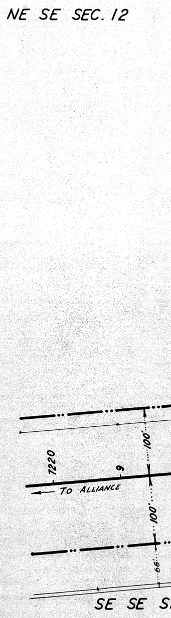
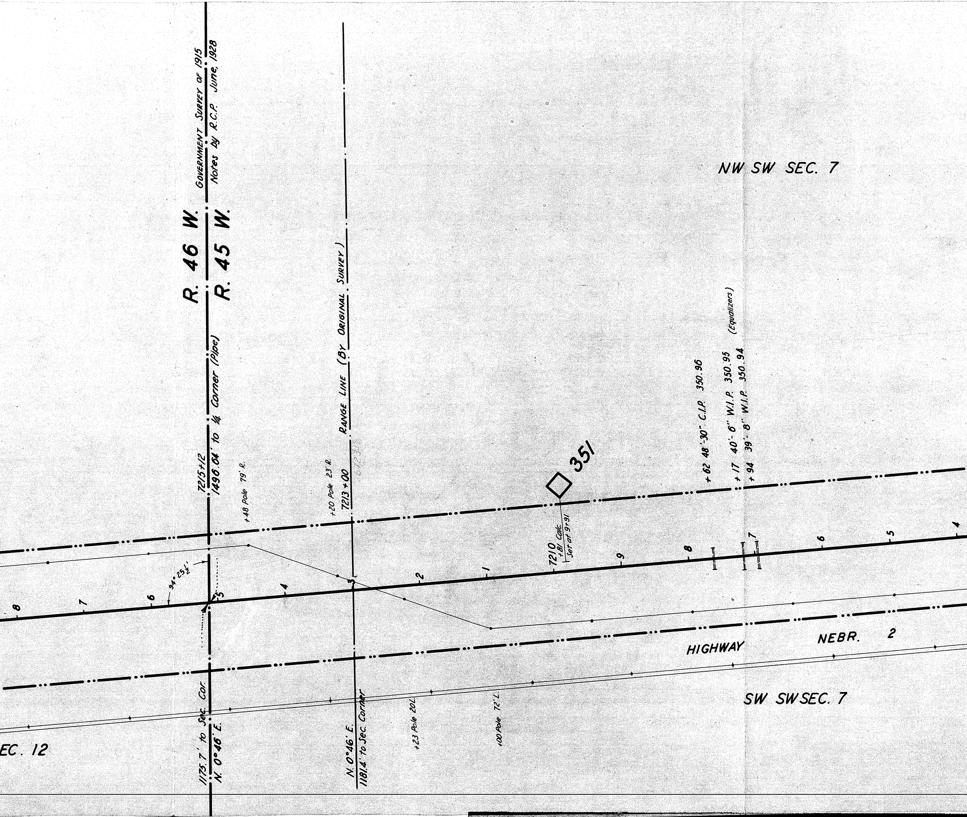
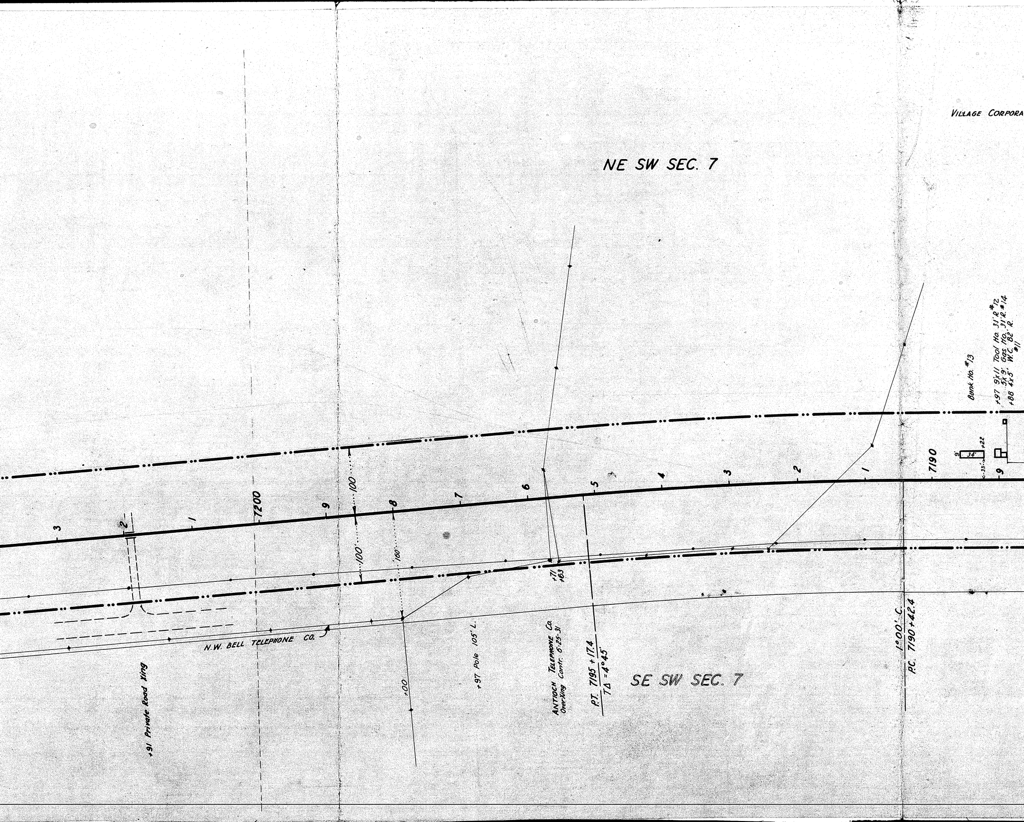
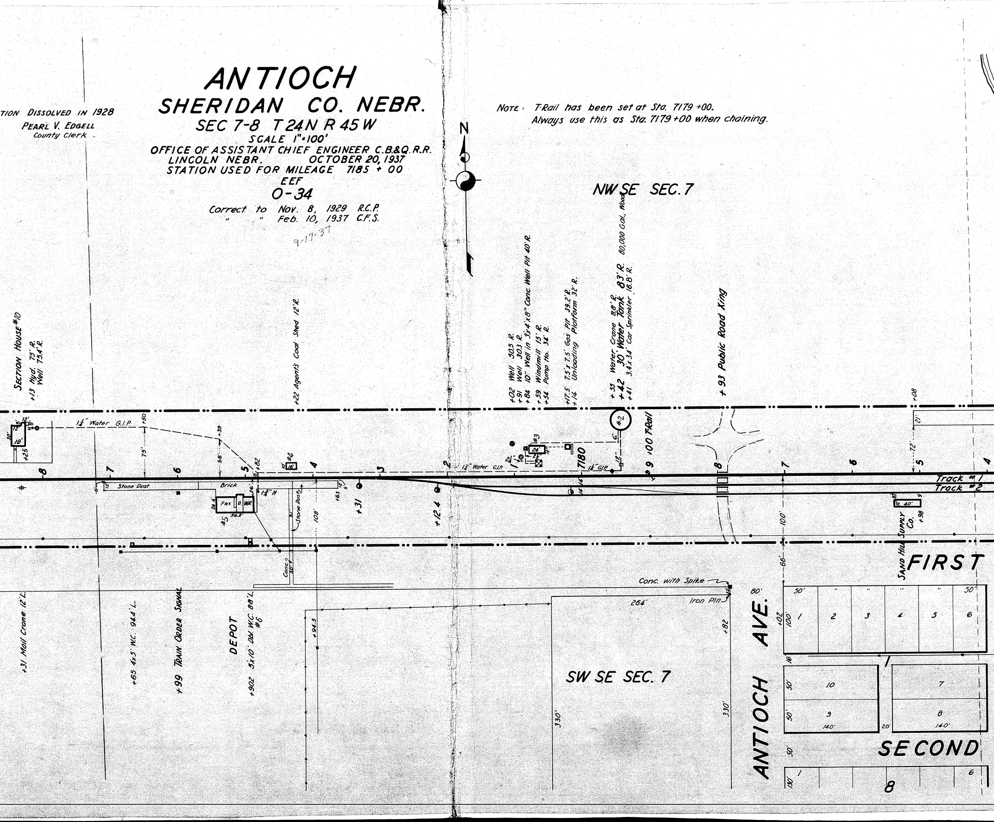
ANTIOCH O-34


NE SE SEC. 12
7220
9
TO ALLIANCE
100'
100'
66'
SE SE S


GOVERNMENT SURVEY OF 1915
Notes by R.C.P. June, 1928
R. 46 W.
R. 45 W.
RANGE LINE (BY ORIGINAL SURVEY)
NW SW SEC. 7
7215+12
1496.64' to ¼ Corner (Pipe)
+48 Pole 79' R.
+20 Pole 23' R.
7213+00
94° 25½'
351
7210
+81 Calc.
Set at 9+91
+62 48'-30" C.I.P. 350.96
+17 40'-6" W.I.P. 350.95
+94 39'-8" W.I.P. 350.94
(Equalizers)
8
7
6
5
4
3
2
1
9
8
7
6
5
4
HIGHWAY
NEBR. 2
SW SW SEC. 7
EC. 12
1175.7' to Sec. Cor.
N. 0°46' E.
N. 0°46' E.
1181.4' to Sec. Corner
+23 Pole 20L
+00 Pole 72' L


VILLAGE CORPORA
NE SW SEC. 7
SE SW SEC. 7
7200
7190
3
2
1
9
8
7
6
5
4
3
2
1
9
100'
100'
100'
+00
+91 Private Road Xing
N.W. BELL TELEPHONE CO.
+97 Pole 105' L.
+71
+63
ANTIOCH TELEPHONE CO.
Over-Xing Contr. 6-25-31
P.T. 7195 + 17.4
TΔ = 4°45'
1°00' C.
P.C. 7190+42.4
Bunk Ho. #13
9'
34'
+22
33'
+97 9'x11 Tool Ho. 31' R. #12
5'x9' Gas Ho. 31' R. #14
+88 4'x5' W.C. 82' R.
#11



ANTIOCH

SHERIDAN CO. NEBR.

SEC 7-8 T 24 N R 45 W
SCALE 1"=100'
OFFICE OF ASSISTANT CHIEF ENGINEER C.B.&Q. R.R.
LINCOLN NEBR. OCTOBER 20, 1937
STATION USED FOR MILEAGE 7185 + 00
EEF
O-34

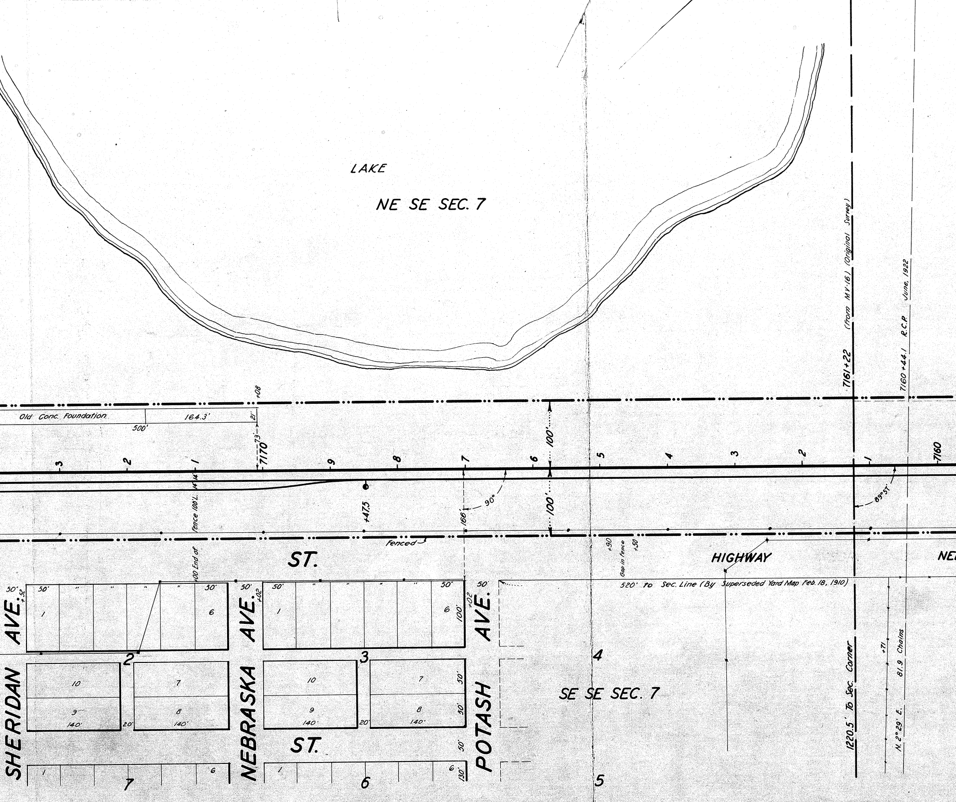
Correct to Nov. 8, 1929 R.C.P.
" " Feb. 10, 1937 C.F.S.

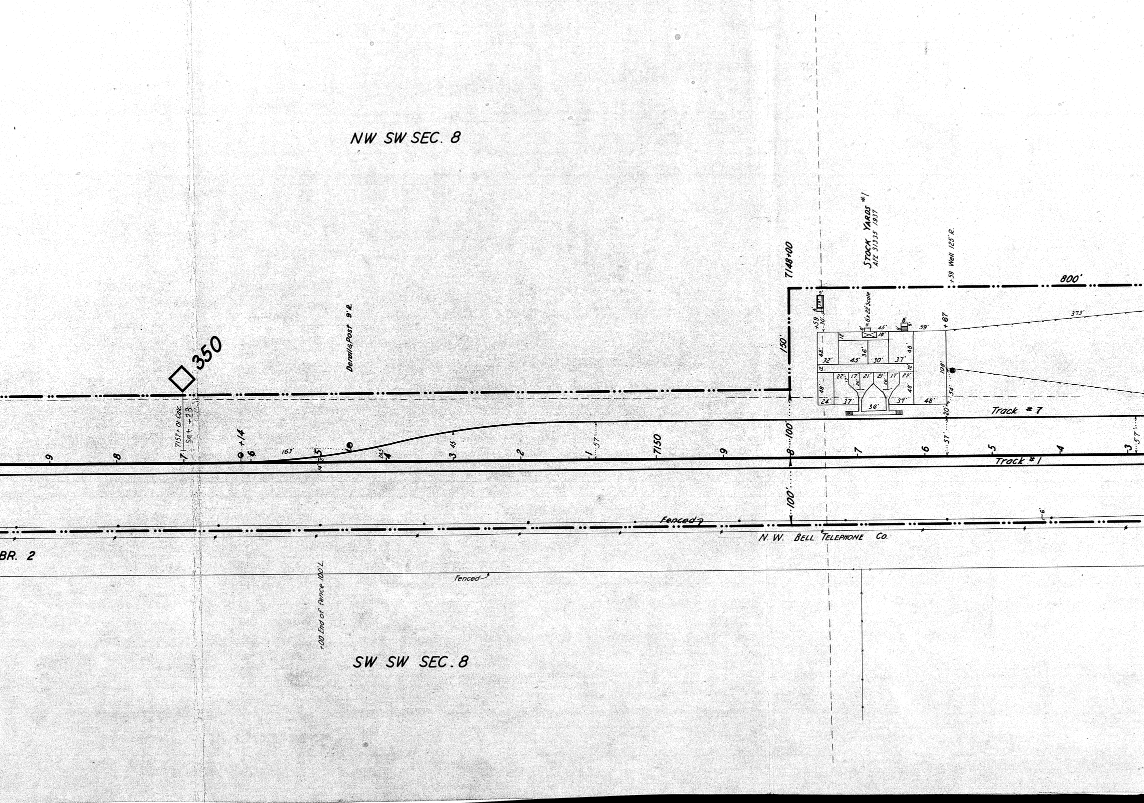
9-17-37

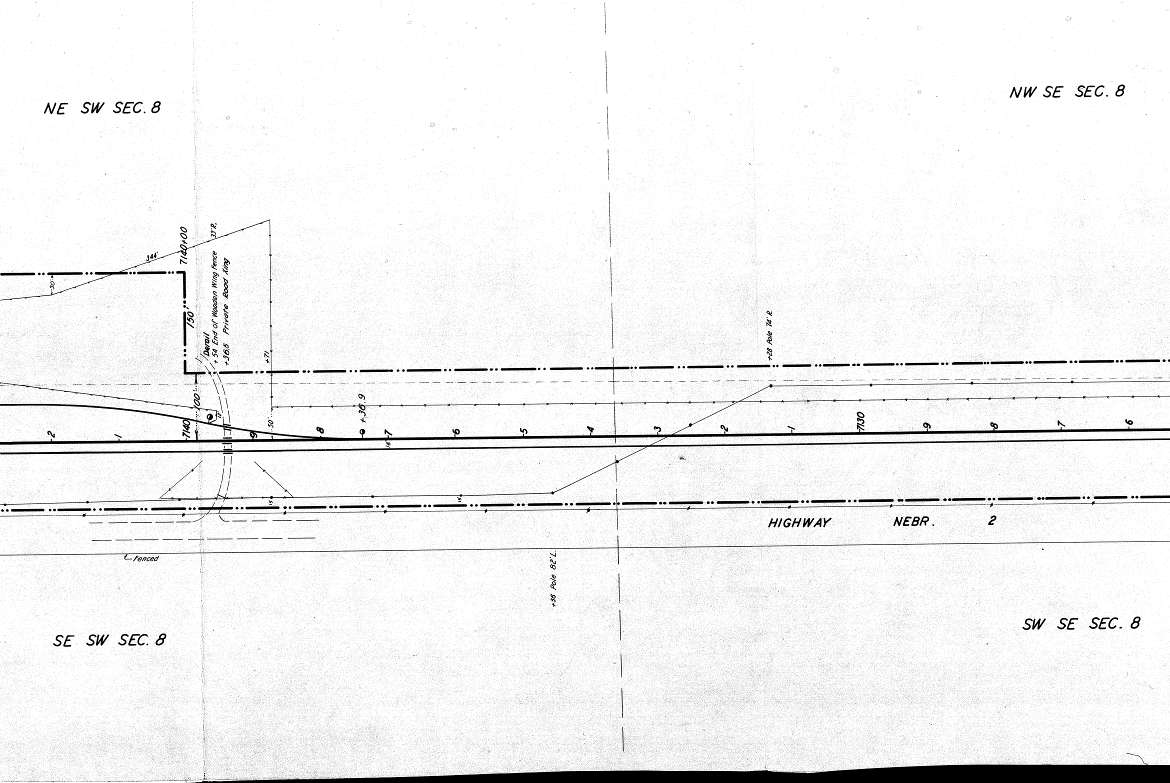
TION DISSOLVED IN 1928
PEARL V. EDGELL
County Clerk

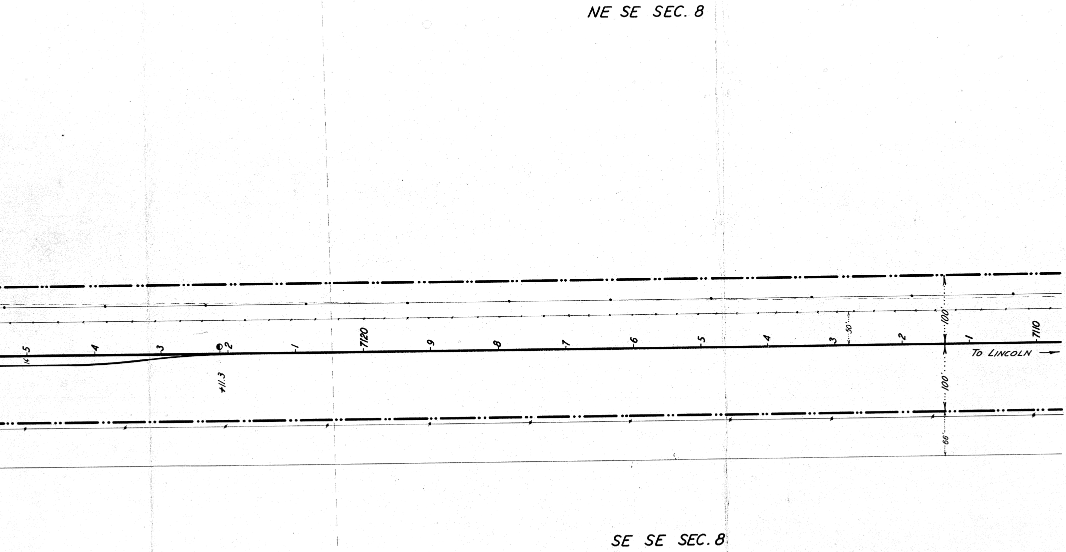
NOTE: T-Rail has been set at Sta. 7179 +00.
Always use this as Sta. 7179 +00 when chaining.

N
NW SE SEC. 7
SW SE SEC. 7
SECTION HOUSE #10
+13 Hyd. 75' R.
Well 73.4' R.
+22 Agent's Coal Shed 12' R.
+02 Well 50.5 R.
+91 Well 30.3 R.
+84 10" Well in 3'x4'x8" Conc. Well Pit 40' R.
+59 Windmill 15' R.
+54 Pump Ho. 34' R.
+17.5 7.5'x7.5' Gas Pit 39.2' R.
+14 Unloading Platform 32' R.
+55 Water Crane 8.8' R.
+42 30' Water Tank 83' R. 80,000 Gal., Wood
+41 3.4'x3.4' Car Sprinkler 16.8' R.
+93 Public Road Xing
+08
1¼" Water G.I.P.
+50
+39
75'
58'
12'
5'
30'
12'
18'
+25
+82
8'
#4
10'
16'
8
7
6
5
4
3
2
1
7180
9
8
7
6
5
4
Stone Dust
Brick
12
5'
26'
1¼" H
Frt.
O.
W.R.
24.4'
56.2'
#5
Stone Dust
91'
108'
+63
12'
5'
+31
+12.4
1¼" Water G.I.P.
24'
#3
12'
1¼" G.I.P.
6"
12"
#2
+00 T-Rail
Track #1
Track #2
21'
72'
100'
12'
40'
9
Sand Hill Supply Co.
+98
Conc.
30'
66'
Conc. with Spike
Iron Pin
264'
80'
+82
330'
330'
+94.5
+31 Mail Crane 12' L.
+65 4'x5' W.C. 94.4' L.
+99 TRAIN ORDER SIGNAL
DEPOT
+902 5'x10' Dbl. W.C. 88' L.
#6
ANTIOCH AVE.
FIRST
SECOND
50'
50'
102
100'
1
2
3
4
5
6
16
50'
50'
10
9
140'
20'
7
8
140'
50'
30'
1
6
8


LAKE
NE SE SEC. 7
Old Conc. Foundation
164.3'
21'
500'
+08
73'
7170
3
2
1
9
8
7
6
5
4
3
2
1
7160
14' 14'
Fence 100'L.
+47.5
166'
90°
100'
100'
89°51'
7161+22 (From MV-16) (Original Survey)
7160+44.1 R.C.P. June, 1922
Fenced
+00 End of
ST.
+90
Gap in Fence
+50
HIGHWAY
NE
520' to Sec. Line (By Superseded Yard Map Feb. 18, 1910)
SHERIDAN AVE.
+52
NEBRASKA AVE.
+02
POTASH AVE.
+02
50'
1
6
100'
2
3
4
5
6
7
10
9
8
140'
20'
30'
ST.
SE SE SEC. 7
1220.5' To Sec. Corner
+71
N. 2°29' E. 81.9 Chains


NW SW SEC. 8
SW SW SEC. 8
350
7157+01 Calc.
Set +23
+14
Derail & Post 9' R.
163'
14'
24.5'
-9
-8
-7
6
5
4
3 45
2
1
57'
7150
9
8
100'
100'
7
6
5
4
3
57'
57'
7148+00
150'
Stock Yards #1
AFE 31335 1937
+59 Well 125' R.
800'
373'
+59
30'
4'
9'
7'9'
8'x22' Scale
6'
45'
18'
8'
5'
8'
59'
+67
12'
48'
32'
45'
36'
30'
37'
48'
12'
12'
22'
17'
21'
21'
17'
22'
17'
26'
26'
48'
48'
108'
54'
24'
37'
36'
37'
48'
20'
Track #7
Track #1
Fenced
6'
N. W. Bell Telephone Co.
BR. 2
Fenced
+00 End of Fence 100' L.


NE SW SEC. 8
NW SE SEC. 8
344'
30'
7140+00
33'R.
150'
Derail
+ 54 End of Wooden Wing Fence
+36.5 Private Road Xing
+71
100'
12'
50'
+36.9
+28 Pole 74' R.
-2
-1
-7140
9
8
-7
14
-6
-5
-4
-3
-2
-1
7130
-9
-8
-7
-6
15
15
HIGHWAY NEBR. 2
Fenced
+56 Pole 82' L.
SE SW SEC. 8
SW SE SEC. 8


NE SE SEC. 8
14
5
4
3
2
+11.3
1
7120
9
8
7
6
5
4
3
50'
2
100'
100'
66'
1
7110
TO LINCOLN
SE SE SEC. 8