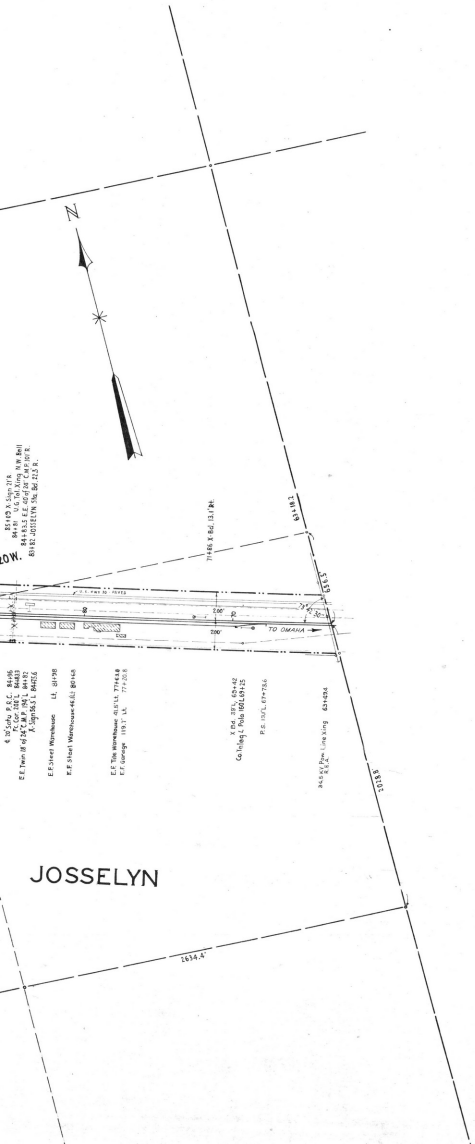


UNION PACIFIC RAILROAD

NEBRASKA DIVISION

JOSSELYN TO GOTHENBURG

DAWSON COUNTY, NEBRASKA

Main Line M.P. 217.5 to M.P. 250.0

Scale 1" = 400'

Office of Chief Engineer, U.P.R.R., Omaha, Nebr., June 17, 1960

Platted from former Alignment Maps C. E. Drawing 13533 and 13878, "As Constructed" Work Order Prints to date, and resurvey of 1952 to 1960 in Nebr. Div. Notebooks 1732, 1733, 1776, 1783.

CHECKED BY	TRACED BY	PLATTED BY
G.J.F.	F.R.W.—F.P.R.	F.R.W.—F.P.R.

CHECKED AS TO
RIGHT OF WAY BY _____ DATE _____

13
T.9 N. R.21 W.

63+73.1 E.F. M.C.S.O. Rt. & Lt.

X-Sign 24.8' Lt. 86+11.5

86+38.4 ℄ 24"Dia Pipe Line Xing (Steel) C.D.41347

T.9 N. R.21 W.
T.9 N. R.20 W.

72+96.1

Fc. Cor. 100' Lt 72+99
Xing Sign 72.0' Lt. 72+76
Fc. Cor. 200' Lt. 72+11

73+41 Fc. Cor 50' Rt.
73+26.7 ℄ Cattle Guard
73+14 Xing Sign 20' Rt.
72+74.1 Gravelin Road Xing
72+71.1 Fc. Cor 50' Rt.
72+41 ℄ Cattle Guard

72+96.8 40'-24" C.M.P. 105' Rt.

33+46.5'

3571.6'

59+64.0 X-Sign 12' Rt.

57+71.5 M.C.S.O. Rt. & Lt.

Signal #219.2 26.0' Lt. 55+99.6

55+93.3 Signal #217.3 11.0' Rt.

7
T.9 N. R.20 W.

"One Mi. To Josselyn" Bd 24.8' Lt. 48+64.5

12044+10
12043+42.3
MM
219

18
T.9 N. R.20 W.

3528.1'

X-Bd. 24.5' Lt. 31+71

31+16.8 ℄ M.C.S.O. Rt. & Lt.

19+58
1915.3'

Xing Sign. ℄ C.G. 19+26
30' Lt. 18+96
Fc. Cor. 1200' Lt. 18+55
Fc. Cor. 200' L 17+68

19+09 Fc. Cor. 50' R.
18+72 Xing Sign 20.5' Rt.
18+36 ℄ M. Gulu Public Road Xing
18+31 Fc. Cor. 50' R.
18+16 ℄ C.G.

18+66 E. End 42"-24" C.M.P. 104' Rt.

3368.5'

85+28 X-Bd 11' R.

Co. Telang ℄ Pole 86.5' L. 01401

X-Bd. 26.5' U. 31+73

2655.5

Co. Telang ℄ Pole 160' L 95+03
Fc. Cor. 200' L 94+77
B.R. NO. 218.05 W.F.E. Bw. 16' Trough Floor Bal. Deck 94+31.8
C.L. Sig. 21.80 24' L 93+74

94+86.5 F.C. 50' R. & ℄ C.G.

59+31.8 E.F. 18'-24' Hwy. Br. 123' R.
93+15 P.S.

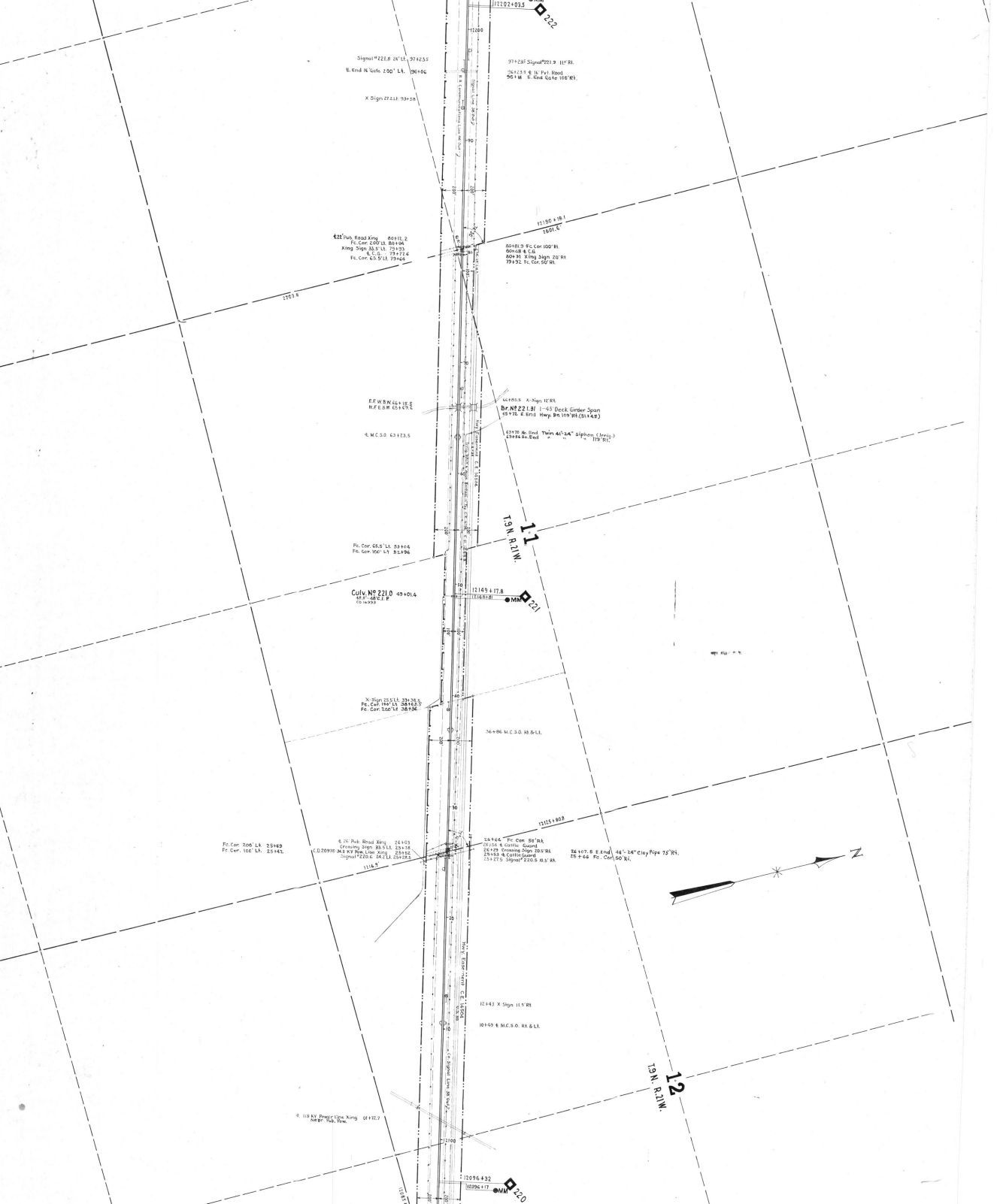
P.S. 91+18
P.S. 91+03

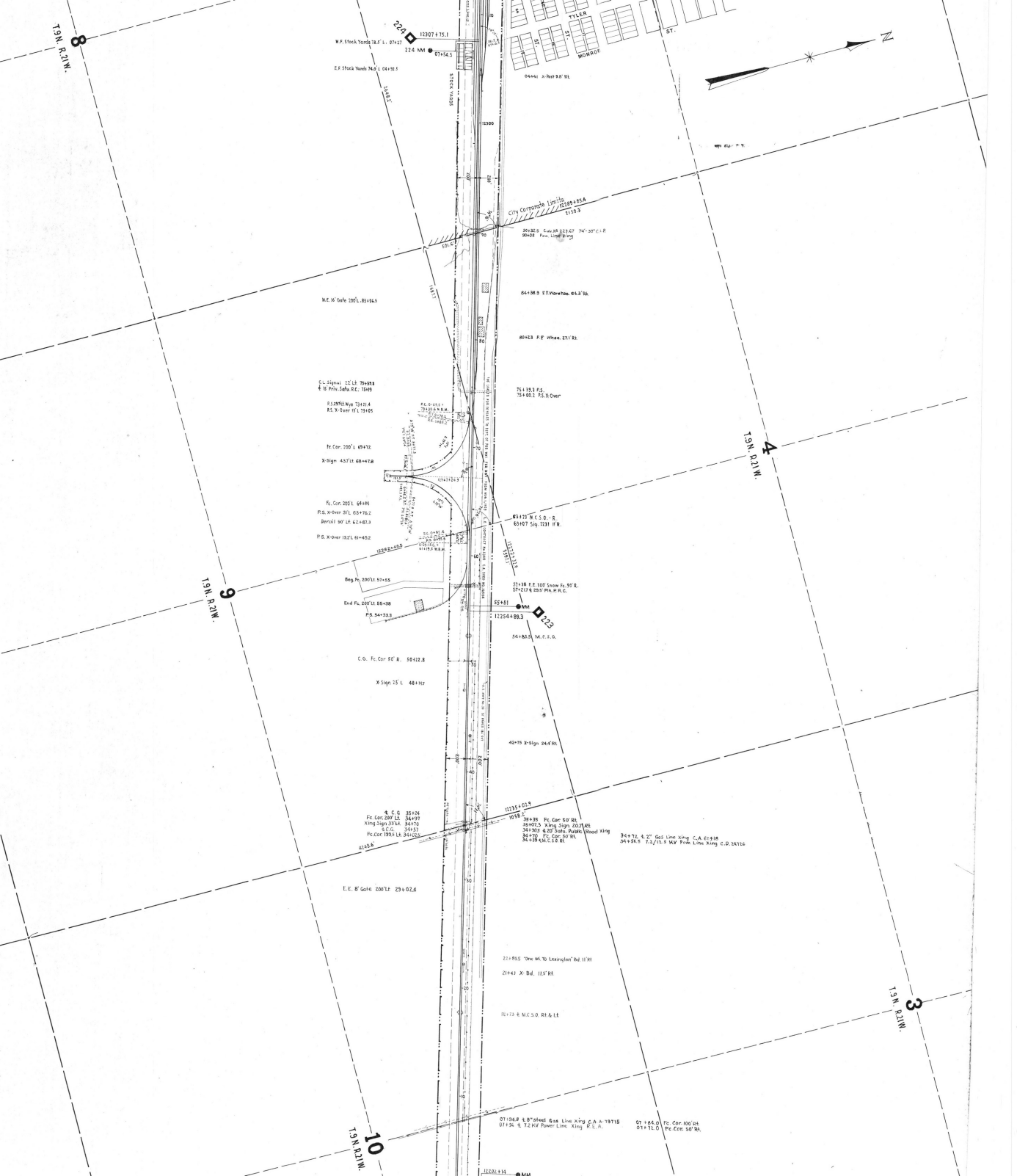
11991+03
11990+60.5
MM
218

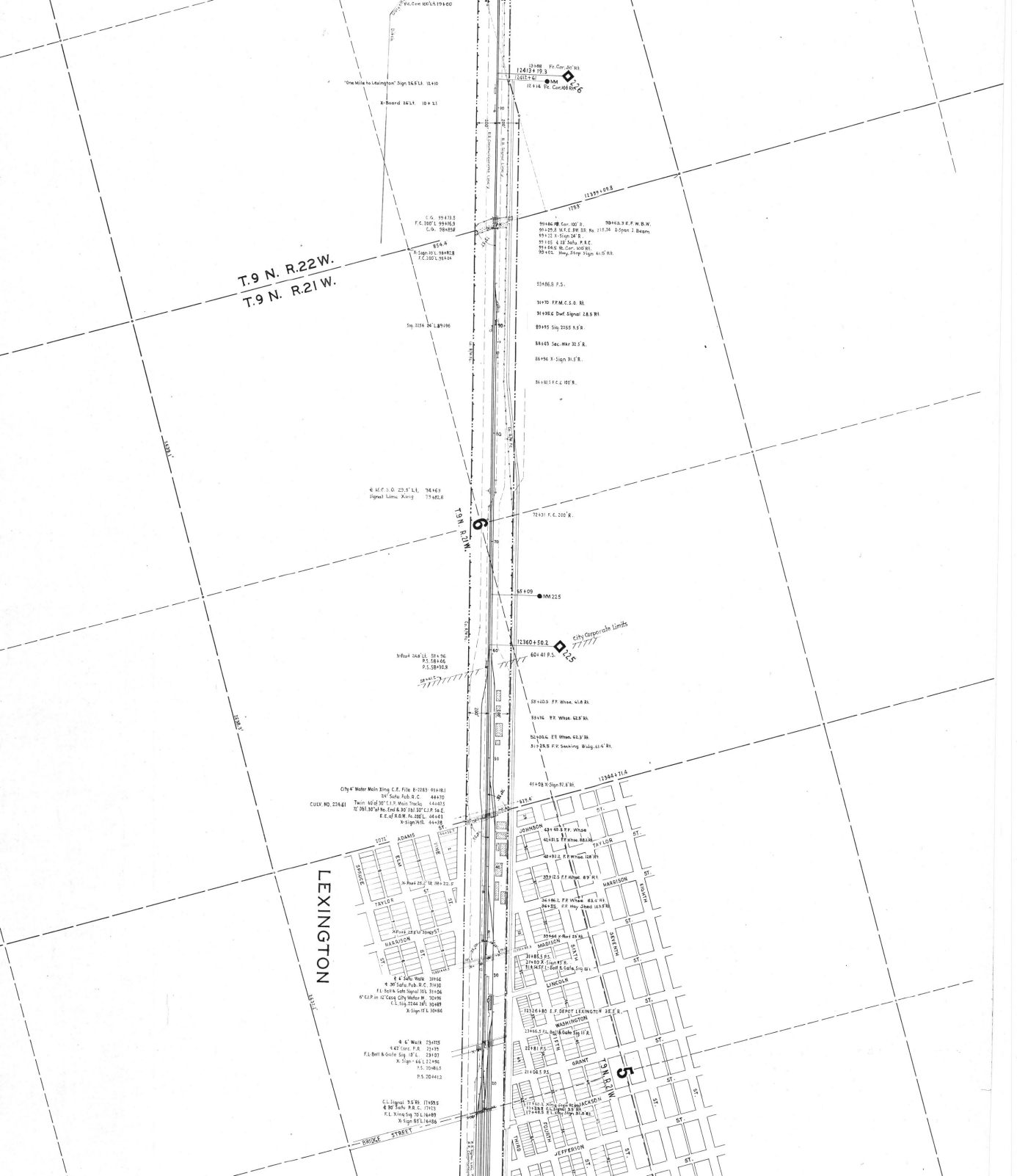
11990+48.1

88+23.5 C.L. Sig. 11' R.

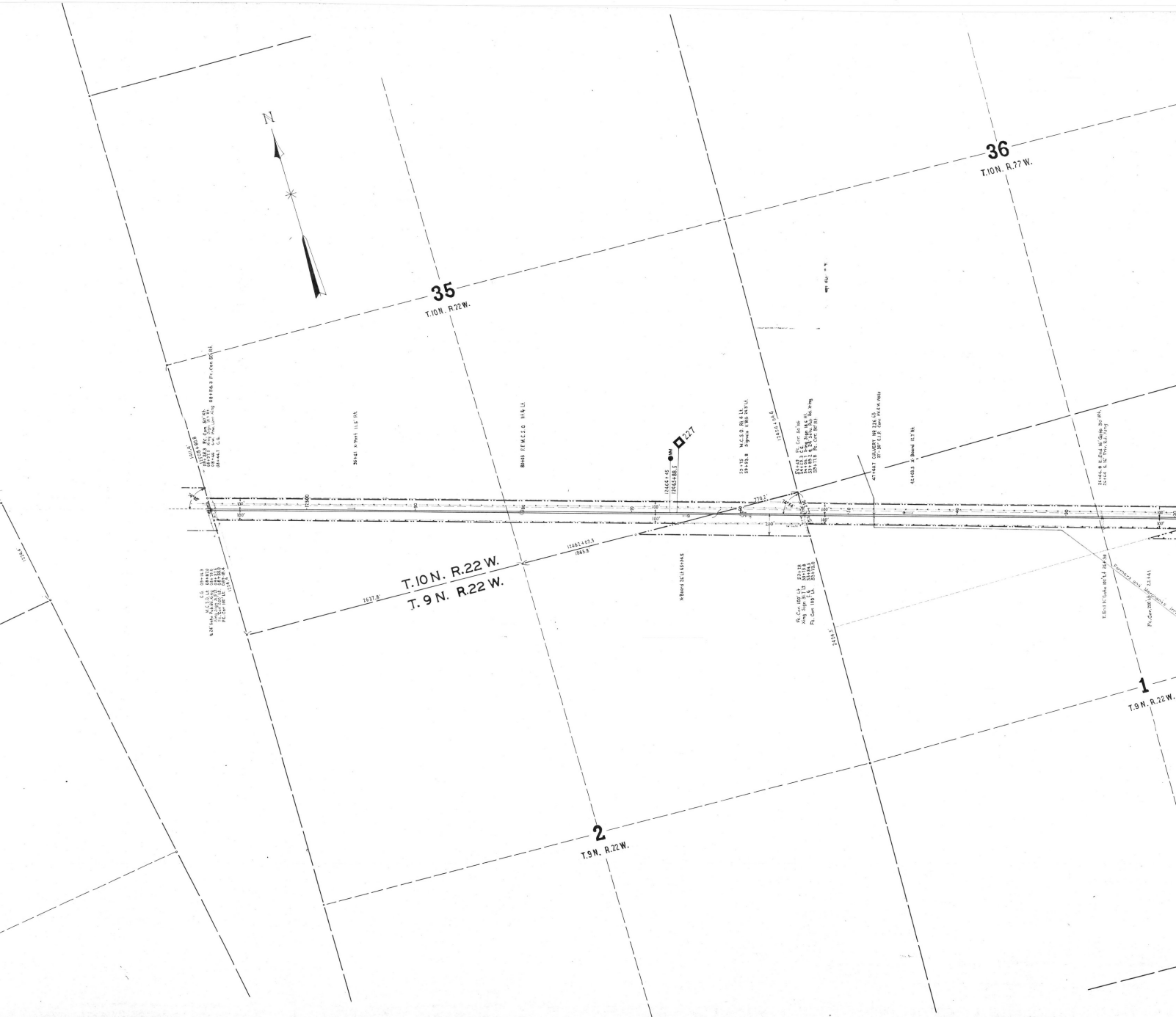
17
T.9 N. R.7

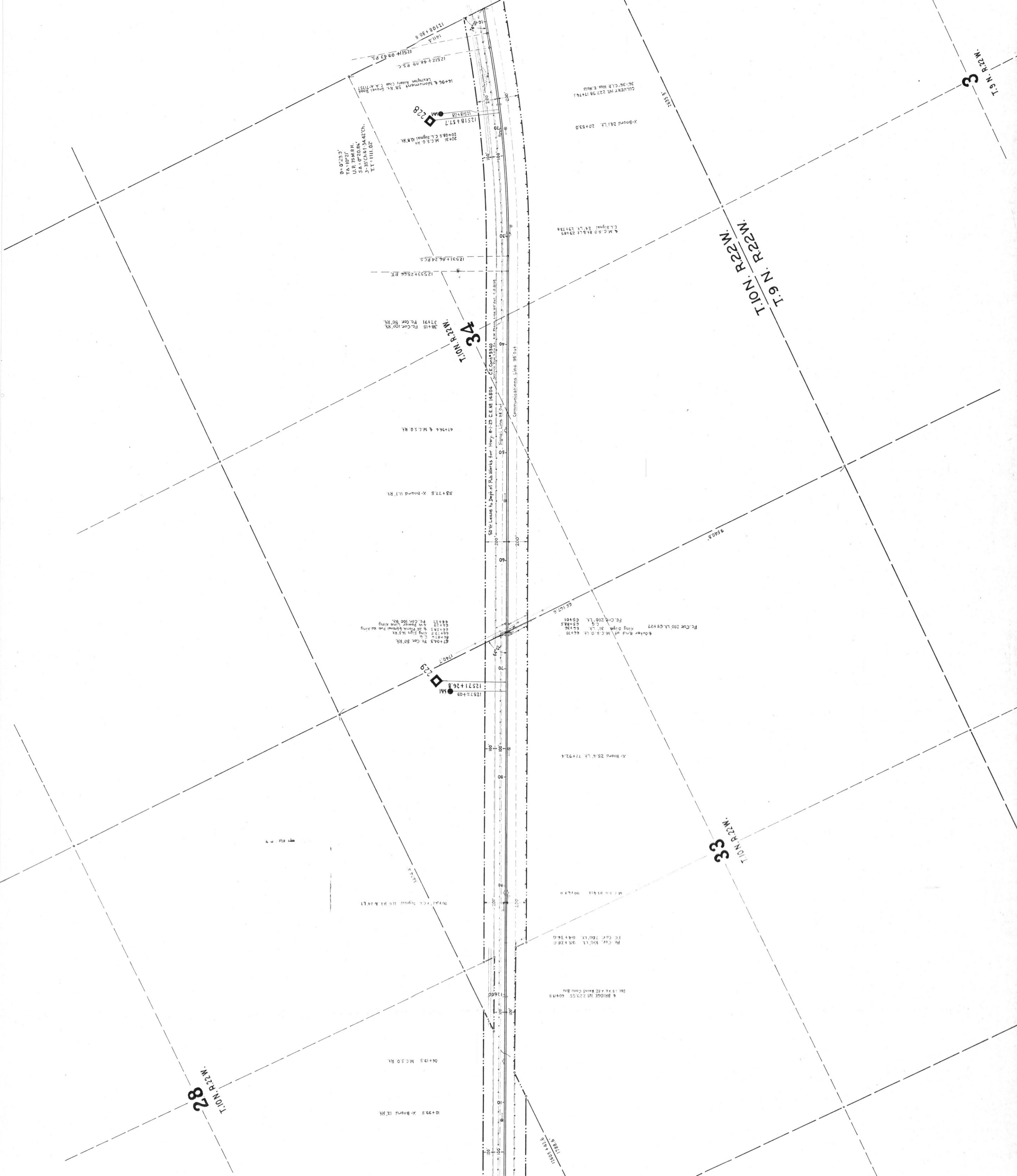

222
Signal #222.8 24' Lt. 97+23.5
E. End N. Gate 2.00' Lt. 96+86
X Sign 27.2 Lt. 93+58
97+28.5 Signal #221.9 11.5' Rt.
96+23.9 & N. Pvt. Road
96+14 E. End Gate 100' Rt.
B.N. Communications Line (W. Side)
12180 + 18.1
1601.4'
Pub. Road Xing 80+12.2
Fc. Cor. 200' Lt. 80+94
Xing. Sign 33.5' Lt. 79+93
C.C.C. 79+77.4
Fc. Cor. 65.5' Lt. 79+64
80+81.9 Fc. Cor 100' Rt.
80+68 & C.B.
80+91 Xing Sign 20' Rt.
79+92 Fc. Cor. 50' Rt.
2703.6
E.F.W.B.N. 66+15.8
N.F.E.B.M. 63+79.2
& M.C.S.O. 63+23.5
96+85.5 X-Sign 12' Rt.
Br. № 221.8 1-45' Deck Girder Span
95+72. E. End Hwy. Bm 109' Rt. (Bl. 1 & 2)
63+78 W. End Twin 4'-2.4" Siphon (Irrig.)
63+84 E. End " " 119' Rt.
Hwy. Commission Line (E. Side)
1-1
T.9 N. R.21 W.
Fc. Cor. 65.5' Lt. 53+04
Fc. Cor. 150' Lt. 52+96
Culv. № 221.0 43+01.4
12149 + 17.8
MM 221
X-Sign 25.5 Lt. 39+36.5
Fc. Cor. 199' Lt. 38+63.5
Fc. Cor. 200' Lt. 38+96
36+86 M.C.S.O. Rt. & Lt.
12115 + 80.8
Fc. Cor. 200' Lt. 25+69
Fc. Cor. 100' Lt. 25+42
& Pvt. Road Xing 24+03
Crossing Sign 33.5' Lt. 24+38
L.D. 209318 34.5 KV Pole Line Xing 25+52
Signal #220.6 24' Lt. 25+25.2
1114.7
24+04 Fc. Cor. 50' Rt.
24+05 & Cattle Guard
24+23 Crossing Sign 20.5' Rt.
24+53 & Cattle Guard
25+27.5 Signal #220.5 10.5' Rt.
26+07.5 E. End 48'-2.4" Clay Pipe 75' Rt.
26+46 Fc. Cor. 50' Rt.
N
Hwy. Commission C.E. Line (W. Side)
12+43 X Sign 11.5' Rt.
10+49 & M.C.S.O. Rt. & Lt.
1-2
T.9 N. R.21 W.
& 118 KV Power Line Xing 01+12.7
N.E.P. Tab. Row.
12100
12096 + 32
MM 220
12096 + 17
12087

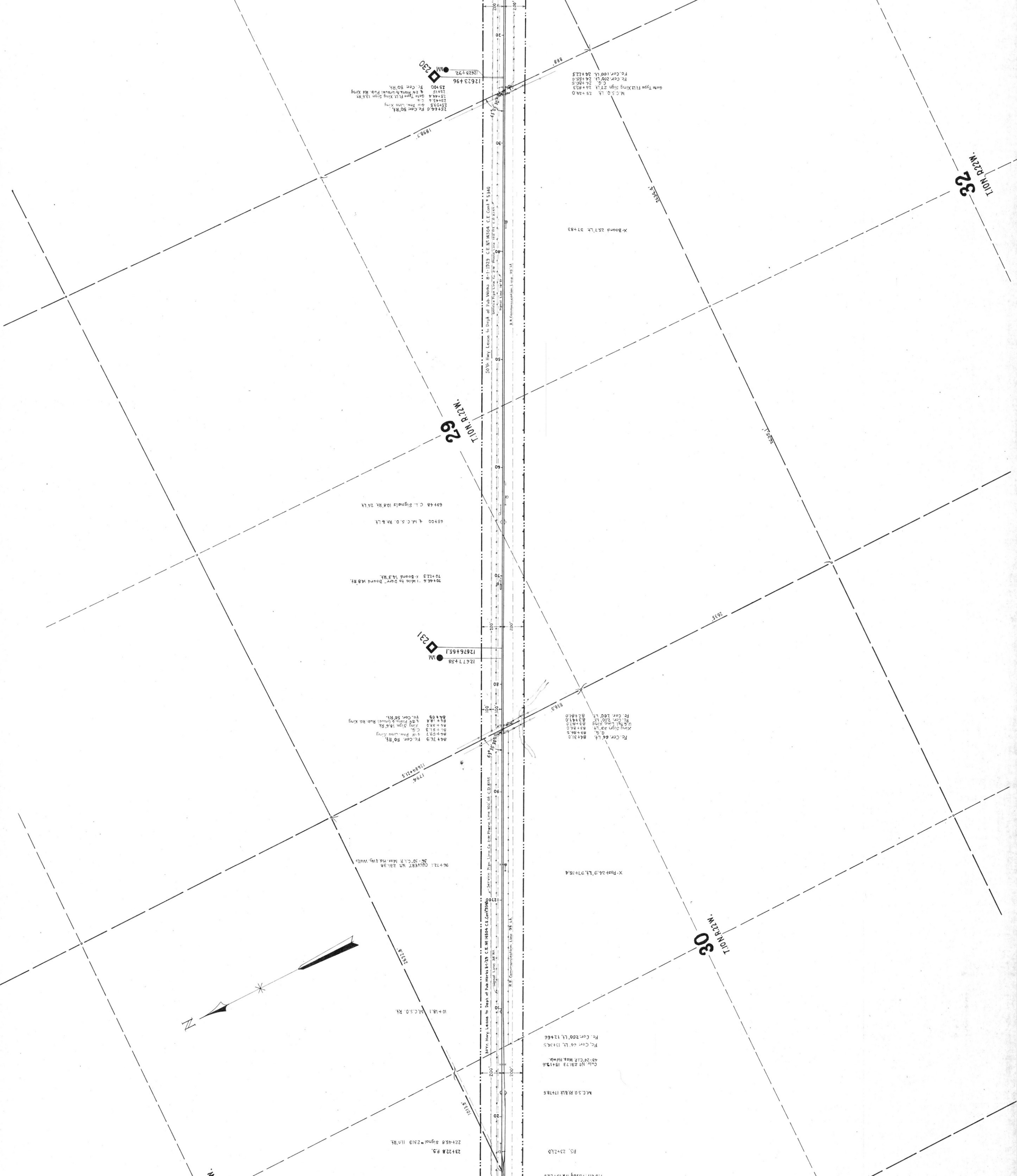

T.9 N. R.21 W.
8
9
4
3
10
TYLER
MONROE
ST.
N
22A
12307+75.1
22.4 MM
07+54.5
W.F. Stock Yards 78.5' L. 07+27
E.F. Stock Yards 74.0' L 04+92.5
04+41 X-Rest 9.8' Rt.
12300
City Corporate Limits
11+89+85.4
1135.3
30+32.6 Cur. Mt 223.67 74°-30' C.I.R
30+08 Pave. Line Xing
84+38.5 E.F. Warehse. 64.3' Rt.
80+23 P.F. Whse. 27.1' Rt.
N.E. 16' Gate 200' L. 83+66.5
C.L. Signal 22' Lt. 75+03.3
& 16' Priv. Safty. R.C. 13+19
P.S. 23.5 Lt. Wye 72+21.4
R.S. X-Over 15' L 73+05
75+35.3 P.S.
75+00.2 P.S. X-Over
Fc. Cor. 200' L 69+72
X-Sign 43.7' Lt. 68+47.8
Fc. Cor. 200' L 64+86
P.S. X-Over 30' L 63+76.2
Derail 90' Lt. 62+87.3
P.S. X-Over 13.2' L 61+45.2
63+73 N.C.S.O.-R.
63+07 Sig. 72.31' N.R.
Beg. Fc. 200' Lt. 57+85
End Fc. 200' Lt. 55+38
P.S. 54+33.3
57+38 E.E. 300' Snow Fc. 90' R.
57+21.7 & 23.5' Pth. H.R.C.
55+51
MM
223
12254+89.3
54+85.5 M.C.S.O.
C.G. Fc. Cor 50' R. 50+22.8
X-Sign 25' L 48+14.7
42+75 X-Sign 24.4' Rt.
12235+03.9
1018.5
& C.G. 35+24
Fc. Cor. 200' Lt. 34+97
Xing Sign 33' Lt. 34+70
C.C.C. 34+53
Fc. Cor. 195.5' Lt. 34+02.5
35+35 Fc. Cor 50' Rt.
35+07.3 Xing Sign 20.7' Rt.
34+90.3 6.20' Safty. Public Wood Xing
34+70 Fc. Cor 50' Rt.
34+39 & M.C.S.O. Rt.
34+72 & 2" Gas Line Xing C.A. 67-618
34+34.5 7.2/12.5 KV Pole Line Xing C.D. 24116
E.E. 8' Gate 200' Lt. 29+02.4
21+85.5 "One Mi. To Lexington" Bd. 11' Rt.
21+43 X-Bd. 11.5' Rt.
16+75 & M.C.S.O. Rt. & Lt.
07+96.8 6.8" Steel Gas Line Xing C.A. A-19715
07+54 & 7.2 KV Power Line Xing R.E.A.
07+84.0 Fc. Cor. 100' Rt.
07+71.0 Fc. Cor. 50' Rt.
12201+14



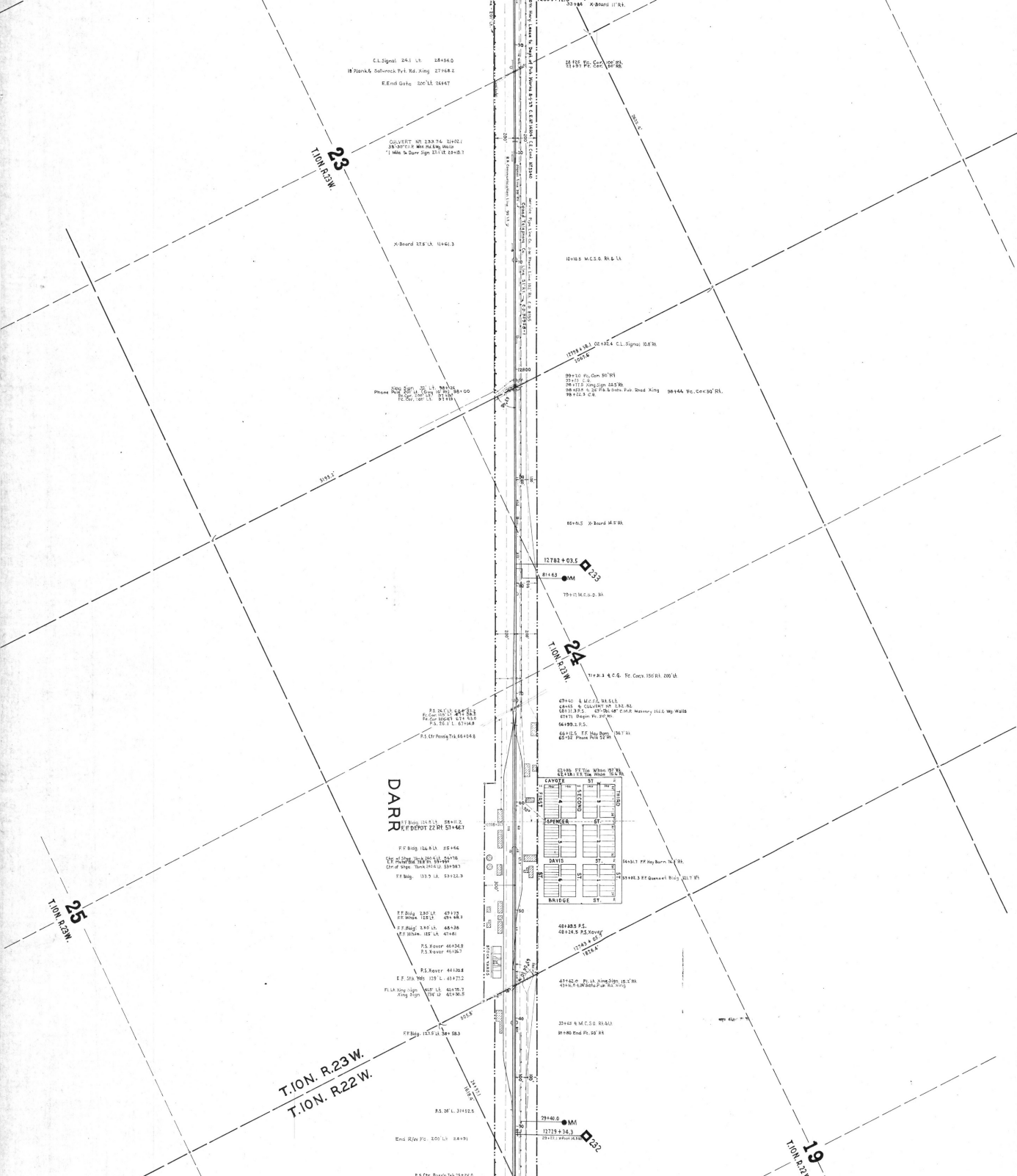
T.9 N. R.22W.
T.9 N. R.21W.
T.9 N. R.21W.
6
5
LEXINGTON
City Corporate Limits
MM 225
MM 226
12413+19.3
12360+50.2
12344+71.4
12399+09.8
12431+00
12360+50.2
12344+71.4
JOHNSON
TAYLOR
HARRISON
MADISON
LINCOLN
WASHINGTON
GRANT
JACKSON
JEFFERSON
ADAMS
VINE
SPRUCE
ELM
SIXTH
SEVENTH
EIGHTH
FIFTH
FOURTH
THIRD
BRIDGE STREET

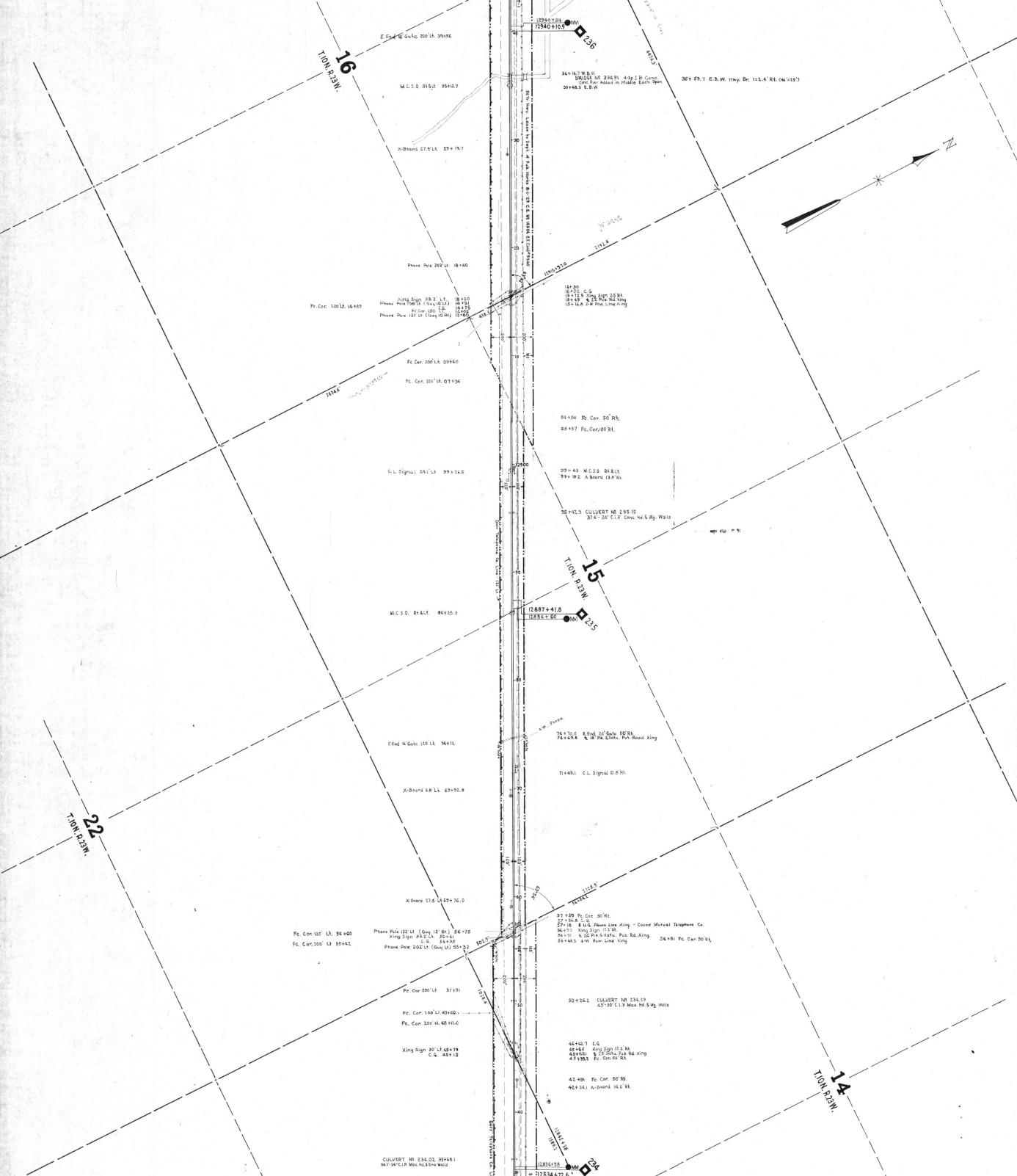

N
36
T.10N. R.22W.
35
T.10N. R.22W.
T.10N. R.22W.
T.9N. R.22W.
1
T.9N. R.22W.
2
T.9N. R.22W.
227


T.10N. R.22W.
T.9N. R.22W.
34
T.10N. R.22W.
33
T.10N. R.22W.
28
T.10N. R.22W.
3
T.9N. R.22W.
MM 228
MM 229
12518+57.7
12571+26.8
Communications Line 95' Out
Signal Line 98' Out
50 Yr. Lease to Dept. of Pub. Works for Hwy. 8-1-29 C.E. No 14604
C.E. Cont. No 5340

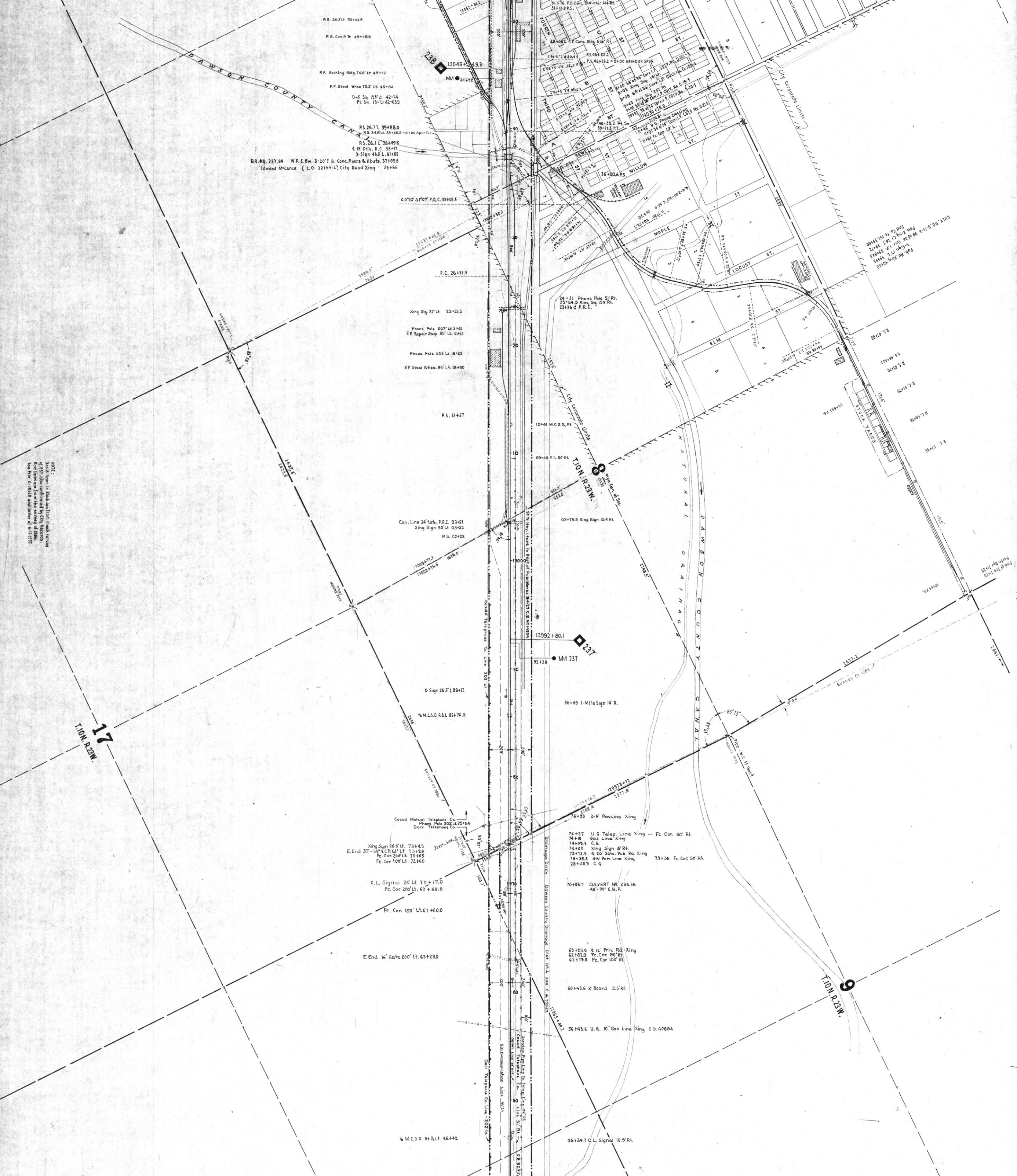


25+64.0 Fc.Cor. 50'Rt.
25+59.5 4-W Pow. Line Xing
25+45.4 C.G.
25+44.4 Gate Type Fl.Lt.Xing Sign 13.6'Rt.
25+15 ℄ 24' Plank & Gravel Pub. Rd Xing
25+00 Fc.Cor. 50'Rt.
MM 230
12623+92
12623+96
1898.7'
M.C.S.O. Lt. 25+24.0
Gate Type Fl.Lt.Xing Sign 27'Lt. 24+85.3
C.G. 24+80.5
Fc.Cor.200'Lt. 24+55.0
Fc.Cor.100'Lt. 24+22.5
888'
65°05'30"
X-Board 25.7'Lt. 37+83
2634.4'
32
T.10N.R.22W.
50 Yr. Hwy. Lease to Dept. of Pub. Works 8-1-1929 C.E. № 14504 C.E. Cont. № 5340
Service Pipe Line Co. 2-W Phone Line 102'Rt. C.D. 8155
Signal Line 38'Rt.
R.R. Communication Line 95'Lt.
29
T.10N.R.22W.
63+48 C.L. Signals 10.8'Rt. 24'Lt.
65+00 ℄ M.C.S.O. Rt.&Lt.
70+22.5 X-Board 14.3'Rt.
70+46.6 "1 Mile to Darr" Board 14.8'Rt.
2635.1'
2635'
200'
MM 231
12676+65.1
12677+58
84+76.9 Fc.Cor. 50'Rt.
84+69.7 4-W Pow. Line Xing
84+51.3 C.G.
84+38.0 Xing Sign 18.4'Rt.
84+18.8 ℄ 24' Plank & Gravel Pub. Rd. Xing
84+09 Fc.Cor. 50'Rt.
Fc.Cor.64'Lt. 84+31.0
C.G. 83+86.5
Xing Sign 33'Lt. 83+86.0
U.G.Tel. Line Xing 83+87.0
Fc.Cor.200'Lt. 83+41.0
Fc.Cor.200'Lt. 82+81.0
838.8'
100'
63°35'30"
12684+21.5
1794'
96+72.1 CULVERT № 231.38 36"-30" C.I.P. Mas. Hd. & Wg. Walls
X-Post 24.9'Lt. 97+35.4
2632.8'
30
T.10N.R.22W.
50Yr. Hwy. Lease to Dept. of Pub. Works 8-1-'29 C.E. № 14504 C.E. Cont. № 5340
Service Pipe Line Co. 2-W Phone Line 102'Rt. C.D. 8155
Signal Line 38'Rt.
R.R. Communication Line 95'Lt.
12700
N
10+18.1 M.C.S.O. Rt.
Fc.Cor.200'Lt. 12+66
Fc.Cor.64'Lt. 13+34.5
Culv. № 231.73 15+19.6
43-24" C.I.P. Mas. Hdwls.
M.C.S.O. Rt.&Lt. 17+78.5
1013.9'
22+45.8 Signal #2319 11.0'Rt.
23+22.8 P.S.
P.S. 23+21.0


23
T.10N. R.23W.
24
T.10N. R.23W.
25
T.10N. R.23W.
19
T.10N. R.22W.
T.10N. R.23W.
T.10N. R.22W.
DARR
CAYOTE ST.
SPENCER ST.
DAVIS ST.
BRIDGE ST.
FIRST
SECOND
THIRD
C.L. Signal 24.1 Lt. 28+84.0
18' Plank & Sidewalk Pvt. Rd. Xing 27+68.2
E.End Gate 200' Lt. 24+47
CULVERT NO. 233.74 21+02.1
X-Board 37.8' Lt. 11+61.3
10+18.8 M.C.S.O. Rt. & Lt.
King Sign 32' Lt. 98+16
Phone Pole 20' Lt. Grag 90' Rt. 98+00
Fc. Cor. 100' Lt. 97+98
Fc. Cor. 100' Lt. 91+98
X-Board 14.5' Rt.
12782+03.5
233
81+63
MM
79+71 M.C.S.O. Rt.
Trans. & C.G. Fc. Cor. 150' Rt. 200' Lt.
63+40 & M.C.S.O. Rt. & Lt.
68+45 & CULVERT NO. 232.82
68+31.3 P.S. 63'-Dia. 68' C.M.P. Masonry 152.6 Wg. Walls
67+71 Begin Fc. 90' Rt.
64+99.2 P.S.
66+12.5 F.F. Hay Barn (367' Rt.)
62+92 Phone Pole 22' Rt.
P.S. 24' Lt. 64+64.8
P.S. 32.1' L. 67+14.9
F.F. Bldg. 126.8' Lt. 58+11.2
E.F. DEPOT 22' Rt. 51+46.7
F.F. Bldg. 126.8' Lt. 51+66
Ctr. of Shop Tank 260.6' Lt. 56+76
E.F. Pump Bld. 118.8' Rt. 53+99
Ctr. of Shop Tank 260.6' Lt. 53+98.7
F.F. Bldg. 133.7' Lt. 53+22.3
F.F. Bldg. 2.80' Lt. 47+73
F.F. When 12.5' Lt. 47+68.3
F.F. Bldg. 2.80' Lt. 46+26
F.F. When. 18.5' Lt. 47+61
P.S. Xover 46+34.9
P.S. Xover 46+36.7
P.S. Xover 44+36.8
E.F. Stk. Yds. 12.5' L. 43+77.2
Fl. Lt. Xing Sign 14.5' Lt. 42+75.7
Xing Sign 15.6' Lt. 42+90.8
F.F. Bldg. 12.5' Lt. 38+58.3
P.S. 26' L. 37+52.5
End R/W Fc. 200' Lt. 28+93
P.S. for Bunk Tk. 28+25.0
12779+18.1 02+32.4 C.L. Signal 10.8' Rt.
10+76
99+10 Fc. Cor. 30' Rt.
99+17.5 C.G.
98+17.5 Xing Sign 22.5' Rt.
98+25.4 & 30' Fla. & Dots. Pub. Road Xing
98+22.3 C.G.
98+44 Fc. Cor. 30' Rt.
3193.2'
12772+03.5
232
29+40.0
MM
46+83.5 P.S.
46+24.5 P.S. Xover
12743+07
1828.4'
43+42.0 Fl. Lt. Xing Sign 18.2' Rt.
43+16.4 & 30' Dots. Pub. Rd. Xing
35+63 & M.C.S.O. Rt. & Lt.
30+80 End Fc. 50' Rt.
34+77.1
1618.4
Hay Barn 36.1' Rt.
Quonset Bldg. 33.7' Rt.



16
T.10N. R.23W.
15
T.10N. R.23W.
22
T.10N. R.23W.
14
T.10N. R.23W.
N
236
235
234
12940+10.9
12887+41.8
12886+66
12834+98
12834+72.6
E. End 16' Gate 200' Lt. 39+86
M.C.S.O. Rt & Lt. 35+12.7
X-Board 27.5' Lt. 29+19.7
Phone Pole 202' Lt. 18+40
Xing Sign 39.2' Lt. 18+20
Phone Pole 198' Lt. (Guy 10' Lt.) 14+91
Fc. Cor. 200' Lt. 14+89
Fc. Cor. 200' Lt. 14+25
Phone Pole 121' Lt. (Guy 10' Rt.) 13+80
Fc. Cor. 200' Lt. 09+60
Fc. Cor. 120' Lt. 07+96
C.L. Signal 24.1' Lt. 99+26.5
M.C.S.O. Rt & Lt. 86+25.3
E End 16' Gate 120' Lt. 74+12
X-Board 28' Lt. 69+92.8
X-Board 27.5' Lt. 59+76.0
Fc. Cor. 120' Lt. 56+60
Fc. Cor. 200' Lt. 55+42
Phone Pole 122' Lt. (Guy 12' Rt.) 56+75
Xing Sign 39.2' Lt. 56+41
C.G. 56+35
Phone Pole 202' Lt. (Guy Lt.) 55+32
Fc. Cor. 200' Lt. 57+91
Fc. Cor. 200' Lt. 49+20
Fc. Cor. 200' Lt. 48+11.0
Xing Sign 30' Lt. 45+79
C.G. 45+13
CULVERT No 234.02 35+68.1
34.1'-24" C.I.P. Max. Hd. & End Walls
36+16.7 W.B.W.
BRIDGE No 235.91 4-Sp. I.B. Conc.
Conc. Pier Added in Middle Each Span
35+68.5 E.B.W.
35+59.7 E.B.W. Hwy. Br. 122.4' Rt. (46'x25')
16+30
16+02 C.G.
15+72.5 Xing Sign 20' Rt.
15+49 ℄ 22' Pub. Rd. Xing
15+16.8 2-W Pow. Line Xing
84+50 Fc. Cor. 50' Rt.
83+57 Fc. Cor. 100' Rt.
99+43 M.C.S.O. Rt. & Lt.
99+18.2 X-Board 13.8' Rt.
95+42.9 CULVERT No 235.15
37.4'-24" C.I.P. Conc. Hd. & Wg. Walls
74+70.0 E. End 20' Gate 50' Rt.
74+69.8 ℄ 18' Pub. & Sta. Pvt. Road Xing
71+49.1 C.L. Signal 10.8' Rt.
57+59 Fc. Cor. 50' Rt.
57+36.8 C.G.
57+18 8 U.G. Phone Line Xing - Cocoa Mutual Telephone Co.
56+93 Xing Sign 17.2' Rt.
56+70 ℄ 26' Pub. & Sta. Pub. Rd. Xing
56+48.5 4-W Pow. Line Xing
56+81 Fc. Cor. 50' Rt.
50+26.2 CULVERT No 234.29
43'-30" C.I.P. Max. Hd. & Wg. Walls
46+42.7 C.G.
45+60 Xing Sign 17.2' Rt.
45+48.1 ℄ 25' Sta. Pub. Rd. Xing
45+39.5 Fc. Cor. 50' Rt.
42+91 Fc. Cor. 50' Rt.
42+24.1 X-Board 14.2' Rt.



DAWSON COUNTY CANAL
NATURAL DRAINAGE
T.10N. R.23W.
17
8
9
238
13045+49.3
MM 44+72
237
12992+80.1
MM 237
92+38
P.S. 26.3' Lt. 50+04.5
P.S. Cen. P. Tr. 48+48.8
F.F. Sacking Bldg. 74.8' Lt. 45+12
F.F. Steel Whse. 73.2' Lt. 43+82
P.S. 26.7' L 39+88.0
P.S. 26.1 L 38+49.6
X-Sign 46.5 L. 81+05
BR. NO. 237.84
Edward McConce (C.O. 32144-2) City Road Xing 36+66
P.C. 26+31.5
Xing Sig. 27' Lt. 23+21.5
Phone Pole 207' Lt. 21+51
E.F. Repair Shop 85' Lt. 21+13
Phone Pole 202' Lt. 19+23
E.F. Steel Whse. 84' Lt. 18+00
P.S. 13+57
12+61 M.C.S.O. Rt.
09+48 F.C. 50' Rt.
City Corporate Limits
Con. Line 34' Satu. P.R.C. 03+51
Xing Sign 35' Lt. 03+22
P.S. 02+23
03+75.5 Xing Sign 15.4 Rt.
X-Sign 26.5' L 88+12
86+69 1-Mile Sign 14' R.
SURVEY OF 1886
76+33 2-W Pow. Line Xing
74+27 U.G. Teleg. Line Xing -- Fc. Cor. 50' Rt.
74+10 Gas Line Xing
74+00 Xing Sign 15' Rt.
73+36 Fc. Cor. 50' Rt.
Cozad Mutual Telephone Co.
Darr Telephone Co.
Xing Sign 28.5' Lt. 73+43
Fc. Cor. 100' Lt. 72+60
C.L. Signal 24' Lt. 70+17.0
Fc. Cor. 200' Lt. 69+58.0
Fc. Cor. 100' Lt. 67+60.0
70+05.1 CULVERT NO. 236.56
48"-90' C.M.P.
Drainage Ditch
Dawson County Drainage Dist. No. 4
E. End 16' Gate 200' Lt. 63+23.0
63+03.0 16' Priv. Rd. Xing
62+82.0 Fc. Cor. 50' Rt.
62+79.0 Fc. Cor. 100' Rt.
60+43.6 X-Board 12.5' Rt.
56+43.6 U.G. 10" Gas Line Xing C.D. 40804
Cozad Telephone Co. Line 202' Lt.
Darr Telephone Co. Line 202' Lt.
R.R. Communication Line
M.C.S.O. Rt. & Lt. 46+42
46+24.7 C.L. Signal 10.9' Rt.
ST.
WILLOW
NEWELL
MAPLE
LOCUST ST.
ELM
STOCK YARDS
ARMOUR SPUR
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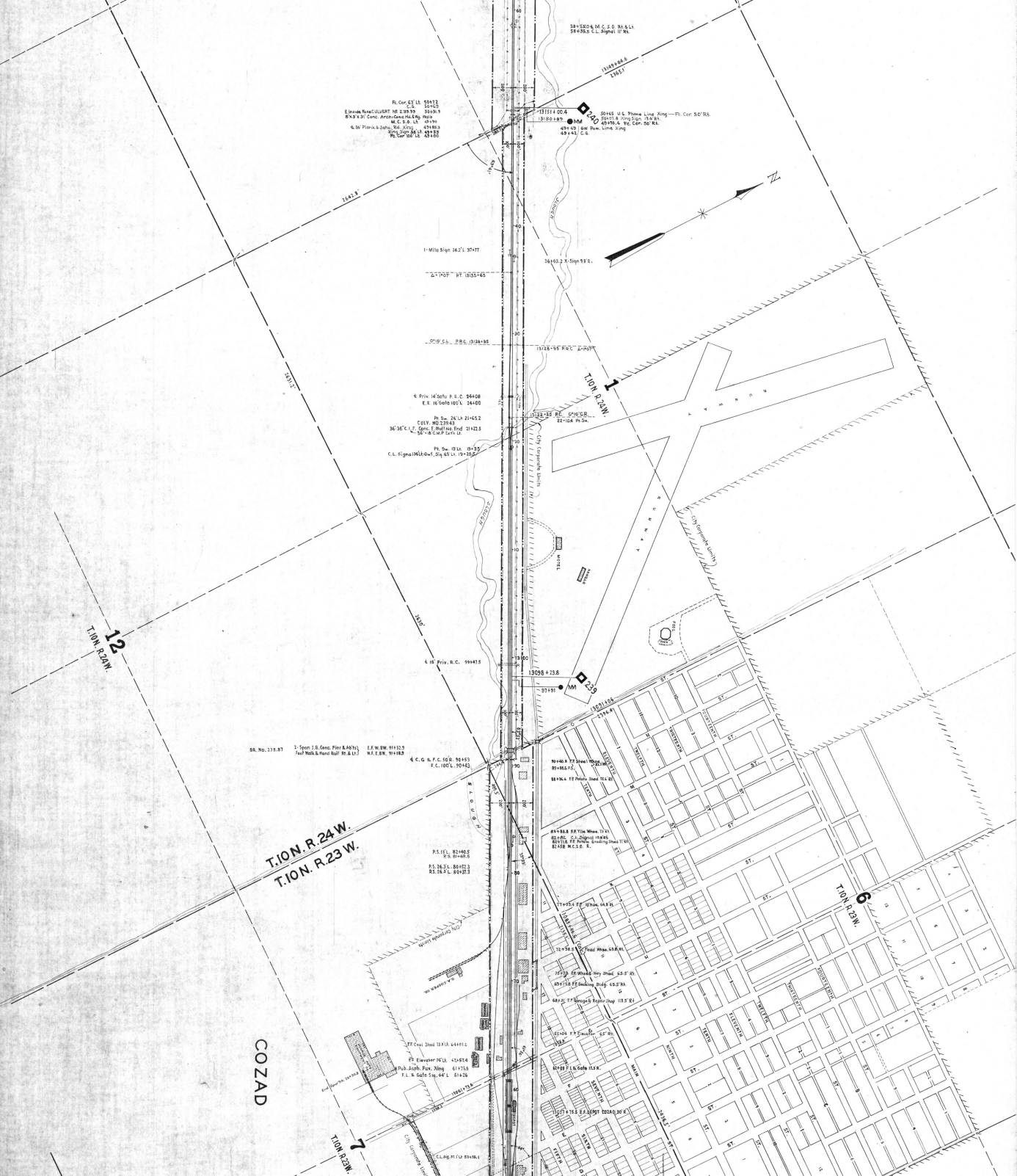
NOTE:
Sec. 8 lines in Black are from check survey of 1957, also confirmed by City records.
Red lines are from the survey of 1886.
See File A-10620 and letter of 6-17-1957.



T.10N. R.24W.
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City Corporate Limits
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T.11N. R.22W.
T.10N. R.22W.
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WILLOW ISLAND
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T11N R.24W
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T11N R.24W
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T11N R.24W
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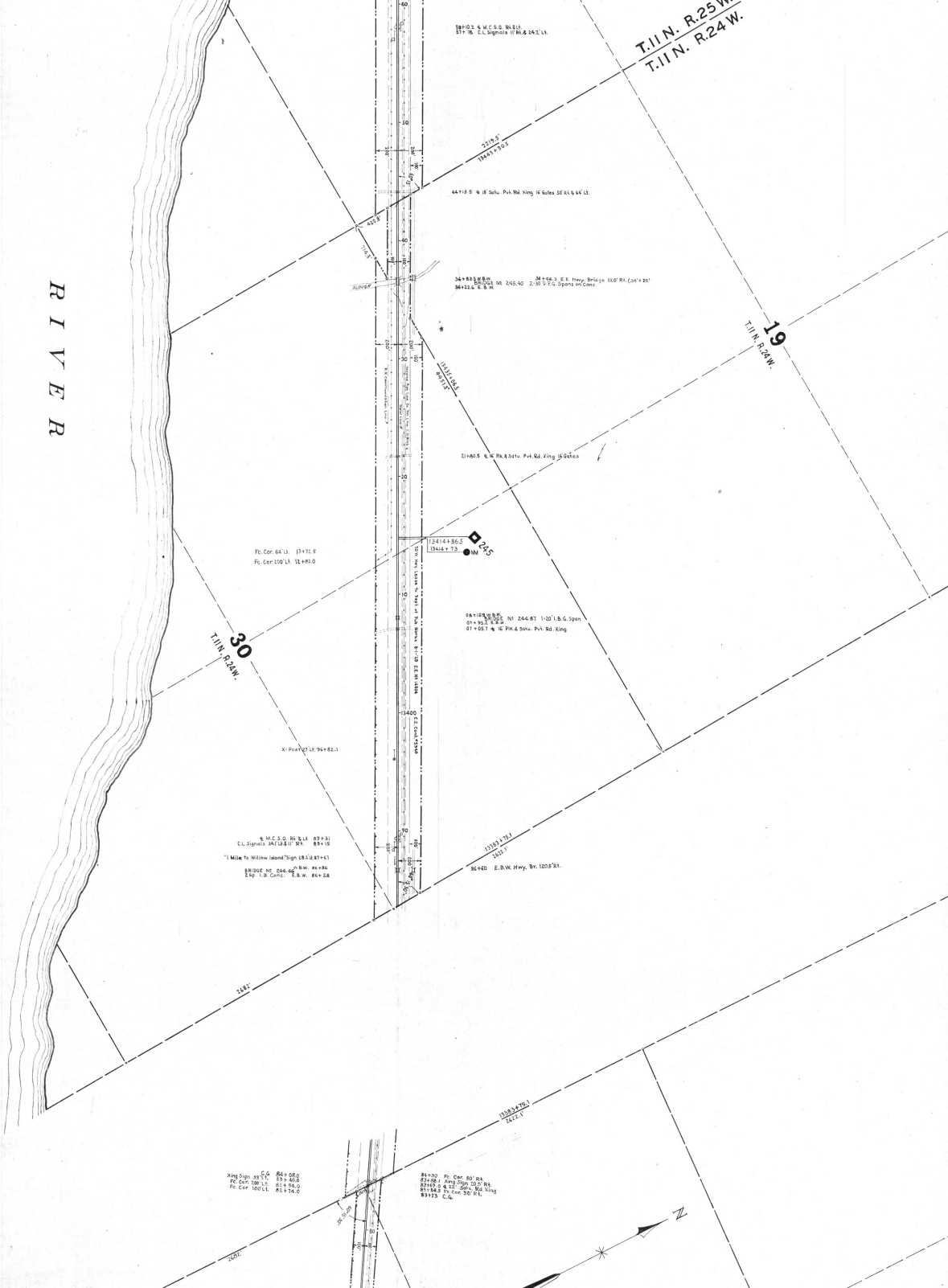
T.11 N. R.25 W.
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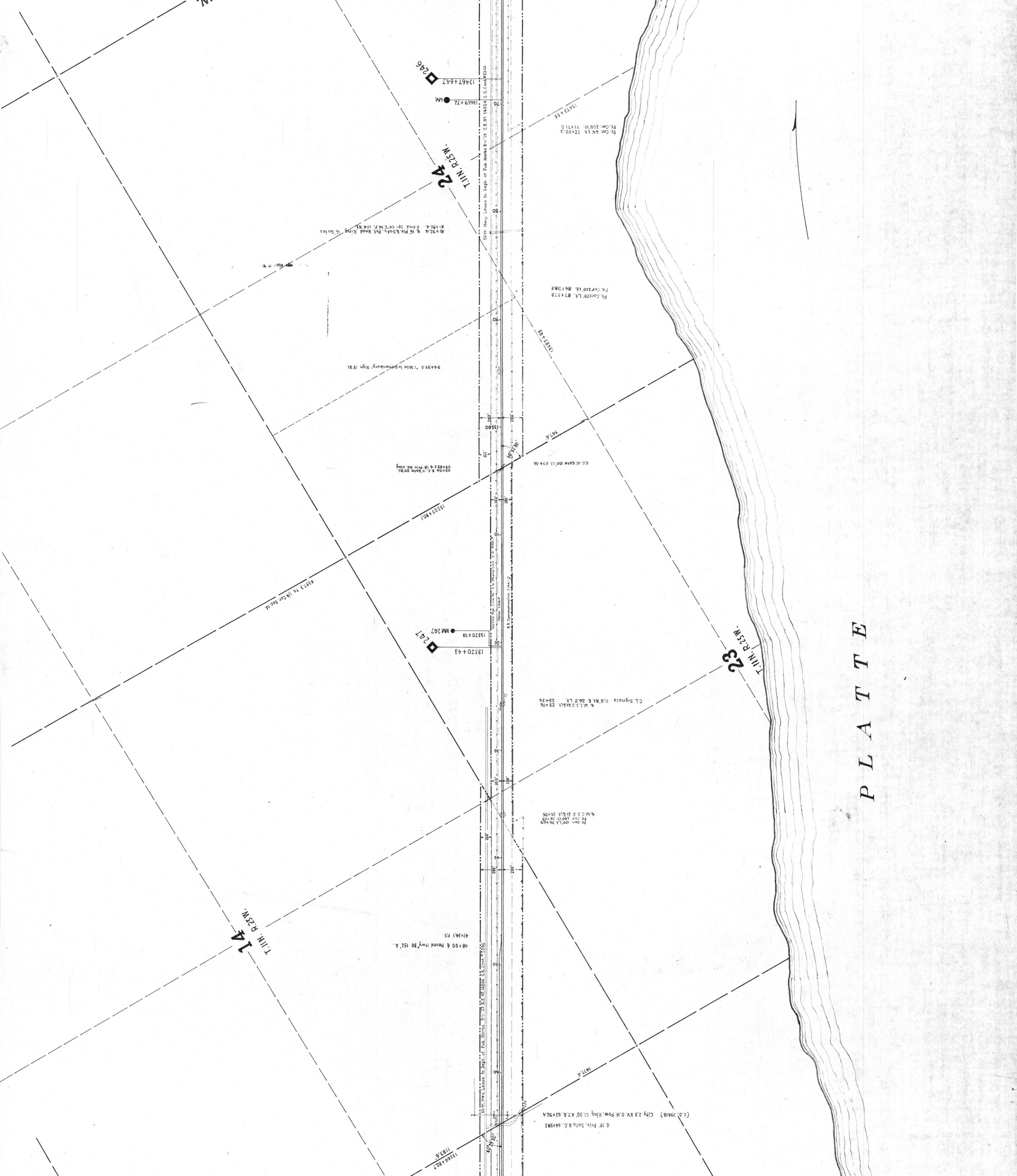

PLATTE
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T.11N. R.25W.
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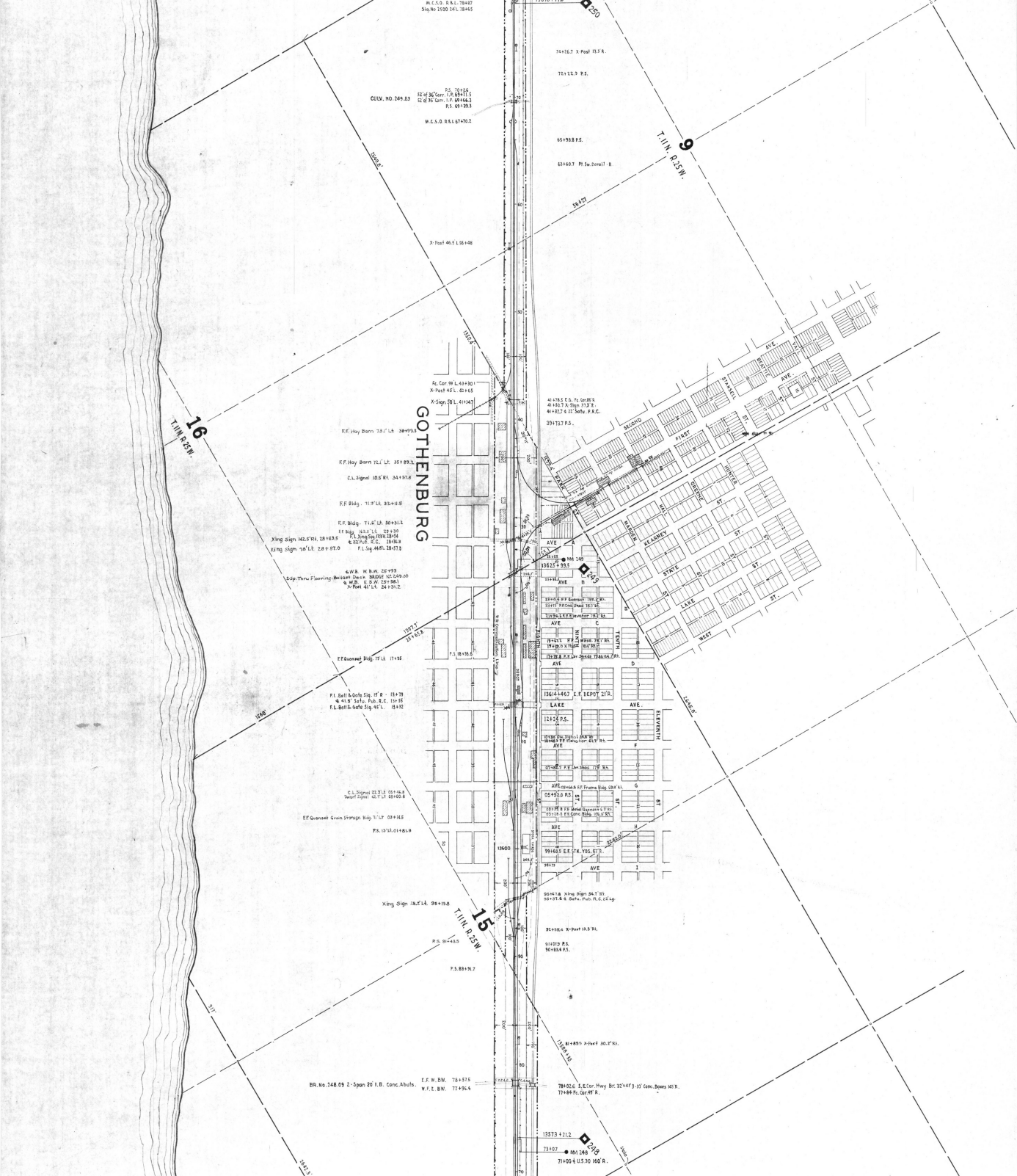
14
T.11N. R.25W.
246
247
MM 247
13520+43
13520+33
13467+64.7
13469+72


GOTHENBURG
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16
CULV. NO. 249.83
BR. No. 248.69 2-Span 20' R.C. Conc. Abuts.
Xing Sign 78.2' Lt. 99+15.8
Xing Sign 142.5' Rt. 28+83.5
Xing Sign 78' Lt. 28+57.0
F.F. Hay Barn 73.8' Lt. 38+99.3
F.F. Hay Barn 72.1' Lt. 35+89.3
C.L. Signal 10.5' Rt. 34+97.8
F.F. Bldg. 71.9' Lt. 33+11.5
F.F. Bldg. 71.6' Lt. 30+31.2
F.F. Bldg. 42.0' Lt. 29+30
F.L. Xing Sig. 139.1 28+14
& 22.7' Lt. R.C. 28+16.3
F.L. Sig. 46.5' 28+57.3
4 W.B. W.B.W. 26+93
2-Sp. Thru Flooring-Bollman Deck BRIDGE NO. 249.00
& W.B. E.B.W. 28+98.1
X-Post 41' Lt. 24+31.2
F.F. Quonset Bldg. 19' Lt. 17+35
F.L. Bell & Gate Sig. 15' R. 13+79
& 41.5' Sa'u. Pub. R.C. 11+55
F.L. Bell & Gate Sig. 15' L. 13+92
C.L. Signal 22.3' Lt. 05+46.8
Dwarf Signal 42.7' Lt. 05+60.8
F.F. Quonset Grain Storage Bldg. 31' Lt. 02+14.5
P.S. 13'14.01+81.9
P.S. 88+91.7
P.S. 91+43.5
E.F. W.B.W. 78+57.5
W.F.E. B.W. 77+54.4
Fc. Cor 99' L. 43+30.1
X-Post 45' L. 42+65
X-Sign 90' L. 41+34.7
X-Post 46.5' L. 15+48
74+26.7 X-Post 13.5' R.
72+22.9 P.S.
65+98.8 P.S.
63+60.7 Pt. Sw. Donut - R.
P.S. 70+26
52' of 36" Corr. I.P. 69+71.1
52' of 36" Corr. I.P. 69+46.3
P.S. 69+29.3
M.C.S.O. R.R.L. 67+70.2
M.C.S.O. R.R.L. 78+47
Sig. No. 2500 241. 78+65
41+78.5 C.G. Fc. Cor. 86'R.
41+60.7 X-Sign 37.3' R.
41+37.6 21' Satu. P.R.C.
39+73.7 P.S.
MILL
ELEVENTH
LAKE
AVE.
STATE
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WEST
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MCLOYD
FIRST
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PARK
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BARBER
KEARNEY
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STANGELL
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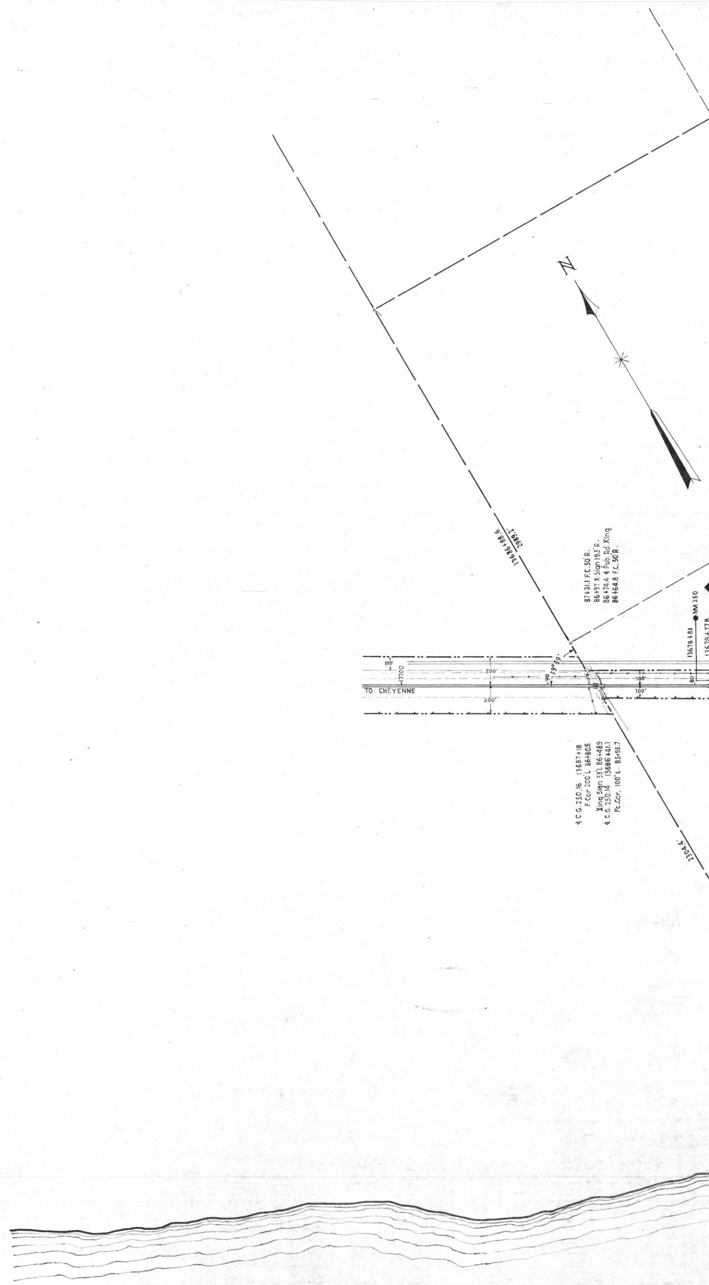
13625+99.5
MI 249
13614+46.7 E.F. DEPOT 21' R.
12+24 P.S.
05+60.0 P.S.
99+60.5 E.F. STK. YDS. 67' R.
13600
13357.3+21.2
73+07
MI 248
71+00 ℄ U.S. 30 160' R.



UNION PACIFIC RAILROAD

NEBRASKA DIVISION

JOSSELYN TO GOTHENBURG

DAWSON COUNTY, NEBRASKA

Main Line M.P. 217.5 to M.P. 250.0

Scale 1" = 400'

Office of Chief Engineer, U.P.R.R., Omaha, Nebr., June 17, 1960

Platted from former Alignment Maps C. E. Drawing 13533 and 13878, "As Constructed" Work Order Prints to date, and resurvey of 1952 to 1960 in Nebr. Div. Notebooks 1732, 1733, 1776, 1783.

CHECKED BY	TRACED BY	PLATTED BY
G.J.F.	F.R.W.–F.P.R.	F.R.W.–F.P.R.

CHECKED AS TO RIGHT OF WAY BY ________ DATE ________

C. E. DWG. NO. 81441

Corrected to ____________