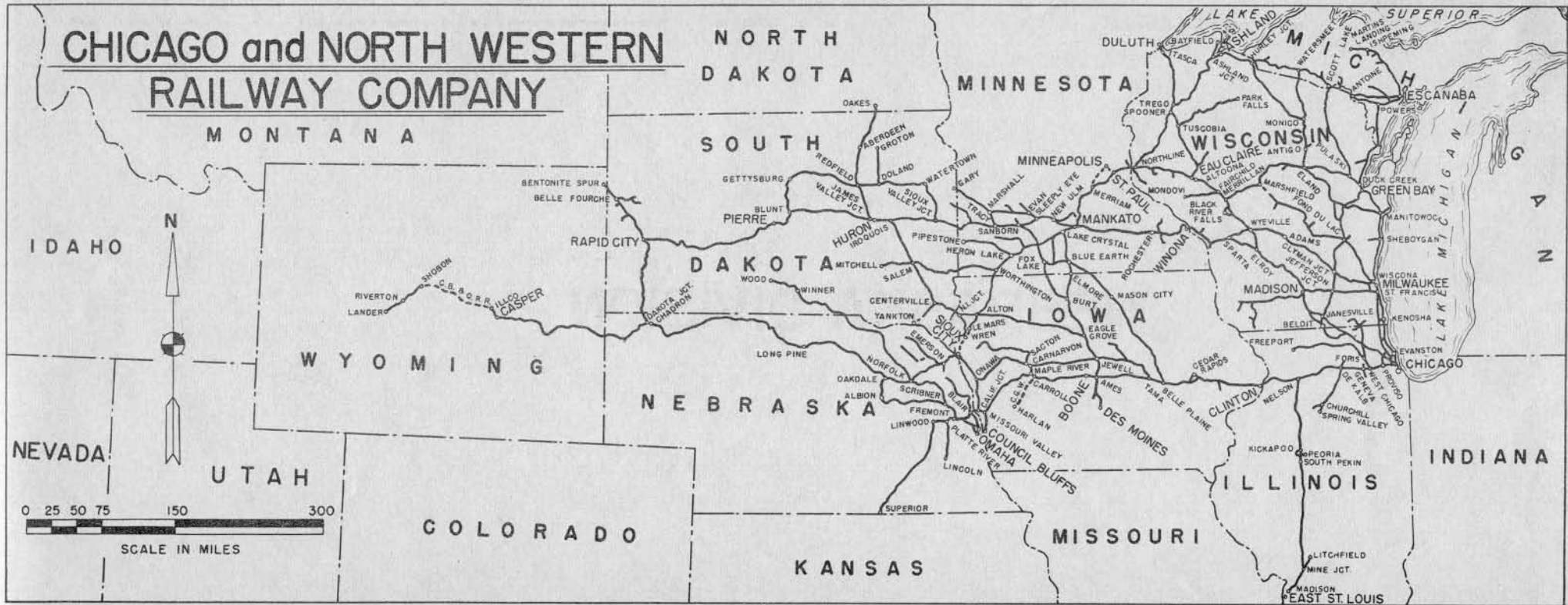
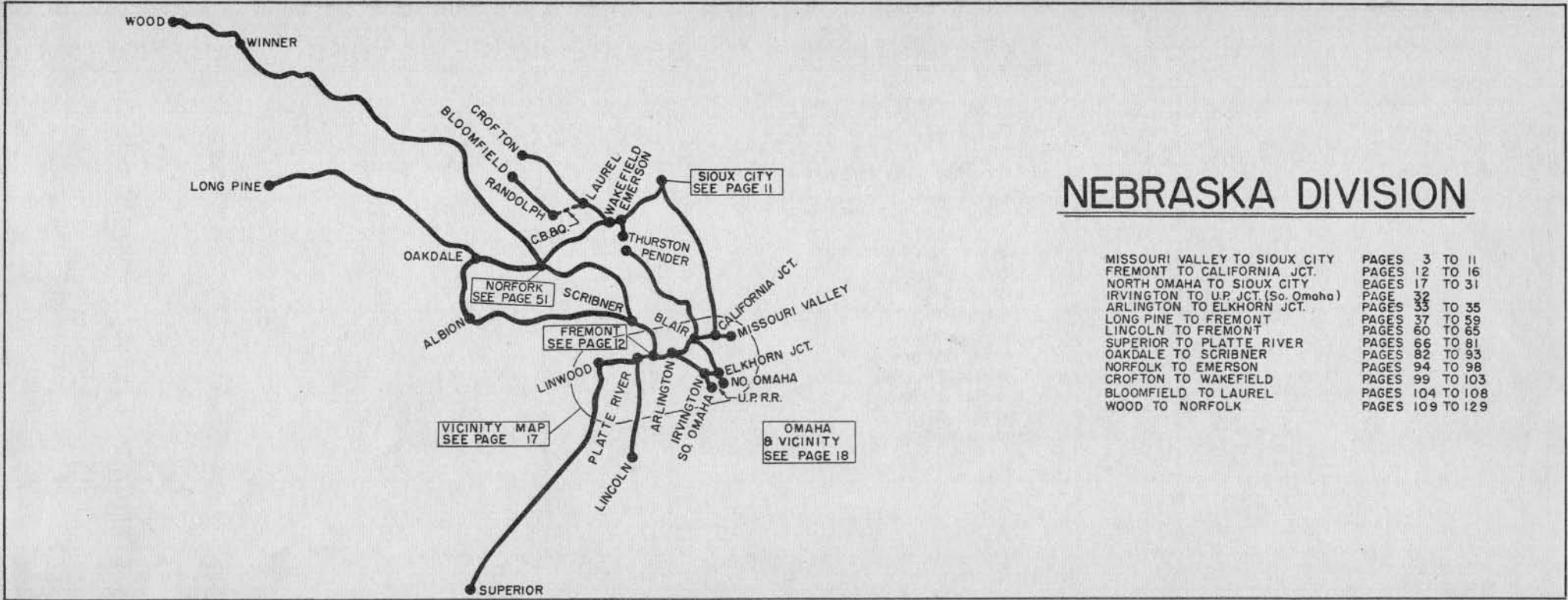


NEBRASKA DIVISION

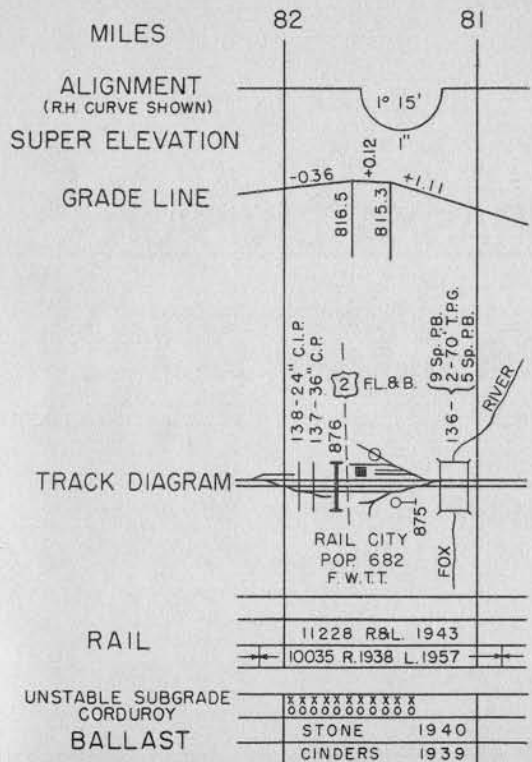
CHICAGO and NORTH WESTERN RAILWAY COMPANY





NEBRASKA DIVISION

| | |
|------------------------------------|------------------|
| MISSOURI VALLEY TO SIOUX CITY | PAGES 3 TO 11 |
| FREMONT TO CALIFORNIA JCT. | PAGES 12 TO 16 |
| NORTH OMAHA TO SIOUX CITY | PAGES 17 TO 31 |
| IRVINGTON TO U.P. JCT. (So. Omaha) | PAGE 32 |
| ARLINGTON TO ELKHORN JCT. | PAGES 33 TO 35 |
| LONG PINE TO FREMONT | PAGES 37 TO 59 |
| LINCOLN TO FREMONT | PAGES 60 TO 65 |
| SUPERIOR TO PLATTE RIVER | PAGES 66 TO 81 |
| OAKDALE TO SCRIBNER | PAGES 82 TO 93 |
| NORFOLK TO EMERSON | PAGES 94 TO 98 |
| CROFTON TO WAKEFIELD | PAGES 99 TO 103 |
| BLOOMFIELD TO LAUREL | PAGES 104 TO 108 |
| WOOD TO NORFOLK | PAGES 109 TO 129 |



EXPLANATIONS

SCALE — HORIZONTAL — 1" = 1 MILE
ALSO SHOWN DOUBLE SCALE.
VERTICAL — 1" = 100 FEET

FIGURES ON GRADE LINES ARE % GRADIENTS.

FIGURES BELOW GRADE LINES ARE BASE OF RAIL ELEVATIONS IN FEET ABOVE MEAN SEA LEVEL.

- POP. — POPULATION (1950 CENSUS)
- SIGNAL BRIDGE
- SIGNAL MAST
- 41 — U.S. HIGHWAY 94 — INTERSTATE HWY.
- 7 — STATE HIGHWAY
- S.S. — SPRING SWITCH
- W.W. — AUTOMATIC WIG WAG
- M.W.W. — MANUAL WIG WAG
- A.G. — AUTOMATIC GATE
- M.G. — MANUAL GATE
- FL. — FLASHER
- FL.&B. — FLASHER & BELL
- B. — BELL
- T.S. — TRAFFIC SIGNAL & BELL (COLOR LIGHTS)
- F. — DIESEL FUEL OIL STATION
- W. — DIESEL WATER STA. FOR STEAM GENERATORS
- T.T. — TURNTABLE
- Y. — WYE TRACK

BRIDGE ABBREVIATIONS

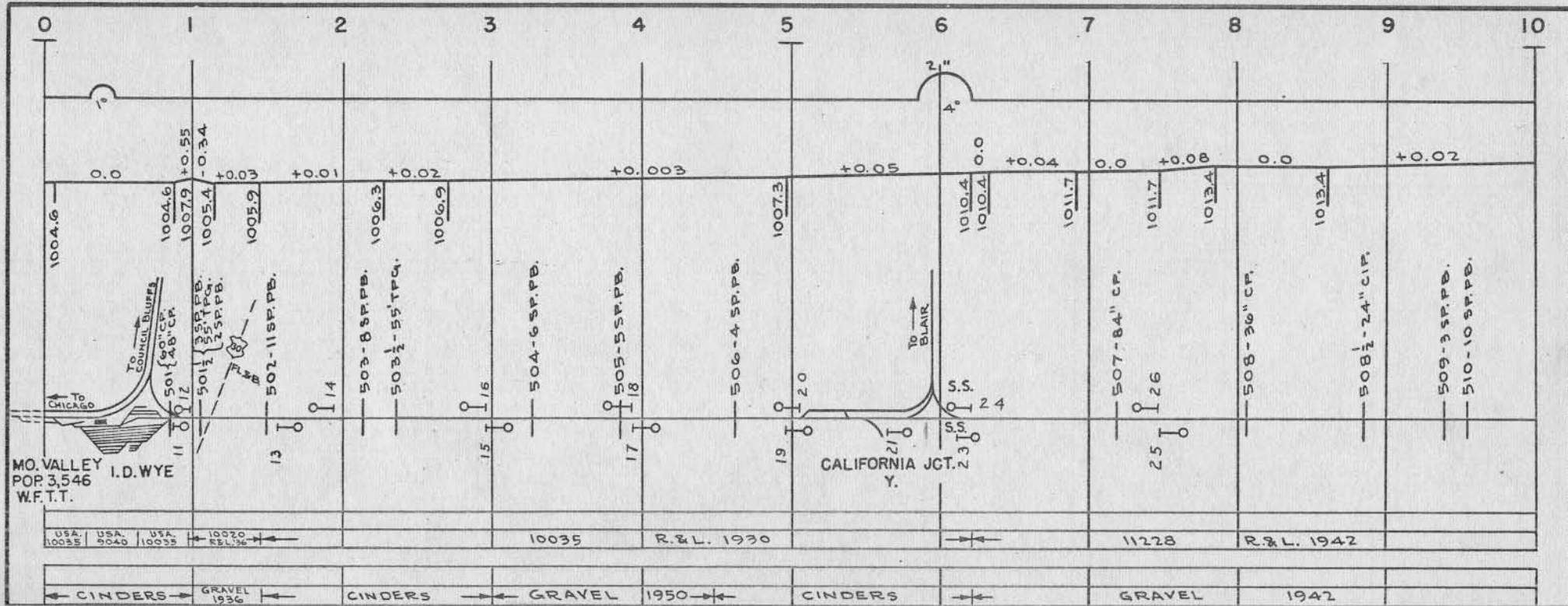
- O.H.B. — OVERHEAD HIGHWAY BRIDGE
- O.F.B. — OVERHEAD FARM BRIDGE
- O.R.B. — OVERHEAD RAILWAY BRIDGE
- O.F.T.B. — OVERHEAD FOOT BRIDGE
- B.C.S. — BALLASTED CONCRETE SLAB
- B.S.P. — BALLASTED STEEL PLATE
- B.BKL.P. — BALLASTED BUCKLE PLATE
- I.B. — I-BEAM
- R.G. — RAIL GIRDER
- B.T. — BALLASTED TROUGH
- D.P.G. — DECK PLATE GIRDER
- T.P.G. — THROUGH PLATE GIRDER
- V.P. — VITRIFIED PIPE
- C.I.P. — CAST IRON PIPE
- W.I.P. — WROUGHT IRON PIPE
- G.I.P. — GALVANIZED IRON PIPE
- S.P. — STEEL PIPE
- C.P. — CONCRETE PIPE
- P.B. — PILE BRIDGE
- P.&F.B. — PILE & FRAME BRIDGE
- F.B. — FRAME BRIDGE
- W.S.B. — WOOD STRINGER BRIDGE
- W.B.C. — WOOD BOX CULVERT
- O.W.B.C. — OPEN WOOD BOX CULVERT
- R.C.C. — REINFORCED CONCRETE CULVERT
- R.C.S. — REINFORCED CONCRETE SLAB
- C.&T.R. — CONCRETE & T-RAIL
- C.&I.B. — CONCRETE & I-BEAM
- S.A. — STONE ARCH
- BRK.C. — BRICK CULVERT
- C.A. — CONCRETE ARCH
- D.R.T. — DECK RIVETED TRUSS
- T.R.T. — THROUGH RIVETED TRUSS
- P.R.T. — PONY RIVETED TRUSS
- D.P.T. — DECK PIN TRUSS
- T.P.T. — THROUGH PIN TRUSS

RAIL ROLLING

| SECTION | YEARS |
|----------|-------------|
| 50 | 1879 ONLY |
| 54 | 1882 - 1884 |
| 56 | 1881 - 1890 |
| 60 | 1876 - 1910 |
| 65 | 1880 - 1896 |
| 67 | 1890 ONLY |
| 72 | 1888 - 1925 |
| 80 | 1892 - 1917 |
| 9040 | 1890 - 1910 |
| 9030 | 1906 - 1917 |
| 9035 | 1917 - 1942 |
| 10030 | 1909 - 1912 |
| 10035 | 1912 - 1940 |
| 11025 | 1926 - 1933 |
| 10020 | 1934 - 1941 |
| 112 | 1934 - 1935 |
| 112 C.C. | 1936 - 1948 |
| 115 C.C. | 1948 - |
| 132 C.C. | 1952 ONLY |

RAIL ABBREV.'S

- R. — ROLLED
- L. — LAID
- R.&L. — ROLLED and LAID
- USA. — USABLE RAIL
- S.H. — SECOND HAND RAIL
- R.R. — RE-ROLLED RAIL



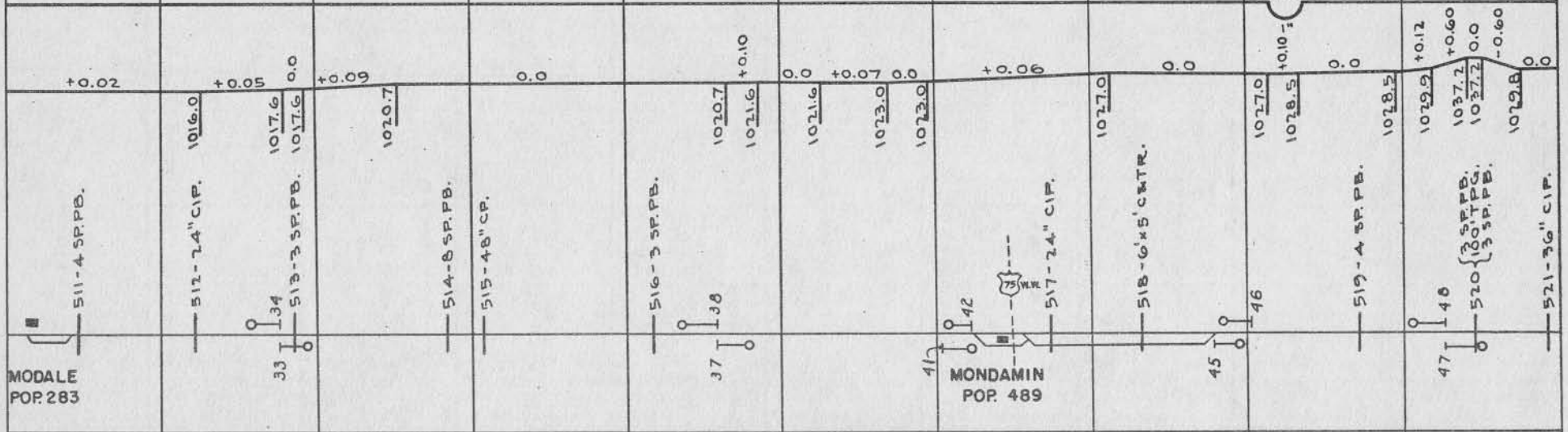
MO. VALLEY I.D. WYE
POP. 3,546
W.F.T.T.

CALIFORNIA JCT.
Y.

| | | | | | | | |
|-----------|-------------|-----------|----------------|---------|-------------|-------|------------|
| USA 10035 | USA 9040 | USA 10035 | 10020 R.L. '36 | 10035 | R.&L. 1930 | 11228 | R.&L. 1942 |
| CINDERS | GRAVEL 1936 | CINDERS | GRAVEL 1950 | CINDERS | GRAVEL 1942 | | |

GRouted 1945

10 11 12 13 14 15 16 17 18 19 20



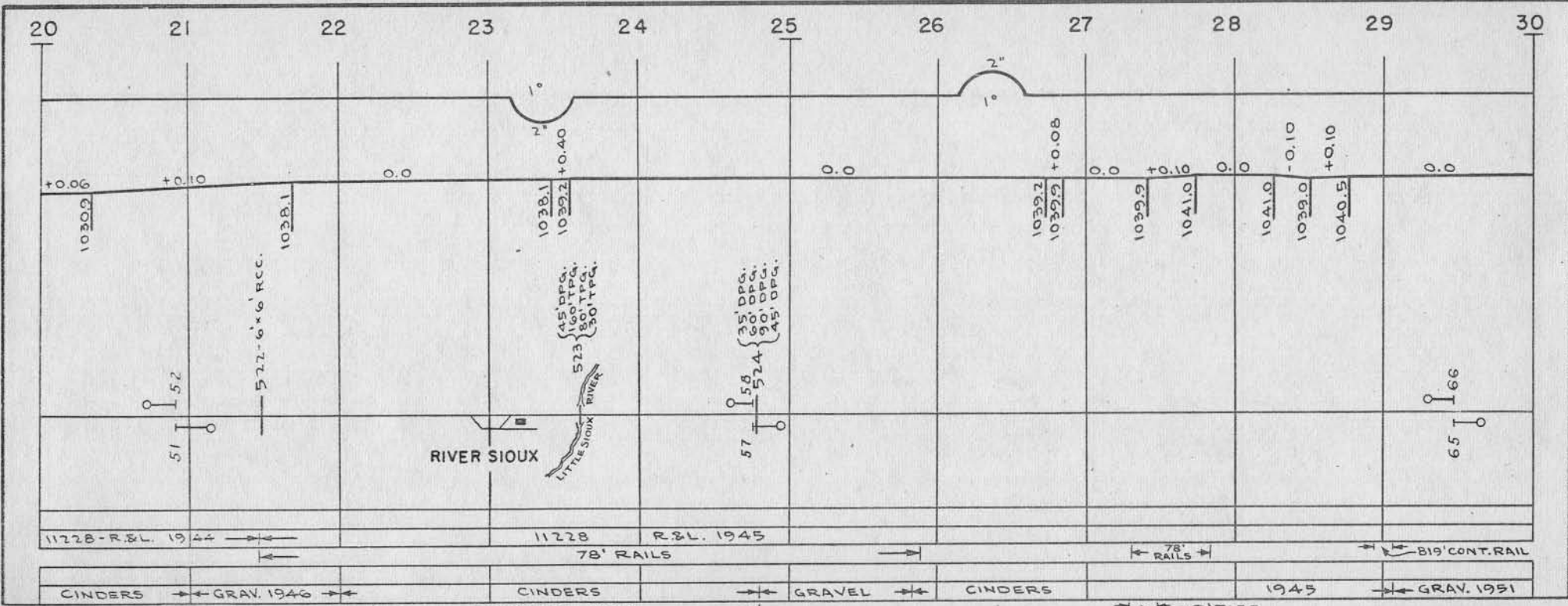
11228 R.&L. 1942 | 11228 R.&L. 1943 | 11228 R.&L. 1944

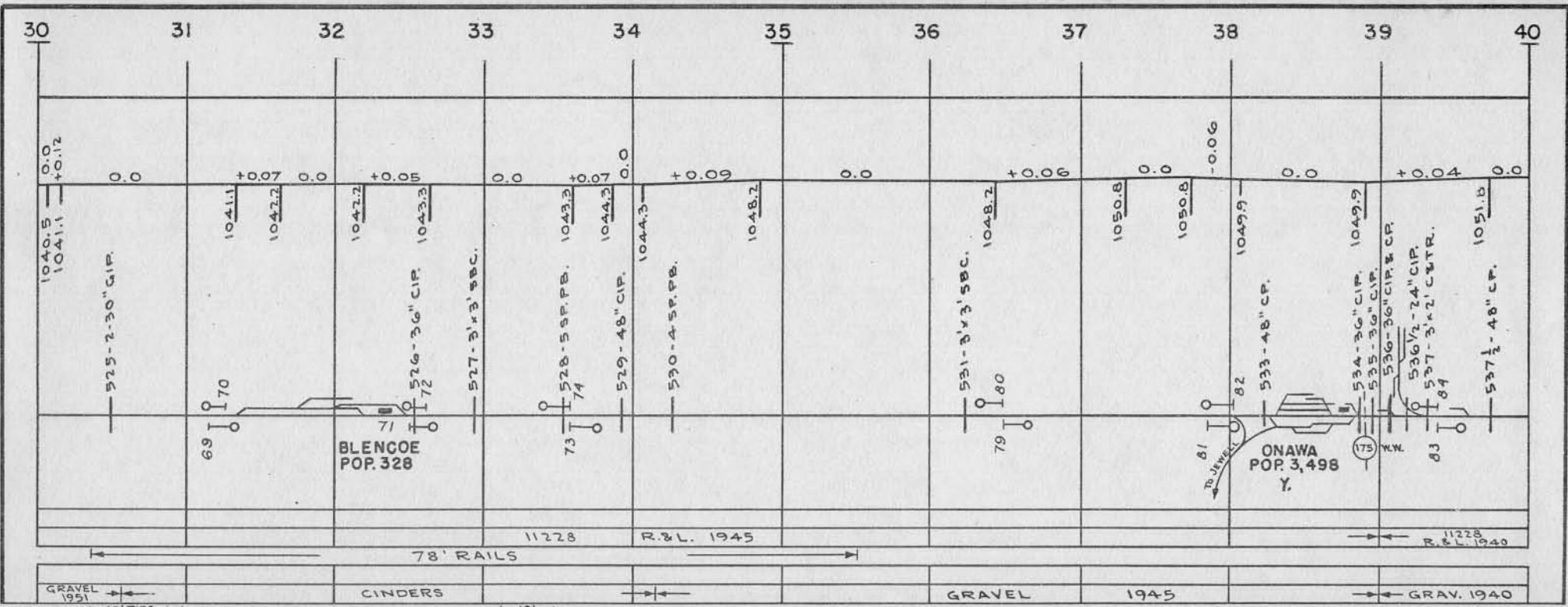
GRAVEL 1942 → GRAVEL - 1943 → GRAVEL 1951 → GRAV. 1943 → CINDERS 1947 → GRAVEL - 1943 → GRAY. 1926 → CINDERS 1944

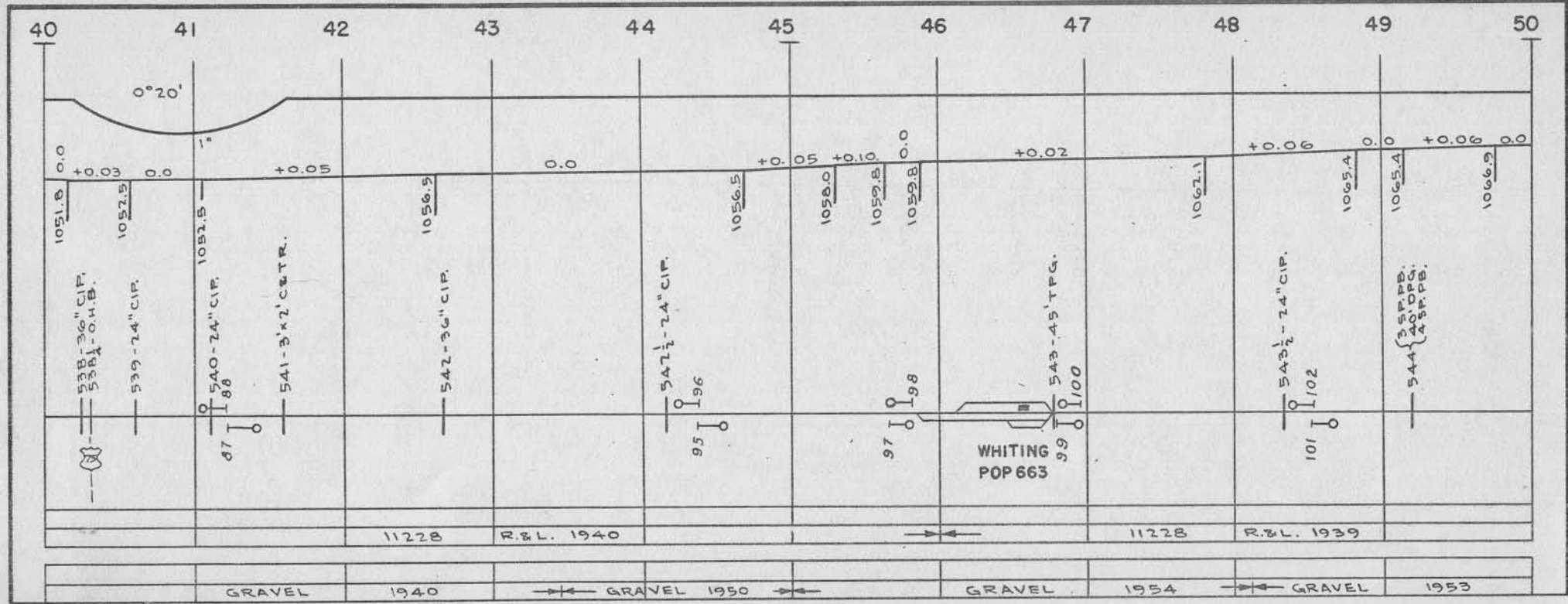
9' TIES 1944 - 1945
GROUTED 1945

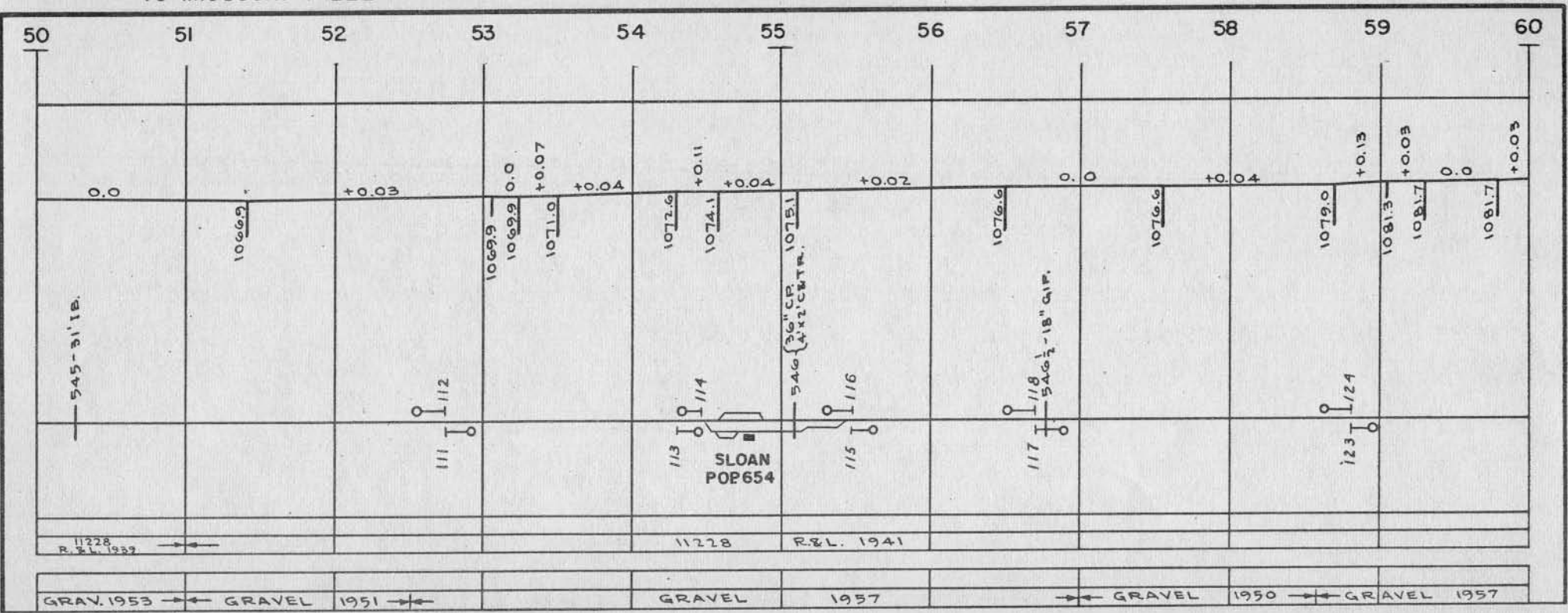
9' TIES
GROUTED 1947-48

THIS SHEET LAST REVISED MAR. 1, 1959





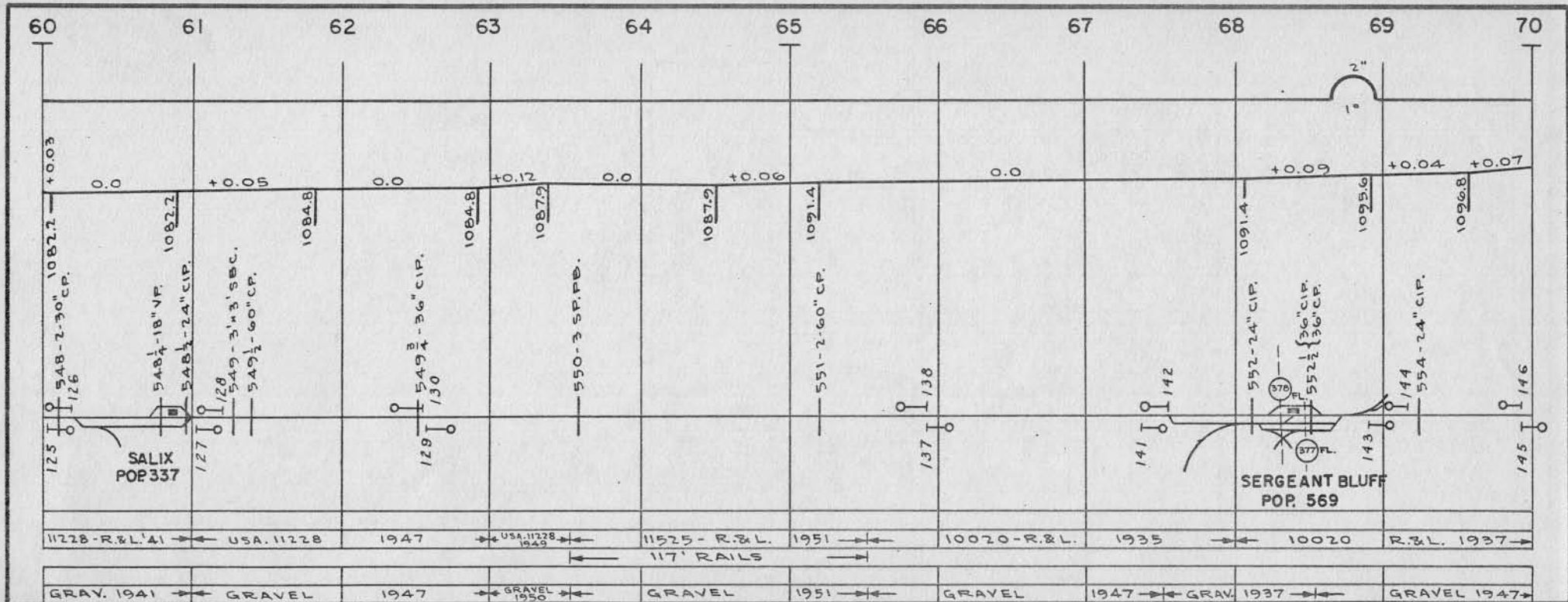


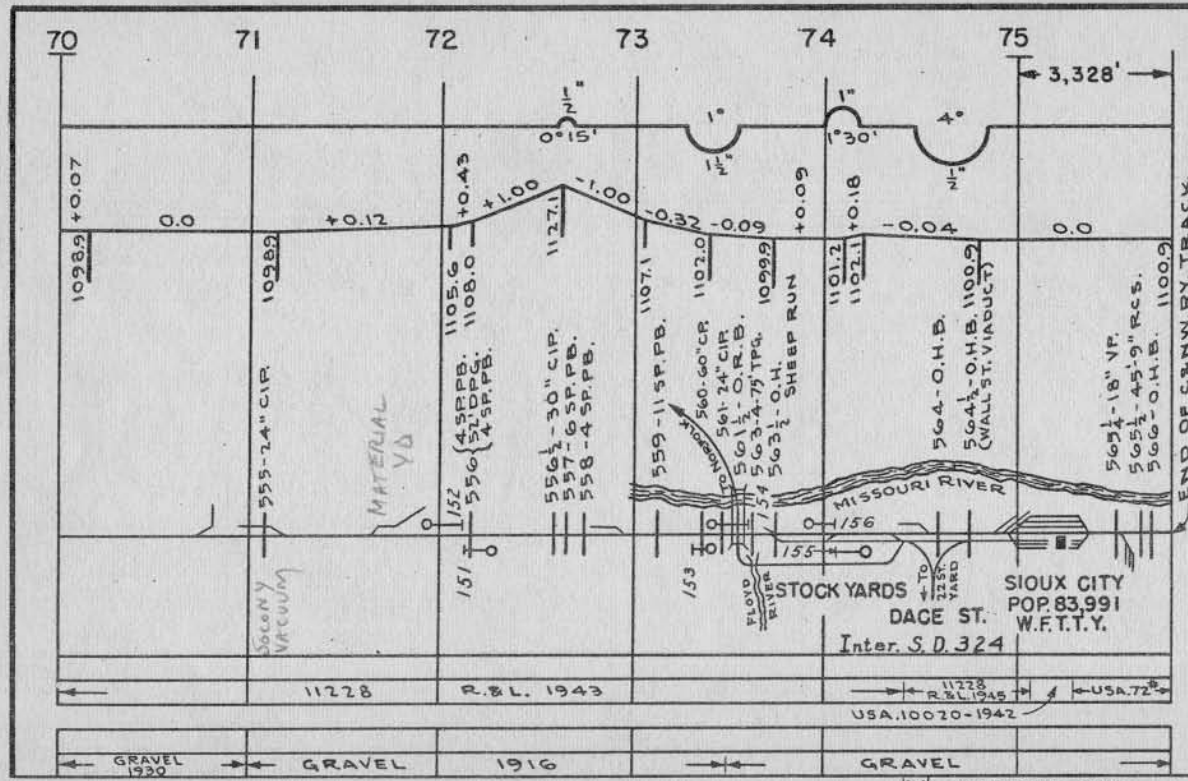


11228 R. & L. 1939

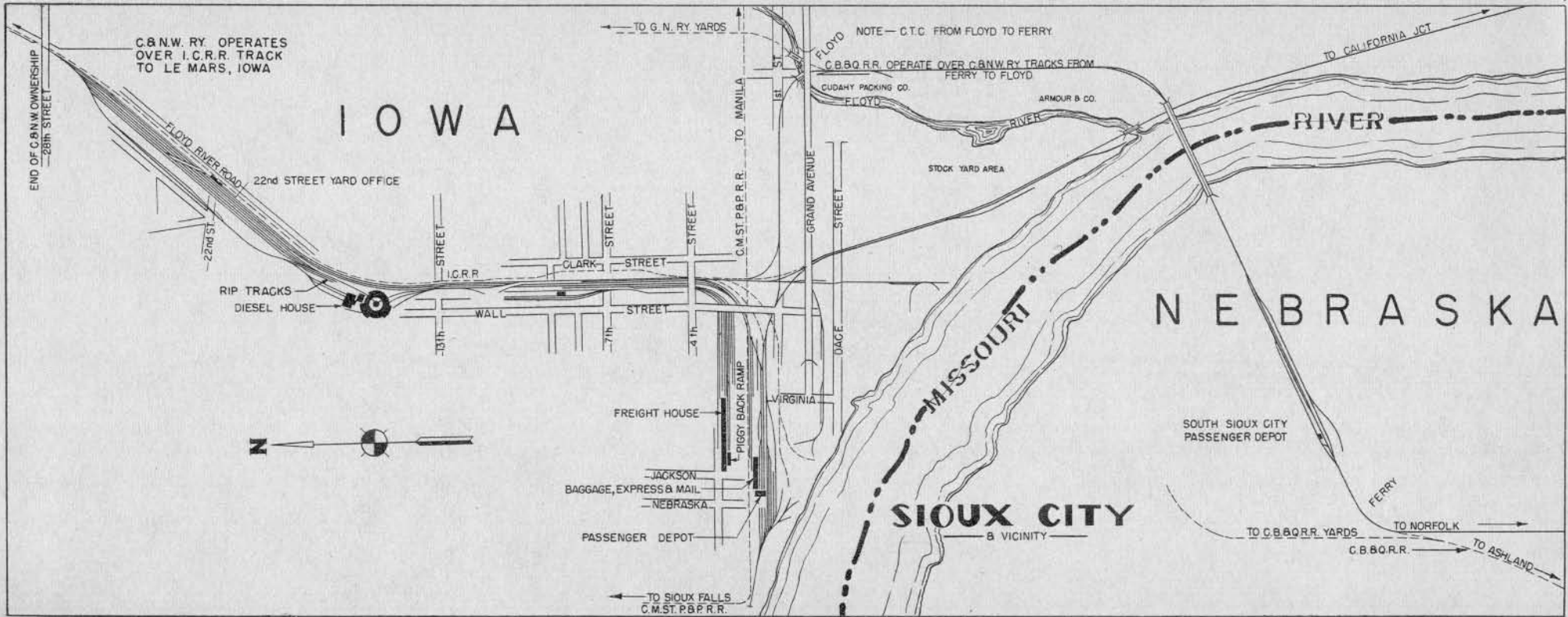
11228 R & L. 1941

GRAV. 1953 → ← GRAVEL 1951 → ← GRAVEL 1957 → ← GRAVEL 1950 → ← GRAVEL 1957

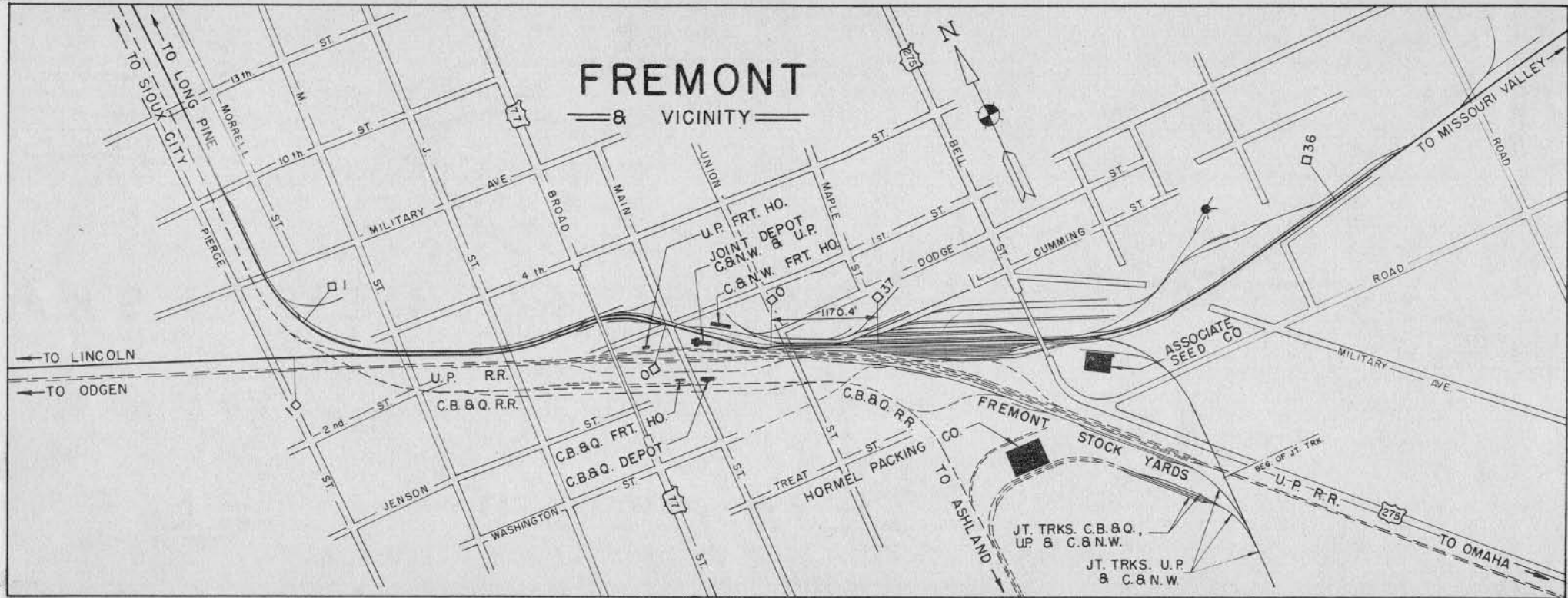


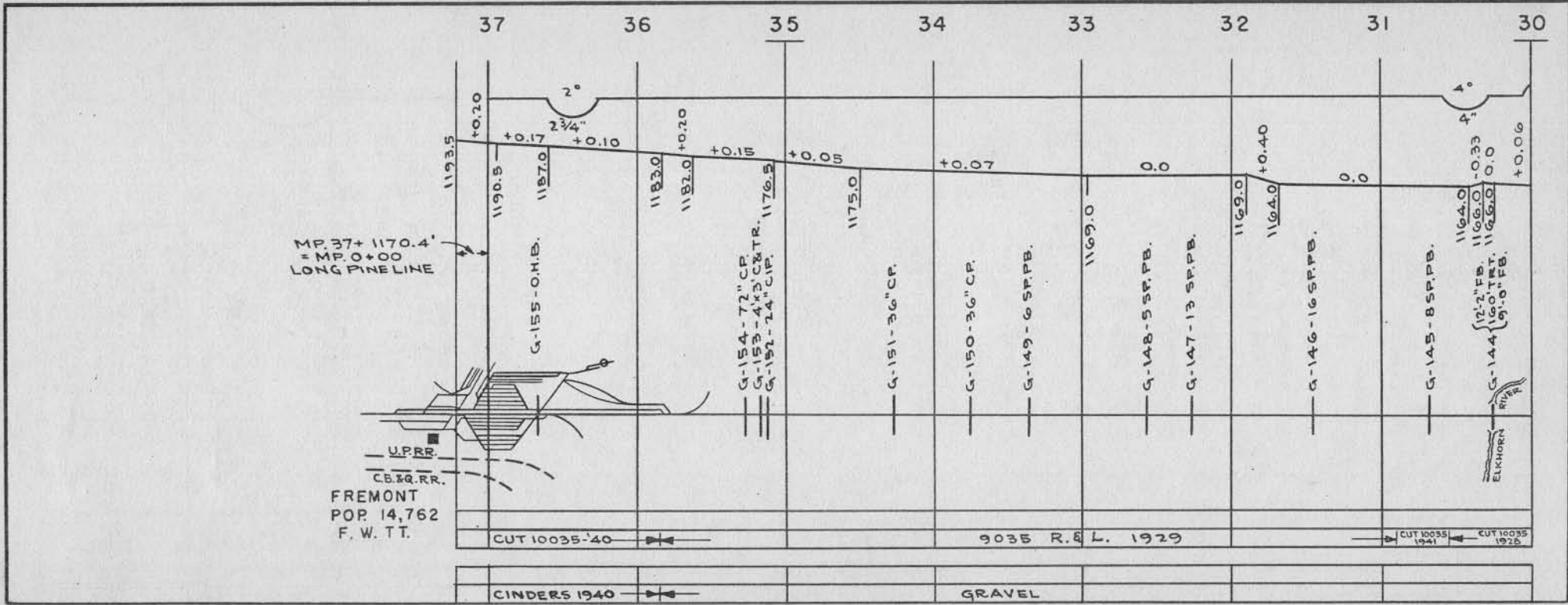


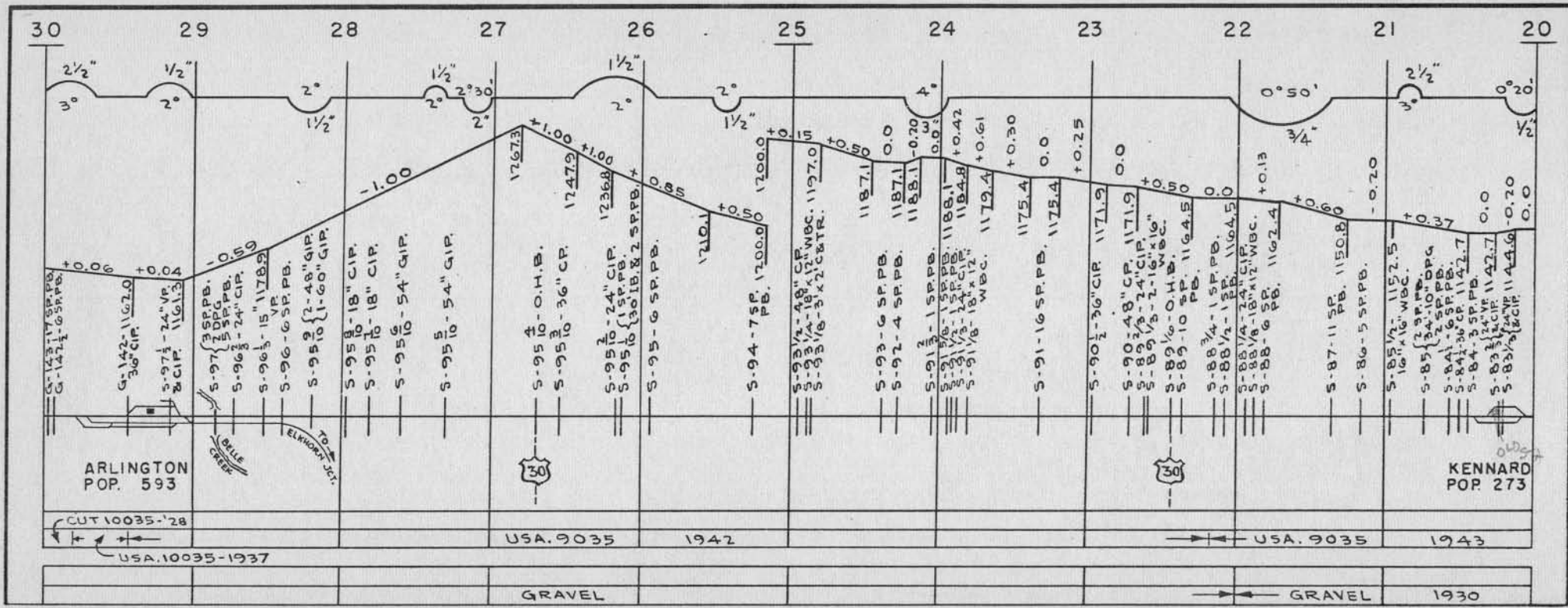
SEE PAGE II FOR SIoux CITY & VICINITY

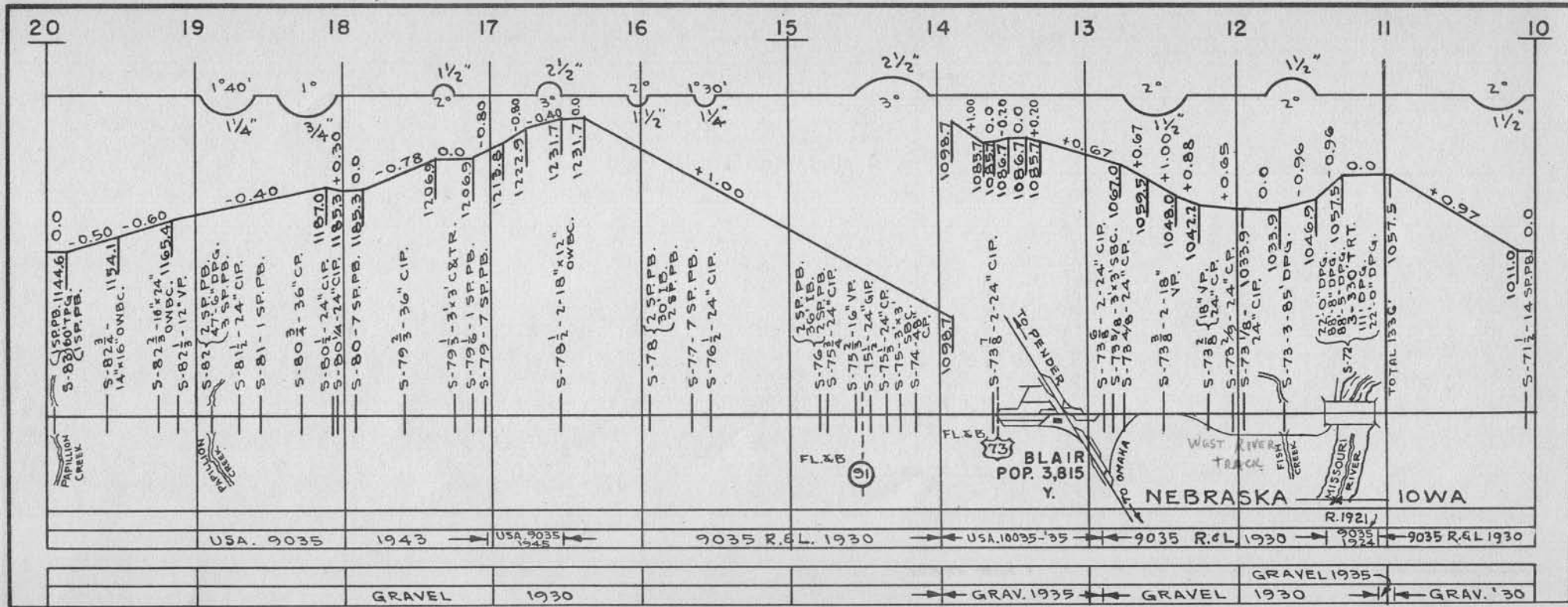


FREMONT & VICINITY



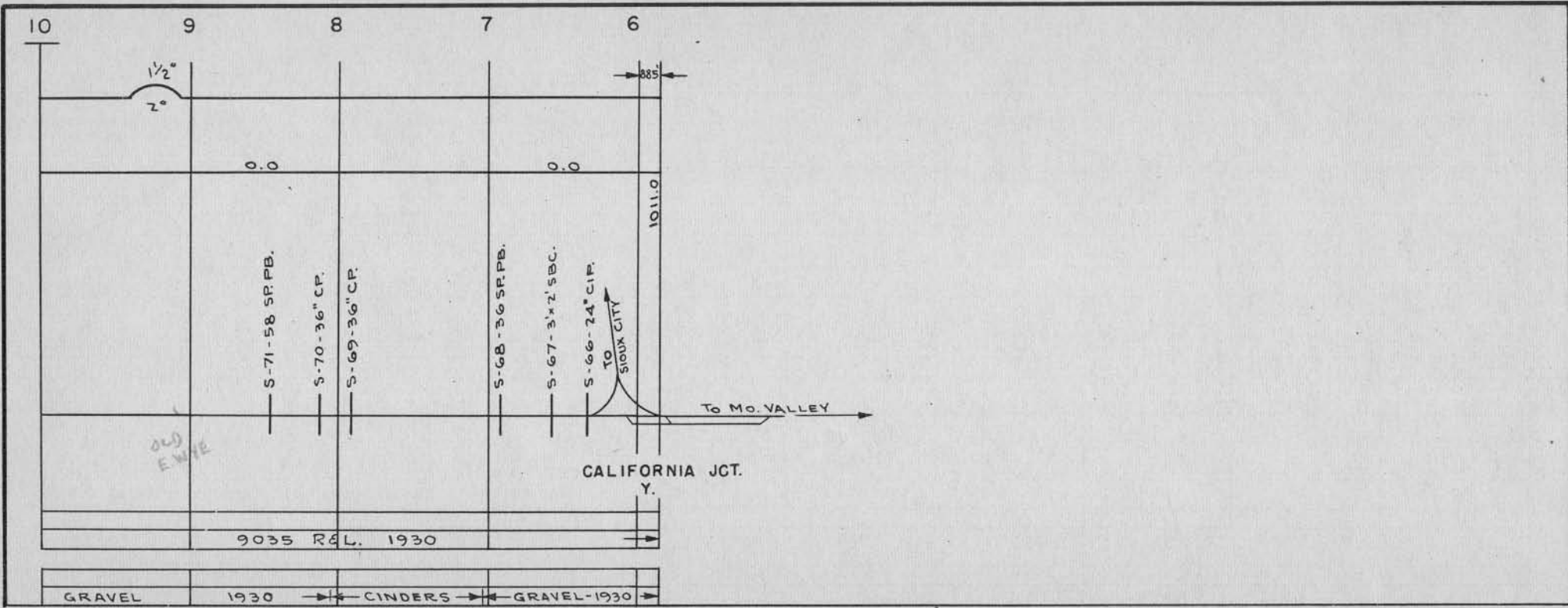


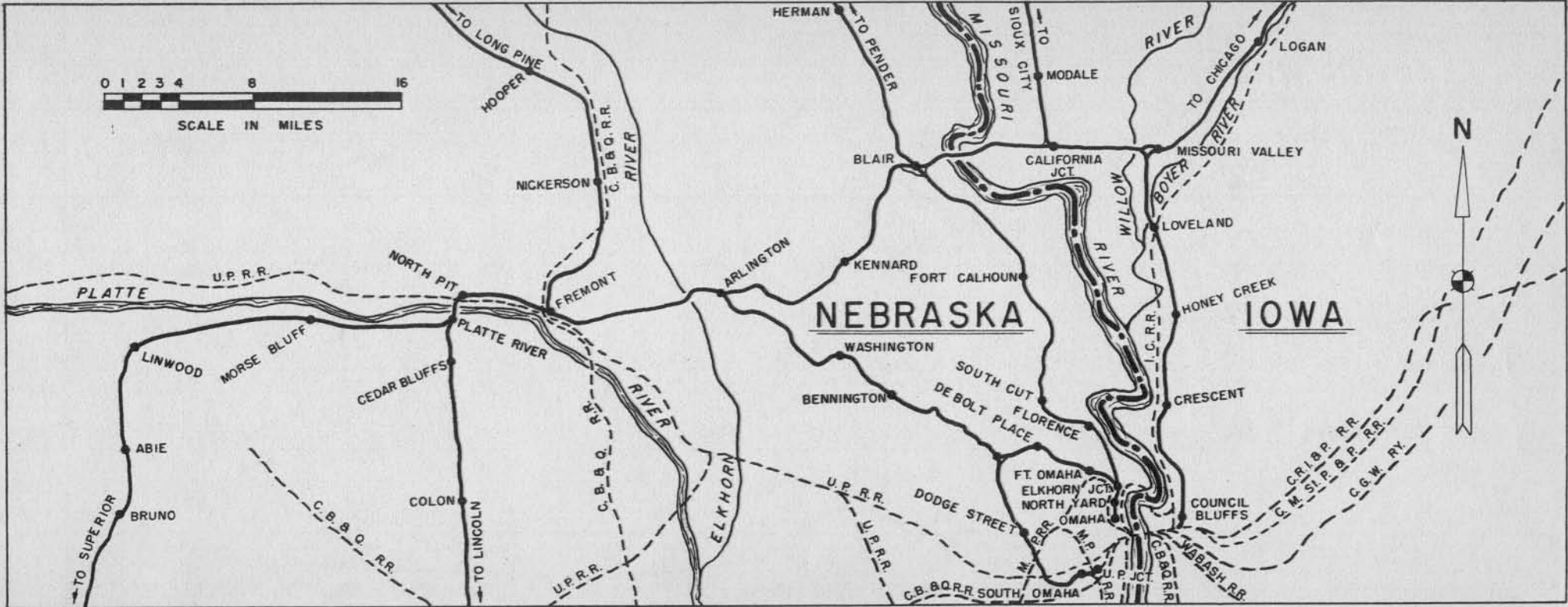


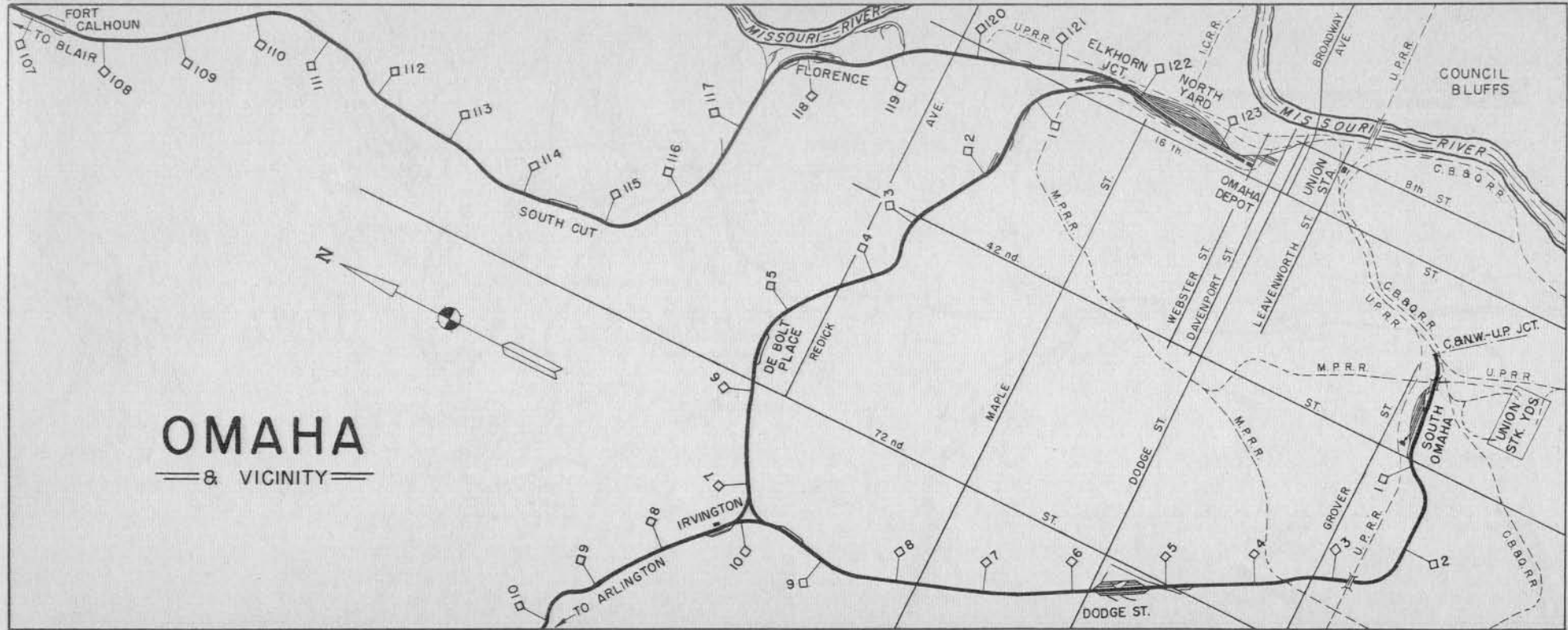


USA. 9035 1943 → USA. 9035 1948 ← 9035 R.&L. 1930 → USA. 10035-'35 ← 9035 R.&L. 1930 → 9035 R.&L. 1930 → 9035 R.&L. 1930 → 9035 R.&L. 1930

GRAVEL 1930 → GRAVEL 1935 ← GRAVEL 1930 → GRAVEL '30 ←

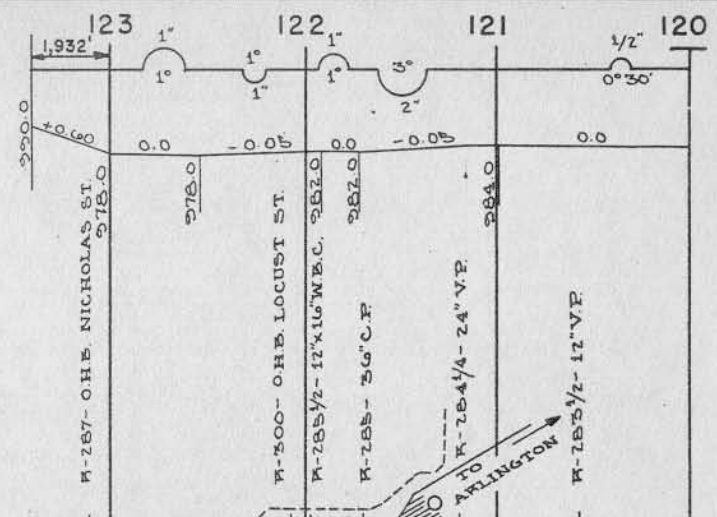




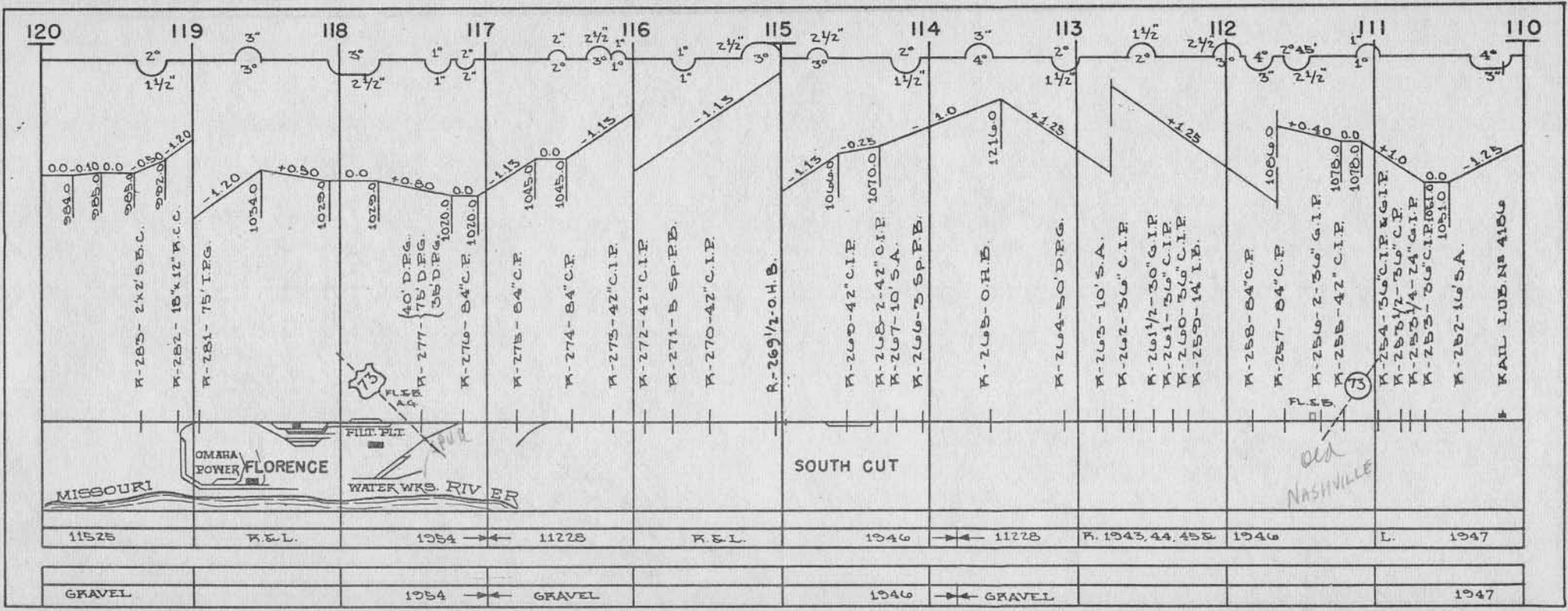


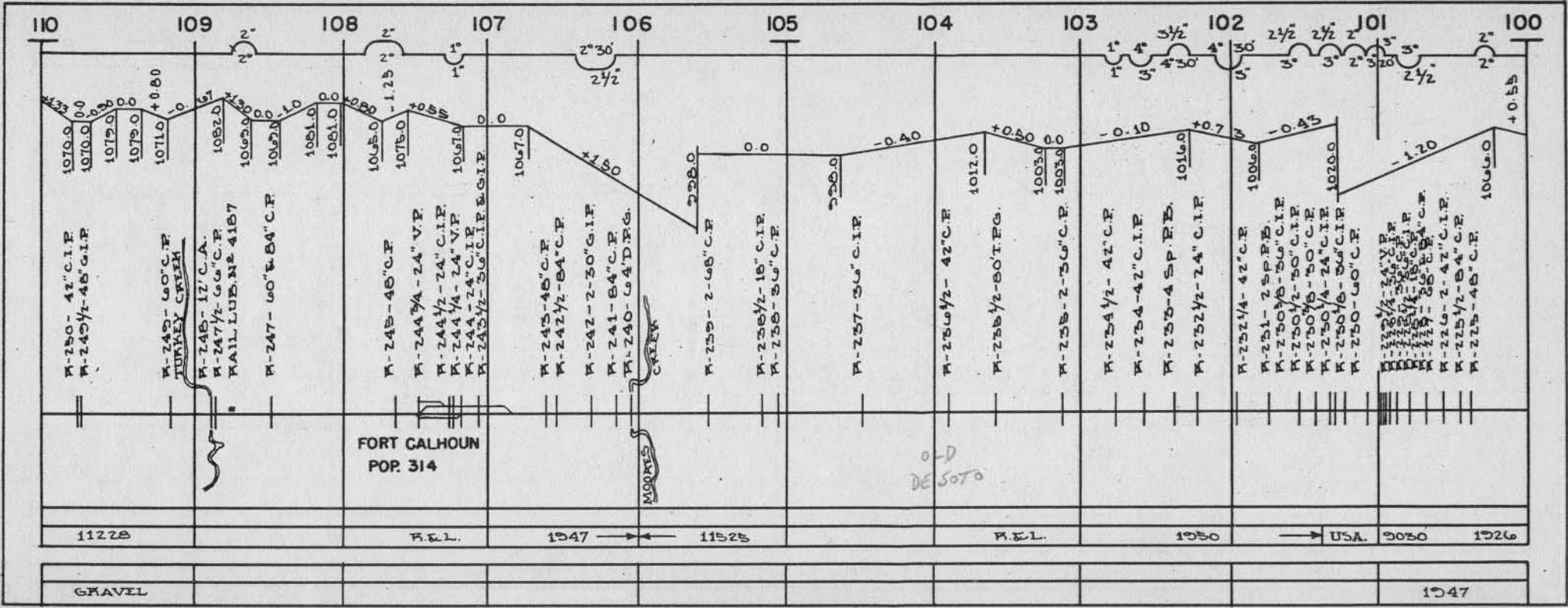
OMAHA

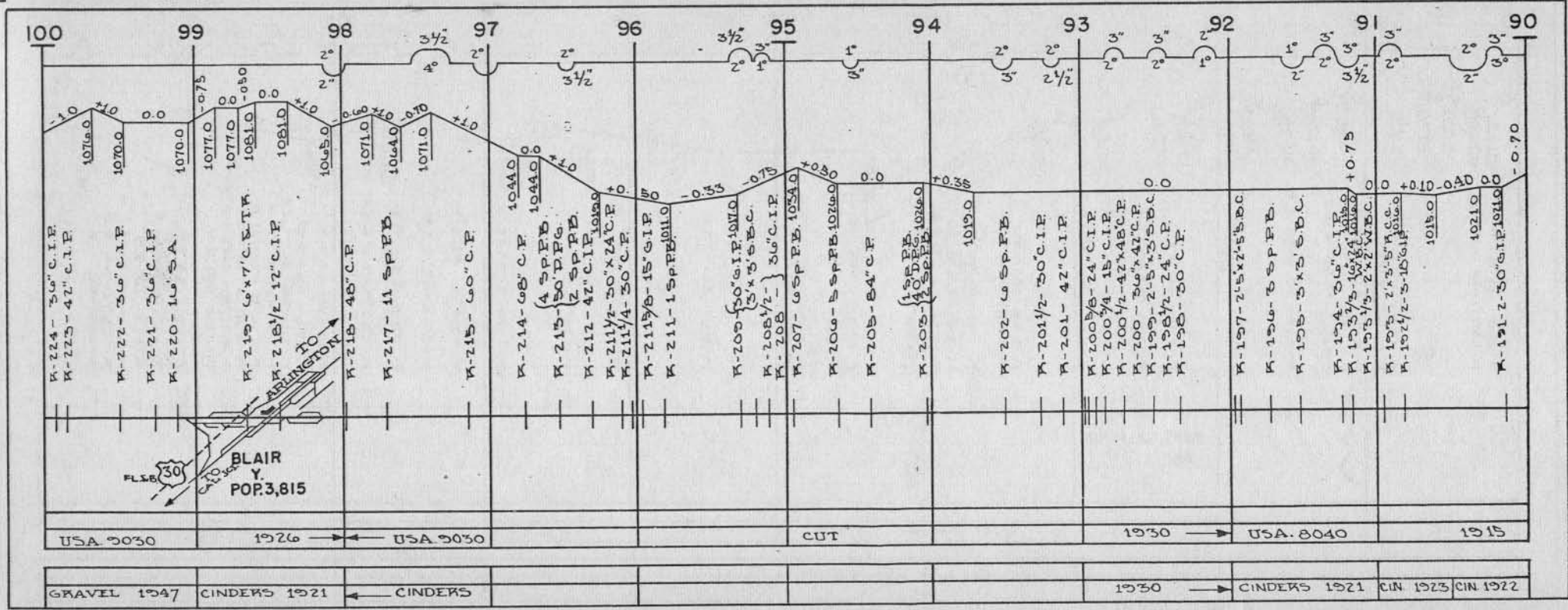
— & VICINITY —

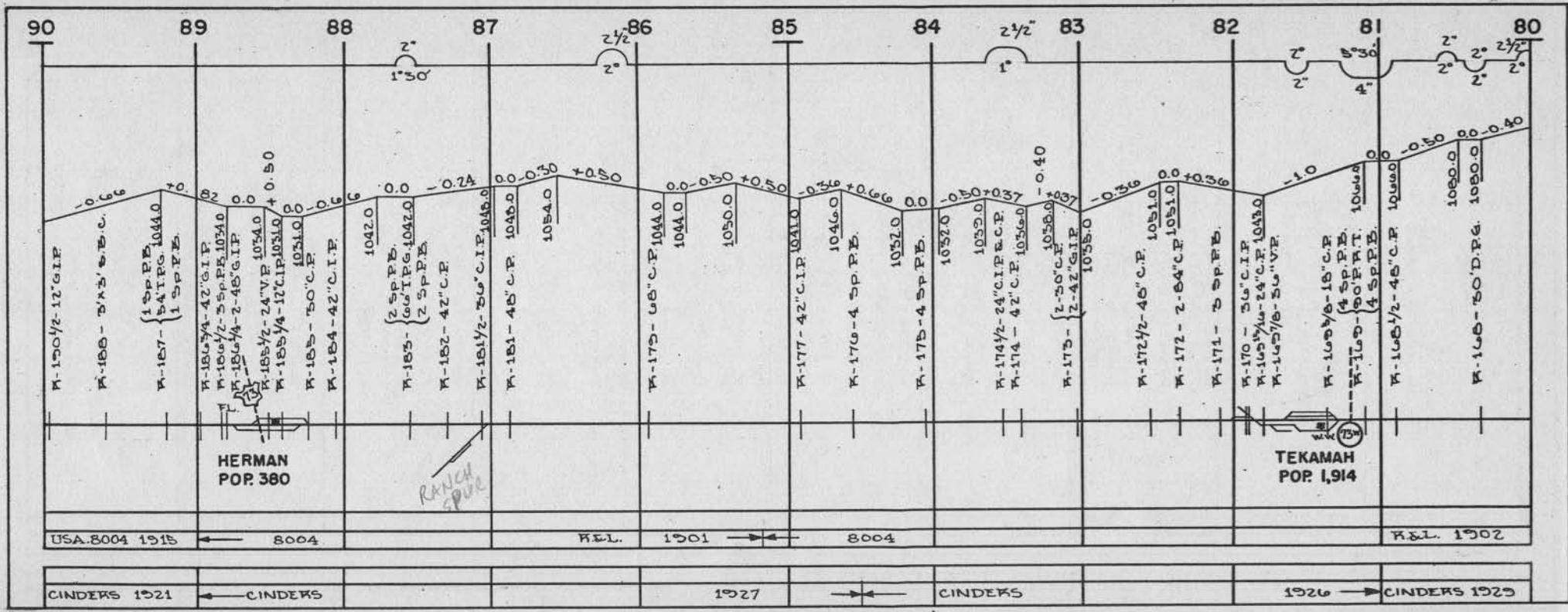


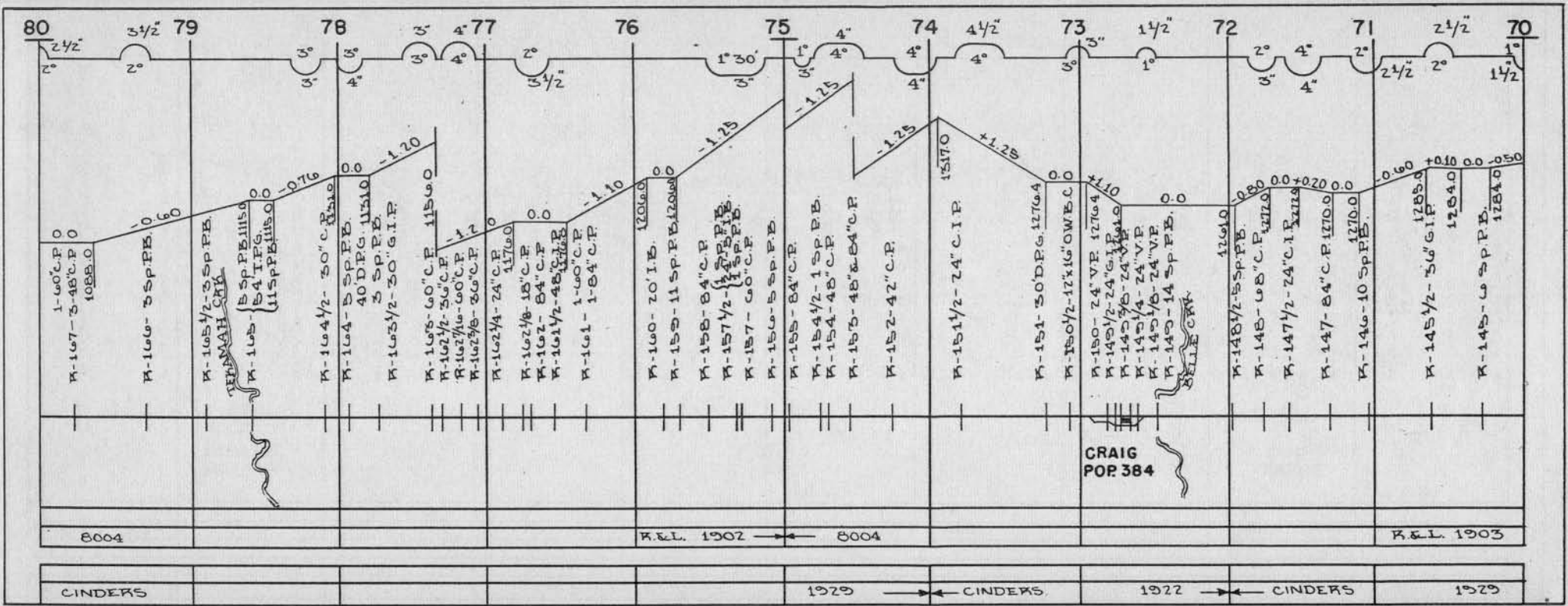
| | | | | |
|--------------|-----------|---------|------|-------------------|
| SECOND TRACK | USA | 8004 | 1911 | |
| USA 80*1911 | USA | 9050 | 1932 | ← 11525 R.L. 1954 |
| SECOND TRACK | CIN. 1920 | CINDERS | 1932 | ← GRAVEL 1954 |

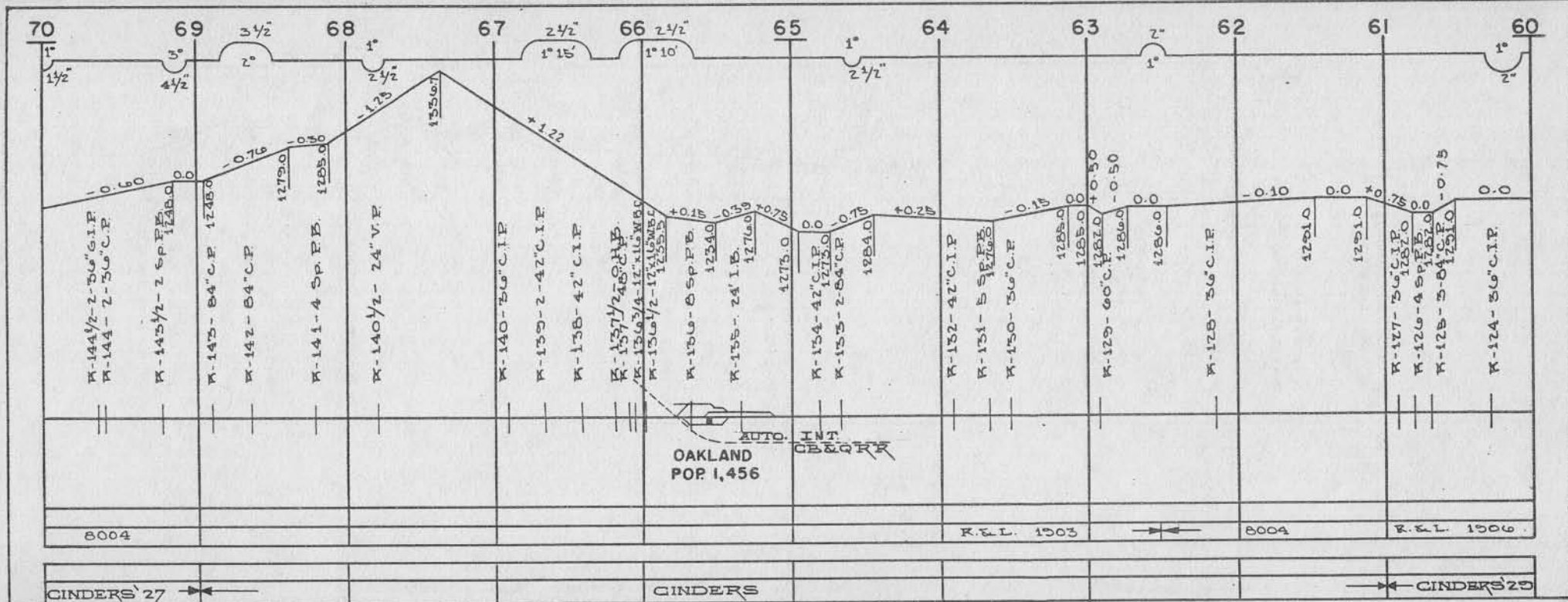


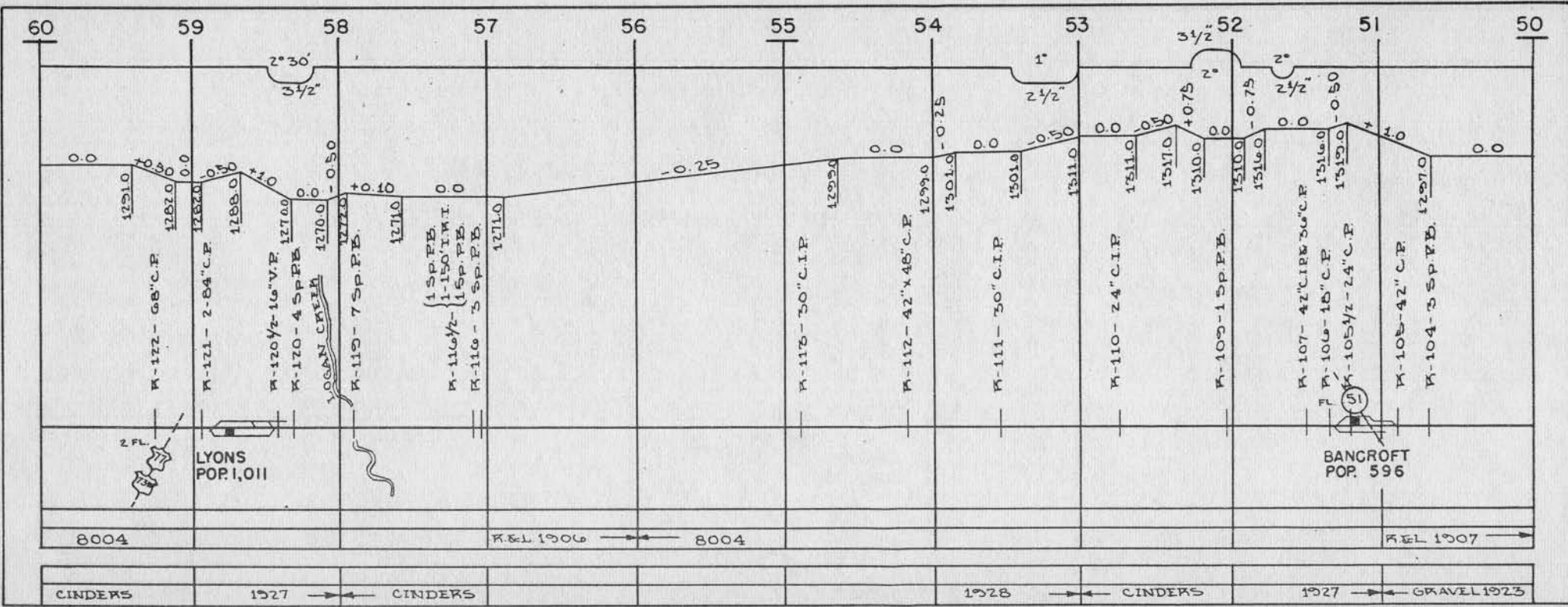


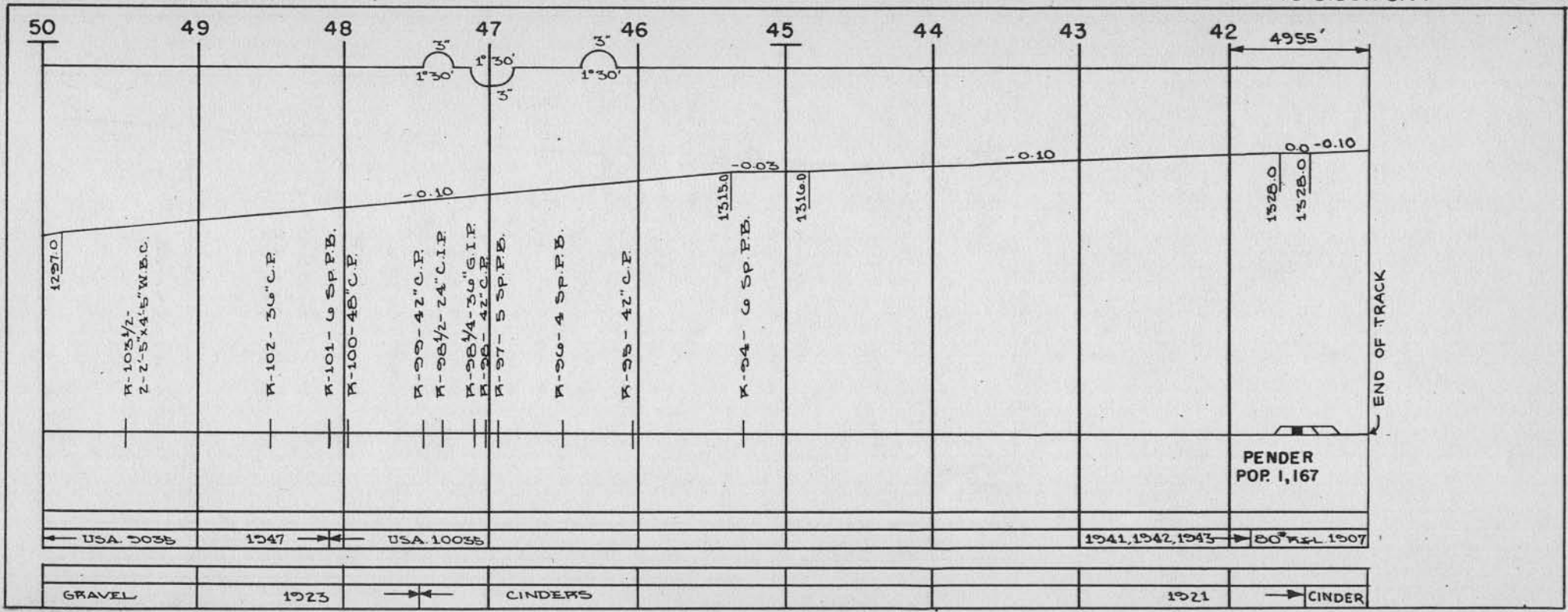












50

49

48

47

46

45

44

43

42

4955'

1297.0

R-103 1/2"
Z-2'-5"x4'-5" W.B.C.

R-102-36" C.P.

R-101-6 S.P.P.B.

R-100-48" C.P.

R-99-42" C.P.

R-98 1/2-24" C.I.P.

R-98 1/4-36" G.I.P.

R-98-42" C.P.

R-97-5 S.P.P.B.

R-96-4 S.P.P.B.

R-95-42" C.P.

1315.0

R-94-6 S.P.P.B.

1316.0

-0.10

1526.0

1528.0

-0.10

PENDER
POP. 1,167

← USA 5035

1947 →

← USA 10035

1941, 1942, 1943 →

80' REL 1907

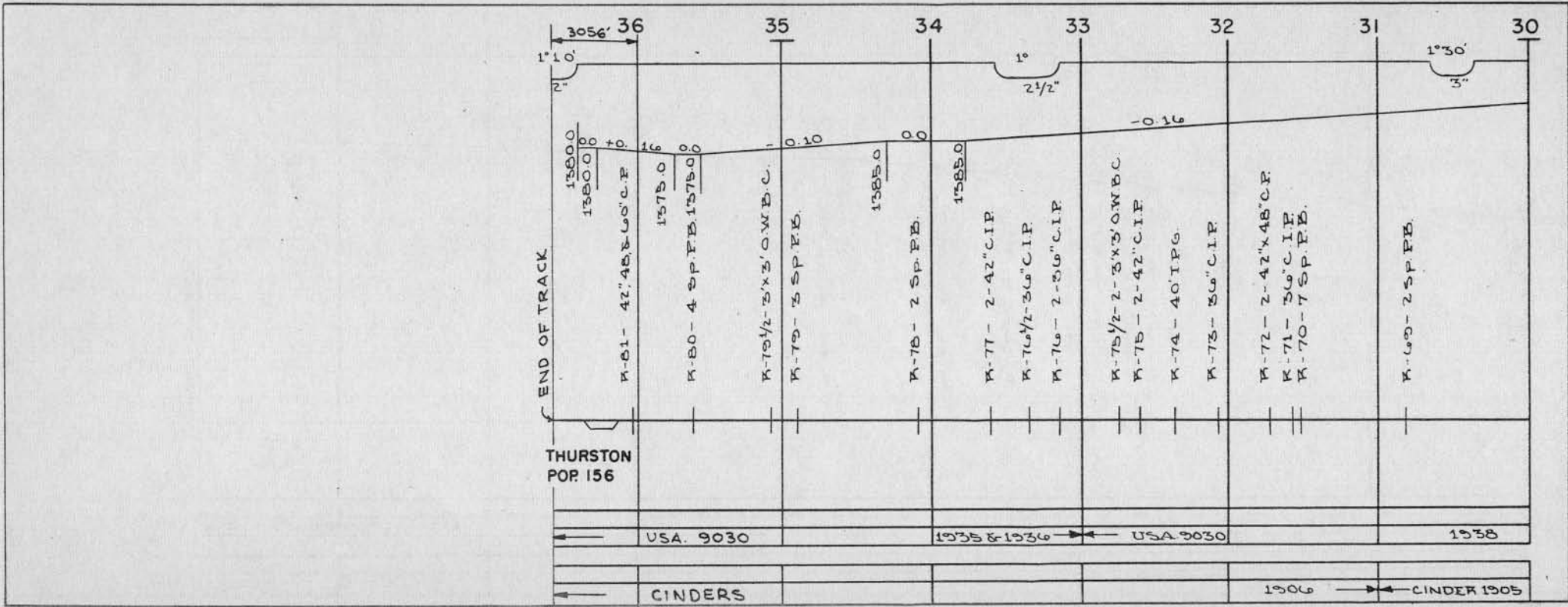
GRAVEL

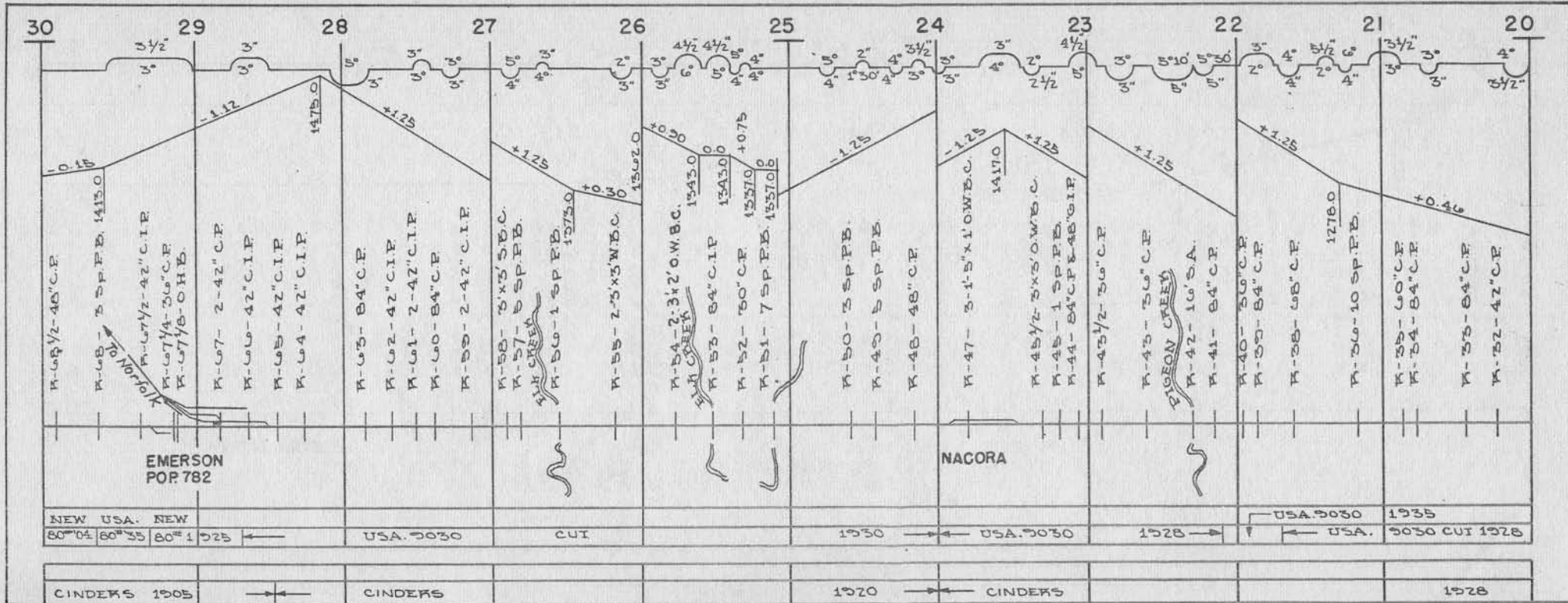
1923

CINDERS

1921

→ CINDER





NEW USA. NEW

80" 04 80" 35 80" 1 925

USA. 9030

CUI

1930

USA. 9030

1928

USA 9030 1935

USA. 9030 CUI 1928

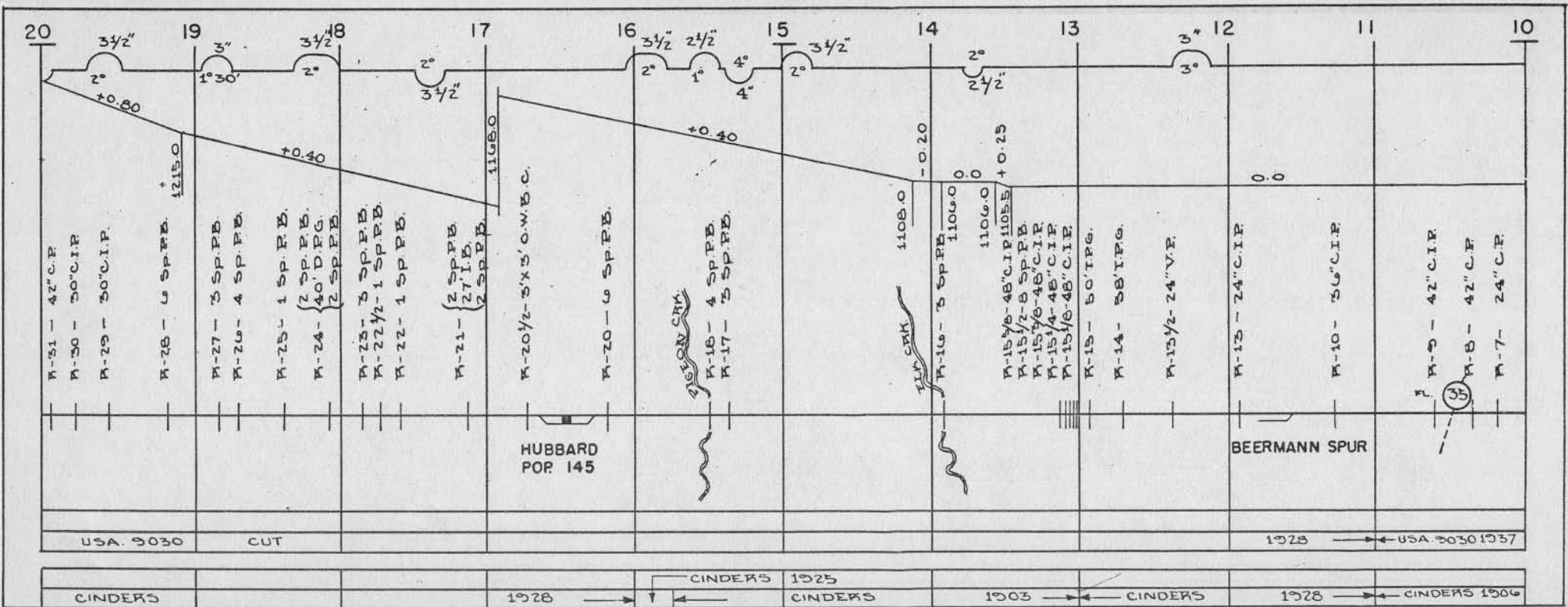
CINDERS 1905

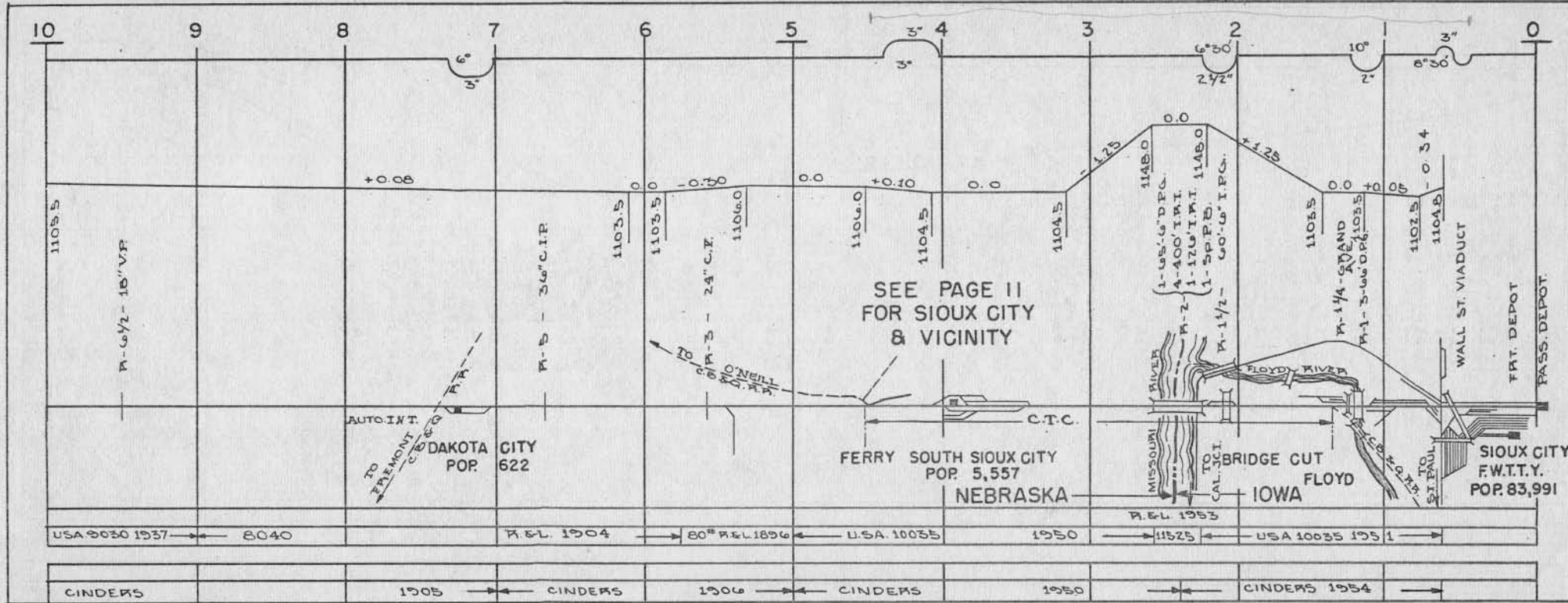
CINDERS

1920

CINDERS

1928





SEE PAGE II FOR SIOUX CITY & VICINITY

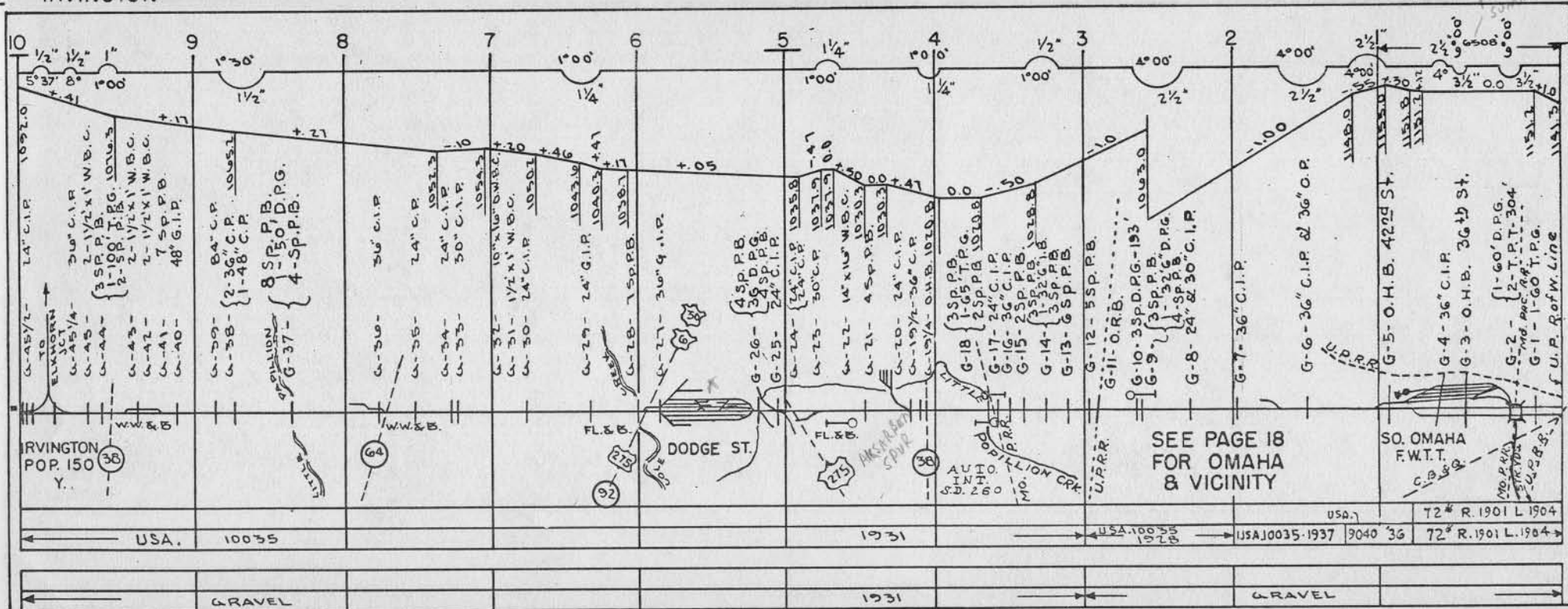
TO FREMONT
C&N.W. R.R.
AUTO. INT.
DAKOTA CITY
POP. 622

FERRY SOUTH SIOUX CITY
POP. 5,557
NEBRASKA

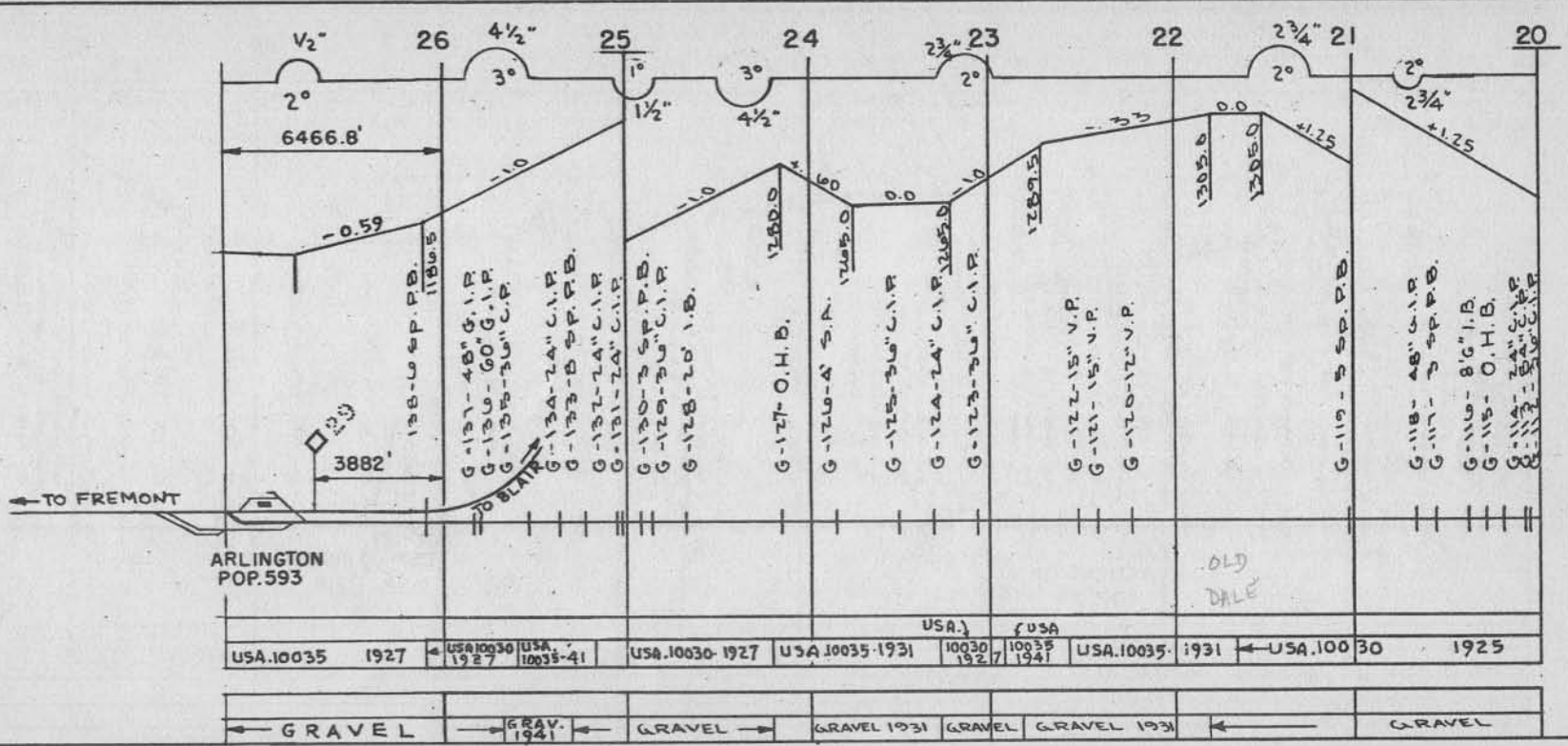
MISSOURI RIVER
CAL. J.C.I.
BRIDGE CUT FLOYD
IOWA
WALL ST. VIADUCT
SIoux CITY F.W.T.T.Y.
POP. 83,991
TO ST. PAUL
ST. PAUL R.R.

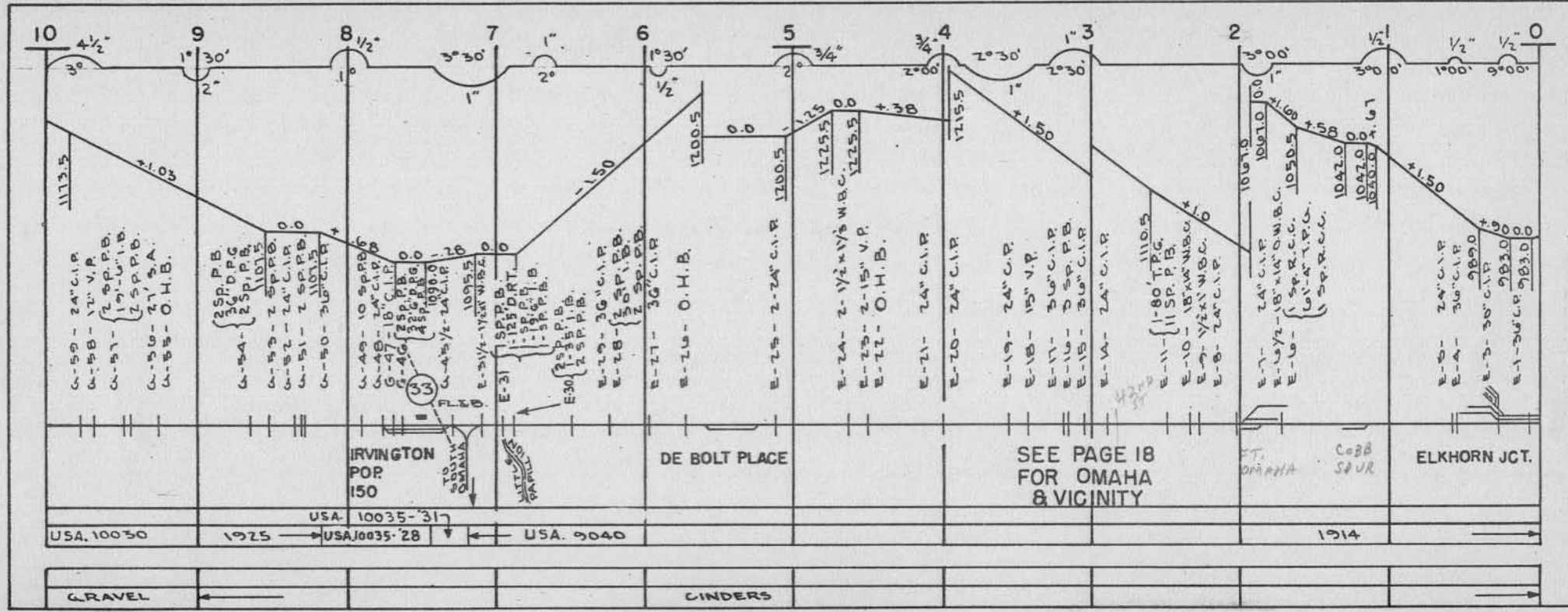
| | | | | | | | |
|---------------|------|-------------|-----------------|-----------|------|-------|----------------|
| USA 9030 1937 | 8040 | R.E.L. 1904 | 80# R.E.L. 1896 | USA 10035 | 1950 | 11525 | USA 10035 1951 |
|---------------|------|-------------|-----------------|-----------|------|-------|----------------|

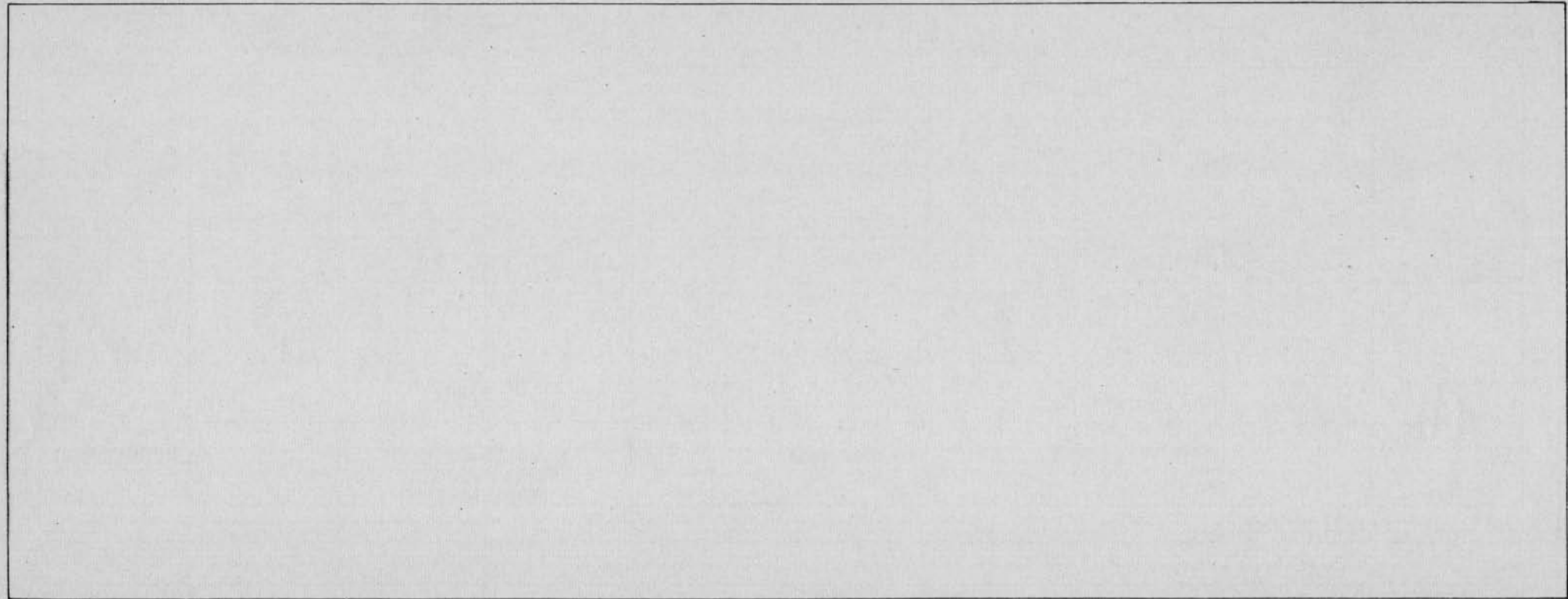
| | | | | | | |
|---------|------|---------|------|---------|------|--------------|
| CINDERS | 1905 | CINDERS | 1906 | CINDERS | 1950 | CINDERS 1954 |
|---------|------|---------|------|---------|------|--------------|

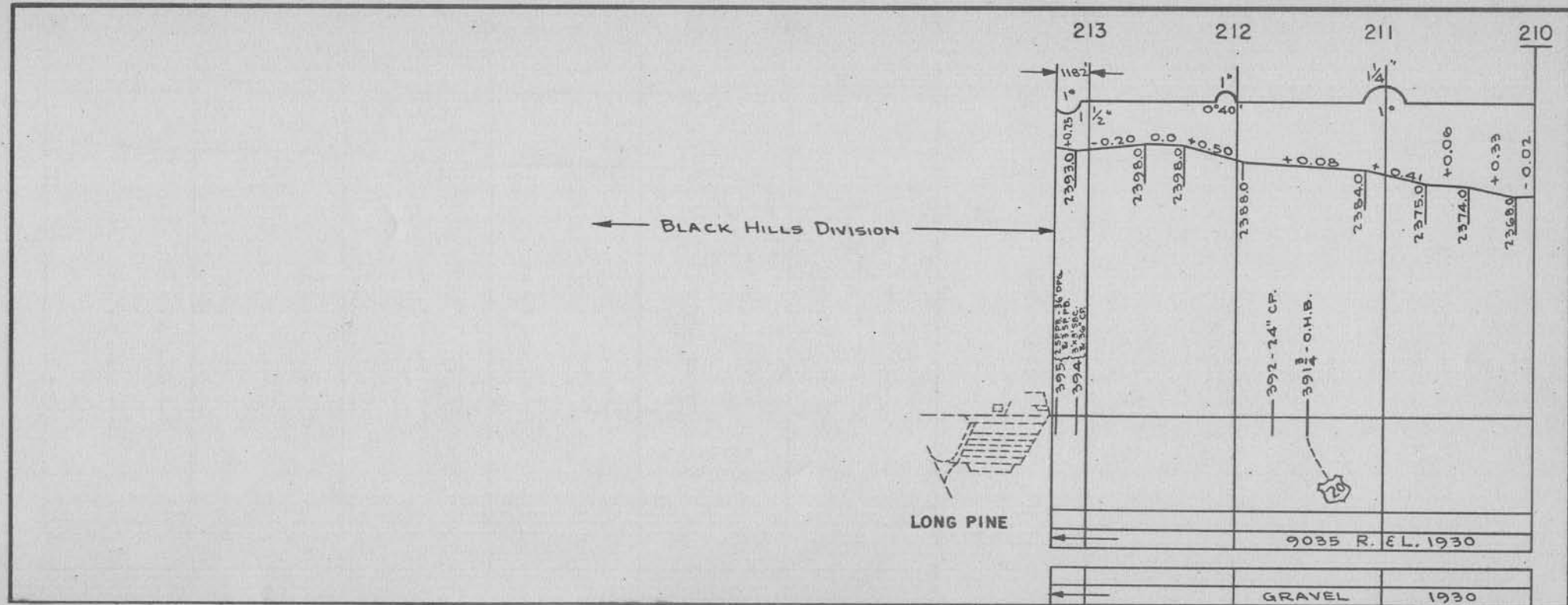


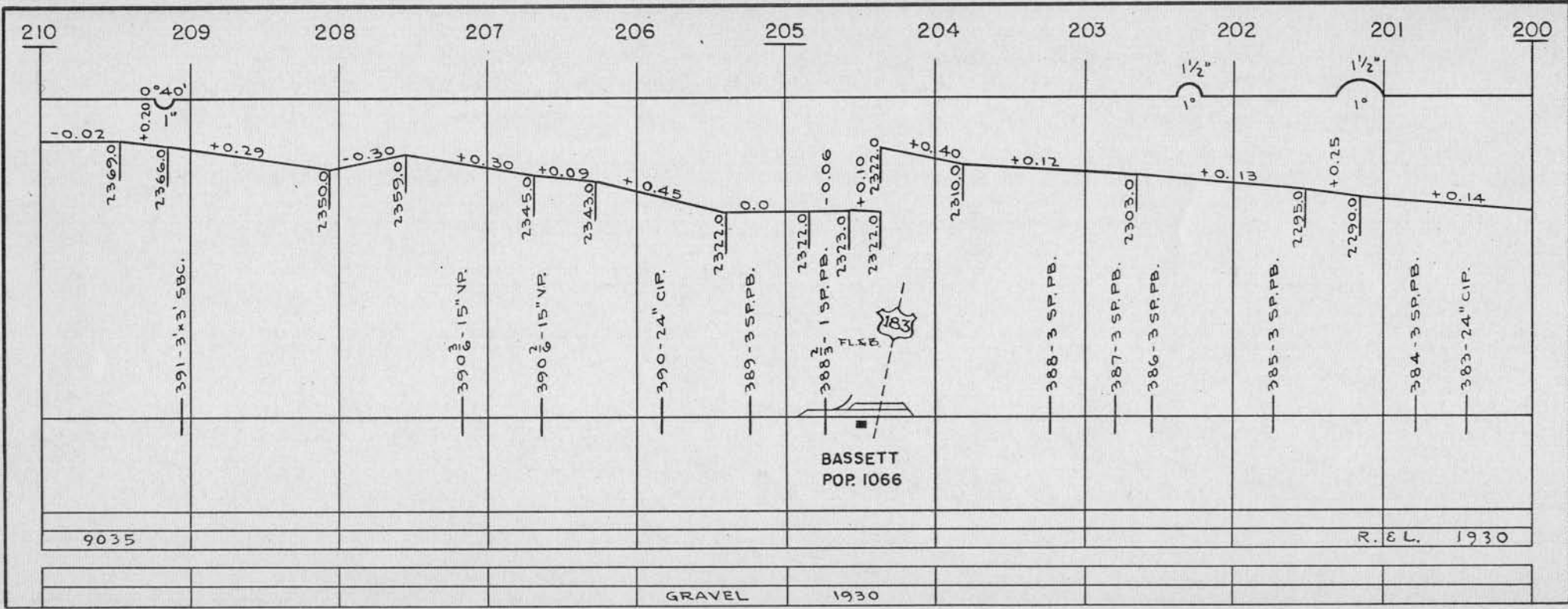
SEE PAGE 18 FOR OMAHA & VICINITY









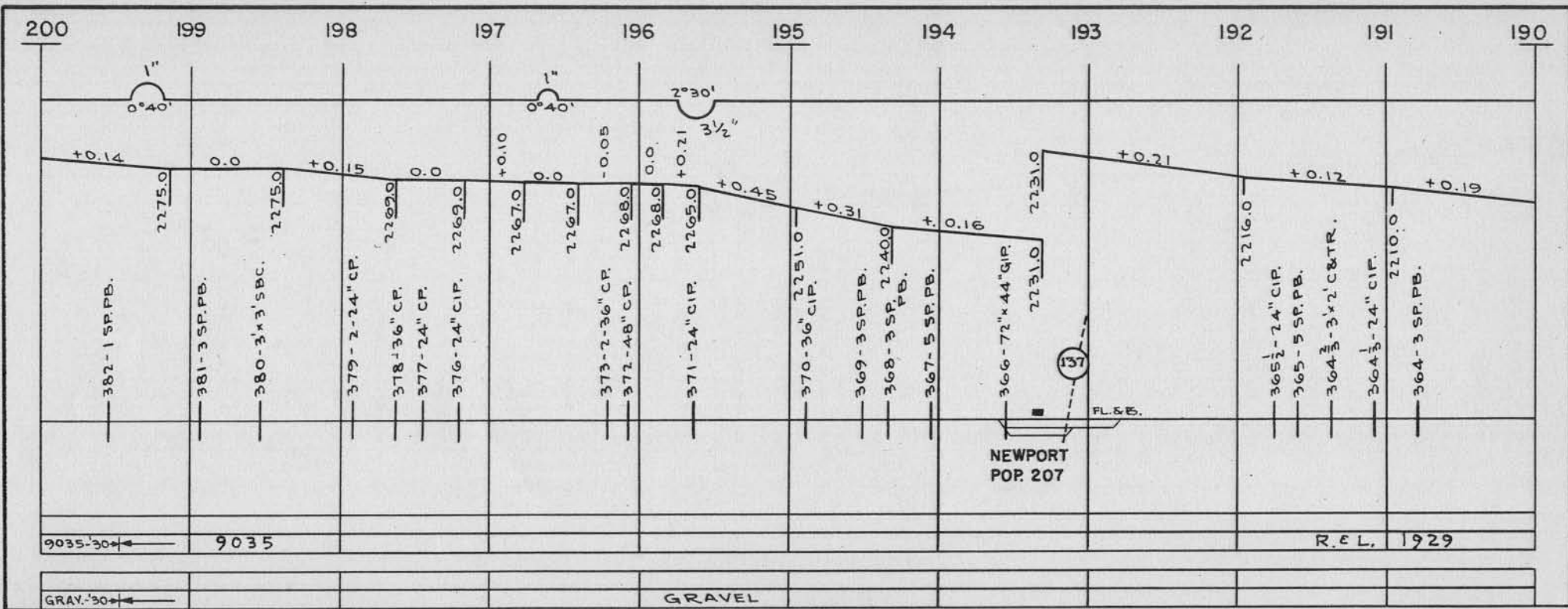


9035

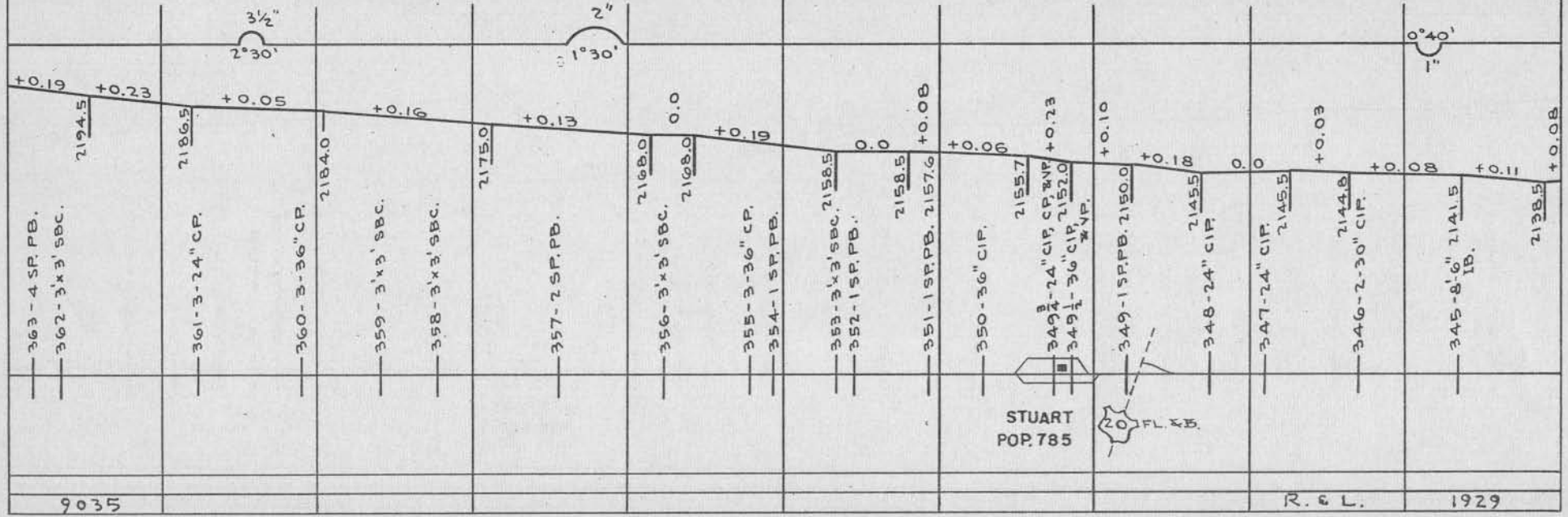
R. & L. 1930

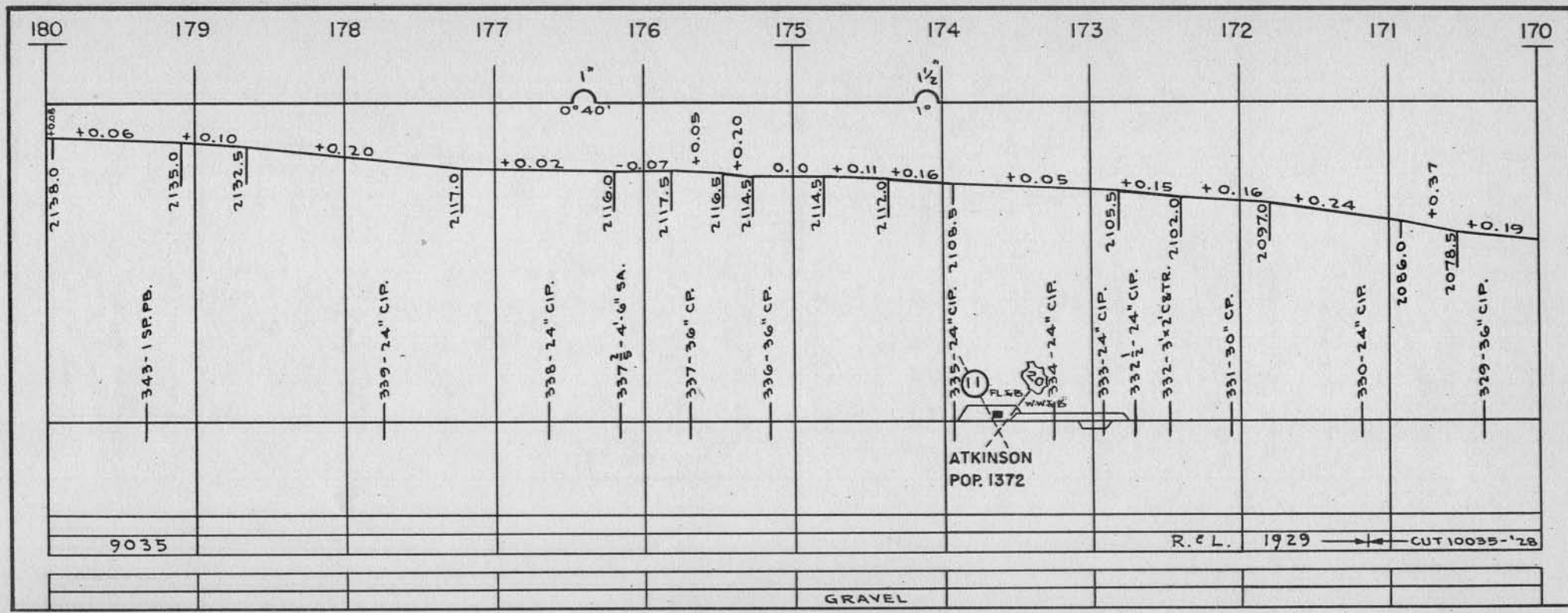
GRAVEL

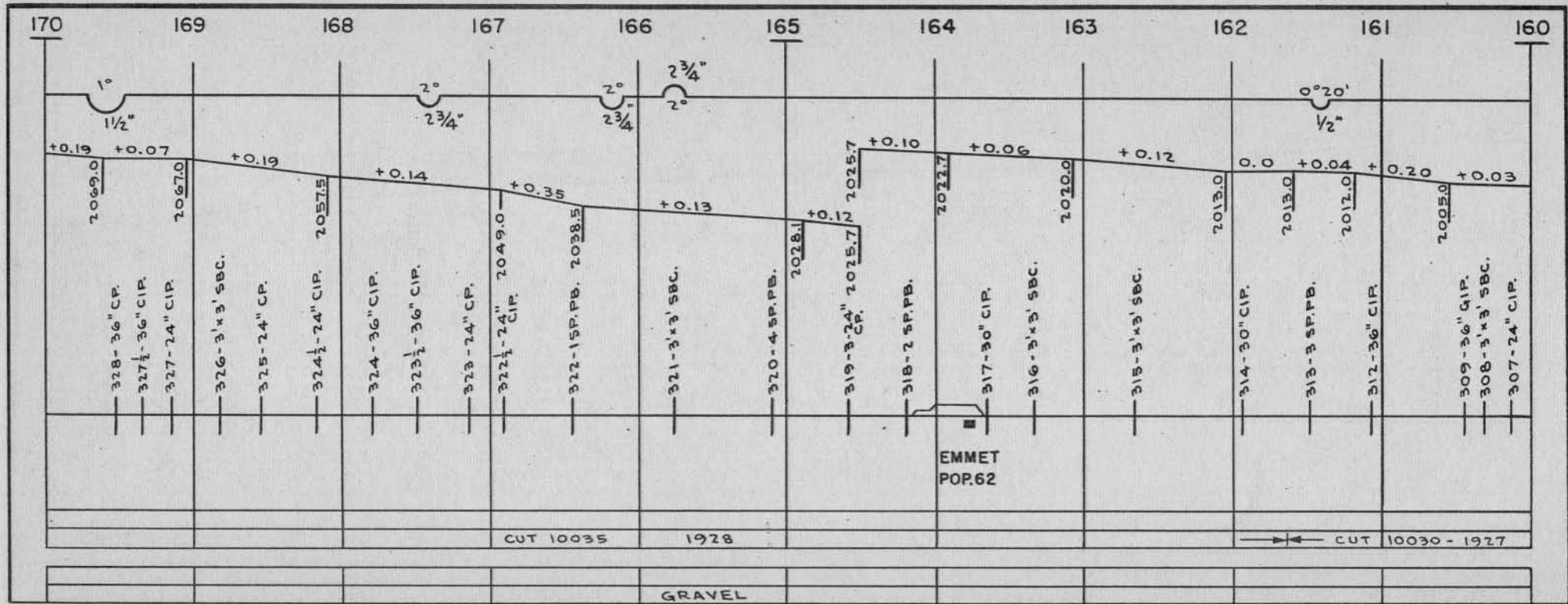
1930

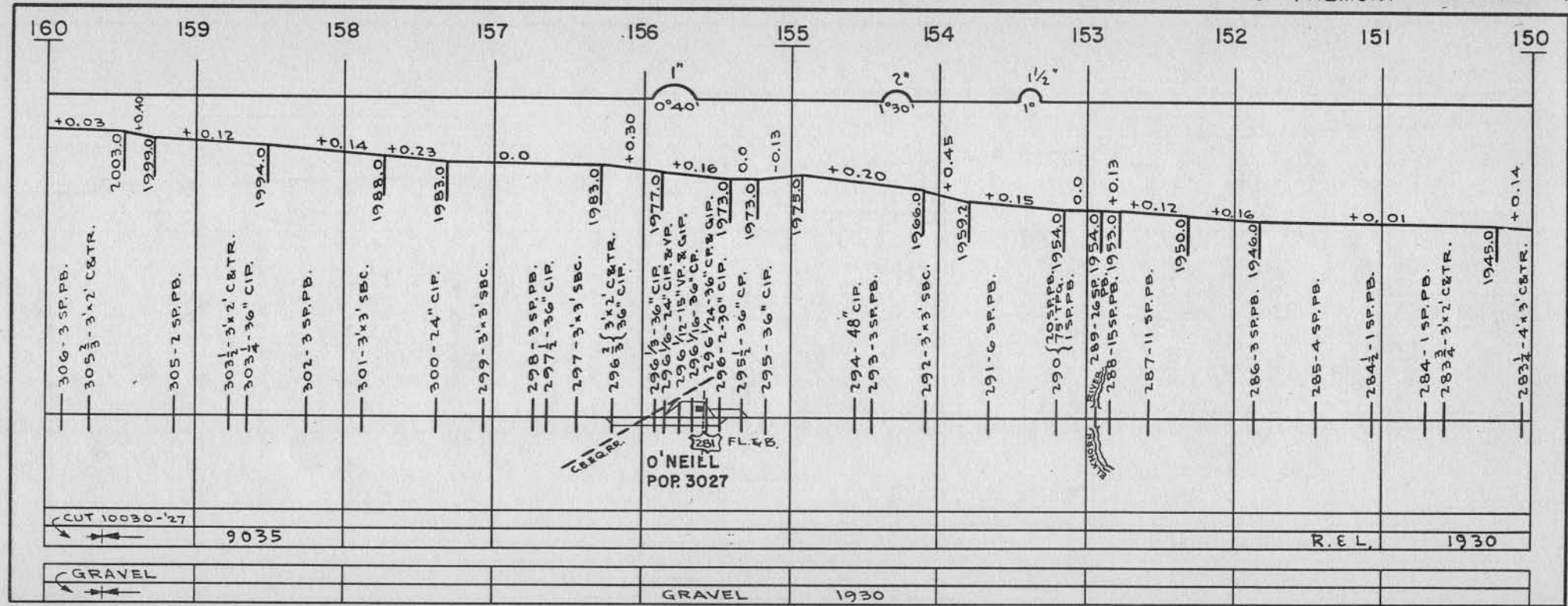


190 189 188 187 186 185 184 183 182 181 180









160 159 158 157 156 155 154 153 152 151 150

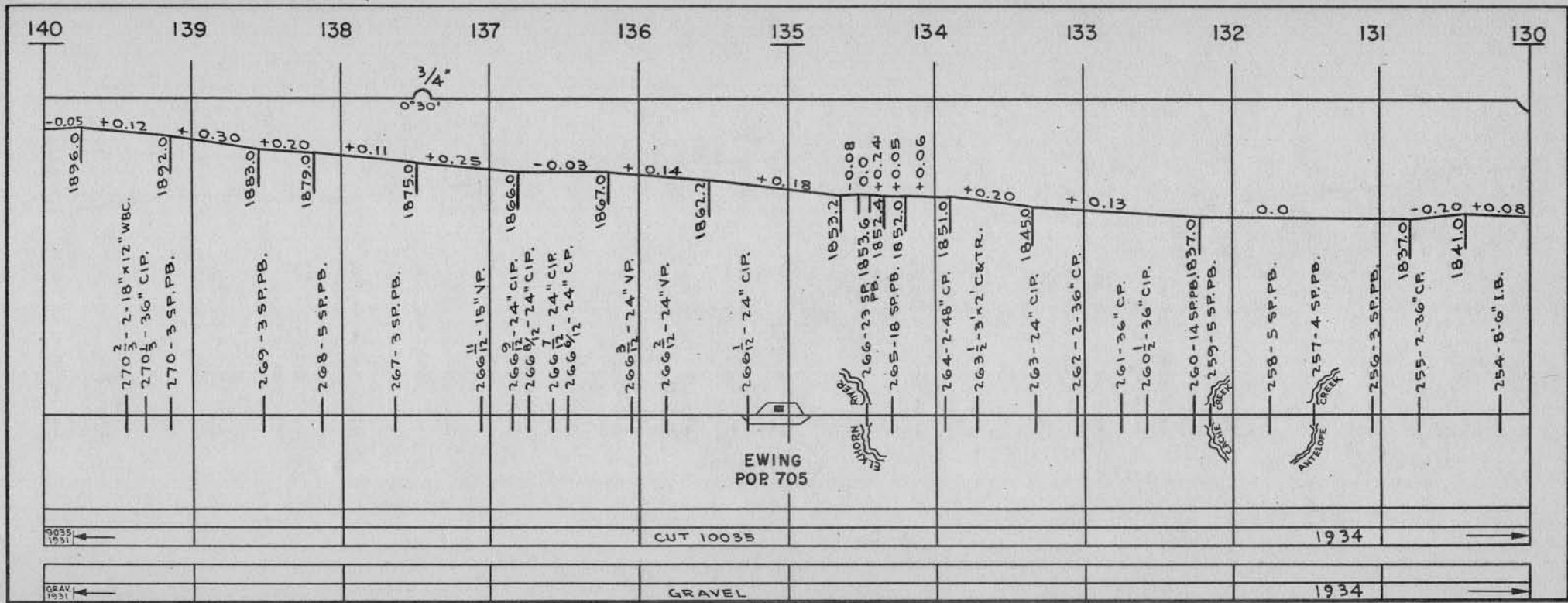
+0.03
 2003.0
 1999.0
 +0.12
 1994.0
 +0.14
 1988.0
 1983.0
 0.0
 +0.30
 +0.16
 0.0
 -0.13
 +0.20
 +0.45
 +0.15
 0.0
 +0.13
 +0.12
 +0.10
 +0.14

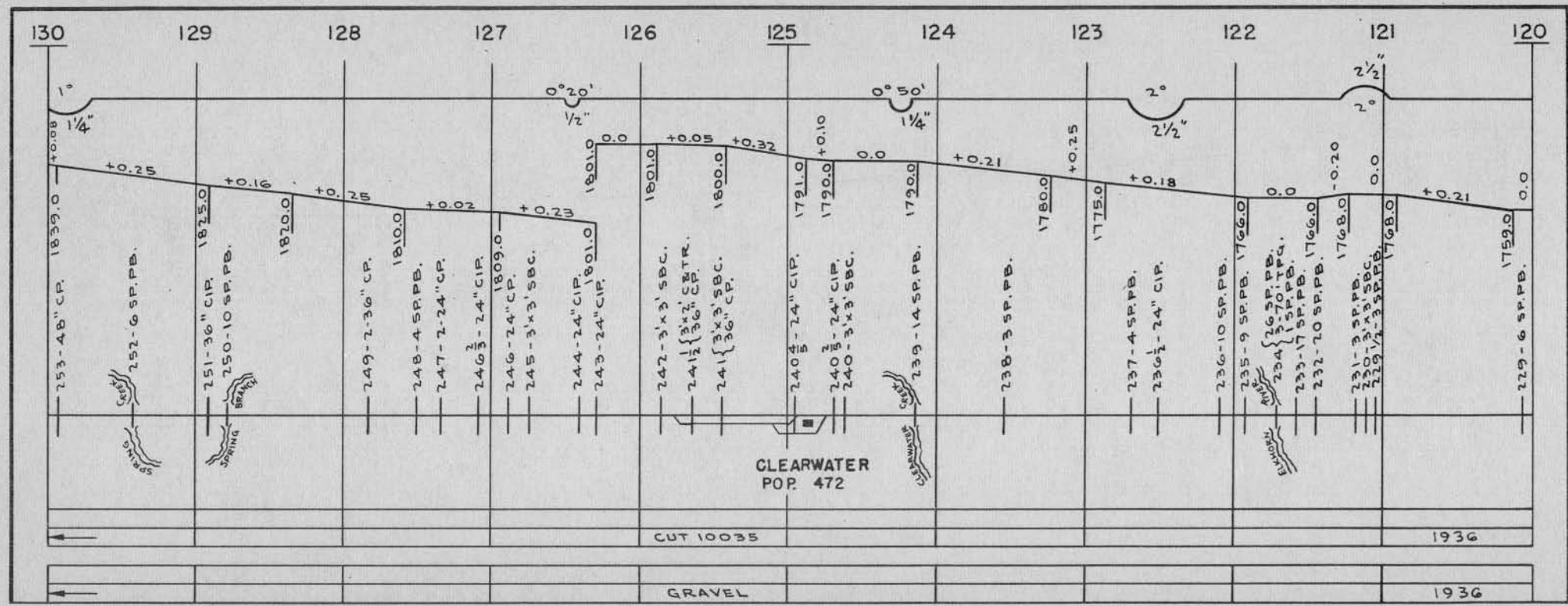
306-3 SP.PB.
 305 3/4-3x2' C&TR.
 305-2 SP.PB.
 303 1/2-3x2' C&TR.
 303 1/4-36" CIP.
 302-3 SP.PB.
 301-3x3' SBC.
 300-24" CIP.
 299-3x3' SBC.
 298-3 SP.PB.
 297 1/2-36" CIP.
 297-3x3' SBC.
 296 2/3 { 3x2' C&TR. / 36" CIP.
 296 1/8-36" CIP.
 296 1/6-24" CIP. & VP.
 296 1/2-15" VP. & CIP.
 296 1/6-36" CP.
 296 1/4-36" CP. & CIP.
 296-2-30" CIP.
 295 1/2-36" CP.
 295-36" CIP.
 294-48" CIP.
 293-3 SP.PB.
 292-3x3' SBC.
 291-6 SP.PB.
 290 { 20 SP.PB. / 75' TP. / 1 SP.PB.
 289-26 SP. / 1954.0
 288-15 SP.PB. / 1953.0
 287-11 SP.PB.
 286-3 SP.PB. / 1946.0
 285-4 SP.PB.
 284 1/2-1 SP.PB.
 284-1 SP.PB.
 283 3/4-3x2' C&TR.
 283 1/2-4x3' C&TR. / 1945.0

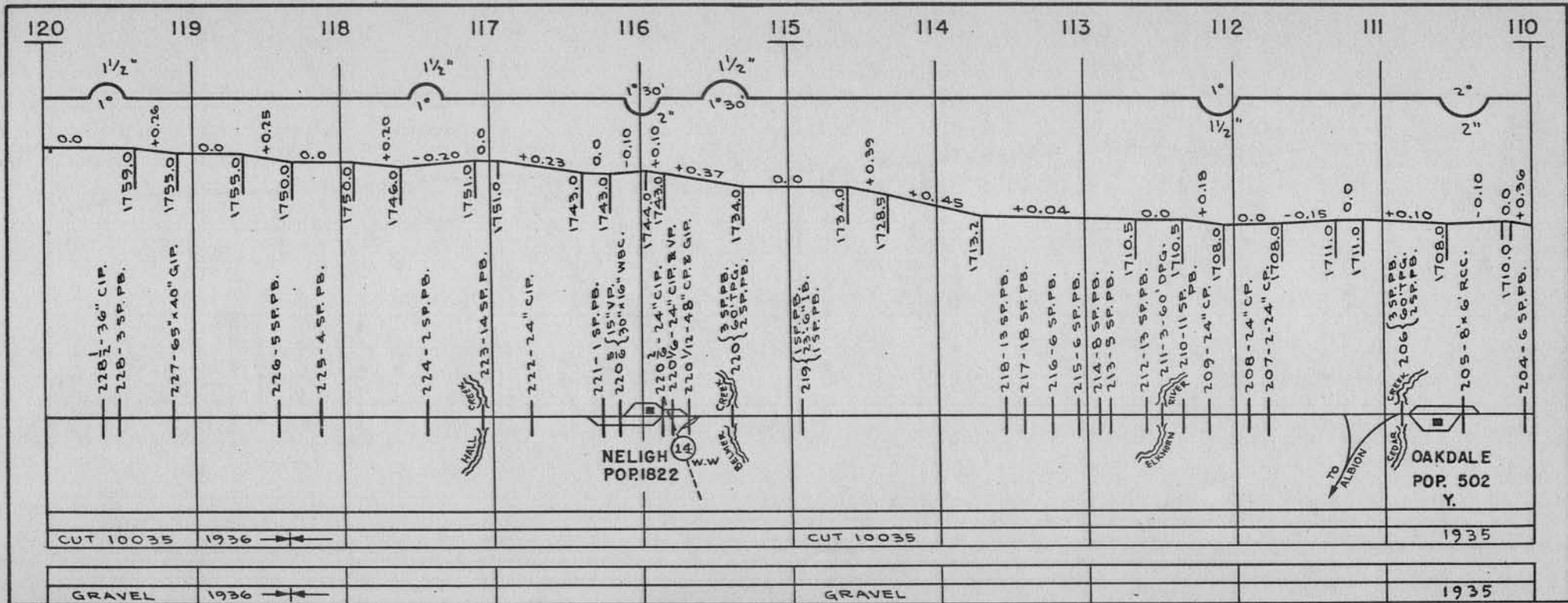
CUT 10030-'27
 9035
 O'NEILL
 POP. 3027
 C&TR. RR.
 RIVER
 R.E.L.
 1930
 1930

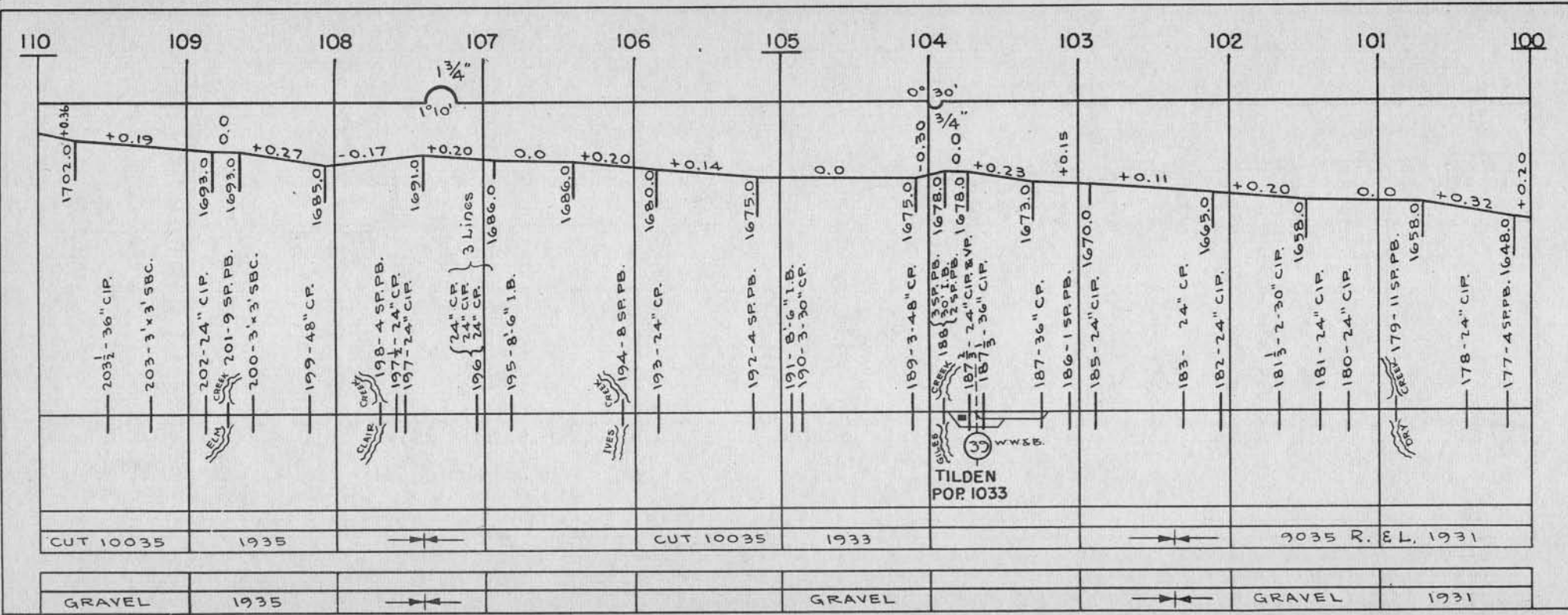
0°40'
 2°30'
 1 1/2'

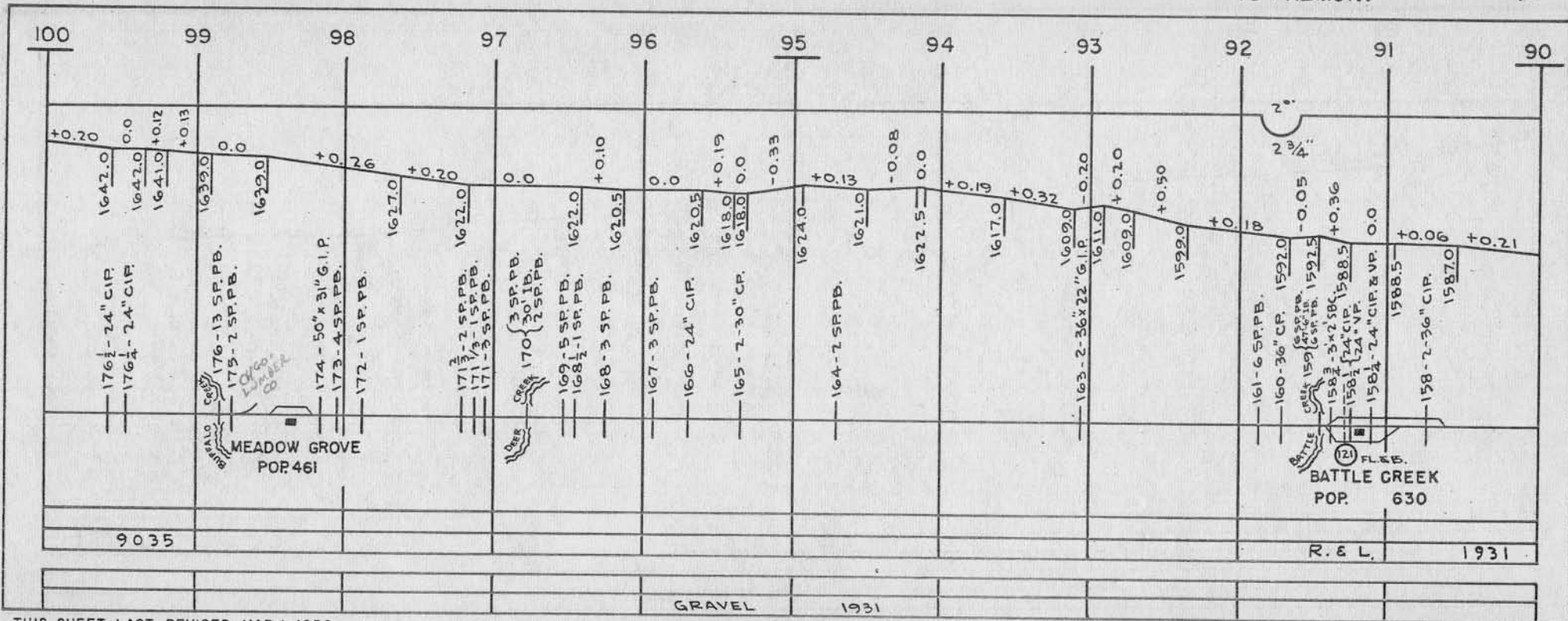
GRAVEL
 GRAVEL
 1930



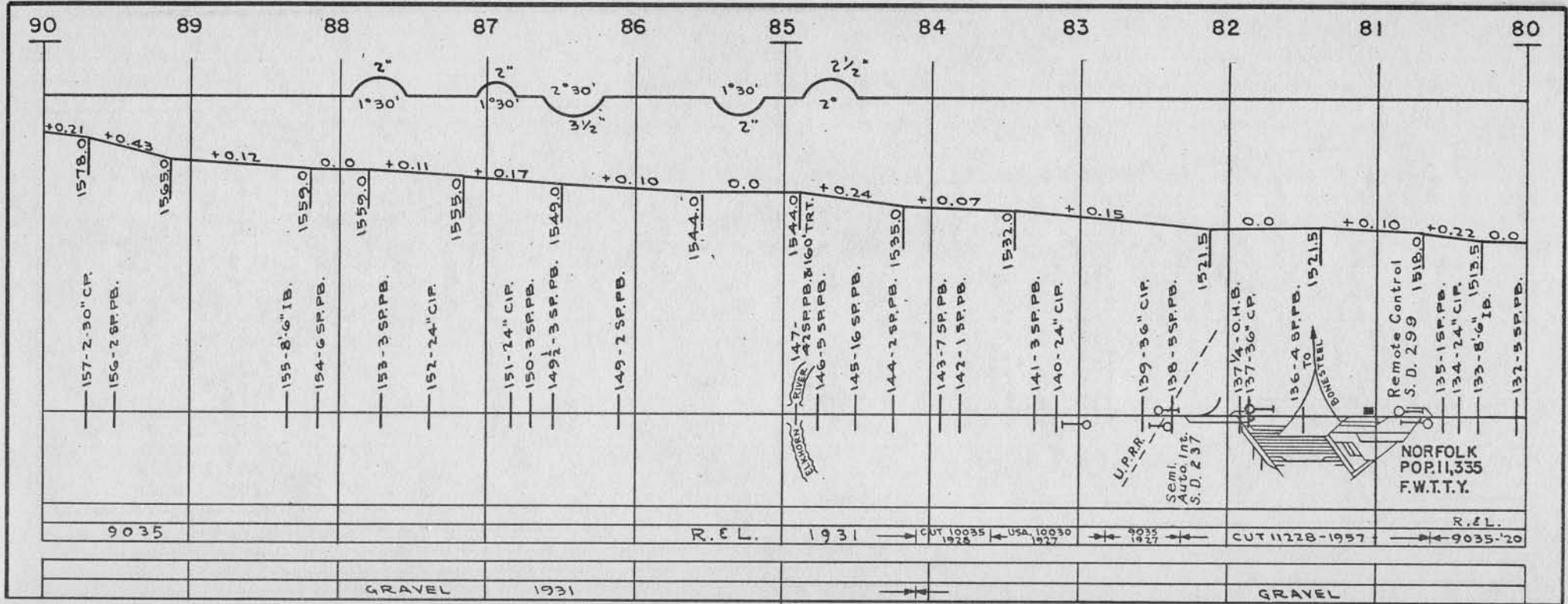






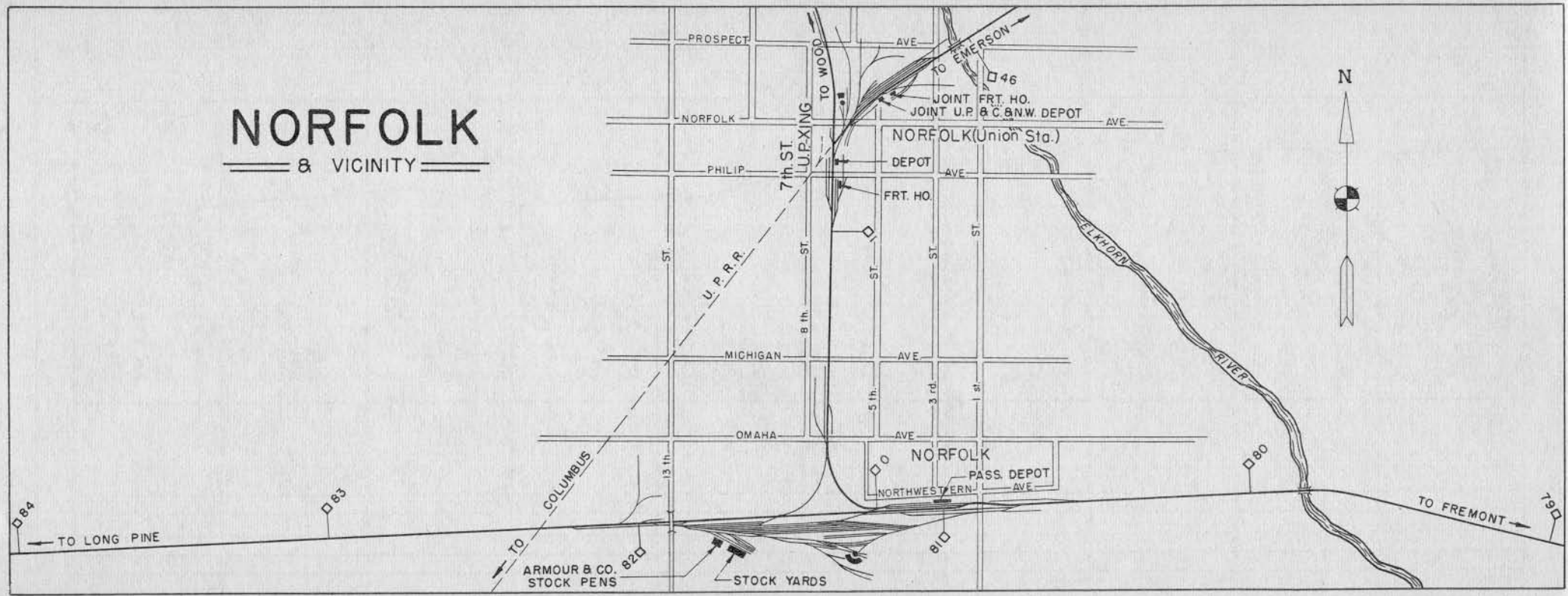


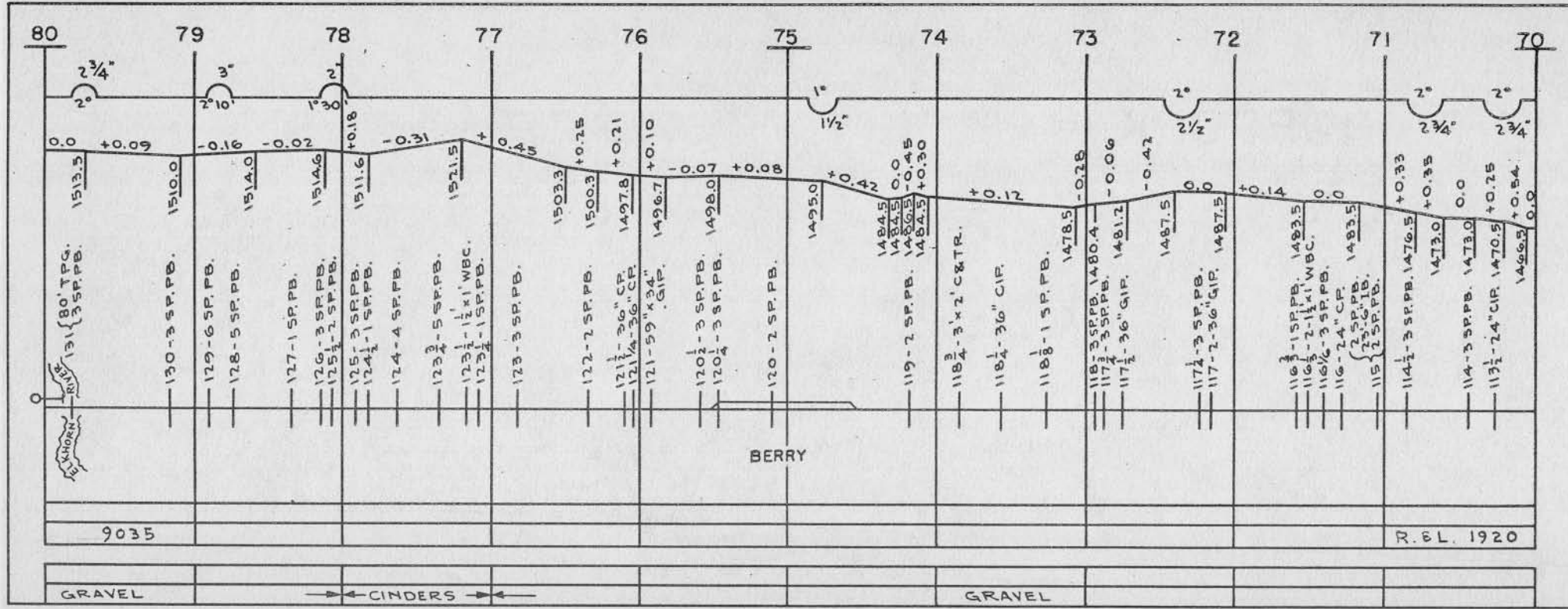
THIS SHEET LAST REVISED MAR. 1, 1959



NORFOLK

& VICINITY





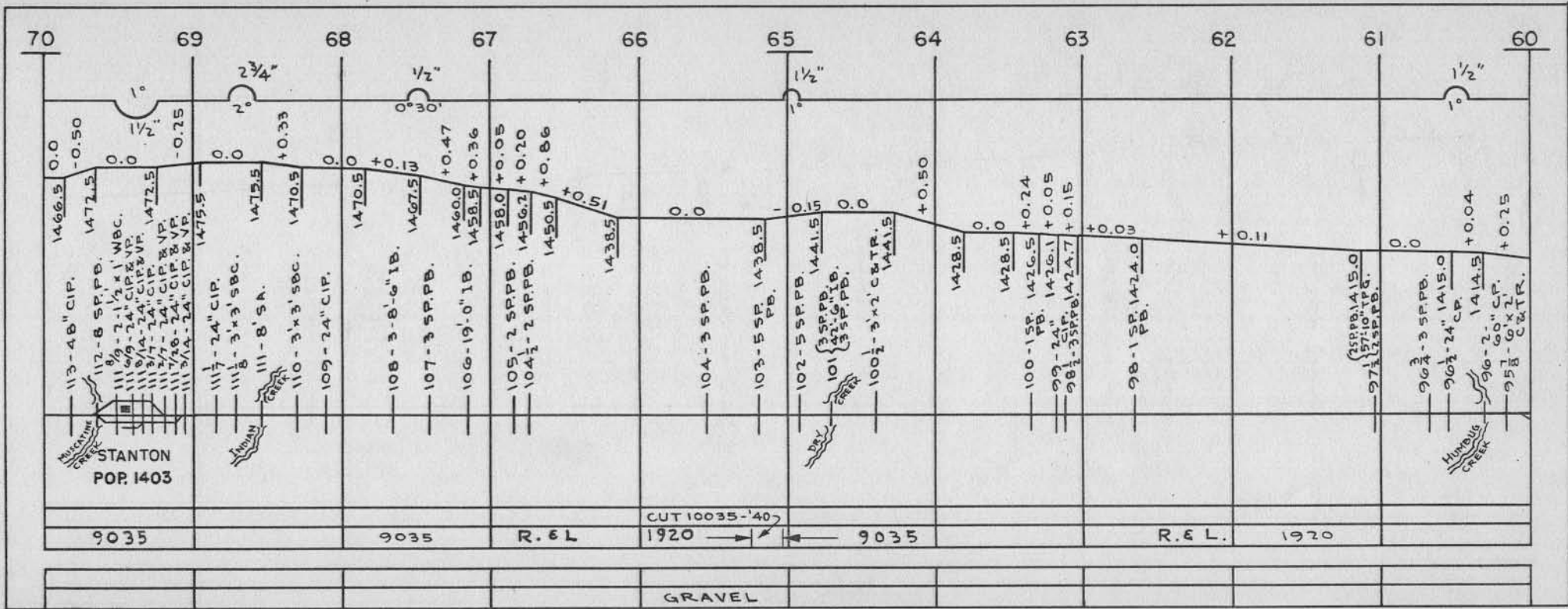
9035

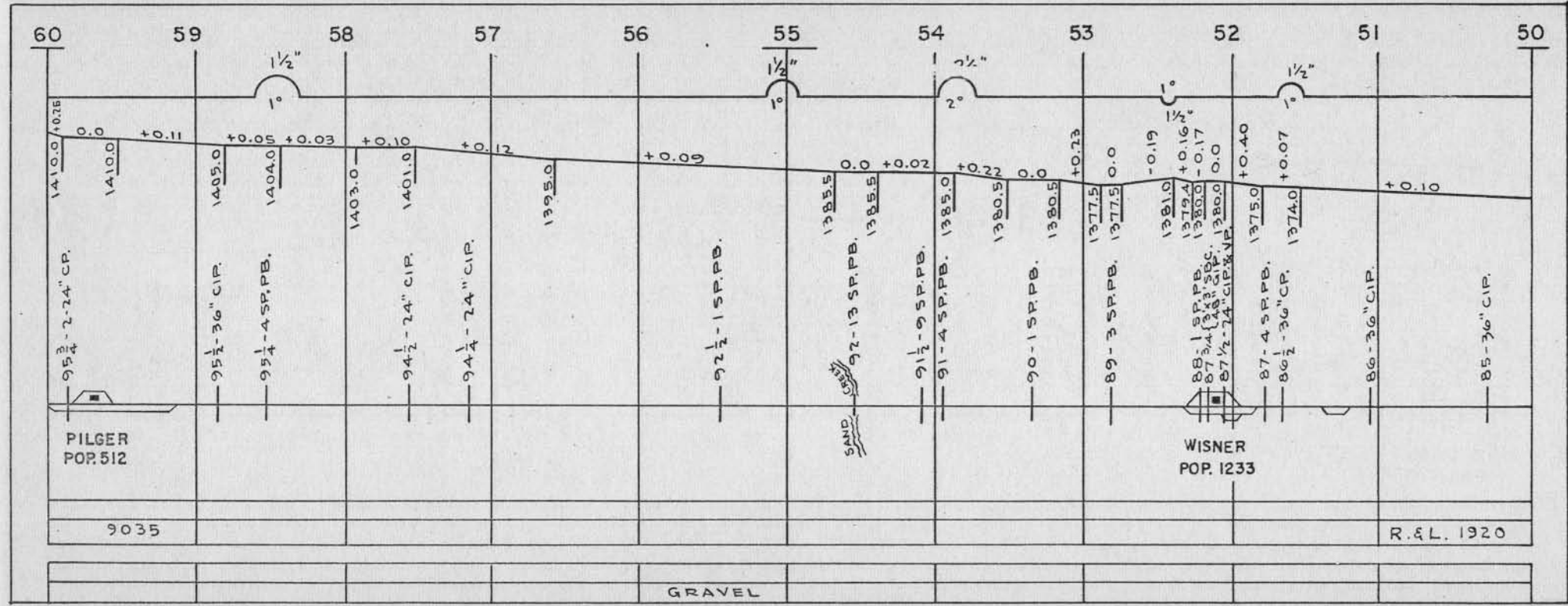
R. 6 L. 1920

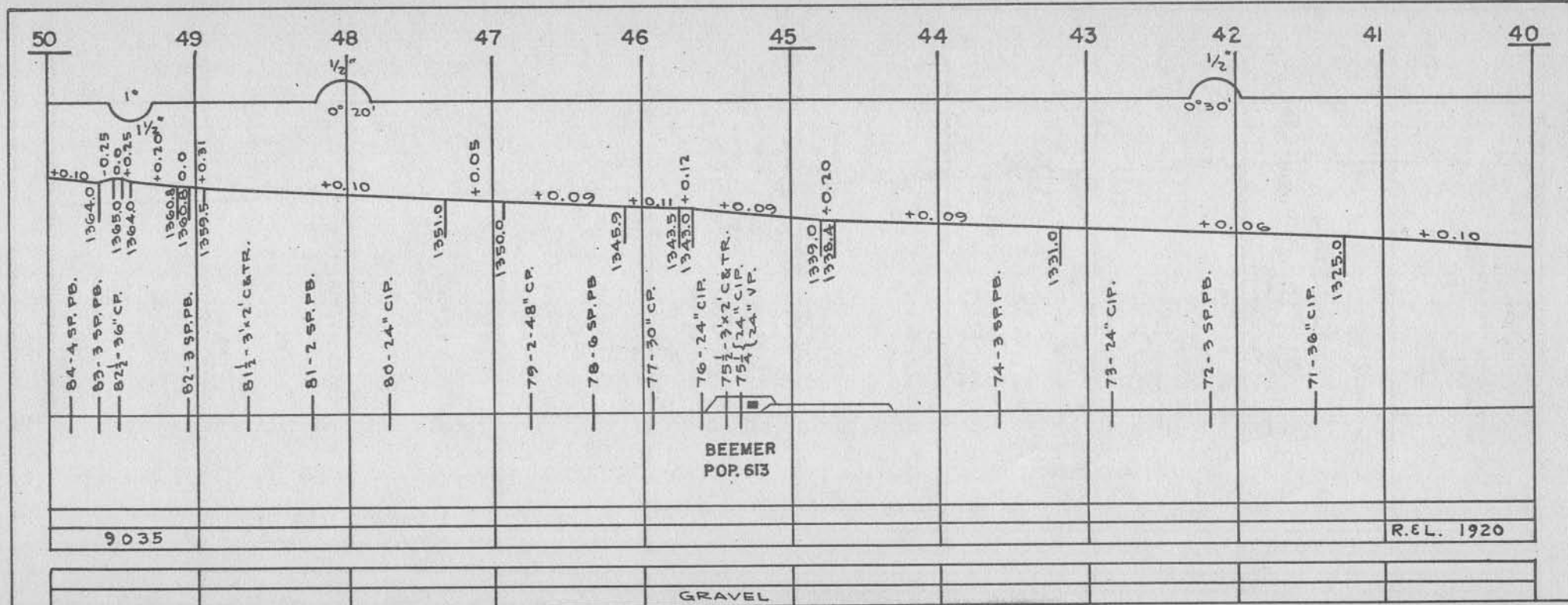
GRAVEL

CINDERS

GRAVEL



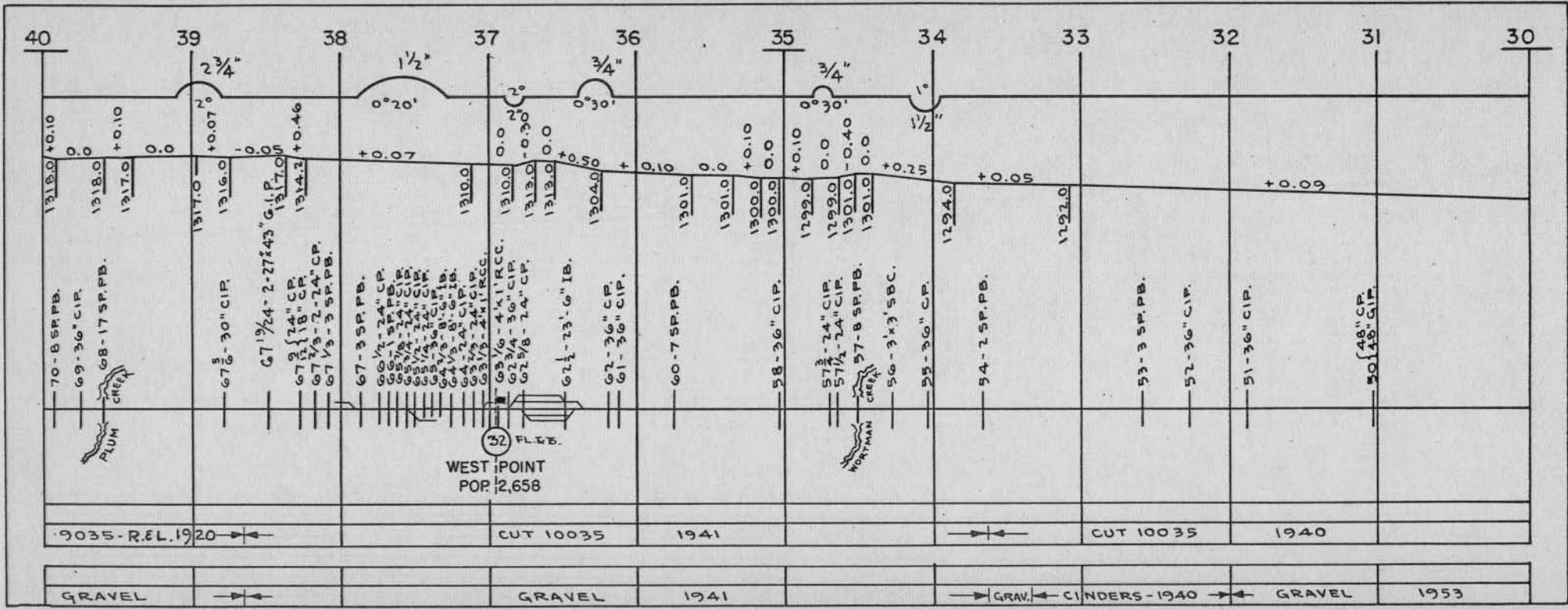


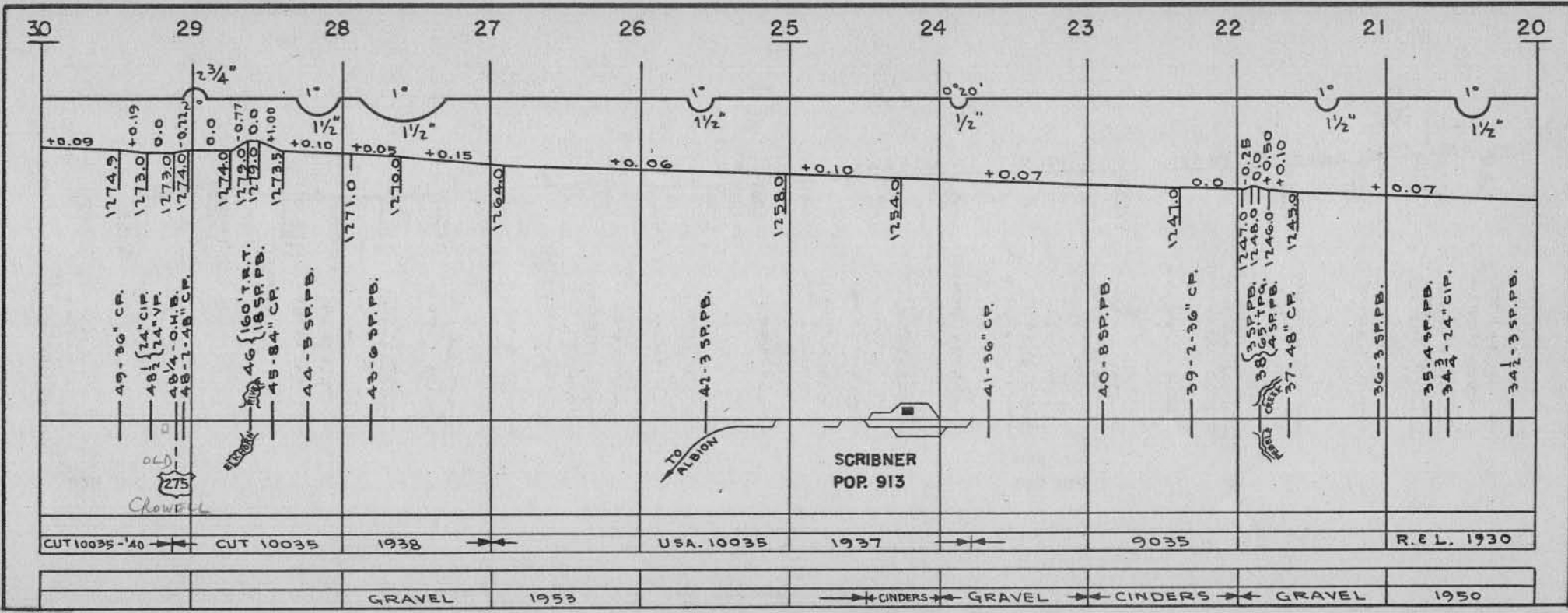


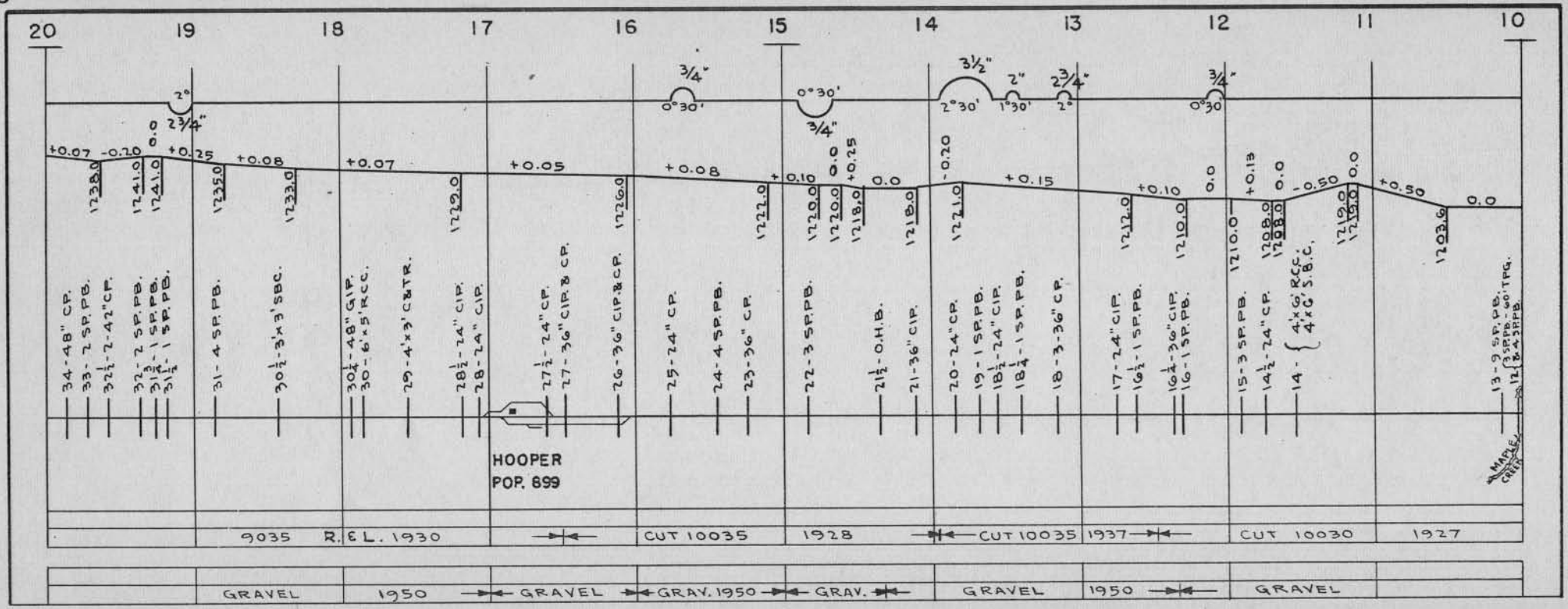
9035

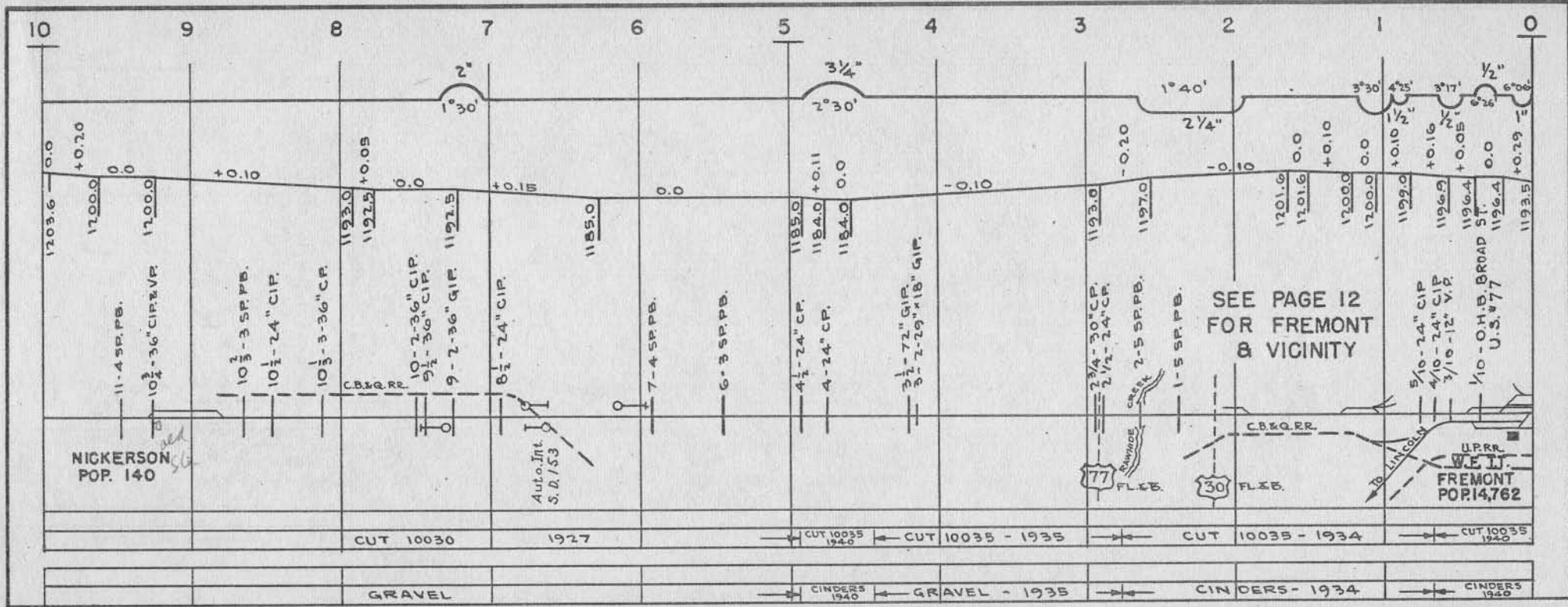
R.E.L. 1920

GRAVEL



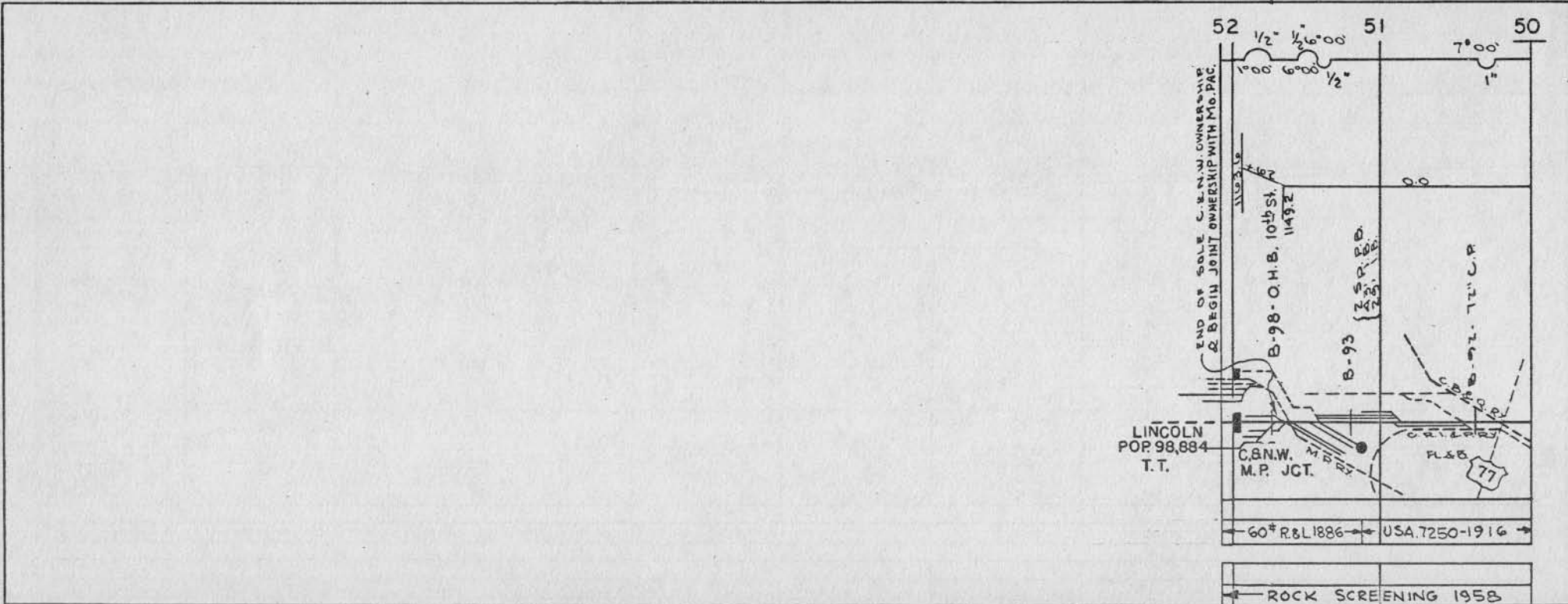


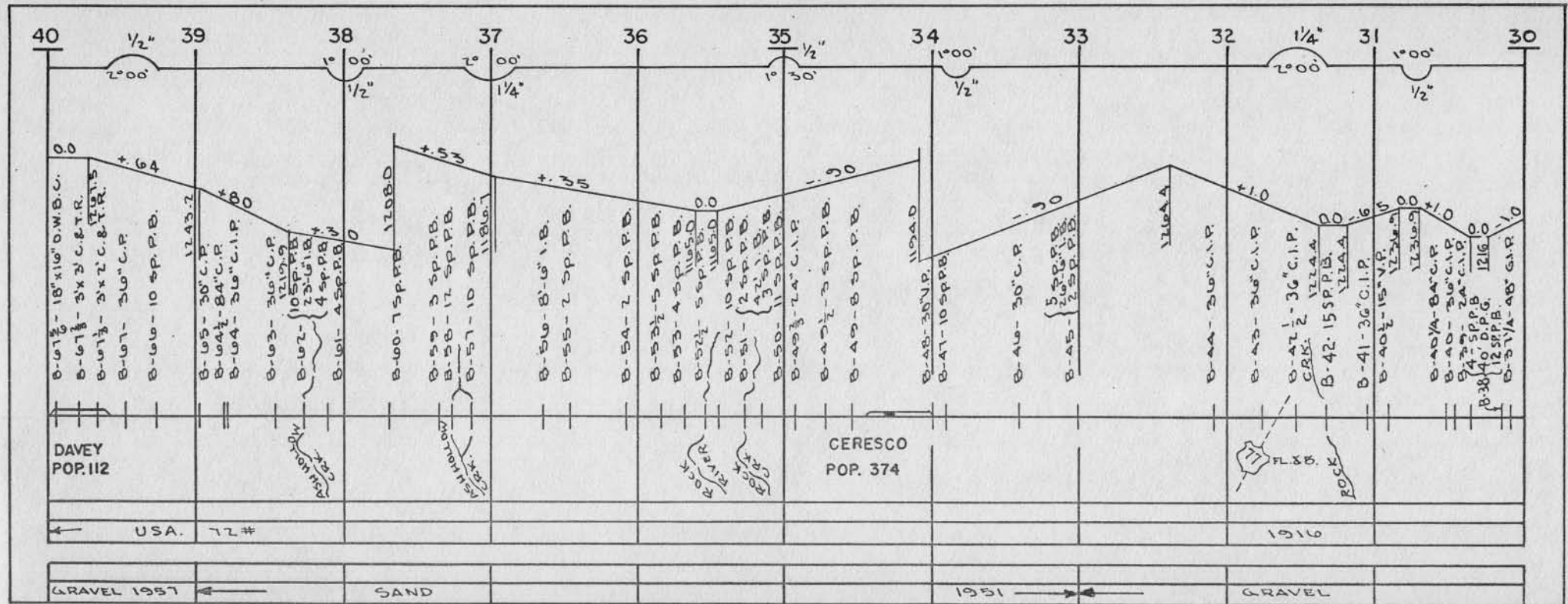




SEE PAGE 12
FOR FREMONT
& VICINITY

UPRR
W.E.T.
FREMONT
POP. 14,762





DAVEY
POP. 112

CERESCO
POP. 374

FL. 35

USA.

72 #

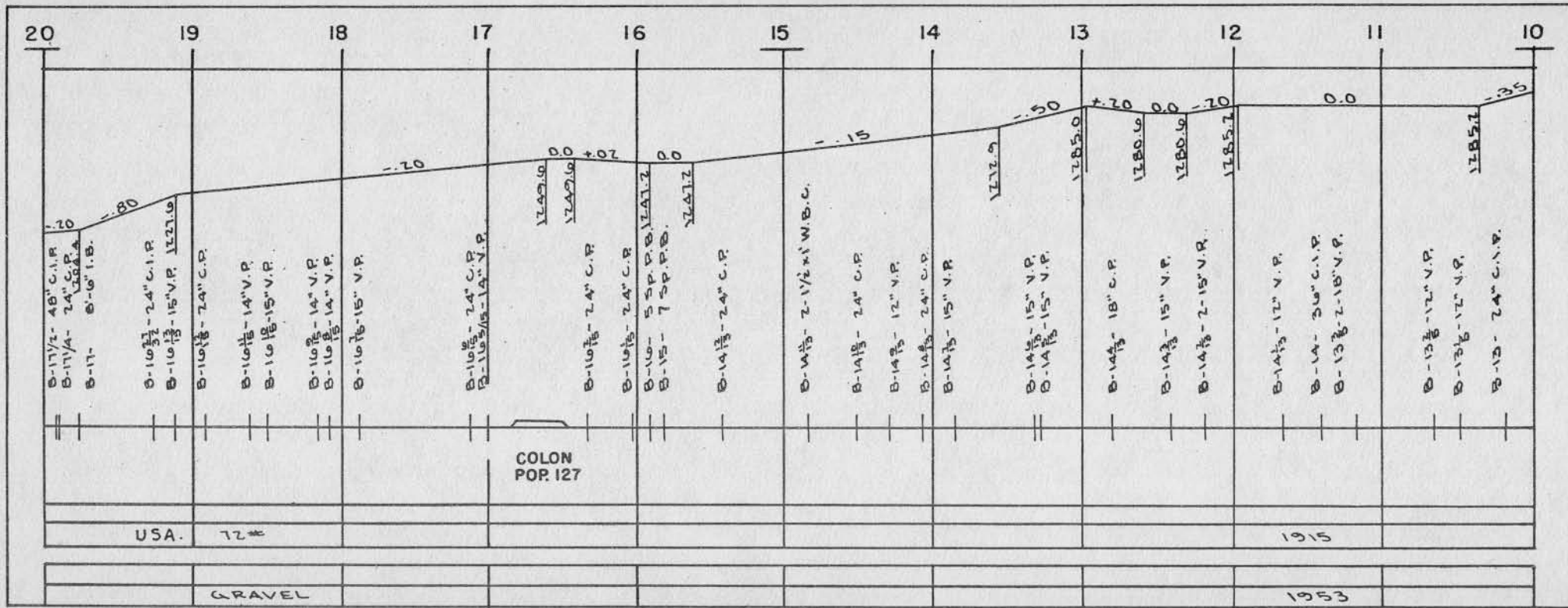
1916

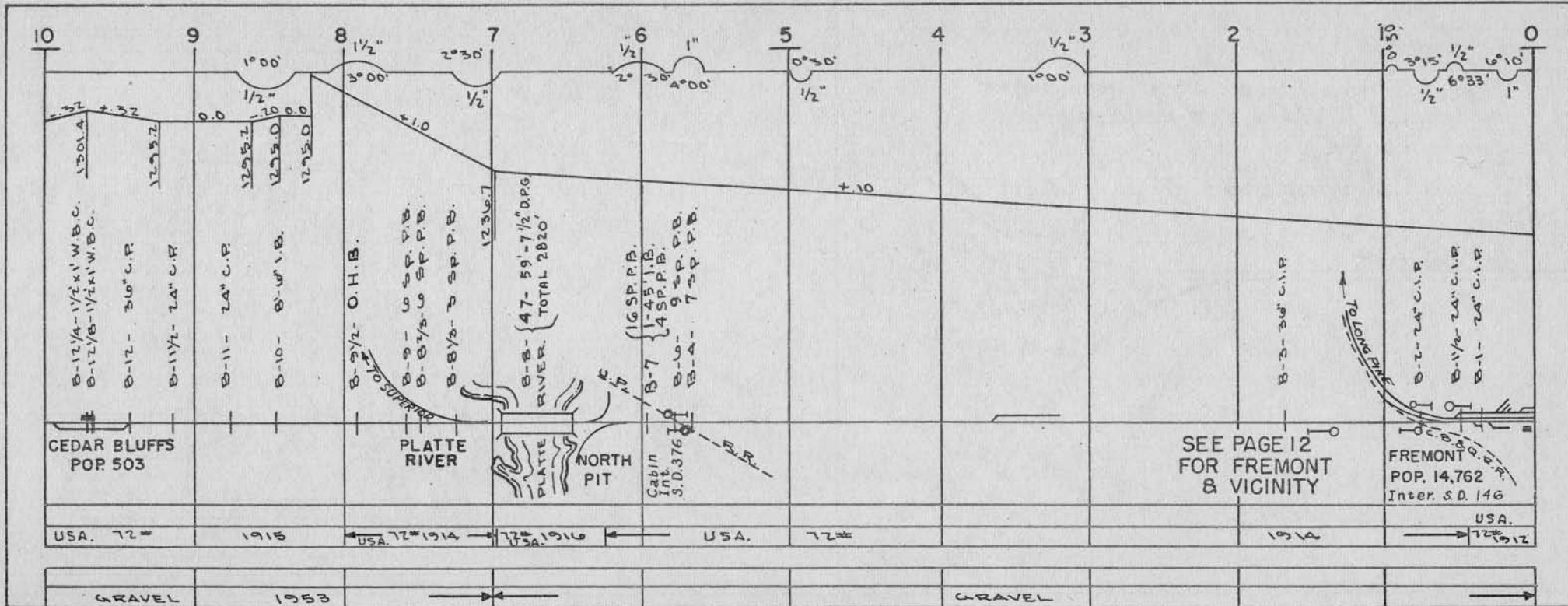
GRAVEL 1957

SAND

1951

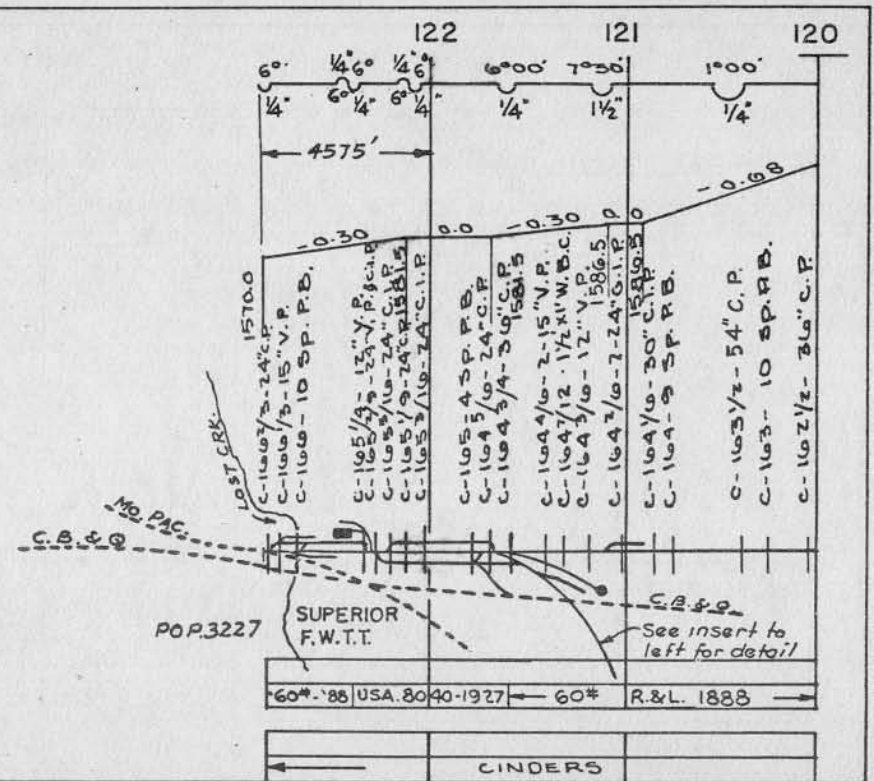
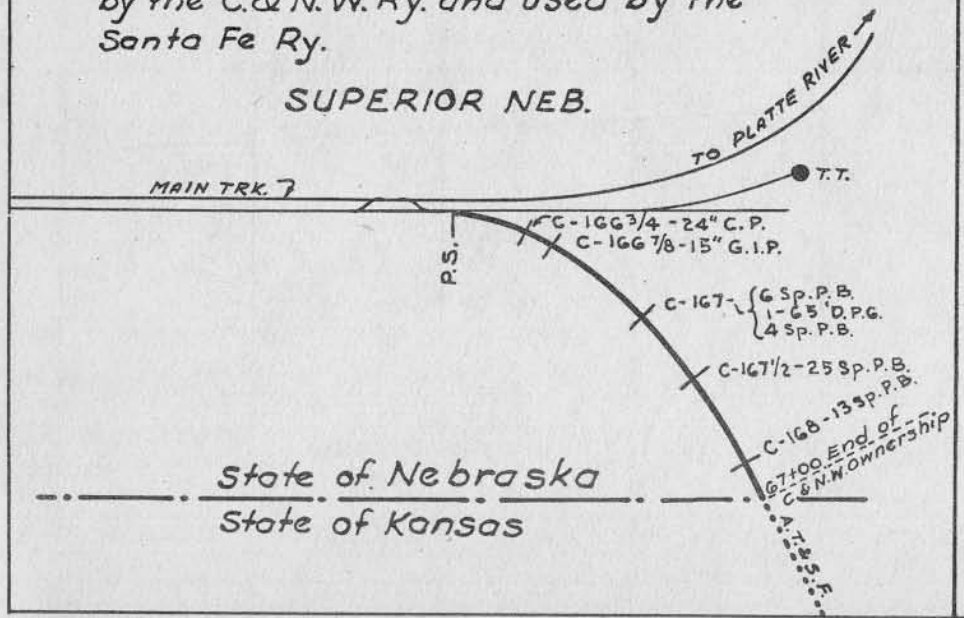
GRAVEL

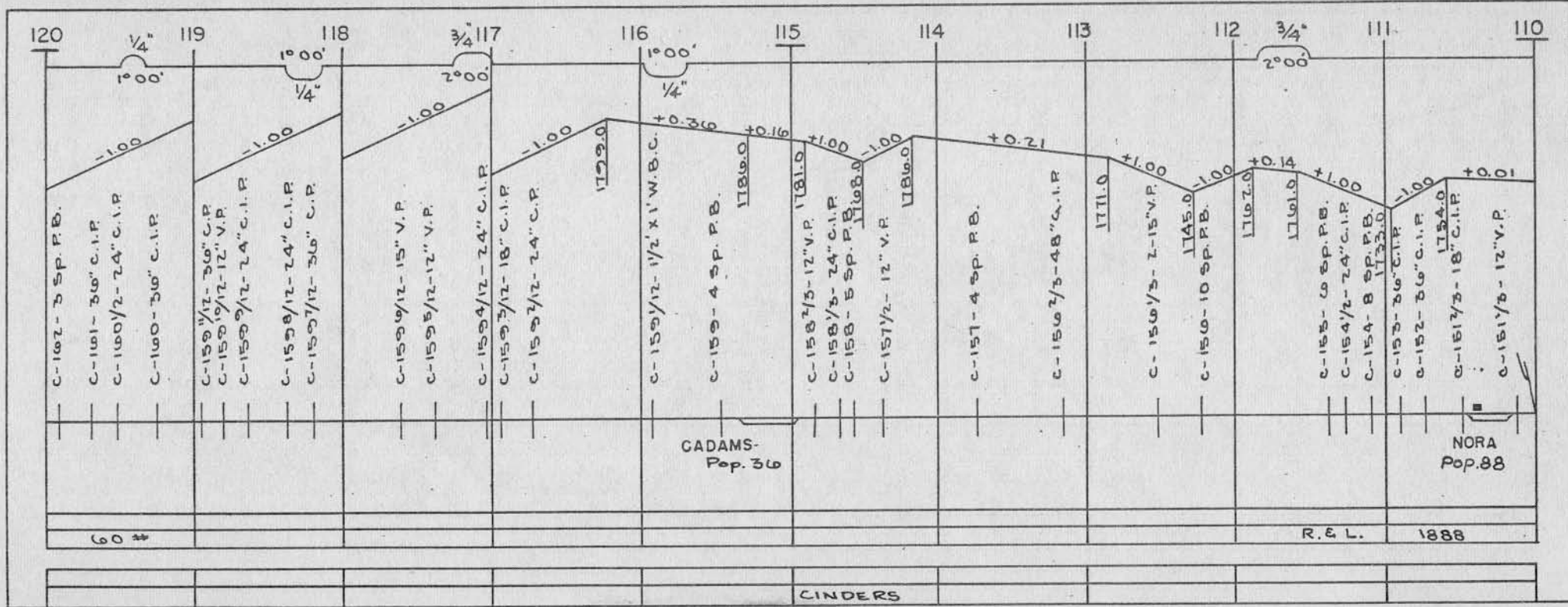


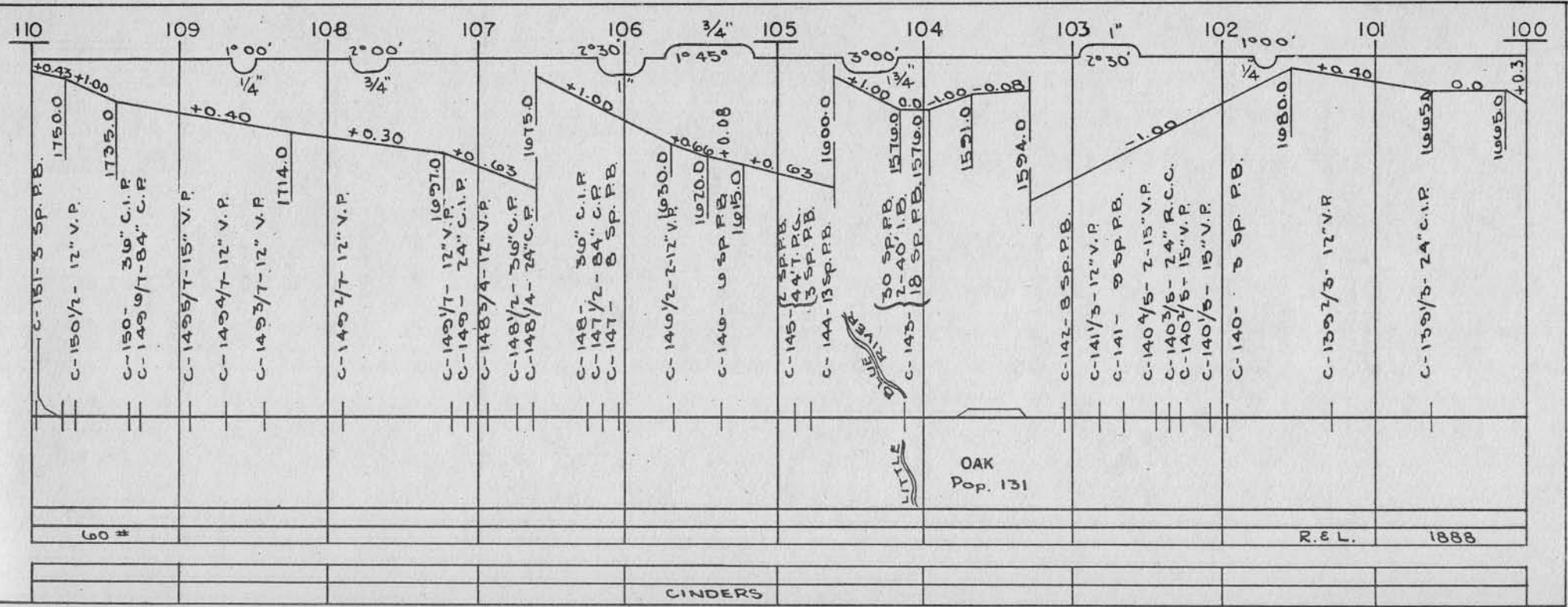


Sketch of main track 6700' long owned by the C. & N. W. Ry. and used by the Santa Fe Ry.

SUPERIOR NEB.







60 #

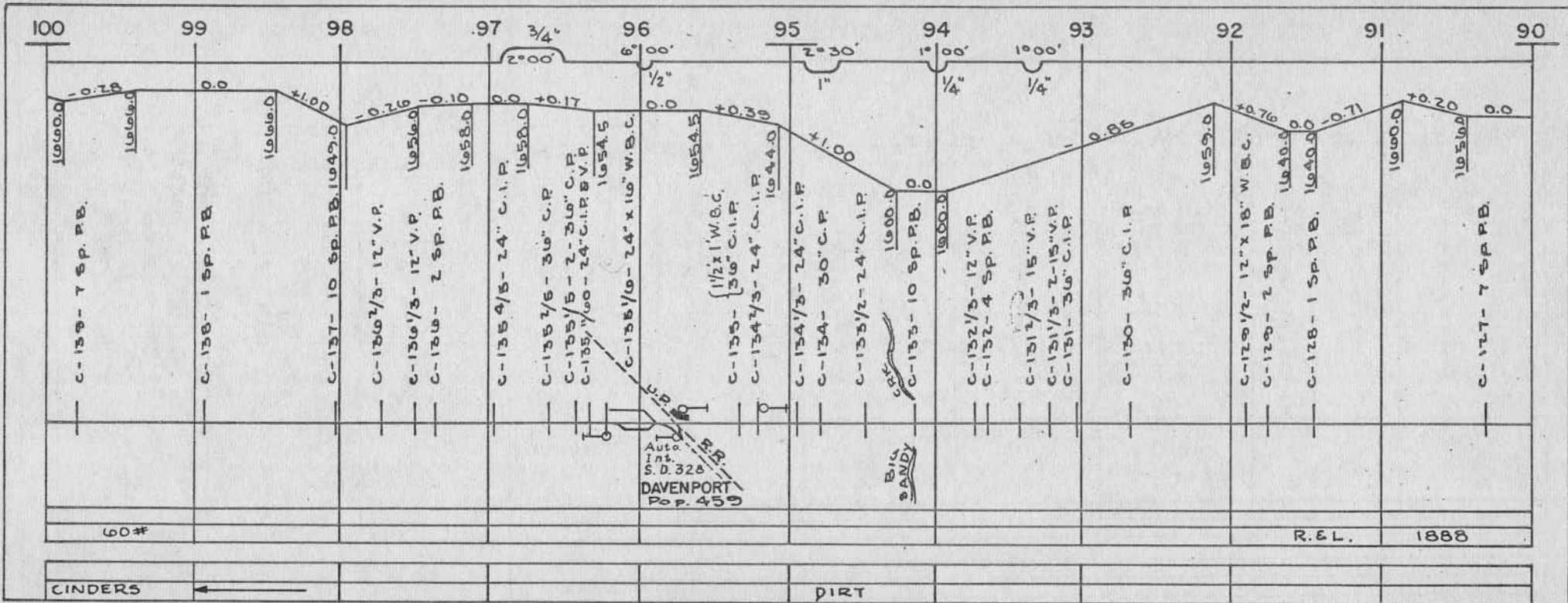
R.E.L.

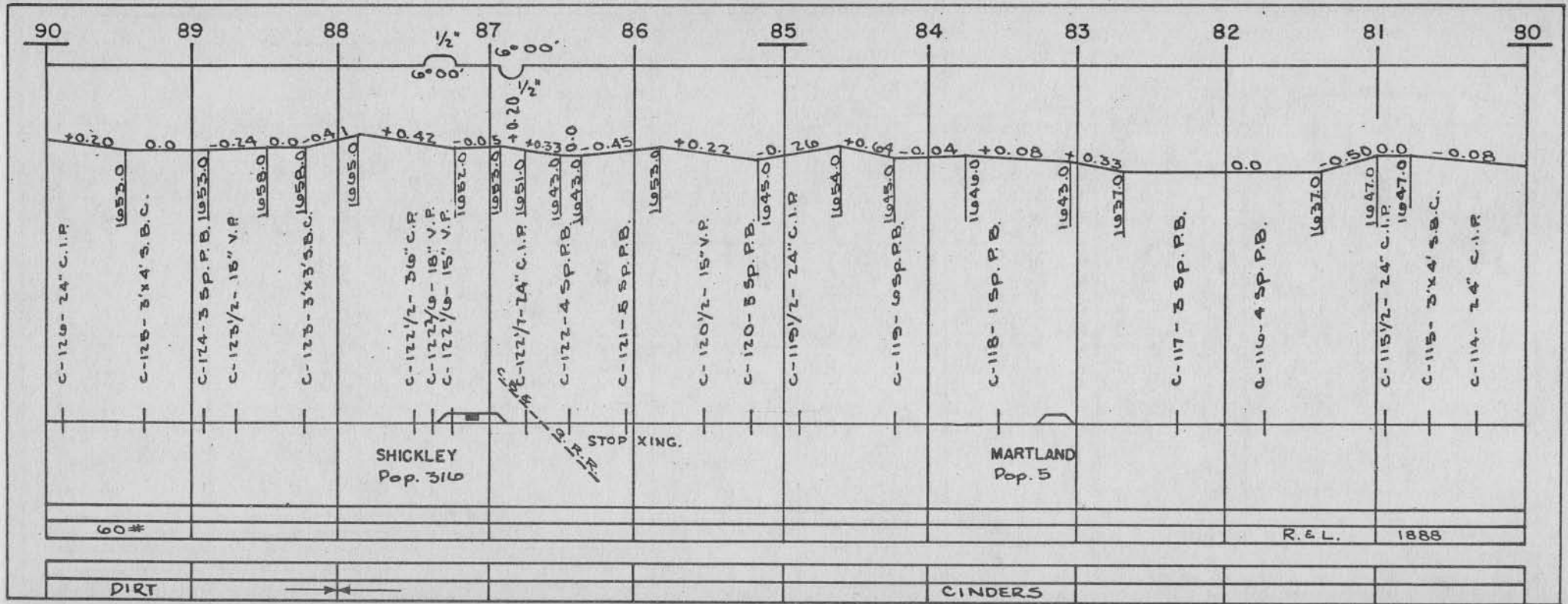
1888

CINDERS

PLATTE RIVER

OAK
Pop. 131





60 #

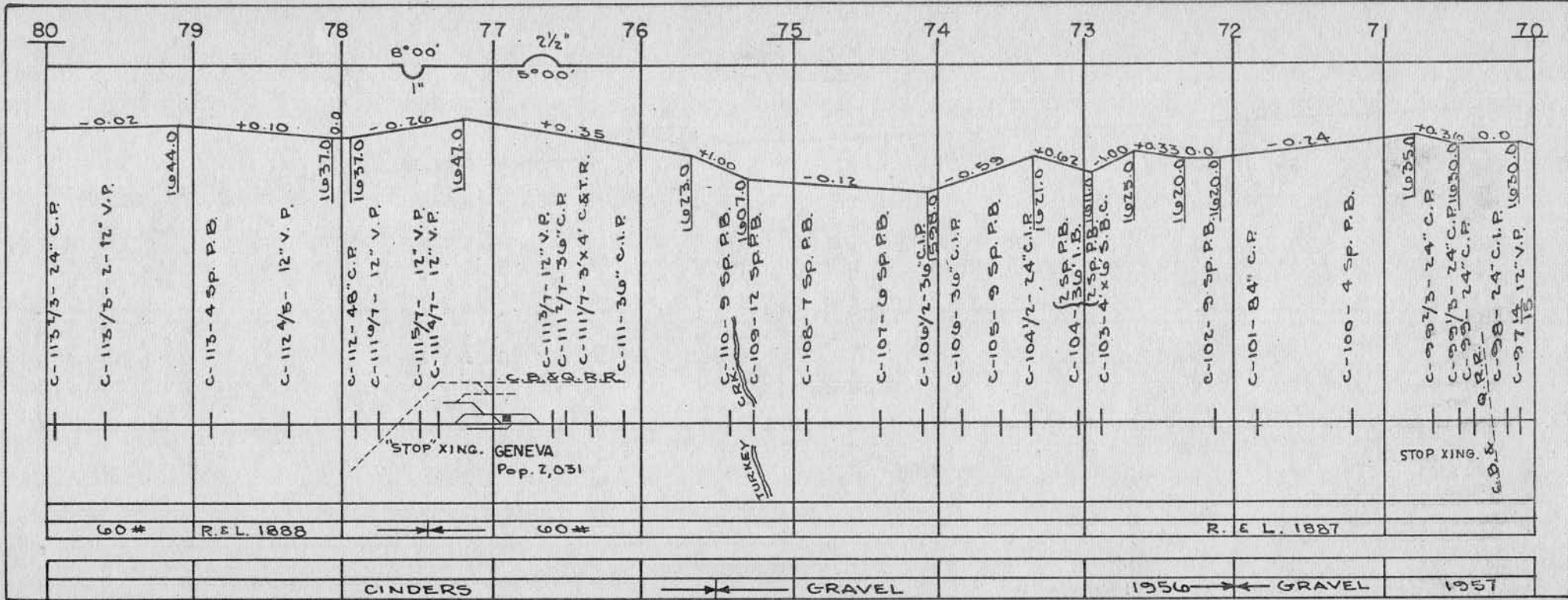
SHICKLEY
Pop. 316

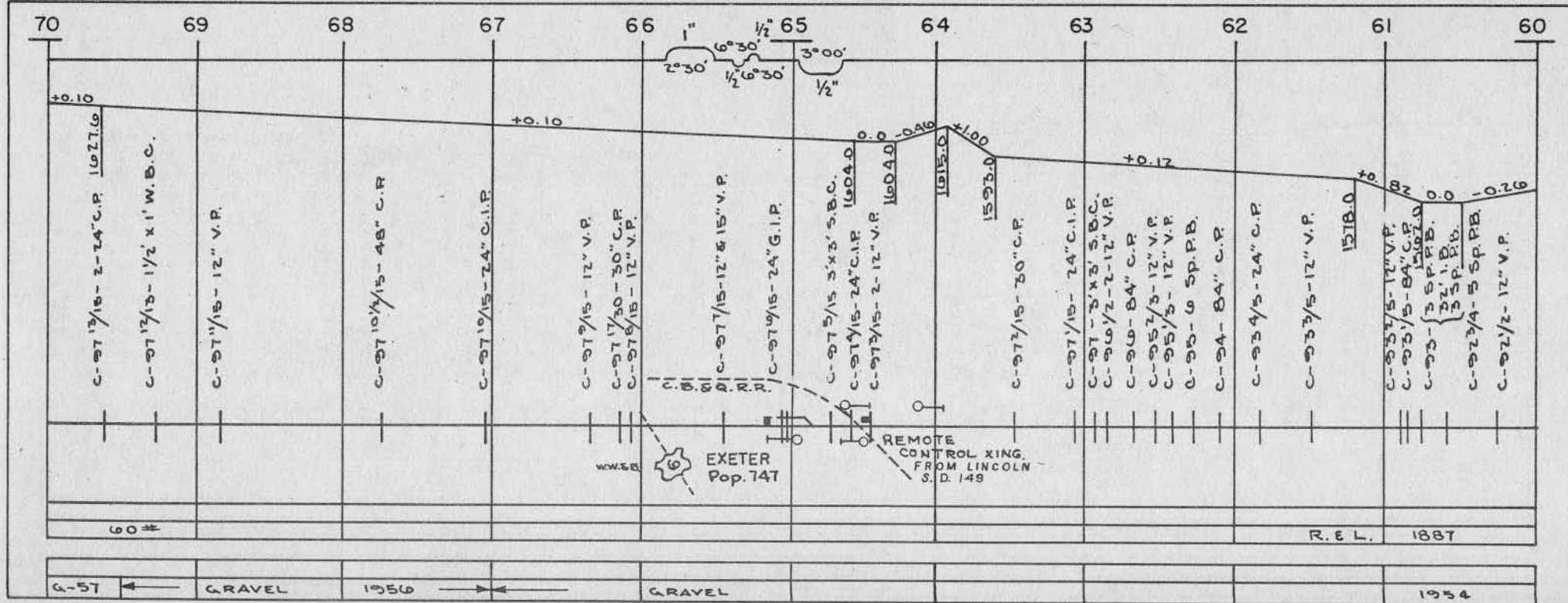
MARTLAND
Pop. 5

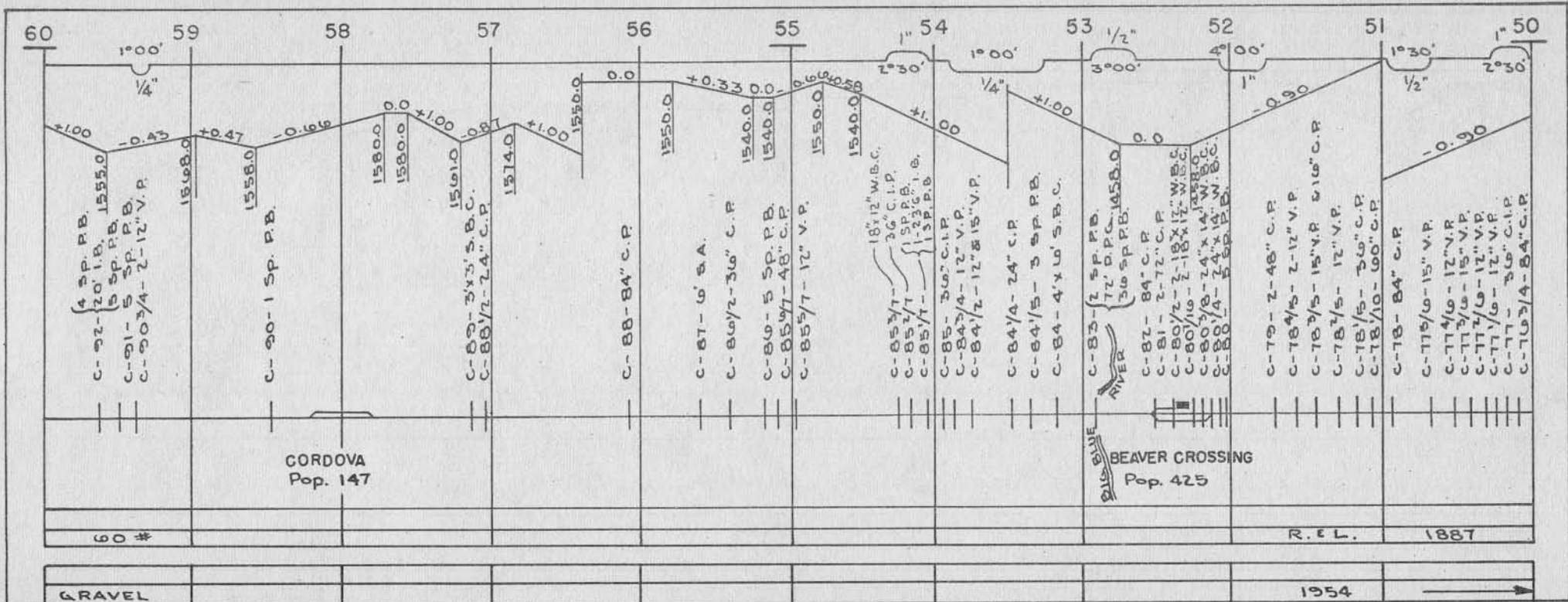
R. & L. 1888

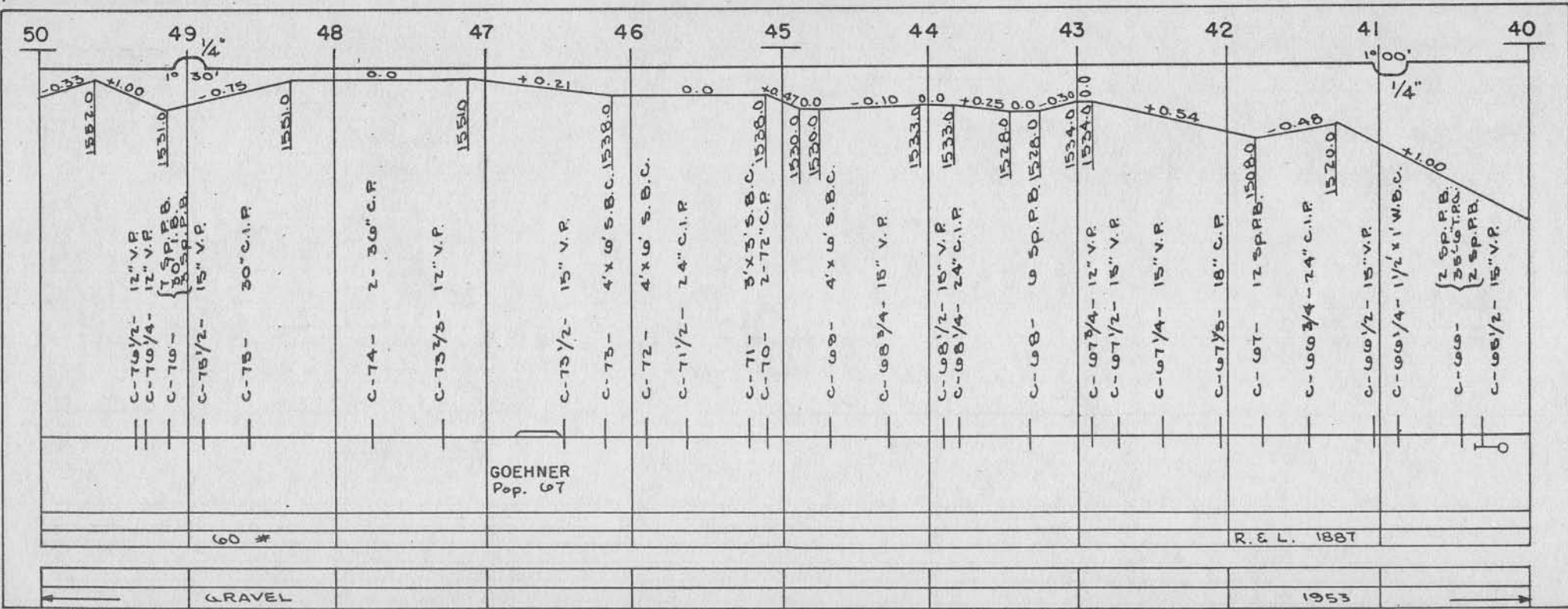
DIRT

CINDERS









GOEHNER
Pop. 67

60 *

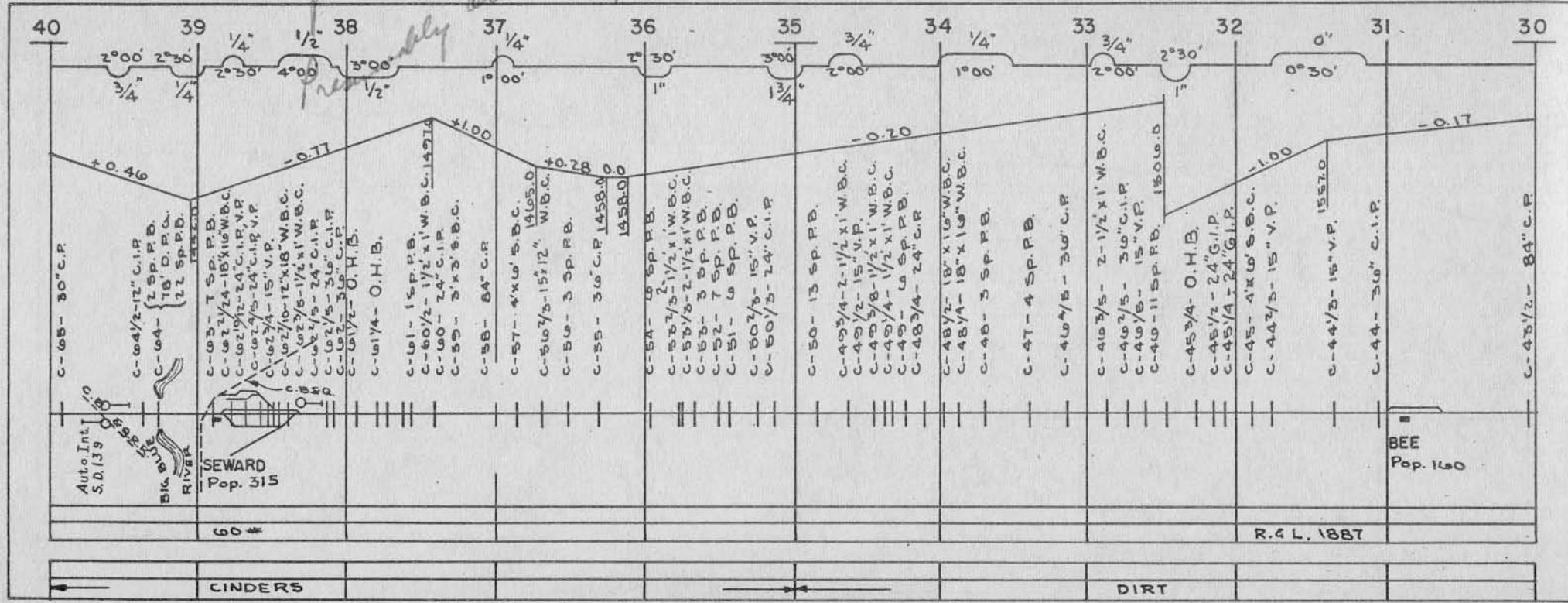
R. & L. 1887

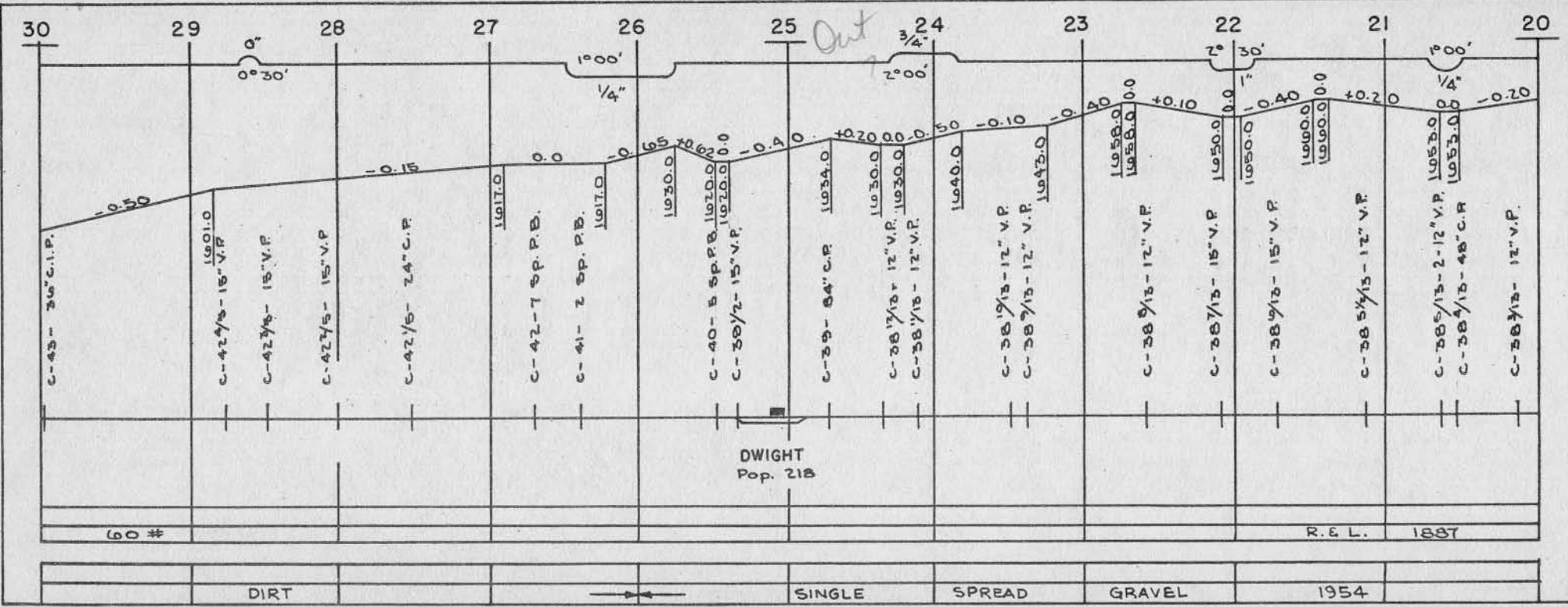
GRAVEL

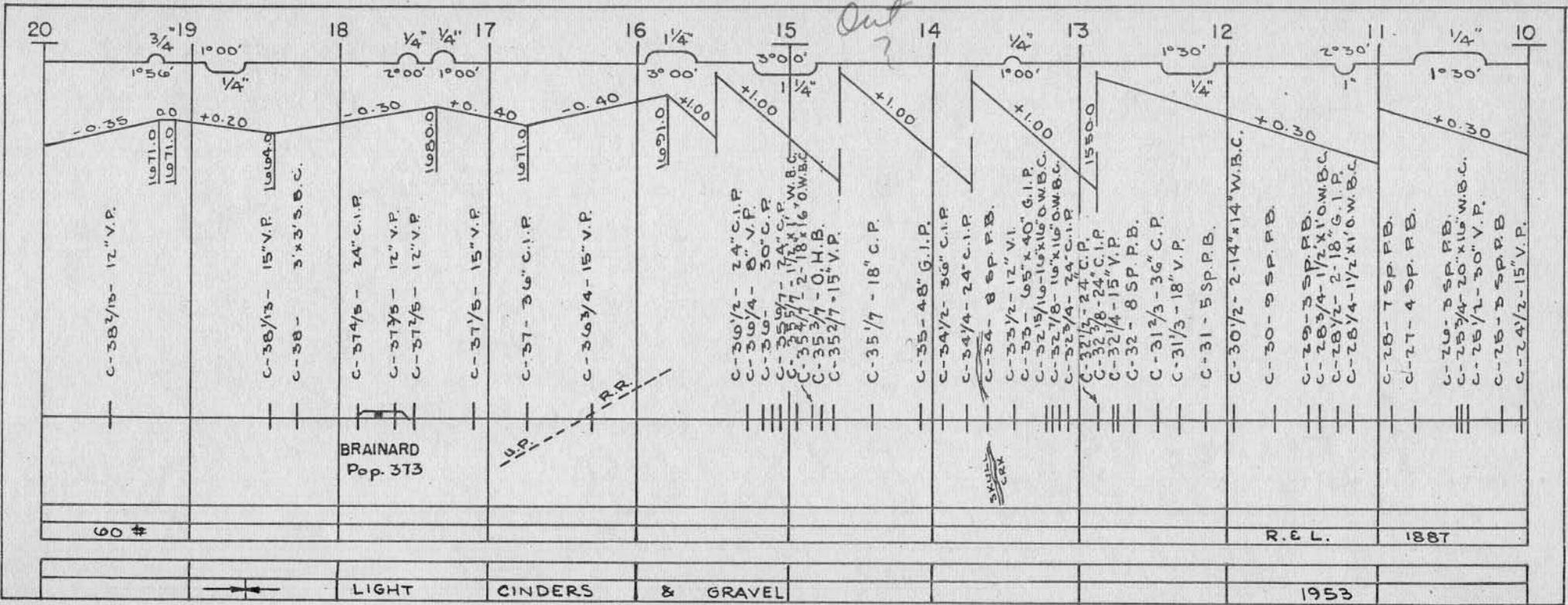
1953

← TO SUPERIOR

TO PLATTE RIVER →







60 #

BRAINARD
Pop. 373

RR
V.P.

SKULL
CRAV

R. & L.

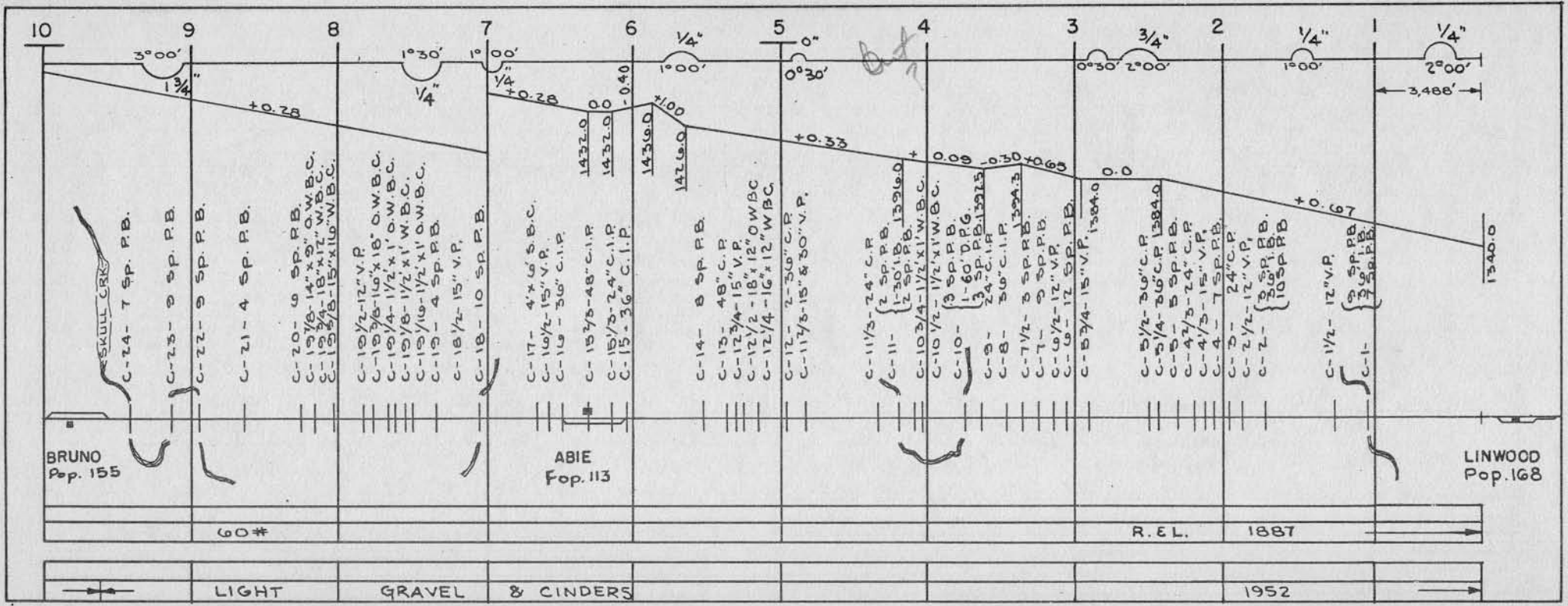
1887

LIGHT

CINDERS

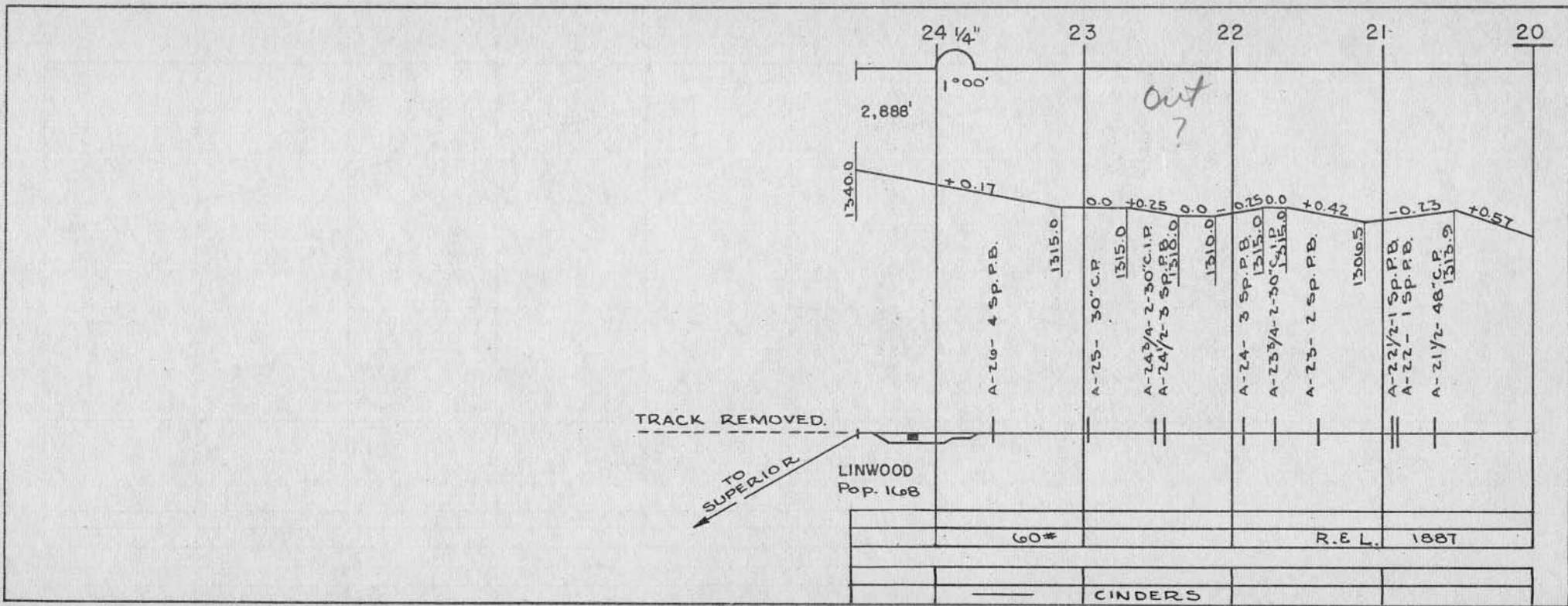
& GRAVEL

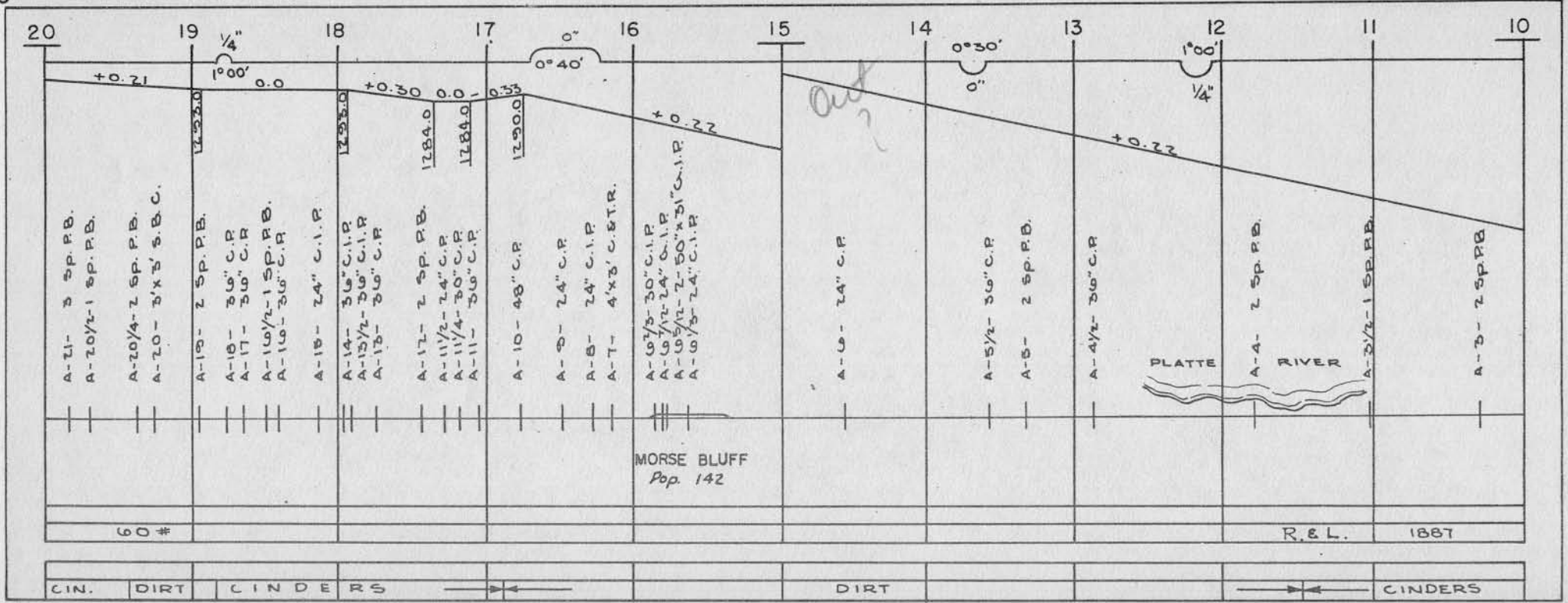
1953



← TO SUPERIOR

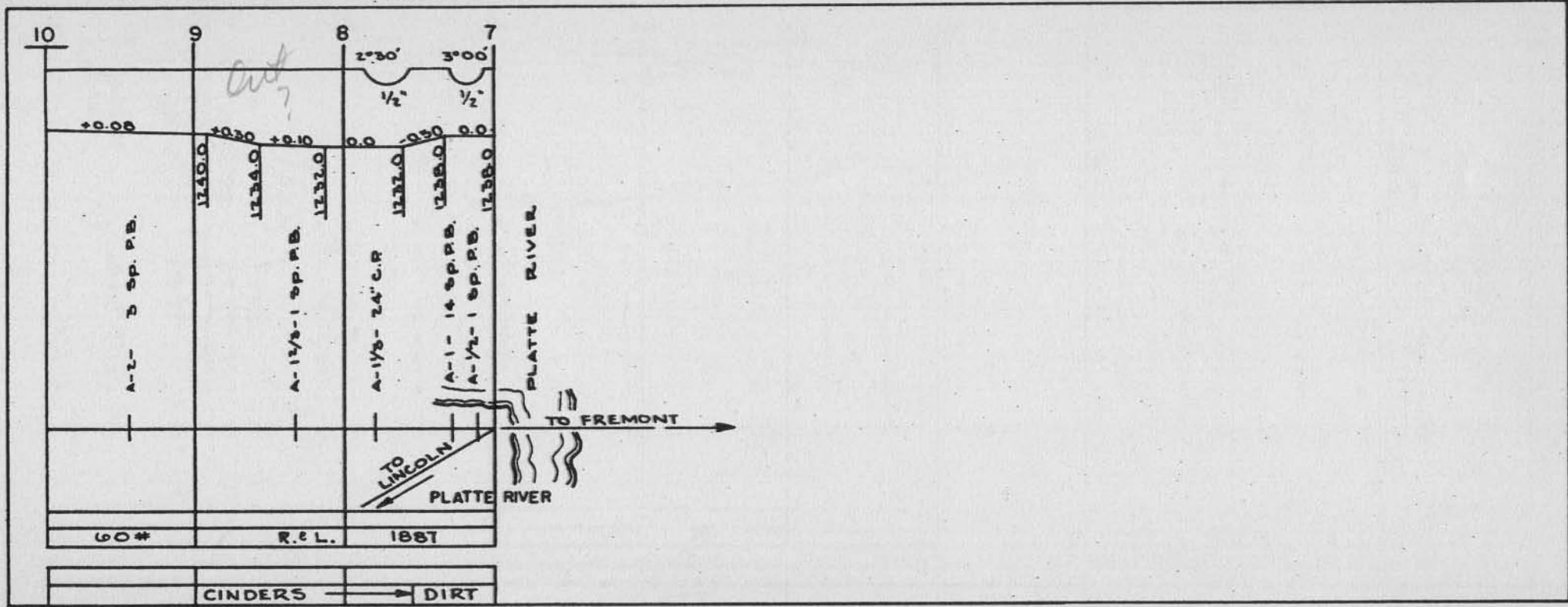
TO PLATTE RIVER →

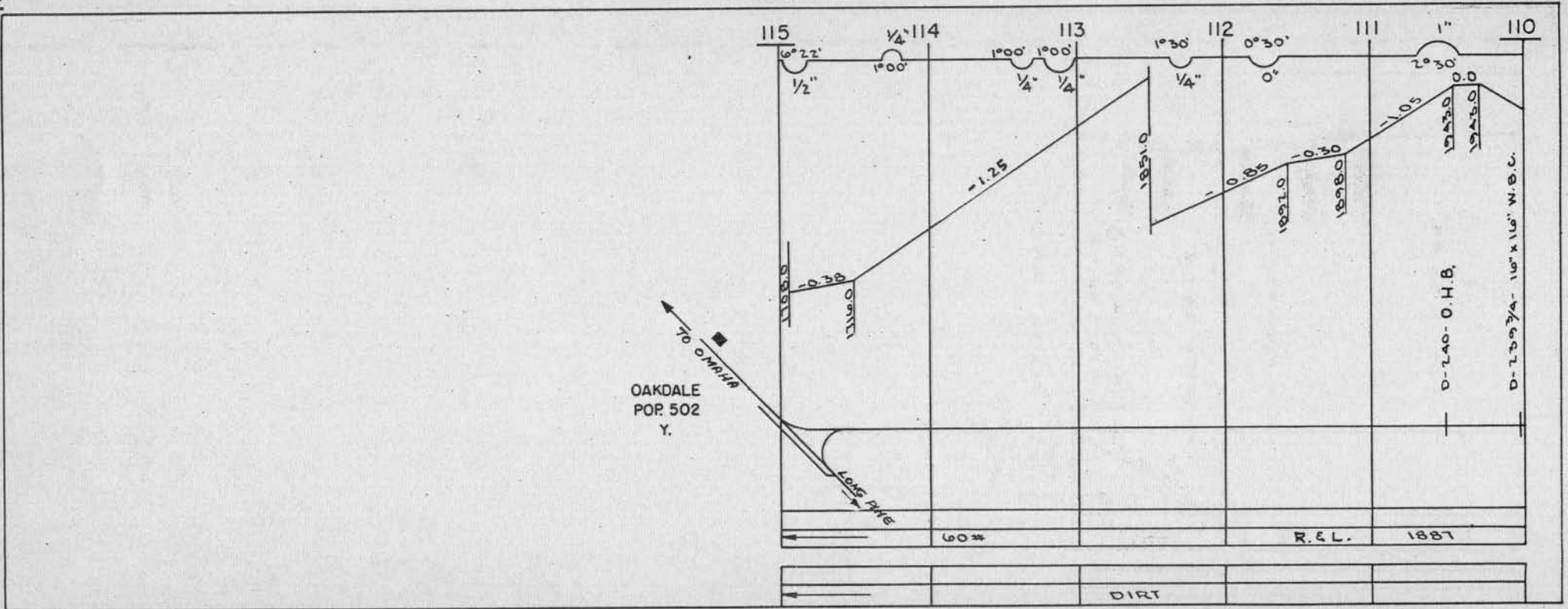


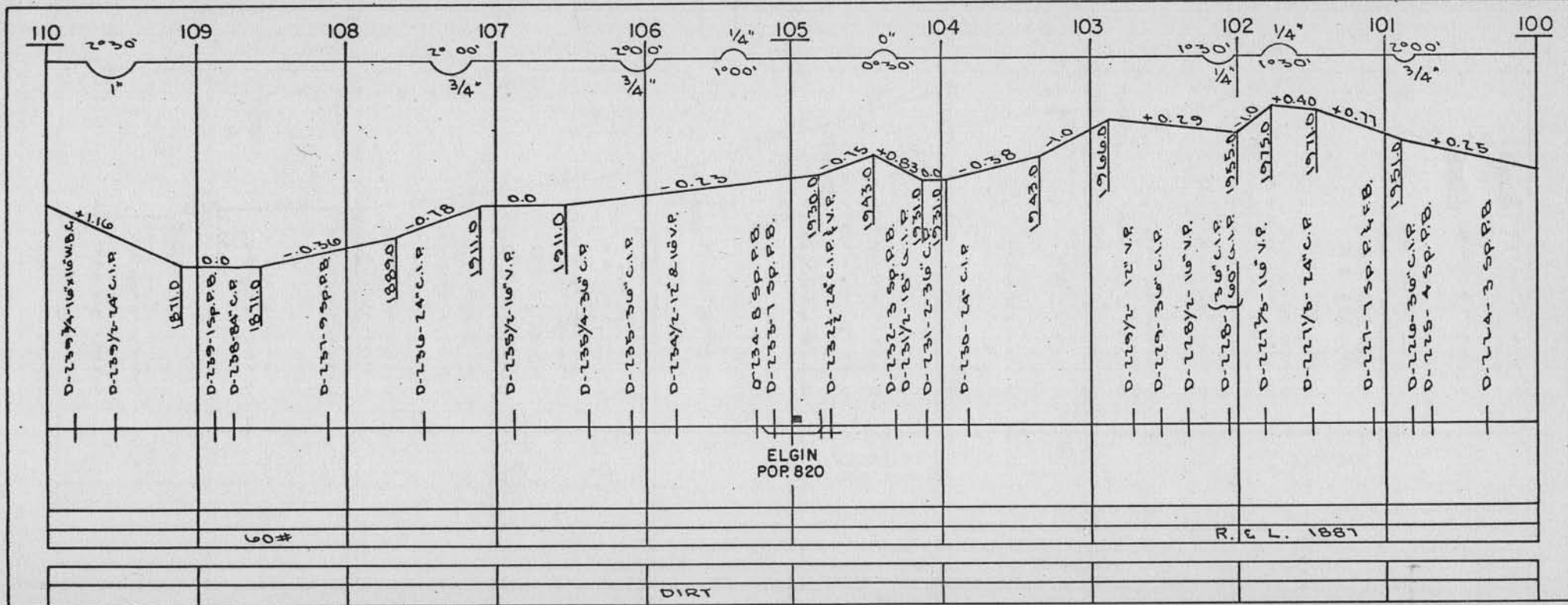


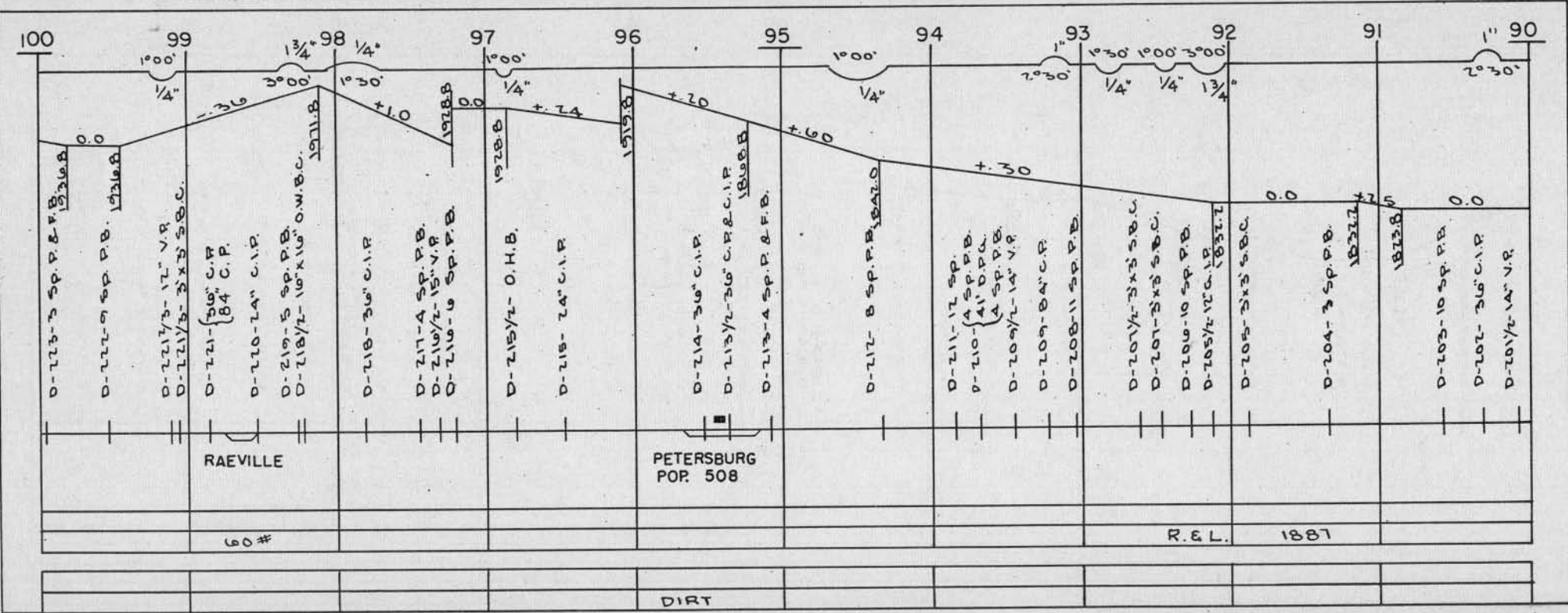
← TO SUPERIOR

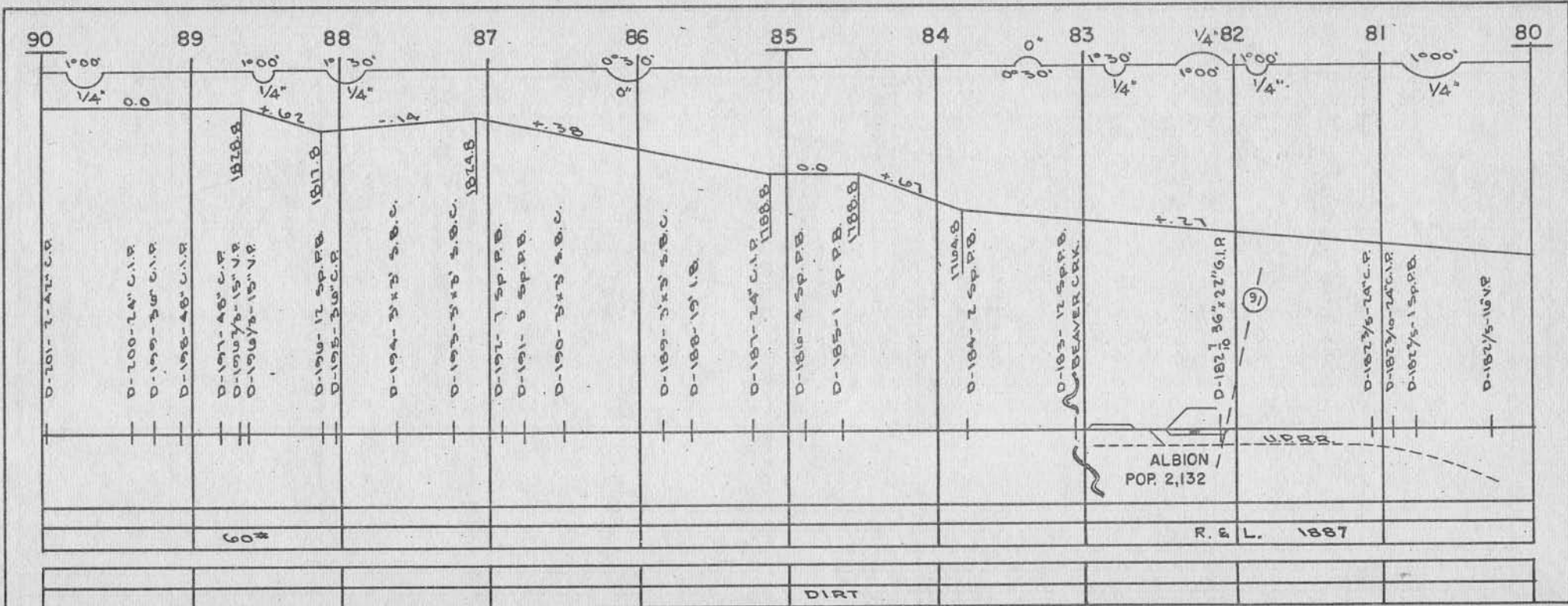
PLATTE RIVER

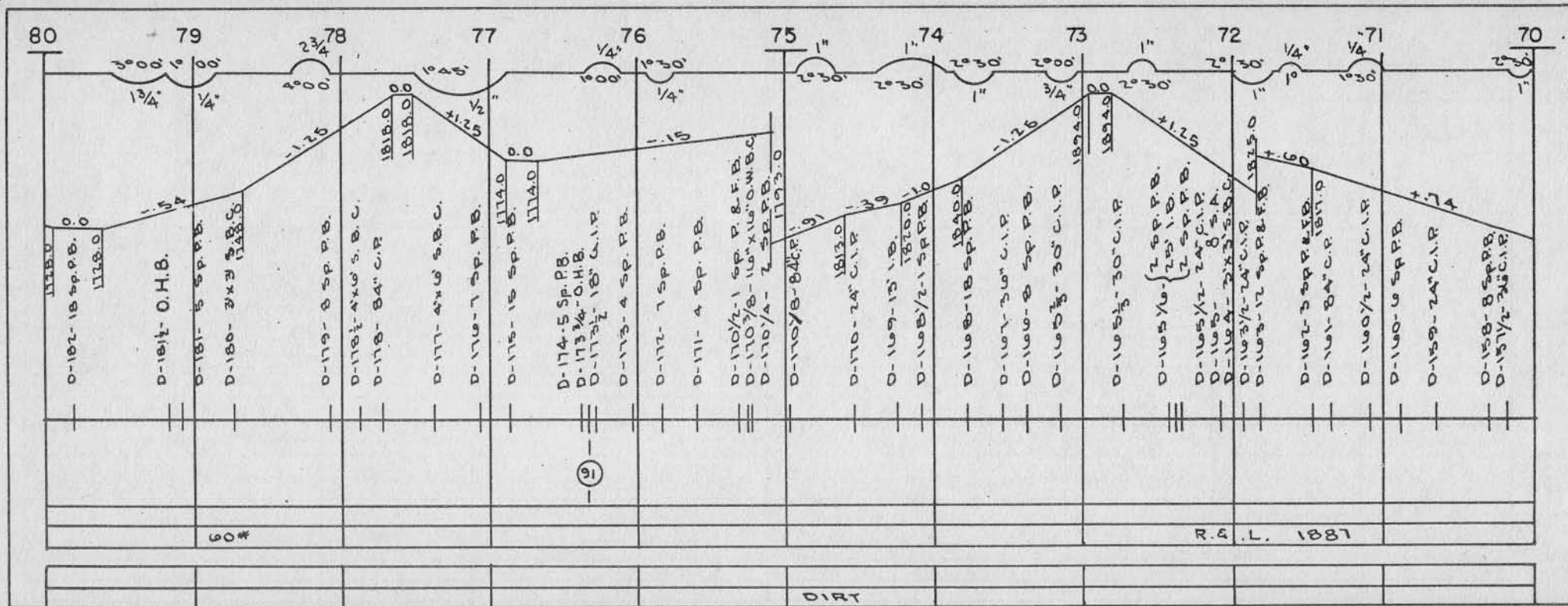


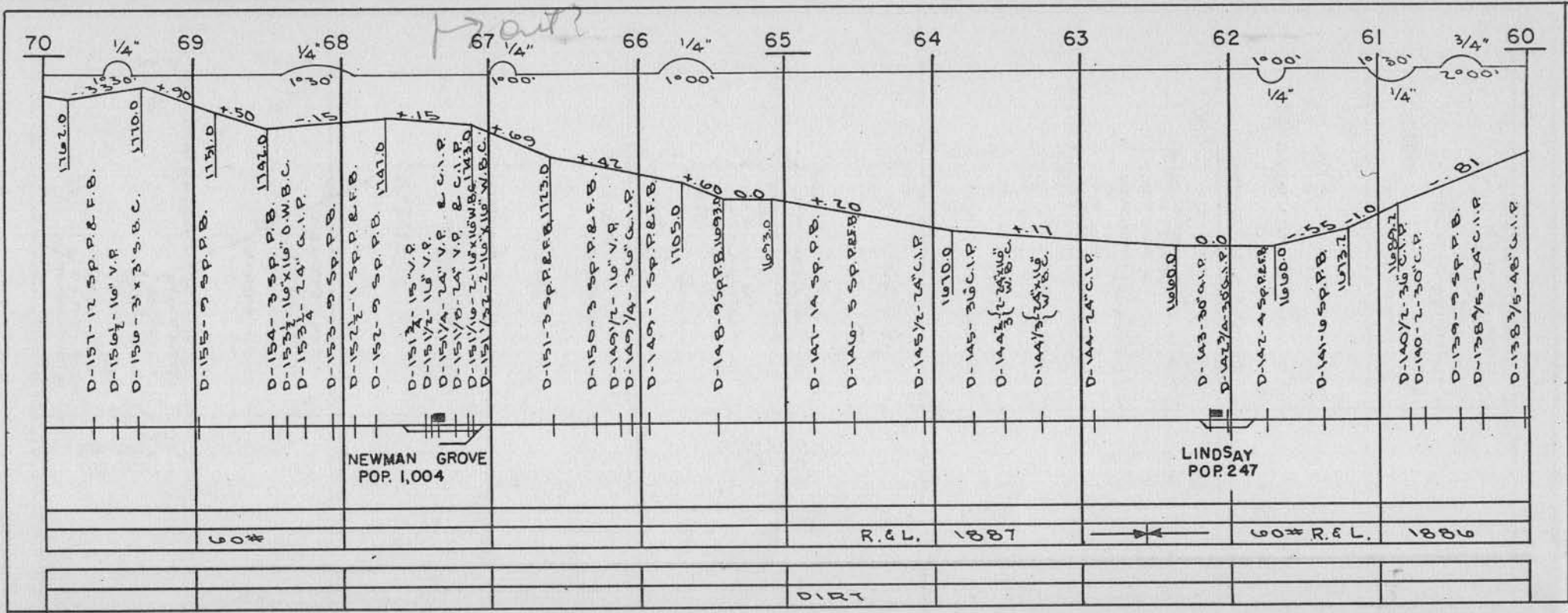












NEWMAN GROVE
POP. 1,004

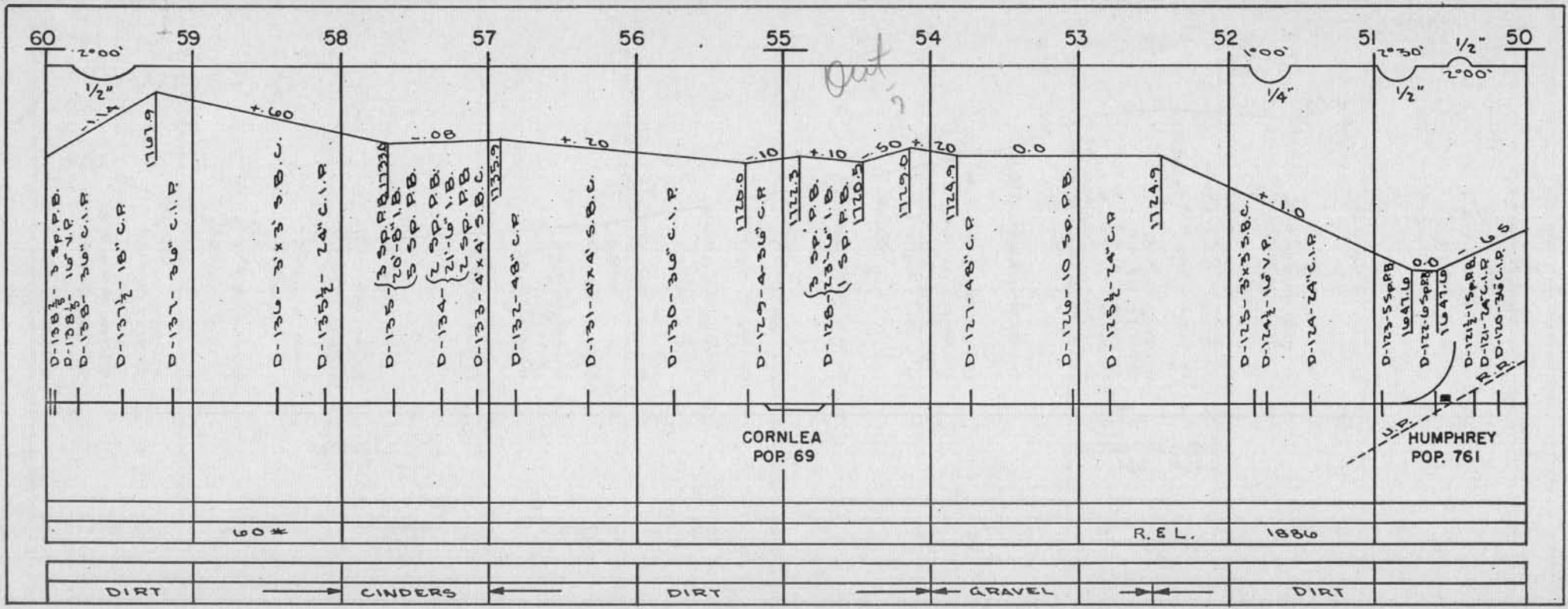
LINDSAY
POP. 247

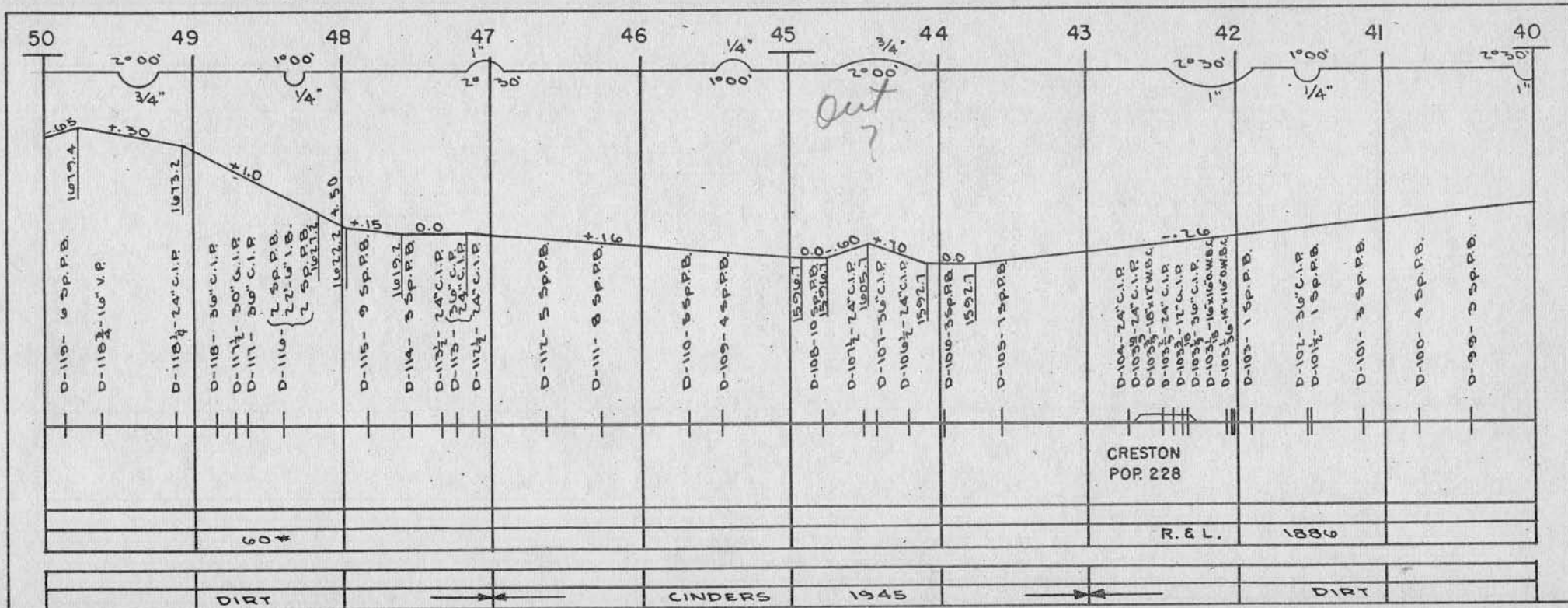
60 #

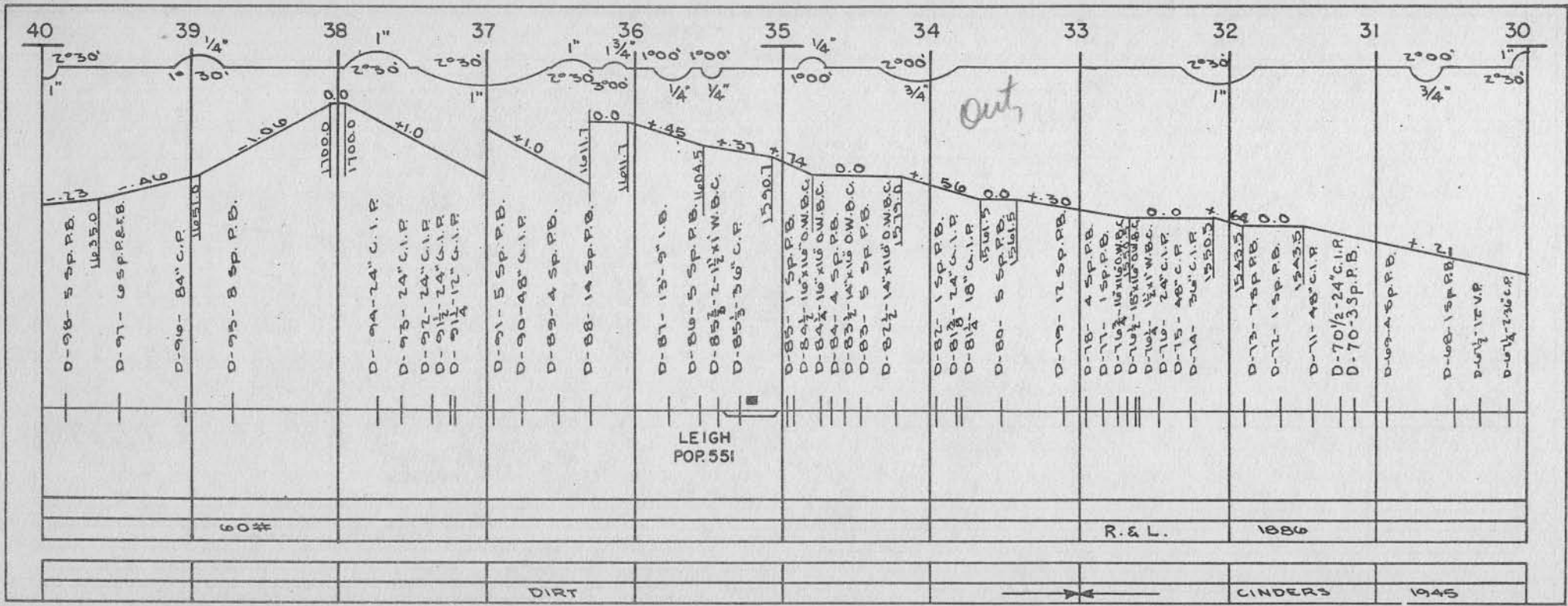
R.G.L. 1887

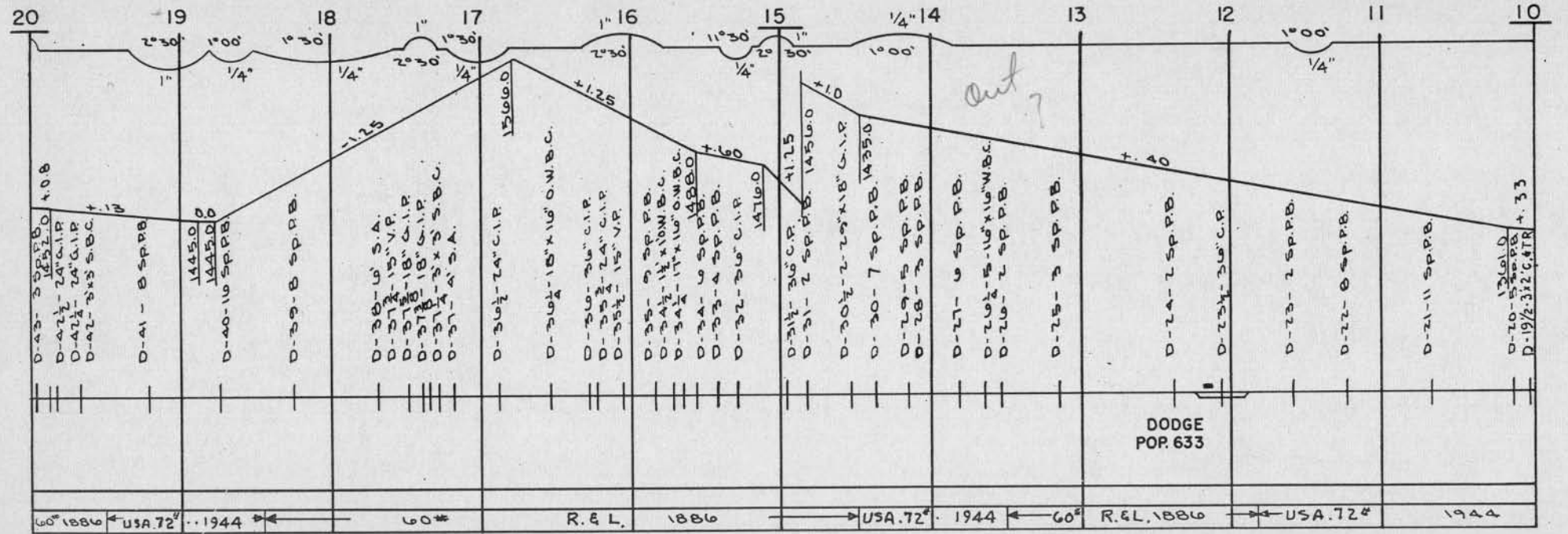
60 # R.G.L. 1886

D.R.1







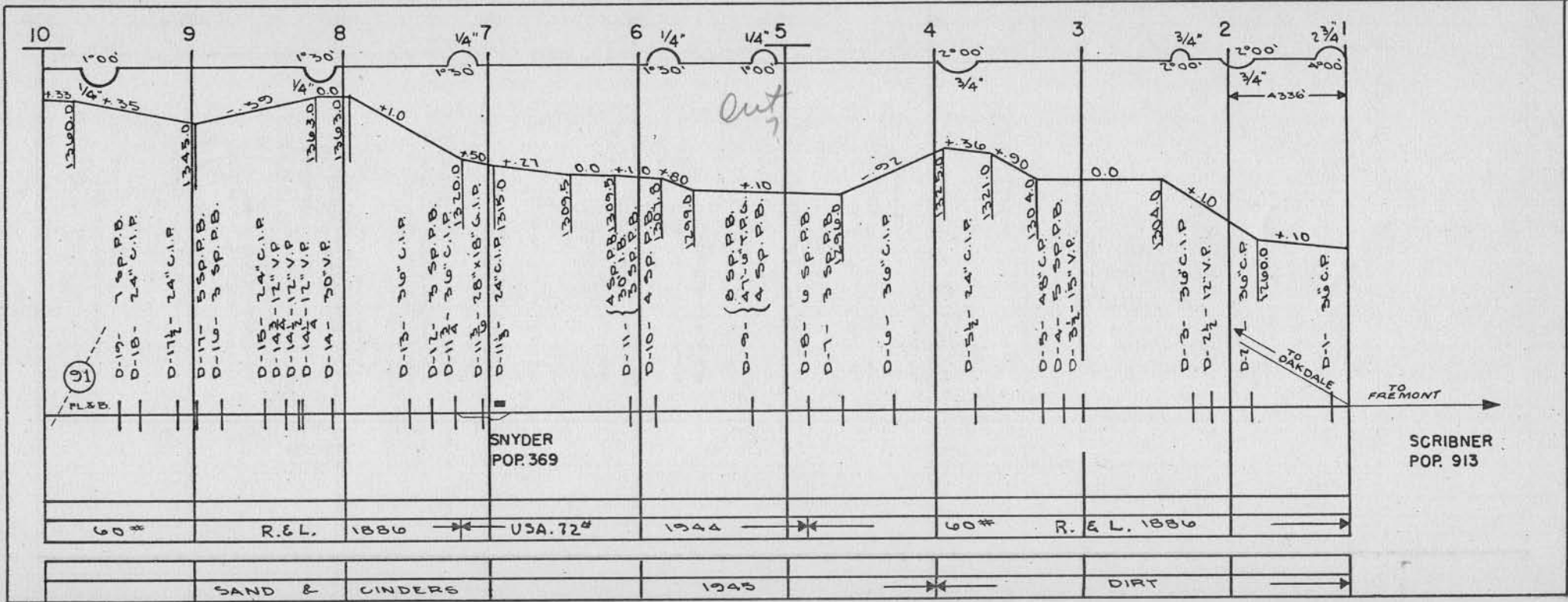


SAND & GRAVEL 1945

DIRT

SAND & GRAVEL

1945



91
FL&B

Out
7

SNYDER
POP. 369

TO
FREMONT

SCRIBNER
POP. 913

60 #

R. & L.

1886

USA. 72"

1944

60 #

R. & L. 1886

SAND &

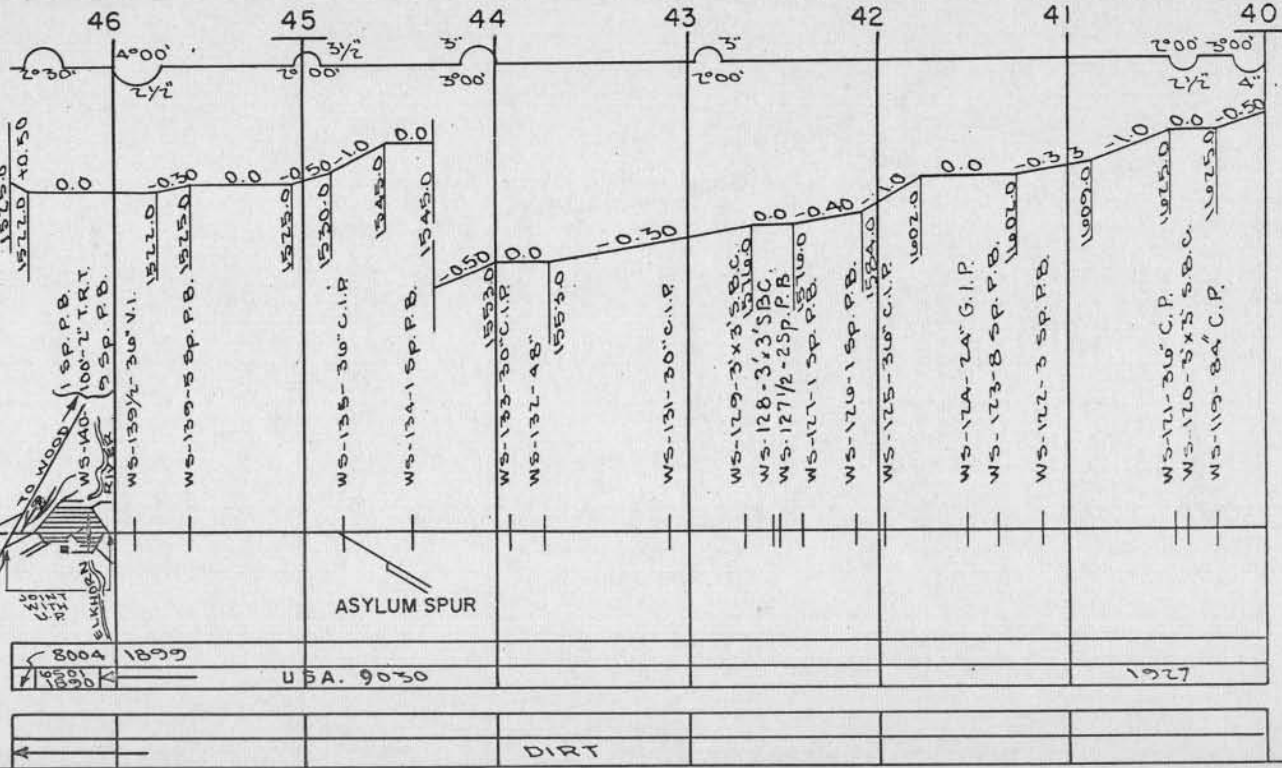
CINDERS

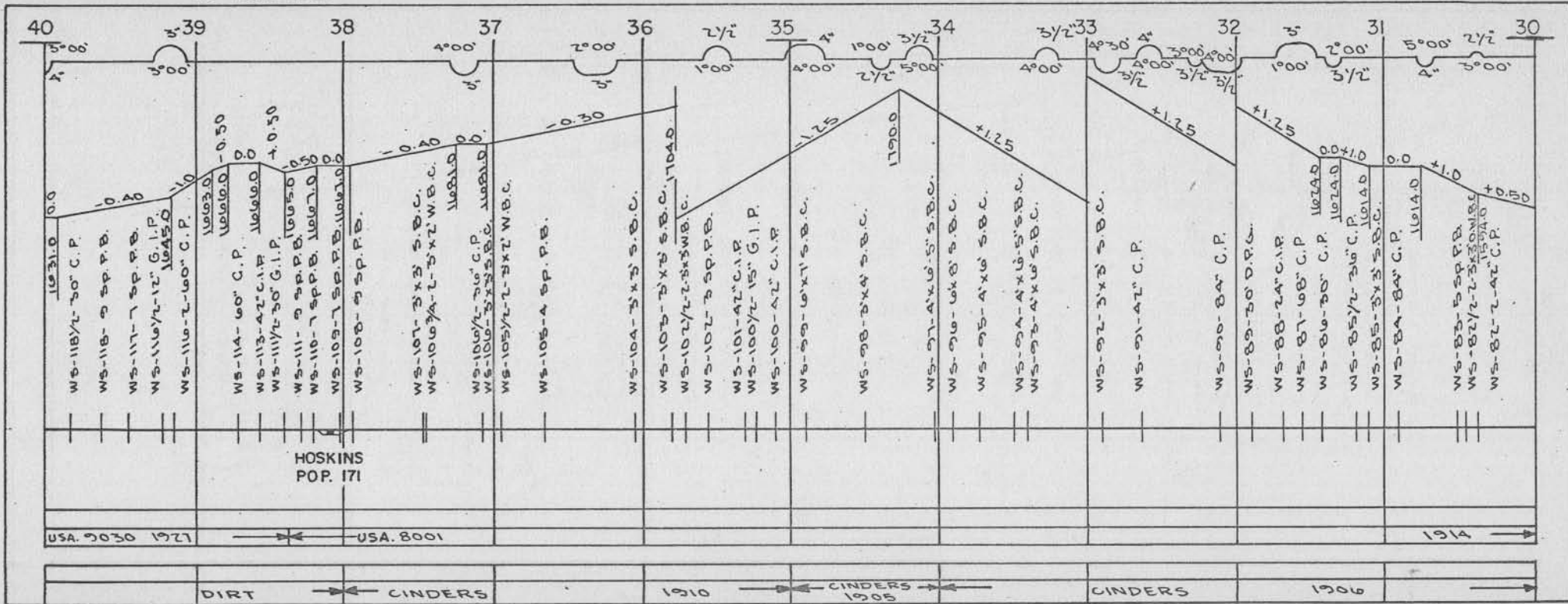
1945

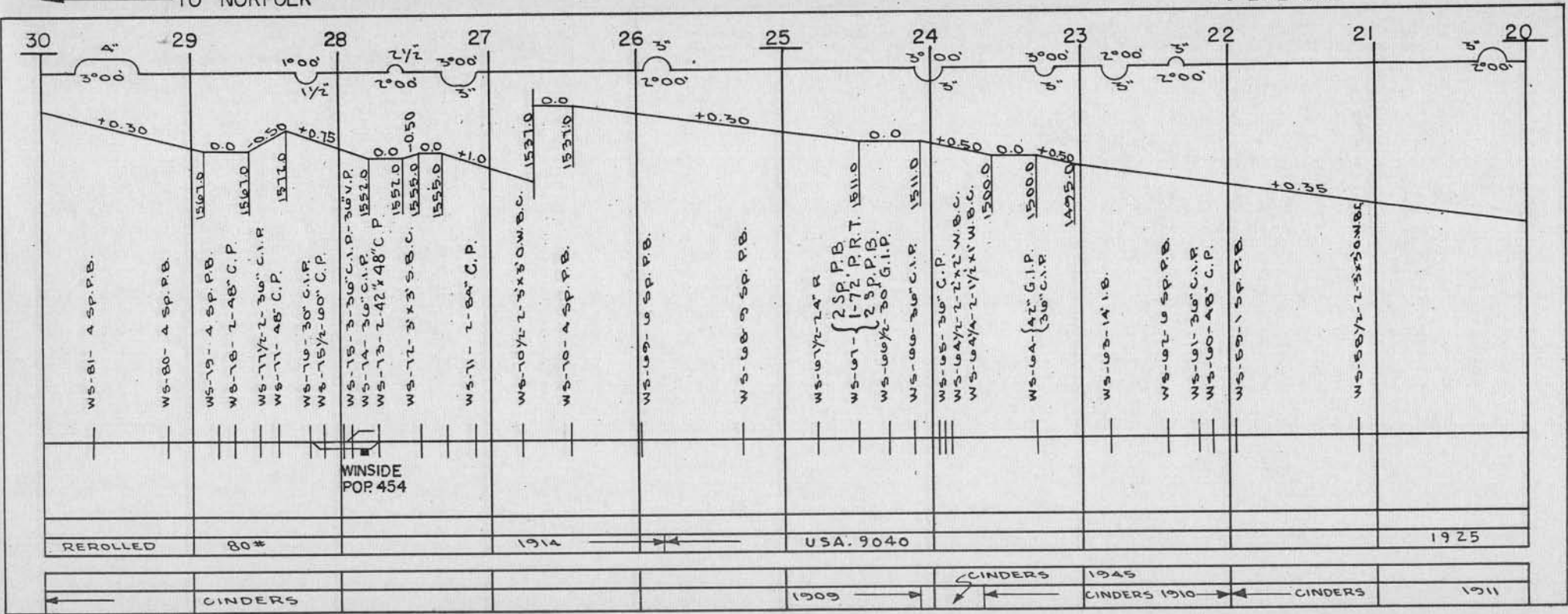
DIRT

SEE PAGE 51
FOR NORFOLK
& VICINITY

NORFOLK
(UNION STATION)
F.W.T.T.Y.
POP. 11,335







WINSIDE
POP. 454

REROLLED

80#

1914

USA. 9040

1925

CINDERS

1909

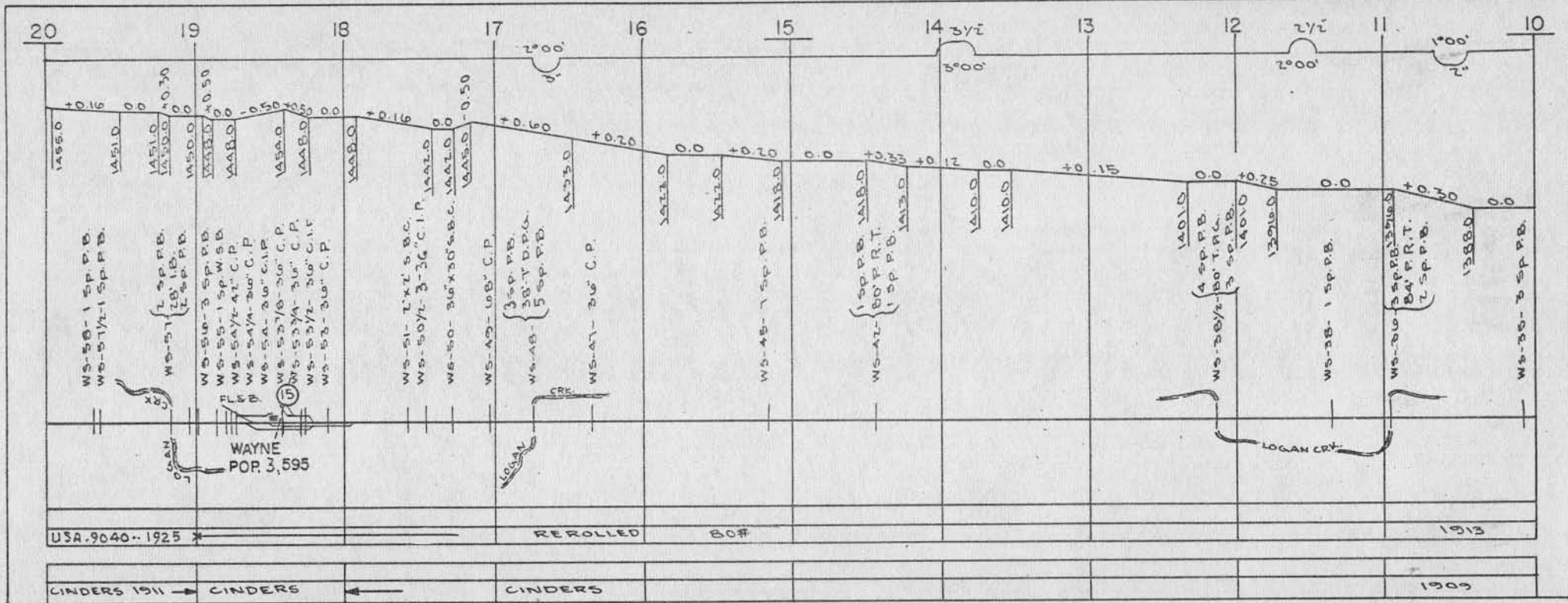
CINDERS

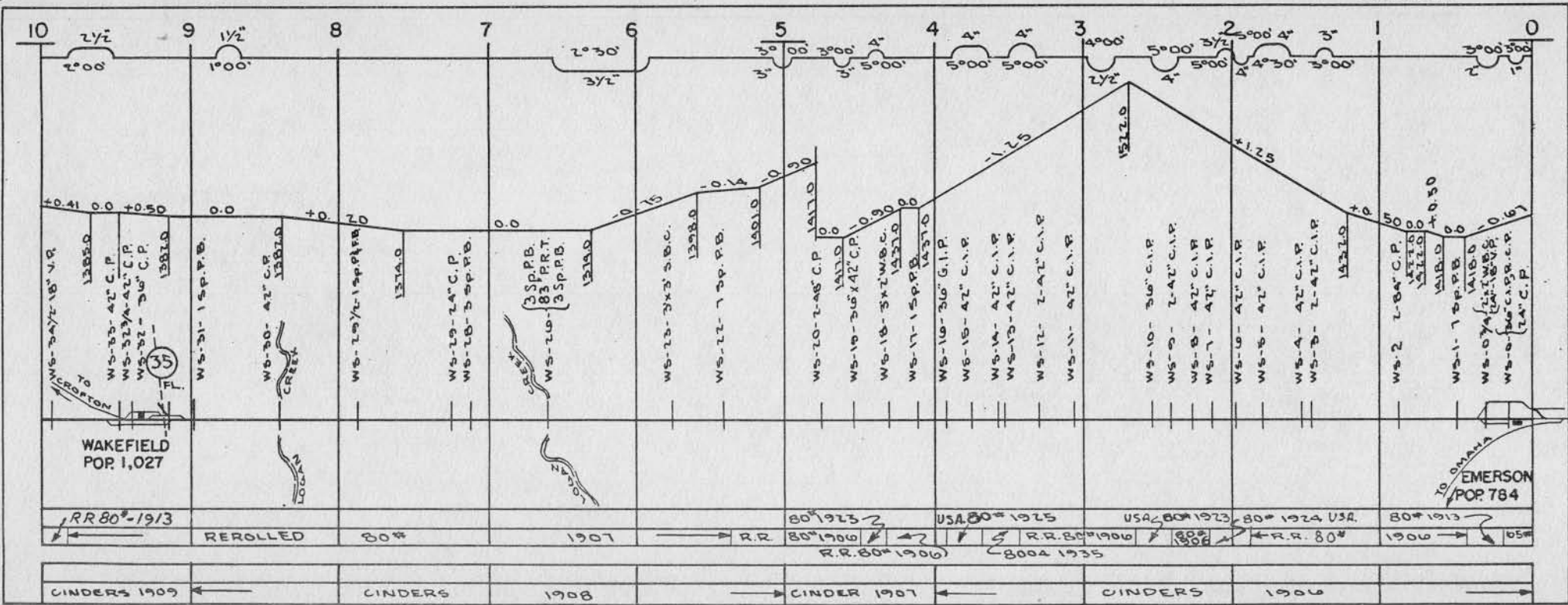
1945

CINDERS 1910

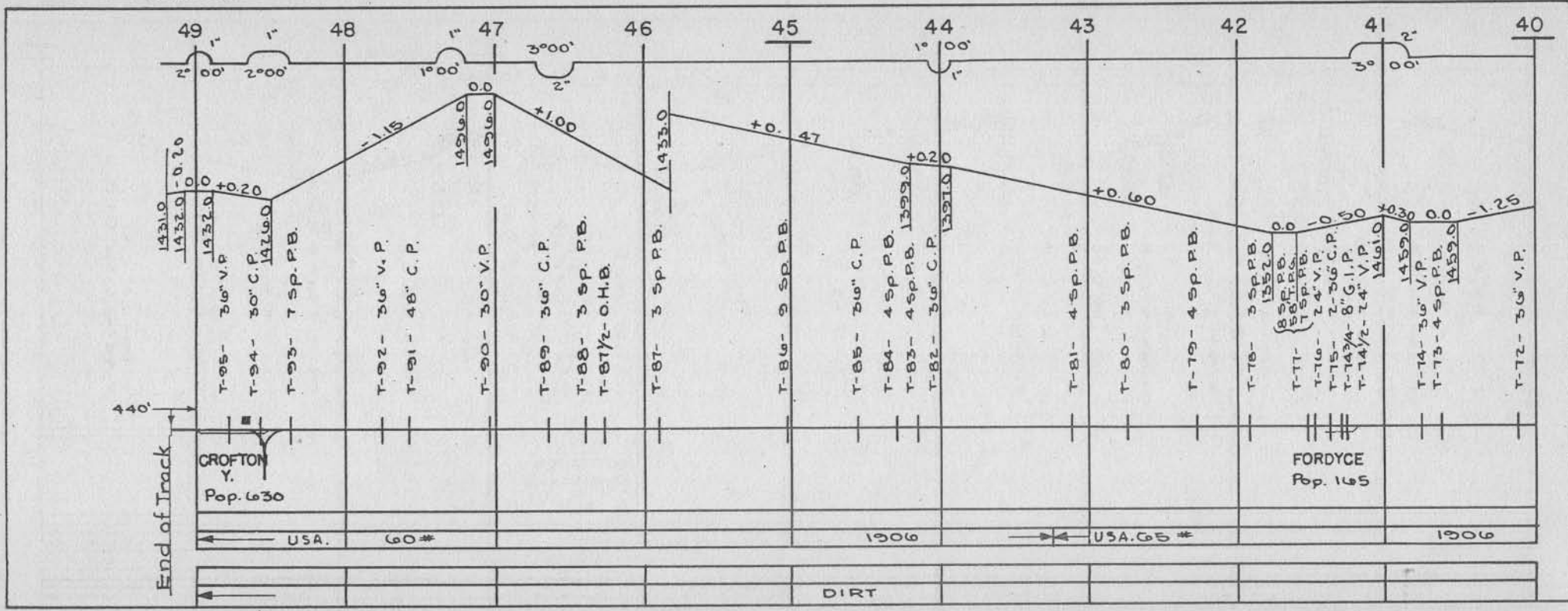
CINDERS

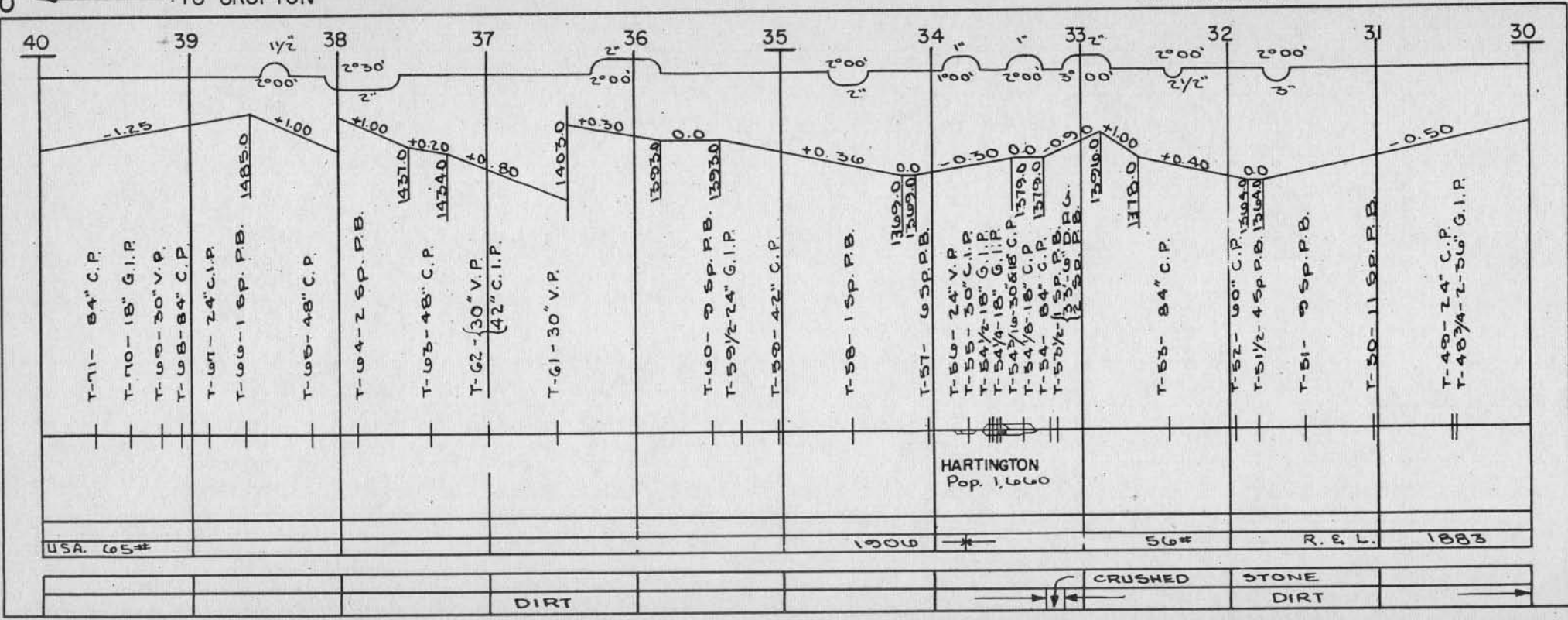
1911





| | | | | | |
|--------------|---------|------|-------------|---------|------|
| CINDERS 1909 | CINDERS | 1908 | CINDER 1907 | CINDERS | 1906 |
|--------------|---------|------|-------------|---------|------|





USA. 65#

1906

56#

R. & L.

1883

DIRT

CRUSHED

STONE

DIRT

HARTINGTON
Pop. 1,660

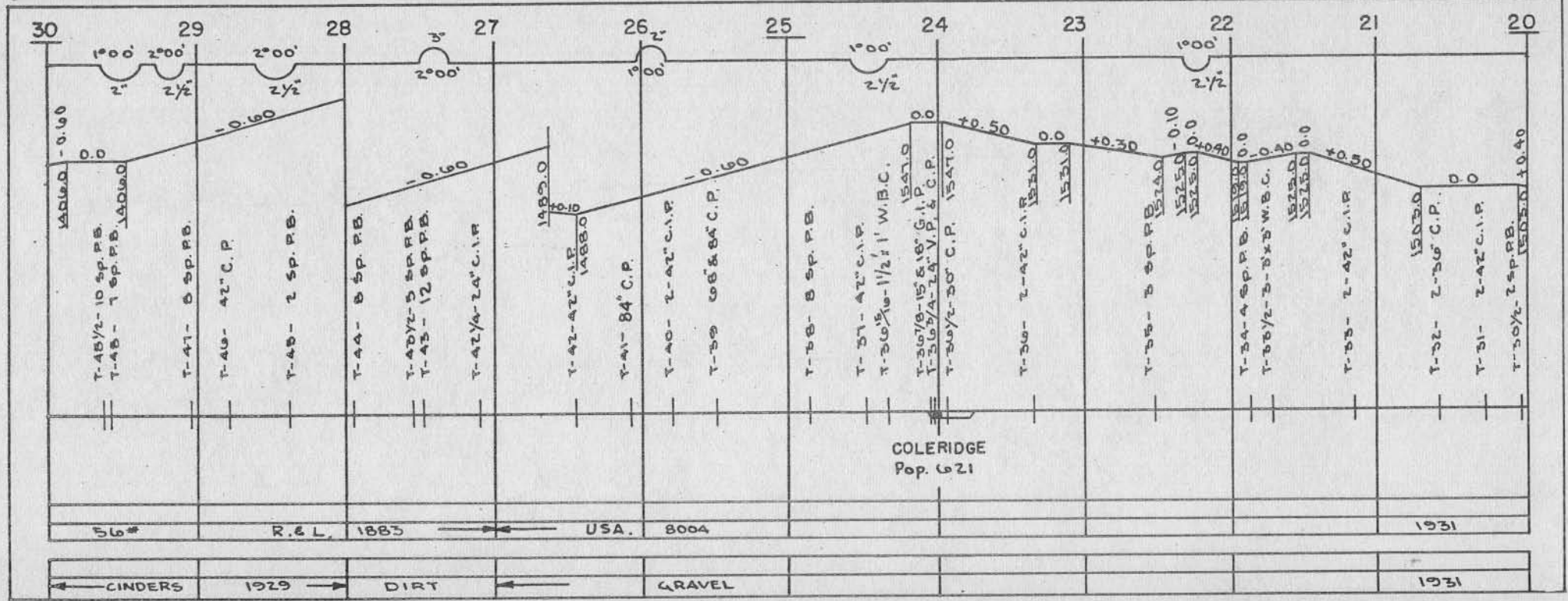
T-71- 84" C.P.
T-70- 18" G.I.P.
T-69- 30" V.P.
T-68- 84" C.P.
T-67- 24" C.I.P.
T-66- 1 5p. P.B. 1485.0
T-65- 48" C.P.

T-64- 2 6p. P.B.
T-63- 48" C.P. 1437.0
T-62- 30" V.P. 1434.0
T-62- 42" C.I.P. 1403.0
T-61- 30" V.P.

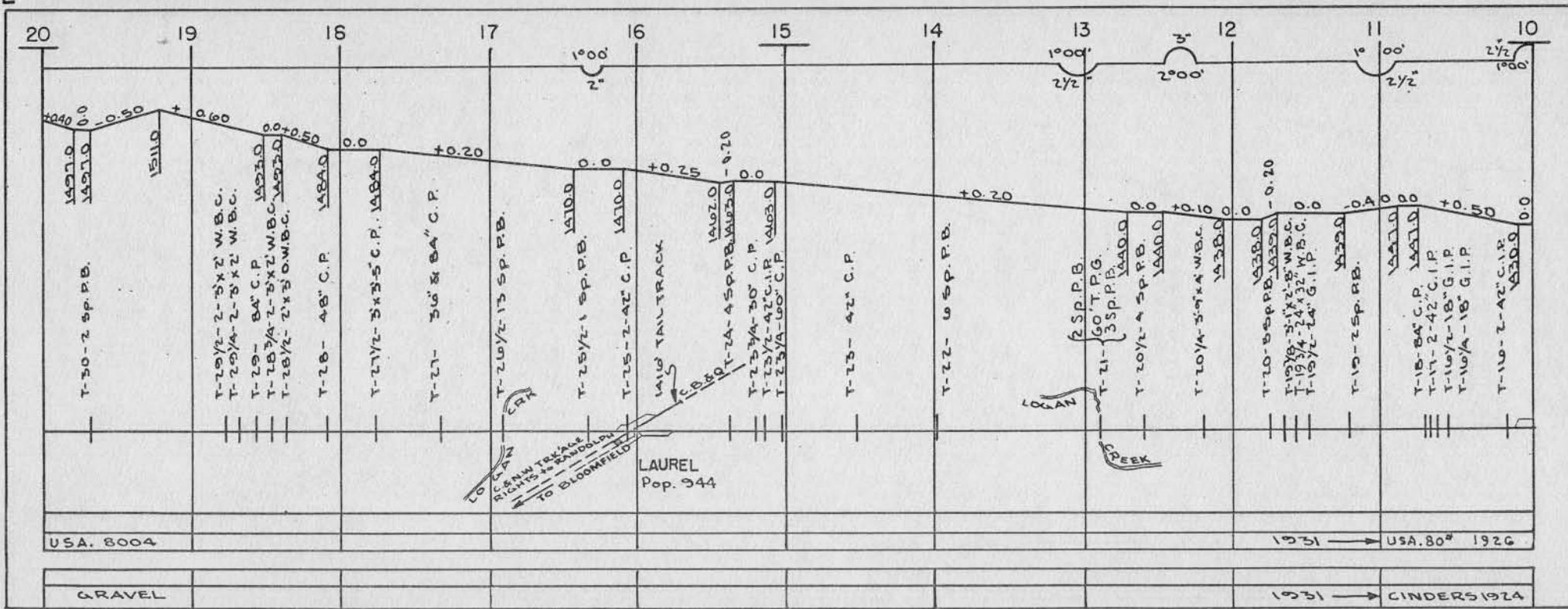
T-60- 3 5p. P.B. 1393.0
T-59 1/2- 24" G.I.P.
T-58- 42" C.P.
T-58- 1 5p. P.B.
T-57- 6 5p. P.B. 1369.0
T-57- 6 5p. P.B. 1369.0

T-56- 24" V.P.
T-55- 30" C.I.P.
T-54 1/2- 18" G.I.P.
T-54 1/4- 18" G.I.P.
T-54 3/16- 30 5/8" C.P. 1379.0
T-54- 8- 18" C.P. 1379.0
T-54- 84" C.P.
T-54 1/2- 1 5p. P.B.
T-54- 2 5p. P.B.

T-53- 84" C.P.
T-52- 60" C.P. 1364.0
T-51 1/2- 4 5p. P.B. 1364.0
T-51- 3 5p. P.B.
T-50- 11 5p. P.B.
T-49- 24" C.P.
T-48 3/4- 2- 3/4" G.I.P.



THIS SHEET LAST REVISED MAR. 1, 1959

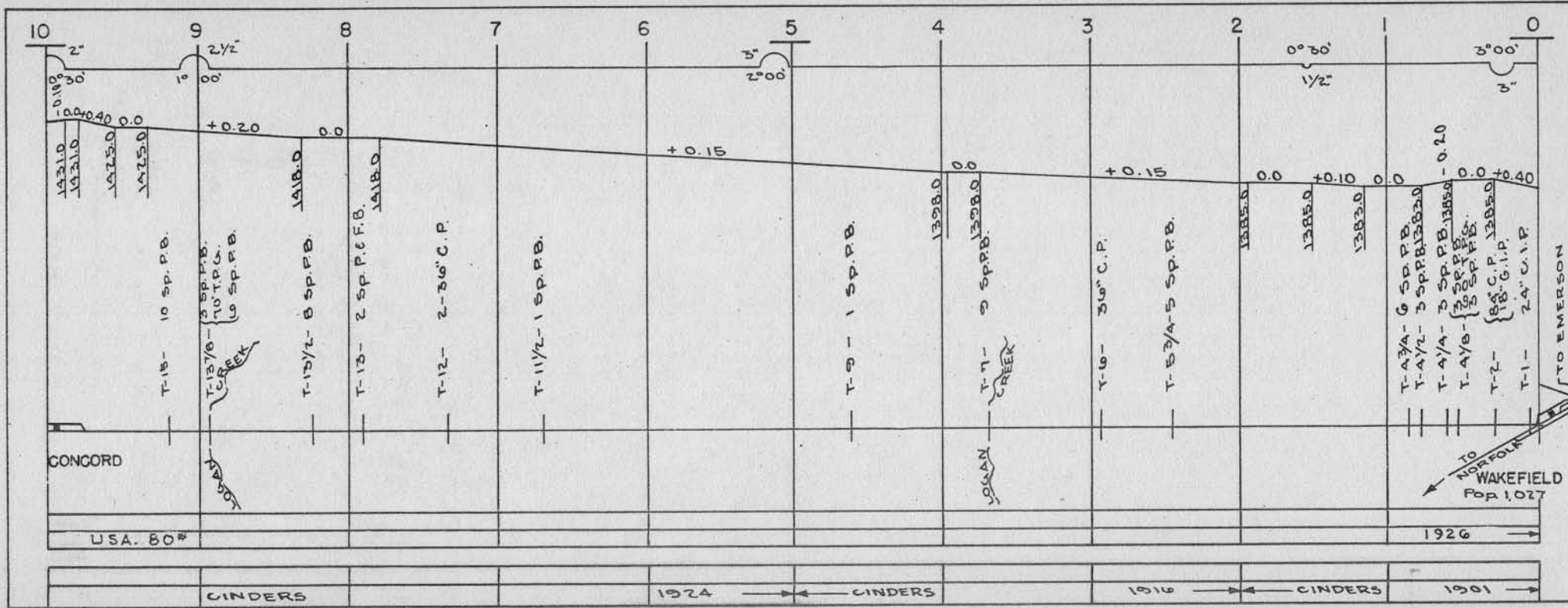


USA. 8004

1931 → USA. 80 1926

GRAVEL

1931 → CINDERS 1924



CONCORD

USA. 80%

CINDERS

1924

CINDERS

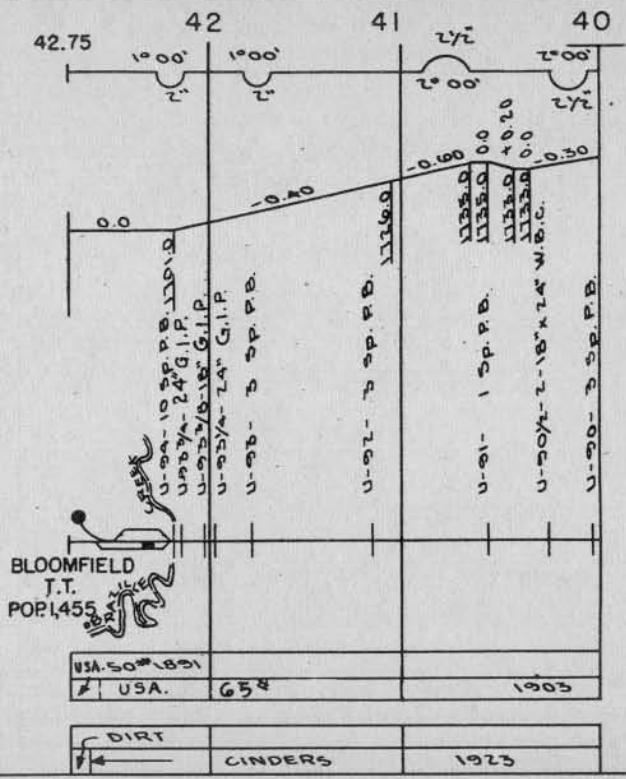
1916

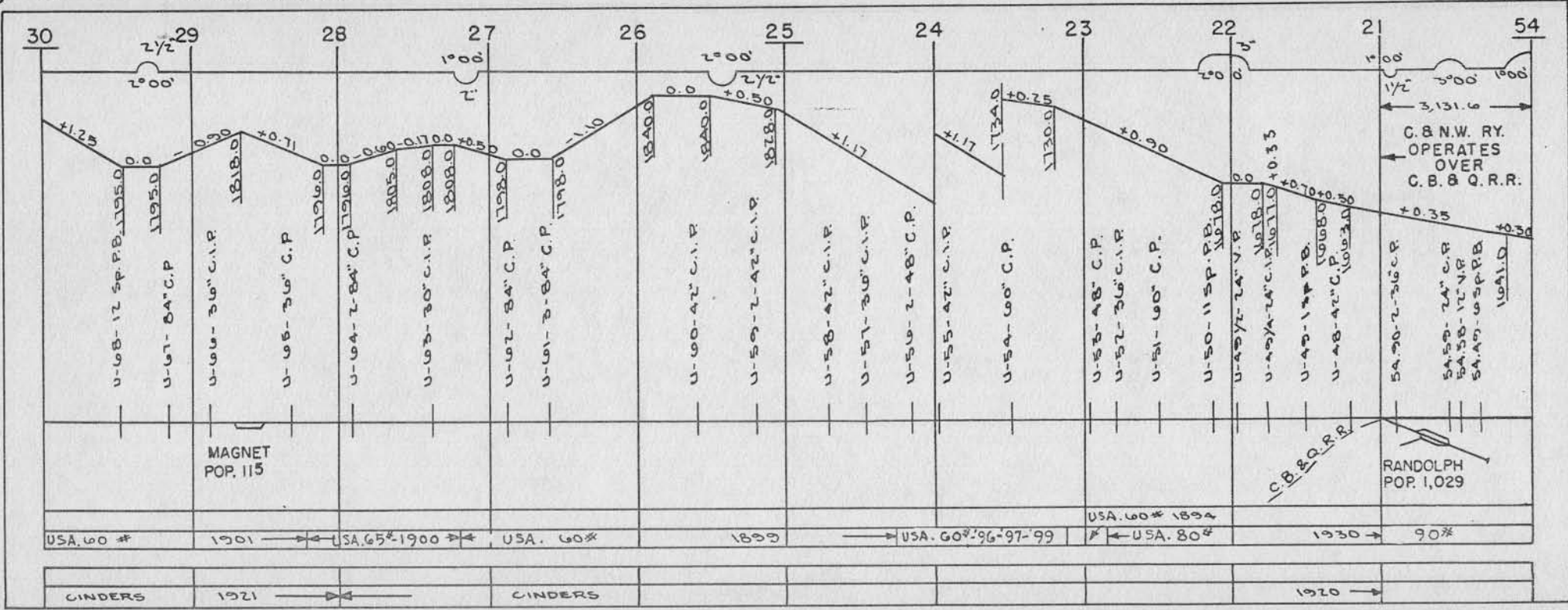
CINDERS

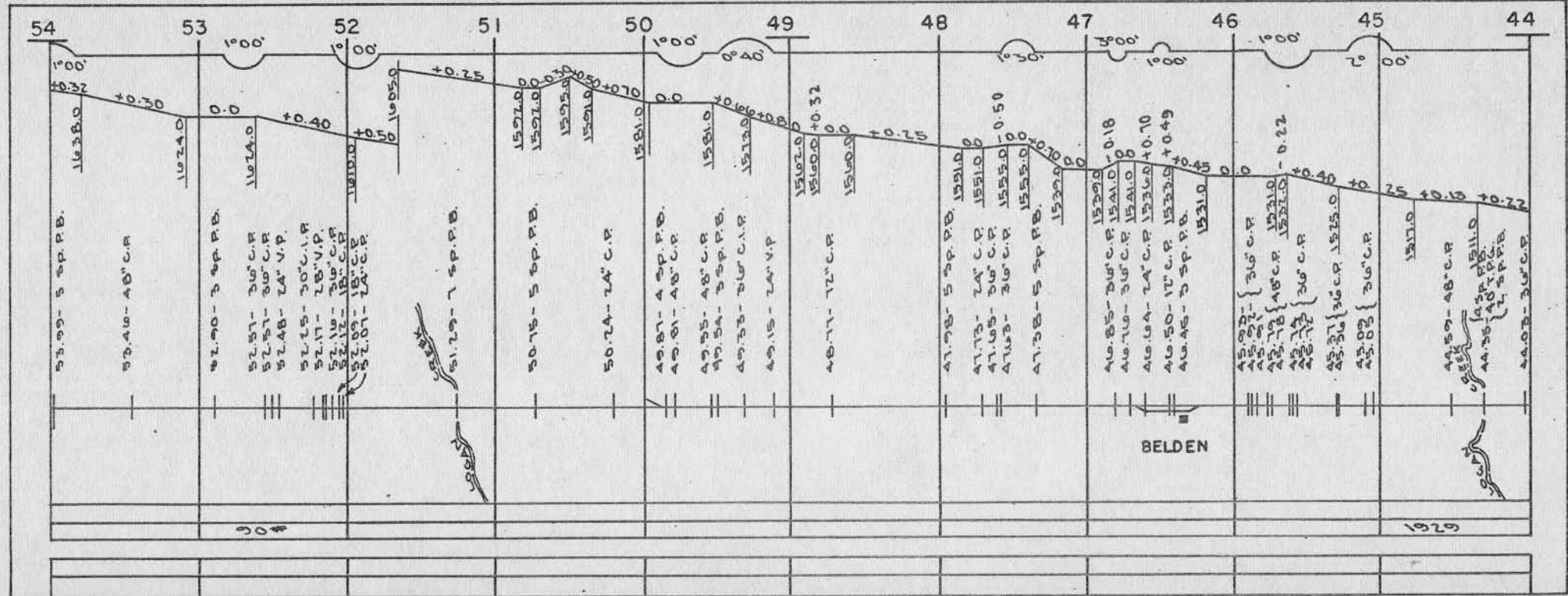
1901

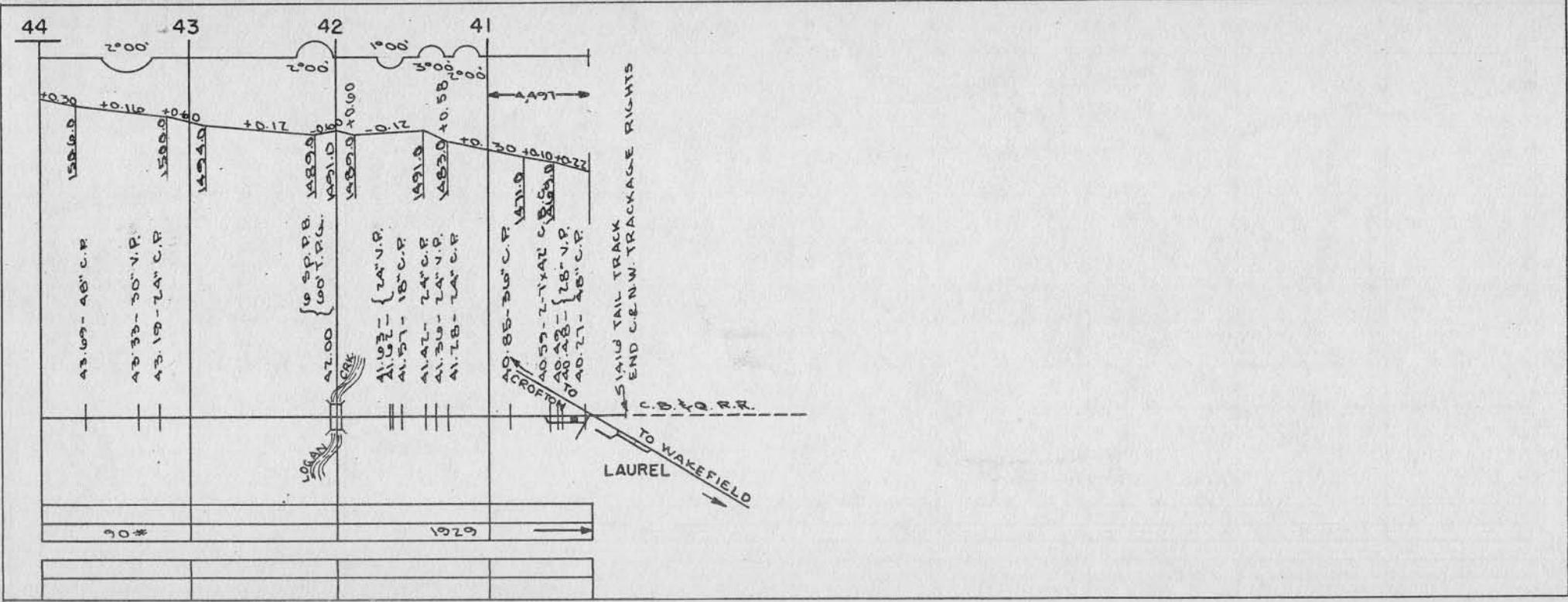
TO NORFOLK
WAKEFIELD
Pop. 1,027

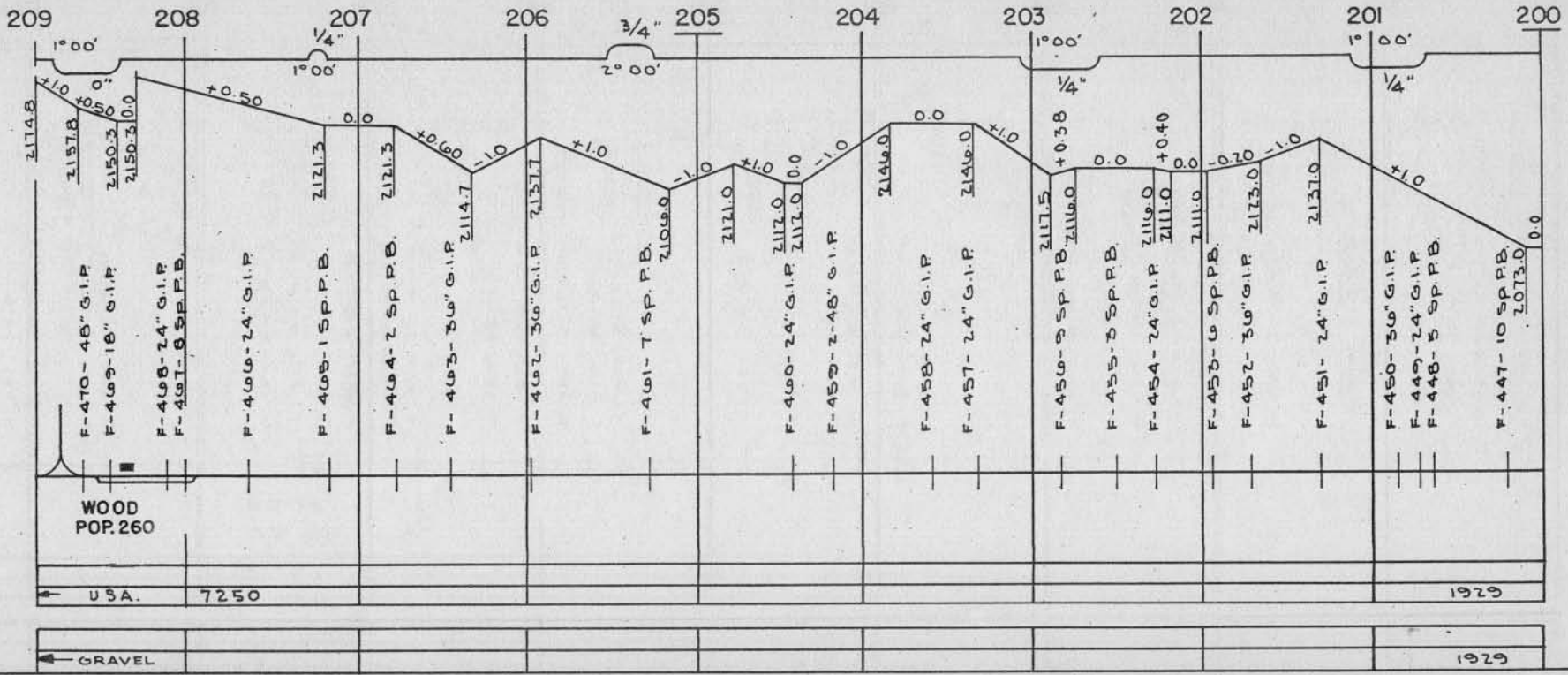
TO EMERSON

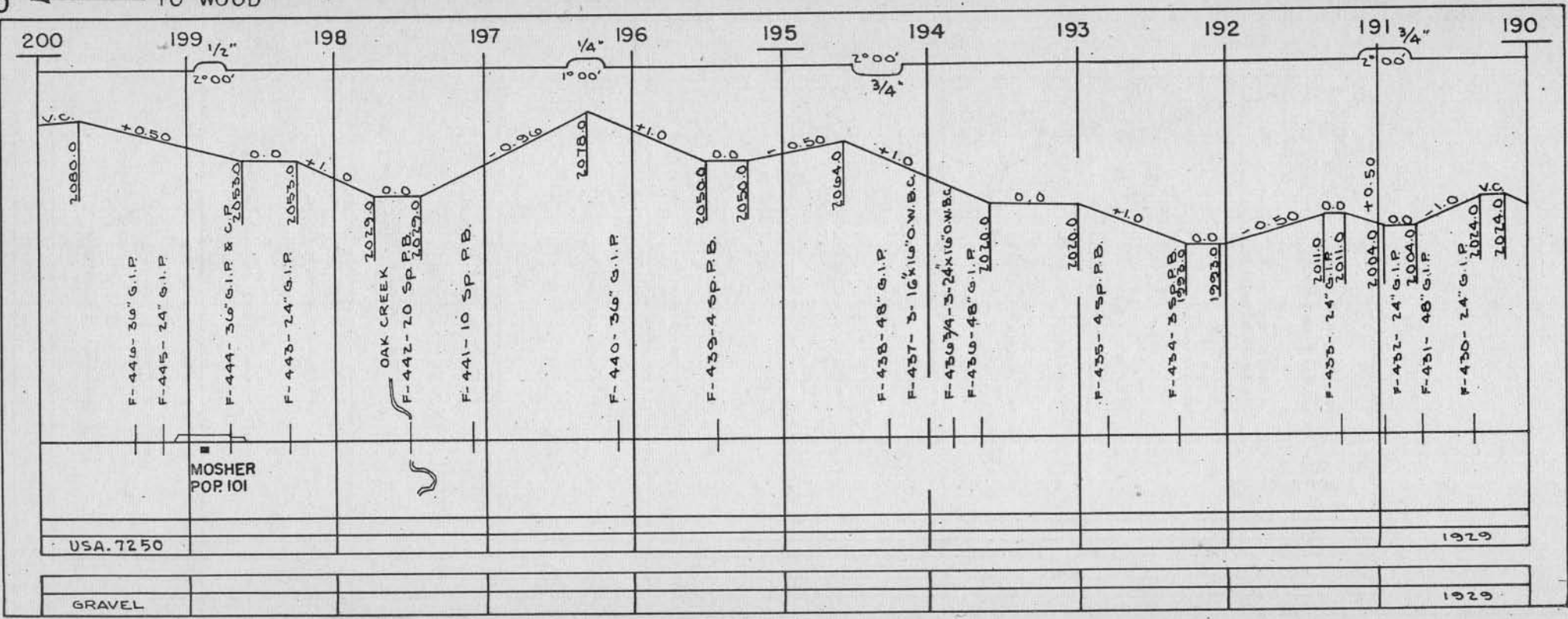






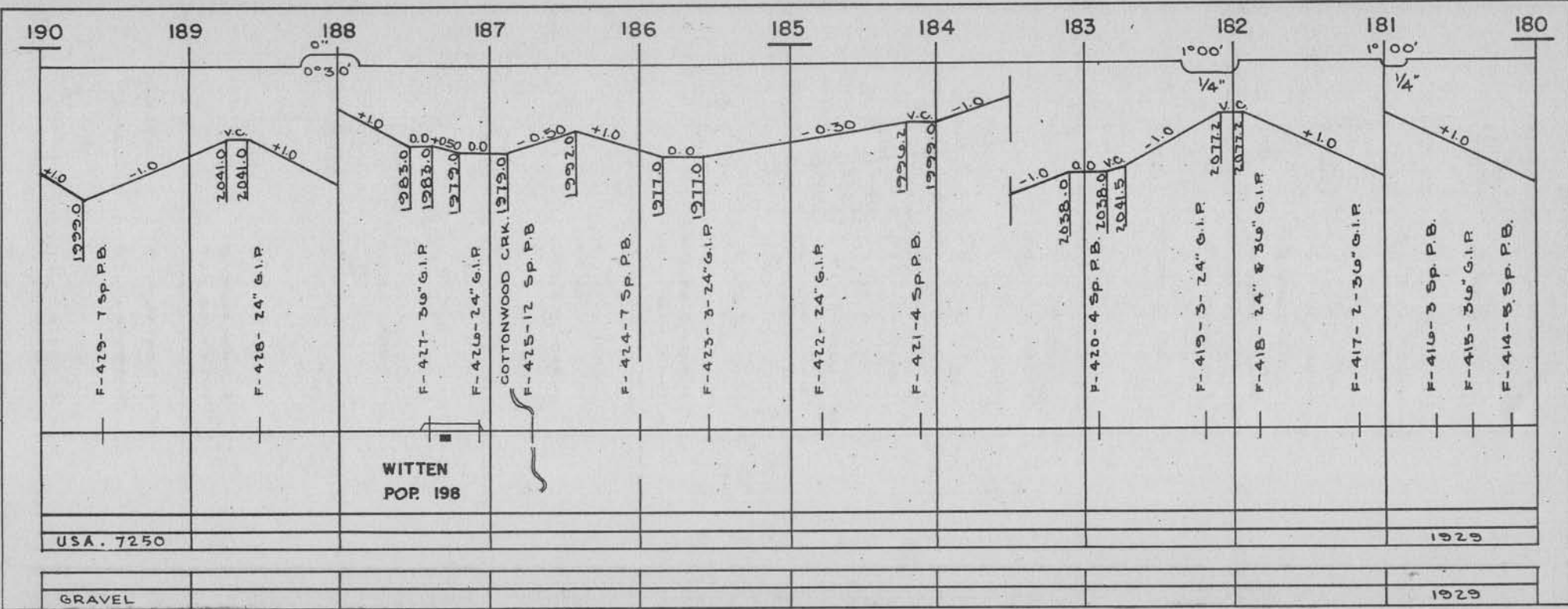






← TO WOOD

TO NORFOLK →



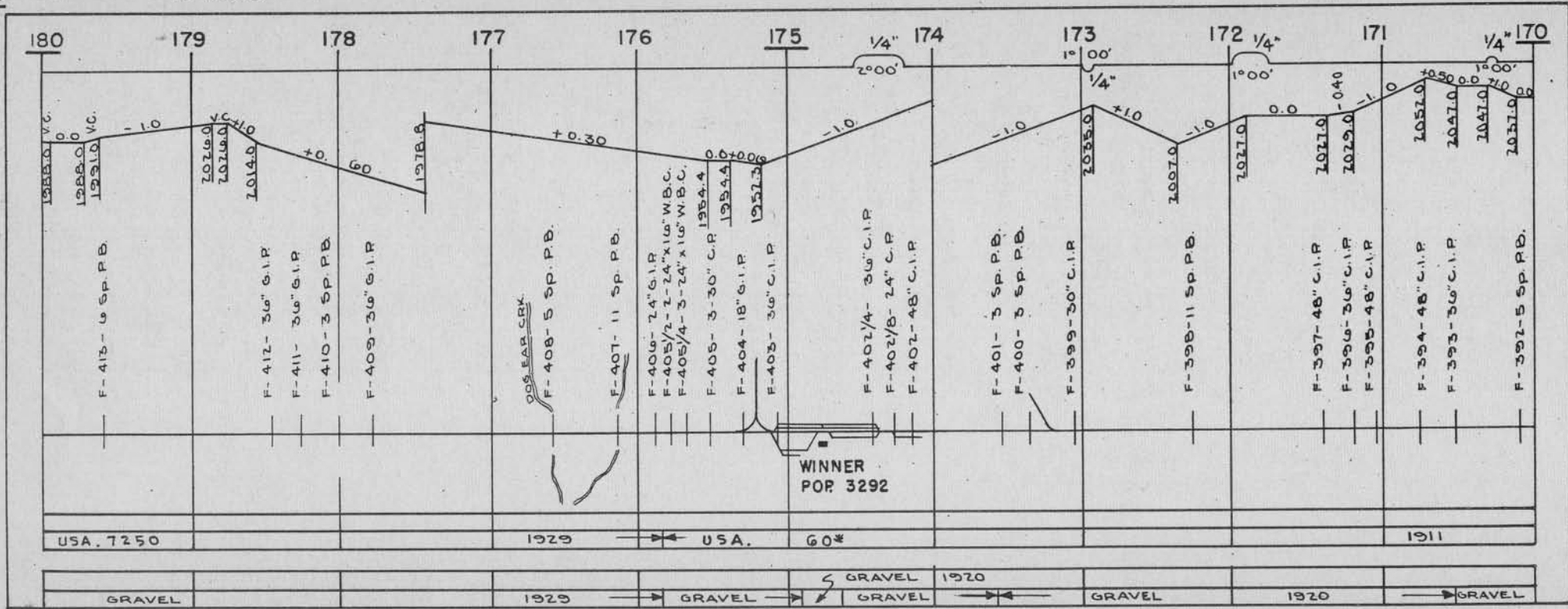
WITTEN
POP. 198

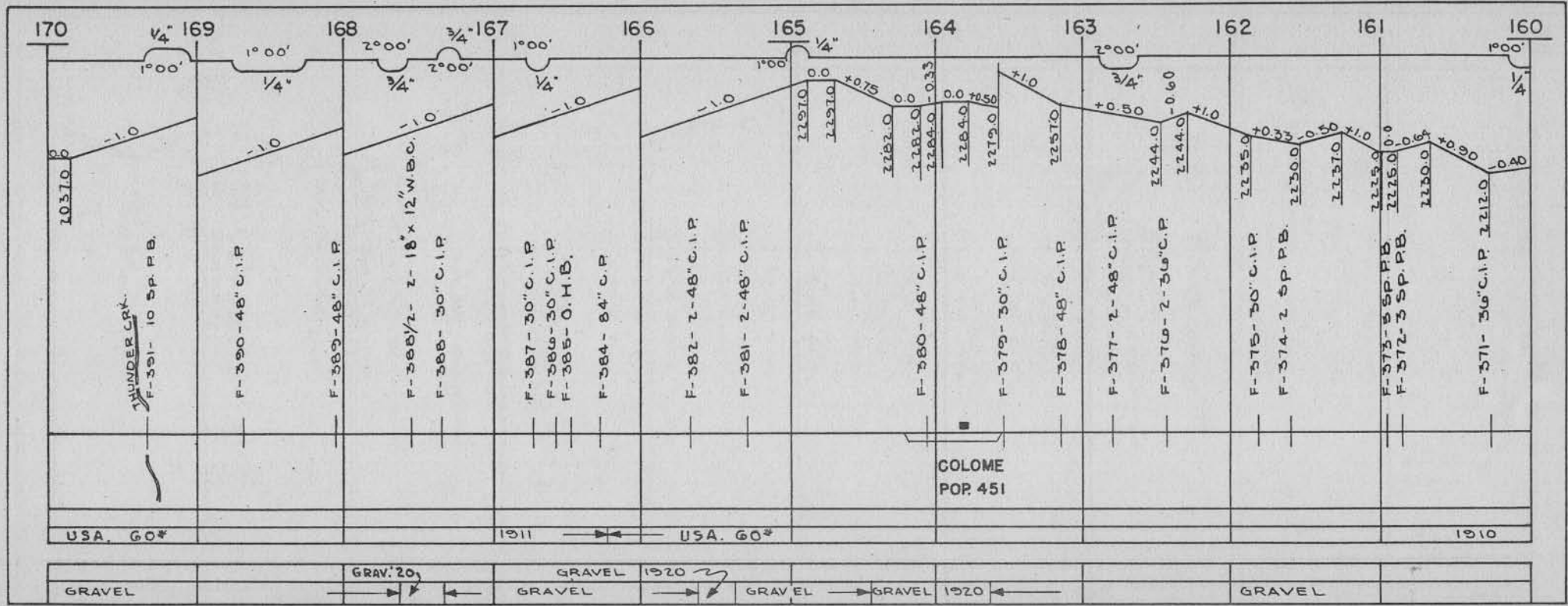
USA. 7250

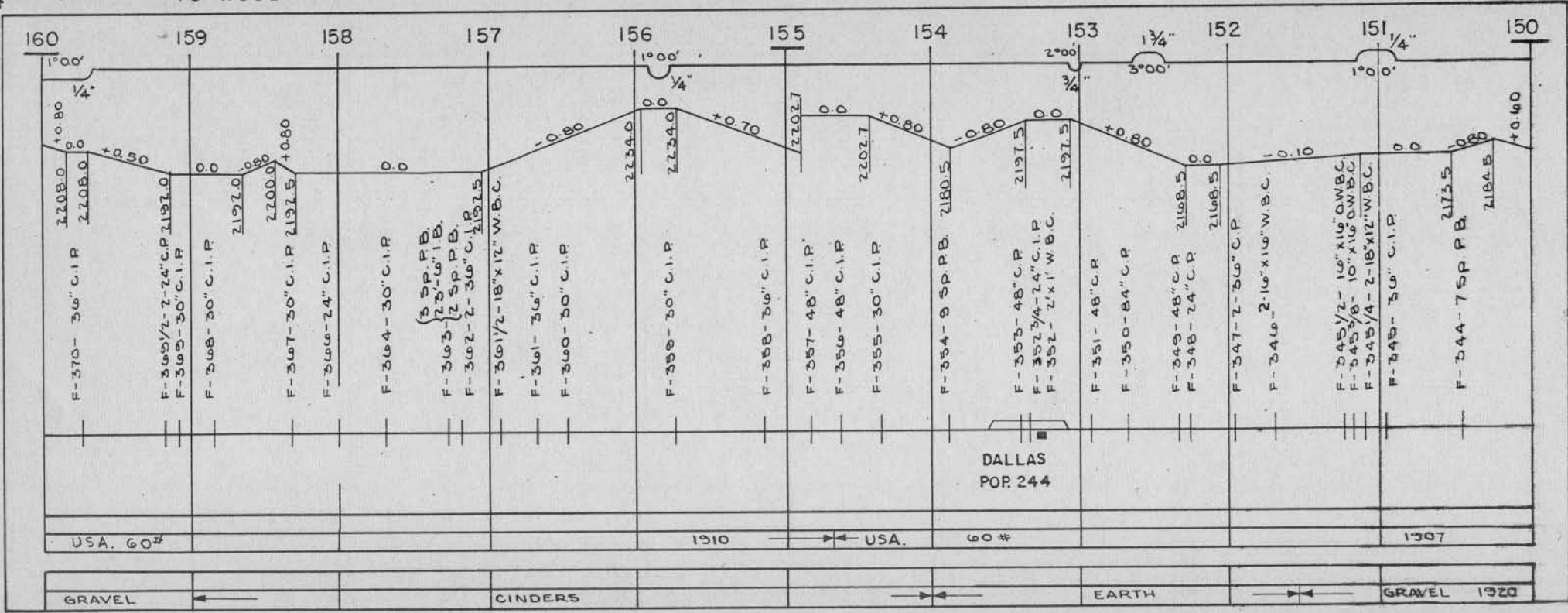
1929

GRAVEL

1929

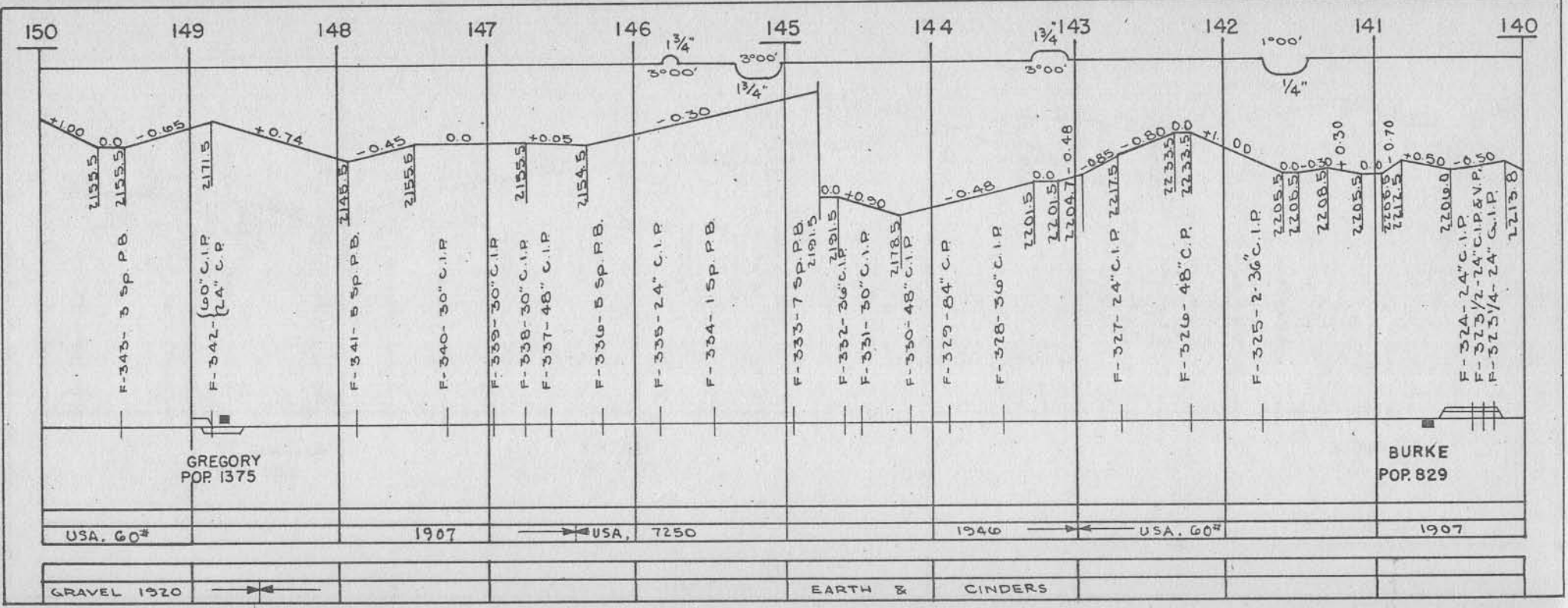






← TO WOOD

TO NORFOLK →



GREGORY
POP. 1375

BURKE
POP. 829

USA, 60"

1907

USA, 7250

1946

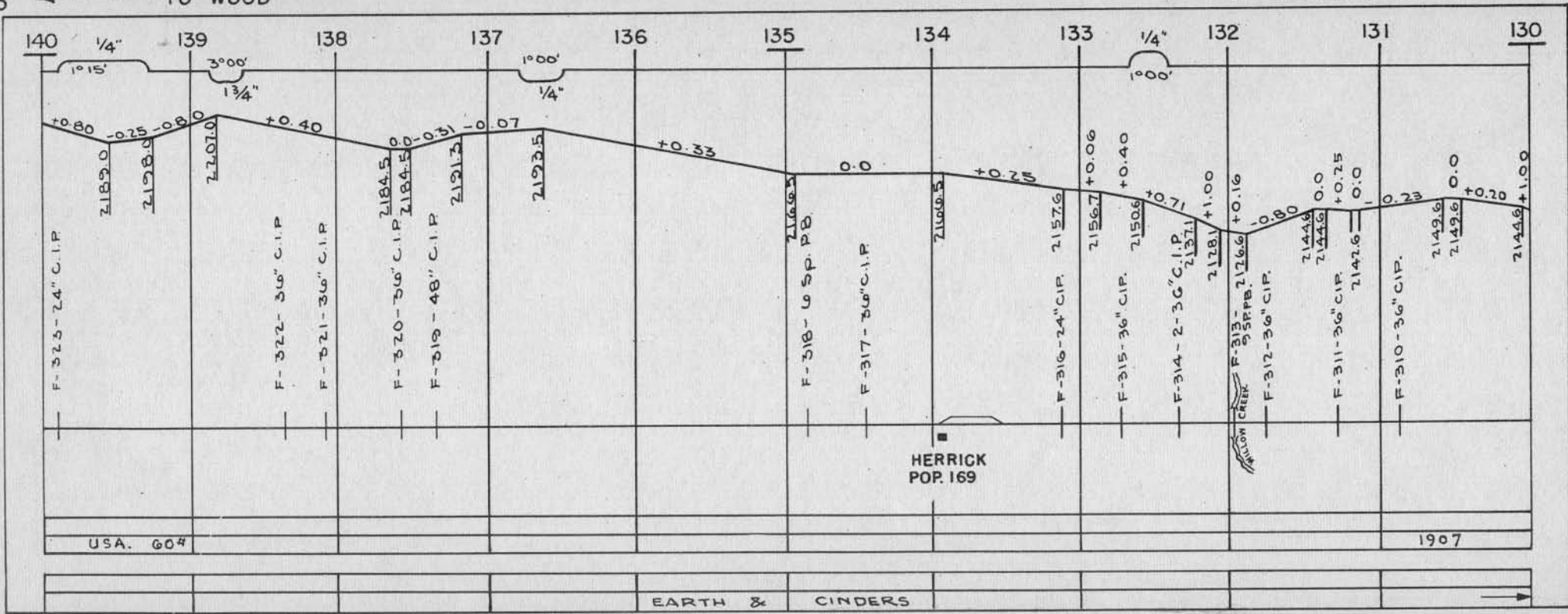
USA, 60"

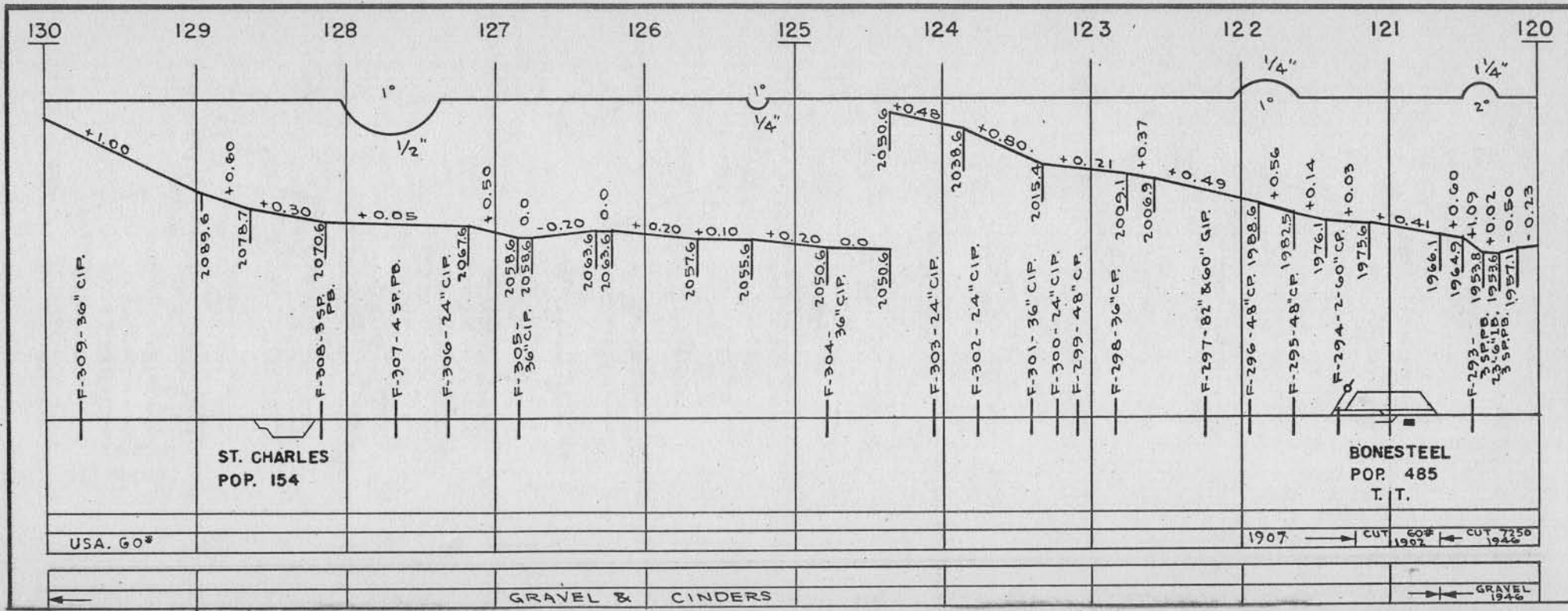
1907

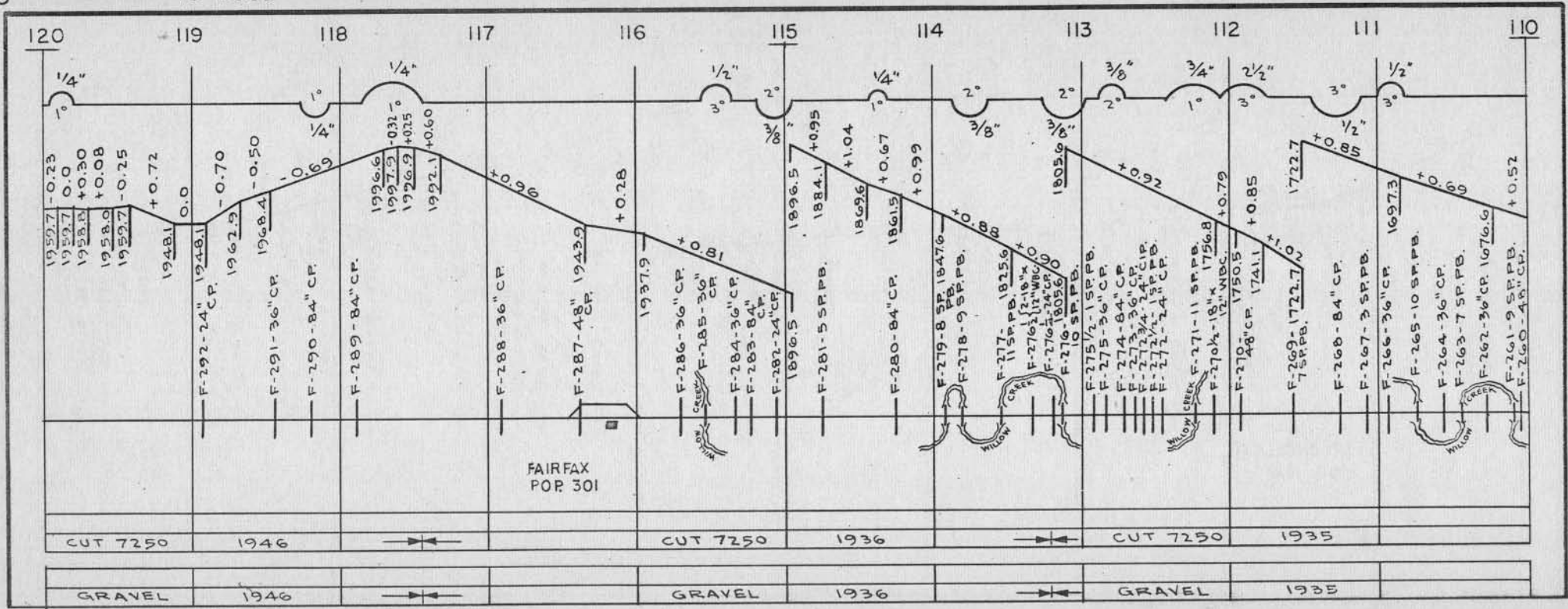
GRAVEL 1920

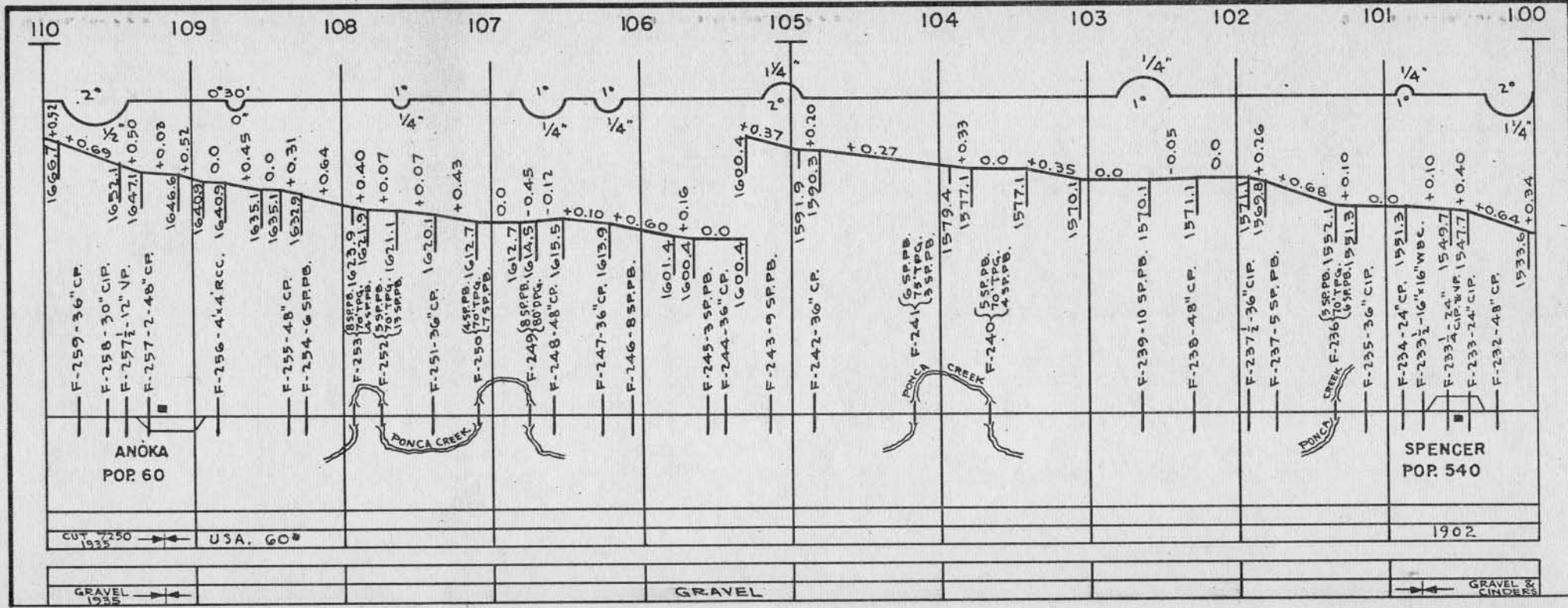
EARTH &

CINDERS









ANOKA
POP. 60

SPENCER
POP. 540

CUT 1935

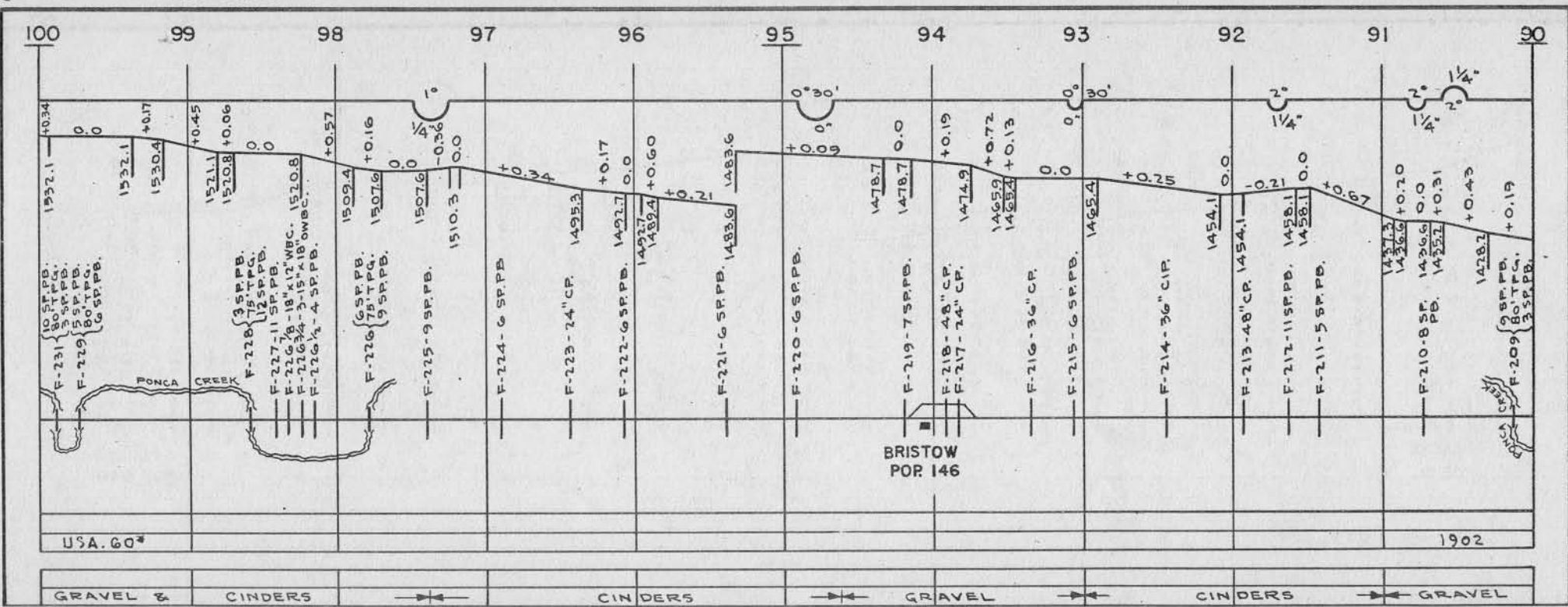
USA. 60*

1902

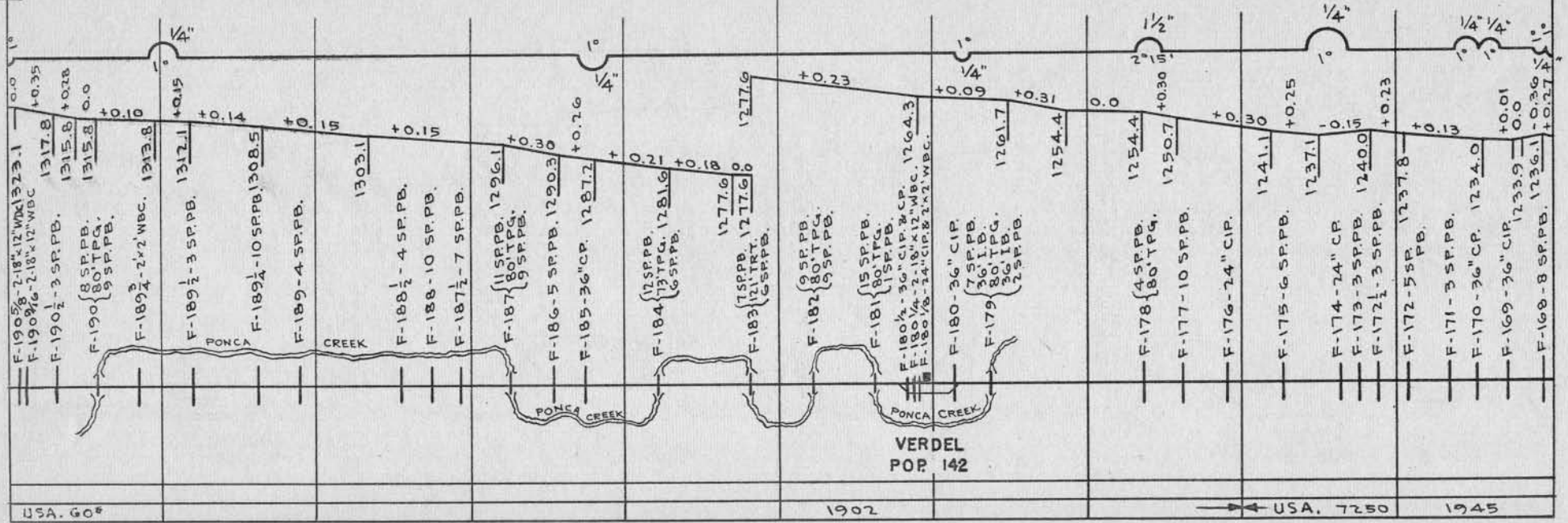
GRAVEL 1935

GRAVEL

GRAVEL & CINDEES

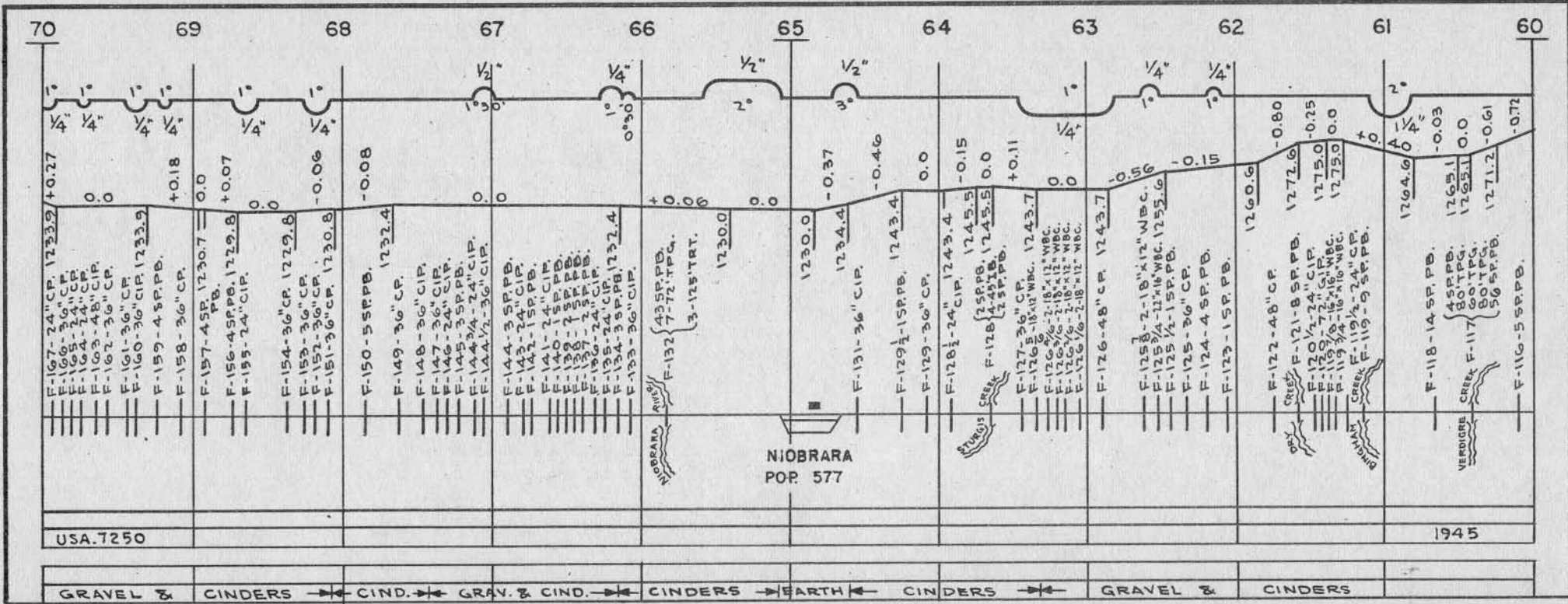


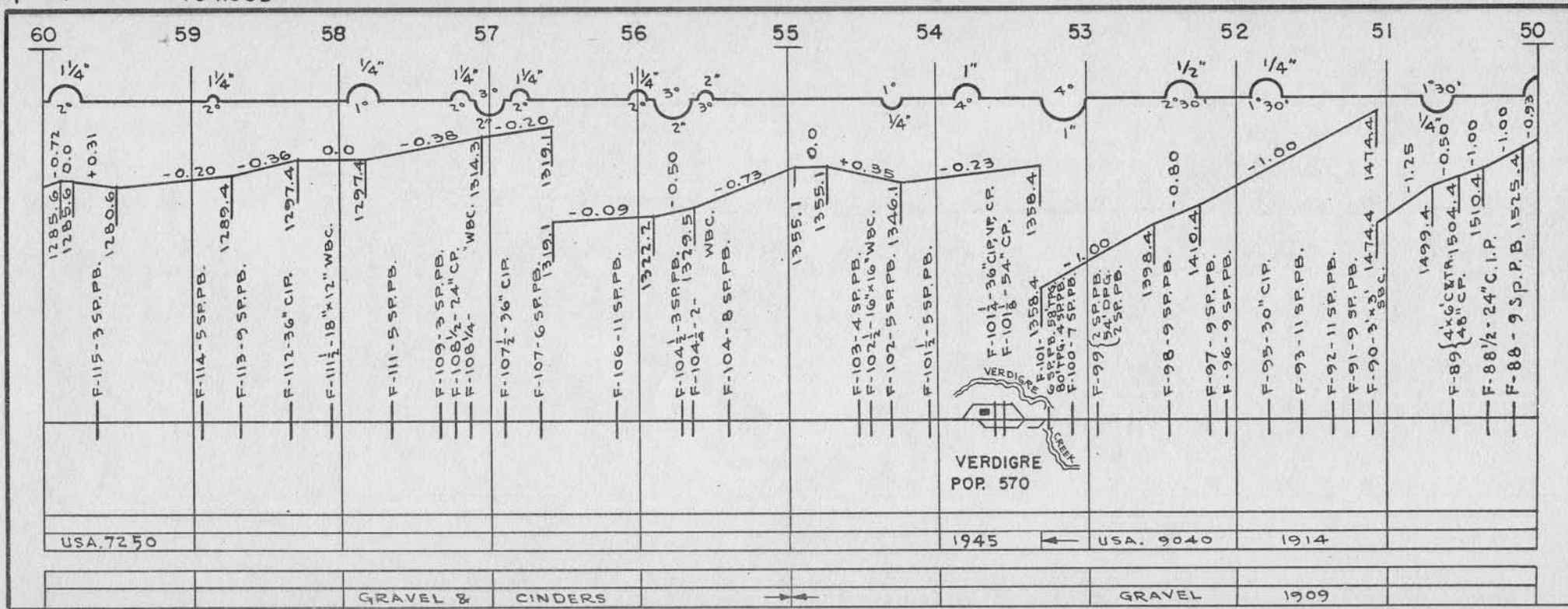
80 79 78 77 76 75 74 73 72 71 70



USA. 60° 1902 USA. 7250 1945

GRAV. & CIND. EARTH CINDERS CINDERS GRAVEL & CINDERS





VERDIGRE
POP. 570

USA. 7250

1945

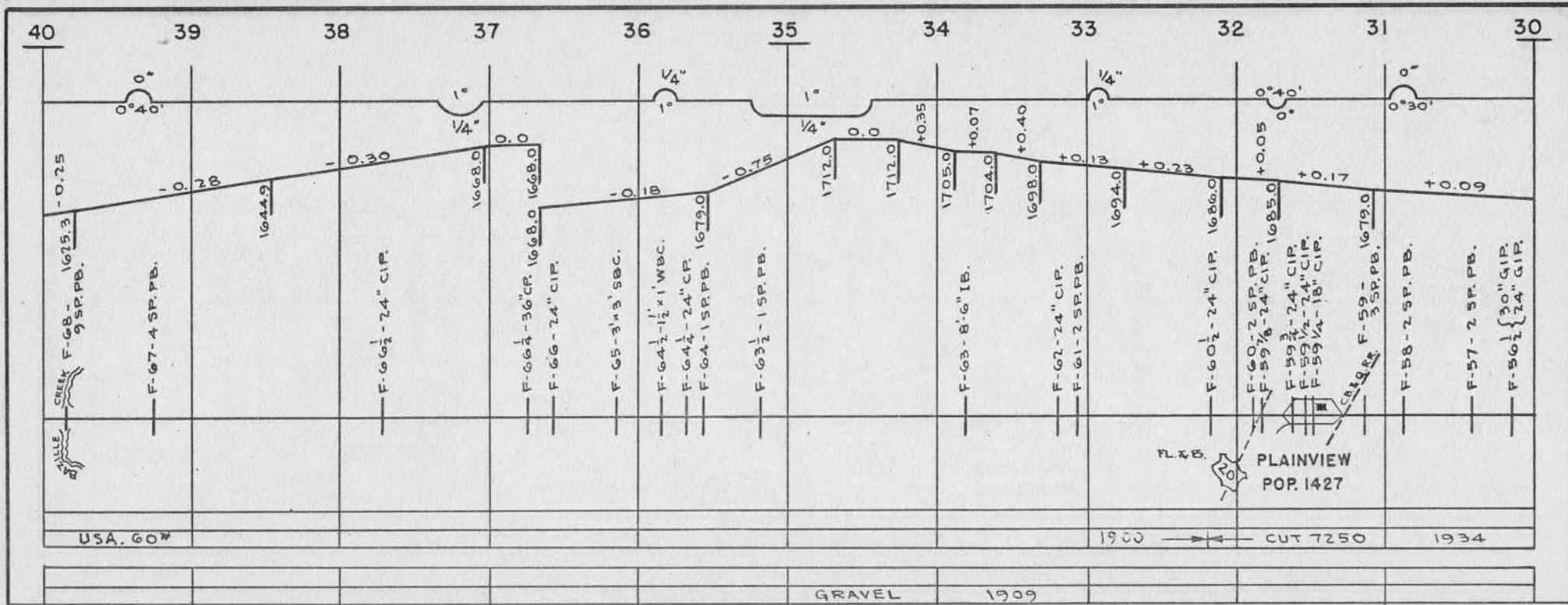
USA. 9040

1914

GRAVEL & CINDERS

GRAVEL

1909



USA. 60'

1900 → CUT 7250 1934

GRAVEL 1909

