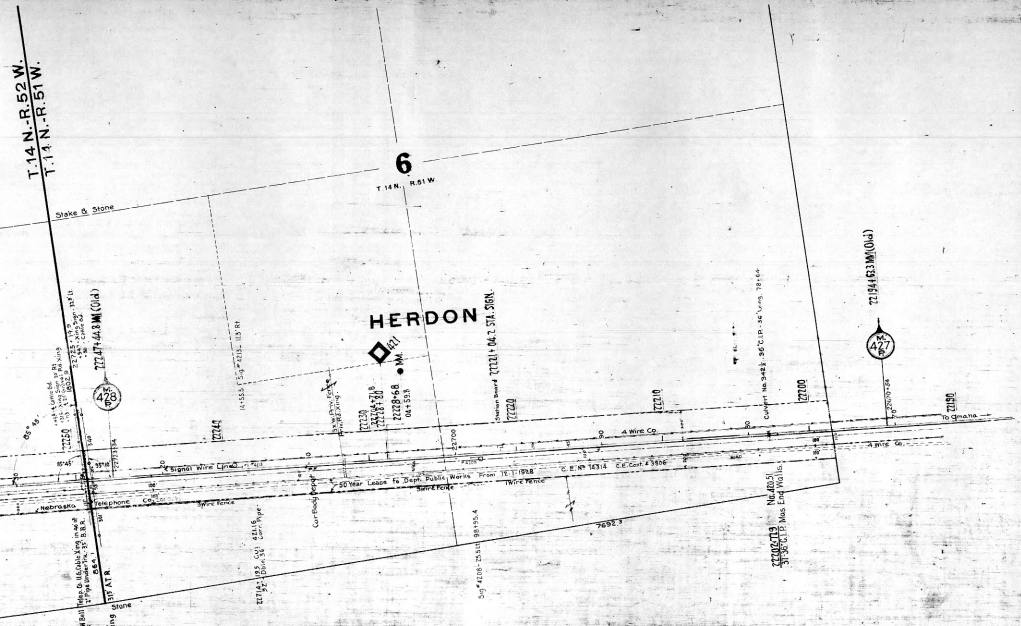


UNION PACIFIC RAILROAD

MAIN LINE

NEBRASKA DIVISION-FOURTH DISTRICT

HERDON TO OLIVER

CHEYENNE & KIMBALL COUNTIES, NEBRASKA.

M.P. ~~427~~ 421 TO M.P. ~~458~~ 451

SEC. 6.-T.14 N.-R.51 W. TO SEC. 31.-T.15 N.-R.56 W.

SCALE 1"=400'

CHIEF ENGINEER'S OFFICE U.P.R.R. OMAHA NEBRASKA, NOVEMBER 1912.

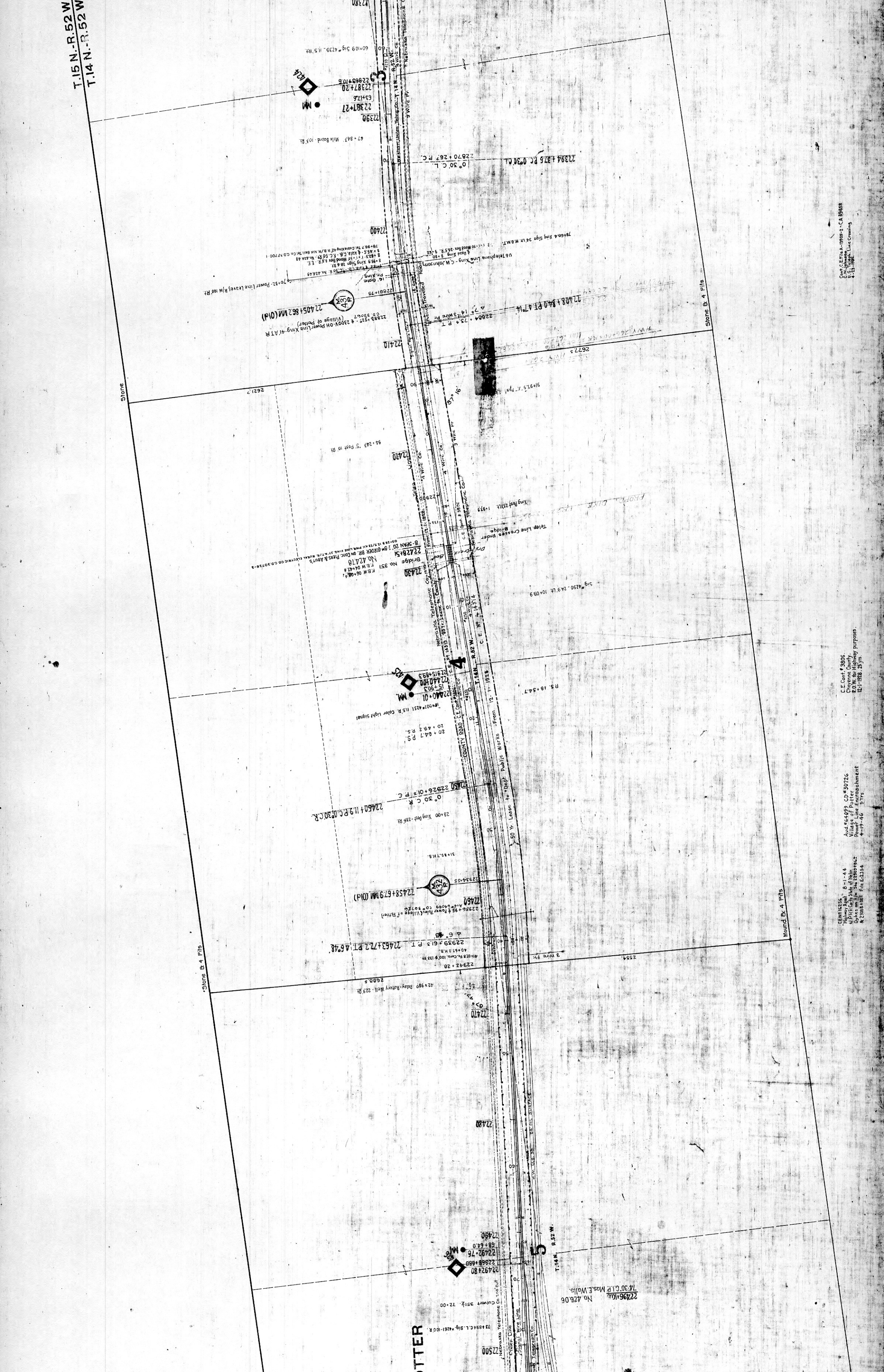
DRAWING NO. 20698

COMPILED FROM NOTES FURNISHED BY DIVISION ENGINEER AND LAND DEPARTMENT, IN CONNECTION WITH ENCROACHMENT SURVEY MADE, DURING AUGUST TO NOVEMBER 1912.

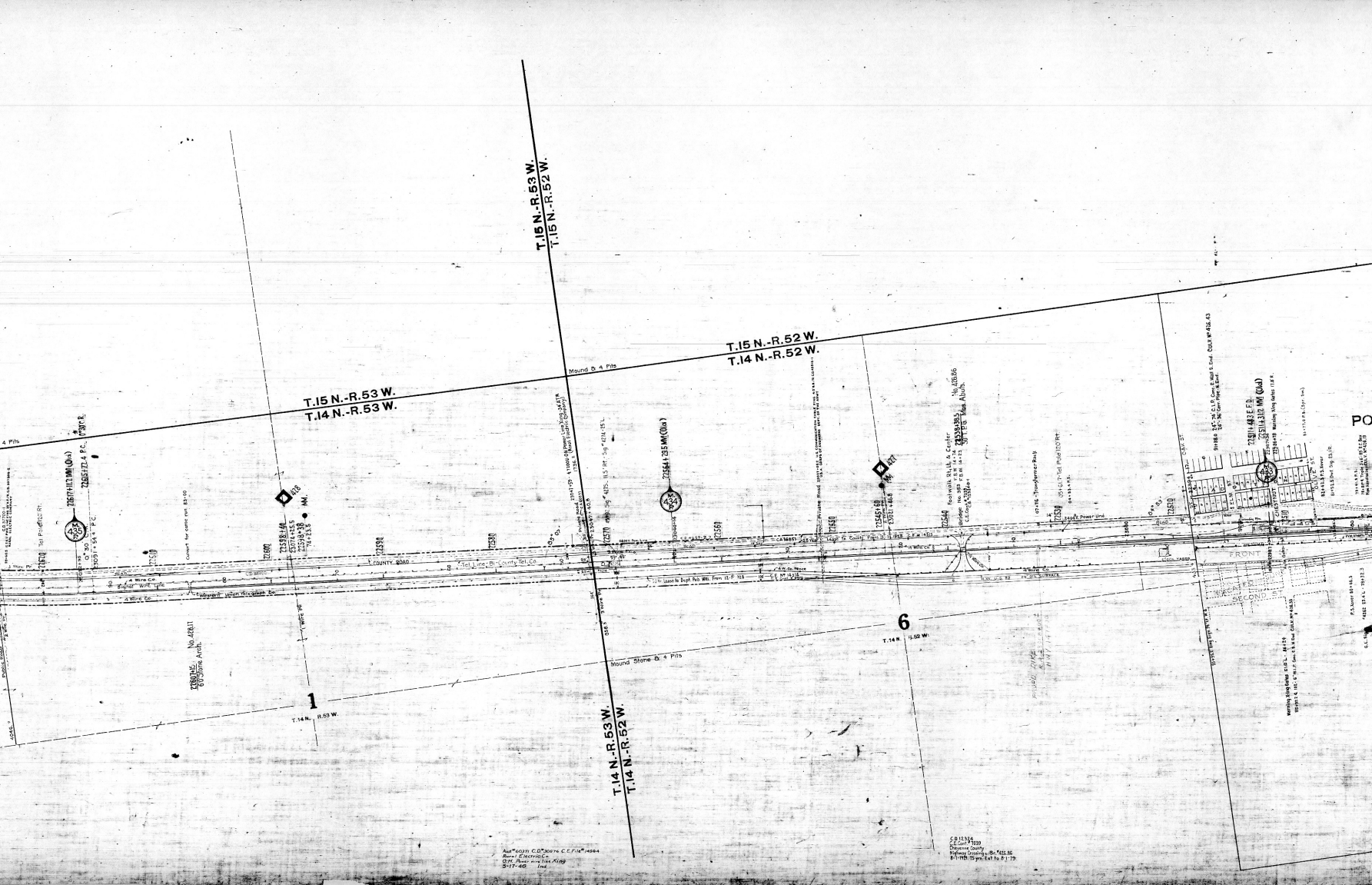
RE-CHAINING OF 1909-10 SHOWN IN YELLOW, UNDERLINED.
THIS CHAINING WAS MADE ENTIRELY ON 5th RAIL OF ORIGINAL TRACK.

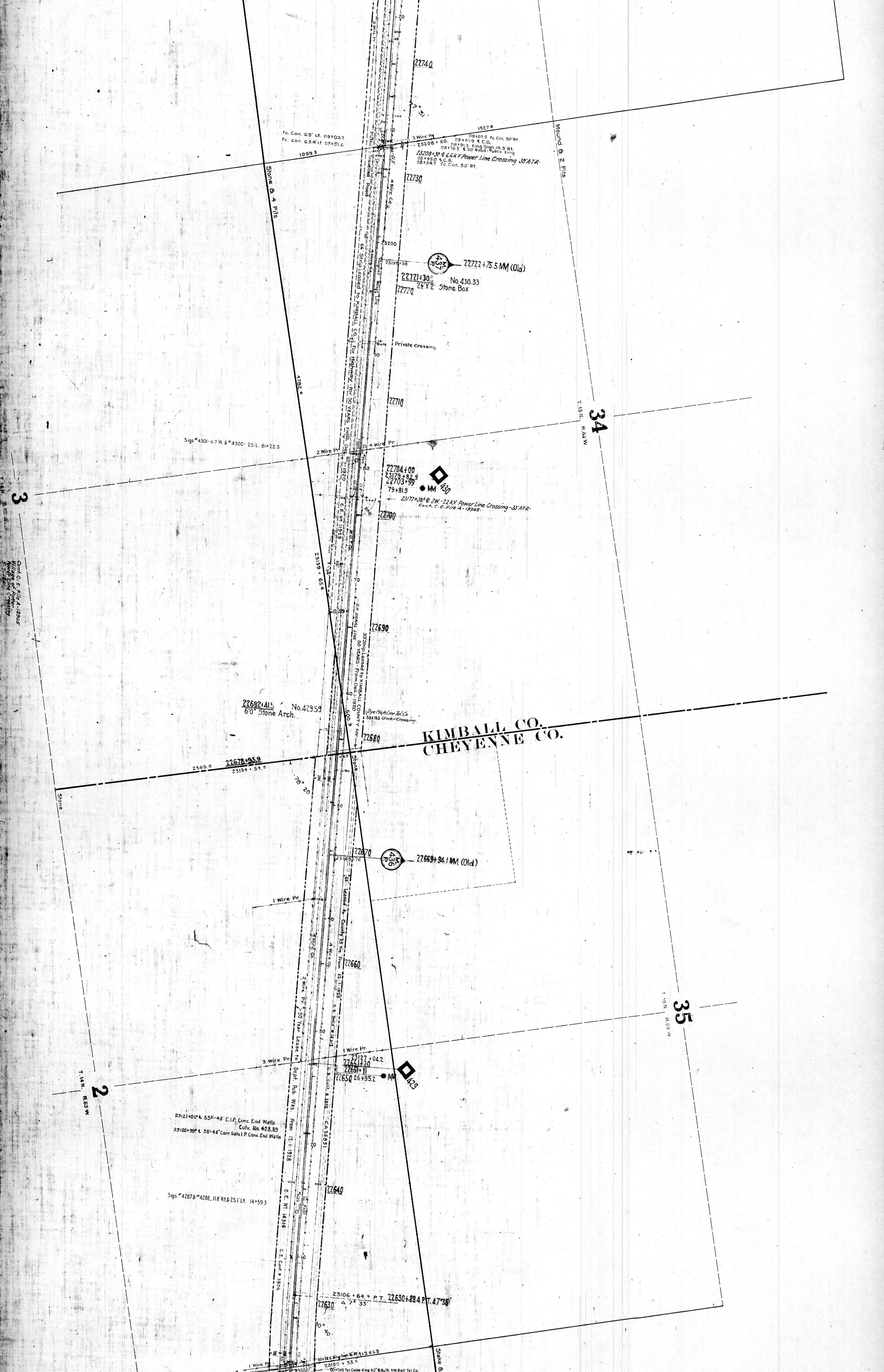
513-20698 HERDON TO OLIVER - M.P. 421 TO 451

15



T.15 N.-R.52 W.
T.14 N.-R.52 W.
22390
22400
22410
22420
22430
22450
22460
22470
22480
22490
22500
Stone & 4 Pits
Mound & 4 Pits
Stone
No. 426.06


T.15 N.-R.53 W.
T.15 N.-R.52 W.
T.15 N.-R.52 W.
T.14 N.-R.52 W.
T.15 N.-R.53 W.
T.14 N.-R.53 W.
T.14 N.-R.53 W.
T.14 N.-R.52 W.
Mound & 4 Pits
Mound Stone & 4 Pits
COUNTY ROAD
FRONT
SECOND ST
1
6
PO



KIMBALL CO.
CHEYENNE CO.
34
T.15N. R.53W
35
T.15N. R.53W
3
2
T.14N. R.53W
Mound & 2 Pits
Stone & 4 Pits
Stone
Private Crossing
22722+75.5 MM (Old)
No. 430.33
2'4"X2' Stone Box
22704+00
22703+99
23177+38 ℄ 2W.-22 K.V. Power Line Crossing-33'A.T.R.
22669+94.1 MM (Old)
22682+41.5 No. 429.59
6'0" Stone Arch.
Dye High Line Tel. Co.
3 Wire Pr.
2 Wire Pr.
4 Wire Pr.
1 Wire Pr.
23208+30 ℄ 6.6 K.V. Power Line Crossing 30'A.T.R.
Culv. No. 428.89
Sigs. #4287 & #4288. 11.8 Rt. & 25.1 Lt. 14+59.3
Sigs. #4301-11.7'R. & #4300-25 L. 81+22.5
23106+64.4 P.T. 22630+89.4 P.T. 47°35'
22740
22730
22720
22710
22700
22690
22680
22670
22660
22640
22630

JACINTO
33
32
31
T.15 N., R.53 W.
T.14 N., R.53 W.
Mound 8.4 mile
Mound Stake 2 mile
Old Stake Hole
4 Wire Co.
Signal Wire Line
Mound Road
Culvert
Stone Arch
Culvert No 36 8/8 18'24"
Culvert No 432 62
Culvert No 432 01
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Culvert No 432 70
Culvert No 432 71
Culvert No 432 72
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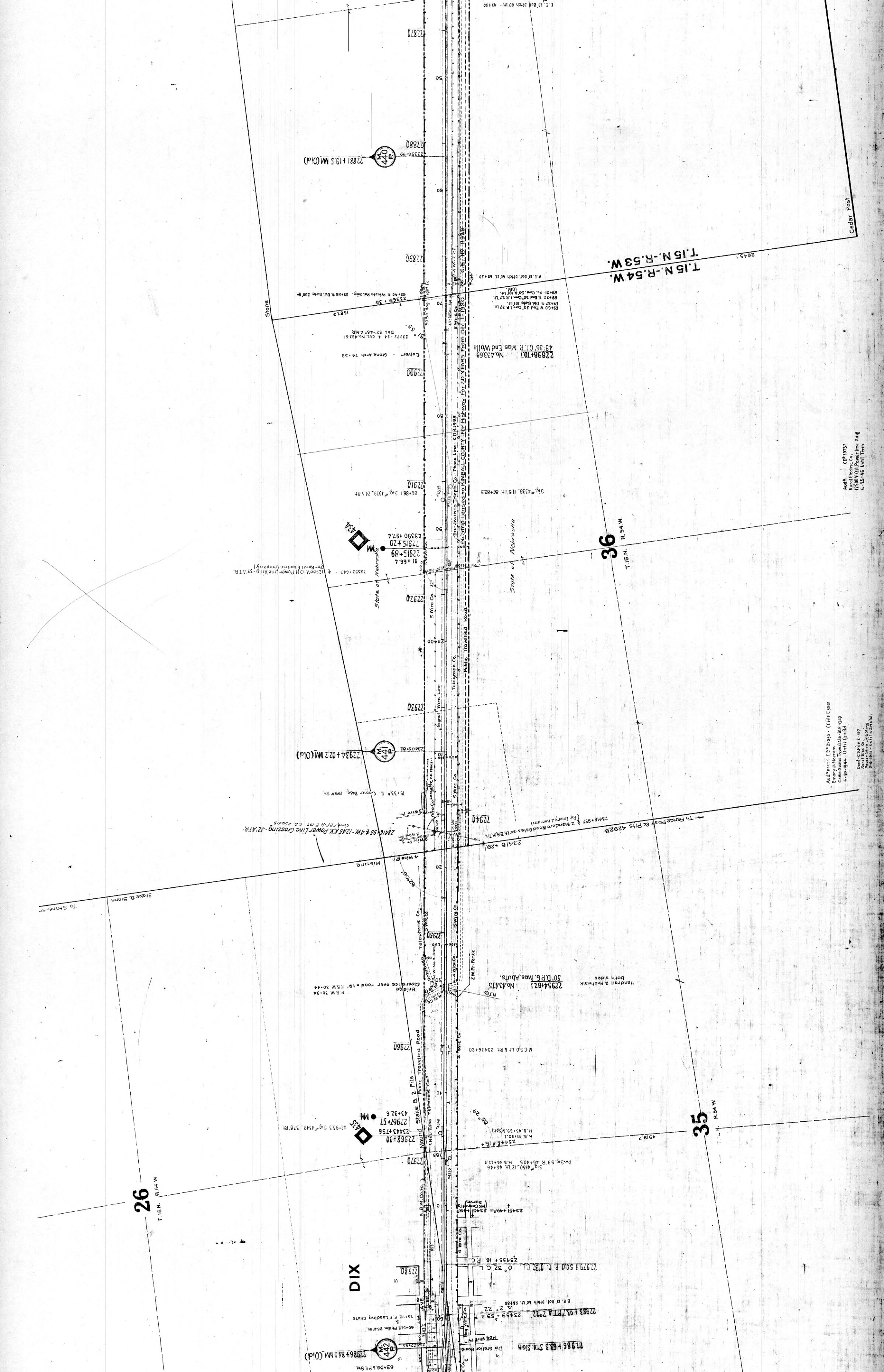
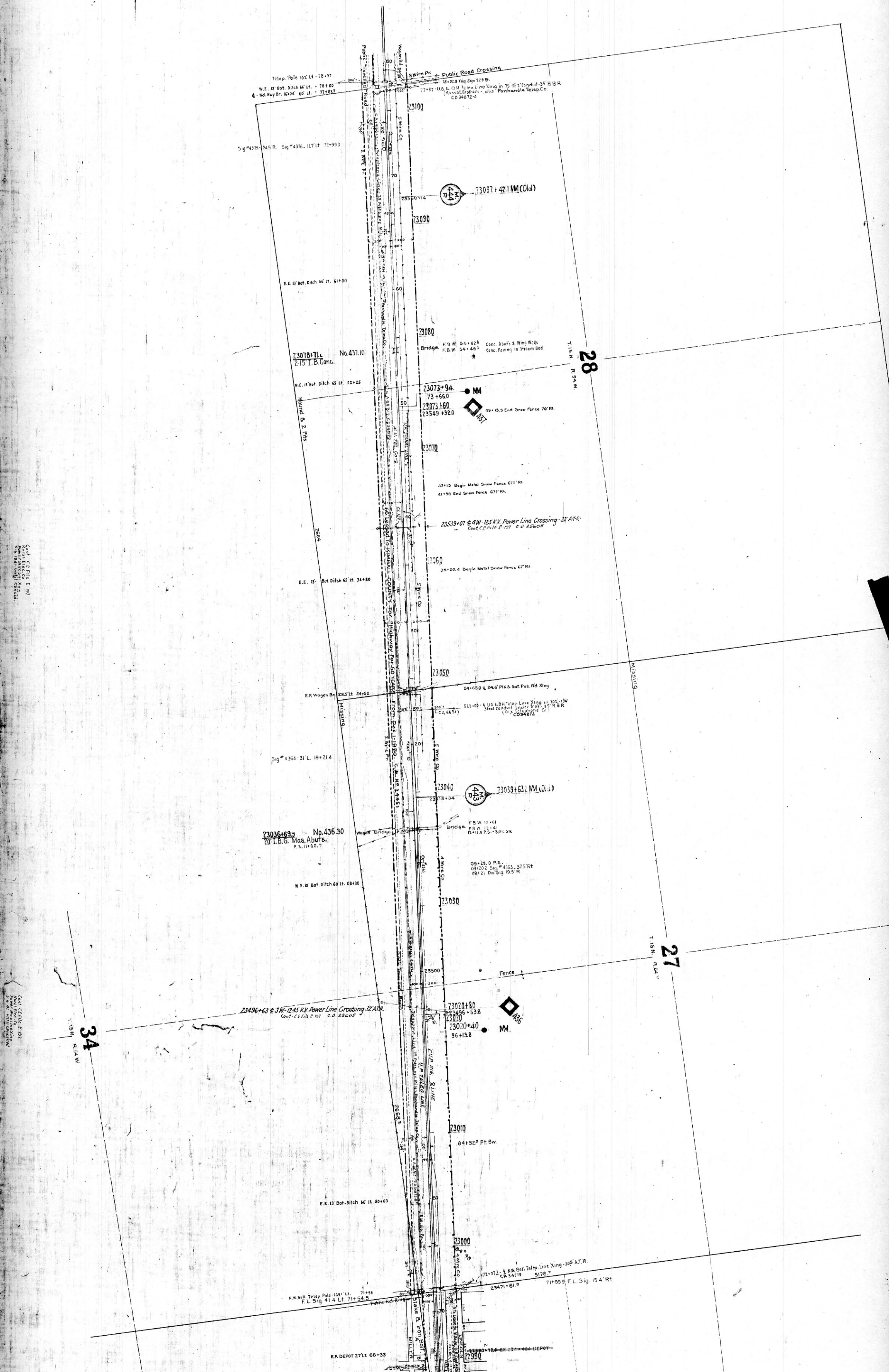
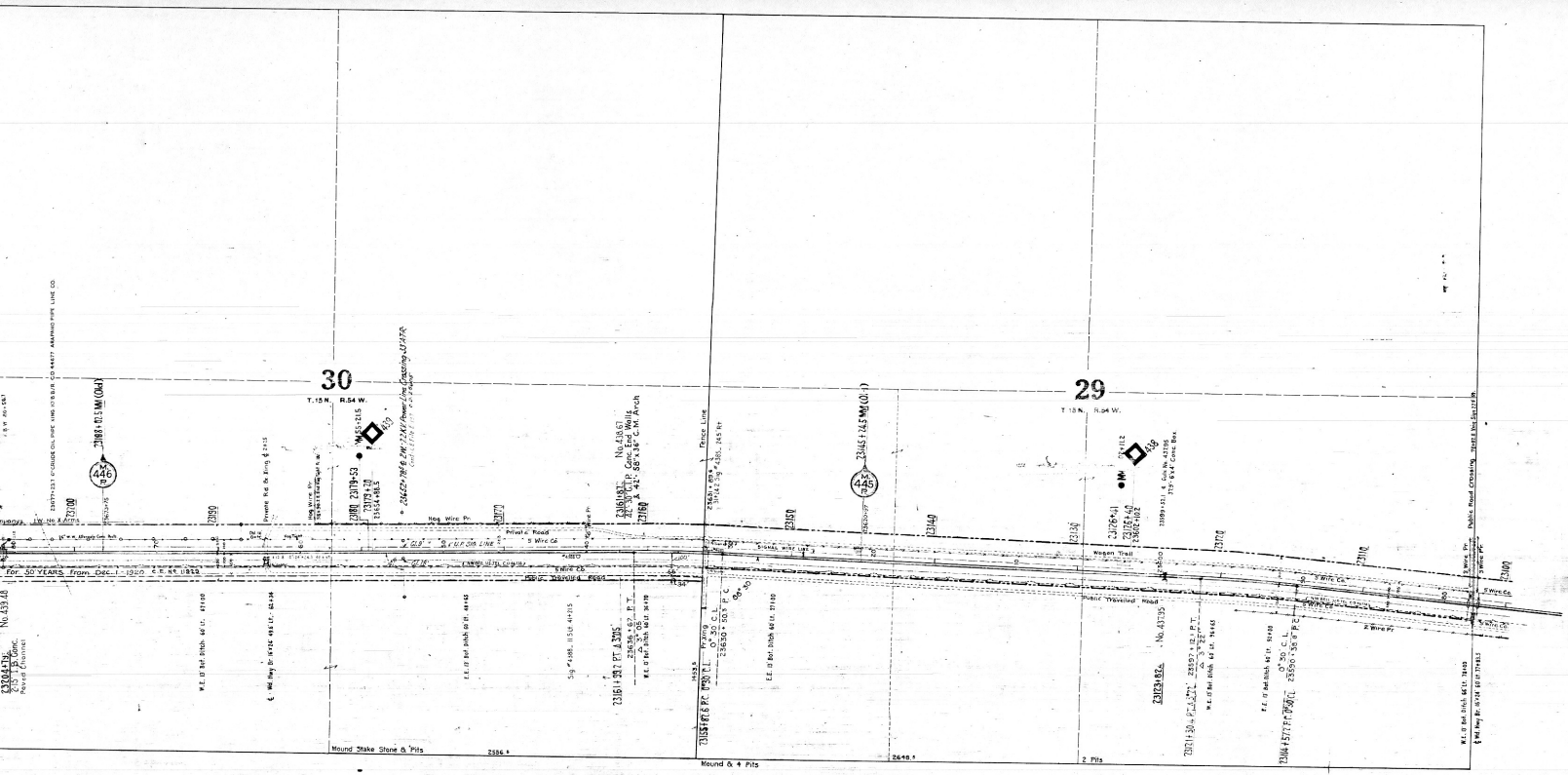


T.15N.-R.53W.
T.15N.-R.54W.
Cedar Post
State of Nebraska
Public Travelled Road
Telegraph Co.
Signal Wire Line
36
35
26
DIX



Public Road Crossing
3 Wire Pr.
Wagon Rd.
Public Traveled Road
Telep. Pole 10.5' Lt - 78+37
W.E. 13' Bot. Ditch 66' Lt. - 78+00
Rd. Rwy Br. 16x24' 60' Lt. - 77+83.8
(Russel Brothers) - dba Panhandle Telep. Co.
CD 34872-4
23100
5 Wire Co.
2 Wire F.P.
Sig #4315 - 24.5 R. Sig #4376 - 11.7 Lt 72+99.3
23092 + 47.1 MM (Old)
23090
E.E. 13' Bot. Ditch 66' Lt. 61+00
23080
Bridge F.B.W. 54+82.0 F.B.W. 54+46.5
Conc. Abuts & Wing Walls
Conc. Paving in Stream Bed
23078+71 Lt.
No. 437.10
2-15' I.B. Conc.
28
T. 15 N. R. 54 W.
W.E. 13' Bot. Ditch 65' Lt. 52+25
23073+94
MM
73+66.0
23073+60
23549+320
437
49+13.3 End Snow Fence 76' Rt.
Mound & 2 Pits
23070
42+15 Begin Metal Snow Fence 675' Rt.
41+96 End Snow Fence 675' Rt.
23539+07 ₵ 4W-125 K.V. Power Line Crossing - 32' A.T.R.
Cont. C.E. File E-197 C.D. 25605
2664
23060
35+20.4 Begin Metal Snow Fence 67' Rt.
E.E. 13' Bot. Ditch 65' Lt. 34+80
Leased to KIMBALL COUNTY for Highway for 50 Years From Dec. 1, 1920 C.A. No 24451
23050
24+65.8 ₵ 24.6' Pk & Sat. Pub. Rd. Xing
E.F. Wagon Br. 28.5' Lt. 24+52
Missing
5 Wire Co.
Steel Conduit under tracks 35' B.B.R.
CD 34872
Sig #4364 - 31' L. 19+21.4
23040
23518+34
23039+63 MM (Old)
23036+69
No. 436.30
20' I.B.G. Mas. Abuts.
P.S. 11+60.7
Wagon Bridge
Bridge F.B.W. 12+61 F.B.W. 12+41
4 Wire Co.
09+28.0 P.S.
09+20.2 Sig #4363 - 37.5 Rt.
09+21 Dw. Sig 19.5 R.
W.E. 13' Bot. Ditch 60' Lt. 08+30
23030
27
T. 15 N. R. 54 W.
23500
Fence
23496+63 ₵ 3 W-12.45 K.V. Power Line Crossing 32' A.T.R.
Cont. C.E. File E-197 C.D. 25605
23020+80
23496+53.8
23020
23020+40
96+13.8
436
MM
34
T. 15 N. R. 54 W.
C.U.P. Sig. Line
U.P. Teleg. Line
2668
23010
64+52.9 Pt. Sw.
E.E. 13' Bot. Ditch 60' Lt. 80+00
23000
4 Wire Co.
₵ N.W. Bell Telep. Line Xing - 38.8' A.T.R.
CA 34719
5178
23471+61.8
71+99.9 F.L. Sig 15.4' Rt.
N.W. Bell Telep. Pole 149.3' Lt. 71+98
F.L. Sig 41.4 Lt 71+54.5
Public Rd. Xing
Stake & Iron
MILLER
E.F. DEPOT 27' Lt. 66+33
22990
Cont. C.E. File E-197
Power Wire Line Xing
Cont. C.E. File E-197
Power Wire Line Xing


30
T. 15 N. R. 54 W.
29
T. 15 N. R. 54 W.
Hog Wire Pr.
Private Road
5 Wire Co.
Public Travelled Road
Wagon Trail
Fence Line
Public Road Crossing
Mound Stake Stone & Pits
Mound & 4 Pits
2 Pits
For 50 YEARS From Dec. 1 1920
No. 43.67
No. 43.95
No. 43.98
No. 439.48
No. 446
No. 445
23200
23190
23180
23170
23160
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23140
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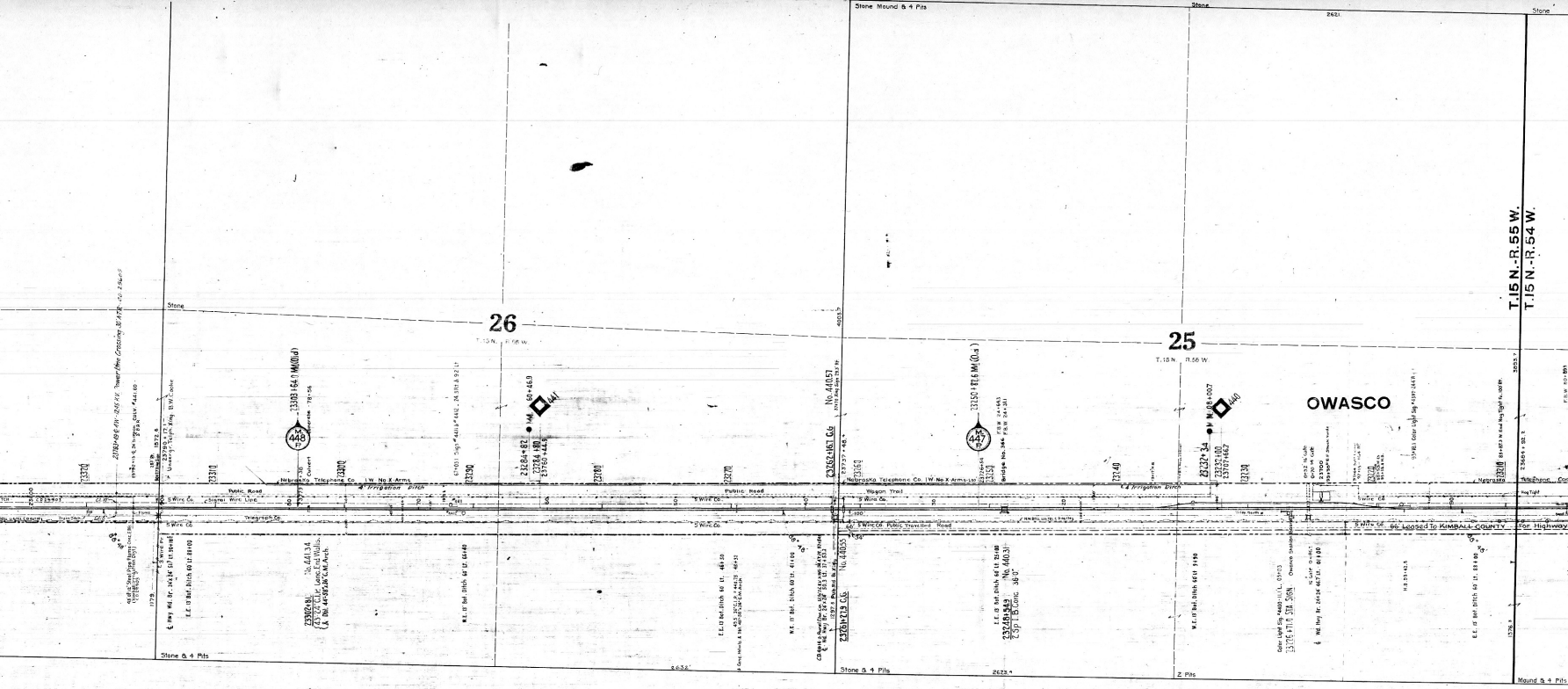
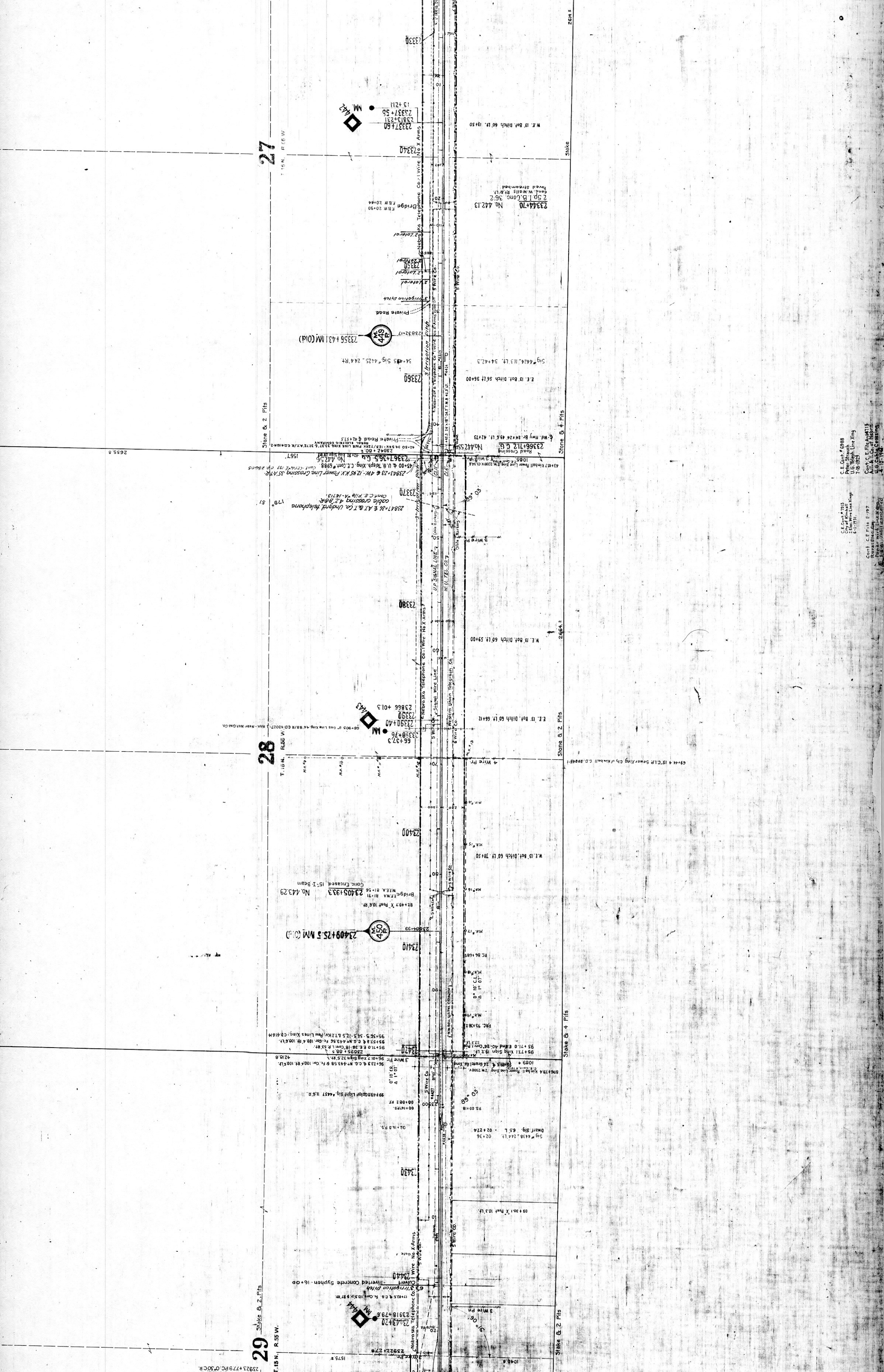
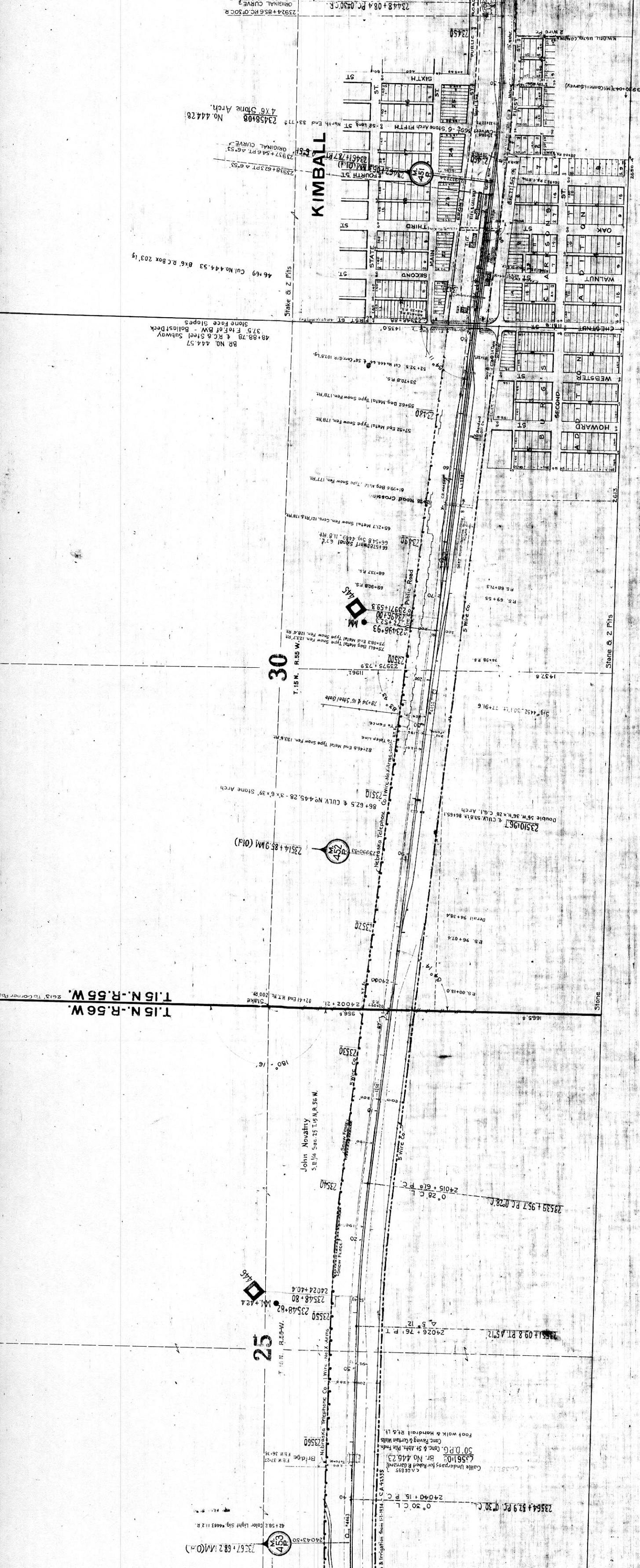
23120
23110
23100



Cont. C.E. File E-137
Rural Elec. Co.
Power Work Line Xing
3-4-41 Unit Canceled

CA 59254 CD 29903
Kimball Irrigation Dist.
Irrigation Ditch Encroachment on R/W


27
T.15N. R.56W.
28
T.15N. R.56W.
29
T.15N. R.55W.
Stone & 2 Pits
Stone & 4 Pits
Stake & 4 Pits
Stake & 2 Pits
Stake
23330
23340
23350
23360
23370
23380
23390
23400
23410
23420
23430
23440
Nebraska Telephone Co.-1 Wire No X Arms
Western Union Telegraph Co.
U.P. SIGNAL LINE
Private Road
Irrigation Ditch
W.E. 13' Bot. Ditch 60' Lt.
E.E. 13' Bot. Ditch 60' Lt.
Culvert
Inverted Concrete Syphon
23344+70 No. 442.13
23405+93.3 No. 443.29
Conc. Encased 15' I-Beam
23356+43 MM (Old)
23409+25.5 MM (Old)
5 Wire Co.
3 Wire Pr.



KIMBALL
T.15N.-R.55W.
T.15N.-R.56W.
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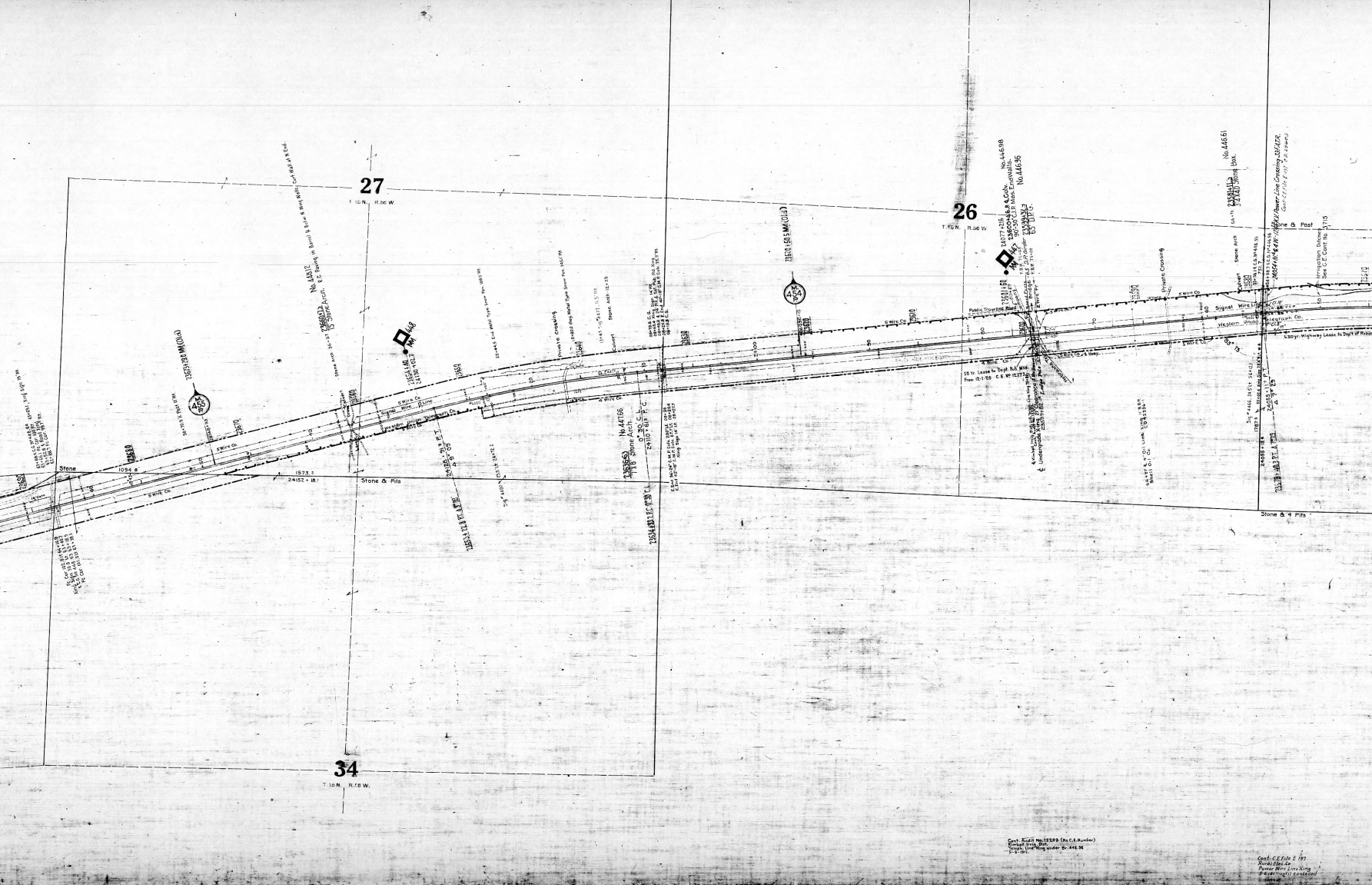
25
John Novatny
Nebraska Telephone Co.
5 Wire Co.
Stake & 2 Pits
Stone


27
T. 16 N. R. 56 W.
26
T. 16 N. R. 56 W.
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T. 16 N. R. 56 W.
Stone
Stone & Pits
Stone & 4 Pits
Stone & Post
Private Crossing
Public Traveling Road
Signal Wire Line
Western Union Telegraph Co.
Irrigation Ditches
See C.E. Cont. No. 3715
Cont. Audit No. 12269 (Rs. C.A. Number)
Elmbed Pole Dist.
Telegr. Line King Winder Br. 446.96
5-8-1911.
Cont. C.E. File E 197
Rural Elec. Co.
Power Wire Line King
5-6-1911 until contained

33
T.15N. R.5W.
32
T.15N. R.5W.
OLIVER

UNION PACIFIC RAILROAD

MAIN LINE

NEBRASKA DIVISION - FOURTH DISTRICT

HERDON TO OLIVER

CHEYENNE & KIMBALL COUNTIES, NEBRASKA.

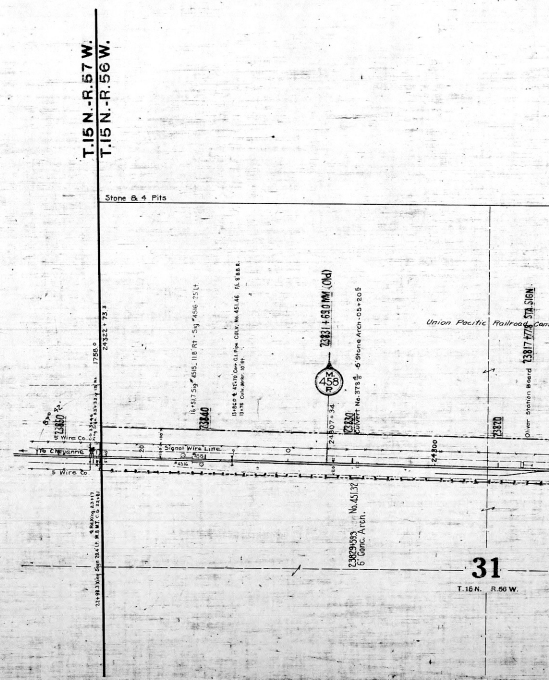
M.P. ~~427~~ 421 TO M.P. ~~458~~ 451

SEC. 6.-T.14 N.-R.51 W. TO SEC. 31.-T.15 N.-R.56 W.

SCALE 1"=400'

CHIEF ENGINEER'S OFFICE U.P.R.R. OMAHA NEBRASKA. NOVEMBER 1912.

DRAWING NO. 20698.

COMPILED FROM NOTES FURNISHED BY DIVISION ENGINEER AND LAND DEPARTMENT, IN CONNECTION WITH ENCROACHMENT SURVEY MADE DURING AUGUST TO NOVEMBER 1912.

RE-CHAINING OF 1909-10 SHOWN IN YELLOW, UNDERLINED.
THIS CHAINING WAS MADE ENTIRELY ON SOUTH RAIL OF BRIDGE TRACK.