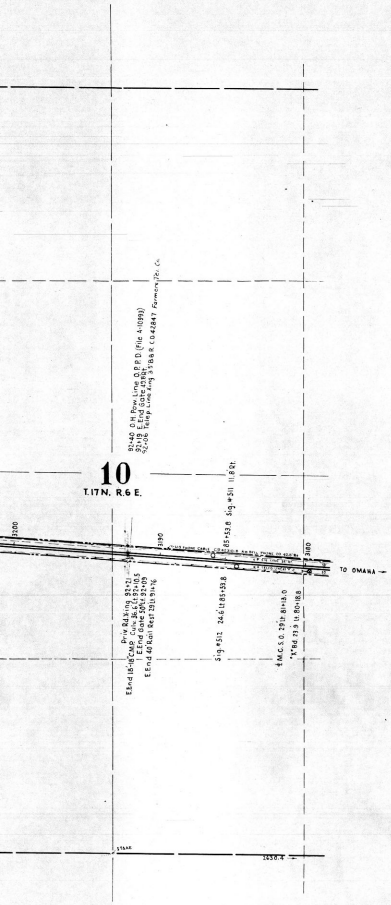


UNION PACIFIC RAILROAD

NEBRASKA DIVISION — MAIN LINE

WEST OF AMES TO COLUMBUS

DODGE, COLFAX, AND PLATTE COUNTIES, NEBRASKA

M. P. 51.1 to M. P. 81.9
Station 3180 - 00 to Station 4810 - 00
Section 10, T. 17 N., R. 6 E. to Section 22, T. 19 N., R. 1 E.

Scale 1" = 400'

Office of Chief Engineer, U.P.R.R., Omaha, Nebr., Aug. 26, 1952

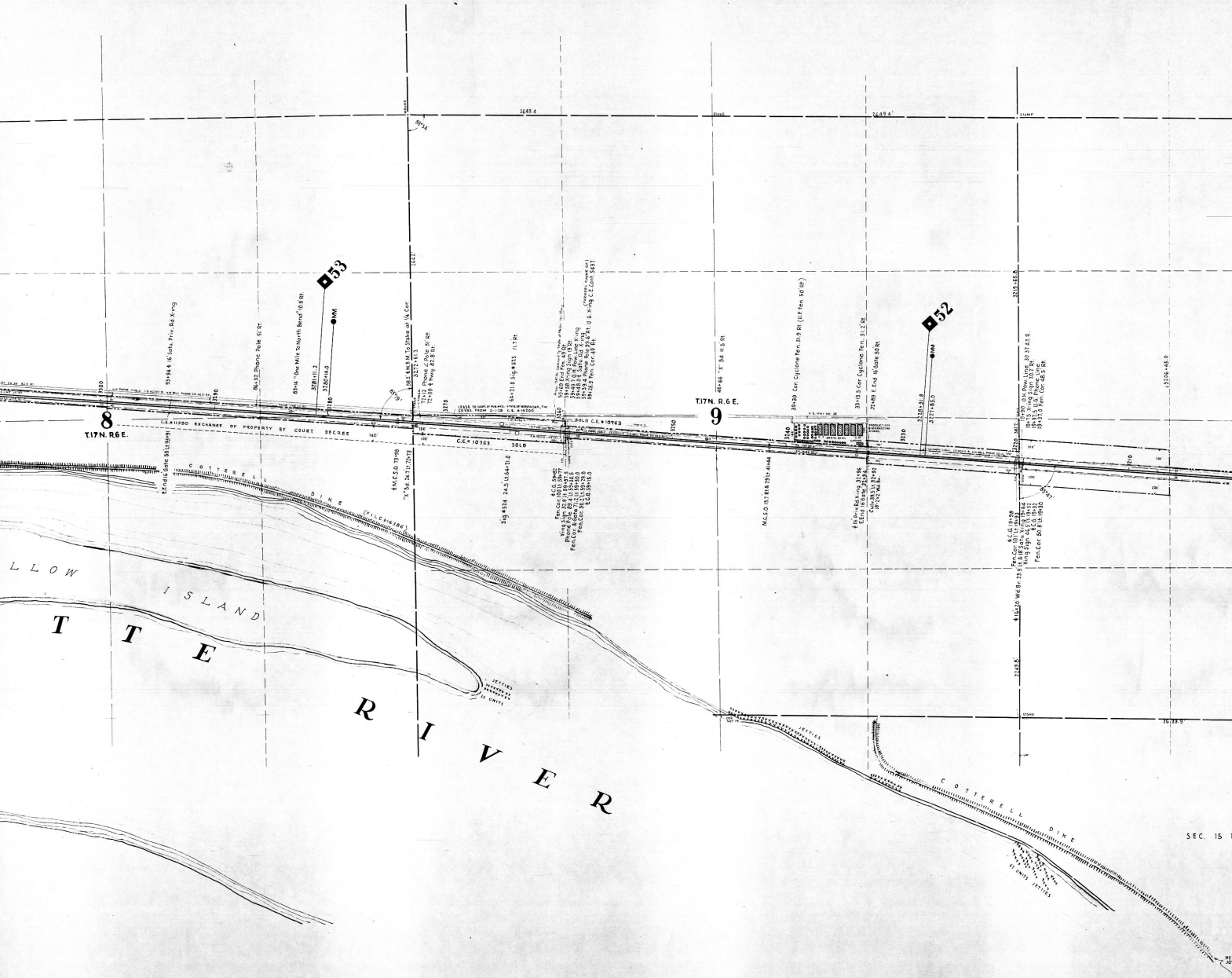
Plotted from former maps C. E. Drwg. No. 20664 and No. 13528. "As Constructed" Work Order prints to date, and Reservey of 1901. Nebr. Div. Notebooks 1877, 1710, 1711, and 1728.

PLOTTED BY	TRACED BY	CHECKED BY
I.M.J.	I.M.T.	F.R.W.

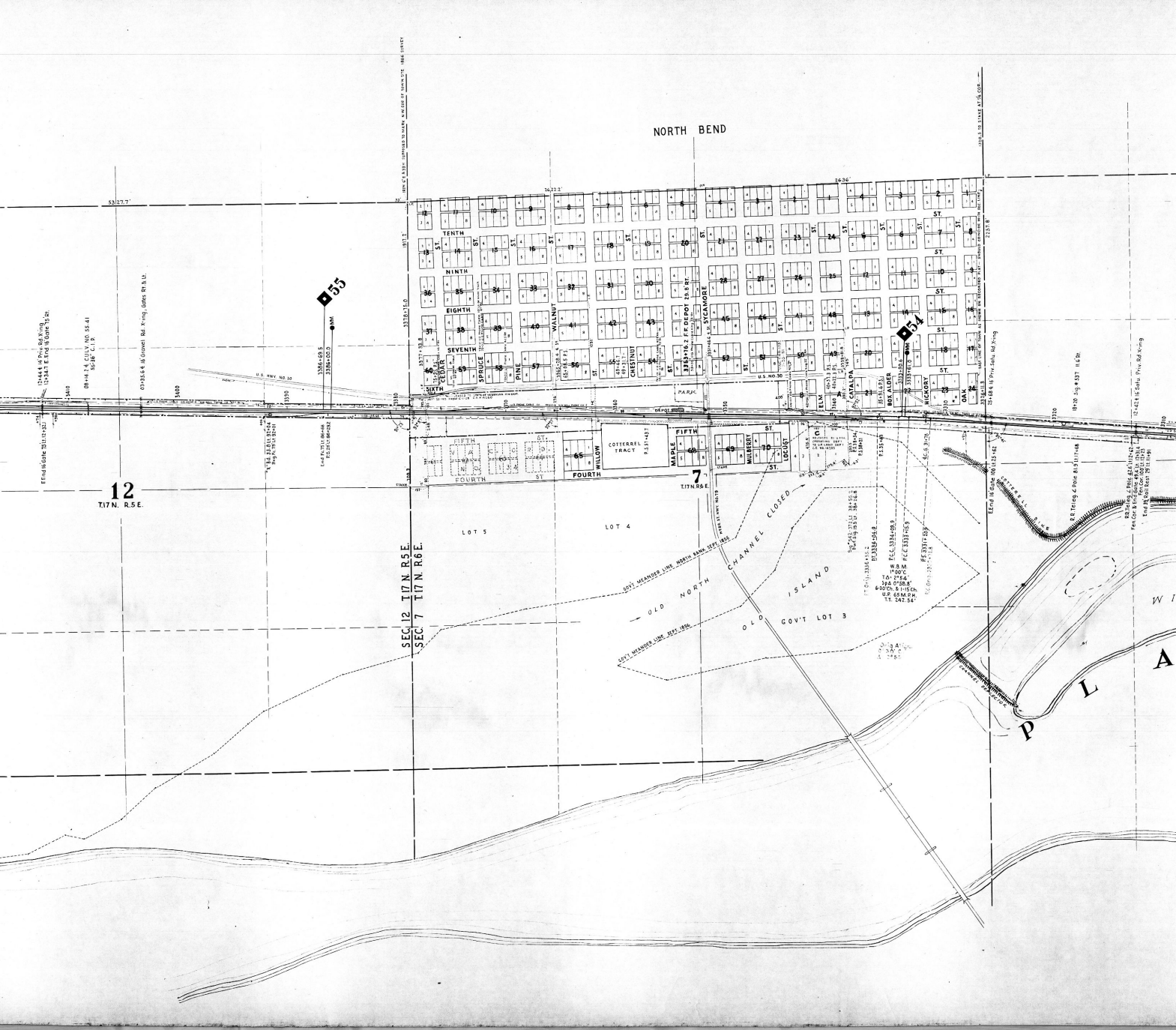
CHECKED AS TO
RIGHT OF WAY BY _____ DATE _____

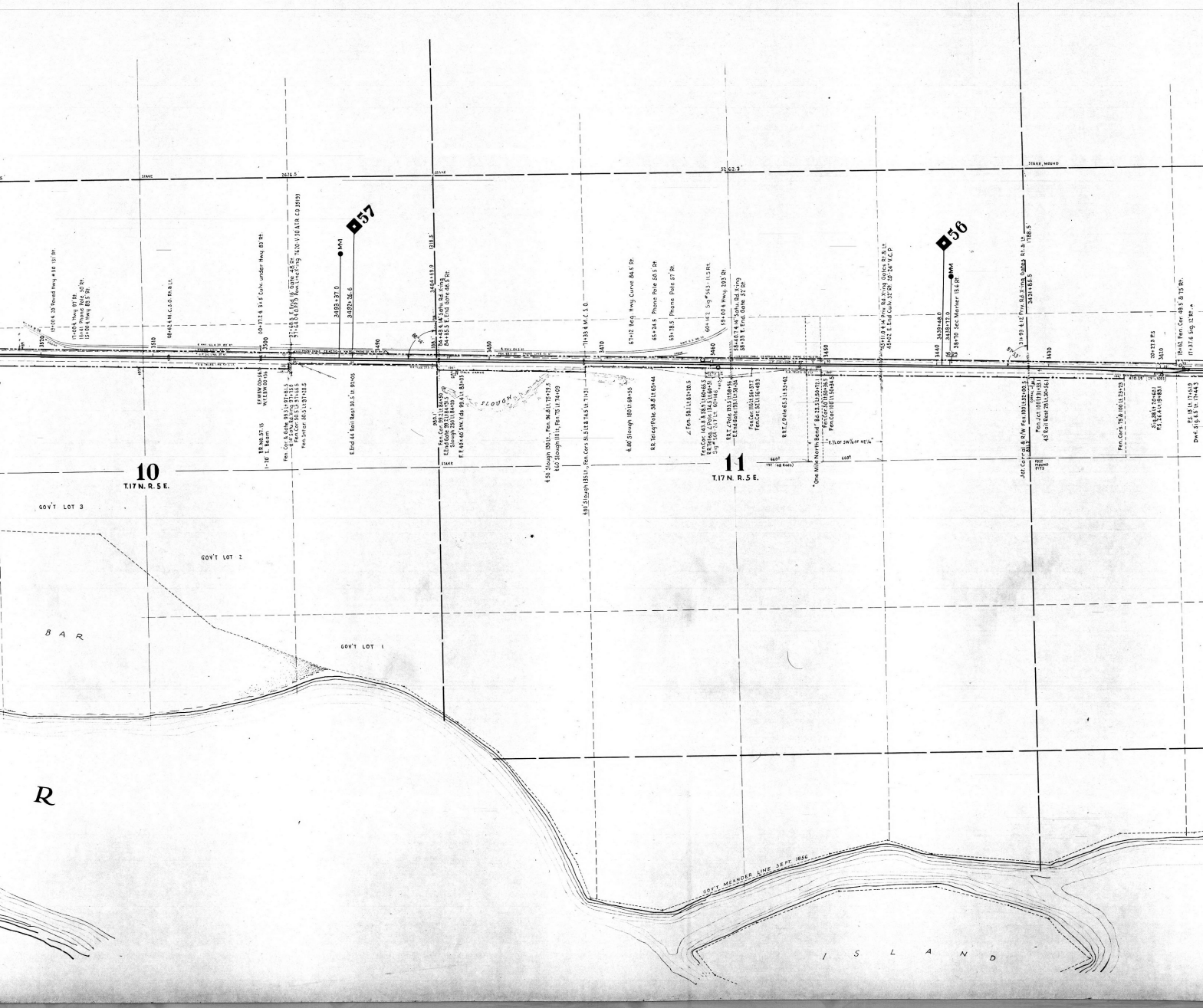
C. E. DRAWING NO. #0562

Corrected to

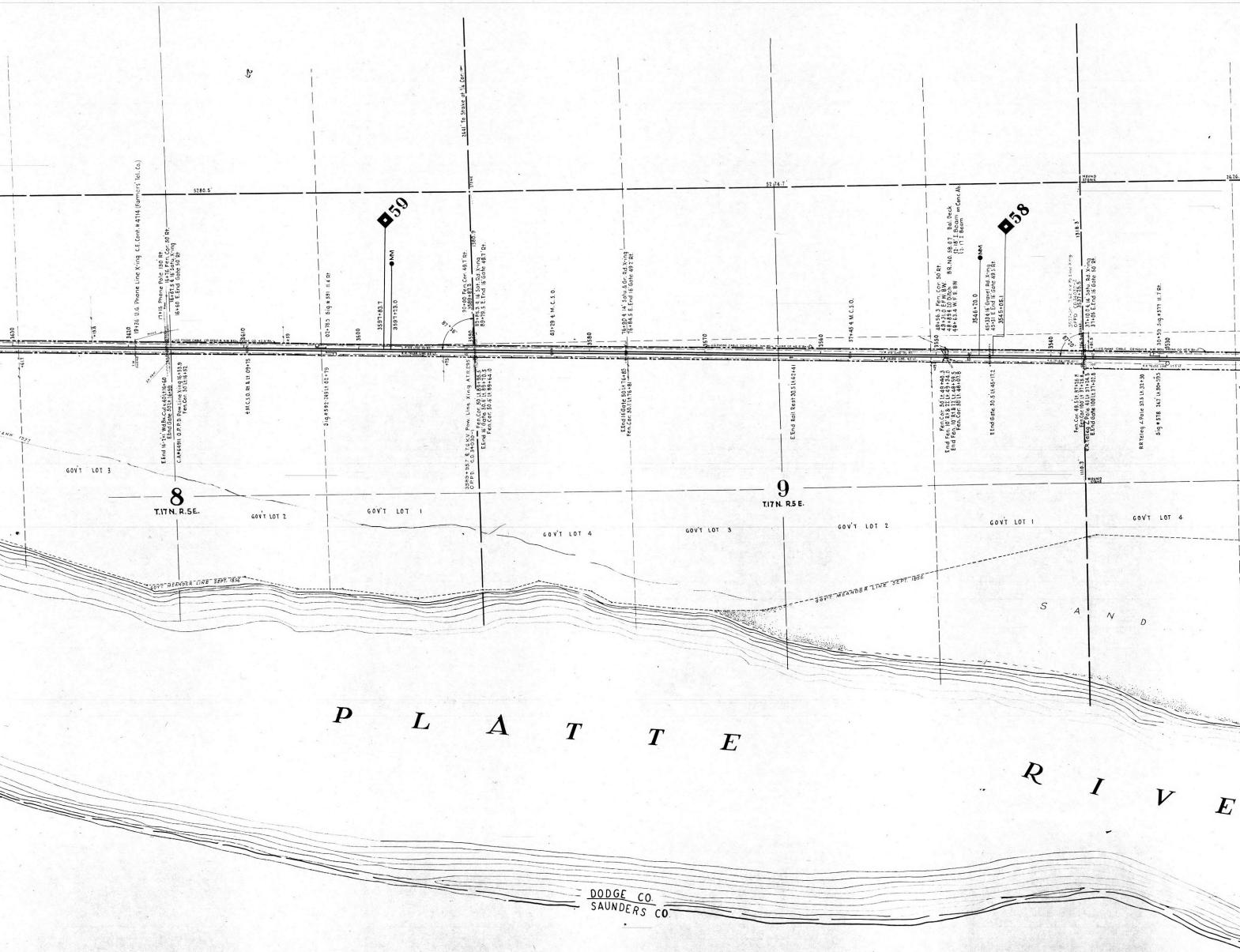


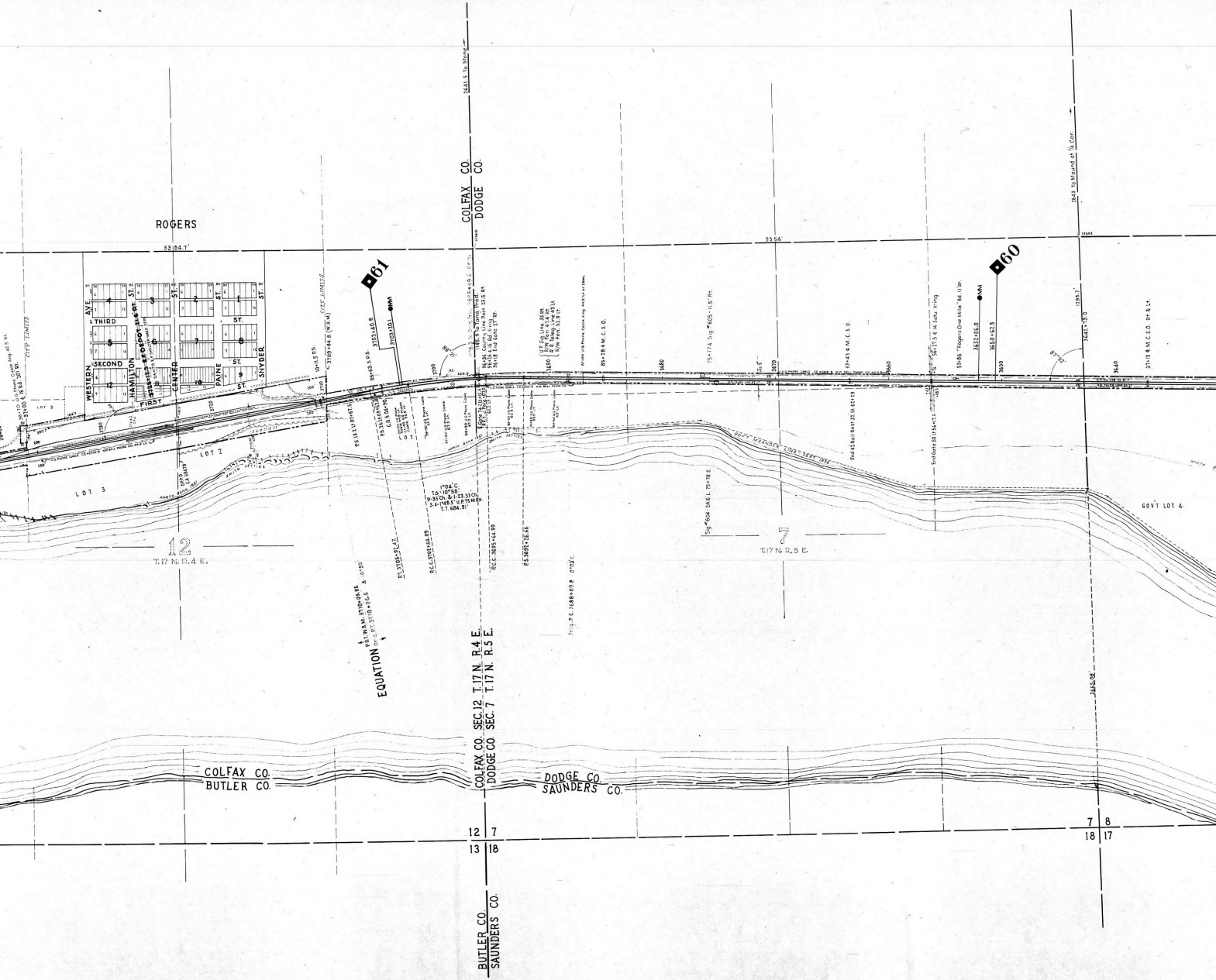
8
T.17N. R.6E.
9
T.17N. R.6E.
53
52
C.E.#11990 EXCHANGE OF PROPERTY BY COURT DECREE
C.E.#10763 SOLD
COTTERELL DIKE
LLOW ISLAND
TTE RIVER
JETTIES
COTTERELL DIKE
SEC. 15

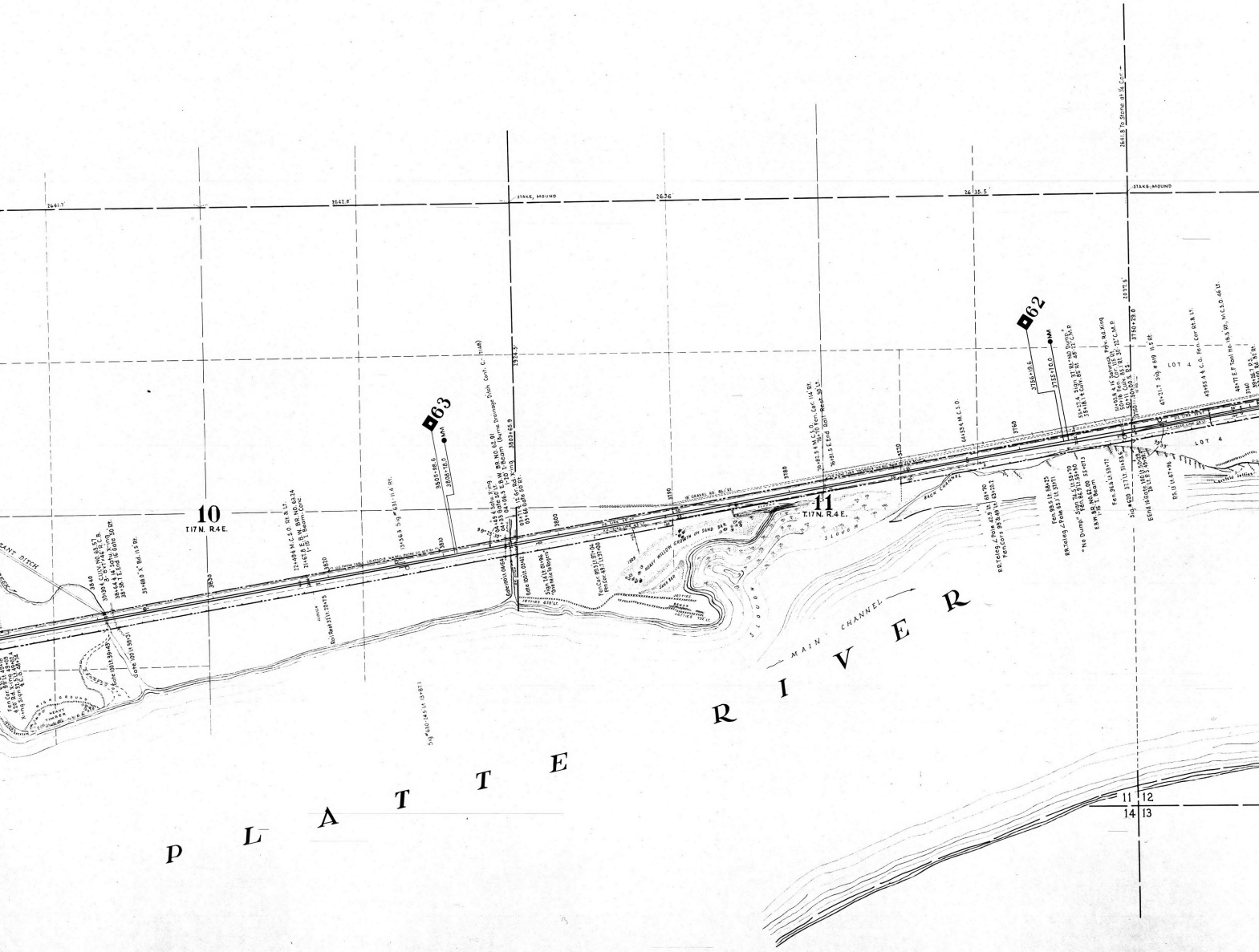

NORTH BEND
TENTH
NINTH
EIGHTH
SEVENTH
SIXTH
CEDAR
SPRUCE
PINE
WALNUT
CHESTNUT
SYCAMORE
ELM
CATALPA
BOX ALDER
HICKORY
OAK
FIFTH
FOURTH
WILLOW
MAPLE
MULBERRY
LOCUST
COTTERREL TRACT
PARK
U.S. HWY. NO. 30
U.S. NO. 30
55
54
12
T.17 N. R.5 E.
7
T.17 N. R.6 E.
SEC. 12 T.17 N. R.5 E.
SEC. 7 T.17 N. R.6 E.
LOT 5
LOT 4
GOV'T MEANDER LINE NORTH BANK SEPT. 1866
GOV'T MEANDER LINE SEPT. 1866
OLD NORTH CHANNEL CLOSED
OLD ISLAND
GOV'T LOT 3
W.B.M.
1°00'C.
T.O.= 2°54'
3°A.= 0°58.8'
6-30'Ch. & 1-15'Ch.
U.P. 65 M.P.H.
T.T. 242.54'
CHANNEL BED LOCK
P L A

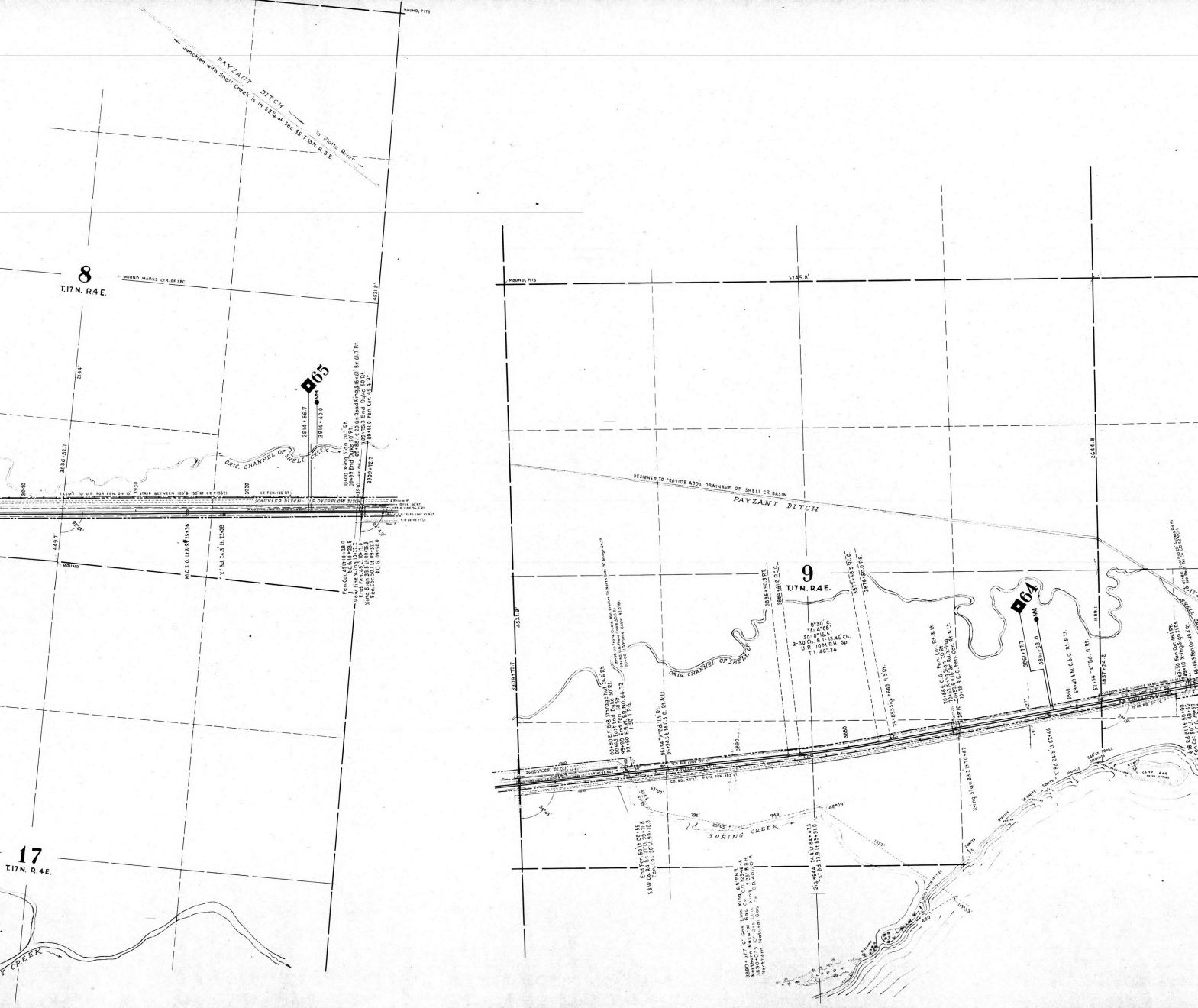


10
T.17 N. R. 5 E.
11
T.17 N. R. 5 E.
57
56
GOV'T LOT 3
GOV'T LOT 2
GOV'T LOT 1
BAR
R
ISLAND
GOV'T MEANDER LINE SEPT. 1856
SLOUGH

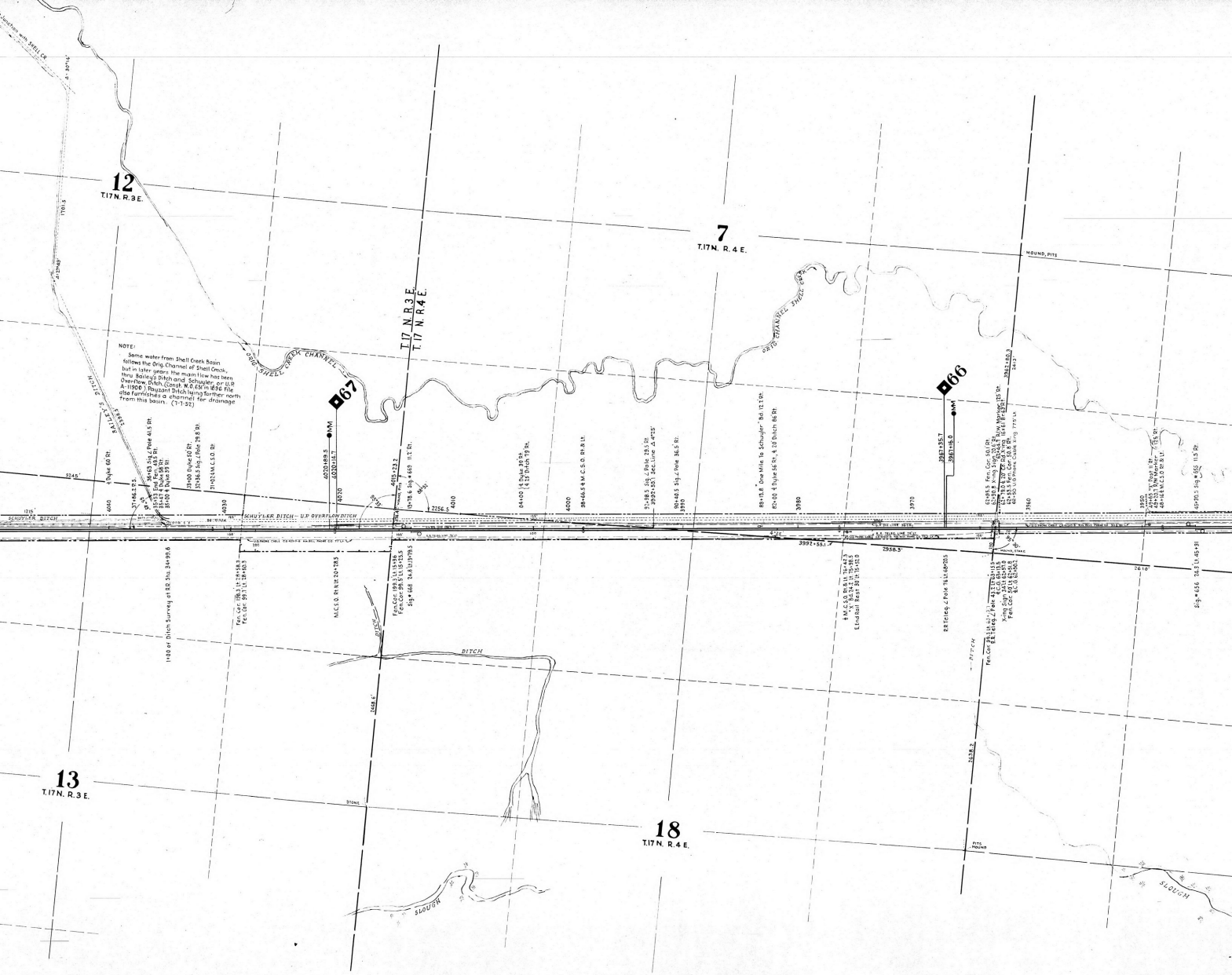

59
58
8
T.17N. R.5E.
9
T.17N. R.5E.
GOV'T LOT 3
GOV'T LOT 2
GOV'T LOT 1
GOV'T LOT 4
GOV'T LOT 3
GOV'T LOT 2
GOV'T LOT 1
GOV'T LOT 4
S A N D
P L A T T E
R I V E
DODGE CO.
SAUNDERS CO.


ROGERS
COLFAX CO.
DODGE CO.
61
60
WESTERN AVE.
THIRD ST.
SECOND ST.
HAMILTON ST.
FIRST ST.
CENTER ST.
PAINE ST.
SNYDER ST.
LOT 2
LOT 3
LOT 4
12
T.17 N. R.4 E.
7
T.17 N. R.5 E.
EQUATION
COLFAX CO. SEC.12 T.17 N. R.4 E.
DODGE CO. SEC. 7 T.17 N. R.5 E.
COLFAX CO.
BUTLER CO.
DODGE CO.
SAUNDERS CO.
BUTLER CO.
SAUNDERS CO.
12 7
13 18
7 8
18 17

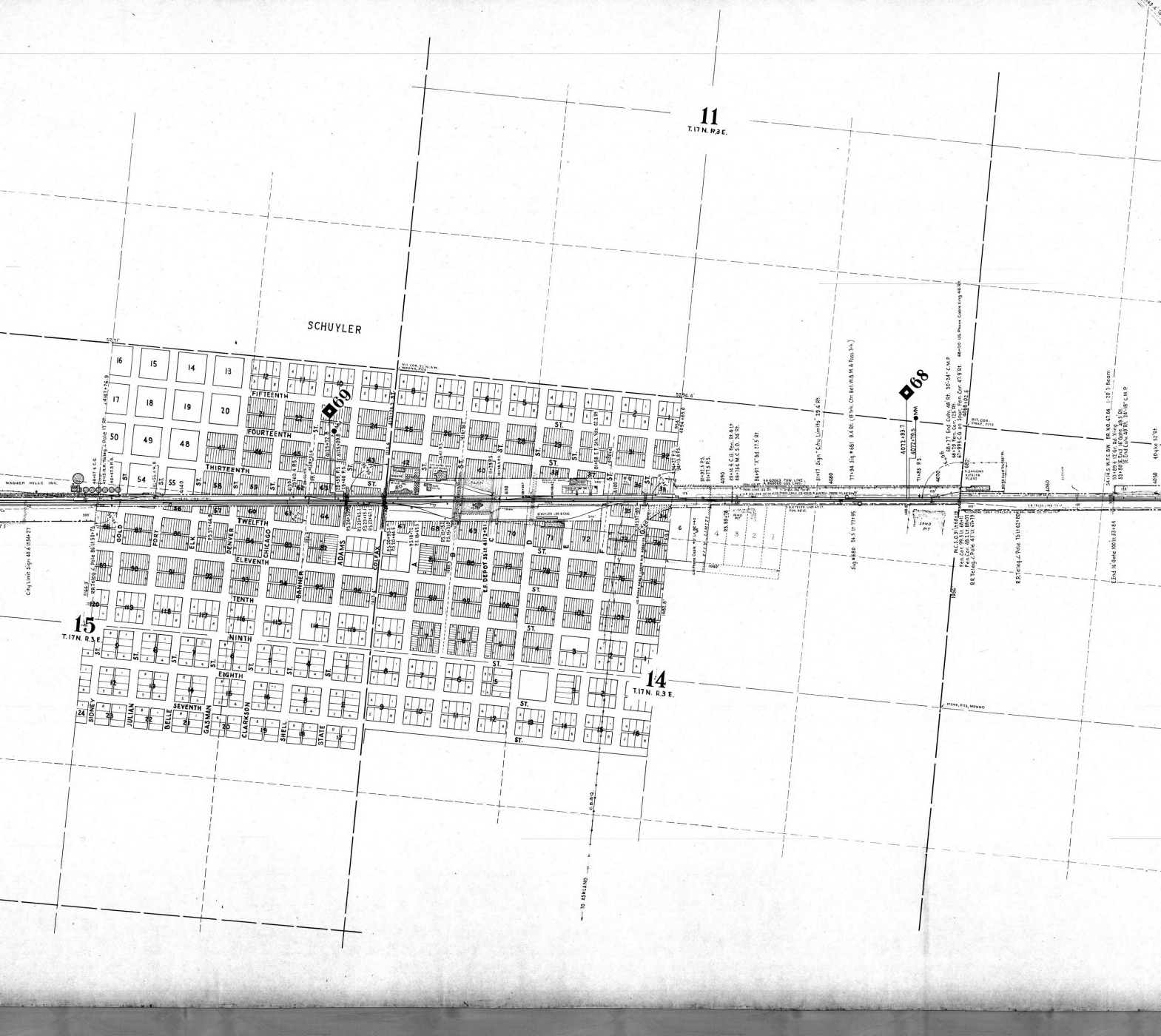

PLATTE RIVER
MAIN CHANNEL
10
T.17N. R.4E.
11
T.17N. R.4E.
STAKE, MOUND
63
62
LOT 4
11 12
14 13



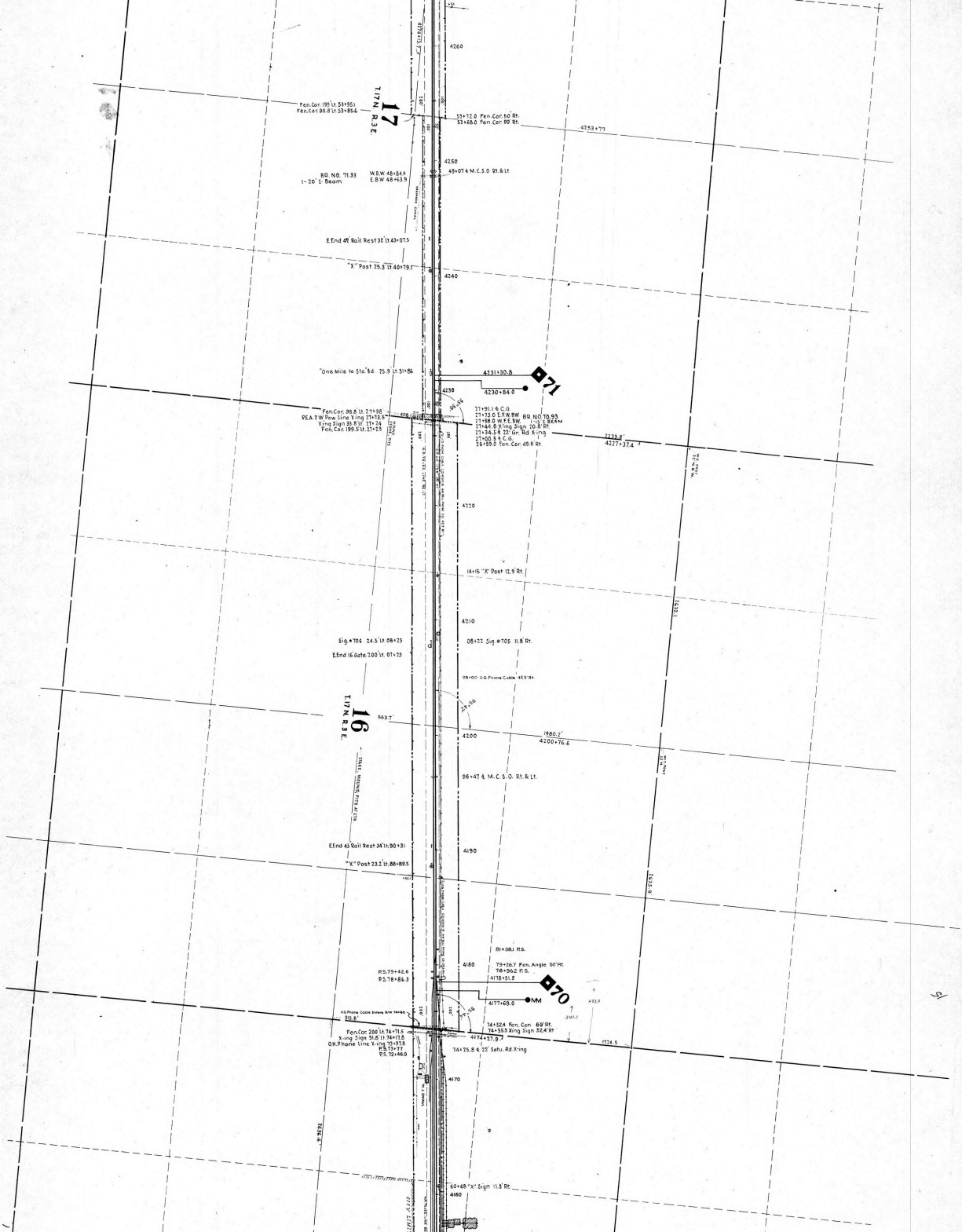
MOUND, PITS
PAYZANT DITCH
Junction with Shell Creek is in SE¼ of Sec. 35 T.18N. R.3E.
To Platte River
8
T.17N. R.4E.
MOUND MARKS CTR. OF SEC.
65
ORIG. CHANNEL OF SHELL CREEK
MOUND
17
T.17N. R.4E.
CREEK
MOUND, PITS
DESIGNED TO PROVIDE ADD'L DRAINAGE OF SHELL CR. BASIN
PAYZANT DITCH
9
T.17N. R.4E.
64
ORIG. CHANNEL OF SHELL CR.
SPRING CREEK



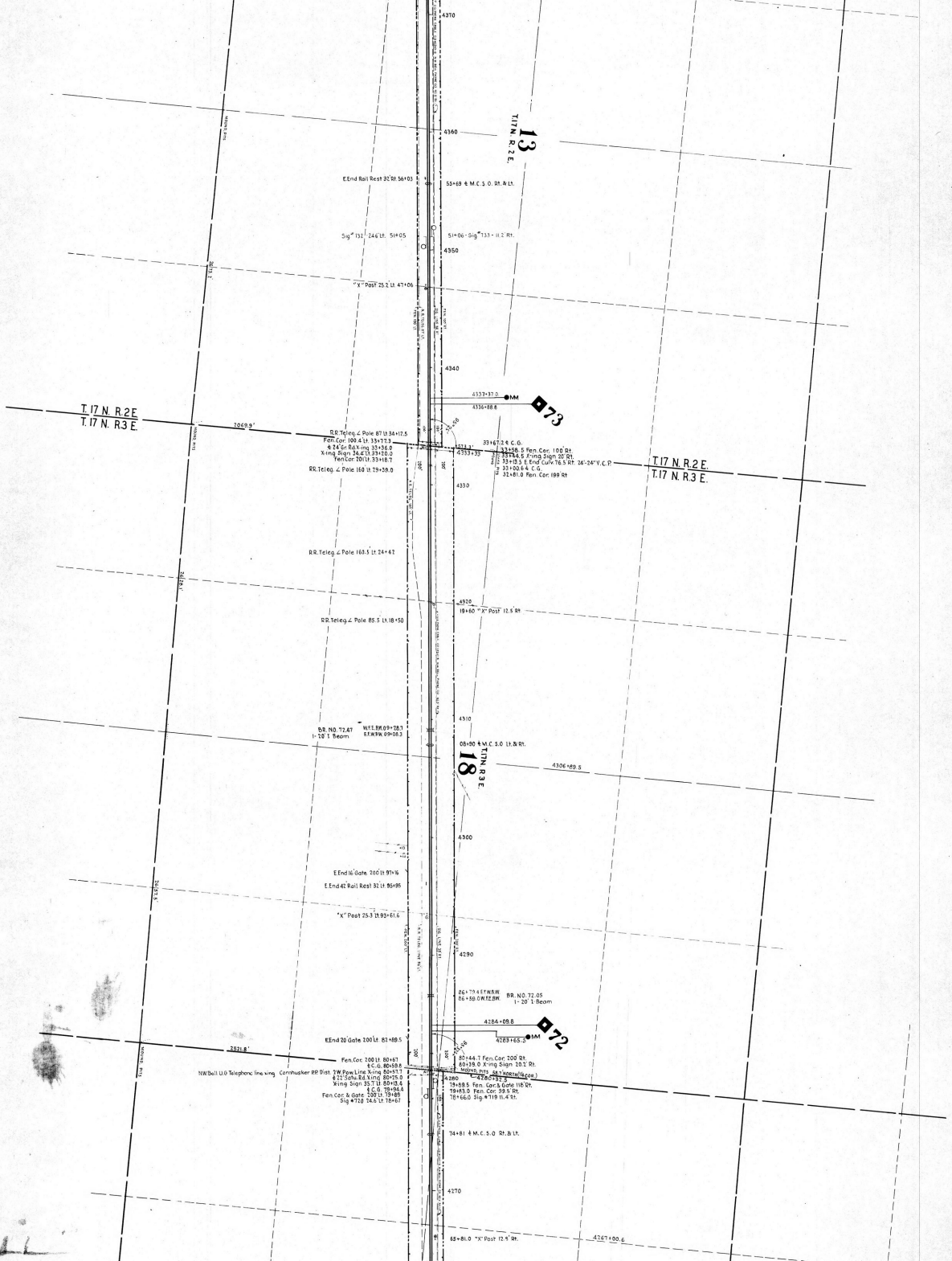
12
T.17N. R.3E.
7
T.17N. R.4E.
13
T.17N. R.3E.
18
T.17N. R.4E.
T.17 N.R.3 E.
T.17 N.R.4 E.
NOTE:
Some water from Shell Creek Basin follows the Orig. Channel of Shell Creek, but in later years the main flow has been thru Bailey's Ditch and Schuyler or U.P. Overflow Ditch. (Const. W.O. 65' in 1896 File A-11900') Pauzant Ditch lying farther north also furnishes a channel for drainage from this basin. (7-1-52)
67
66
SHELL CREEK CHANNEL
ORIG. CHANNEL SHELL CR.
BAILEY'S DITCH
SCHUYLER DITCH
SCHUYLER DITCH - U.P. OVERFLOW DITCH
DITCH
SLOUGH
MOUND, PITS
PITS MOUND

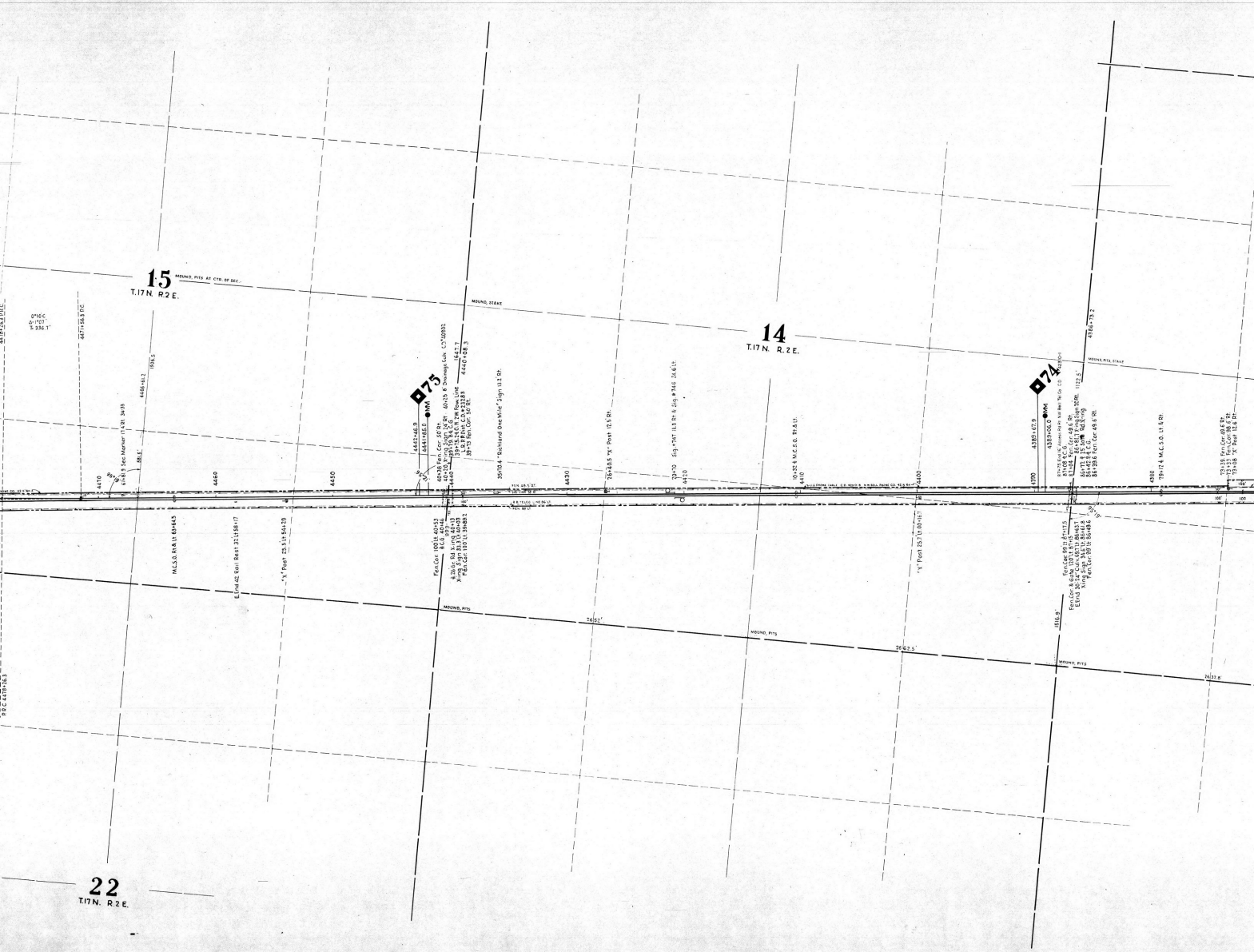


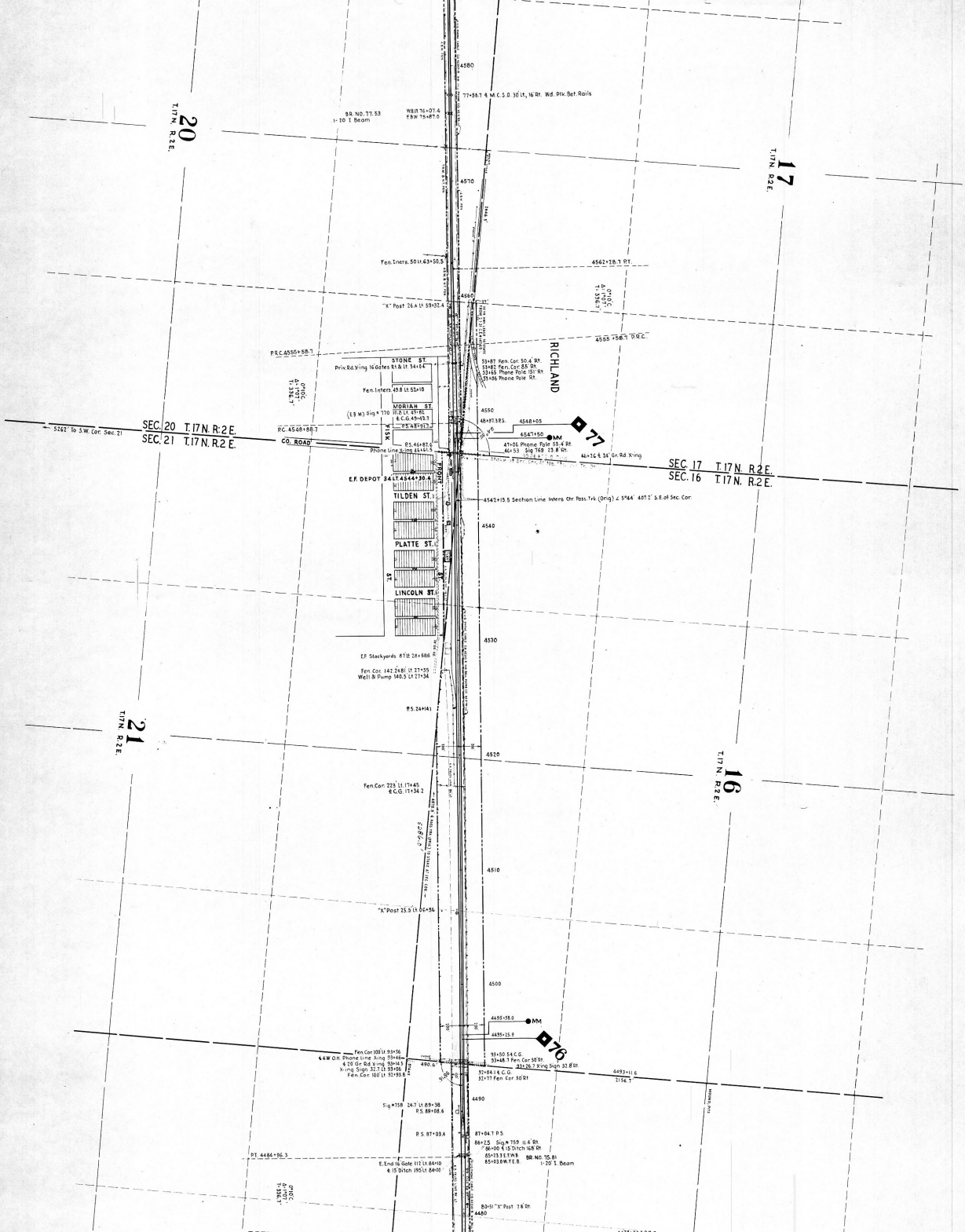
11
T.17 N. R.3 E.
SCHUYLER
69
68
15
T.17 N. R.3 E.
14
T.17 N. R.3 E.
FIFTEENTH
FOURTEENTH
THIRTEENTH
TWELFTH
ELEVENTH
TENTH
NINTH
EIGHTH
SEVENTH
WASHER MILLS INC.
GOLD
FORT
ELK
DENVER
CHICAGO
BANNER
ADAMS
COLFAX
SIDNEY
JULIAN
BELLE
GASMAN
CLARKSON
SHELL
STATE
E.F. DEPOT
TO ASHLAND



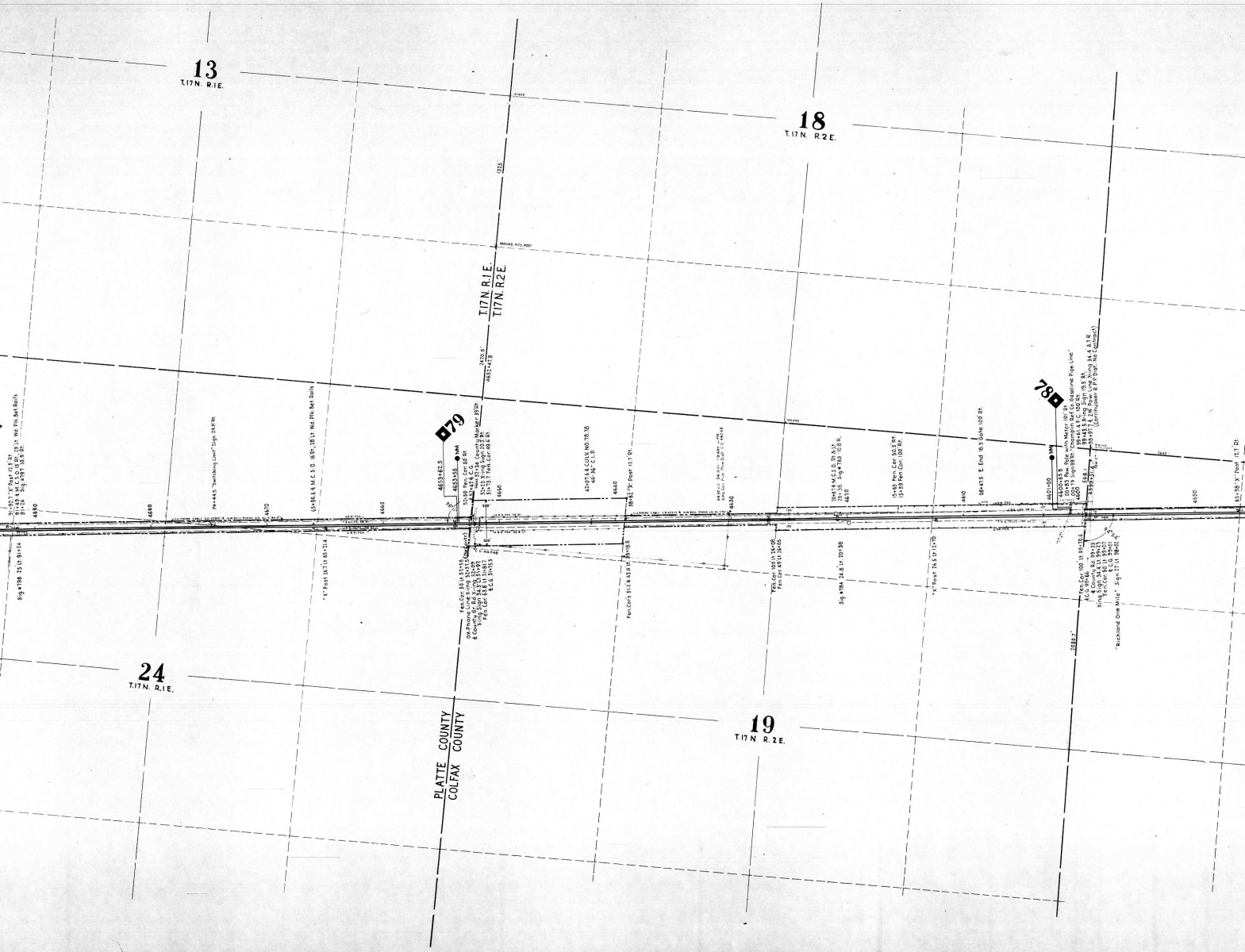
17
T.17 N. R.3 E.
Fen.Cor. 199' Lt. 53+95.1
Fen.Cor. 98.8' Lt. 53+85.6
53+72.0 Fen.Cor. 50' Rt.
53+68.0 Fen.Cor. 99' Rt.
4253+77
4260
4250
49+07 ℄ M.C.S.O. Rt. & Lt.
BR. NO. 71.33
1-20' I-Beam
W.B.W. 48+84.4
E.B.W. 48+63.9
E.End 4℄ Rail Rest 32' Lt. 43+07.5
"X" Post 25.3' Lt. 40+79.1
4240
"One Mile to Sta." 6d. 25.9' Lt. 31+86
4231+30.8
71
4230+84.0
4230
Fen.Cor. 98.8' Lt. 27+98
REA. 2 W. Pow. Line X-ing 27+73.5
X-ing Sign 33.8' Lt. 27+24
Fen.Cor. 199.5' Lt. 27+23
27+91.1 ℄ C.G.
27+73.0 E.F.W.B.W.
27+58.0 W.F.E.B.W.
27+44.0 X-ing Sign 20.8' Rt.
27+34.5 ℄ 22' Gr. Rd. X-ing
27+00.5 ℄ C.G.
26+99.0 Fen.Cor. 49.8' Rt.
BR. NO. 70.93
1-12' I-BEAM
2233.8'
4227+37.4
4220
14+15 "X" Post 12.9' Rt.
4210
Sig. #706 24.5' Lt. 08+25
E.End 16' date 200' Lt. 07+23
08+22 Sig. #705 11.8' Rt.
09+00 UG Phone Cable 42.5' Rt.
16
T.17 N. R.3 E.
663.7'
4200
1980.2'
4200+76.6
96+47 ℄ M.C.S.O. Rt. & Lt.
E.End 45' Rail Rest 34' Lt. 90+31
"X" Post 23.2' Lt. 88+89.5
4190
81+38.1 P.S.
4180
79+26.7 Fen. Angle 60' Rt.
78+96.2 P.S.
P.S. 79+42.6
P.S. 78+86.3
4178+51.8
70
4177+69.0
MM
UG Phone Cable Entering R/W 14+80
915.8'
74+52.4 Fen. Cor. 69' Rt.
74+35.5 X-ing Sign 52.4' Rt.
Fen.Cor. 200' Lt. 74+71.5
X-ing Sign 51.8' Lt. 74+17.8
O.H. Phone Line X-ing 73+97.8
P.S. 73+77
P.S. 72+46.9
4174+27.9
74+25.8 ℄ 22' Satu. Rd. X-ing
4170
60+48 "X" Sign 11.3' Rt.
4160


13
T.17 N. R.2 E.
T.17 N. R.2 E.
T.17 N. R.3 E.
T.17 N. R.2 E.
T.17 N. R.3 E.
18
T.17 N. R.3 E.
73
72
4370
4360
4350
4340
4330
4320
4310
4300
4290
4280
4270
4267+00.6
4284+09.8
4283+65.5
4333+37.0
4336+88.8
4333.3'
4333+33
2069.9'
2821.8'
E End Rail Rest 32' Rt. 56+03
55+69 ℄ M.C.S.O. Rt. & Lt.
Sig.# 131' 246 Lt. 51+05
51+06 - Sig.# 133 - 111.2 Rt.
"X" Post 25.2 Lt. 47+06
R.R. Teleg. ∠ Pole 87 Lt 34+17.5
Fen. Cor. 100.4 Lt. 33+77.3
& 24' Gr. Bd. X-ing 33+36.0
X-ing Sign 34.4' Lt. 33+20.0
Fen. Cor. 200' Lt. 33+18.7
R.R. Teleg. ∠ Pole 160' Lt. 29+38.0
33+67.2 ℄ C.G.
33+56.5 Fen. Cor. 100' Rt.
33+44.5 X-ing Sign 20' Rt.
33+13.5 E. End Culv. 76.5' Rt. 24'-24" V.C.P.
33+00.6 ℄ C.G.
32+81.0 Fen. Cor. 189' Rt.
R.R. Teleg. ∠ Pole 160.5' Lt. 24+42
R.R. Teleg. ∠ Pole 85.5' Lt. 18+50
19+60 "X" Post 12.5' Rt.
B.R. NO. 72.47
1-20' I. Beam
W.F.E. BM. 09+28.7
E.F.W. BM. 09+08.3
08+90 ℄ M.C.S.O. Lt. & Rt.
4306+89.5
E. End 16' Gate 200' Lt. 97+16
E. End 42' Rail Rest 32' Lt. 86+95
"X" Post 25.3' Lt. 93+61.6
86+79.6 E.F.W. & W.
86+98.0 W.F.E. BM.
BR. NO. 72.05
1-20' I. Beam
E. End 20' Gate 200' Lt. 82+89.5
Fen. Cor. 200' Lt. 80+67
℄ C.G. 80+59.8
N.W. Bell U.G. Telephone line xing. Cornhusker RR Dist. 7 W. Pow. Line X-ing 80+53.7
& 12' Gatv. Bd. X-ing 80+25.0
X-ing Sign 35.7' Lt. 80+13.4
℄ C.G. 79+94.6
Fen. Cor. & Gate 200' Lt. 79+85
Sig.# 128 24.6' Lt. 78+67
80+44.7 Fen. Cor. 200' Rt.
80+39.0 X-ing Sign 20.1' Rt.
Mod. MD. PTS. 46.7 NORTH (16 cor.)
79+88.5 Fen. Cor. & Gate 118' Rt.
79+83.0 Fen. Cor. 99.5' Rt.
78+66.0 Sig.# 119 11.4' Rt.
74+81 ℄ M.C.S.O. Rt. & Lt.
63+81.0 "X" Post 12.4' Rt.


15
T.17 N. R.2 E.
14
T.17 N. R.2 E.
22
T.17 N. R.2 E.
MOUND, PITS AT CTR. OF SEC.
MOUND, STAKE
MOUND, PITS, STAKE
MOUND, PITS
75
74



20
T.17N. R.2E.
17
T.17N. R.2E.
21
T.17N. R.2E.
16
T.17N. R.2E.
RICHLAND
STONE ST.
MORIAH ST.
TILDEN ST.
PLATTE ST.
LINCOLN ST.
CO. ROAD
SEC. 20 T.17N. R.2E.
SEC. 21 T.17N. R.2E.
SEC. 17 T.17N. R.2E.
SEC. 16 T.17N. R.2E.
77
76
4580
4570
4560
4550
4540
4530
4520
4510
4500
4490
4480


13
T.17N. R.1E.
18
T.17N. R.2E.
T.17N. R.1E.
T.17N. R.2E.
79
78
24
T.17N. R.1E.
19
T.17N. R.2E.
PLATTE COUNTY
COLFAX COUNTY

14
T.17N. R.1E.
BEHLEN
EQUATION
23
T.17N. R.1E.
22
T.17N. R.1E.
80
81

UNION PACIFIC RAILROAD

NEBRASKA DIVISION — MAIN LINE

WEST OF AMES TO COLUMBUS

DODGE, COLFAX, AND PLATTE COUNTIES, NEBRASKA

M. P. 51.1 to M. P. 81.9
Station 3180 00 to Station 4810 00
Section 10, T. 17 N., R. 6 E. to Section 22, T. 17 N., R. 1 E.

Scale 1" 400'

Office of Chief Engineer, U.P.R.R., Omaha, Nebr., Aug. 26, 1952

Plotted from former maps C. E. Drwg. No. 20694 and No. 13528, "As Constructed" Work Order prints to date, and Resurvey of 1951, Nebr. Div. Notebooks 1877, 1710, 1711, and 1725.

PLOTTED BY	TRACED BY	CHECKED BY
I.M.S.	I.M.S.	T.R.W.

CHECKED AS TO
RIGHT OF WAY BY _____ DATE _____

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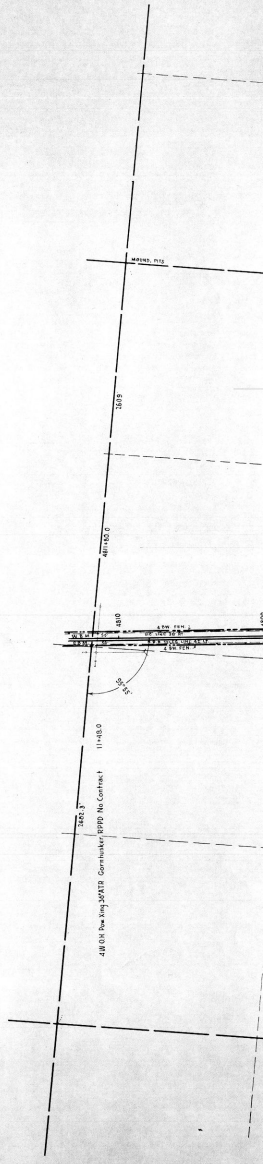
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