

5



MAINTENANCE PROGRAM
AND
TRACK CHART

WESTERN REGION
CHICAGO DIVISION

1982



LINE NAME	BETWEEN	M. P. TO M. P.	CODE	STATE	PAGE
M. L. (BFLO. & CHI.)	ELKHART & "CLARK JCT. "	420.0-501.0	32-3200	IN	1- 10
M. L. (PGH. & CHI.)	ADAMS & VALPARAISO	314.0-423.0	32-3102	IN	11- 22
M. L. (PGH. & CHI.)	VALPARAISO & STATE LINE	423.0-453.3	32-3202	IN	23- 27
M. L. (PGH. & CHI.)	STATE LINE & CHICAGO	453.3-468.6	32-3202	IL	27- 29
M. L. (CINN. & KKK)	AROMA PARK & KANKAKEE	246.3-249.3	32-3112	IL	30- 30
BERNICE SEC. TRK.	BERNICE & ROCK ISLAND CROSSING	287.8-300.1	32-3207	IL	43- 45
BEVERLY JCT. SEC.	ROCK ISLAND CROSSING & BELT CROSSING	300.1-302.3	32-3207	IL	45- 45
CALUMET RIVER LINE SEC	RIVER BRANCH JCT. & HEGEWISCH	0.0- 4.4	32-3235	IL	80- 80
CALUMET WESTERN RY.	CALUMET RIVER SEC. & CRI&PAR	0.0- 3.4	32-3251	IL	75- 75
COLUMBIA CITY IND. TK.	COLUMBIA CITY	55.0- 56.6	32-3132	IN	87- 87
CR&IAR	CHICAGO AREA	0.0- 0.0	32-3297	IL	*
DANVILLE SEC.	SCHNEIDER & STATE LINE	32.9-100.5	32-8431	IN	34- 41
DANVILLE SEC.	STATE LINE & NORTH DANVILLE	100.5-108.2	32-8431	IL	41- 41
DECATUR IND. TRK.	DECATUR	95.8- 97.6	32-6604	IN	77- 77
E&W SEC.	ELKHART & MISHAWAKA	0.0- 13.5	32-3234	IN	83- 84
EAST BRADLEY BR.	KKK & BRADLEY	0.0- 1.5	32-3124	IL	85- 85
ENGLEWOOD CN. LINE SEC.	59TH ST. YD. & EC	0.0- 2.3	32-3236	IL	72- 72
FIFTY NINTH ST. YD.	BELT CROSSING & 49TH ST.	302.3-305.6	32-3207	IL	45- 45
FT. WAYNE SEC.	DECATUR & ADAMS	70.4- 86.6	32-3135	IN	81- 82
FOURTH STREET IND. TRK.	FT WAYNE	-1.7- 3.5	32-3136	IN	96- 96
FOWLER SEC.	TEMPLETON & SHEFF	192.6-211.2	32-8312	IN	93- 95
GR&I SEC.	FT. WAYNE & KENDALLVILLE	93.3-119.0	32-3138	IN	88- 90
HAMMOND BR.	S. C. & S. BRANCH & IHB CONN.	0.0- 0.9	32-3254	IL	47- 47
HARTSDALE BR.	GRIFFITH & STATE LINE	10.5- 15.6	32-3233	IN	70- 70
HARTSDALE BR.	STATE LINE & MATTESON	15.6- 22.0	32-3233	IL	70- 71
IVANHOE BR.	PORTER & IVANHOE	240.4-259.4	32-3232	IN	68- 69
KALAMAZOO BR.	ELKHART YD. (BC) & E. OF ELKHART	0.0- 1.9	32-3221	IN	91- 91
KANKAKEE SEC. TK.	OSBORN & SCHNEIDER	6.3- 32.9	32-8431	IN	31- 34
KANKAKEE SEC. TK.	SCHNEIDER & STATE LINE	78.8- 82.7	32-3123	IN	56- 57
KANKAKEE SEC. TK.	STATE LINE & HOWE	82.7-188.3	32-3123	IL	57- 67
LOGANSPOUT SEC.	CROWN POINT & SCHERERVILLE	273.0-280.0	32-3107	IN	42- 42
LOGANSPOUT SEC.	SCHERERVILLE & HARTSDALE	280.0-281.7	32-3207	IN	43- 43
M. C. CONN. BR.	MAIN LINE & SO. BEND	0.0- 2.0	32-3252	IN	76- 76
NIPSCO BR.	SOUTH BEND & OLIVERS	0.5- 2.7	32-3223	IN	48- 48
NIPSCO BR.	OLIVERS & SCHNEIDER	2.7- 78.8	32-3123	IN	49- 56
PLYMOUTH IND. TK.	PLYMOUTH	159.1-160.9	32-3131	IN	92- 92
PLYMOUTH SEC.	SO. BEND	179.0-182.3	32-3224	IN	79- 79



LINE NAME	BETWEEN	M. P. TO M. P.	CODE	STATE	PAGE
R OF W NO. 3	E. CHICAGO, ILL.	0.0- 1.6	32-3255	IN	78- 78
SC&S BR.	HARTSDALE & STATE LINE	281.7-286.2	32-3207	IN	43- 43
SC&S BR.	STATE LINE & BERNICE	286.2-287.8	32-3207	IN	43- 43
SC&S BR.	COLEHOUR JCT. & BERNICE	0.0- 9.3	32-3246	IL	74- 74
SHELDON SEC.	SHEFF & STATE LINE	211.2-216.3	32-8312	IN	95- 95
SHELDON SEC.	STATE LINE & SHELDON	216.3-219.4	32-8312	IL	95- 95
SS&S CONN. TK.	SOUTH BEND, IND. (S. S. & S. JCT.)	0.0- 2.6	32-3237	IN	73- 73
WEST BRADLEY BR.	KKK & BRADLEY	0.0- 1.1	32-3125	IL	86- 86
WESTERN AVENUE SEC.	49TH ST. & CHICAGO	305.6-314.1	32-3207	IL	45- 46
WHITING IND. TK.	"CP451" & RILEY RD. YRD.	449.8-451.5	32-3202	IN	25- 27





PROGRAM LEGEND
DATE OF WORK PRECEDES CODE (IF KNOWN)

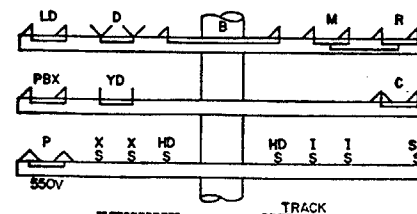
CONDITIONS	CODES
GRINDING (NO. OF PASSES)	
SURFACING	TYPE OF MACHINE USED
	E = Electromatic T = Tamper
	P = Plasser
TIES	YEAR INSTALLED ONLY FOR MAJOR REHABILITATION
	ST = Safety tie installations of less than 400 ties/mile
UNDERCUTTING	TYPE OF MACHINE USED
	PD = Plow (Bulldozer) UK = Undercut (Kershaw)
	PL = Plow (Loram) UP = Undercut (Plasser)
RAIL	TYPE AND CONDITION
	C = Cropped HT = Heat Treated
	F = Fit
	/// = Continuous Welded Rail (Butt welded rails 79 feet or longer where laid in succession)

NOTE: On rail weights of over 100 lbs., the number 1 is dropped.
Example: 140 lbs would be written 40. The rail weight will precede the year rail was laid.

BALLAST	TYPE OF MACHINE USED
CLEANING	L = Loram S = Speno
TONNAGE	(MGT) in Million Gross Tons (Prior Year)
TIMETABLE	
SPEED	Passenger/Fast Freight/Freight
TEMP SLOW	
ORDER SPEED	Passenger/Fast Freight/Freight

CHART LEGEND

INTERLKG TOWER	INT
TUNNEL	
BRIDGE (OH&UG)	
SIG BRIDGE	
RR XING (GRADE)	
PUB RD XING (GRADE)	
PUB RD XING (GRD) (W/FLSH)	
PUB RD XING (GRD) (FLSH & GATES)	
PRIVATE RD XING	
AUTOMATIC SIGNAL	
CURVE LUBRICATOR	
DRAGGING EQUIP DET	
HOT BX DET (PT DIR TRAFF)	
STATE LINE	
TIMETABLE MP	
VALUATION MP	



- NO. 9 COPPER WIRE
- NO. 8 COPPER WIRE
- NO. 8 WEATHER PROOF COPPERWELD
- NO. 8 IRON
- NO. 6 WEATHER PROOF COPPER
- NO. 10 WEATHER PROOF COPPERWELD

KEY TO PIN SYMBOLS

- DISPATCHER
- RADIO
- CARRIER
- POWER
- EXT.
- INDICATION
- SPARE
- BLOCK
- MESSAGE
- CODE
- YARD
- CROSSING
- DISTANT

KEY TO LINE CIRCUITS

DECIMAL-FRACTION CONVERSION TABLE

0.5 = 1/2 in.	1.5 = 1 1/2 in.	2.5 = 2 1/2 in.	3.5 = 3 1/2 in.
1.0 = 1 in.	2.0 = 2 in.	3.0 = 3 in.	4.0 = 4 in.

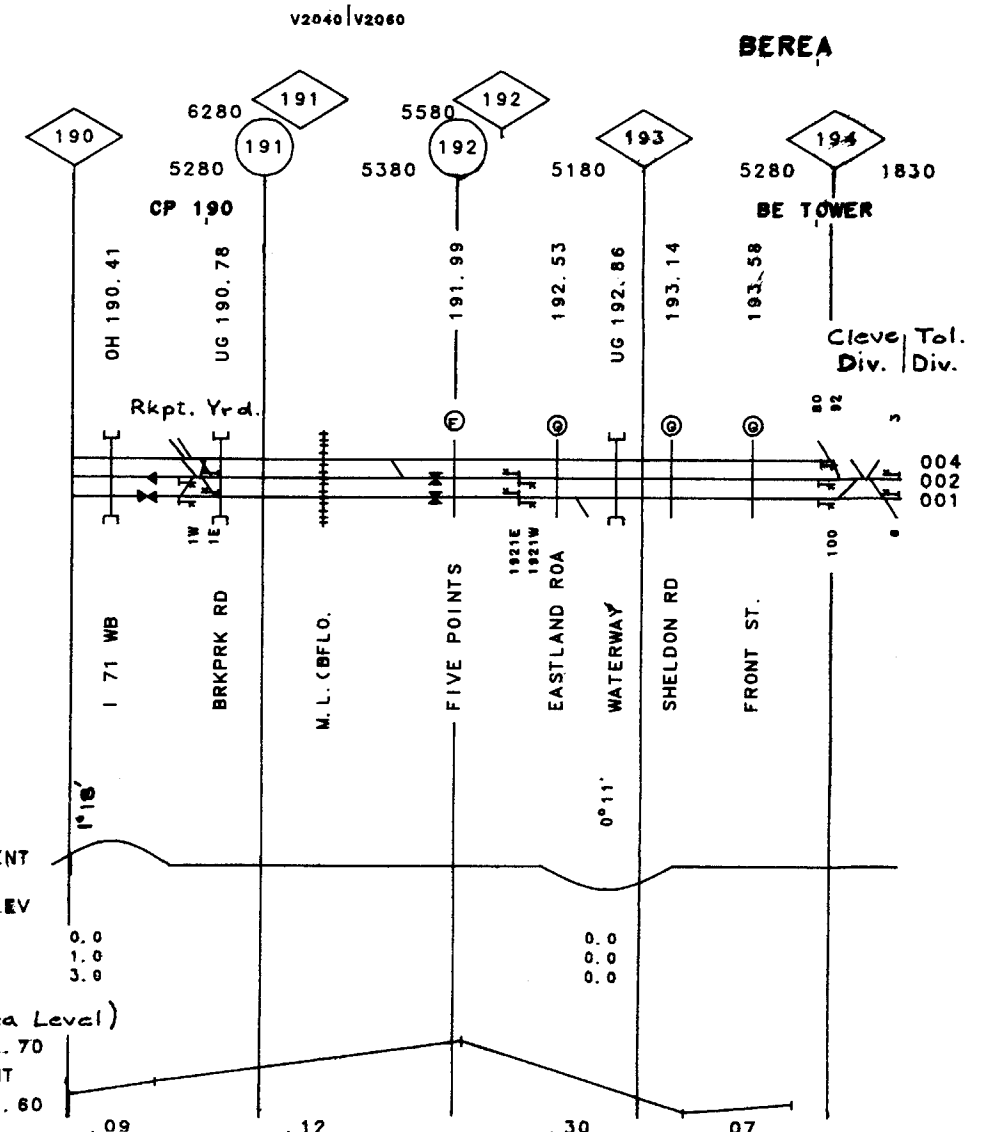
GRINDING			
SURFACING	79T		80E
TIES	79		79
UNDERCUTTING			
RAIL			27F79
BAL CLEAN			61S
TONNAGE (MGT)	1.2	2.0	2.0
T T SPEED		30/30/30	30/30/30

GRINDING			81R
SURFACING			81
TIES			79
UNDERCUTTING			
RAIL		40-75	40-75
BAL CLEAN		80L	81L
TONNAGE (MGT)	28.2	28.5	28.5
T T SPEED	50/50/40	70/60/50	35/35/35

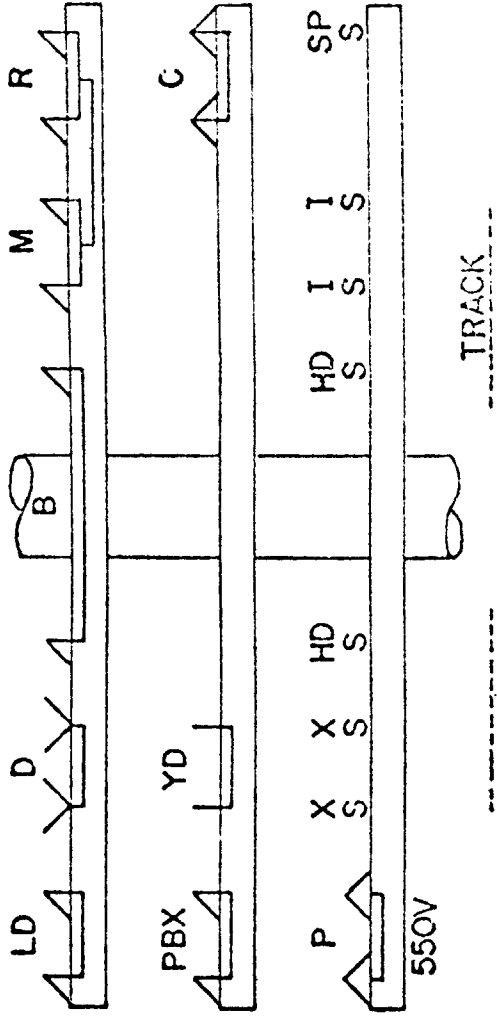
GRINDING			81R
SURFACING	81	79T	81
TIES			79
UNDERCUTTING			
RAIL	40-73	127-64	40-73
BAL CLEAN		80L	81L
TONNAGE (MGT)	37.9	38.6	38.3
T T SPEED	70/60/50	70/60/50	35/35/35

VALUATION
TOWN

FACILITY



POLE LINE DIAGRAM



- / = NO. 9 COPPER WIRE
- < = NO. 8 COPPER WIRE
- ^ = NO. 8 WEATHER PROOF COPPERWELD
- I = NO. 8 IRON
- ^ = NO. 6 WEATHER PROOF COPPER
- S = NO. 10 WEATHER PROOF COPPERWELD

KEY TO PIN SYMBOLS

D = DISPATCHER	B = BLOCK
R = RADIO	M = MESSAGE
LD = CARRIER	C = CODE
P = POWER	YD = YARD
PBX = EXT.	X = CROSSING
I = INDICATION	HD = DISTANT
SP = SPARE	

KEY TO LINE CIRCUITS

COST CENTER LISTING FOR CHICAGO DIVISION

<u>LINE NAME</u>	<u>MILE POST FROM</u>	<u>MILE POST TO</u>	<u>TRACK</u>	<u>COST CENTER</u>	<u>LINE CODE</u>
M.L. BFLO. TO CHI.	435.80	437.30	001	19179	32-3200
M.L. BFLO. TO CHI.	482.20	499.90	001	19172	32-3200
M.L. (PGH. & CHI.)	444.50	443.90	001	19324	32-3202
M.L. (PGH. & CHI.)	467.67	466.20	001	19359	32-3202
M.L. (PGH. & CHI.)	468.40	468.00	007	19371	32-3202
M.L. (PGH. & CHI.)	468.50	468.40	007	19369	32-3202
CALUMET RIVER LINE SEC.	.00	4.40	007	19333	32-3235
CALUMET WESTERN RY.	.00	3.20	007	19301	32-3251
FOURTH ST. IND. TRK.	- 1.60	.00	002	19918	32-3136
KANKAKEE SEC. TRK.	173.70	188.30	007	19159	32-3123
LOGANSPOUT SEC.	281.70	281.70	YRD	19355	32-3207
S.C.&S. BR.	3.90	5.50	007	19337	32-3246
WESTERN AVE. SEC.	311.50	313.90	001	19372	32-3207

VALUATION
TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

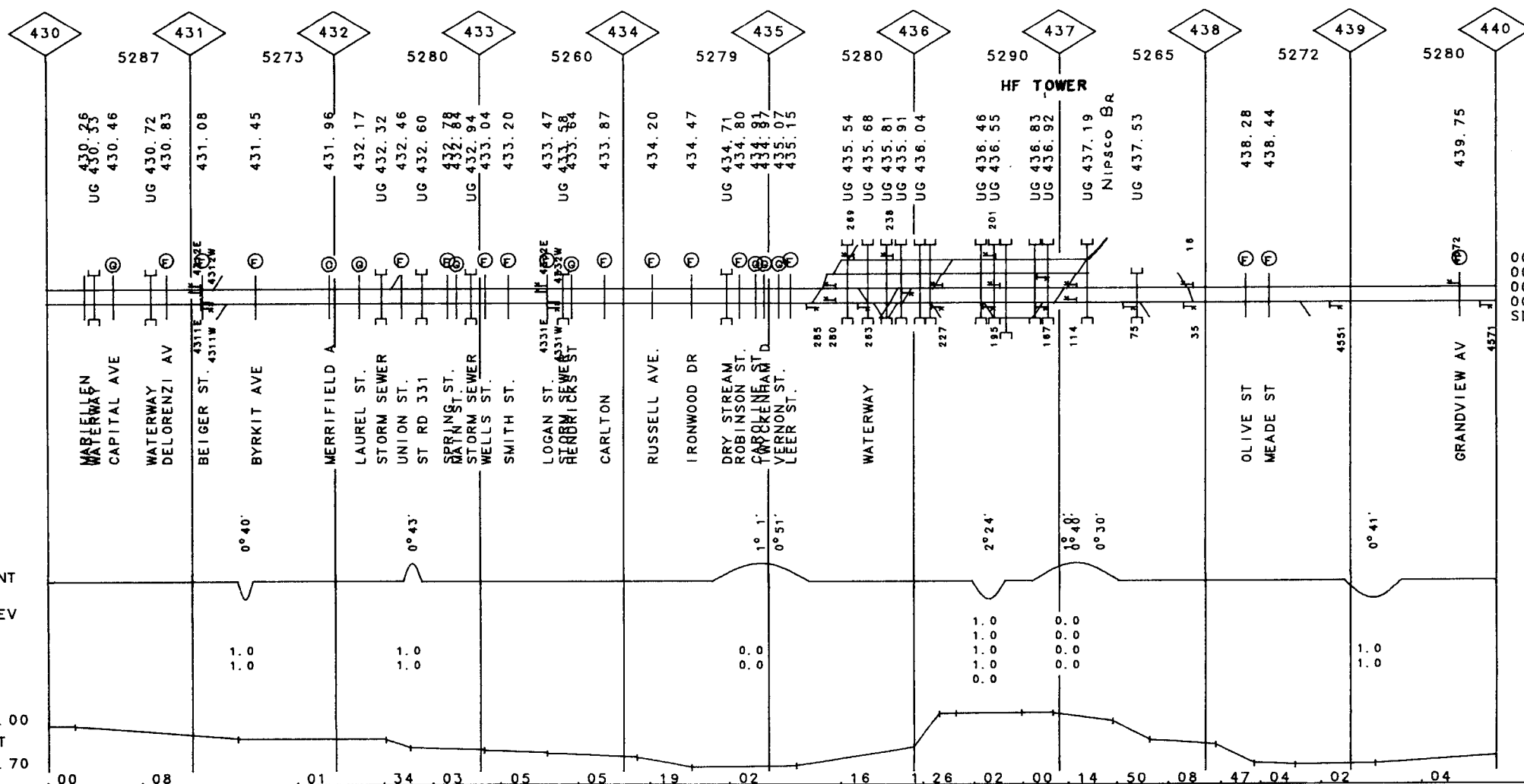
AUTH. SUPER ELEV

MAX ELEV 165.00
VERT. ALIGNMENT
MIN ELEV 145.70
GRADE

MI SHAWAKA

V2160

SOUTH BEND

004
003
002
001
SDG

GRINDING	
SURFACING	74E
TIES	74
UNDERCUTTING	
RAIL	27-29 27-29
BAL CLEAN	64S
TONNAGE(MGT)	
T T SPEED	35/35/35 35/35/35

003

GRINDING	75(1)	75(2)	75(1)	80(1)
SURFACING	80E	81	80E	80E
TIES		77		
UNDERCUTTING				
RAIL	36-60	36F67	36-60	
BAL CLEAN	81	81		
TONNAGE(MGT)				
T T SPEED	70/60/50	30.5	35/35/35	70/60/50

002

GRINDING	80(1)	80(1)	80E	78T	80E	81	76	80E	81	79(1)
SURFACING	80E	80E	80E	78	80E	81	81	80E	81	81
TIES										
UNDERCUTTING										
RAIL	40-74	36-68	27F67	36-68	40-77					
BAL CLEAN	80L	81								
TONNAGE(MGT)										
T T SPEED	70/60/50	33.8	35/35/35		70/60/50					

001

GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	

SDG

VALUATION
TOWN

FACILITY

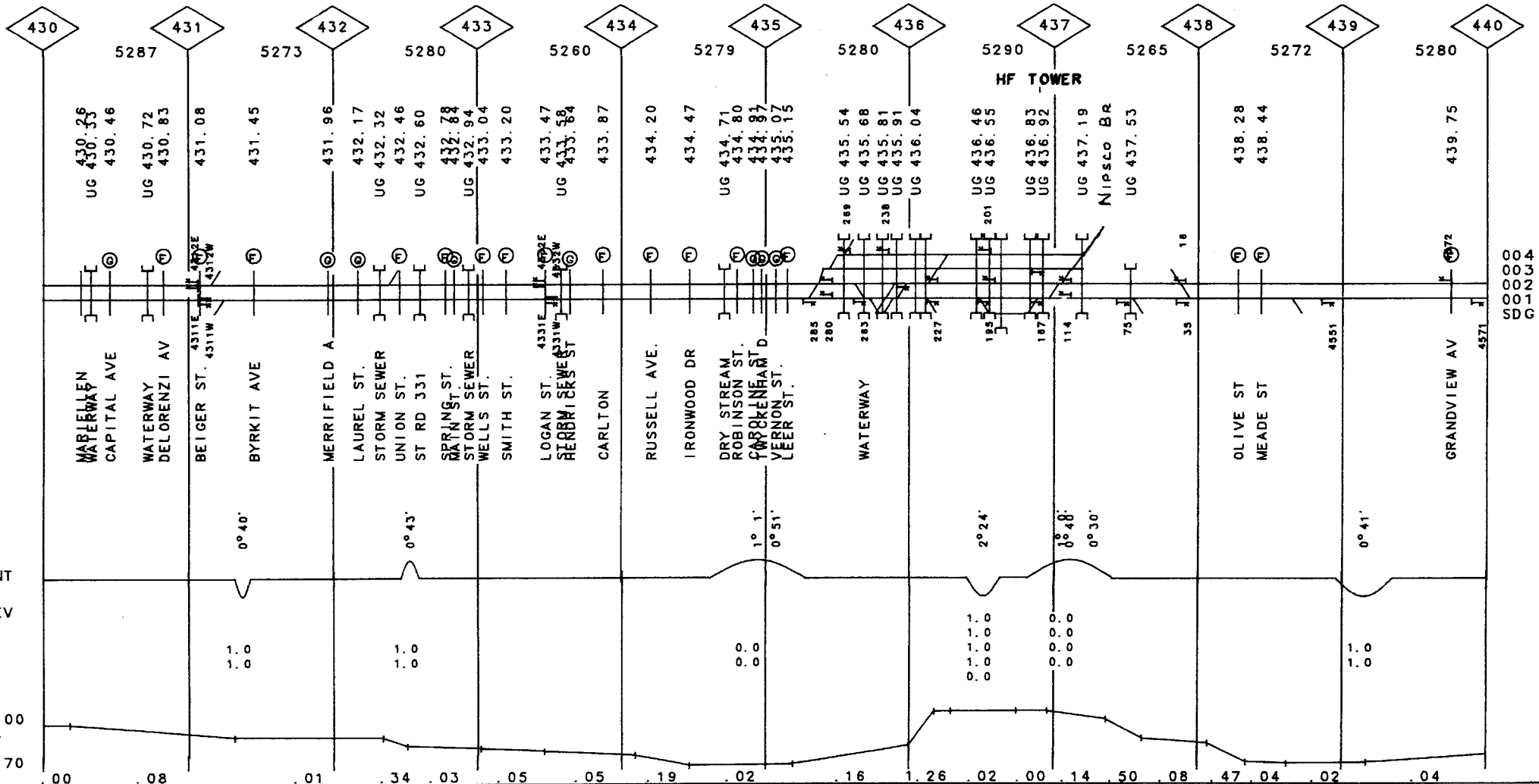
DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 165.00
VERT. ALIGNMENT
MIN ELEV 145.70
GRADE

MI SHAWAKA

V2160

SOUTH BEND



GRINDING	
SURFACING	72E
TIES	72
UNDERCUTTING	
RAIL	27-29
BAL CLEAN	64S
TONNAGE(MGT)	
T Y SPEED	35/35/35

004

3

MP 430.00-MP 440.00 IN

REV. 01/82

32-3200 M.L.(BFLO. CHI.)

GRINDING	80(1)	79(1)
SURFACING	80E	
TIES	77	
UNDERCUTTING		
RAIL	40-70	
BAL CLEAN	81	
TONNAGE(MGT)	30.5	
T T SPEED	70/60/50	

GRINDING	79(1)	80E	79(1)
SURFACING	81	80	
TIES	81		
UNDERCUTTING			
RAIL	40-77	40-76	
BAL CLEAN	81		
TONNAGE(MGT)	33.8		
T T SPEED	70/60/50		

002

001

VALUATION
TOWN

LYDICK

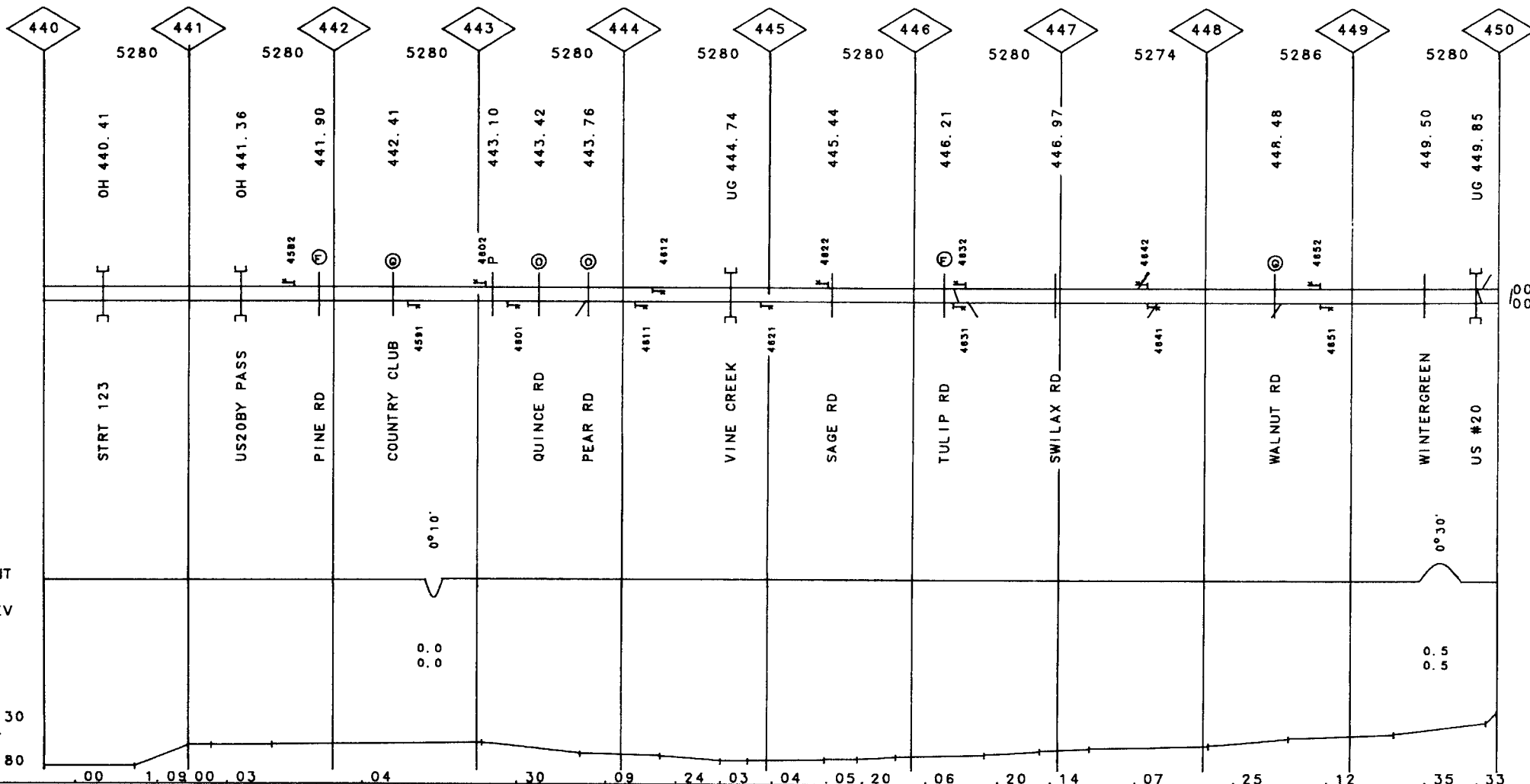
V2180

TERRE COUPEE

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 204.30
VERT. ALIGNMENT
MIN ELEV 149.80
GRADE



002
001

0°30'

0.5
0.5

GRINDING	79(1)	80E	80(1)
SURFACING			
TIES	77	78	
UNDERCUTTING			
RAIL	40-70		
BAL CLEAN	80L	81	80L
TONNAGE(MGT)		30.5	
T T SPEED		70/60/50	

GRINDING	79(1)	79(2)	80(1)
SURFACING			
TIES		80E	80
UNDERCUTTING			
RAIL	40-76		
BAL CLEAN	81	80L	81
TONNAGE(MGT)		33.8	
T T SPEED		70/60/50	

002

001

002
001VALUATION
TOWN

NEW CARLISLE HUDSON LAKE

V2180

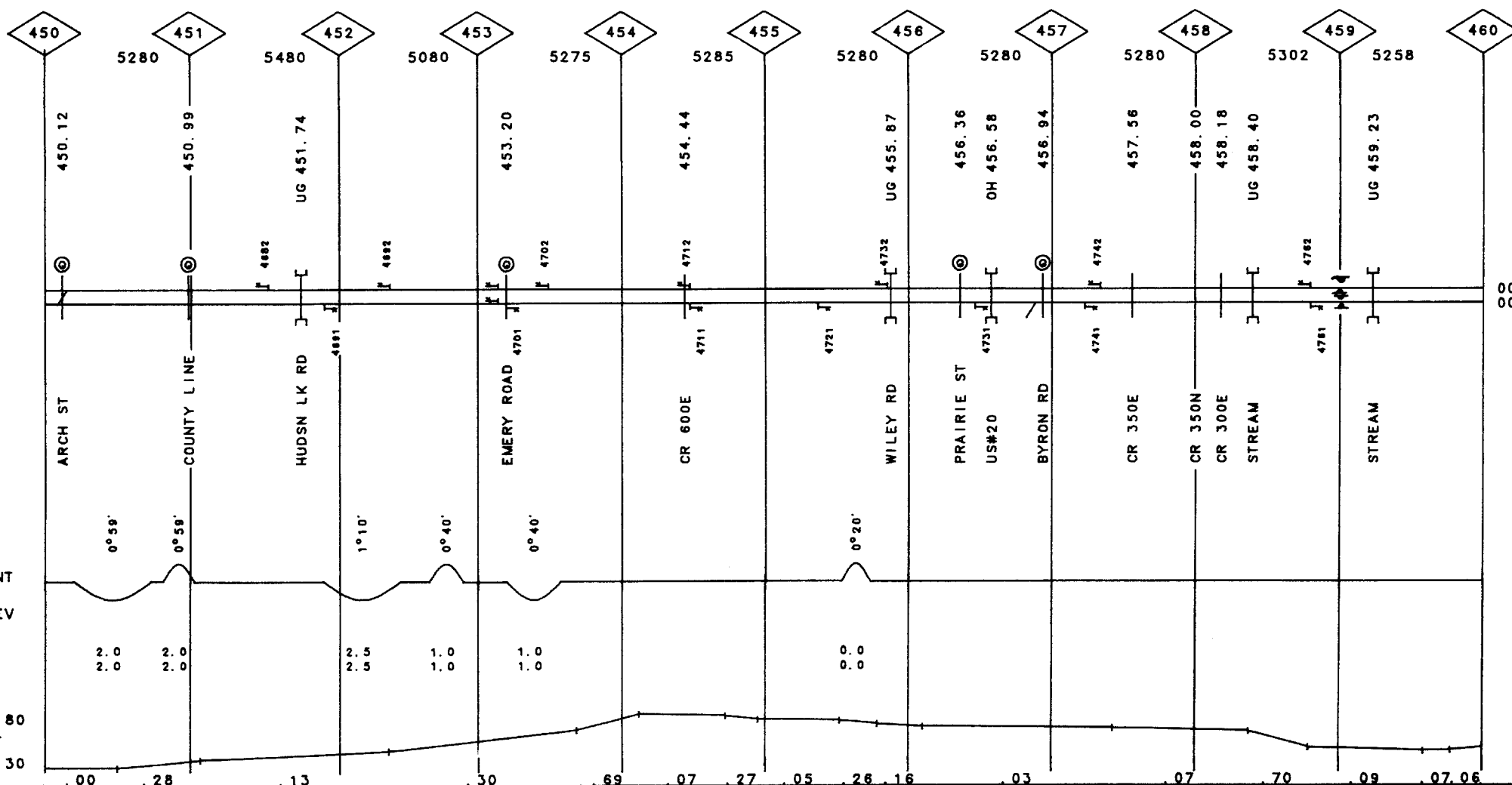
ROLLING PRAIRIE

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

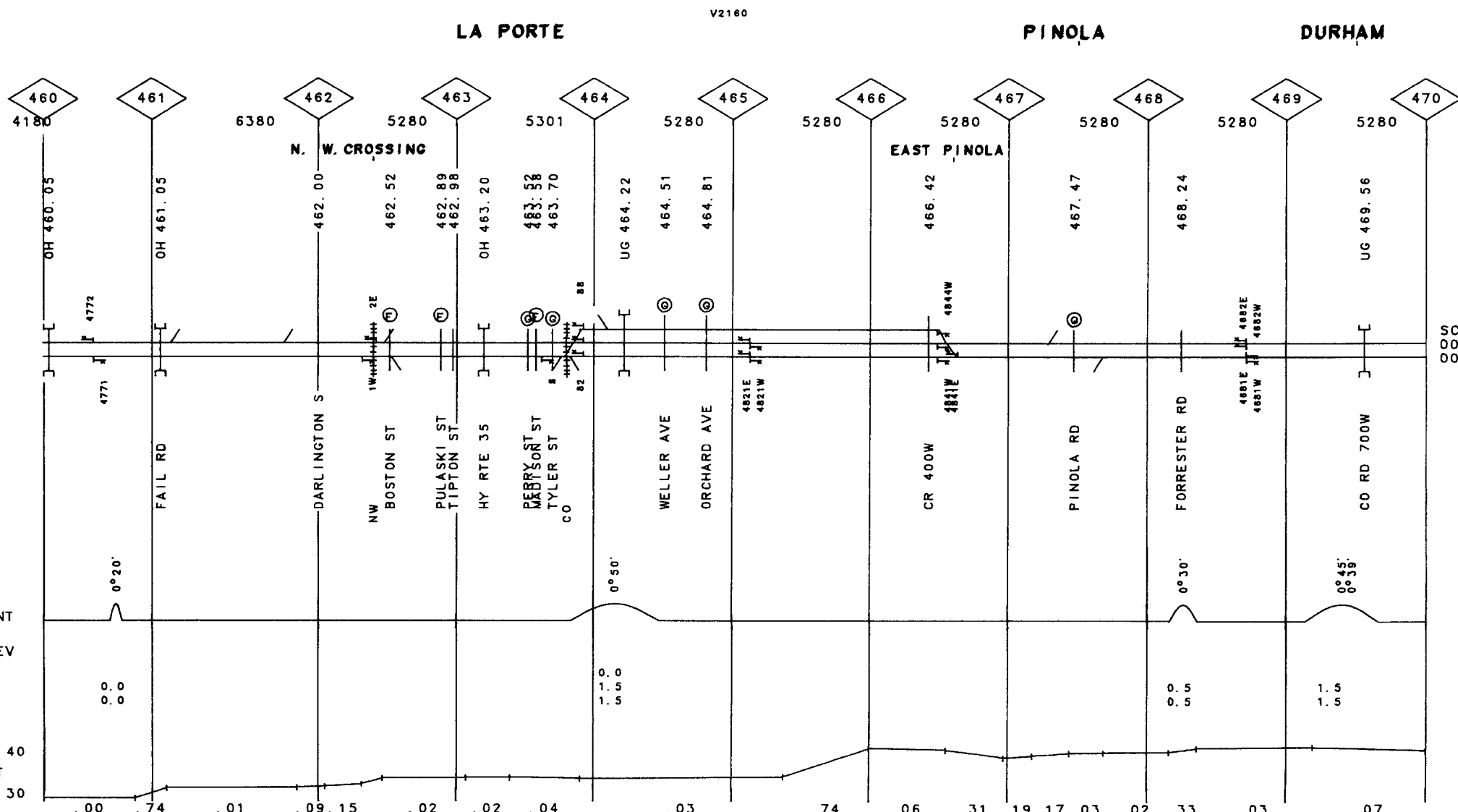
AUTH. SUPER ELEV

MAX ELEV 257.80
VERT. ALIGNMENT
MIN ELEV 204.30
GRADE

SCS

GRINDING										
SURFACING	80(1)									
TIES	78	80E					75	80E	76	
UNDERCUTTING										
RAIL	40-70									
BAL CLEAN	80L									
TONNAGE(MGT)	30.5									
T T SPEED	70/60/50									

GRINDING											
SURFACING	80E	79E	80(1)		80E	80	78T	80E	78T	81	78(1)
TIES	77										
UNDERCUTTING											
RAIL	40-76										
BAL CLEAN	80L	81	81	80L	81	80L	81	81	81	81	
TONNAGE(MGT)	33.8										
T T SPEED	70/60/50										



GRINDING																80(1)															
SURFACING																80E															
TIES	76	80			76			80			76			80																	
UNDERCUTTING																															
RAIL	40-70																														
BAL CLEAN	79L	80L						81			40-69			53S			80L			81			81								
TONNAGE(MGT)	30.5																														
T T SPEED	70/60/50																														

002

GRINDING																70(1)																75(1)	
SURFACING																80E																81	78
TIES																77																78	
UNDERCUTTING																																	
RAIL	40-77																																
BAL CLEAN	81																																
TONNAGE(MGT)	33.8																																
T T SPEED	70/60/50																																

001

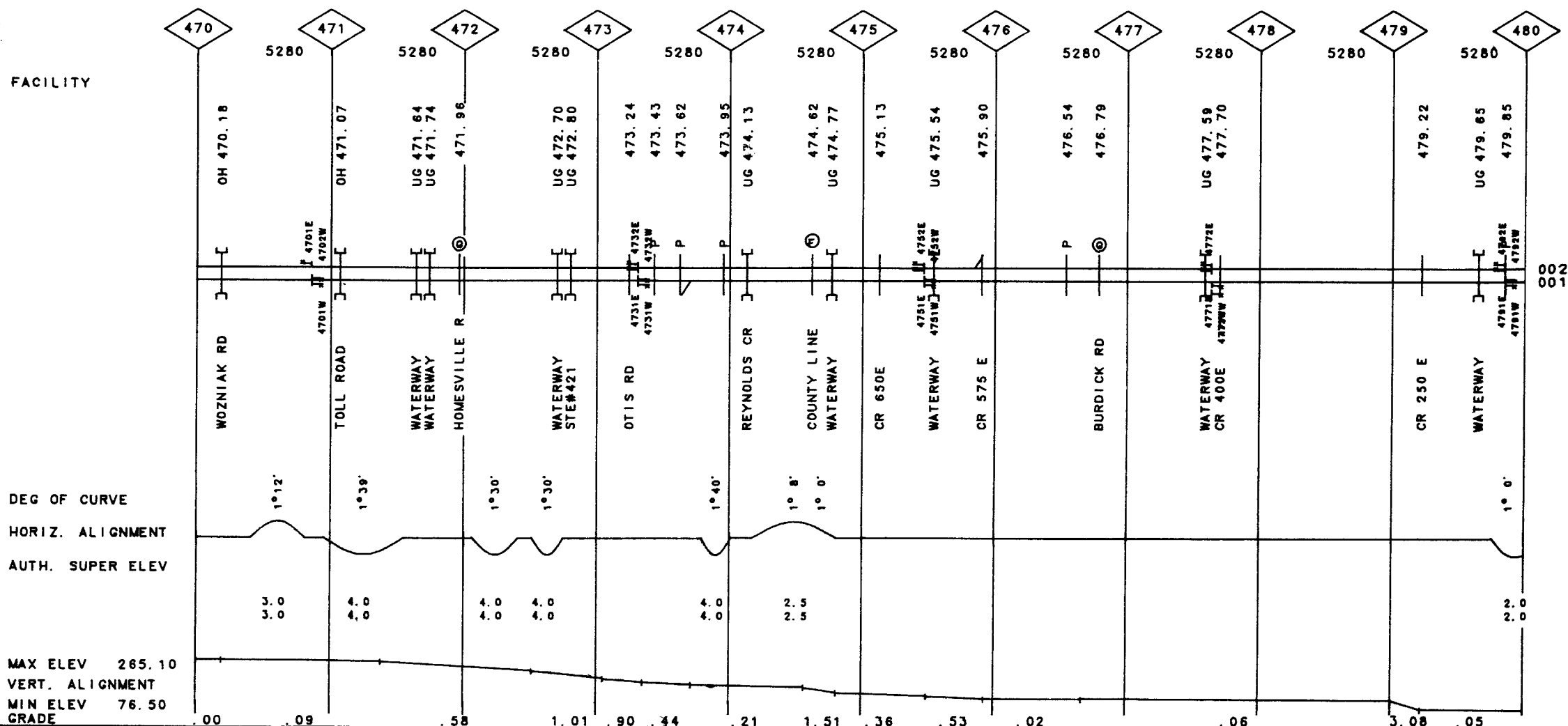
VALUATION
TOWN

V2160

OTIS

BURDICK

FACILITY



002
001

SCS

002

001

V2160

DUNE PARK

FACILITY



DEG OF CURVE
 HORIZ. ALIGNMENT
 AUTH. SUPER ELEV

MAX ELEV 76.50
VERT. ALIGNMENT
MIN ELEV 37.50
GRADE

GRINDING	79(1)									
SURFACING	80E	81						79E		
TIES	75									
UNDERCUTTING										
RAIL	40-76									
BAL CLEAN	69S			69S			78L		68S	79L 68S 79L
TONNAGE(MGT)	21.8									
T T SPEED	70/60/50									

GRINDING	79(1)									
SURFACING	78T	81					78T		79T	
TIES	76									
UNDERCUTTING										
RAIL	32-78									
BAL CLEAN	27-59	80L	69S		80L	65S	79L	80L	79L	68S 68S
TONNAGE(MGT)	20.1									
T T SPEED	70/60/50									

002

001

002

001

VALUATION
TOWN

V2180

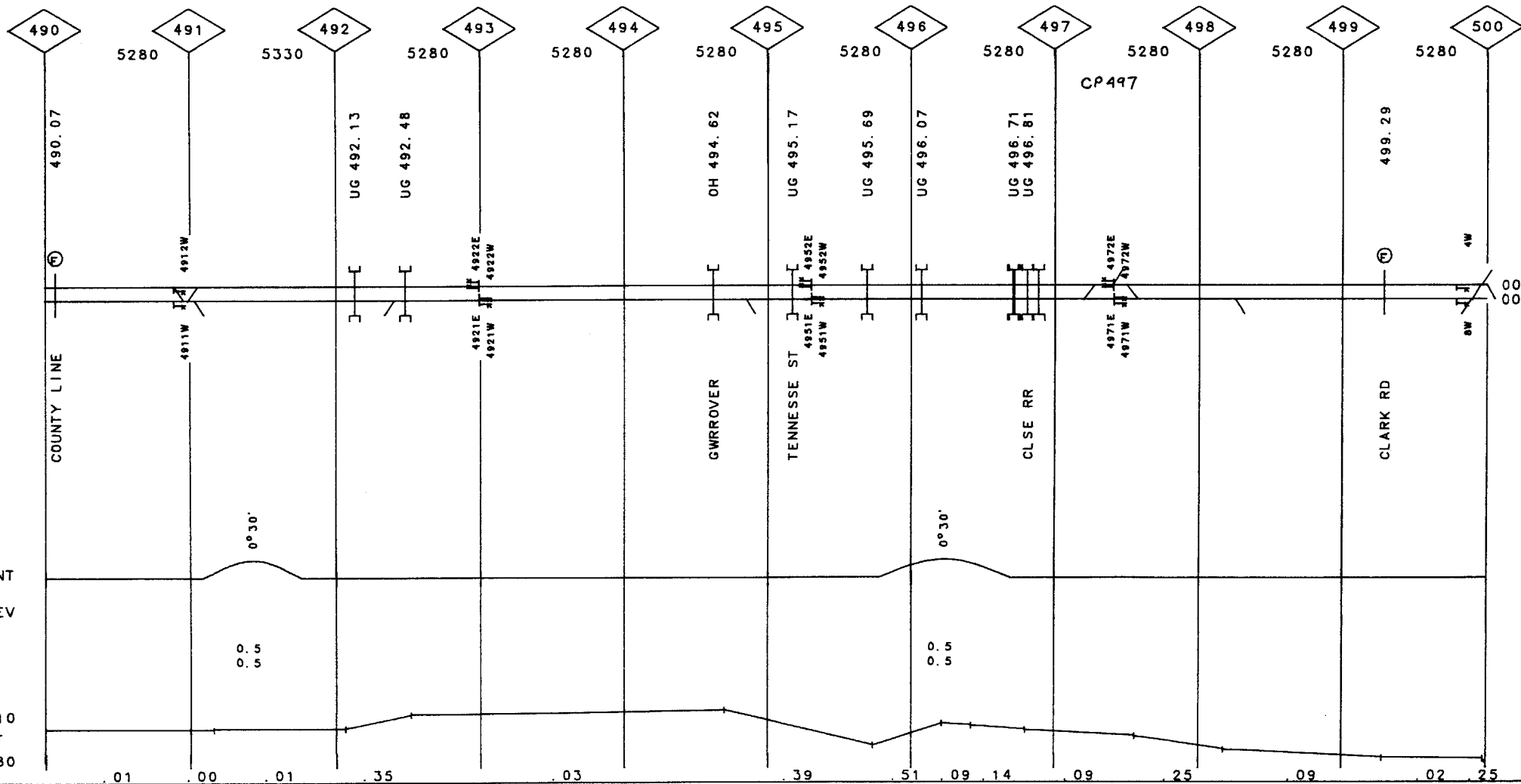
CARY

PINE

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 49.10
VERT. ALIGNMENT
MIN ELEV 16.80
GRADE



002

001

GRINDING	79(1)
SURFACING	81
TIES	75
UNDERCUTTING	
RAIL	40-76
BAL CLEAN	685
TONNAGE (MGT)	13.4
T T SPEED	70/60/50

002

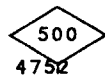
GRINDING	
SURFACING	81
TIES	76
UNDERCUTTING	
RAIL	32-78
BAL CLEAN	685
TONNAGE (MGT)	12.4
T T SPEED	70/60/50

001

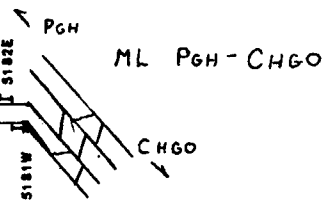
VALUATION
TOWN

V2100
BUFFINGTON

FACILITY



OH 500. 03
4E
2E
EJE OVER



DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

0° 20'

0.0
0.0

MAX ELEV 17.10
VERT. ALIGNMENT
MIN ELEV 16.80
GRADE

03.02

GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	

004

GRINDING				59		
SURFACING				81		
TIES			79			77
UNDERCUTTING						
RAIL			33-52			33-52
BAL CLEAN		80L		81		
TONNAGE(MGT)		11.7		12.5		12.7
T T SPEED		70/60/50				30/30/30

001

GRINDING		65			59		
SURFACING				79E		77E	80E
TIES				79		77	
UNDERCUTTING							
RAIL		31-43		33-49		33-50	33-51
BAL CLEAN			80L		81		
TONNAGE(MGT)			11.9		12.5	13.1	13.0
T T SPEED			70/60/50			30/30/30	

002

GRINDING						
SURFACING				76EM		
TIES			73			76
UNDERCUTTING						
RAIL						
BAL CLEAN						
TONNAGE(MGT)						
T T SPEED						

003

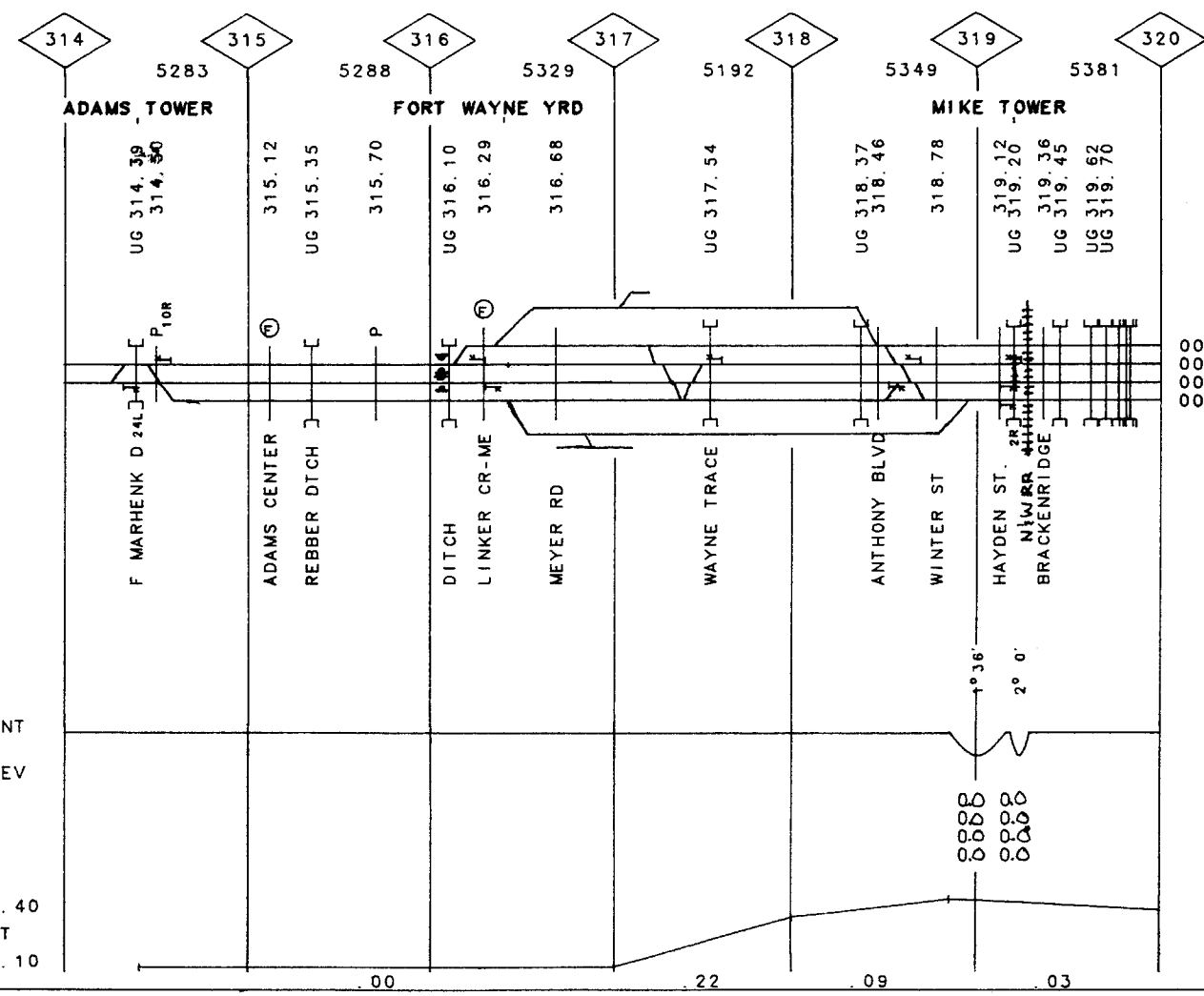
VALUATION
TOWN

V7347/V7348
ADAMS

LINKER

FORT WAYNE

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 806.40
VERT. ALIGNMENT
MIN ELEV 791.10
GRADE

004
001
002
003

004001002003

V7348 | | V7350

ARCOLA

JUNCTION TOWER



AUTH. SUPER ELEV

```

MAX ELEV      849.50
VERT. ALIGNMENT
MIN ELEV      762.60
GRADE

```

ECS

001

002WCS

COLUMBIA CITY



ECS

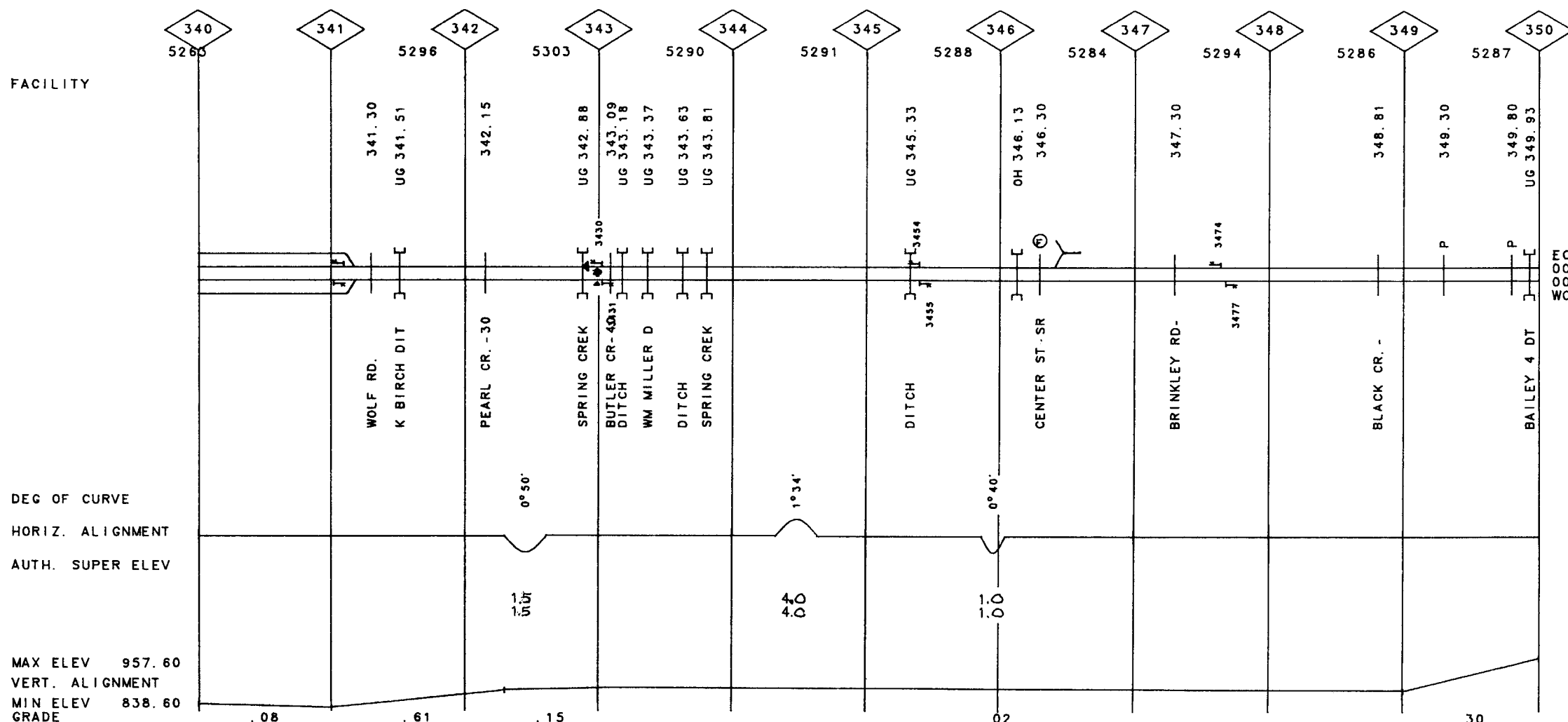
001

002

WCS

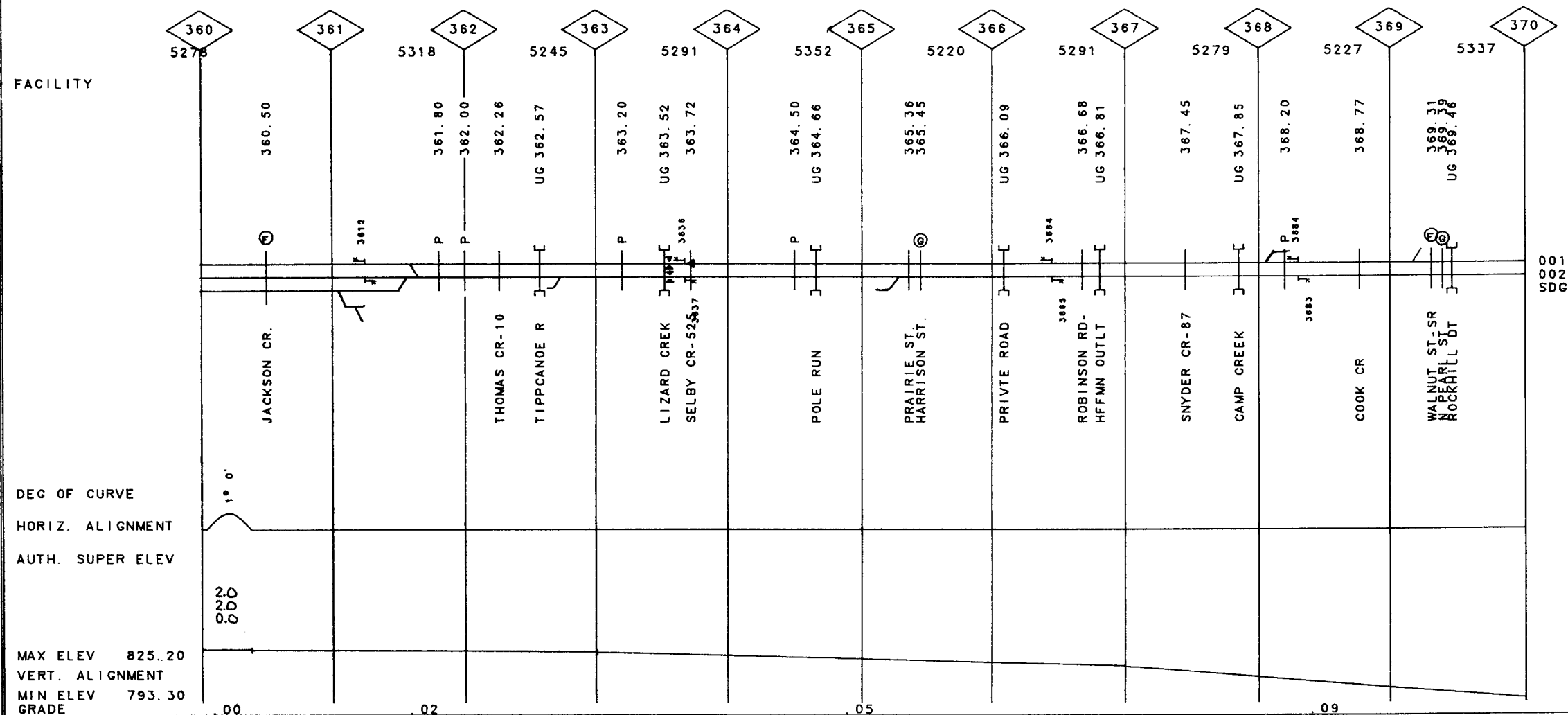
V7350

LARWILL



001002SDG

ETNA GREEN



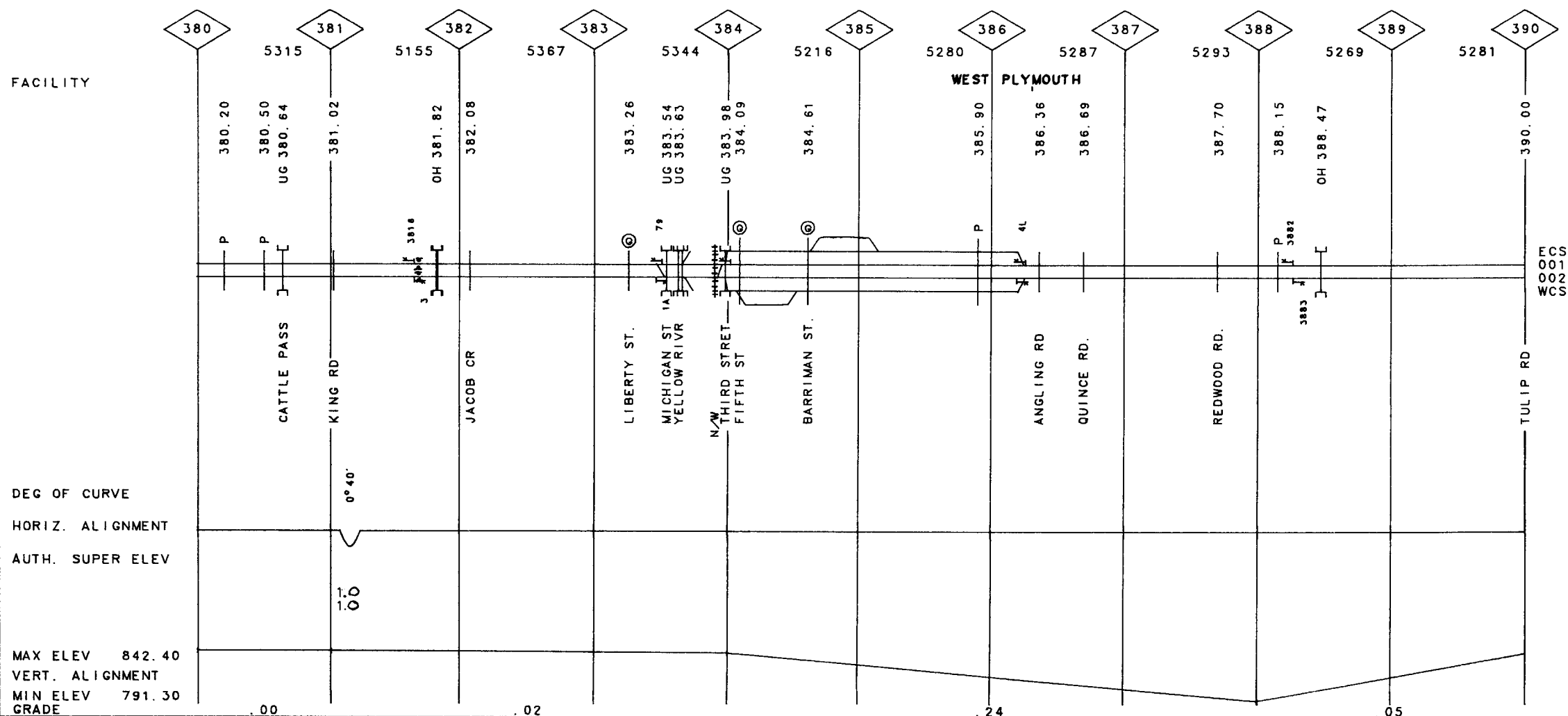
ECS

001

002WCS

V7350

ROCK



[illegible]VALUATION
TOWN

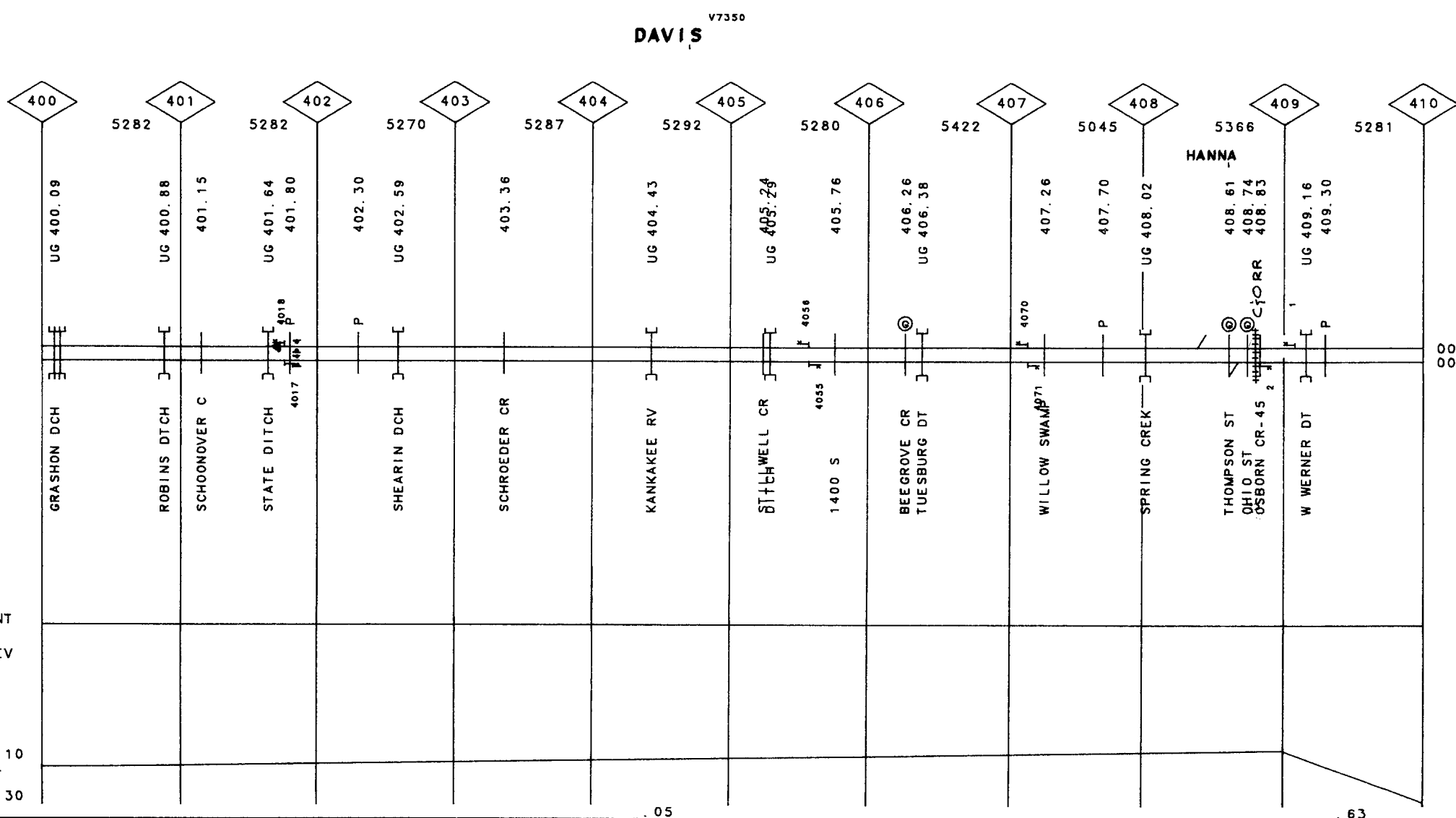
FACILITY

DEG OF CURVE
 HORIZ. ALIGNMENT
 AUTH. SUPER ELEV

```

MAX ELEV      840.10
VERT. ALIGNMENT
MIN ELEV      701.30
GRADE

```



GRINDING	80(2)	80(1)	62
SURFACING	81		
TIES	81		
UNDERCUTTING			
RAIL	33-59	3359GT	33-51
BAL CLEAN	79L		
TONNAGE(MGT)	13.2		
T T SPEED	70/60/50		

001

GRINDING			62
SURFACING	77E	80E	
TIES	77		
UNDERCUTTING			
RAIL	33-52	31-46	
BAL CLEAN	79L		
TONNAGE(MGT)	13.2		
T T SPEED	70/60/50		

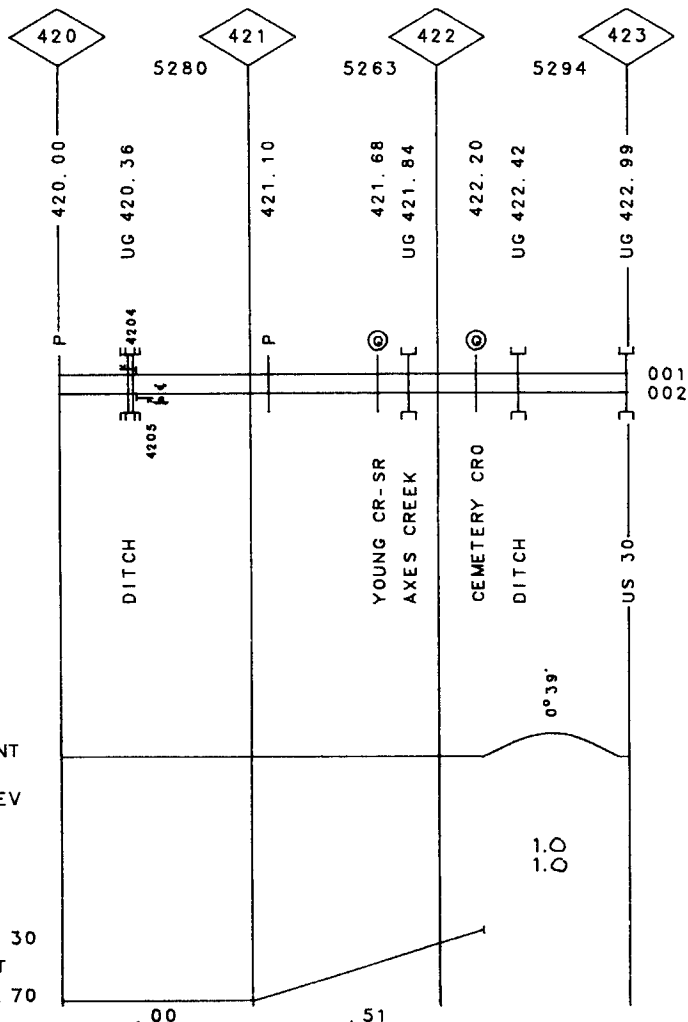
002

VALUATION
TOWN

V7350

VALPARAISO

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 765.30
VERT. ALIGNMENT
MIN ELEV 732.70
GRADE

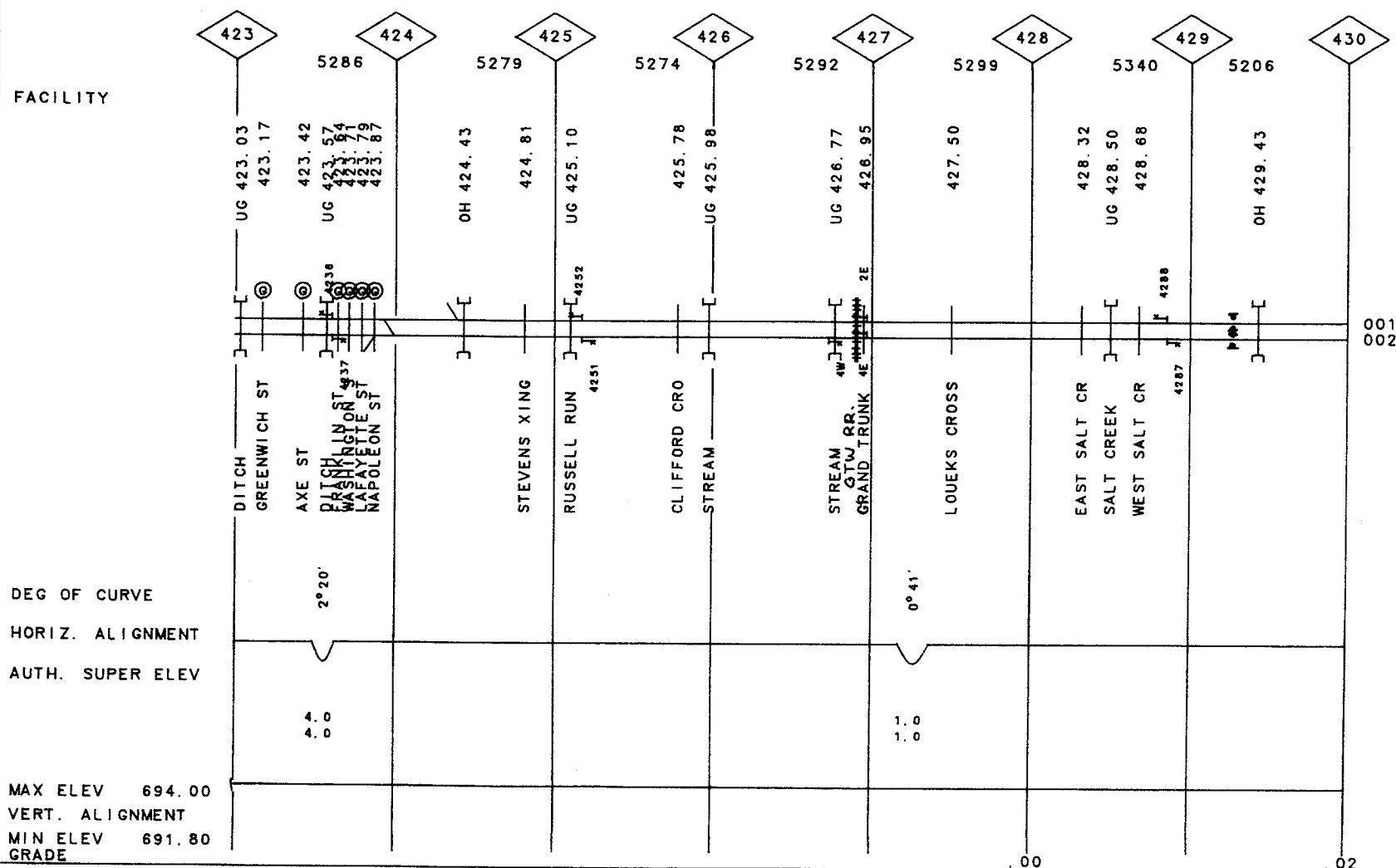
GRINDING									
SURFACING					62				
TIES					81				
UNDERCUTTING		79			73			79	
RAIL		33-50			33-50			33-51	33-52
BAL CLEAN		80L		81			80L		
TONNAGE(MGT)					15.2				
T T SPEED					70/60/50				

001

GRINDING									
SURFACING					62				
TIES					80F				
UNDERCUTTING		78		72	78		72		78
RAIL		31-46			31-46			33-48	31-41
BAL CLEAN		80L		81	80L		81	80L	
TONNAGE(MGT)					13.6				
T T SPEED					70/60/50				

002

V7350



VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

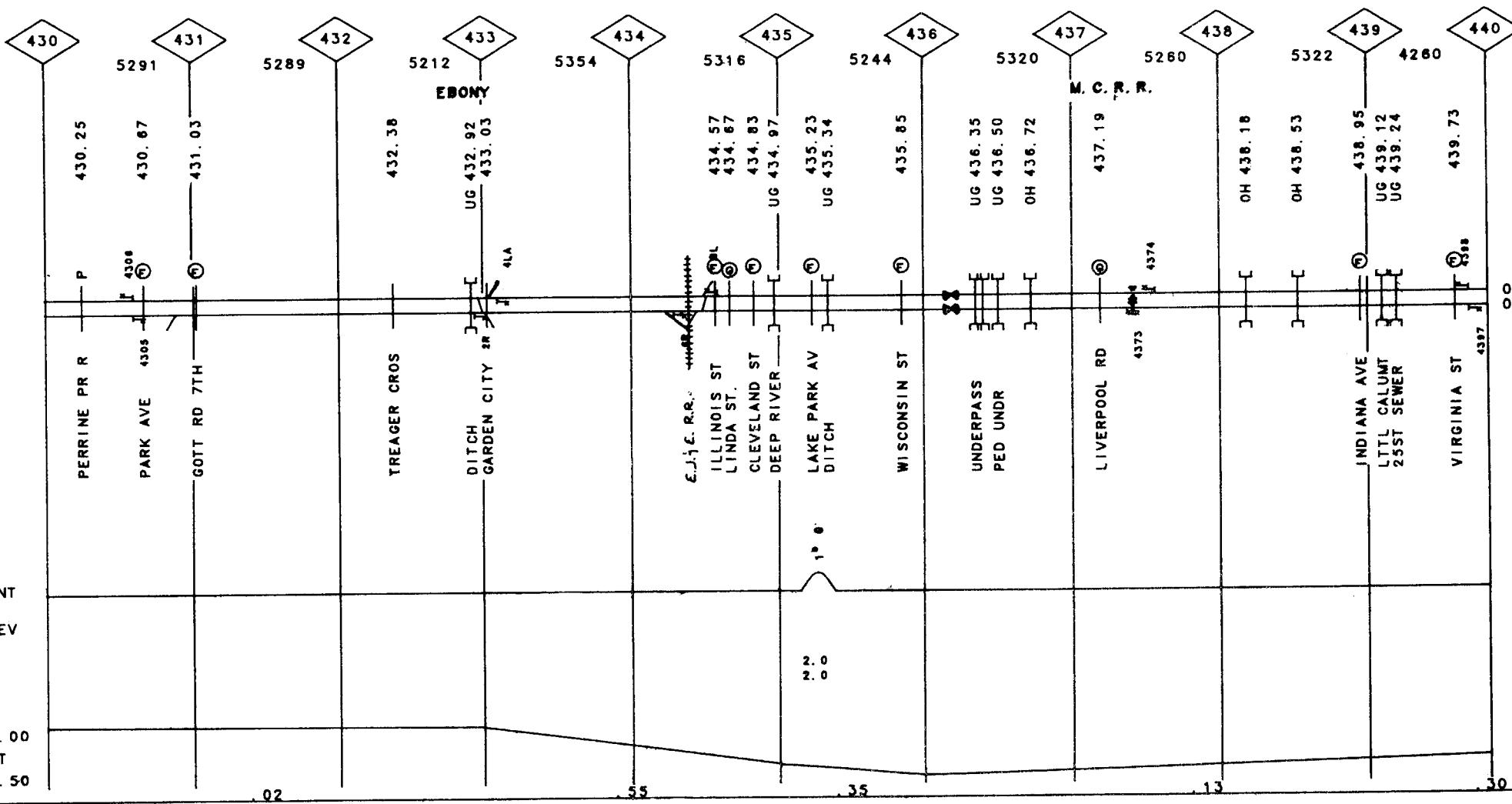
MAX ELEV 694.00
VERT. ALIGNMENT
MIN ELEV 609.50
GRADE

WHEELER

HOBART

V7350

EAST GARY



GRINDING	62							80(2)
SURFACING	81					80E		79E
TIES	79					80		75
UNDERCUTTING								
RAIL	33-52		33-48		33-52		33-54	33-79
BAL CLEAN	80L				81			
TONNAGE (MGT)				15.2				
T T SPEED				70/60/50				

GRINDING	62							80E
SURFACING	80E				81			80
TIES			78					
UNDERCUTTING								
RAIL	31-41	33-52	33-48				33-57	
BAL CLEAN	80L		81			80L		
TONNAGE (MGT)				13.6				
T T SPEED				70/60/50				

001

002

001
002

GRINDING							001
SURFACING		79E		80(2)		79E	80E
TIES				79			
UNDERCUTTING							
RAIL							
BAL CLEAN		81		32-79		40-79	
TONNAGE(MGT)		15.2		81		79L	
T T SPEED			45/45/45		8.6	70/60/50	27.6
							45/45/45

GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	

SCS	
	80E
	80
	05F

GRINDING	002								001
SURFACING		80E				80E		80(2)	
TIES			80				79	76E	78T
UNDERCUTTING								73	
RAIL		33-51		31-41		33-48	32-79	40-76	27F64
BAL CLEAN	79L			80L				68S	
TONNAGE(MGT)		13.6			7.3			20.5	27.6
T T SPEED			45/45/45			70/60/50		45/45/45	23.2
								45/45/45	60/60/50

GRINDING		003	002
SURFACING	80(2)		
TIES	79T		75
UNDERCUTTING	76		79
RAIL		32-78	32-79
BAL CLEAN			
TONNAGE(MGT)			19.4
T T SPEED		45/45/45	60/60/50

VALUATION
TOWN

BROADWAY

CARY

V7350/V7351

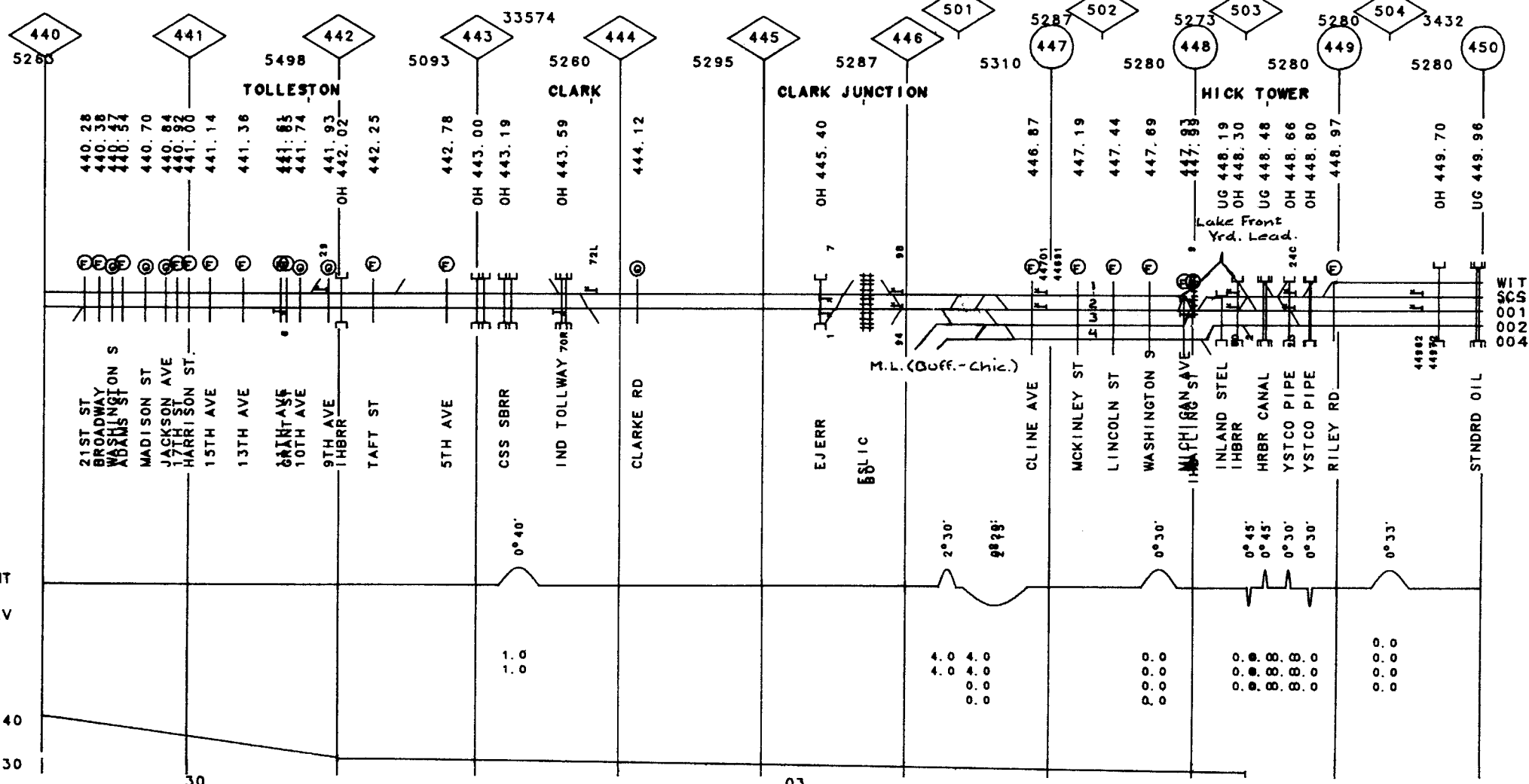
BUFFINGTON

EAST CHICAGO

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 641.40
VERT. ALIGNMENT
MIN ELEV 599.30
GRADE



WIT

SCS

002

002

WIT
SCS
001
002
004

25

MP 440.00-MP 450.00 IN

REV. 01/82

32-3202 M. L. (PGH. CHI.)

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

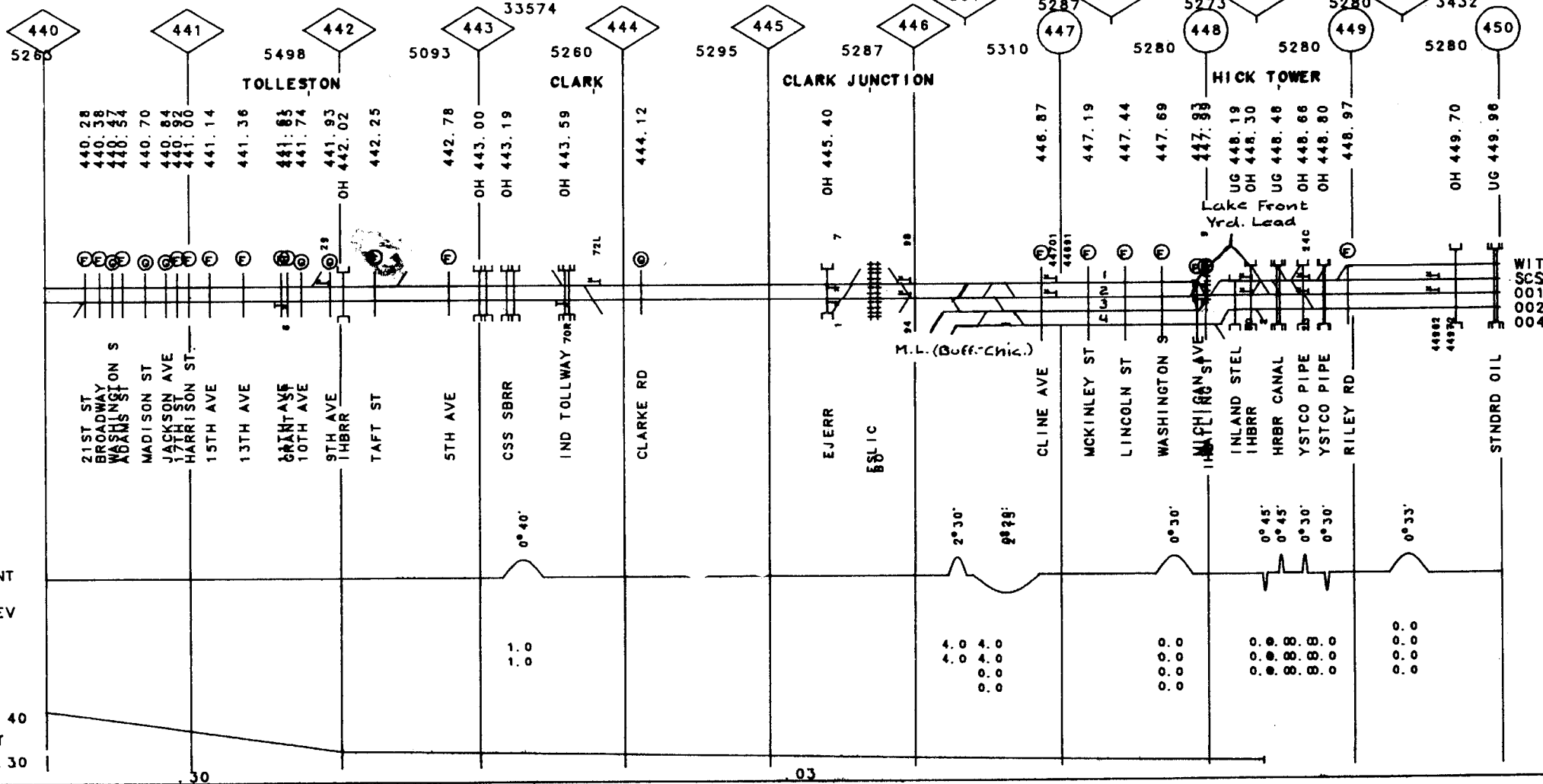
MAX ELEV 641.40
VERT. ALIGNMENT
MIN ELEV 599.30
GRADE

BROADWAY

CARY

BUFFINGTON

EAST CHICAGO



GRINDING	80(2)
SURFACING	79T 80E
TIES	79
UNDERCUTTING	
RAIL	40-79
BAL CLEAN	
TONNAGE (MGT)	
T T SPEED	

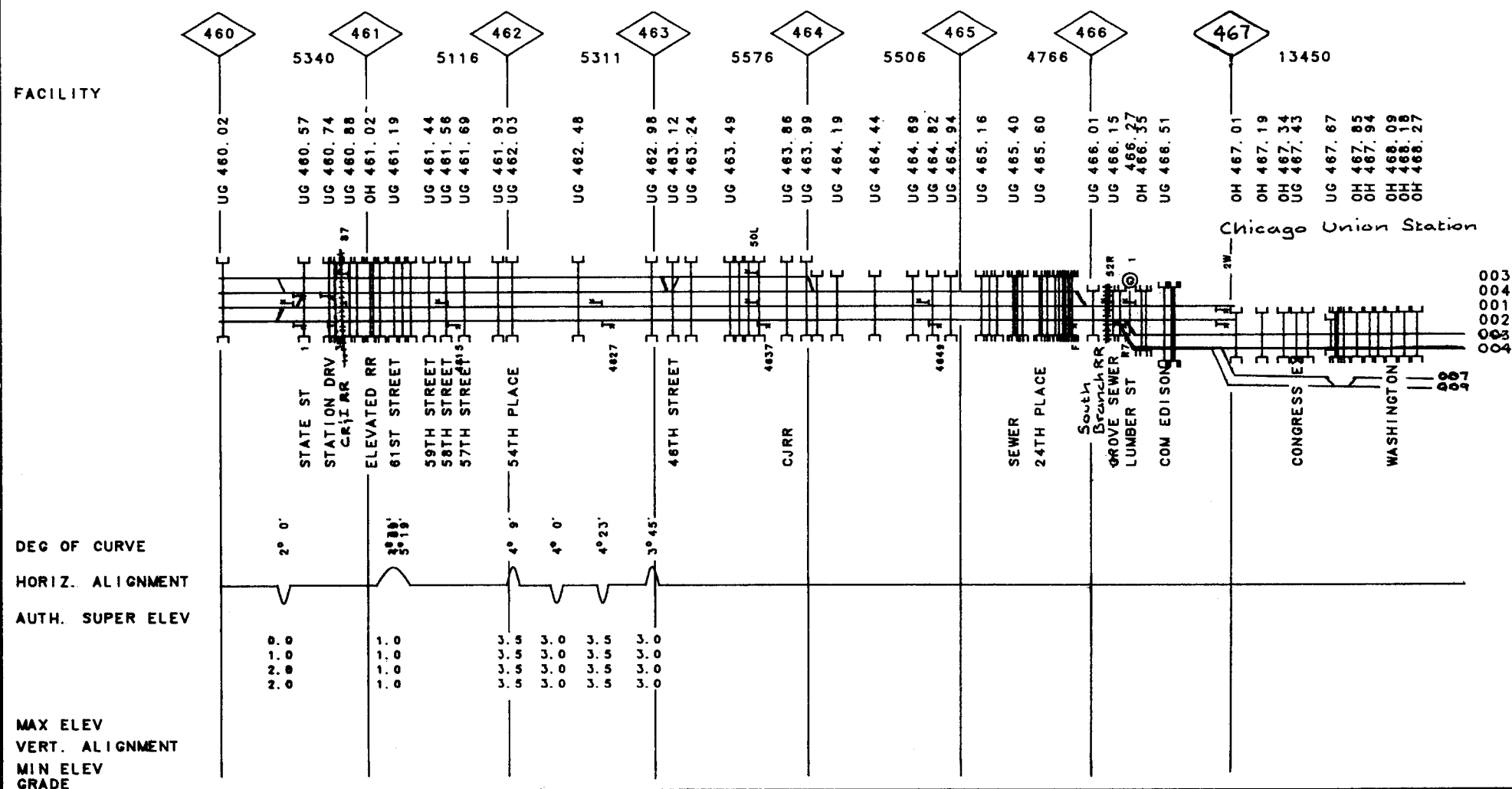
004

WIT
001
002
004

[illegible]

002

CHICAGO



VALUATION
TOWN

ENGLEWOOD

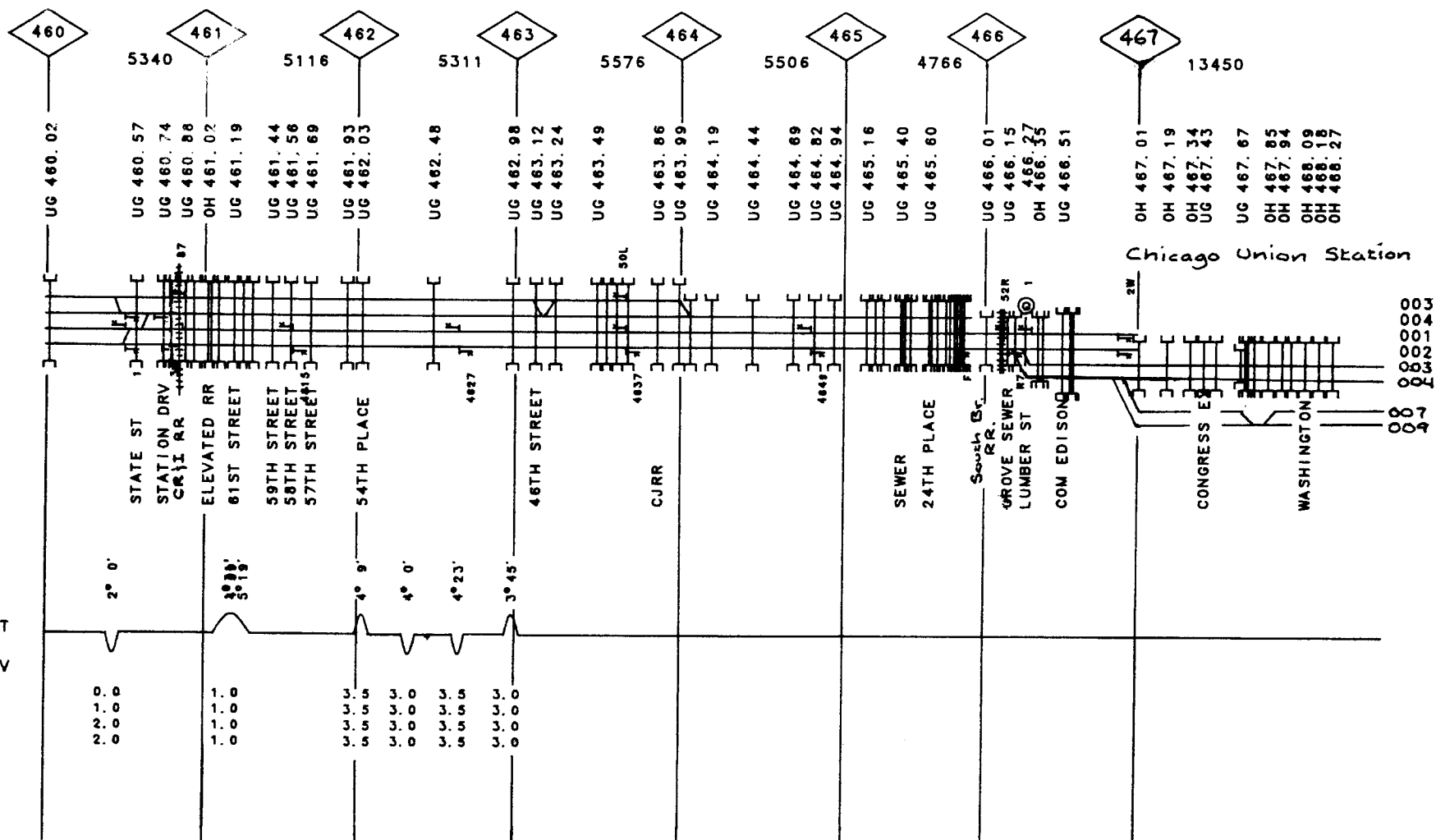
V7355

CHICAGO

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE



GRINDING	
WELDING	
SURFACING	74K
TIES	68
BARB	
REIN	300-631
REIN CLEAN	630R
(CONCRETE UG1)	

003

GRINDING	
WELDING	
SURFACING	74K
TIES	68
BARB	
REIN	
REIN CLEAN	630R
(CONCRETE UG1)	

004

GRINDING	
WELDING	
SURFACING	
TIES	48
BARB	
REIN	30-47
REIN CLEAN	
(CONCRETE UG1)	

007

GRINDING	
WELDING	
SURFACING	
TIES	48
BARB	
REIN	30-47
REIN CLEAN	
(CONCRETE UG1)	

009

GRINDING			
SURFACING	49504	43	46
TIES		69	
UNDERCUTTING			
RAIL		05-27	
BAL CLEAN			
TONNAGE (MGT)		0.0	
T T SPEED			

007

VALUATION
TOWN

KANKAKEE

FACILITY

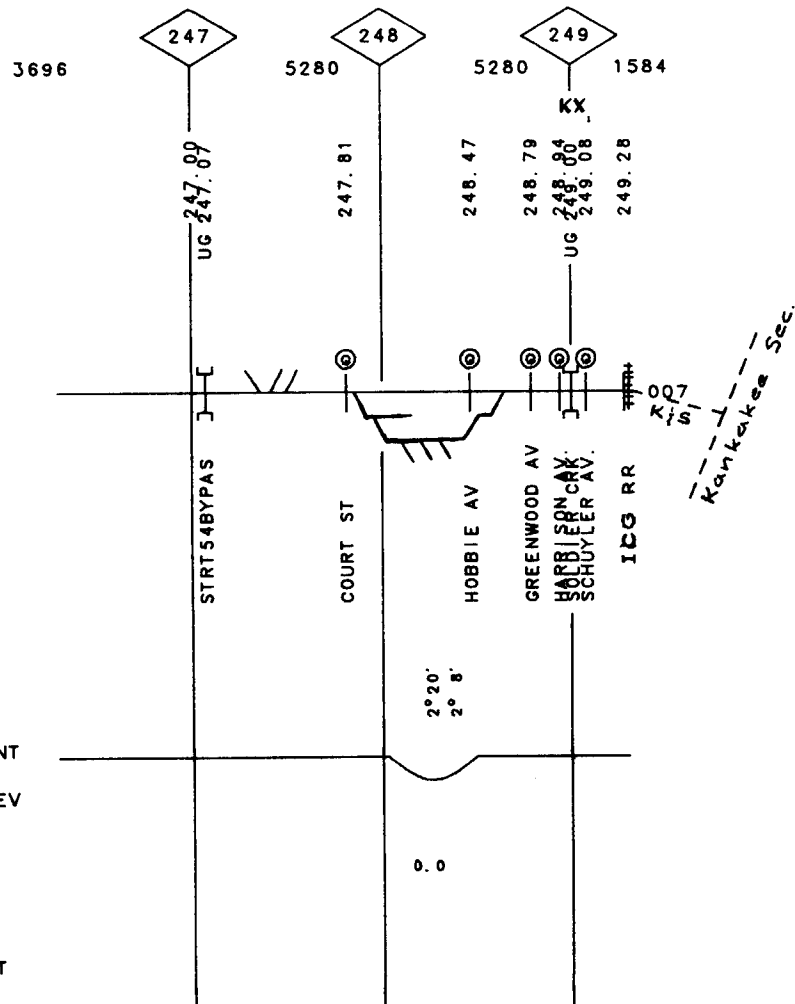
DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV

VERT. ALIGNMENT

MIN ELEV
GRADE

	002	007	
GRINDING	80(1)		
SURFACING	79T	80E	
TIES	79	78	
UNDERCUTTING			
RAIL	27F79	32-79	007
BAL CLEAN			
TONNAGE (MGT)	10.8	23.3	
T T SPEED	30/30/30	30/30/30	

GRINDING	80(1)
SURFACING	79T
TIES	78
UNDERCUTTING	
RAIL	27F79
BAL CLEAN	80L
TONNAGE (MGT)	12.9
T T SPEED	30/30/30

001

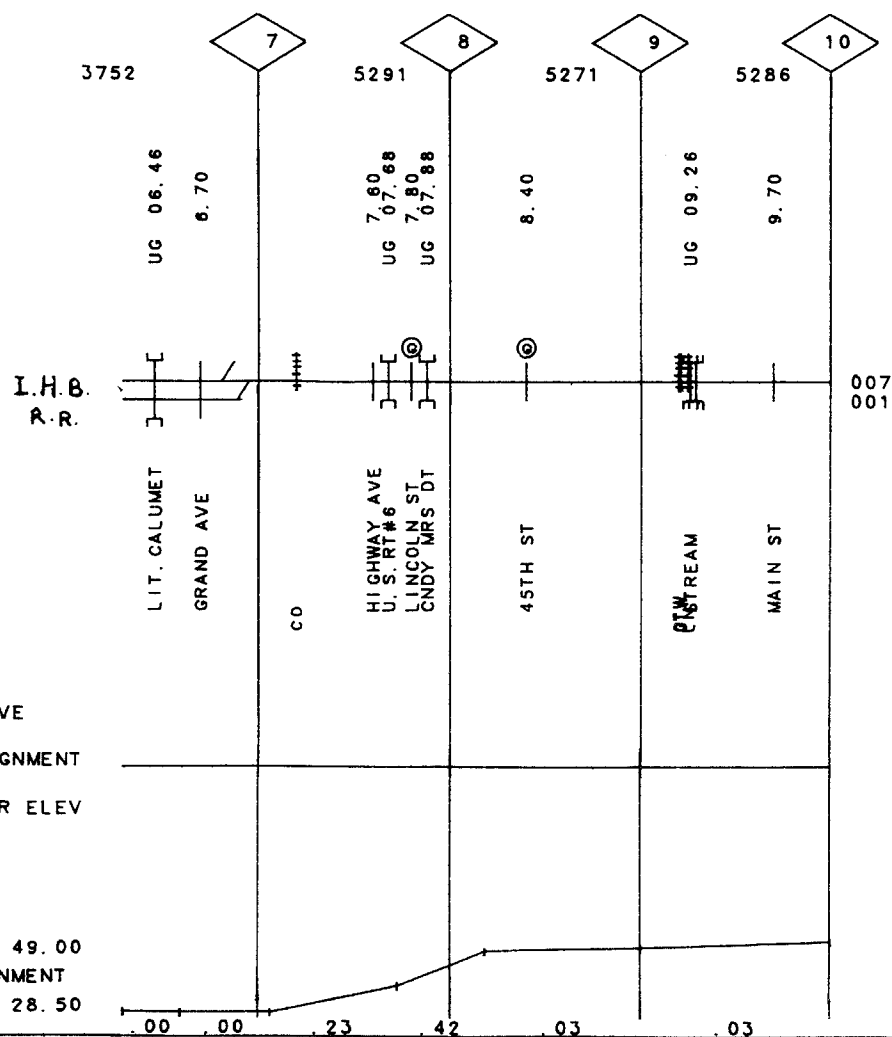
VALUATION
TOWN

HIGHLANDS

V2500

HAYS

FACILITY



GRINDING					80(1)				
SURFACING					80E				
TIES					78				
UNDERCUTTING									
RAIL					32-79				007
BAL CLEAN					80L				
TONNAGE(MGT)					23.3				
T T SPEED	30/30/30		45/45/45				45/45/45		

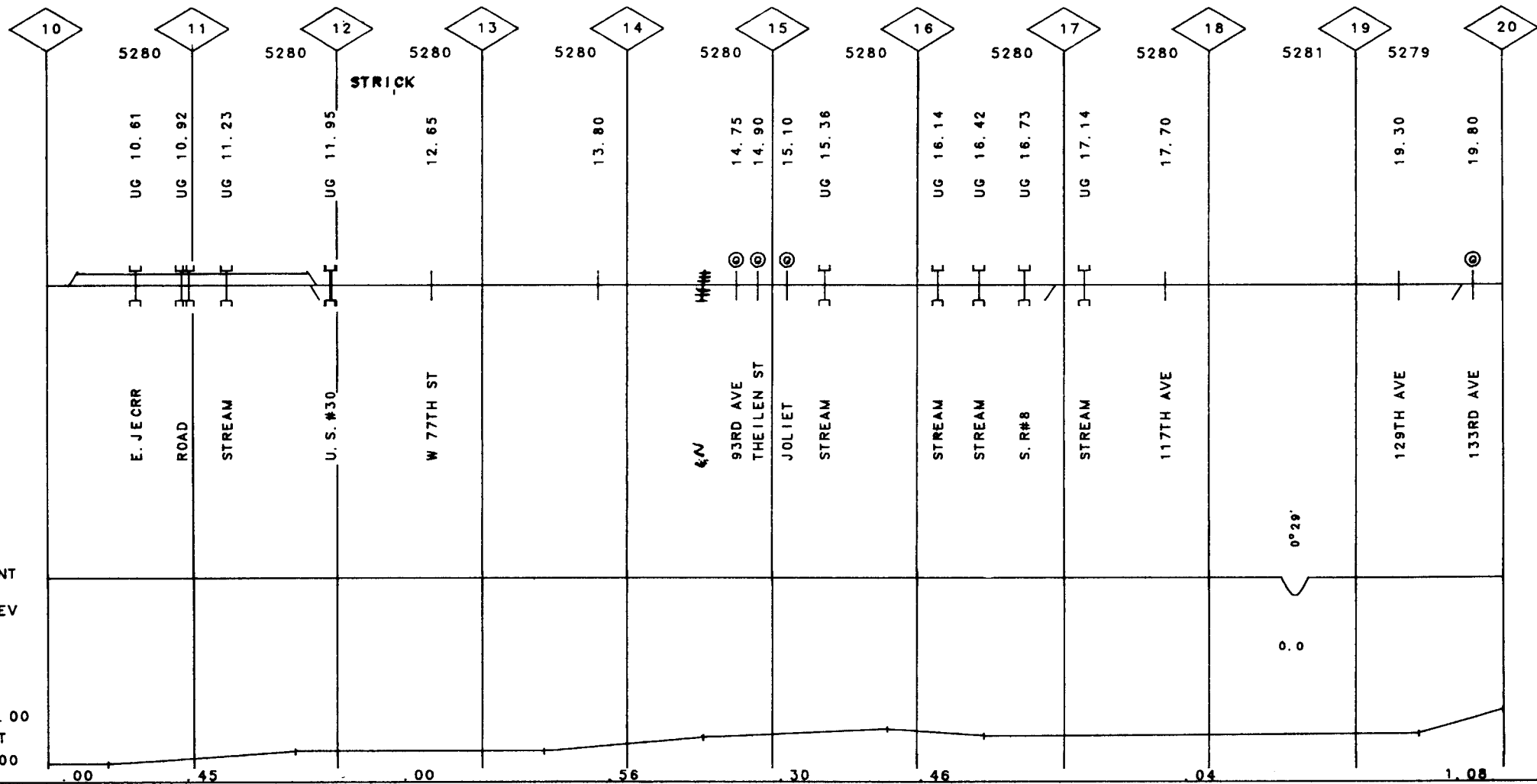
VALUATION
TOWN

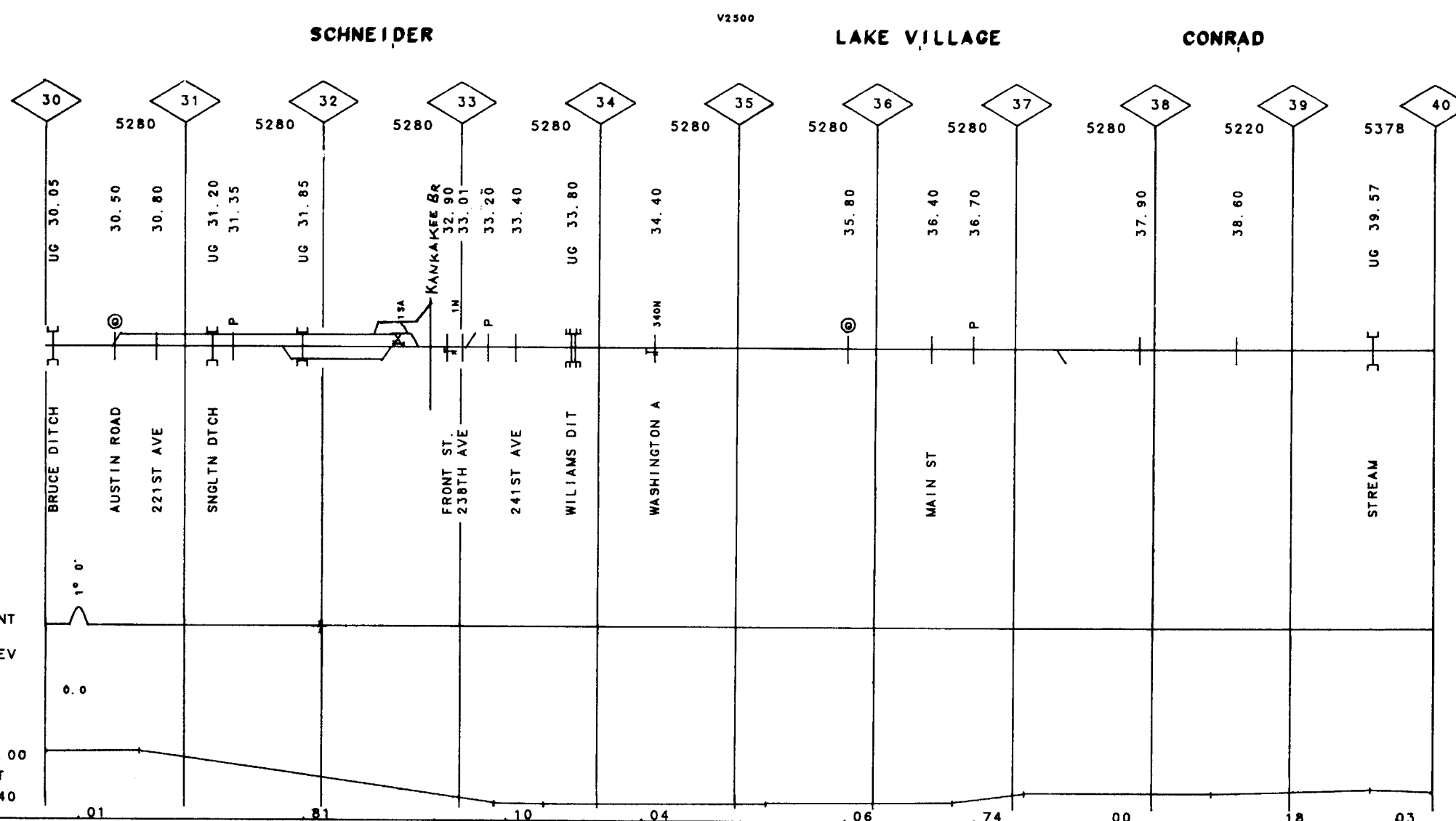
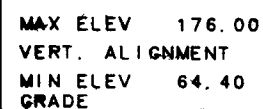
HARTSDALE

ST. JOHN

COOK

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEVMAX ELEV 177.00
VERT. ALIGNMENT
MIN ELEV 49.00
GRADE

007

SDG007

35

2

00

5

MP

00

4

32

0

32

ES

11

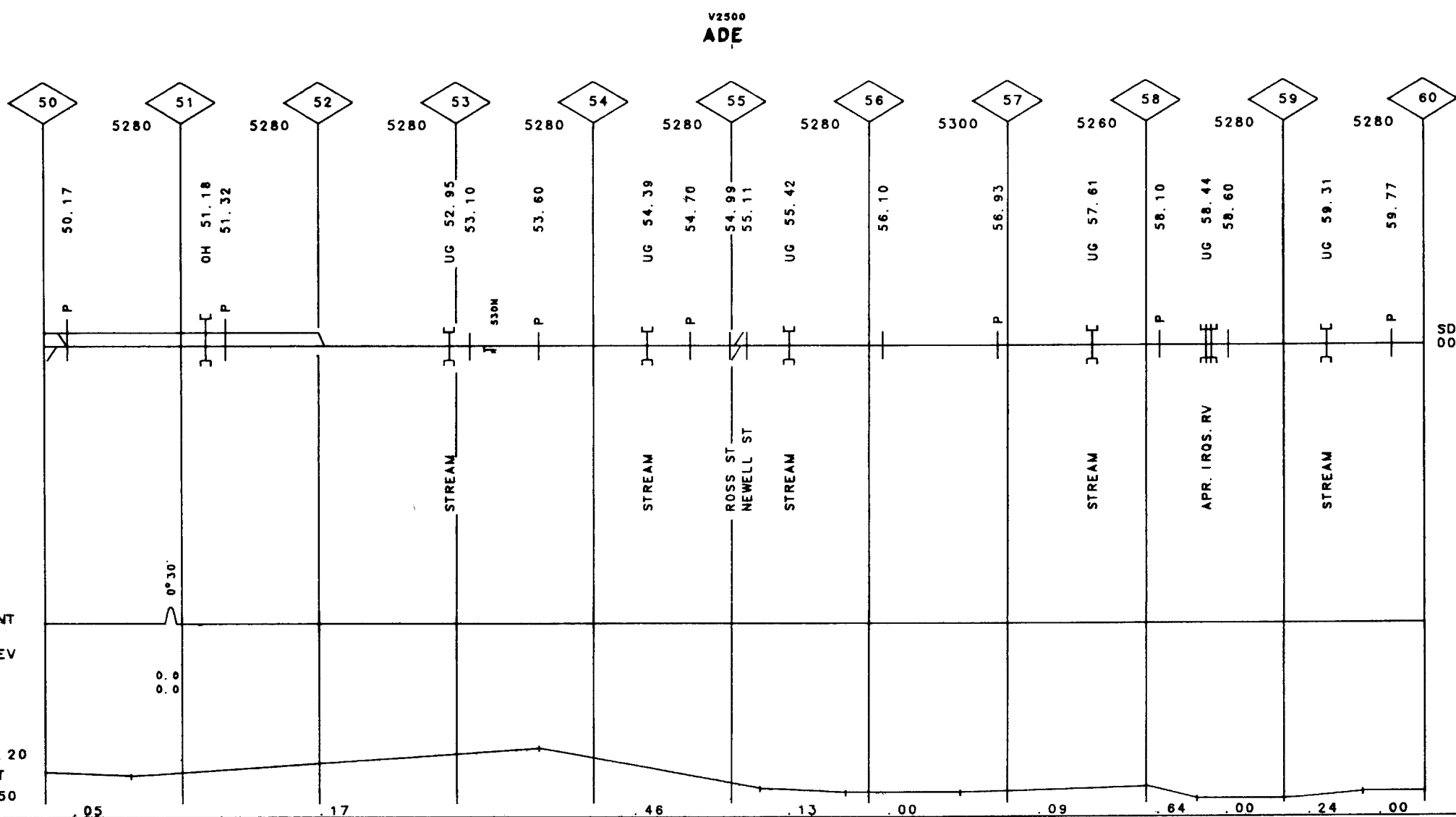
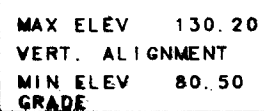
DAI

5

2-

[illegible]

007



SDG007VALUATION
TOWN

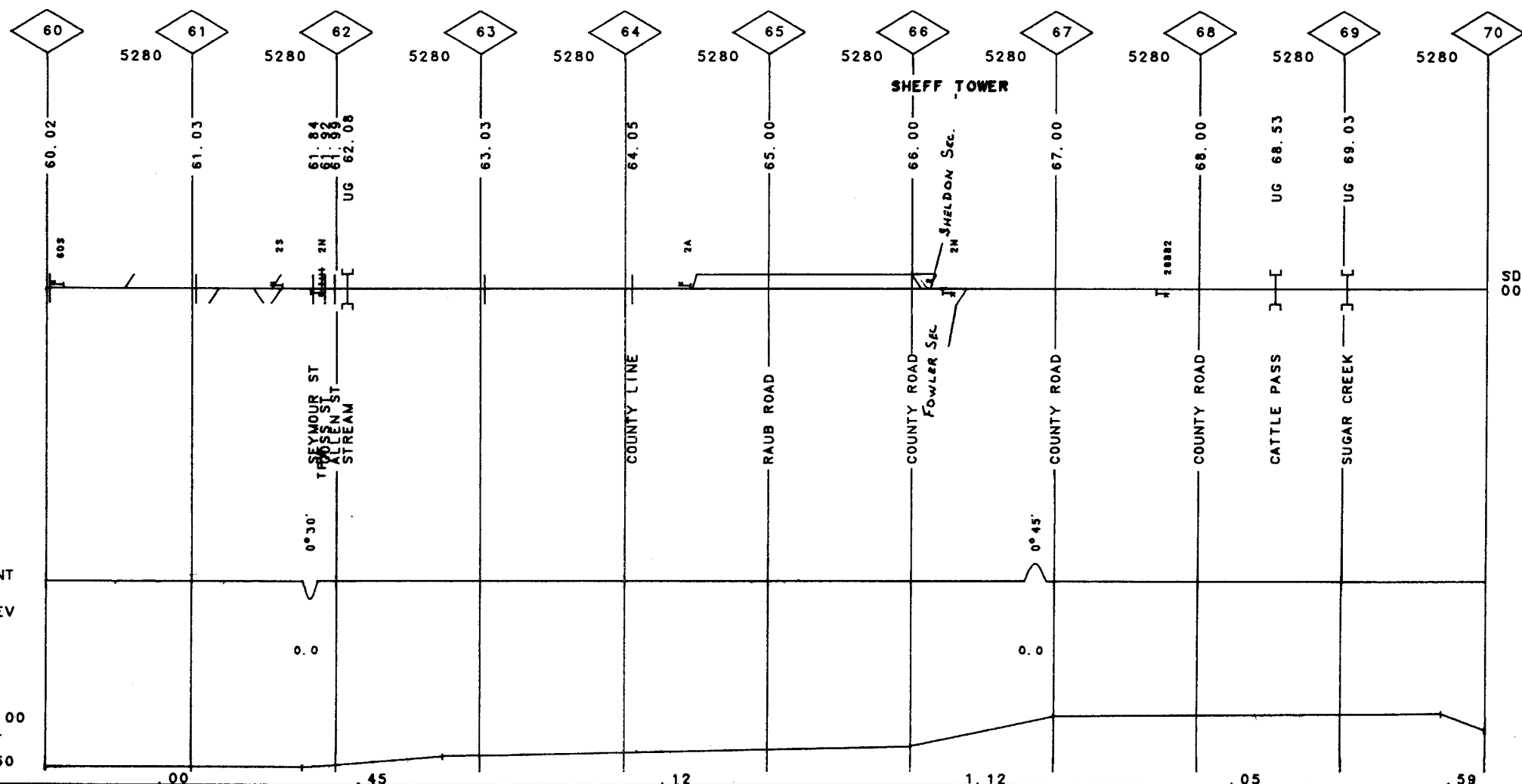
KENTLAND

V2500

SHEFF

YORK

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 195.00
VERT. ALIGNMENT
MIN ELEV 87.50
GRADE

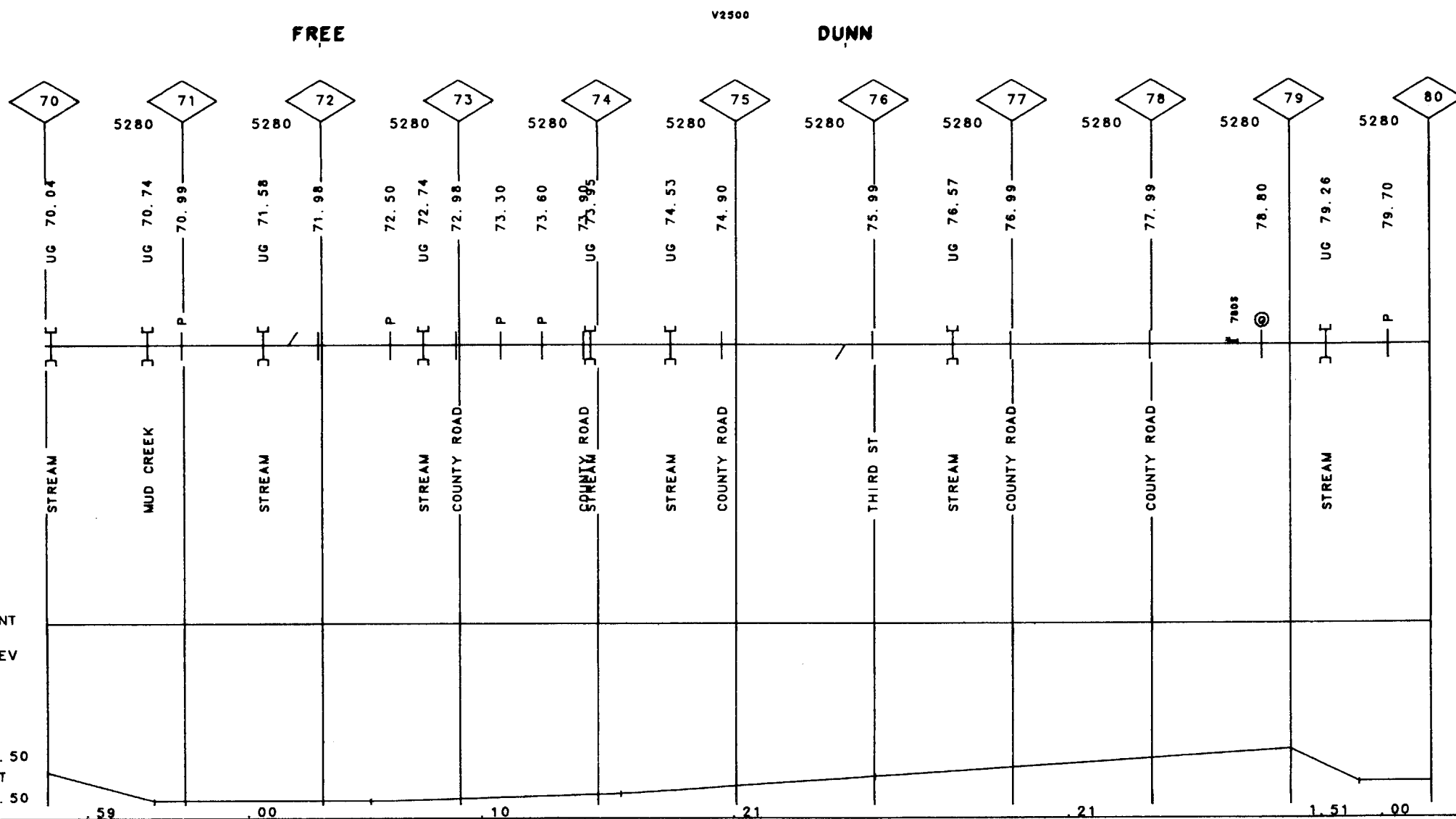
SDG
007

37

MP 60 00 -MP 70 00 IN

REV 01/82

32-8431 DANVILLE SEC.

007

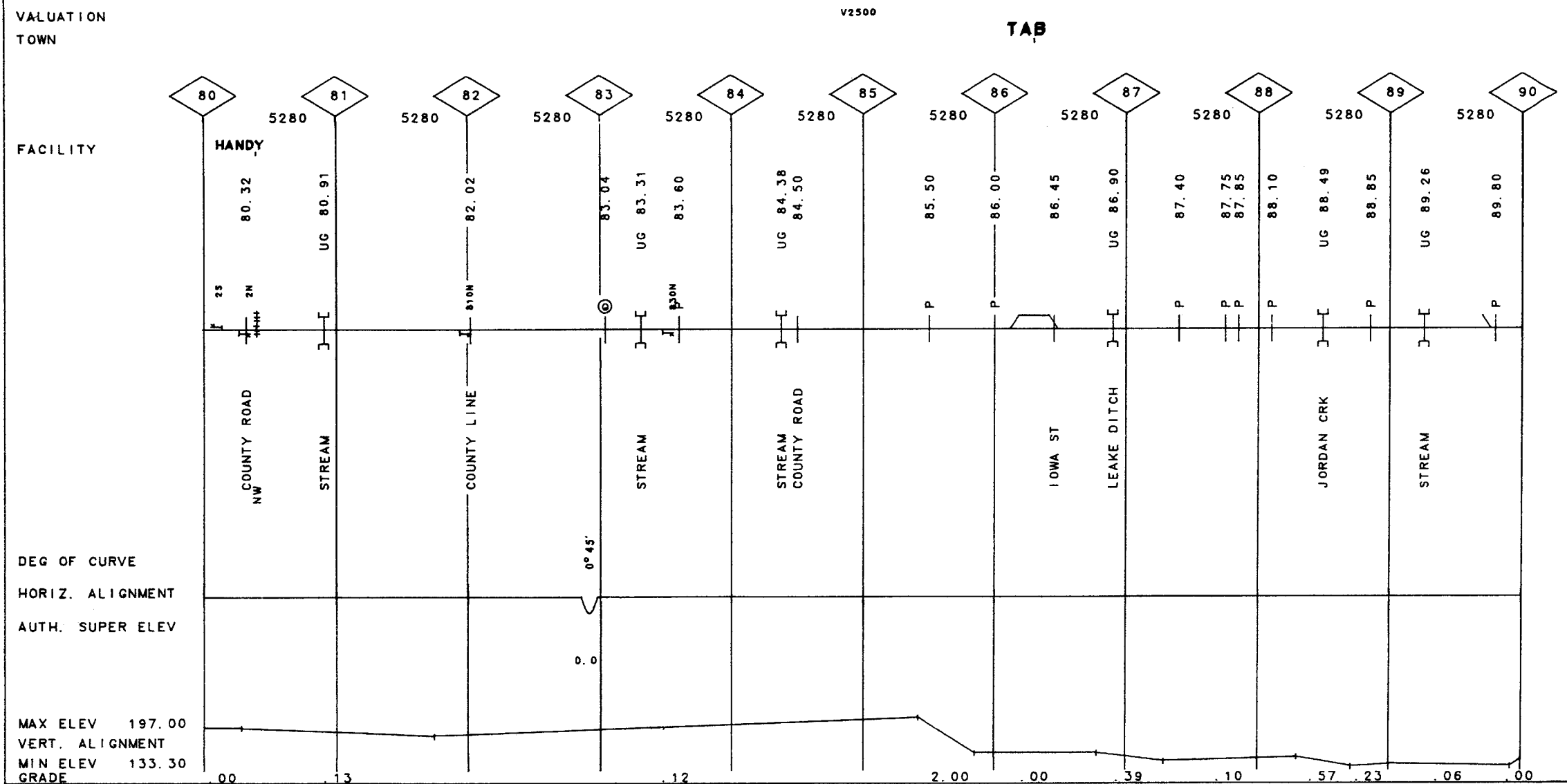
[illegible]

39

MP	80.00	-MP	90.00	IN
----	-------	-----	-------	----

REV. 01/82

32-8431 DANVILLE SEC.



GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL. CLEAN	
TONNAGE (MGT)	
T T SPEED	

SDG

007

SDG
007

VALUATION
TOWN

STEWART

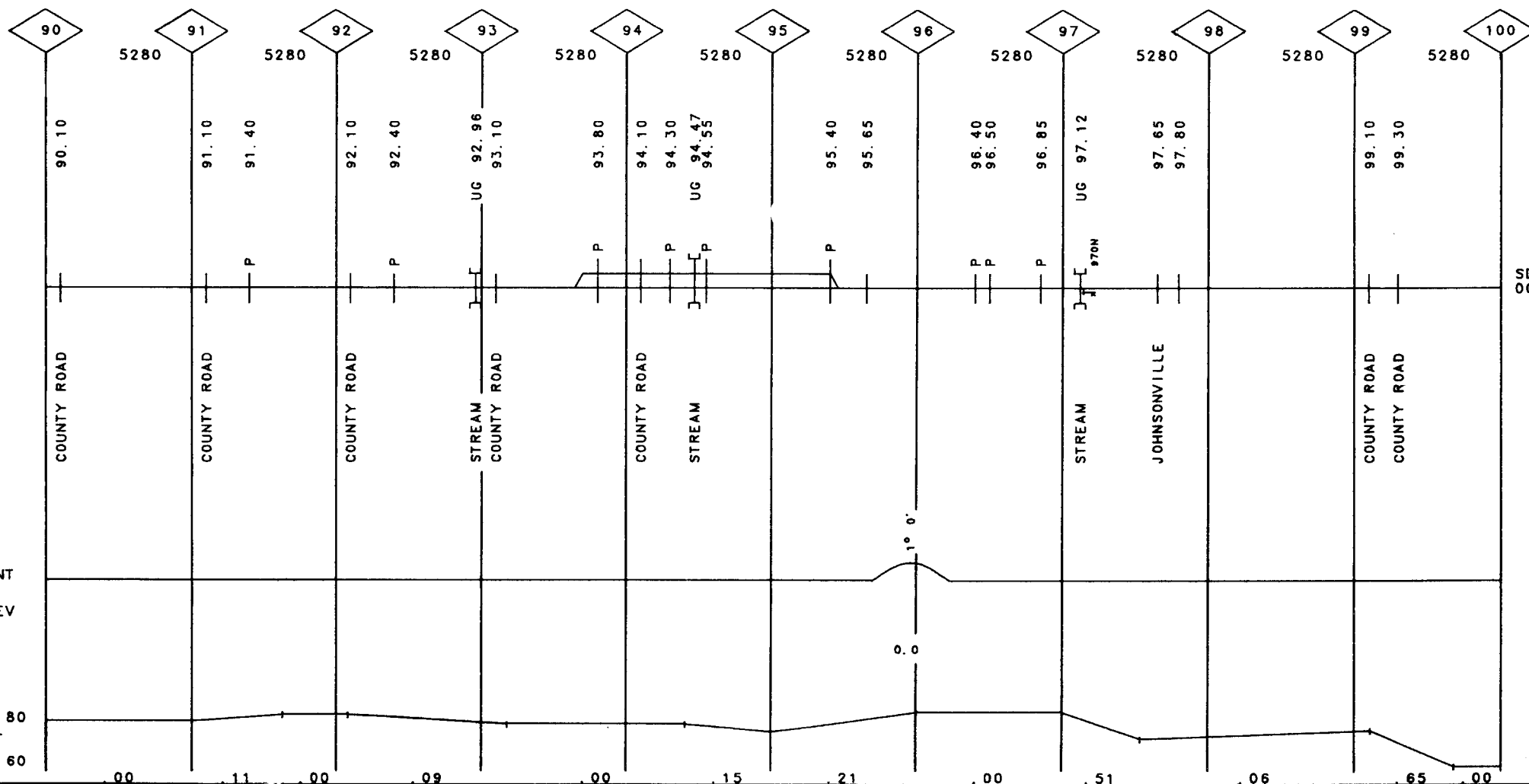
SLOAN

V2500

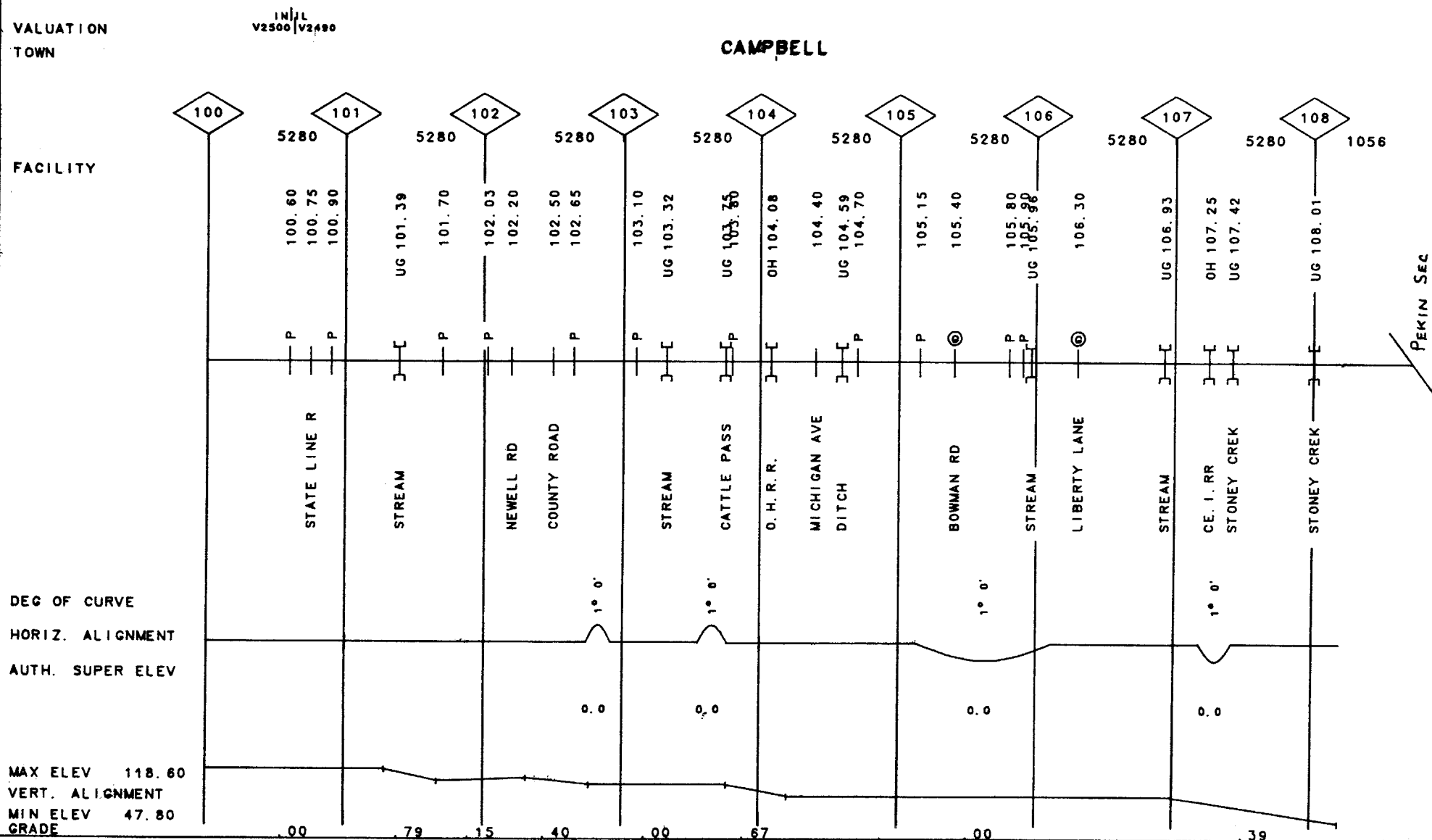
FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 147.80
VERT. ALIGNMENT
MIN ELEV 118.60
GRADE



GRINDING									
SURFACING									
TIES			78					79	
UNDERCUTTING									
RAIL	05-28		05-30		05-28		05-25		05-30
BAL CLEAN									
TONNAGE (MGT)					81				
T Y SPEED					7.4				
					30/30/30				



VALUATION
TOWN

CROWN POINT

SCHERERVILLE

FACILITY

SOUTHWEST
DIV.

CHICAGO
DIV.

DEG OF CURVE
HORIZ. ALIGNMENT

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

GRINDING					
SURFACING	75E			74E	
TIES	73			74	
UNDERCUTTING					
RAIL	31C-59	30C-41		30C-41	
BAL CLEAN					
TONNAGE (MGT)		0.0			
T T SPEED					

007

007

VALUATION
TOWN

SCHERERVILLE

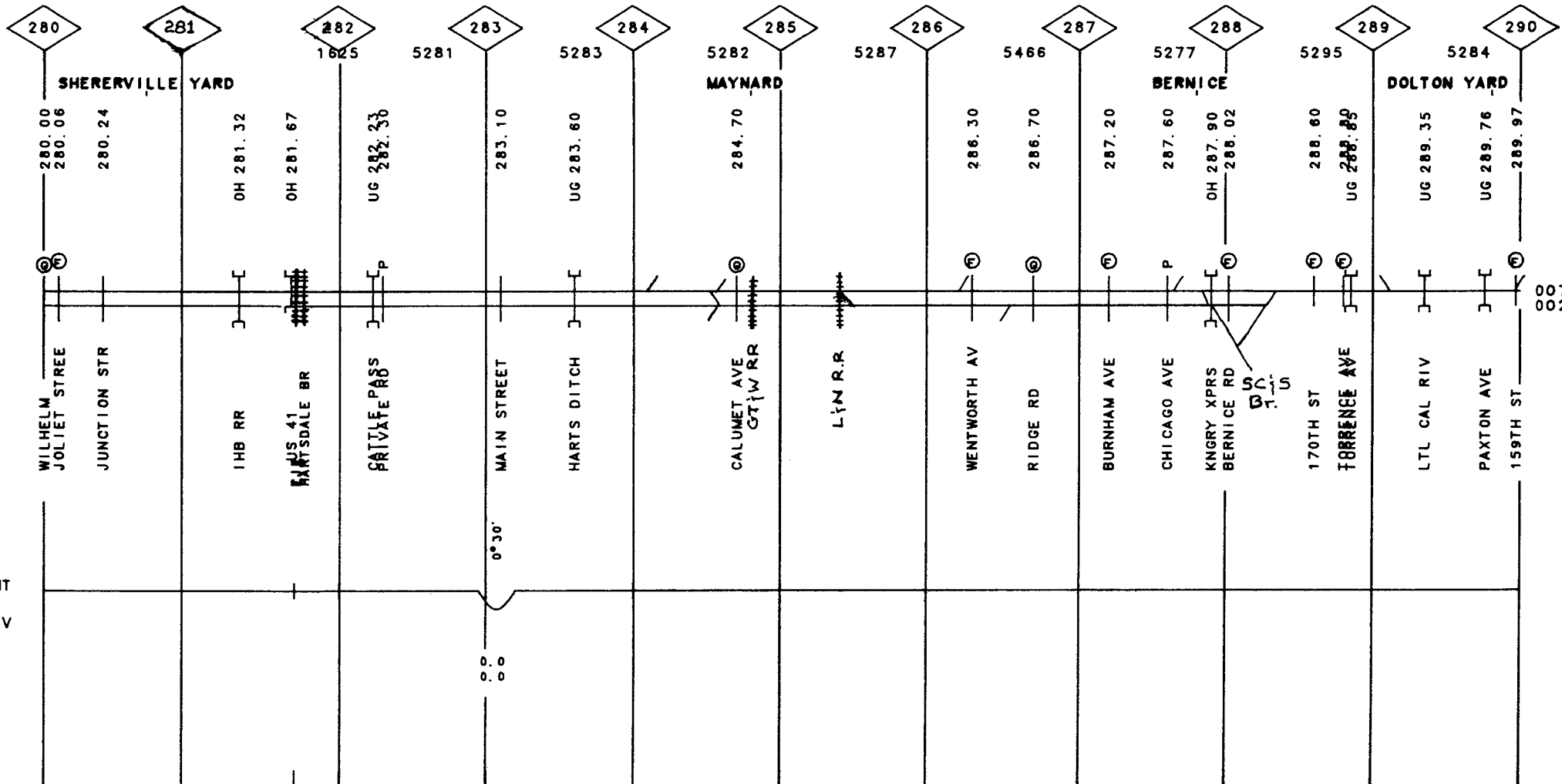
V7148 V7175

LANSING

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE



GRINDING								001	007	
SURFACING			76T				76T			76T
TIES			76				80	76		76
UNDERCUTTING										
RAIL	31C-41			30C-43			31-42	131-76		30C-58
BAL CLEAN			76L				76L			
TONNAGE(MGT)				0.5						
T SPEED										

GRINDING	002							002	
SURFACING		74E					80E		
TIES		68					80	80	
UNDERCUTTING									
RAIL		30-41C			30-43C				
BAL CLEAN		69S							
TONNAGE(MGT)		0.3			0.3				
T SPEED									

001

002

GRINDING					001
SURFACING			73E		
TIES			73		
UNDERCUTTING					
RAIL		30F70	105C-23		
BAL CLEAN					
TONNAGE(MGT)			0.0		
T T SPEED					

GRINDING					002
SURFACING			73E		
TIES			73		
UNDERCUTTING					
RAIL			05-16		
BAL CLEAN					
TONNAGE(MGT)					
T T SPEED					

001					
67E			77E		
66		70	71	72	63
30-VAR		27F74	27F74	27F74	
		0.0			
		20/20/20			

002					
67E		71E		69E	
66		71		66	
		05-VAR		30C45	
		20/20/20			

001

002

45

300.10
302.30 IL
310.00

300.00
300.10 - MP
302.30

REV. 01/82
MP

BERNICE SEC.
BEVERLY JCT. SEC.
WESTERN AVENUE SEC.

32-3207

VALUATION
TOWN

CHICAGO

V7175

49TH STREET, CHI

26TH STREET, CHI

FACILITY

DEG OF CURVE

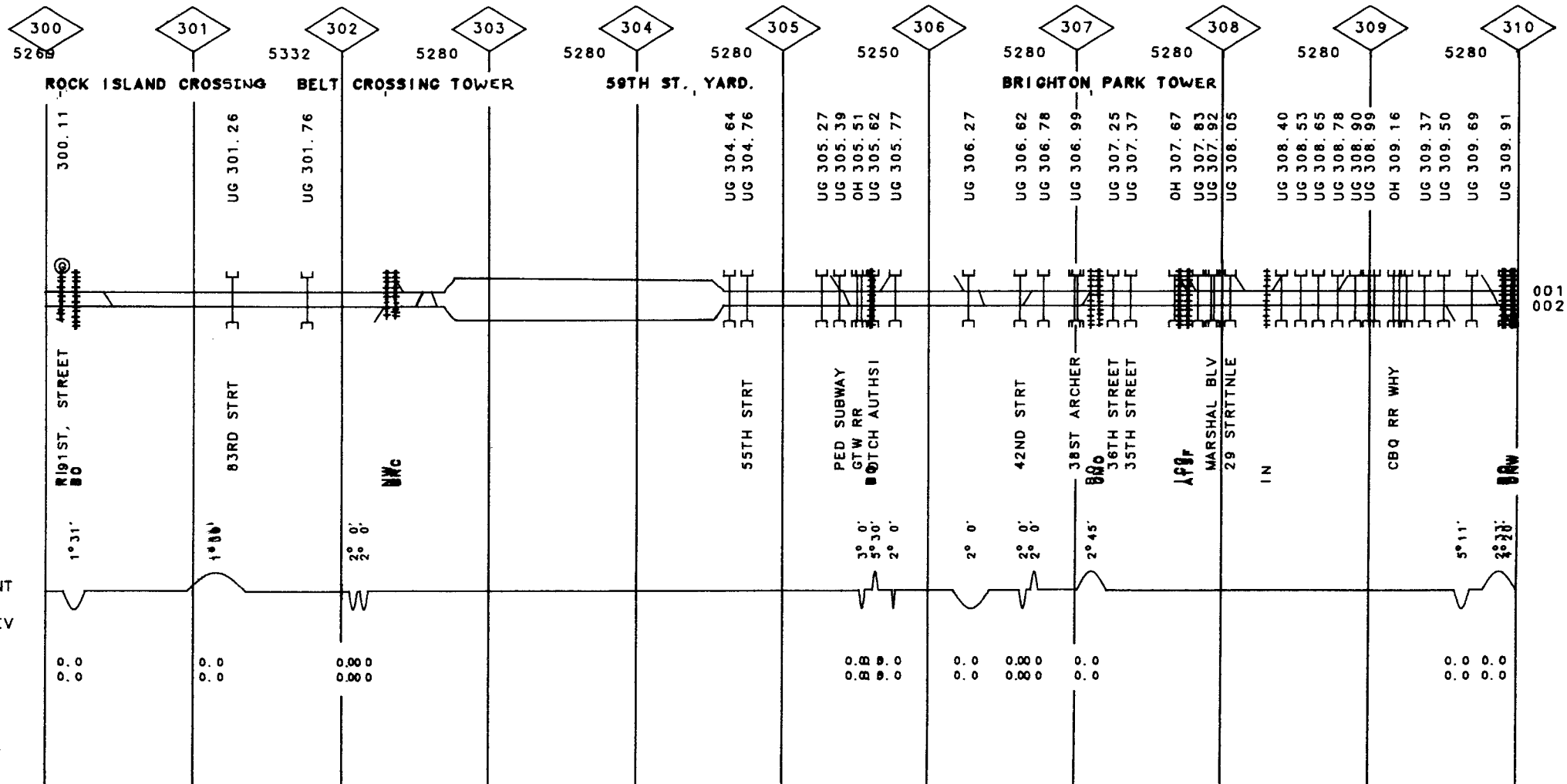
HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV

VERT. ALIGNMENT

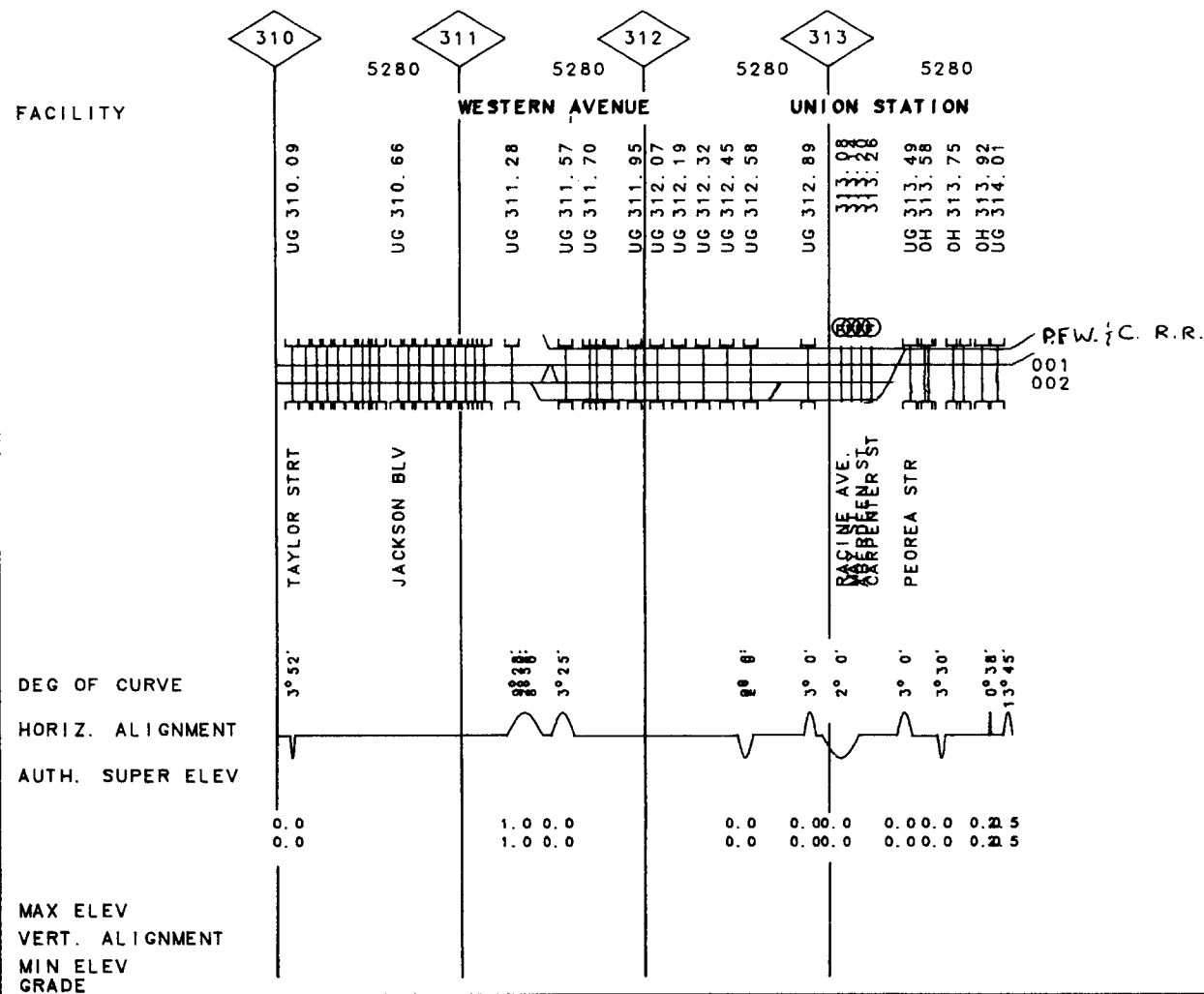
MIN ELEV
GRADE



001
002

001002

CHI CAGO

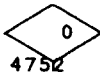


GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL. CLEAN	
TONNAGE (MGT)	1.3
T T SPEED	

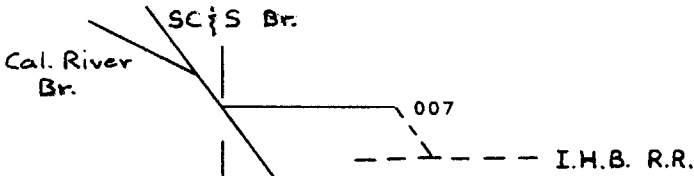
007

VALUATION
TOWN

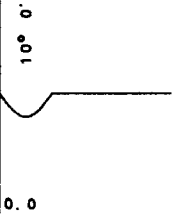
HEGEWISCH



FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV



MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

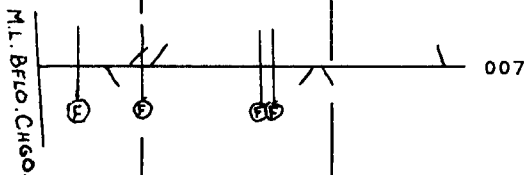
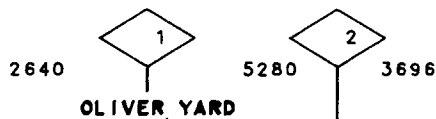
GRINDING			
SURFACING		74E	
TIES	65		68
UNDERCUTTING			
RAIL	05-27	27F68	
BAL. CLEAN	68S	80L	68S
TONNAGE (MGT)			
T T SPEED			

007

VALUATION
TOWN

SOUTH BEND

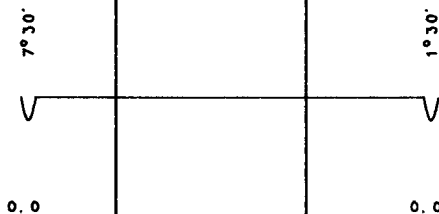
FACILITY



DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV



MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

SDG

007

SDG
007

[illegible]

007

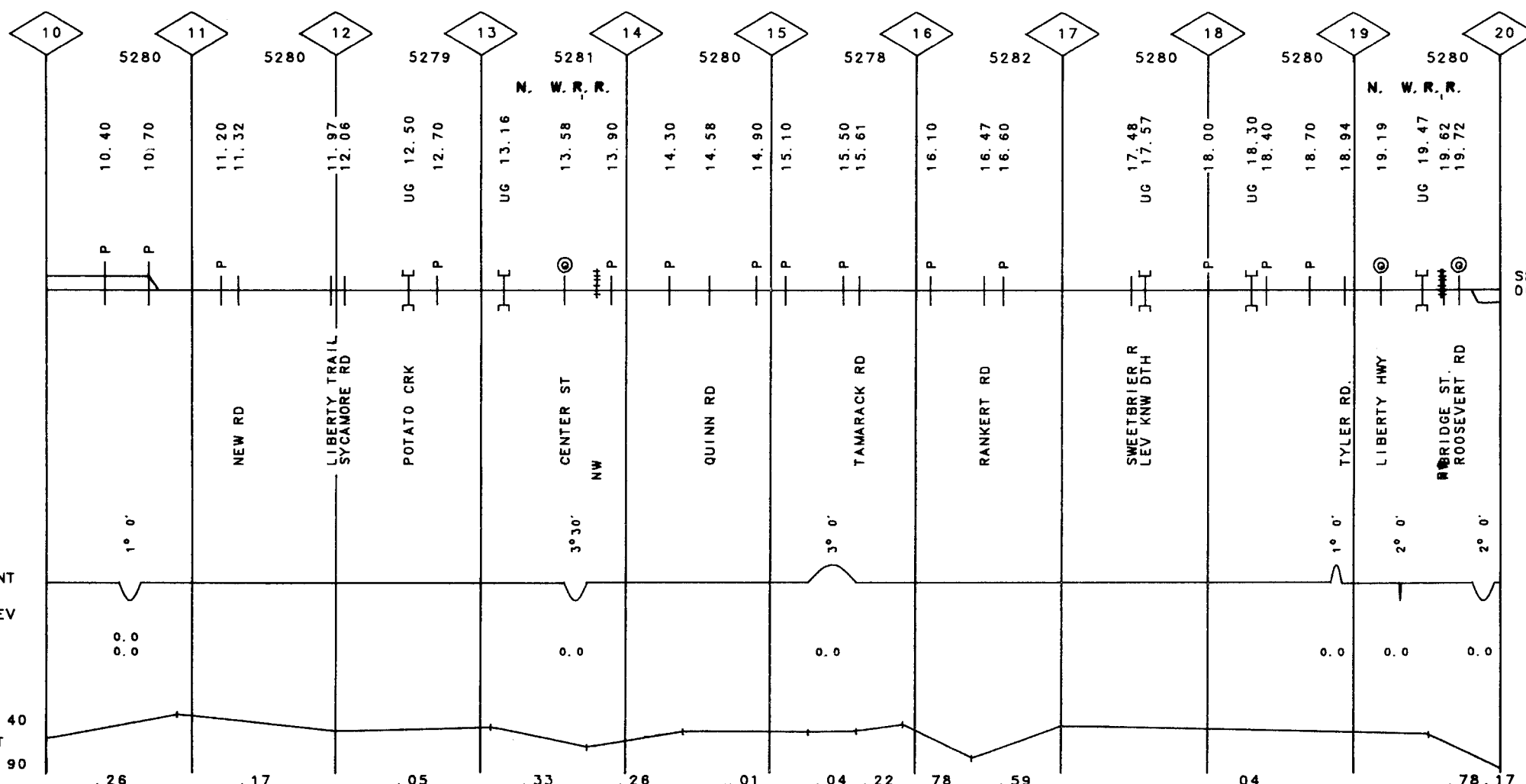
Y2470

DEG OF CURVE
 HORIZ. ALIGNMENT
 AUTH. SUPER ELEV

```

MAX ELEV      169.40
VERT. ALIGNMENT
MIN ELEV      137.90
GRADE

```

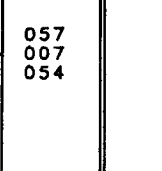


057	51
	Σ
	—

007	MP 30.00
-----	----------

054

V2470



32-3123 NIPSCO BR.

REV. 01/82

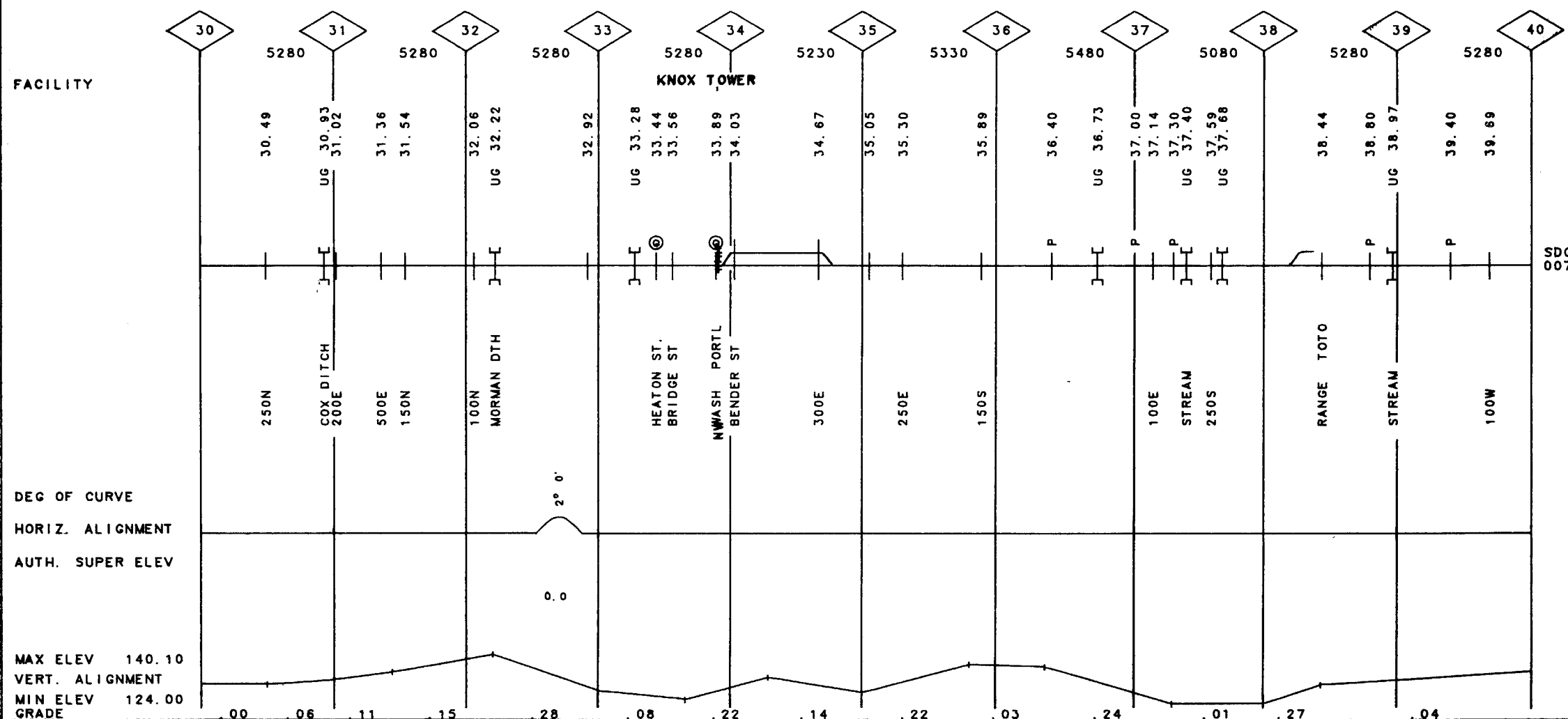
MP 20.00 -MP 30.00 IN

51

SDG007

V2470

RYE(TOTO)



068

007

083

NORTH JUDSON

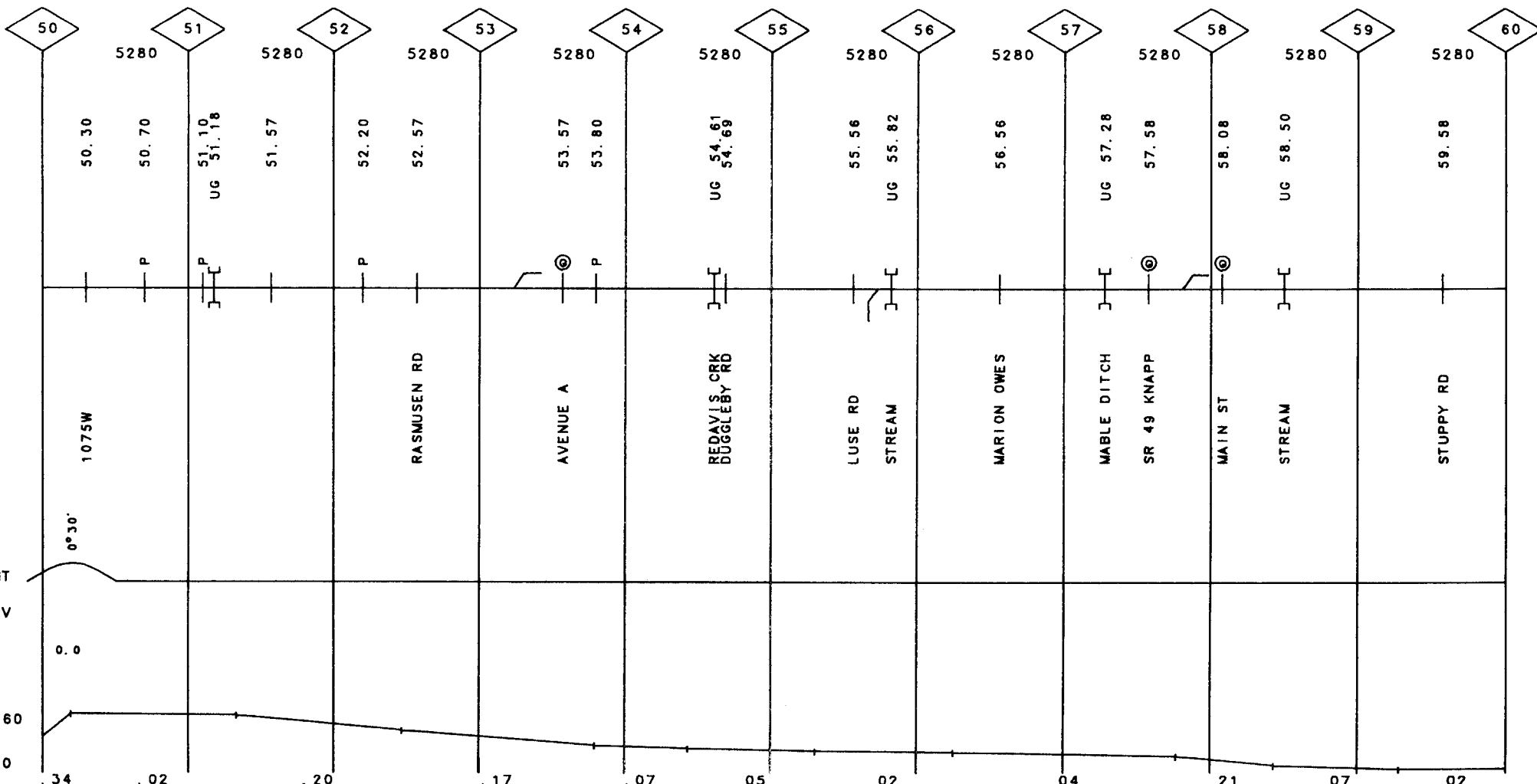


VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 132.60
VERT. ALIGNMENT
MIN ELEV 90.00
GRADE



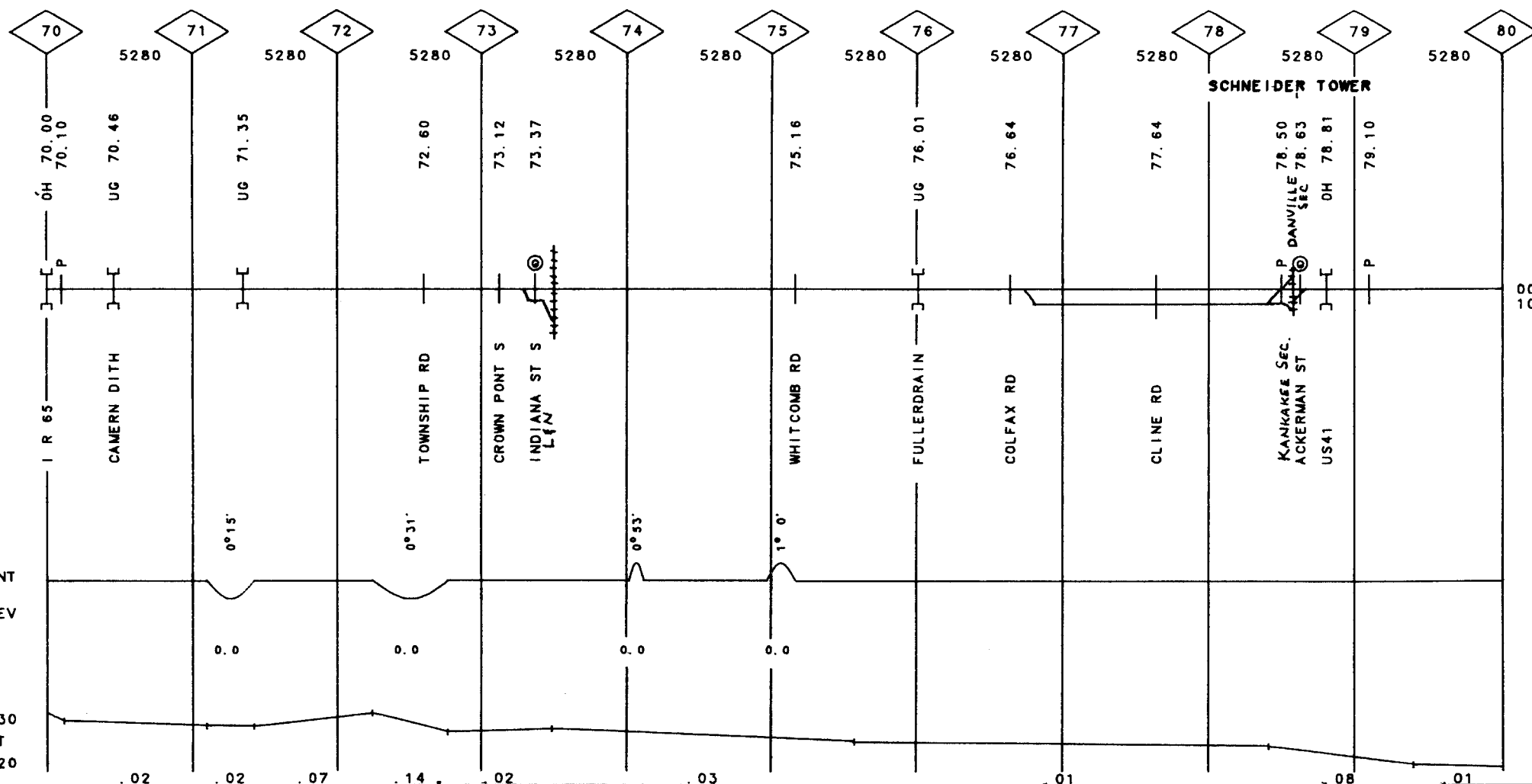
007

007

V2470

MAX ELEV 98.40
VERT. ALIGNMENT
MIN ELEV 72.70
GRADE

MAX ELEV 74.30
VERT. ALIGNMENT
MIN ELEV 63.20
GRADE



GRINDING										
SURFACING										
TIES										
UNDERCUTTING										
RAIL										
BAL CLEAN										
TONNAGE (MGT)										
T T SPEED										

GRINDING			
SURFACING	72E		
TIES			74
UNDERCUTTING			
RAIL	27F72		
BAL CLEAN			
TONNAGE (MGY)			
T T SPEED			

007

103

GRINDING	80(1)	
SURFACING	80F	
TIES	78	
UNDERCUTTING		
RAIL	31F79	
BAL CLEAN	80L	
TONNAGE(MGT)	13.2	
T T SPEED		

007

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 632.00
VERT. ALIGNMENT
MIN ELEV 59.50
GRADE

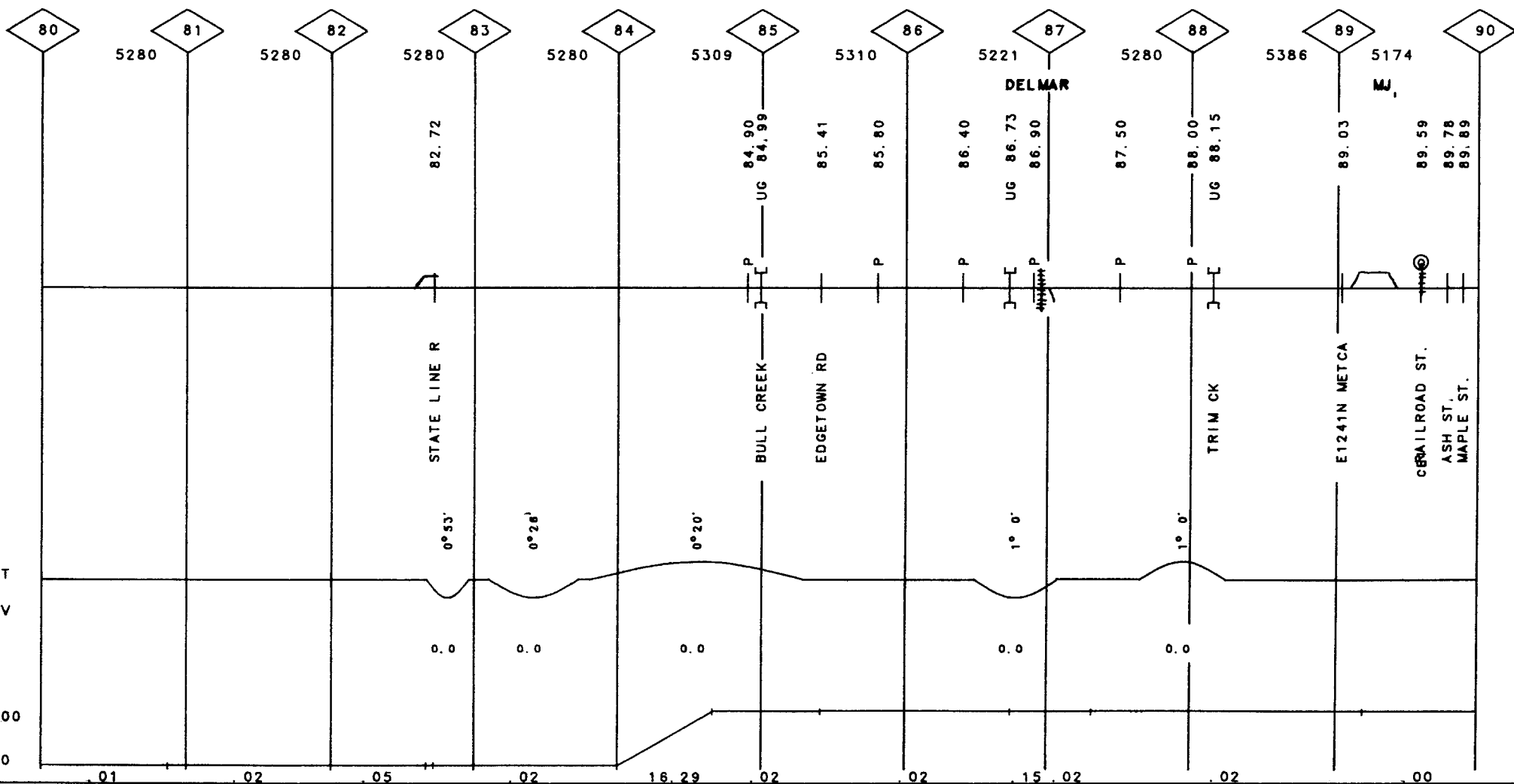
IN/IL

ILLINOI

V2470

EDGETOWN

MOMENCE

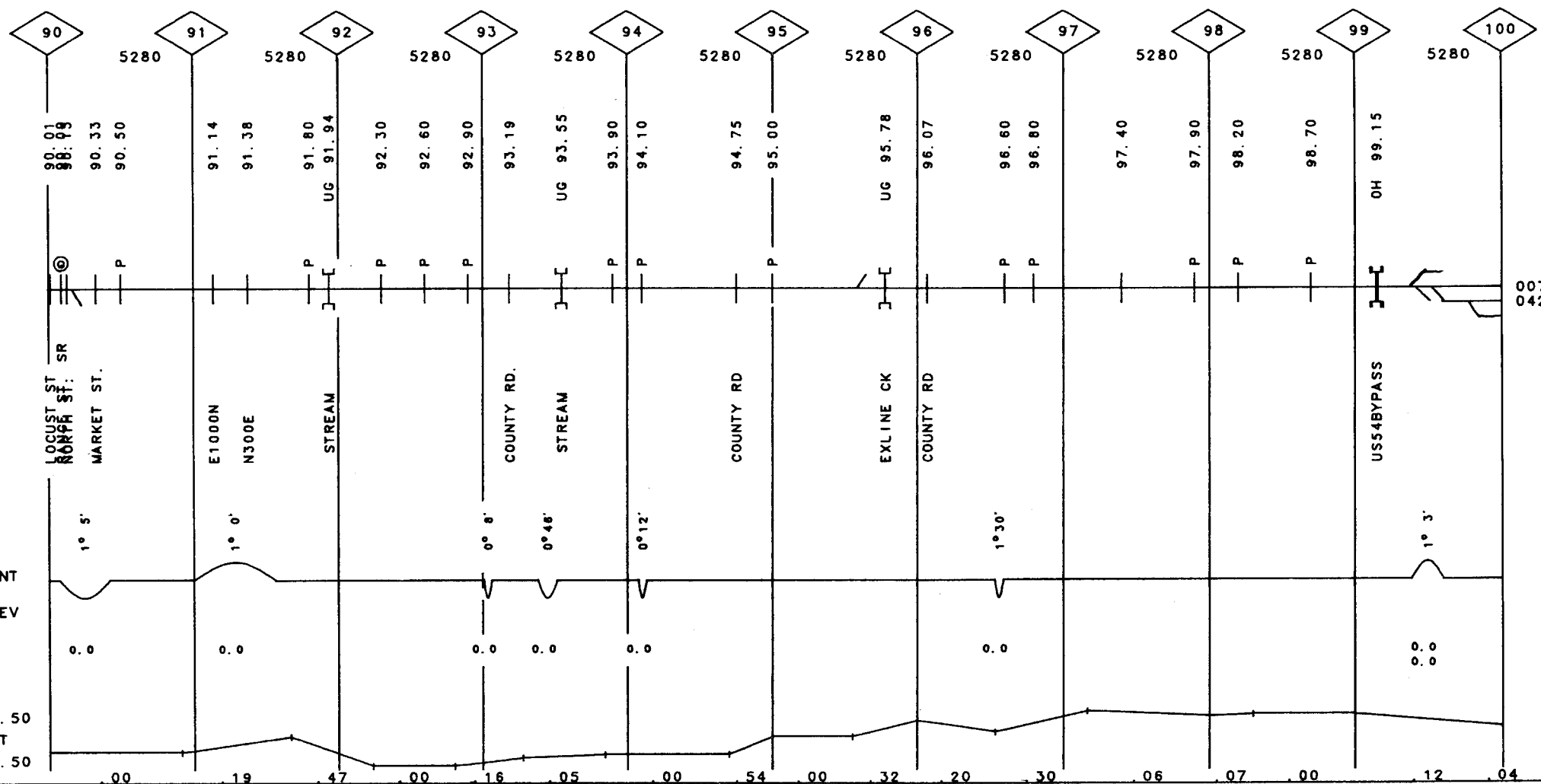


VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEVMAX ELEV 647.50
VERT. ALIGNMENT
MIN ELEV 621.50
GRADE

EXLINE



GRINDING	
SURFACING	80F
TIES	78
UNDERCUTTING	
RAIL	31F79
BAL CLEAN	55F78
TONNAGE(MGT)	80L
T T SPEED	13.2

007

GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	

042

01 B

007

VALUATION
TOWN

KANKAKEE

WEST KANKAKEE

LEHIGH



007

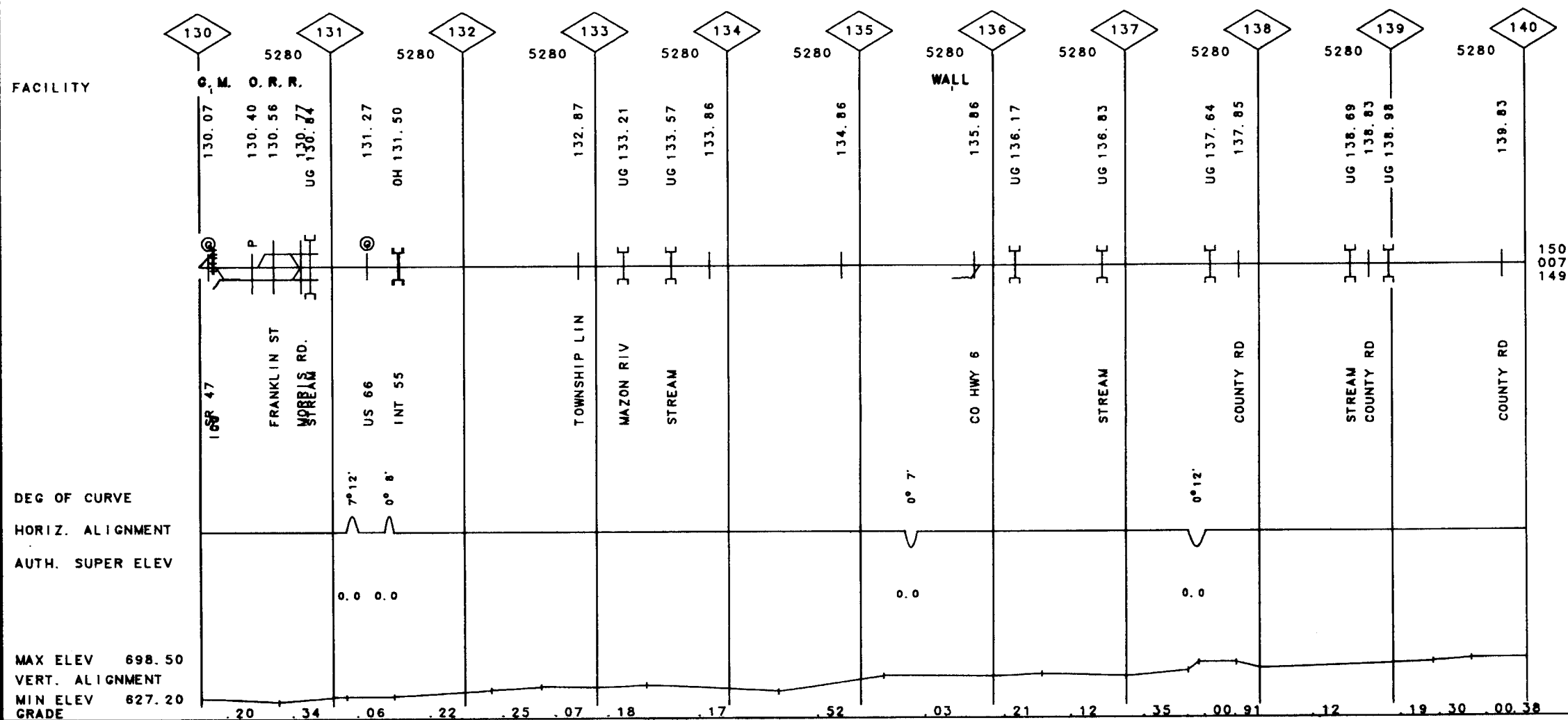
UNION HILL

The drawing shows a plan view of a bridge with 12 lanes. The lanes are numbered 110 to 120 at the top. The bridge is divided into sections by vertical lines. The centerline is marked with a dashed line. The stream crossings are labeled '900 S.', '1000 S.', '1100 S.', '1300 S.', '1300 S.', '1500 S.', '1700 S.', and '1800 S.'. The bridge is shown with various lane markings, including 'UG' (Underground) and 'P' (Pavement). The drawing includes a cross-section line at the bottom, showing the bridge's profile and the stream's elevation. The cross-section line is labeled with stationing: 08, 38, 17, 00, 50, 08, 07, 11, 05, 00, 02, 10. The drawing also includes a scale bar at the bottom left, showing a distance of 100 feet. The drawing is a technical drawing, likely a plan view, showing the bridge's layout and the stream's crossings. The drawing includes various lane markings, including 'UG' (Underground) and 'P' (Pavement). The drawing also includes a cross-section line at the bottom, showing the bridge's profile and the stream's elevation. The cross-section line is labeled with stationing: 08, 38, 17, 00, 50, 08, 07, 11, 05, 00, 02, 10. The drawing is a technical drawing, likely a plan view, showing the bridge's layout and the stream's crossings.

144007

150007149

ADAMS



155007157

DEG OF CURVE	
HORIZ. ALIGNMENT	
AUTH. SUPER ELEV	

MAX ELEV 624.50
VERT. ALIGNMENT
MIN ELEV 621.00
GRADE

007

MCNABB

Diagram illustrating a sewer line plan with manholes numbered 170 through 180. The plan shows the sewer line, manholes, and associated elevations.

Manhole Number	Invert Elevation (ft)	Ground Elevation (ft)	Notes
170	170.16	170.40	P
171	171.28		
172	171.80	171.89	UG, STREAM
173	172.49	172.61	
174	173.36	173.71	UG, SR 89
175	174.00		P, MAIN ST
176	174.79		
177	175.83		
178	176.84	177.34	
179	178.35		
180	178.97	179.35	UG, STREAM
181	179.60		UG, STREAM
182	179.96		UG, STREAM

007

VALUATION
TOWN

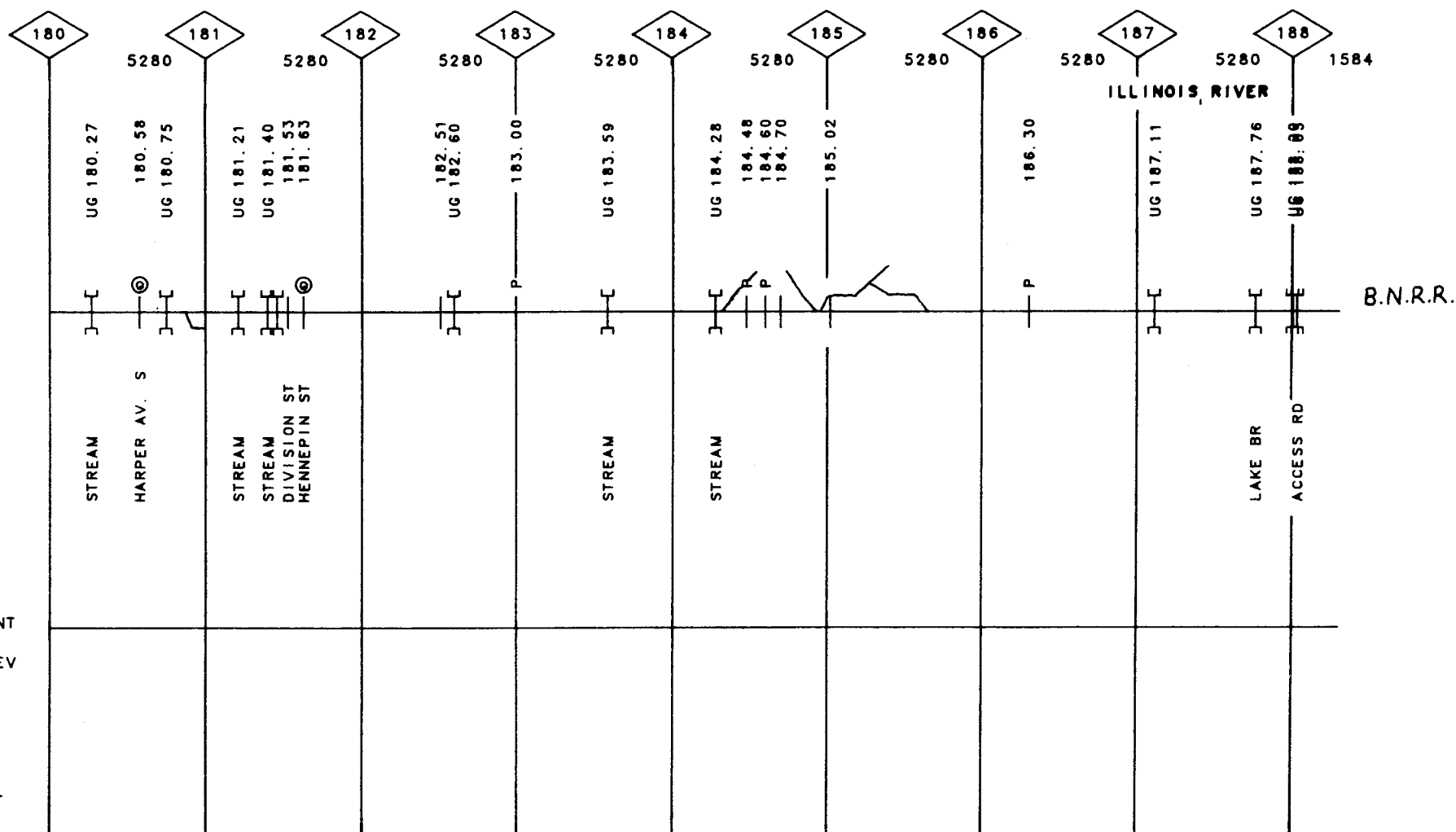
GRANVILLE

HENNEPIN

FACILITY

DEG OF CURVE	
HORIZ. ALIGNMENT	
AUTH. SUPER ELEV	

MAX ELEV	
VERT. ALIGNMENT	
MIN ELEV	
GRADE	



VALUATION
TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

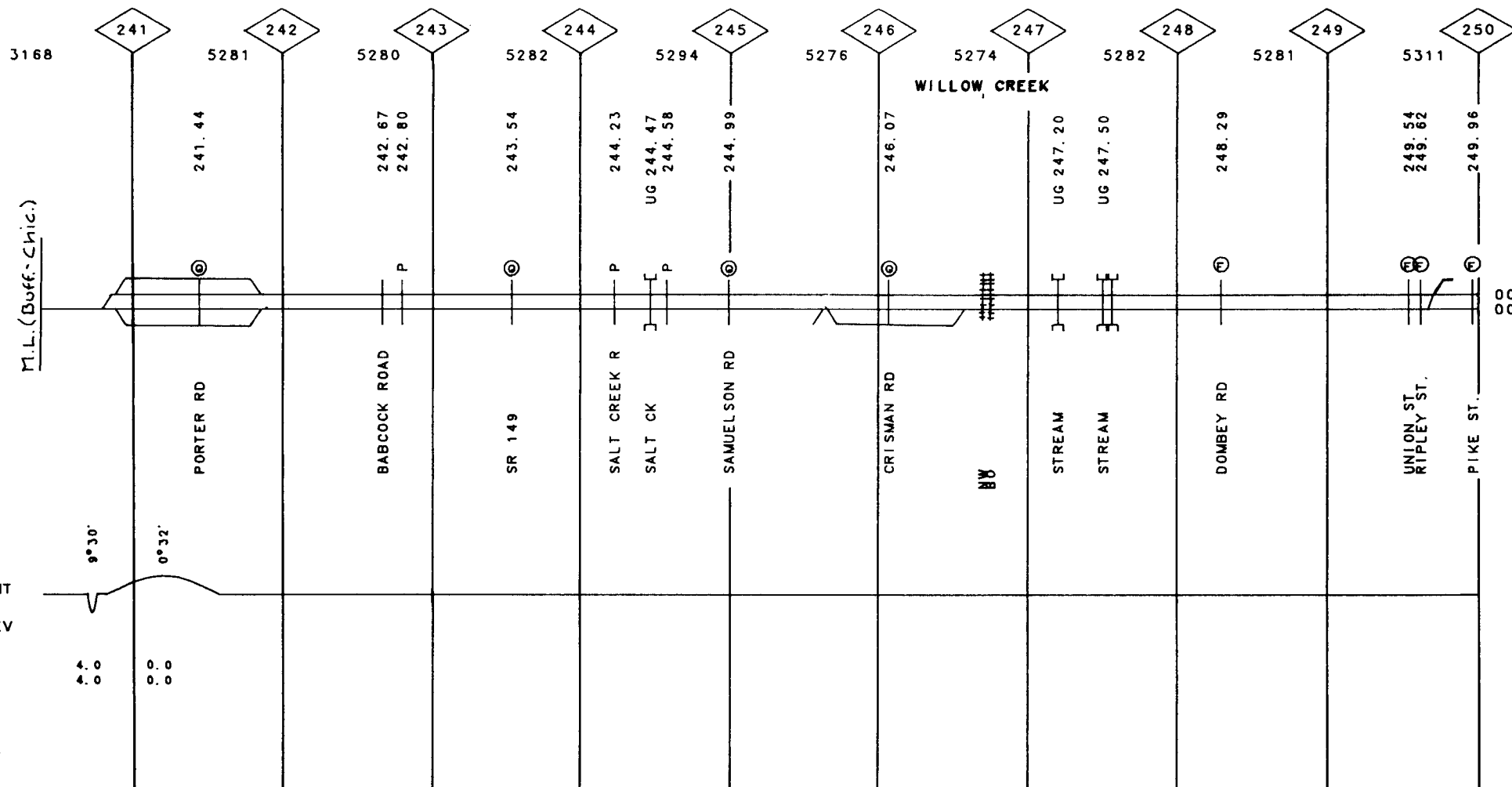
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

PORTER

CHRISTMAN

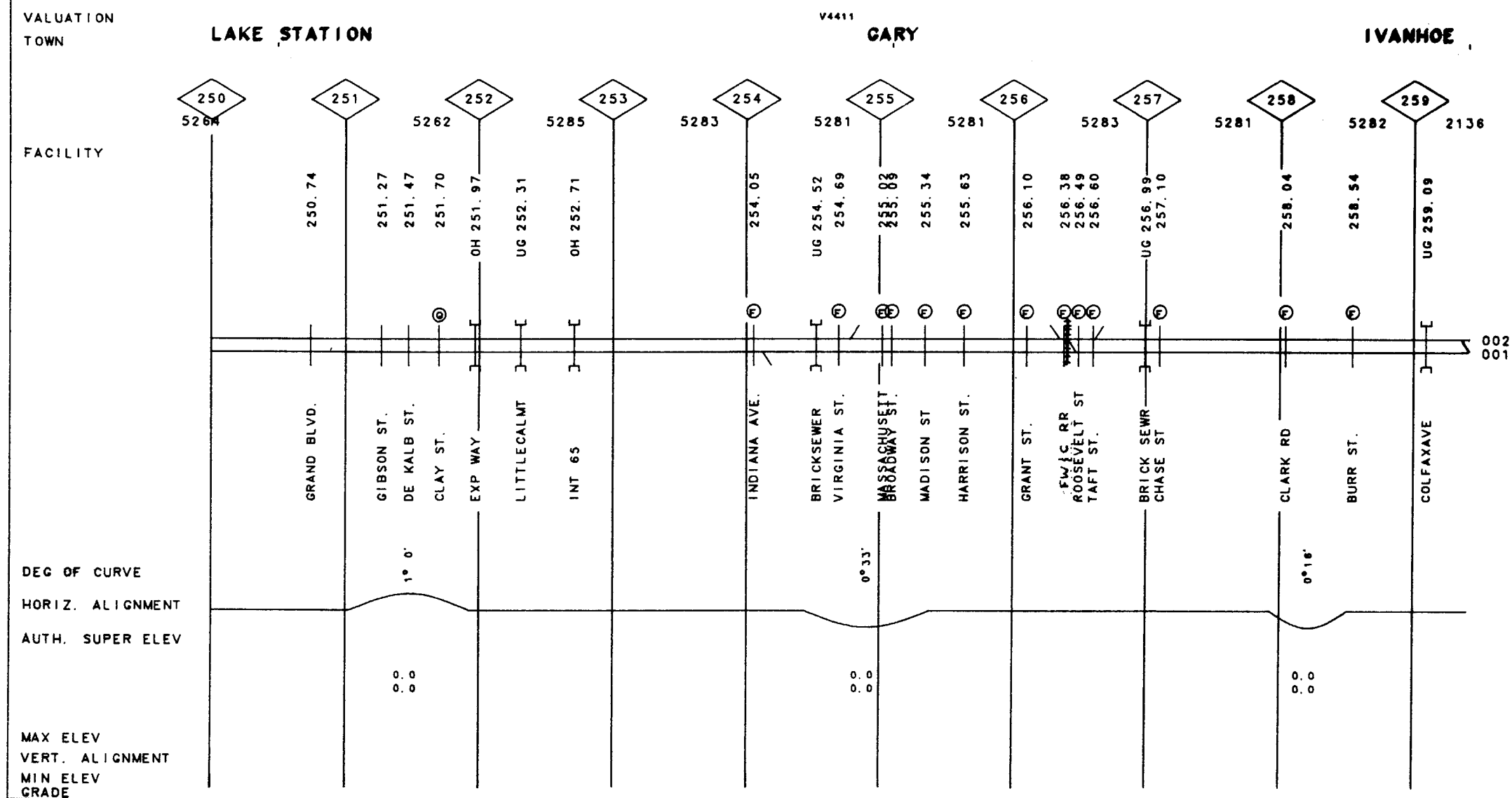
EAST GARY



GRINDING																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
----------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

GRINDING	80(1)		80(1)		
SURFACING			79E		
TIES			75		
UNDERCUTTING					
RAIL	27F77				
BAL CLEAN	81		78L		81
TONNAGE(MGT)	13.6		19.4		19.3
T T SPEED	35/35/35		40/40/40		

GRINDING	80(1)		80(1)		
SURFACING			79E		
TIES			75		
UNDERCUTTING					
RAIL	27F78				
BAL CLEAN	81				81
TONNAGE(MGT)	15.4				22.0
T T SPEED	35/35/35		40/40/40		



32-3233

HARTSDALE BR.

REV. 01/82

MP

10.50

15.60

-MP

15.60

20.00

IN/ IL

70

VALUATION

TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV

VERT. ALIGNMENT

MIN ELEV

GRADE

HARTSDALE

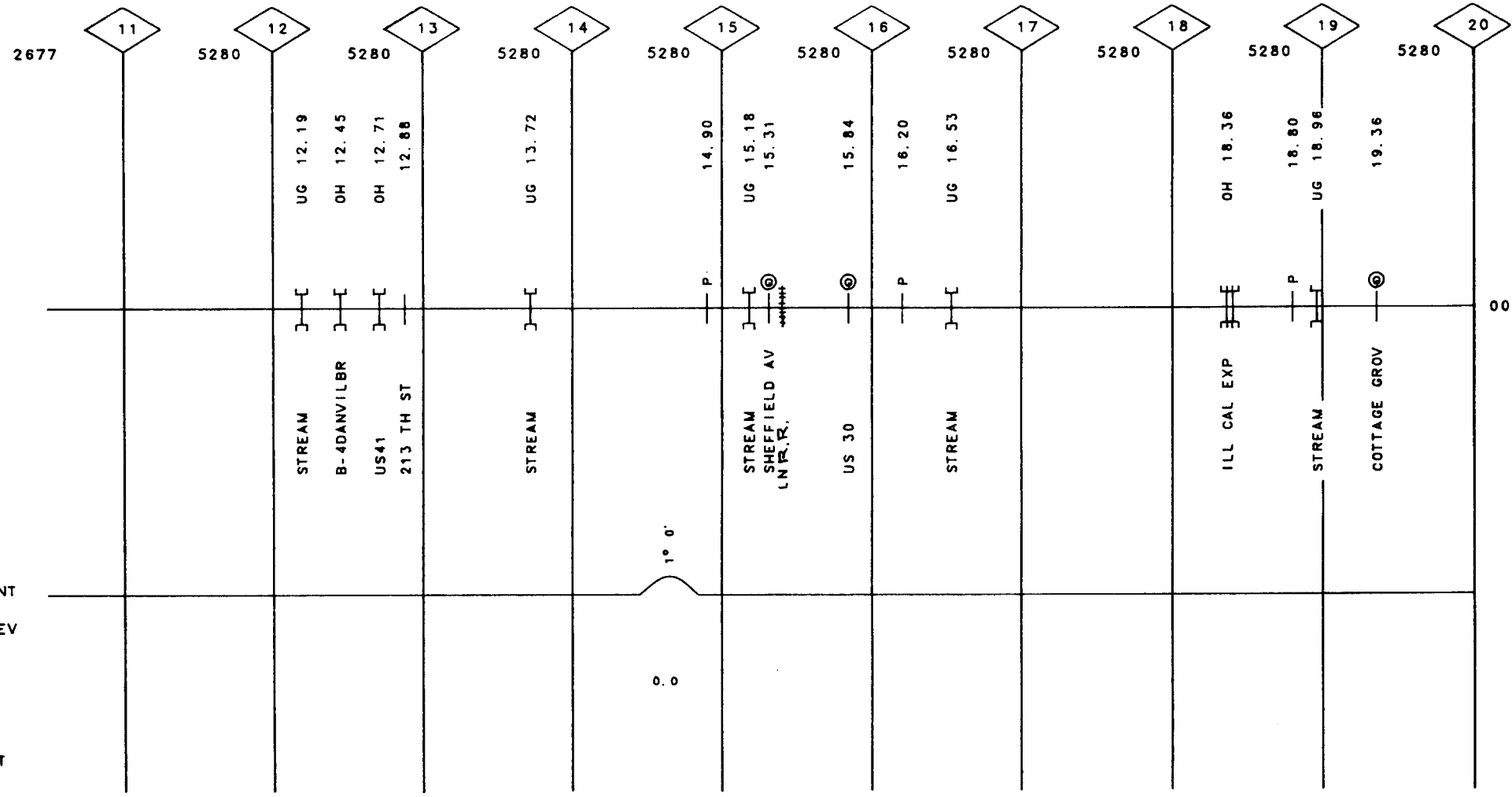
DYER

V4430/V4521

007

007

GRINDING										
SURFACING	80E									
TIES	80									
UNDERCUTTING										
RAIL	27F-54	05F-29	27F-45	05F-44		27F-56	27F-50	27F-51	27F-52	
BAL CLEAN										
TONNAGE(MGT)	0.0									
T T SPEED	25		25				25			



GRINDING	
SURFACING	
TIES	80
UNDERCUTTING	53
RAIL	05-37
BAL. CLEAN	
TONNAGE (MGT)	0.0
T T SPEED	25

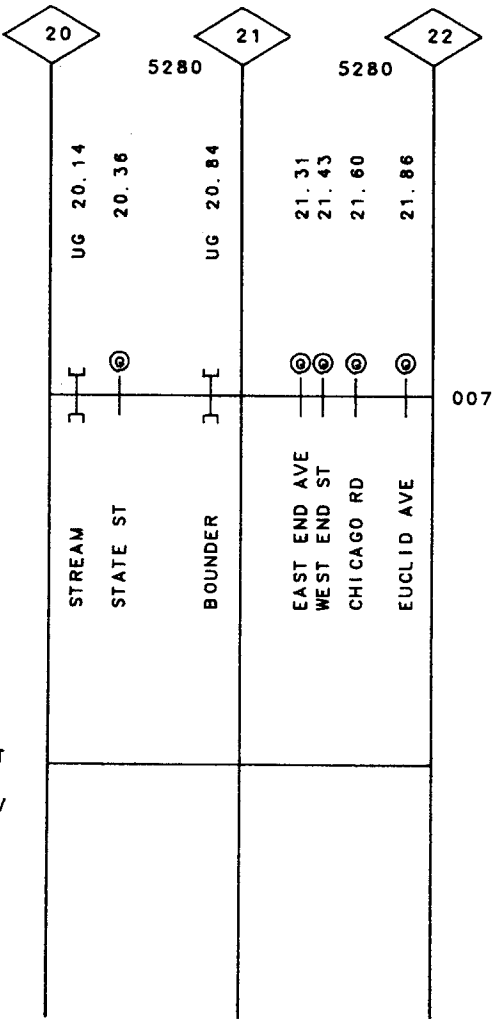
007

VALUATION
TOWN

V4521

CHICAGO
HEIGHTS

FACILITY



007

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

GRINDING	
SURFACING	75J
TIES	75
UNDERCUTTING	
RAIL	30F32 30C-43
BAL. CLEAN	
TONNAGE (MGT)	0.4
T T SPEED	10

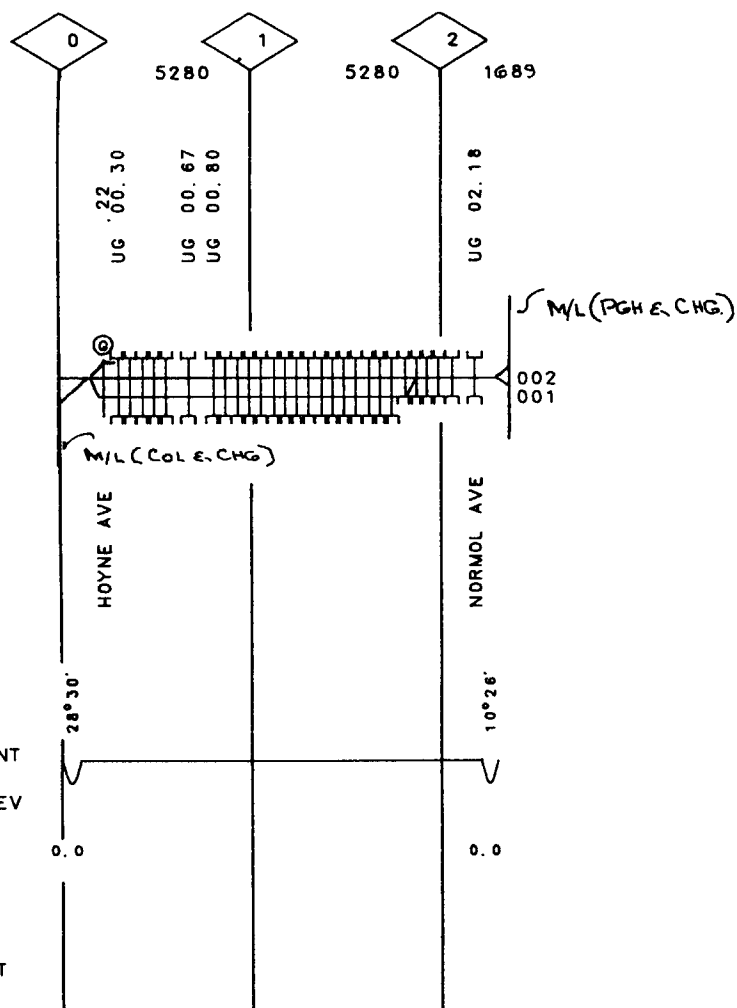
002

GRINDING	
SURFACING	75E
TIES	53
UNDERCUTTING	
RAIL	31-53
BAL. CLEAN	
TONNAGE (MGT)	
T T SPEED	10

001

VALUATION
TOWN

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

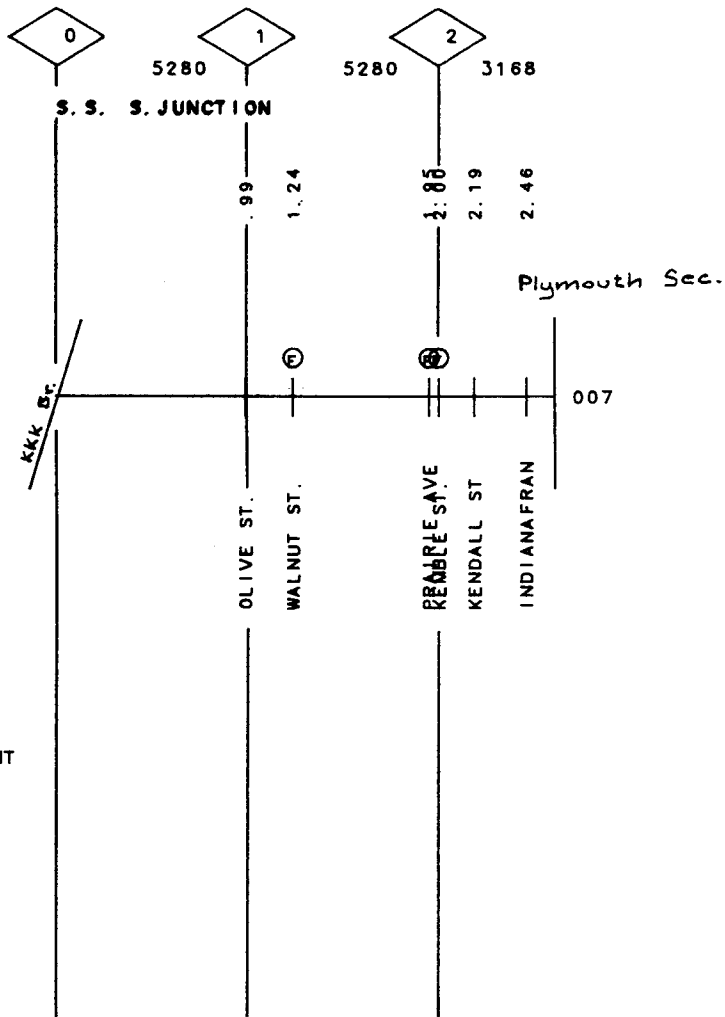
GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE (MGT)	
T T SPEED	

007

VALUATION
TOWN

SOUTH BEND

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

GRINDING	80(4)	51	51	80E	80
SURFACING					
TIES					
UNDERCUTTING					
RAIL	30C-50	30C-42	30C-50	31F68	31F67
BAL CLEAN					
TONNAGE(MGT)	0.1	80L		3.4	
T T SPEED	30/25/25	40/25/25	30/25/25	60/25/25	

007

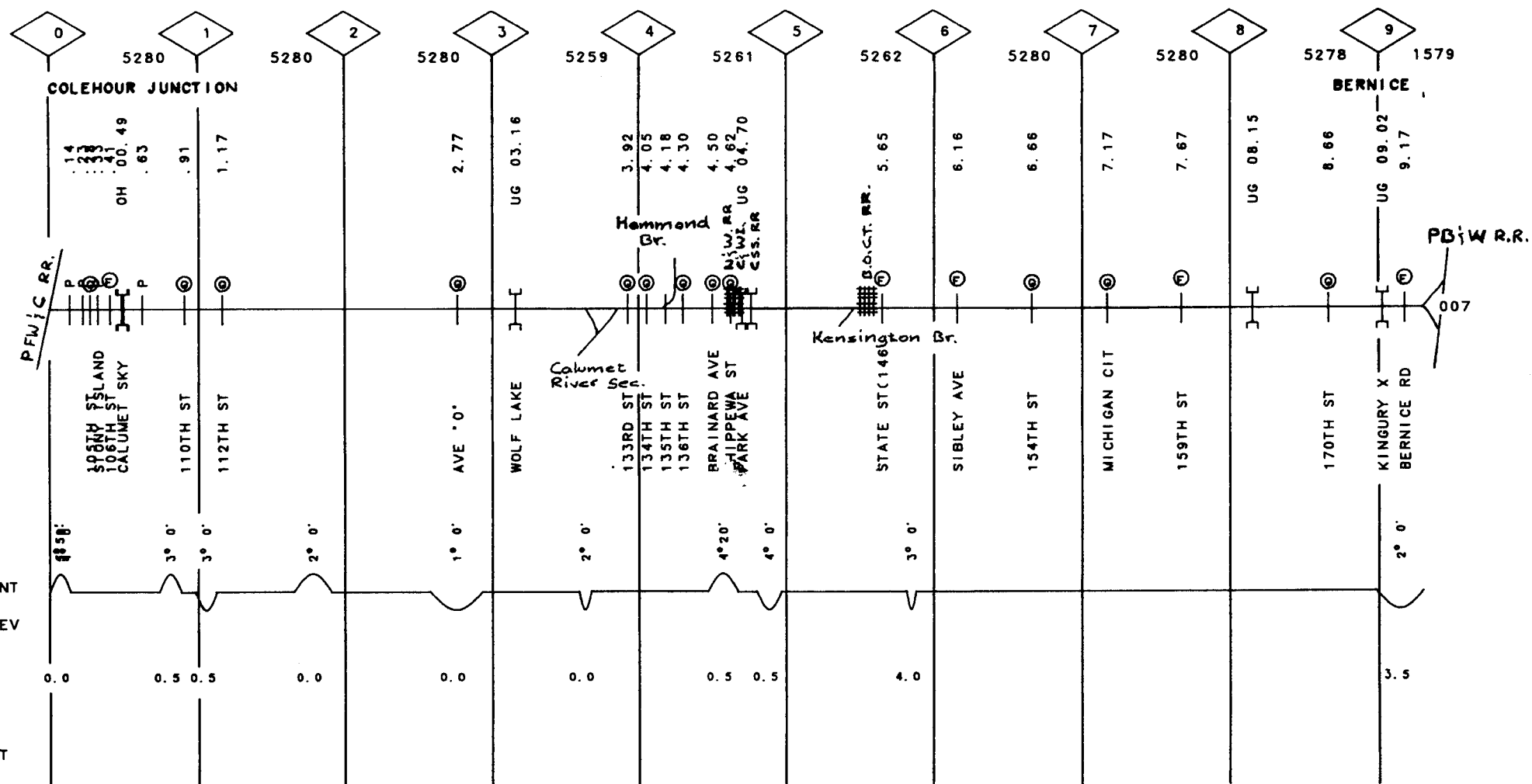
VALUATION
TOWN

V7256

CALUMET CITY

FACILITY

 DEG OF CURVE
 HORIZ. ALIGNMENT
 AUTH. SUPER ELEV

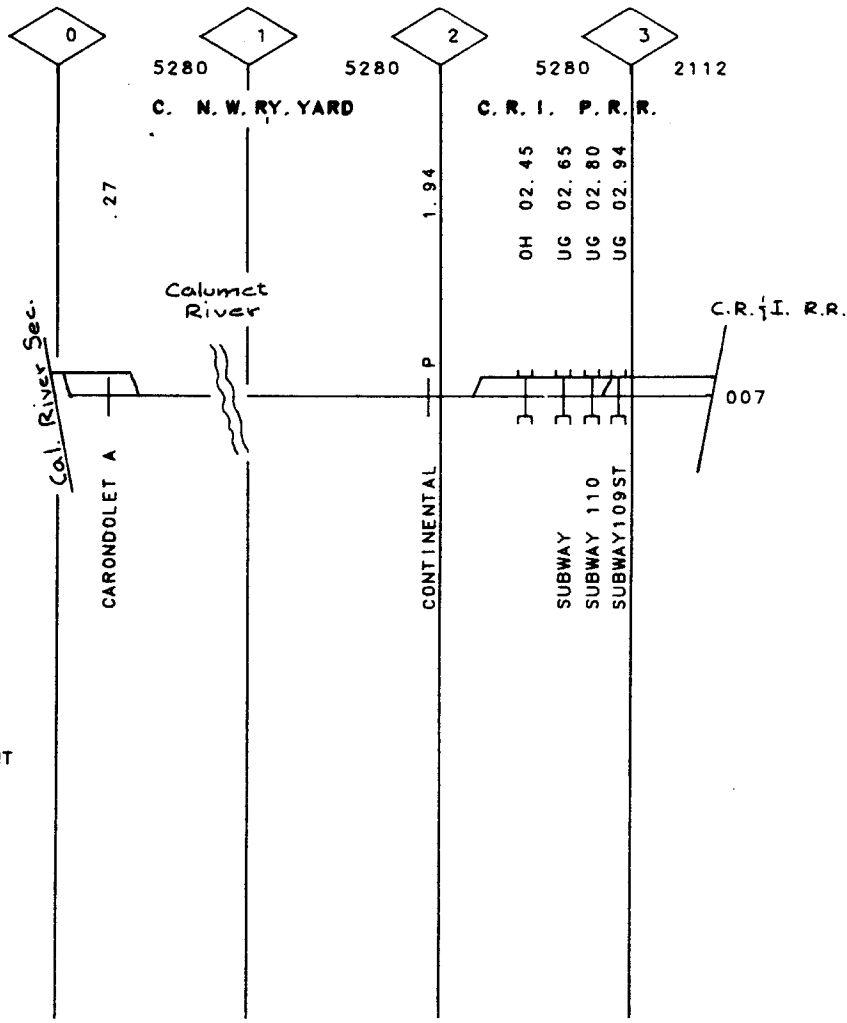
 MAX ELEV
 VERT. ALIGNMENT
 MIN ELEV
 GRADE


	007	007	
GRINDING			
SURFACING	74E	74E	
TIES	74	74	
UNDERCUTTING			
RAIL		30C-56	85-20
BAL CLEAN			
TONNAGE (MCT)	0.6	0.8	
T T SPEED			

VALUATION
TOWN

HEGEWISCH

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

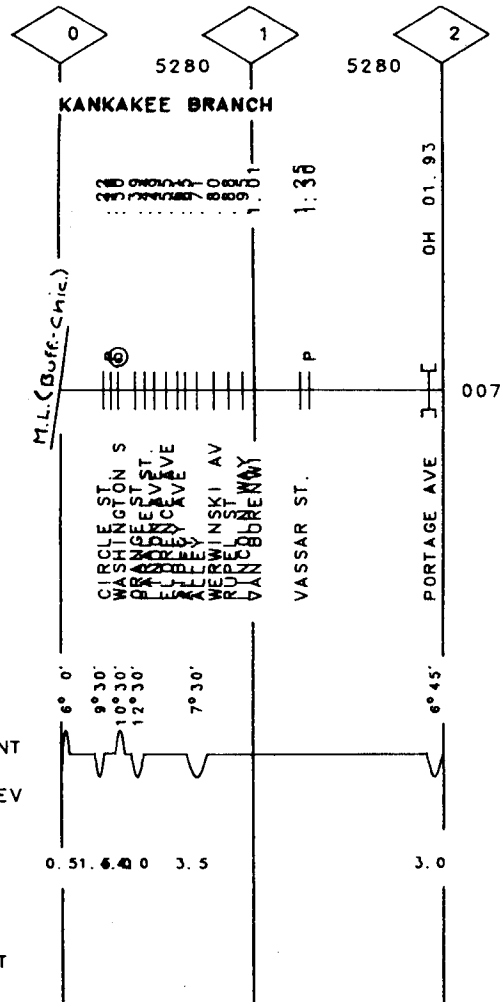
GRINDING	
SURFACING	
TIES	73
UNDERCUTTING	
RAIL	05F-24
BAL CLEAN	81
TONNAGE(MGT)	
T T SPEED	

007

VALUATION
TOWN

SOUTH BEND

FACILITY



007

DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV

VERT. ALIGNMENT

MIN ELEV

GRADE

GRINDING	70(1)	
SURFACING	73	71
TIES	67	71
UNDERCUTTING		
RAIL	15-49	12-43
BAL CLEAN	71S	
TONNAGE(MGT)		
T T SPEED		

002

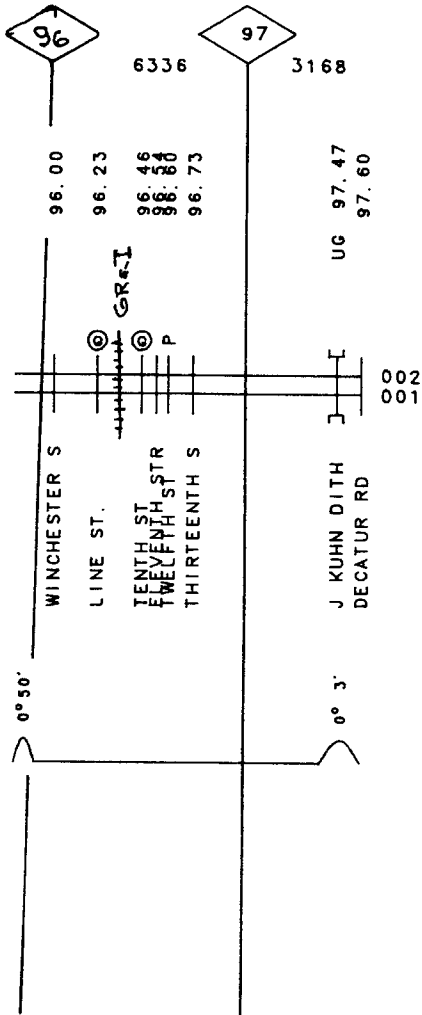
GRINDING	72(1)	
SURFACING	66	69
TIES	69	
UNDERCUTTING		
RAIL	12-42	12-40
BAL CLEAN	72S	69S
TONNAGE(MGT)		
T T SPEED		

001

VALUATION
TOWN

DECATUR

FACILITY



DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

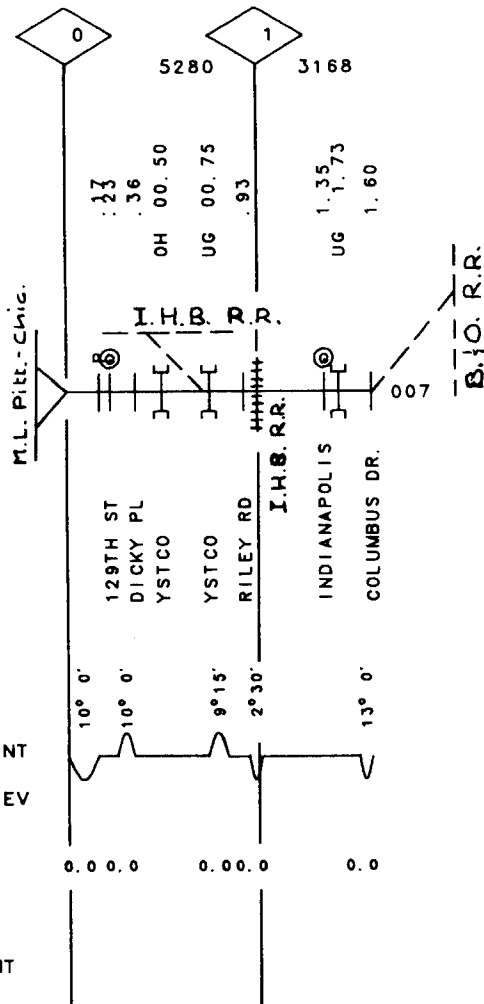
VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

EAST CHICAGO



GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE (MGT)	
T T SPEED	

007

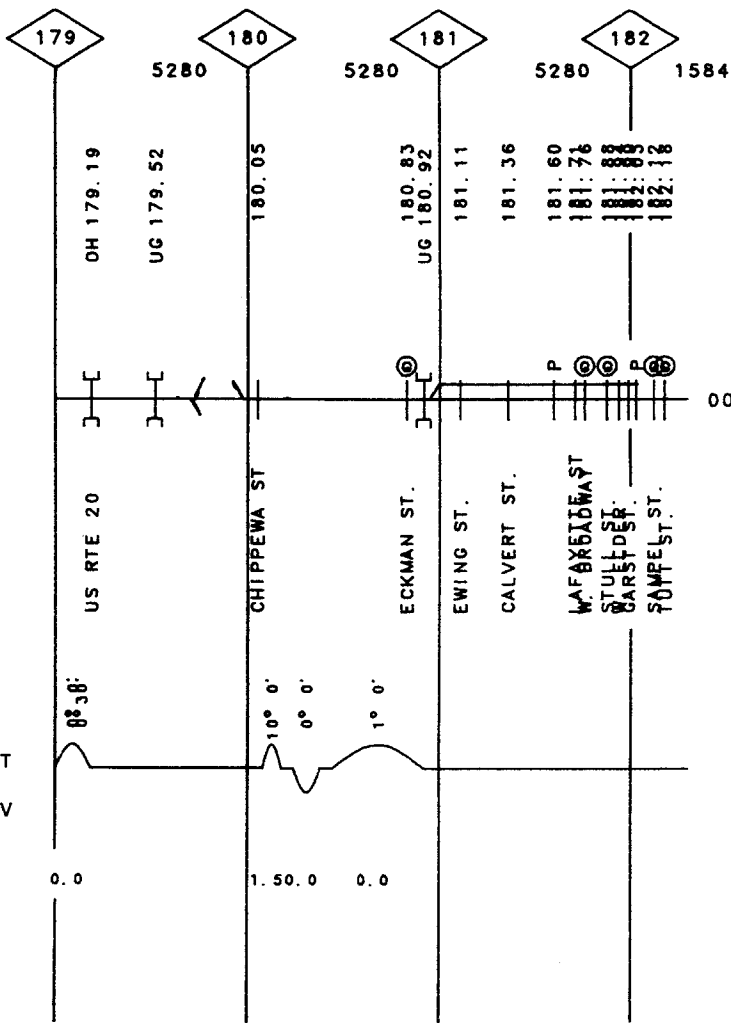
GRINDING				
SURFACING		64P		
TIES		53	29	
UNDERCUTTING				
RAIL	30C-29	30C-47		30-23
BAL CLEAN				
TONNAGE (MGT)		0.1		
T T SPEED				

007

VALUATION
TOWN

SOUTH BEND

FACILITY



007

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

GRINDING				
SURFACING				761
TIES				76
UNDERCUTTING				
RAIL	33F68	30-43	30F65	
BAL CLEAN	81			
TONNAGE (MGT)		4.1		
T SPEED		20/20/20		

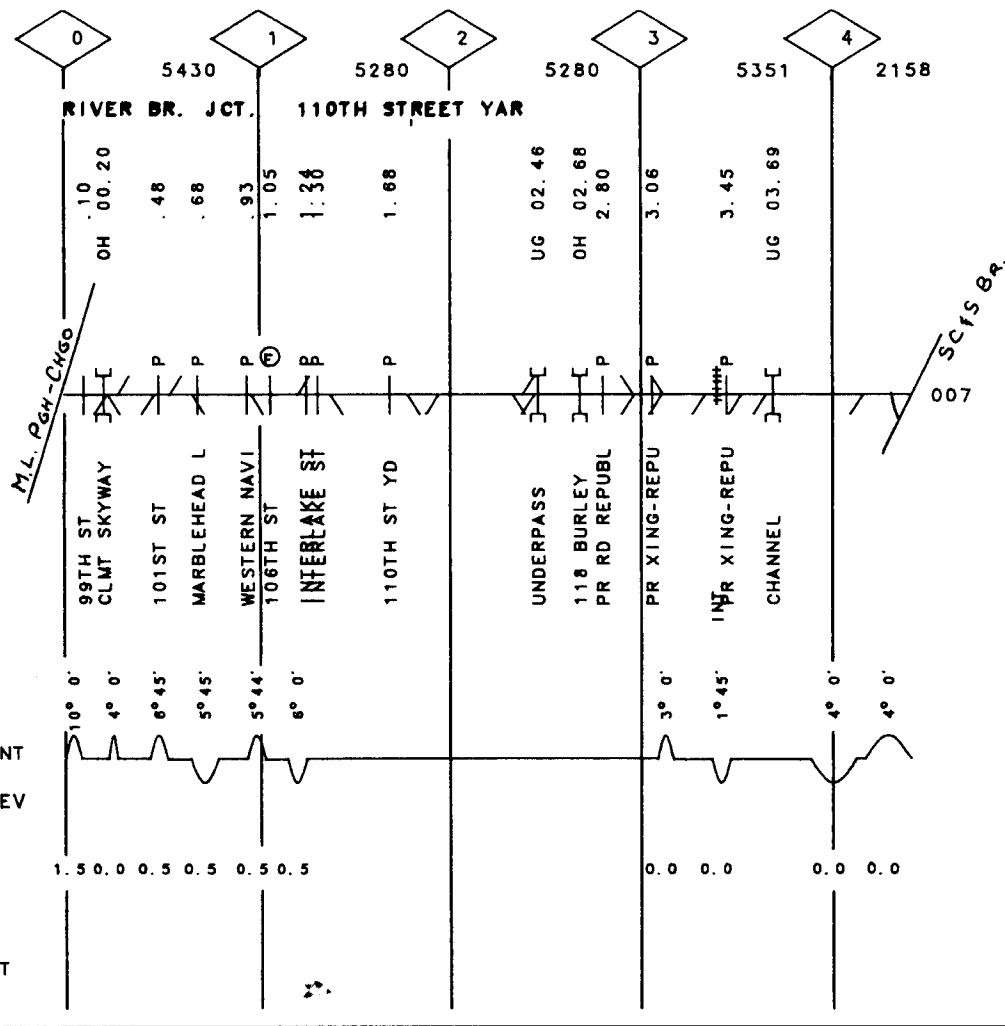
007

VALUATION
TOWN

AMERICAN SHIP YA HUTCHINSON

V7256

FACILITY



[illegible]VALUATION
TOWN

FACILITY

DEG OF CURVE
 HORIZ. ALIGNMENT
 AUTH. SUPER ELEV

MAX ELEV	VERT. ALIGNMENT	MIN ELEV	GRADE
----------	-----------------	----------	-------

WILLIAMS

HOAGLAND

32-3135 FT. WAYNE SEC.

REV. 01/82

MP 70.40 -MP 80.00 IN

81

VALUATION
TOWN

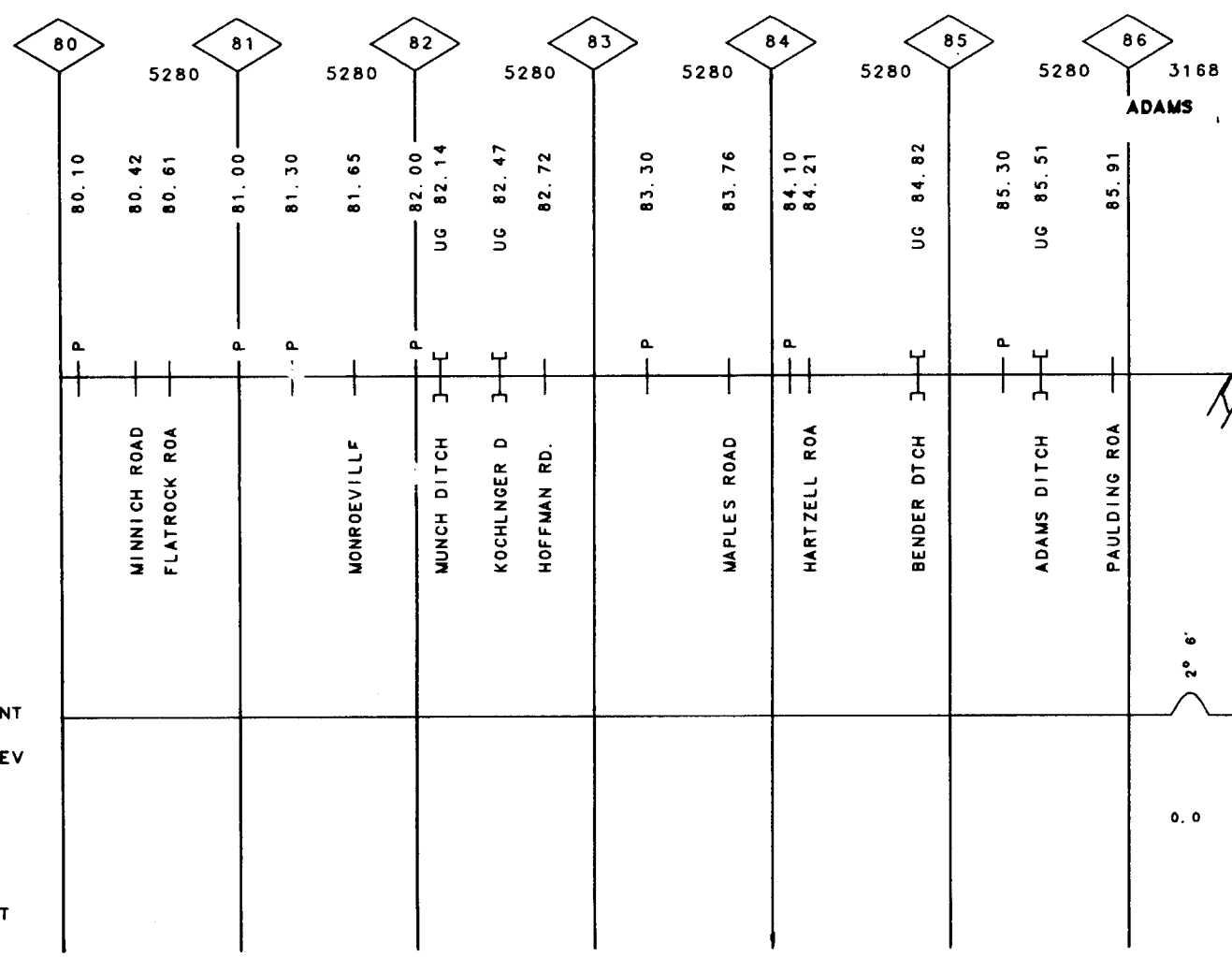
FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

GRINDING	
SURFACING	79F
TIES	79
UNDERCUTTING	
RAIL	00-29
BAL CLEAN	
TONNAGE (MGT)	1.0
T T SPEED	25/25/25

007



ML PGH.-CH1.
007

GRINDING					
SURFACING		72E			
TIES		72			
UNDERCUTTING					
RAIL	05F-24	05F-29		05F-29	05F-30
BAL. CLEAN					
TONNAGE (MGT)		0.1			0.0
T T SPEED		10/10/10			05/05/05

007

VALUATION
TOWN

V2150

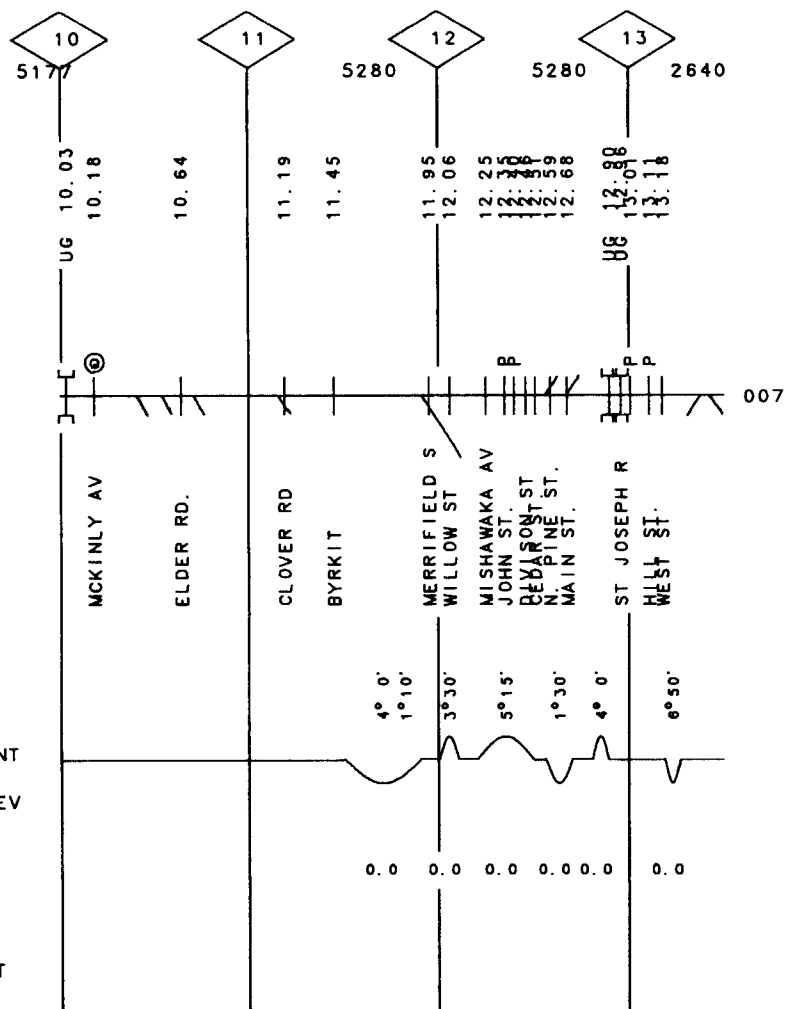
MISHAWAKA

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

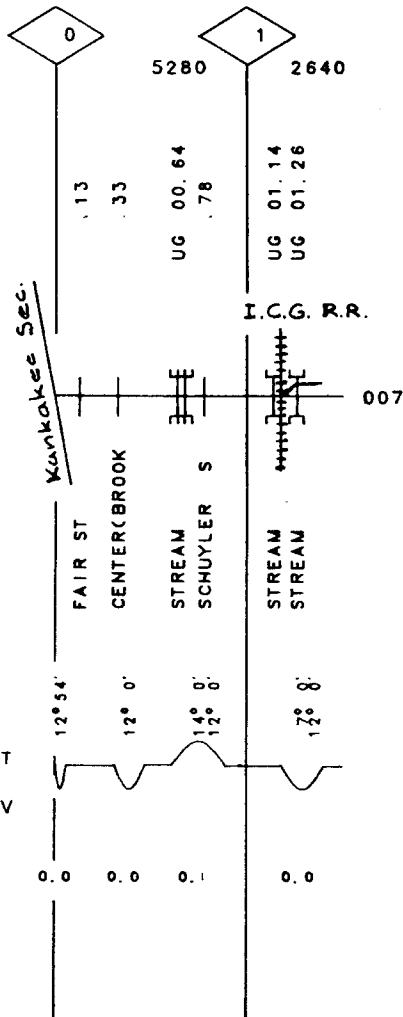
GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE (MGT)	0.4
T T SPEED	

007

VALUATION
TOWN

KANKAKEE

FACILITY



DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

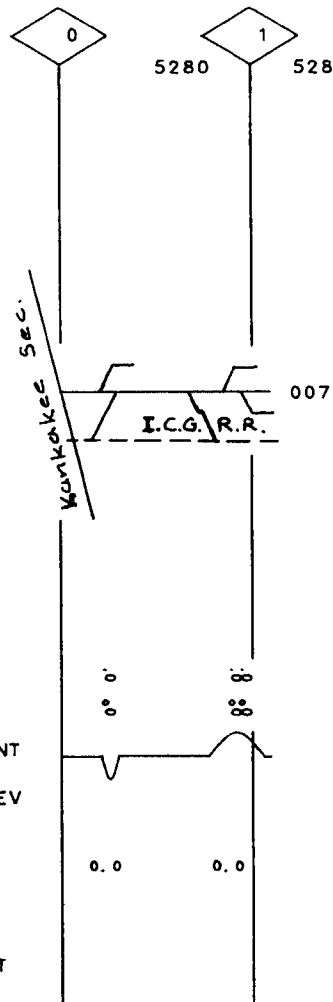
GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE (MGT)	0.0
T T SPEED	

007

VALUATION
TOWN

KANKAKEE

FACILITY



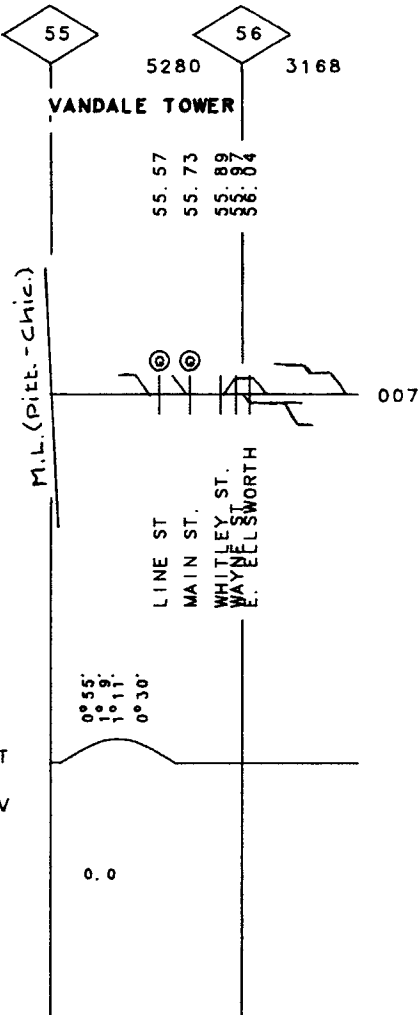
GRINDING	
SURFACING	43H
TIES	43
UNDERCUTTING	
RAIL	00C-25
BAL CLEAN	
TONNAGE (MGY)	
T T SPEED	

007

VALUATION
TOWN

COLUMBIA CITY

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

GRINDING									
SURFACING									
TIES									
UNDERCUTTING									
RAIL									
BAL CLEAN									
TONNAGE(MGT)									
T T SPEED									

007

VALUATION
TOWN

FORT, WAYNE JCT.

WALLEN

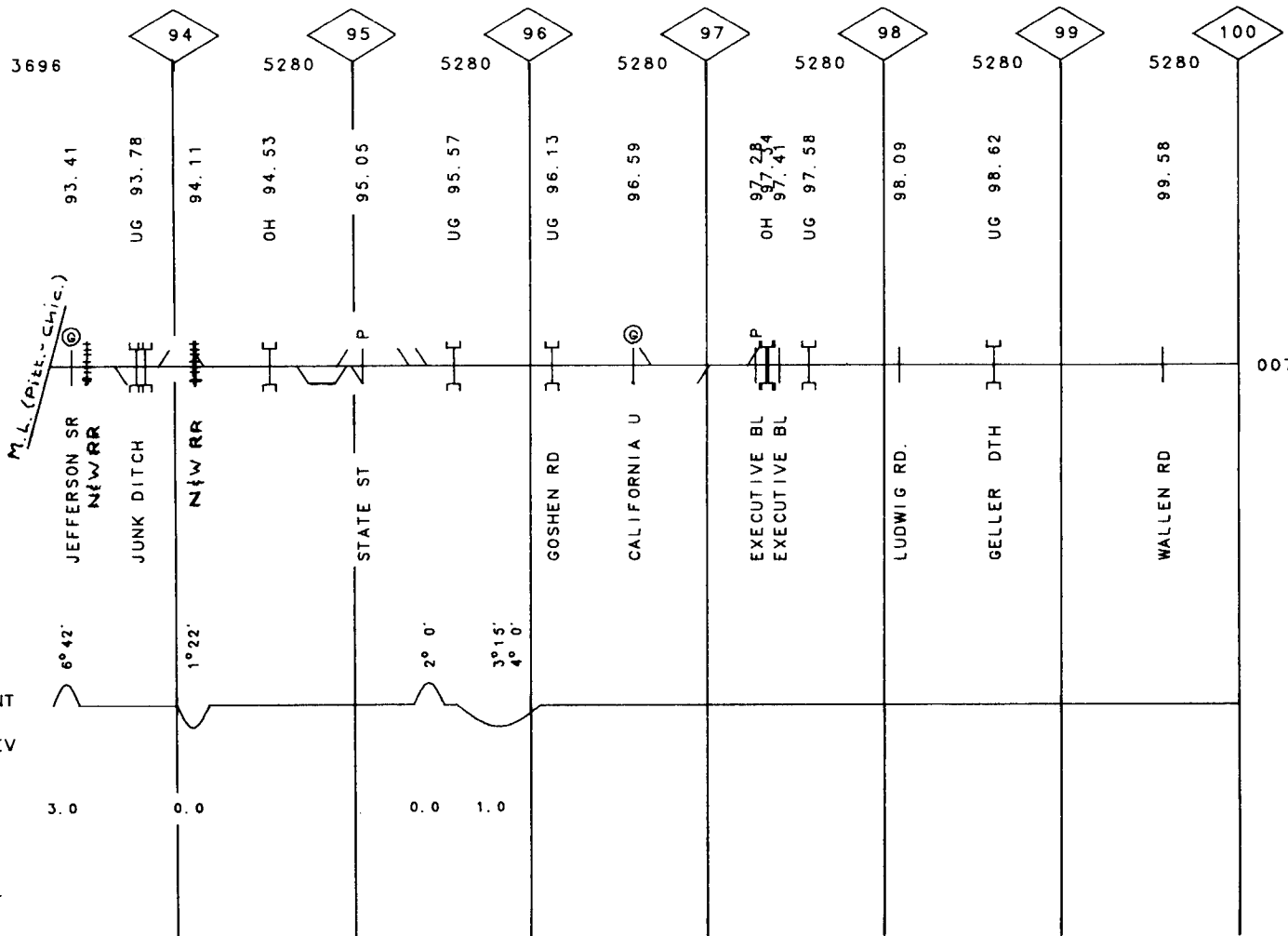
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE



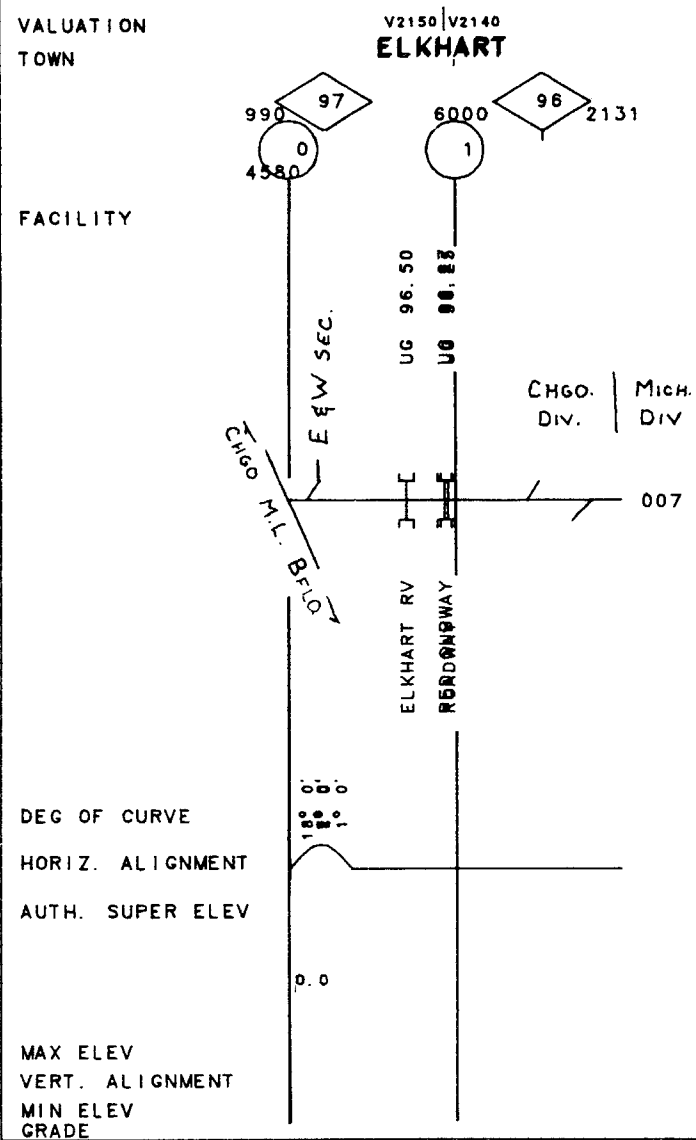
007

KENDALLVILLE

007

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

GRINDING		78(2)	
SURFACING		77	
TIES		77	
UNDERCUTTING			
RAIL		27F77	
BAI CLEAN		80L	
TONNAGE(MGT)			
TY SPEED			



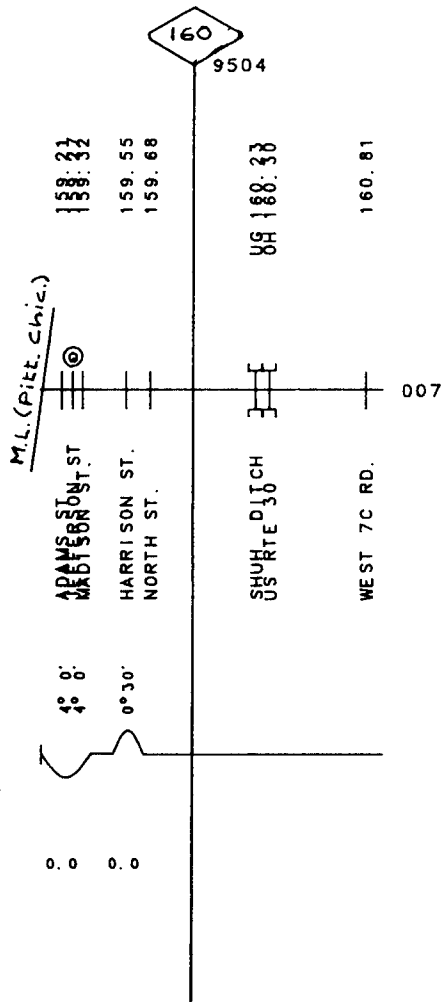
GRINDING	
SURFACING	
TIES	32 40
UNDERCUTTING	
RAIL	00-26 00-26
BAL CLEAN	
TONNAGE (MGT)	0.1
T T SPEED	

007

VALUATION
TOWN

PLYMOUTH

FACILITY



DEG OF CURVE

HORIZ. ALIGNMENT

AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

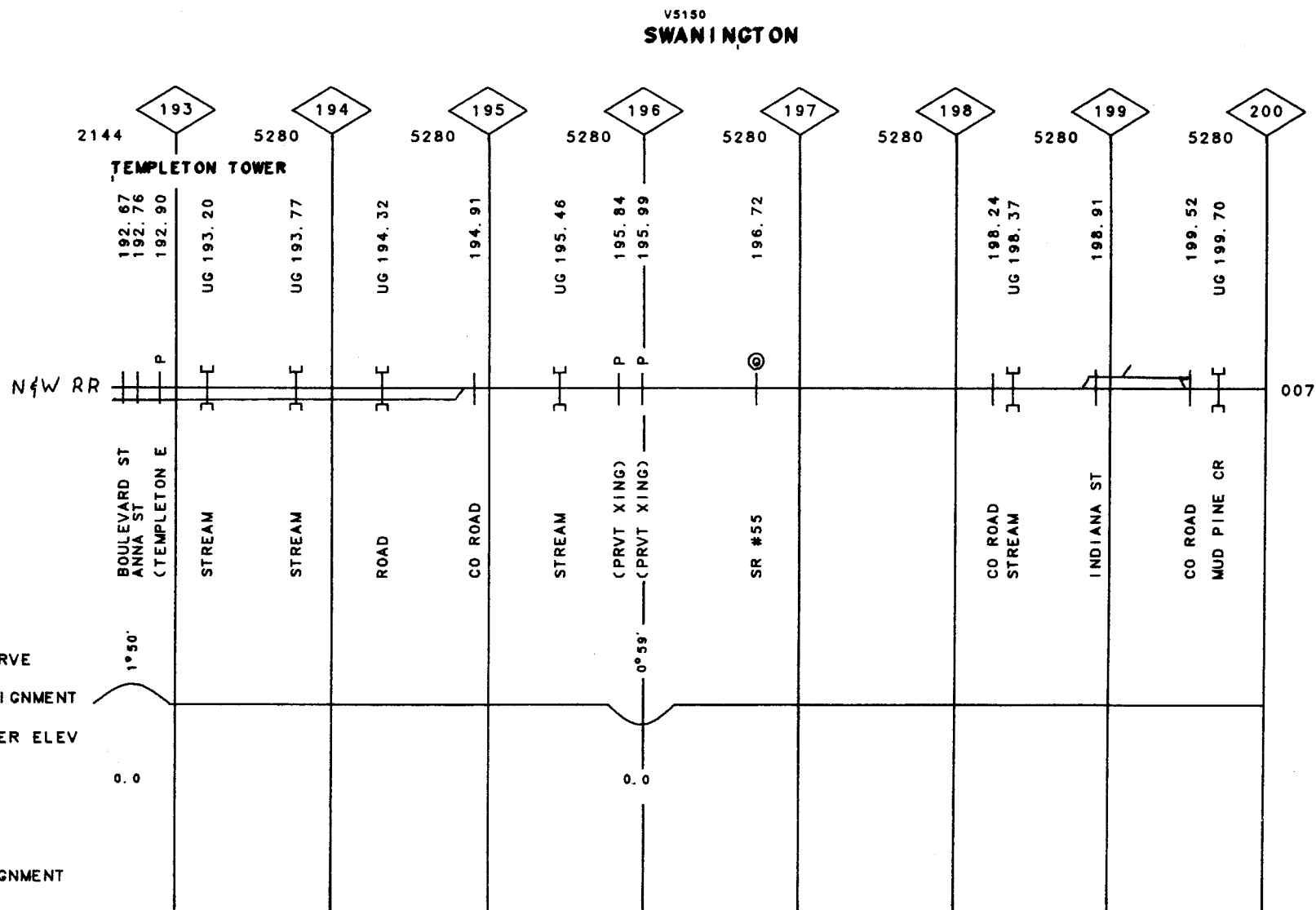
VALUATION
TOWN

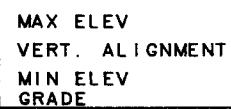
FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV
MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE (MGY)	0.2
T T SPEED	30/30/30

007



007

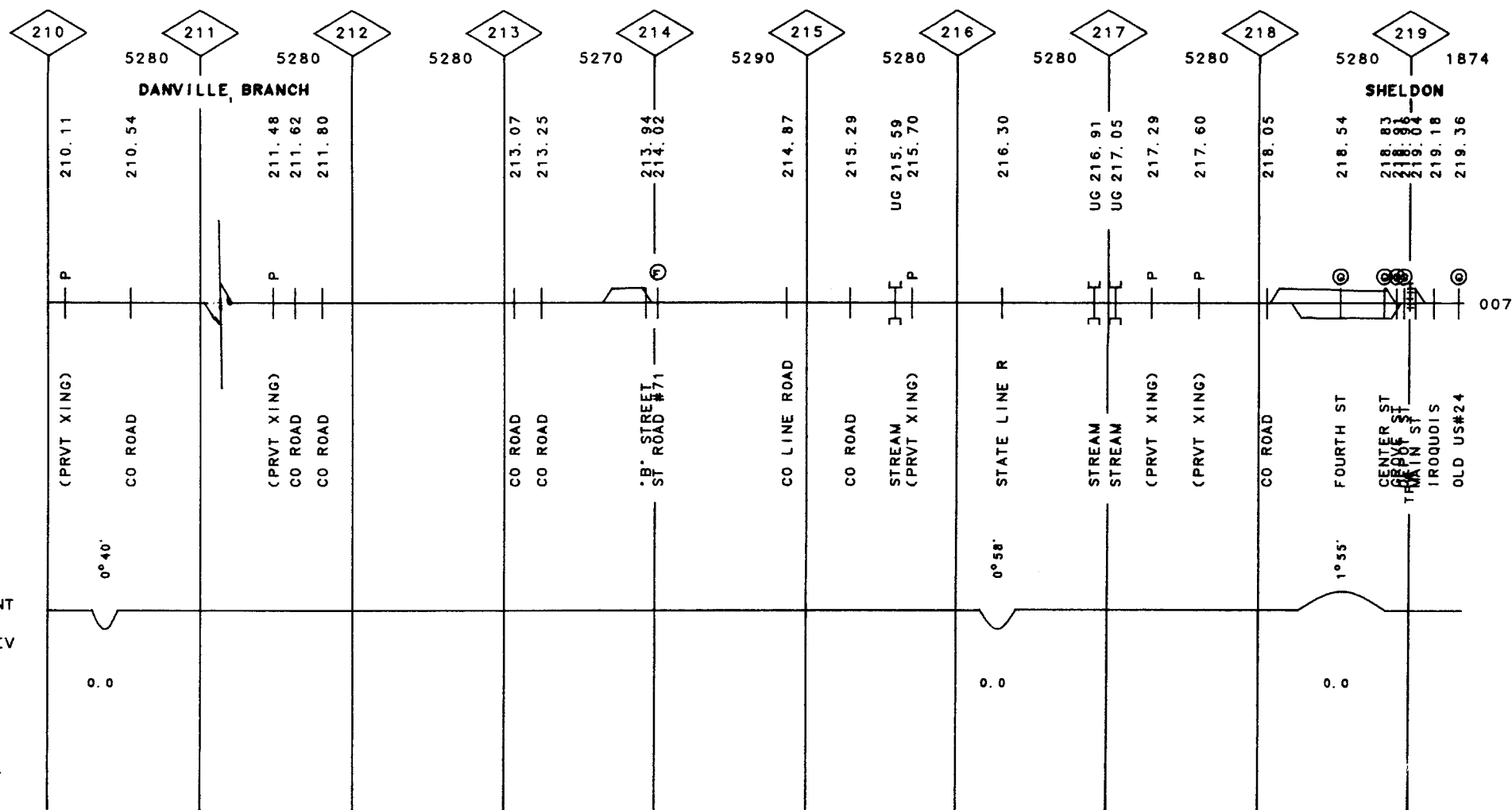
EARL PARK



007

MAX ELEV	VERT. ALIGNMENT	MIN ELEV	GRADE
----------	-----------------	----------	-------

INIL
V5150 V5160



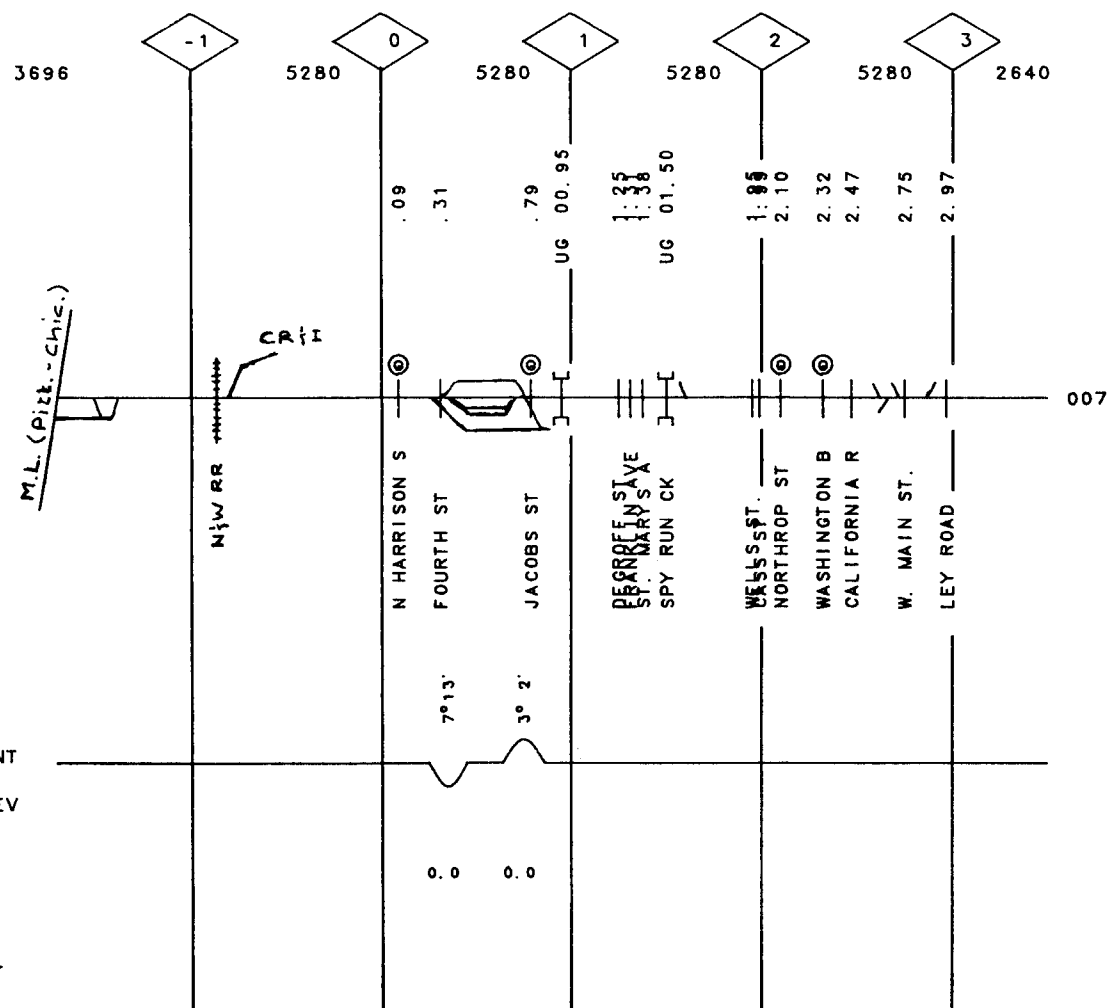
VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

FORT WAYNE



GRINDING	
SURFACING	
TIES	66
UNDERCUTTING	05-29 05-50
RAIL	
BAL CLEAN	
TONNAGE (MGT)	0.1
T T SPEED	

007