



Track Chart

Orin Subdivision

Bridger Jct., WY (M.P. 127.3) to Donkey Creek Jct., WY (M.P. 0.4)

See each page for latest revised date

To view on the intranet or print this Track Chart go to:
<http://kcintvpd0001.iss.bnr.com/maprec/mapsrehome.htm>

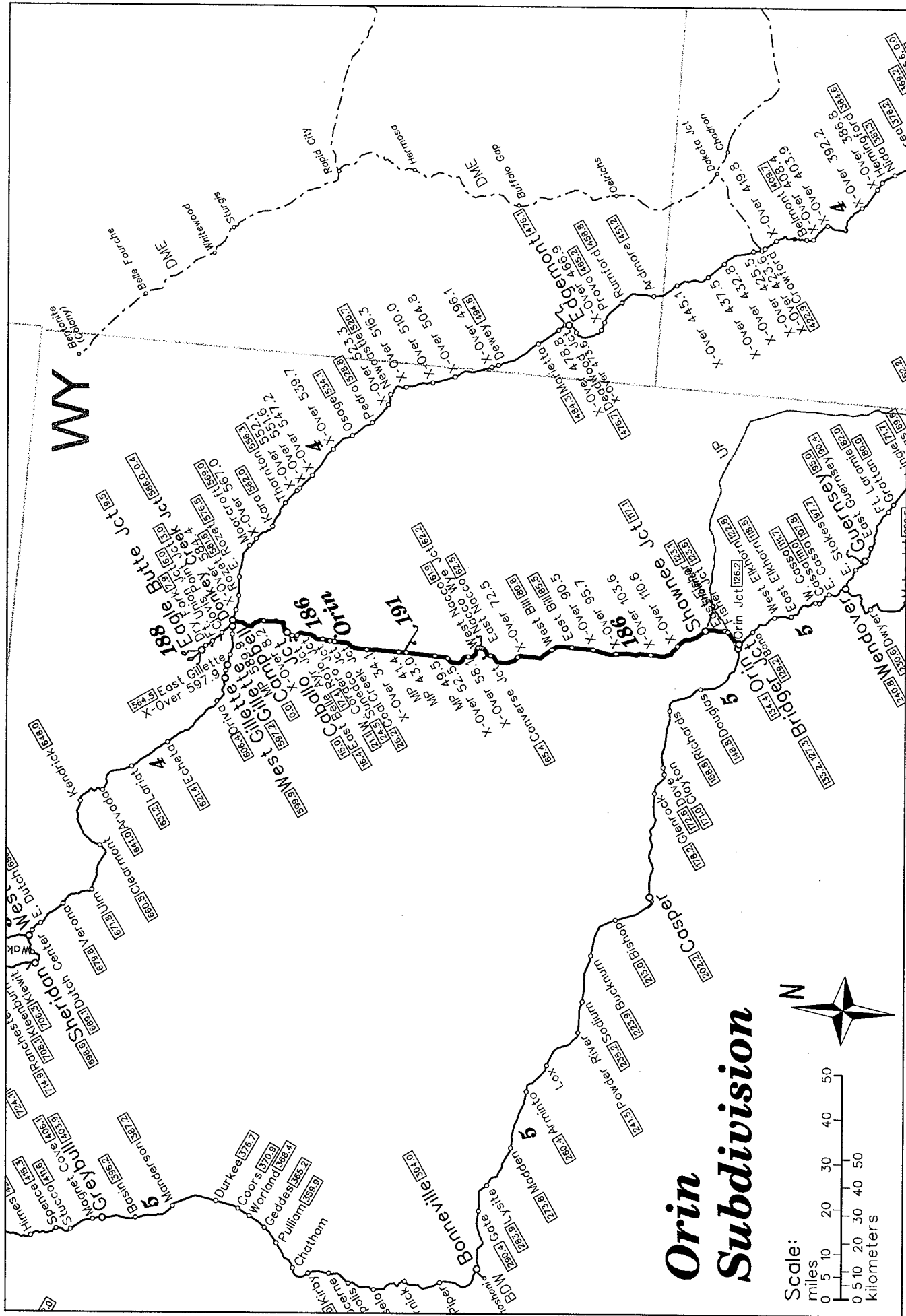
To order this Track Chart in Sourcenet or
Millennium, use: 1374051

If you have any corrections or changes to these pages,
either mail to the Manager of Maps and Records at
4515 Kansas Ave., Kansas City, KS 66106 or FAX to
913-551-4285. Mailing is preferred.

Notes:
Updated for 2005 Rail & Ties 02/13/2006

ORI000.DGN

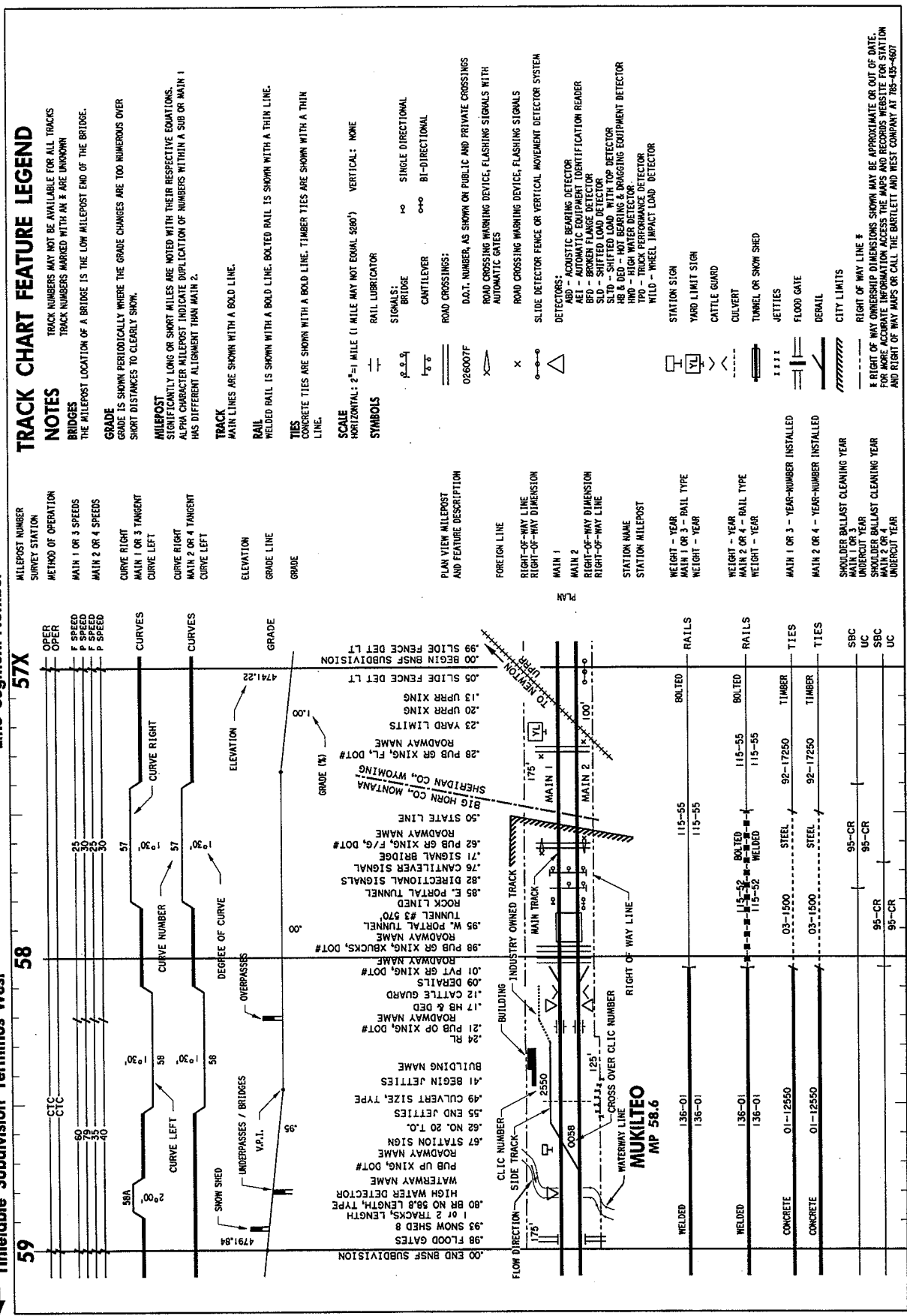
BNSF System Maintenance and Planning



Timetable Subdivision Terminus East

Line Segment Number

Timetable Subdivision Terminus West



TRACK CHART FEATURE LEGEND

NOTES	TRACK NUMBERS MAY NOT BE AVAILABLE FOR ALL TRACKS	TRACK NUMBERS MARKED WITH AN X ARE UNKNOWN	THE MILEPOST LOCATION OF A BRIDGE IS THE LOW MILEPOST END OF THE BRIDGE.
BRIDGES			
GRADE			
MILEPOST			
TRACK			
RAIL			
TIES			
SCALE			
SIGNALS			
ROAD CROSSINGS			
DETECTORS			
STATION SIGN			
YARD LIMIT SIGN			
CATTLE GUARD			
CULVERT			
TUNNEL OR SNOW SHED			
JETTIES			
FLOOD GATE			
DEBAIL			
CITY LIMITS			
RIGHT OF WAY LINE			

TRACK CHART ABBREVIATION LEGEND

BRIDGES & CULVERTS

A	ARCH	RCA
AB	ABUTMENT	RCB
AP	APPROACH	RCP
AR	ARCH	RCT
ARM TL	ARMCO TUNNEL LINER	RD WD
B	BOX	RSB
BASC	BASCULE	RTB
BD	BALLAST DECK	RTCB
BDPT	BALLAST DECK PILE TRESTLE - WOOD	RTSB
BR	BRIDGE	SA
BRK	BRICK	SBG
BX	BOX	SP
C	CONCRETE	SPP
CA	CONCRETE ARCH	SSC
CB	CONCRETE BOX	SSP
CBG	CONCRETE BOX GIRDER	STA
CCTS	COMBINATION CONCRETE & TIMBER SLAB	STB
CG	CONCRETE "I" GIRDER	STO
CIP	CAST IRON PIPE	T
CMA	CORRUGATED METAL ARCH	TBX
CMP	CORRUGATED METAL PIPE	TDBX
CTG	CONCRETE "I" GIRDER	TL
CP	CONCRETE PIPE	THG
CUL	CULVERT	THT
DBL	DOUBLE	TPLG
DG	DECK GIRDER	TP
DPG	DECK PLATE GIRDER	TPCT
DPLG	DECK PLATE LATTICE GIRDER	TPG
DPCT	DECK PIN CONNECTED TRUSS	TR
DR SP	DRAW SPAN	TR
DRT	DECK RIVETED TRUSS	TPL
DS	SWING SPAN	TRT
DT	DECK TRUSS	TSBX
EXT	EXTENSION	VIT P
FT	FRAME TRESTLE - WOOD	VP
FTG	FOOTING	VTEE
GCIP	GALVANIZED CORRUGATED IRON PIPE	VTP
GIP	GALVANIZED IRON PIPE	WB
IB	"I" BEAM OR GIRDER BEAM SPAN	WD
I BM	"I" BEAM	WF
LG	LONG	WP
LS	LIFT SPAN	WR I P
MPP	MULTI-PLATE PIPE	
MSY	MASONRY	
O	OVAL	
OC	OVAL CONCRETE PIPE	
OD	OPEN DECK	
OMP	OVAL METAL PIPE	
ORCP	OVAL REINFORCED CONCRETE PIPE	
PC	PRE-STRESSED CONCRETE	
PCMP	PERFORATED CORRUGATED CONCRETE PIPE	
PED	PEDESTAL	
PRT	PONY RIVETED TRUSS	
PT	PILE TRESTLE - WOOD	

TRACK & SIGNAL

ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	AVE	AVENUE
ABD	ACOUSTIC BEARING DETECTOR	BLVD	BOULEVARD
AEI	AUTOMATIC EQUIPMENT IDENTIFICATION READER	CO	COUNTY
ATS	AUTOMATIC TRAIN STOPS	CONN	CONNECTION
BFD	BROKEN FLANGE DETECTOR	CONST	CONSTRUCTED
BR SIG	BRIDGE SIGNAL	CR	CREEK OR CRUSHED ROCK
CANT SIG	CANTILEVER SIGNAL	DBL	DOUBLE
CTC	CENTRALIZED TRAFFIC CONTROL	DIV	DIVISION
DED	DRAWING EQUIPMENT DETECTOR	DR	DRIVE
DESLTD	DRAWING EQUIP. & SHIFTED LOAD W/TOP DETECTOR	E	EAST
F	FREIGHT (SPEED)	EL	ELEVATION
F/G	FLASHING SIGNAL WITH AUTOMATIC GATES	F L T P	FLOOD LIGHT POLE
FL	FLASHING SIGNAL	F L T	FLOOD LIGHT TOWER
HB & DED	HOT BEARING & DRAGGING EQUIP. DETECTOR	FRT	FREIGHT
HWD	HIGH WATER DETECTOR	GR	AT GRADE
INTLK	INTERLOCKING	HO	HOUSE
I TOWER	INTERLOCKING TOWER	HWY	HIGHWAY
LS	LINE SEGMENT	IND	INDUSTRY
MP	MILEPOST	JCT	JUNCTION
NO.	NUMBER	JT	JOINT
OCS	OCCUPANCY CONTROL SYSTEM	LT	LEFT
OH	OVERHEAD	MAX	MAXIMUM
ODS	OUT OF SERVICE	MTCE	MAINTENANCE
P	PASSENGER (SPEED)	NO	NORTH
RES LIM	RESTRICTED LIMITS	OH	OVERHEAD
RL	RAIL LUBRICATOR	OP	OVERPASS
SIGS	SIGNALS	OP	PEDESTRIAN
SBC	SHOULDER BALLAST CLEANING	PK	PARKWAY
SLD	SHIFTED LOAD DETECTOR	PO	POWER
SLTD	SHIFTED LOAD WITH TOP DETECTOR	PSGR	PASSENGER
S SW	SPRING SWITCH	PUB	PUBLIC
T.O.	TURNOUT	PVT	PRIVATE
TRK	TRACK	RD	ROAD
TWC	TRACK WARRANT CONTROL	RESV	RESERVOIR
UC	UNDERCUT	RIV	RIVER
WILD	WHEEL IMPACT LOAD DETECTOR	RR	RAILROAD
YL	YARD LIMIT	RT	RIGHT
		RW	RIGHT-OF-WAY
		RY	RAILWAY
		SEC	SECTION
		SO	SOUTH
		ST	STREET
		STA	STATION
		SUB	SUBDIVISION
		TPL	TRIPLE
		UP	UNDERPASS
		W	WEST
		YD	YARD
		XBUCKS	CROSSBUCKS
		XING	CROSSING

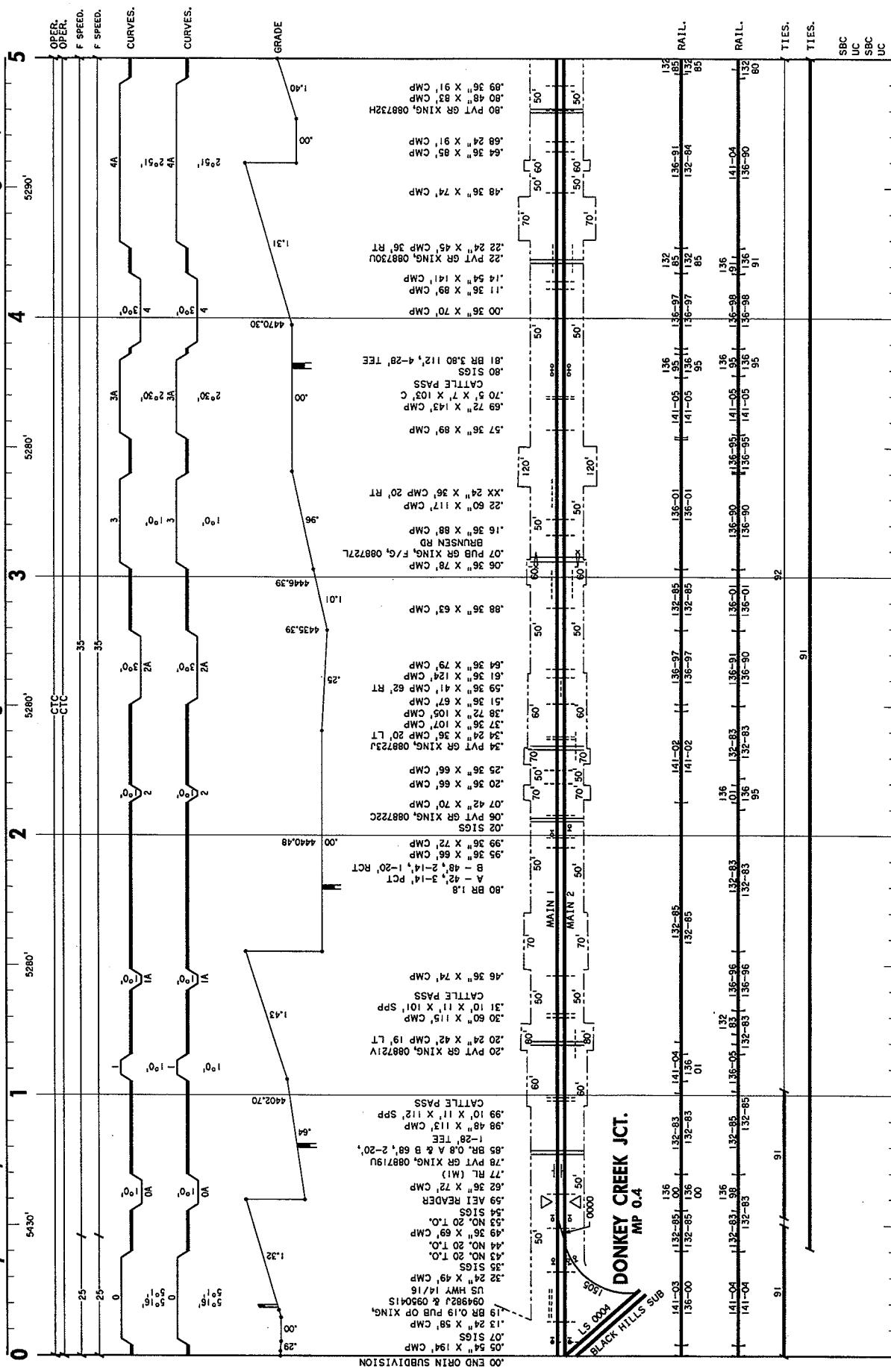
MISCELLANEOUS

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

1

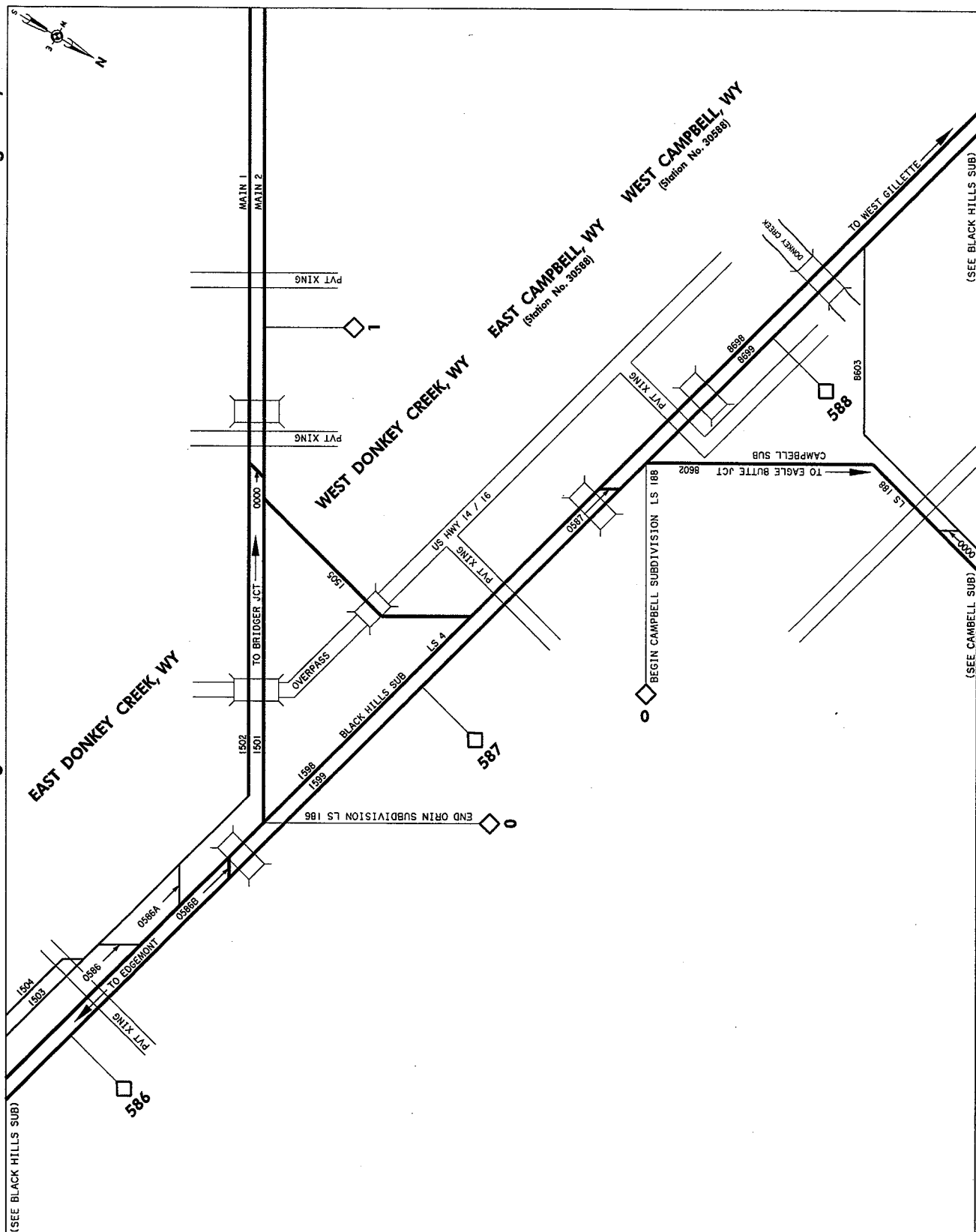


BNSF Railway Company

Revised: 07/18/2006

OR1001.DGN

Orin Subdivision



DONKEY CREEK, WY
Orin Subdivision

YARD SEGMENT: ###	REVISED: 03/25/2004
STATION ABBR: DONCRE	TRK CHT: ORIO01A-T.DGN
FSAC: 30587	TEAM: DONK15003.DGN
ZONE: 15, 86	

* UNKNOWN TRACK NUMBER

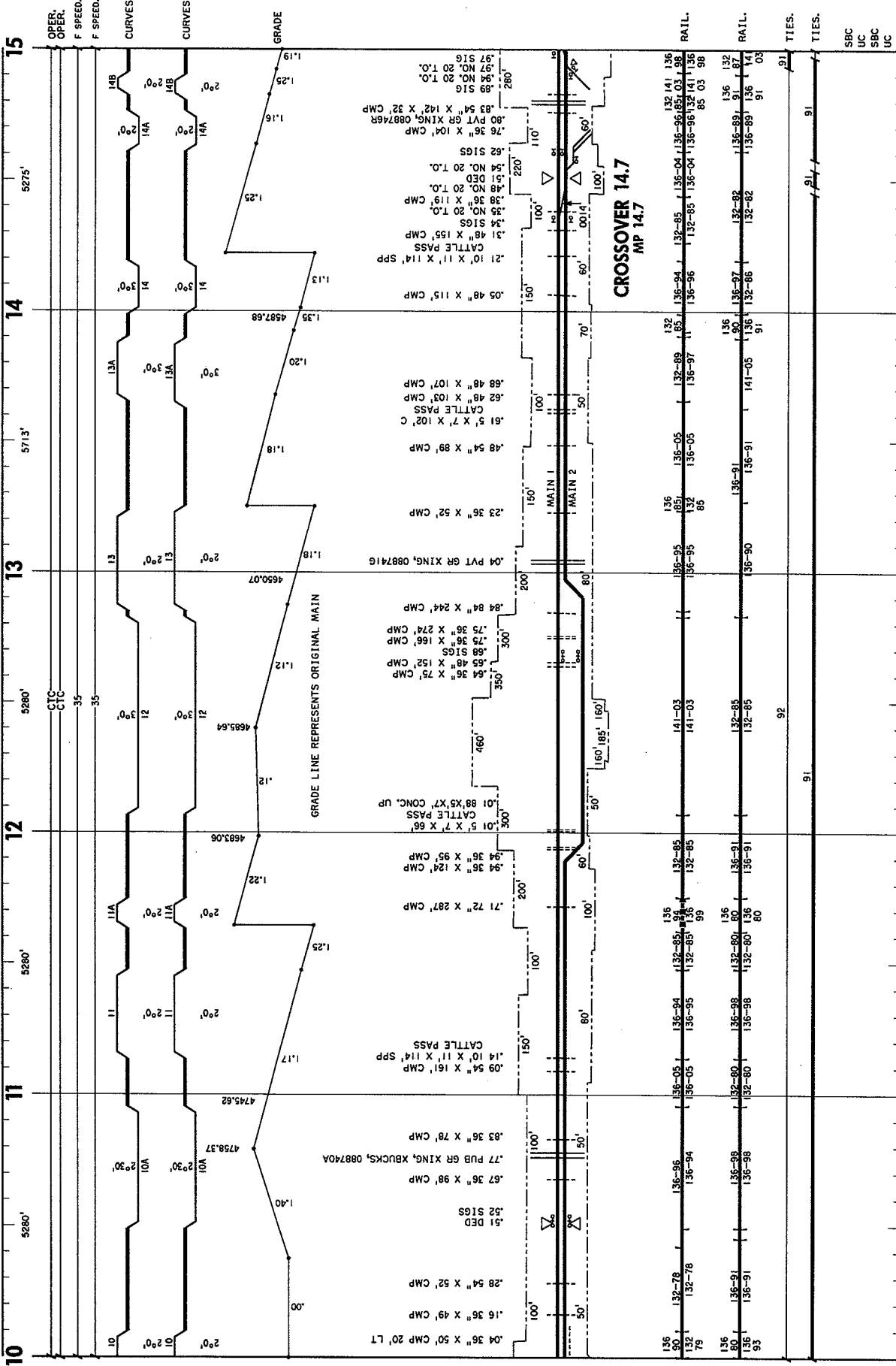
003



Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

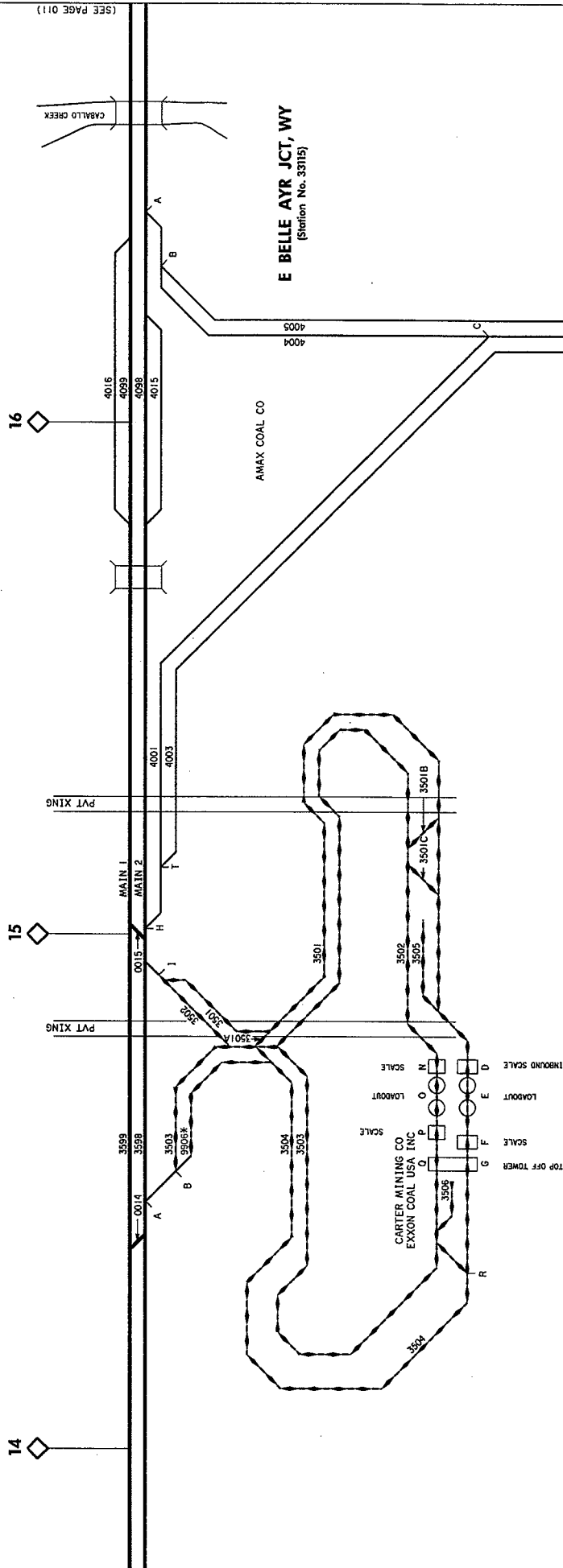


BNSF Railway Company

OR0003.DGN Revised: 01/18/2006

Orin Subdivision

CABALLO, JCT., WY.		D - E	236'	G - R	200'	C - H	112'	O - P	256'
A - B	503'	E - F	378'	R - C	6,251'	M - N	907'	P - Q	367'
B - C	1,575'	F - G	1,397'	H - I	1,060'	N - O	257'	Q - R	1,185'
C - D	6,394'								
M - D	898'								



SEE PAGE 009)

BNSF OWNED & MAINT
INDUSTRY OWNED & BNSF MAINT
IND OWNED & MAINT
LEASE
TRACKAGE RIGHTS
FOREIGN TRACK
JOINT FACILITIES

CABALLO, WY
Orin Subdivision

* UNKNOWN TRACK NUMBER

YARD SEGMENT: ###	REVISED: 07/12/2005
STATION ABBR: CABJCT	TRK CHT: ORI004A--T.DGN
FSAC: 33114	TEAM: CABA35007.DGN
ZONE: 35, 40	

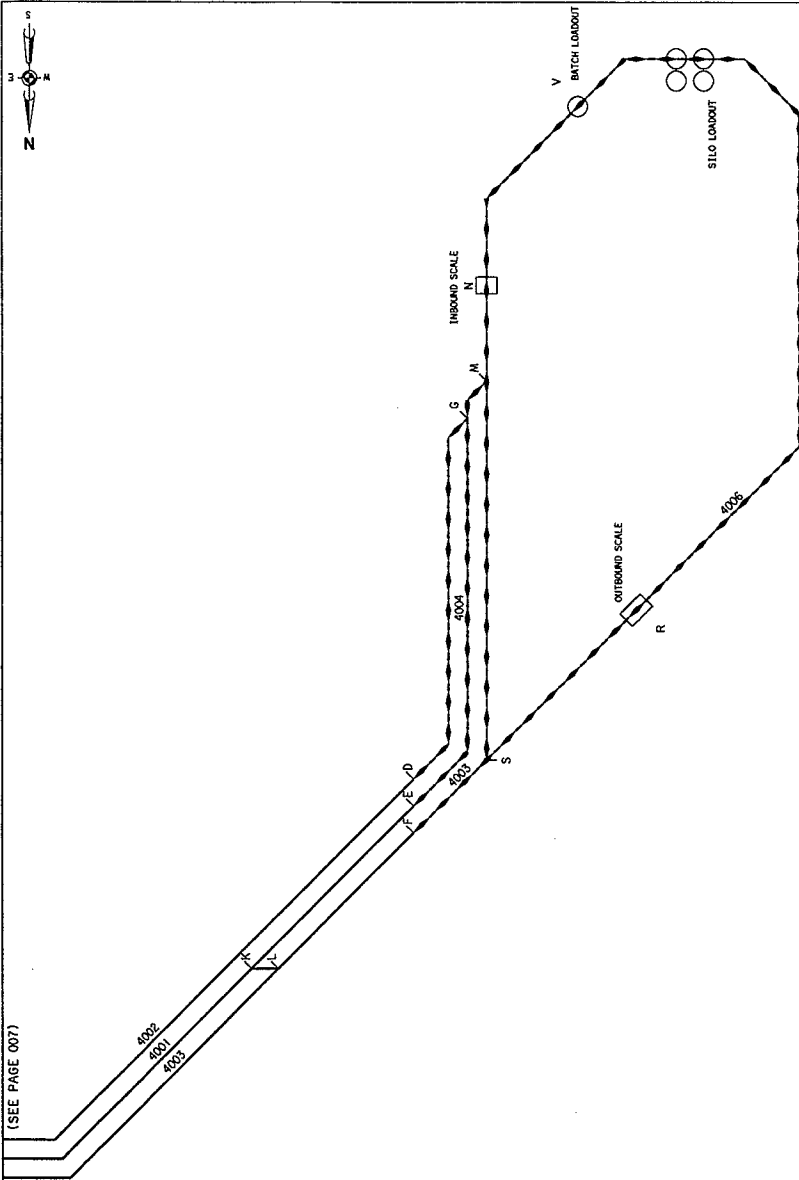


007

Line Segment 186

(SEE PAGE 007)

BELLE AYR MINE, WY									
A - B	220'	I - T	190'	E - G	1,992'	S - R	1,769'	N - M	470'
B - C	3,595'	T - J	380'	K - L	220'	R - P	1,760'	M - S	1,748'
B - D	5,668'	T - C	3,436'	L - F	303'	P - V	500'	G - M	165'
D - G	2,004'	C - L	1,780'	F - S	433'	V - N	1,891'	J - L	4,819'
H - J	4,284'	K - E	525'						



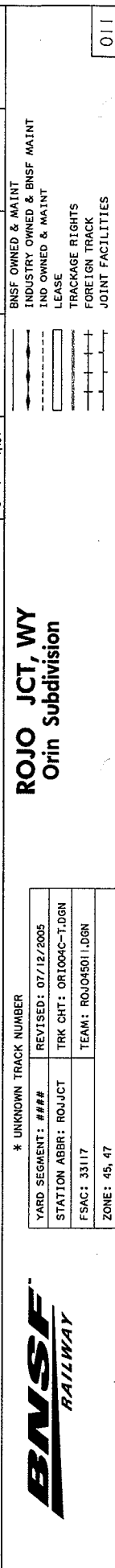
BELLE AYR MINE, WY Orin Subdivision

* UNKNOWN TRACK NUMBER

YARD SEGMENT: ###	REVISED: 07/12/2005
STATION ABBR: BELJCT	TRK CHT: ORI004B-T.DGN
FSAC: 33115	TEAM: BELL40009.DGN
ZONE: 40	

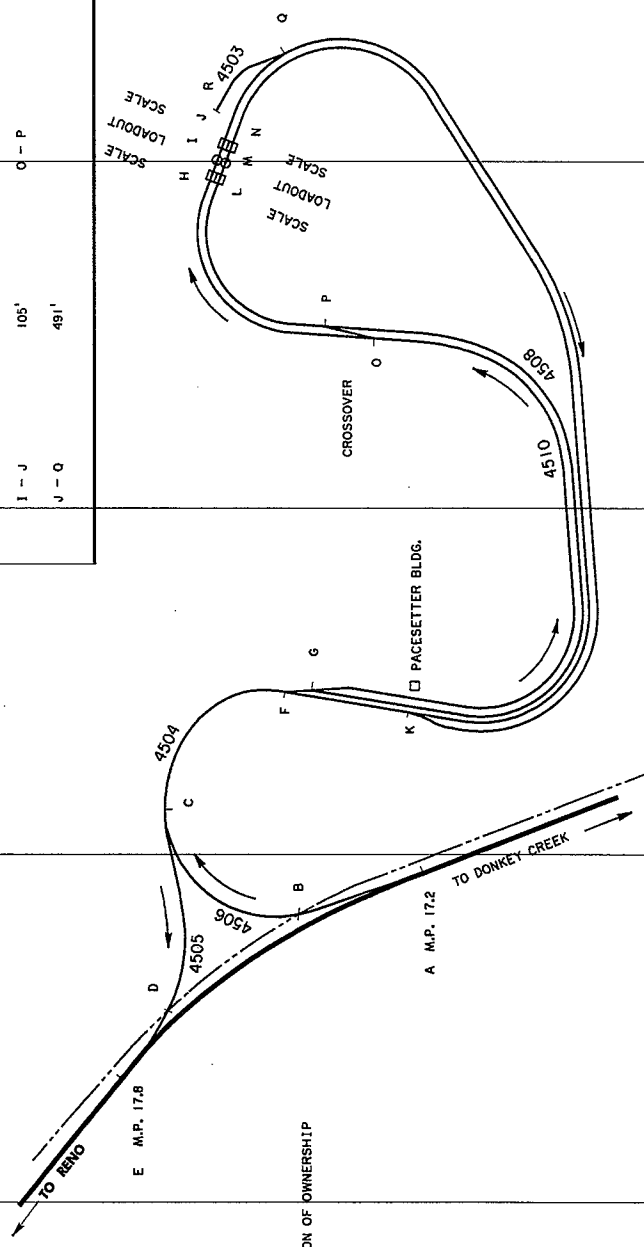


BNSF OWNED & MAINT	INDUSTRY OWNED & BNSF MAINT
LEASE	LEASE
TRACKAGE RIGHTS	TRACKAGE RIGHTS
FOREIGN TRACK	FOREIGN TRACK
JOINT FACILITIES	JOINT FACILITIES





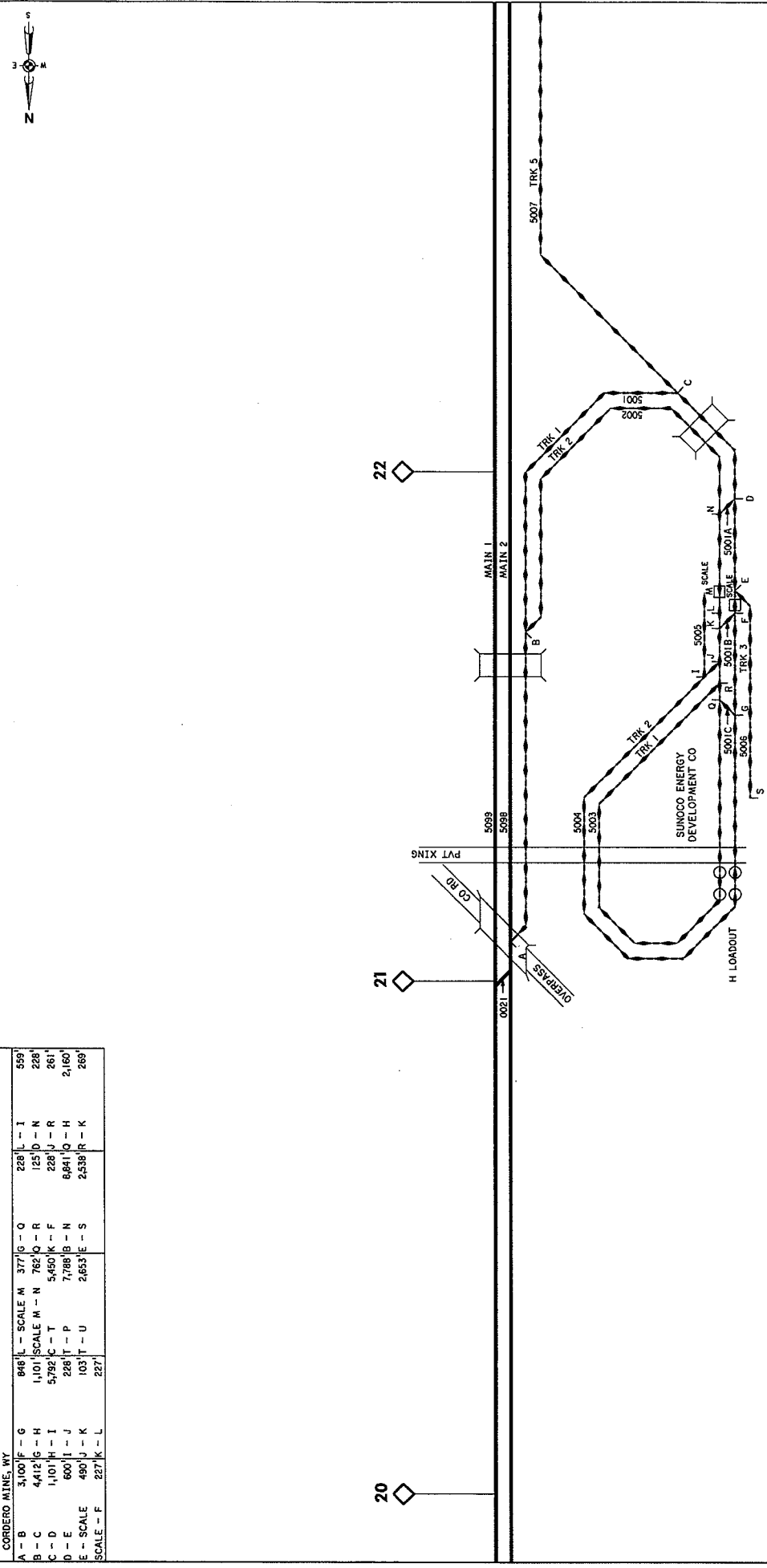
A - B	1,039'	O - K	7,138'
B - C	1,235'	K - F	1,009'
C - D	1,265'	G - P	5,764'
D - E	744'	P - L	1,690'
C - F	1,484'	L - M	105'
F - G	125'	M - N	105'
G - O	5,745'	N - K	7,539'
O - H	2,095'	A - E	2,700'
H - I	105'	O - R	571'
I - J	105'	O - P	238'
J - Q	491'		



Caballo Rojo Mine, WY
 MP 17
 TRACK SCHEMATIC
 (NOT TO SCALE)

B & D ARE DIVISION OF OWNERSHIP

CORDERO MINE, WY									
A - B	3,100'	F - G	848'	L - SCALE M	377'	G - Q	228'	L - I	559'
B - C	4,412'	G - H	1,101'	SCALE M - N	762'	Q - R	125'	D - N	228'
C - D	1,101'	H - I	5,792'	C - T	5,450'	K - F	228'	J - R	261'
D - E	600'	I - J	228'	T - P	7,788'	B - N	6,841'	Q - H	2,160'
E - SCALE	490'	J - K	103'	T - U	2,653'	E - S	2,538'	R - K	269'
SCALE - F	227'	K - L	227'						



BNSF OWNED & MAINT

INDUSTRY OWNED & BNSF MAINT

IND OWNED & MAINT

LEASE

TRACKAGE RIGHTS

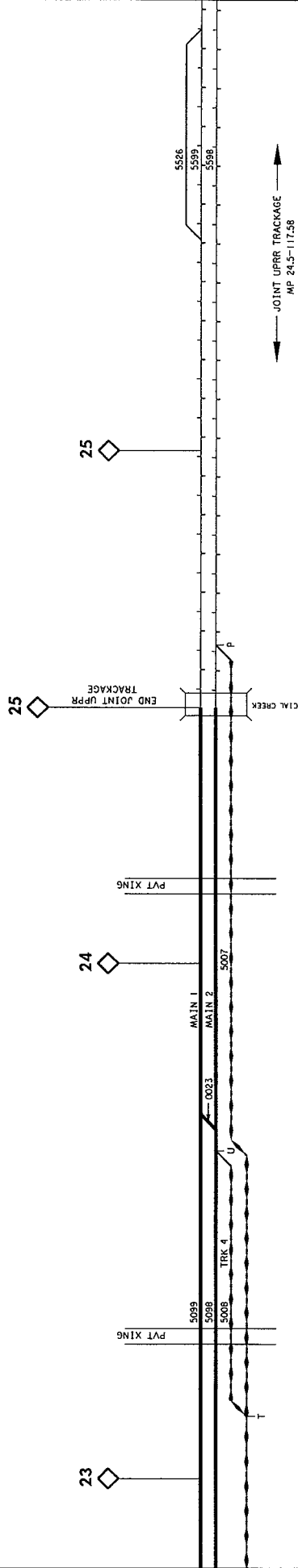
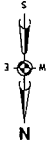
FOREIGN TRACK

JOINT FACILITIES

CORDERO JCT, WY
Orin Subdivision

* UNKNOWN TRACK NUMBER			
YARD SEGMENT: ###	REVISED: 07/12/2005		
STATION ABBR: CORJWY	TRK CHT: OR1005A-T.DGN		
FSAC: 33121	TEAM: CORD50013.DGN		
ZONE: 50			





YARD SEGMENT: ###

STATION ABBR: CORDER

FSAC: 33024

REVISD: 07/12/2005

TRK CHT: OR1005B-T.DGN

TEAM: CORD50015.DGN

ZONE: 50, 55

* UNKNOWN TRACK NUMBER

CORDERO, WY

Orin Subdivision

BNSF OWNED & MAINT

INDUSTRY OWNED & BNSF MAINT

IND OWNED & MAINT

LEASE

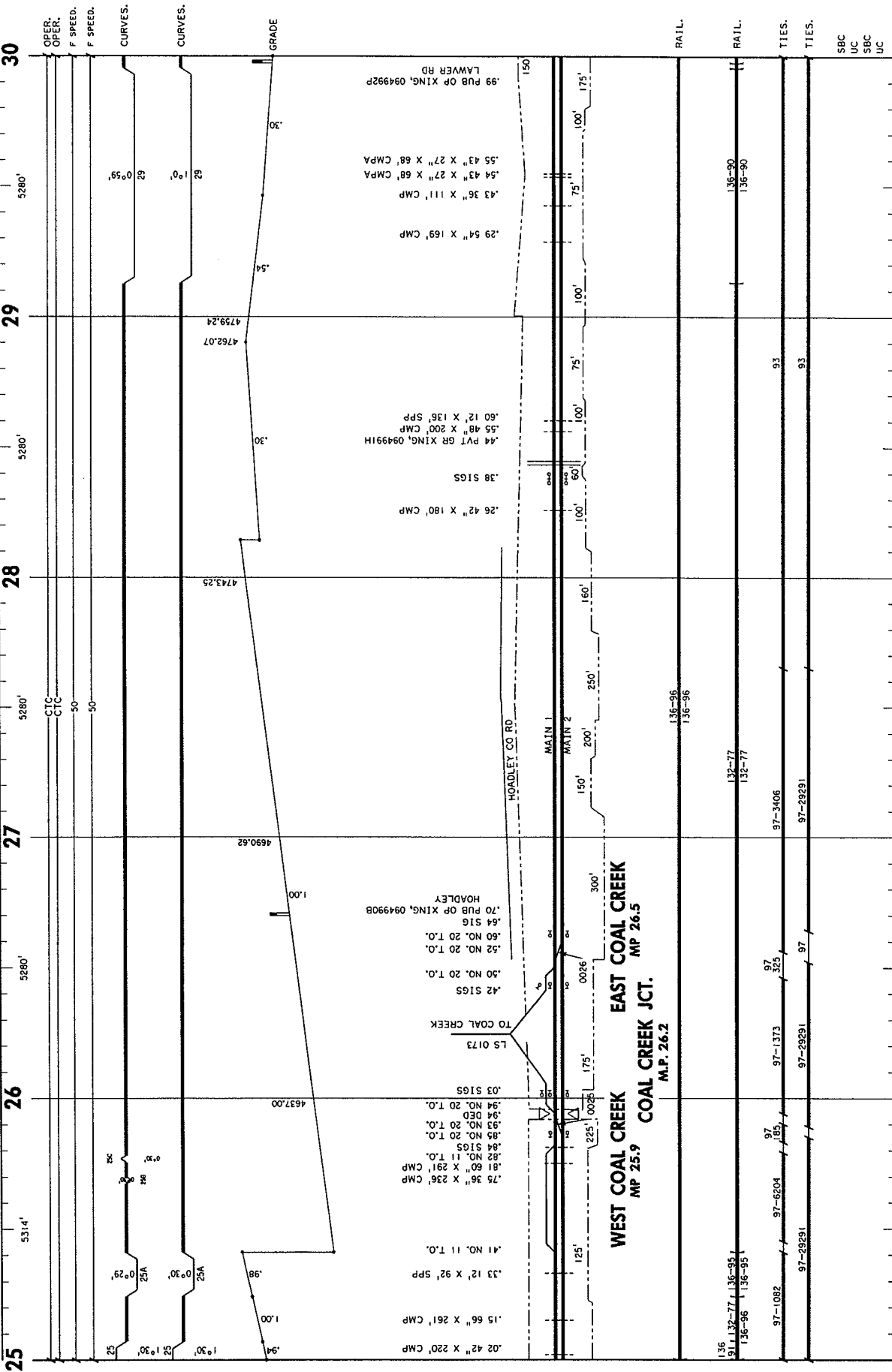
TRACKAGE RIGHTS

FOREIGN TRACK

JOINT FACILITIES

015

Bridger Jct., WY



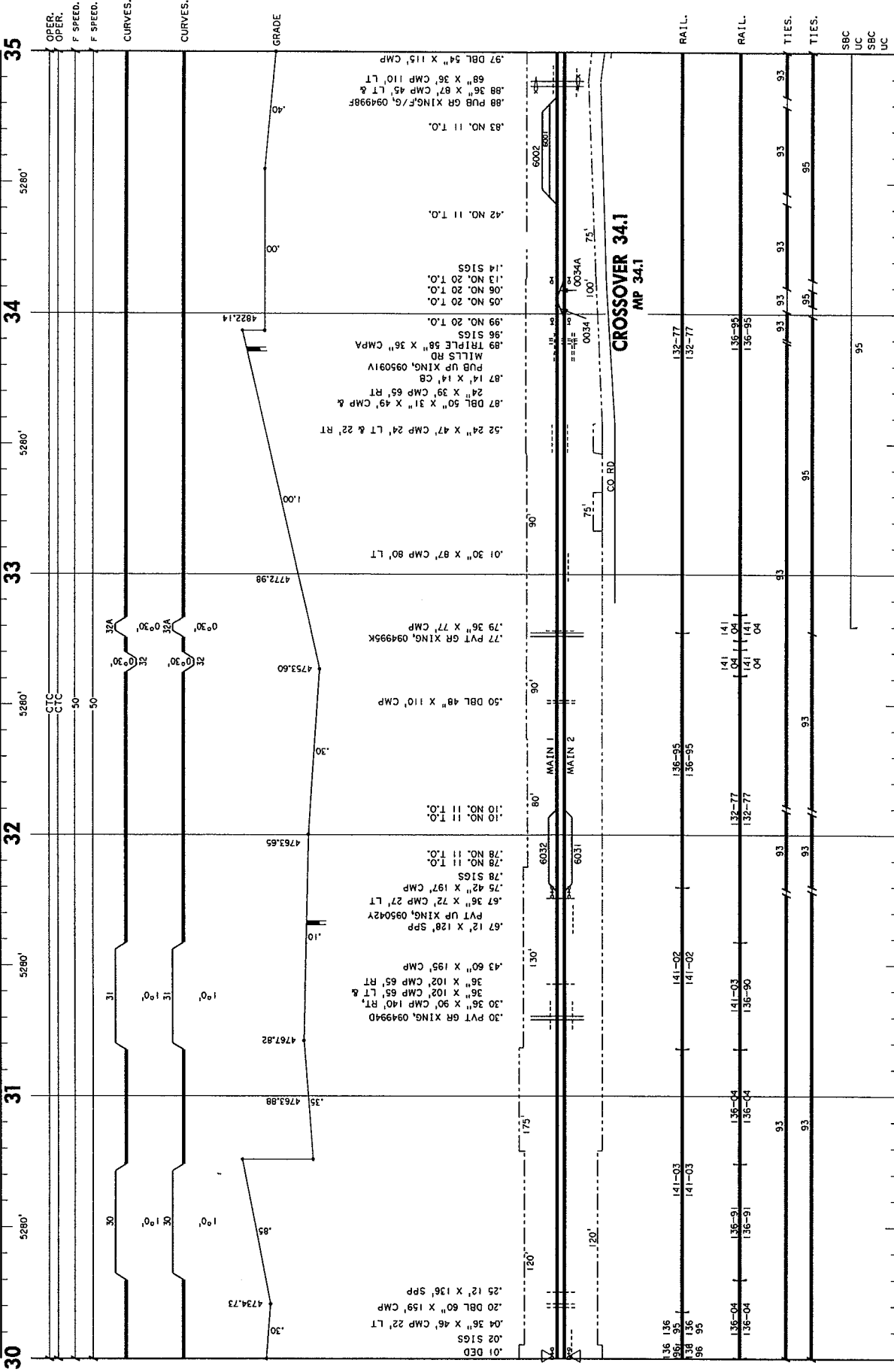
Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

7



BNSF Railway Company

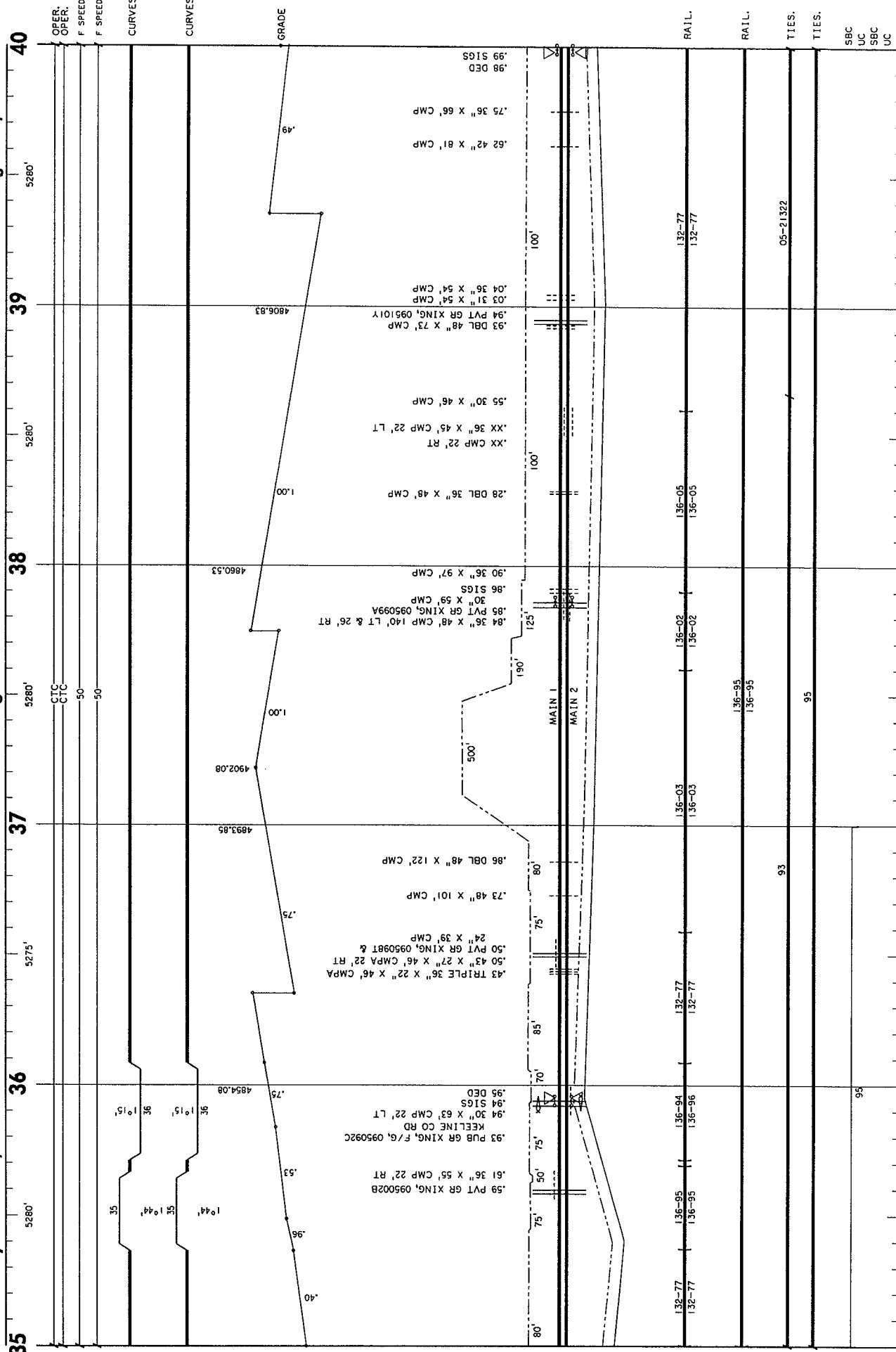
ORI007 DGN Revised: 03/16/2005

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

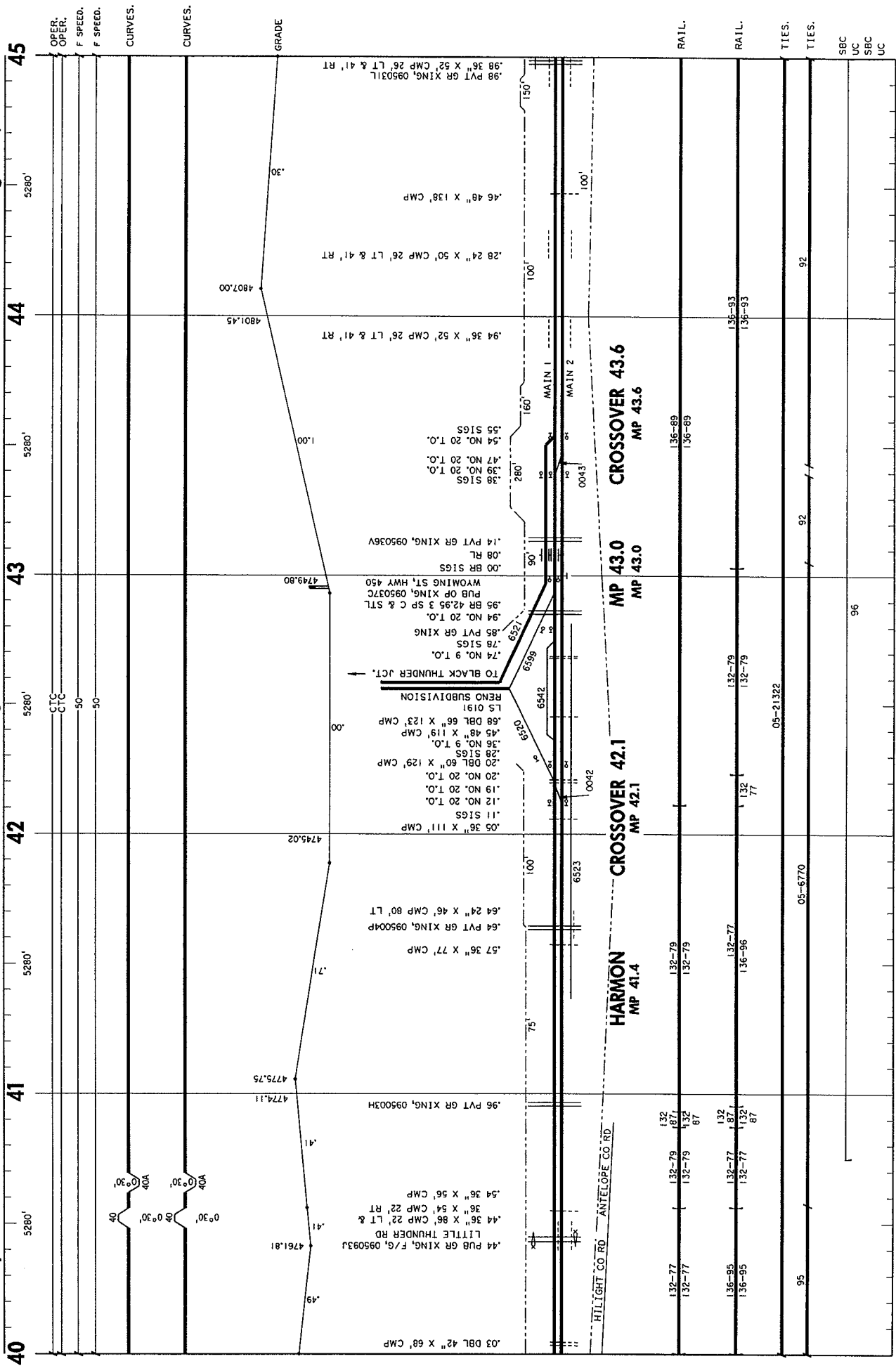
OR1008.DGN Revised: 02/13/2006

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

ORI009 DGN Revised: 03/02/2006

Orin Subdivision



RENO, WY
Orin Subdivision

JOINT FACILITIES
TRUCKAGE RIGHTS
FOREIGN TRACK
LEASE

BNST OWNED & MAINT
INDUSTRY OWNED & BNST MAINT
IND OWNED & MAINT
INDUSTRY MAINT

TRACK NUMBERS:
1 DIGIT NUMBER IS A CLIC (1234)
2 DIGIT NUMBER IS A LINE SEGMENT FOR
3 DIGIT NUMBER IS A LINE SEGMENT FOR
* UNKNOWN TRACK NUMBER

STATION ABBR: RENJWY
FSAC: 33142
REVISED: 05/01/2006
TEAM: RENO65021.DGN
TRK CHT: ORI0098-T.DGN

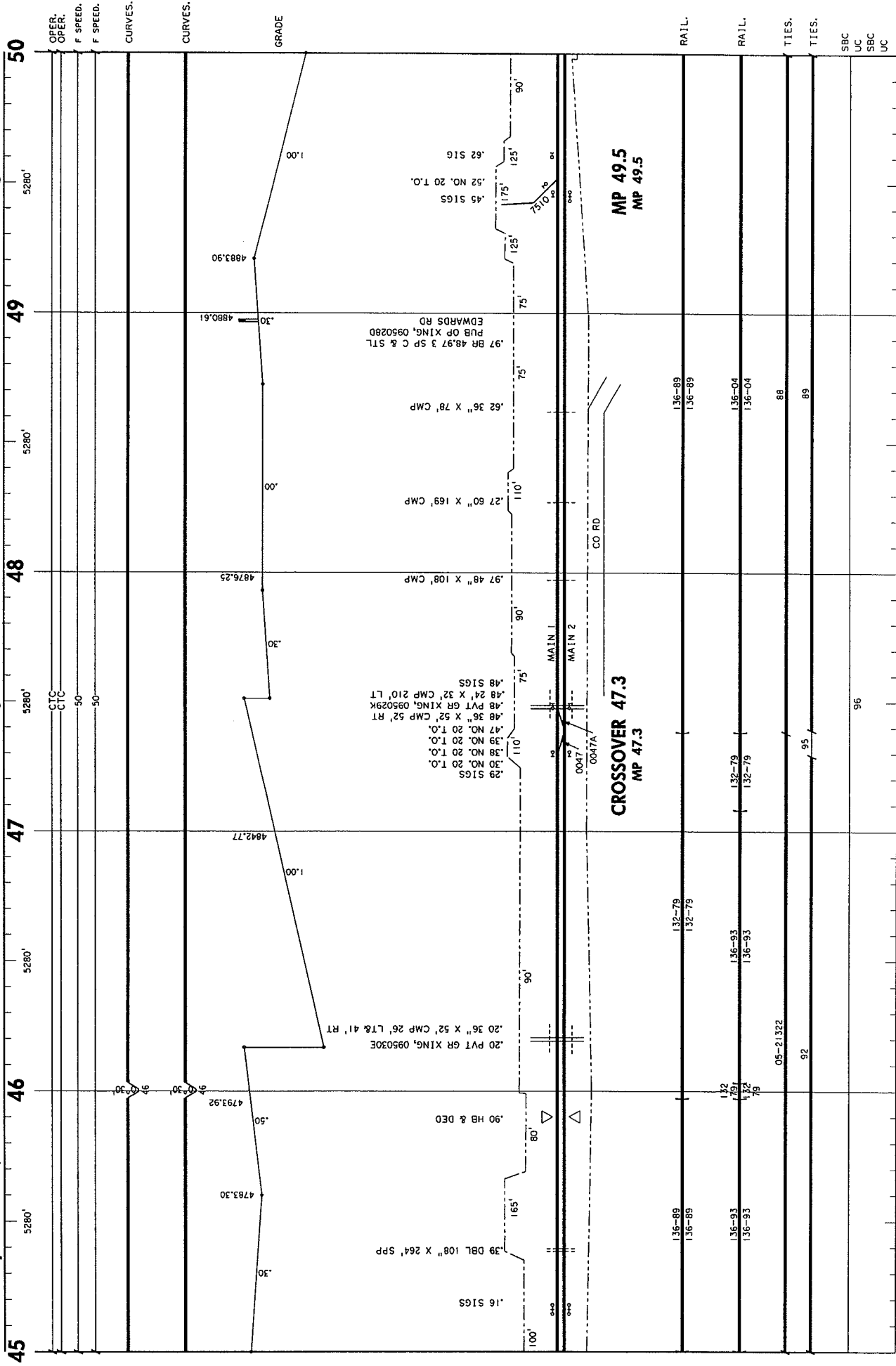
120



Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

ORI010.DGN Revised: 02/13/2006

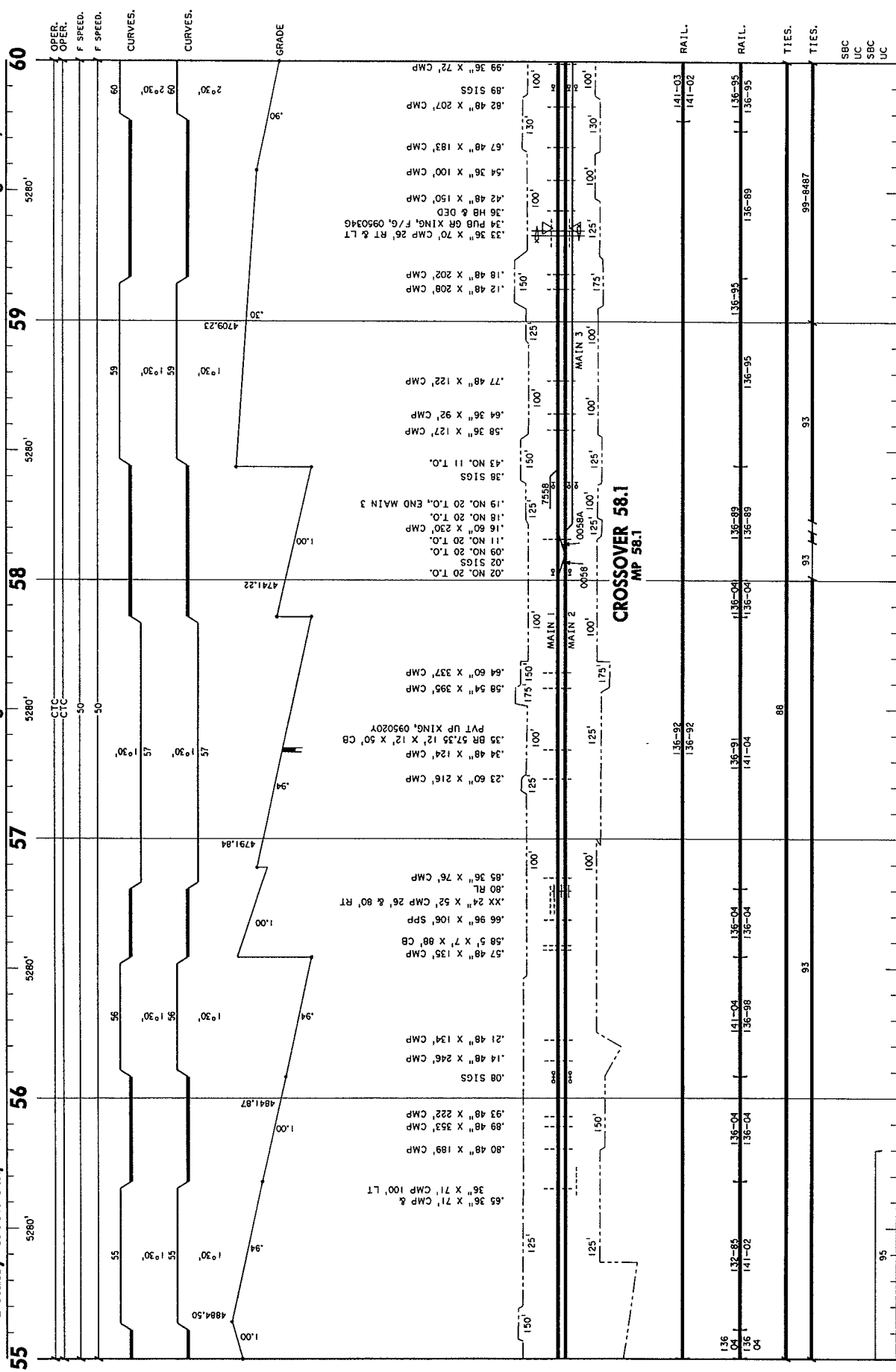
Orin Subdivision

12

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

ORI012.DGN Revised: 03/16/2005

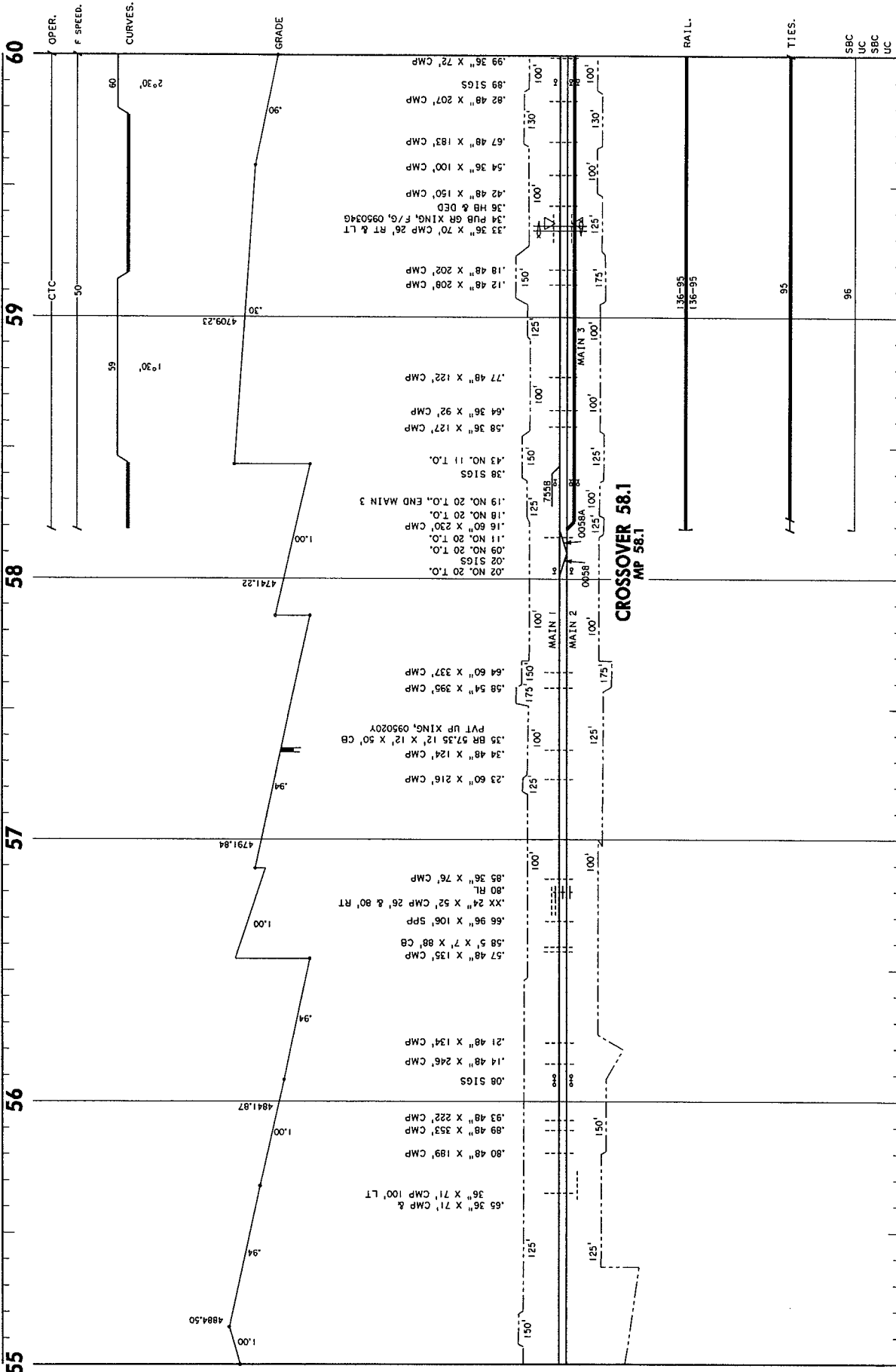
Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

12A



BNSF Railway Company

OR01012A.DGN

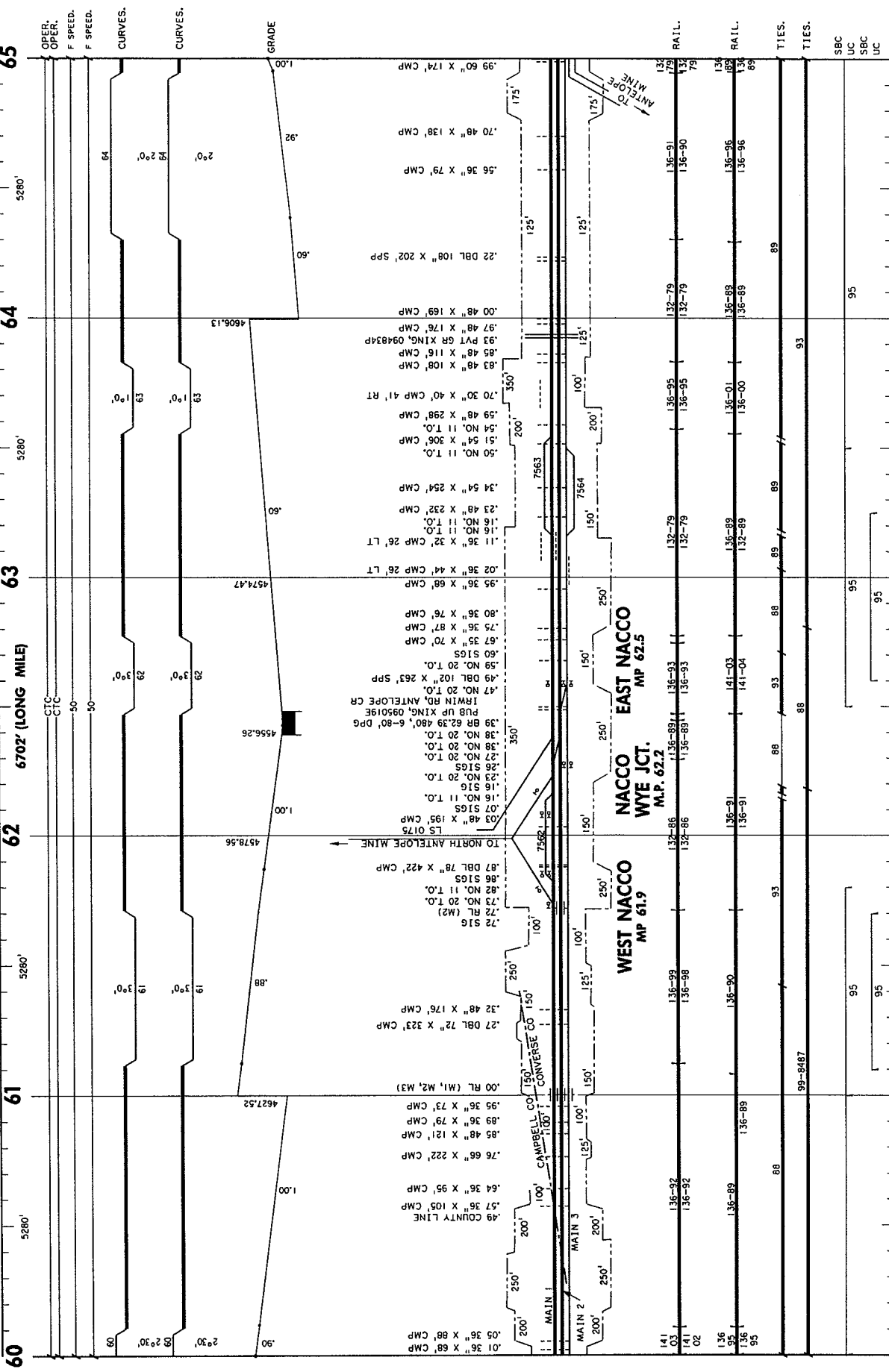
Revised: 03/16/2005

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186
6702' (LONG MILE)

Bridger Jct., WY



BNSF Railway Company

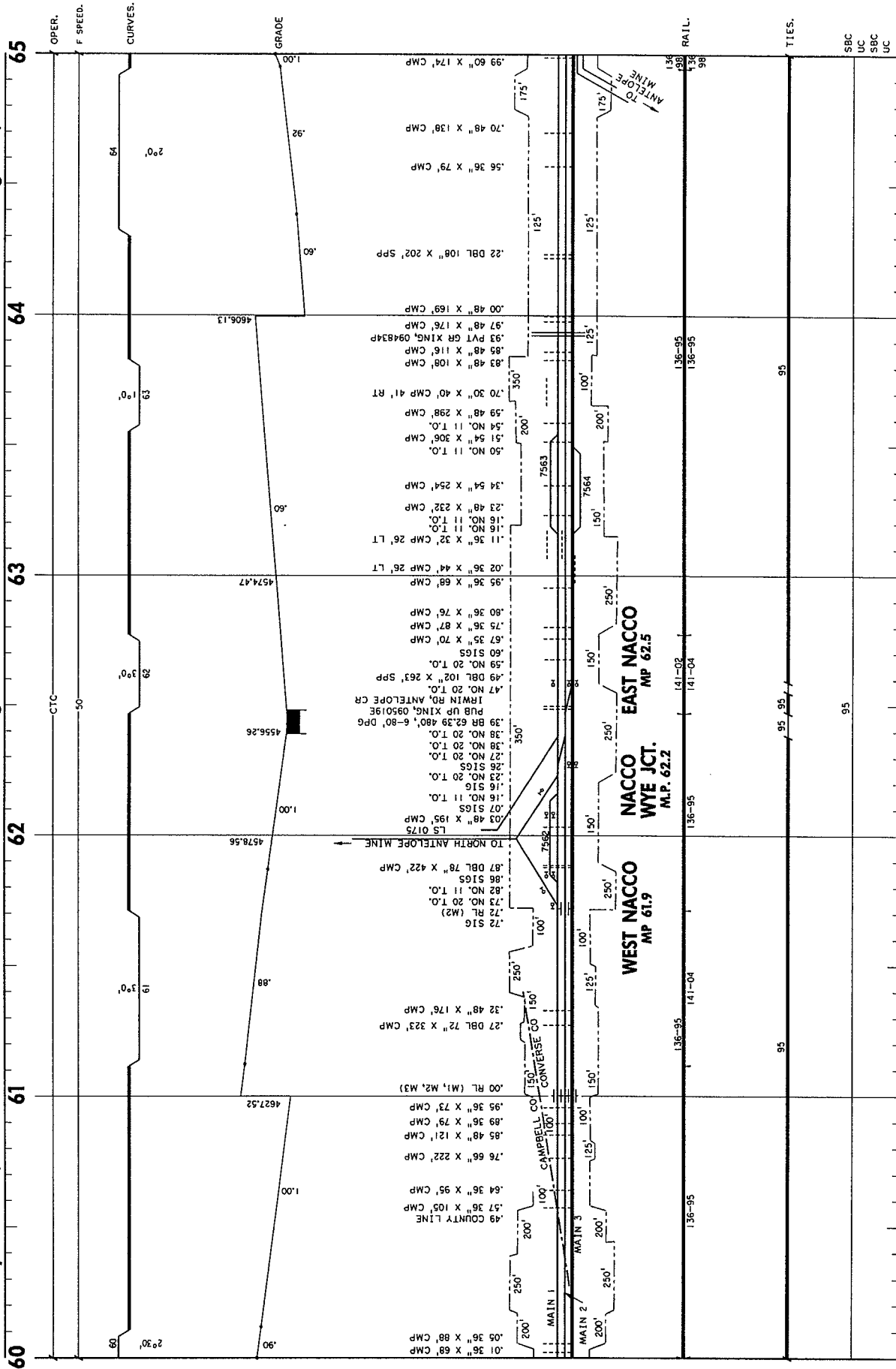
ORI013.DGN Revised: 03/16/2005

Orin Subdivision

← Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY —▲



BNSF Railway Company

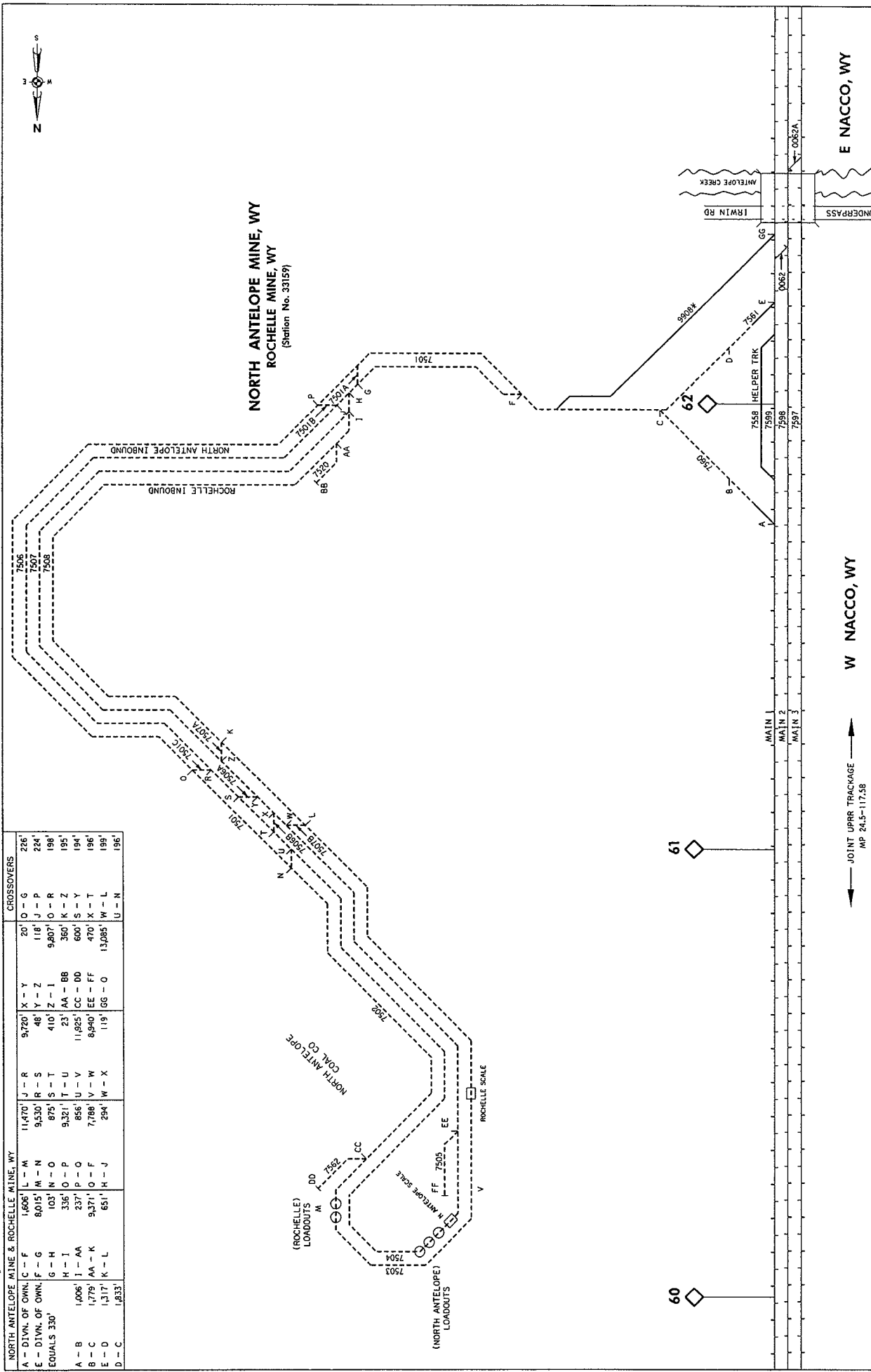
ORI013A.DGN Revised: 03/16/2005

Orin Subdivision

Donkey Creek Jct., WY ←

Line Segment 186

← Bridger Jct., WY



NACOCO WYE JCT, WY
Orin Subdivision

* UNKNOWN TRACK NUMBER

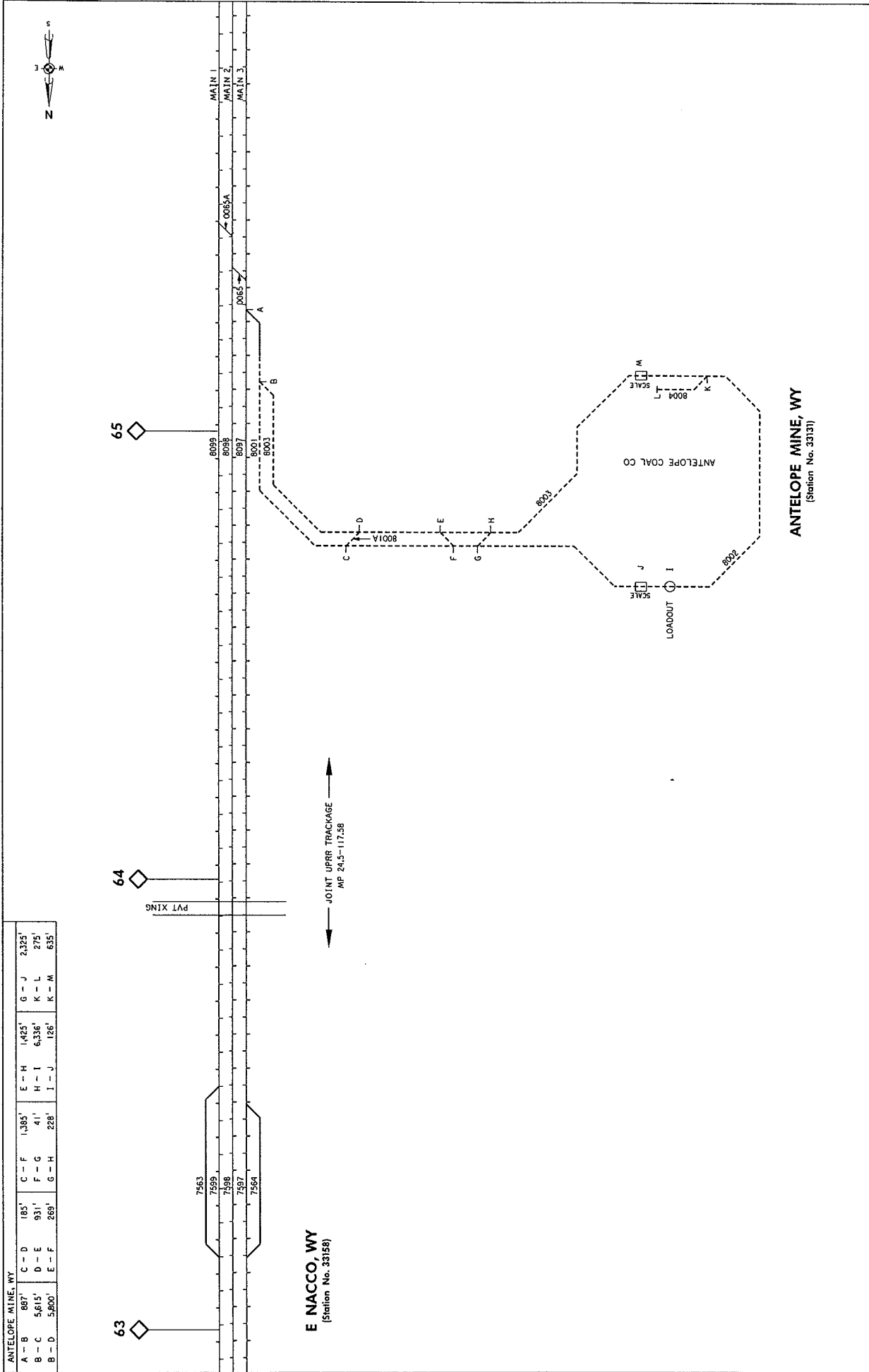
YARD SEGMENT: ###	REVISED: 07/12/2005
STATION ABBR: NACJCT	TRK CHT: OR10138-T.DGN
FSAC: 33158	TEAM: NACCT5029.DGN
ZONE: 75	

BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES

JOINT UPPER TRACKAGE
 MP 24.5-117.58

NORTH ANTELOPE MINE & ROCHELLE MINE, WY
 A - DIVN. OF OWN. C - F 1,606' L - M 11,470' R - S 9,530' M - N 8,015' F - G 103' N - O 9,321' T - U 23' AA - BB 11,925' CC - DD 656' U - V 7,788' V - W 294' W - X 651' H - J 1,317' K - L 1,833' D - C
 E - DIVN. OF OWN. F - G 103' N - O 9,321' T - U 23' AA - BB 11,925' CC - DD 656' U - V 7,788' V - W 294' W - X 651' H - J 1,317' K - L 1,833' D - C
 EQUALS 330'

CROSSOVERS
 O - G 226'
 J - P 224'
 Y - Z 118'
 Z - I 9,907' O - R 198'
 K - Z 360'
 S - Y 194'
 S - Y 194'
 X - T 470'
 W - L 199'
 U - N 196'



BNSF RAILWAY

CONVERSE JCT, WY
Orin Subdivision

* UNKNOWN TRACK NUMBER

YARD SEGMENT: ###	REVISED: 07/12/2005
STATION ABBR: CONJCT	TRK CHT: ORIO13C-T.DGN
FSAC: 33160	TEAM: CONV75031.DGN
ZONE: 75, 80	

BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 LEASE
 TRACKAGE RIGHTS
 FOREIGN TRACK
 JOINT FACILITIES

Bridger Jct., WY —▲

This engineering plan view illustrates a road project segment from station 65 to 70. The plan includes several key features:

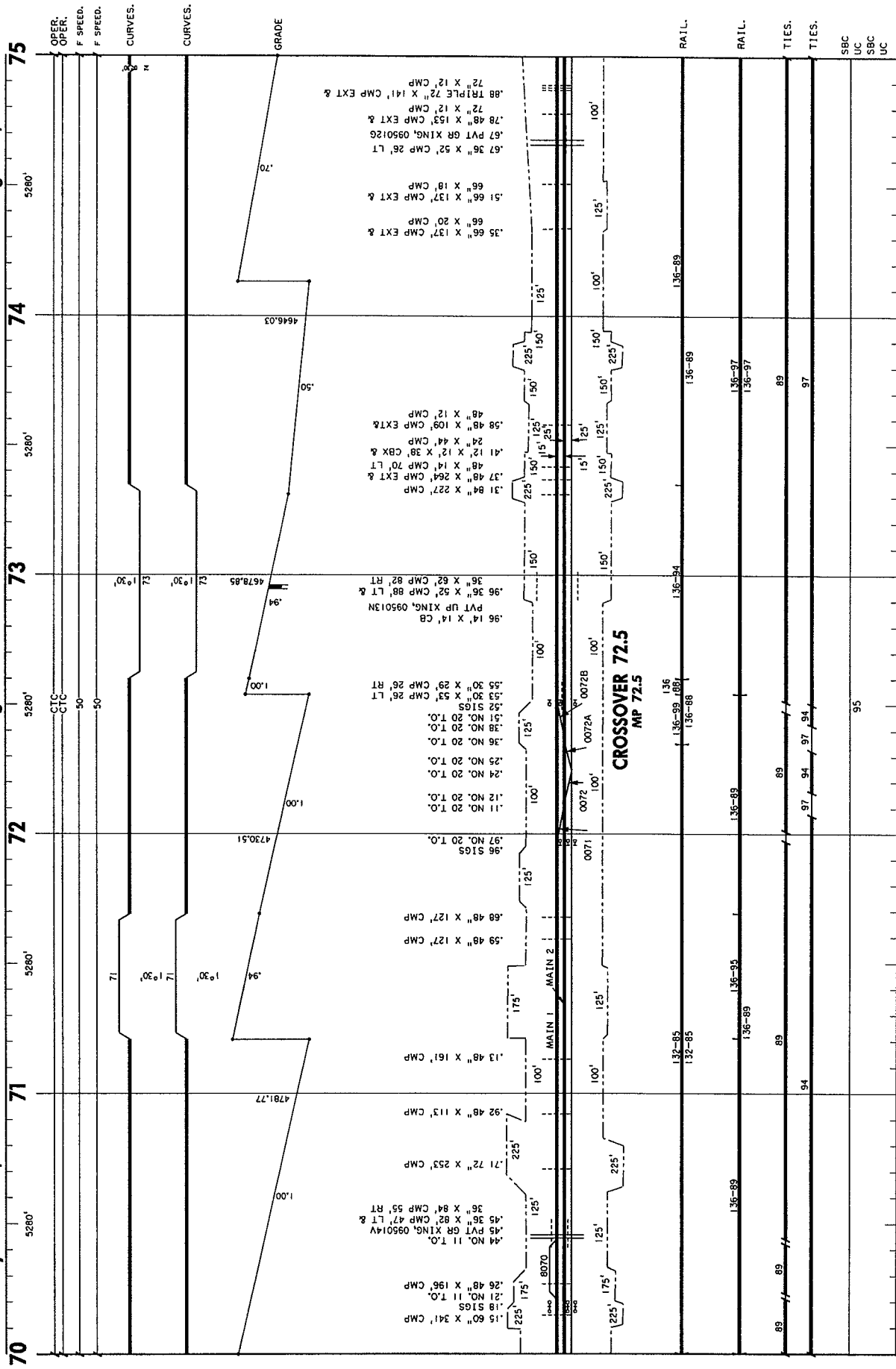
- Stationing:** The horizontal axis is marked with station numbers 65, 66, 67, 68, 69, and 70.
- Curves:** The plan shows several curve segments with their respective stationing and lengths. For example, a curve is shown between stations 65 and 66, and another between 66 and 67.
- Grades:** The plan indicates various grade segments with their lengths and grades. For instance, a 1.00' segment is shown between stations 65 and 66, and a 1.00' segment is shown between stations 66 and 67.
- Survey Points:** Numerous survey points are marked with their stationing and coordinates. Examples include:
 - Station 65: 20 SIGS, 24 36" X 97' CMP, 27 NO. 20 T.O., 29 NO. 20 T.O., 32 36" X 78' CMP, 40 NO. 20 T.O., 41 NO. 20 T.O., 49 NO. 20 T.O., 50 SIGS.
 - Station 66: 61 DBL 84" X 218' CMP, 80 DBL 72" X 247' CMP, 09 48" X 242' CMP, 15 48" X 126' CMP, 32 48" X 214' CMP, 41 DBL 72" X 297' CMP, 51 144" X 136' SPP & 24" X 30' CMP 67' LT, 95 PVT GR XING, 095017R.
 - Station 67: 44 48" X 128' CMP, 45 5" X 7' X 109' RCP CATTLE PASS & 36" X 30' CMP 70' LT, 60 48" X 151' CMP, 65 12" X 12' X 53' CBX, 24" X 46' CMP 70' LT, 67 72" X 166' CMP, 80 48" X 165' CMP, 80 SIGS, 80 DED.
 - Station 68: 12 48" X 172' CMP, 25 48" X 139' CMP, 37 144" X 136' SPP, 38 54" X 216' CMP.
 - Station 69: 38 36" X 60' CMP 215' LT, 40 BR 69.40 3 SP STL & C PUB OP XING, 095015C, 51 48" X 206' CMP, 63 60" X 340' CMP, 64 NO. 11 T.O., 71 36" X 98' CMP.
- Other Features:** The plan also shows a "CONVERSE JCT" at station 65.5, a "RAIL" line, and a "TIES" line.

Orin Subdivision

← Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

ORI015.DGN

Revised: 03/16/2005

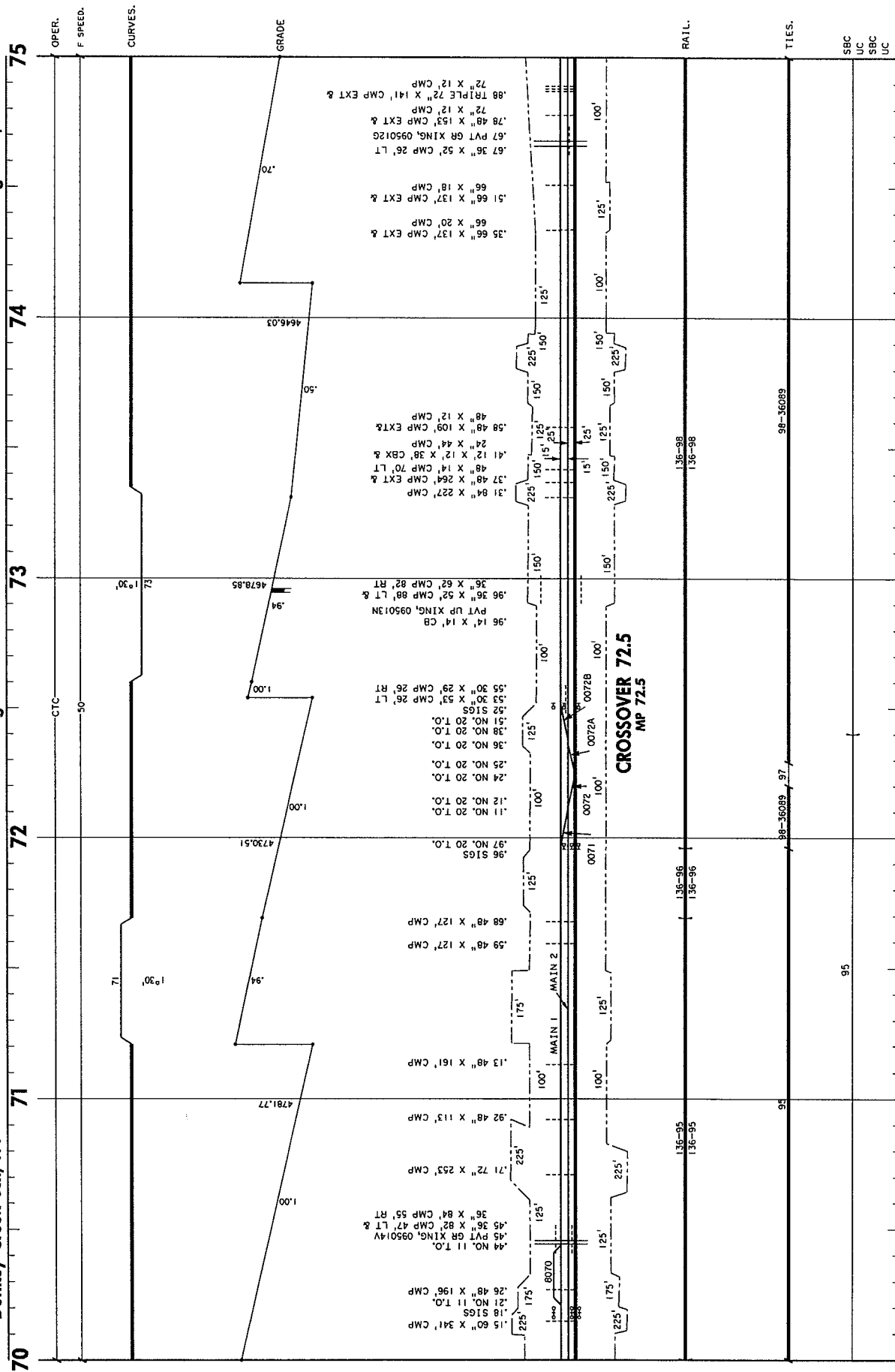
Orin Subdivision

15A

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

OR015A.DGN

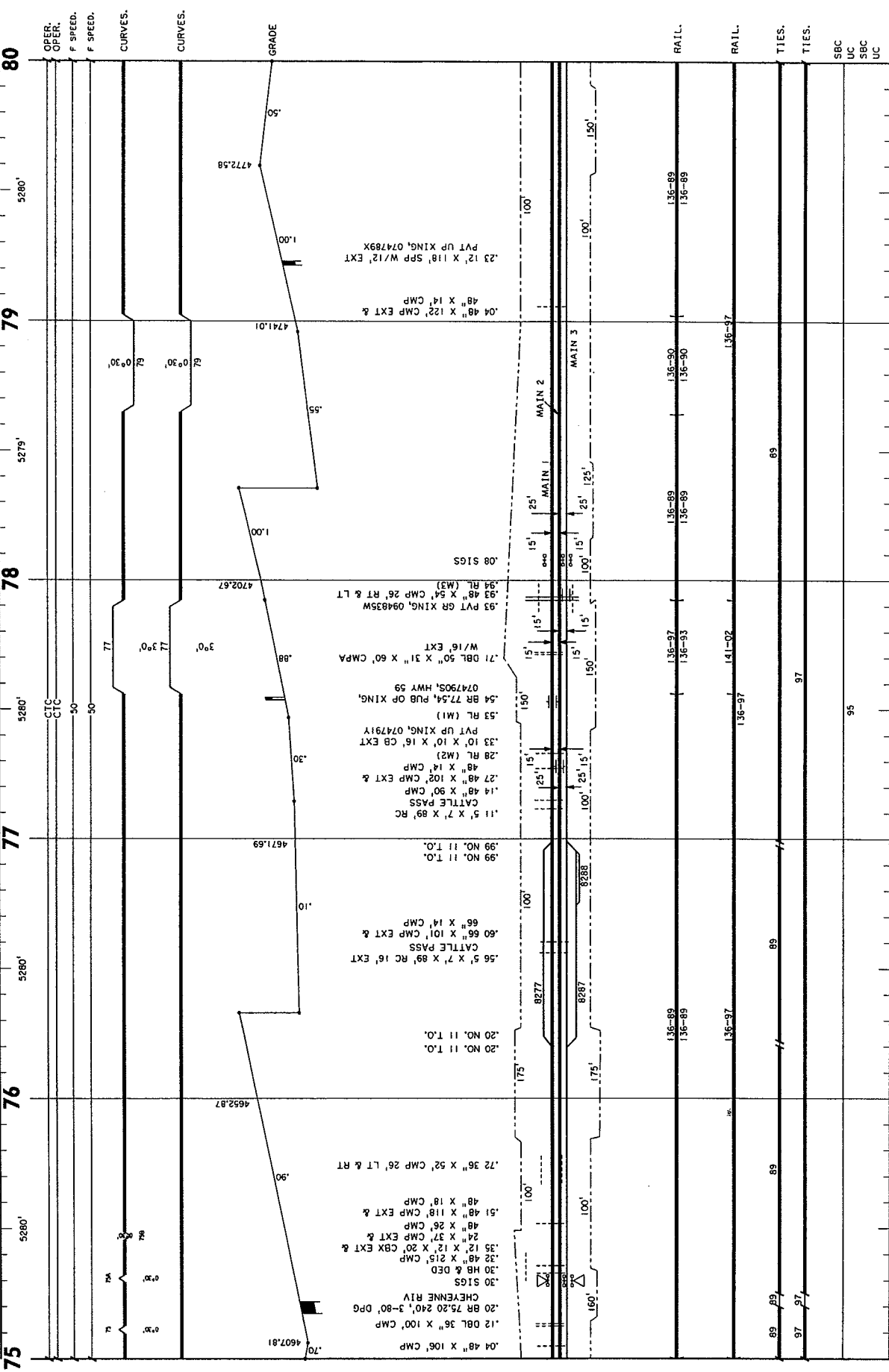
Revised: 03/16/2005

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

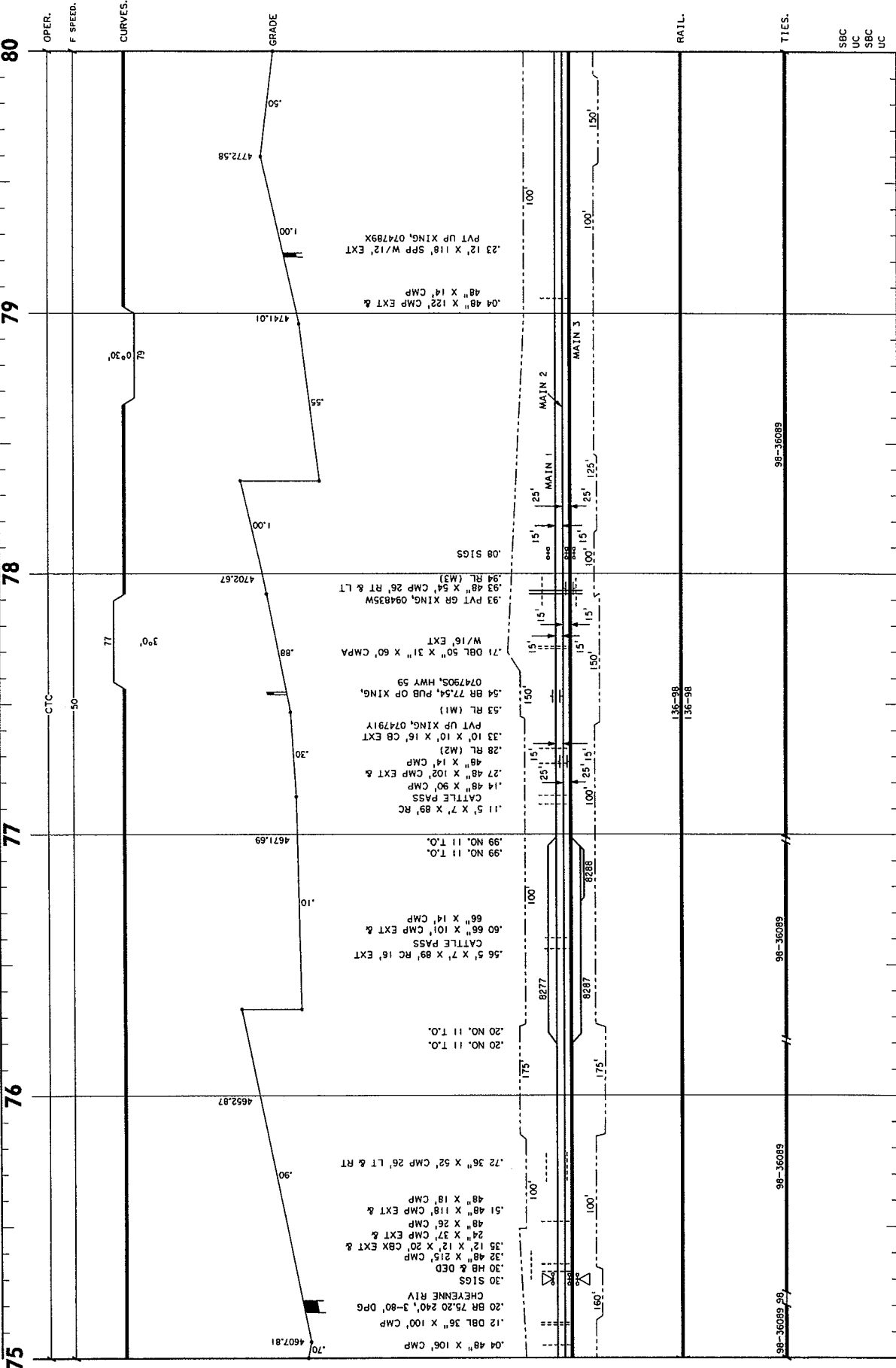
Bridger Jct., WY



BNSF Railway Company

ORI016.DGN Revised: 03/16/2005

Orin Subdivision



BNSF Railway Company

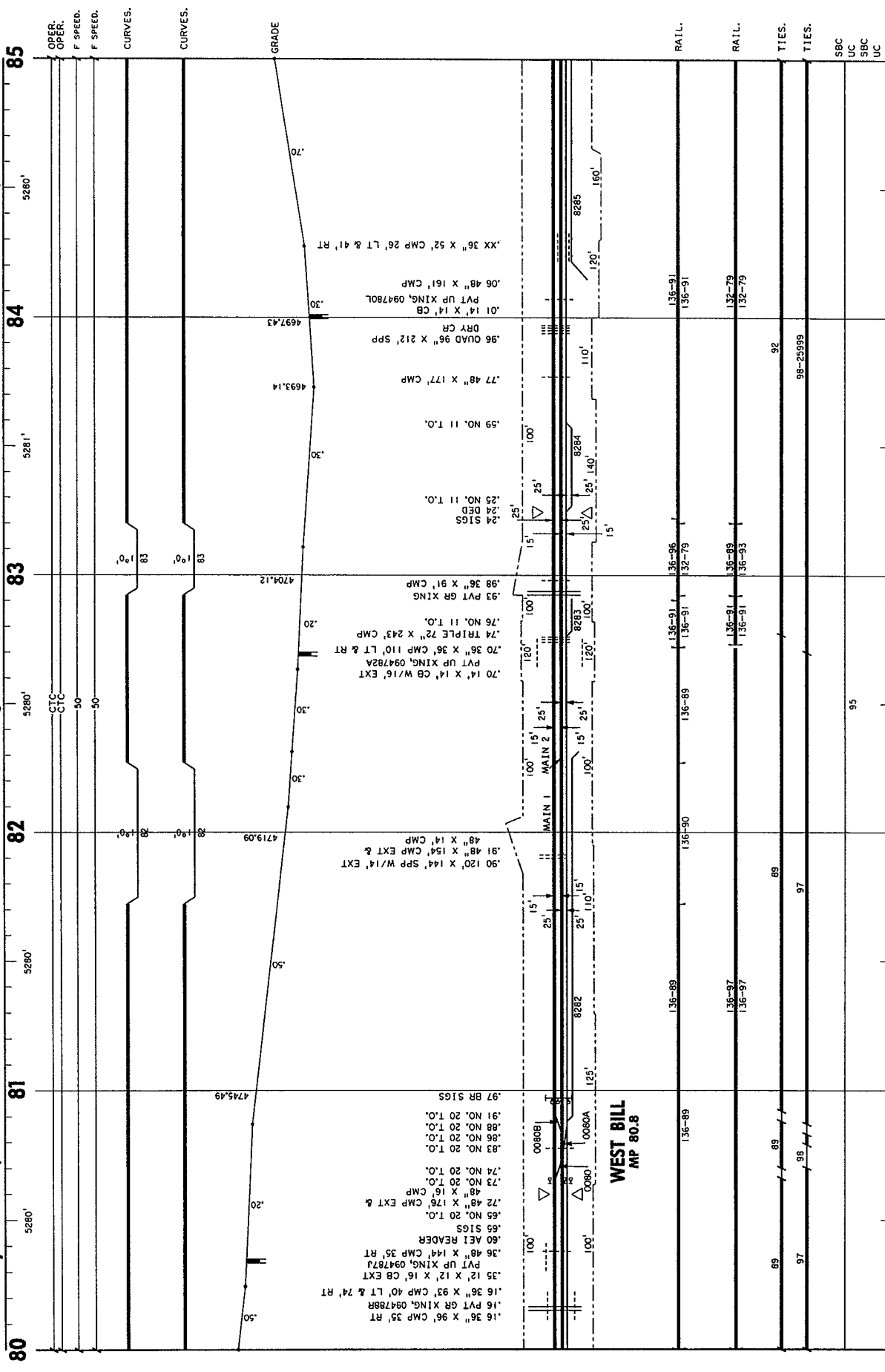
Revised: 03/16/2005

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

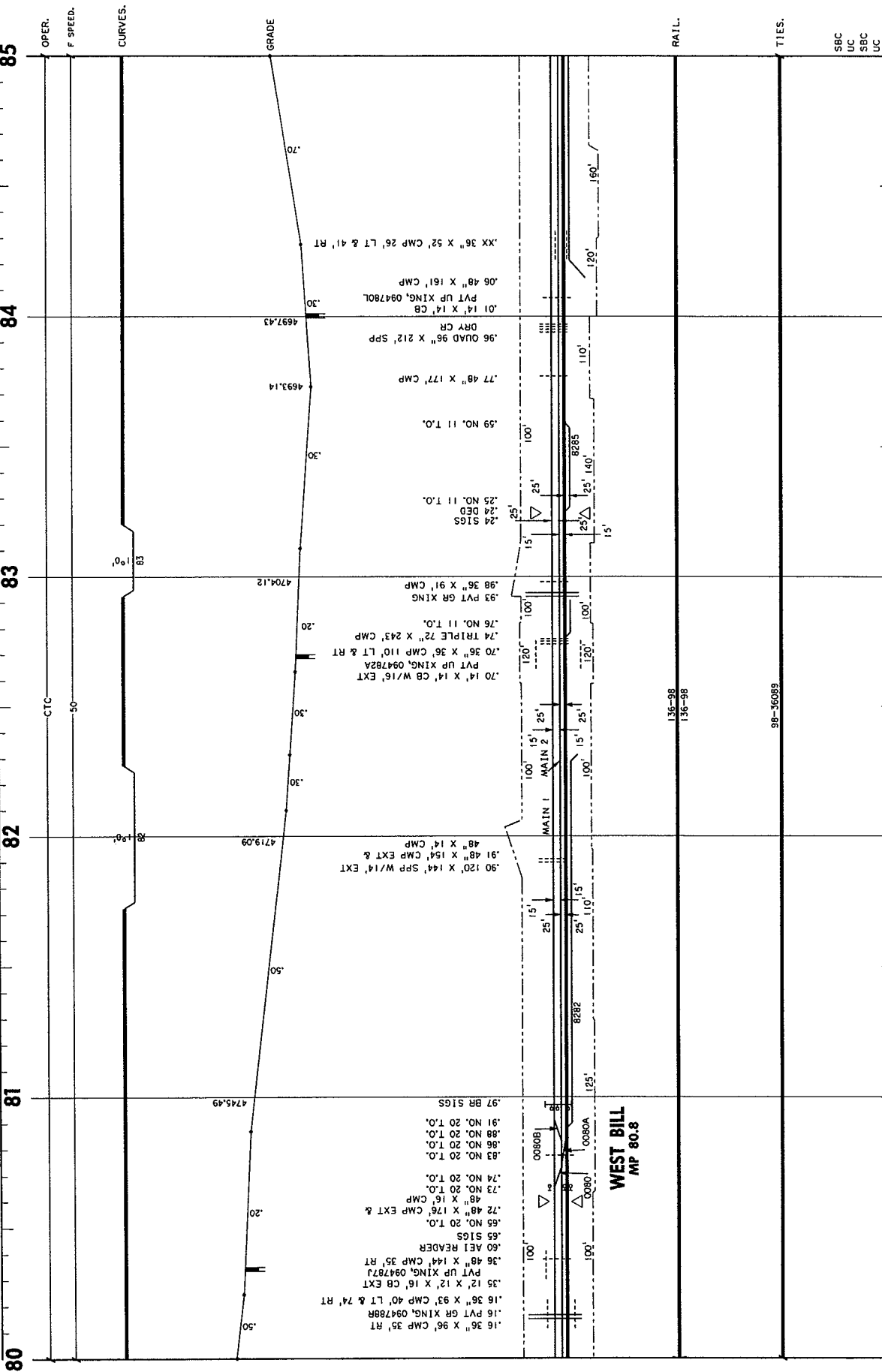
ORI017.DGN Revised: 01/17/2006

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

17A
Bridger Jct., WY



BNSF Railway Company

OR017A.DGN Revised: 03/16/2005

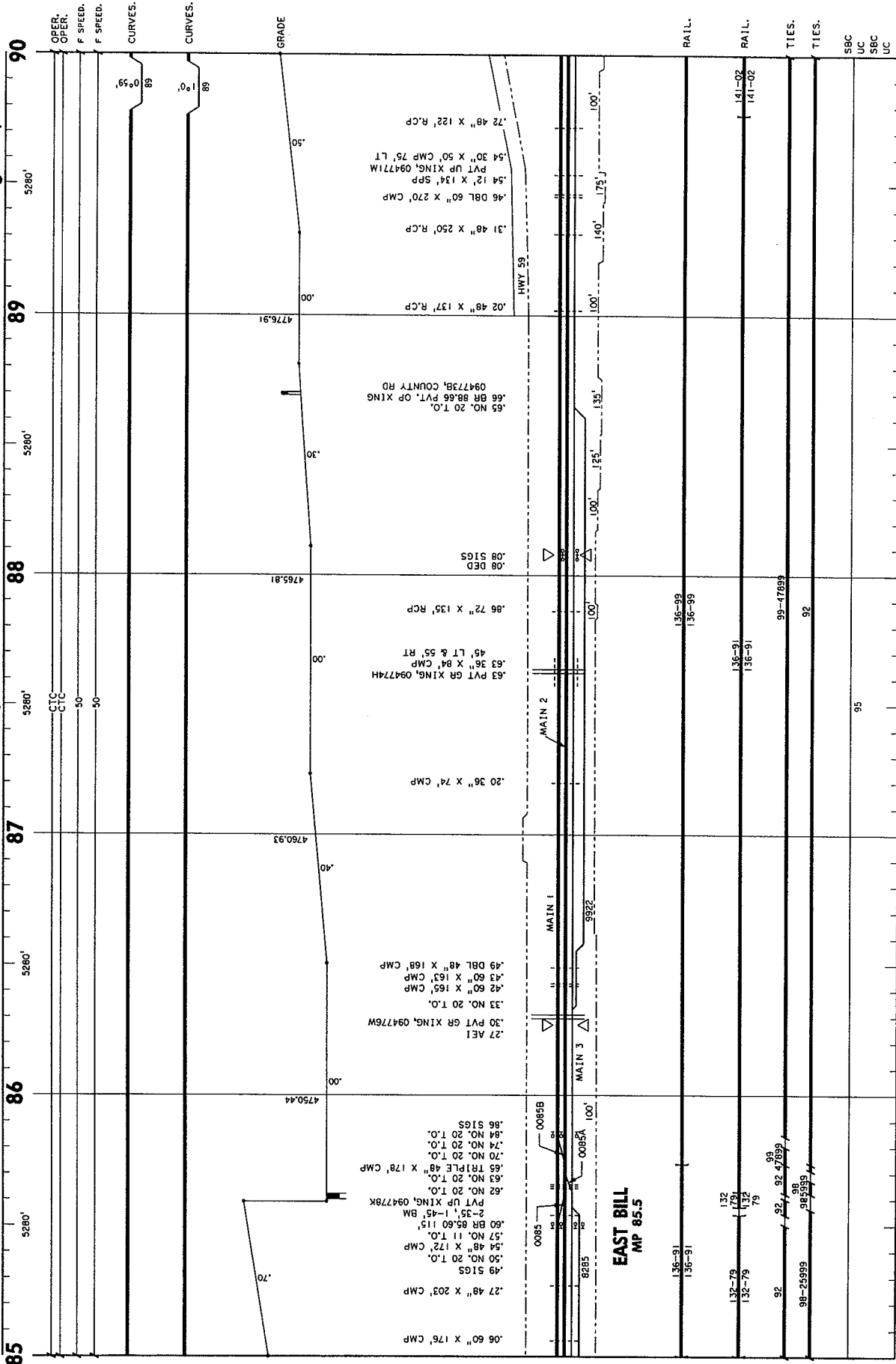
Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

18



BNSF Railway Company

OR1018.DGN

Revised: 01/17/2006

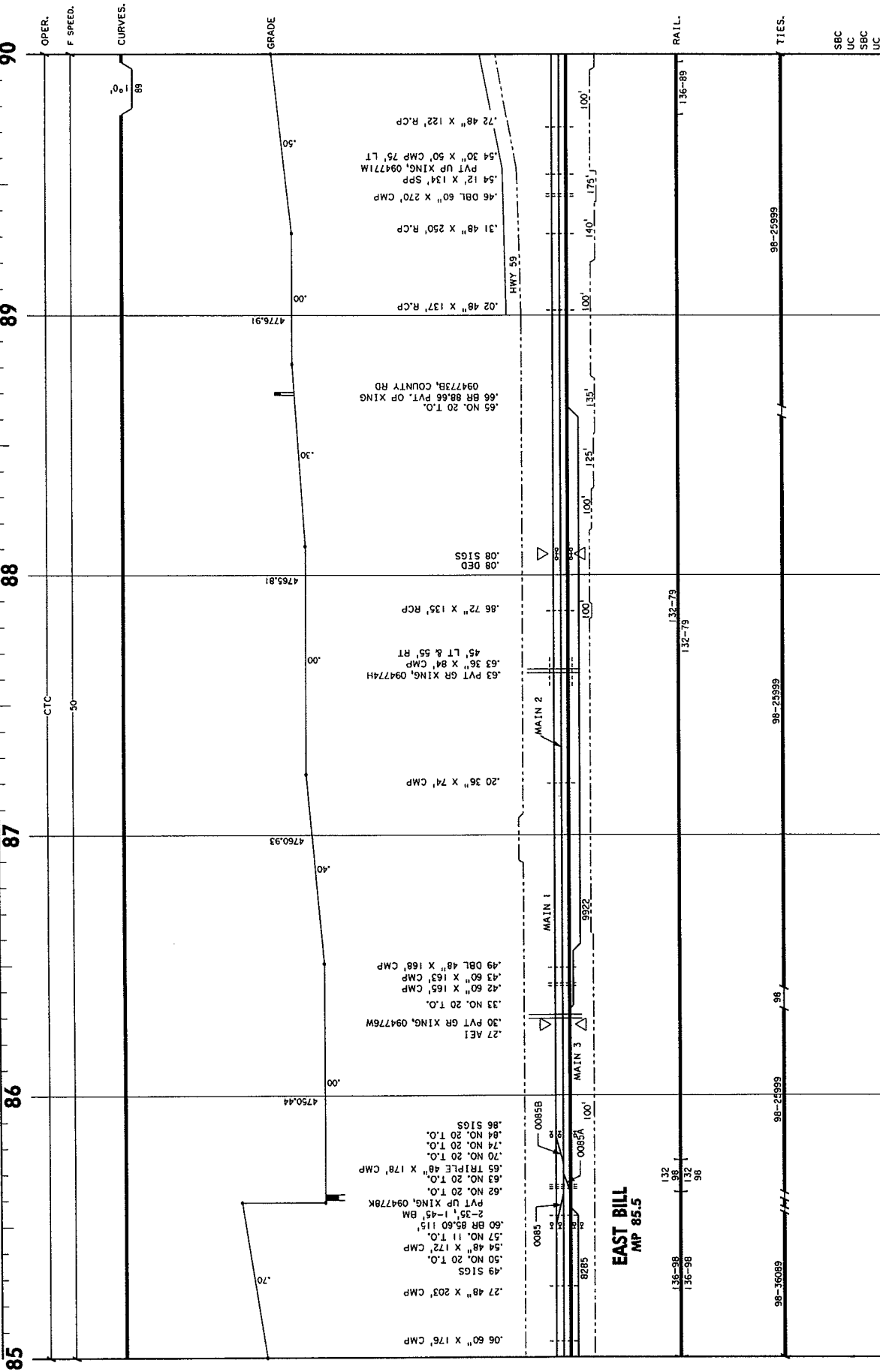
Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

18A



BNSF Railway Company

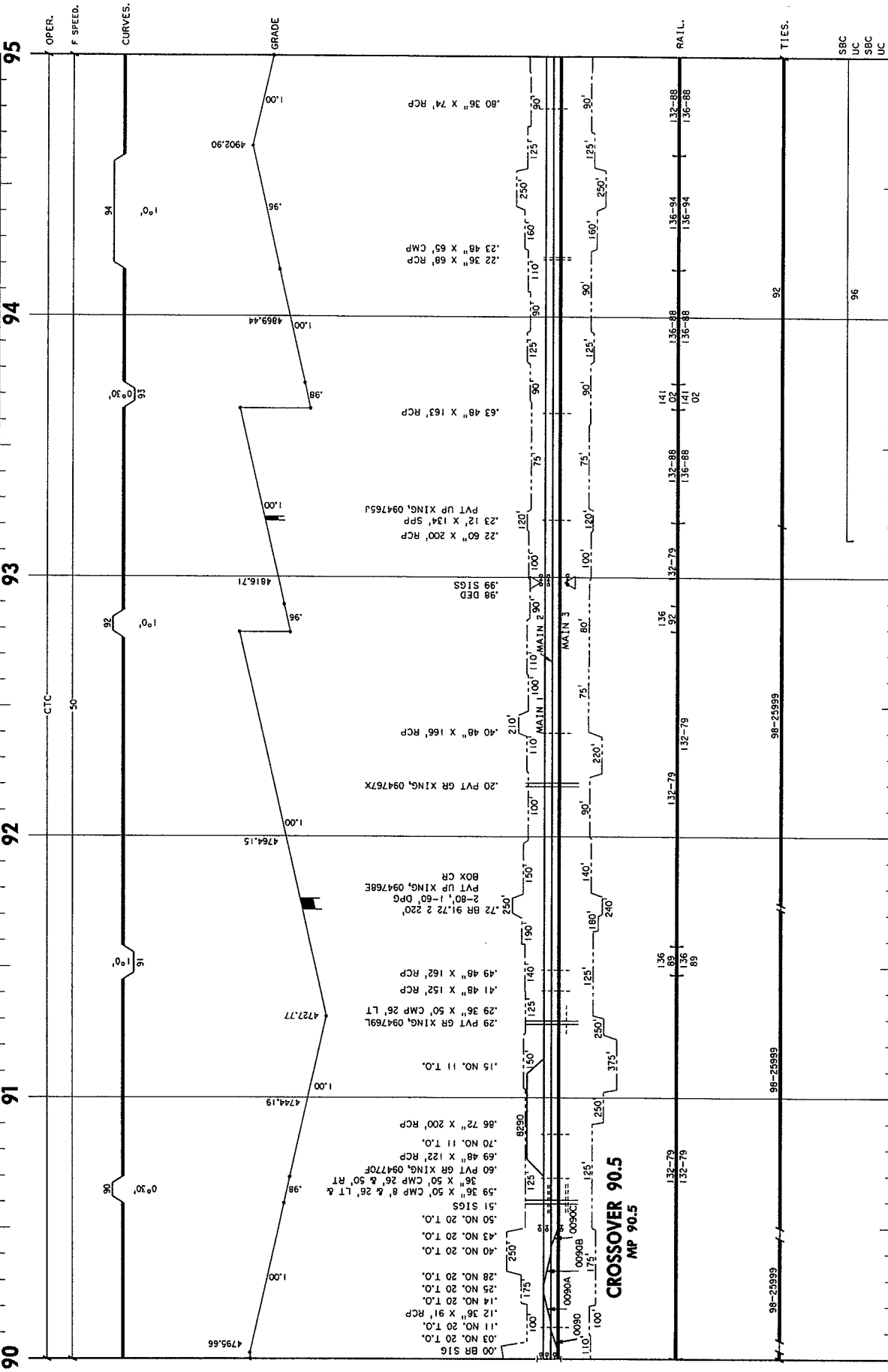
ORI018A.DGN Revised: 01/17/2006

Orin Subdivision

← Donkey Creek Jct., WY

Line Segment 186

19A → Bridger Jct., WY



BNSF Railway Company

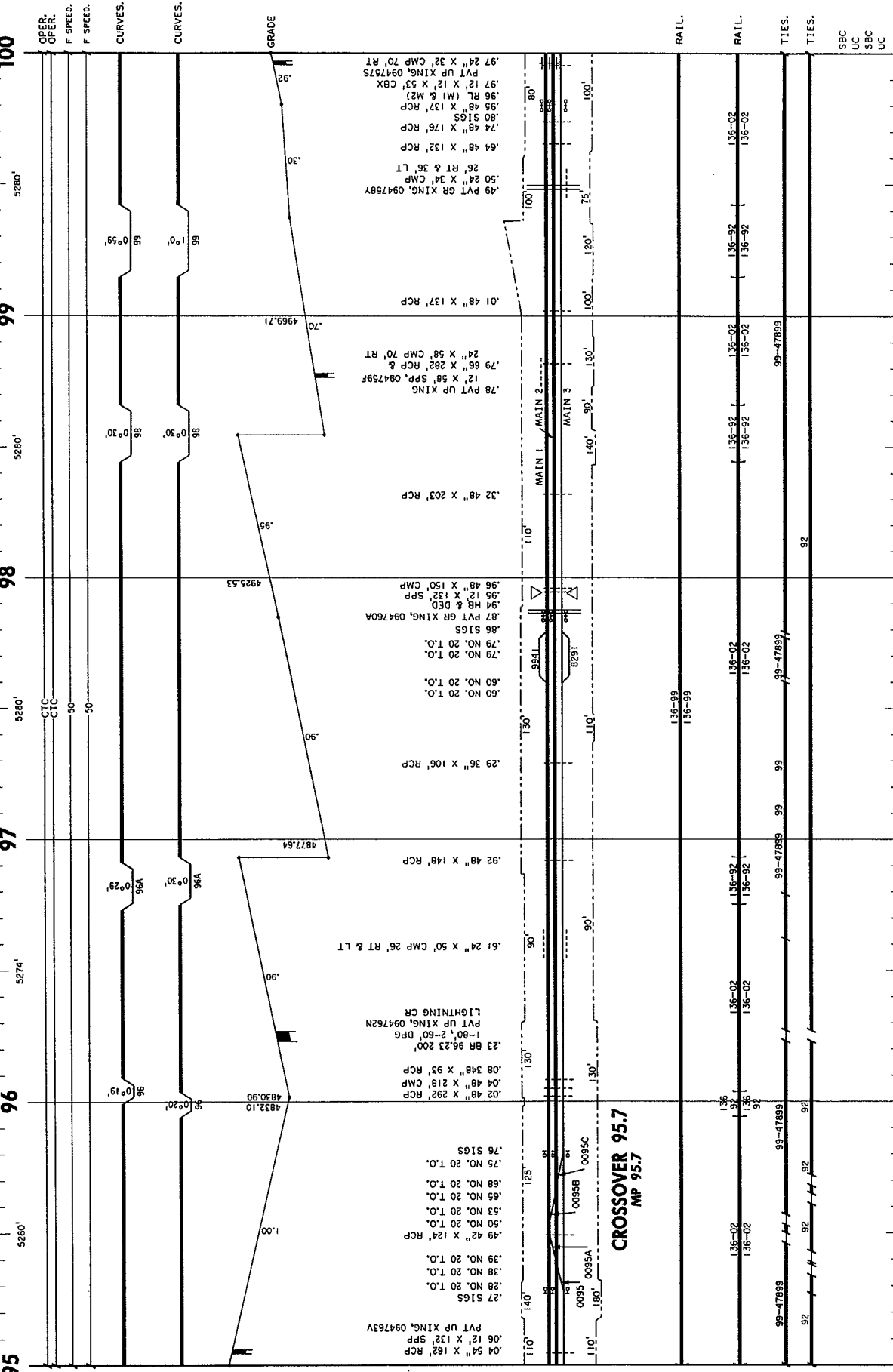
OR1019A.DGN Revised: 03/16/2005

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

OR020.DGN Revised: 03/16/2005

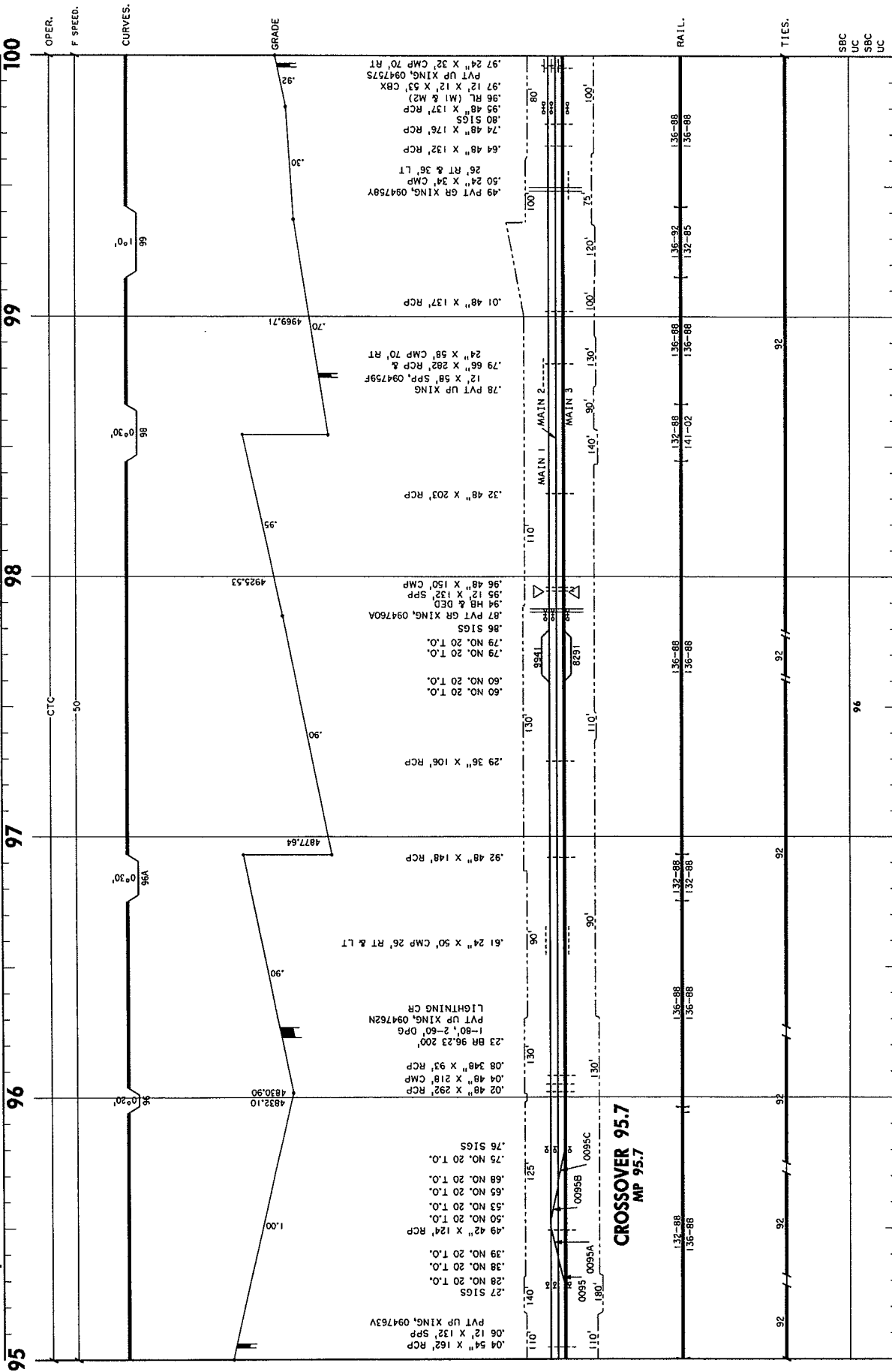
Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

20A



BNSF Railway Company

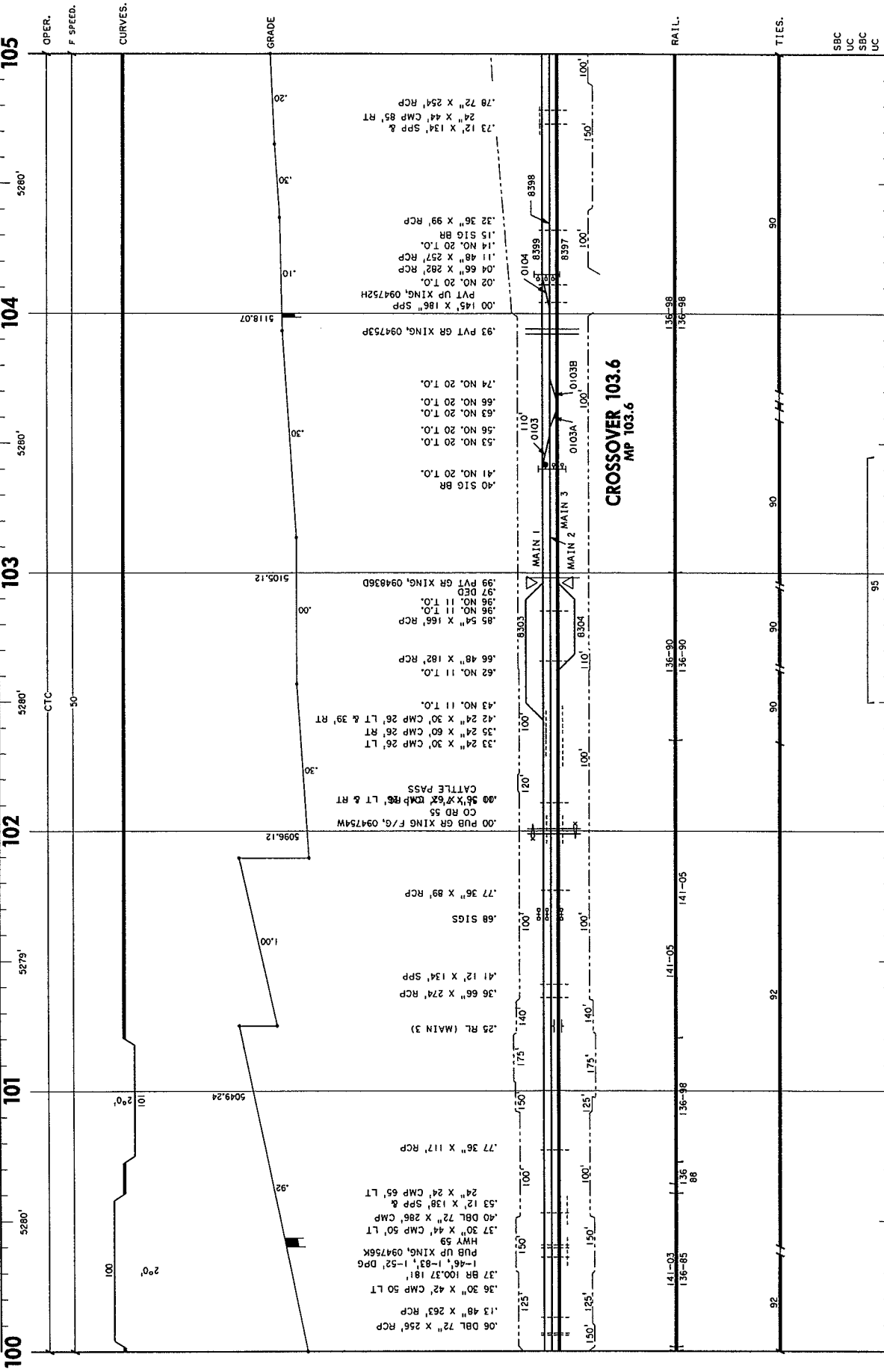
ORI020A.DGN Revised: 03/16/2005

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

21A
Bridger Jct., WY



BNSF Railway Company

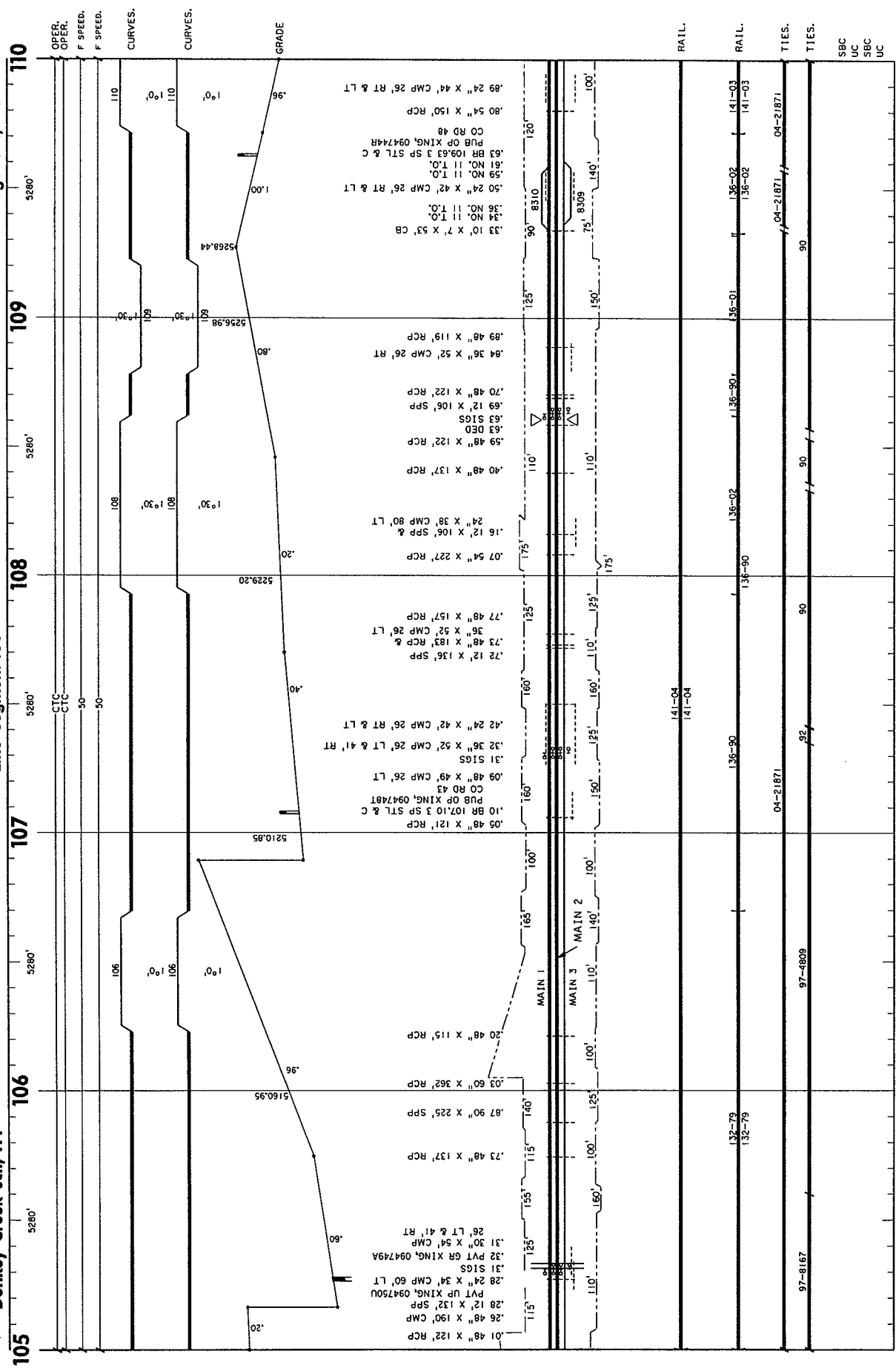
OR1021A.DGN Revised: 01/17/2006

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

OR022.DGN

Revised: 03/16/2005

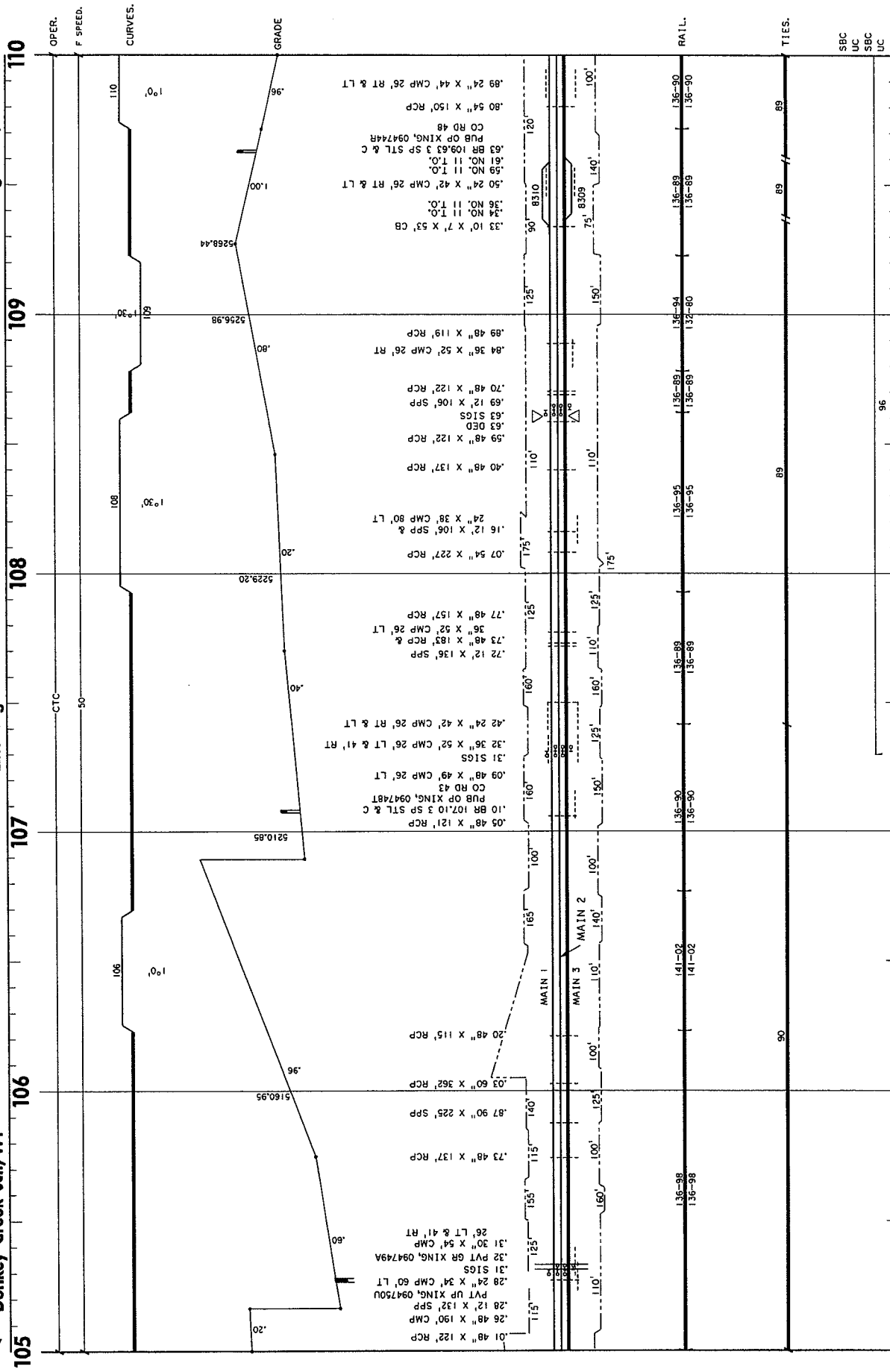
Orin Subdivision

22A

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

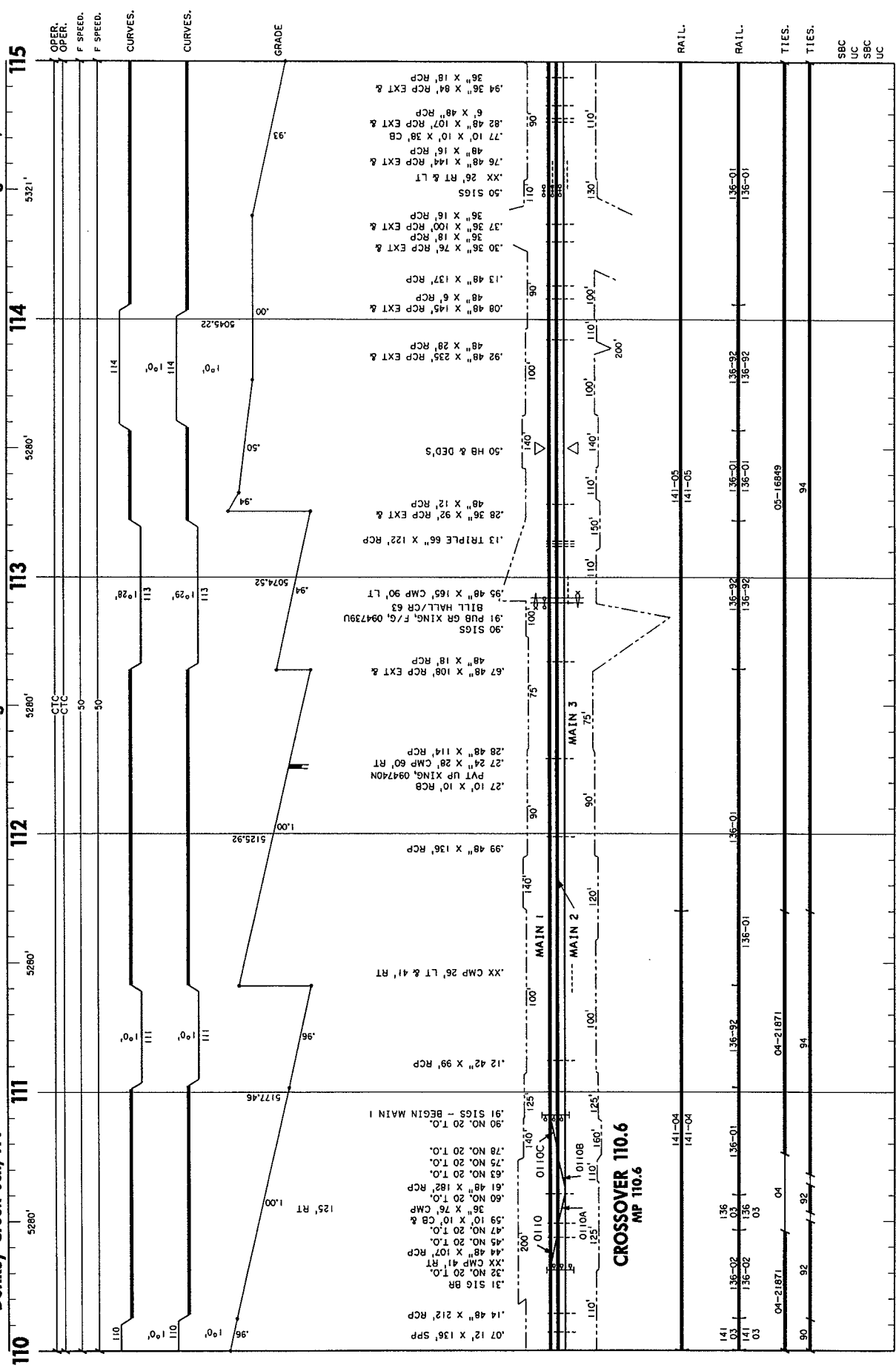
ORI022A.DGN Revised: 03/16/2005

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

ORI023.DGN Revised 12/07/2005

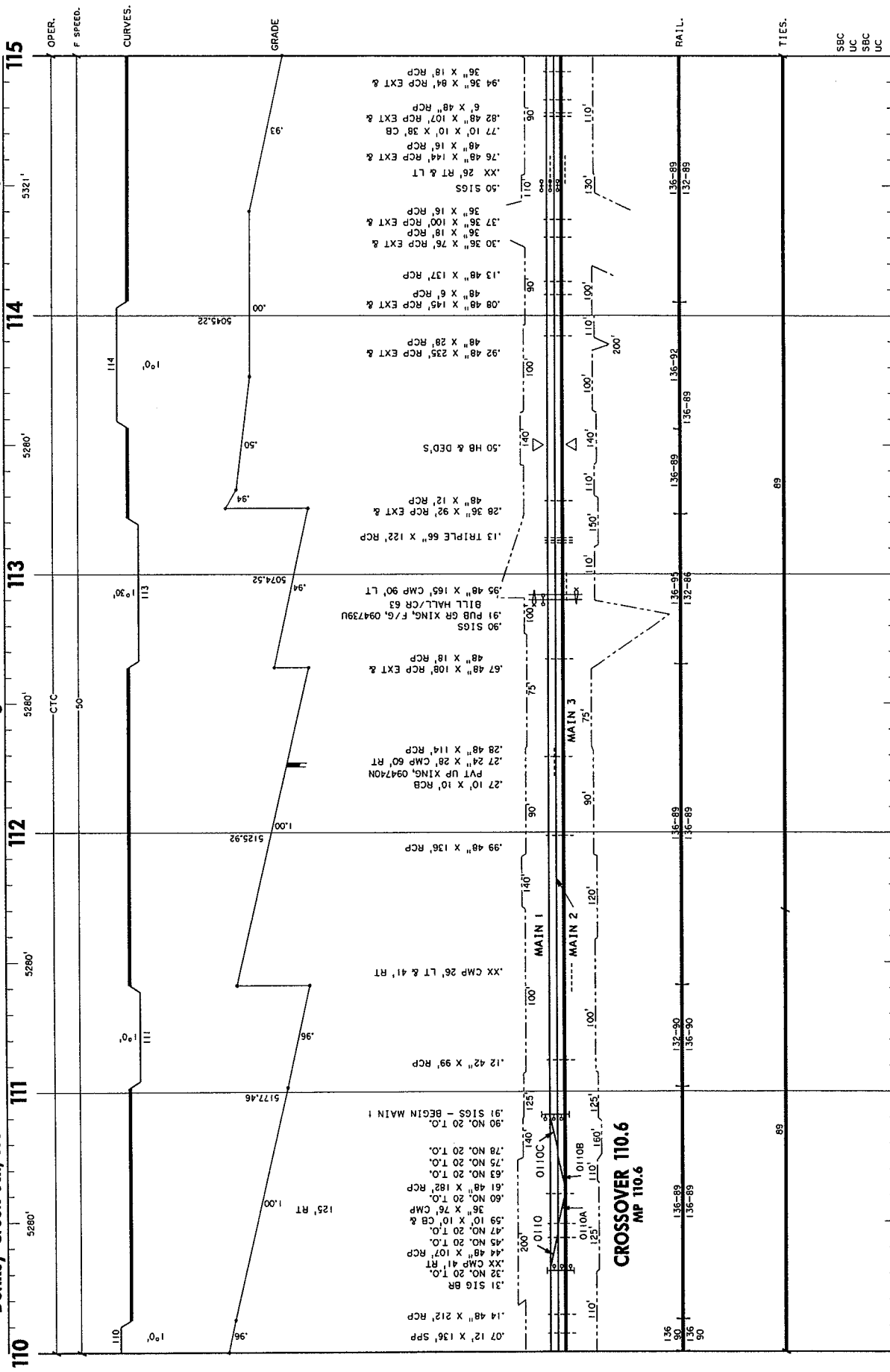
Orin Subdivision

23A

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

OR023A.DGN Revised 08/12/2005

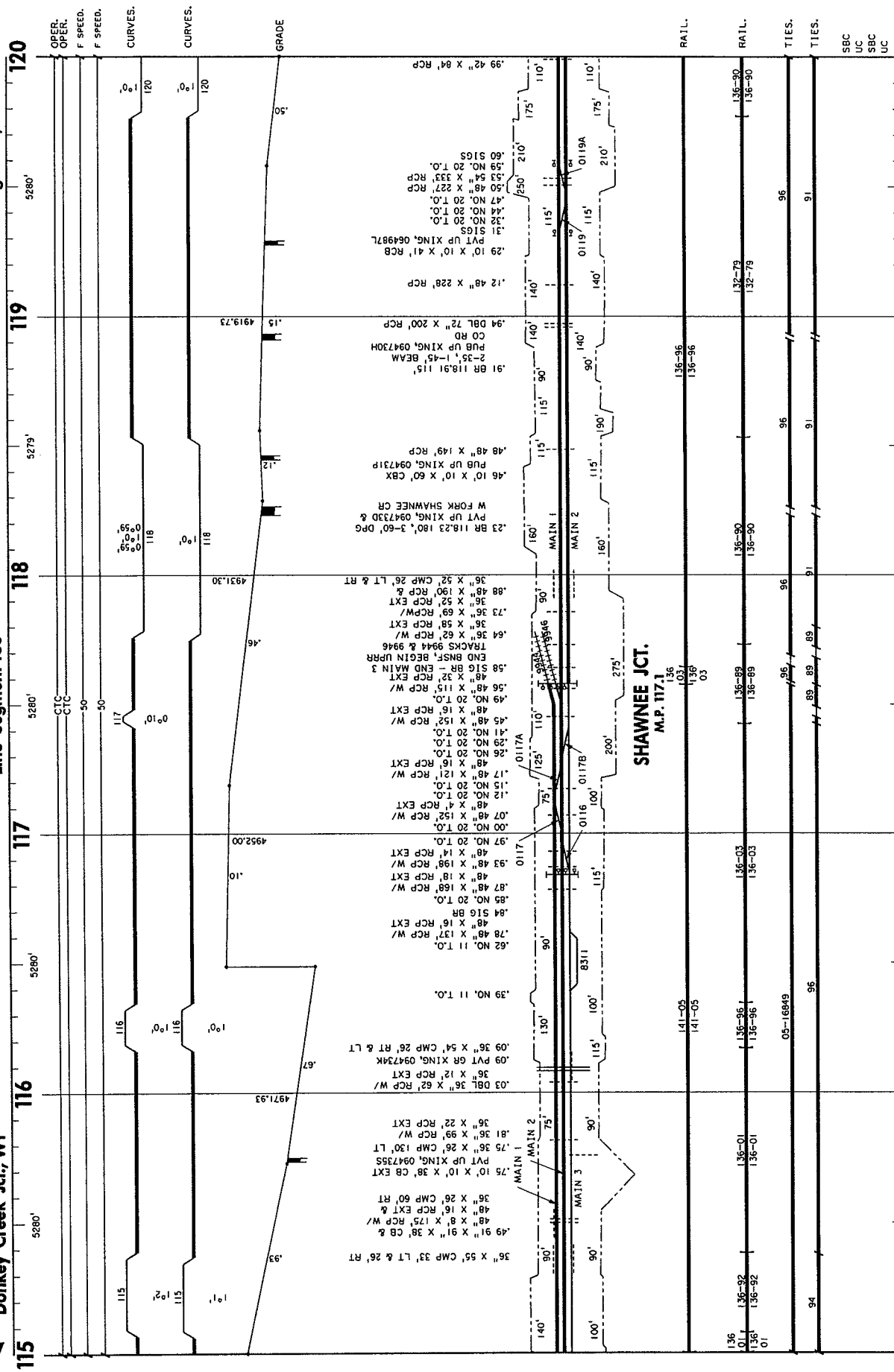
Orin Subdivision

SBC UC SBC UC

↓ Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

ORI024.DGN

Revised: 12/07/2005

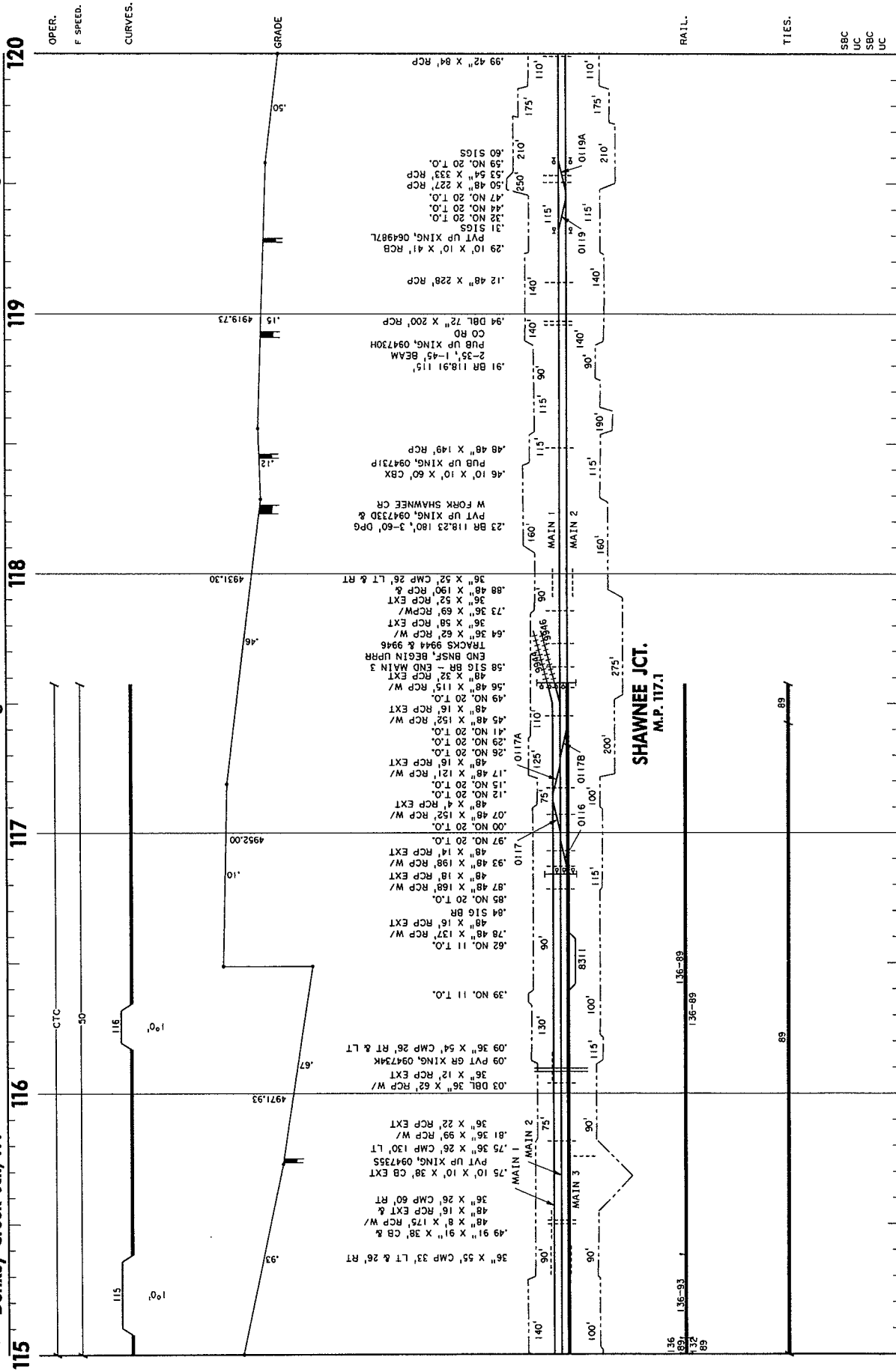
Orin Subdivision

24A)

← Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY



BNSF Railway Company

ORI024A.DGN

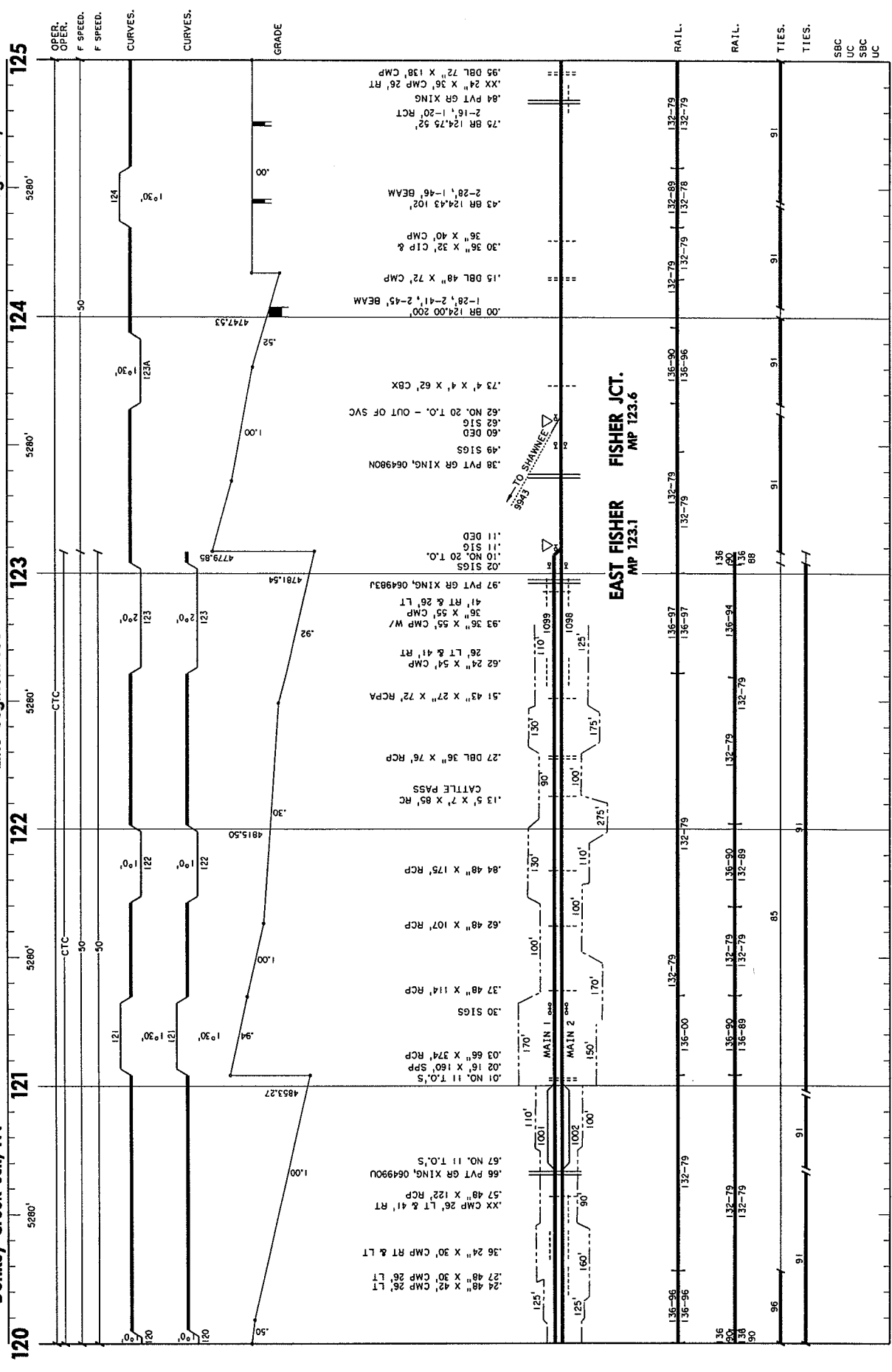
Revised 06/10/2005

Orin Subdivision

Donkey Creek Jct., WY

Line Segment 186

Bridger Jct., WY

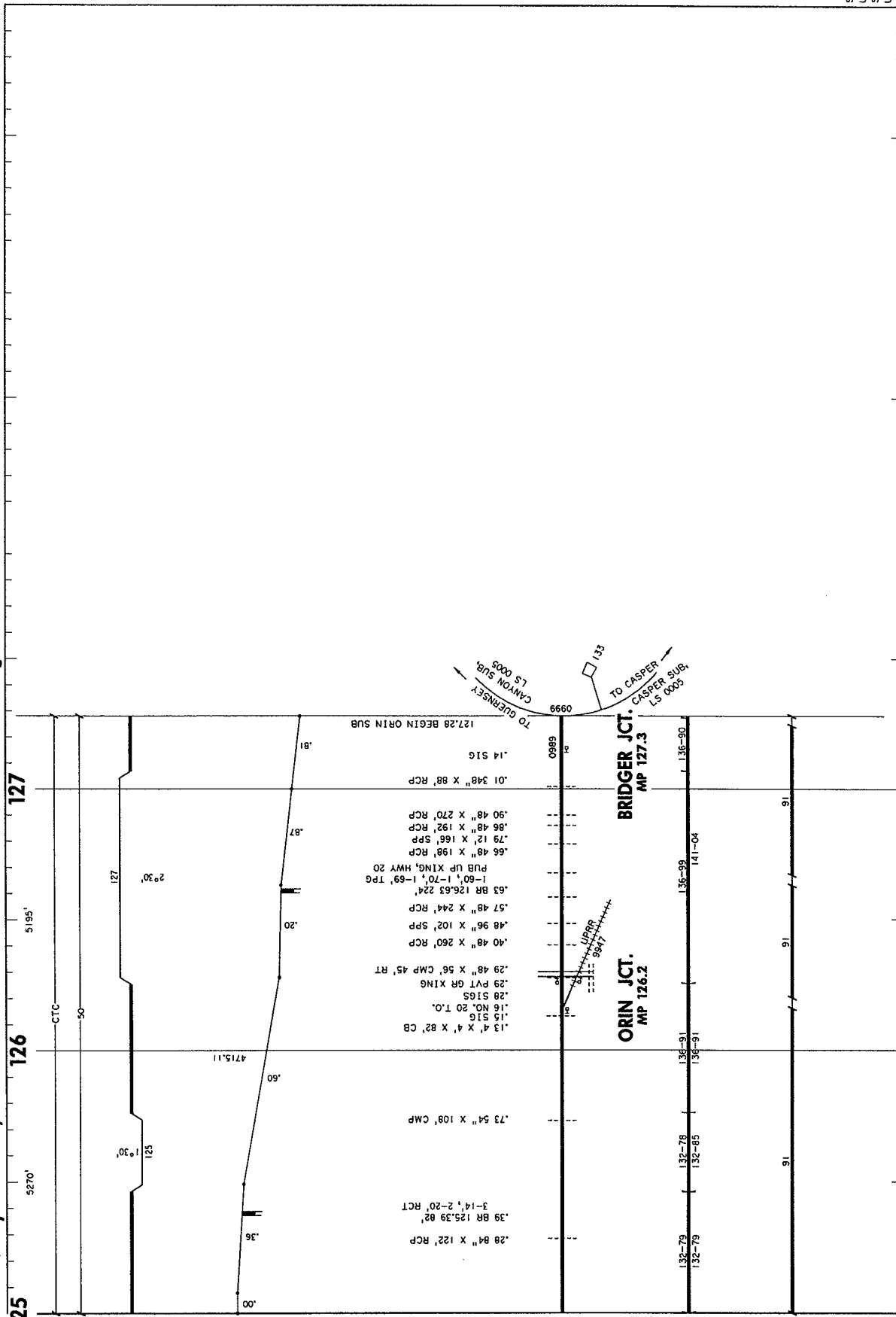


BNSF Railway Company

ORI025.DGN Revised: 06/13/2005

Orin Subdivision

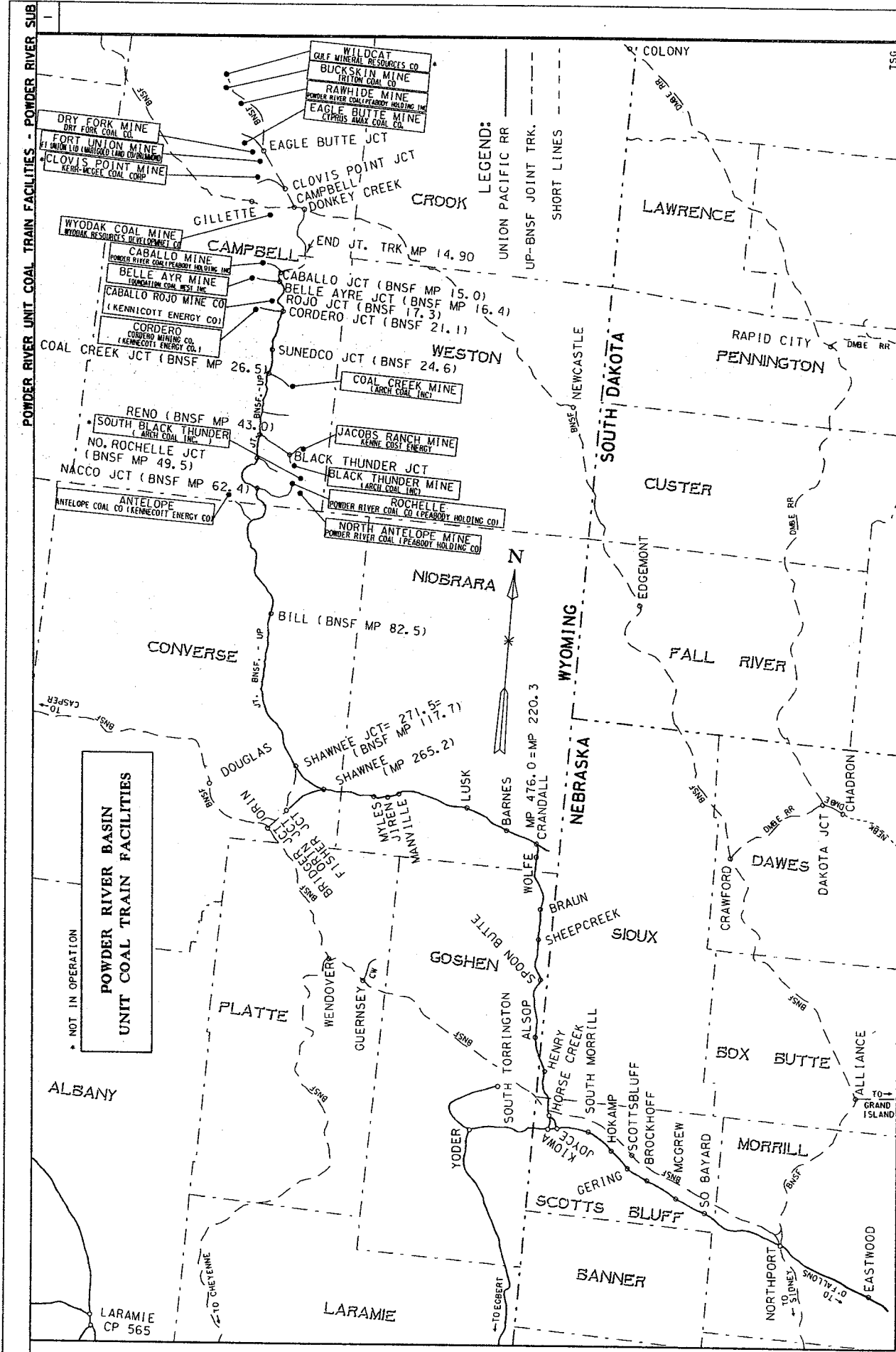
Line Segment 186



ORI026.DGN Revised: 03/16/2005

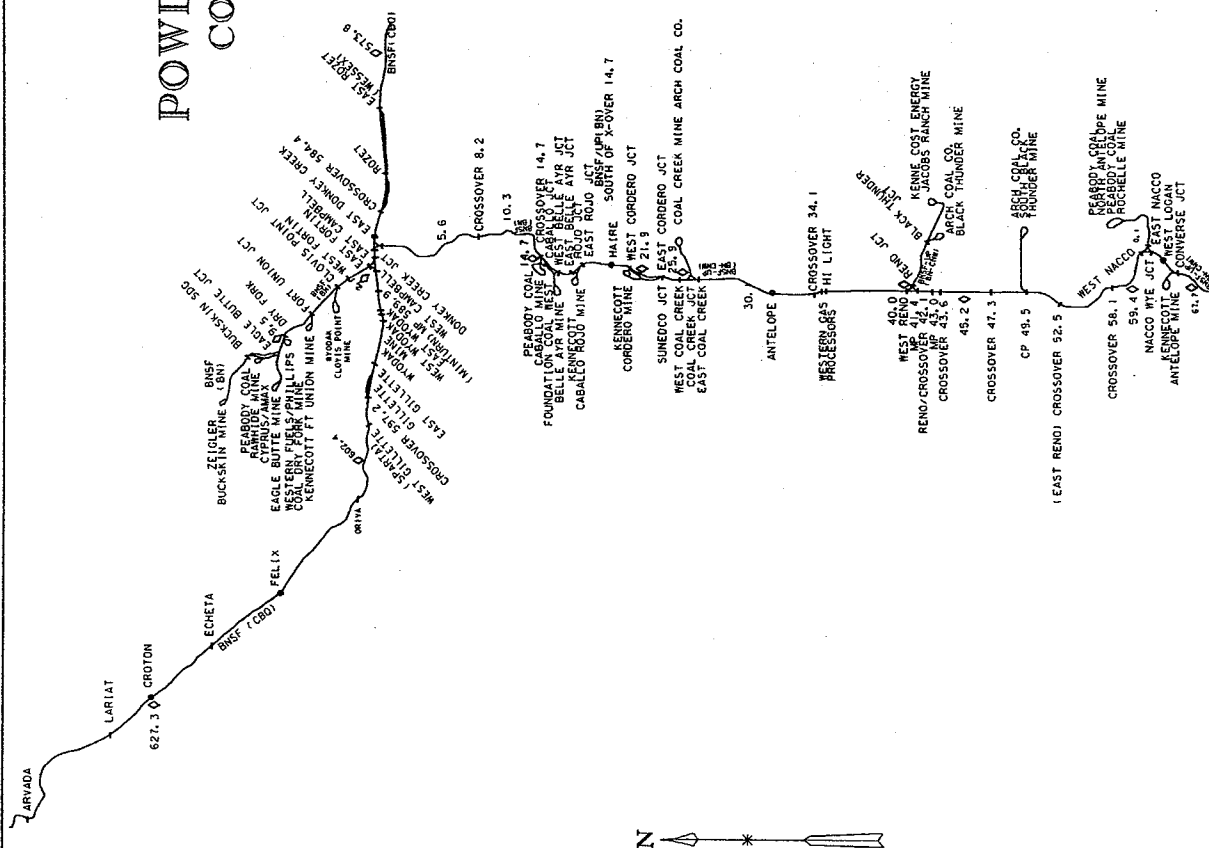
Orin Subdivision

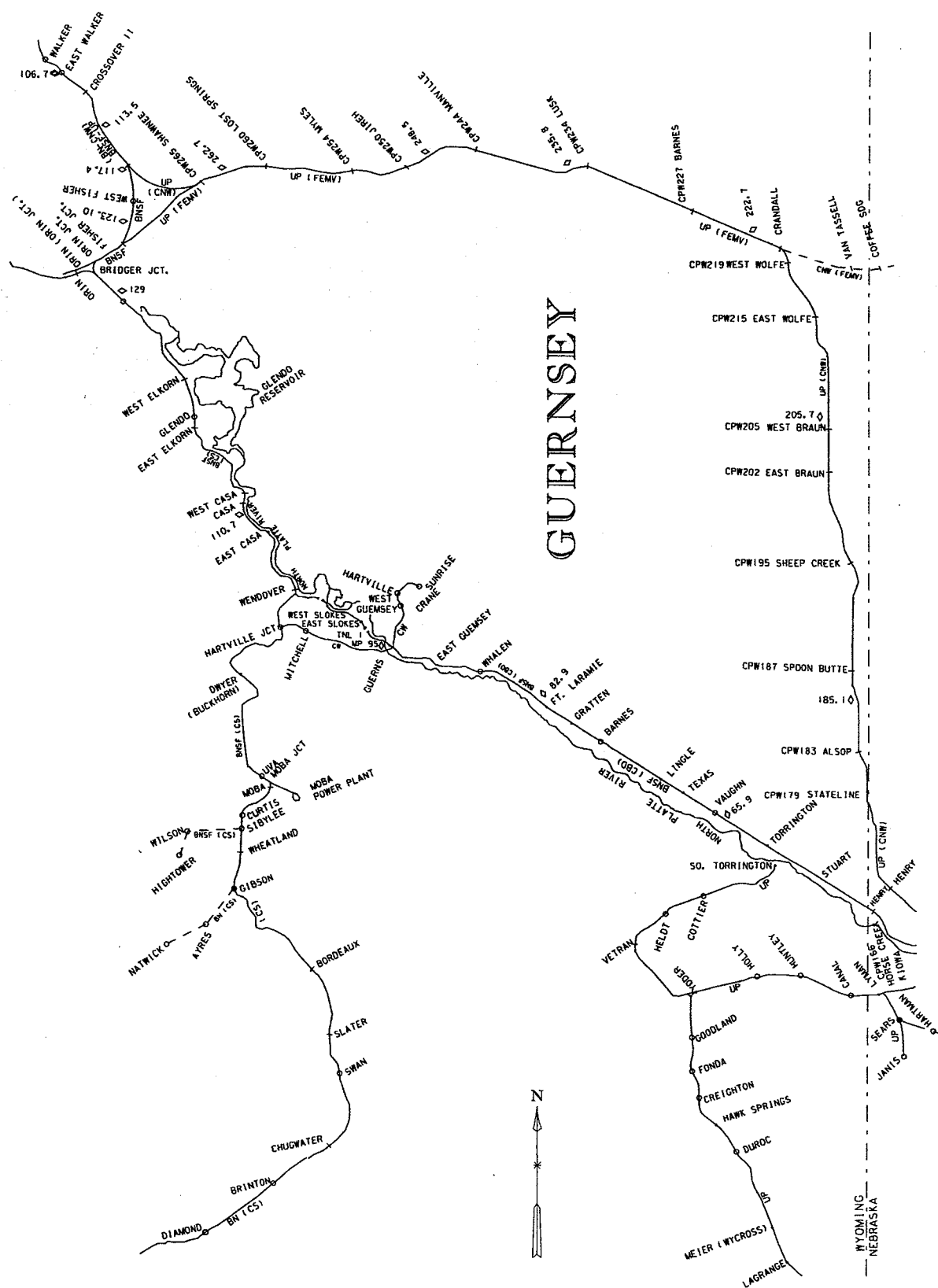
UP TRACK PROFILES

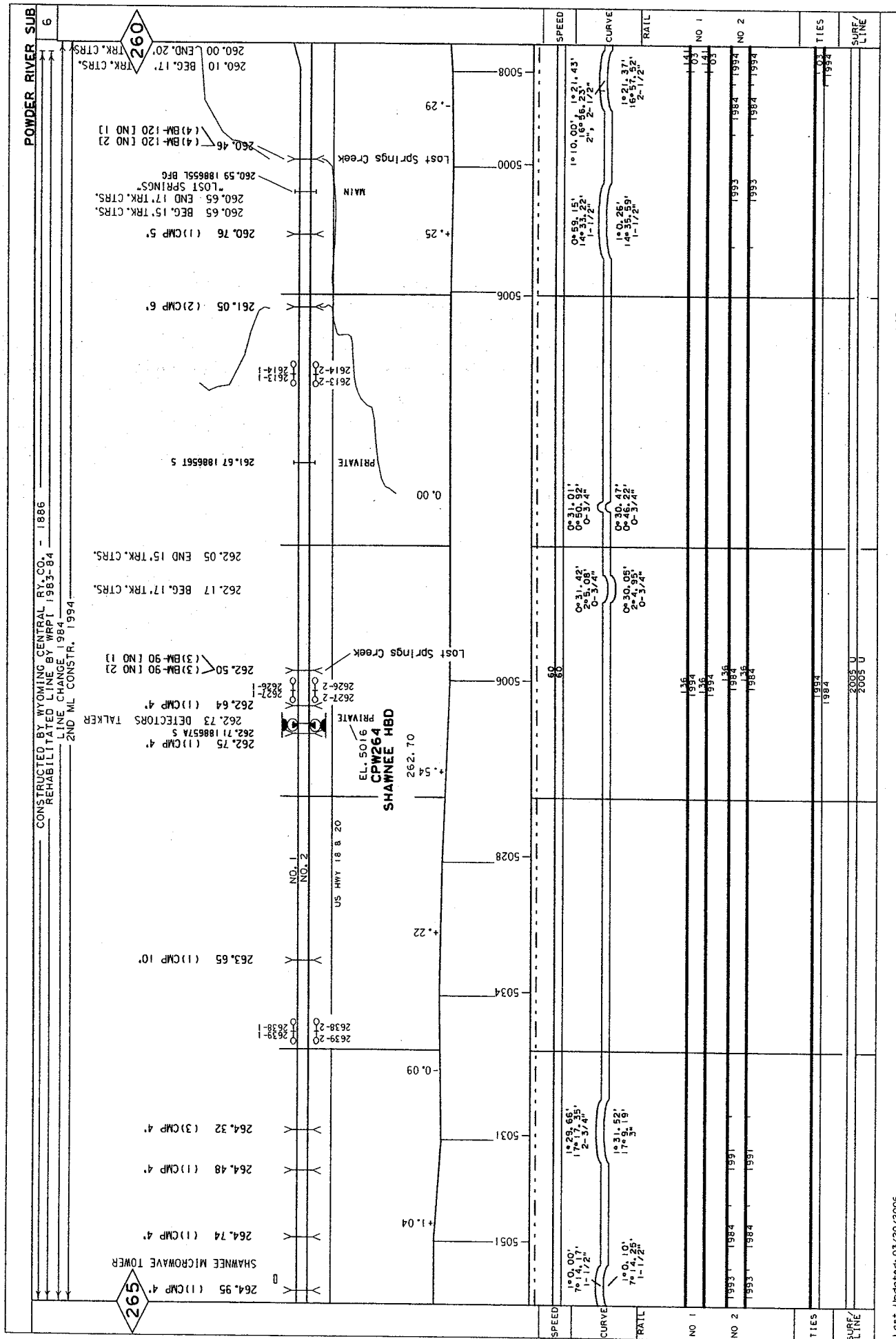


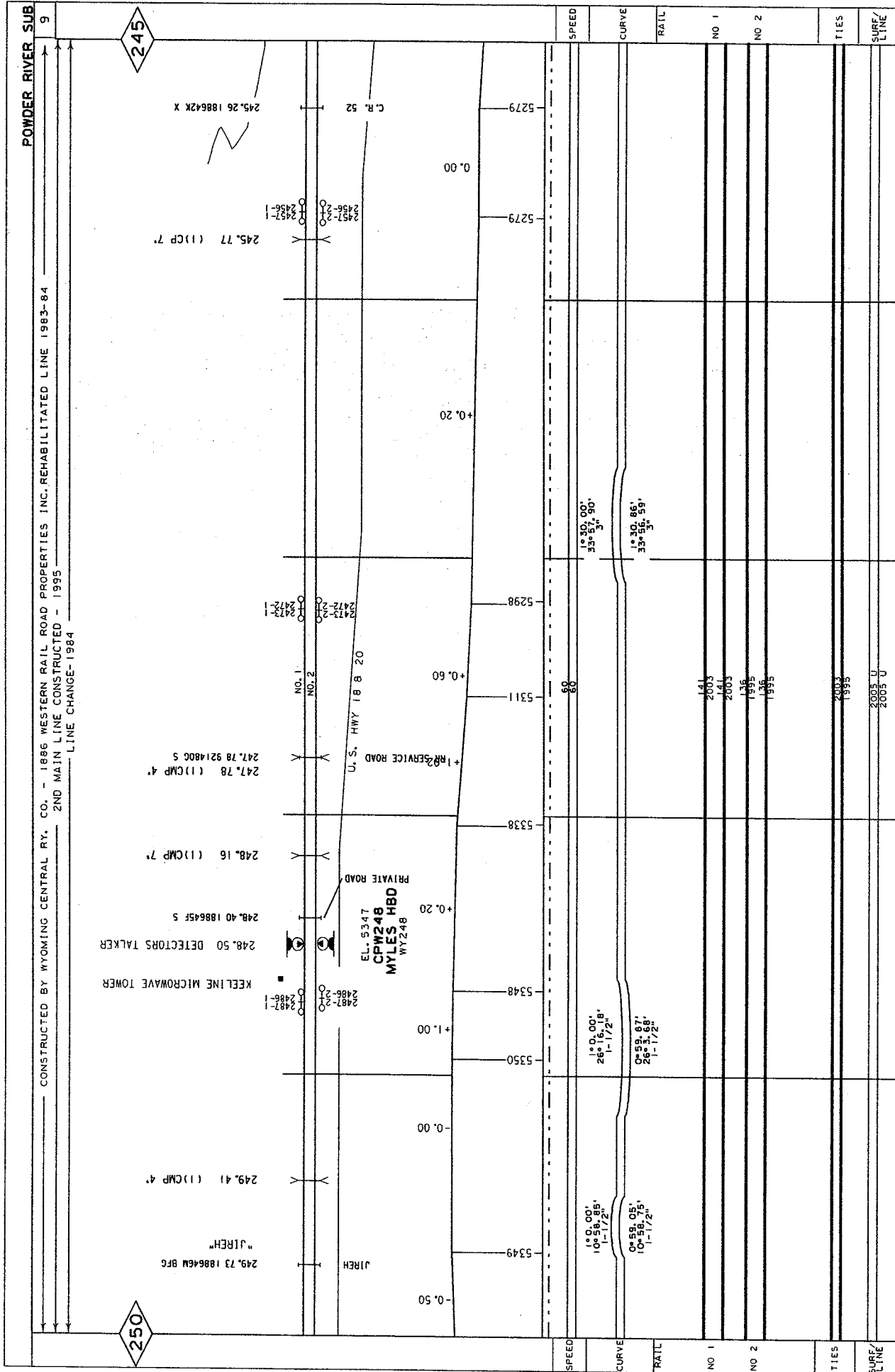
TSO

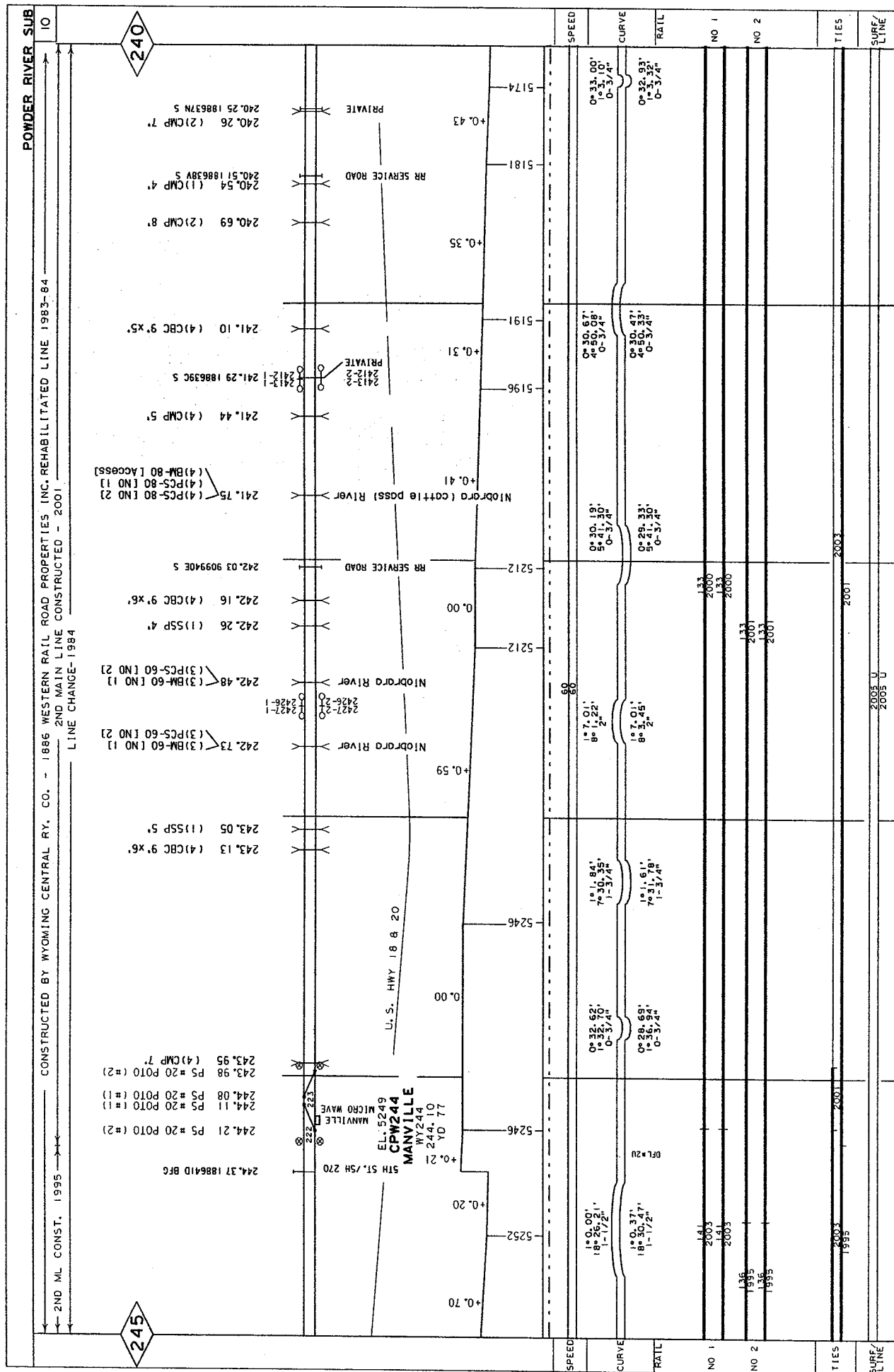
POWDER RIVER
COAL FIELDS





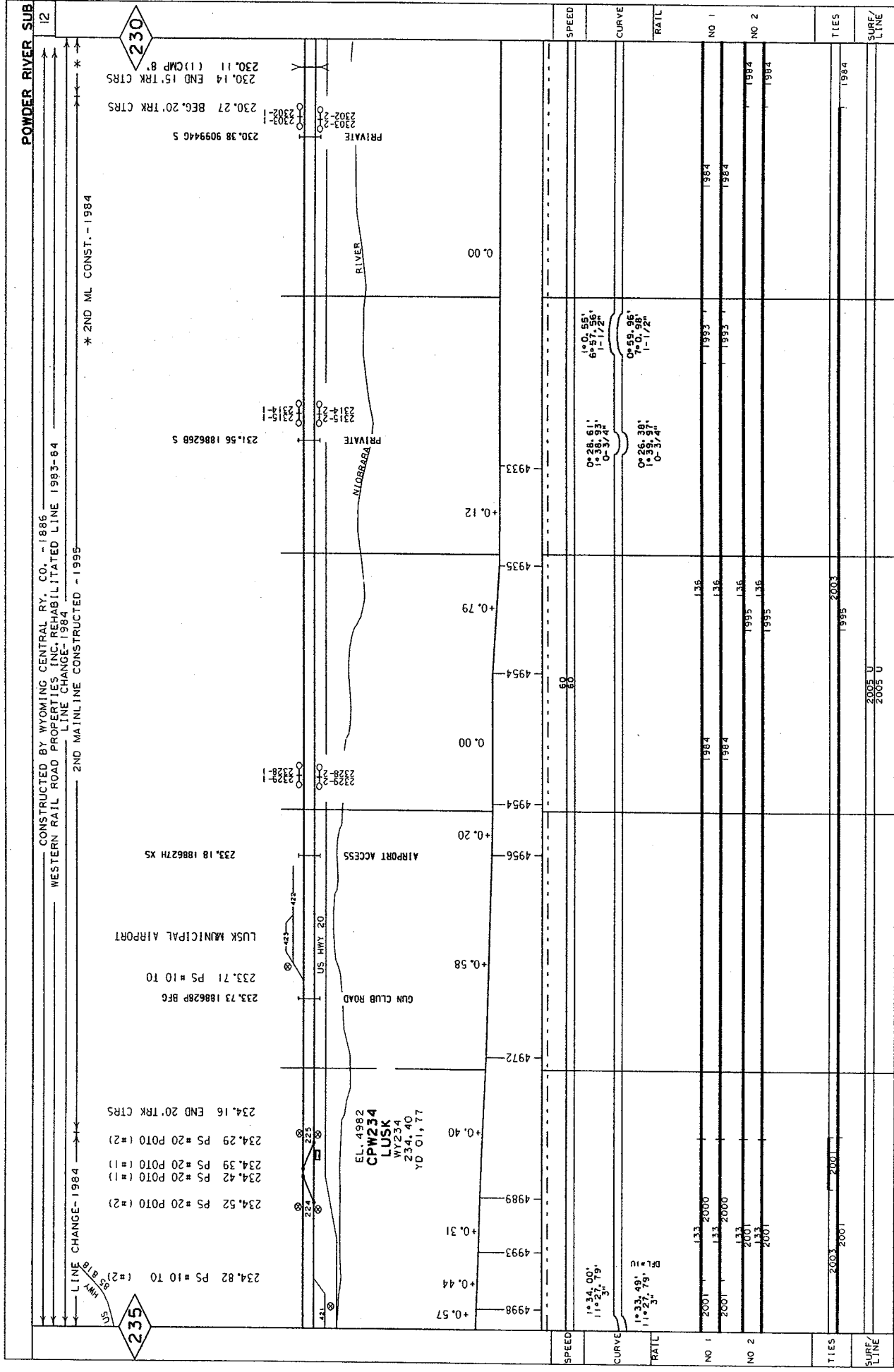


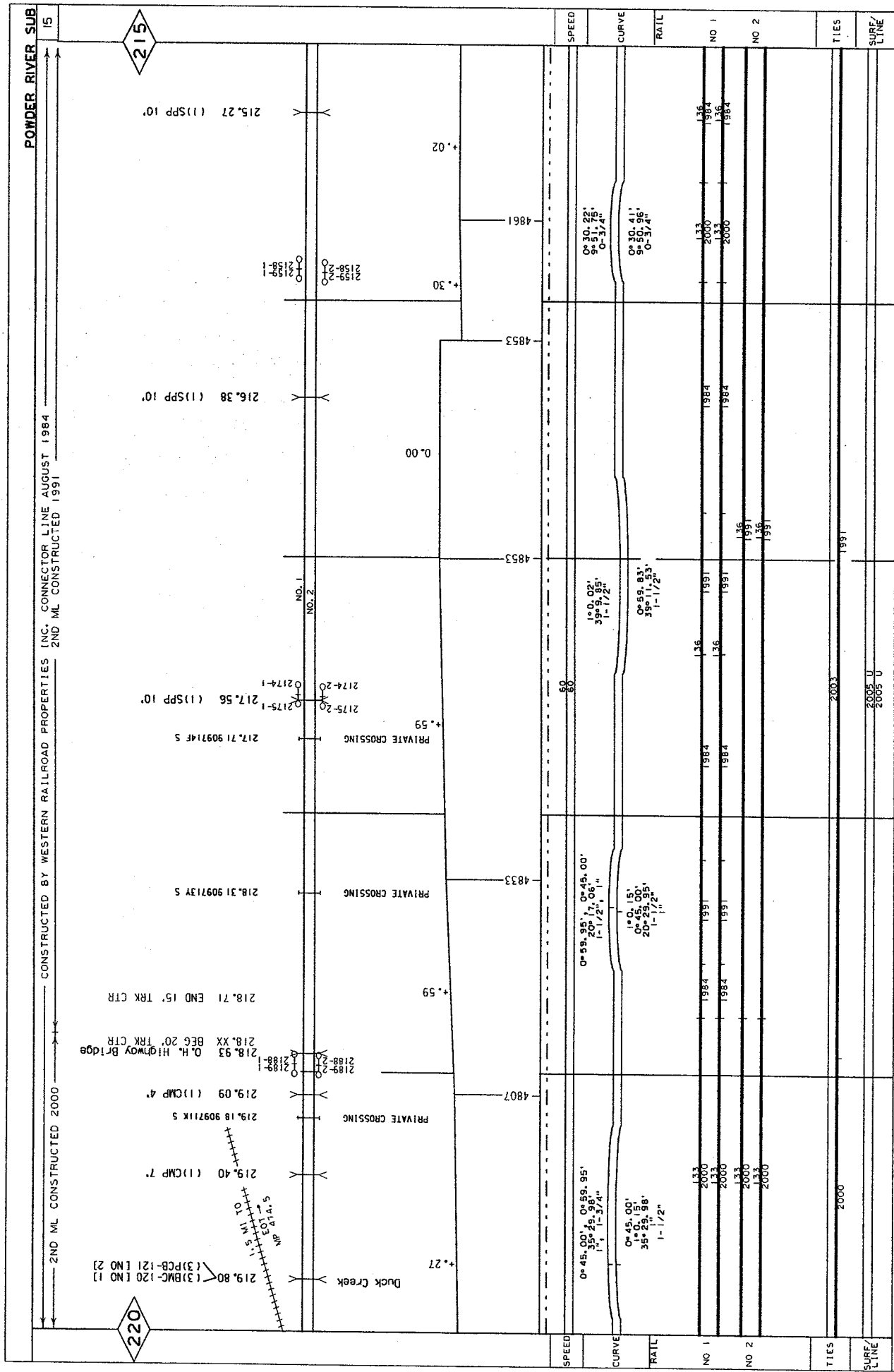


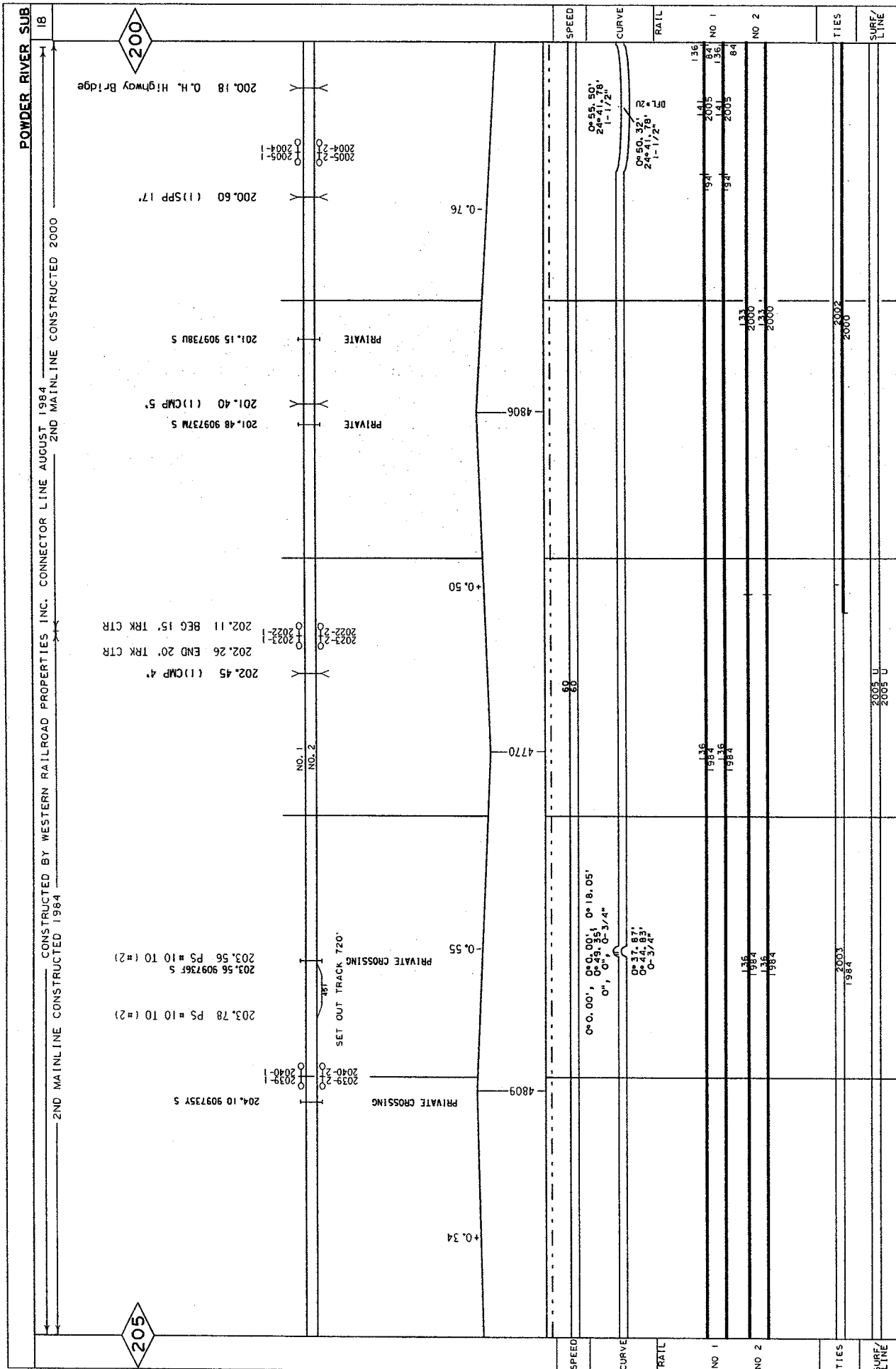


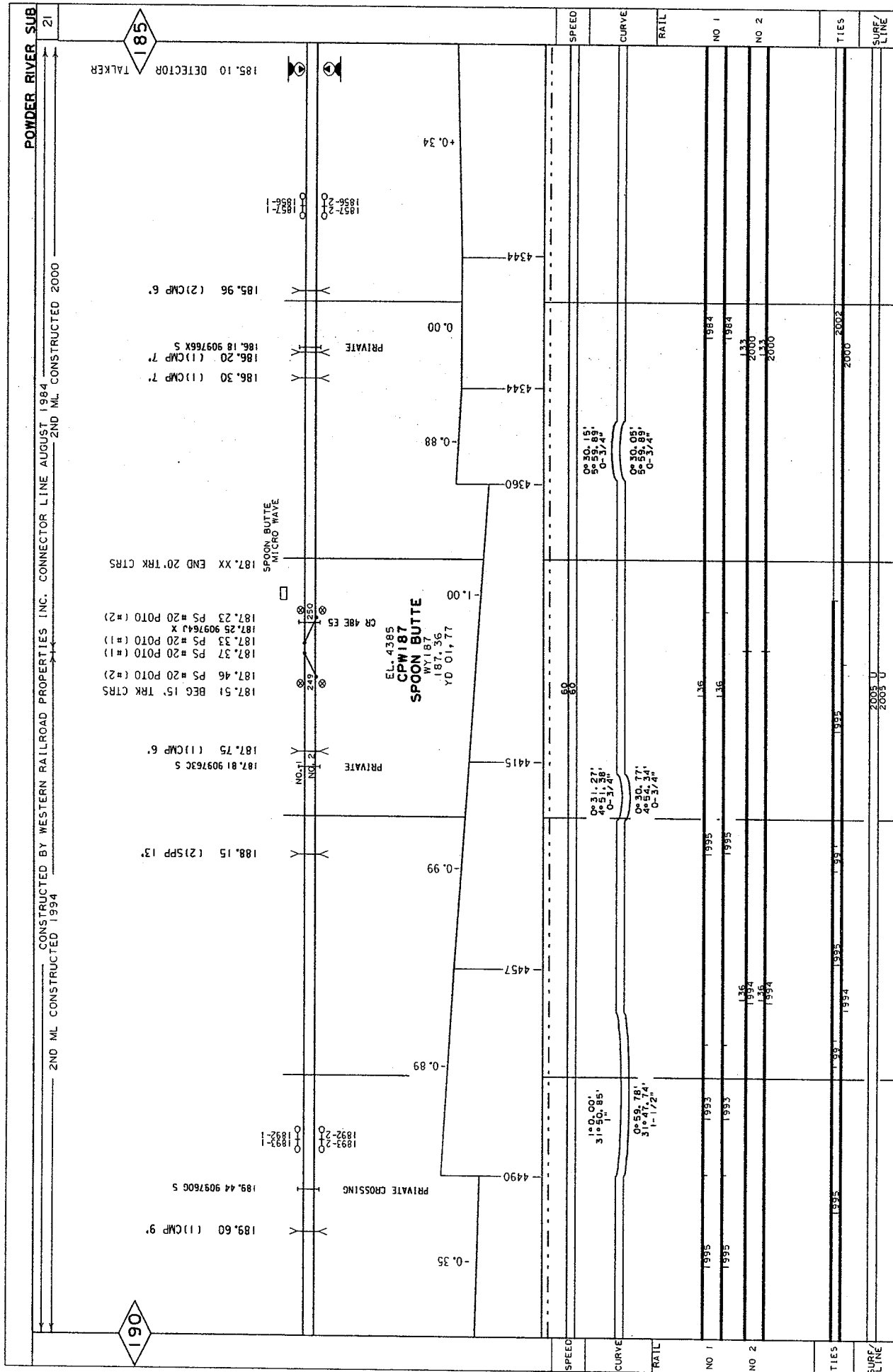
pi\07 north plat\pages\powder river sub\03\235.llgdn

Last Updated: 03/26/2006









CRANDALL LEAD - POWDER RIVER SUB

26

CONST. BY THE WYOMING
CENTRAL RY - 1886

C&NW RY MERGED INTO UPRR
BY ICC FINANCE DOCKET NO. 32133
- EFFECTIVE APRIL 6, 1995

RETAINED AS SIDE TRACK

475

475.97 PS #20 TO

474.50 EOT

SHAWNEE JCT.
TO

*ABANDONED CRANDALL TO CRAWFORD M.P. 475.9
TO 433.0 (SUB. NO. 236X) EFF. 5-27-1993

EL. 4785
CRANDALL
WY220
476.00

TO SO. MORRILL

0.00

0.00

4769.0

4769.0

4785.0

SURF/
LINE

TIES

INDL

RAIL

CURVE

SPEED

pinot north platte\pages\powder river sub\01\236.26.dgn

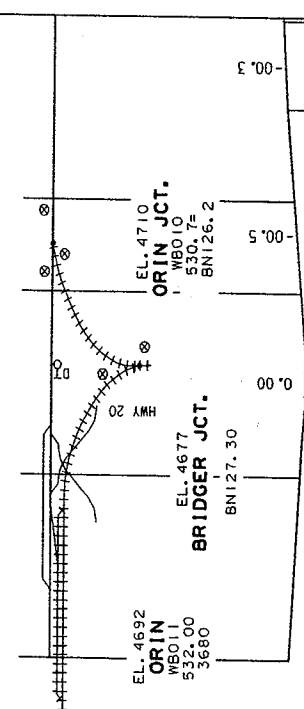
Last Updated: 10/24/2005

CONSTRUCTED 1886 BY THE WYOMING CENTRAL RY CO
 C&NW RY MERGED INTO UPRR BY ICC FINANCE
 DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995

BNSF HAS TRACKAGE RIGHTS OVER UP
 PER AGREEMENT A-12819, DATED 7-10-1986
 *** BNSF MAINTENANCE & DISPATCHING ***

125

533.00 END OF TRACK
 126.16 PS BNSF #20 POTO

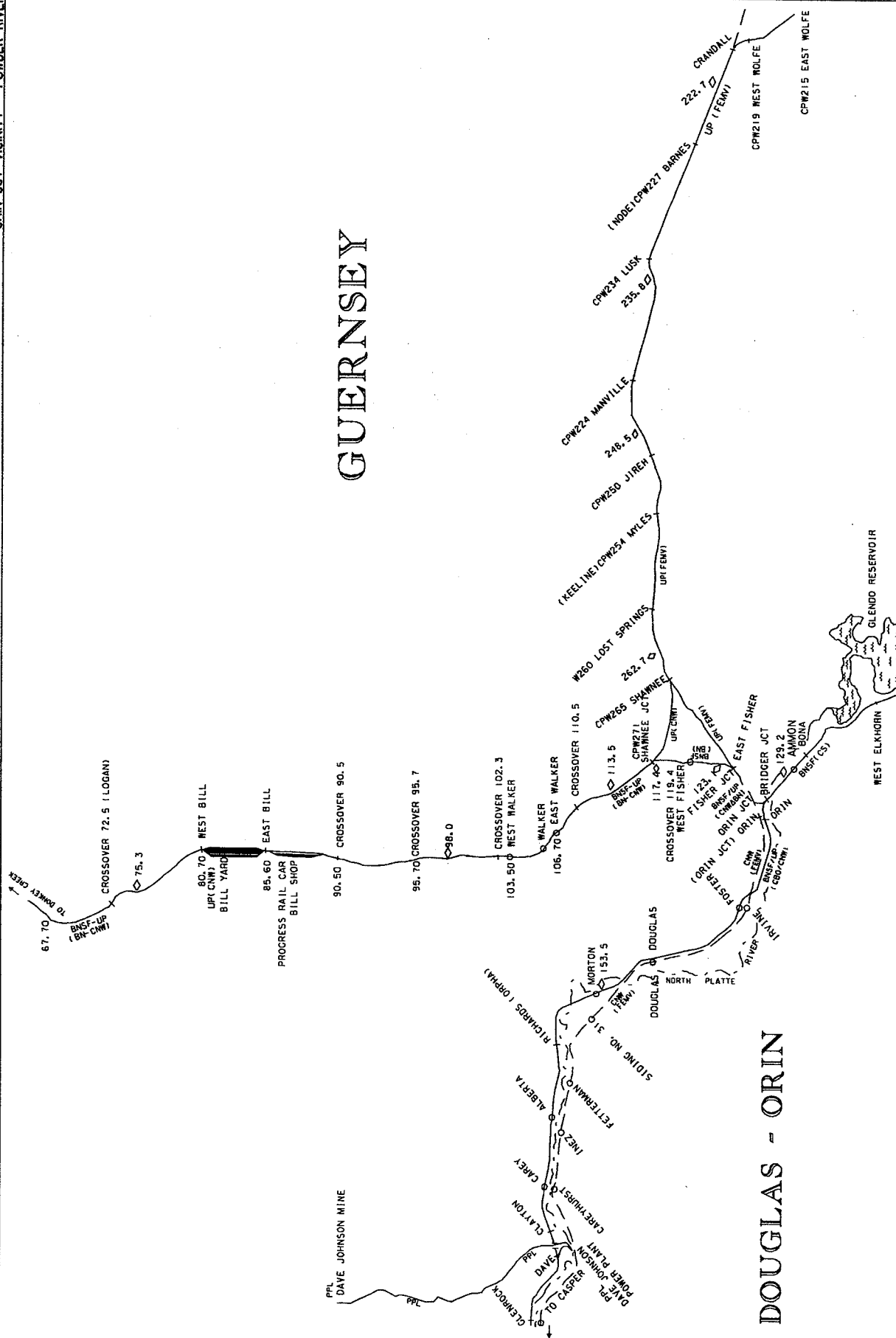


EL. 4692 ORIN WB011 532.00 3680	EL. 4677 BRIDGER JCT. BNI 27.30	EL. 4710 ORIN JCT. WB010 530.75 BNI 26.2	EL. 4731.0 ORIN JCT.	EL. 4740.0 ORIN JCT.
1°00'	1°00'	1°31'	1°30'	1°30'
7250	1920	132 CWR	1979	1979
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN

* * * SOLD BY UNION PACIFIC RR TO BNSF BY PURCHASE
 AGREEMENT DATED MAY 1, 2000, FROM MP 533.00
 TO MP 530.75 AND FROM MP 530.75 TO MP 527.69
 WHICH IS UP'S 1/2 OWNERSHIP
 * ABANDONED ORIN TO SEAN COMEE
 MP 533.0 TO MP 590.0 (SUB. NO. 228X)
 EFF. 10-10-1989

SPEED
 CURVE
 RAIL
 TIES
 SURF/
 LINE

G U E R N S E Y



CASPER IND LD - POWDER RIVER SUB

30

CONSTRUCTED 1886 BY THE WYOMING CENTRAL RY. CO.
 CBNW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995

525

522.86 (11) CBC 6'x4'
 523.02 748541W X

TO SHANNEE JCT.
 521.74 188663D S

EL. 5050
 CPW265
 SHANNEE
 57266
 522110
 58265.34
 1800

-1.03

-00.7

4849.0

5050.0

5035.0

SPEED

SPEED

CURVE

CURVE

RAIL

RAIL

INDL

INDL

TIES

TIES

SURF/

SURF/

LINE

LINE

* CONSTRUCTED BY WESTERN RAILROAD PROPERTIES INC. CONNECTOR LINE AUGUST 1984

M.P. 124.5 TO 163.0 OREGON TRAIL PARALLEL RR R/W

165 160

164.60 O.H. Highway Bridge

164.40 909800C S

164.20 PS #14 TO YODER SUB

164.11 PS#14 POTO(=2)

164.11 815917X S

164.04 PS#14 POTO(=1)

U.S. HWY 26

NORTH

163.15 815915J X

BNSF

PLATTE

AJ

162.15 815914C BFG

1621-1

1620-1

1621-2

1620-2

L790

160.95 PS #14 POTO(=2)

160.88 PS #14 POTO(=1)

160.86 PS #14 POTO(=1)

160.76 815911G S

160.79 PS #14 POTO(=2)

160.72 PS #20 POTO(=1)

160.52 909801J S

160.46 PS #14 POTO

160.23 (1) CMP 5'

TO EGERT

PRIVATE

0.91

6

EL. 4008

CPW164

JOYCE

NP164

164.08

PRIVATE

EL. 3982

CPW161

W. SOUTH MORRILL

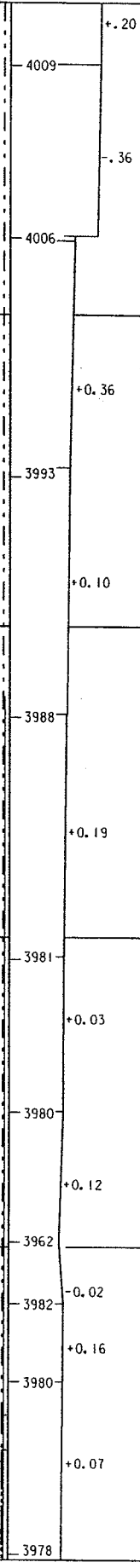
160.71

160.4

EL. 3979

CPW160

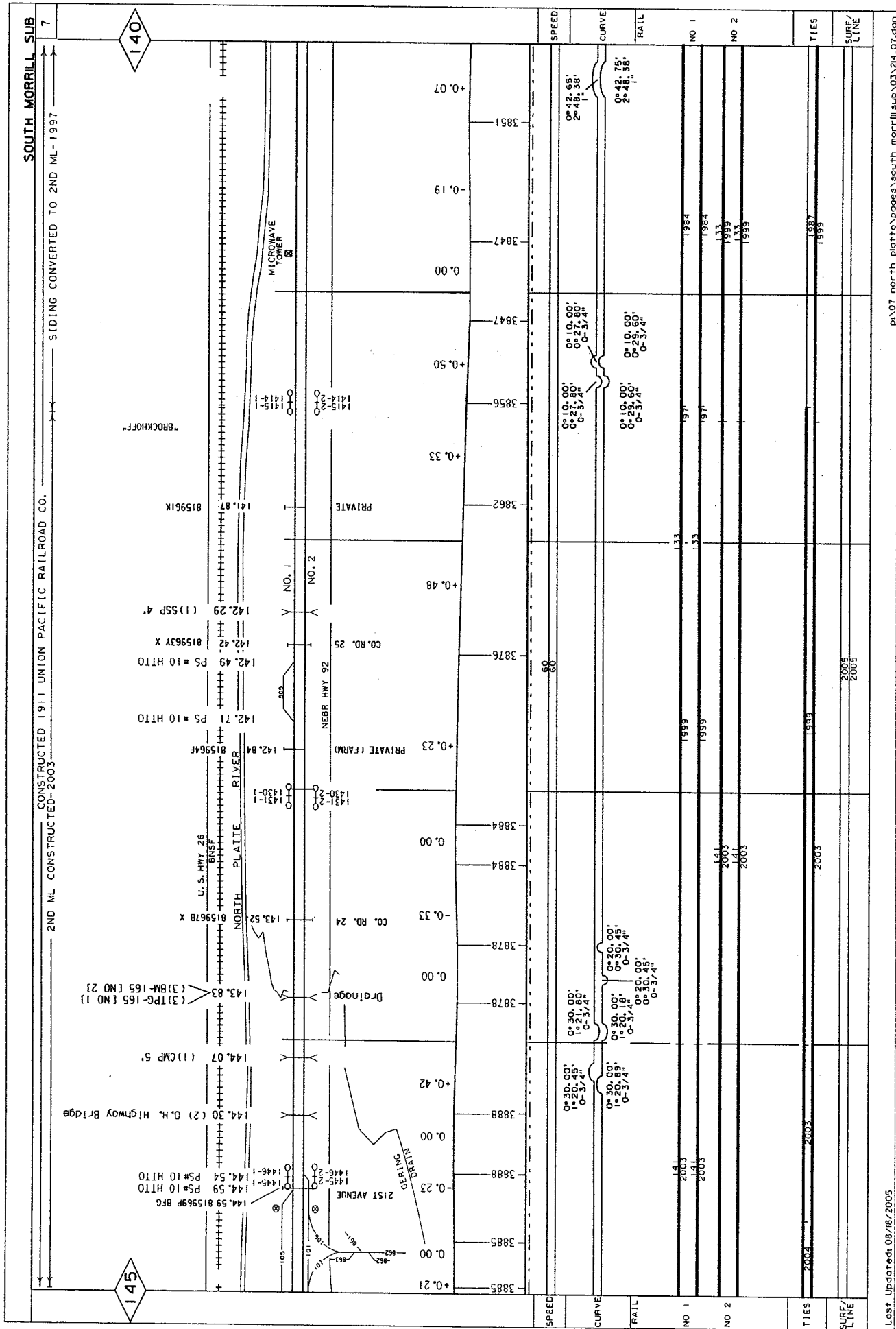
160.4

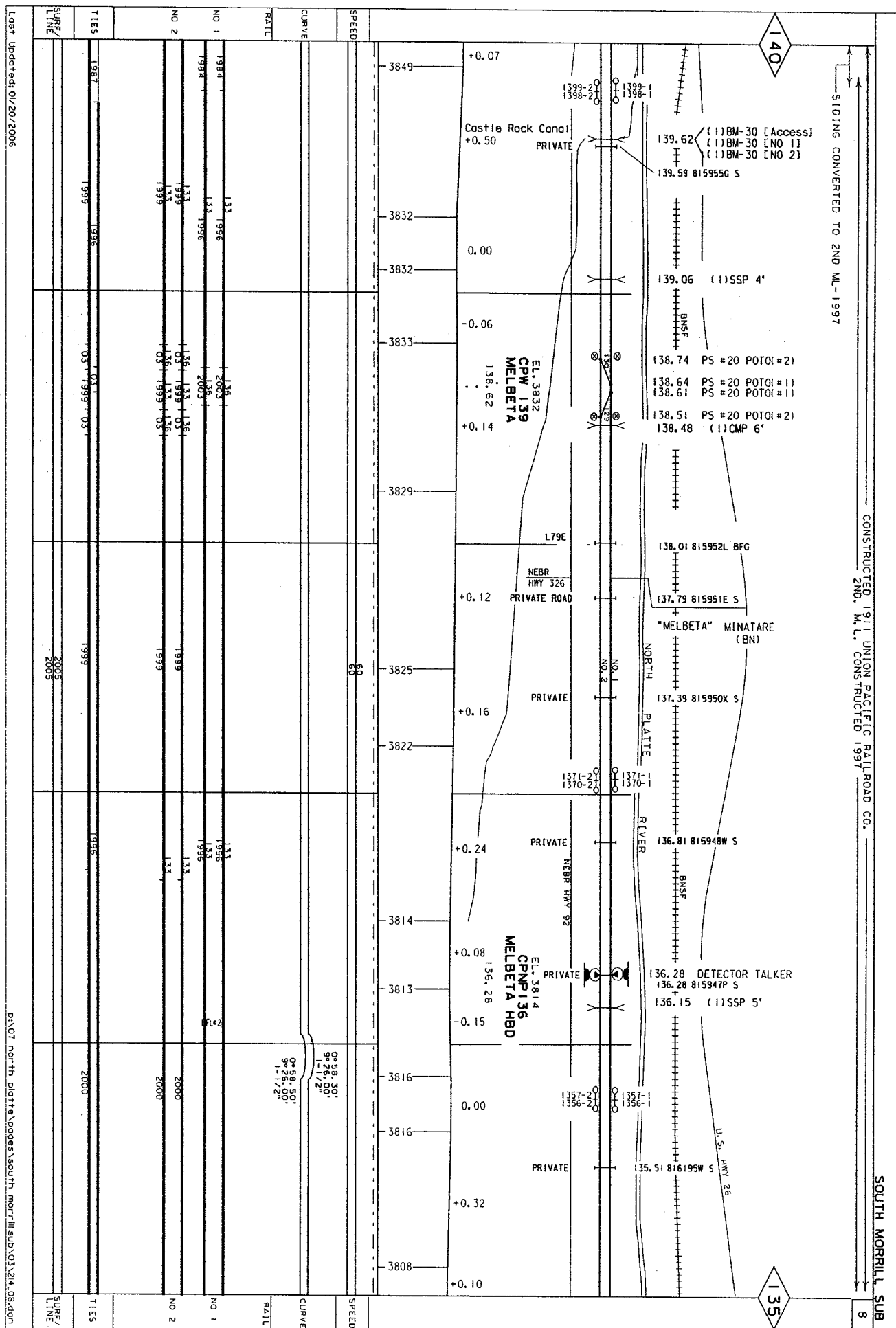


RAIL	NO 3	NO 1	NO 2	NO 4	TIES	SURF/
NO 3	1992	1995	1992	2001	2001	2005 U
NO 1	1992	1995	1992	2001	2001	2005 U
NO 2	2001	2005	2001	2005	2005	2005 U
NO 4	2001	2005	2001	2005	2005	2005 U
TIES	2001	2005	2001	2005	2005	2005 U
SURF/	2005 U	2005 U	2005 U	2005 U	2005 U	2005 U

CURVE	NO 3	NO 1	NO 2	NO 4	TIES	SURF/
NO 3	1992	1995	1992	2001	2001	2005 U
NO 1	1992	1995	1992	2001	2001	2005 U
NO 2	2001	2005	2001	2005	2005	2005 U
NO 4	2001	2005	2001	2005	2005	2005 U
TIES	2001	2005	2001	2005	2005	2005 U
SURF/	2005 U	2005 U	2005 U	2005 U	2005 U	2005 U







☆ M.P. 124.5 TO 163.0 OREGON
TRAIL PARALLELS RR R/W

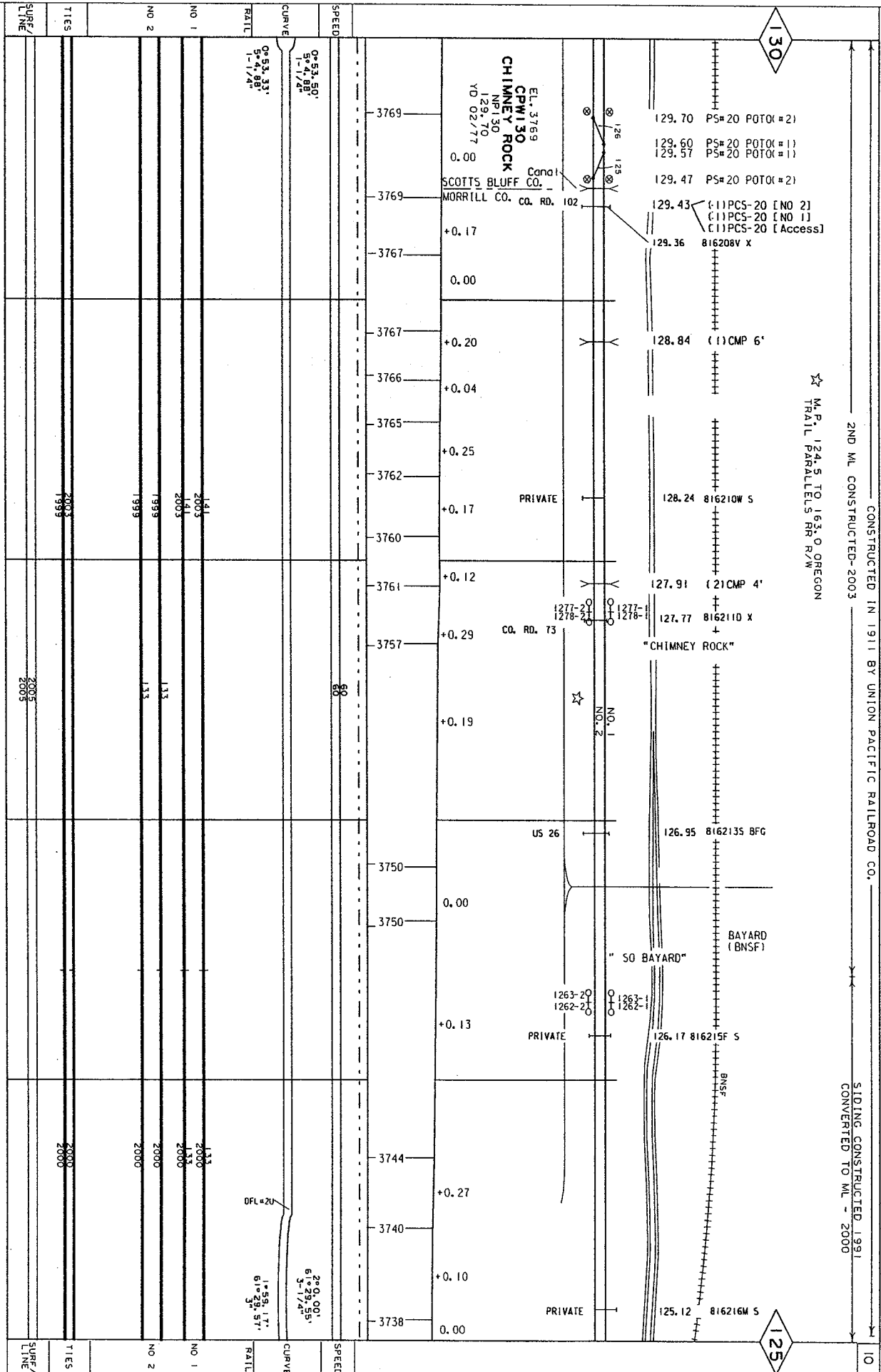
CONSTRUCTED IN 1911 BY UNION PACIFIC RAILROAD CO.
2ND ML CONSTRUCTED-2003

SIDING CONSTRUCTED 1991
CONVERTED TO ML - 2000

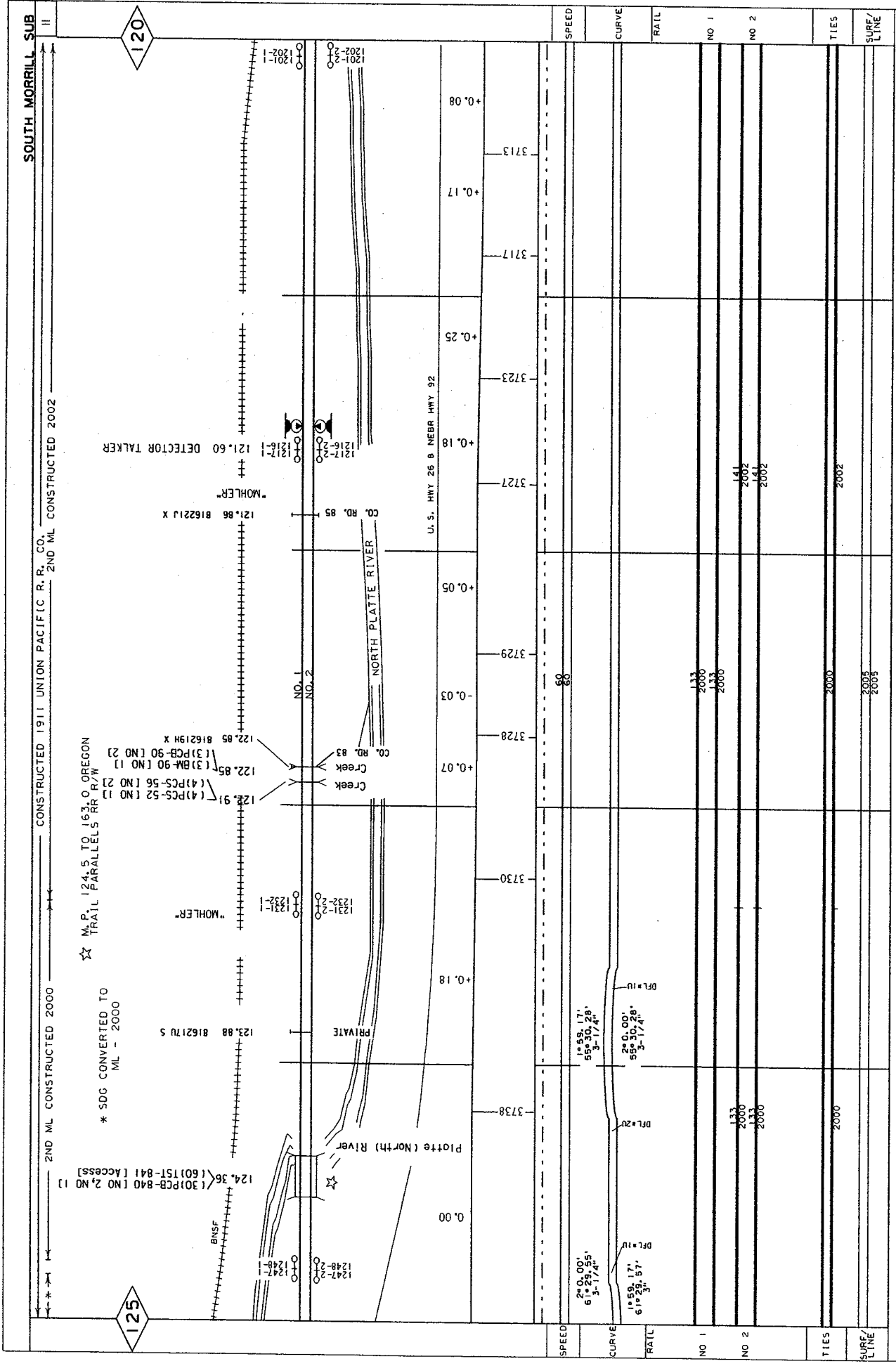
SOUTH MORRILL SUB

130

125



Lost Updated 01/20/2006



CONSTRUCTED 1909 UNION PACIFIC R.R. CO. 2ND MAIN LINE CONSTRUCTED-1994-1995

* 2ND MAIN LINE CONSTRUCTED-1994-1995

SOUTH MORRILL SUB

110

105

109.xx BEGIN 20' TRK CTRS
(318M-60 [Access])
109.26 (318M-60 [NO 1])
(318M-58 [NO 2])
109.29 817697L
109.22 PS #20 POTO #2
109.12 PS #20 POTO #1
109.08 PS #20 POTO #1
109.03 (1)SSP 4'
108.99 PS #20 POTO #2

108.70 817699A S
"KELLY"

107.61 817701Y

107.21 DETECTOR TALKER

105.96 817703M

105.72 (2)PCB-43 [NO 2]
(2)BM-40 [NO 1]

105.22 817704U

PRIVATE
Waterway
CPW 109
TOWERS
NP 110
108.99
YD 77

PRIVATE

PRIVATE

PRIVATE

PRIVATE

Cattle Pass & Drainage

+0.60

0.00

+0.24

+0.14

0.00

3636

3636

3627

3616

1"=5.85'
8"=33.33'
1"=37.4"
1"=44.75'
1"=51.4"
DFL=20'

RAIL

CURVE

SPEED

NO 2

NO 1

TIES

SURF/ LINE

1996

1994

1996

1994

2003

1996

1994

1996

1996

1994

TIES

SURF/ LINE

Last Updated: 08/18/2005

p:\07 north plots\plots\south morrill sub\03.214.14.dgn

2ND ML CONSTRUCTED - 2002

CONSTRUCTED 1909 UNION PACIFIC R.R. CO.

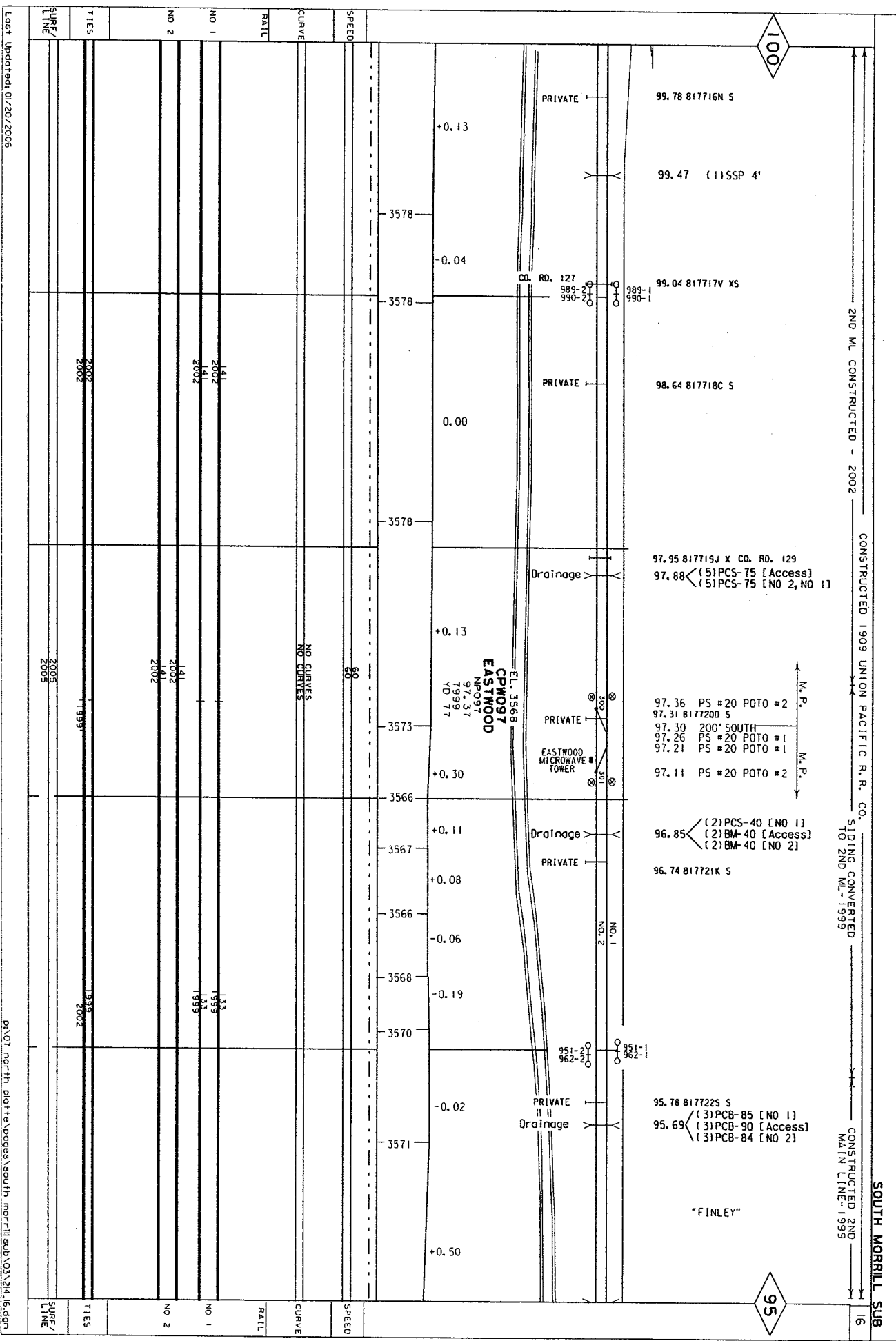
SLIDING CONVERTED TO 2ND ML-1999

CONSTRUCTED 2ND MAIN LINE-1999

SOUTH MORRILL SUB

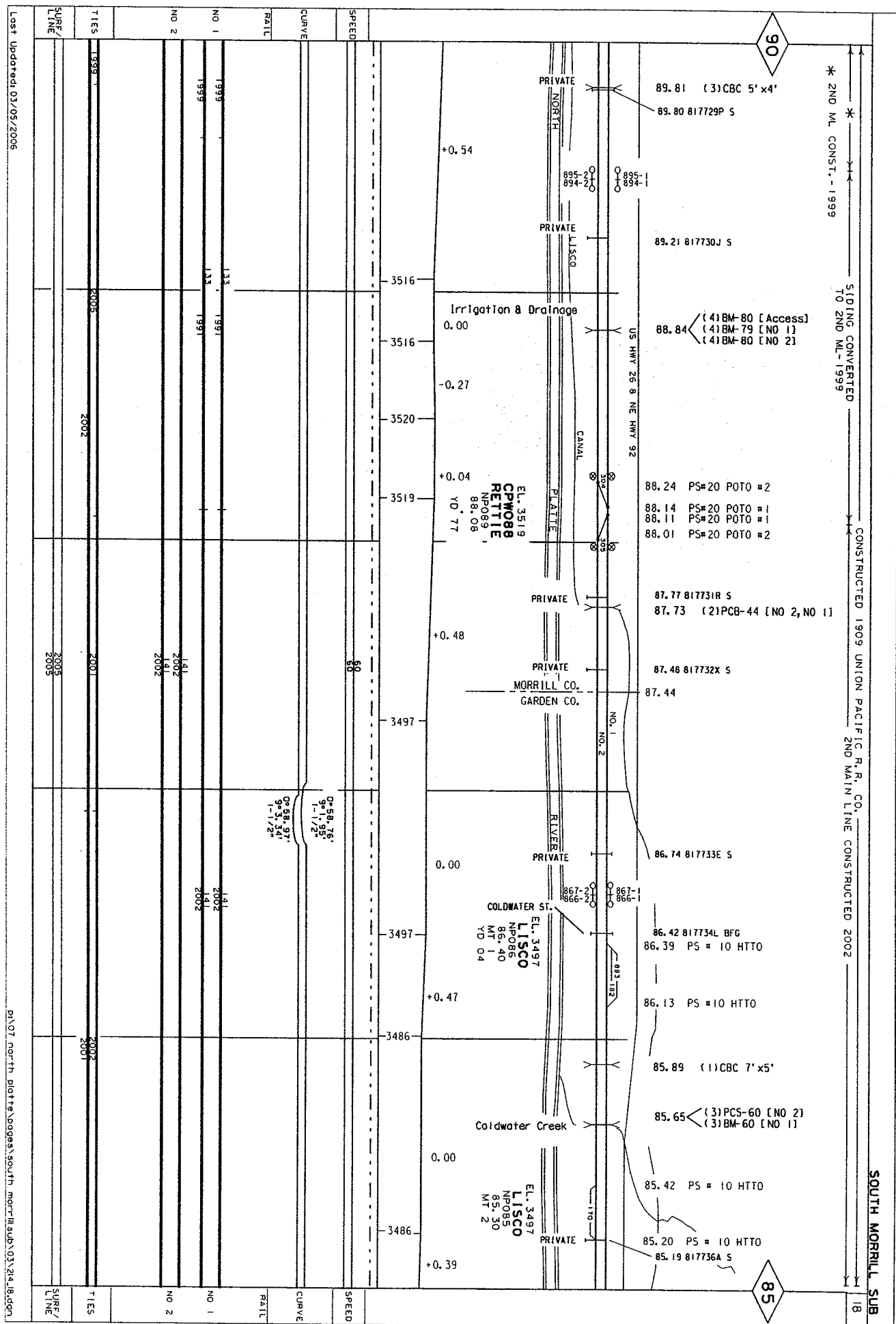
100

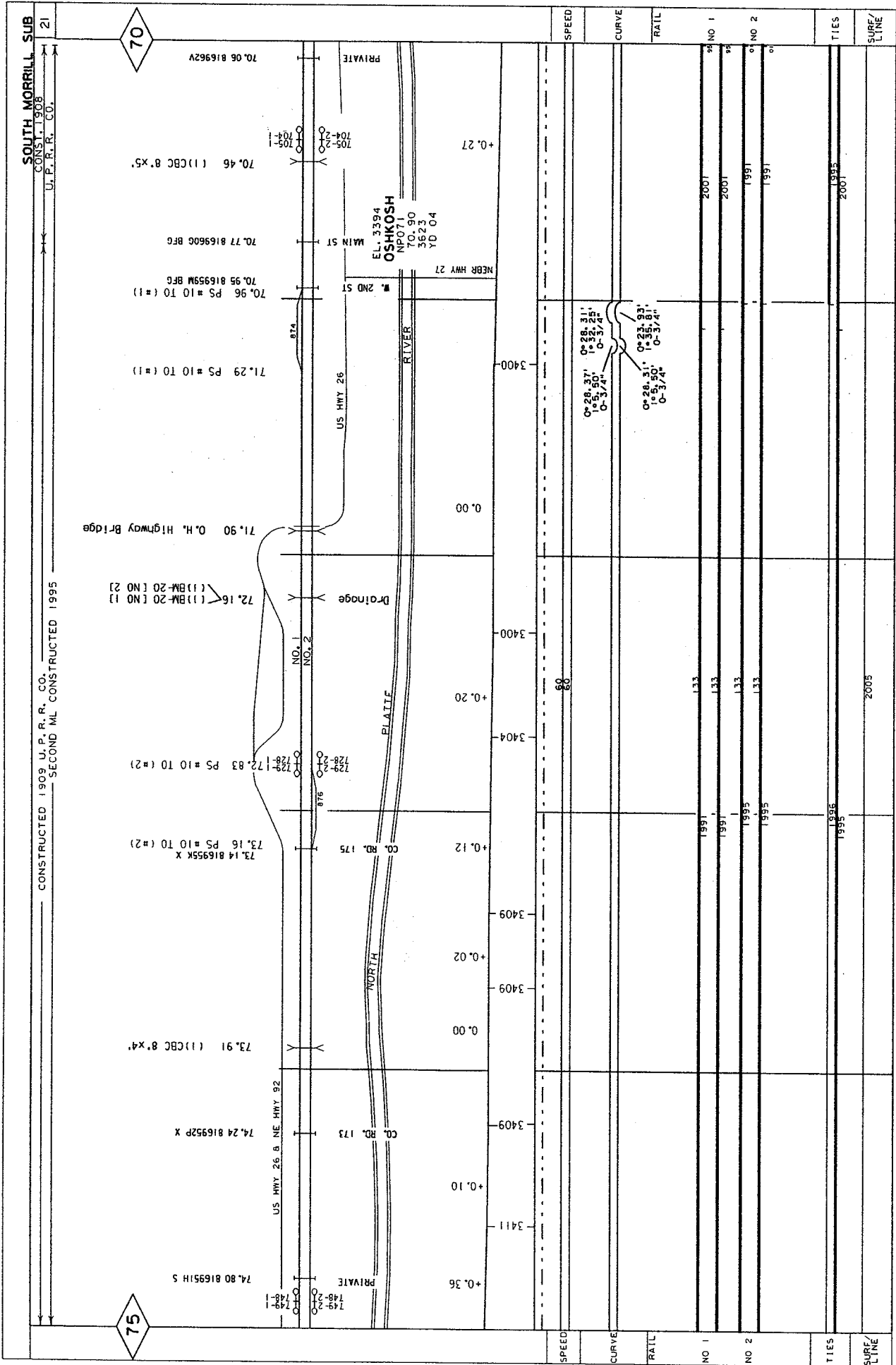
95



Last Updated 01/20/2006

p:\01 north pitts\pitts\south_morrill sub\03_214_16.dgn





SECOND ML. CONSTRUCTED 1995

CONST. 1908 U.P.R.R. CO.
SIDING CONVERTED
2ND ML. 1995

2ND MAIN LINE CONSTRUCTED 2002

SOUTH MORRILL SUB

70

OSHKOSH-#23
M.P. 86.4
M.P. 59.3

69.85 816963C X

69.29 (2) CBC 6' x 5'
69.29 816964J S

68.82 816965R X

68.39 816966X S

67.90 816967E S

67.45 PS #20 POTO #2
67.35 PS #20 POTO #1
67.34 816968L S
67.31 PS #20 POTO #1
67.21 PS #20 POTO #2
67.14 (1) SPPA 6' x 5'
67.08 816969T S

66.49 (3) PCS-60 [NO 11]
(3) BM-60 [NO 21]

65.89 816970M S

65.05 TALKER
DETECTOR

65

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

Drainage

PRIVATE

EL. 3365
CPW065
NPO65
OSHKOSH HBD
65.00

+0.27

+0.14

+0.08

-0.10

-0.19

-0.01

+0.45

3379

3367

3363

3364

3368

3368

SPEED

60

SPEED

CURVE

C^{44.60'}
2^{42.11'}
C^{47.27'}
2^{43.16'}

RAIL

NO 1

1995

1995

1995

141

2002

2002

NO 1

NO 2

1995

1995

1995

141

2002

2002

NO 2

TIES

1995

1995

1995

2001

2002

2002

SURF/

LINE

2001

2001

2001

2005

2005

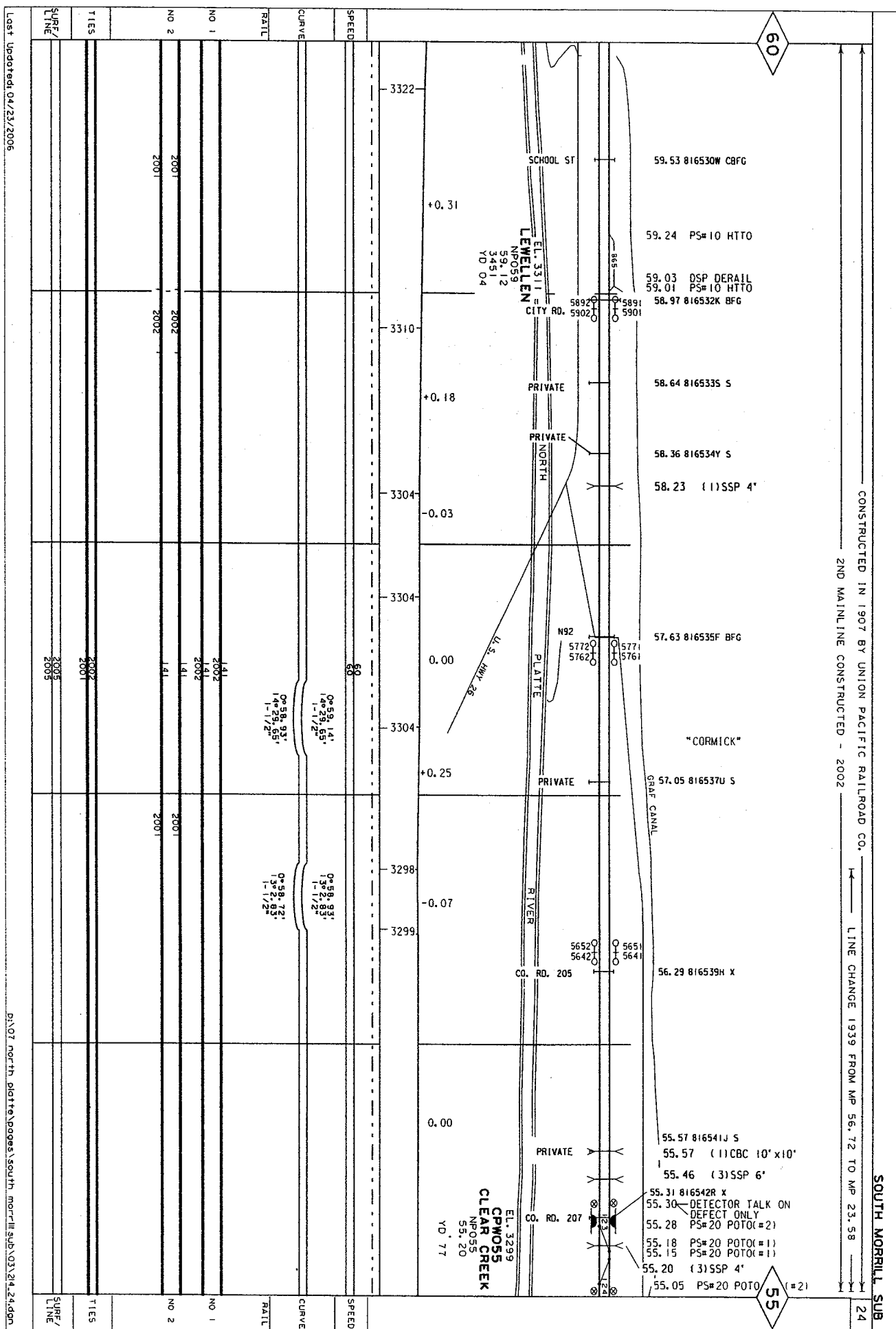
2005

SURF/

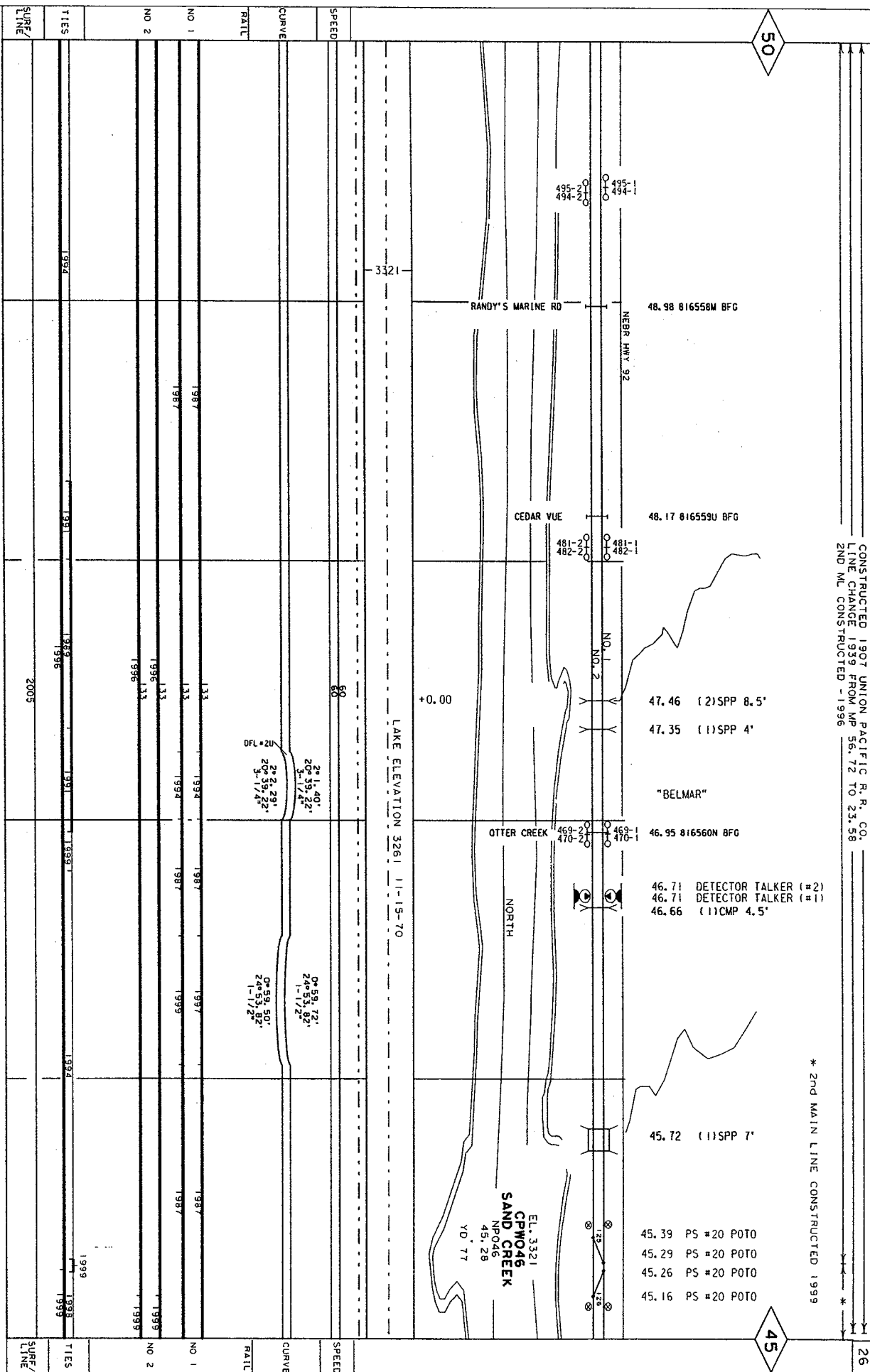
LINE

Last updated 01/20/2006

p107 north platte\pages\south morrill sub\03\214.22.dgn



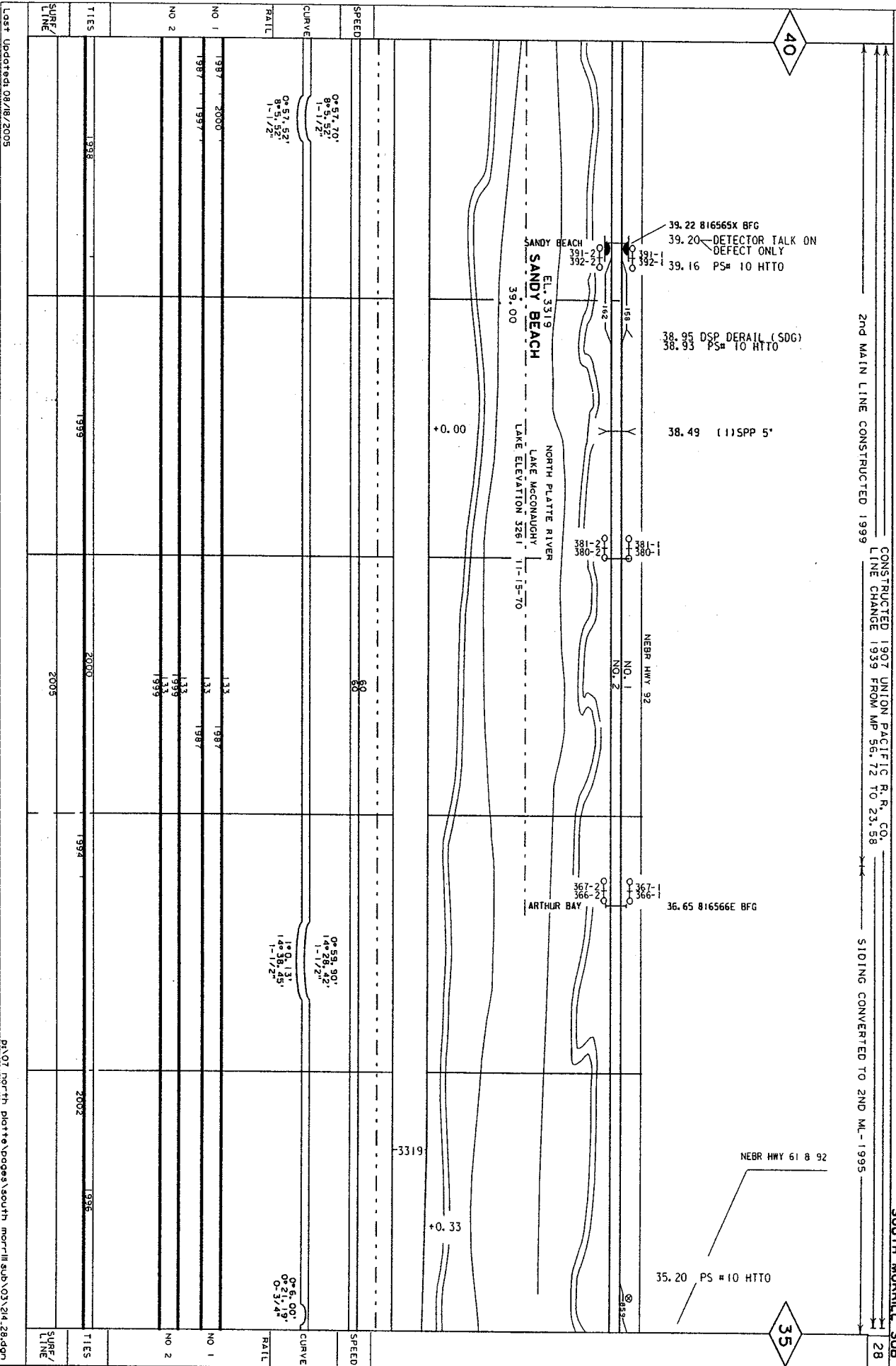
* 2ND MAIN LINE CONSTRUCTED 1999

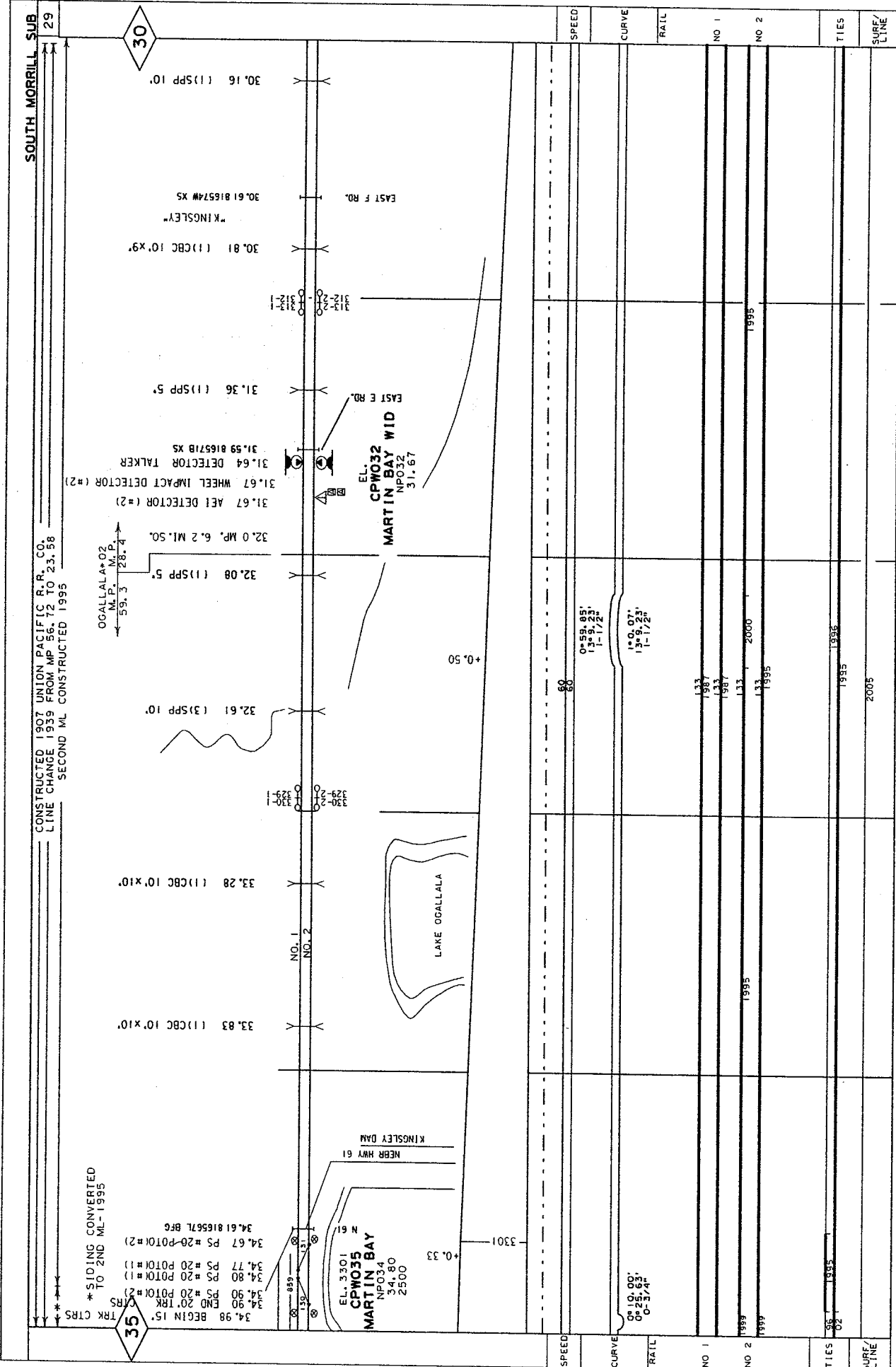


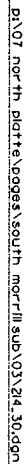
28

40

UN







SIDING CONVERTED
TO 2ND ML-1996

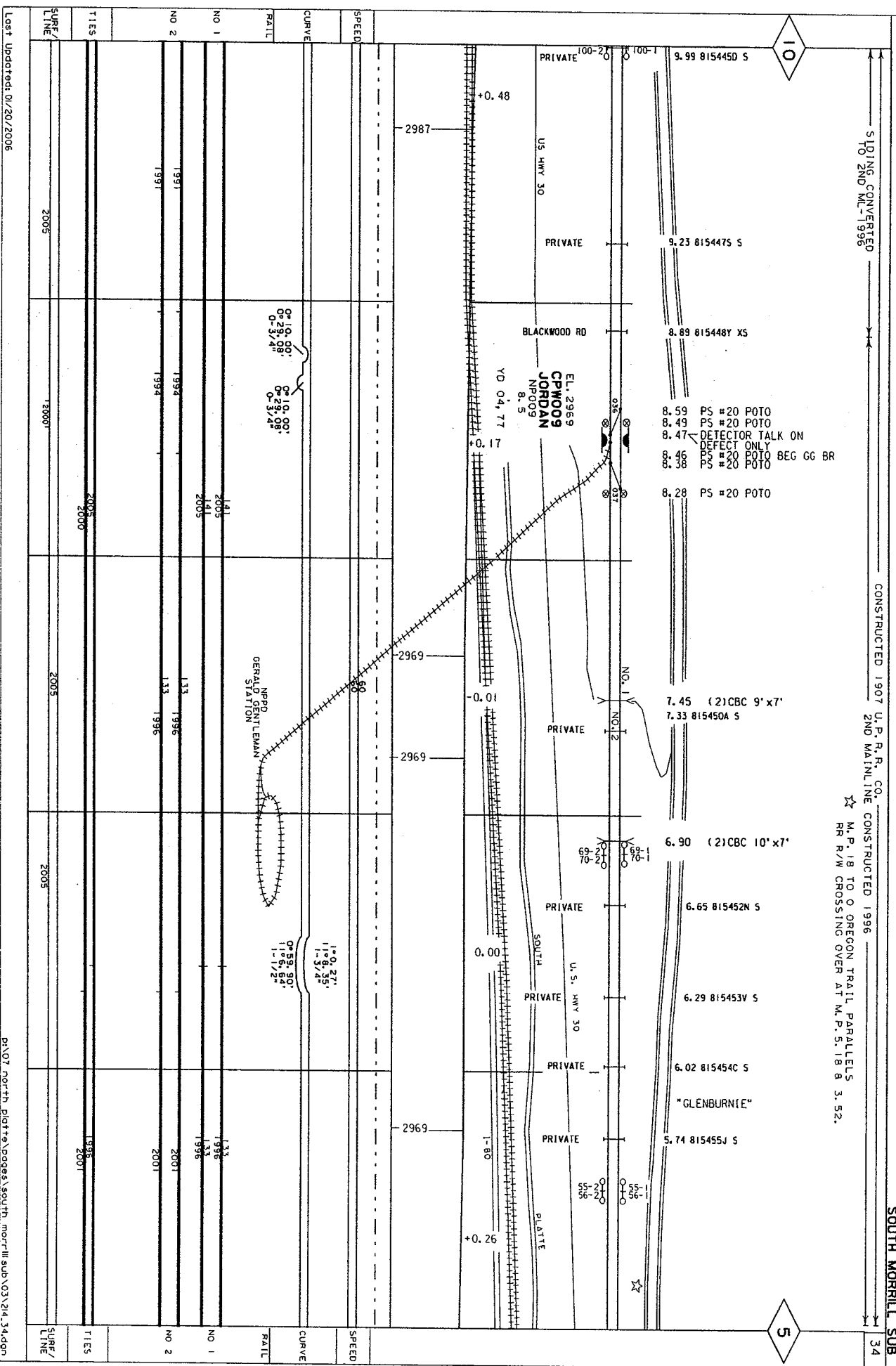
CONSTRUCTED 1907 U.P.R.R. CO.
2ND MAINLINE CONSTRUCTED 1996

☆ M.P. 18 TO O OREGON TRAIL PARALLELS
RR R/W CROSSING OVER AT M.P. 5.18 & 3.52.

SOUTH MORRILL SUB
34

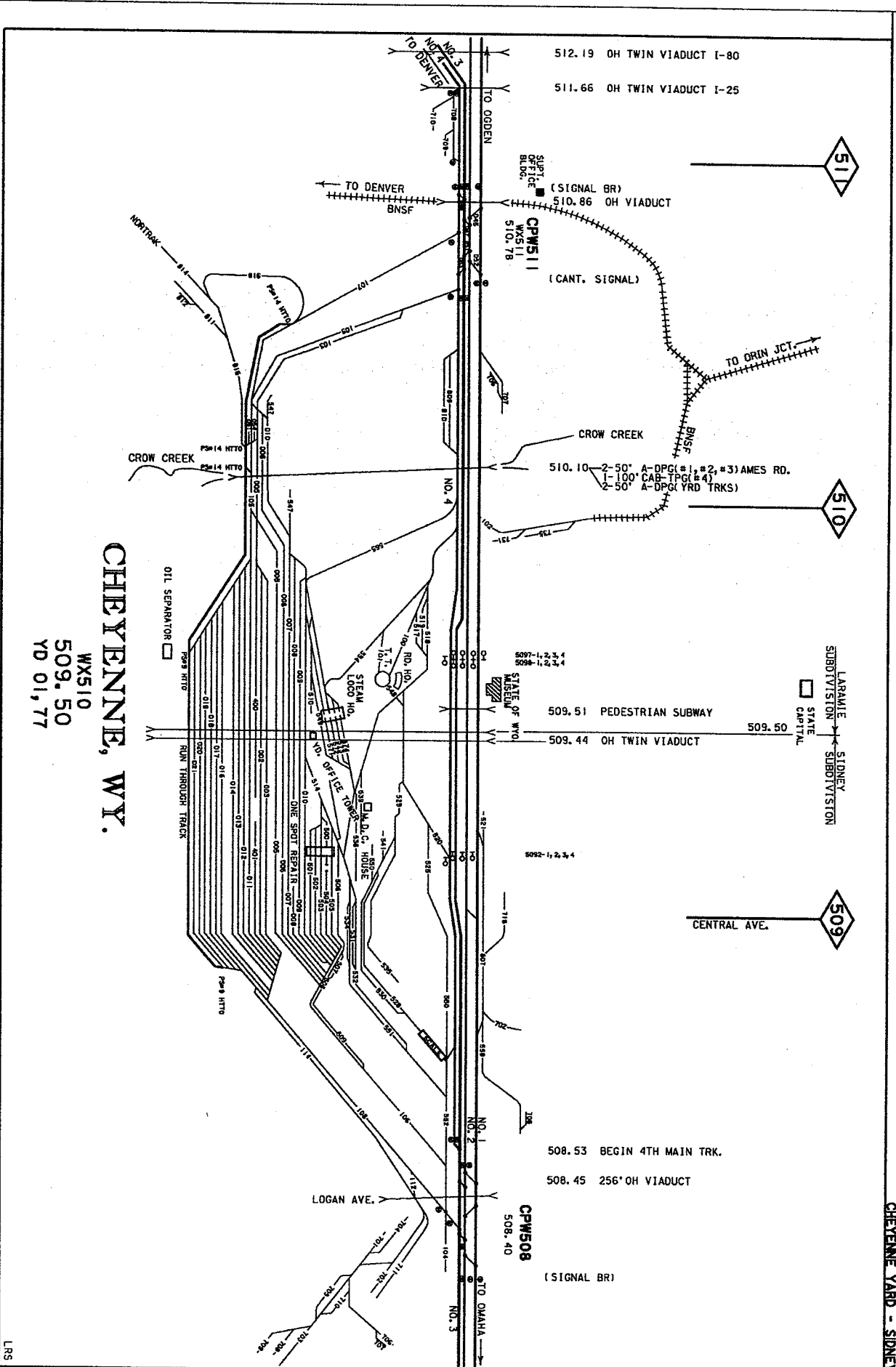
10

5

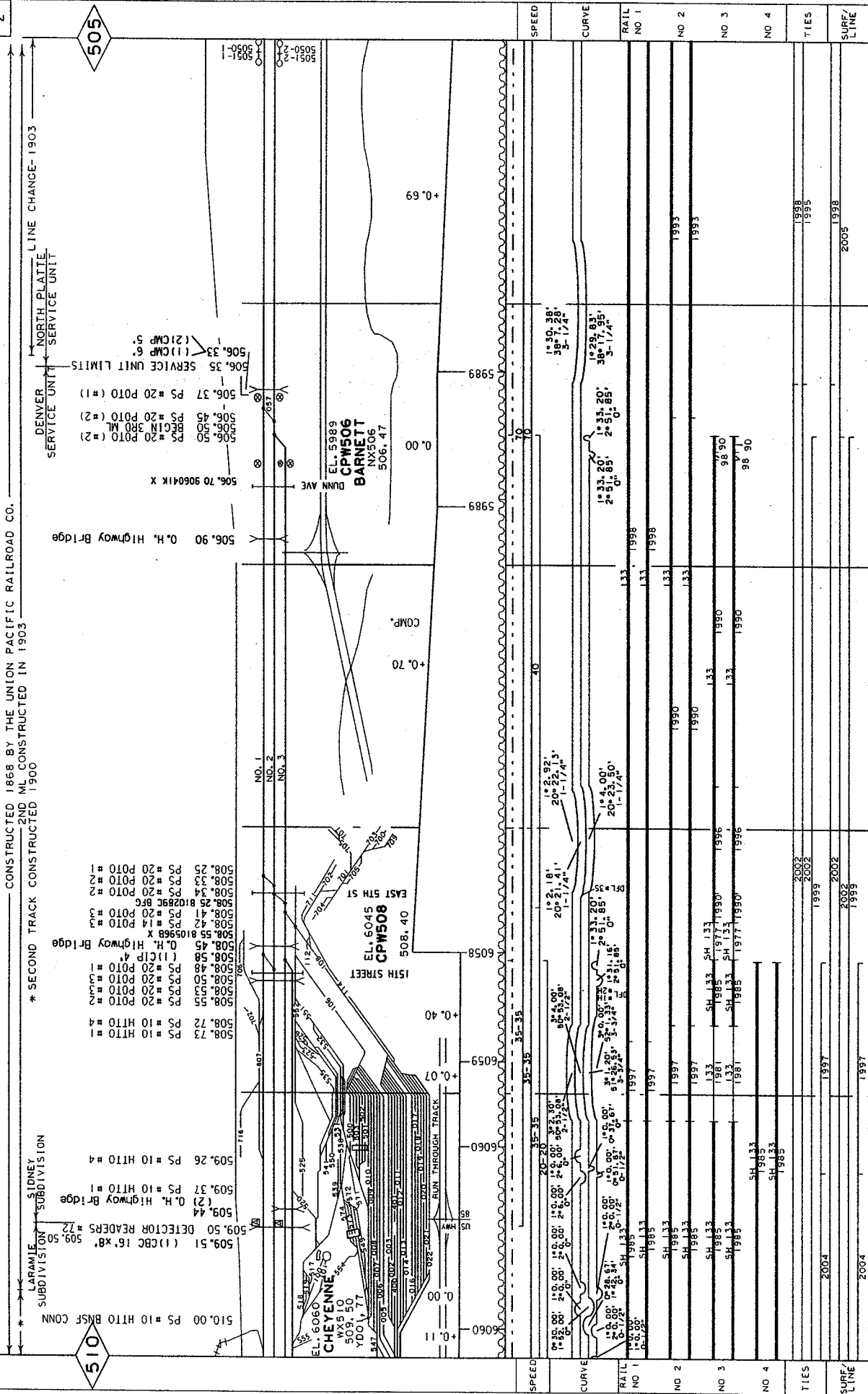


Last Updated 01/20/2006

P:\07 north platte\pages\south morrill sub\03\214.34.dgn



CHEYENNE, WY.
WX510
509.50
YD 01,77

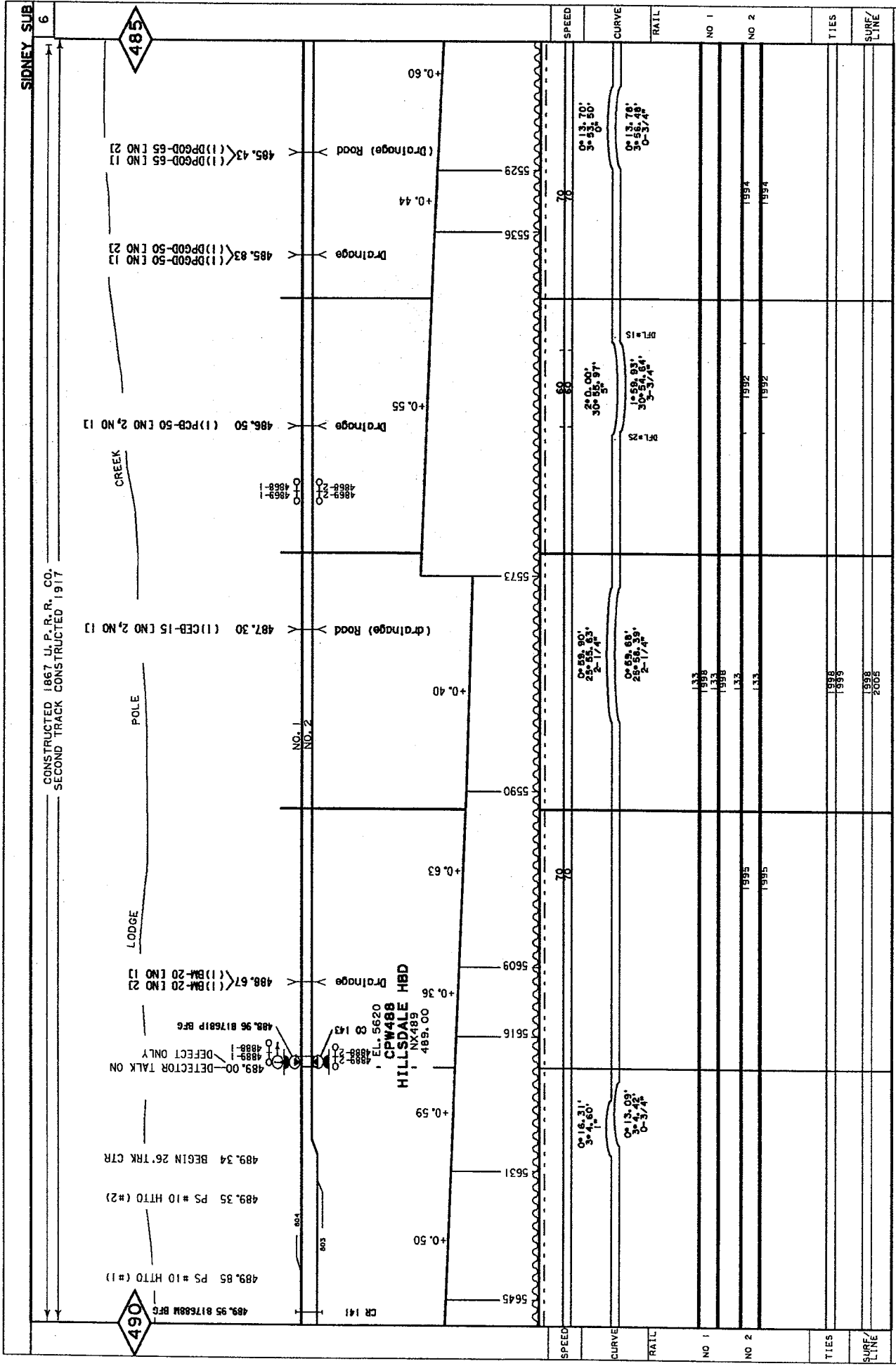


—



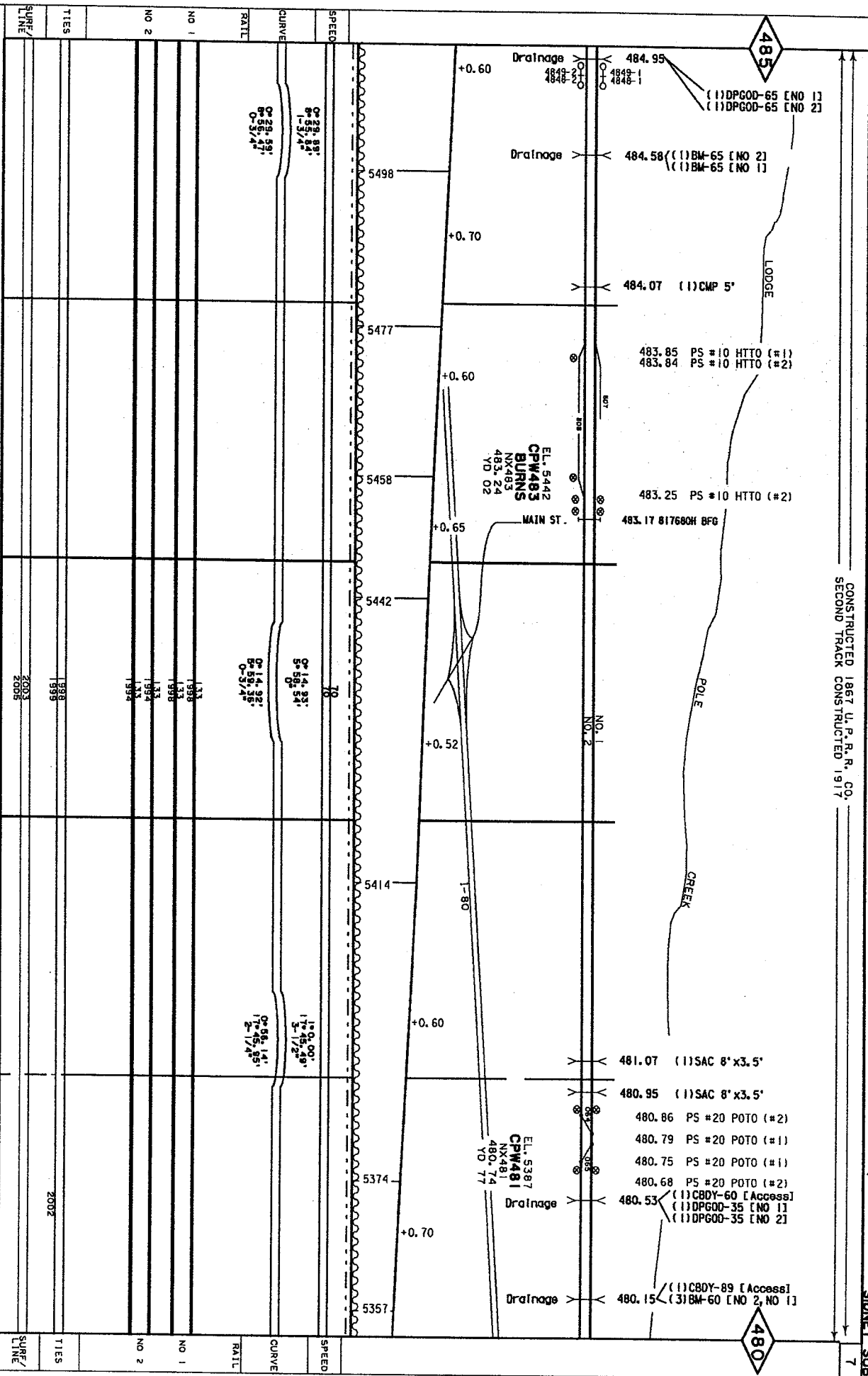
p:\07 north platte\pages\sidney sub\02\235-03.dgn





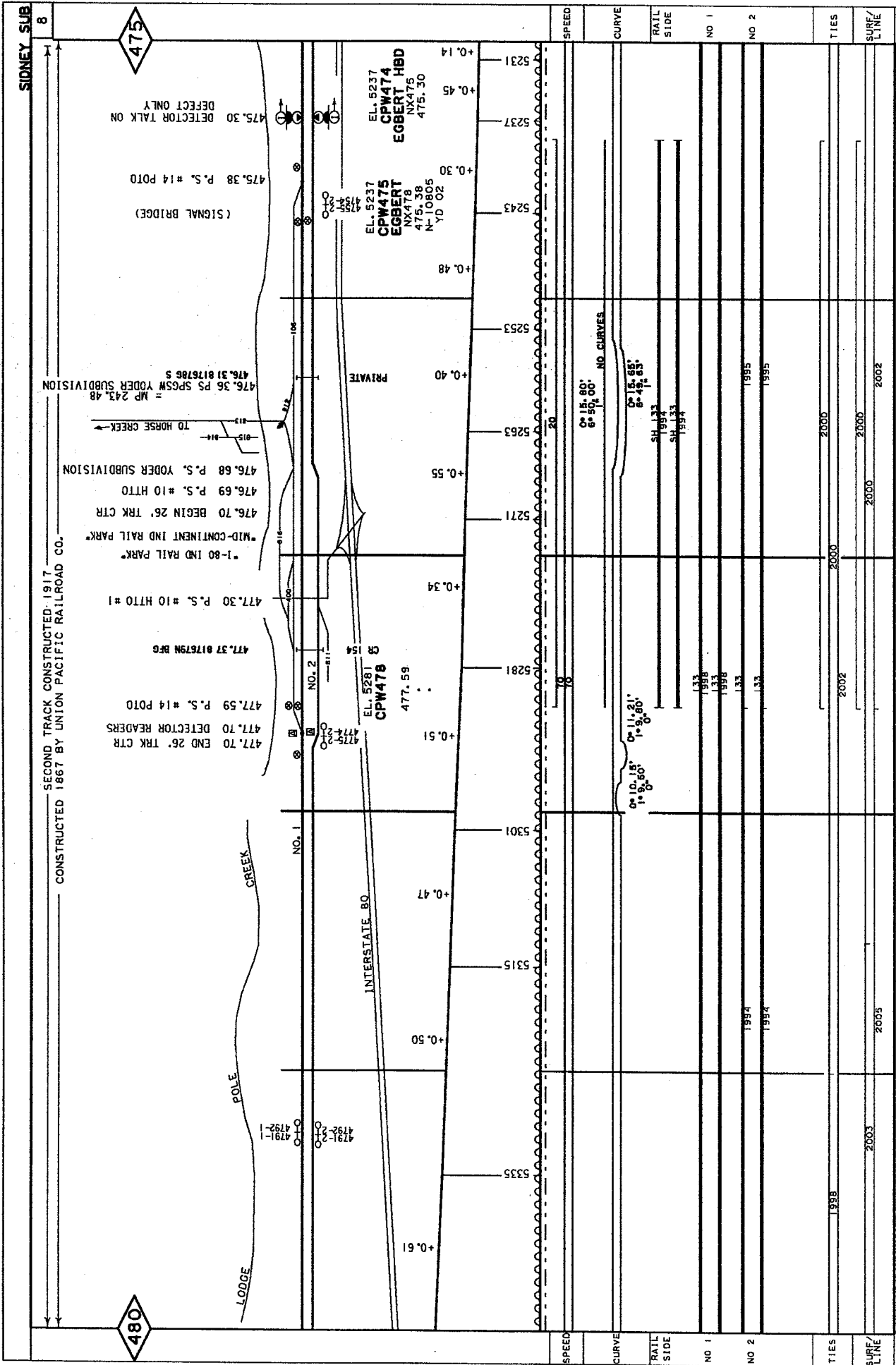
CONSTRUCTED 1867 U.P.R.R. CO.
SECOND TRACK CONSTRUCTED 1917

SIDNEY SUB
7



Last Updated: 03/13/2006

B:\07 north picture\pages\sideney sub\02\235.07.dgn



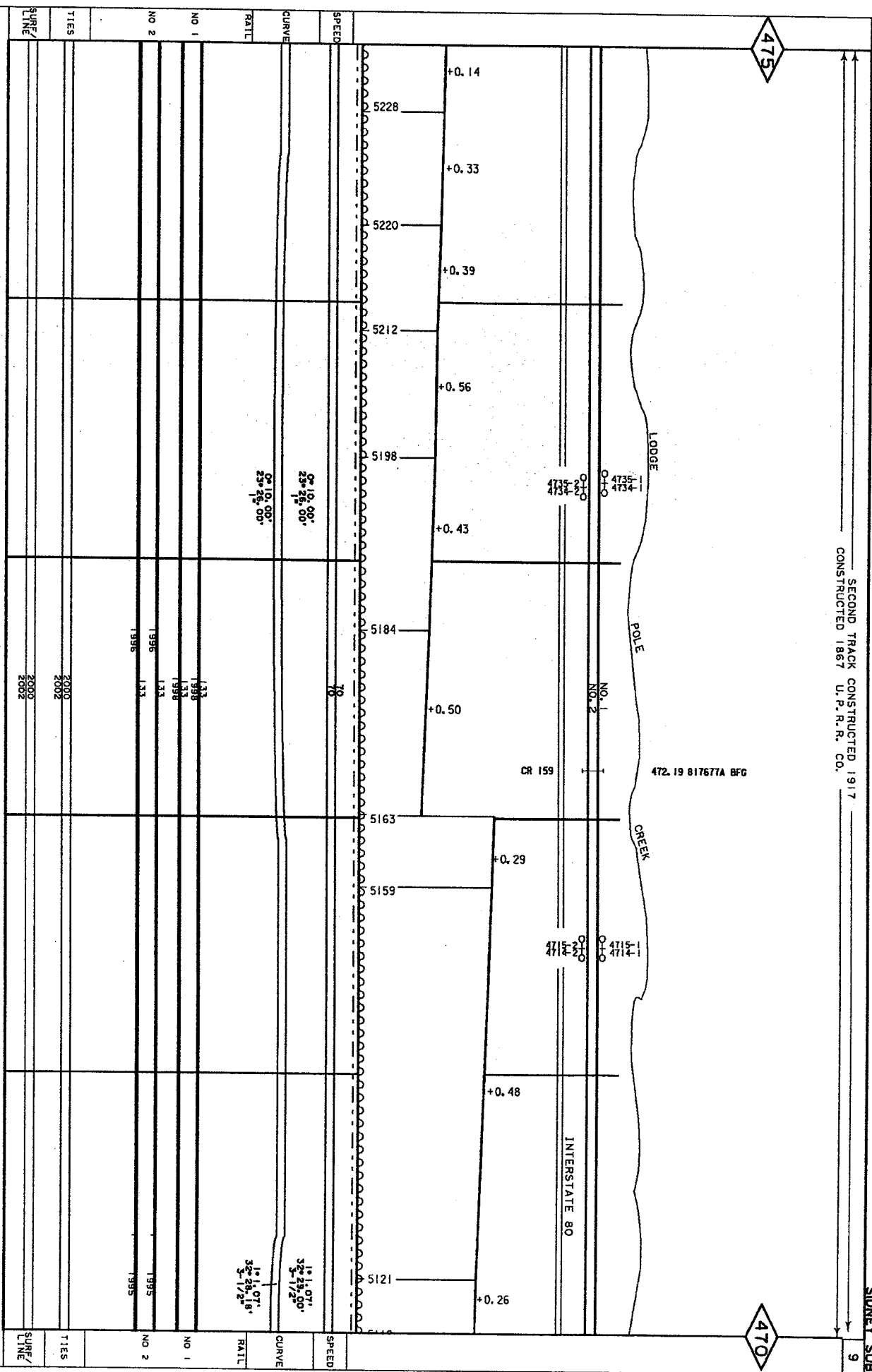
SECOND TRACK CONSTRUCTED 1917
 CONSTRUCTED 1867 U.P.R.R. CO.

SIDNEY SUB

9

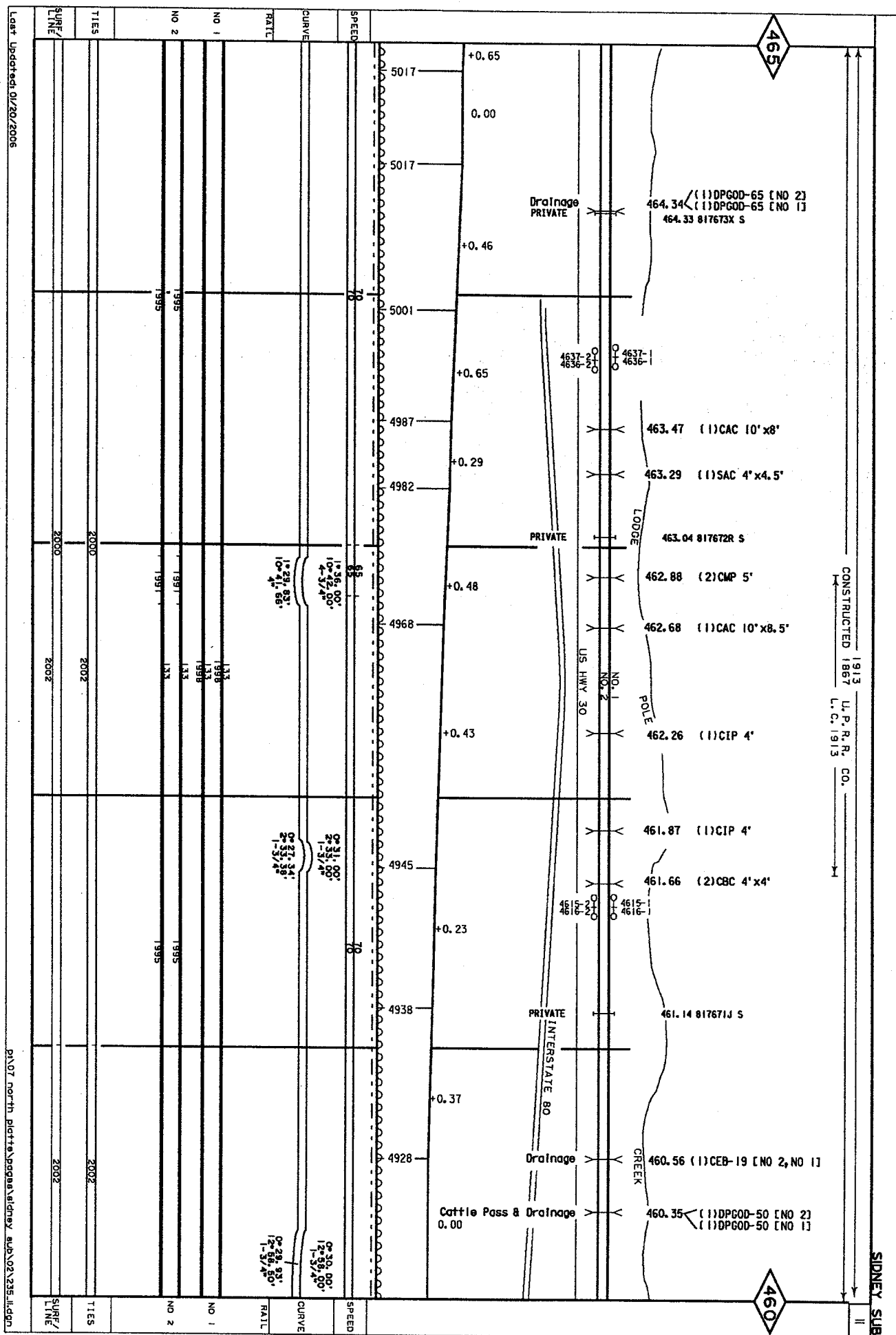
475

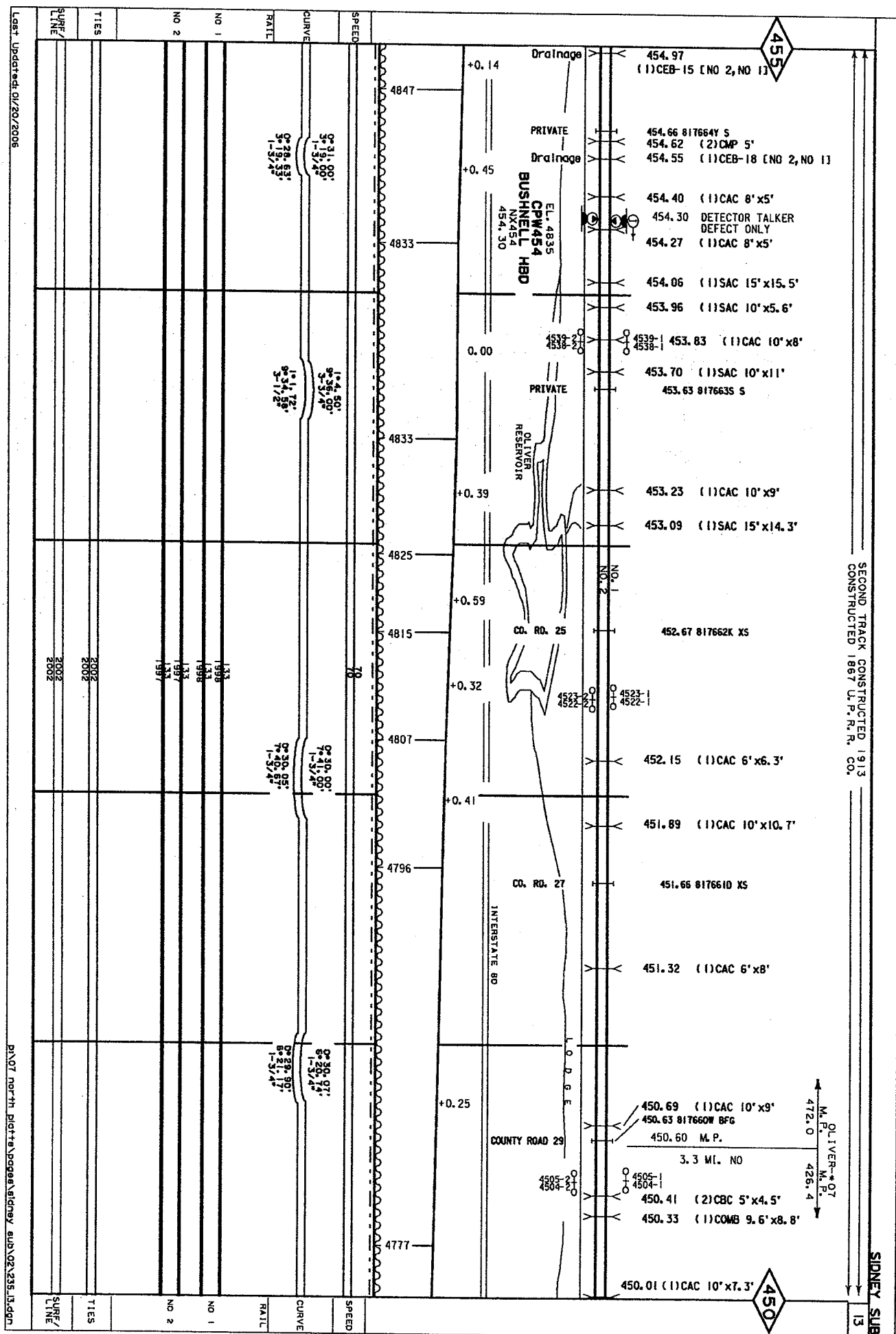
470

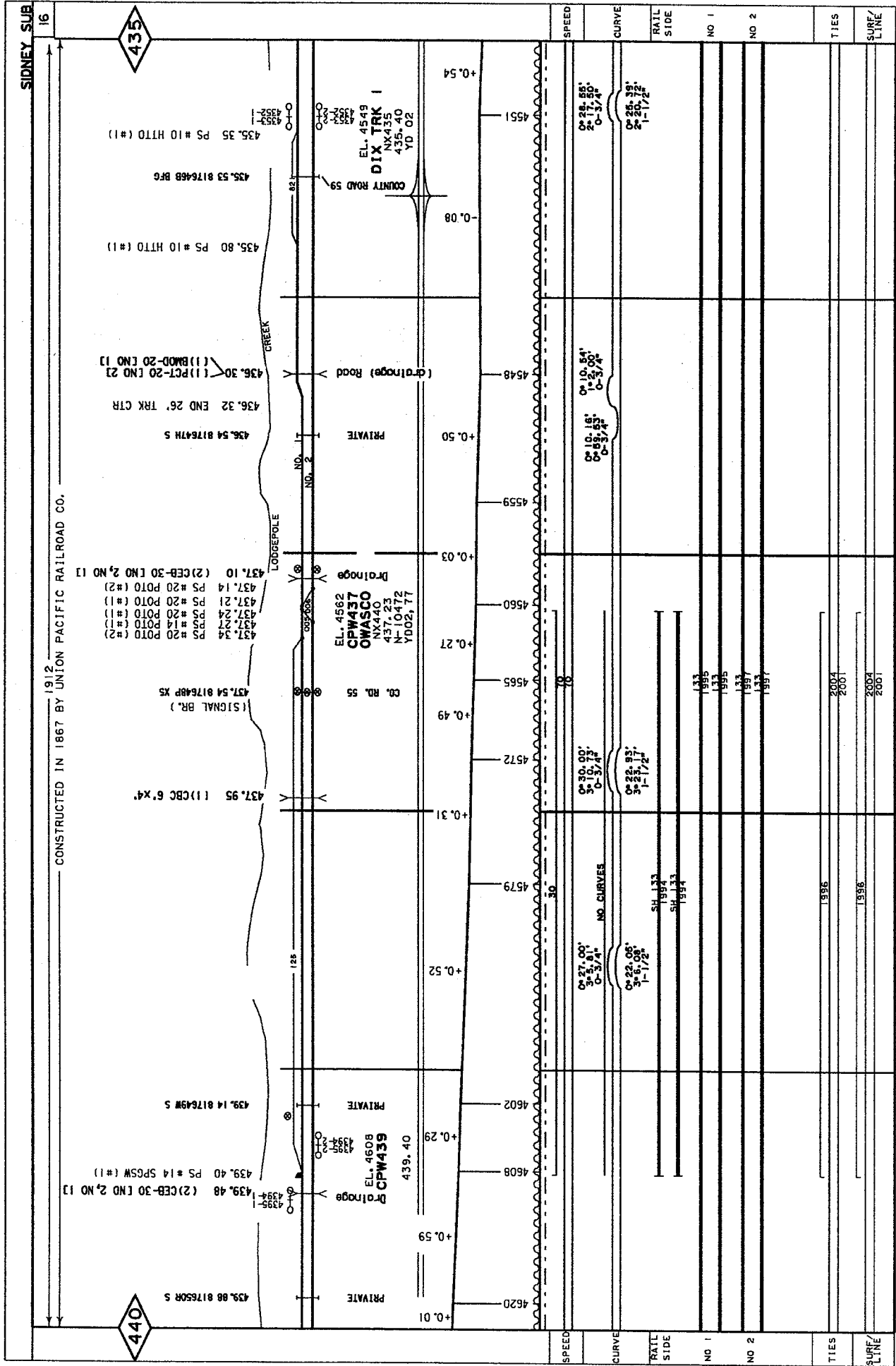


Last Updated 05/03/2005

Plot north platten\p000a\sidney sub\02\235.09.dgn







SECOND TRACK CONSTRUCTED 1913
CONSTRUCTED 1867 U.P. R.R. CO.

435

TRK CTR

434.98 BEGIN 26'
434.75 (1)DPG00-50 (NO 2)
(1)DPG00-50 (NO 1)
434.60 DETECTOR TALK ON
DEFECT ONLY
434.51 817645U S

Drainage
EL. 4538
CPW435
DIX HBD
NX434
434.60
PRIVATE

INTERSTATE 80

LODGEPOLE

CO. RD. 63

433.59 (2)CMP 4'
433.59 817644M XS

4335-1
4336-1
4335-1
4336-1

Drainage

433.03 (1)CEB-15 (NO 2, NO 1)

432.62 (1)CAC 6'x6'

CREEK

432.07 (1)CAC 6'x6'

CO. RD. 67

431.89 817643F XS

4317-2
4318-2
4317-1
4318-1

431.50 (1)CAC 15'x13'

430.89 PS #10 HTTO (#2)

430.54 817642Y XS

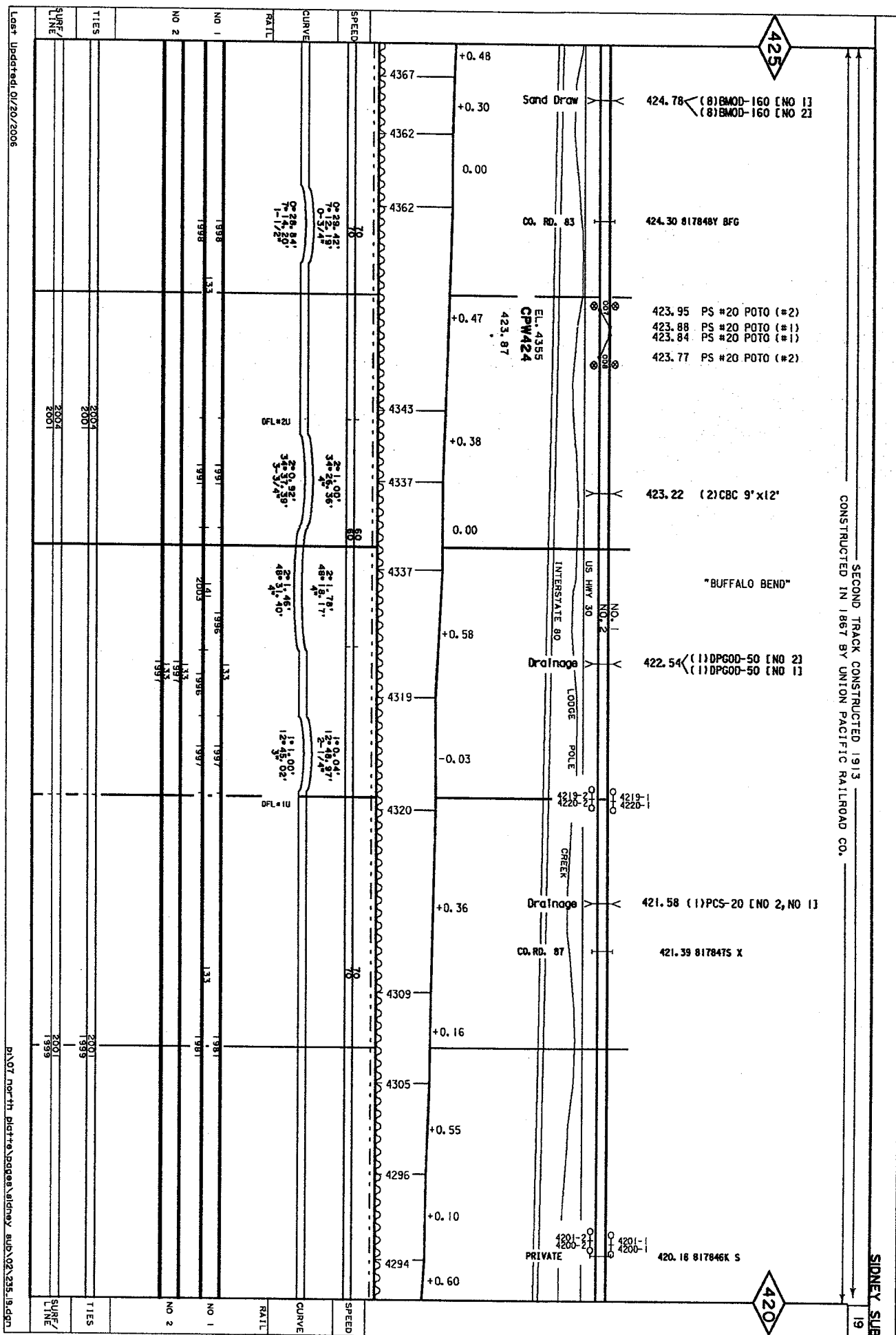
EL. 4471
JACINTO
NX431
430.86
VD 02

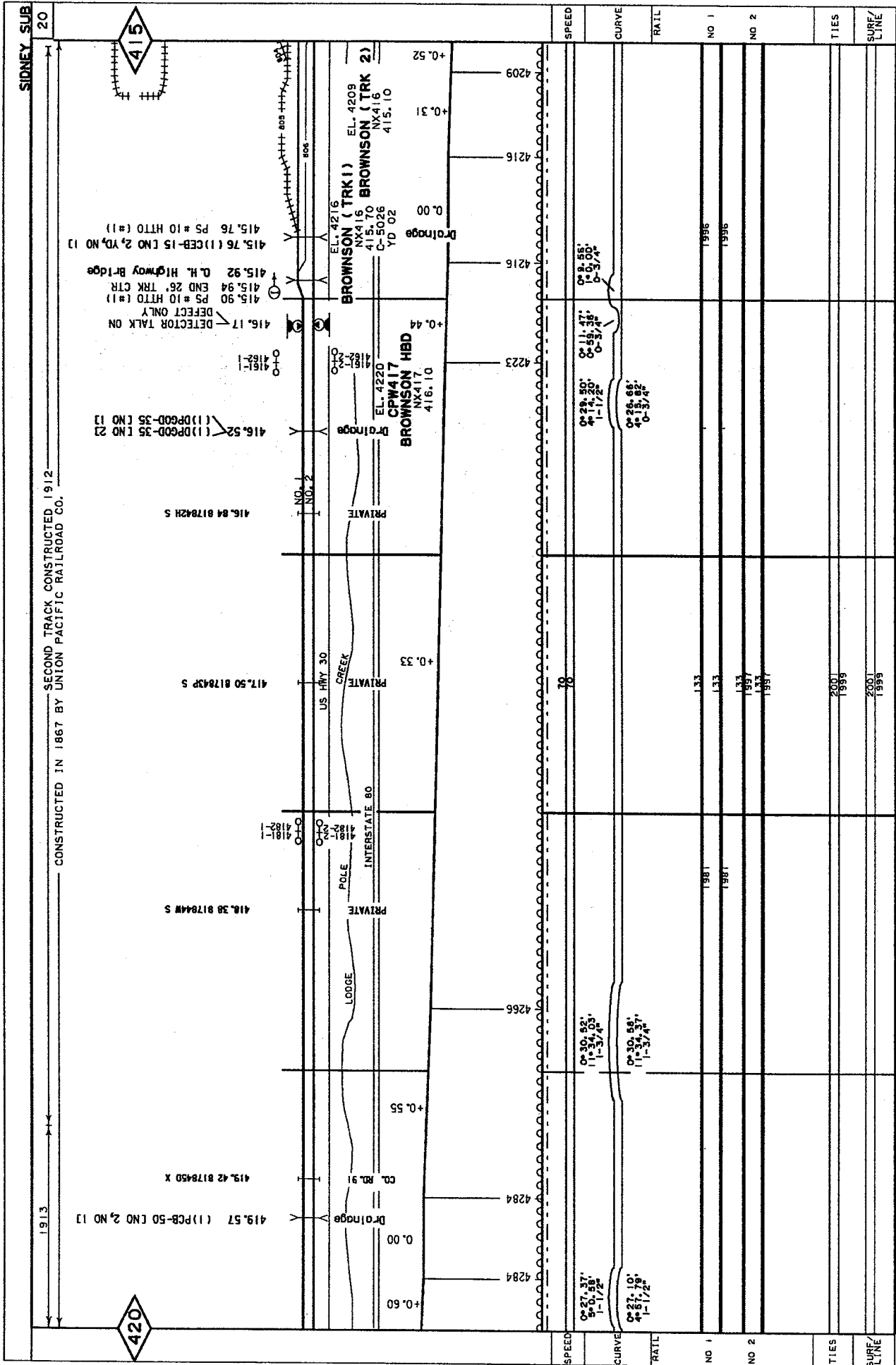
CO. RD. 69

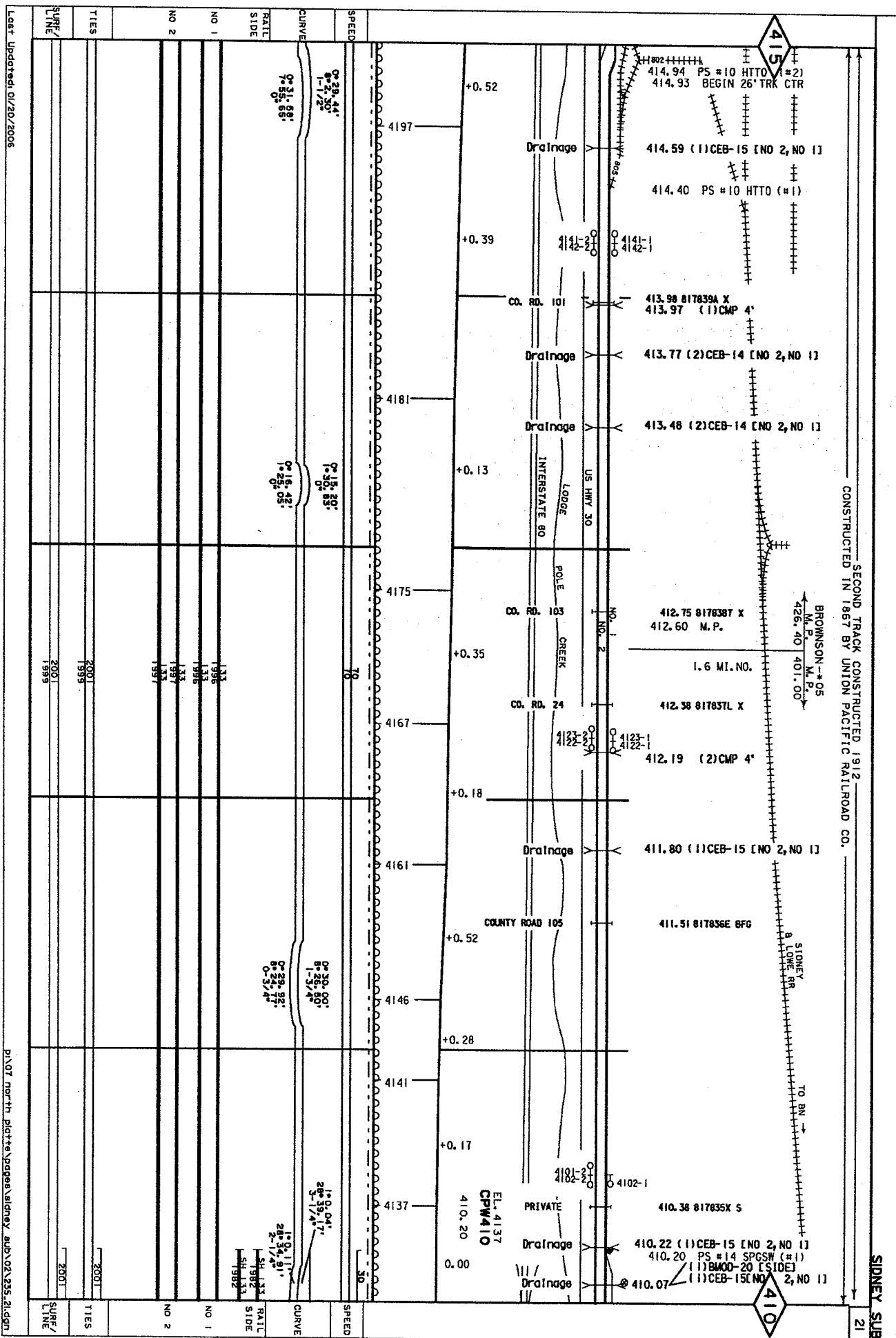
4301-1
4302-1
4300-1
4301-2
4302-2

430

SPEED		RAIL		CURVE		TIES		SURF/		LINE	
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.50' 0° 5.13' 0° 3.42' 0° 3.42'				2004 2001			
18				0° 8.18' 0° 9.50' 0° 8.30' 0° 5.47' 0° 3.42' 0° 3.42'							





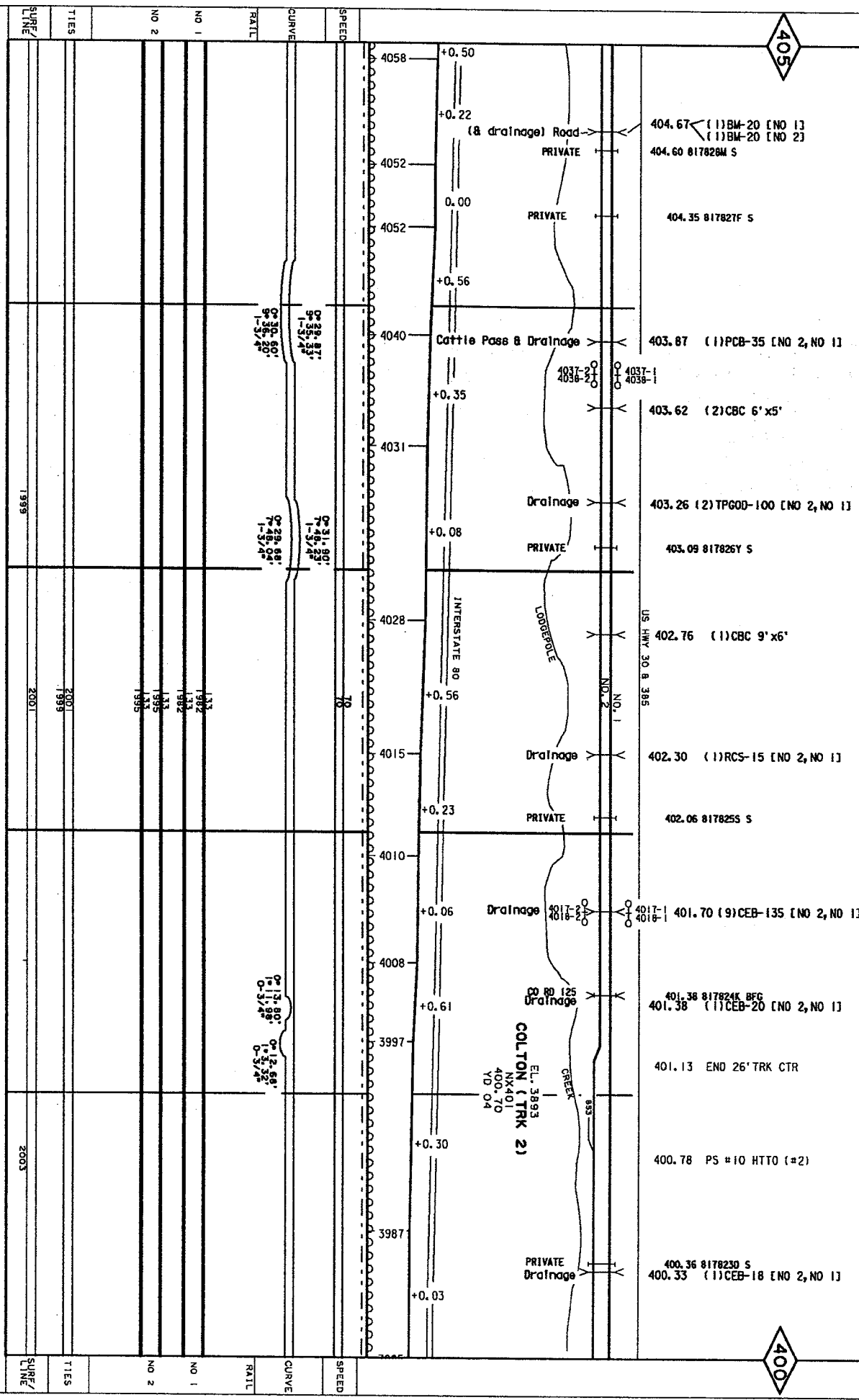


SECOND TRACK CONSTRUCTED 1912
CONSTRUCTED IN 1867 BY UNION PACIFIC RAILROAD CO.

SIDNEY SUB
23

405

400



Last Updated: 01/20/2006

Plot north platta\paga\sidney sub\02\235.23.dgn

CONSTRUCTED 1867 UPPER CO.
SECOND TRACK CONSTRUCTED 1913

SIDNEY SUB

25

395

390

394.39 (1)PCB-36 [NO 2, NO 1]
394.36 817813X XS

394.03 (1)PCB-35 [NO 2, NO 1]

US HWY 385 8 30
393.36 817812R X

393.00 (2)CBC (11.8'x4')

392.39 (4)CEB-26 [NO 2, NO 1]
392.36 817811J BFG

392.23 (1)PCS-20 [NO 2, NO 1]

392.11 PS #20 POTO (#2)
392.03 PS #20 POTO (#1)
392.00 PS #20 POTO (#1)
391.93 PS #20 POTO (#2)

390.57 (2)TPGD-100 [NO 2, NO 1]

390.35 817810C X

+0.27

+0.13 Waterway
CO. RD. 139

Drainage

+0.60

CO. RD. 141

0.00

Drainage
CO. RD. 143

Cattle Pass & Drainage

EL. 3863
CPW392

+0.40

+0.05

Drainage

CR 147

+0.33

3902

INTERSTATE 80

3895

3876

3876

3866

3843

3841

0° 23' 50"
6-3/4'
1-3/4'

0° 28' 22"
5° 58' 45"
0-3/4'

1° 0' 23"
2° 42' 00"
2° 5' 12"

0° 58' 14"
2° 40' 27"
2° 5' 12"

CURVE

CURVE

RAIL

RAIL

NO 1

NO 1

NO 2

NO 2

TIES

TIES

SURF/

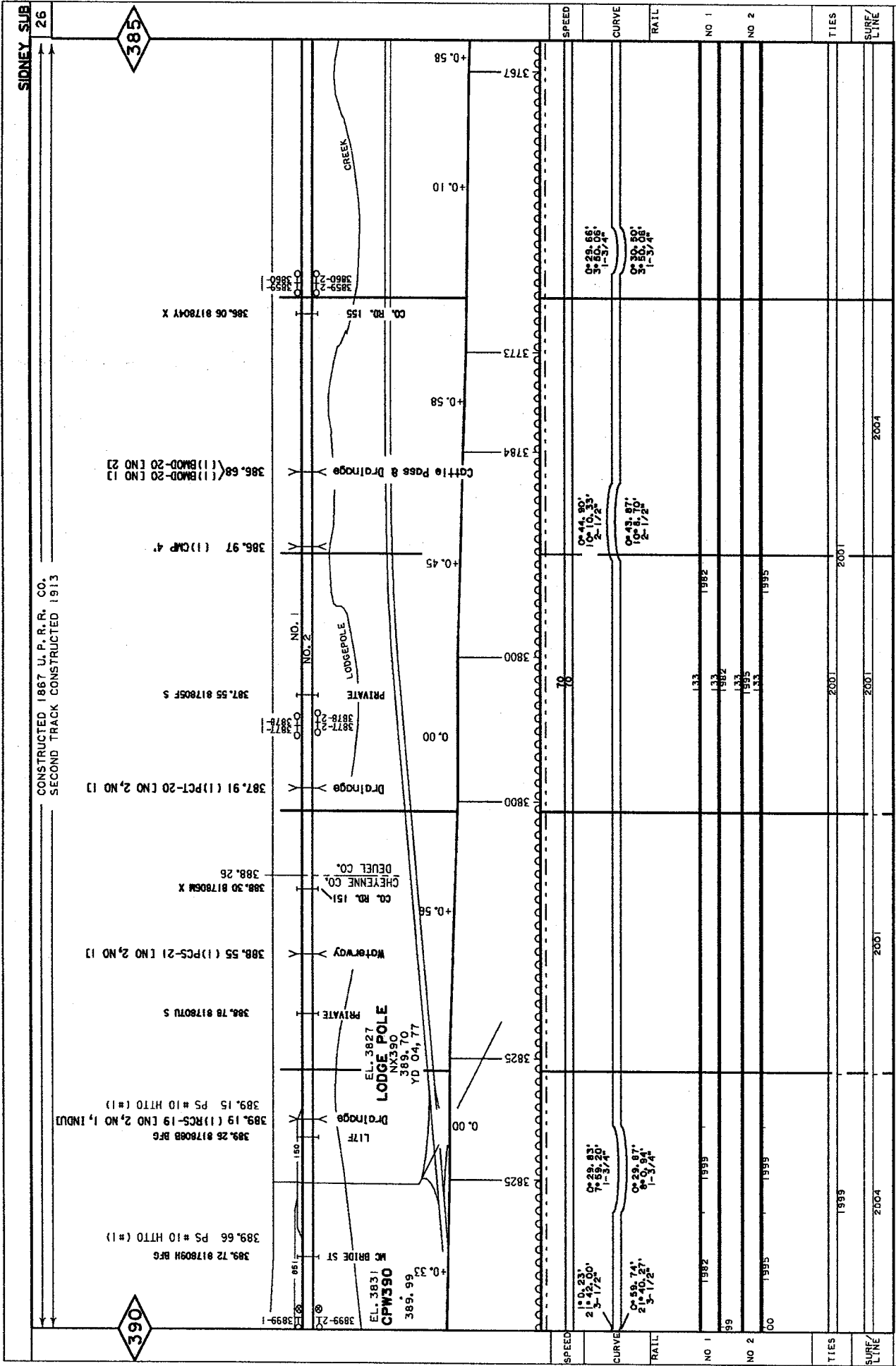
SURF/

LINE

LINE

Last Updated: 05/03/2005

P:\07 north platta\pages\sidney sub\02\235.25.dgn



CONSTRUCTED 1867 U.P.R.R. CO.
SECOND TRACK CONSTRUCTED 1913

1912

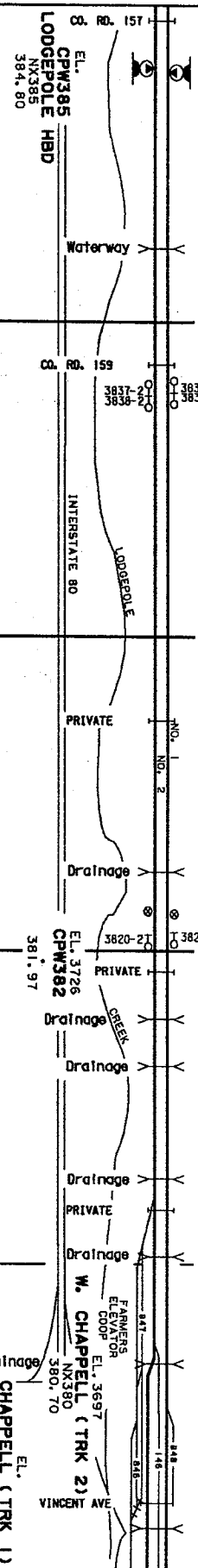
SIDNEY SUB

27

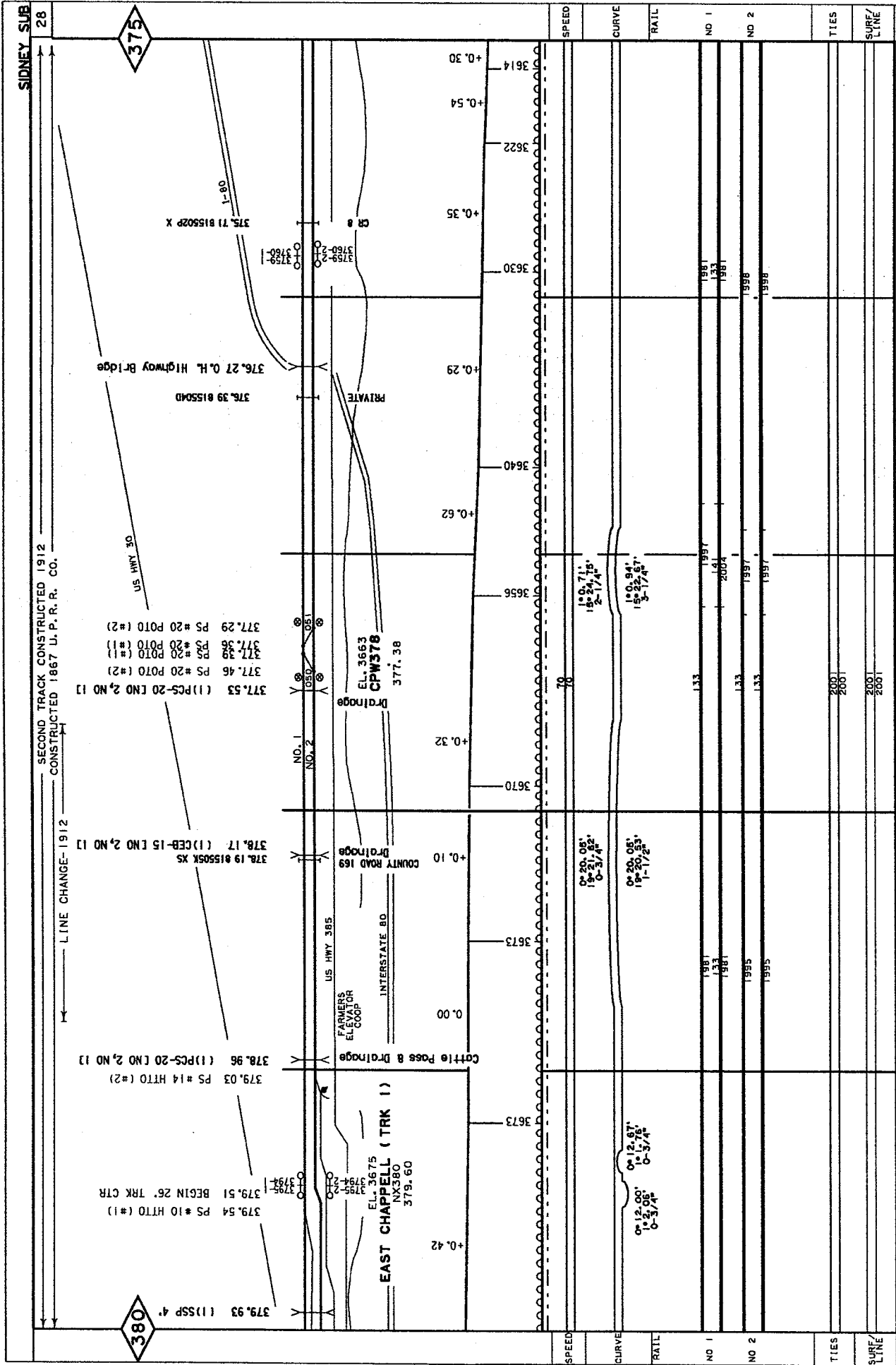
385

380

384.95 817803S XS
384.80 DETECTOR TALKER
384.23 (1)PCS-15 (NO 2, NO 1)
383.86 817802K XS
383.70 1.30 MI. NO.
CHAPPELL -#04
M.P. 401.0
M.P. 365.3
US HWY 385 @ 30
382.73 817801D S
382.25 (1)PCS-20 (NO 2, NO 1)
381.93 817800W S
381.78 (1)BMOD-20 (NO 2)
(1)BMOD-20 (NO 1)
381.63 (1)PCS-20 (NO 2, NO 1)
381.27 (1)PCS-20 (NO 2, NO 1)
381.22 PS #14 HTTO (#2)
381.17 815509W S
381.02 (1)CEB-15 (NO 2, NO 1)
380.78 END 26' TRK CTR
380.75 PS #10 HTTO (#2)
380.68 (1)CEB-16 (NO 2, YD, NO 1)
380.52 PS #10 HTTO (#1)
380.24 815507Y BFG
380.16 O.H. Highway Bridge



SPEED	3754	3751	3732	3726	3726	3696	3695
CURVE				0° 28' 48" 1-3/4'	0° 24' 34" 1-3/4'	0° 12' 57" 0-3/4'	0° 12' 57" 0-3/4'
RAIL							
NO 1				1982	1981	1981	1981
NO 2				1982	1985	1985	1985
TIES				2001	2001	2001	2001
SURF/	2004			2001			2001
LINE							



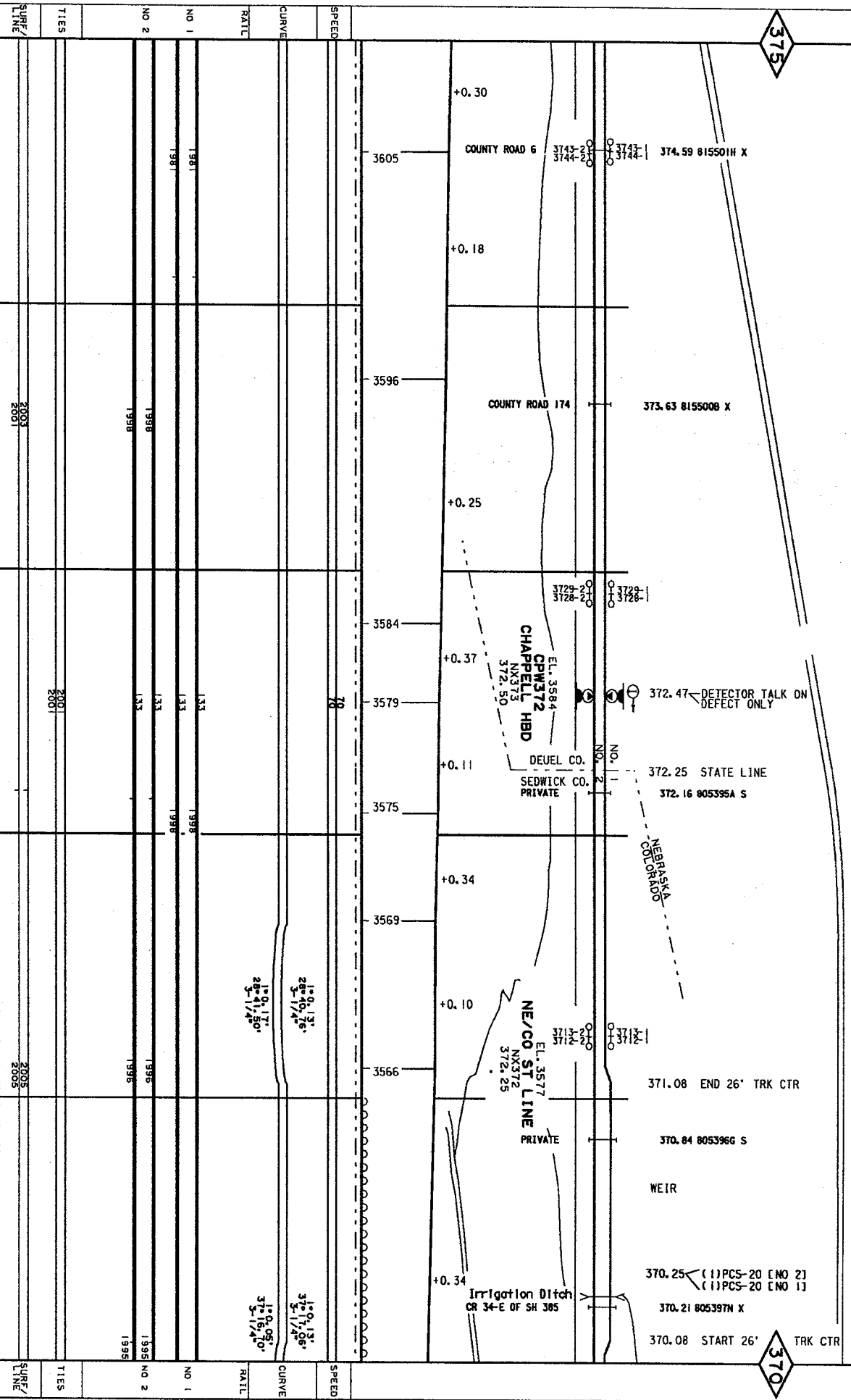
SECOND TRACK CONSTRUCTED 1912
CONSTRUCTED 1887 U.P.R.R. CO.

SIDNEY SUB

29

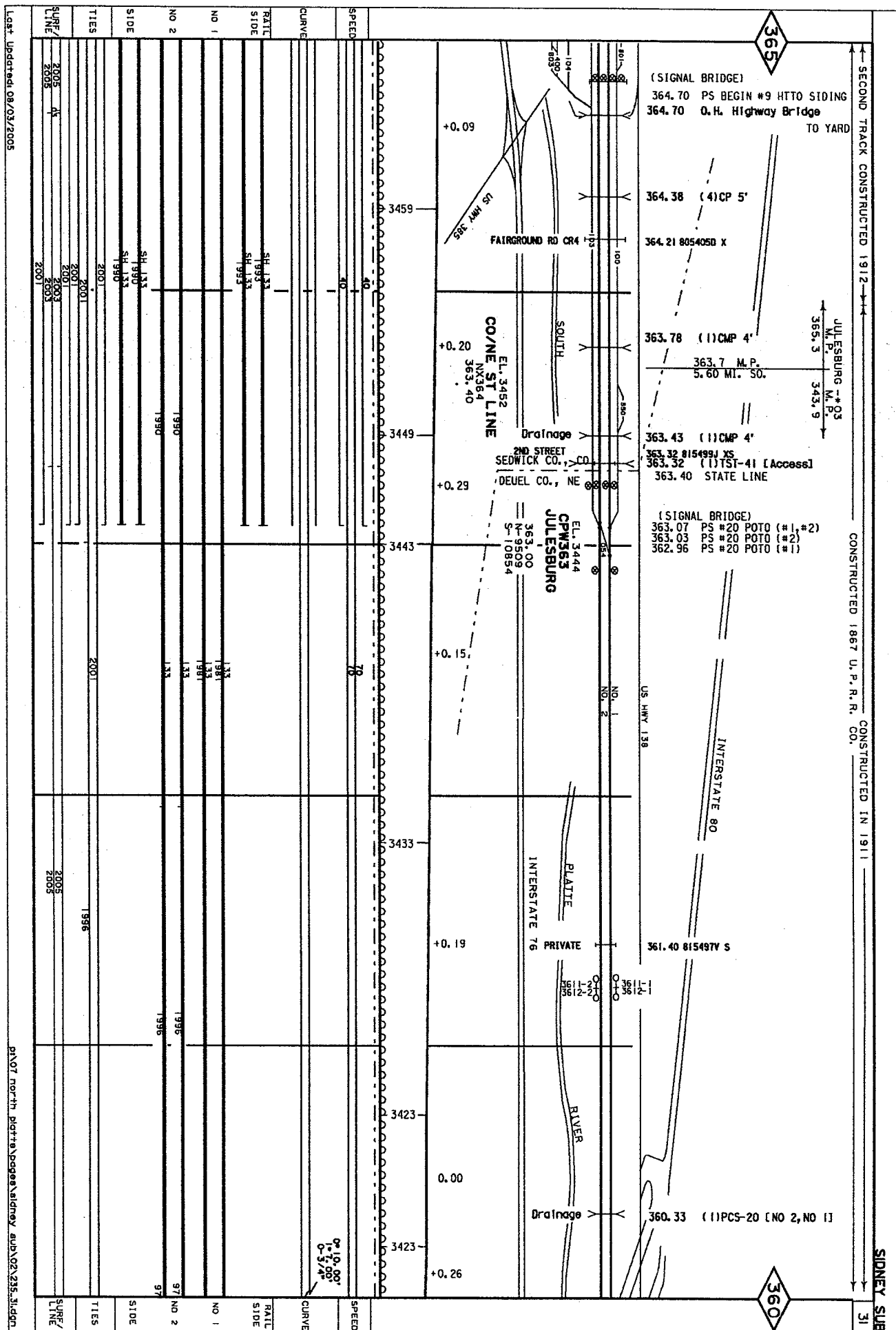
375

370

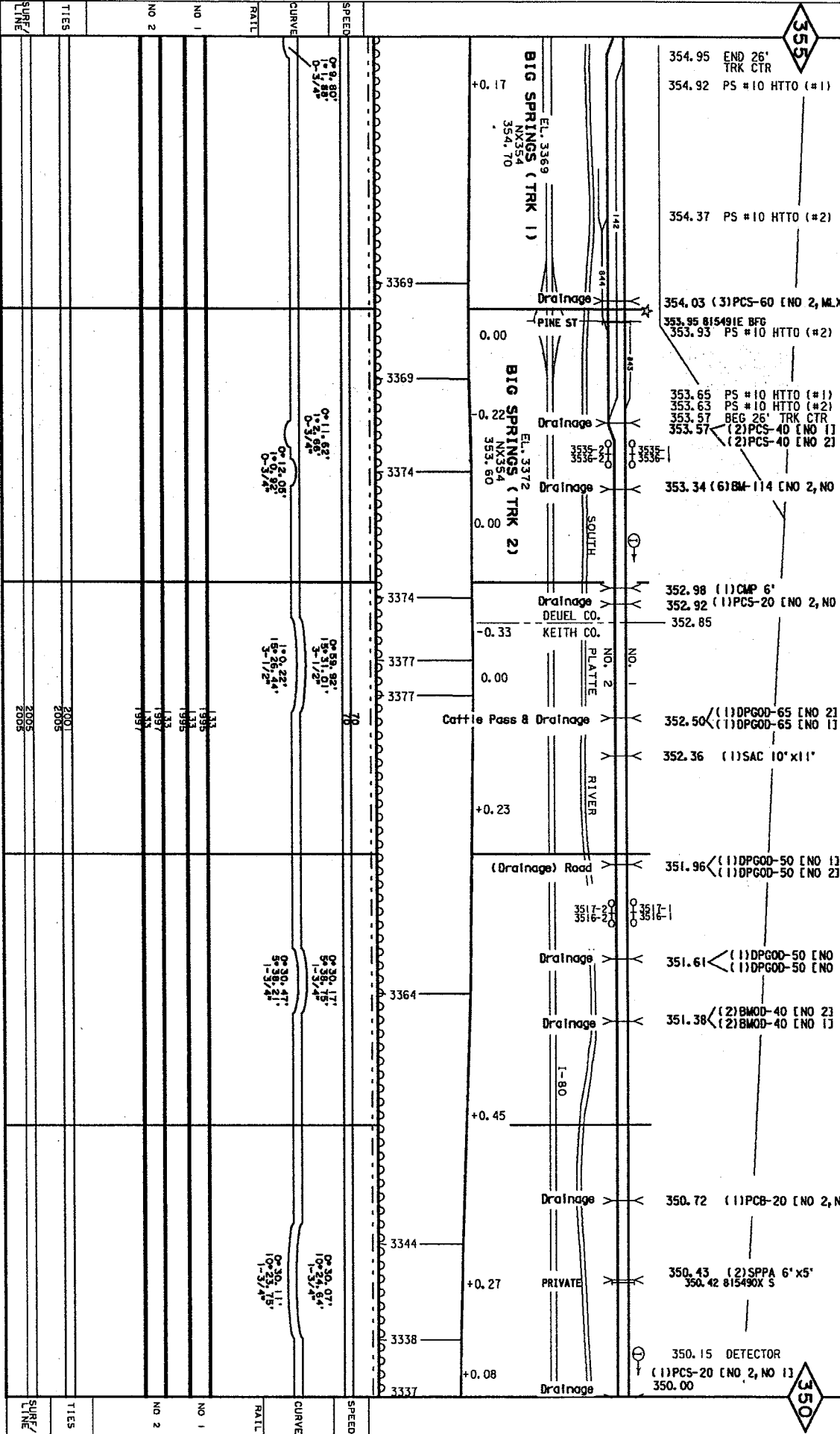


Last Updated: 01/20/2006

P:\VOT North\picta\pages\sidney sub\02.235.29.dgn



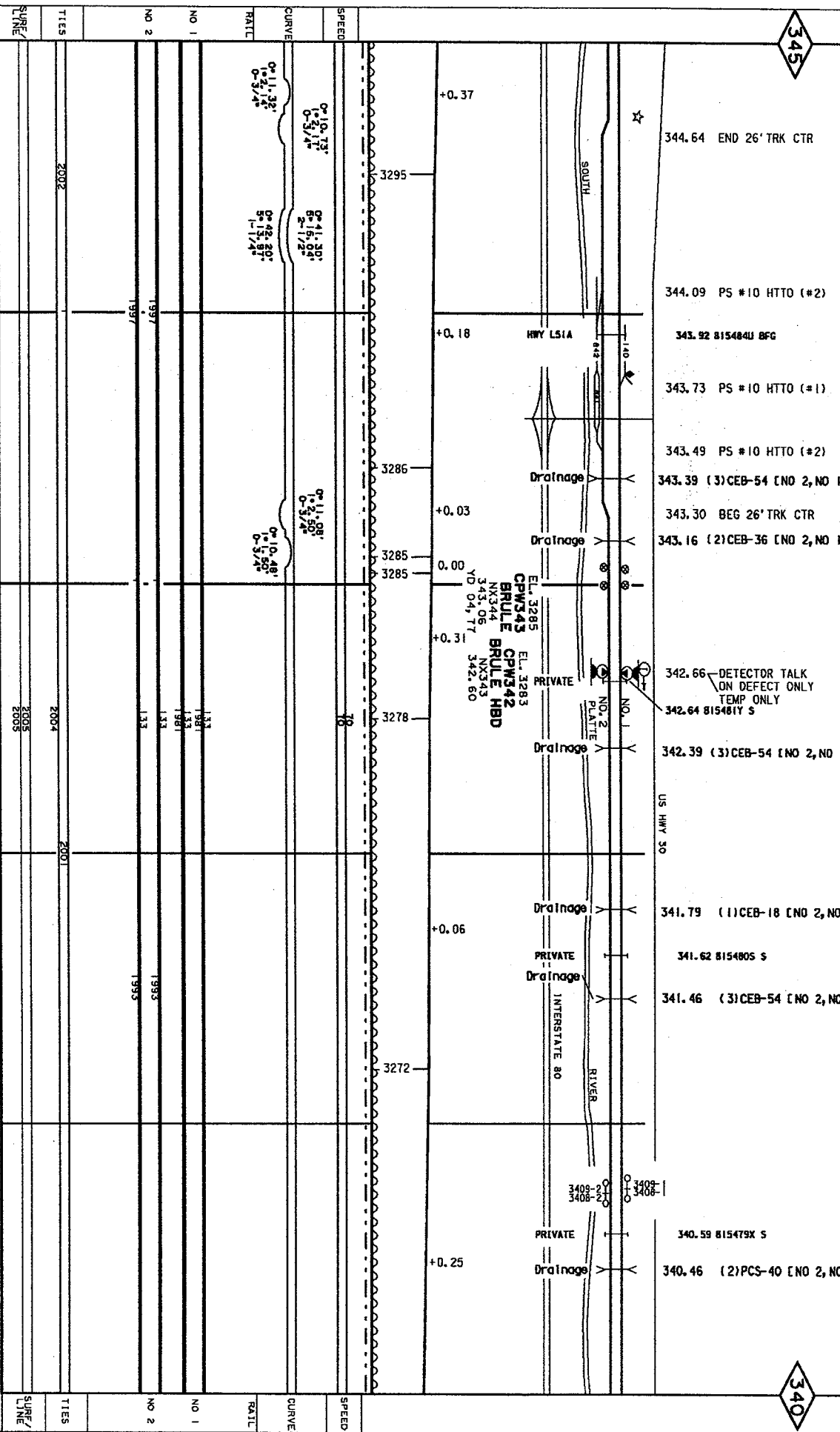
CONSTRUCTED 1867 UPRR CO.
SECOND TRACK CONSTRUCTED 1911
★ MP 354.0 200' NORTH SITE OF FIRST UP TRAIN ROBBERY
BY THE OUTLAW SAM BASS-SEPTEMBER 18, 1877

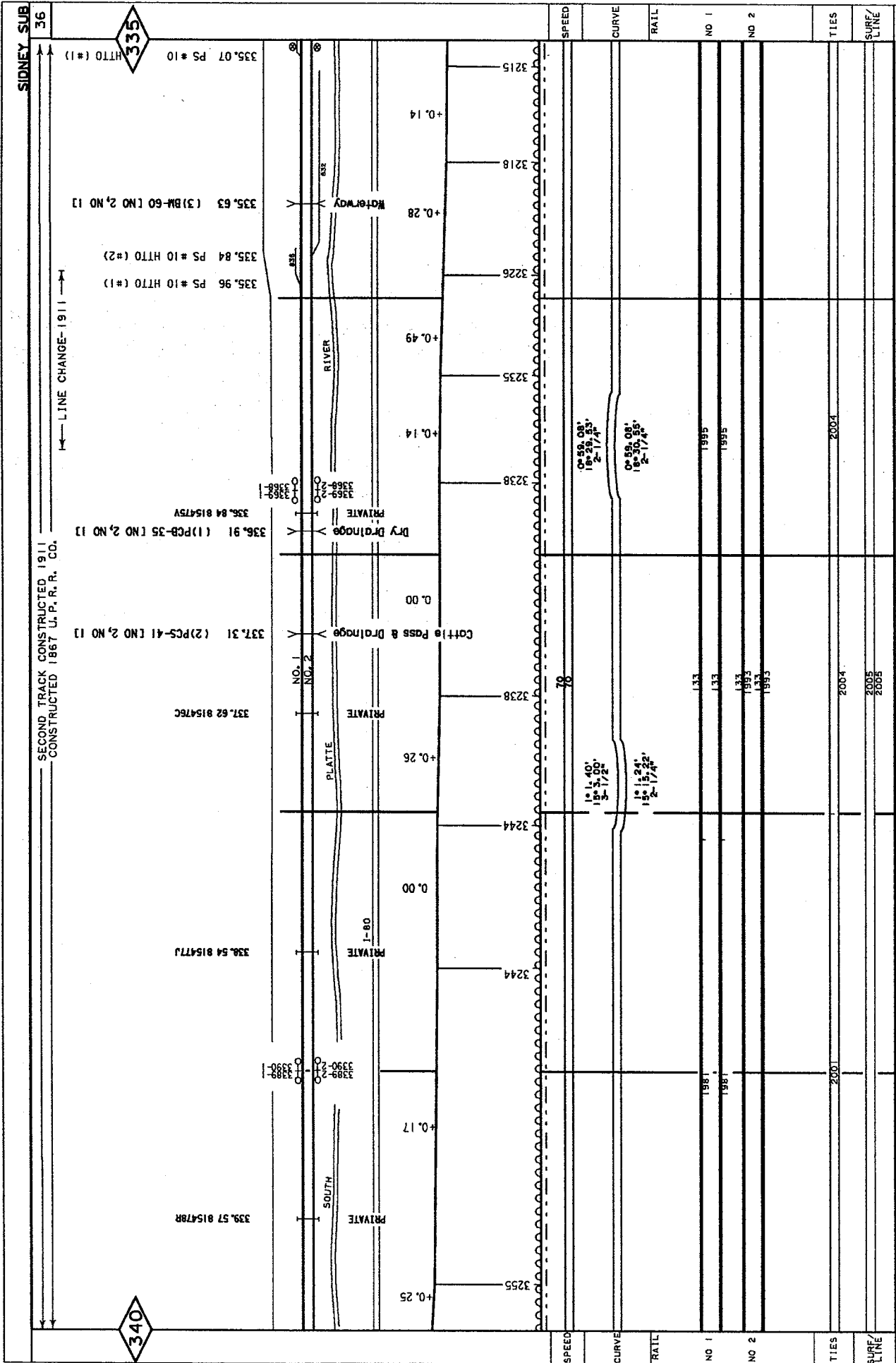


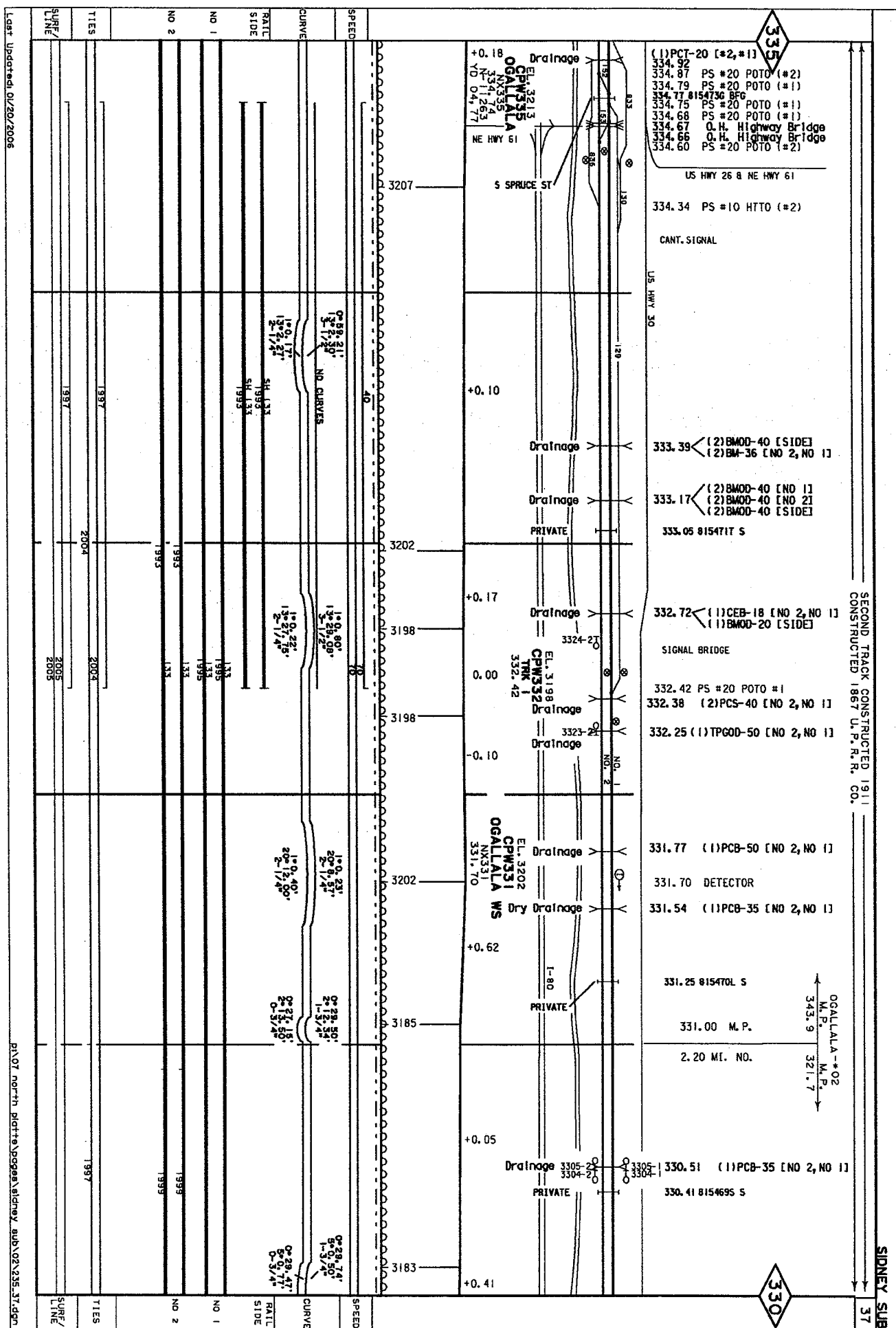
CONSTRUCTED 1867 U.P.R.R. CO.
SECOND TRACK CONSTRUCTED 1911
★ MP 344.8 500' SOUTH COMMEMORATIVE MARKER FOR
DIAMOND SPRINGS PDNY EXPRESS STATION 1860-1861

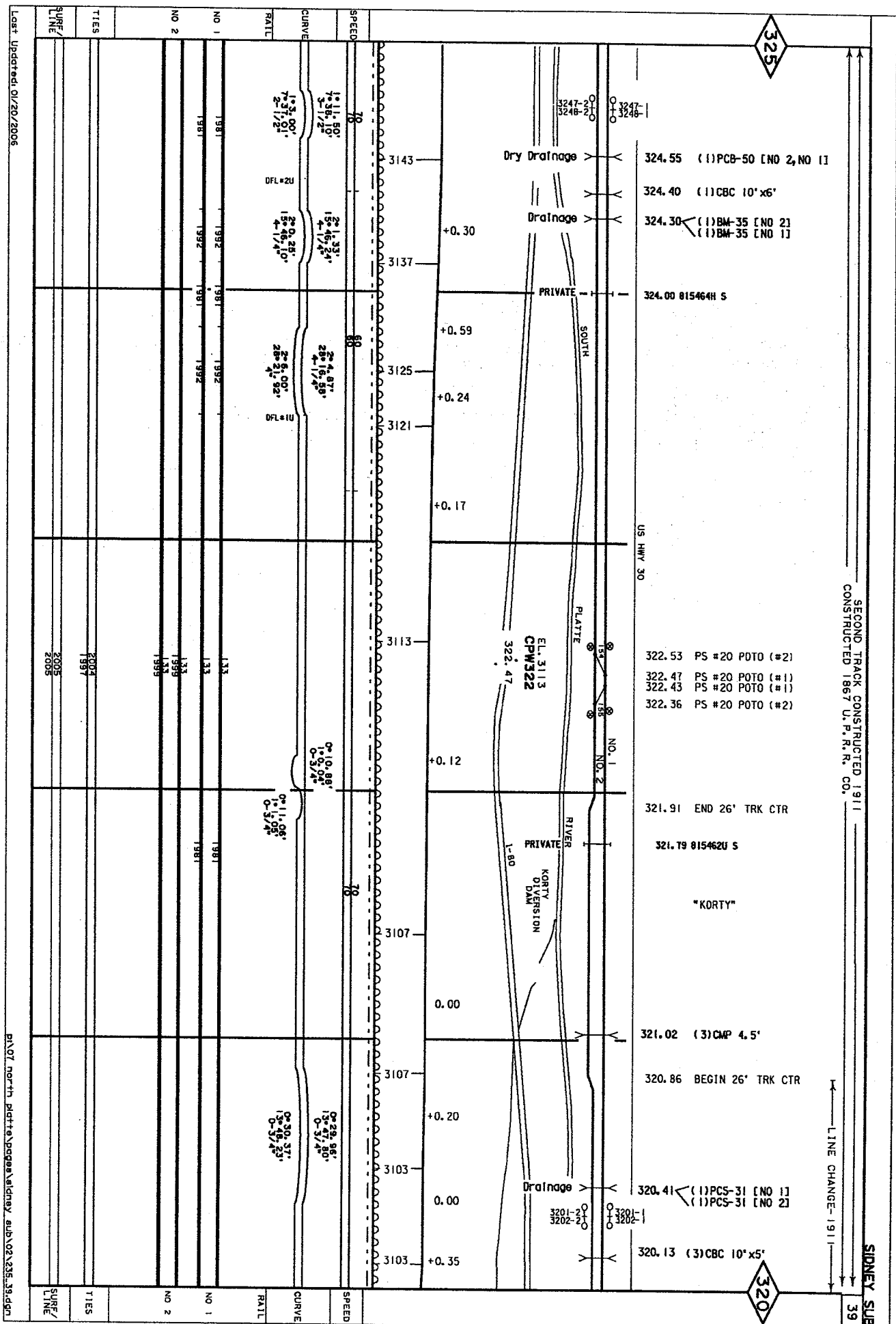
345

340

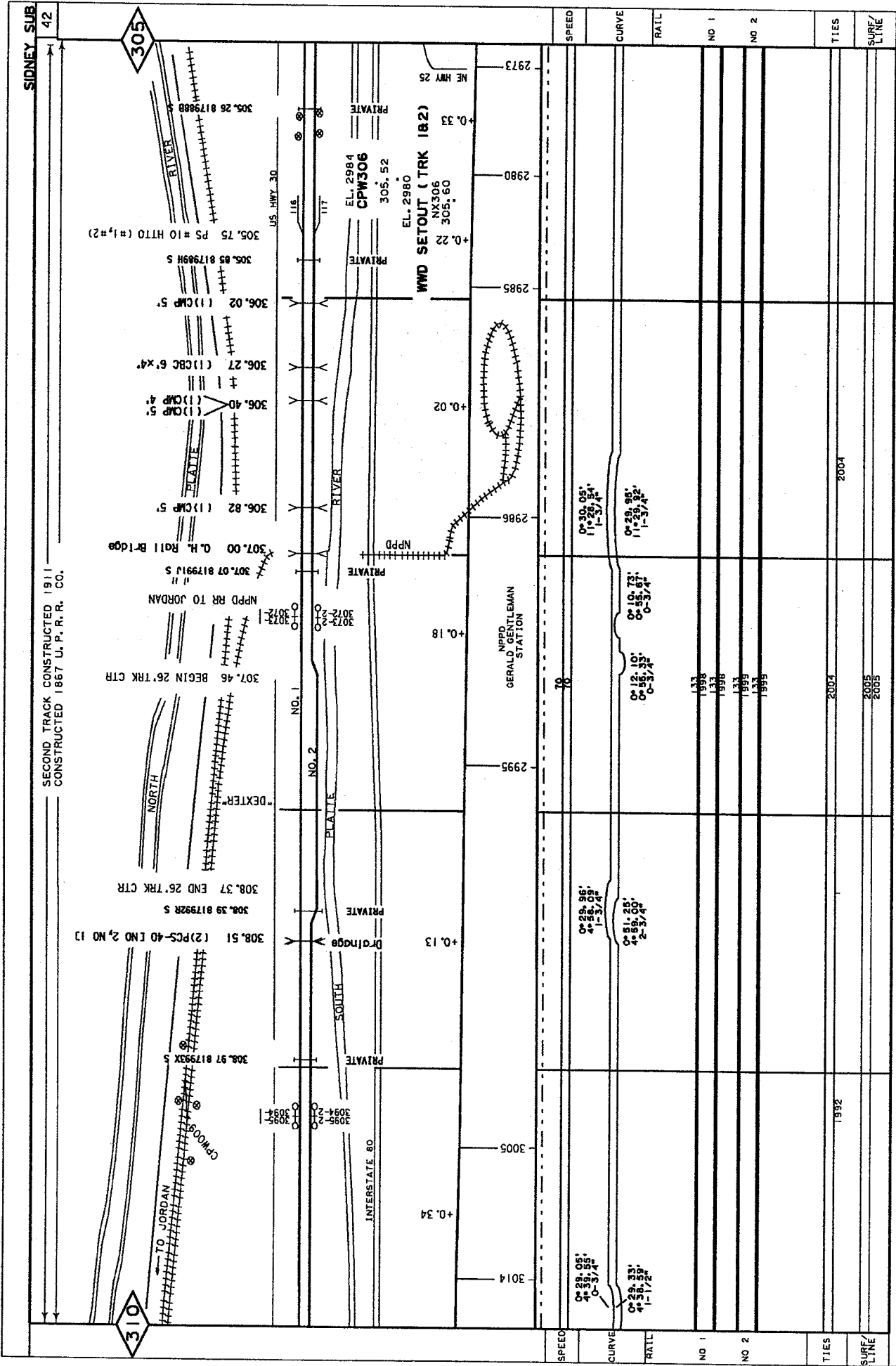








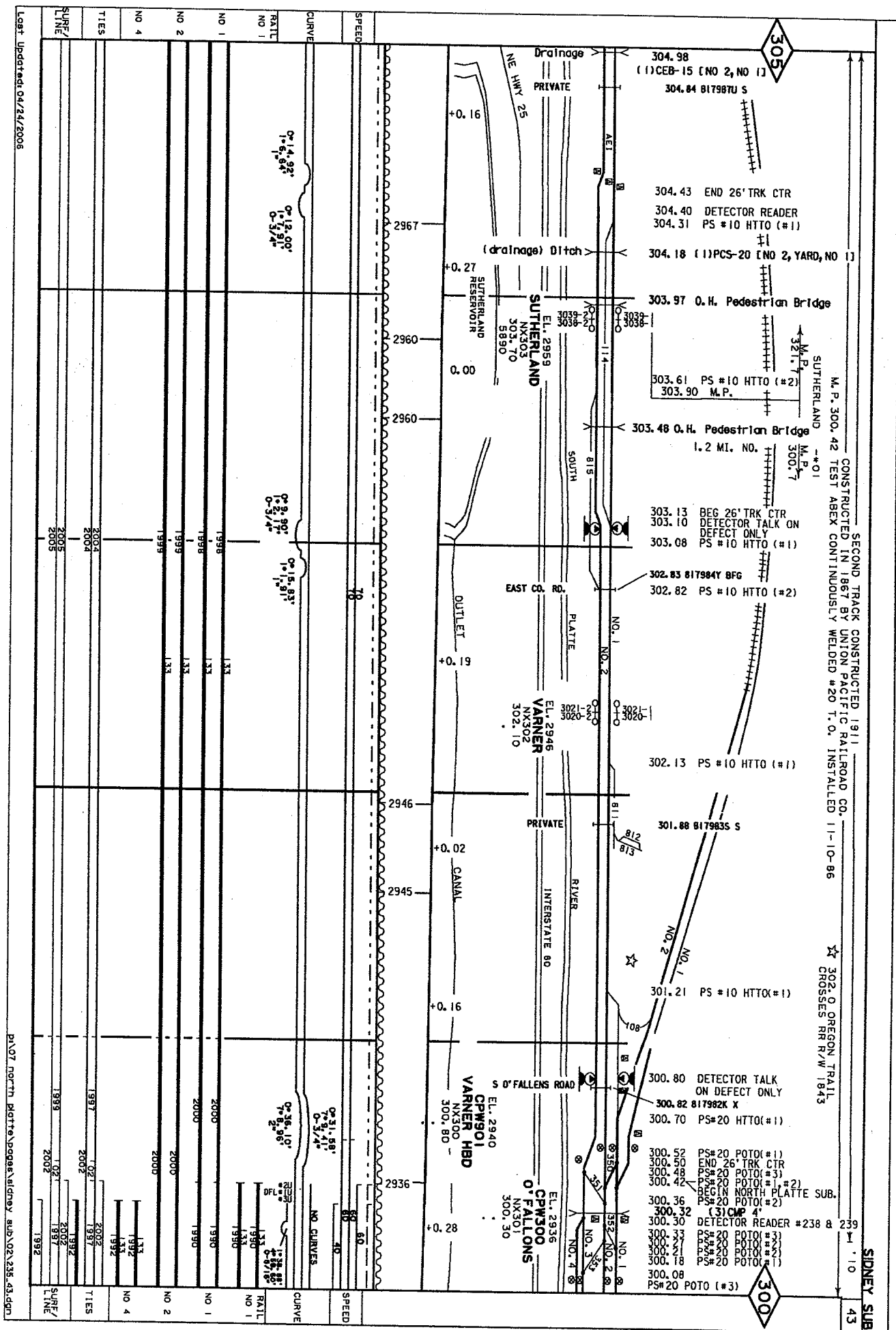
pr\07 north platte\pages\aldney sub\02\235.39.dgm



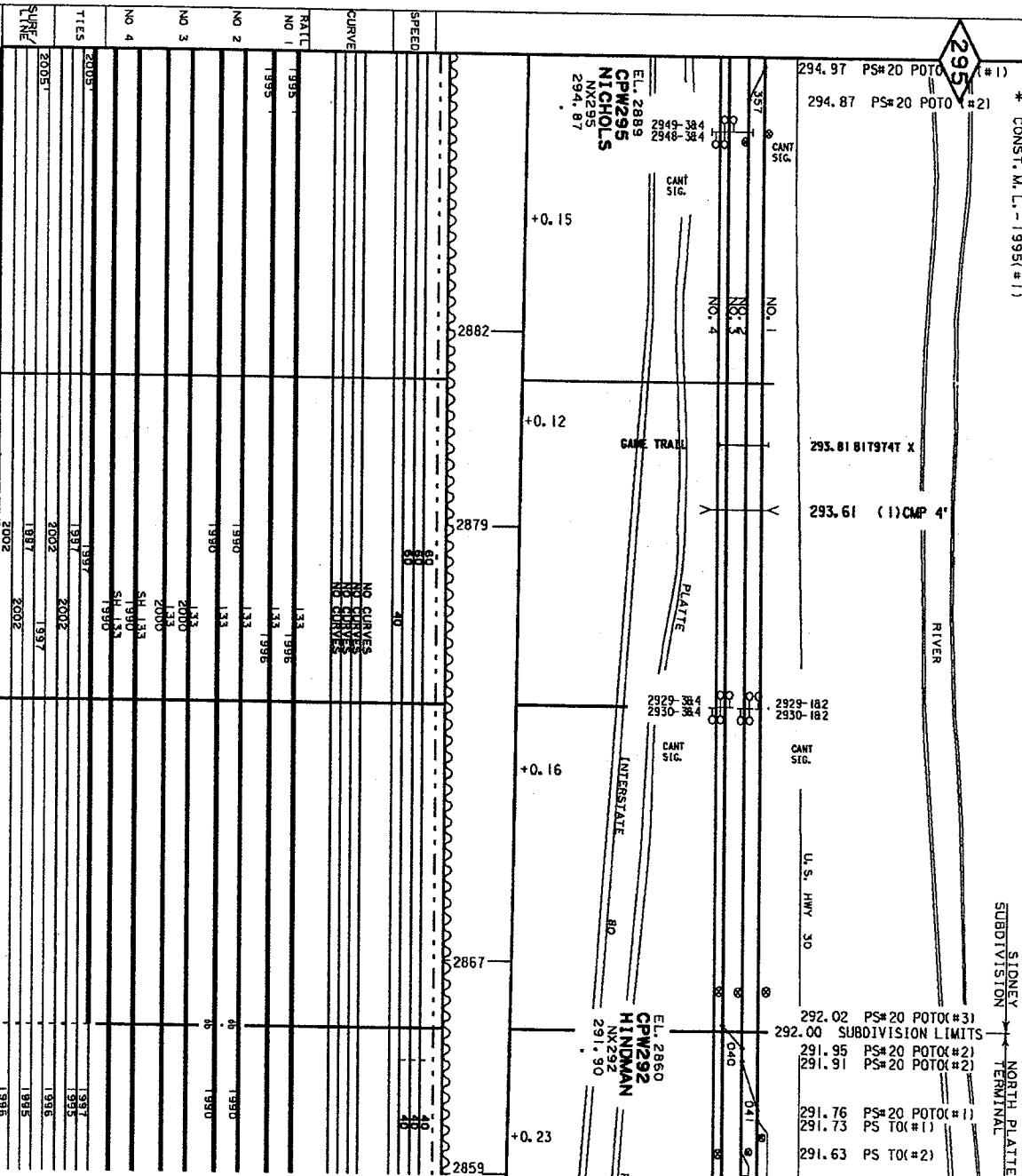
SIDNEY SUB		42
SECOND TRACK CONSTRUCTED 1911 CONSTRUCTED 1867 U. P. R. R. CO.		
SPEED		
CURVE		
RAIL		
NO 1		
NO 2		
TIES		
SURF/LINE		
TIES		2004
SURF/LINE		2005 2005

Last Updated: 01/20/2006

pin07 north platte\sidney sub\02\235-42.dgn



CONSTRUCTED 1867 BY THE UNION PACIFIC RAIL ROAD COMPANY (#2) —
SECOND TRACK CONSTRUCTED 1910 (#3) —
CONST. M. L. - 1995 (#1)
CONST. M. L. - 1995 (#1)
CONST. M. L. - 1995 (#1)
SUBDIVISION
NORTH PLATE
TERMINAL

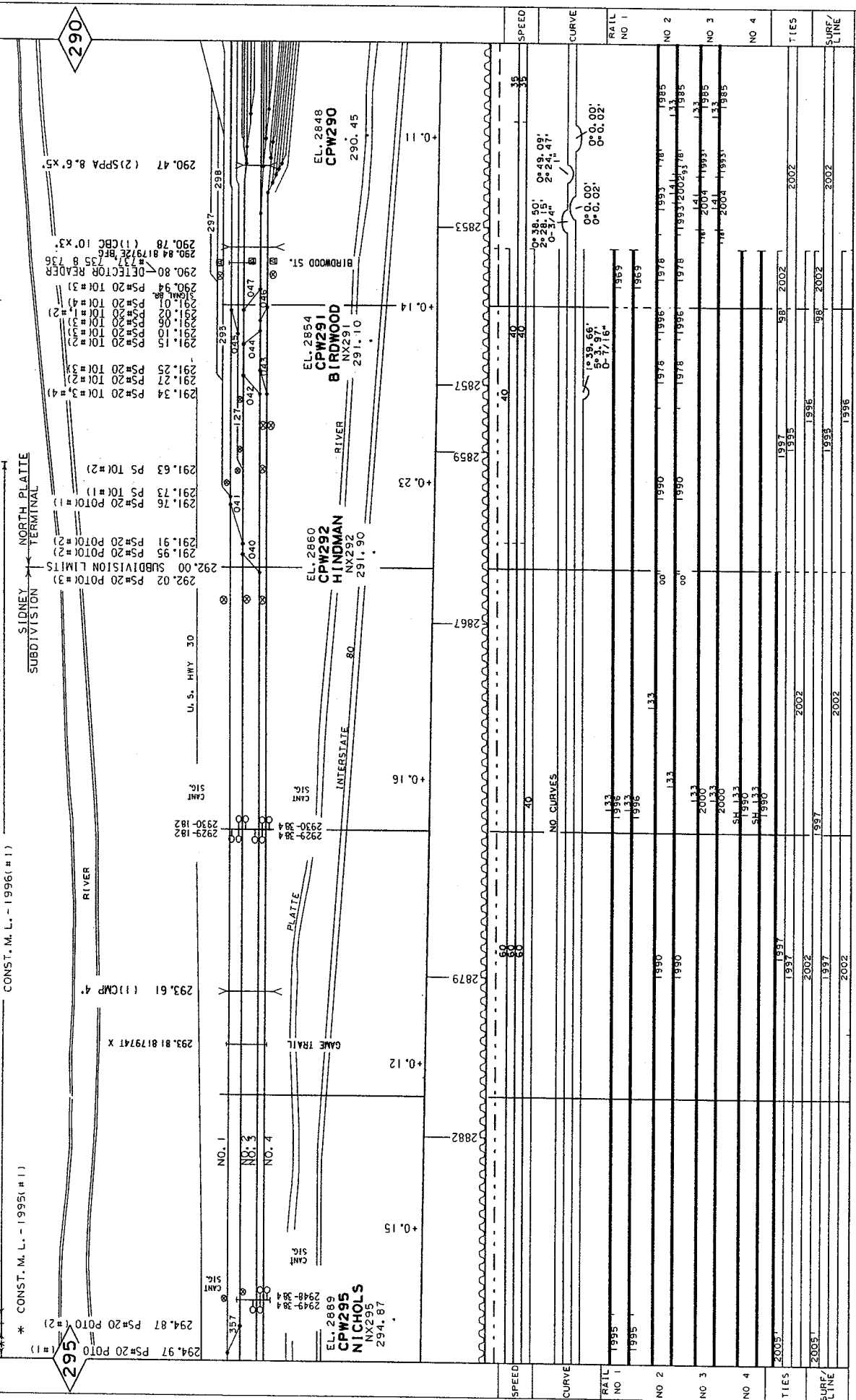


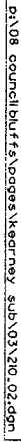
LAST Updated: 04/24/2006

P:\07 north platte\p0006\sidney sub\02\235.45.dgn

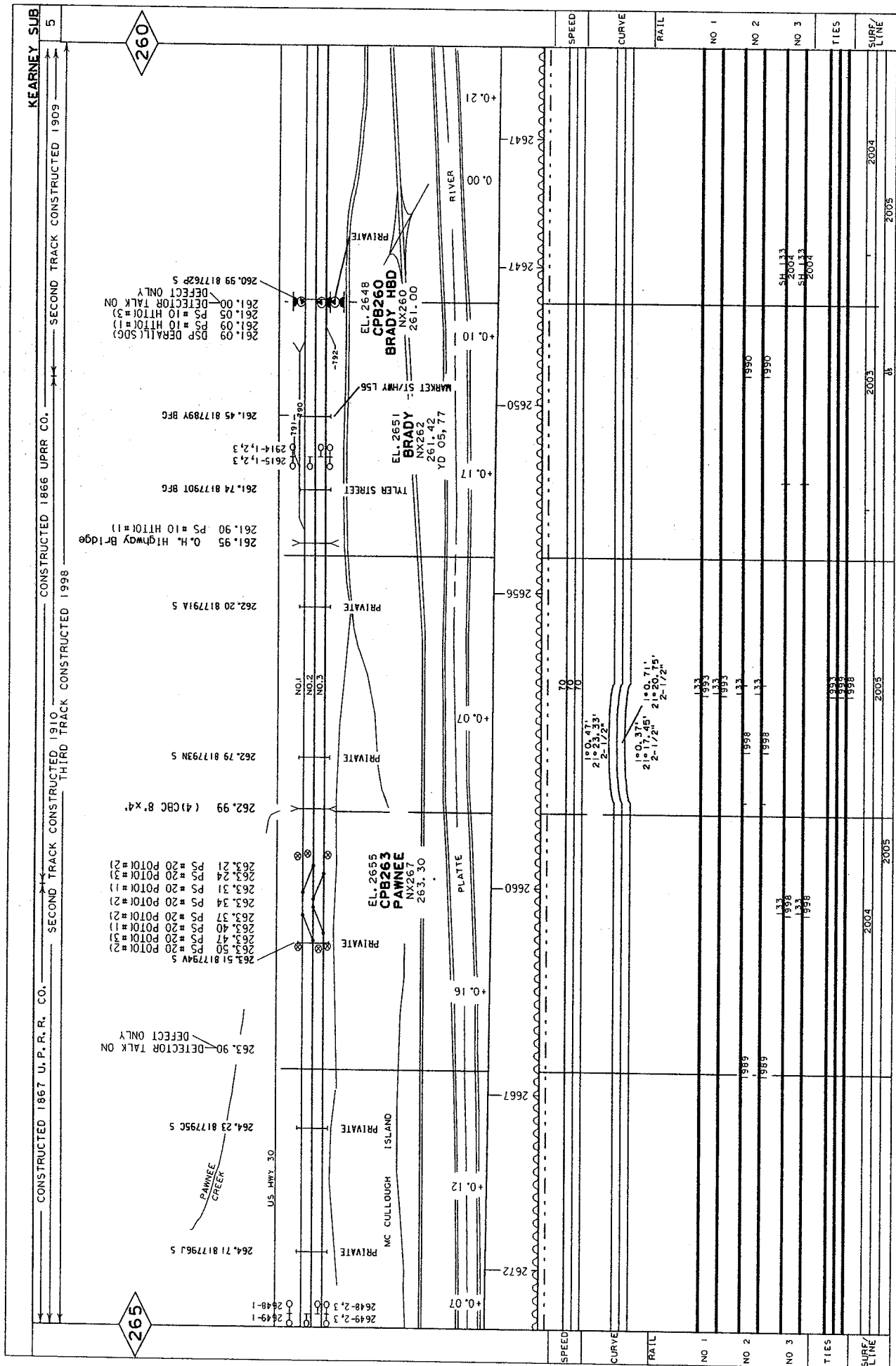
NORTH PLATTE TERMINAL

CONSTRUCTED BY THE UNION PACIFIC RAIL ROAD COMPANY #21
 86' OLD TRACK CONSTRUCTED 1910 #31
 CONVERT RUNNER TO 3RD ML 1992 #44
 CONST. M. L. - 1996 (#1)
 * CONST. M. L. - 1995 (#1)









CONSTRUCTED 1866 U.P.R.R. CO.
SECOND TRACK CONSTRUCTED 1909
THIRD TRACK CONSTRUCTED 1998

KEARNEY SUB

6

LINE CHANGE - 1909

260

255

"BUTTERMILK CURVE"

259.27 817763W S

258.05 817764D S

257.68 PS #20 POTO#1

257.00 817766S X

256.70 817767Y S

255.56 PS #20 POTO#1

255.28 817769W S
255.26 (41)PCS-60 (NO 2, NO 1)
(41)PCS-80 (NO 3)

US HWY 30

PRIVATE

INTERSTATE

PRIVATE

2575-2, 3
2576-2, 3
E.L. 2633
CPB258
NX256
251.68

OVERPASS ROAD

PRIVATE

2557-1, 2, 3
2556-1, 2, 3
E.L. 2620
CPB256
FARR
NX256
255.60
N-10670
Y5, 11, 77

PRIVATE
GOTHENBURG Canal

+0.23

2635

2635

40

2619

SPEED

SPEED

CURVE

CURVE

RAIL

RAIL

SIDE

SIDE

NO 1

NO 1

NO 2

NO 2

NO 3

NO 3

TIES

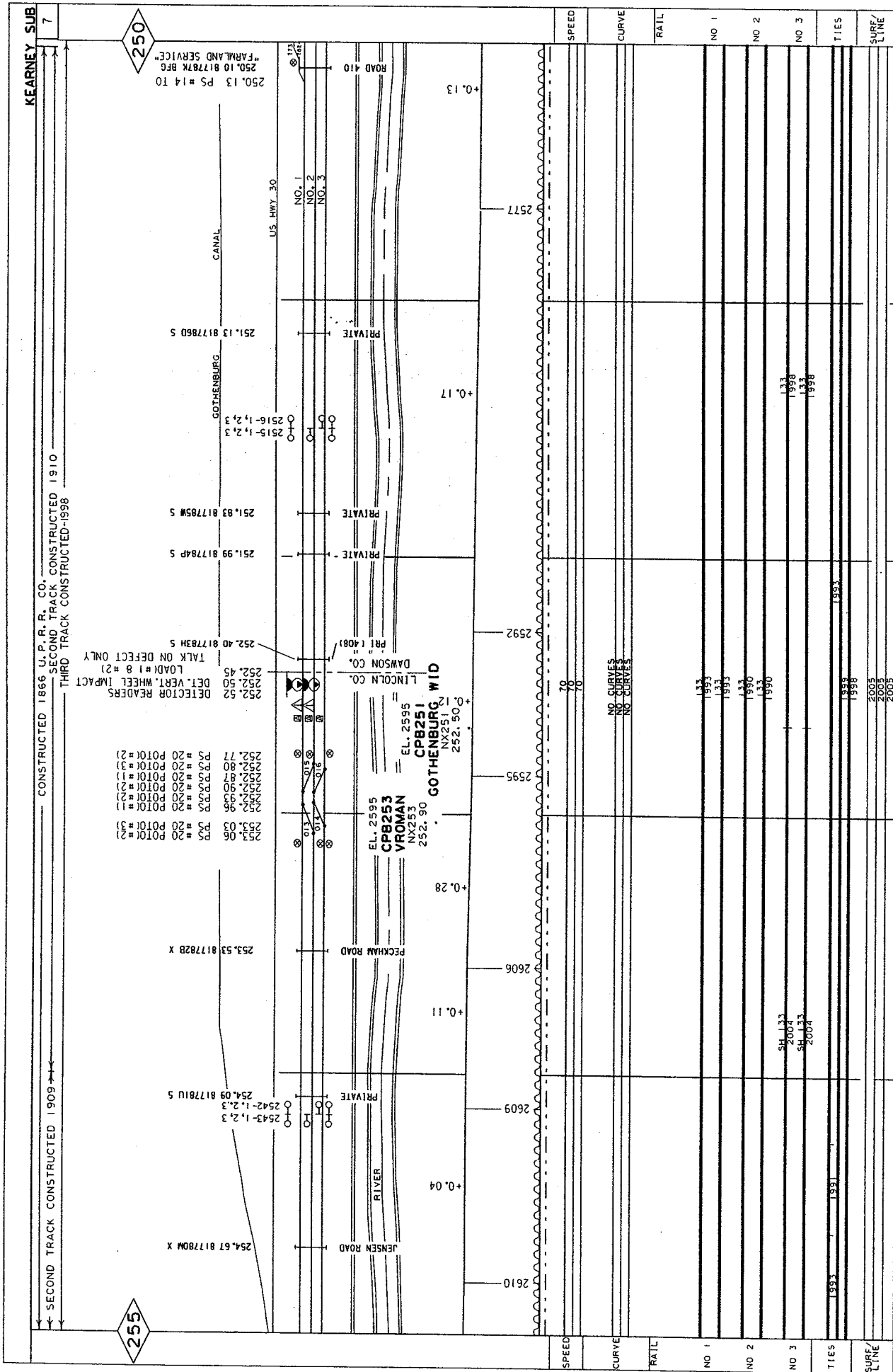
TIES

SURF

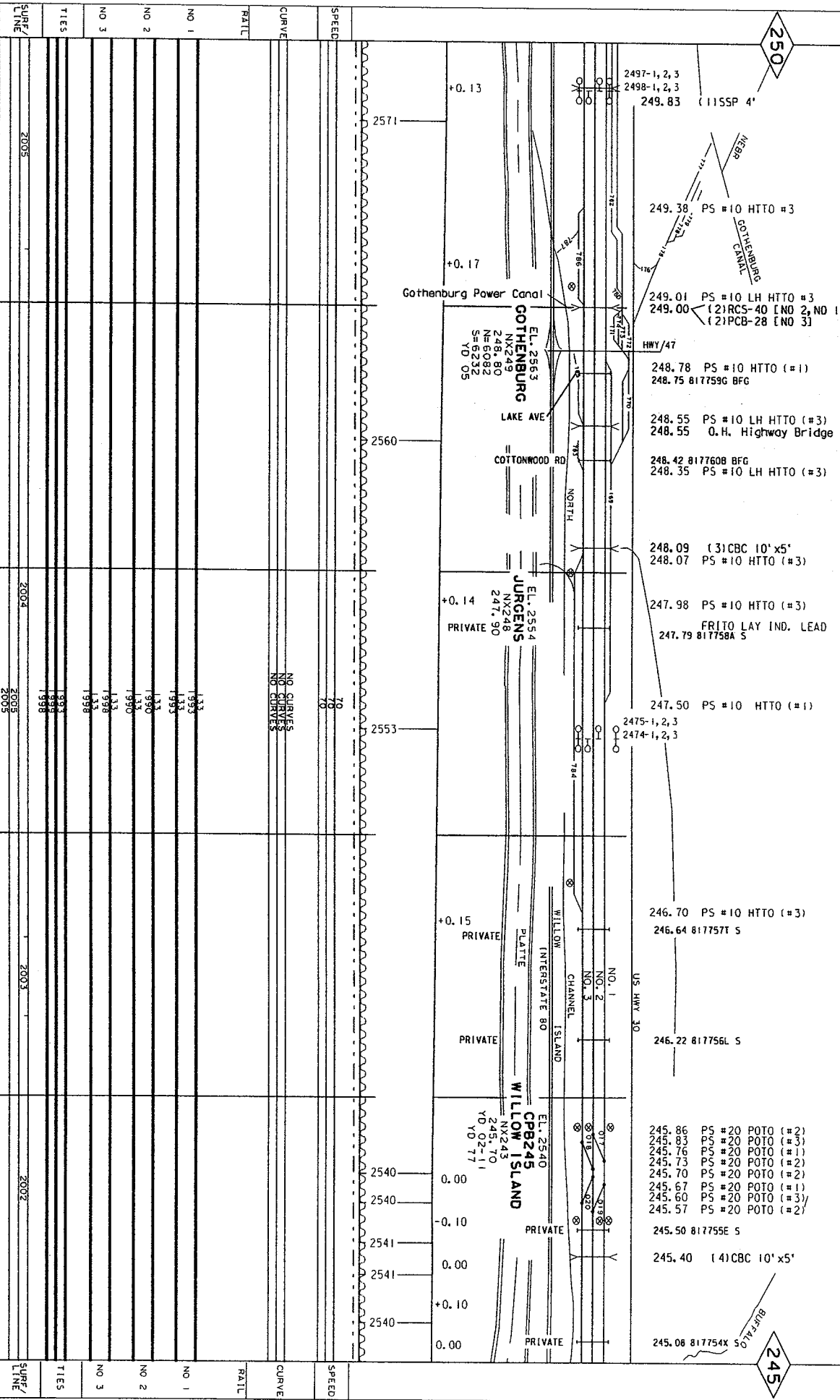
SURF

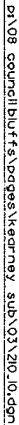
1991 Updated 04/26/2006

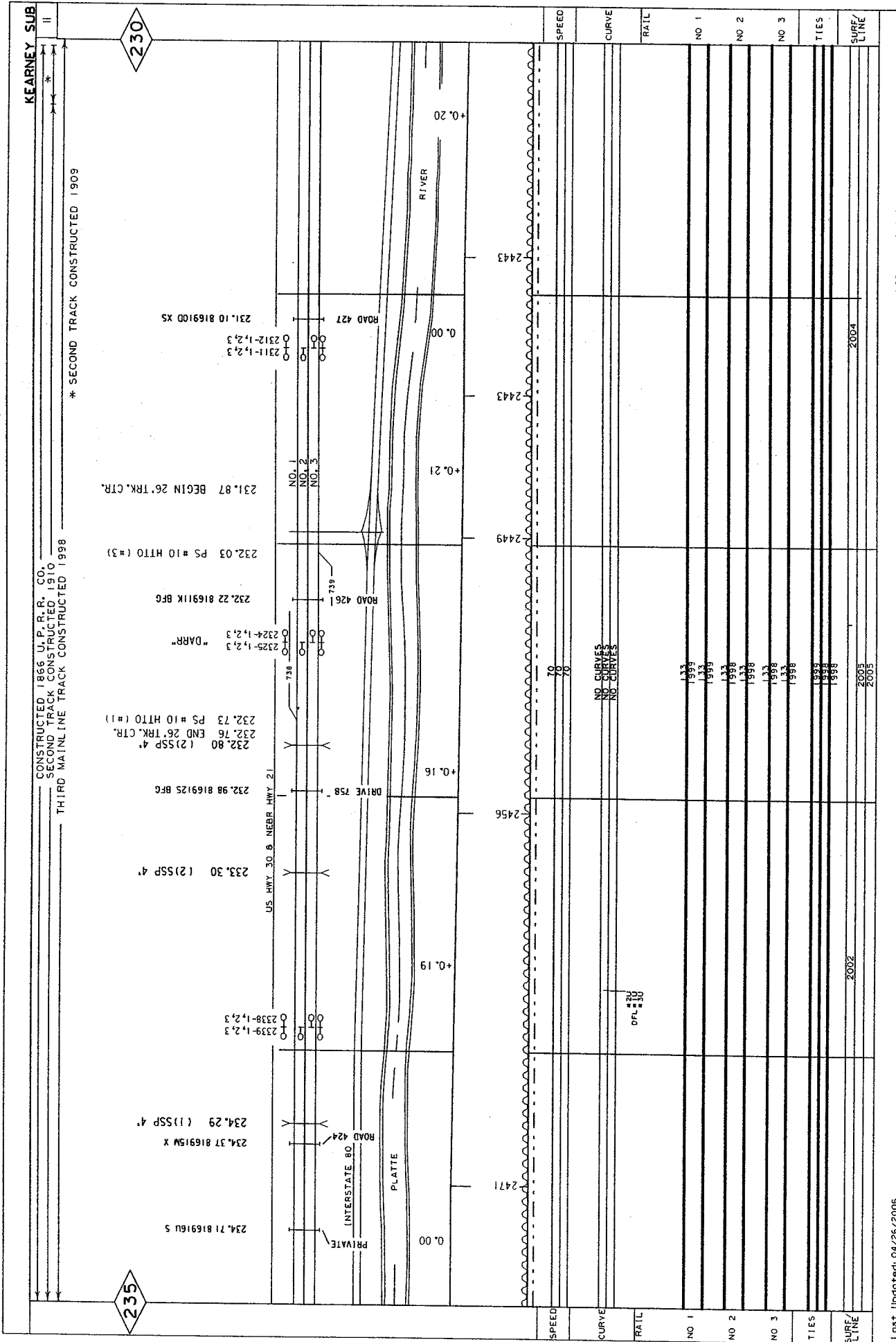
pt.08 councilbluffs\poggs\kearney sub\03\210_06.dgn



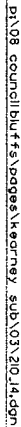
CONSTRUCTED 1866 U.P.R.R. CO.
SECOND TRACK CONSTRUCTED 1910
THIRD MAIN LINE TRACK CONSTRUCTED 1998





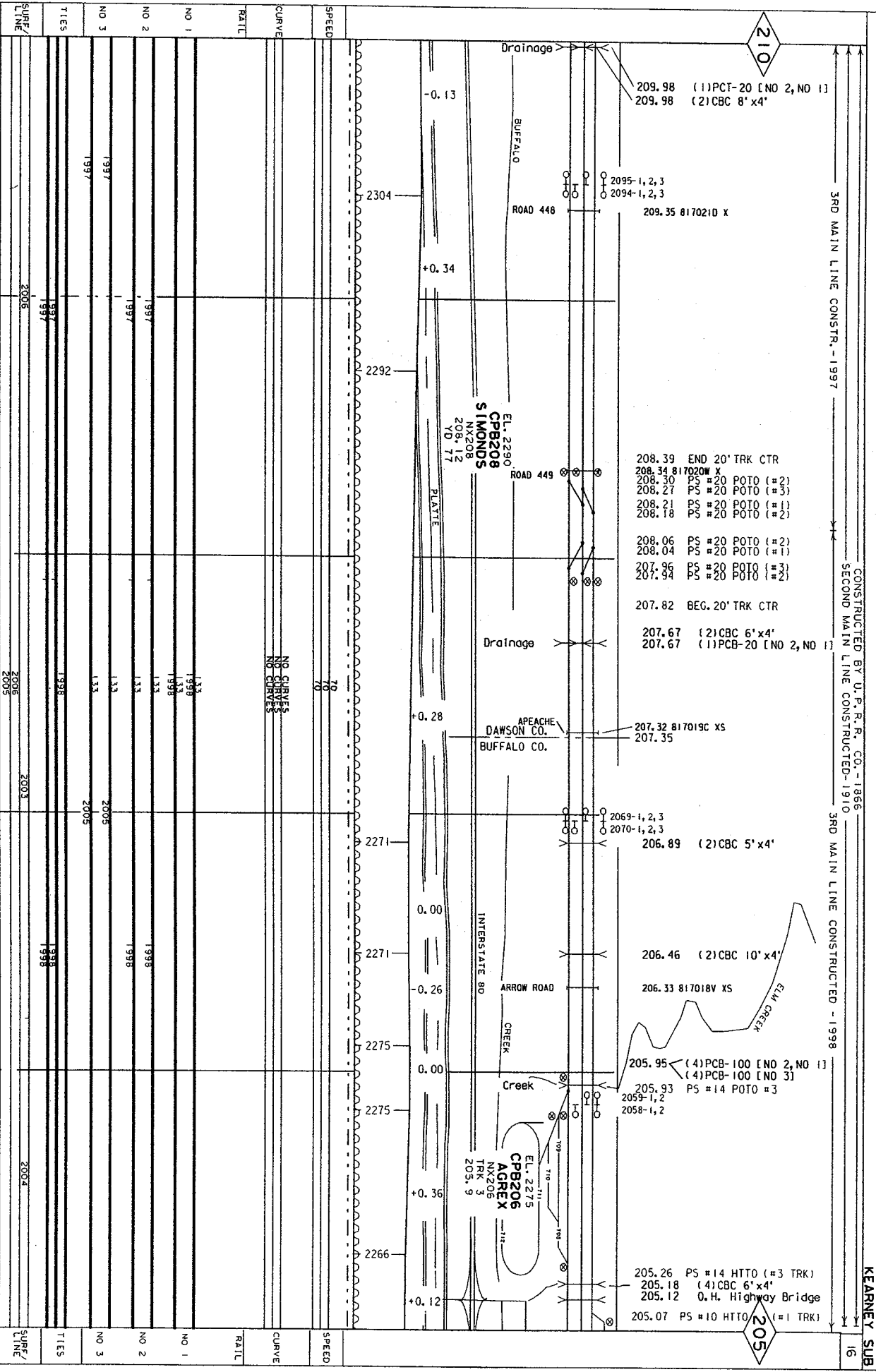






Lost Updated: 04/26/2006

P:\08 council\bluff\pages\kearney_sub\03.20.16.dgn



210
3RD MAIN LINE CONSTR. - 1997
CONSTRUCTED BY U.P.R.R. CO. - 1866
SECOND MAIN LINE CONSTRUCTED - 1910
3RD MAIN LINE CONSTRUCTED - 1998
KEARNEY SUB
16
205

3RD M/L CONST. 1998

CONSTRUCTED 1966 U.P.R.R. CO.
SECOND TRACK CONSTRUCTED 1910

3RD MAIN LINE CONSTRUCTED 1997

KEARNEY SUB

18

ALFALFA CENTER+14
M.P. 204.6
M.P. 179.8

200

195

199.21 817005U XS

198.64 PS #20 POTO (#2)
198.61 PS #20 POTO (#3)
198.54 PS #20 POTO (#1)
198.51 PS #20 POTO (#2)
198.48 PS #20 POTO (#3)
198.45 PS #20 POTO (#1)
198.38 PS #20 POTO (#3)
198.35 PS #20 POTO (#2)

198.27 817004M BFG
198.20 817003F BFG

197.41 PS #10 TO (#3)
197.40 DETECTORS (#1 #2 ONLY)
TALK ON DEFECT ONLY

197.21 817002Y XS

197.10 (2)SSP 5'
1970-1, 2, 3

197.00 DETECTORS (#3)
TALK ON DEFECT ONLY

196.71 817001S S

196.42 (1)SSP 4'

196.19 816998D XS

195.94 (1)PCT-20 [NO 2, NO 1]
(1)PCS-20 [NO 3]

195.08 M.P.

14 MI. NO.

195.17 816996P XS

AMHERST ROAD

WEBB ST
Hwy 110B

EAGLE ROAD

PRIVATE

SARTORIA RD

Drainage

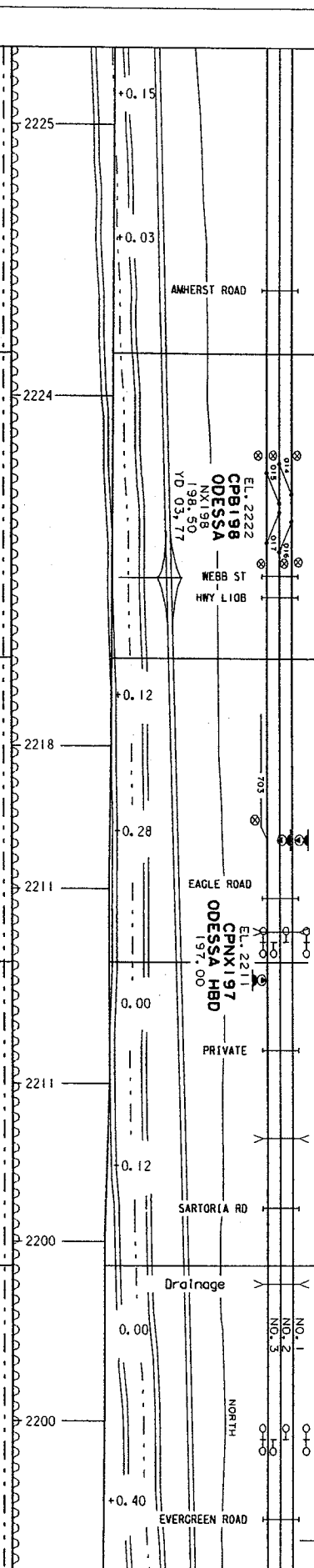
EVERGREEN ROAD

EL. 2222
CPB198
ODESSA
NX198
198.50
YD 03, 77

EL. 2211
CPMX197
ODESSA HBD
197.00

NO. 1
NO. 2
NO. 3

NORTH



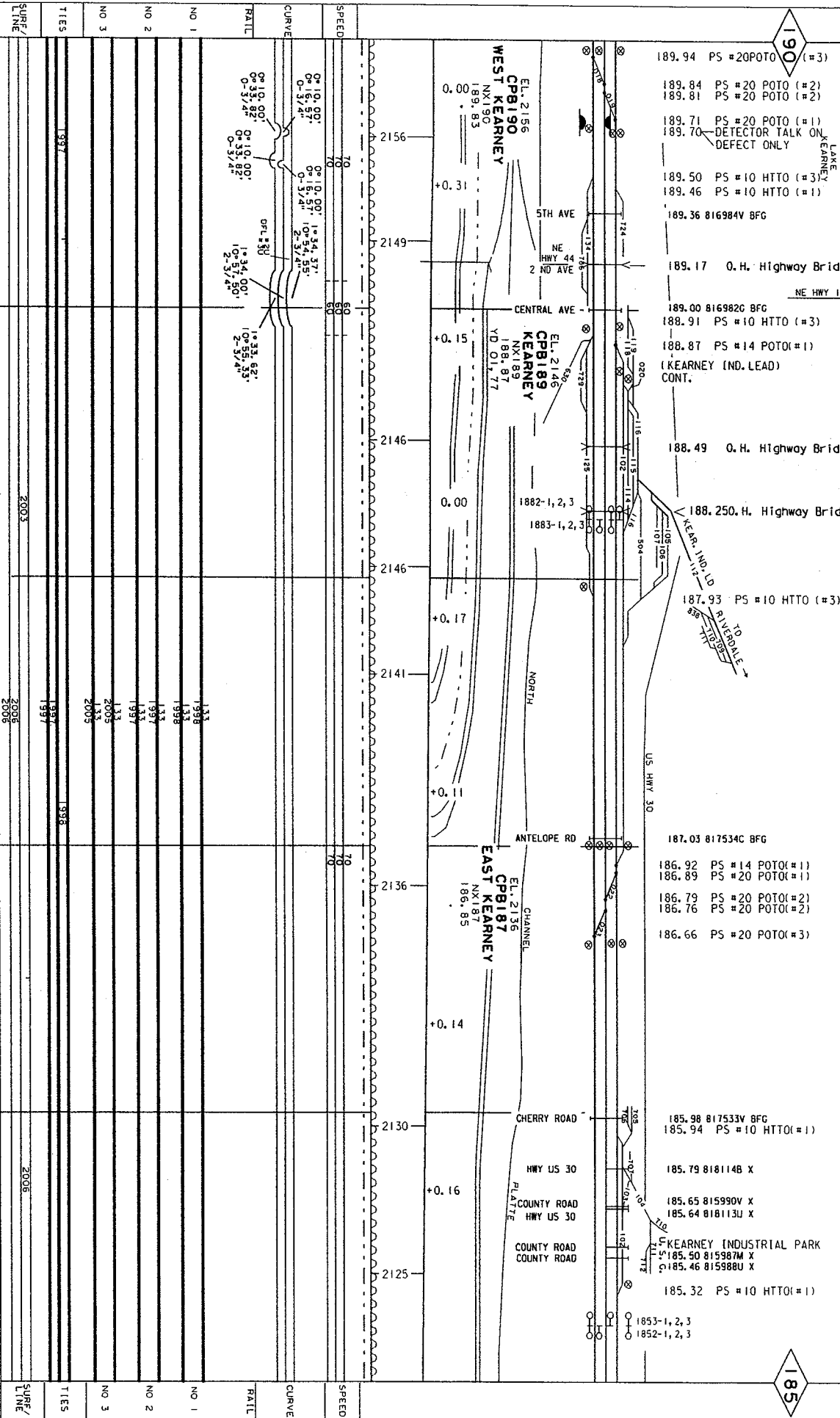
SPEED	70	70	70
CURVE	NO CURVES NO CURVES NO CURVES	NO CURVES NO CURVES NO CURVES	NO CURVES NO CURVES NO CURVES
RAIL	1998	1997	1998

NO 1	1998	1997	1998
NO 2	1998	1997	1998
NO 3	1998	1997	1998
TIES	1998	1997	1998
SURF/	2003	2005	2006
LINE	1997	2005	2006

Last Updated: 04/26/2006

p:\08 councilbluffs\pages\kearney_sub\03.20.18.dgn

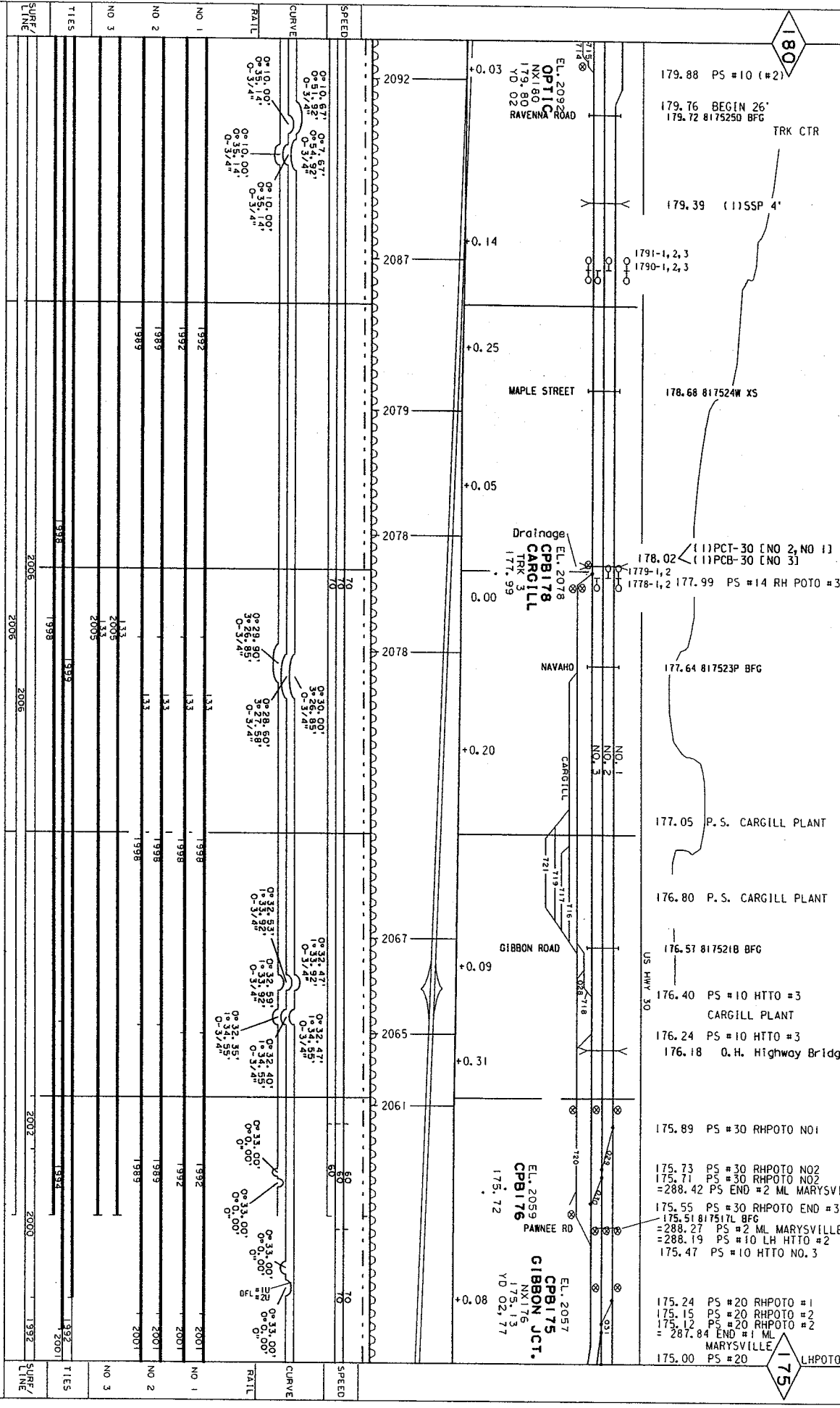
CONSTRUCTED BY UNION PACIFIC RAILROAD CO. IN 1866
SECOND MAIN LINE CONSTRUCTED-1900
TRACKAGE RIGHTS GRANTED TO BNSF AGREEMENT NO. 121095, 10-31-1974
3RD MAIN LINE CONSTRUCTED 1997



CONSTRUCTED 1866 BY THE UP RR CO.
 SECOND TRACK CONSTRUCTED 1907
 TRACKAGE RIGHTS GRANTED 10-31-1974 TO BNR AGREEMENT NO. 123095
 3RD MAINLINE CONSTRUCTED 1998

KEARNEY SUB

22

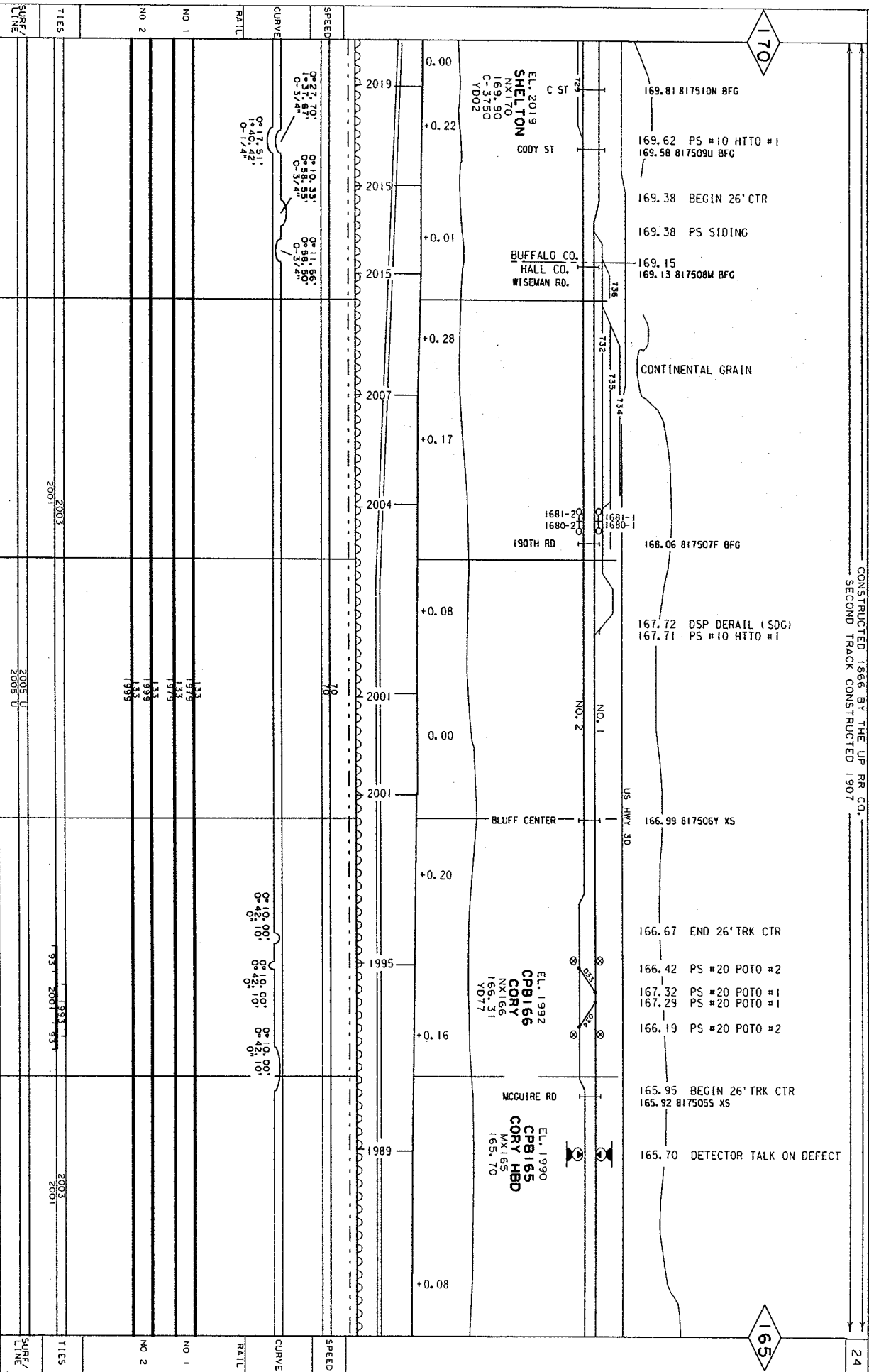


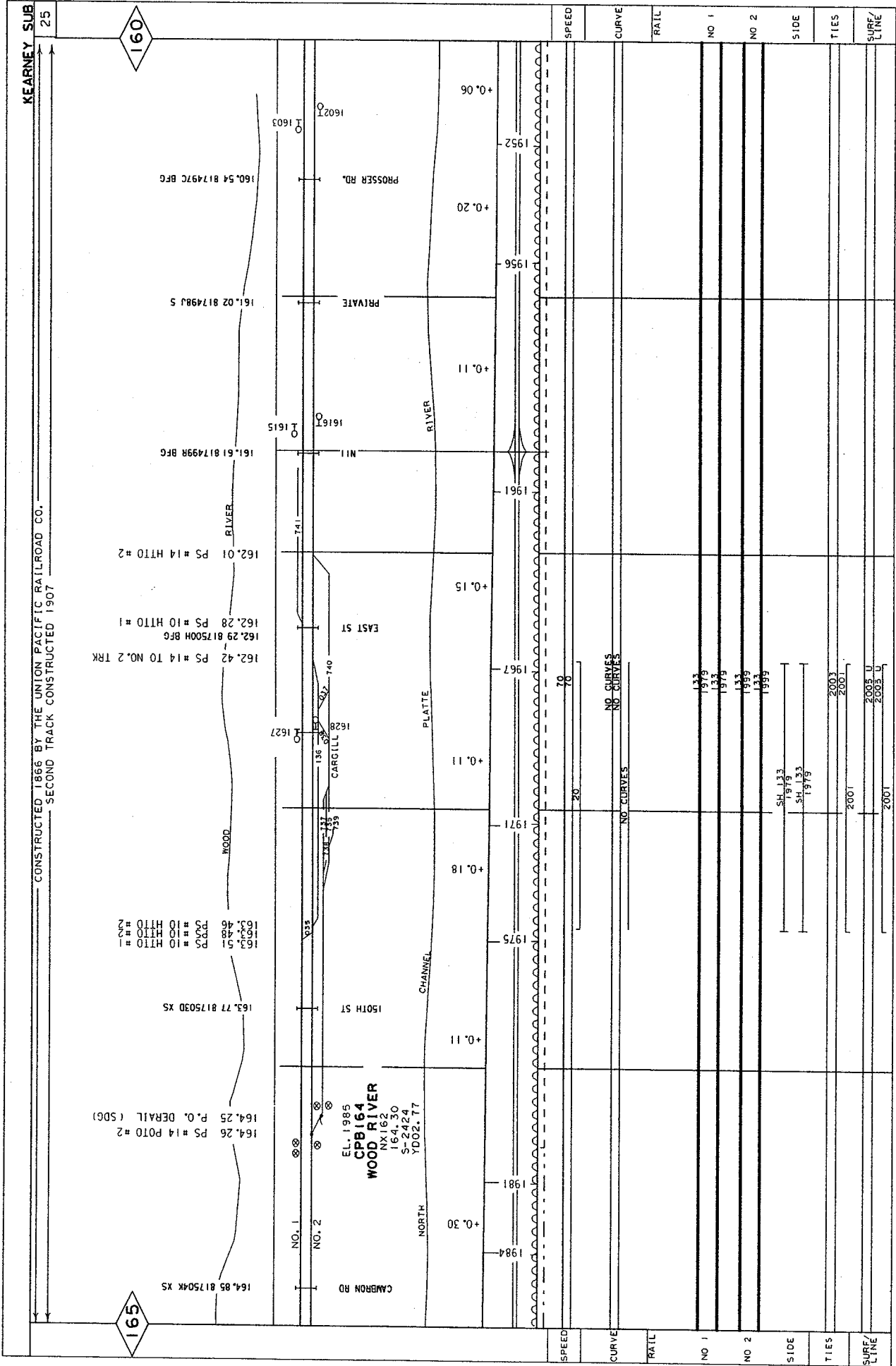
Last Updated: 04/26/2006

pl:\08_council\bluffs\pages\kearney_sub\03\20_22.dgn

CONSTRUCTED 1866 BY THE UP RR CO.
SECOND TRACK CONSTRUCTED 1907

KEARNEY SUB
24



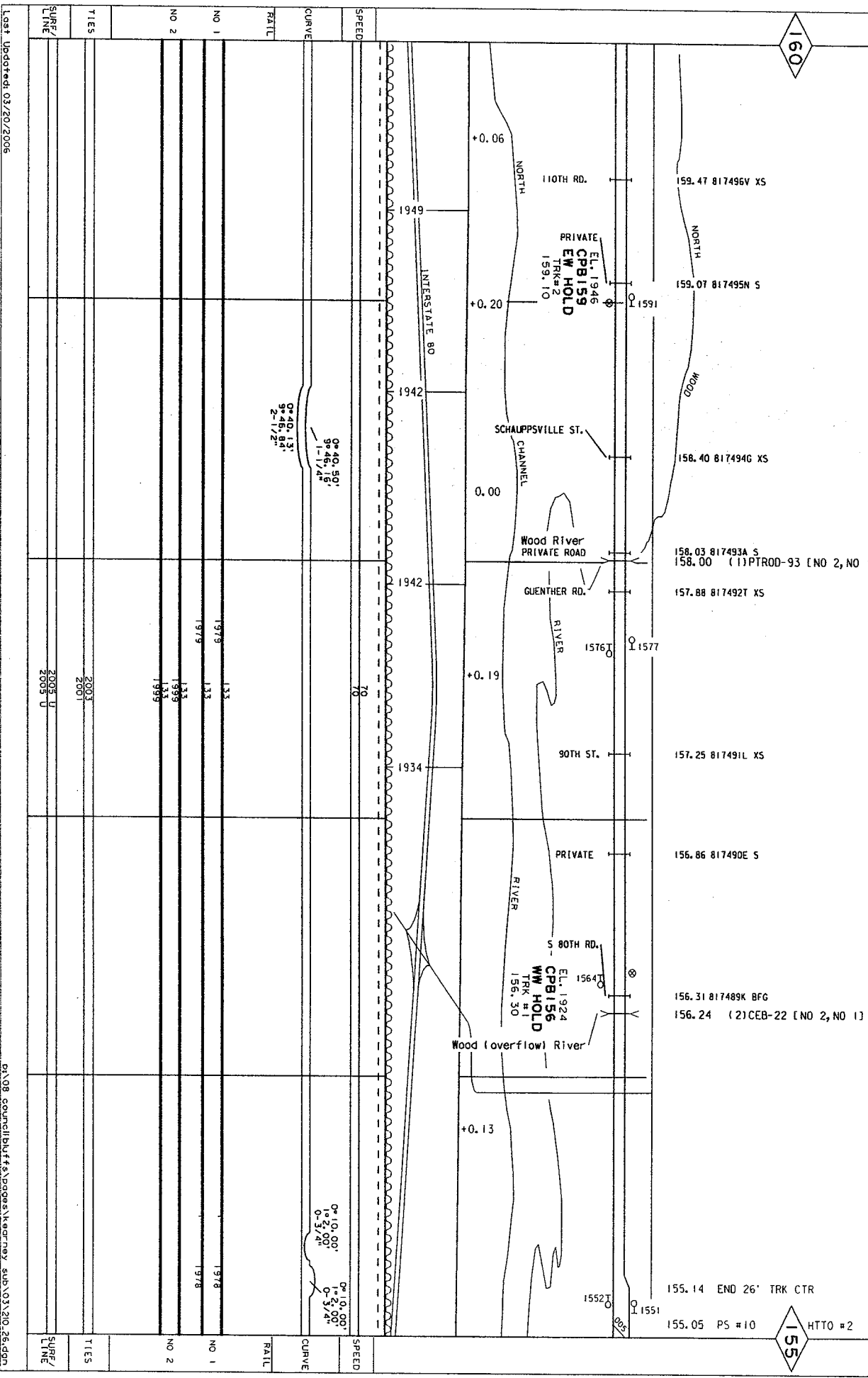


CONSTRUCTED 1866 U.P.R.R. CO.
SECOND TRACK CONSTRUCTED 1907

KEARNEY SUB
26

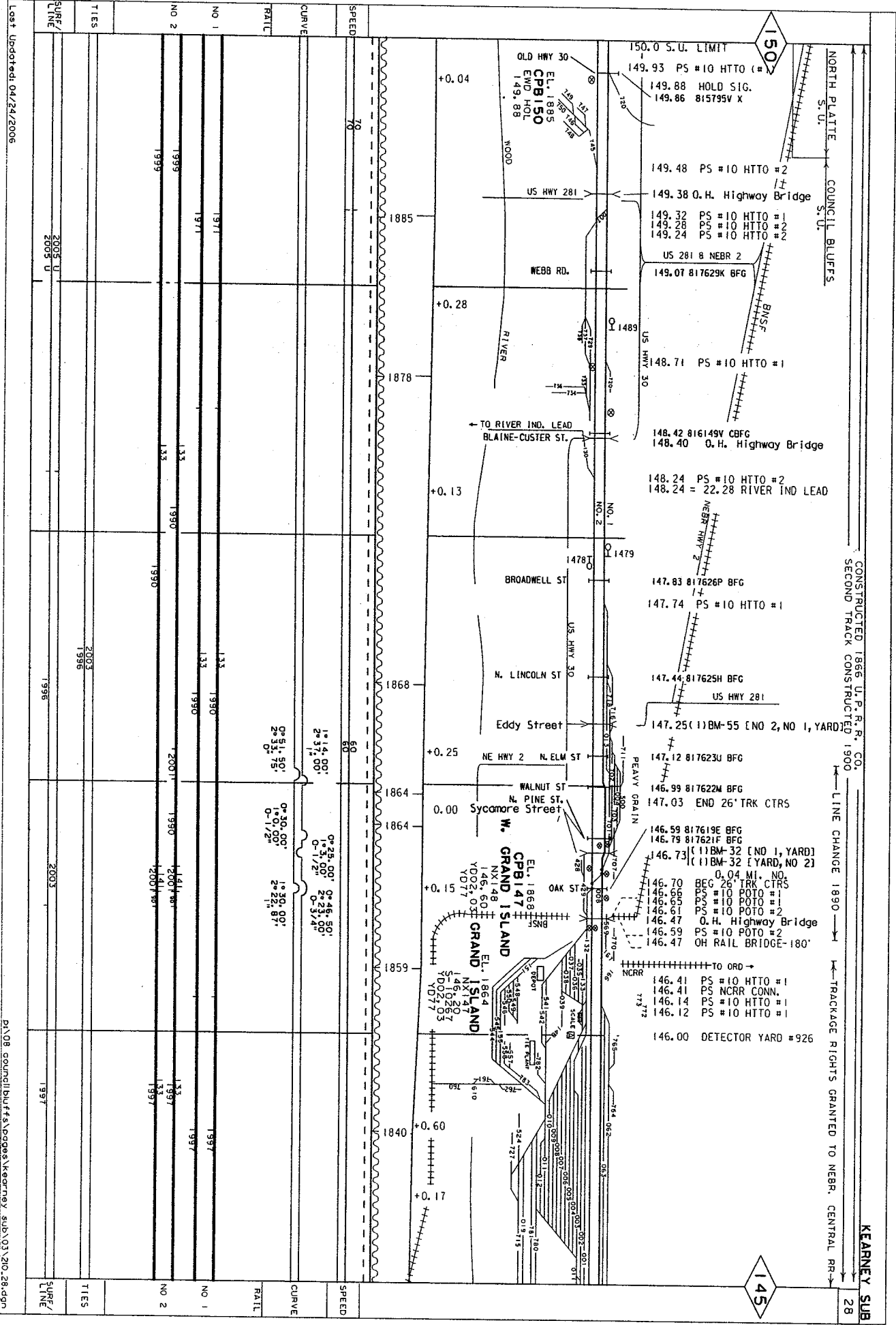
160

155



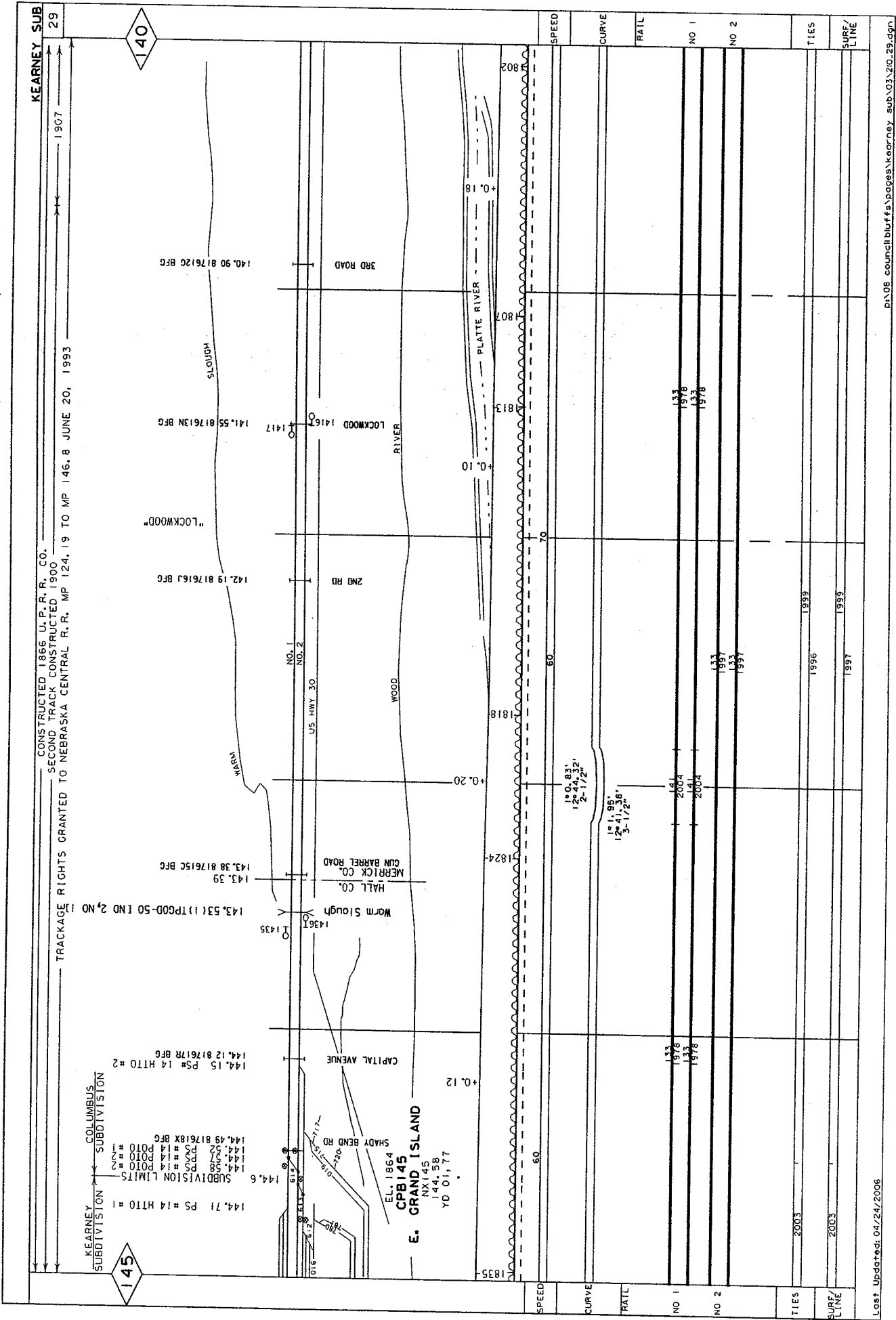
Last Updated 03/20/2006

pt\08_council\bluffs\pages\kearney_sub\03\20_26.dgn



Last Updated: 04/24/2006

P:\08 councilbluffs\pages\kearney_sub\03\210_28.dgn



pn08 councilbluffs\pages\kearney_sub\03\20-29.dgn

Last Updated: 04/24/2006

30

3

18.40 END OF TRACK

SHIMMER DR

Drainage >

HIKE/BIKE TRAIL

Wood River >

Drainage

1867	+0.09
1868	-0.05
1867	+0.18
1869	-0.19
1866	+0.11
1867	-0.11

NO CURVES

CURVE

RAIL
SIMN

SH 133
1980
SH 133
1980

SIMN

RIES

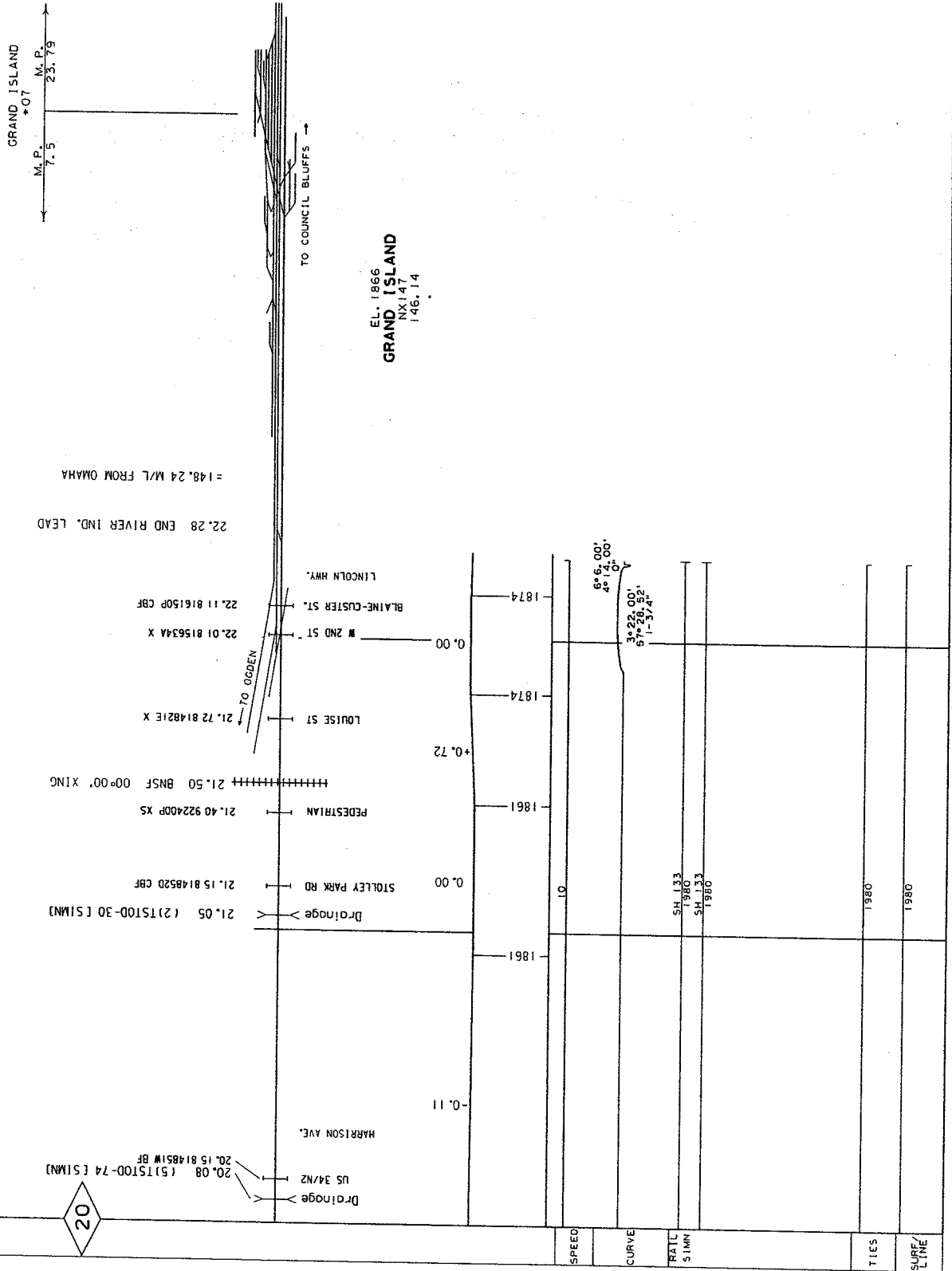
1980

10

SURF/
LINE

0861

SURE!



CONSTRUCTED 1887 & 1890 BY THE KEARNEY & BLACK HILLS RMY CO.
CONTINUOUS YARD LIMITS MP 3.75 TO MP 0.00

* KEARNEY BRANCH - ABANDONMENT APPROVED BY ICC FIN DOC AB-33 (SUB 3) FROM ARNOLD MP 83-1 TO STABLETON, MP 102-47 EFFECTIVE xx/xx/xxxx. ABANDONMENT APPROVED BY ICC FIN DOC AB-33 (SUB 27) FROM RIVERALE MP 10-31 TO ARNOLD MP 83-1 EFFECTIVE xx/xx/1985. ABANDONMENT APPROVED BY ICC FIN DOC AB-33 (SUB 33X) FROM MP 9-52 TO MP 10-31 AT RIVERALE EFFECTIVE xx/xx/xxxx. ABANDONMENT APPROVED BY ICC FIN DOC AB-33 (SUB 74X) FROM MP 3-75 TO MP 9-52 NEAR KEARNEY EFFECTIVE JULY 10, 1992.

```

3.75  END
3.75  3-15' TPTOD

```

2.53 1-14' TPTOD
2.53
(1) TSTOD-15 [INDL]

2.04 818110Y X

1.70 818109E XS

1.21 818108X X

1.02 DBL 3' RCP
1.01 518105C BF

BEGIN BR. OPP. M. L. 189.02

0.02 END OF Δ SIDE TRACK

NO. PLATTE
DEPOT

EL. 2148
KEARNEY
NX189
189, 10

Drainage

39TH ST.

34TH ST.

27TH ST.

-25TH ST / US-30

DEPO

NO. PLATTE

Cycles (Left Axis)	Logarithm of Cycles (Right Axis)
2148	+0.04
2149	-0.22
2145	0.00
2143	-0.09
2147	+0.25
2146	-0.10
2160	+0.26

2° 0.00°
54° 16.00°
0° 11/2"

Year	Month	Percentage (%)	n
1941	May	~10	131
	June	~15	72
	July	~25	133
	August	~35	133
	September	~45	131
	October	~55	131
	November	~65	131
	December	~75	131
	January	~85	131
	February	~95	131
	March	~100	131
	April	~100	131
1942	May	~10	100
	June	~15	100
	July	~25	100
	August	~35	100
	September	~45	100
	October	~55	100
	November	~65	100
	December	~75	100
	January	~85	100
	February	~95	100
	March	~100	100
	April	~100	100
1943	May	~10	100
	June	~15	100
	July	~25	100
	August	~35	100
	September	~45	100
	October	~55	100
	November	~65	100
	December	~75	100
	January	~85	100
	February	~95	100
	March	~100	100
	April	~100	100

SH 90	SH 100
1919	1941
SH 90	SH 100
1919	1941

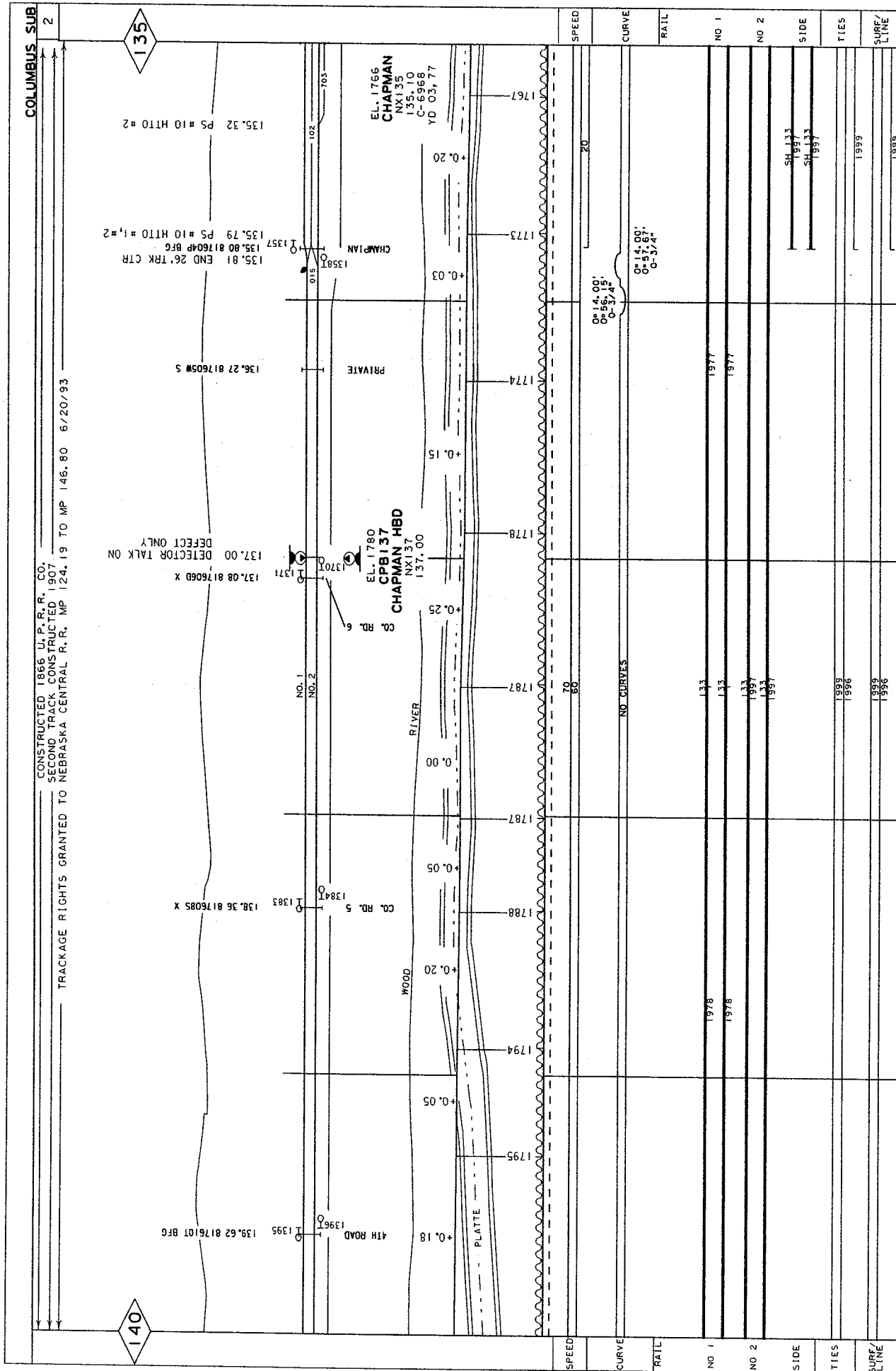
SPEED	10	
CURVE		
RAIL		
STAIN		
TIES	1976	1991
SURF/	1982	1991
LINE		

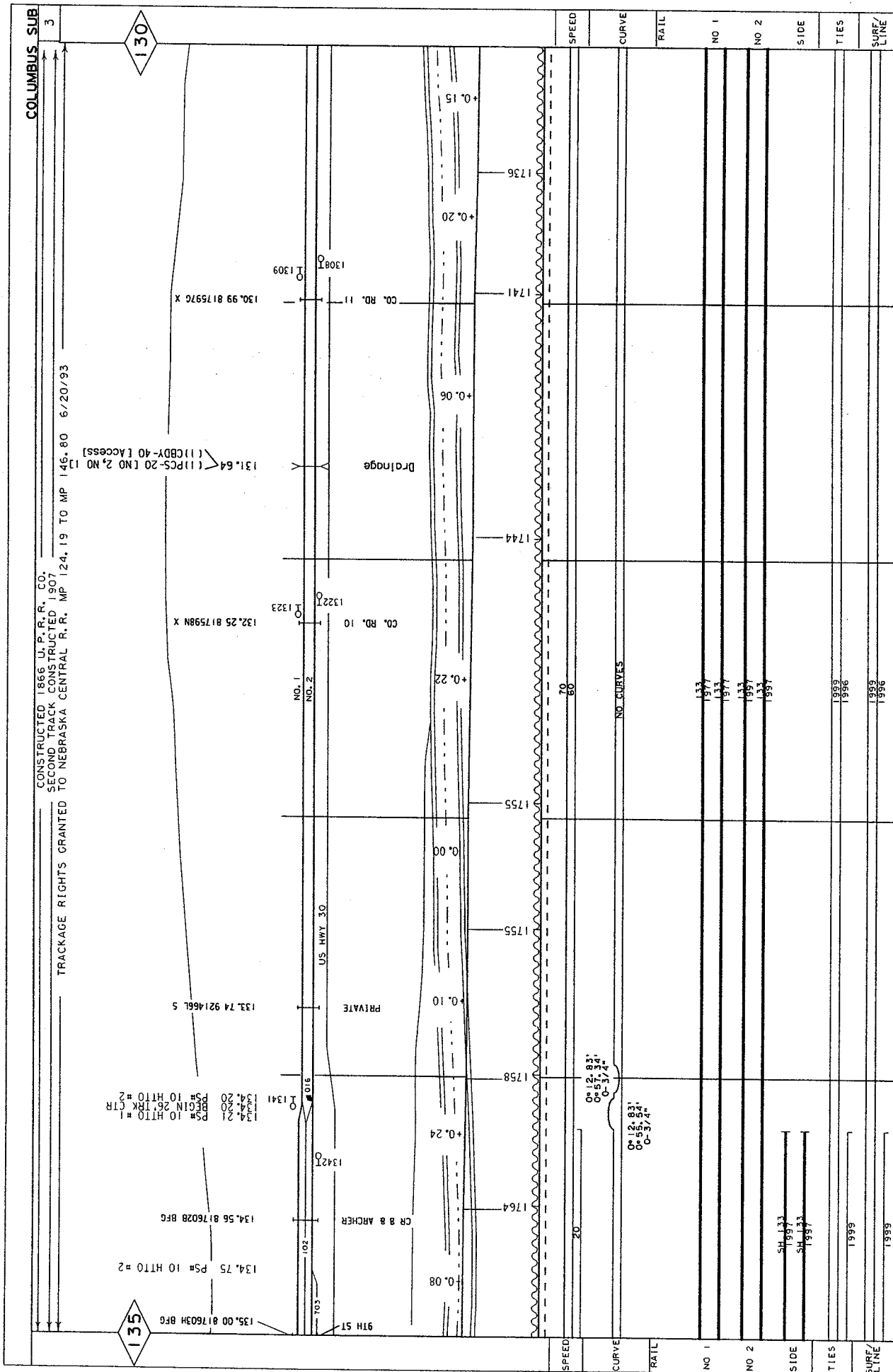
2° 0.00'
S 66.00' W 0-1/2'

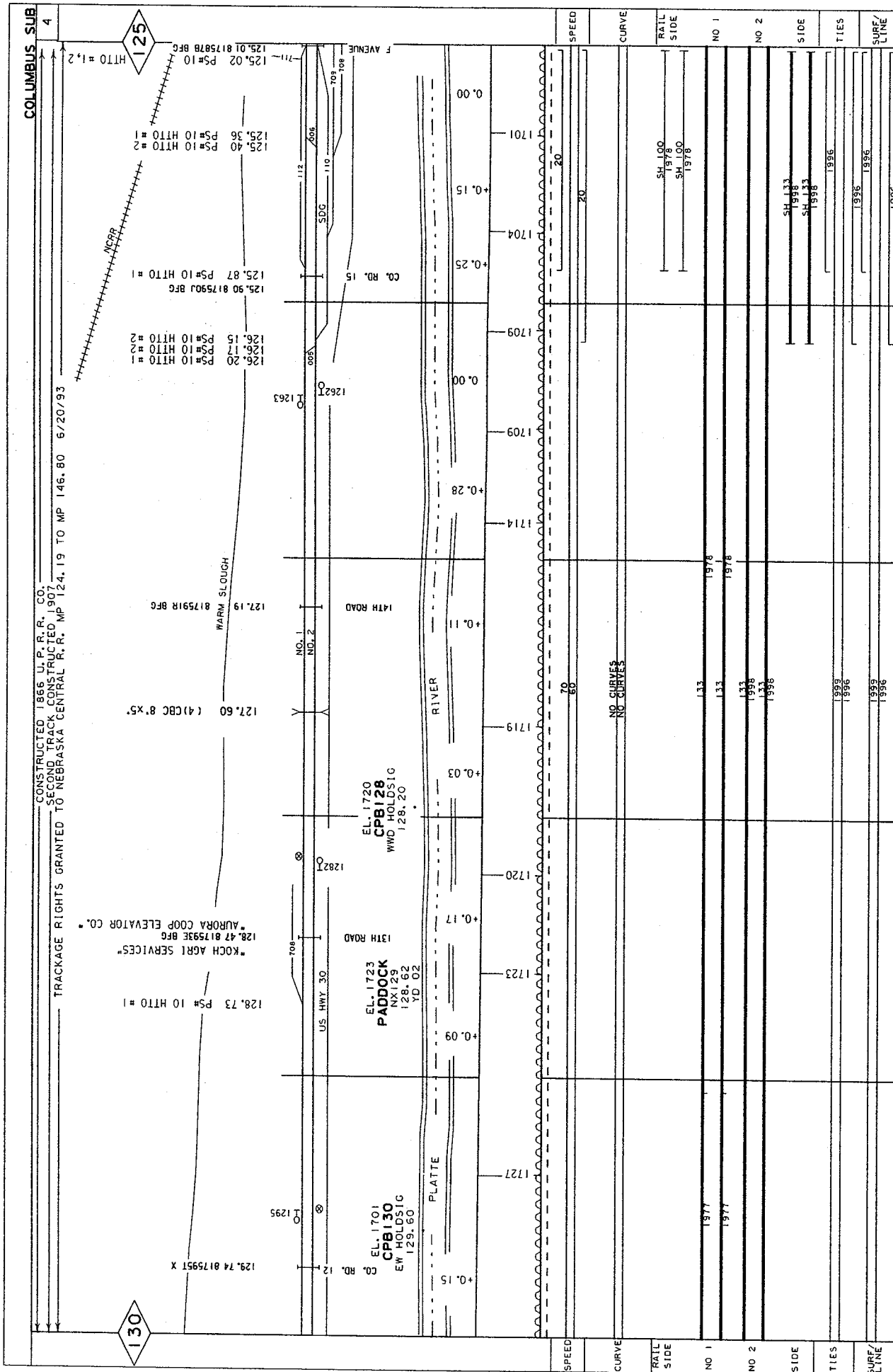
SH 100
SH 133
SH 135
SH 137
SH 139
SH 141
SH 143
SH 145
SH 147
SH 149
SH 151
SH 153
SH 155
SH 157
SH 159
SH 161
SH 163
SH 165
SH 167
SH 169
SH 171
SH 173
SH 175
SH 177
SH 179
SH 181
SH 183
SH 185
SH 187
SH 189
SH 191
SH 193
SH 195
SH 197
SH 199

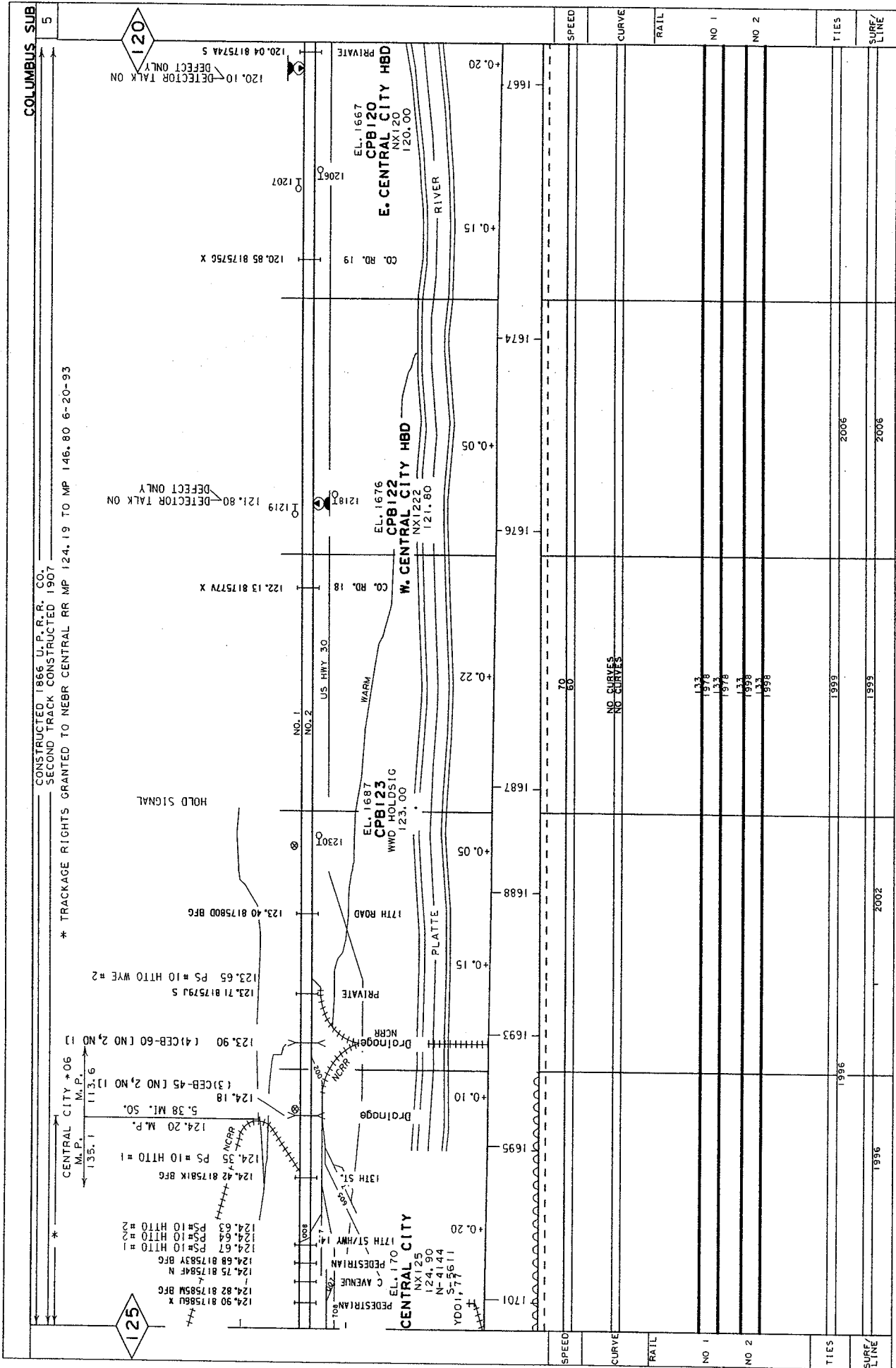
Lost Updated: 10/12/2005

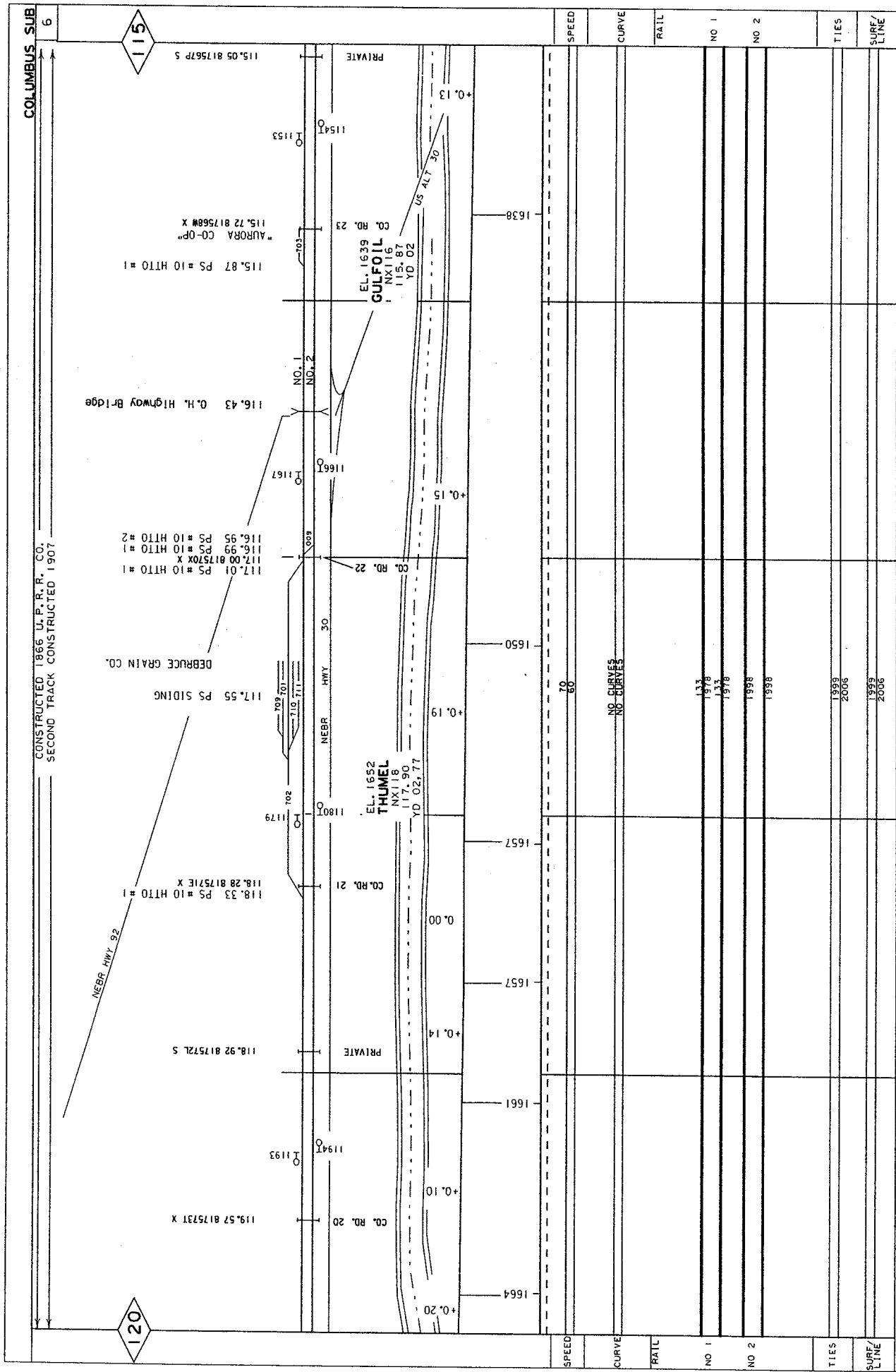
pt\08 councilbluffs\pages\kearney sub\03\210-32.dgn



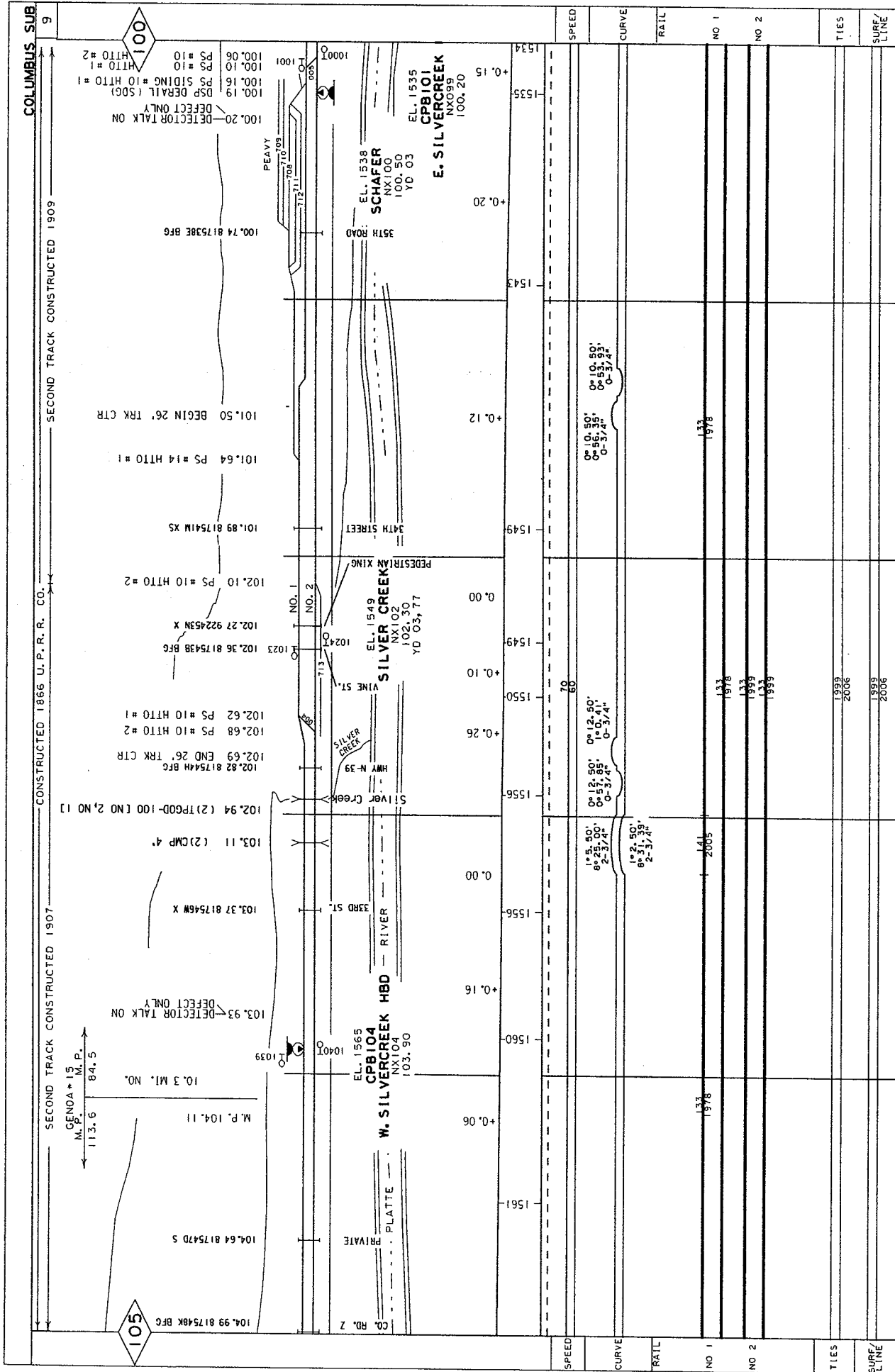






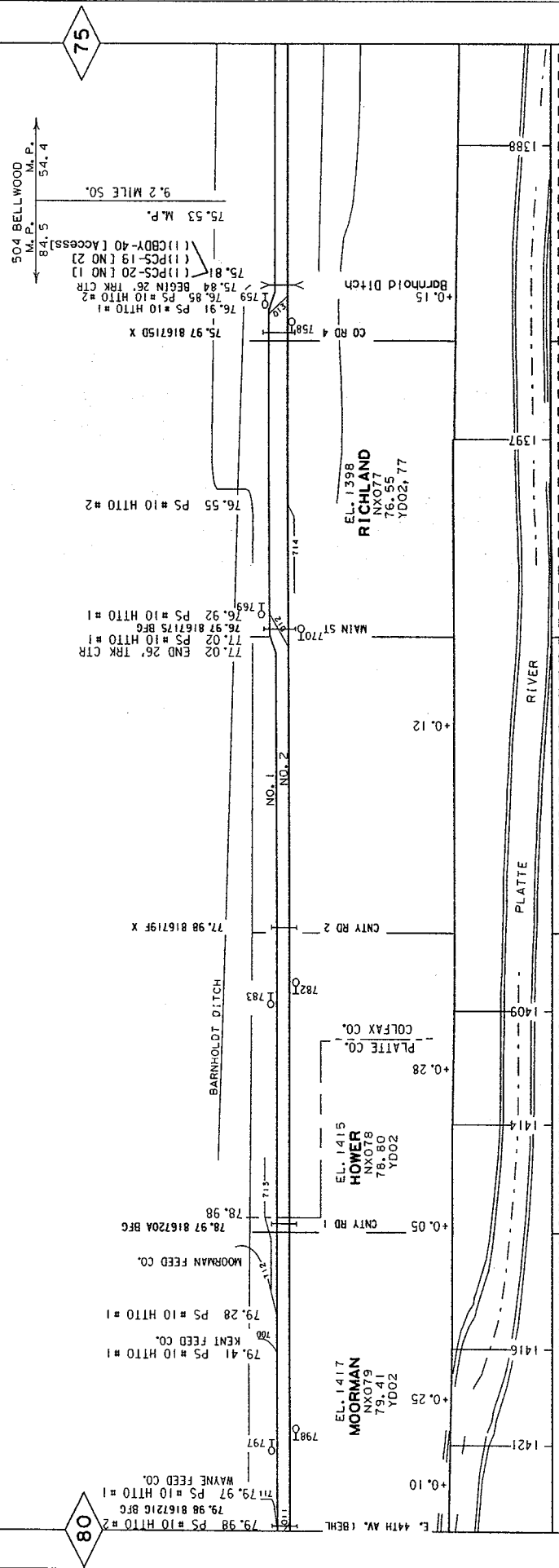


NO 1	NO 2	TIES	SURF/LINE
1999	1999	1999	1999
2006	2006	2006	2006
1999	1999	1999	1999
2006	2006	2006	2006

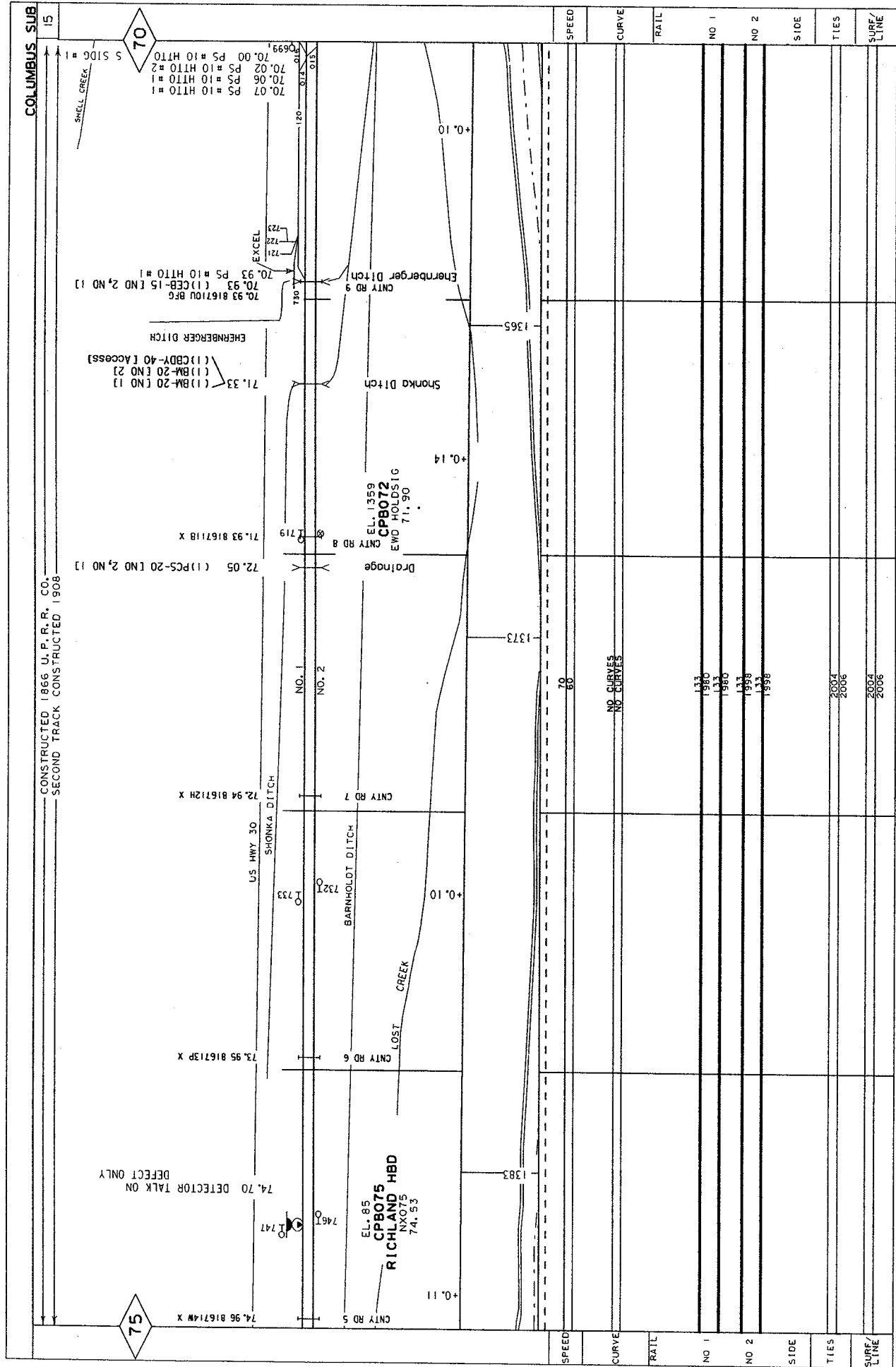


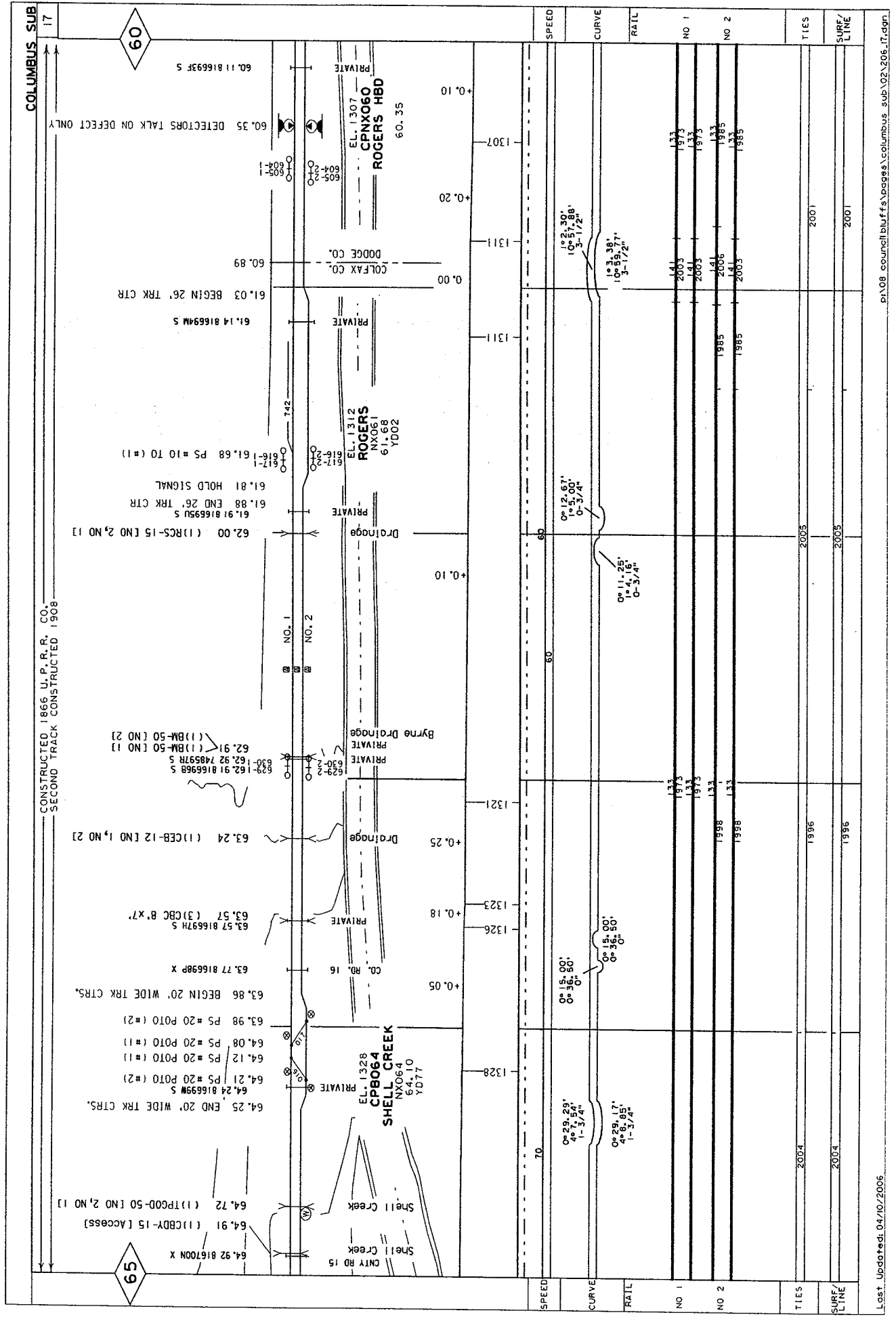
COLUMBUS SUB

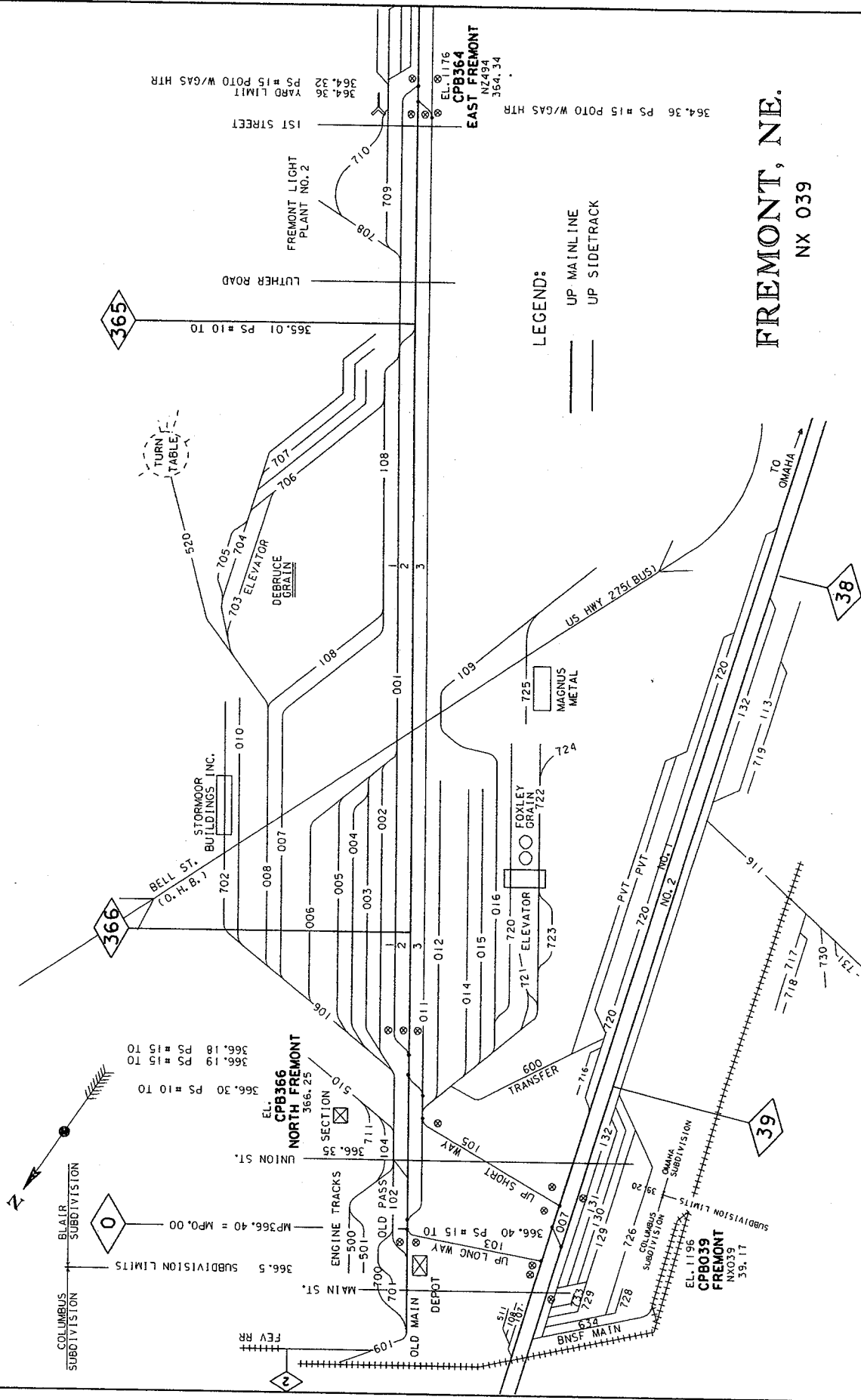
14
 SECOND TRACK CONSTRUCTED 1900
 CONSTRUCTED 1866 U. P. R. R. CO.
 SECOND TRACK CONSTRUCTED 1908



SPEED	CURVE	RAIL	NO 1	NO 2	TIES	SURF/ LINE
70	0° 11.83' 0° 52.01' 0° 37.4"	0° 10.50' 0° 58.31' 0° 37.4"	1331	1331	2004 1996	2004 1996
80	0° 12.50' 0° 54.11' 0° 37.4"	0° 10.57' 0° 55.42' 0° 37.4"	1331	1331	2004 1996	2004 1996
70	NO CURVES		1331	1331	2004 1996	2004 1996
80			1331	1331	2004 1996	2004 1996





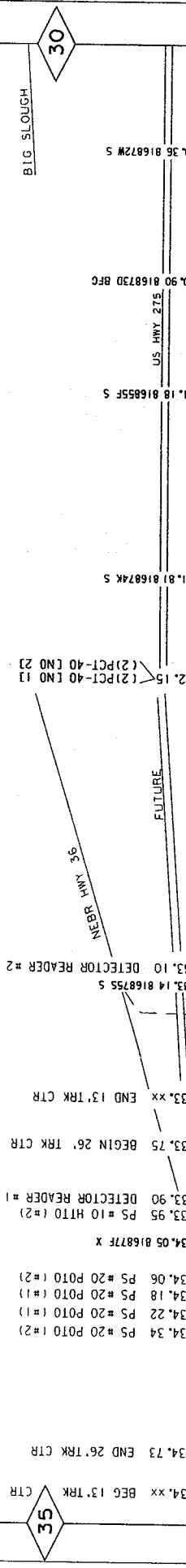




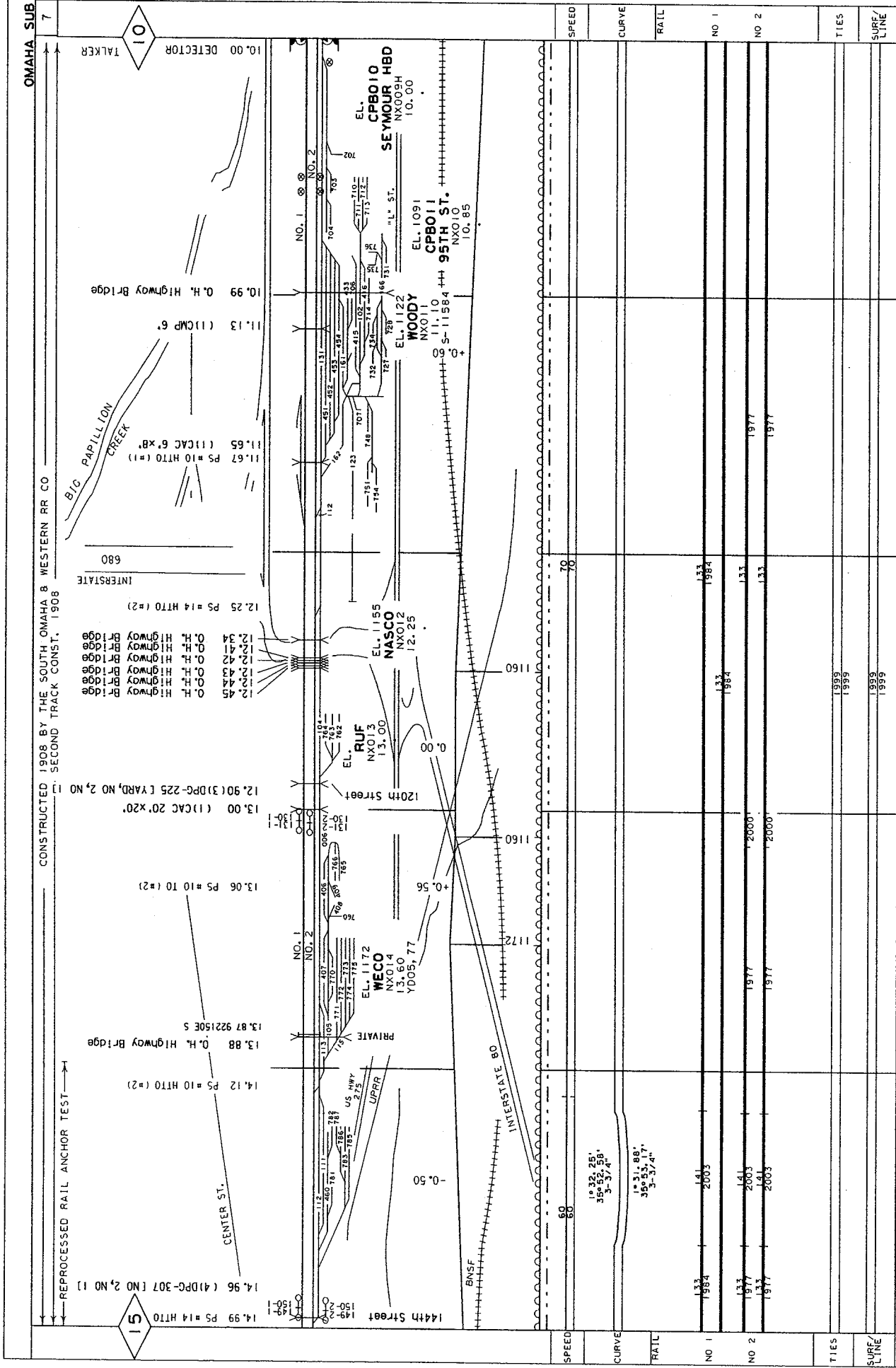
OMAHA SUB

CONSTRUCTED 1866 BY UNION PACIFIC RAILROAD CO.
SECOND TRACK CONSTRUCTED 1907

3

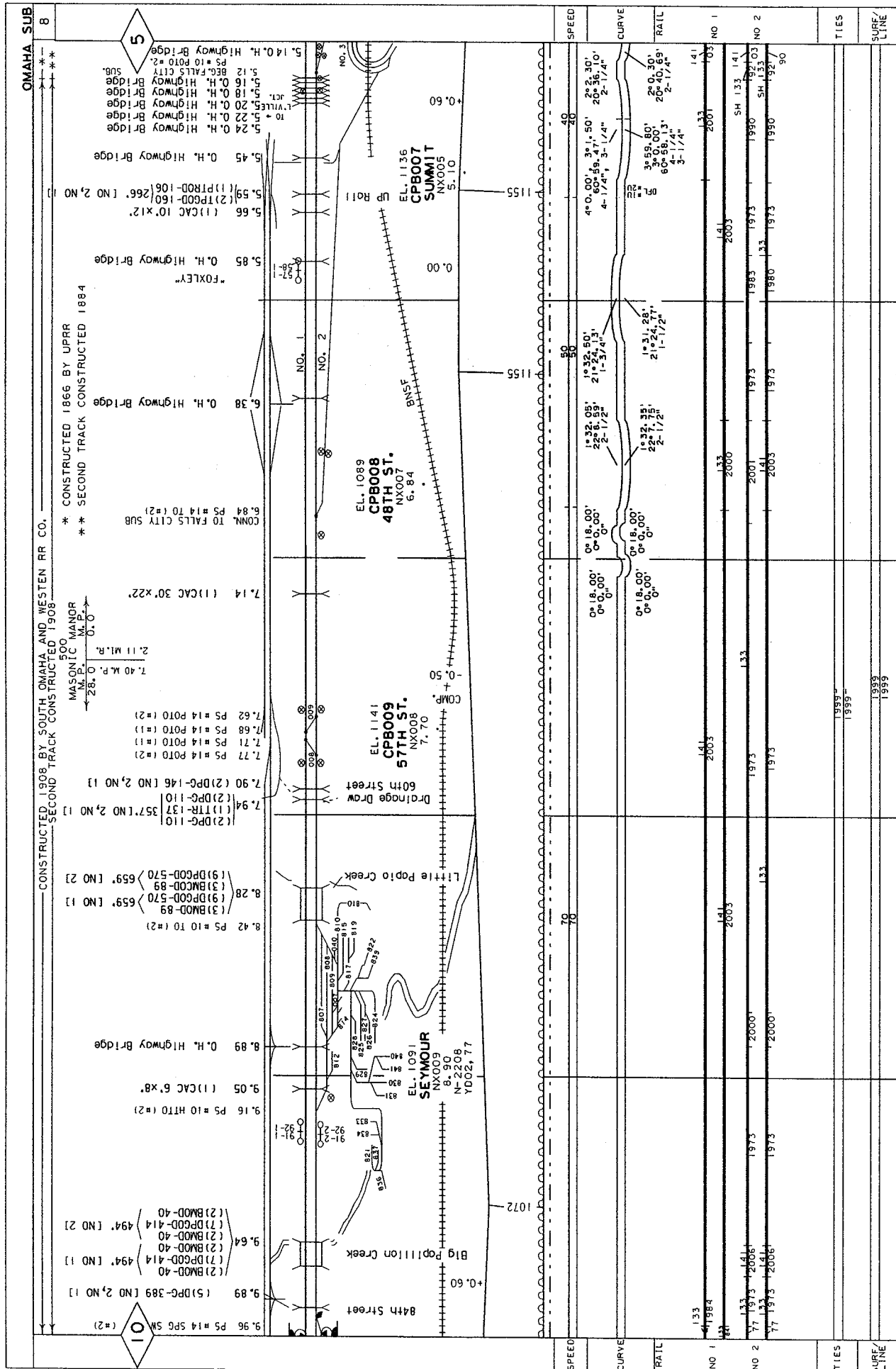


SPEED	CURVE	RAIL	NO 1	NO 2	TIES	SURF/LINE
0° 13' 16", 0° 30' 19", 1° 33' 4", 1° 31' 4"	0° 12' 00", 0° 12' 00", 1° 8' 53", 0° 3' 4"	0° 30' 38", 0° 30' 38", 1° 3' 4"	1973, 1973, 1973, 2001	2000, 2001, 2001	2002, 2001, 2002, 2001	2002, 2001



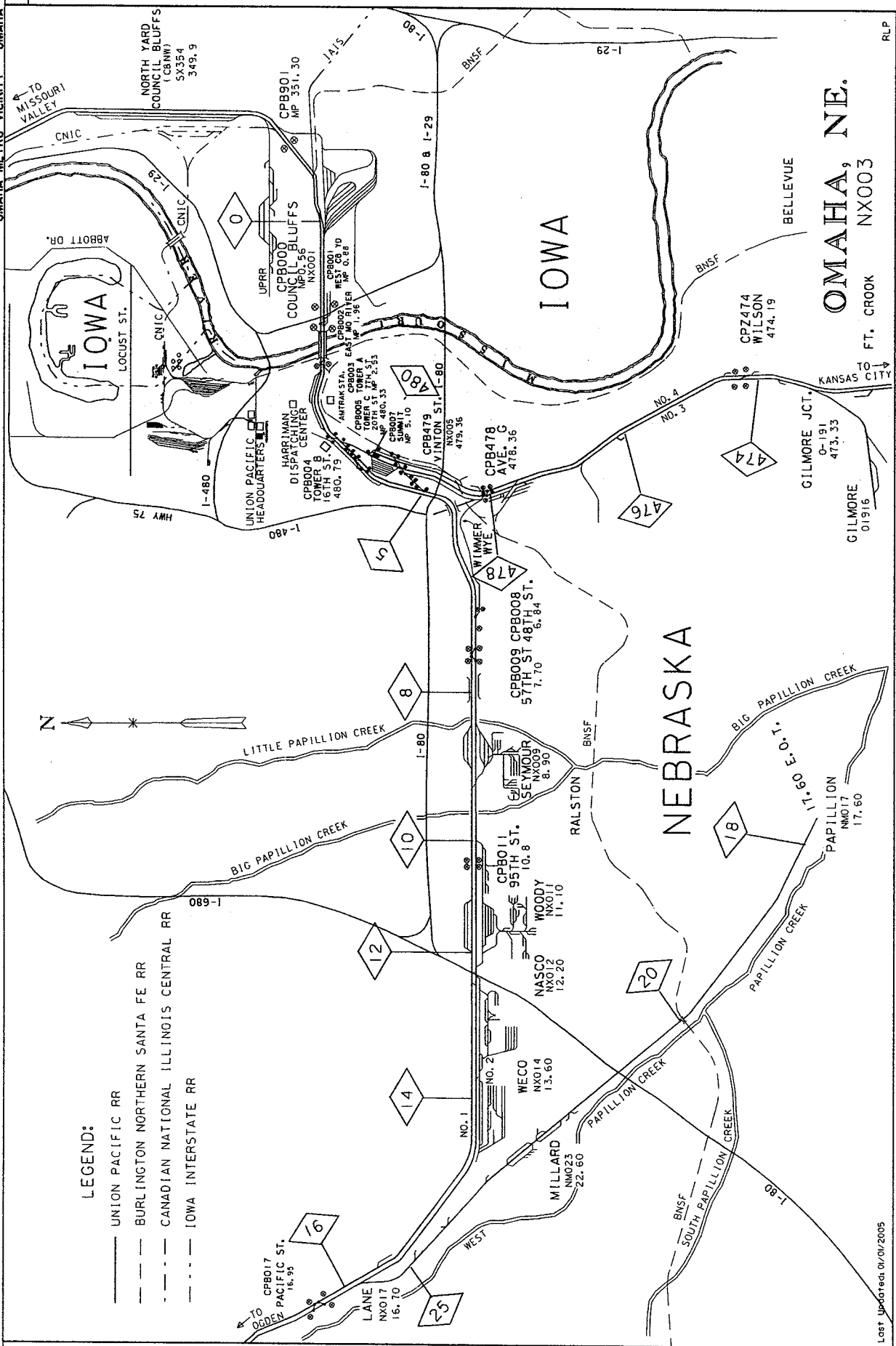
NO 1	NO 2	TIES	SURF/LINE
133	133	133	133
141	141	141	141
2003	2003	2003	2003
133	133	133	133
141	141	141	141
2003	2003	2003	2003
133	133	133	133
141	141	141	141
2003	2003	2003	2003

Last Updated: 02/27/2006
 p:\08 councilbluffs\pages\omaha sub\03\200_07.dgn



LEGEND:

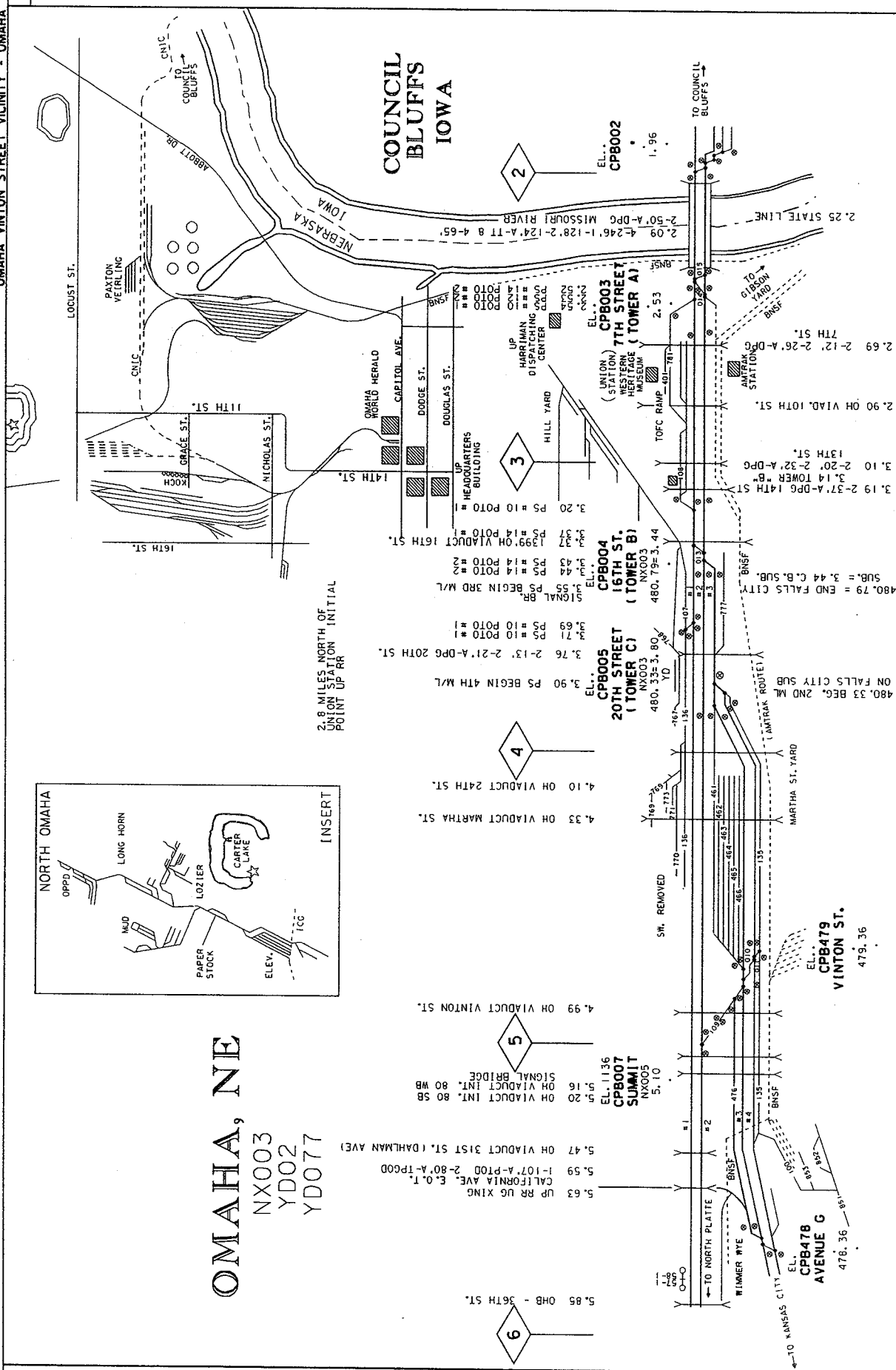
- UNION PACIFIC RR
- - - BURLINGTON NORTHERN SANTA FE RR
- - - CANADIAN NATIONAL ILLINOIS CENTRAL RR
- - - IOWA INTERSTATE RR

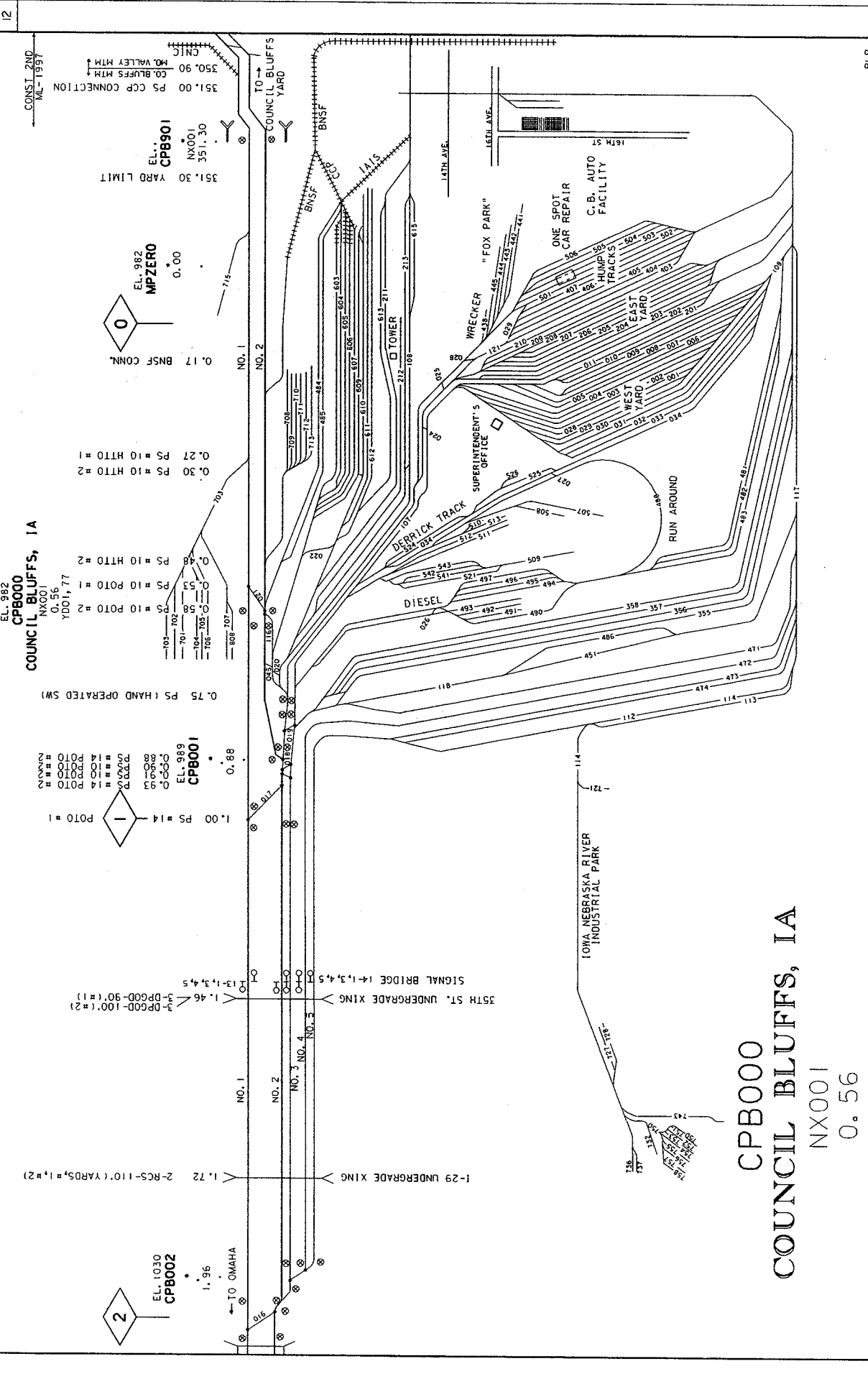


NX003
YD02
YD077

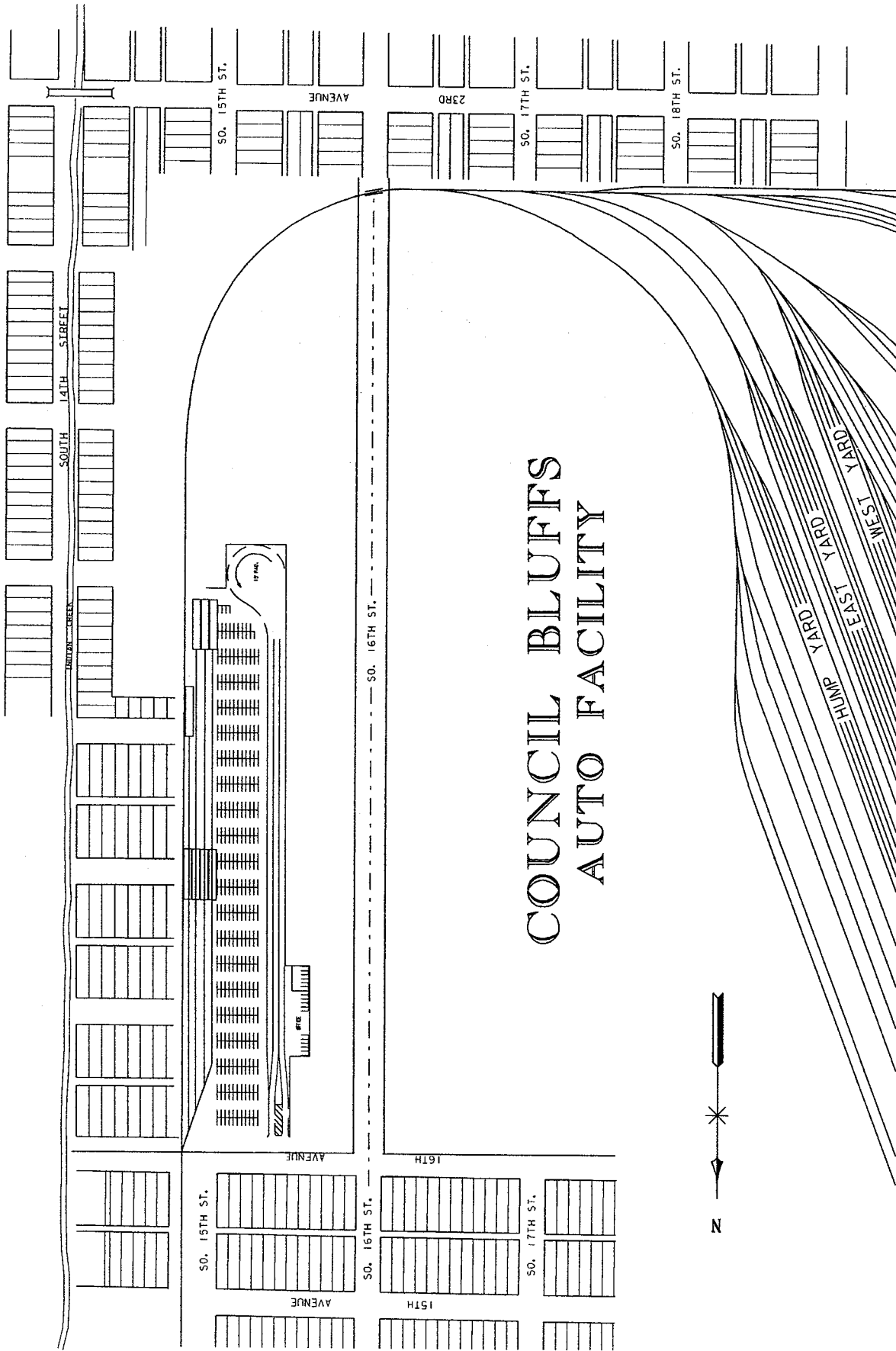


2.8 MILES NORTH OF
UNION STATION INITIAL
POINT UP RR





CPB000
COUNCIL BLUFFS, IA
NX001
0.56

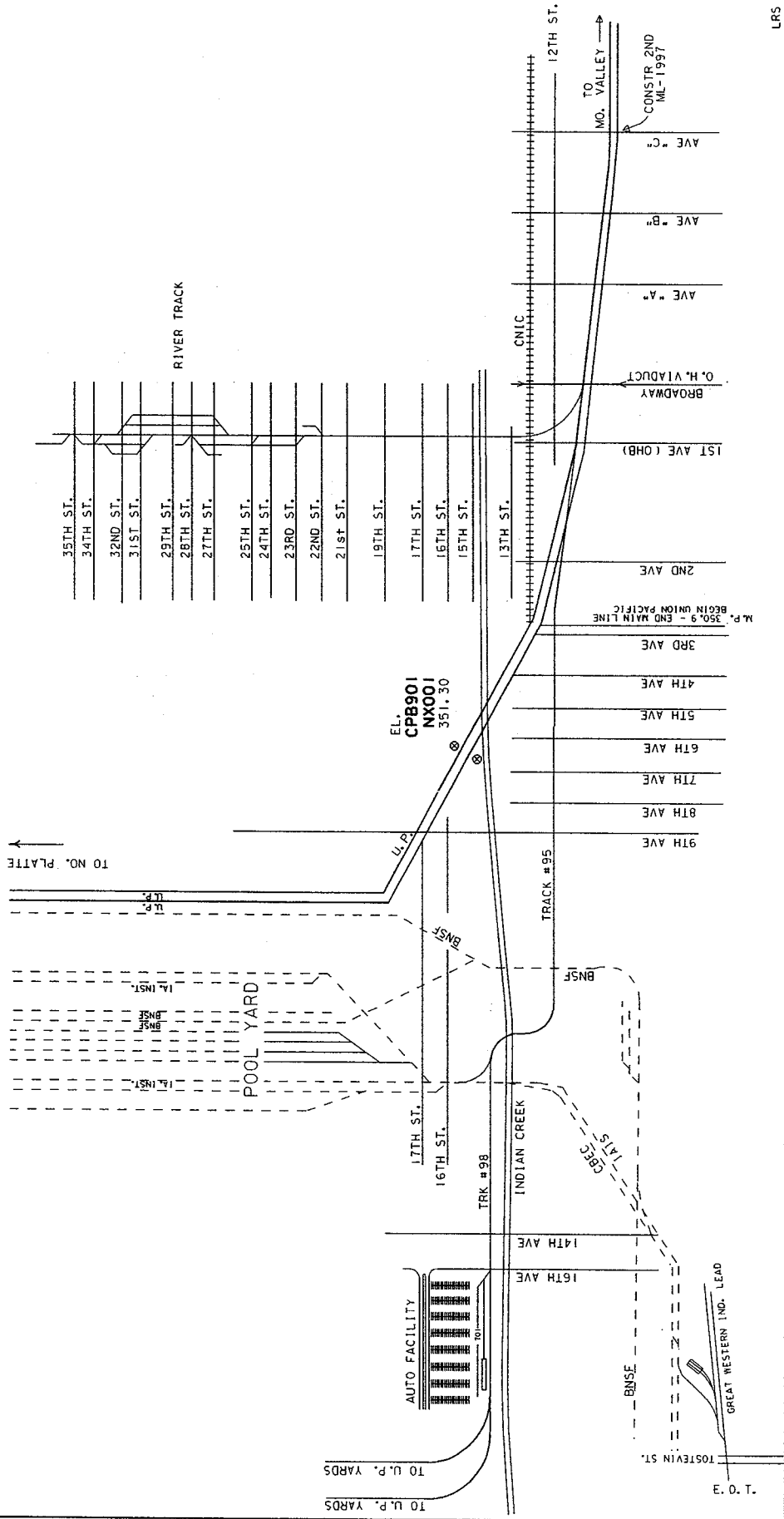


MJS

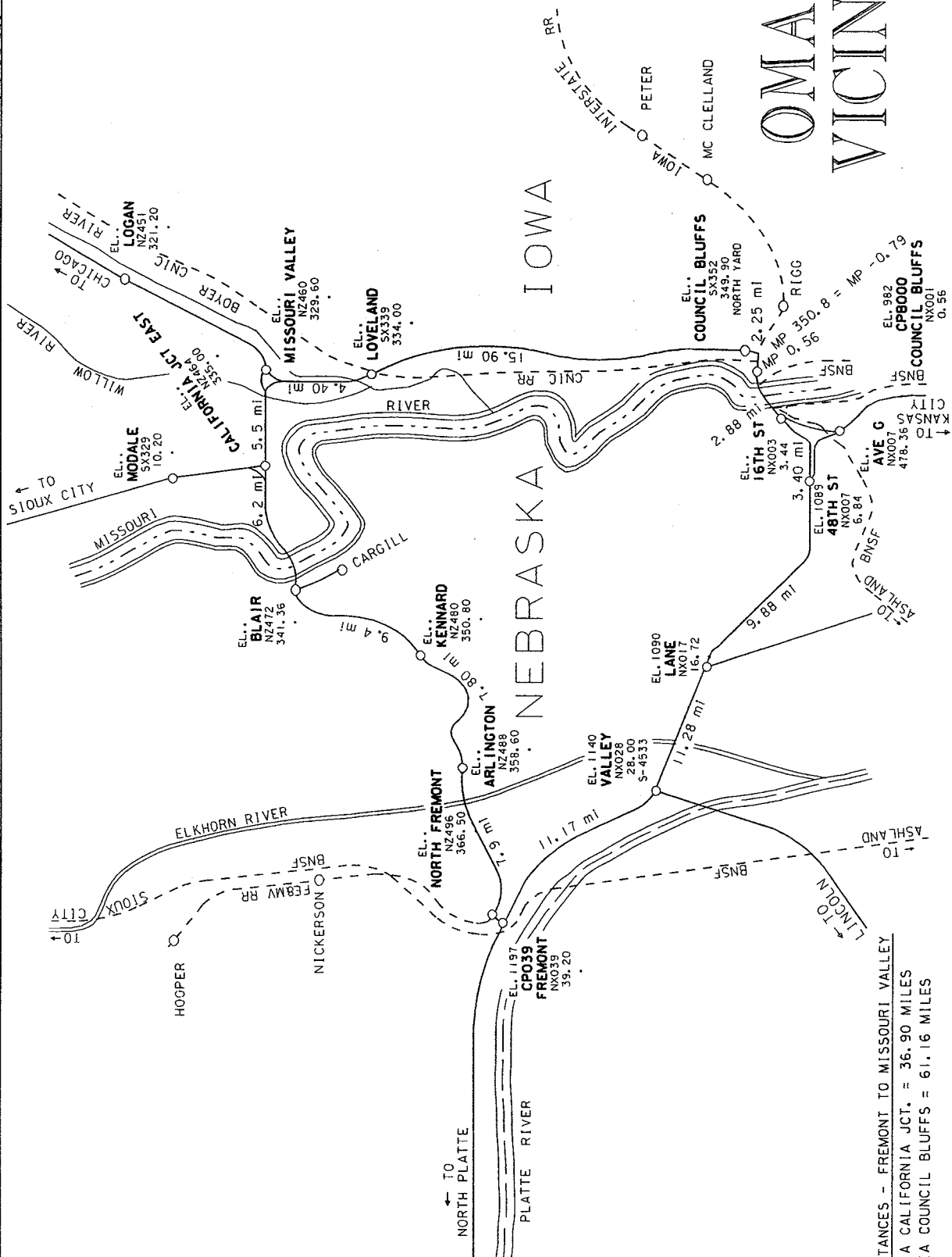
COUNCIL BLUFFS, IA.

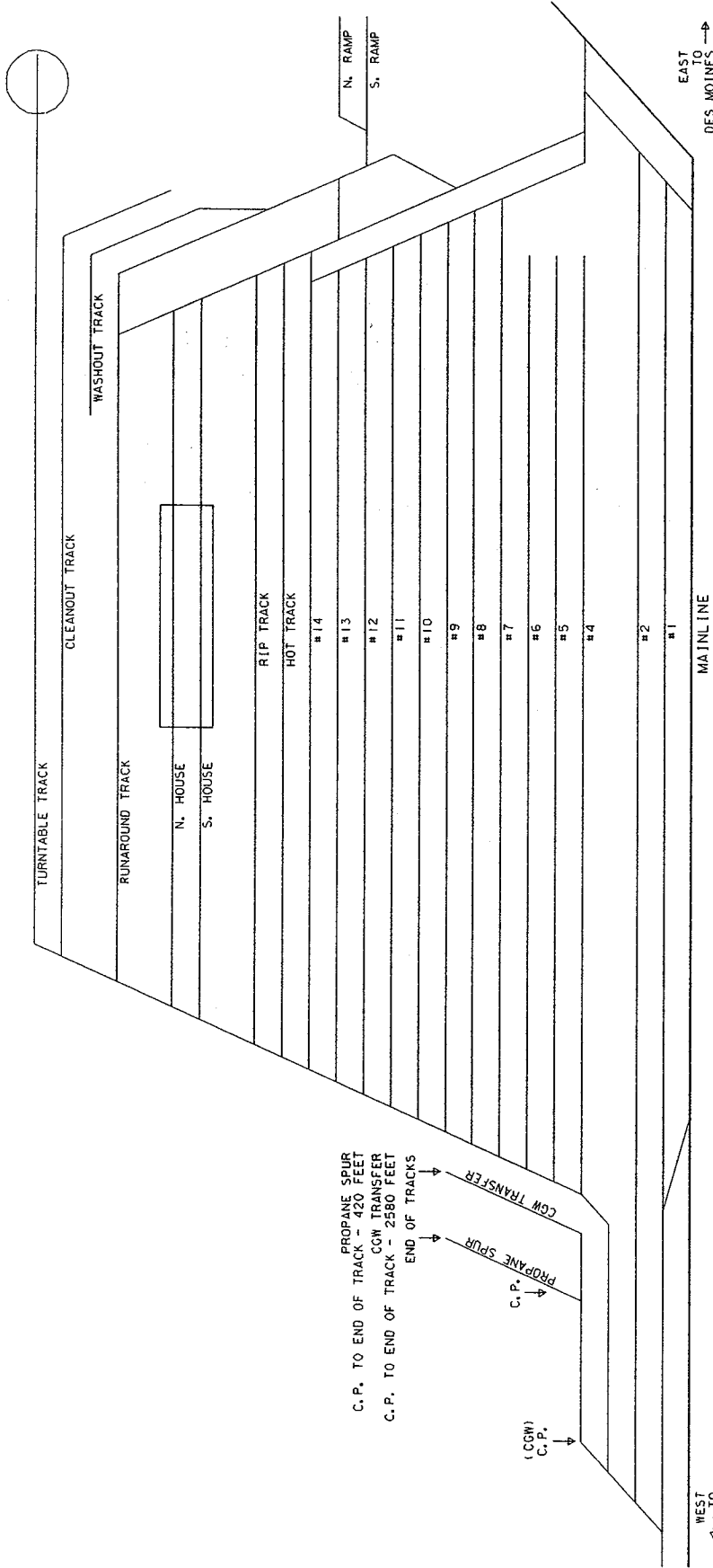
NX001

LEGEND
 — UP MAINLINE
 --- SIDERACK
 - - - OTHER LINES



LPS





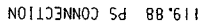
- #1 - C.P. TO C.P. = 5935 FEET
- #2 - C.P. TO END OF TRACK = 5935 FEET
- #4 - C.P. TO END OF TRACK = 5935 FEET
- #5 - C.P. TO END OF TRACK = 5960 FEET
- #6 - C.P. TO END OF TRACK = 5230 FEET
- #7 - C.P. TO C.P. = 2835 FEET
- #8 - C.P. TO C.P. = 2665 FEET
- #9 - C.P. TO C.P. = 2175 FEET
- #10 - C.P. TO C.P. = 2240 FEET
- #11 - C.P. TO C.P. = 2120 FEET
- #12 - C.P. TO C.P. = 1940 FEET
- #13 - C.P. TO C.P. = 1940 FEET
- #14 - C.P. TO C.P. = 1940 FEET

COUNCIL BLUFFS, IOWA

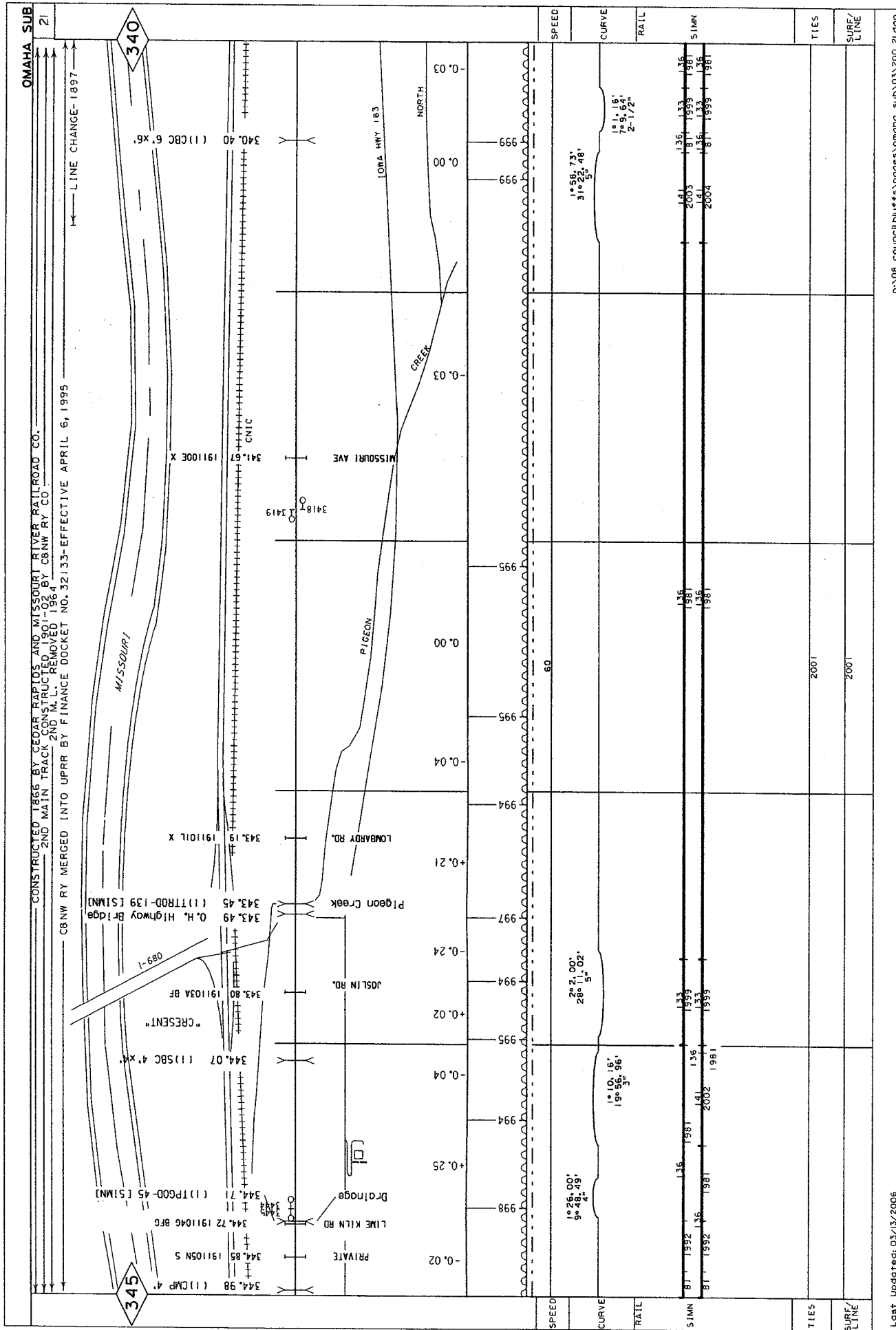
OFF

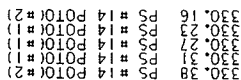
CONSTRUCTED BY CMSTP & O RY

81



SPEED	CURVE	RAIL	INDL	TIES	SURF/LINE
10	28° 0.00' 28° 7.00' 1" 1/2 38° 0.00' 38° 10.00' 1" 38° 0.00' 38° 0.00' 2" 1/2		115 1954 115 1954	1954	1954

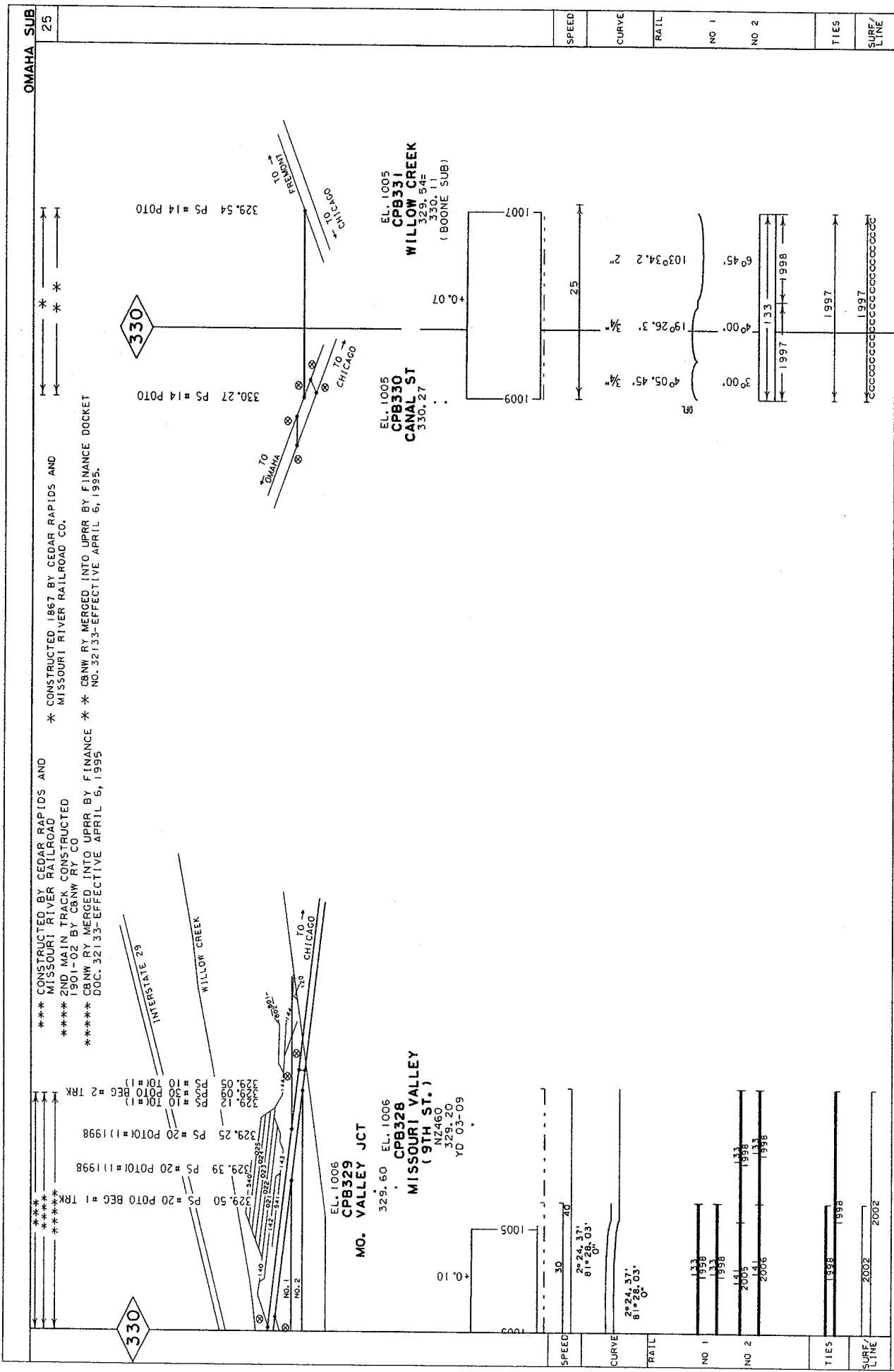




LEGEND:

UP MAINLINE	UP SIDELINES

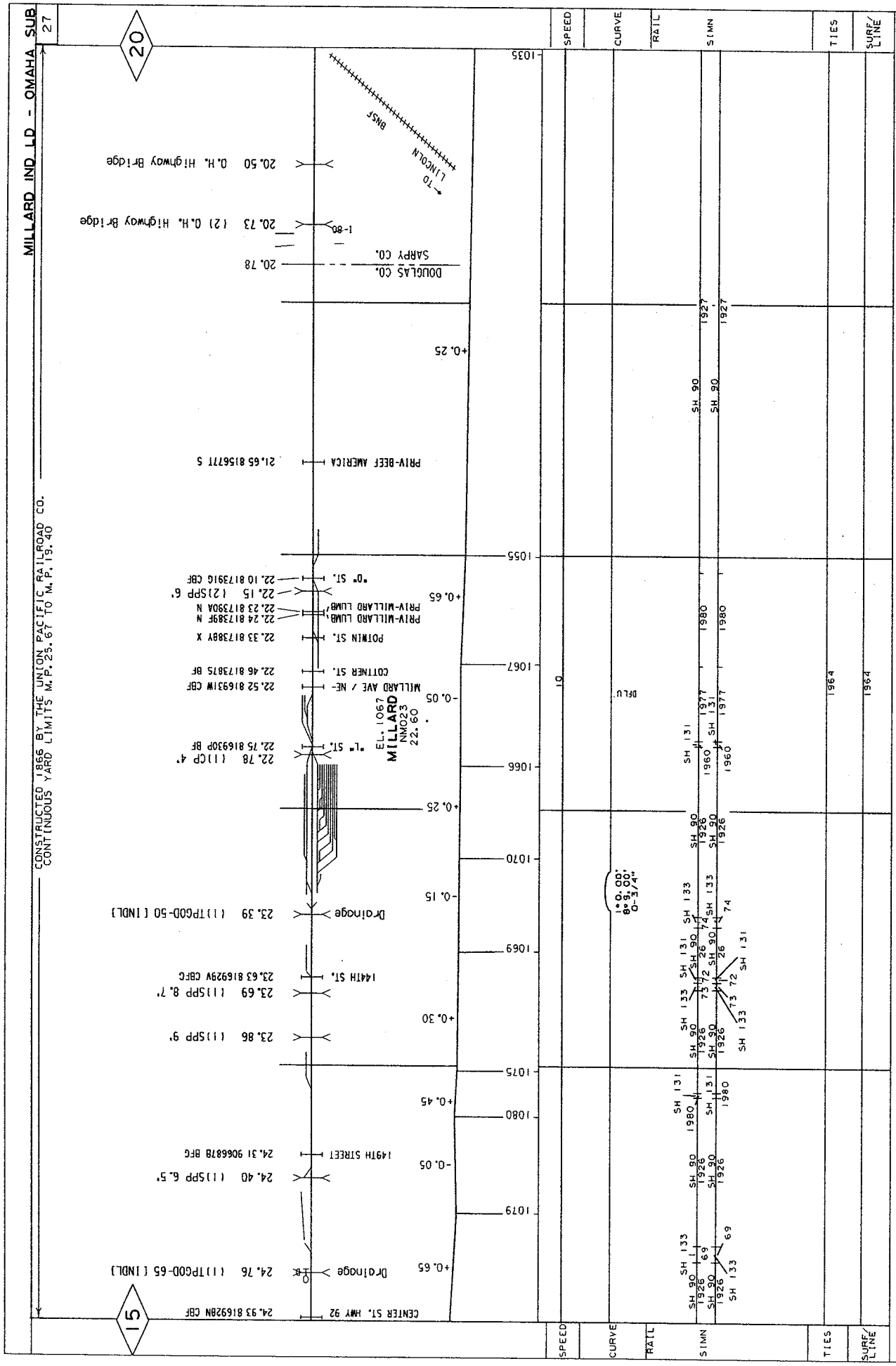
WH



OMAHA SUB

25

*** CONSTRUCTED BY CEDAR RAPIDS AND MISSOURI RIVER RAILROAD
 ***** 2ND MAIN TRACK CONSTRUCTED 1901-02 BY CB&N RY CO
 ***** CB&N RY MERGED INTO UPRR BY FINANCE DOCKET NO. 32133-EFFECTIVE APRIL 6, 1995
 *** CONSTRUCTED 1867 BY CEDAR RAPIDS AND MISSOURI RIVER RAILROAD CO.
 ***** CB&N RY MERGED INTO UPRR BY FINANCE DOCKET NO. 32133-EFFECTIVE APRIL 6, 1995



19.98 O.H. Roll Bridge

20



SPEED

10

CURVE

1° 20' 00"
13° 25' 00"
0-3/4"

RAIL

SIMN

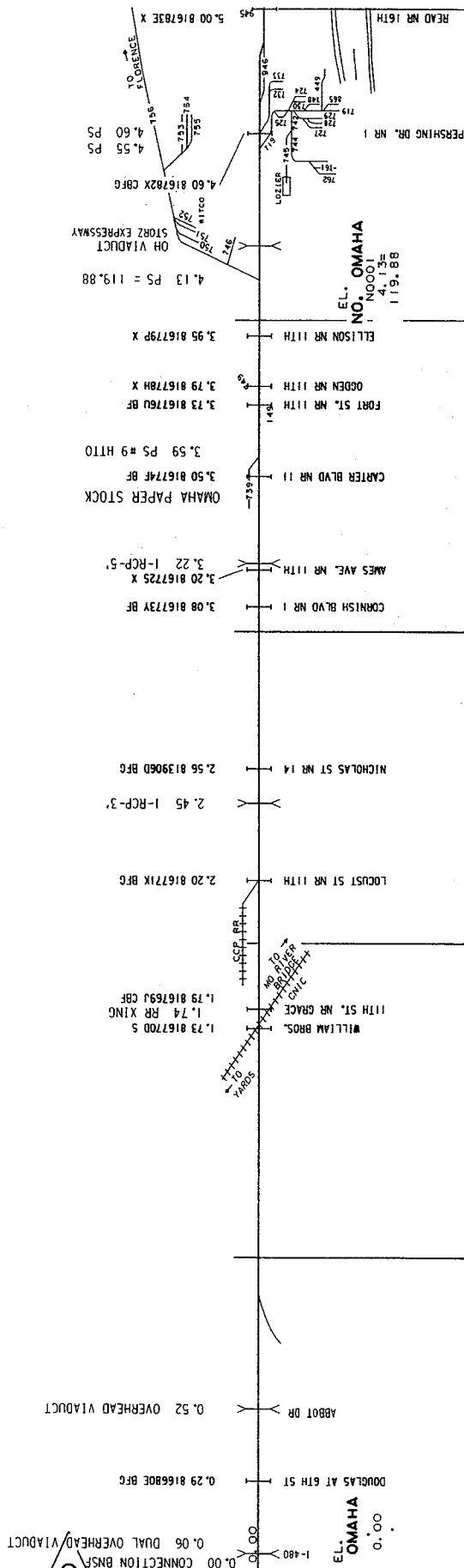
SH 90
1927
SH 90
1927

TIES

1964

SURF/
LINE

1964



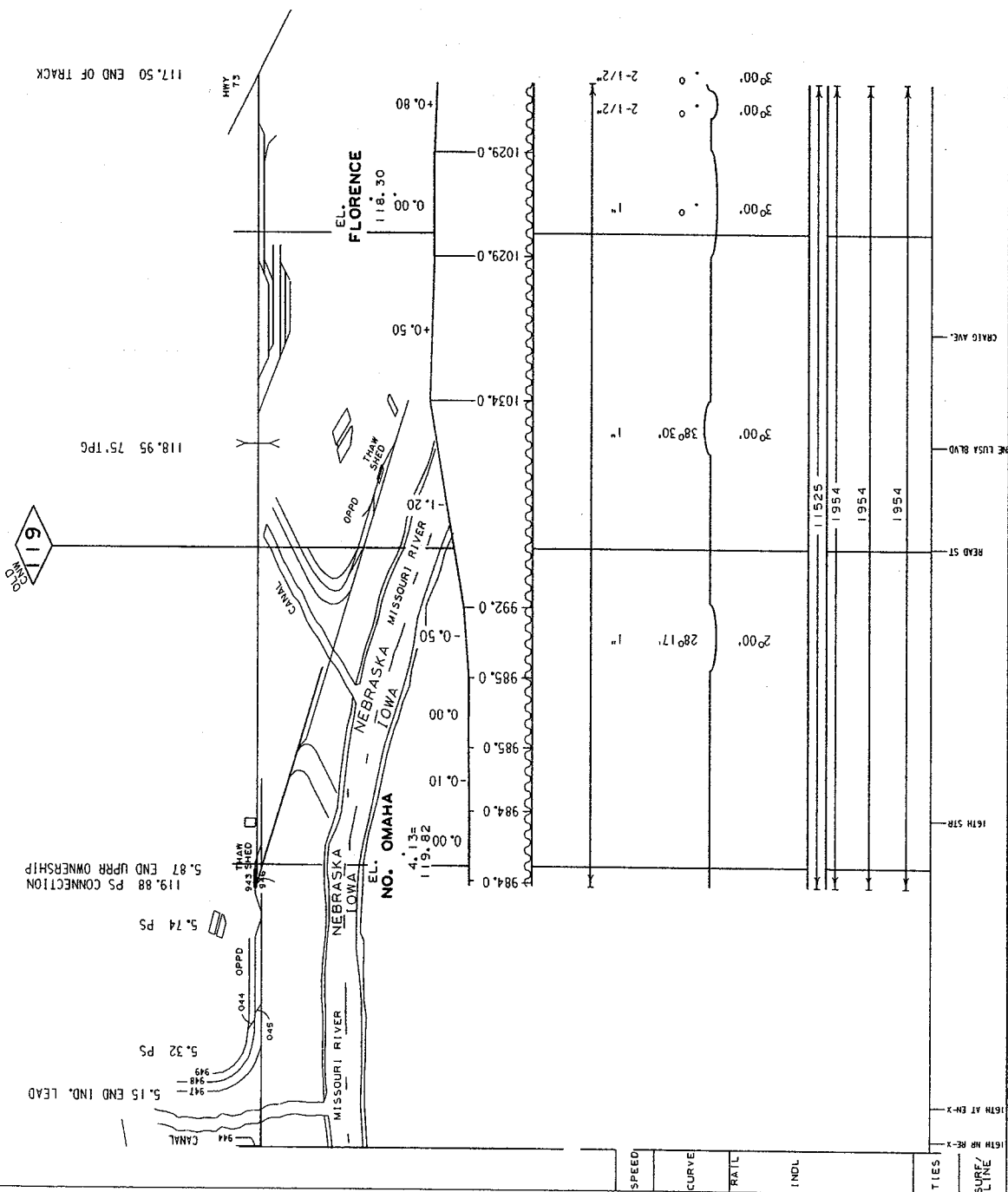
PROFILE DATA UNAVAILABLE

STATION	ELEVATION	CURVE	RAIL	IND	TIES	SURE/LINE
0.00	0.00					
0.06	0.06					
0.52	0.52					
0.59	0.59					
1.74	1.74					
1.79	1.79					
2.20	2.20					
2.45	2.45					
2.56	2.56					
3.08	3.08					
3.20	3.20					
3.59	3.59					
3.73	3.73					
3.79	3.79					
3.95	3.95					
4.13	4.13					
4.60	4.60					
4.60	4.60					
4.55	4.55					
4.60	4.60					
5.00	5.00					

CONSTRUCTED BY CMSTP & O RY

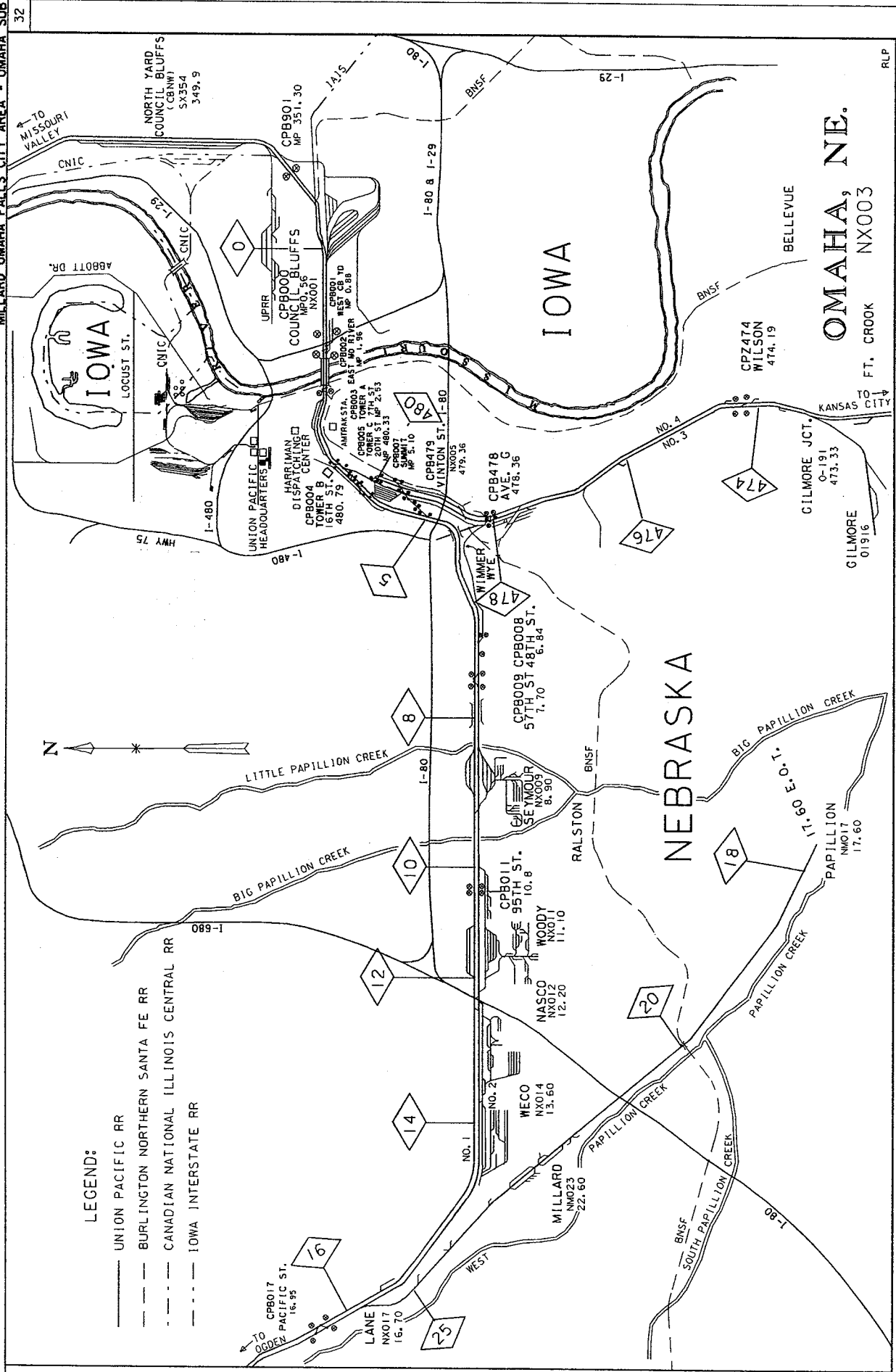
↑

↑



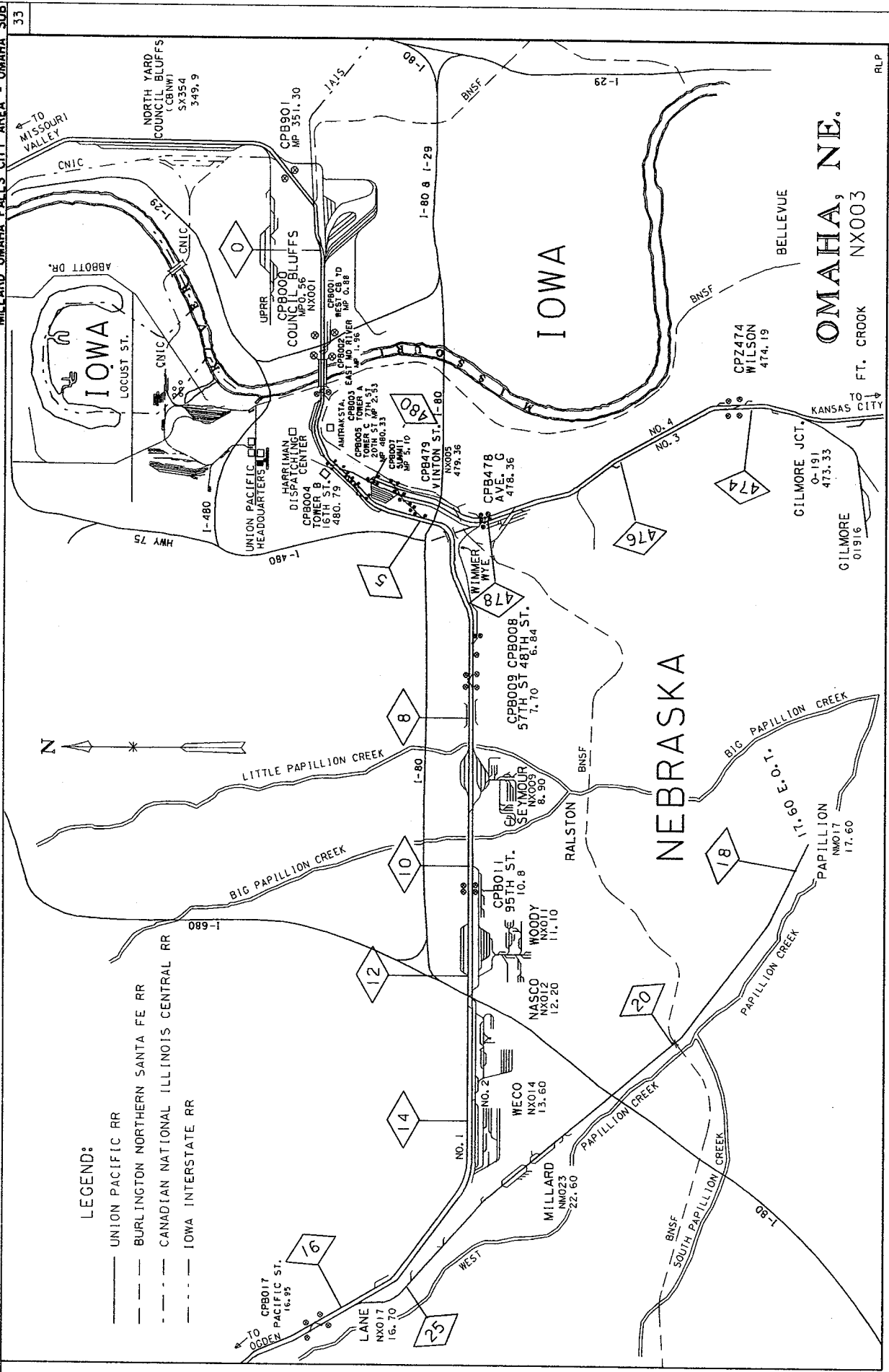
LEGEND:

- UNION PACIFIC RR
- BURLINGTON NORTHERN SANTA FE RR
- CANADIAN NATIONAL ILLINOIS CENTRAL RR
- IOWA INTERSTATE RR



LEGEND:

- UNION PACIFIC RR
- BURLINGTON NORTHERN SANTA FE RR
- CANADIAN NATIONAL ILLINOIS CENTRAL RR
- IOWA INTERSTATE RR



OMAHA, NE.

FT. CROOK NX003

R.L.P.

