573-80543 LANE TO WEST OF AMES - M.P 17.7 TO 51.0

2

UNION PACIFIC RAILROAD

NEBRASKA DIVISION — MAIN LINE

LANE TO BEYOND AMES

DOUGLAS & DODGE COUNTIES, NEBRASKA

M. P. 17.7 to M. P. 51.0
Station 1400 + 00 to Station 3180 + 00
Section 22, T. 15 N., R. 11 E. to Section 11, T. 17 N., R. 6 E.

Scale 1" = 400'

Office of Chief Engineer, U.P.R.R., Omaha, Nebr., July 1, 1952
Platted from former maps C. E. Dwgs. No. 13528, and No. 20694, "As Constructed" Work Order prints to date, and Resurvey of 1950-51, Nebr. Div. Notebooks 1689, 1703 and 1877.

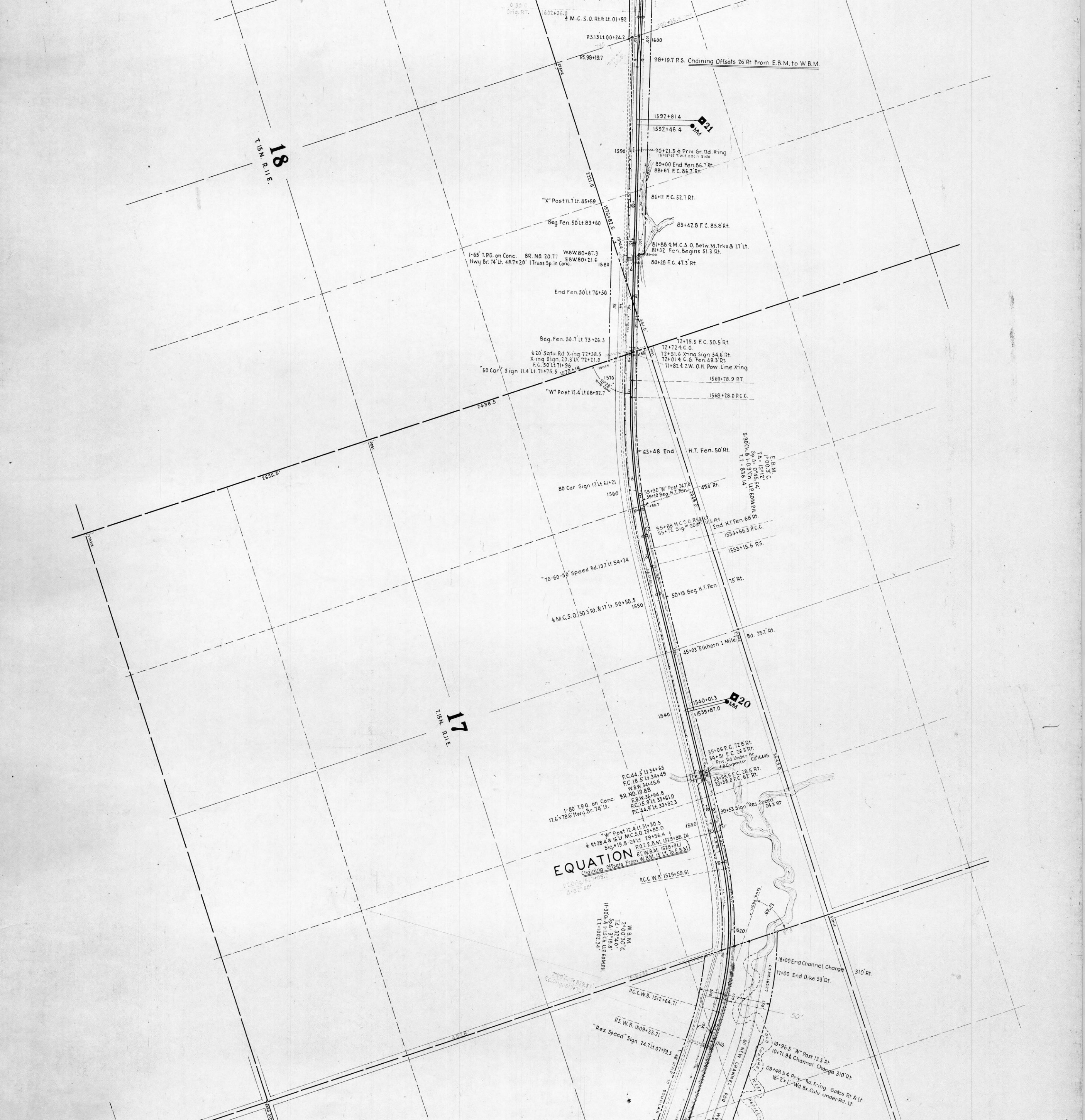
PLATTED BY	TRACED BY	CHECKED BY
I.S.	I.S.	B.F.B.

CHECKED AS TO RIGHT OF WAY BY ______ DATE ______

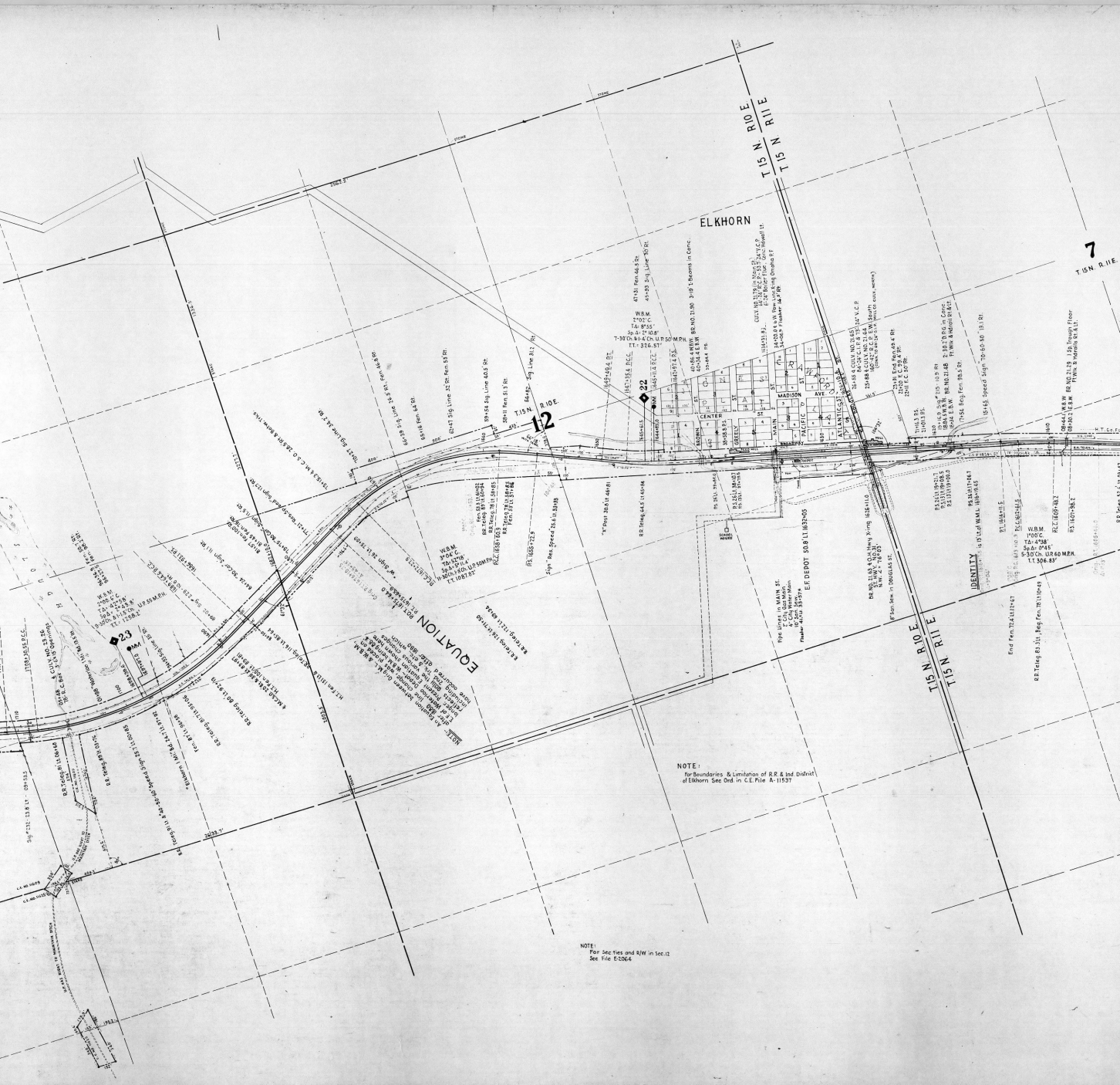
C. E. DWG. NO. 80543

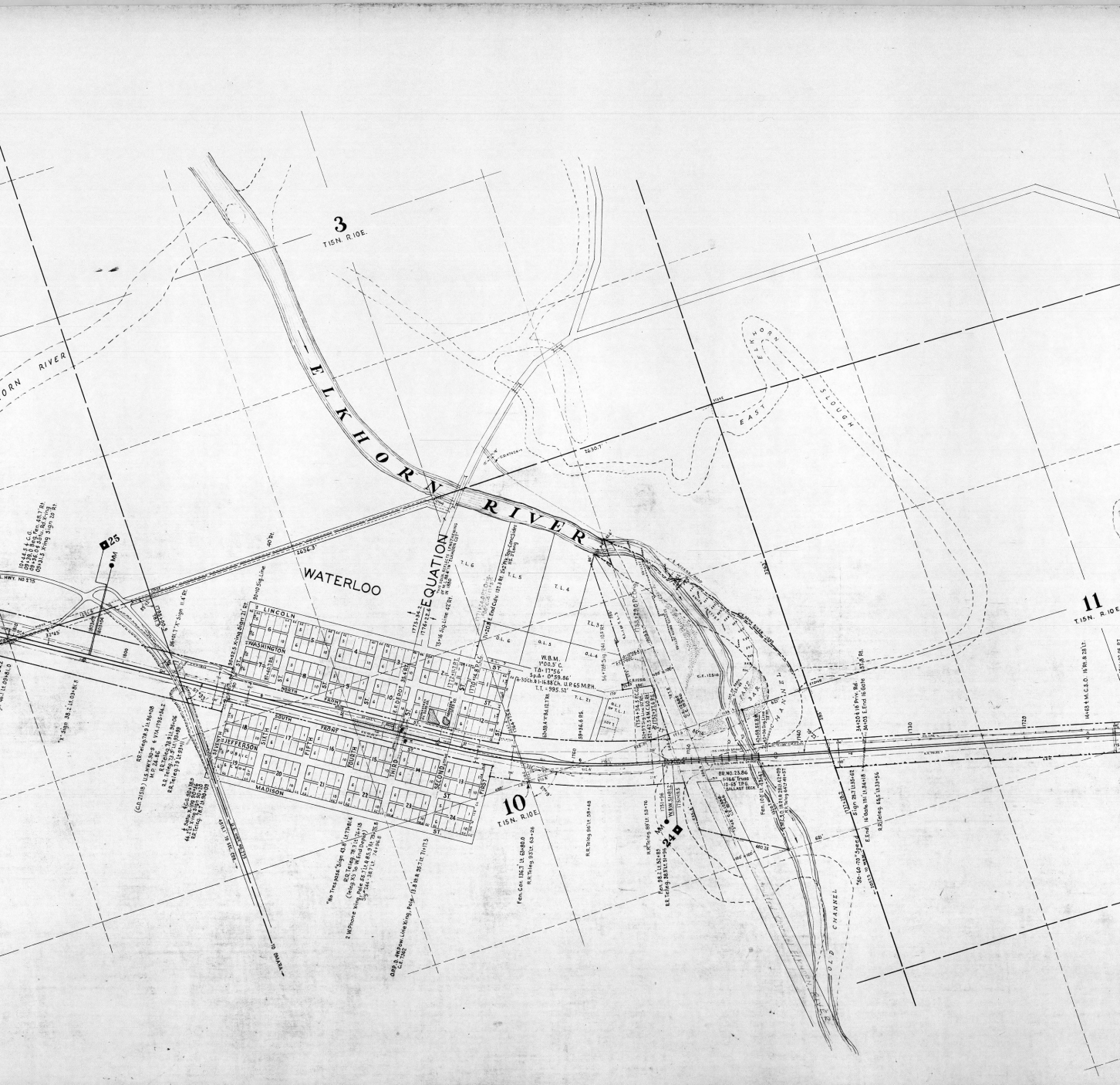
Corrected to

LANE
EQUATION
22
21
19
18
15N | R1E

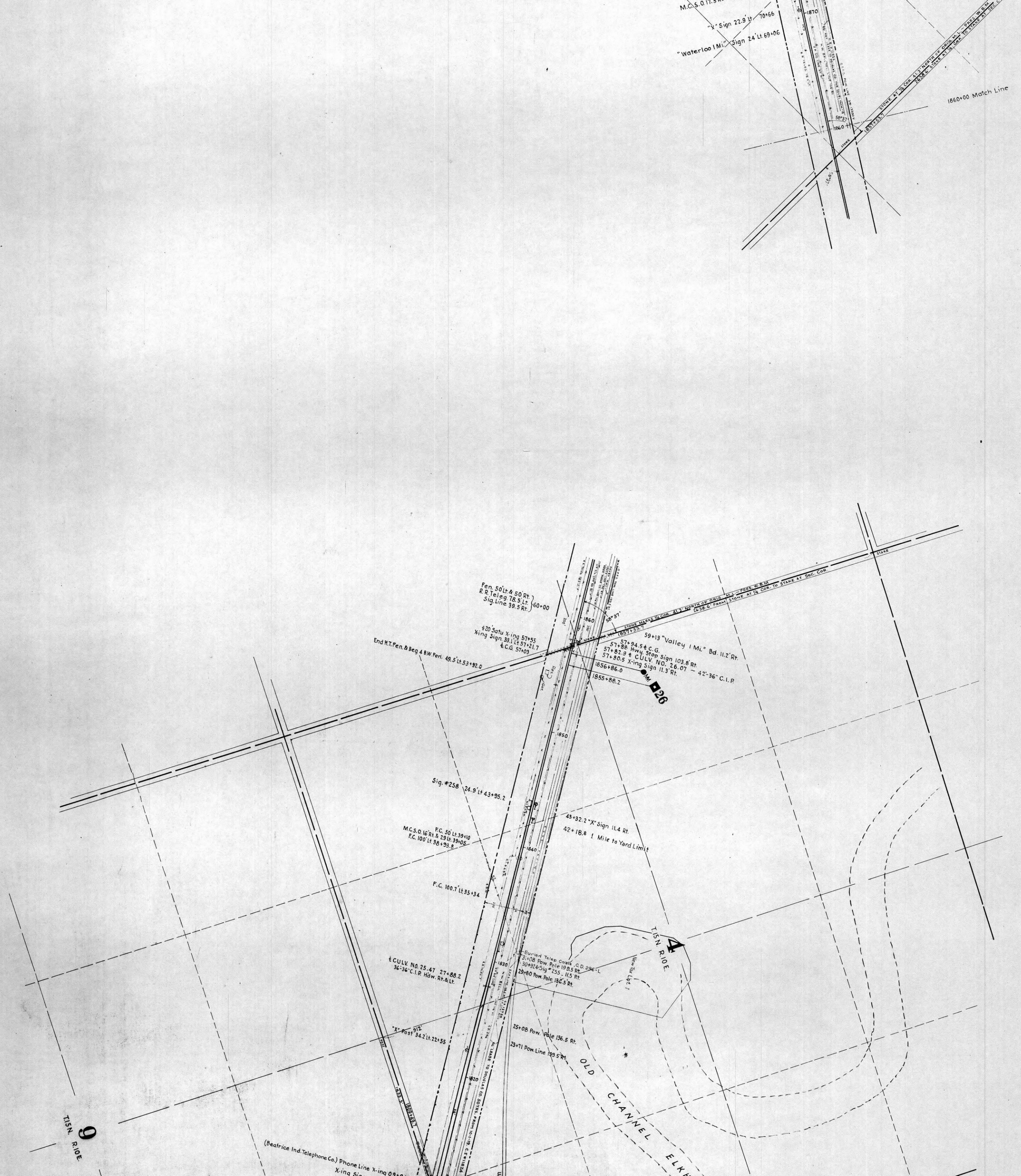


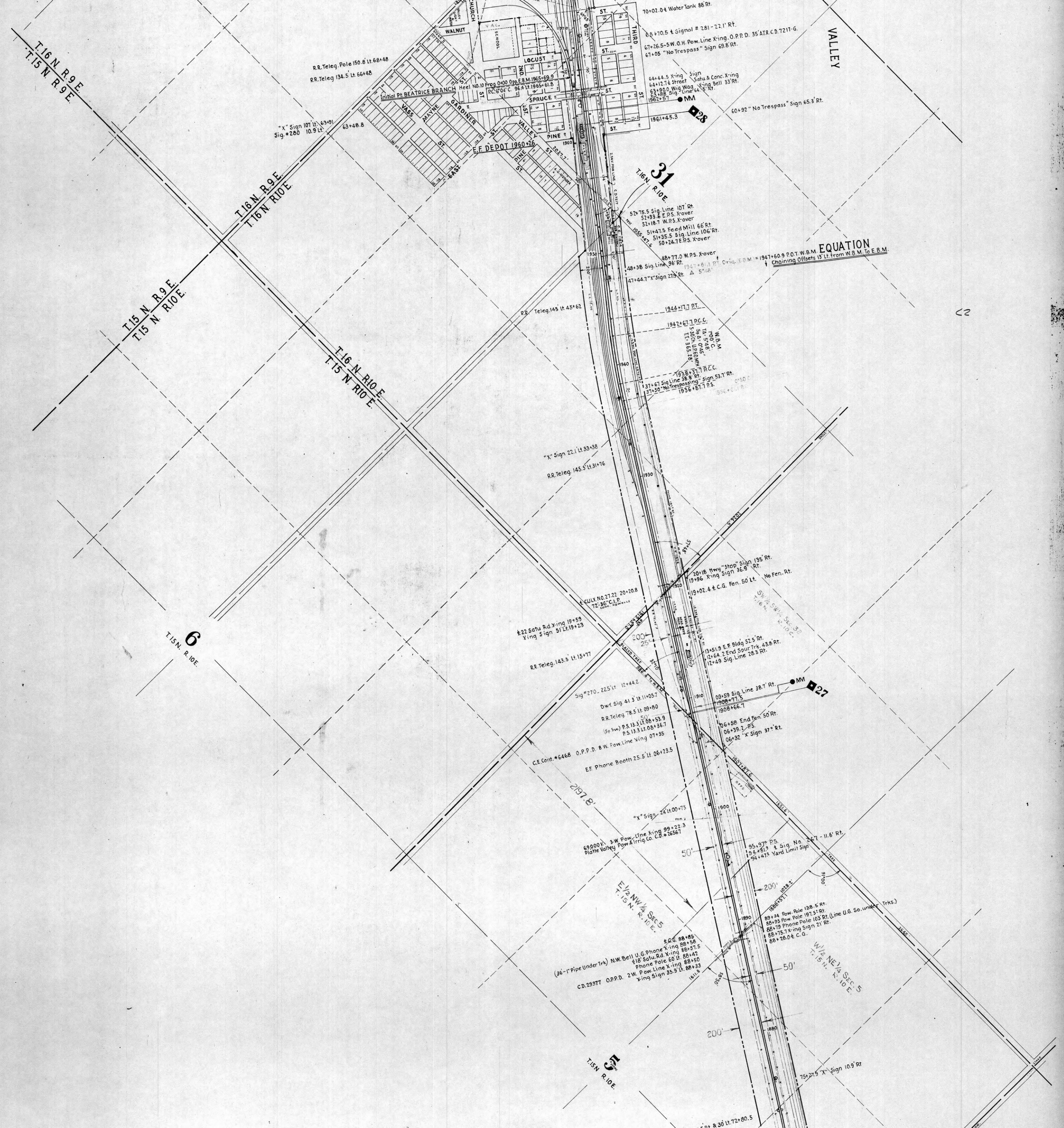
18
T.15N. R.11E.
17
T.15N. R.11E.
EQUATION
Chaining Offsets From W.B.M. 13' Lt. To E.B.M.
98+19.7 P.S. Chaining Offsets 26' Rt. From E.B.M. to W.B.M.
1592+81.4
1592+46.4
MM 21
MM 20
1540+01.3
1539+87.0
90+21.5 ℄ Priv. Gr. Rd. X-ing
89+00 End Fen. 86.7' Rt.
88+67 F.C. 86.7' Rt.
86+11 F.C. 52.7 Rt.
"X" Post 11.7' Lt. 85+59
Beg. Fen. 50' Lt. 83+60
83+42.8 F.C. 85.8' Rt.
81+88 ℄ M.C.S.O. Betw. M. Trks & 27' Lt.
81+32 Fen. Begins 51.3' Rt.
80+28 F.C. 47.3' Rt.
I-65' T.P.G. on Conc. BR. NO. 20.77
Hwy. Br. 74' Lt. 48.7 x 20' I Truss Sp. in Conc.
W.B.W. 80+87.3
E.B.W. 80+21.6
End Fen. 50' Lt. 76+50
Beg. Fen. 50.7' Lt. 73+26.5
℄ 20' Satu. Rd. X-ing 72+38.5
X-ing Sign 20.3' Lt. 72+21.0
F.C. 50' Lt. 71+96
"60 Car" Sign 11.4' Lt. 71+75.5
72+75.5 F.C. 50.5' Rt.
72+72 ℄ C.G.
72+51.6 X-ing Sign 34.6' Rt.
72+01 ℄ C.G. Fen. 49.3' Rt.
71+82 ℄ 2W. O.H. Pow. Line X-ing
1569+78.9 P.T.
1568+28.0 P.C.C.
"W" Post 12.4' Lt. 68+92.7
63+48 End H.T. Fen. 50' Rt.
80 Car Sign 12' Lt. 61+21
59+30 "W" Post 24.7' R.
59+10 Beg. H.T. Fen.
43.4' Rt.
55+88 M.C.S.O. R & Lt.
55+72 Sig.
End H.T. Fen. 68' Rt.
1554+66.5 P.C.C.
1553+15.6 P.S.
"70-60-50" Speed Bd. 13.7' Lt. 54+24
50+15 Beg. H.T. Fen. 75' Rt.
℄ M.C.S.O. 30.5' Rt. & 17' Lt. 50+50.5
45+03 "Elkhorn 1 Mile" Bd. 25.7' Rt.
E.B.M.
1°00.3' C.
T.Δ = 15°12'
Sp.Δ = 0°45.54'
5-30Ch. & 1-0.9Ch. UP 60M.P.H.
T.T. = 836.14'
35+06 F.C. 72.8' Rt.
34+51 F.C. 26.5' Rt.
Priv. Rd. Under Br.
33+59.5 F.C. 28.5' Rt.
33+58.0 F.C. 62' Rt.
F.C. 44.3' Lt. 34+65
F.C. 18.5' Lt. 34+49
W.B.W. 34+56.6
BR. NO. 19.88
E.B.W. 34+64.8
F.C. 15.9' Lt. 33+61.0
F.C. 44.9' Lt. 33+32.3
I-80' T.P.G. on Conc.
17.6' x 78.6' Hwy. Br. 74' Lt.
30+53 Sign "Res. Speed" 24.3' Rt.
"W" Post 12.4' Lt. 31+30.5
℄ Rt. 28.4 & 16' Lt. M.C.S.O. 29+85.0
Sig. 19.8-24' Lt. 29+56.4
P.O.T. E.B.M. 1528+88.24
P.T. W.B.M. 1528+91.1
P.C.C. W.B. 1525+59.61
W.B.M.
2°00'30" C.
TΔ = 32°40'
SpΔ = 3°19.8'
11-30Ch. & 1-15Ch. UP 60M.P.H.
T.T. = 1002.34'
18+00 End Channel Change 310' Rt.
17+00 End Dike 53' Rt.
P.C. C.W.B. 1512+64.71
P.S. W.B. 1509+33.21
"Res. Speed" Sign 24.7' Lt. 07+79.5
10+96.5 "W" Post 12.5' Rt.
10+71.9 ℄ Channel Change 310' Rt.
09+48.5 ℄ Priv. Rd. X-ing Gates Rt. & Lt.
18" x 2' x 1' Wd. Bx. Culv. under Rd. Lt.
80 NEW CHANNEL FOR
P.S. 98+19.7
P.S. 13 Lt. 00+24.2
℄ M.C.S.O. Rt. & Lt. 01+92
602+36.0
2655.5'
2438.5'
2321.5'
1600
1590
1580
1570
1560
1550
1540
1530
1520
1510


ELKHORN
EQUATION
T 15 N. R 10 E.
T 15 N. R 11 E.
12
7
22
23
CENTER ST
MADISON AVE
BROWN
GREELY
MAIN
PACIFIC
ATLANTIC
IDENTITY
NOTE:
For Boundaries & Limitation of R.R. & Ind. District of Elkhorn See Ord. in C.E. File A-11537
NOTE:
For Sec ties and R/W in Sec. 12
See File E-2064



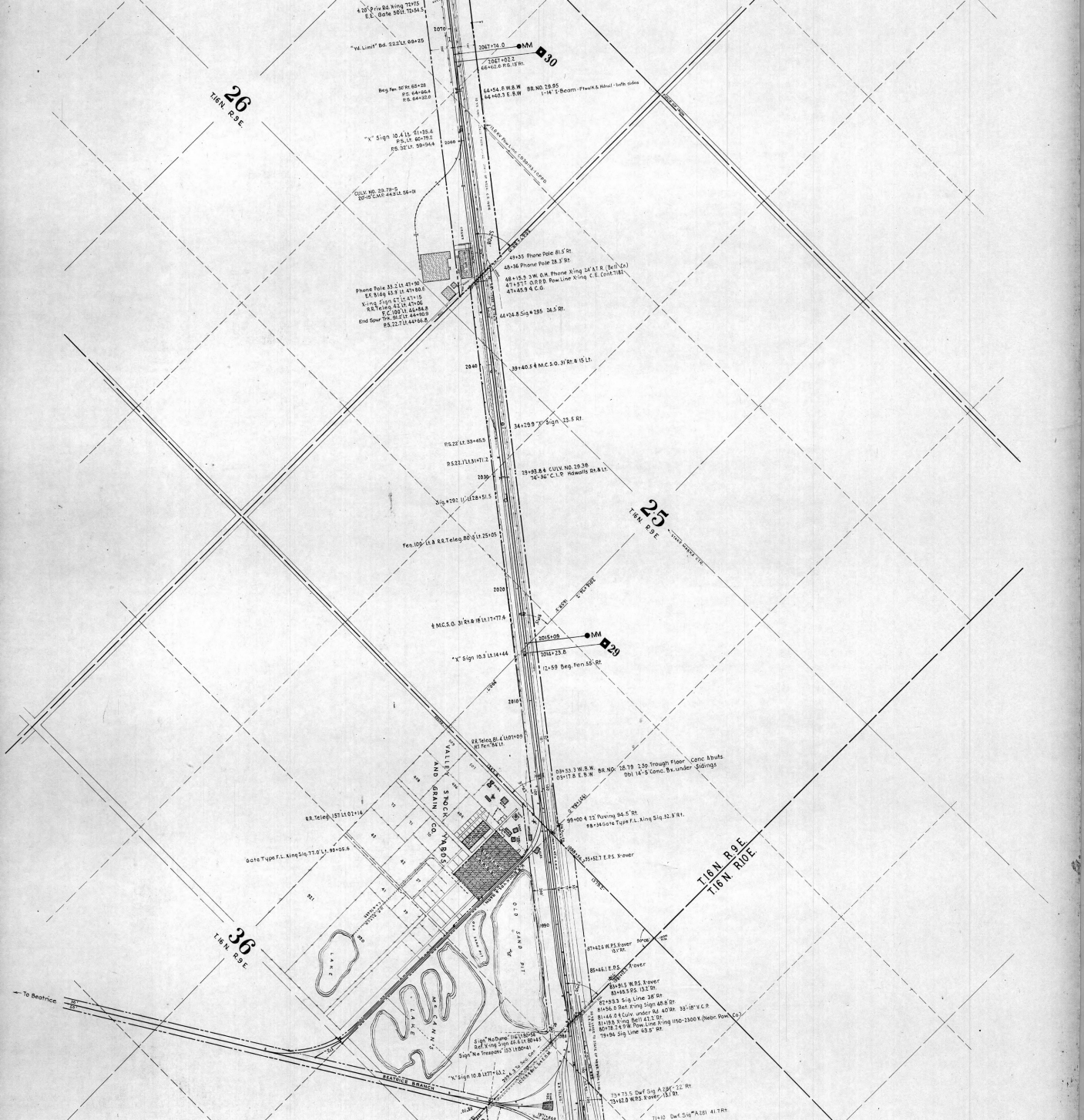
3
T.15N. R.10E.
ELKHORN RIVER
WATERLOO
EQUATION
LINCOLN
WASHINGTON
NORTH FRONT
SOUTH FRONT
JEFFERSON
MADISON
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EAST ELKHORN SLOUGH
OLD CHANNEL
10
T.15N. R.10E.
11
T.15N. R.10E.
25
24


"X" Sign 22.9' Lt. 70+66
"Waterloo 1 Mi." Sign 24' Lt. 69+06
1860+00 Match Line
Fen. 50' Lt. & 50' Rt.
R.R. Teleg. 78.5' Lt.
Sig. Line 39.5' Rt.
60+00
59+13 "Valley 1 Mi." Bd. 11.2' Rt.
57+94.5 ℄ C.G.
57+88 Hwy. Stop Sign 103.8' Rt.
57+82.9 ℄ CULV. NO. 26.07 - 42"-36" C.I.P.
57+80.5 X-ing Sign 11.3' Rt.
1856+86.0
1855+88.2
26
End H.T. Fen. & Beg. 4 B.W. Fen. 48.5' Lt. 53+92.0
Sig. #258 24.9' Lt. 43+95.2
43+32.2 "X" Sign 11.4 Rt.
42+18.8 1 Mile to Yard Limit
F.C. 50' Lt. 39+10
M.C.S. 0.16' Rt. & 29' Lt. 39+05
F.C. 100' Lt. 38+93.8
F.C. 100.7' Lt. 35+34
℄ CULV. NO. 25.47 27+88.2
36"-36" C.I.P. Hdw. Rt. & Lt.
29+60 Pow. Pole 136.5 Rt.
25+08 Pow. Pole 136.5 Rt.
23+71 Pow. Line 195.5' Rt.
"X" Post 34.2' Lt. 22+55
4
T.15N. R.10E.
9
T.15N. R.10E.
OLD CHANNEL ELKHORN
(Beatrice Ind. Telephone Co.) Phone Line X-ing

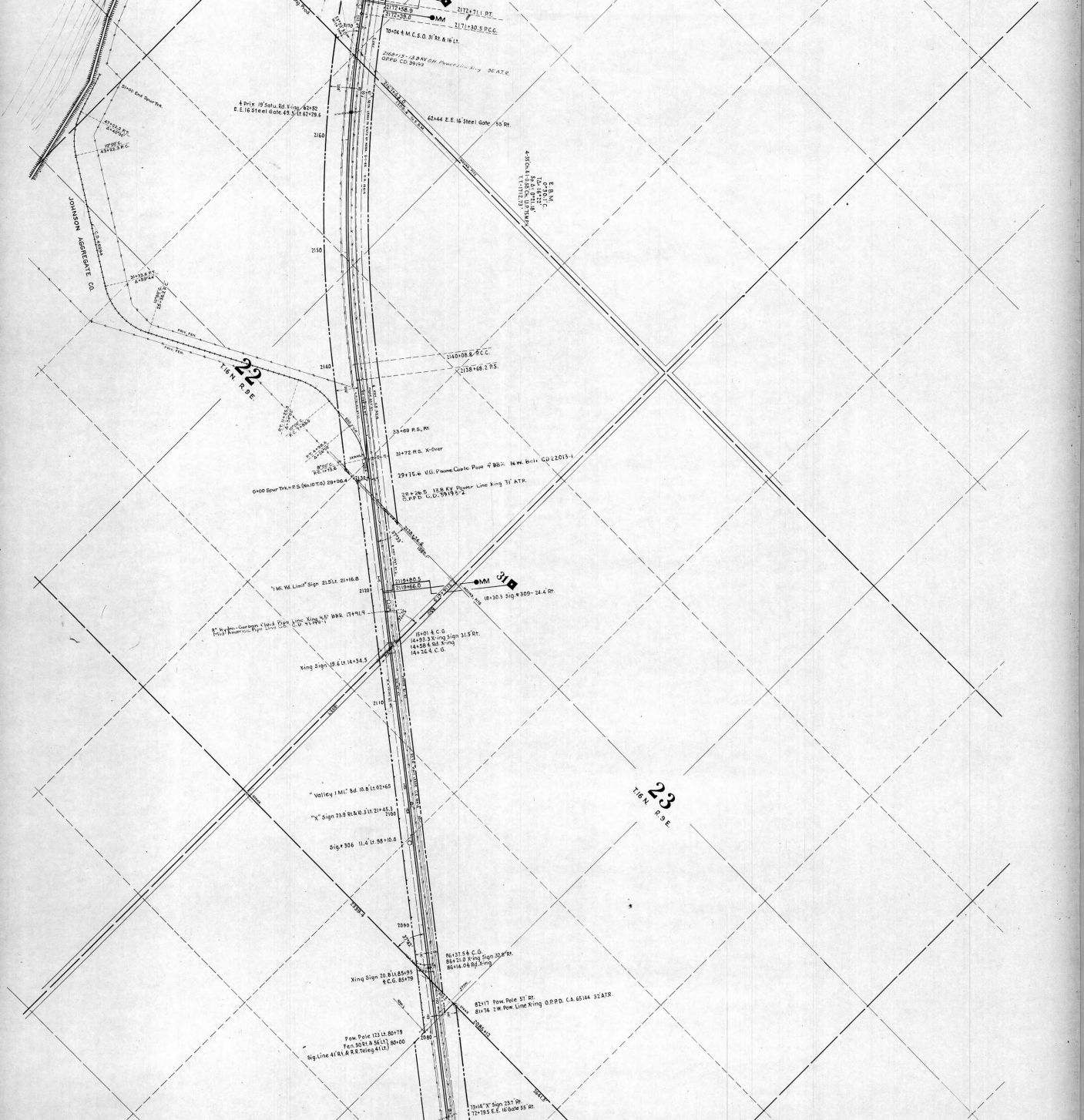


VALLEY
70+02.0 ℄ Water Tank 88'Rt.
68+70.5 ℄ Signal # 281-22.1' Rt.
67+26.5-5W.O.H. Pow. Line X-ing. O.P.P.D. 35'ATR.C.D.7217-G.
67+05 "No Trespass" Sign 69.8'Rt.
64+44.5 X-ing Sign
64+12.7 ℄ Street
63+90.0 Wig Wag
63+88 Sig. Line 64.5'Rt.
Satu.& Conc. X-ing
X-ing Bell 33'Rt.
1962+57
MM
1961+45.3
28
60+92 "No Trespass" Sign 65.3'Rt.
WALNUT
CHURCH
SCHOOL
LOCUST
SPRUCE
PINE
VALLEY
GARDINER
MAYNE
VASS
EAST
THIRD
2ND.
ST.
R.R. Teleg. Pole 150.8' Lt. 68+48
R.R. Teleg 134.5' Lt. 66+48
Initial Pt. BEATRICE BRANCH Heel No. 10 Frog 0+00 Opp. E.B.M. 1965+69.9
P.C. 6°04' C. 96.4 Lt. 1965+61.8
"X" Sign 107' Lt. 63+91
Sig. #280 10.9' Lt.
63+48.8
E.F. DEPOT 1960+26
2027.7'
T.16 N. R.9 E.
T.15 N. R.9 E.
T.16 N. R.9 E.
T.16 N. R.10 E.
T.15 N. R.9 E.
T.15 N. R.10 E.
T.16 N. R.10 E.
T.15 N. R.10 E.
31
T.16 N. R.10 E.
52+75.5 Sig. Line 107' Rt.
52+33.6 E.P.S. X-over
52+18.7 W.P.S. X-over
51+47.5 Feed Mill 66' Rt.
51+35.5 Sig. Line 106' Rt.
50+24.7 E.P.S. X-over
1955+47.6
48+77.0 W.P.S. X-over
48+38 Sig. Line 96' Rt.
47+44.7 "X" Sign 27.9' Rt.
EQUATION
1947+61.1 P.T. Orig. E.B.M. = 1947+60.9 P.O.T. W.B.M.
Chaining Offsets 13' Lt. from W.B.M. to E.B.M.
Δ 5°48'
R.R. Teleg. 145' Lt. 45+62
1944+17.7 P.T.
1942+67.7 P.C.C.
W.B.M.
1°00' C.
TΔ: 5°48'
Sp.Δ: 0°45'
5-30 Ch. U.P. 60 MPH
T.T.: 365.28'
1938+31.7 R.C.C.
37+67 Sig. Line 38.8' Rt.
37+50 "No Trespassing" Sign 53.7' Rt.
1936+87.7 P.S.
"X" Sign 22.1' Lt. 33+38
R.R. Teleg. 145.5' Lt. 31+76
2024.5'
57°48'
20+18 Hwy "Stop" Sign 135' Rt.
19+96 X-ing Sign 36.9' Rt.
19+02.4 ℄ C.G. Fen. 50' Lt. No Fen. Rt.
SW¼ SW¼ Sec. 32 T.16 N. R.10 E.
℄ CULV. NO. 27.22 20+20.8
72-36" C.I.P.
℄ 22 Satu. Rd. X-ing 19+59
X-ing Sign 51' Lt. 19+23
1915+57.0
6
T.15 N. R.10 E.
R.R. Teleg. 143.5' Lt. 15+77
200'
25'
13+51.9 E.F. Bldg 52.5' Rt.
12+64.2 End Spur Trk. 43.8' Rt.
12+49 Sig. Line 28.3' Rt.
Sig. #270-22.5' Lt. 12+44.2
Dwf. Sig. 41.3' Lt. 11+05.7
R.R. Teleg 78.5' Lt. 09+80
(Sp. Sw.) P.S. 13.3' Lt. 08+53.9
P.S. 13.3' Lt. 08+36.7
C.E. Cont. #6468 O.P.P.D. 8 W. Pow. Line X-ing 07+35
E.F. Phone Booth 25.5' Lt. 06+23.5
09+59 Sig. Line 38.7' Rt.
1908+77.5
1908+66.7
MM
27
06+58 End Fen. 50' Rt.
06+39.2 P.S.
06+32 "X" Sign 37' Rt.
1907+87.6
1651.6'
2197.8'
"X" Sign 24' Lt. 00+75
69000 V. 3-W. Pow. Line X-ing 99+22.3
Platte Valley Pow. & Irrig. Co. C.D. #26567
95+97 P.S.
94+81.9 ℄ Sig. No. 267-11.6' Rt.
94+47 Yard Limit Sign
50'
200'
91°00'
1028.2'
1888+57.1
89+34 Pow. Pole 138.5' Rt.
88+95 Pow. Pole 197.5' Rt.
88+95 Phone Pole 103' Rt. (Line U.G. So. under Trks.)
88+79 Phone Pole 103' Rt.
88+75.7 X-ing Sign 21' Rt.
88+26.0 ℄ C.G.
E½ NW¼ Sec. 5 T.15 N. R.10 E.
W½ NE¼ Sec. 5 T.15 N. R.10 E.
℄ C.G. 88+85
(36"-1" Pipe Under Trk) N.W. Bell U.G. Phone X-ing 88+58
℄ 18' Satu. Rd. X-ing 88+57.5
Phone Pole 60' Lt. 88+42
C.D. 29377 O.P.P.D. 2W. Pow. Line X-ing 88+50
X-ing Sign 35.9' Lt. 88+33
58°50'
1611.8
5
T.15 N. R.10 E.
75+27.5 "X" Sign 10.9' Rt
8.30' Lt. 72+80.5
2645

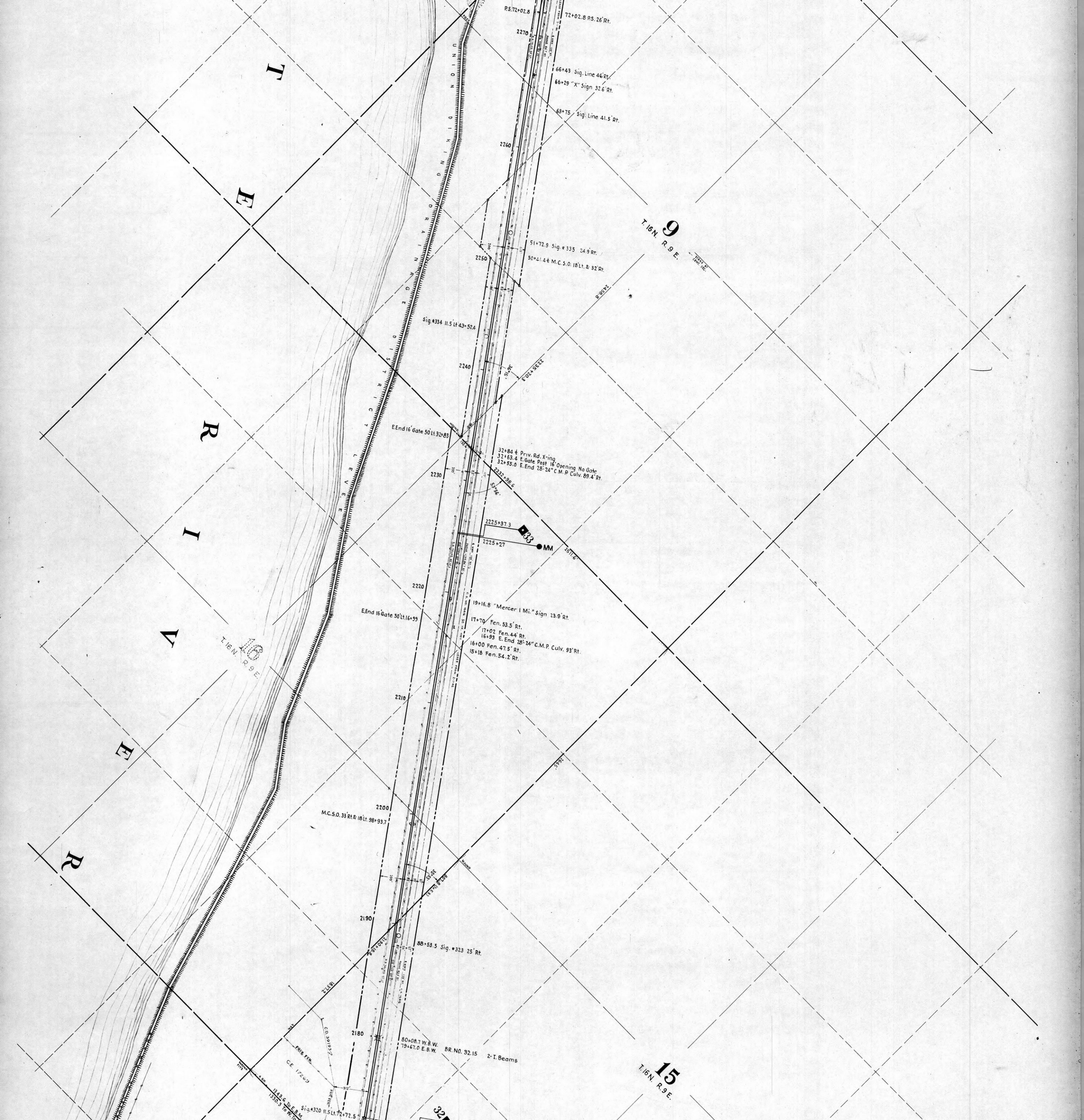
C2



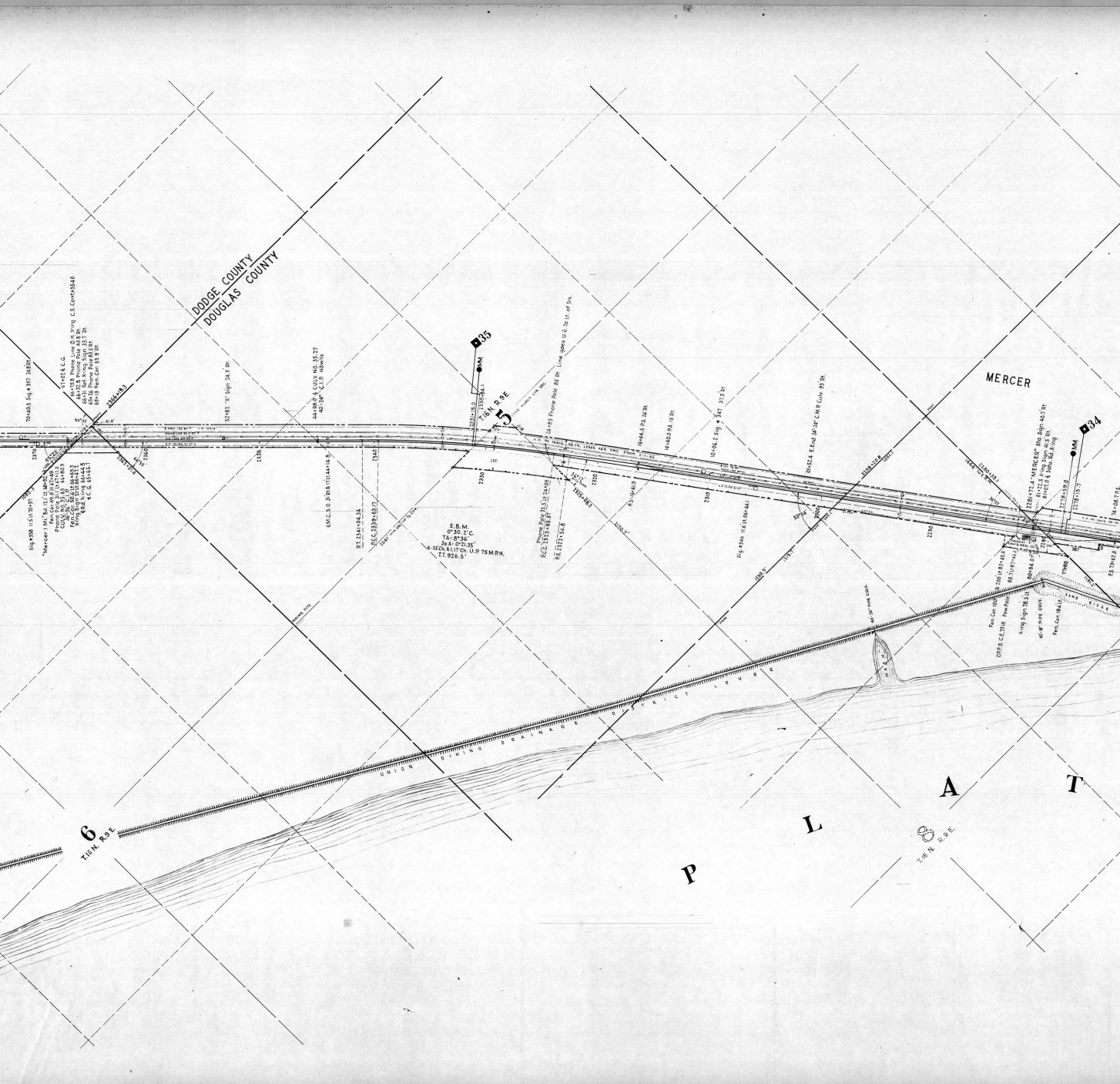
26
T.16N. R.9E.
25
T.16N. R.9E.
36
T.16N. R.9E.
T.16N. R.9E.
T.16N. R.10E.
MM
30
MM
29
VALLEY STOCK YARDS AND GRAIN CO.
OLD SAND PIT
LAKE
McCANN'S LAKE
BEATRICE BRANCH
To Beatrice

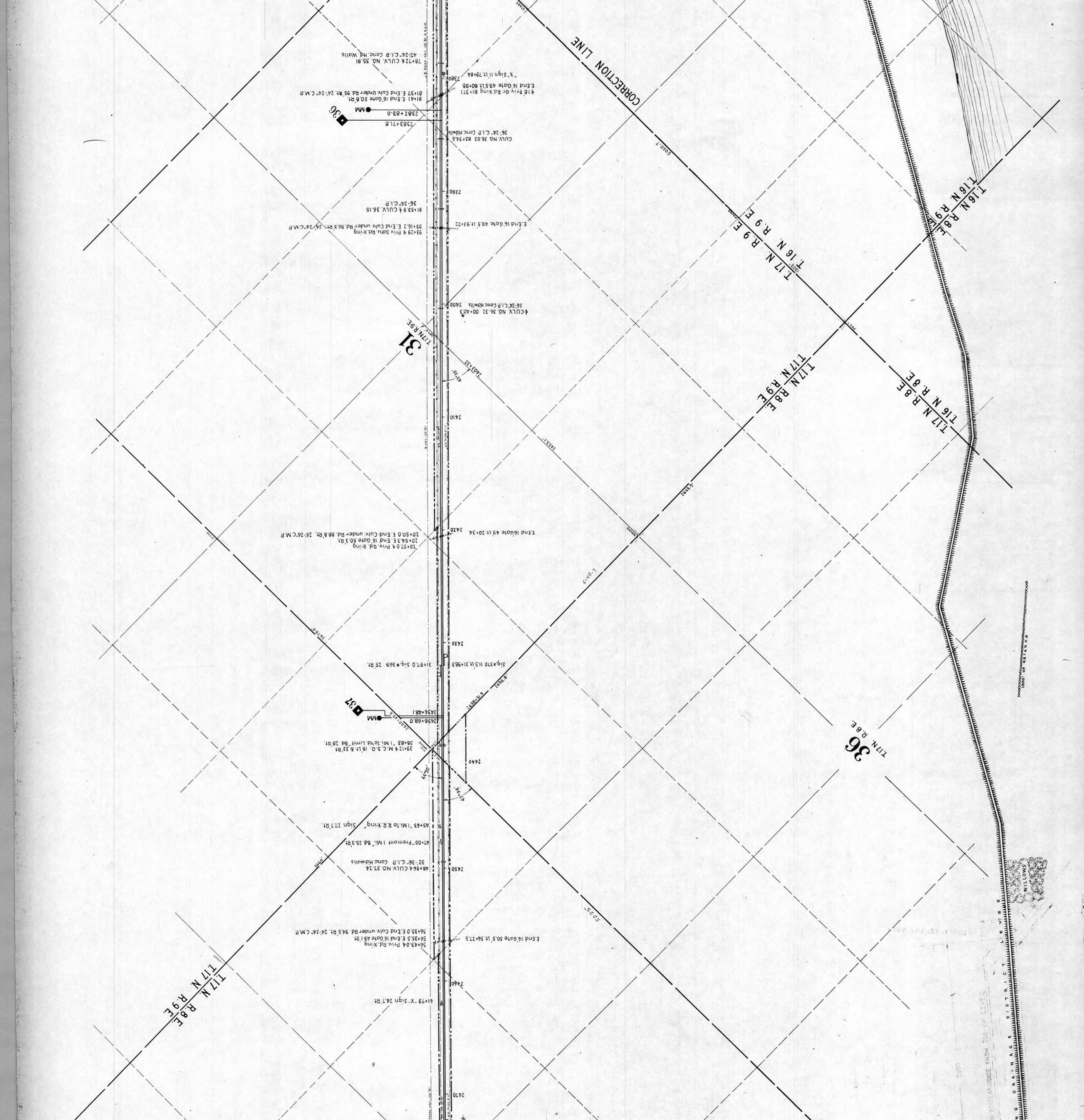


JOHNSON AGGREGATE CO.
22
T.16 N. R.9 E.
23
T.16 N. R.9 E.
MM
31
2172+58.9
2172+39.0
2172+71.1 P.T.
2171+30.5 P.C.C.
70+04 ℄ M.C.S.O. 31' Rt. & 16' Lt.
2168+13 - 13.8 KV Off. Power Line Xing 30' A.T.R.
OPPD CD. 39193
2167+43.0
62+44 E.E. 16' Steel Gate 55' Rt.
℄ Priv. 19' Satu. Rd. Xing 62+52
E.E. 16' Steel Gate 49.5' Lt. 62+29.6
51+00 End Spur Trk.
2160
2150
2140
2140+08.8 P.C.C.
2138+68.2 P.S.
33+69 P.S., Rt
31+72 P.S. X-Over
29+75.6 U.G. Phone Cable Pow 4" BBR 14 W. Bell CD 22013-1
0+00 Spur Trk. = P.S. (No. 10 T.O.) 29+96.4
28+26.5 13.8 KV Power Line Xing 31' A.T.R.
O.P.P.D. C.D. 39193-2
2138+24.6
2119+80.5
2119+66.0
"1 Mi. Vd. Limit" Sign 21.5' Lt. 21+16.8
2120
18+30.3 Sig. # 309 - 24.4' Rt.
15+01 ℄ C.G.
14+93.3 X-ing Sign 31.5' Rt.
14+58 ℄ Rd. X-ing
14+26 ℄ C.G.
Xing Sign 19.6' Lt. 14+34.5
2110
"Valley 1 Mi." Bd. 10.8' Lt. 02+65
"X" Sign 23.9' Rt. & 10.3' Lt. 21+45.3
2100
Sig. # 306 11.4' Lt. 98+10.8
2090
86+37.5 ℄ C.G.
86+21.0 X-ing Sign 32.8' Rt.
86+14.0 ℄ Rd. X-ing
Xing Sign 20.8' Lt. 85+95
℄ C.G. 85+79
82+17 Pow. Pole 57' Rt.
81+74 2 W. Pow. Line X-ing O.P.P.D. C.A. 65144 32' A.T.R.
2085+12
2080
Pow. Pole 123' Lt. 80+79
Fen. 50' Rt. & 56' Lt. 80+00
Sig. Line 41' Rt. & R.R. Teleg. 41' Lt.
73+14 "X" Sign 23.7' Rt.
72+79.5 E.E. 16' Gate 55' Rt.

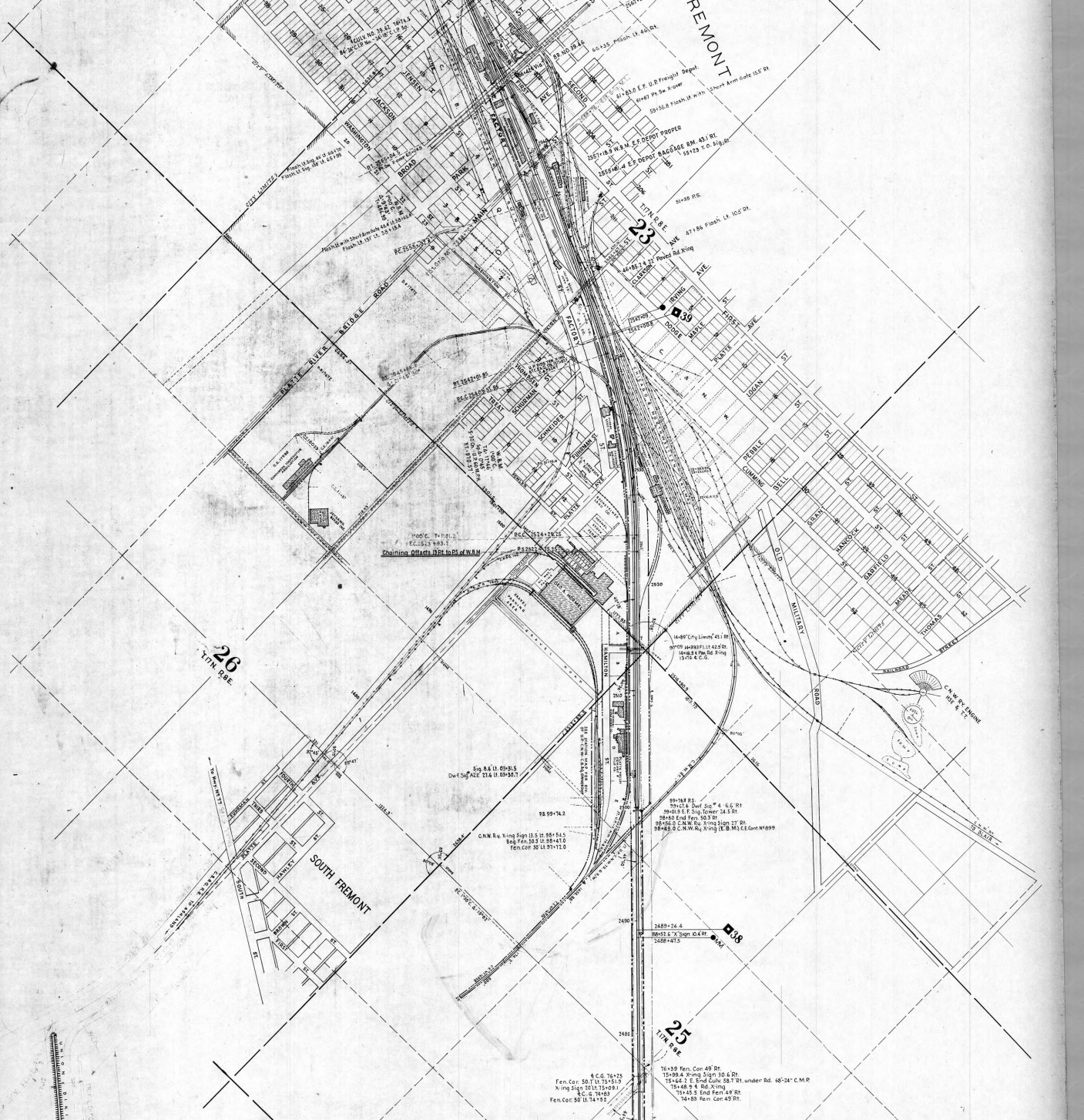


P.S. 72+02.8
72+02.8 P.S. 26' Rt.
2270
66+43 Sig. Line 46' Rt.
66+29 "X" Sign 32.6' Rt.
63+75 Sig. Line 41.5' Rt.
2260
UNION DIKING DRAINAGE DISTRICT LEVEE
9
T. 16N. R. 9 E.
51+72.9 Sig. # 335 24.9' Rt.
2250
50+41.4 ± M.C.S.O. 18' Lt. & 32' Rt.
Sig. #334 11.5 Lt. 43+52.4
2240
2235+20.3
E. End 16' Gate 50' Lt. 32+83
32+84 ± Priv. Rd. X-ing
32+63.4 E. Gate Post 16' Opening No Gate
32+55.0 E. End 28-24" C.M.P. Culv. 89.4' Rt.
2230
2232+98.6
2225+37.3
33
2225+27
MM
2220
19+16.8 "Mercer 1 Mi." Sign 23.9' Rt.
E. End 16' Gate 50' Lt. 16+99
17+70 Fen. 53.5' Rt.
17+02 Fen. 44' Rt.
16+93 E. End 28-24" C.M.P. Culv. 93' Rt.
16+00 Fen. 47.5' Rt.
15+18 Fen. 54.2' Rt.
16
T. 16N. R. 9 E.
2210
2200
M.C.S.O. 33' Rt. & 18' Lt. 98+93.7
2190
88+53.5 Sig. #323 25' Rt.
2180
80+08.7 W.B.W.
79+67.0 E.B.W.
BR. NO. 32.15 2-I Beams
15
T. 16N. R. 9 E.
Sig. #320 11.5 Lt. 72+72.5
T E R I V E R

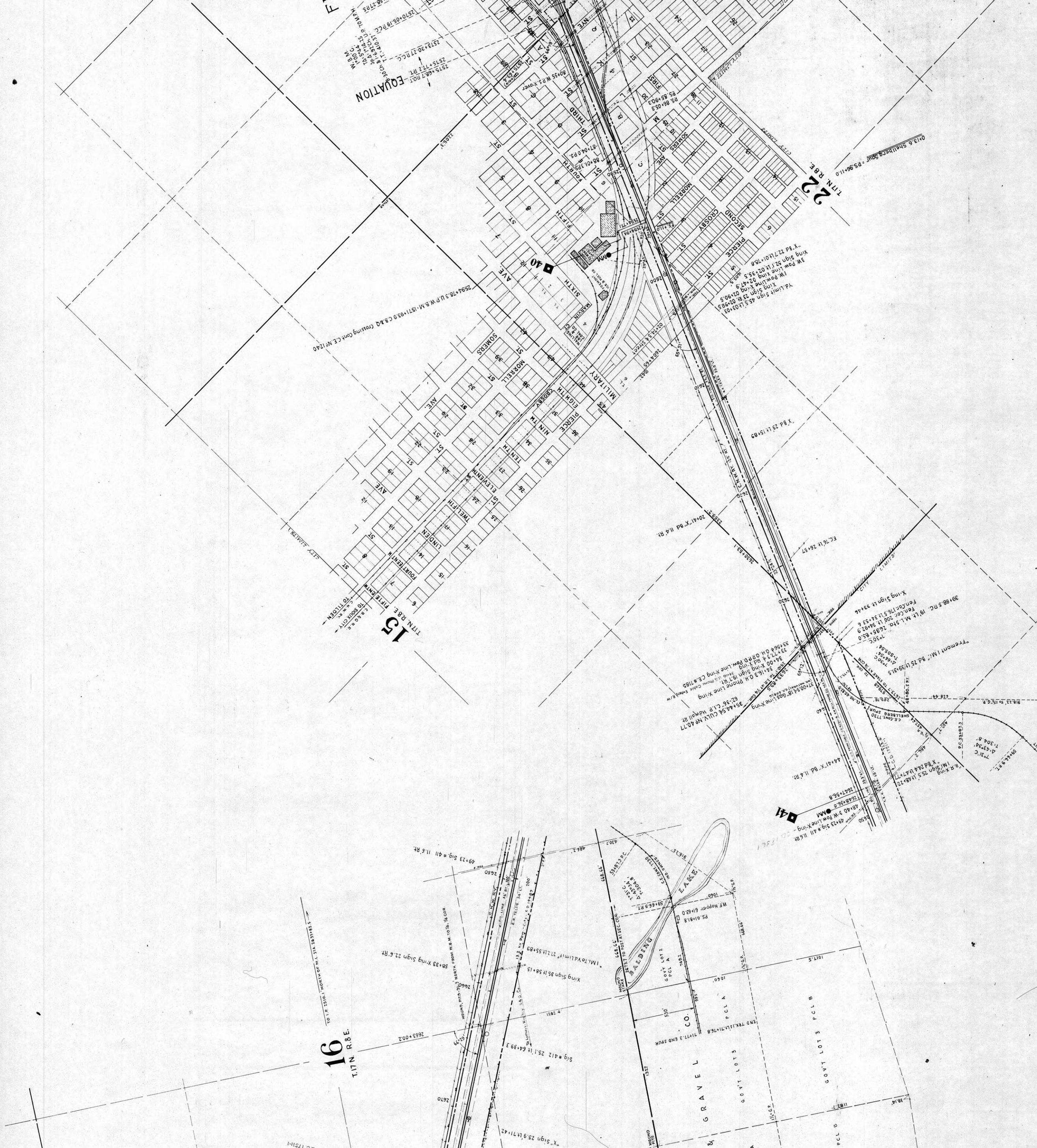

DODGE COUNTY
DOUGLAS COUNTY
MERCER
35
34
5
6
8
T.16N. R.9E.
T.16N. R.9E.
T.16N. R.9E.
UNION DIKING DRAINAGE DISTRICT LEVEE
P L A T
E.B.M.
0°30.2' C.
T.4: 8°36'
Sp.A: 0°21.35'
4-35 Ch. & 1.17 Ch. U.P. 75 M.P.H.
T.T. 926.5'



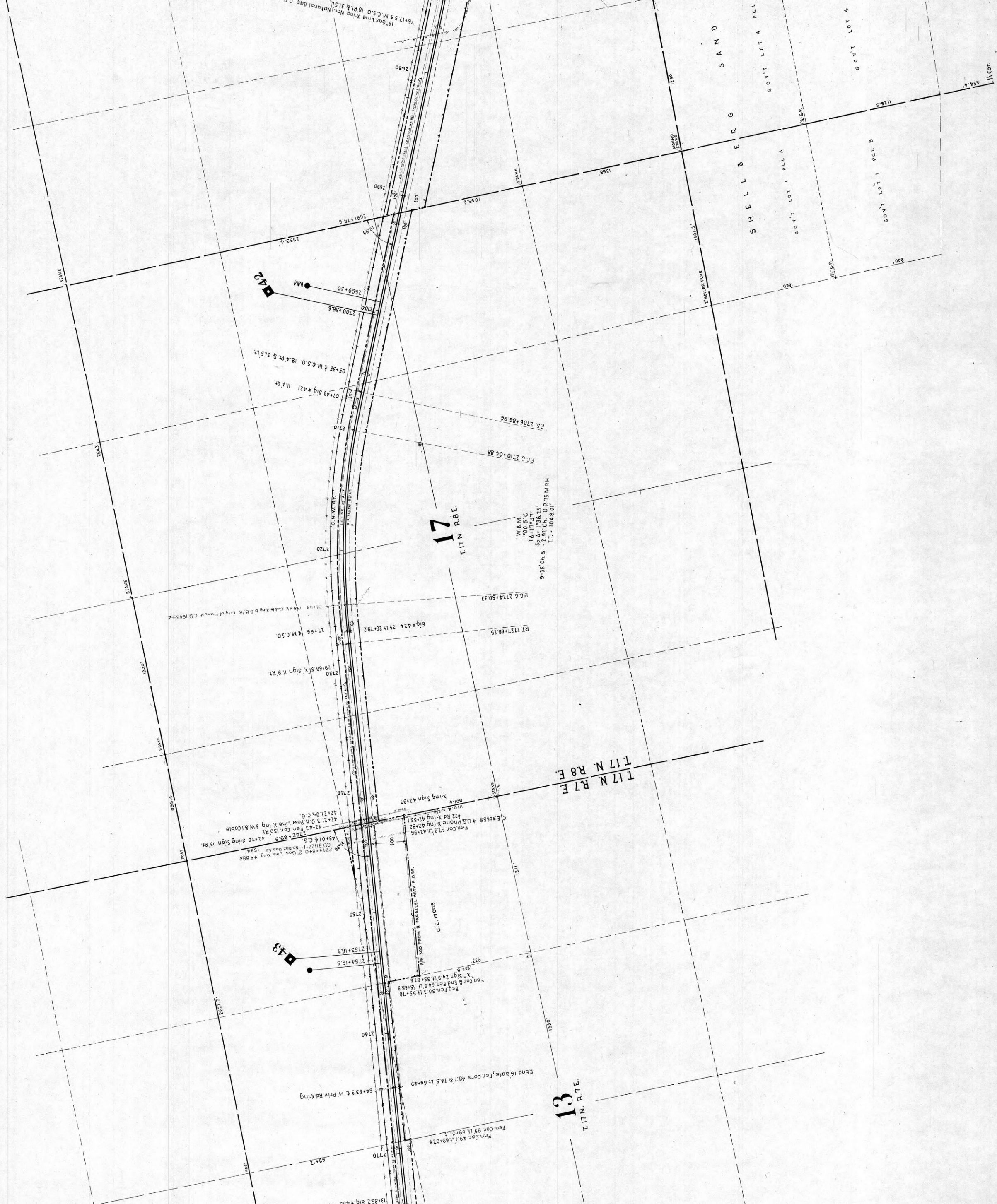
CORRECTION LINE
T.17N. R.9E.
T.16N. R.9E.
T.17N. R.8E.
T.16N. R.8E.
T.17N. R.9E.
T.17N. R.8E.
31
36
2390
2400
2410
2420
2430
2440
2450
2460
2470



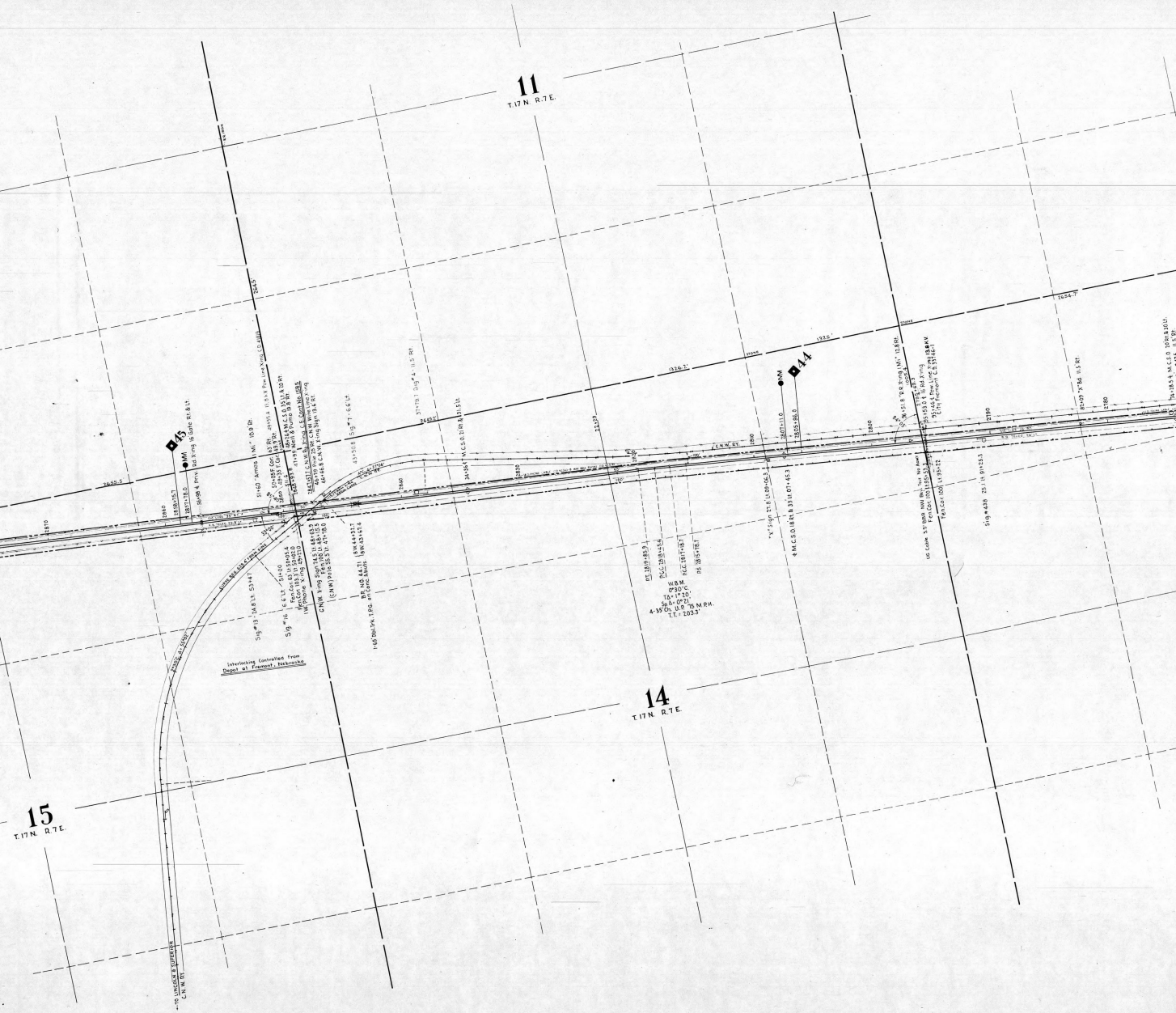
FREMONT
SOUTH FREMONT
PLATTE RIVER BRIDGE ROAD
CITY LIMITS
FACTORY
MAIN
BROAD
PARK
JACKSON
WASHINGTON
JENSEN
SECOND
IRVING
DODGE
MAPLE
FIRST
PLATTE
LOGAN
PEBBLE
CUMMING
BELL
GRANT
HANCOCK
GARFIELD
MEADE
THOMAS
OLD MILITARY ROAD
RAILROAD
STREET
HAMILTON
SCHUYLER
SCHNEIDER
FURNAS
TREAT
WOMBSTON
CLARKSON
23
26
25
39
38
T.17N. R.8E.
T.17N. R.9E.
Chaining Offsets 13 Rt. to P.S. of W.B.M.
C.N.W. RY. ENGINE HSE & T.T.
TO BLAIR

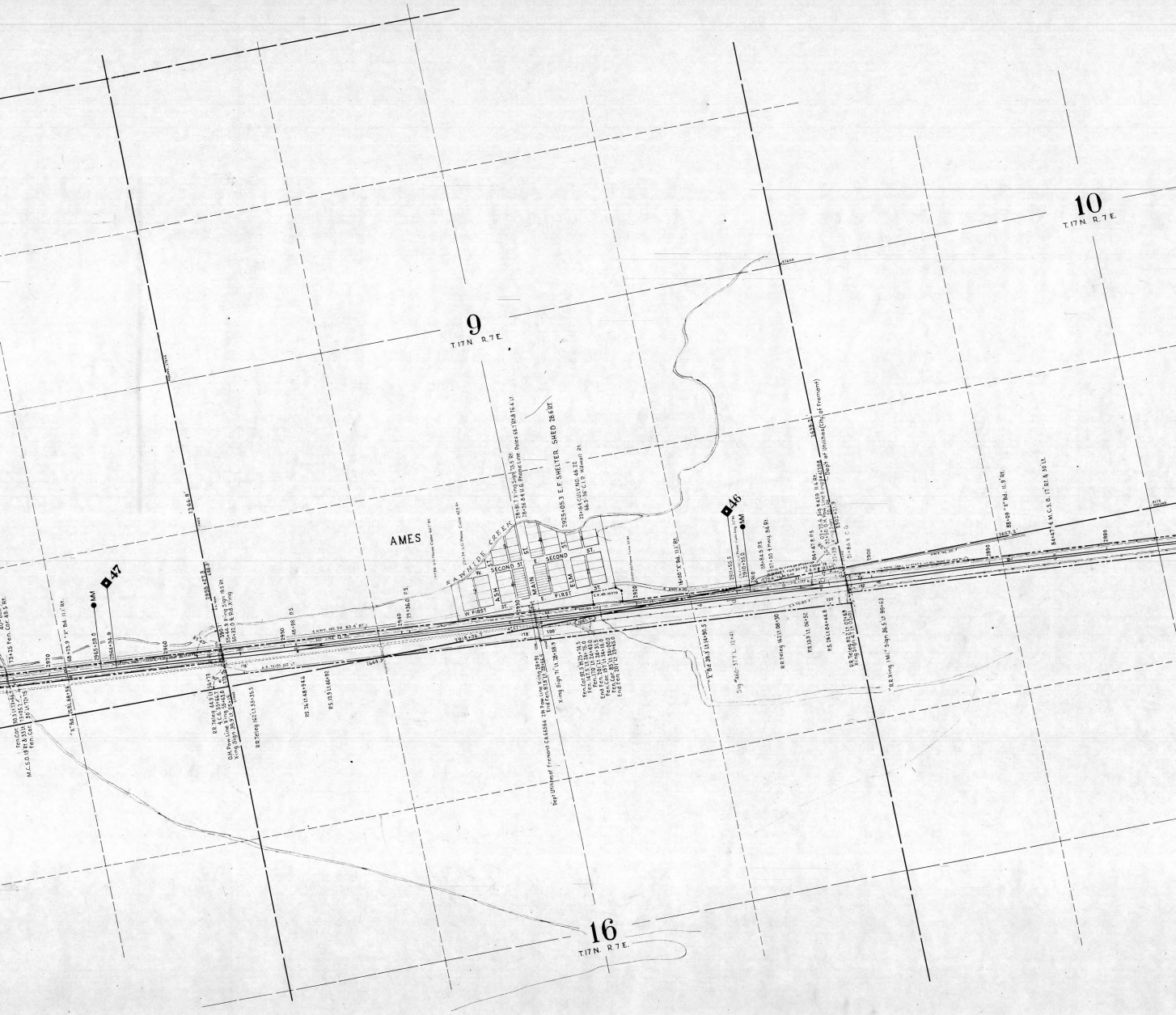


EQUATION
CITY LIMITS
SOMERS
MORRELL
MILITARY
PIERCE
CROSBY
SECOND
FIRST
THIRD
FOURTH
FIFTH
SIXTH
EIGHTH
NINTH
TENTH
ELEVENTH
TWELFTH
LINDEN
FOURTEENTH
FIFTEENTH
TO SIOUX CITY
TO TILDEN
15
T17N R8E
22
T17N R8E
16
T17N R8E
BALDING
LAKE
GRAVEL
CO.
GOVT LOT 3
GOVT LOT 2
PCL A
PCL B



76+17.5 ℄ M.C.S.O. 18'Rt.& 31.5'Lt.
16" Gas Line X-ing Nor. Natural Gas
2680
2690
2691+75.6
2833.4'
1045.6'
1368'
1290
MOUND STAKE
STAKE
SHELLBERG SAND
GOV'T LOT 4 PCL
GOV'T LOT 4
GOV'T LOT 1 PCL A
GOV'T LOT 1 PCL B
1126.5
454.4'
1/4 Cor.
1½" G.P.
1301.3'
2" BOILER FLUE
1060'
900'
42
MM
2699+30
2700+36.6
2700
05+35 ℄ M.C.S.O. 18.4'Rt. & 31.5'Lt.
07+43 Sig.#421 11.4'Rt.
2710
P.S. 2706+86.96
P.C.C. 2710+04.88
2643'
C.N.W. RY.
17
T.17 N. R.8 E.
W.B.M.
1°00.5' C.
TΔ = 17°47'
Sp.Δ = 1°36.25'
9-35' Ch. & 1-2.92' Ch. U.P. 75 M.P.H.
T.T. = 1048.01'
2720
P.C.C. 2724+50.33
Sig.#424 25'Lt. 26+79.2
PT. 2727+68.25
27+66 ℄ M.C.S.O.
2730
29+68.5 "X" Sign 11.9'Rt.
1320'
2740
T.17 N. R.8 E.
T.17 N. R.7 E.
X-ing Sign 42+37
801.4
110.4' to R/W
42+21.0 ℄ C.G.
42+21.3 O.H. Pow. Line X-ing 3 W. & 1 Cable
42+43 Fen. Cor. 150'Rt.
2742+69.9 42+70 X-ing Sign 15'Rt.
43+01 ℄ C.G.
CD 31122-1 — No. Nat. Gas Co. 1534'
2744+84.0 2" Gas Line X-ing 4' BBR
84°14'
C.E.#6658 ℄ U.G. Phone X-ing 42+82
℄ 22' Rd. X-ing 42+55.1
Fen. Cor. 67.3' Lt. 42+96
895.4
POST
300'
1311'
2750
R/W 300' FROM & PARALLEL WITH E.B.M.
C.E. 17008
43
2753+16.3
2754+16.5
933'
1232.8
"X" Sign 24.9' Lt 55+67.6
Fen. Cor. & End Fen. 64.5' Lt. 55+68.9
Beg. Fen. 50.3 Lt 55+70
2621.7'
2760
1330'
E End 16' Gate, Fen Cors 48.7' & 74.5' Lt 64+49
64+55.3 ℄ 14' Priv. Rd. X-ing
13
T.17 N. R.7 E.
Fen. Cor. 99' Lt. 69+01.5
Fen. Cor. 49.7' Lt. 69+07.4
2770
69+12
73+85.2 Sig.#425


11
T.17N. R.7E.
14
T.17N. R.7E.
15
T.17N. R.7E.
Interlocking Controlled From
Depot at Fremont, Nebraska
W.B.M.
0°30'C.
T.Δ = 1°20'
Sp.Δ = 0°21'
4-35'Ch. U.P. 75 M.P.H.
T.T. = 203.3'
C.N.W. RY.
TO LINCOLN & SUPERIOR
C.N.W. RY.



10
T.17N. R.7E.
9
T.17N. R.7E.
16
T.17N. R.7E.
AMES
RAWHIDE CREEK
SECOND ST.
MAIN ST.
ELM ST.
ASH ST.
W. FIRST ST.
E. FIRST ST.
47
46

T17N R7E

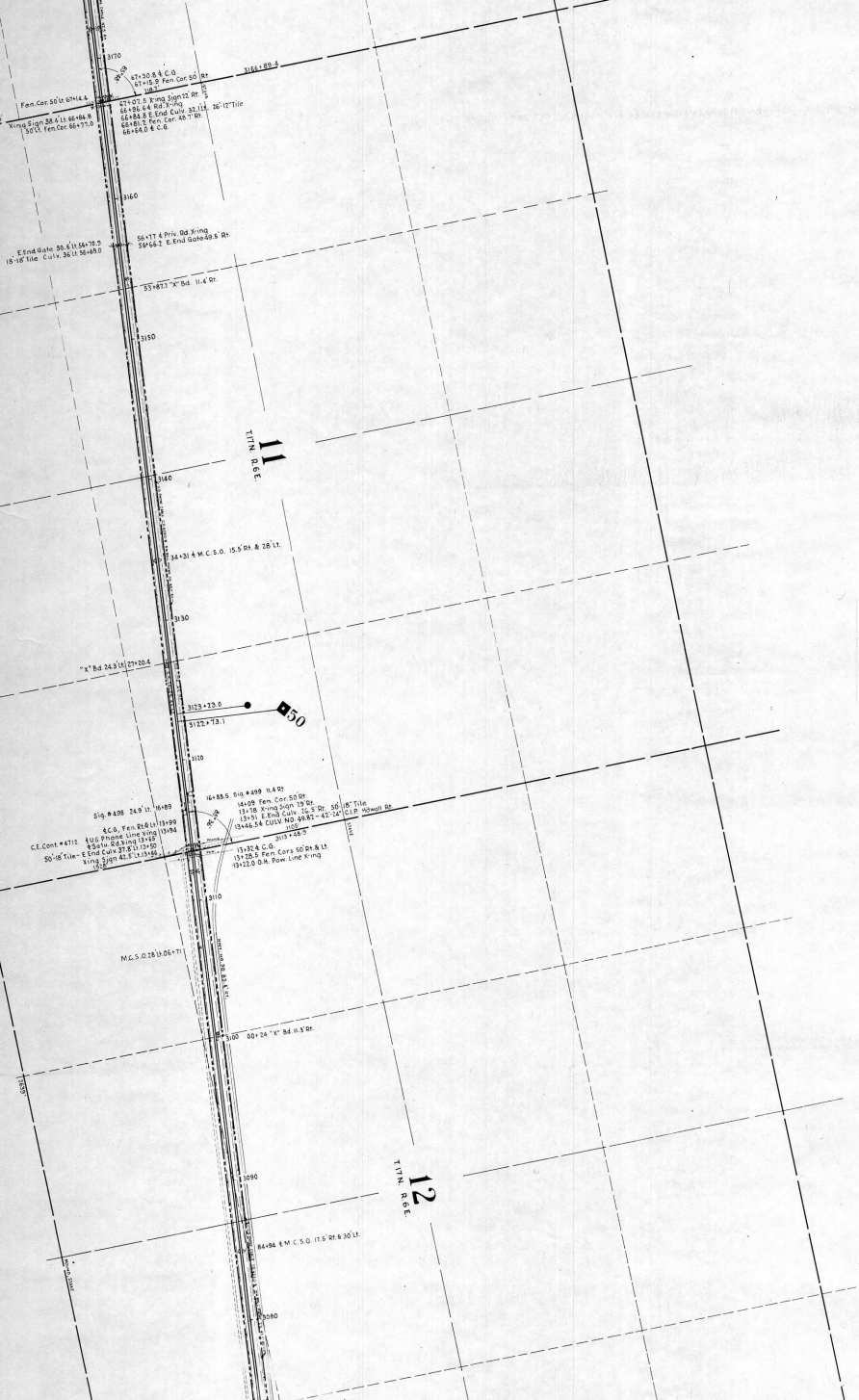
T17N R6E

T17N R7E

8

7

CENTRAL CUT-OFF DITCH



3170
67+30.8 ℄ C.G.
67+15.9 Fen. Cor. 50' Rt.
3166+89.4
Fen. Cor. 50' Lt. 67+14.4
67+07.5 X-ing Sign 22' Rt.
66+96.6 ℄ Rd. X-ing
66+84.8 E. End Culv. 32.1' Lt. 26'-12" Tile
66+81.2 Fen. Cor. 48.7' Rt.
66+64.0 ℄ C.G.
X-ing Sign 38.4' Lt. 66+86.8
50' Lt. Fen. Cor. 66+77.0
3160
E. End Gate 58.6' Lt. 56+78.9
18'-18" Tile Culv. 36' Lt. 56+69.0
56+77.4 Priv. Rd. X-ing
56+66.2 E. End Gate 49.5' Rt.
53+87.7 "X" Bd. 11.4' Rt.
3150
11
T.17N. R.6E.
3140
34+31 ℄ M.C.S.O. 15.5' Rt. & 28' Lt.
3130
"X" Bd. 24.3' Lt. 27+20.4
3123+23.0
50
3122+73.1
3120
16+88.5 Sig. #499 11.4' Rt.
14+09 Fen. Cor. 50' Rt.
13+78 X-ing Sign 29' Rt.
13+51 E. End Culv. 26.5' Rt. 50'-18" Tile
13+46.5 ℄ CULV. NO. 49.82 - 42'-24" C.I.P. Hdwall Rt.
Sig. #498 24.9' Lt. 16+89
℄ C.G., Fen. Rt. & Lt. 13+99
℄ U.G. Phone Line X-ing 13+94
℄ Salv. Rd. X-ing 13+69
C.E. Cont. #4712
50'-18" Tile - E. End Culv. 37.8' Lt. 13+50
X-ing Sign 42.5' Lt. 13+56
13+32 ℄ C.G.
13+28.5 Fen. Cors 50' Rt. & Lt.
13+22.0 D.H. Pow. Line X-ing
3110
M.C.S.O. 28' Lt. 06+71
3100
00+24 "X" Bd. 11.3' Rt.
3090
12
T.17N. R.6E.
84+94 ℄ M.C.S.O. 17.6' Rt. & 30' Lt.
3080

UNION PACIFIC RAILROAD

NEBRASKA DIVISION -- MAIN LINE

LANE TO BEYOND AMES

DOUGLAS & DODGE COUNTIES, NEBRASKA

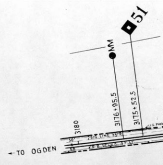
M. P. 17.7 to M. P. 31.0
Station 1400 00 to Station 3180 00
Section 22, T. 15 N., R. 11 E. to Section 11, T. 17 N., R. 6 E.

Scale 1" = 400'

Office of Chief Engineer, U.P.R.R., Omaha, Nebr., July 1, 1952
Platted from former maps, C. E. Dwgs. No. 13528, and No. 20694, "As Constructed" Work Order prints to date, and Resurvey of 1950-51, Nebr. Div. Notebooks 1699, 1703 and 1877

PLATTED BY	TRACED BY	CHECKED BY
I. M. S.	I. M. S.	

CHECKED AS TO
RIGHT OF WAY BY DATE

C. E. DWG. NO. 80543

Corrected to