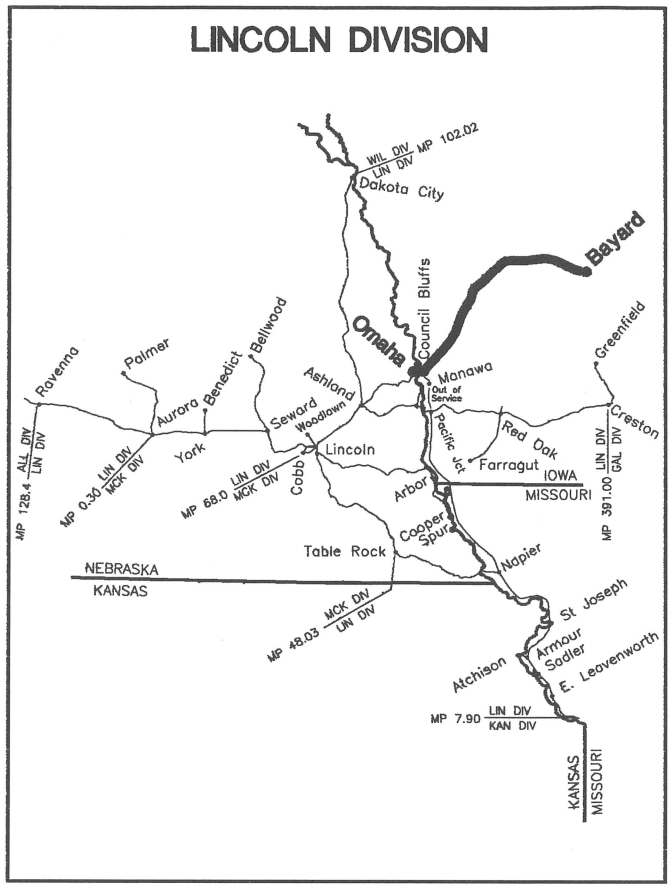
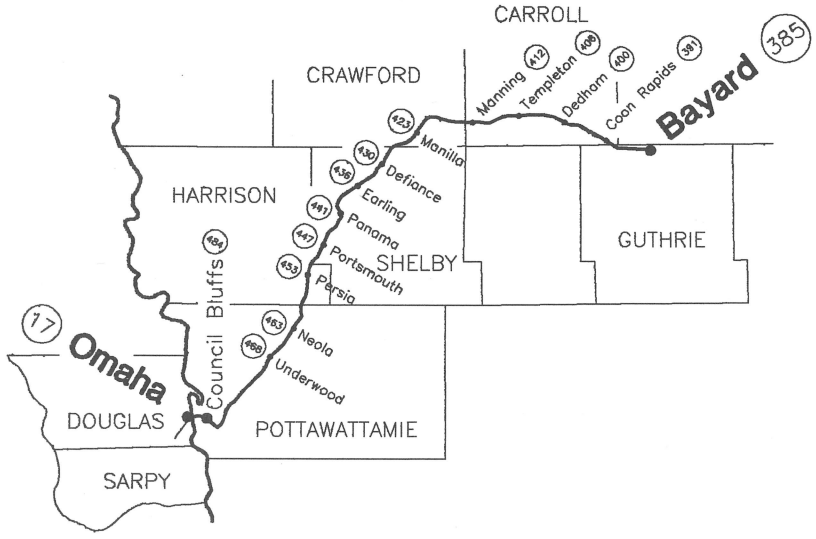
BURLINGTON NORTHERN
LINCOLN DIVISION

BAYARD SUBDIVISION



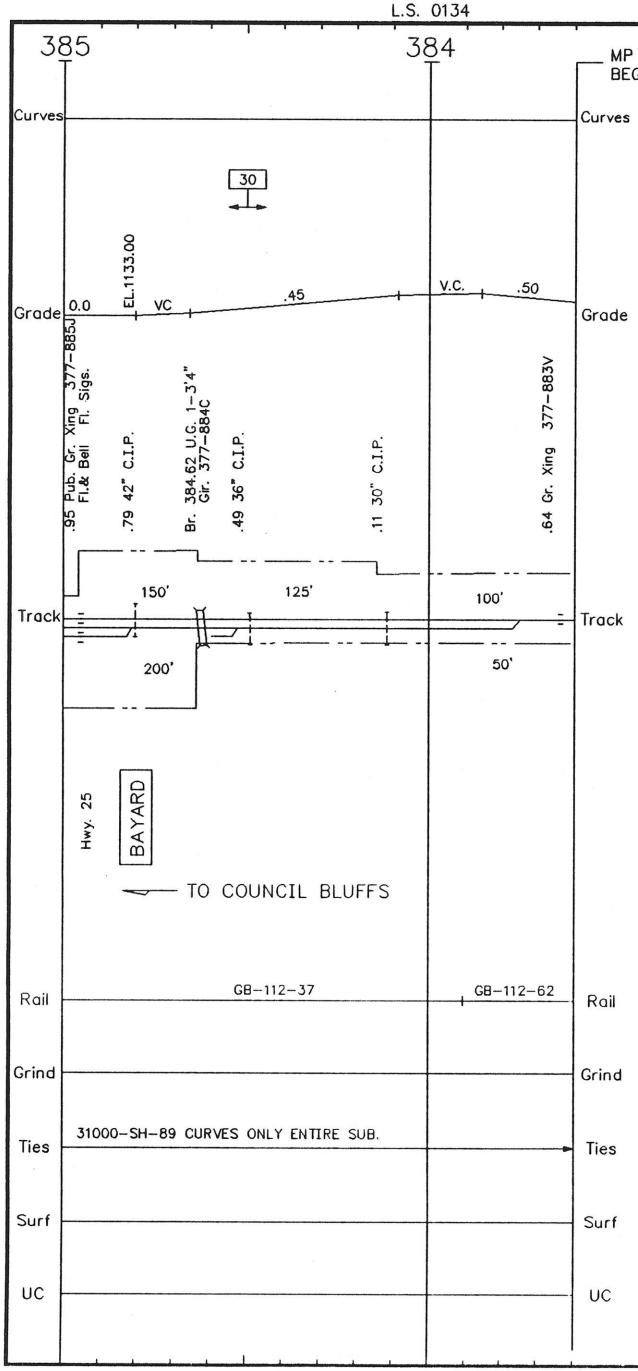
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L.S. 0134

CLBAY-01

REVISED:02-28-93

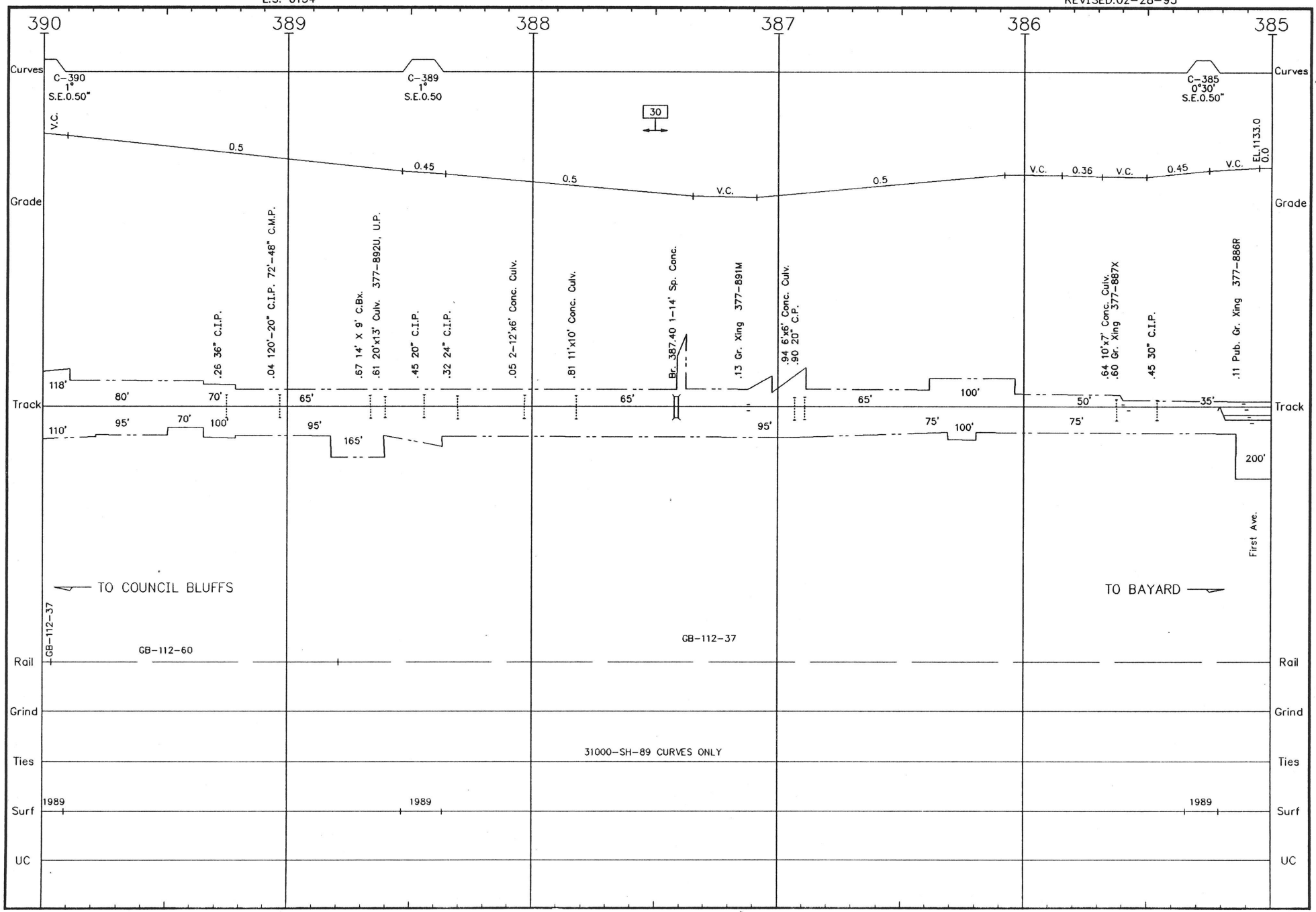


NOTES:

CLBAY-02

L.S. 0134

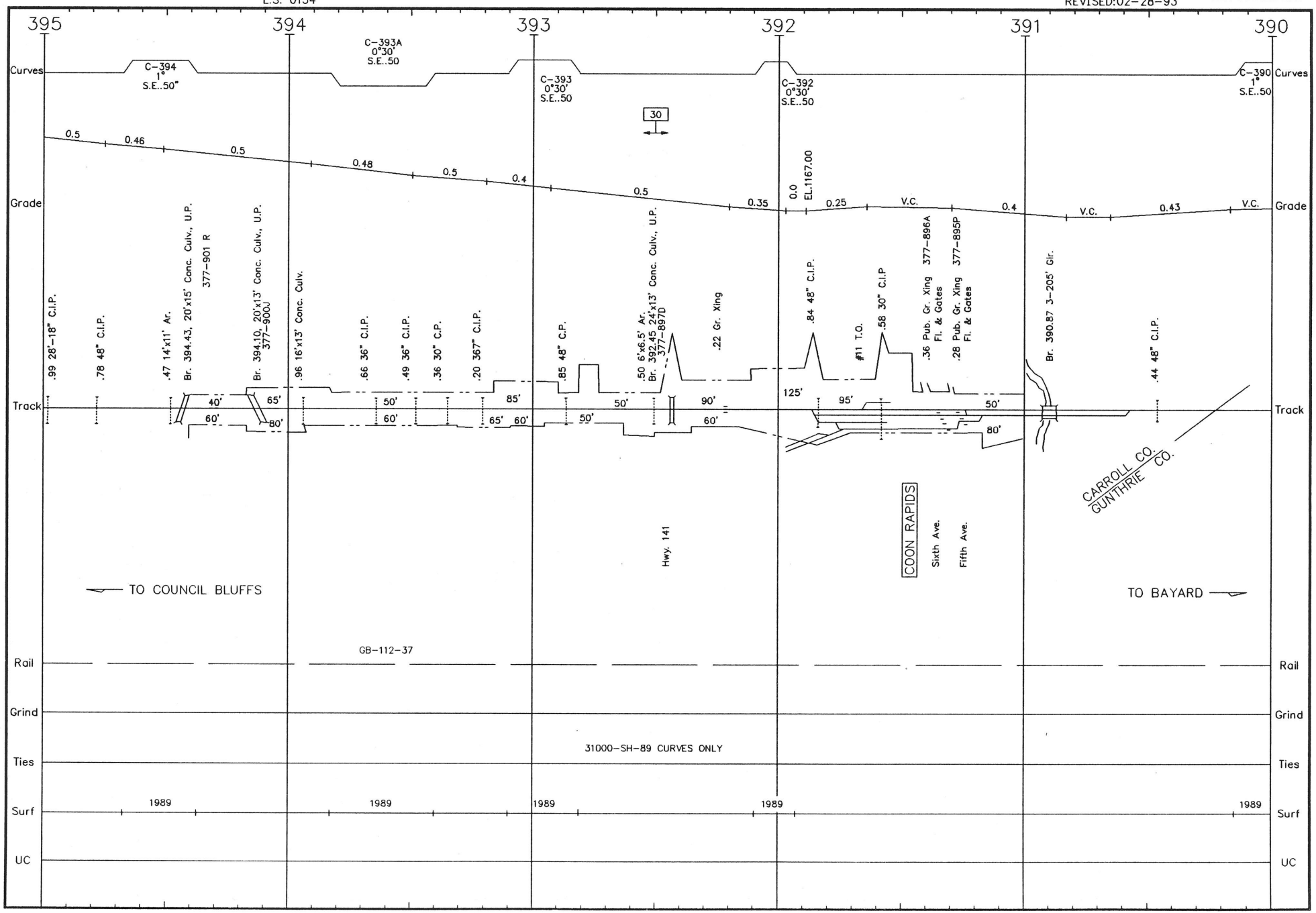
REVISED:02-28-93



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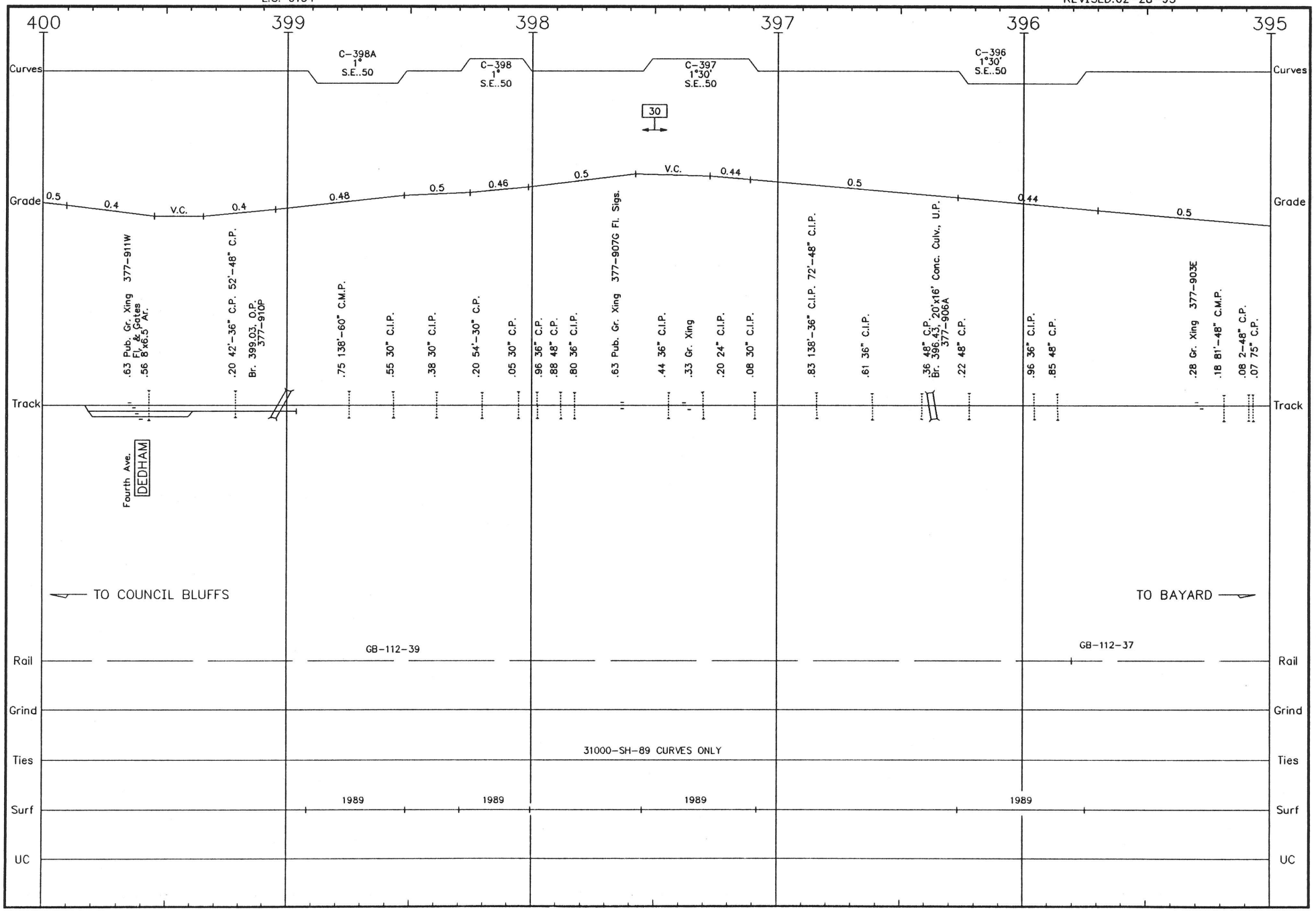
REVISED:02-28-93



CLBAY-04

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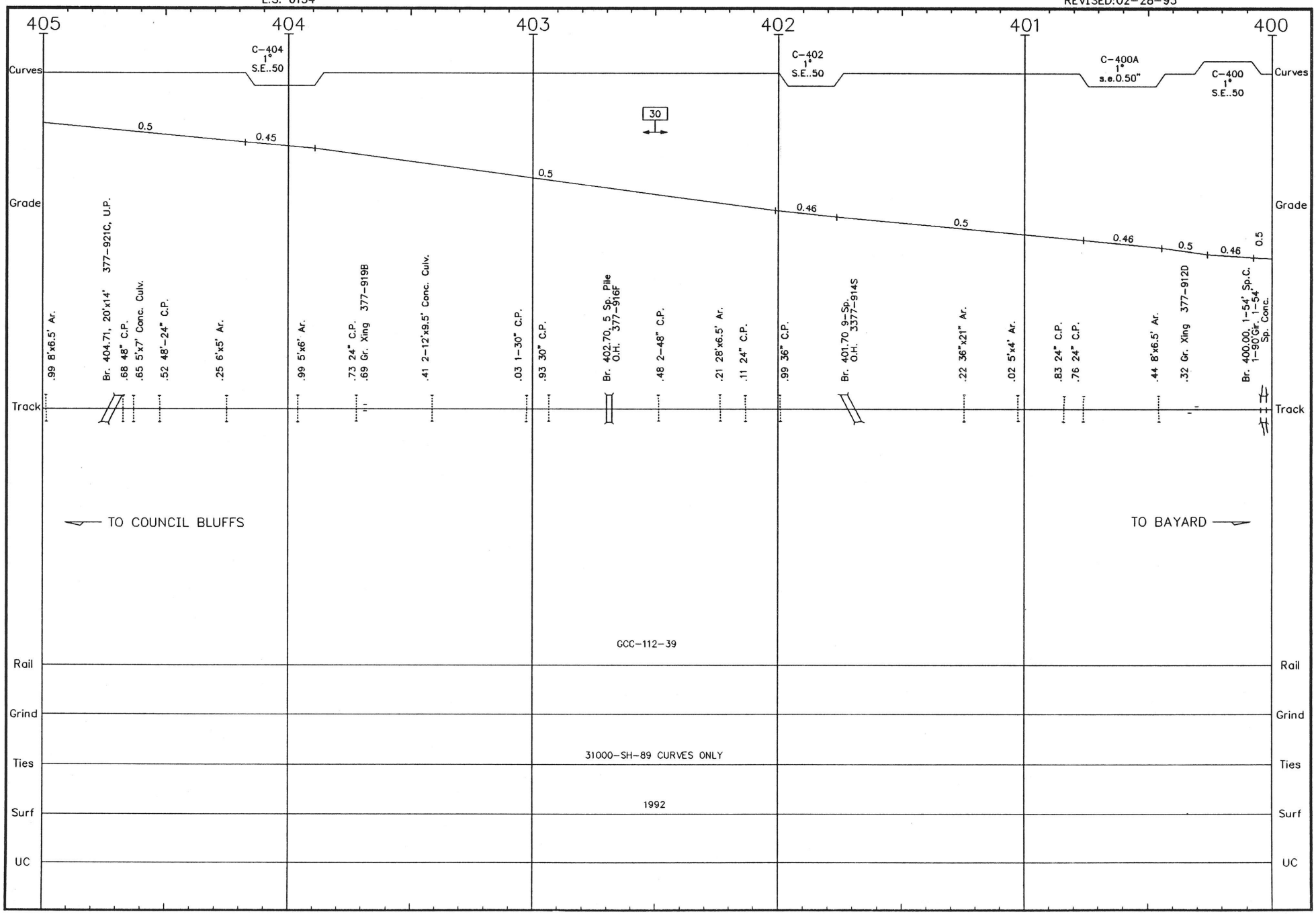
REVISED:02-28-93



CLBAY-05

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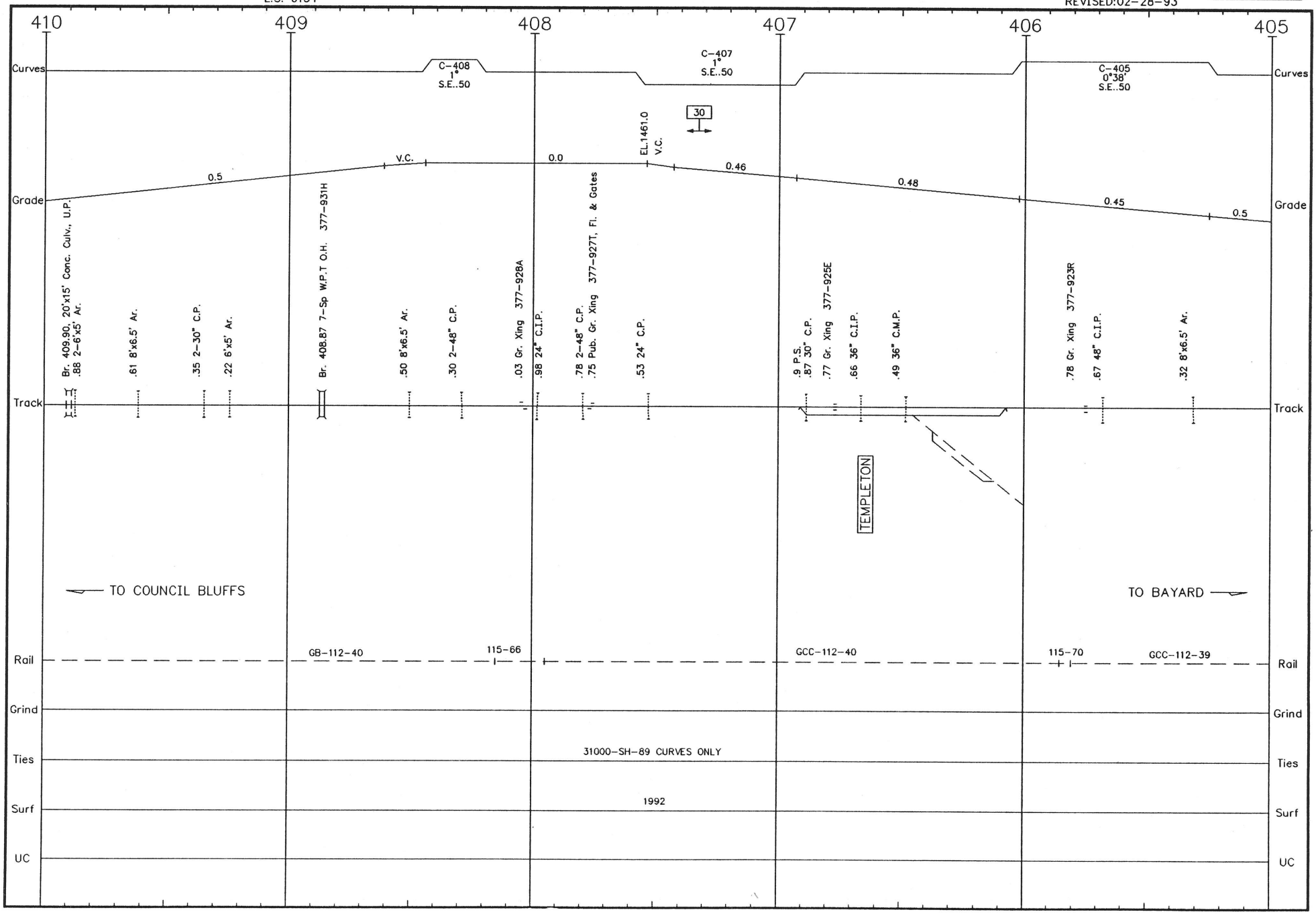
REVISED:02-28-93



CLBAY–06

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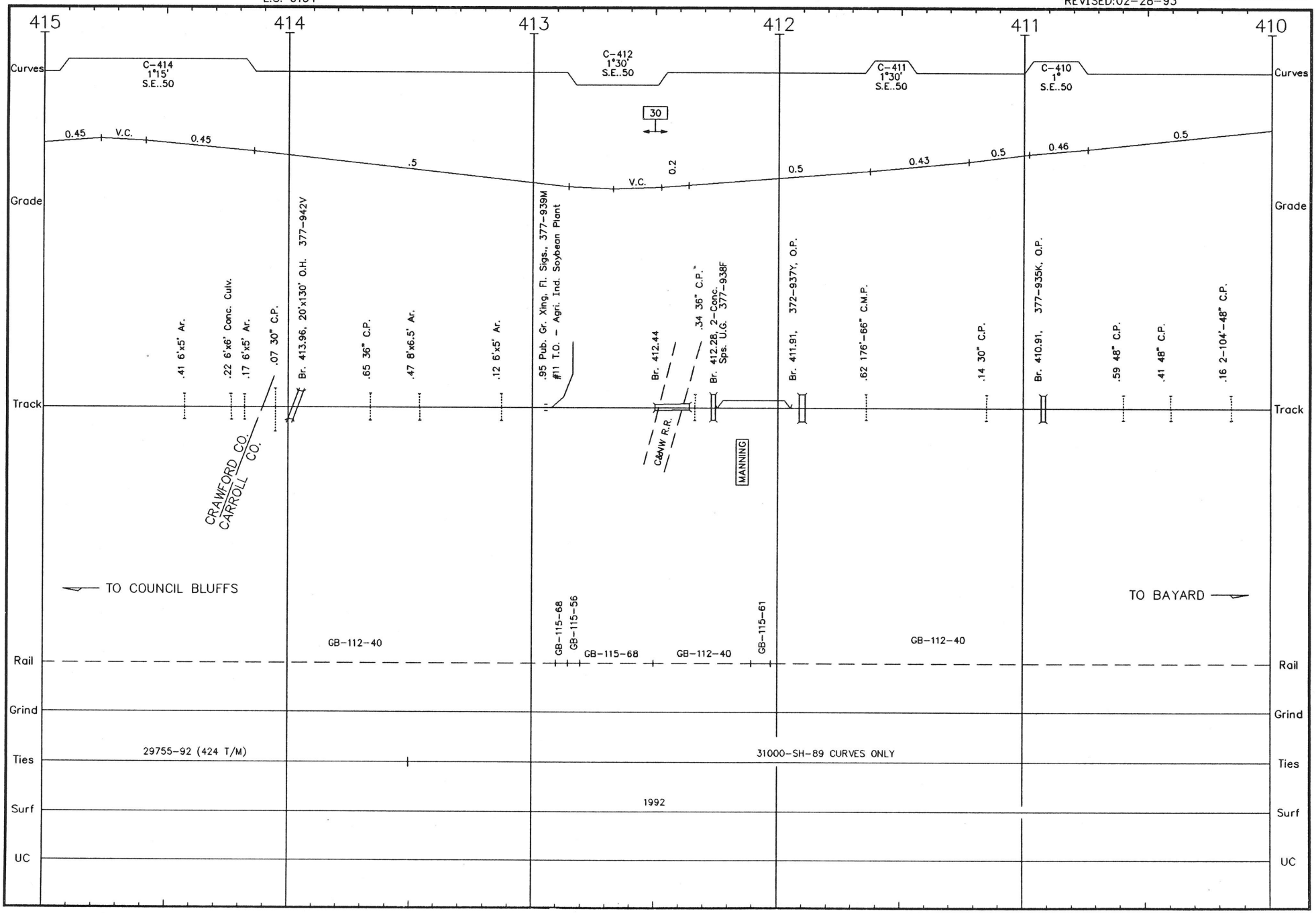
REVISED:02–28–93



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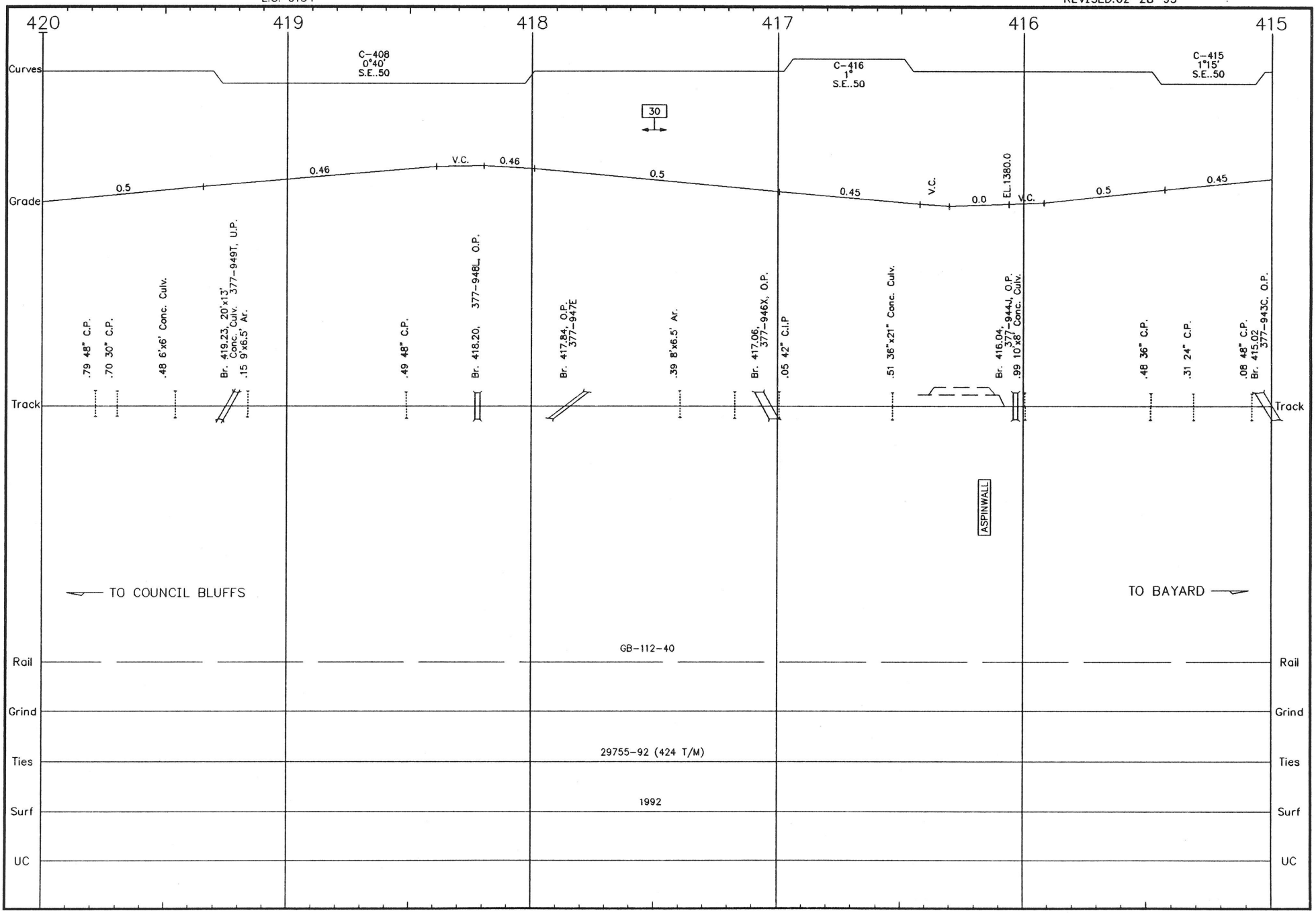
REVISED:02–28–93



CLBAY-08

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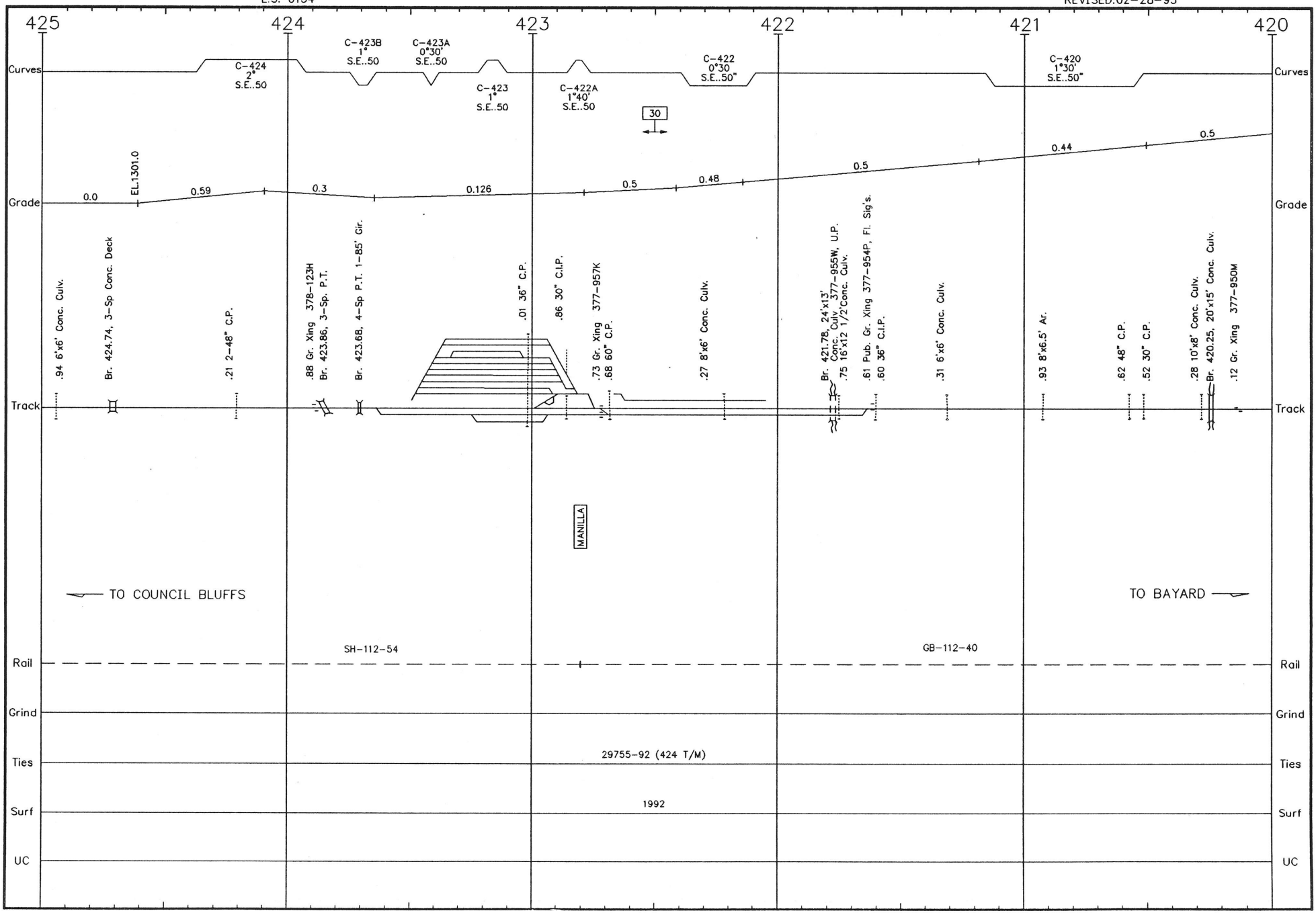
REVISED:02-28-93



CLBAY-09

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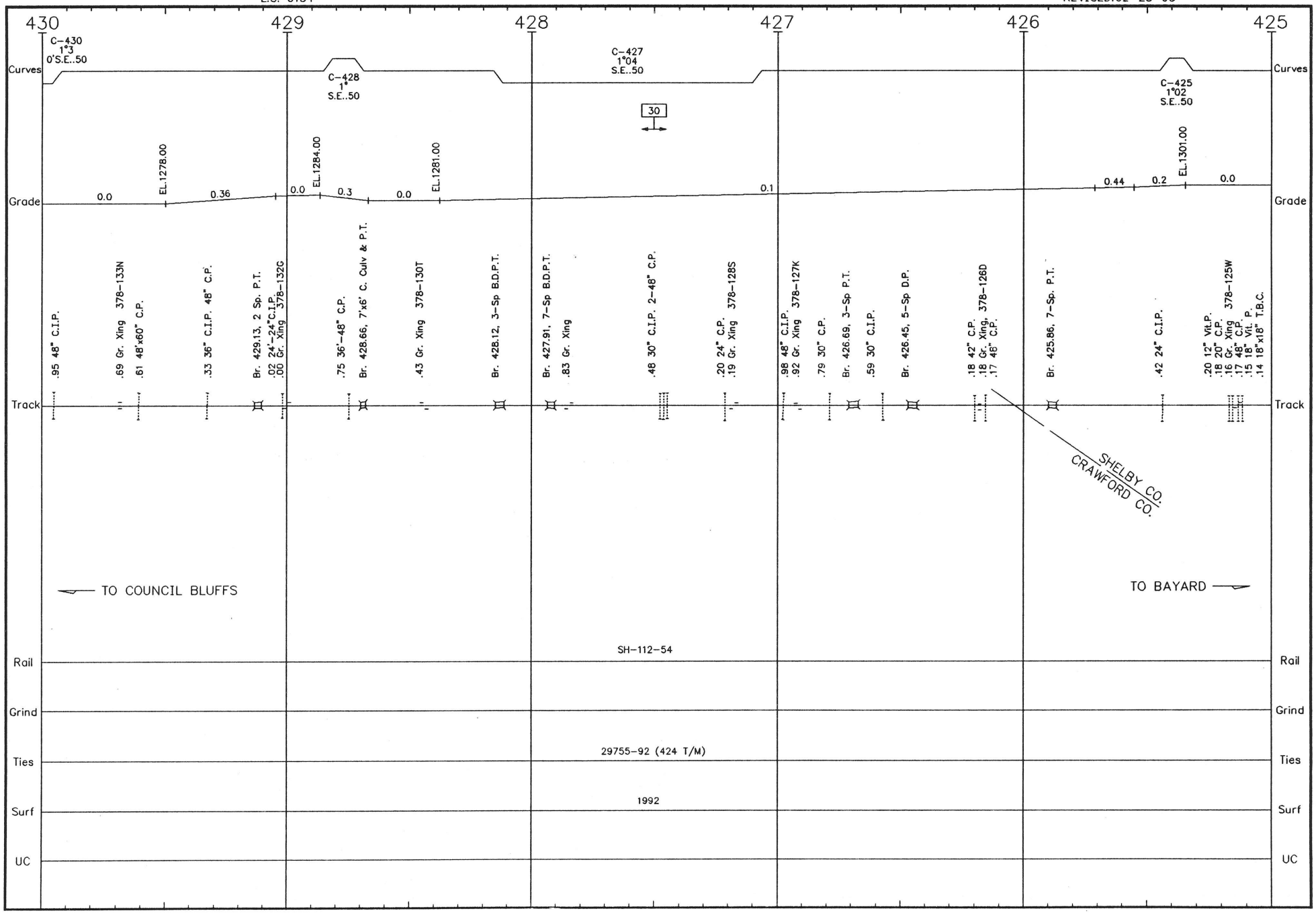
REVISED:02-28-93



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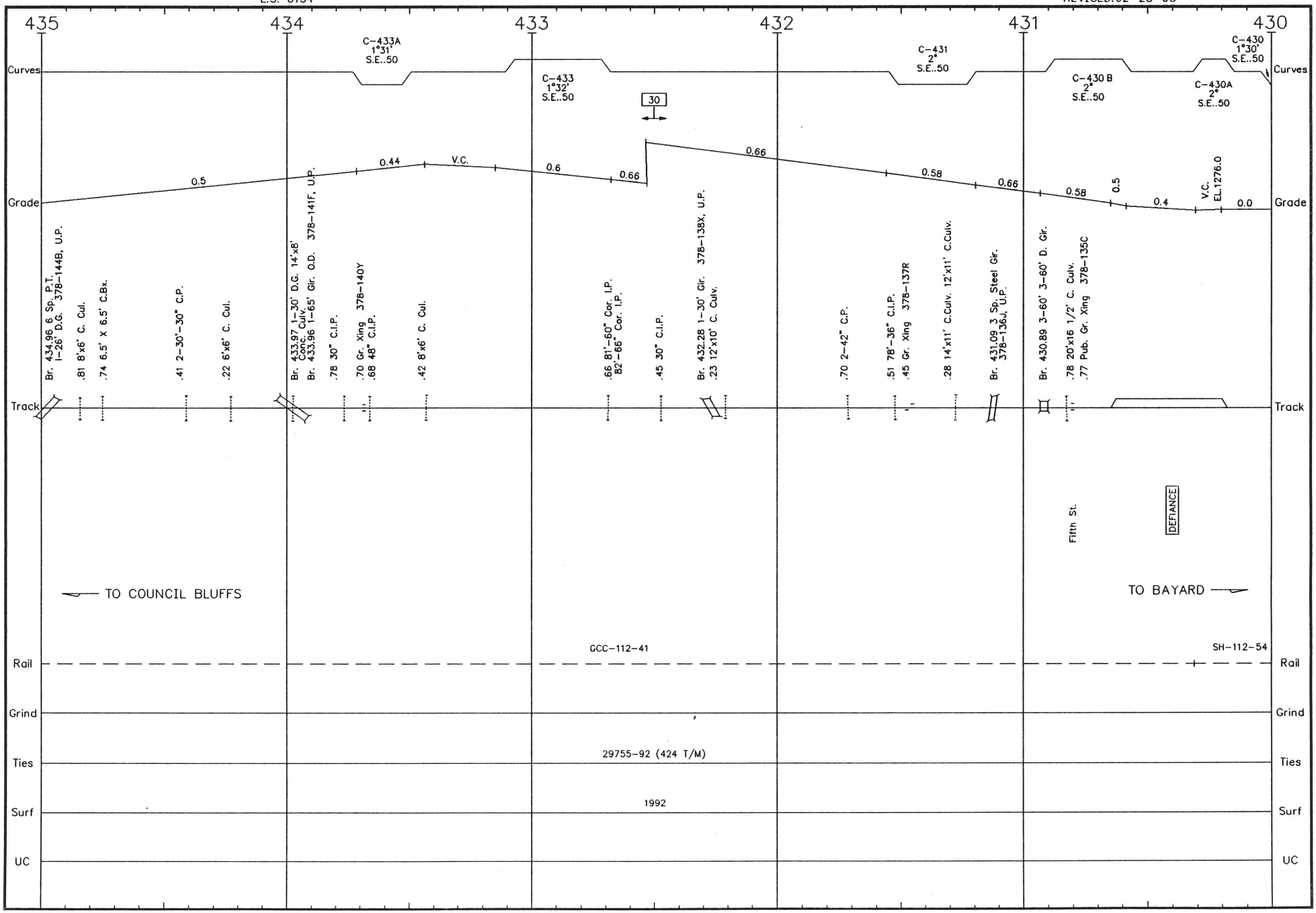
REVISED:02-28-93



CLBAY–11

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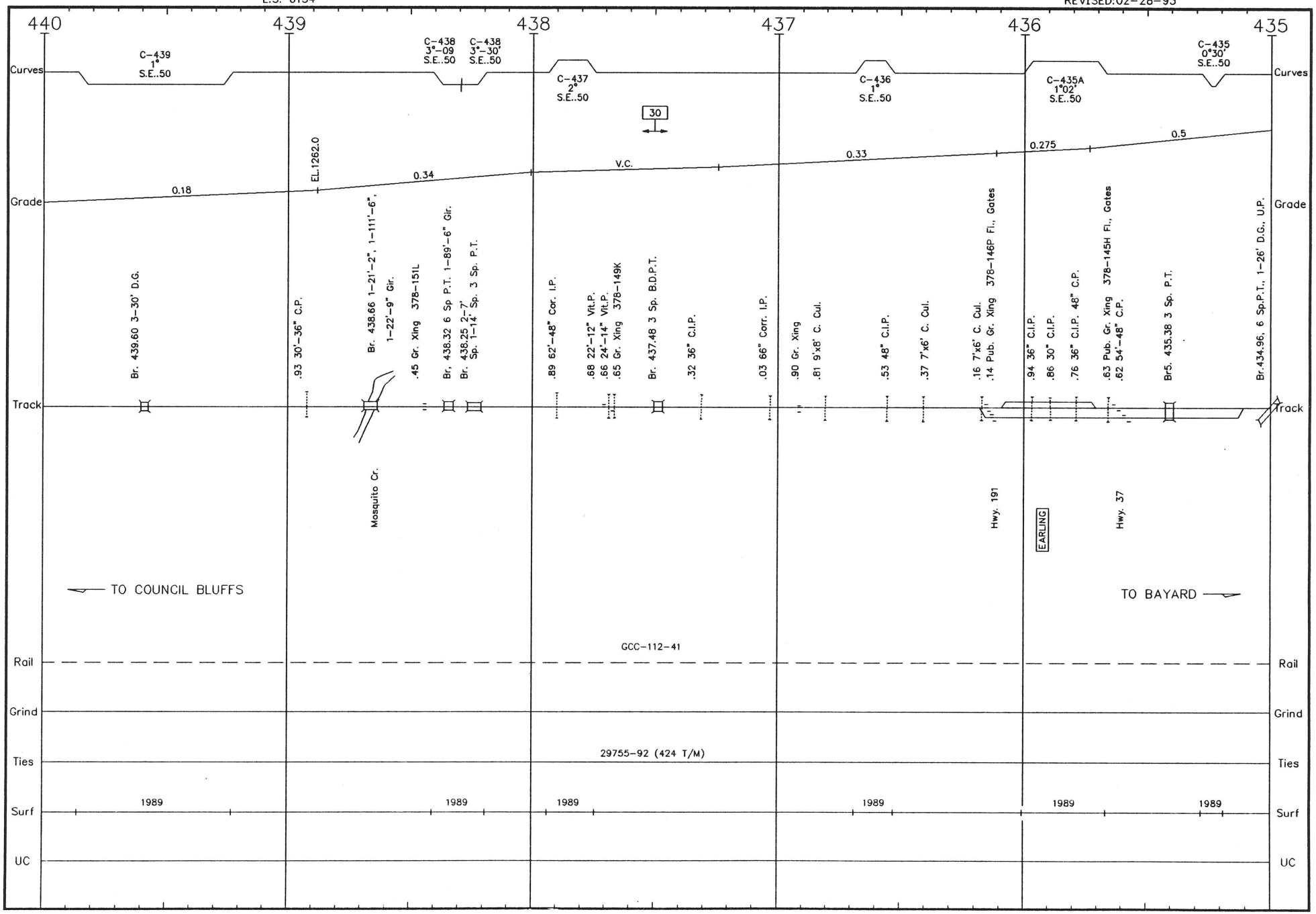
REVISED:02–28–93



CLBAY-12

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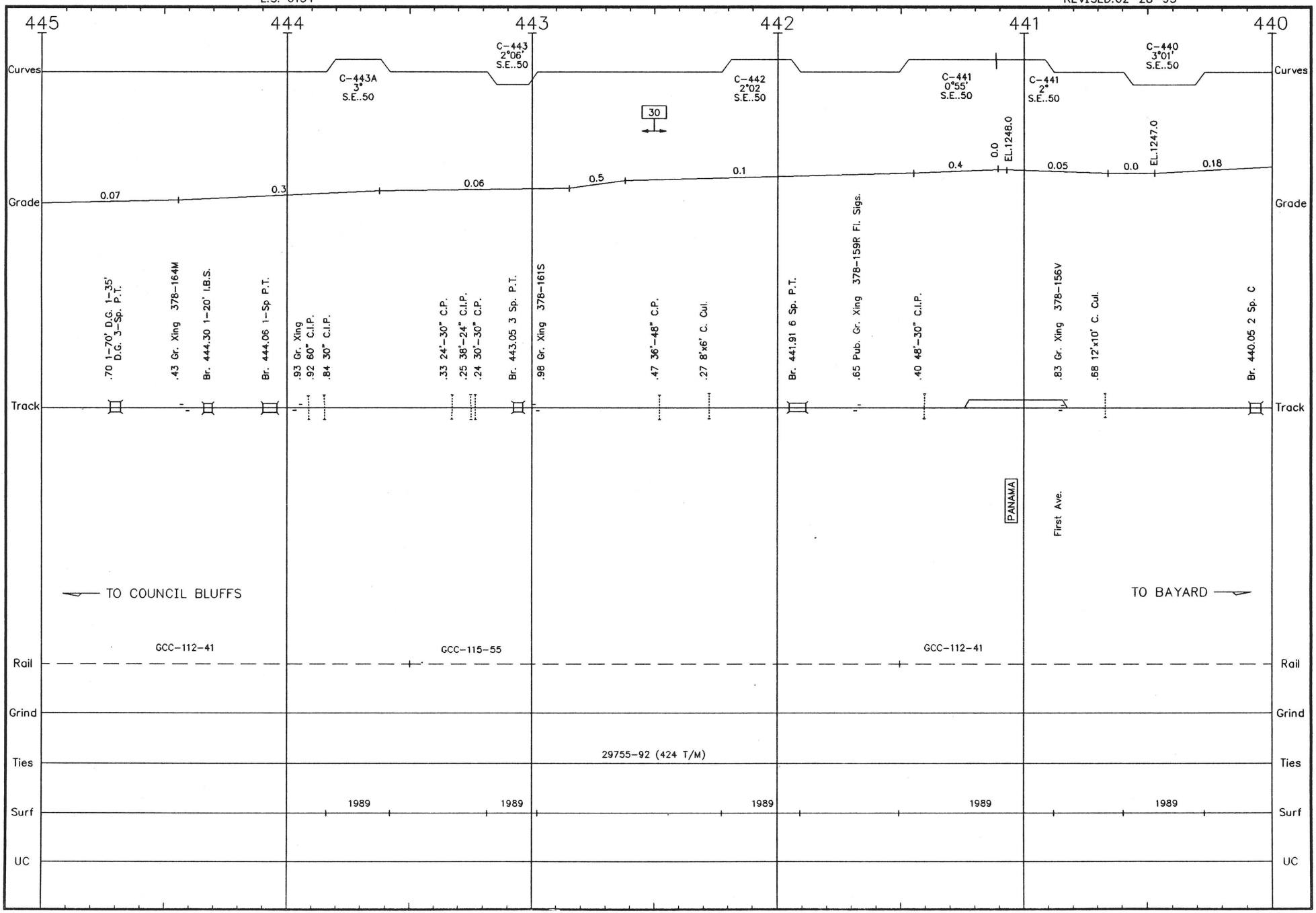
REVISED:02-28-93



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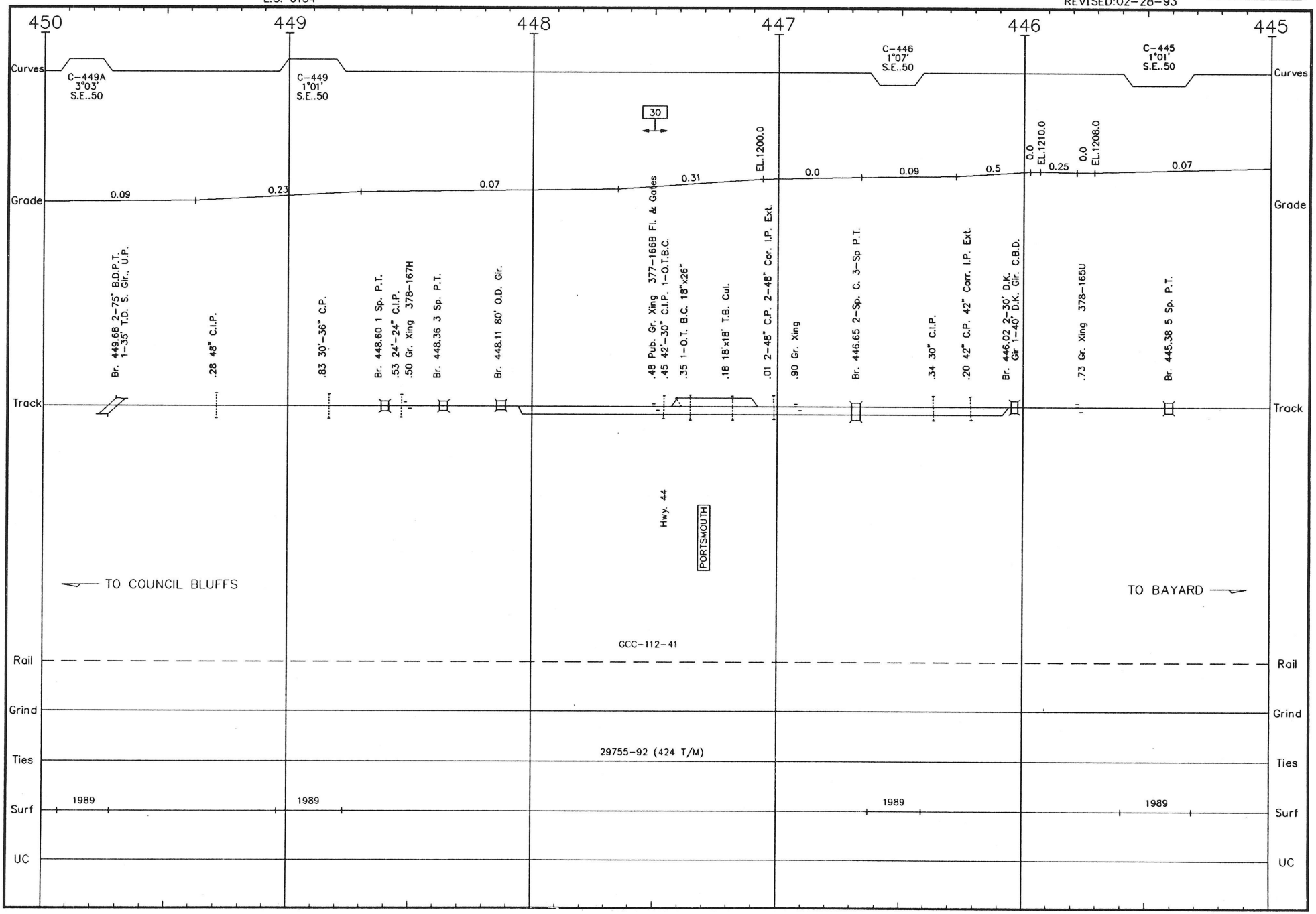
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CLBAY-14

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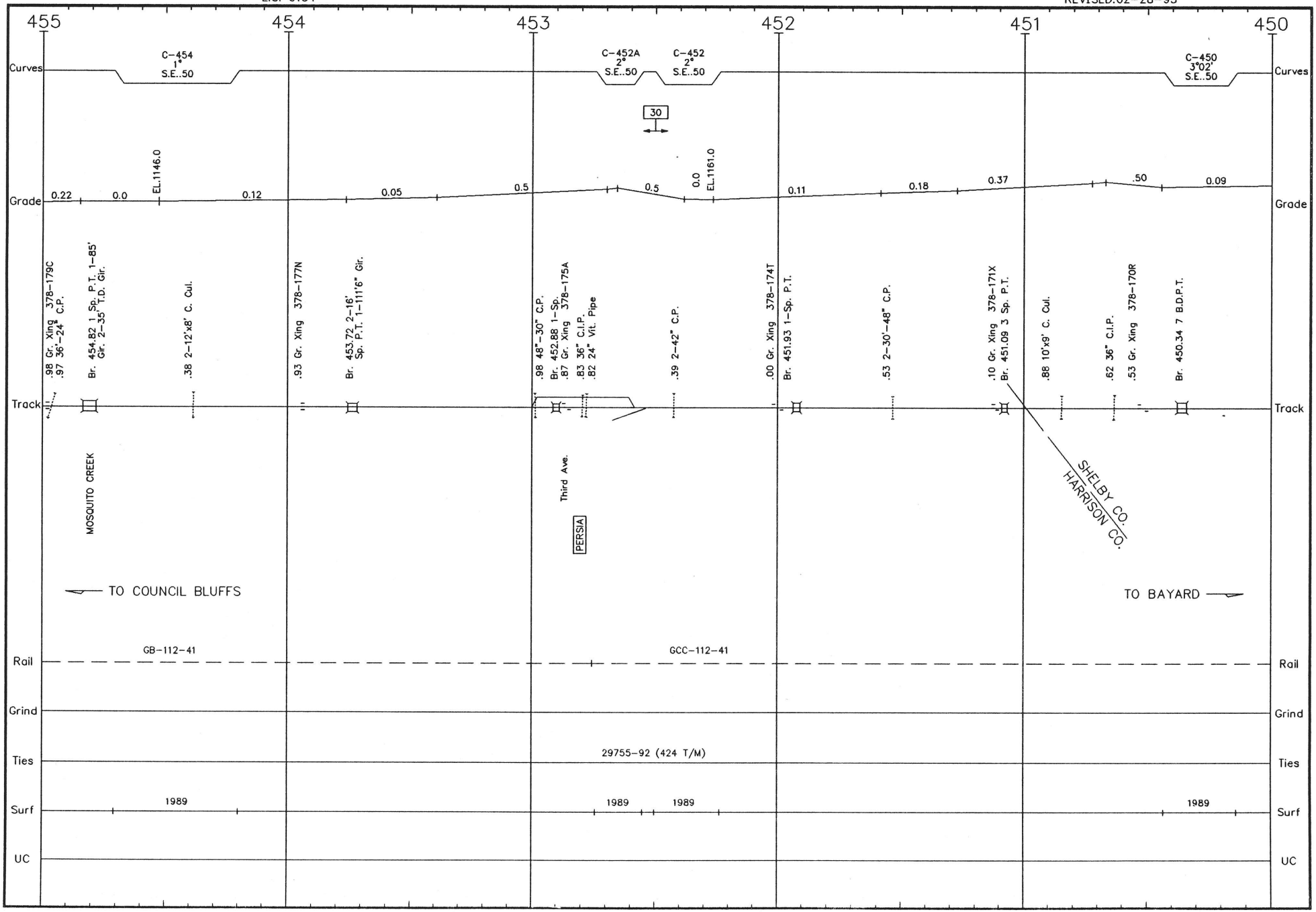
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CLBAY-15

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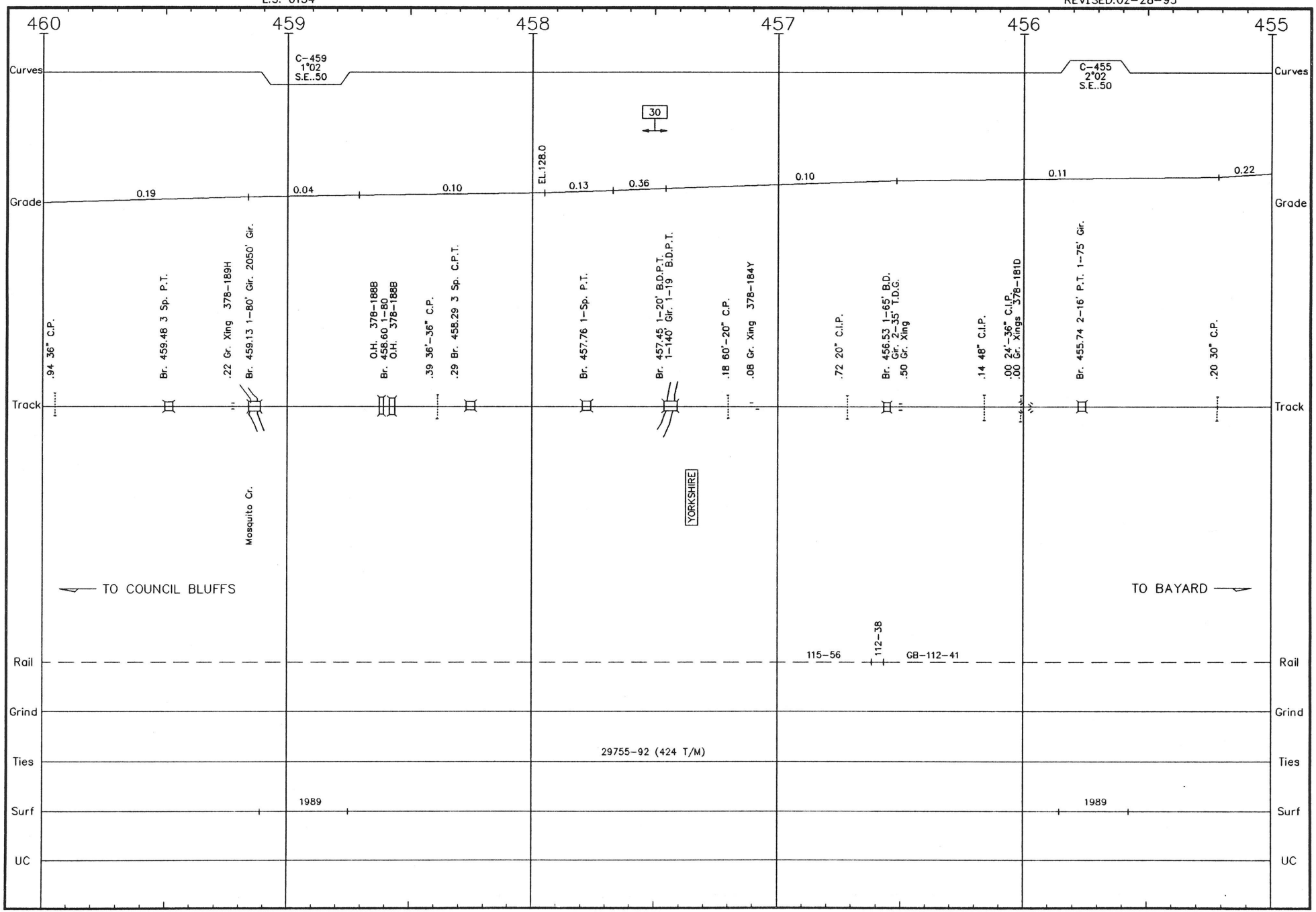
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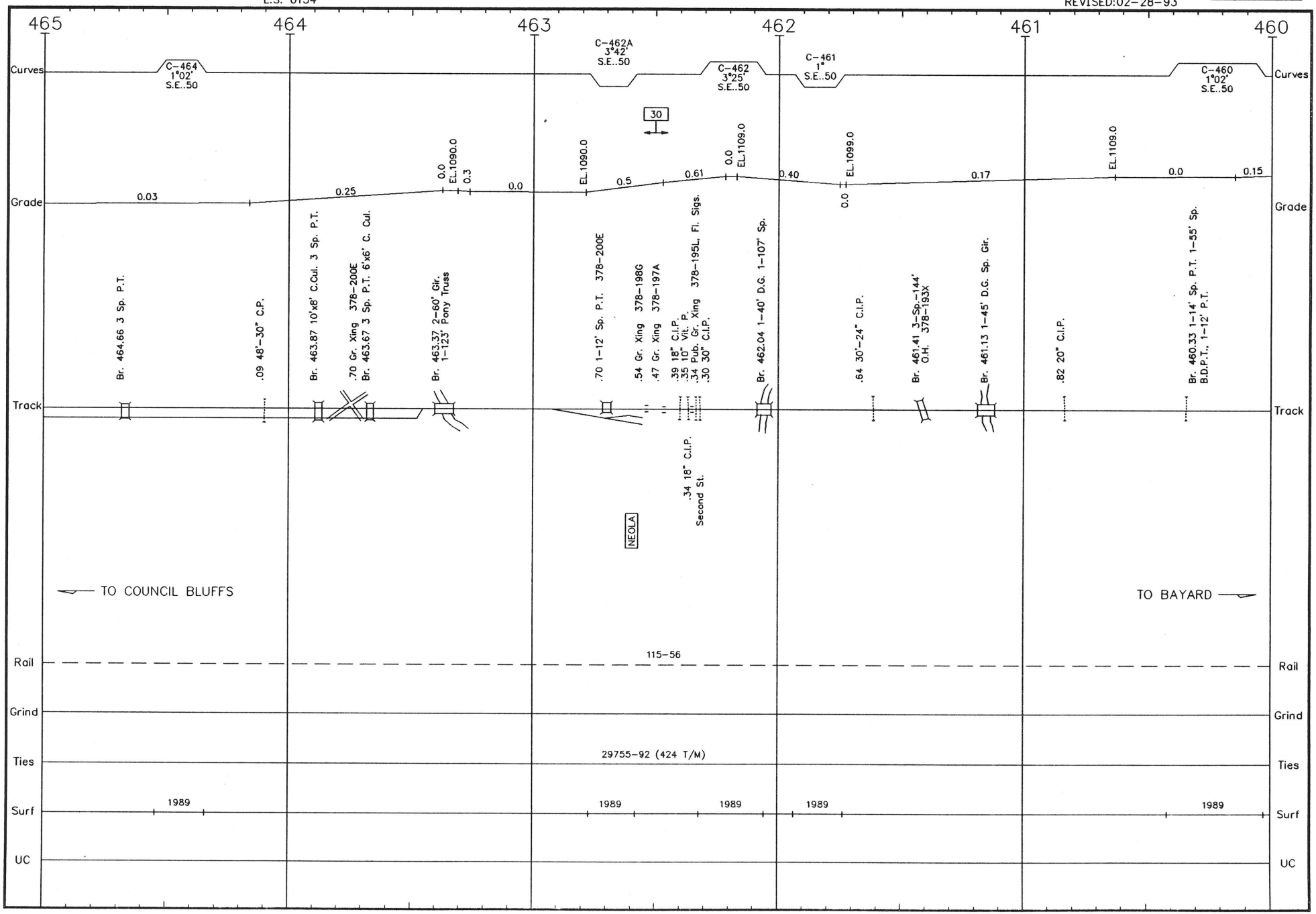
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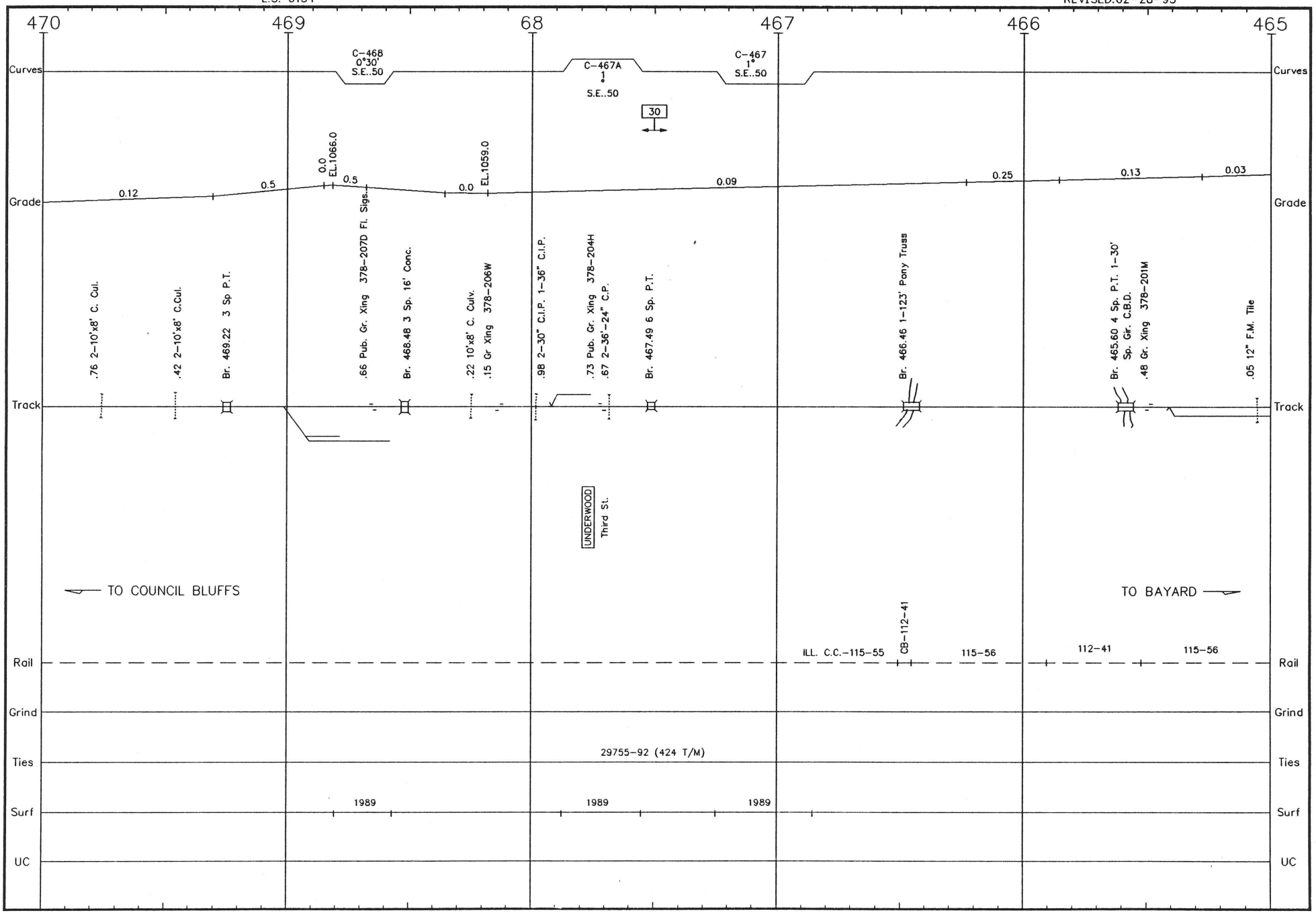
REVISED:02-28-93



CLBAY–18

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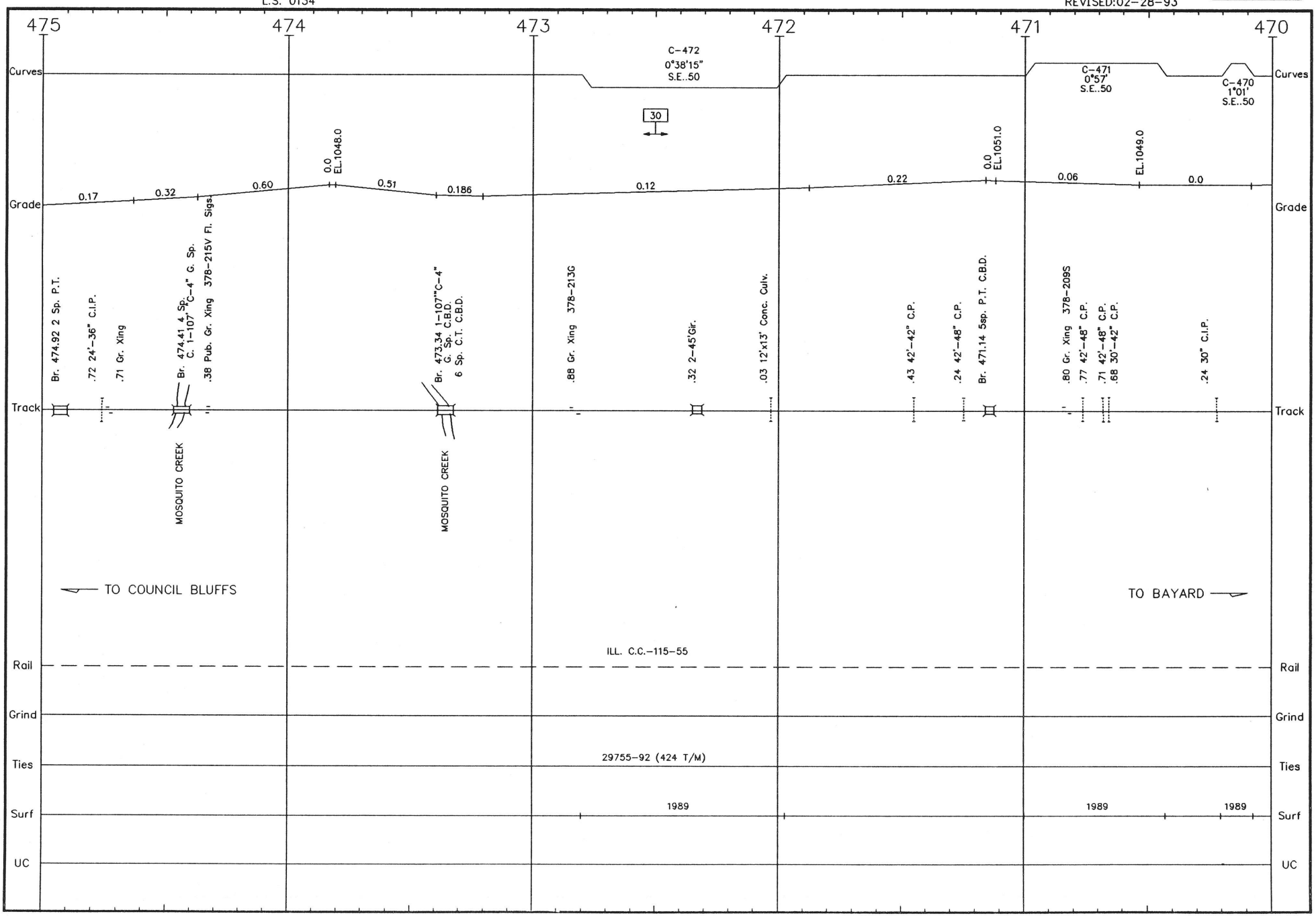
REVISED:02–28–93



CLBAY-19

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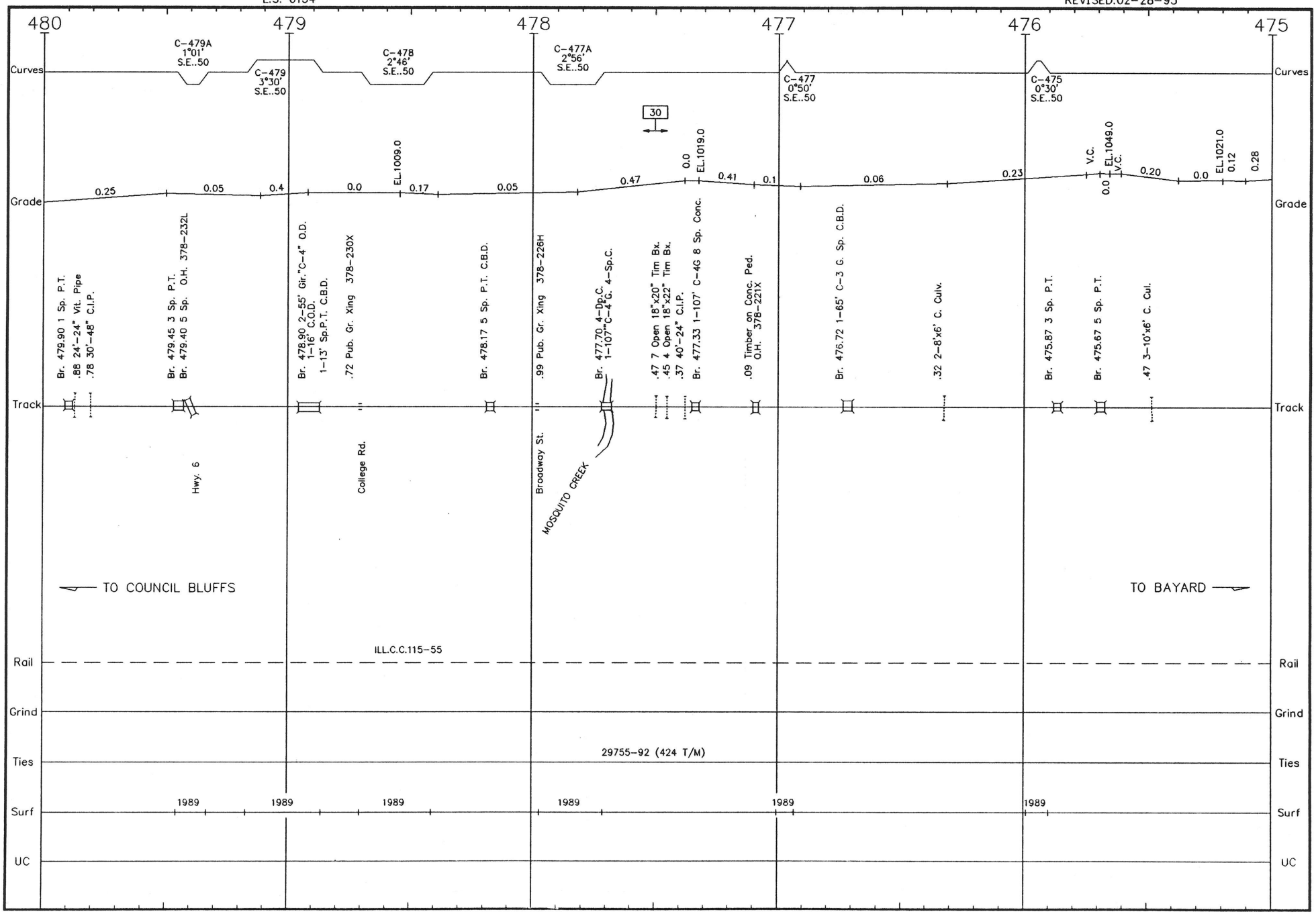
REVISED:02-28-93



CLBAY-20

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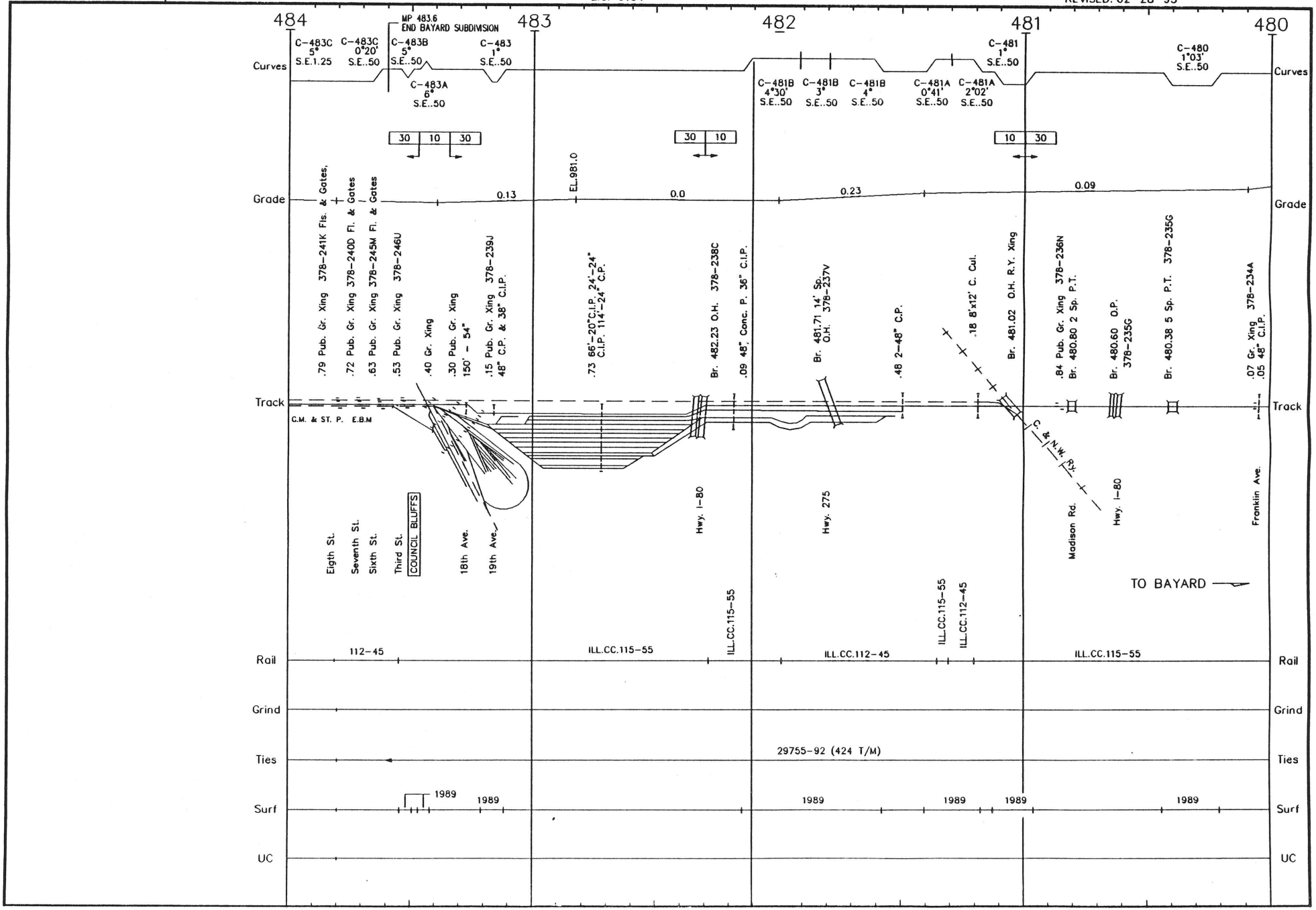
REVISED:02-28-93



CLBAY-21

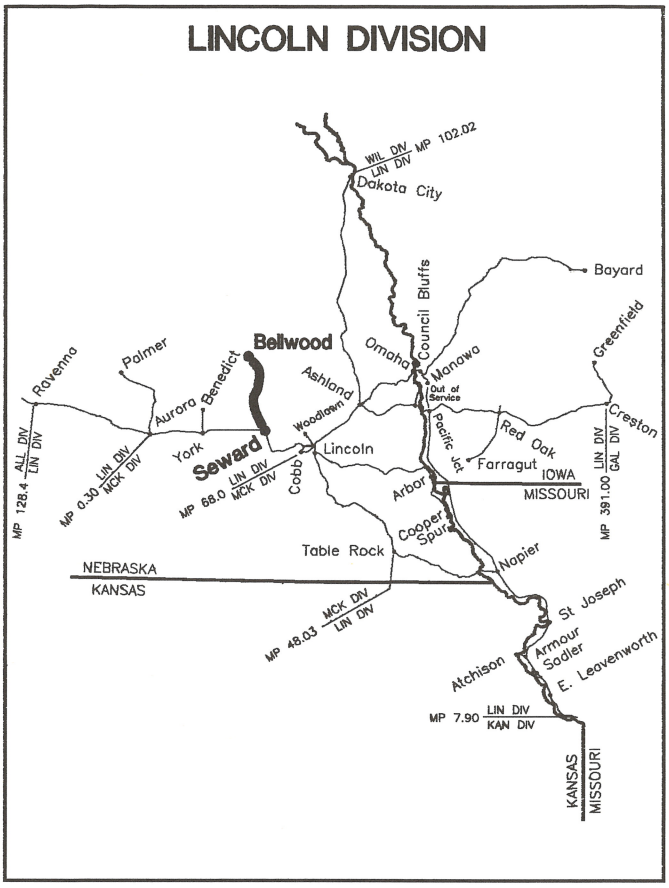
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REVISED: 02-28-93

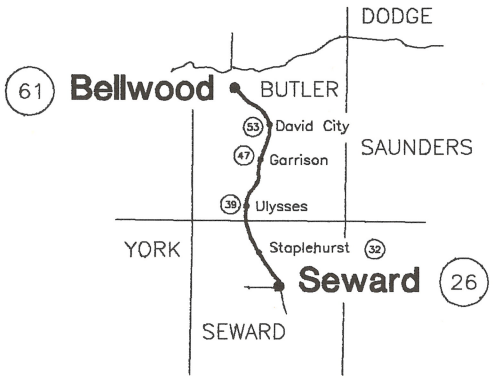


BURLINGTON NORTHERN
LINCOLN DIVISION

BELLWOOD SUBDIVISION



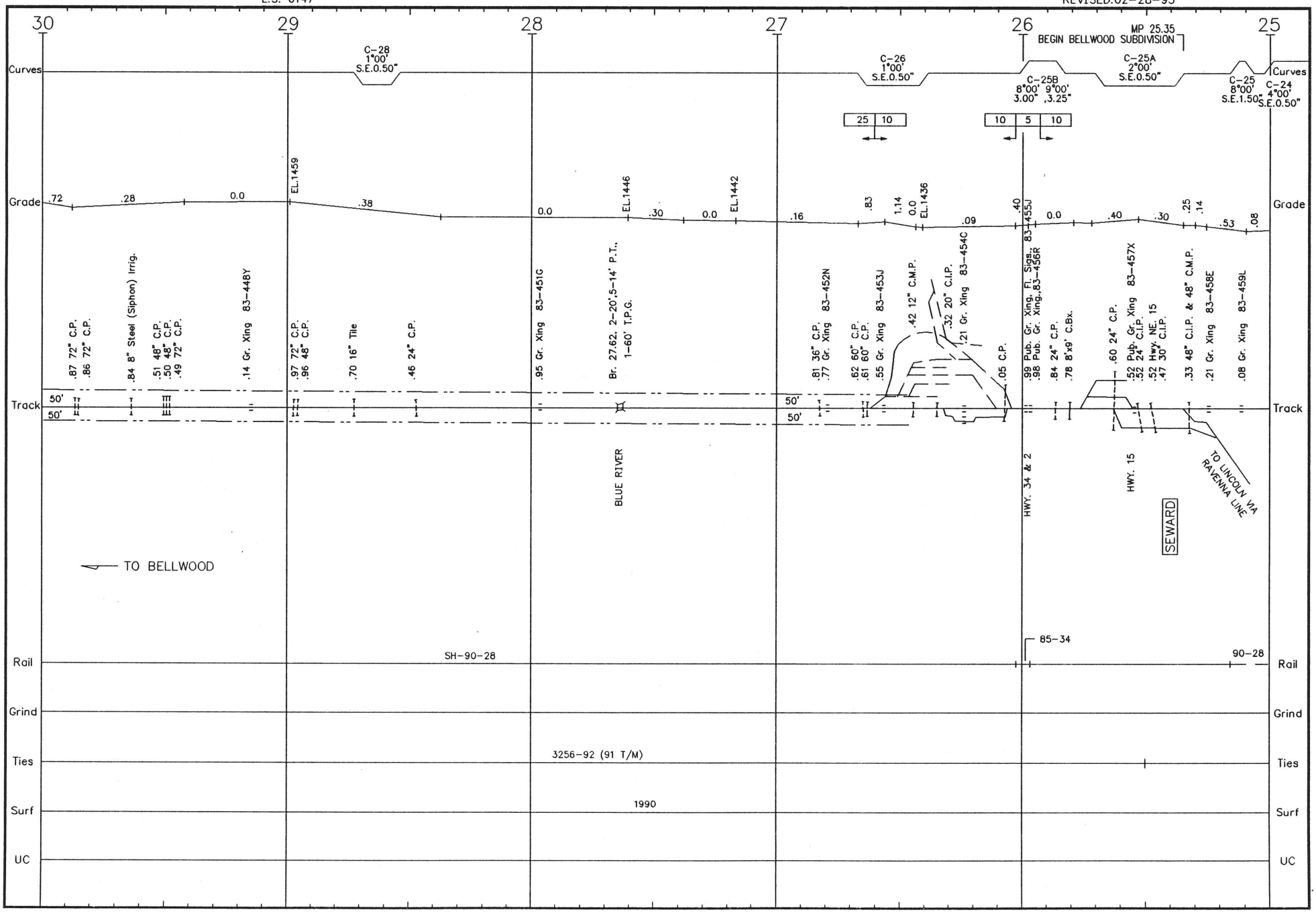
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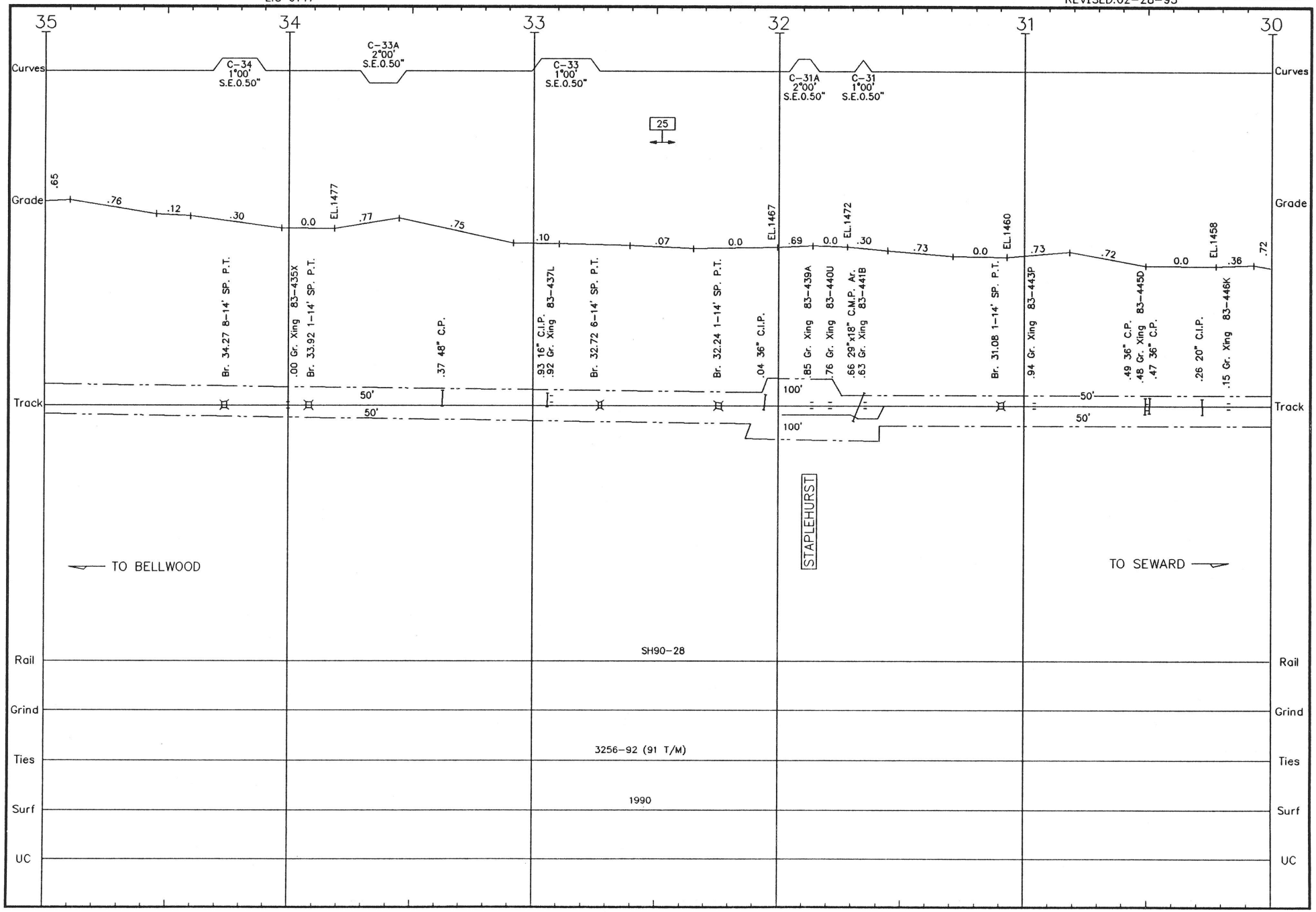
REVISED:02–28–93



CLBLW-02

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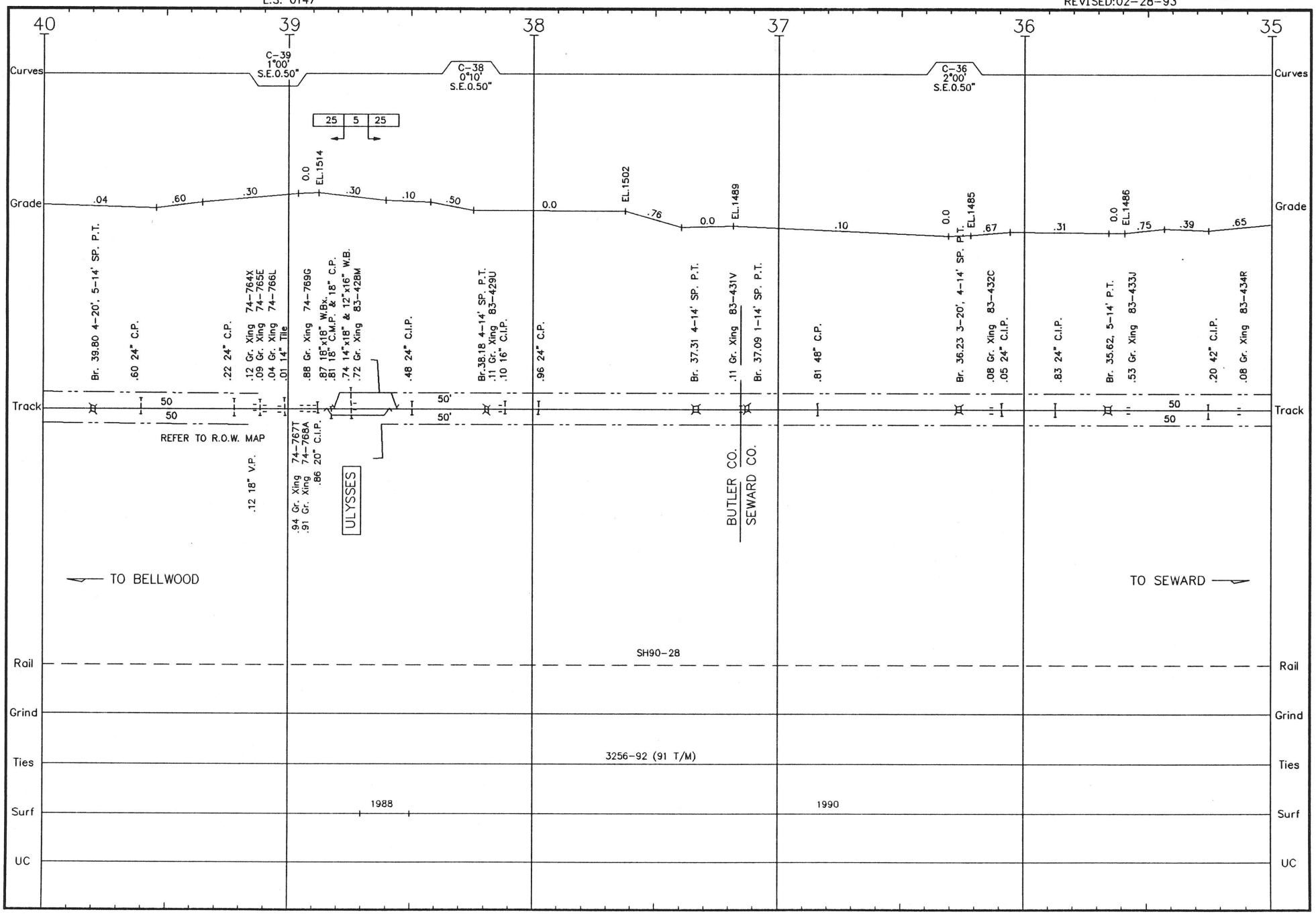
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CLBLW–03

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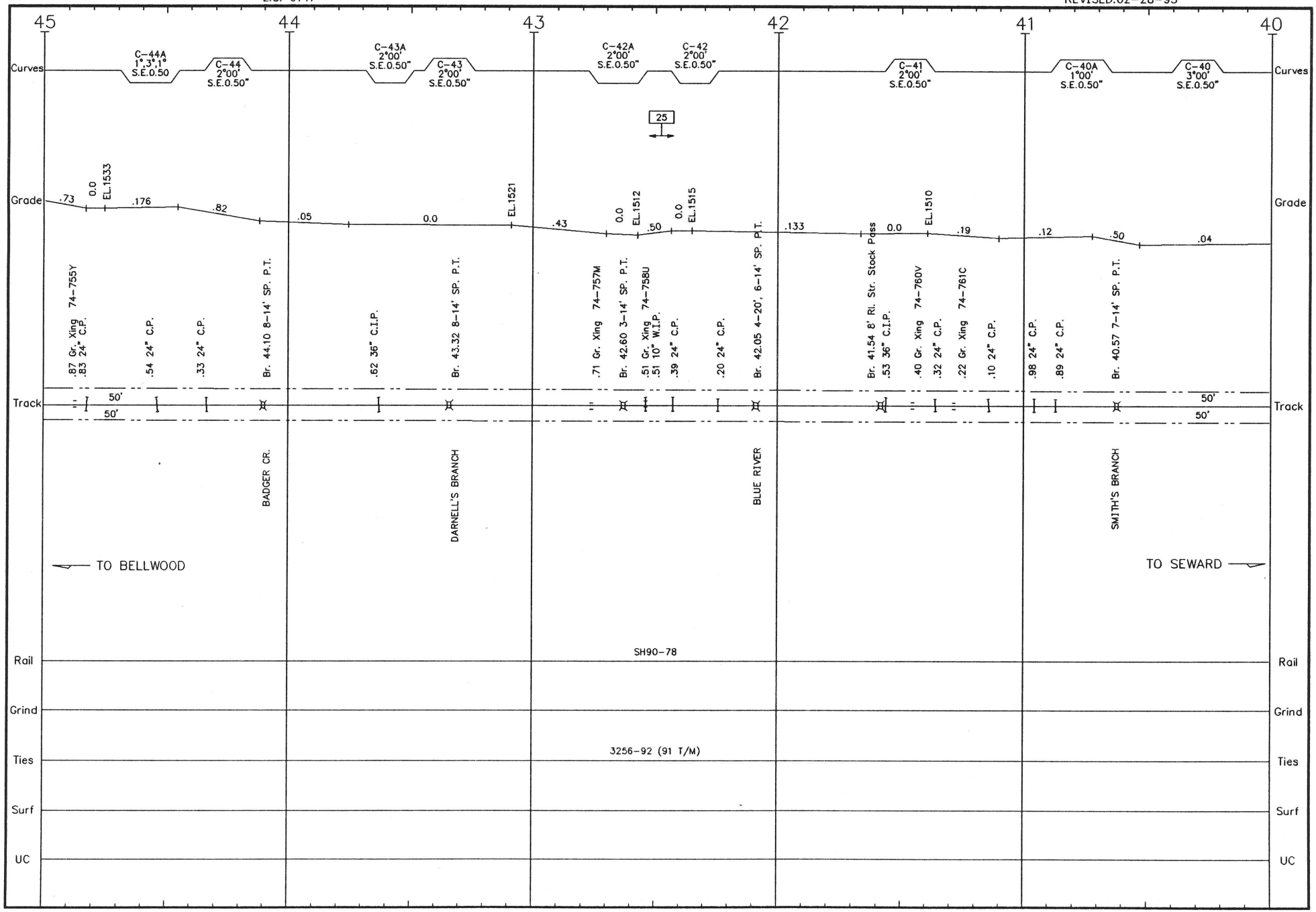
REVISED:02–28–93



CLBLW-04

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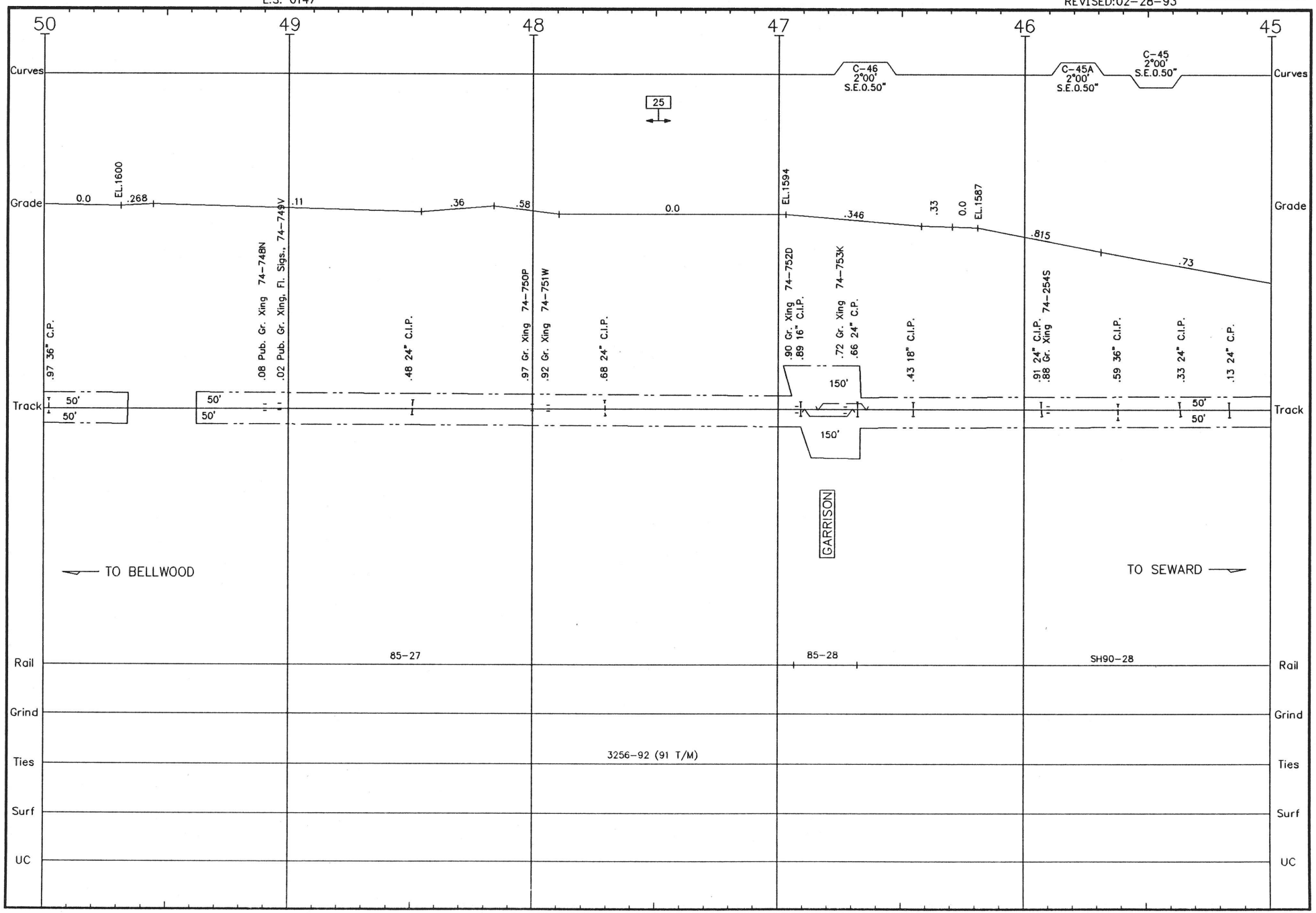
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CLBLW-05

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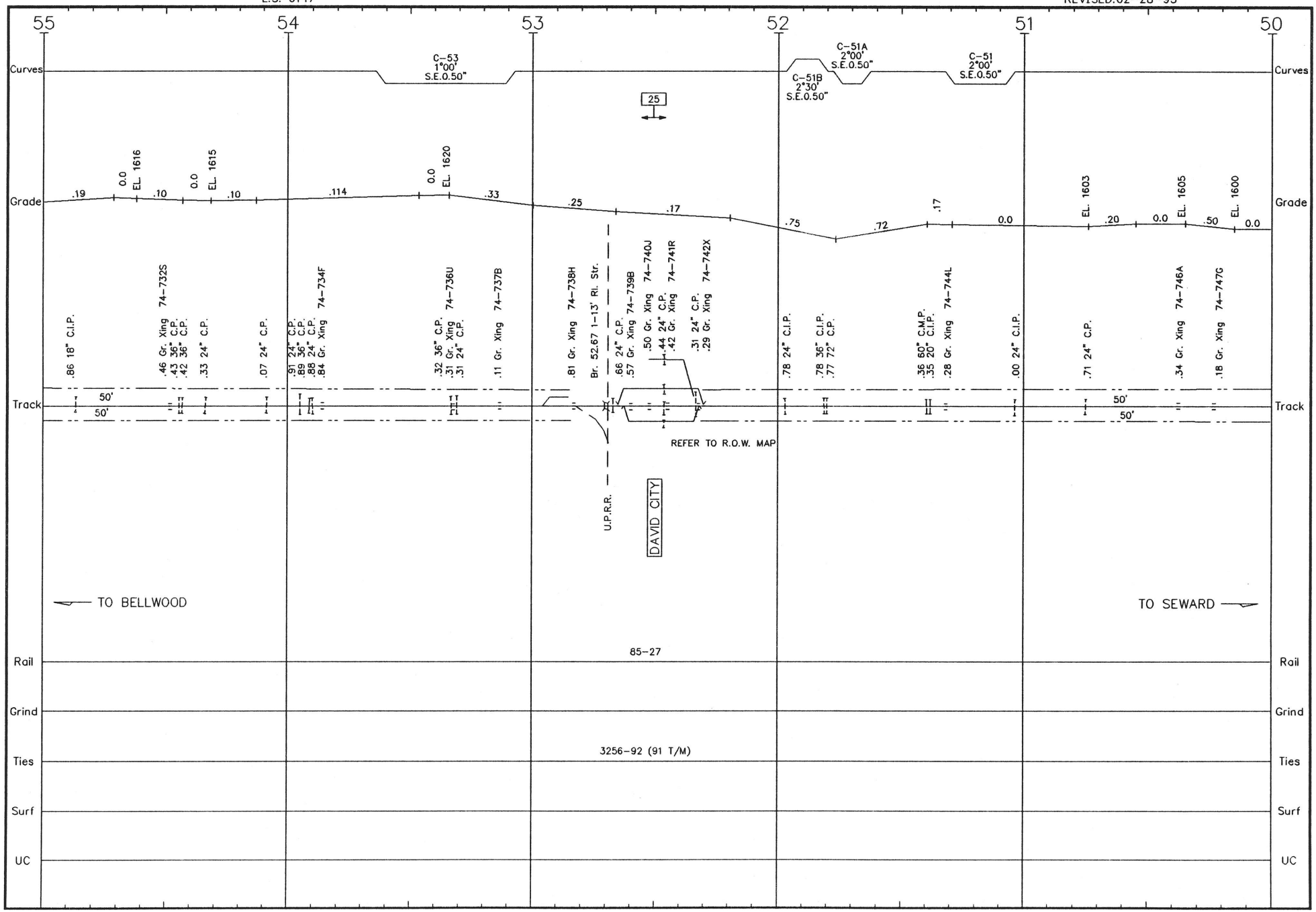
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CLBLW–06

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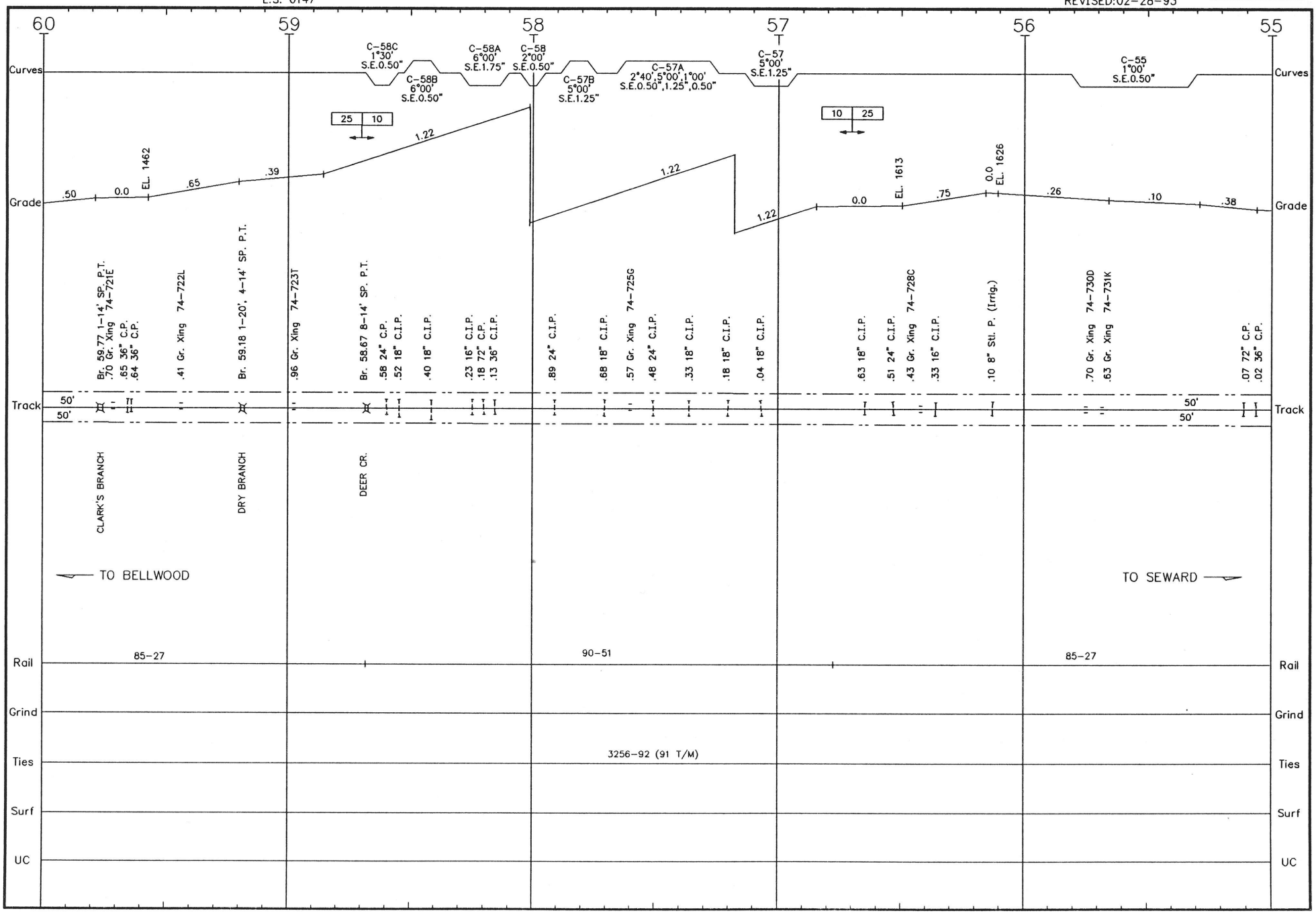
REVISED:02–28–93

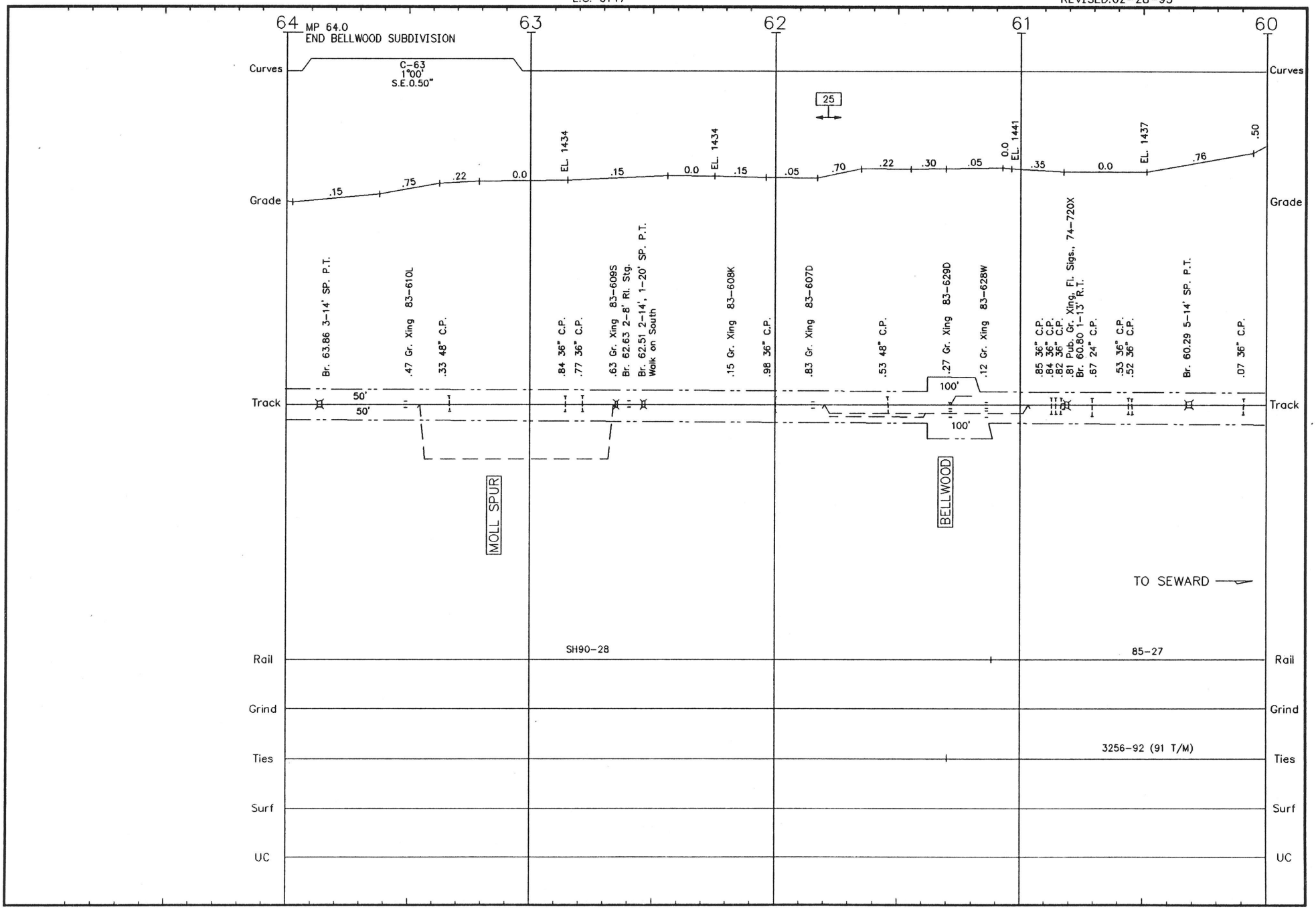


CLBLW–07

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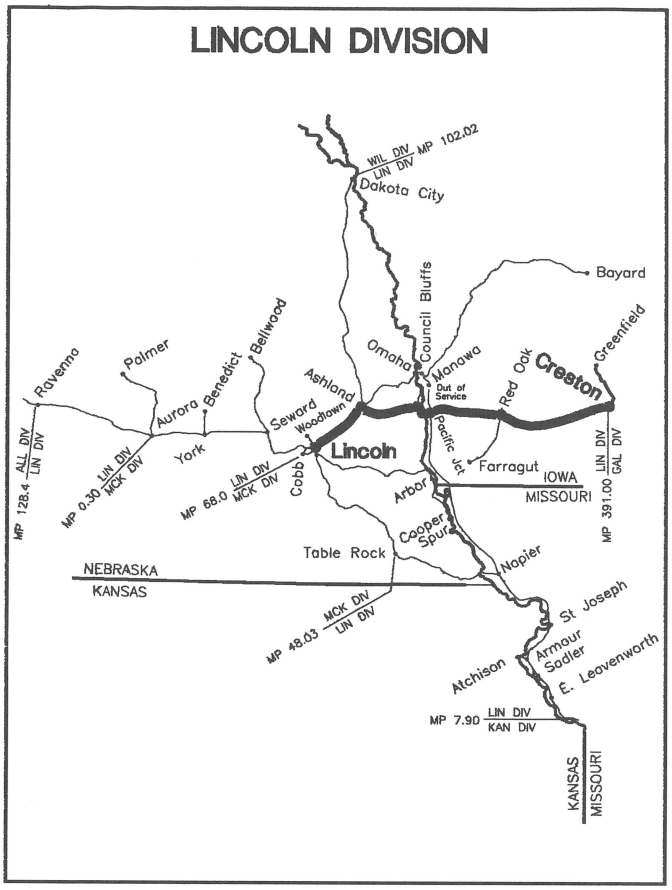
REVISED:02–28–93

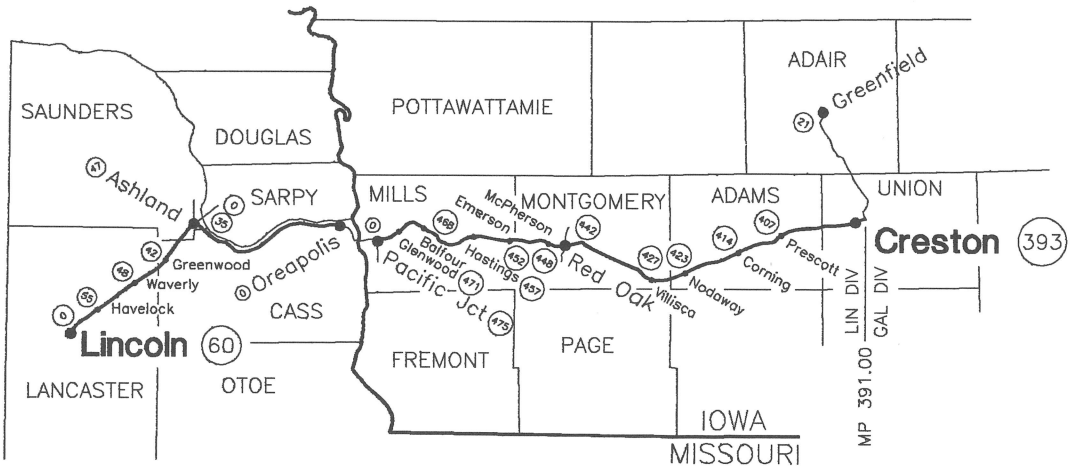



64
MP 64.0
END BELLWOOD SUBDIVISION
63
62
61
60
Curves
C-63
1°00'
S.E.0.50"
25
Grade
.15
.75
.22
0.0
EL. 1434
.15
0.0
EL. 1434
.15
.05
.70
.22
.30
.05
0.0
EL. 1441
.35
0.0
EL. 1437
.76
.50
Br. 63.86 3-14' SP. P.T.
.47 Gr. Xing 83-610L
.33 48" C.P.
.84 36" C.P.
.77 36" C.P.
.63 Gr. Xing 83-609S
Br. 62.63 2-8' Rl. Stg.
Br. 62.51 2-14', 1-20' SP. P.T.
Walk on South
.15 Gr. Xing 83-608K
.98 36" C.P.
.83 Gr. Xing 83-607D
.53 48" C.P.
.27 Gr. Xing 83-629D
.12 Gr. Xing 83-628W
.85 36" C.P.
.84 36" C.P.
.82 36" C.P.
.81 Pub. Gr. Xing, Fl. Sigs., 74-720X
Br. 60.80 1-13' R.T.
.67 24" C.P.
.53 36" C.P.
.52 36" C.P.
Br. 60.29 5-14' SP. P.T.
.07 36" C.P.
Track
50'
50'
100'
100'
MOLL SPUR
BELLWOOD
TO SEWARD
Rail
SH90-28
85-27
Grind
Ties
3256-92 (91 T/M)
Surf
UC

BURLINGTON NORTHERN
LINCOLN DIVISION

CRESTON SUBDIVISION

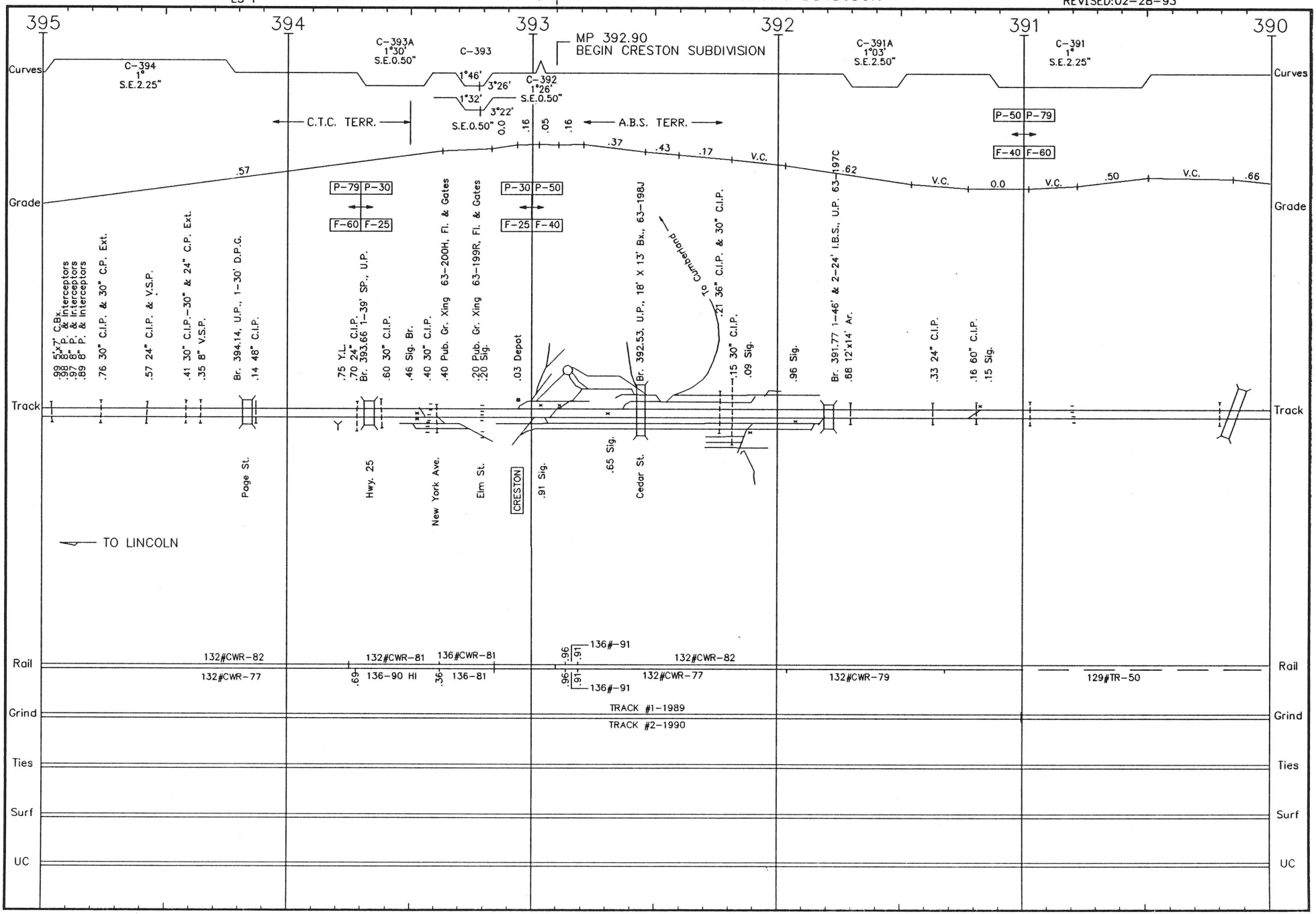




LS 1 BEGIN LINCOLN DIVISION — END OF GALESBURG DIVISION

REVISED:02-28-93

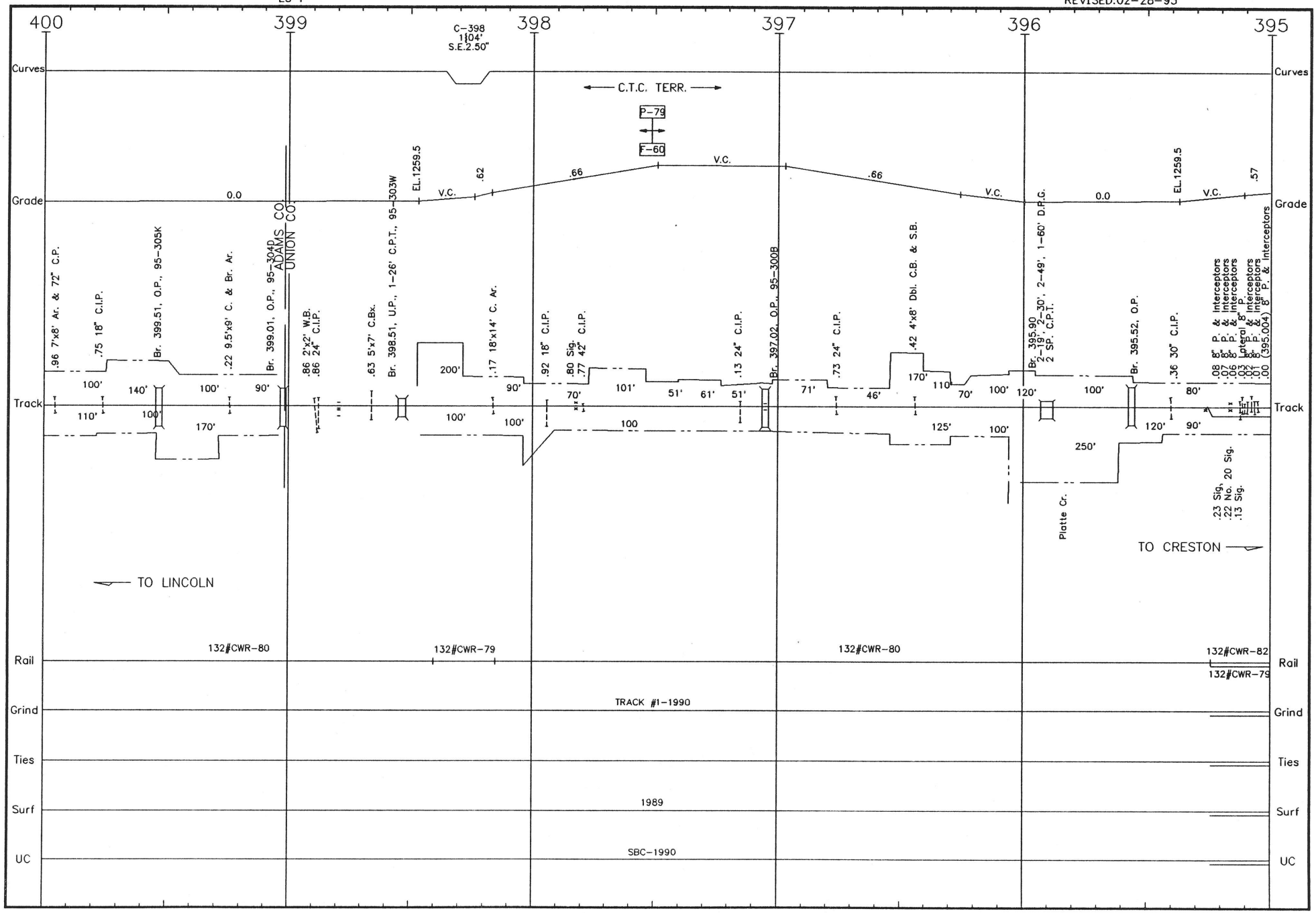
CLCRE – 01



CLCRE – 02

LS 1

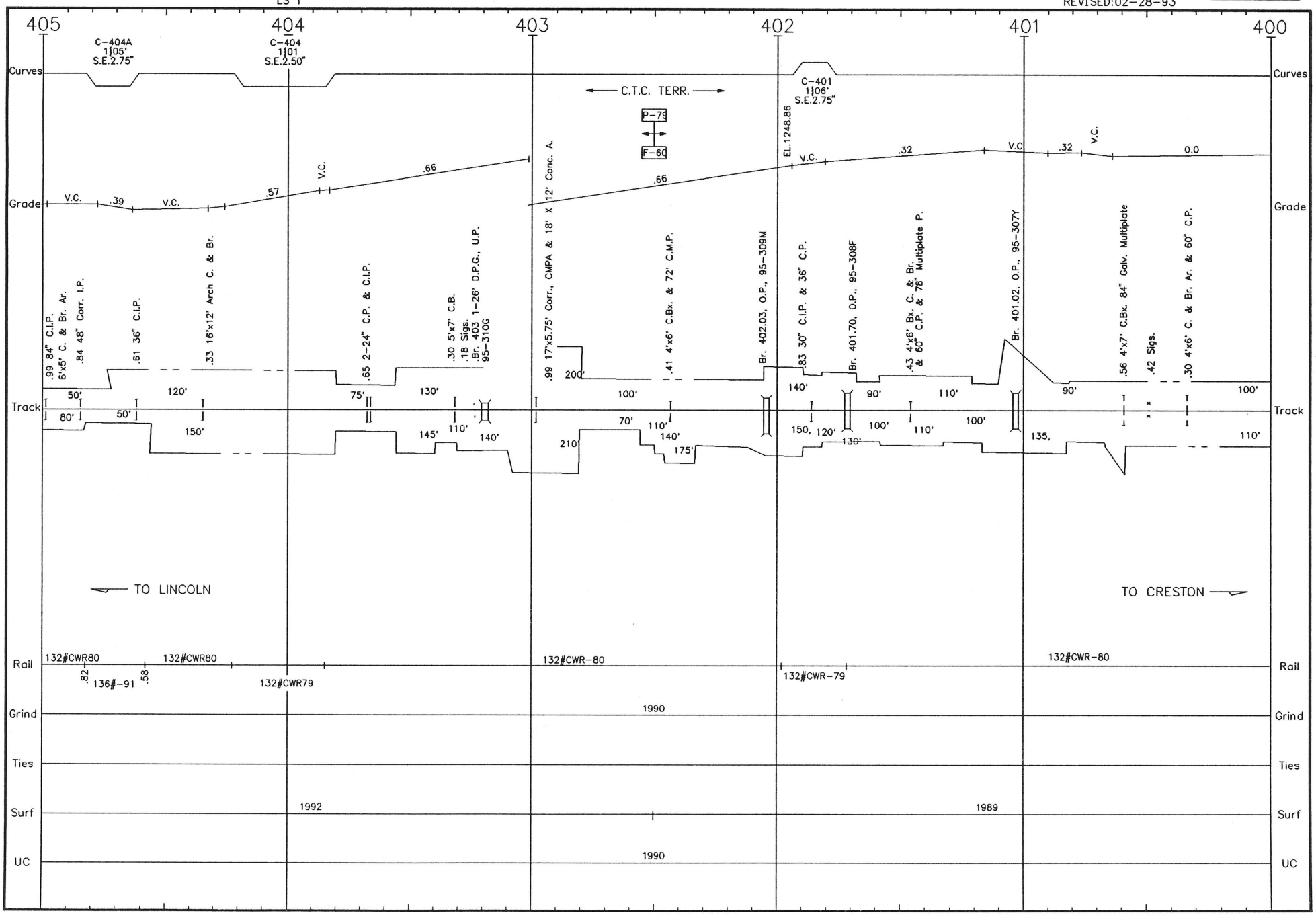
REVISED:02-28-93



CLCRE – 03

LS 1

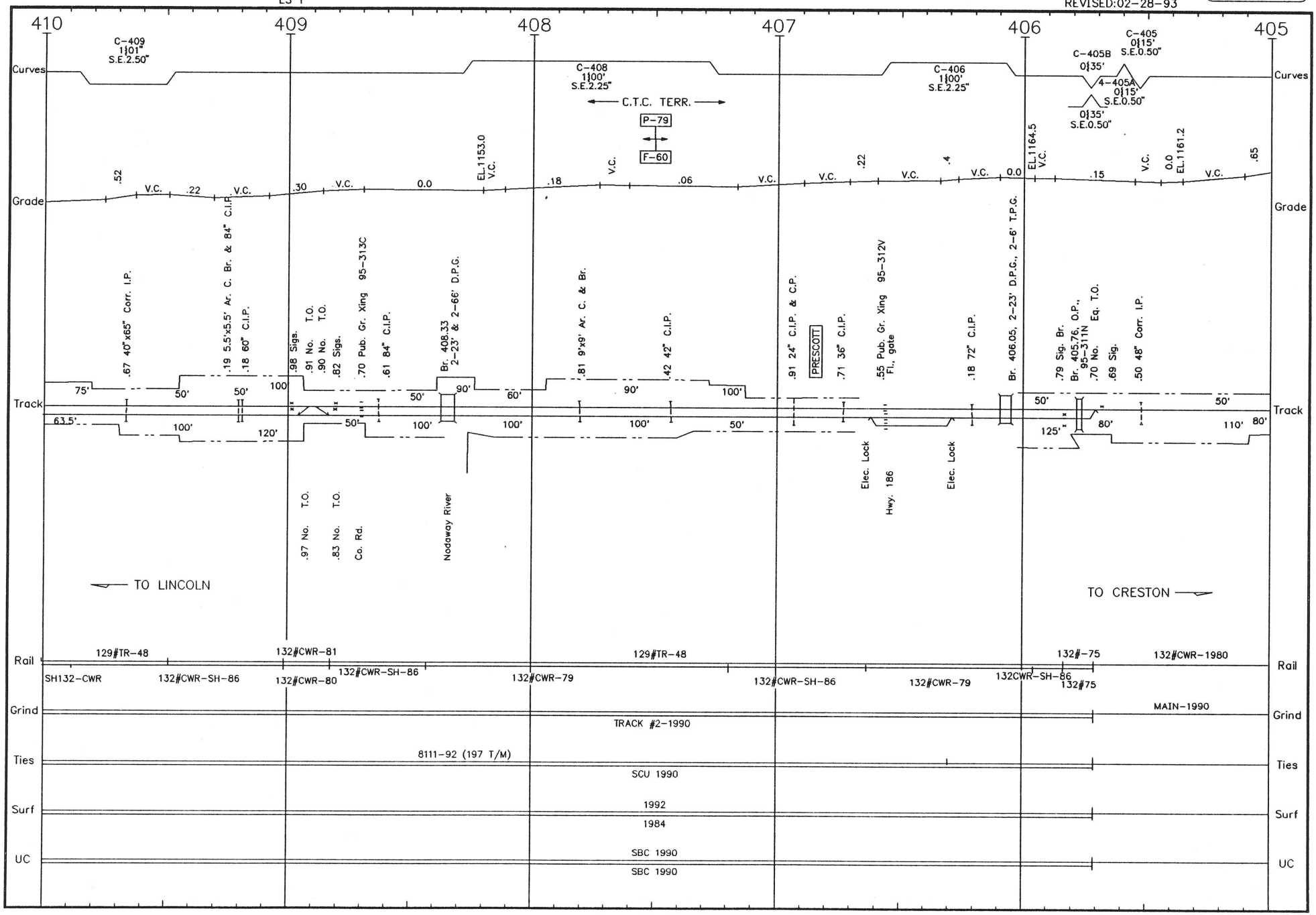
REVISED:02-28-93



LS 1

REVISED:02-28-93

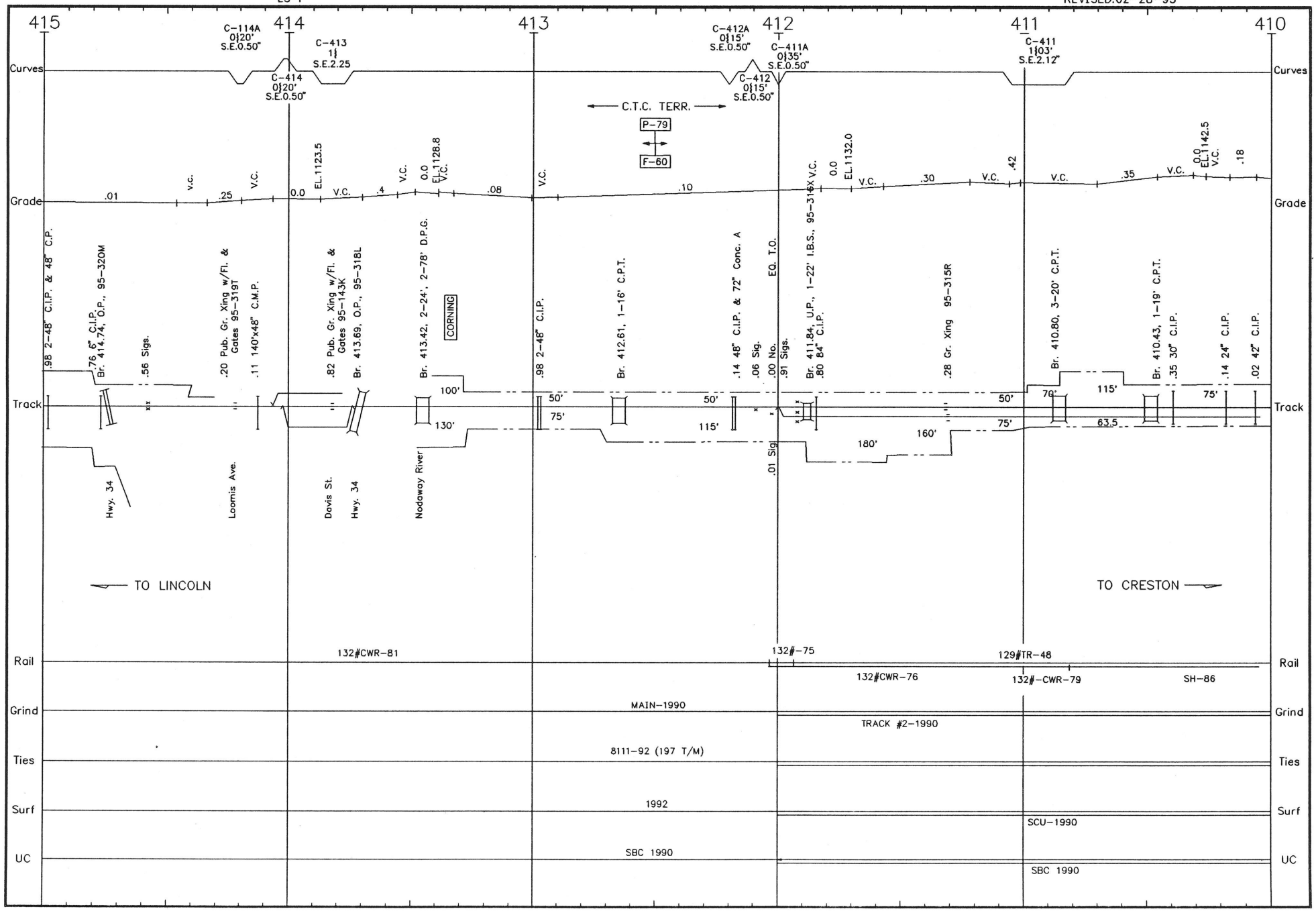
CLCRE – 04



CLCRE – 05

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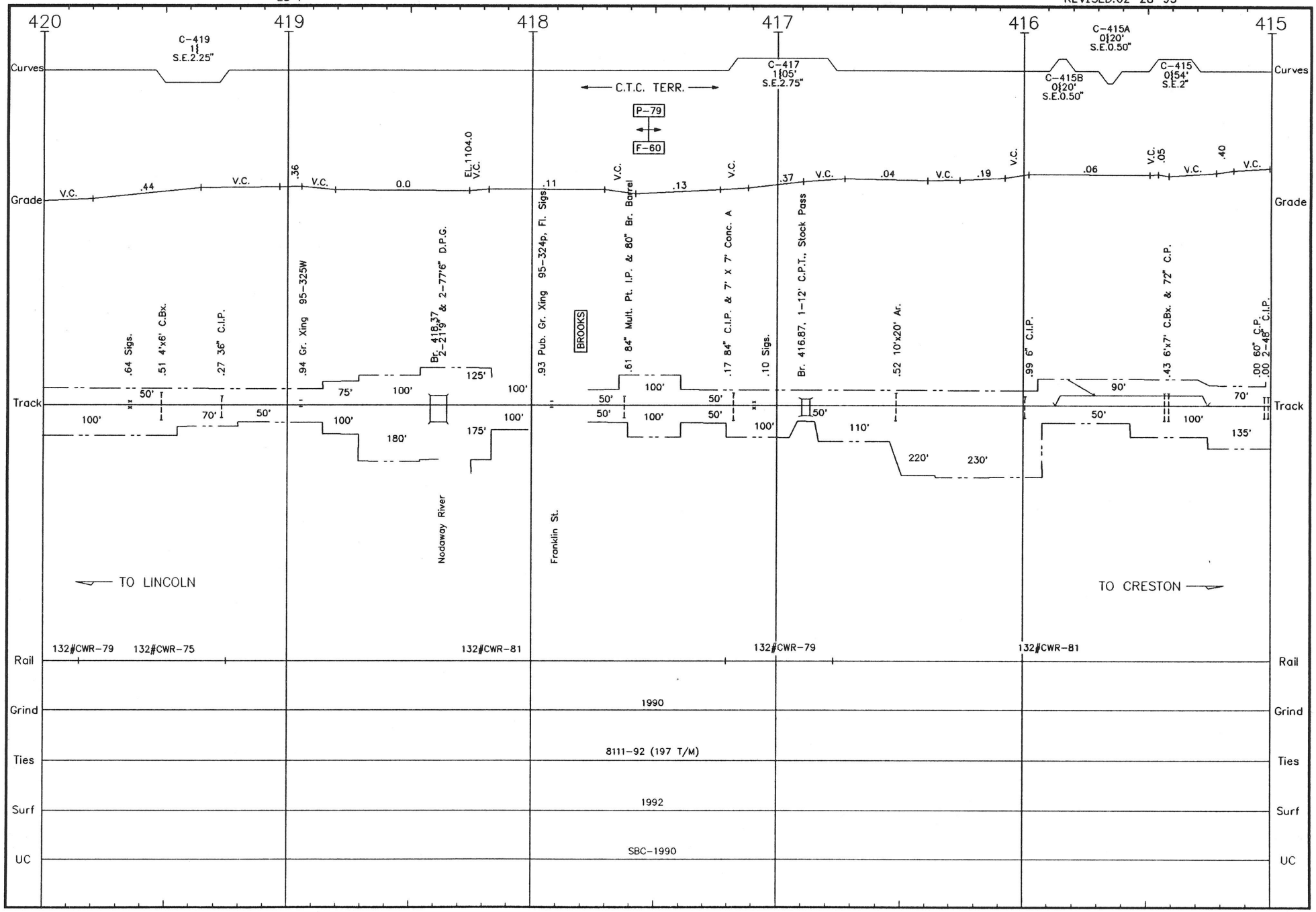
REVISED:02-28-93



CLCRE – 06

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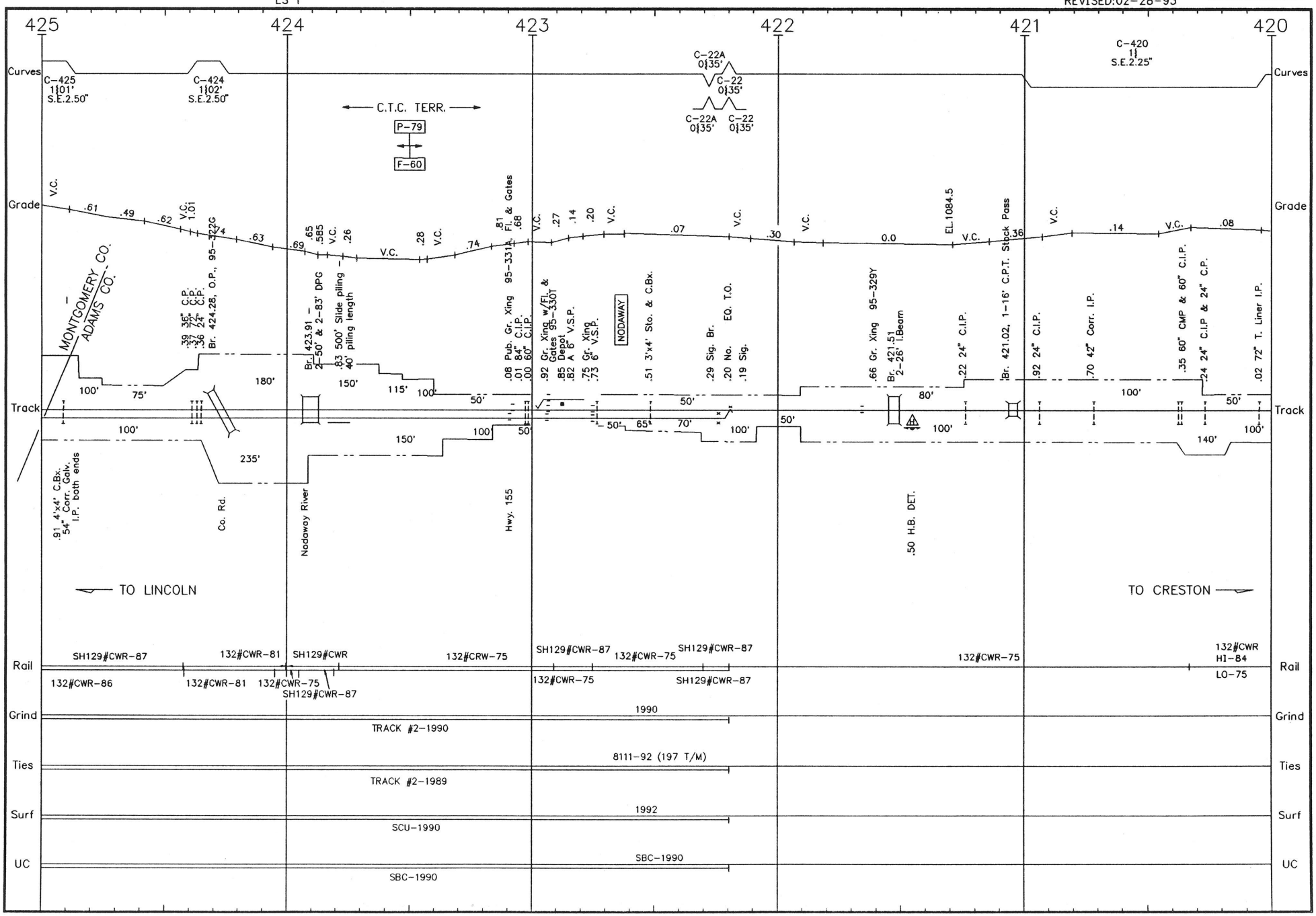
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CLCRE – 07

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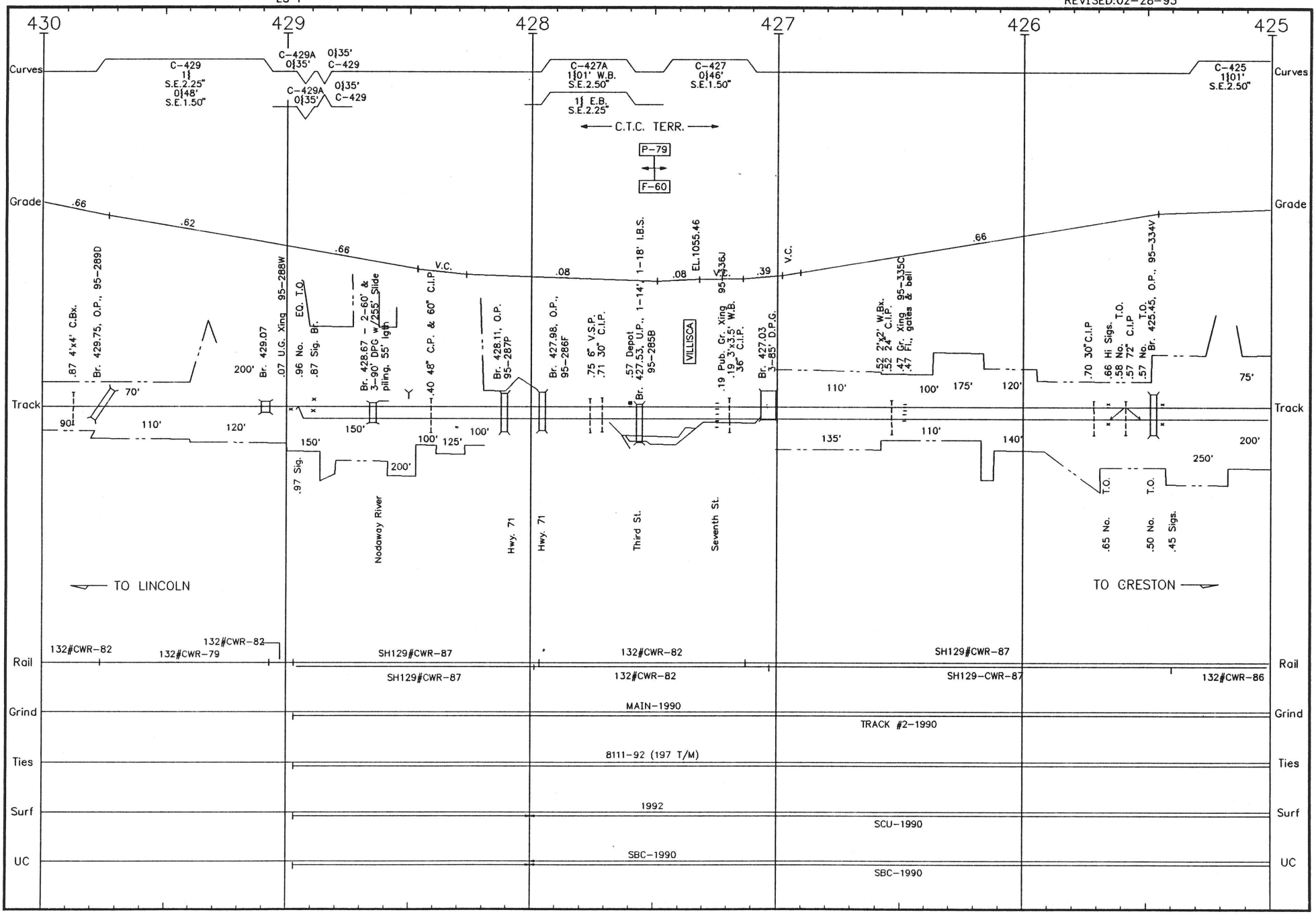
REVISED:02-28-93



CLCRE – 08

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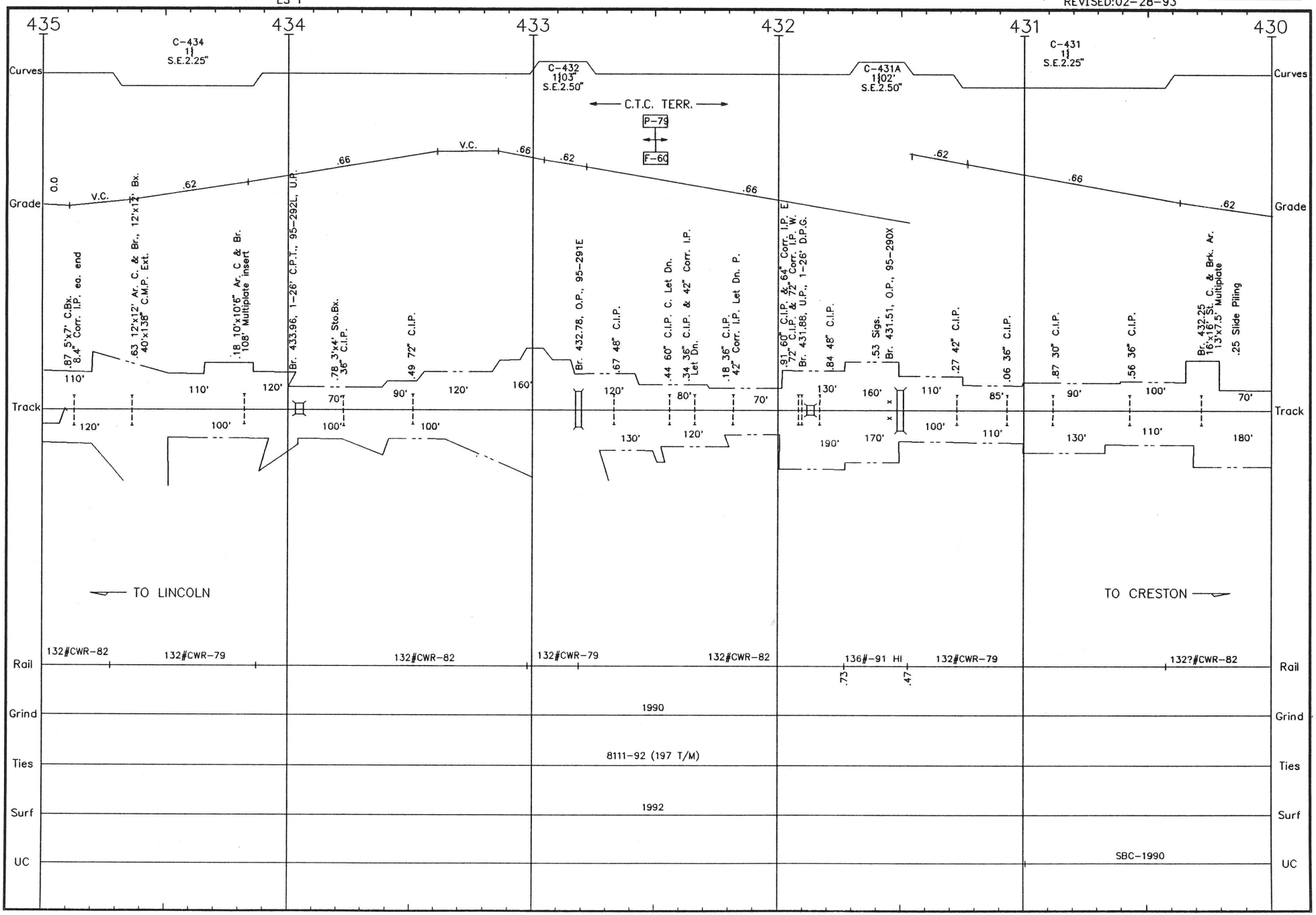
REVISED:02-28-93



CLCRE – 09

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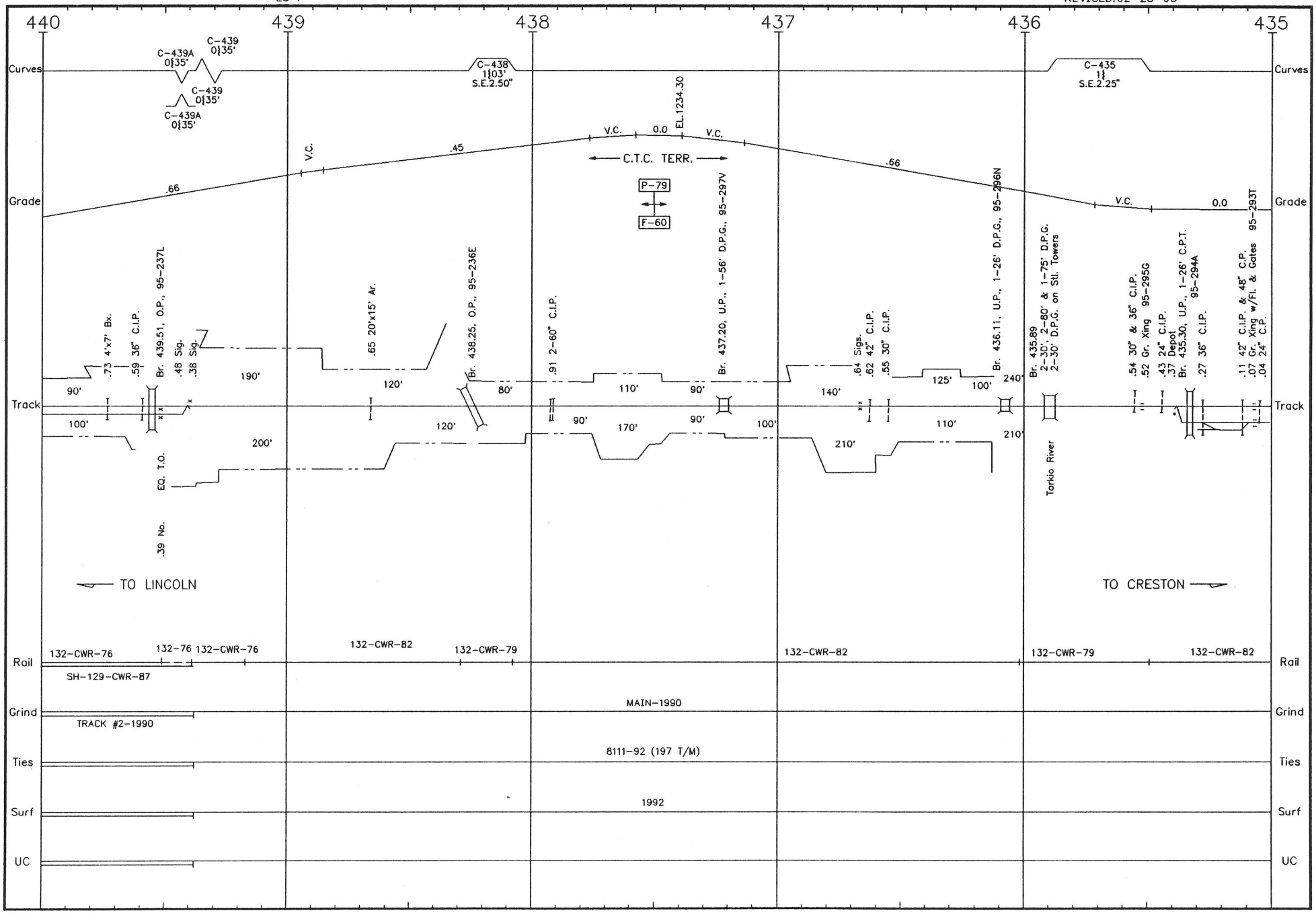
REVISED:02-28-93



CLCRE –10

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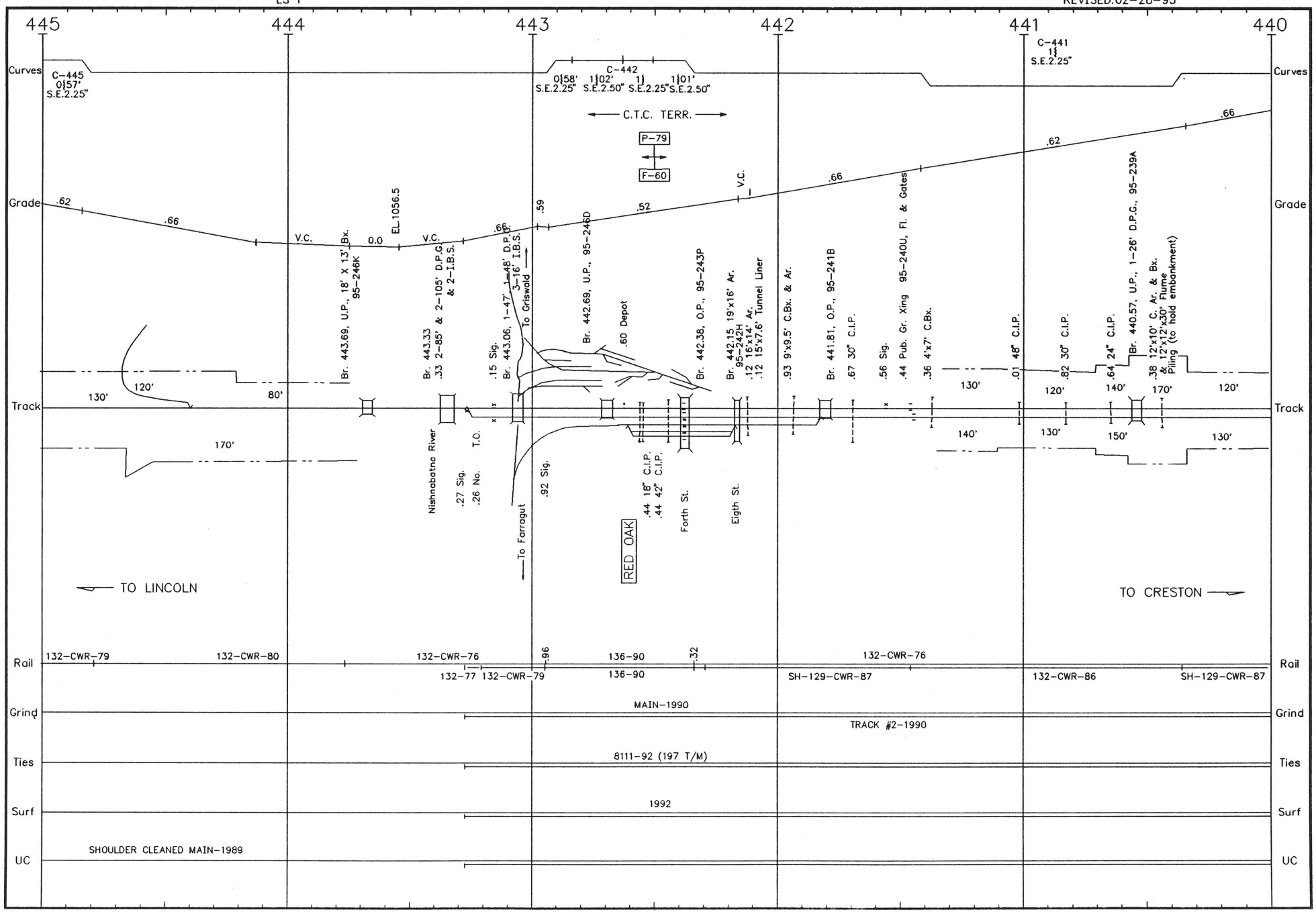
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CLCRE –11

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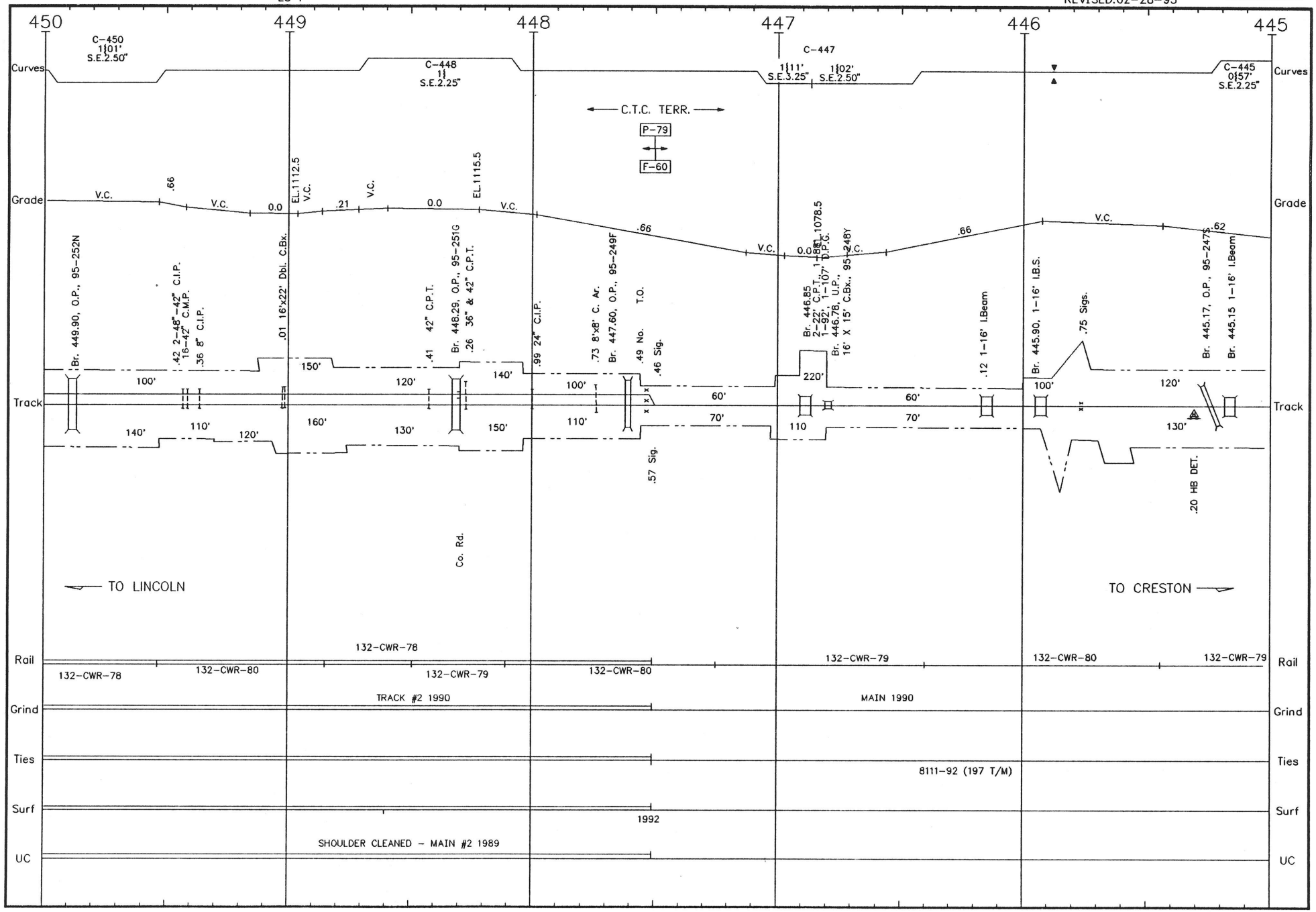
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CLCRE – 12

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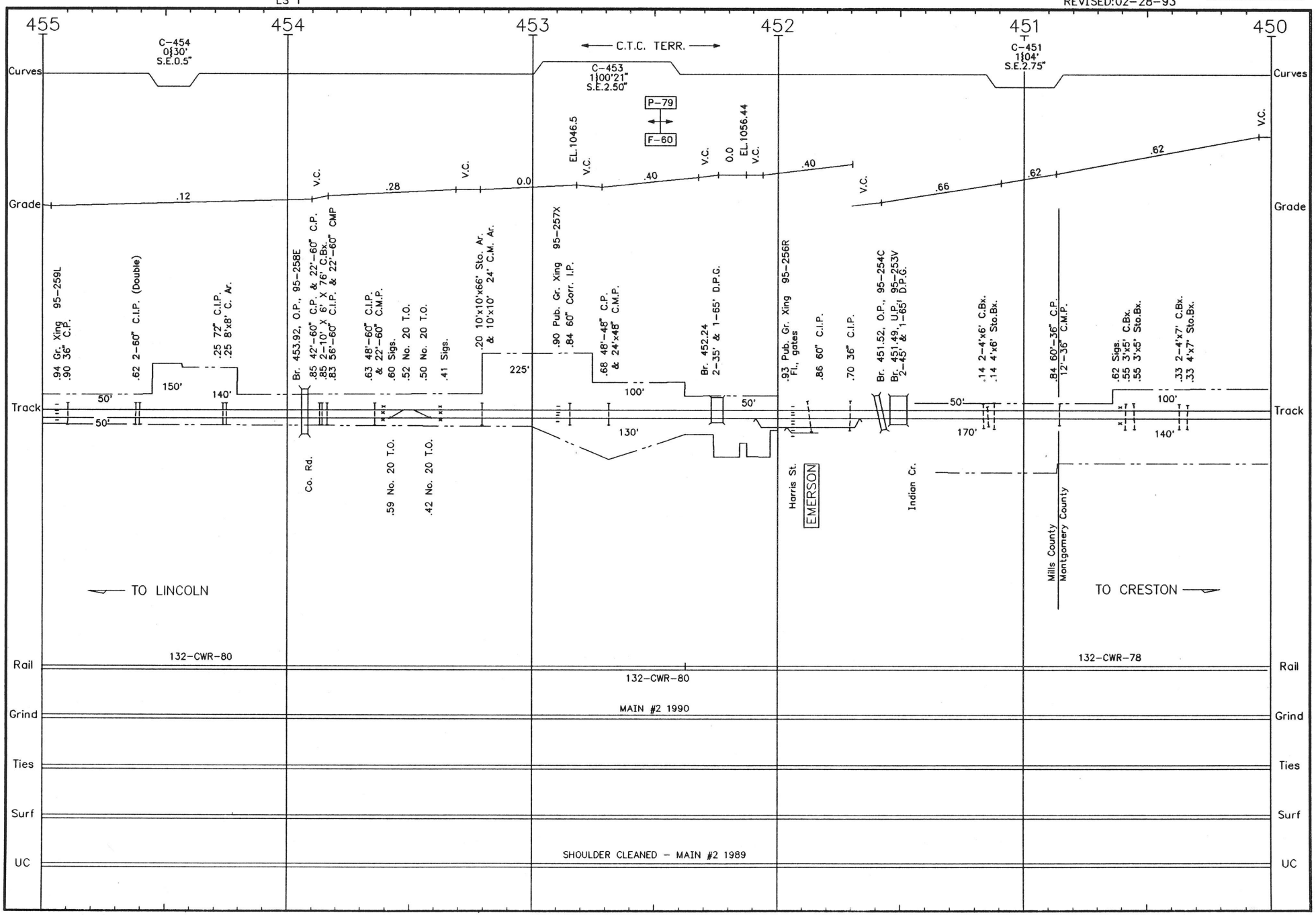
REVISED:02-28-93



CLCRE -13

LS 1

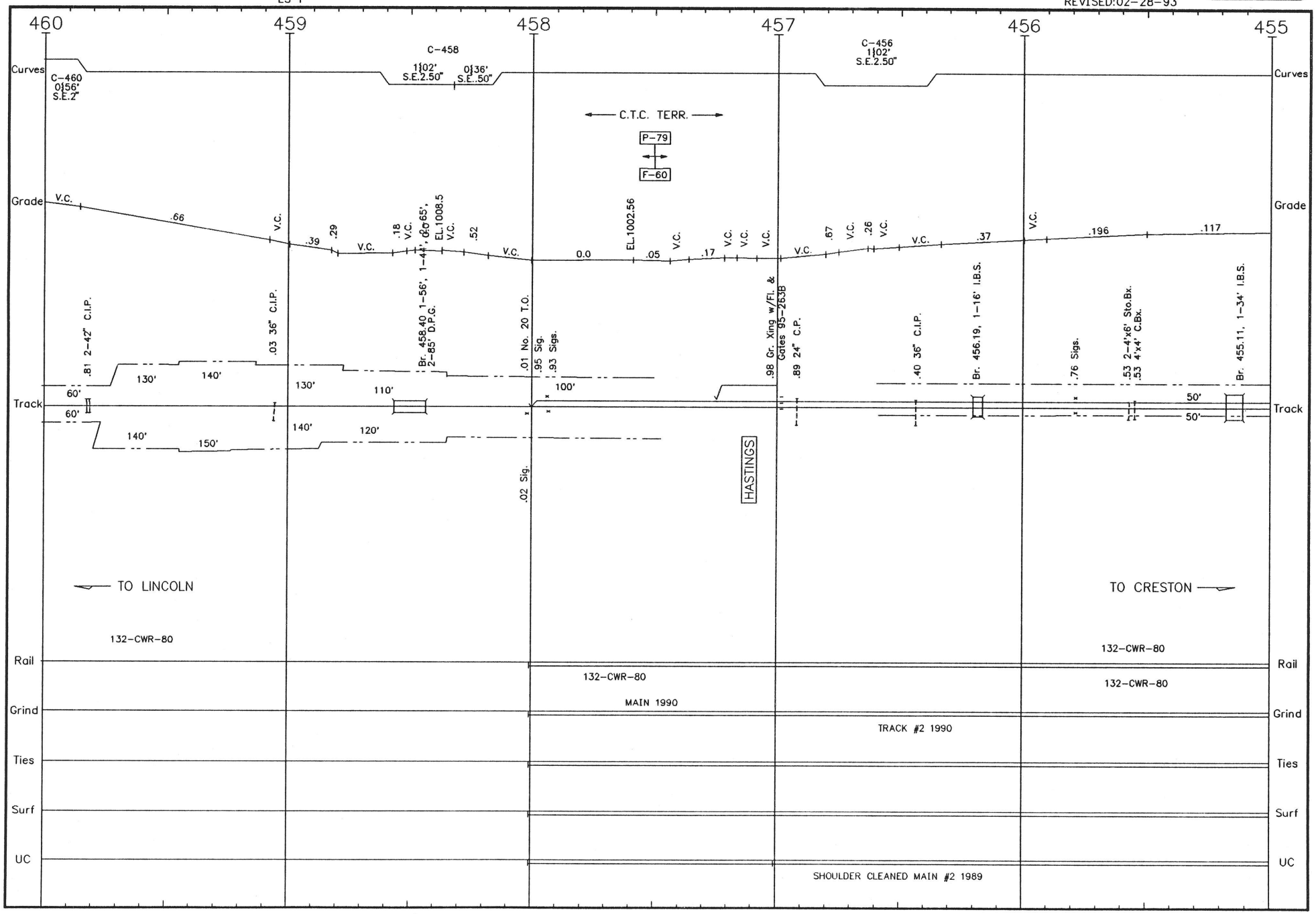
REVISED:02-28-93



CLCRE –14

LS 1

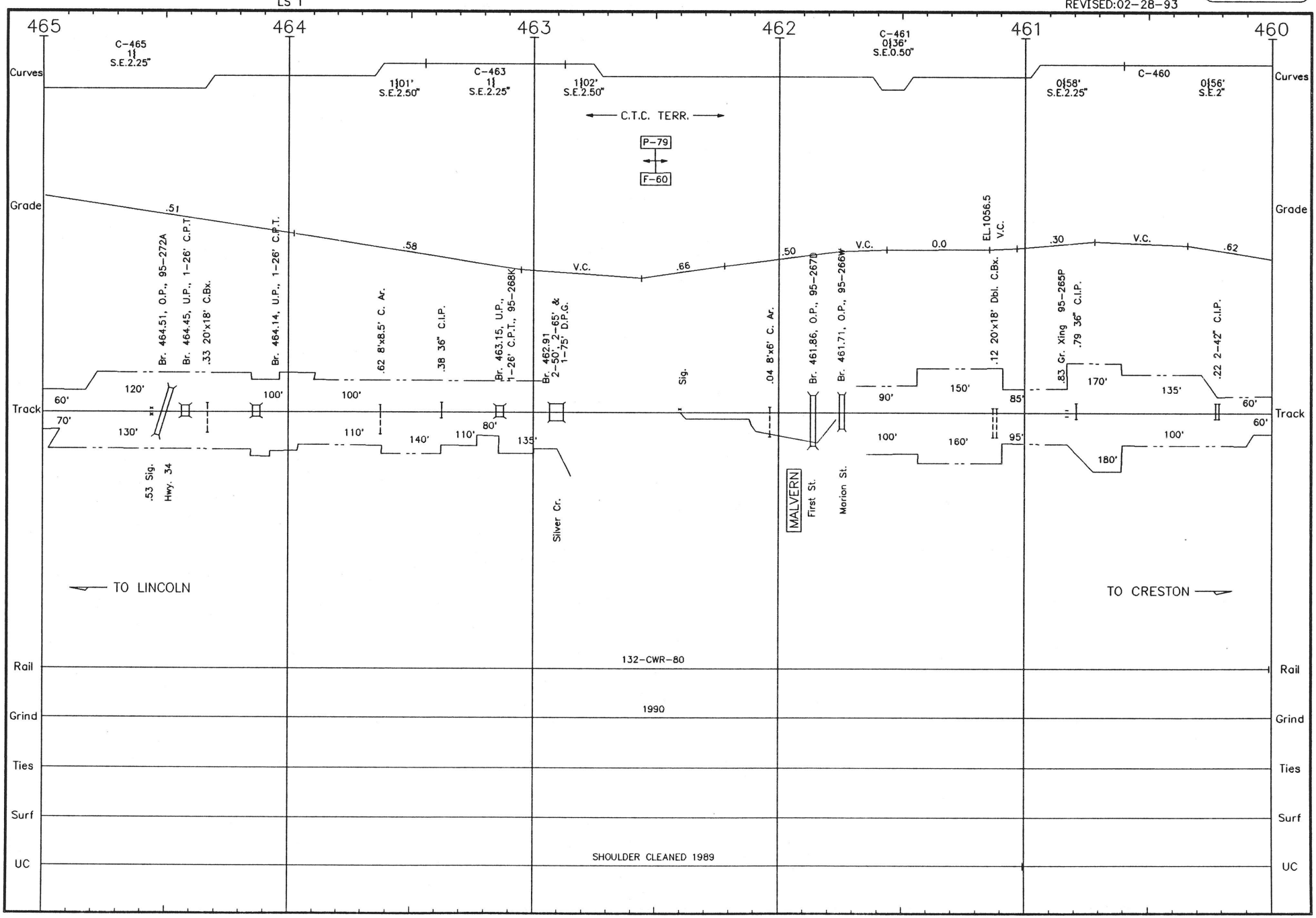
REVISED:02-28-93



CLCRE –15

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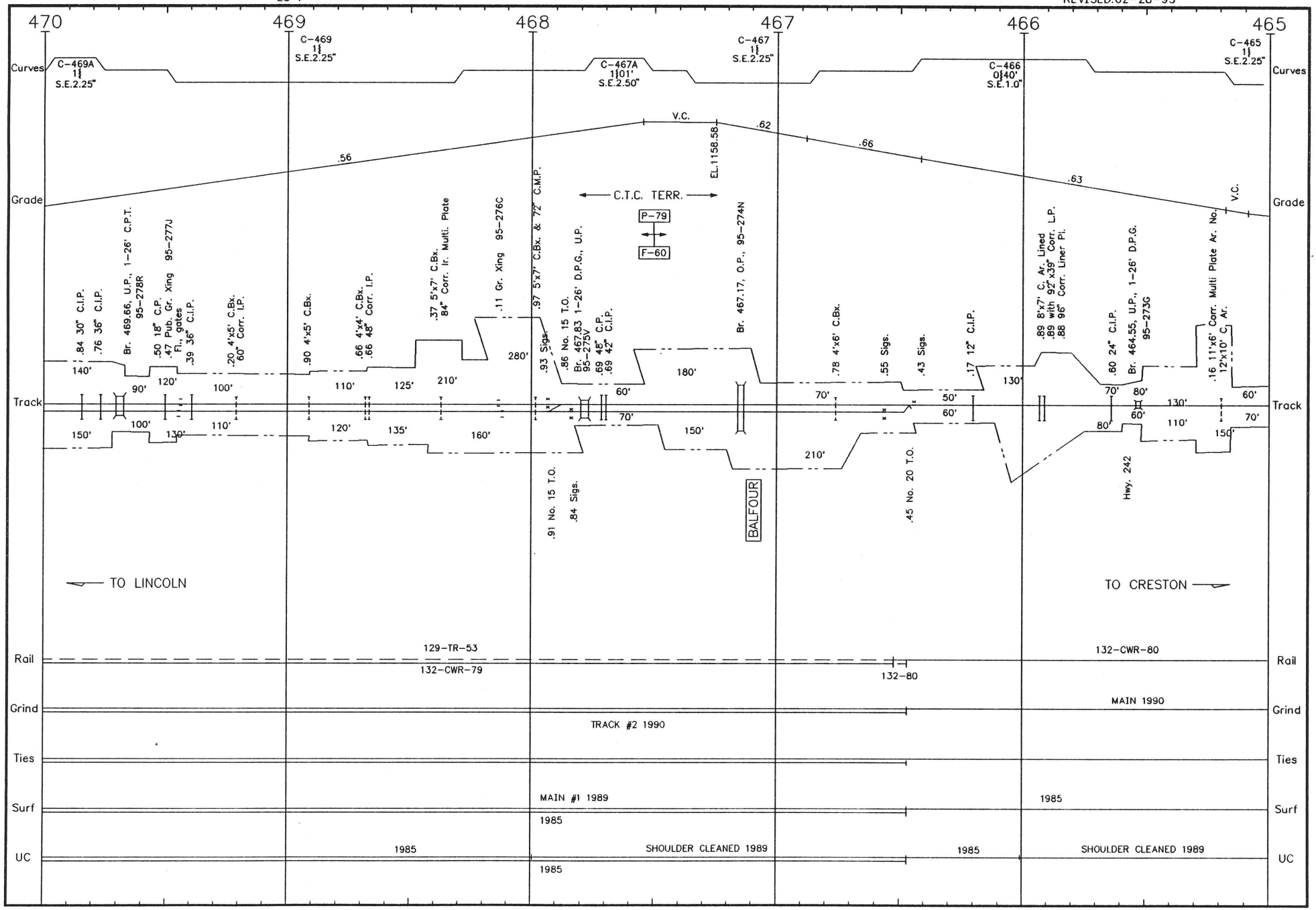
REVISED:02–28–93



CLCRE –16

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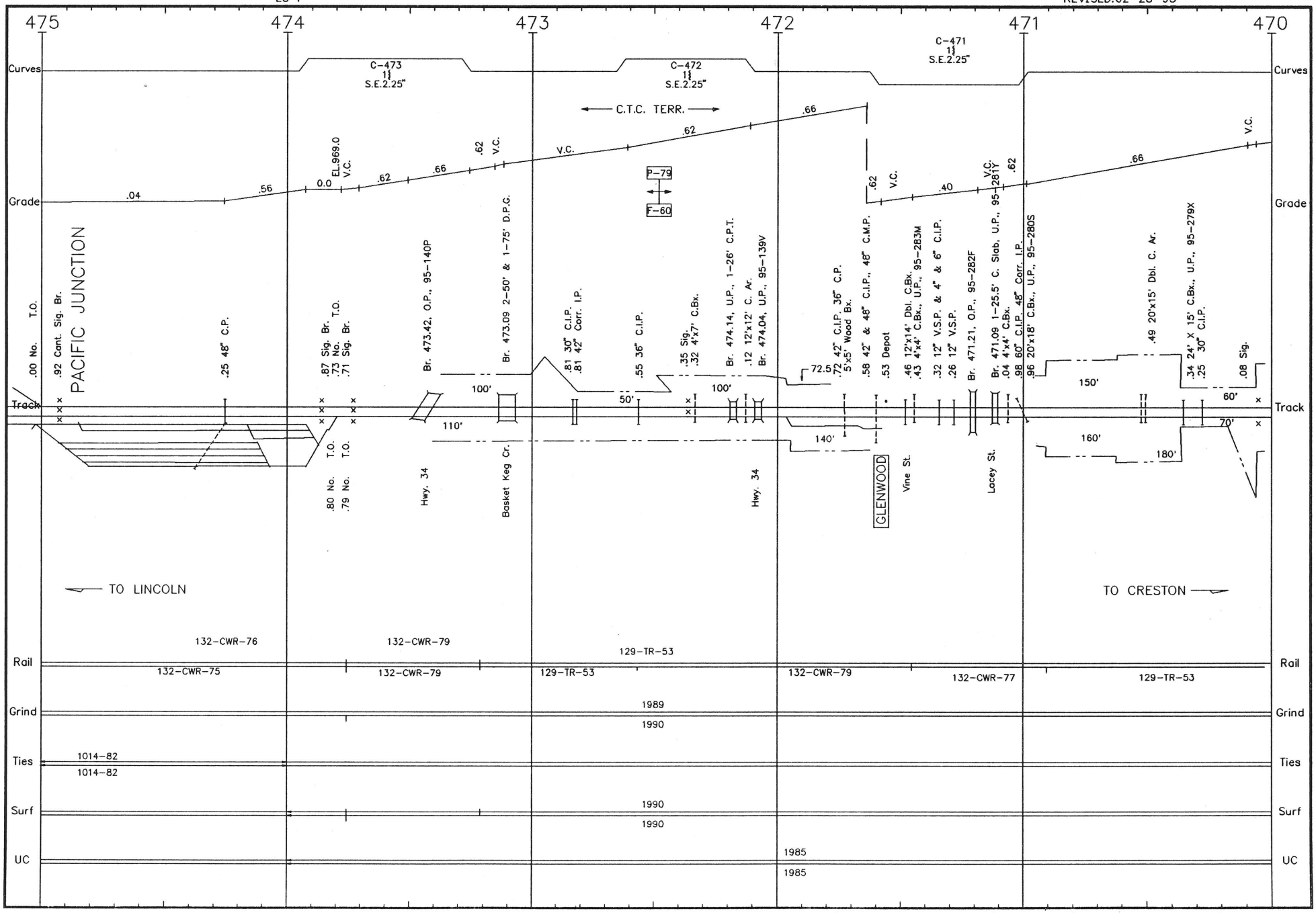
REVISED:02-28-93



CLCRE –17

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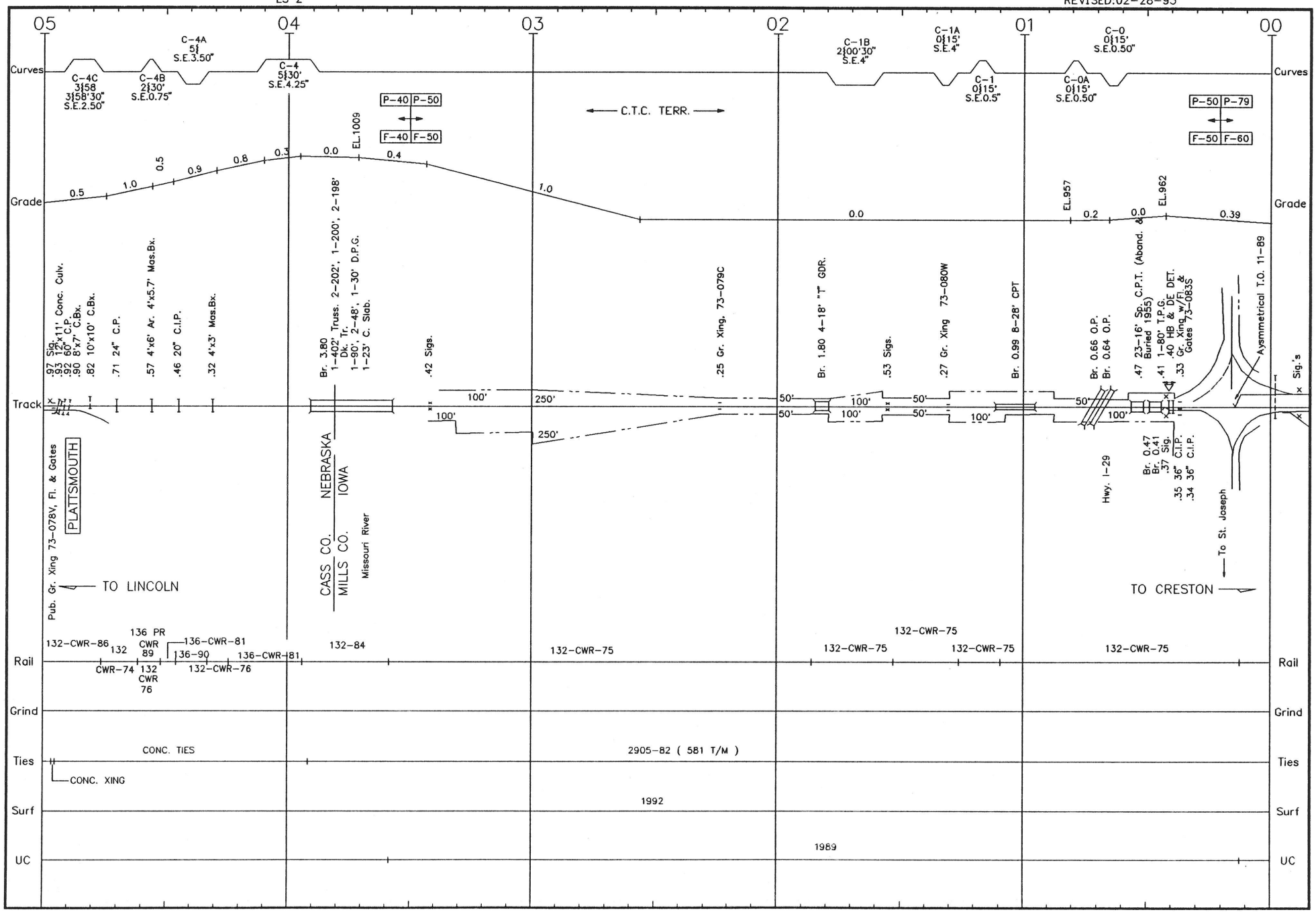
REVISED:02-28-93



CLCRE –18

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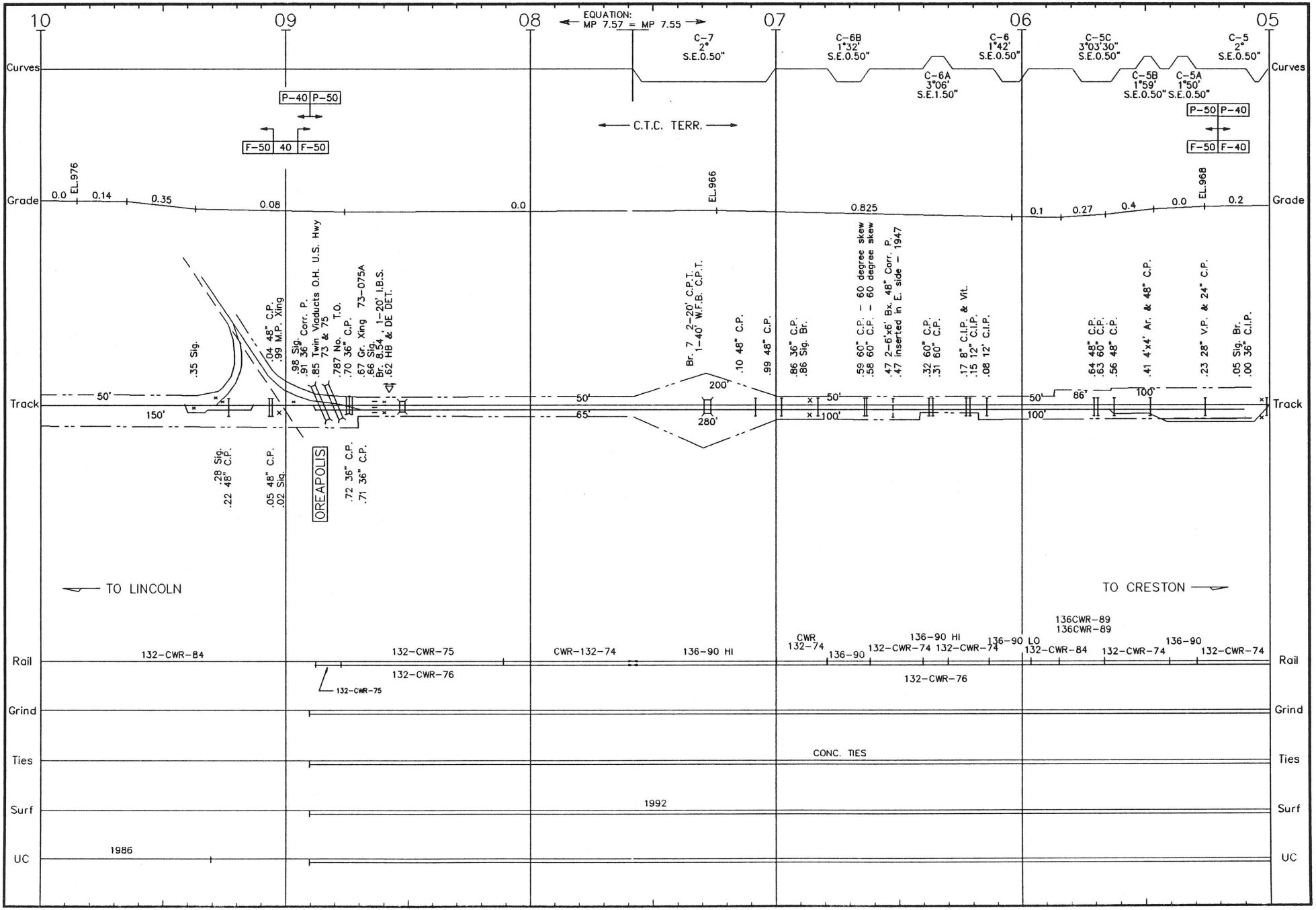
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CLCRE-19

LS 2

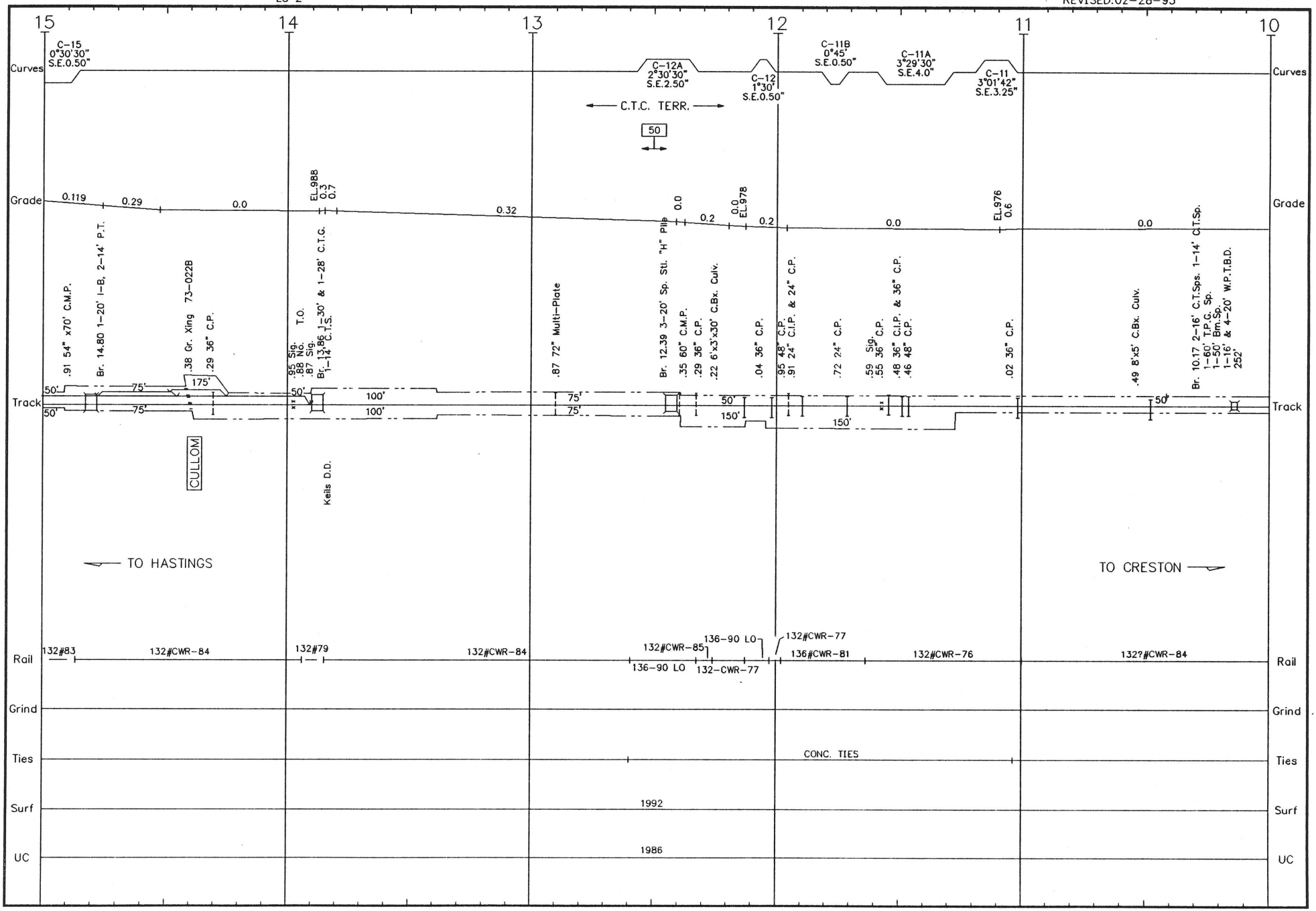
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CLCRE – 20

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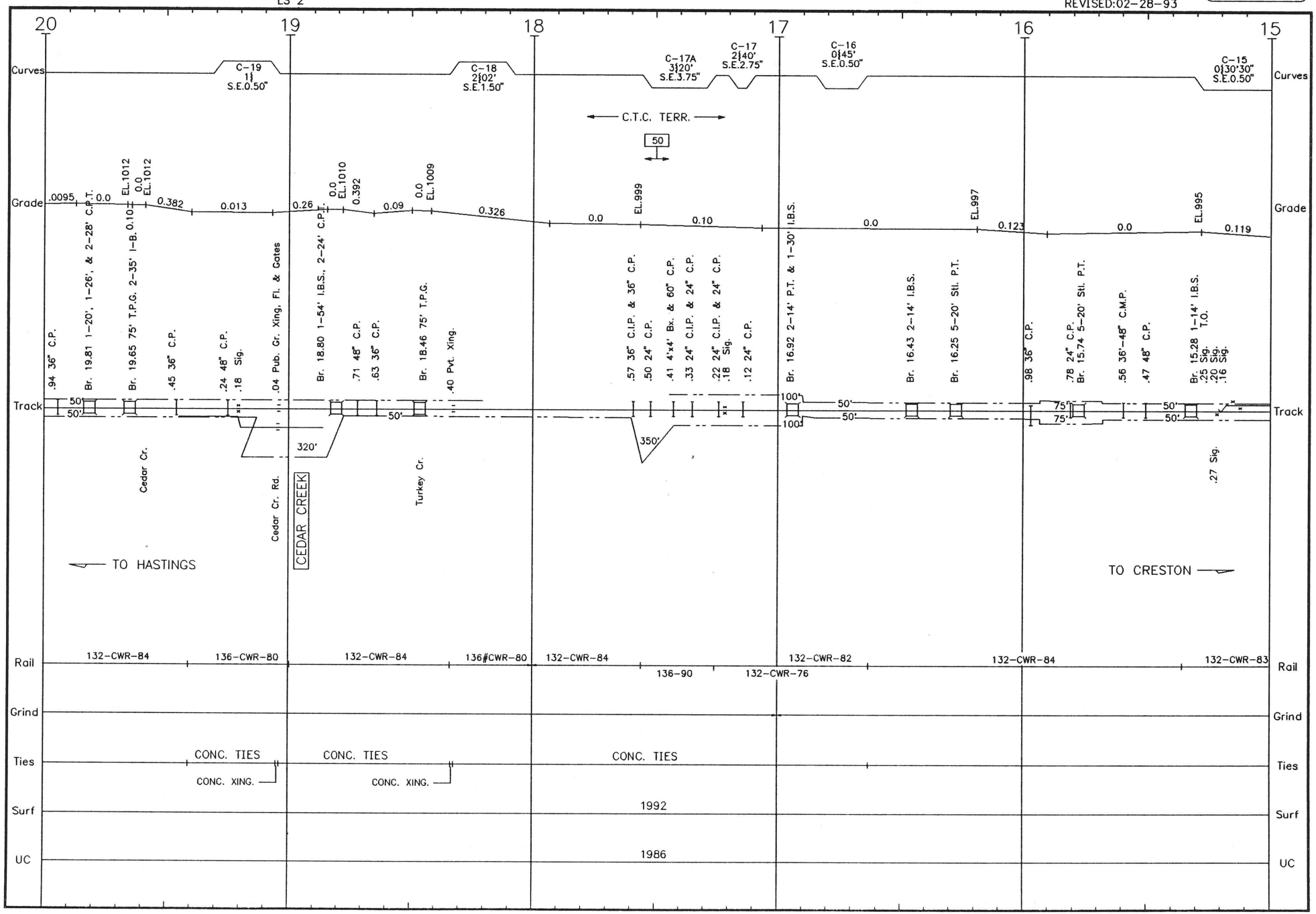
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CLCRE – 21

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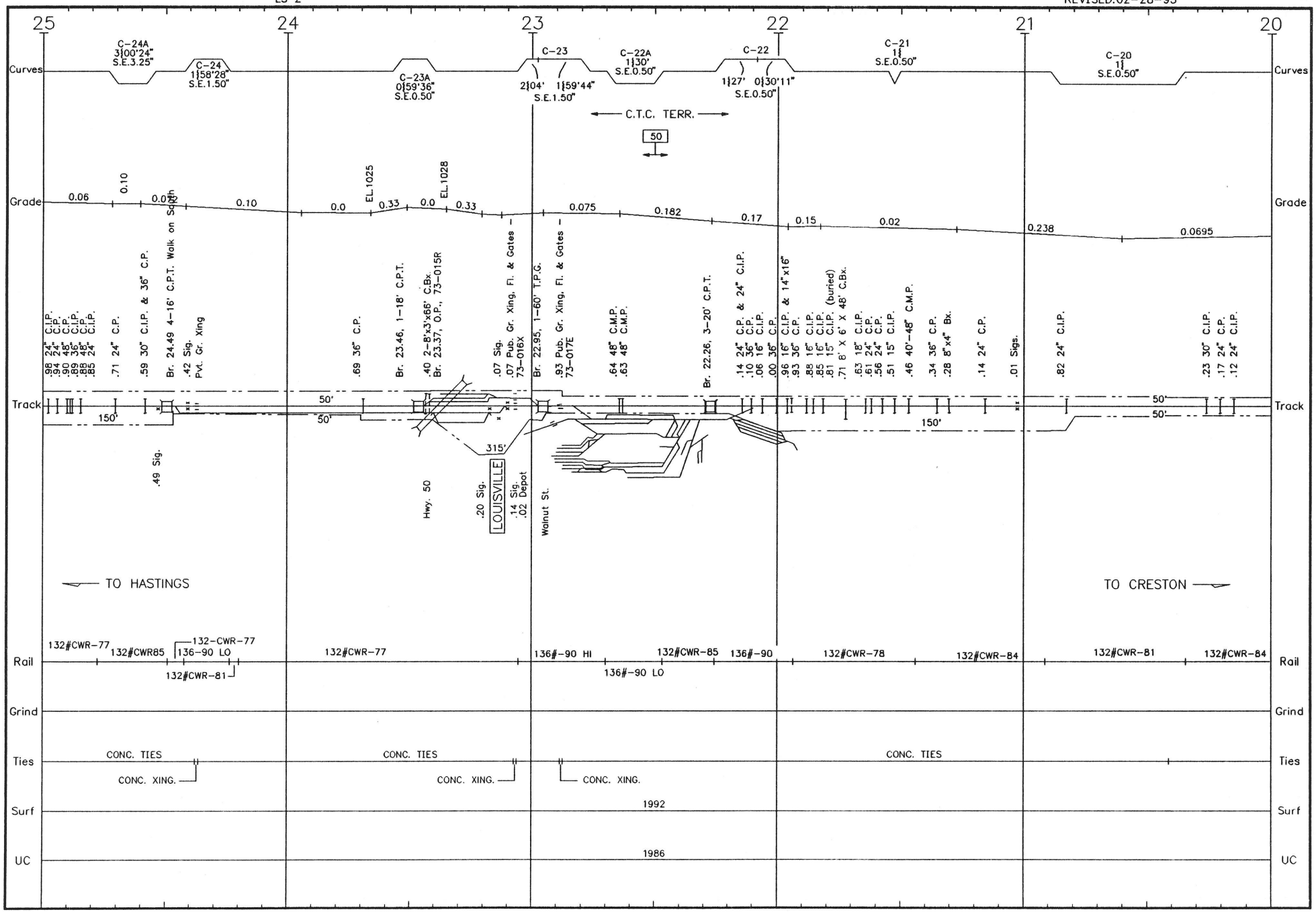
REVISED:02-28-93



CLCRE – 22

LS 2

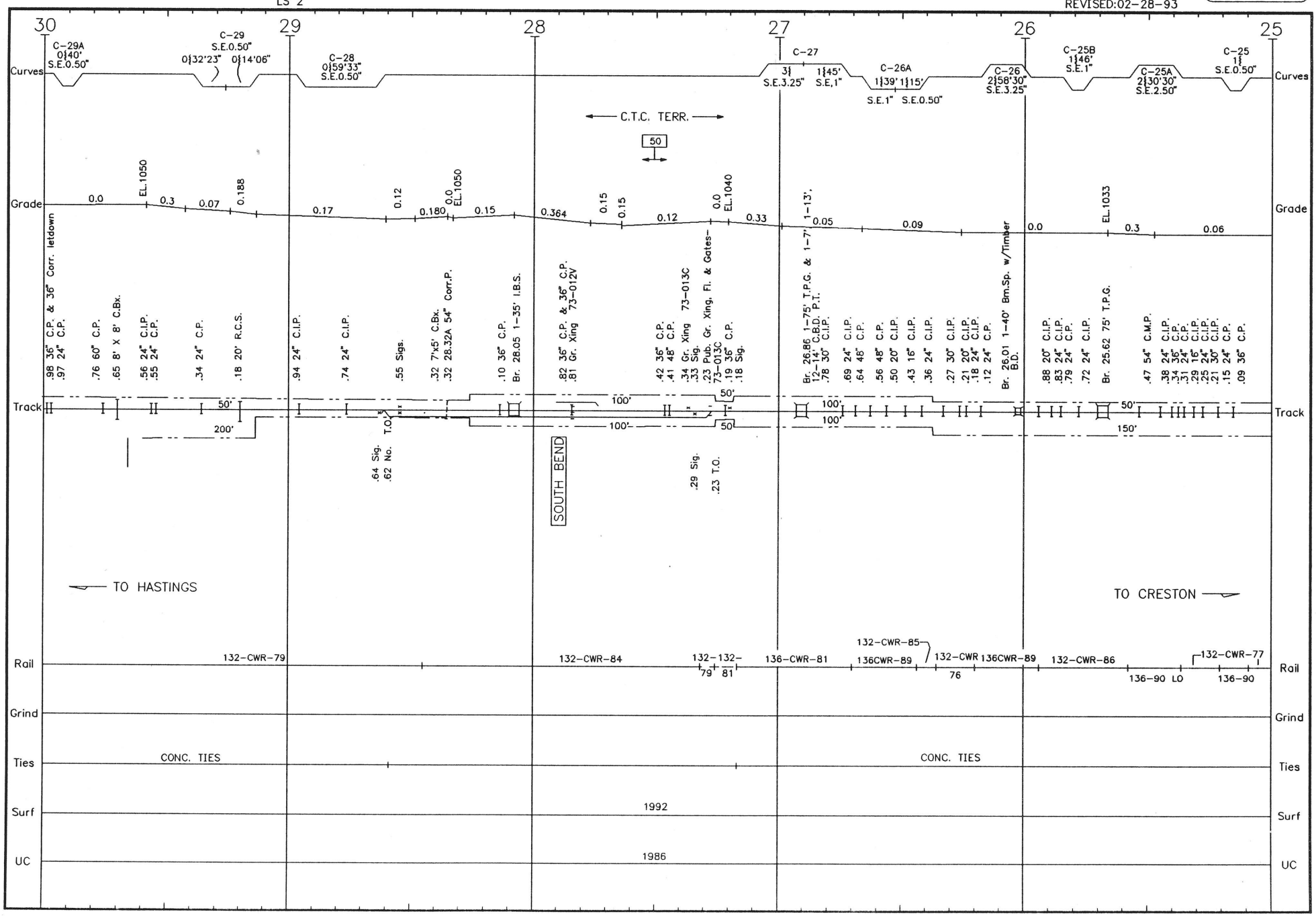
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CLCRE – 23

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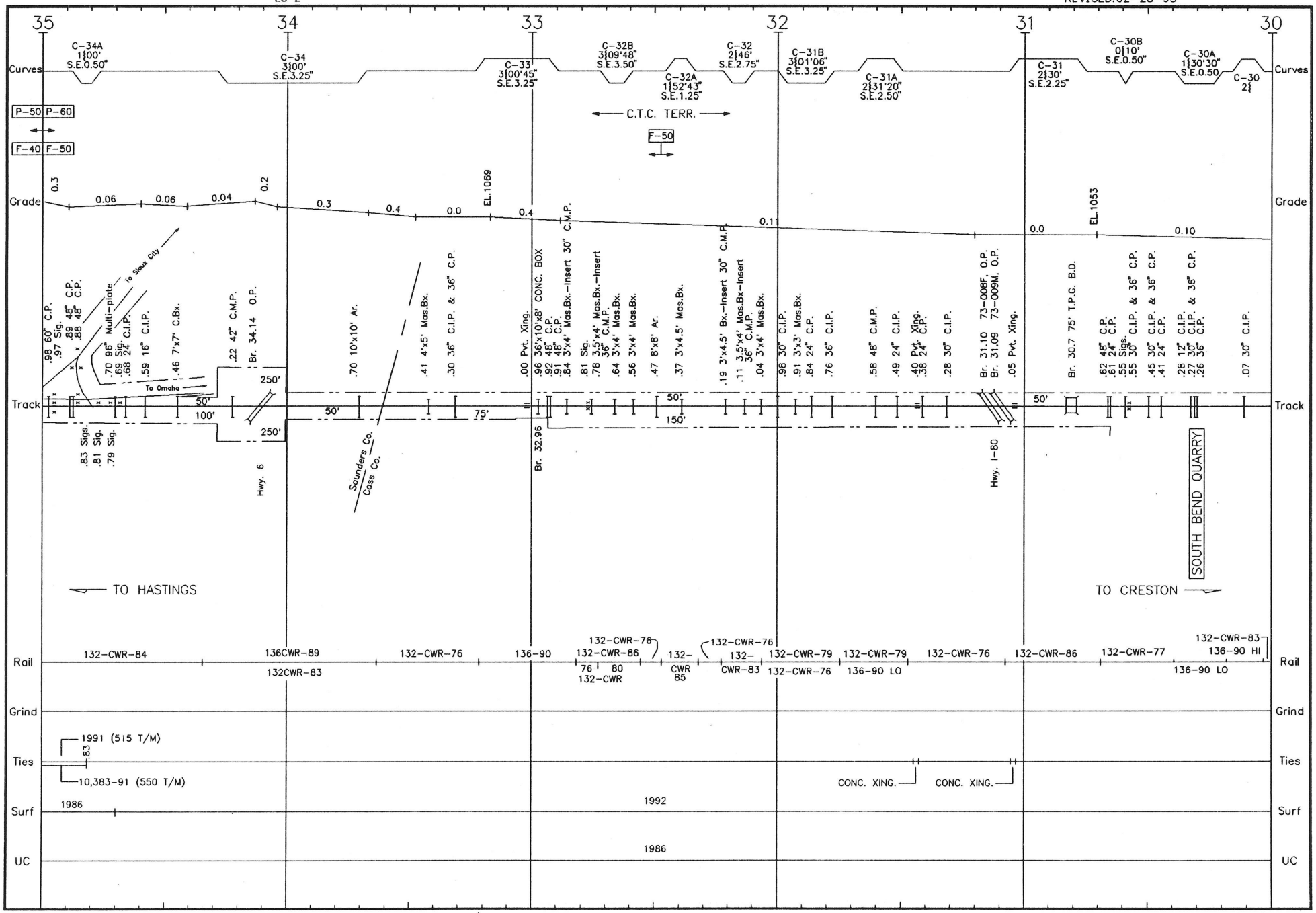
REVISED:02-28-93



CLCRE – 24

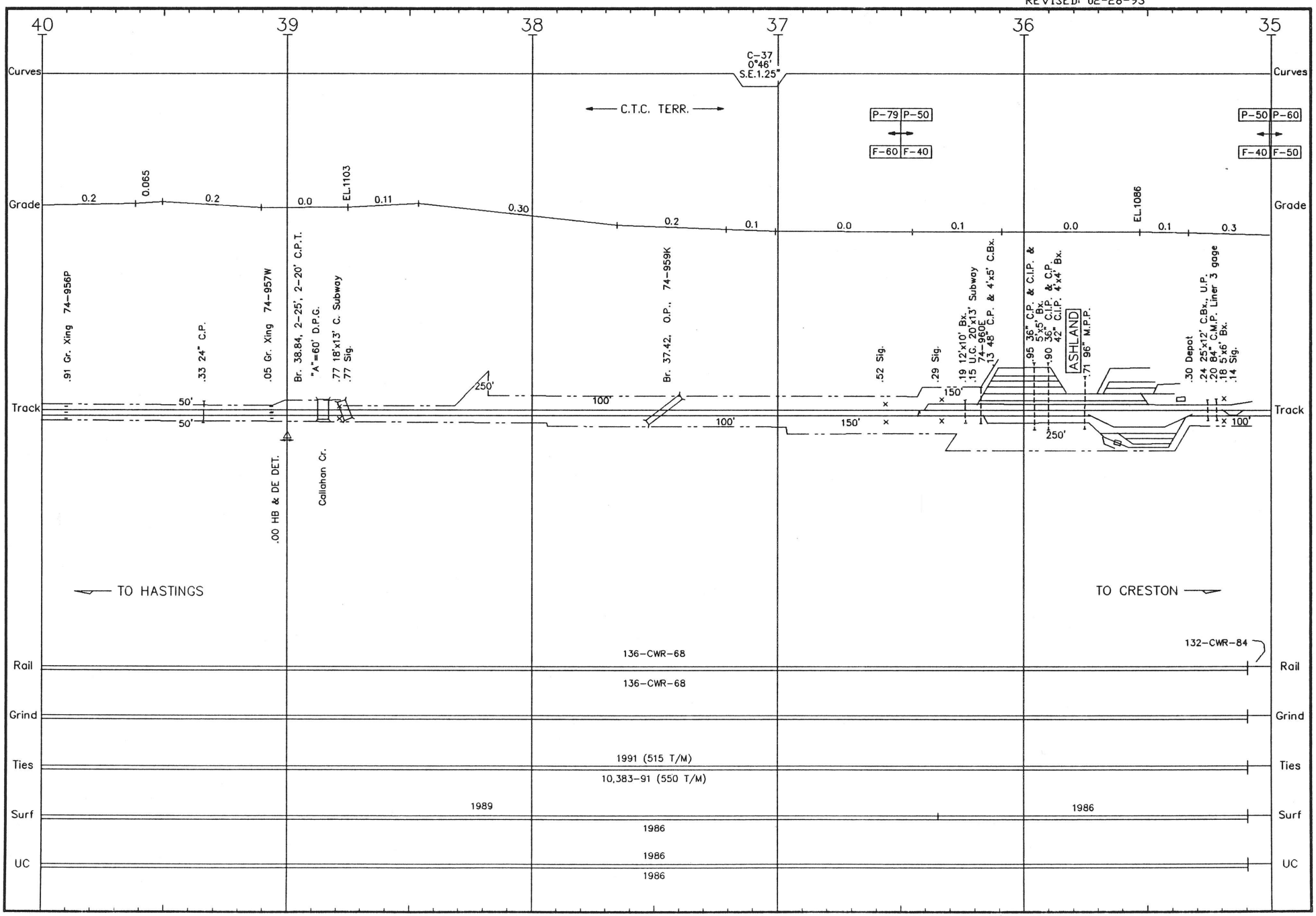
LS 2

REVISED:02-28-93



CLCRE – 25

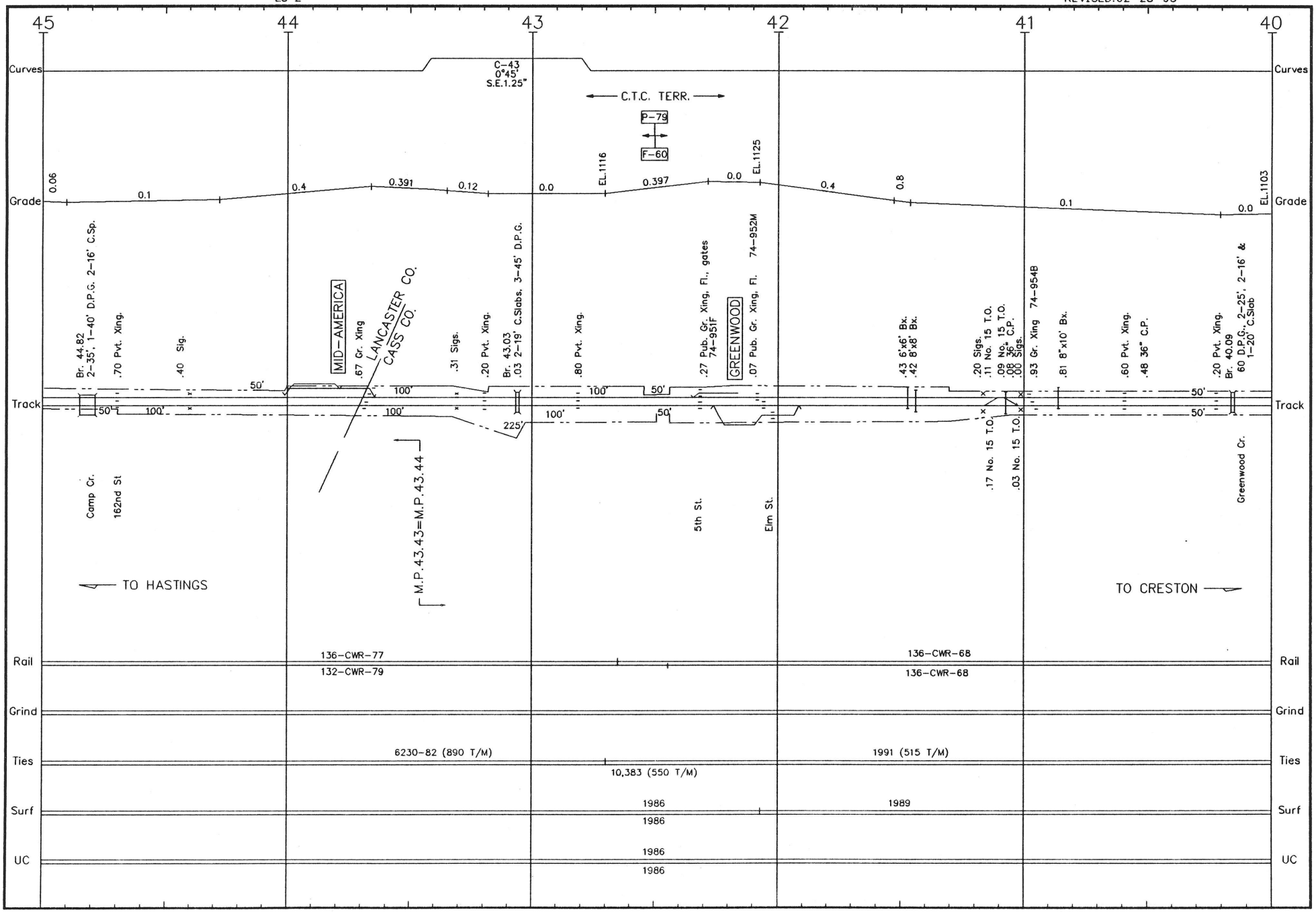
REVISED: 02-28-93



CLCRE – 26

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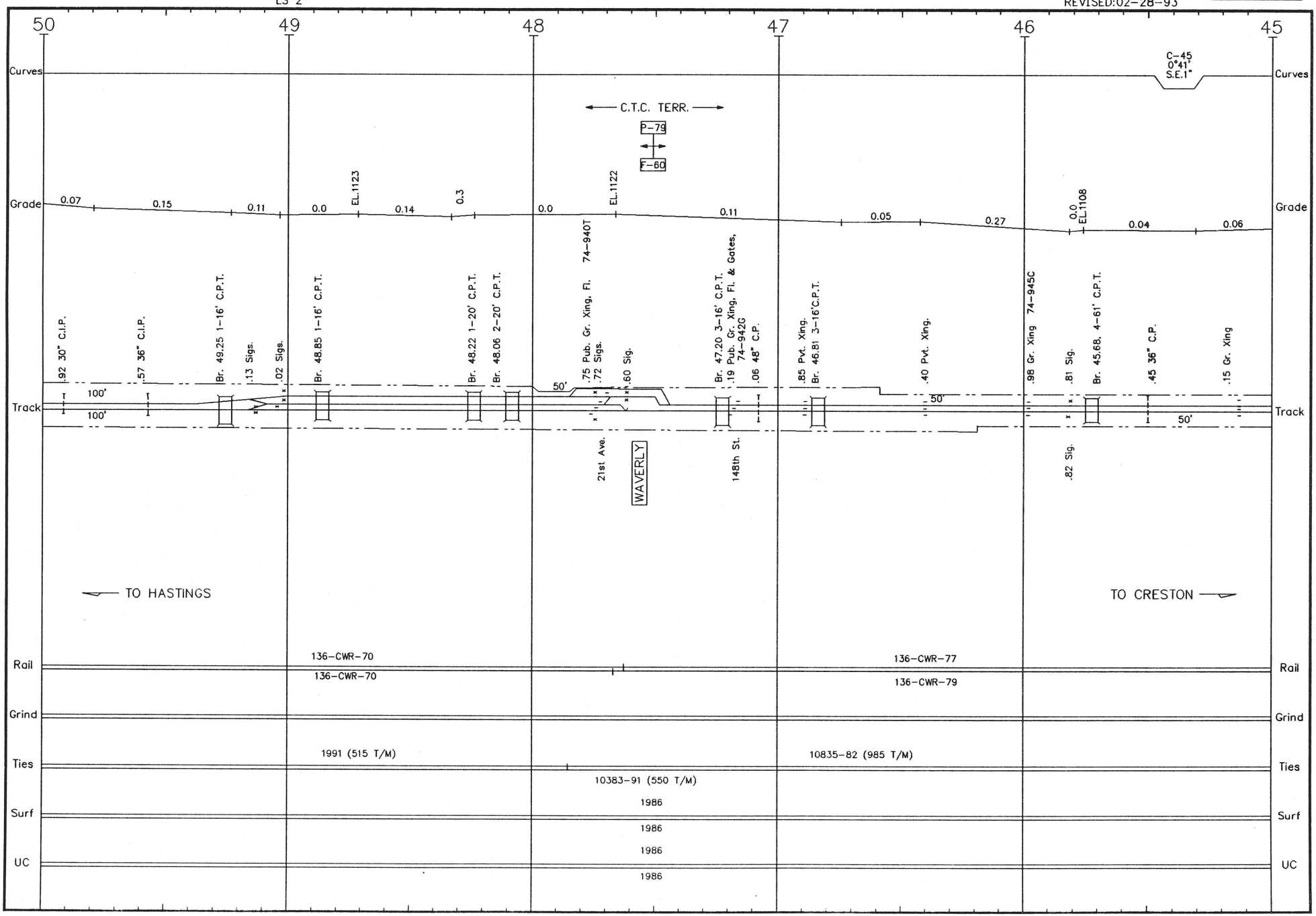
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CLCRE – 27

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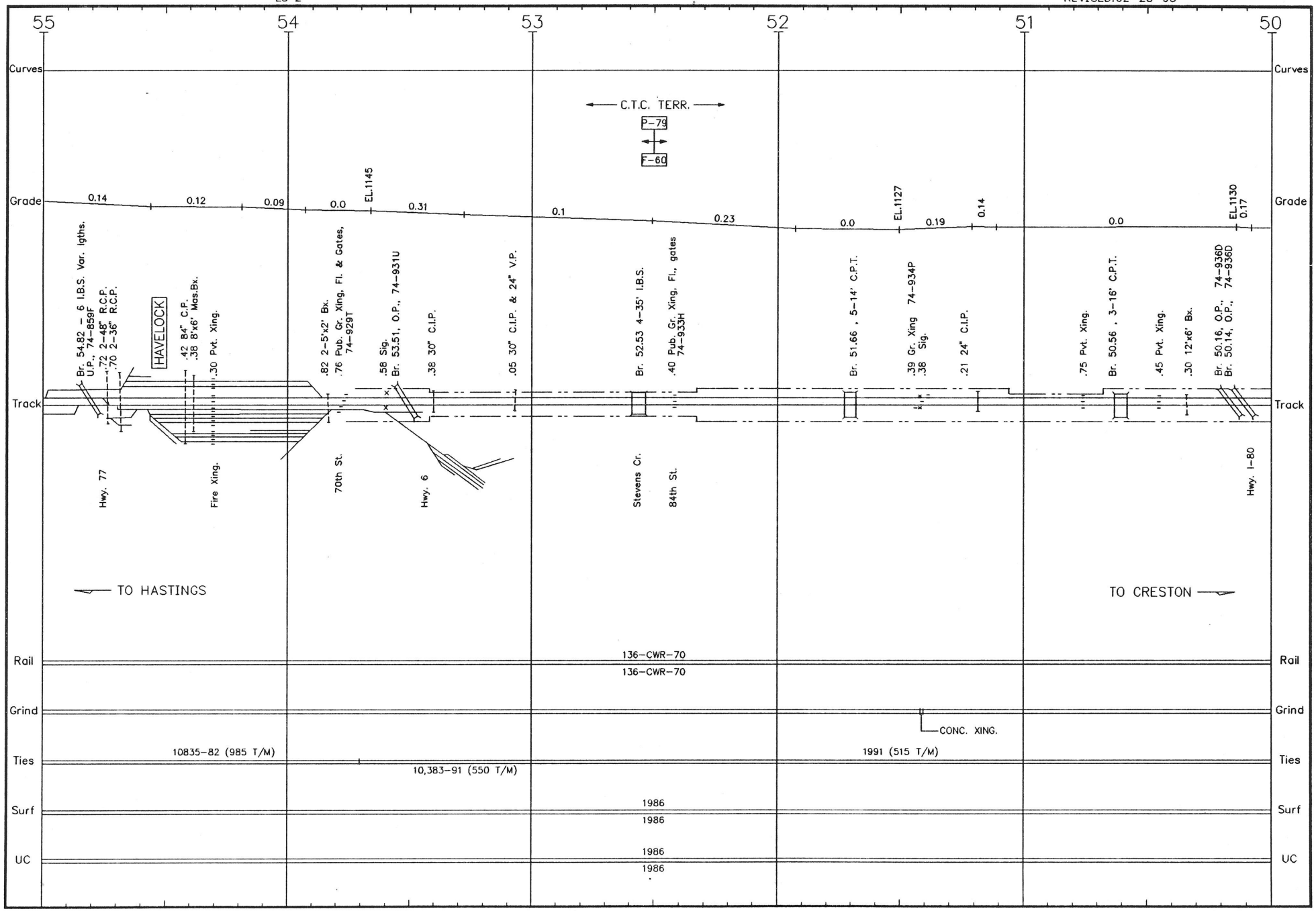
REVISED:02-28-93



CLCRE – 28

LS 2

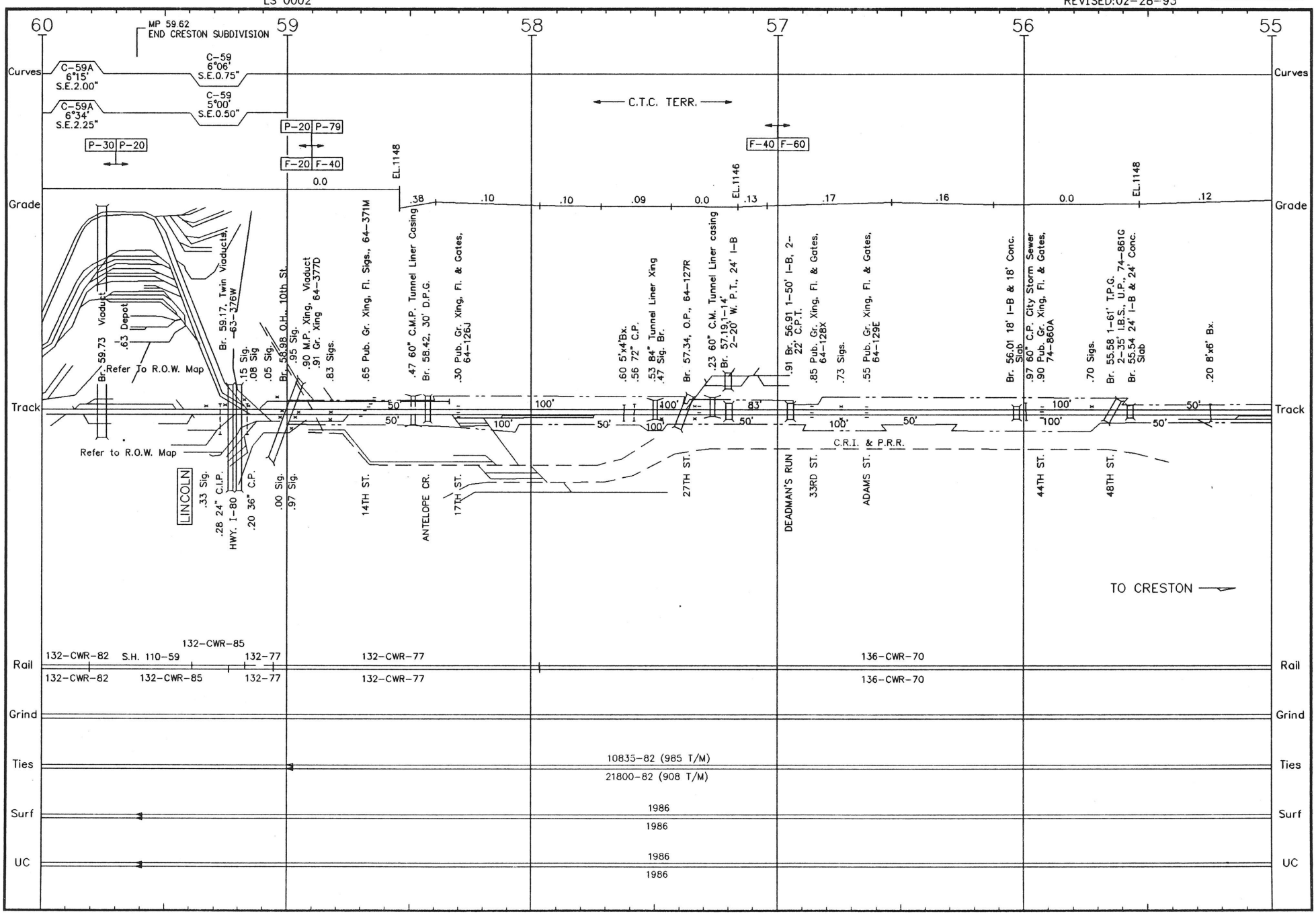
REVISED:02-28-93



CLCRE – 29

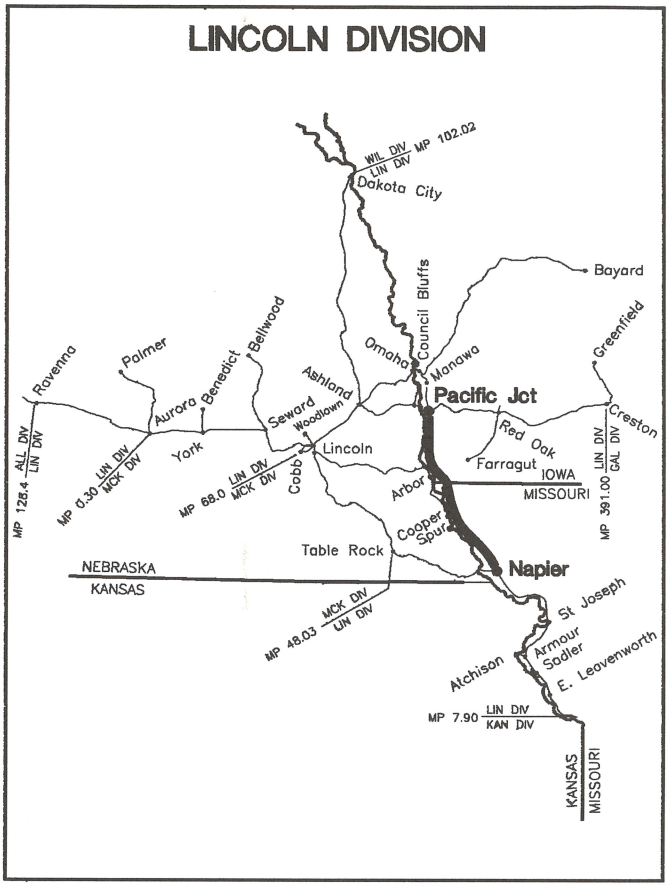
LS 0002

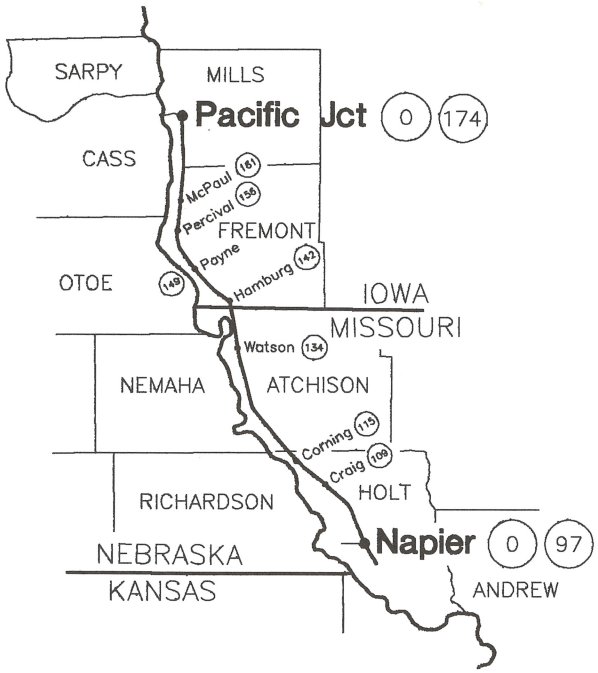
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BURLINGTON NORTHERN
LINCOLN DIVISION

NAPIER SUBDIVISION

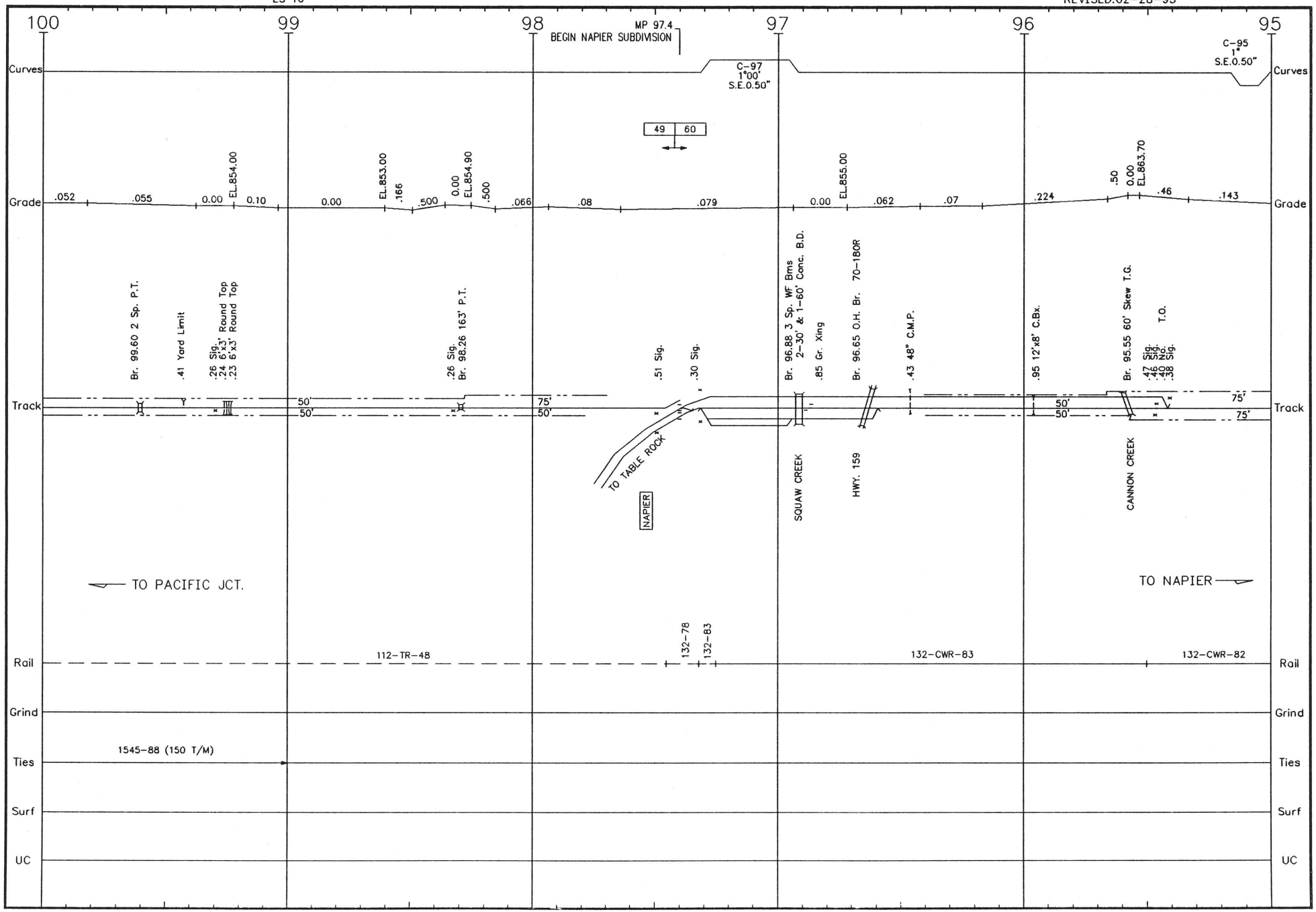




CLNAP-01

LS 16

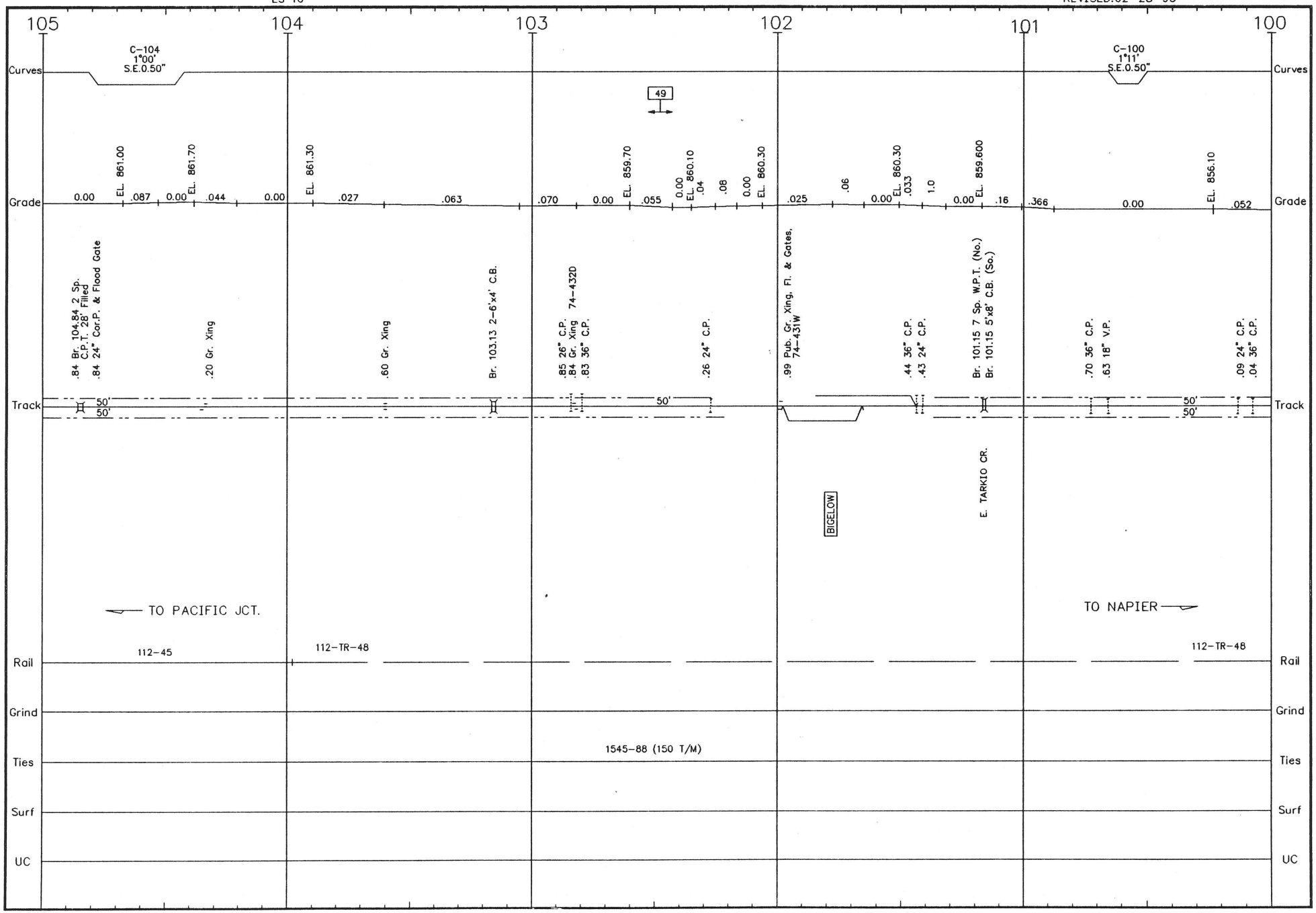
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CLNAP–02

LS 16

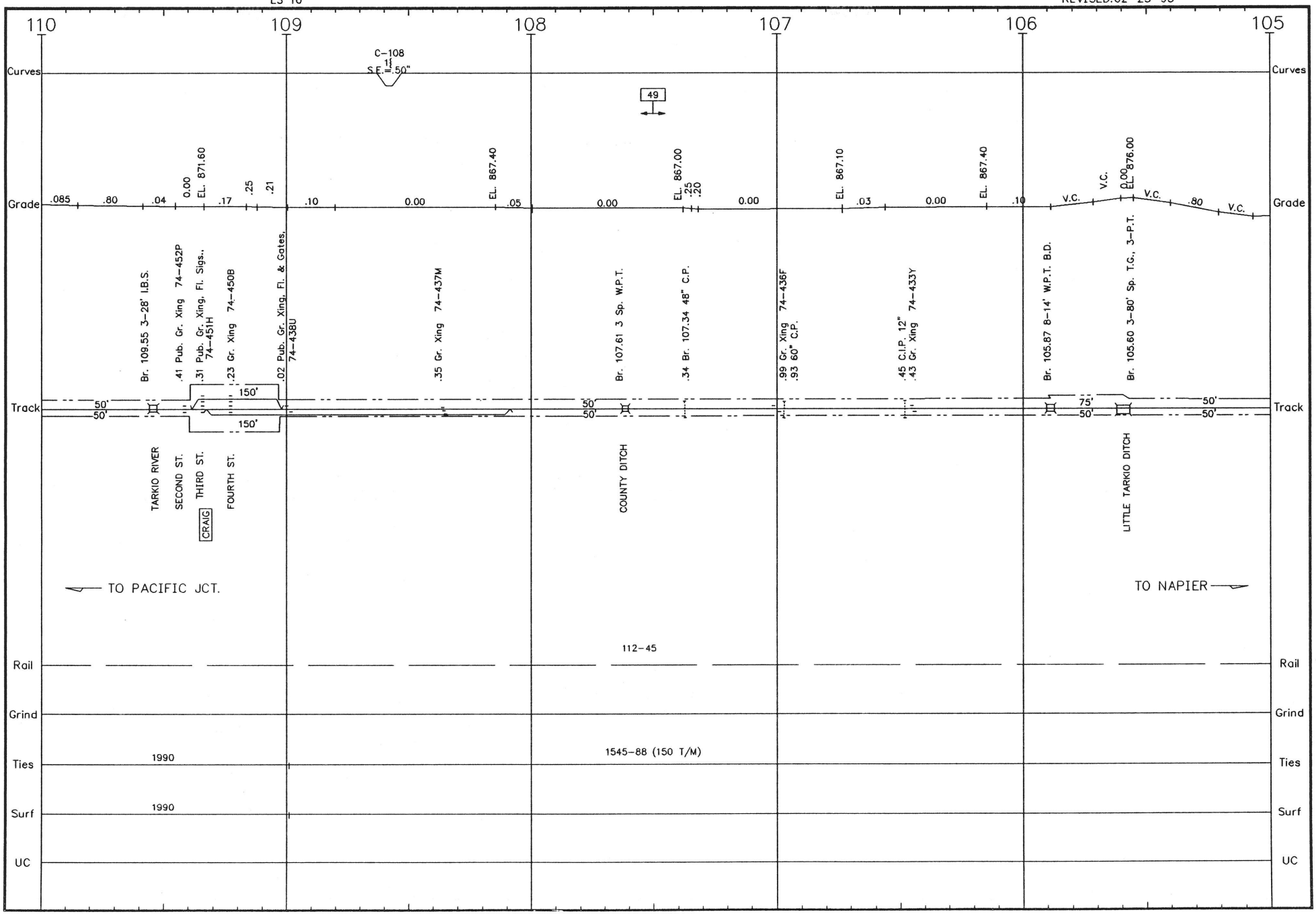
REVISED:02–28–93



CLNAP–03

LS 16

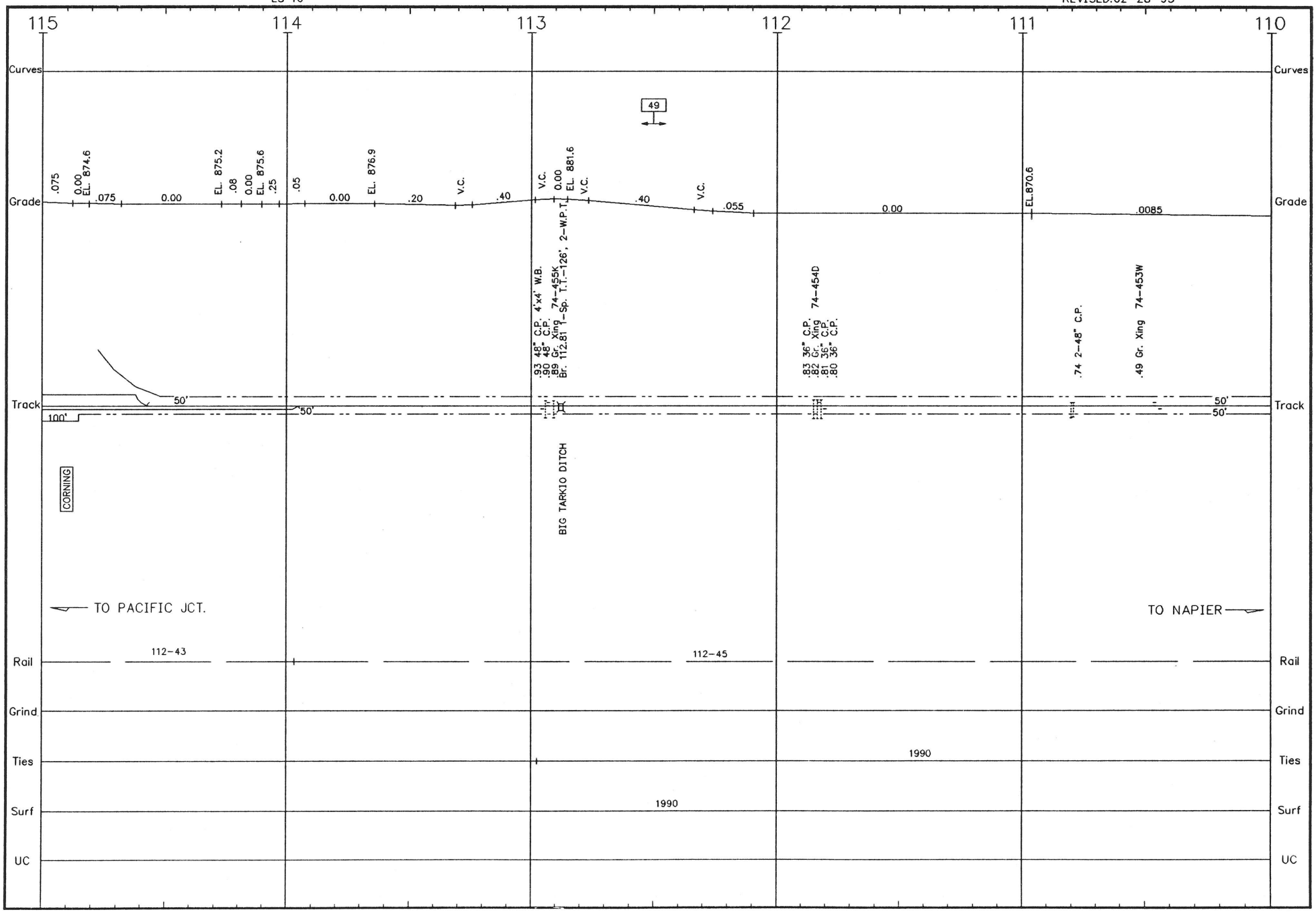
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CLNAP–04

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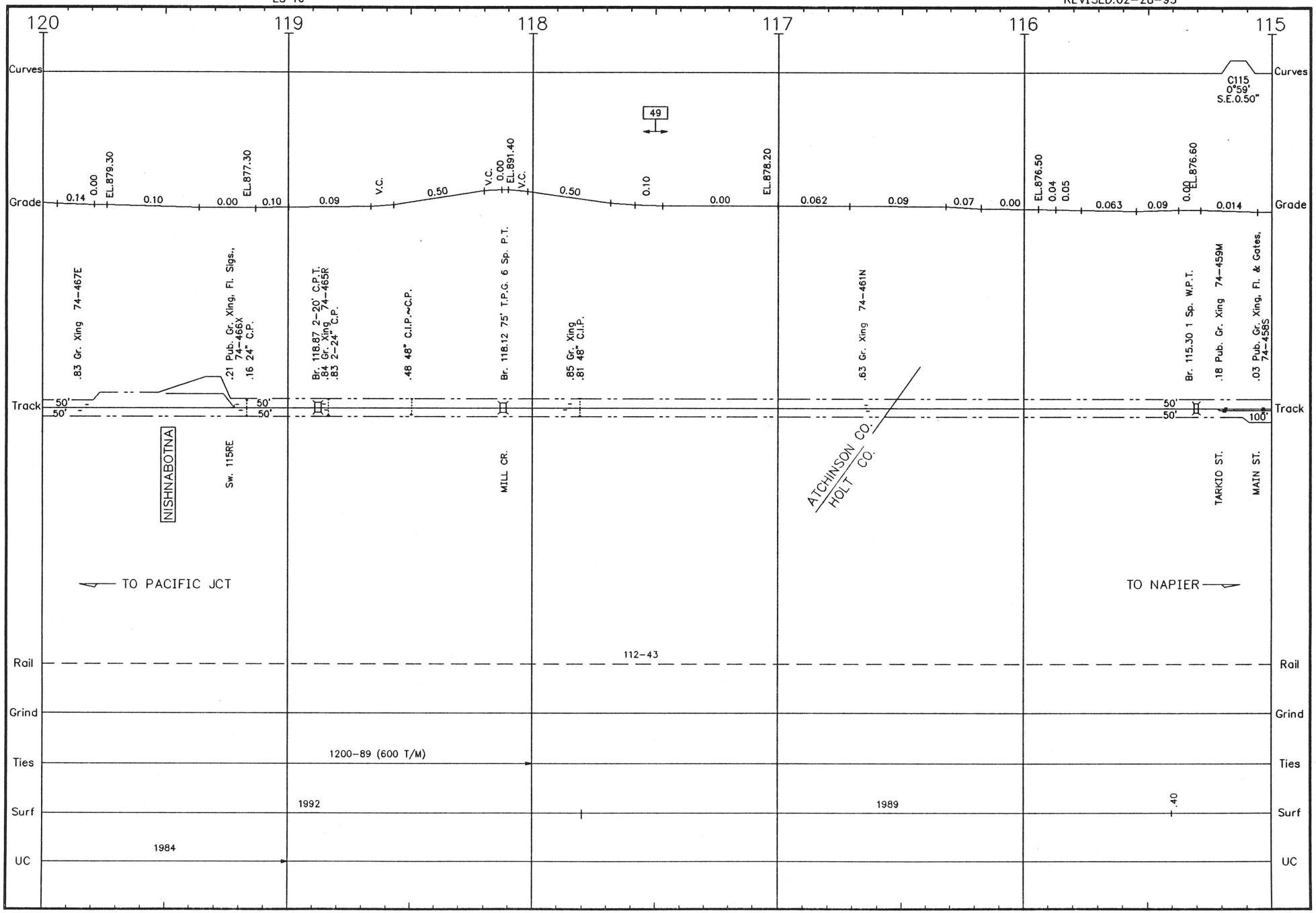
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CLNAP-05

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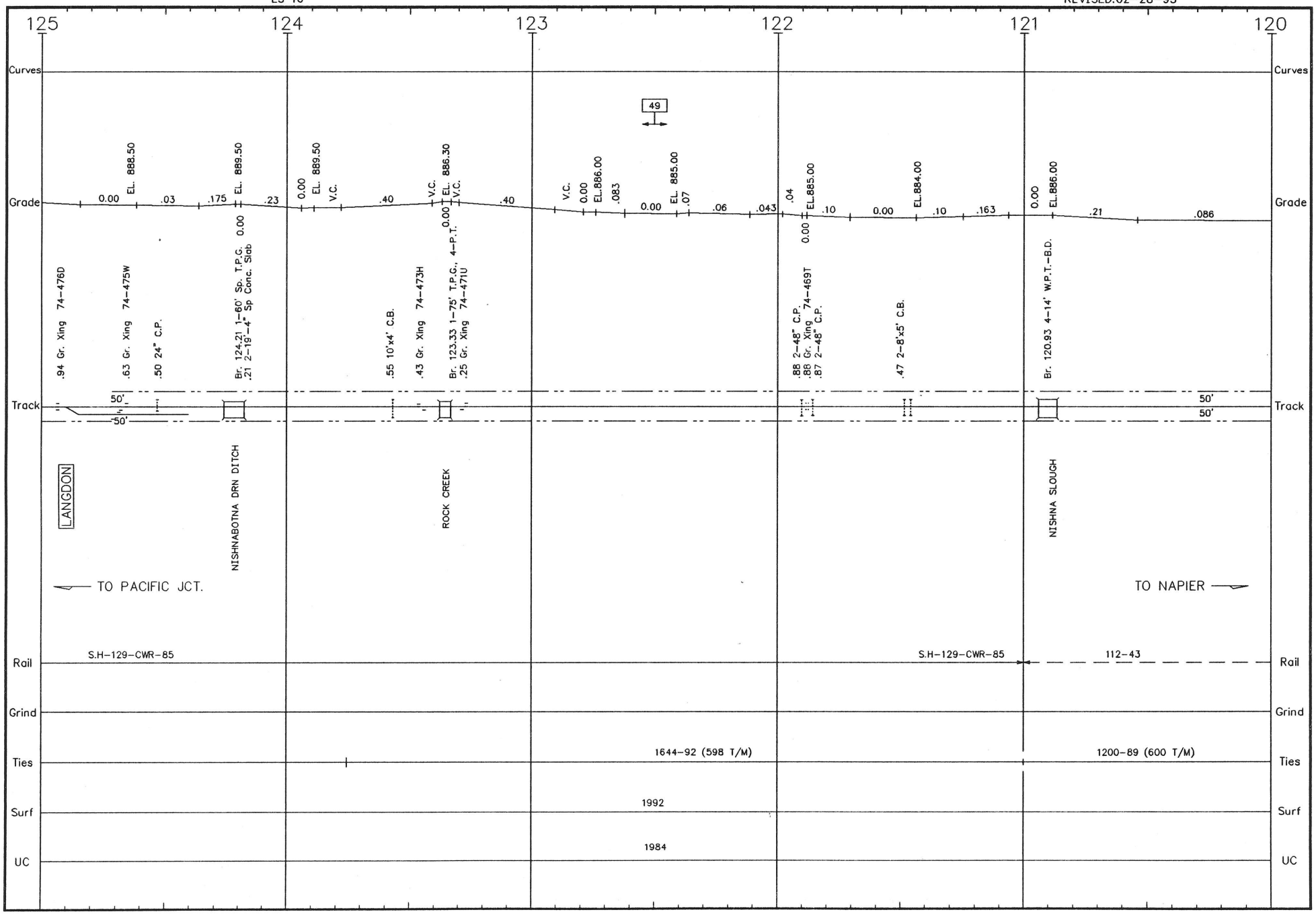
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CLNAP–06

LS 16

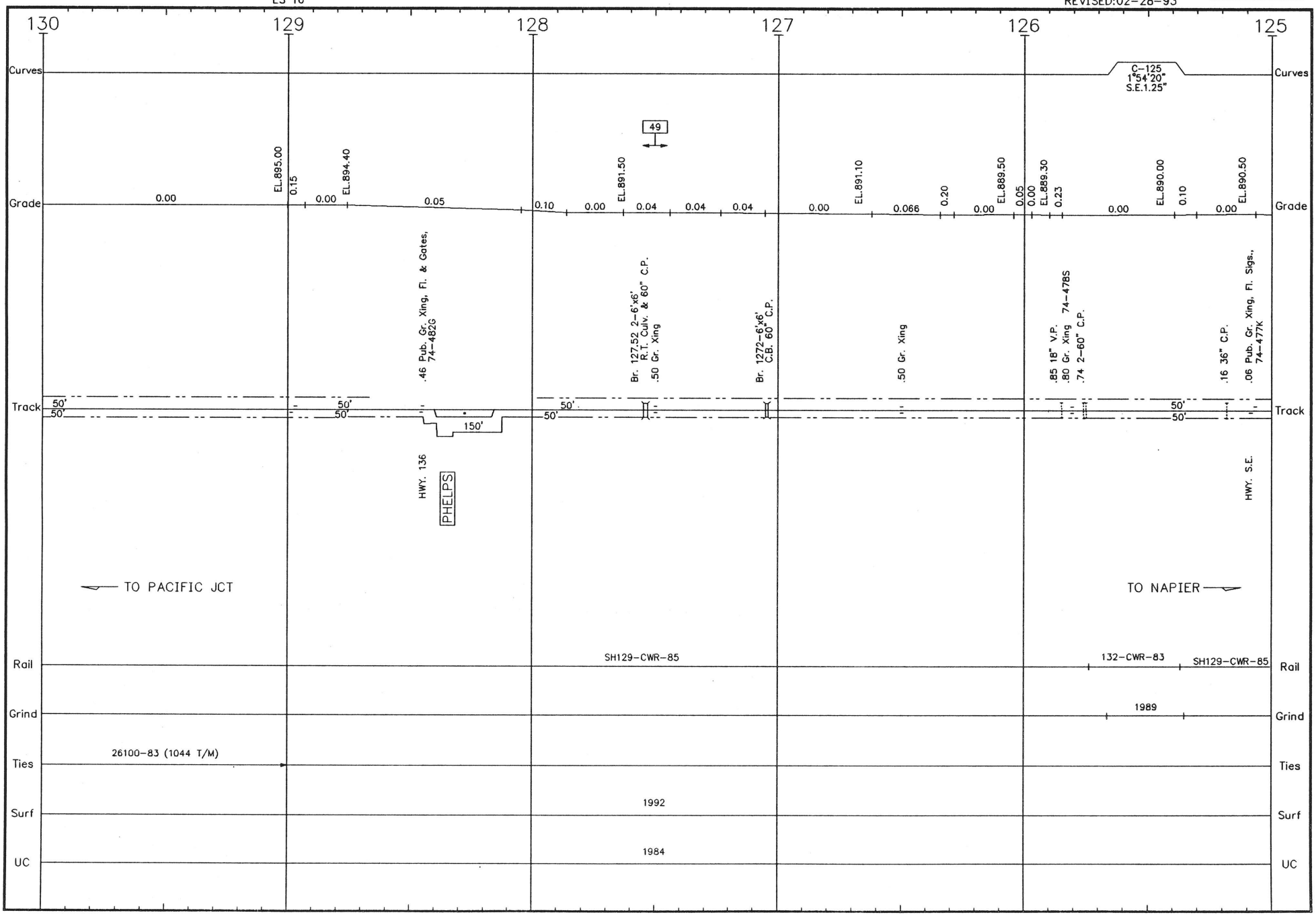
REVISED:02–28–93



CLNAP-07

LS 16

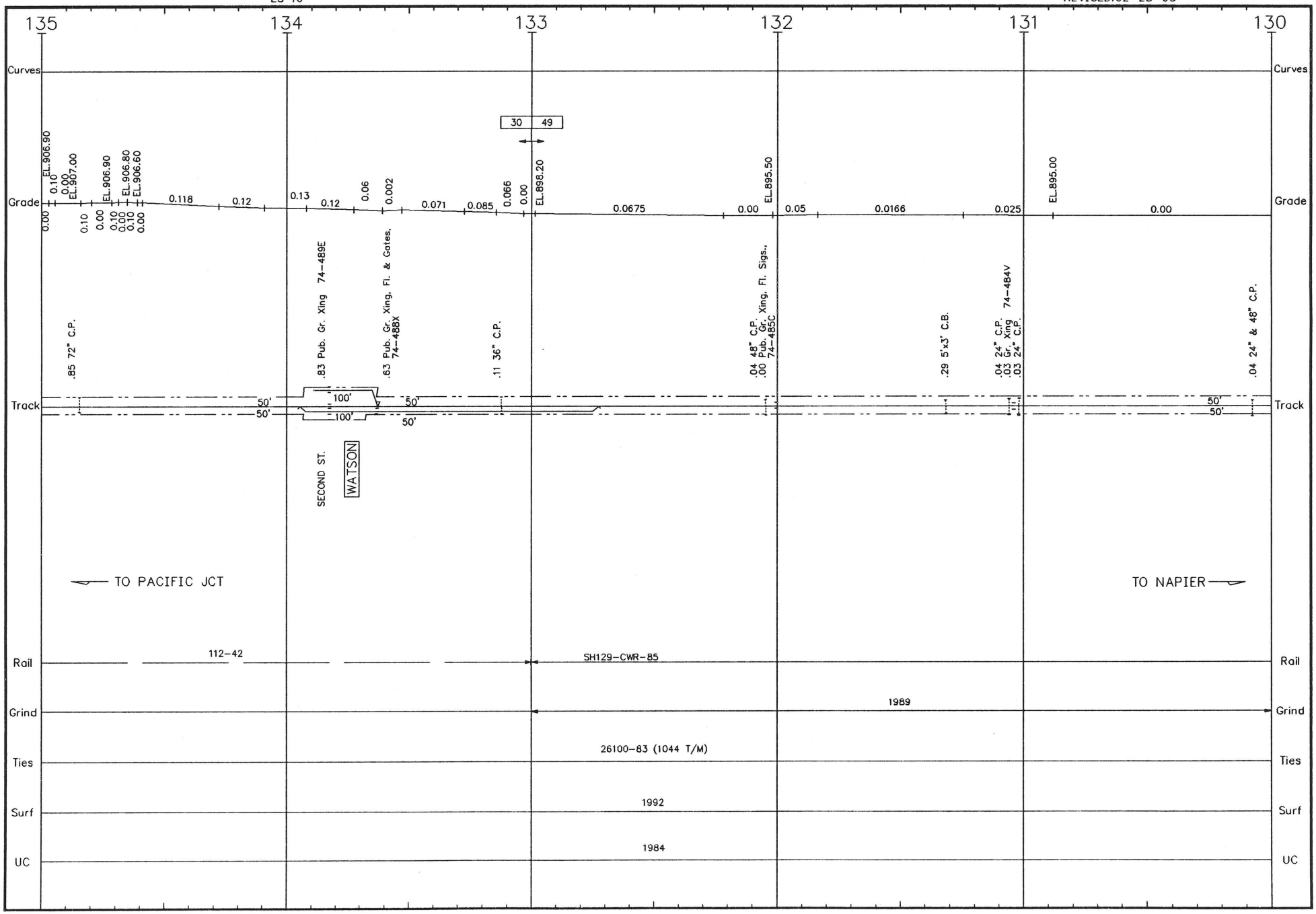
REVISED:02-28-93



CLNAP-08

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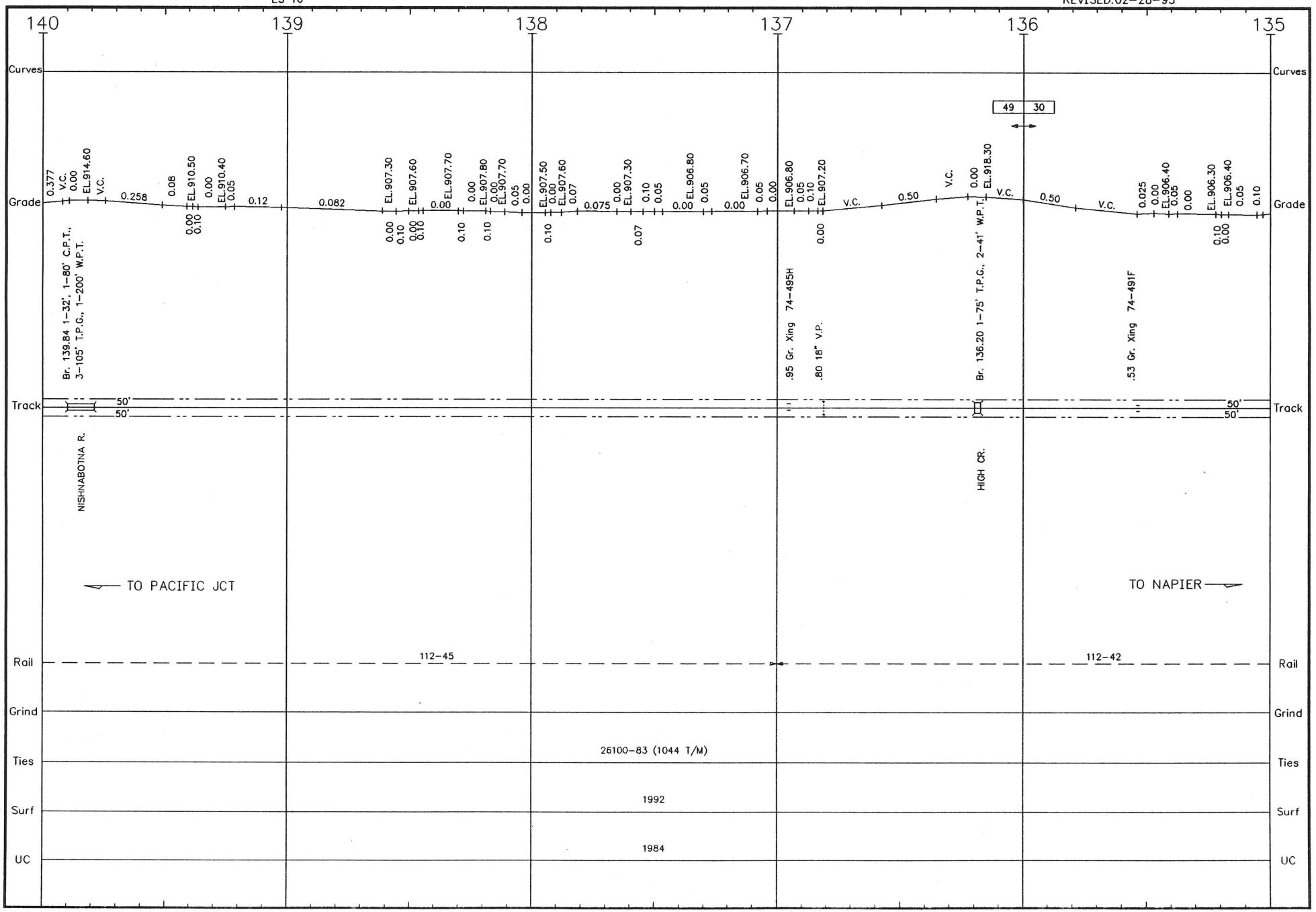
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CLNAP-09

LS 16

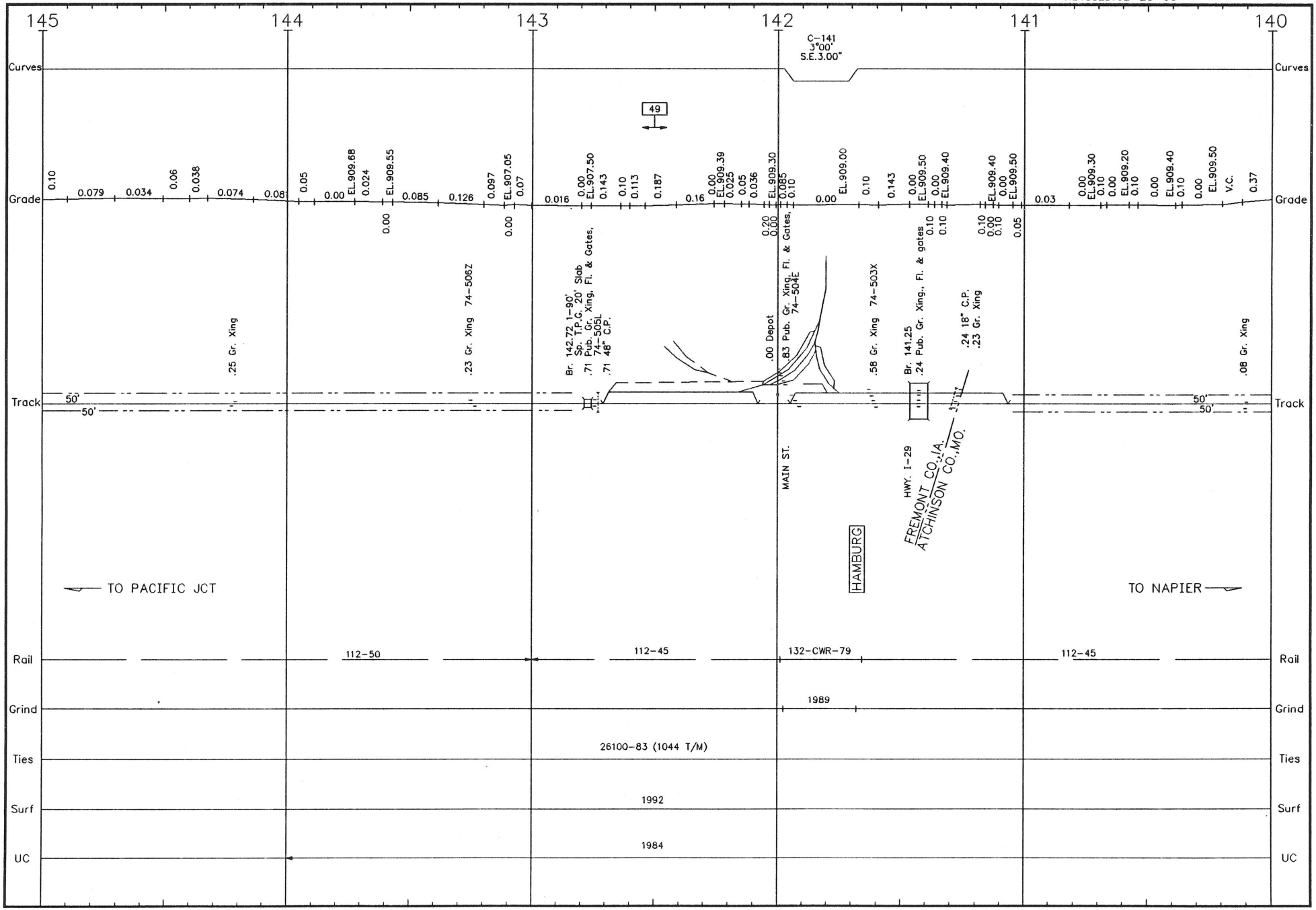
REVISED:02-28-93



CLNAP–10

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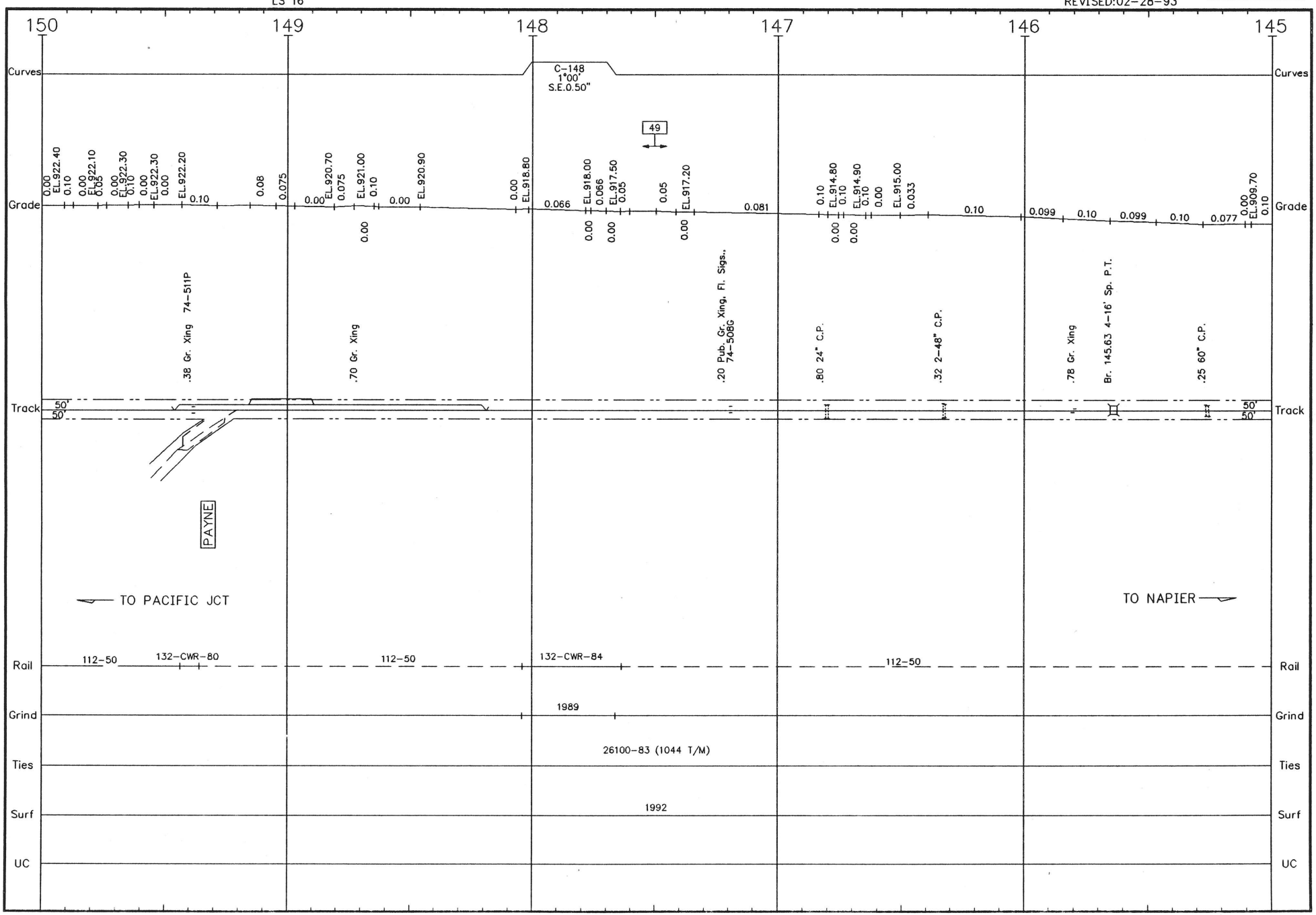
REVISED:02-28-93



CLNAP-11

LS 16

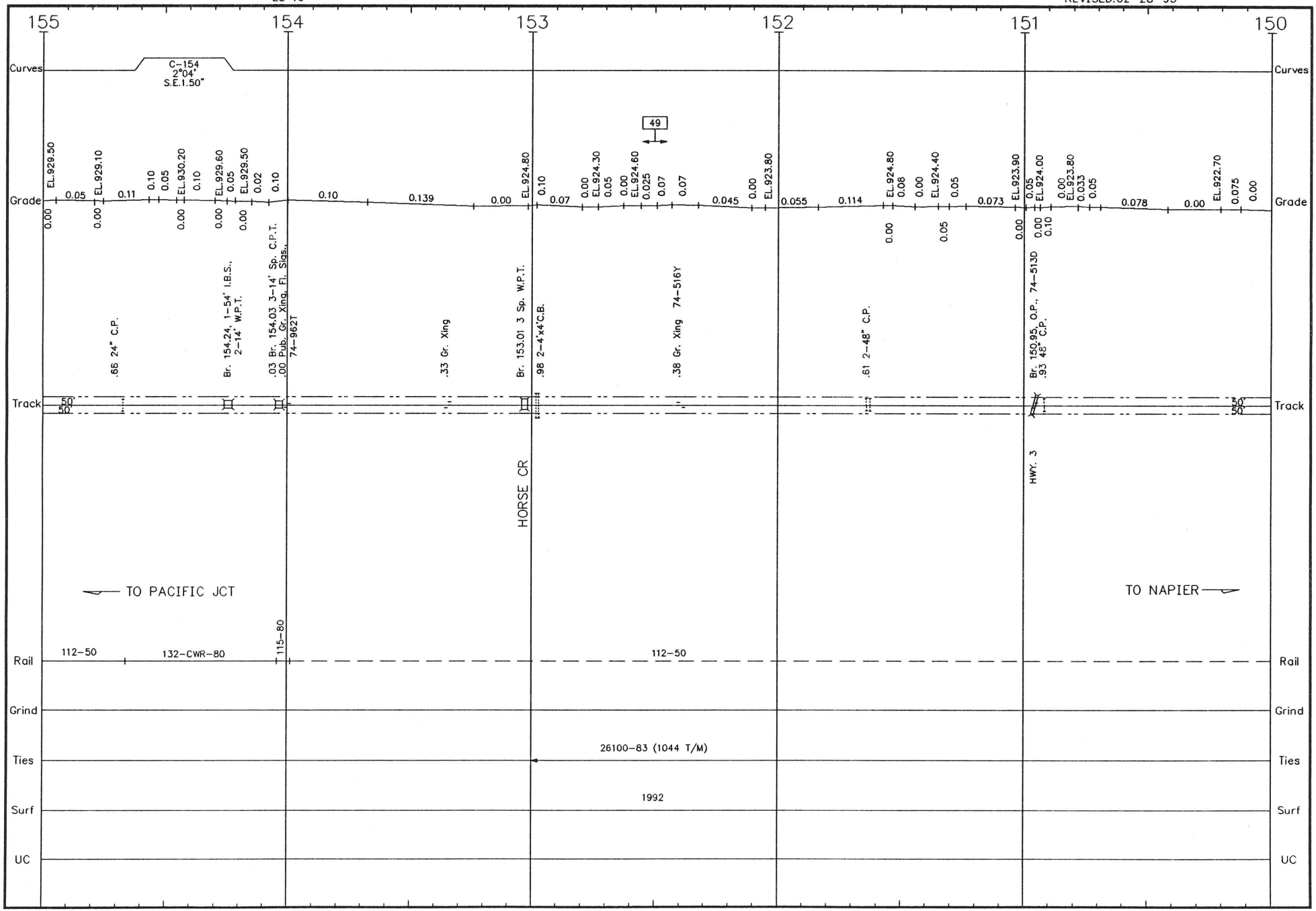
REVISED:02-28-93



CLNAP–12

LS 16

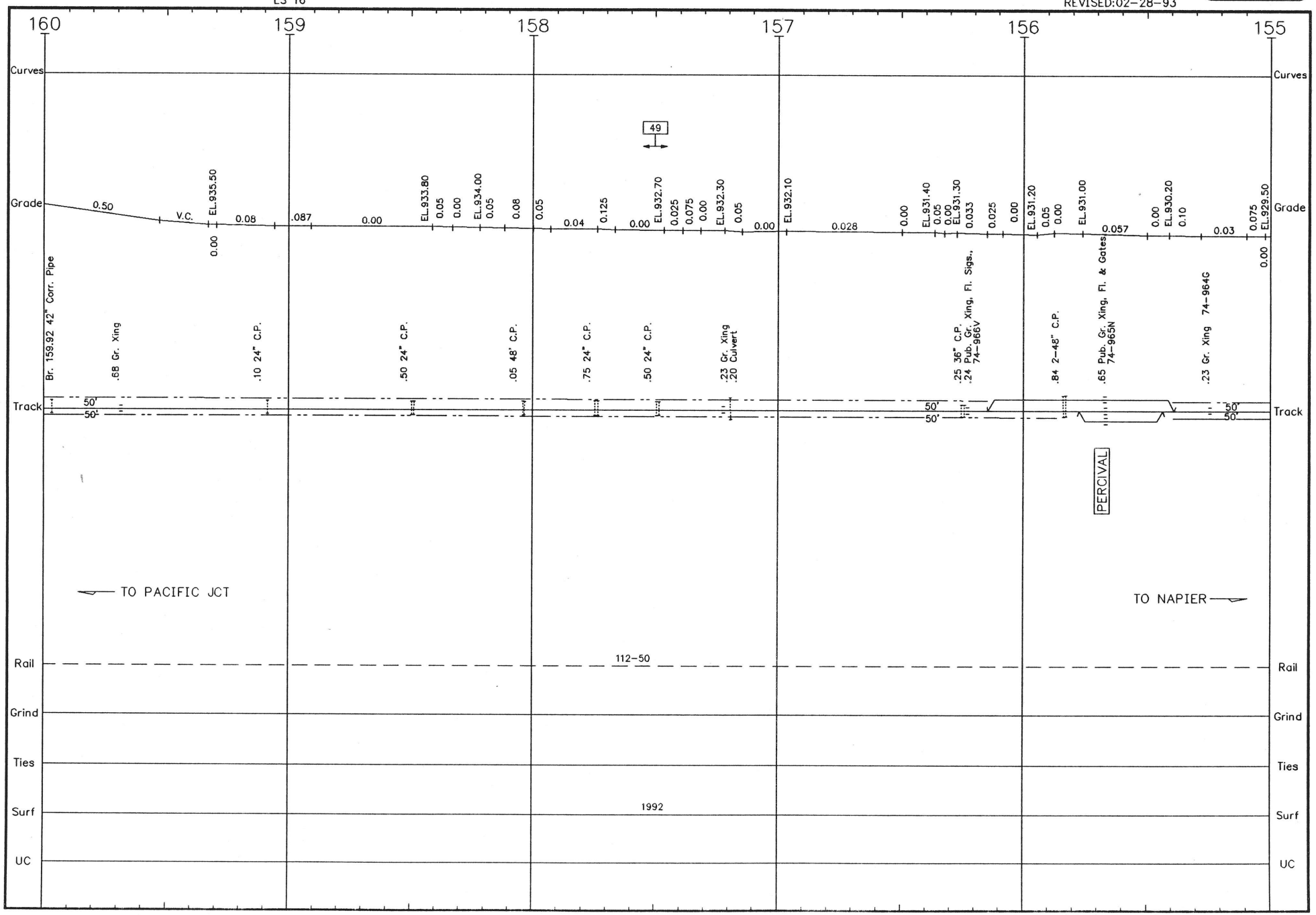
REVISED:02–28–93



CLNAP-13

LS 16

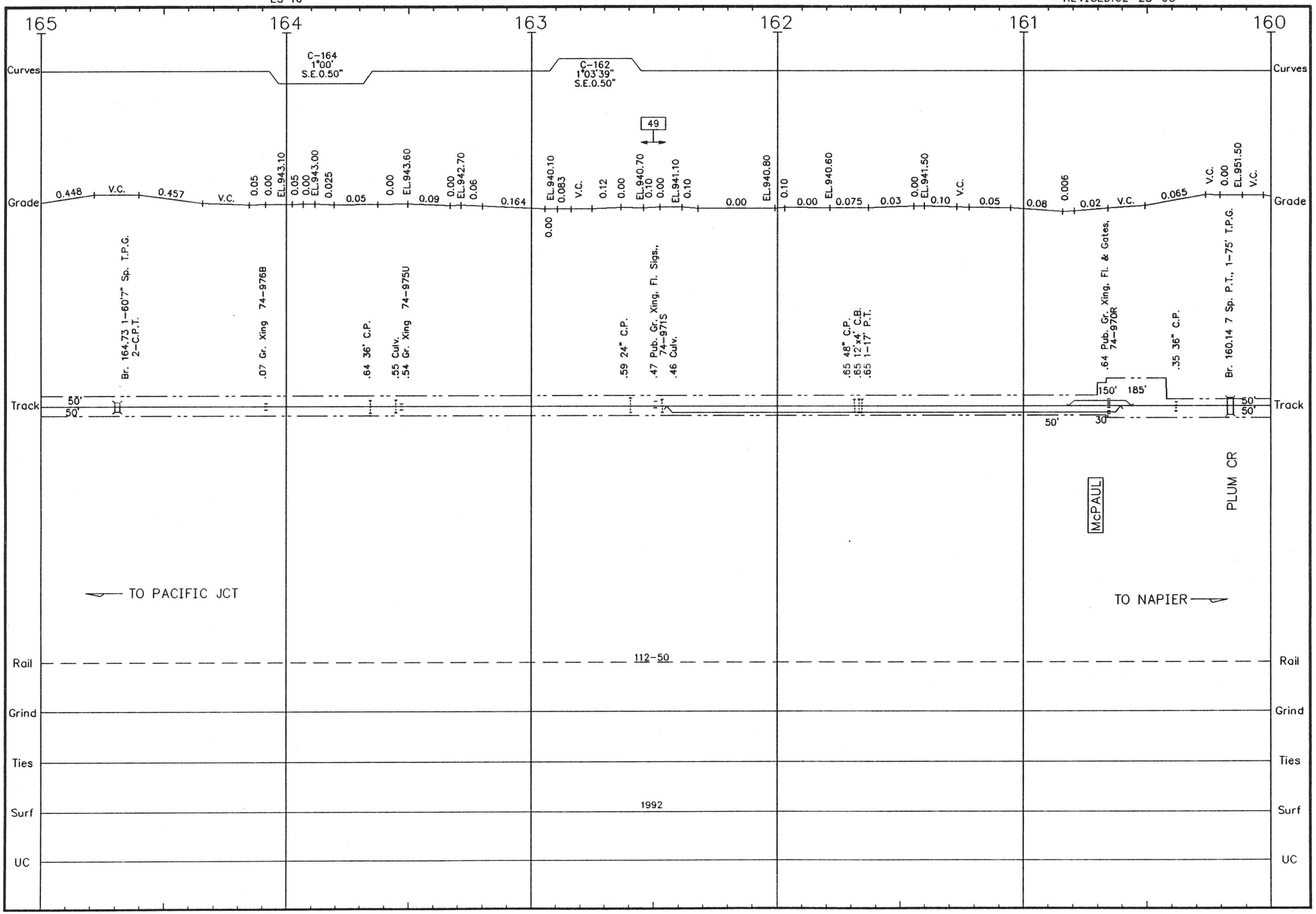
REVISED:02-28-93



CLNAP-14

LS 16

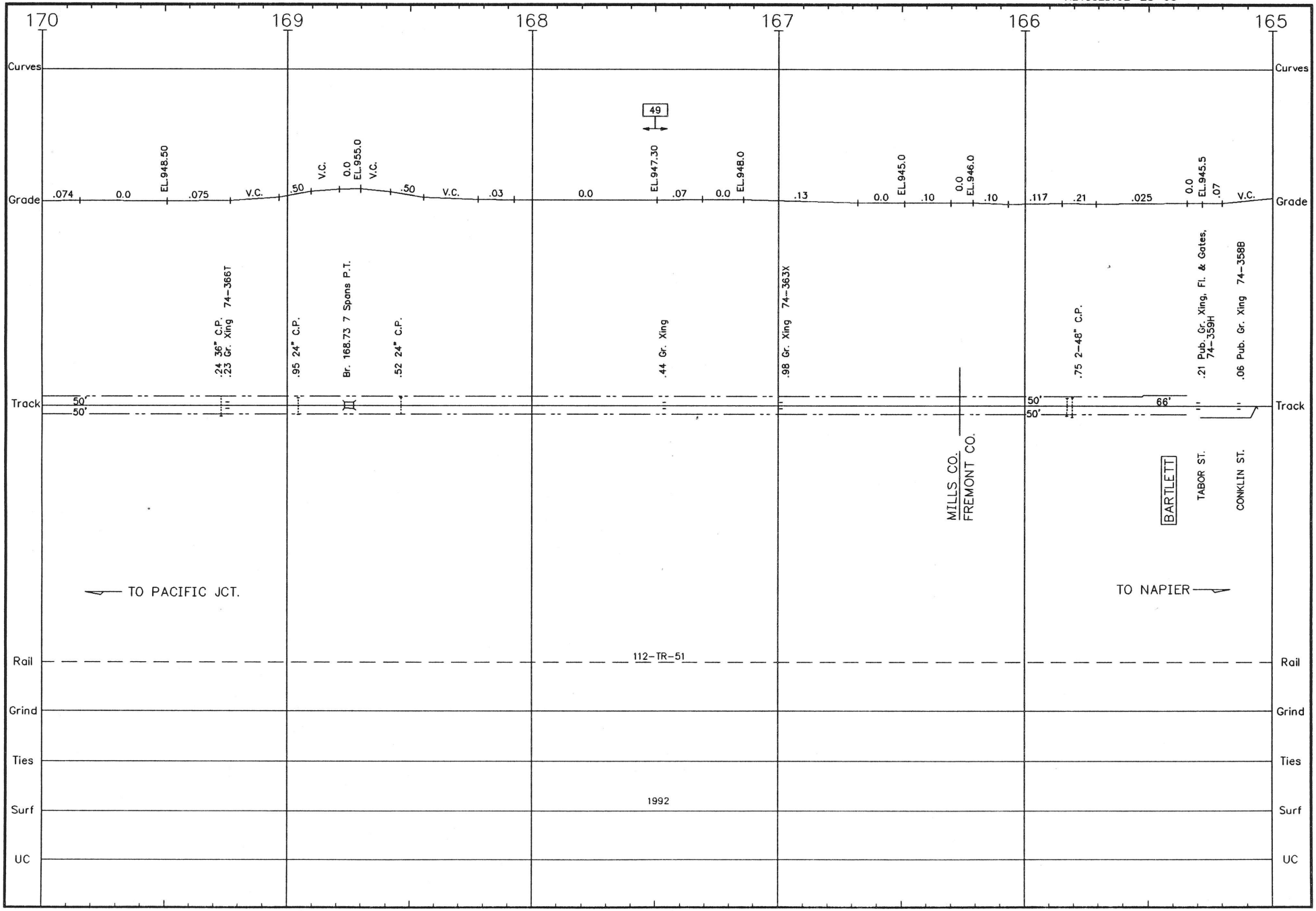
REVISED:02-28-93



CLNAP-15

LS 16

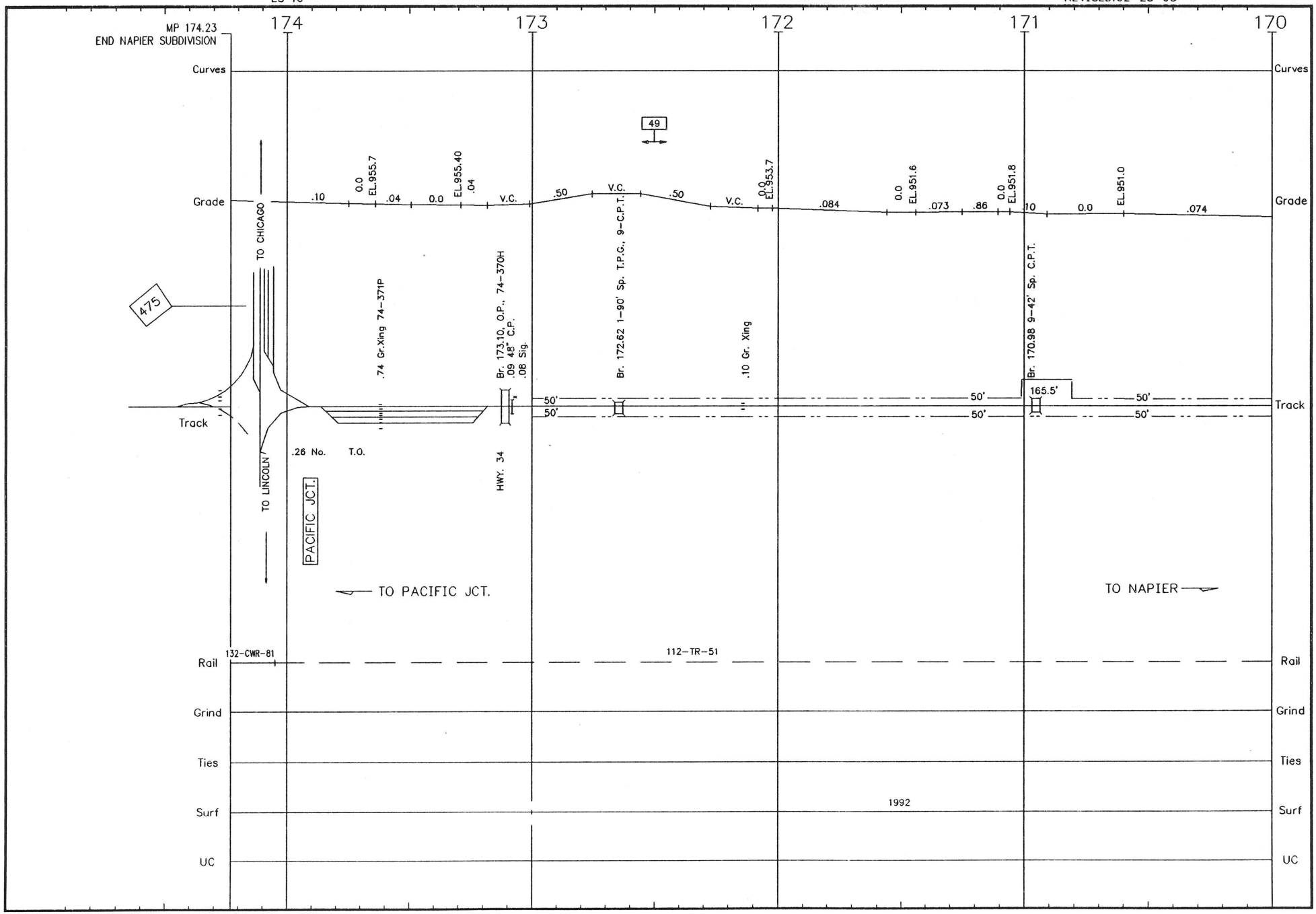
REVISED:02-28-93



CLNAP-16

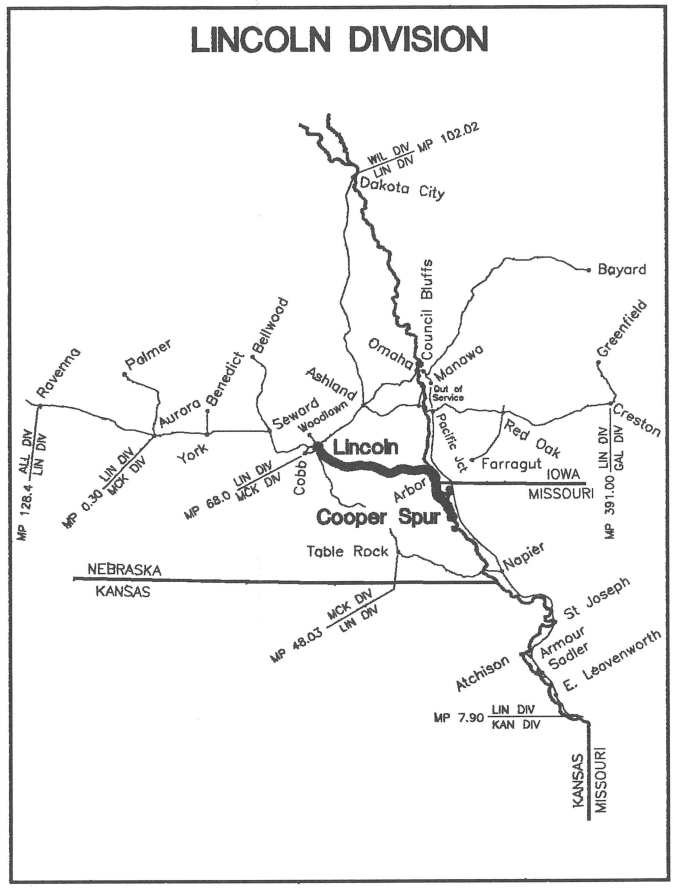
LS 16

REVISED:02-28--93

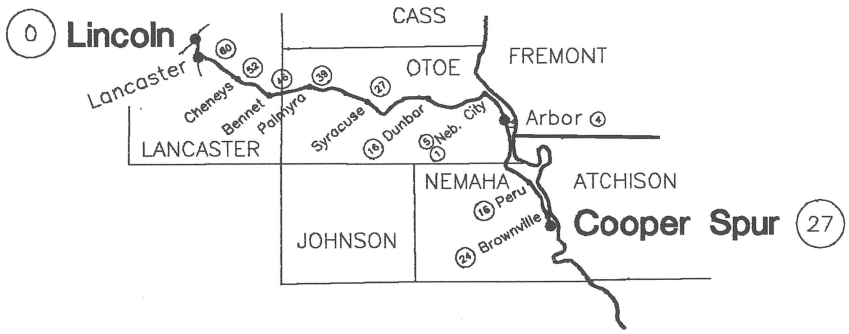


BURLINGTON NORTHERN
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NEBRASKA CITY SUBDIVISION



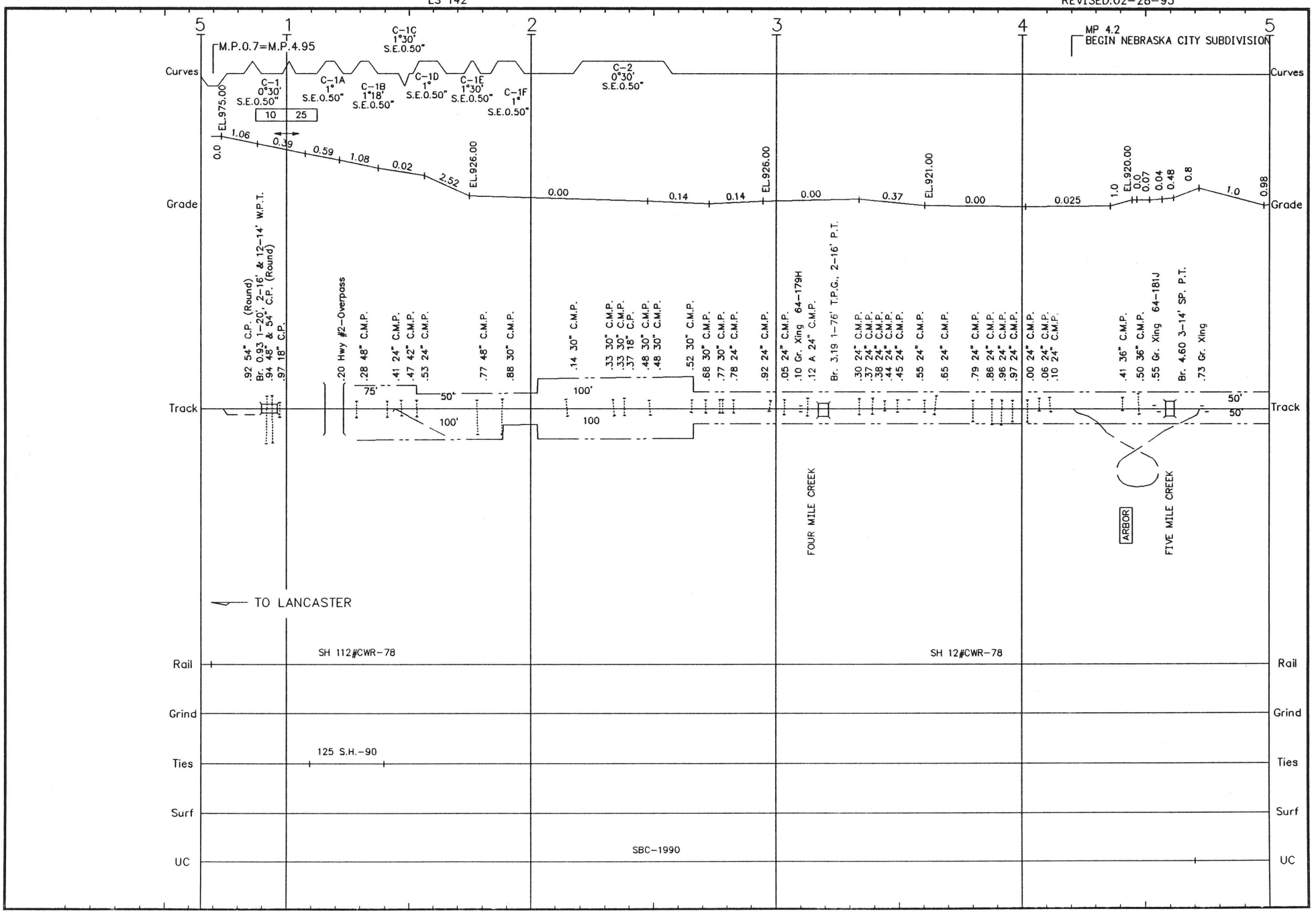
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CLNEB – 01

LS 142

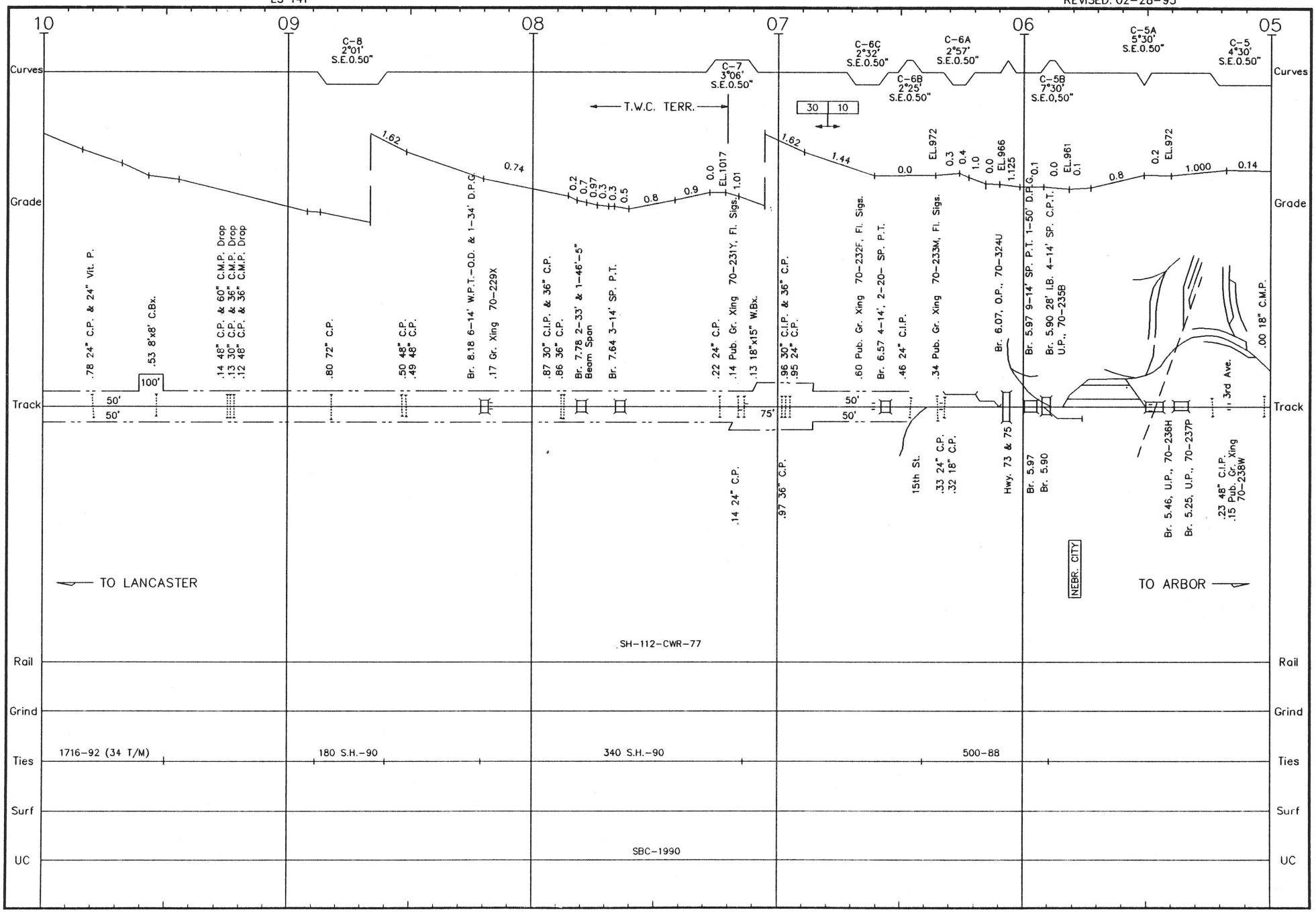
REVISED: 02-28-93



CLNEB – 02

LS 141

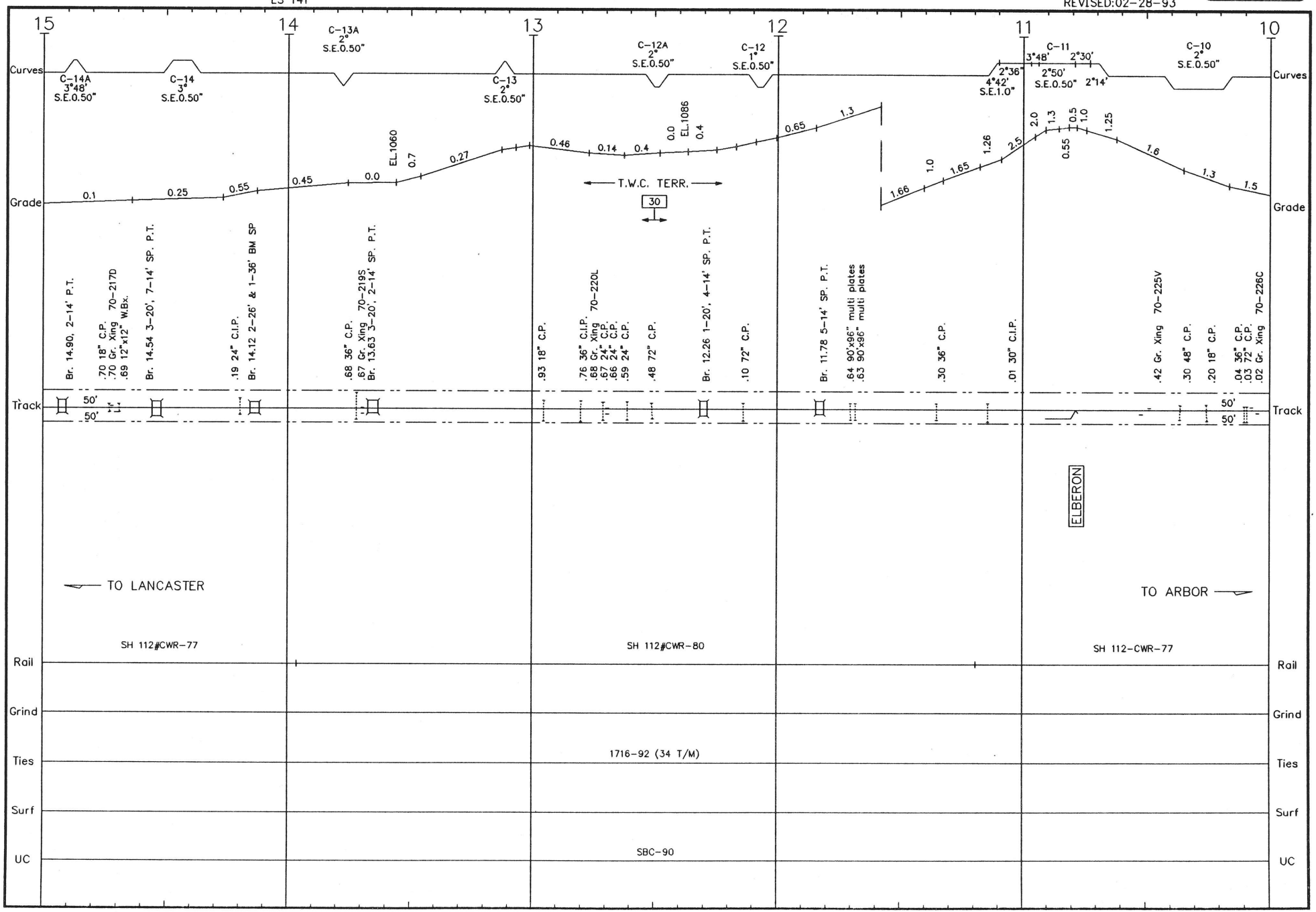
REVISED: 02-28-93



CLNEB – 03

REVISED: 02-28-93

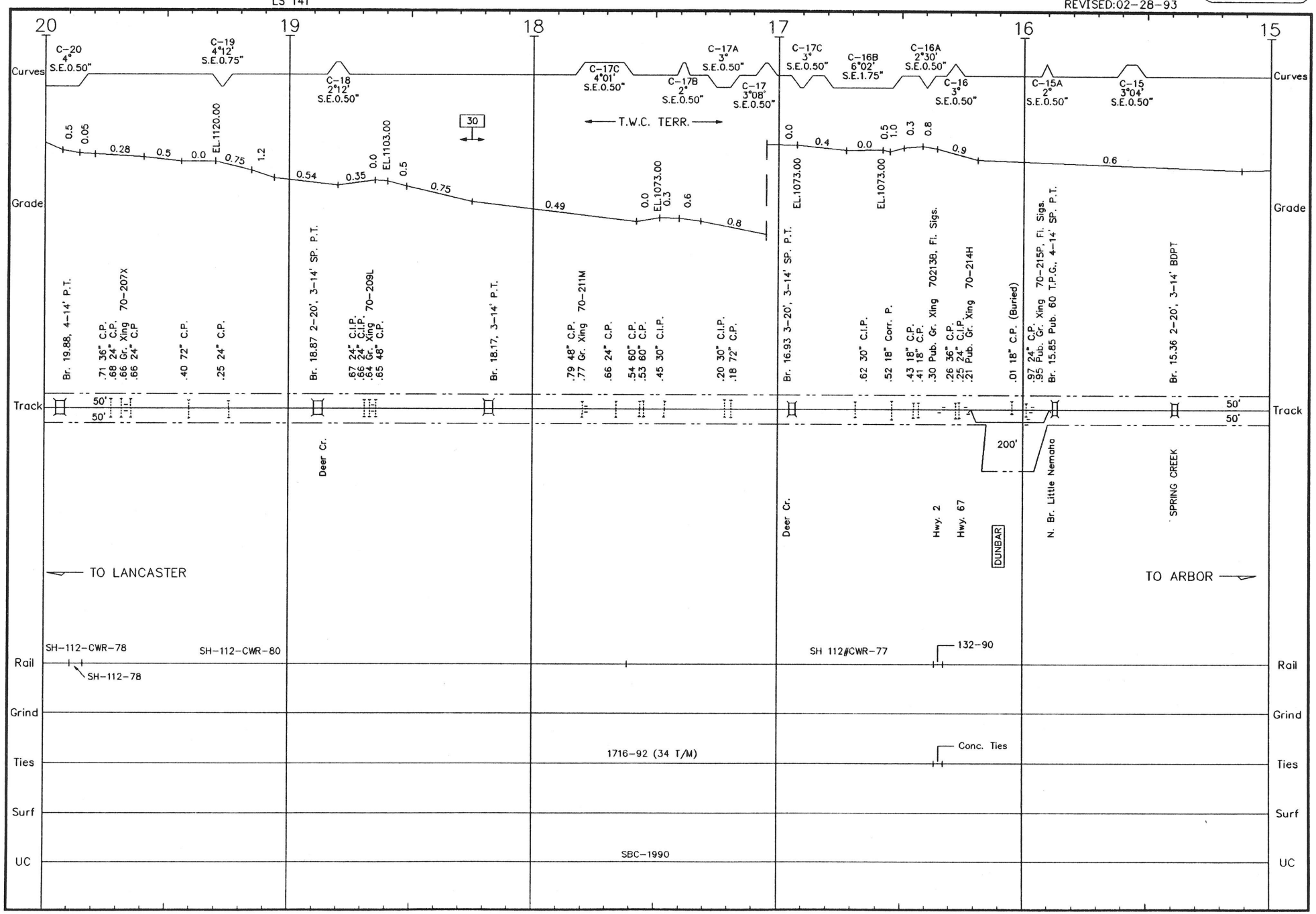
LS 141



CLNEB – 04

LS 141

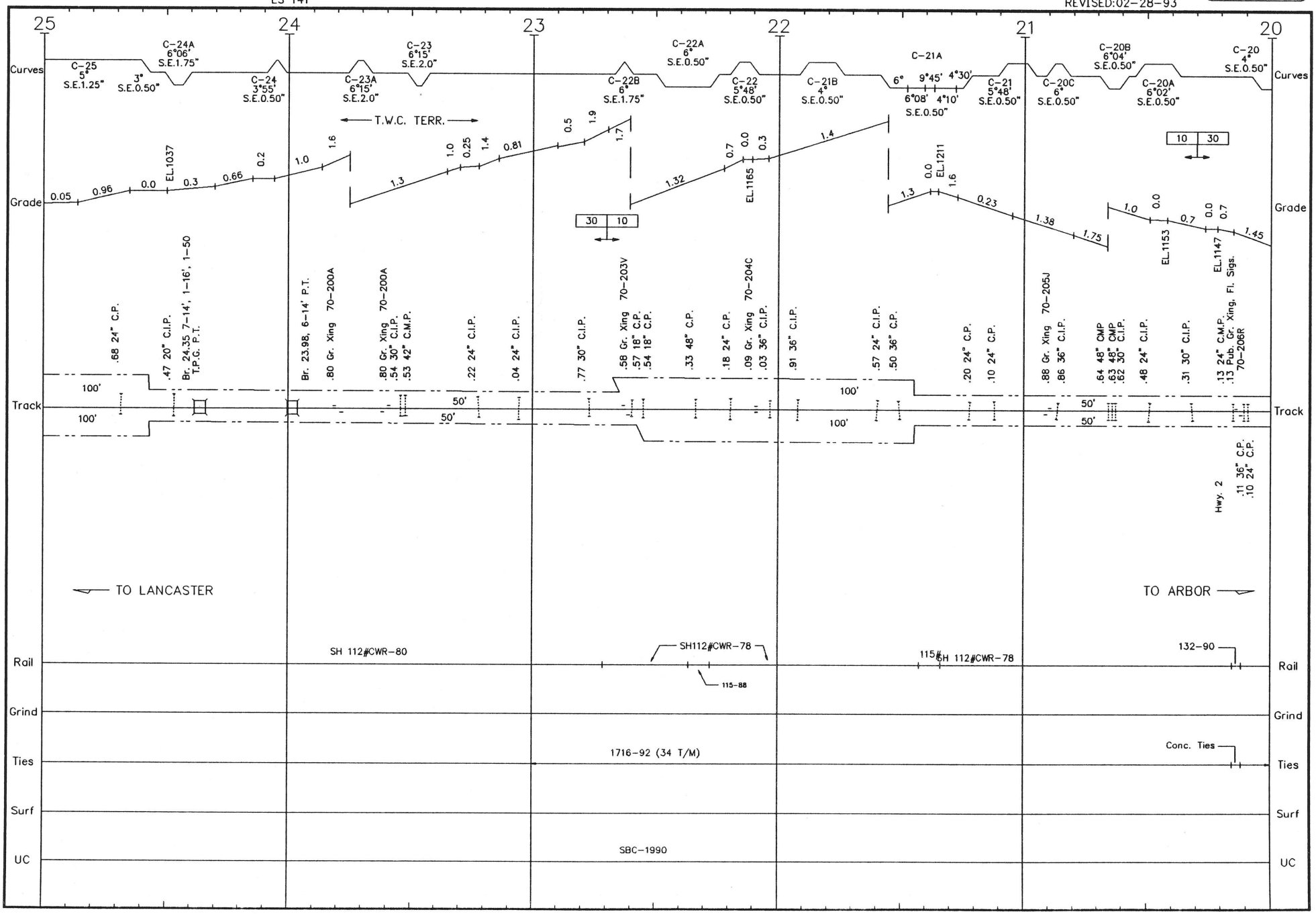
REVISED:02-28-93



CLNEB – 05

LS 141

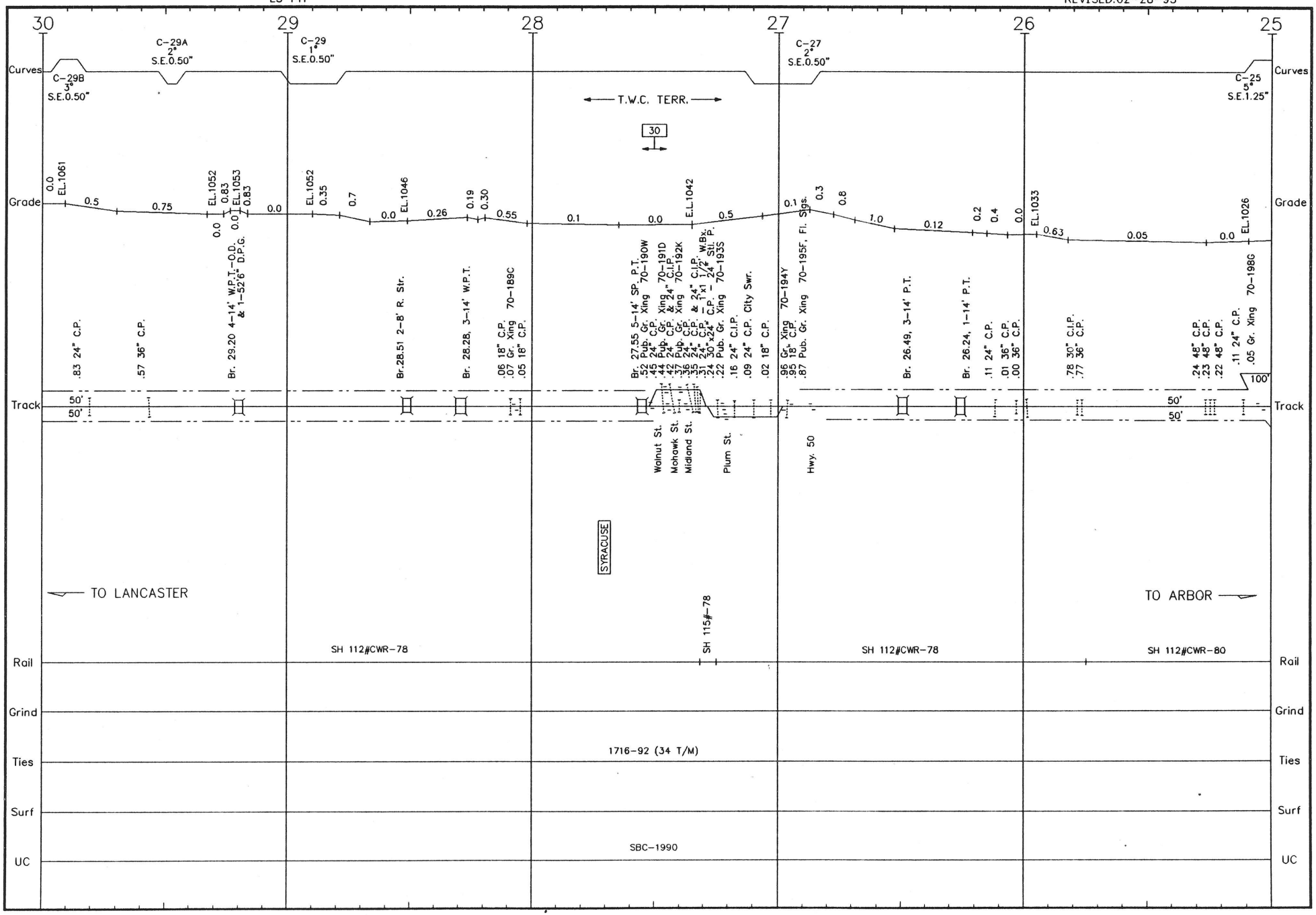
REVISED: 02-28-93



CLNAP-06

LS 141

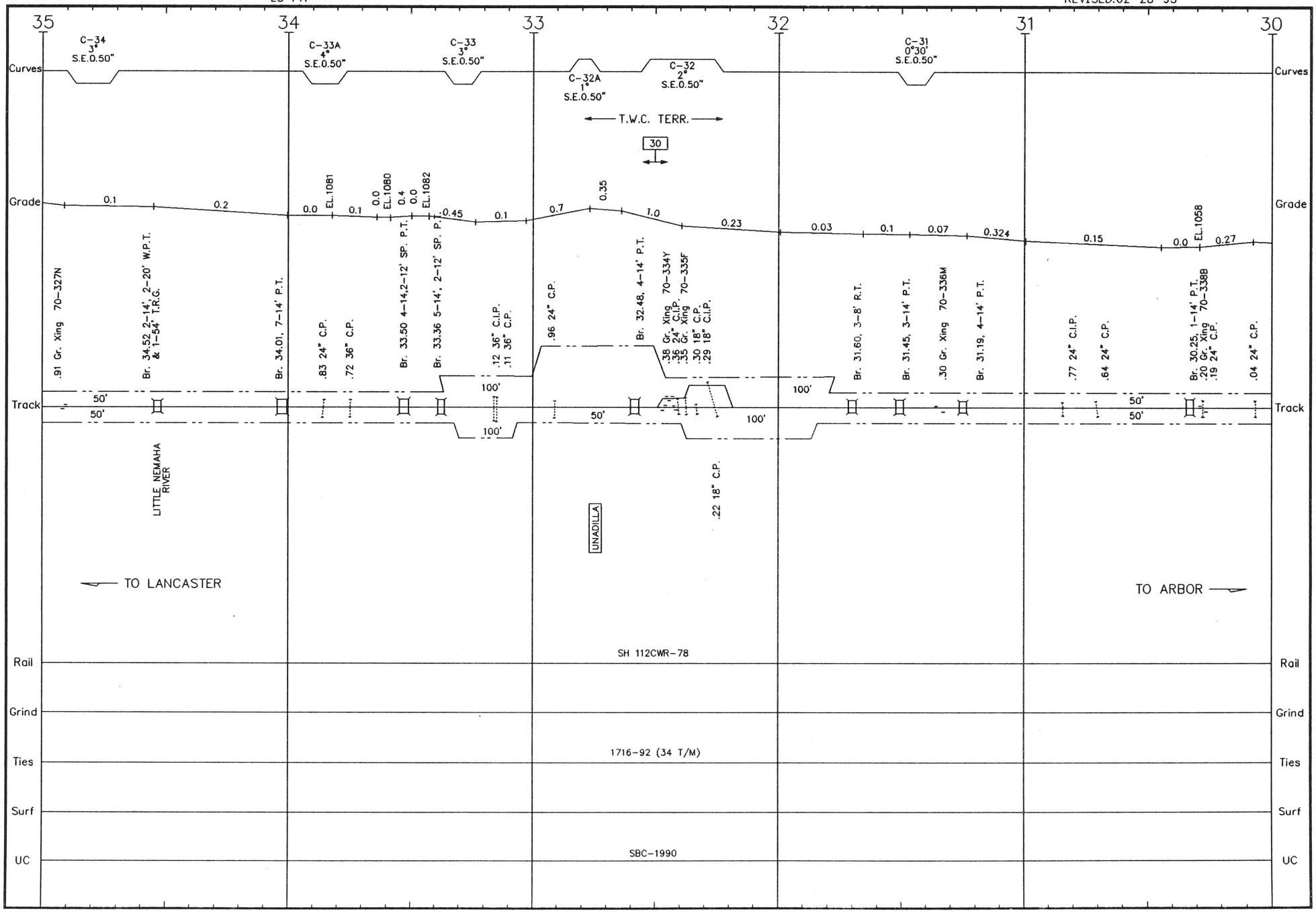
REVISED:02-28-93



CLNEB-07

LS 141

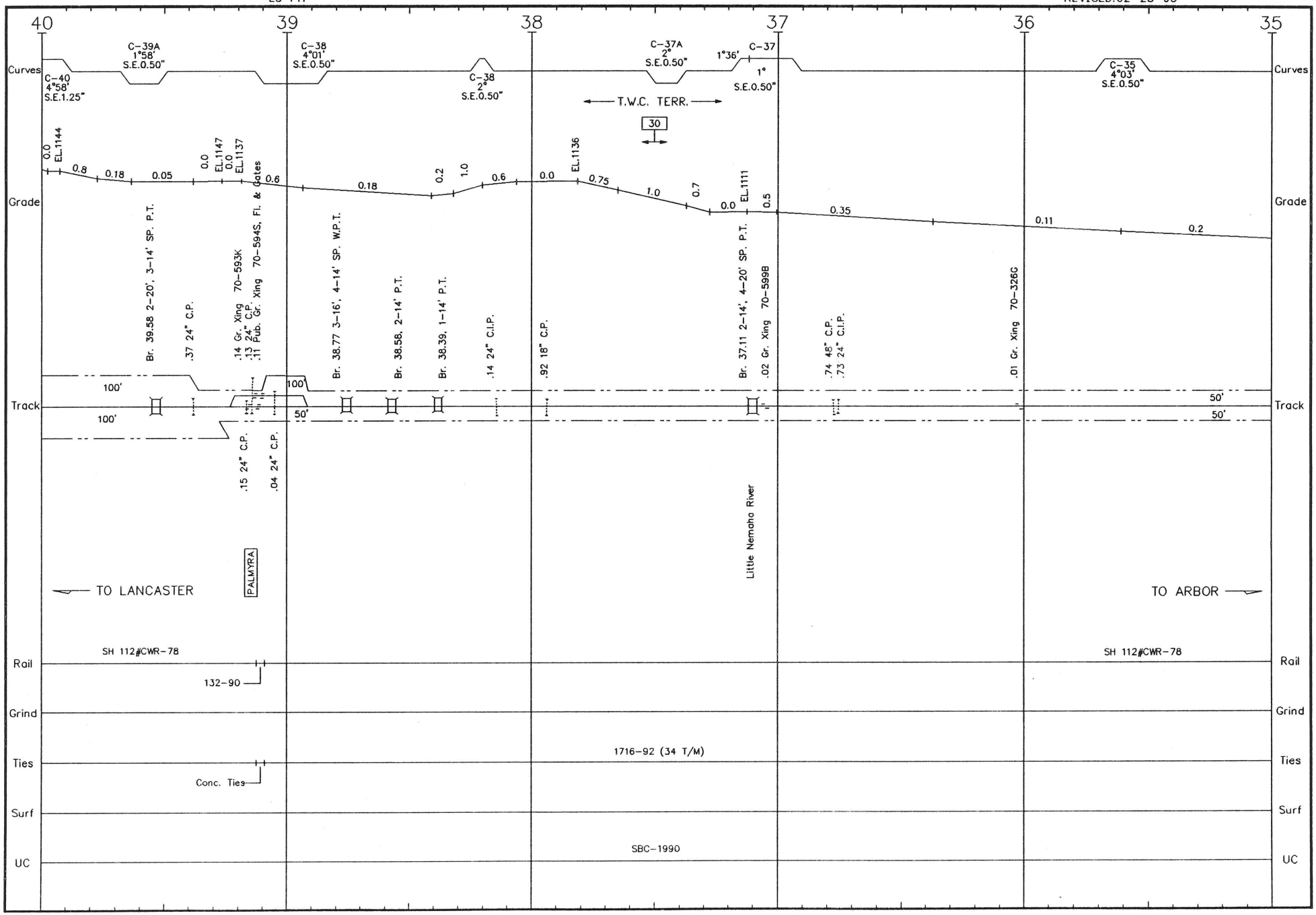
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CLNEB – 08

LS 141

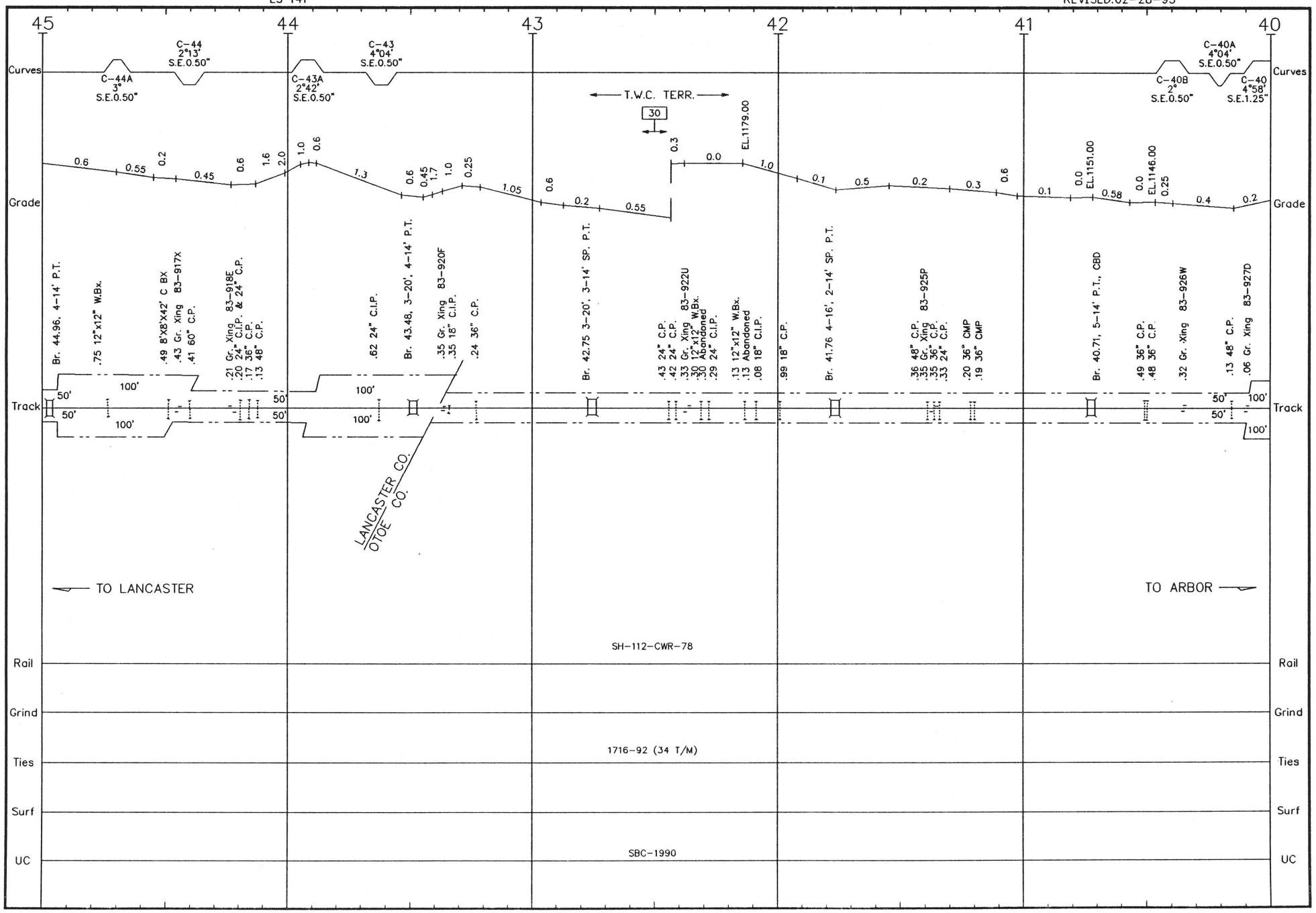
REVISED:02-28-93



CLNEB – 09

LS 141

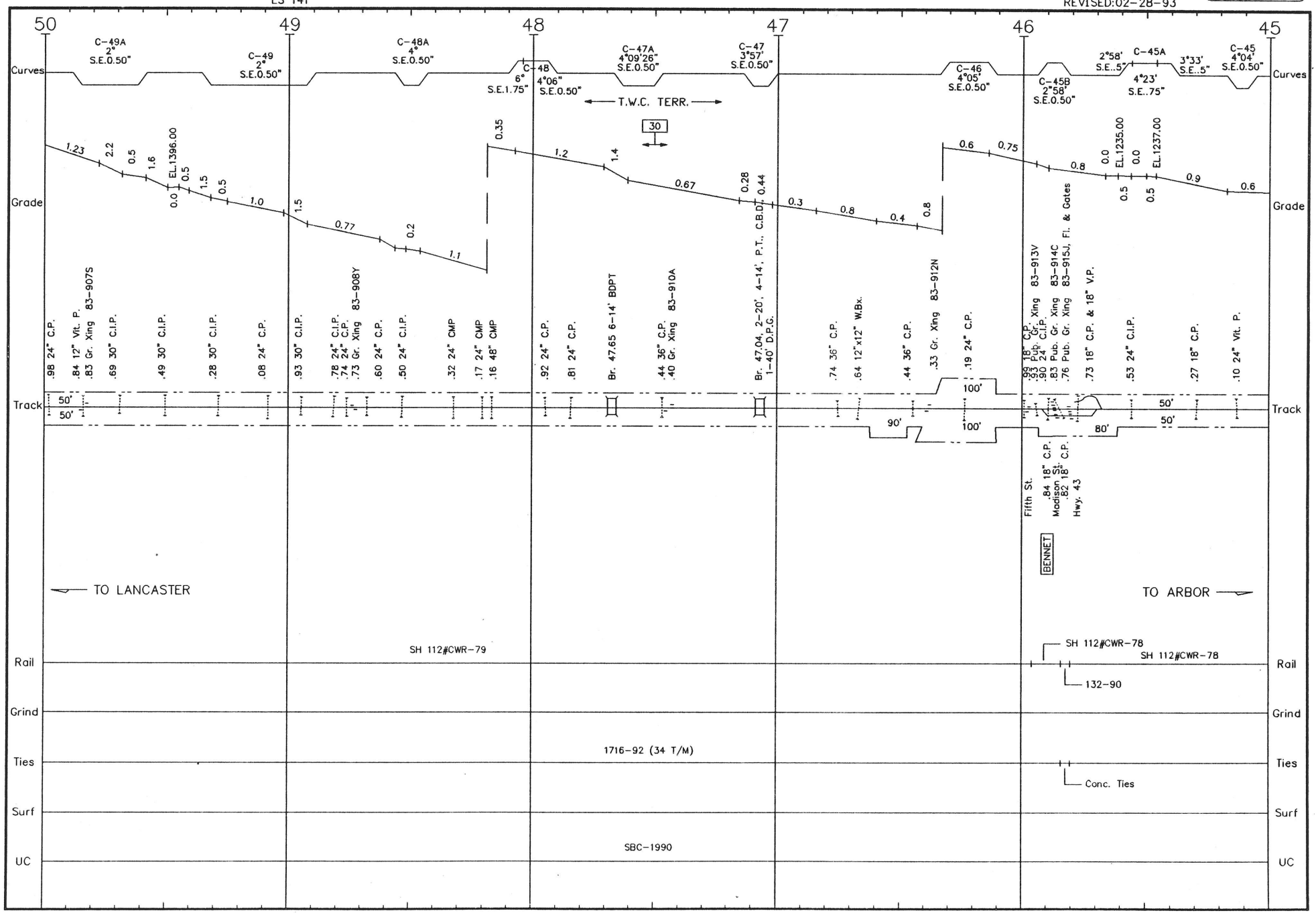
REVISED:02-28-93



CLNEB – 10

LS 141

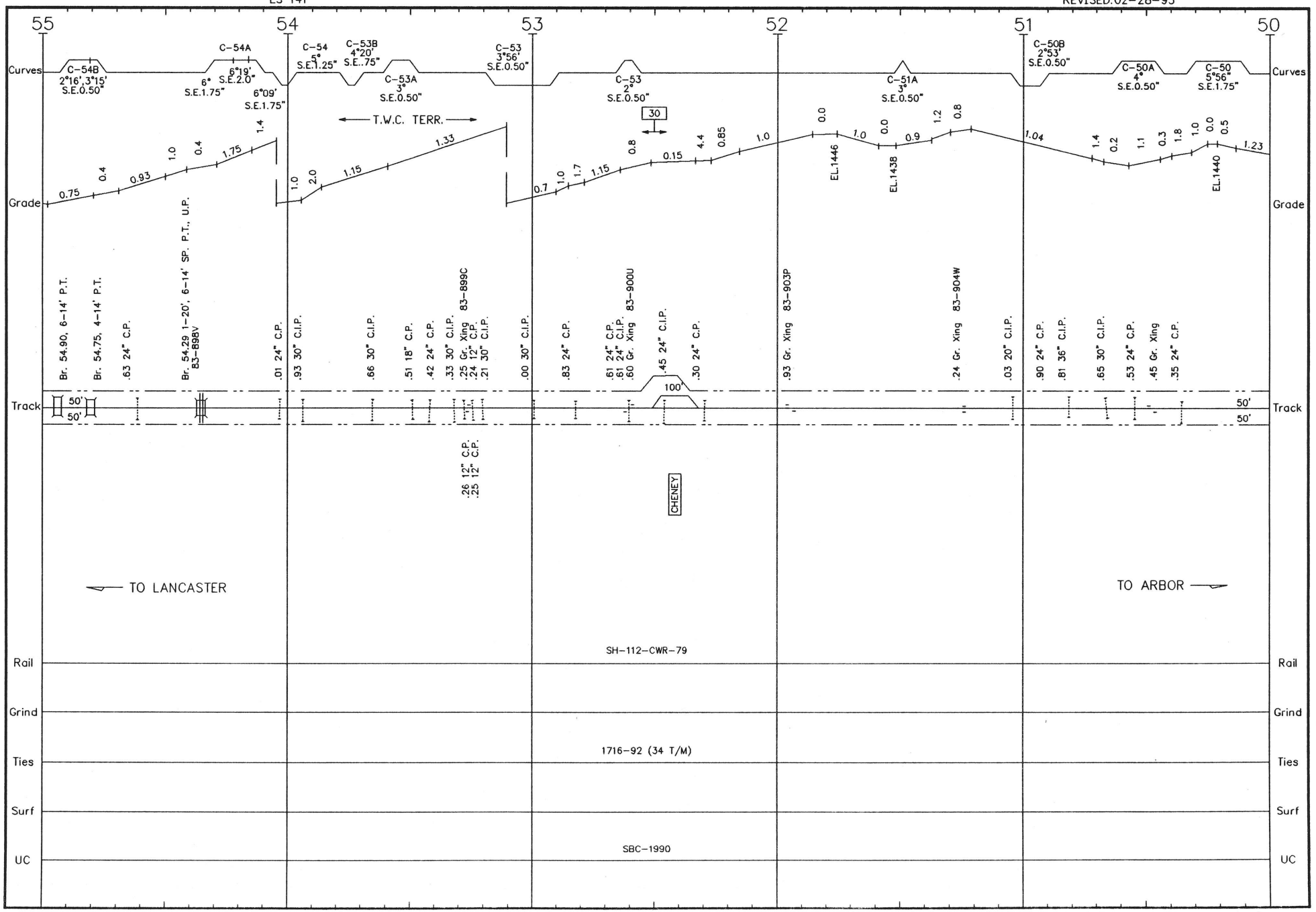
REVISED:02-28-93



CLNEB – 11

LS 141

REVISED: 02-28-93

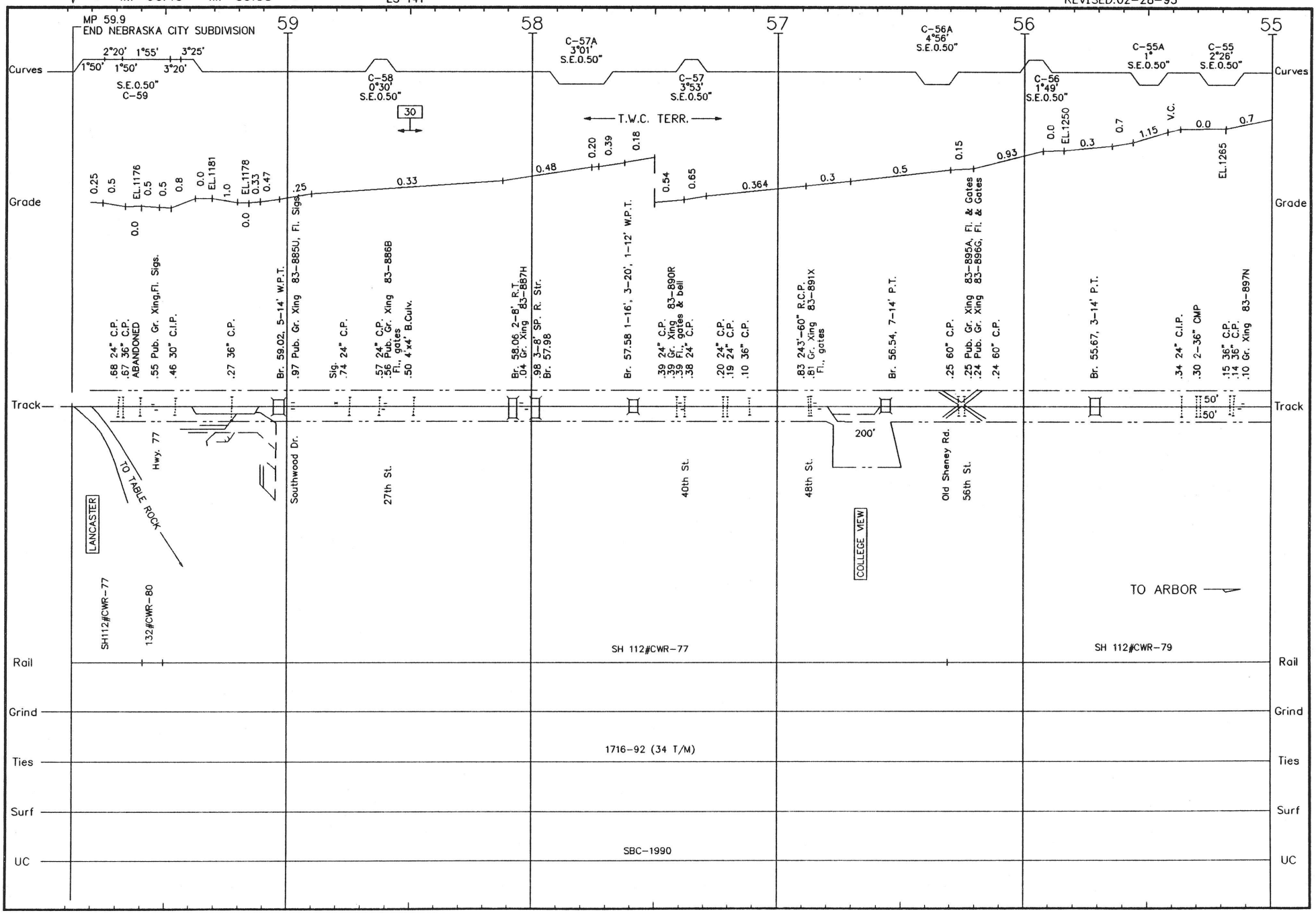


CLNEB-12

REVISED:02-28-93

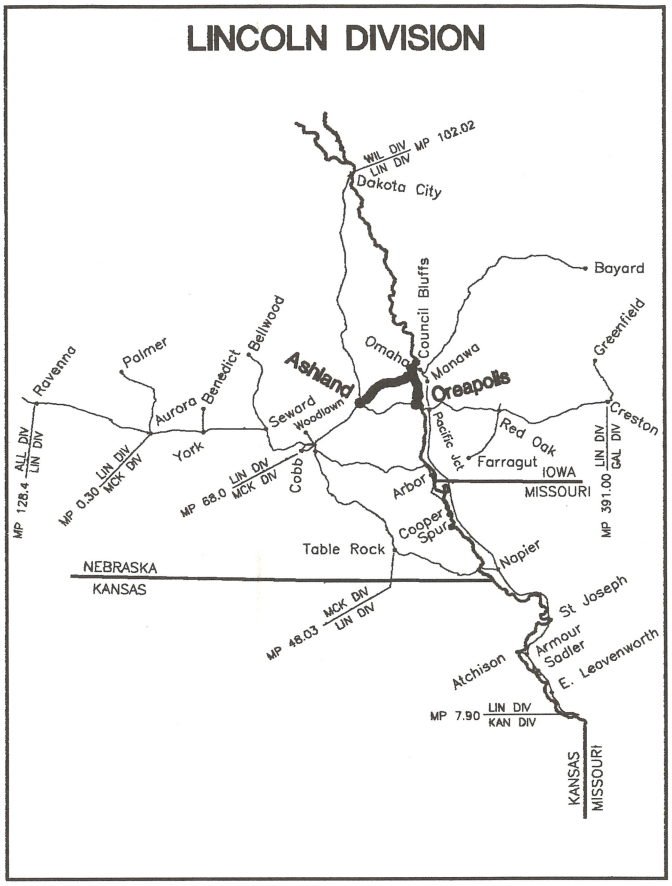
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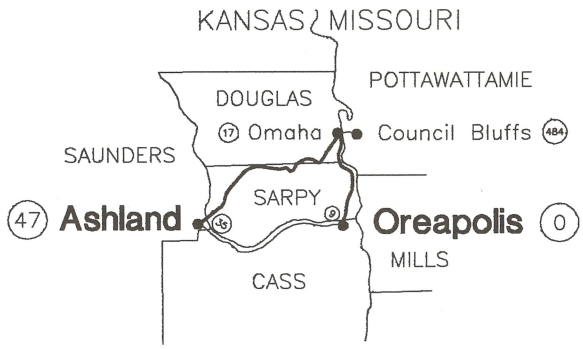
LS 141



BURLINGTON NORTHERN
LINCOLN DIVISION

OMAHA SUBDIVISION

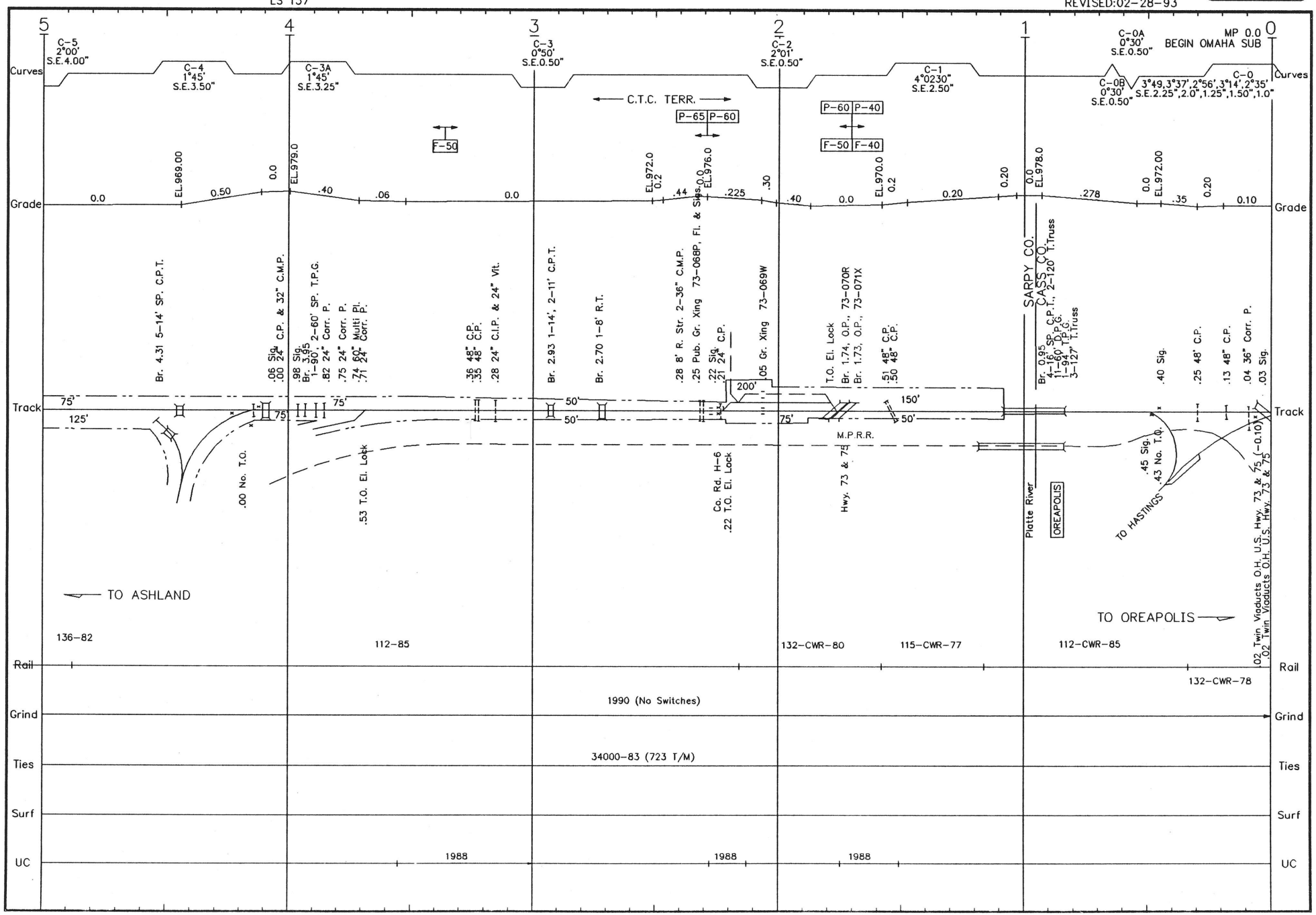




CLOMA-01

LS 137

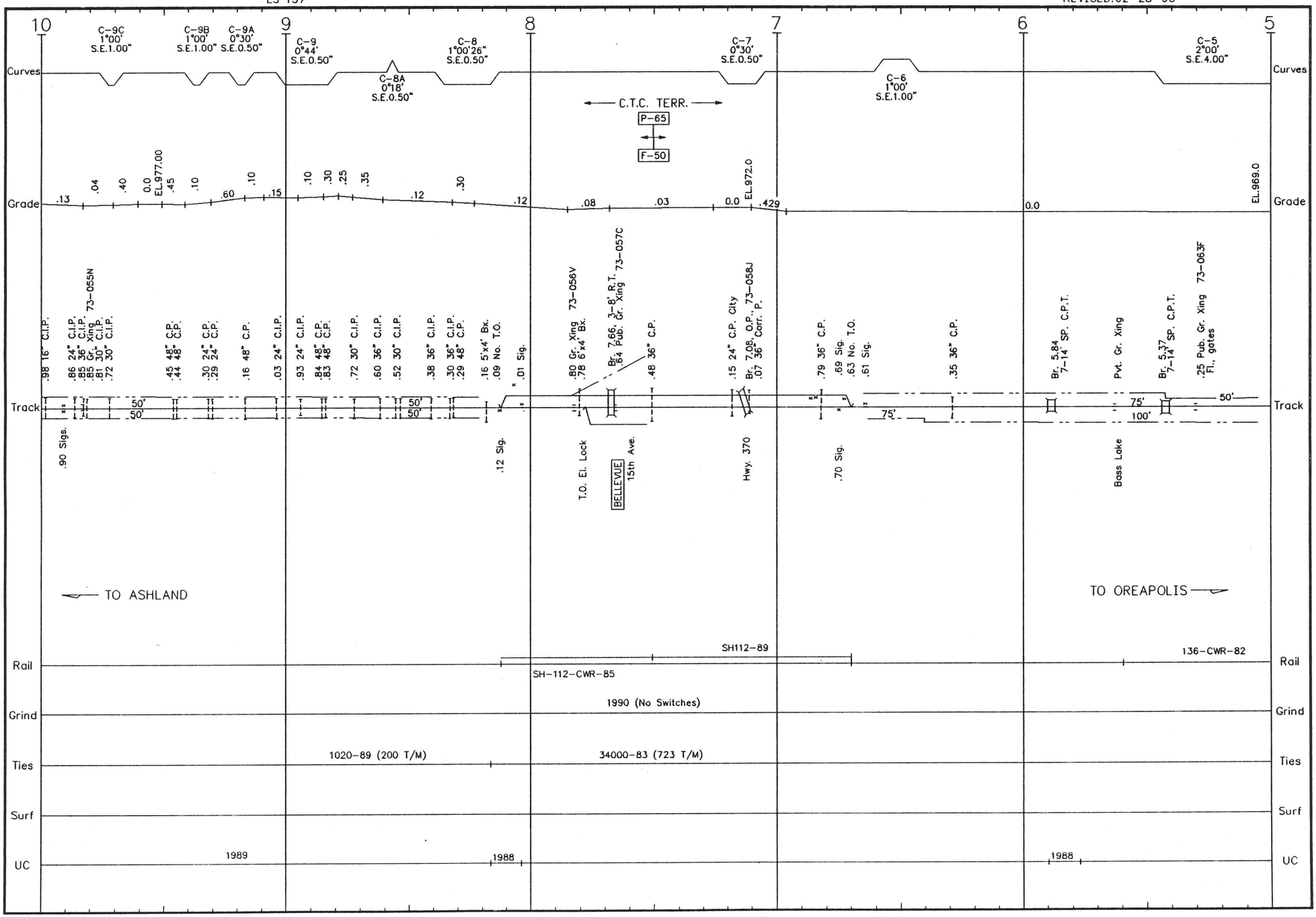
REVISED:02-28-93



CLOMA-02

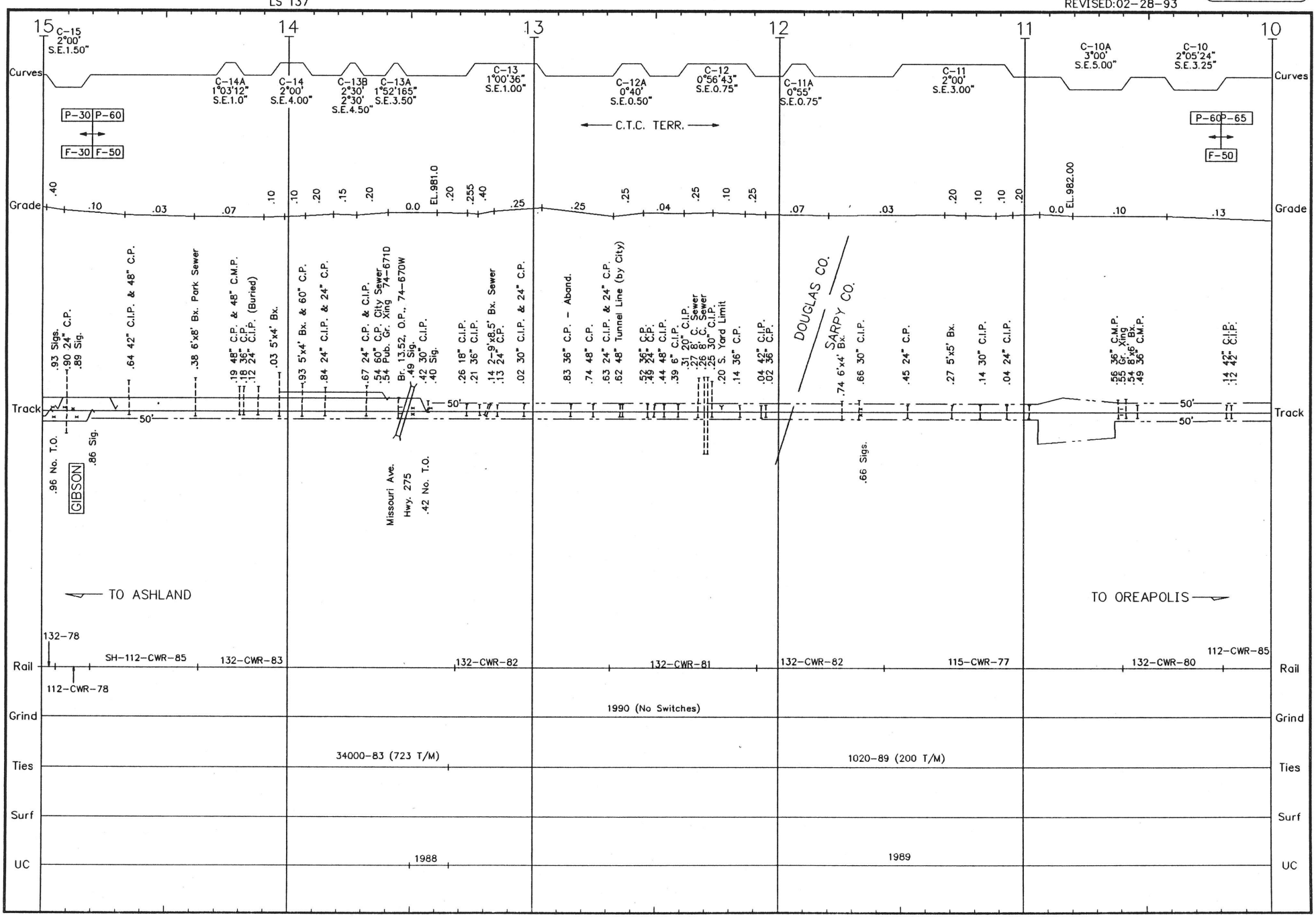
LS 137

REVISED:02-28-93



CLOMA-03

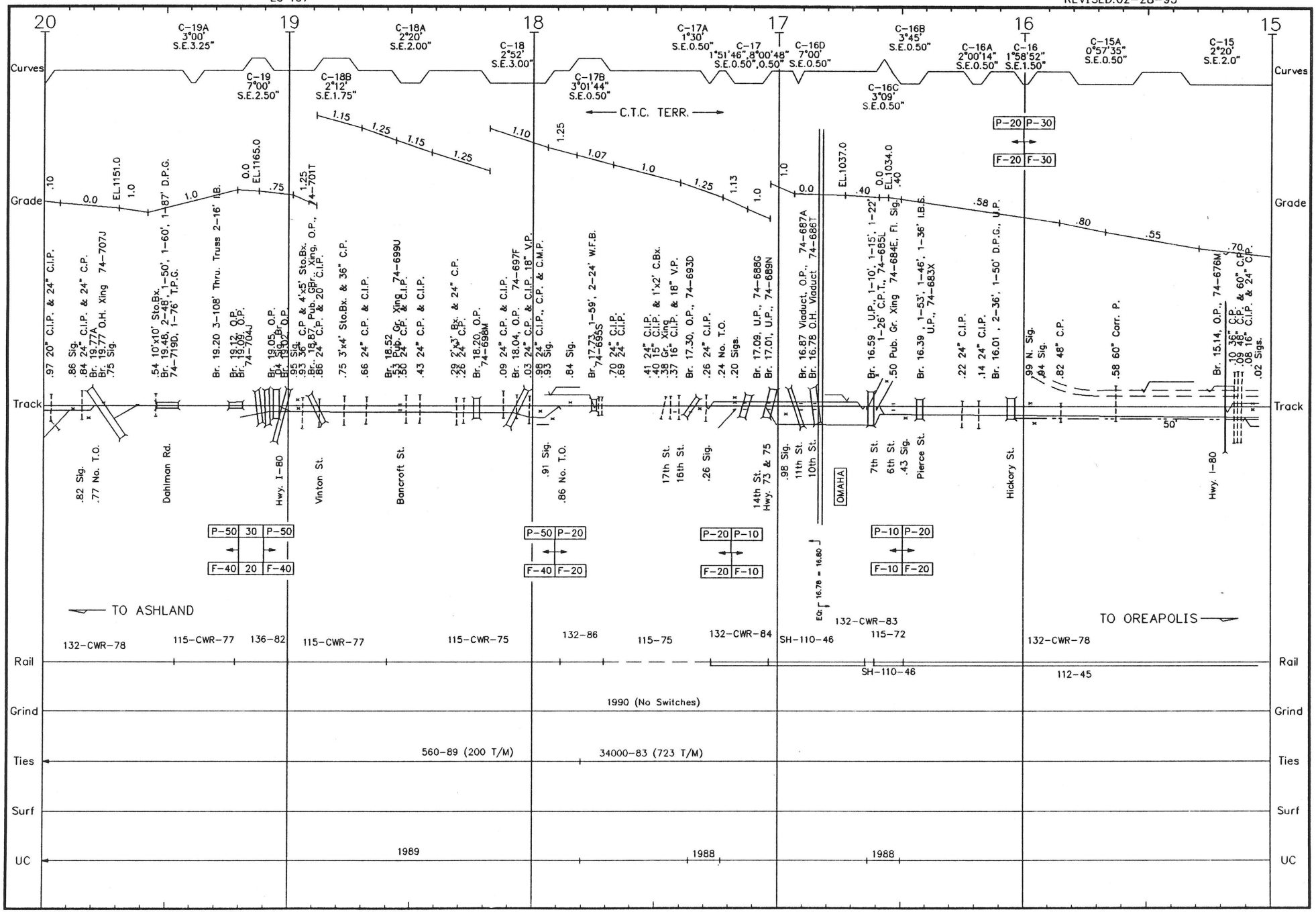
REVISED:02-28-93



CLOMA-04

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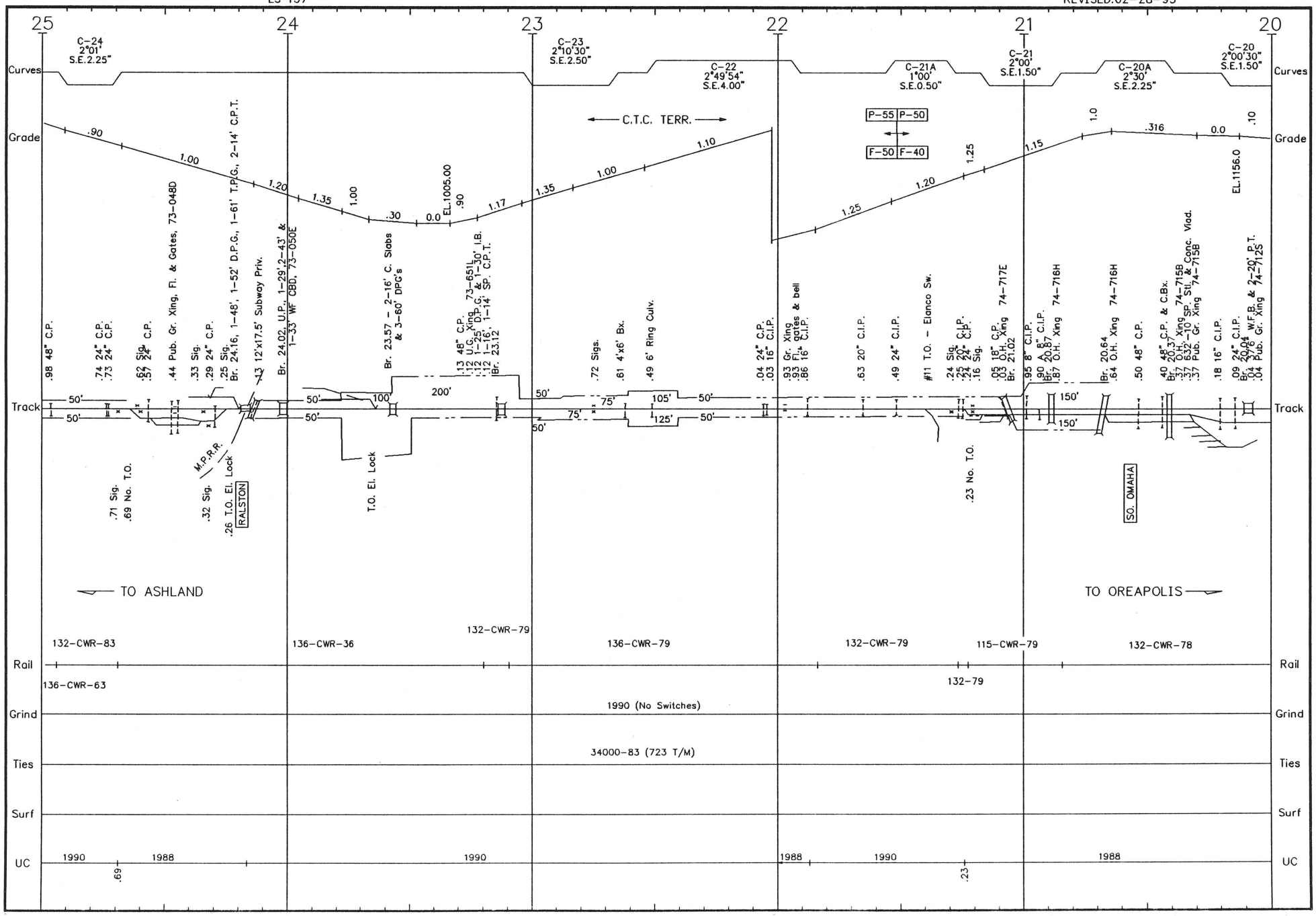
REVISED:02-28-93



CLOMA-05

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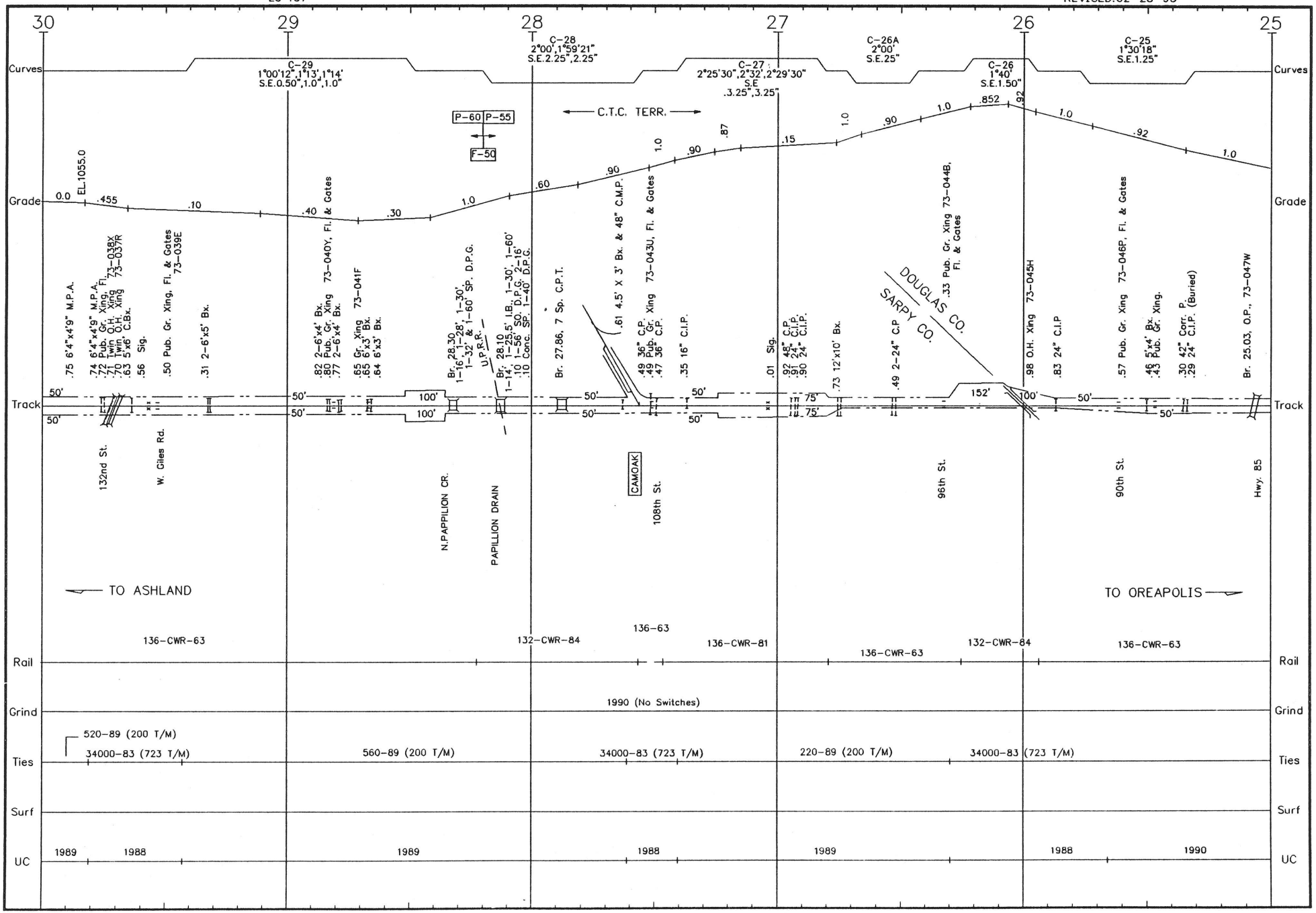
REVISED:02-28-93



CLOMA-06

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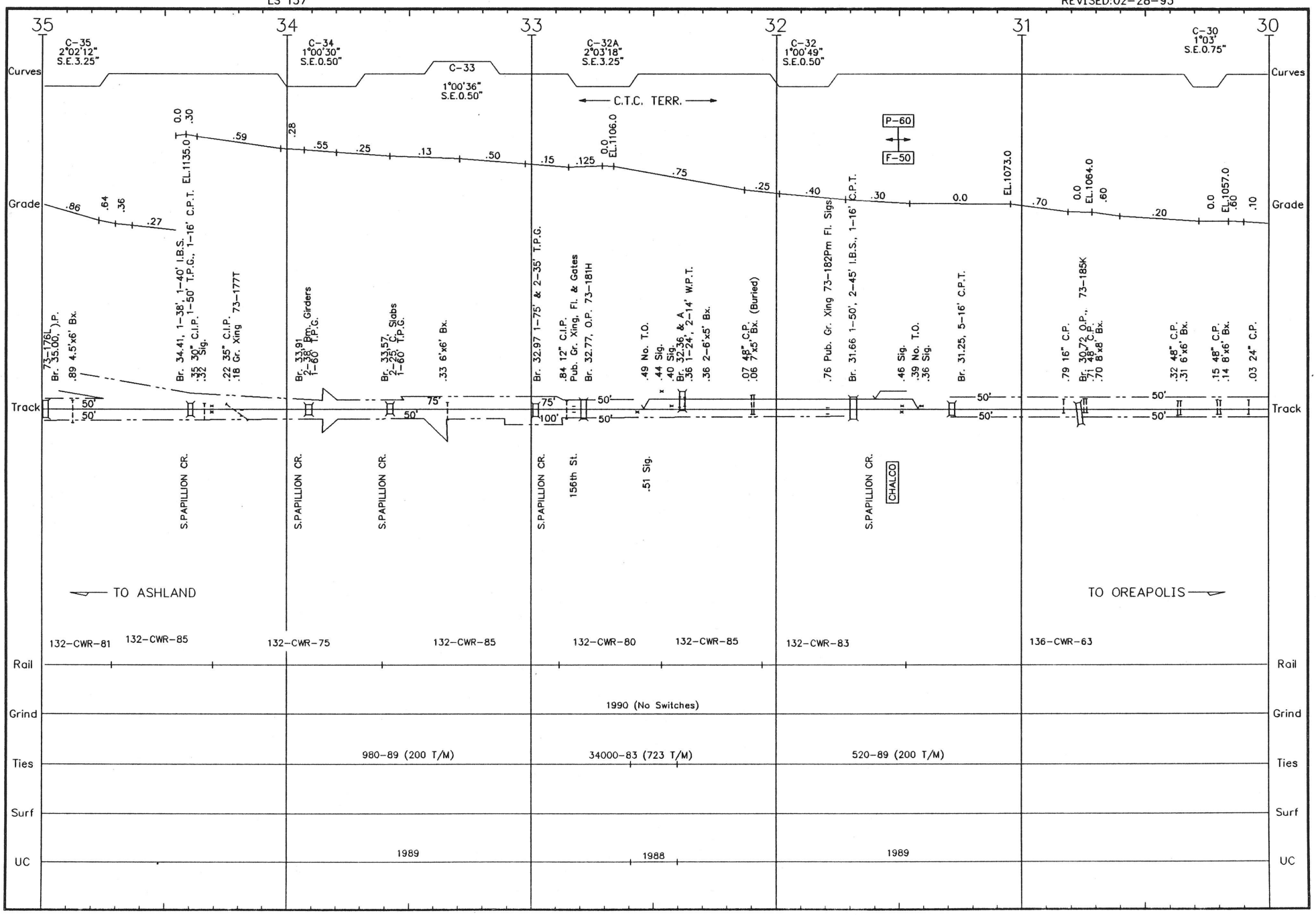
REVISED:02-28-93



CLOMA-07

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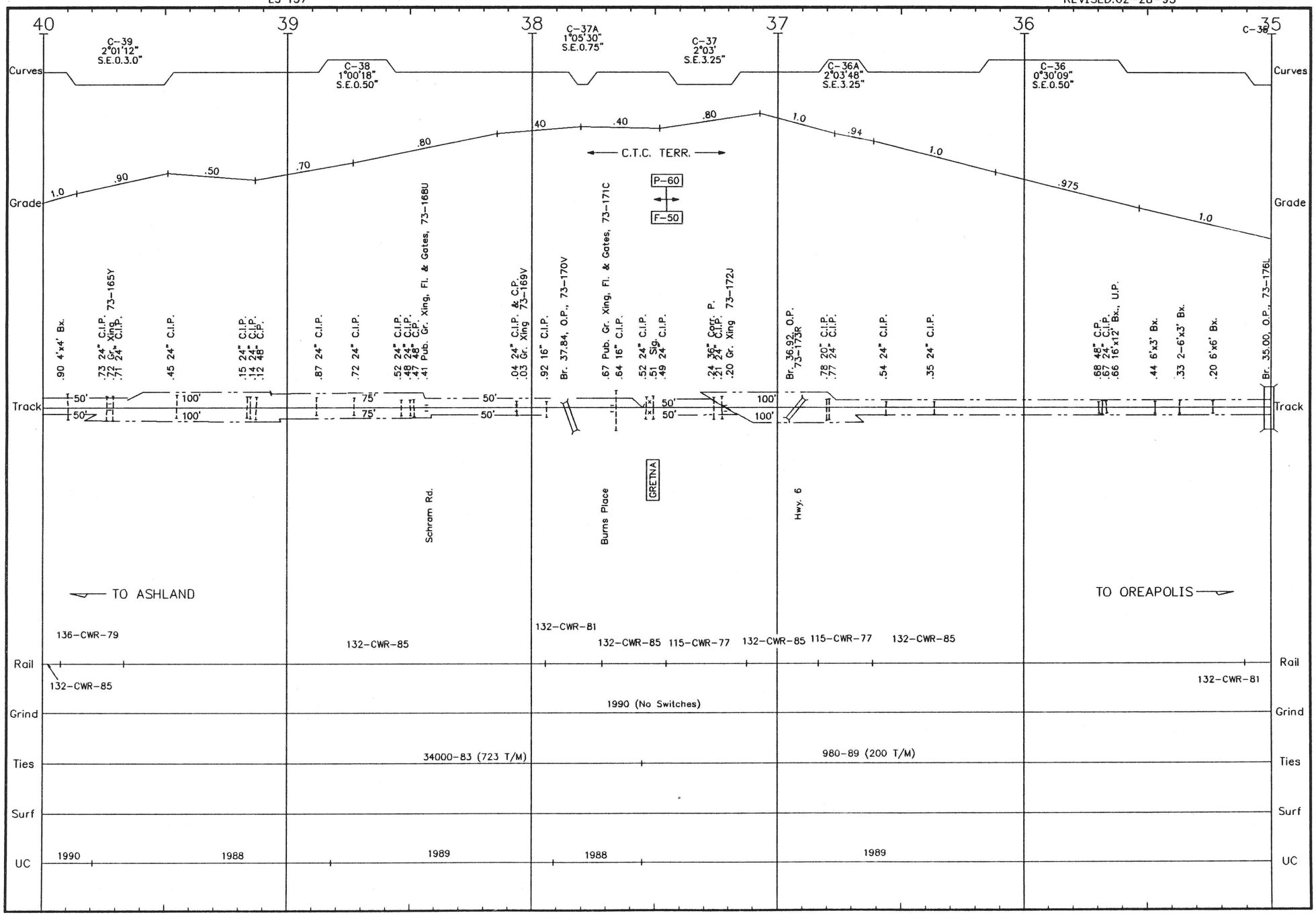
REVISED:02-28-93



CLOMA-08

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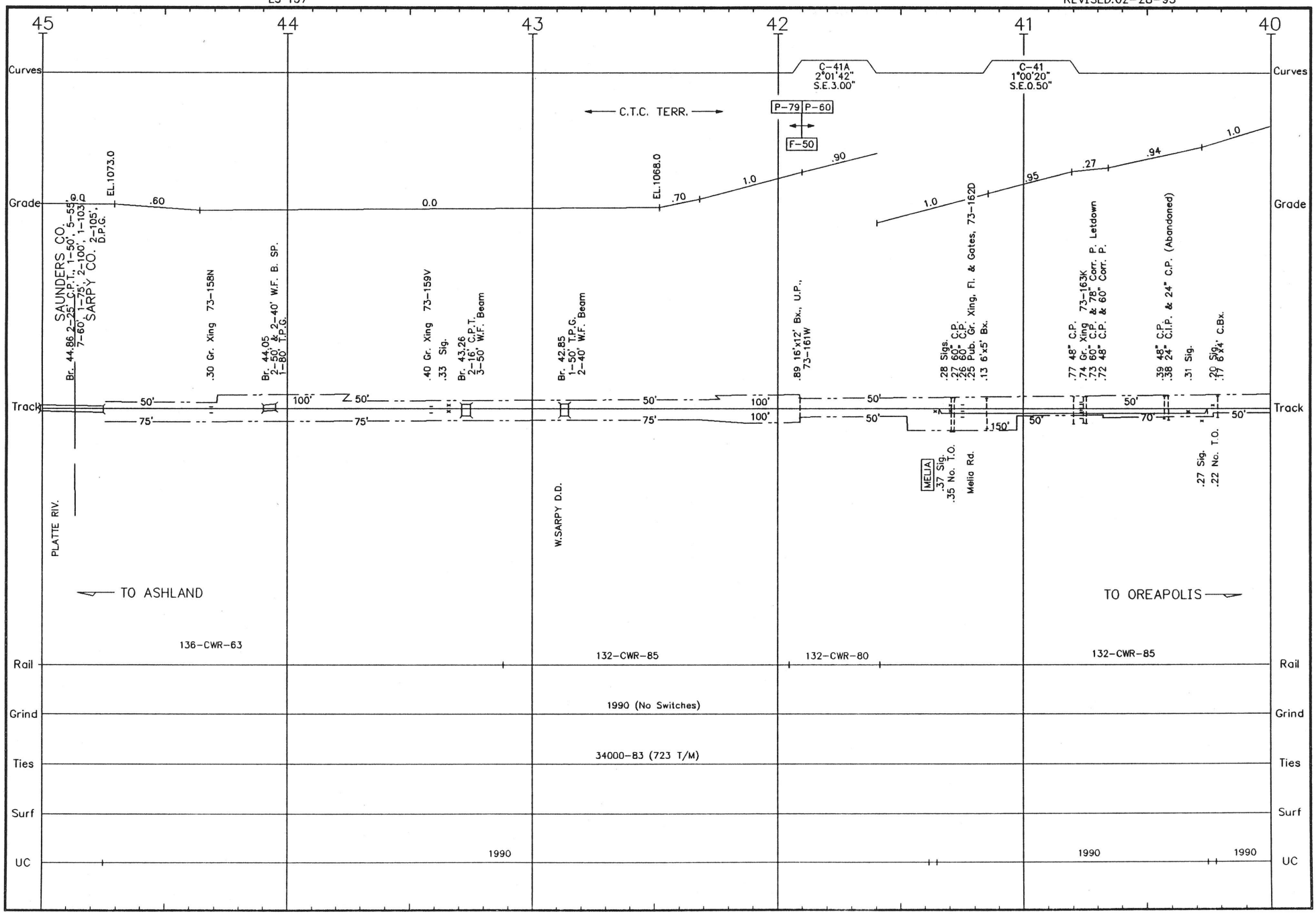
REVISED:02-28-93



CLOMA-09

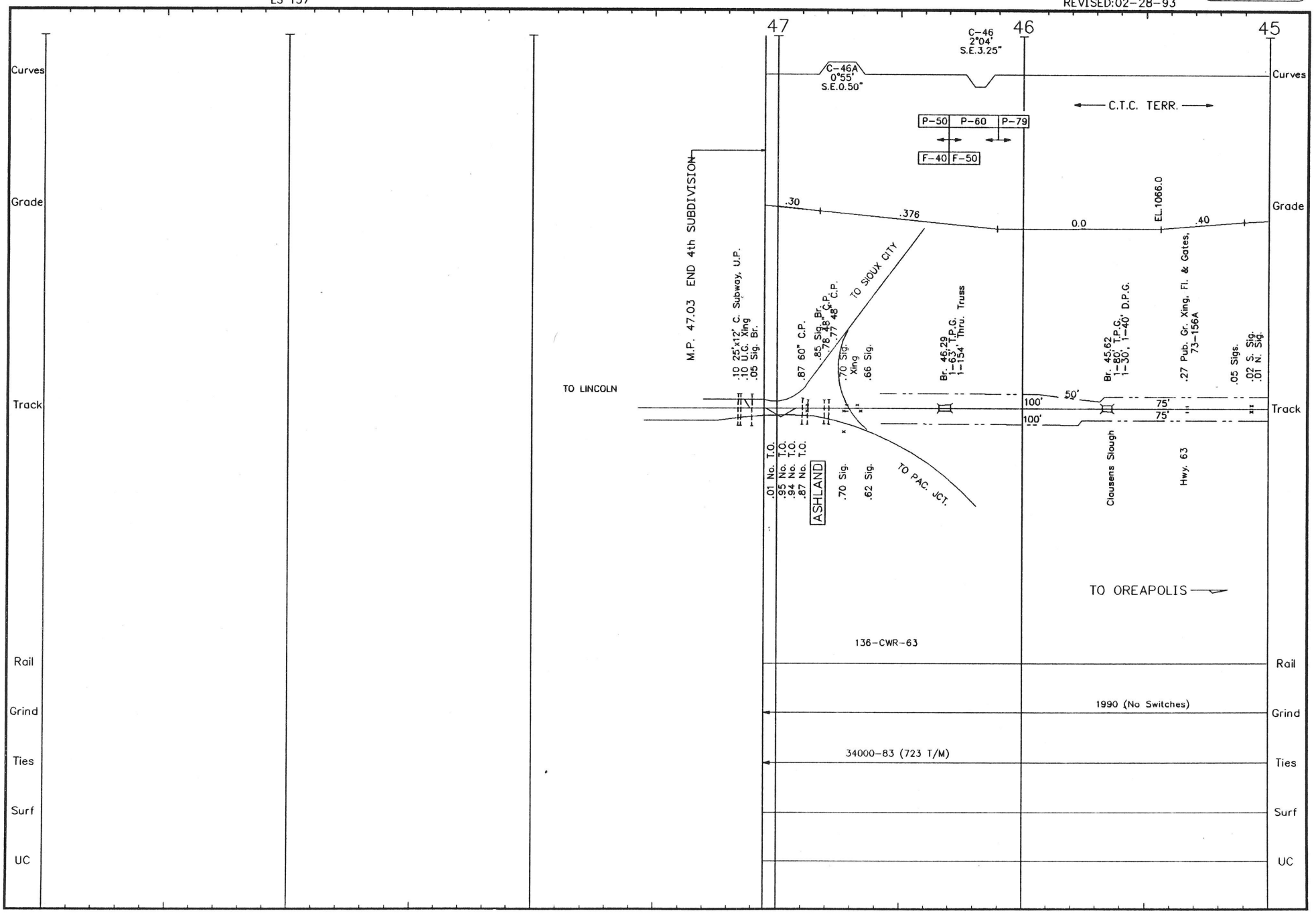
LS 137

REVISED:02-28-93



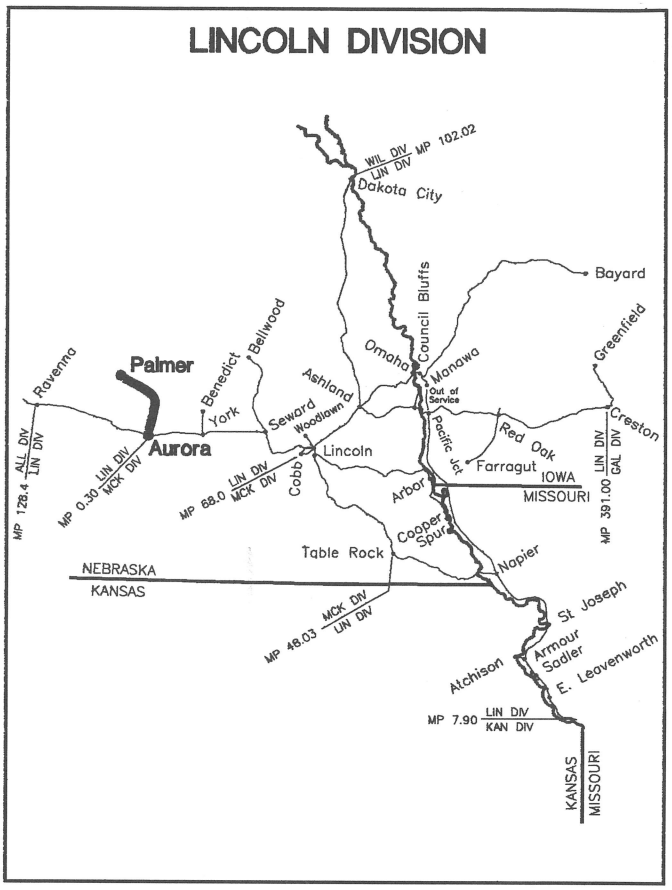
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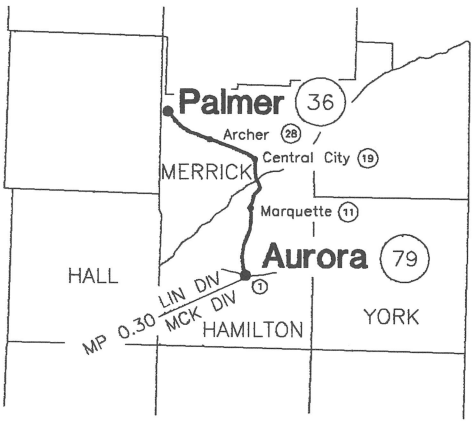
REVISED:02-28-93



BURLINGTON NORTHERN
LINCOLN DIVISION

PALMER SUBDIVISION

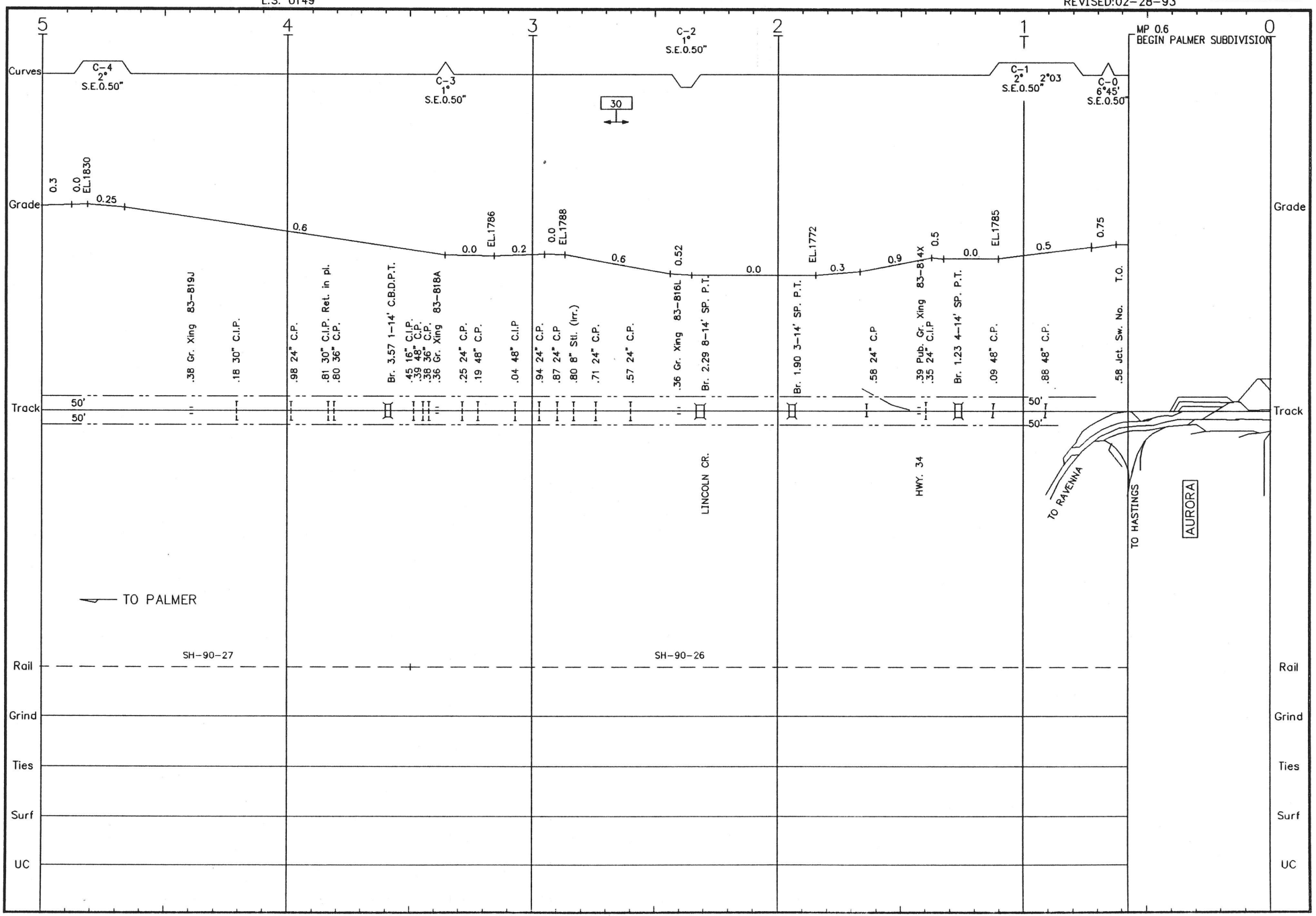




CLPAL – 01

L.S. 0149

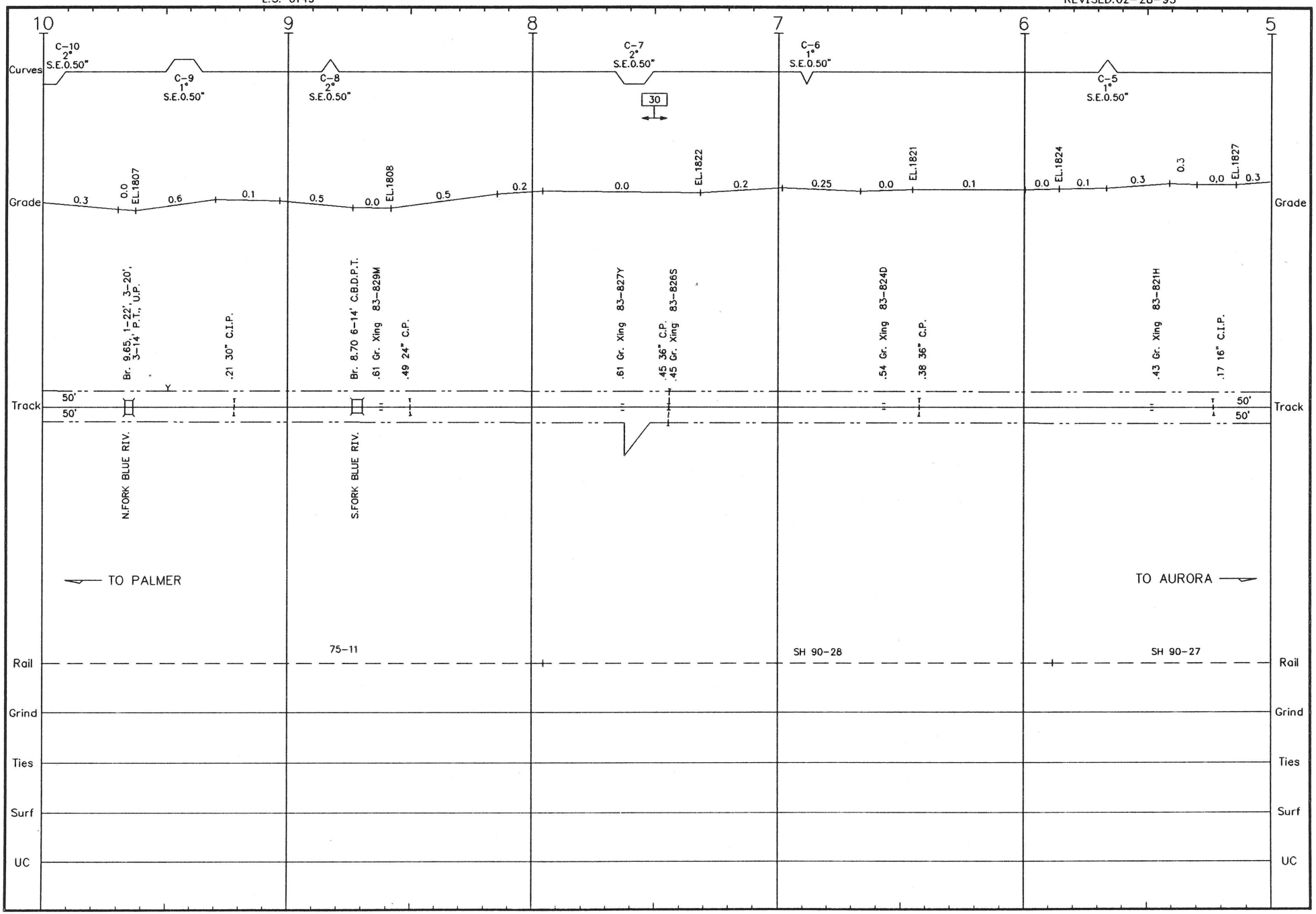
REVISED:02-28-93



CLPAL – 02

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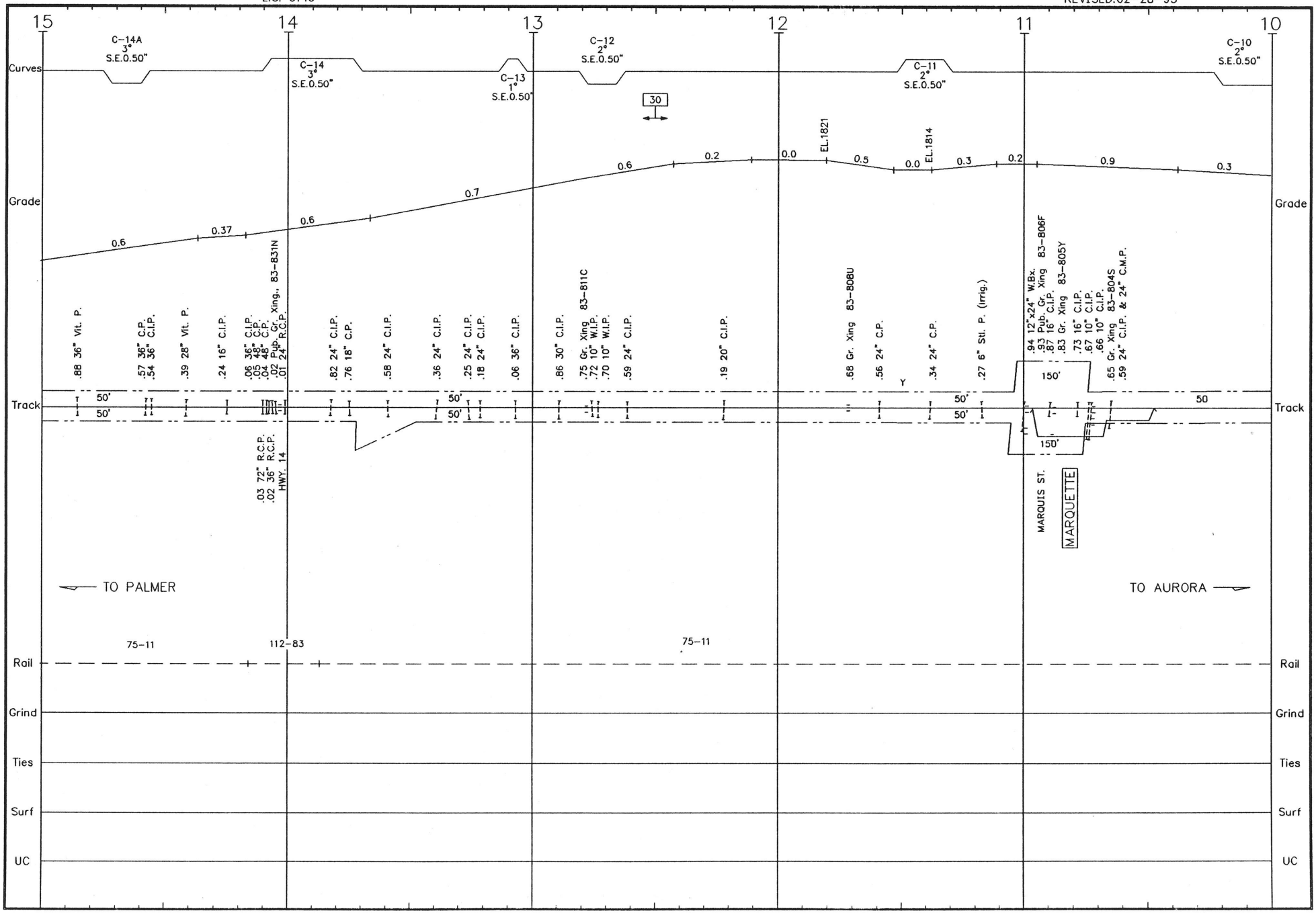
REVISED: 02-28-93



CLPAL – 03

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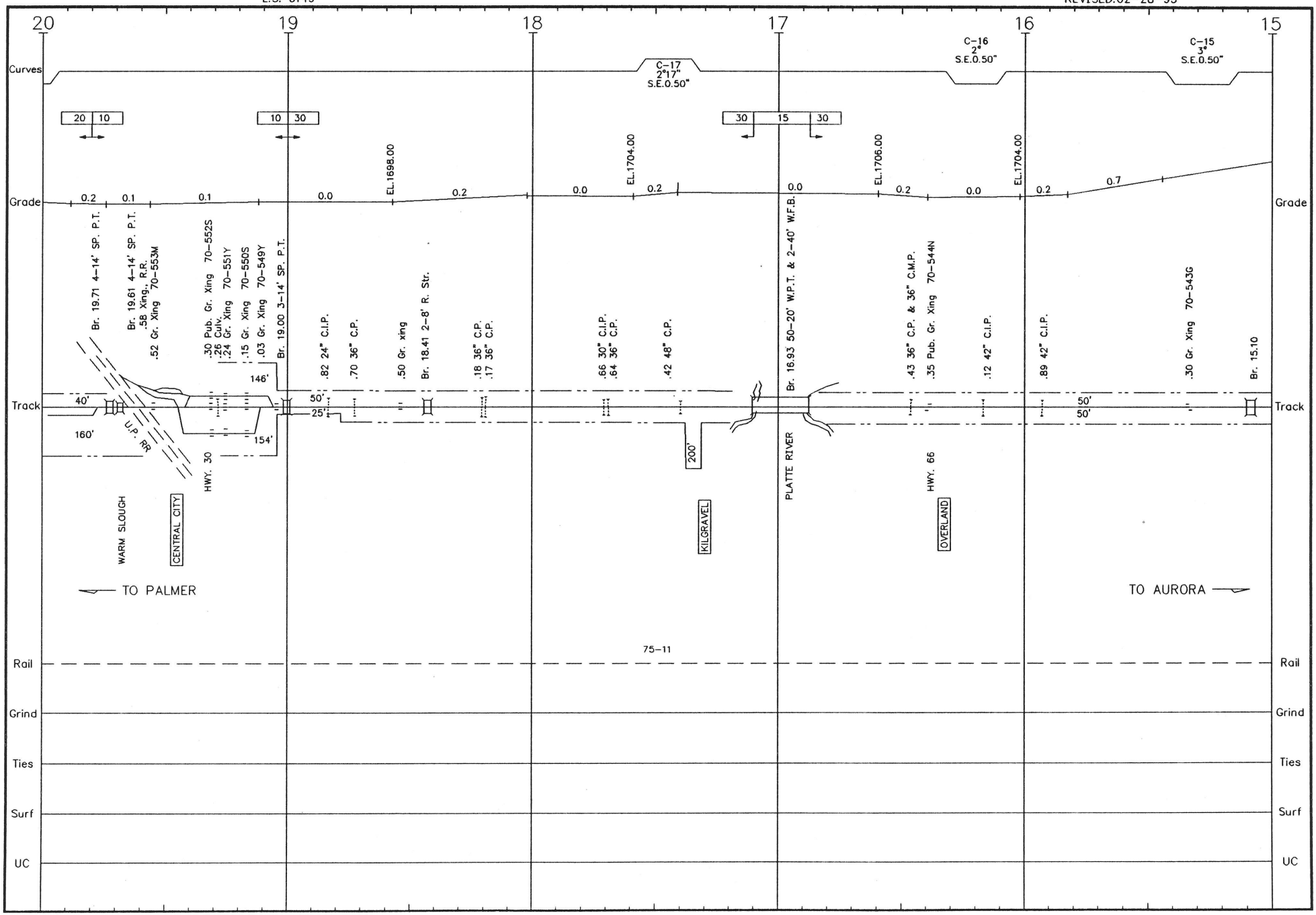
REVISED:02-28-93



CLPAL – 04

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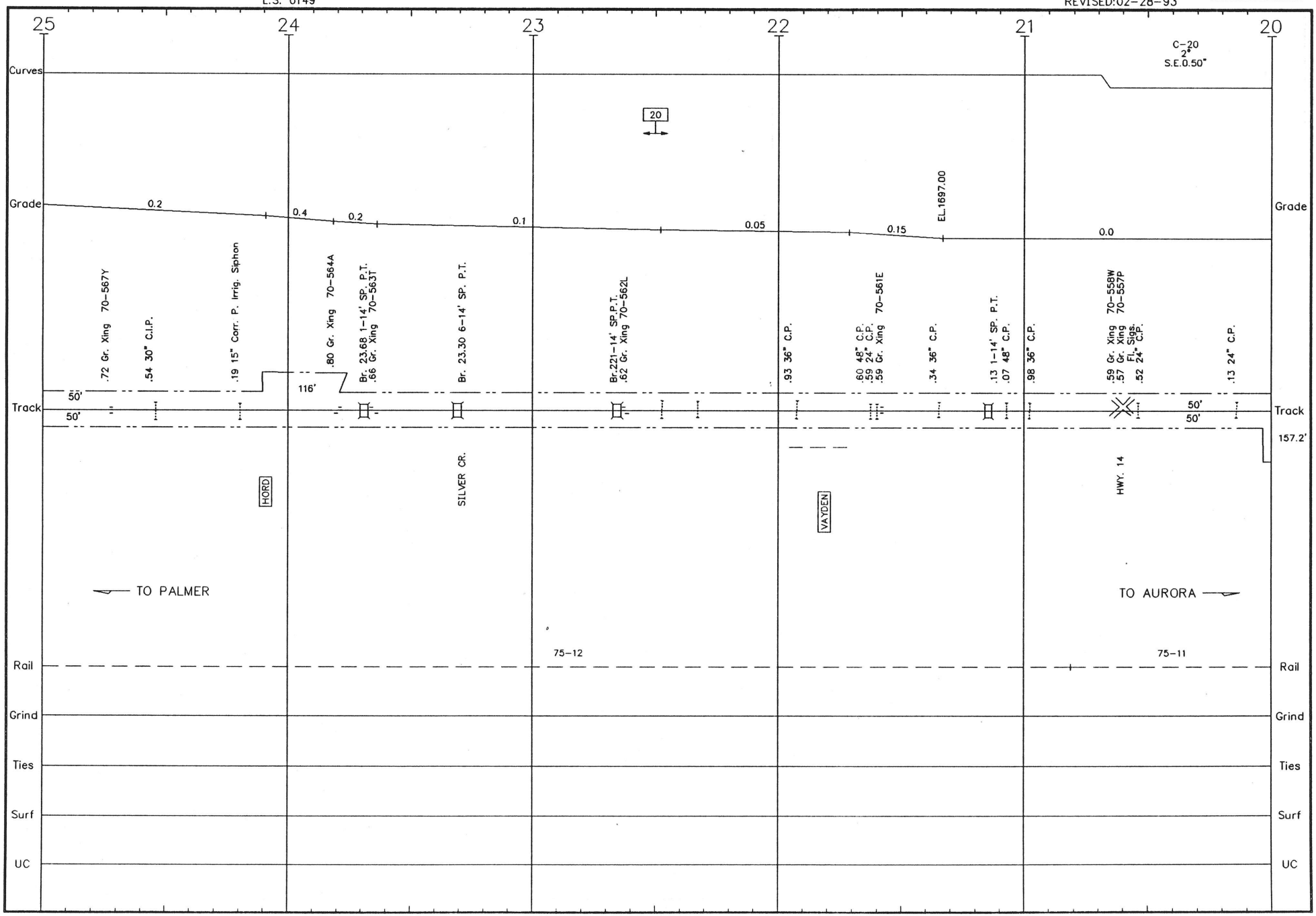
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CLPAL – 05

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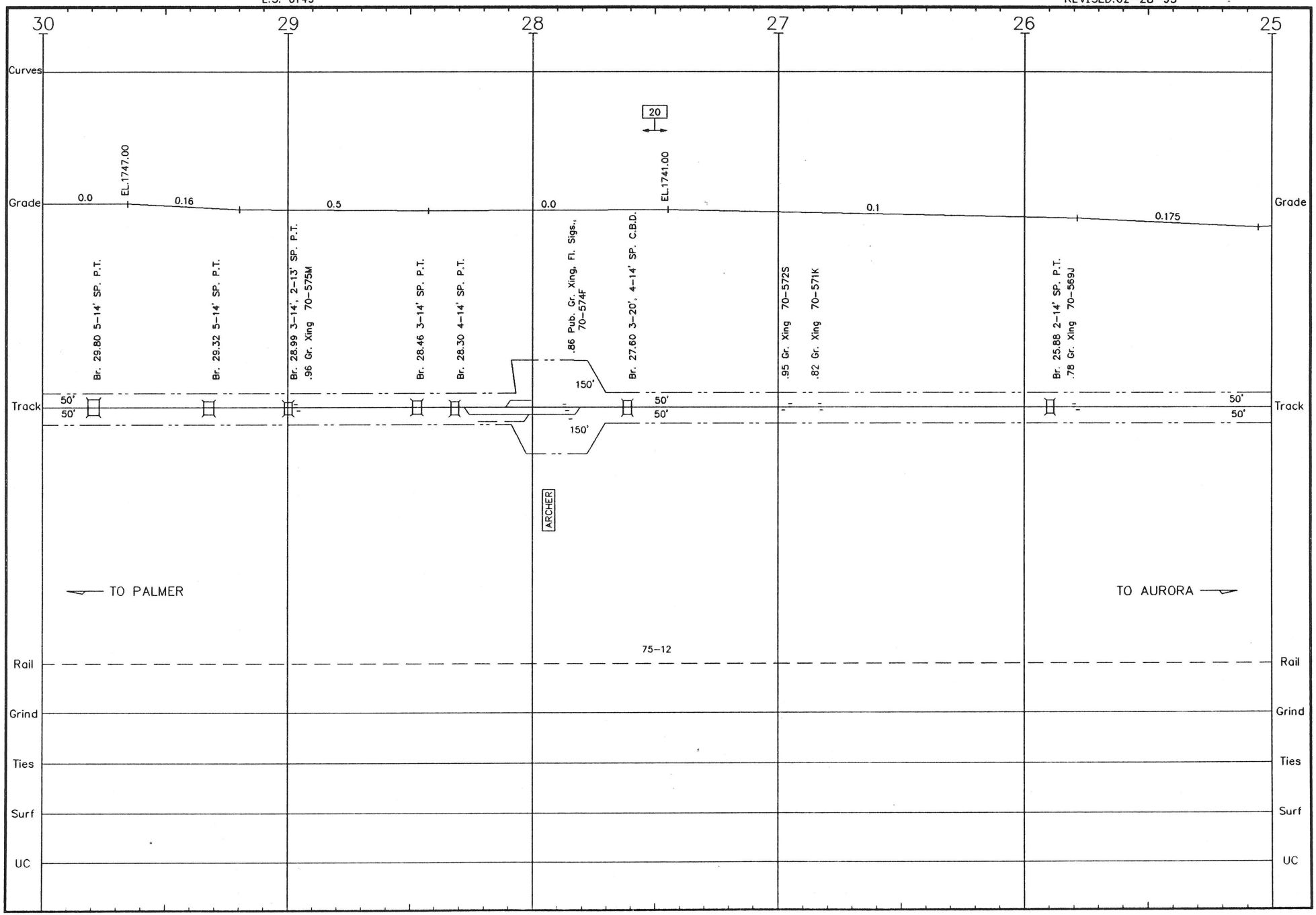
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CLPAL – 06

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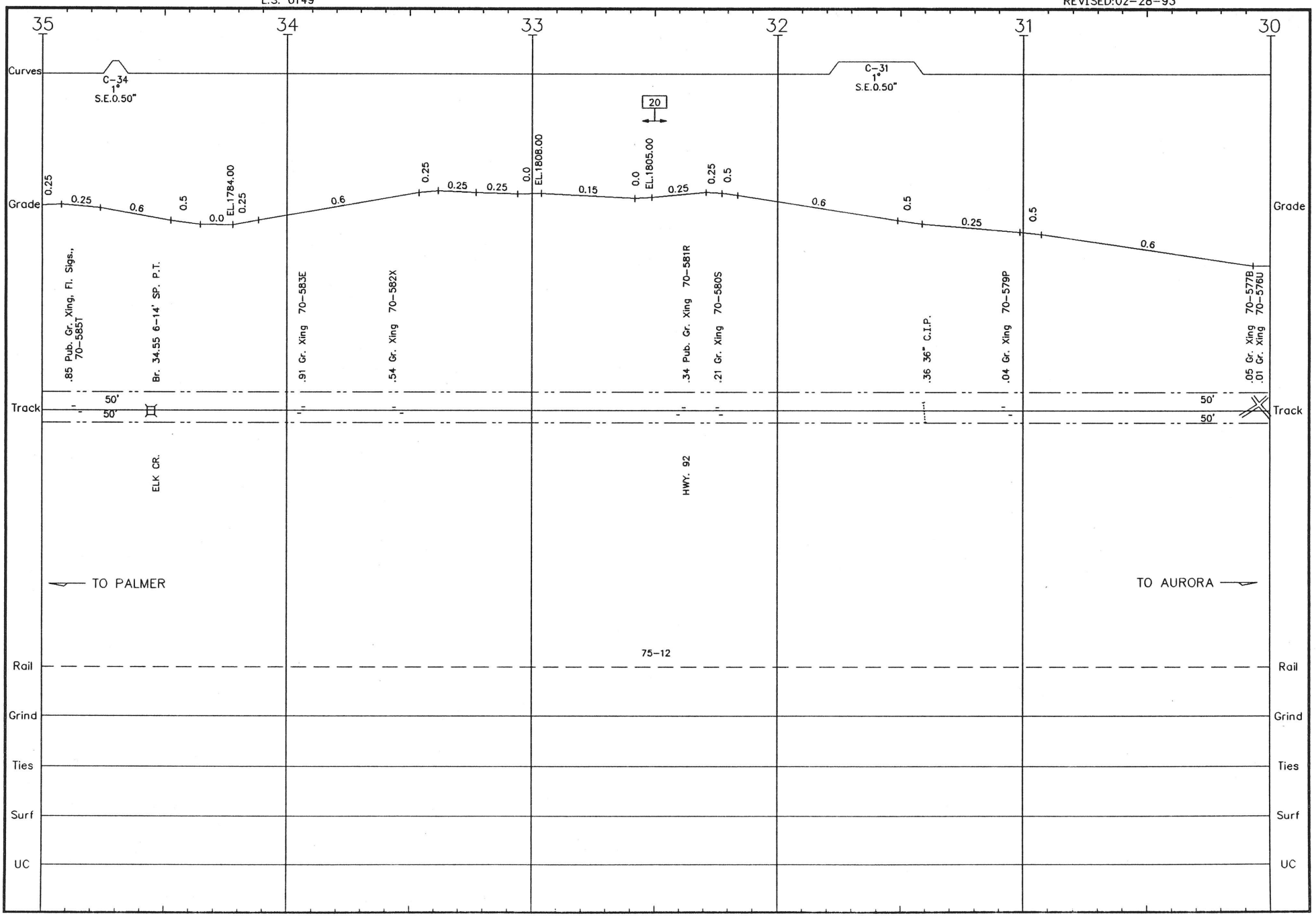
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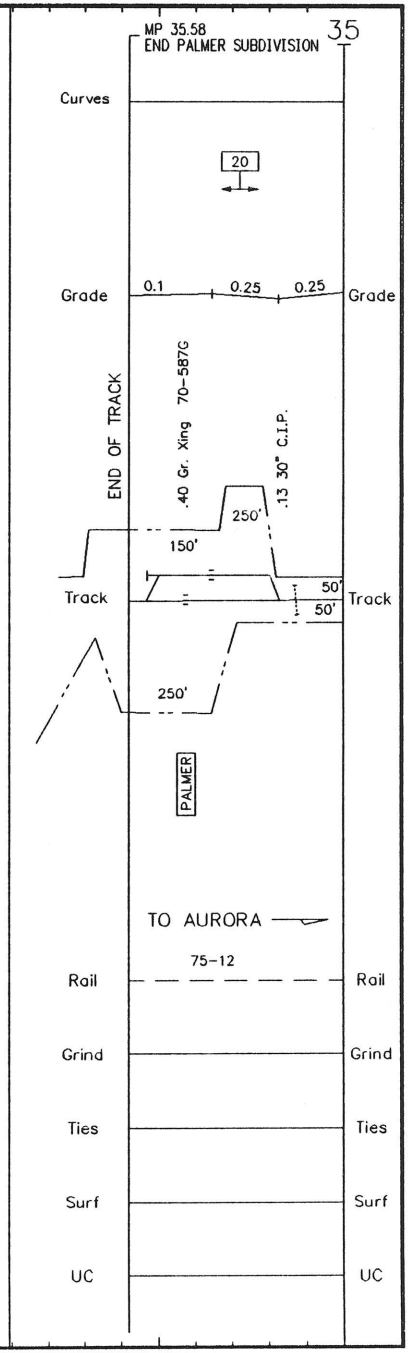
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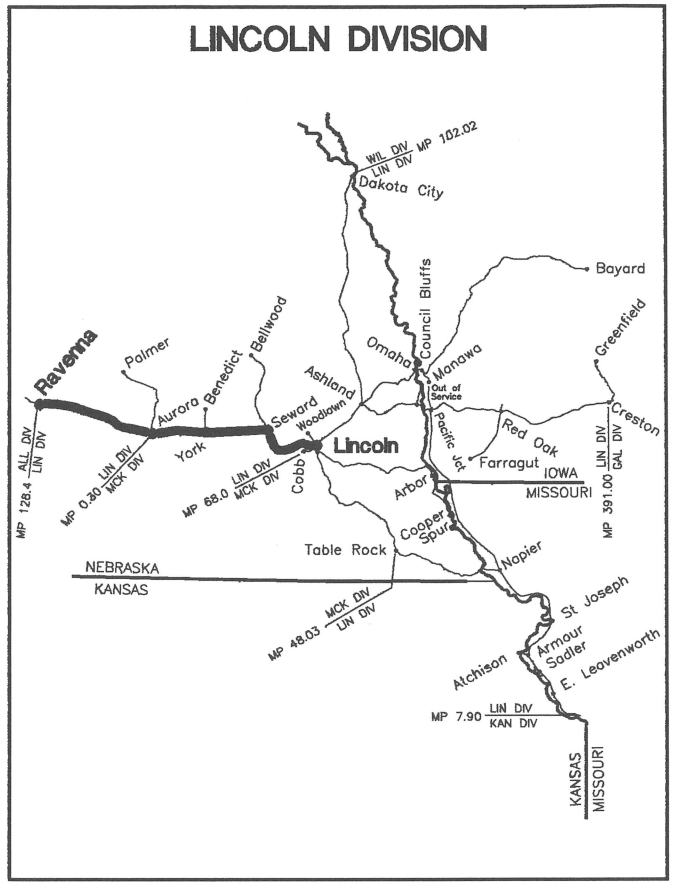
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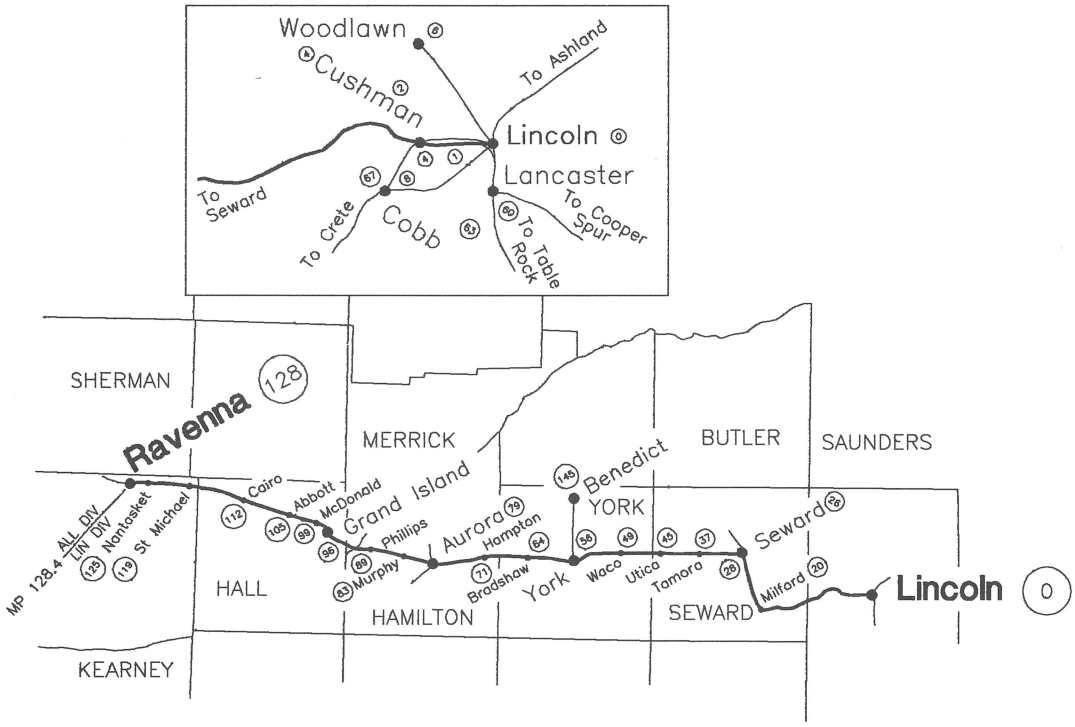
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MP 35.58
END PALMER SUBDIVISION
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Curves
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Grade
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0.25
0.25
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END OF TRACK
.40 Gr. Xing 70-587G
.13 30° C.I.P.
250'
150'
Track
50'
50'
Track
250'
PALMER
TO AURORA
75-12
Rail
Rail
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UC
UC

BURLINGTON NORTHERN
LINCOLN DIVISION
RAVENNA SUBDIVISION



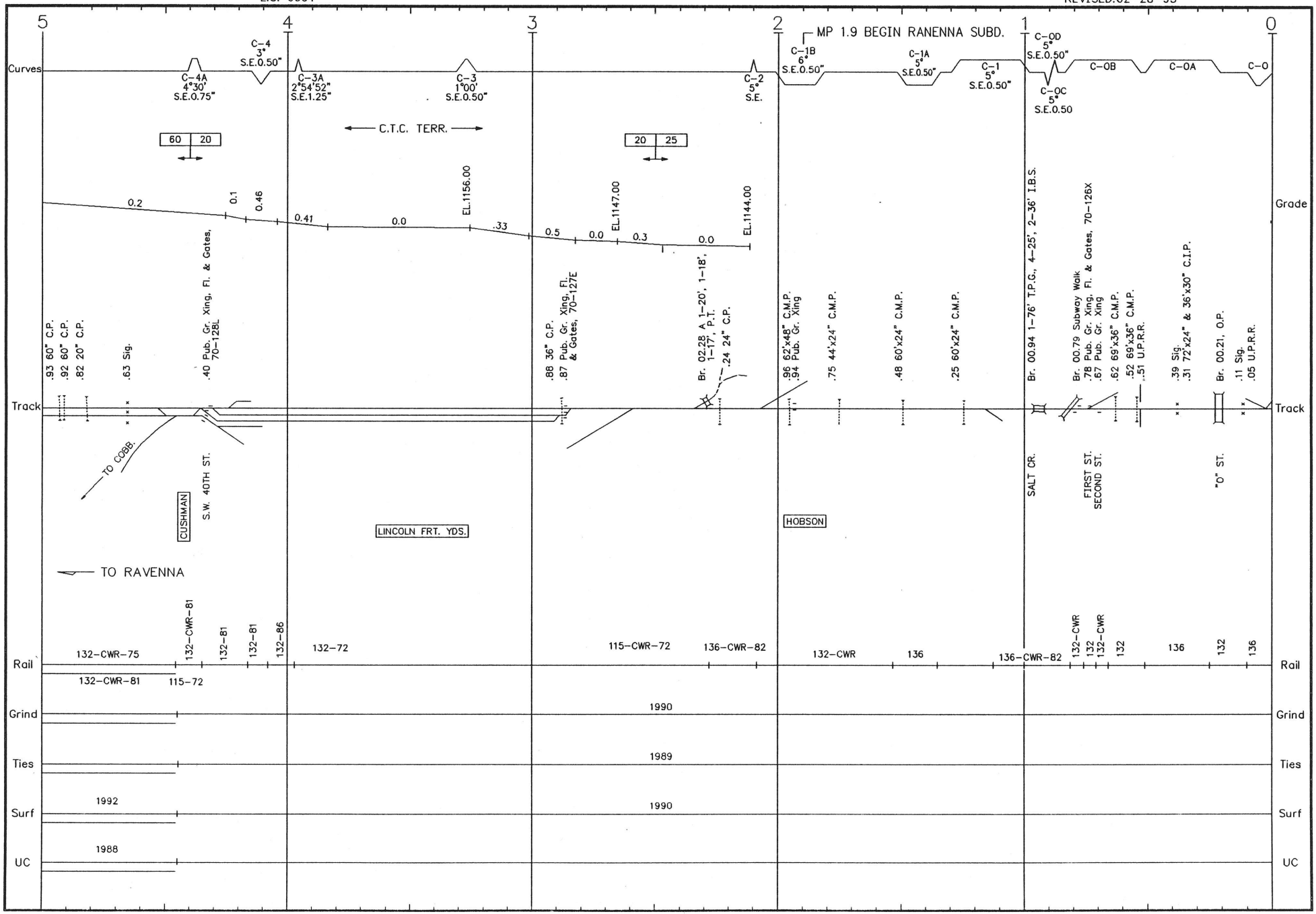
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CLRAV-01

L.S. 0004

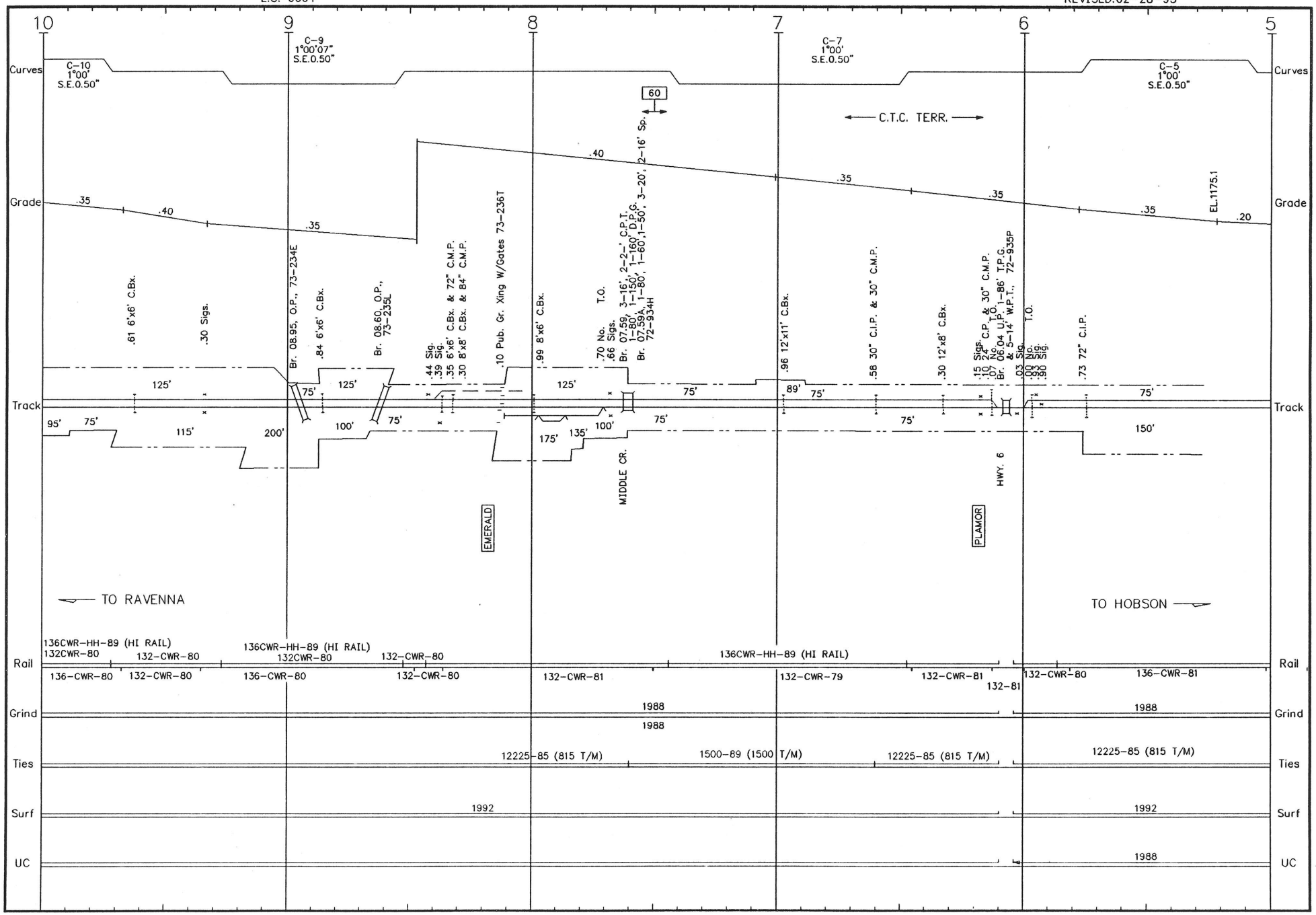
REVISED:02-28-93



CLRAV-02

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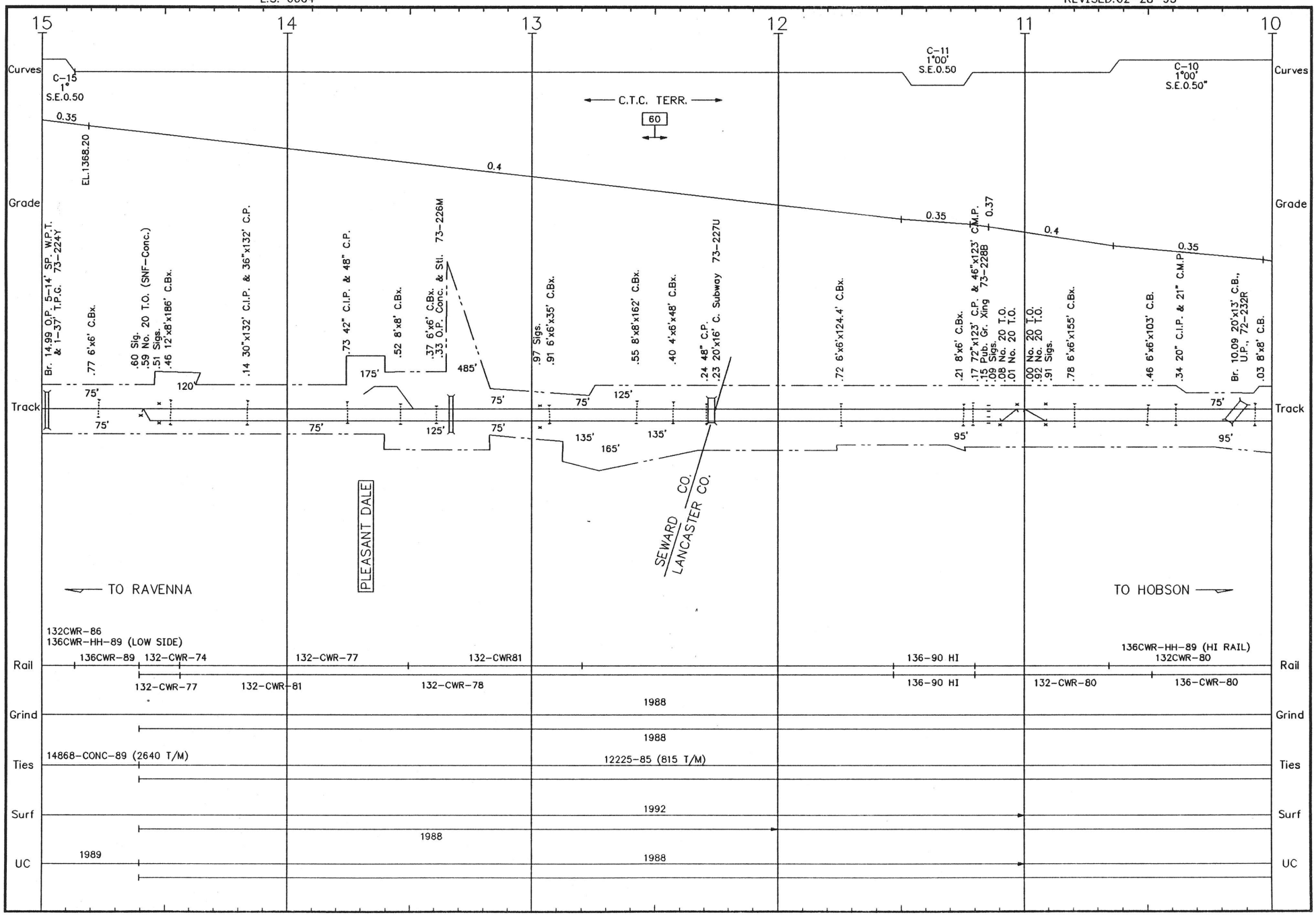
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CLRAV-03

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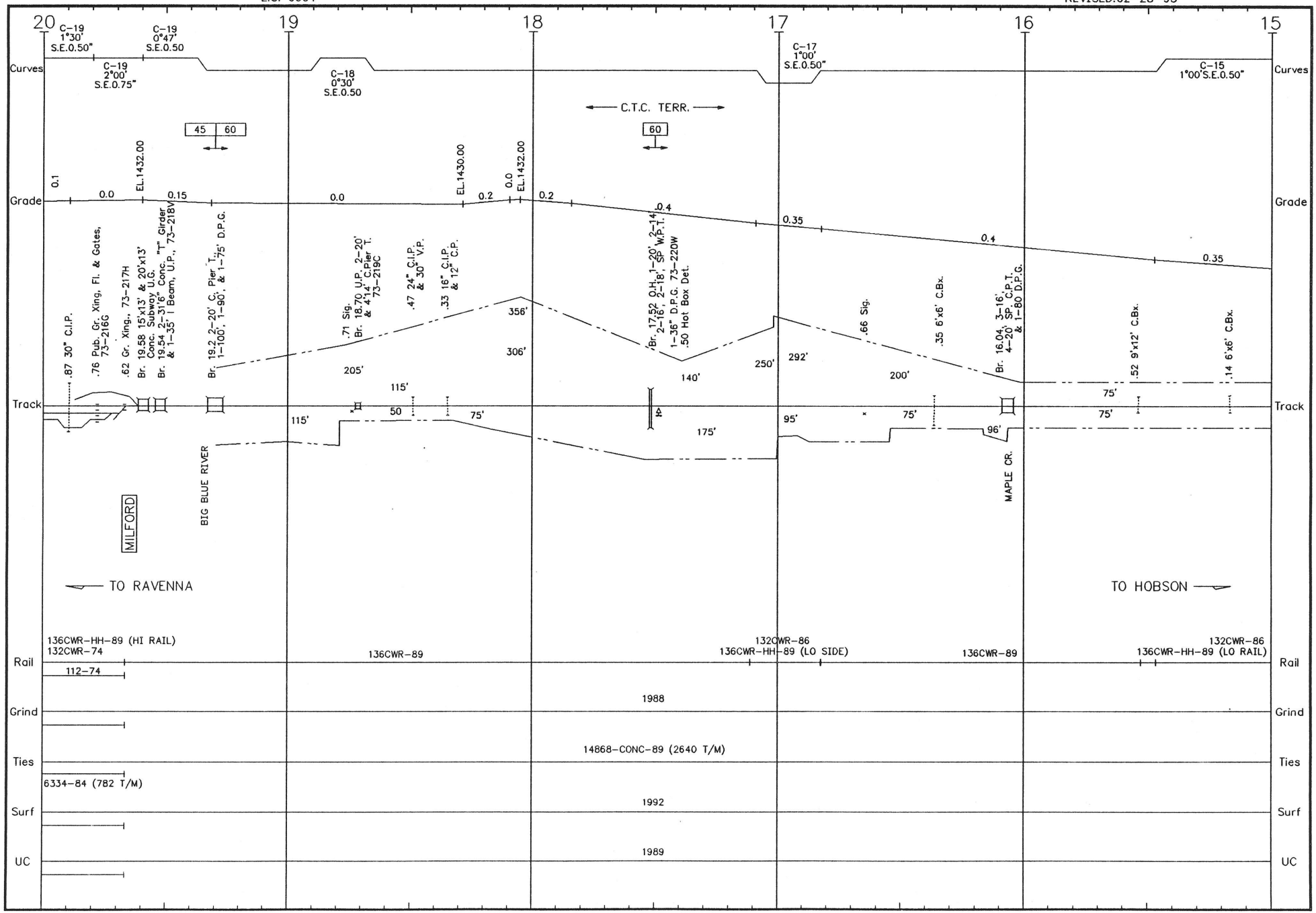
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CLRAV-04

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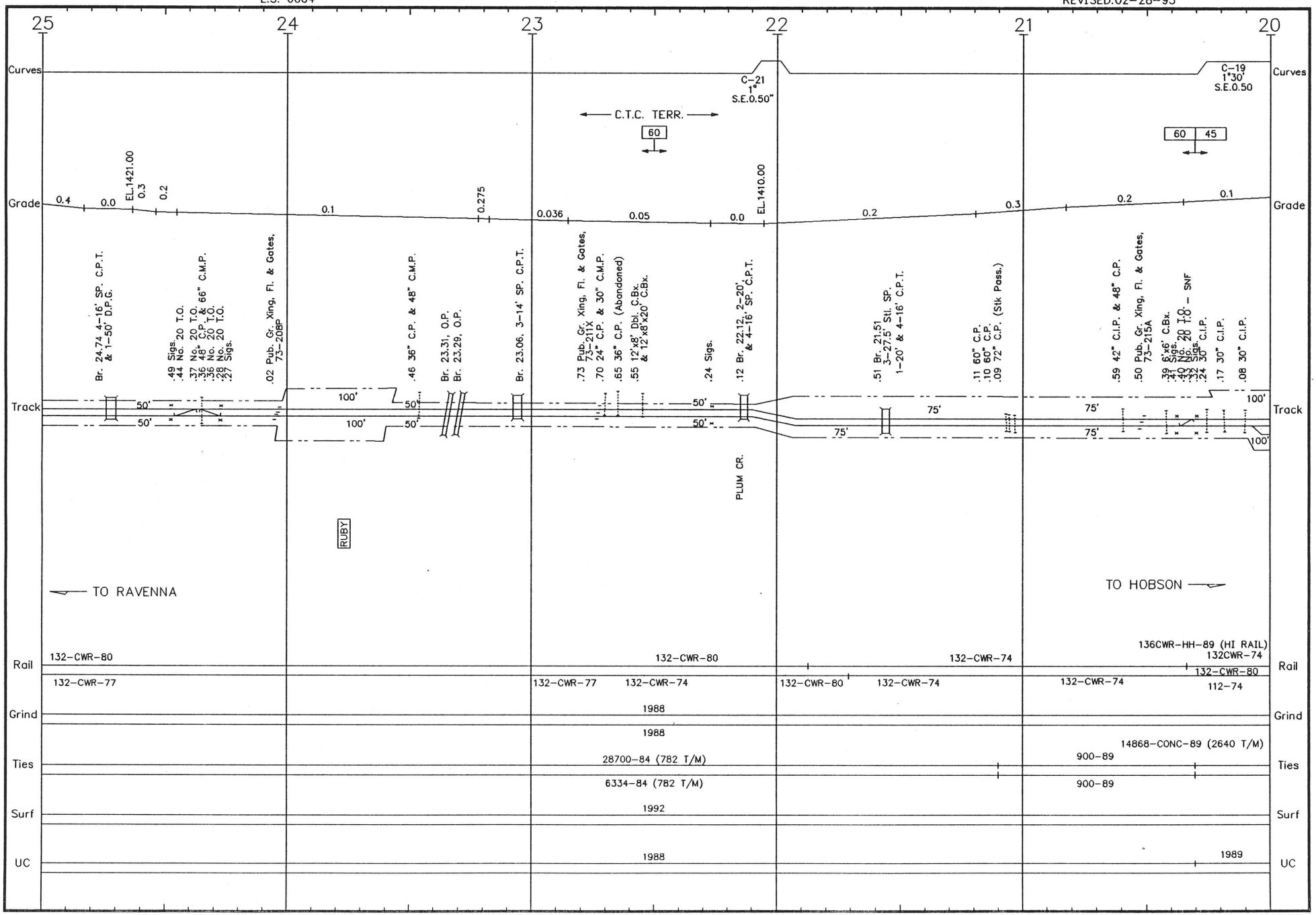
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CLRAV-05

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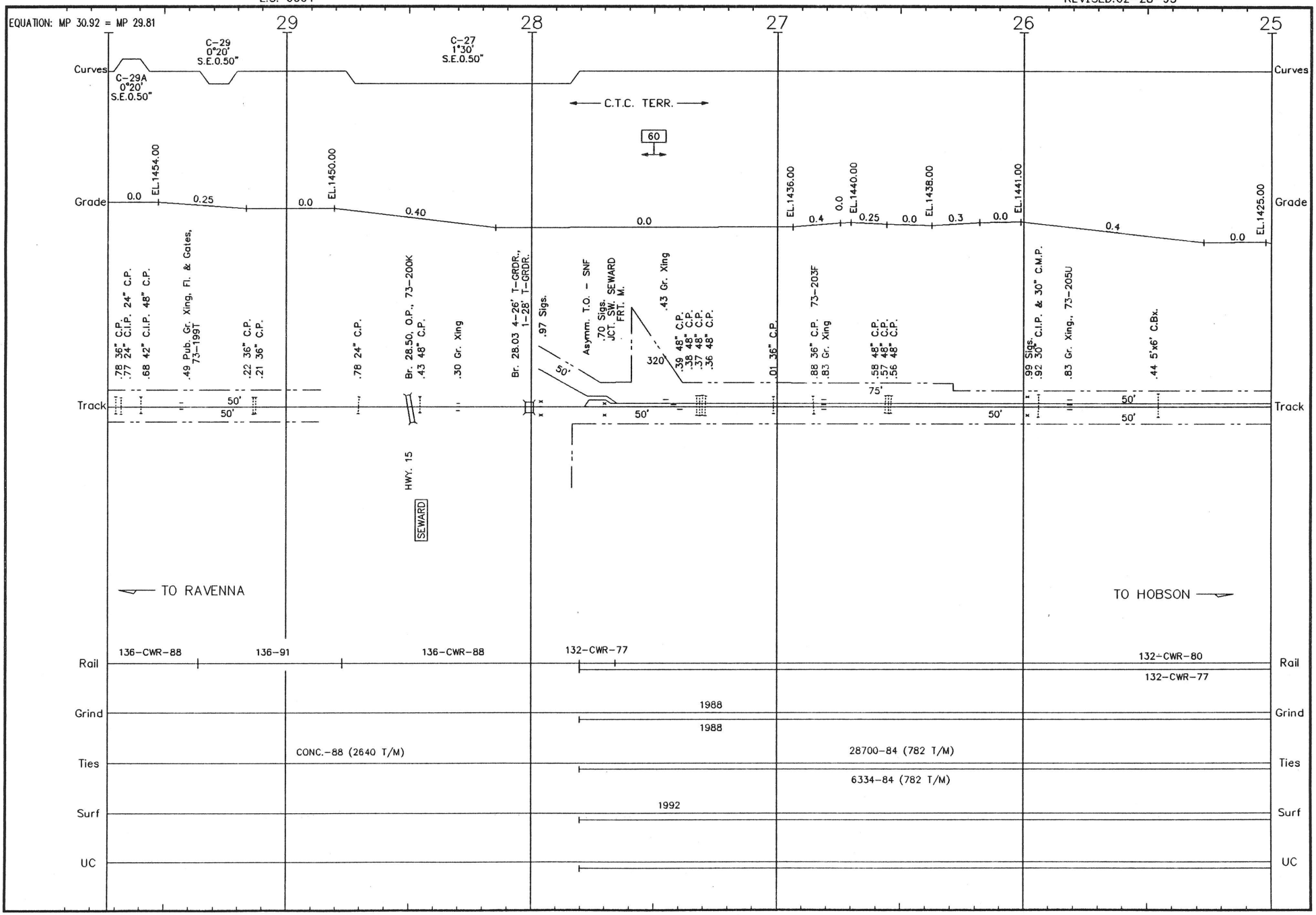
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CLRAV-06

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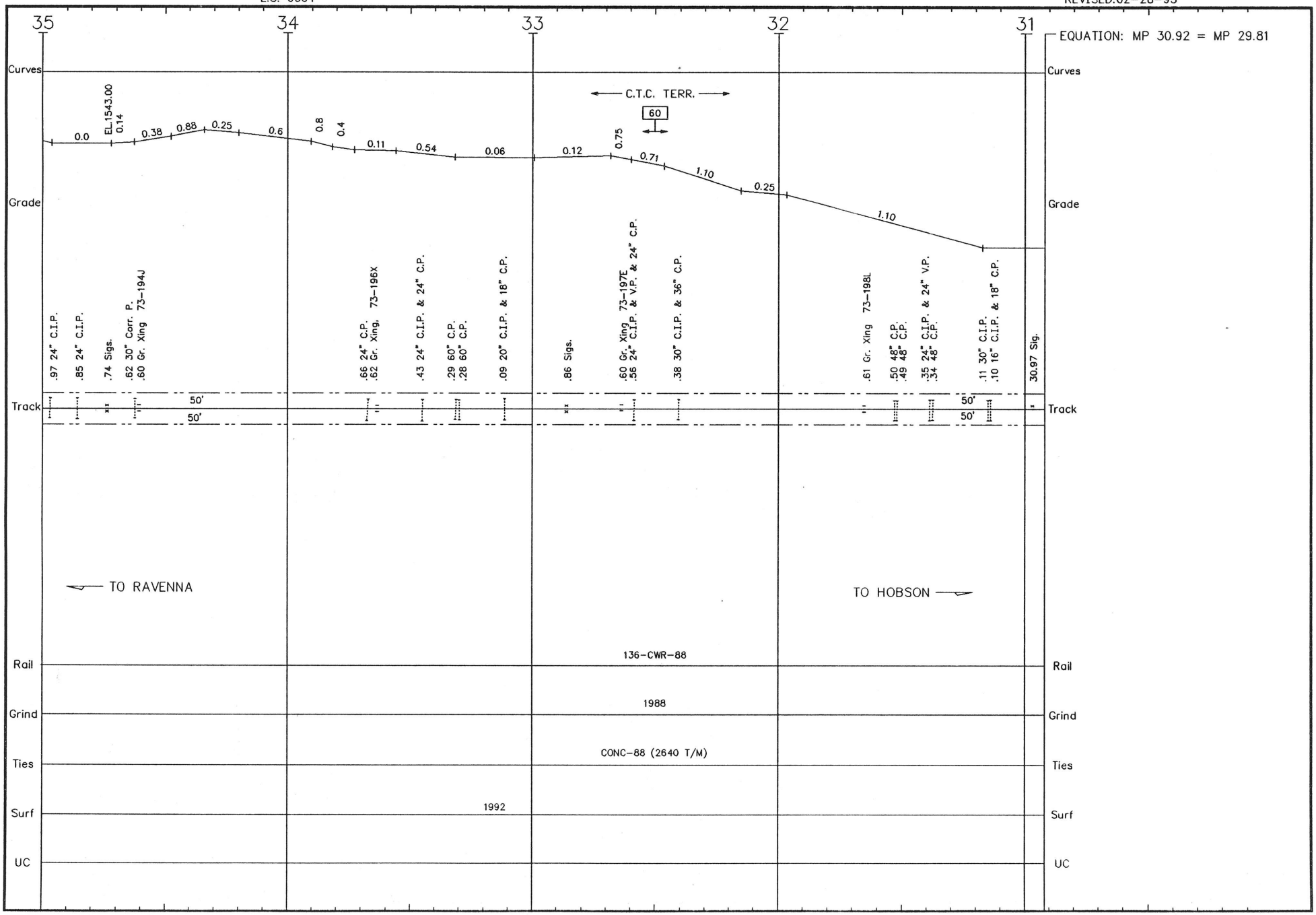
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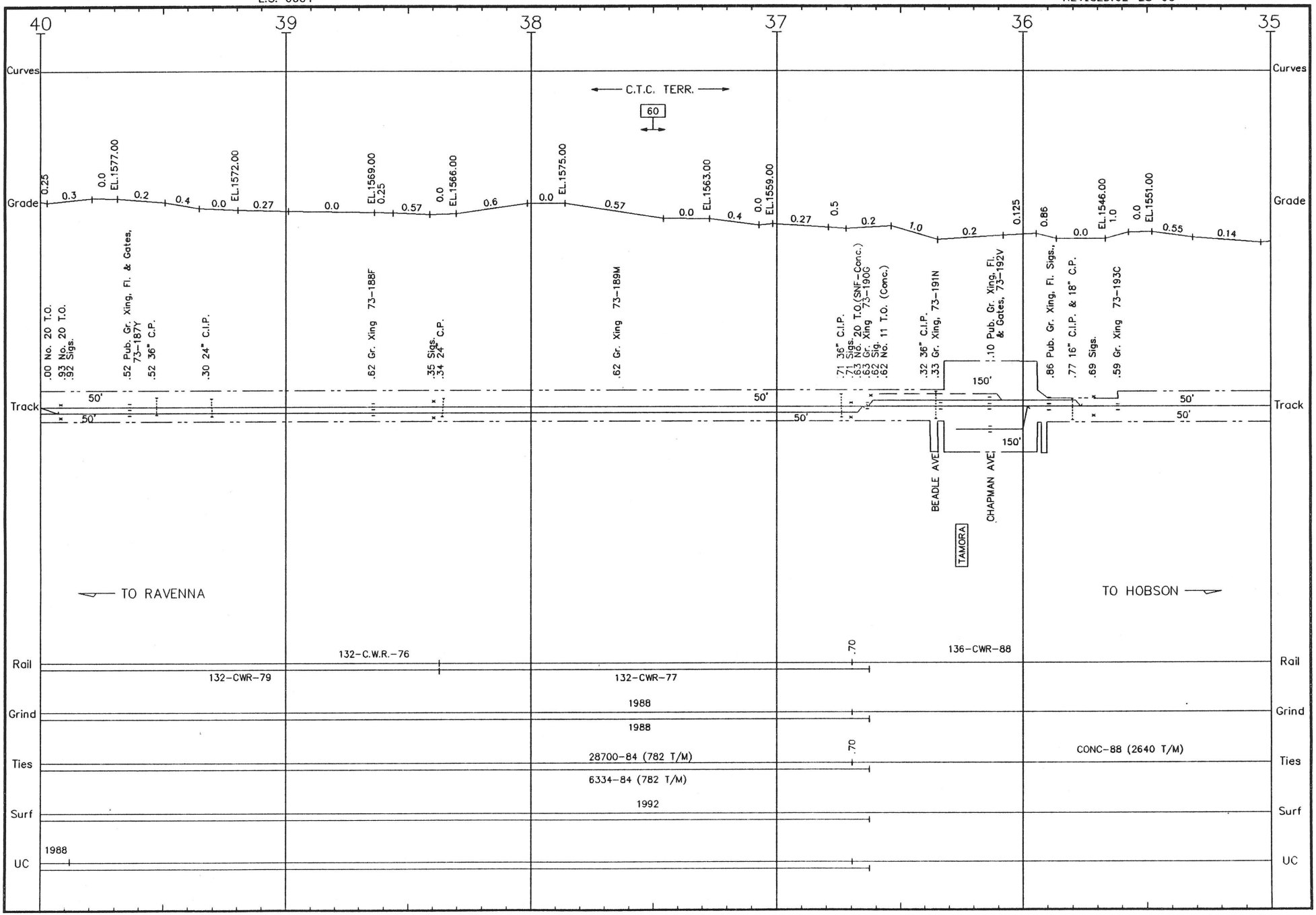
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CLRAV-08

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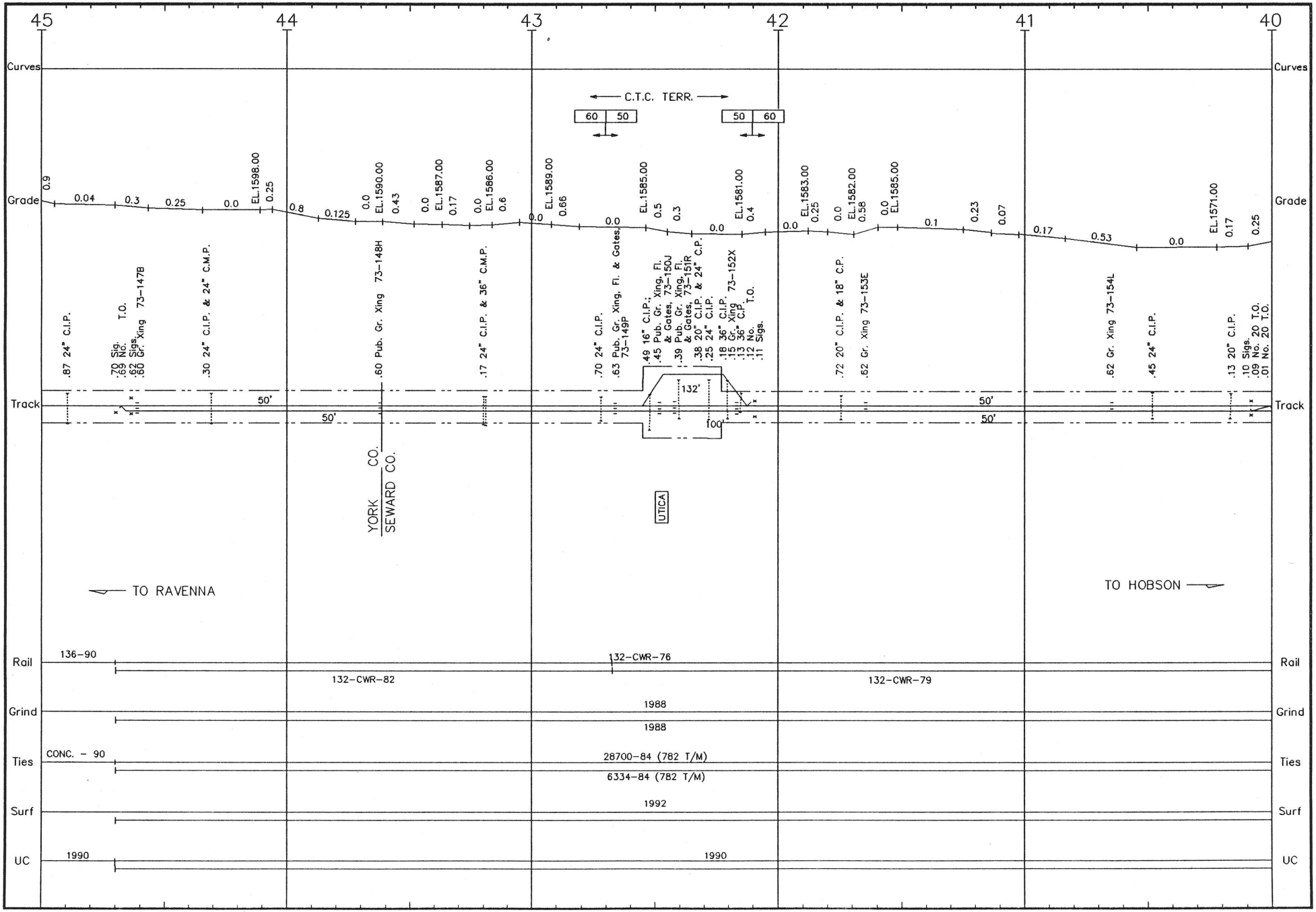
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CLRAV-09

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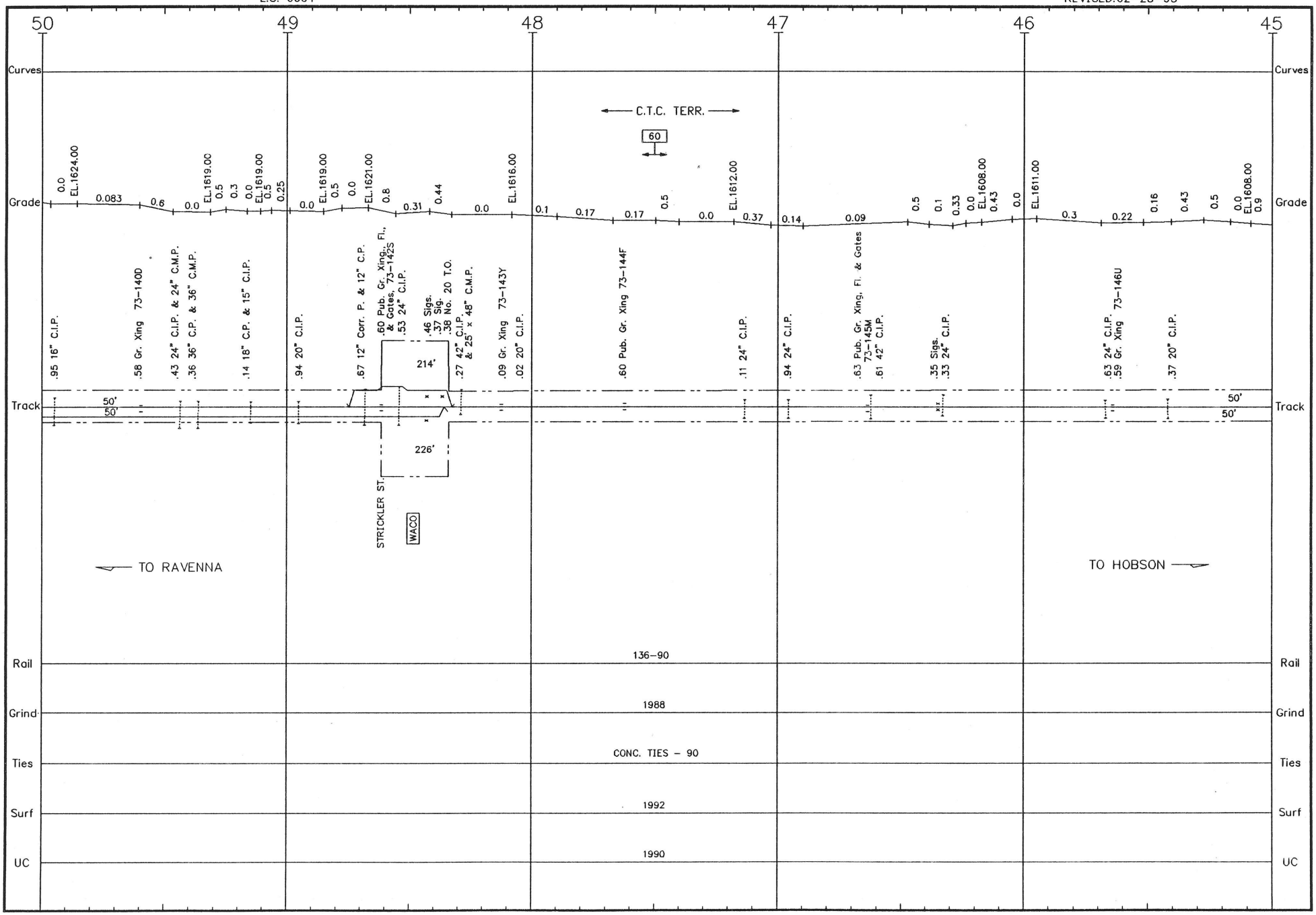
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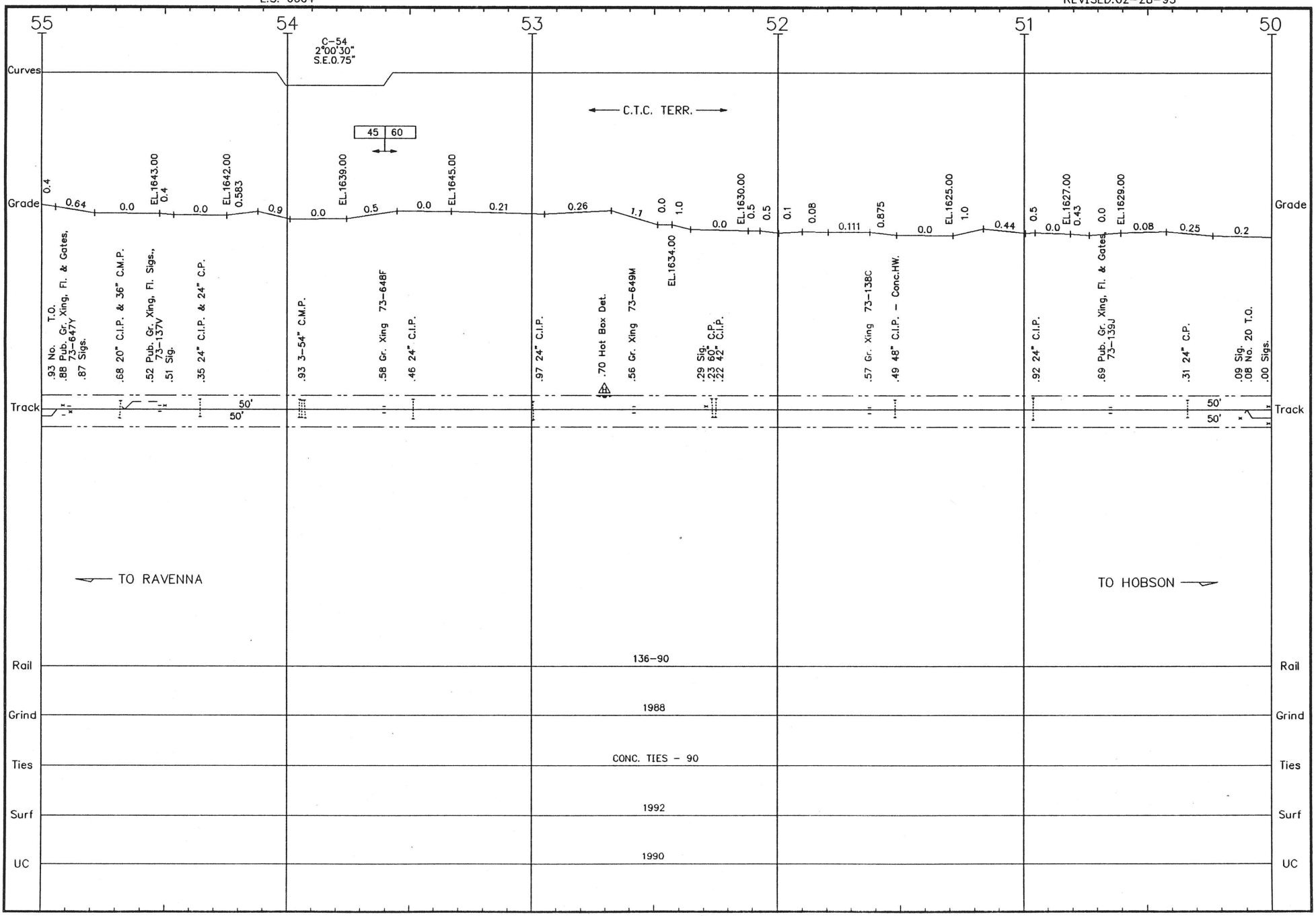
REVISED:02–28–93



CLRAV-11

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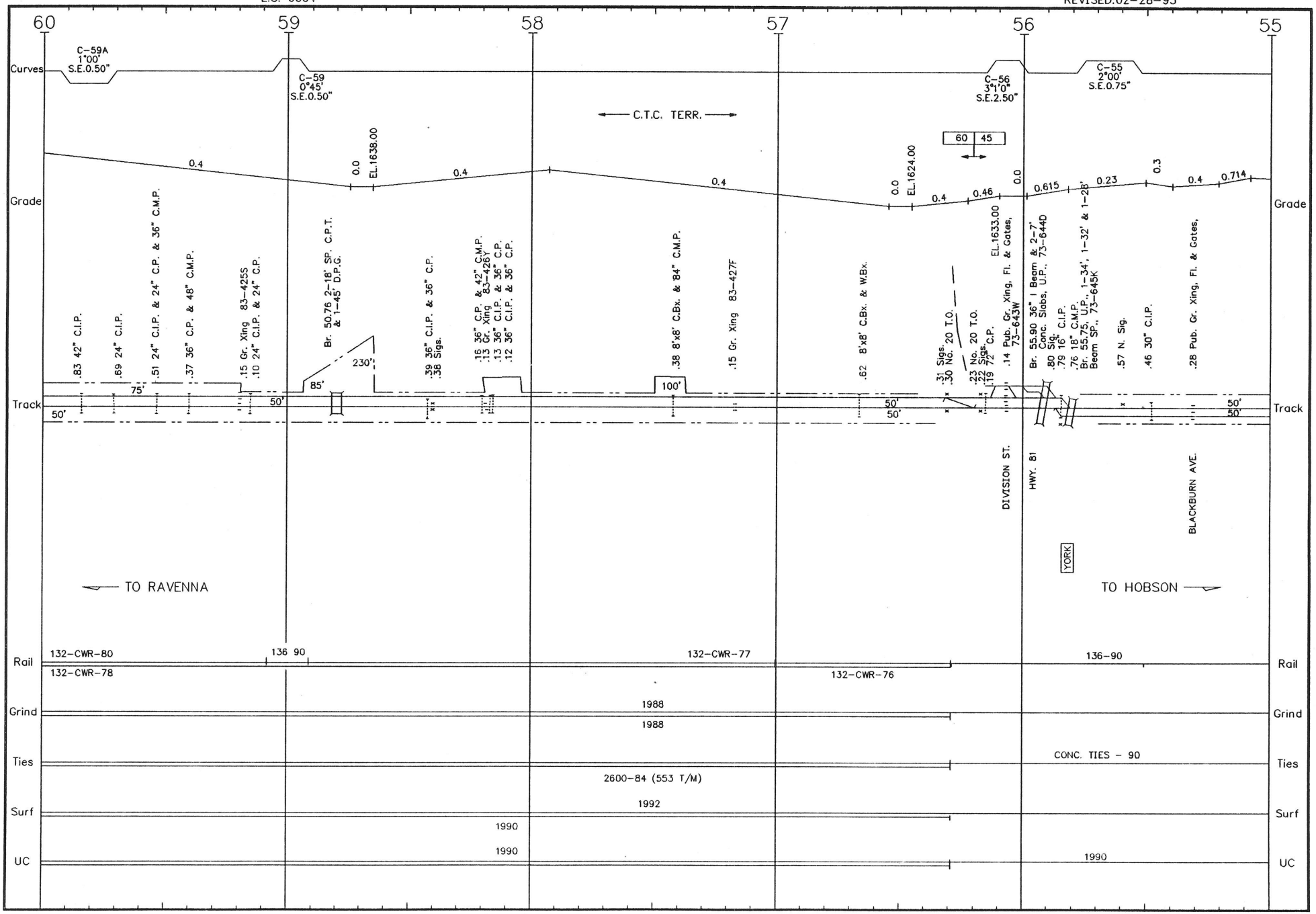
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CLRAV-12

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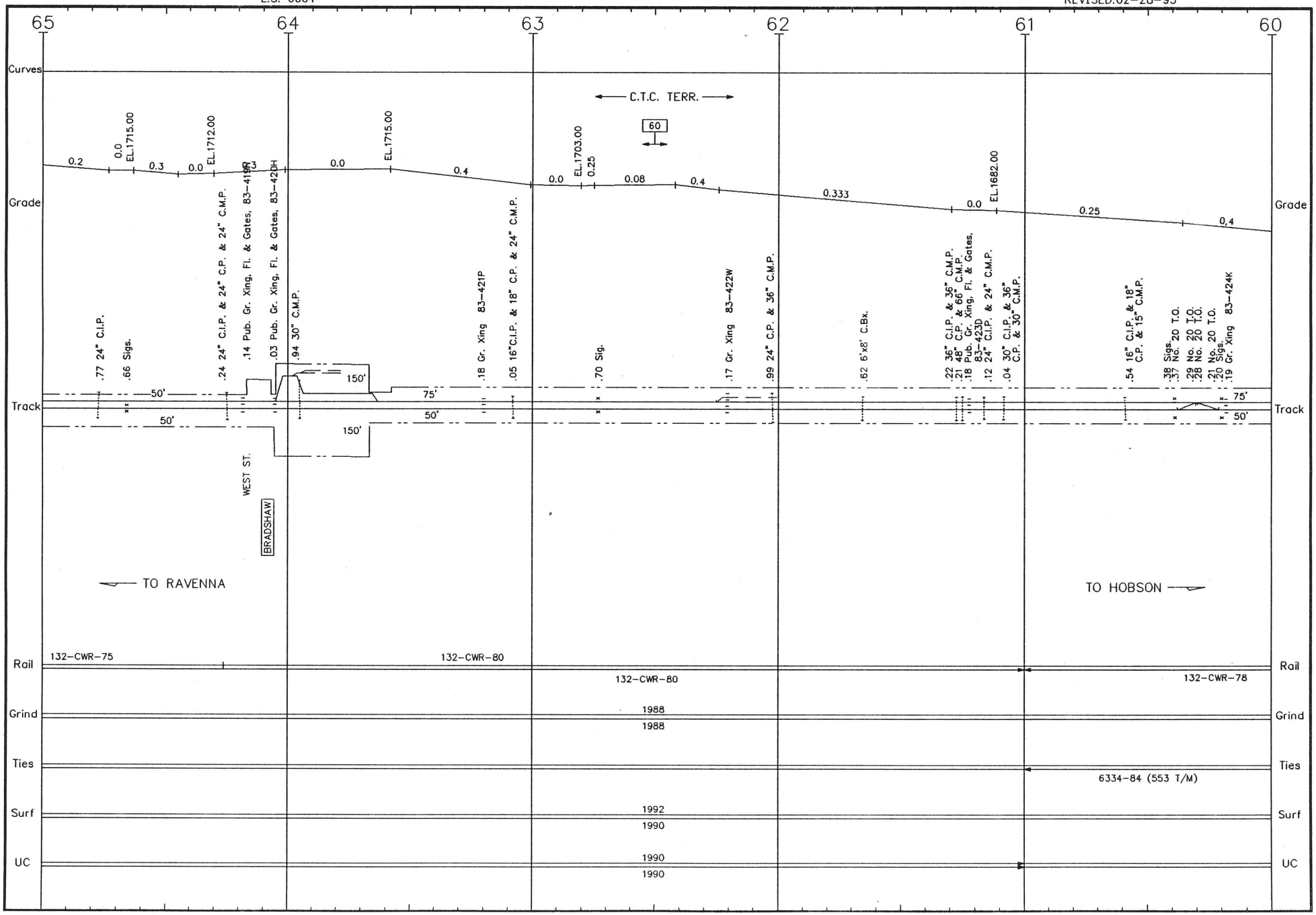
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CLRAV-13

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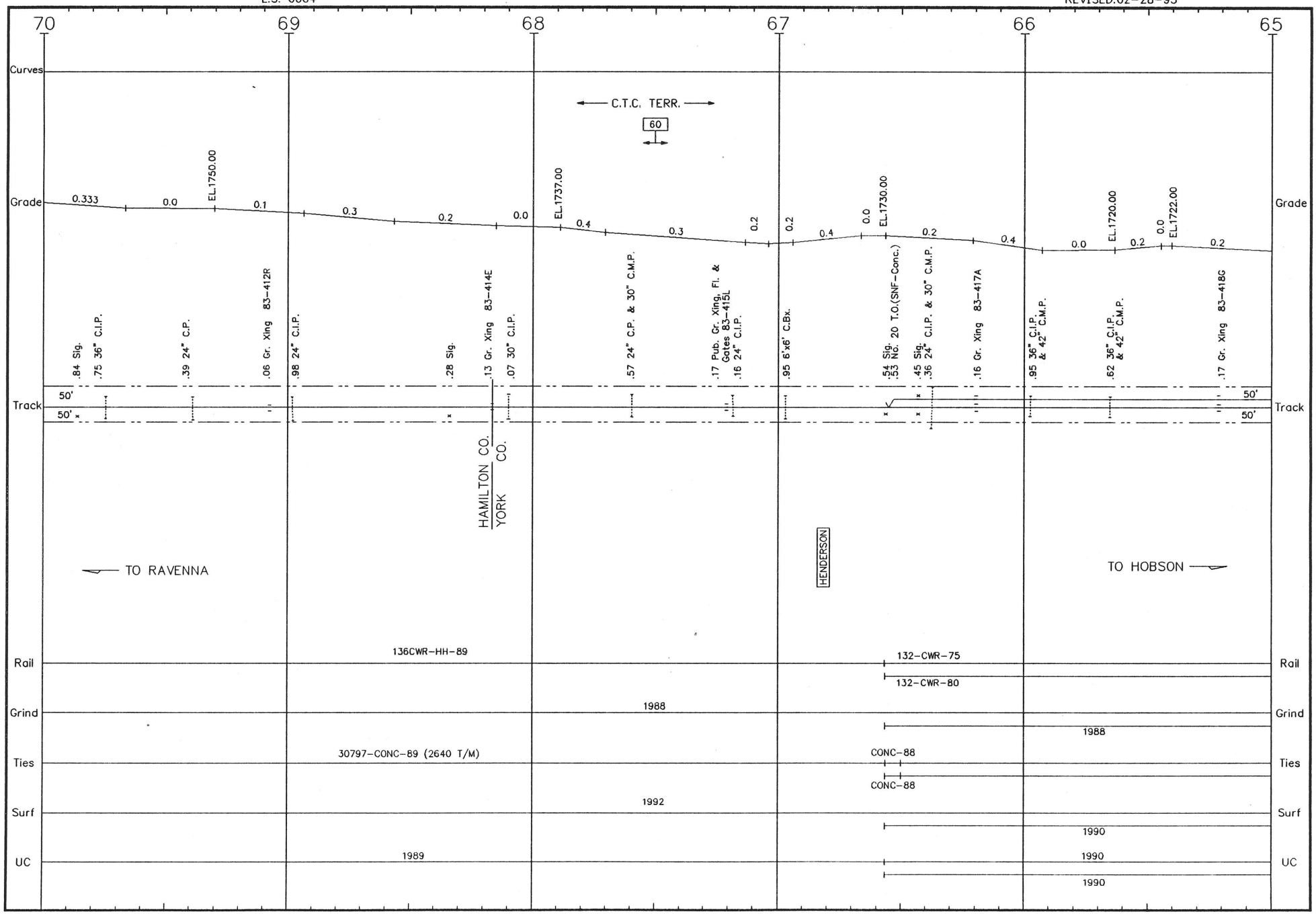
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CLRAV-14

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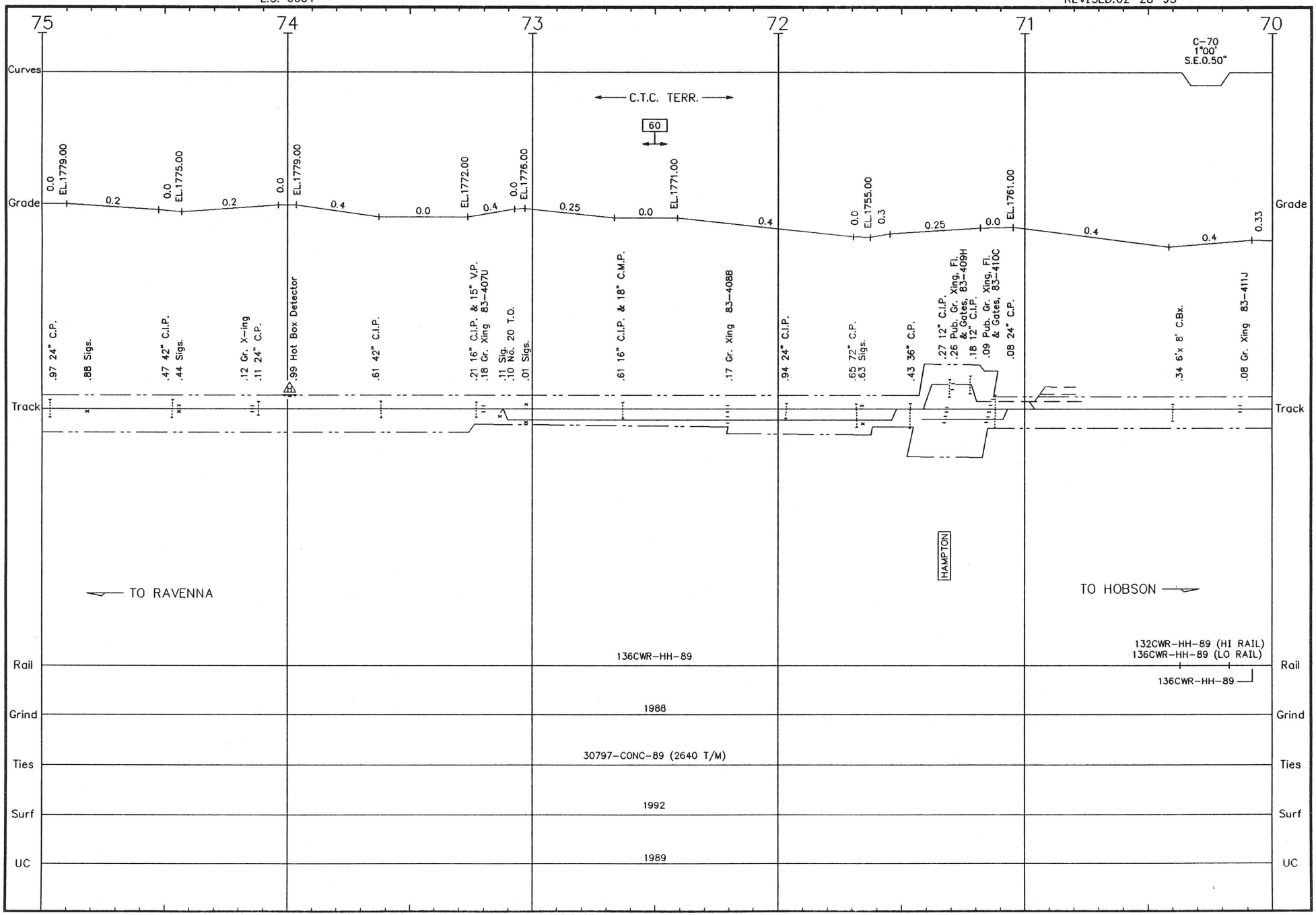
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CLRAV-15

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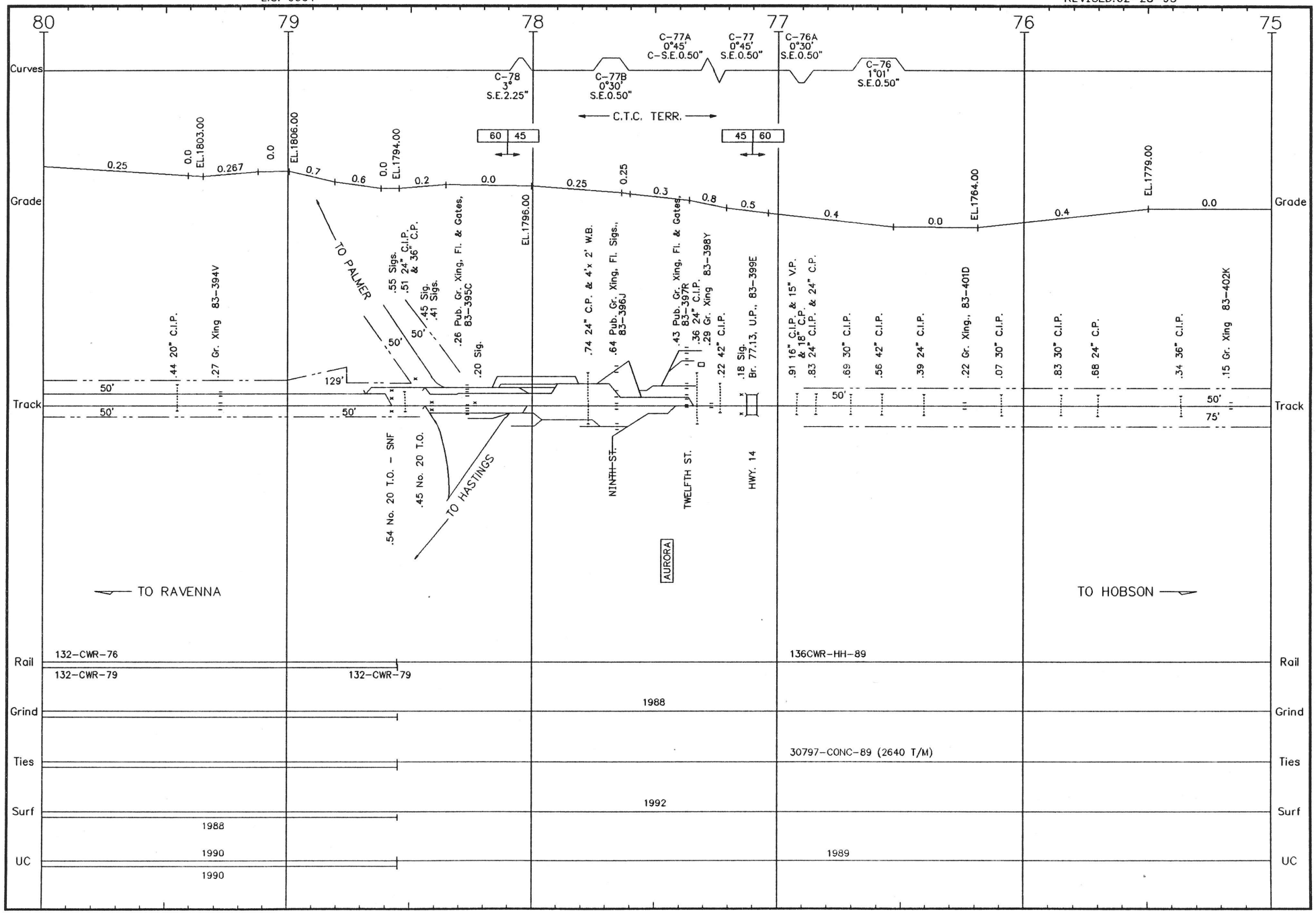
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CLRAV-16

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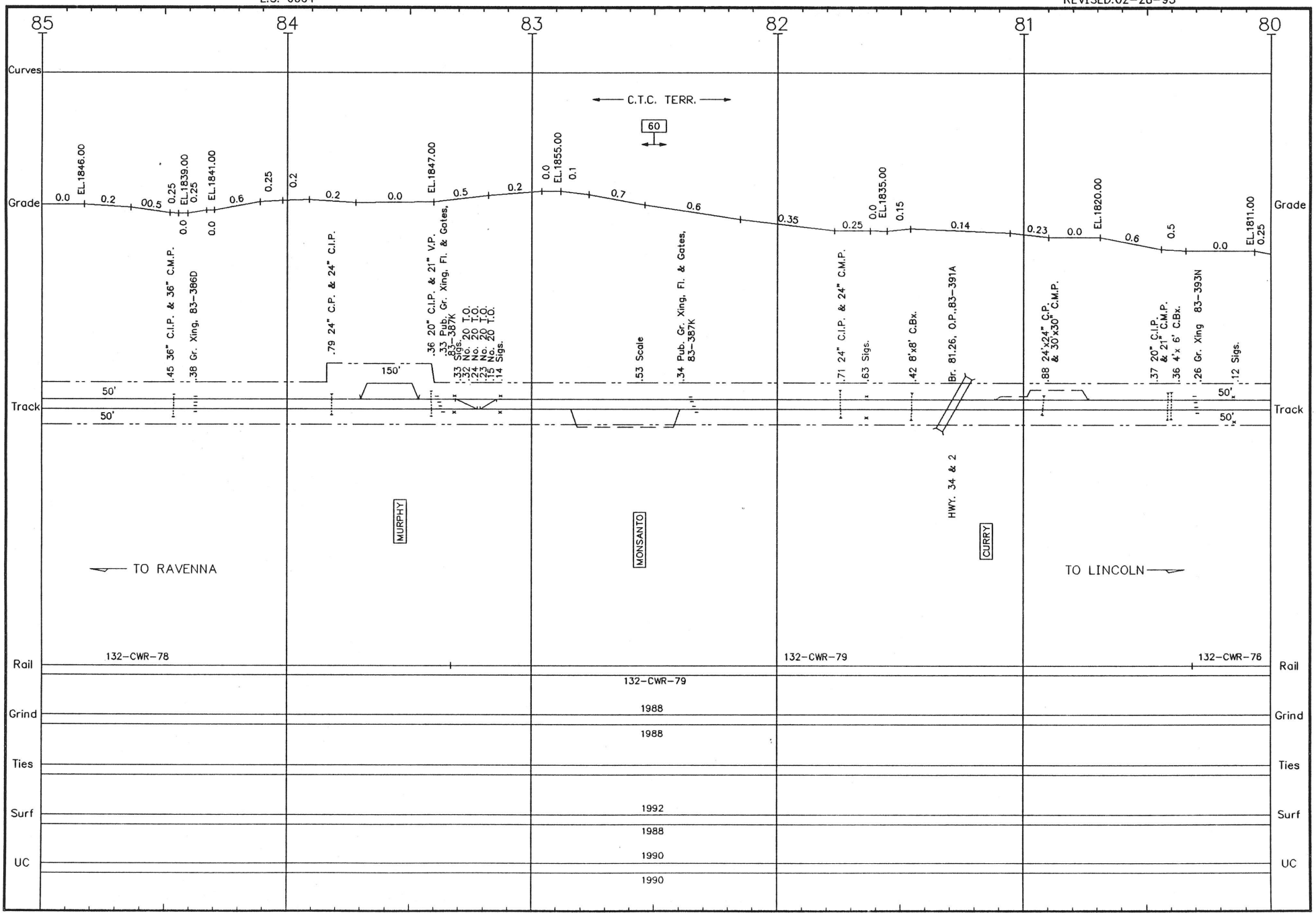
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CLRAV-17

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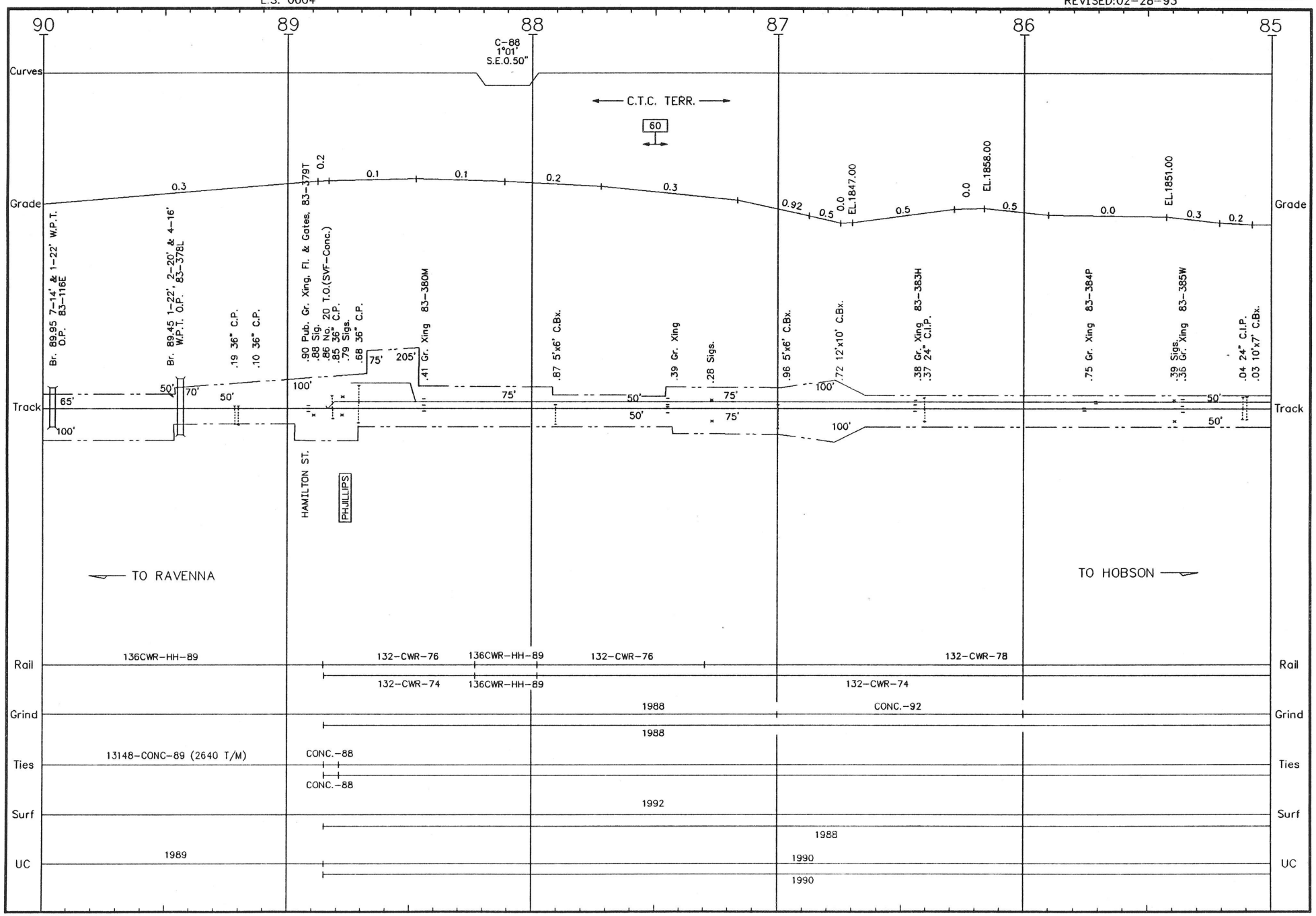
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CLRAV-18

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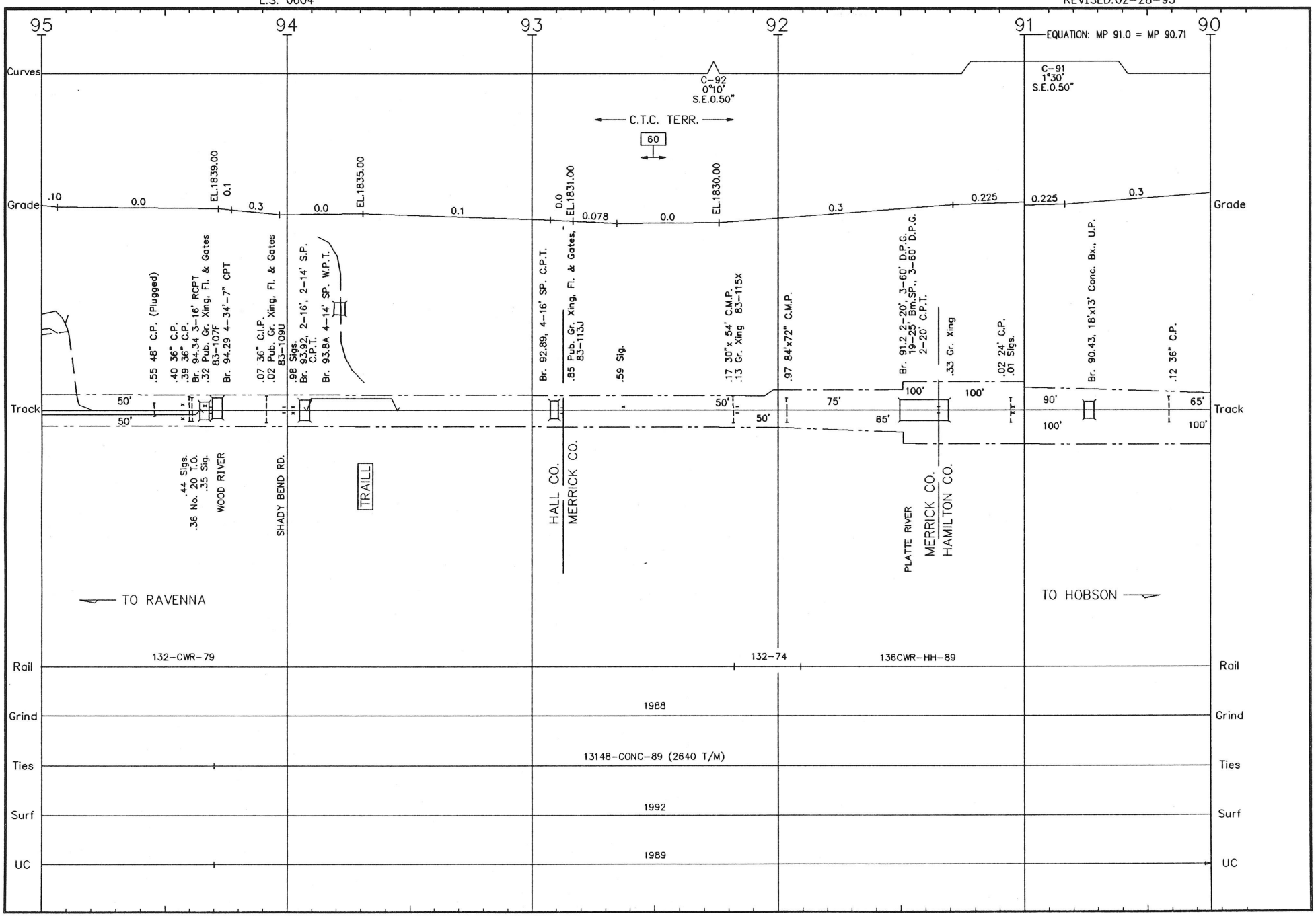
REVISED:02-28-93



CLRAV-19

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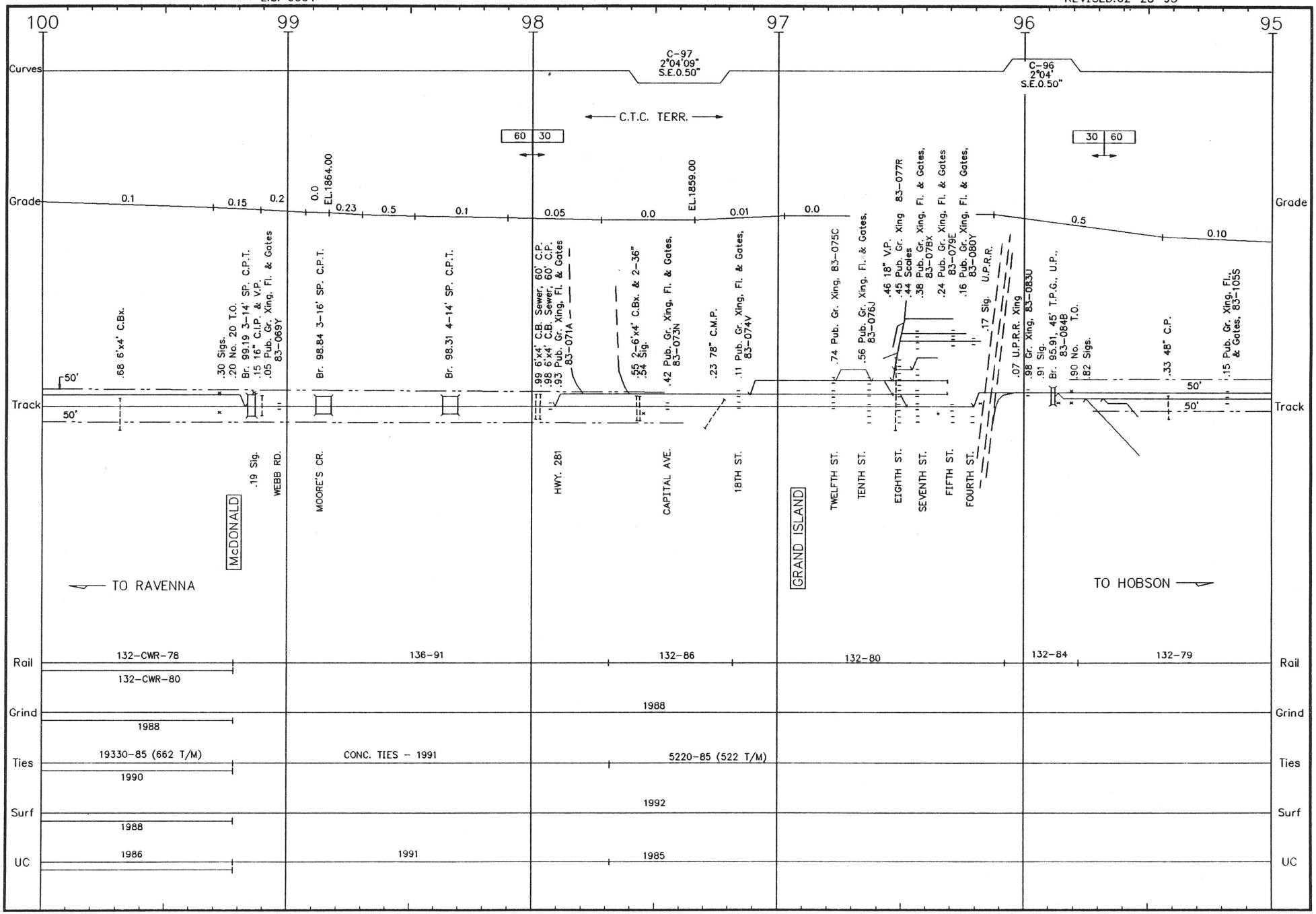
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CLRAV-20

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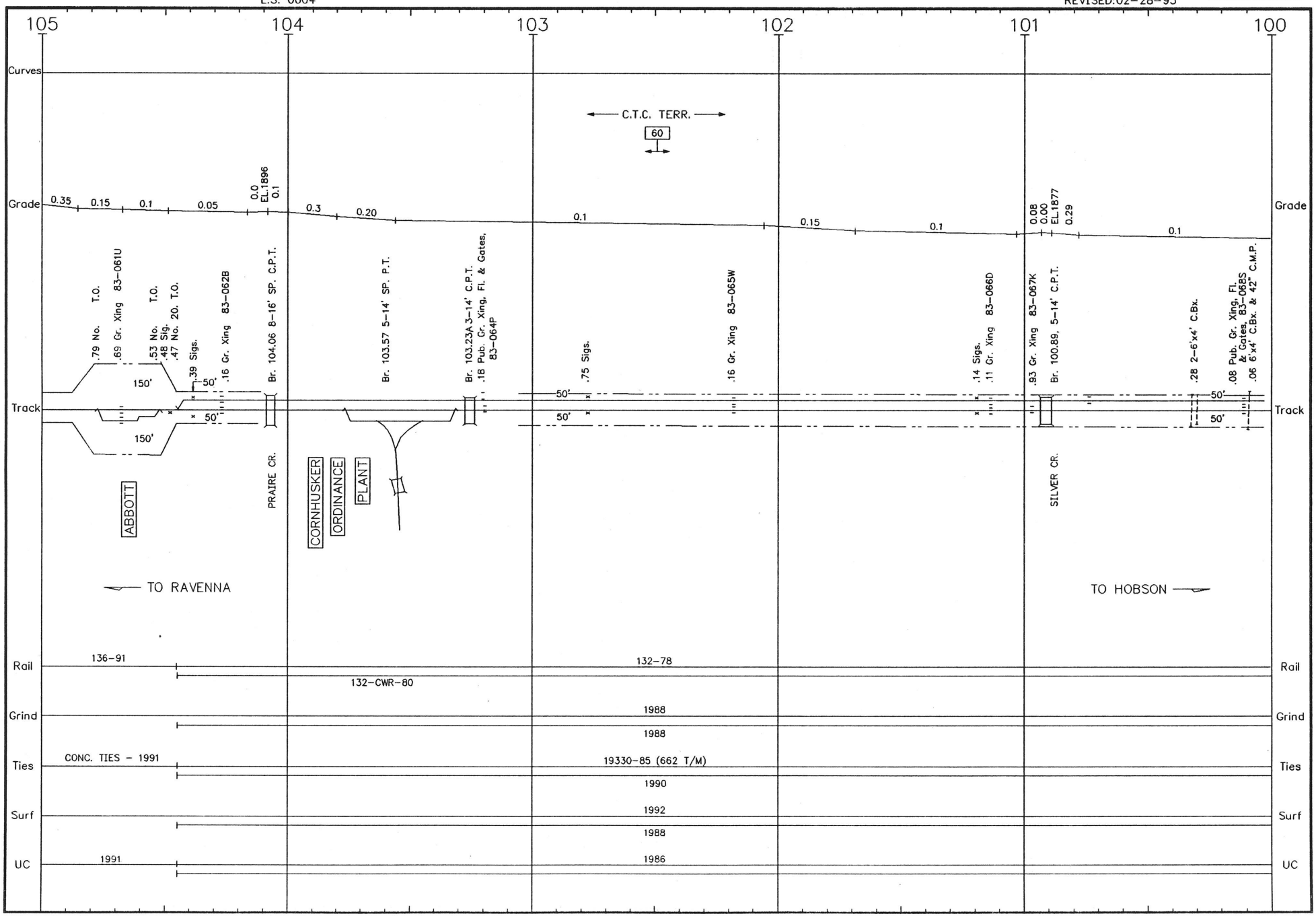
REVISED:02-28--93



CLRAV-21

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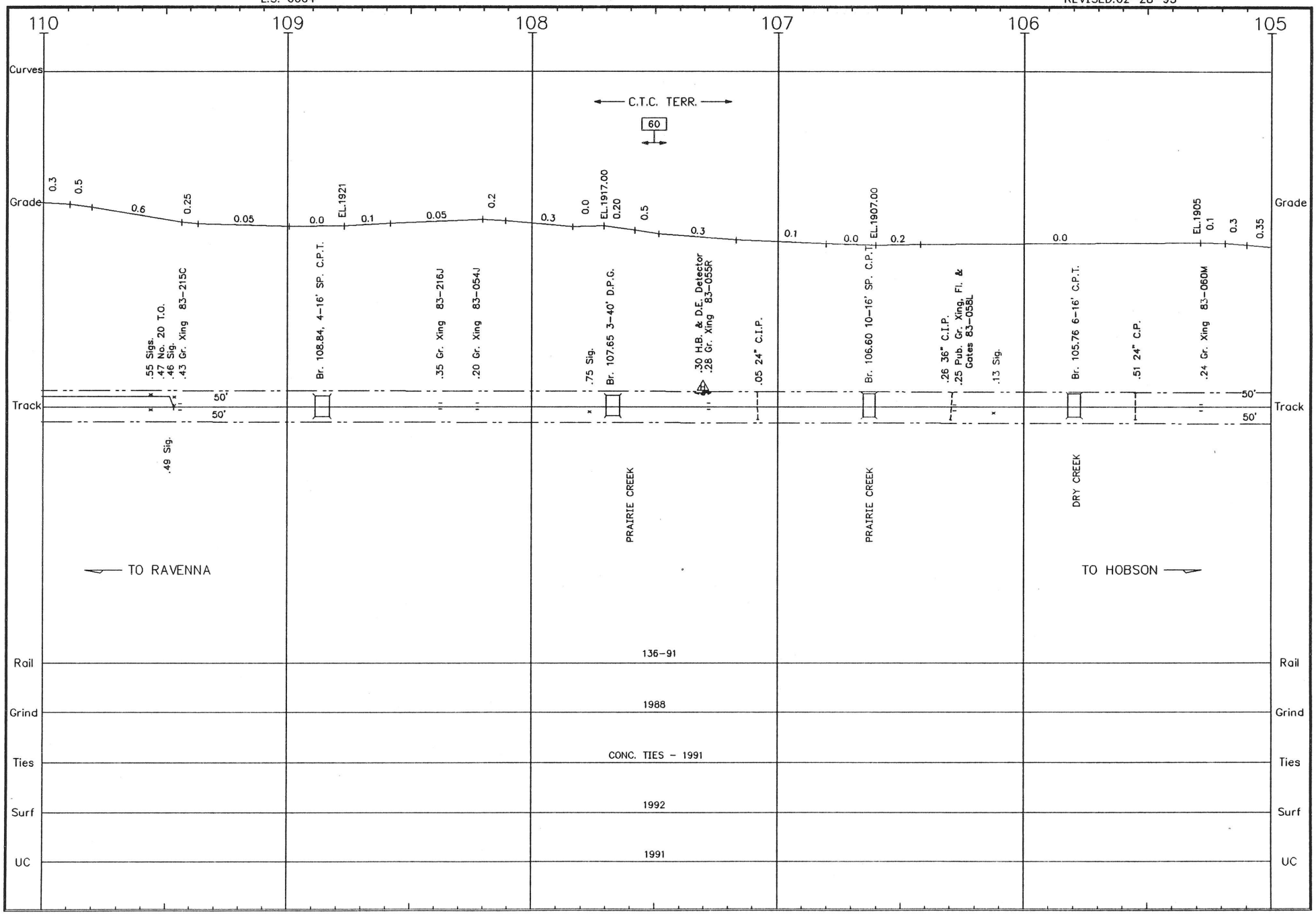
REVISED:02-28-93



CLRAV-22

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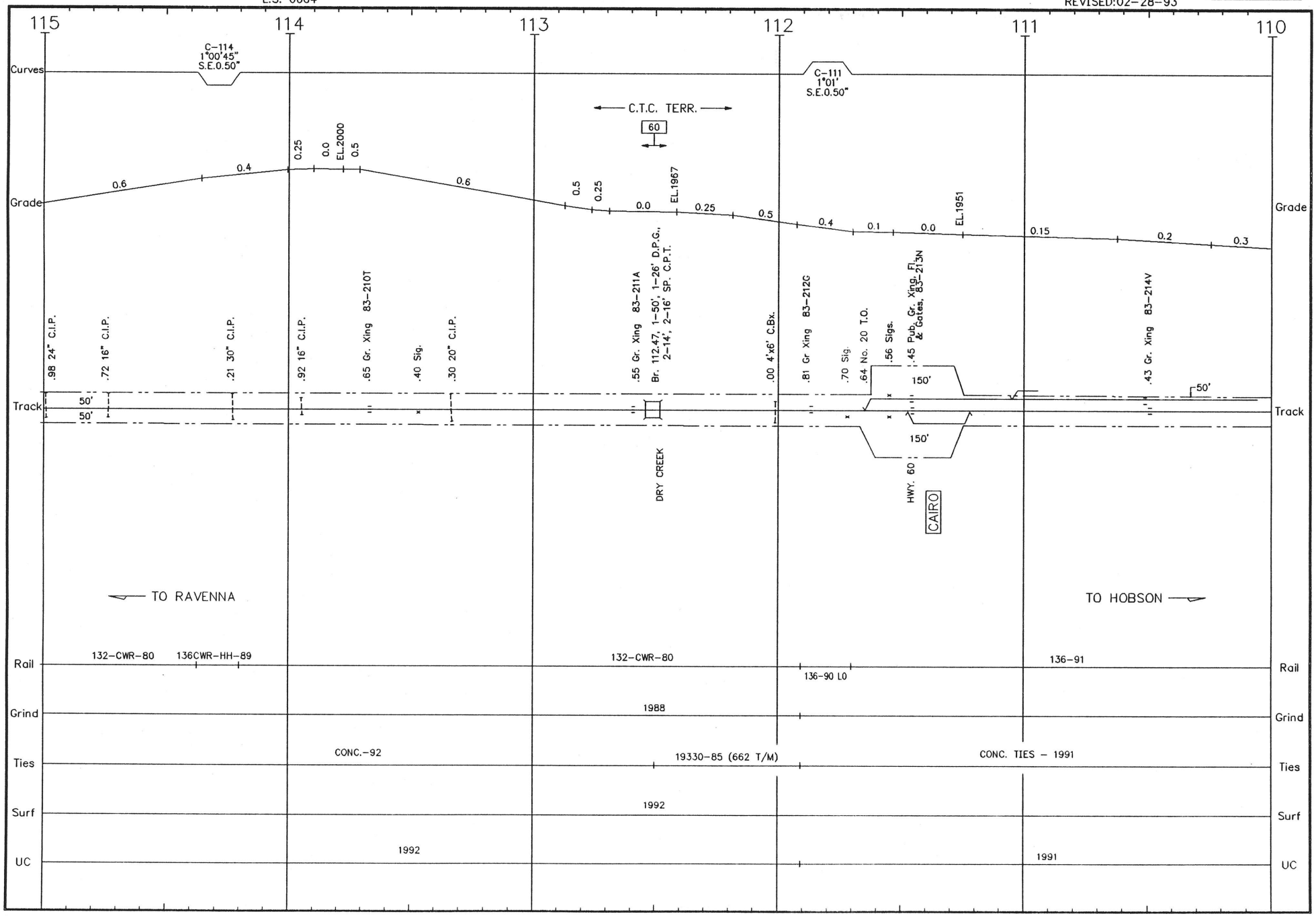
REVISED:02-28-93



L.S. 0004

REVISED:02-28-93

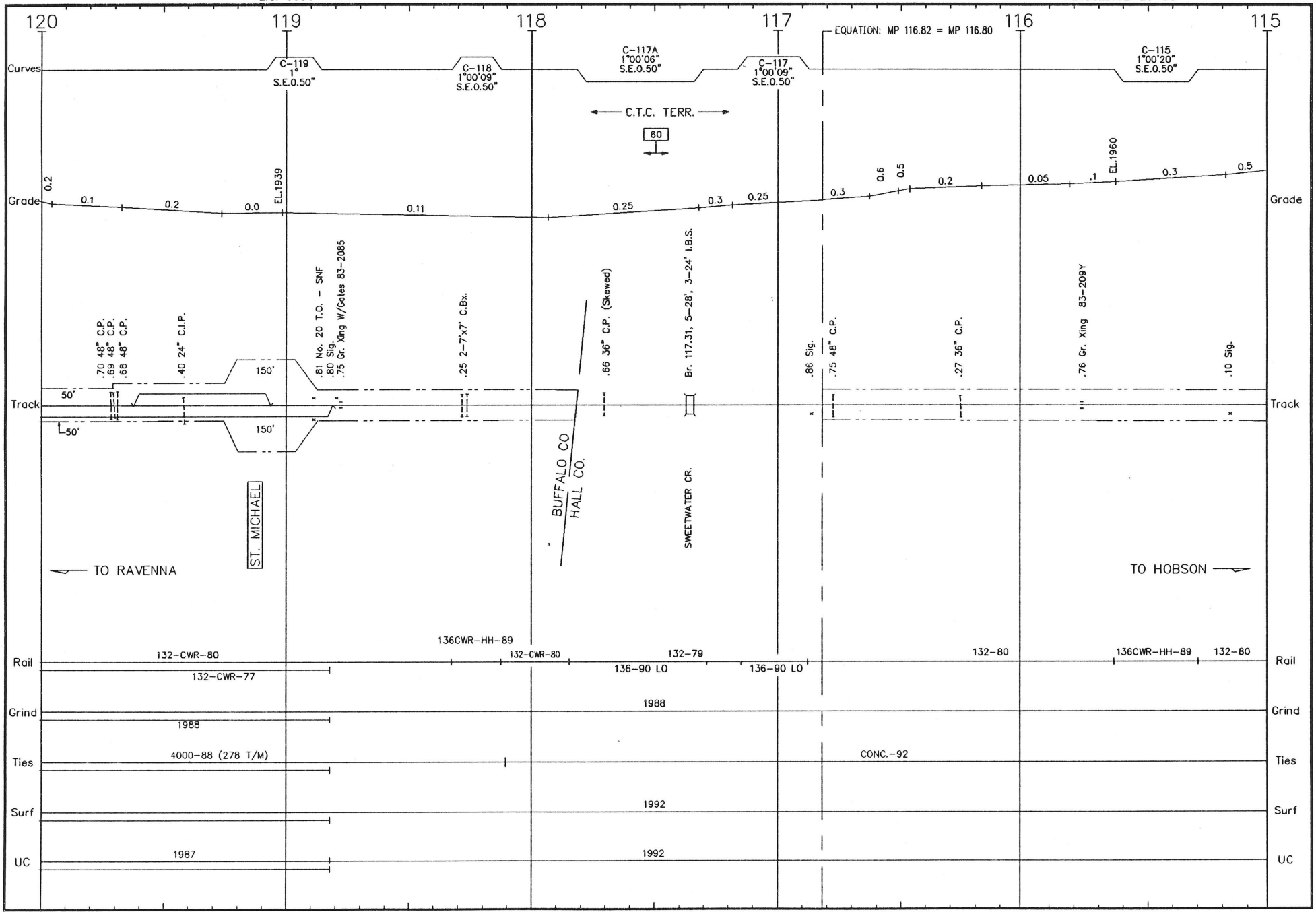
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CLRAV-24

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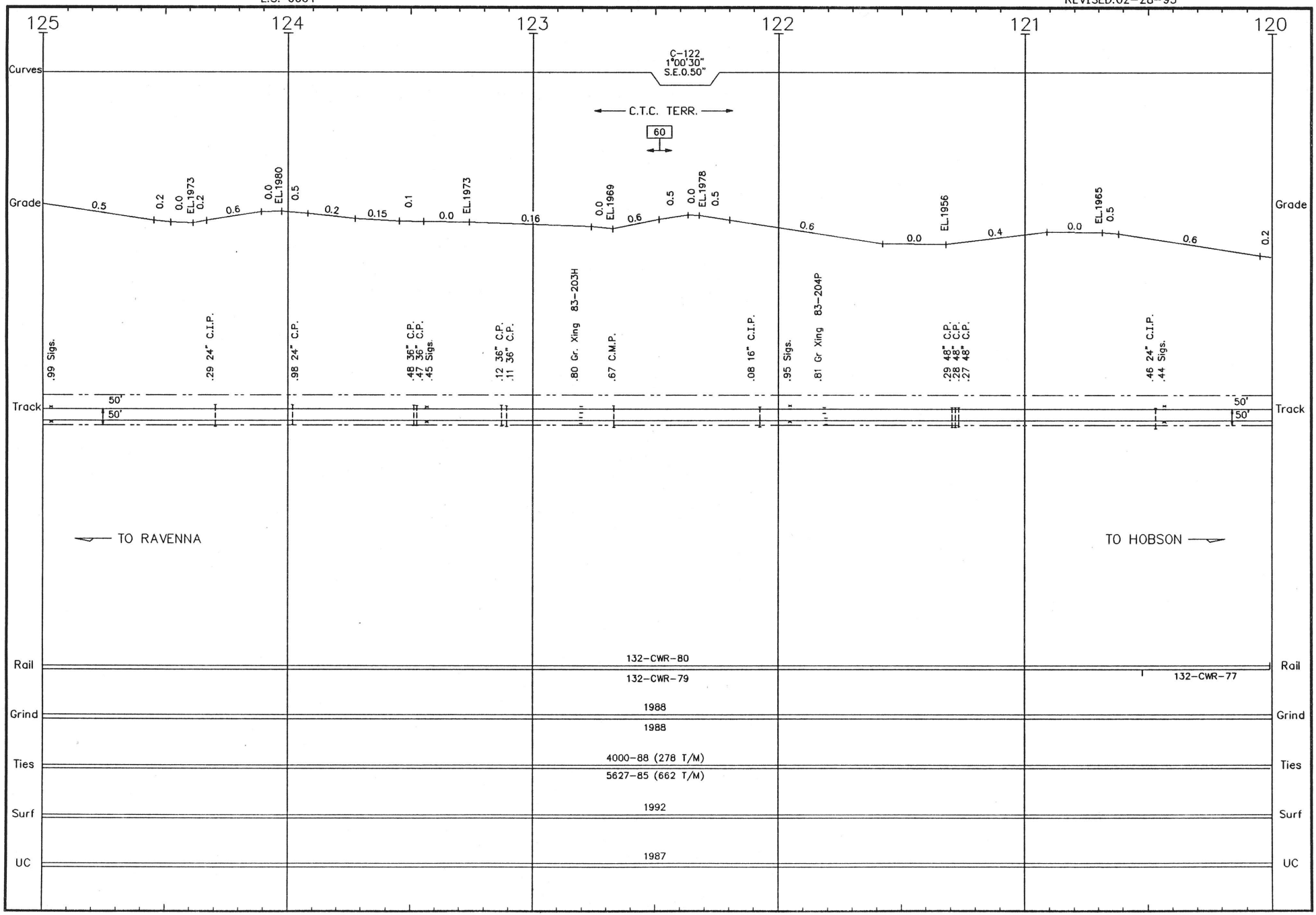
REVISED:02-28-93



CLRAV-25

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REVISED:02-28-93

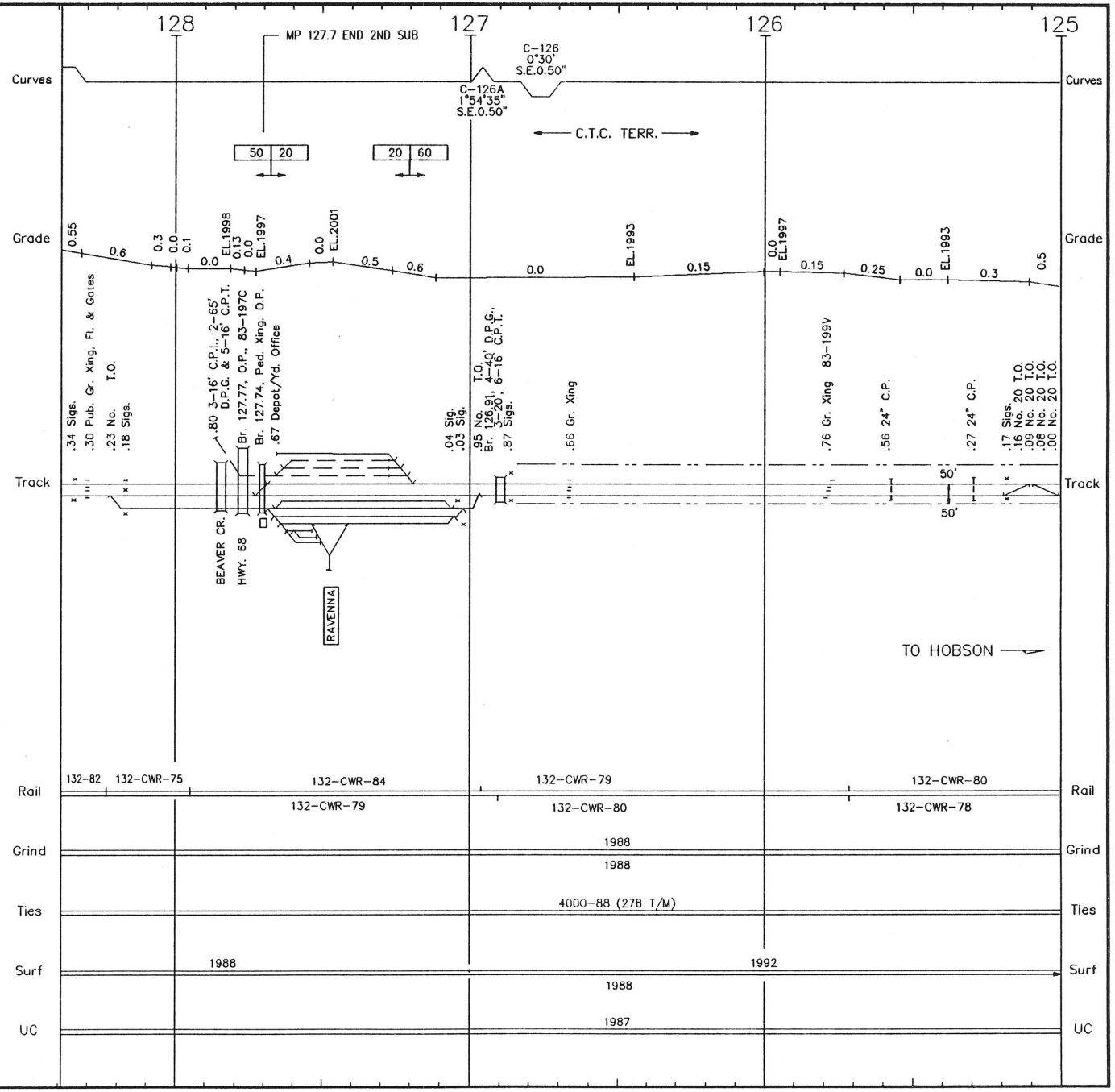


L.S. 0004

REVISED:02-28-93

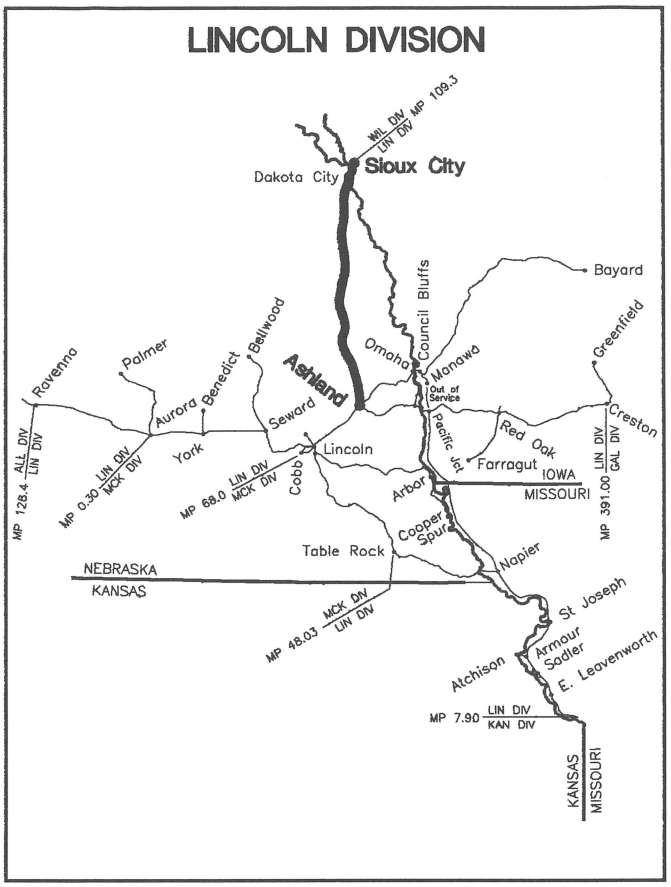
CLRAV-26

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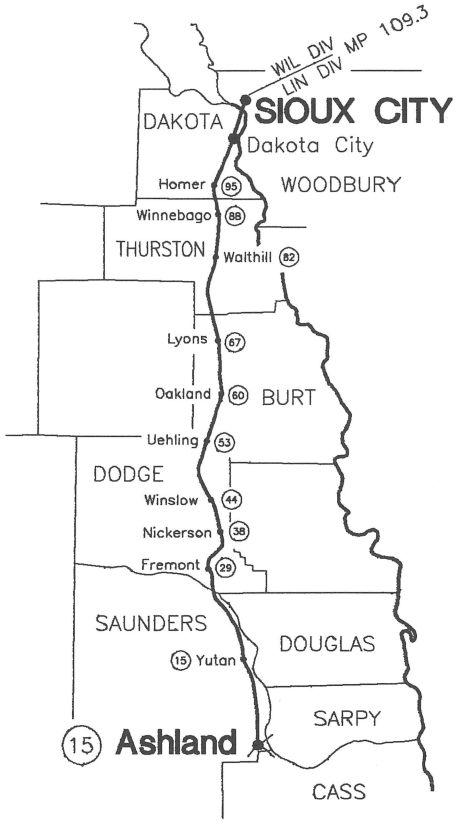


BURLINGTON NORTHERN
LINCOLN DIVISION

SIOUX CITY SUBDIVISION



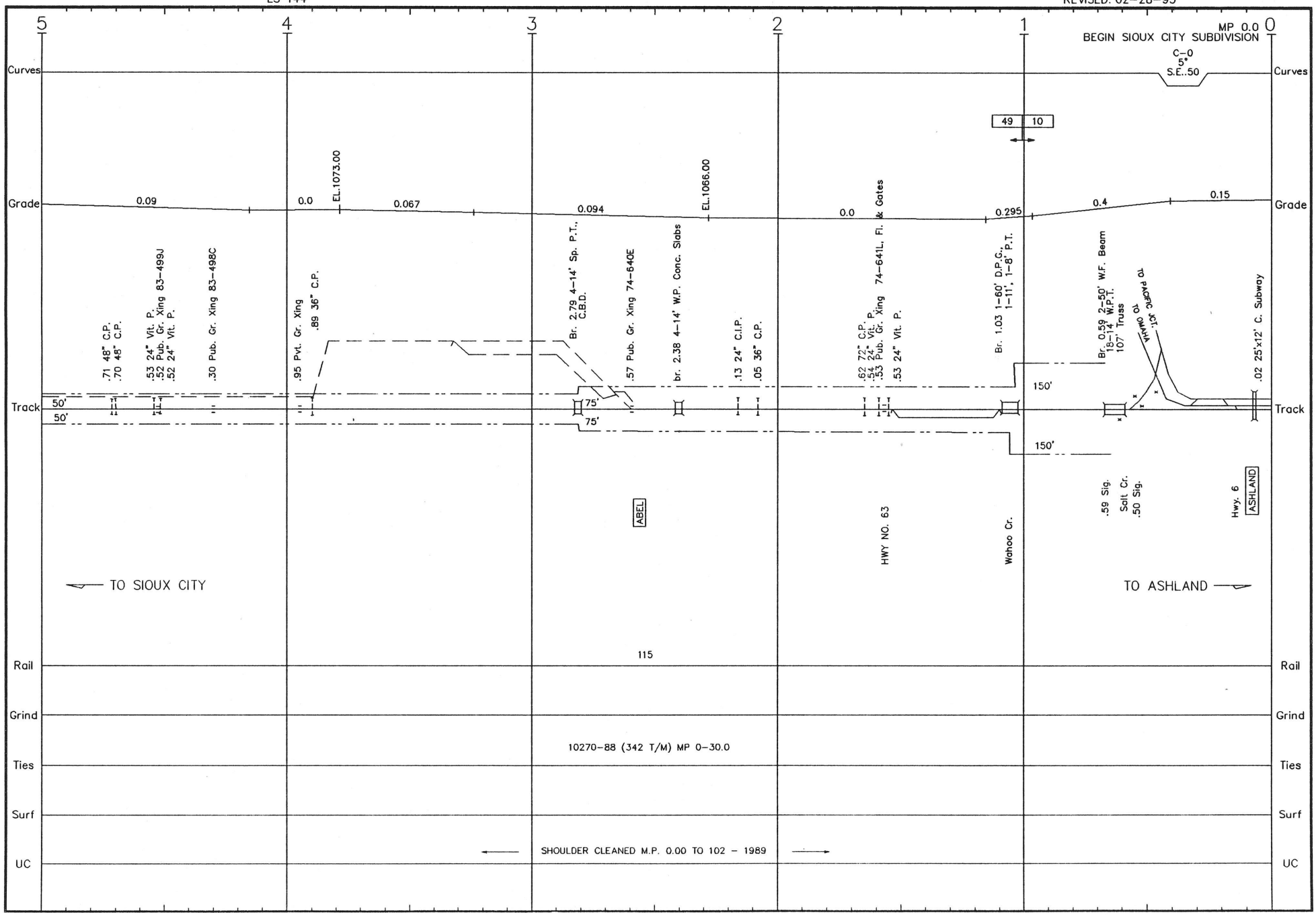
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CLSIO –01

LS 144

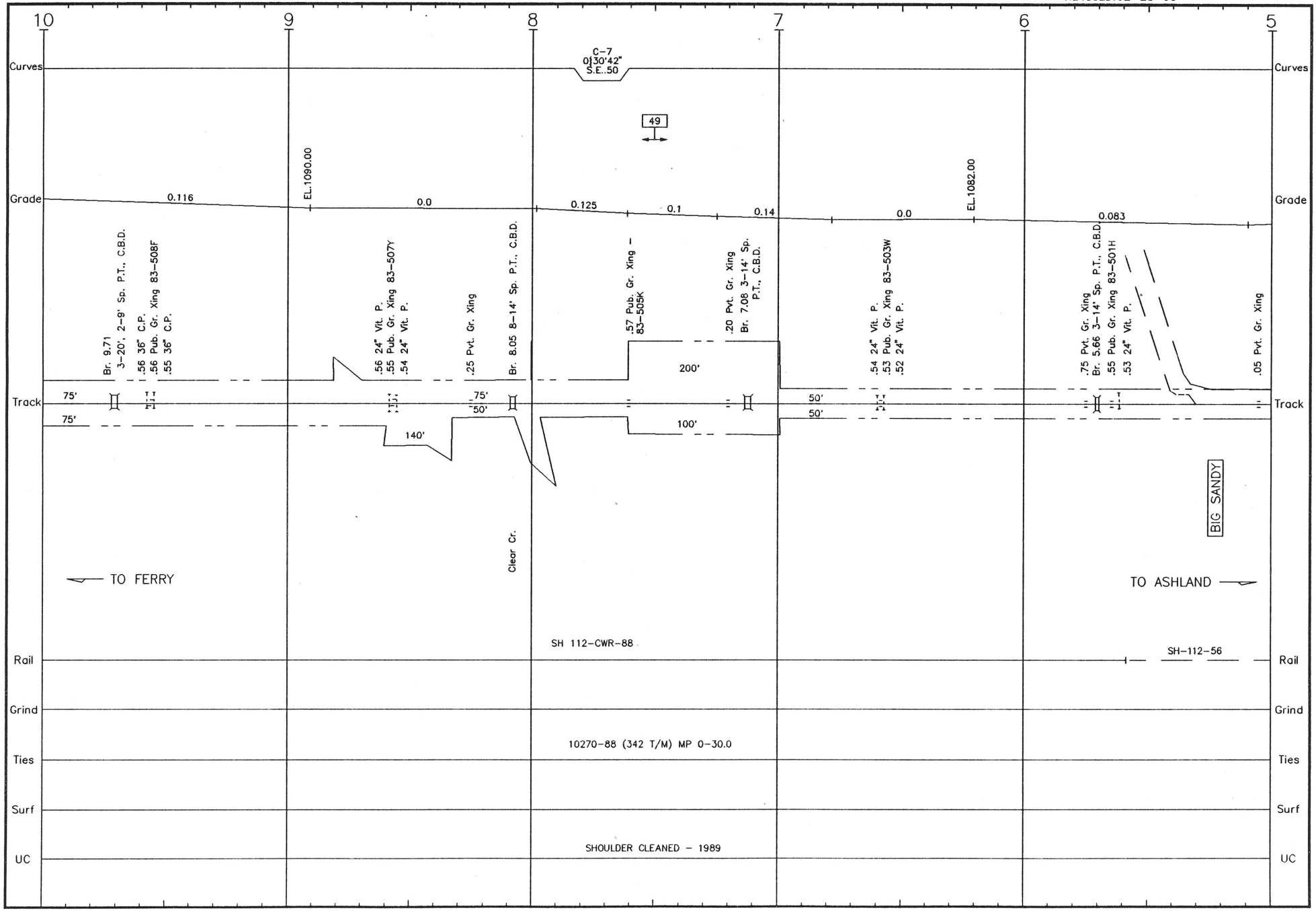
REVISED: 02–28–93



CLSIO – 02

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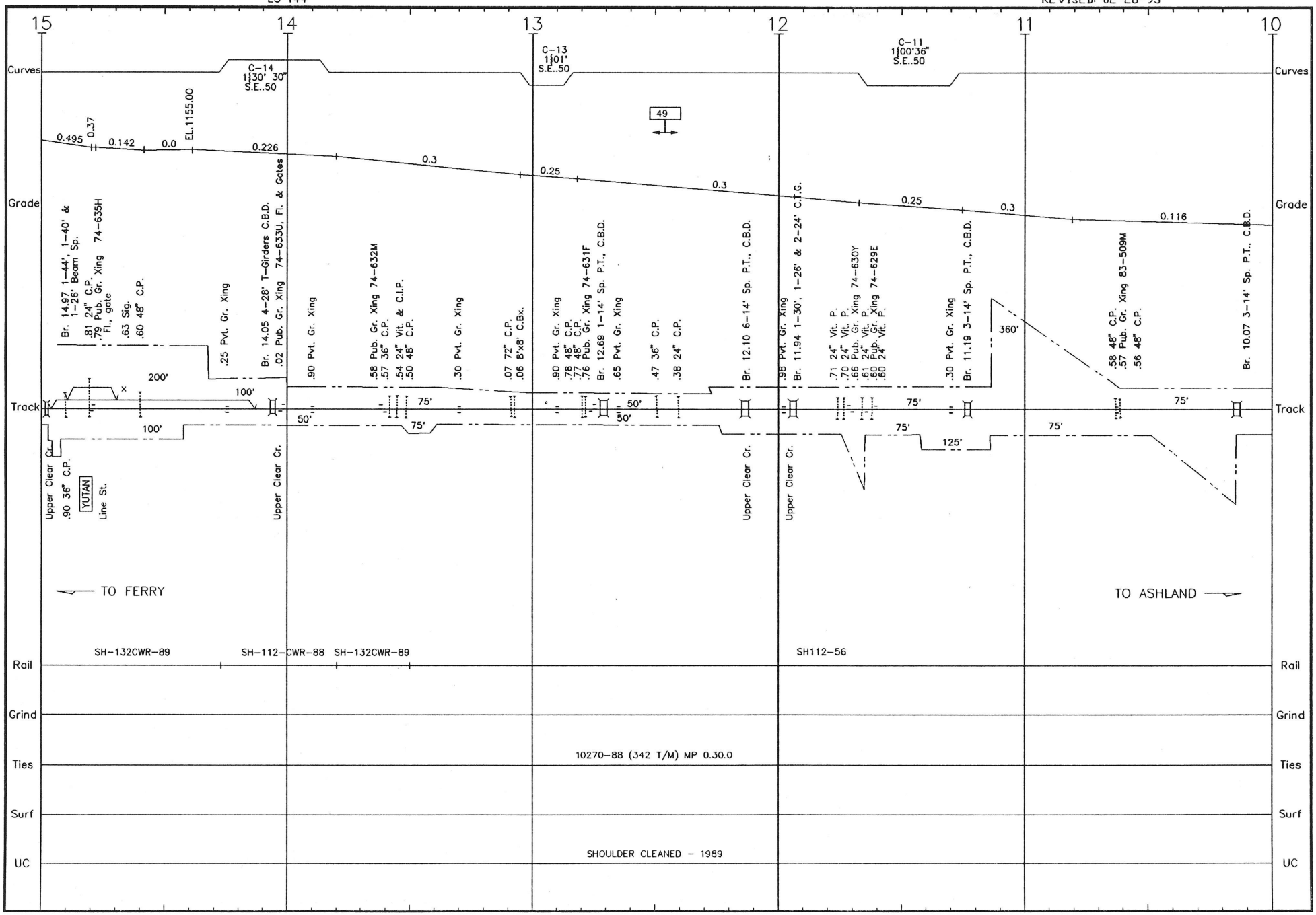
REVISED:02-28-93



CLSIO – 03

LS 144

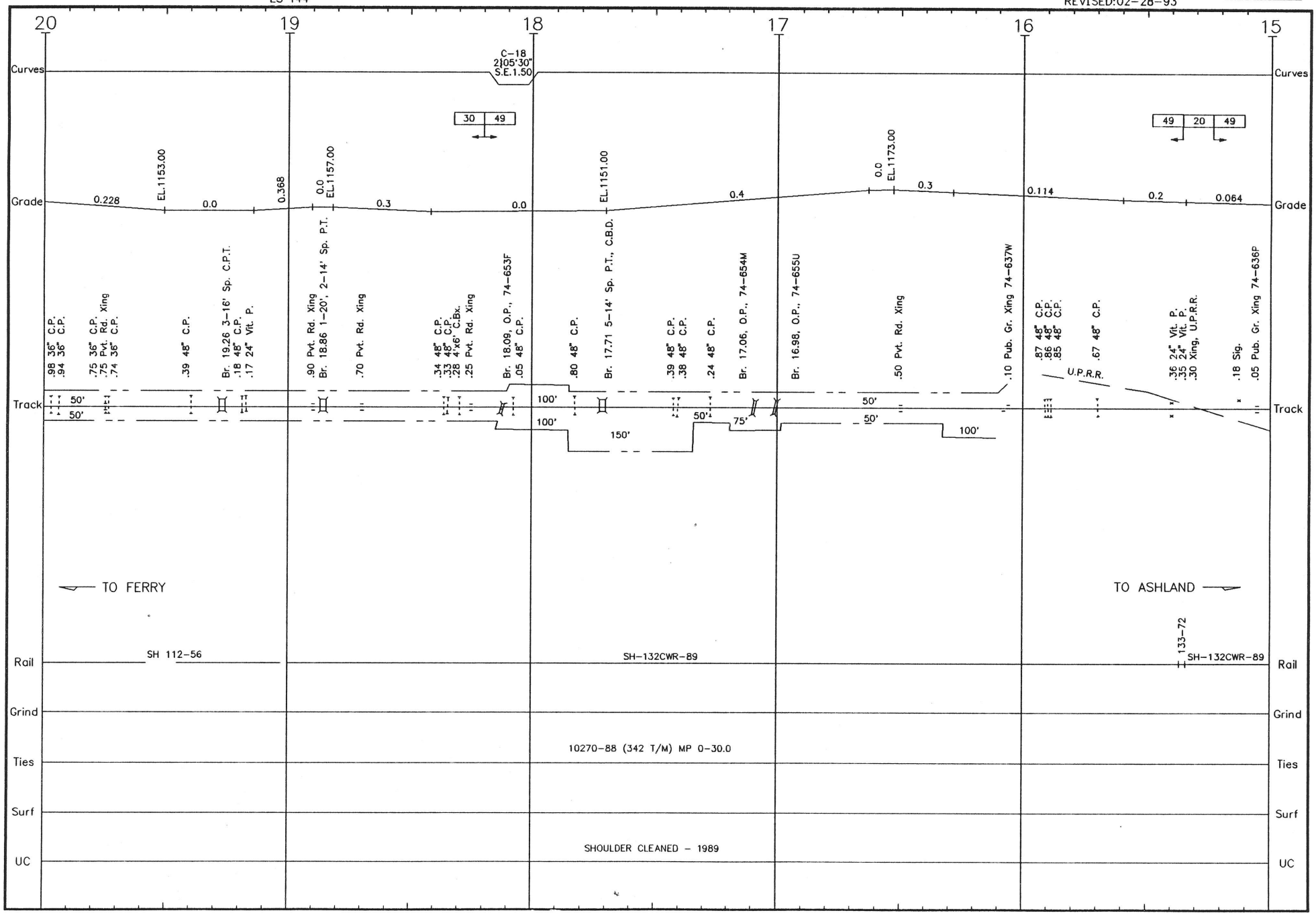
REVISED: 02-28-93



CLSIO-04

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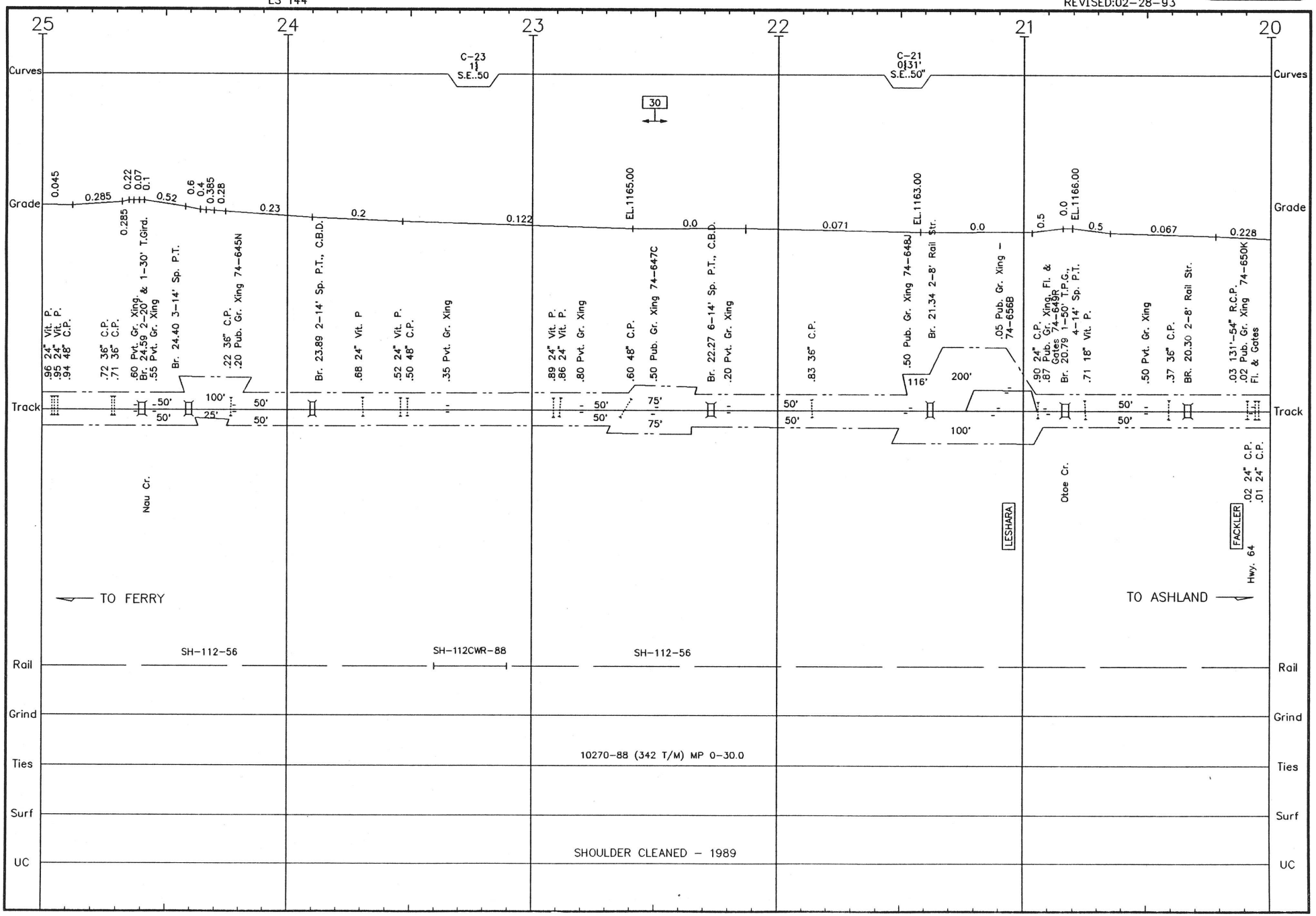
REVISED:02-28-93



CLSIO – 05

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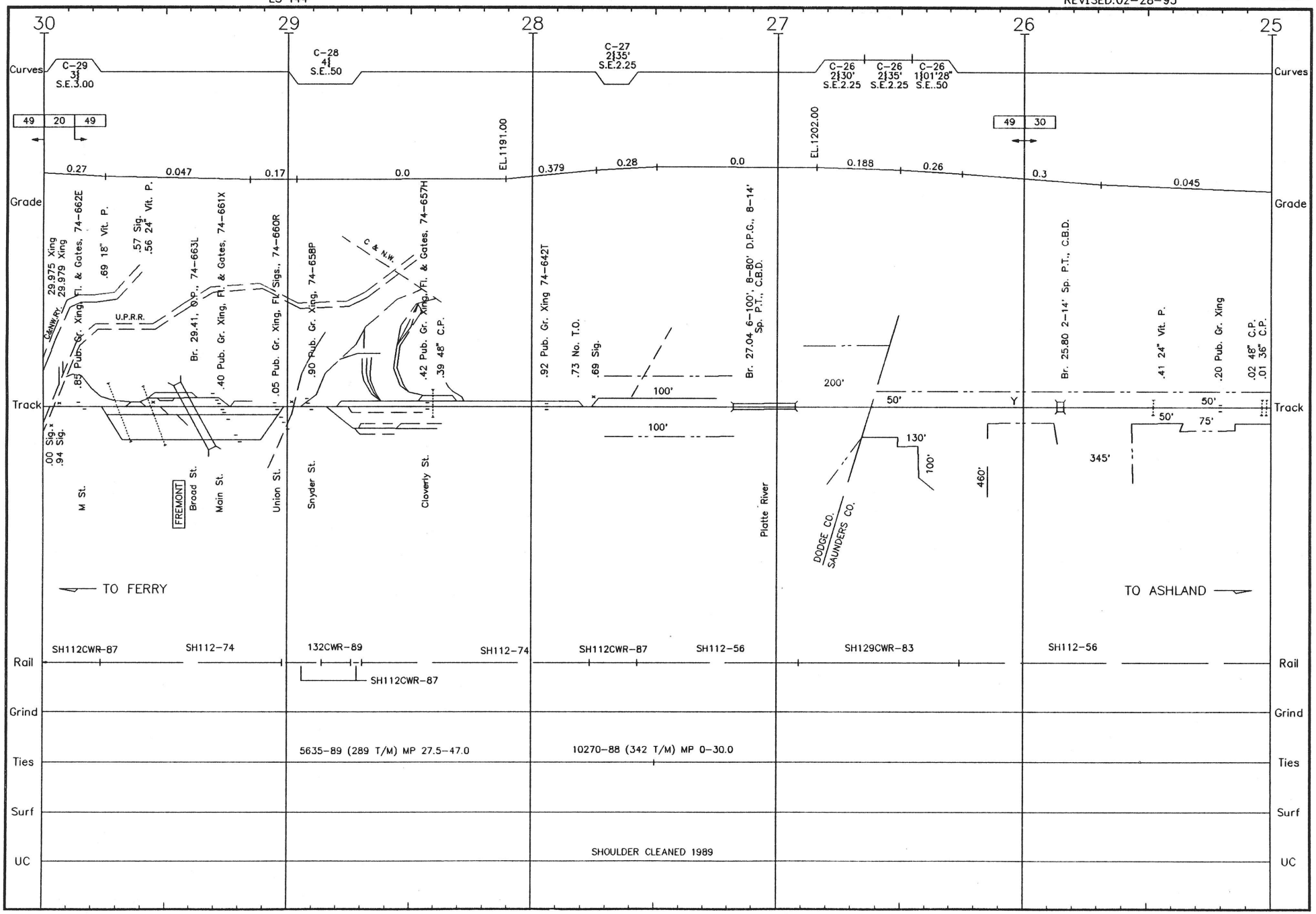
REVISED:02–28–93



CLSIO – 06

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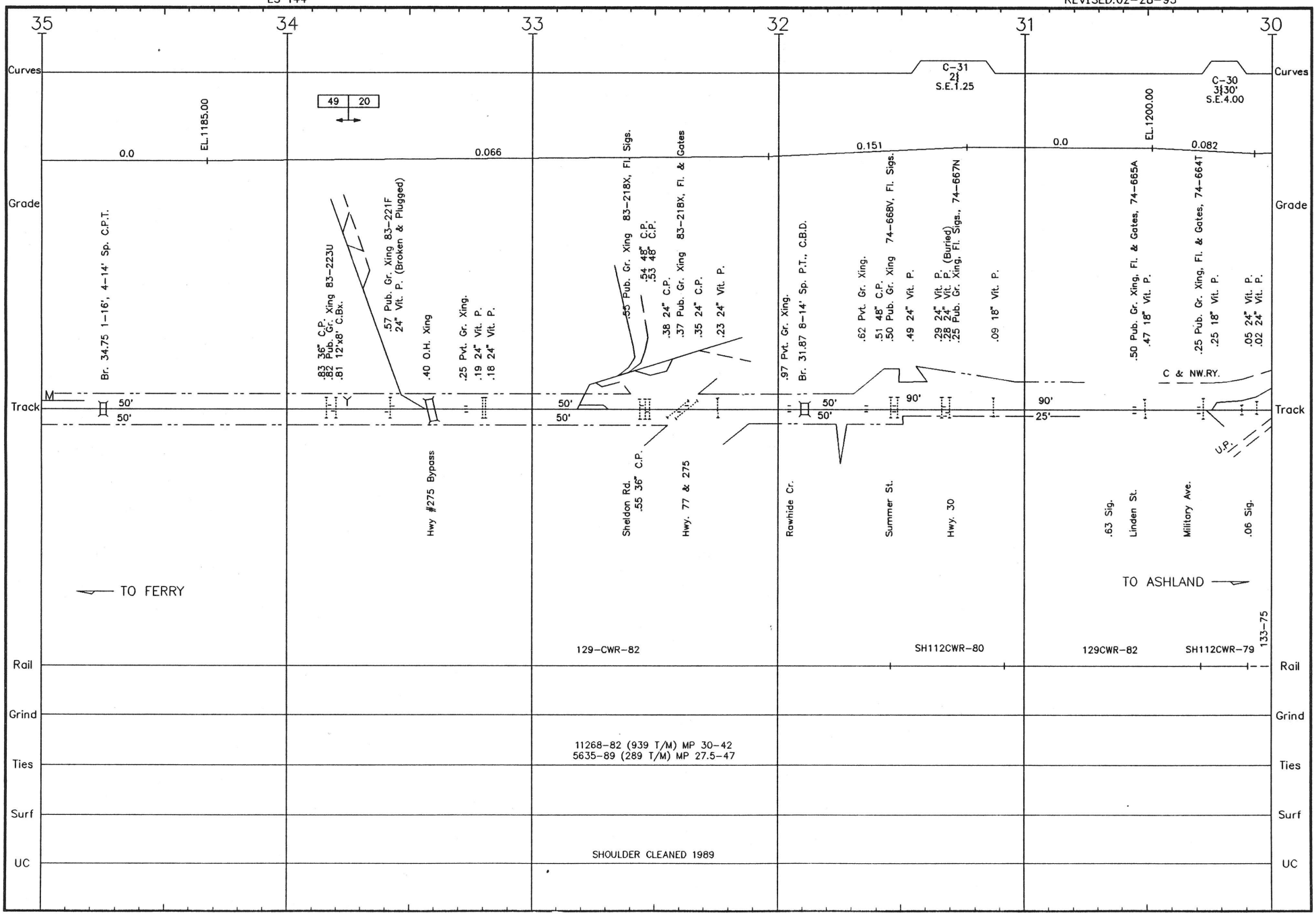
REVISED:02-28-93



CLSIO – 07

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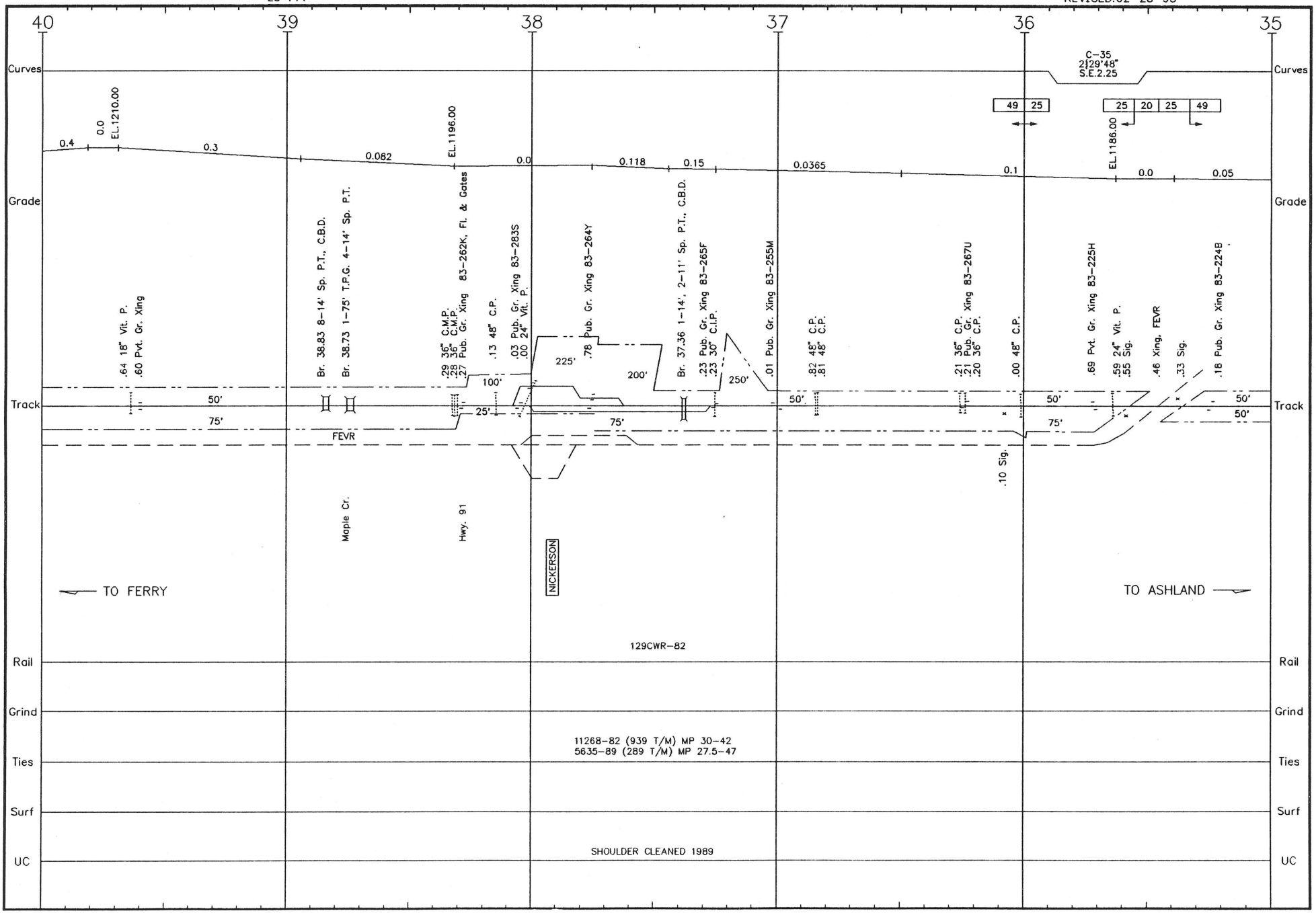
REVISED:02-28-93



CLSIO – 08

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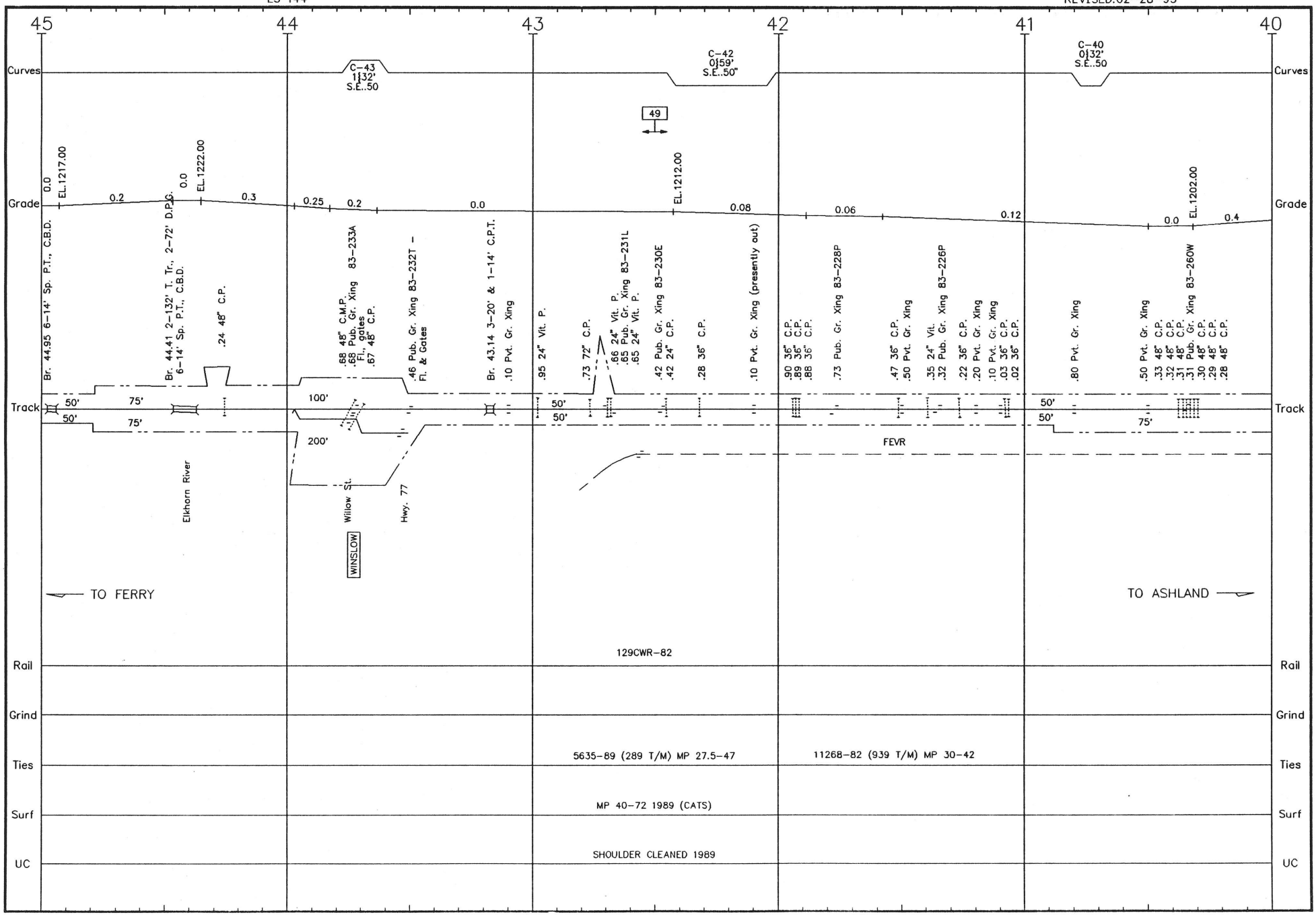
REVISED:02-28-93



CLSIO –09

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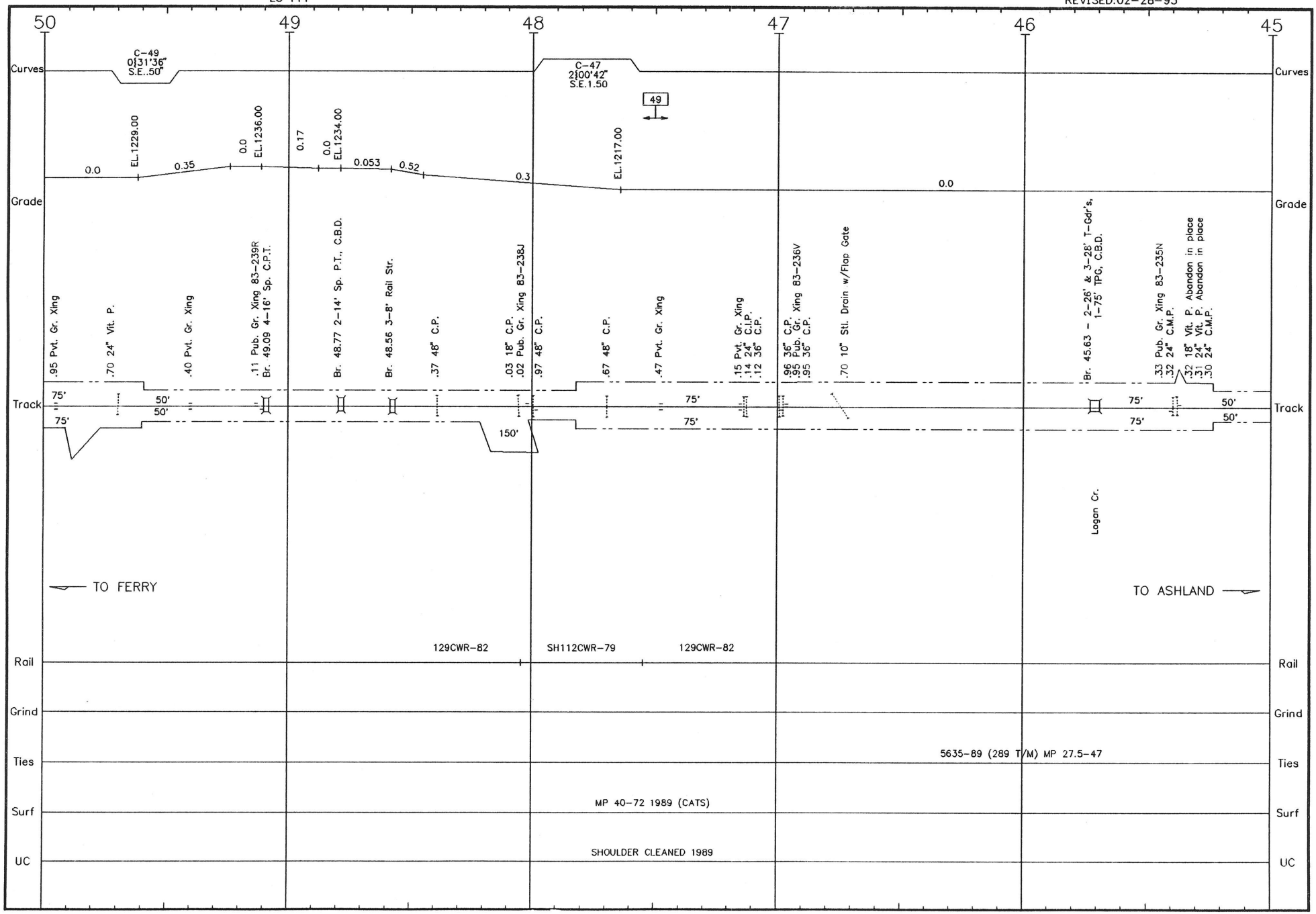
REVISED:02–28–93



CLSIO –10

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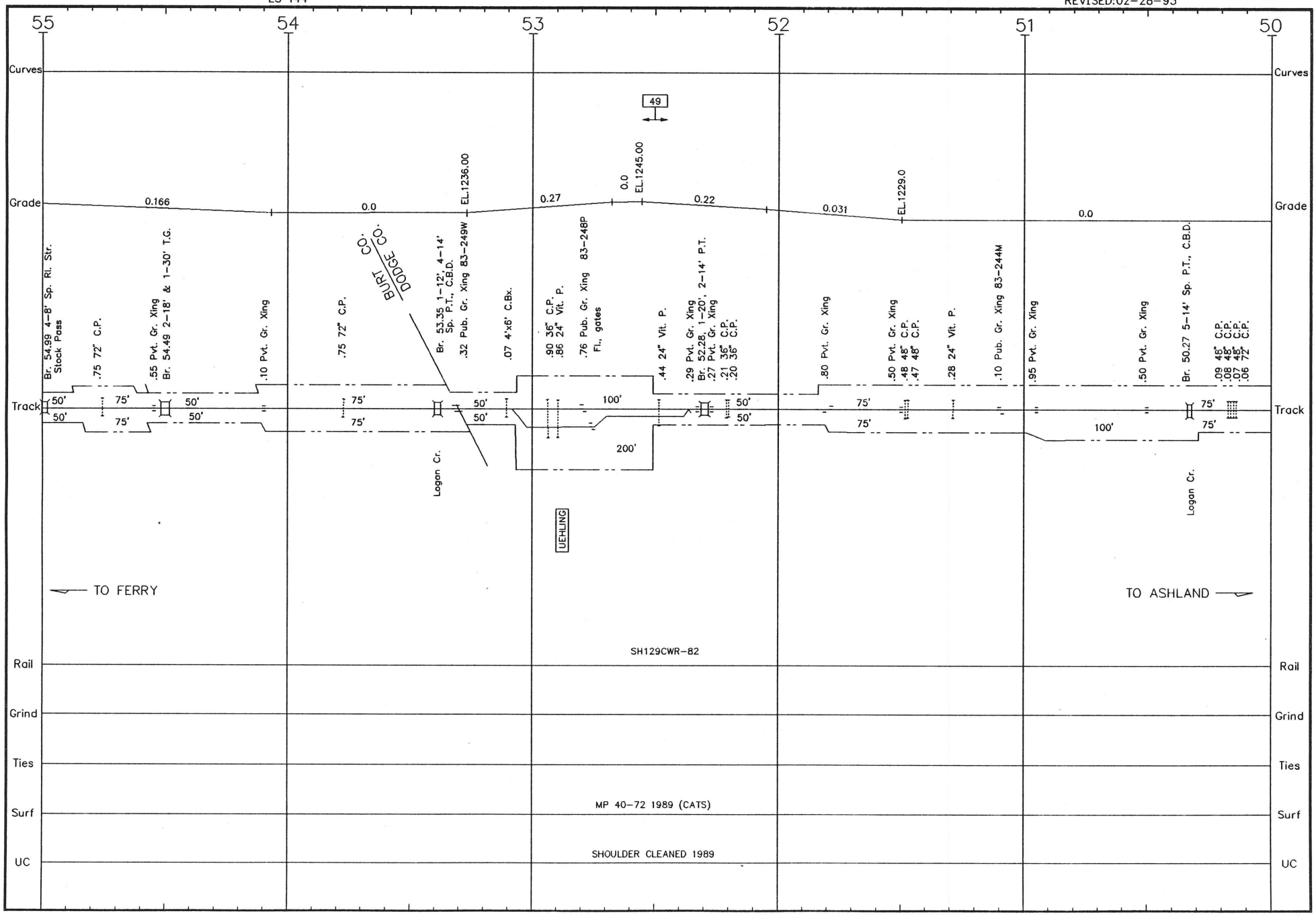
REVISED:02–28–93



CLSIO –11

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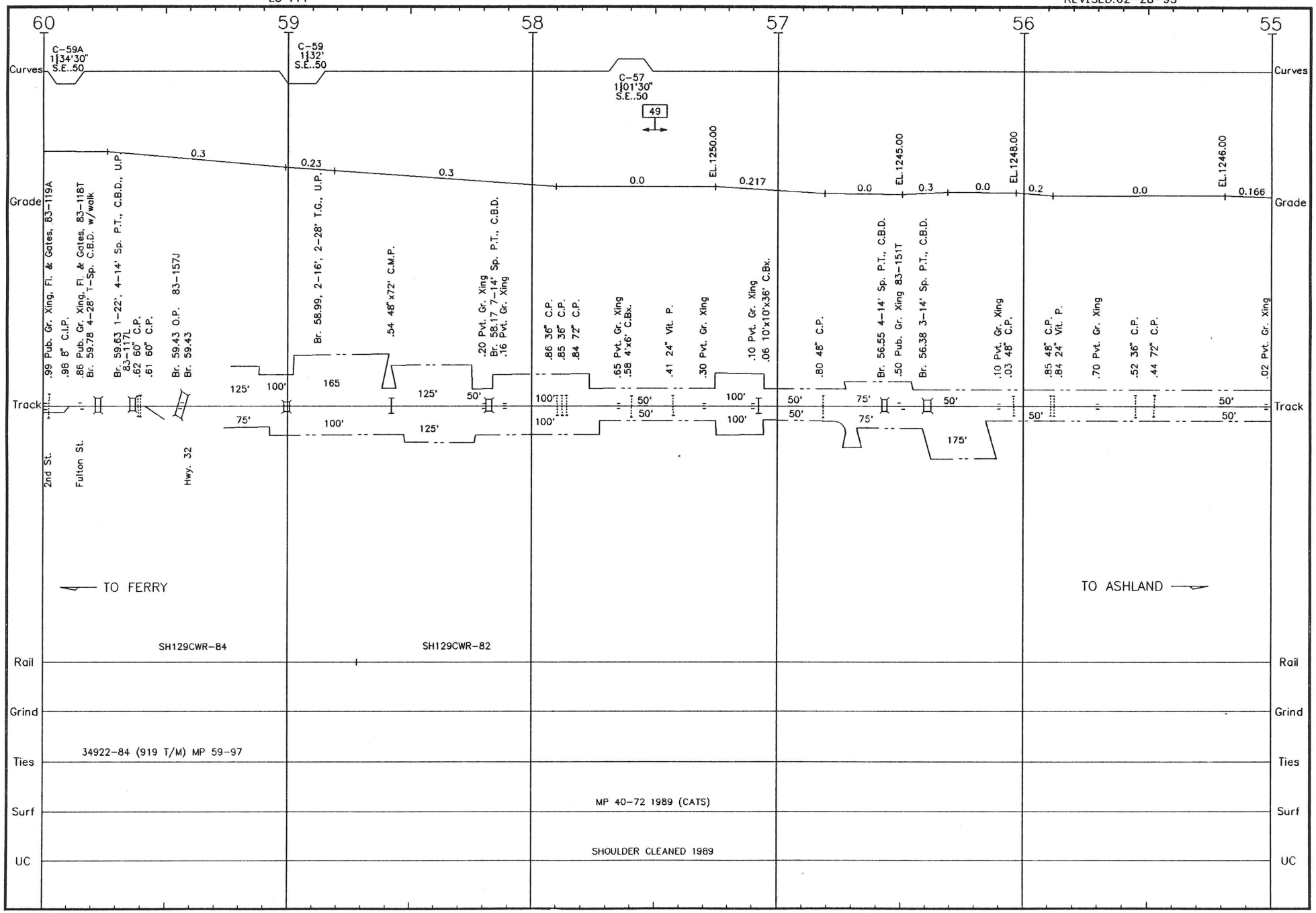
REVISED:02-28-93



CLSIO -12

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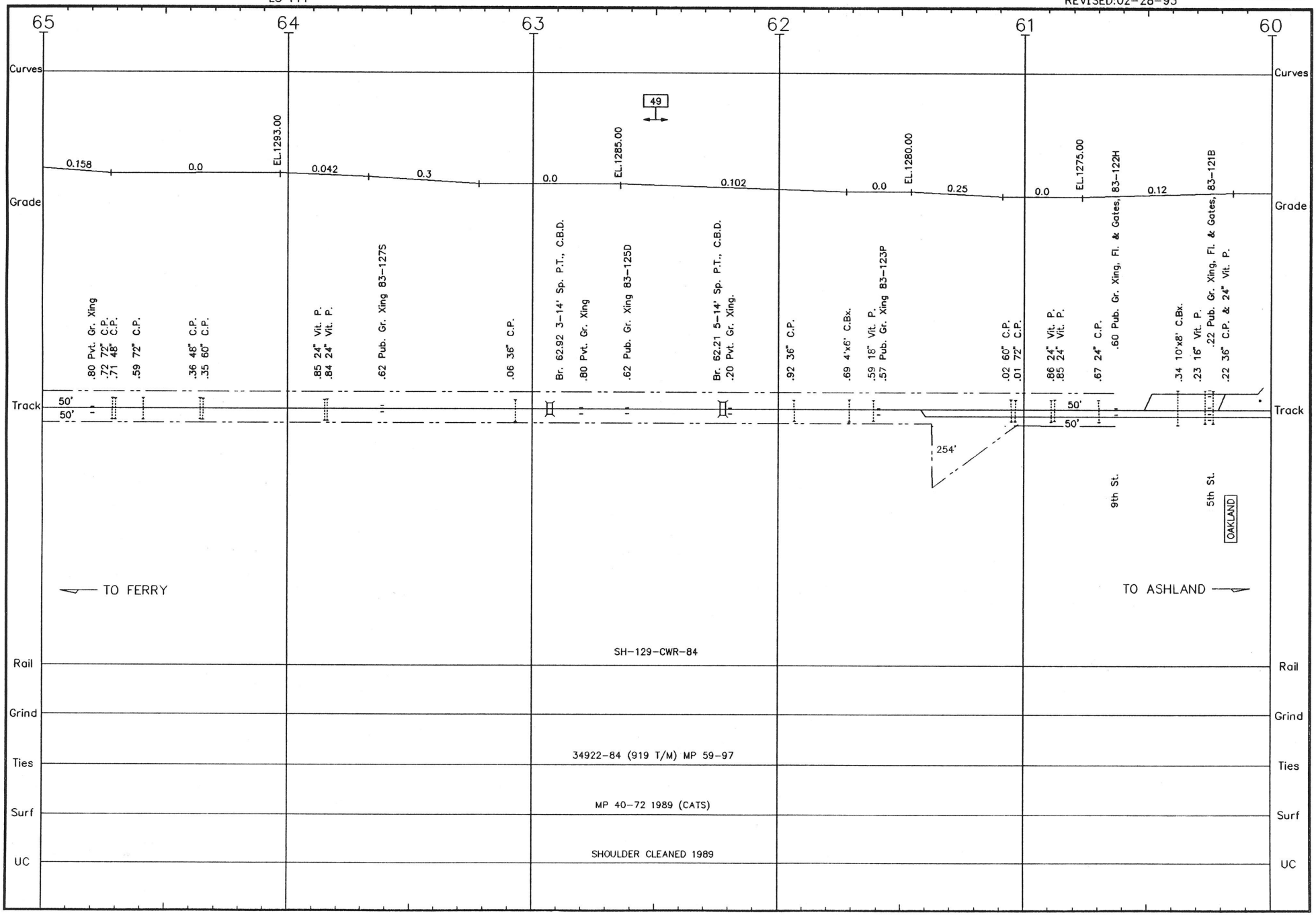
REVISED:02-28-93



CLSIO -13

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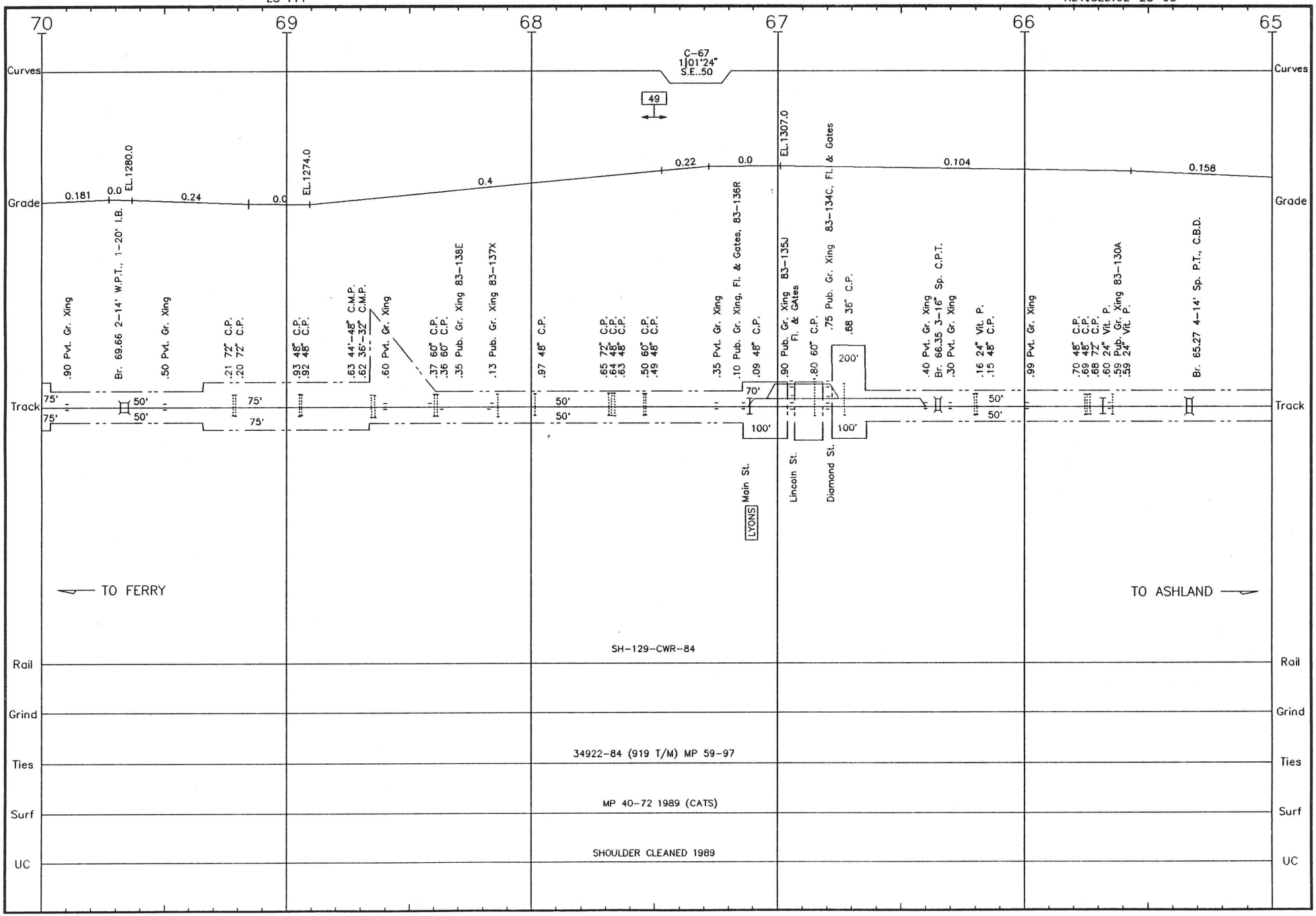
REVISED:02-28-93



CLSIO -14

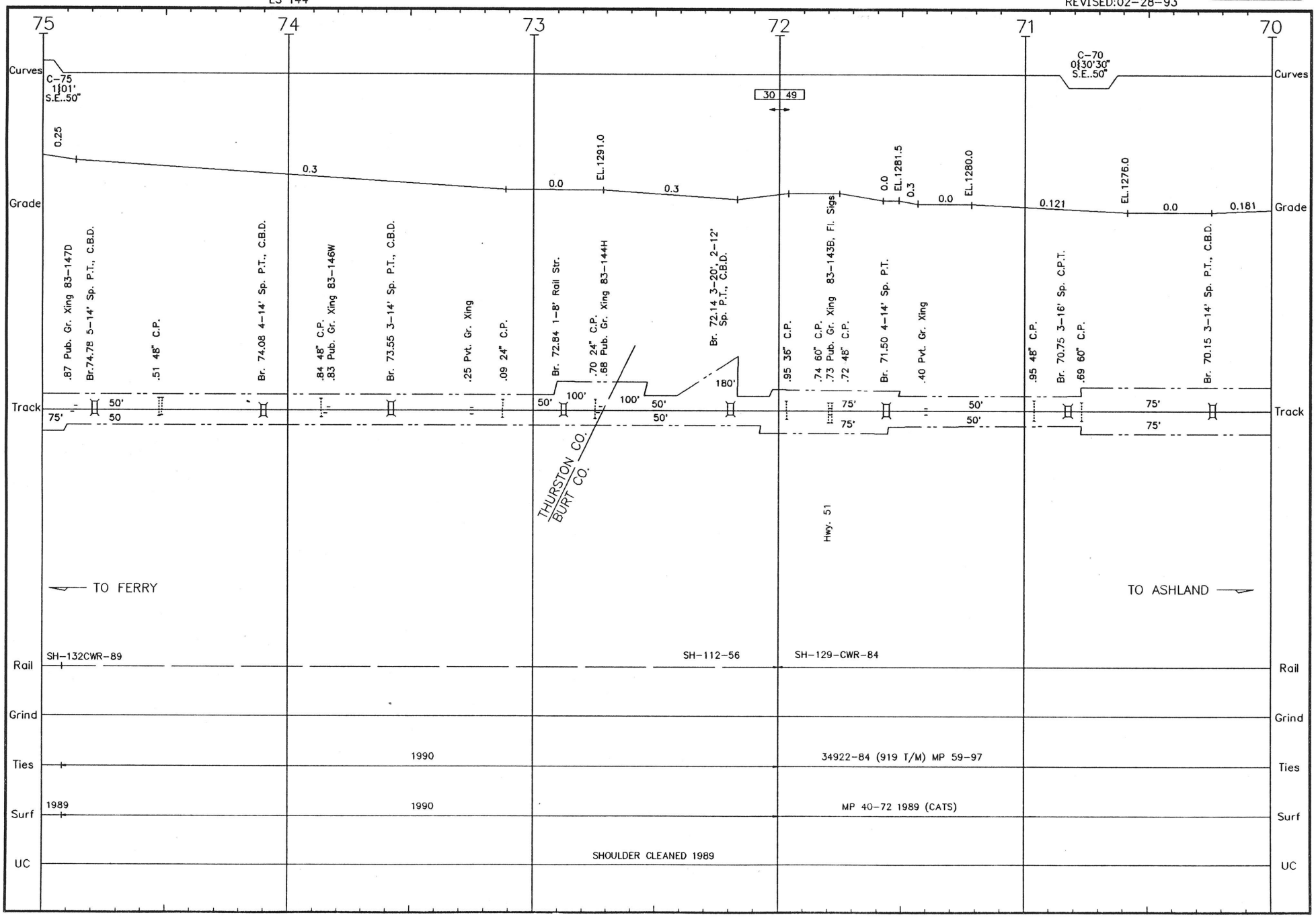
LS 144

REVISED:02-28-93



CLSIO -15

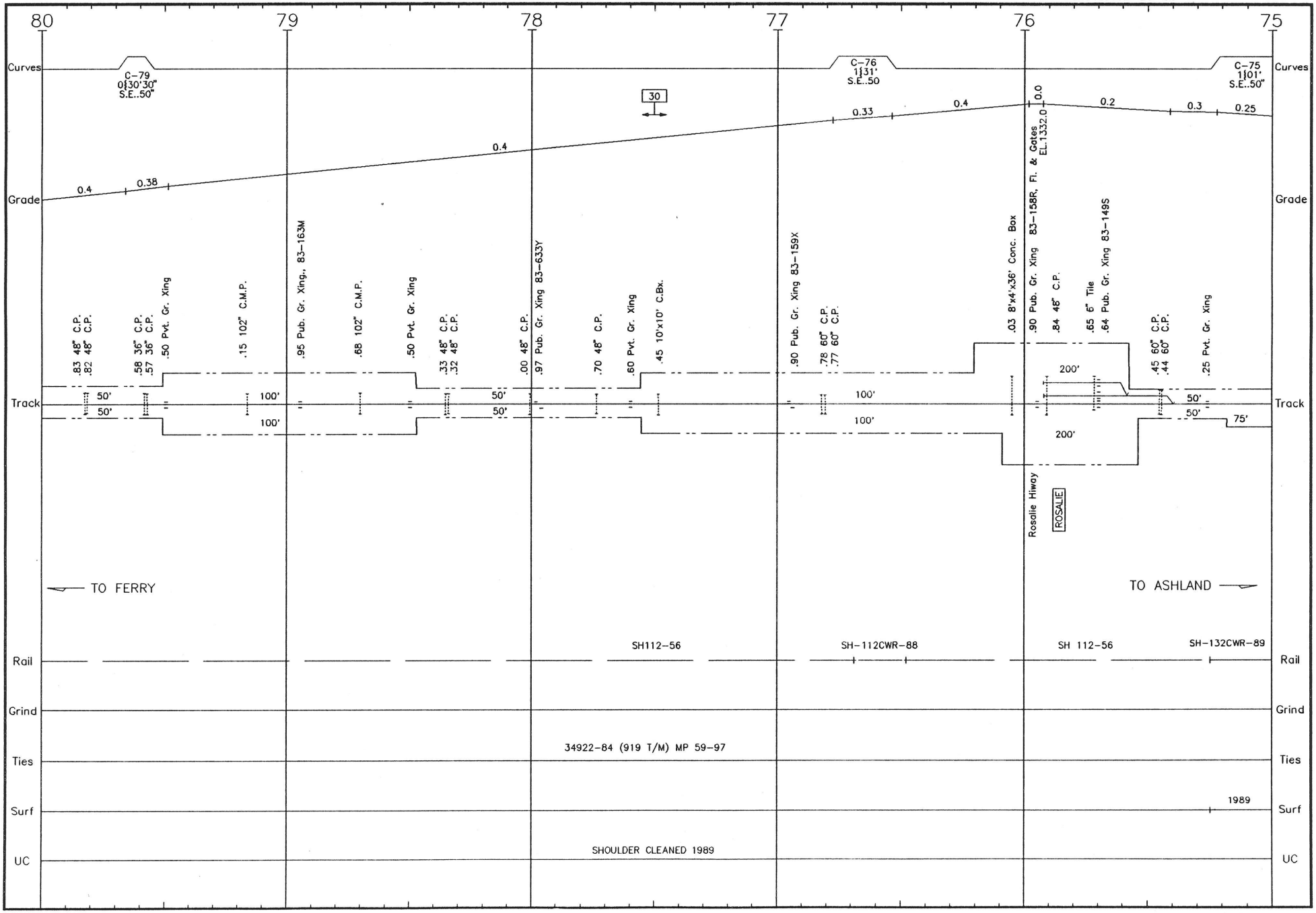
REVISED:02-28-93



CLSIO -16

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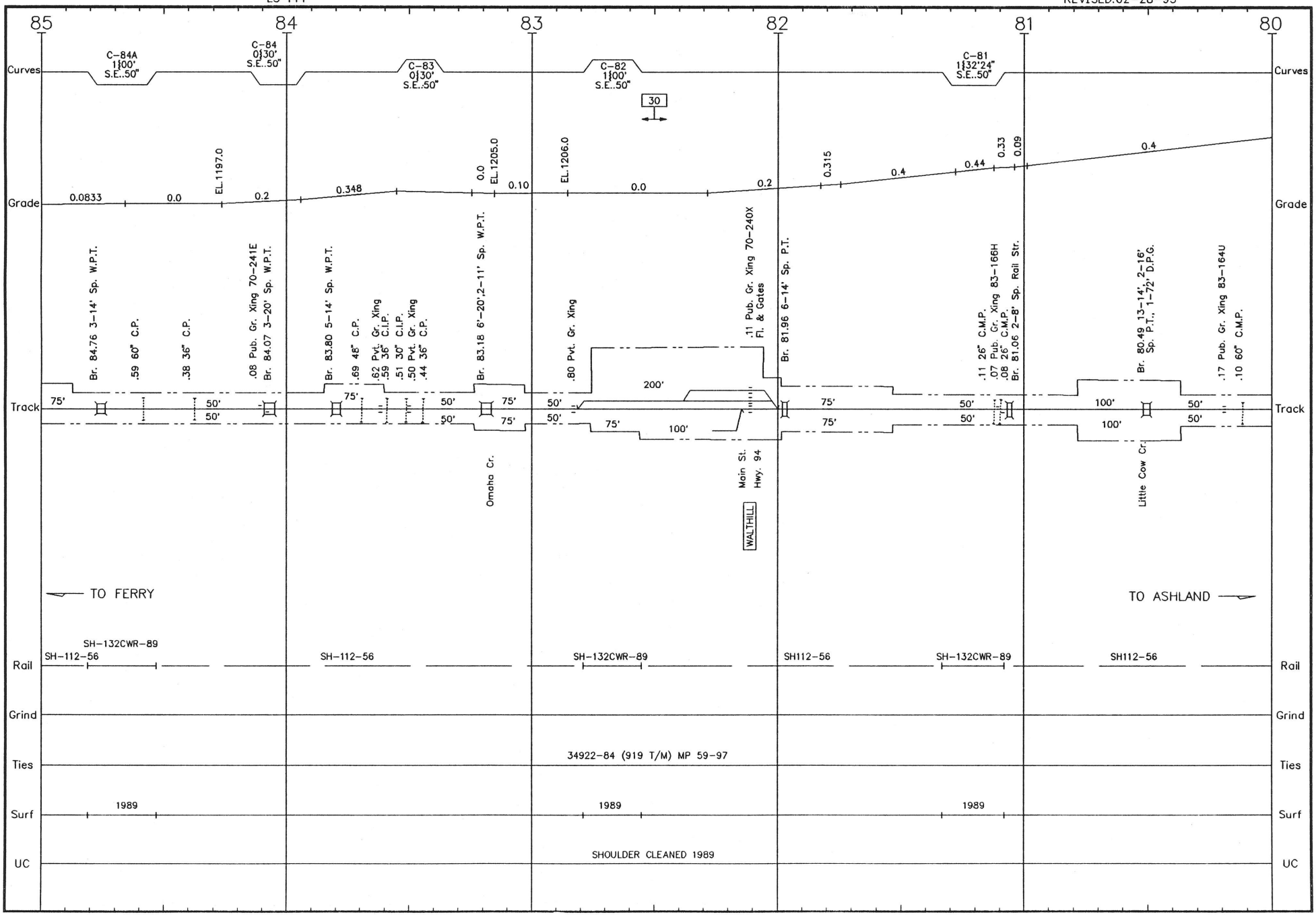
REVISED:02-28-93



CLSIO -17

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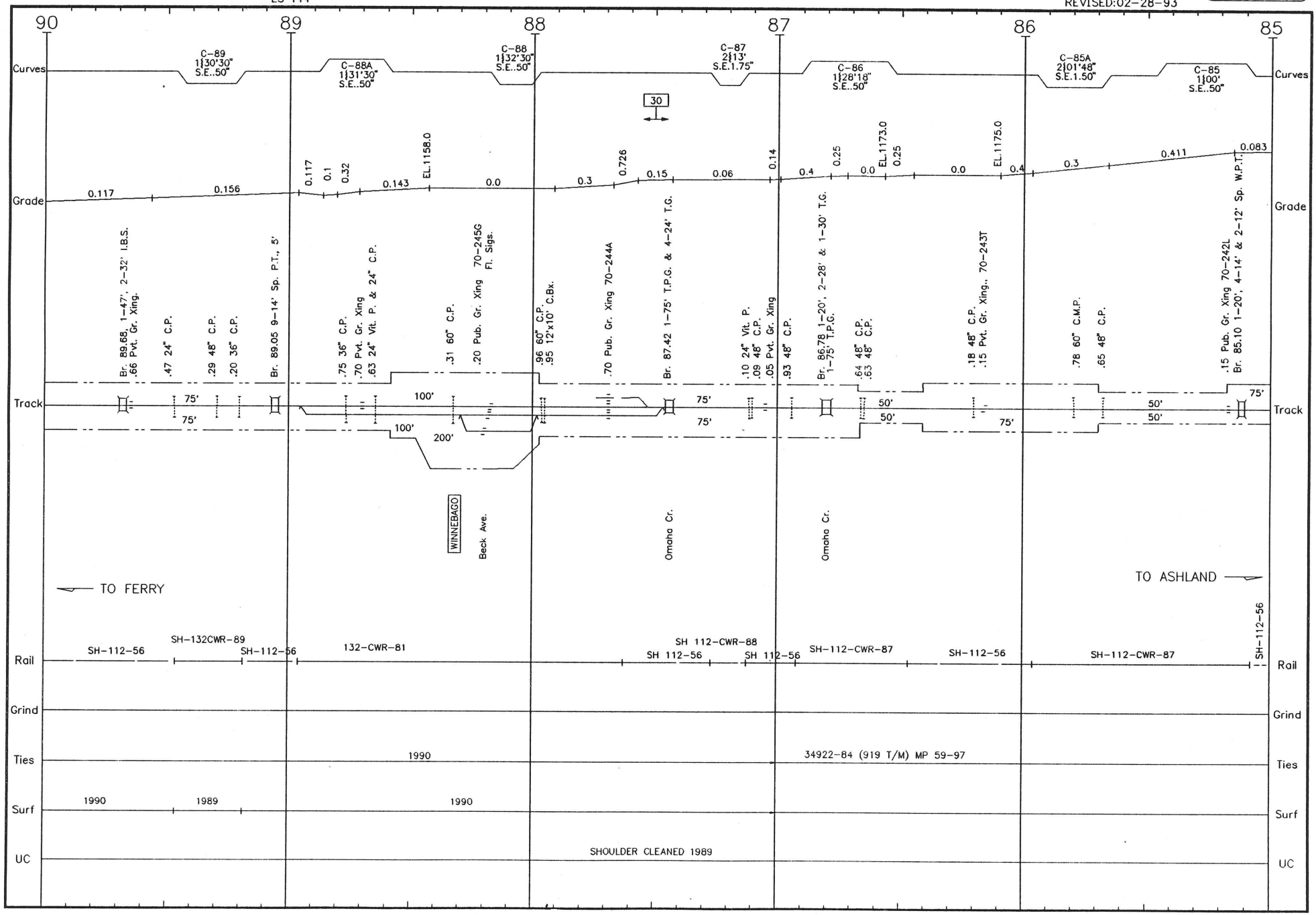
REVISED:02-28-93



CLSIO -18

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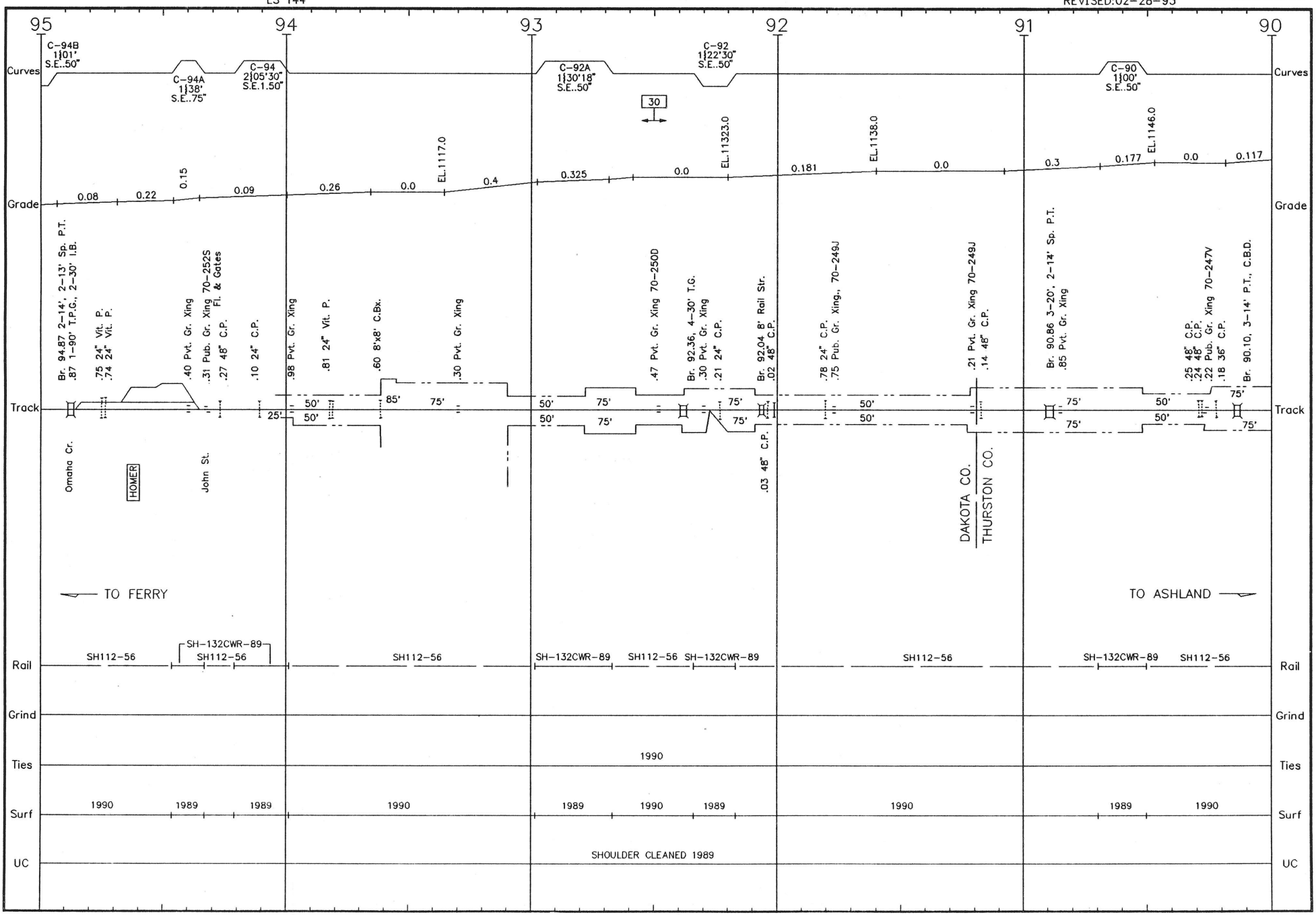
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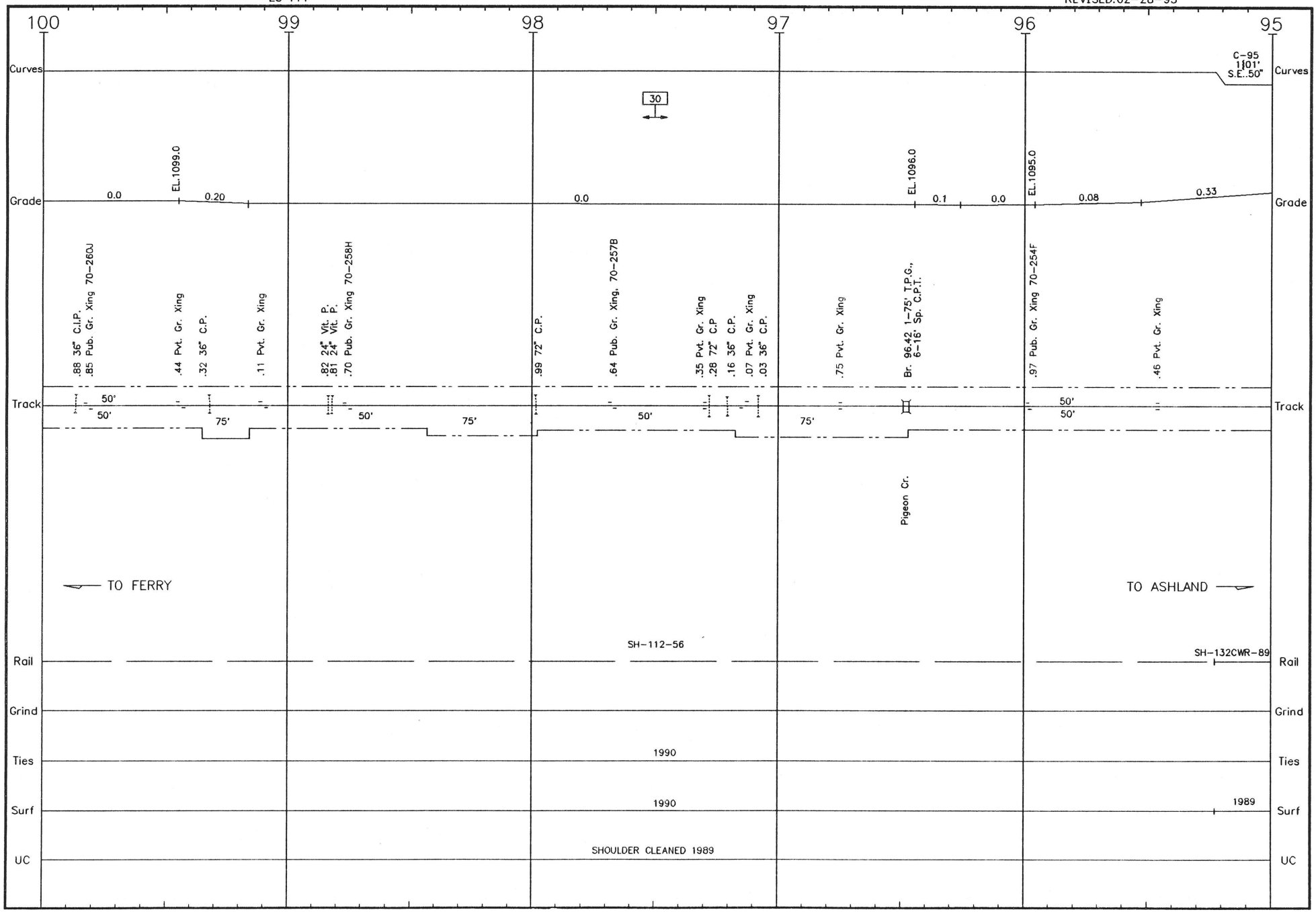
REVISED:02-28-93

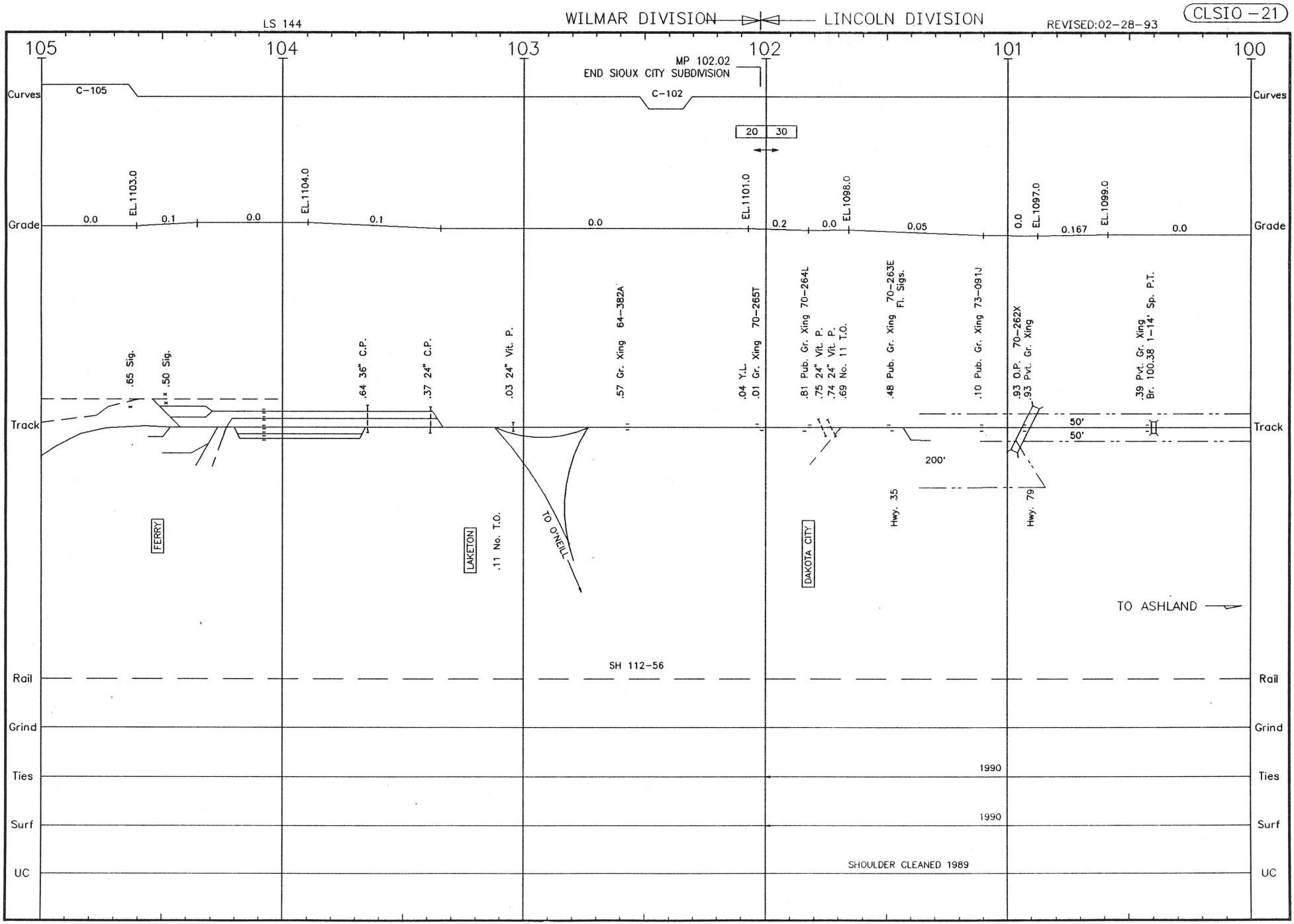


CLSIO – 20

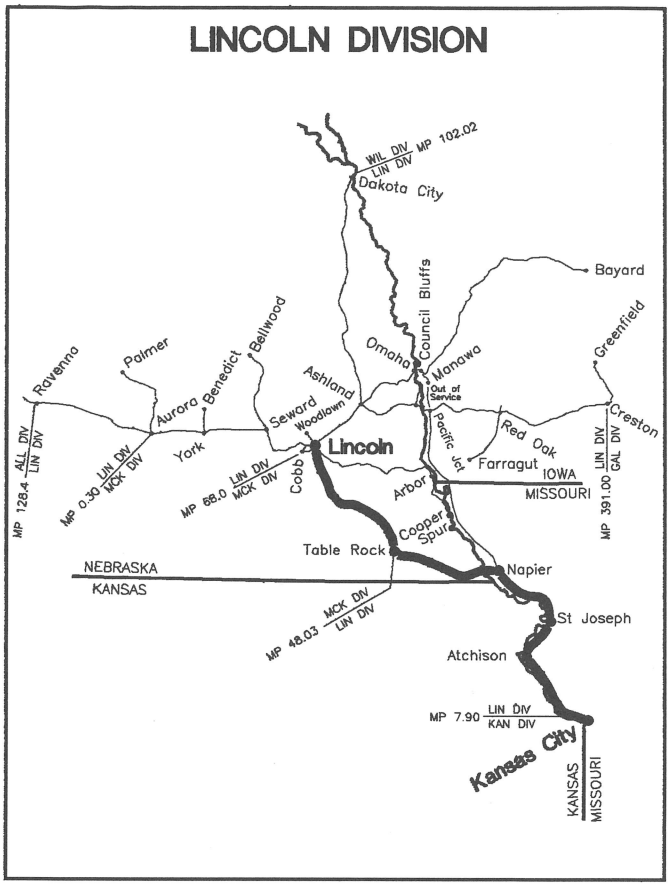
LS 144

REVISED:02-28-93




CLSIO – 21
REVISED:02-28-93
WILMAR DIVISION
LINCOLN DIVISION
LS 144
105
104
103
102
101
100
MP 102.02
END SIOUX CITY SUBDIVISION
Curves
C-105
C-102
20
30
Grade
EL.1103.0
EL.1104.0
EL.1101.0
EL.1098.0
EL.1097.0
EL.1099.0
0.0
0.1
0.0
0.1
0.0
0.2
0.0
0.05
0.0
0.167
0.0
Track
.65 Sig.
.50 Sig.
.64 36" C.P.
.37 24" C.P.
.03 24" Vit. P.
.57 Gr. Xing 64-382A
.04 Y.L.
.01 Gr. Xing 70-265T
.81 Pub. Gr. Xing 70-264L
.75 24" Vit. P.
.74 24" Vit. P.
.69 No. 11 T.O.
.48 Pub. Gr. Xing 70-263E
Fl. Sigs.
.10 Pub. Gr. Xing 73-091J
.93 O.P. 70-262X
.93 Pvt. Gr. Xing
.39 Pvt. Gr. Xing
Br. 100.38 1-14' Sp. P.T.
50'
50'
200'
FERRY
LAKETON
.11 No. T.O.
TO O'NEILL
Hwy. 35
DAKOTA CITY
Hwy. 79
TO ASHLAND
SH 112-56
Rail
Grind
Ties
1990
Surf
1990
UC
SHOULDER CLEANED 1989

BURLINGTON NORTHERN
LINCOLN DIVISION
ST. JOSEPH SUBDIVISION



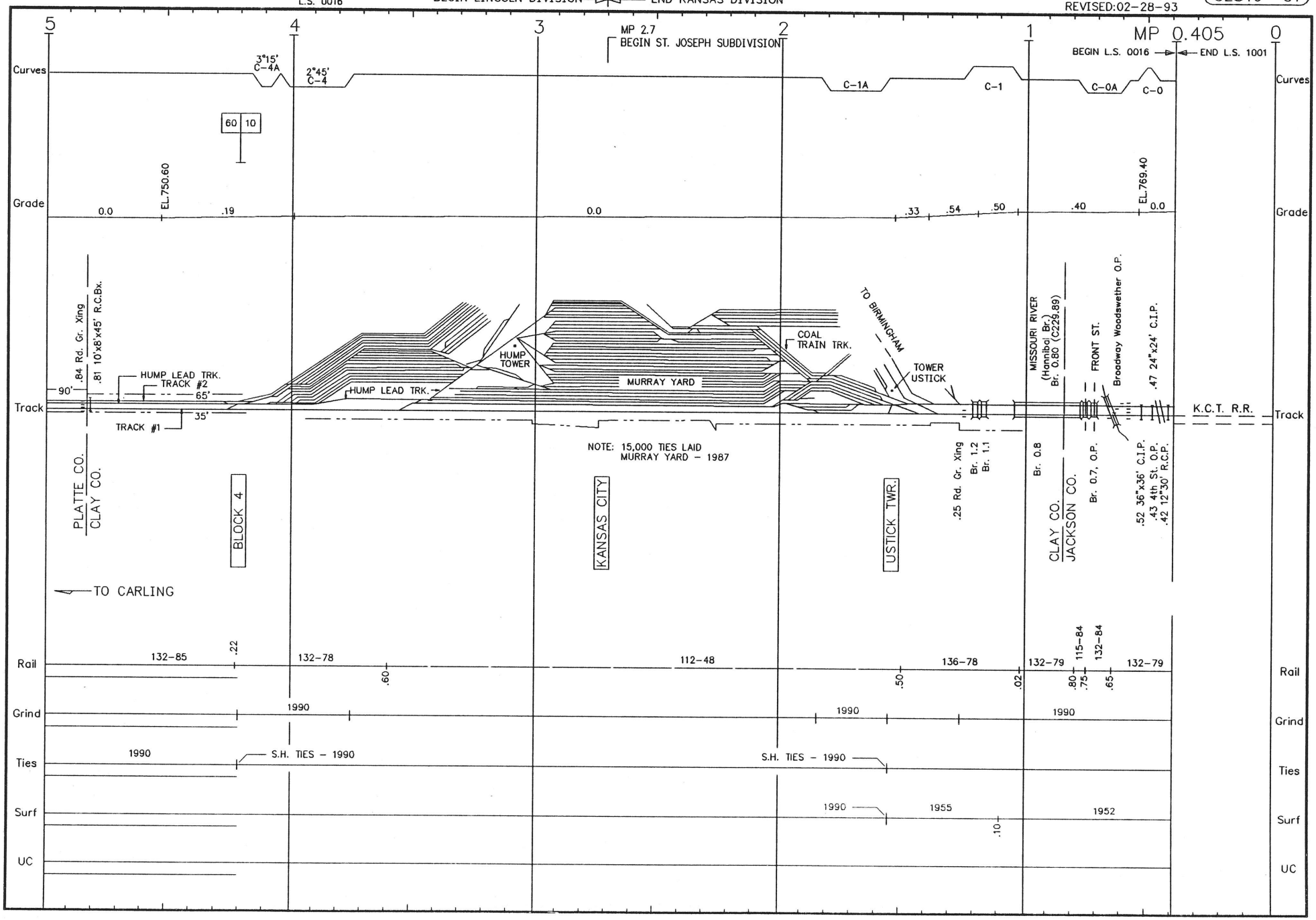
N

SARPY
LANCASTER
CASS
LINCOLN 0
Lancaster 60
Saltillo 55
OTOE
IOWA
MISSOURI
42 Firth
Gage 30
Sterling 27
Bear 19
Tecumseh 15
NEMAHA
ATCHISON
GAGE
JOHNSON
Elk Creek 8
Humboldt 40
0 48 Table Rock
RICHARDSON
HOLT
PAWNEE
New Salem
9 Rulo
0 Napier 91
Forest City 82
ANDREW
Starks 85
Nodaway 77
NEBRASKA
KANSAS
LIN DIV
MCK DIV
MP 48.03
31
Falls City
Preston
20
15
Water Works 67
St Joseph 80
French 57
Halls 50
46 Davies
BUCHANAN
4 Atchison
Armour 43
ATCHISON
Iatan
Sadler
PLATTE
Weston 31
35
E. Leavenworth 24
CLAY
Waldron 17
Clarke 9
MP 7.90
LIN DIV
KAN DIV
WYANDOTTE
KANSAS CITY 8
JACKSON
KANSAS
MISSOURI

CLSTJ -01

REVISED:02-28-93

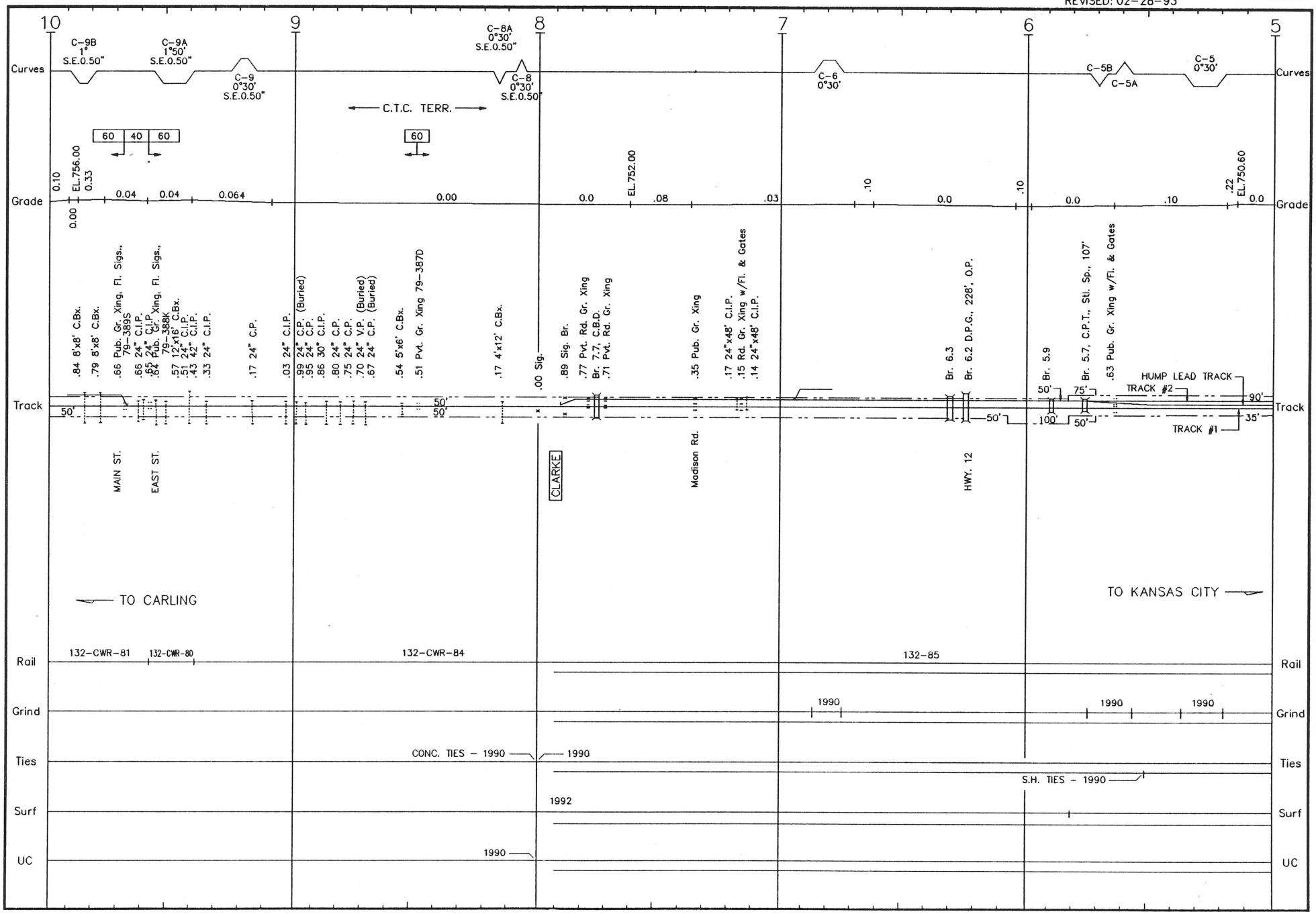
L.S. 0016 — BEGIN LINCOLN DIVISION — END KANSAS DIVISION



L.S. 0016

REVISED: 02-28-93

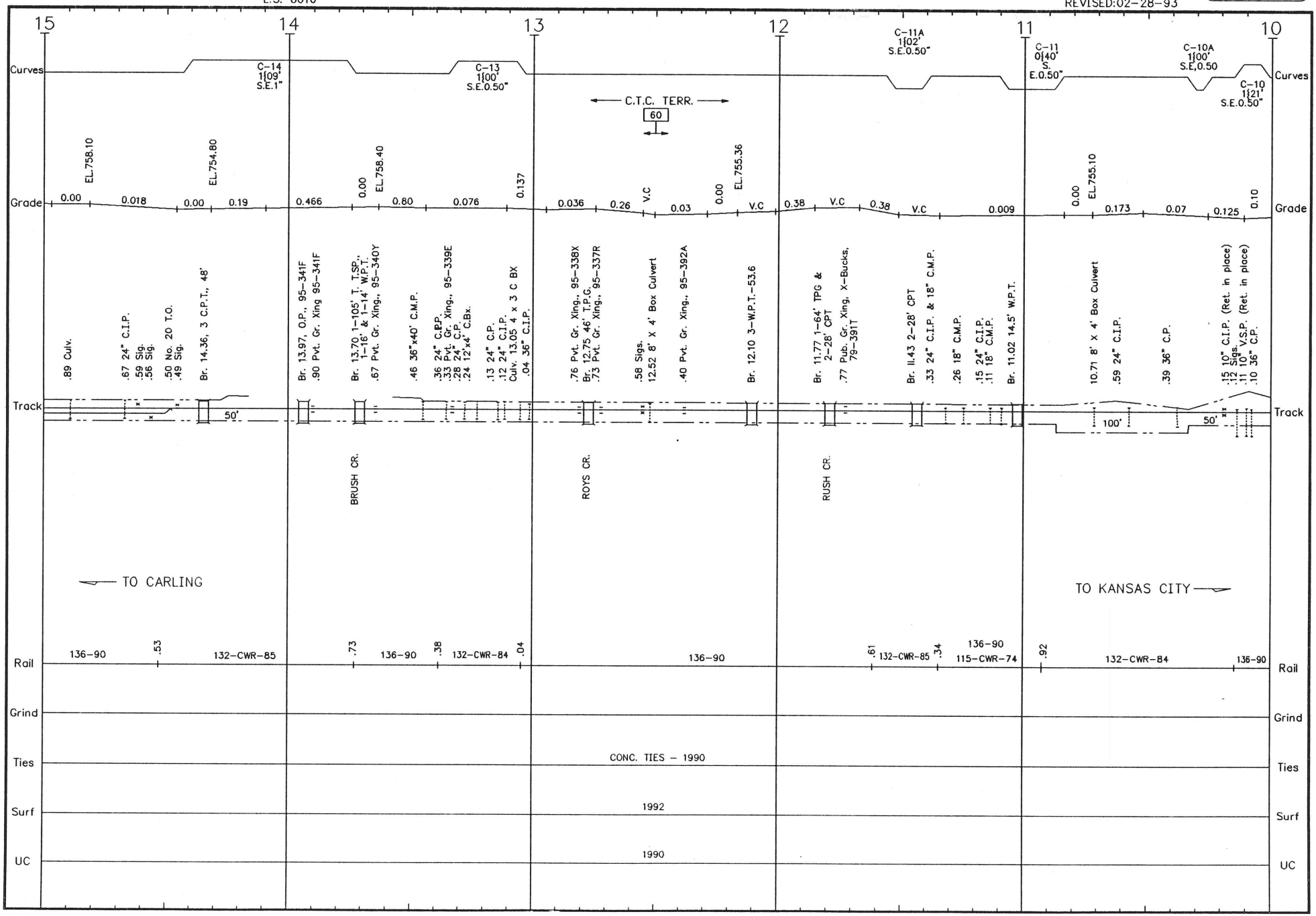
CLSTJ -02



CLSTJ -03

L.S. 0016

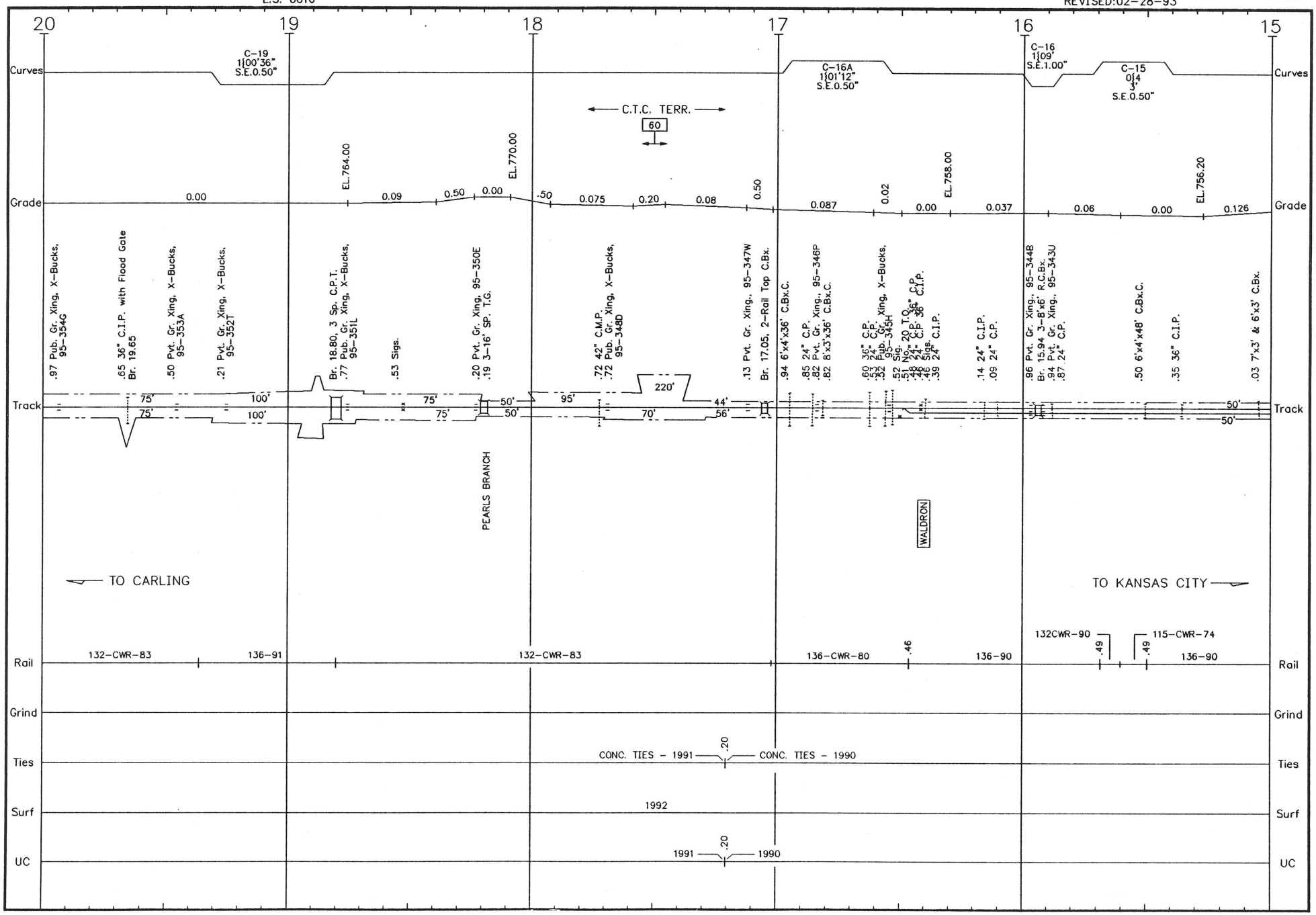
REVISED:02-28-93



CLSTJ -04

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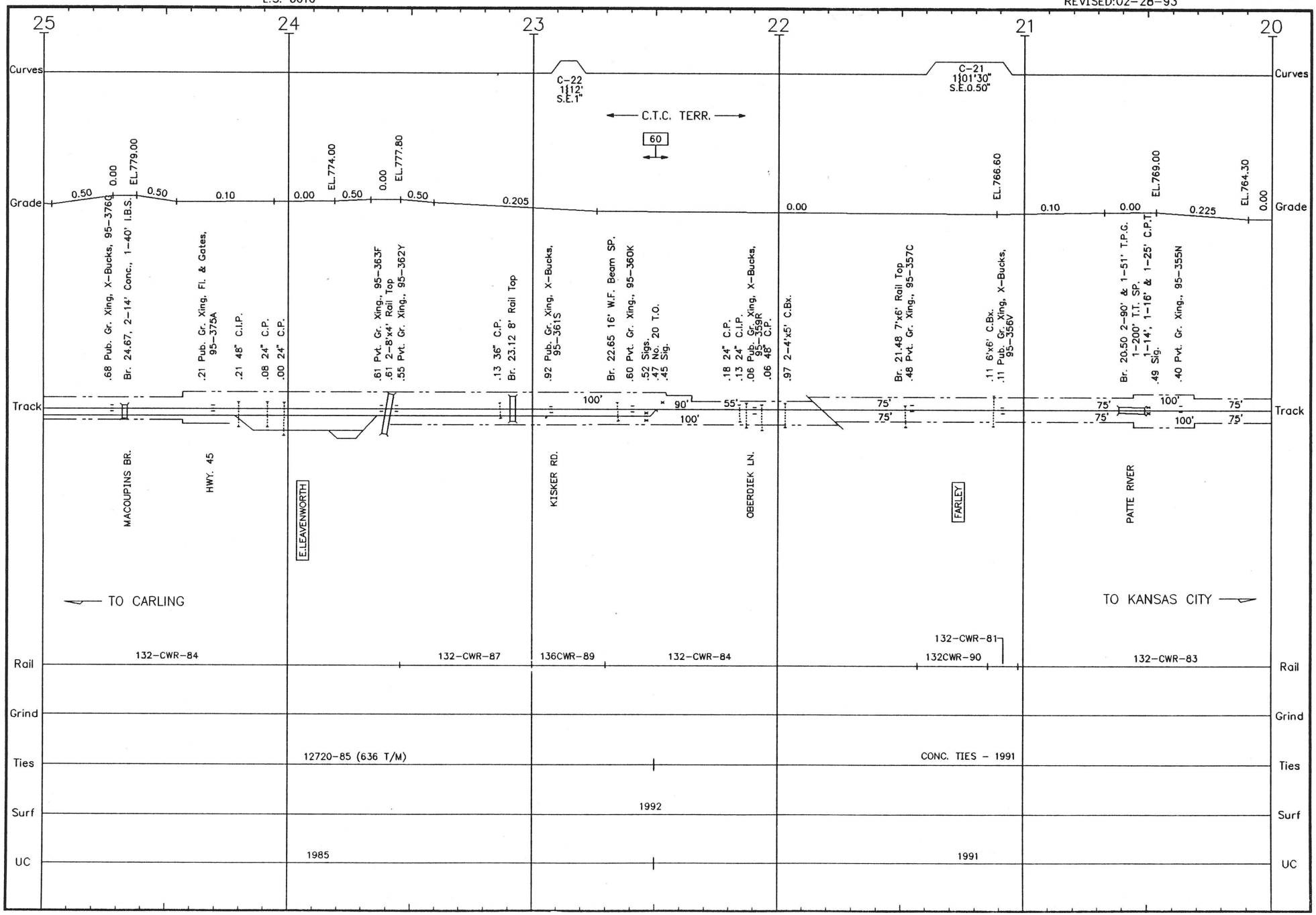
REVISED:02-28-93



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REVISED:02-28-93

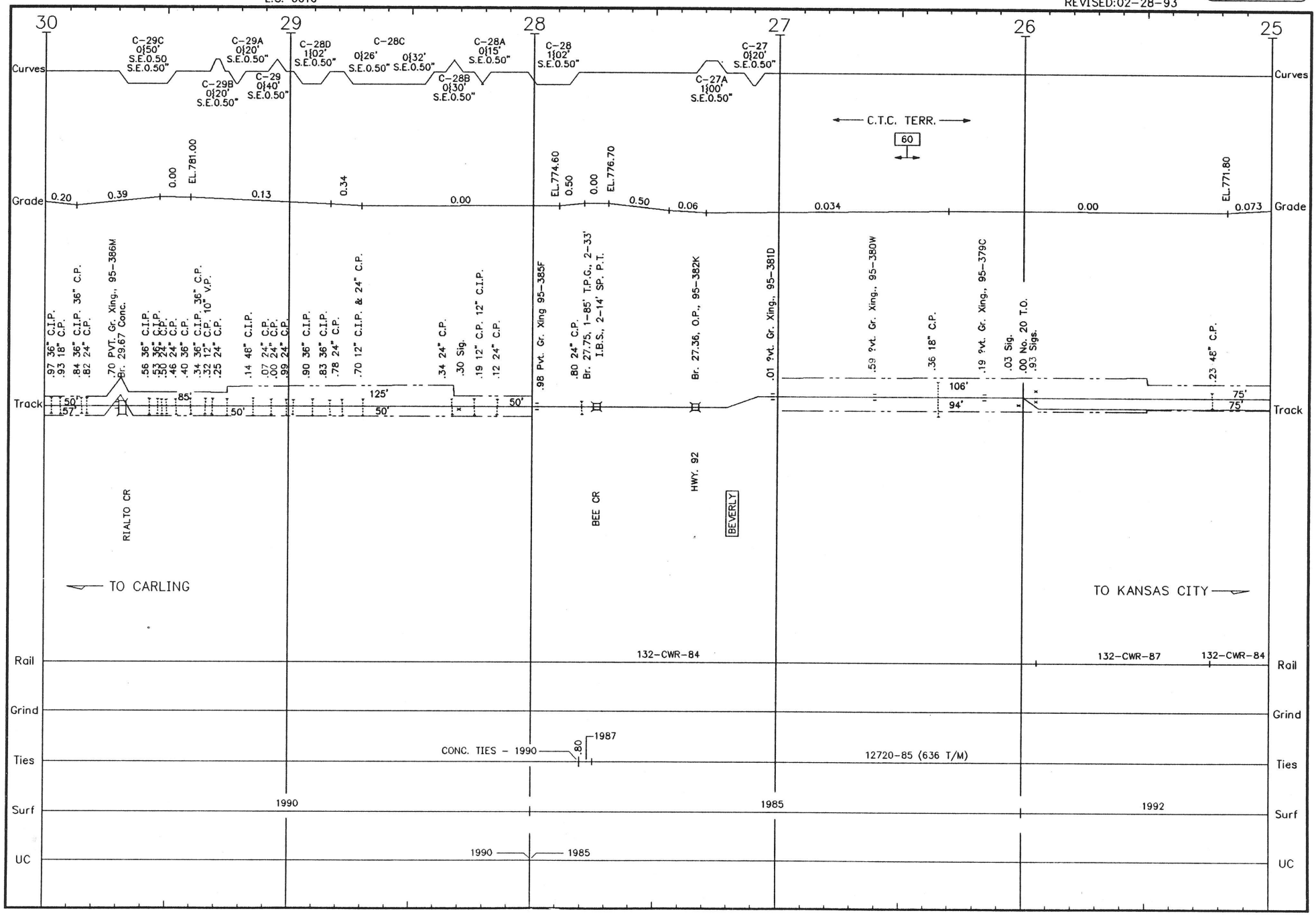
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REVISED:02-28-93

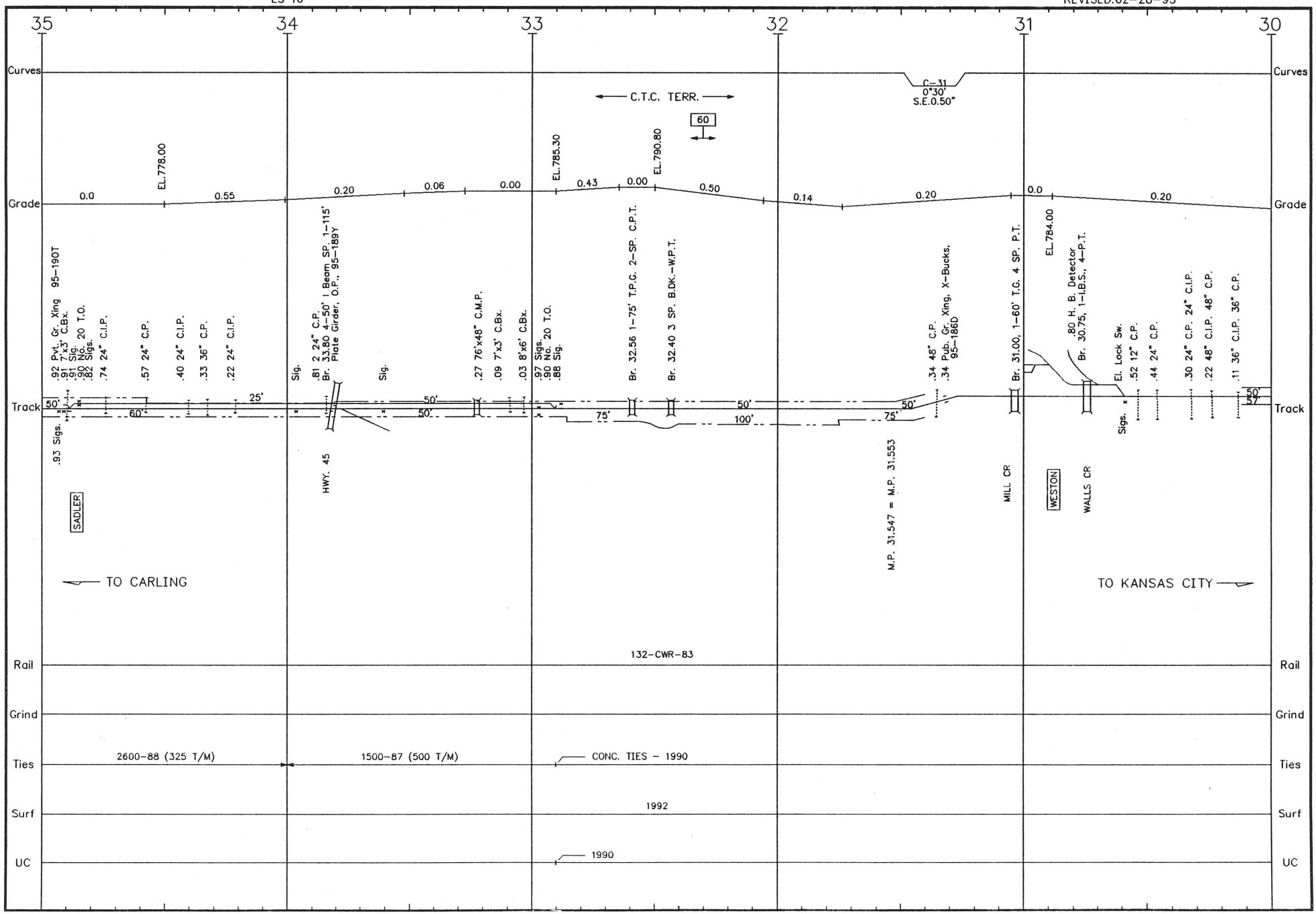
CLSTJ -06



CLSTJ -07

LS 16

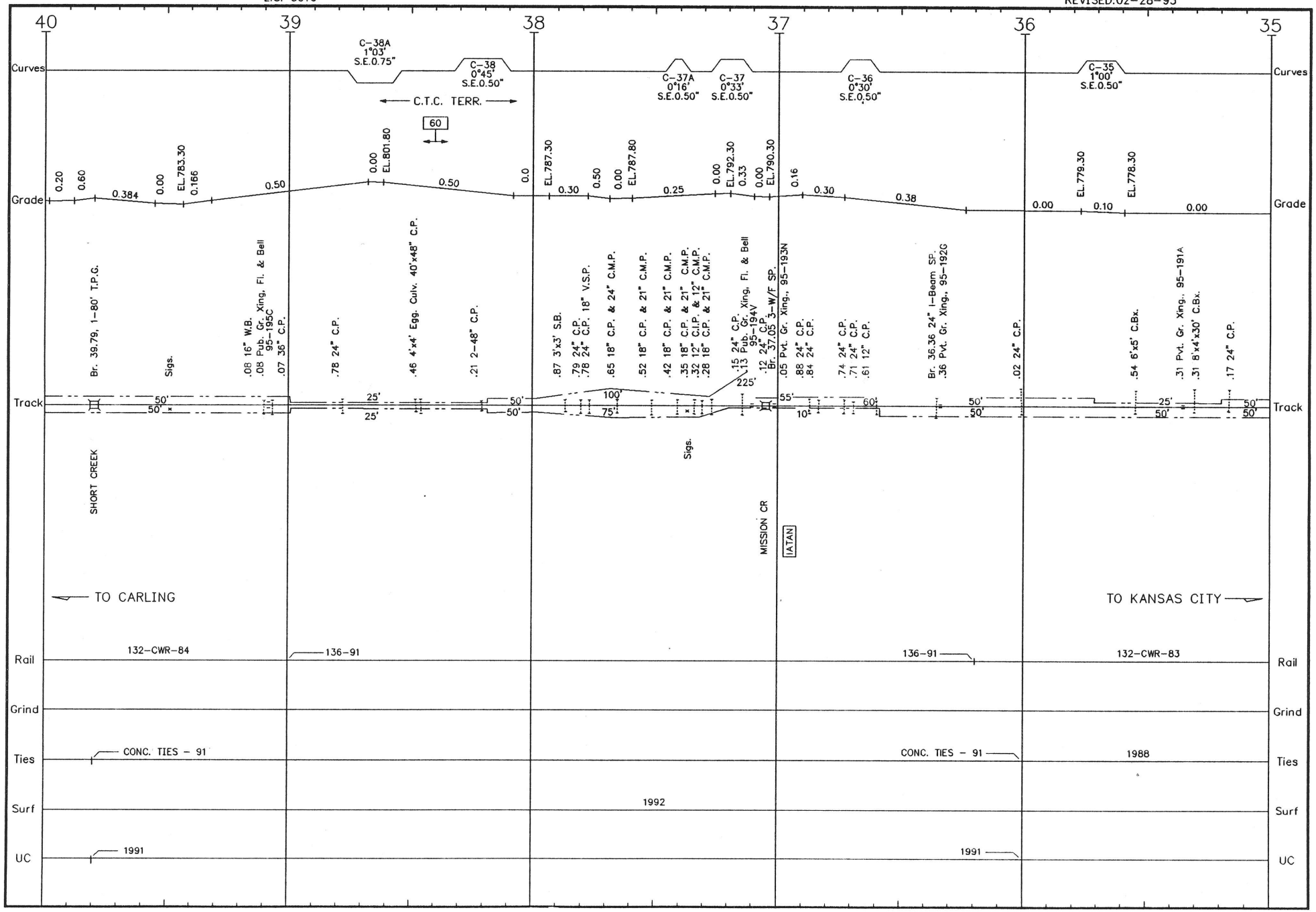
REVISED:02-28-93



CLSTJ -08

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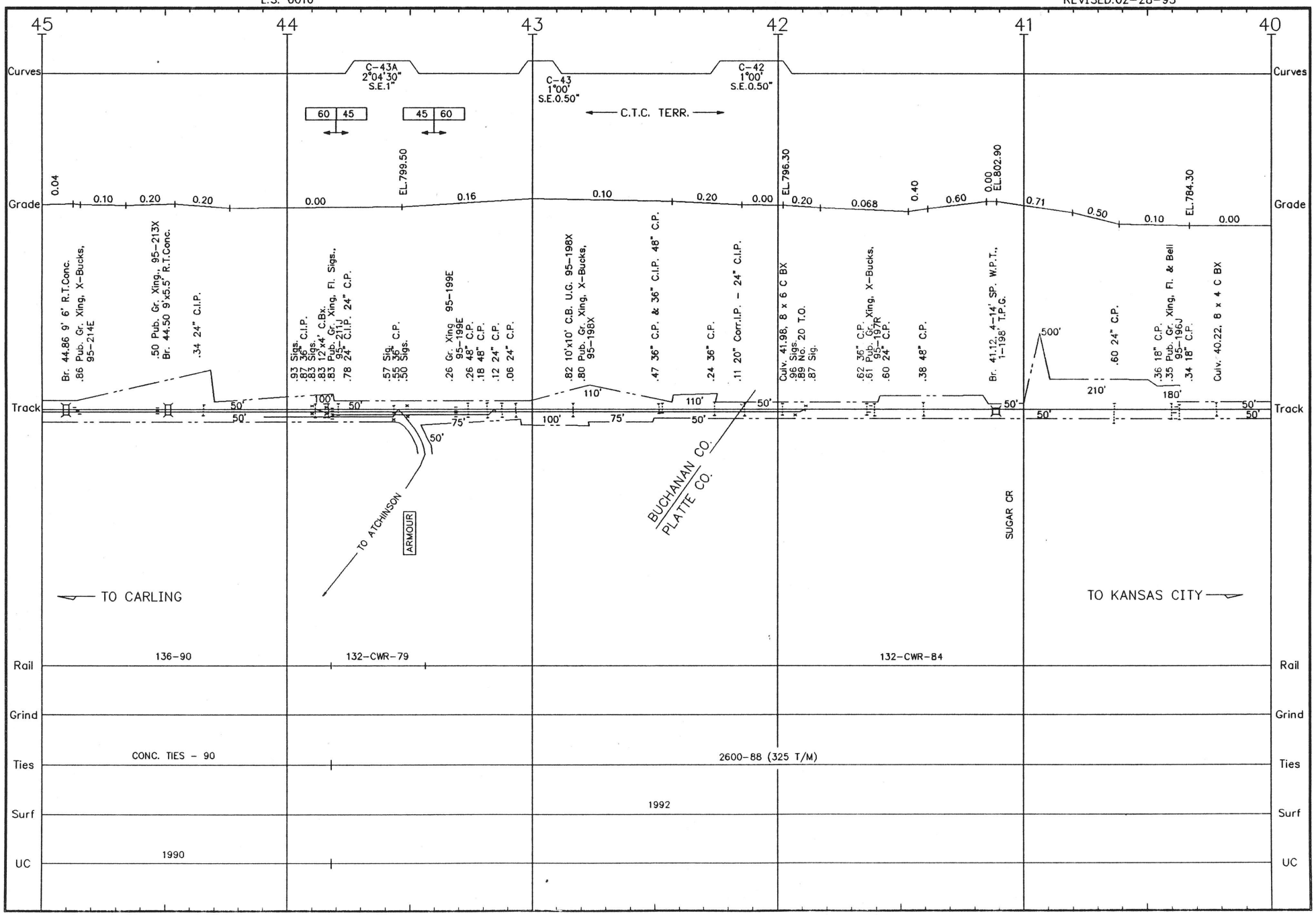
REVISED:02-28-93



CLSTJ – 09

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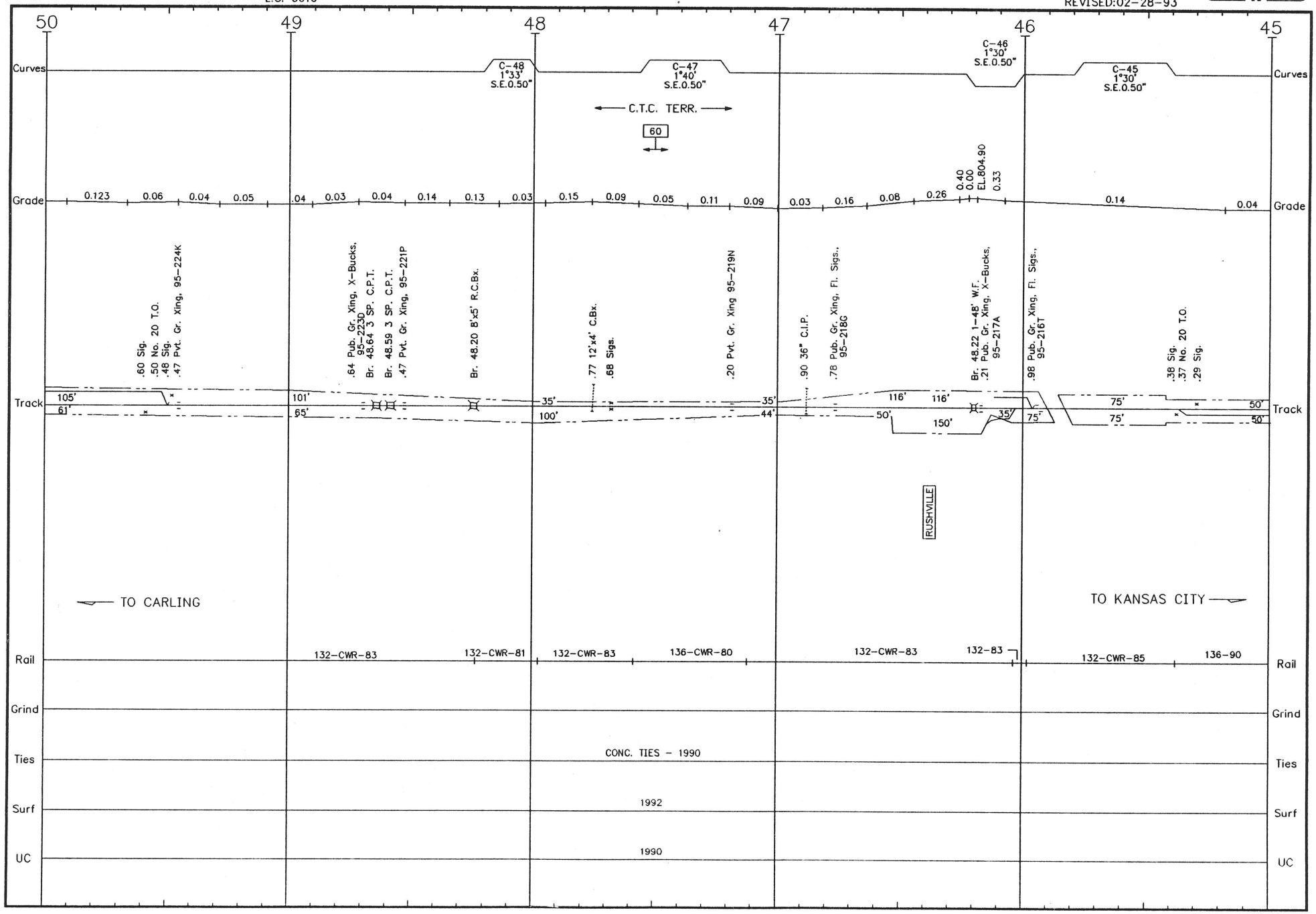
REVISED:02-28-93



L.S. 0016

REVISED:02-28-93

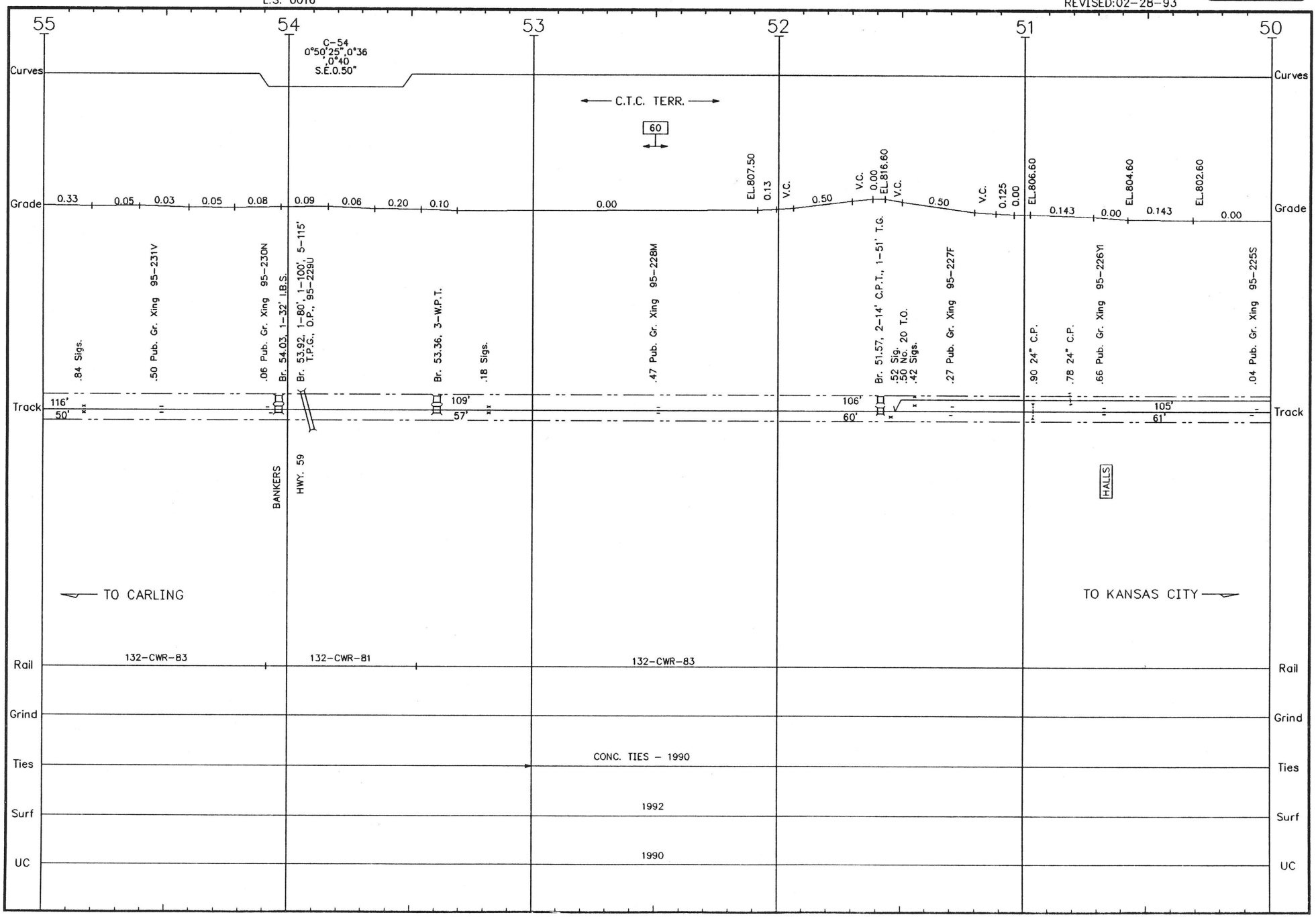
CLSTJ -10



CLSTJ -11

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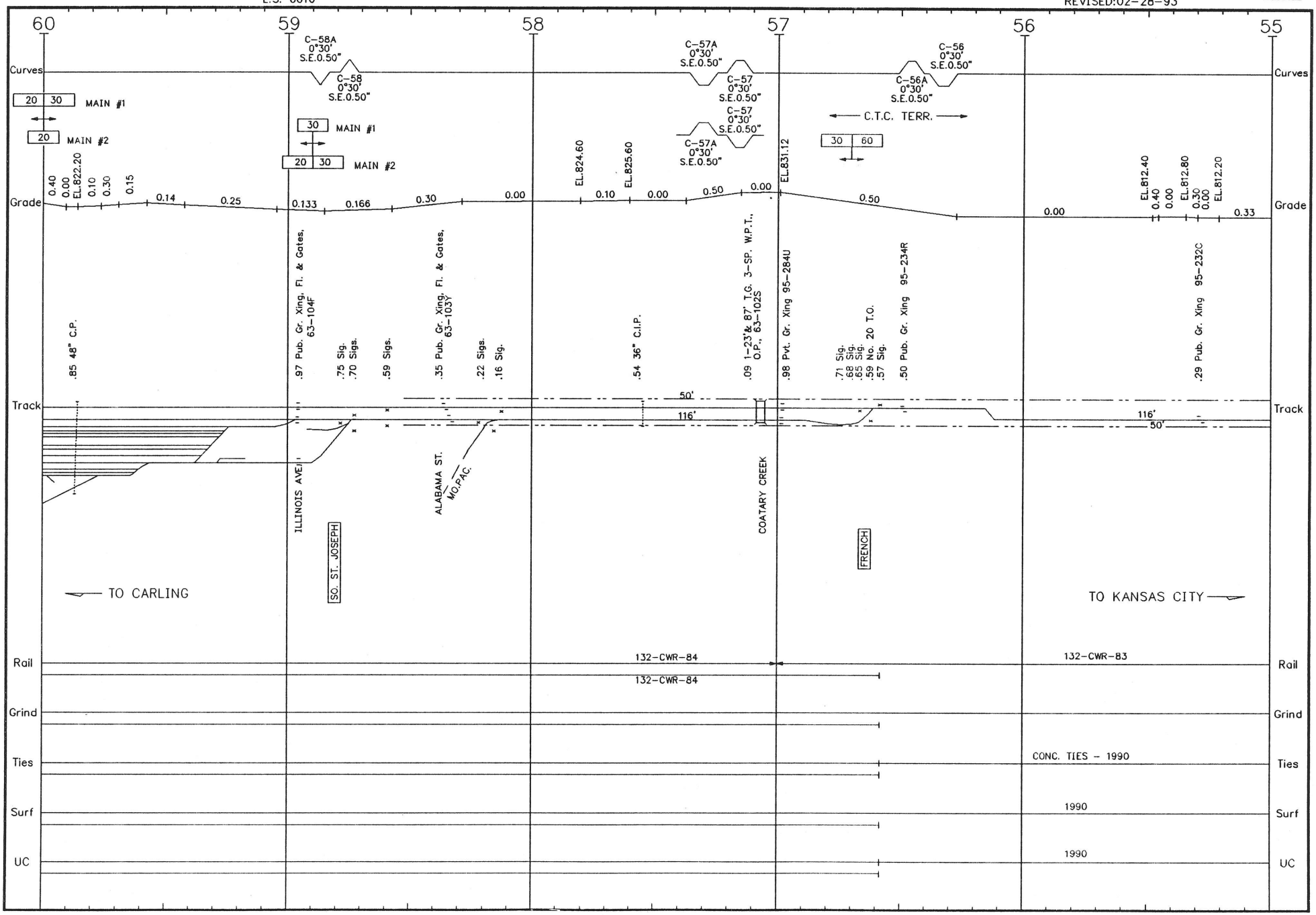
REVISED:02-28-93



CLSTJ -12

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REVISED:02-28-93

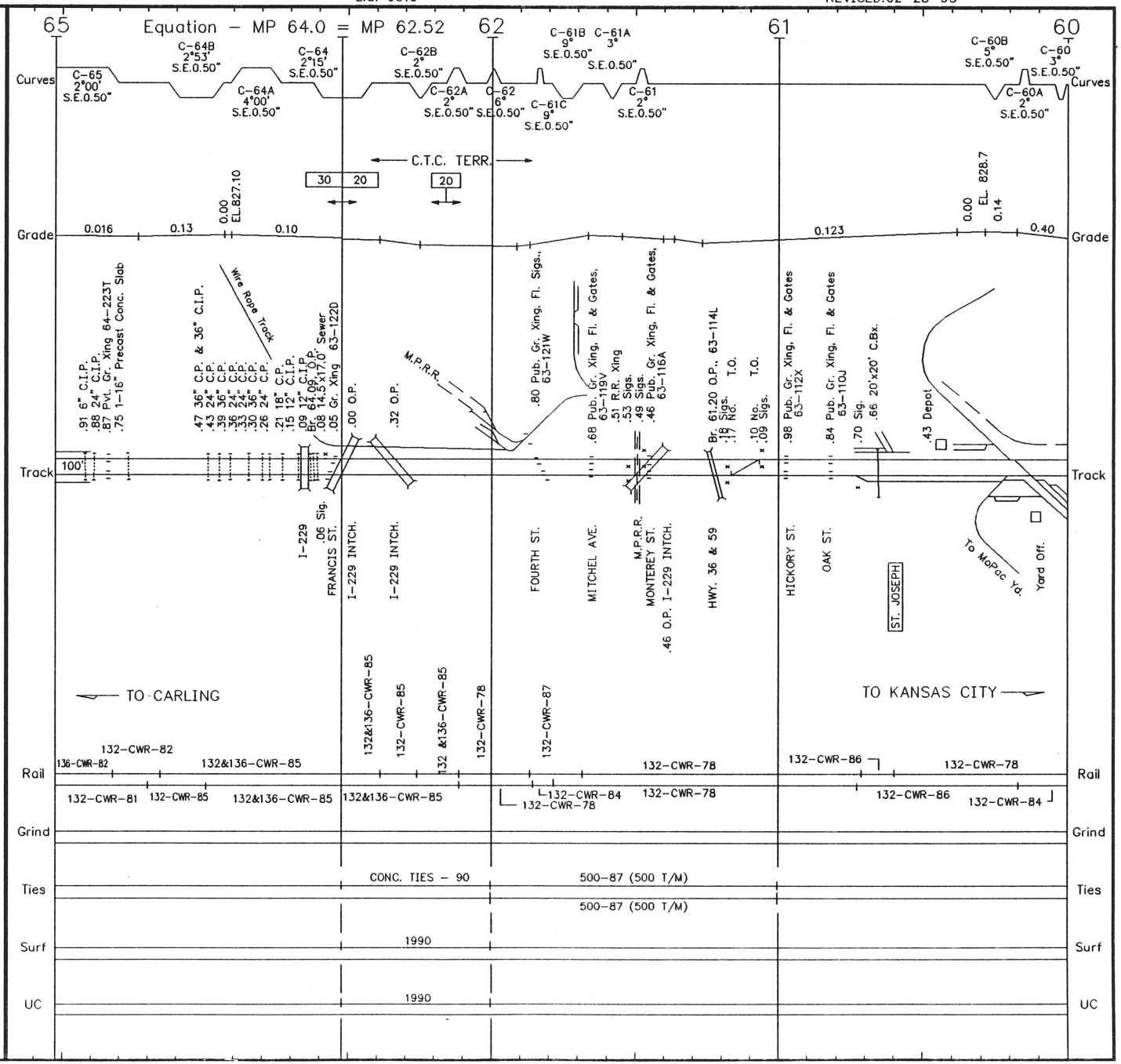


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REVISED:02-28-93

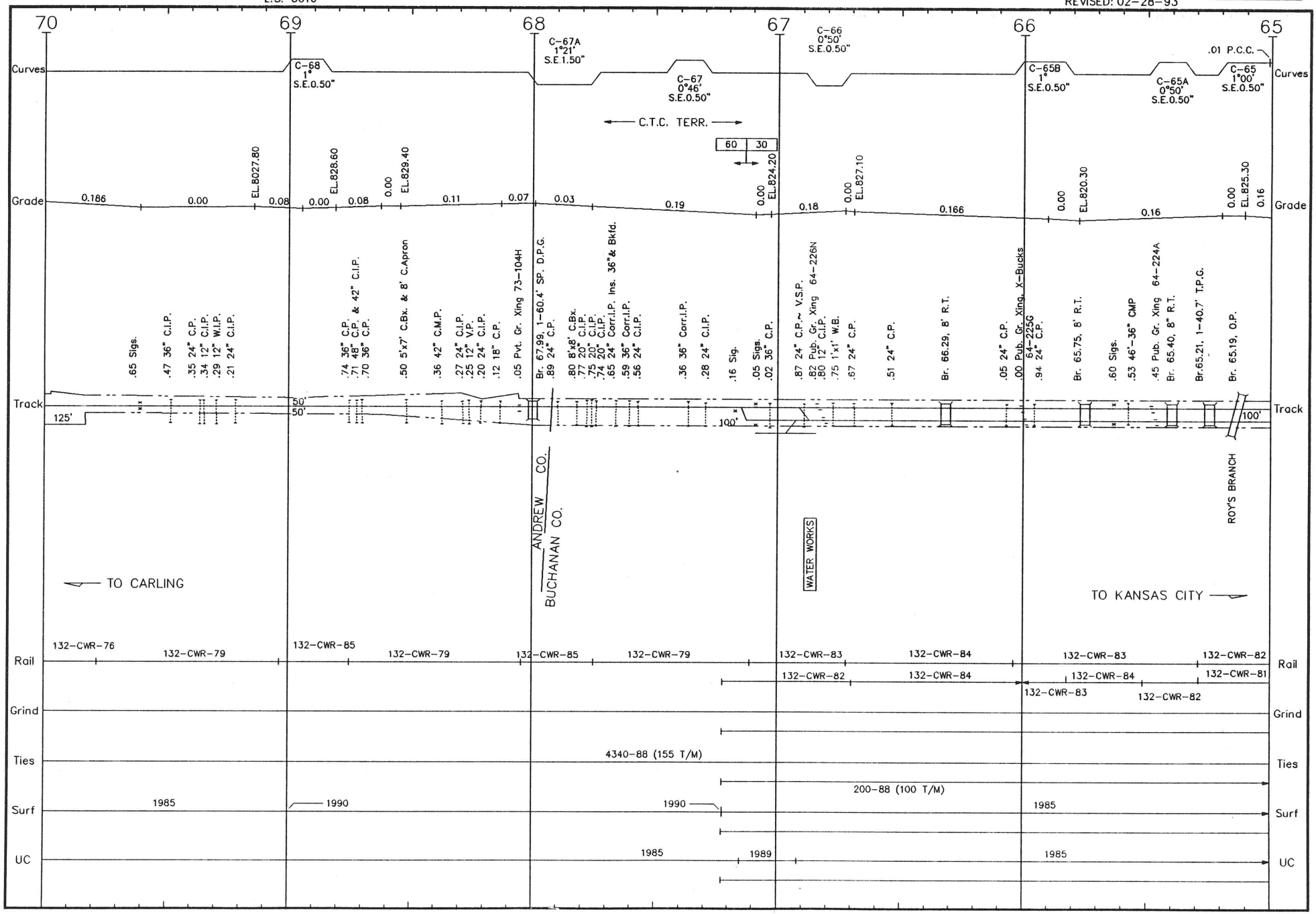
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CLSTJ -14

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REVISED: 02-28-93

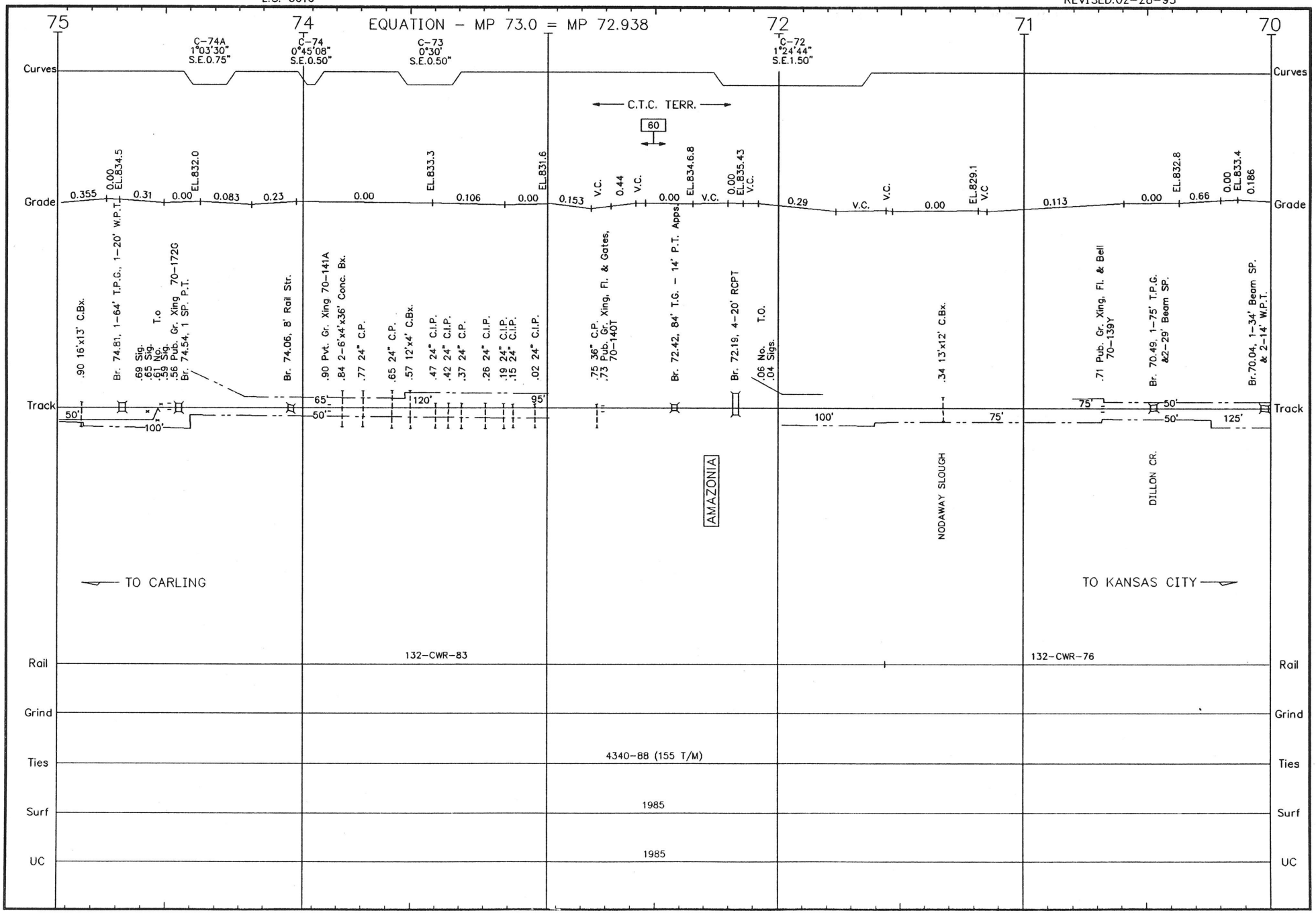


CLSTJ -15

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REVISED:02-28-93

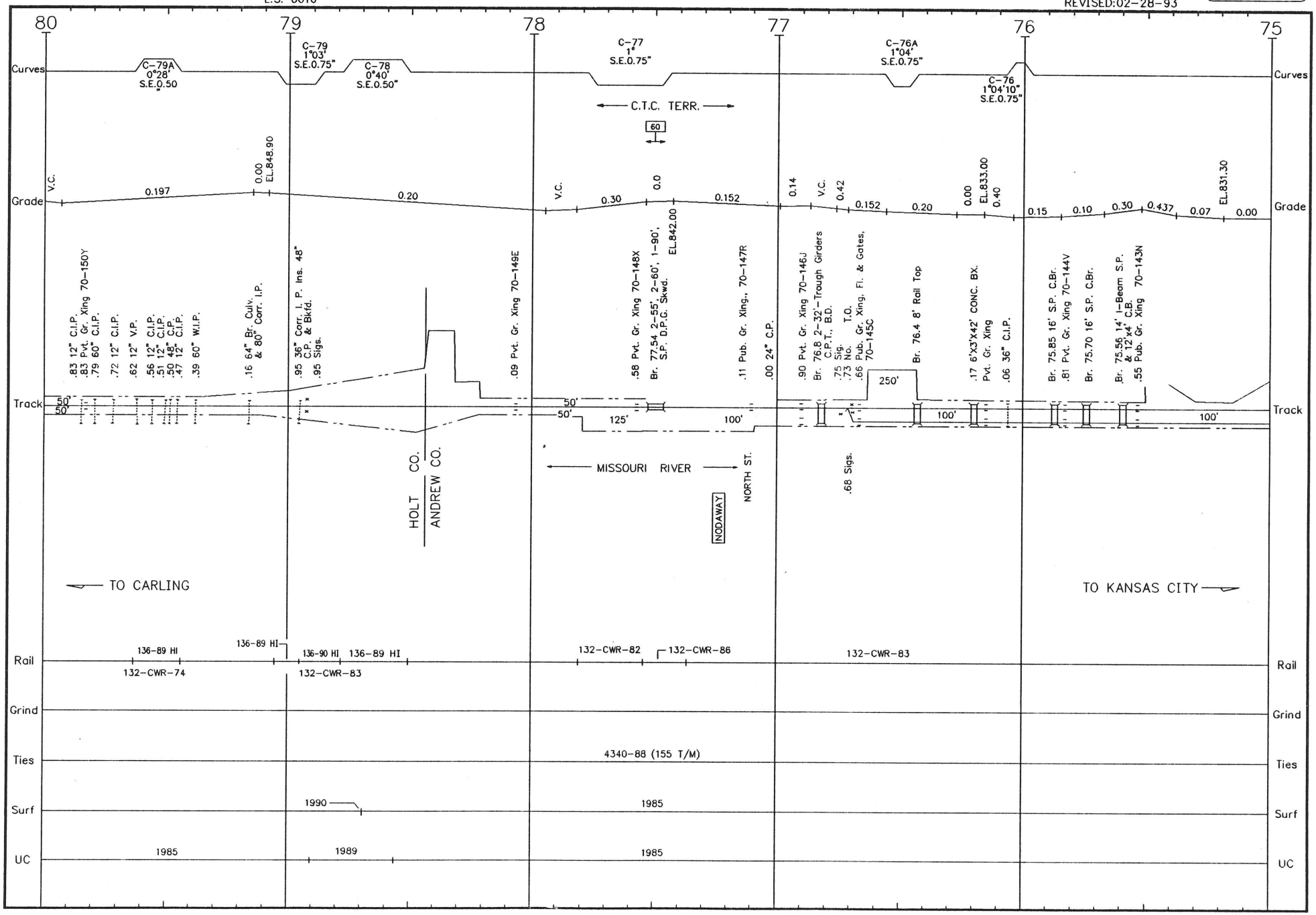
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REVISED:02-28-93

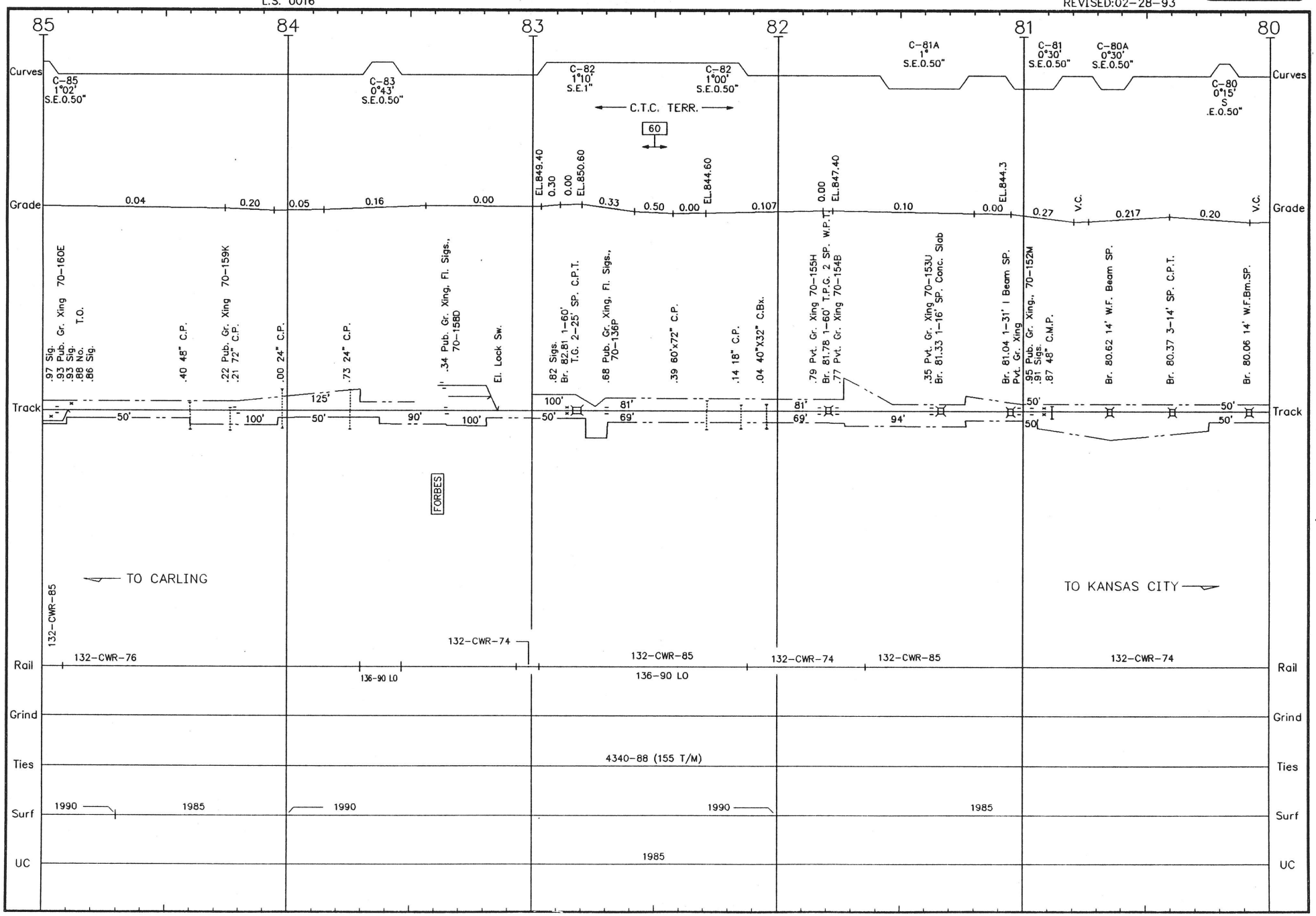
CLSTJ -16



CLSTJ -17

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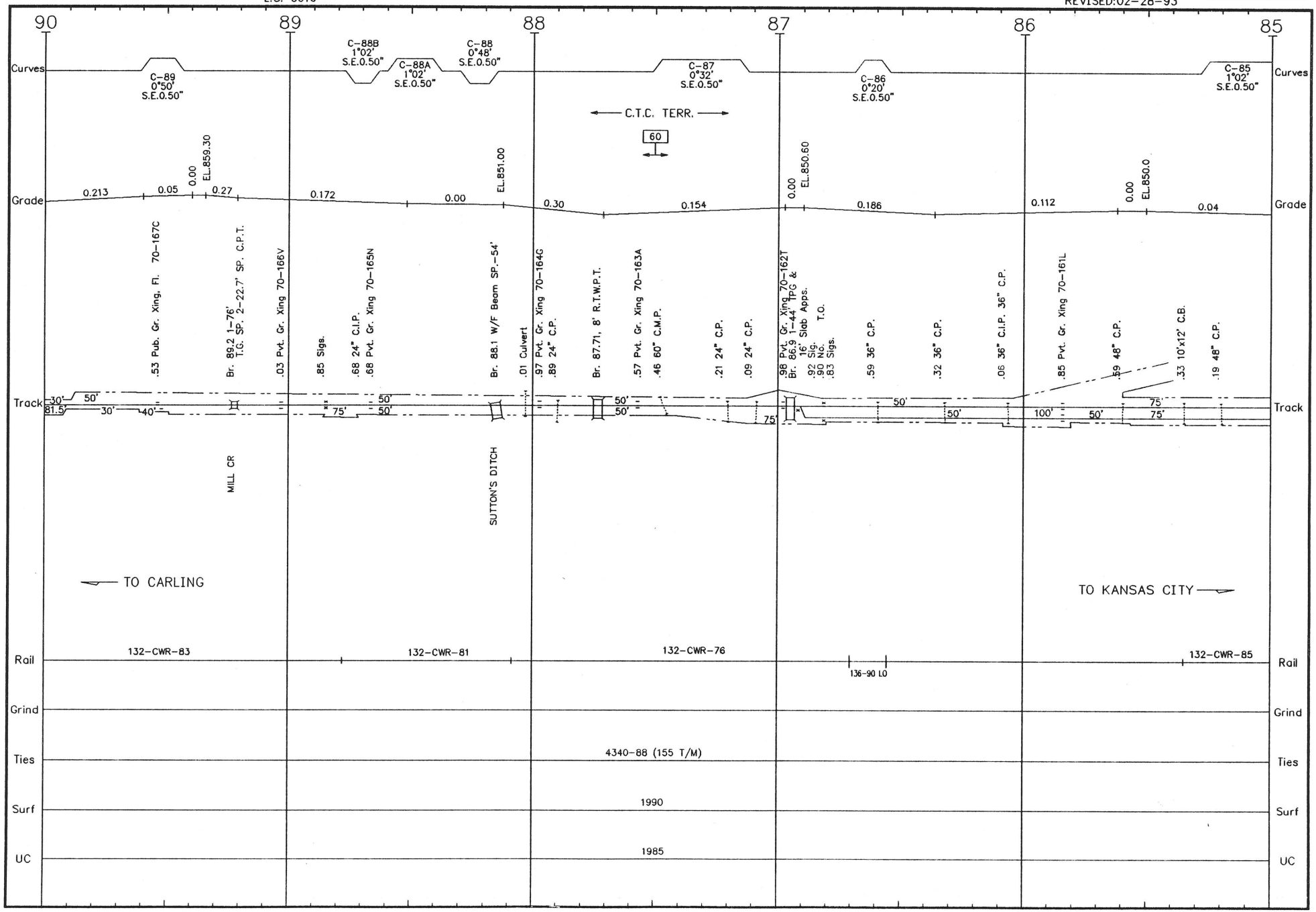
REVISED:02-28-93



L.S. 0016

REVISED:02-28-93

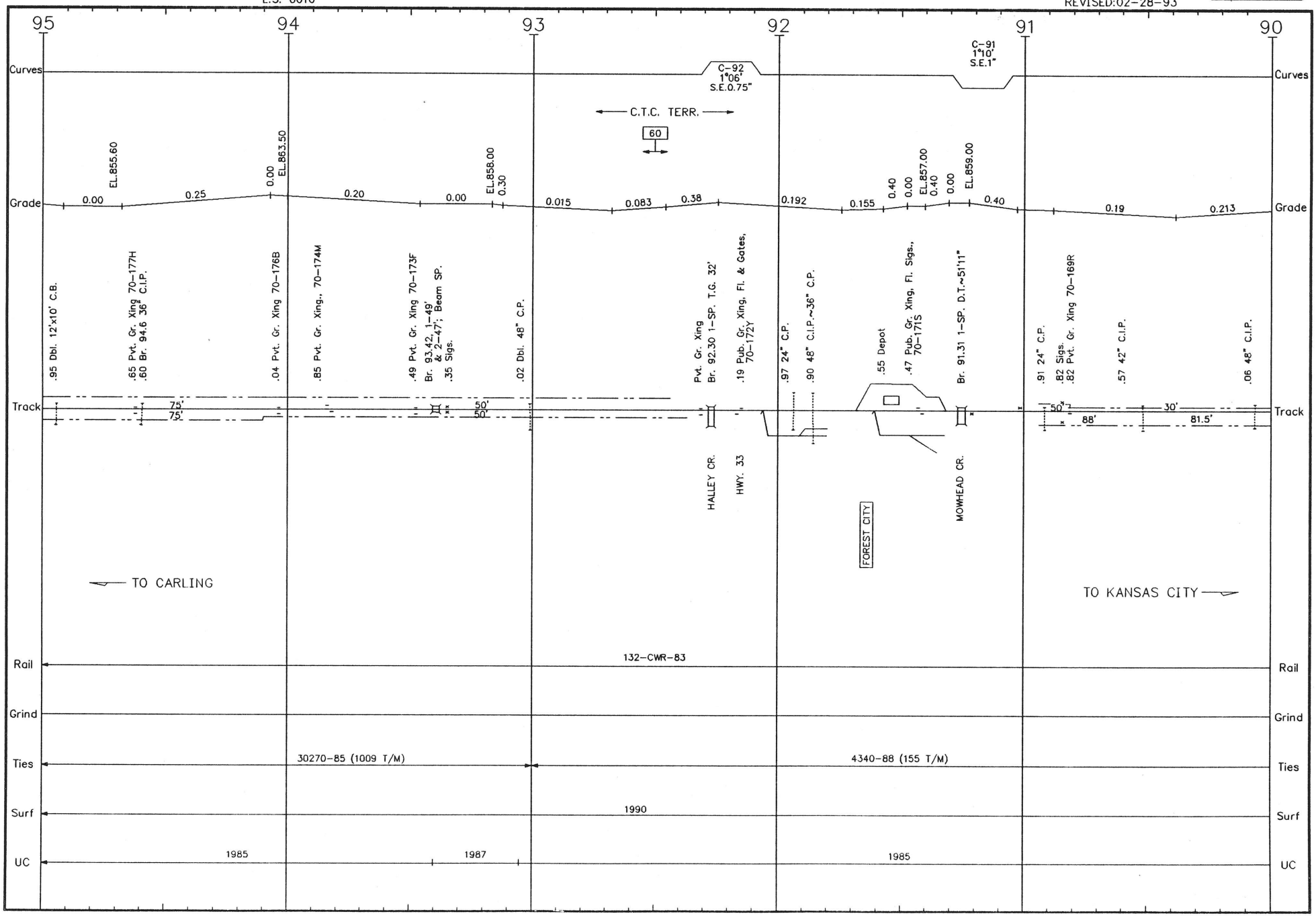
CLSTJ -18



CLSTJ -19

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REVISED:02-28-93

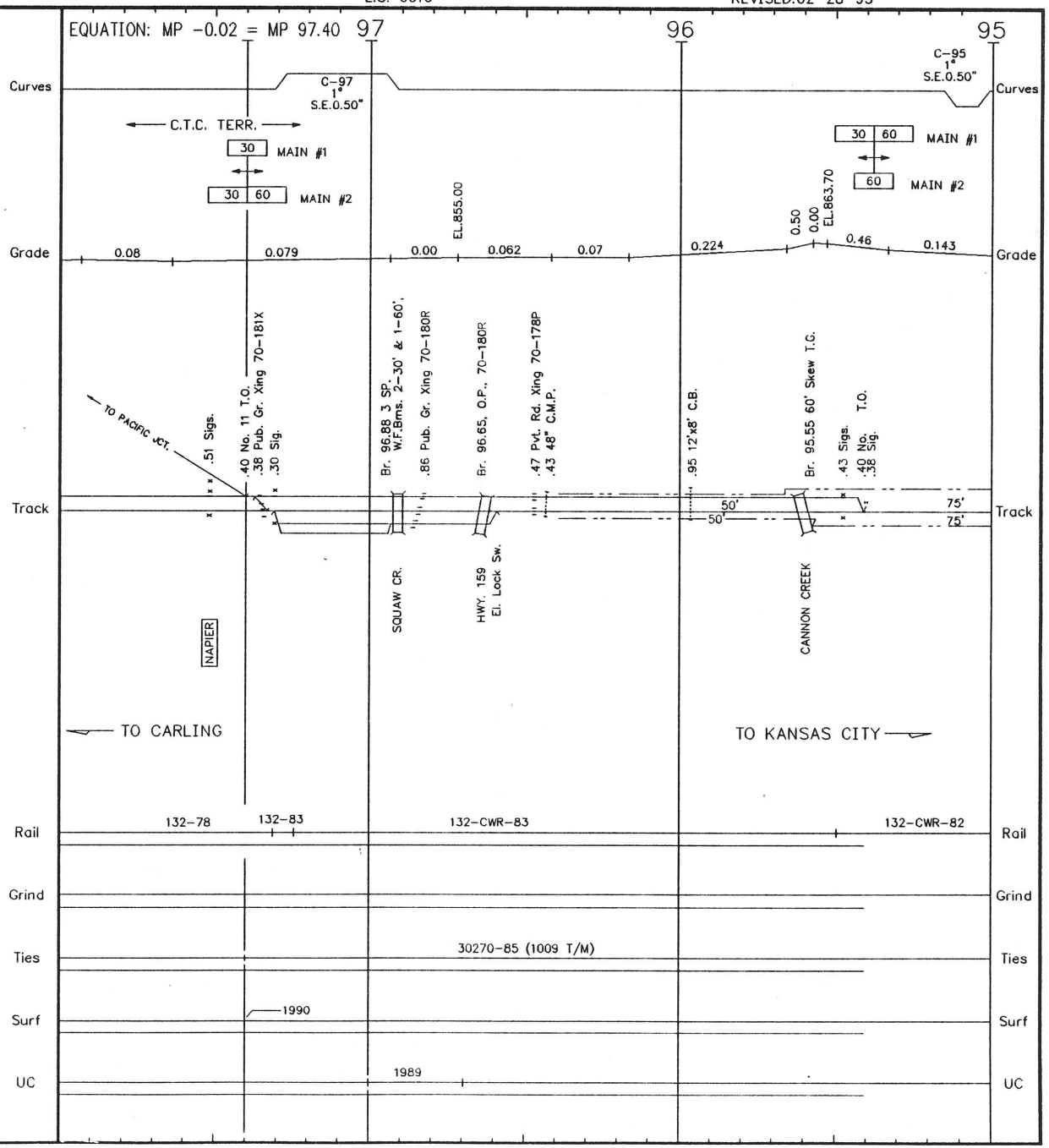


CLSTJ – 20

L.S. 0016

REVISED:02-28-93

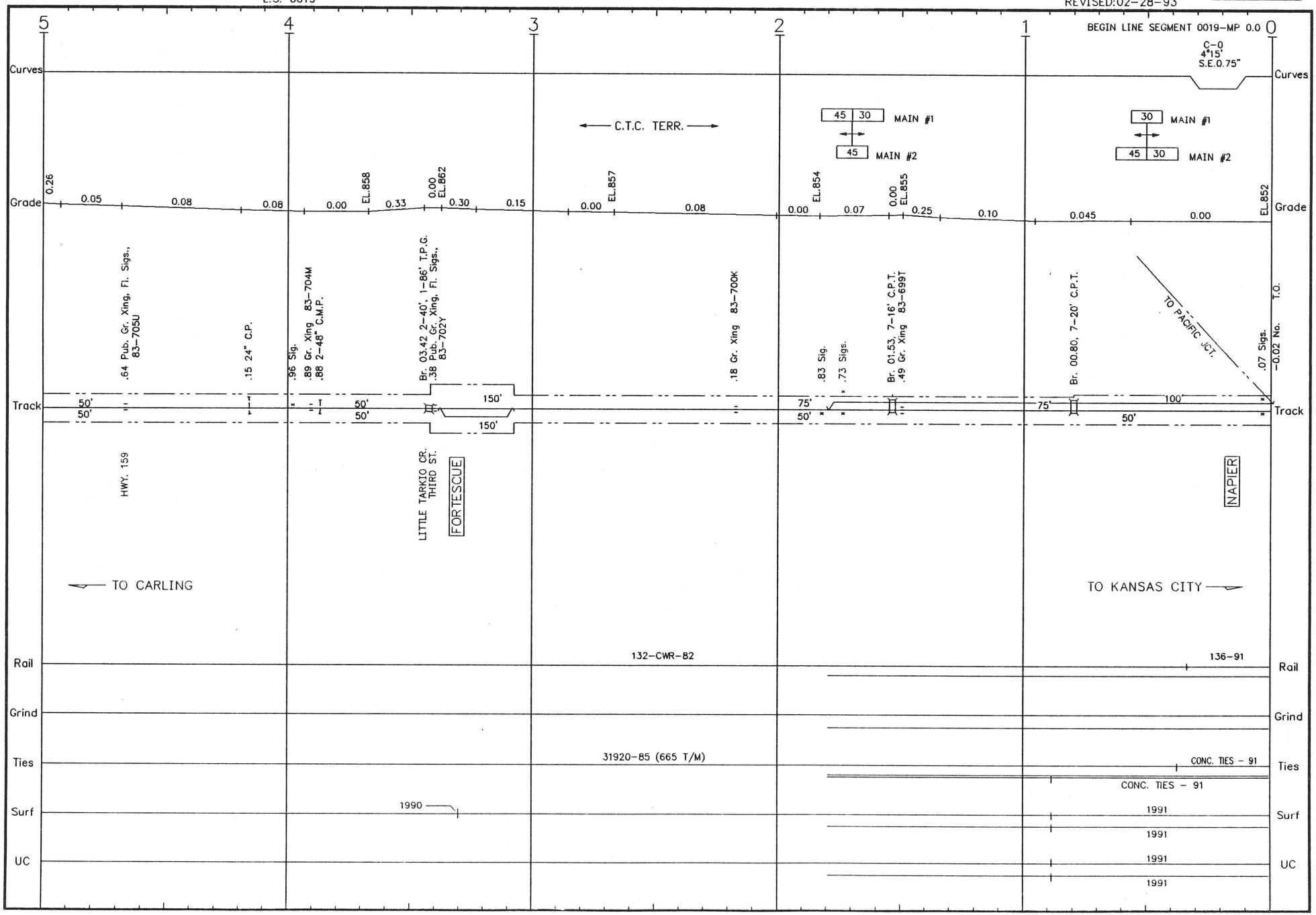
NOTES:



CLSTJ – 21

L.S. 0019

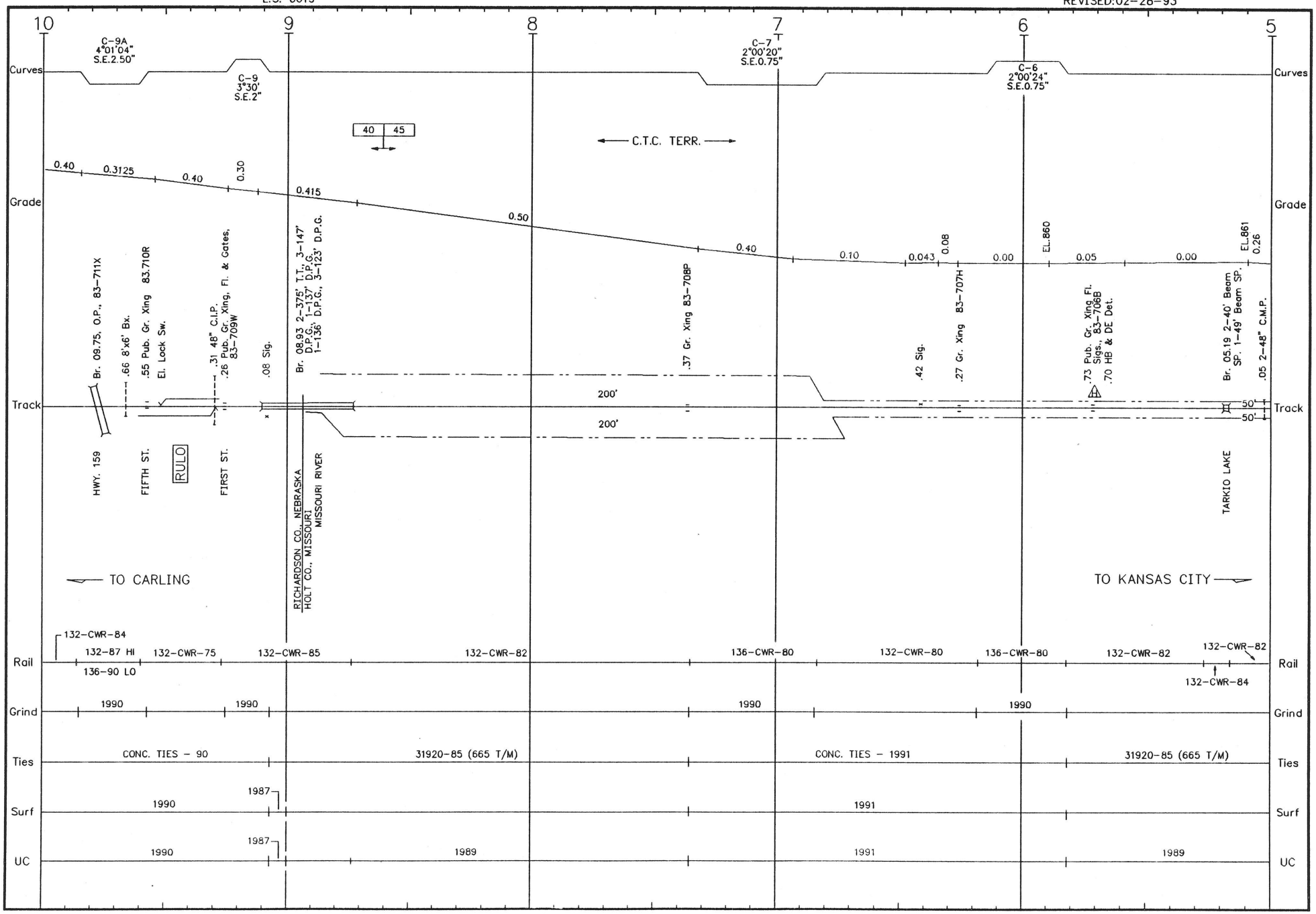
REVISED:02-28-93



CLSTJ – 22

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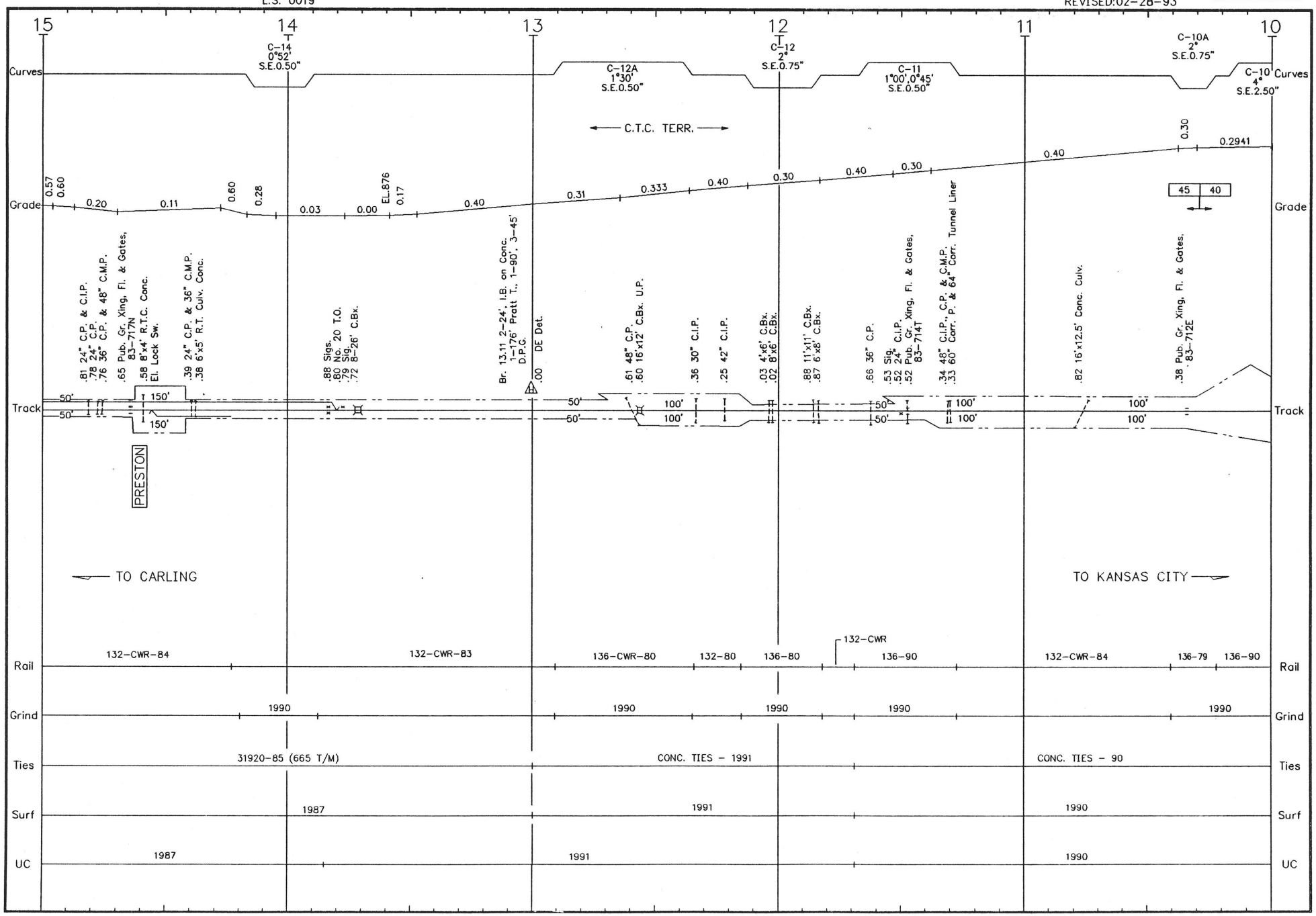
REVISED:02-28-93



CLSTJ – 23

L.S. 0019

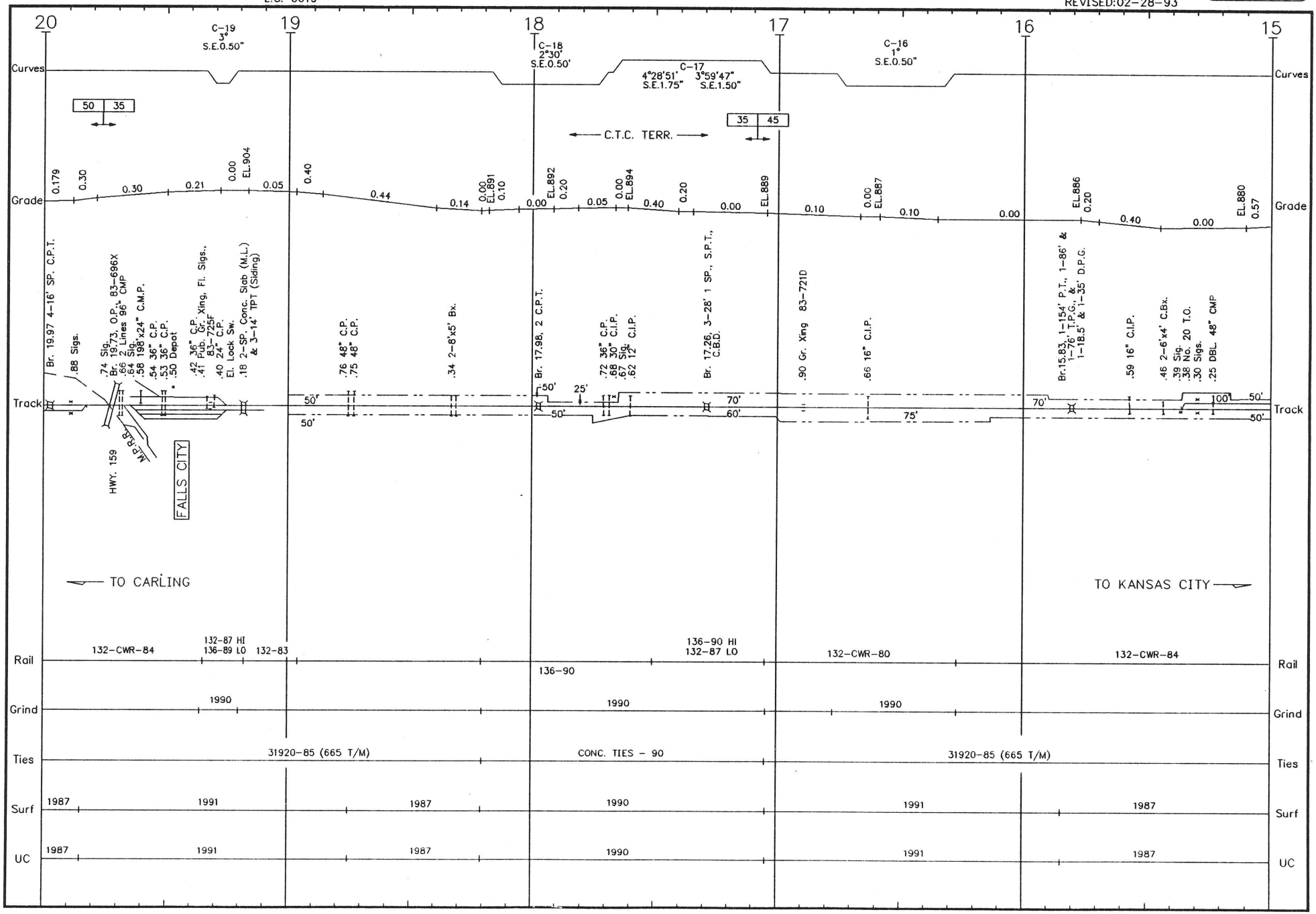
REVISED:02-28-93



L.S. 0019

REVISED:02-28-93

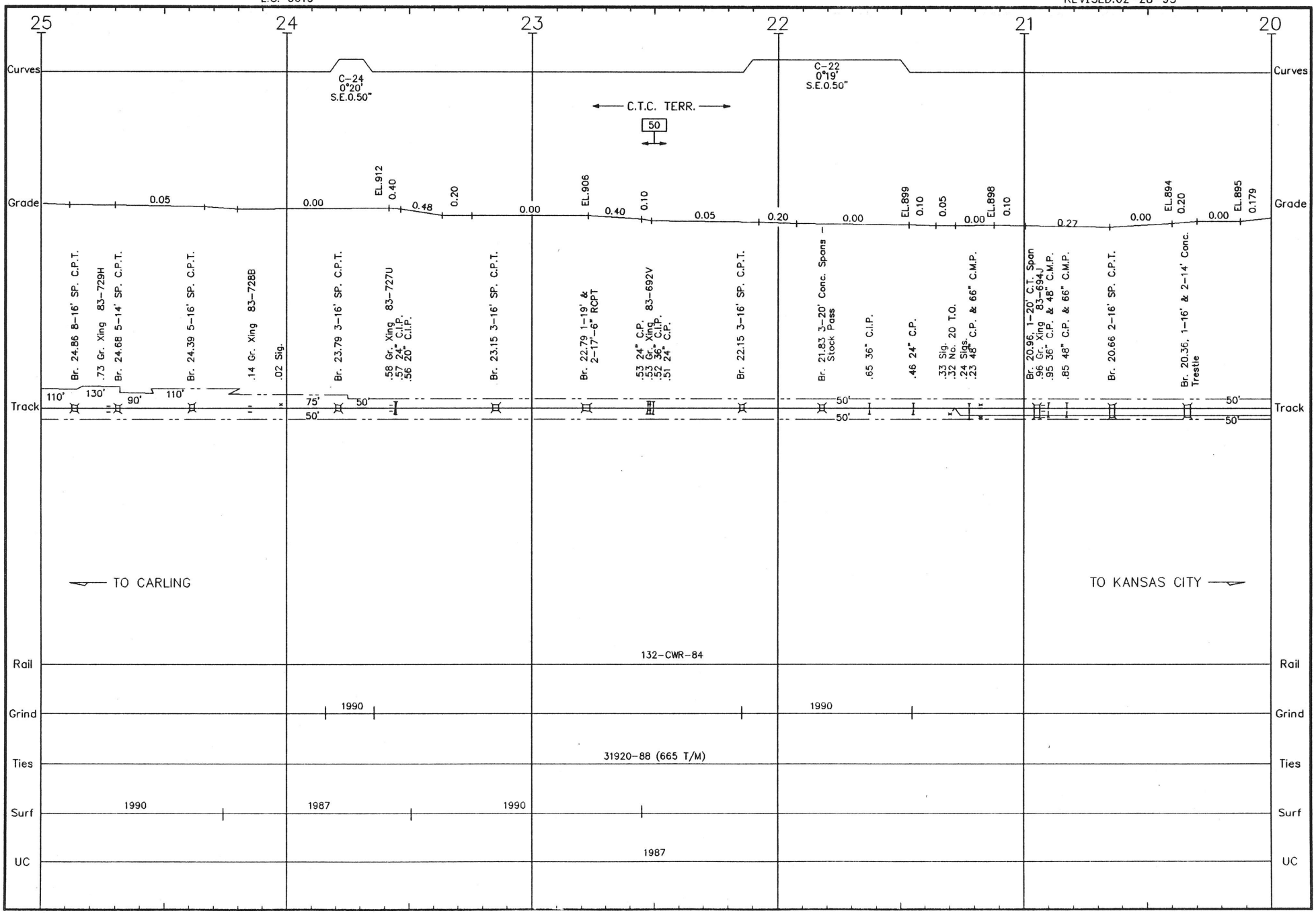
CLSTJ -24



CLSTJ – 25

L.S. 0019

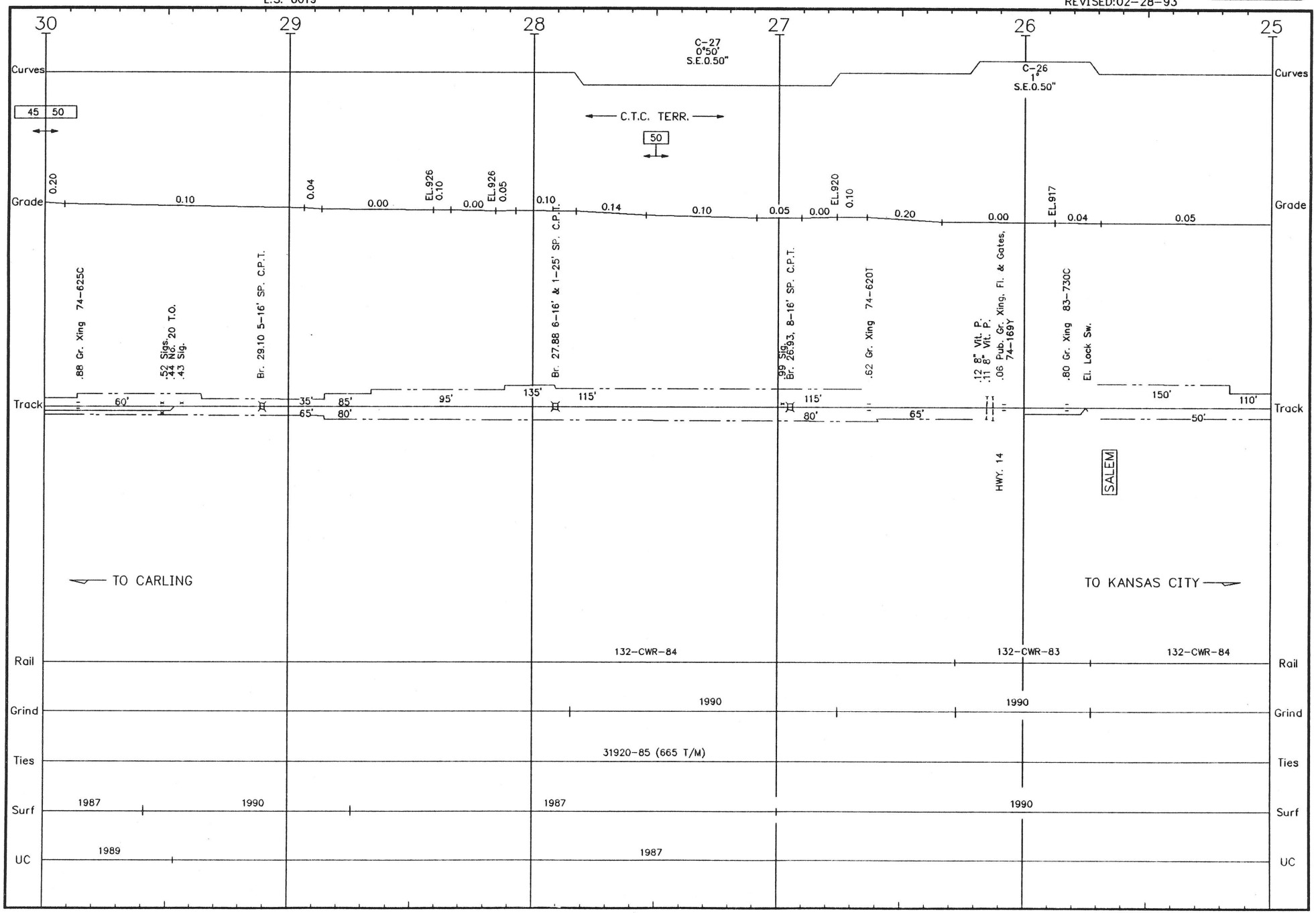
REVISED:02-28-93



CLSTJ – 26

L.S. 0019

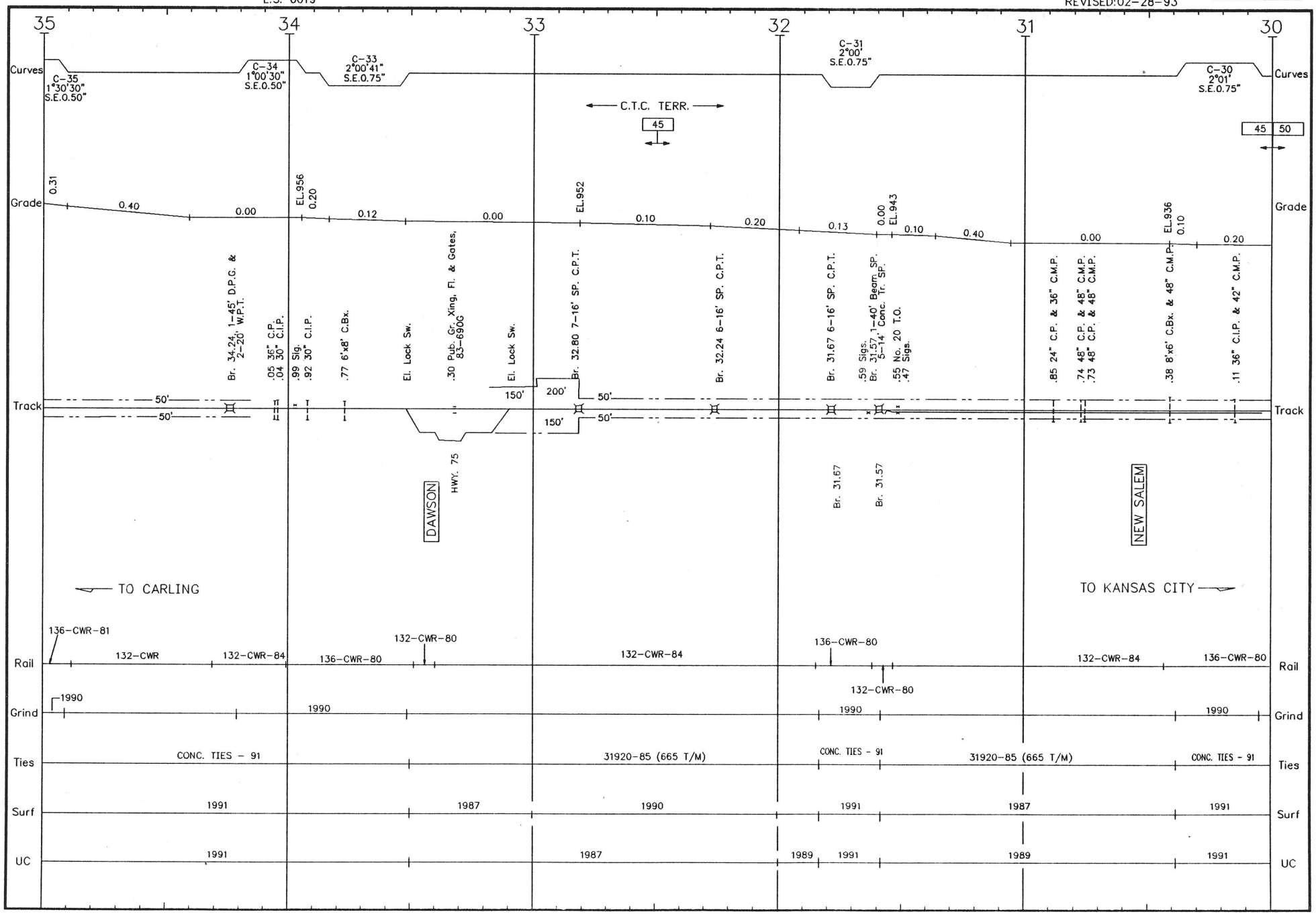
REVISED:02-28-93



CLSTJ – 27

L.S. 0019

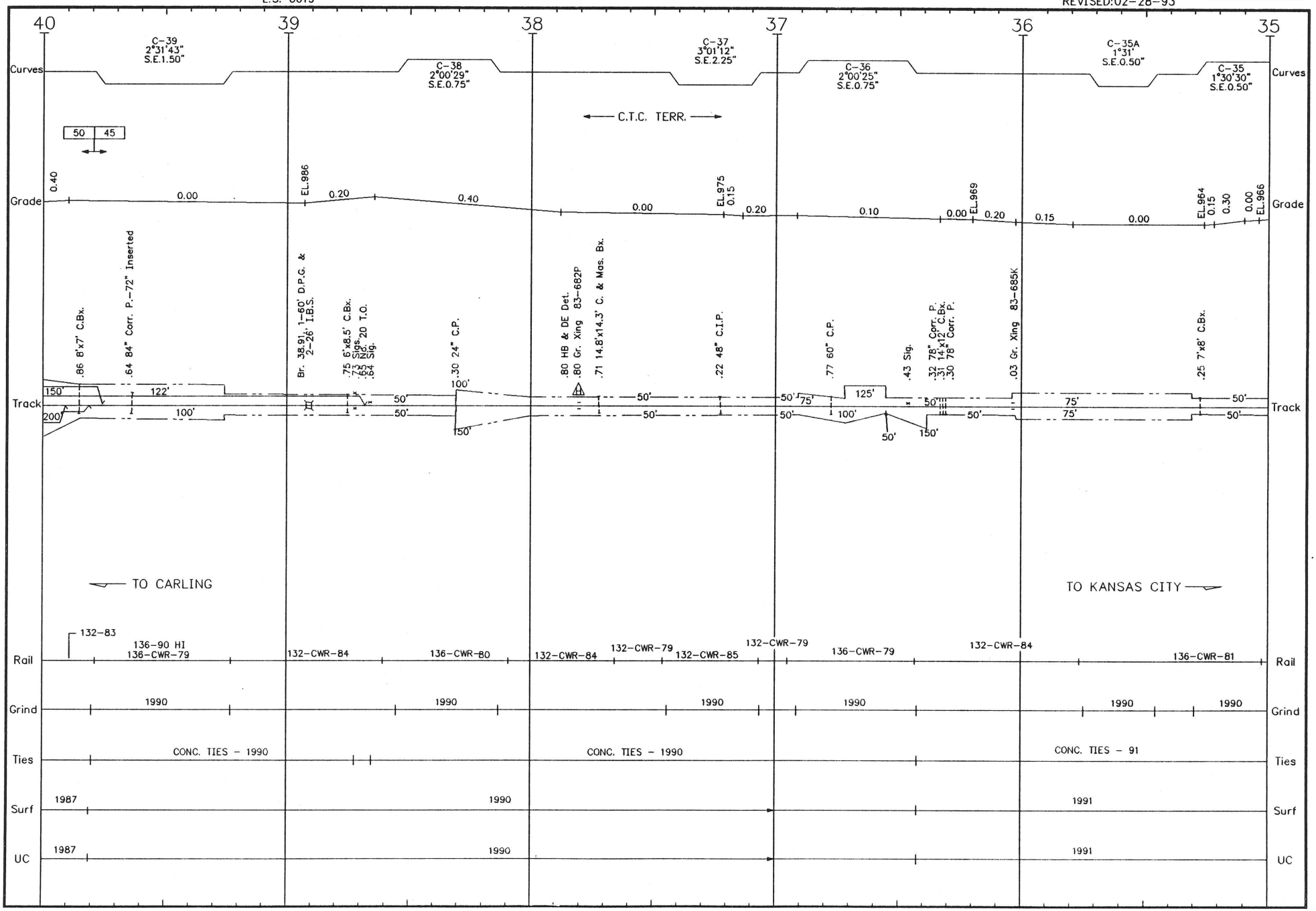
REVISED:02-28-93



L.S. 0019

REVISED:02-28-93

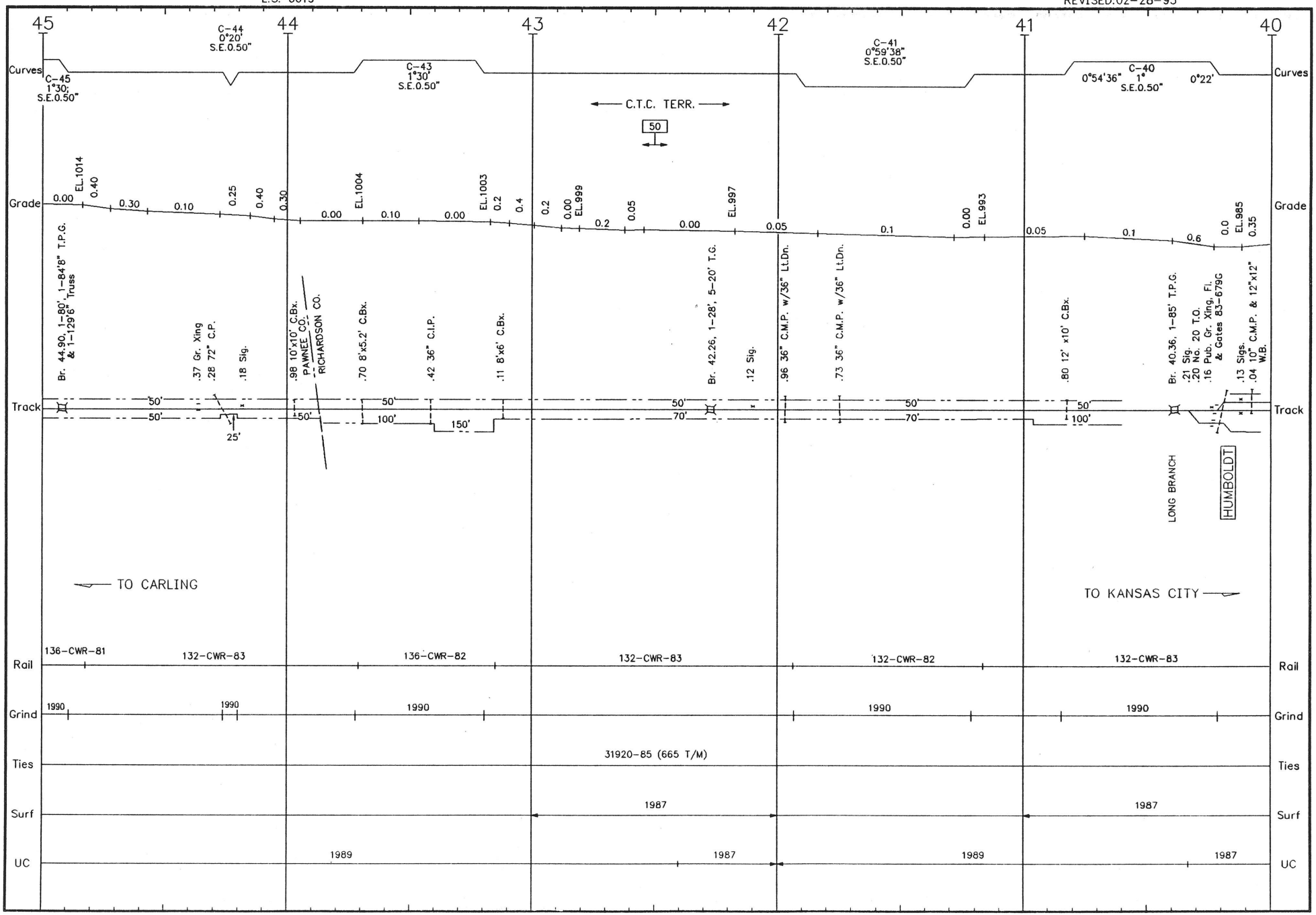
CLSTJ -28



CLSTJ – 29

L.S. 0019

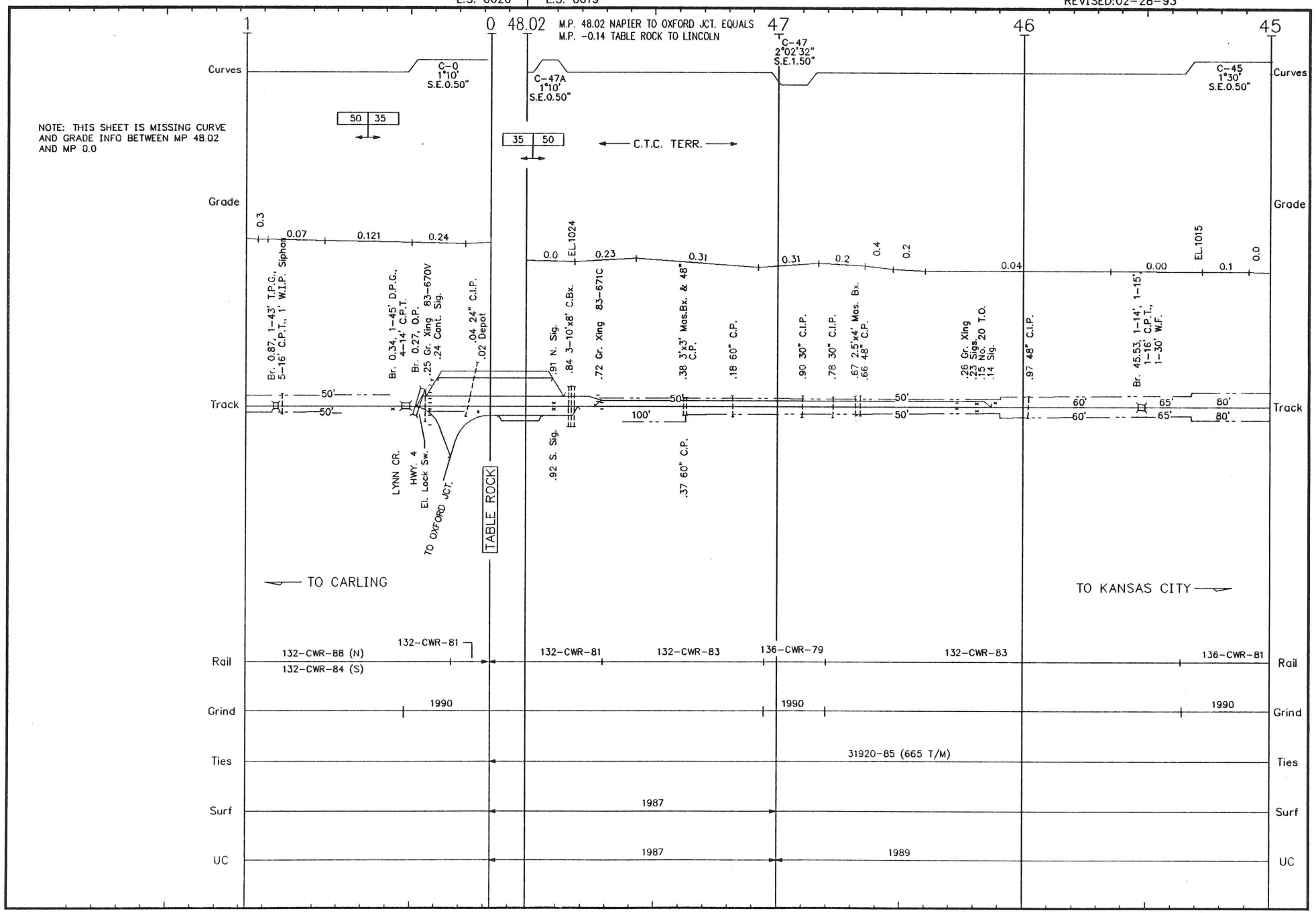
REVISED:02-28-93



CLSTJ -30

L.S. 0020 | L.S. 0019

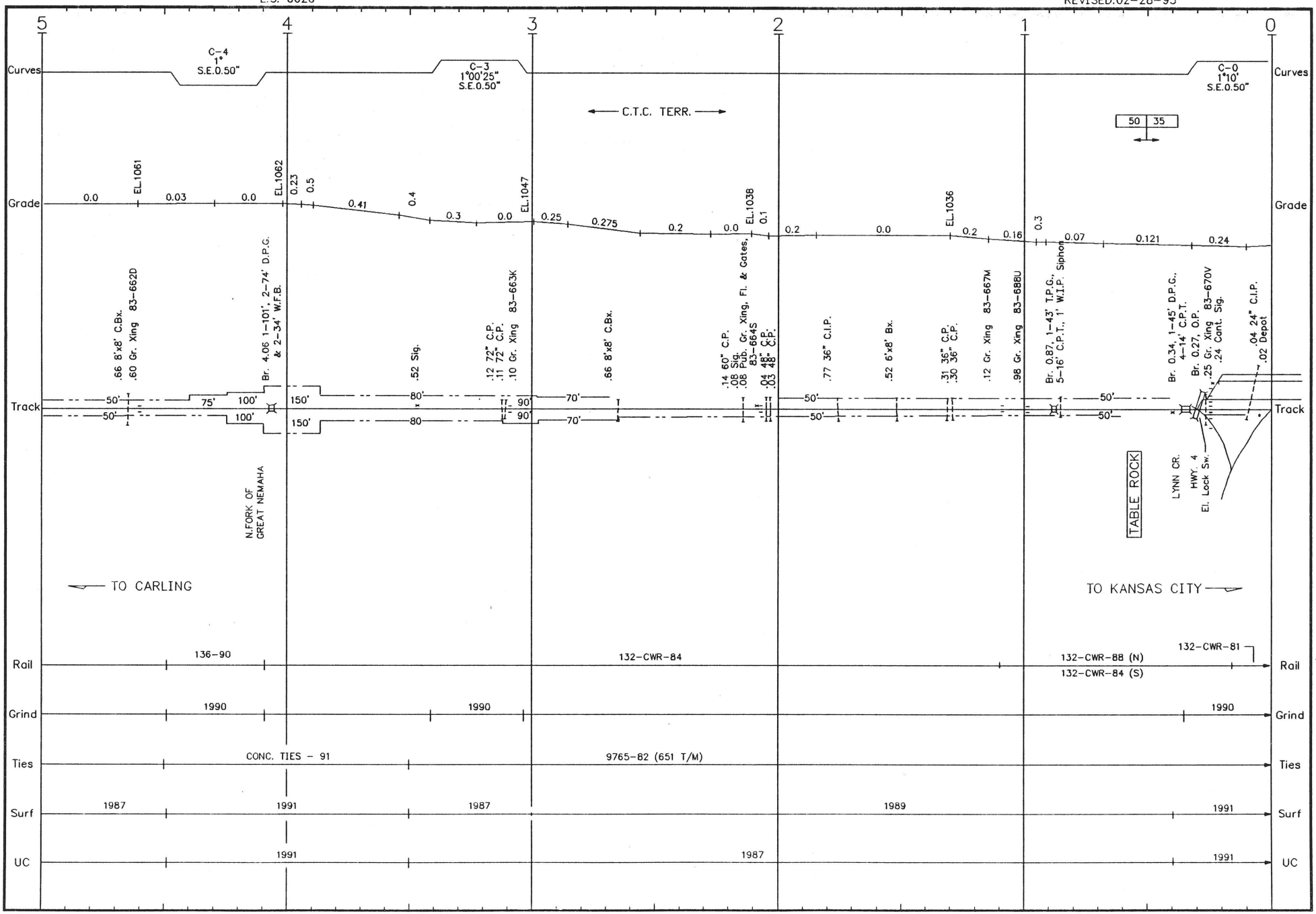
REVISED:02-28-93



CLSTJ – 31

L.S. 0020

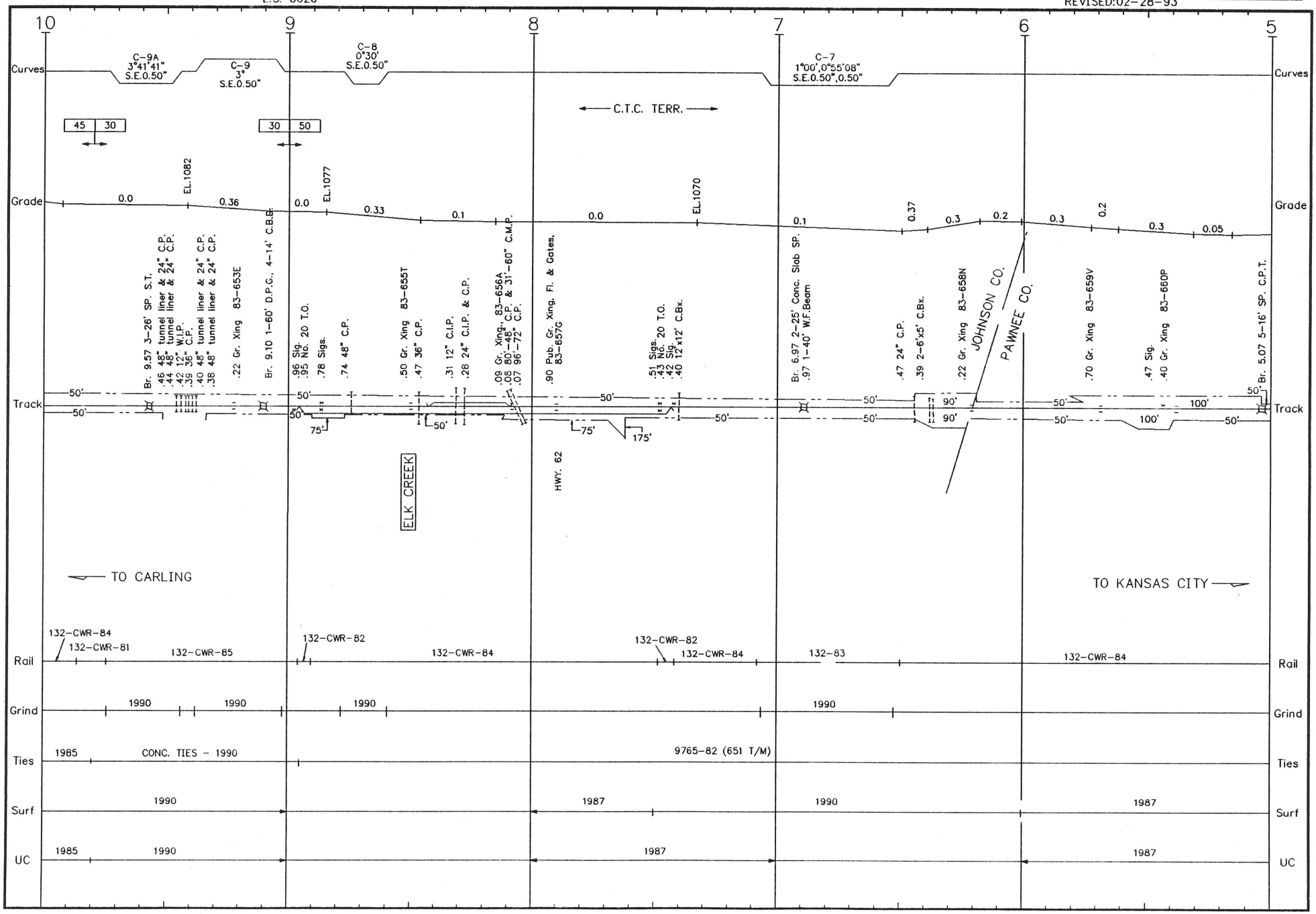
REVISED:02-28-93



L.S. 0020

REVISED:02-28-93

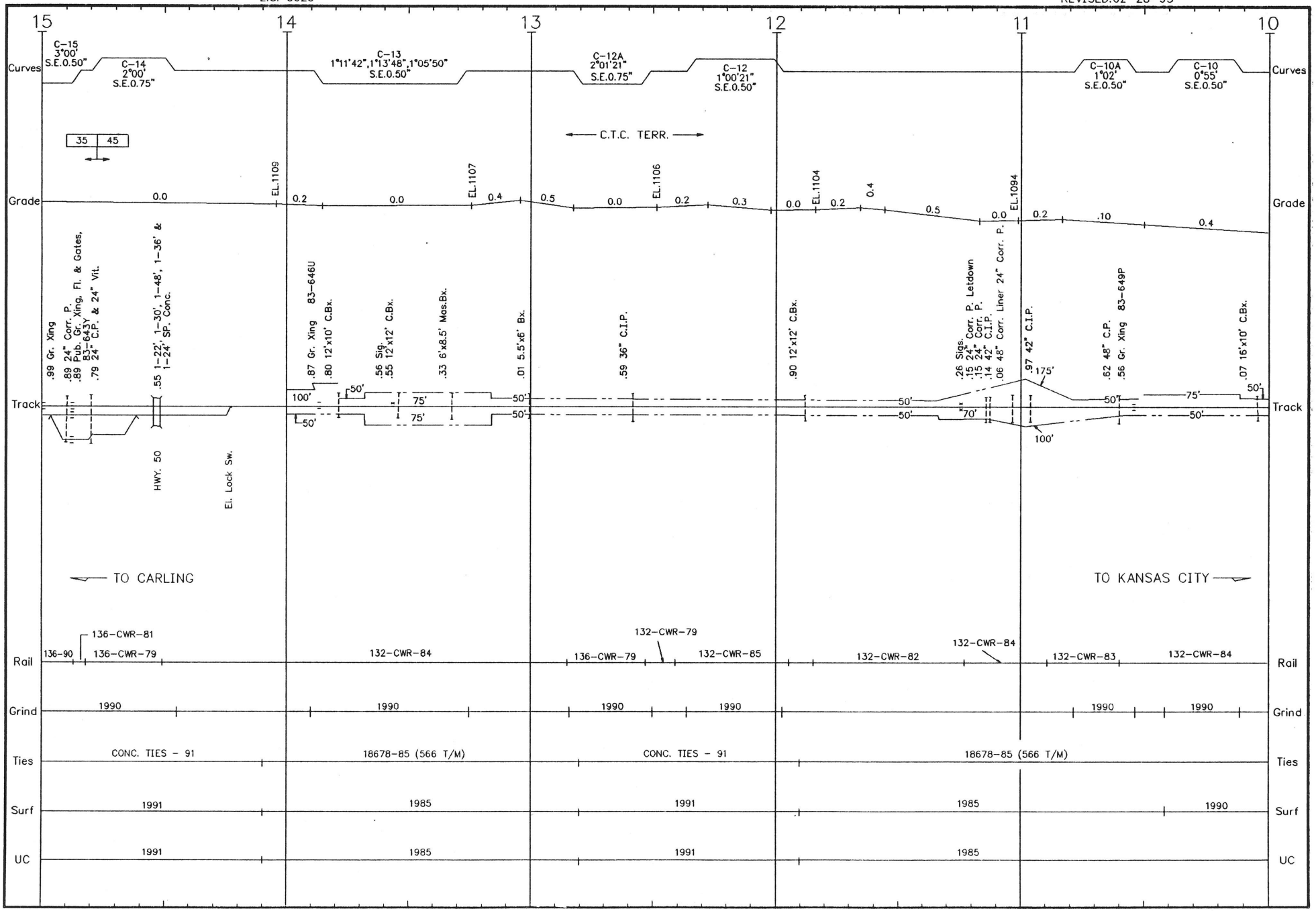
CLSTJ -32



CLSTJ -33

L.S. 0020

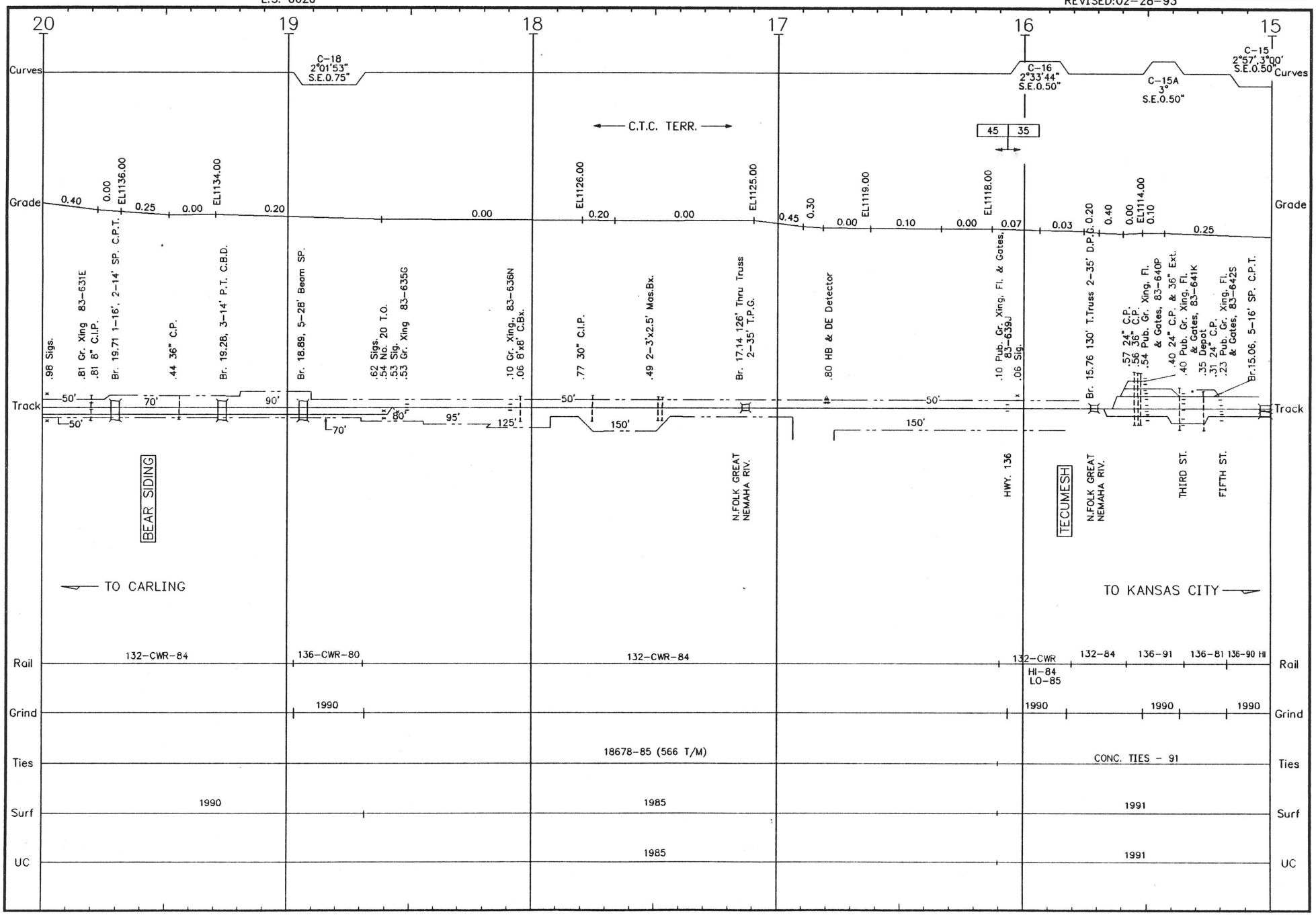
REVISED:02-28-93



CLSTJ – 34

L.S. 0020

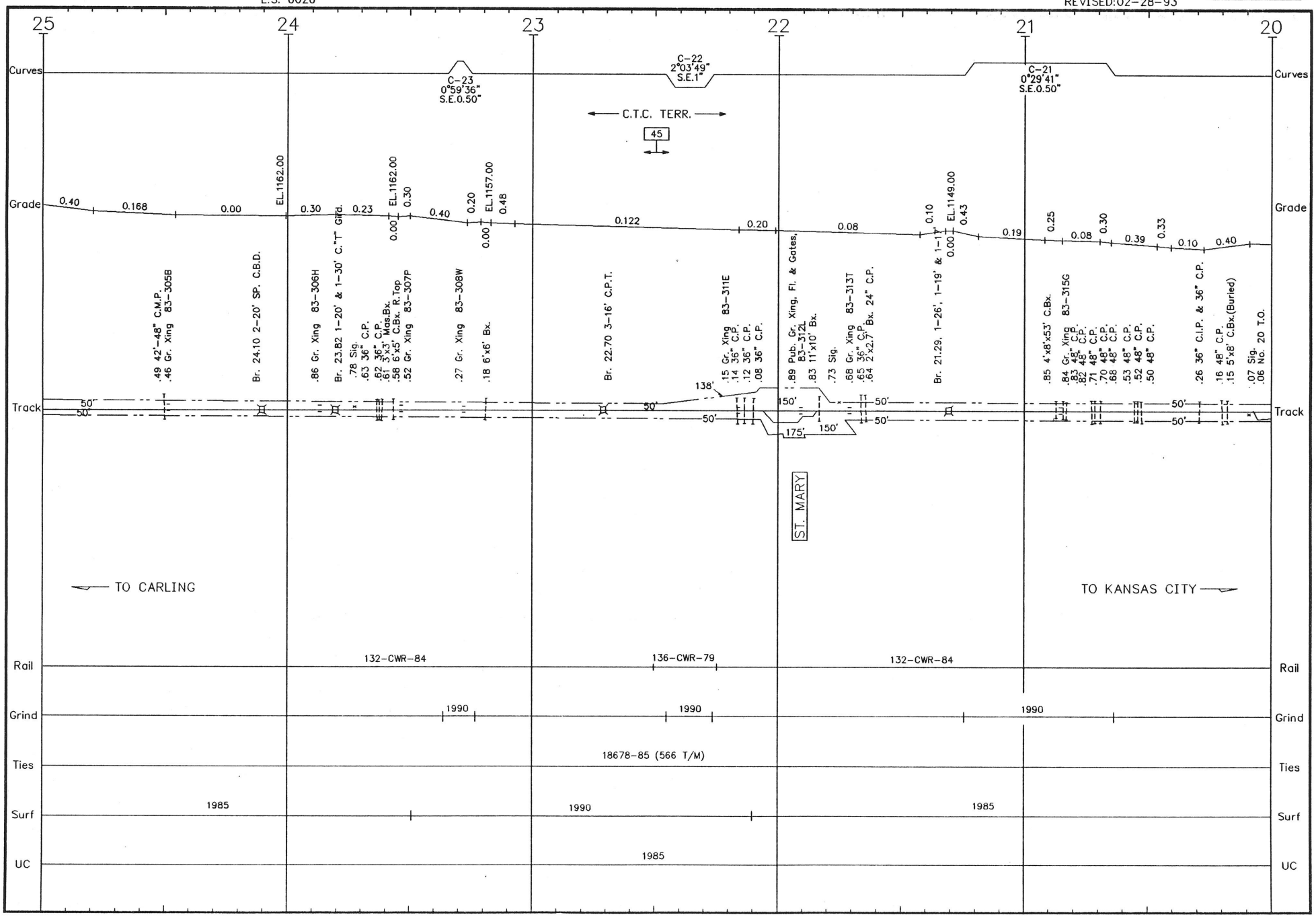
REVISED:02-28-93



CLSTJ – 35

L.S. 0020

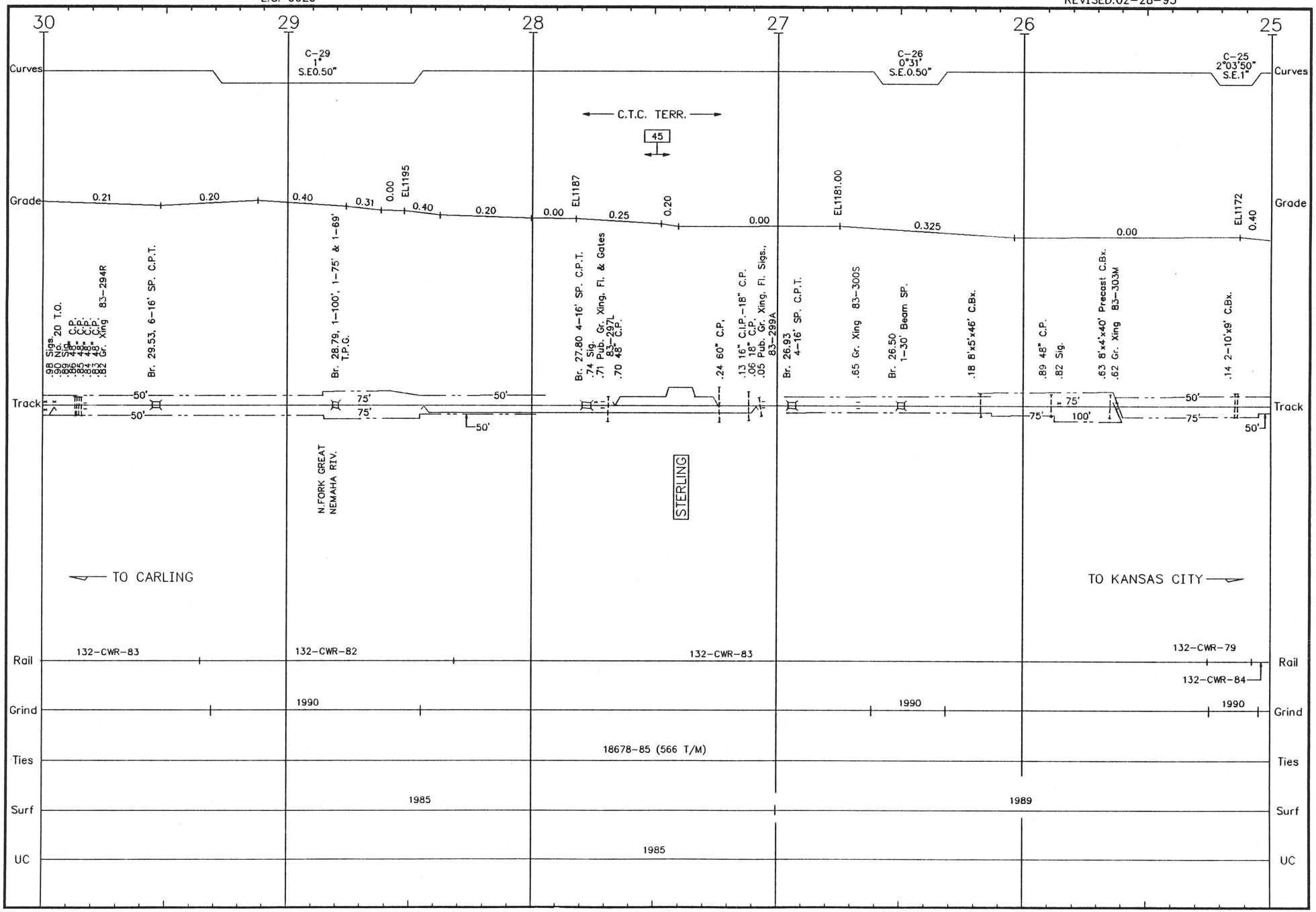
REVISED:02-28-93



CLSTJ – 36

L.S. 0020

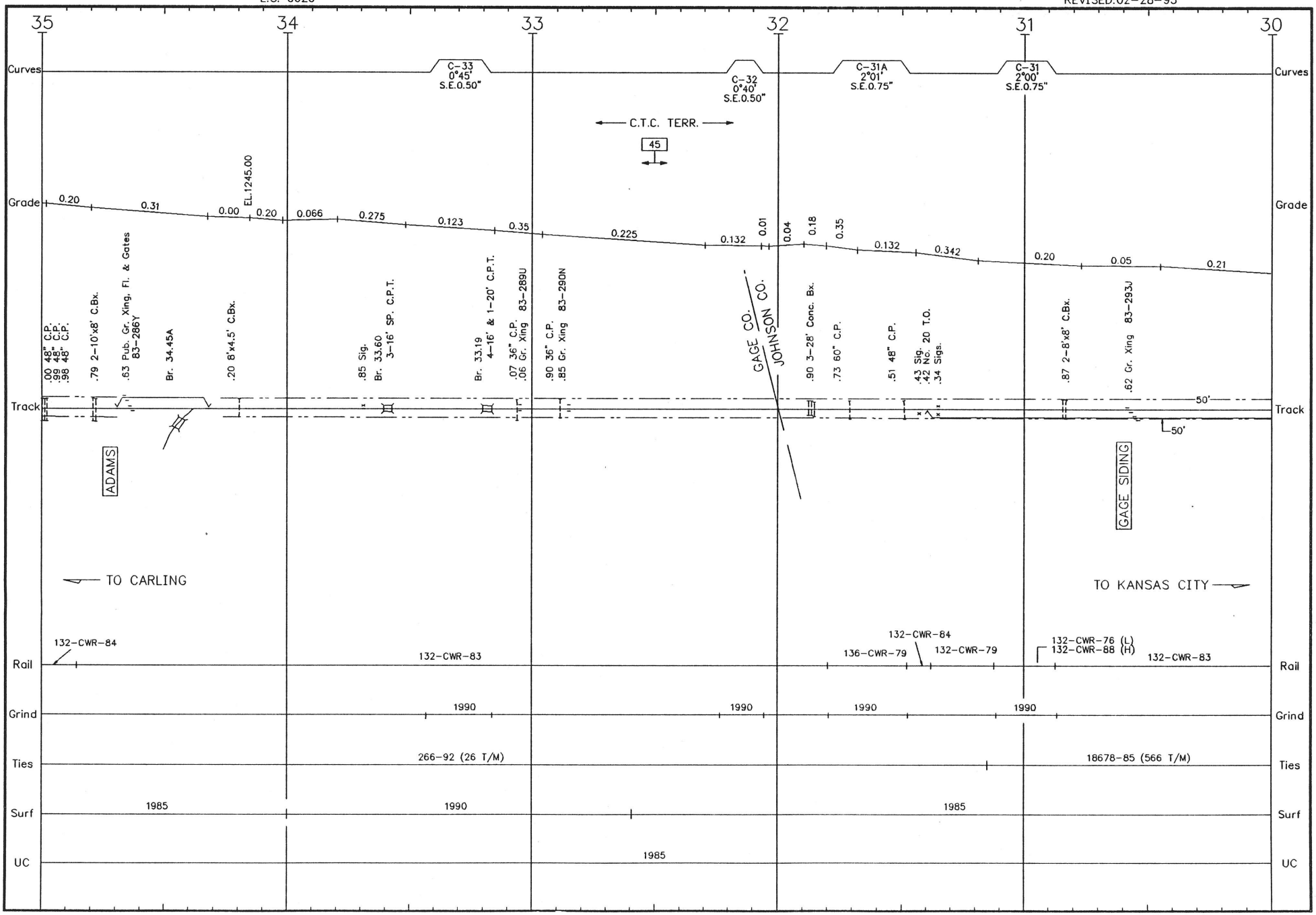
REVISED:02-28-93



CLSTJ – 37

L.S. 0020

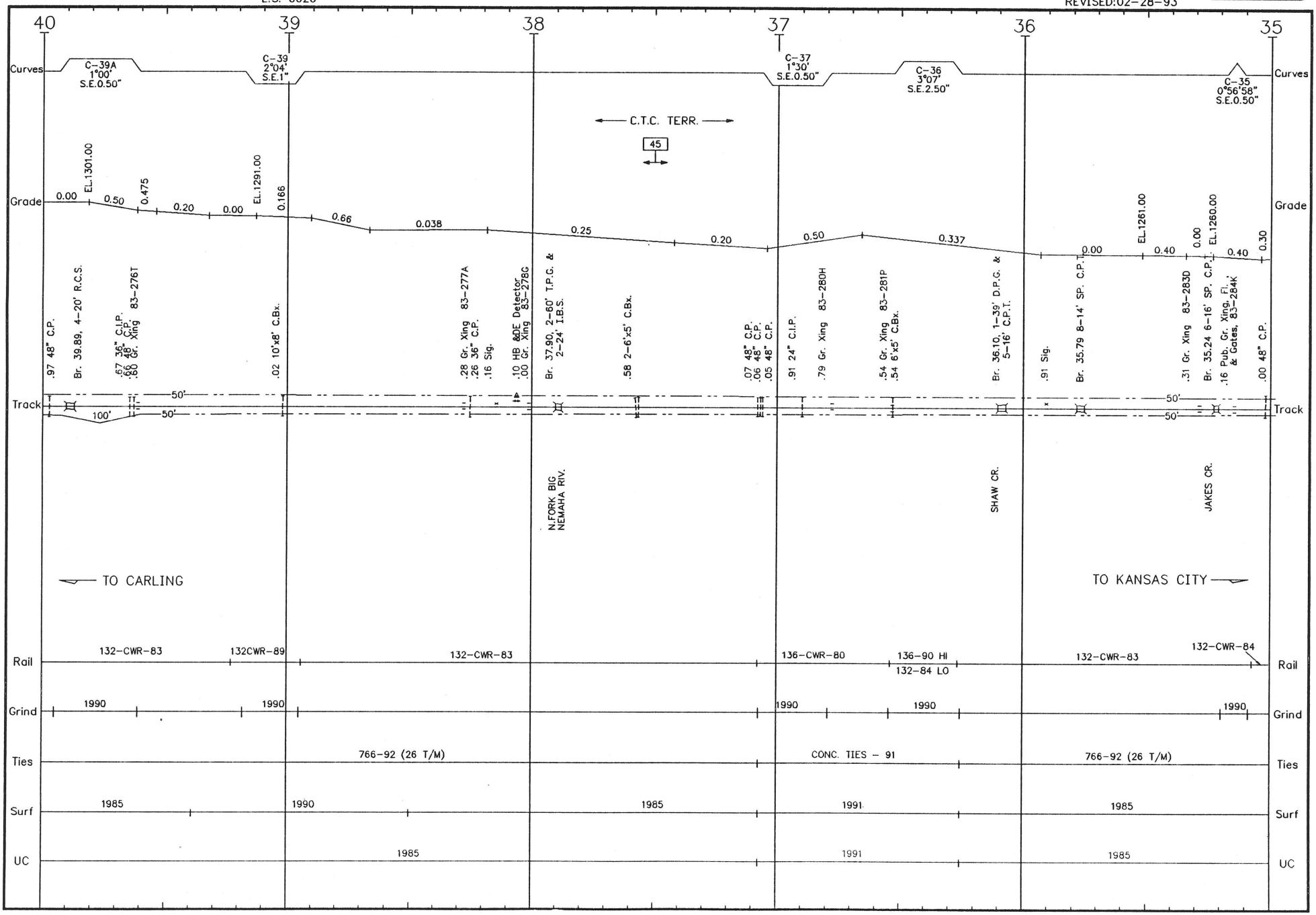
REVISED:02-28-93



CLSTJ – 38

L.S. 0020

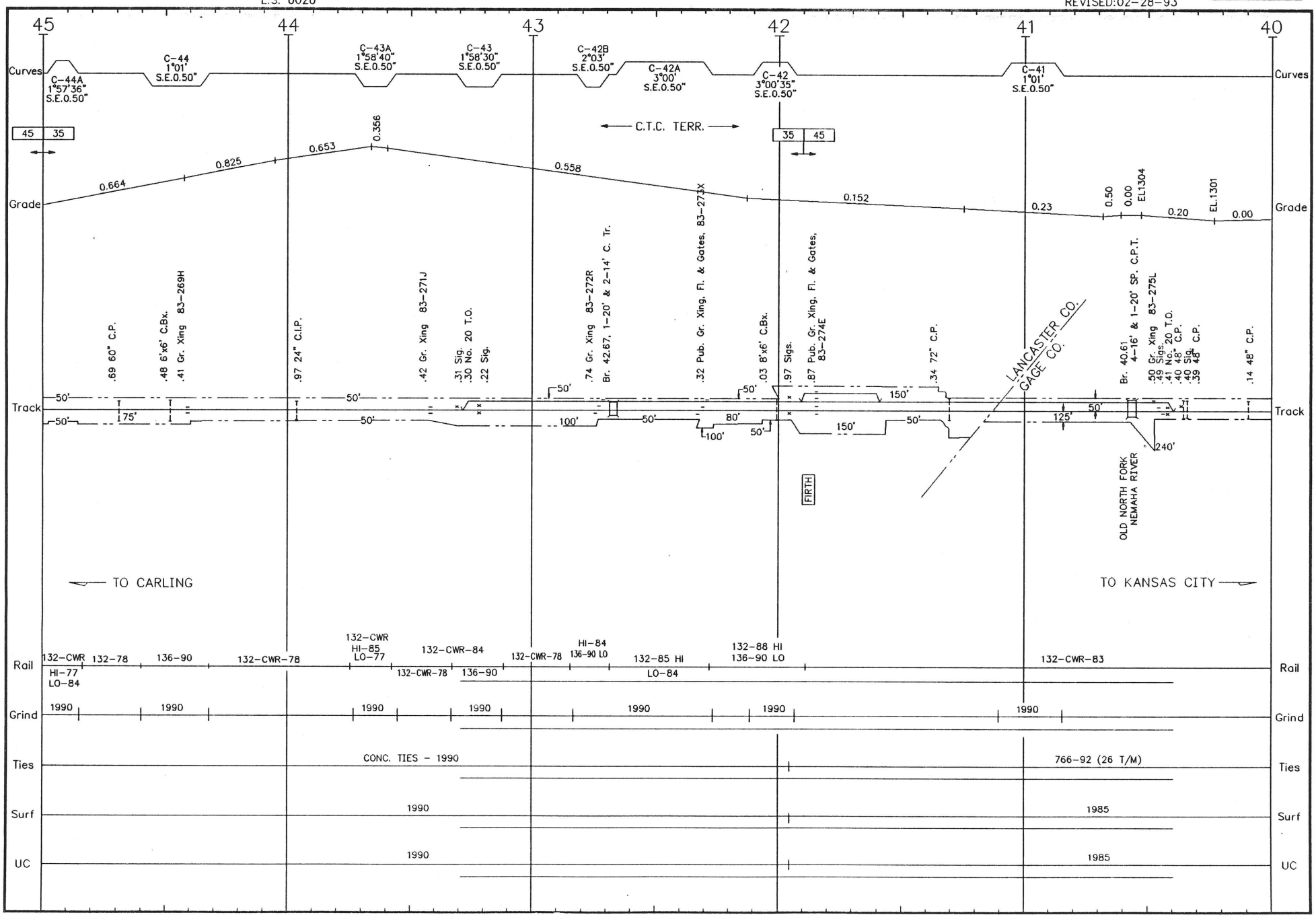
REVISED:02-28-93



CLSTJ – 39

L.S. 0020

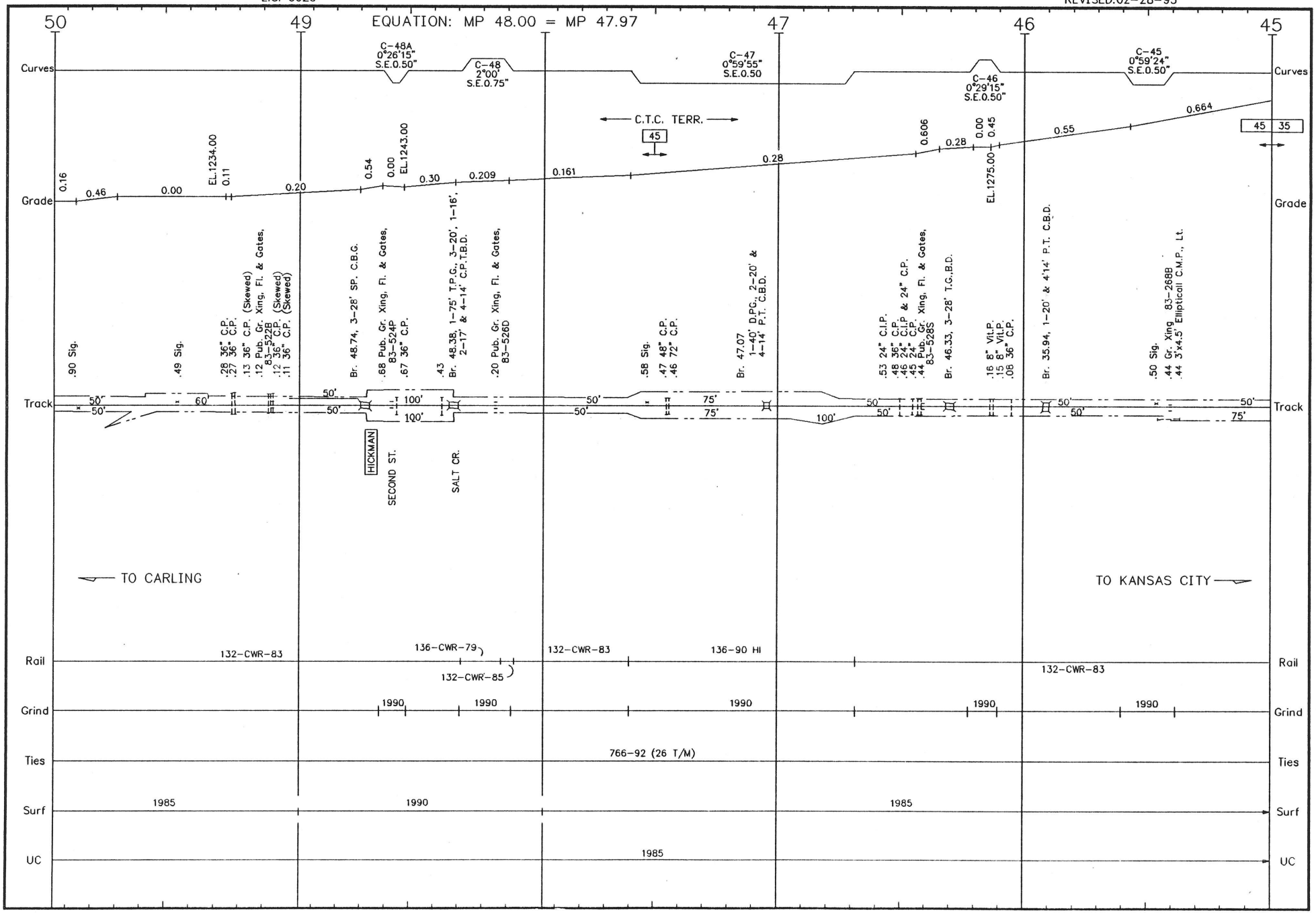
REVISED:02-28-93



CLSTJ -40

L.S. 0020

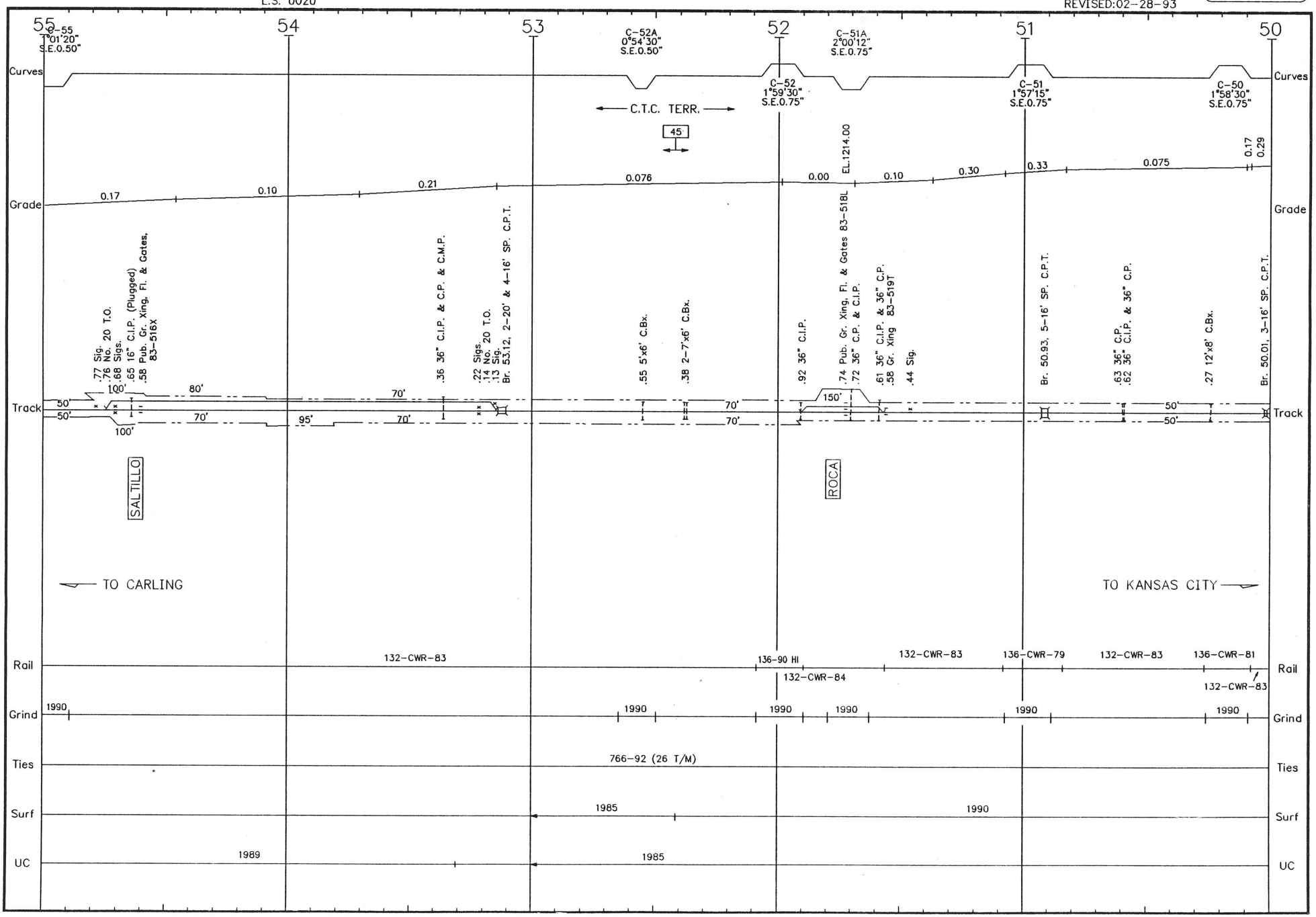
REVISED:02-28-93



CLSTJ – 41

L.S. 0020

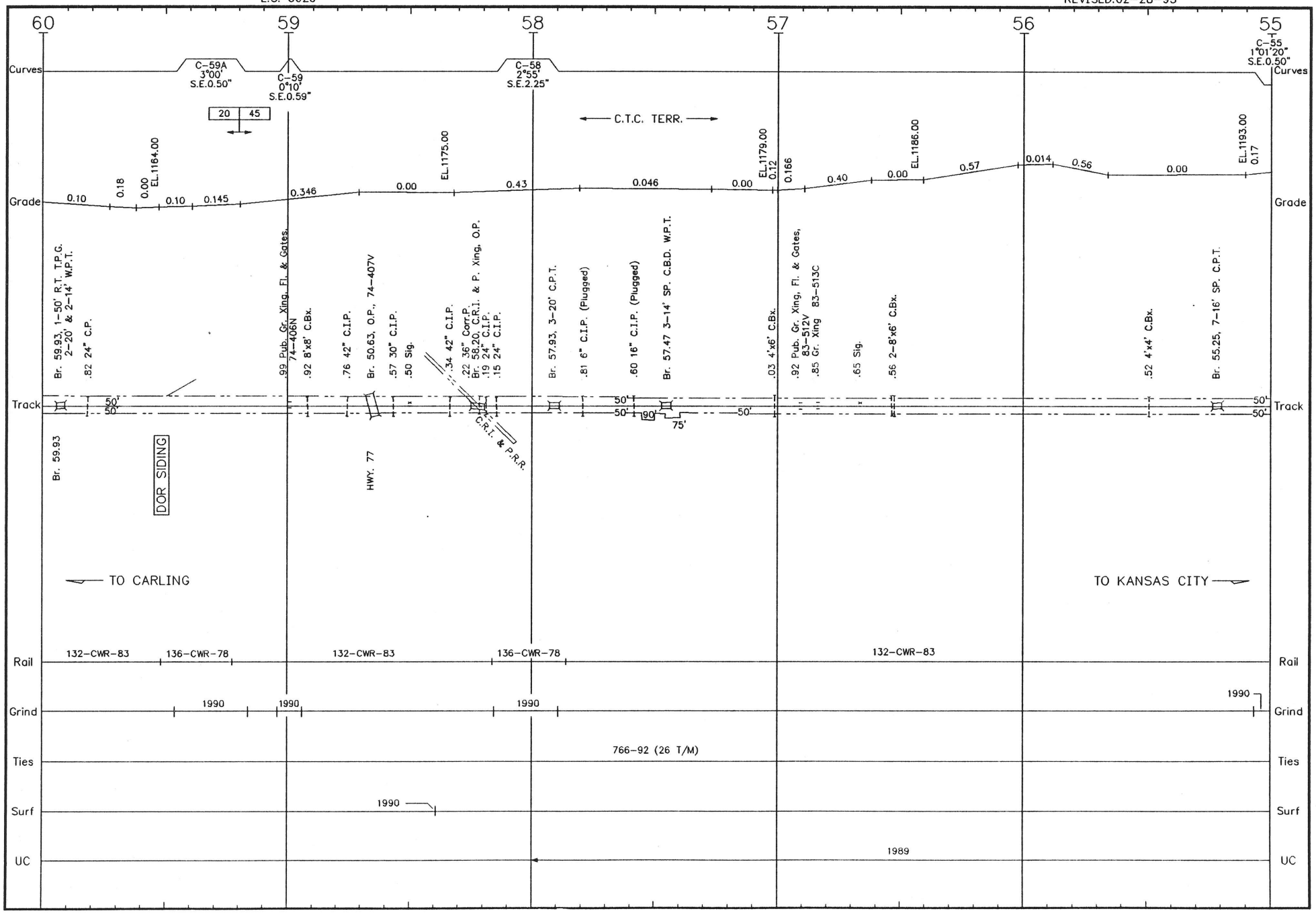
REVISED:02–28–93



CLSTJ -42

L.S. 0020

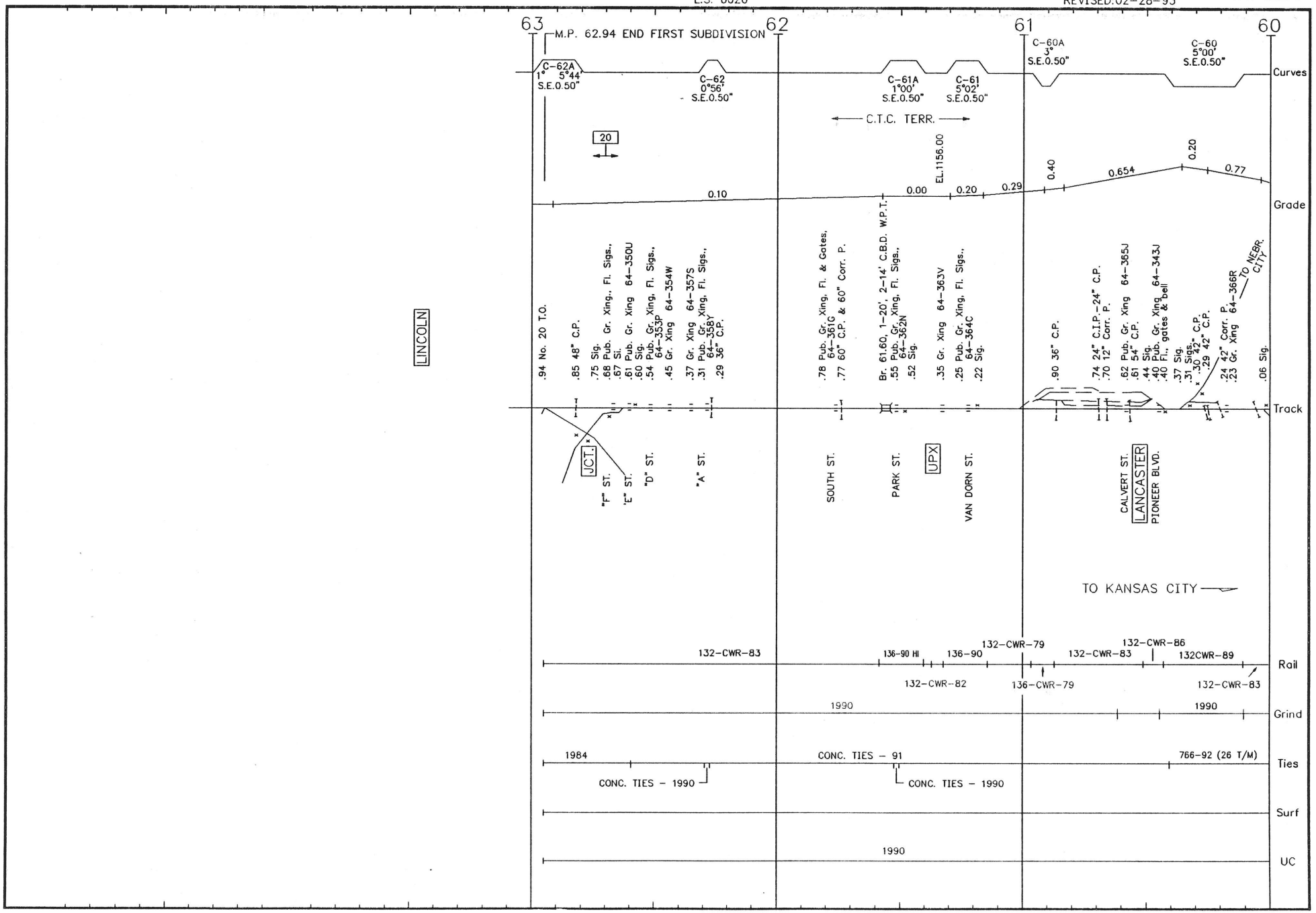
REVISED:02-28-93



CLSTJ – 43

L.S. 0020

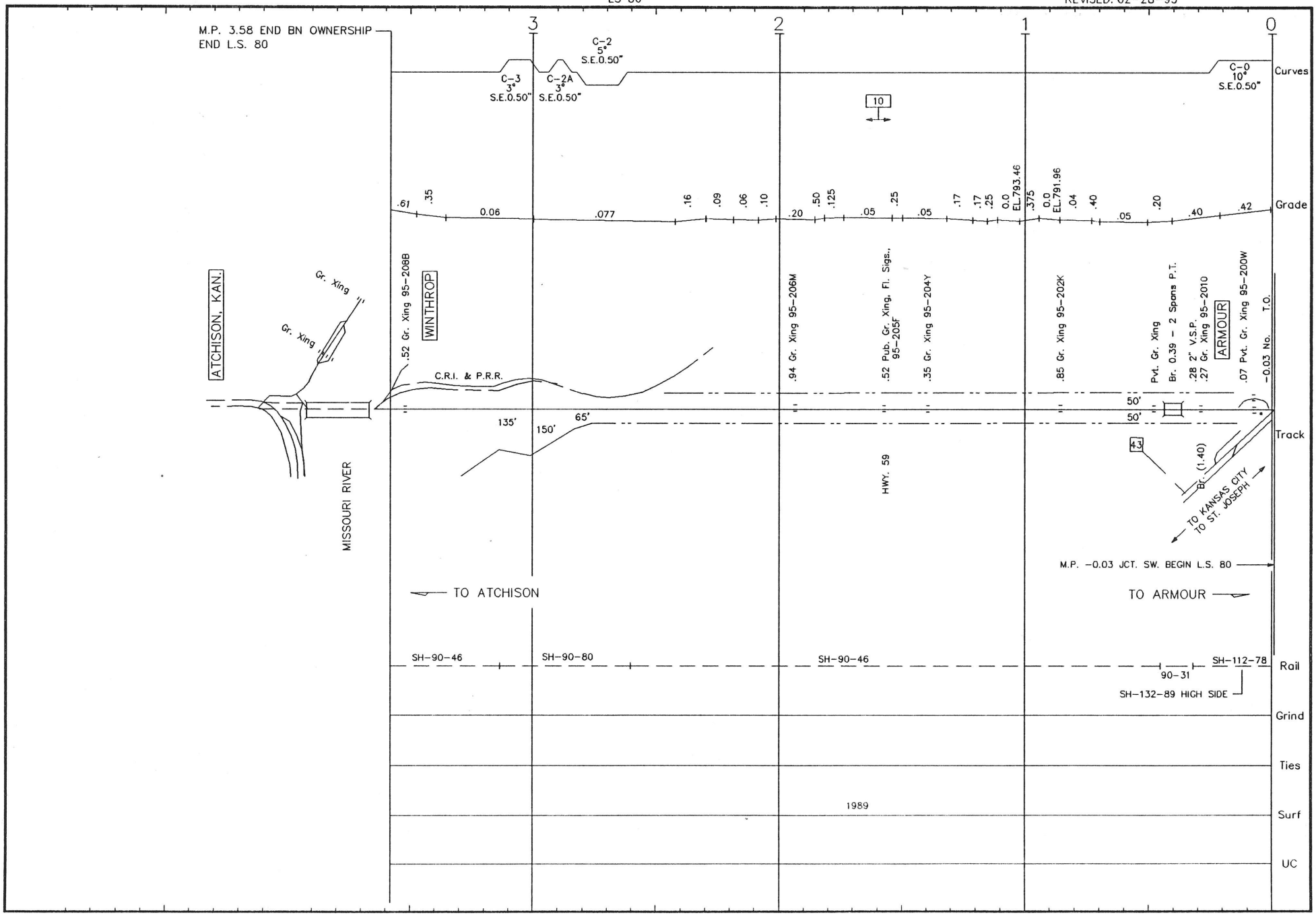
REVISED: 02-28-93



LS008001

LS 80

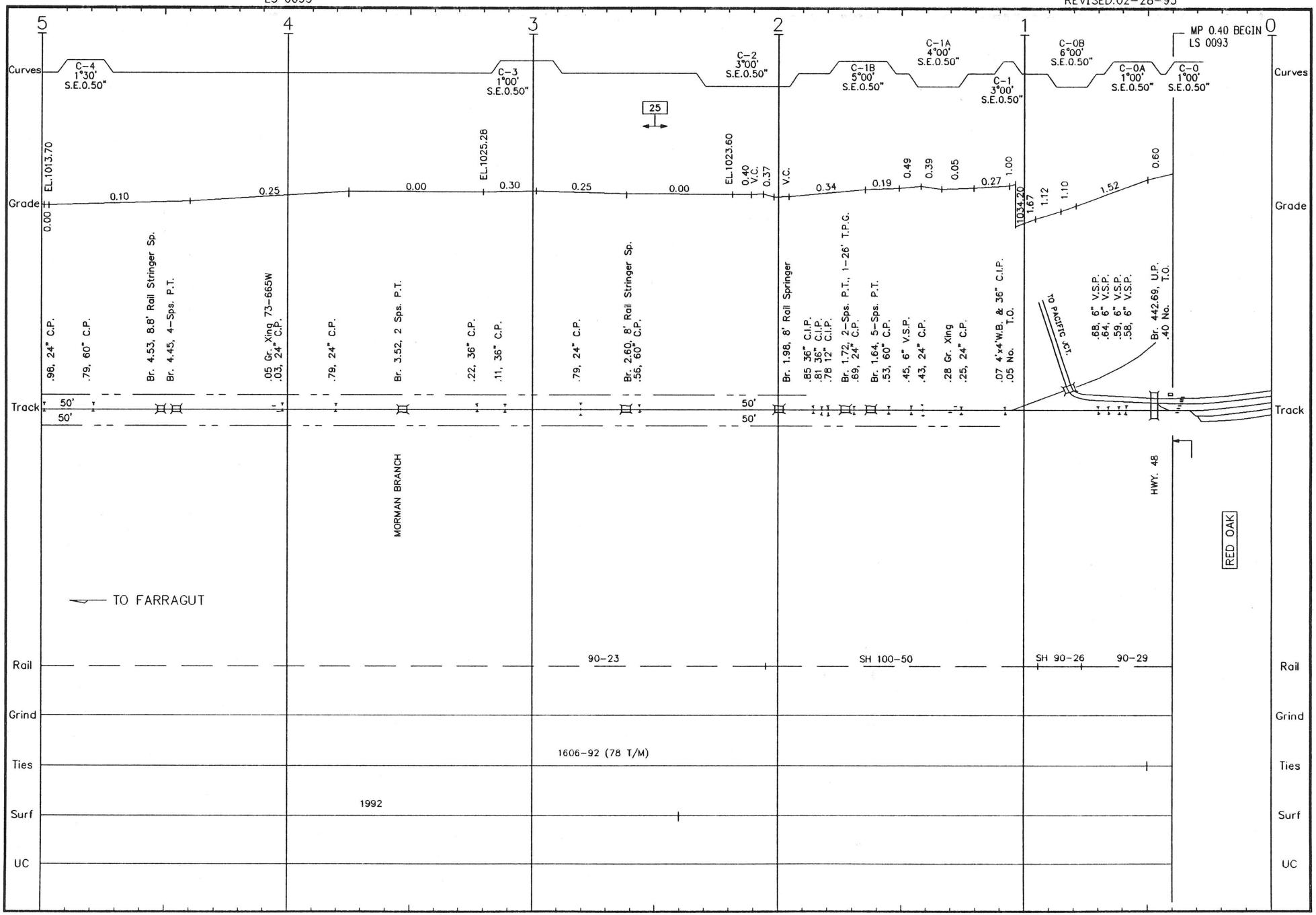
REVISED: 02-28-93



LS009301

LS 0093

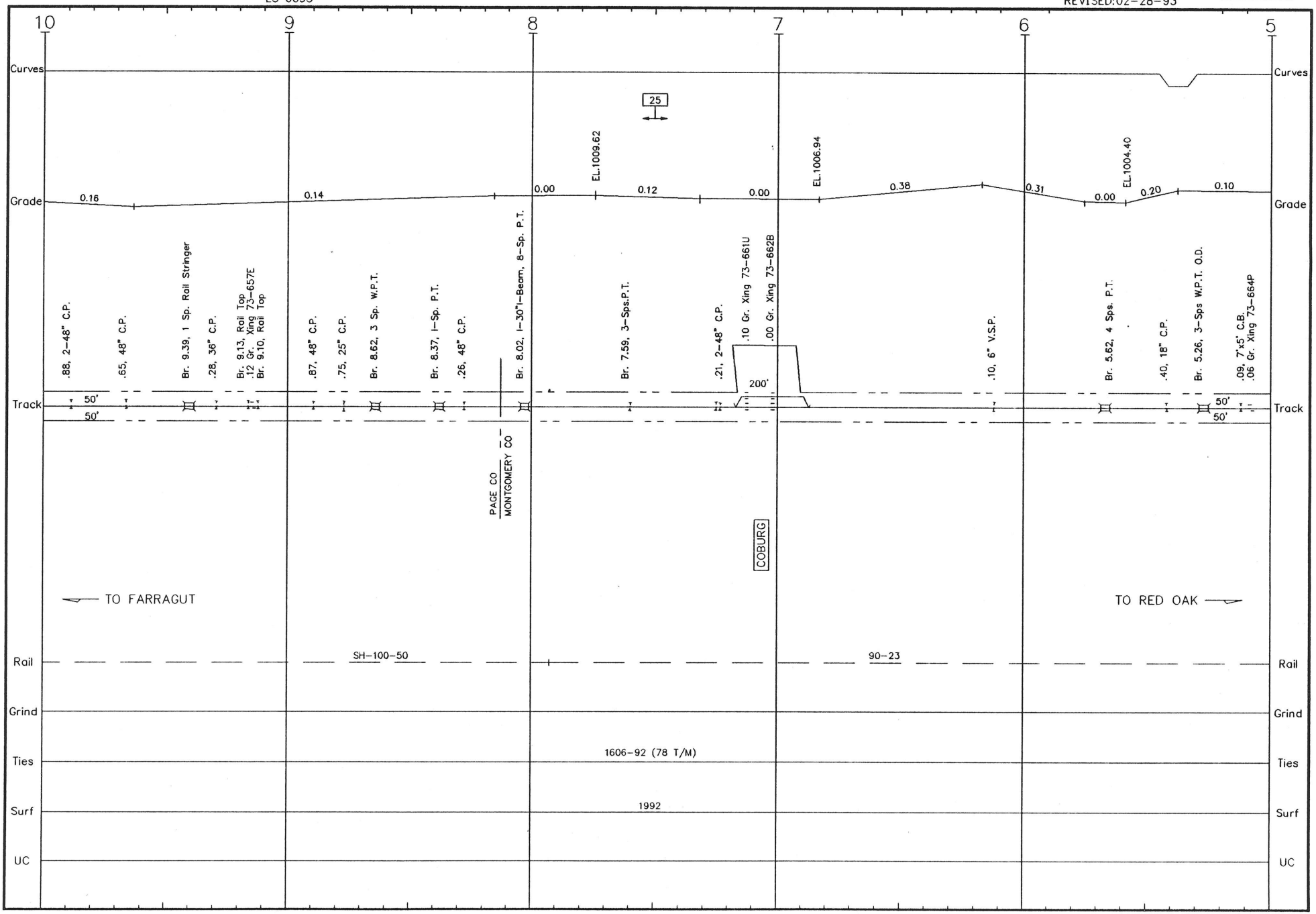
REVISED:02-28-93



LS 0093

REVISED:02-28-93

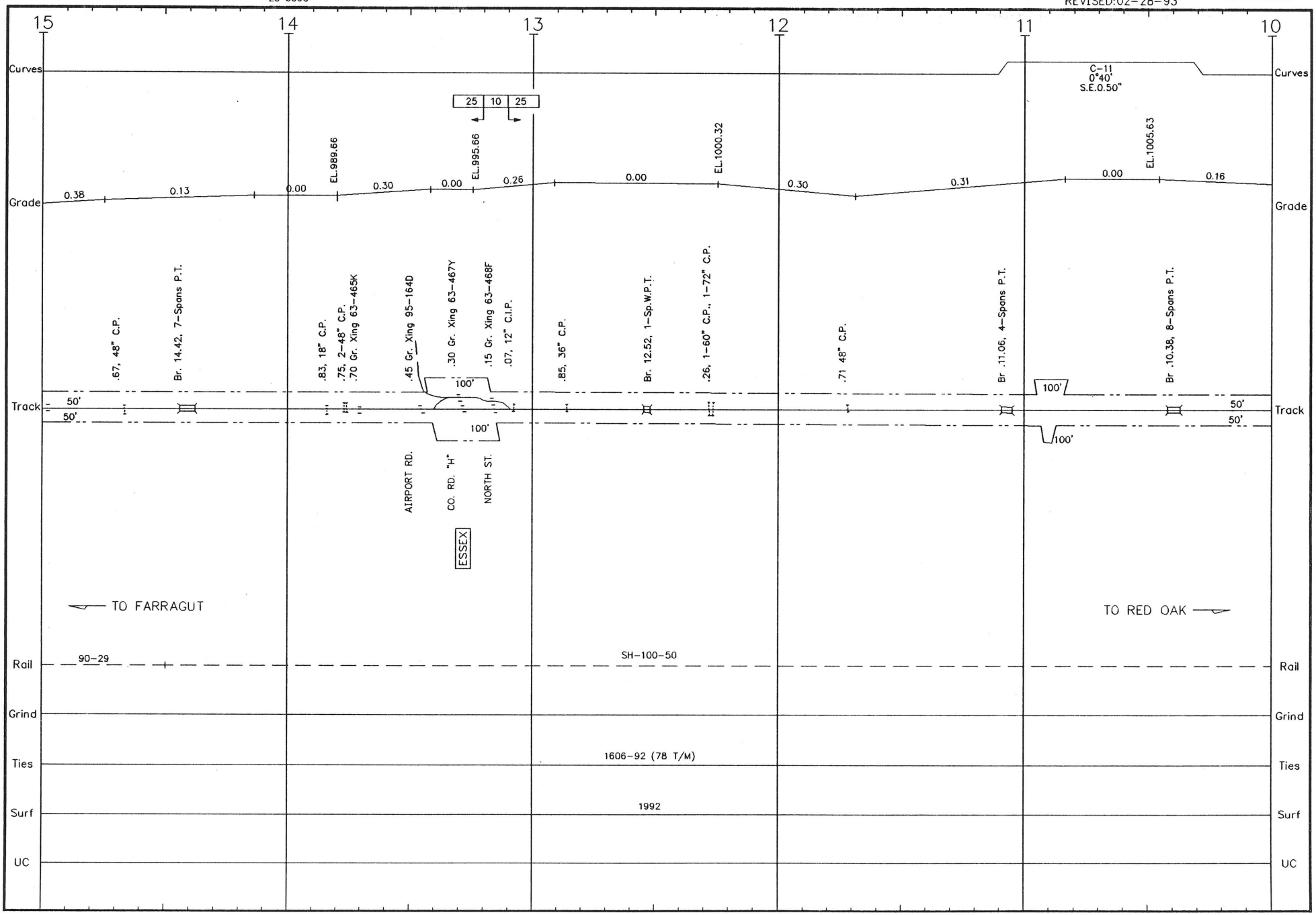
LS009302



LS009303

LS 0093

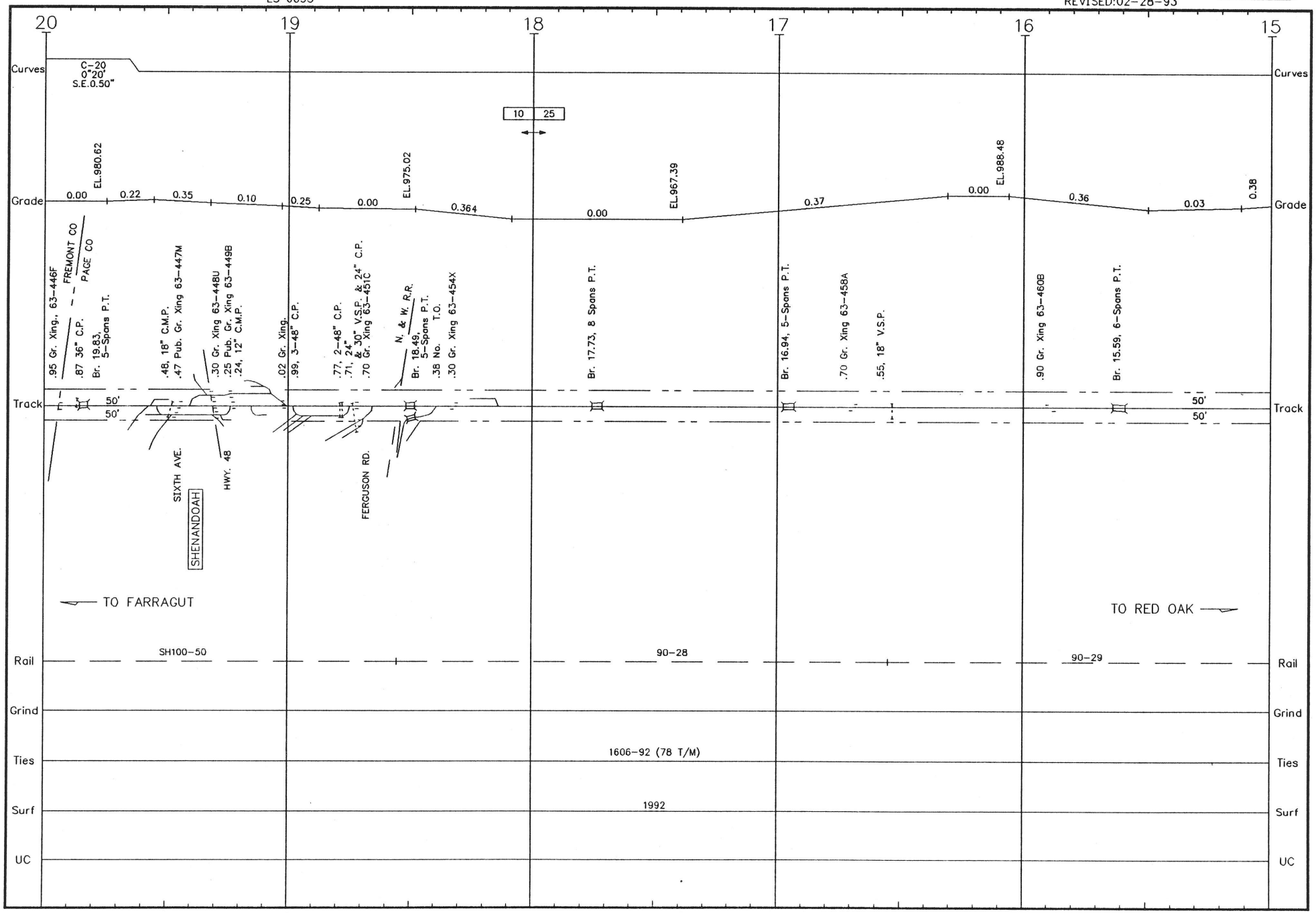
REVISED:02-28-93



LS 0093

REVISED:02-28-93

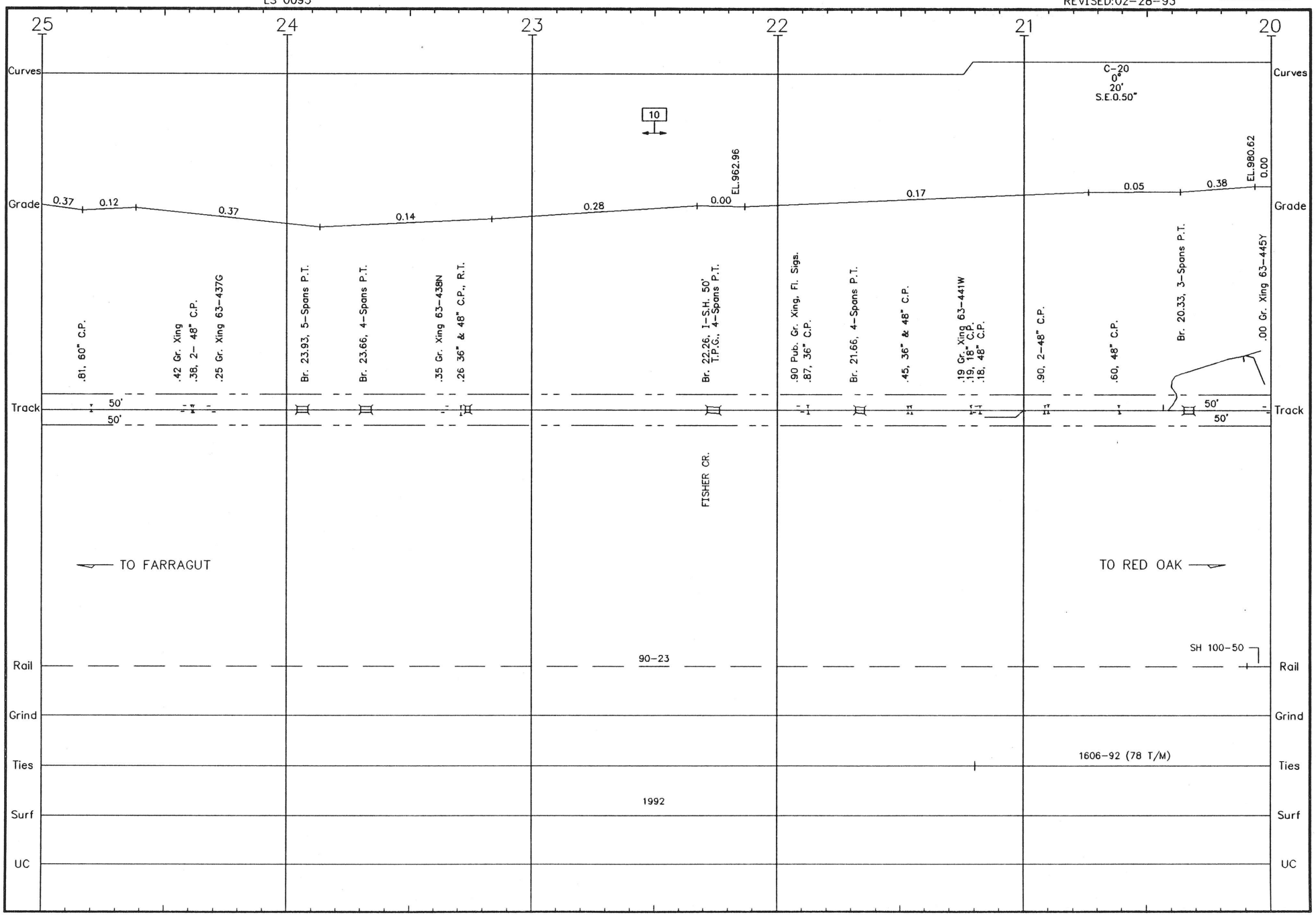
LS009304



LS009305

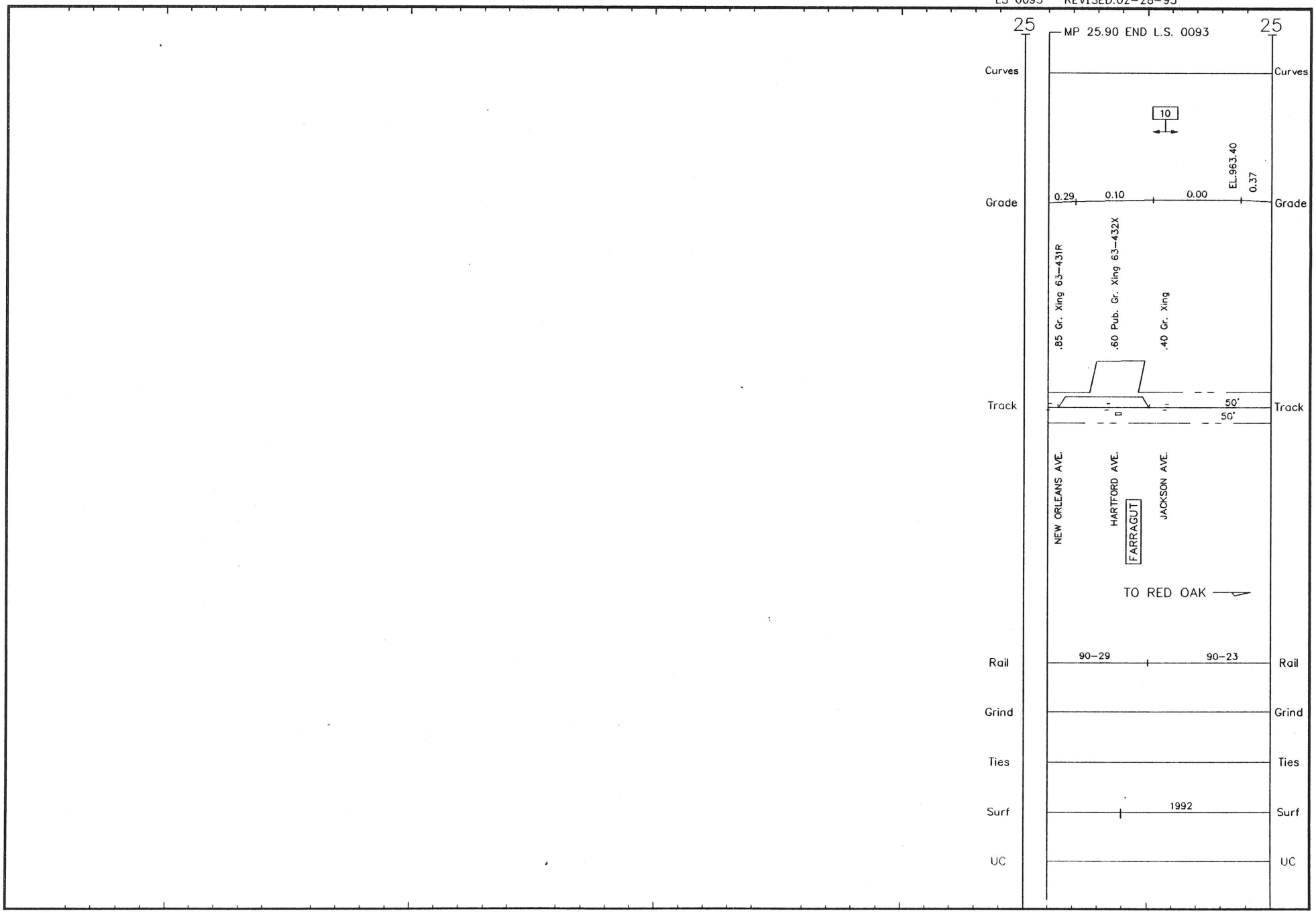
LS 0093

REVISED:02-28-93



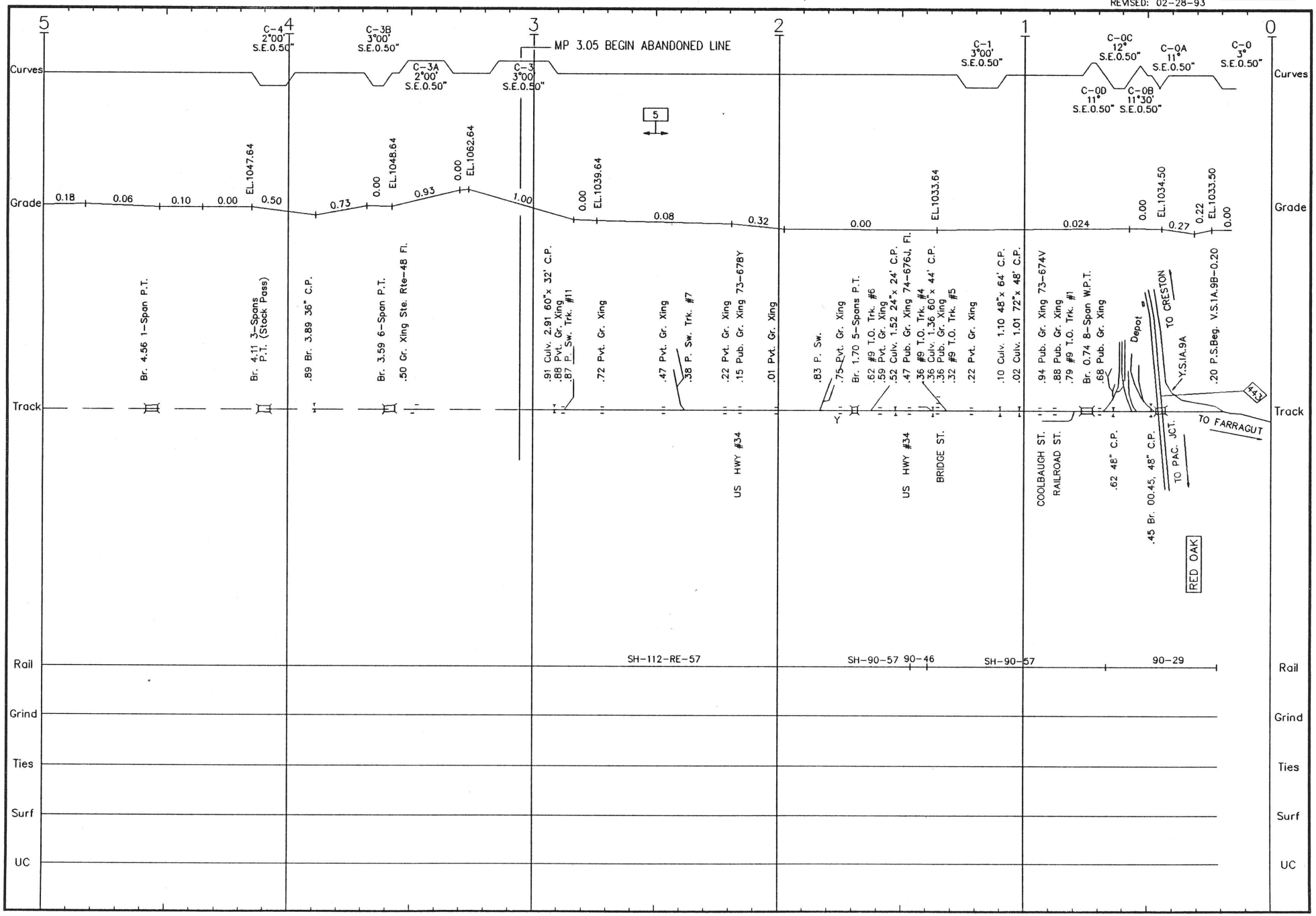
LS009306

LS 0093 REVISED:02-28-93



LS009307

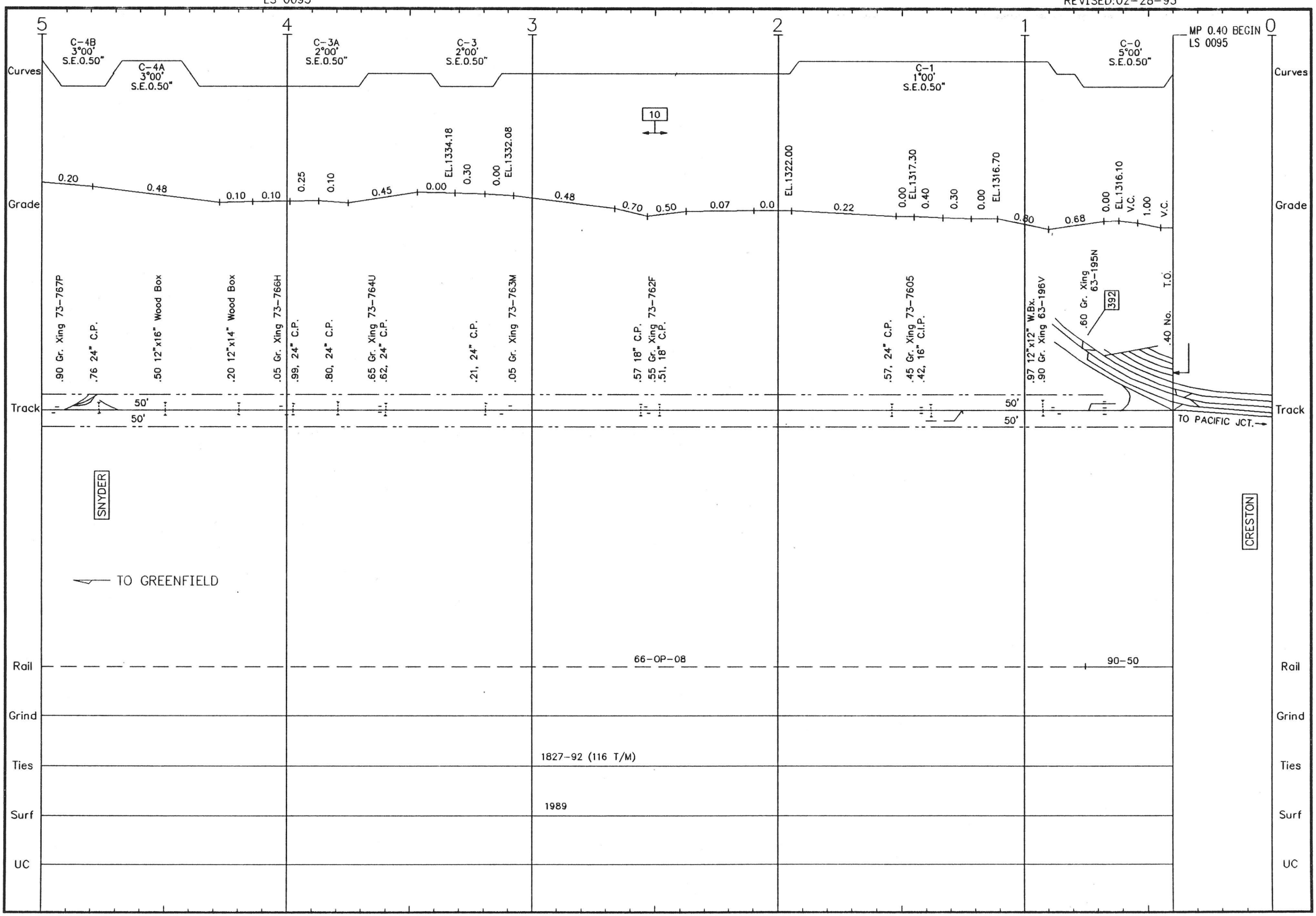
REVISED: 02-28-93



LS009501

LS 0095

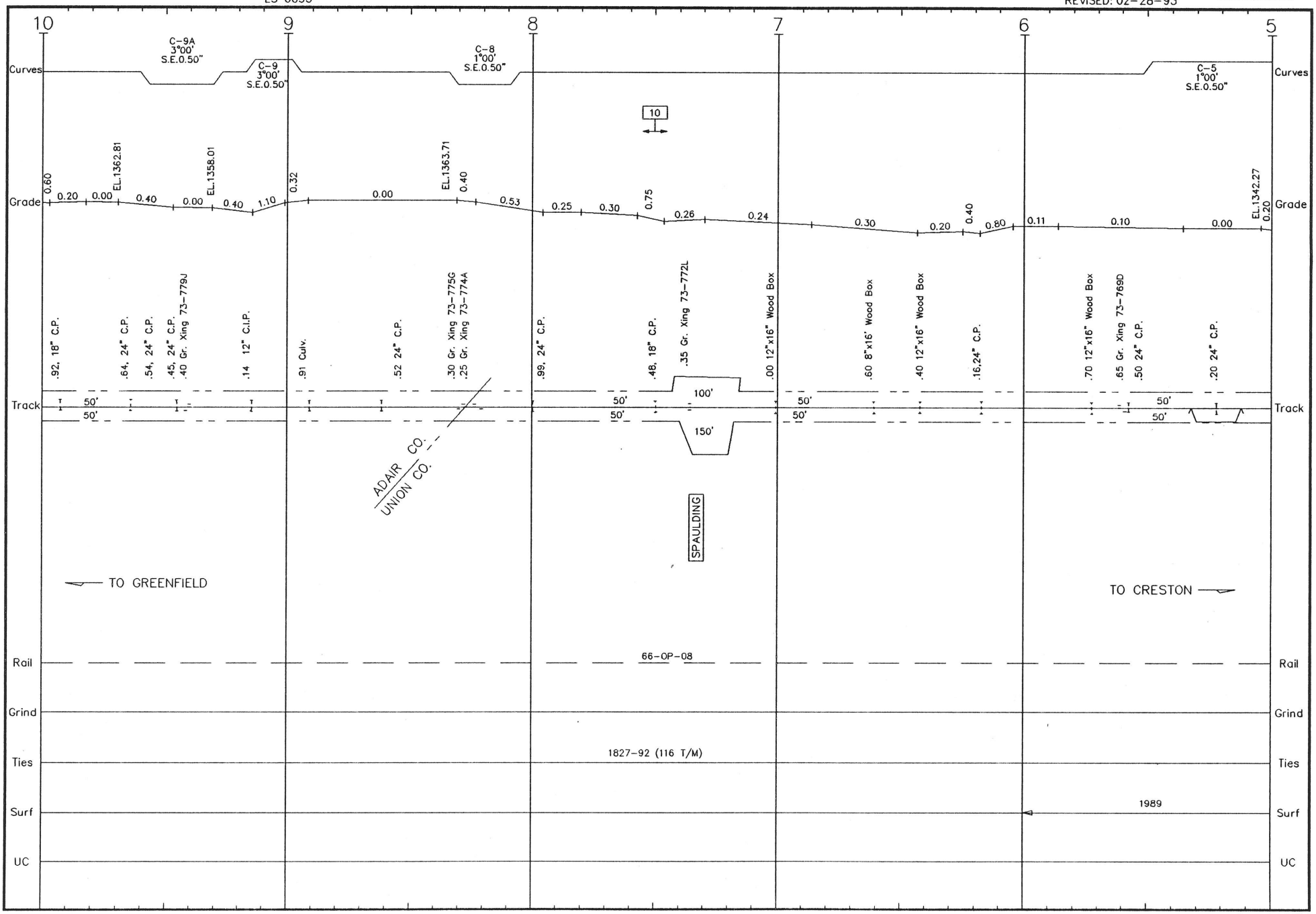
REVISED:02-28-93



LS009502

LS 0095

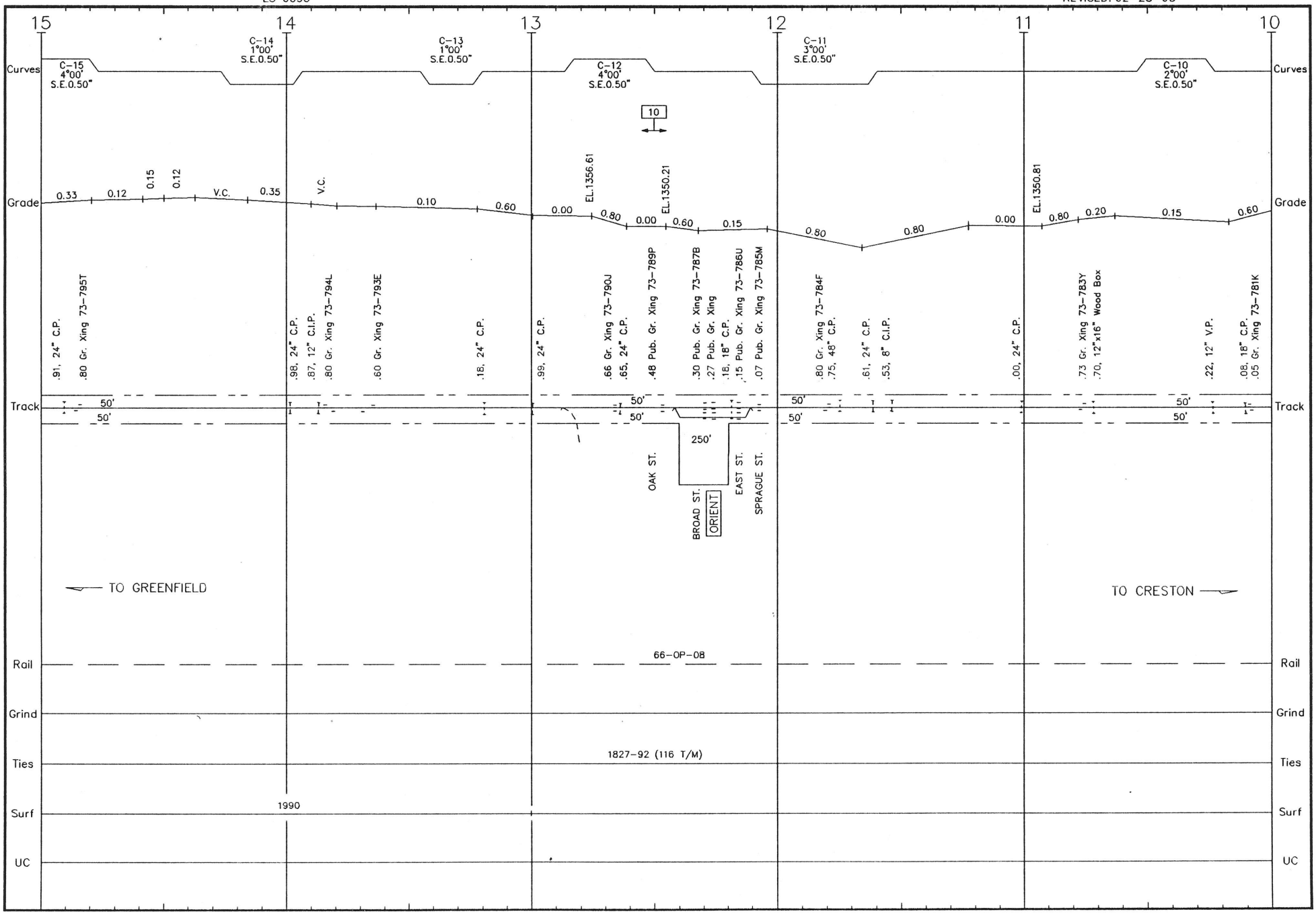
REVISED: 02-28-93



LS009503

LS 0095

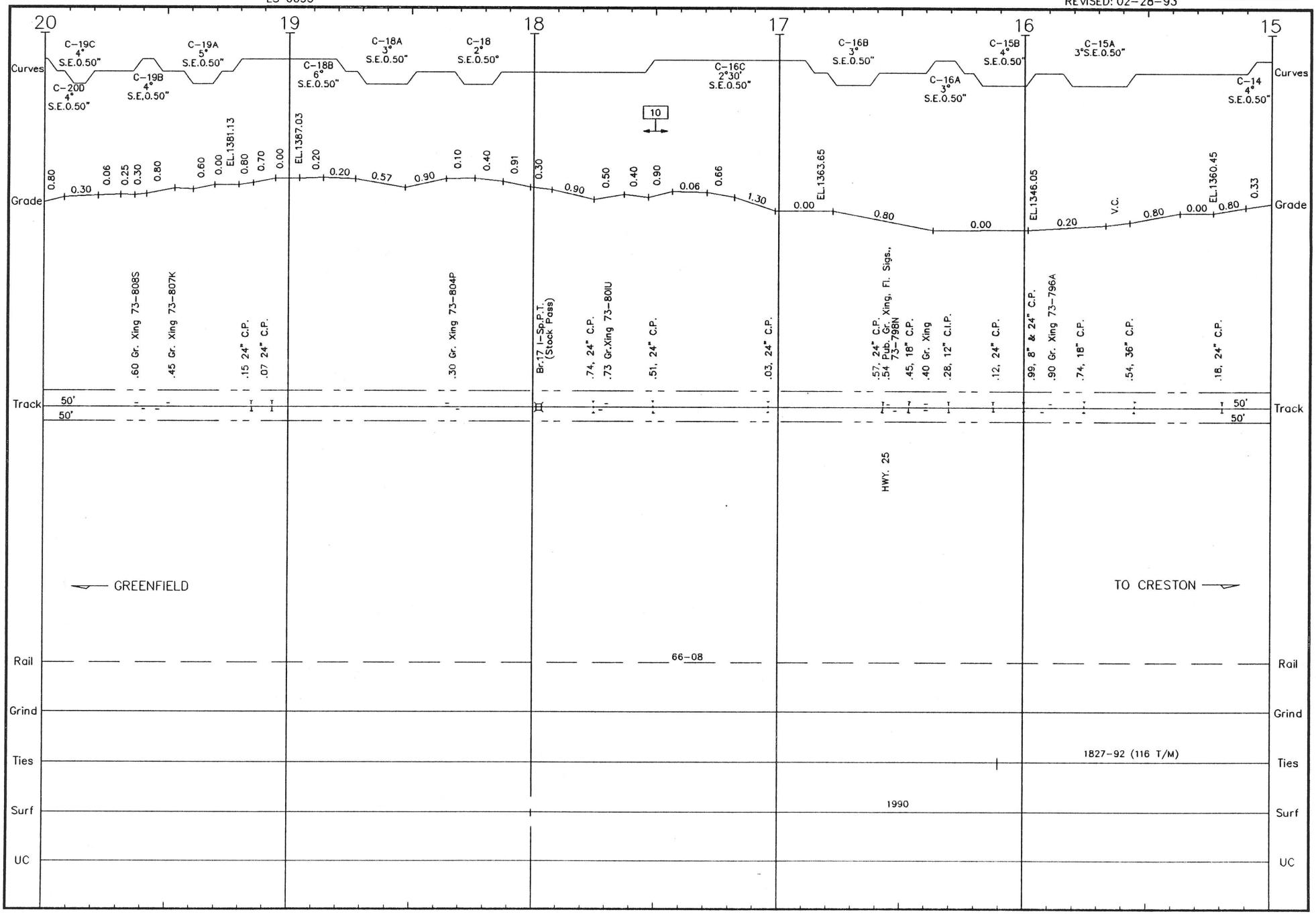
REVISED: 02-28-93



LS 0095

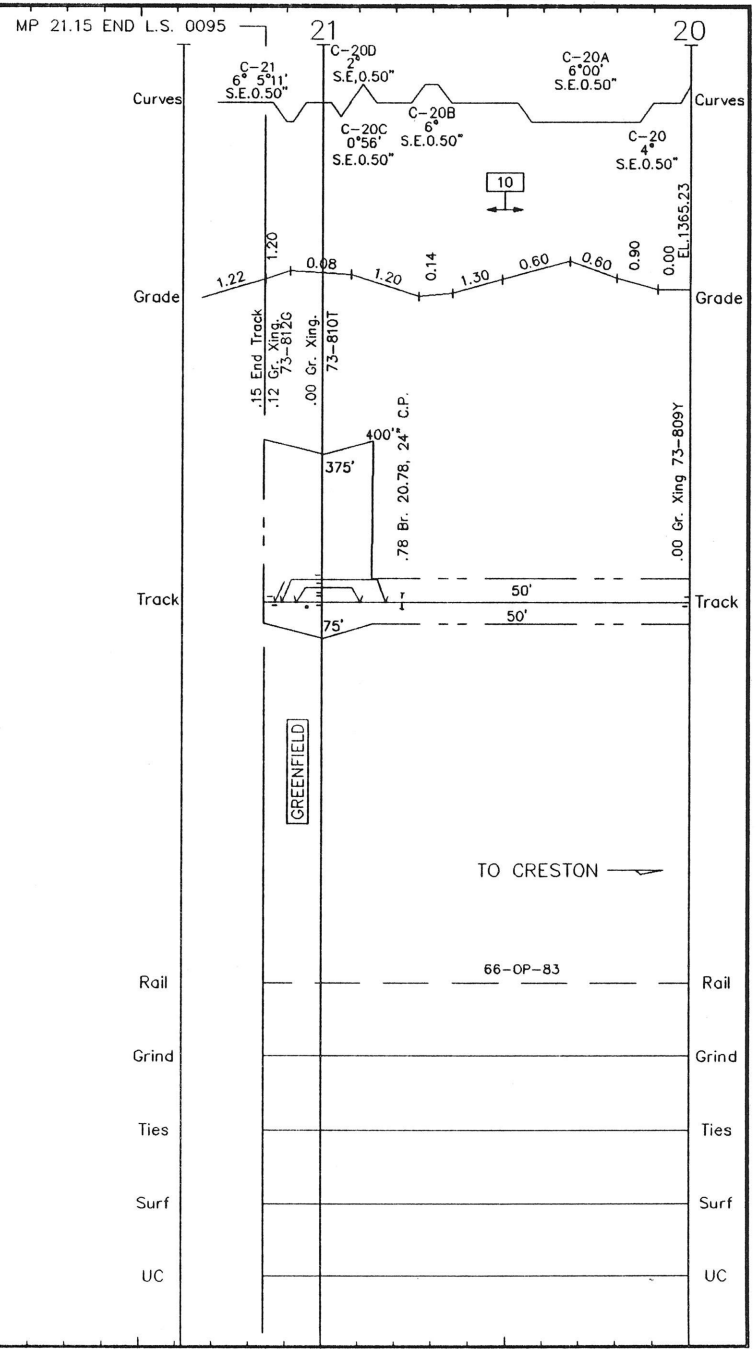
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REVISED: 02-28-93



LS009505

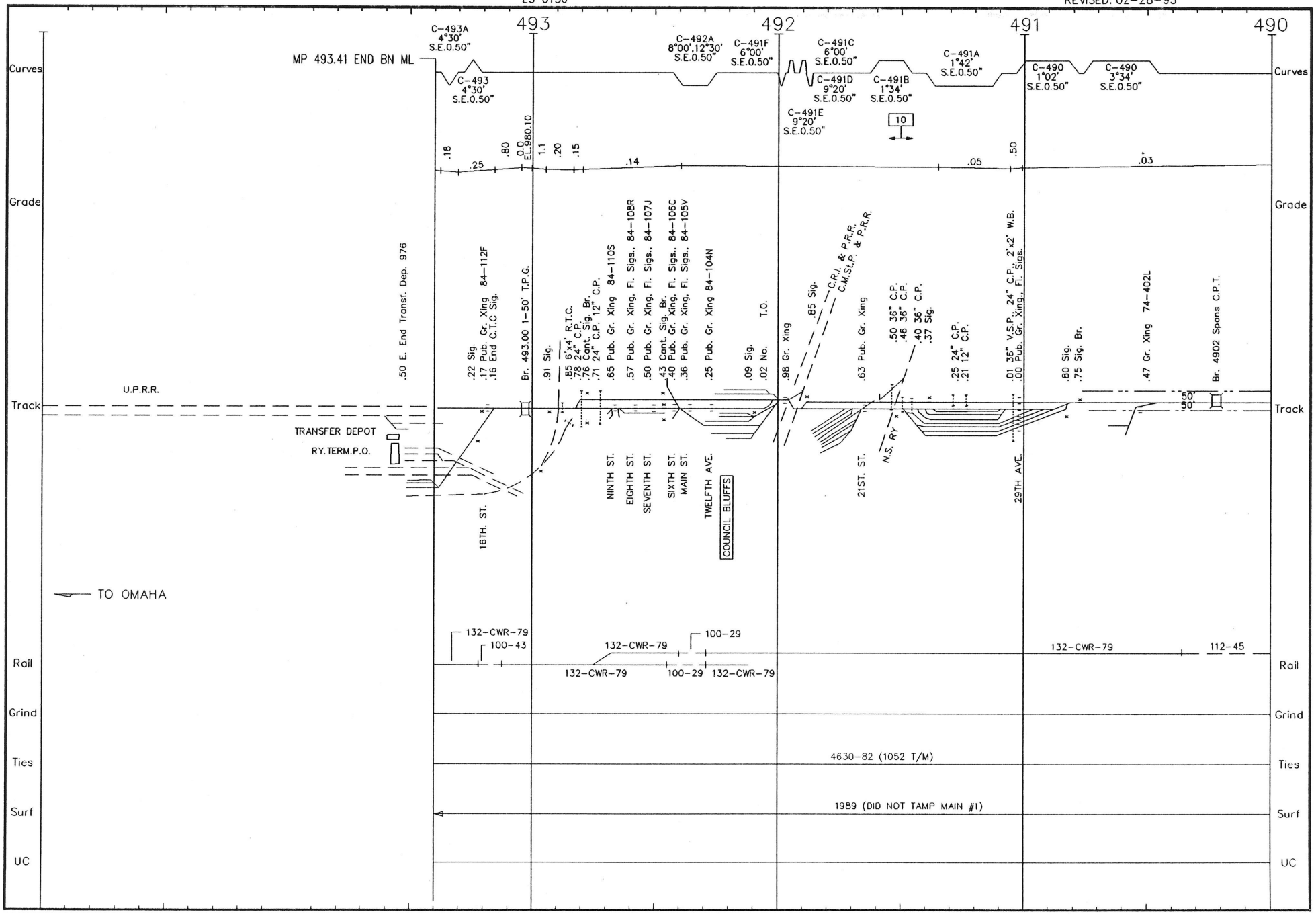
LS 0095 REVISED: 02-28-93



LS013601

LS 0136

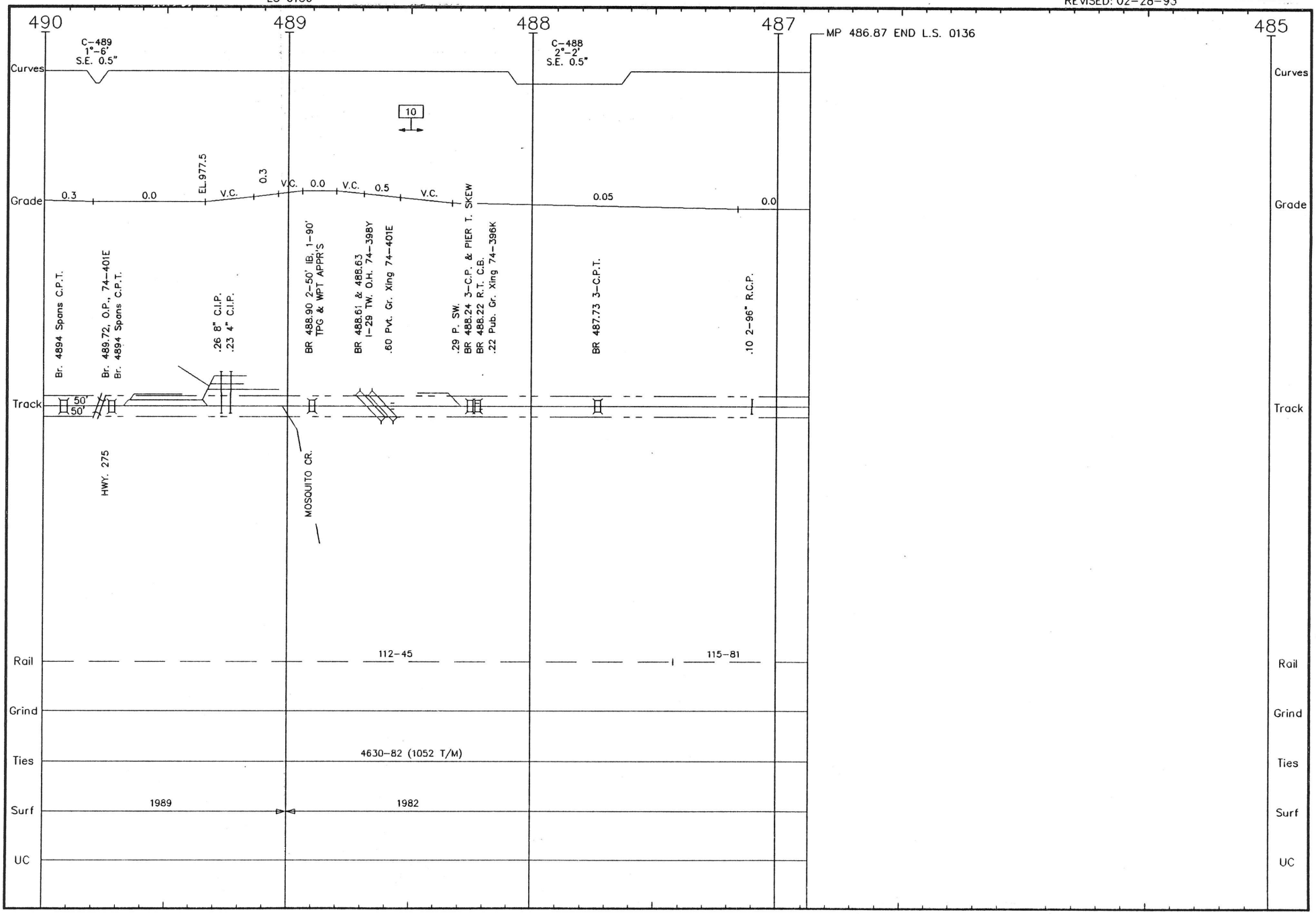
REVISED: 02-28-93



LS 0136

REVISED: 02-28-93

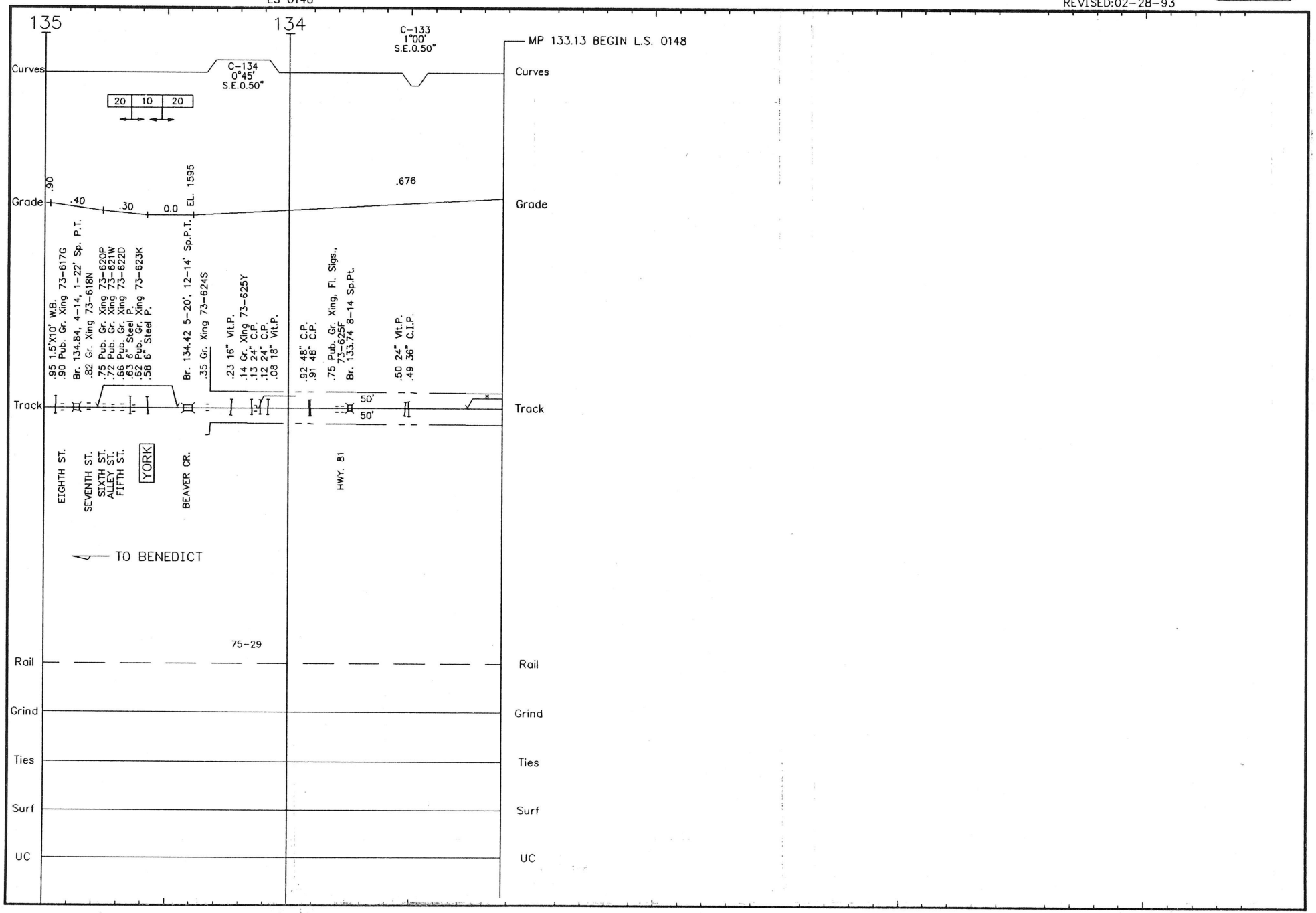
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LS 0148

REVISED:02-28-93

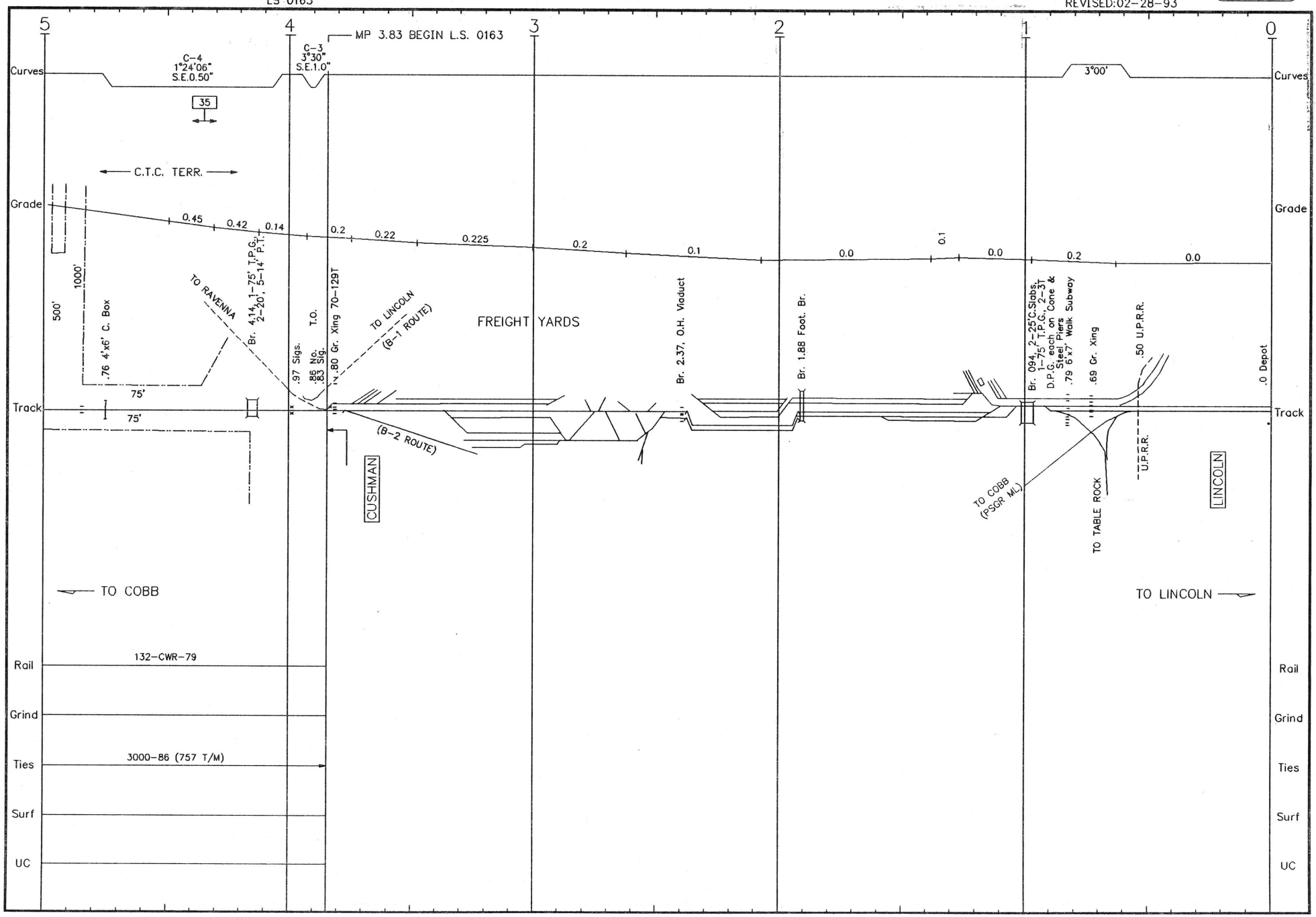
LS014801



LS 0163

LS016301

REVISED:02-28-93



LS016302

LS 0163

REVISED:02-28-93

