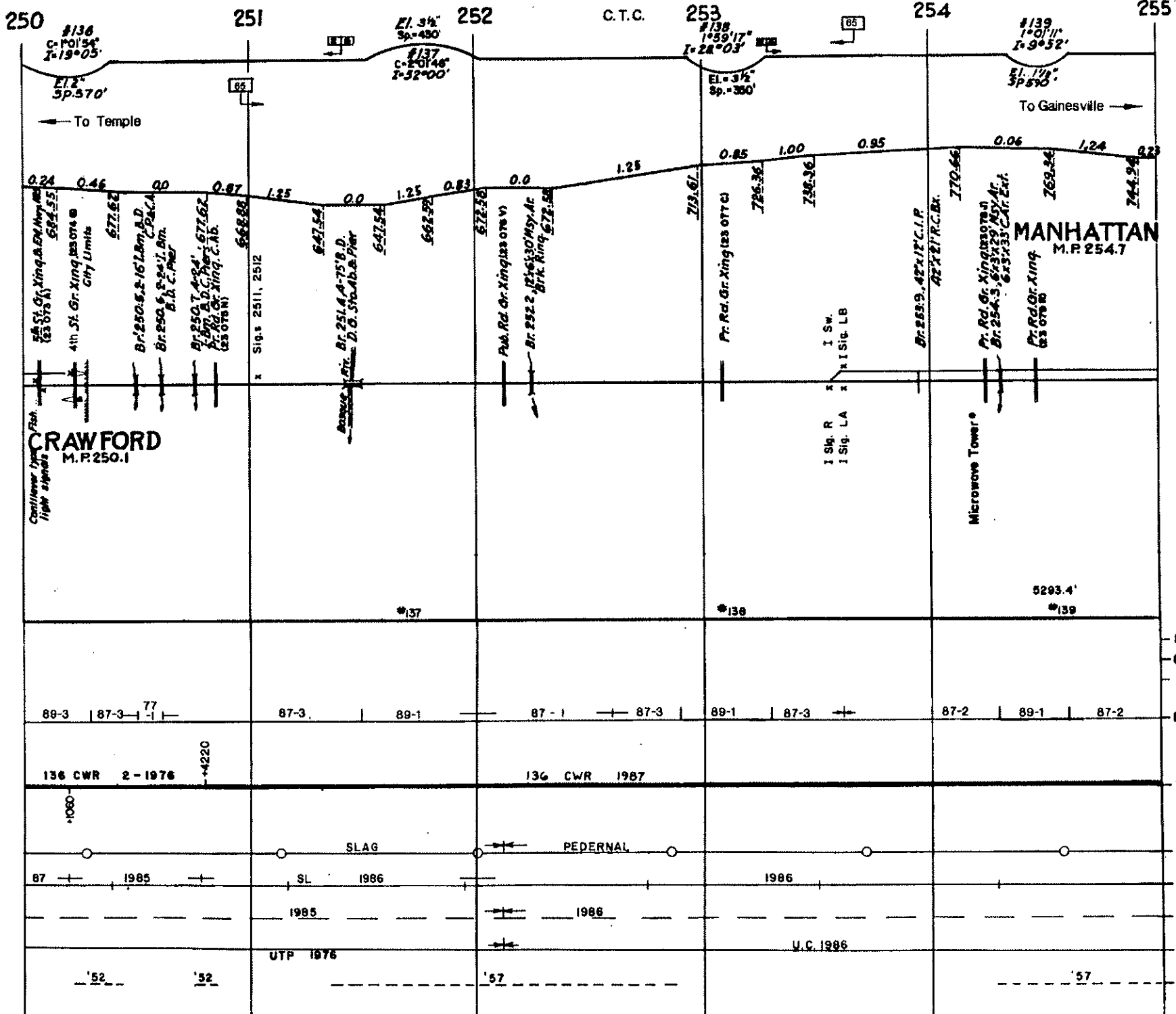
240

← To Temple

To Gainesville →







255

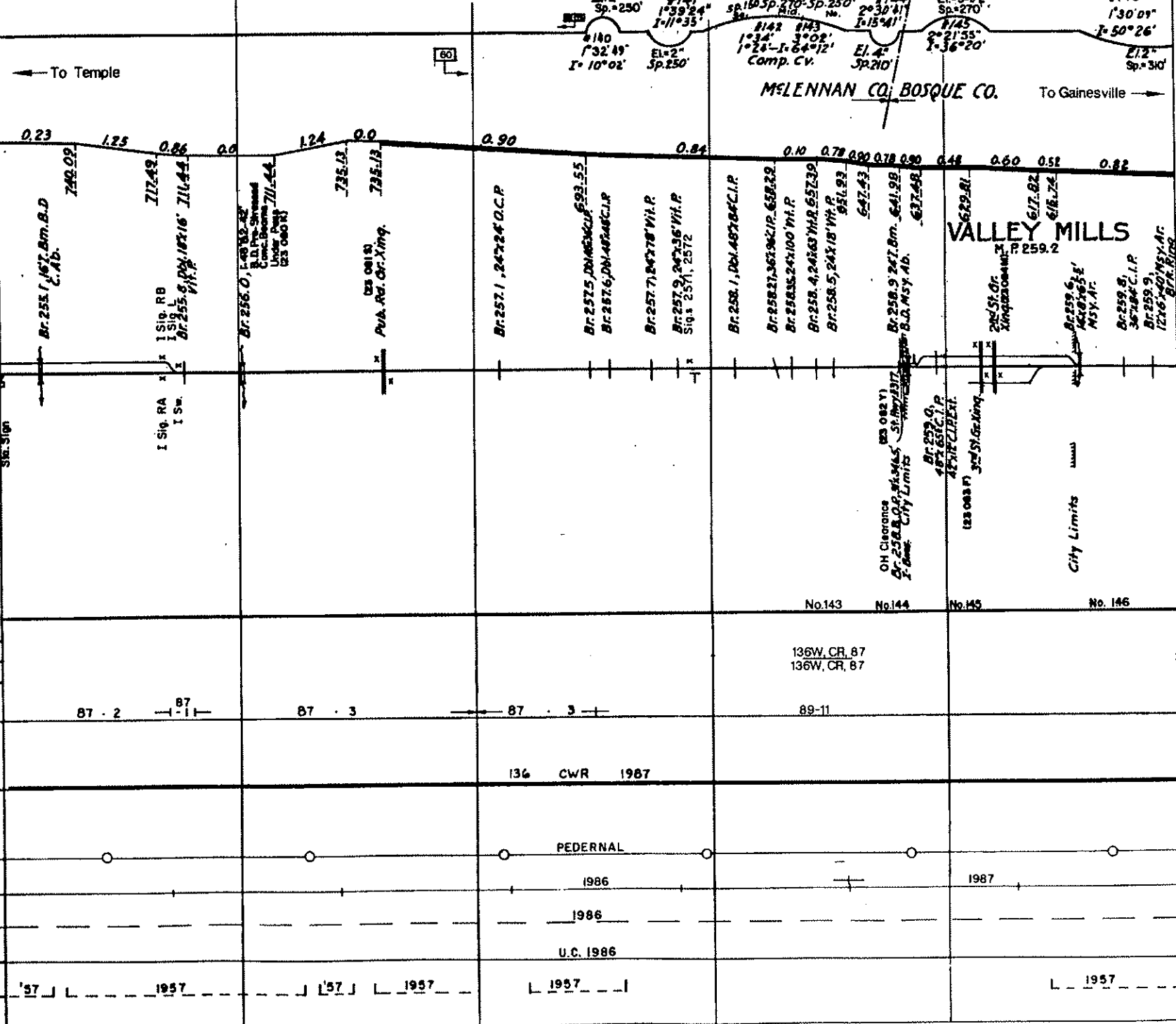
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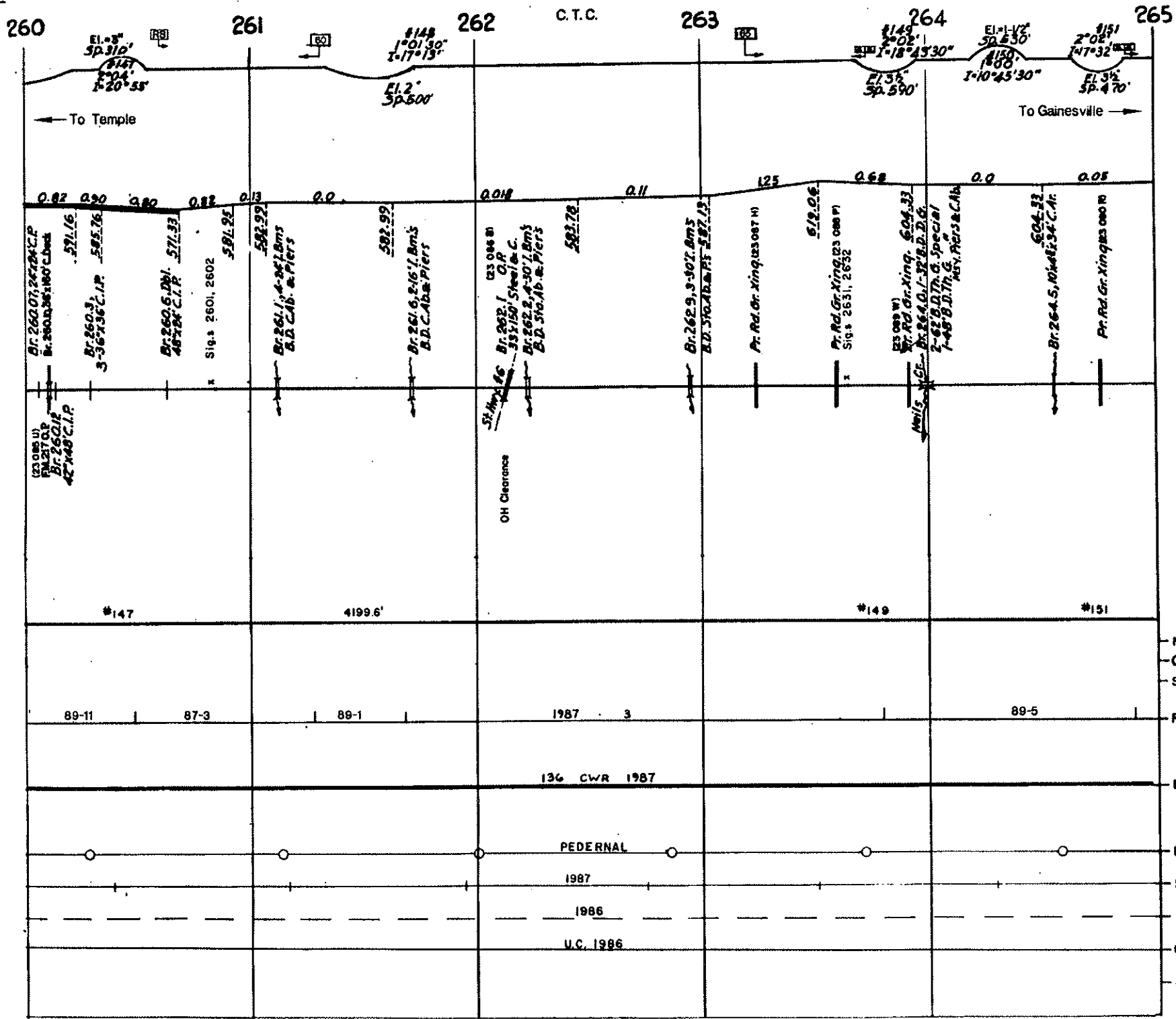
257

258

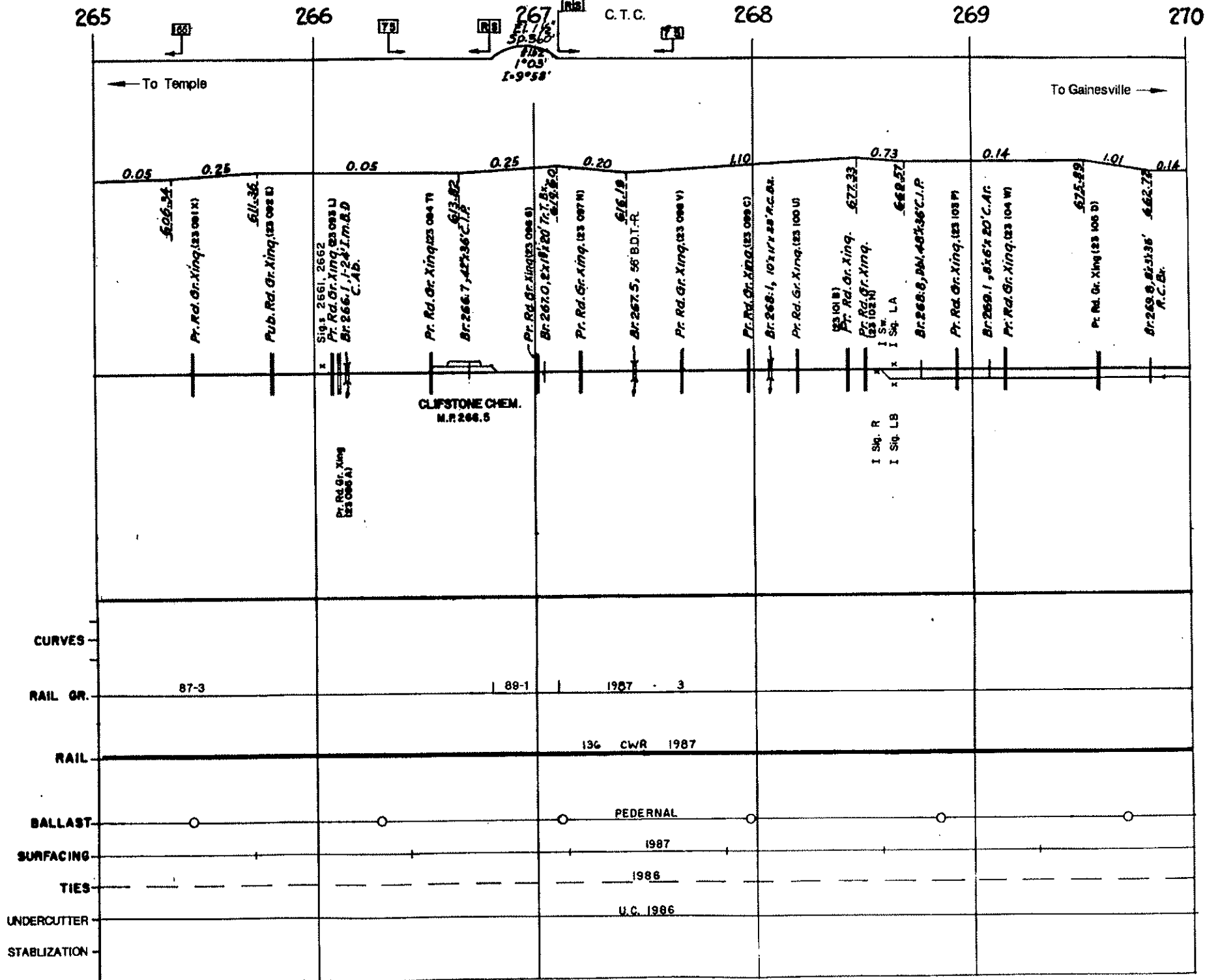
259

260





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



270

271

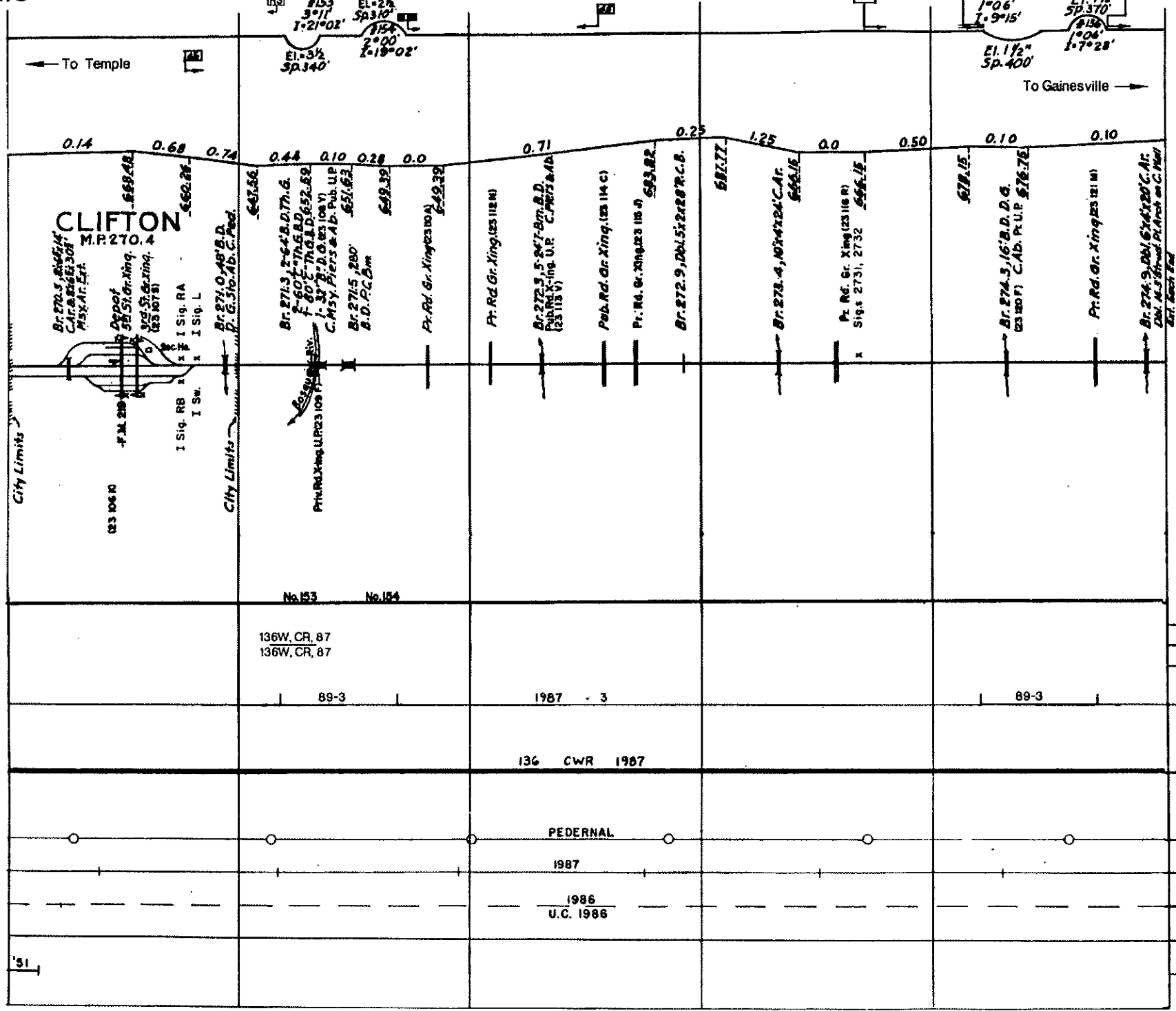
272

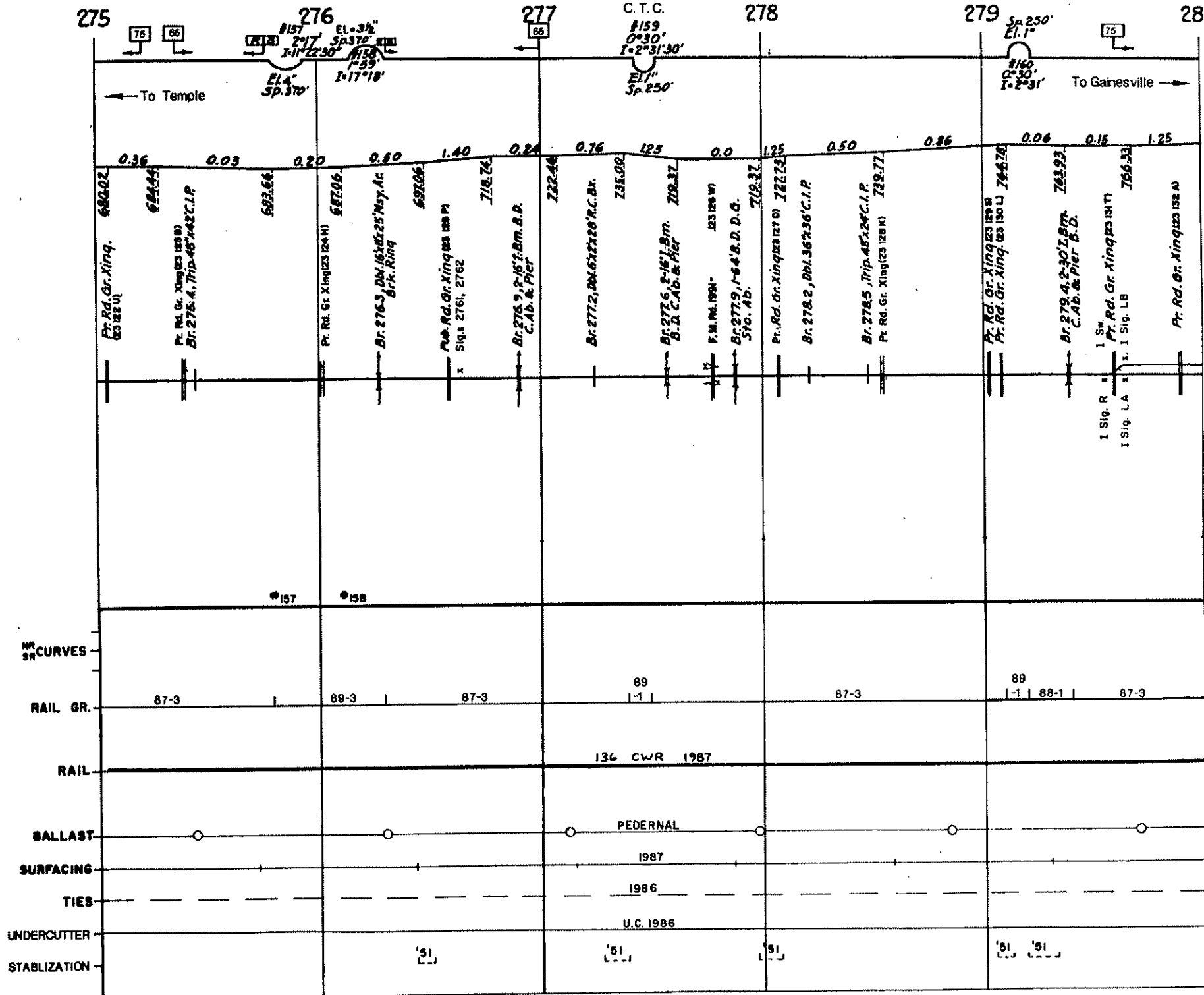
C.T.C.

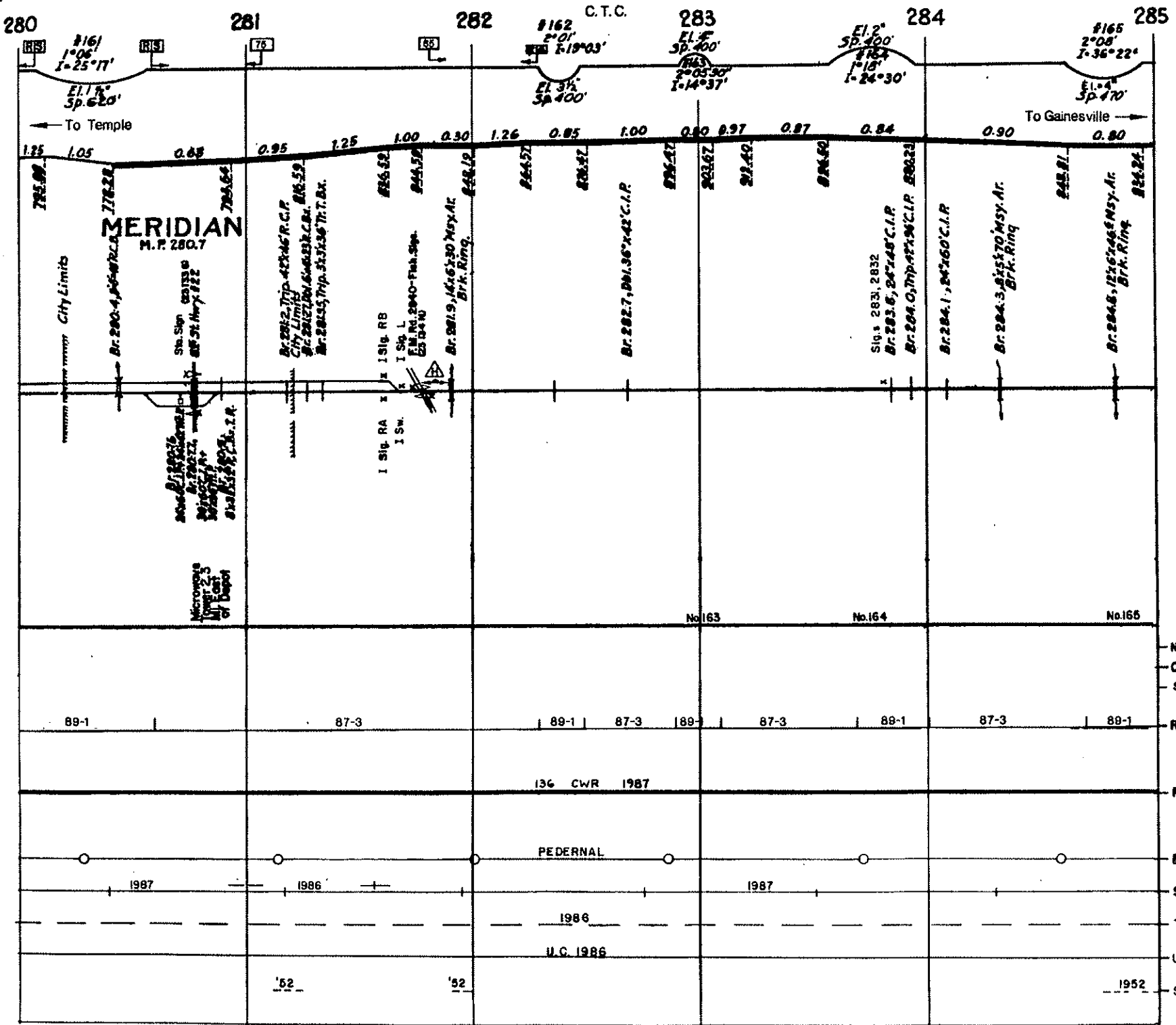
273

274

275







MERIDIAN
M.P. 280.7

C.T.C.

To Temple

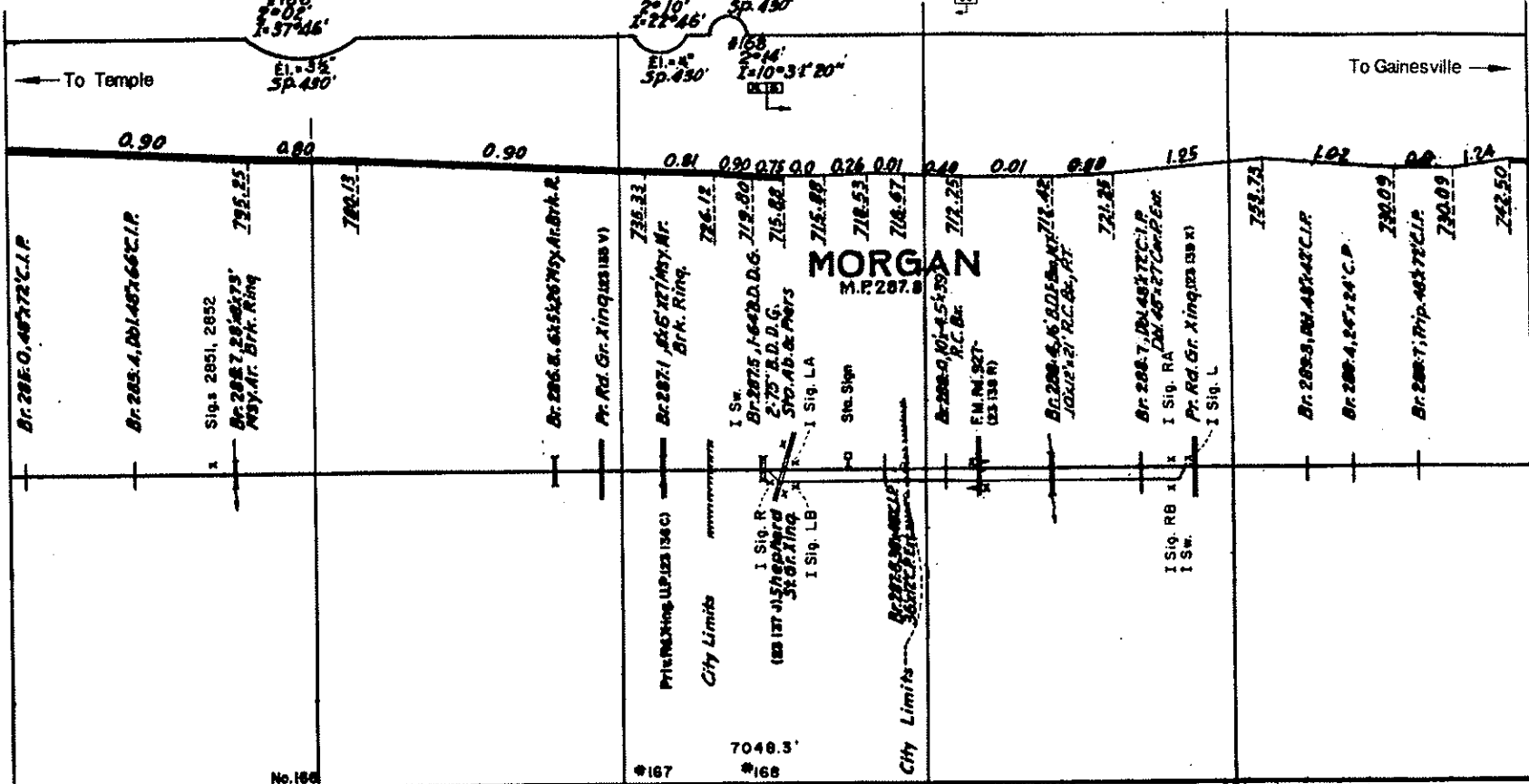
To Gainesville

No. 163

No. 164

No. 165

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



NR SN CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABLIZATION

88-1

88-1

1987 3

89-2

87-3

1986 1

136 CWR 1987

+4986

136 CWR-1985

PEDERNAL

SLAG & SHIPLEY

1987

SL 87 + 88 + 86 + 88 + 86 +

1987

1986

1984

U.C. 1986

UTP 1978

1952

1952

52

52

37

MORGAN
M.P. 207.8

7048.3'
#166

#167

City Limits

City Limits

I Sw

I Sig. R

I Sig. LB

I Sig. LA

Stn. Sign

R.C. Br.

F.M. 927

(23 138 R)

I Sw

I Sig. L

I Sw

I Sig. RA

Pr. Rd. Gr. Xinq (as us x)

I Sw

I Sig. L

735.33

725.12

719.00

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

715.88

0.81

0.90

0.75

0.00

0.26

0.01

0.40

0.01

0.80

0.95

1.25

1.02

1.02

0.00

1.24

0.90

0.80

0.90

El. = 38'
Sp. 480'

El. = 4'
Sp. 430'

El. = 4'
Sp. 430'

El. = 4'
Sp. 430'

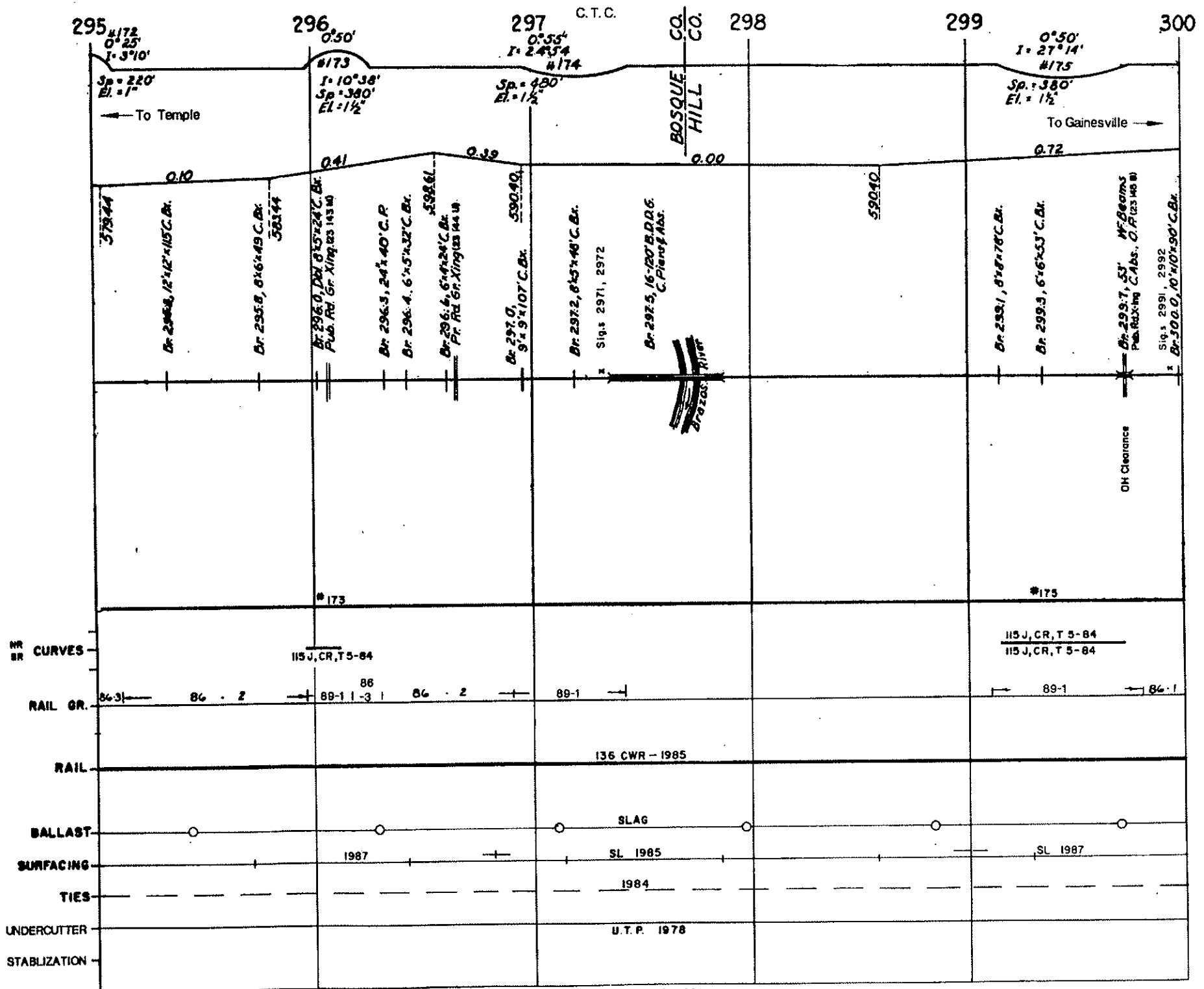
#166
2-05'
1-57'46"

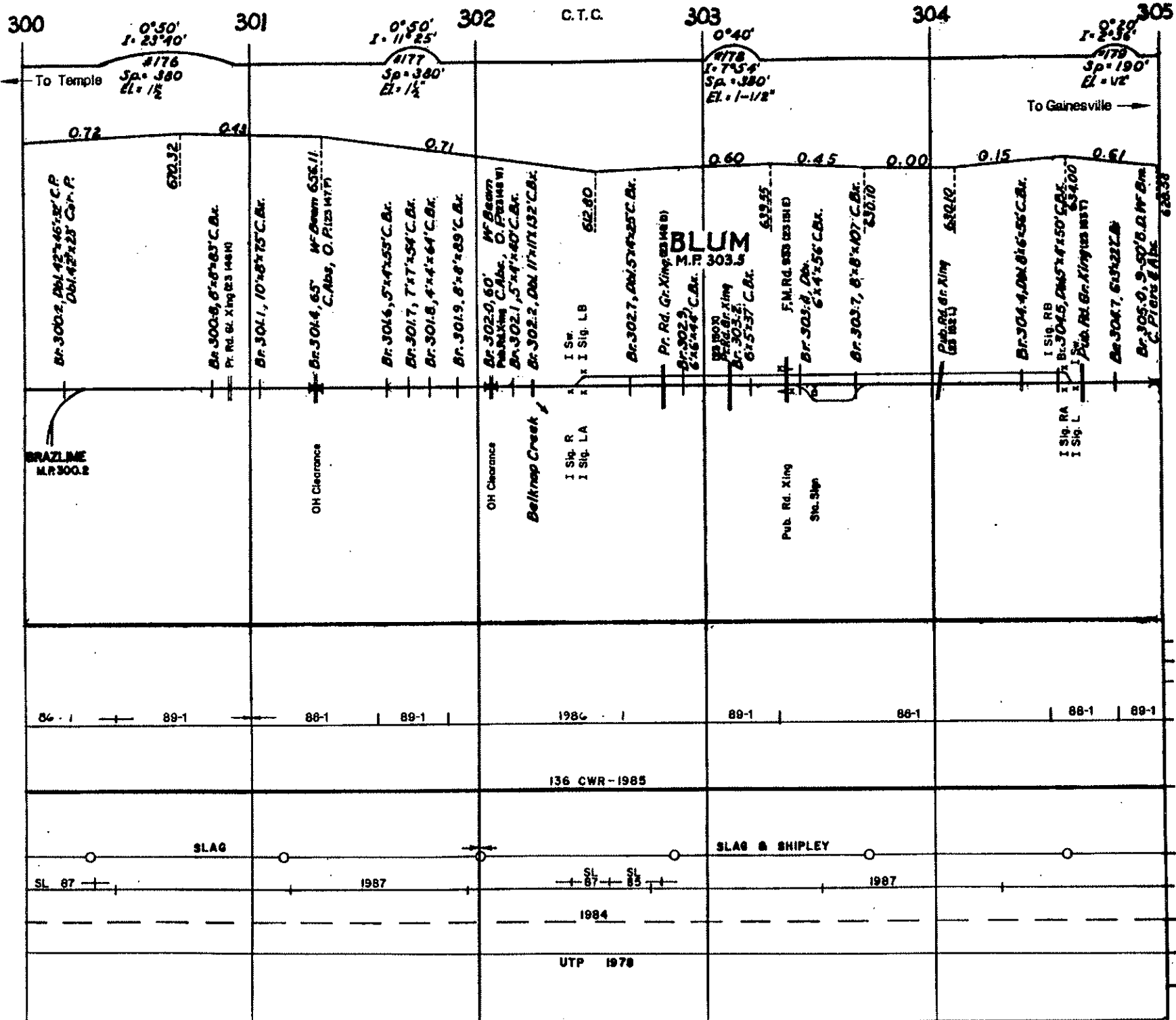
#167
2-10'
1-22'46"

#168
2-04'
1-10'31'20"

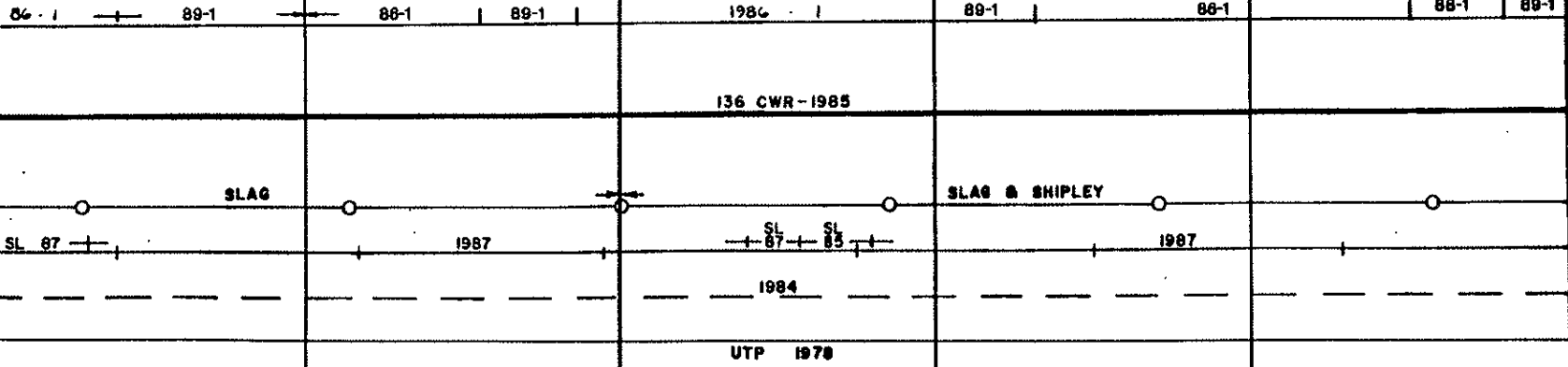
To Temple

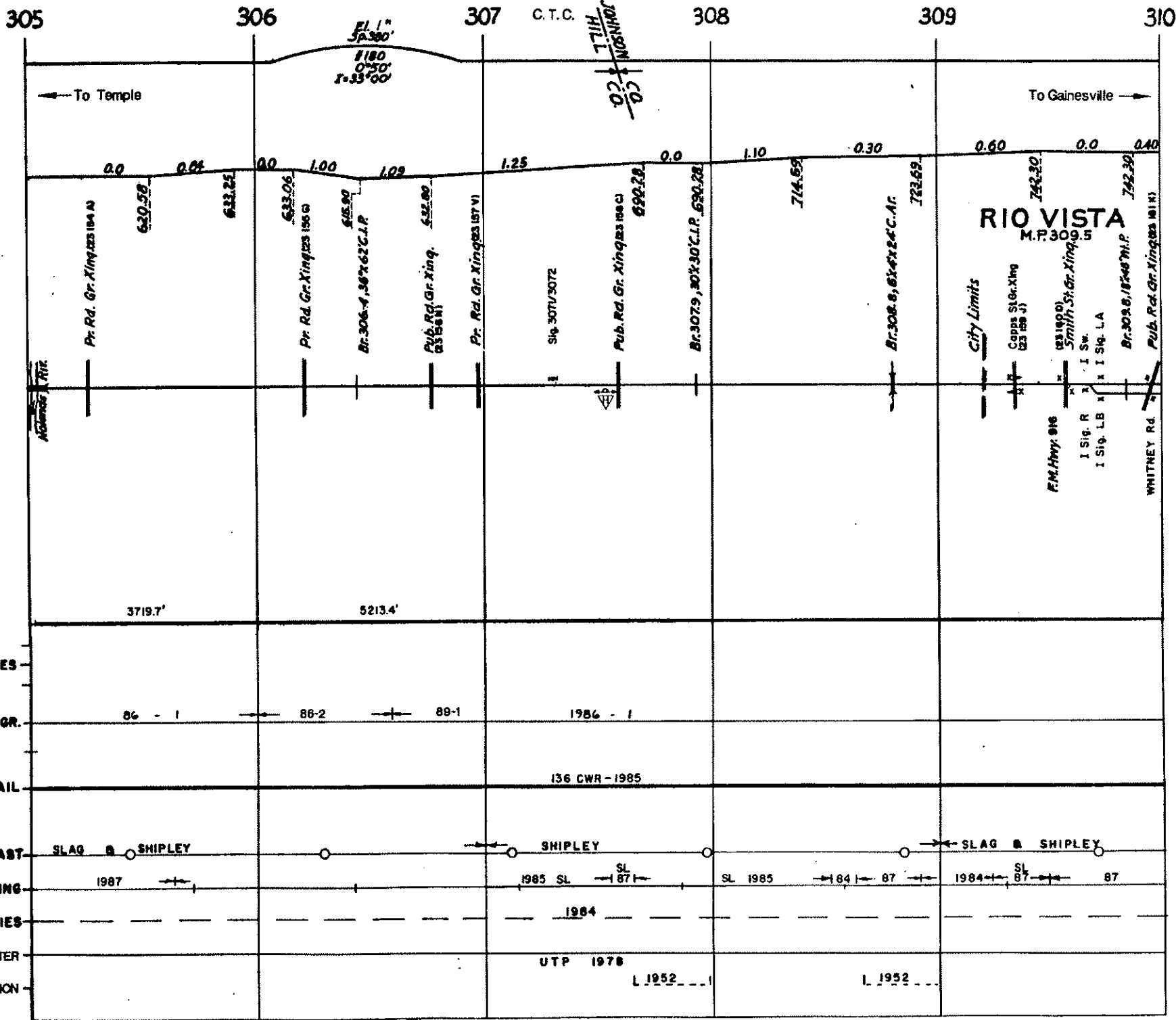
To Gainesville





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





REVISED 3-1991

310

311

312

C.T.C.

313

314

315

NO CURVES

To Temple ←

To Gainesville →

0.40 0.80 0.0 0.70 0.40 0.80 0.25 0.90 0.84 0.32 0.0 1.00 0.20 0.0 1.00 0.882 0.859 0.92 0.74

747.37 741.00 741.00 741.00 744.31 747.38 753.10 759.57 770.12 782.44 741.83 741.83 755.84 759.84 759.84 761.11 767.80 763.82 763.64

City Limits

Br. 310-4, 48°14' C.P. 46 X 16' C.P. Ext.

Sec. Sign

Br. 311-1, 104.48°30' C.P. 747.38

Br. 311-7, 101.16°48' C.P.

I Sig. RB x I Sig. RA x I Sig. L x I Sig. L

Pub. Rd. Gr. Xing (23 W3 Y)

Br. 313-0, 116°17' 00" B.D. 741.83
Pub. Rd. Gr. Xing (23 162 ft)

Br. 313-8, 101.42°48' C.P.

Br. 314-3, 77°10' 45" C.P. 48 X 16' C.P. Ext.

Br. 315-0, 102°12' 00" C.P. on Sta. 44

County Rd. #1205

I Sig. R x I Sig. L

Y.L. & S.L. 31500

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

1986

136 CWR-1985

SLAG & SHIPLEY

SLAG

SLAG & SHIPLEY

1987

SL 1985 87 SL 85

1987

1984

U.T.P. 1978

1952

1952

1952

1952

315

316

140

317

C.T.C.

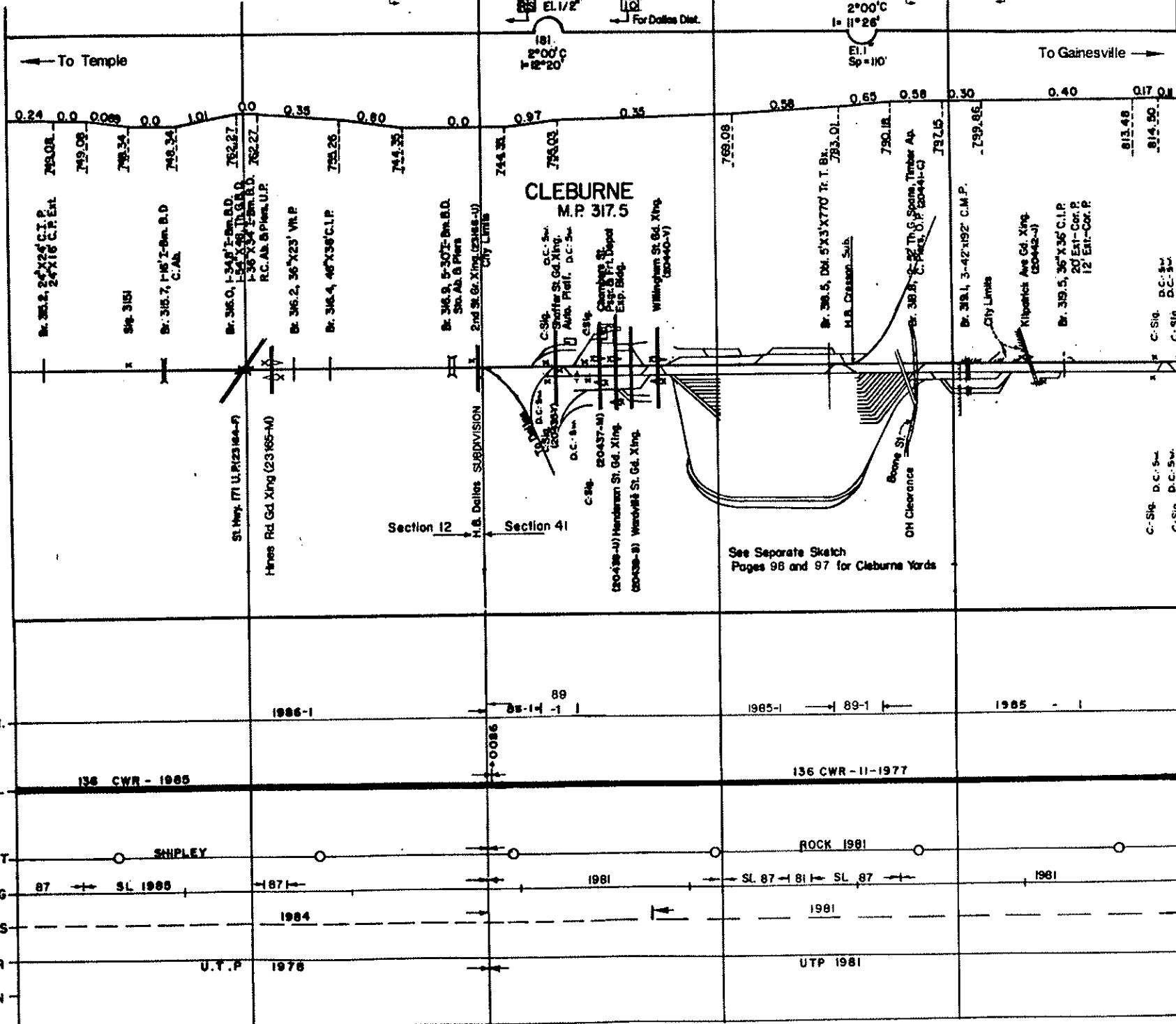
318

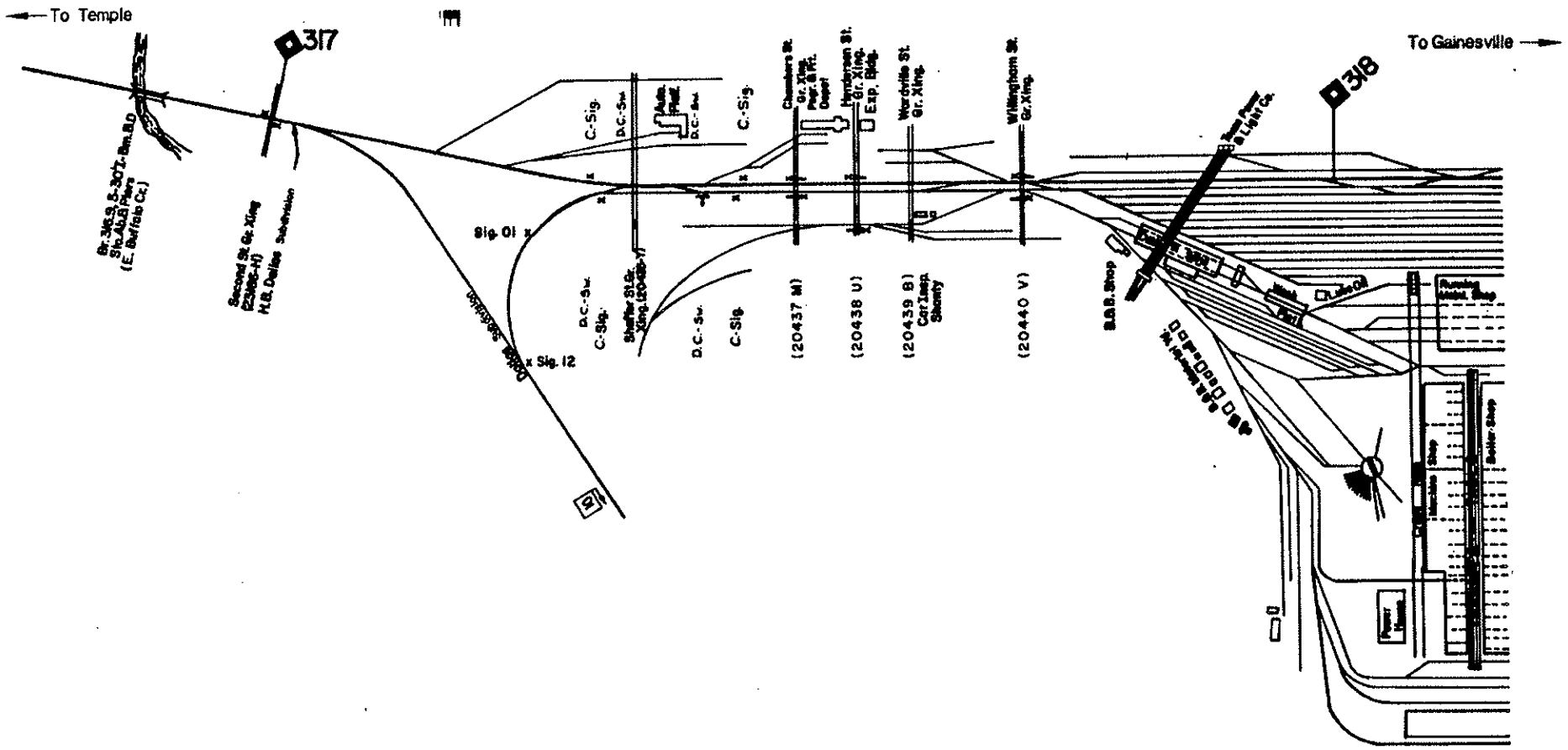
182

319

140

320





CLEBURNE YARD
CLEBURNE, TEXAS

320

321

322

C.T.C.

323

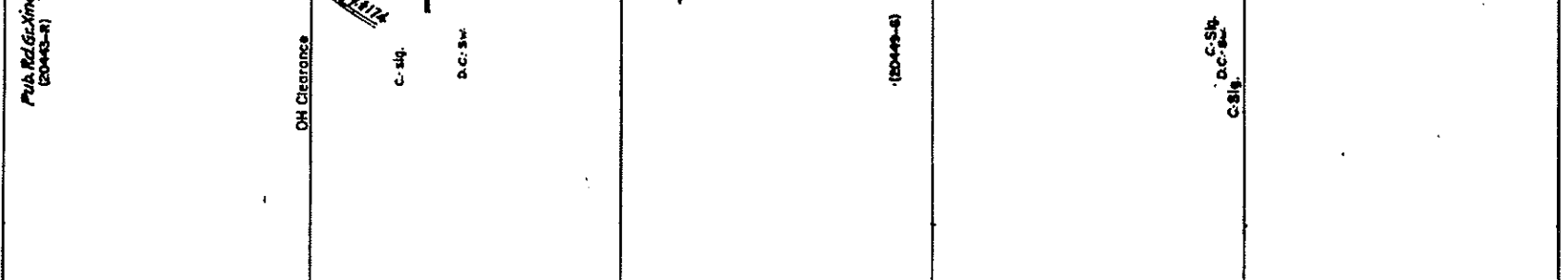
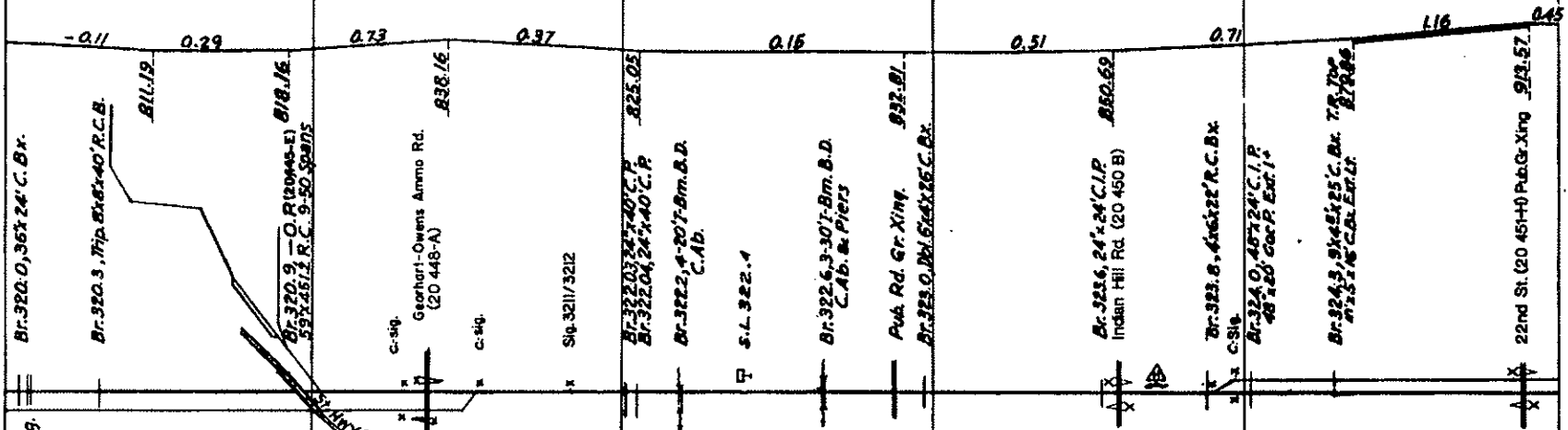
324

325

NO CURVES

To Temple ←

To Gainesville →



1984 - 1

136 CWR - 11 - 1977

ROCK 1981

1981

UTP 1981

52

52

52

52

52

330

331

332

333

334

335

C.T.C.

JOHNSON CO.
TARRANT CO.

Fl. 1" = 50' 160'
1188
0° 30' 30"
7.8° 14'

← To Temple

To Gainesville →

0.125

0.155

0.52

0.50

0.54

0.47

0.17

0.60

1.10

0.0

1.16

0.25

Br. 330, 0.237, B.D.D.G. U.R.
Sta. Plat. & Ab.

Br. 330.5, 0.165, 4437.8'
C.A.C.
Sq. 330/3302

786.97

Br. 330.9
Dist. 48' 35" C.I.P.
45' 58" Lined & Grouted

Pub. Rd. Gr. Xing.
(20440-4)

793.17

Br. 331.9, 307, B.D.C. Ab.
Pub. Rd. Gr. Xing. City Limits

Co. Rd. 1016
(20448-N)

Pr. Rd. Gr. Xing.
(20442-4)

764.13

Br. 332.5, 4818, D.D.G.
Sta. Ab.

C-Sig.
D.C-SW
C-Sig.

Br. 332.9, 5167, 40' R.C. BX

773.01

Pub. Rd. Gr. Xing. (Magnolia St.)
Br. 333.1 - 24' 40" C.I.P.
24' 16" C.P. Ext.

(20443-C)

CROWLEY
M.P. 333.7

Br. 333.4, 5167, 40' R.C. BX
At. Br. R. 224415 C.A.C. 758.35

769.67

Pub. Rd. Gr. Xing.
F.M. 1187

(20464-J)
(20446-R)

Pub. Rd. Gr. Xing.
(Walston Rd.)

758.71

C-Sig.

Br. 334.3, 4528, D.D.G.
Misy. Ab.

744.63

C-Sig.

744.63

89-1

Section 41 ← → Section 43

1984 -1

136 CWR - 11 - 1977

ROCK 1981

1981

1981

1981

1981

UTP 1981

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

355

350

351

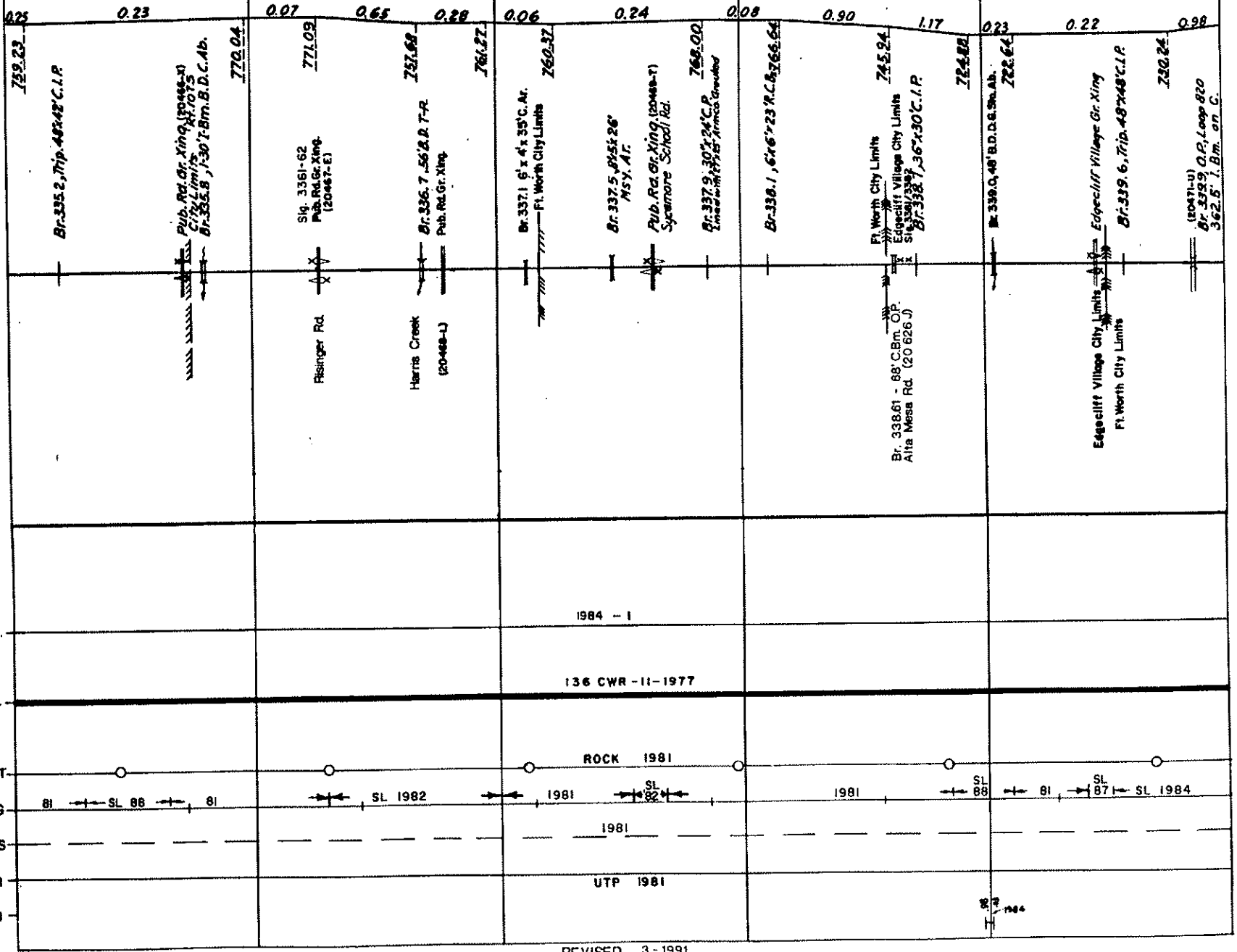
350

350

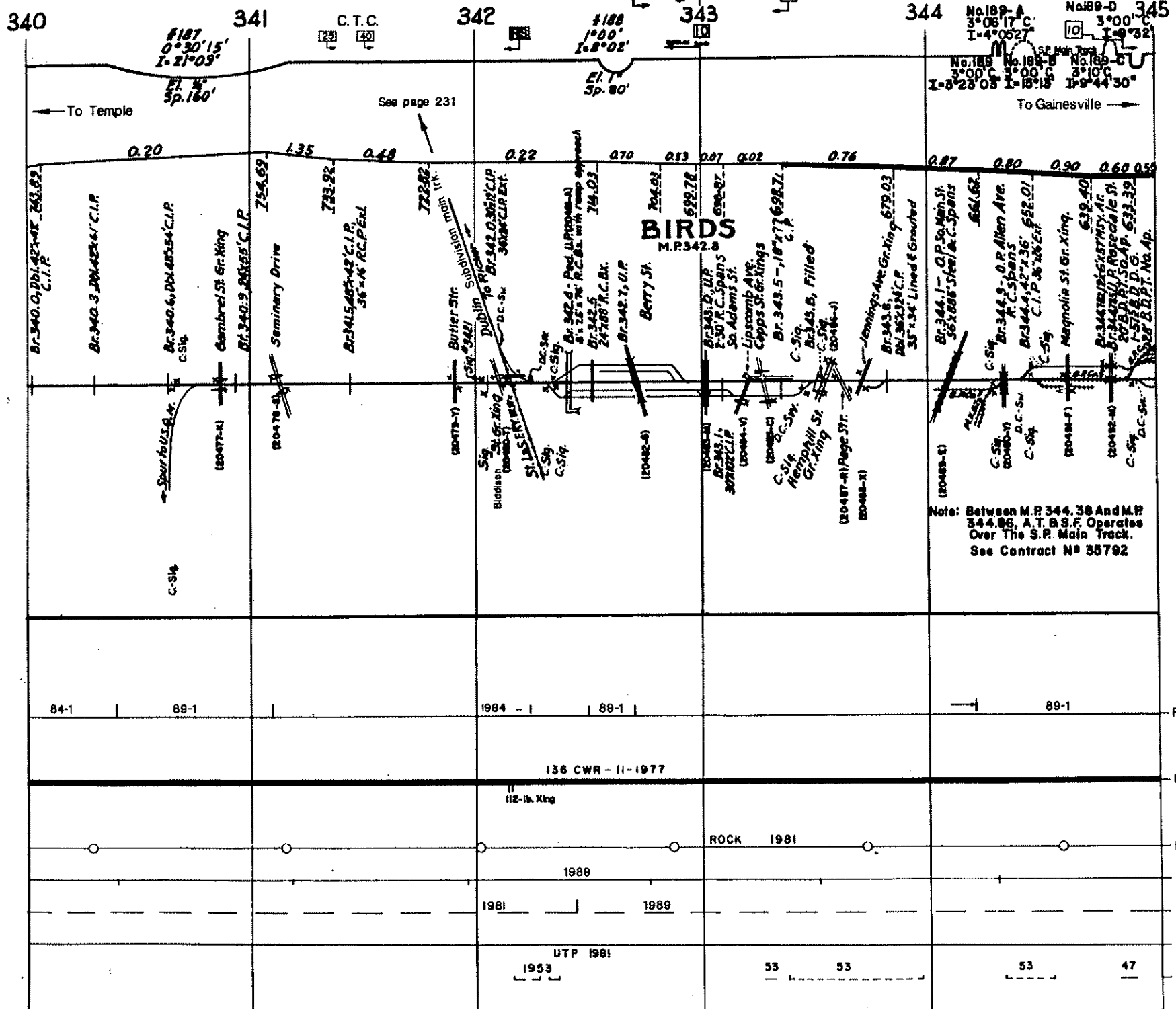
350

← To Temple

To Gainesville →

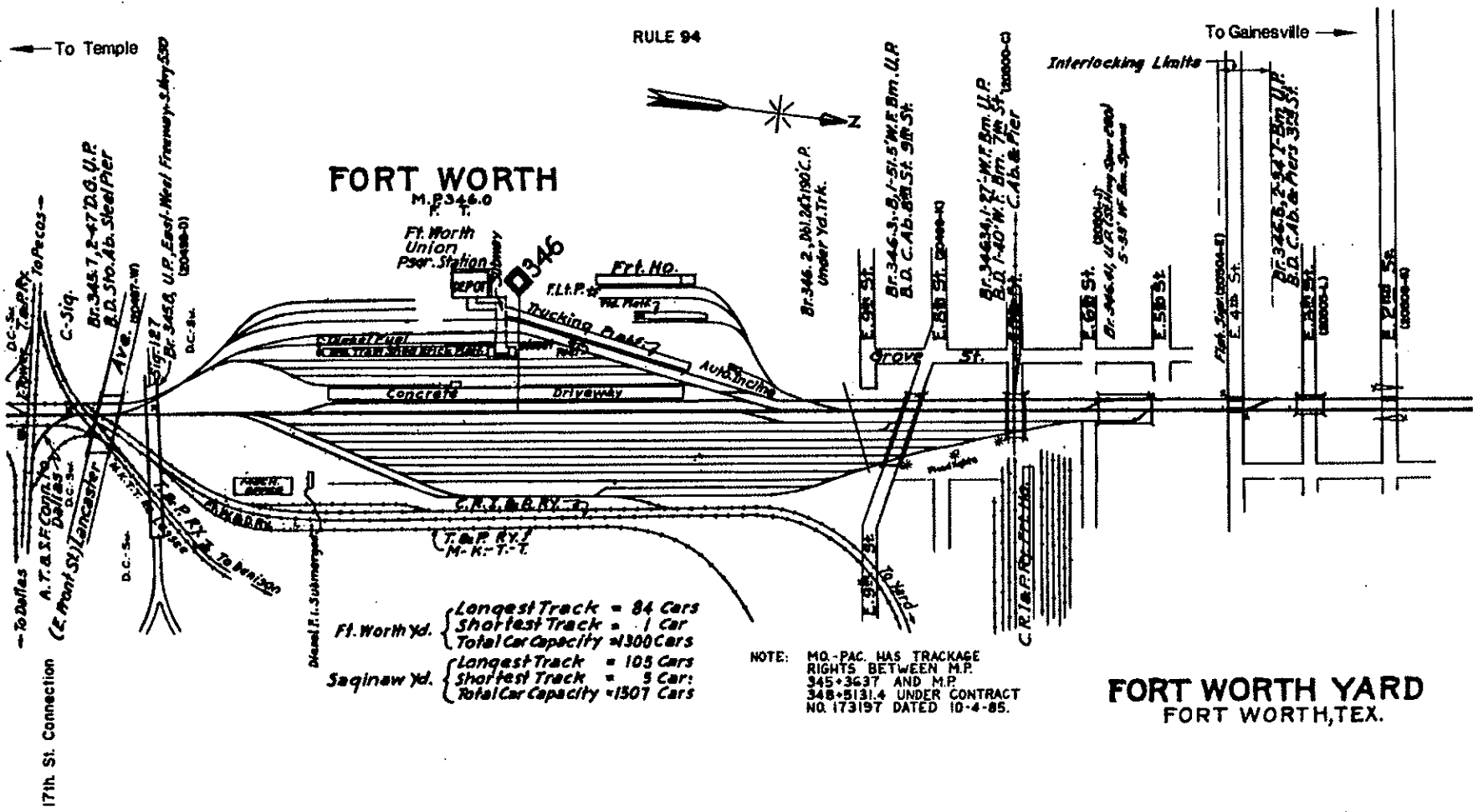


REVISED 3-1991



Note: Between M.P. 344.36 And M.P. 344.86, A.T.B.S.F. Operates Over The S.P. Main Track. See Contract N# 35792.

84-1	88-1	1984	89-1	89-1
136 CWR - 11-1977				
		112-lb. Xing		
			ROCK	1981
				1989
		1981		1988
		UTP 1981		
		1953		
			53	53
				53
				47



RULE 94

FORT WORTH

M.P. 346.0
F. T.

Ft. Worth Union Pass. Station

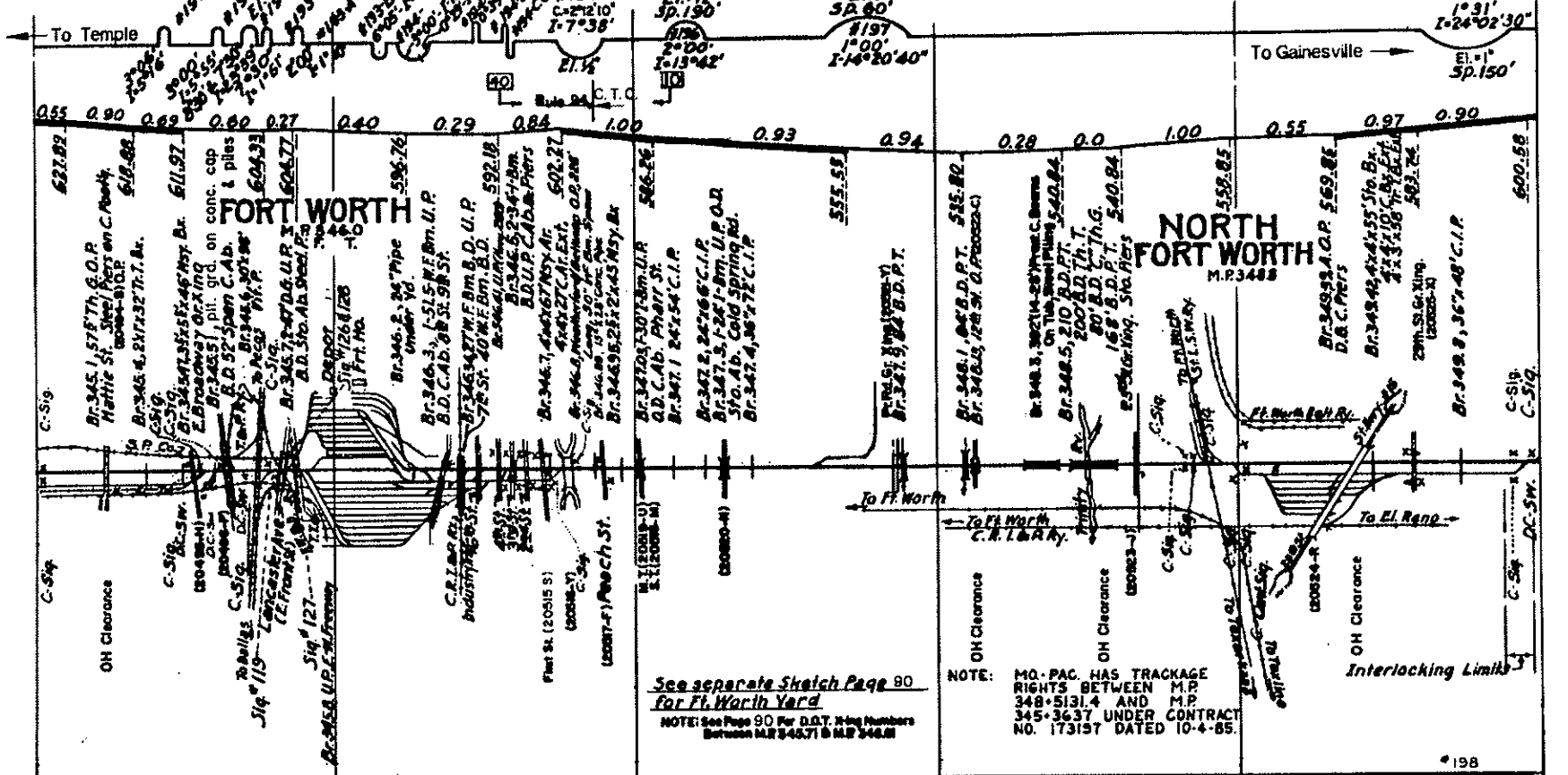
Ft. Worth Yd. { Longest Track = 84 Cars
Shortest Track = 1 Car
Total Car Capacity = 1300 Cars

Saginaw Yd. { Longest Track = 103 Cars
Shortest Track = 5 Cars
Total Car Capacity = 1507 Cars

NOTE: MO.-PAC. HAS TRACKAGE RIGHTS BETWEEN M.P. 345+3637 AND M.P. 348+5131.4 UNDER CONTRACT NO. 173197 DATED 10-4-85.

FORT WORTH YARD
FORT WORTH, TEX.

345 347 348 349 350



See separate Sketch Page 80
for Ft. Worth Yard
NOTE: See Page 90 For D.O.T. 2-1/2 inch Numbers
Between M.P. 345.71 & M.P. 346.81

NOTE: MO. PAC. HAS TRACKAGE
RIGHTS BETWEEN M.P.
348+5131.4 AND M.P.
345+3637 UNDER CONTRACT
NO. 173157 DATED 10-4-65.

136W.C.M.T 6-87
136W.C.M.T 6-87

CURVES NR SR

89-11

89-13

1984

1978-1

89-2

RAIL GR.

136 CWR - 11 - 1977

RAIL

119-lb. Xing. 80-lb. Xing.
85-lb. Xing. 89-lb. Xing.

115-lb. Xing. 115-lb. Xing. 115-lb.

BALLAST

1989

SURFACING

1989

TIES

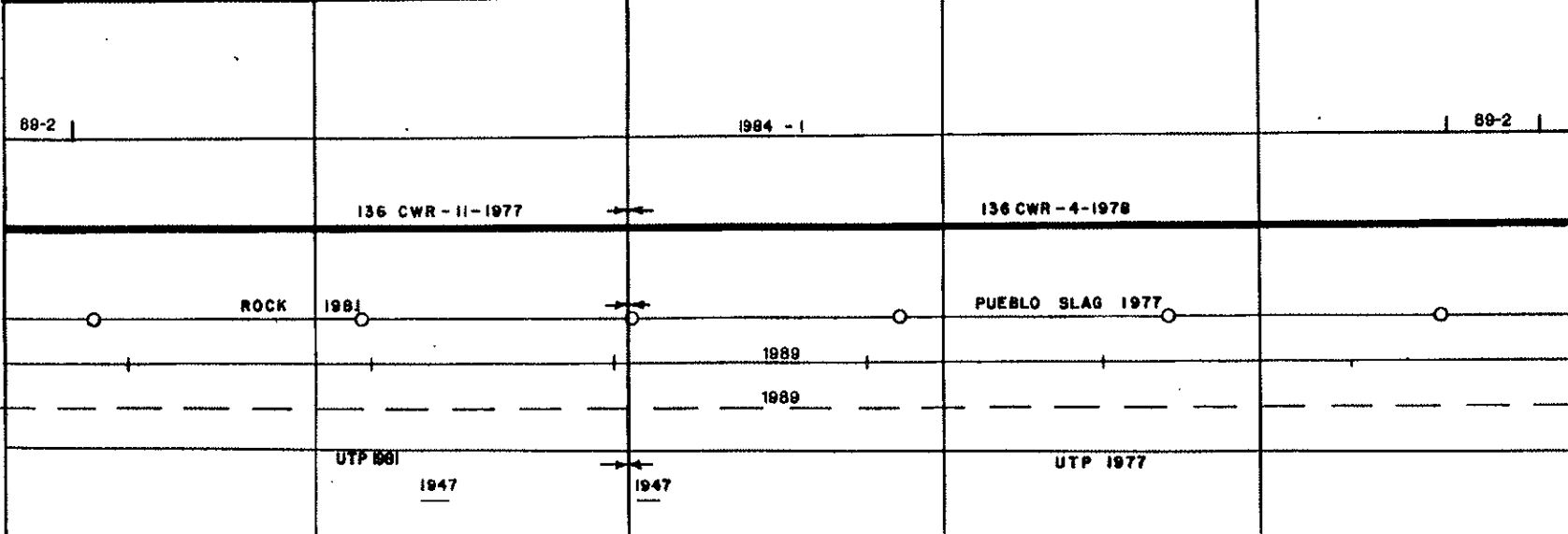
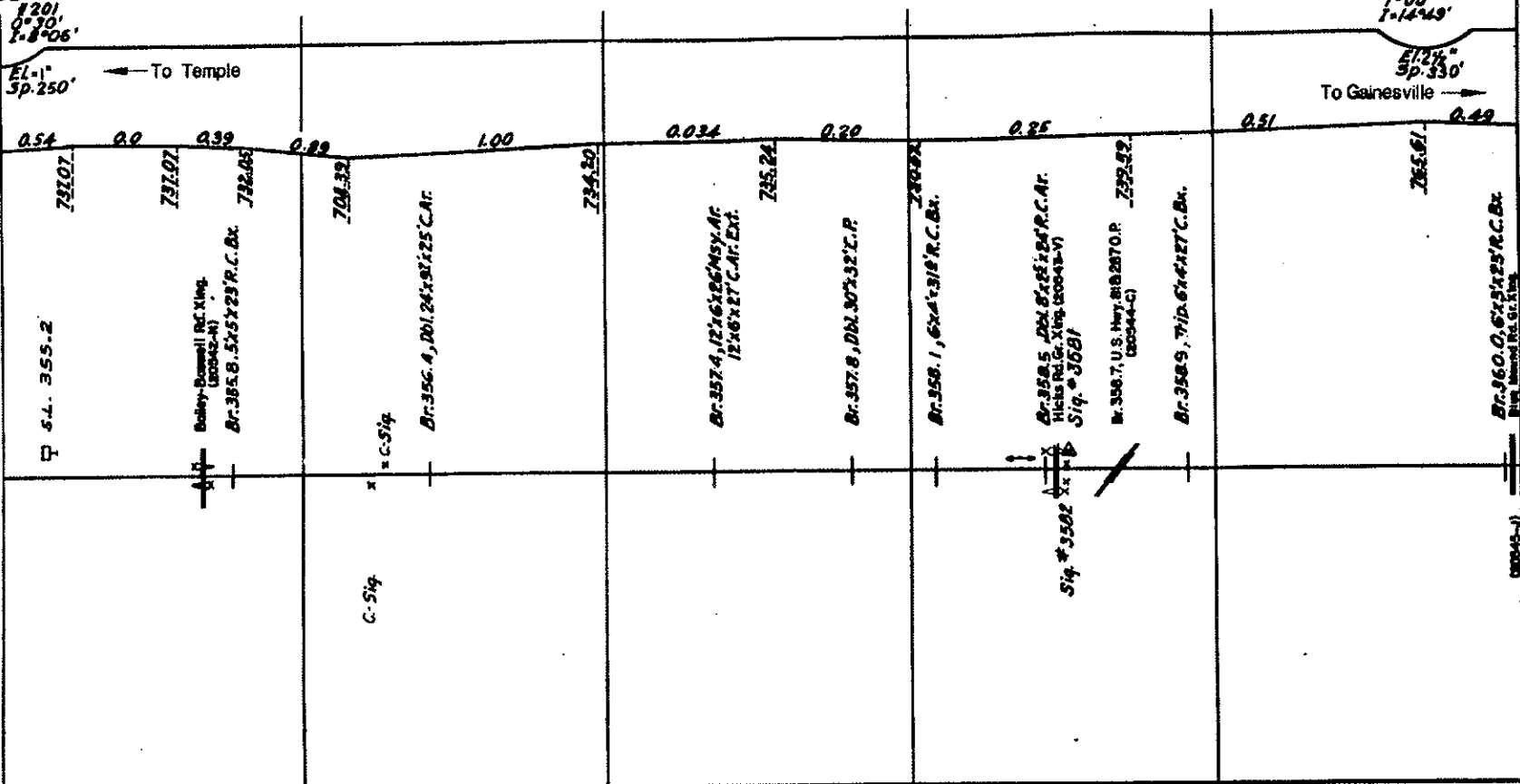
UTP 1981

UNDERCUTTER

47

STABILIZATION

355 356 357 C.T.C. 358 359 360



360

361

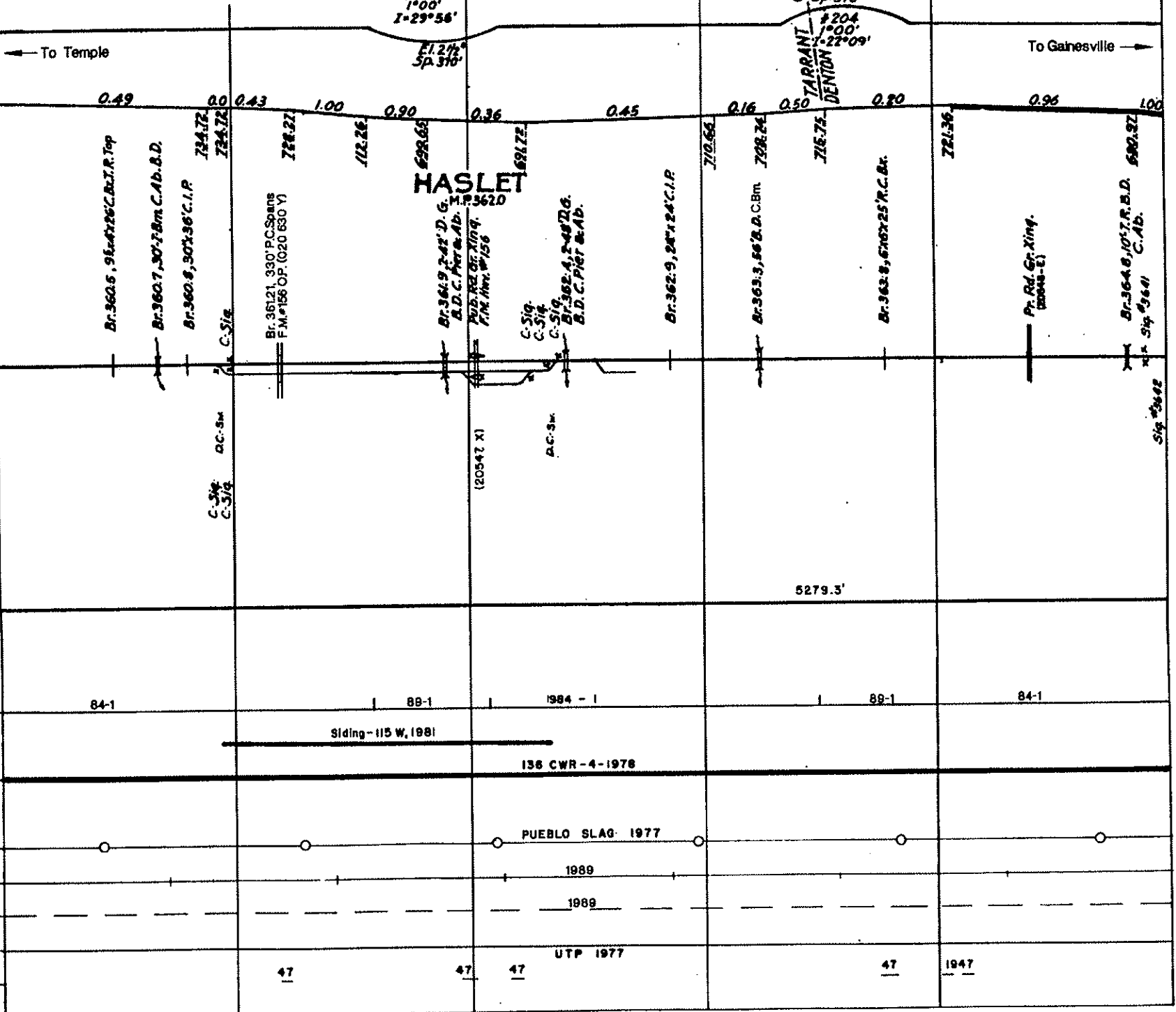
362

C.T.C.

363

364

365



365

366

367

C.T.C.

368

369

370

To Temple

To Gainesville

E121/2°
Sp. 370'
#205
1-00'
1-10'45'

#206
0°30'
1-4°14'
E1. = 1/2"
Sp = 250'

E121 1/2°
Sp. 370'
#207
1-00'
1-19°34'

1.00 0.0 0.75 0.39 0.0 1.00 1.00 0.16 0.46 0.0 0.36 1.00 0.90 1.00

Br. 365.1, 1-16" F.B.M. B.D.C. Ab.
 Br. 365.5, 3-64" B.D. D.G.
 1-57" B.D. D.G.
 MSY. Part. 114
 (20580-1)
 Pr. Rd. Gr. Xing.
 Br. 366.4, 1-54" B.D. D.G.
 MSY. Part. 114
 Br. 366.5, 1-50" B.D. D.G.
 Br. 366.9, 1-51" B.D. D.G.
 Br. 366.62, 3-8" B.D. Th. G. U.P.
 C.A.B. St. Hwy. 114
 (20580-7)
 Pub. Rd. Gr. Xing.
 (20580-11)
 Sig. #367
 Br. 367.6, 8-4" x 24"
 C.A. Brk. Ring
 (20580-11)
 Pr. Gr. Xing.
 Br. 368.4, Db. 10" x 32"
 C.A. Brk. Ring. #65.86
 #65.86
 Br. 368.5, 11-4" x 24" x 24" x 24" x 24"
 Pr. Gr. Xing.
 Br. 369.2, 3-67" x 48" C.P.
 (20580-1)
 Pub. Rd. Gr. Xing.
 Br. 369.6, 8-4" x 19" R.C. Br.
 Br. 370.0, 2-42" Prnt. C. Spool
 (20580-11)

Sp. 3672

5269.9'

84-1

89-2

89-2

1984 - 1

89-2

84-1

RAIL GR.

136 CWR - 4 - 1978

RAIL

PUEBLO SLAG 1977

BALLAST

SURFACING

TIES

UNDERCUTTER

1947

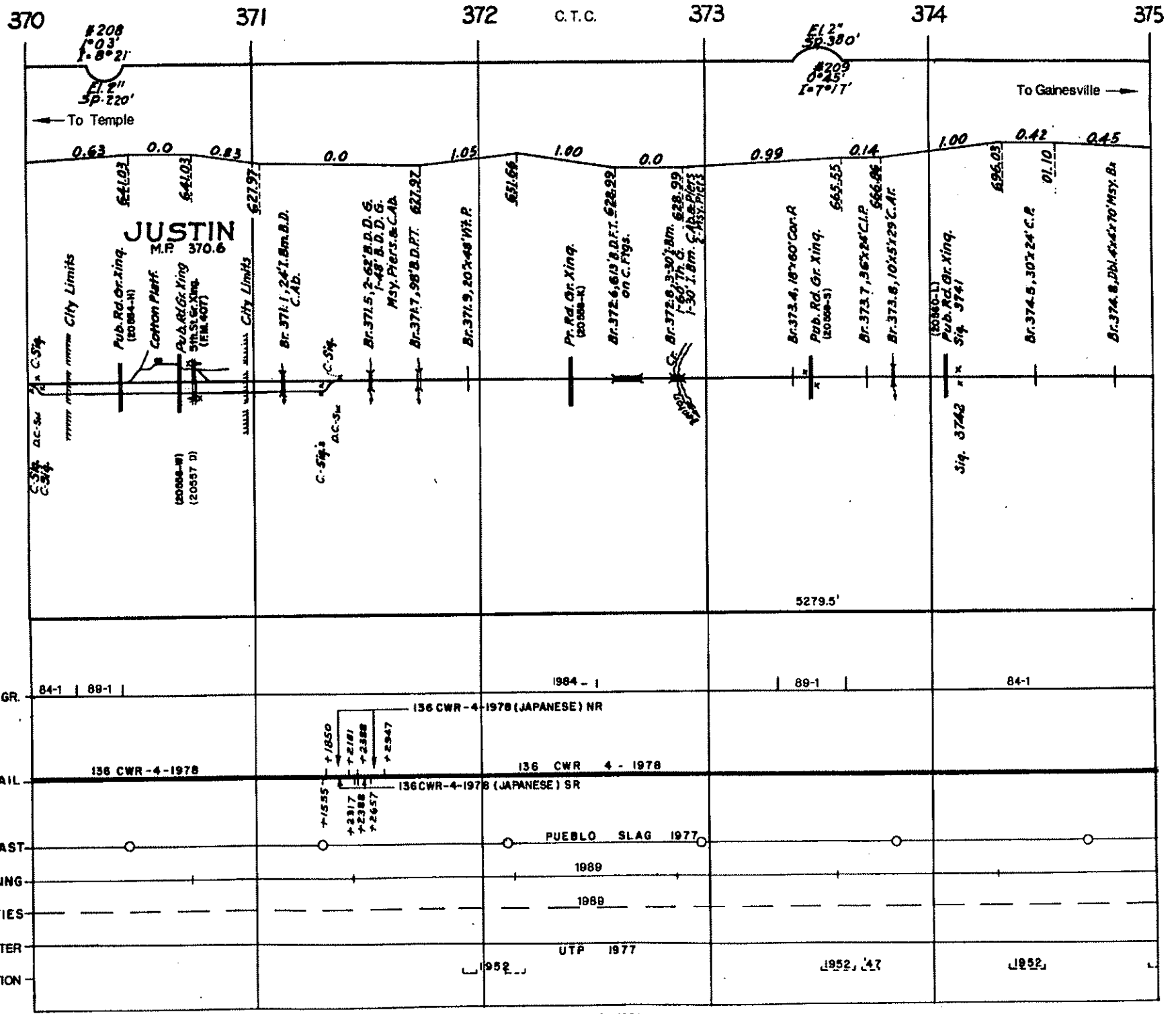
47

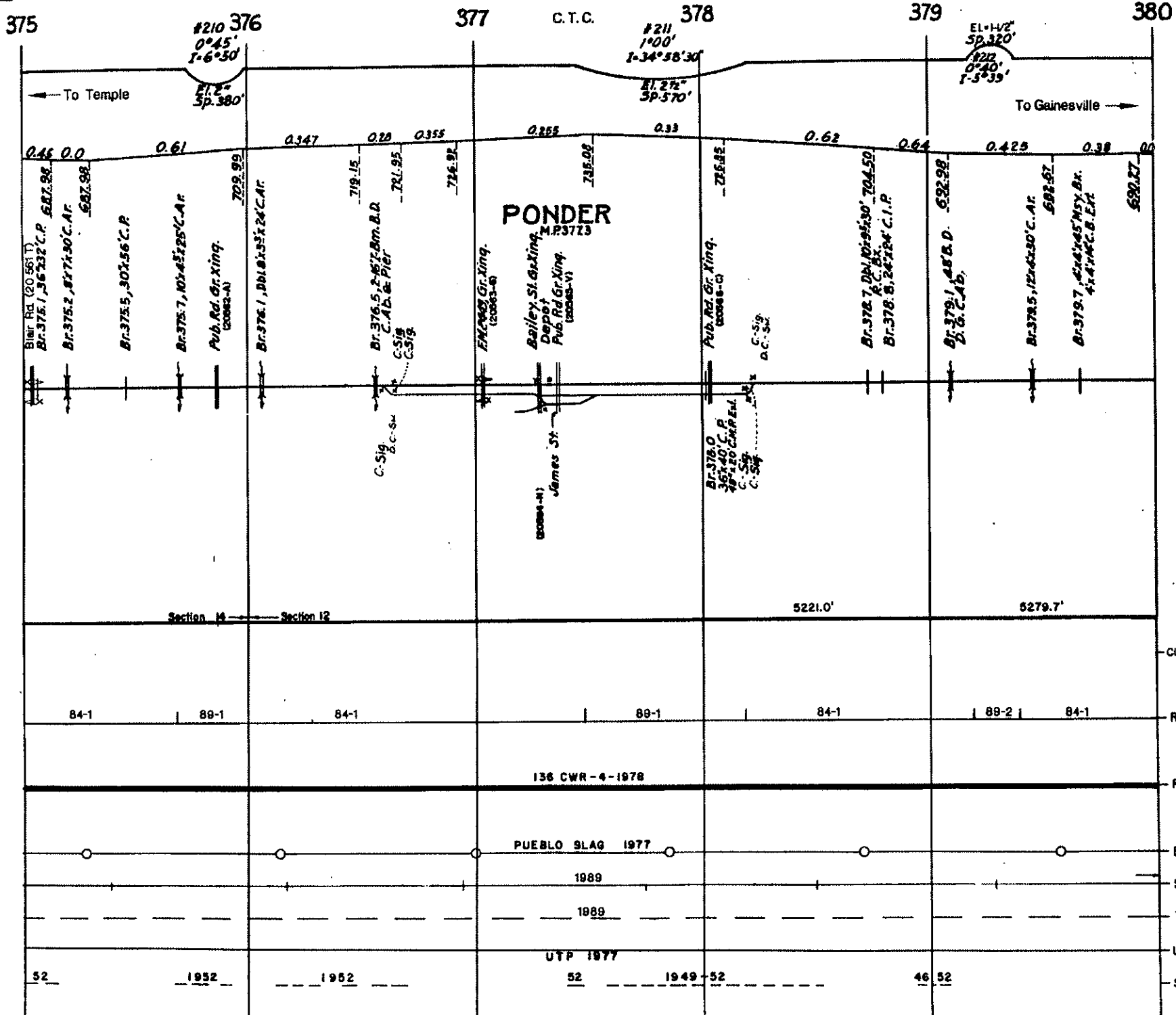
UTP 1977

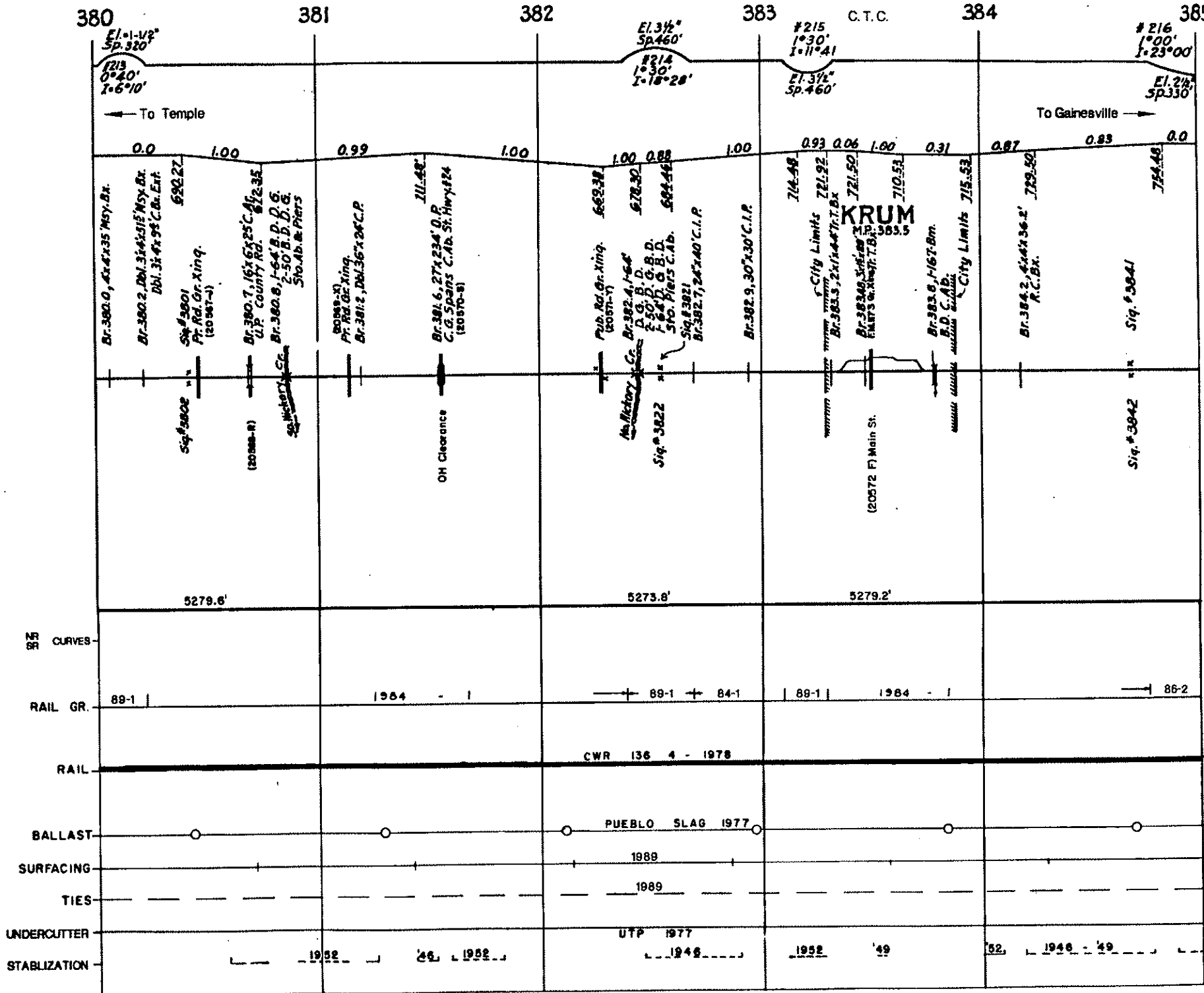
1947

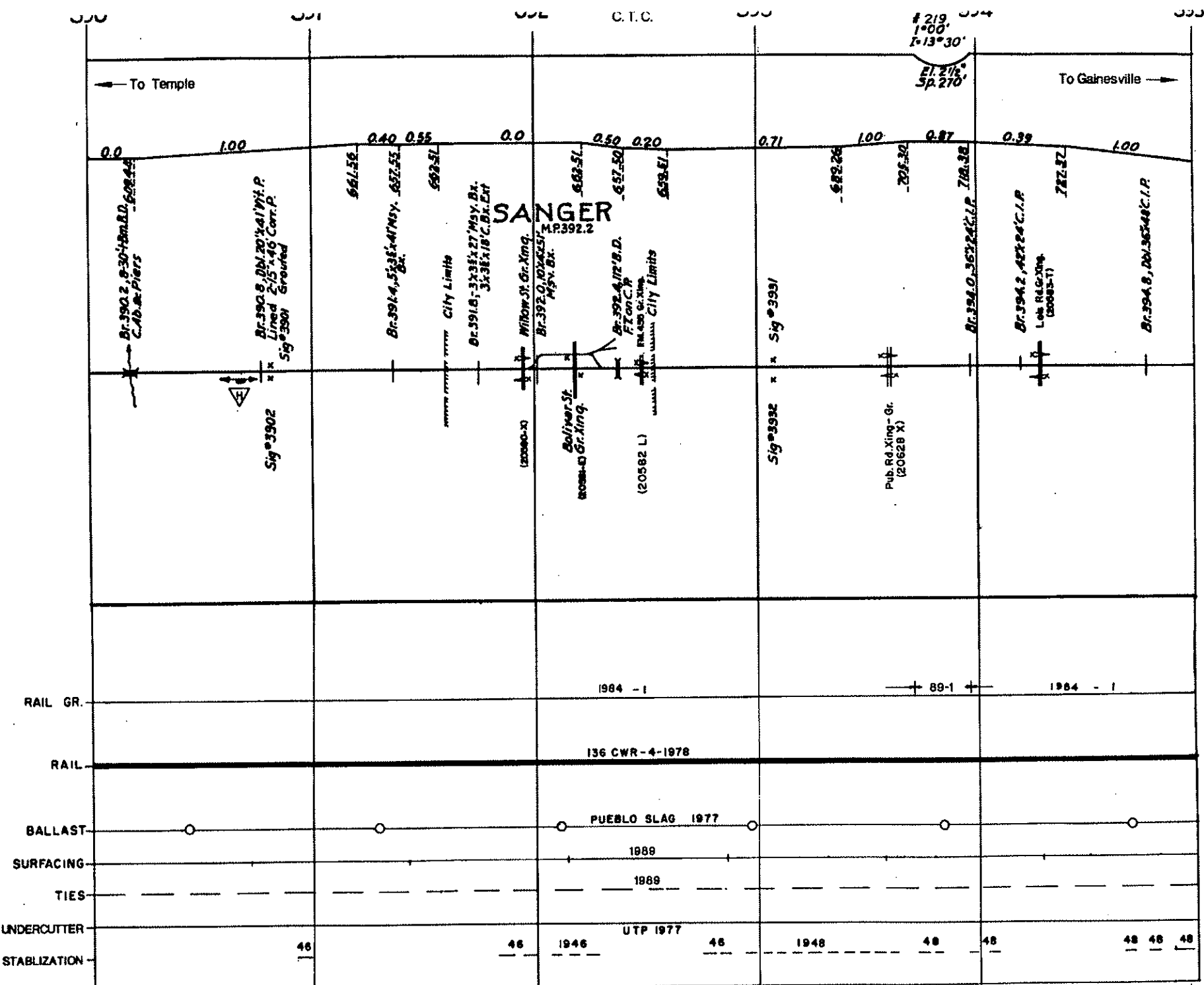
1947

STABILIZATION









REVISED 3-1991

400

401

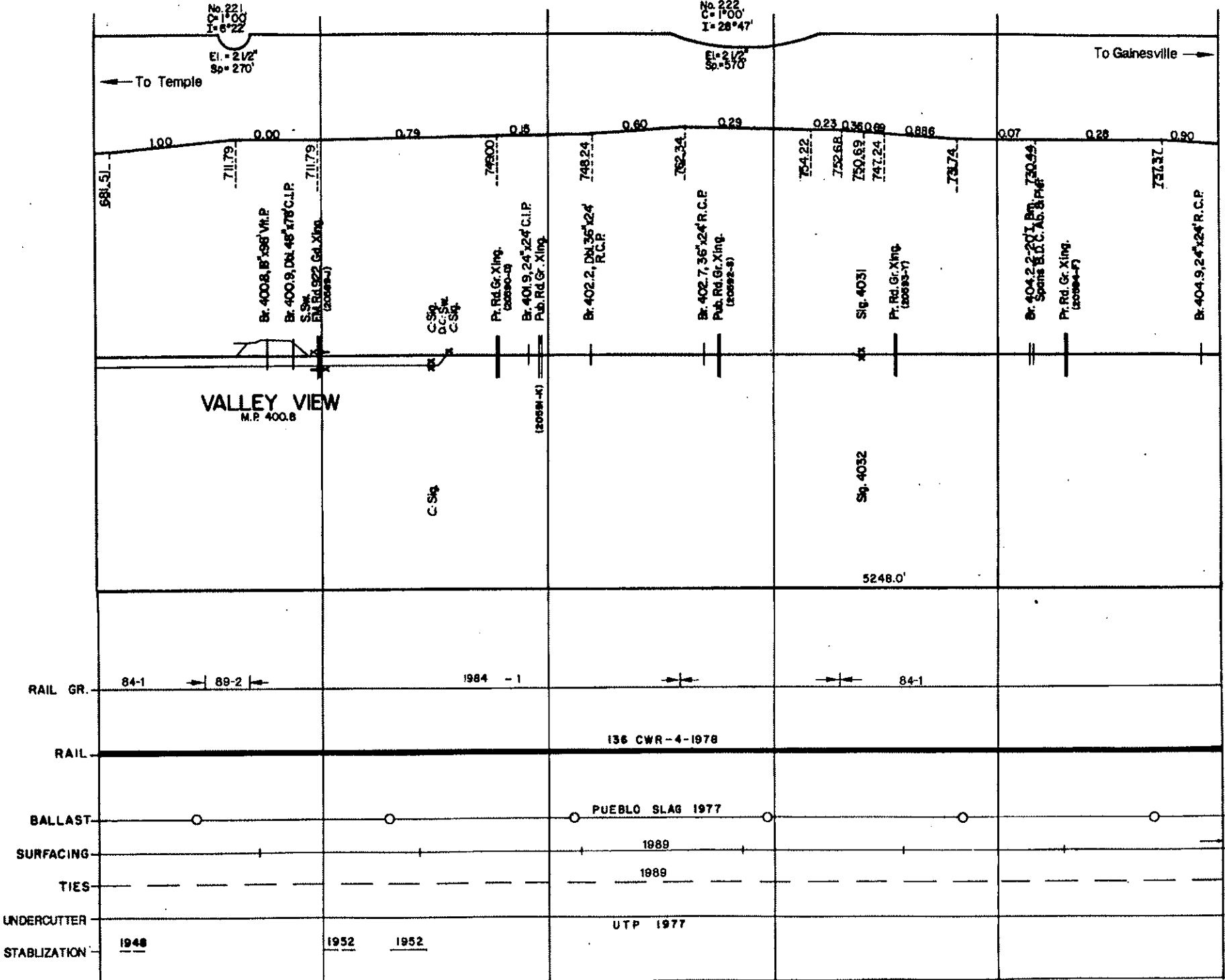
402

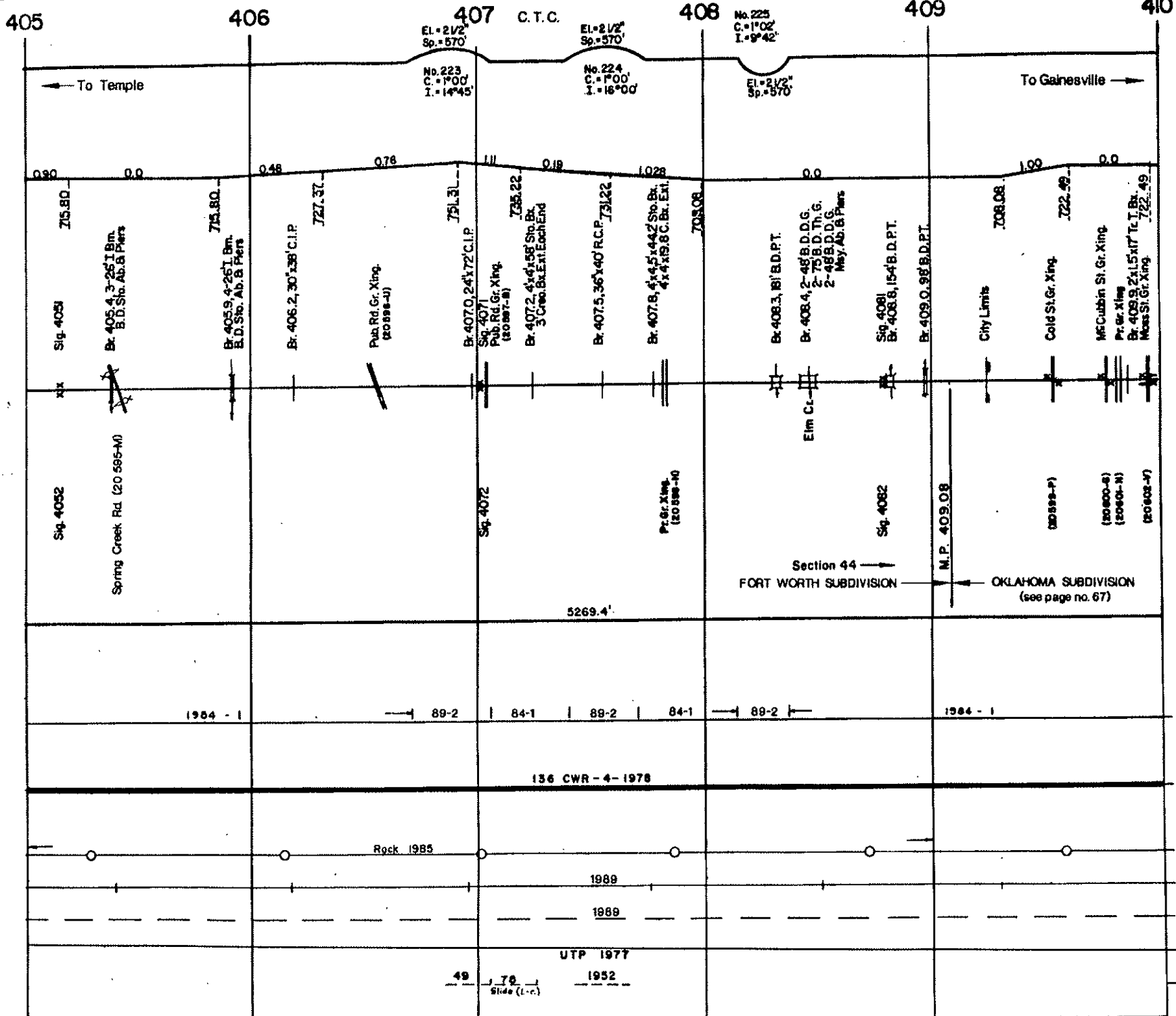
C.T.C.

403

404

405





Ft. Worth Subdivision

Gainesville (M.P. 409.1) to Temple (M.P. 218.2)

Intentionally Blank