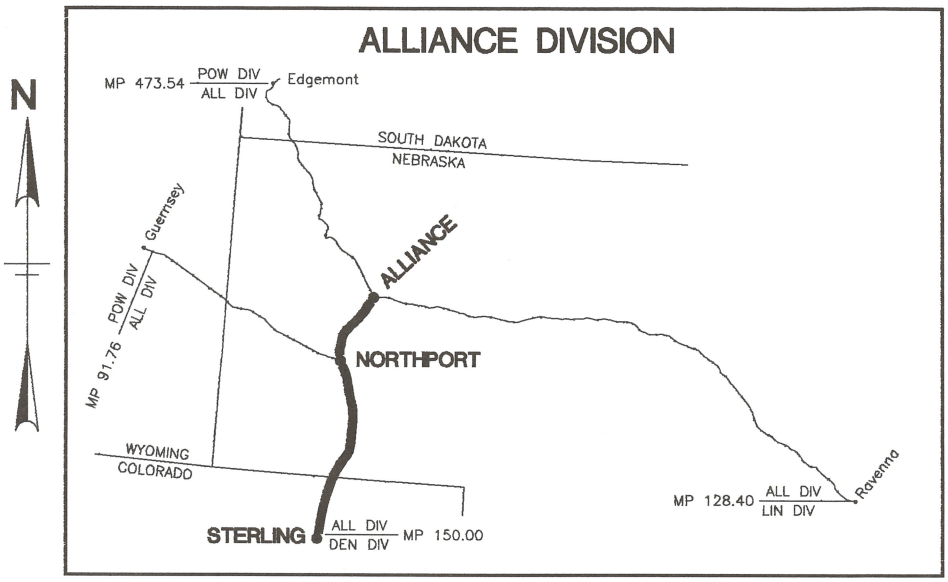
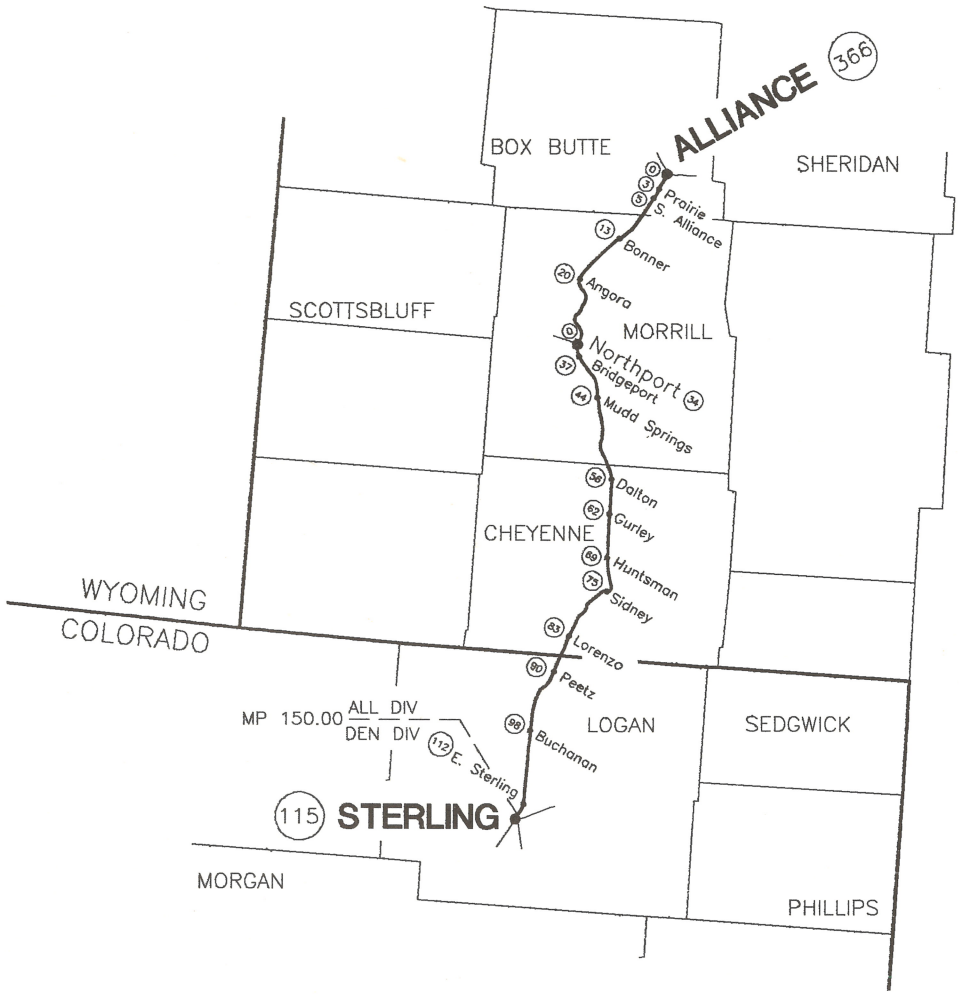
BURLINGTON NORTHERN
ALLIANCE DIVISION

ANGORA SUBDIVISION

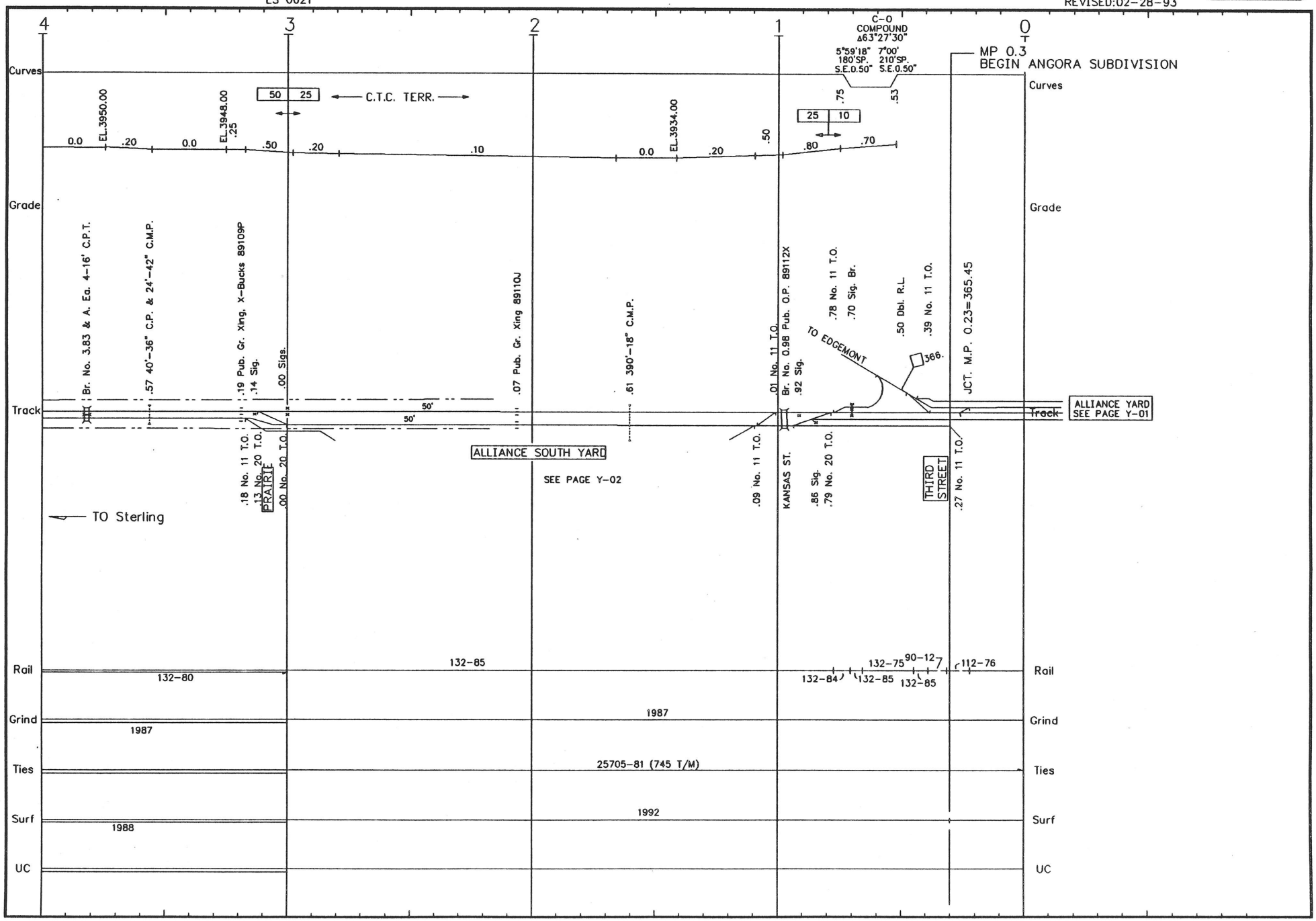




CAANG-01

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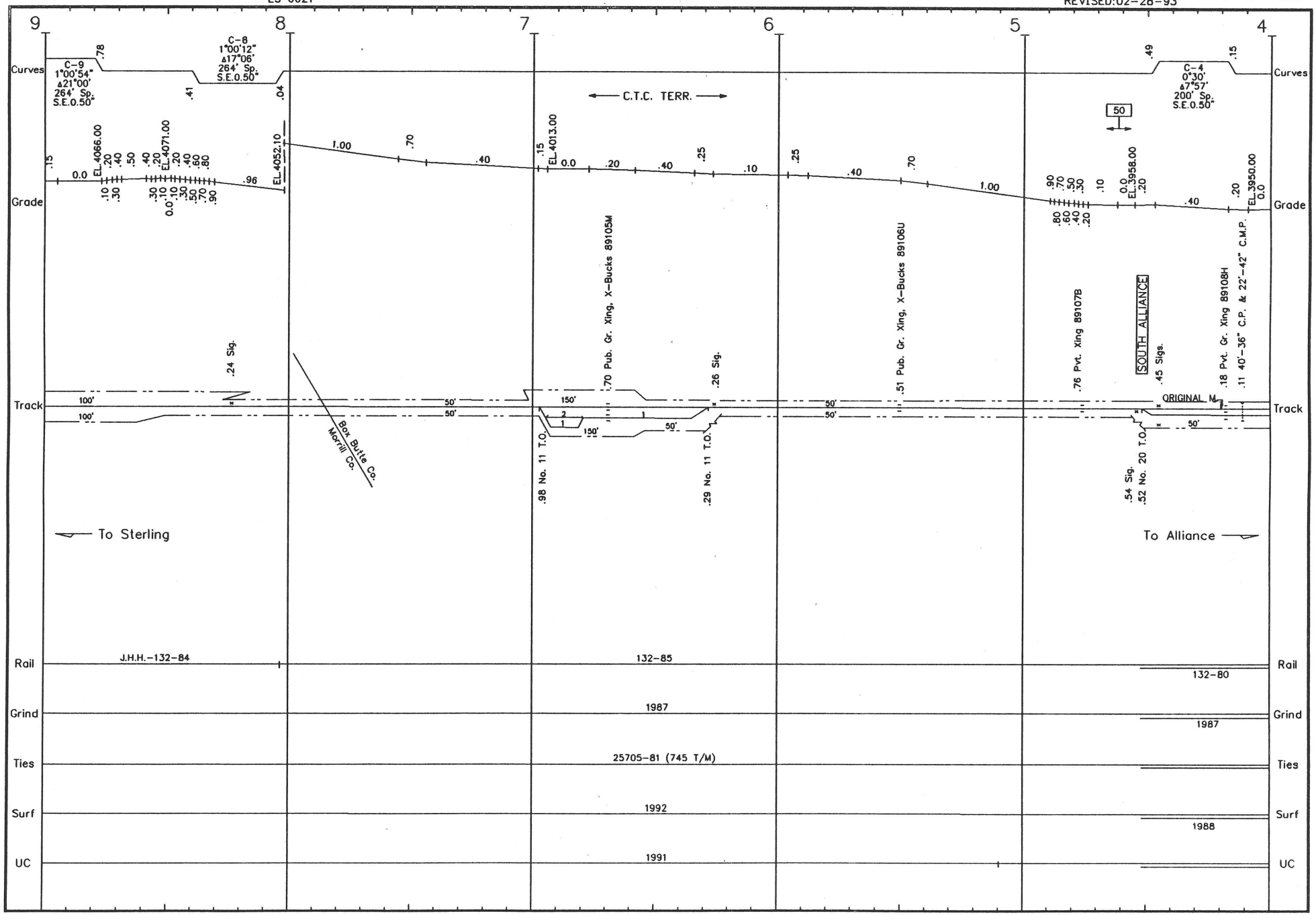
REVISED:02-28-93



LS 0021

REVISED:02-28-93

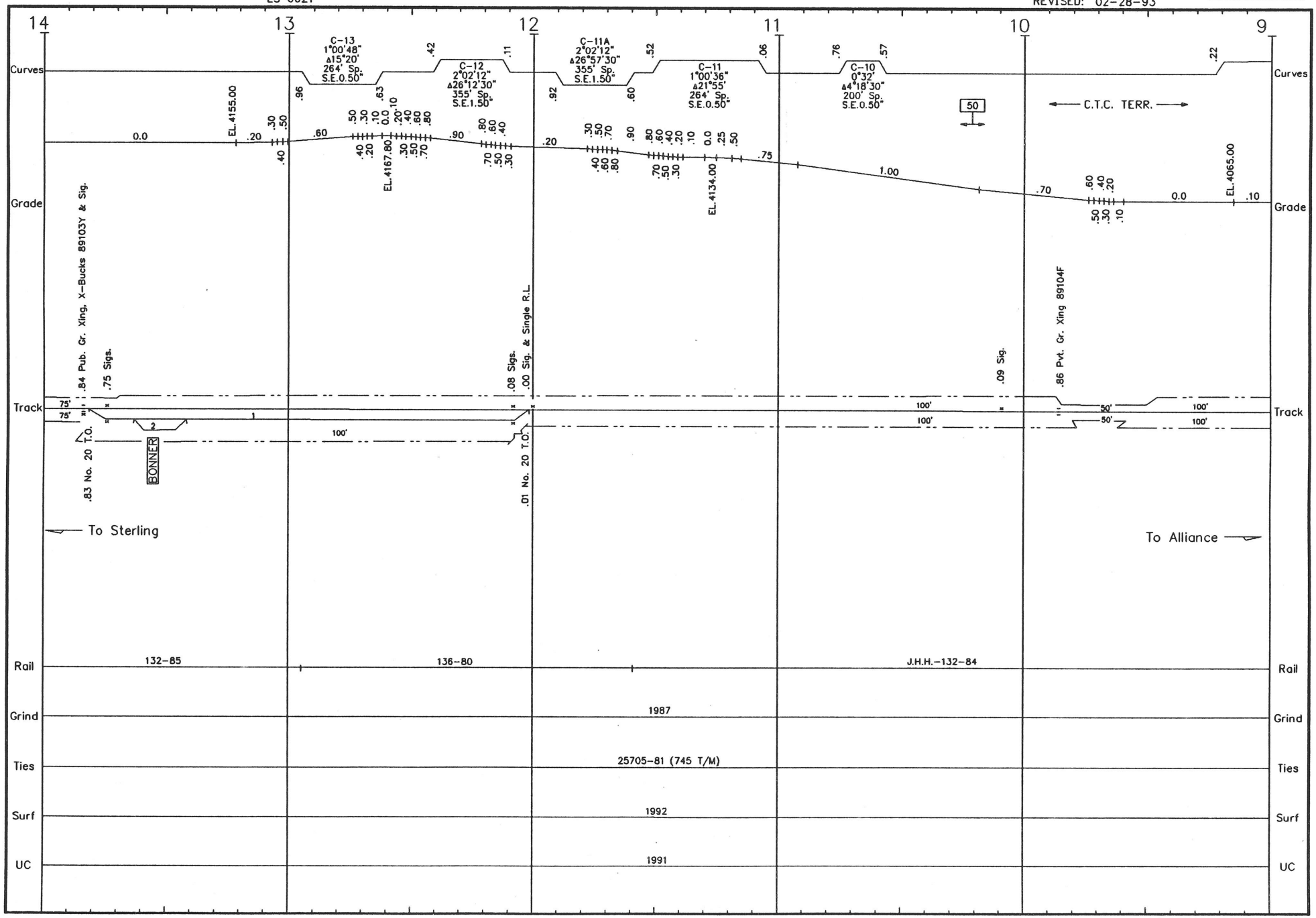
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CAANG-03

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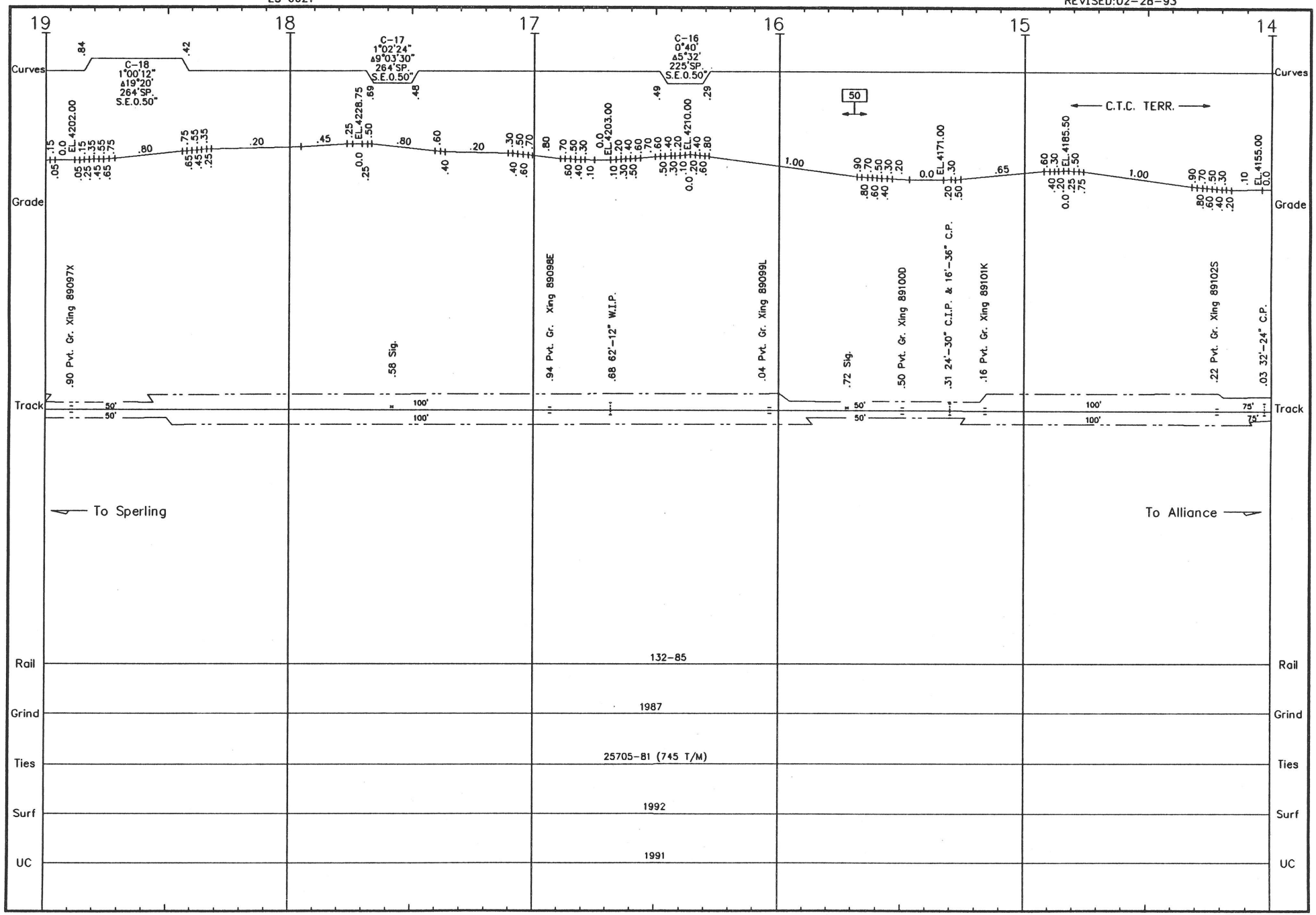
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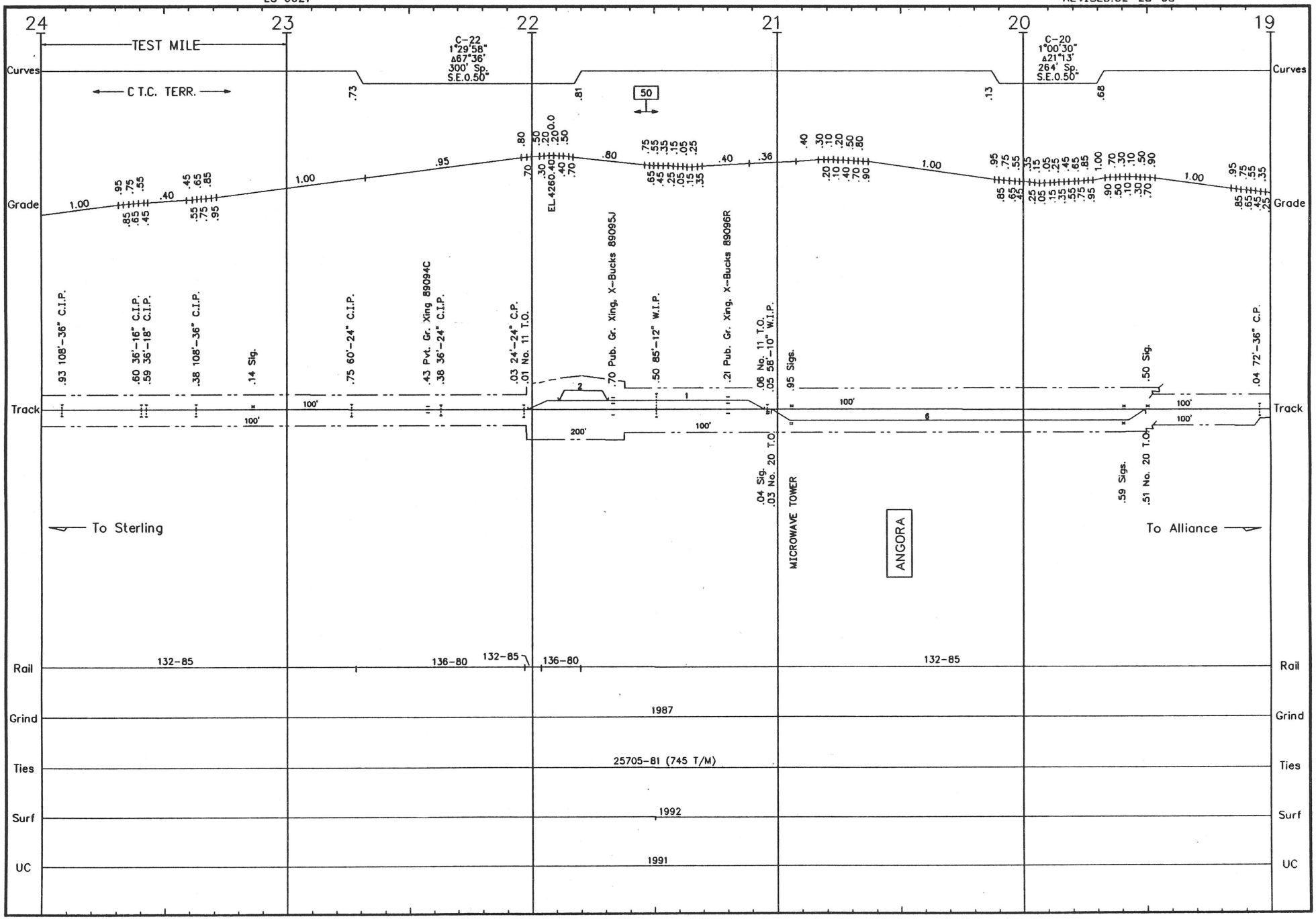
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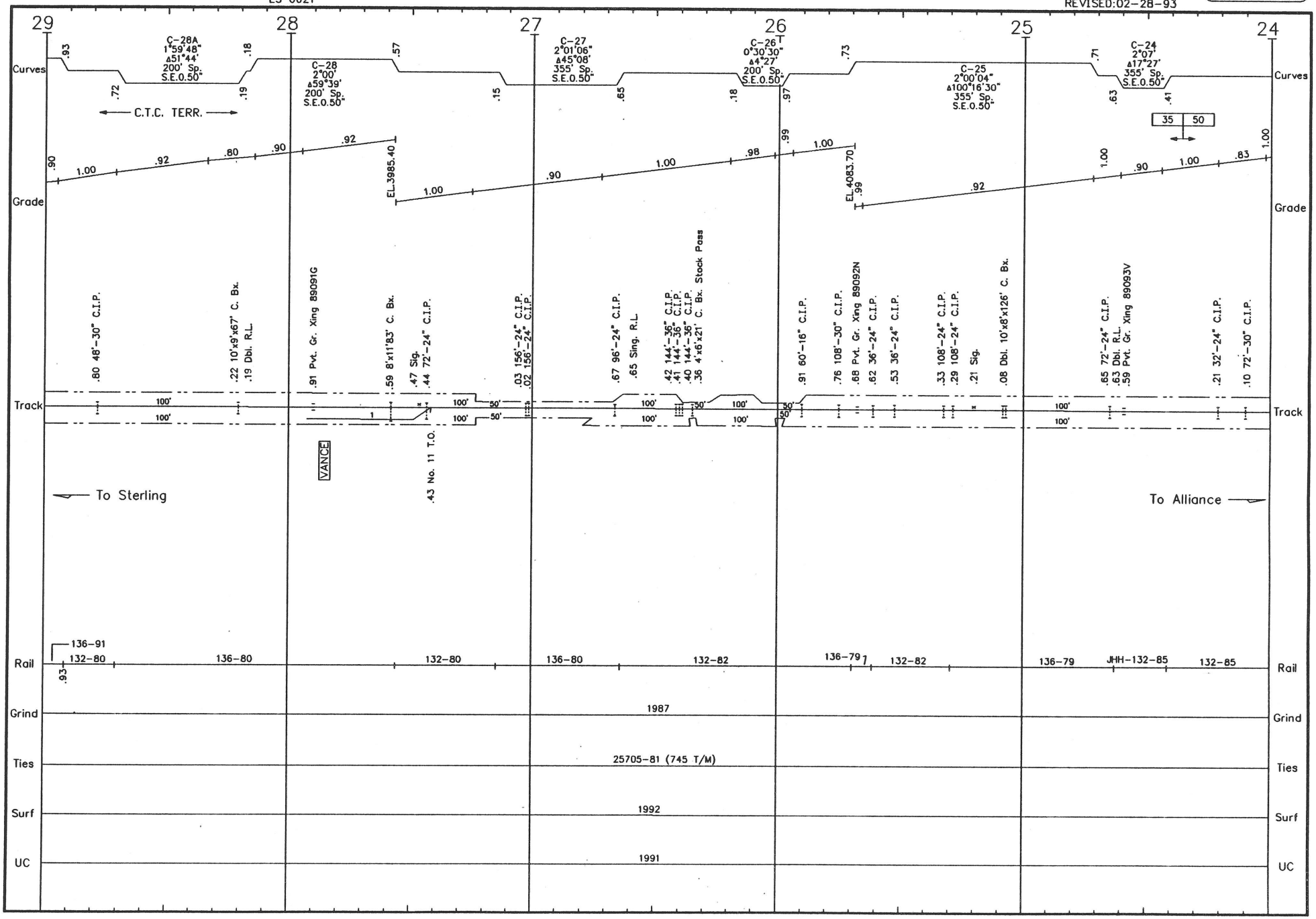
REVISED:02-28-93



LS 0021

REVISED:02-28-93

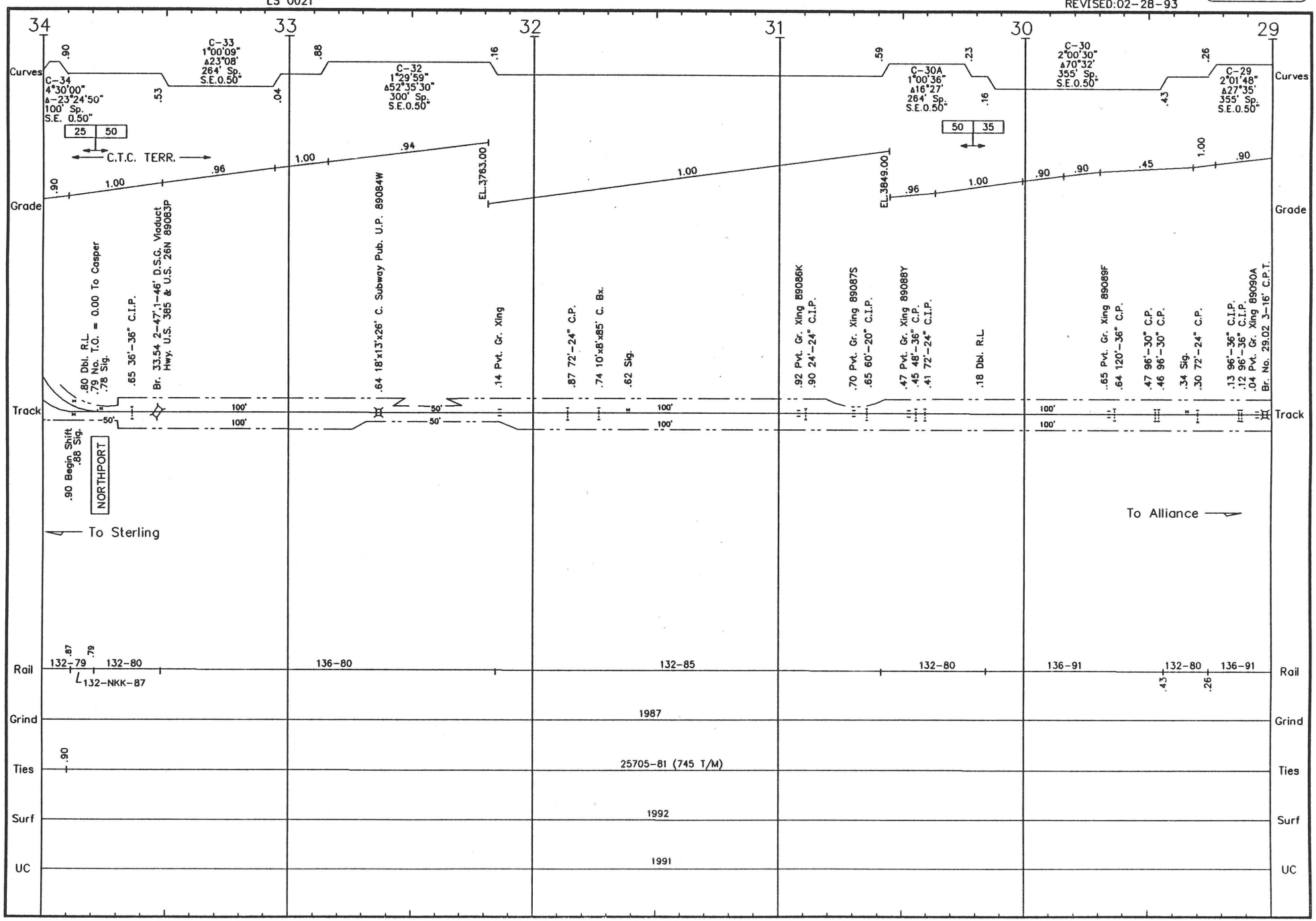
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REVISED:02-28-93

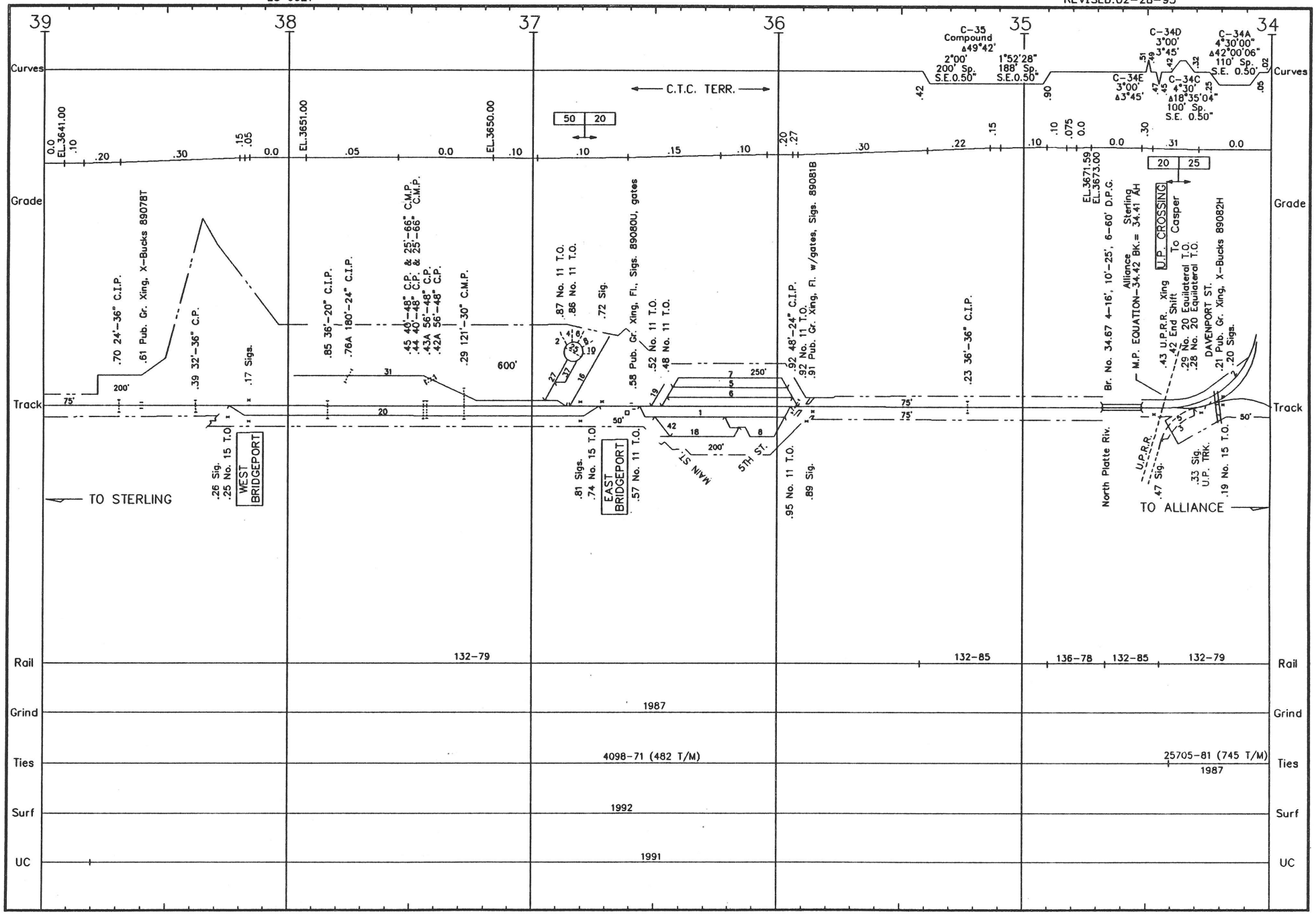
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CAANG – 08

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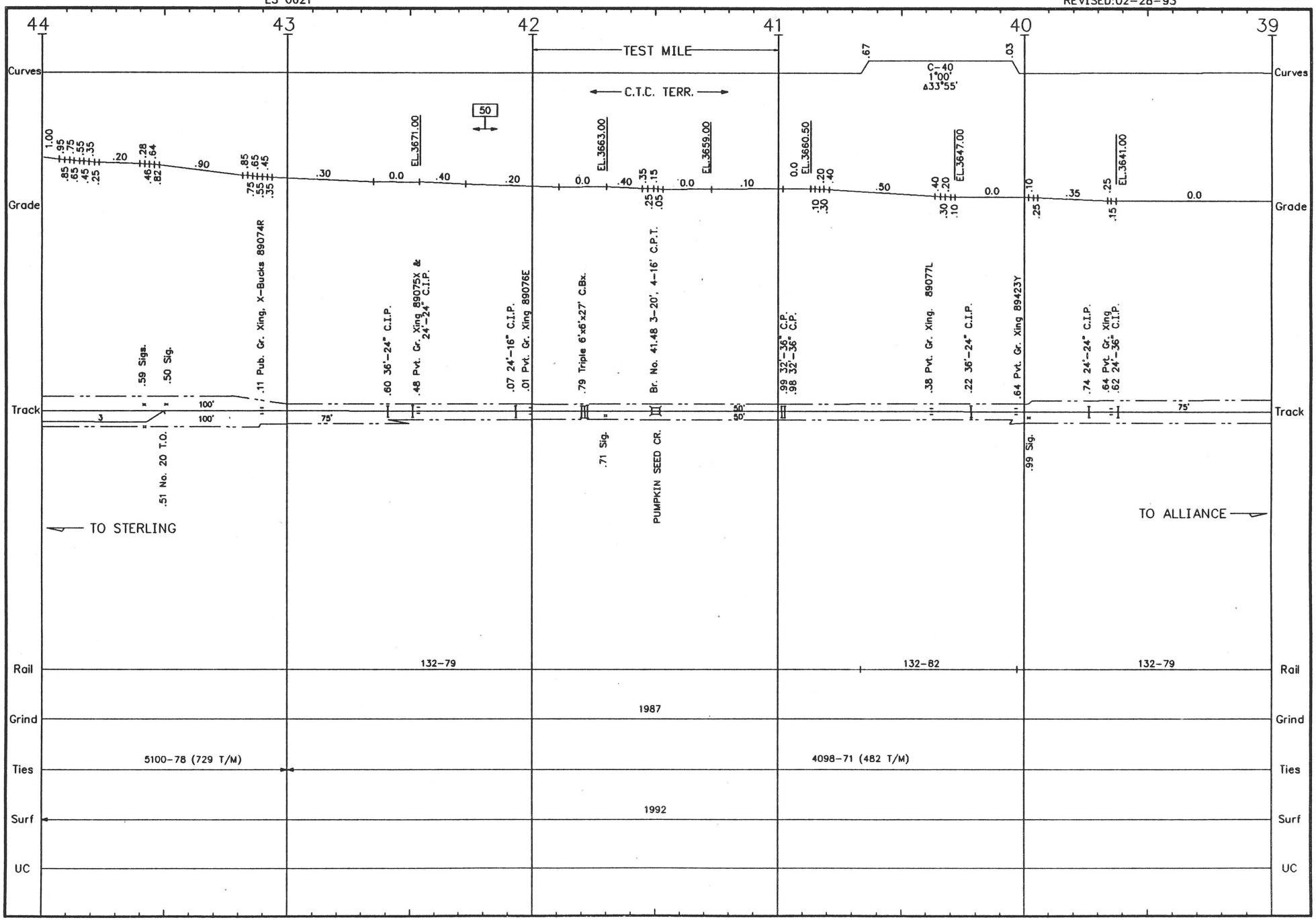
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CAANG-09

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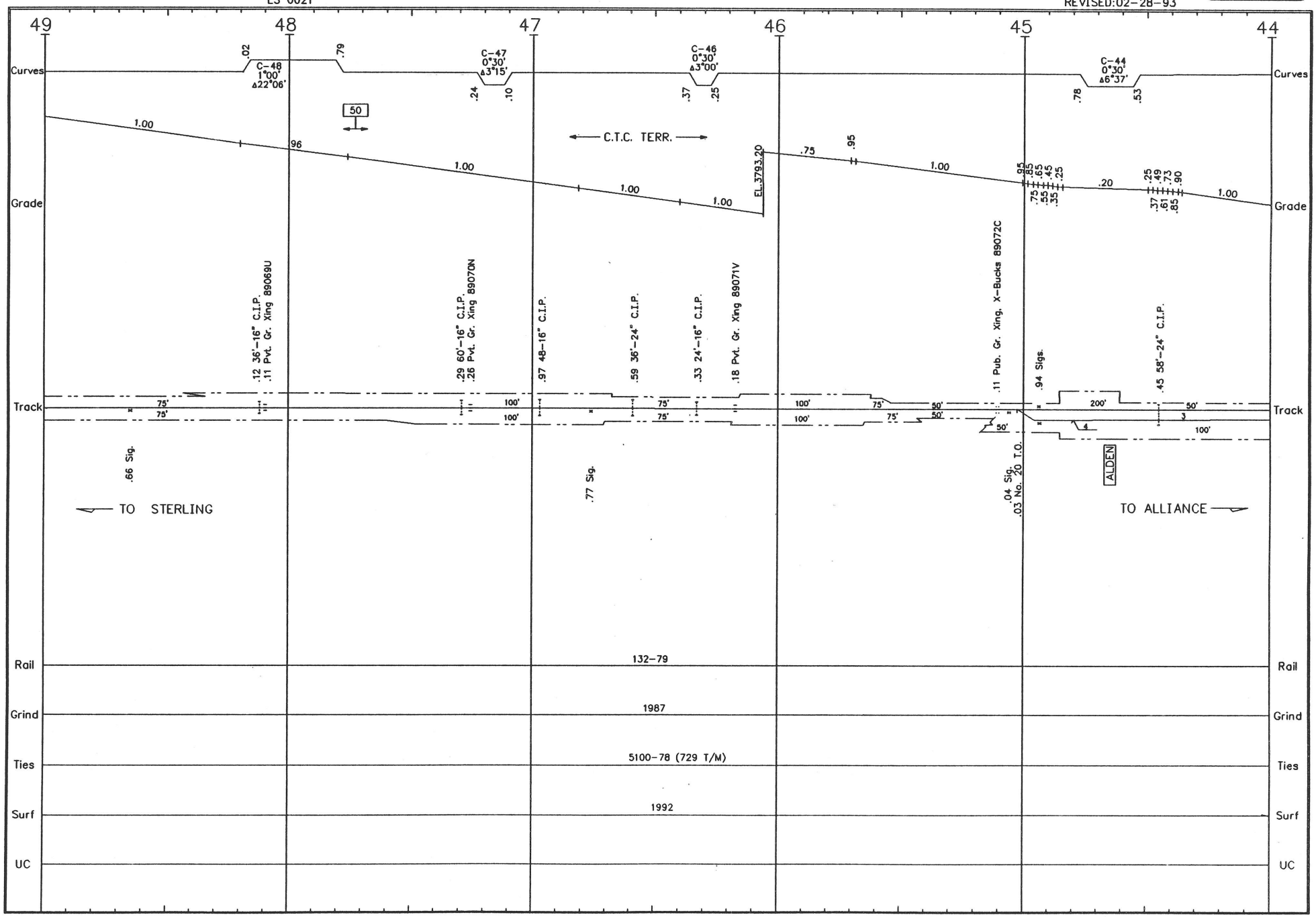
REVISED:02-28-93



LS 0021

REVISED:02-28-93

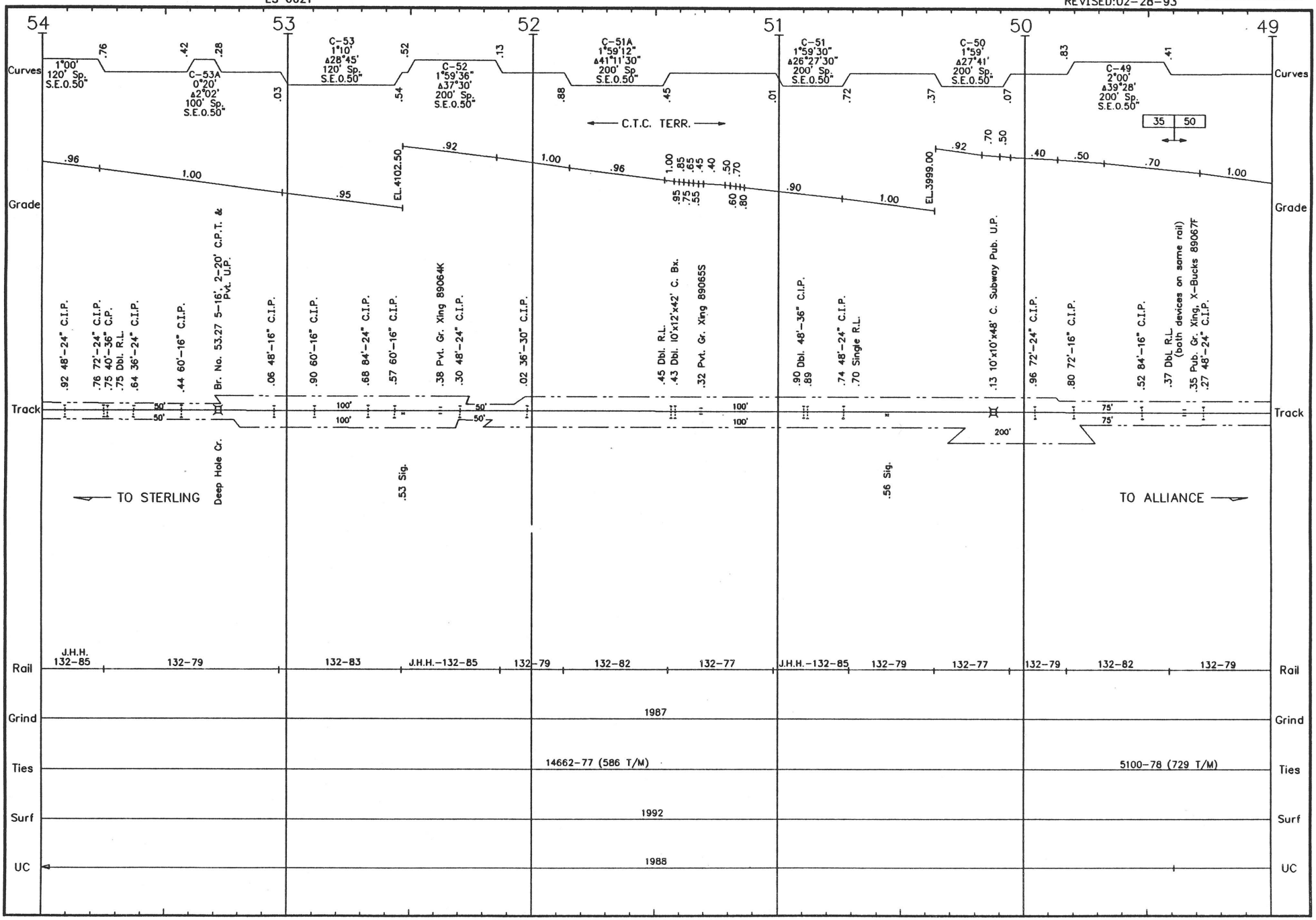
CAANG-10



CAANG-11

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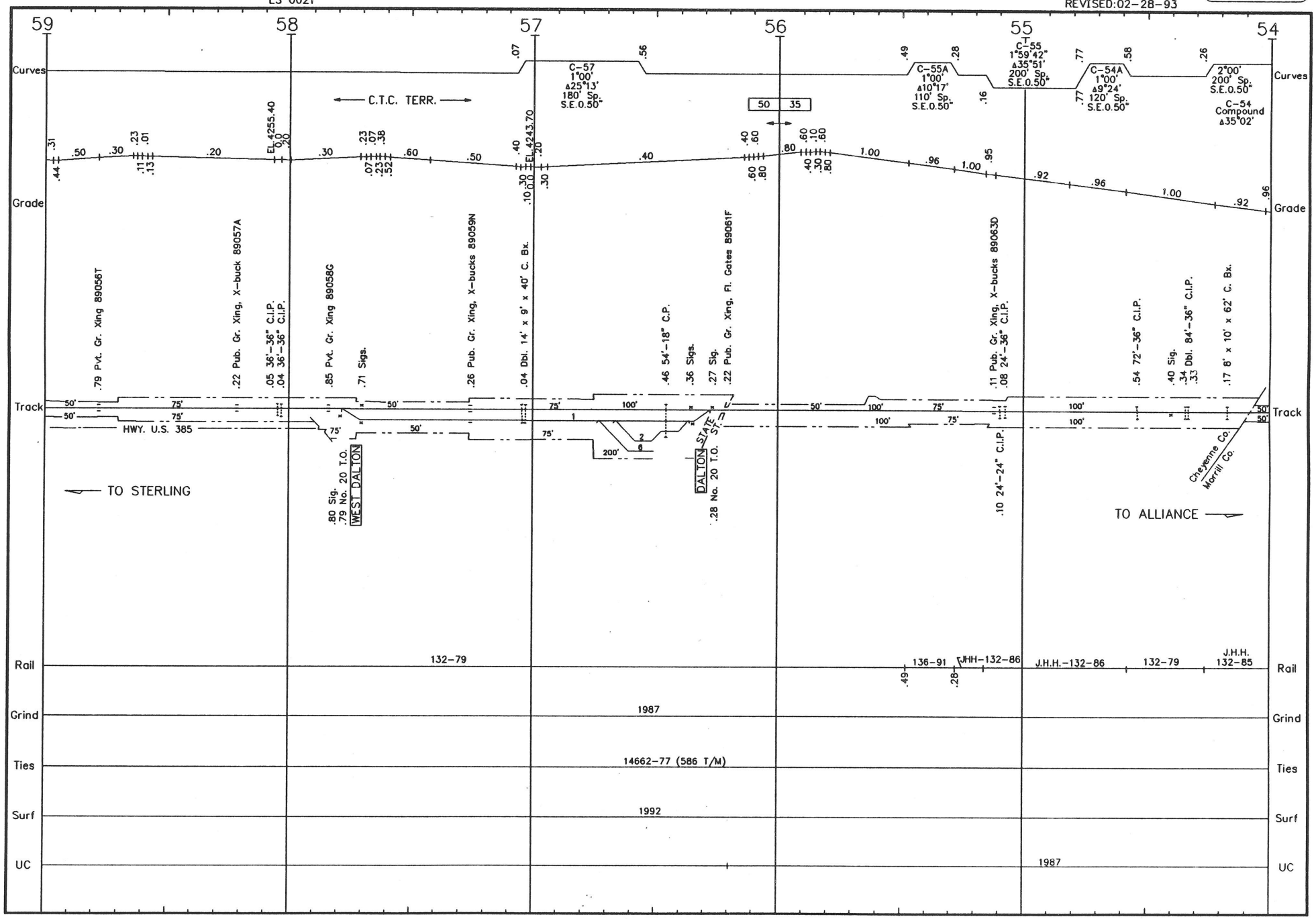
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LS 0021

REVISED:02-28-93

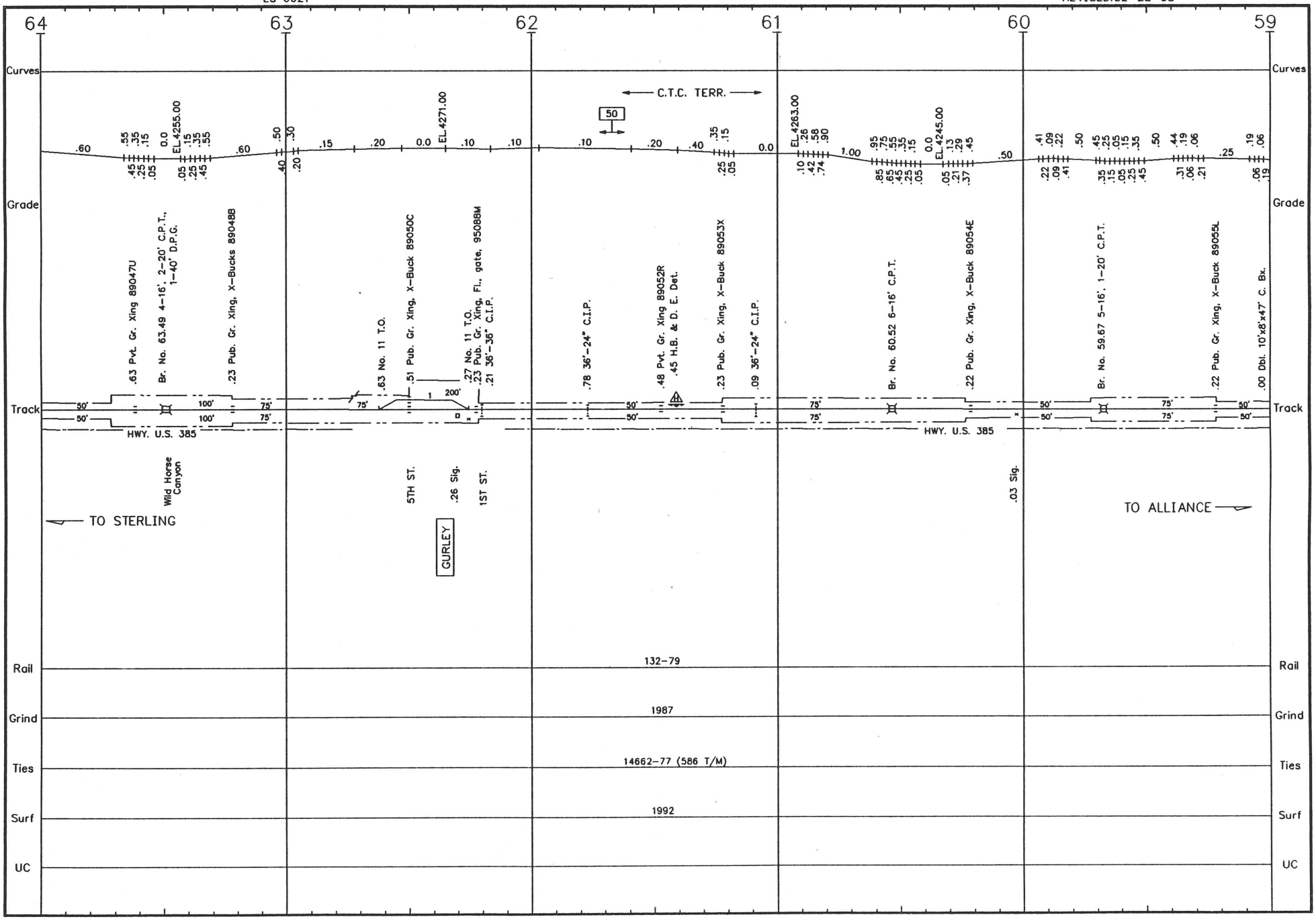
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CAANG-13

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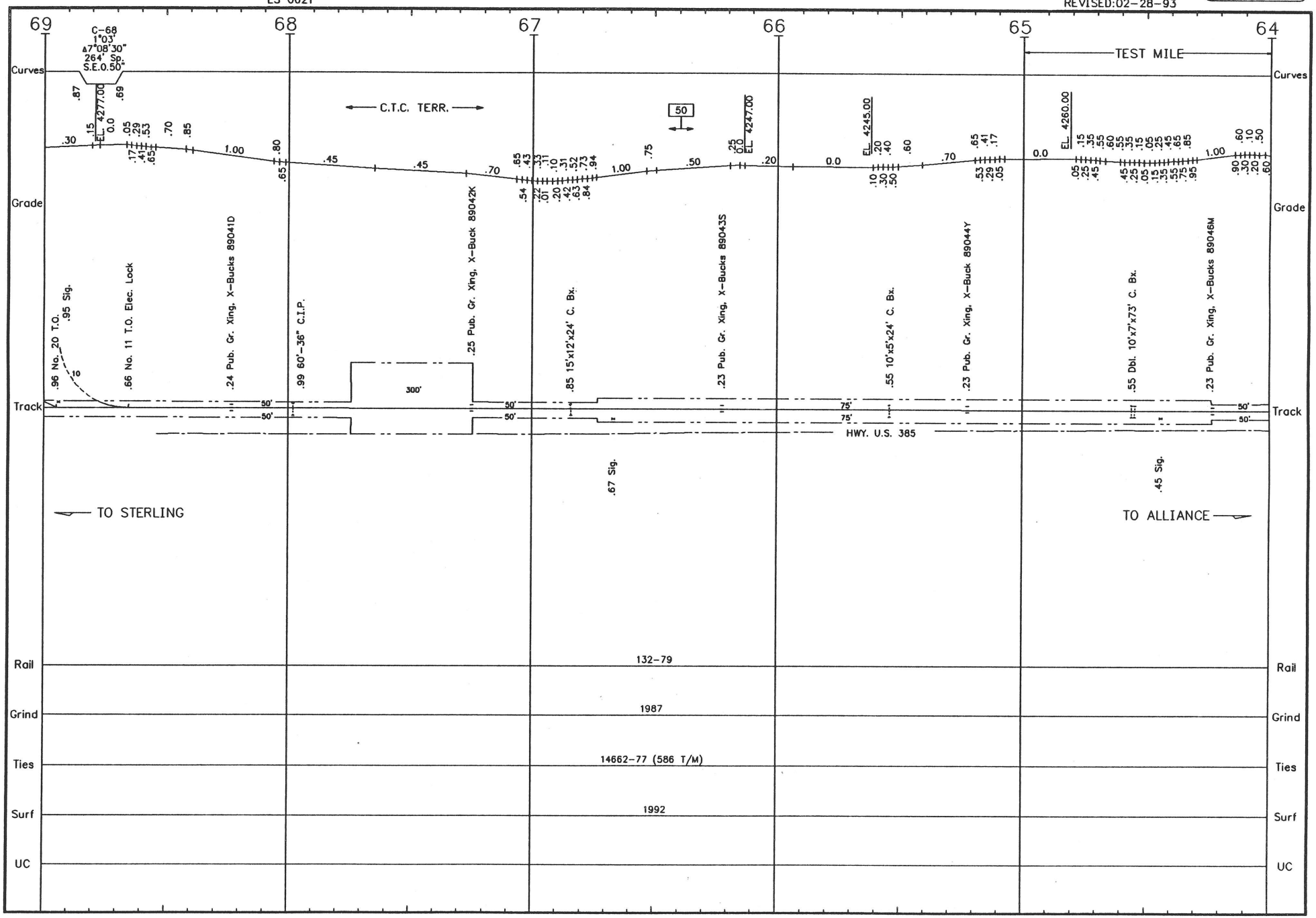
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CAANG-14

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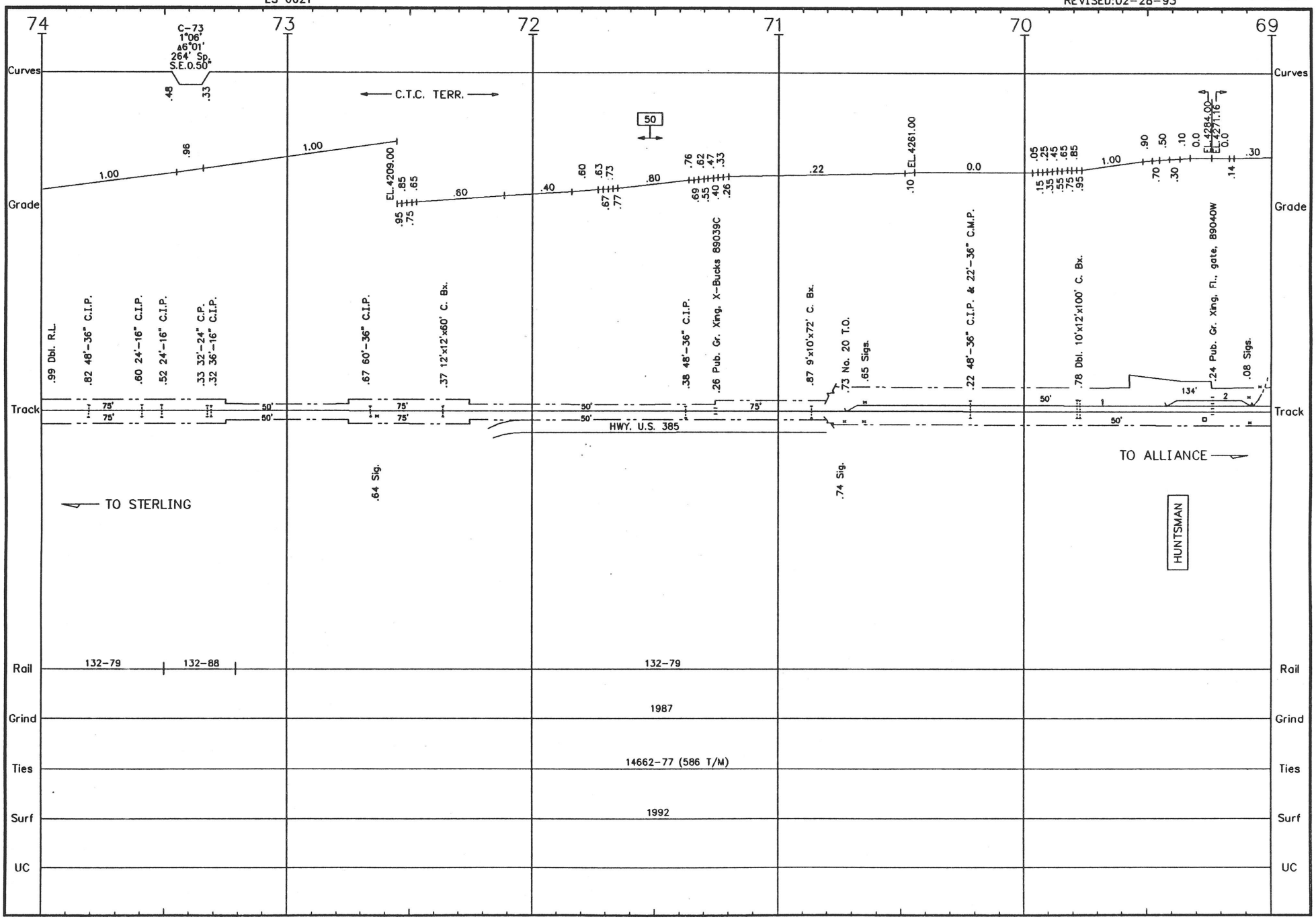
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CAANG–15

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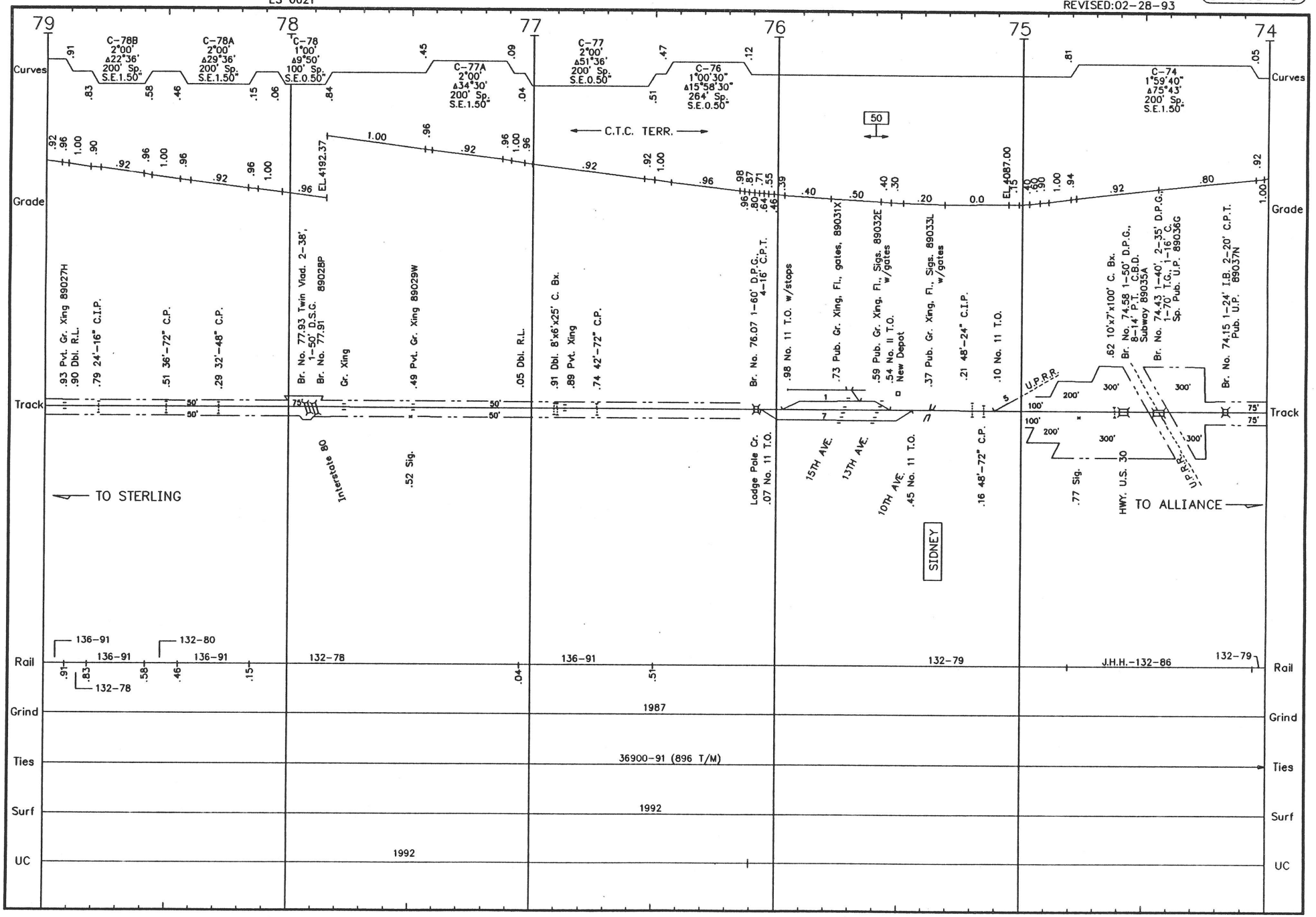
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LS 0021

CAANG – 16

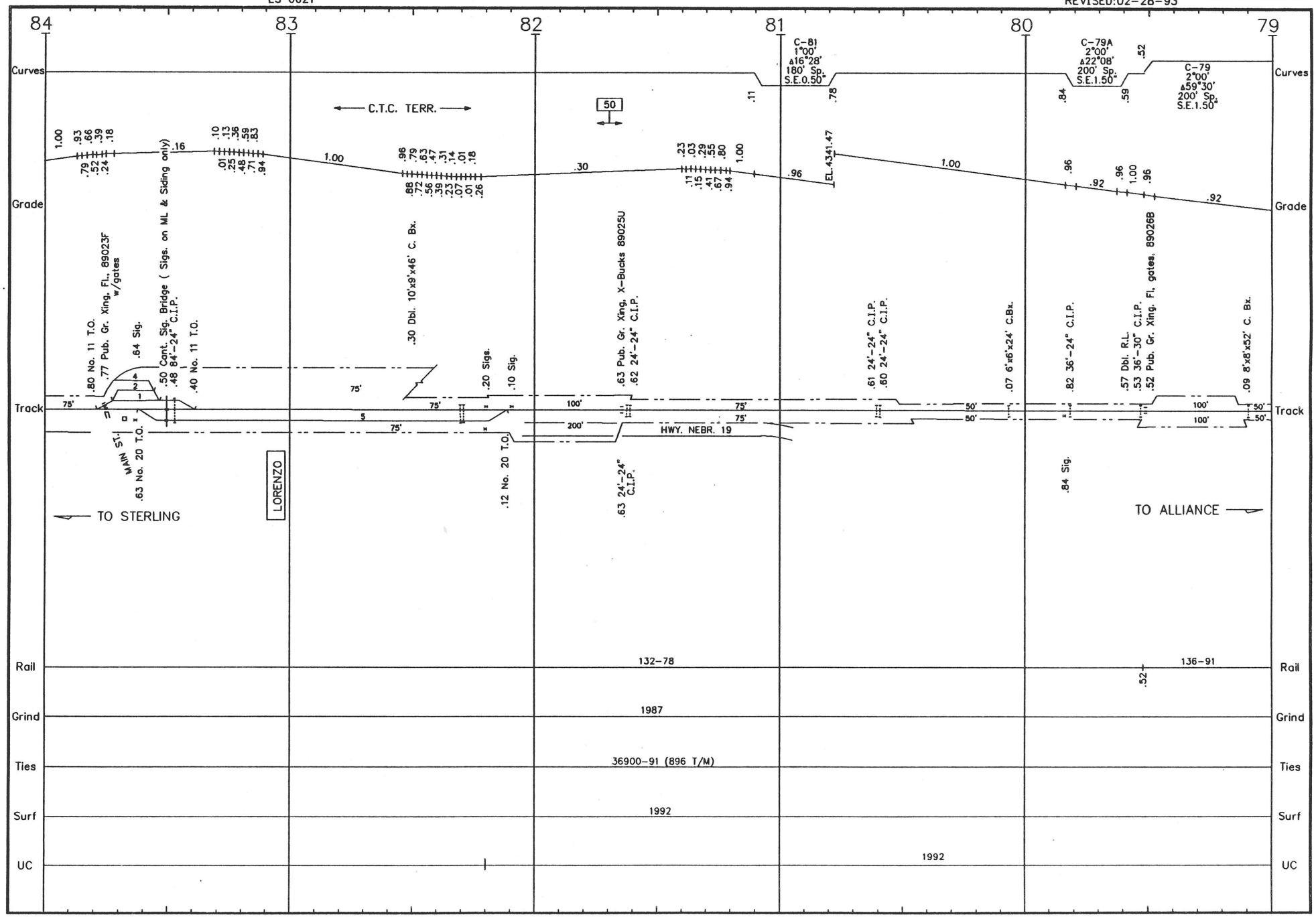
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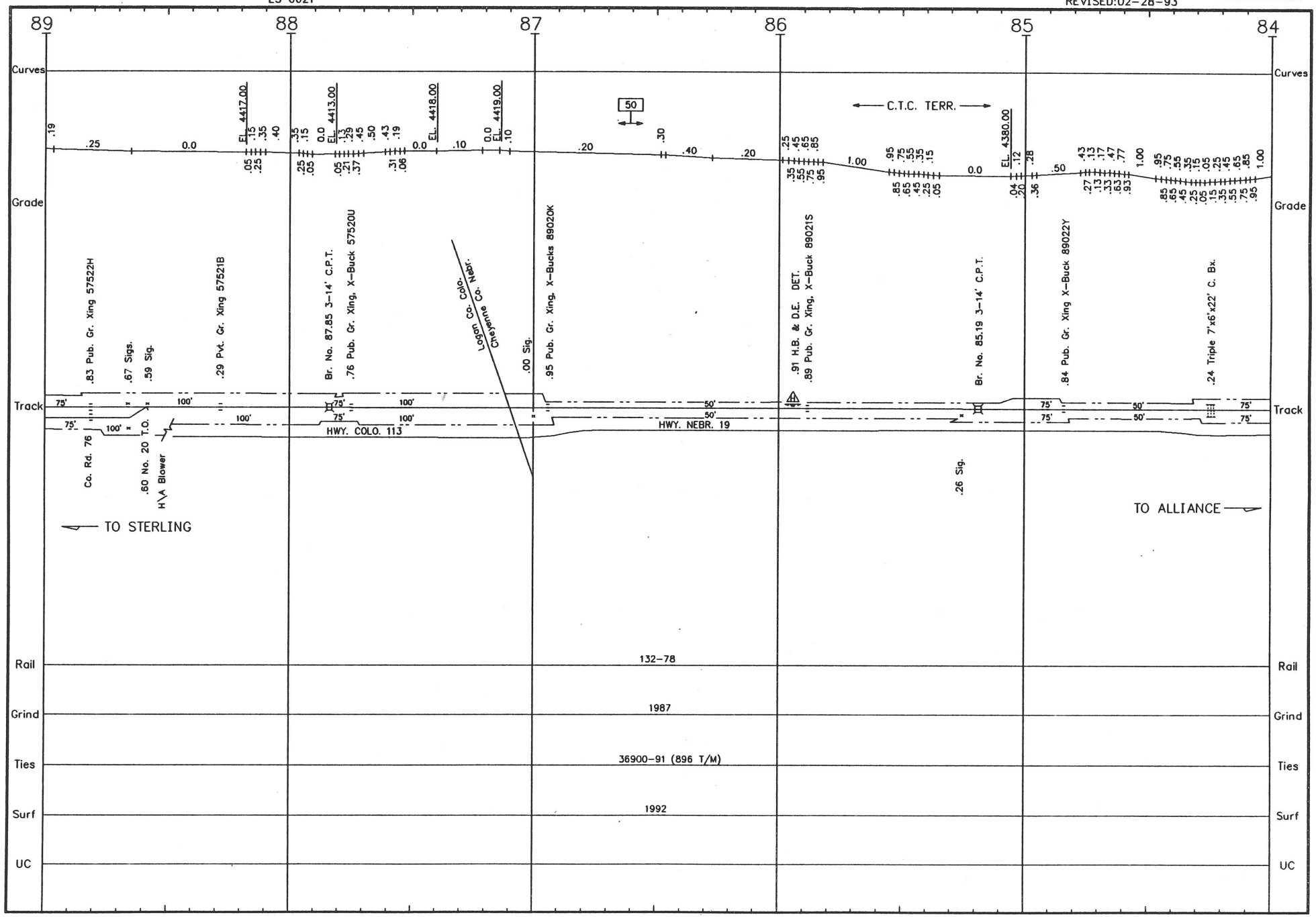
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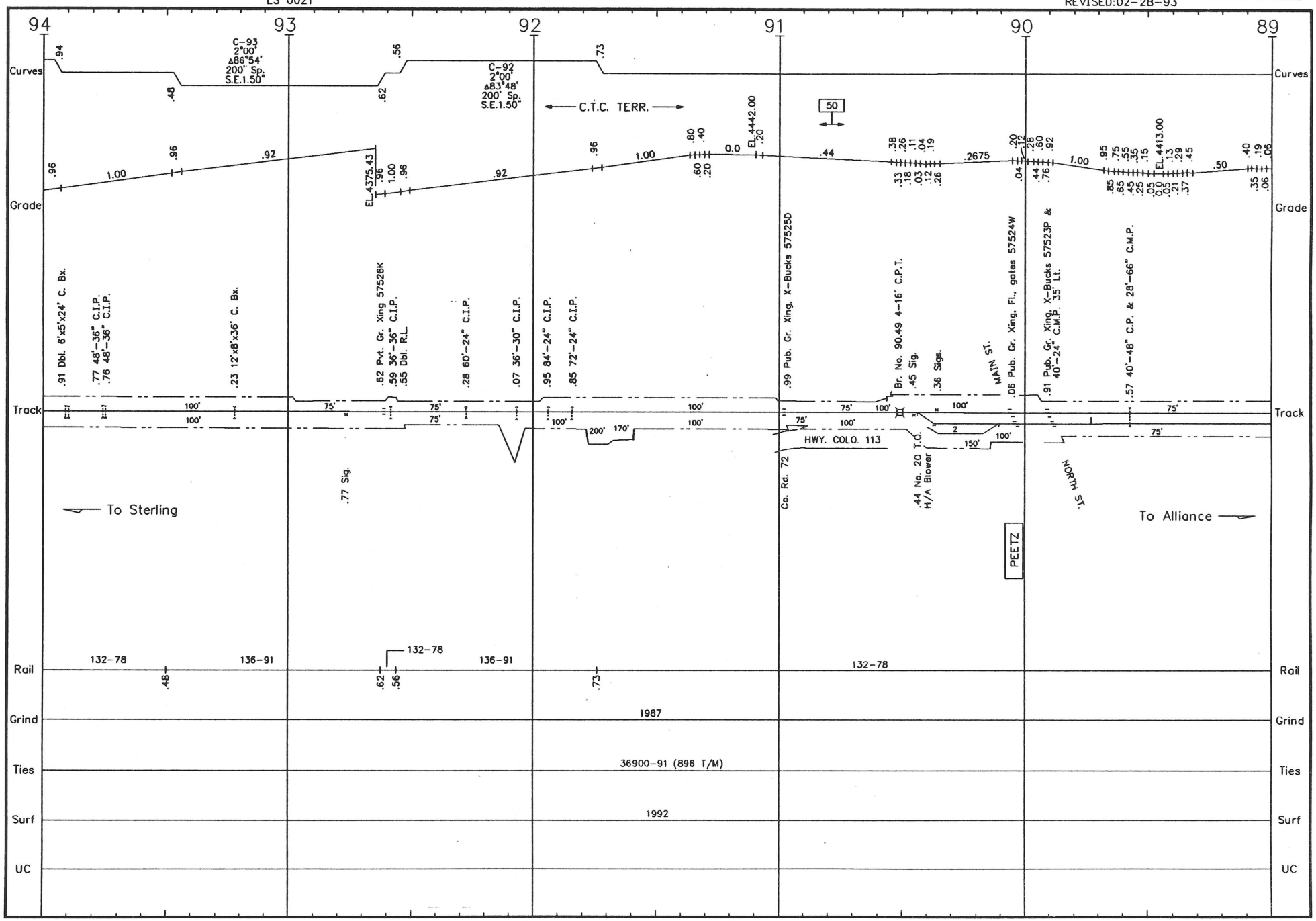
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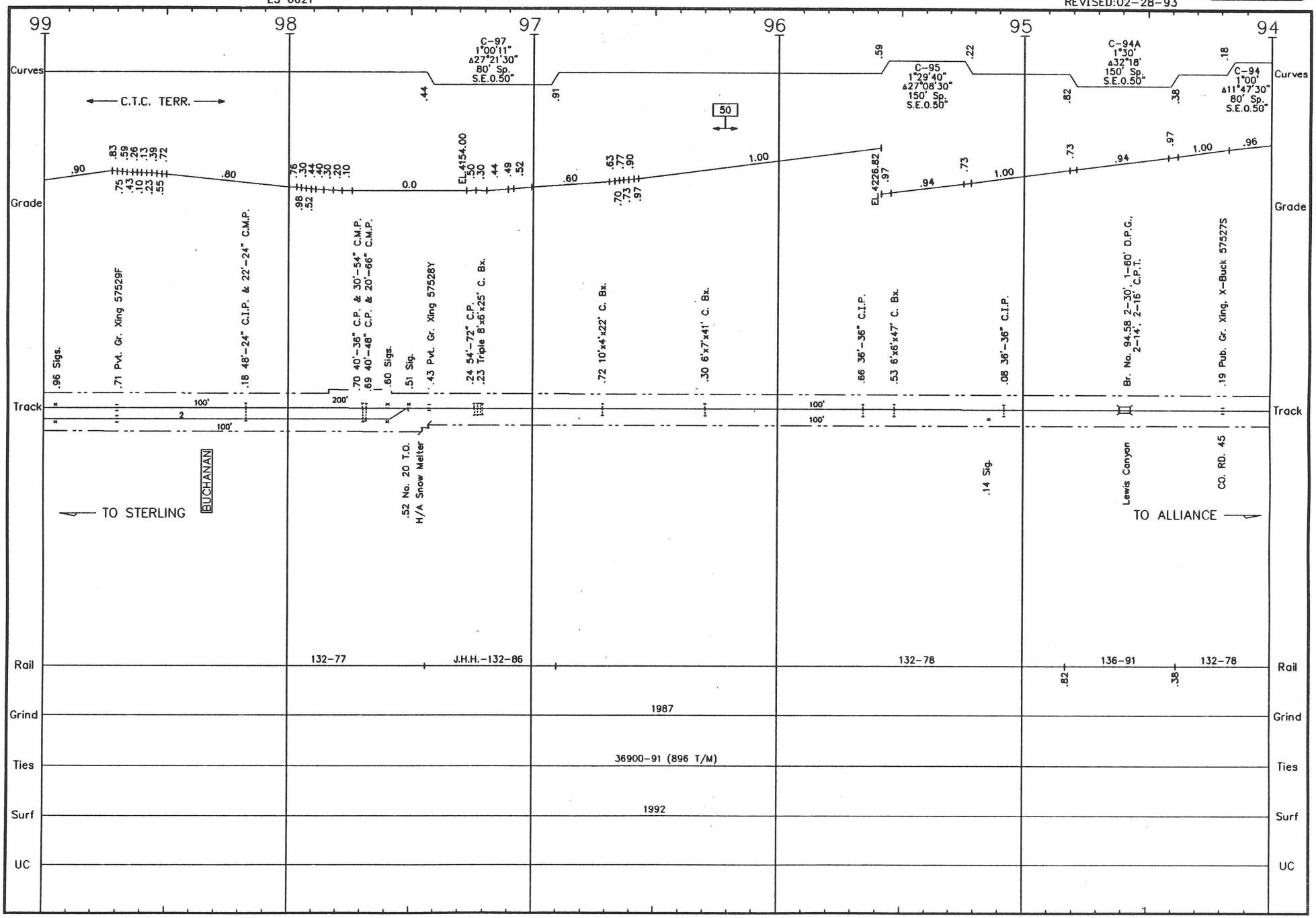
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LS 0021

REVISED:02-28-93

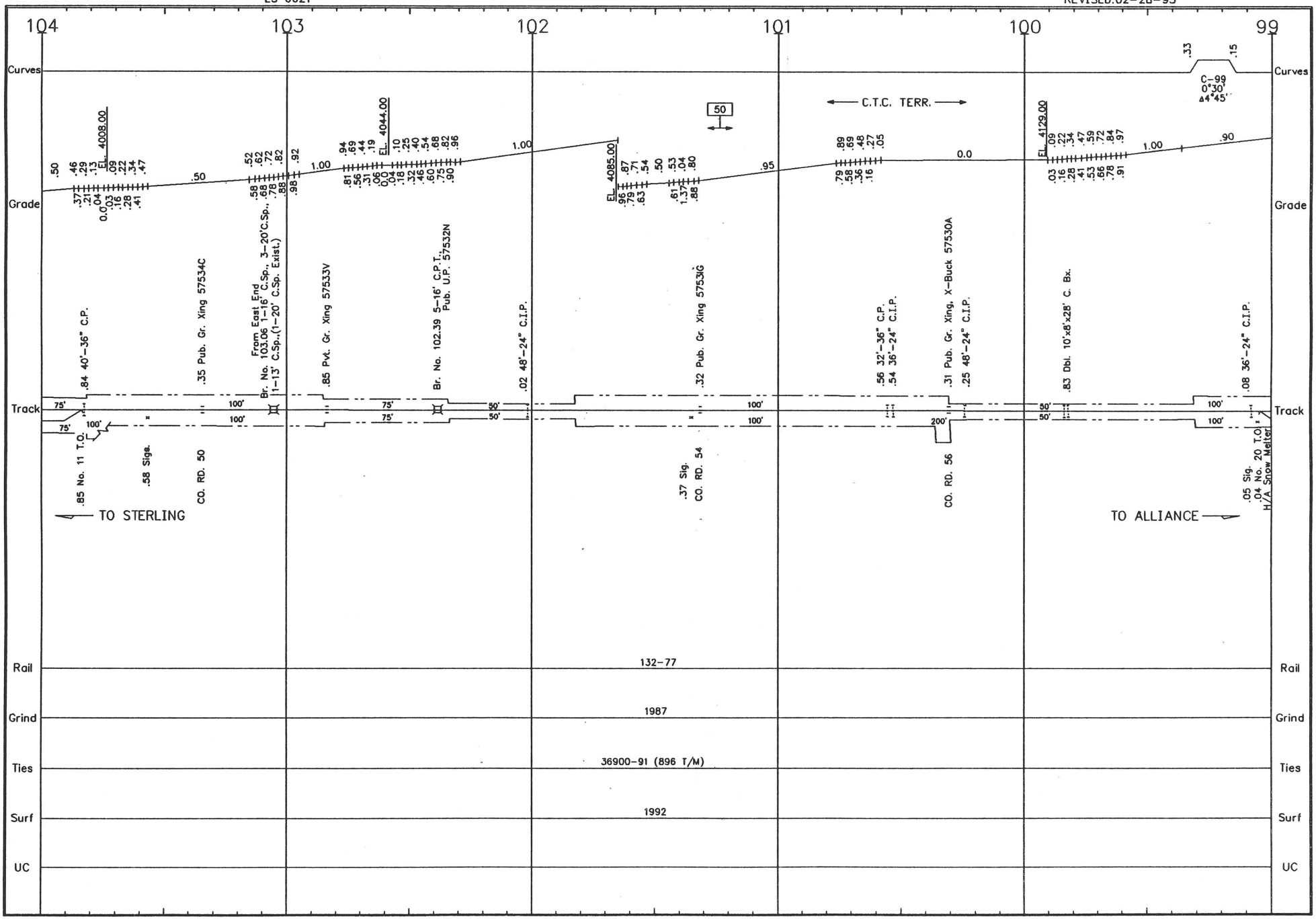
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CAANG – 21

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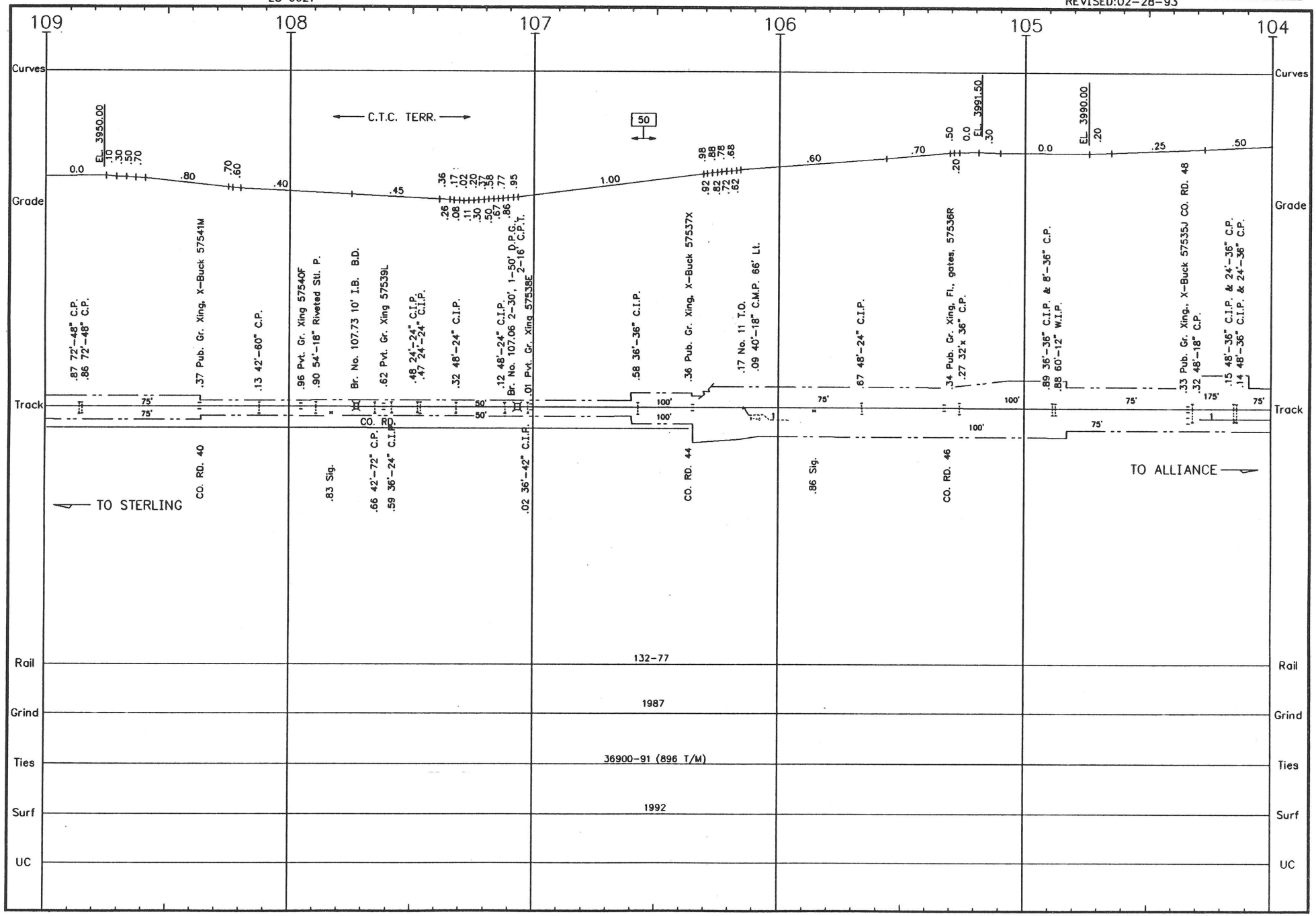
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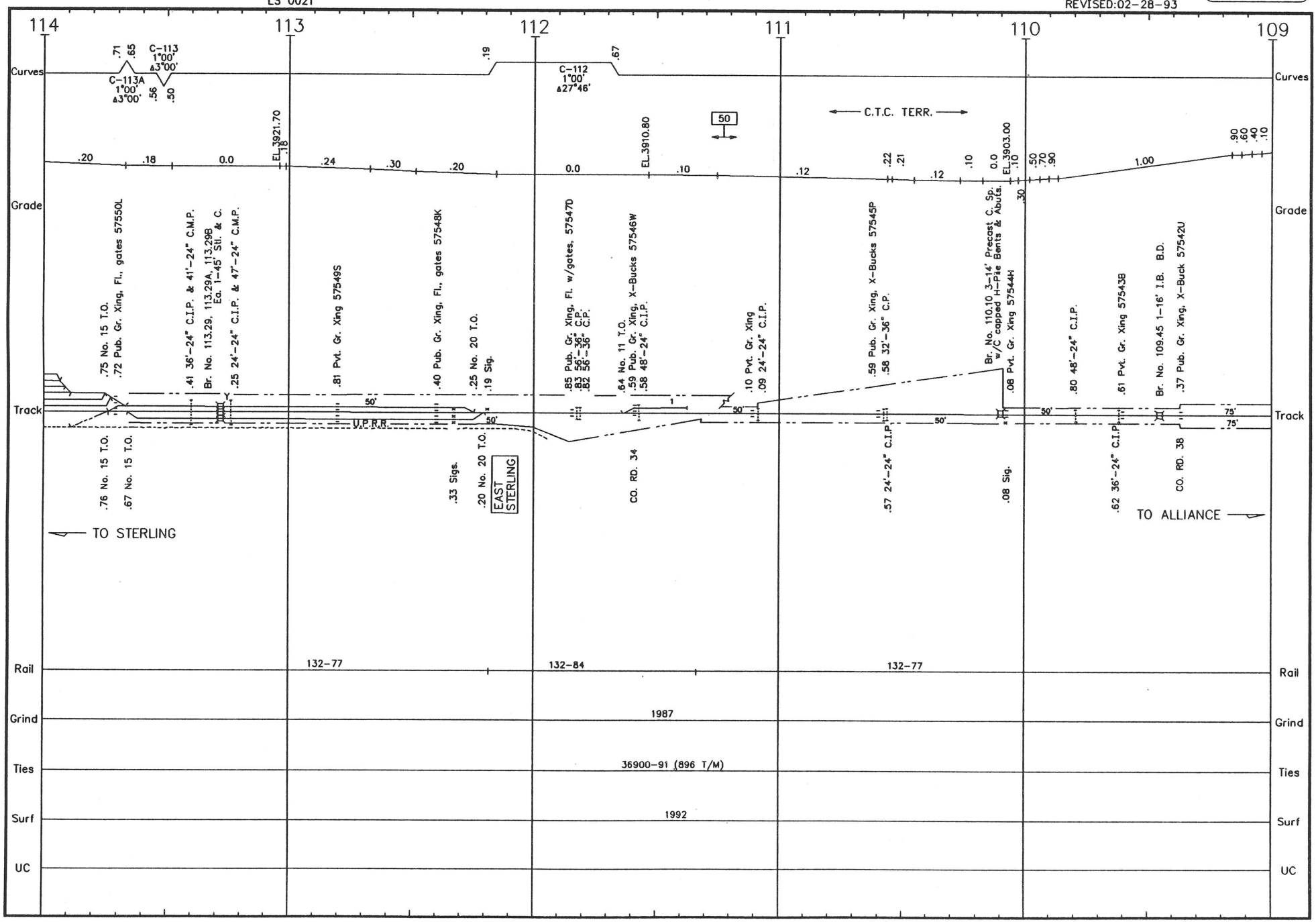
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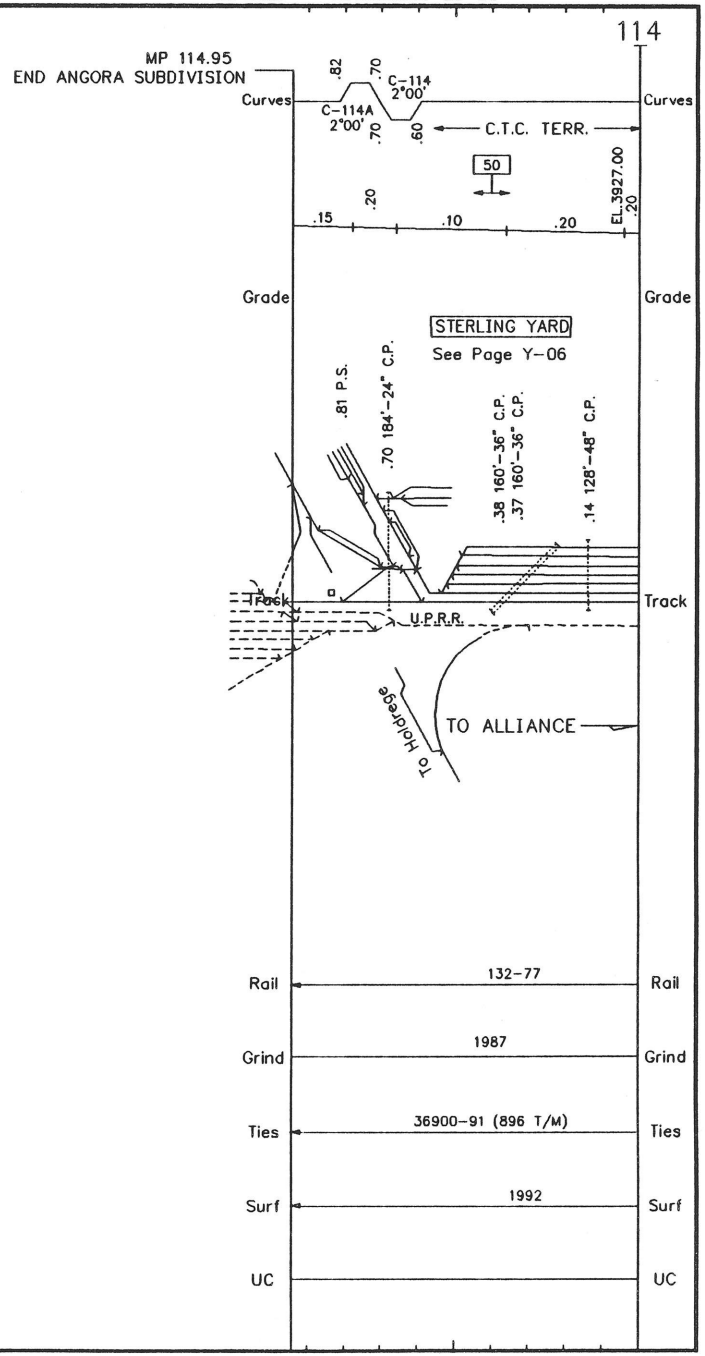
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CAANG-23



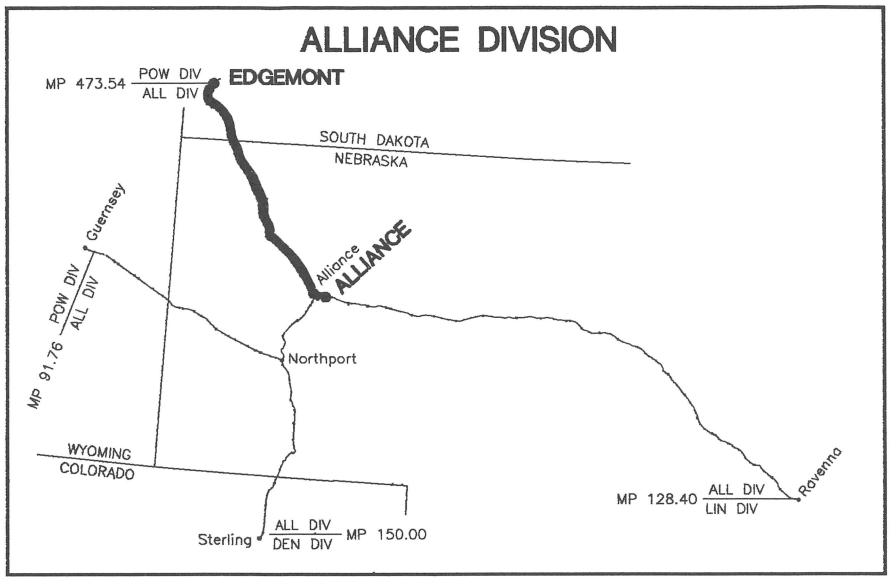
LS 0021 REVISED:02-28-93

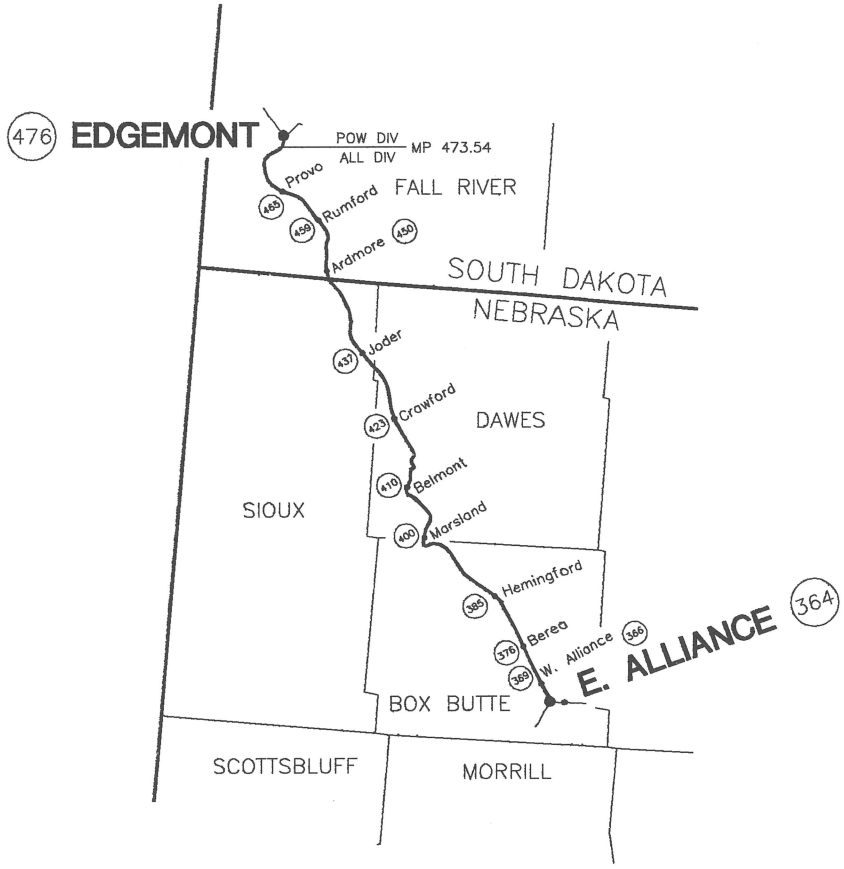
NOTES:



BURLINGTON NORTHERN
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BUTTE SUBDIVISION

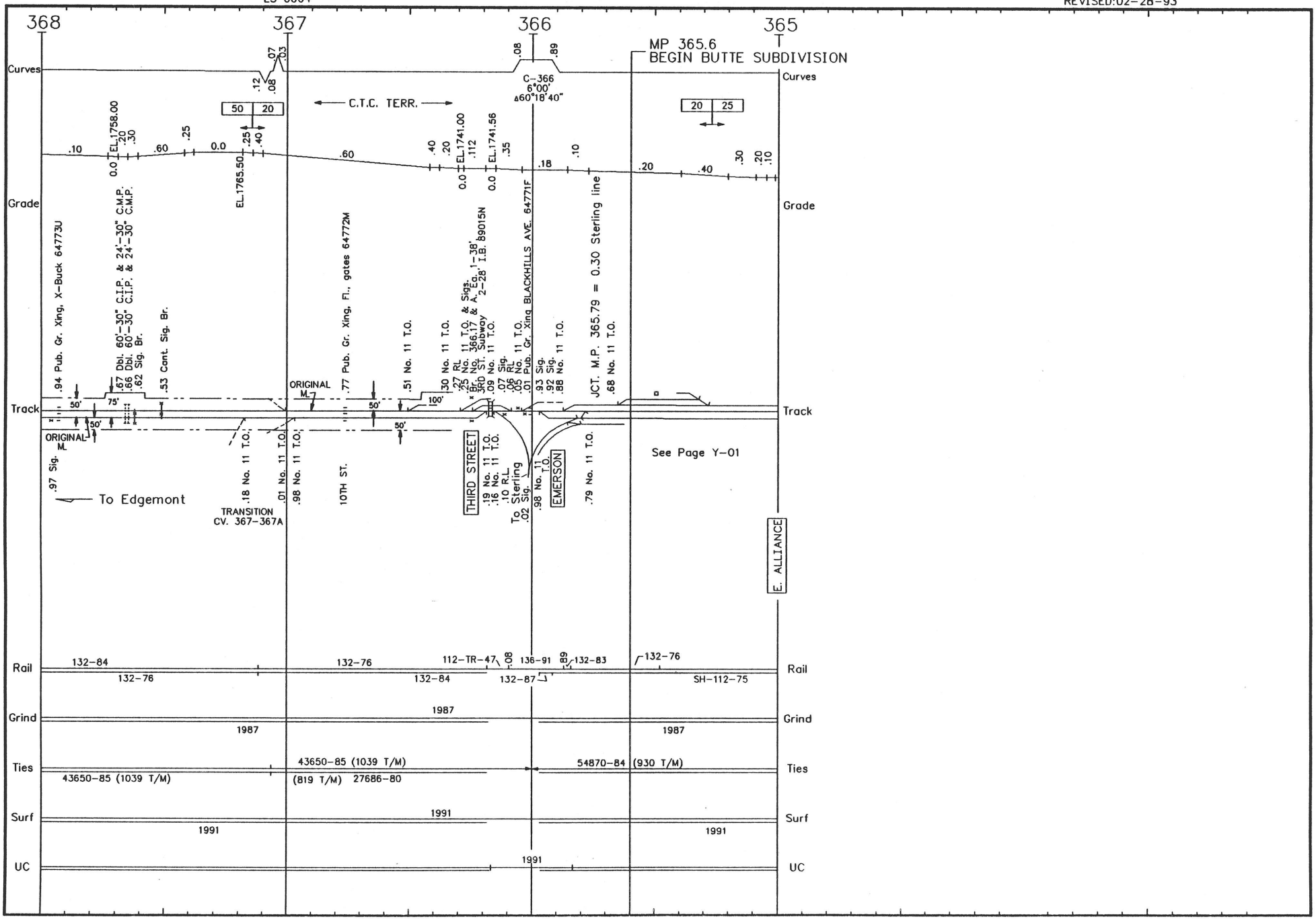




CABUT –01

REVISED:02–28–93

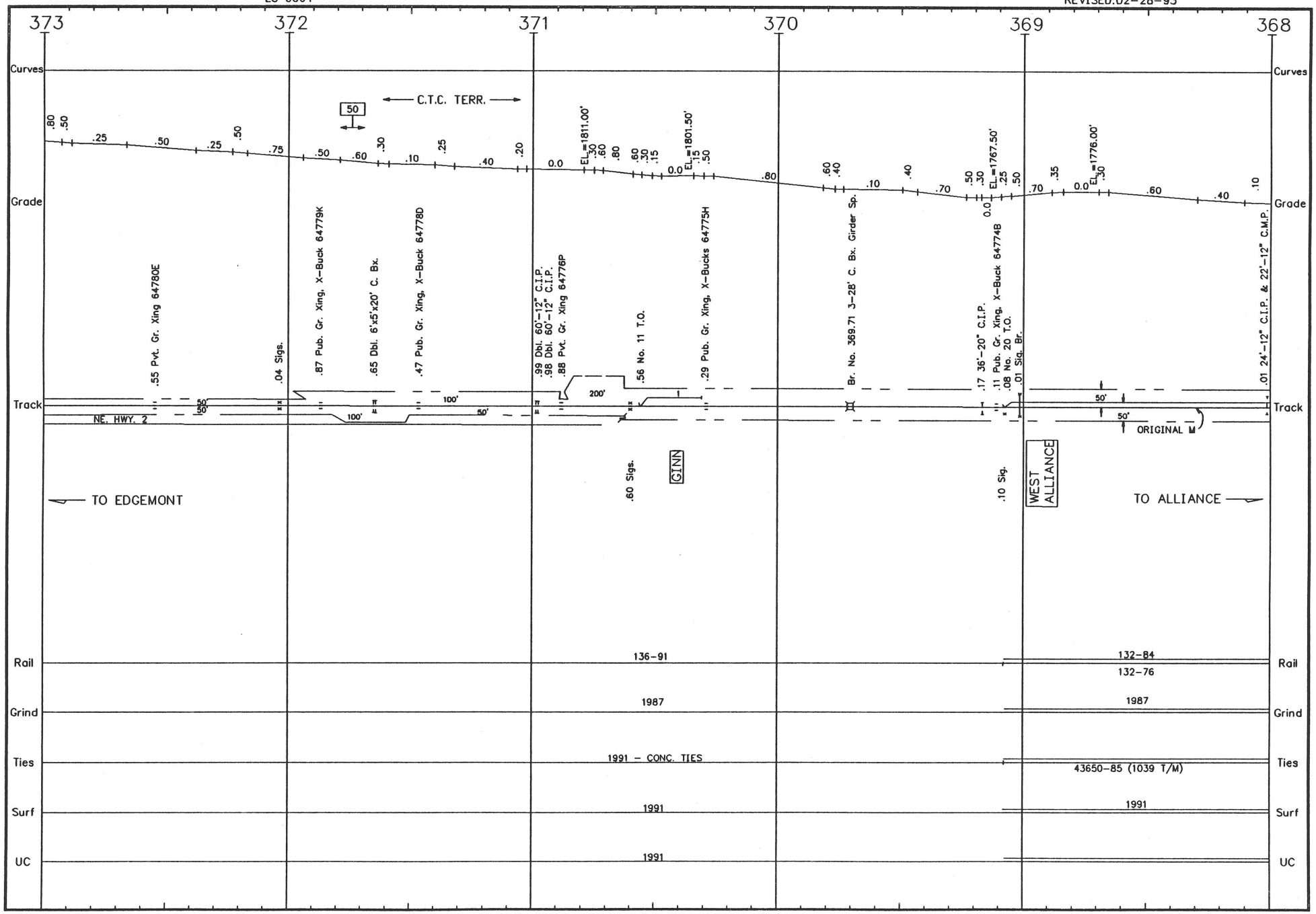
LS 0004



CABUT-02

LS 0004

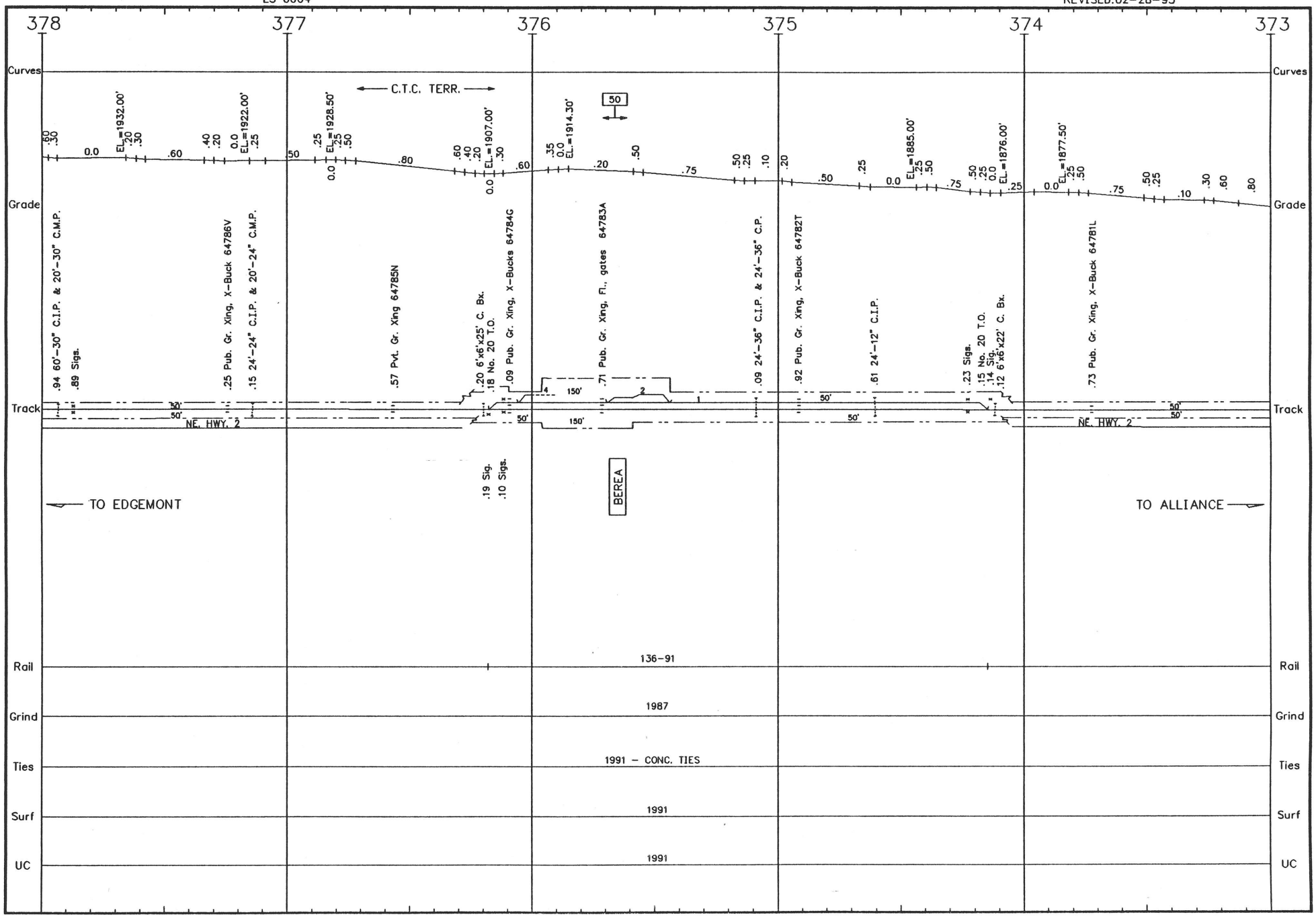
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CABUT-03

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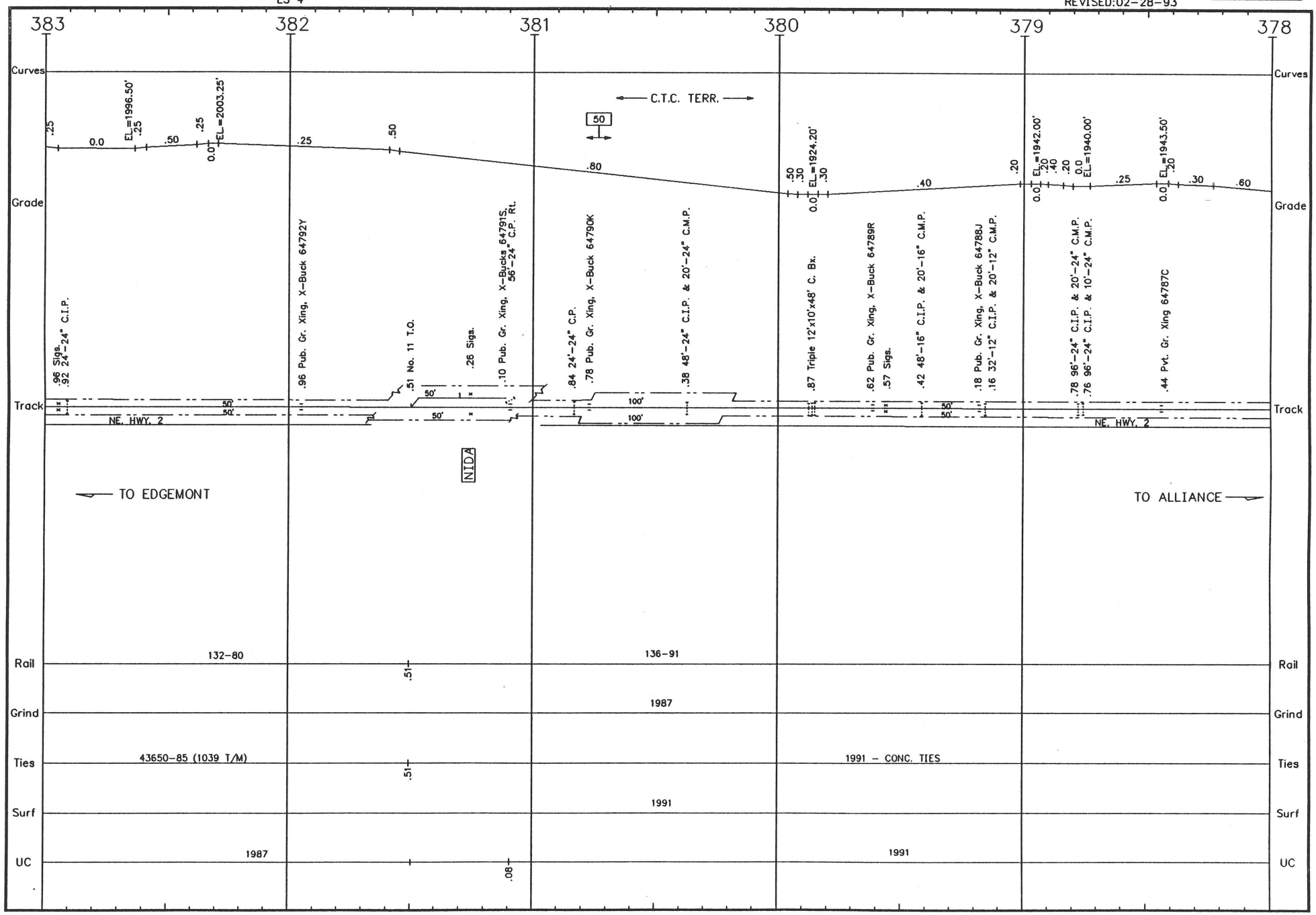
REVISED:02-28-93



LS 4

CABUT – 04

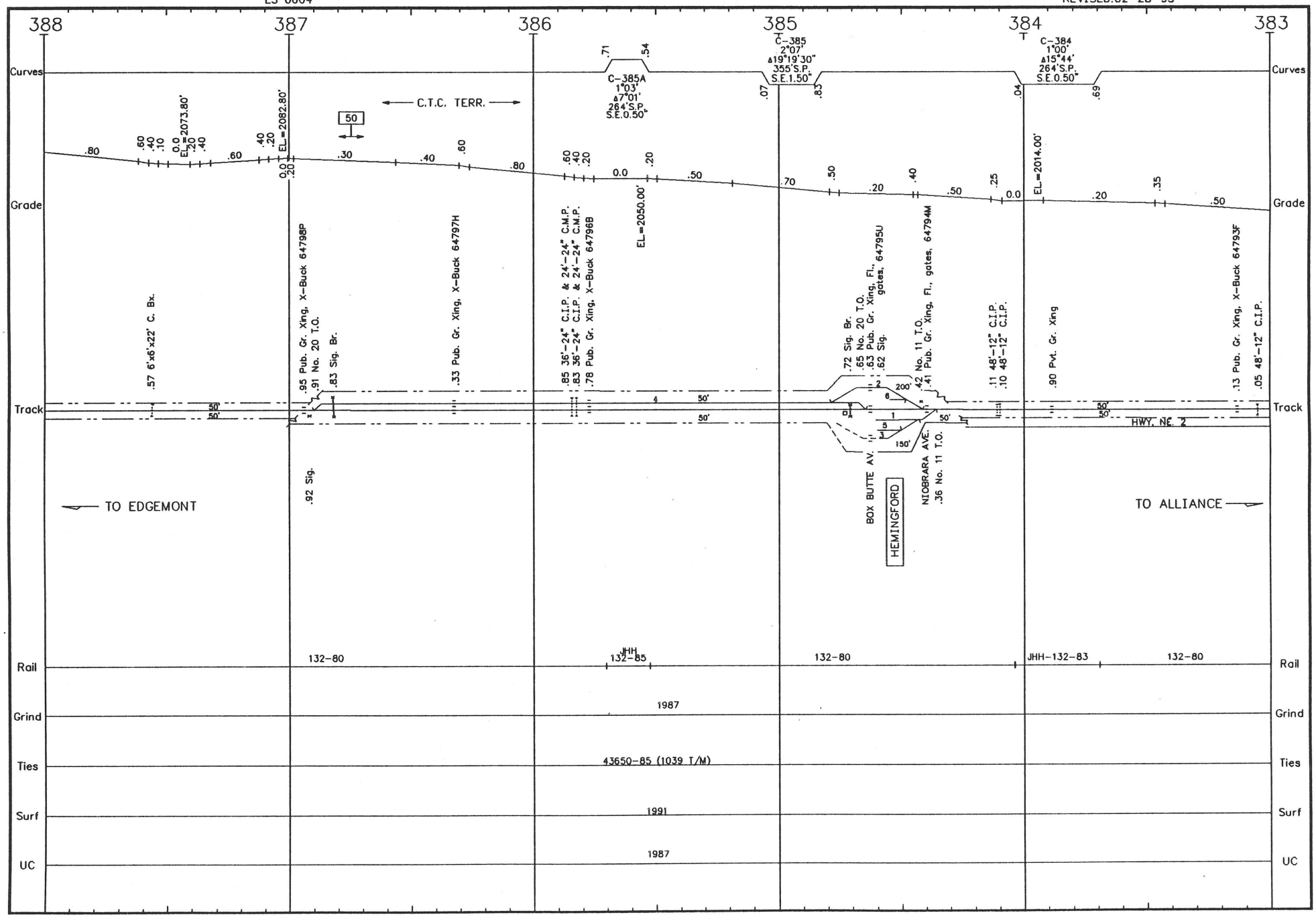
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CABUT-05

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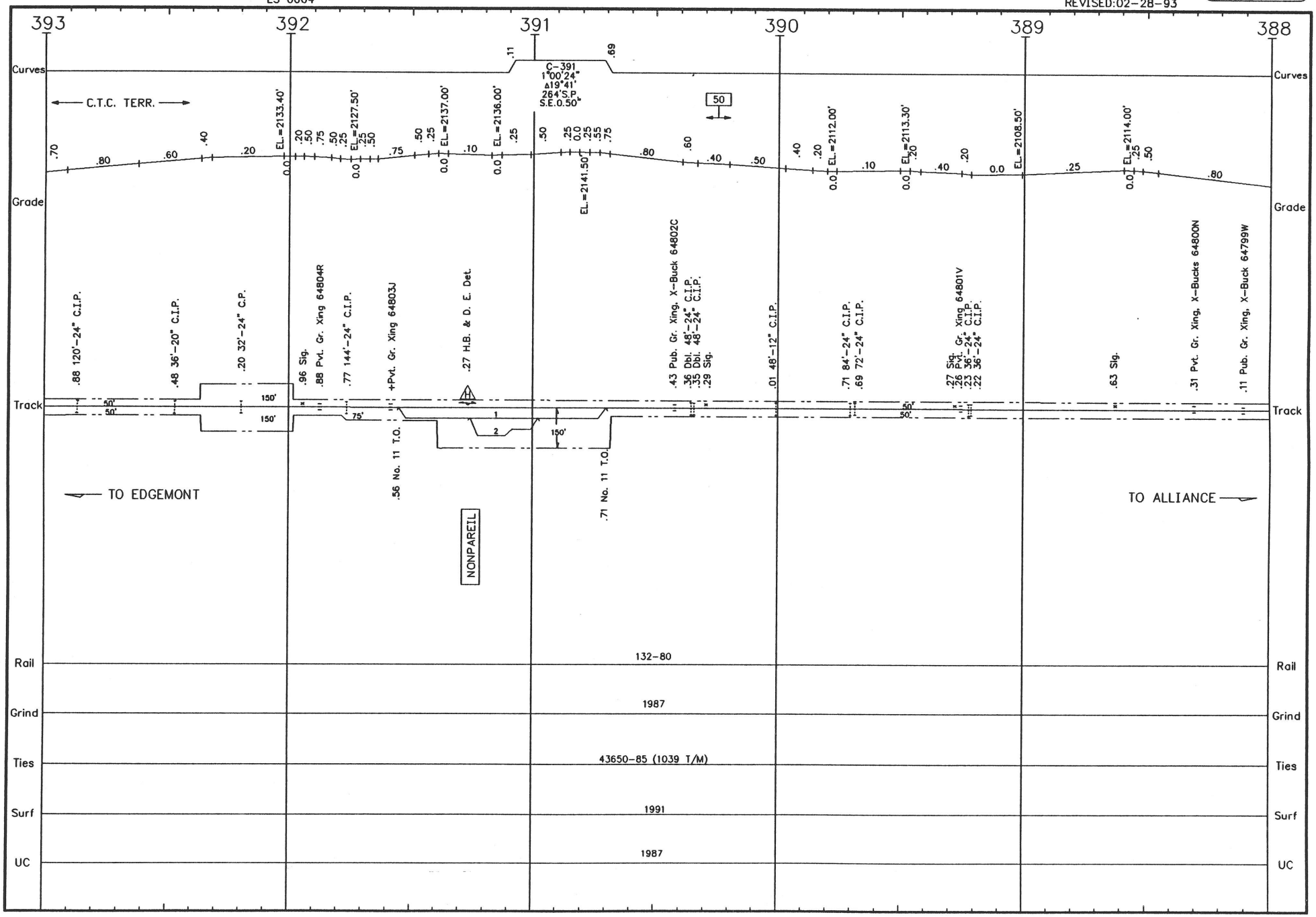
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CABUT-06

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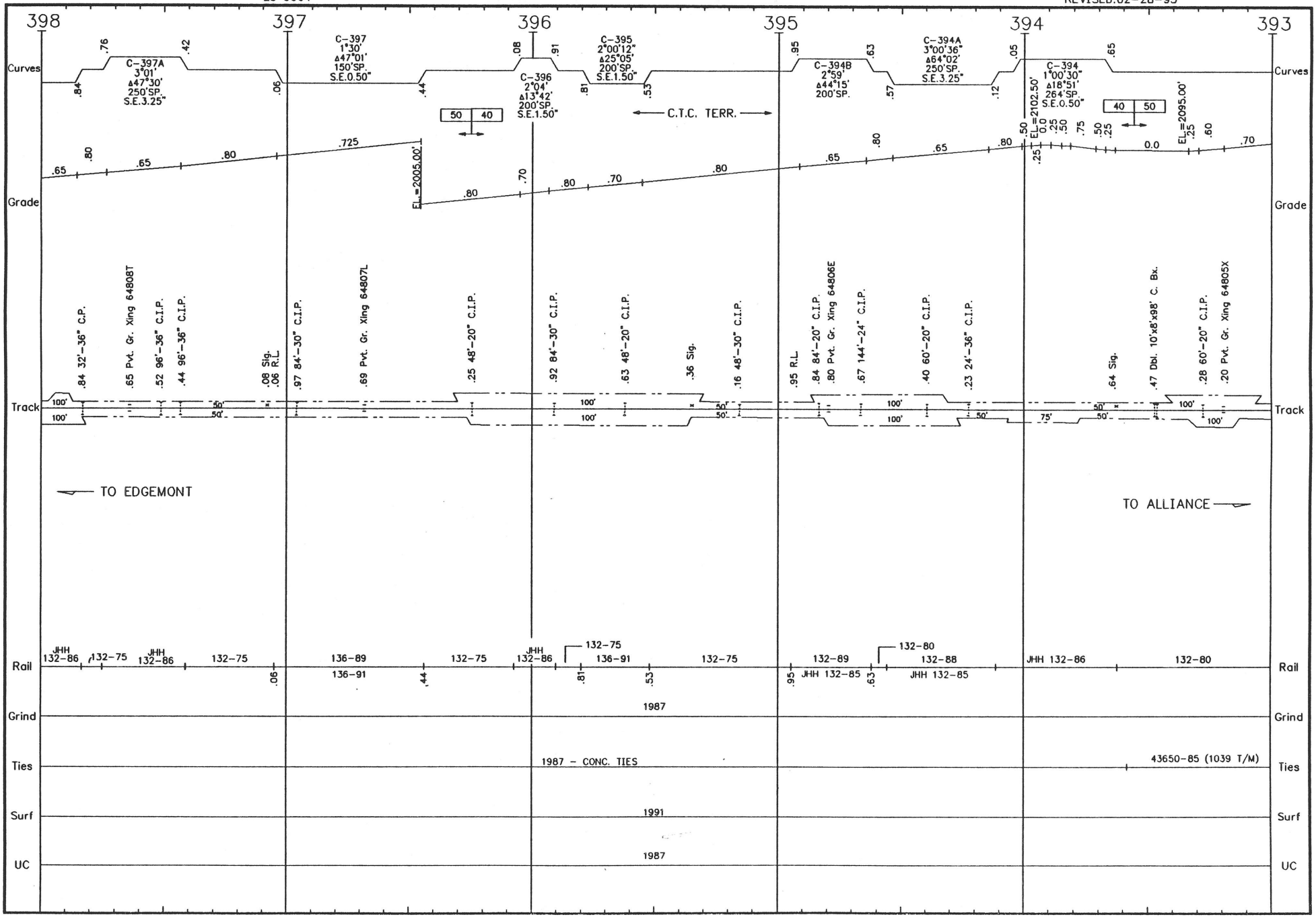
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CABUT – 07

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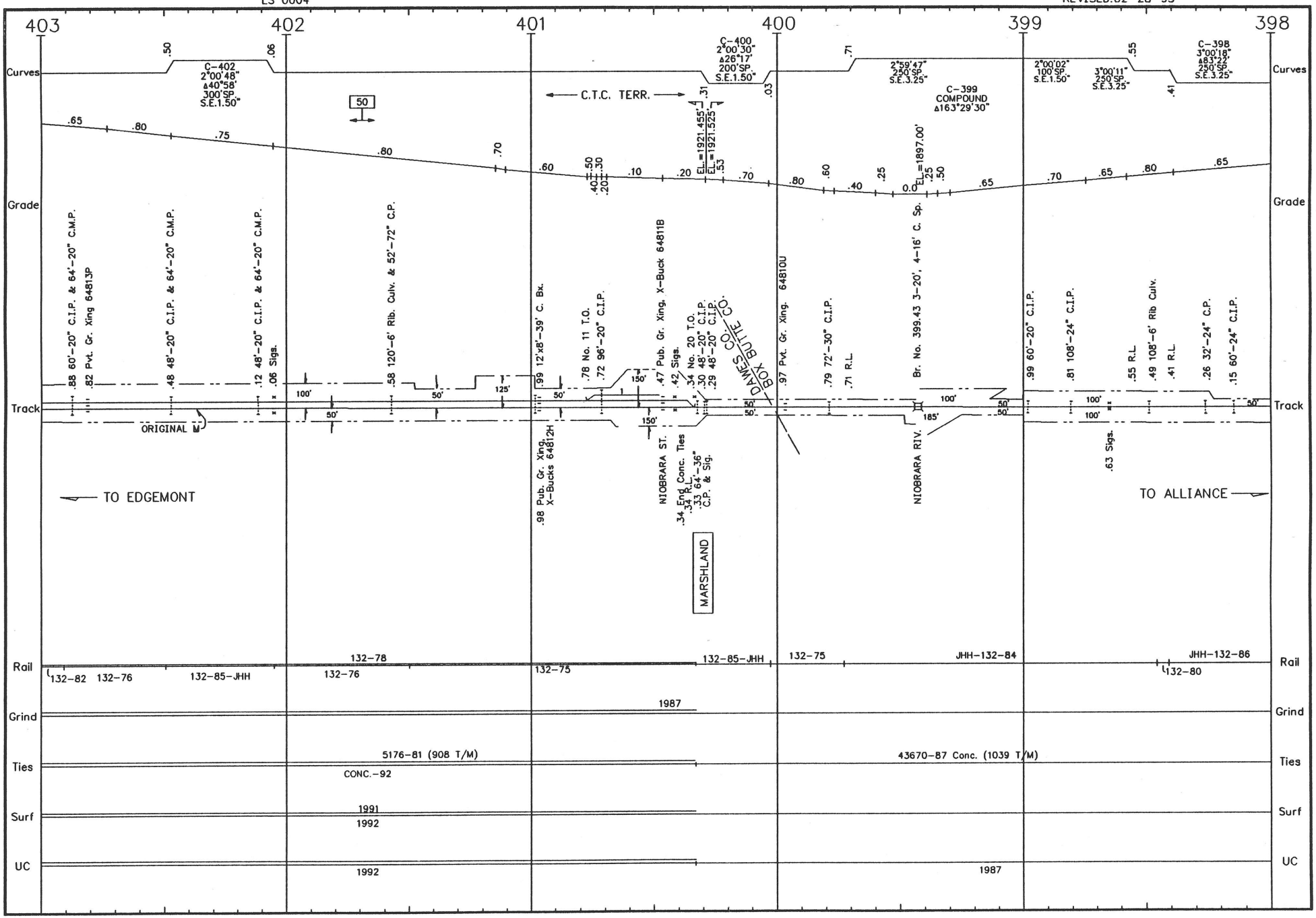
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CABUT – 08

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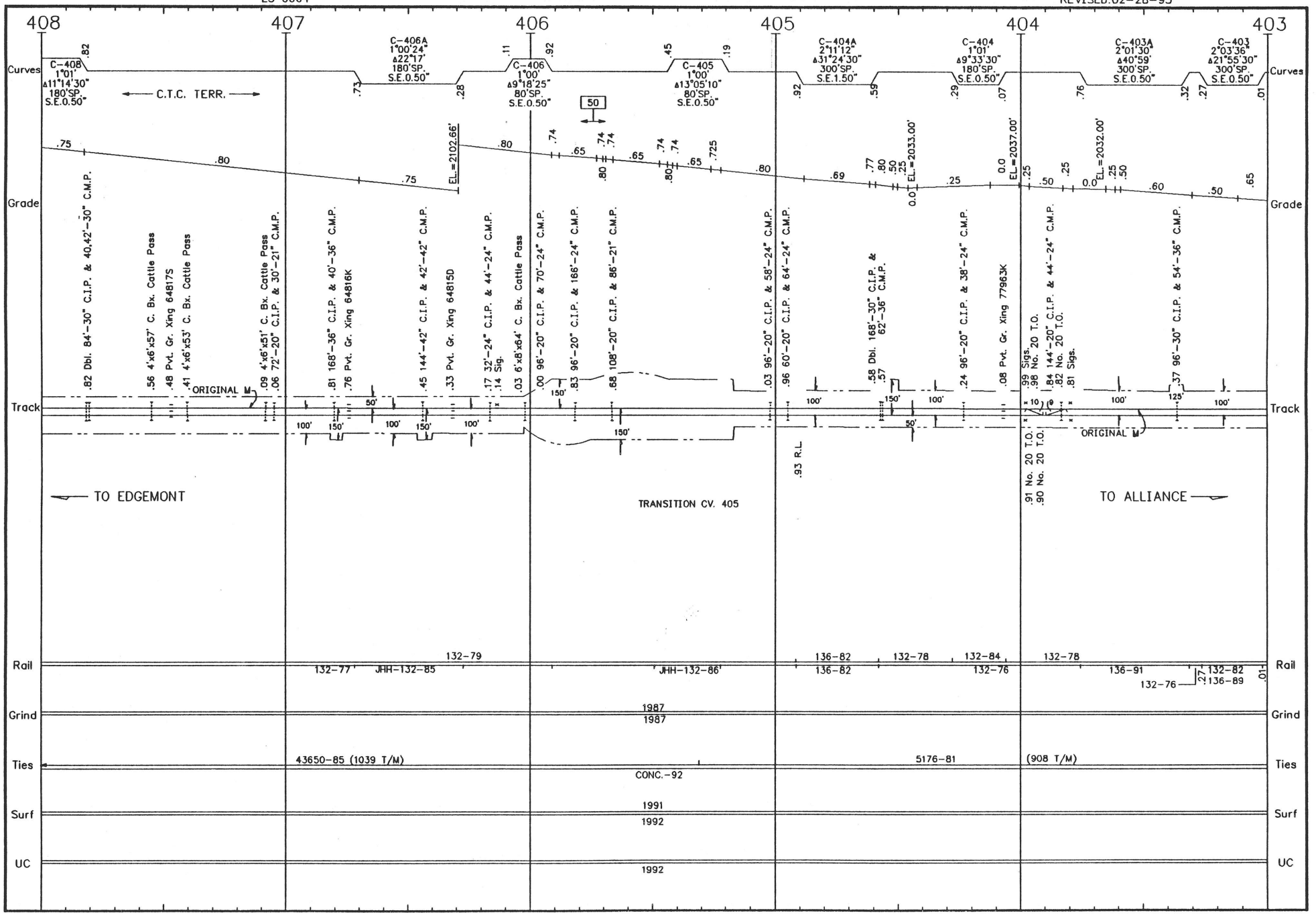
REVISED:02-28-93



(CABUT-09)

LS 0004

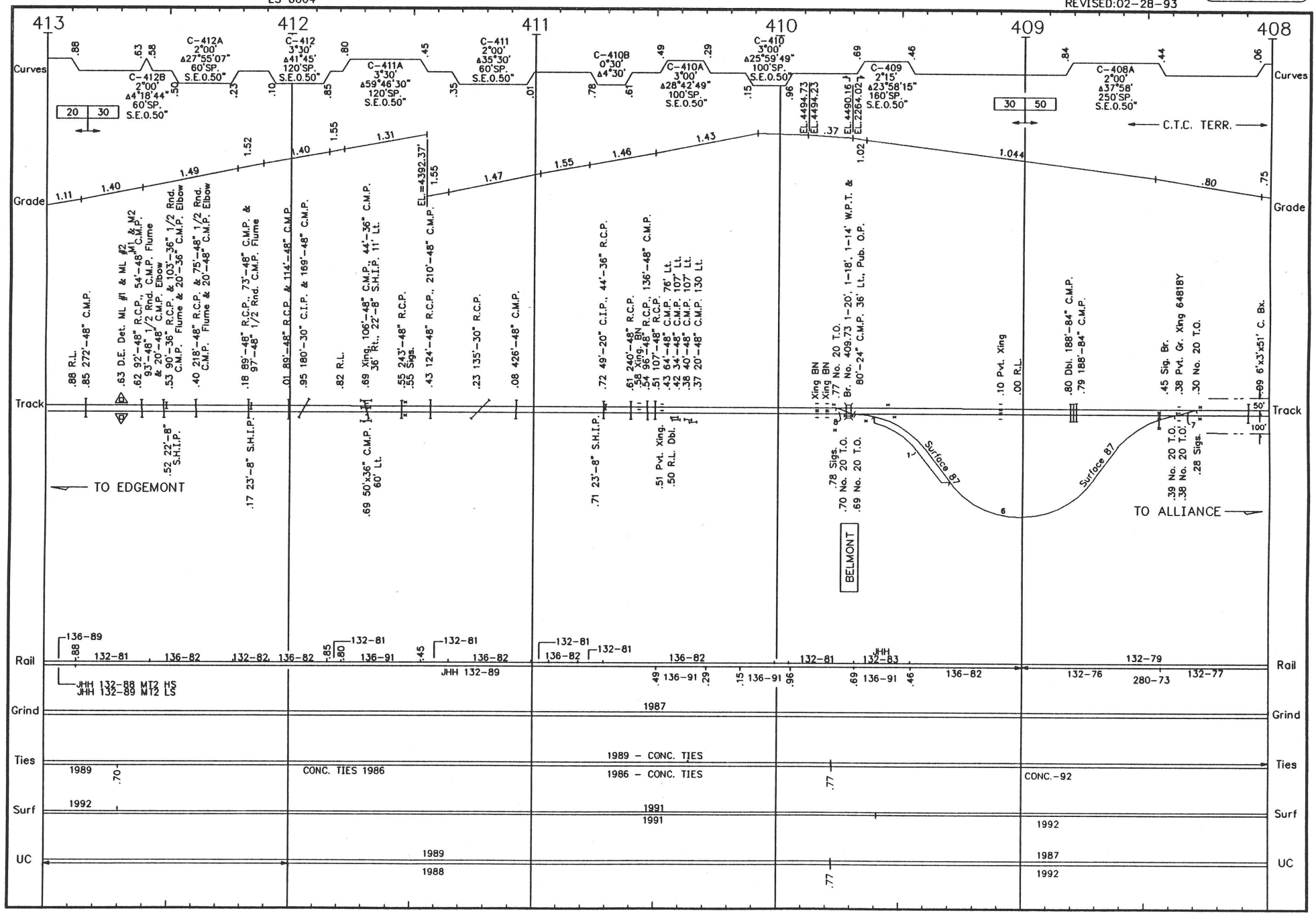
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CABUT-10

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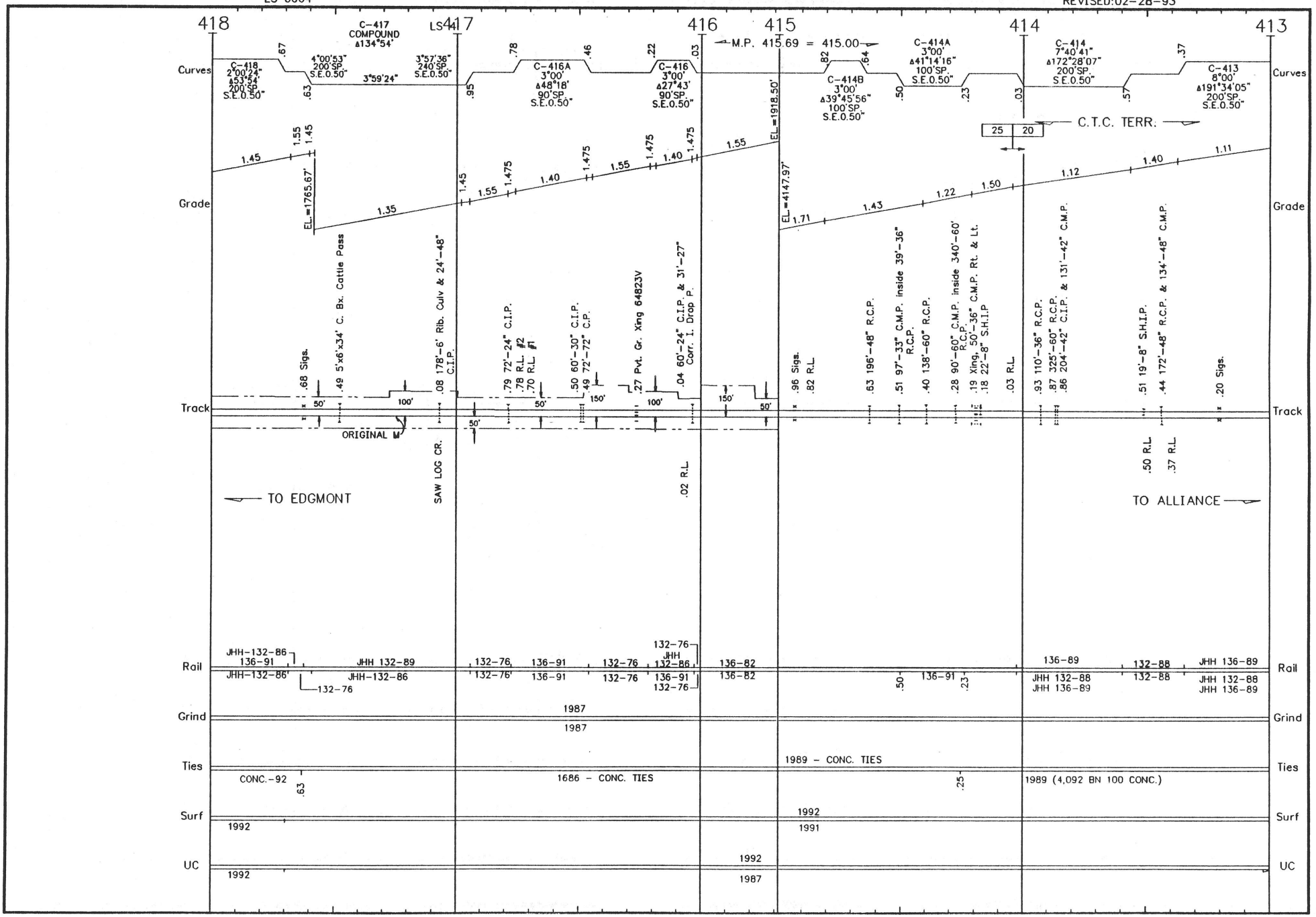
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CABUT – 11

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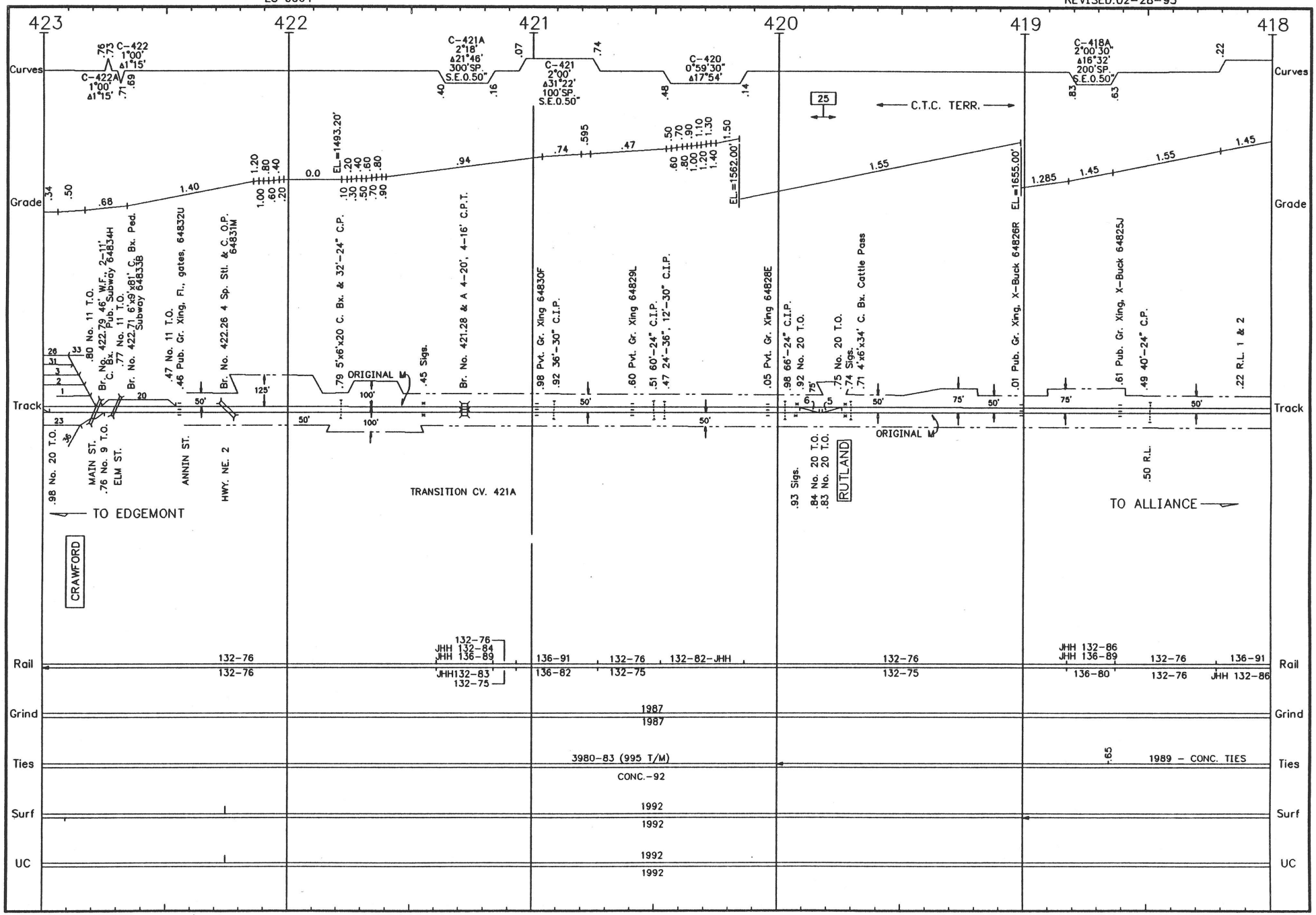
REVISED: 02-28-93



CABUT-12

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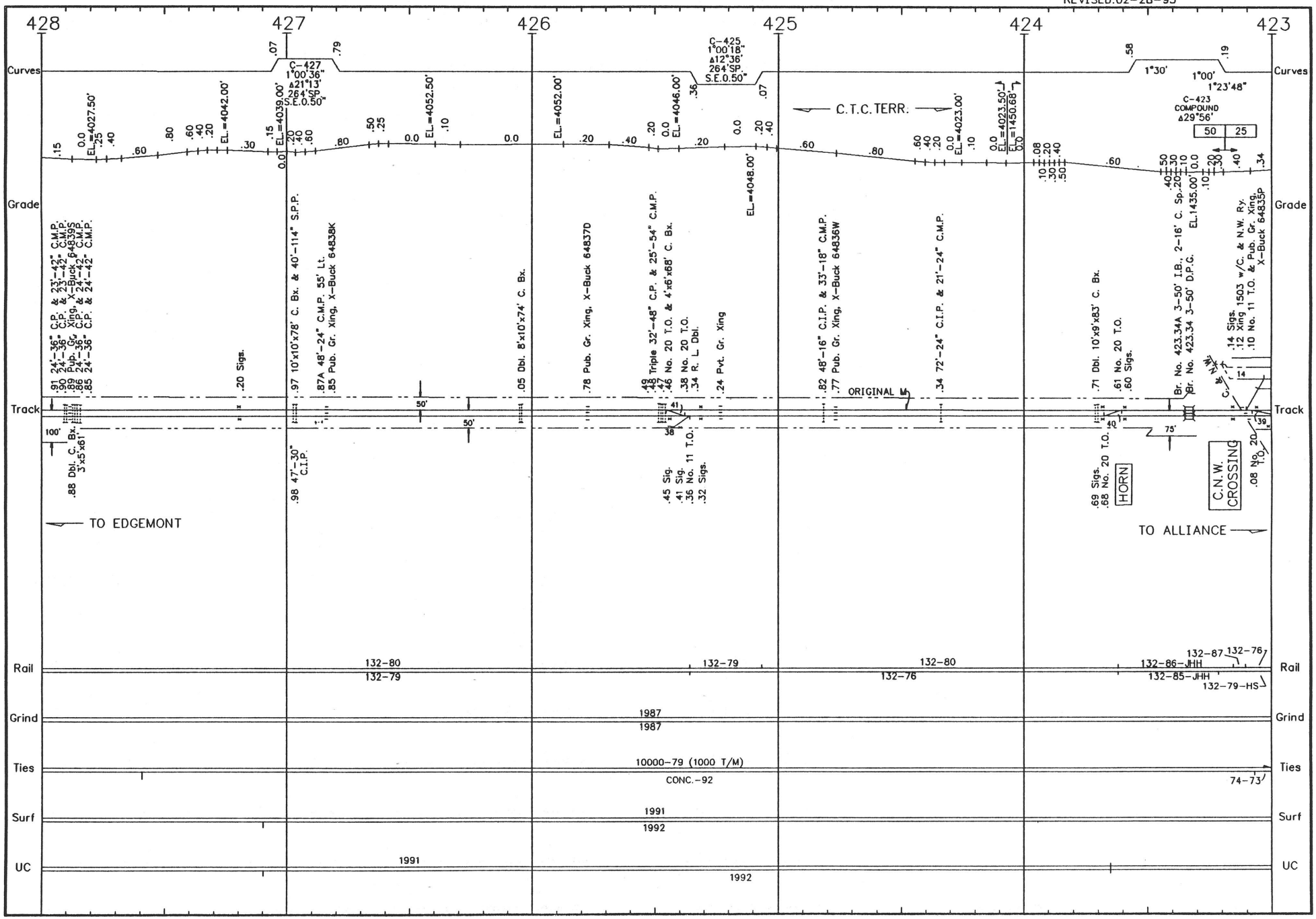
REVISED:02-28-93



LS 0004

CABUT-13

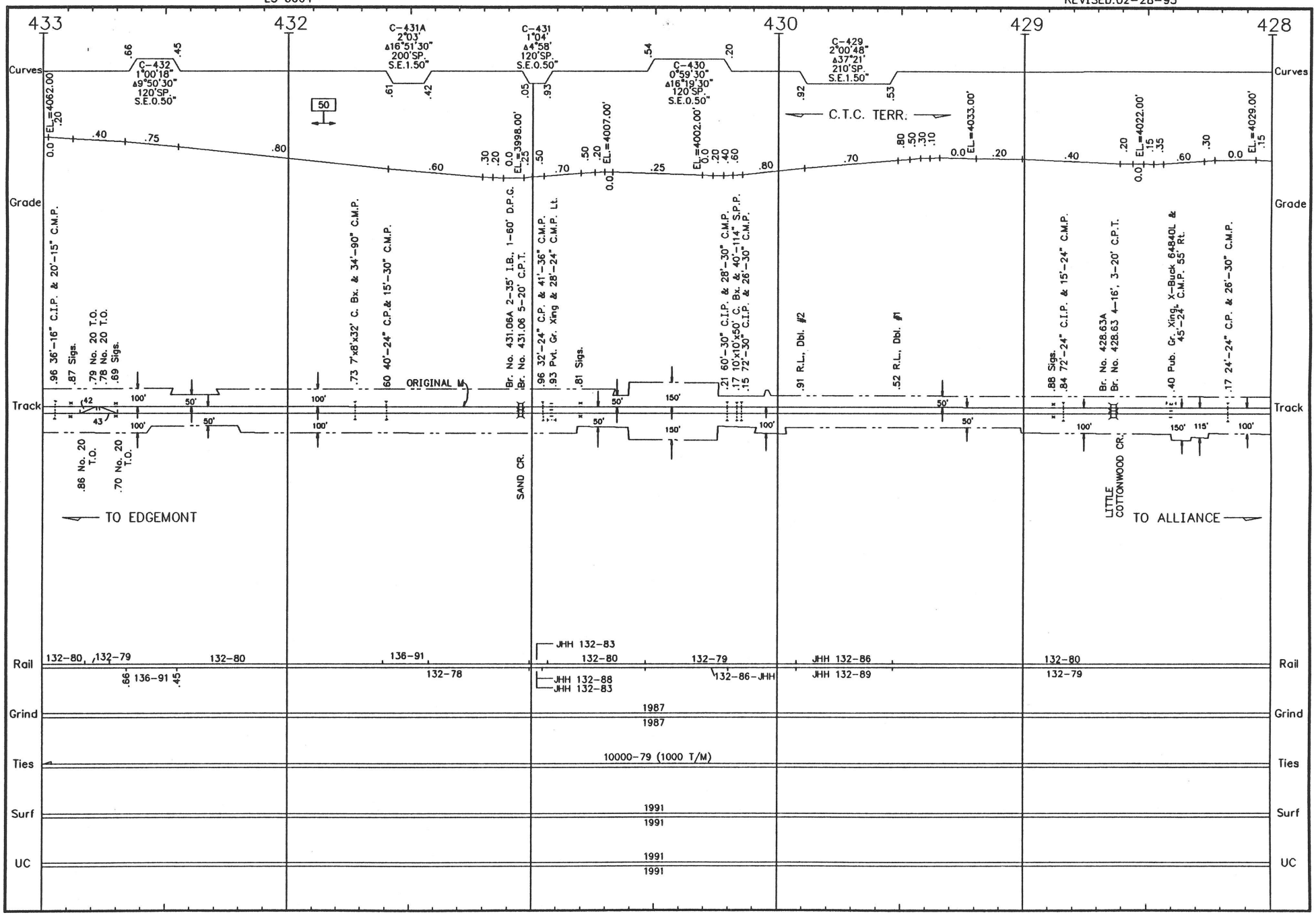
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CABUT – 14

LS 0004

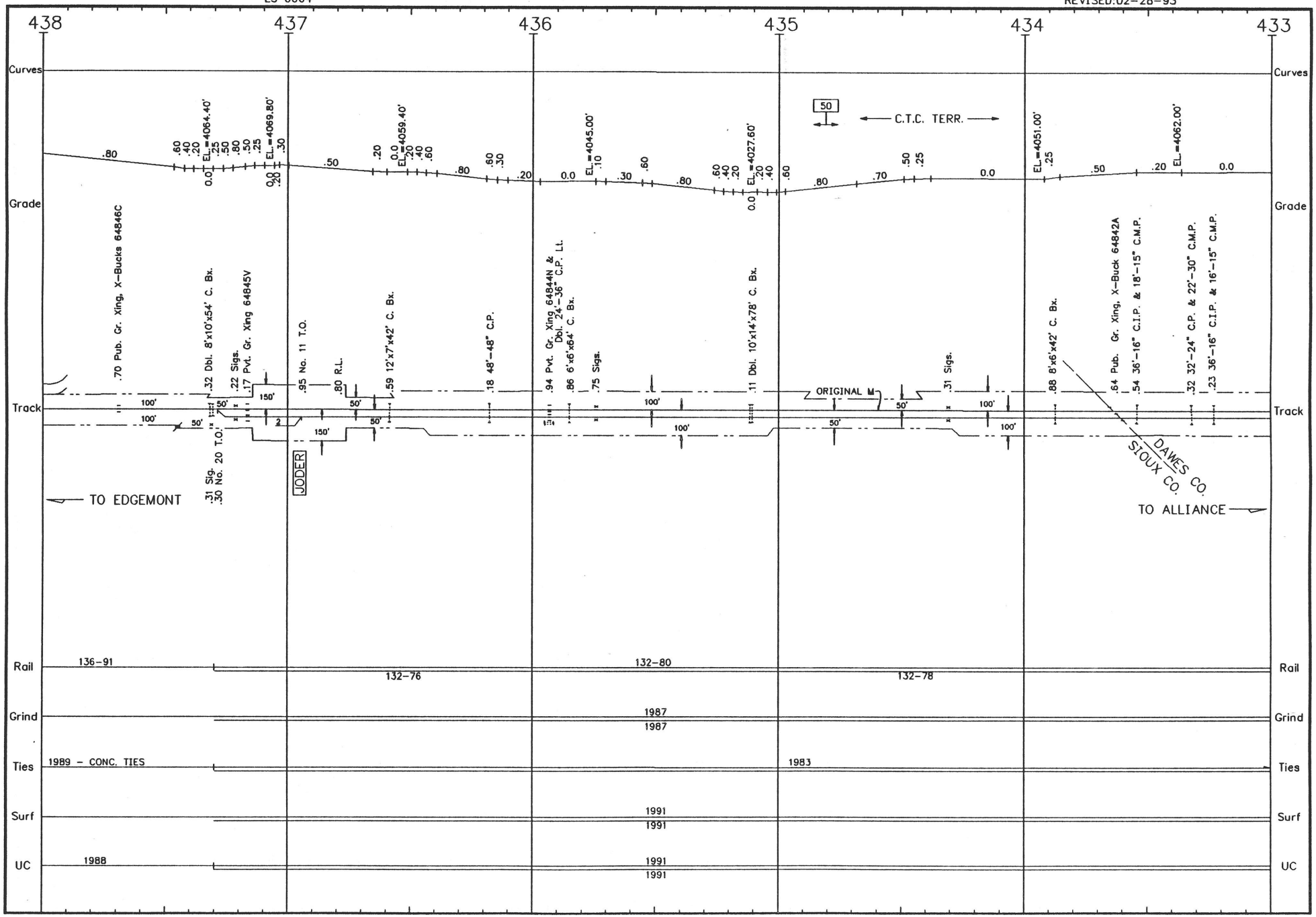
REVISED: 02-28-93



CABUT-15

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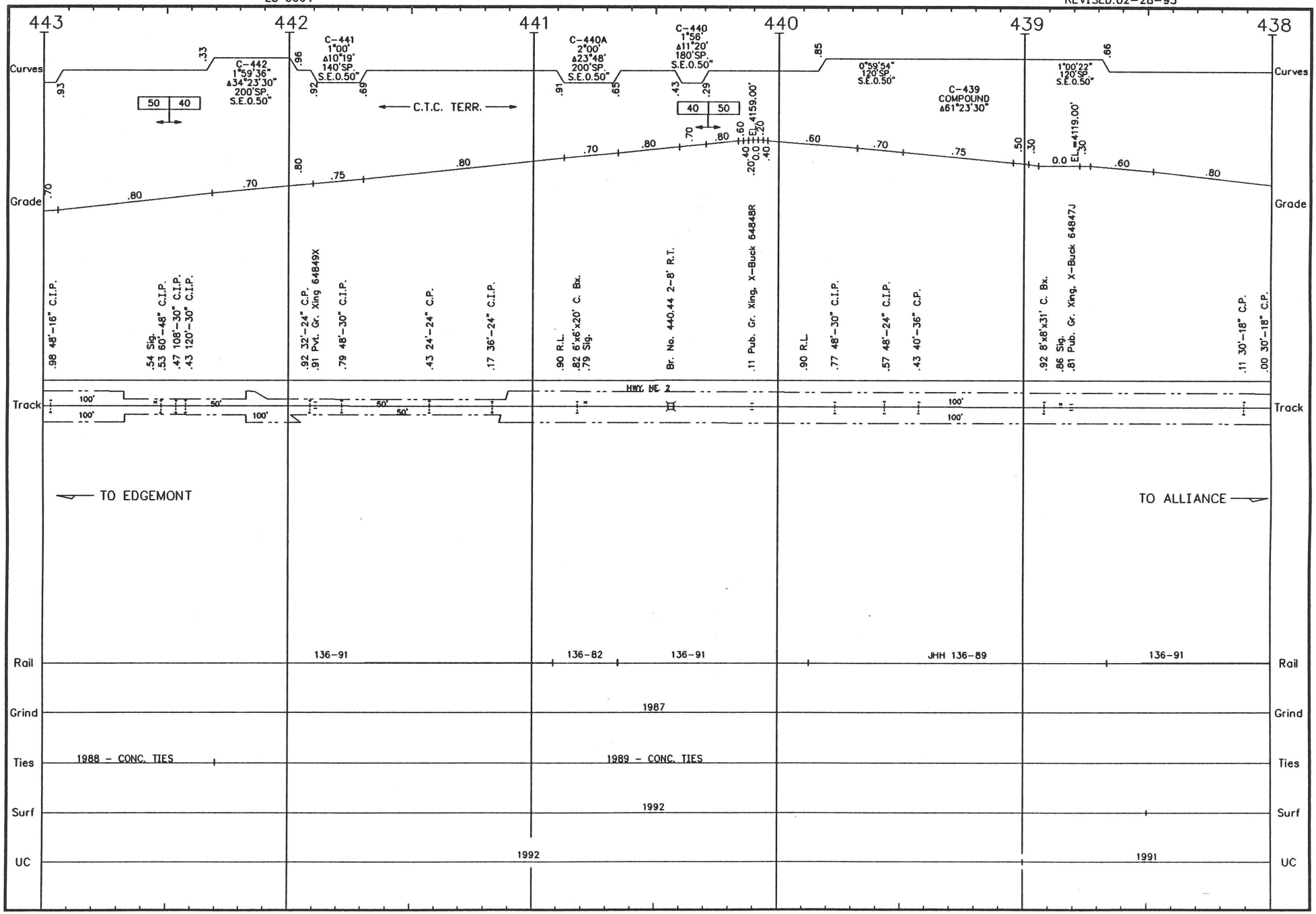
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CABUT-16

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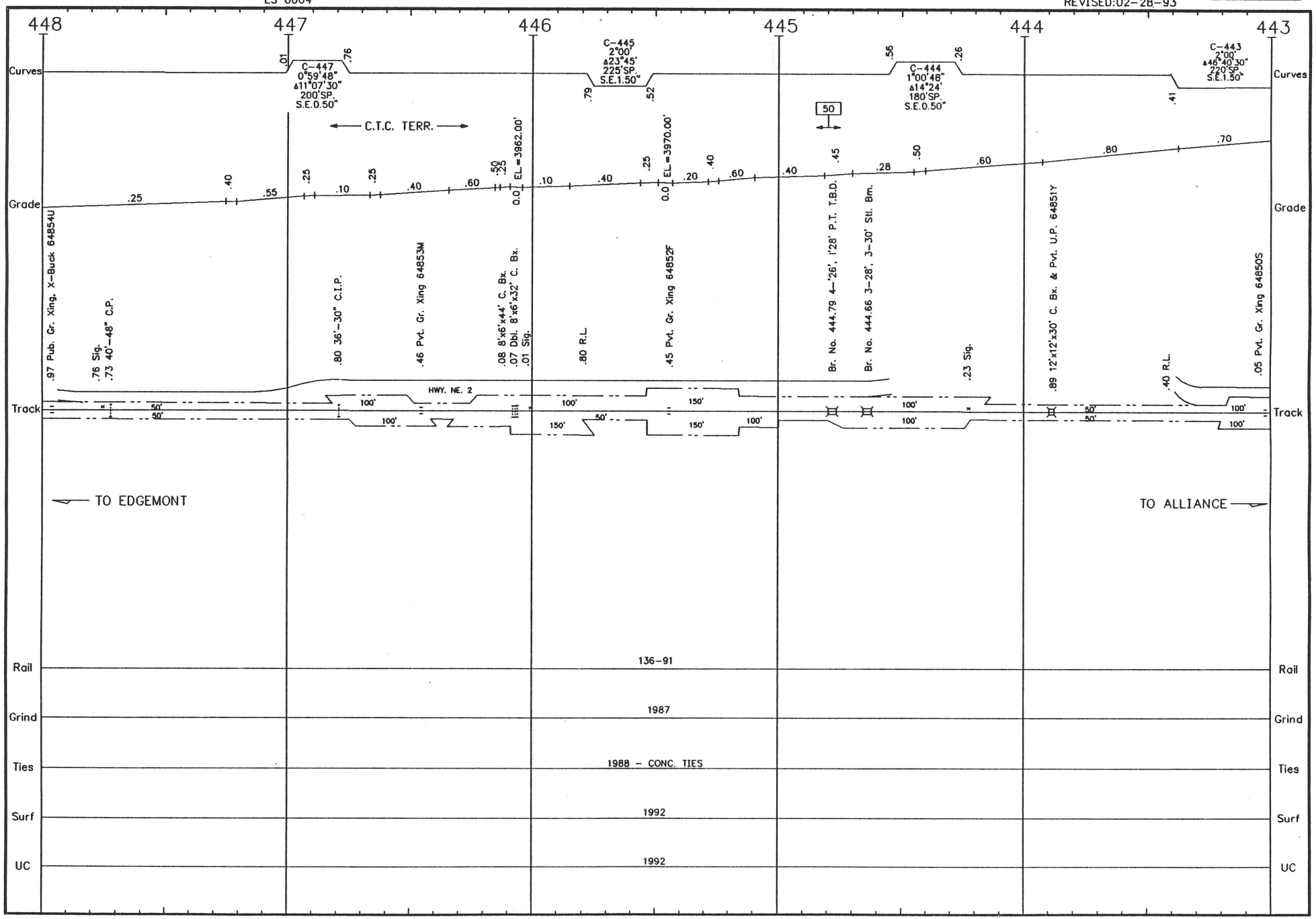
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CABUT – 17

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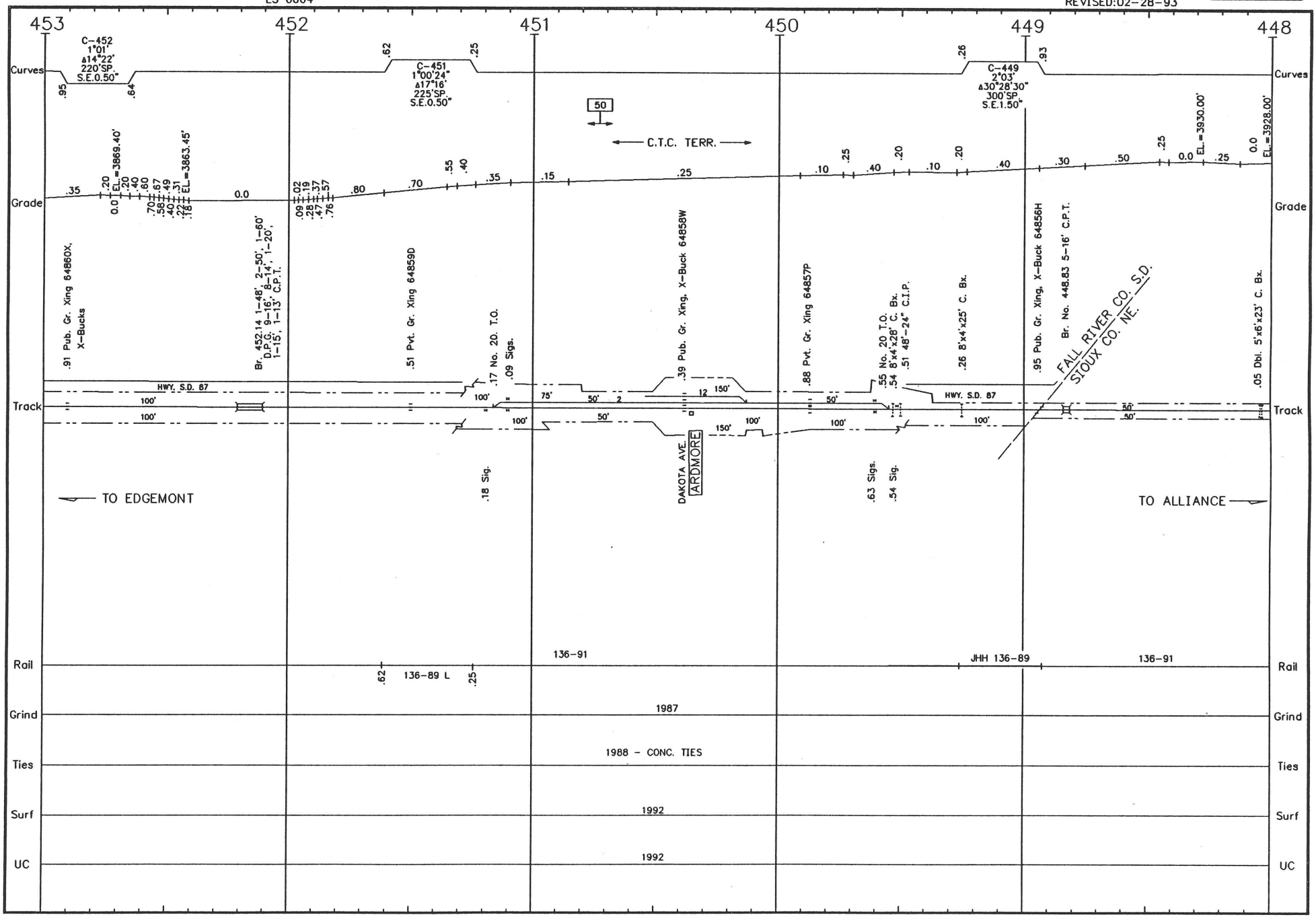
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LS 0004

REVISED:02-28-93

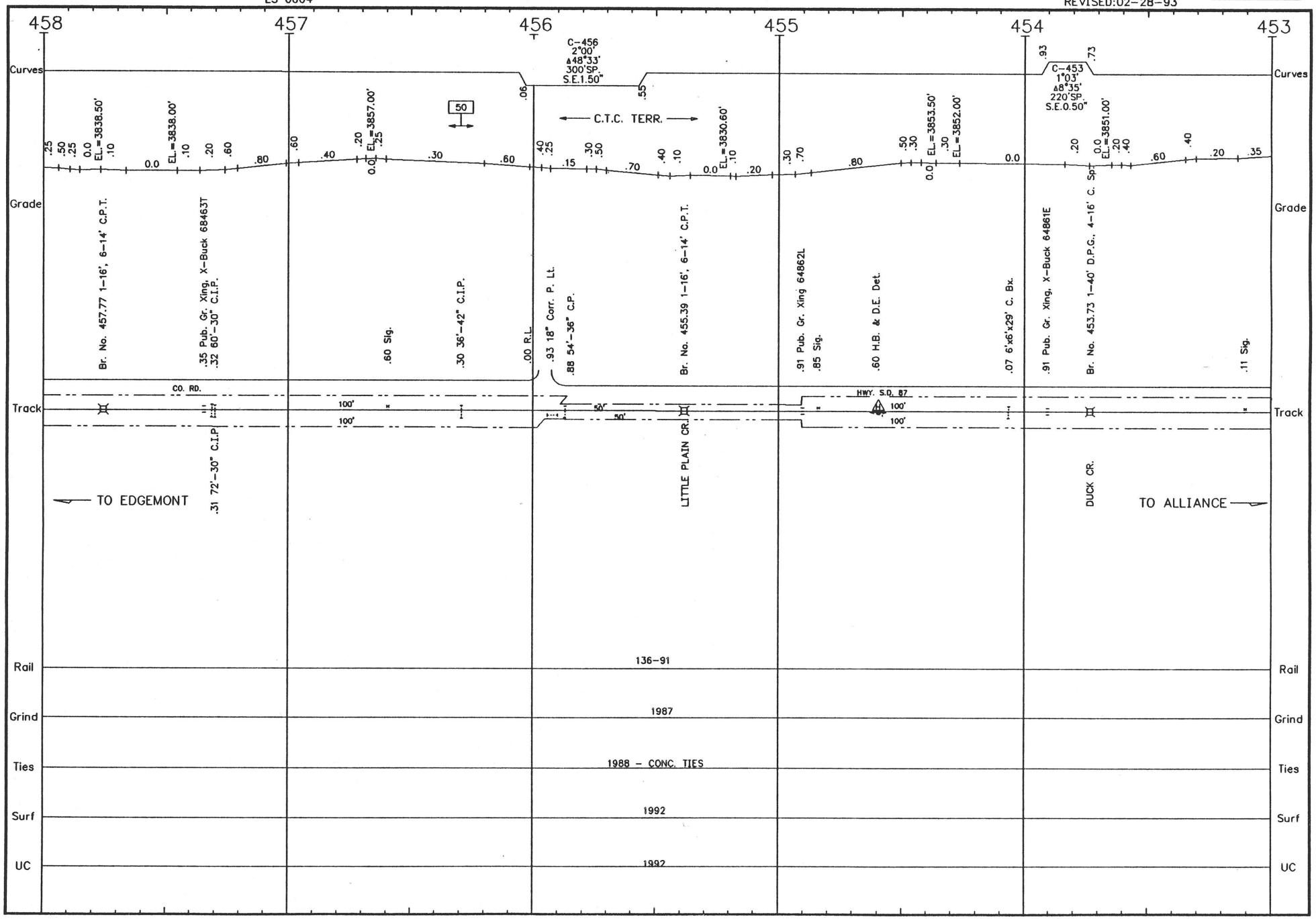
CABUT-18



CABUT-19

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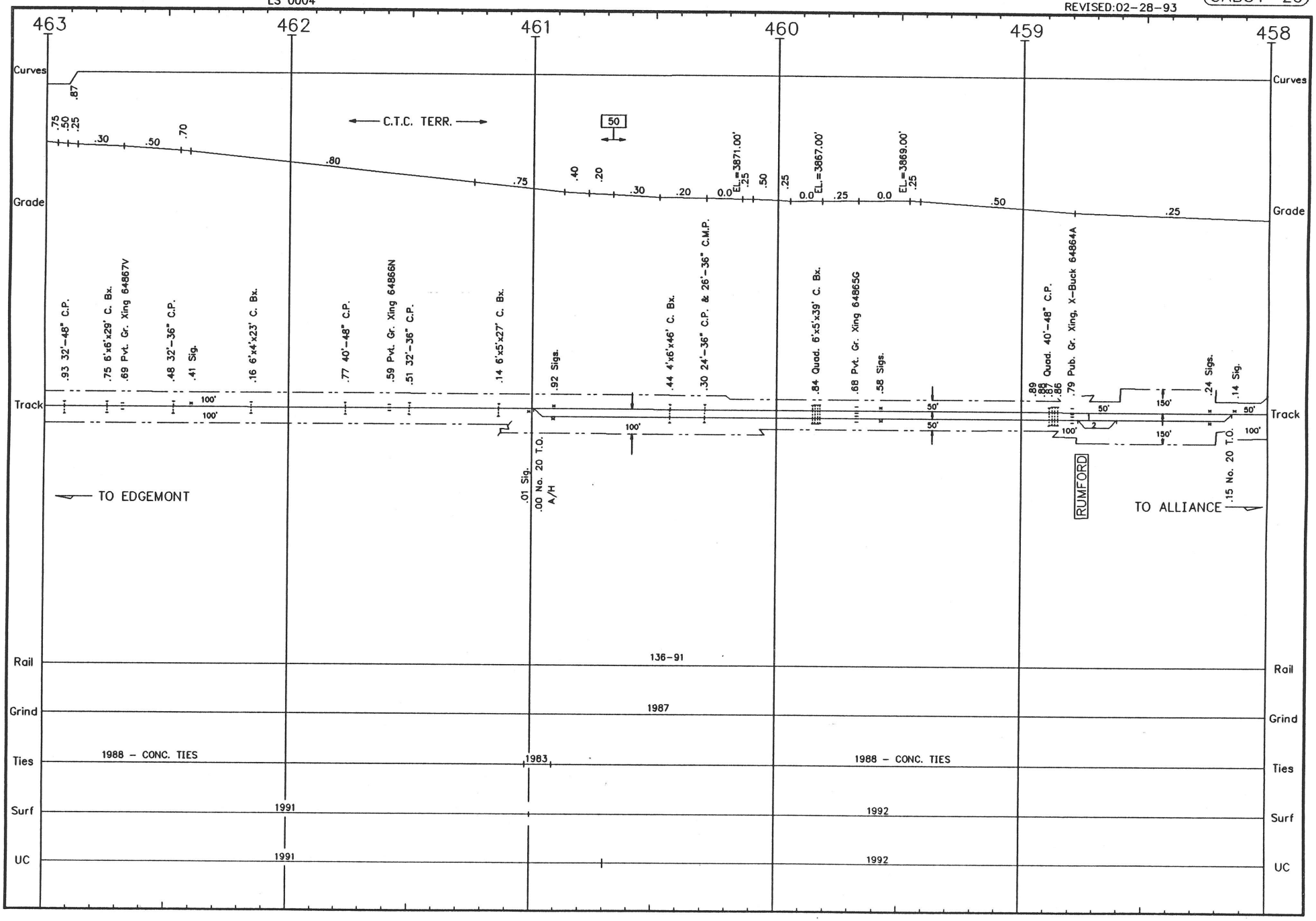
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LS 0004

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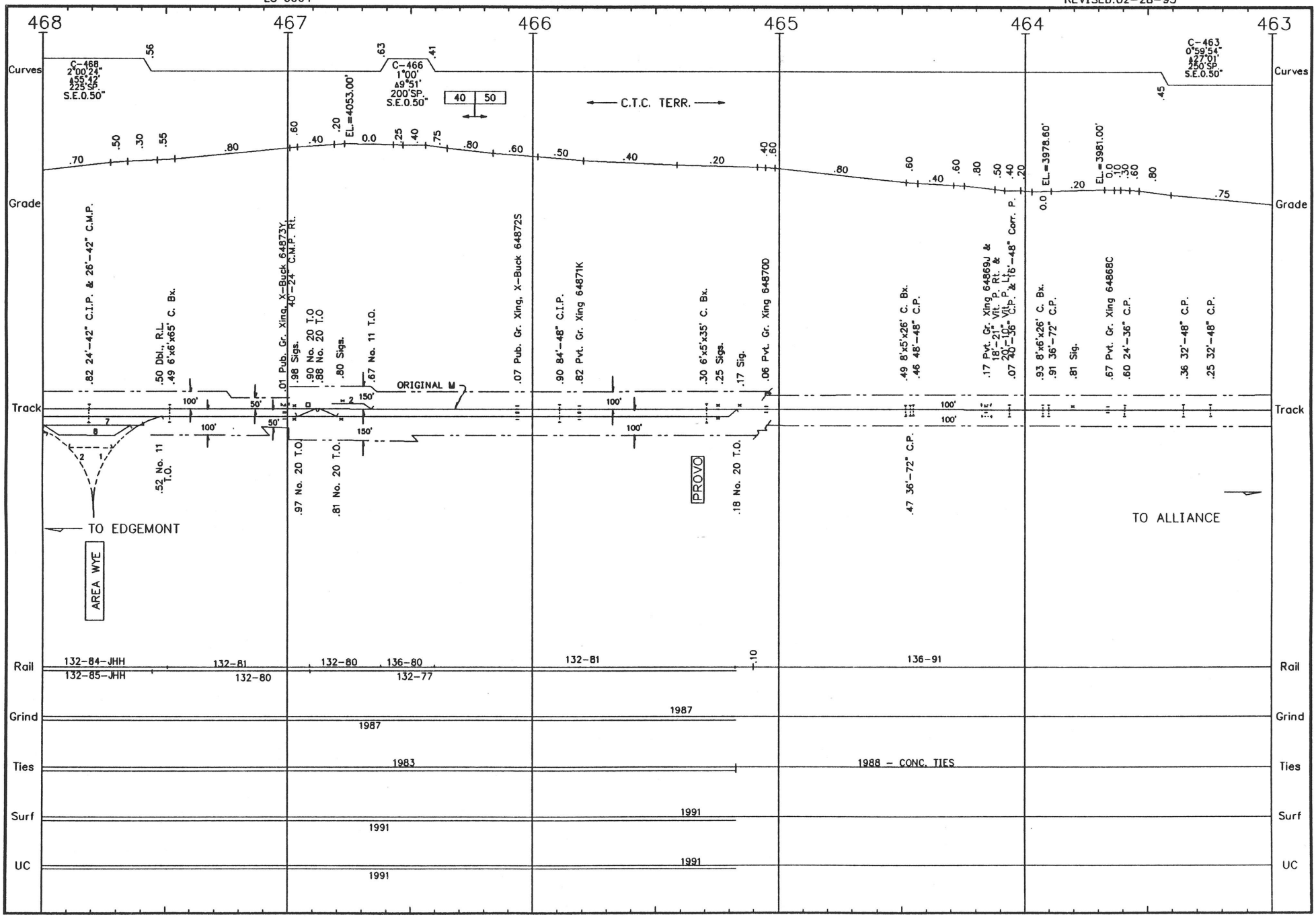
CABUT-20



CABUT – 21

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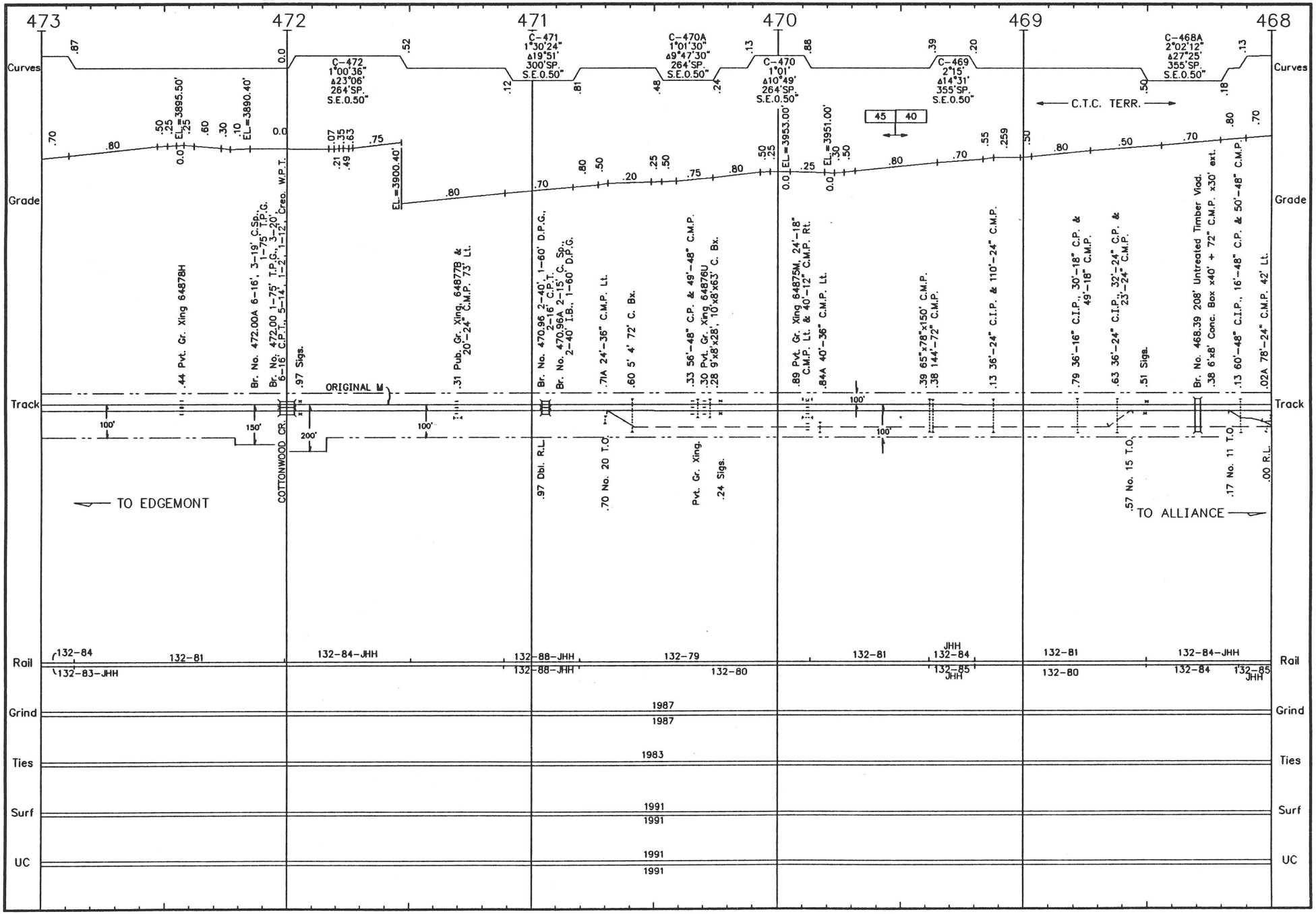
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CABUT-22

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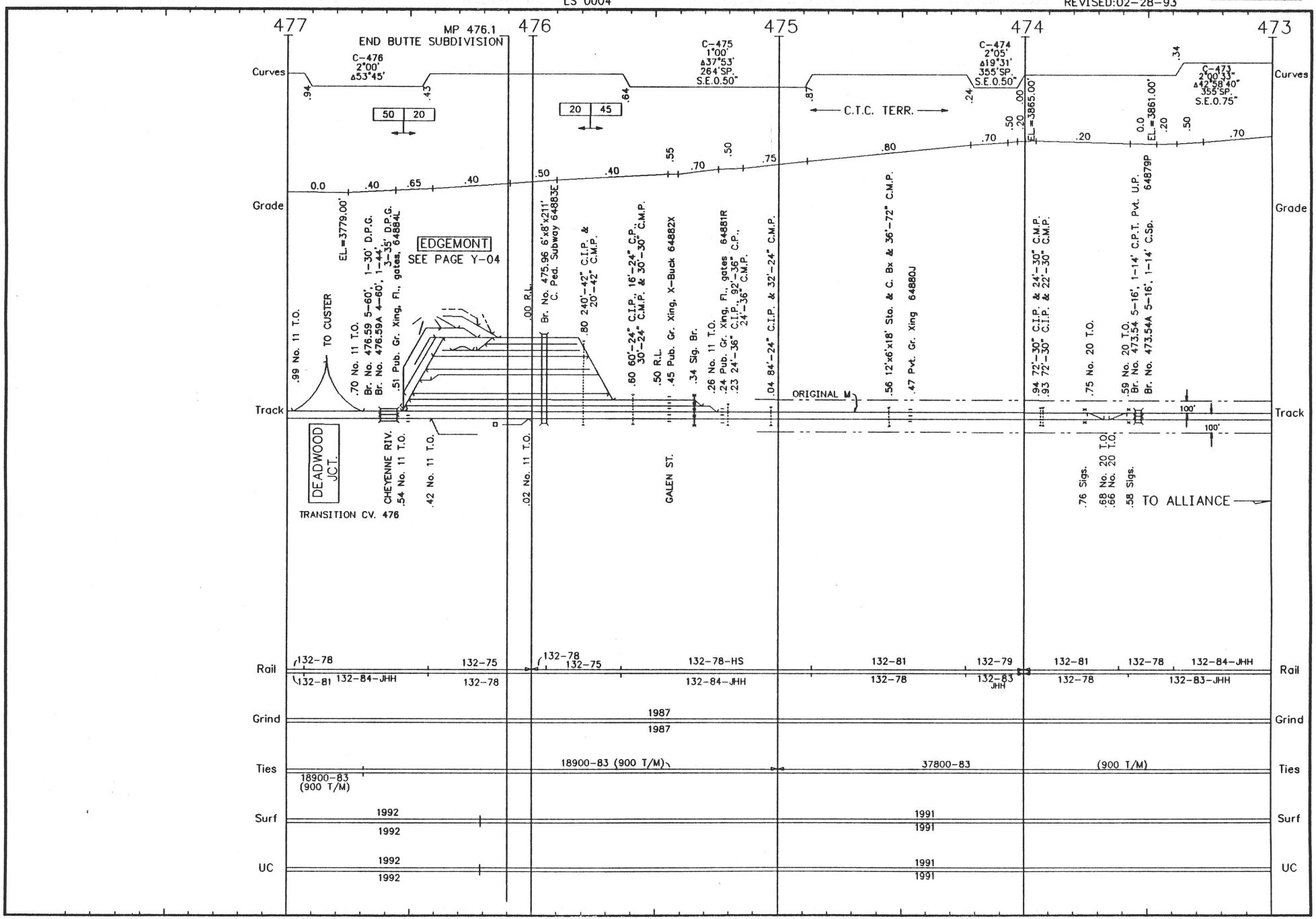
REVISED:02-28-93



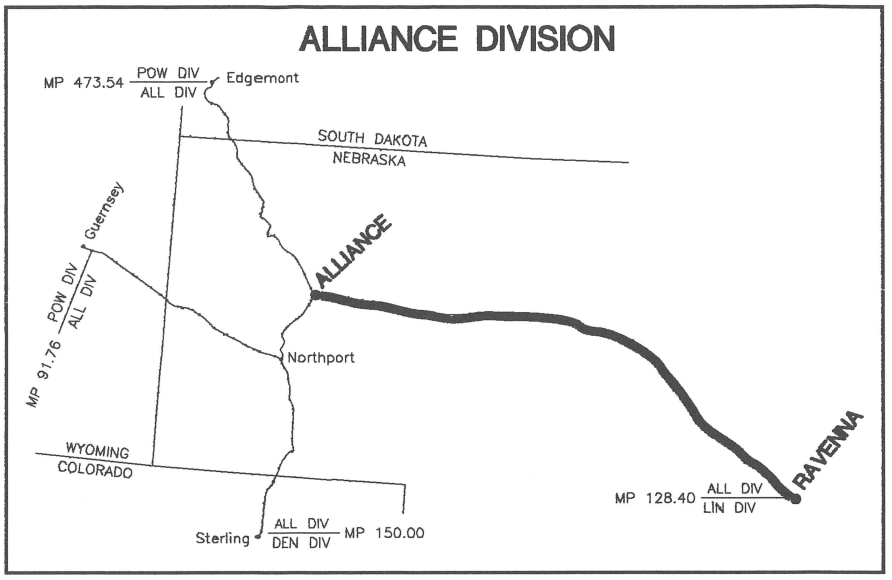
CABUT – 23

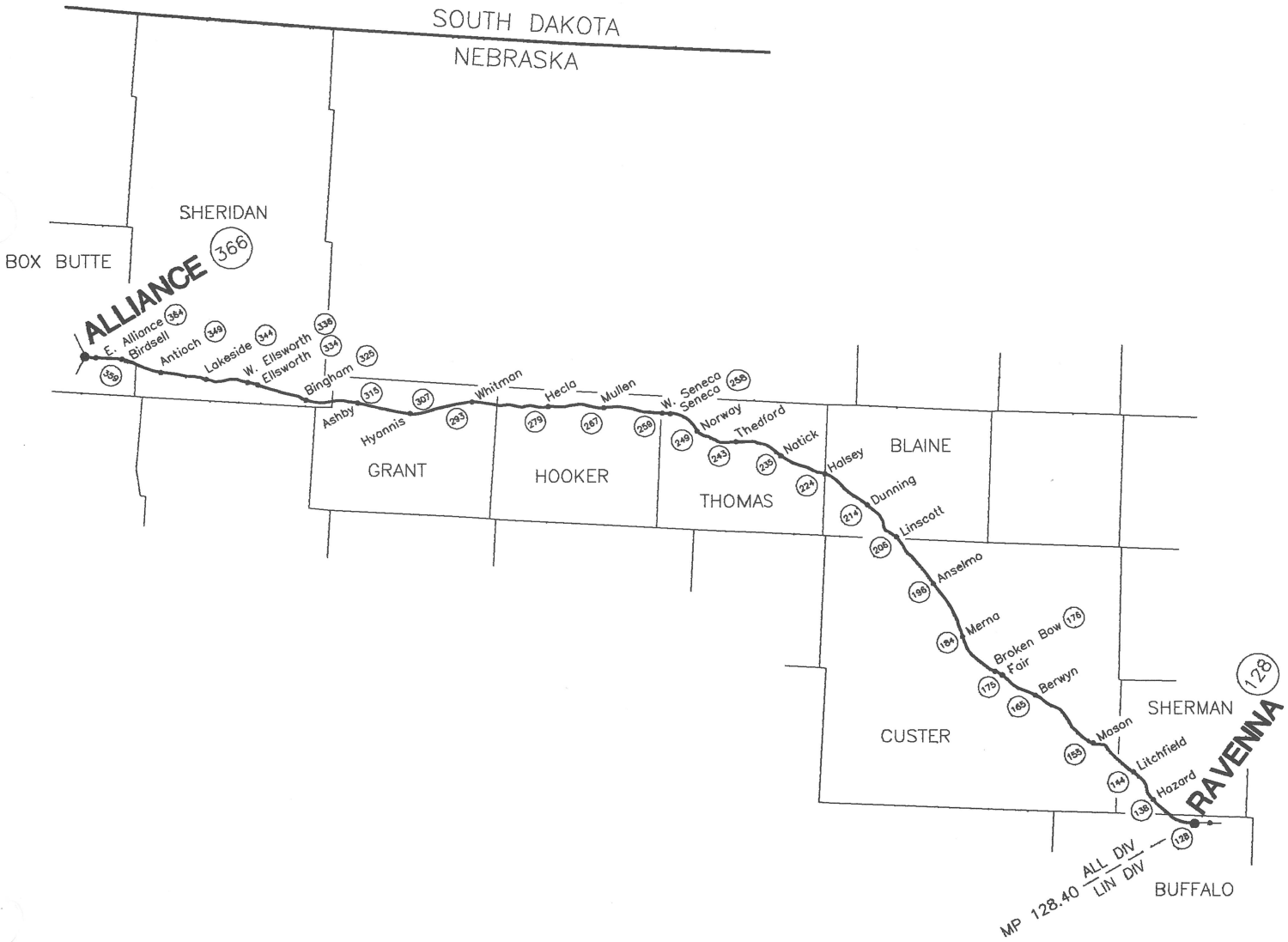
LS 0004

REVISED:02-28-93



BURLINGTON NORTHERN
ALLIANCE DIVISION
SAND HILLS SUBDIVISION

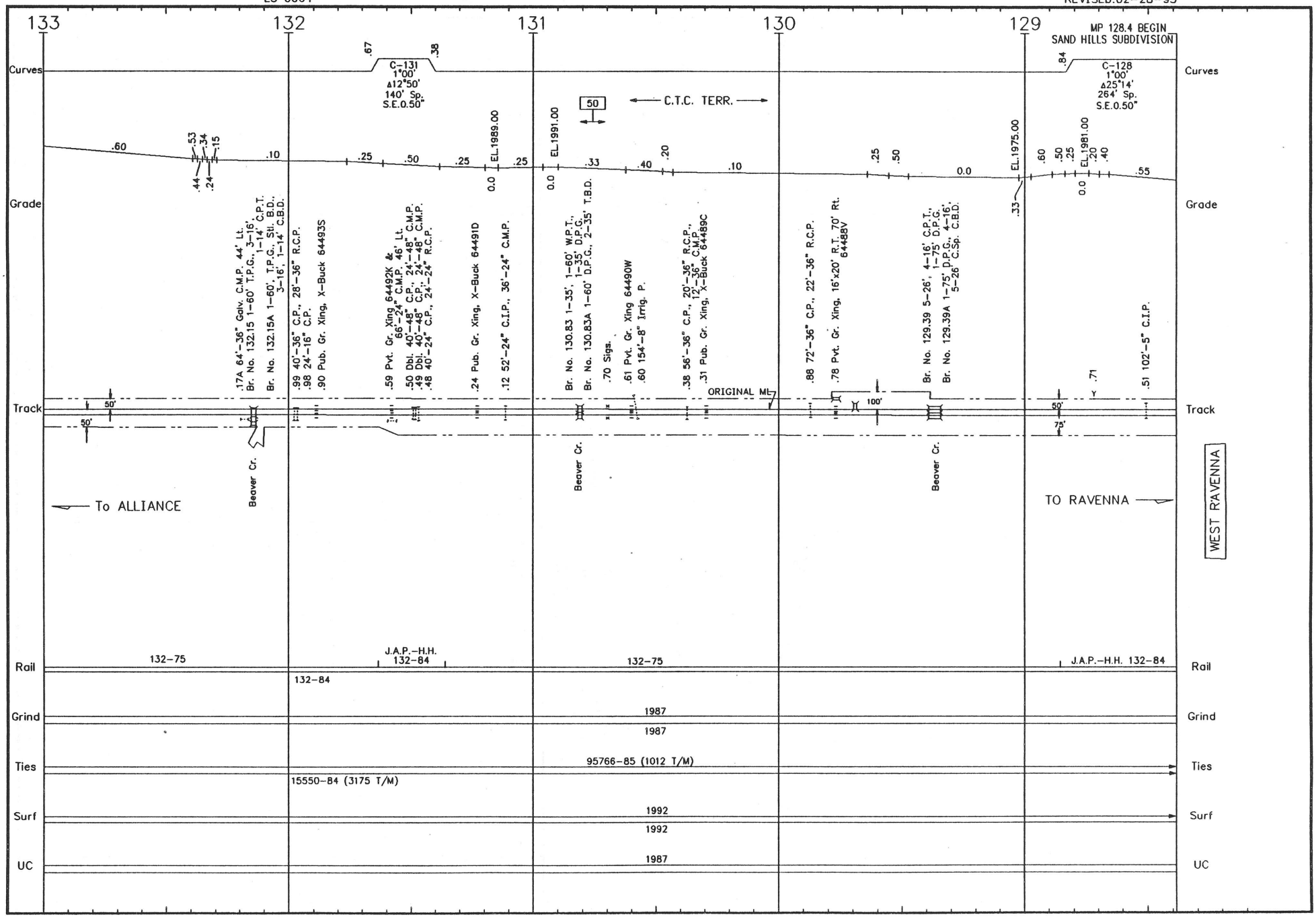




CASAN-01

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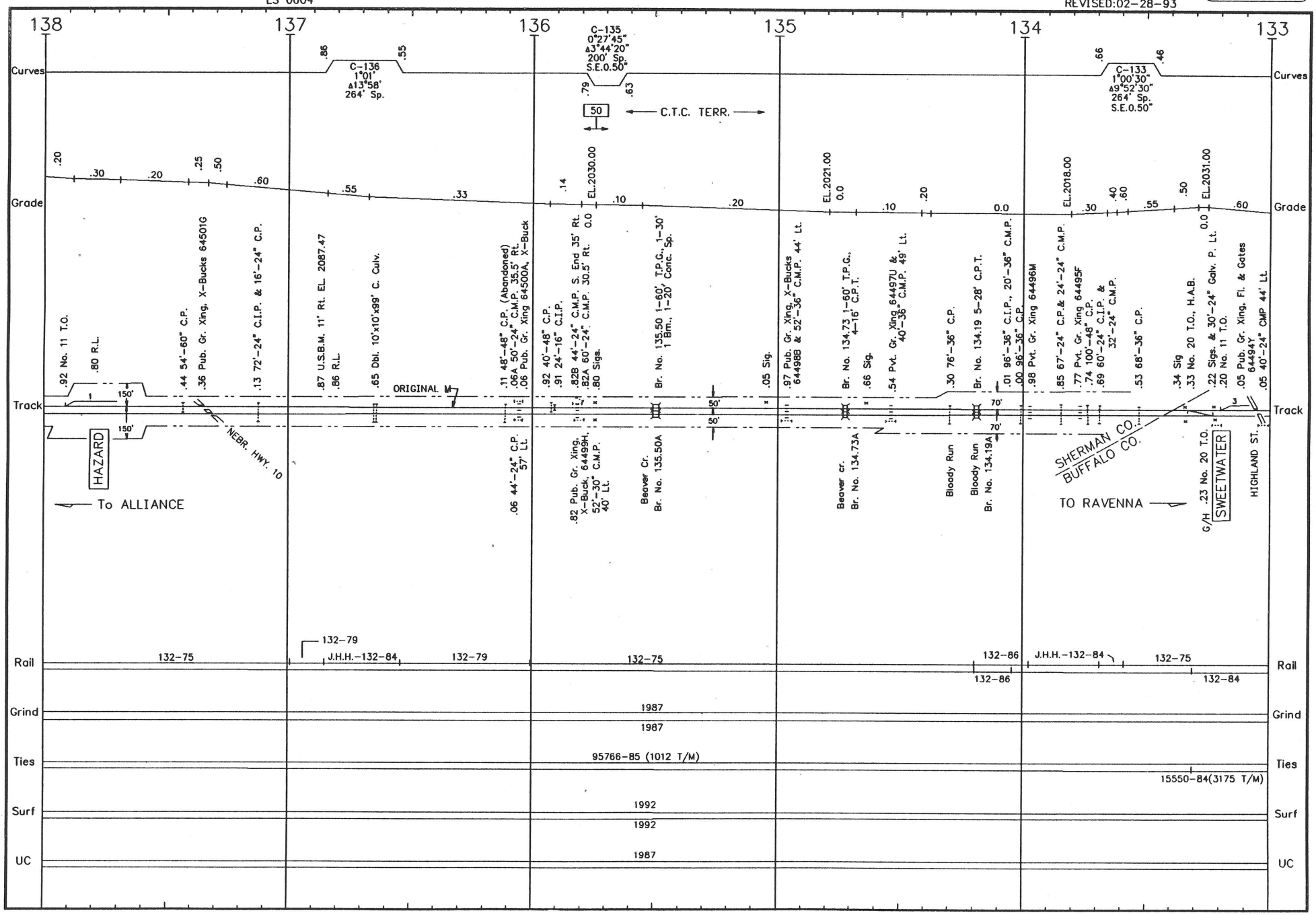
REVISED:02-28-93



CASAN-02

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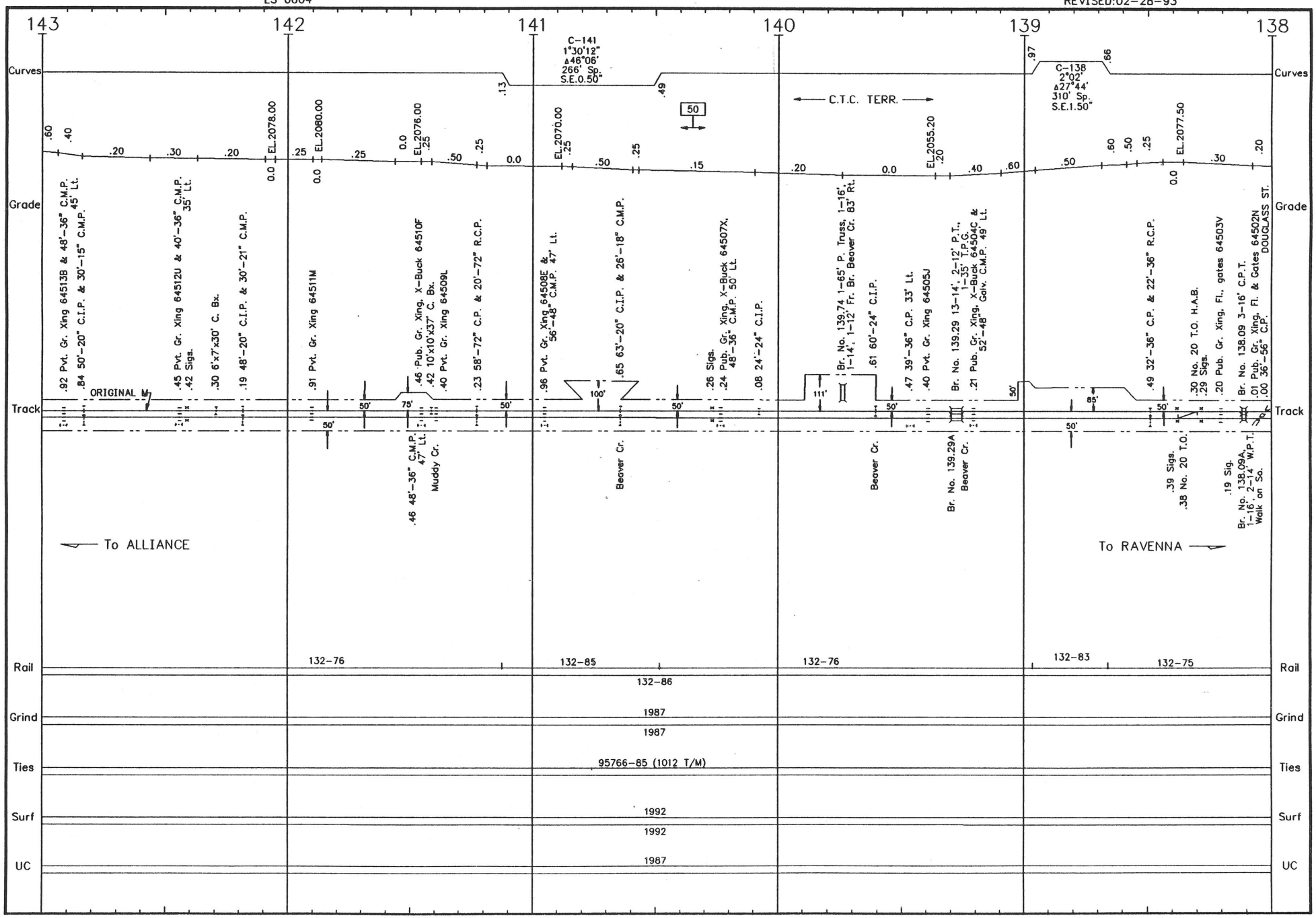
REVISED:02-28-93



CASAN-03

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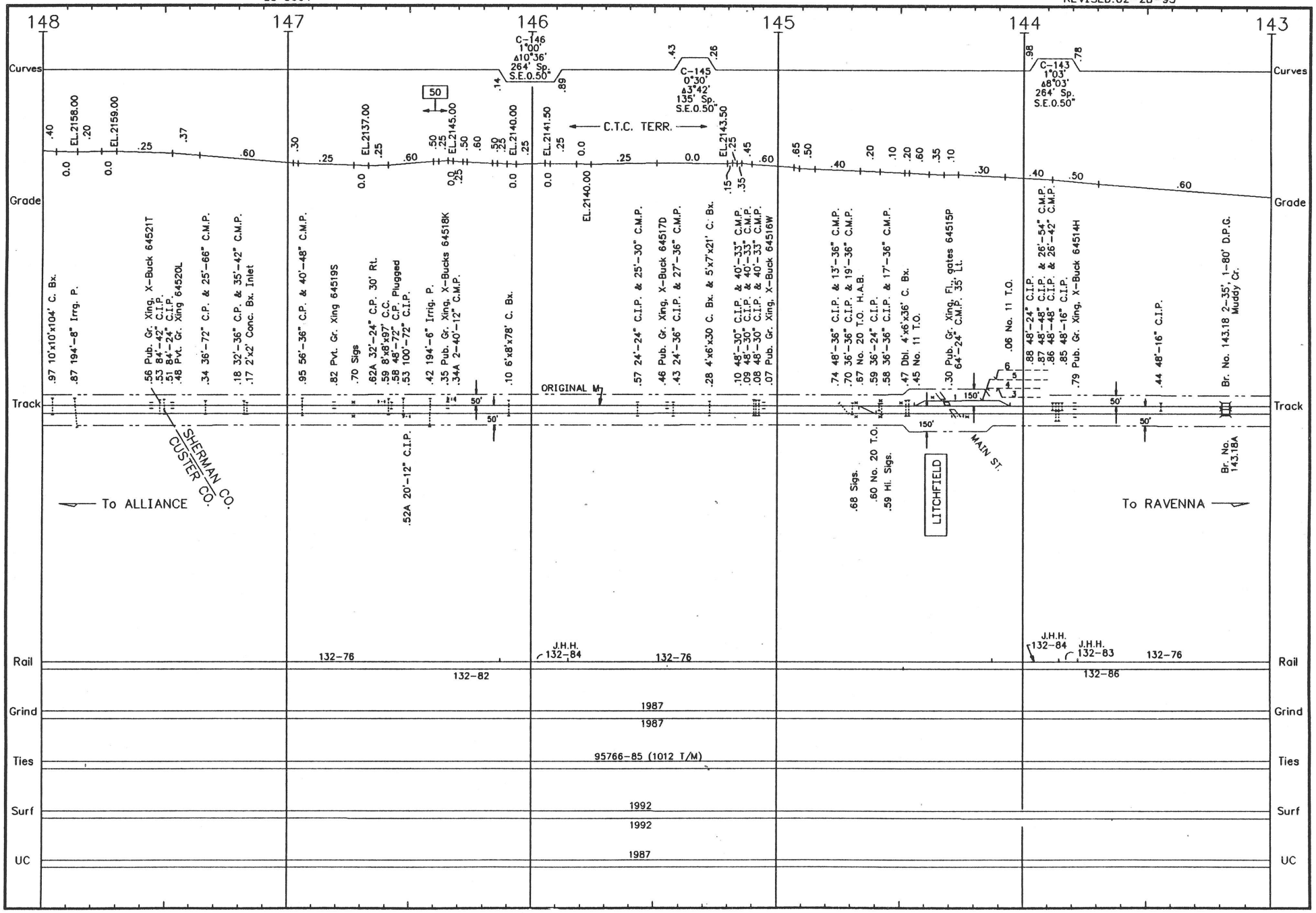
REVISED:02-28-93



CASAN-04

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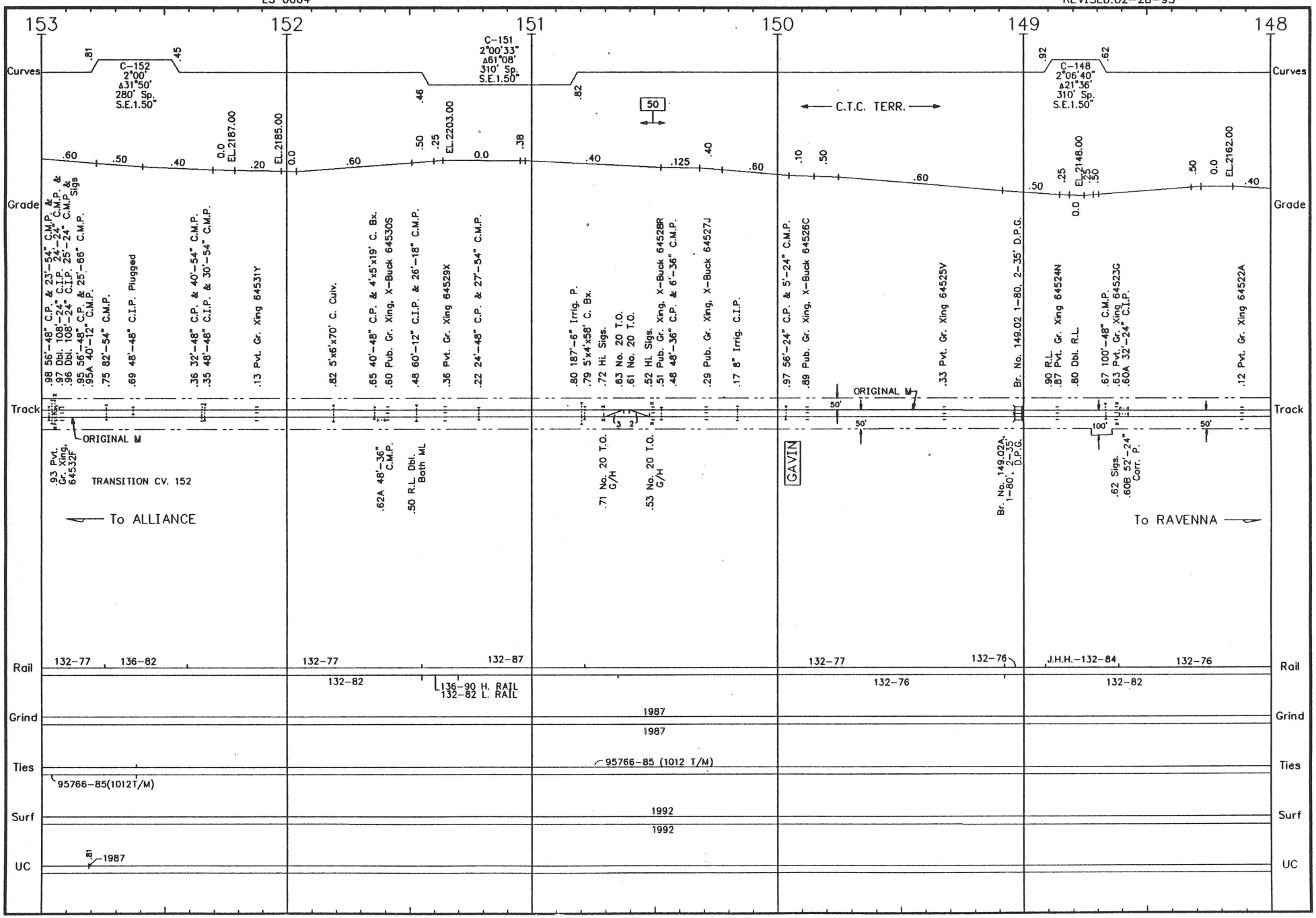
REVISED:02-28-93



CASAN-05

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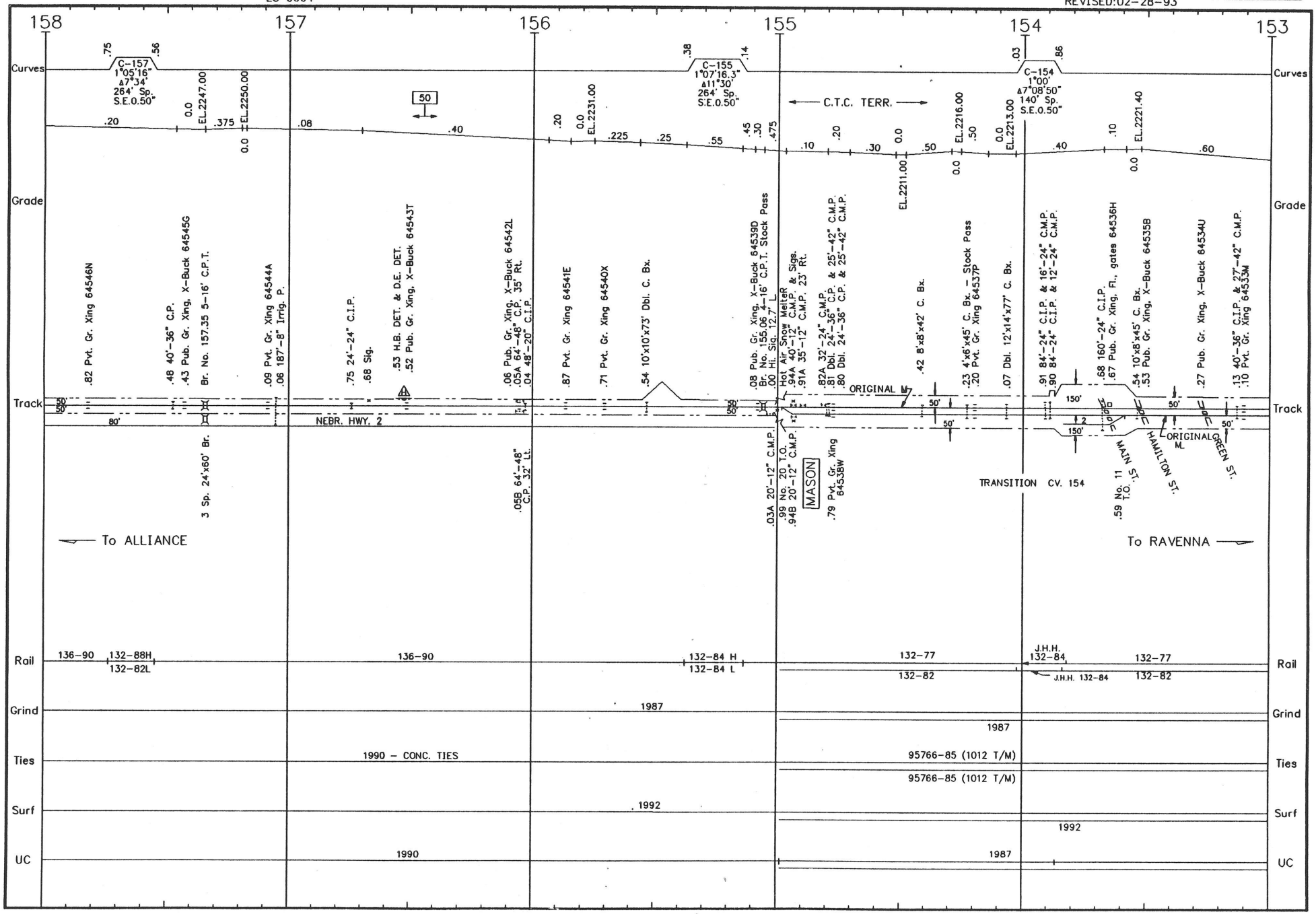
REVISED:02-28-93



CASAN-06

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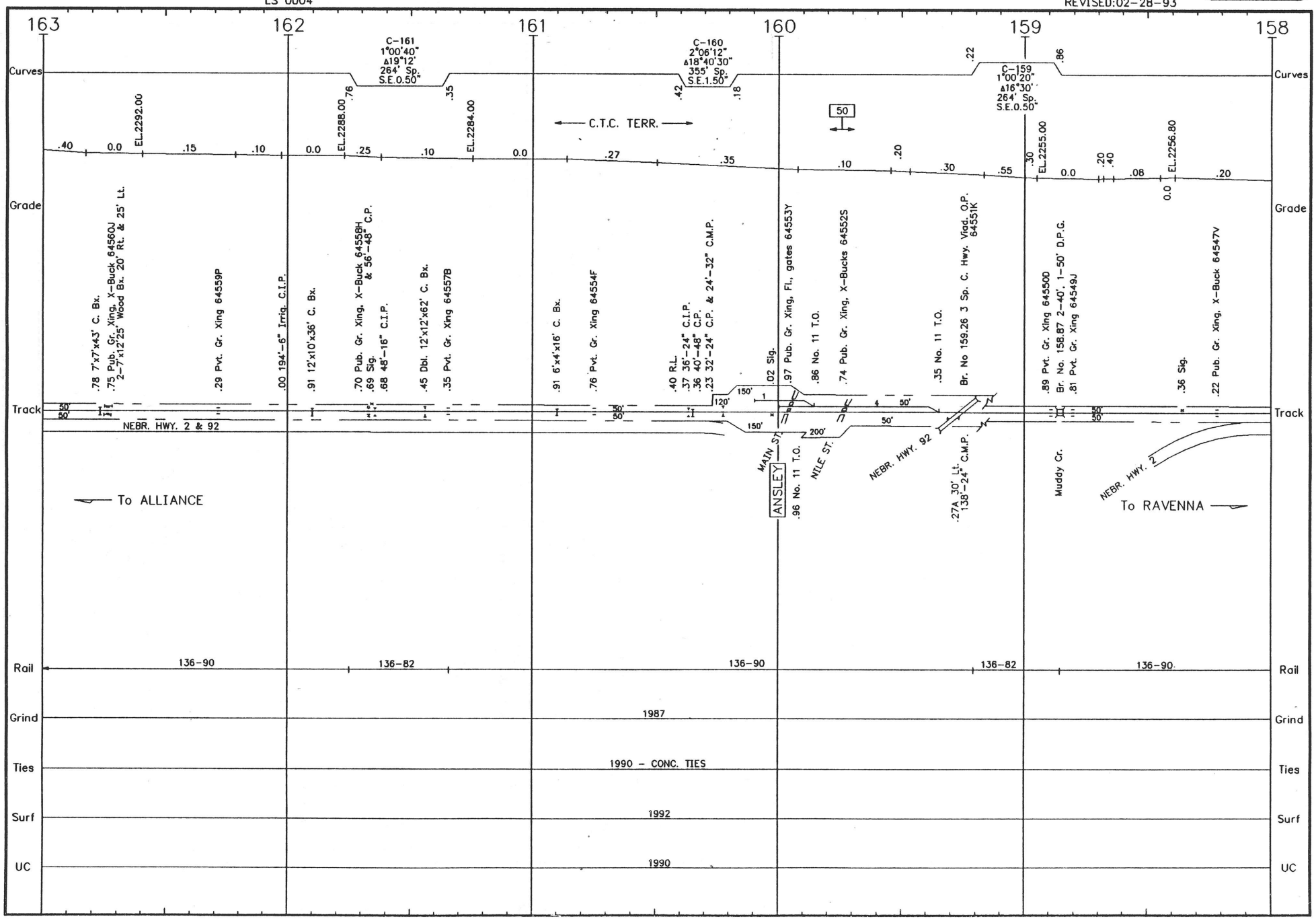
REVISED:02-28-93



CASAN-07

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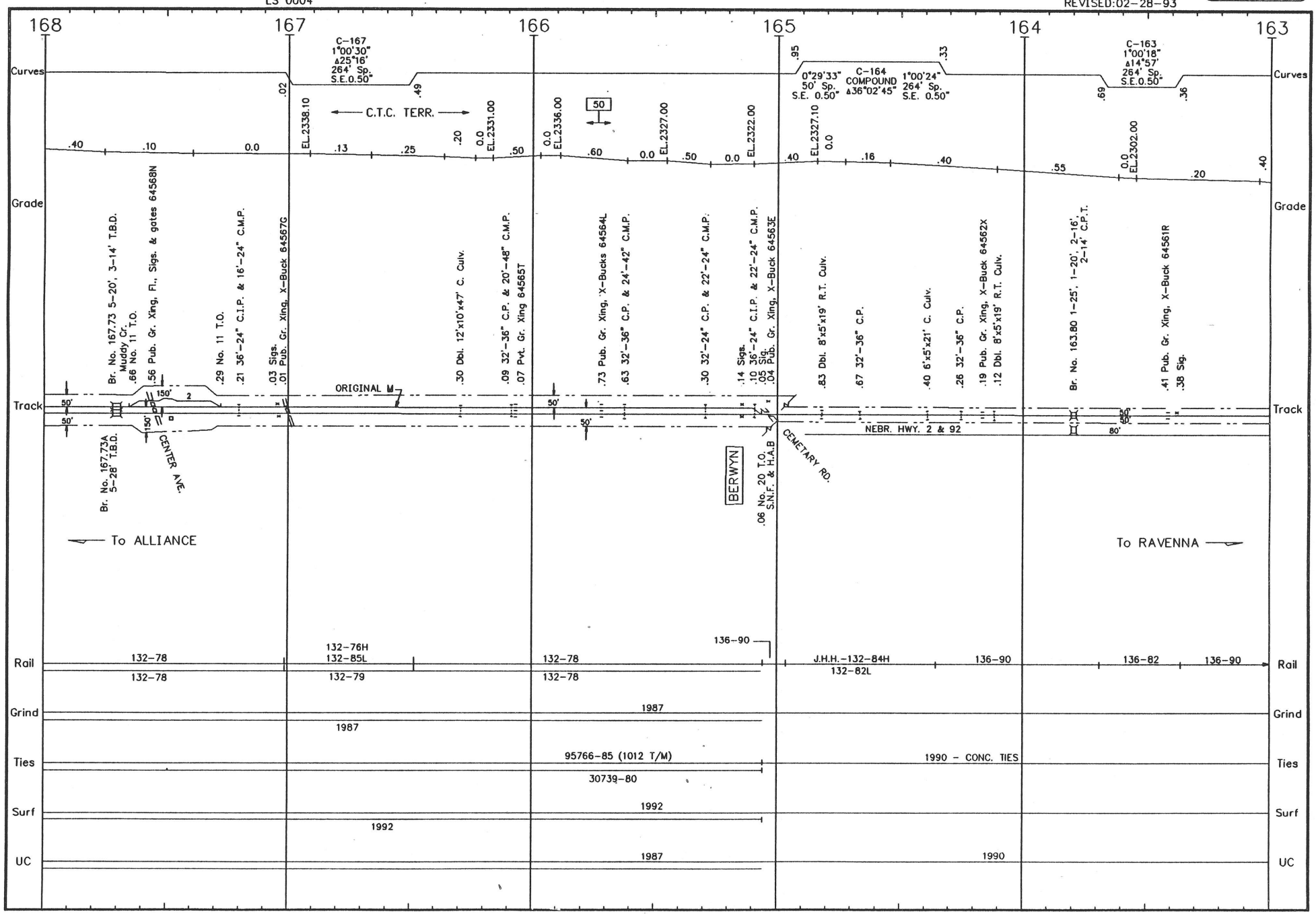
REVISED:02-28-93



CASAN-08

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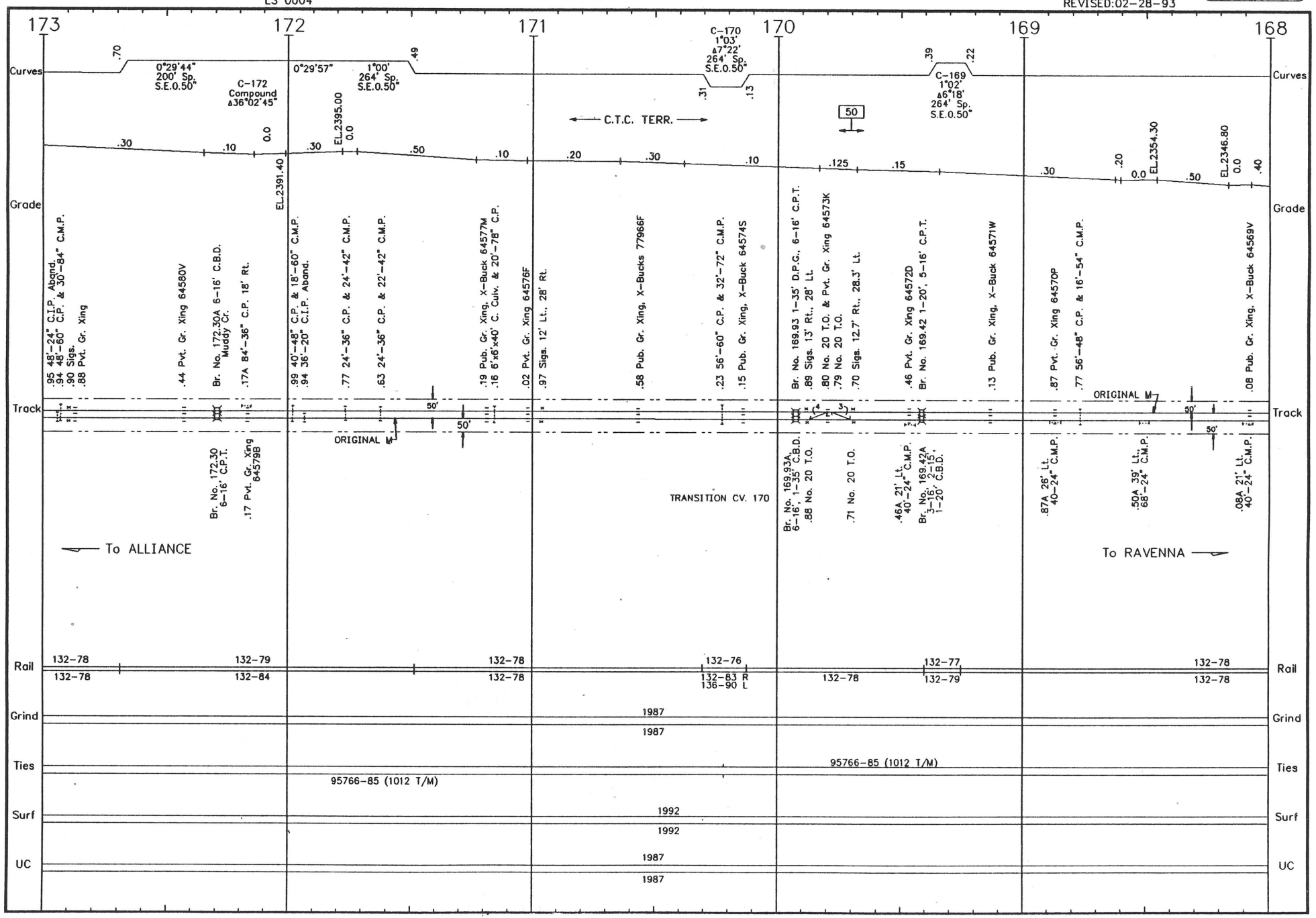
REVISED:02-28-93



LS 0004

REVISED:02-28-93

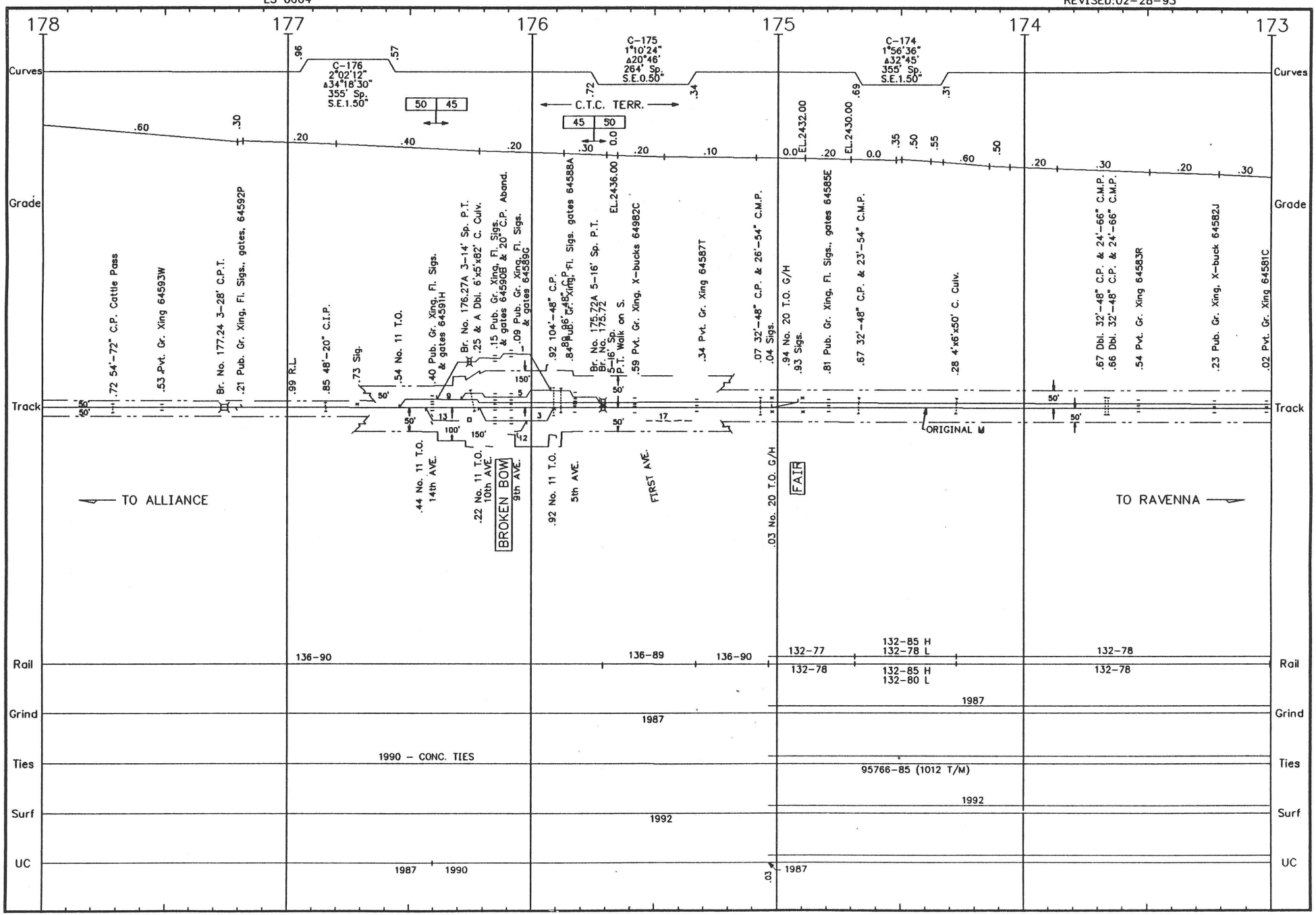
CASAN-09



CASAN-10

LS 0004

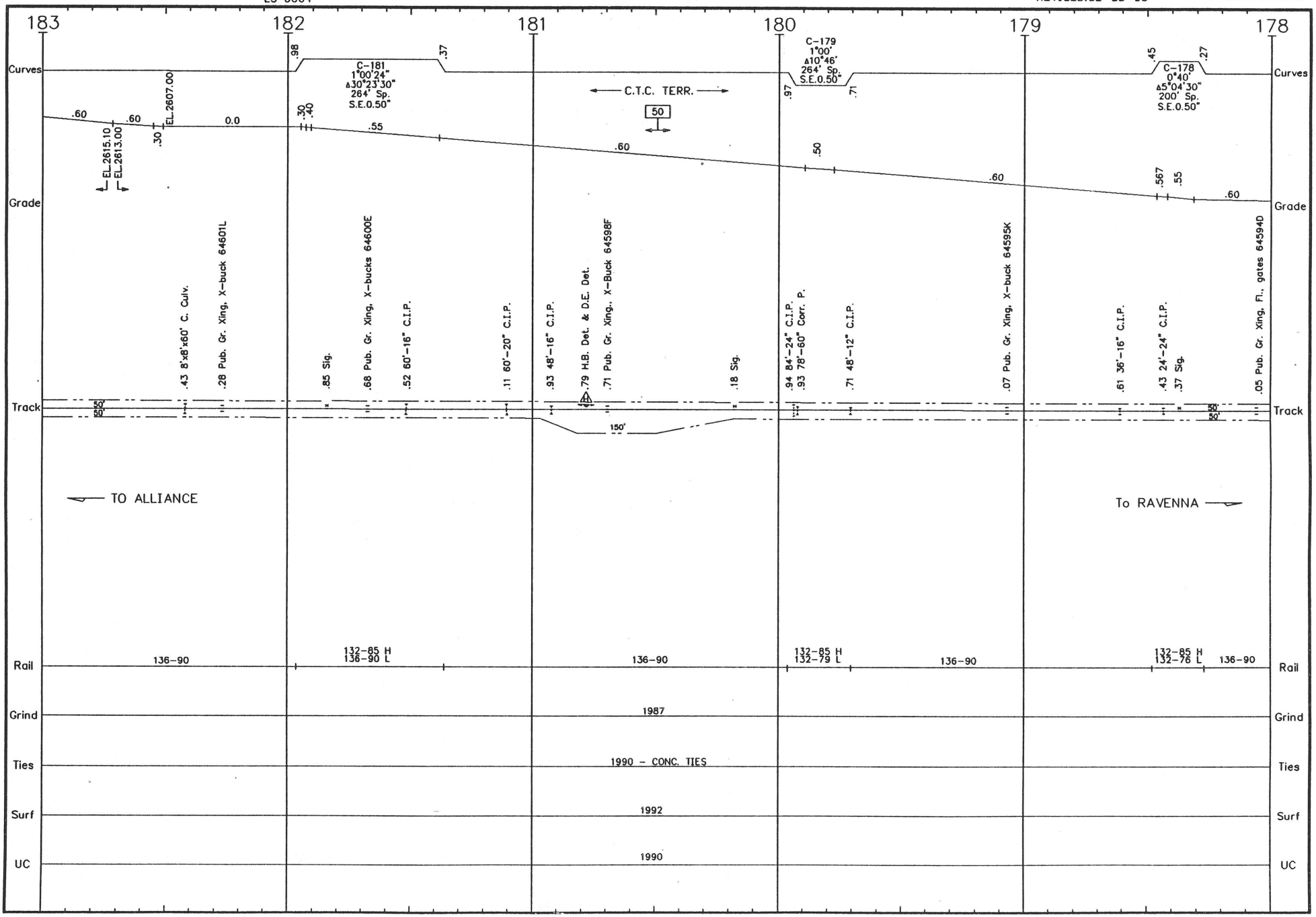
REVISED:02-28-93



CASAN-11

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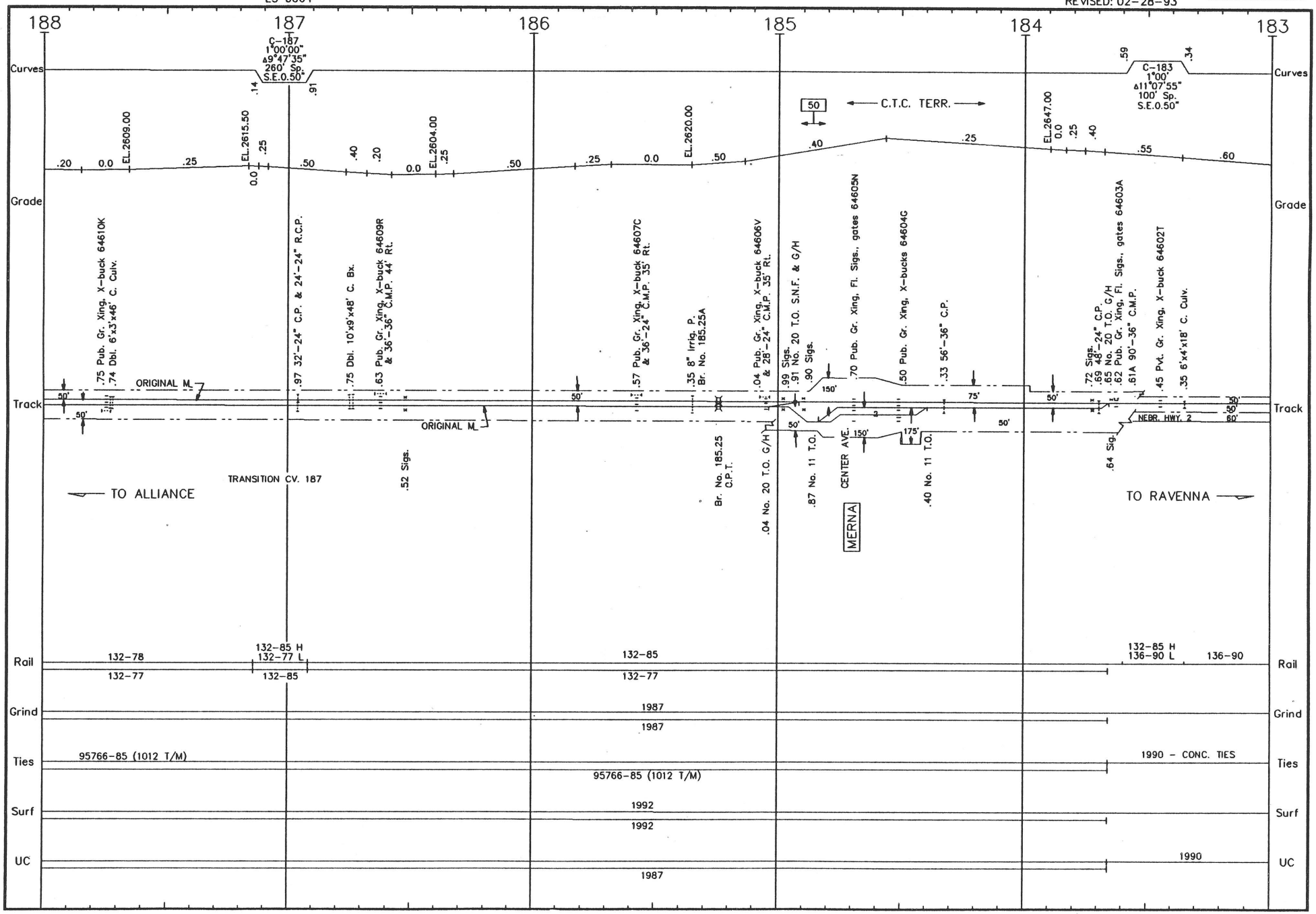
REVISED:02-28-93



CASAN-12

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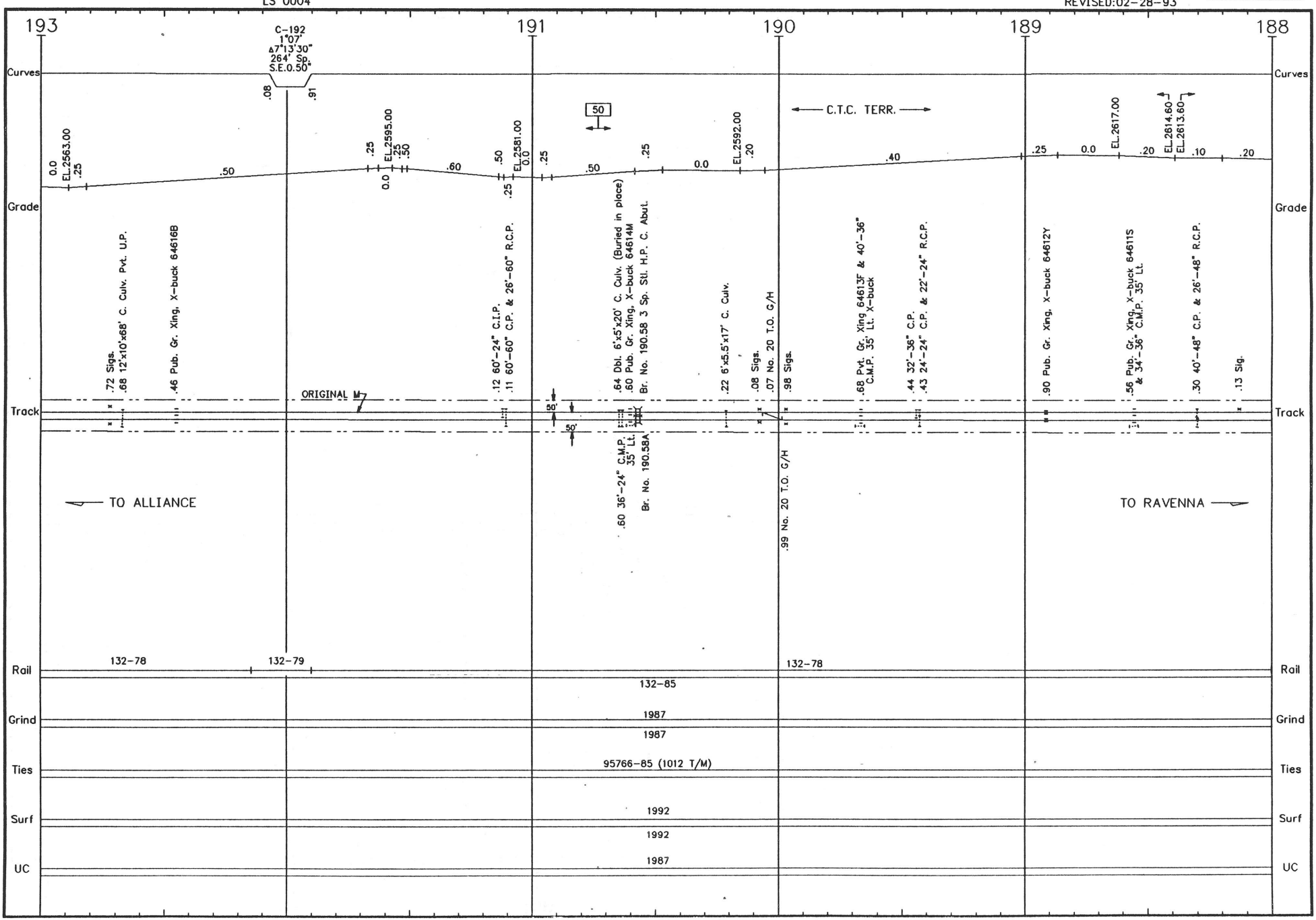
REVISED: 02-28-93



CASAN–13

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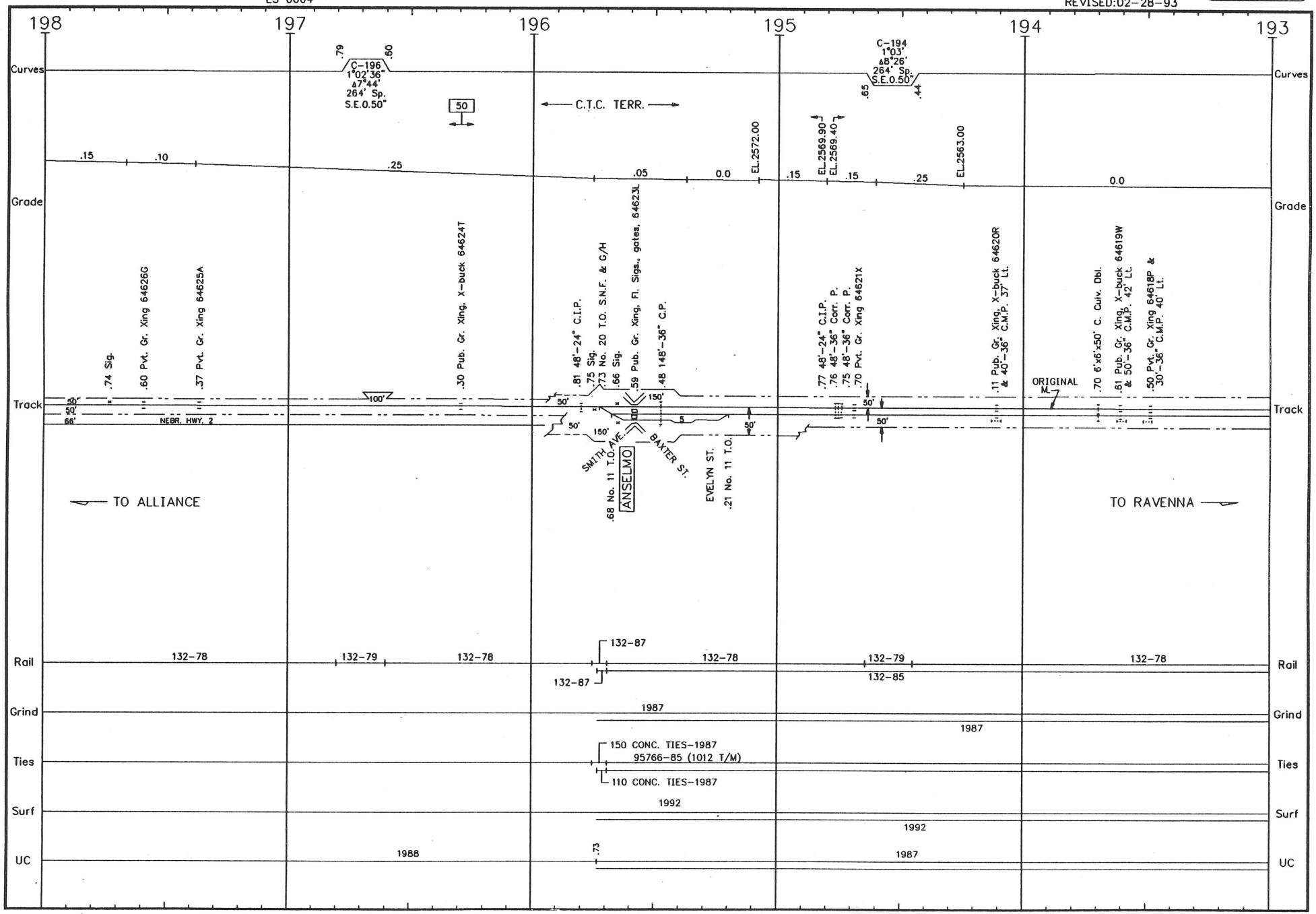
REVISED:02–28–93



CASAN-14

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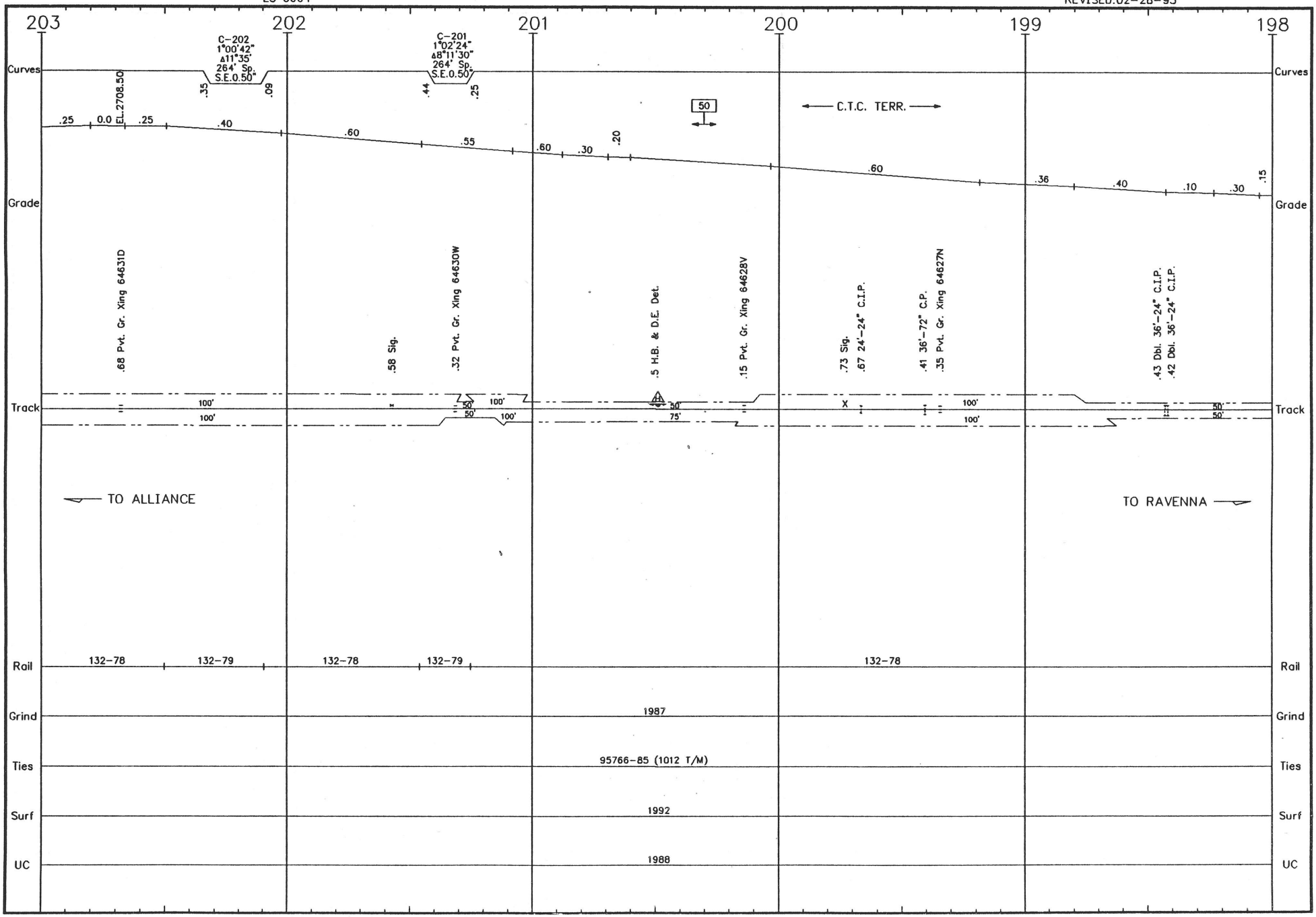
REVISED:02-28-93



CASAN-15

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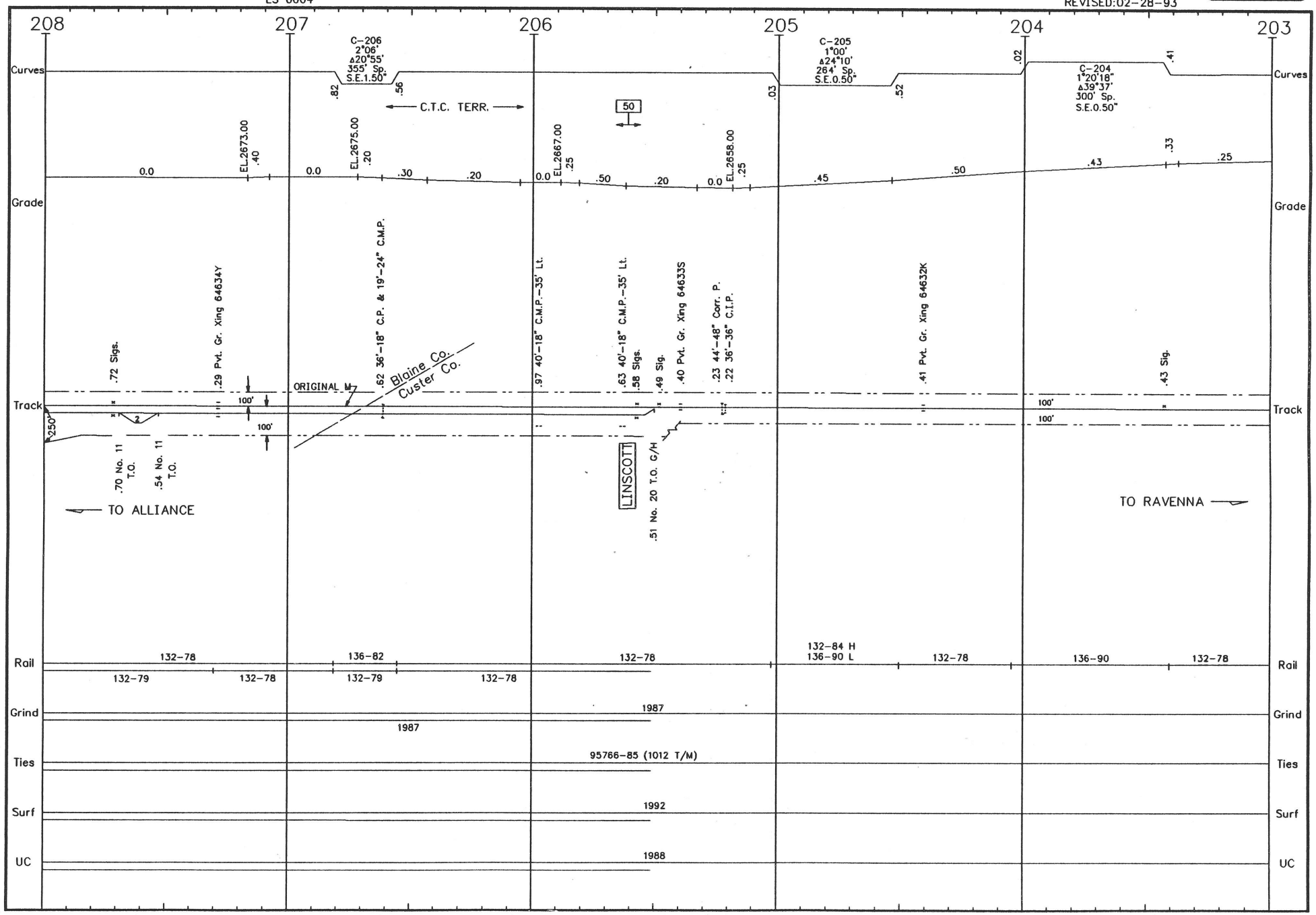
REVISED:02-28-93



CASAN-16

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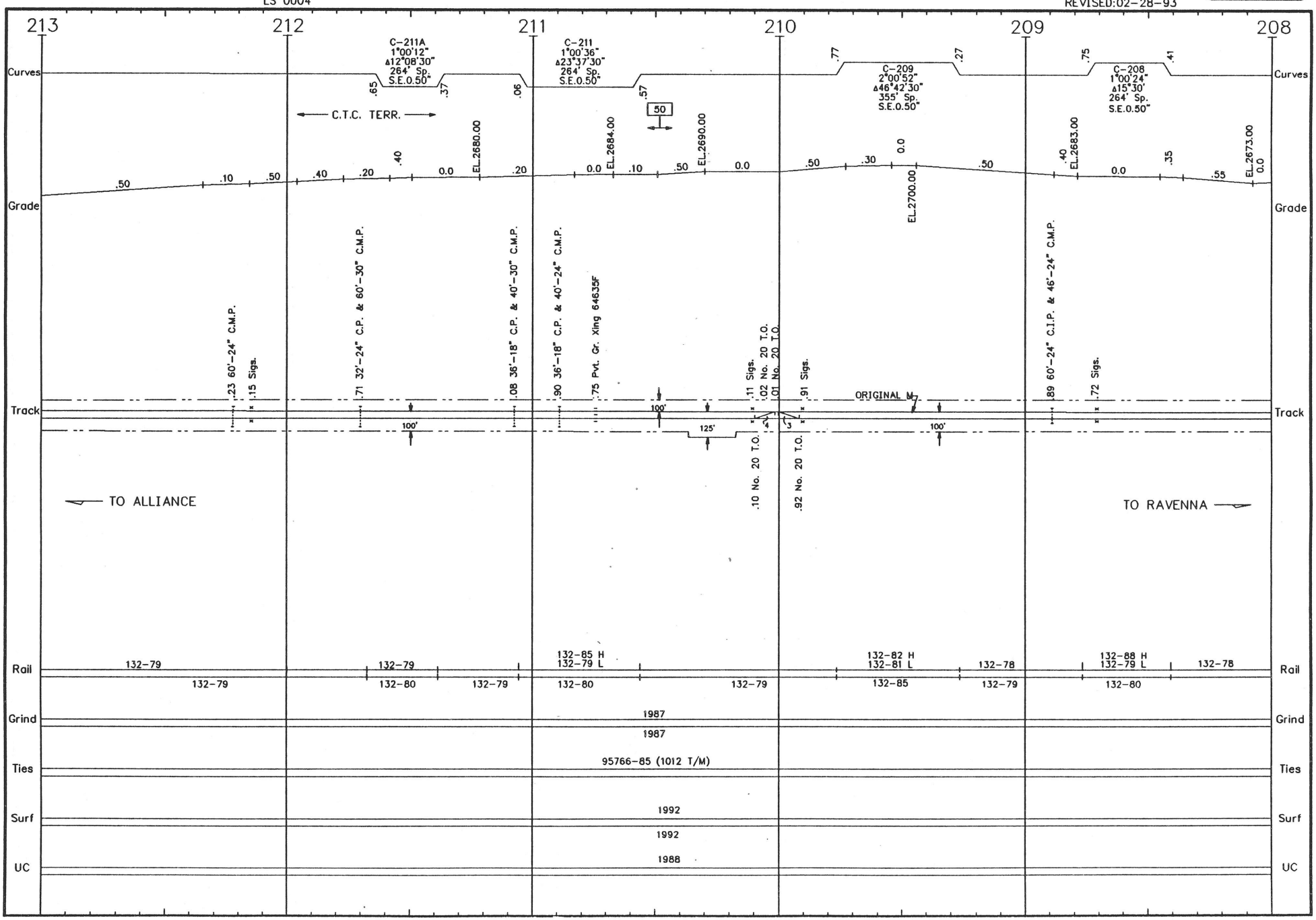
REVISED:02-28-93



CASAN–17

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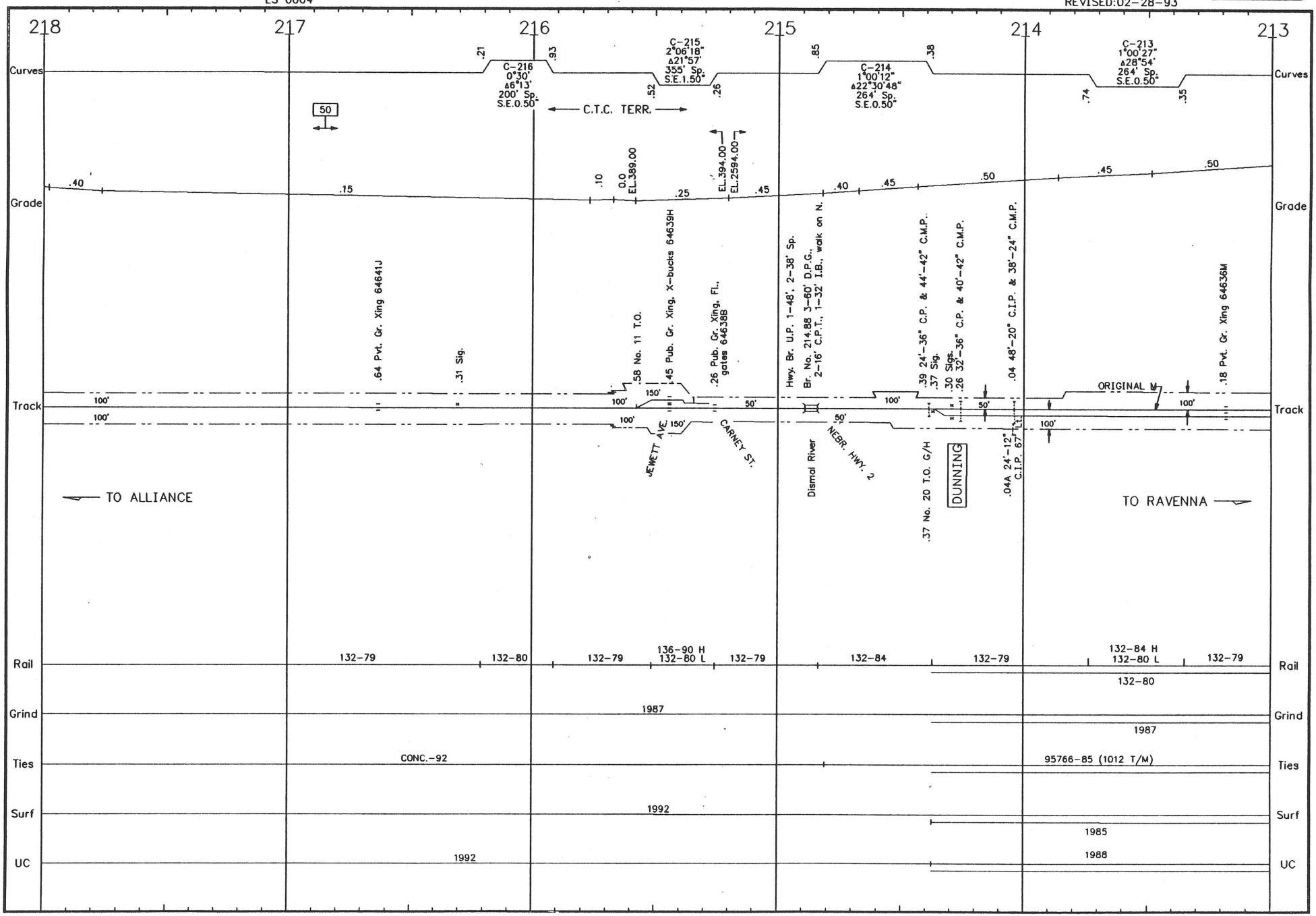
REVISED:02–28–93



LS 0004

REVISED:02-28-93

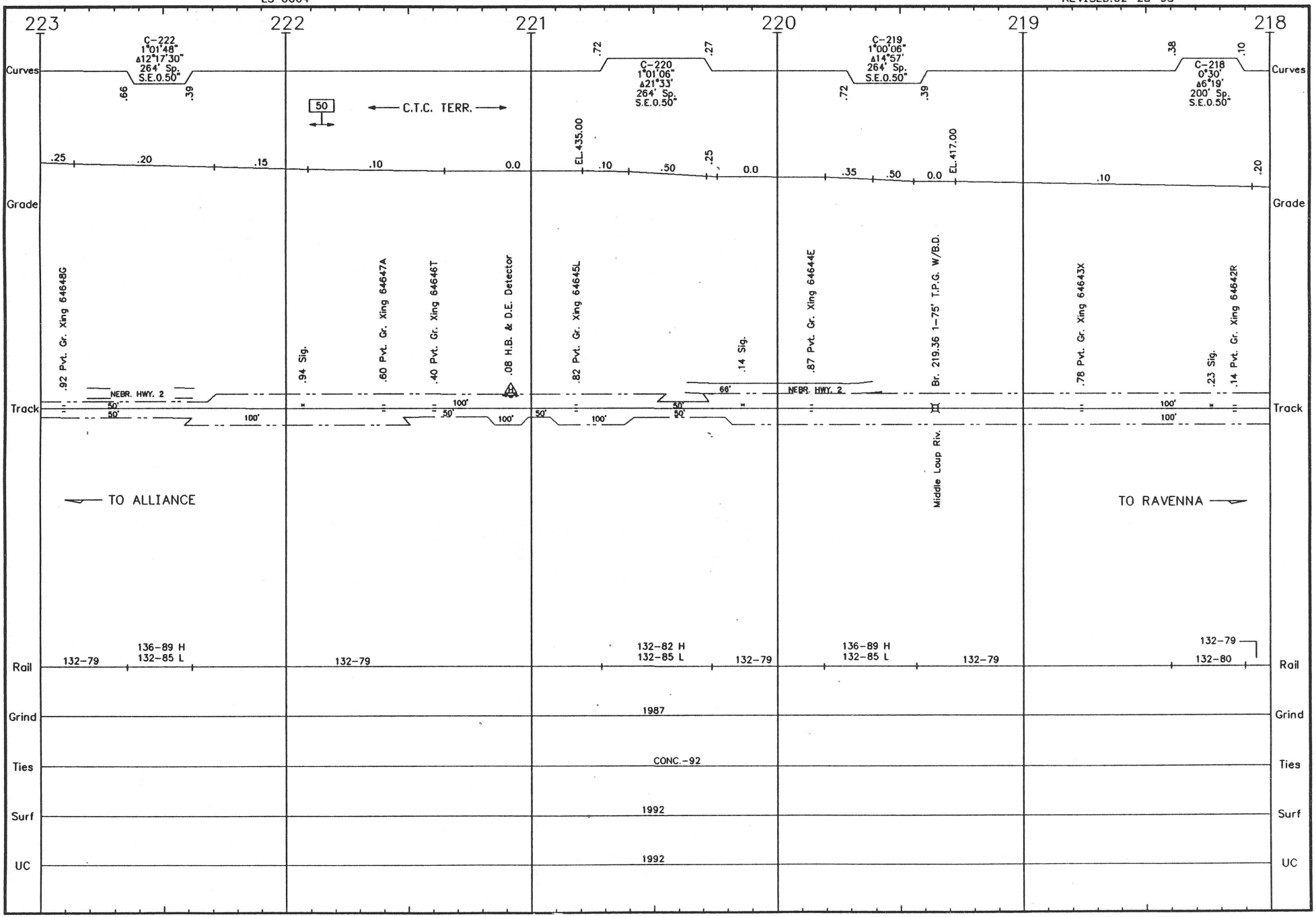
CASAN-18



CASAN-19

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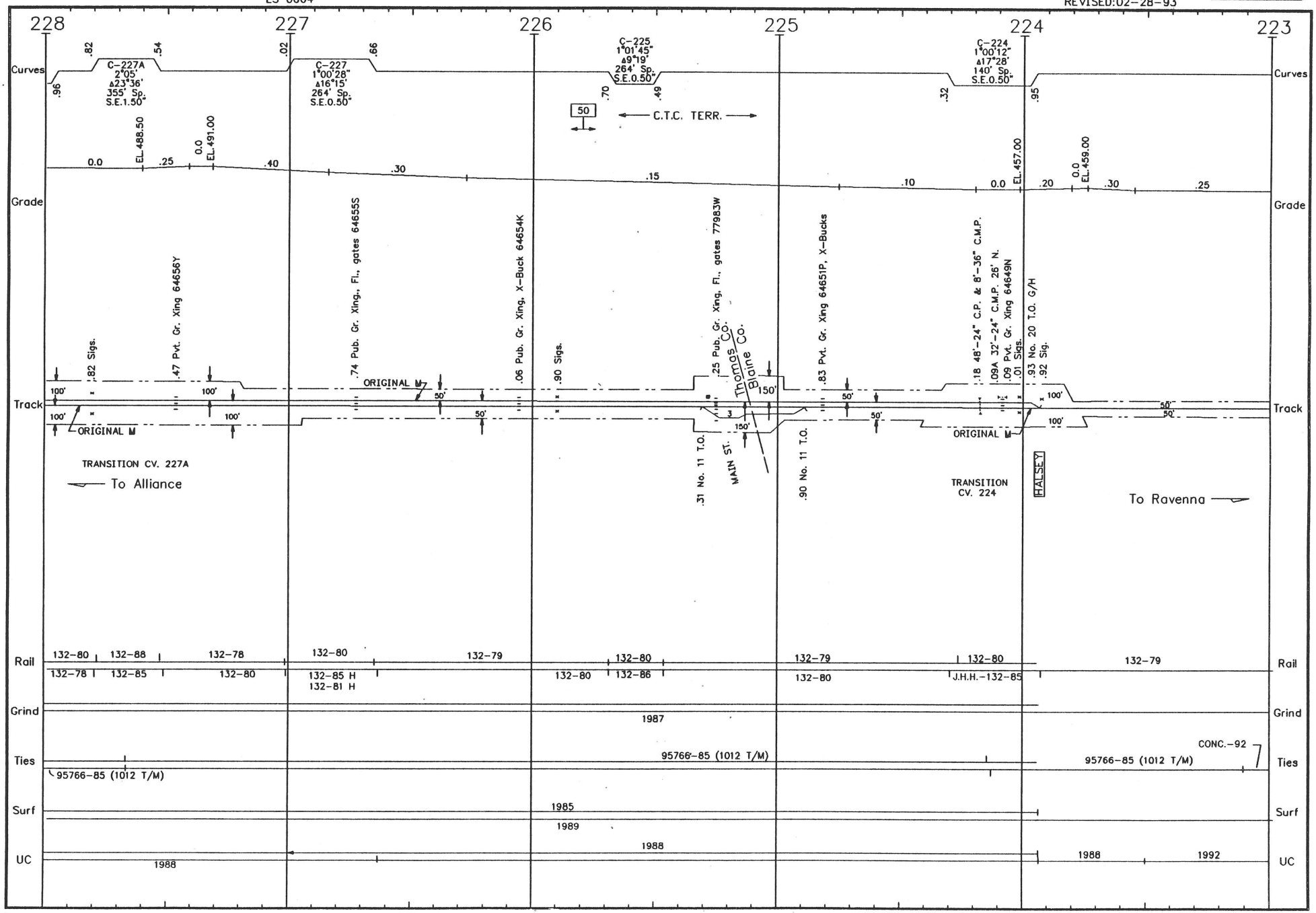
REVISED:02-28-93



CASAN – 20

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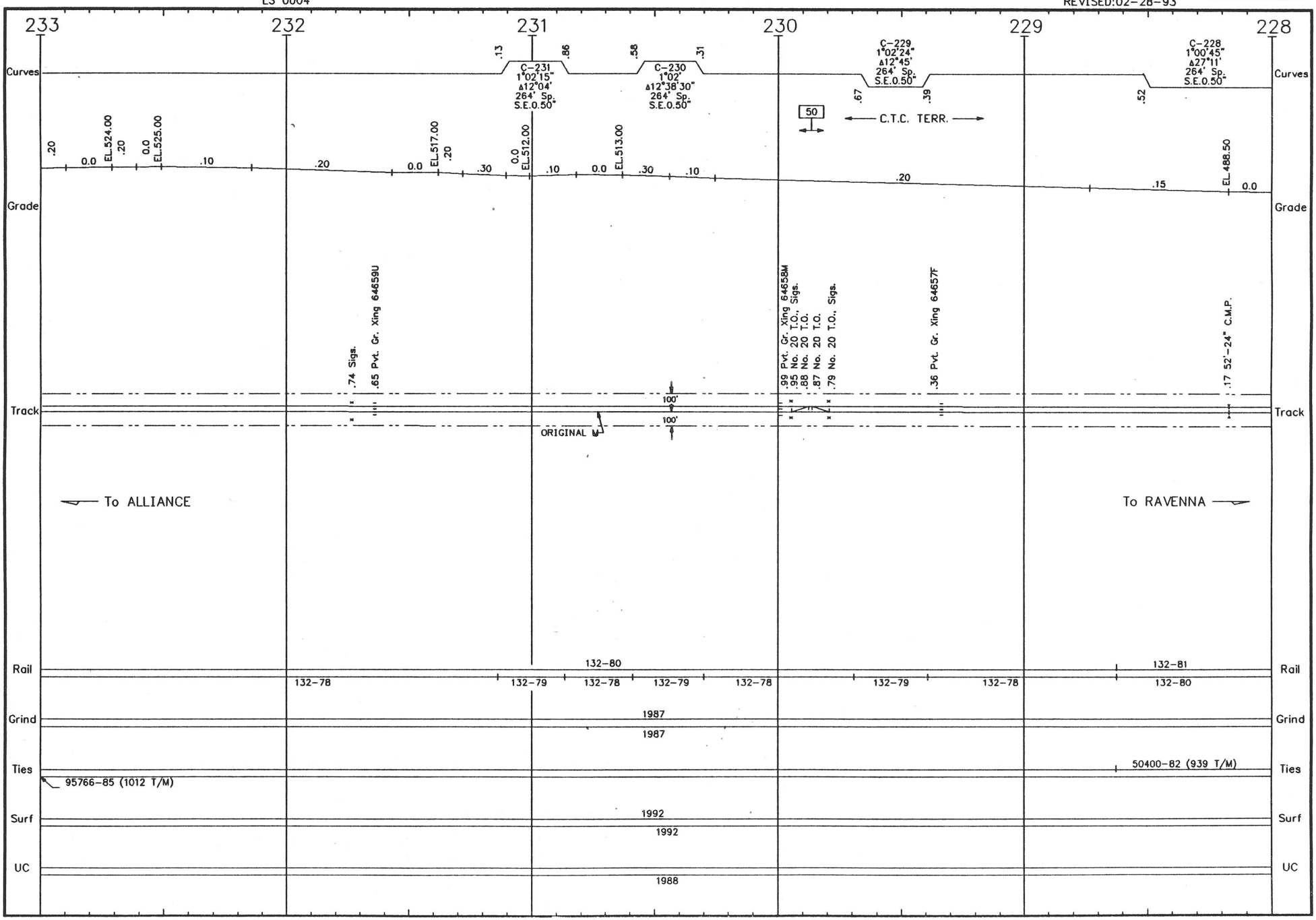
REVISED: 02-28-93



CASAN – 21

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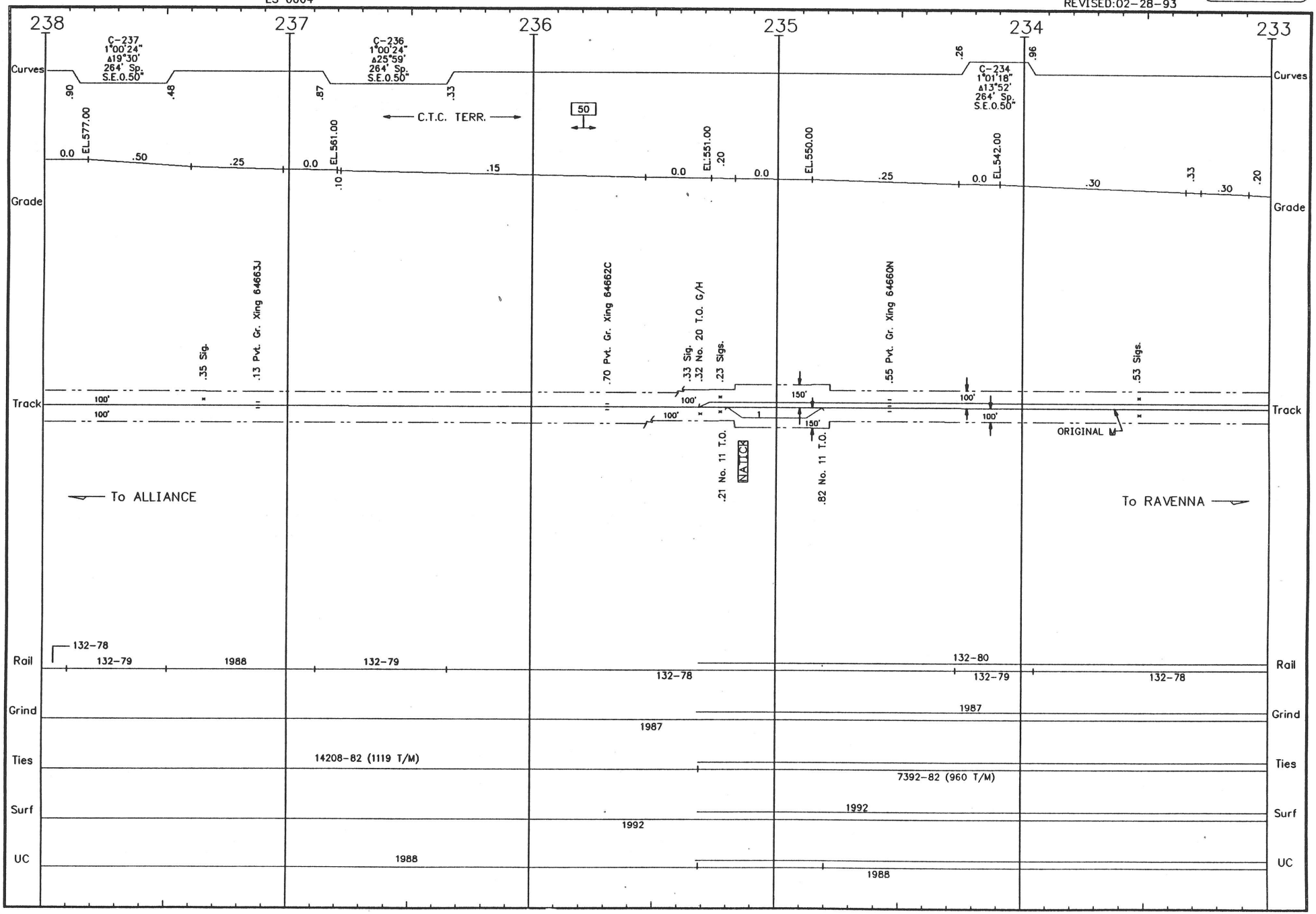
REVISED:02-28-93



LS 0004

REVISED:02-28-93

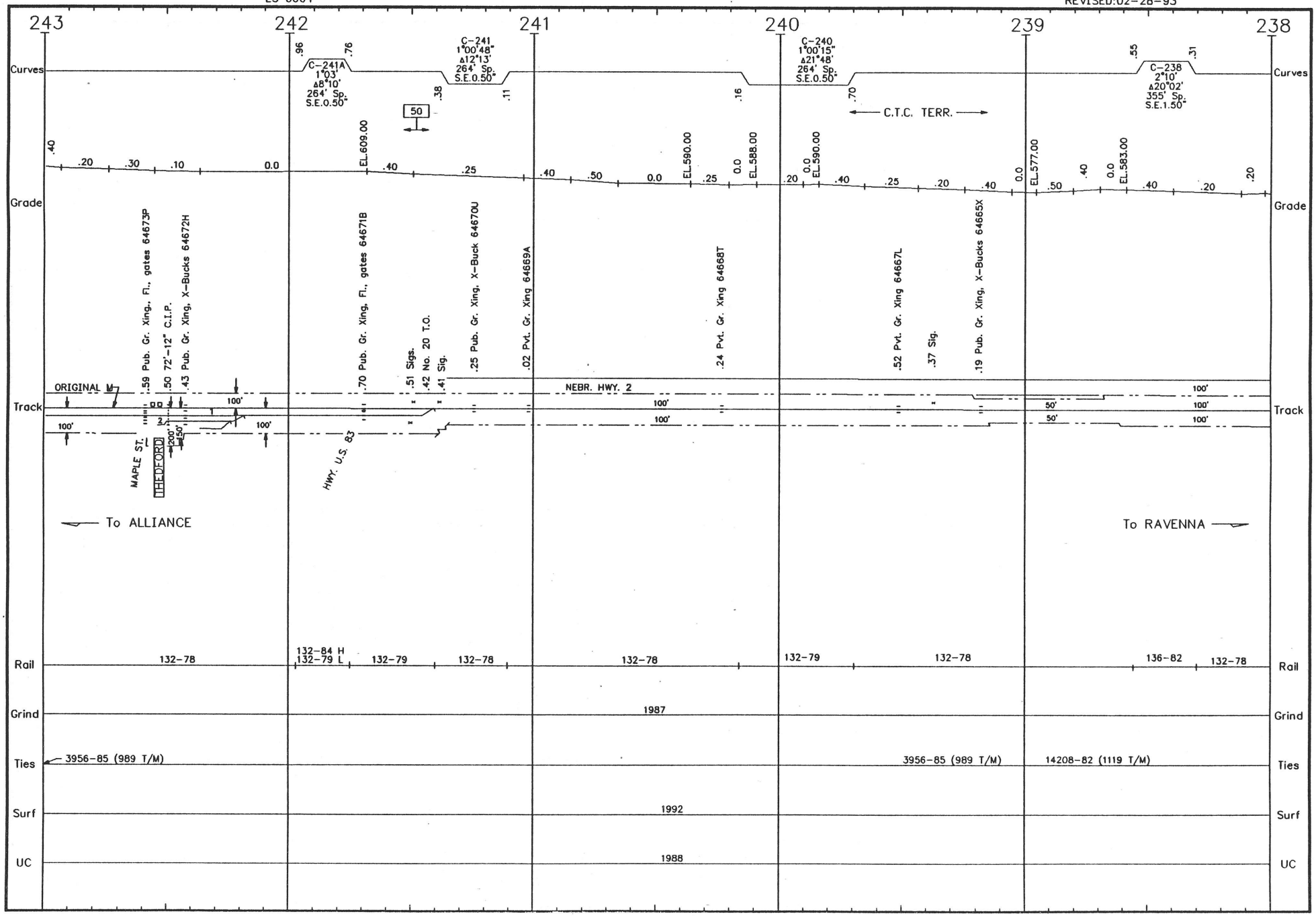
CASAN-22



CASAN-23

LS 0004

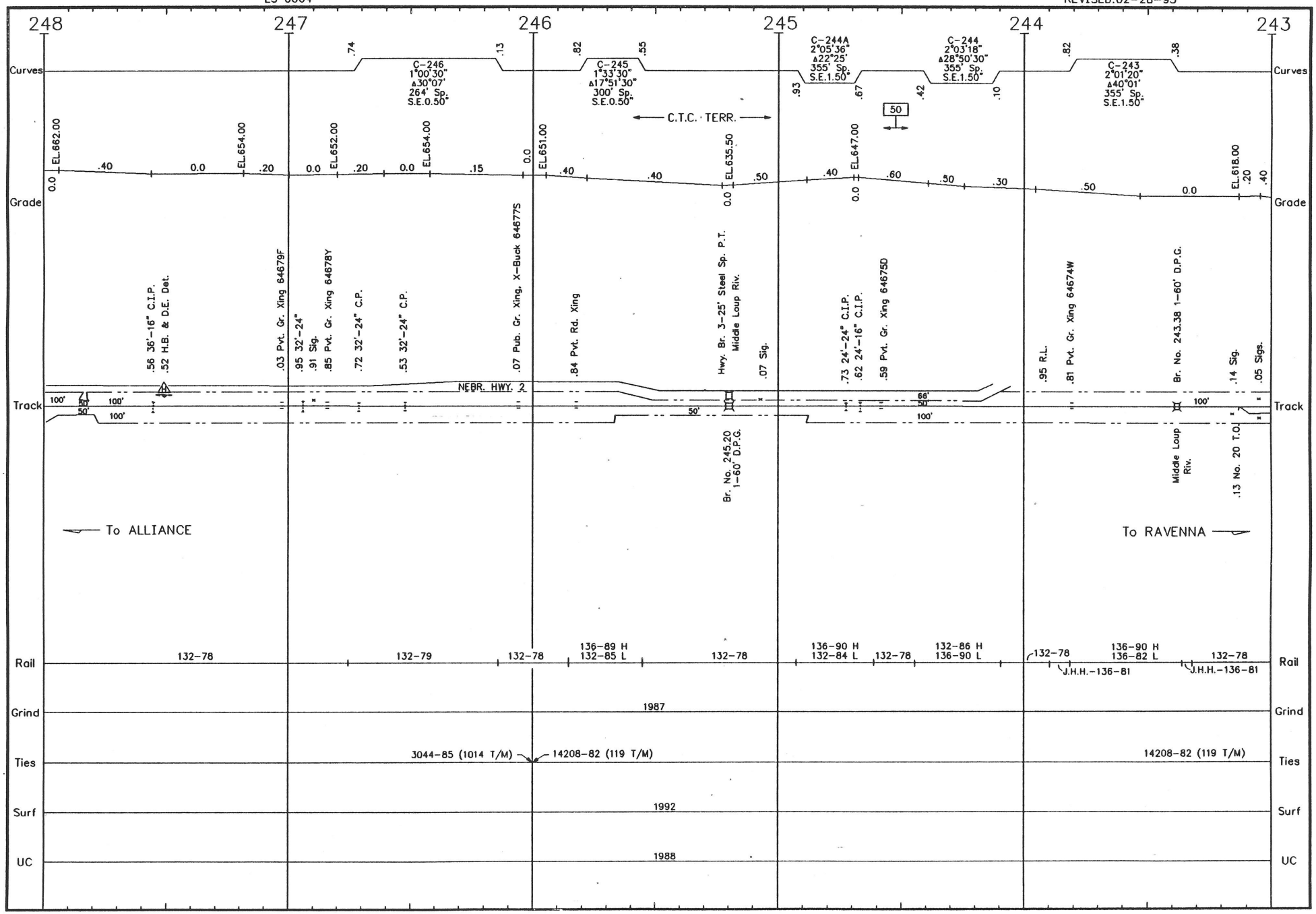
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CASAN-24

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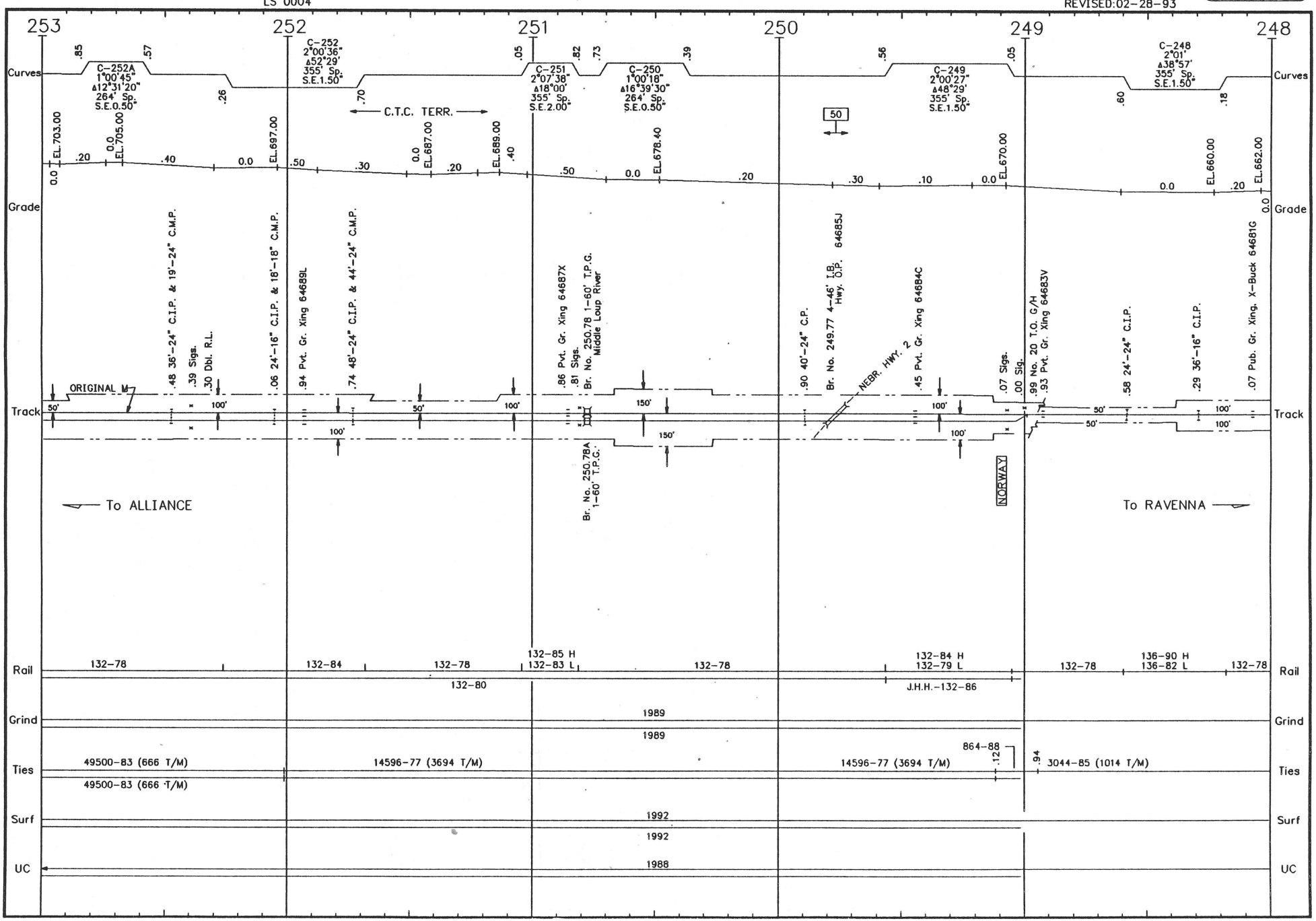
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CASAN-25

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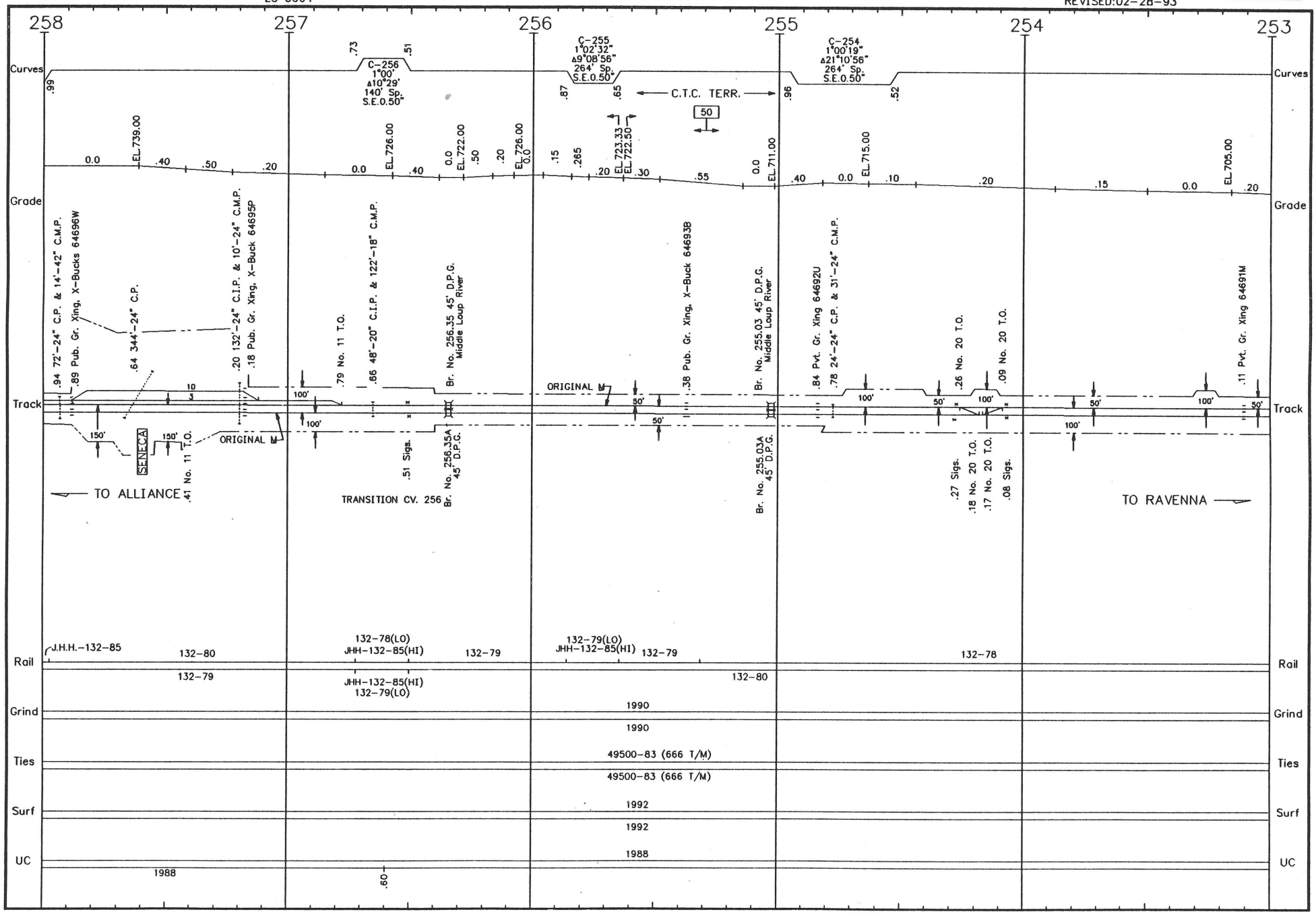
REVISED:02-28-93



CASAN – 26

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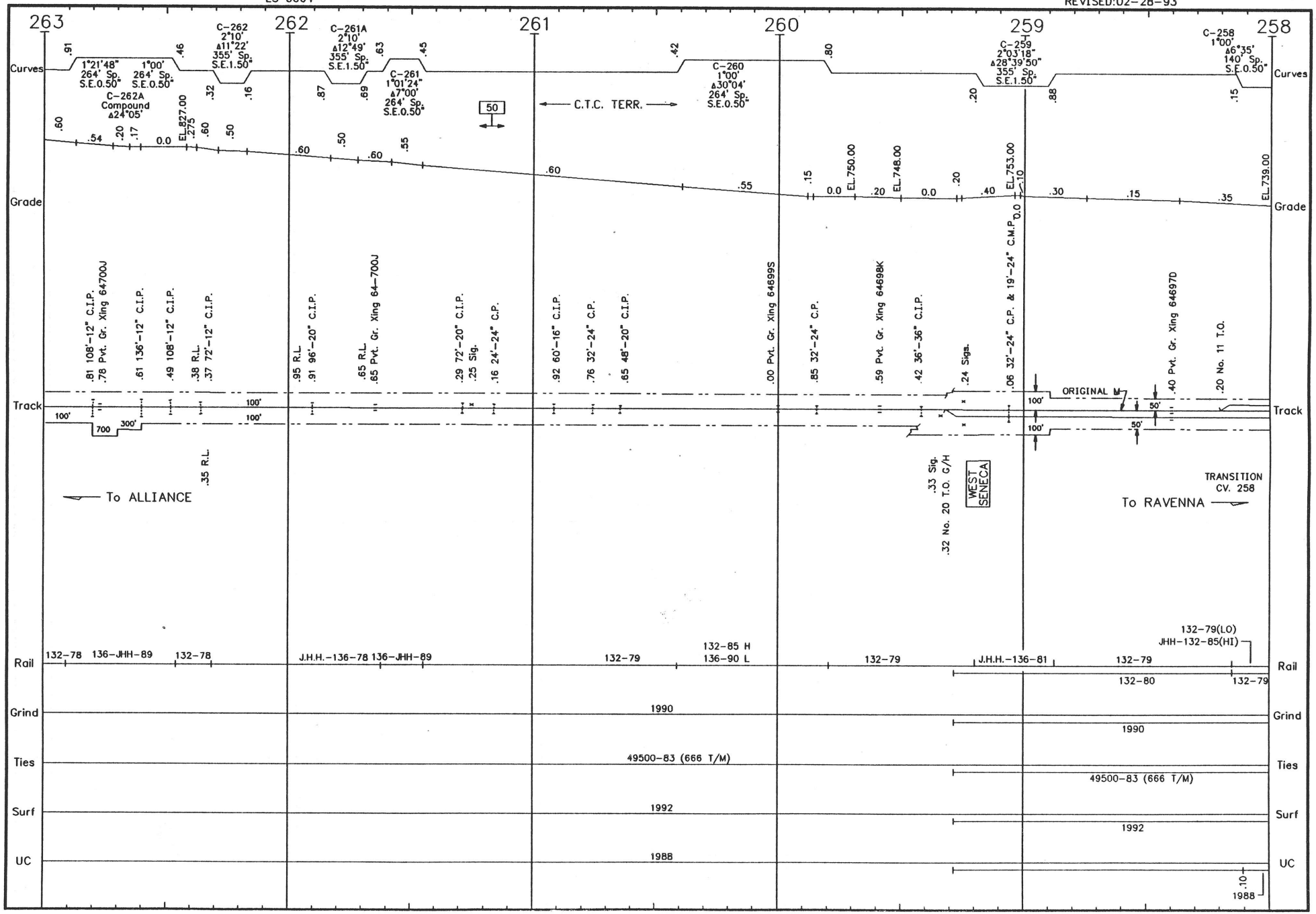
REVISED:02-28-93



CASAN-27

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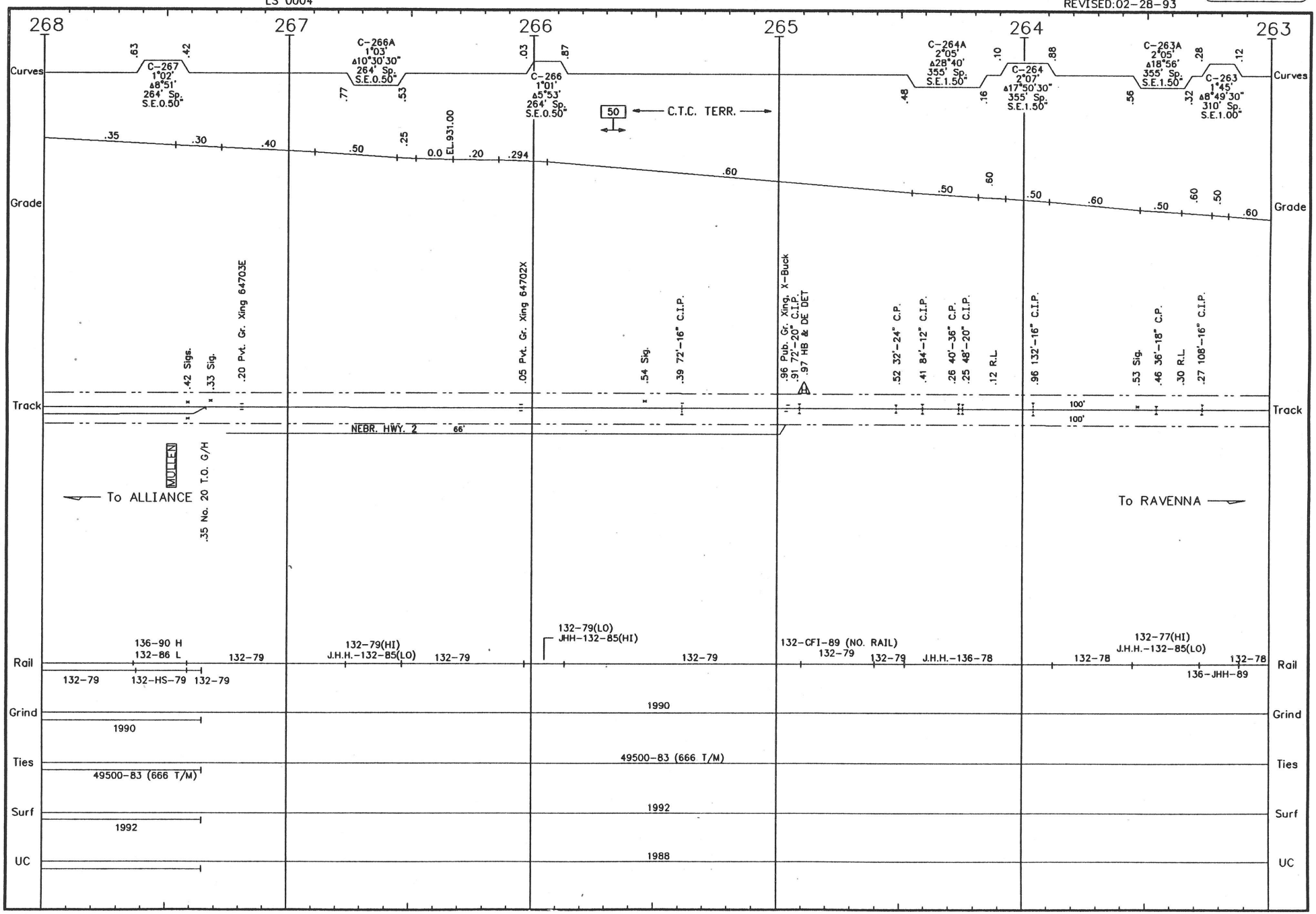
REVISED:02-28-93



CASAN-28

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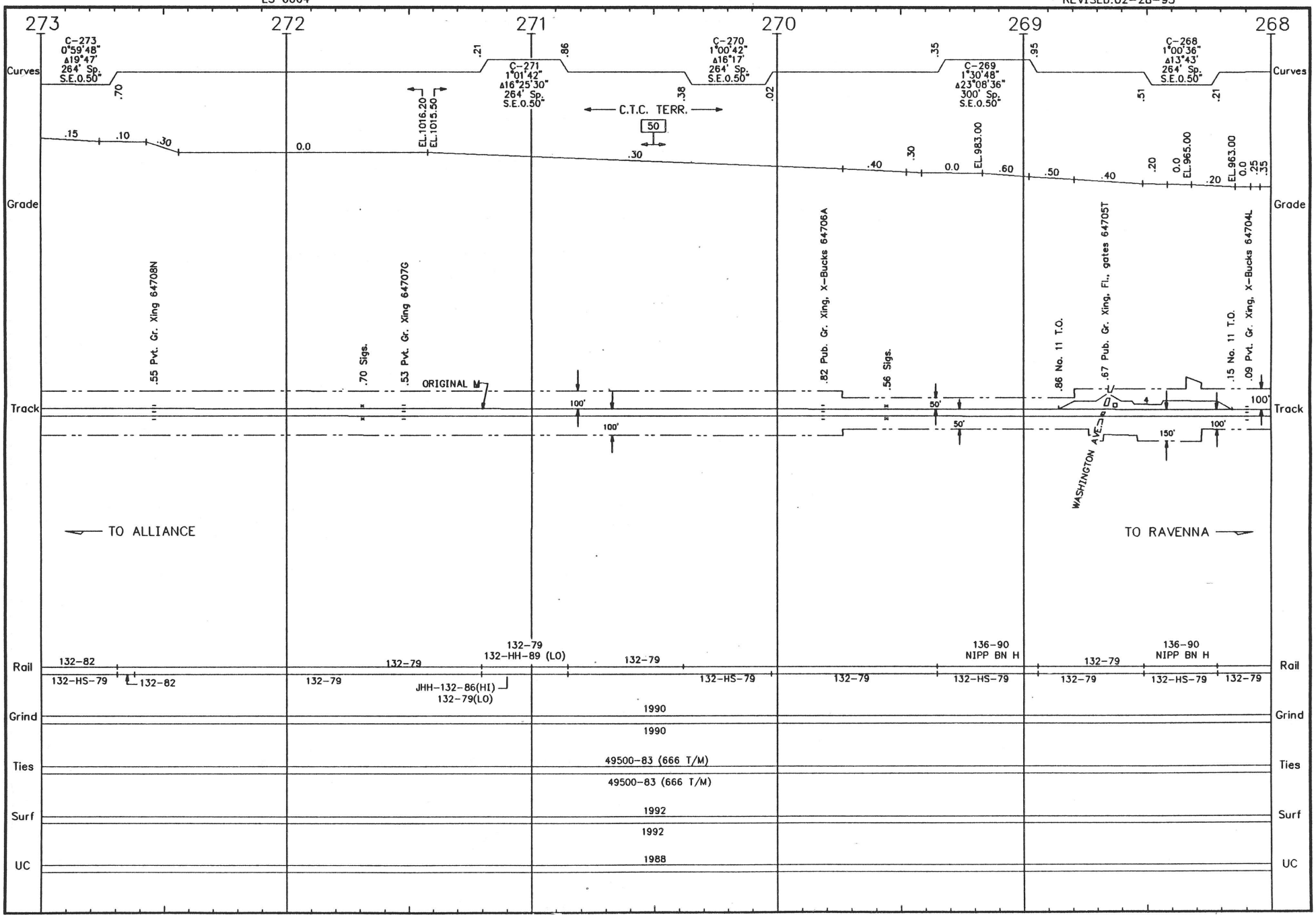
REVISED:02-28-93



CASAN–29

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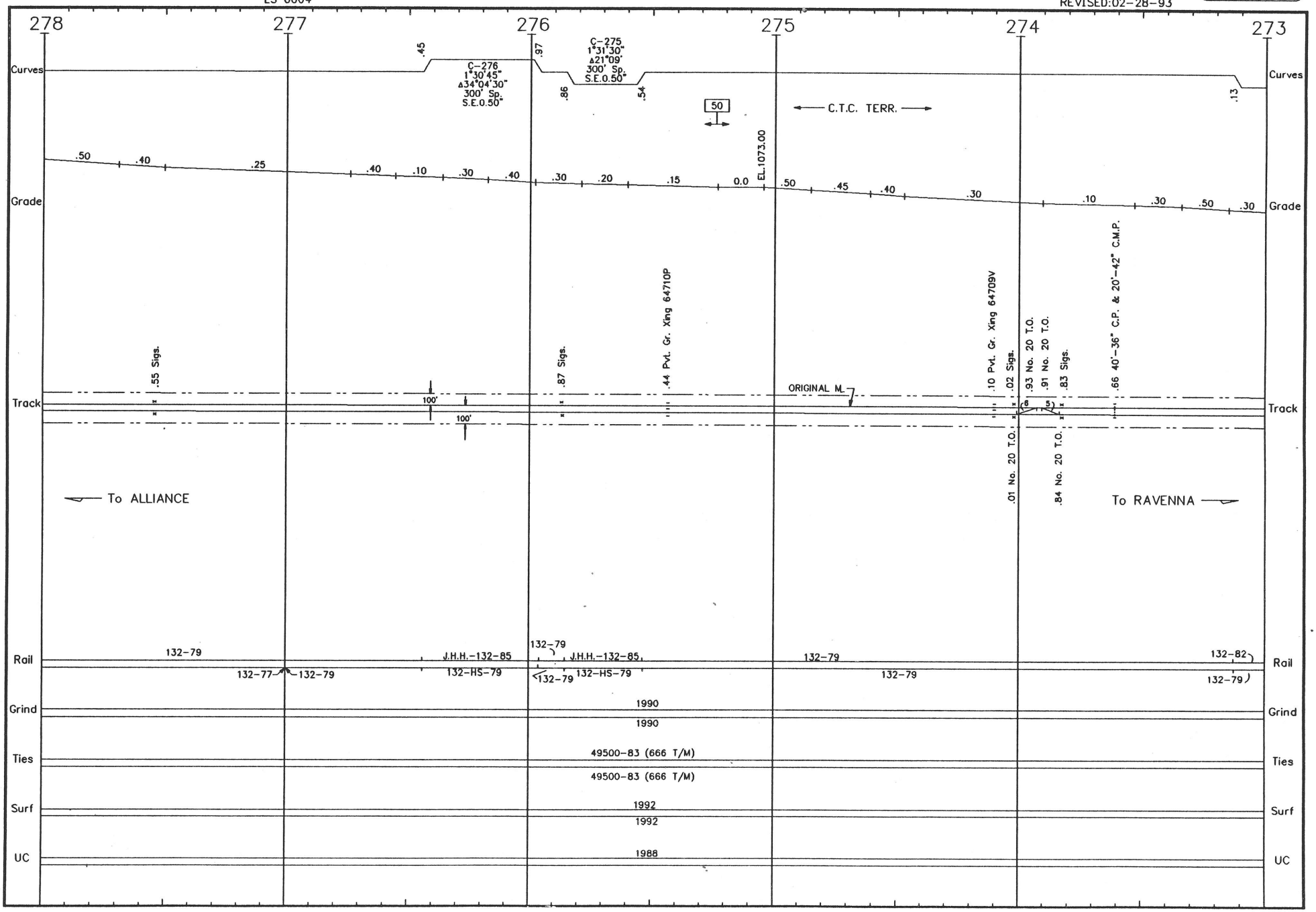
REVISED:02–28–93



CASAN – 30

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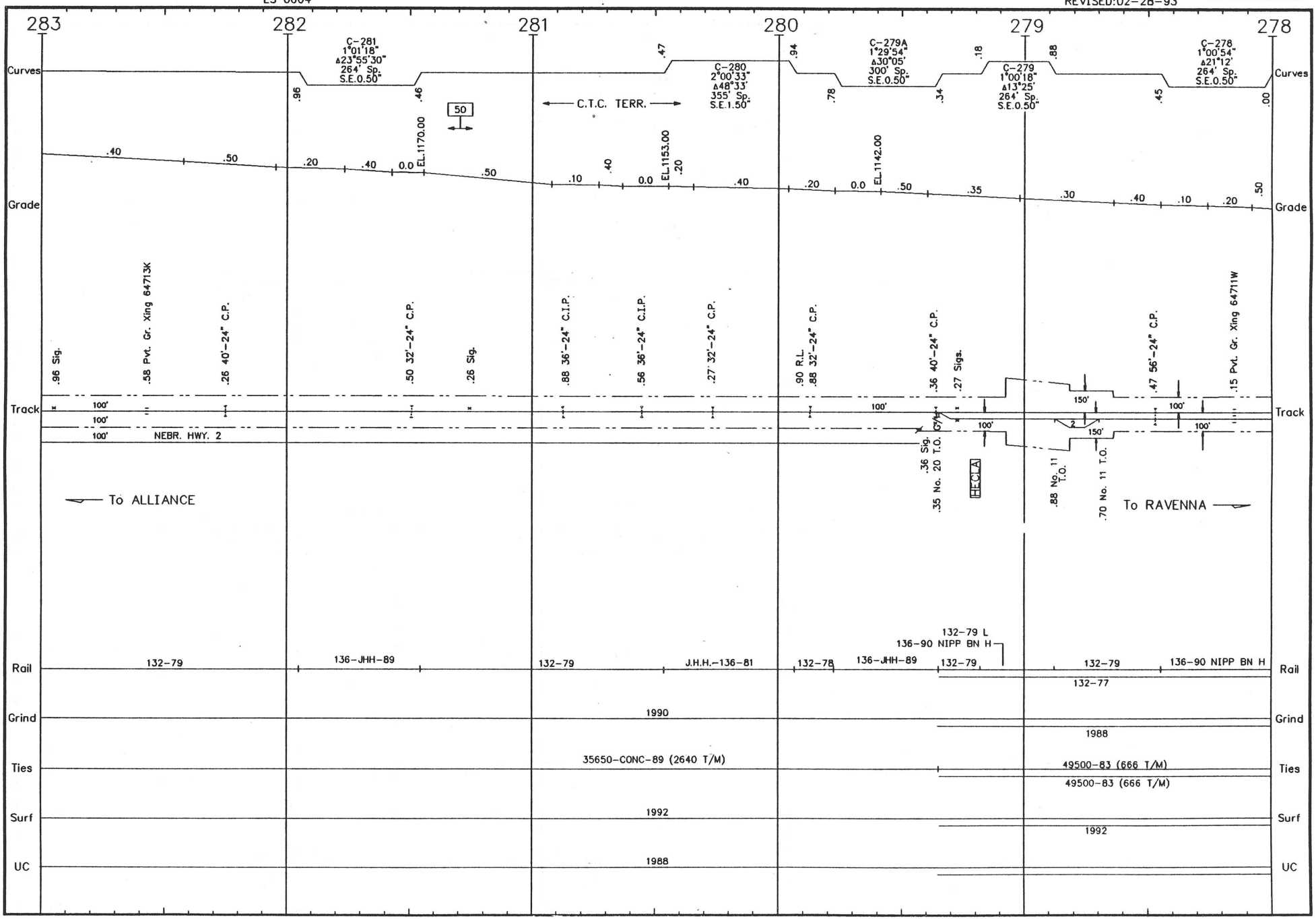
REVISED: 02-28-93



CASAN – 31

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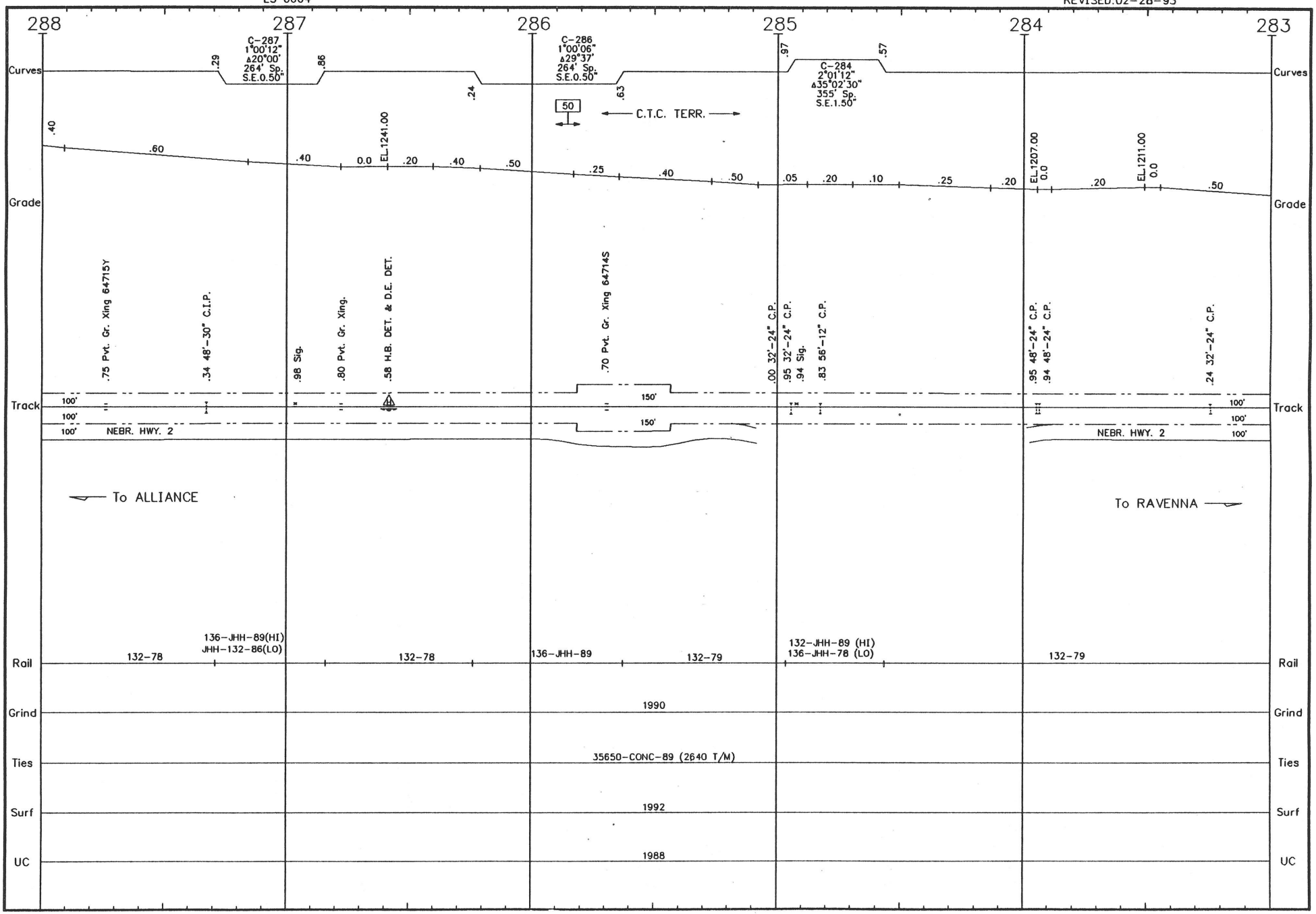
REVISED:02-28-93



LS 0004

REVISED:02-28-93

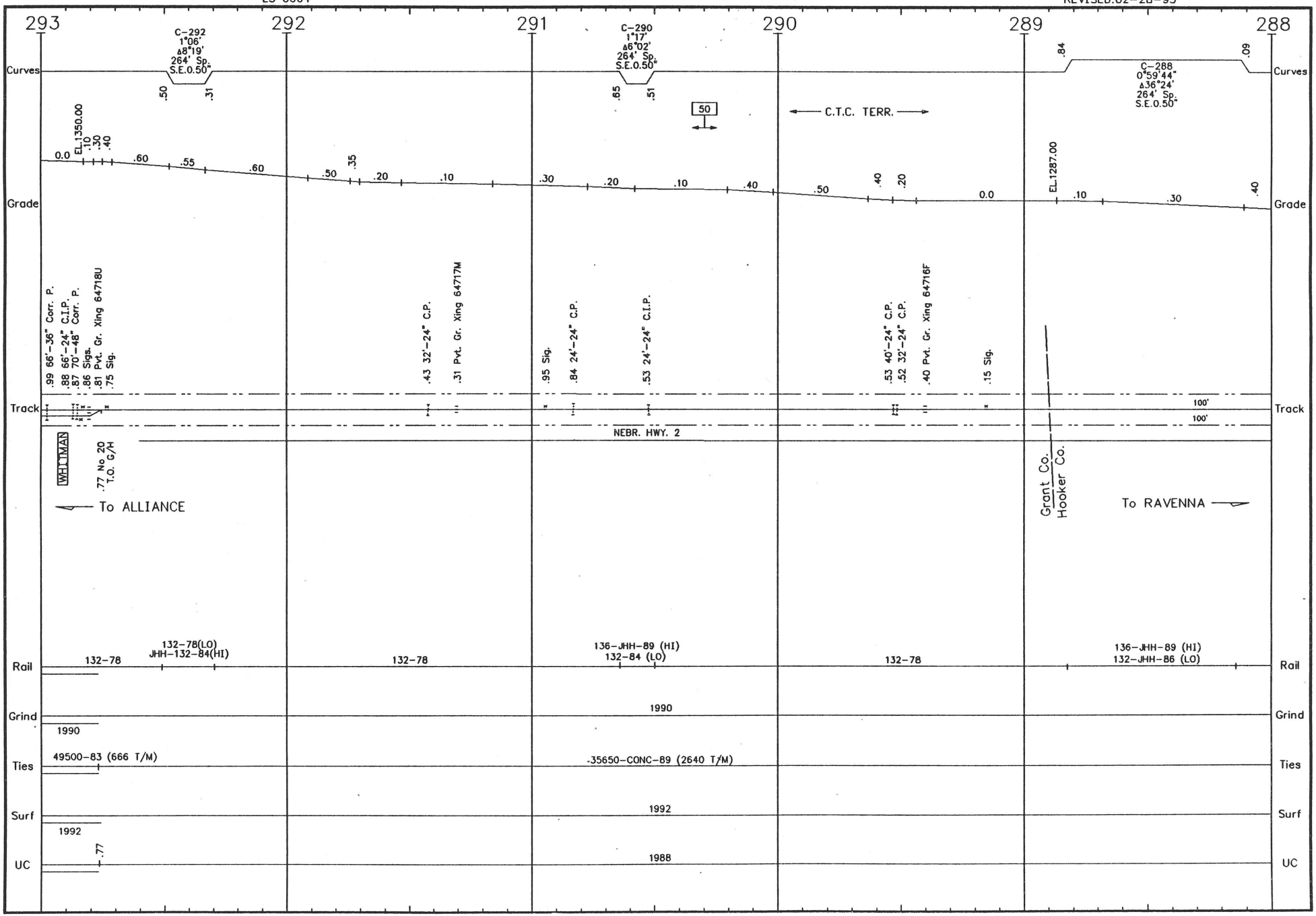
CASAN-32



CASAN-33

LS 0004

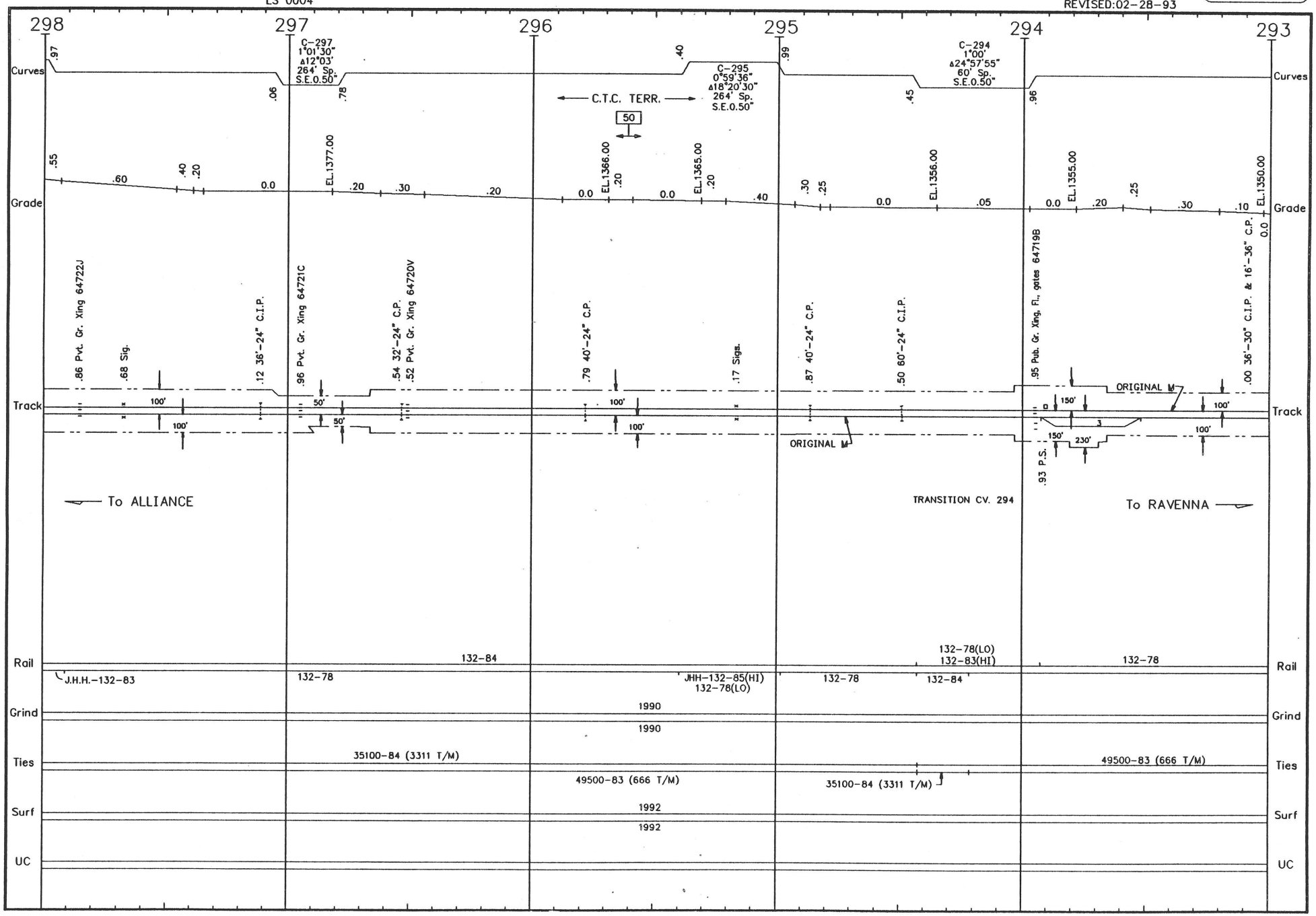
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CASAN – 34

LS 0004

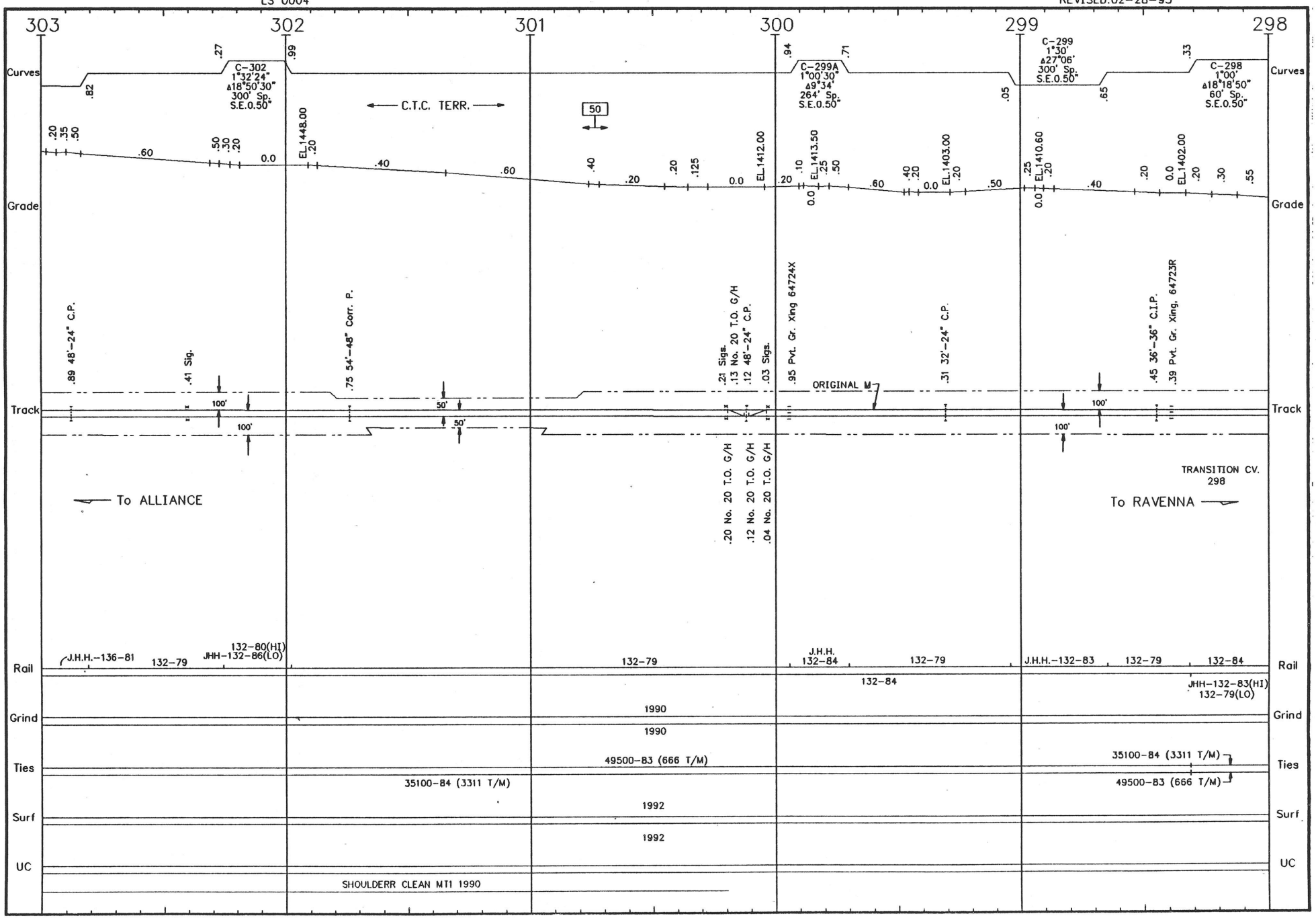
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CASAN-35

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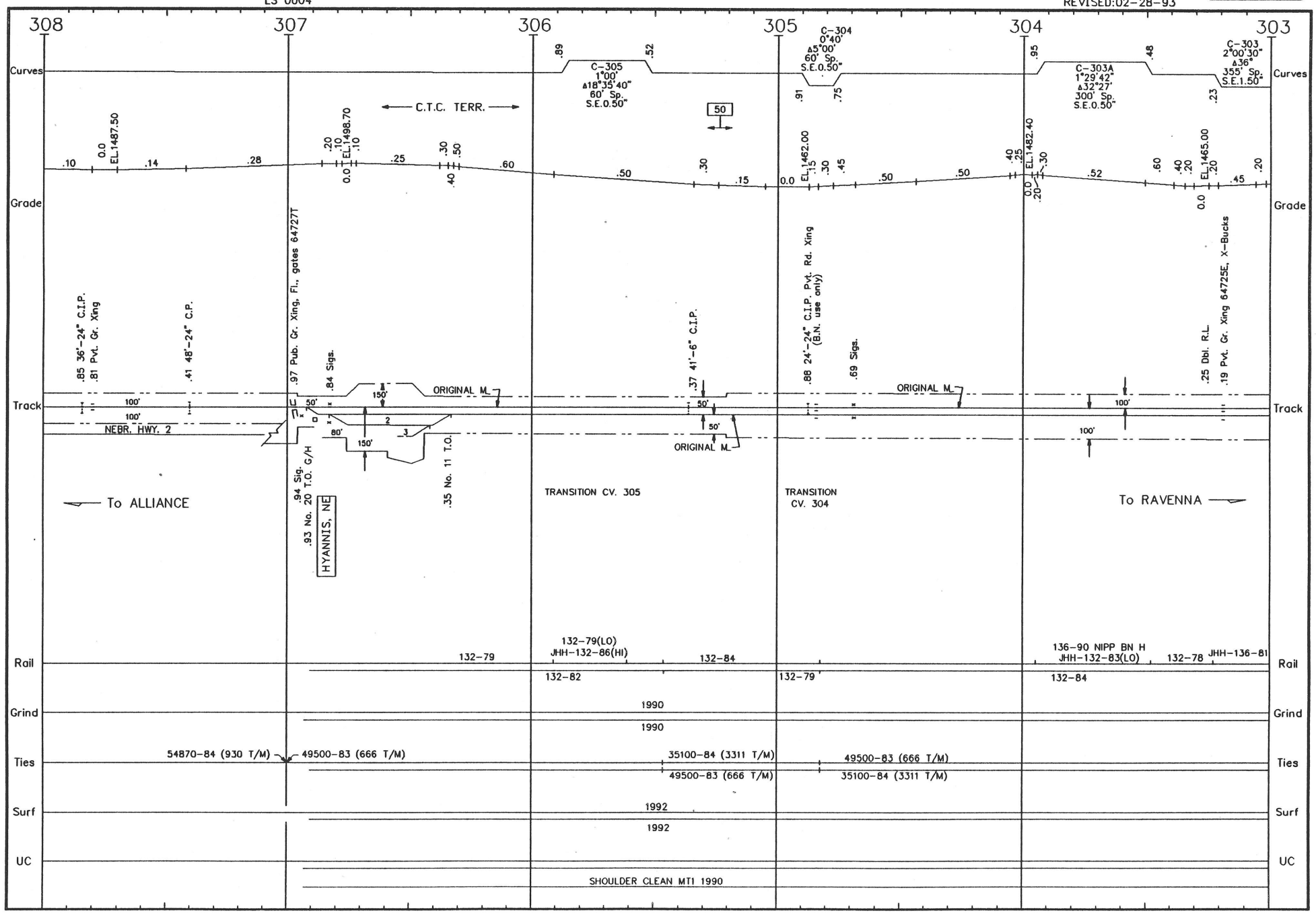
REVISED:02-28-93



CASAN – 36

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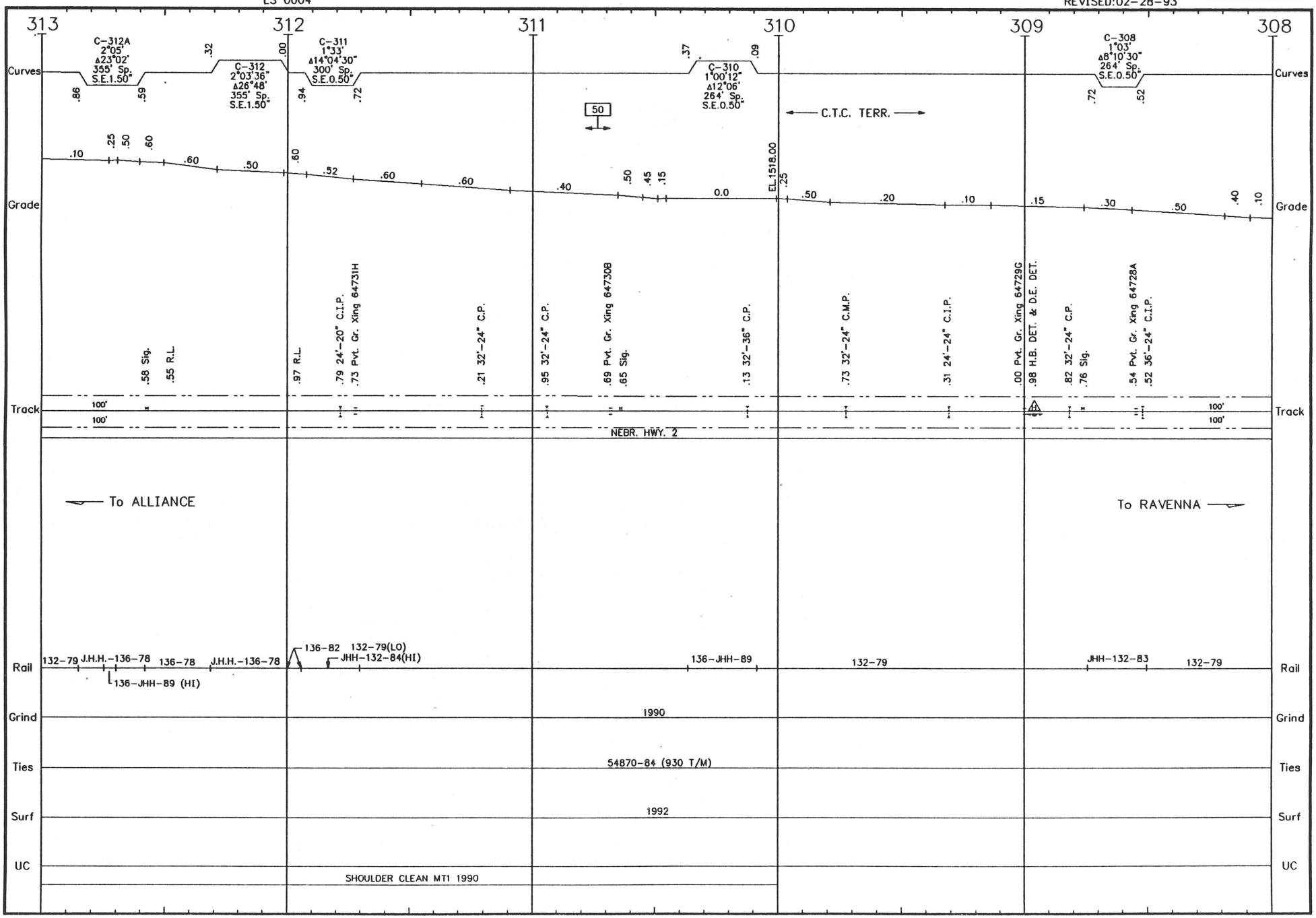
REVISED: 02-28-93



CASAN–37

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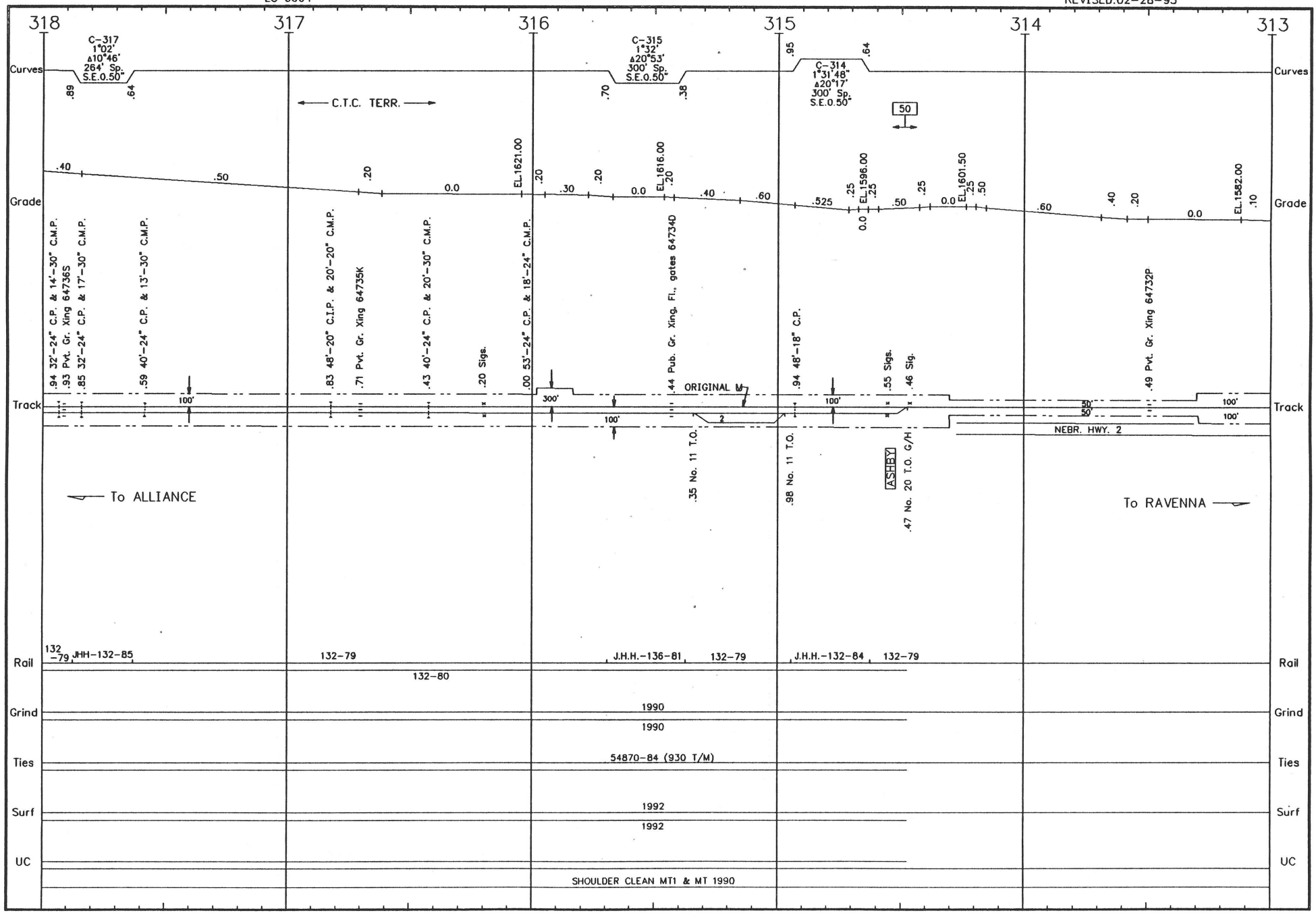
REVISED:02–28–93



CASAN – 38

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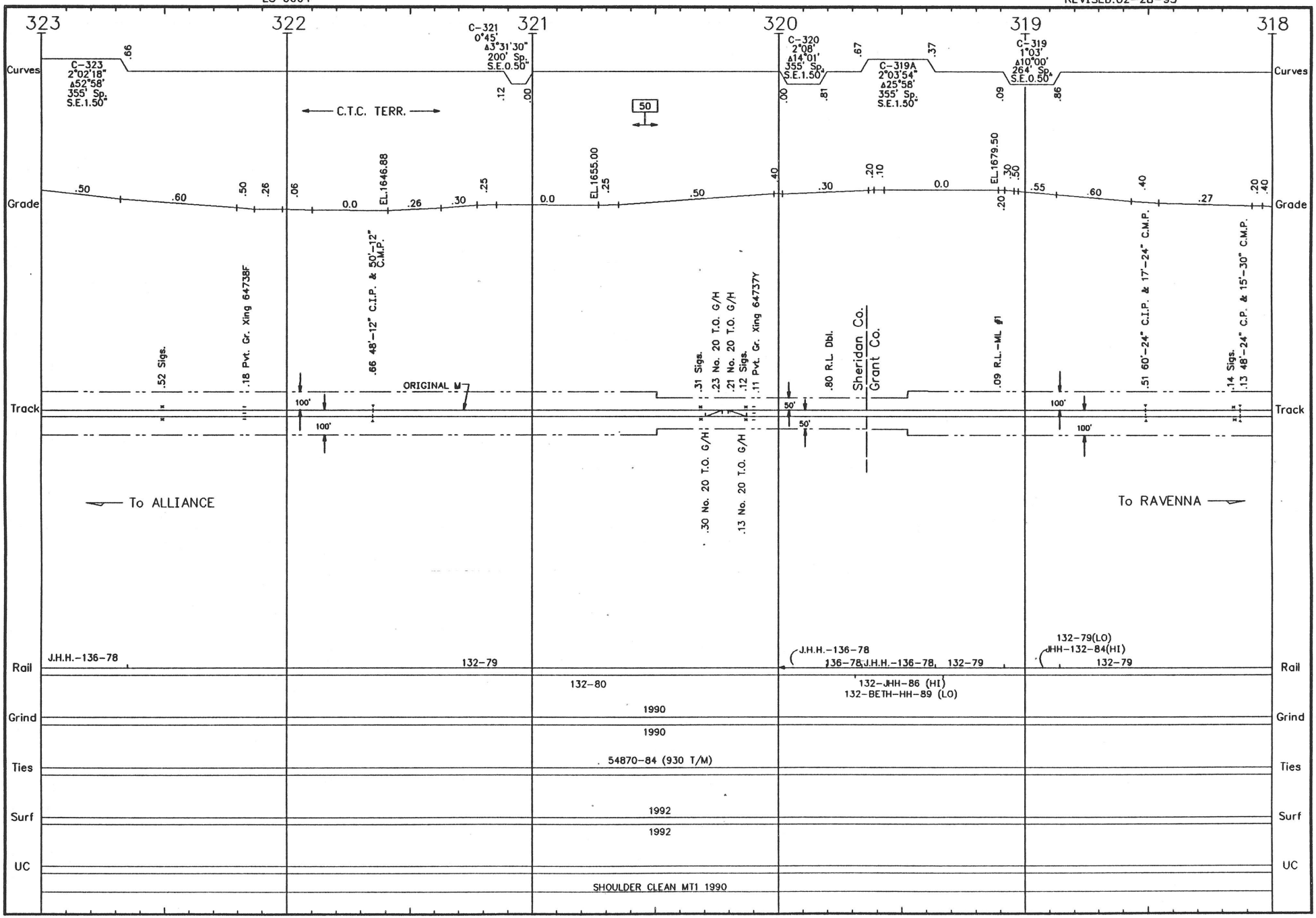
REVISED:02-28-93



CASAN – 39

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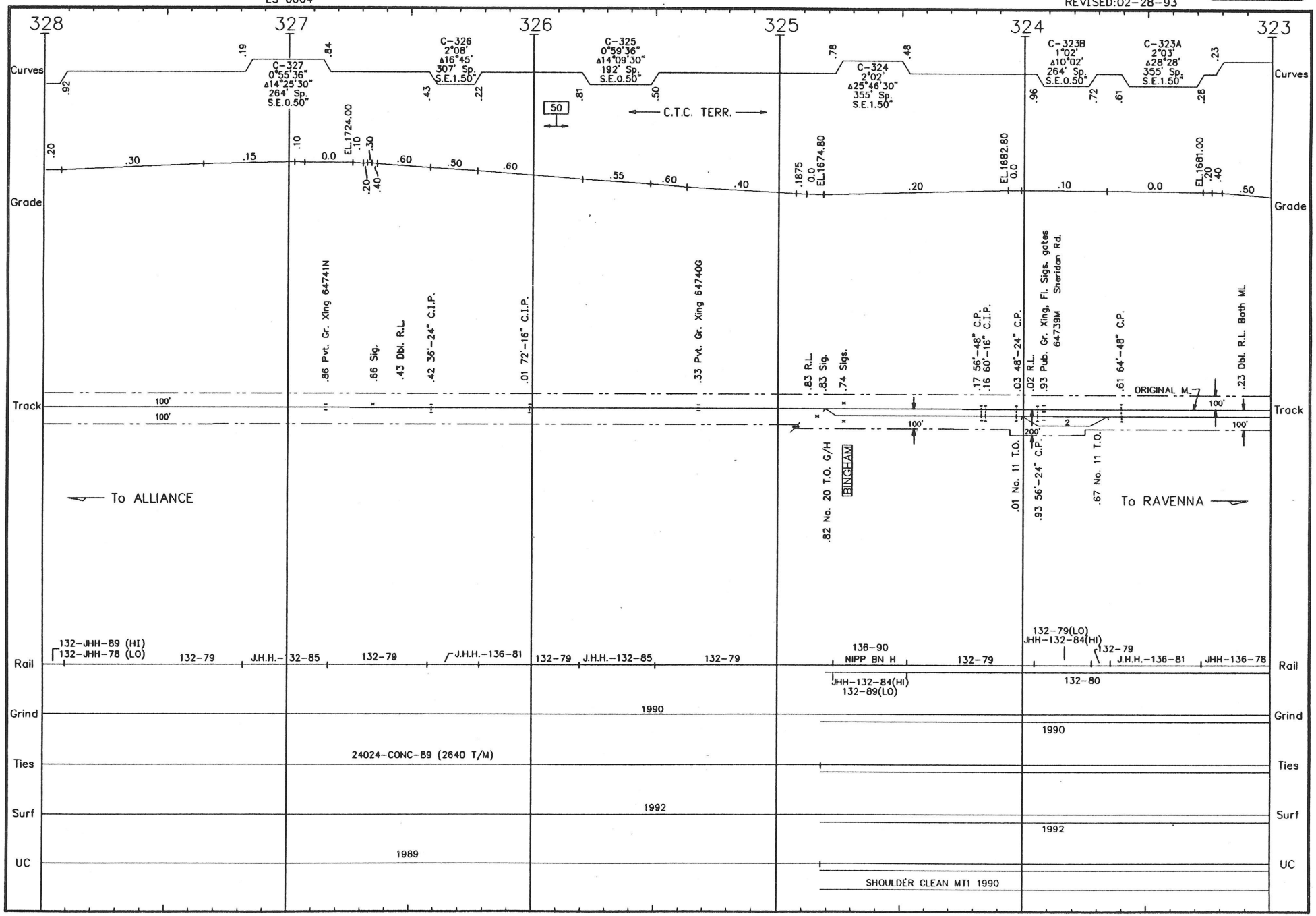
REVISED: 02-28-93



CASAN – 40

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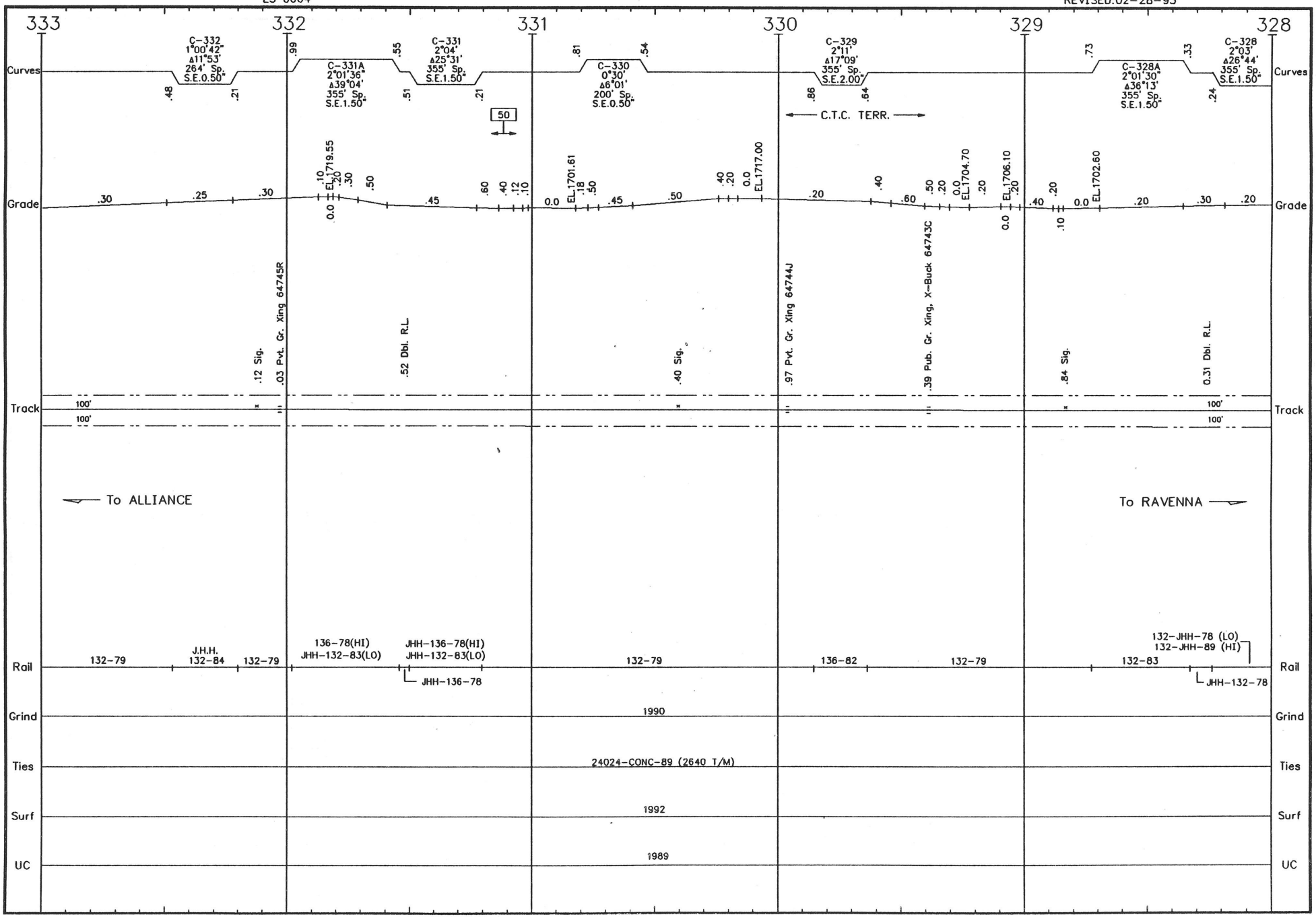
REVISED:02-28-93



CASAN-41

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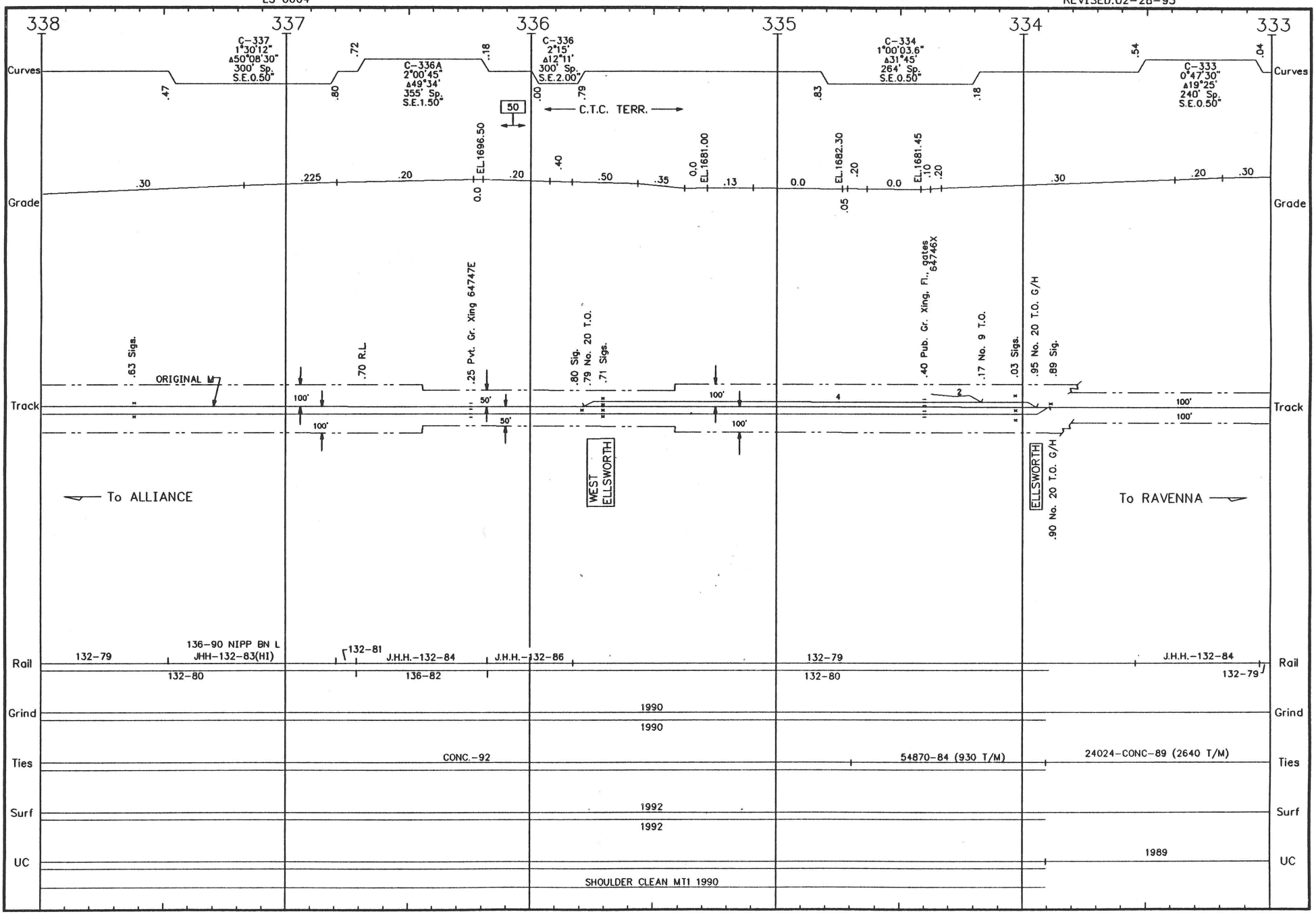
REVISED:02-28-93



CASAN-42

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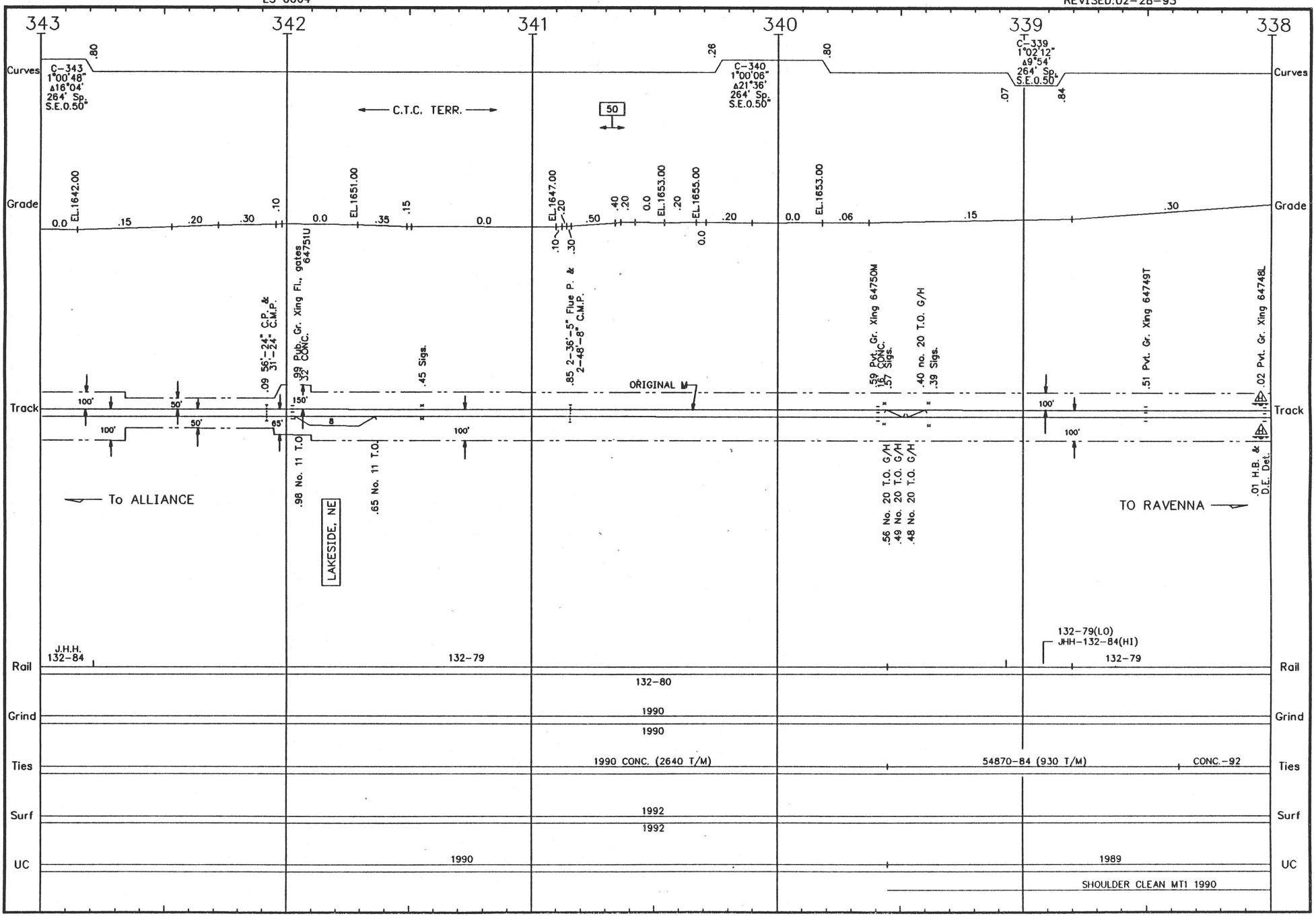
REVISED:02-28-93



CASAN – 43

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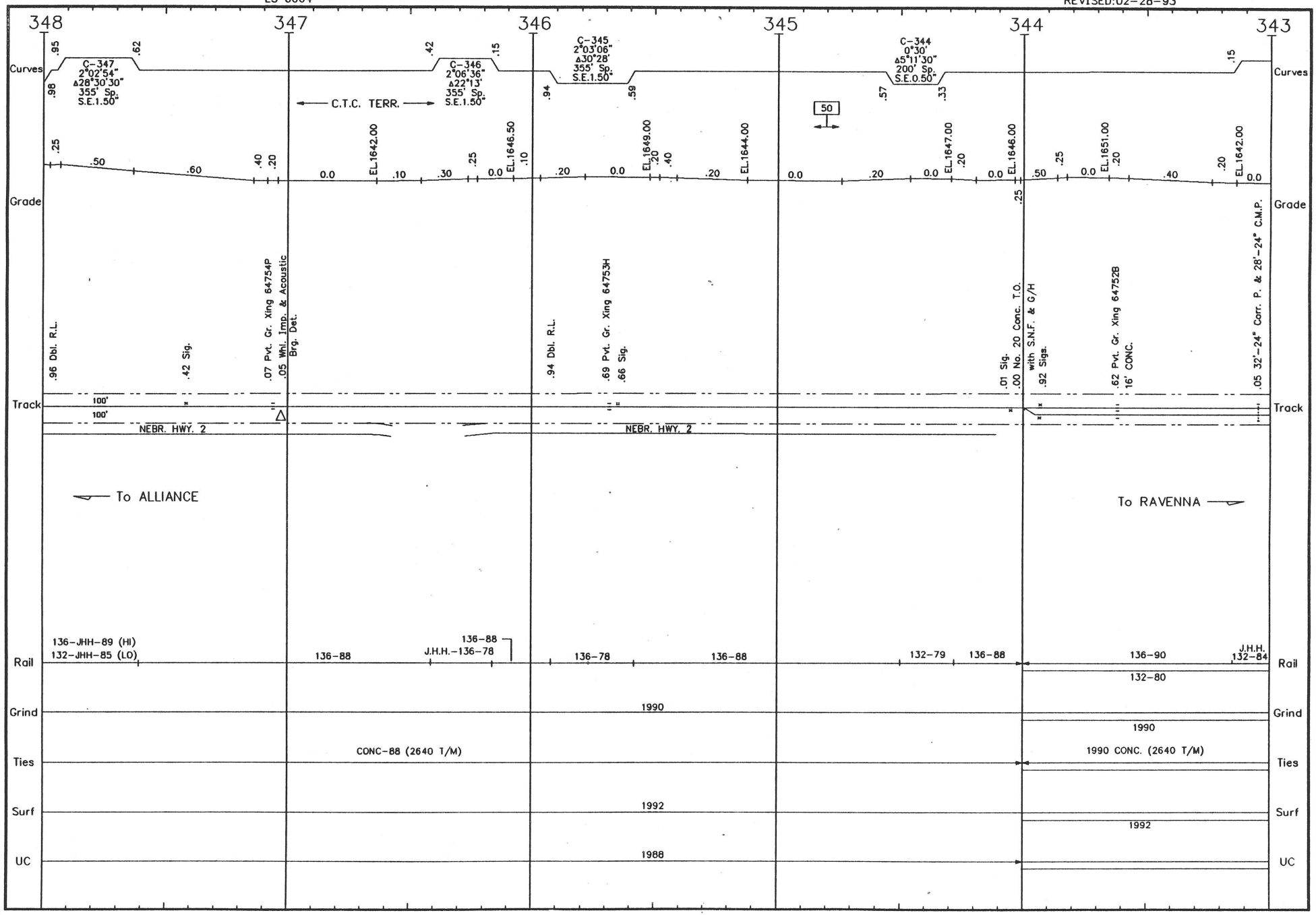
REVISED:02-28-93



LS 0004

CASAN – 44

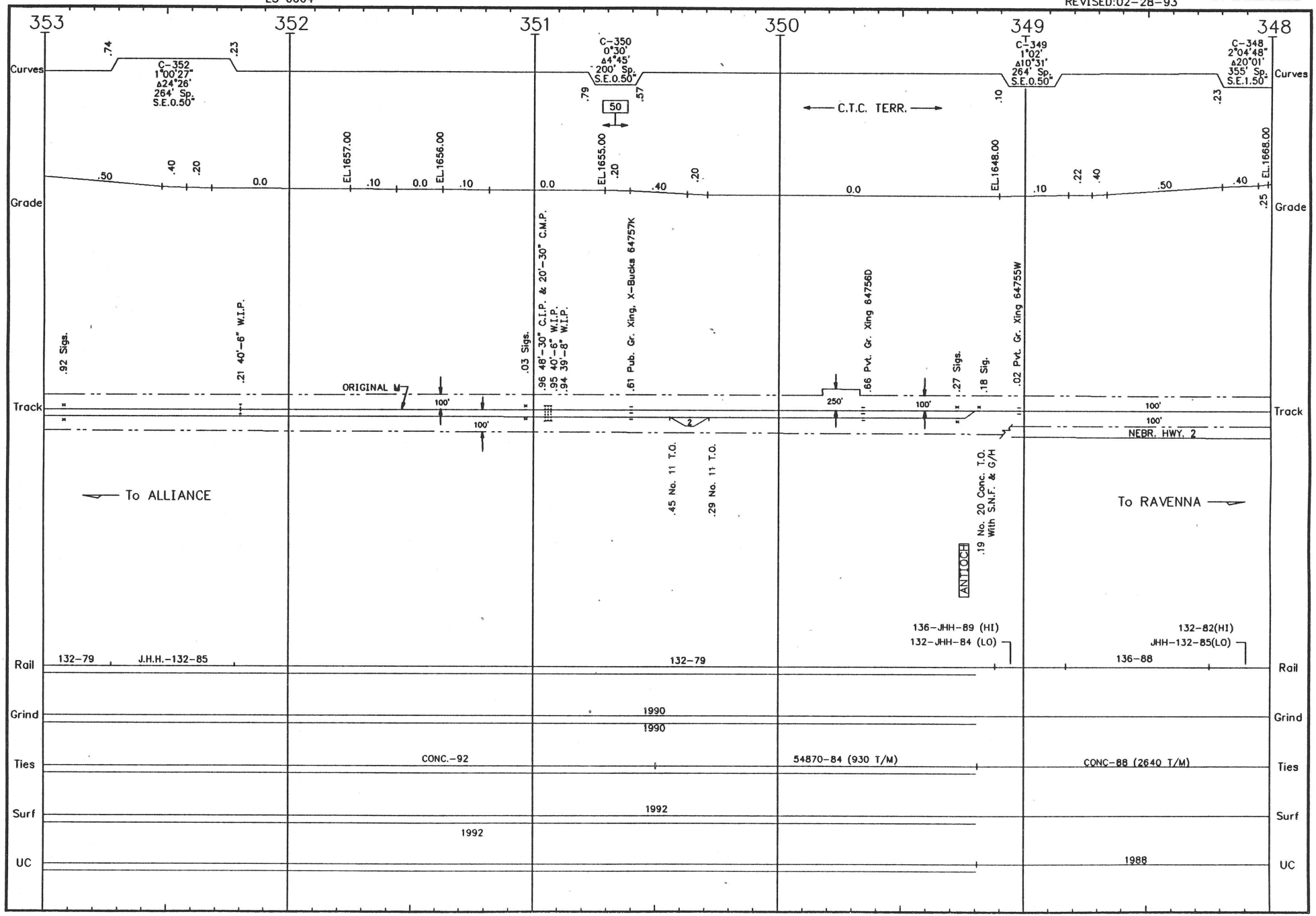
REVISED: 02-28-93



CASAN – 45

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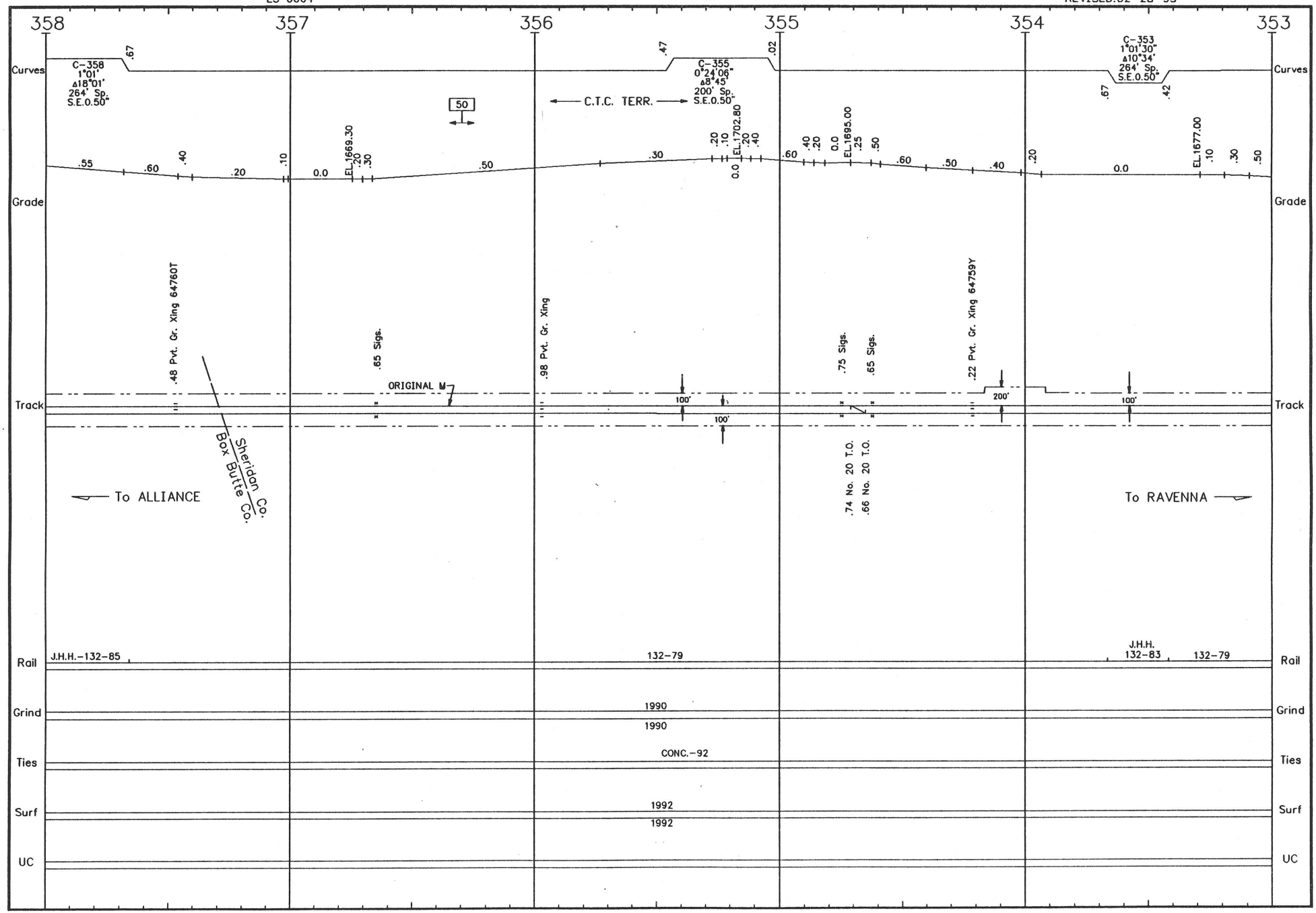
REVISED:02-28-93



CASAN – 46

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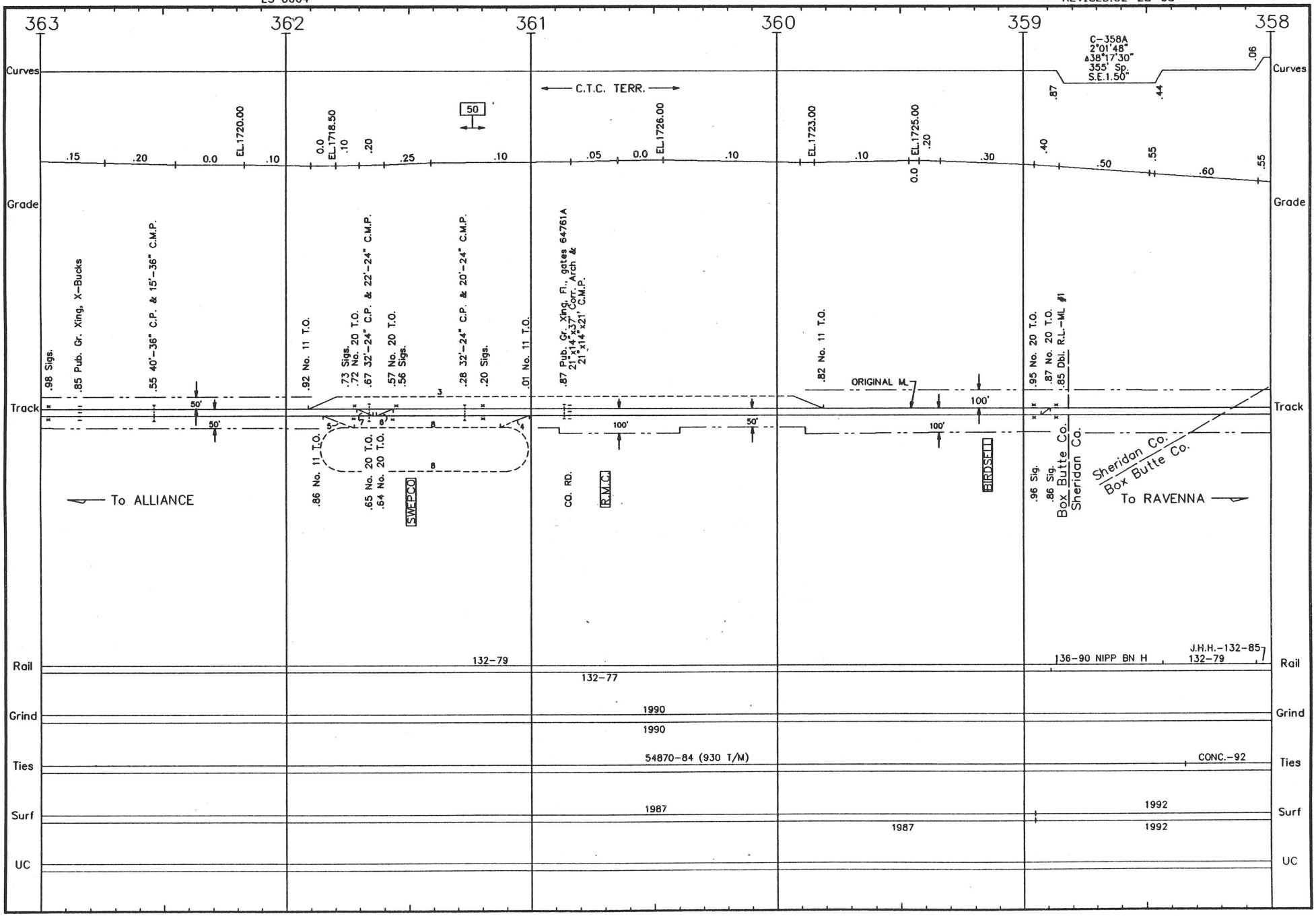
REVISED:02-28-93



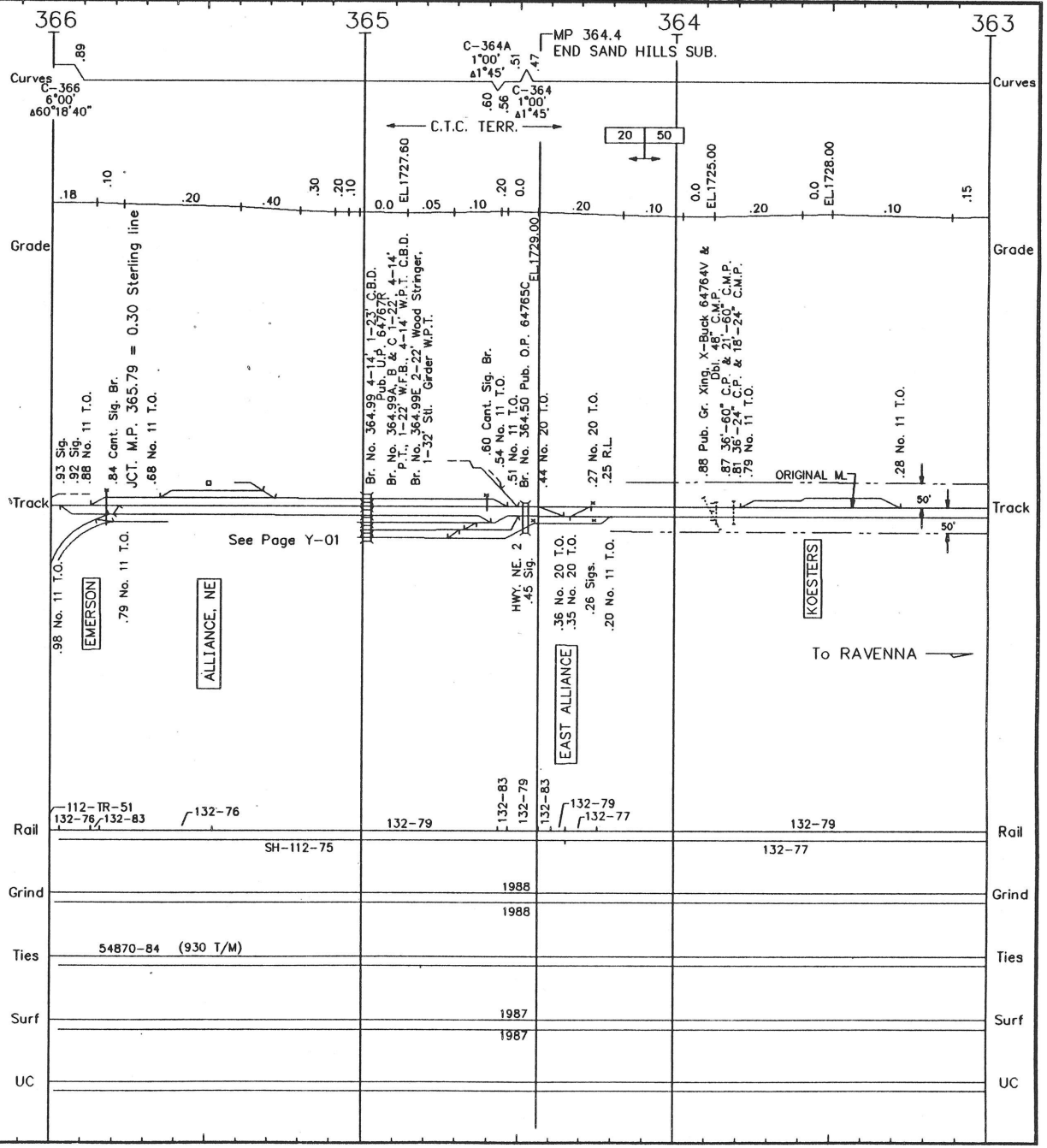
CASAN-47

LS 0004

REVISED:02-28-93

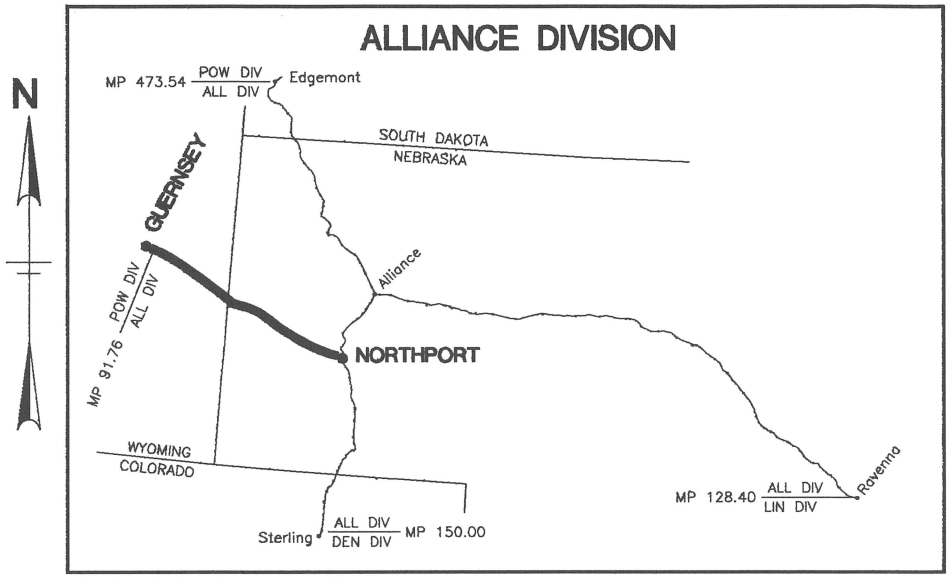


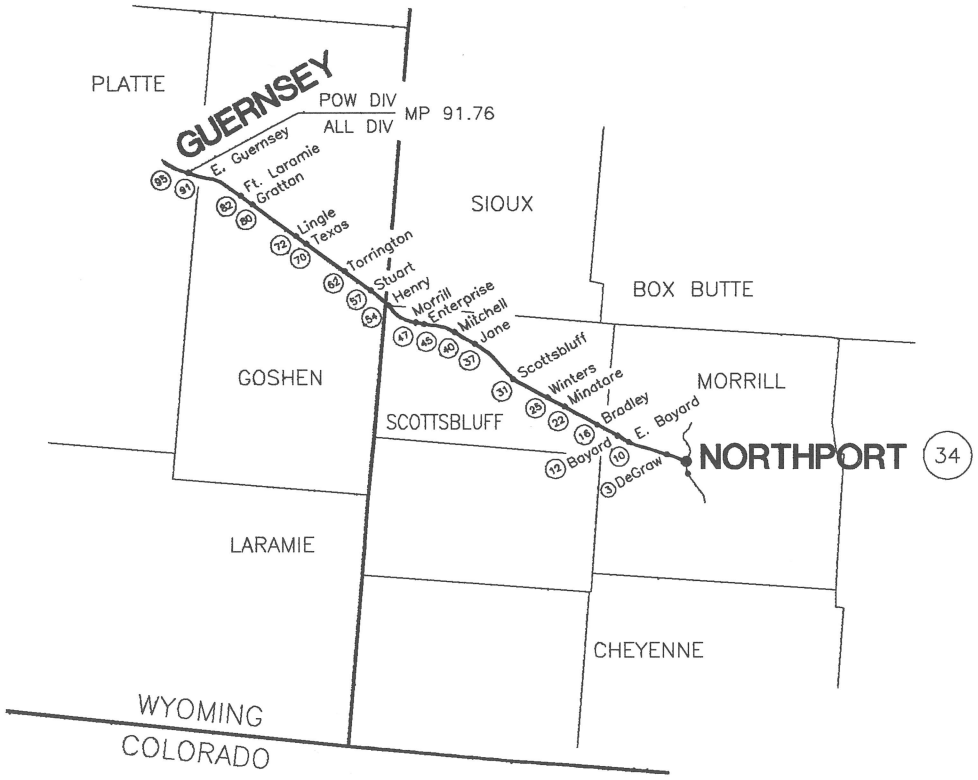
NOTES:


366
365
364
363
MP 364.4
END SAND HILLS SUB.
C-364A
1°00'
Δ1°45'
C-366
6°00'
Δ60°18'40"
C-364
1°00'
Δ1°45'
C.T.C. TERR.
20
50
EL.1727.60
EL.1729.00
EL.1725.00
EL.1728.00
Curves
Grade
Track
Rail
Grind
Ties
Surf
UC
ORIGINAL M.
50'
50'
.89
.10
.18
.20
.40
.30
.20
.10
0.0
.05
.10
.20
0.0
.20
.10
0.0
.20
0.0
.10
.15
.47
.51
.56
.60
.93 Sig.
.92 Sig.
.88 No. 11 T.O.
.84 Cant. Sig. Br.
JCT. M.P. 365.79 = 0.30 Sterling line
.68 No. 11 T.O.
Br. No. 364.99 4-14' 1-23' C.B.D.
Pub. U.P. 64767R
Br. No. 364.99A, B & C 1-22' 4-14'
P.T., 1-22' W.F.B., 4-14' W.P.T. C.B.D.
Br. No. 364.99E 2-22' Wood Stringer,
1-32' Stl. Girder W.P.T.
.60 Cant. Sig. Br.
.54 No. 11 T.O.
.51 No. 11 T.O.
Br. No. 364.50 Pub. O.P. 64765C
.44 No. 20 T.O.
.27 No. 20 T.O.
.25 R.L.
.88 Pub. Gr. Xing. X-Buck 64764V &
Dbl. 48" C.M.P.
.87 36'-60" C.P. & 21'-60" C.M.P.
.81 36'-24" C.P. & 18'-24" C.M.P.
.79 No. 11 T.O.
.28 No. 11 T.O.
See Page Y-01
.98 No. 11 T.O.
EMERSON
.79 No. 11 T.O.
ALLIANCE, NE
HWY. NE. 2
.45 Sig.
.36 No. 20 T.O.
.35 No. 20 T.O.
.26 Sigs.
.20 No. 11 T.O.
EAST ALLIANCE
KOESTERS
To RAVENNA
112-TR-51
132-76
132-83
132-76
132-79
132-83
132-79
132-83
132-79
132-77
132-79
SH-112-75
132-77
1988
1988
54870-84 (930 T/M)
1987
1987

BURLINGTON NORTHERN
ALLIANCE DIVISION

VALLEY SUBDIVISION

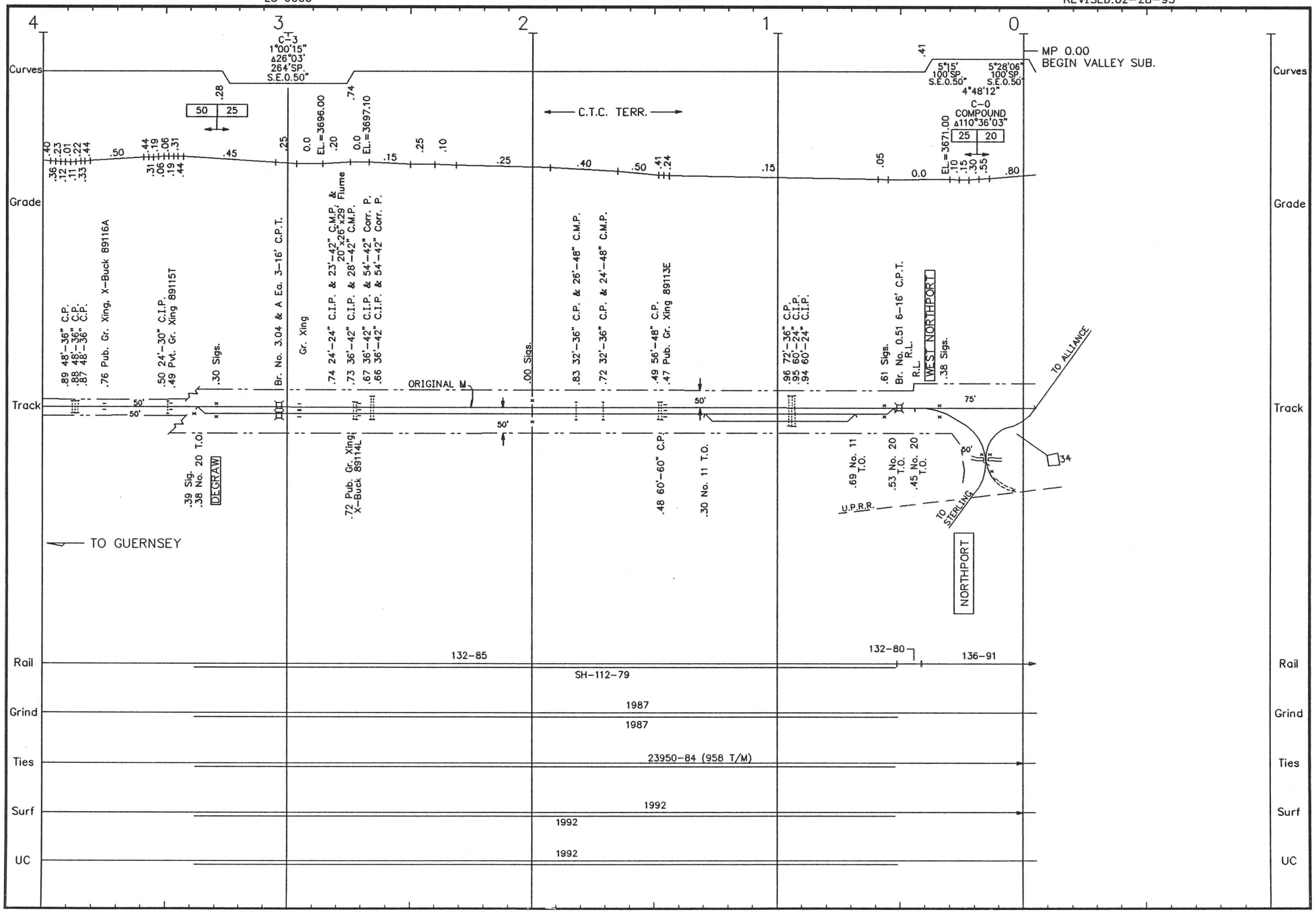




CAVAL – 01

LS 0005

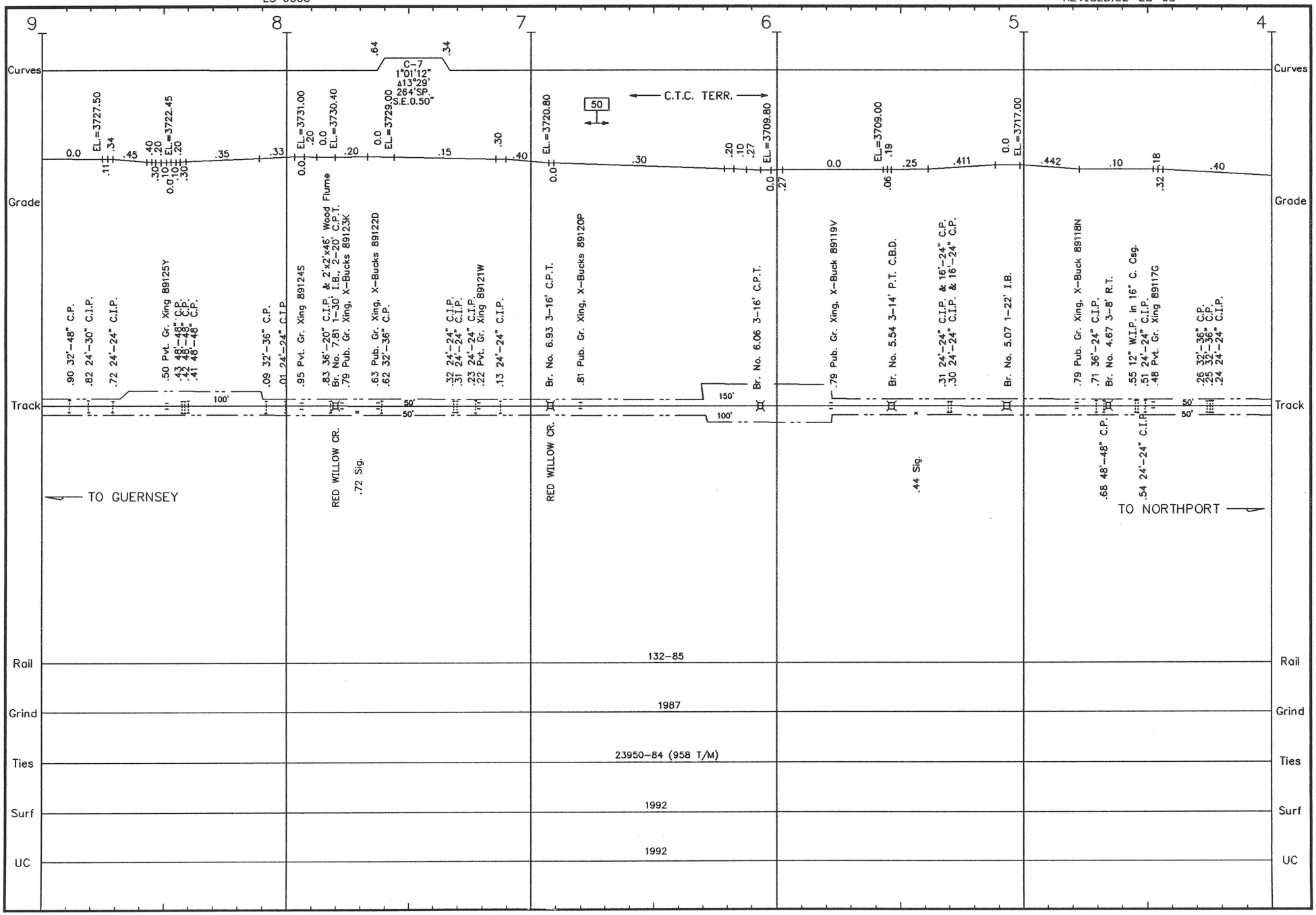
REVISED:02-28-93



CAVAL -02

LS 0005

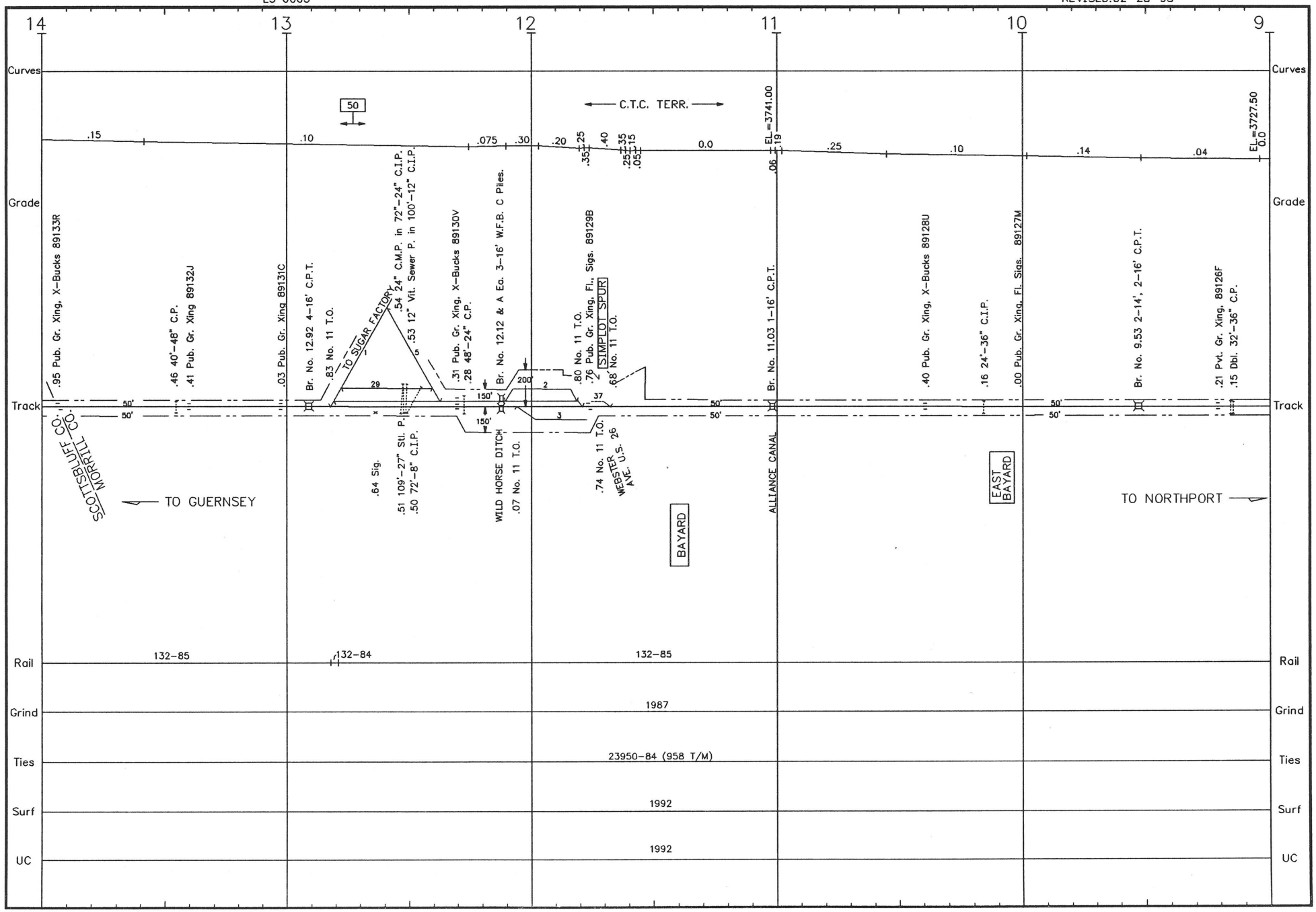
REVISED:02-28-93



CAVAL – 03

LS 0005

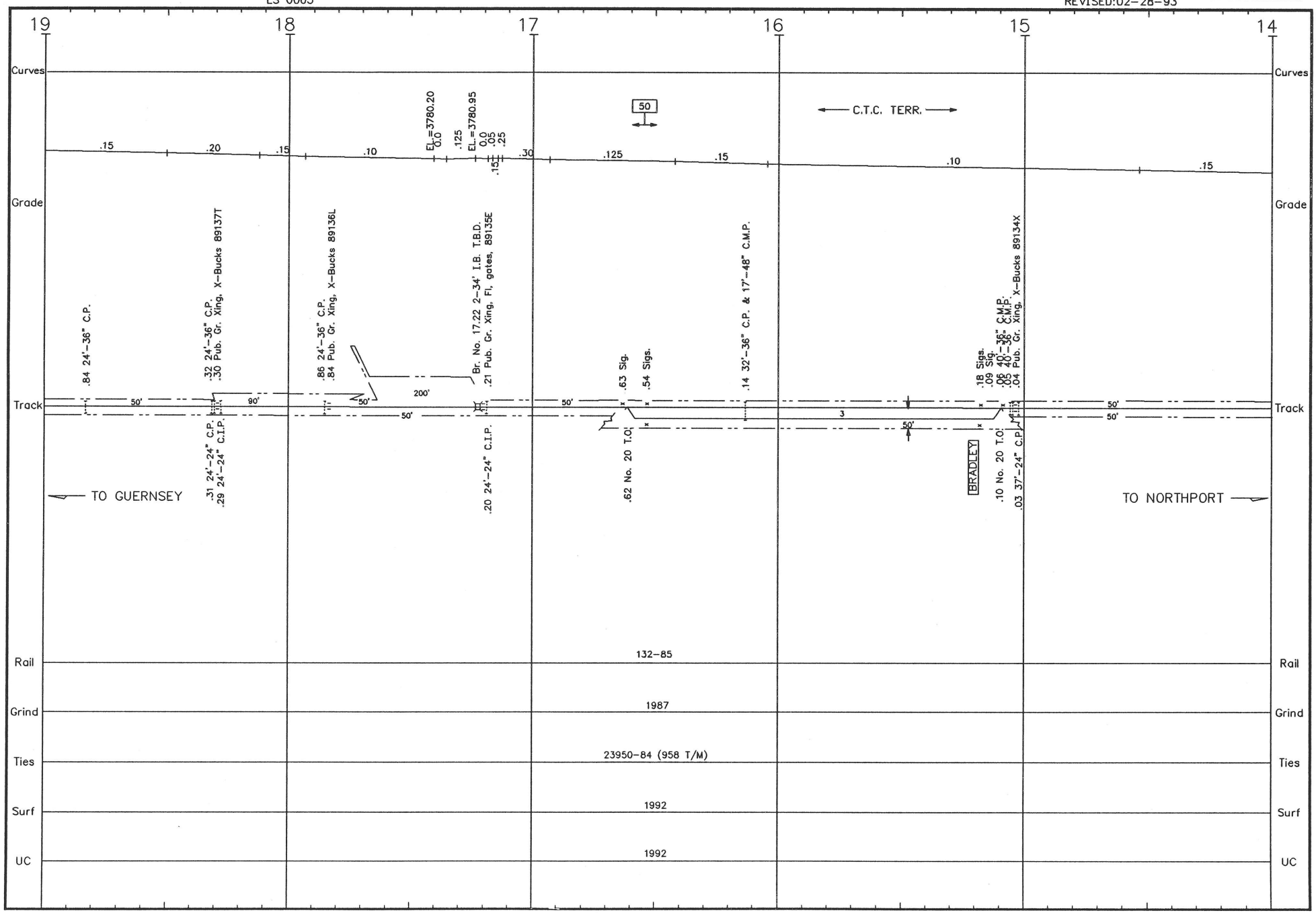
REVISED:02-28-93



CAVAL –04

LS 0005

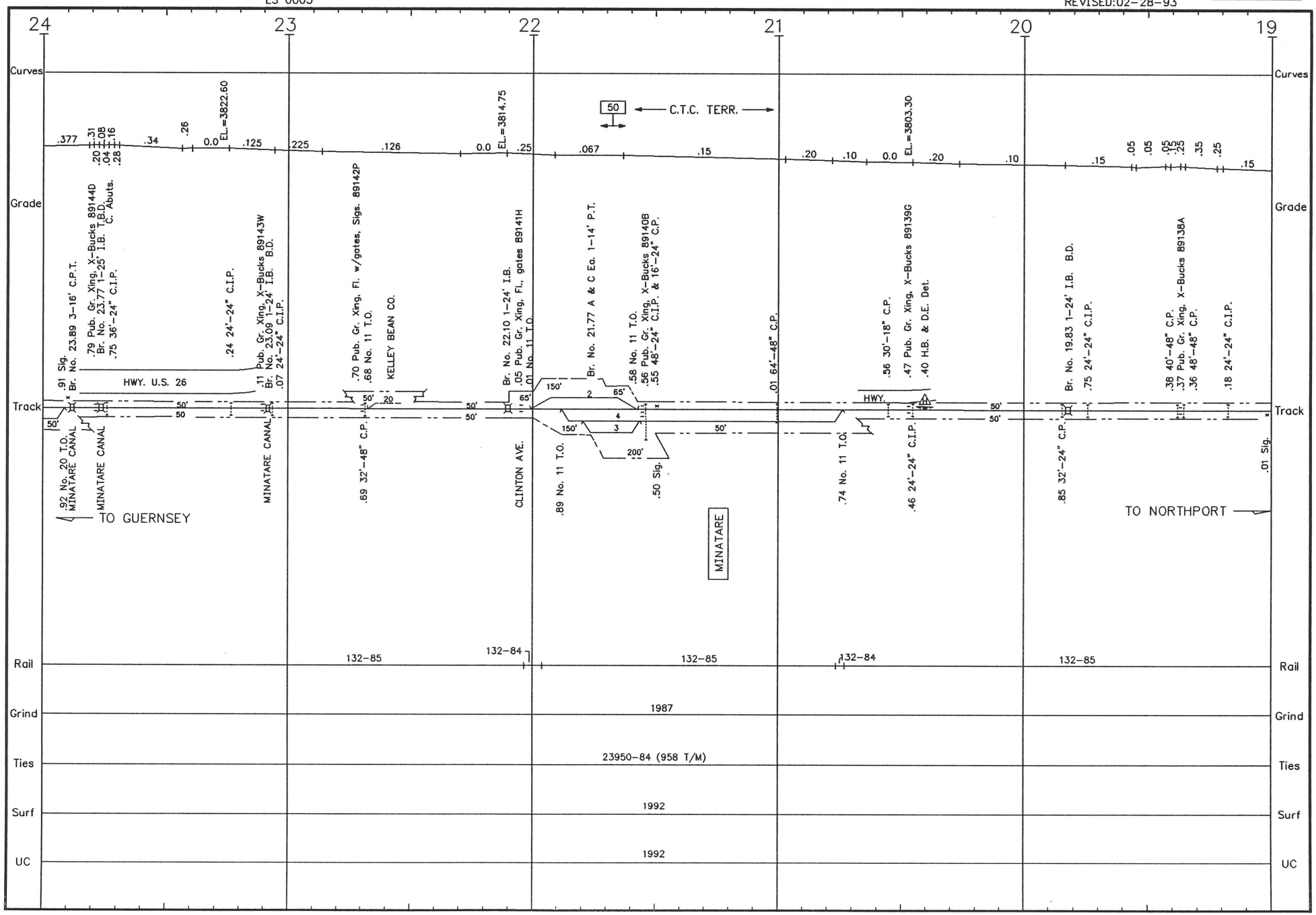
REVISED:02–28–93



CAVAL – 05

LS 0005

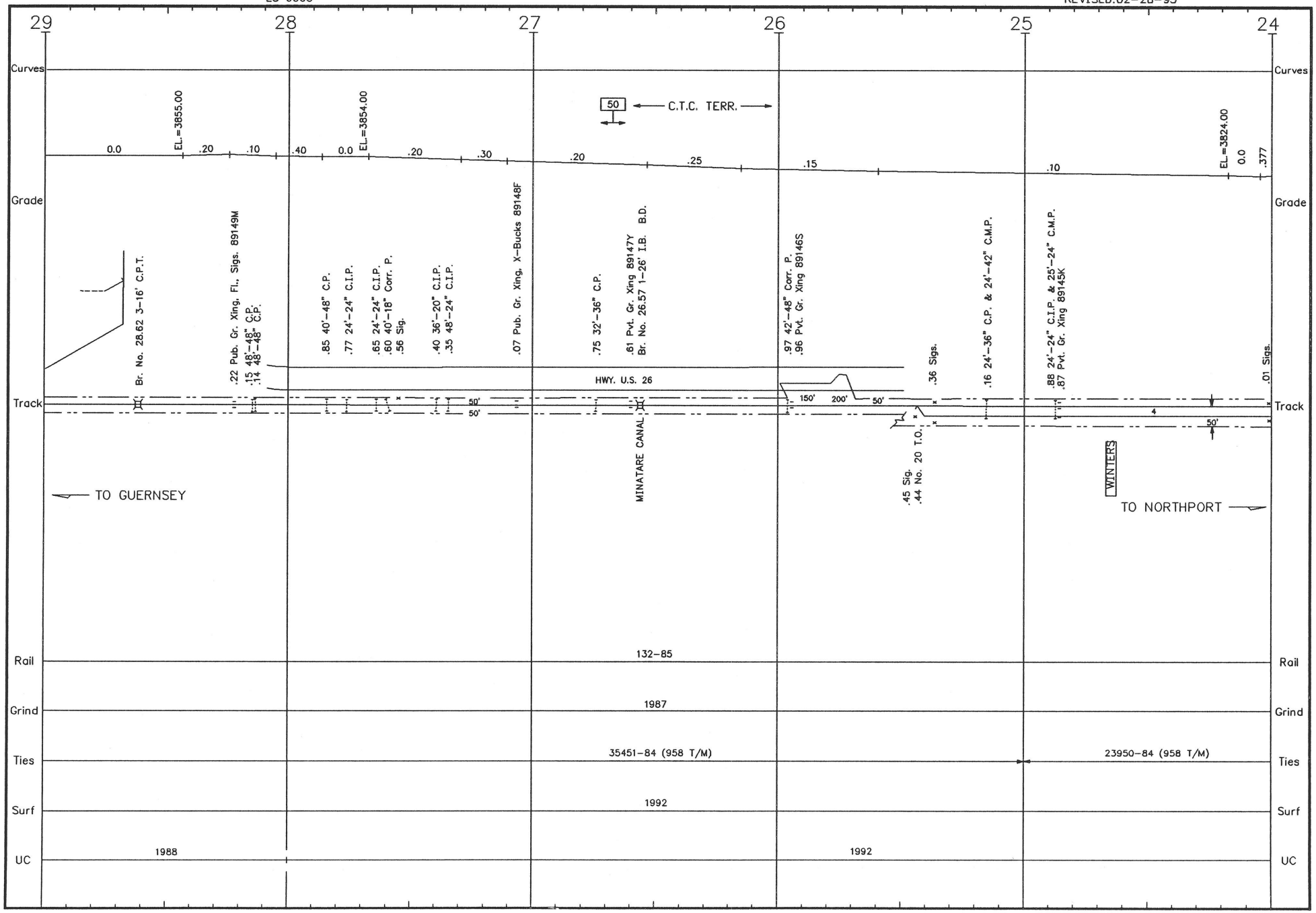
REVISED:02-28-93


24
23
22
21
20
19
Curves
Grade
Track
Rail
Grind
Ties
Surf
UC
.377 .31 .20 .08 .04 .16 .28 .34 .26 0.0 EL.=3822.60 .125
.225 .126 0.0 EL.=3814.75 .25 .067 .15
50 C.T.C. TERR.
.20 .10 0.0 EL.=3803.30 .20 .10 .15 .05 .05 .05 .12 .25 .35 .25 .15
.91 Sig.
Br. No. 23.89 3-16' C.P.T.
.79 Pub. Gr. Xing, X-Bucks 89144D
Br. No. 23.77 1-25' I.B. T.B.D.
.75 36-24" C.I.P.
C. Abuts.
.24 24'-24" C.I.P.
.11 Pub. Gr. Xing, X-Bucks 89143W
Br. No. 23.09 1-24' I.B. B.D.
.07 24'-24" C.I.P.
HWY. U.S. 26
.70 Pub. Gr. Xing, Fl. w/gates, Sigs. 89142P
.68 No. 11 T.O.
KELLEY BEAN CO.
Br. No. 22.10 1-24' I.B.
.05 Pub. Gr. Xing, Fl., gates 89141H
.01 No. 11 T.O.
Br. No. 21.77 A & C Eq. 1-14' P.T.
.58 No. 11 T.O.
.56 Pub. Gr. Xing, X-Bucks 89140B
.55 48'-24" C.I.P. & 16'-24" C.P.
.01 64'-48" C.P.
.56 30'-18" C.P.
.47 Pub. Gr. Xing, X-Bucks 89139G
.40 H.B. & D.E. Det.
HWY.
Br. No. 19.83 1-24' I.B. B.D.
.75 24'-24" C.I.P.
.38 40'-48" C.P.
.37 Pub. Gr. Xing, X-Bucks 89138A
.36 48'-48" C.P.
.18 24'-24" C.I.P.
.01 Sig.
.92 No. 20 T.O.
MINATARE CANAL
MINATARE CANAL
MINATARE CANAL
TO GUERNSEY
.69 32'-48" C.P.
CLINTON AVE.
.89 No. 11 T.O.
.50 Sig.
MINATARE
.74 No. 11 T.O.
.46 24'-24" C.I.P.
.85 32'-24" C.P.
TO NORTHPORT
50' 50' 50'

CAVAL – 06

LS 0005

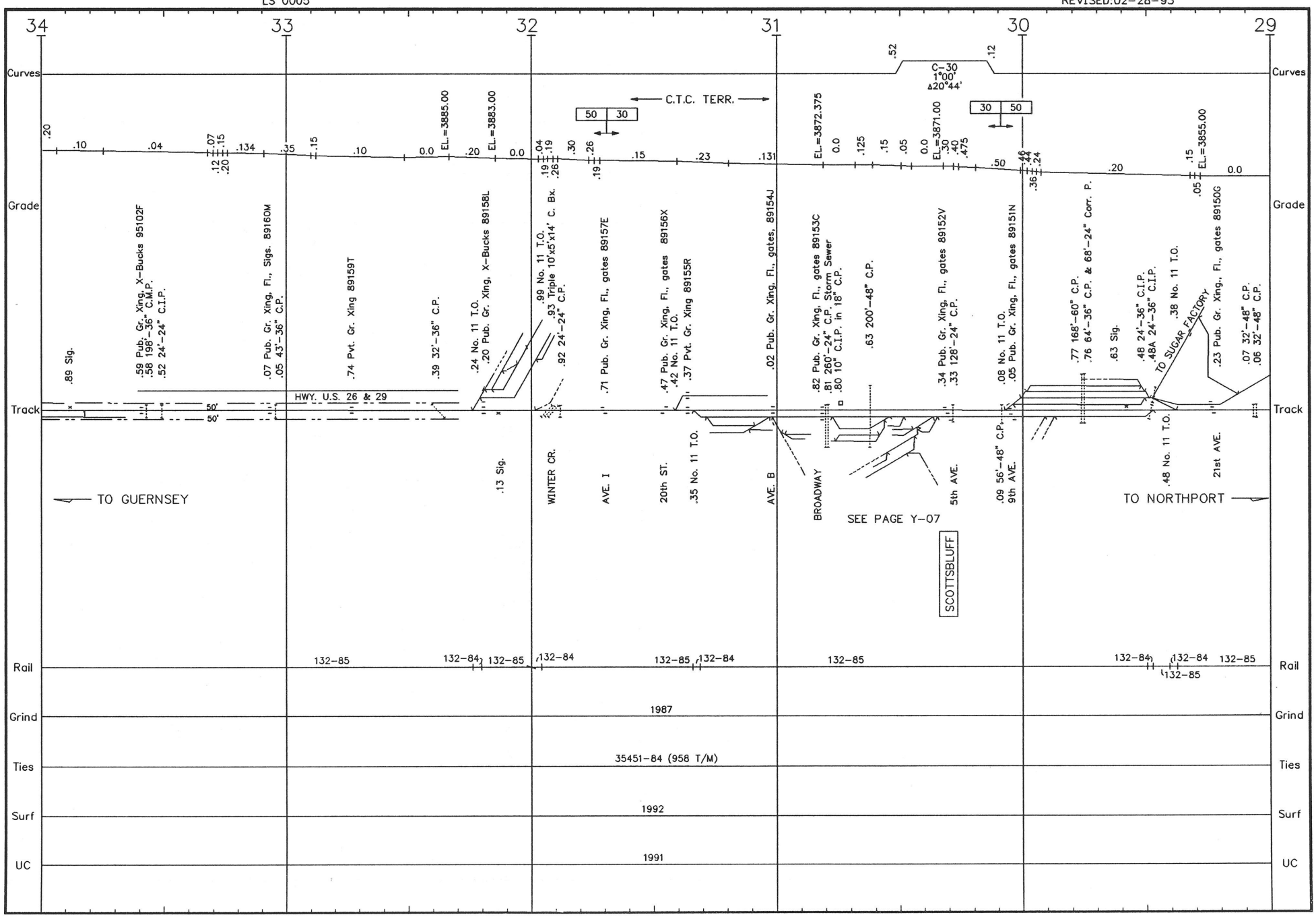
REVISED:02-28-93



CAVAL – 07

LS 0005

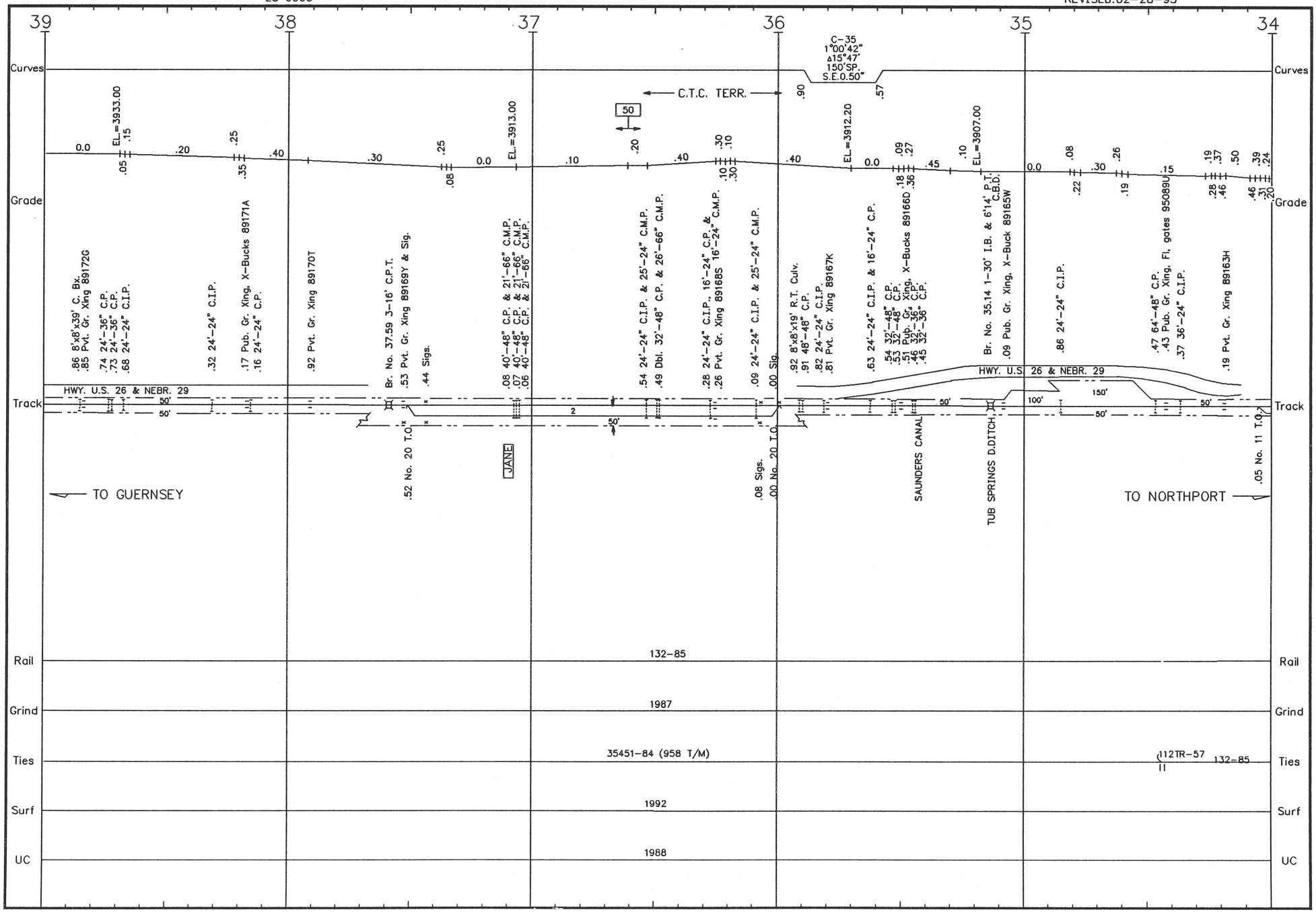
REVISED:02-28-93



CAVAL – 08

LS 0005

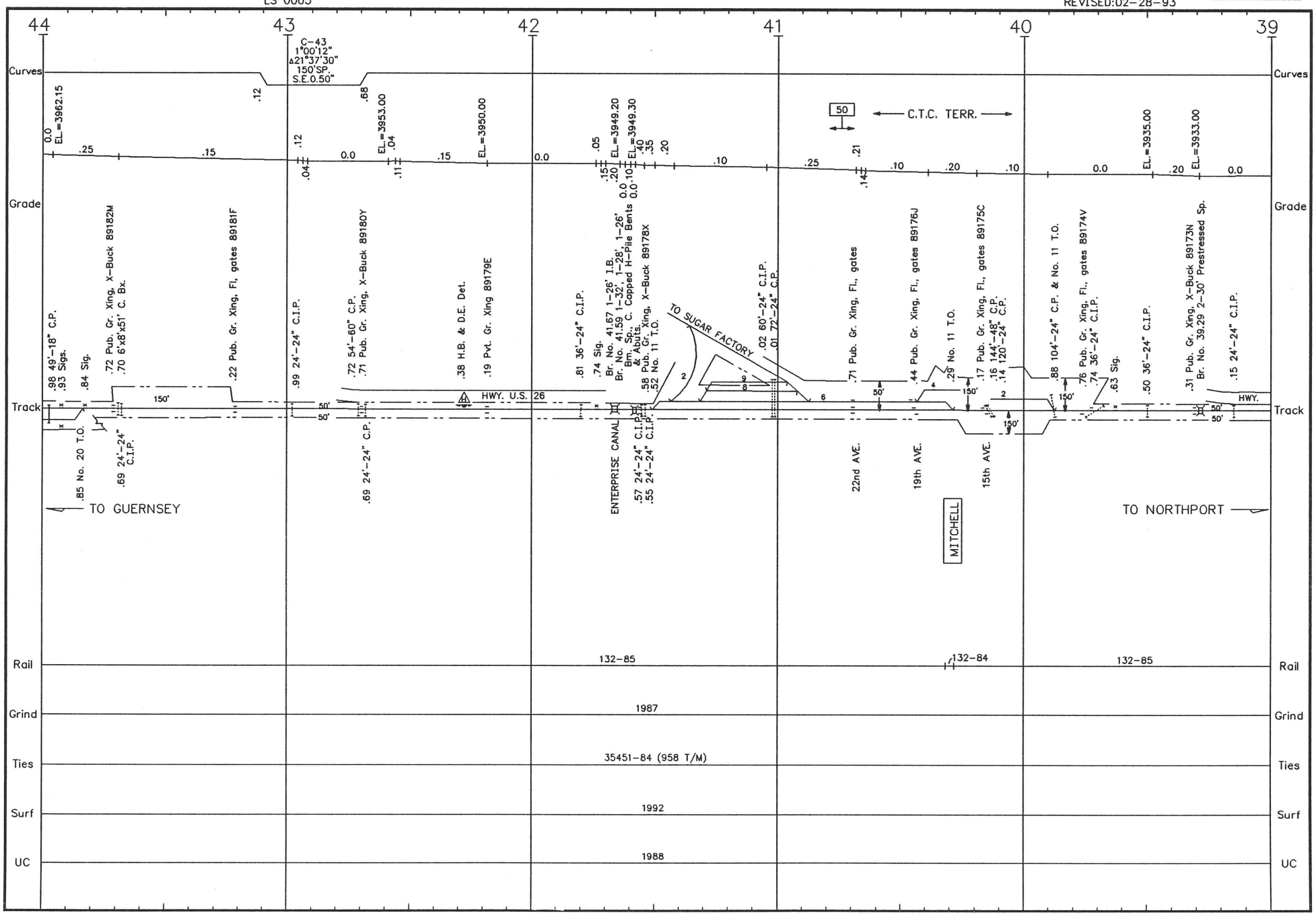
REVISED: 02-28-93



CAVAL – 09

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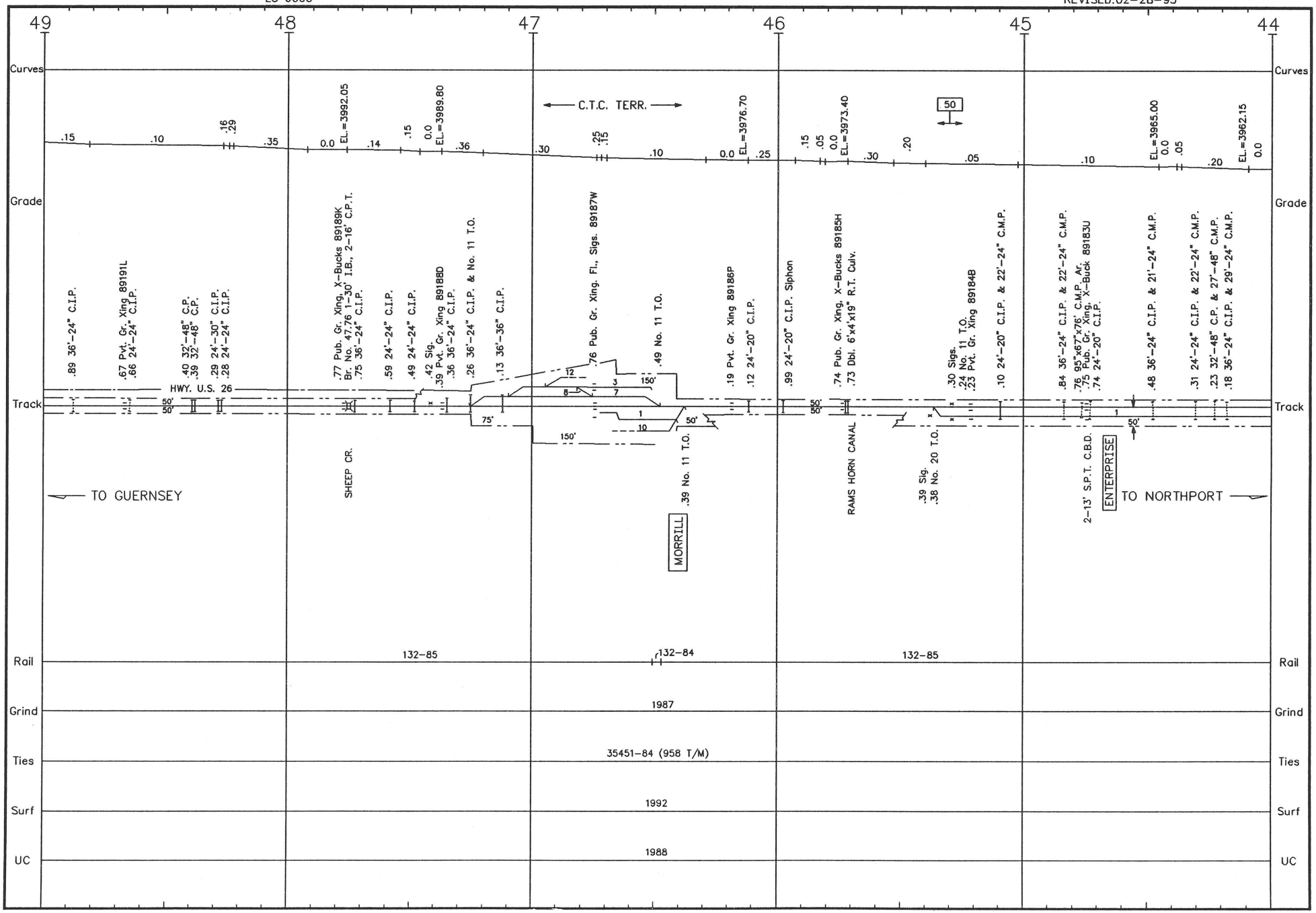
REVISED:02-28-93



CAVAL –10

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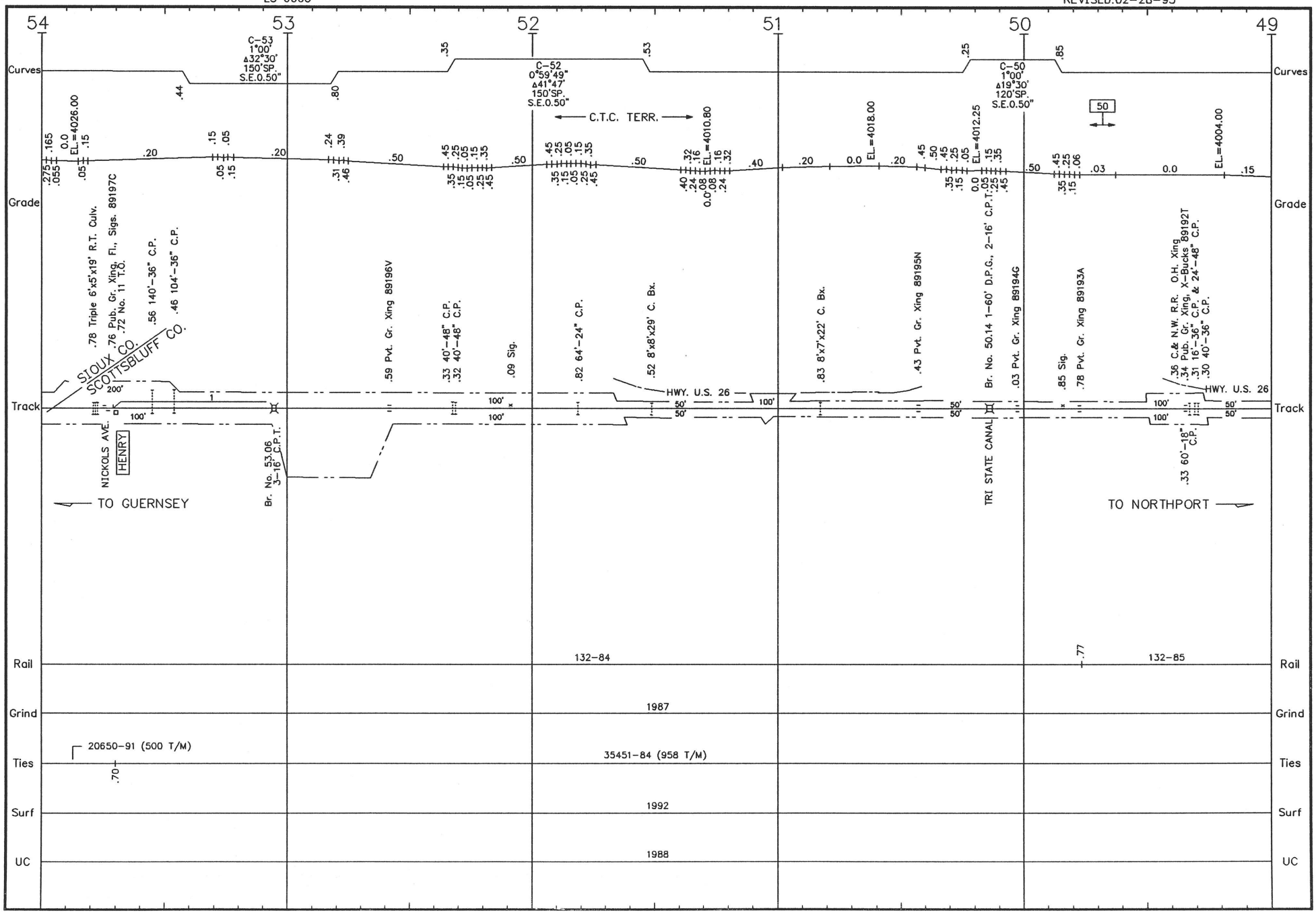
REVISED:02–28–93



CAVAL –11

LS 0005

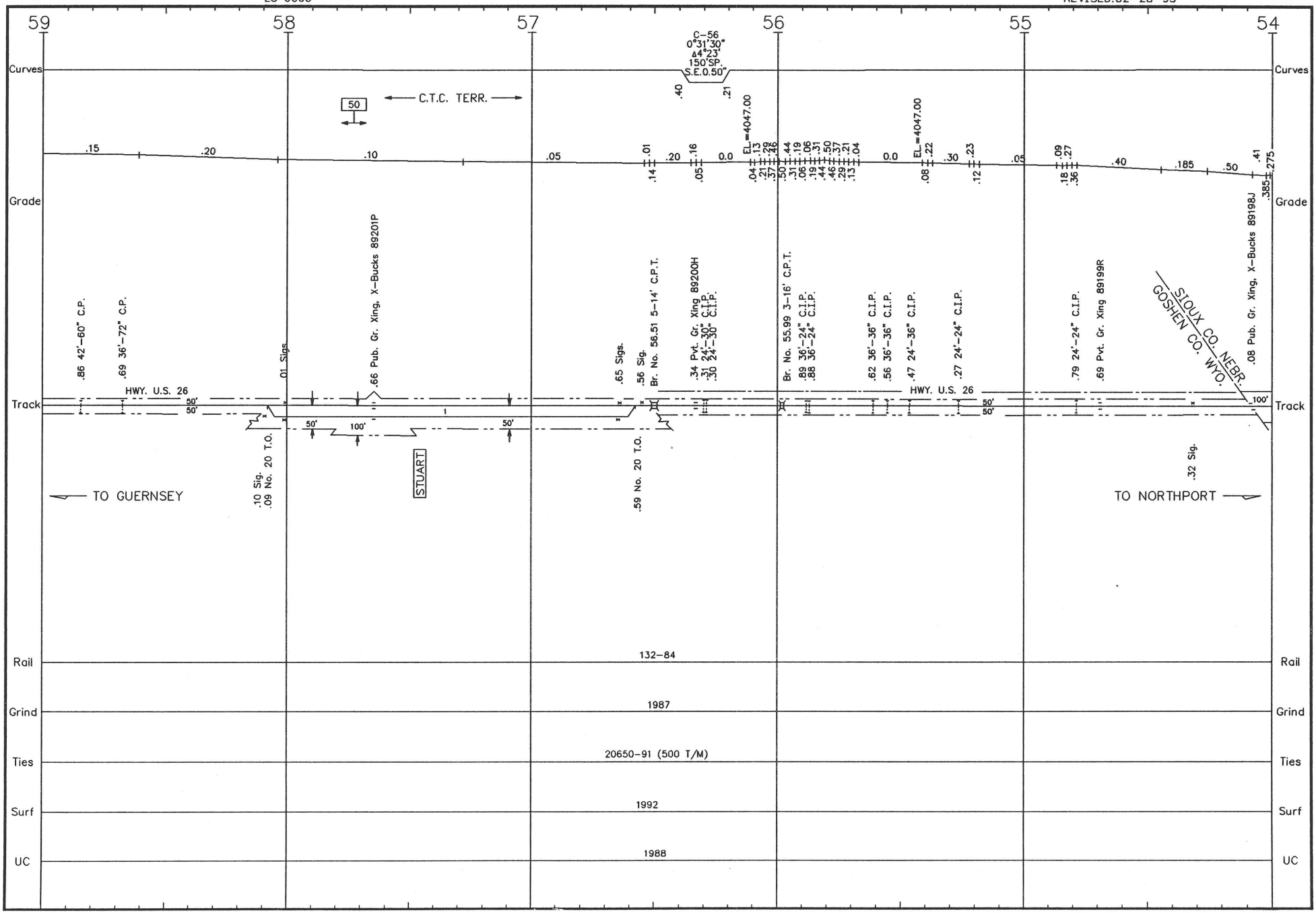
REVISED:02-28-93



CAVAL –12

LS 0005

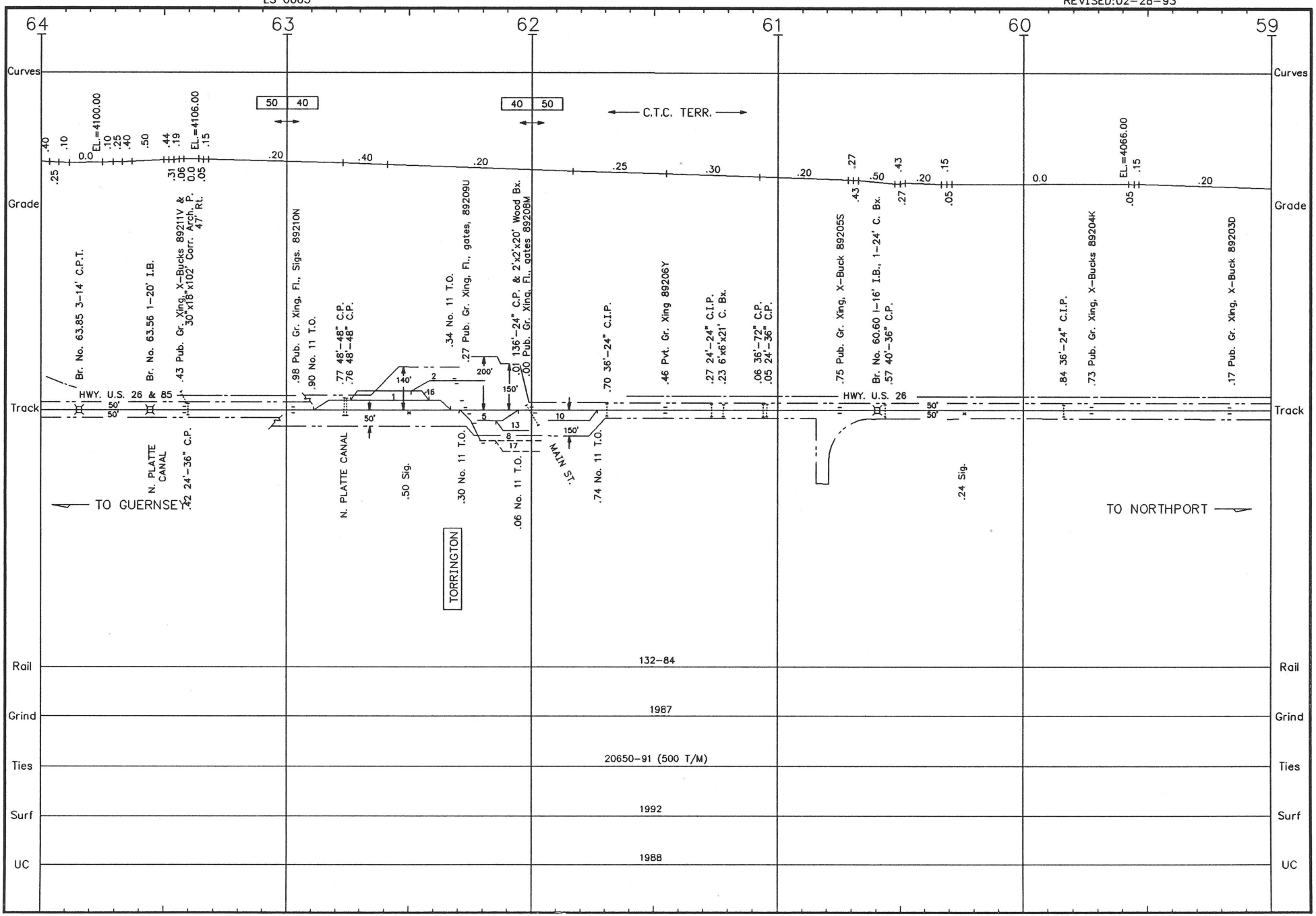
REVISED:02–28–93



CAVAL –13

LS 0005

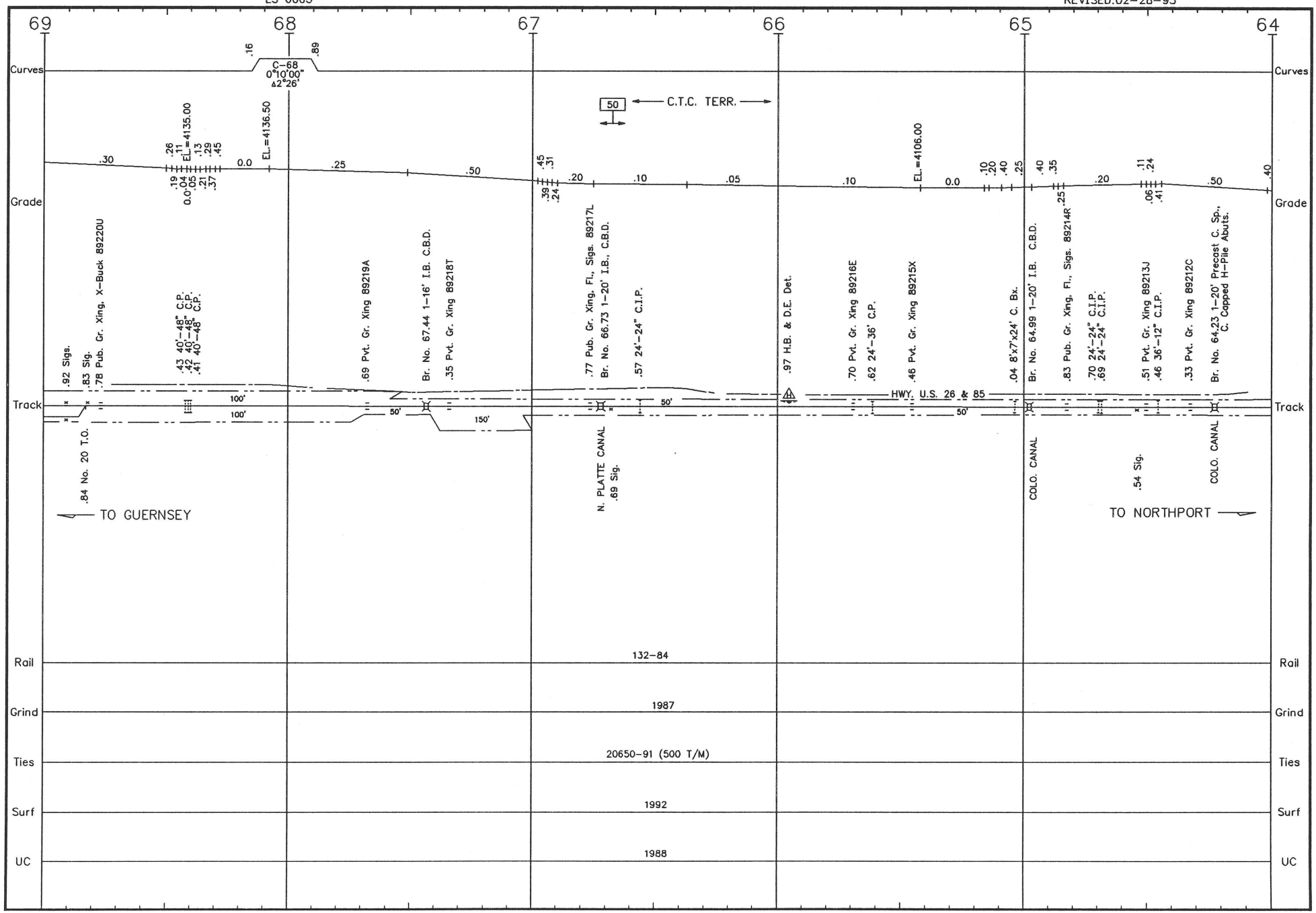
REVISED:02–28–93



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LS 0005

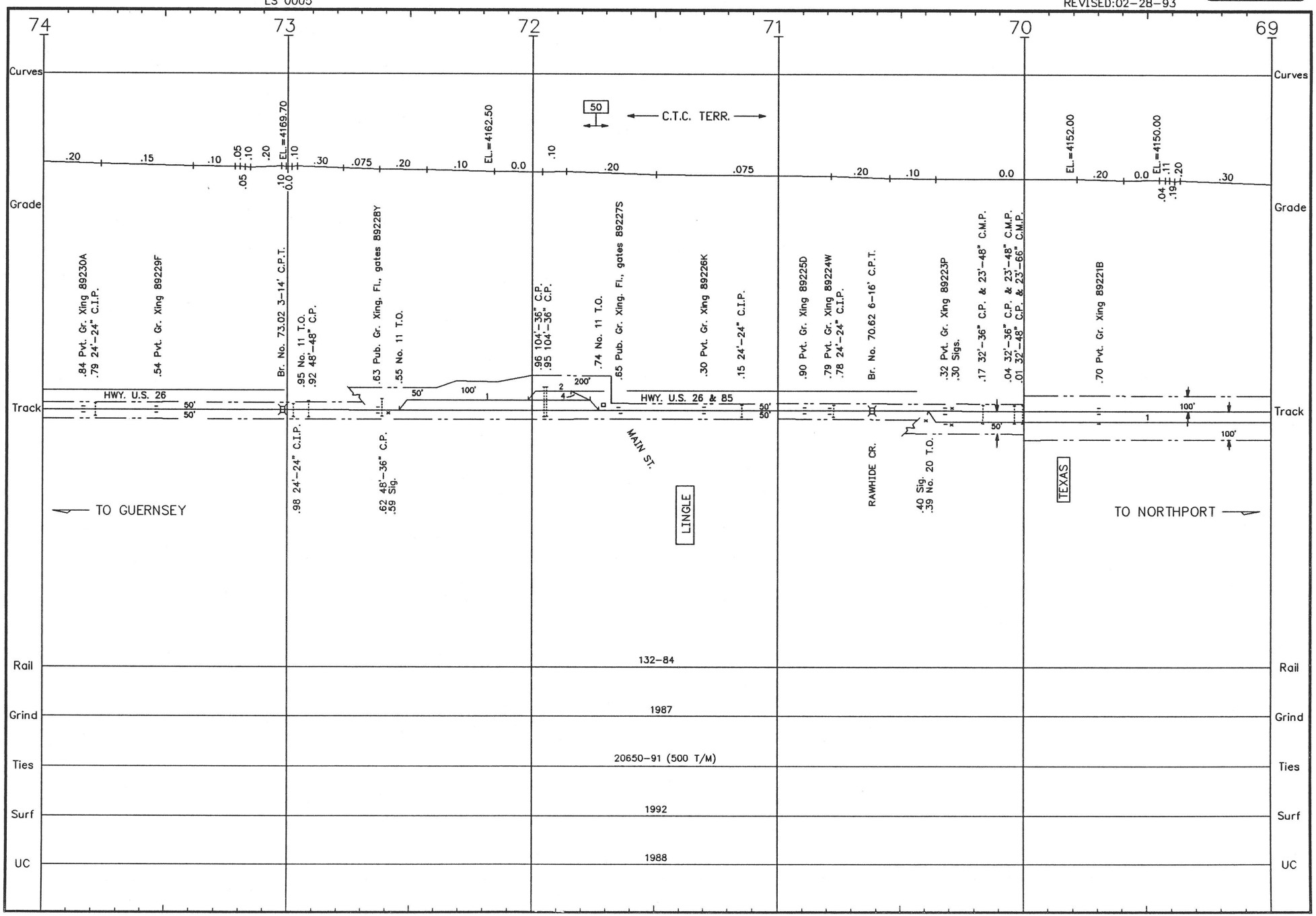
REVISED:02–28–93



CAVAL – 15

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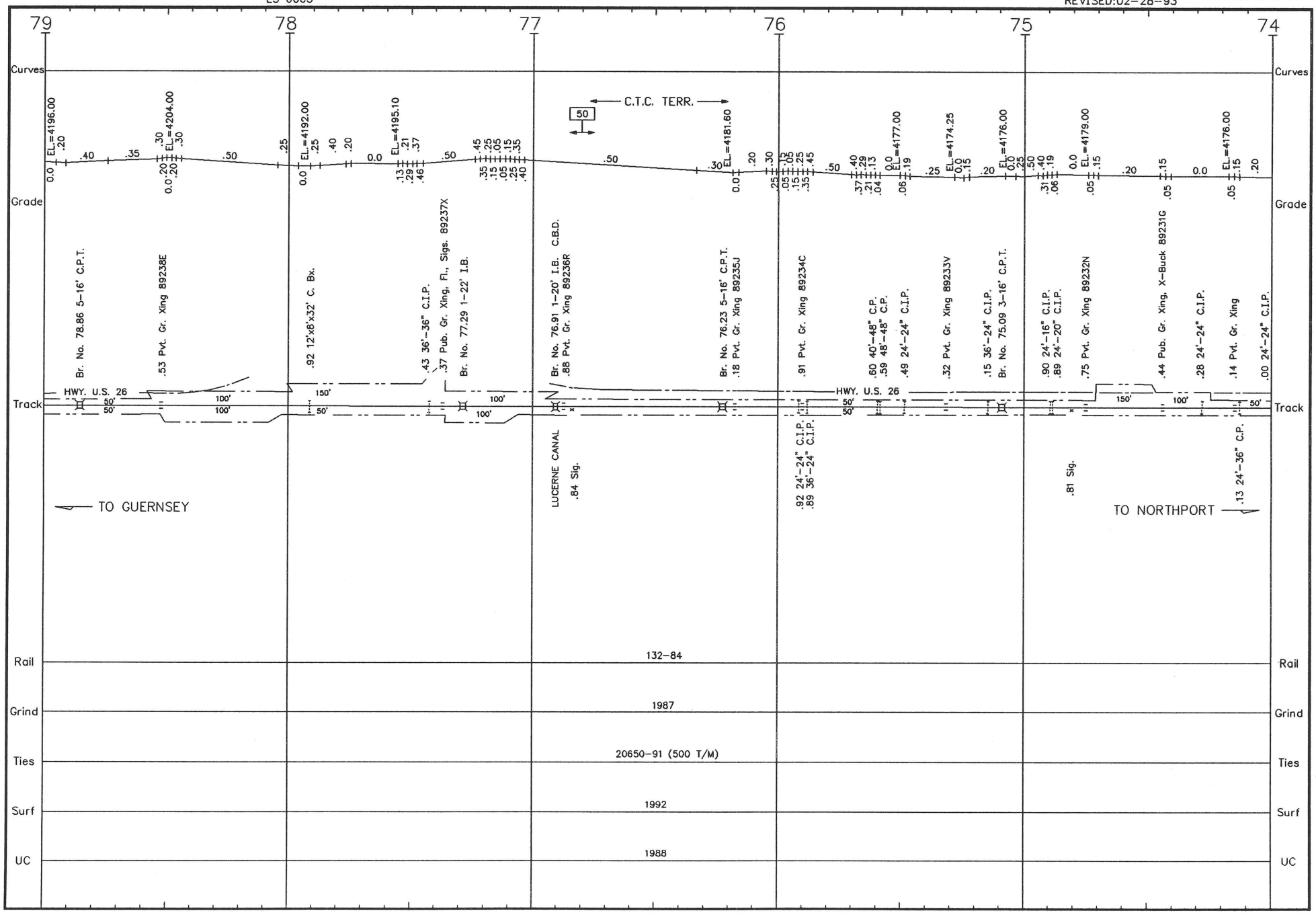
REVISED:02-28-93



CAVAL – 16

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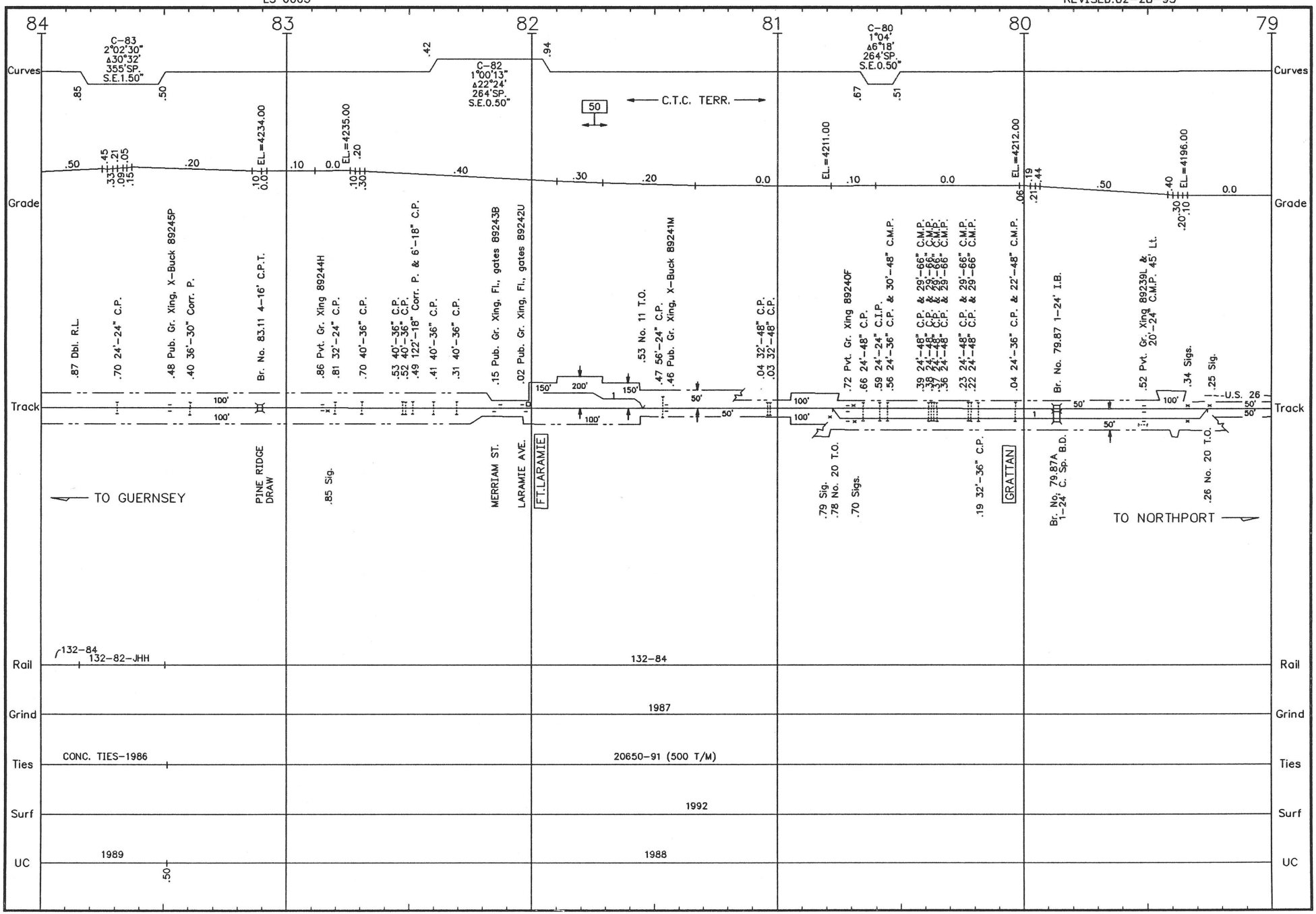
REVISED:02-28-93



CAVAL – 17

LS 0005

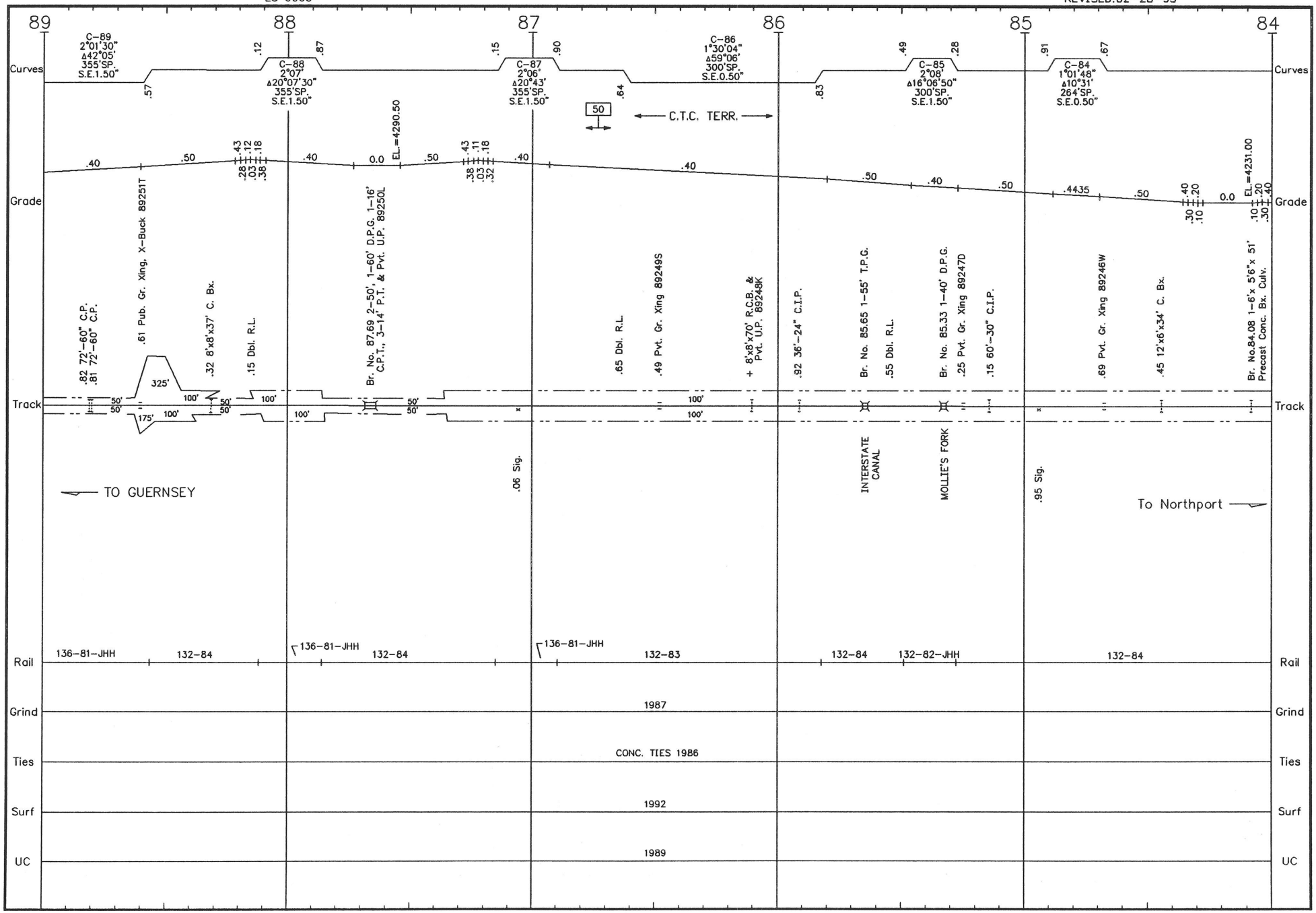
REVISED:02-28-93



CAVAL – 18

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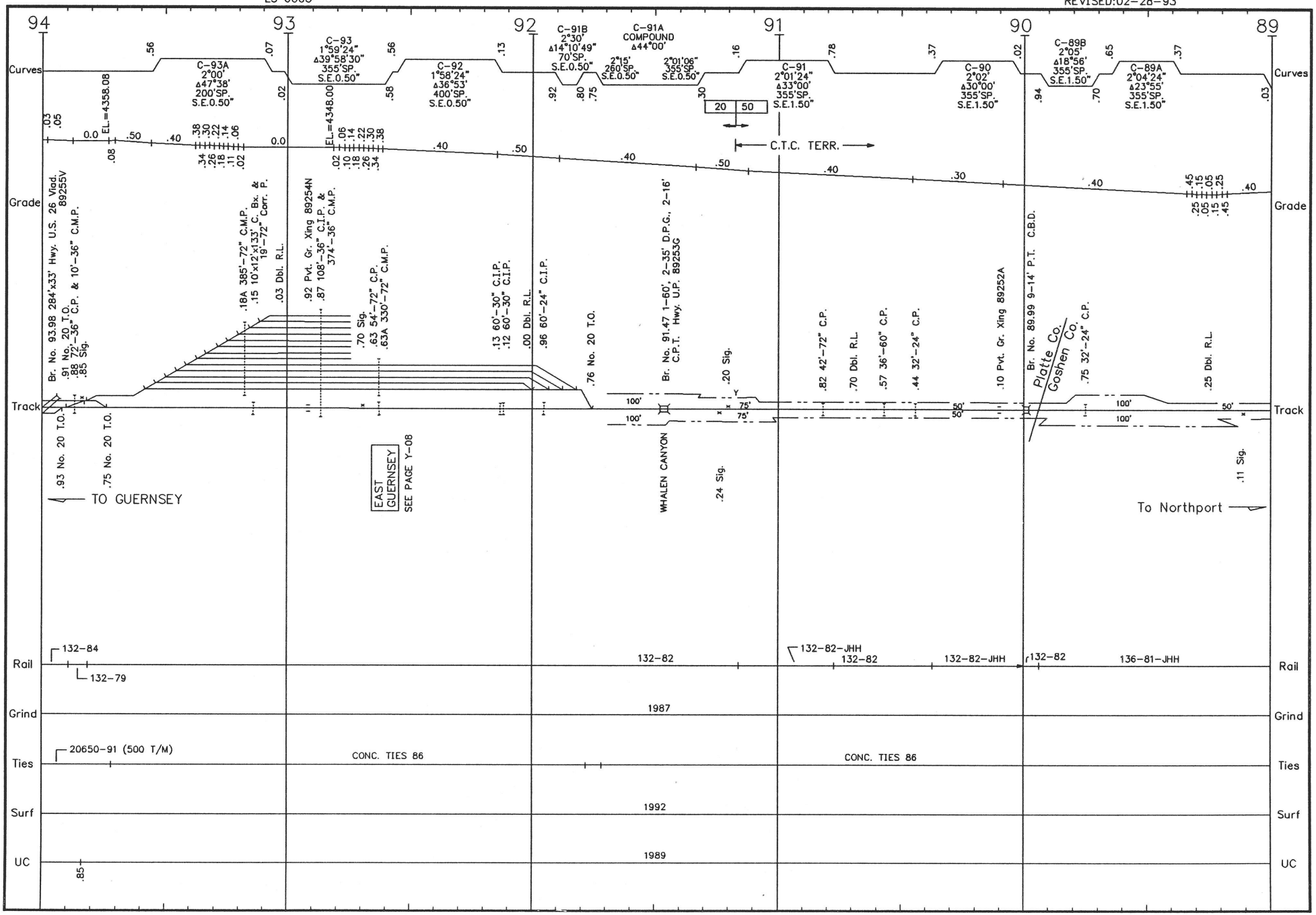
REVISED:02-28-93



CAVAL -19

LS 0005

REVISED:02-28-93



CAVAL – 20

LS 0005

REVISED:02-28-93

