

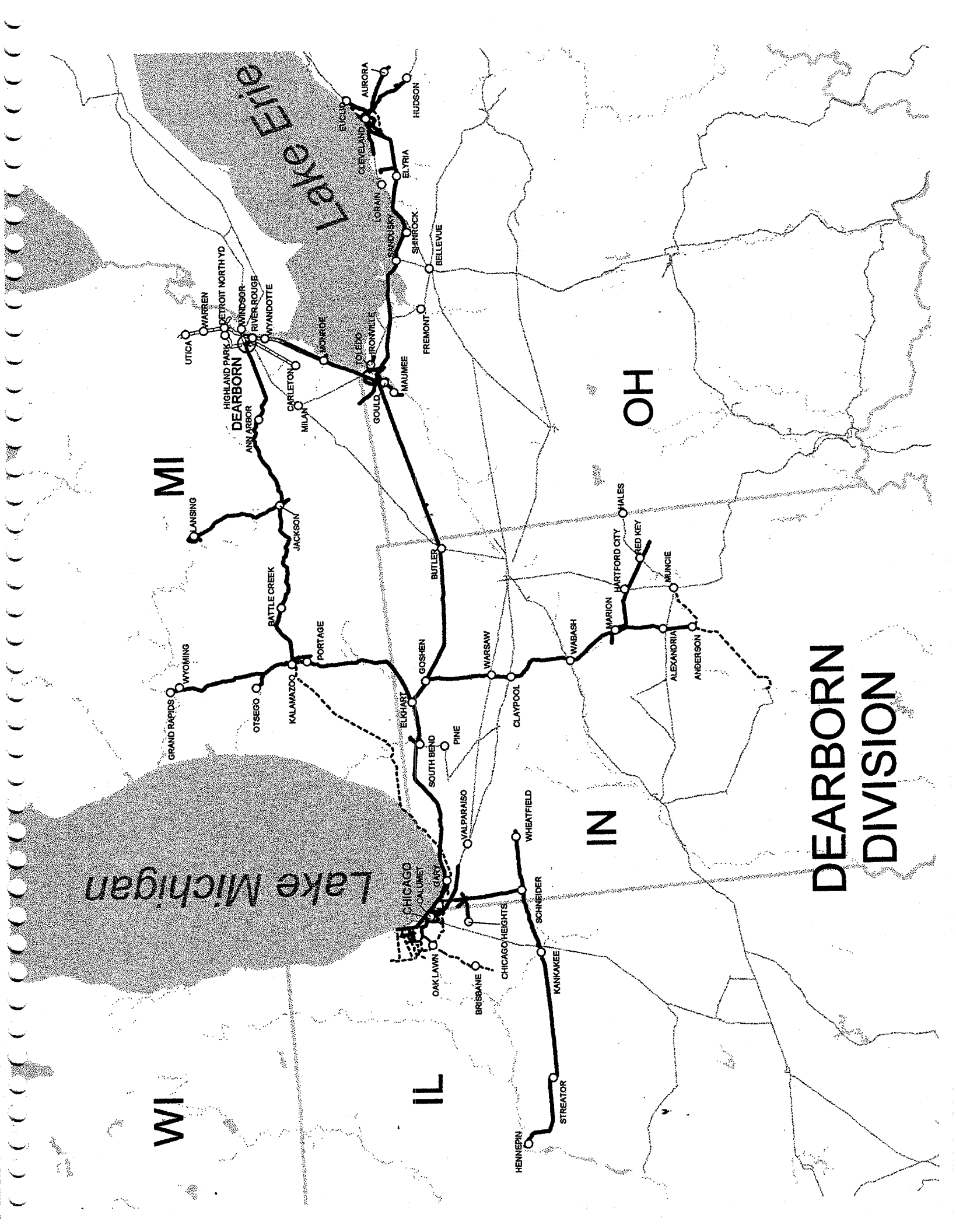


®

**NORFOLK  
SOUTHERN**

**DEARBORN DIVISION**

**2000**



# DEARBORN DIVISION

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## **NORTHERN REGION TRACK CHARTS**

This book contains the first edition of the Northern Region track layouts presented in the Norfolk Southern format.

The displays presented on these pages represent only the conversion of Conrail data into the Norfolk Southern format and do not contain any update or correction information.

Due to the limitations involved in translating the large databases from one platform to another it is certain that errors have occurred. This is already evidenced by the gaps in rail and t&s displays and in the type and location of wayside signals. Efforts are already underway to correct and improve these deficiencies using available track videos. However, videos can only provide limited information. It is intended that these books provide a starting point from which our field personnel can help resolve these remaining problems.

Errors will be addressed as they are identified. Therefore, it is important that this office be notified as errors are discovered. Please refer to the following page for instructions on how to submit changes and corrections.

Thank you for your assistance.

# **THIS BOOK IS INTENDED FOR GENERAL REFERENCE ONLY**

**THIS BOOK IS PREPARED AND PUBLISHED BY THE OFFICE OF ENGINEERING SYSTEMS-ATLANTA AND IS BASED ON INFORMATION SUPPLIED TO ENGINEERING SYSTEMS THROUGH DECEMBER 1999. INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THIS BOOK SHOULD BE DIRECTED TO THE ENGINEERING SYSTEMS OFFICE (\*) AS FOLLOWS.**

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**(\*) NOTE:**

**THE RAIL, T&S, SURFACING, CURVE, AND CURVE ELEVATION INFORMATION PRESENTED IN THESE TRACK CHARTS IS MAINTAINED BY THE ENGINEER OF TRACK OFFICE IN ATLANTA. ENGINEERING SYSTEMS WILL FORWARD ALL UPDATE AND CORRECTION INFORMATION CONCERNING THESE ITEMS TO THAT OFFICE FOR HANDLING. HOWEVER, ANY QUESTIONS REGARDING THE DATA PRESENTED IN THESE PARTICULAR CATEGORIES SHOULD BE DIRECTED TO C.W. ALEXANDER OR A.I. PATEL IN THE ENGINEER OF TRACK OFFICE.**



# DEARBORN DIVISION

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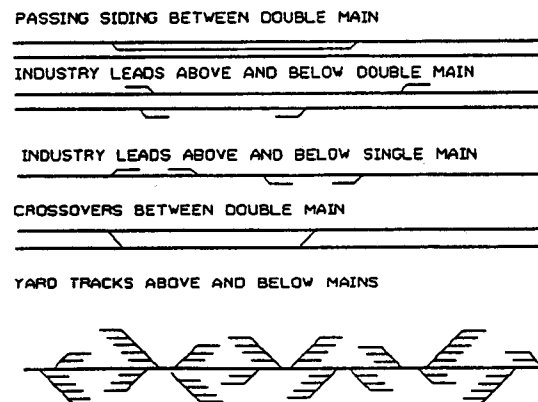
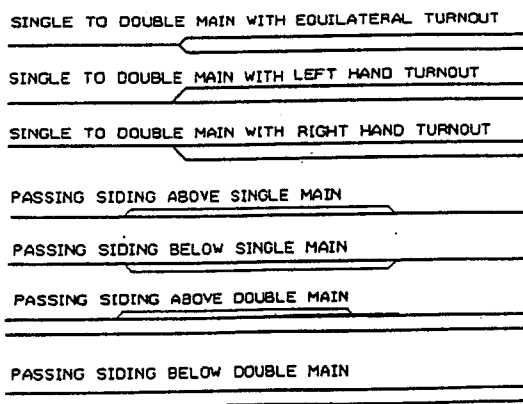
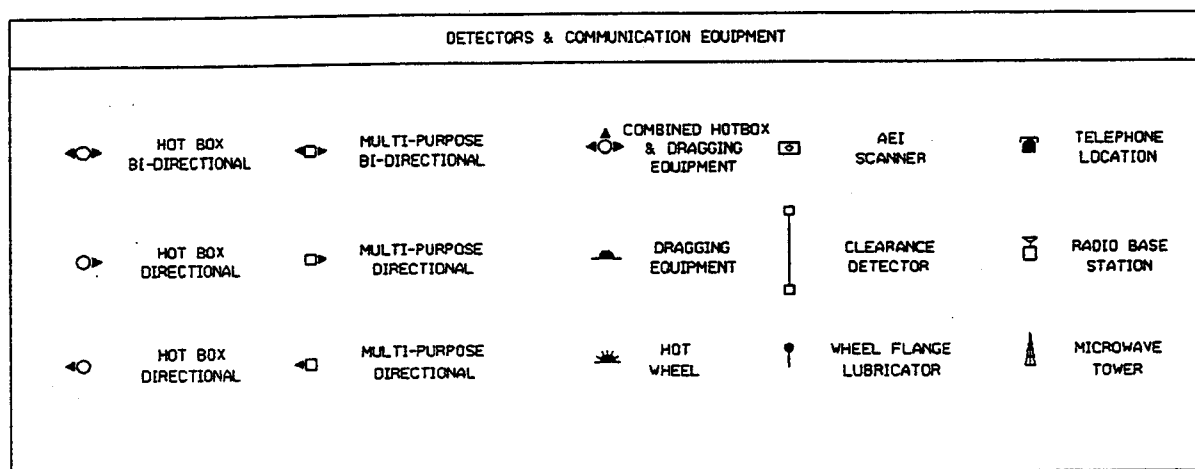
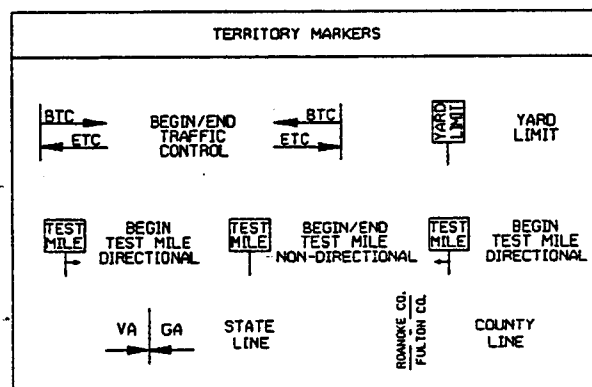
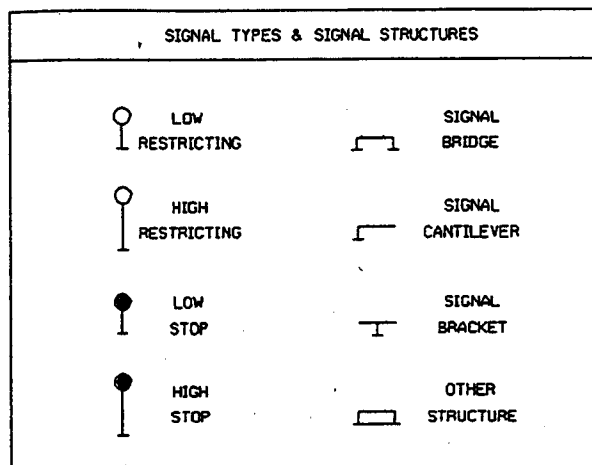
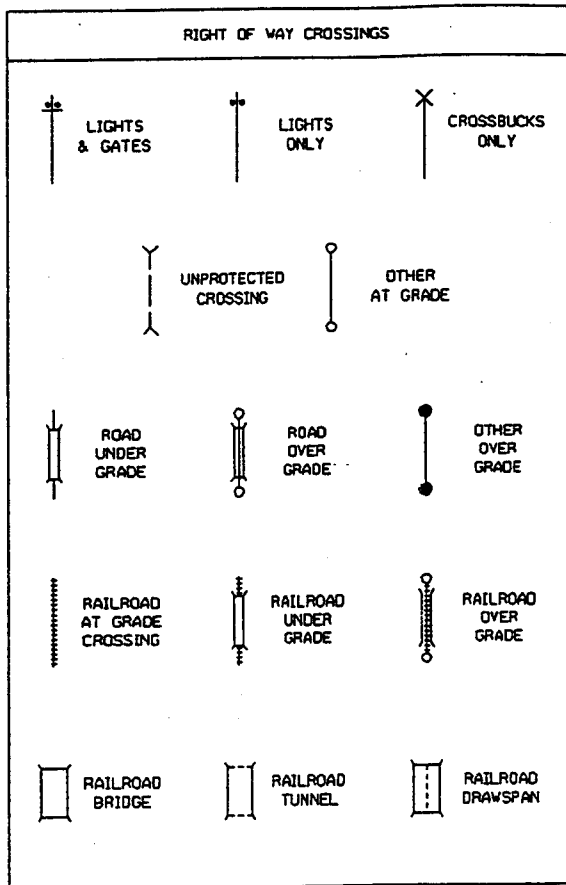
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# TRACK CHART SYMBOL LEGEND



001

05/19/00

503500

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD182

CD183

CD184

CD185

5280'

5280'

5280'

T&amp;S-06/95

T&amp;S-06/95

T&amp;S-06/95

MAINTENANCE  
#2  
#1RAIL  
#2  
#1

79NW132S

78NW132S

78NW132S

79NW132S

78NW132S

78NW132S

85NW132S

85NW132S

TRAFFIC  
DENSITY MGT

-&gt; 50.1(50.1#2)

&lt;- 50.1(50.1#1)

-&gt; 78.0(78.0#2)

&lt;- 78.0(78.0#1)

-&gt; 78.0(78.0#2)

&lt;- 78.0(78.0#1)

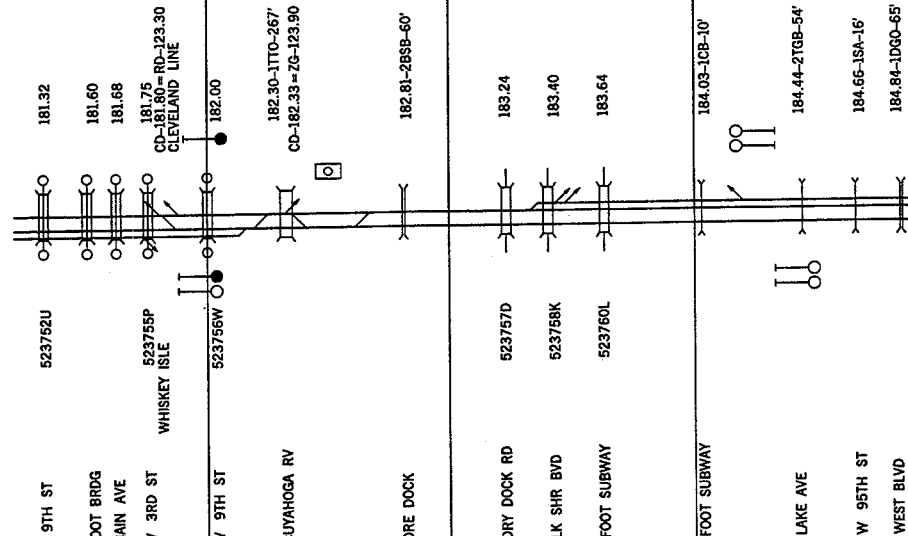
2040

CP 181

CLEVELAND

WHISKEY ISLAND

DRAWBRIDGE

S  
E → W  
NTRACK #2  
LAYOUT #1LINE SEGMENT  
3842CURVATURE  
#2ALIGNMENT  
#1

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

-0.23

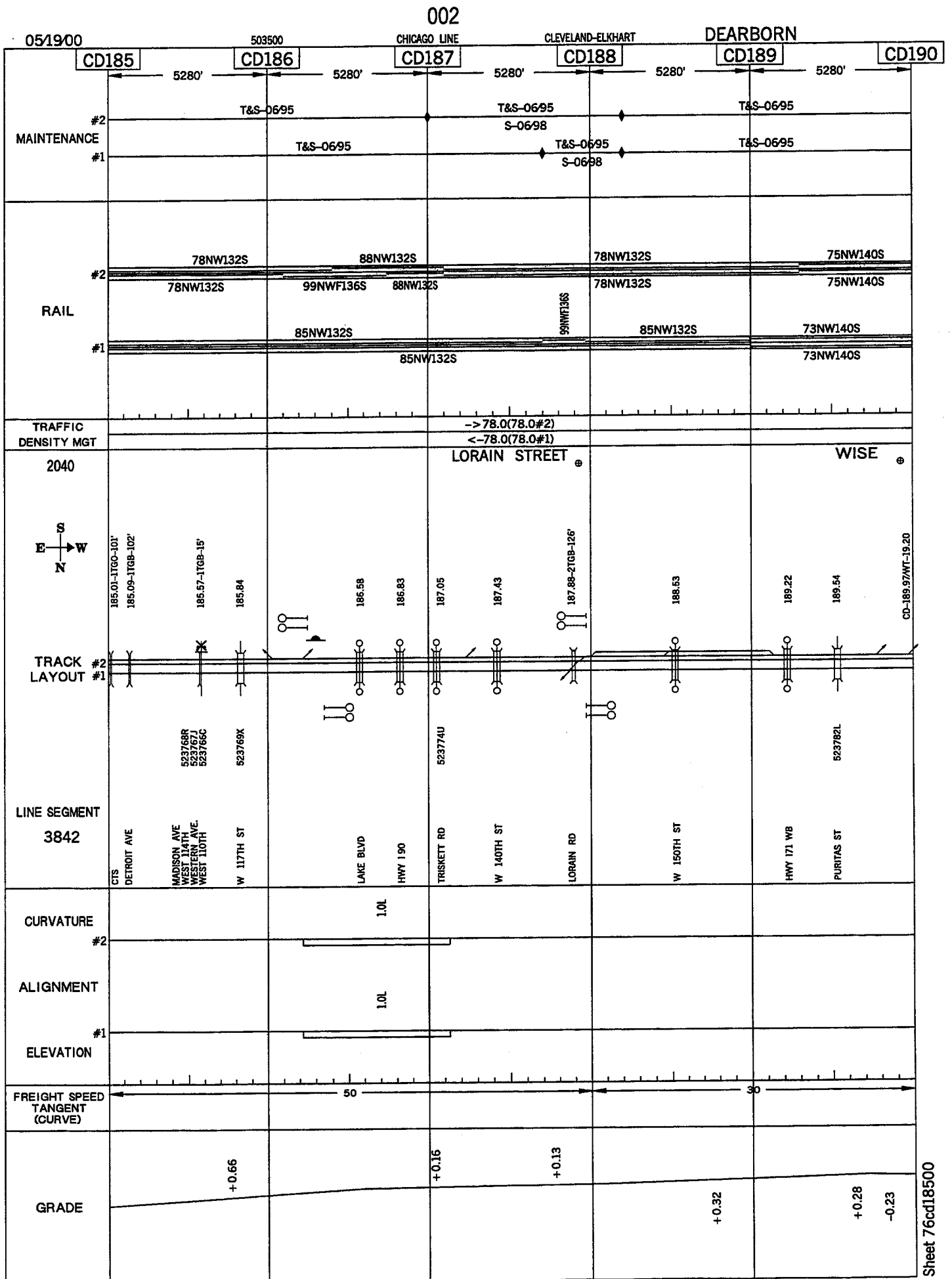
+0.54

+0.91

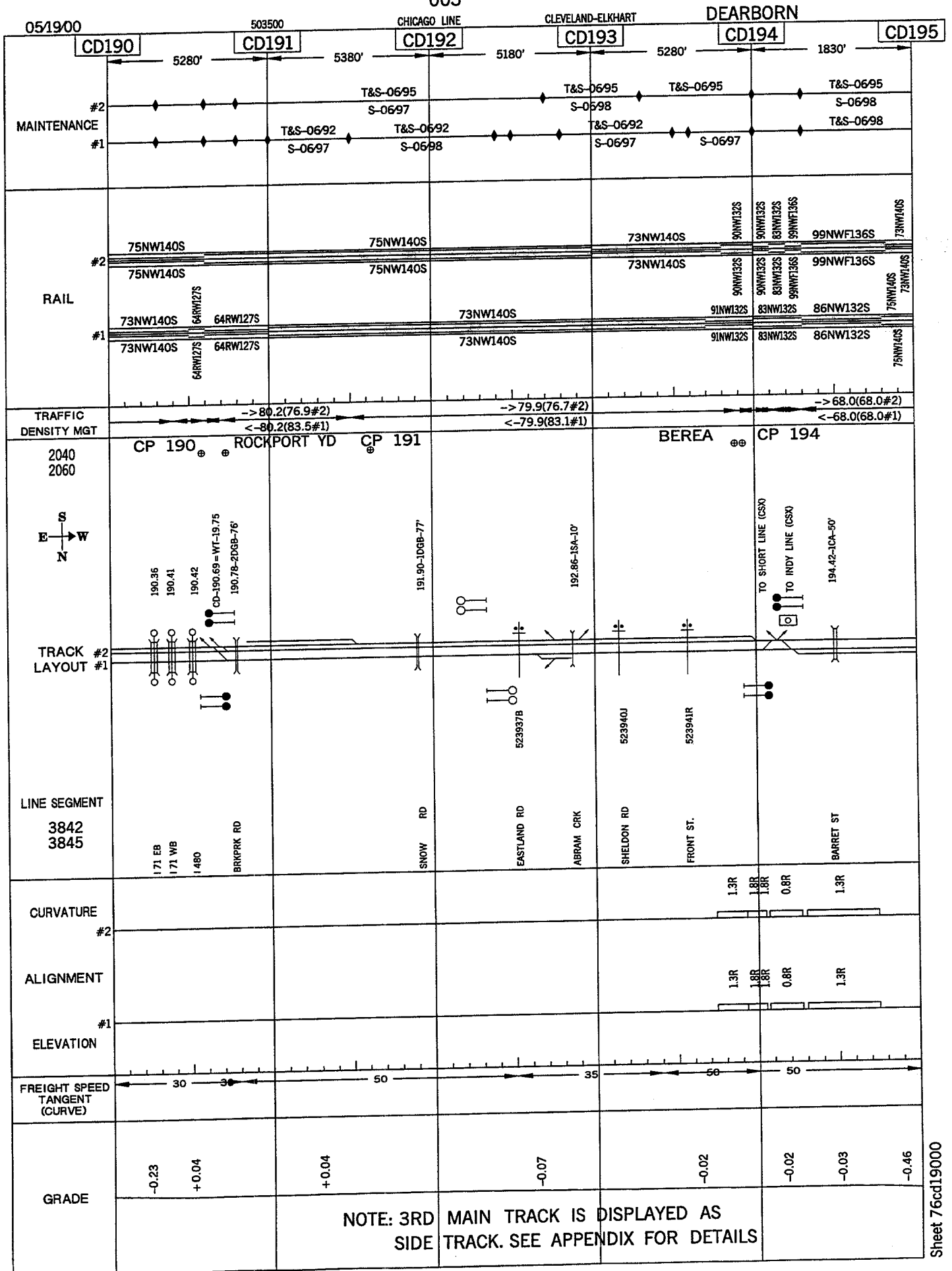
+0.79

+0.77

+0.66







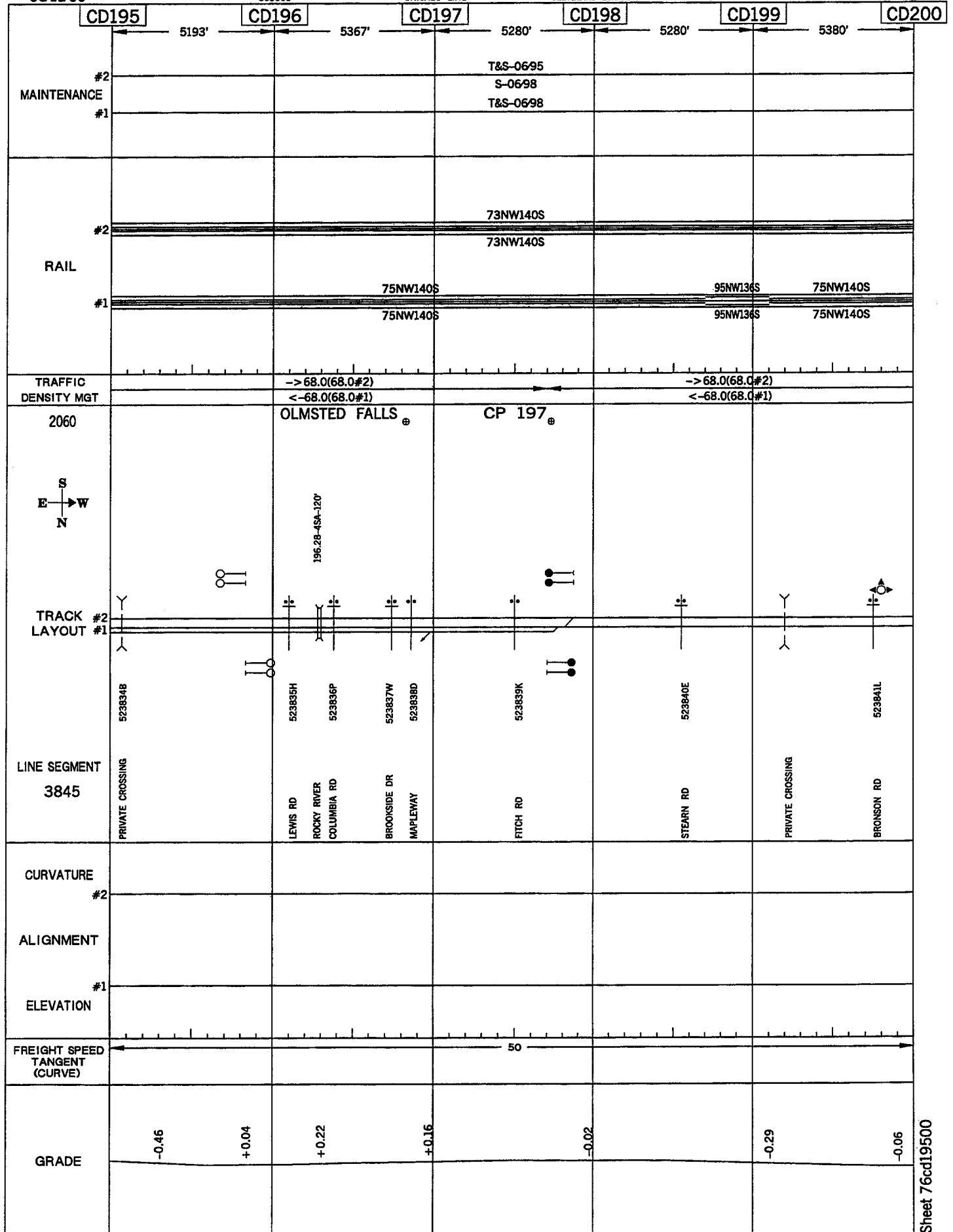
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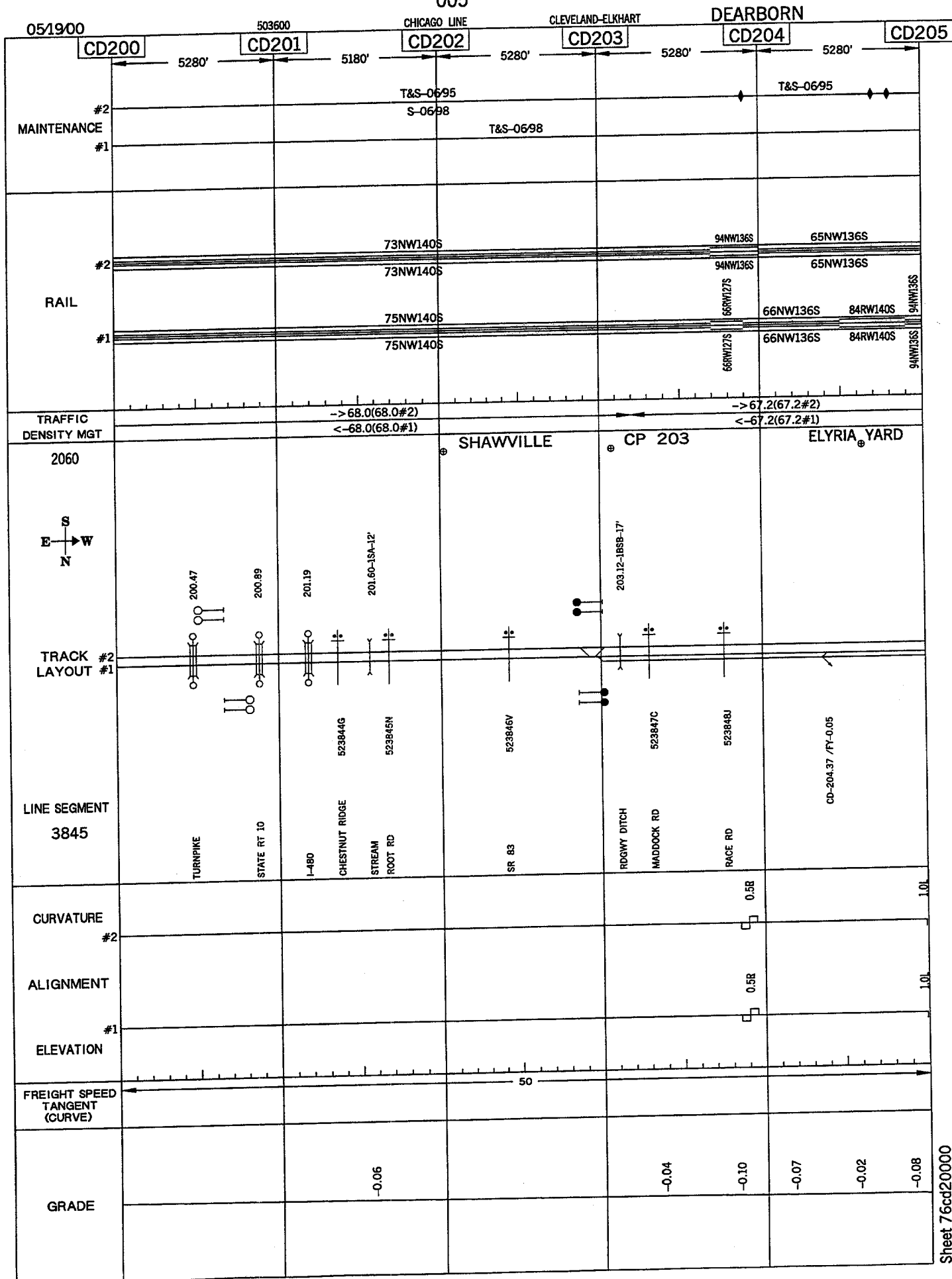
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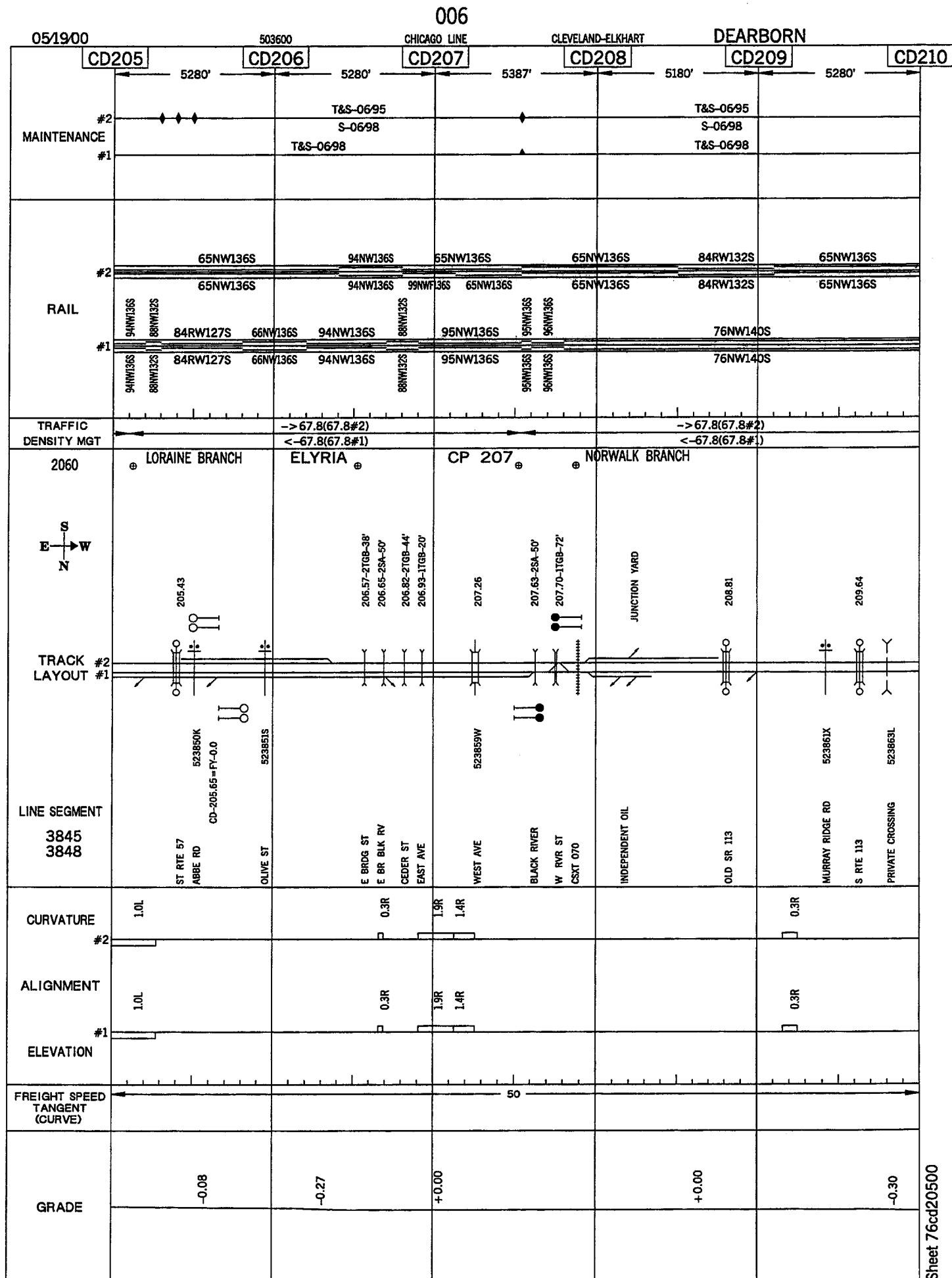
CLEVELAND-ELKHART

DEARBORN

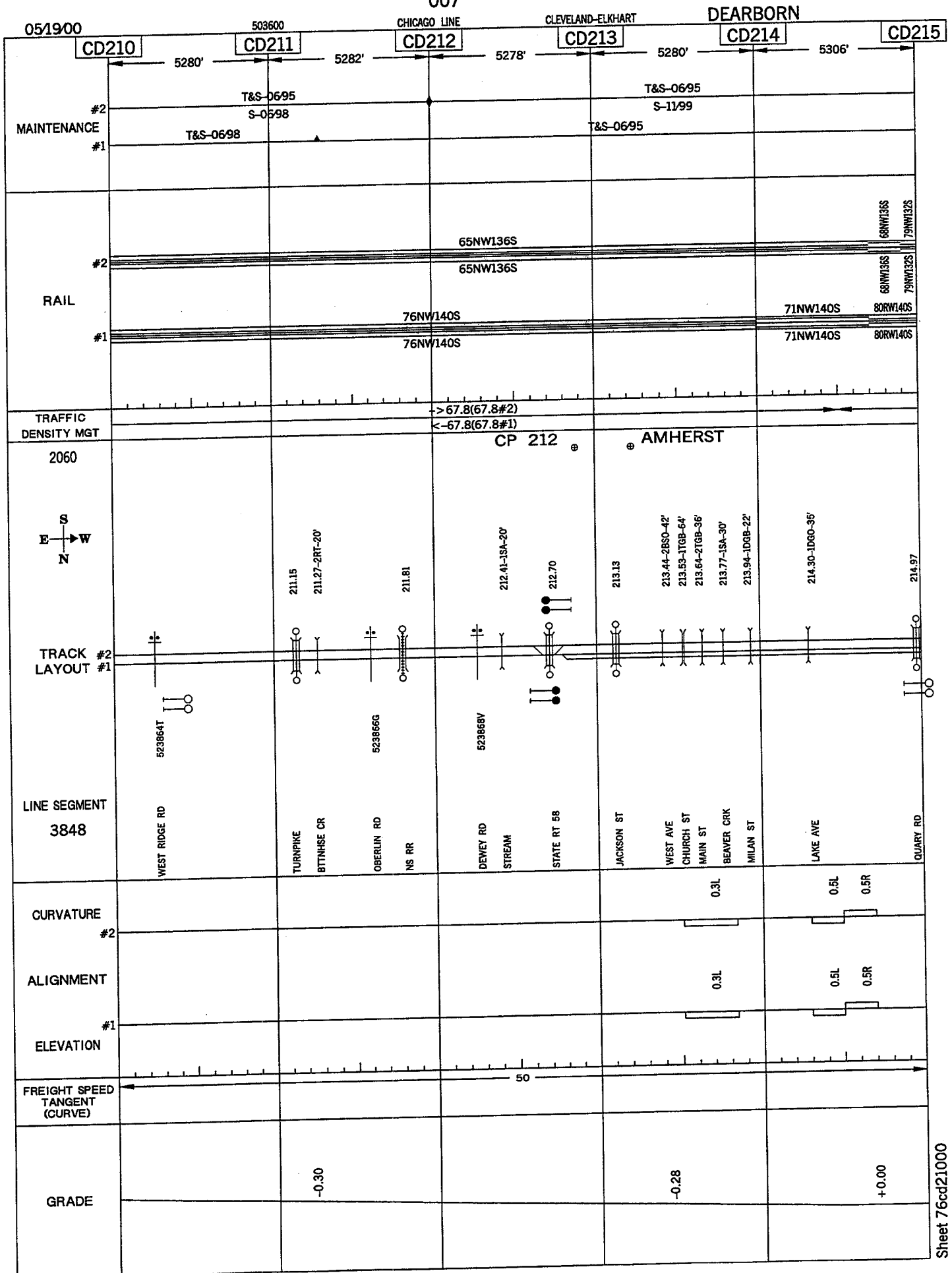


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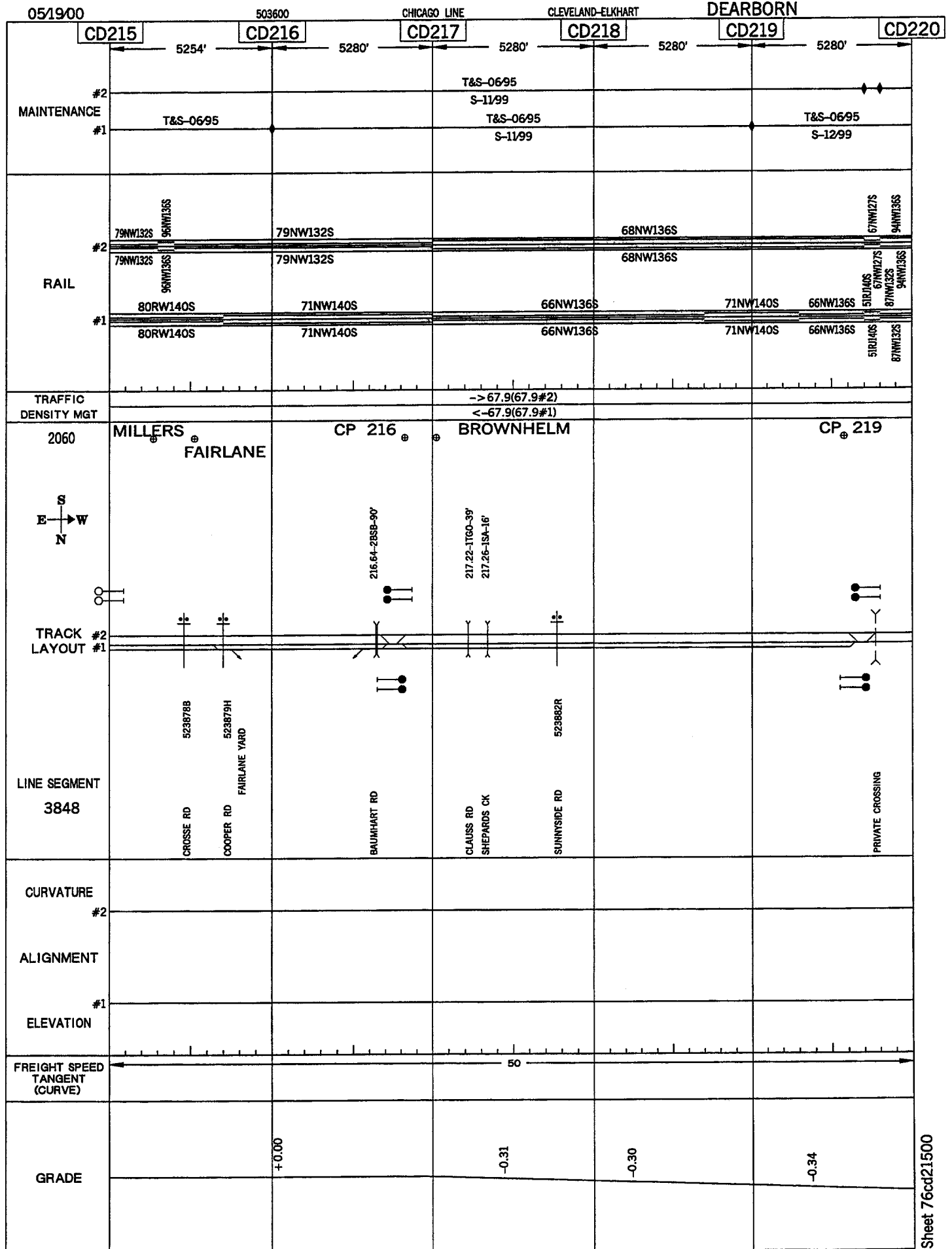


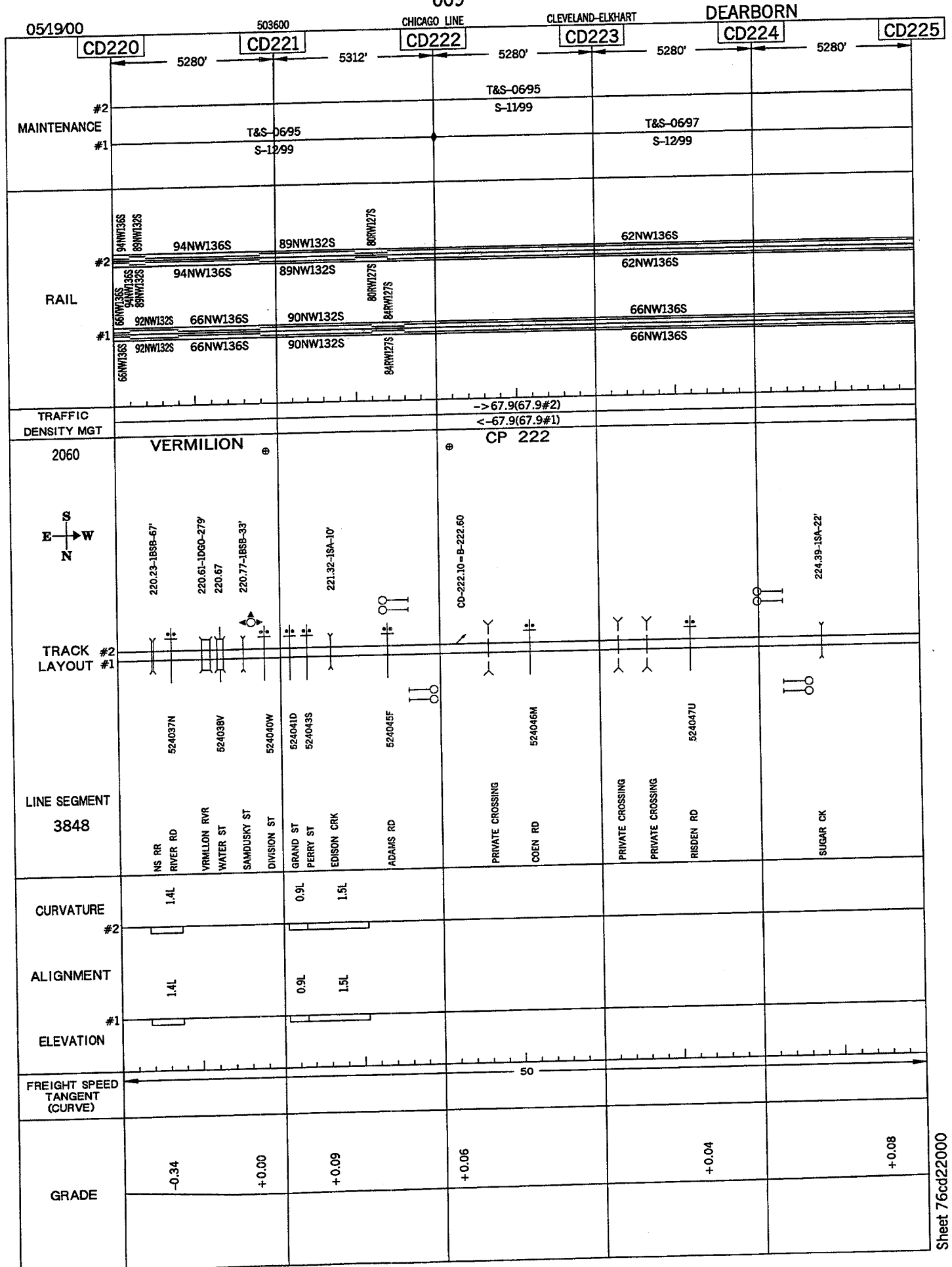


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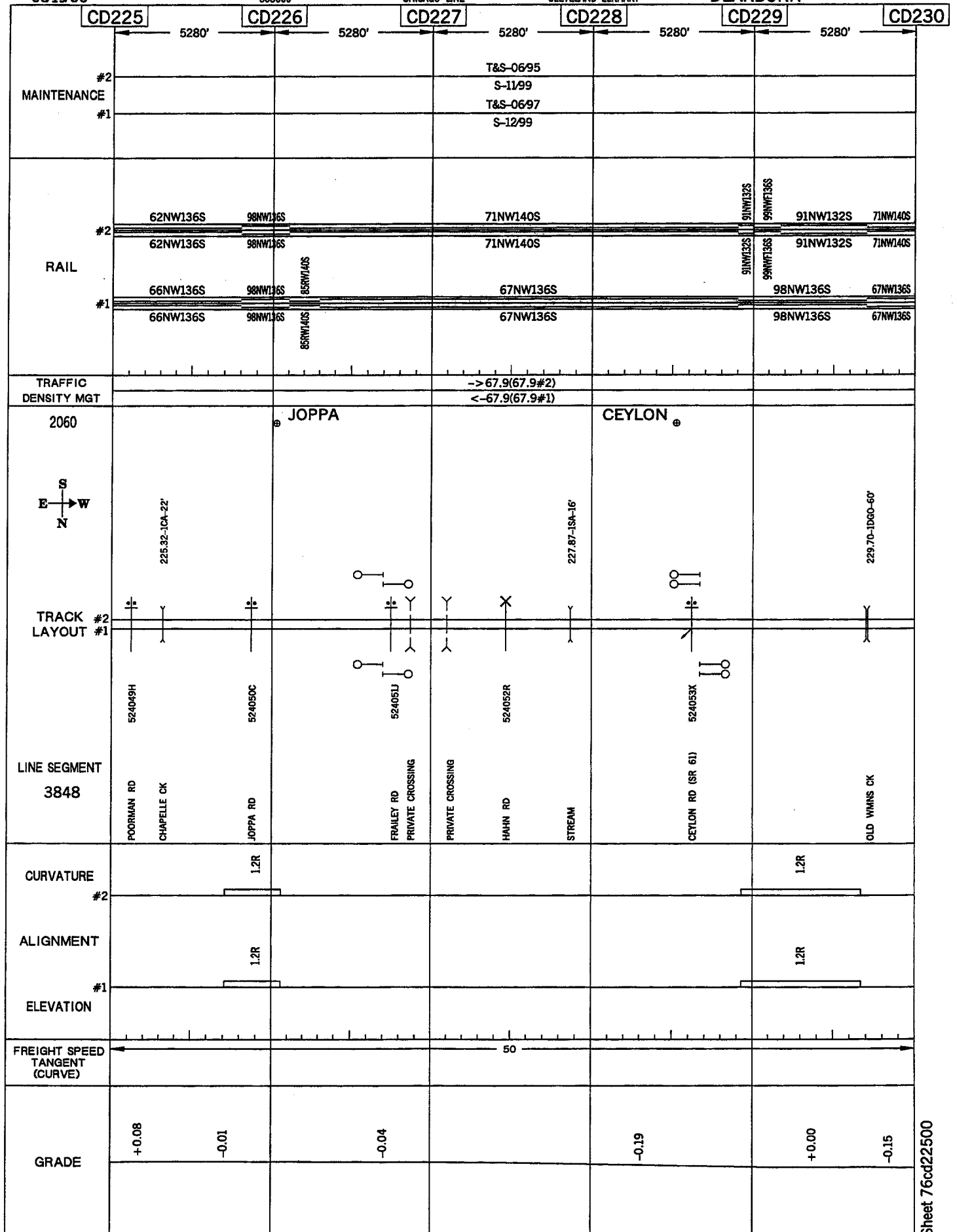
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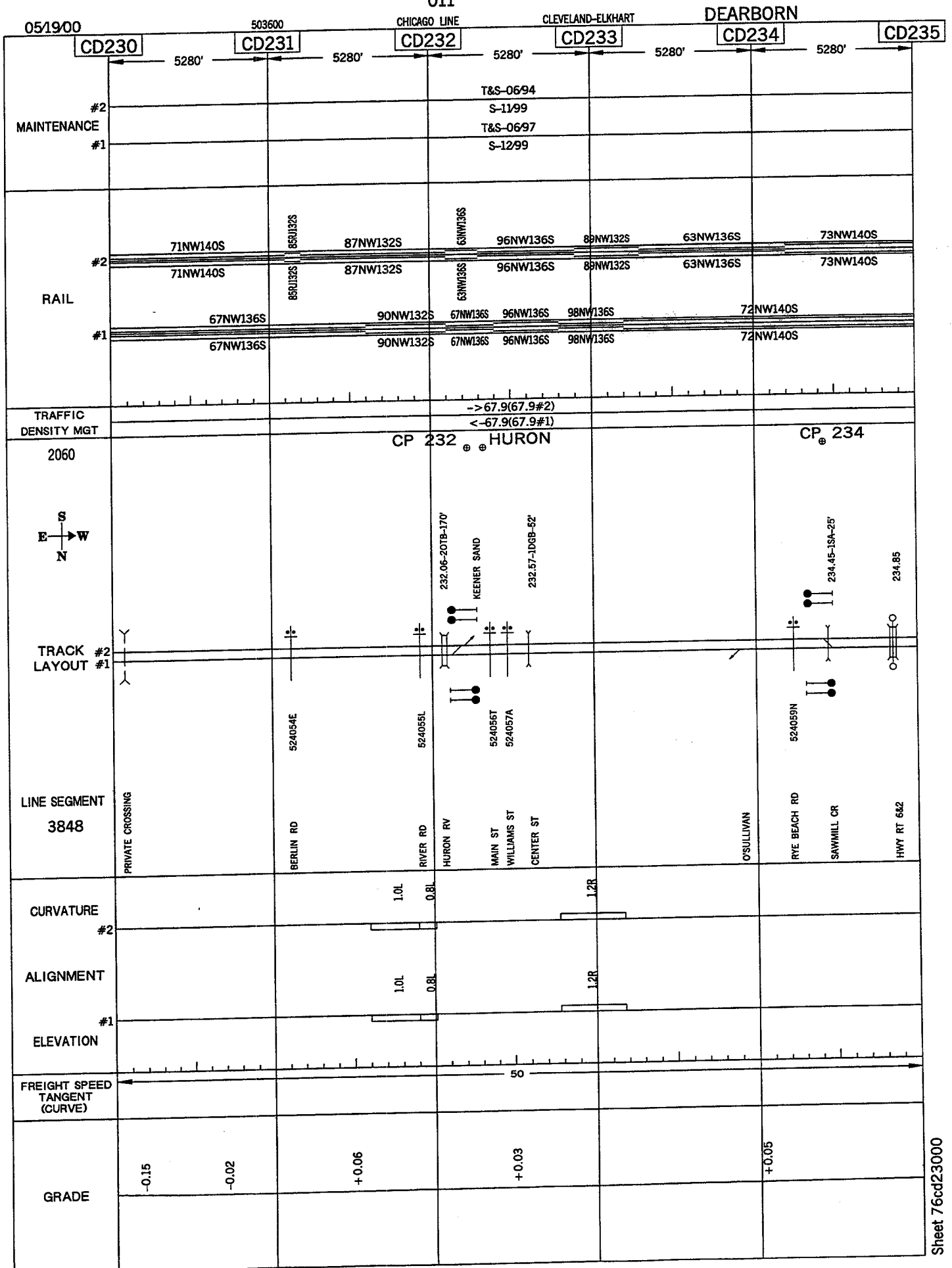
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CHICAGO LINE

CLEVELAND-ELKHART

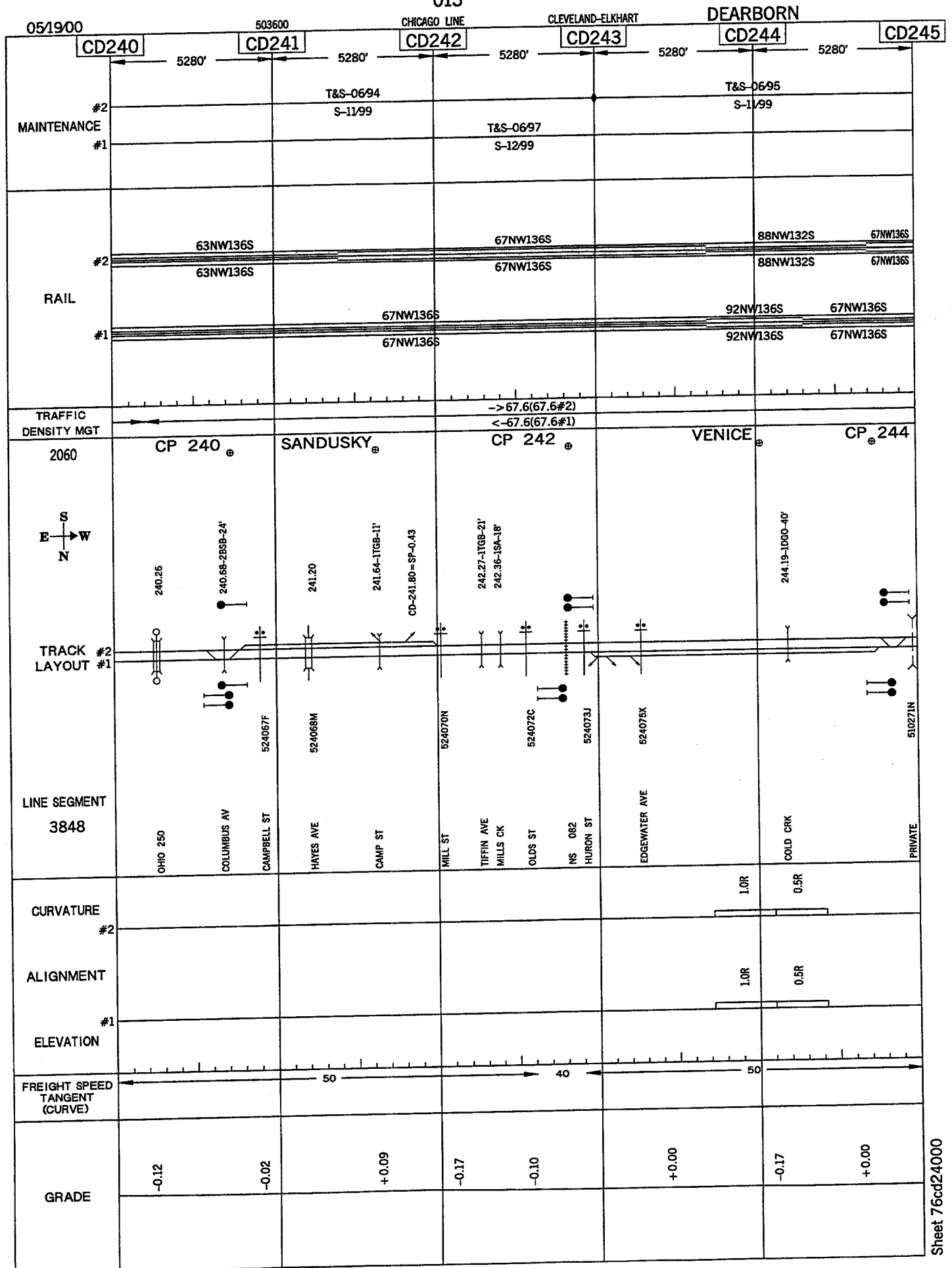
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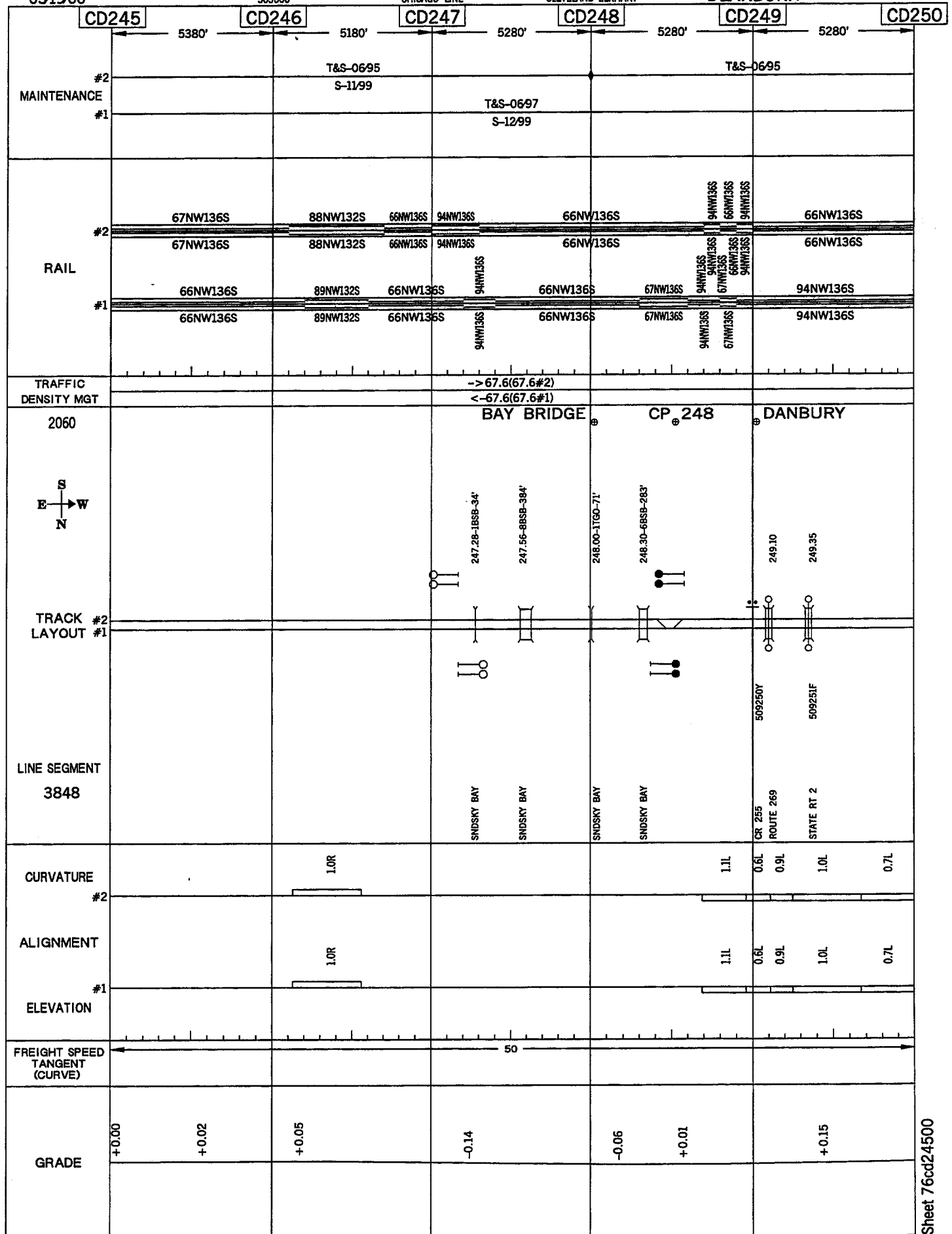
05/19/00

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



015

05/19/00

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD250

CD251

CD252

CD253

CD254

CD255

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

#2

#1

T&amp;S-0695

T&amp;S-0697

S-12/99

T&amp;S-0698

S-12/99

T&amp;S-0698

RAIL

#2

#1

75NW140S

61NW136S

75NW140S

61NW136S

67NW136S

67NW136S

TRAFFIC  
DENSITY MGT

-&gt; 67.6(67.6#2)

&lt;- 67.6(67.6#1)

2060

GYPSUM

CP 253

PORT CLINTON

S  
E  
N  
W

250.02-288-10'

TRACK  
LAYOUT

#2

#1

US GYPSUM

CELOTEX

253.35

254.48-270B-13'

254.57-270B-15'

254.66

254.77

254.96

LINE SEGMENT  
3848

STREAM

PRIVATE CROSSING

GYPSUM RD

509254B

PLASTER BED

509255H

PRIVATE CROSSING

509256P

ST RT 2

509256D

NISSAN

509259K

KELLYS

509260E

PRIVATE CROSSING

FULTON ST

WASHINGTON ST

ADAMS ST

JFFERSON ST

MONROE ST

509263A

509264G

509265V

CURVATURE

#2

0.7L

ALIGNMENT

#1

0.7L

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

+0.15

-0.01

-0.16

-0.09

+0.04

+0.30

+0.16

-0.02

-0.26

Sheet 76cd25000

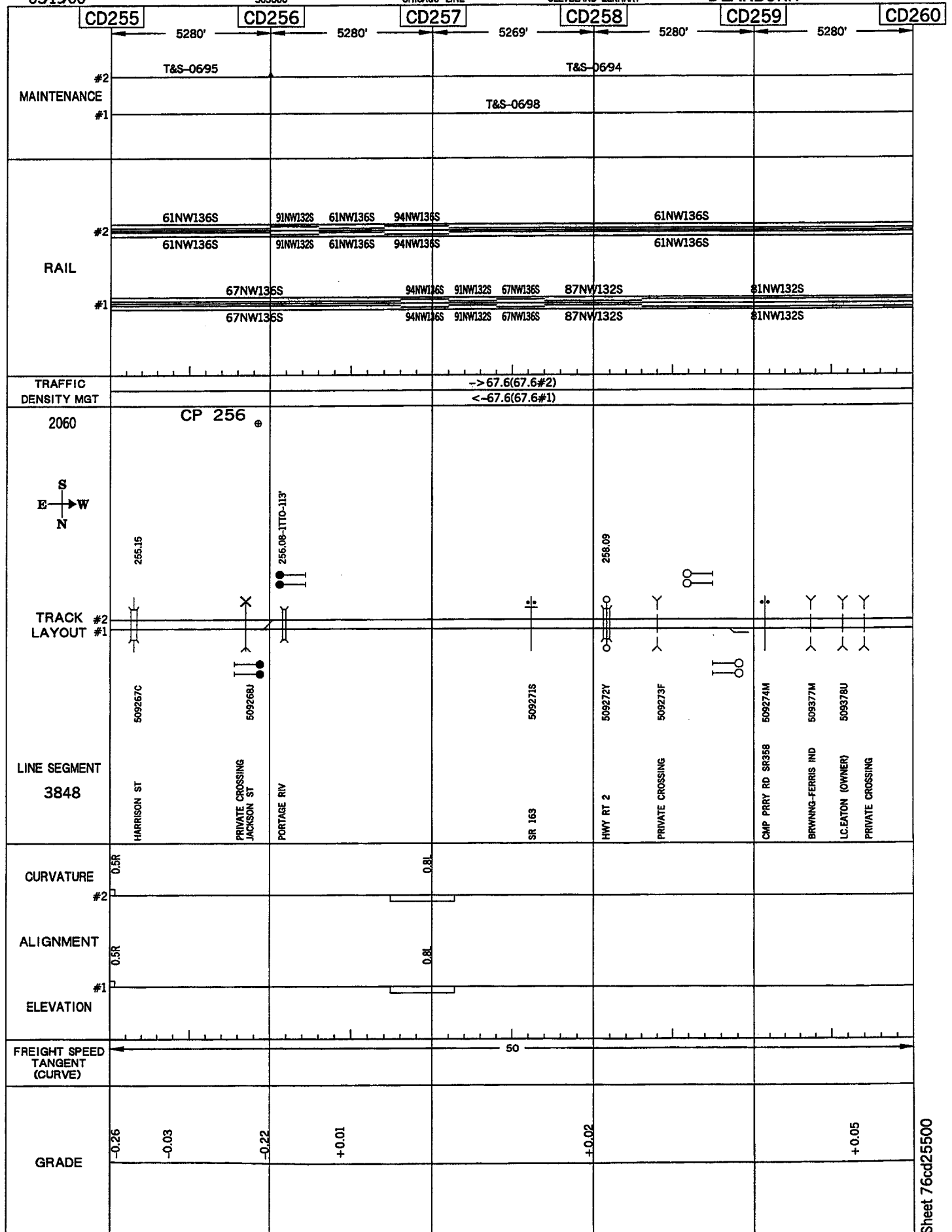
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CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



017

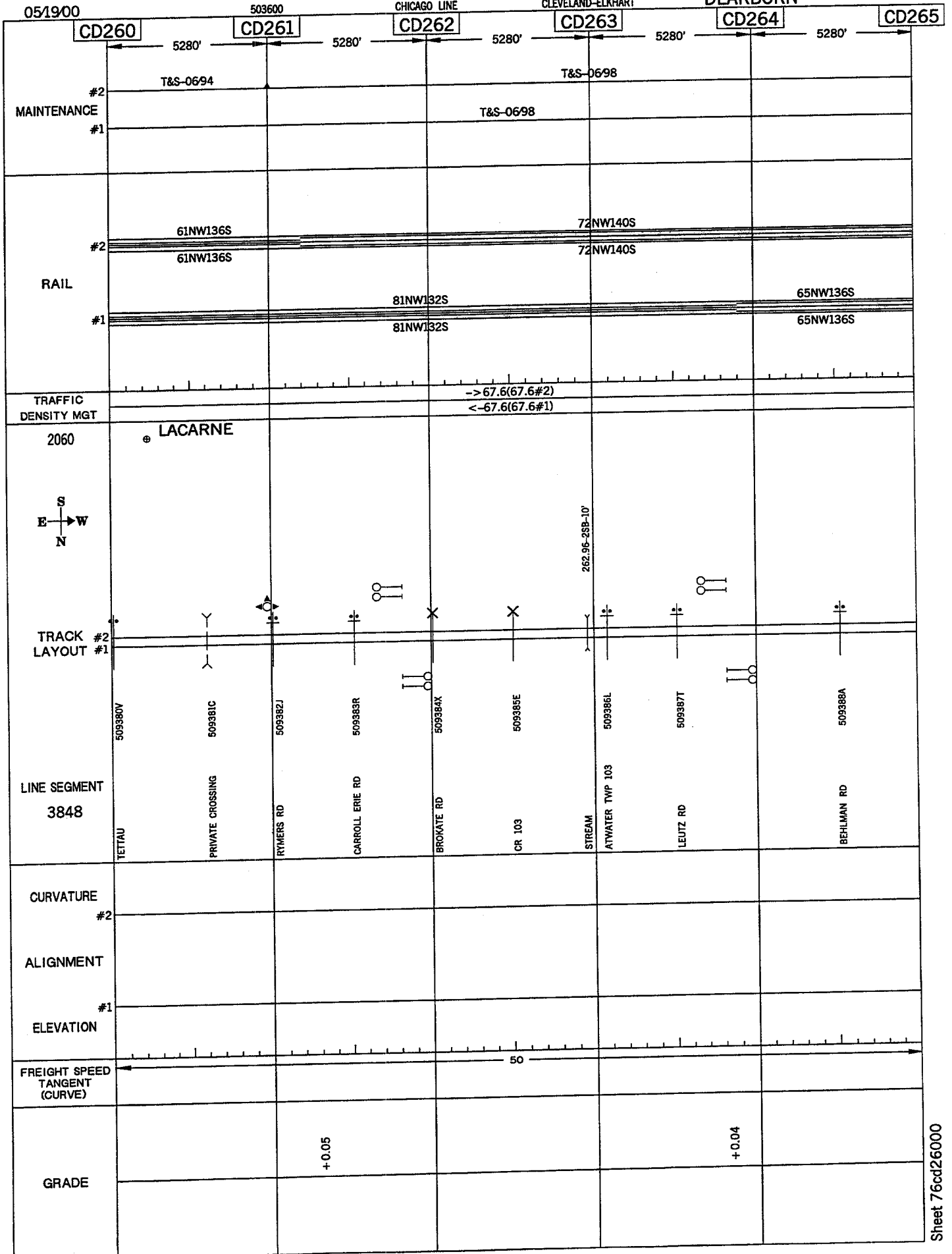
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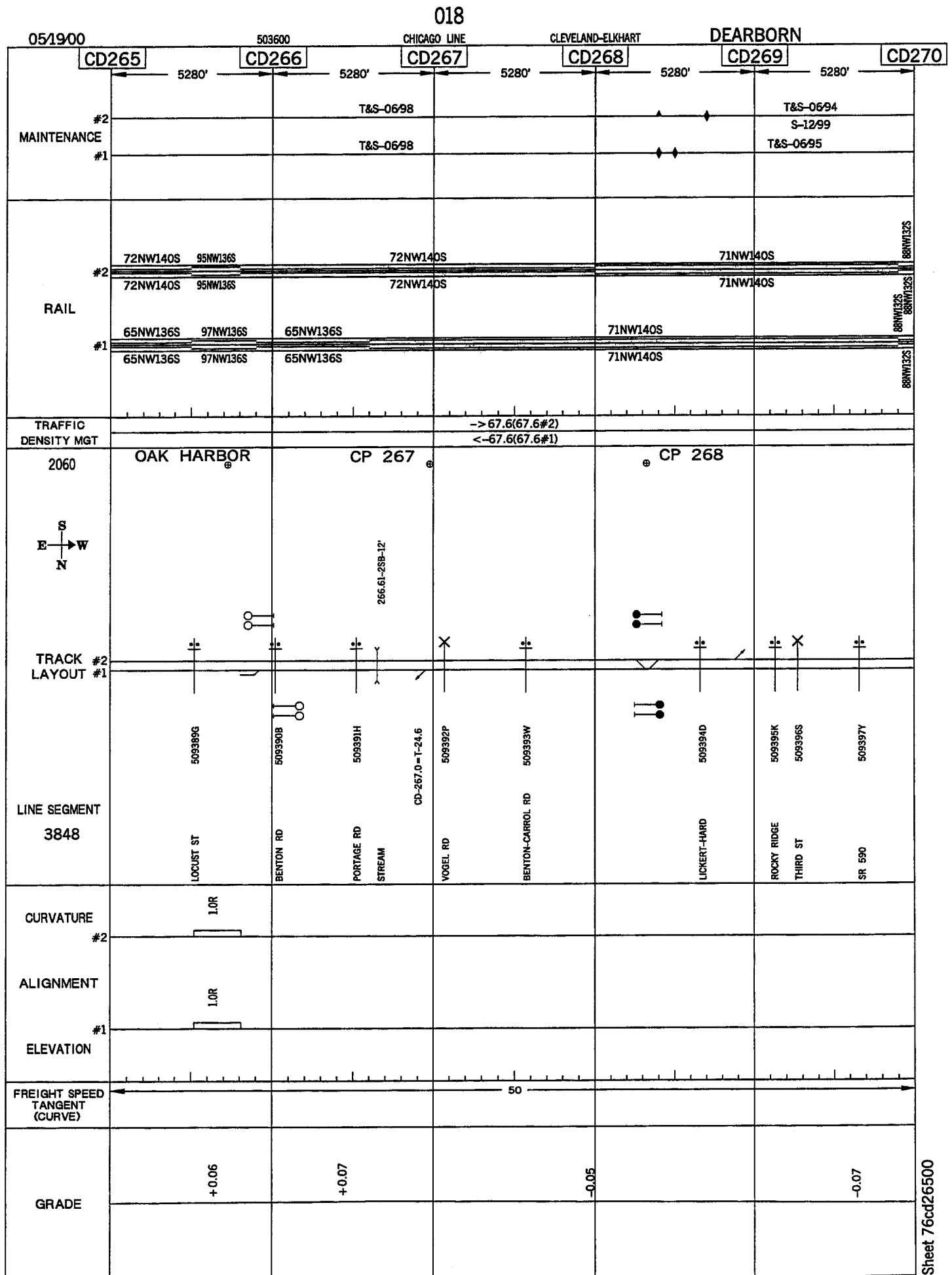
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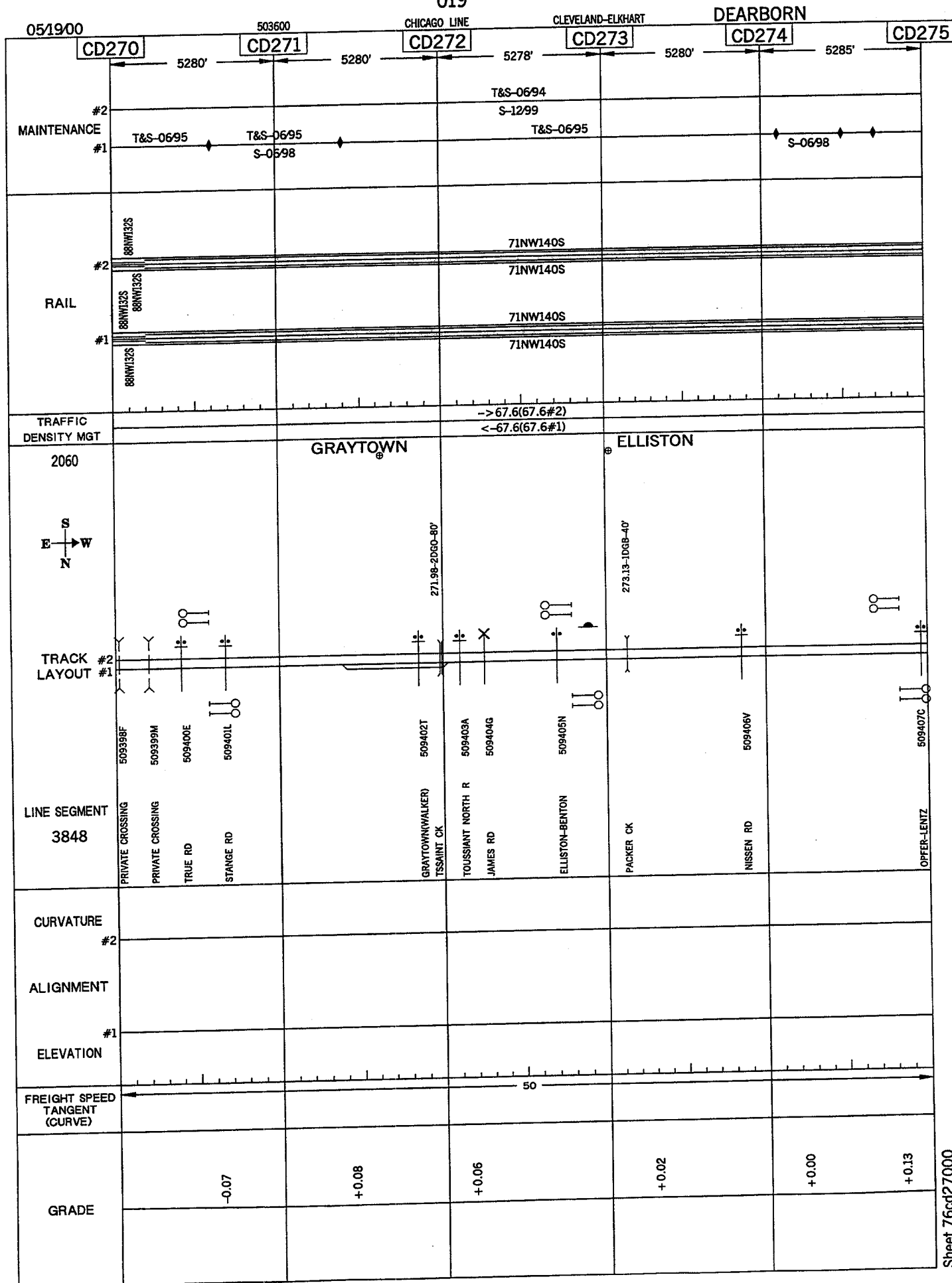
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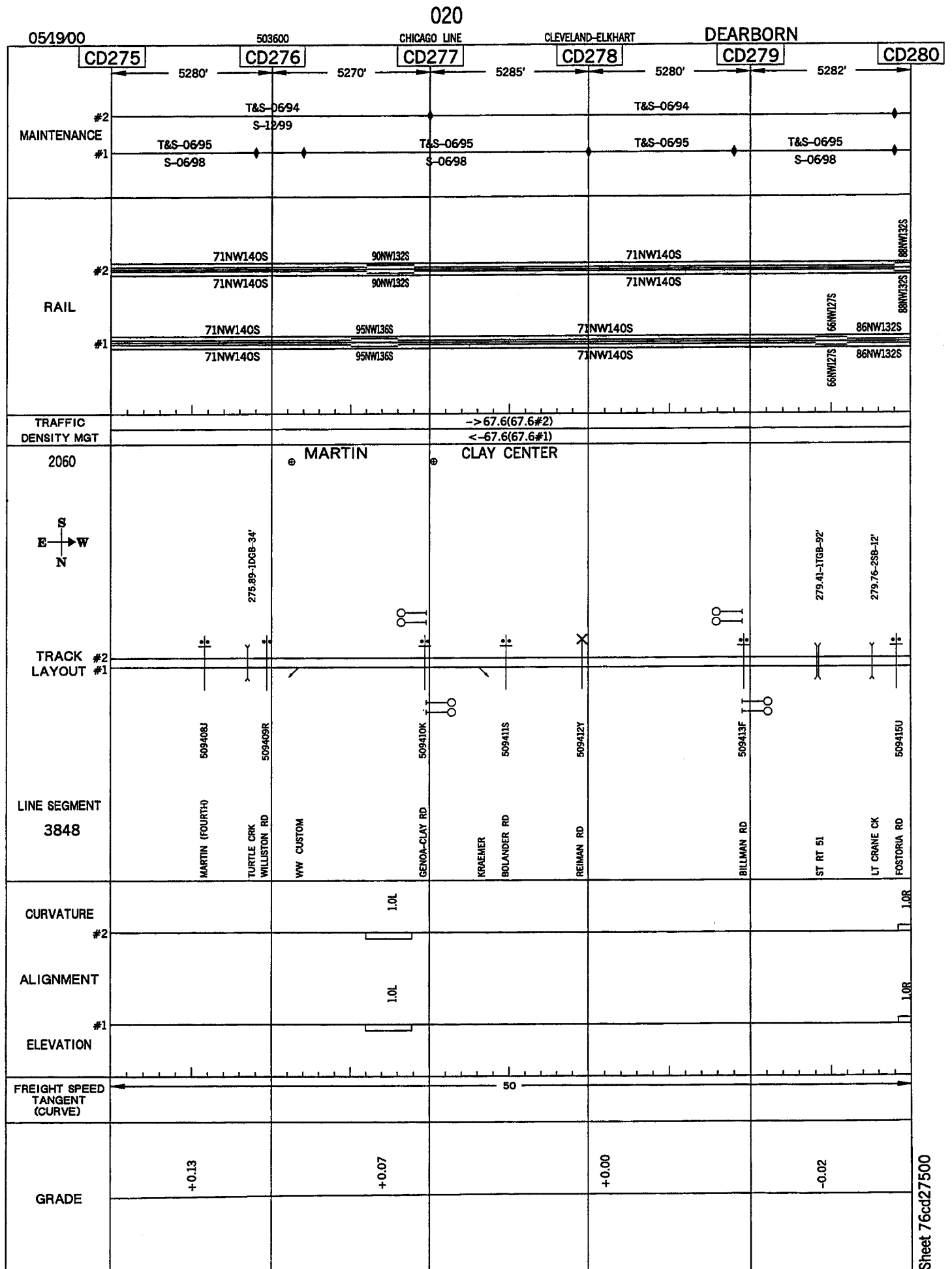
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021

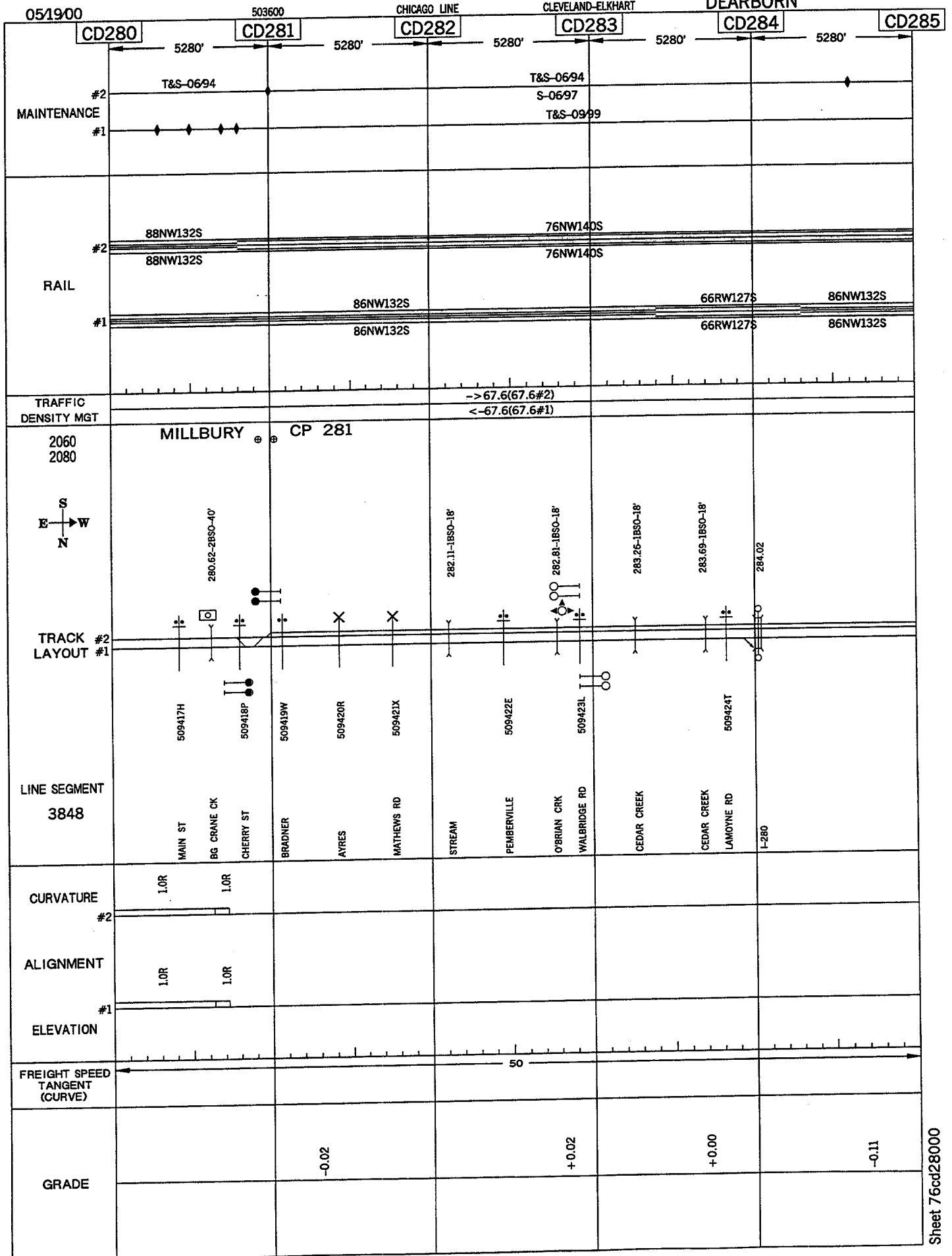
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CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



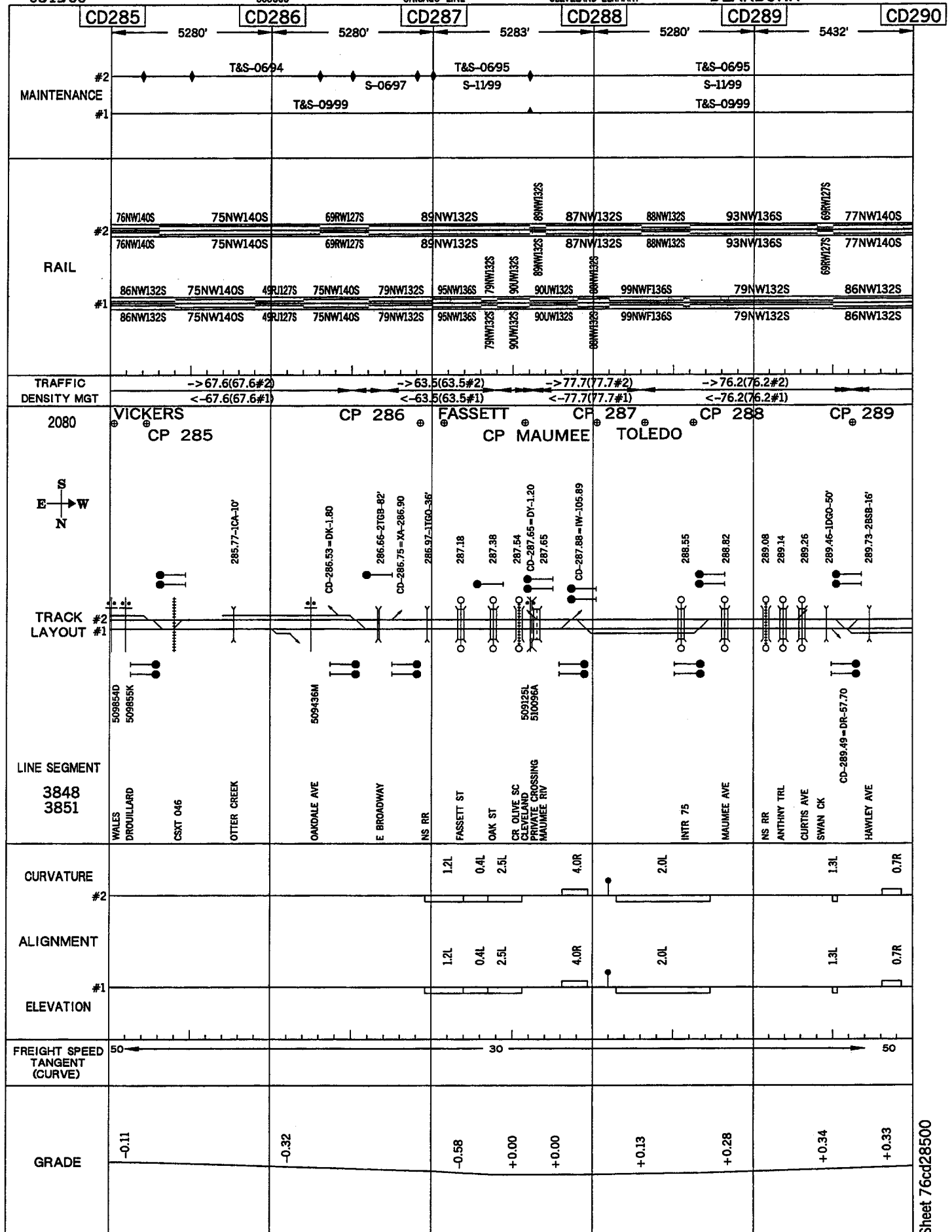
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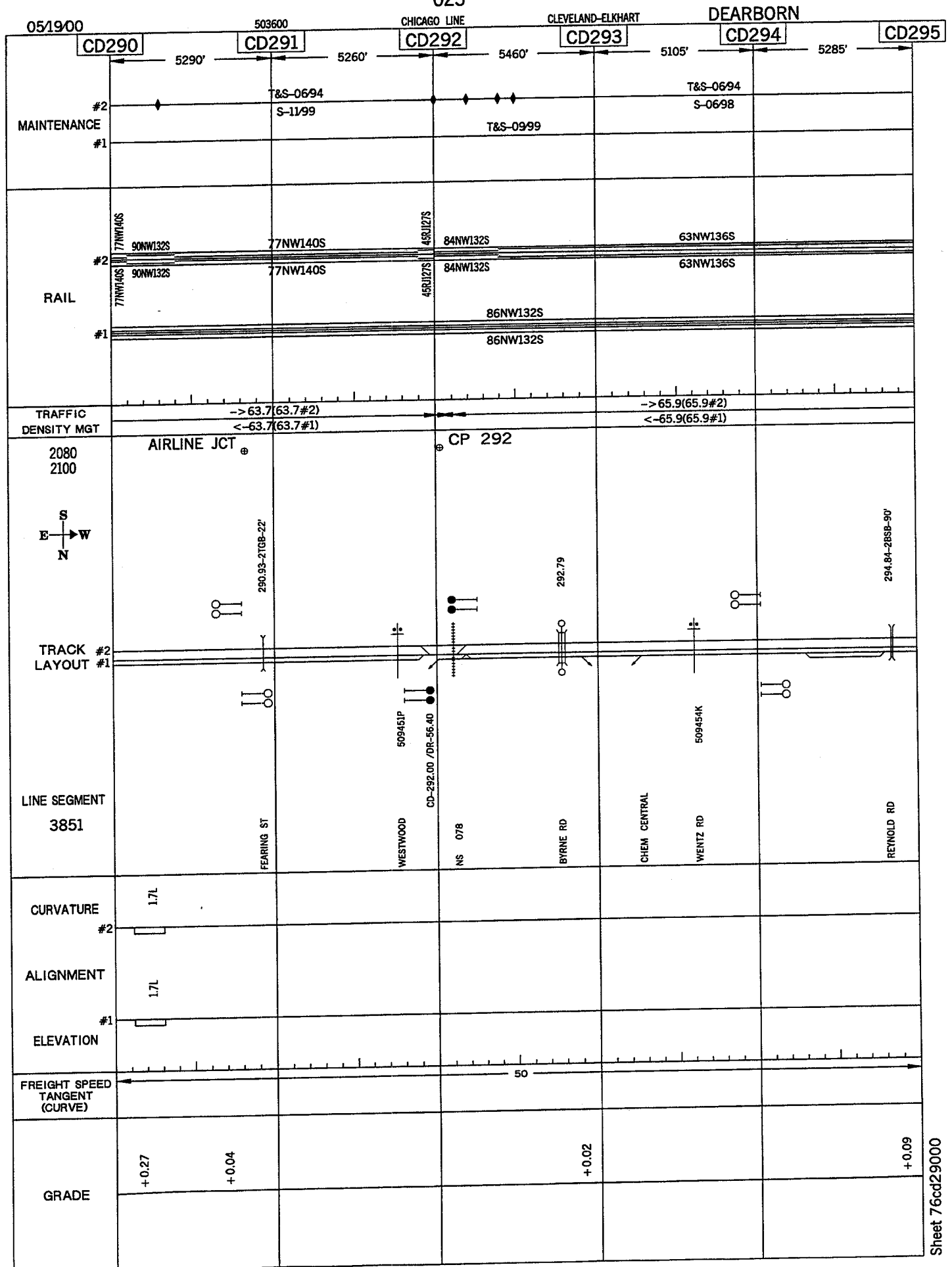
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CLEVELAND-ELKHART

DEARBORN



023



024

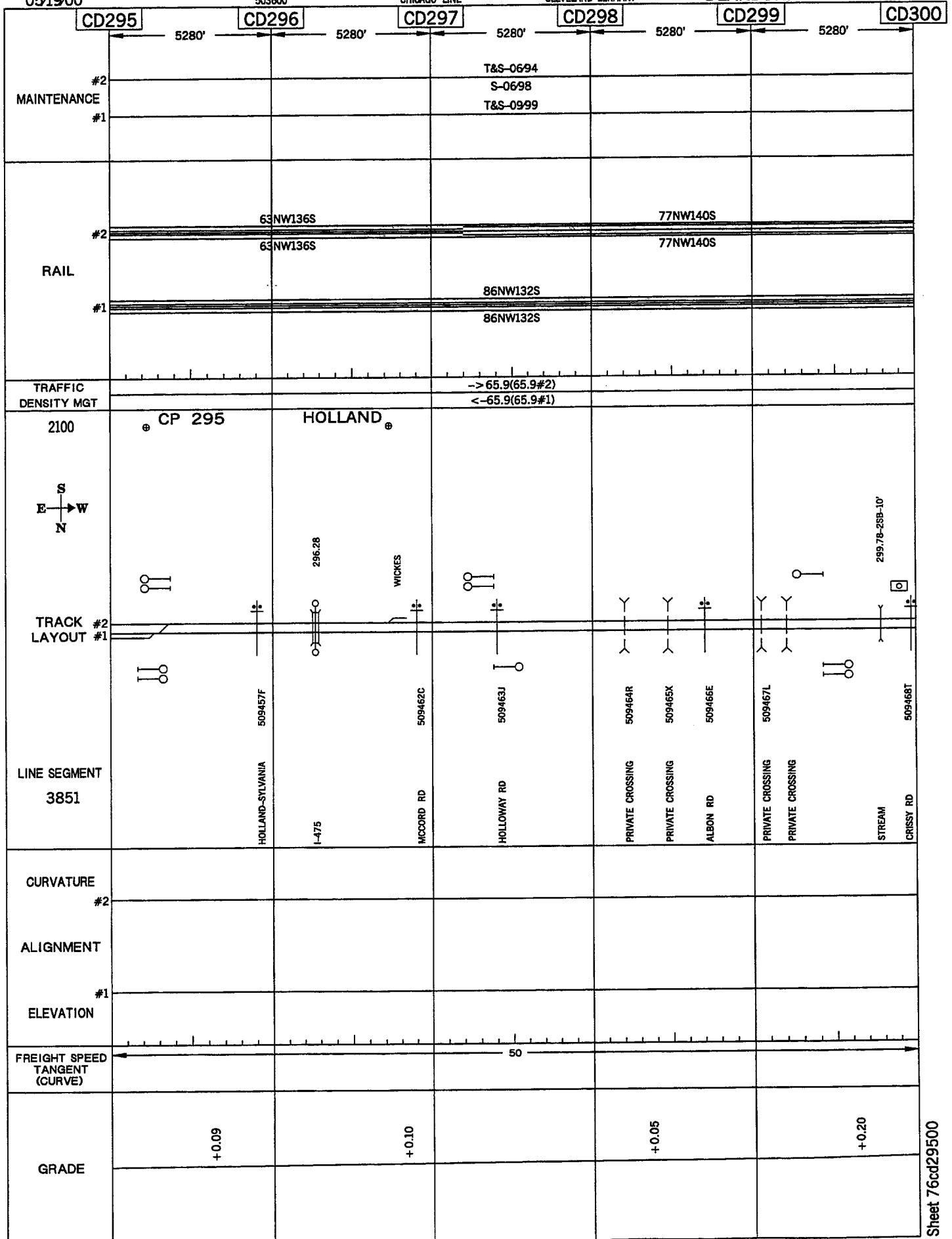
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CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



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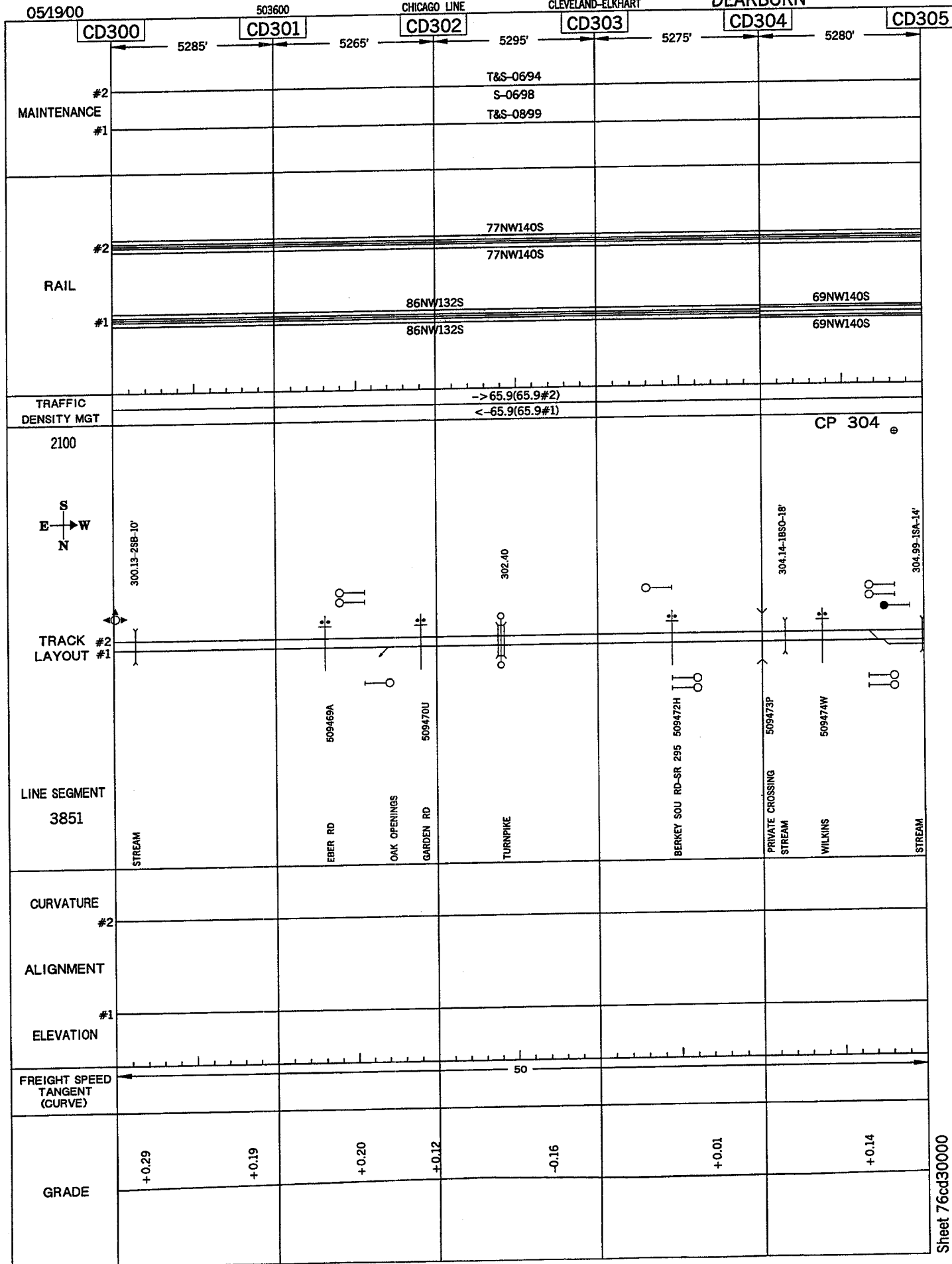
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CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN





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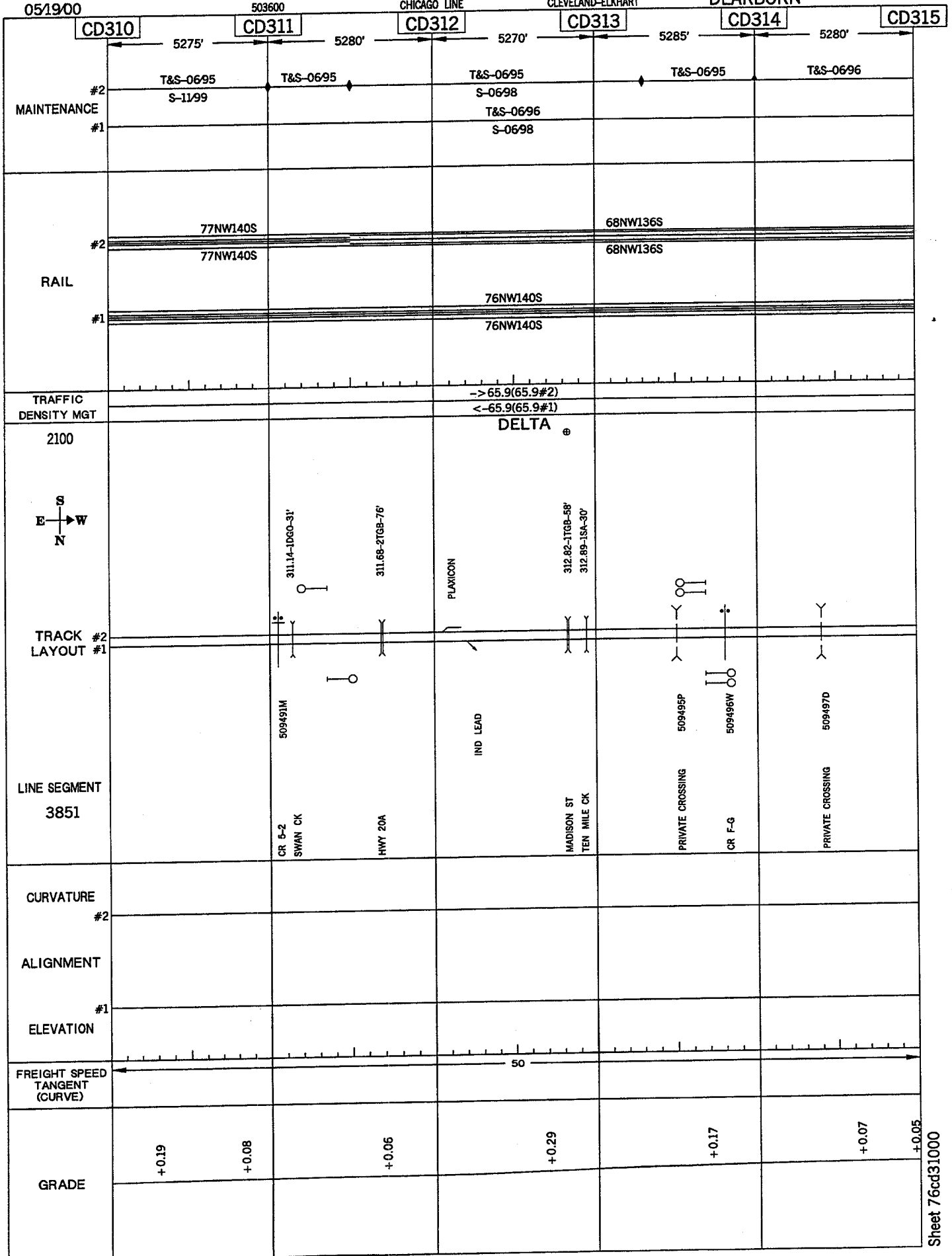
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CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



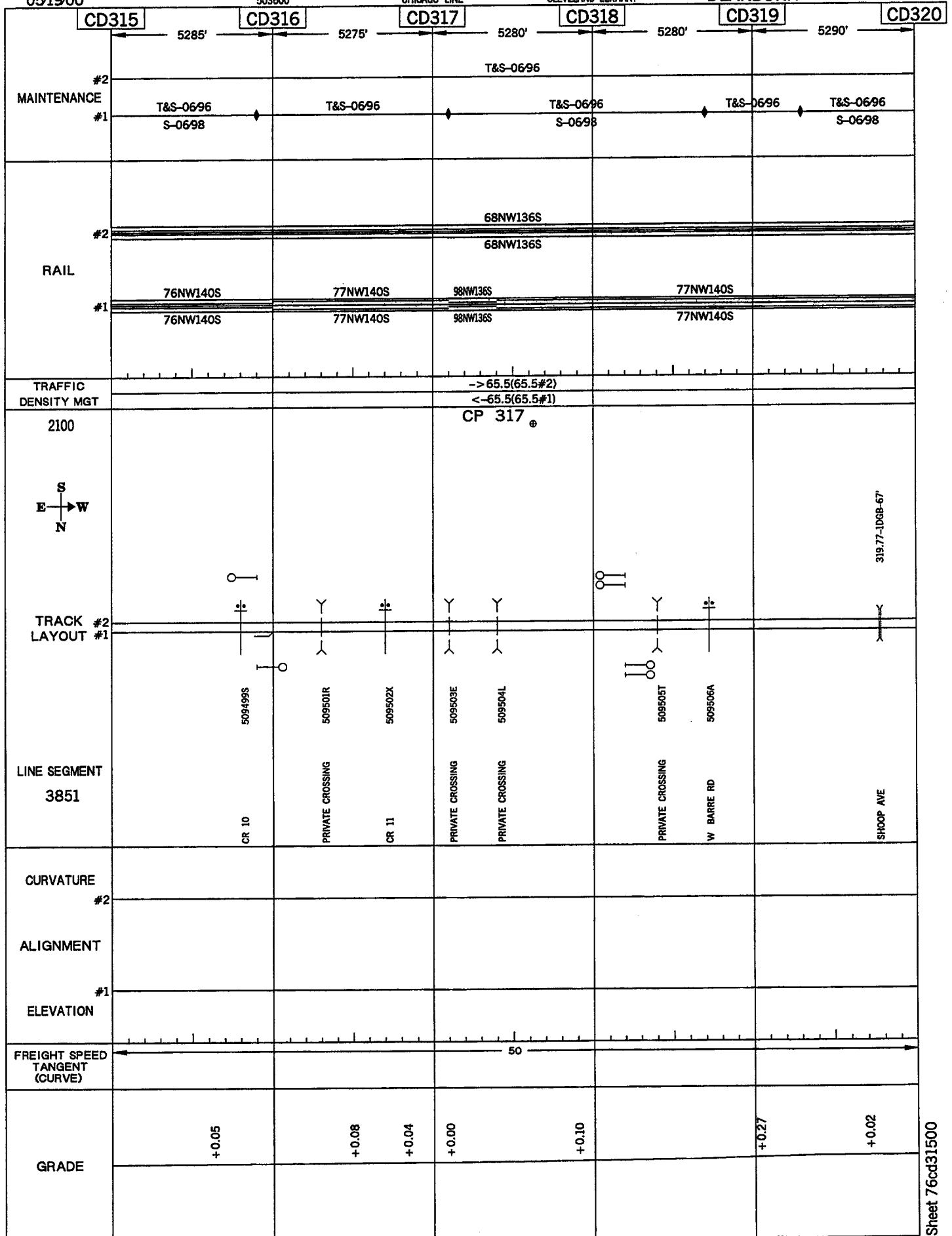
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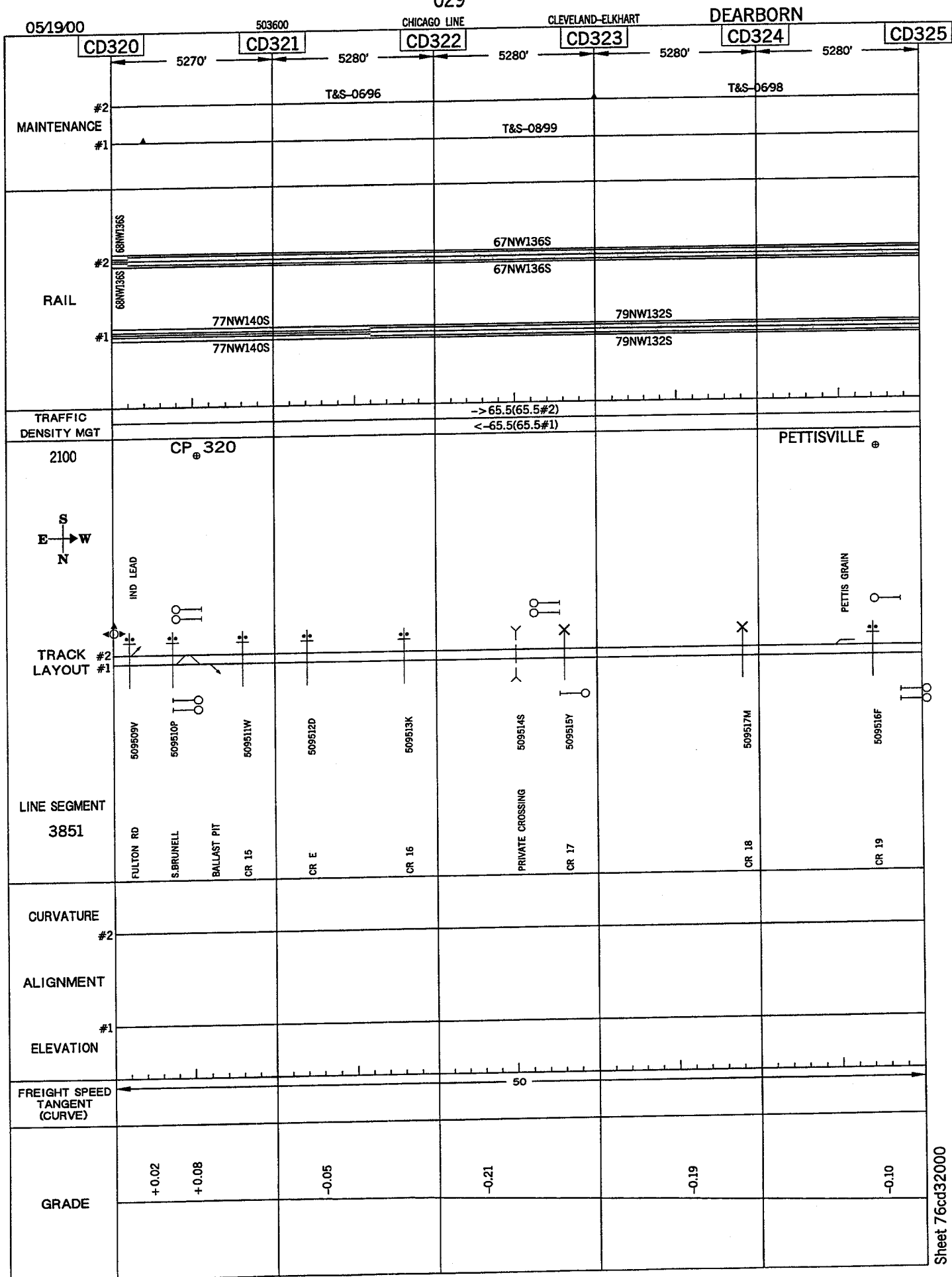
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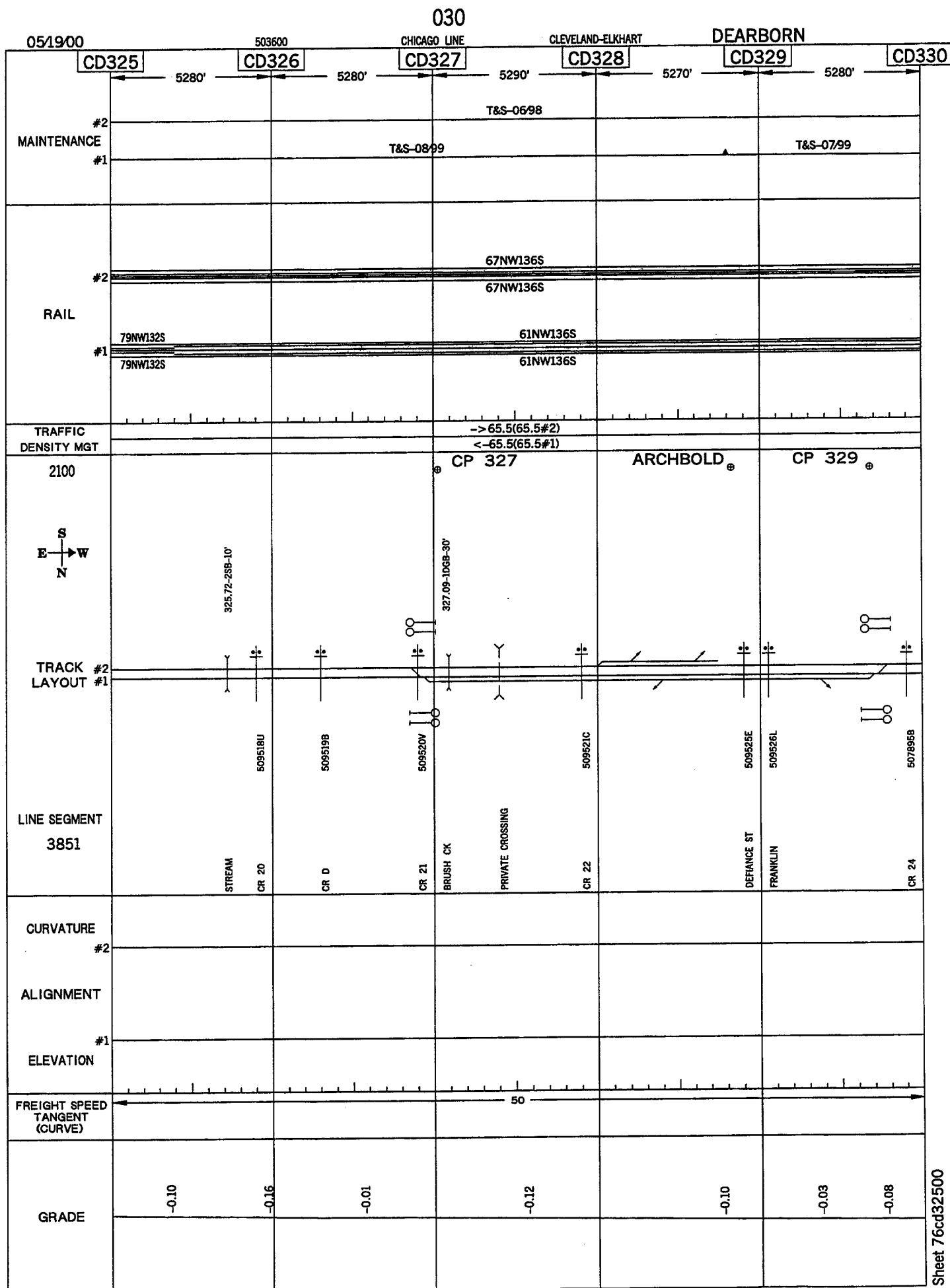
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN







031

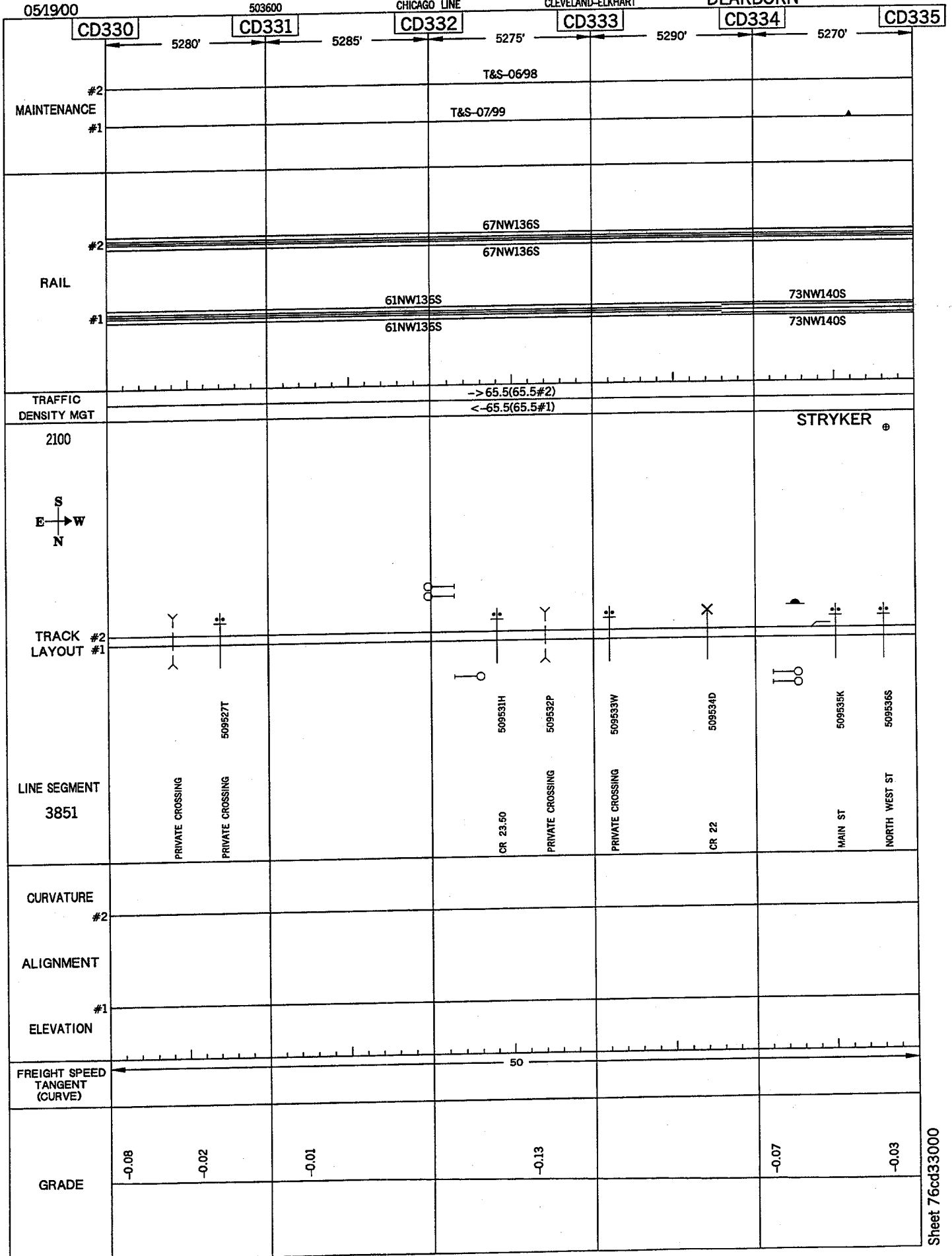
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CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



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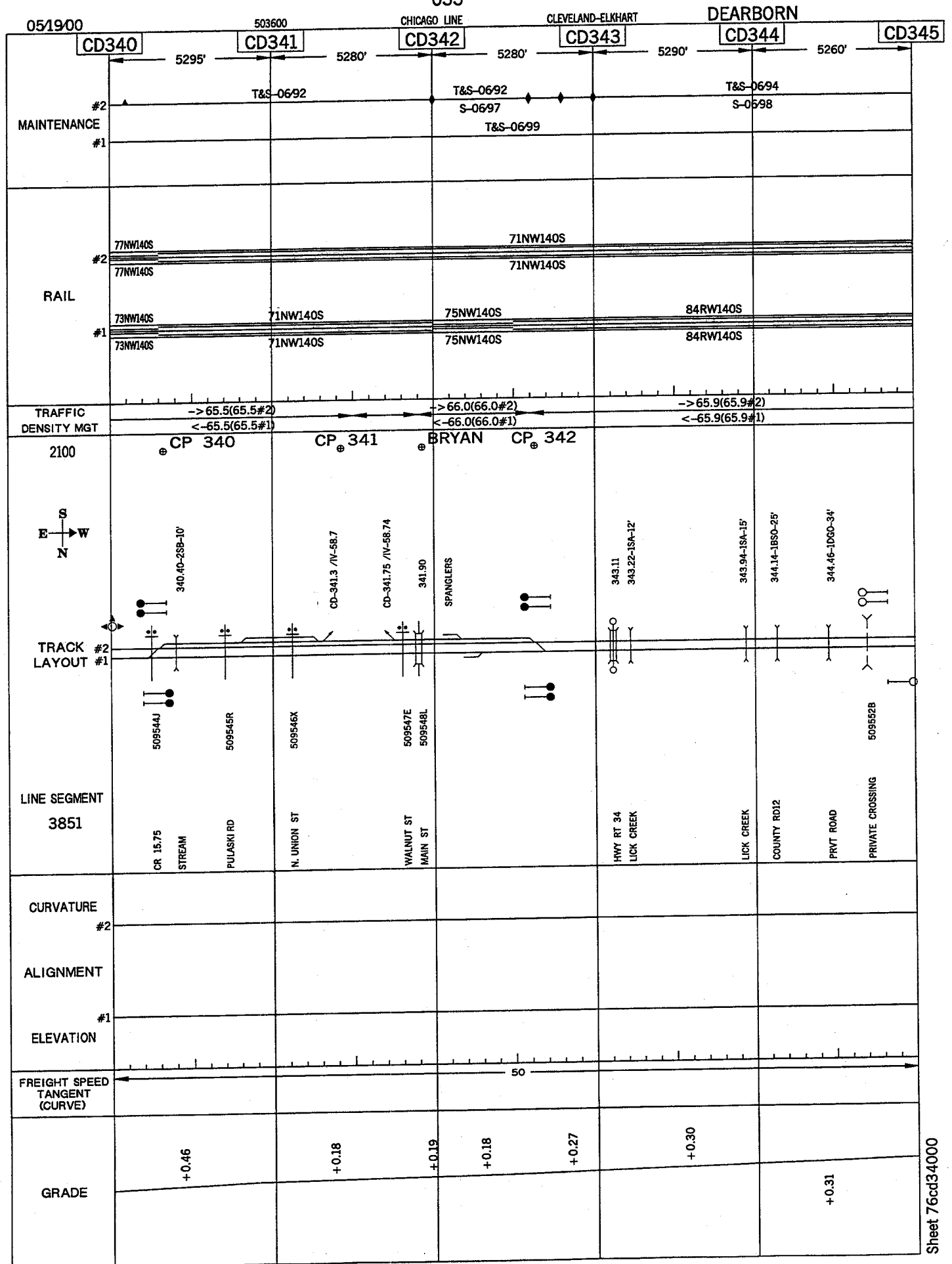
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CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

	CD335	CD336	CD337	CD338	CD339	CD340
	5260'	5280'	5300'	5300'	5245'	
MAINTENANCE	#2		T&S-06/98			
	#1		T&S-06/99			
RAIL	#2	67NW136S		77NW140S		
	#1	67NW136S		77NW140S		
TRAFFIC DENSITY MGT			73NW140S			
			73NW140S			
2100			-> 65.5(65.5#2)			
			<- 65.5(65.5#1)			
TRACK LAYOUT	#2					
	#1					
LINE SEGMENT 3851						
CURVATURE	#2					
	#1					
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						





034

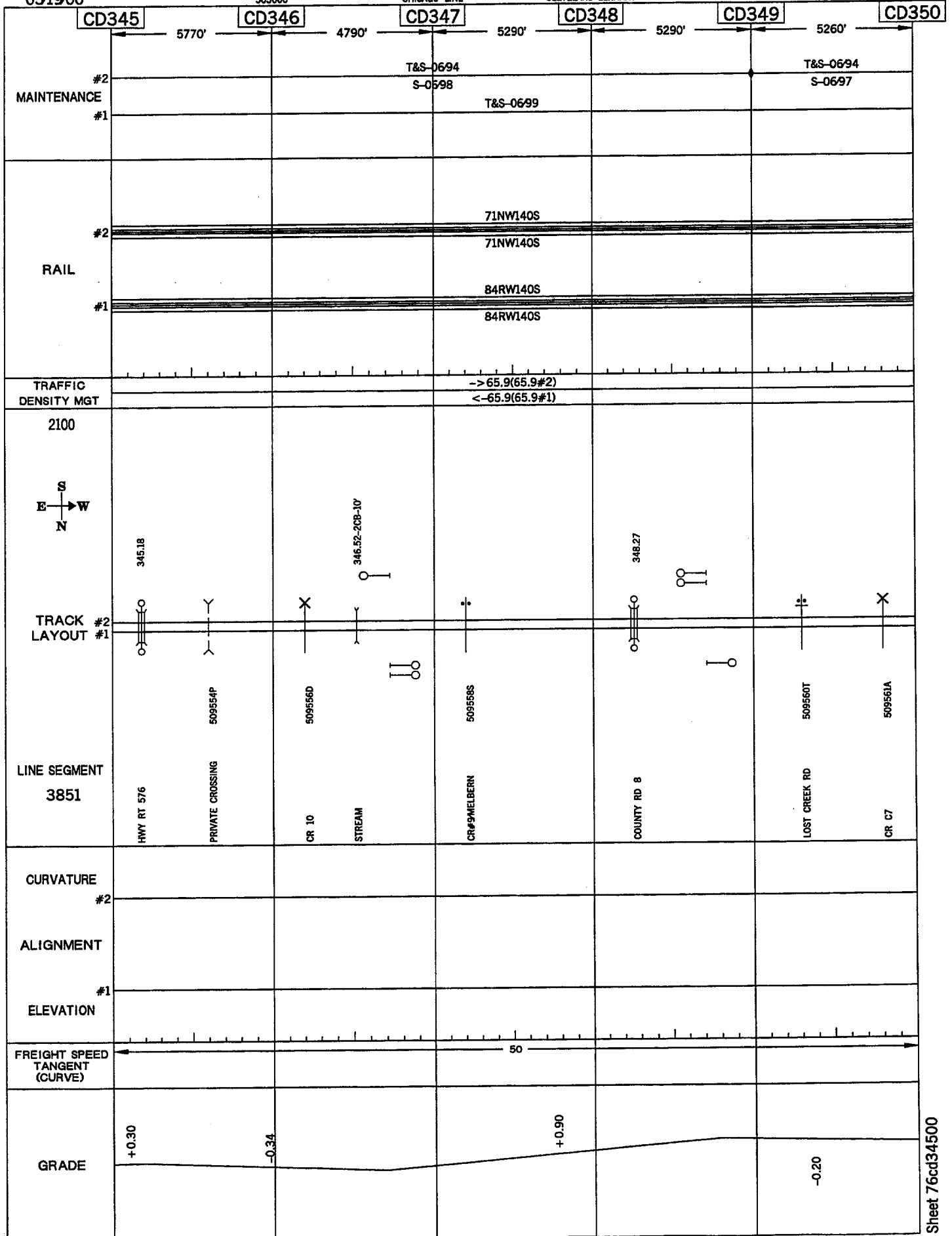
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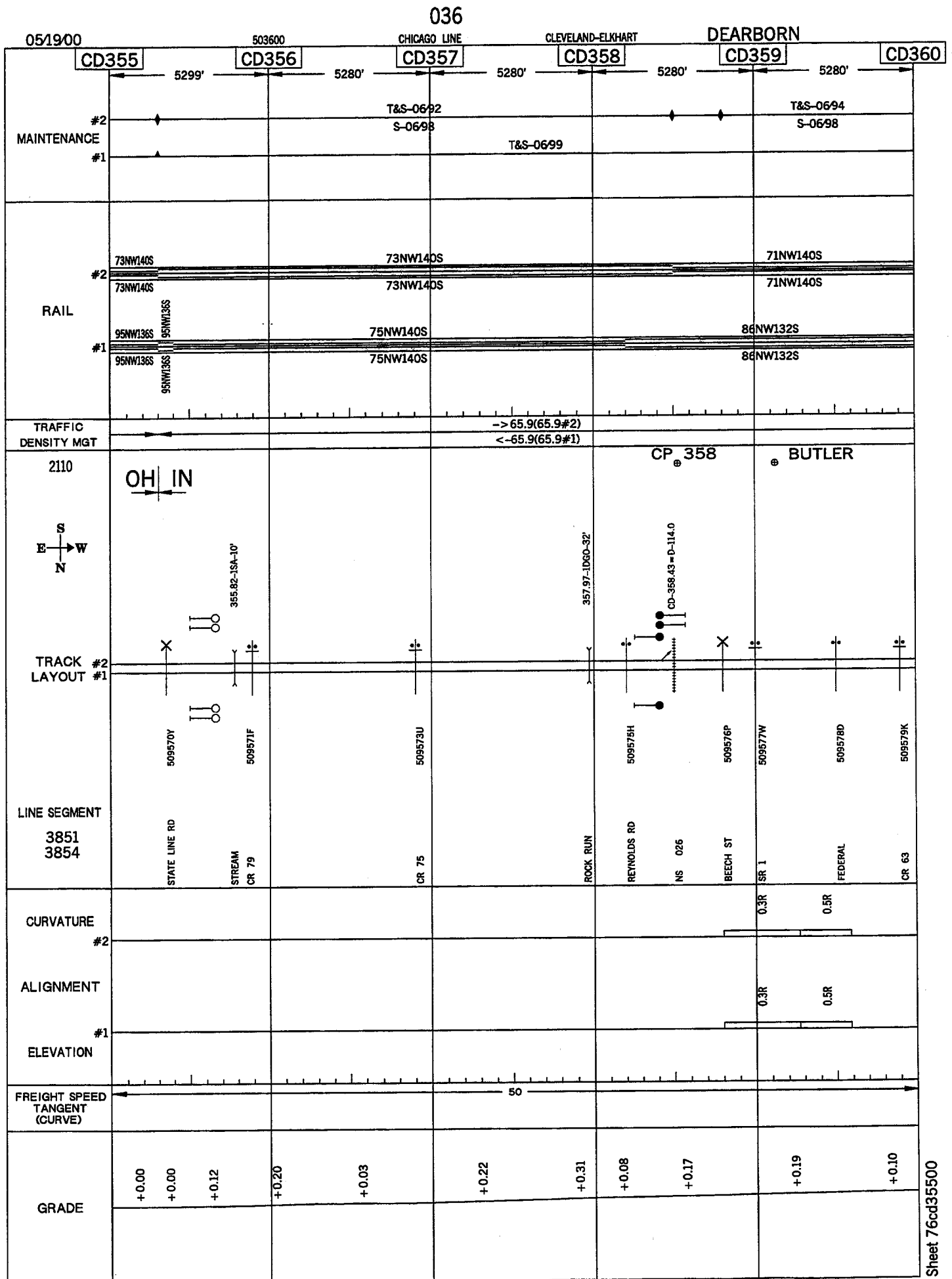
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



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037


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CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

	CD360	CD361	CD362	CD363	CD364	CD365
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	#2			T&S-06/94		
				S-06/98		
	#1			T&S-06/99		
RAIL				71NW140S		
	#2			71NW140S		
				86NW132S		
	#1			86NW132S		
TRAFFIC DENSITY MGT				-> 65.9(65.9#2)		
				<- 65.9(65.9#1)		
2110						
						
TRACK LAYOUT	#2					
	#1					
LINE SEGMENT						
3854						
	STREAM	CR 59	PRIVATE CROSSING	PRIVATE CROSSING	CR 53	CR 47
	G & W	509581L	509582T	509584G	509583A	509585N
CURVATURE						
#2						
ALIGNMENT						
#1						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)				50		
GRADE						
	+0.10	+0.04	+0.00	+0.11	+0.09	-0.12
						+0.38

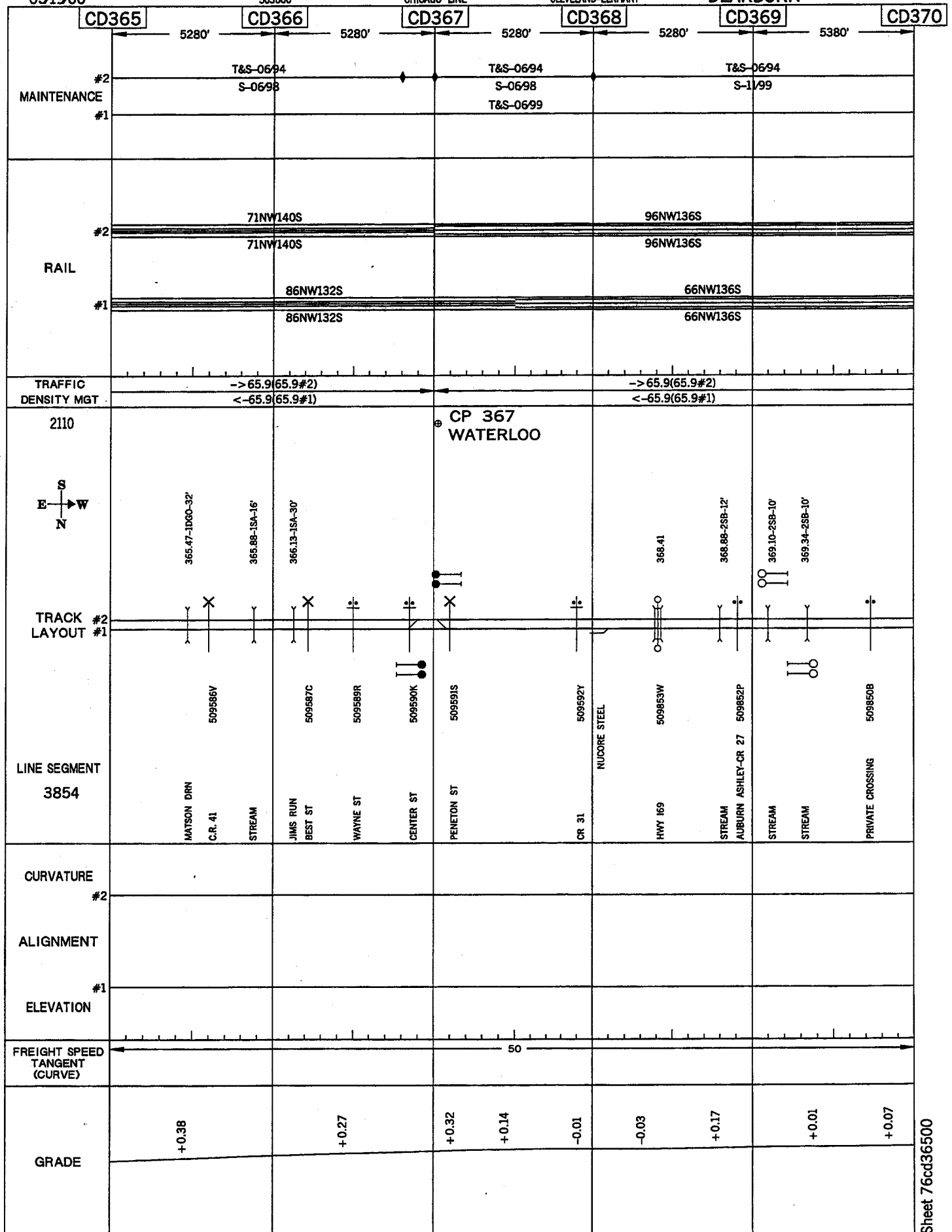
051900

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



Sheet 76cd37000

040

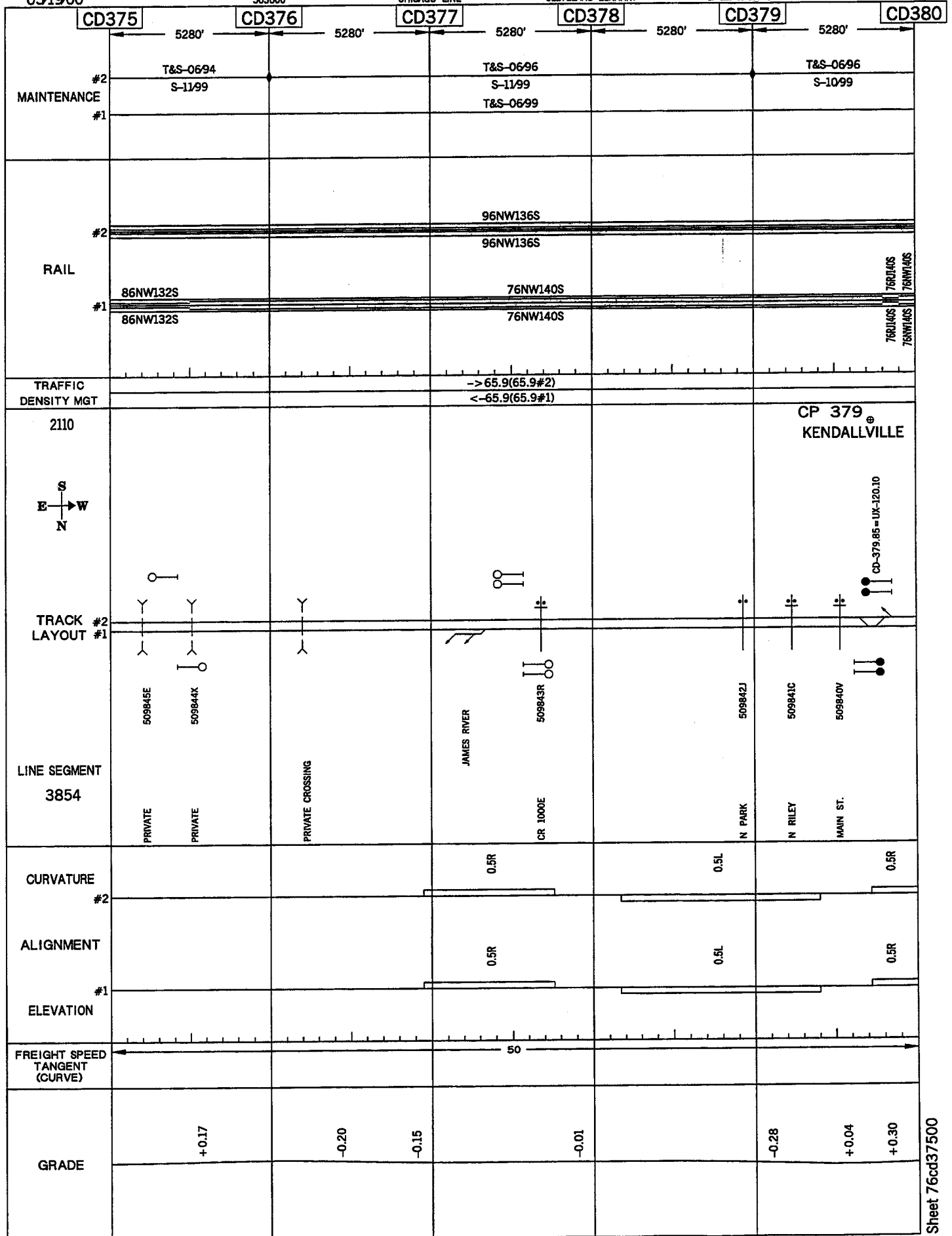
05/1900

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



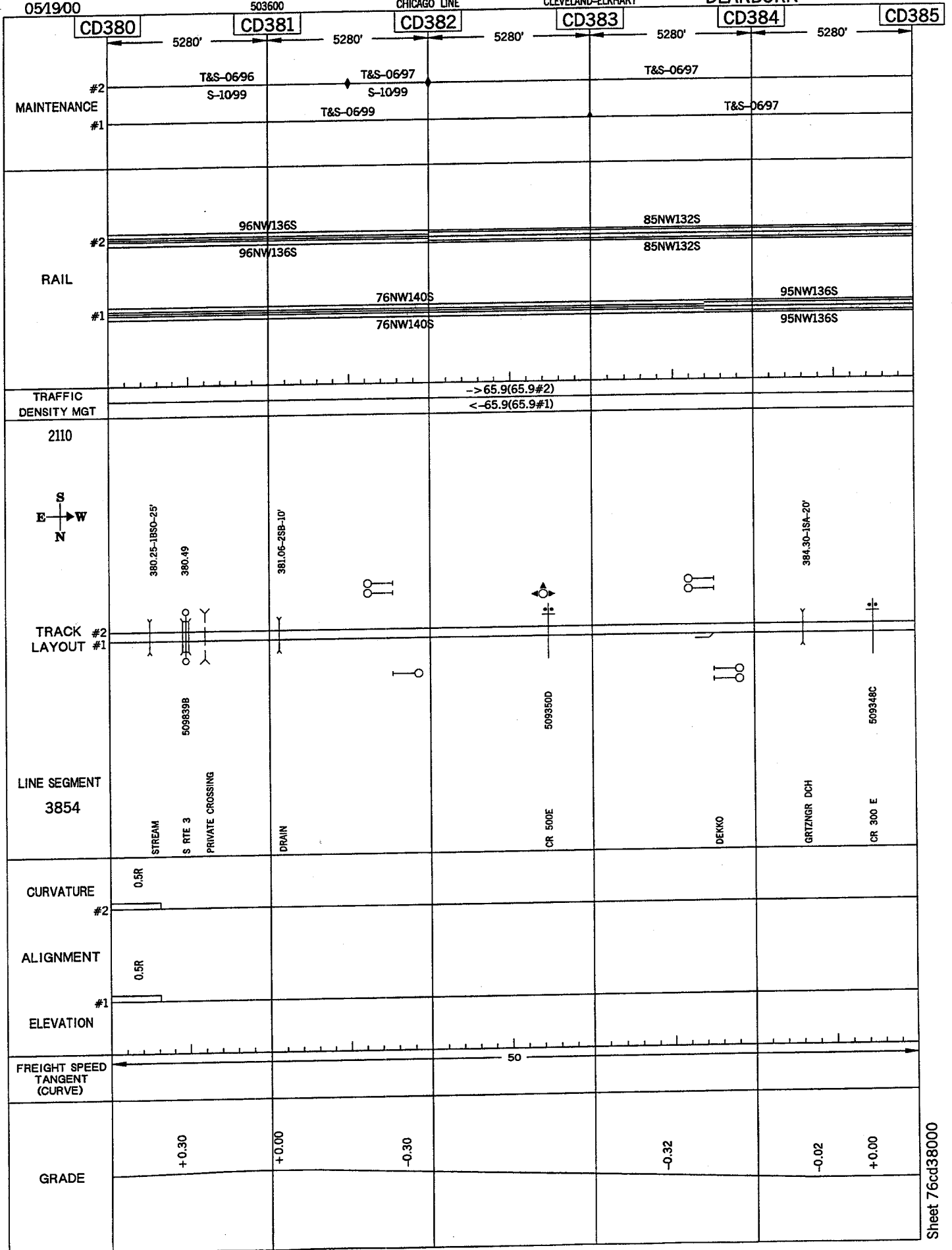
05/19/00

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN





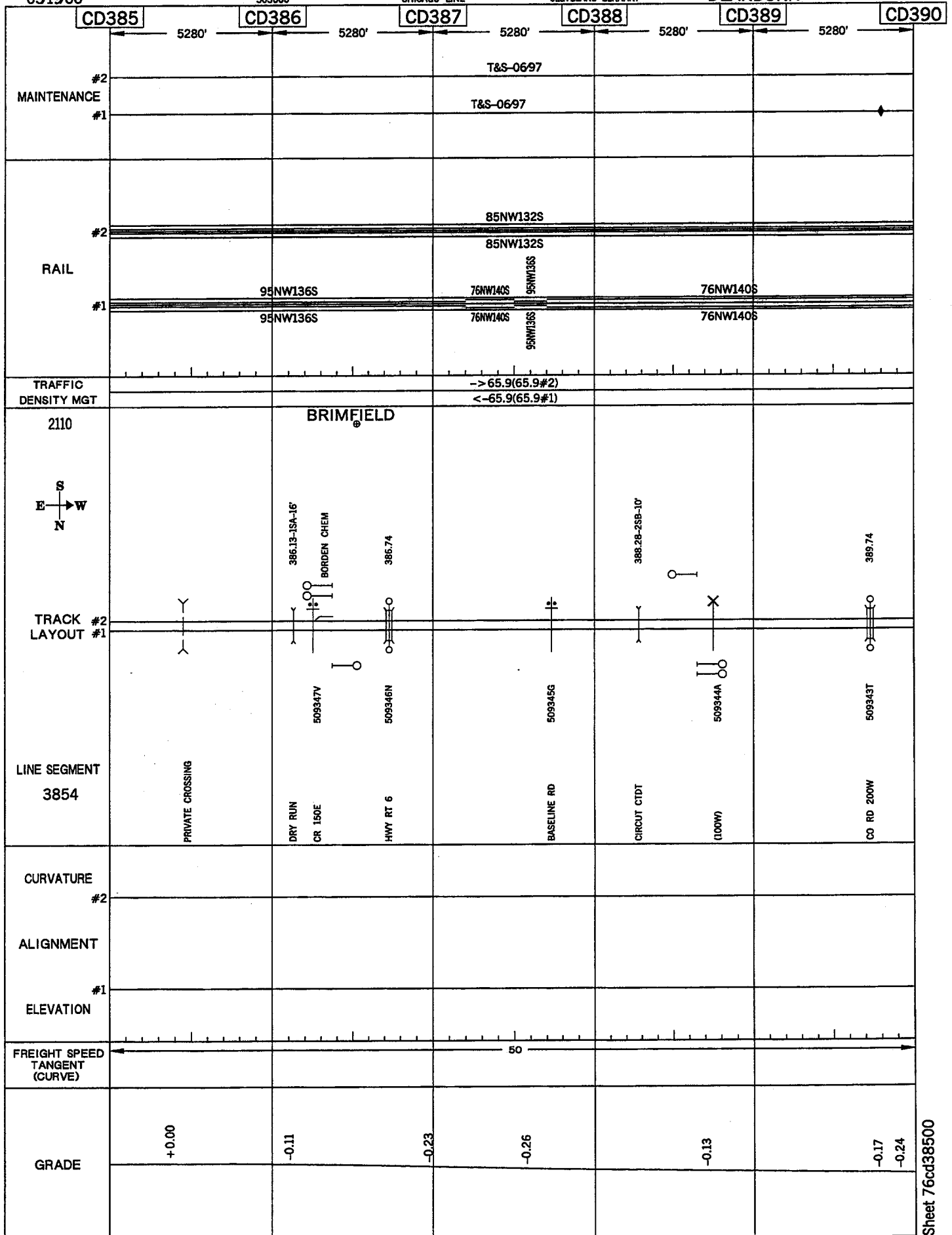
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503600

CHICAGO LINE

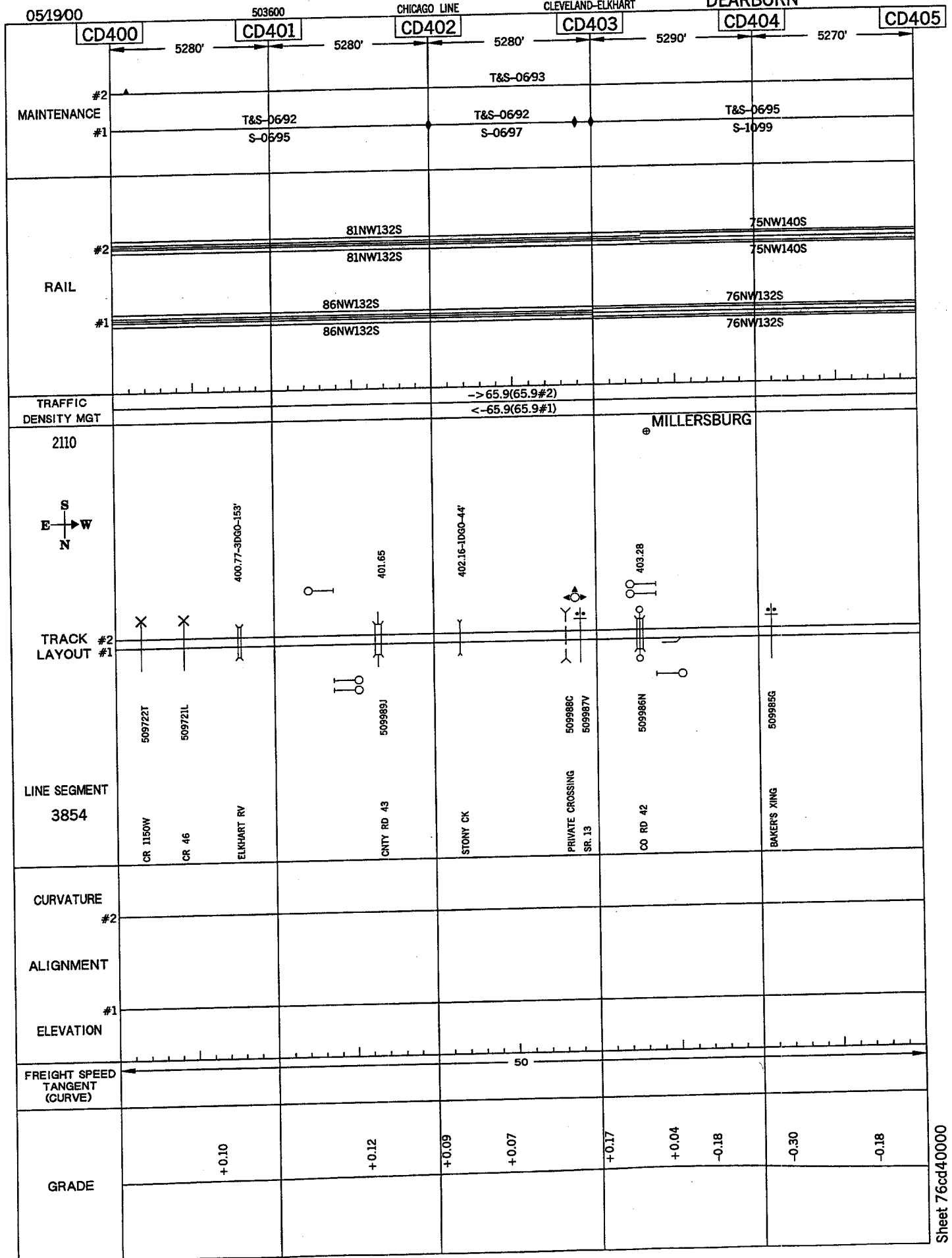
CLEVELAND-ELKHART

DEARBORN



Sheet 76cd39000





046


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503600

CHICAGO LINE

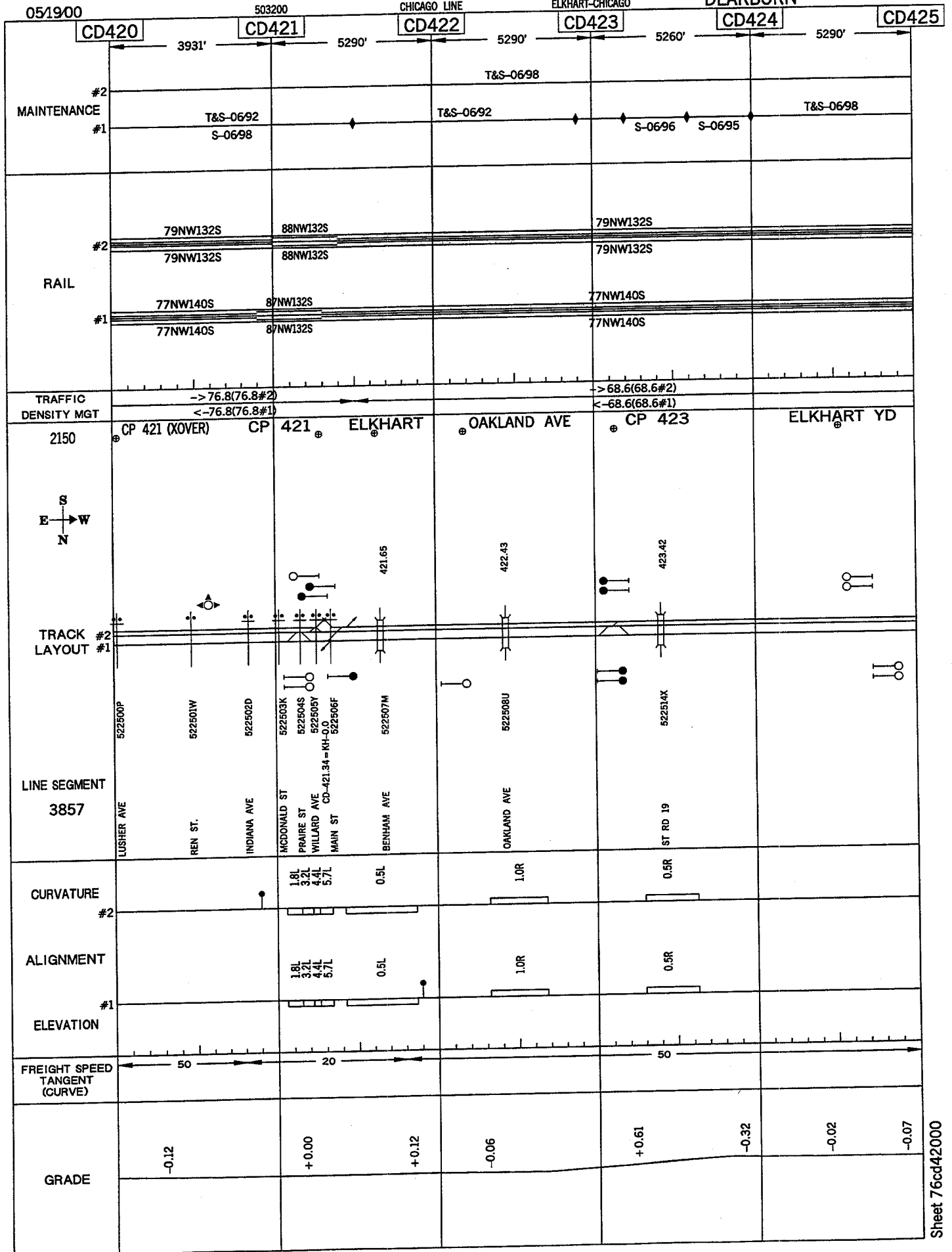
CLEVELAND-ELKHART

DEARBORN

	CD405	CD406	CD407	CD408	CD409	CD410
	5290'	5280'	5270'	5274'	5286'	
MAINTENANCE						
#2			T&S-0693			
#1			T&S-0695			
			S-1099			
RAIL						
#2		75NW140S			80NW140S	
		75NW140S			80NW140S	
#1			76NW132S			
			76NW132S			
TRAFFIC DENSITY MGT						
			-> 65.9(65.9#2)			
			<- 65.9(65.9#1)			
2110						
						
TRACK LAYOUT						
#2						
#1						
LINE SEGMENT						
3854						
CO RD 40	509984A					
HORN DITCH CR 33		509983T				
PRIVATE CROSSING			509982L			
HORN DITCH						
CR 31				509981E		
COLLEGE AVE					510011V	
CURVATURE						
#2						
ALIGNMENT						
#1						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			50			
GRADE	-0.18		-0.31	-0.30	-0.13	-0.14

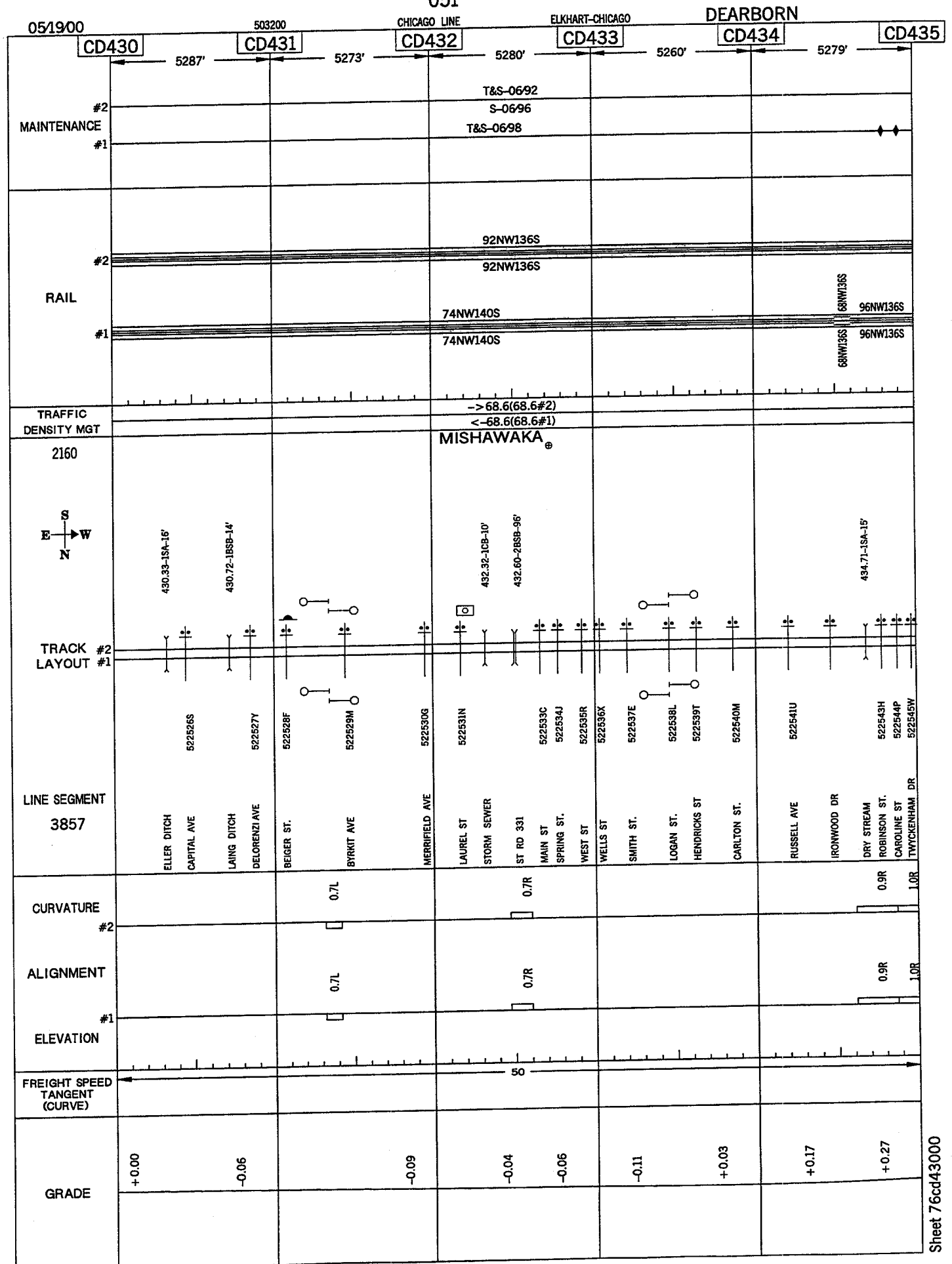
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Sheet 76cd41500





Sheet 76cd42500



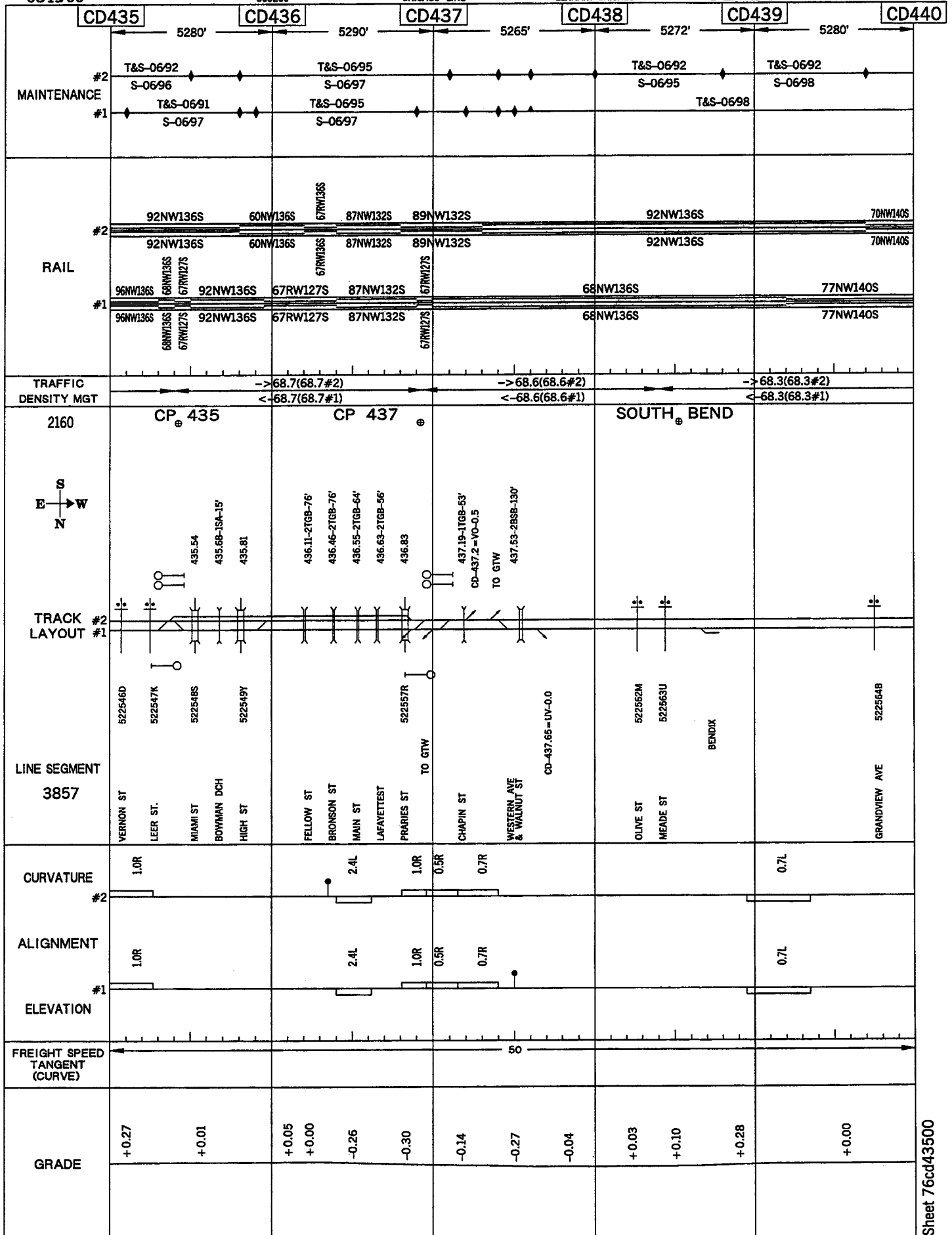
05/19/00

503200

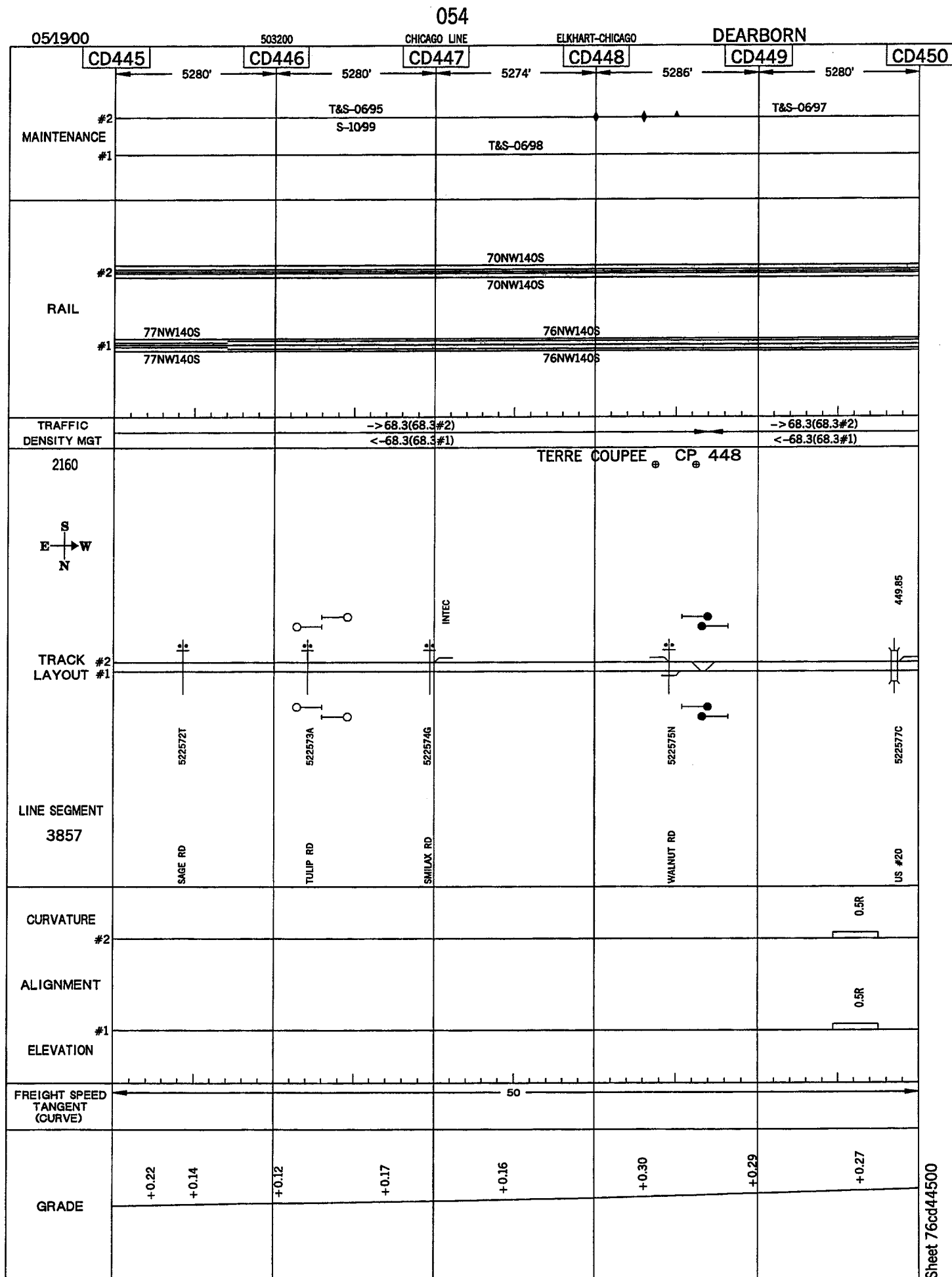
CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

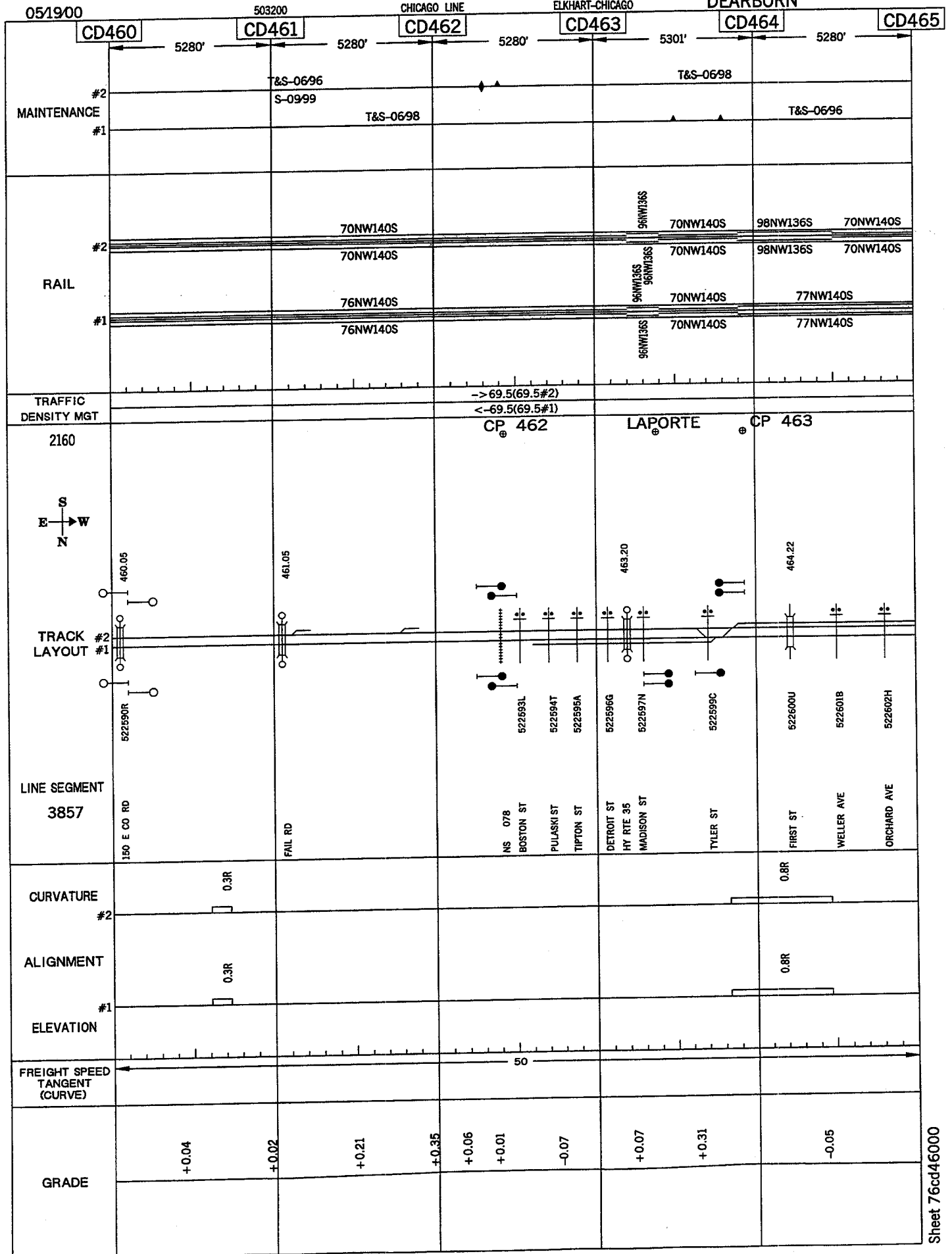


Sheet 76cd44000



Sheet 76cd45000

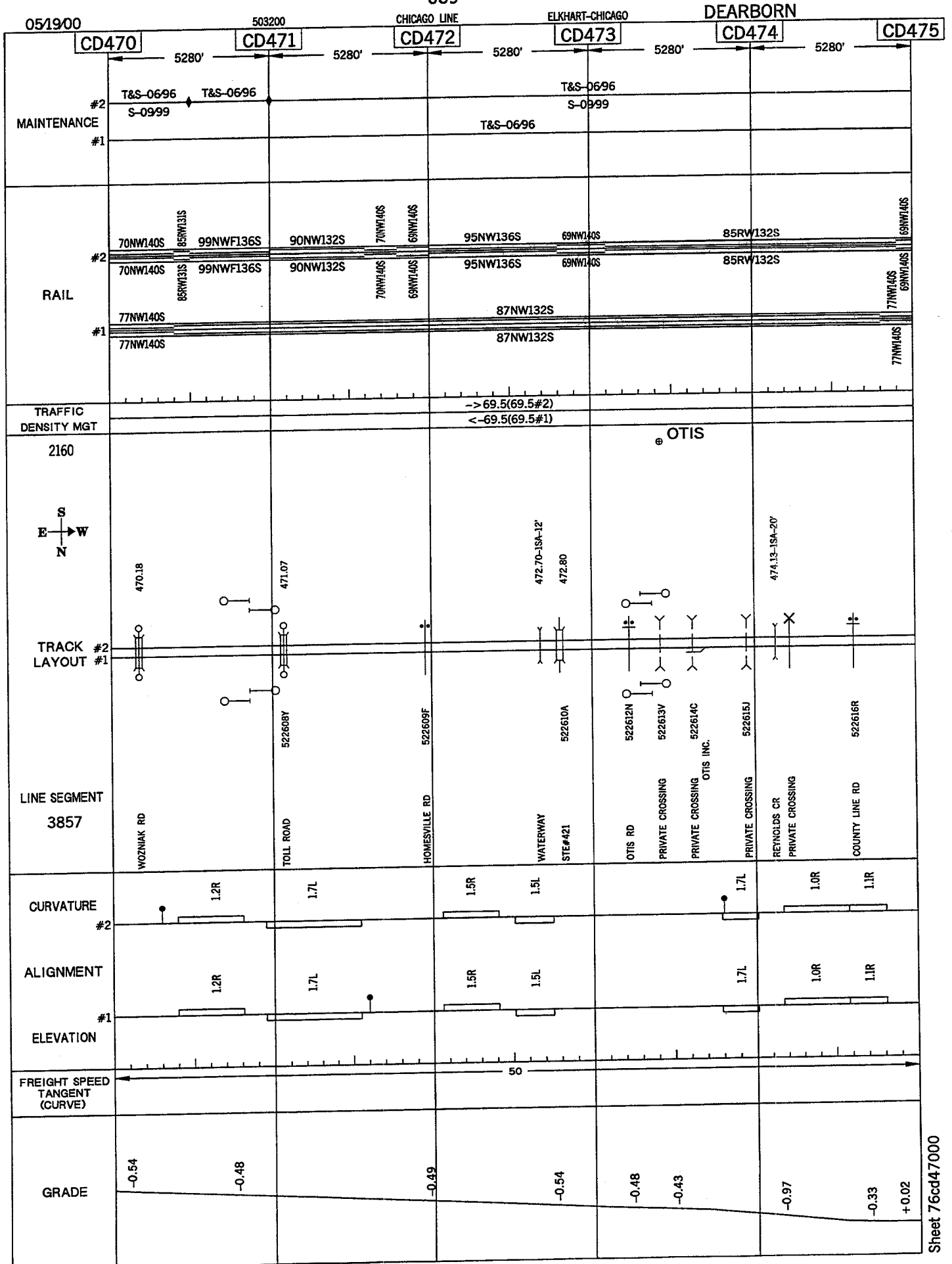
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Sheet 76cd46500

059



060

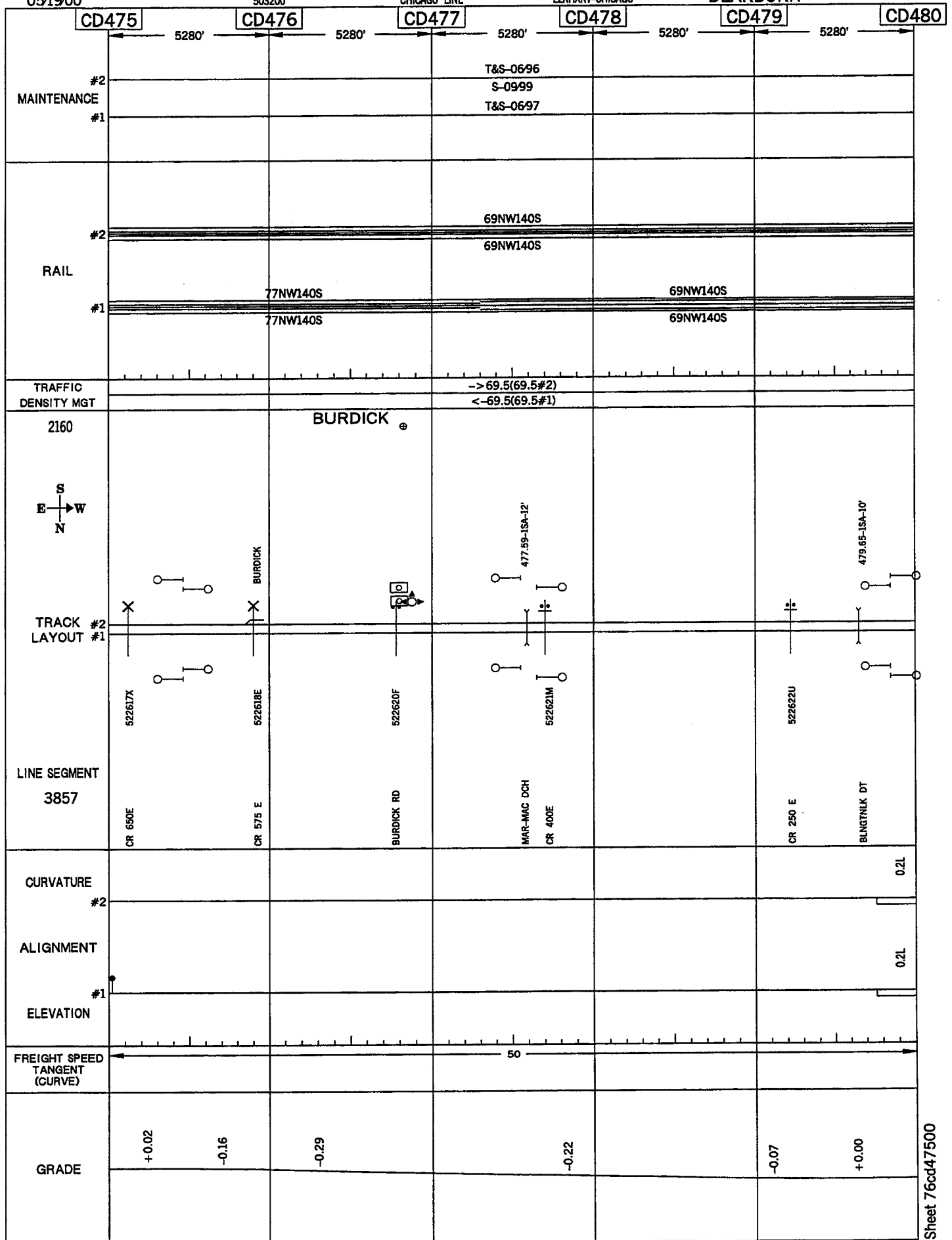
05/19/00

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



061

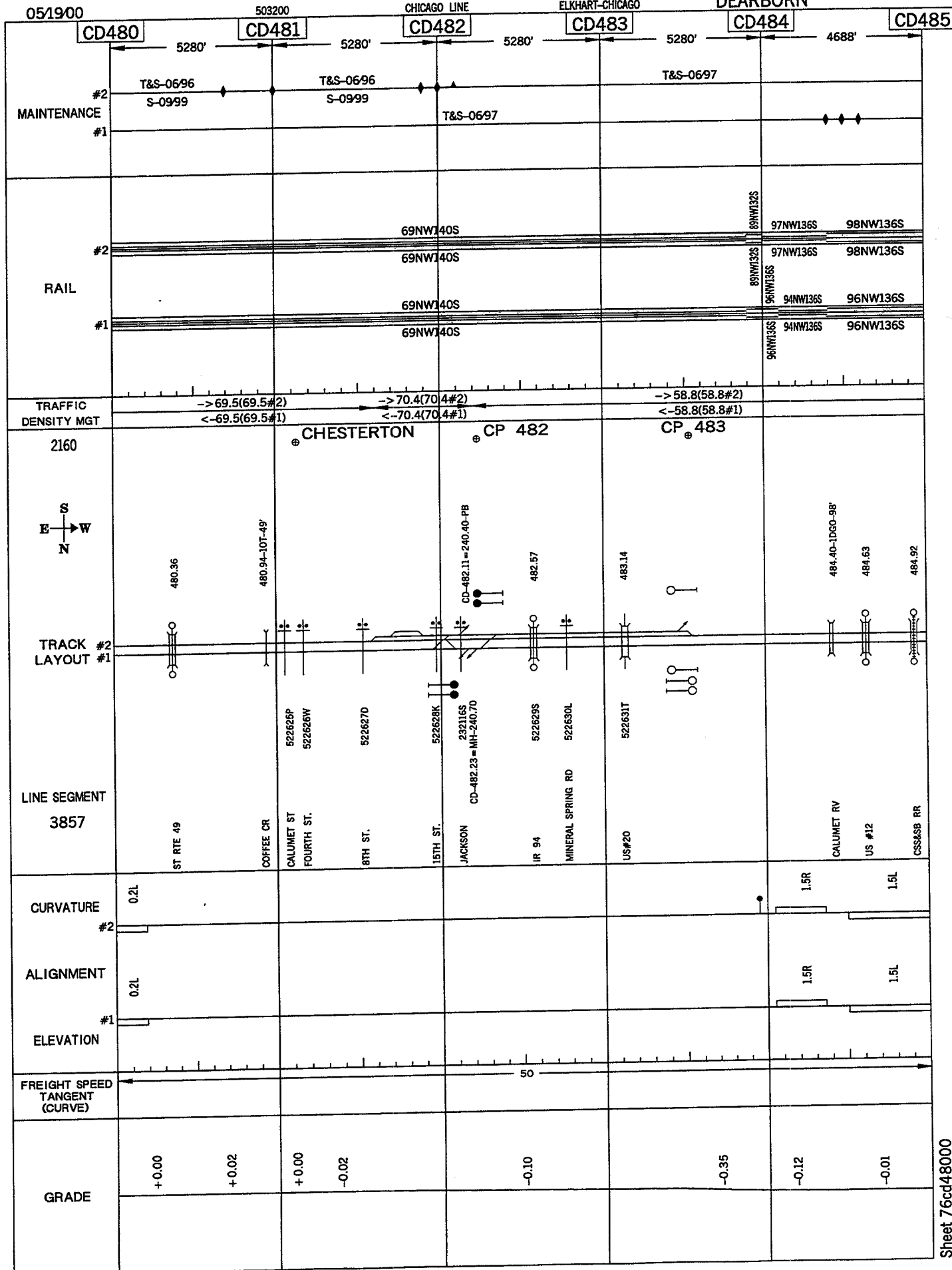
05/19/00

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



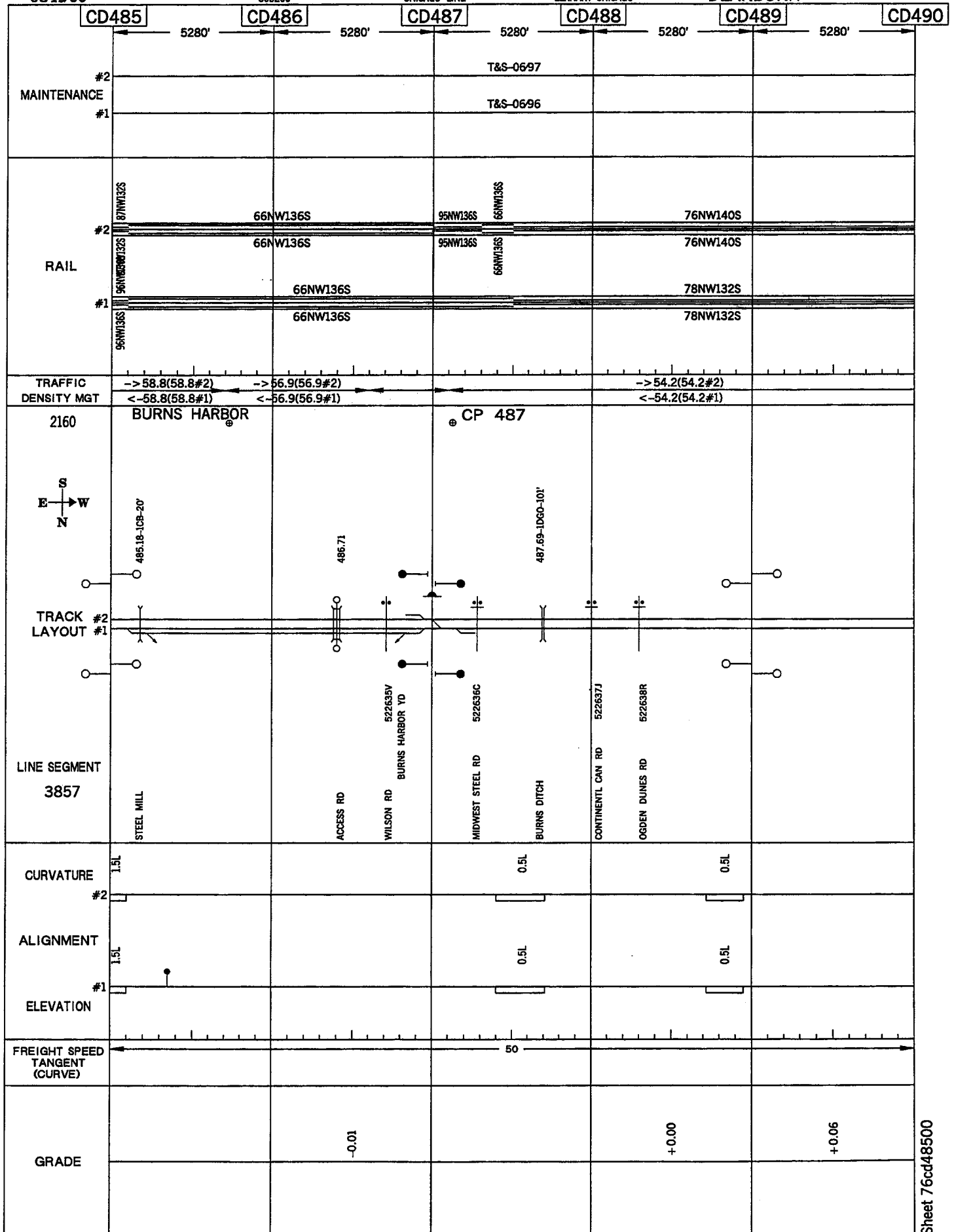
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503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



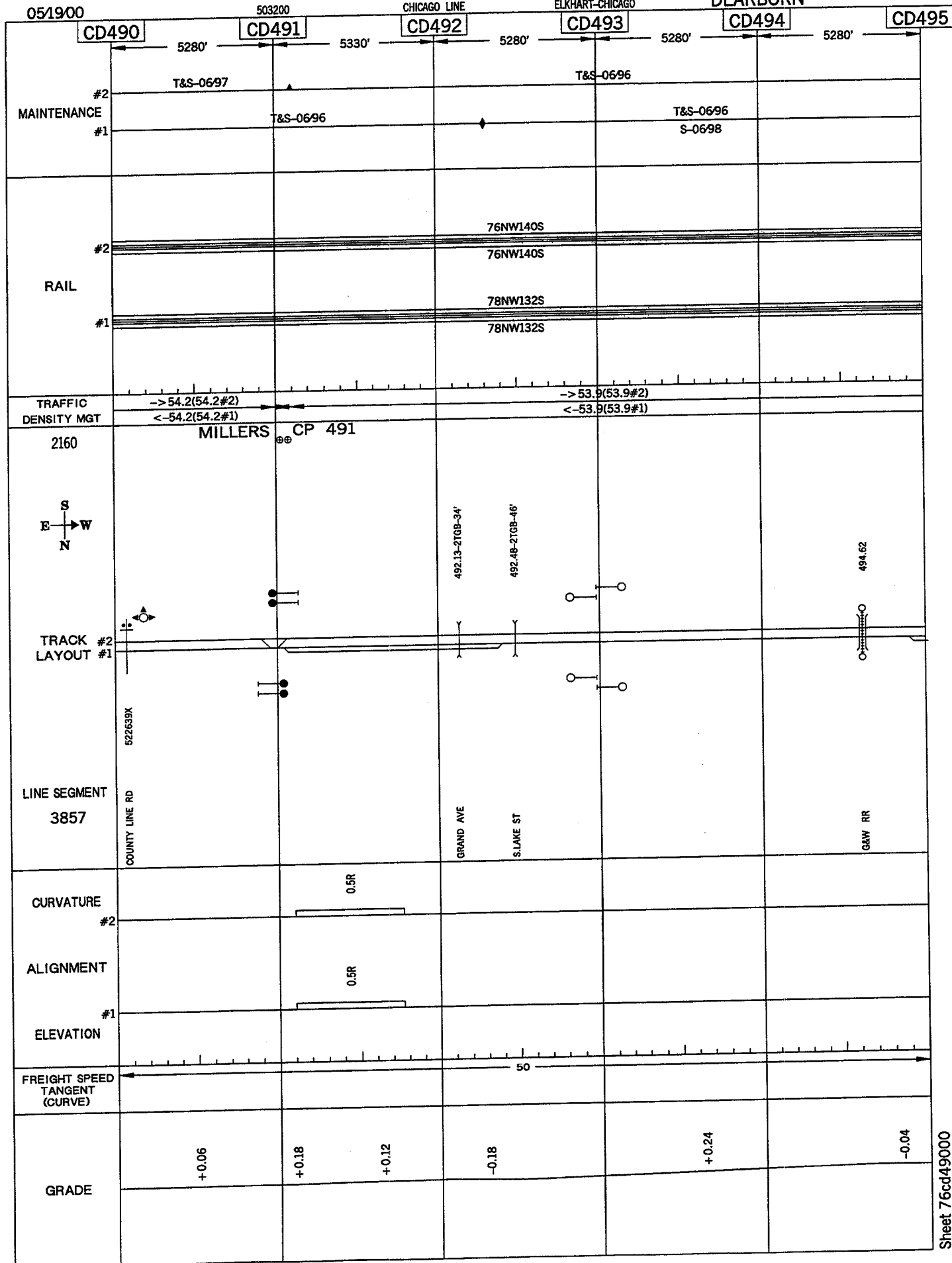
05/1900

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



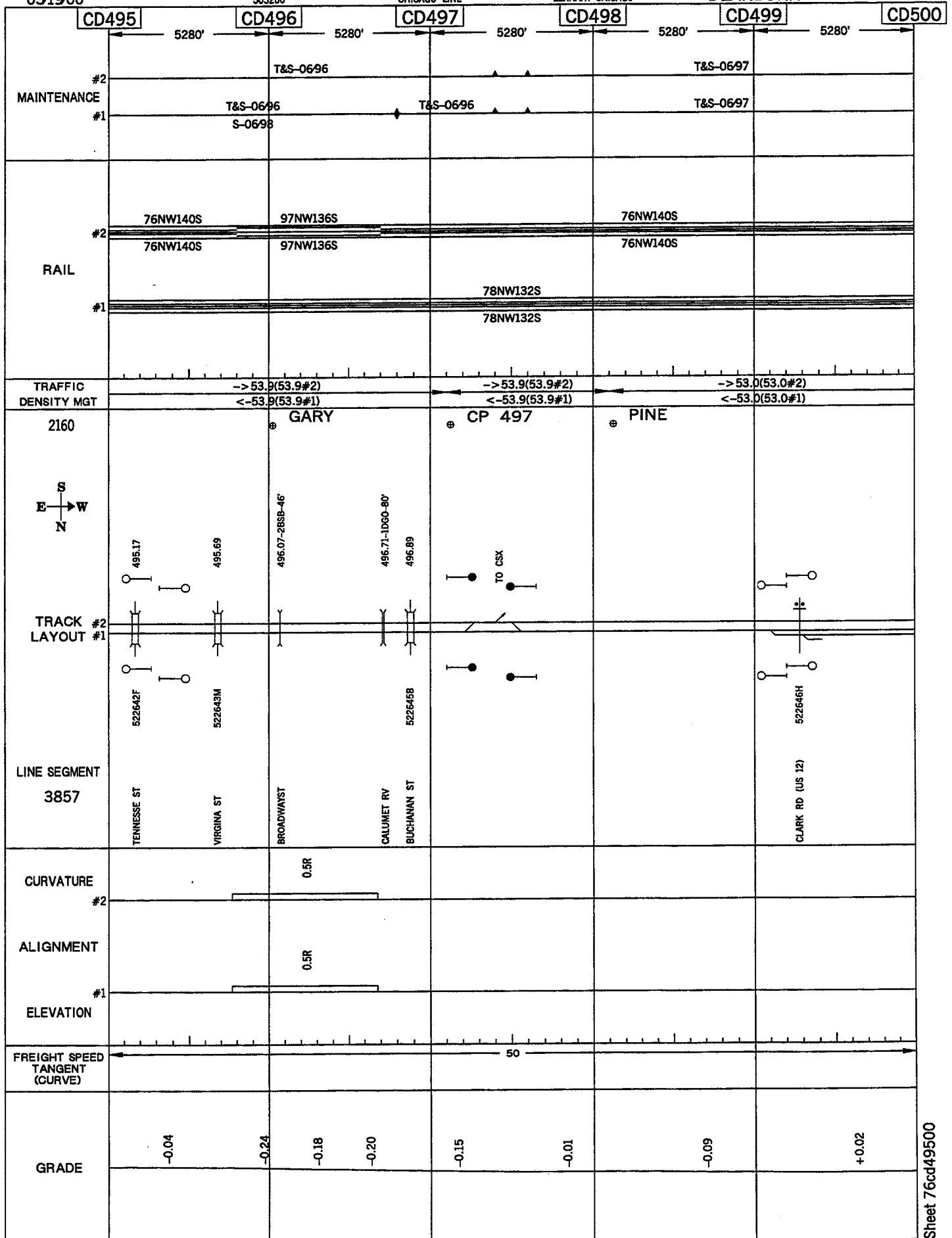
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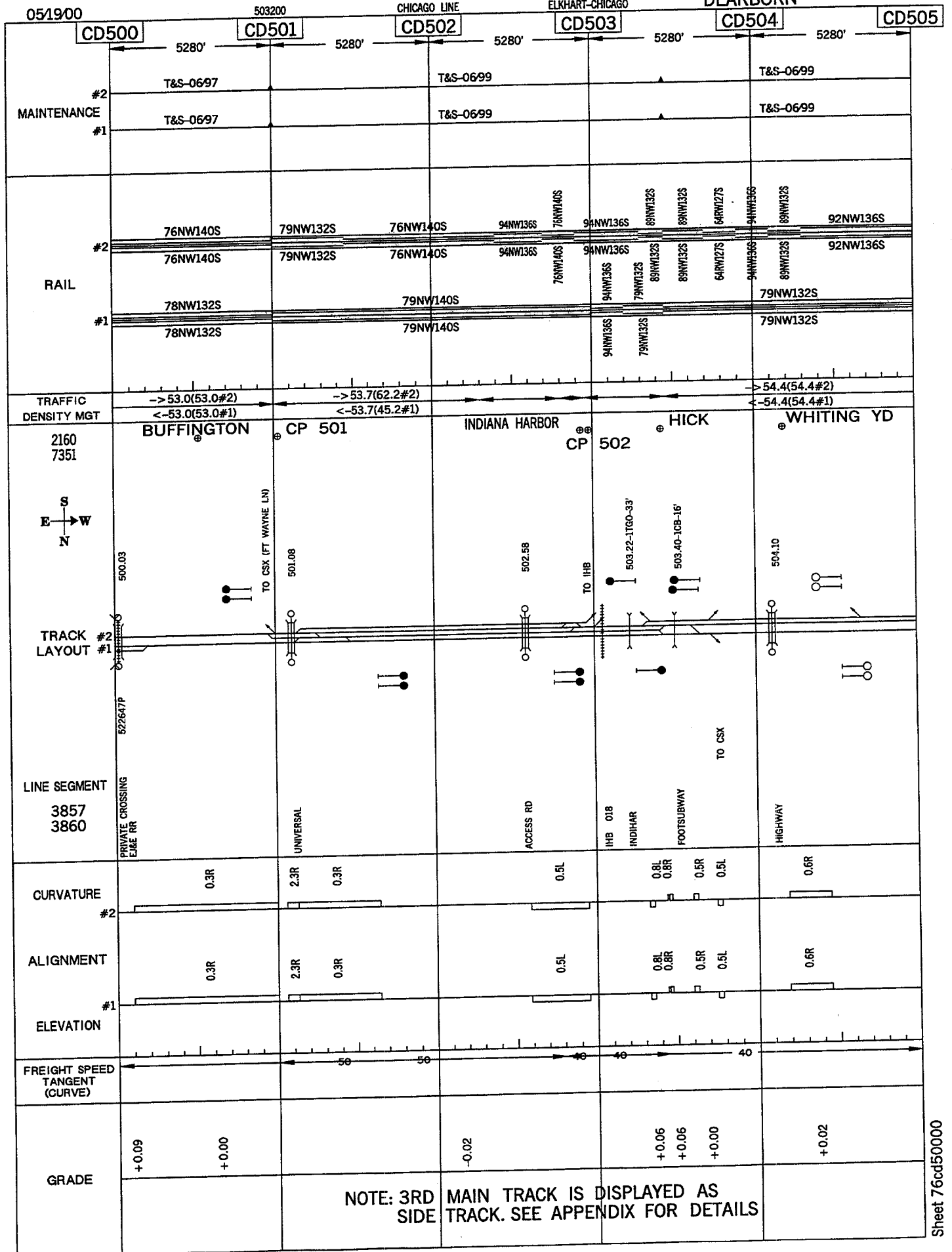
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CHICAGO LINE

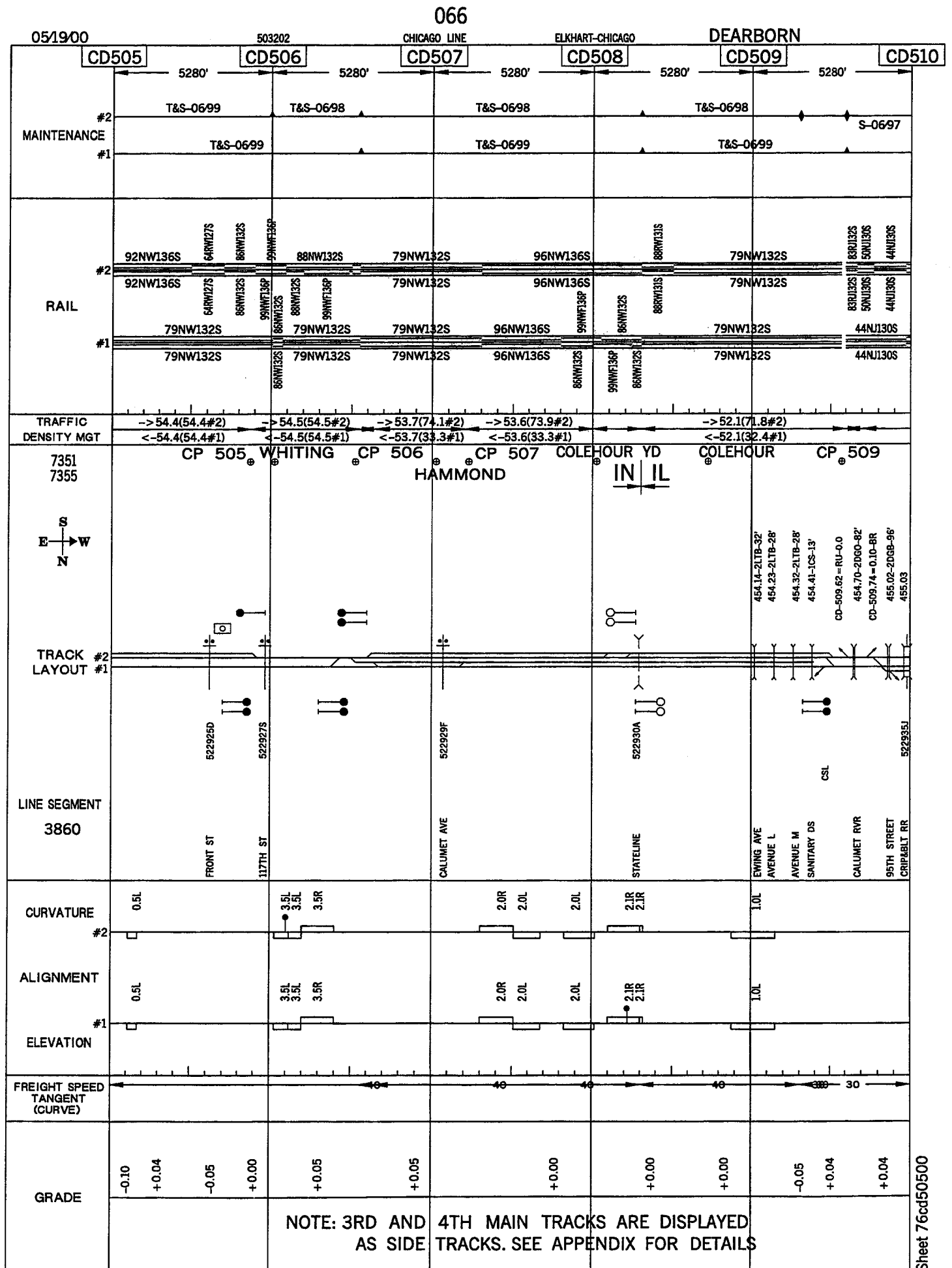
ELKHART-CHICAGO

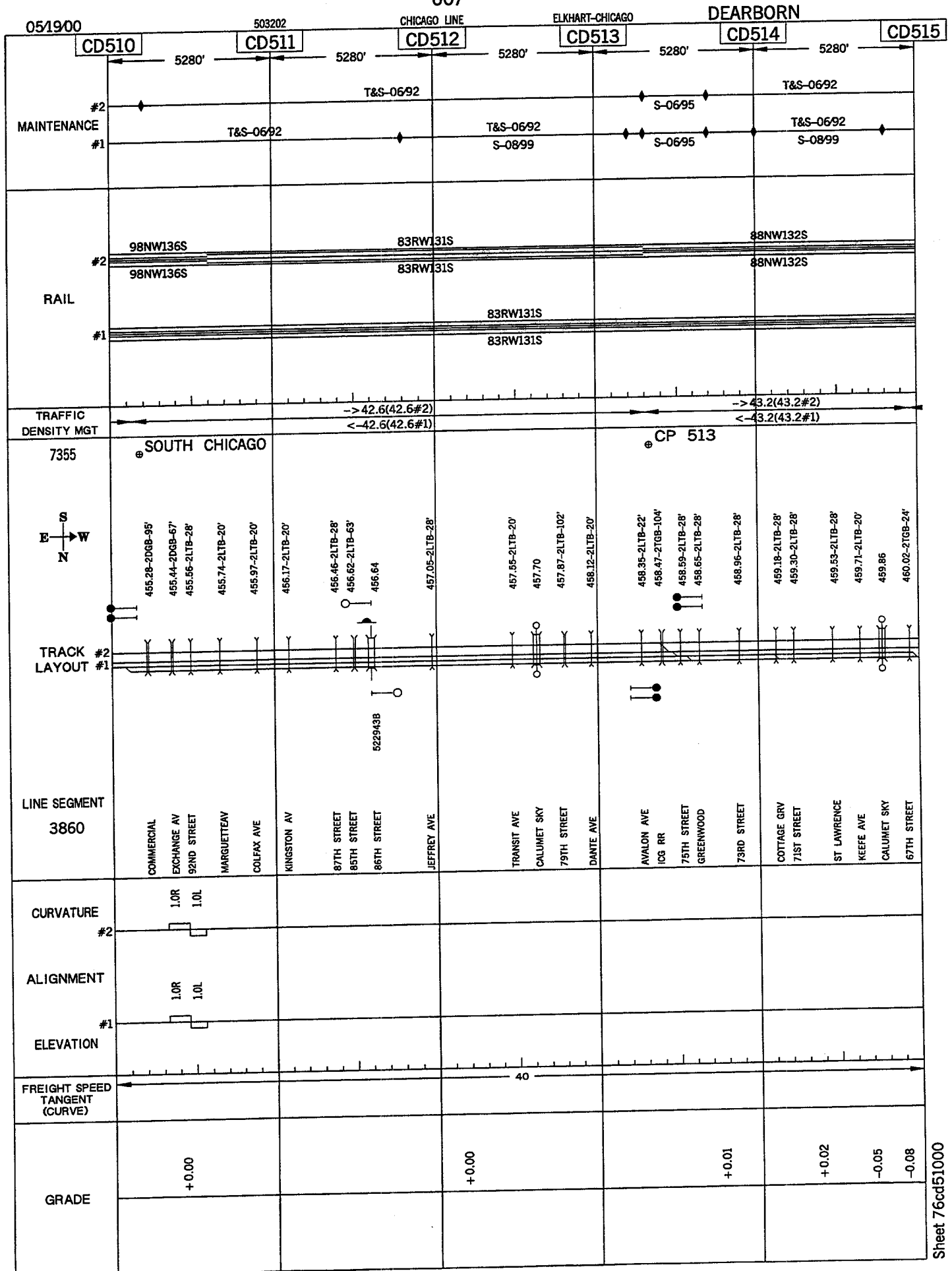
DEARBORN

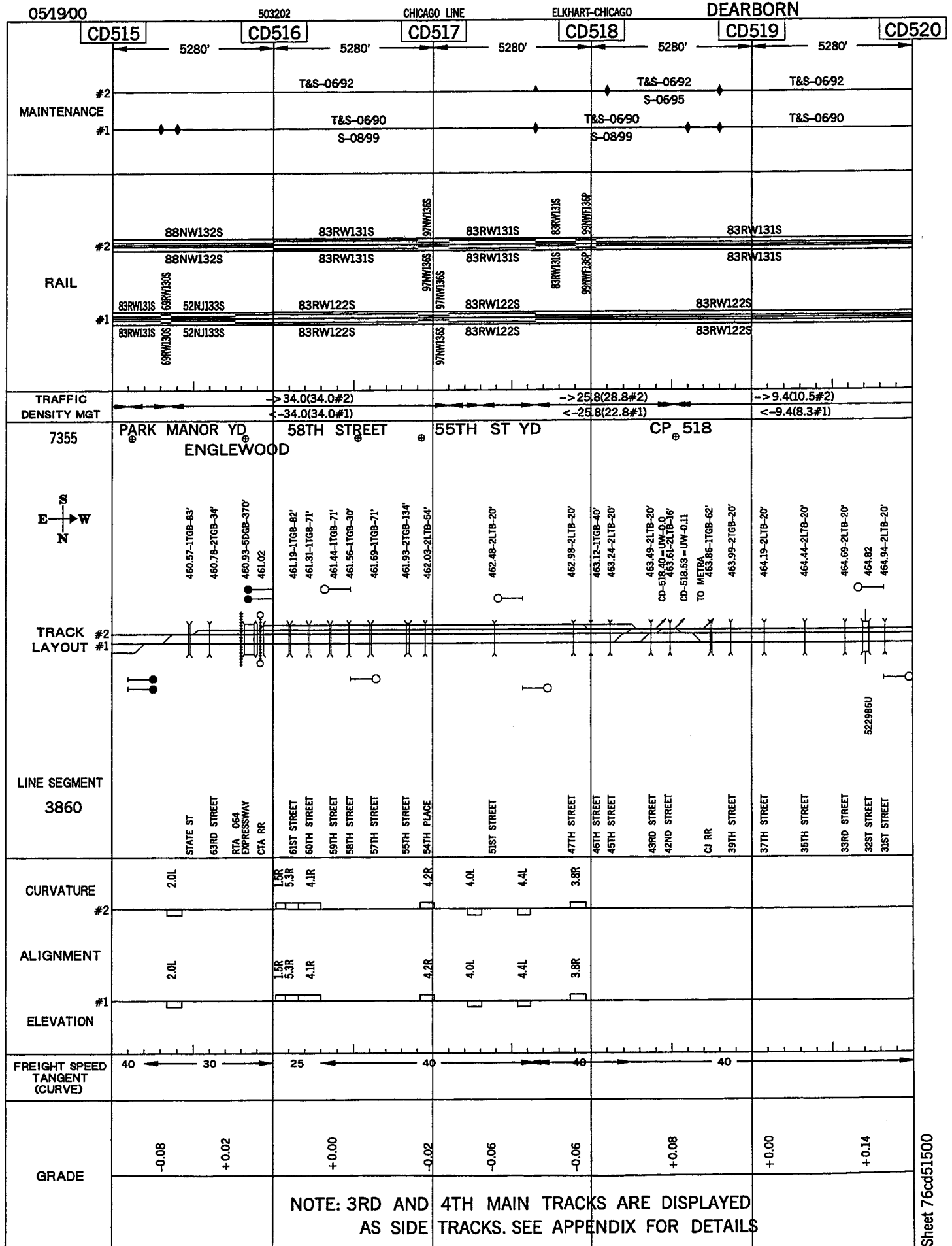


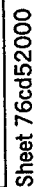


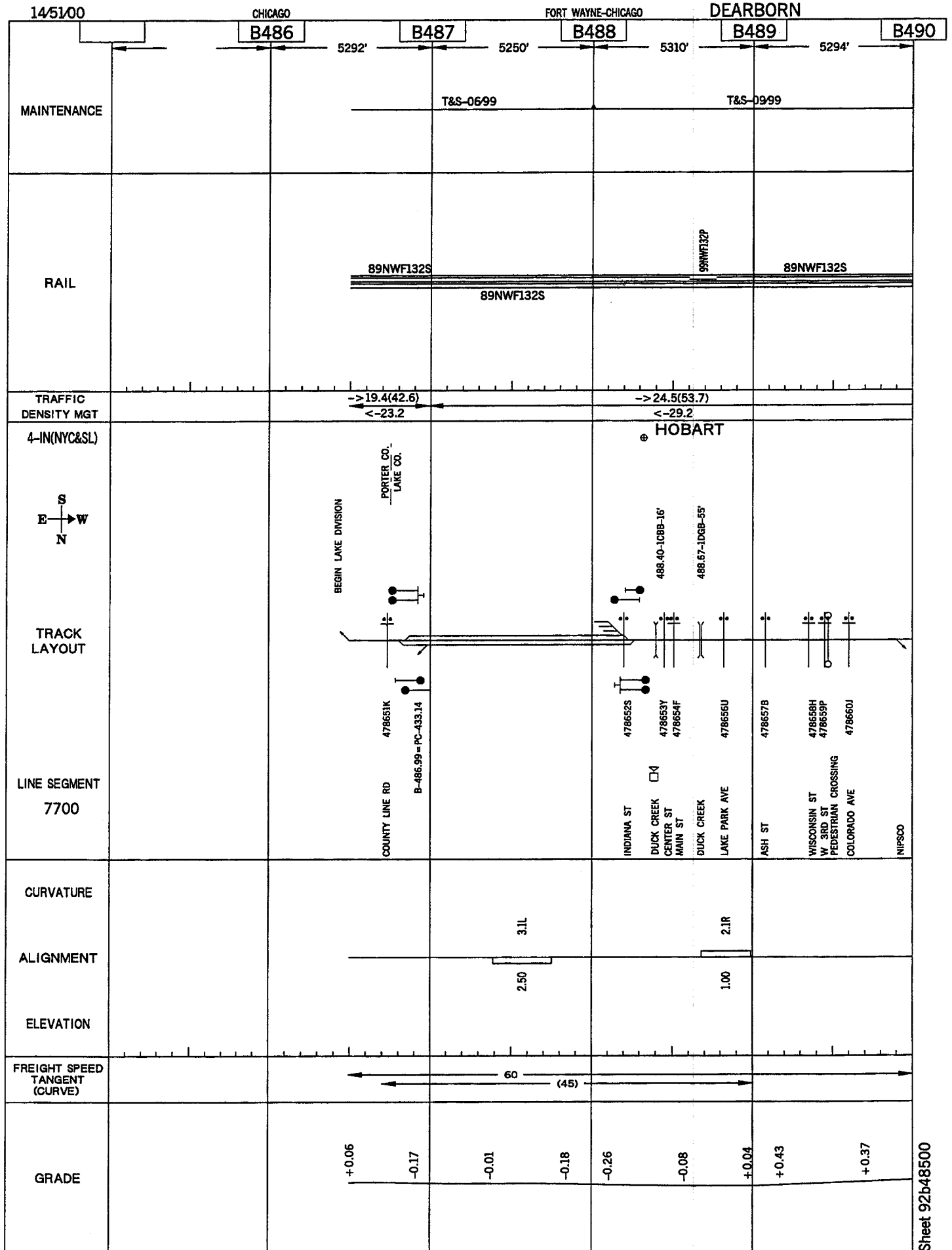


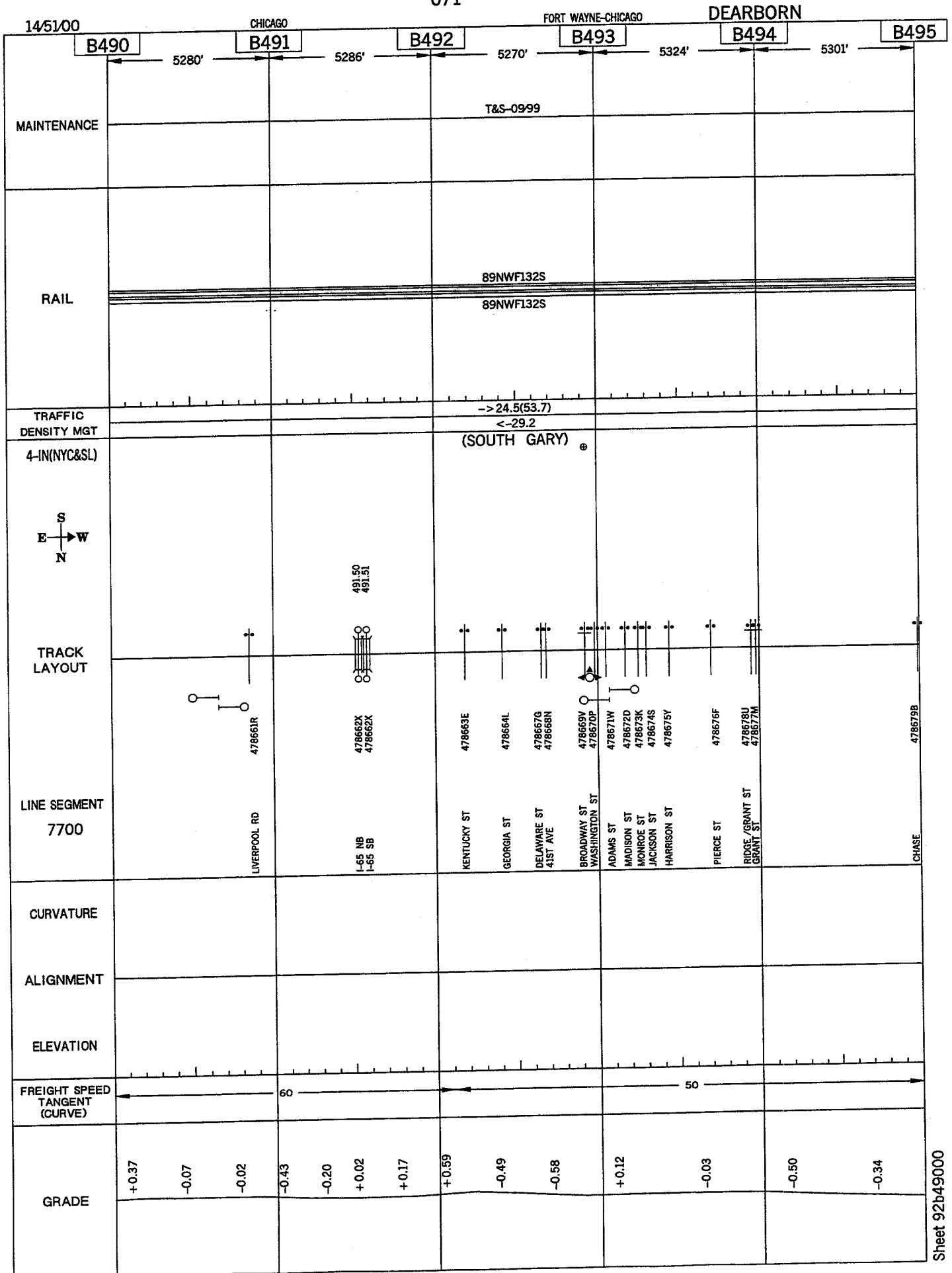


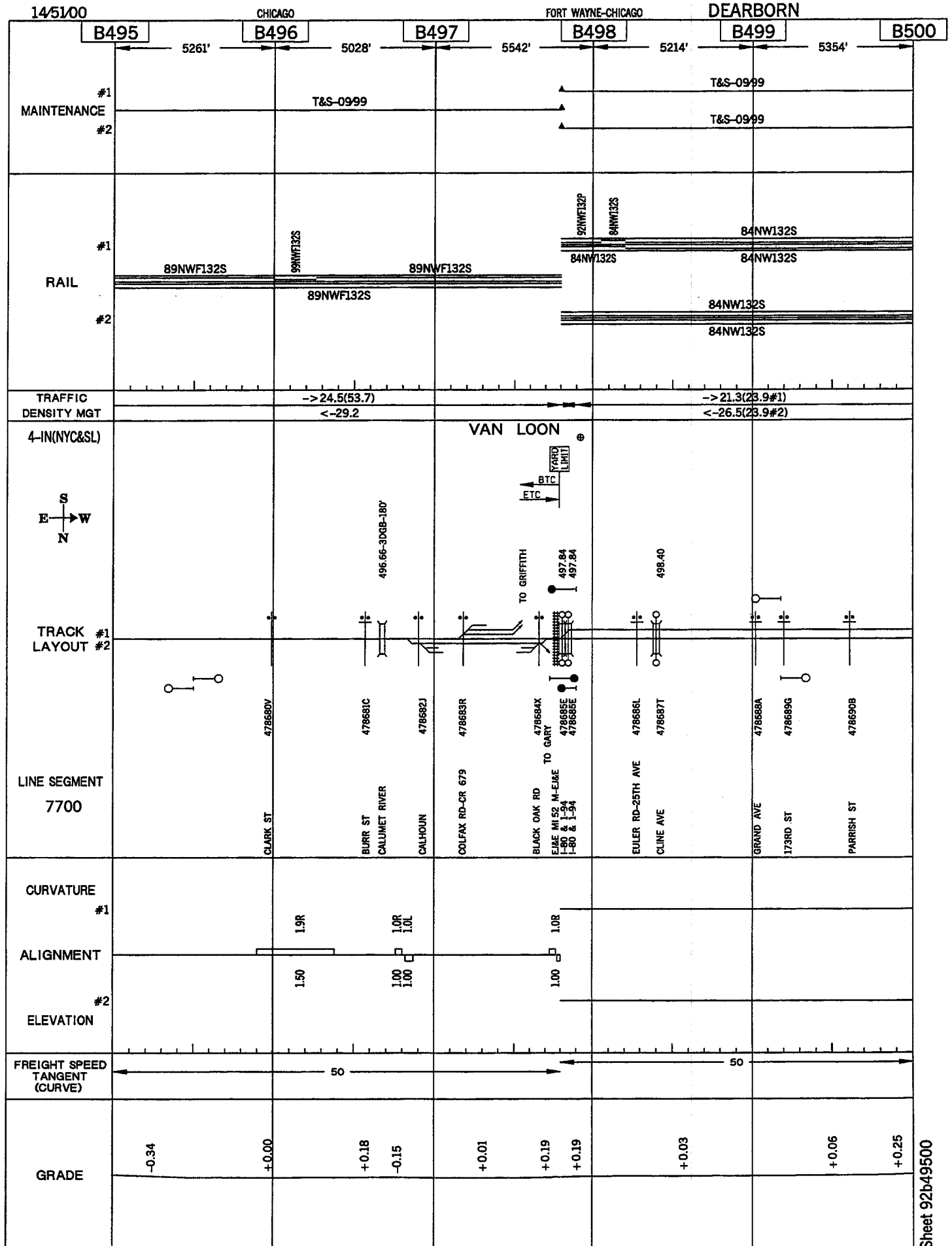


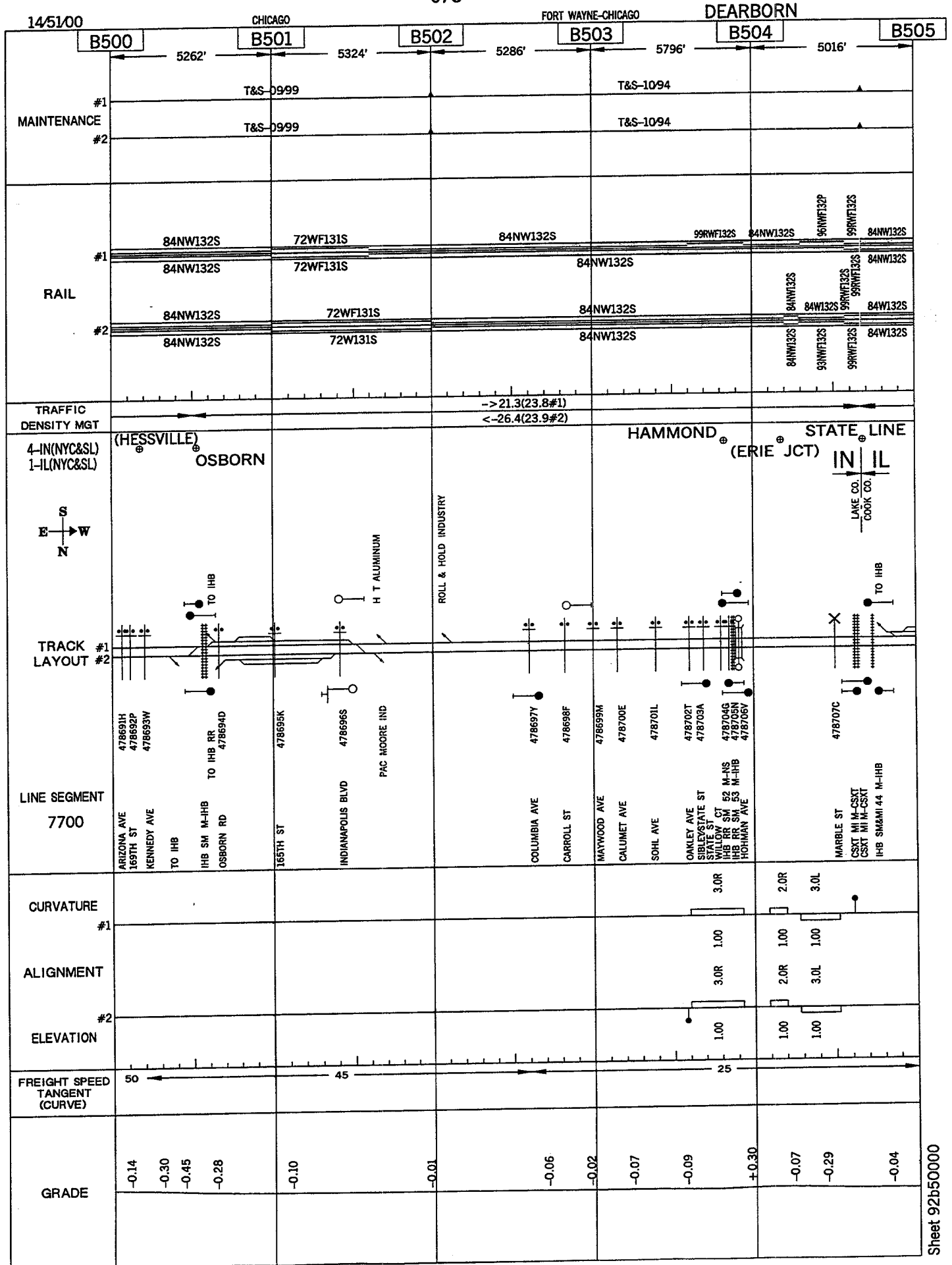




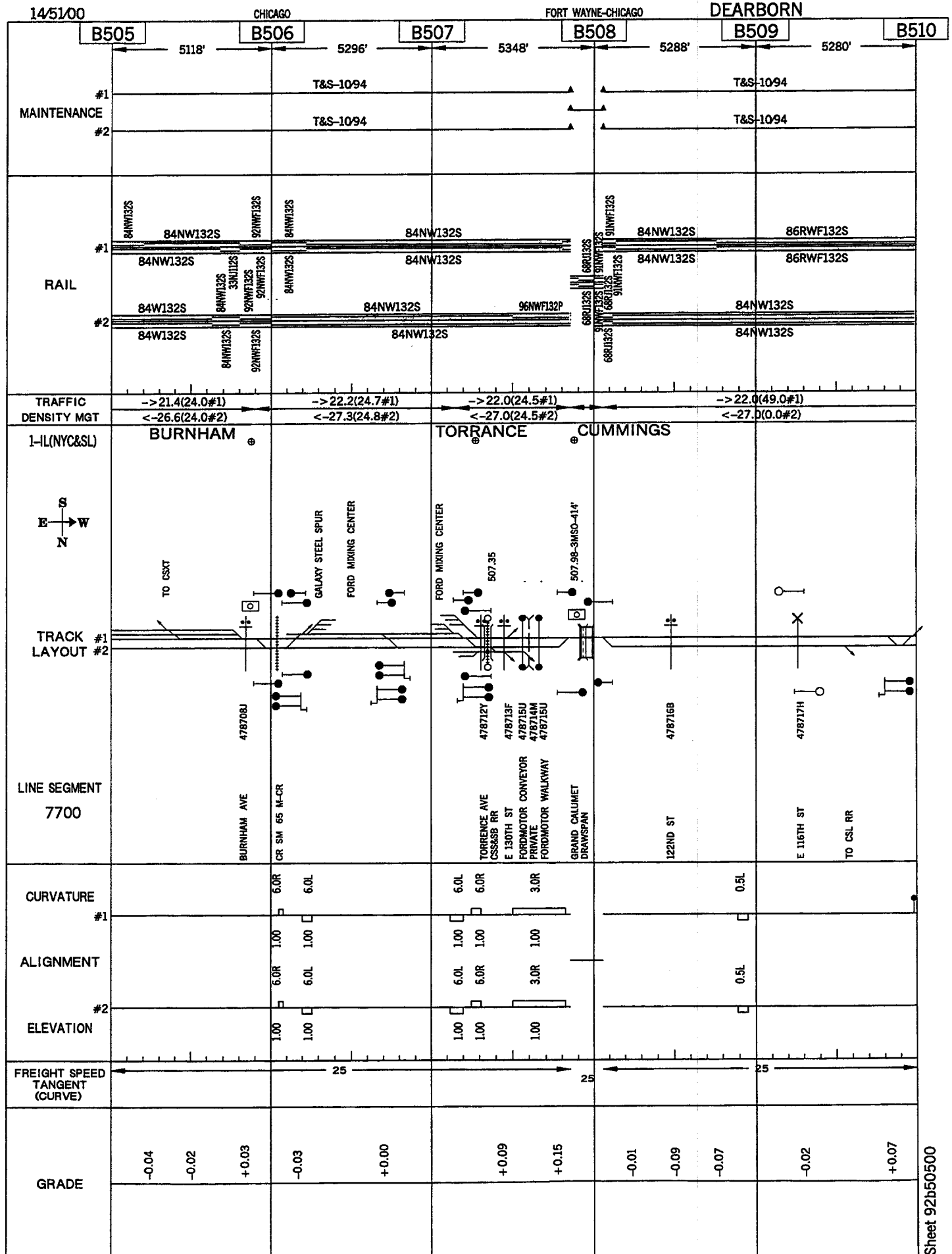


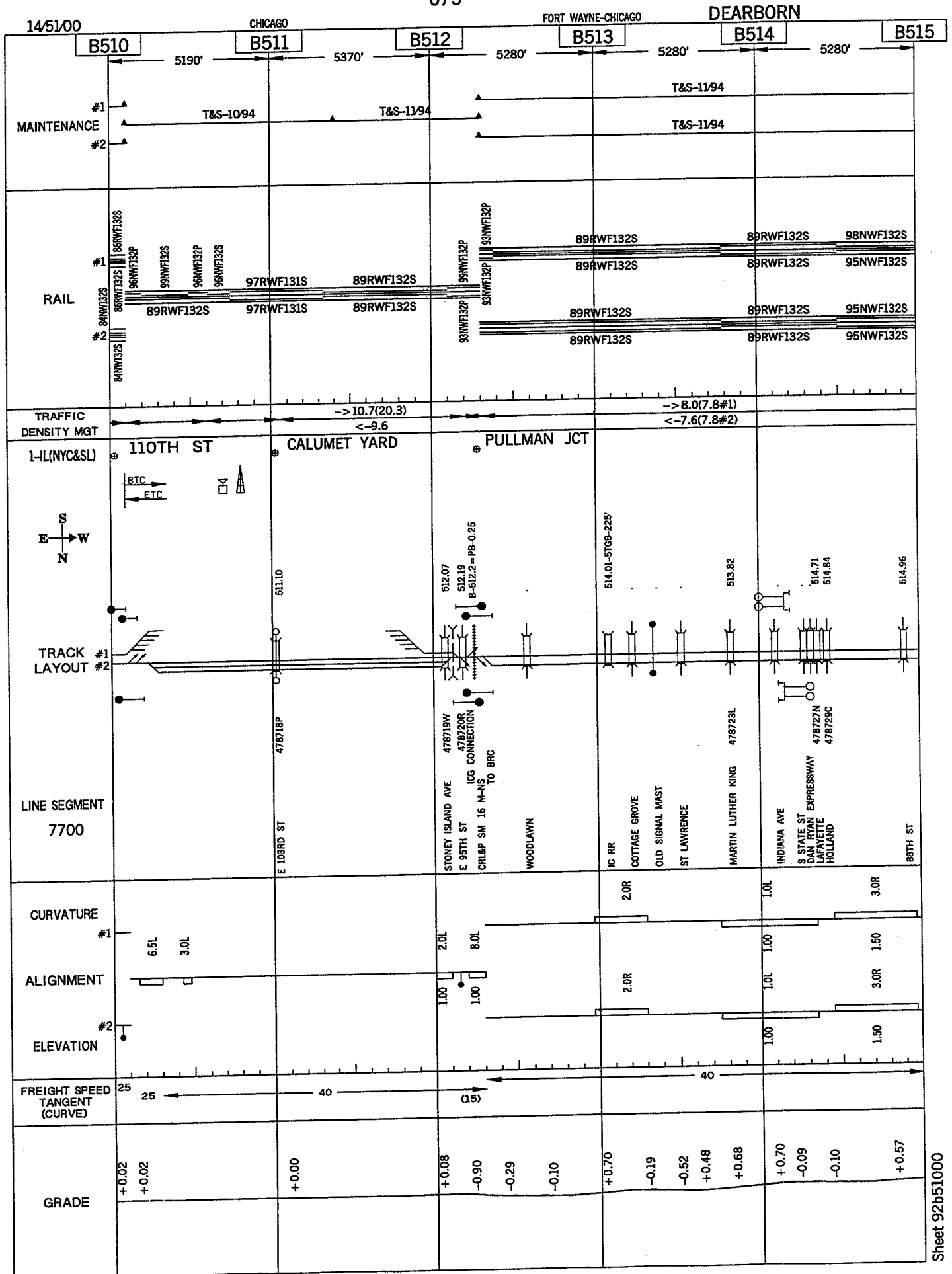


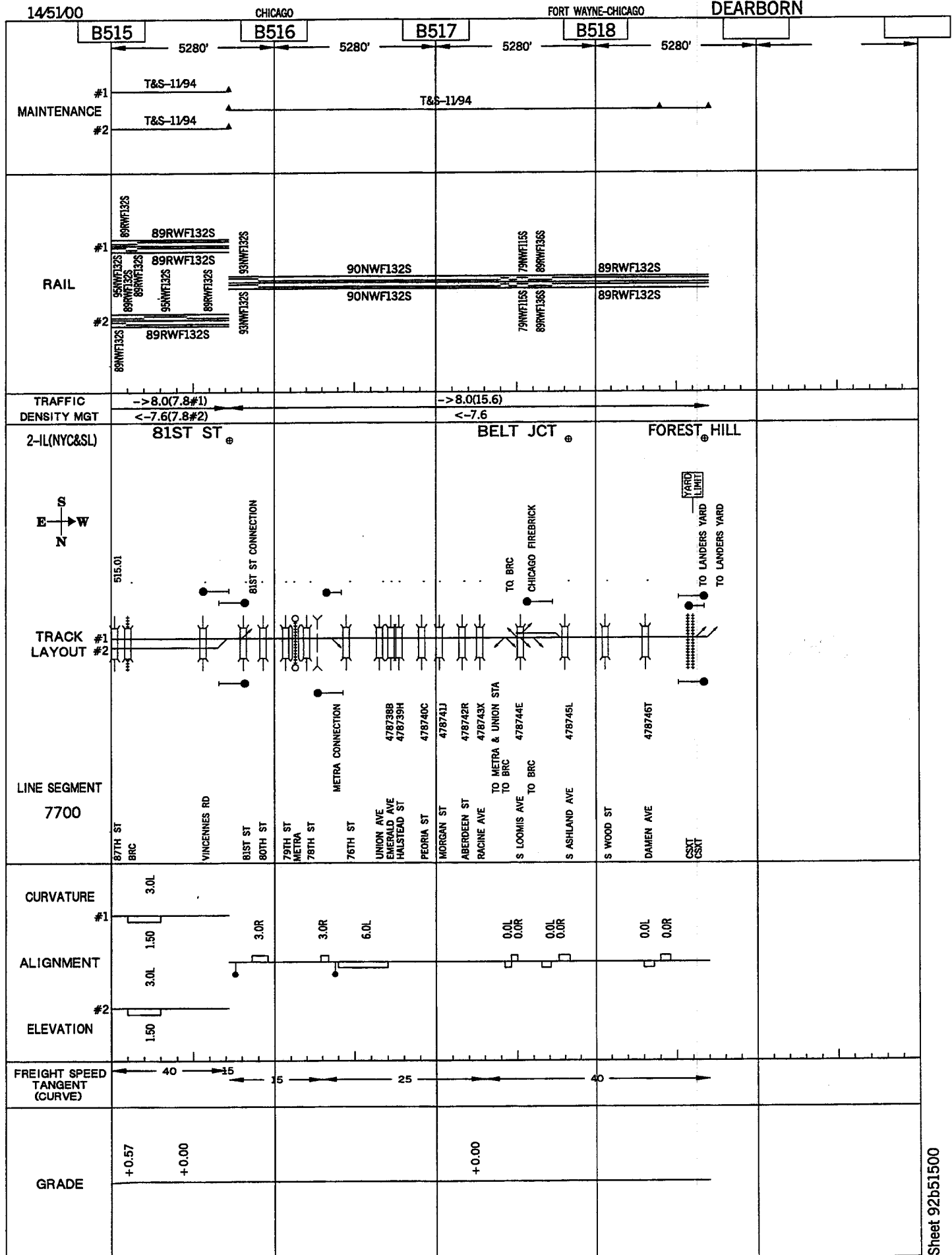


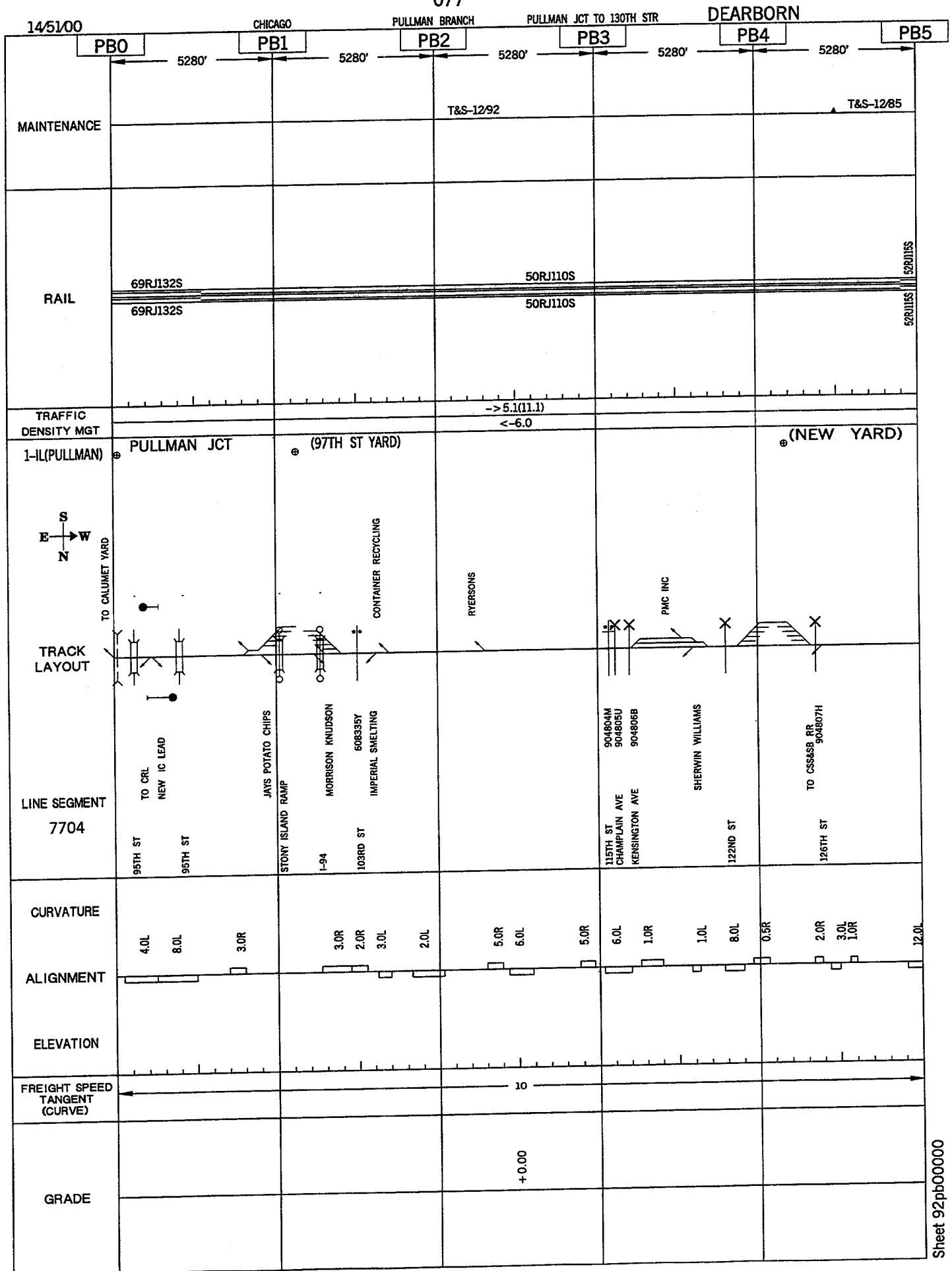












14/5100

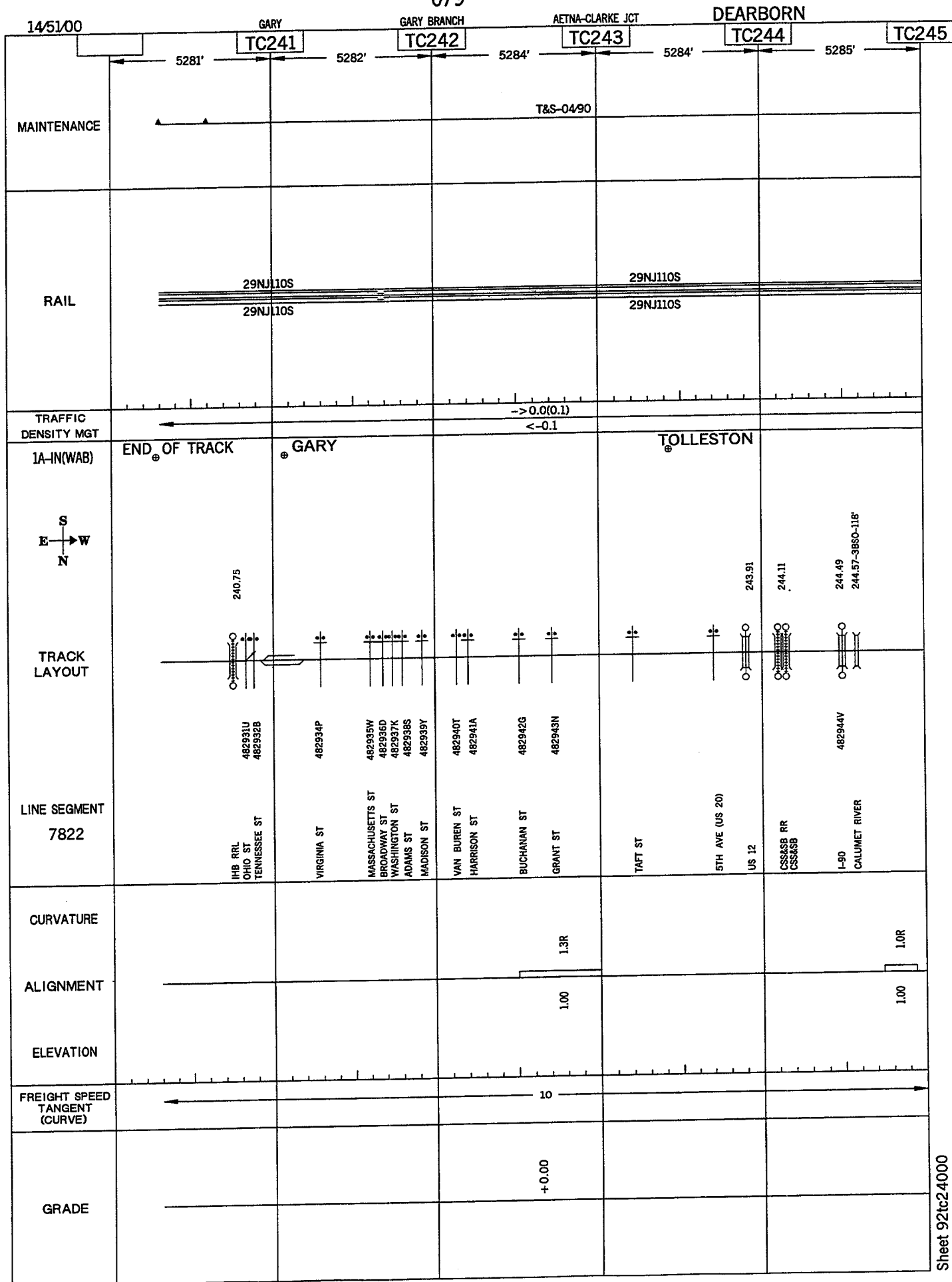
CHICAGO

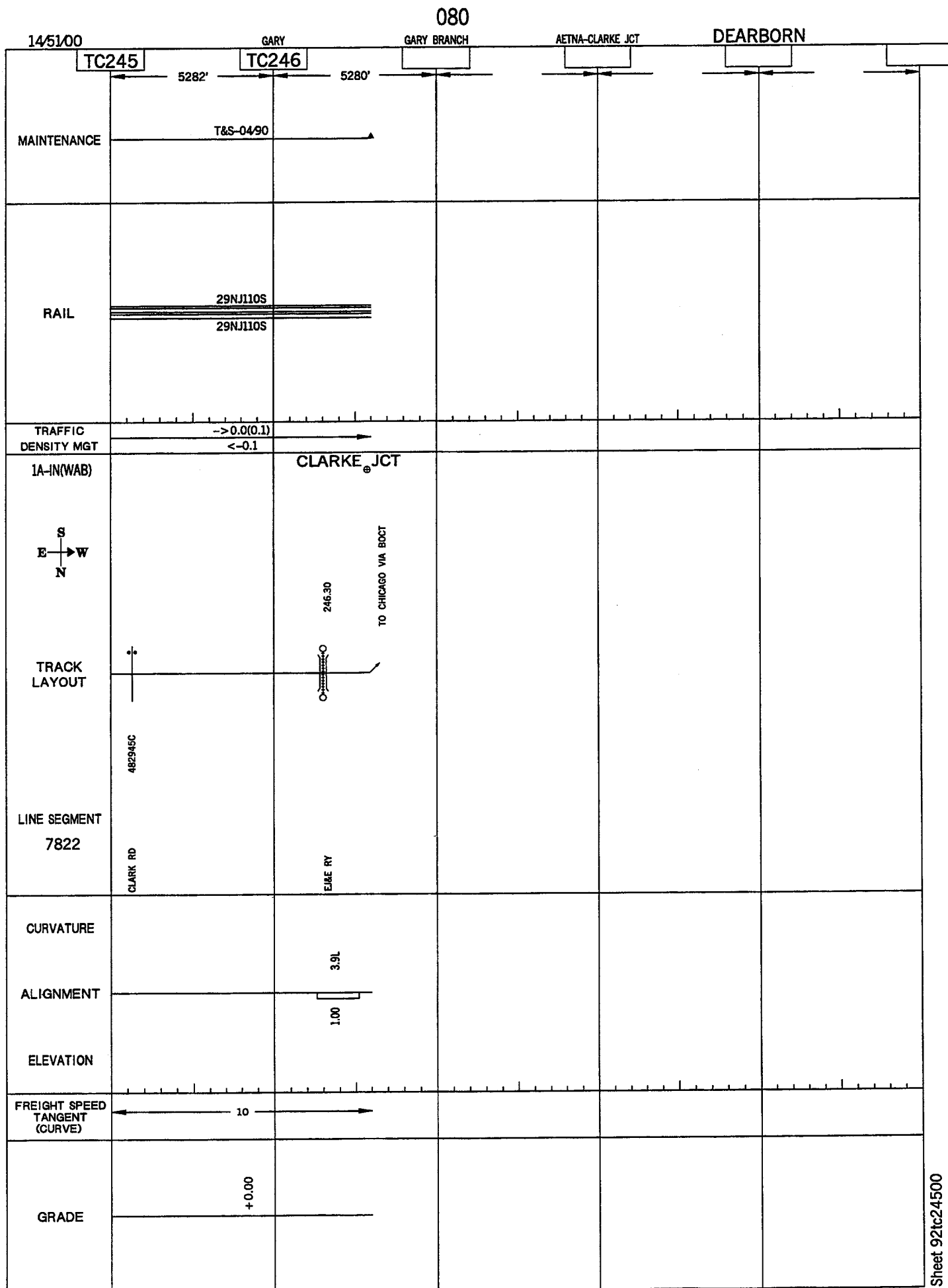
PULLMAN BRANCH

PULLMAN JCT TO 130TH STR

DEARBORN

	PB5					
	5280'					
MAINTENANCE	T&S-1285					
RAIL	52RJ115S 52RJ115S					
TRAFFIC DENSITY MGT						
TRACK LAYOUT	(130TH ST) TO CHICAGO PORT AUTH					
LINE SEGMENT 7704	1-80					
CURVATURE						
ALIGNMENT	12.0L 12.0L					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	+0.00					





081

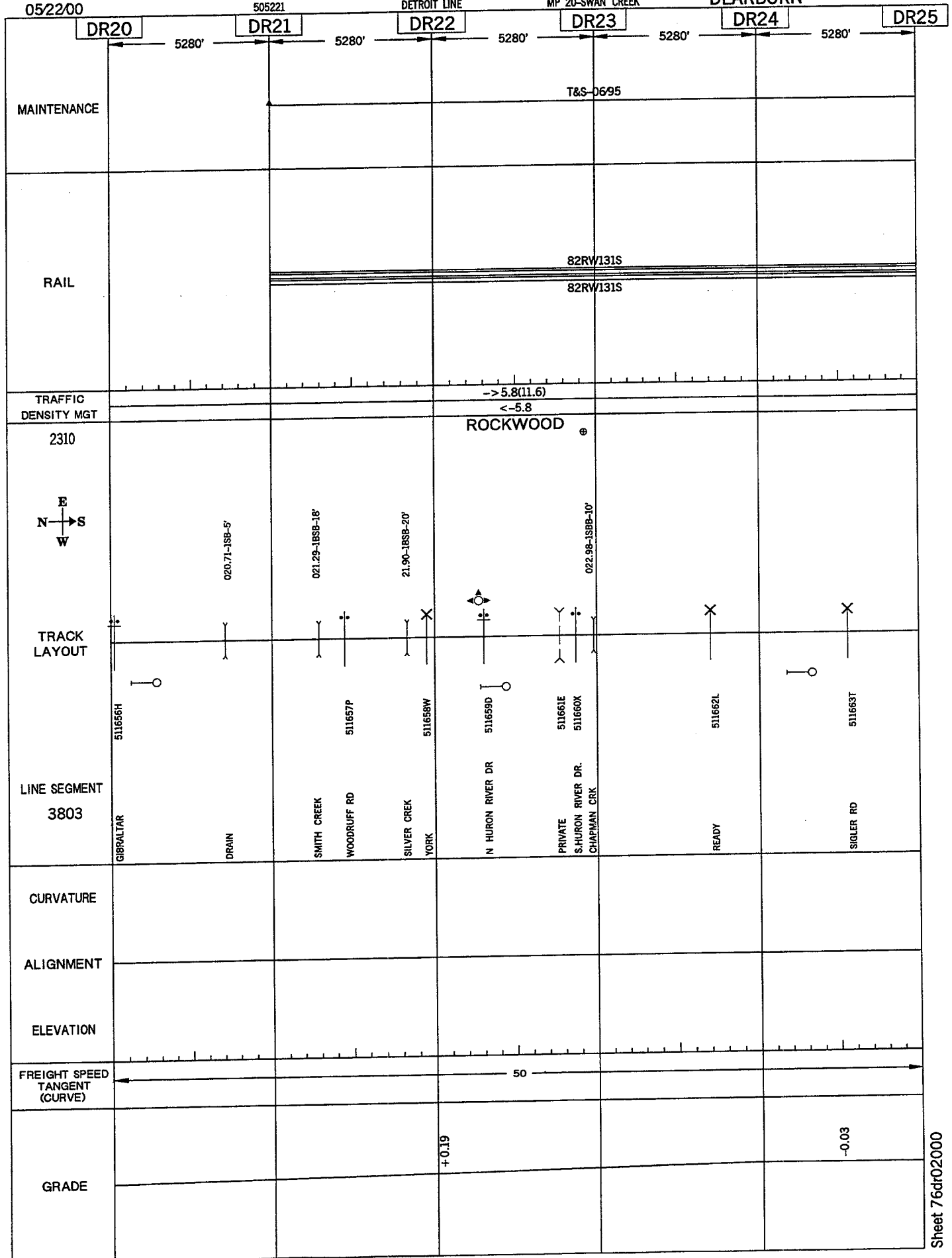
05/22/00

505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN






05/22/00

505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

	DR25	DR26	DR27	DR28	DR29	DR30
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/95			
RAIL			82RW131S	82RW131S		
TRAFFIC DENSITY MGT			-> 5.8(11.6) <- 5.8			
2310				NEWPORT		
						
TRACK LAYOUT	025.17-1CL-5'		027.50-2DGO-30'	028.30-2SB-8'		
LINE SEGMENT 3803	ROOT DRAIN ARMSTRONG 511664A	LABO RD 511665G	NEWPORT 511667V PRIVATE CROSSING SWAN CREEK 511705C SWAN CREEK 511706J	LTL STON CR 511709E PRIVATE CROSSING 511710Y POST 511712M		
CURVATURE		0.3L				
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			50			
GRADE		+0.04		+0.00	-0.01	

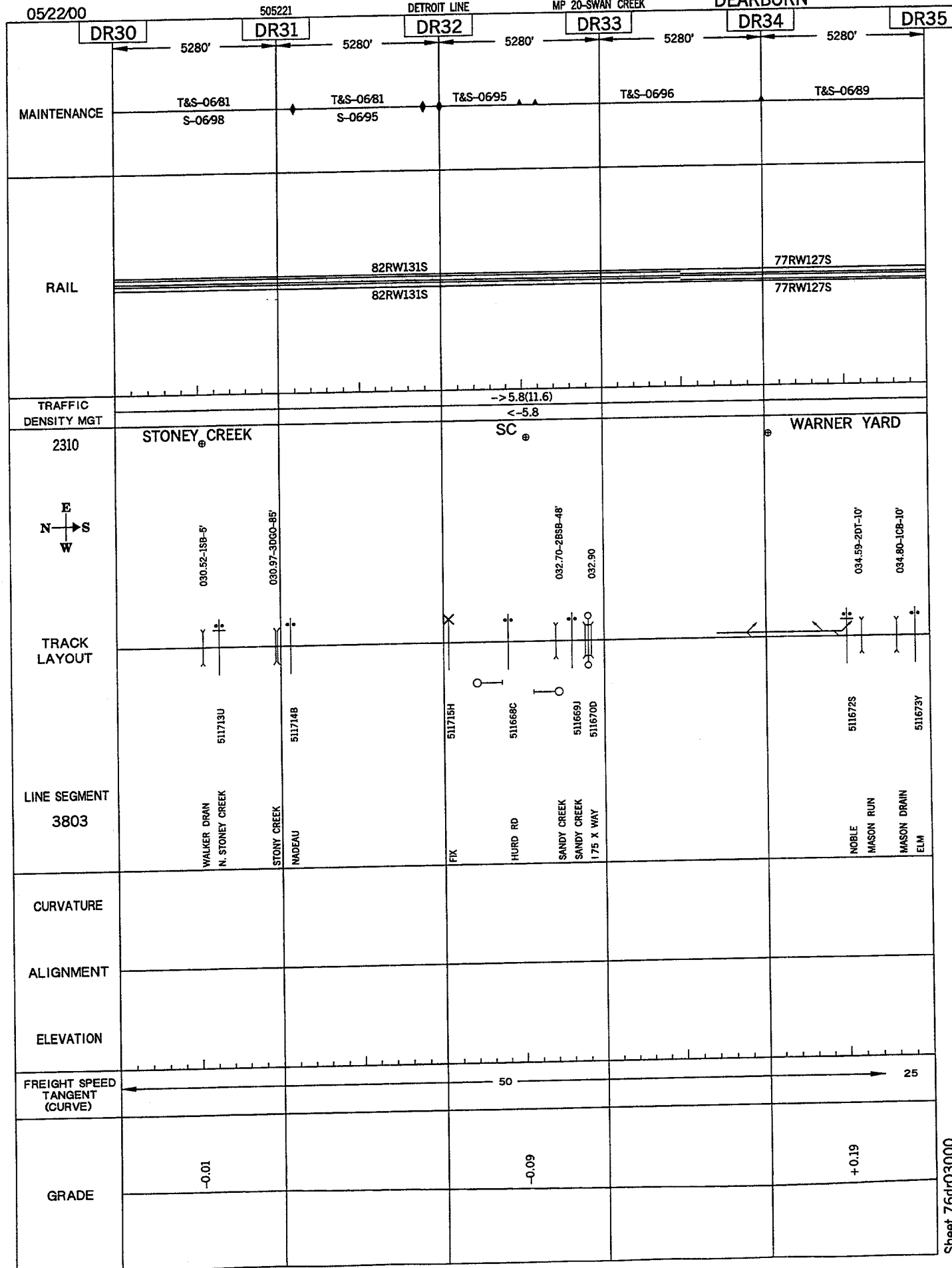
05/22/00

505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



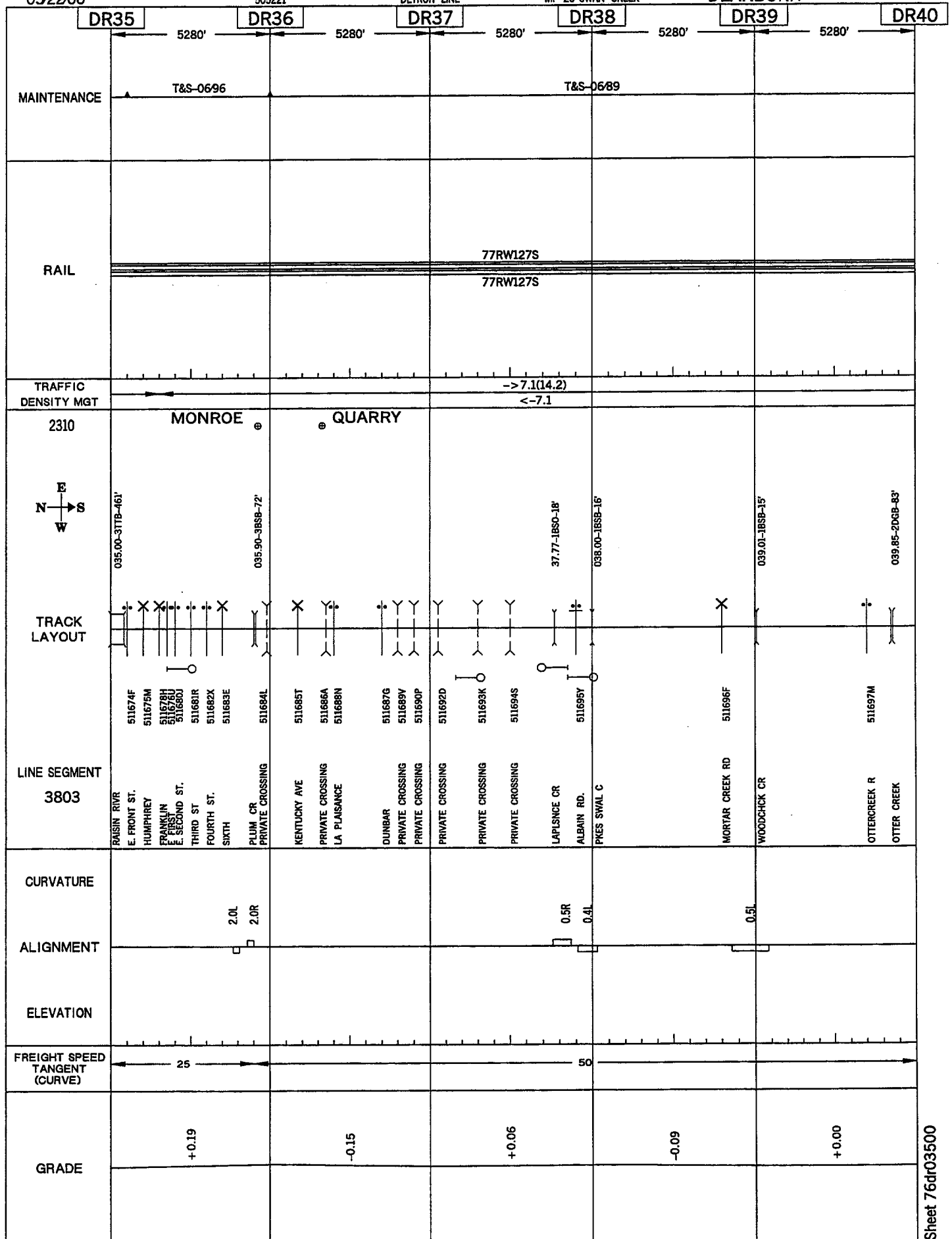
05/22/00

505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



085

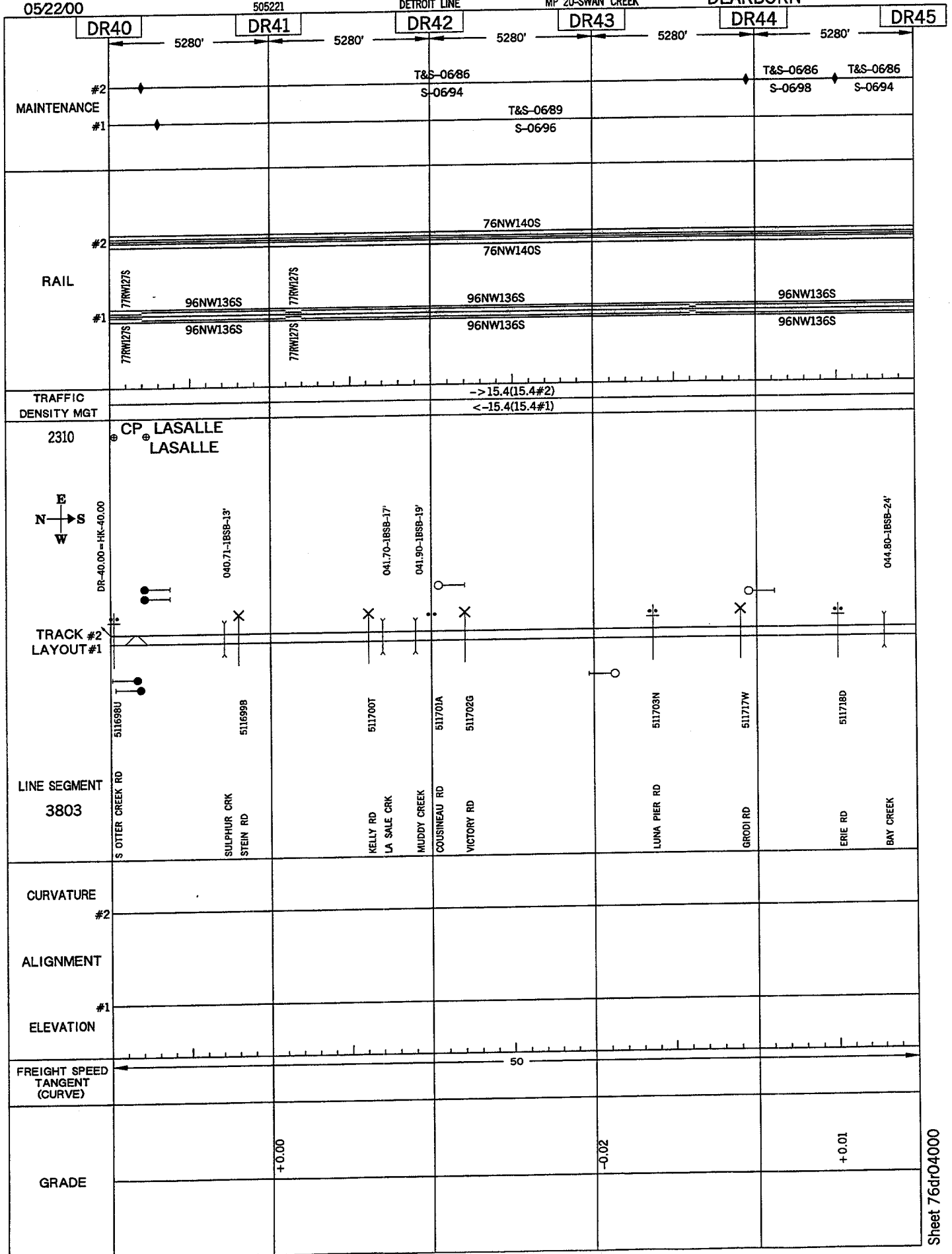
05/22/00

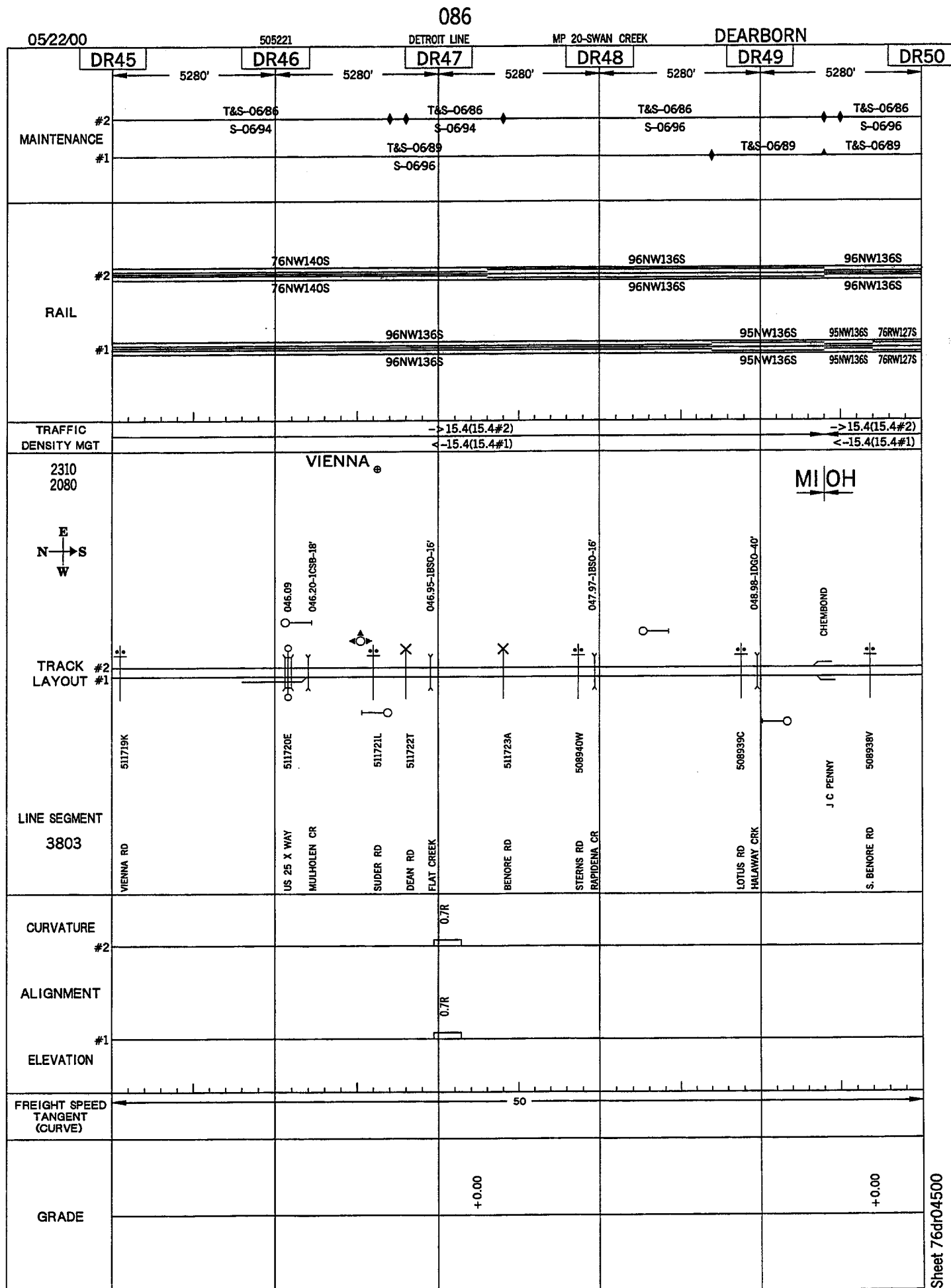
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DETROIT LINE

MP 20-SWAN CREEK

DEARBORN





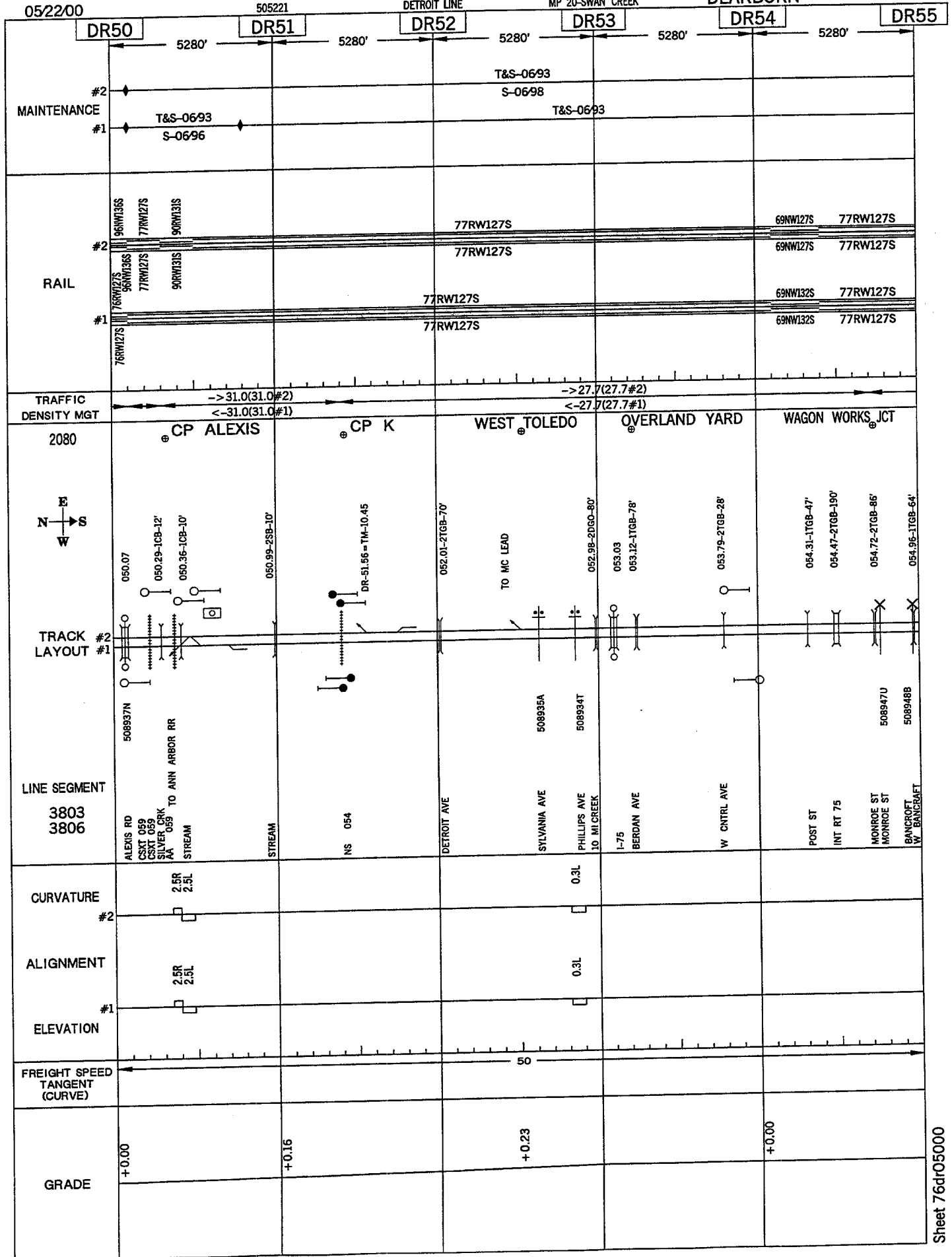
05/22/00

505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



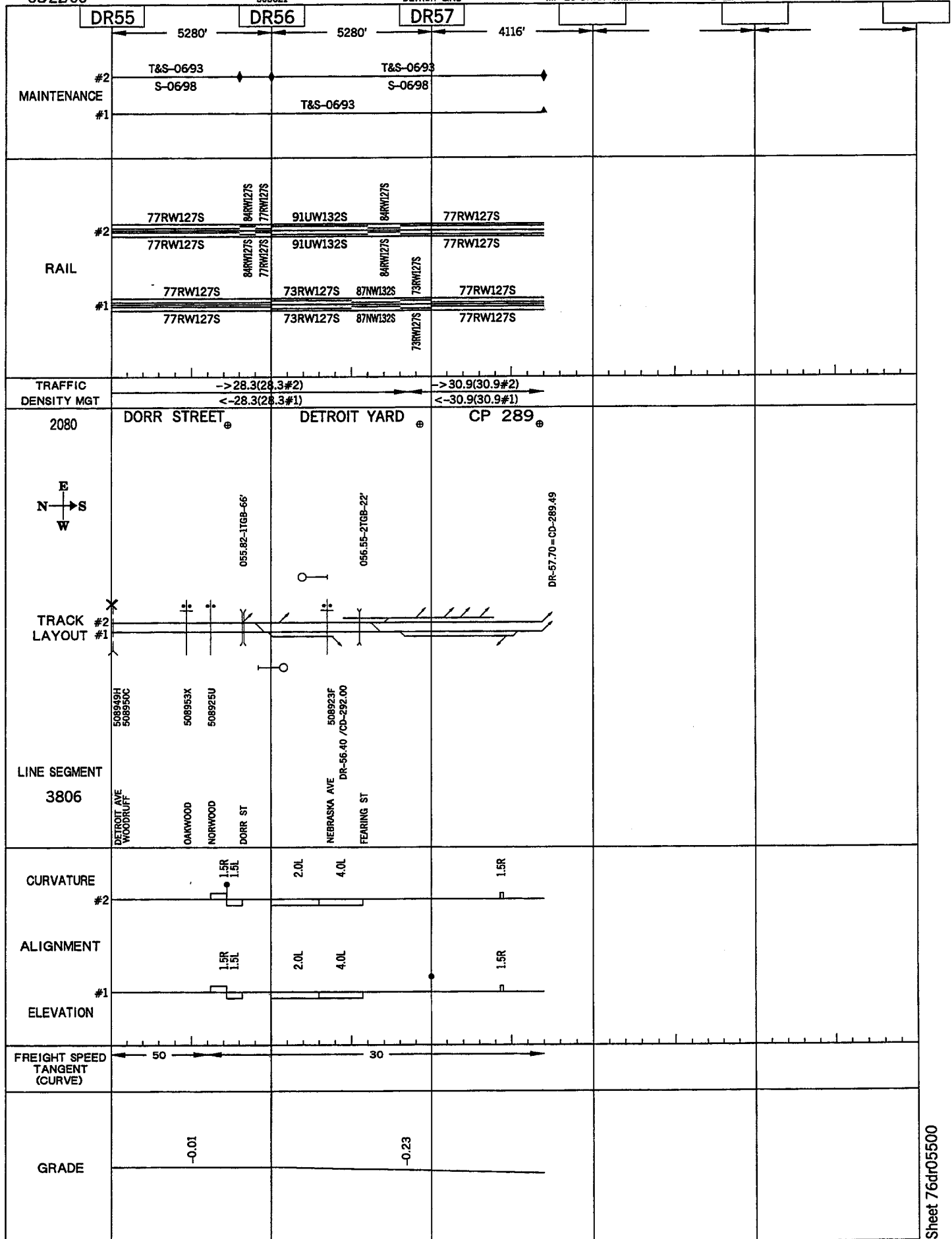
052200

503621

DETROIT LINE

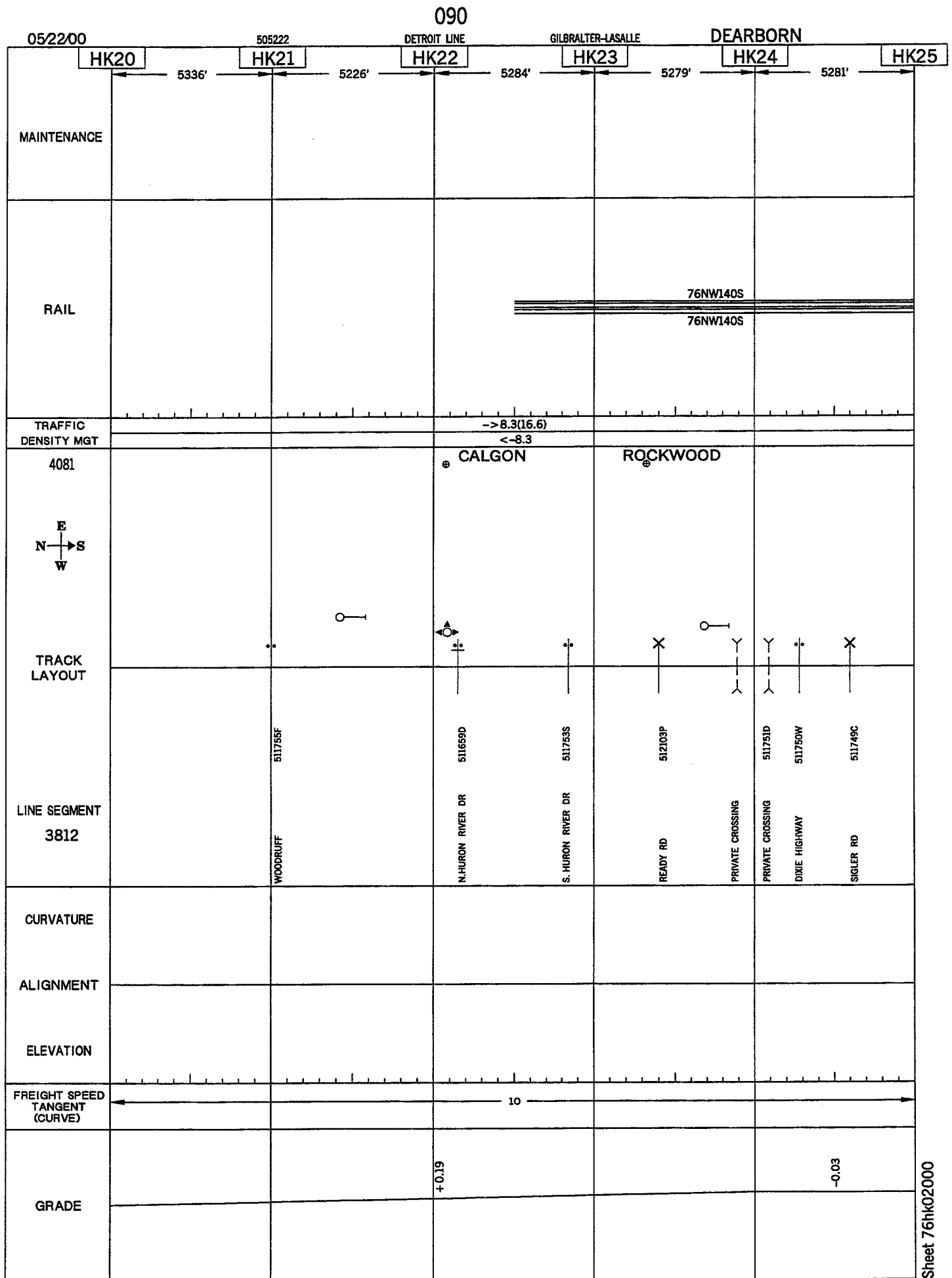
MP 20-SWAN CREEK

DEARBORN



MAINTENANCE					
RAIL					
TRAFFIC DENSITY MGT					
TRACK LAYOUT	THIS PAGE IS INTENTIONALLY BLANK				
LINE SEGMENT					
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE					





Sheet 76hk02500

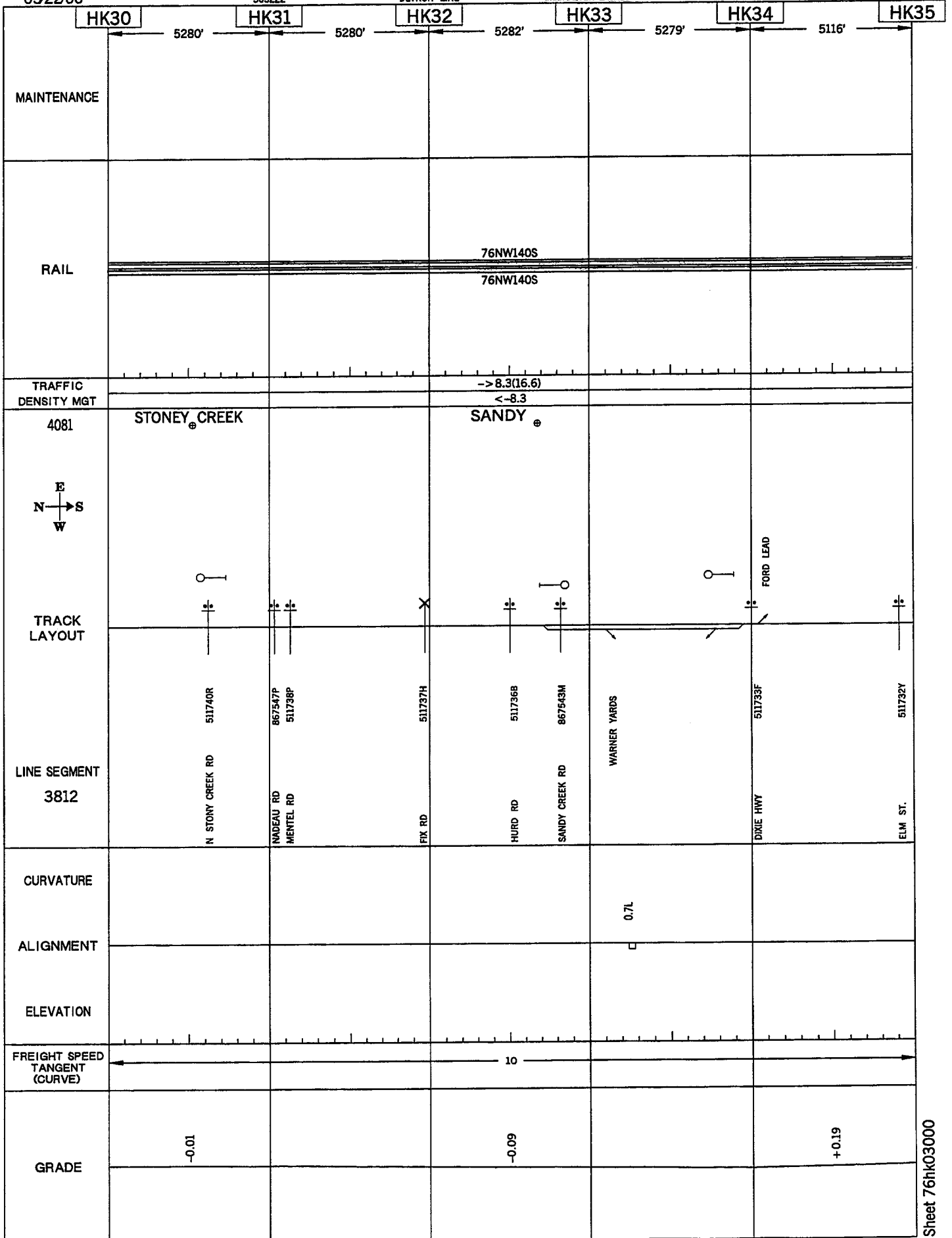
05/22/00

505222

DETROIT LINE

GILBRALTER-LASALLE

DEARBORN



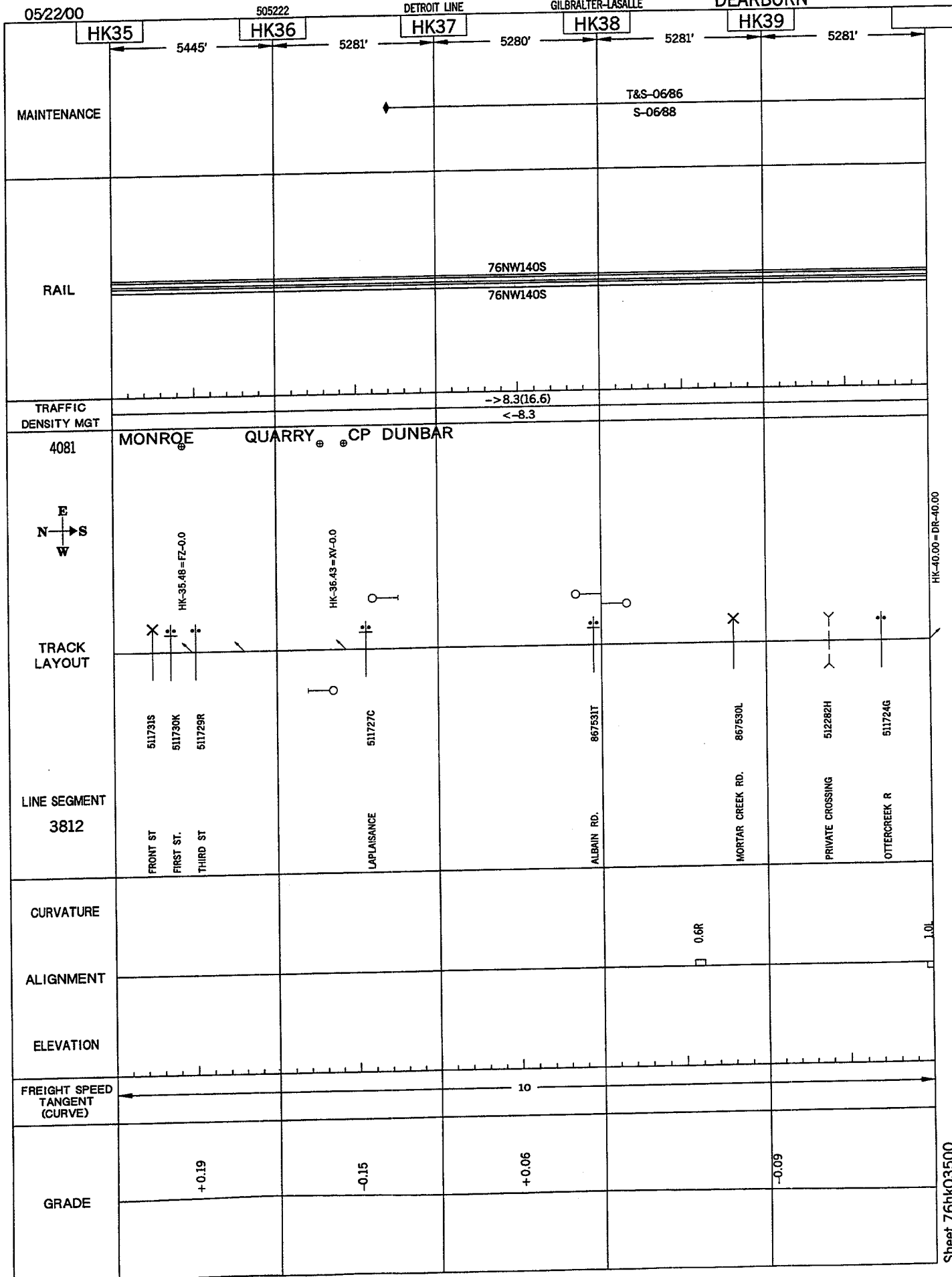
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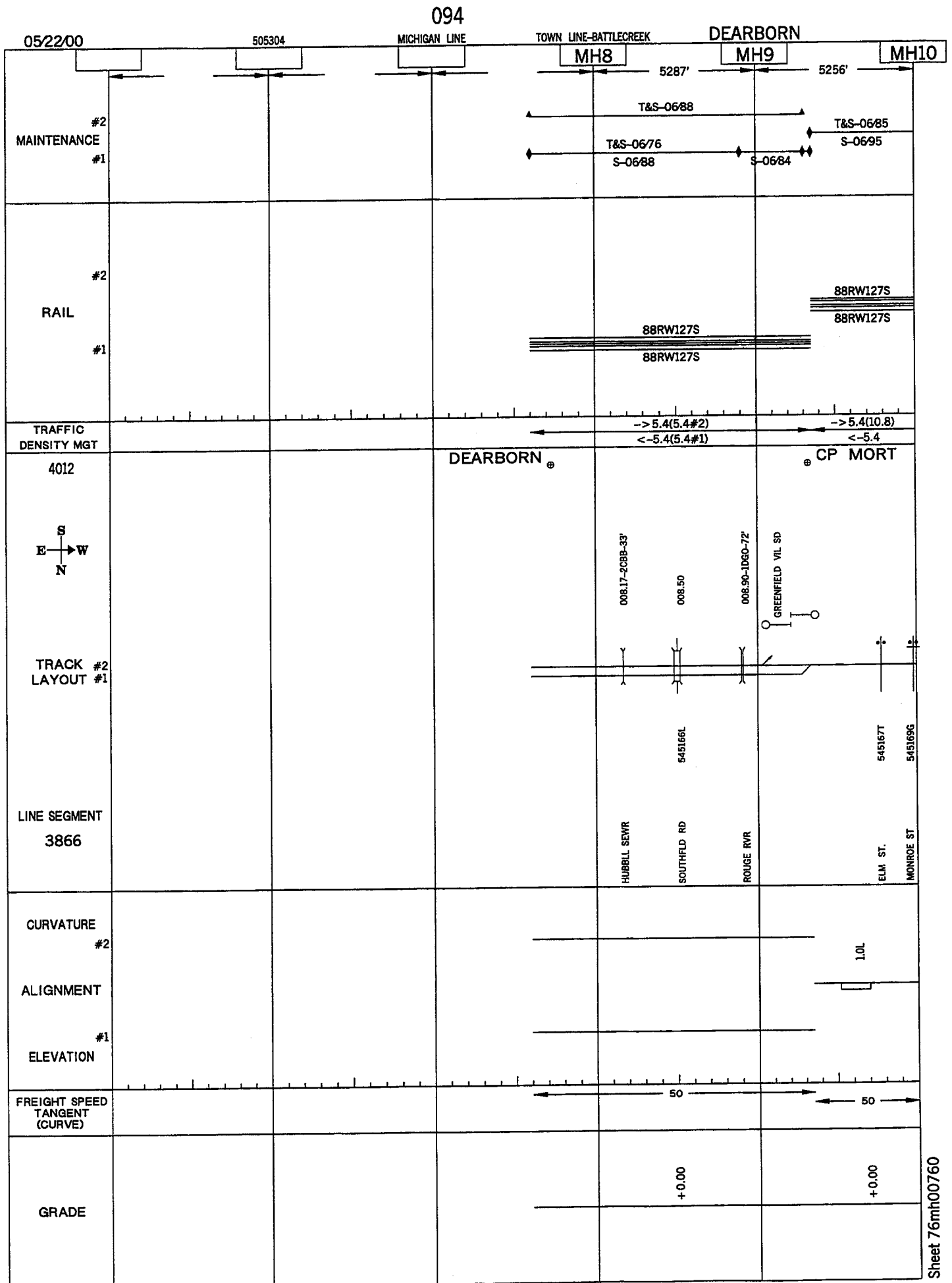
DETROIT LINE

GILBRALTER-LASALLE

DEARBORN



HK-40.00 = DR-40.00



095

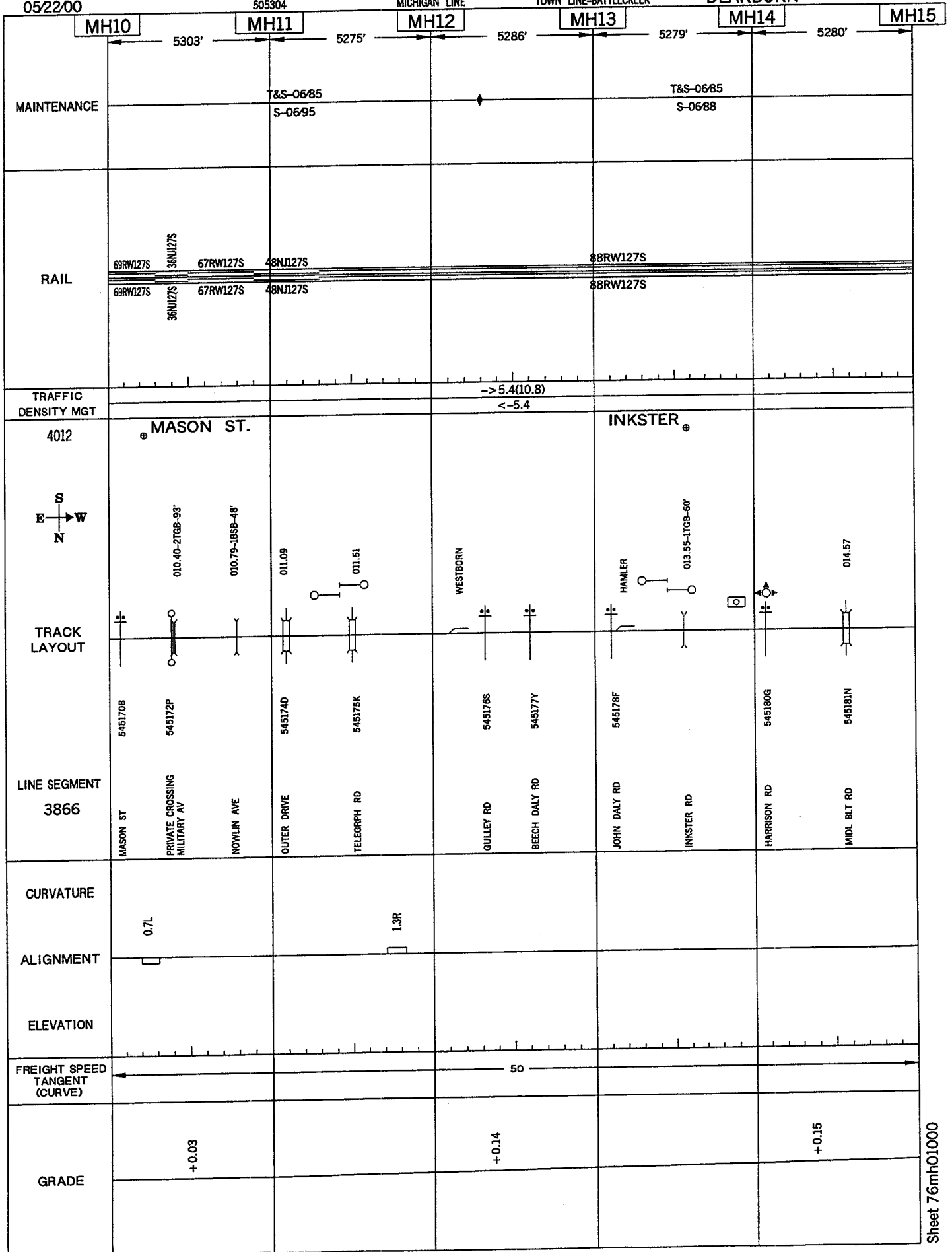
05/22/00

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



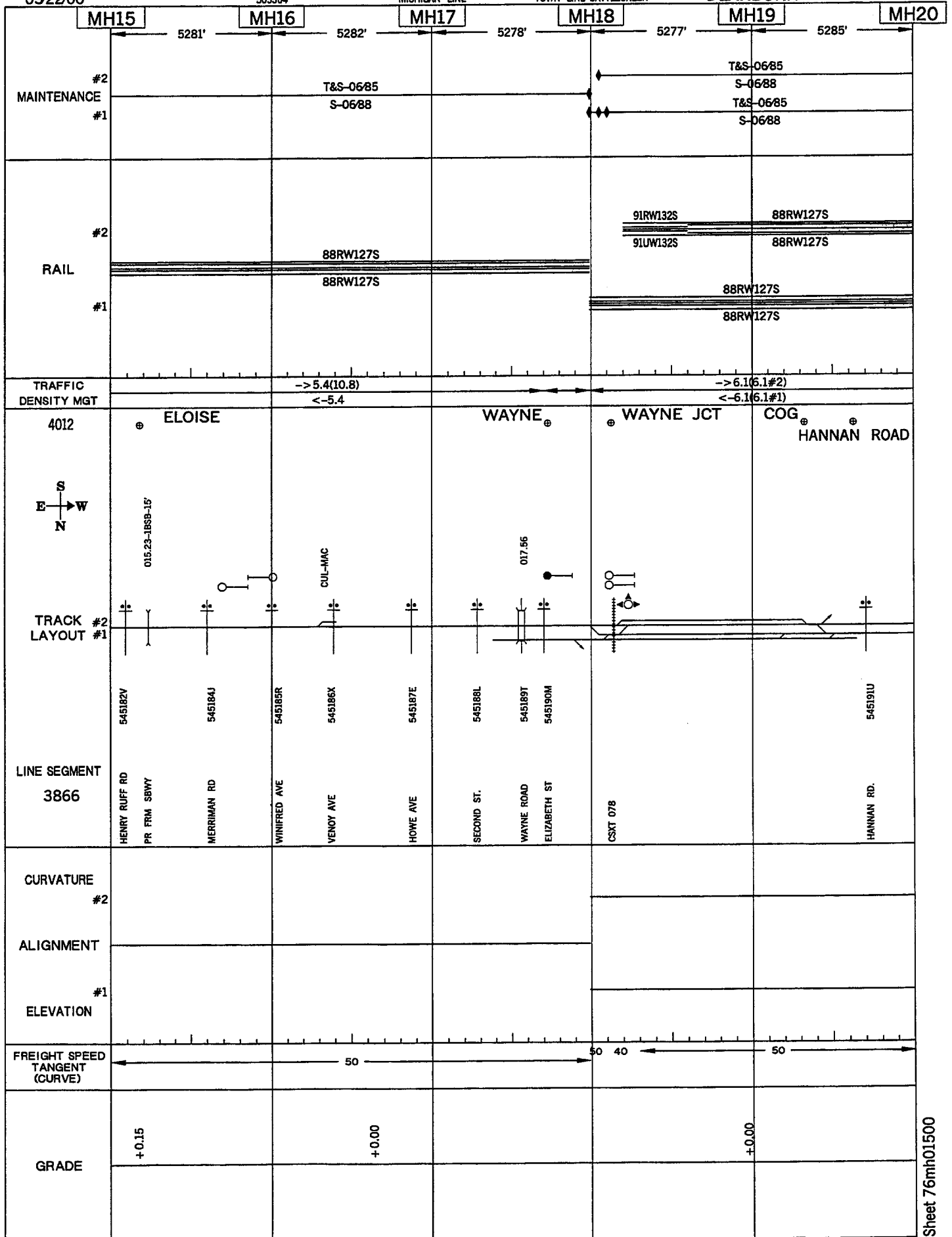
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505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



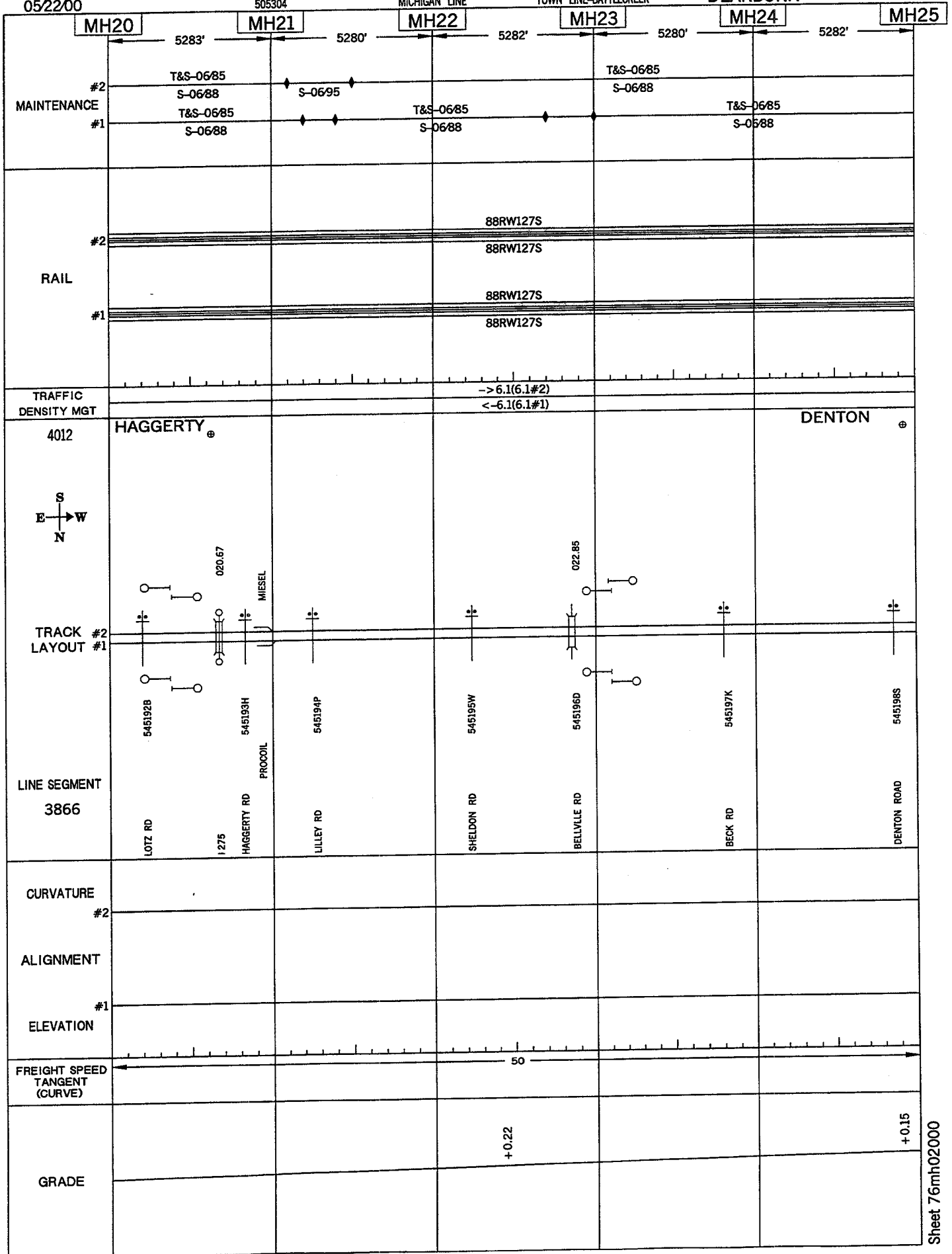
0522/00

505304

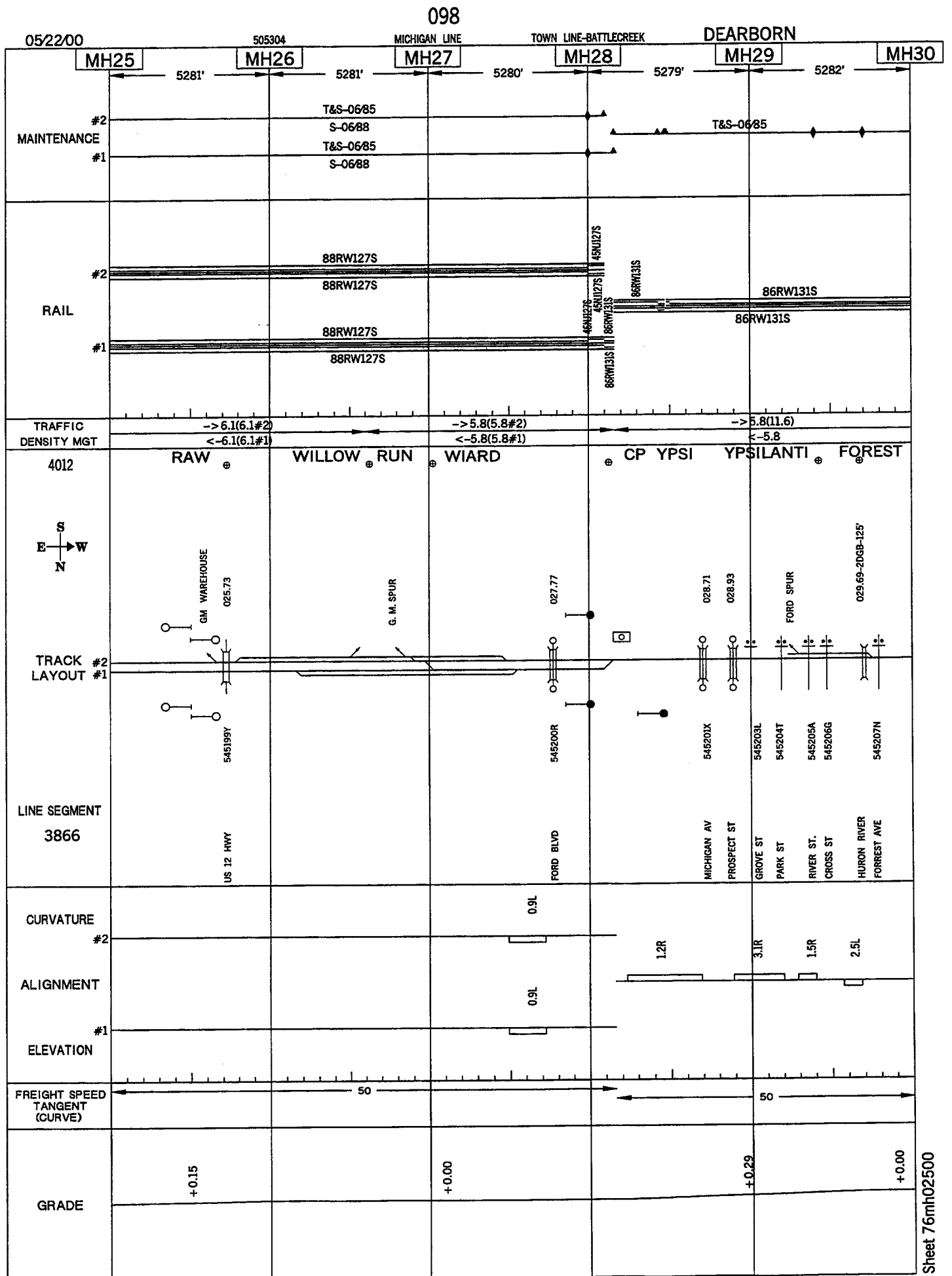
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN







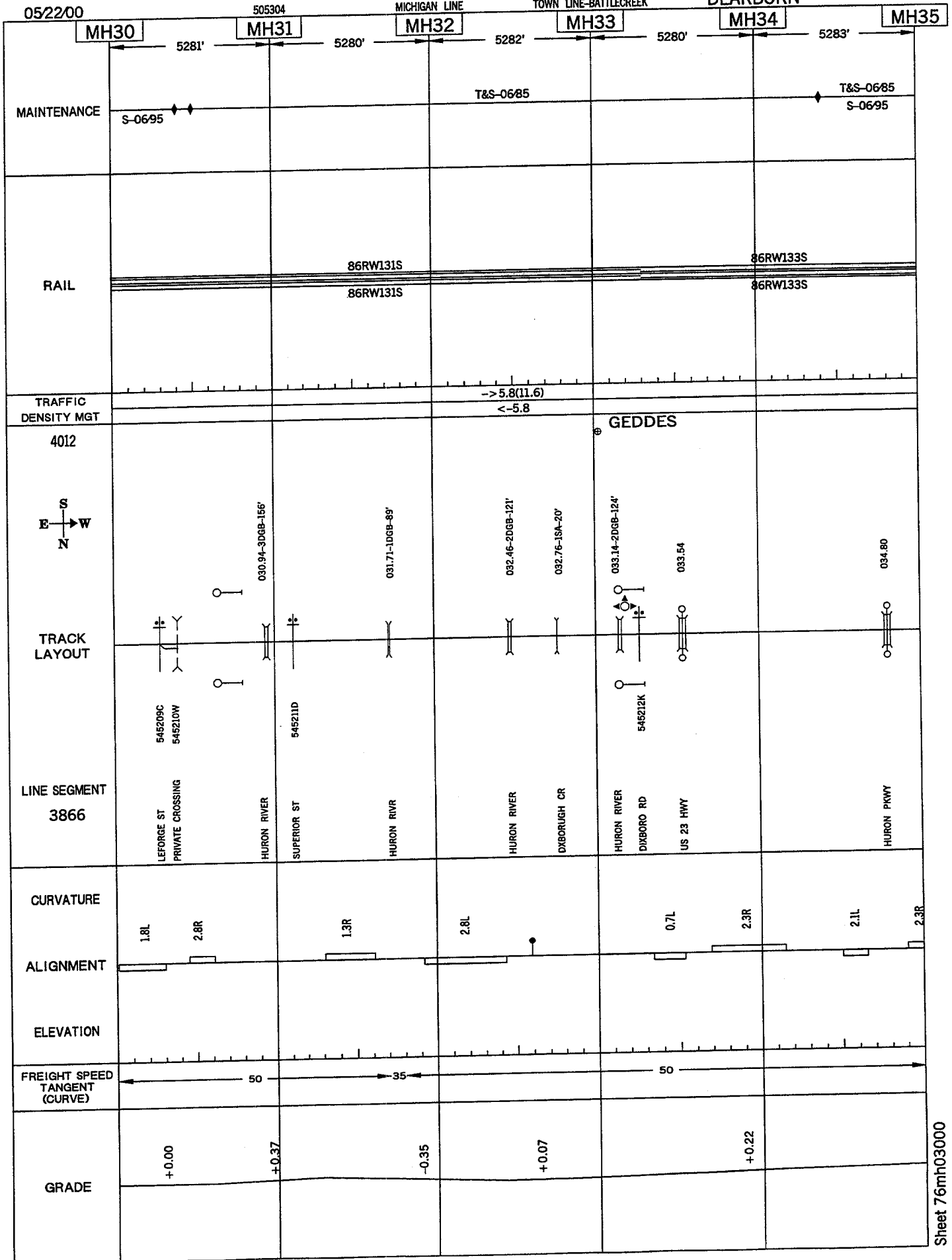
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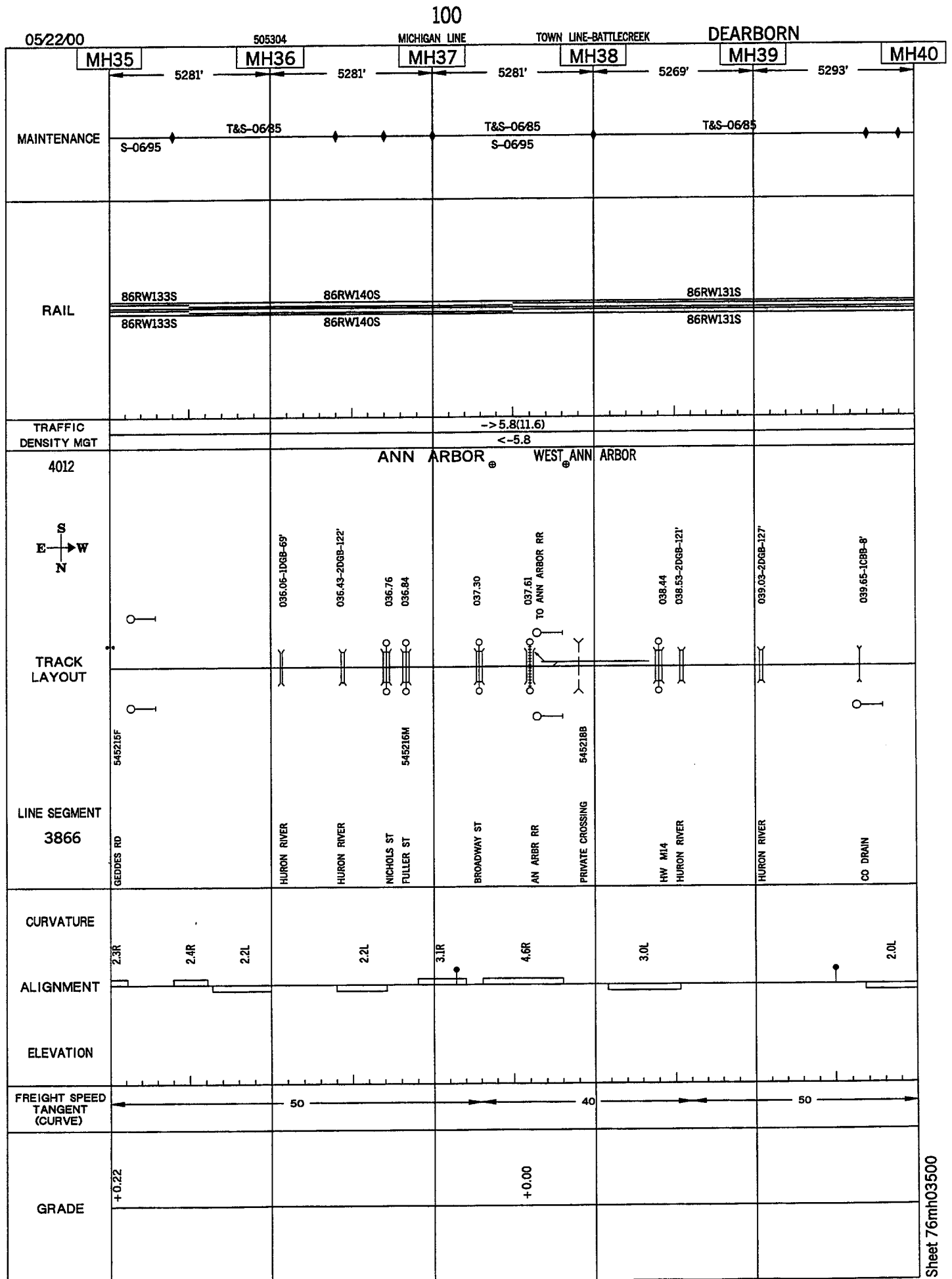
505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN





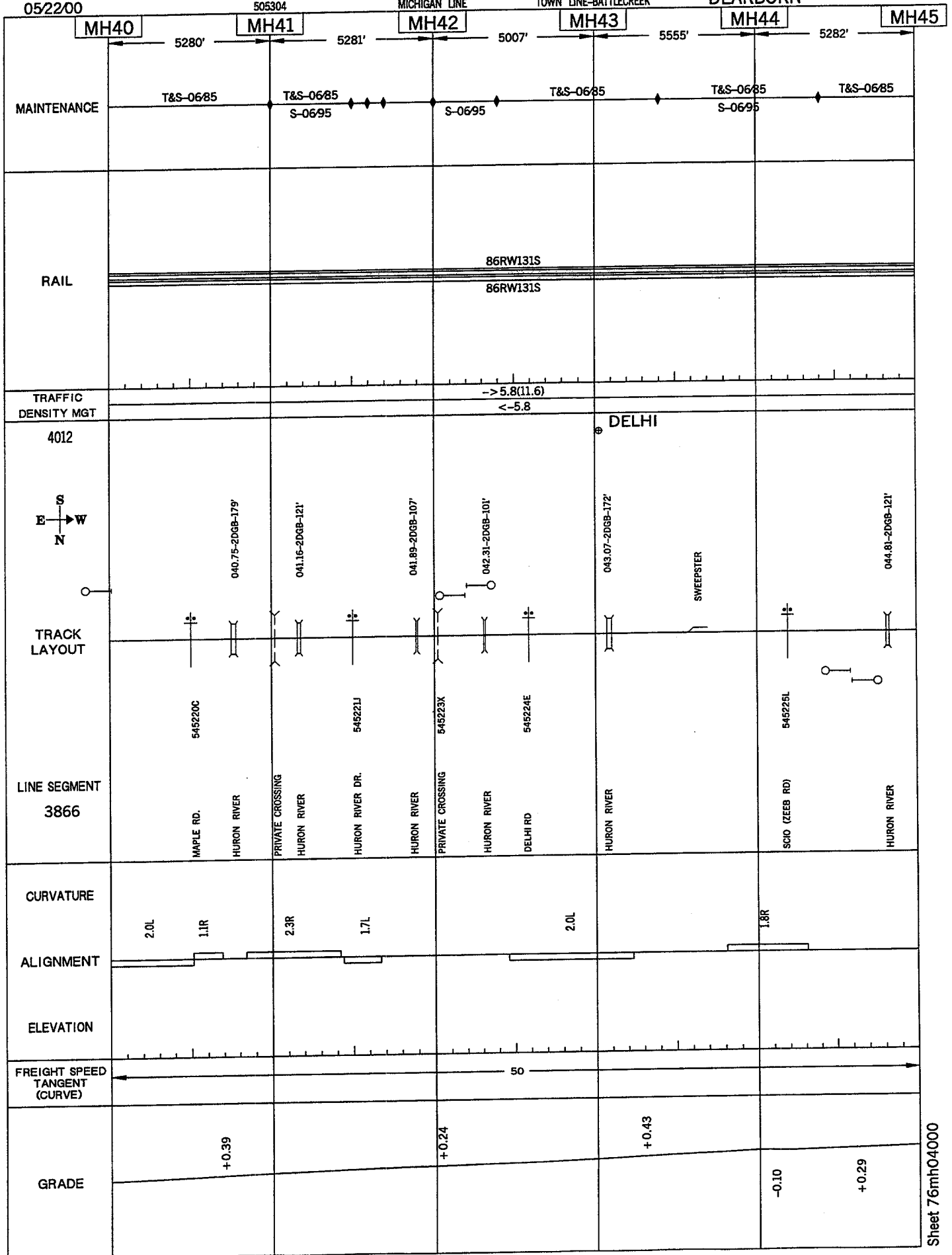
05/22/00

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



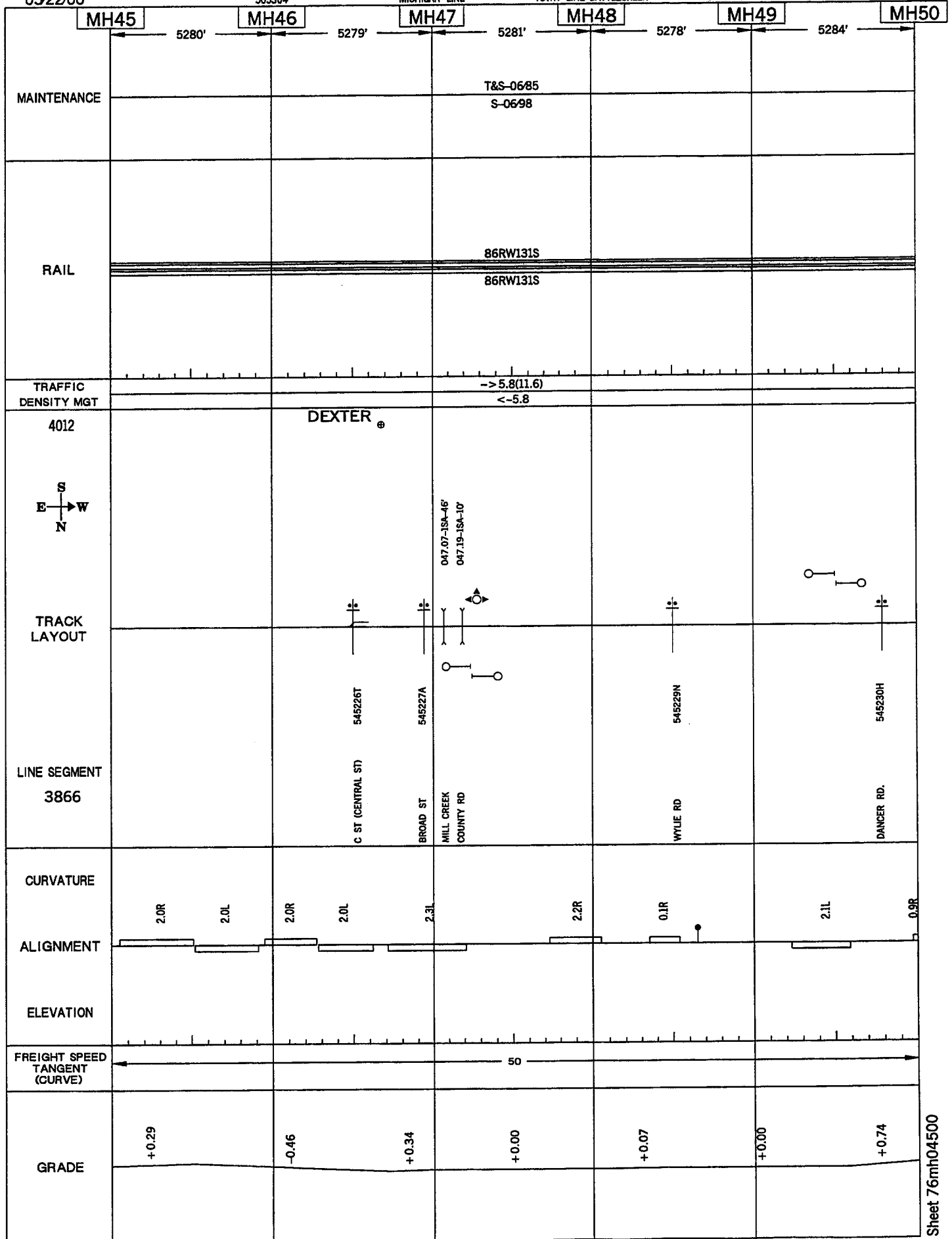
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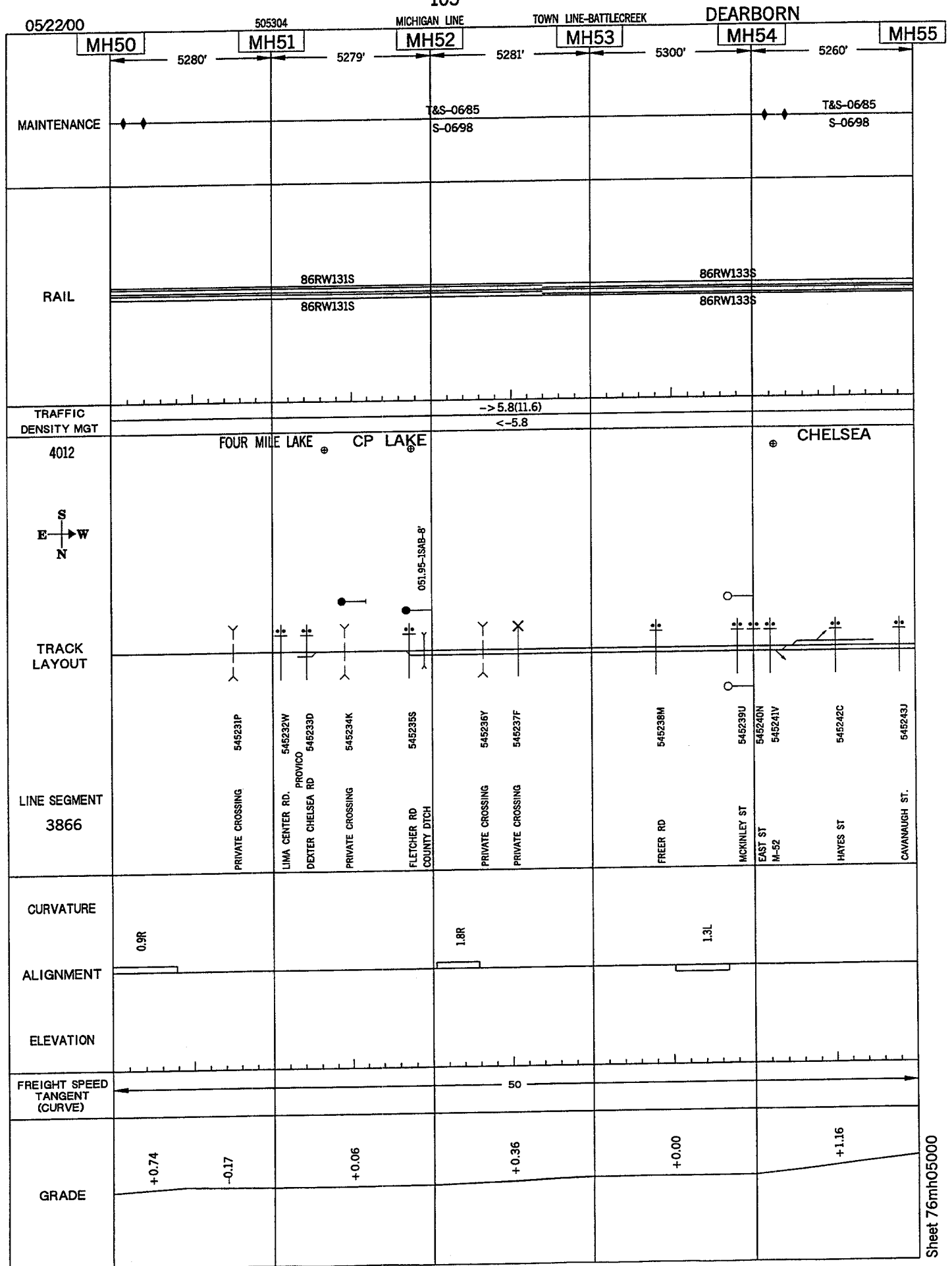
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MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN





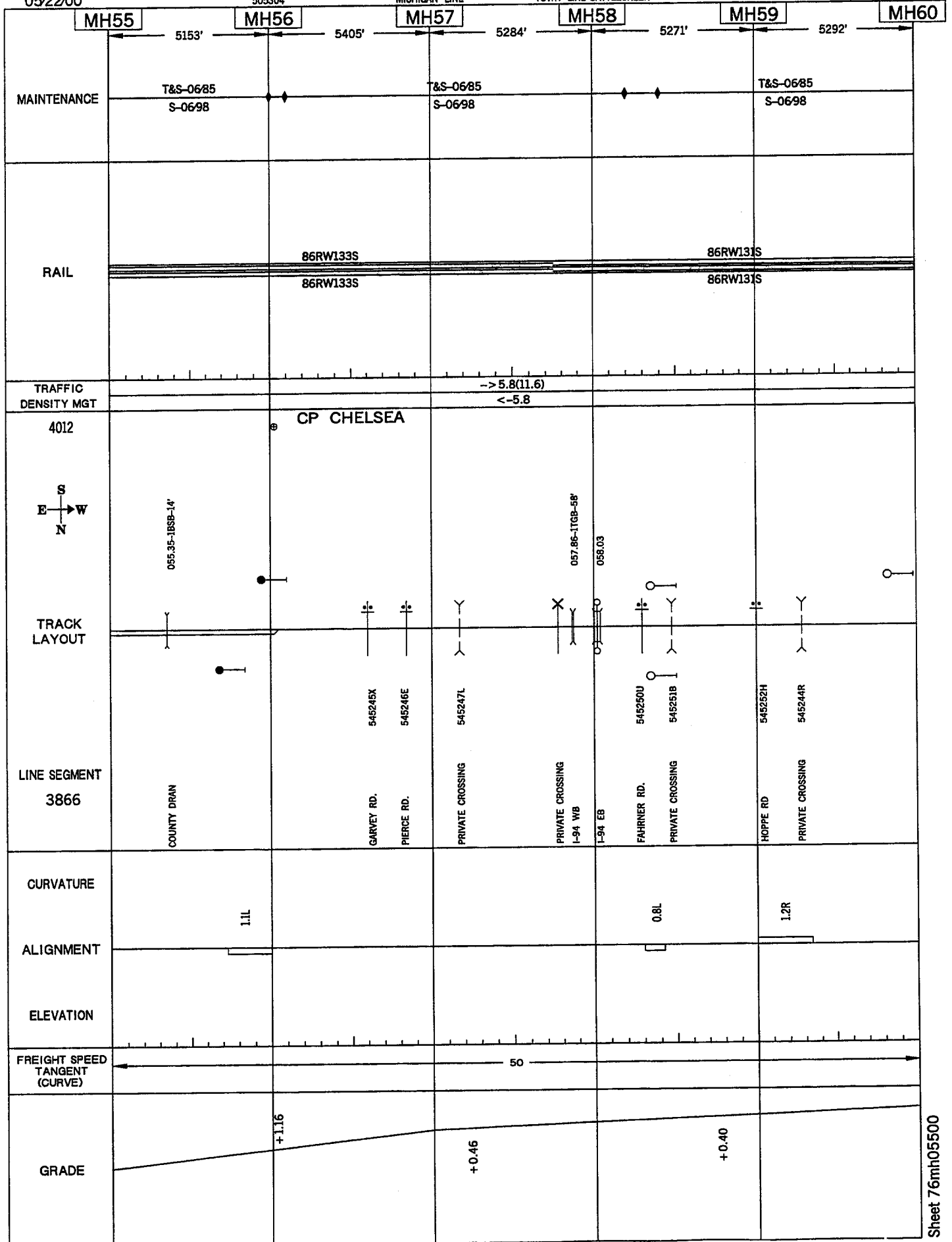
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MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



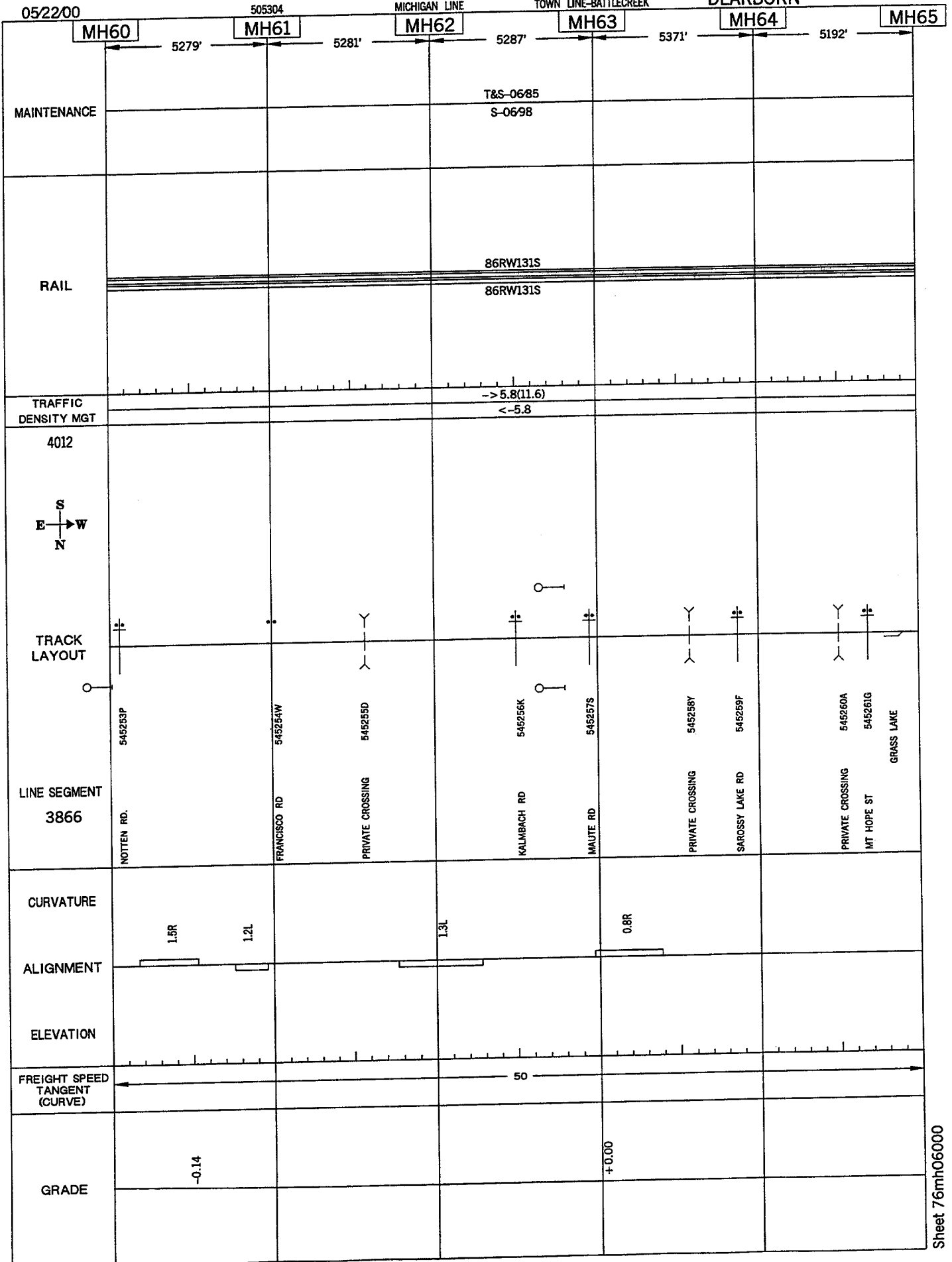
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MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN





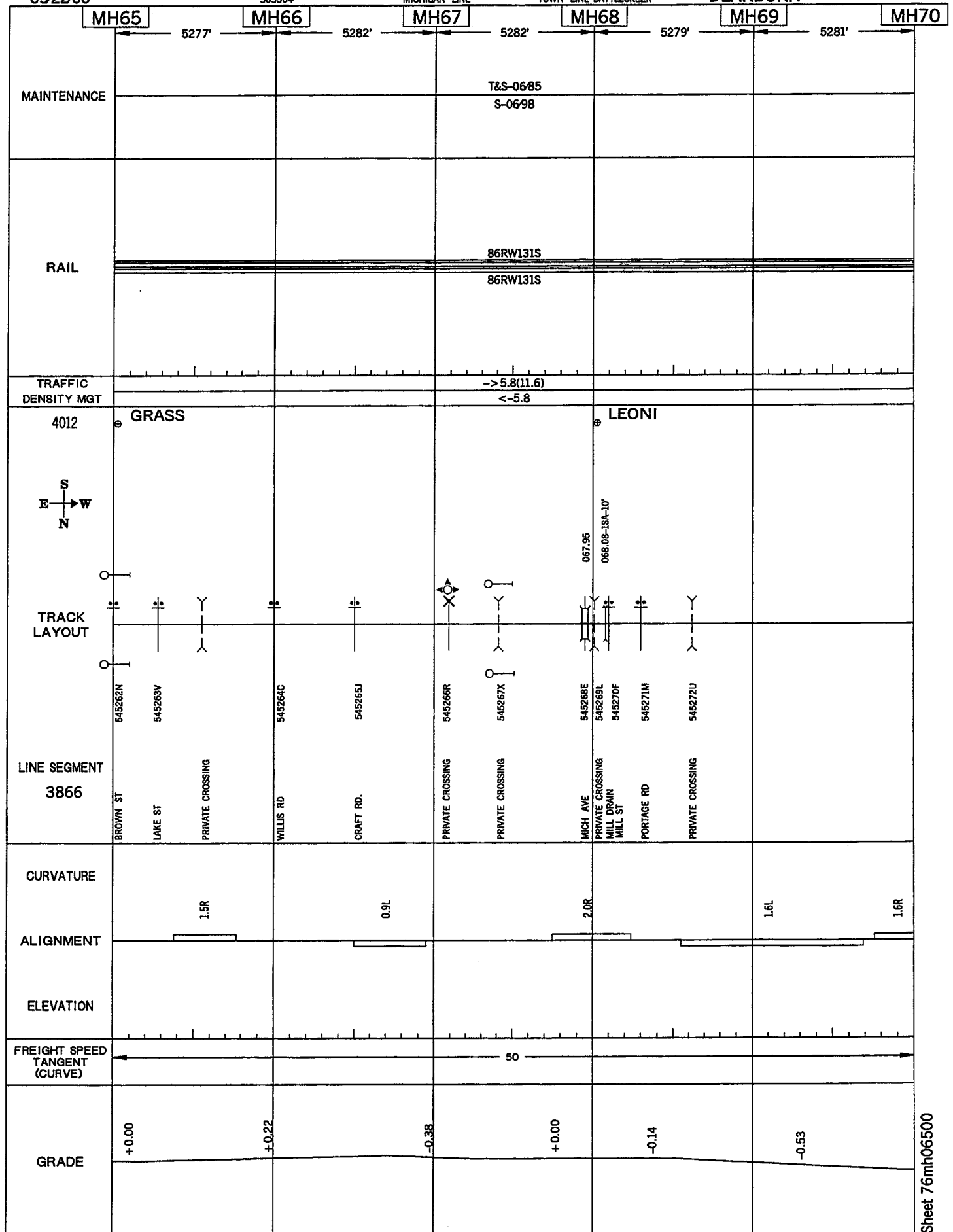
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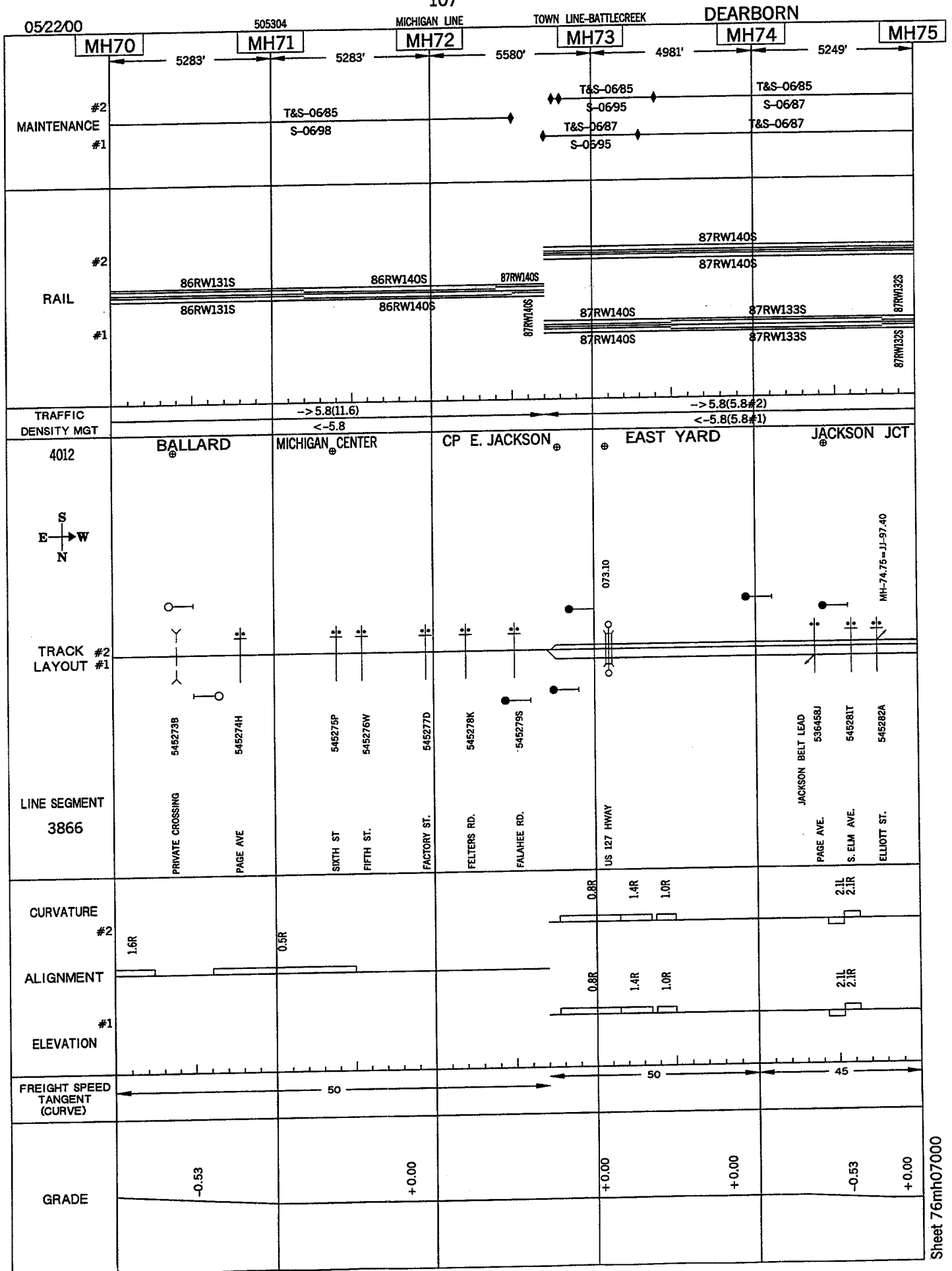
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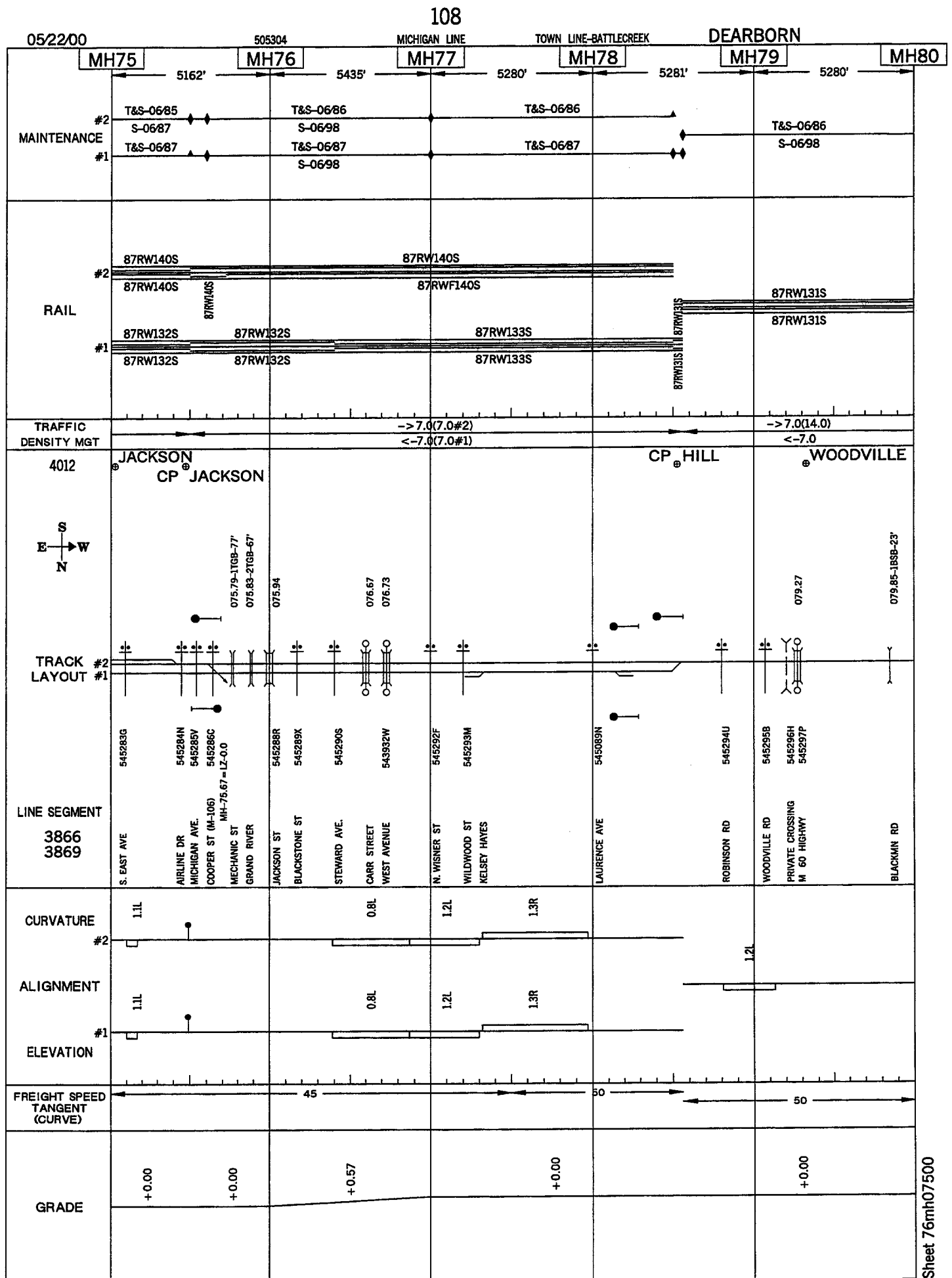
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN







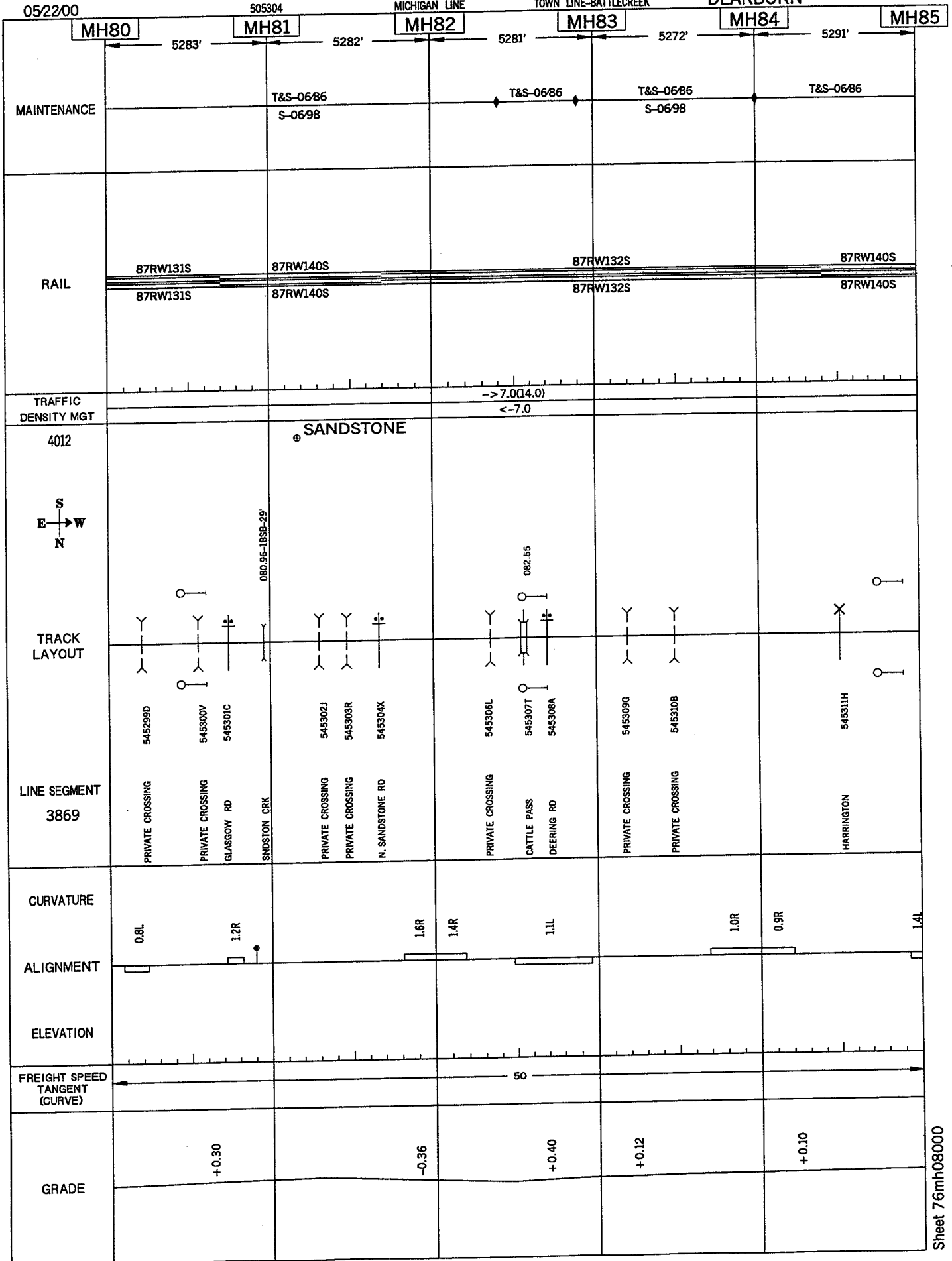
05/22/00

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



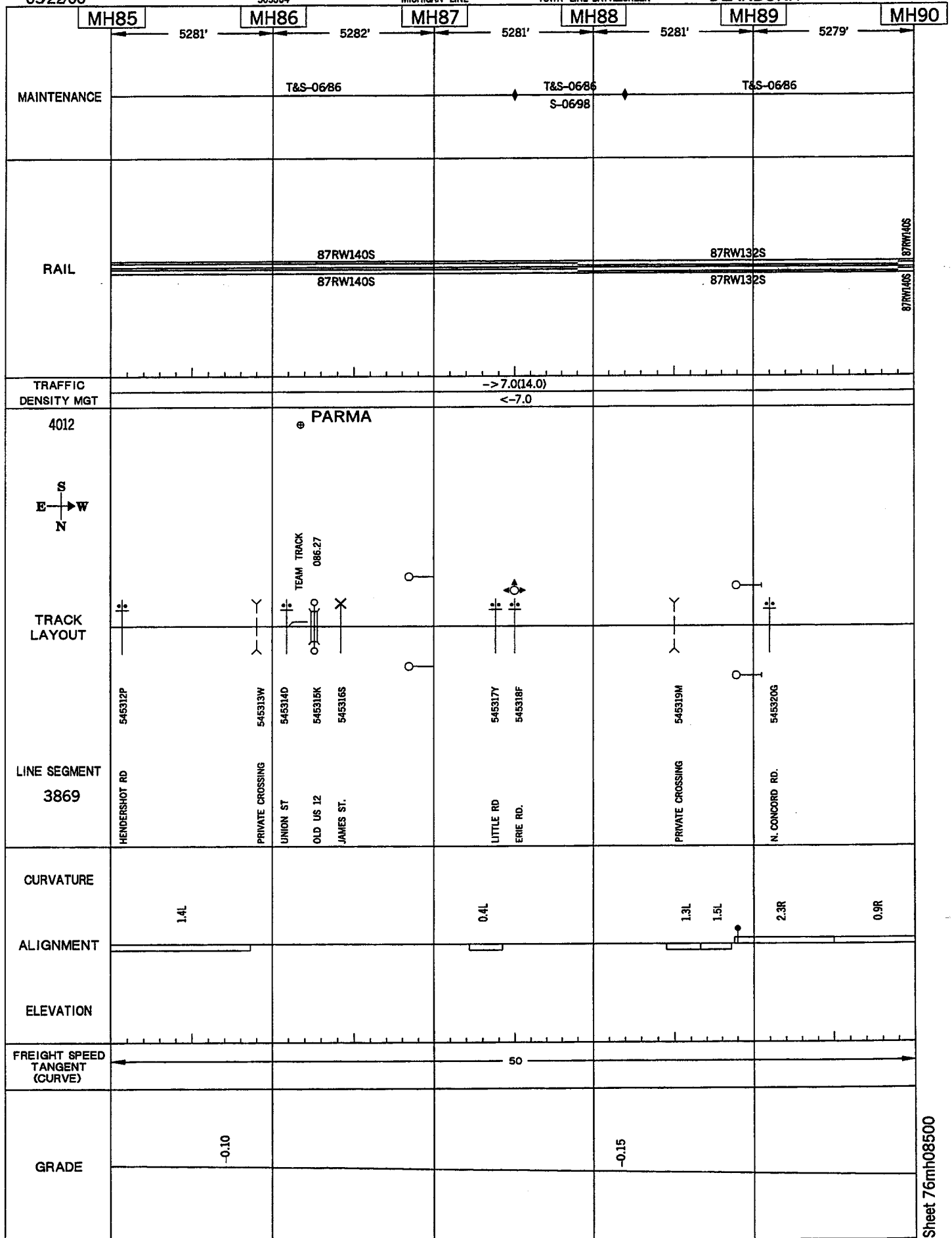
05/22/00

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



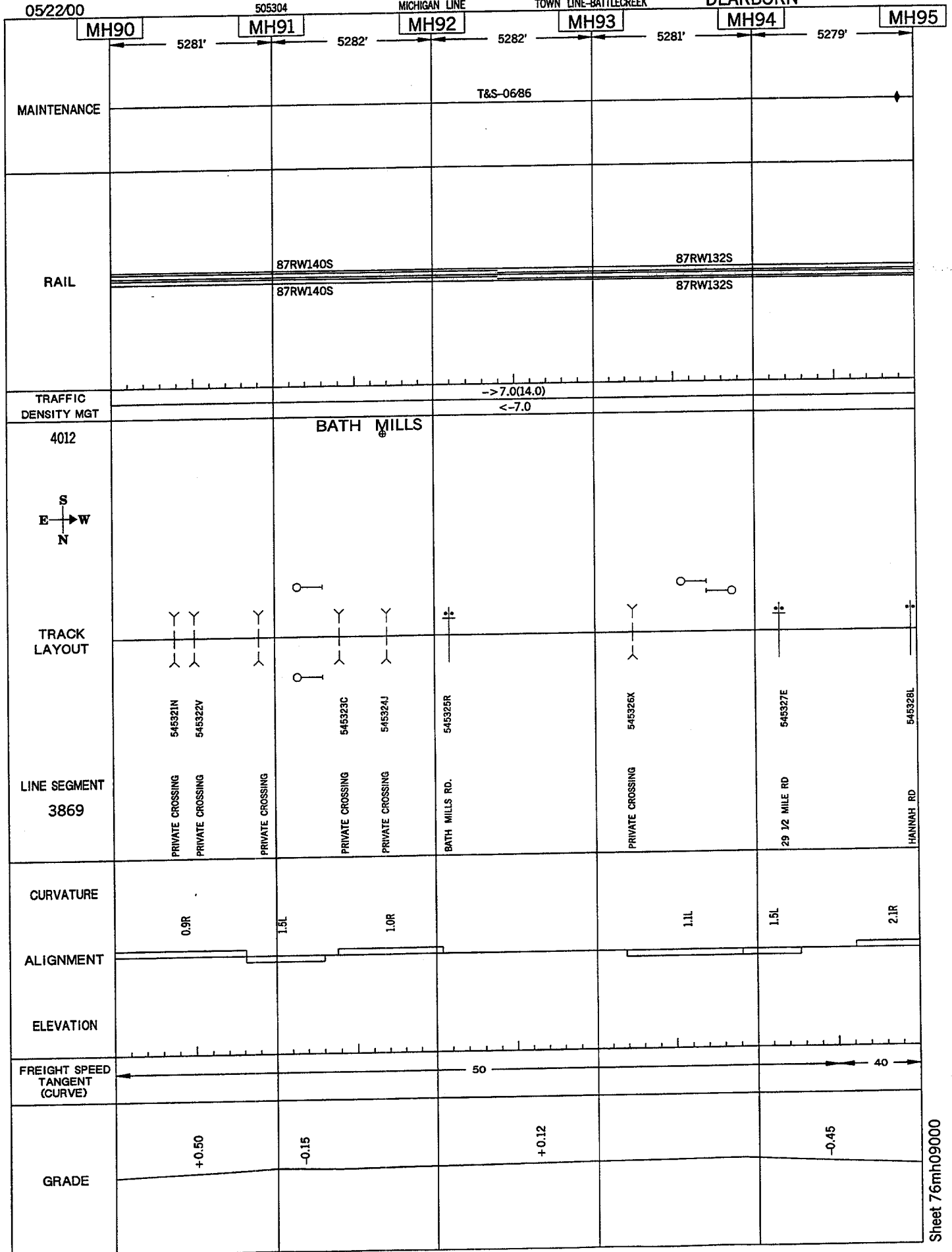
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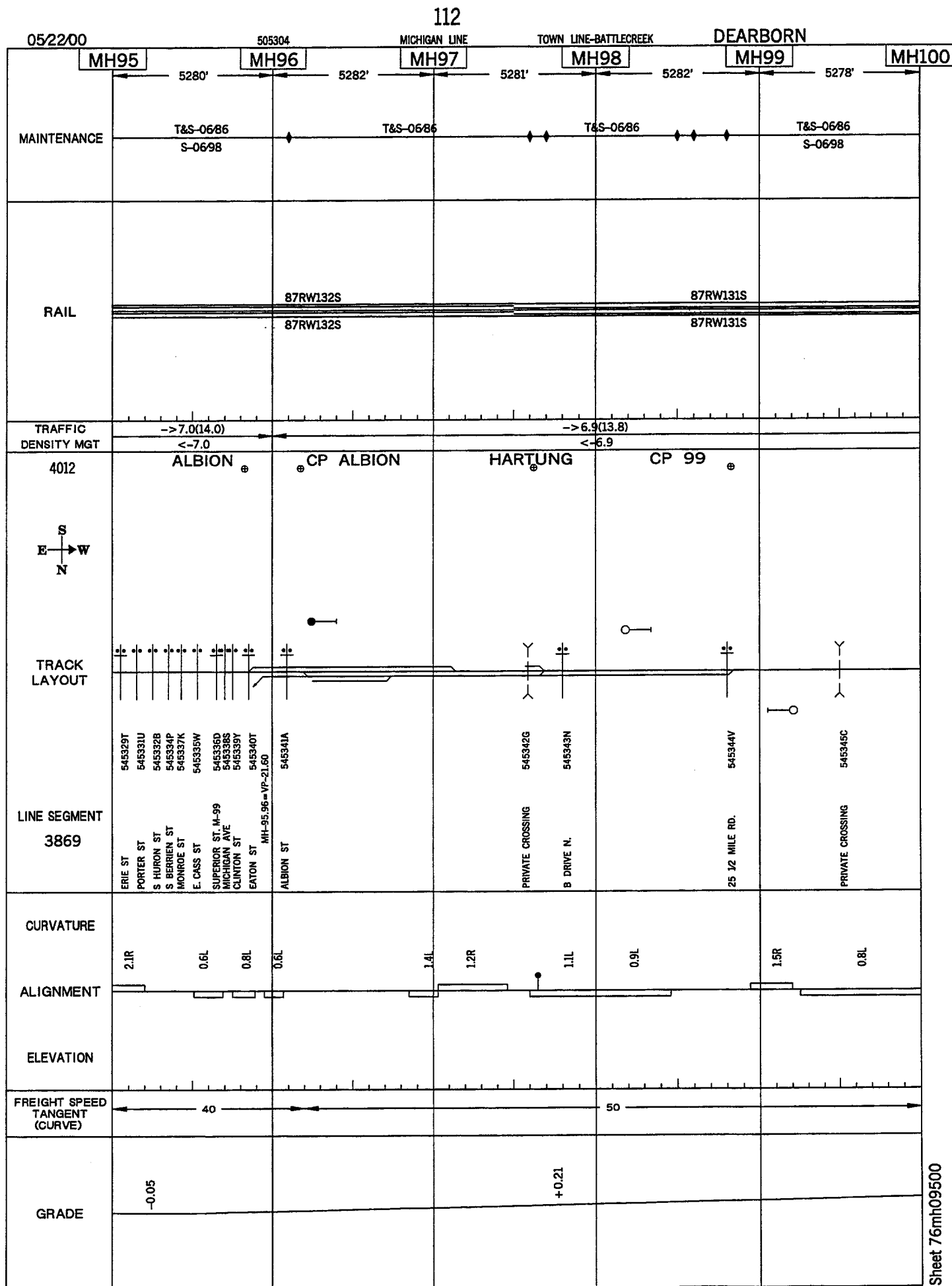
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MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN





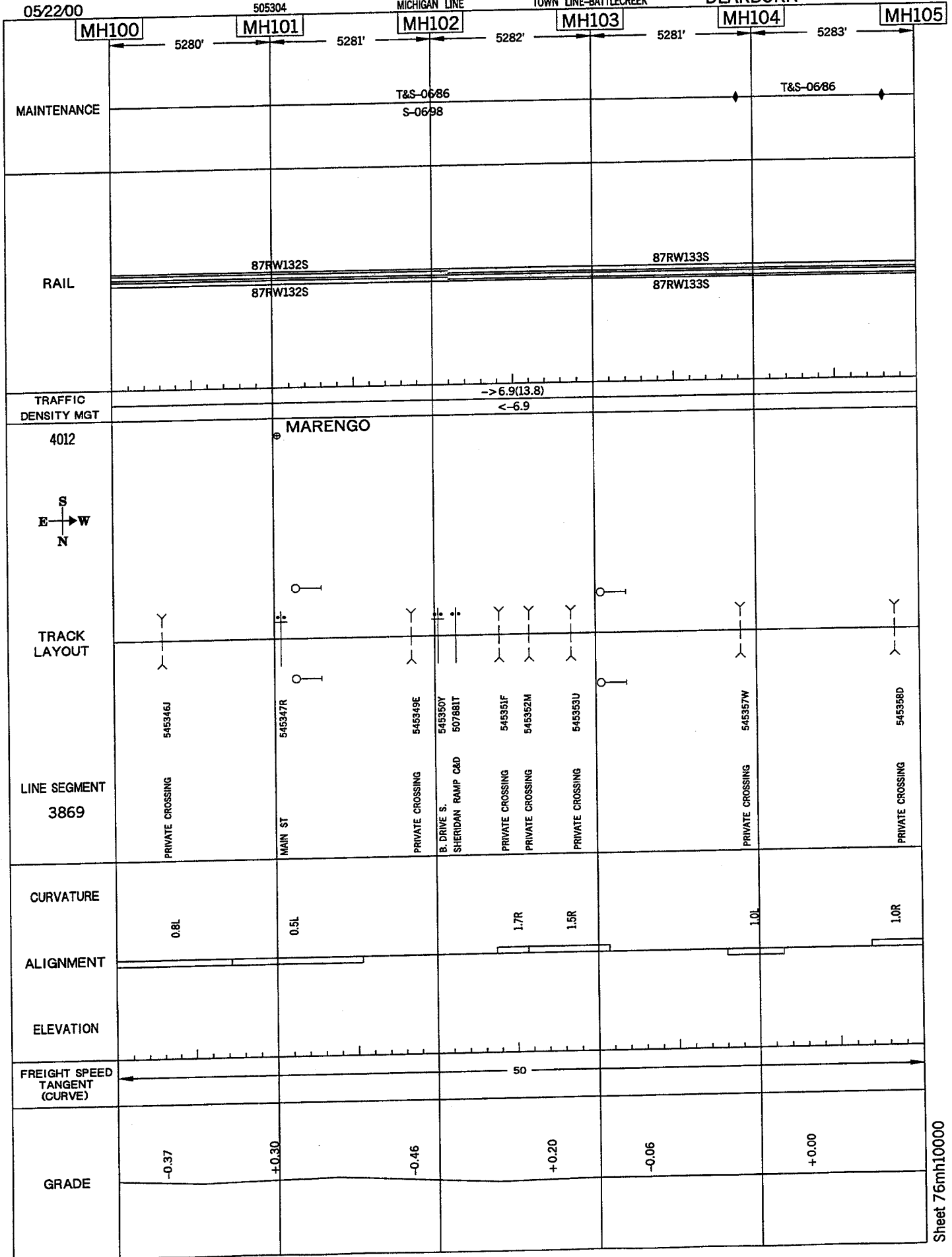
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505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN





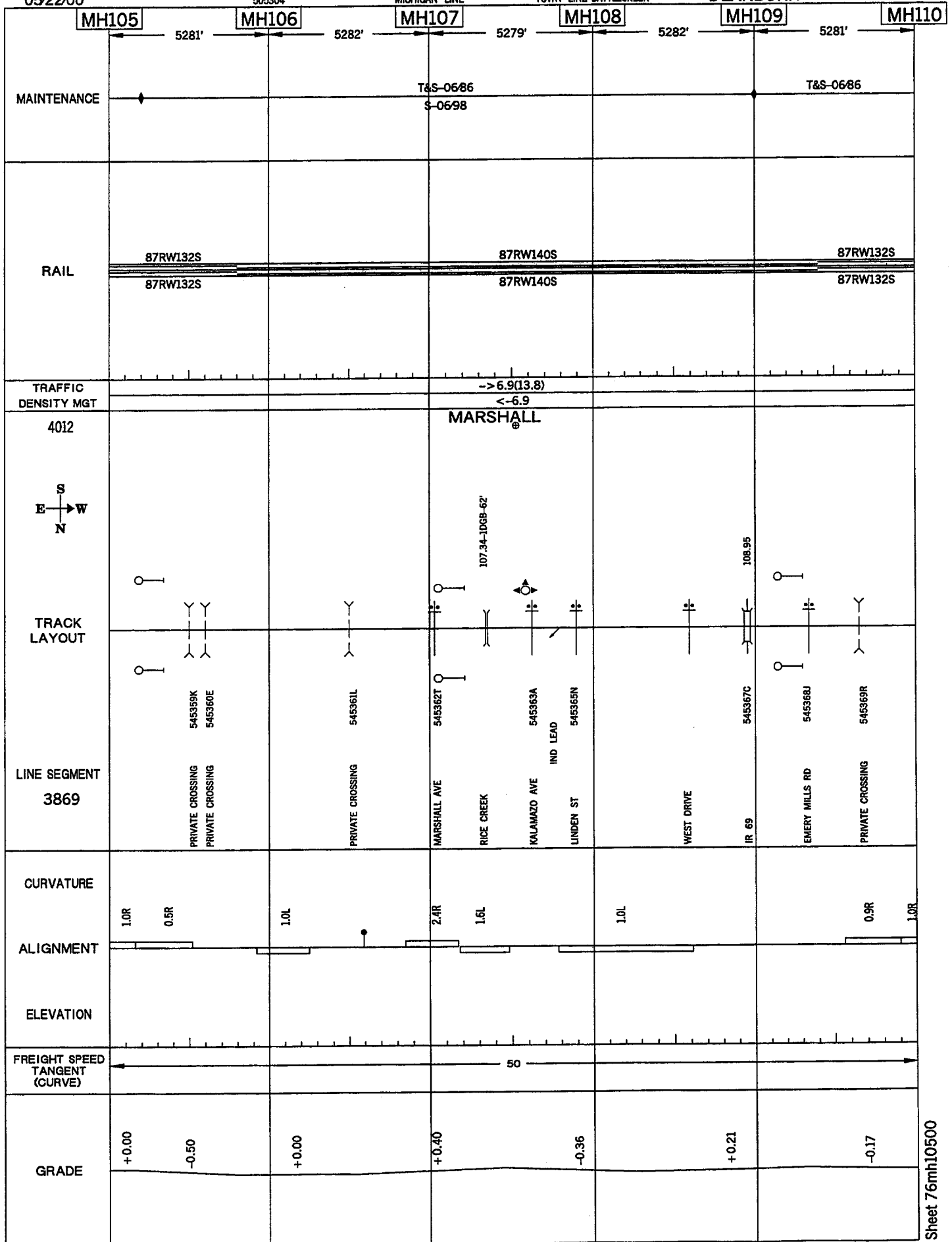
05/22/00

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MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



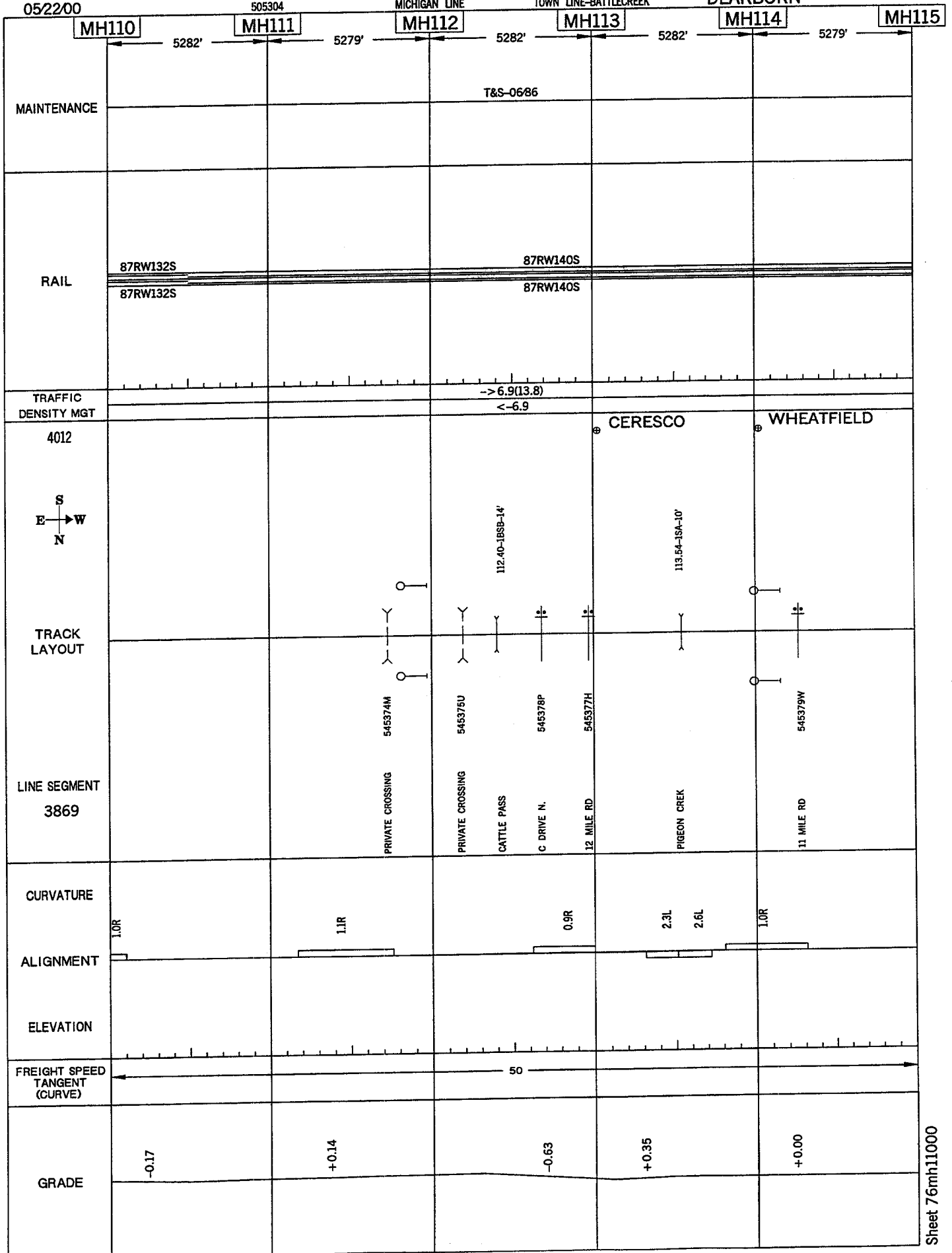
05/22/00

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MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



05/22/00

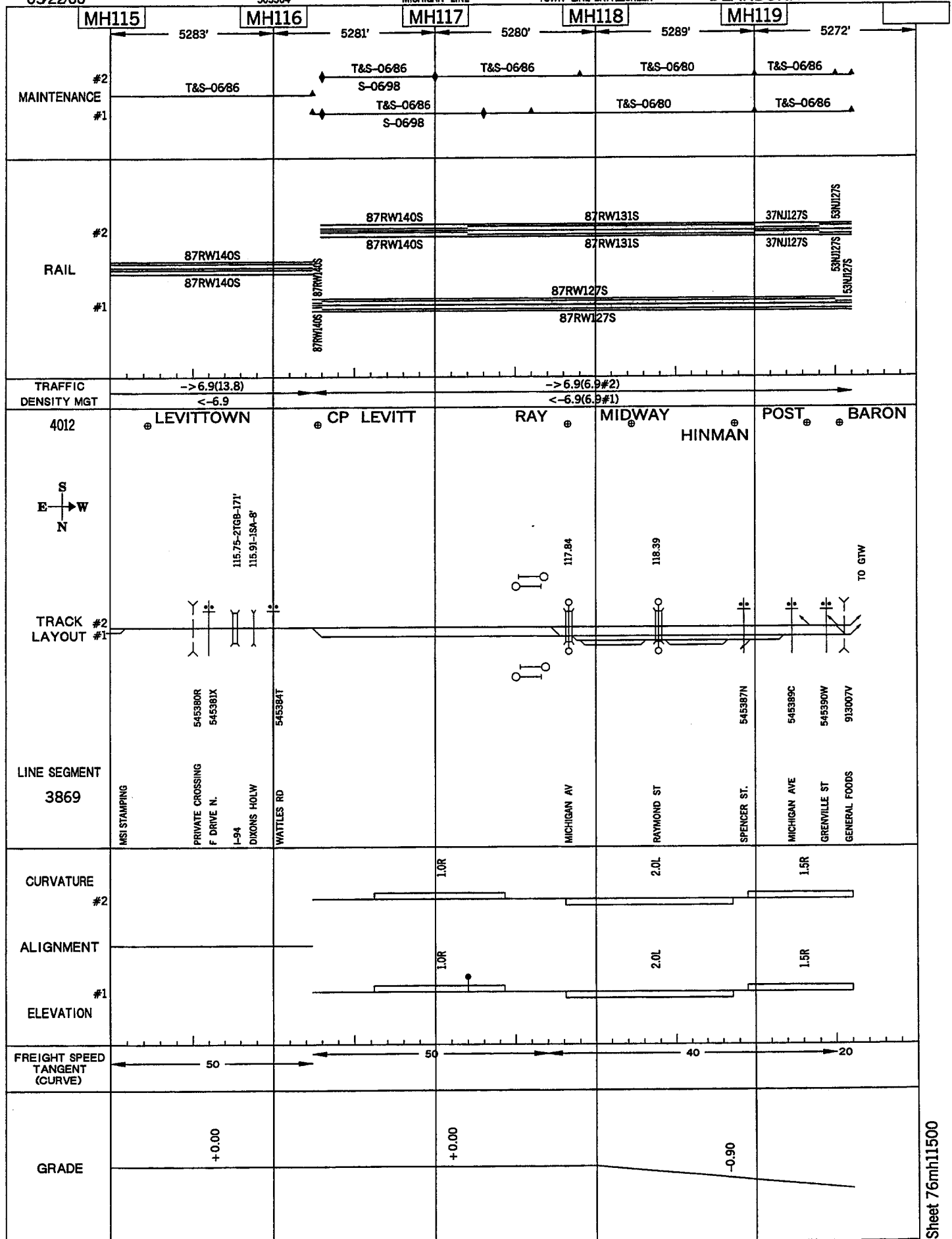
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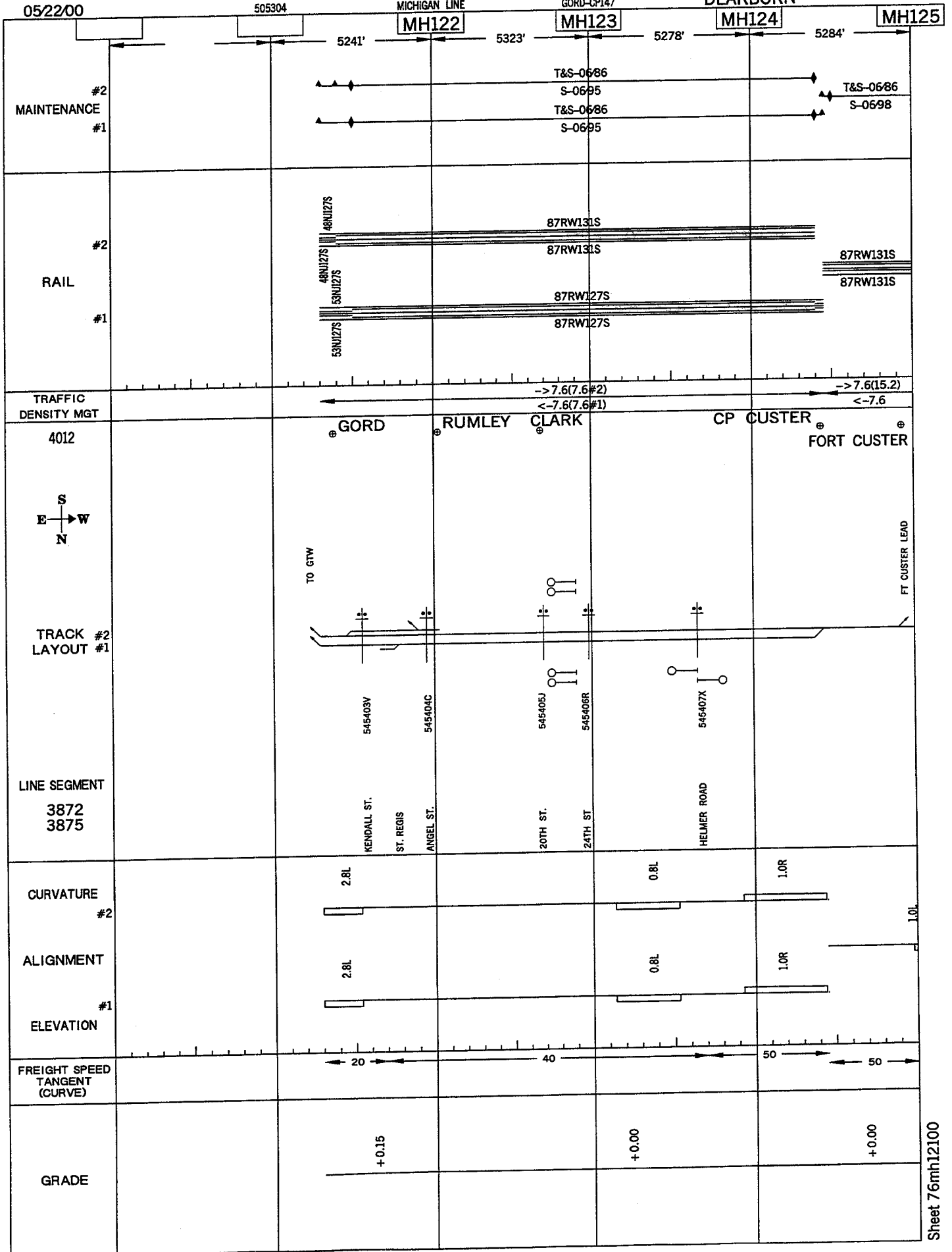
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MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN





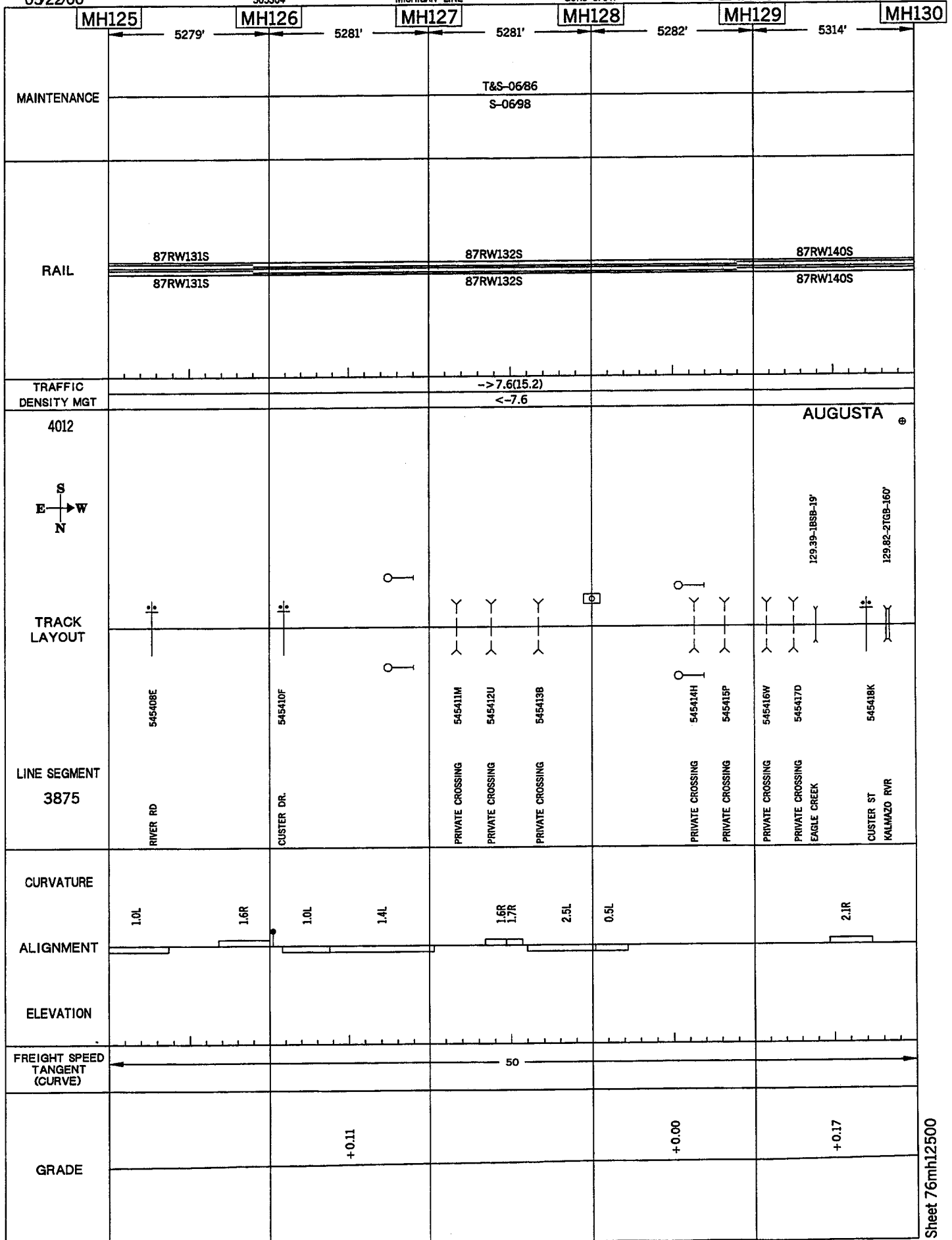
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505304

MICHIGAN LINE

GORD-CP147

DEARBORN



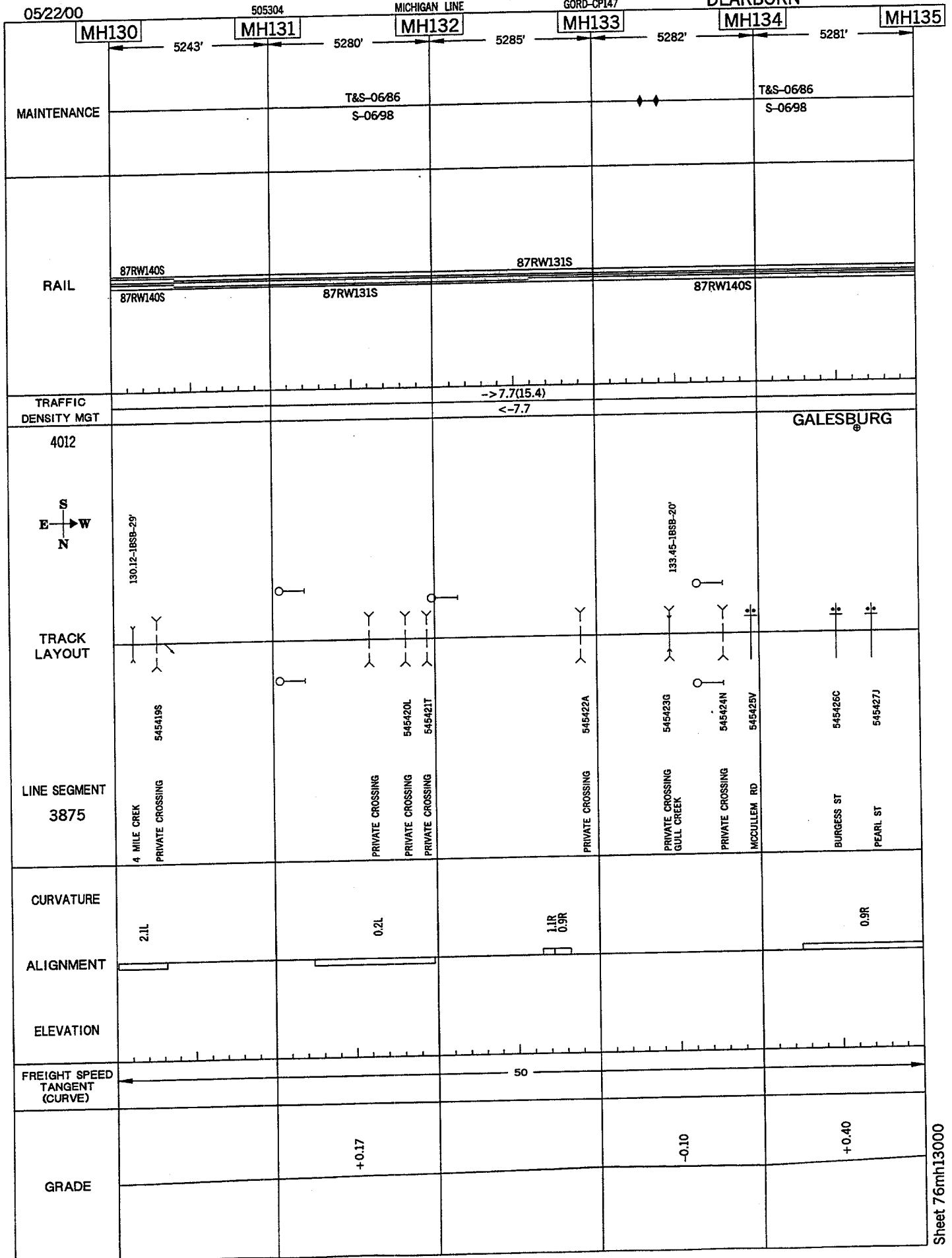
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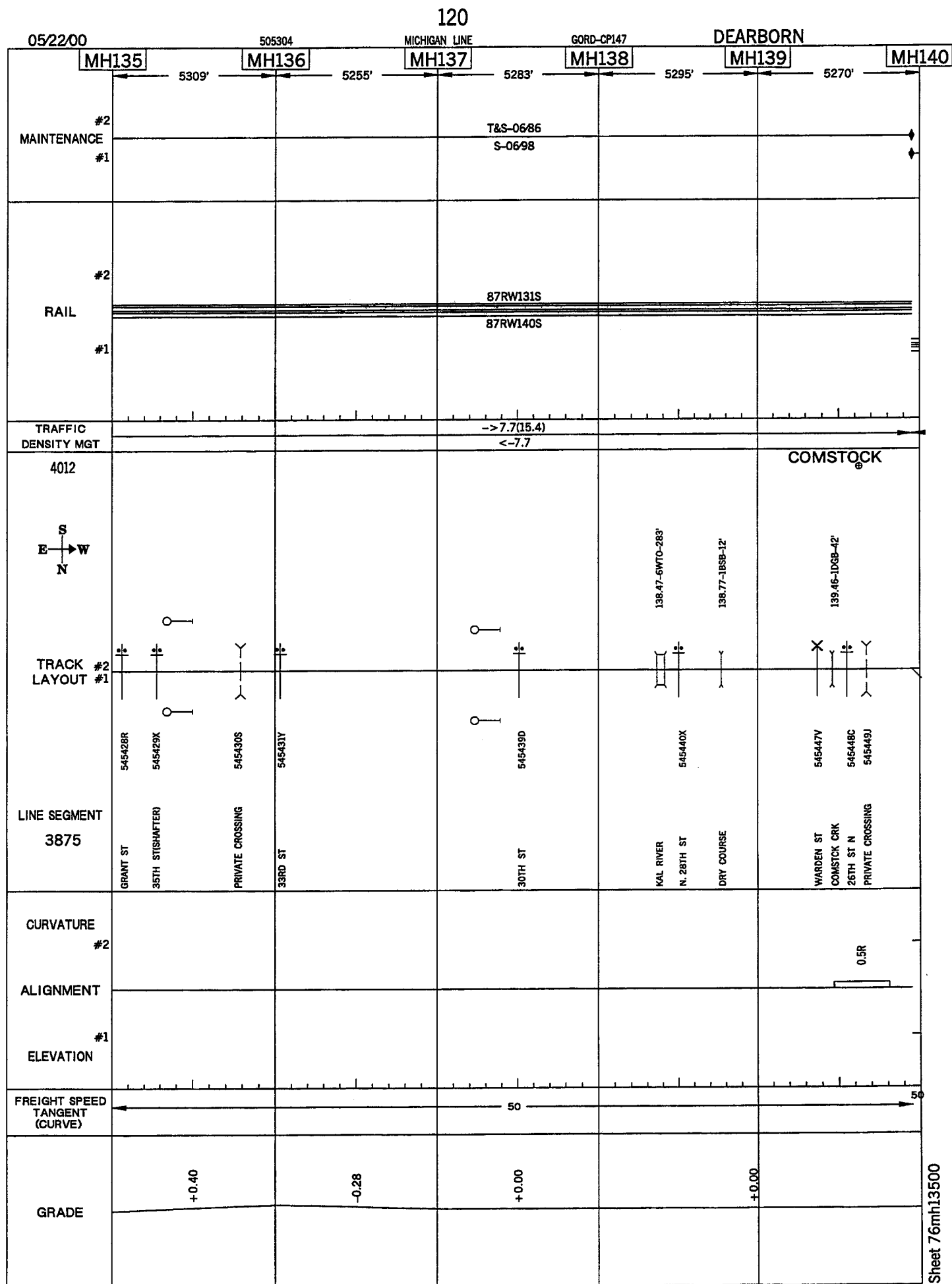
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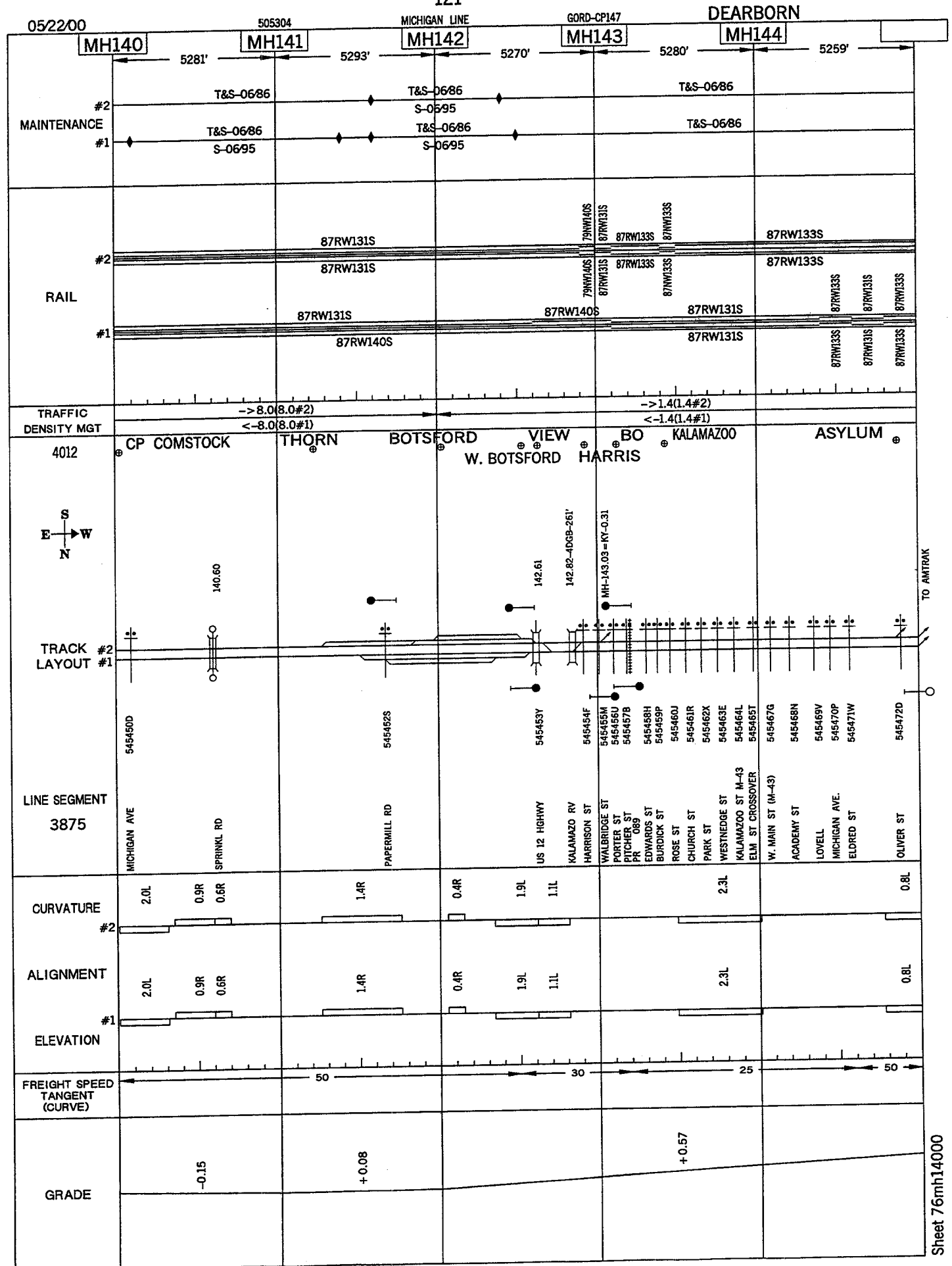
MICHIGAN LINE

GORD-CP147

DEARBORN







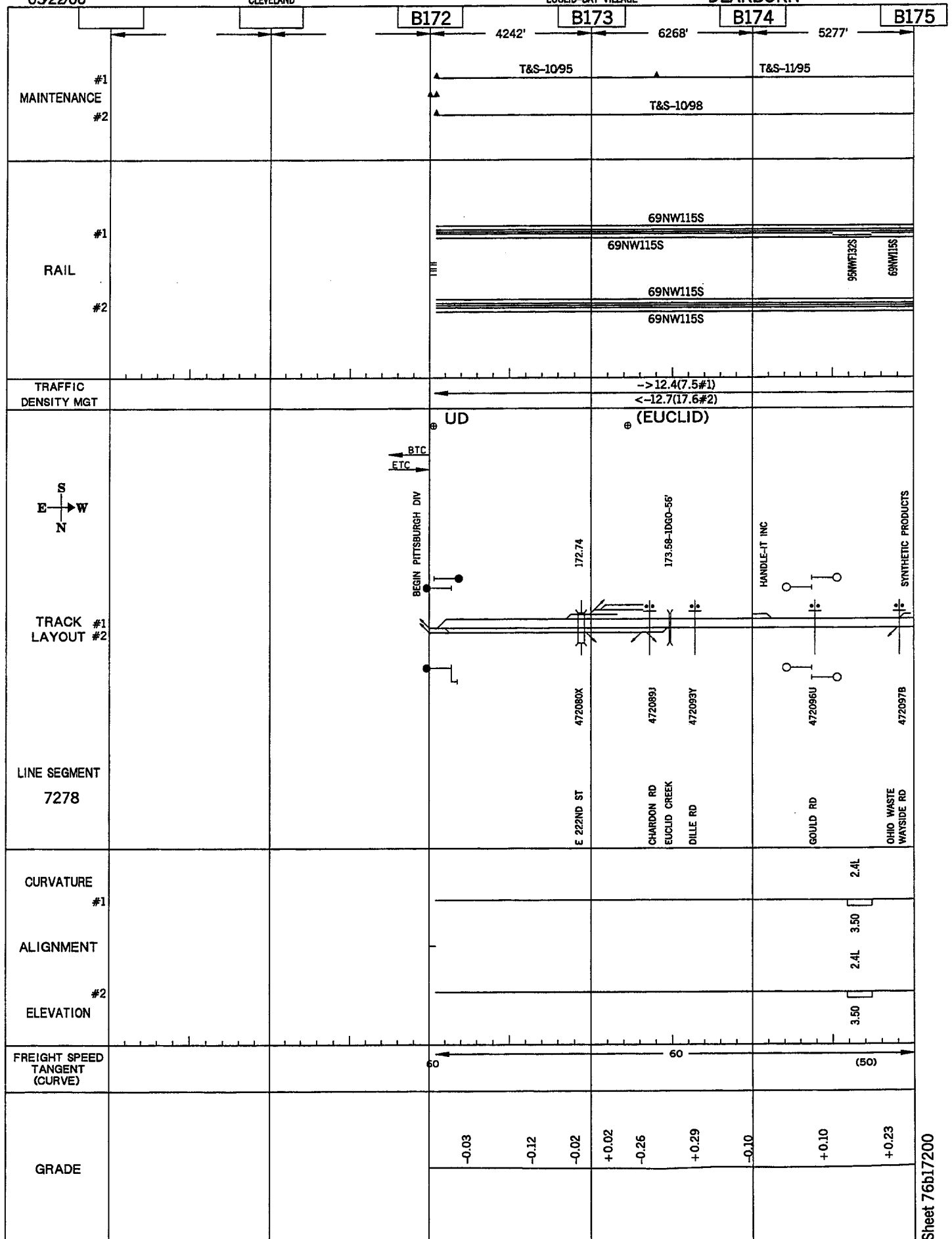


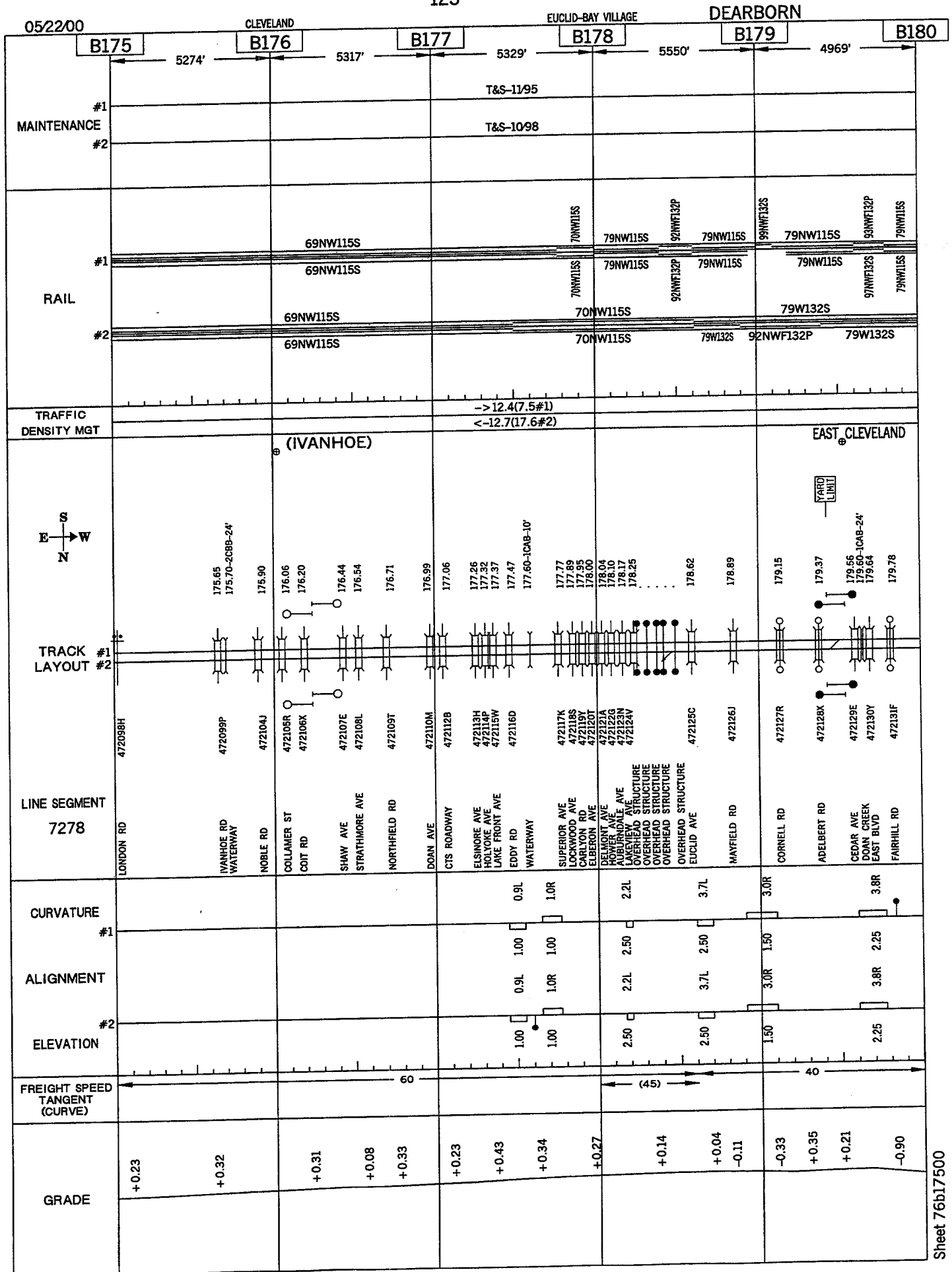
05/22/00

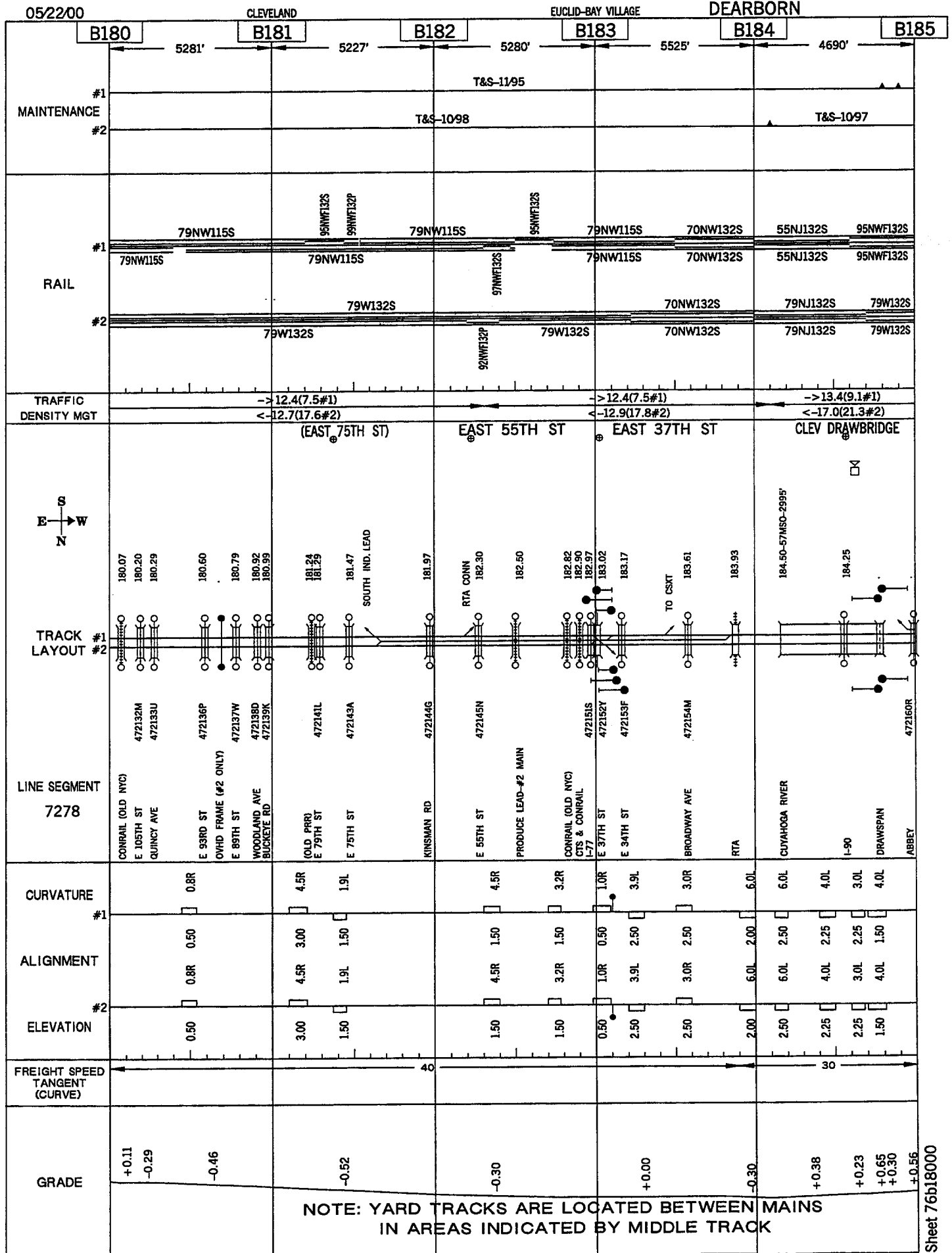
CLEVELAND

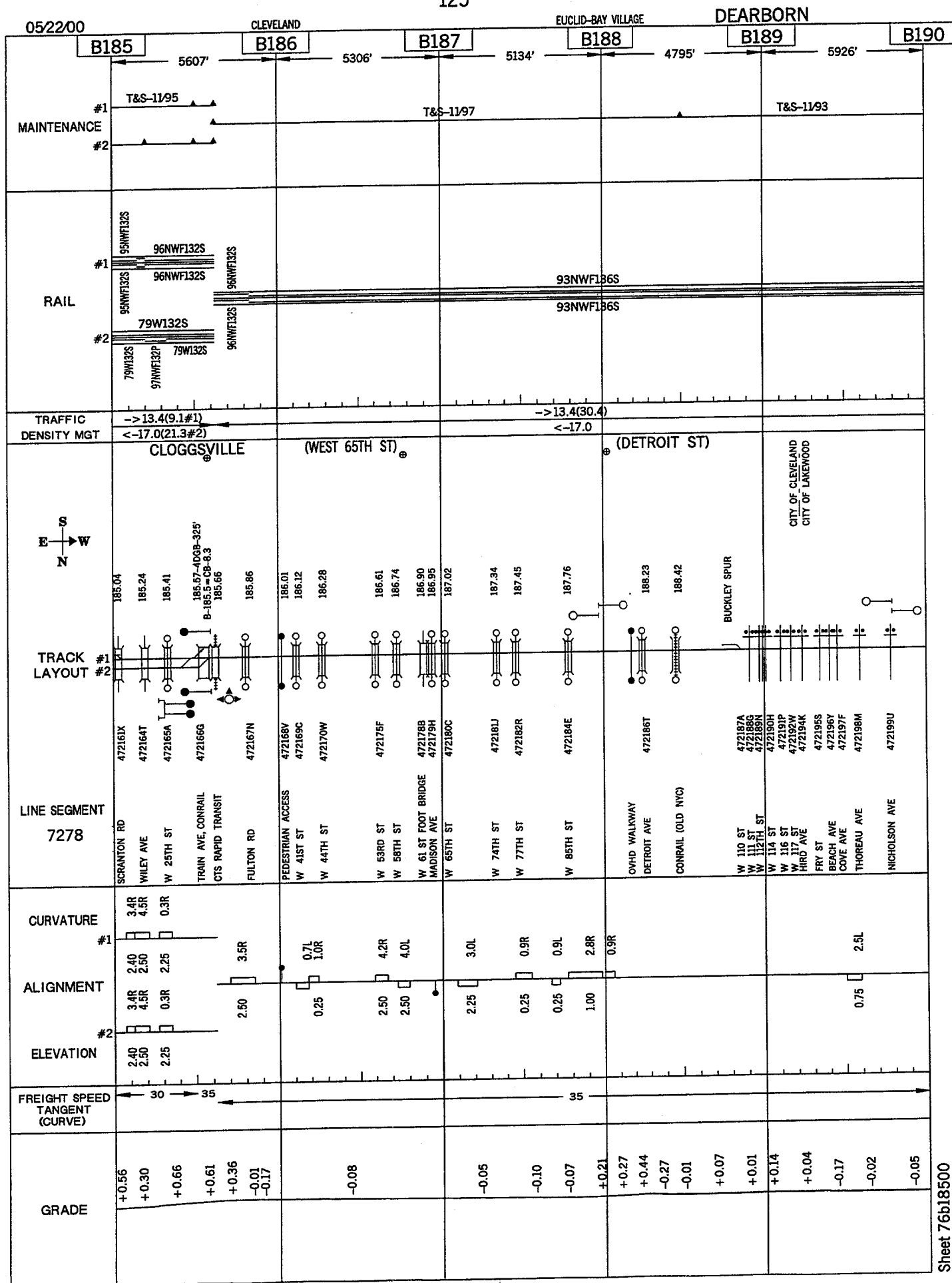
EUCLID-BAY VILLAGE

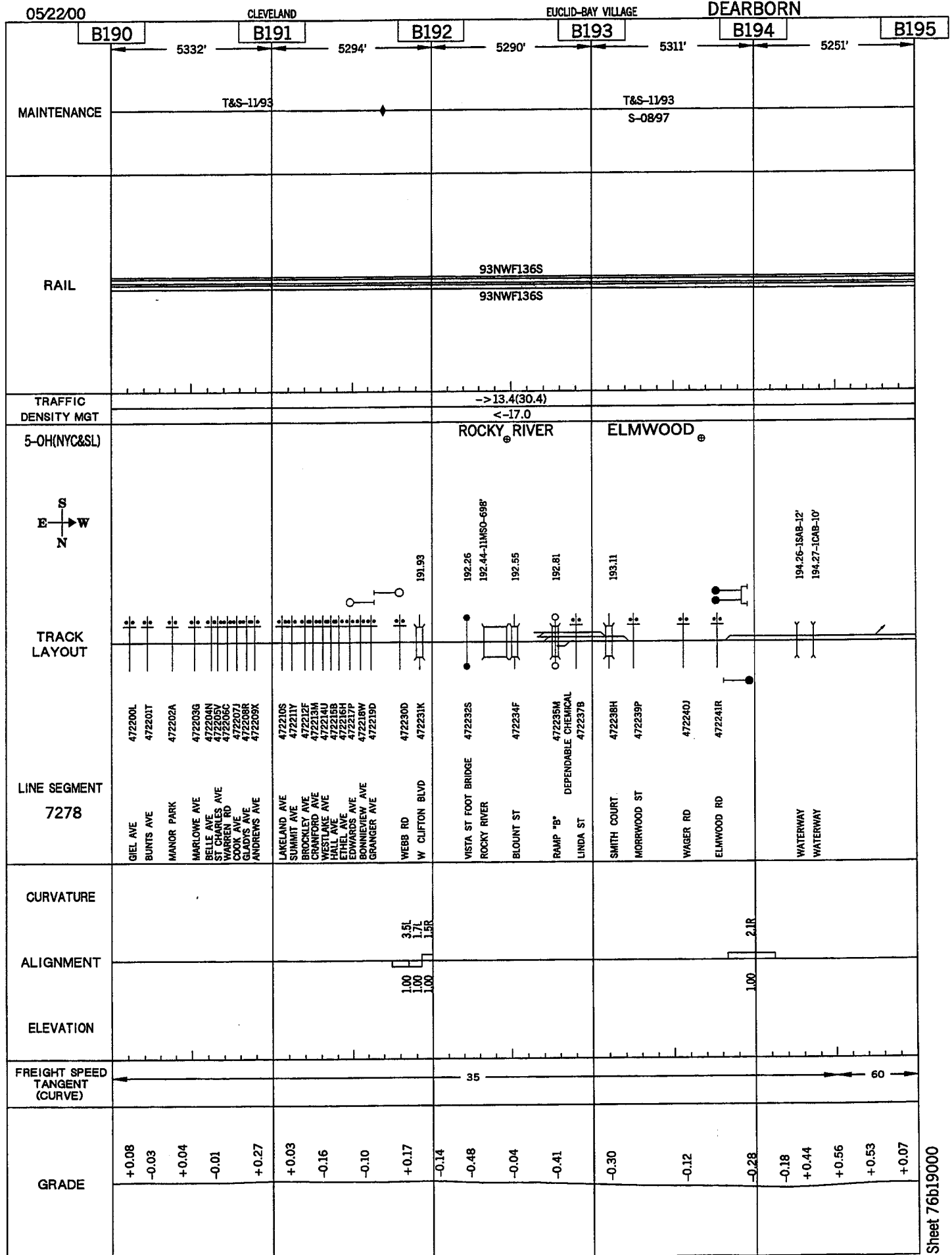
DEARBORN

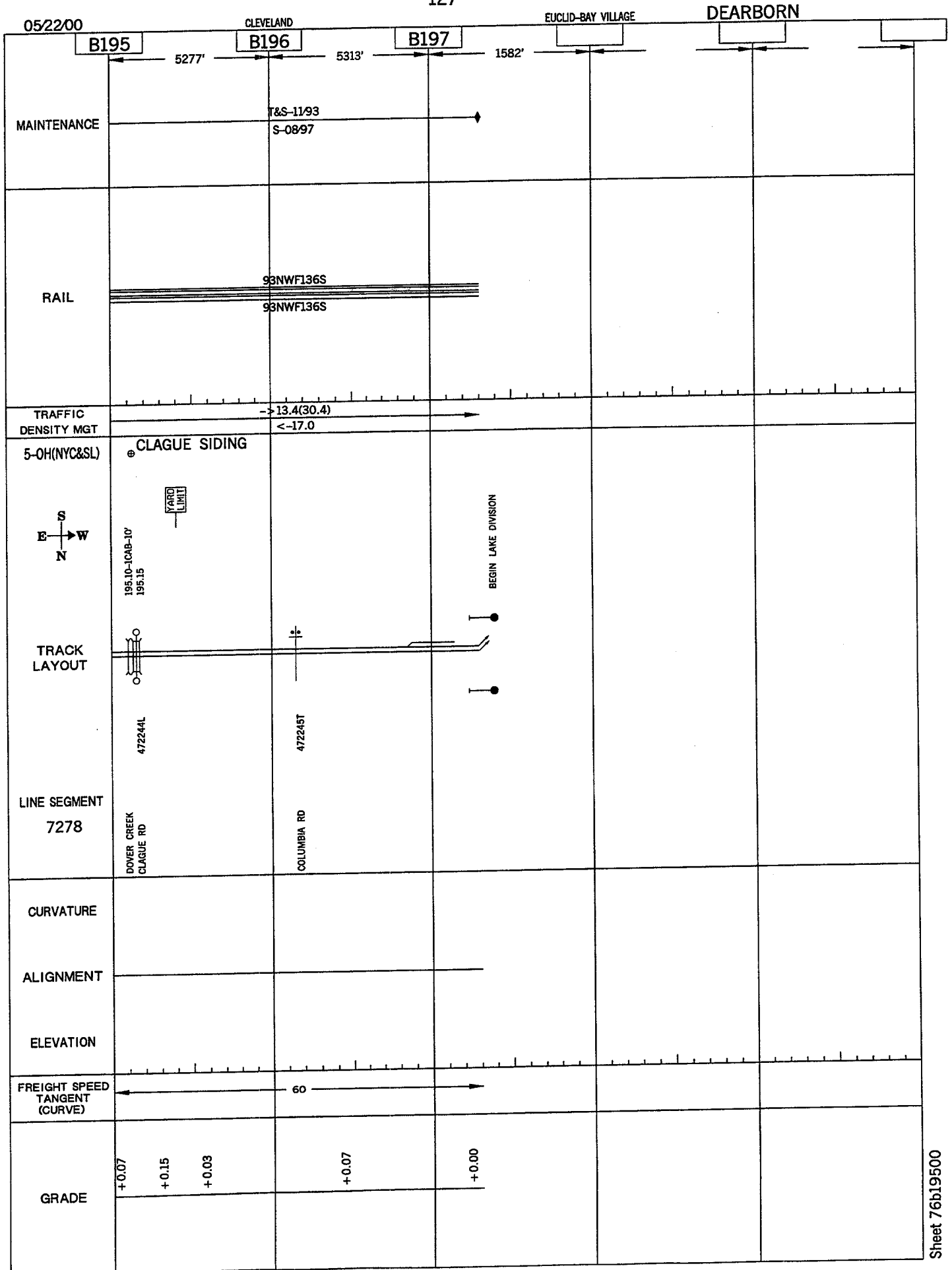




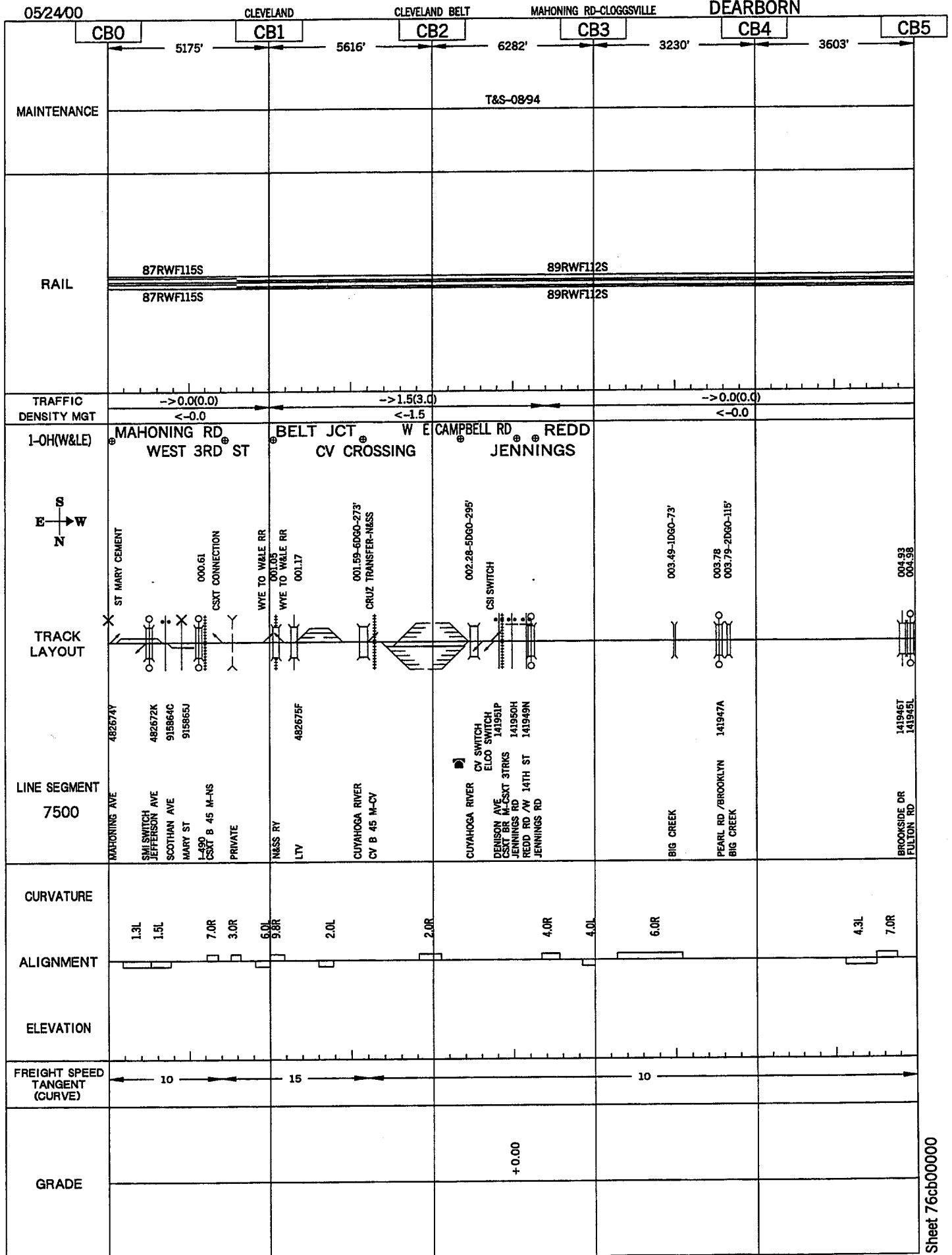


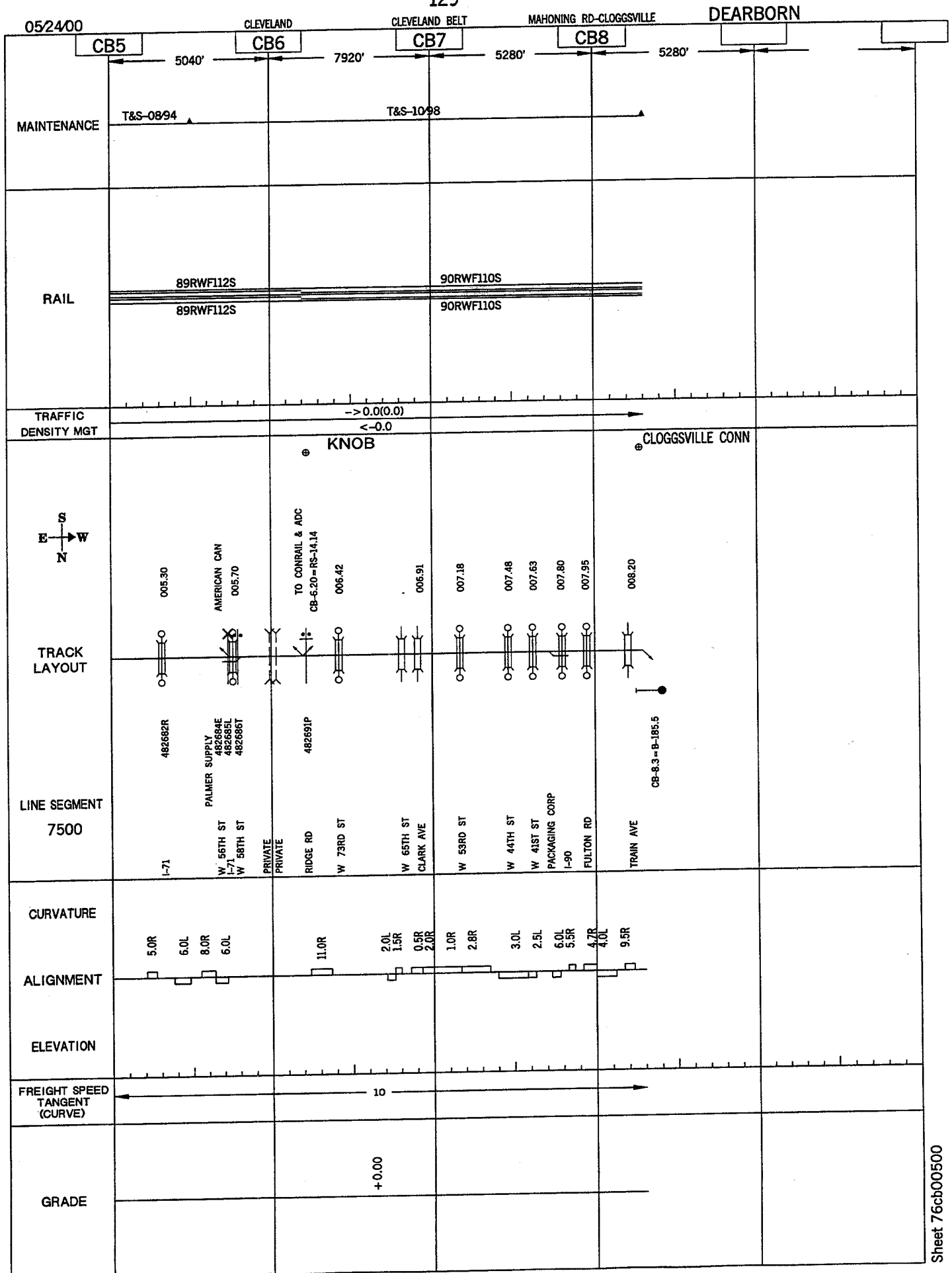






05/24/00







052200

502412

CLEVELAND LINE

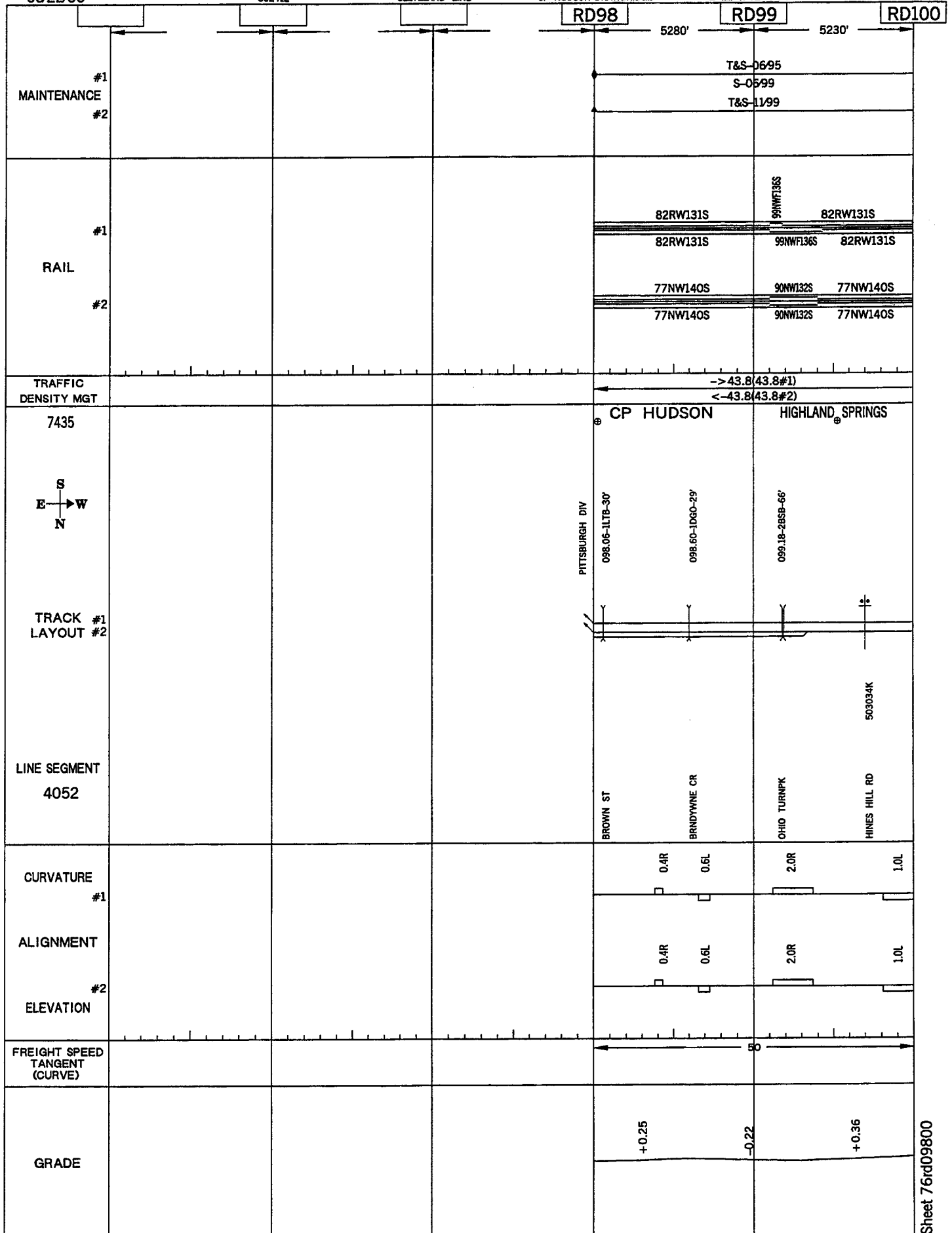
CP HUDSON-DRAWBRIDGE

DEARBORN

RD98

RD99

RD100



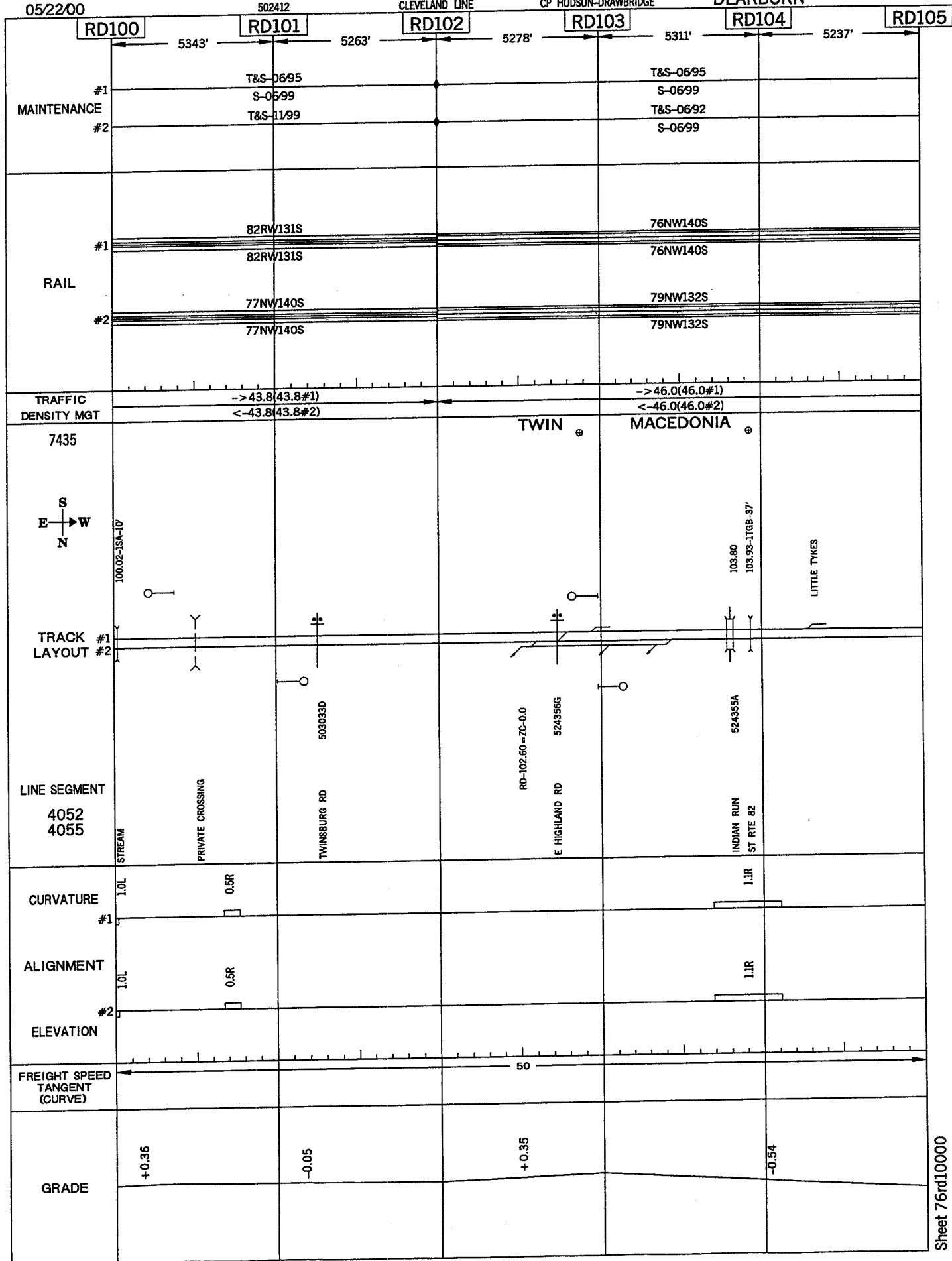
05/22/00

502412

CLEVELAND LINE

CP HUDSON-DRAWBRIDGE

DEARBORN



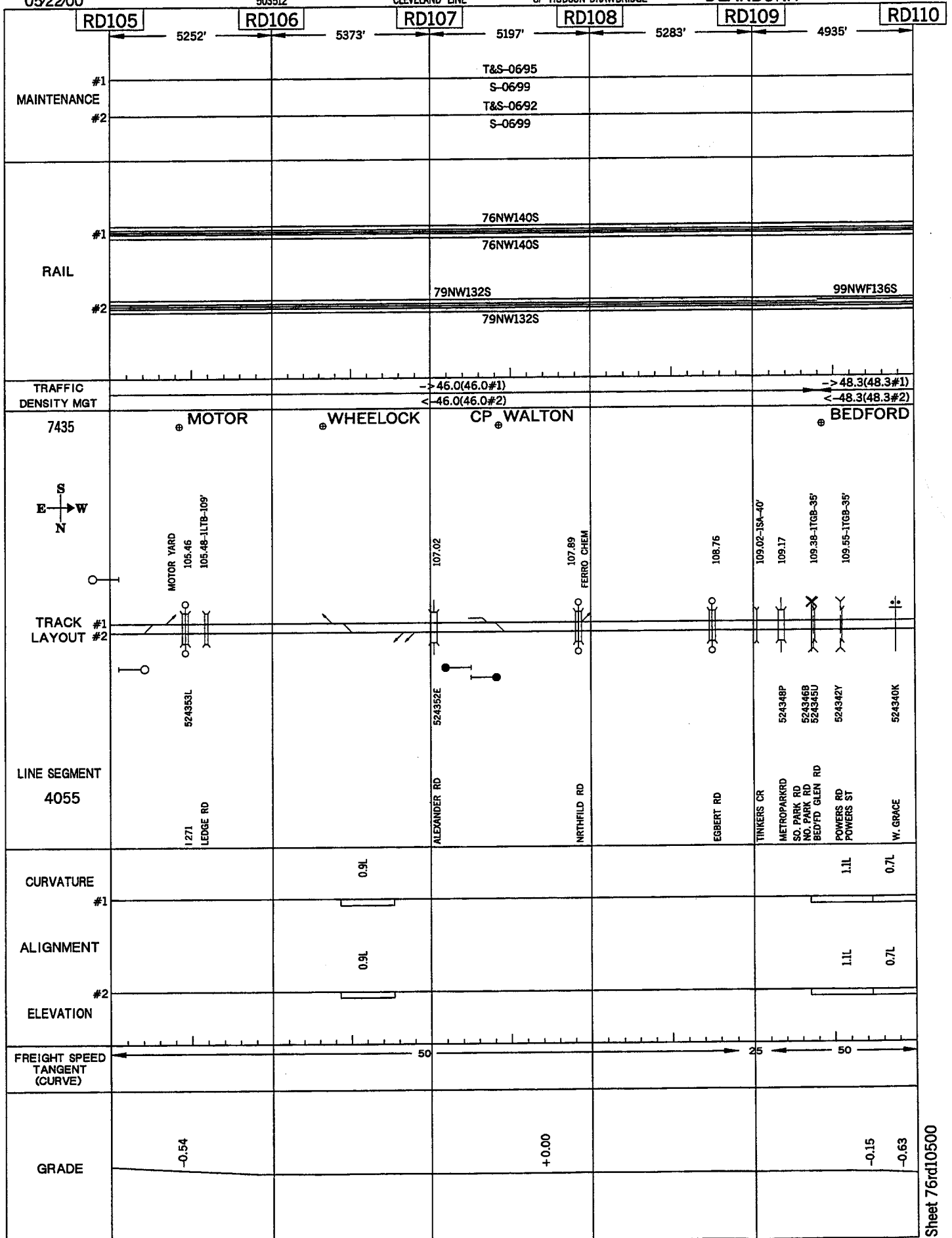
052200

503512

CLEVELAND LINE

CP HUDSON-DRAWBRIDGE

DEARBORN

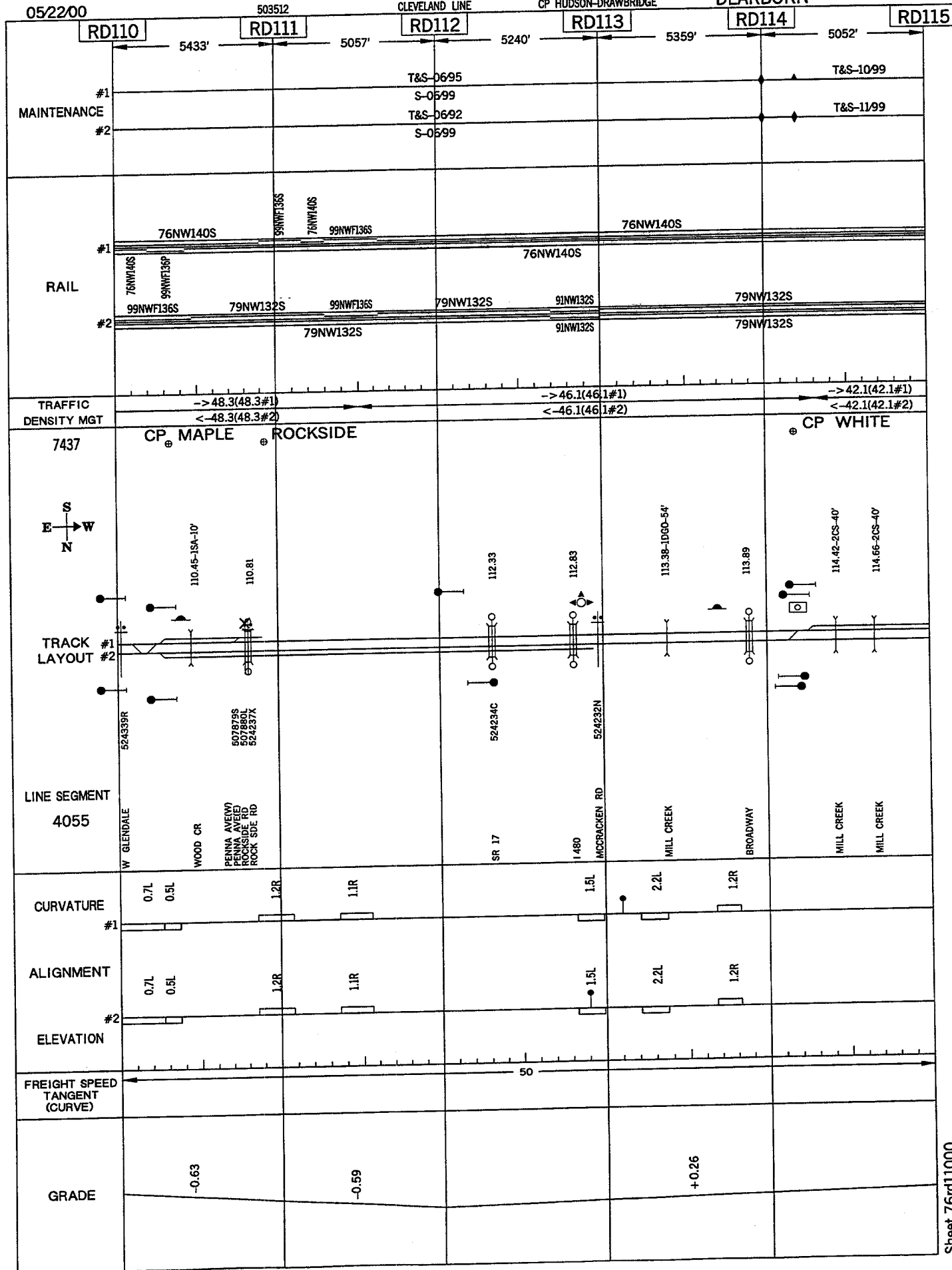


05/22/00

CLEVELAND LINE

CP HUDSON-DRAWBRIDGE

DEARBORN



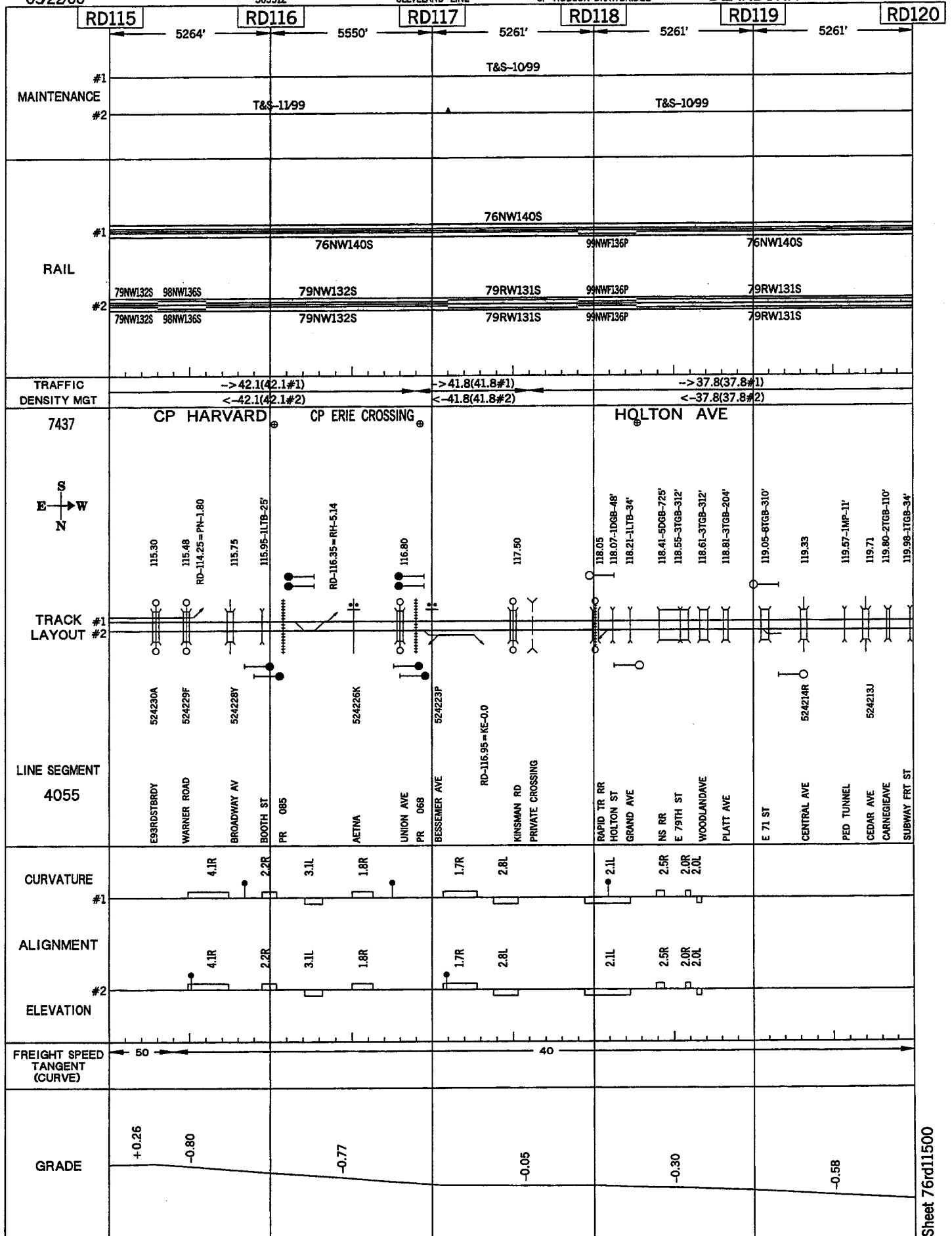
05/22/00

503512

CLEVELAND LINE

CP HUDSON-DRAWBRIDGE

DEARBORN



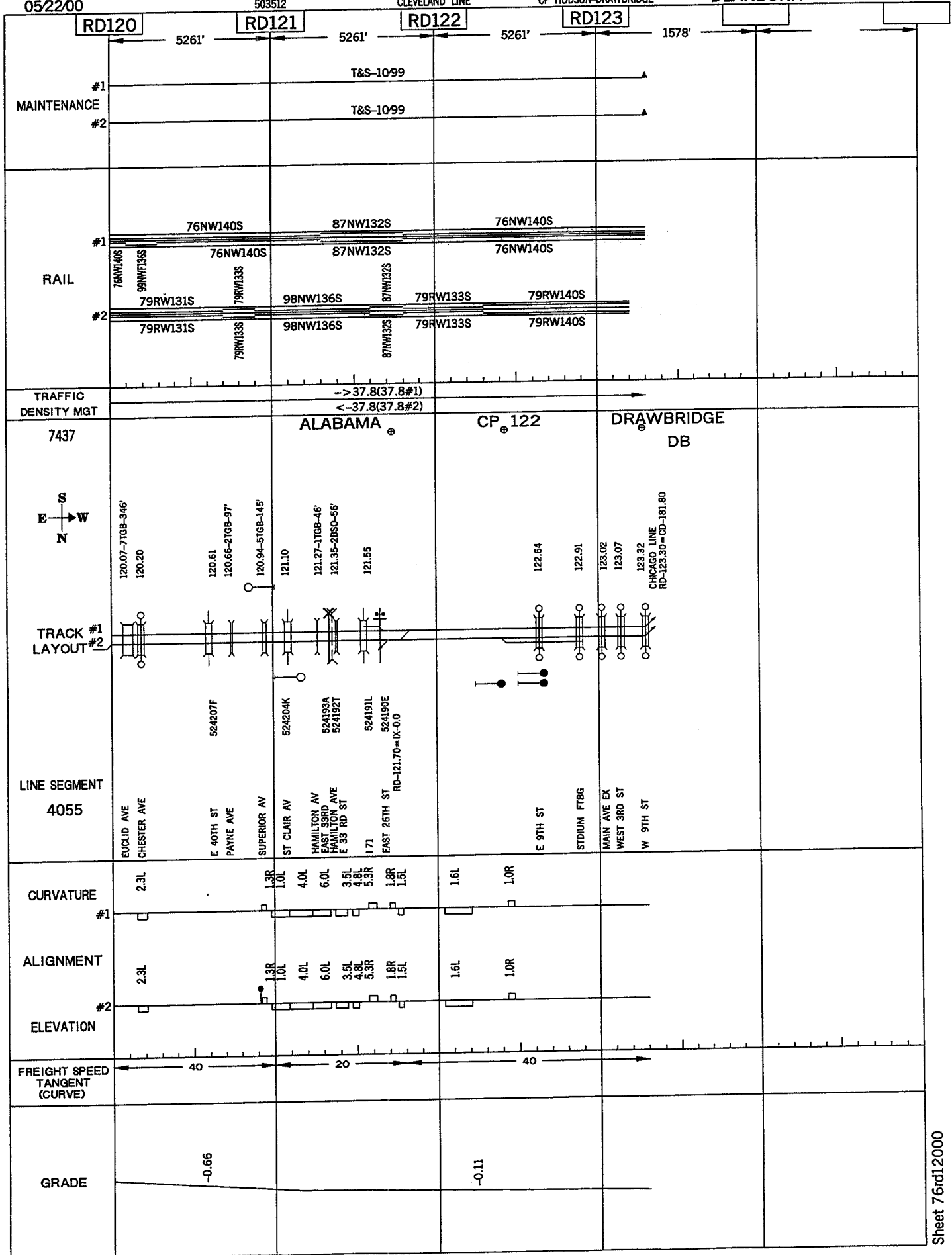
052200

503512

CLEVELAND LINE

CP HUDSON-DRAWBRIDGE

DEARBORN



05/22/00

503532

FLATS I.T.

CLARK-SHORT

DEARBORN

RS14

RS15

5280'

T&S-06/98

MAINTENANCE

RAIL

88RW127S  
88RW127S  
66RW127S

88RW127S

88RW127S

66RW127S

TRAFFIC  
DENSITY MGT

--> 0.1(0.2)

< -0.1

⊕ KNOB

S  
E → W  
N

TRACK  
LAYOUT

RS-14.14=CB-6.20

014.47

523965E

CLINTON RD

LINE SEGMENT  
4067

CURVATURE

0.5R

0.8L

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

15

GRADE

+0.10

+0.20

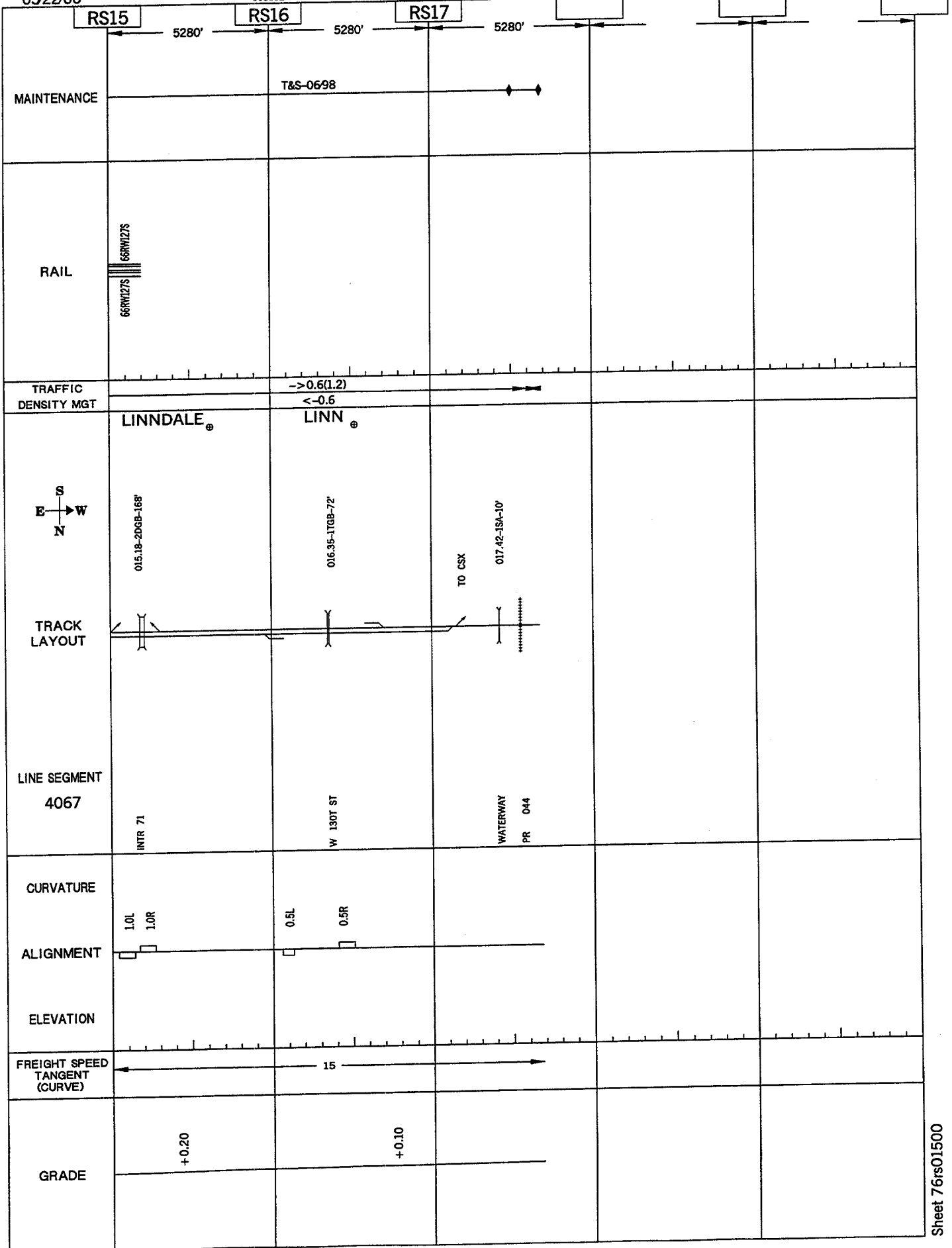
05/22/00

503532

FLATS L.T.

CLARK-SHORT

DEARBORN





138

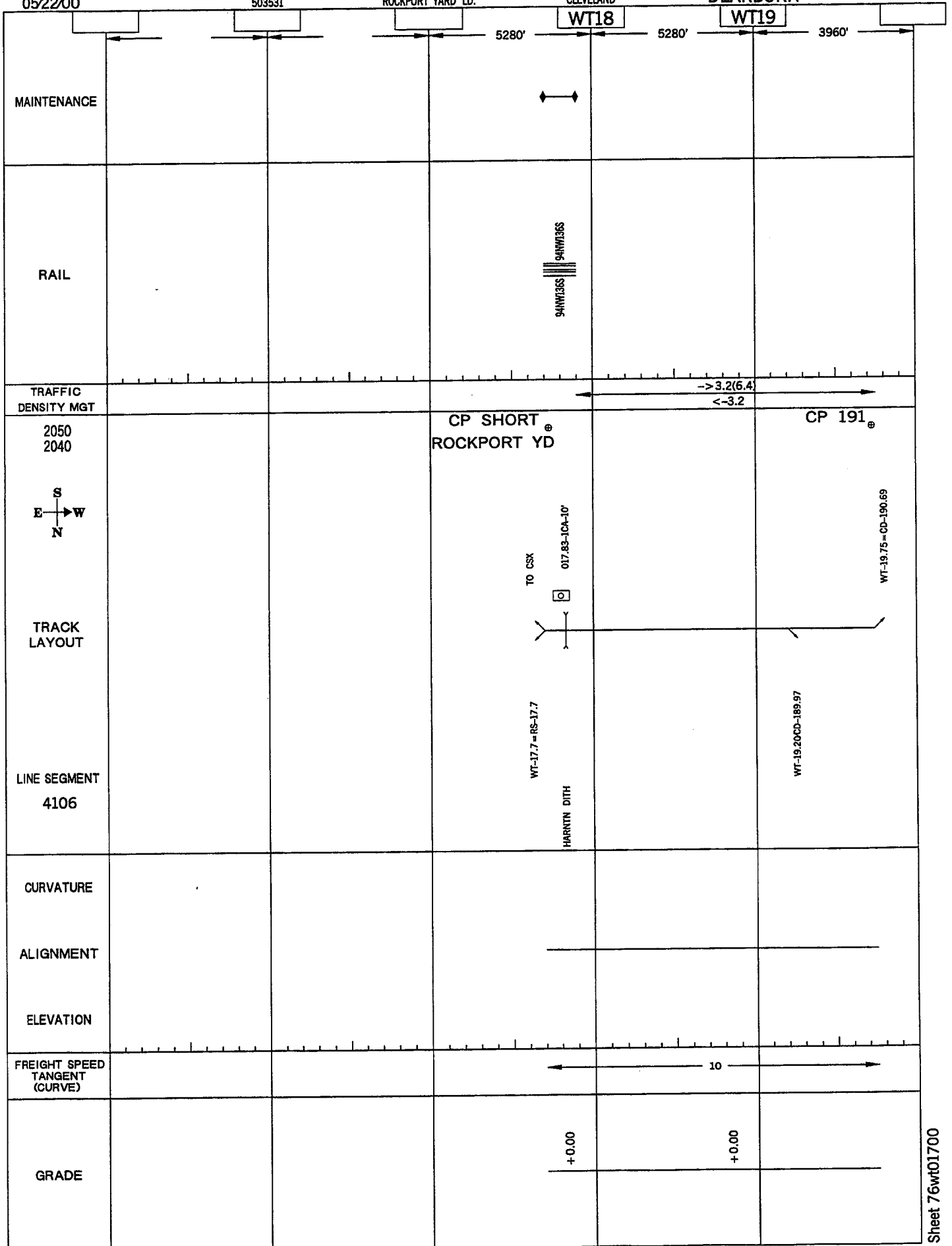
05/22/00

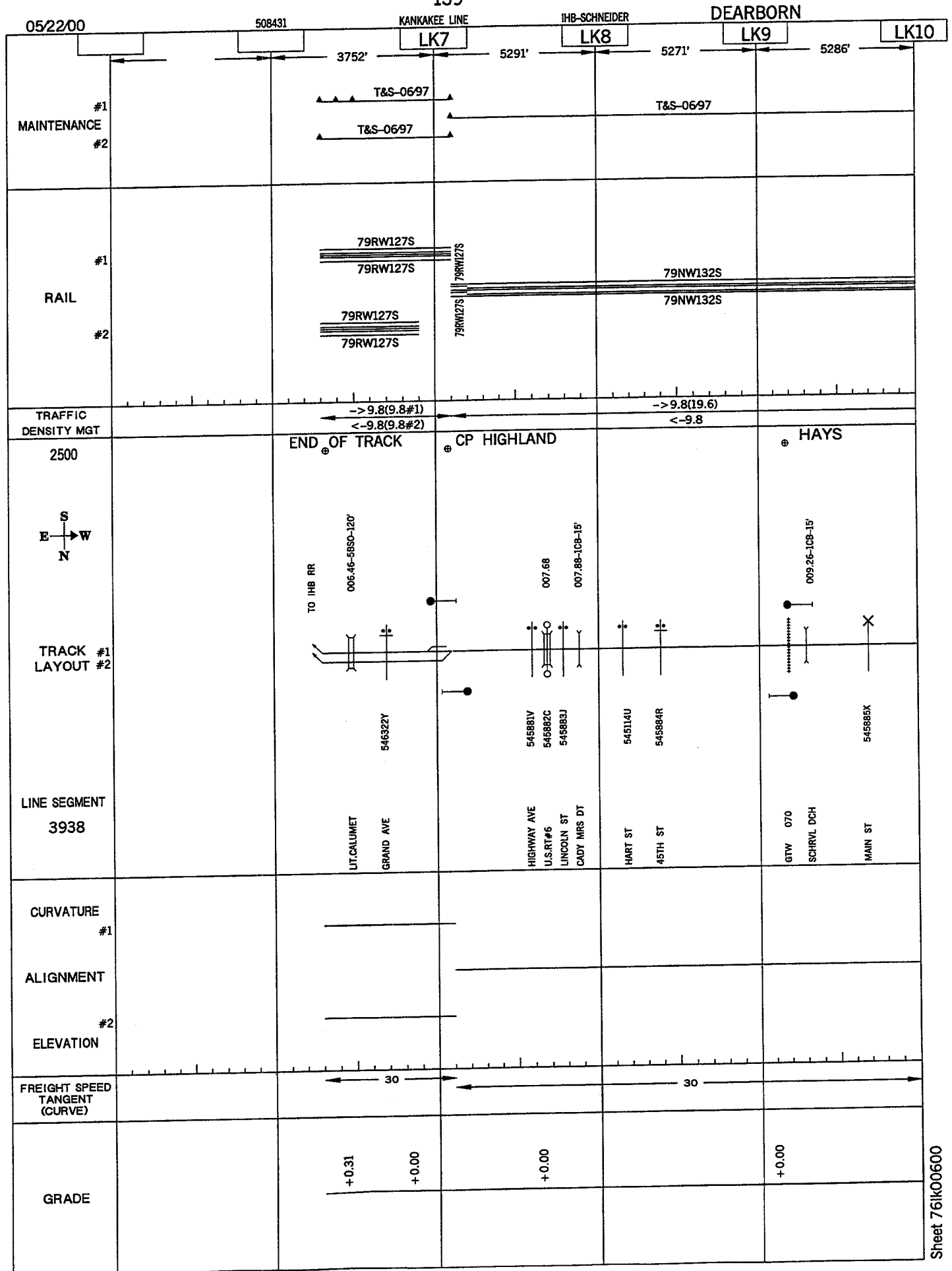
503531

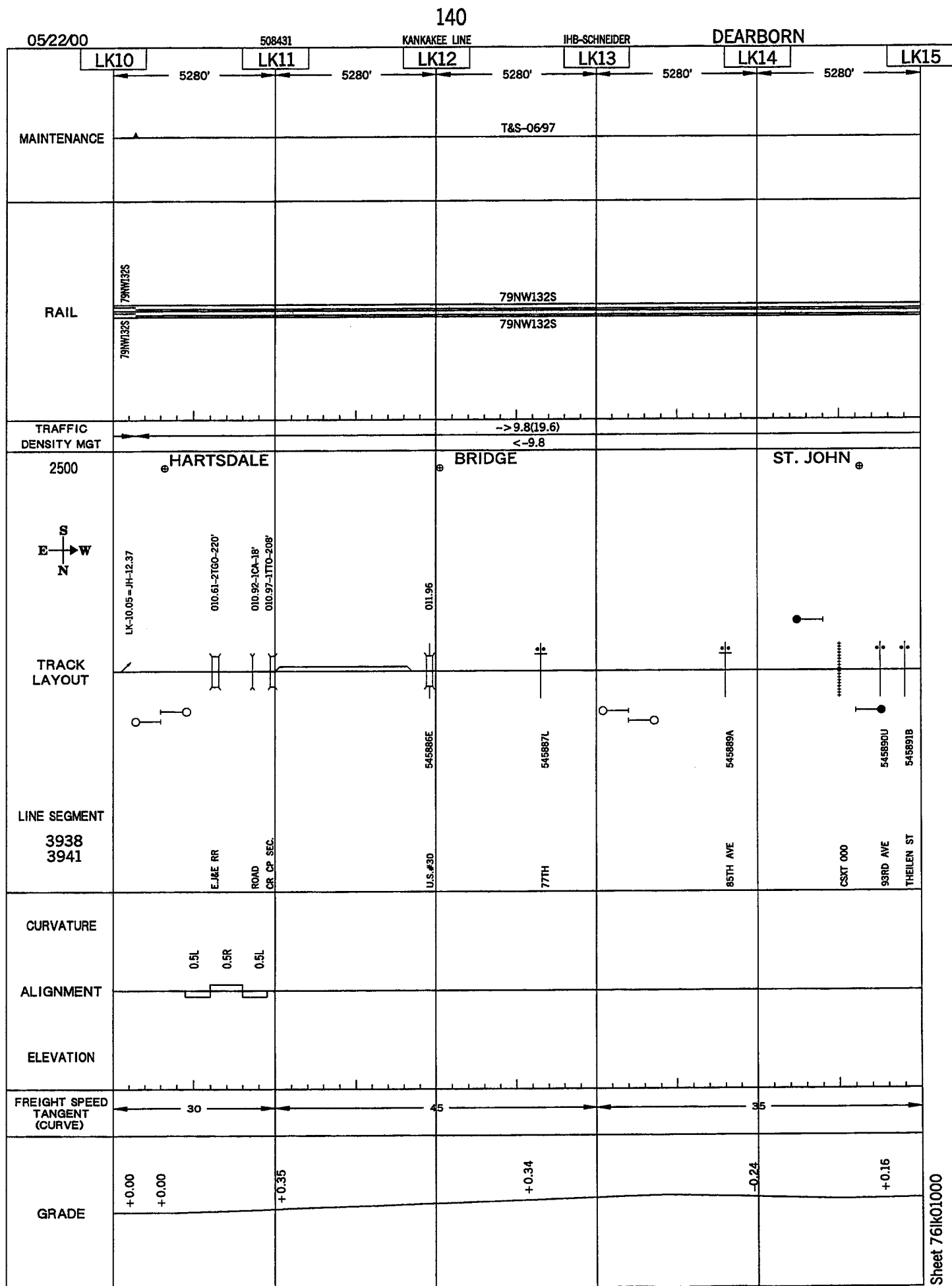
ROCKPORT YARD LD.

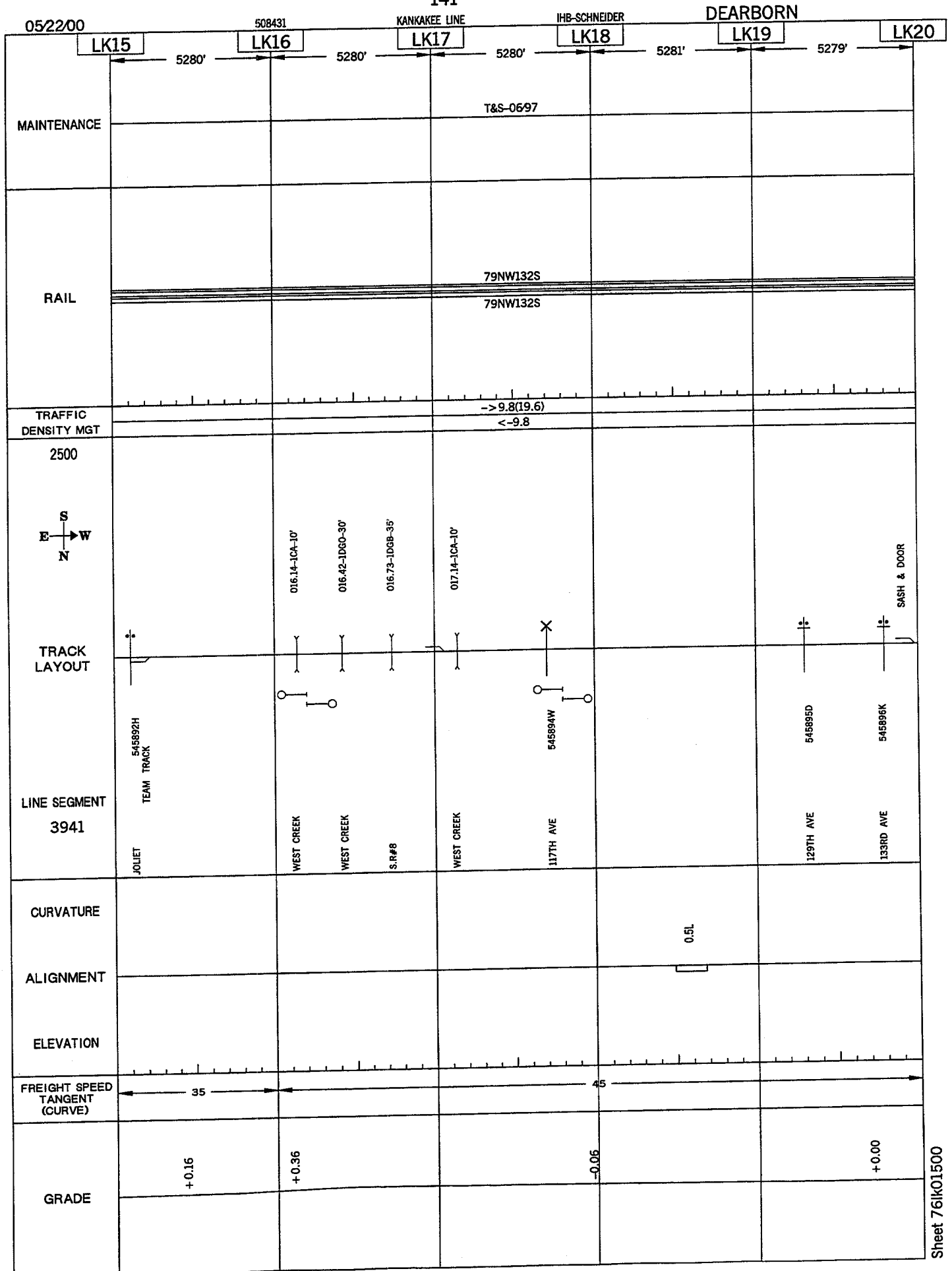
CLEVELAND

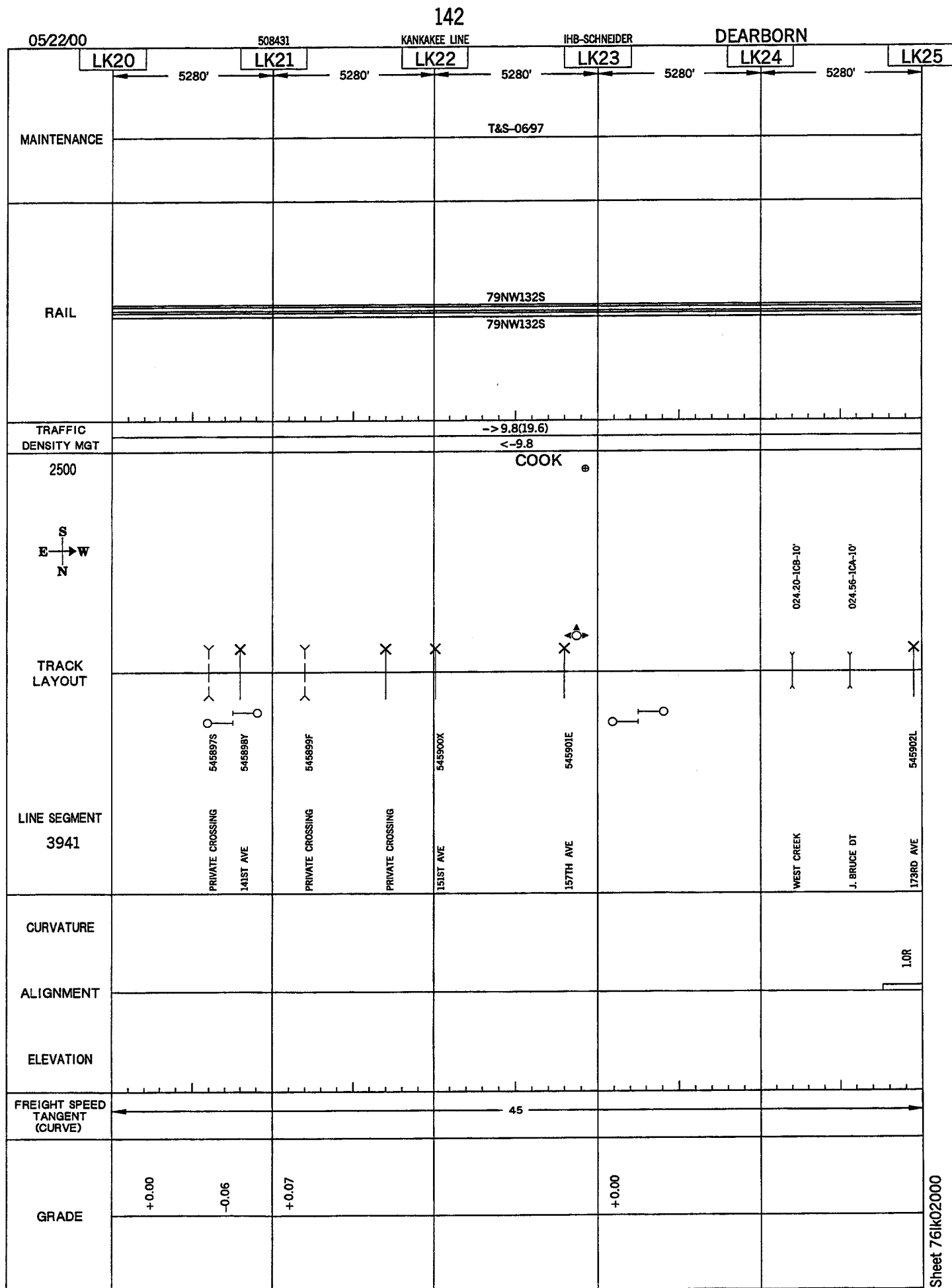
DEARBORN











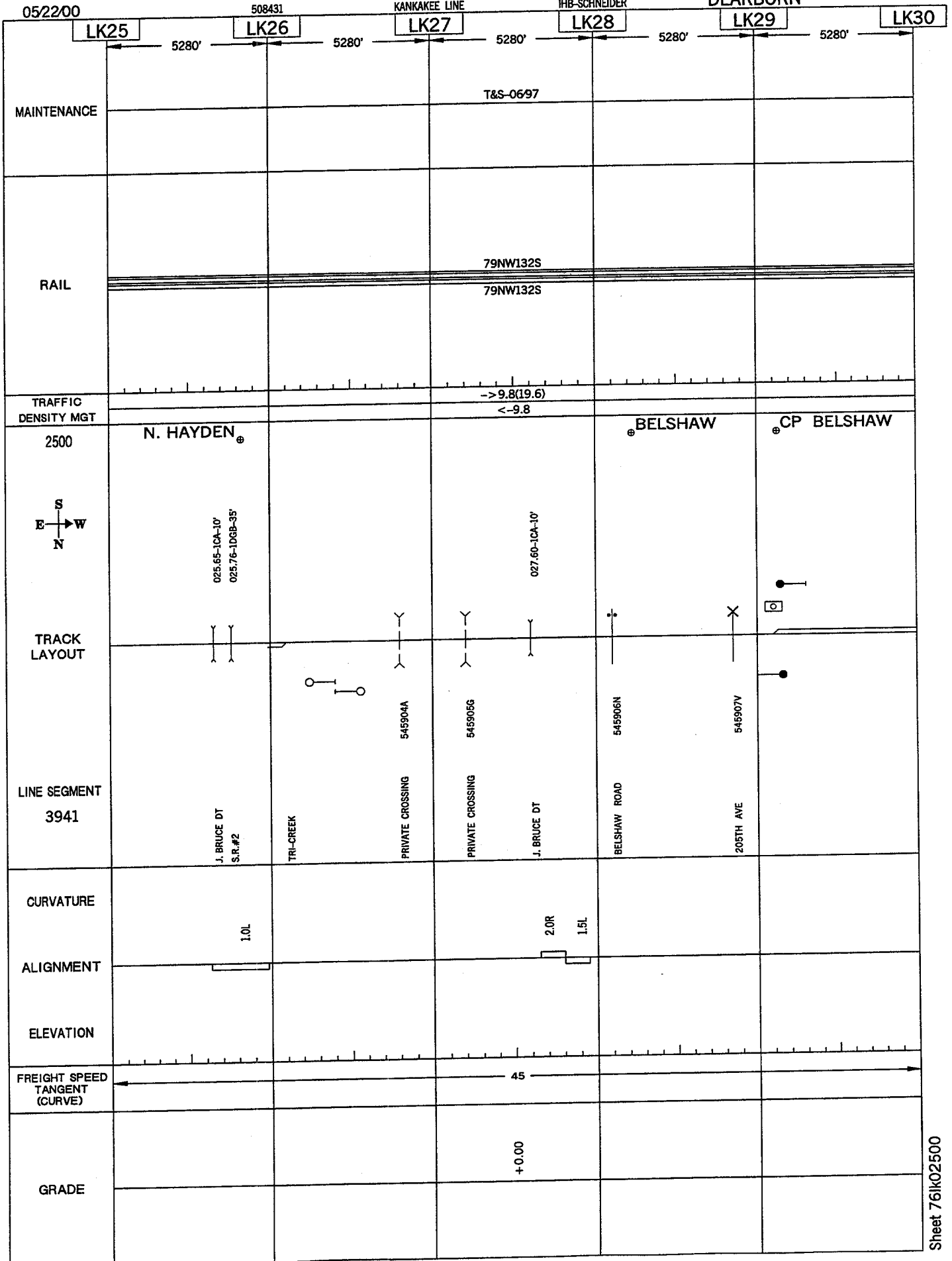
05/22/00

508431

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



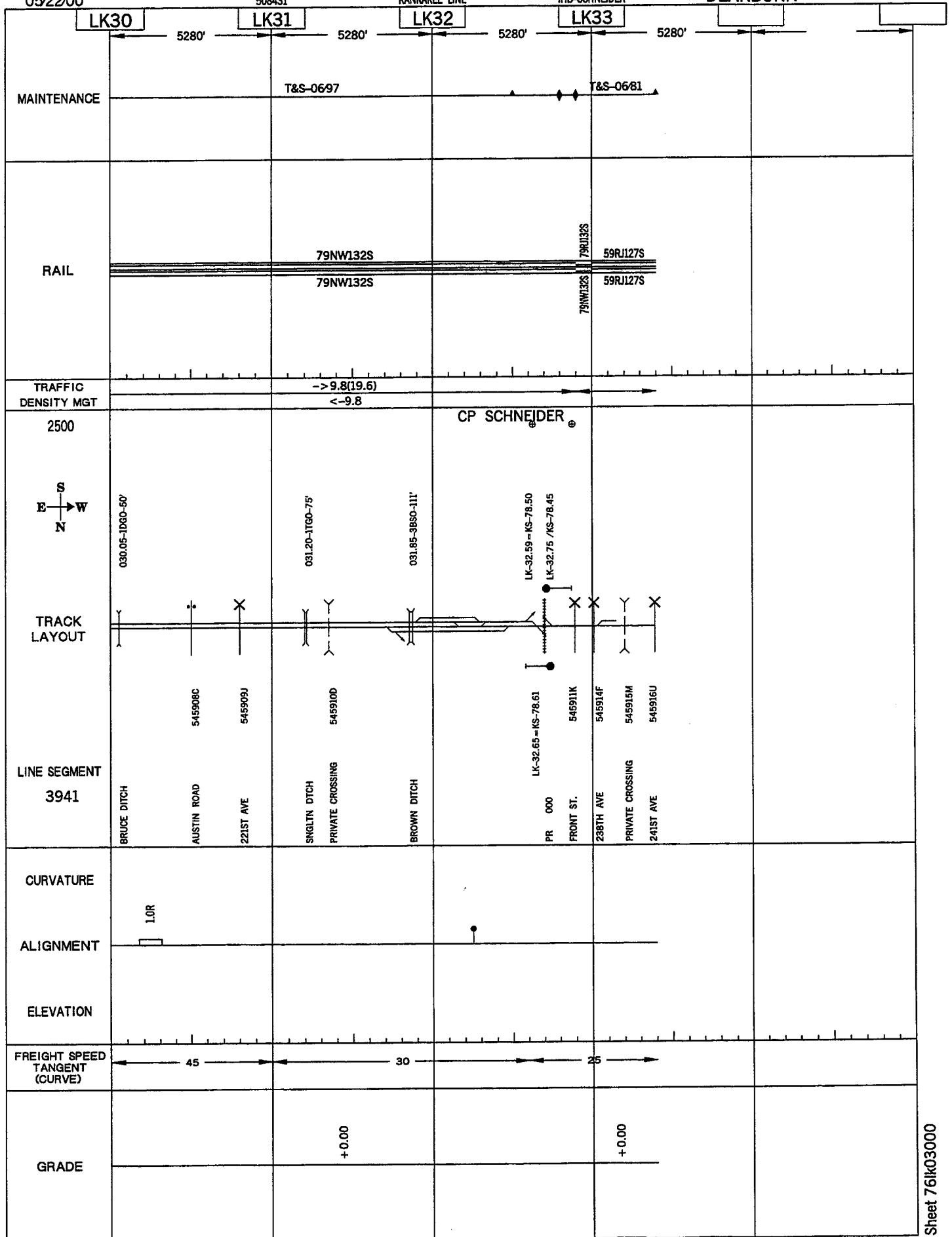
0522/00

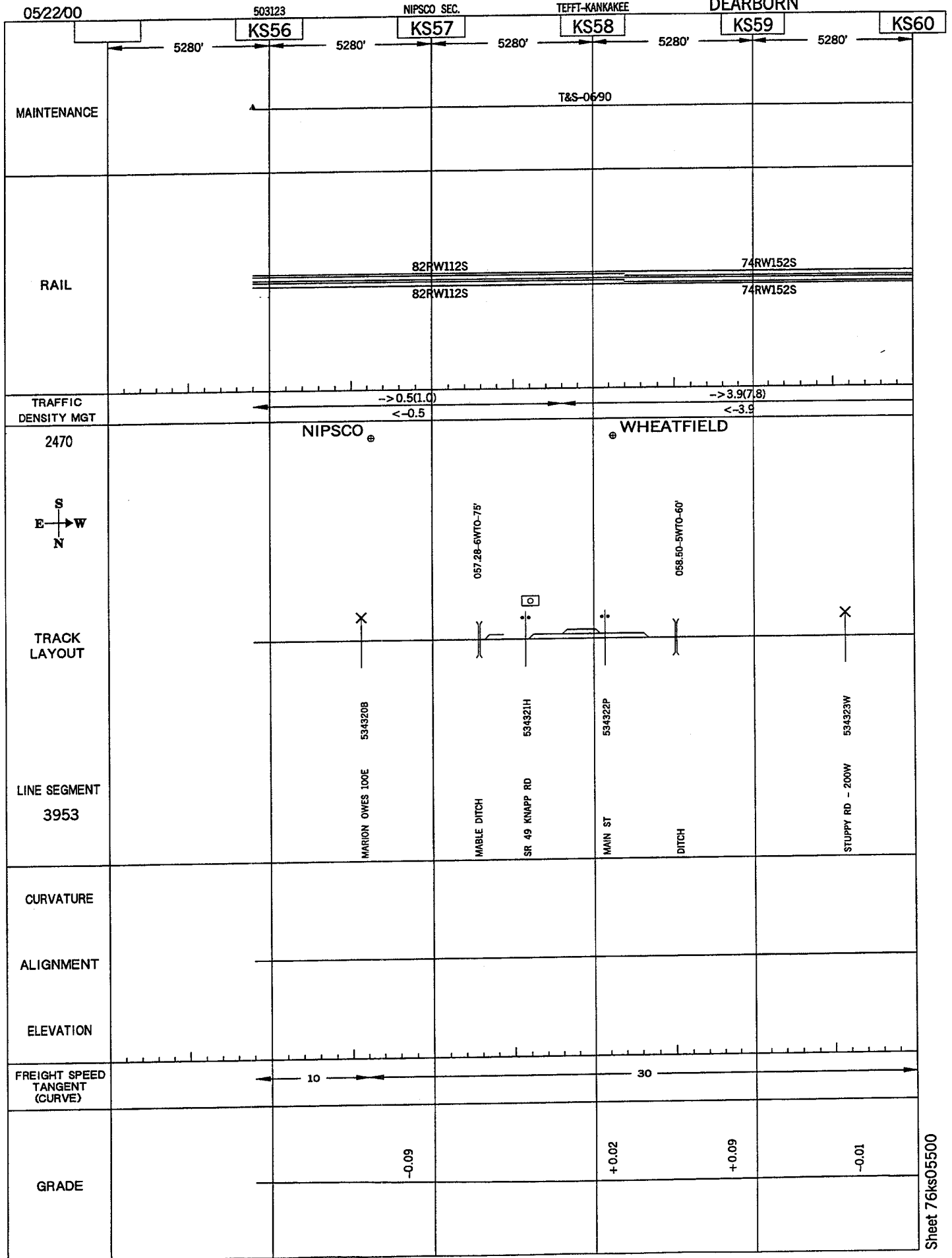
508431

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN








05/22/00

503123

NIPSCO SEC.

TEFFT-KANKAKEE

DEARBORN

	KS60	KS61	KS62	KS63	KS64	KS65
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-0690			
RAIL	74RW131S		74RW127S		82RW112S	
	74RW131S		74RW127S		82RW112S	
TRAFFIC DENSITY MGT			-> 3.9(7.8) <-3.9			
2470		STOUTSBURG		KERSEY	MOTT	
						
TRACK LAYOUT	060.43-2WTB-26'	061.90-2WTB-26'		063.40-2WTB-26'		
		X	X	X	X	
		534324D	534325K	534326S	534327Y	534328F
LINE SEGMENT 3953	DELAHY DTH	STOUTSBURG RD	CLARK RD	KERSEY ST	STREAM	RAILROAD ST
			STREAM			ORCHID ST.
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE	-0.01	-0.16	+0.03	+0.10	-0.01	-0.22

05/22/00

503123

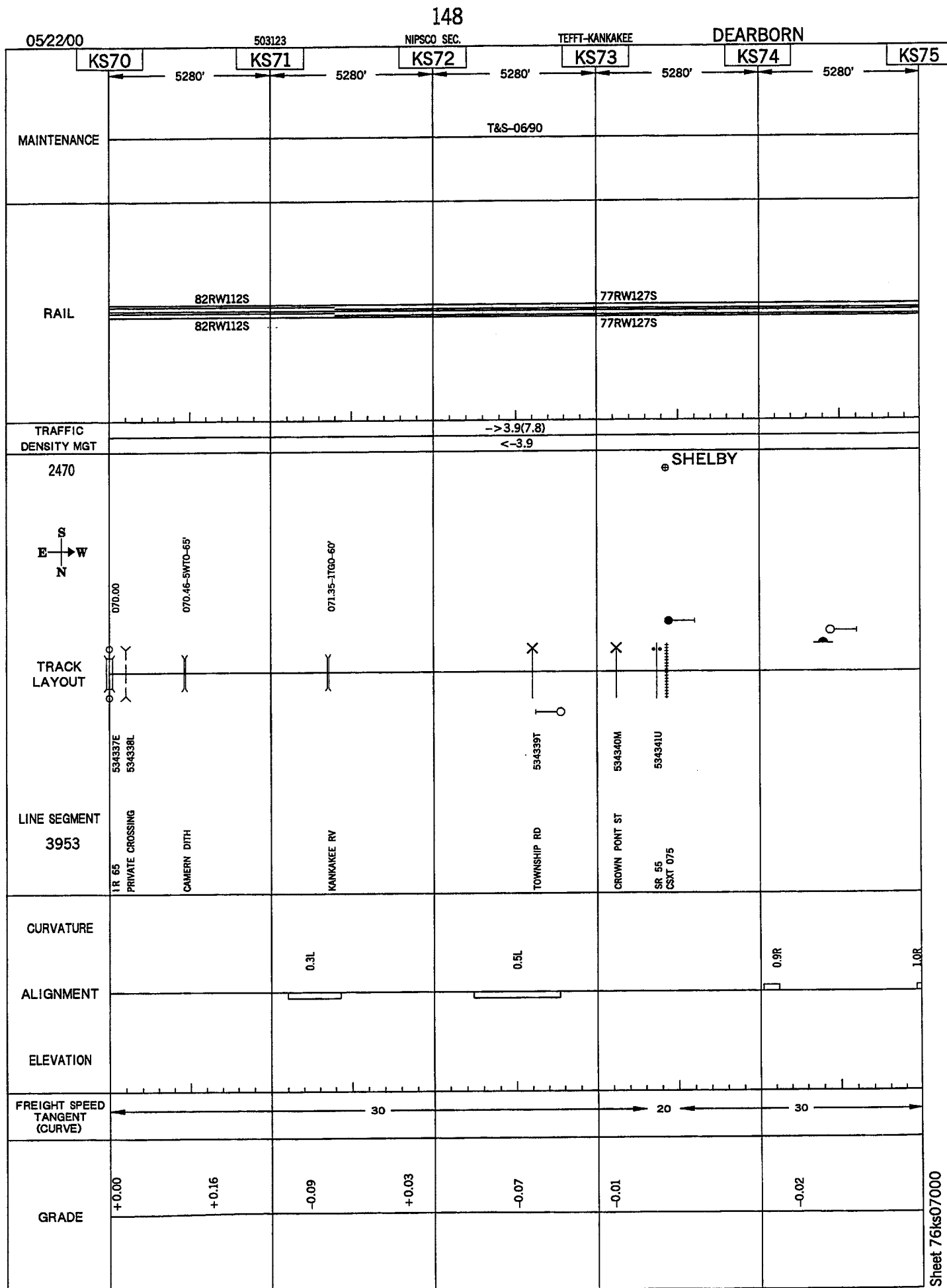
NIPSCO SEC.

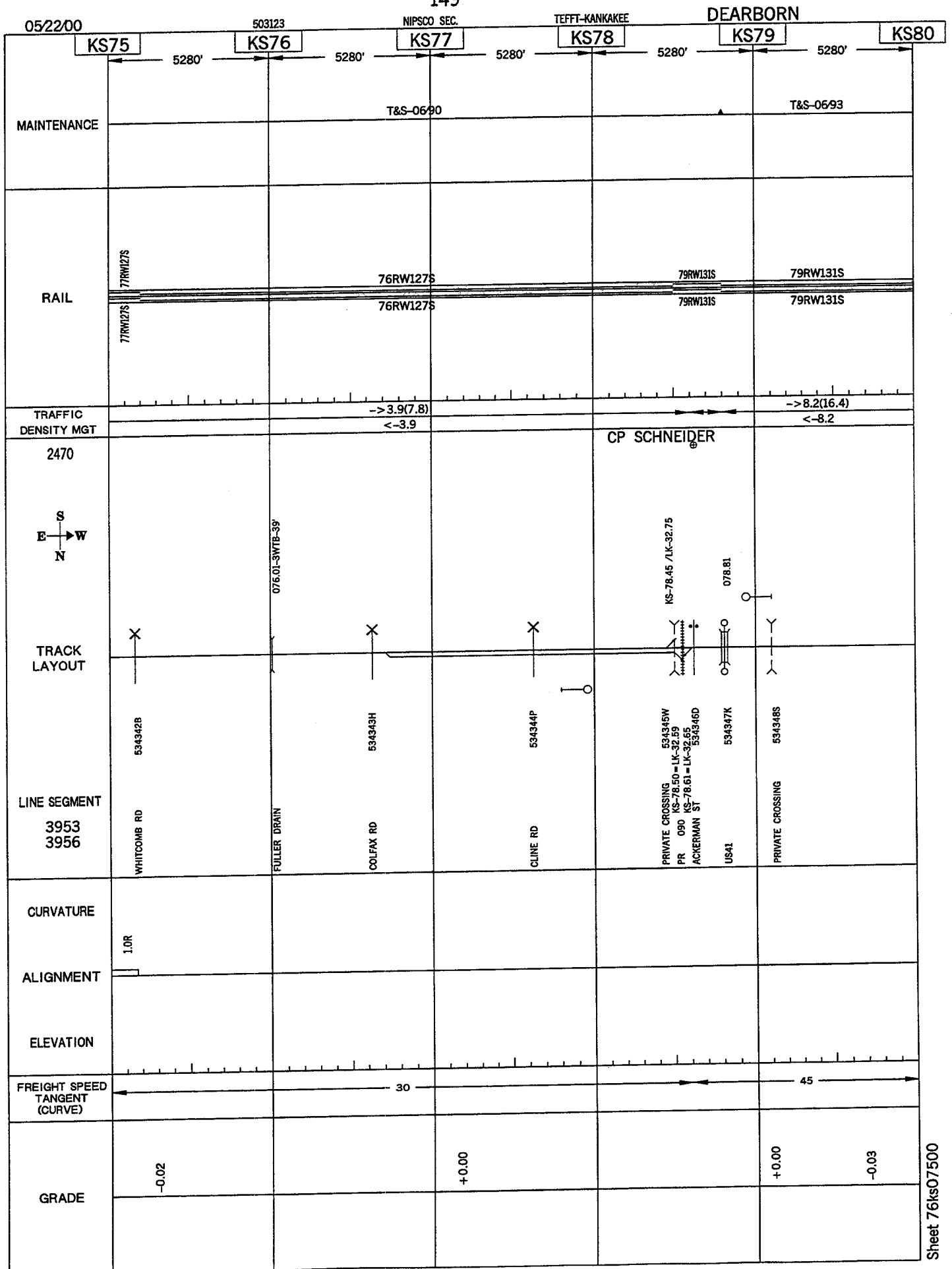
TEFFT-KANKAKEE

DEARBORN

0522/00		KS65		503123		KS66		503123		NIPSCO SEC.		KS67		503123		KS68		503123		KS69		503123		KS70			
		5280'		5280'		5280'		5280'		5280'		5280'		5280'		5280'		5280'		5280'		5280'		5280'			
MAINTENANCE										T&S-0690																	
RAIL										82RW112S		82RW112S		82RW112S		82RW112S		82RW112S		82RW112S		82RW112S		82RW112S			
TRAFFIC DENSITY MGT										-> 3.9(7.8)		<- 3.9															
2470		DEMOTTE																									
TRACK LAYOUT																											
LINE SEGMENT		3953																									
CURVATURE		0.1L																									
ALIGNMENT																											
ELEVATION																											
FREIGHT SPEED TANGENT (CURVE)		30																									
GRADE		-0.22		+0.05		-0.17		-0.09		-0.05		-0.19		-0.09		-0.03		+0.00									

Sheet 76ks06500





05/22/00

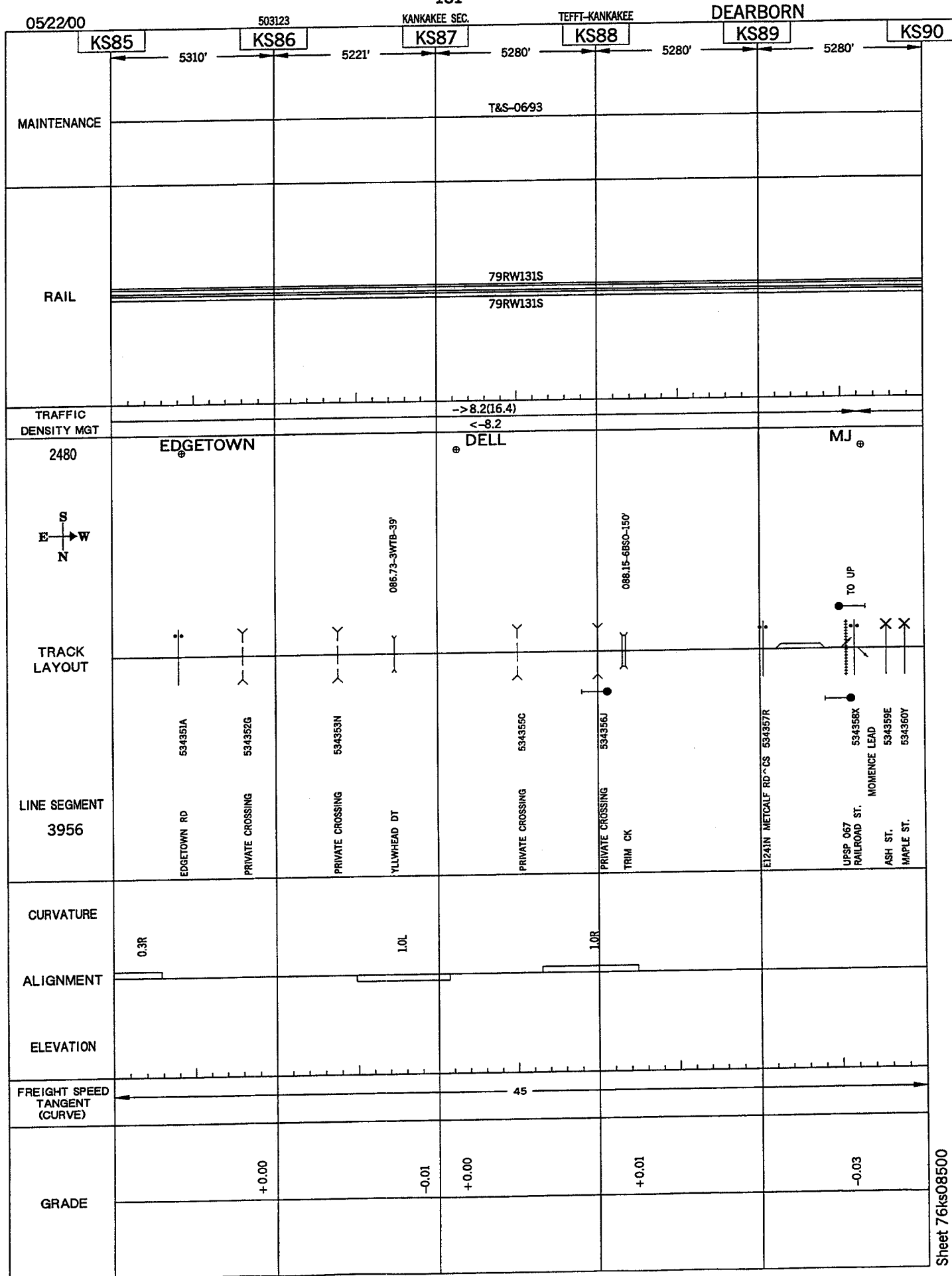
503123

KANKAKEE SEC.

TEFFT-KANKAKEE

DEARBORN

	KS80	KS81	KS82	KS83	KS84	KS85
	5280'	5280'	5280'	5280'	5309'	
MAINTENANCE		T&S-0693			T&S-0693	
RAIL		79RW131S			79RW131S	
		79RW131S			79RW131S	
TRAFFIC DENSITY MGT		-> 8.2(16.4) <- 8.2			-> 8.2(16.4) <- 8.2	
2470 2480			IN IL			
TRACK LAYOUT			F. W. ORR			084.99-4850-128'
			534349Y			534350T
LINE SEGMENT 3956			STATE LINE RD			PRIVATE CROSSING BULL CREEK
CURVATURE			0.9L 0.9L	0.4L	0.3R	
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			45			
GRADE		-0.03	+0.00		+0.00	



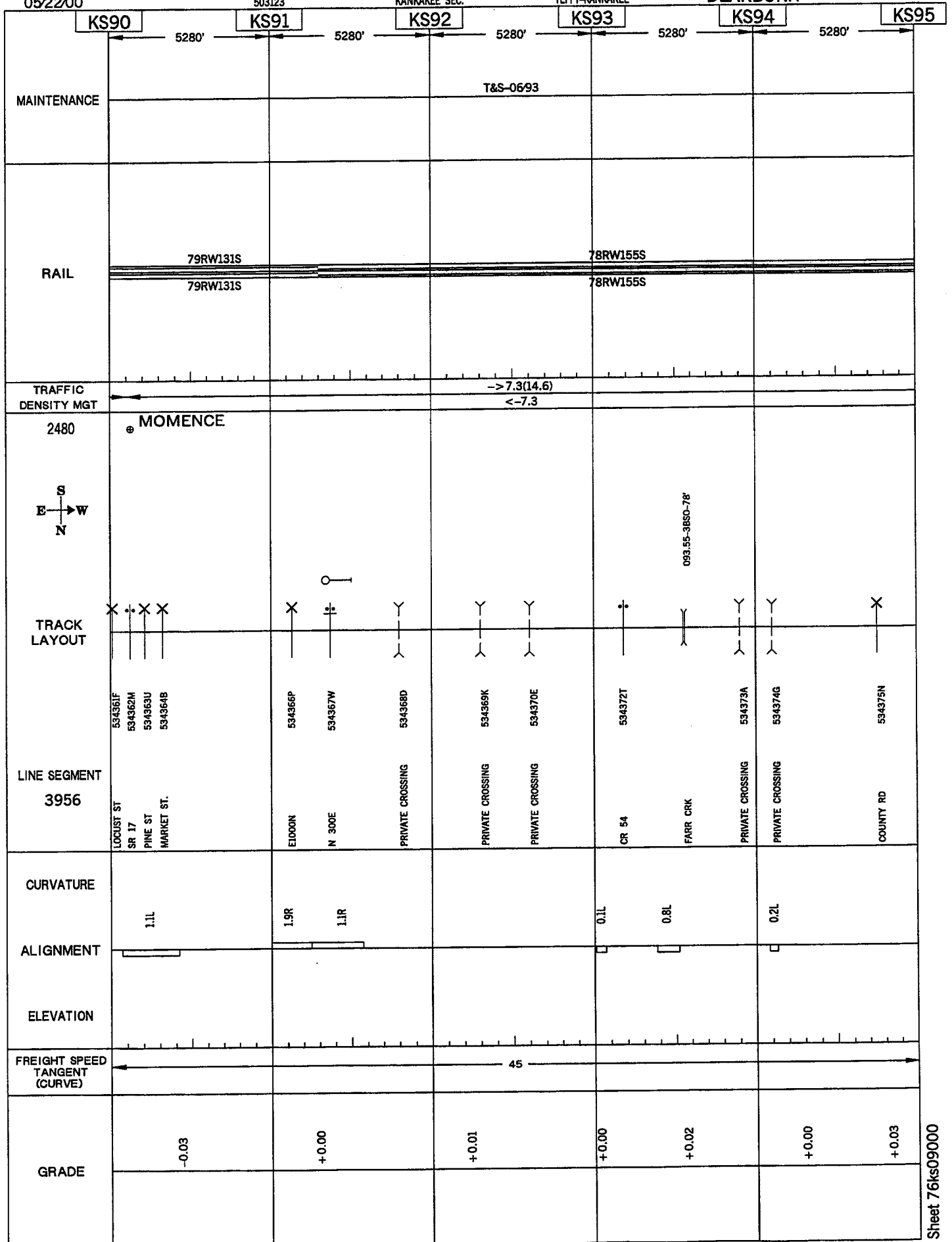
05/22/00

503123

KANKAKEE SEC.

TEFFT-KANKAKEE

DEARBORN



05/22/00

503123

KANKAKEE SEC.

TEFFT-KANKAKEE

DEARBORN

KS100

KS95

KS96

KS97

KS98

KS99

KS100

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&amp;S-06/93

RAIL

78RW155S

80RW127S

78RW155S

80RW127S

TRAFFIC  
DENSITY MGT-> 7.3(14.6)  
<- 7.3

2480

EXLINE

K2

S  
E  
N  
WTRACK  
LAYOUT

95.98-747B-92'

099.16-108-10'

GEN. FOODS  
099.40LINE SEGMENT  
3956

PRIVATE CROSSING

534376V

534377C

534378J

534379R

534380K

534381S

534382Y

534383F

534384M

534385U

SAM GAS

INT 57

J. R. SHORT

CURVATURE

1.5L

ALIGNMENT

1.1R

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

45

25

GRADE

-0.03

+0.04

-0.01

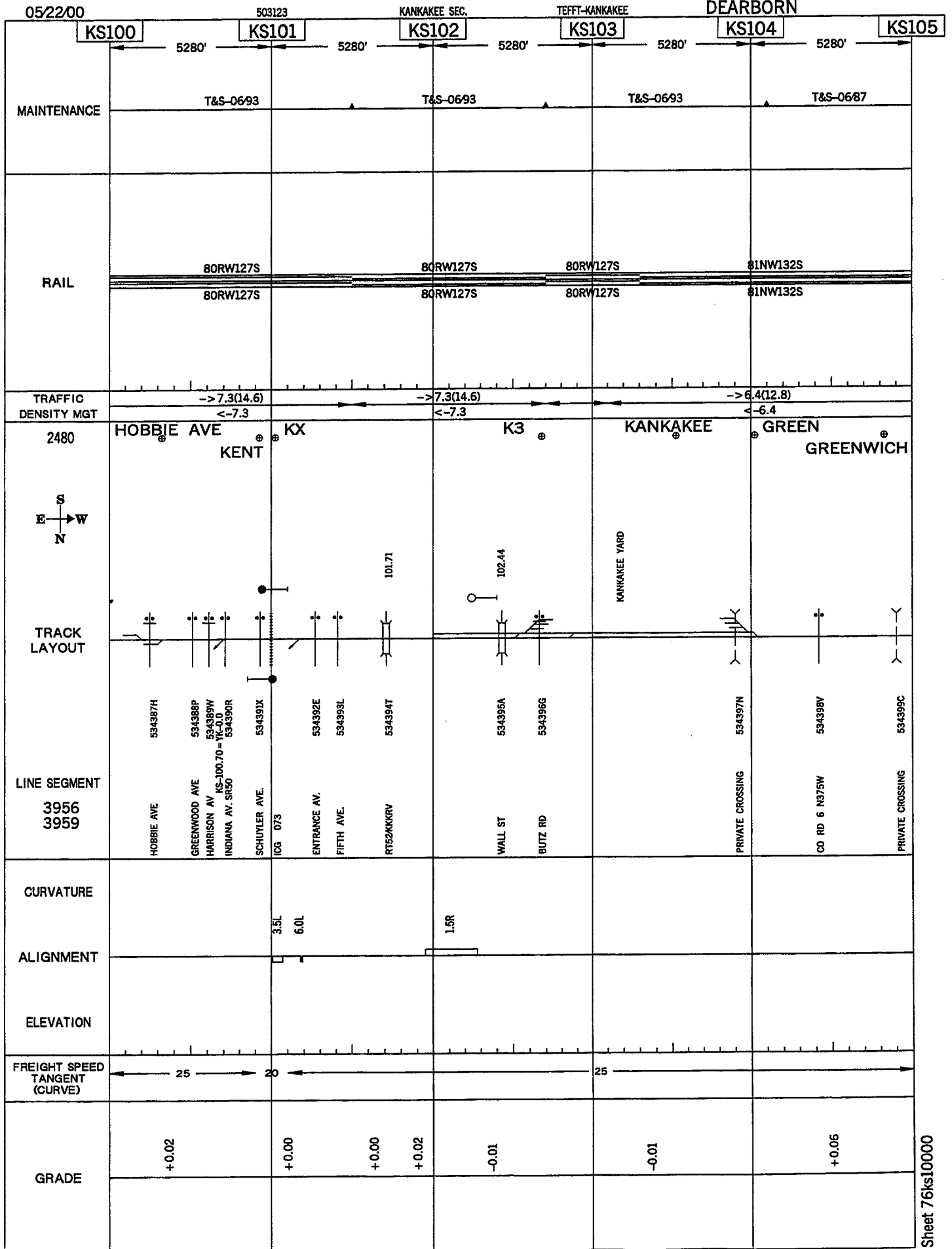
+0.00

-0.02

+0.00

-0.03





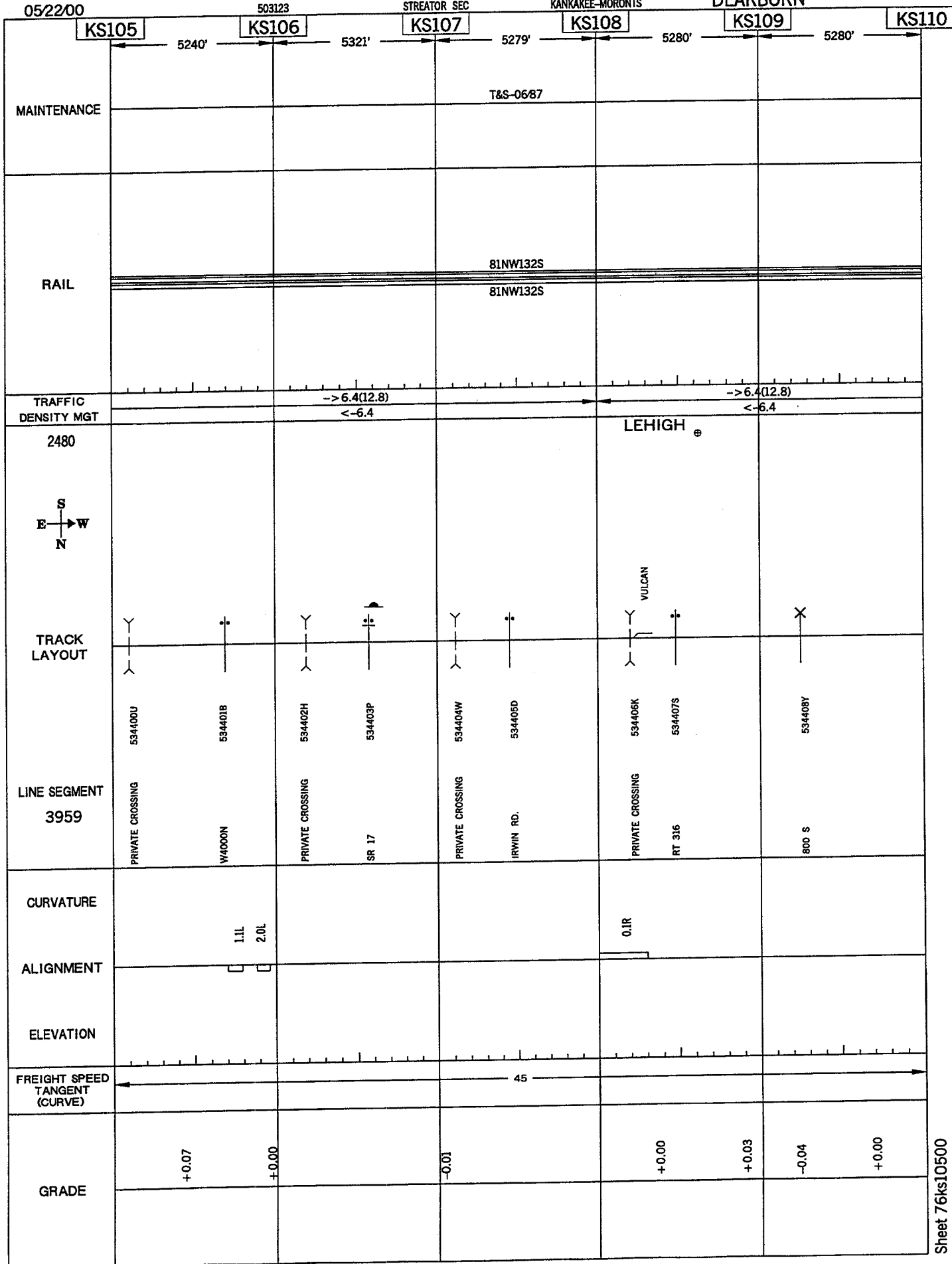
05/22/00

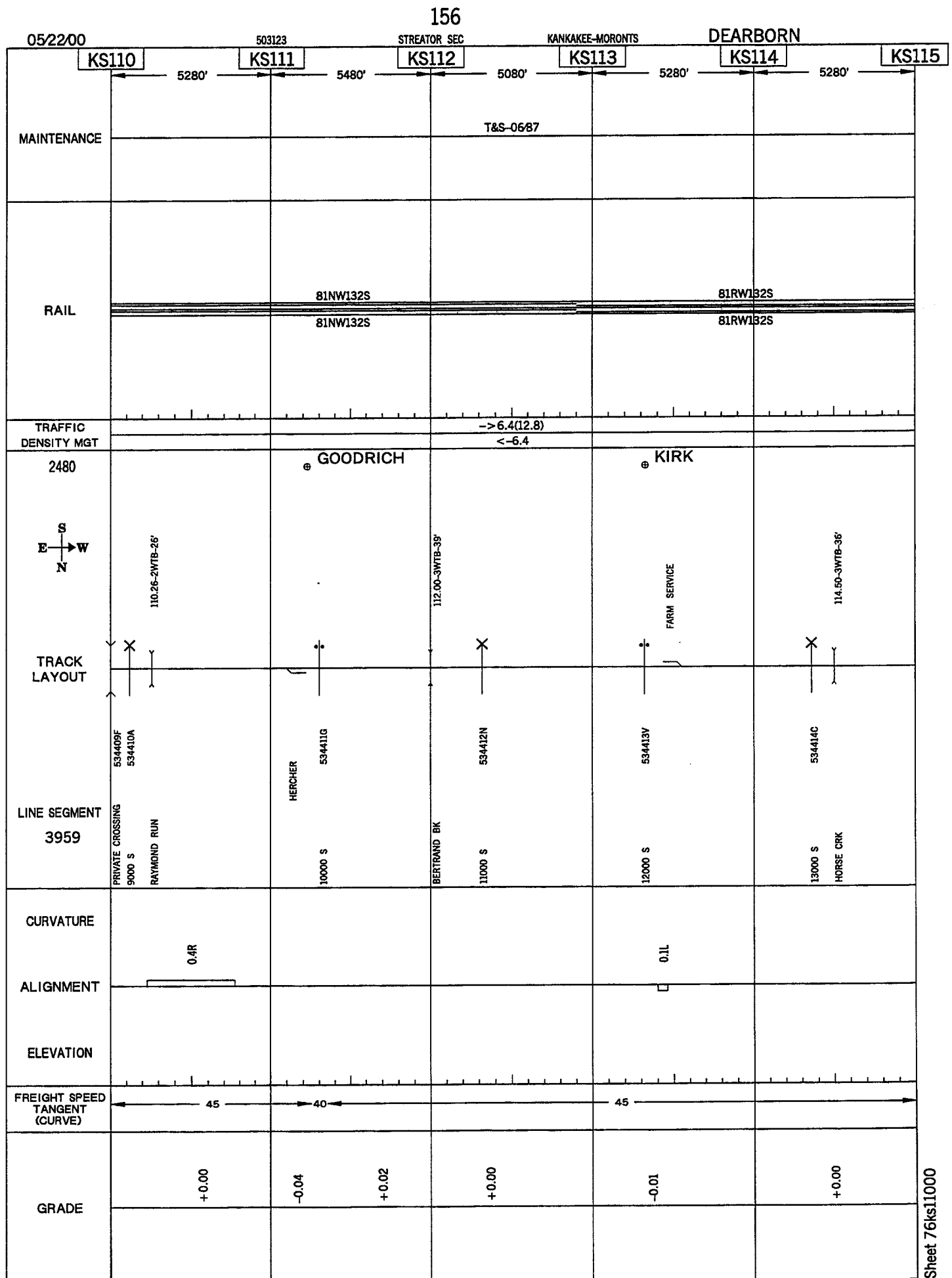
503123

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN





05/22/00

503123

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN

	KS115	KS116	KS117	KS118	KS119	KS120
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-0687					
RAIL	<div>81RW132S</div> <div>81RW132S</div> <div>81NW132S</div> <div>81NW132S</div>					
TRAFFIC DENSITY MGT	<div>-&gt; 6.4(12.8)</div> <div>&lt;- 6.4</div>					
2480	UNION HILL					
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div>	<div>FARMER CO-OP</div> <div>116.59-3WTB-39'</div> <div>118.59-4BSO-130'</div>					
TRACK LAYOUT	<div>534415J</div> <div>534416R</div> <div>534417X</div> <div>534418E</div> <div>534419L</div> <div>534420F</div> <div>534421M</div>					
LINE SEGMENT 3959	CENTER ST	1470 S	15000 S	16000 S	17000 S	18000 S
			GRANARY CK		CRANE CRK	PRIVATE CROSSING
CURVATURE	0.7L					
ALIGNMENT	0.4R					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	45	40	45	40	45	
GRADE	+0.00	+0.01	-0.01			+0.00

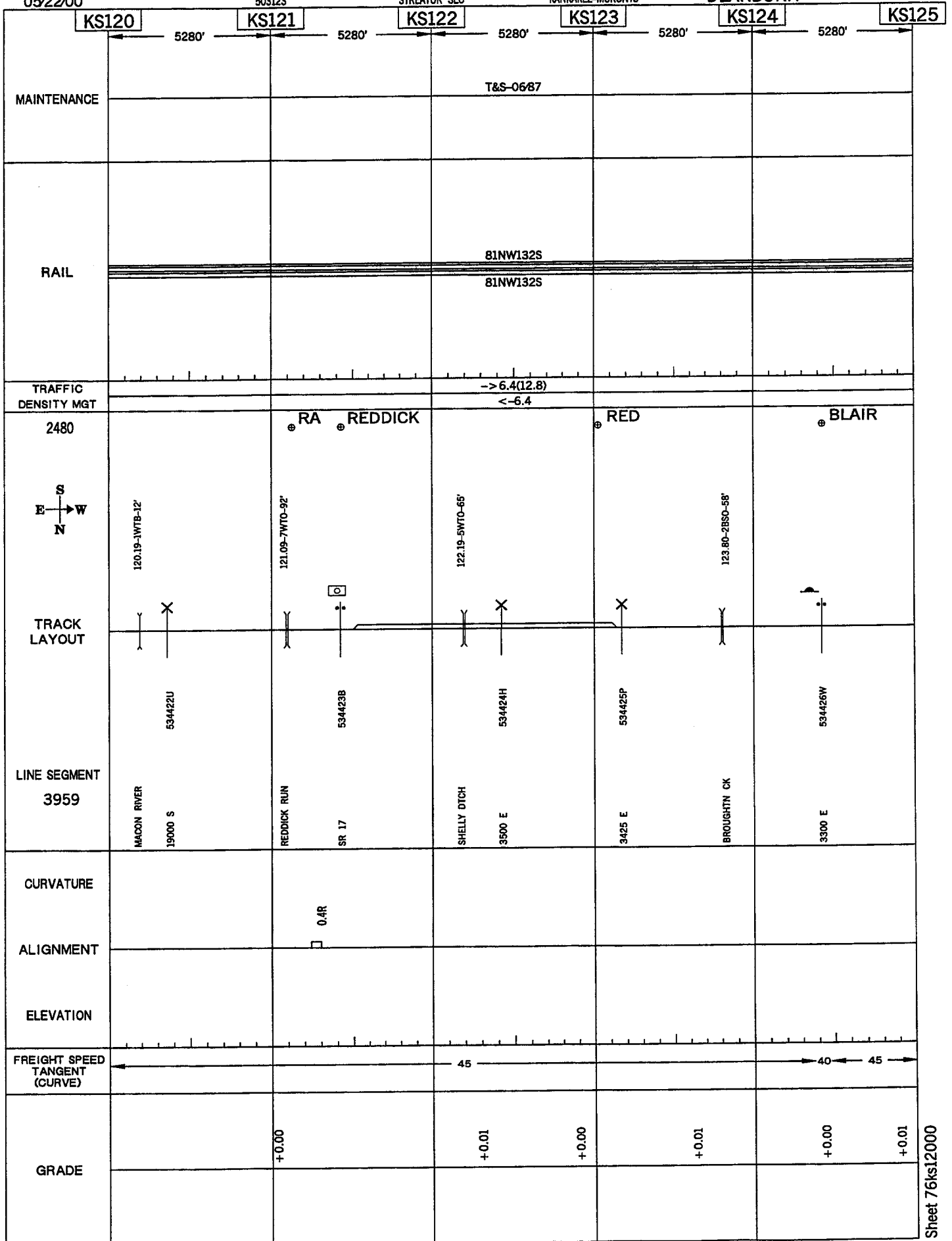
05/22/00

503123

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN




05/22/00

503123

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN

	KS125	KS126	KS127	KS128	KS129	KS130
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/87			
RAIL			81NW132S	81NW132S		
TRAFFIC DENSITY MGT			-> 6.4(12.8)	< -6.4		
2480						
						
TRACK LAYOUT	125.18-38SO-108'	126.32-28SO-54'		127.95-2WTB-26'		129.78-18SO-38'
LINE SEGMENT 3959	MAZON RIV 3200 E 534427D	LYDIGSN DRN 3125 E 534428K	3000 E 534429S	PRIVATE CROSSING 534430L	PRIVATE CROSSING 534431T	BRIERLY DCH
CURVATURE					0.2L	
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			45			
GRADE	+0.01 +0.00	+0.01	+0.00	+0.02 -0.01	+0.02	

Sheet 76ks13000


05/22/00

503123

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN

	KS135	KS136	KS137	KS138	KS139	KS140
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/87			
RAIL			81RW131S	81RW131S		
TRAFFIC DENSITY MGT			-> 6.2(12.4)			
			< -6.2			
2480	SUNBURY <sub>⊗</sub>	WALL <sub>⊗</sub>		ADAMS <sub>⊗</sub>		
						
TRACK LAYOUT		136.17-2WTB-24'	137.64-3WTB-39'	138.69-1CA-10'	138.98-2BSC-34'	
		X	X	X	X	X
LINE SEGMENT	534452L	534453T	534454A	534455G	534456N	
3959	CO HWY 6	WOLF DITCH	2000 E	DENNIS DCH	1900 E	SHAY DITCH
						APPLITE DCH
CURVATURE						
ALIGNMENT	0.1L		0.2L			
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			45			
GRADE	+0.01	-0.02	+0.03	+0.04	+0.00	+0.07
					+0.01	+0.03
					+0.03	+0.00
					+0.05	+0.03




05/22/00

503123

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN

	KS140	KS141	KS142	KS143	KS144	KS145
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-0687	T&S-0695		T&S-0687		
RAIL			81RW131S 81RW131S			
TRAFFIC DENSITY MGT			-> 6.2(12.4) <- 6.2			
2480	BUDD					
						
TRACK LAYOUT	X	ARCO	X	Y	X	O
LINE SEGMENT 3959	534457V 1600 E	534458C SR 170	534459J 1400 E	534460D PRIVATE CROSSING	534461K 1300 E SHIVE DRAIN	534463Y RTE 18
CURVATURE						
ALIGNMENT		0.2R				
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	45	40	45			
GRADE	+0.00 +0.06	+0.00	-0.07 +0.00	-0.04 +0.05	-0.06 +0.03	

05/22/00

503123

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN

KS150

KS145

5280'

KS146

5280'

KS147

5315'

KS148

5245'

KS149

5280'

MAINTENANCE

T&amp;S-0687

T&amp;S-0687

RAIL

81RW131S

81RW131S

81RW131S

81RW131S

TRAFFIC  
DENSITY MGT

-&gt; 6.2(12.4)

&lt;- 6.2

-&gt; 6.2(12.4)

&lt;- 6.2

2480

MISSAL

MISS

S  
E → W  
N

TRACK  
LAYOUT

146.13-3850-90'

148.87-1CB-20'

149.04-1CA-13'

LINE SEGMENT  
3959

X

534464F

1100 E

JERNEGAN DT

+

534465M

CR 17

Y

X

534466U

800 E

Y

X

534467B

750 E

CURVATURE

0.3L

0.1L

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

45

15

GRADE

+0.03

-0.07

-0.03

+0.00

+0.00

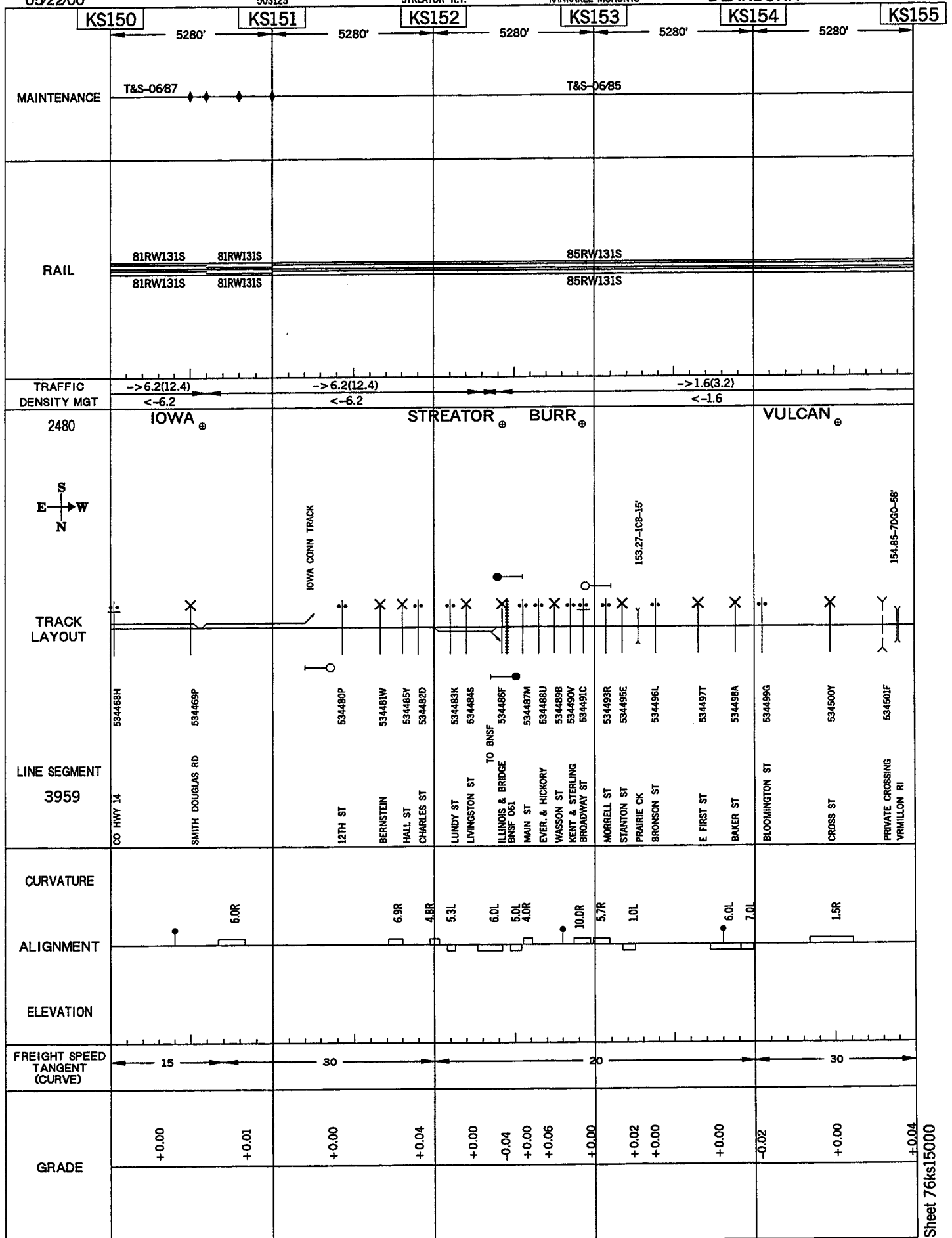
05/22/00

503123

STREATOR R.T.

KANKAKEE-MORONTS

DEARBORN



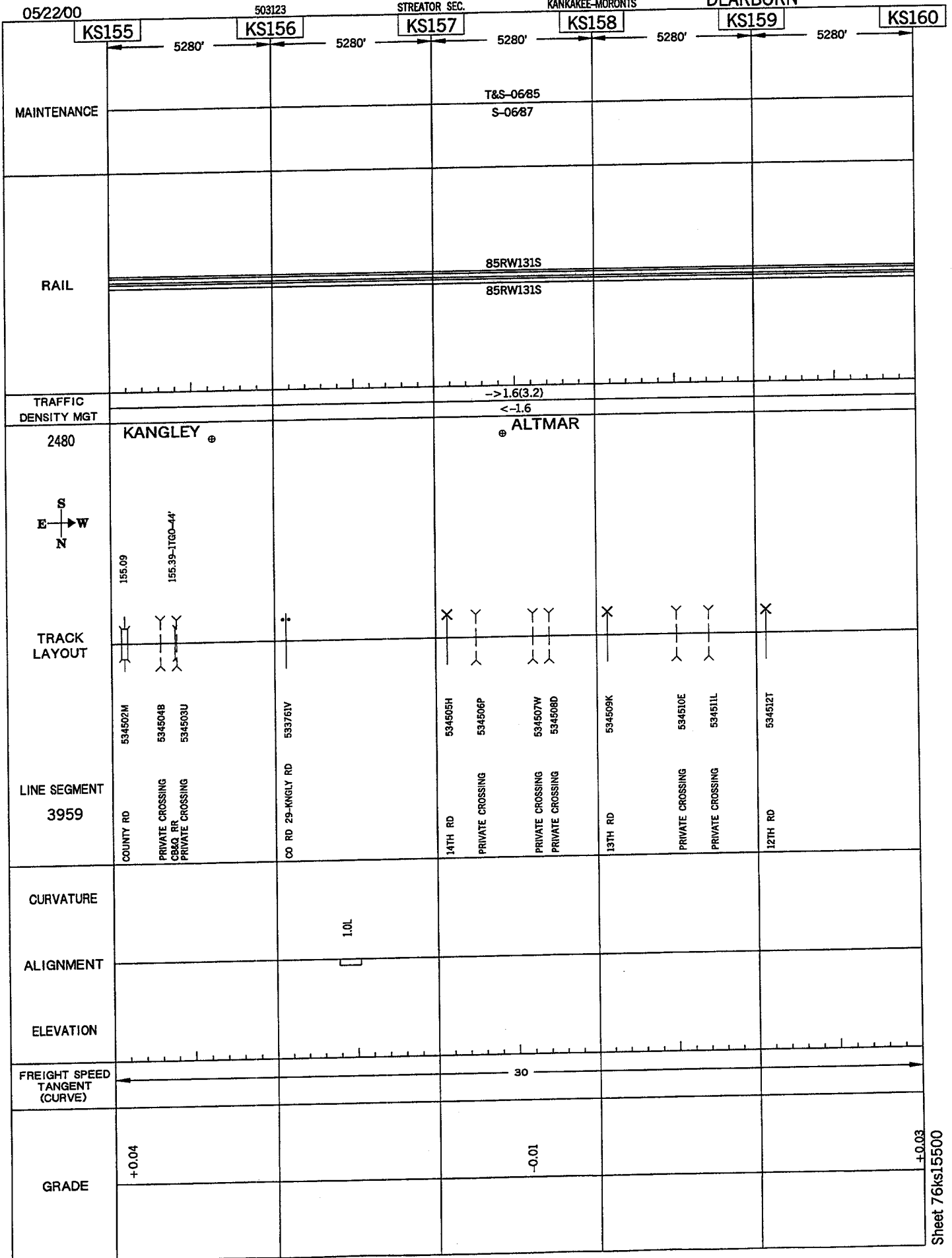
05/22/00

503123

STREATOR SEC.

KANKAKEE-MORONTS

DEARBORN




05/22/00

503123

STREATOR SEC.

KANKAKEE-MORONTS

DEARBORN

	KS160	KS161	KS162	KS163	KS164	KS165
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-0685 S-0687			
RAIL			85RW131S 85RW131S			
TRAFFIC DENSITY MGT			->1.6(3.2) <-1.6			
2480		RICH	MILLA			
						
TRACK LAYOUT	X	Y	X	X	Y	X
LINE SEGMENT 3959	534515N 11TH RD	534516V EGGBAG CRK EGGBAG CRK MILLA RD	534517C 9TH RD EGGBAG CRK	534518J 8TH RD	534519R STREAM 7TH RD	
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE	+0.03	+0.00	+0.03	+0.00	+0.05 -0.04	+0.00

05/22/00

503123

STREATOR SEC.

KANKAKEE-MORONTS

DEARBORN

	KS165	KS166	KS167	KS168	KS169	KS170
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/85 S-06/87			
RAIL			85RW131S 85RW131S			
TRAFFIC DENSITY MGT			->1.6(3.2) <-1.6			
2480	LOSTANT $\oplus$					
<div style="text-align: center;">           S            E → W            N         </div>			166.31-1CB-20'			169.90-1CB-15'
TRACK LAYOUT	X	Y	X	X		Y
LINE SEGMENT	534520K	534521S 534522Y	534525U	534526B		
3959	6TH RD	PRIVATE CROSSING MAIN ST	PED X-ING US 51 STREAM	E. 3RD RD		STREAM
CURVATURE		3.0L 2.6R	3.0R 3.0L			1.0R
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE			+0.00	+0.02	-0.02	+0.02


05/22/00

503123

STREATOR SEC.

KANKAKEE-MORONTS

DEARBORN

	KS170	KS171	KS172	KS173	KS174	KS175
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-0685 S-0687			
RAIL		85RW131S 85RW131S			85RW140S 85RW140S	
TRAFFIC DENSITY MGT			->1.6(3.2) <-1.6			
2480	PRISCILLA				MCNABB	
			171.89-208-24'	173.36-7WTB-91'		
TRACK LAYOUT	X Y	X X	X Y	X Y	Y	Y
LINE SEGMENT 3959	534527H PRIVATE CROSSING 534528P PRIVATE CROSSING	532525M 532526U E. 15TH RD 1600 E	532527B 1500 E STREAM	532528H 532529P 350 N 1475 E	532530J SR 89 JOHNSON CK	532531R MCNABB MAIN ST (CR 11)
CURVATURE						
ALIGNMENT	1.0R				1.7R	
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE	+0.02		+0.00		+0.00	

05/22/00

503123

STREATOR SEC.

KANKAKEE-MORONTS

DEARBORN

	KS175	KS176	KS177	KS178	KS179	KS180
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE				T&S-0685 S-0687		
RAIL	85RW140S 85RW140S		85RW131S 85RW131S		85RW127S 85RW127S	
TRAFFIC DENSITY MGT				-> 1.6(3.2) <- 1.6		
2480						
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>						
TRACK LAYOUT	X	X	X	X	<div> <div>178.97-108-15'</div> <div>X</div> </div>	<div> <div>179.60-108-15'</div> <div>X</div> </div>
LINE SEGMENT	532532X	532533E	532534L	532535T	532536A	532509D
3959	PRIVATE CROSSING	600 N	700 N	800 N	STREAM	PRIVATE CROSSING
CURVATURE					1.5L	2.0L
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE			+0.00			



05/22/00

503123

STREATOR SEC.

KANKAKEE-MORONTS

DEARBORN

	KS180	KS181	KS182	KS183	KS184	KS185
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-0685 S-0687		T&S-0685 S-0687	
RAIL			85RW127S 85RW127S		85RW127S 85RW127S	
TRAFFIC DENSITY MGT			-> 1.6(3.2) <-1.6			
2480	GRANVILLE®				HENN®	HENNEPIN® WEST WYE MORONTS
	180.27-ICB-15'	180.75-SWTD-39'	181.21-ICB-20'	181.46-ITGO-41'	181.46-ITGO-41'	182.60-ICB-16'
TRACK LAYOUT	X + + 	Y + + 	Y + + 	Y + + 	Y + + 	Y + + 
LINE SEGMENT 3959	532537G PRIVATE CROSSING STREAM	510803P PRIVATE CROSSING MCCOY ST STREAM	532540P 532541W 532542D STREAM MAIN ST DIVISION ST HENNEPIN ST STREAM	532543K HARPER AVE STREAM	532510X PRIVATE CROSSING STREAM	533407N STREAM PRIVATE CROSSING
CURVATURE		2.5L	3.0R	3.0L	2.0L	3.0L
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			10
GRADE			+0.00			+0.00

05/22/00

503123

MORONTS I.T.

KANKAKEE-MORONTS

DEARBORN

MAINTENANCE	<div data-bbox="244 142 330 174" data-label="Text">KS185</div> <div data-bbox="381 170 436 195" data-label="Text">5280'</div> <div data-bbox="351 252 441 277" data-label="Text">T&amp;S-06/78</div>				
RAIL	<div data-bbox="294 468 310 615" data-label="Text">85RW127S</div> <div data-bbox="376 506 464 531" data-label="Text">29NJ105S</div> <div data-bbox="376 548 464 573" data-label="Text">29NJ105S</div>				
TRAFFIC DENSITY MGT	<div data-bbox="360 705 459 730" data-label="Text">-&gt; 0.4(0.8)</div> <div data-bbox="381 726 441 751" data-label="Text">&lt;- 0.4</div>				
<div data-bbox="186 762 241 793" data-label="Text">2480</div> <div data-bbox="175 856 257 940" data-label="Image"> </div> <div data-bbox="166 1056 257 1108" data-label="Text">TRACK LAYOUT</div> <div data-bbox="145 1287 282 1360" data-label="Text">LINE SEGMENT 3959</div>	<div data-bbox="294 1035 310 1056" data-label="Text">X</div> <div data-bbox="294 1171 310 1234" data-label="Text">532546F</div> <div data-bbox="294 1287 310 1413" data-label="Text">PRIVATE CROSSING</div> <div data-bbox="450 1035 467 1056" data-label="Text">X</div> <div data-bbox="450 1287 467 1413" data-label="Text">PRIVATE CROSSING</div>				
CURVATURE	<div data-bbox="340 1497 365 1539" data-label="Text">2.3R</div>				
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)	<div data-bbox="406 1728 431 1749" data-label="Text">10</div>				
GRADE	<div data-bbox="406 1833 431 1885" data-label="Text">+ 0.00</div>				

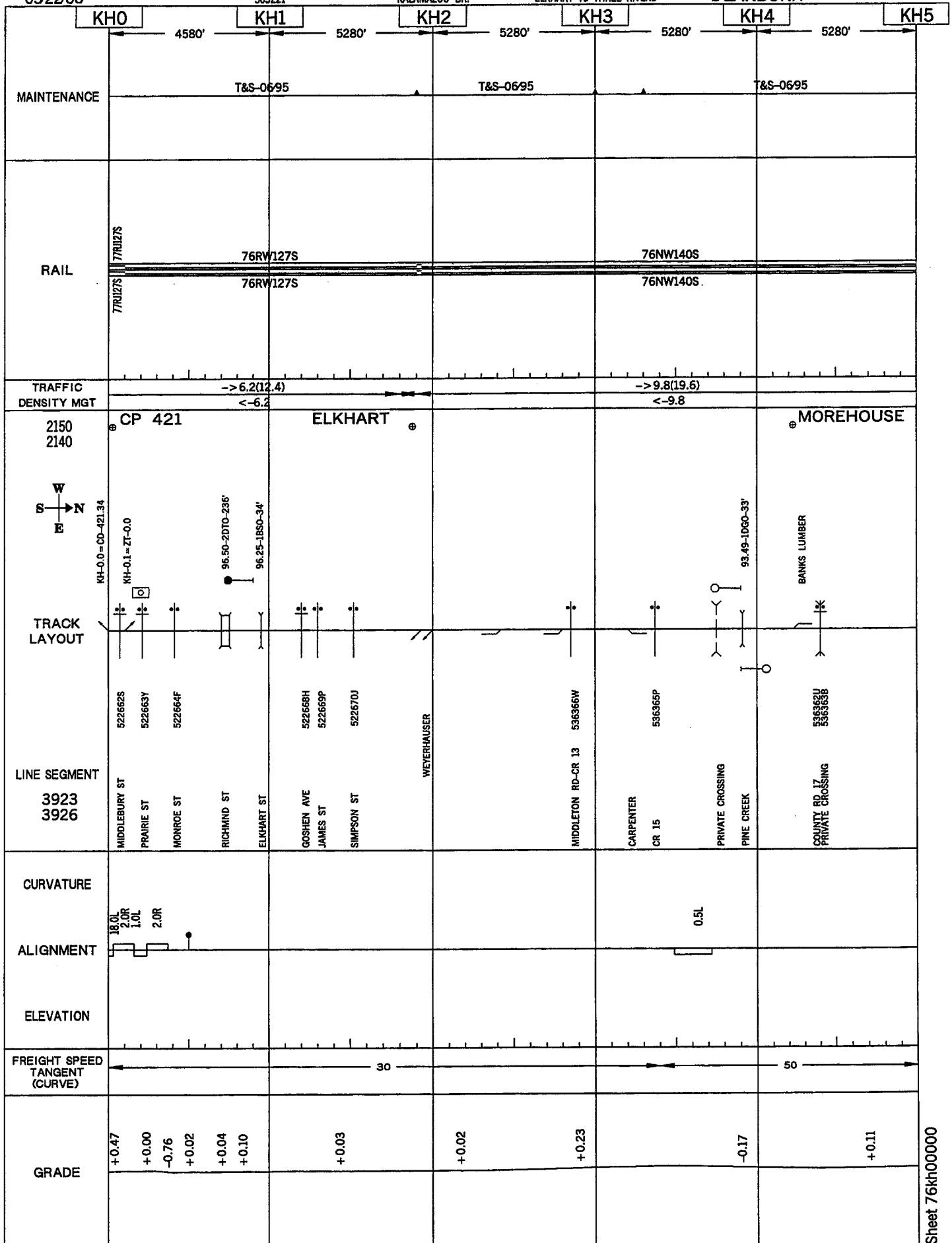
05/22/00

503221

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



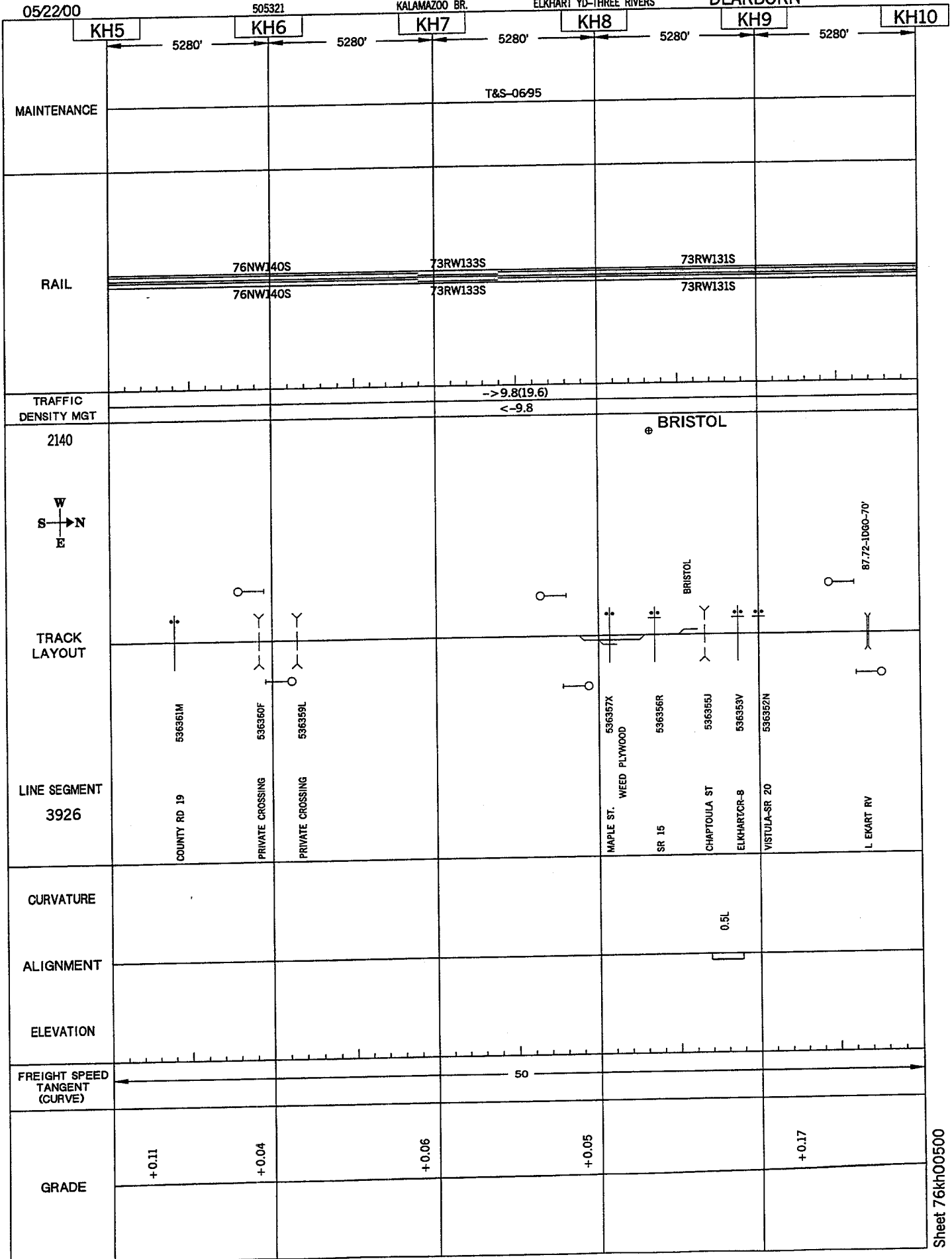
05/22/00

505321

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



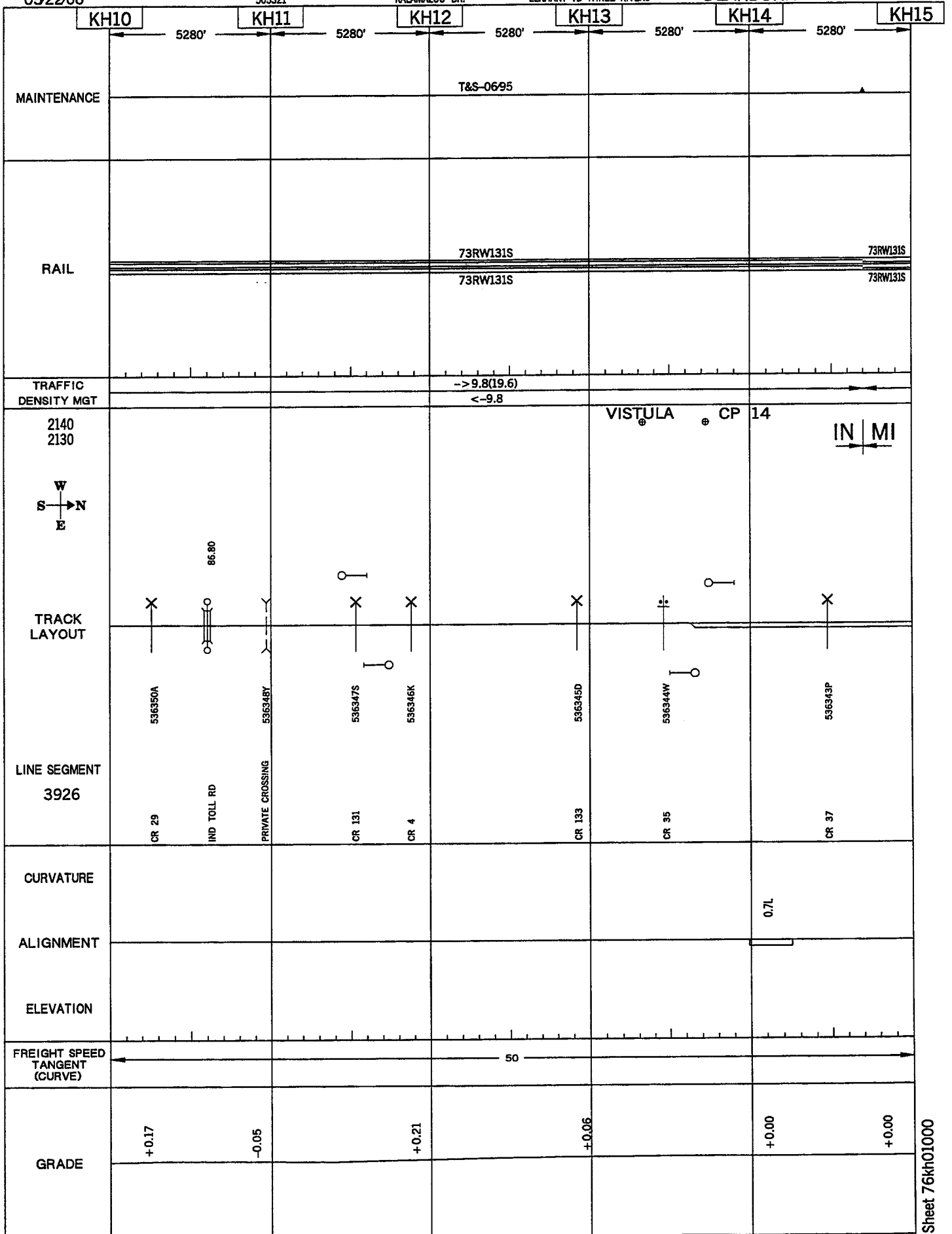
05/22/00

505321

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



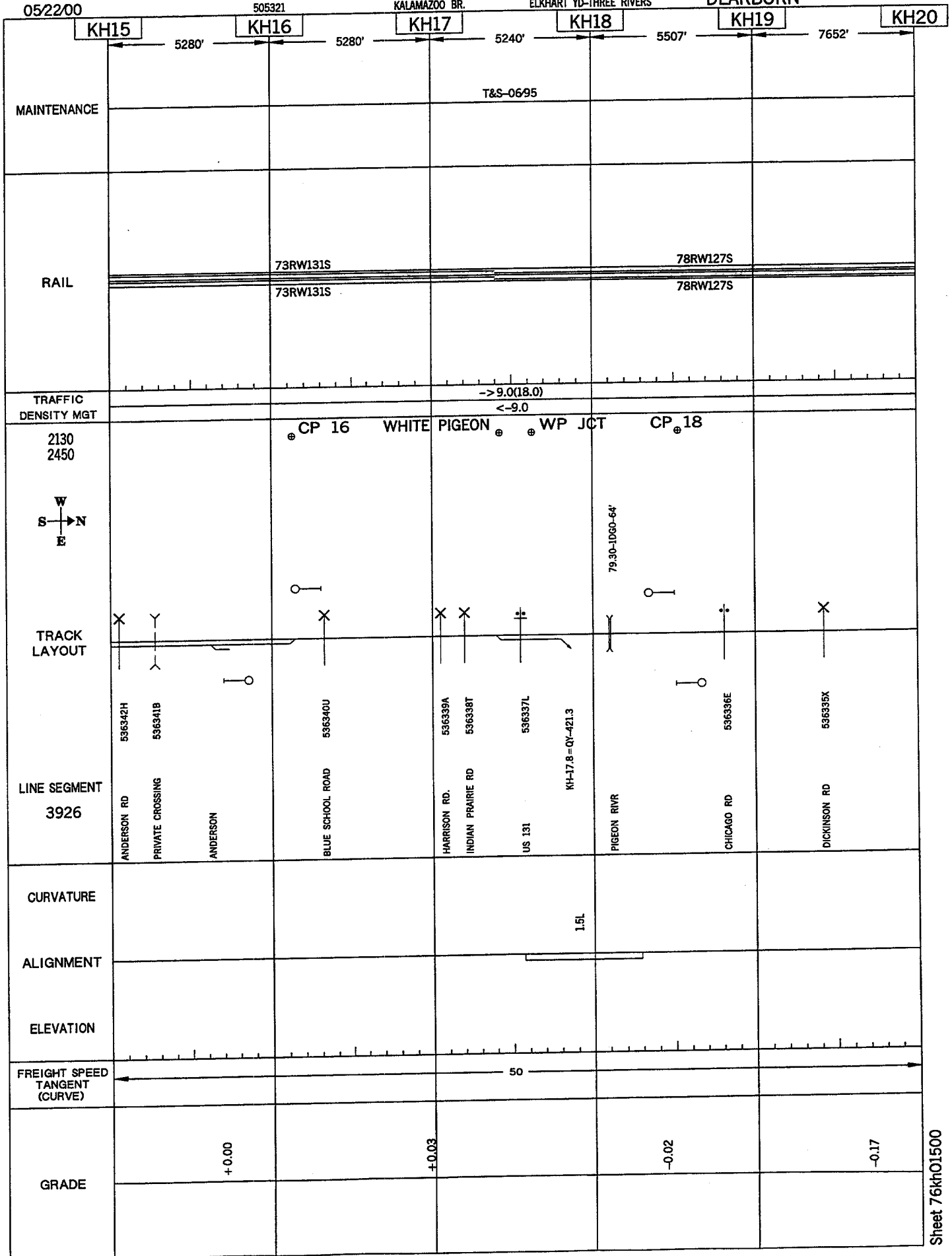
05/22/00

505321

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



05/22/00

505321

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN

	KH20	KH21	KH22	KH23	KH24	KH25
MAINTENANCE	5280'	5280'	5280'	5280'	5280'	5280'
RAIL			78RW127S 78RW127S			
TRAFFIC DENSITY MGT			-> 9.0(18.0) <- 9.0			
2450		CONSTANTINE <sub>®</sub>				
TRACK LAYOUT	W S → N E	PIONEER FEED	75.67'-1WTO-11'			
LINE SEGMENT 3926	STEARS ROAD 536334R	OWENS FLORENCE ROAD 536332C CENTERVILLE ST 536331V FAWN RIVER	FEATHERSTONE ROAD 536330N PRIVATE CROSSING 536329U	PRIVATE CROSSING 536328M	PRIVATE CROSSING 536327F PRIVATE CROSSING 536326Y PRIVATE CROSSING 536325S	PRIVATE CROSSING 536324K
CURVATURE		2.0L 3.7R				
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50	30	50			
GRADE	-0.17	+0.00	+0.15	+0.00	+0.09	

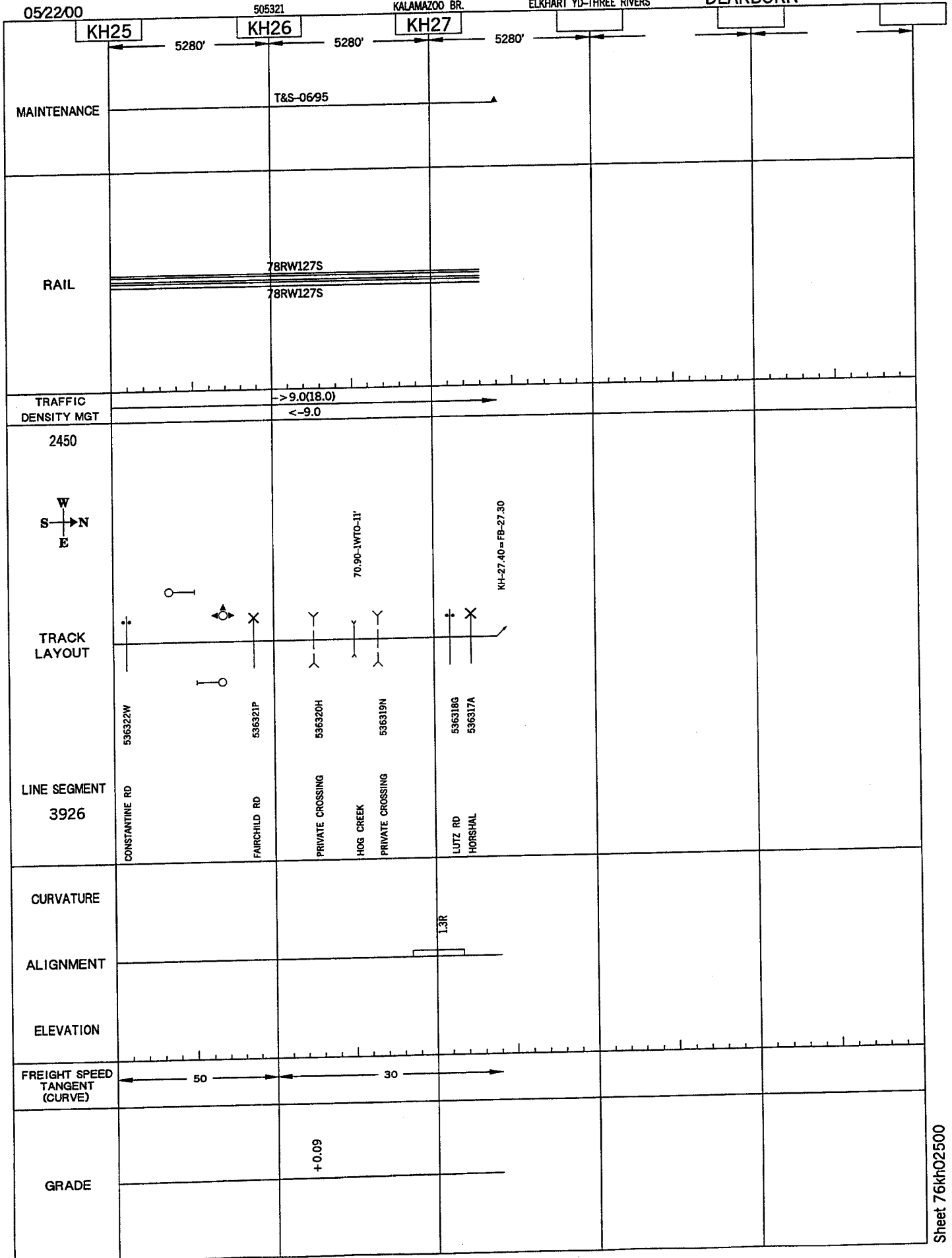
05/22/00

505321

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN





05/22/00

505341

KALAMAZOO BR.

THREE RIVERS JCT-KALAMAZ

DEARBORN

FB28

FB29

FB30

3412'

5888'

5280'

MAINTENANCE

T&amp;S-06/95

RAIL

79RW112S

79RW112S

TRAFFIC  
DENSITY MGT

-&gt; 9.6(19.2)

&lt;- 9.6

2450

CP FOURTH ST THREE RIVERS

W  
S — N  
E

FB-27.30-KH-27.40

FB-28.72-AZ-59.60

HUDDLESTON

11.22-4060-215'

11.53

TRACK  
LAYOUTLINE SEGMENT  
3917

536473L

536474T

536475A

536476G

536477N

536478V

536479C

536480W

536481D

536482K

536483S

536484Y

536486M

536487U

536488B

M-86

MICHIGAN STREET

MAIN ST

PEARL ST

BROADWAY ST

STATE ST

PLEASANT ST

EAST BROADWAY

FOURTH ST CROSSING

PRIVATE CROSSING

ST JOE RVR

MICHIGAN AVE

CITY WALKWAY

CITY PARKING LOT

MOORE ST

W. WHEELER ST.

CUSHMAN ST.

HOFFMAN ST.

CURVATURE

1.3L

1.3L

1.0R

3.5R

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

30

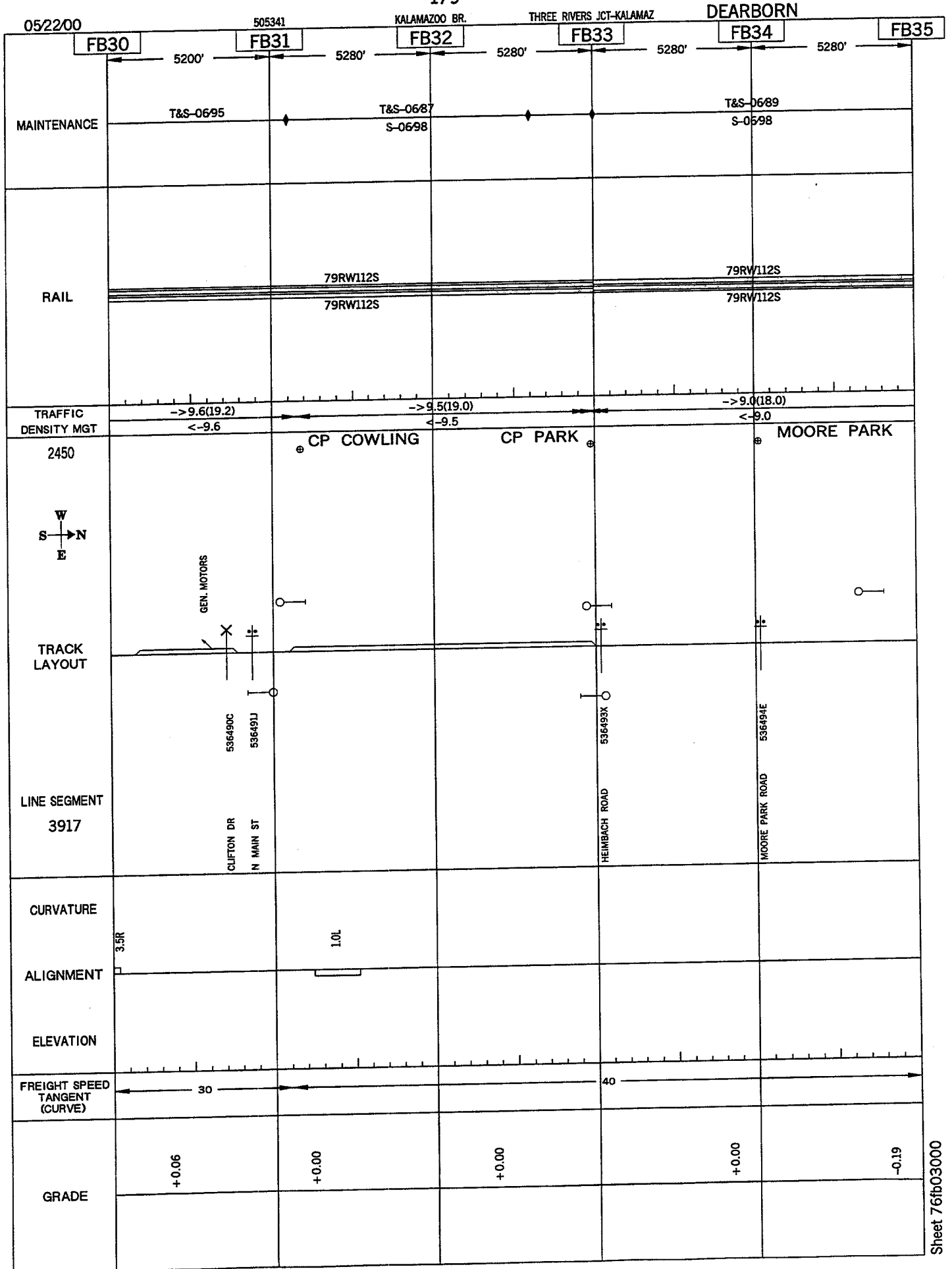
GRADE

-0.32

+0.42

+0.15

+0.06



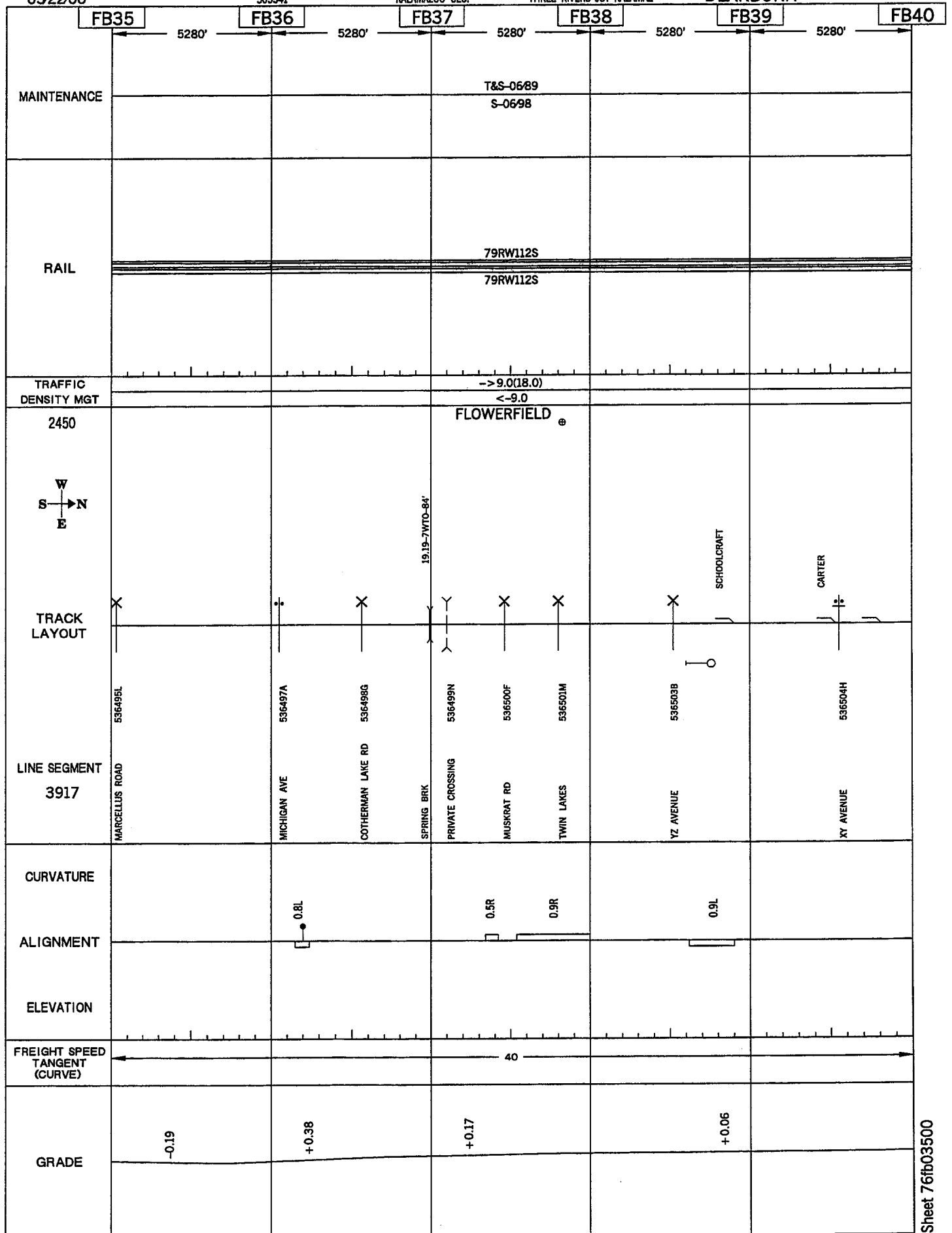
05/22/00

505341

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



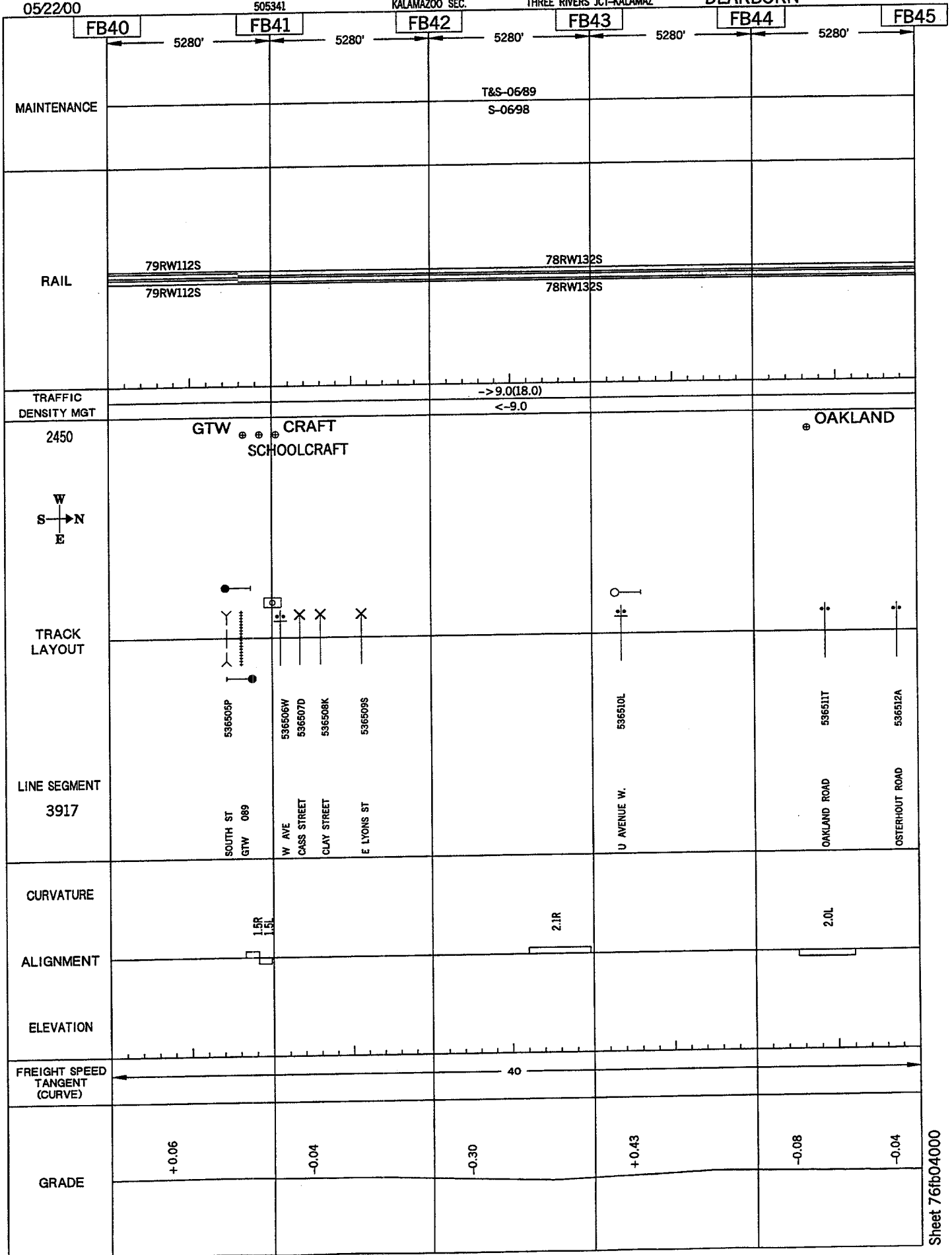
05/22/00

505341

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



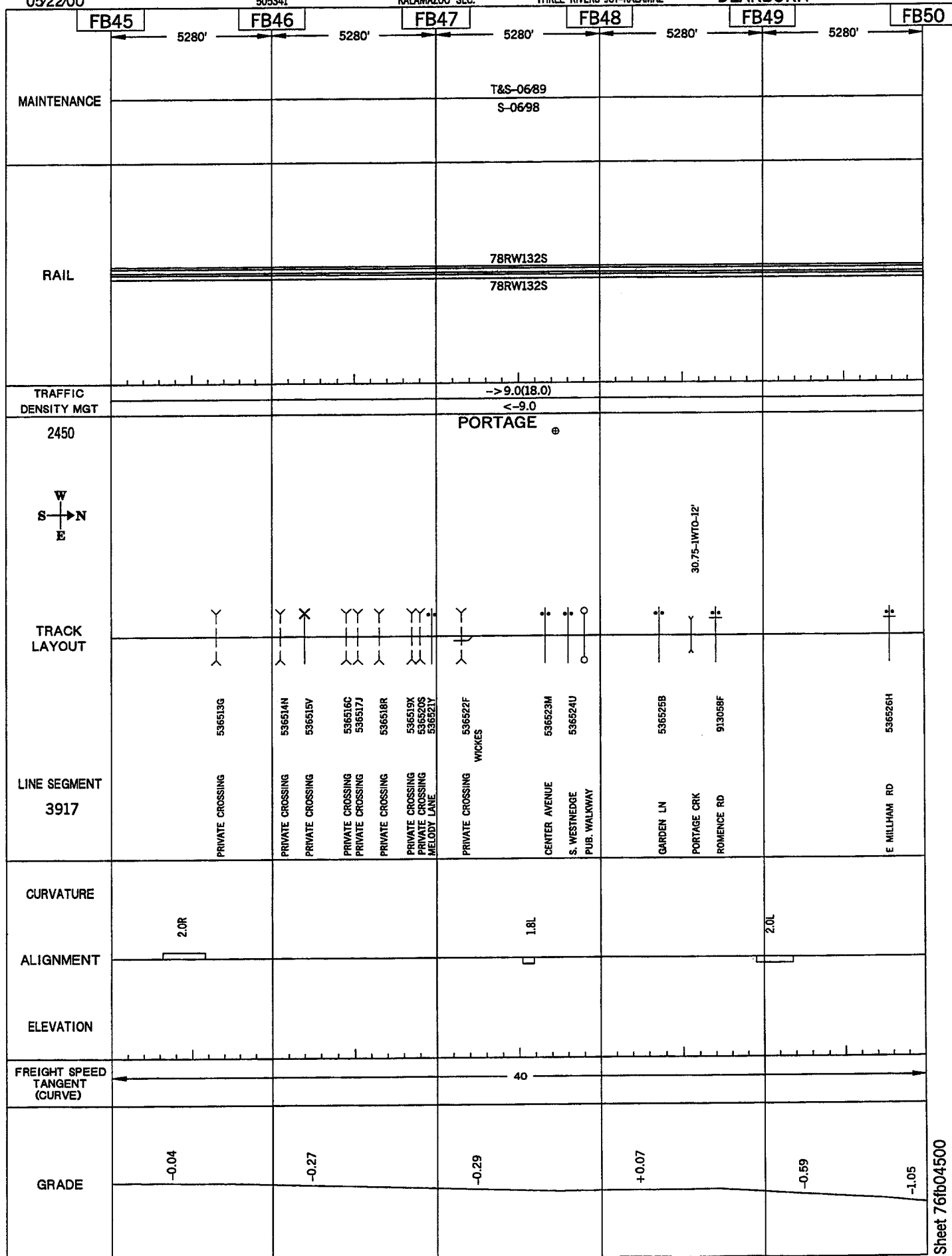
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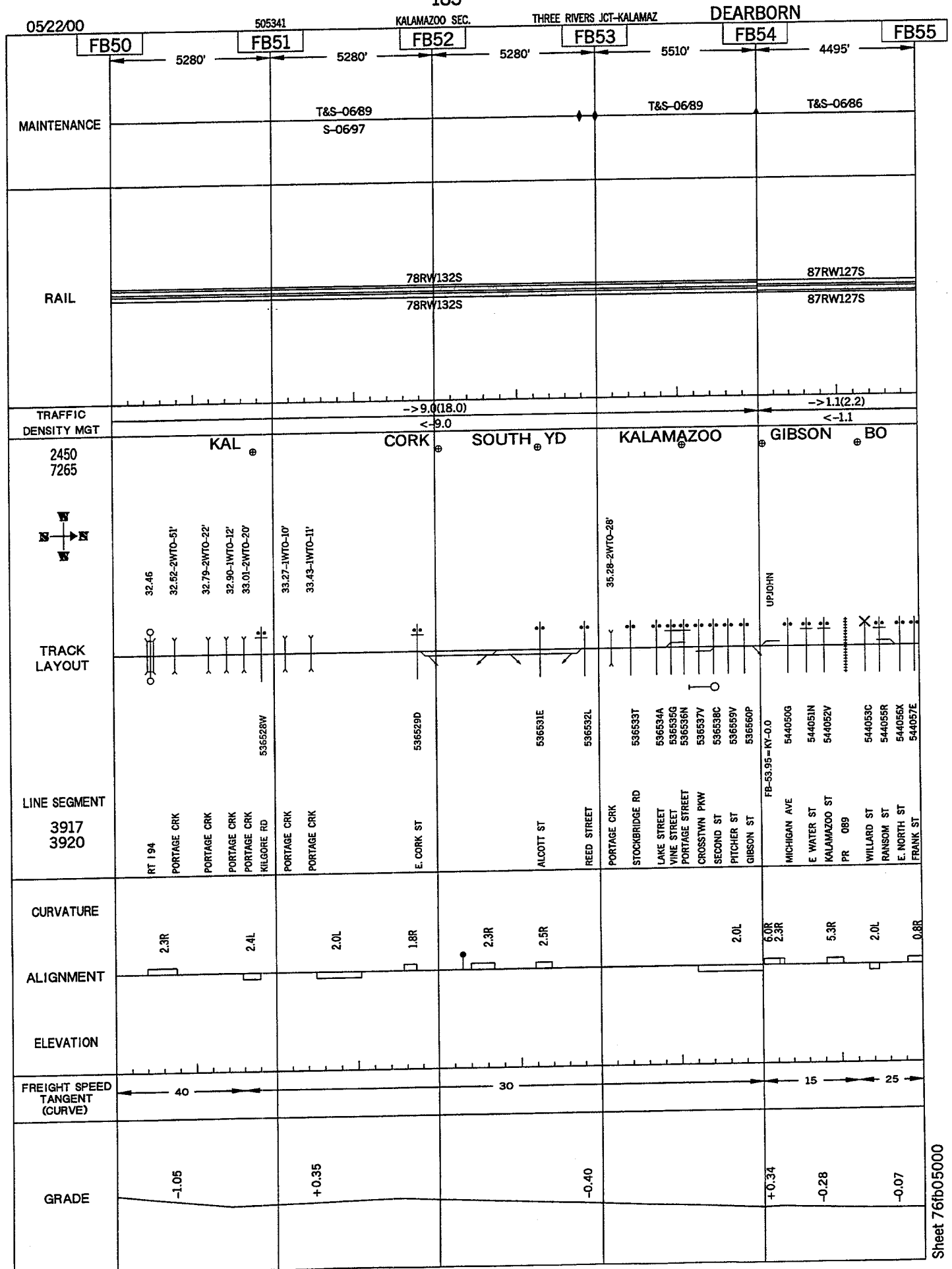
505341

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN





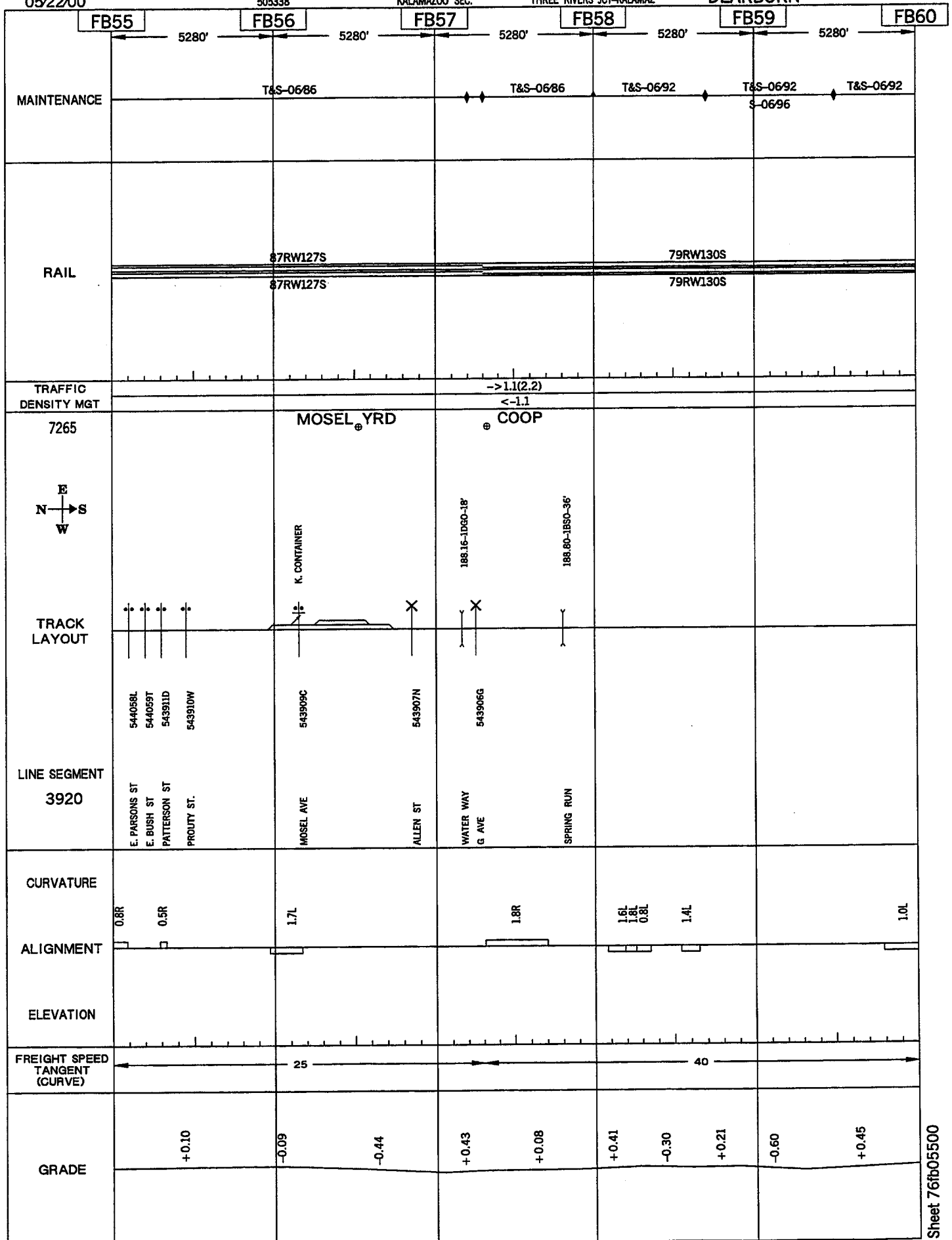
05/22/00

505338

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



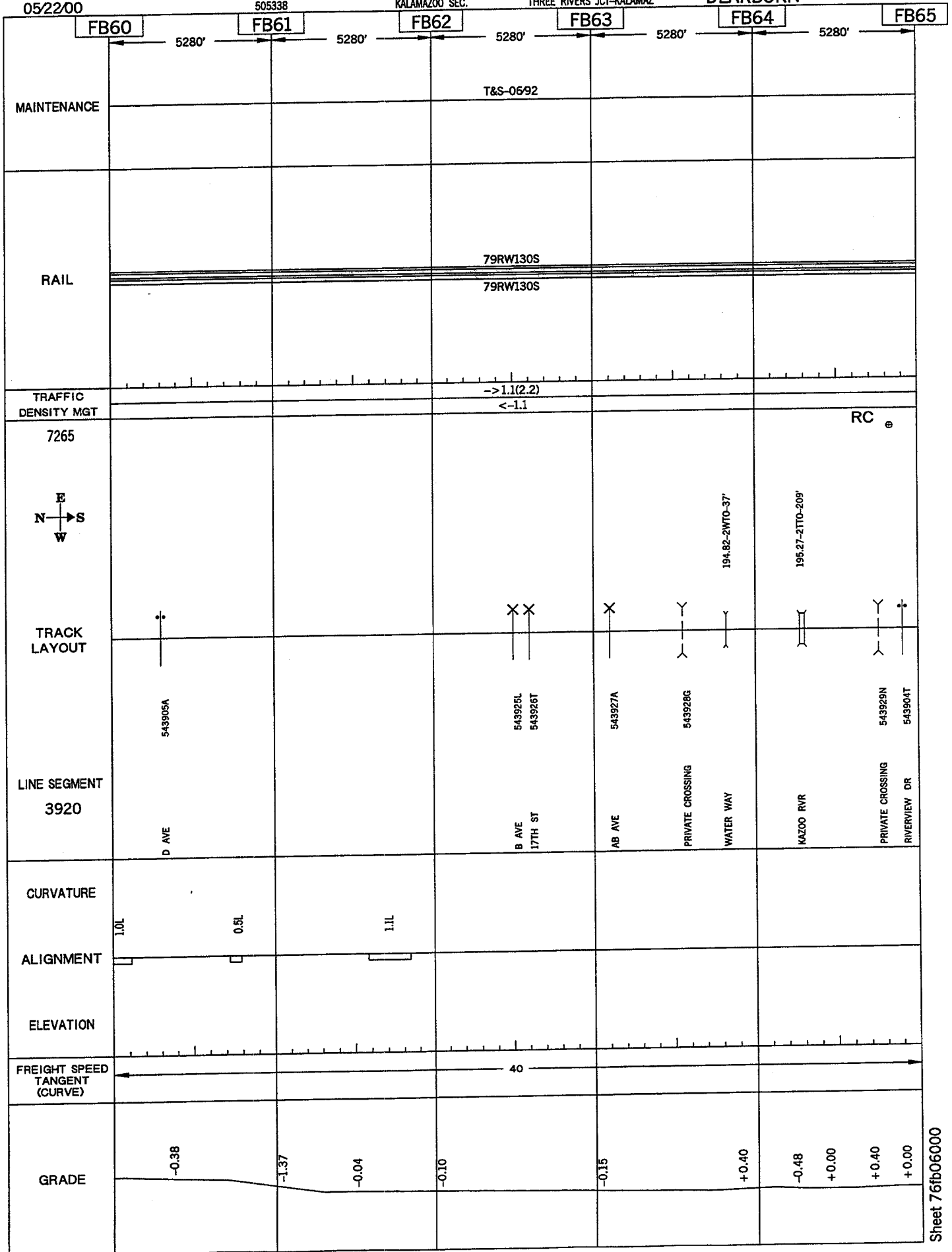
05/22/00

505338

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN





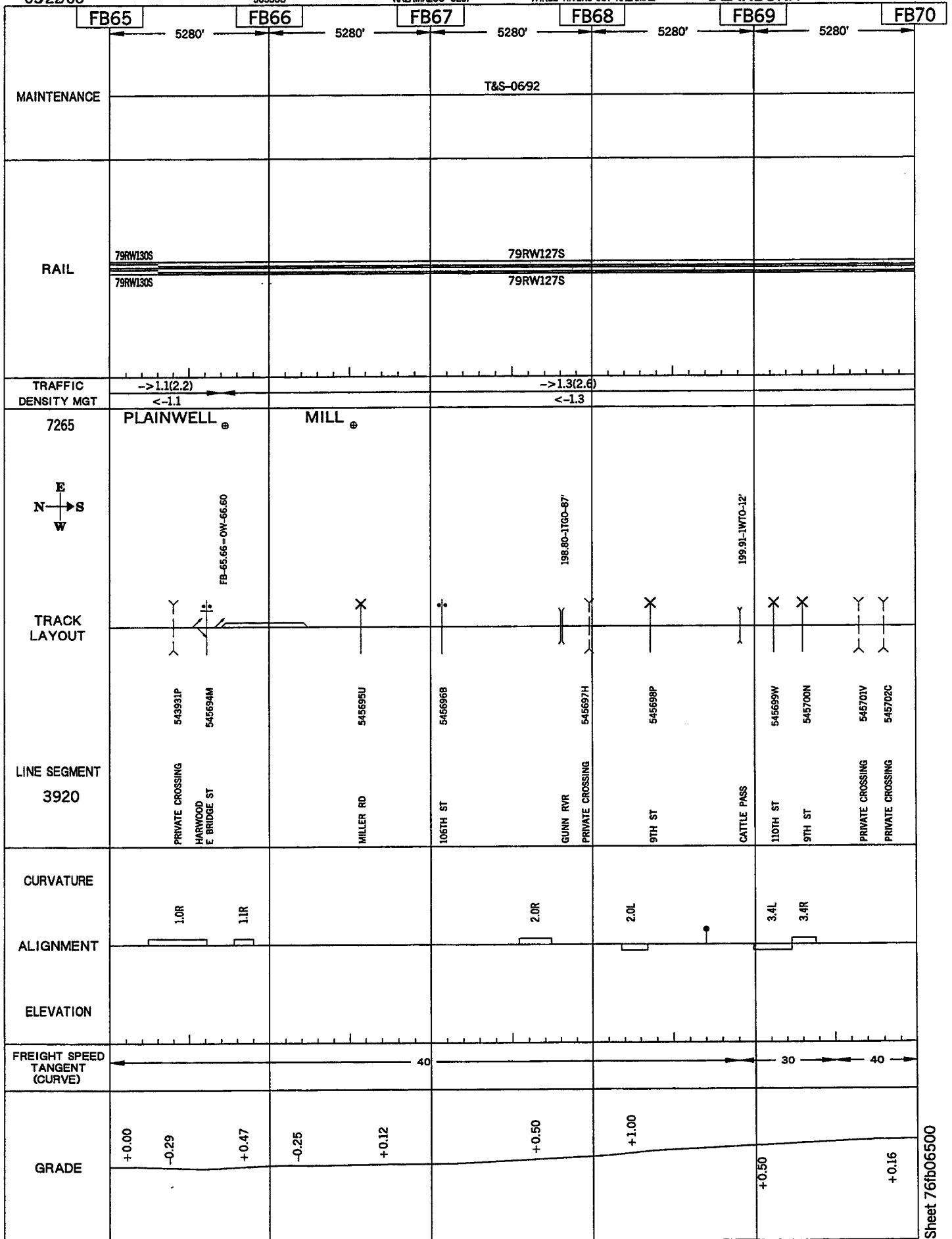
0522/00

505338

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



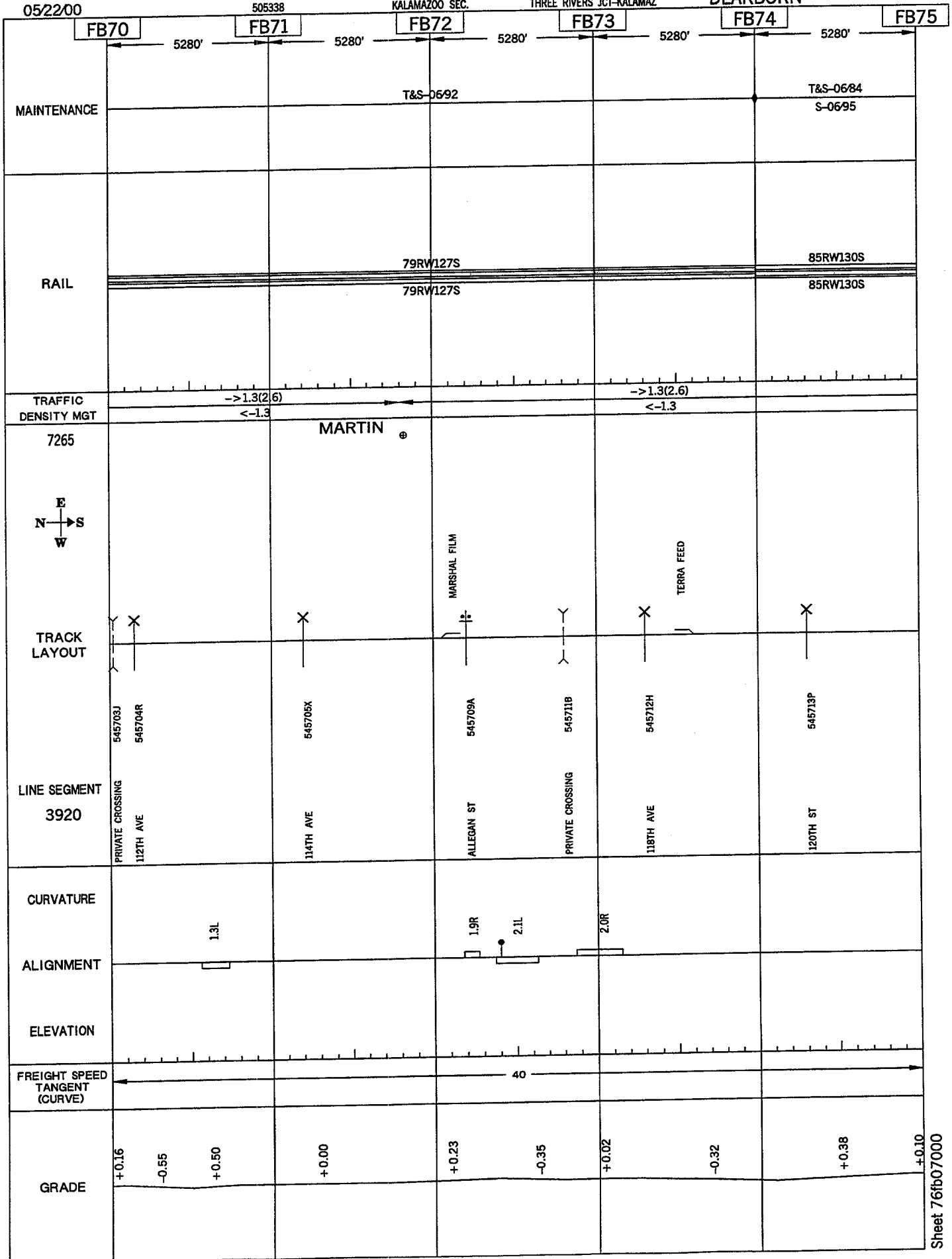
05/22/00

505338

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



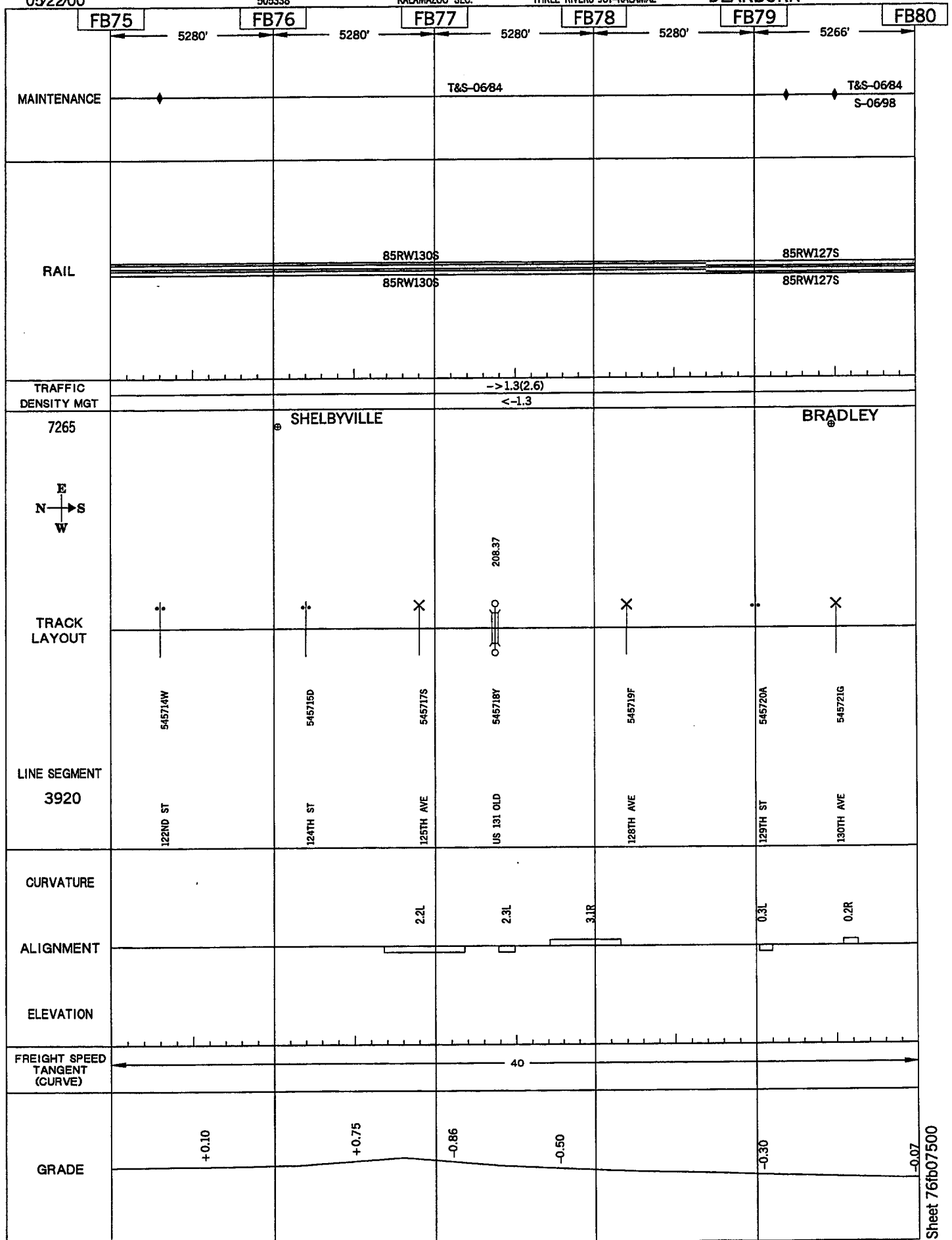
05/22/00

505338

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



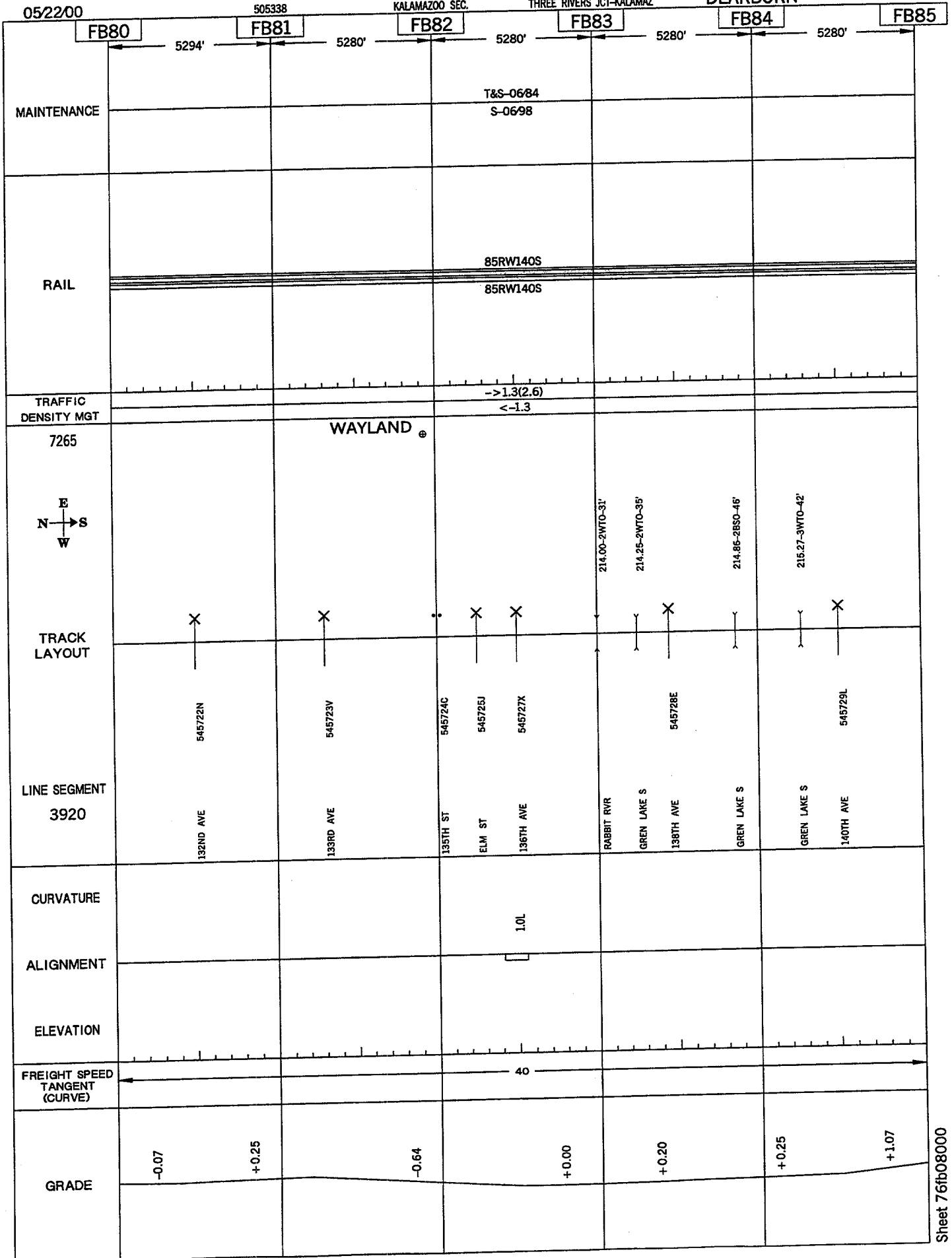
05/22/00

505338

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



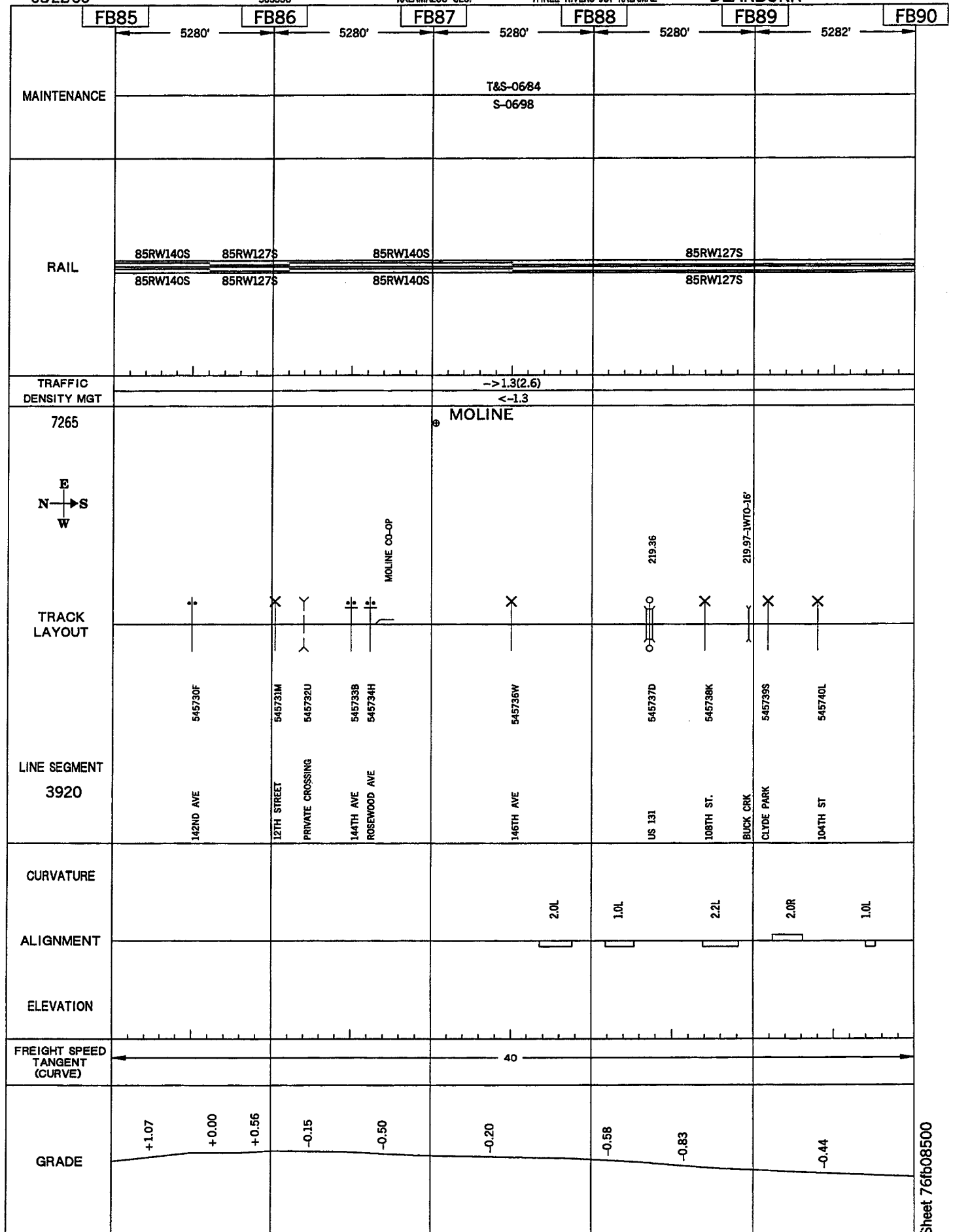
05/22/00

505338

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



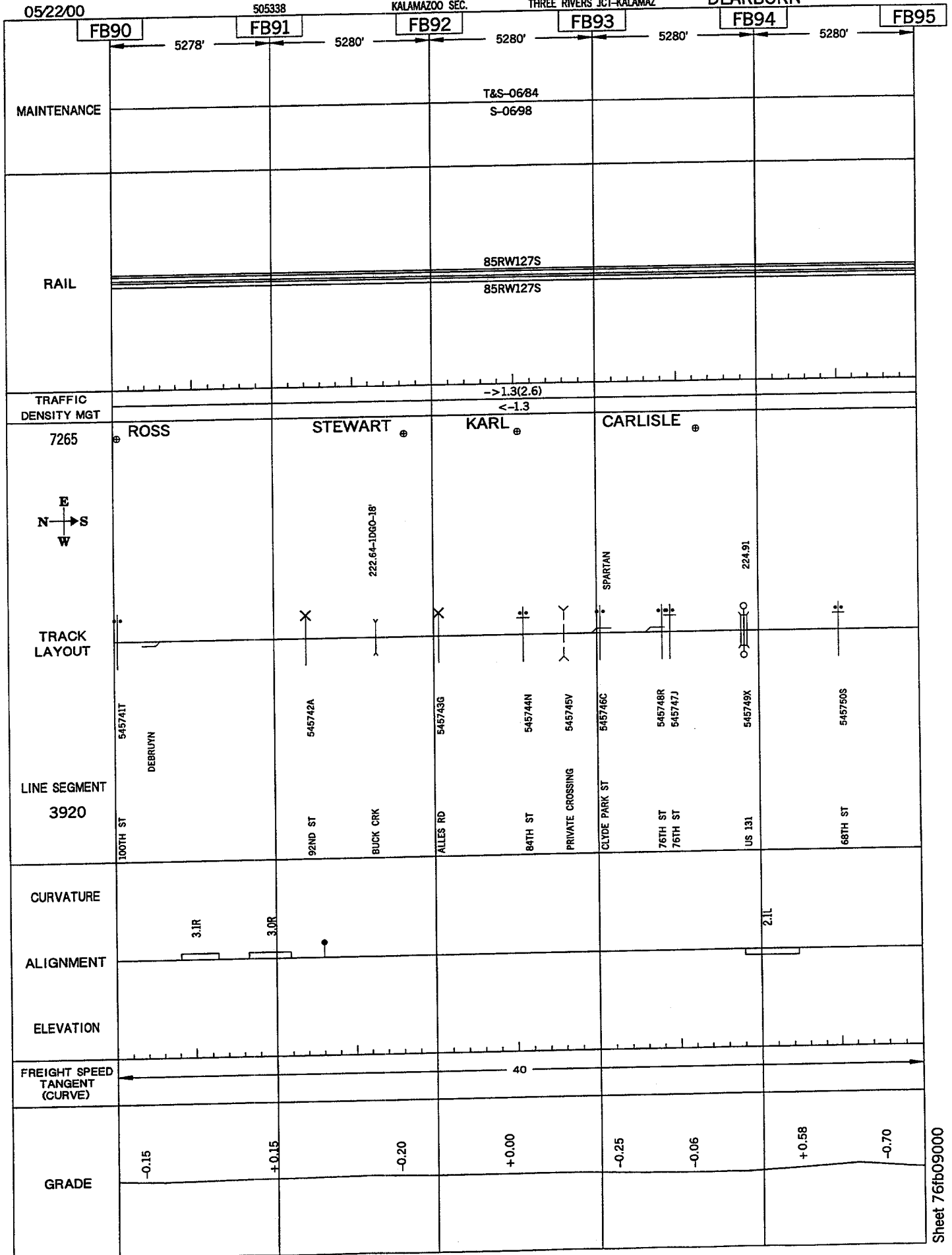
05/22/00

505338

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



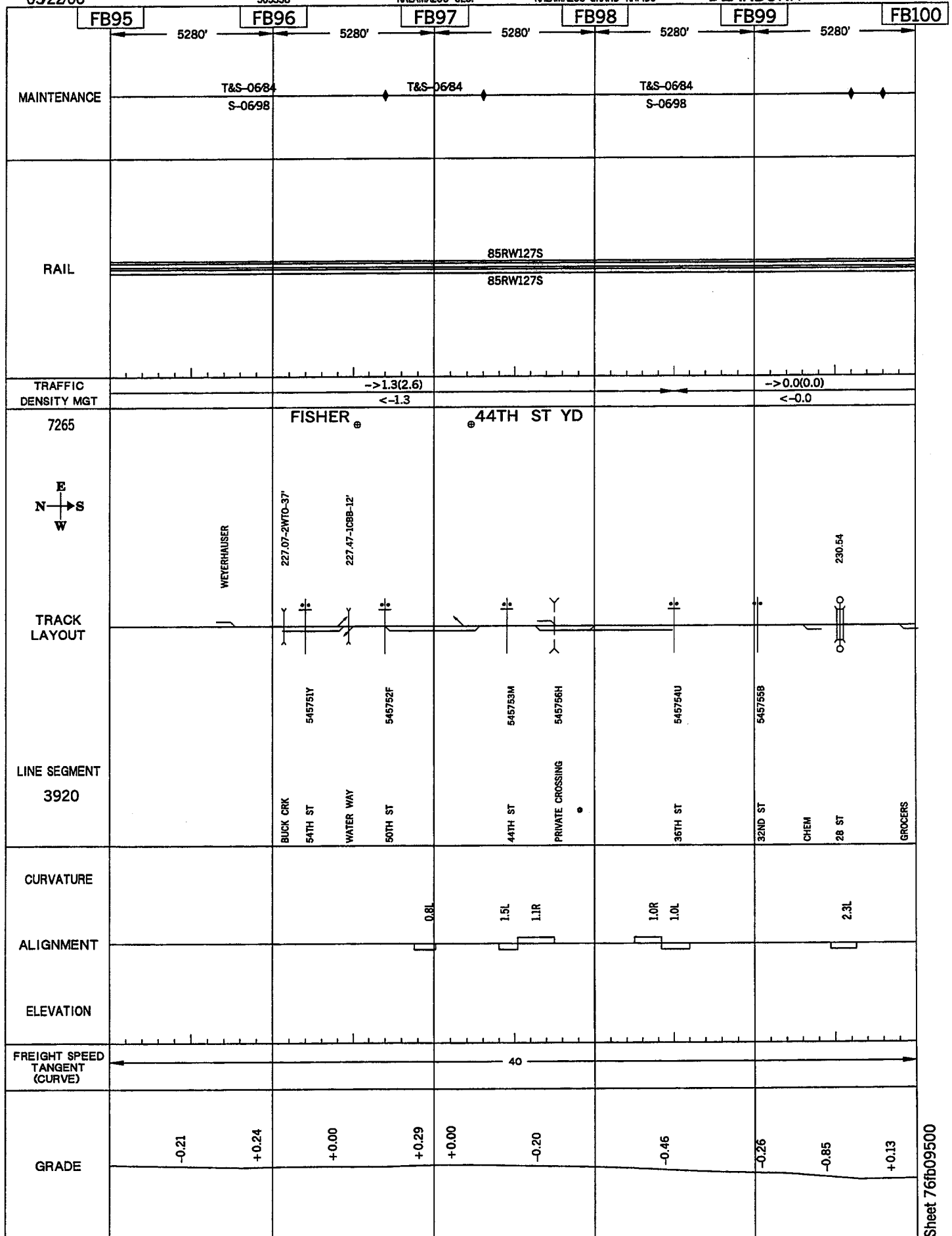
05/22/00

505338

KALAMAZOO SEC.

KALAMAZOO-GRAND RAPIDS

DEARBORN



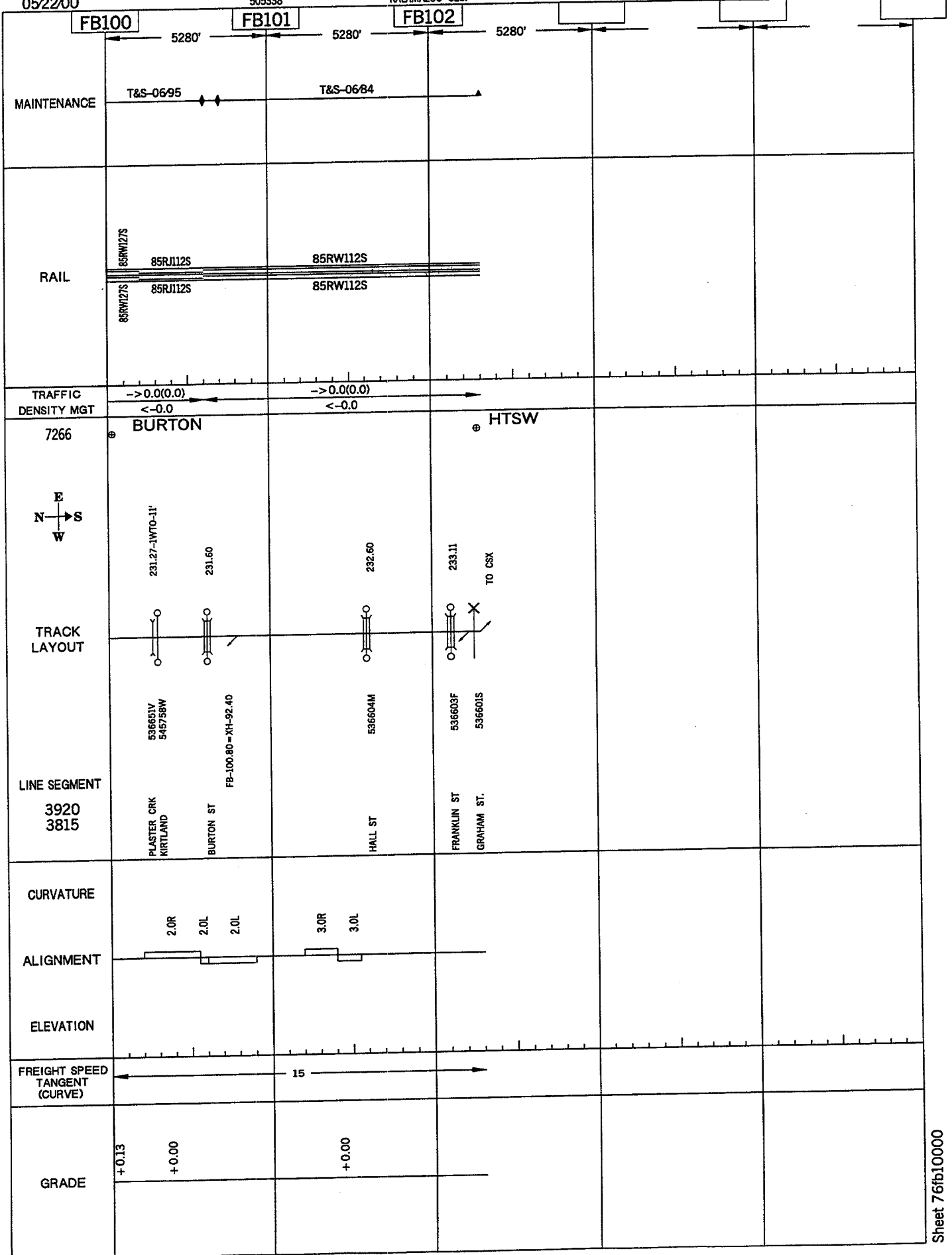
05/22/00

505338

KALAMAZOO SEC.

KALAMAZOO-GRAND RAPIDS

DEARBORN





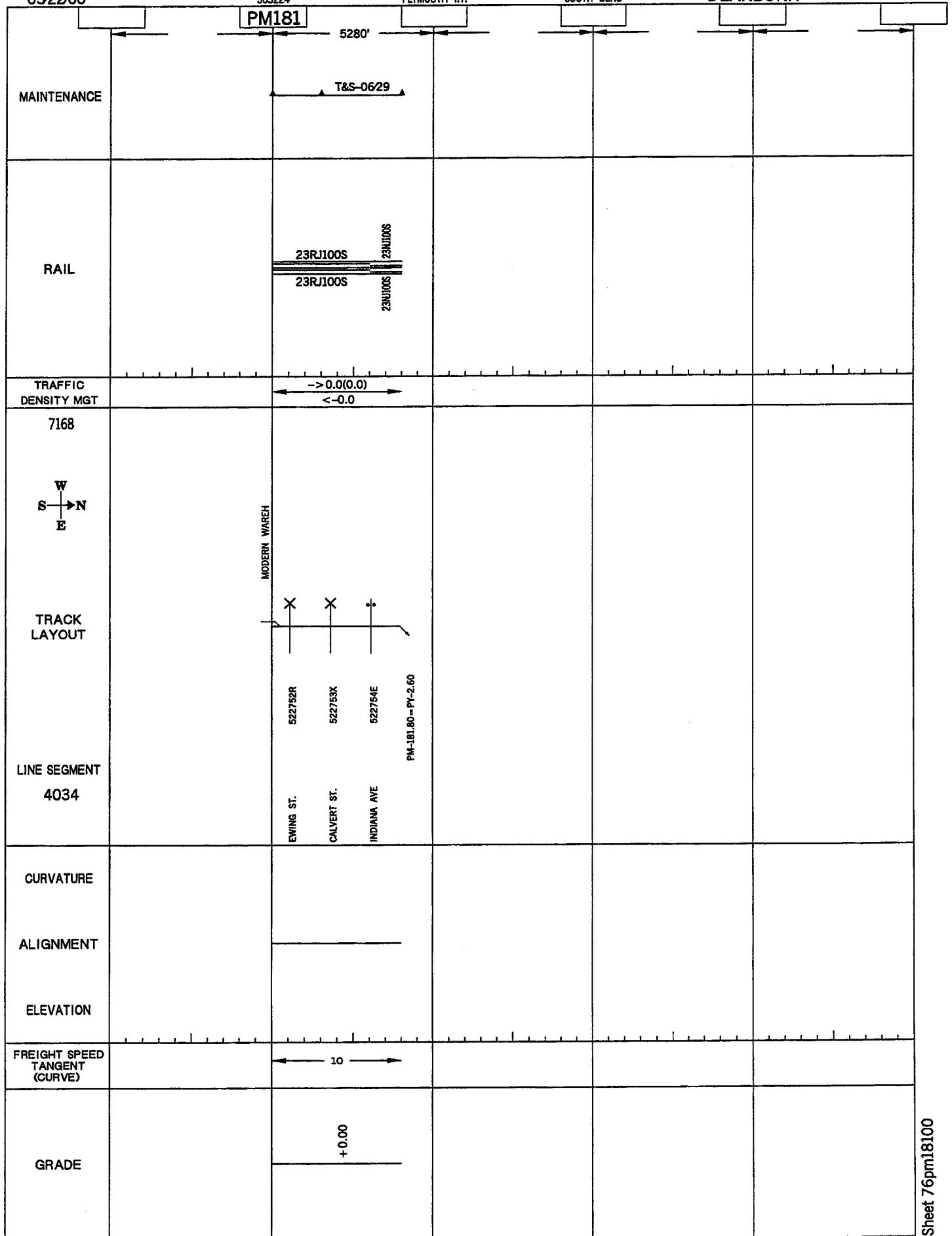
052200

503224

PLYMOUTH I.T.

SOUTH BEND

DEARBORN



05/22/00

503124

EAST BRADLEY I.T.

KANKAKEE

DEARBORN

	YKO					
MAINTENANCE	5280'					
RAIL						
TRAFFIC DENSITY MGT	--> 0.1(0.2) <- -0.1					
2480	KANKAKEE					
<div> <div>N</div> <div>W — E</div> <div>S</div> </div> <div>YK-0.0 = RS-100.70</div> <div> <div>+</div> <div>+</div> </div> <div> <div>533154H</div> <div>507894U</div> </div>						
TRACK LAYOUT						
LINE SEGMENT 4127	FAIR RT 30 CENTER					
CURVATURE						
ALIGNMENT	12.9L 12.0L					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	+0.02					

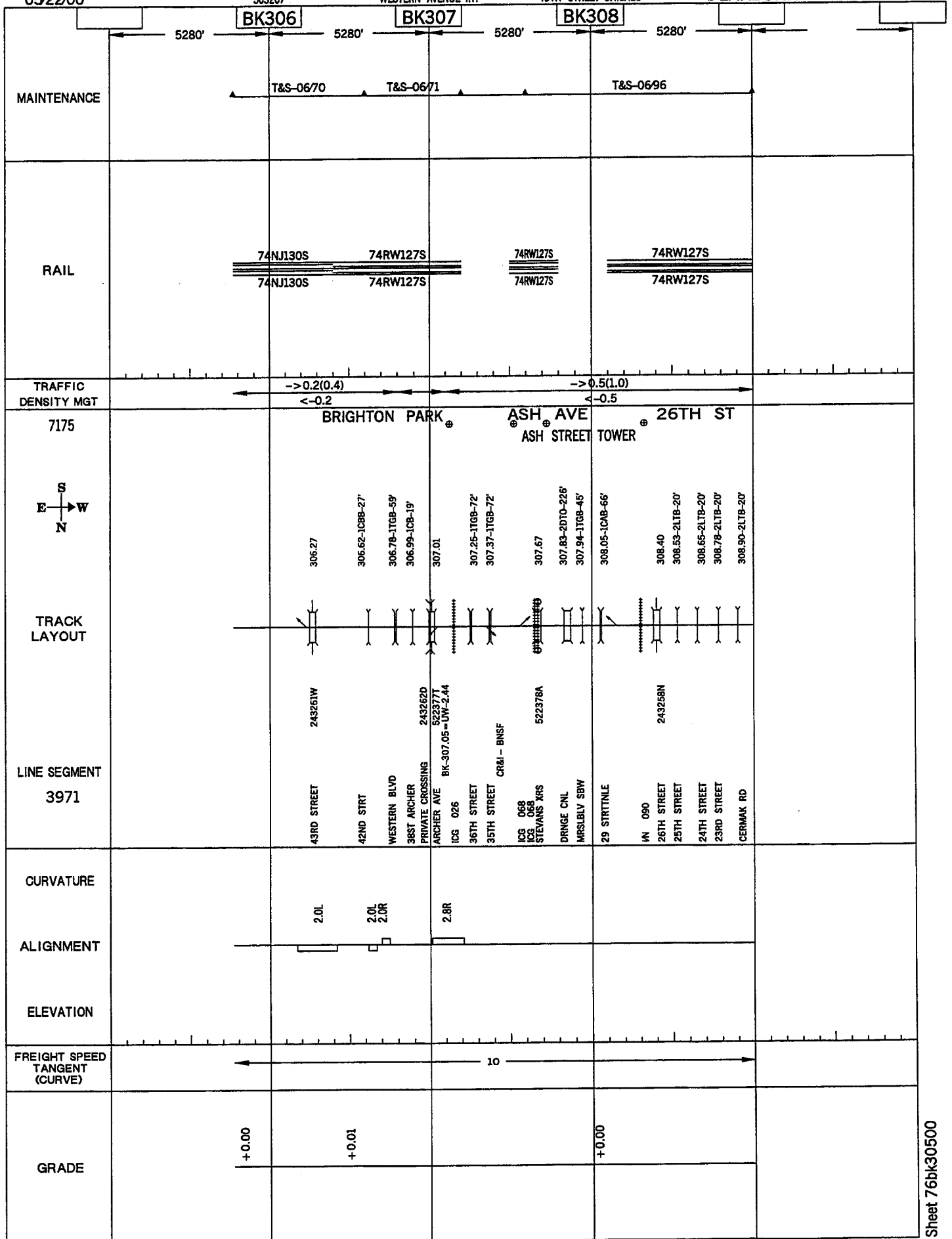
05/22/00

503207

WESTERN AVENUE I.T.

49TH STREET-CHICAGO

DEARBORN



05/22/00

503207

BERNICE R.T.

DOLTON-CALUMET RIVER

DEARBORN

QP294

5280' 5283'

T&S-06/76

MAINTENANCE

RAIL

53UJ131S

53UJ131S

66UJ30S  
66UJ30S

TRAFFIC  
DENSITY MGT

-> 0.2(0.4)  
< -0.2

7175

⊕ DOLTON

⊕ RIVERDALE

S  
E → W  
N

TRACK  
LAYOUT

294.12

522338C  
522339J

138TH ST  
137TH PLACE

522340D

137TH ST  
IC RR

LINE SEGMENT  
4043

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.02

052200

503207

CROWN POINT I.T.

SCHERERVILLE-AIRLINE

DEARBORN

MQ281

MQ282

MQ283

MQ284

MQ285

5280'

5262'

5281'

5283'

5282'

MAINTENANCE

T&S-0676

T&S-0689

RAIL

41UJ131S

56UJ131S

51UJ130S

43UJ130S

43UJ130S

41UJ130S

43NU130S

41UJ131S

56UJ131S

51UJ130S

43UJ130S

43UJ130S

41UJ130S

43NU130S

TRAFFIC  
DENSITY MGT

-> 0.0(0.0)  
<- -0.0

-> 0.0(0.0)  
<- -0.0

7148

HARTSDALE

CP MAYNARD

S  
E → W  
N

TRACK  
LAYOUT

281.32

281.67

282.23-15BB-13'

283.60-10G0-71'

LINE SEGMENT

3947  
3950

CR KKK LINE

US 41 065

522312A

MQ-281.97 = JH-12.60

522313G

CATTLE PASS  
PRIVATE RD

522314N

MAIN STREET

522315V

HARTS DITCH

522315V

CALUMET AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.02

+0.00

+0.00

05/22/00

503207

MUNSTER I.T.

SCHERERVILLE-AIRLINE

DEARBORN

MQ285

5287'

MAINTENANCE

RAIL

43NU130S

43NU130S

TRAFFIC  
DENSITY MGT

AIRLINE

S  
E — W  
N

TRACK  
LAYOUT

LINE SEGMENT  
3950

CURVATURE

ALIGNMENT

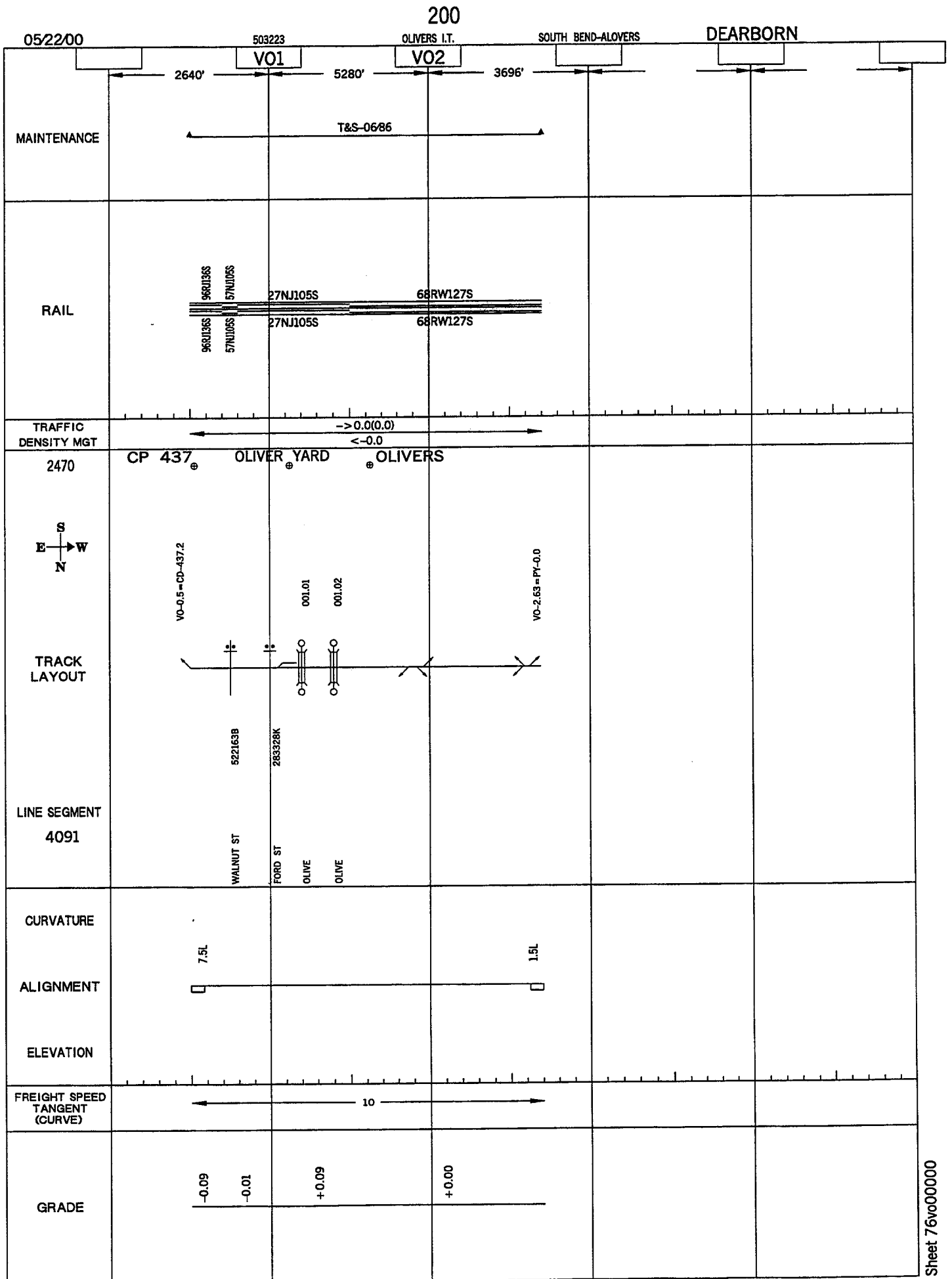
ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10 — 30

GRADE

+0.00



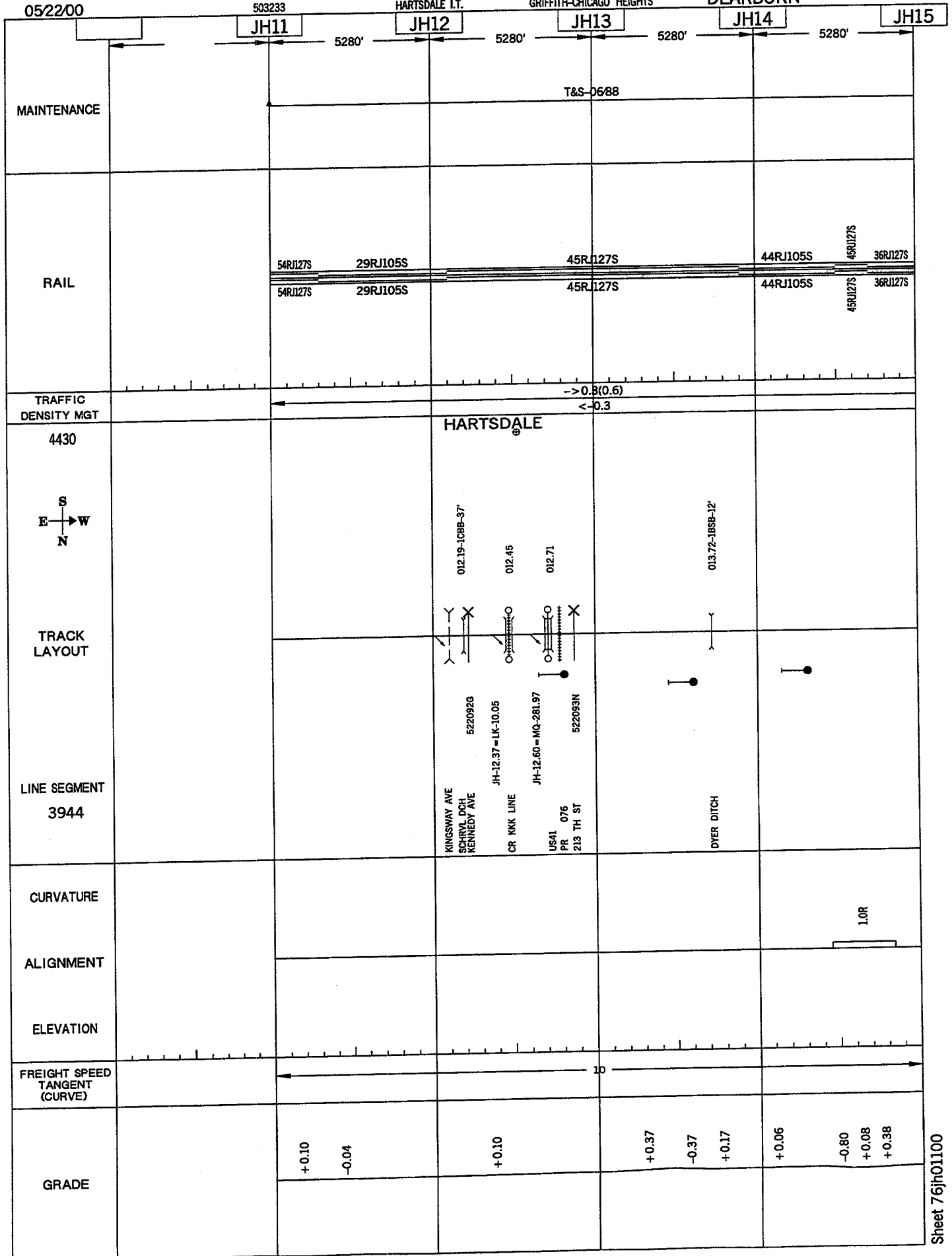
05/22/00

503233

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN





05/22/00

503233

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

	JH15	JH16	JH17	JH18	JH19	JH20
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-0688			T&S-0688		
RAIL	36RJ127S 44RJ127S 56RJ127S	56RJ127S	50RJ127S	51RJ127S	52RJ127S	
TRAFFIC DENSITY MGT	-> 0.3(0.6) < -0.3			-> 0.3(0.6) < -0.3		
4521 DYER IN IL						
TRACK LAYOUT	015.18-1DGB-66' 522095C HART DITCH CSXT 076 SHEFFIELD AVE LAKE ST.	522096J LINCOLN HWY	522097R PRIVATE CROSSING DEEP CREEK	260649C TORRENCE	018.36 522098X ILL RT 394	018.96-5WTB-51' 522099E PRIVATE CROSSING DEER CREEK
LINE SEGMENT 3944						522100W COTTAGE GROVE AVE CHICAGO HTS YARD
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			10			
GRADE	+0.10 +0.00 +0.00	-0.56 +0.00	+0.08 +0.03	+0.12 +0.07	+0.09 -0.07	

05/22/00

503233

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

JH20	5280'					
MAINTENANCE						
RAIL	<div data-bbox="299 506 365 569"> <p>37N105S</p> <p>37N105S</p> </div>					
TRAFFIC DENSITY MGT						
<div data-bbox="166 842 265 947"> <p>S</p> <p>E → W</p> <p>N</p> </div> <div data-bbox="166 1052 265 1115"> <p>TRACK LAYOUT</p> </div> <div data-bbox="150 1283 290 1356"> <p>LINE SEGMENT</p> <p>3944</p> </div>	<div data-bbox="315 884 340 999"> <p>020.14-108-10'</p> </div> <div data-bbox="315 1304 340 1419"> <p>THIRD CREEK</p> </div>					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	-0.07					

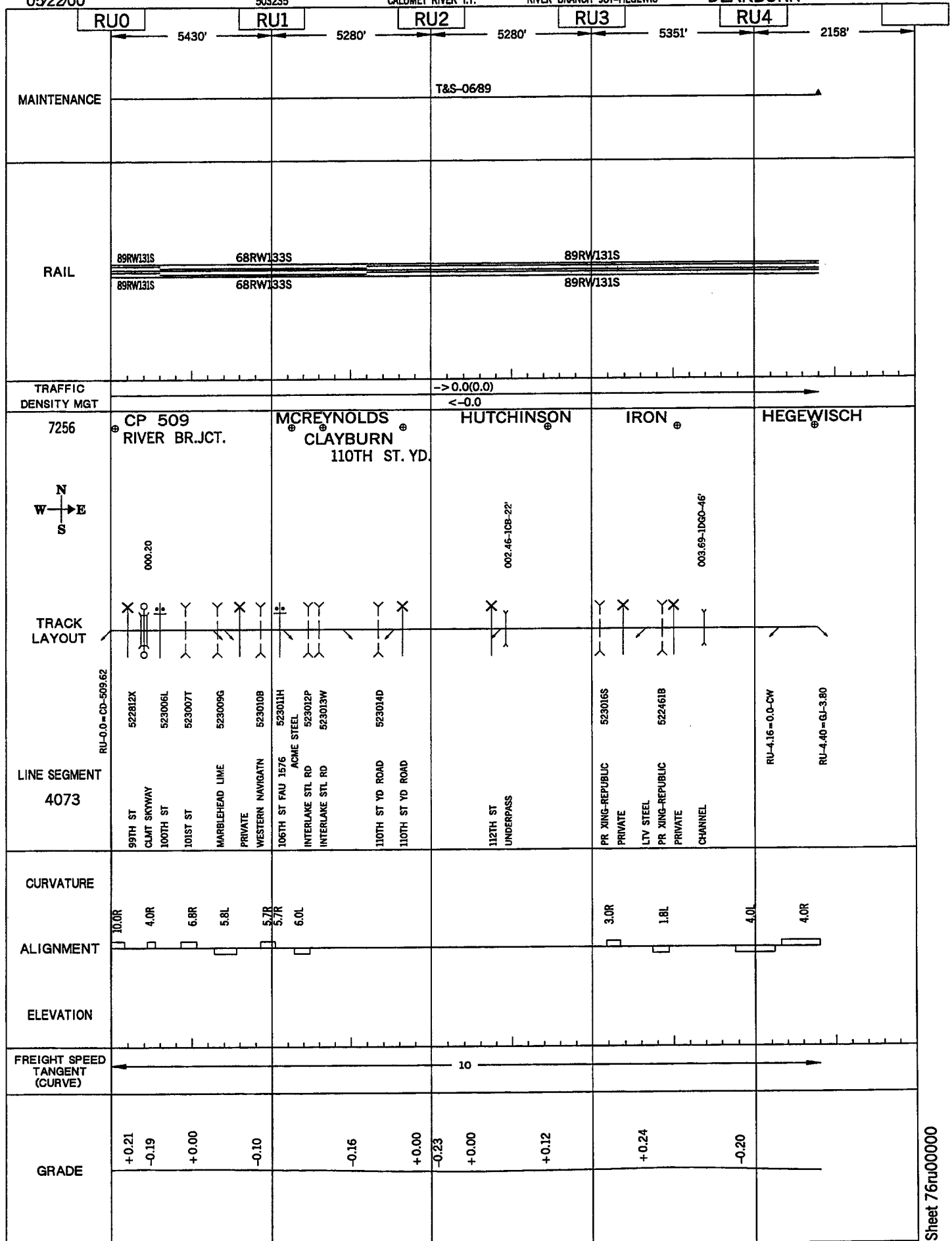
052200

503235

CALUMET RIVER I.T.

RIVER BRANCH JCT-HEGEWIS

DEARBORN



05/22/00

503246

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ4

GJ5

5280'

5261'

T&S-06/85

MAINTENANCE

RAIL

68RW131S

68RW131S

TRAFFIC  
DENSITY MGT

-> 0.1(0.2)

<- 0.1

7256

N  
W — E  
S

HEGEWISCH

WOLF LAKE JCT

BURNHAM

TRACK  
LAYOUT

GL-4.17 = UD-0.0

001.76-4BSO-164

LINE SEGMENT  
4004

GL-3.80 = RU-4.40

522460U

522459A

522458T

522456E

522455X

522454R

133RD ST

134TH ST

135TH ST

BRAINARD AVE

CSSB 057

CHIPPewa ST

NS 055

GREEN BAY AVE

CALUMET RVR

CURVATURE

4.3R

ALIGNMENT

4.0L

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

25

GRADE

+0.25

+0.00

+0.45

+0.34

+0.29

+0.00

+0.25

05/22/00

503246

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

	GJ5	5262'							
MAINTENANCE	T&S-0685								
RAIL	68RW131S 68RW131S								
TRAFFIC DENSITY MGT									
<div> <div>N</div> <div>W</div> <div>E</div> <div>S</div> </div>	CALUMET PARK IHB RR								
TRACK LAYOUT									
LINE SEGMENT 4004									
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	25								
GRADE	+0.25								

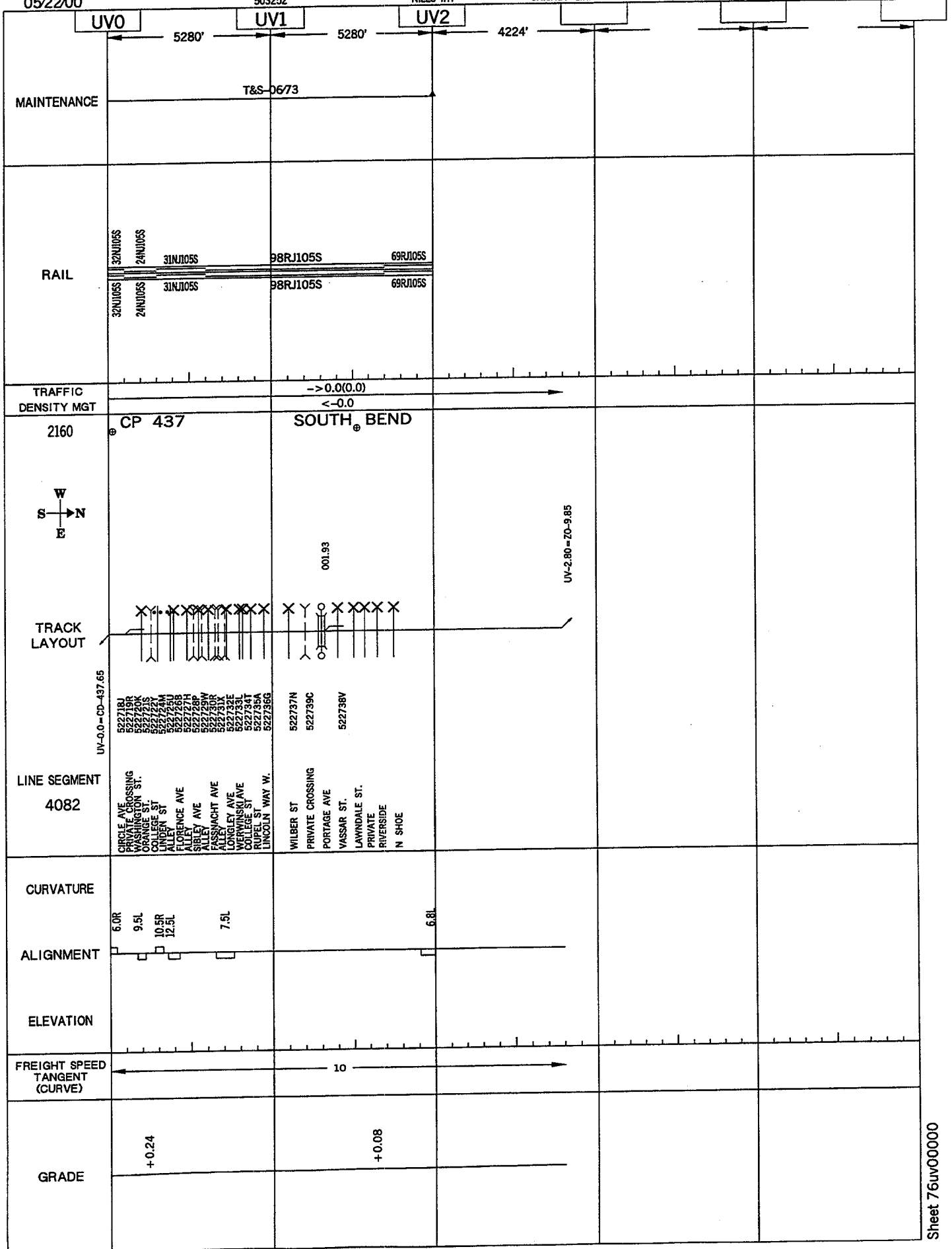
05/22/00

503252

NILES I.T.

CHICAGO LINE-SOUTH BEND

DEARBORN



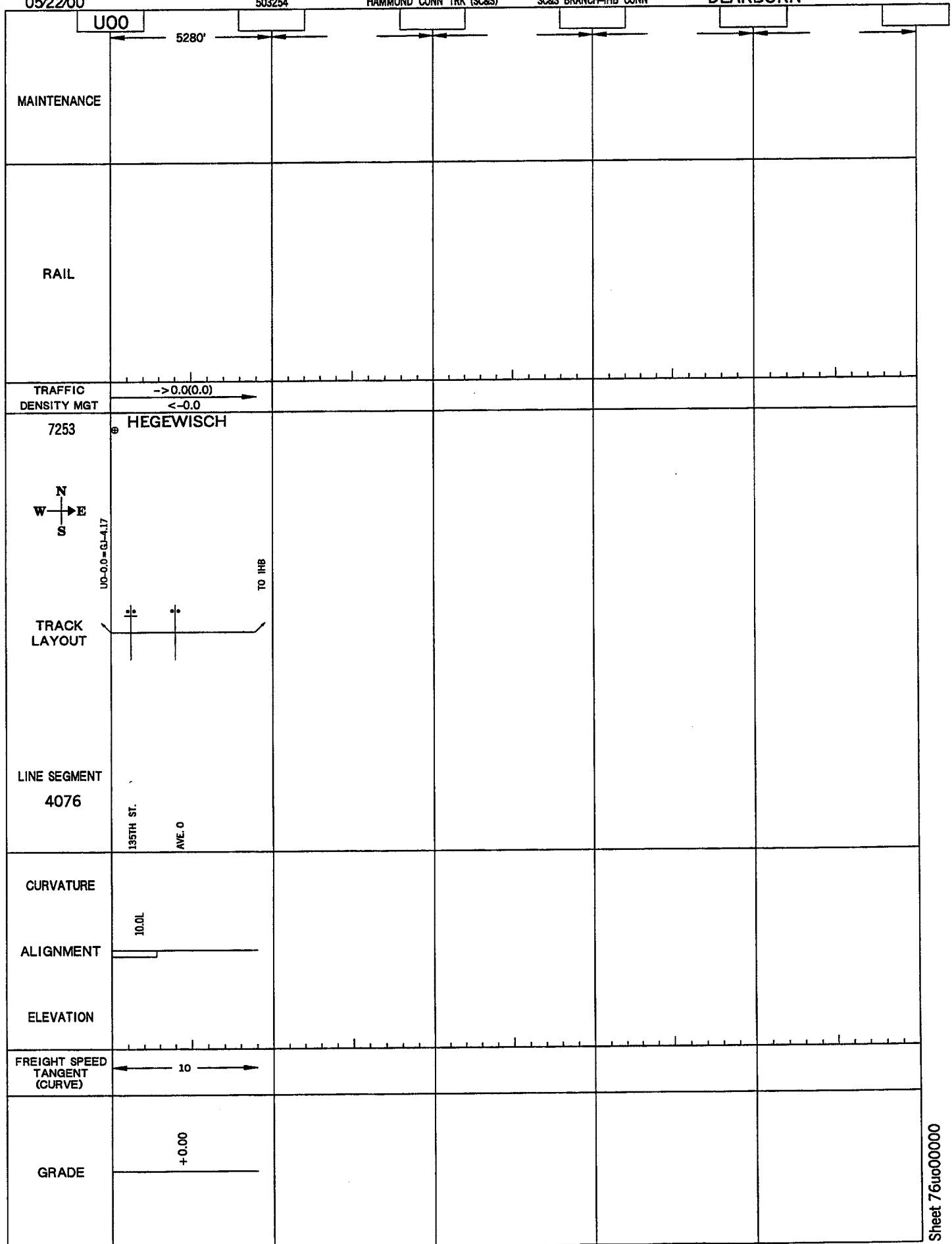
05/22/00

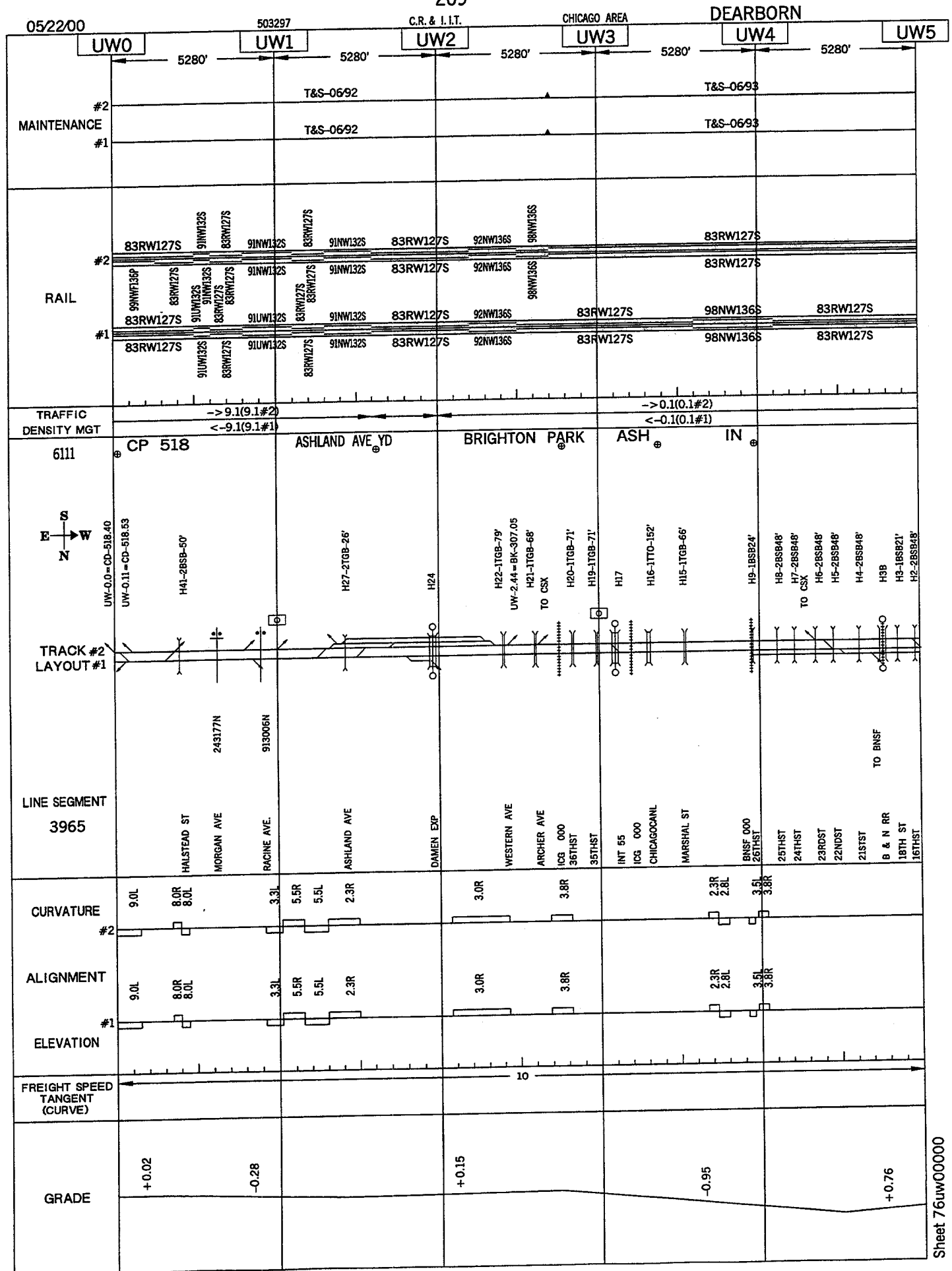
503254

HAMMOND CONN TRK (SC&amp;S)

SC&amp;S BRANCH-IHB CONN

DEARBORN







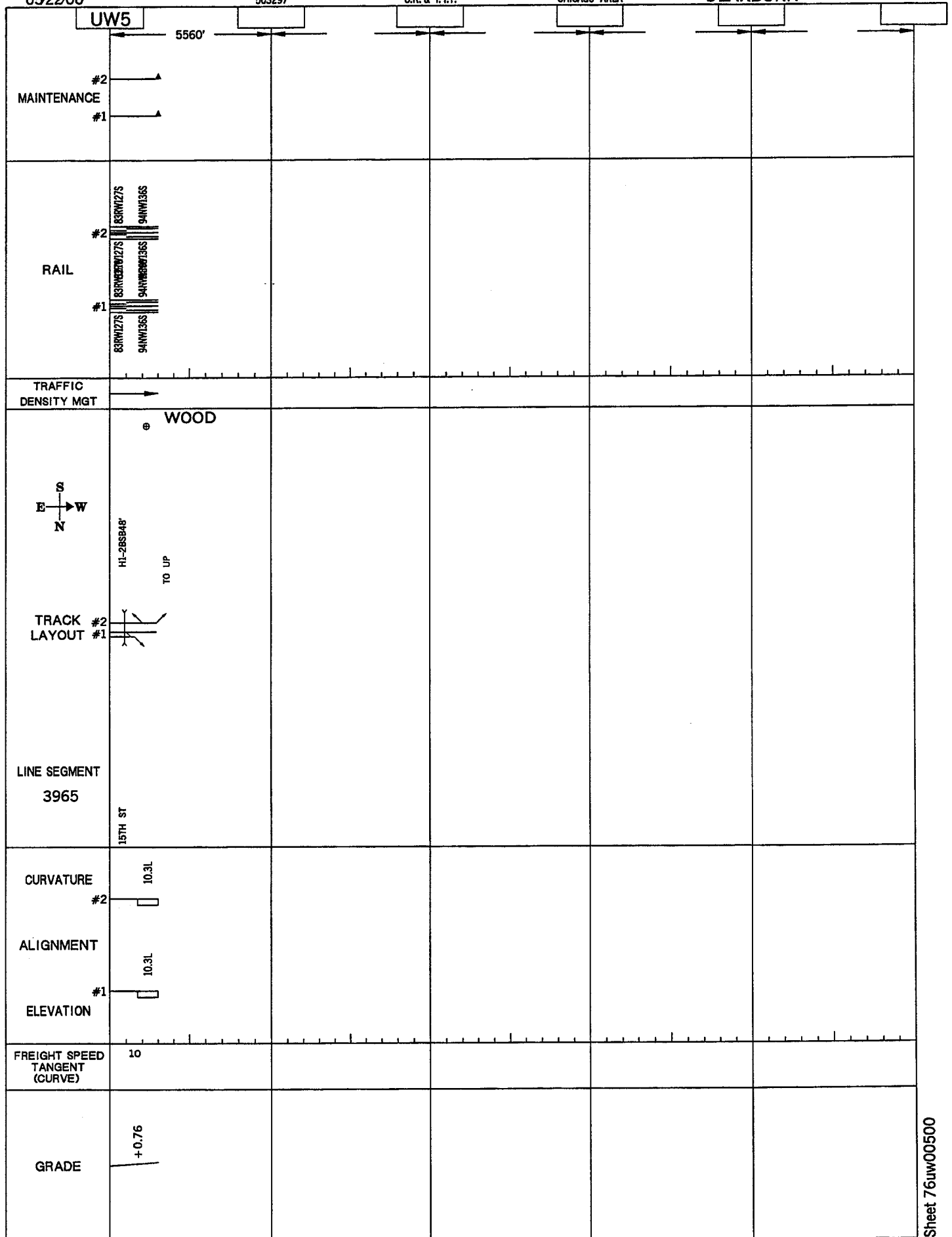
05/22/00

503297

C.R. &amp; I.I.T.

CHICAGO AREA

DEARBORN



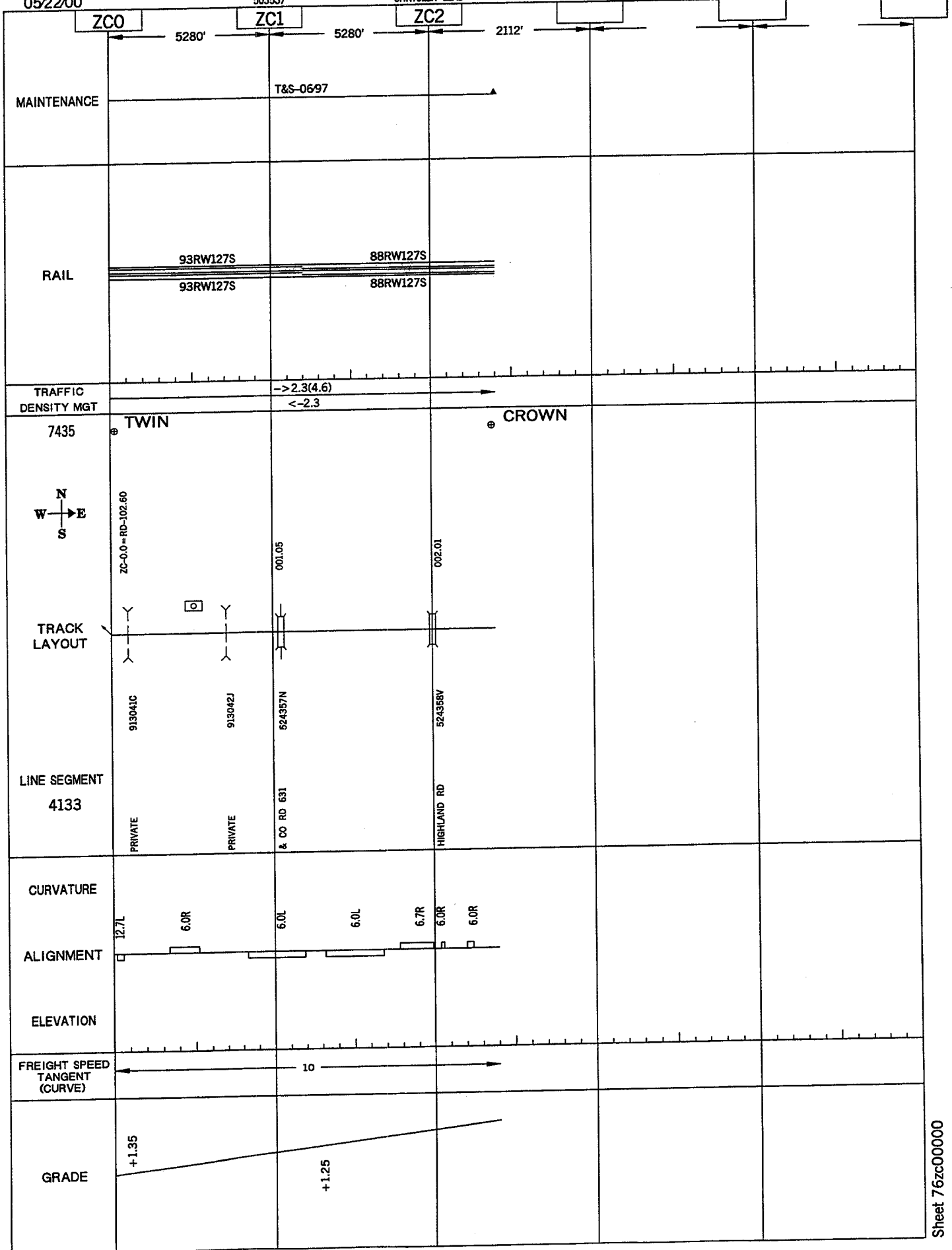
05/22/00

503537

CHRYSLER LEAD

TWIN-CROWN(CHRYSLER YD)

DEARBORN



Sheet 76ix00000

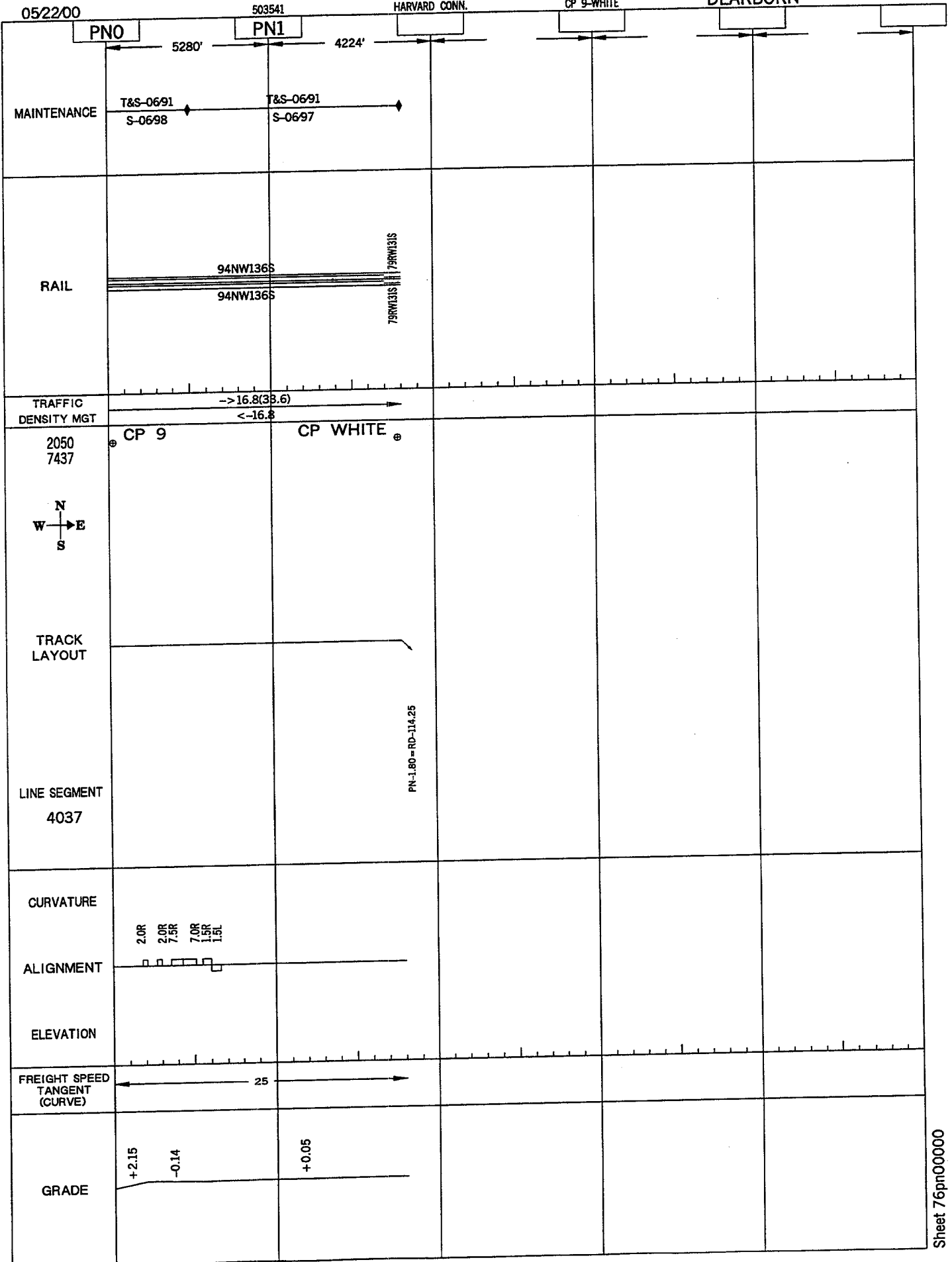
05/22/00

503541

HARVARD CONN.

CP 9-WHITE

DEARBORN



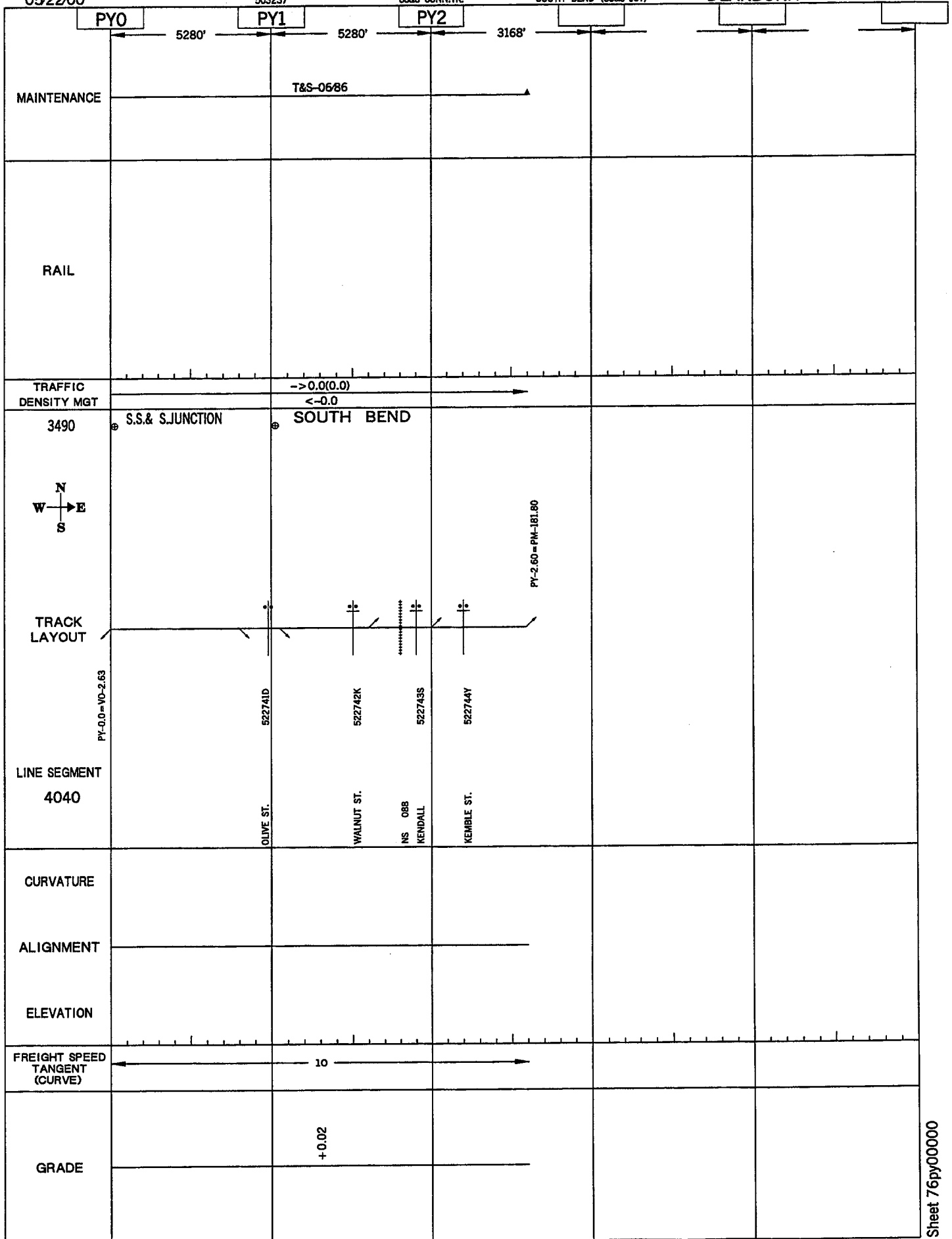
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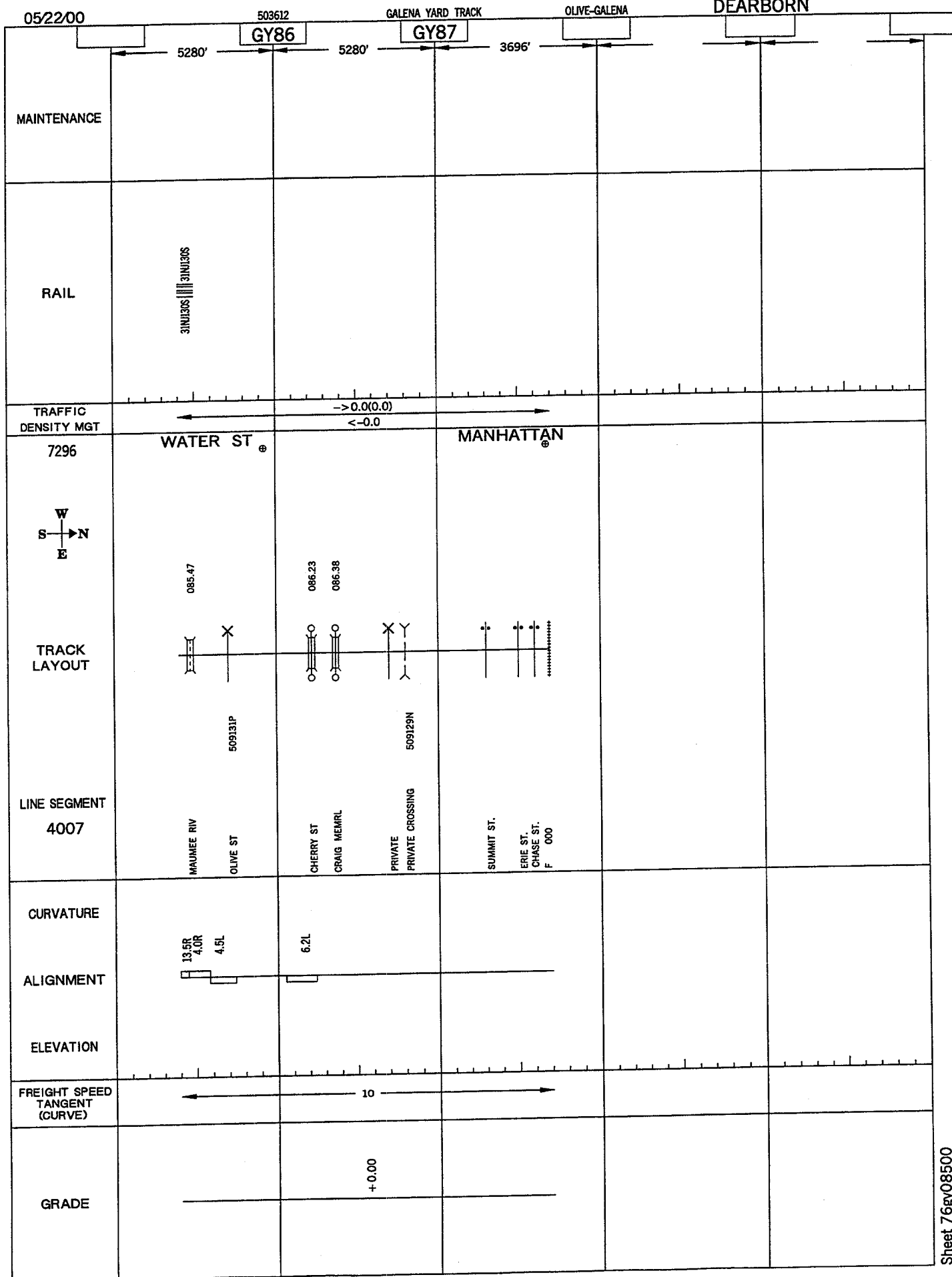
503237

SS&S CONN.TK.

SOUTH BEND (SS&S JCT)

DEARBORN





05/22/00

503630

OAKDALE CONNECTION

CP 286-CP OAK

DEARBORN

XA287

528'

4224'

T&S-06/97

MAINTENANCE

RAIL

97NW136S

97NW136S

TRAFFIC  
DENSITY MGT

-> 10.3(20.6)  
<- 10.3

4224

CP 286

TOLEDO

CP

OAK

S  
E → W  
N

TRACK  
LAYOUT

XA-286.90 = CD-286.75

XA-287.80 = DY-2.35

LINE SEGMENT  
4109

OAK STREET

OAKDALE AVE

CURVATURE

ALIGNMENT

8.0L

4.0L

4.0L

2.3L

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

20

GRADE

+0.14

+0.00

-1.10

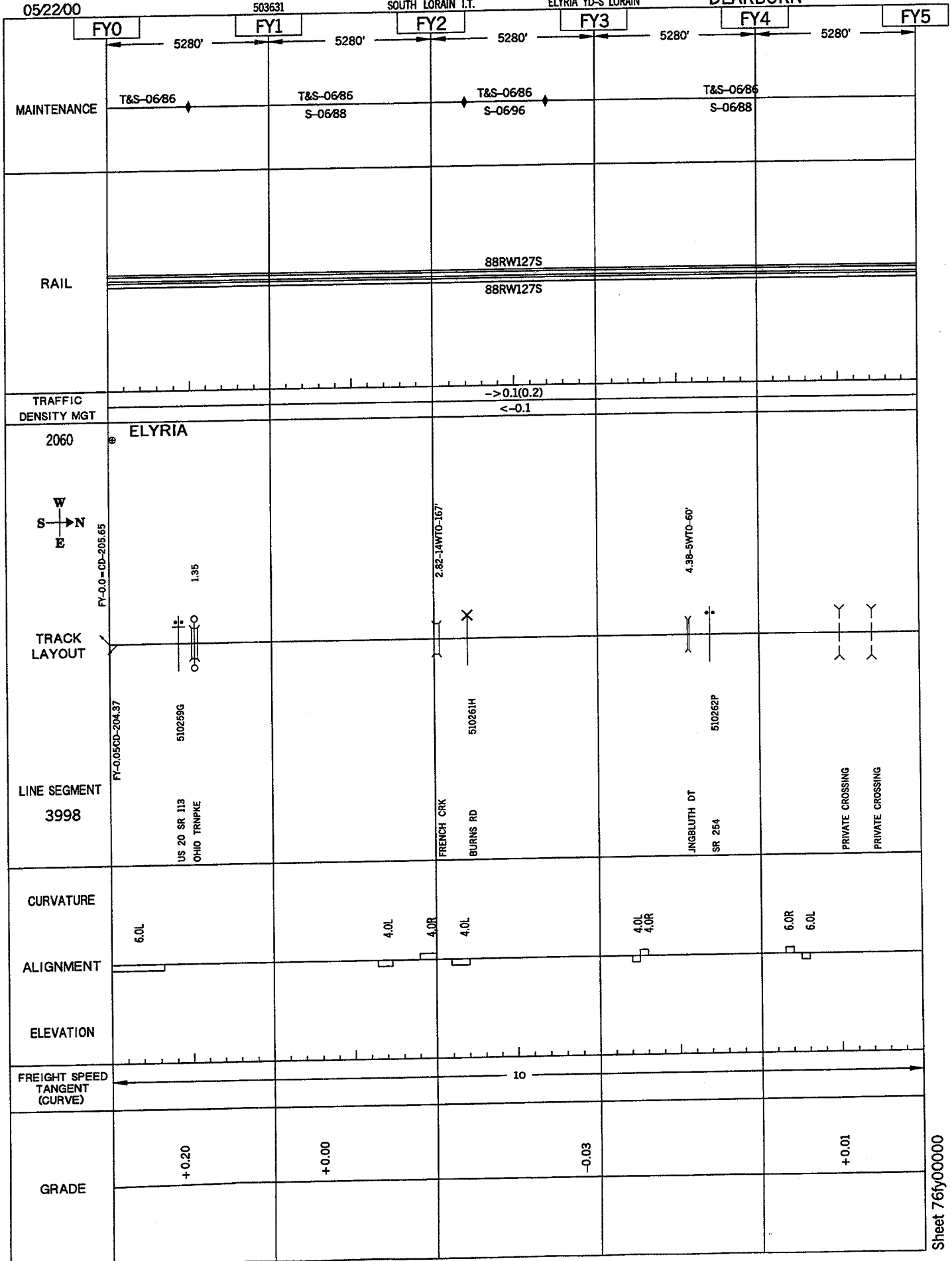
05/22/00

503631

SOUTH LORAIN I.T.

ELYRIA YD-S LORAIN

DEARBORN





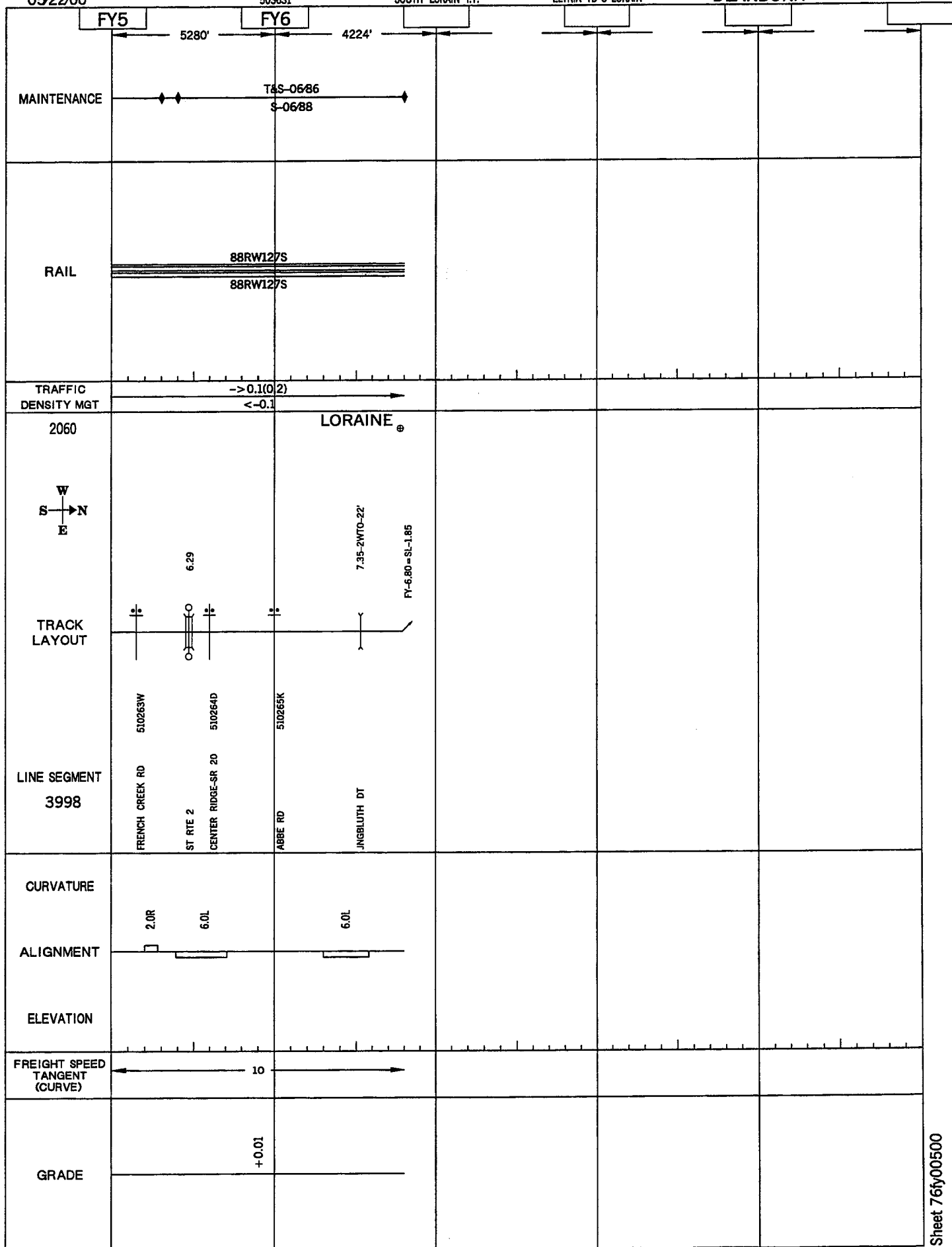
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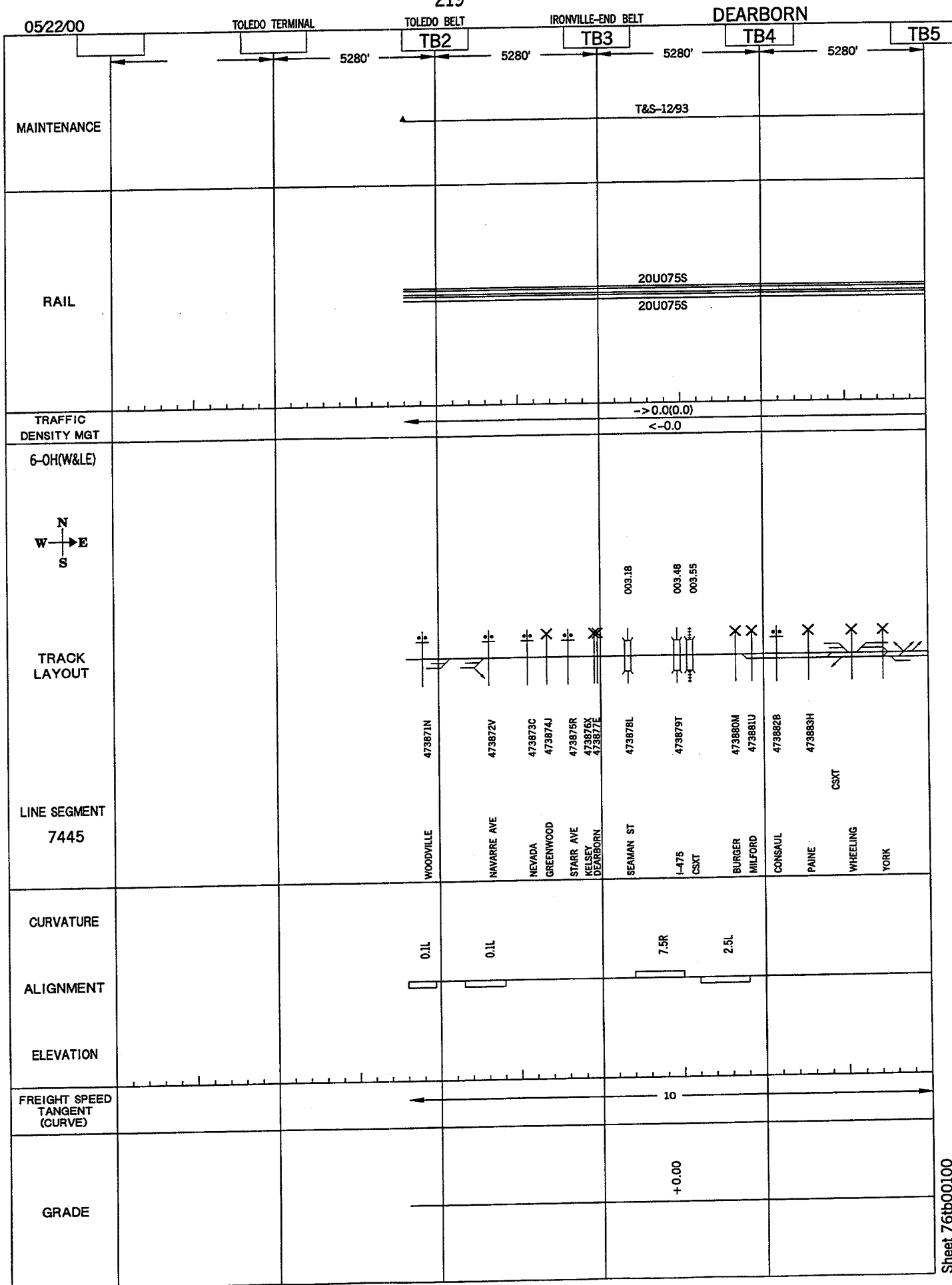
503631

SOUTH LORAIN I.T.

ELYRIA YD-S LORAIN

DEARBORN





220

0522/00

TOLEDO TERMINAL

TOLEDO BELT

IRONVILLE-END BELT

DEARBORN

TB5

5280'

MAINTENANCE

RAIL

20U075S  
20U075S

TRAFFIC  
DENSITY MGT

IRONVILLE

N  
W — E  
S

TRACK  
LAYOUT

TB-5.37-CS-3.68

TB-5.37-T-5.37

LINE SEGMENT  
7445

CURVATURE

ALIGNMENT

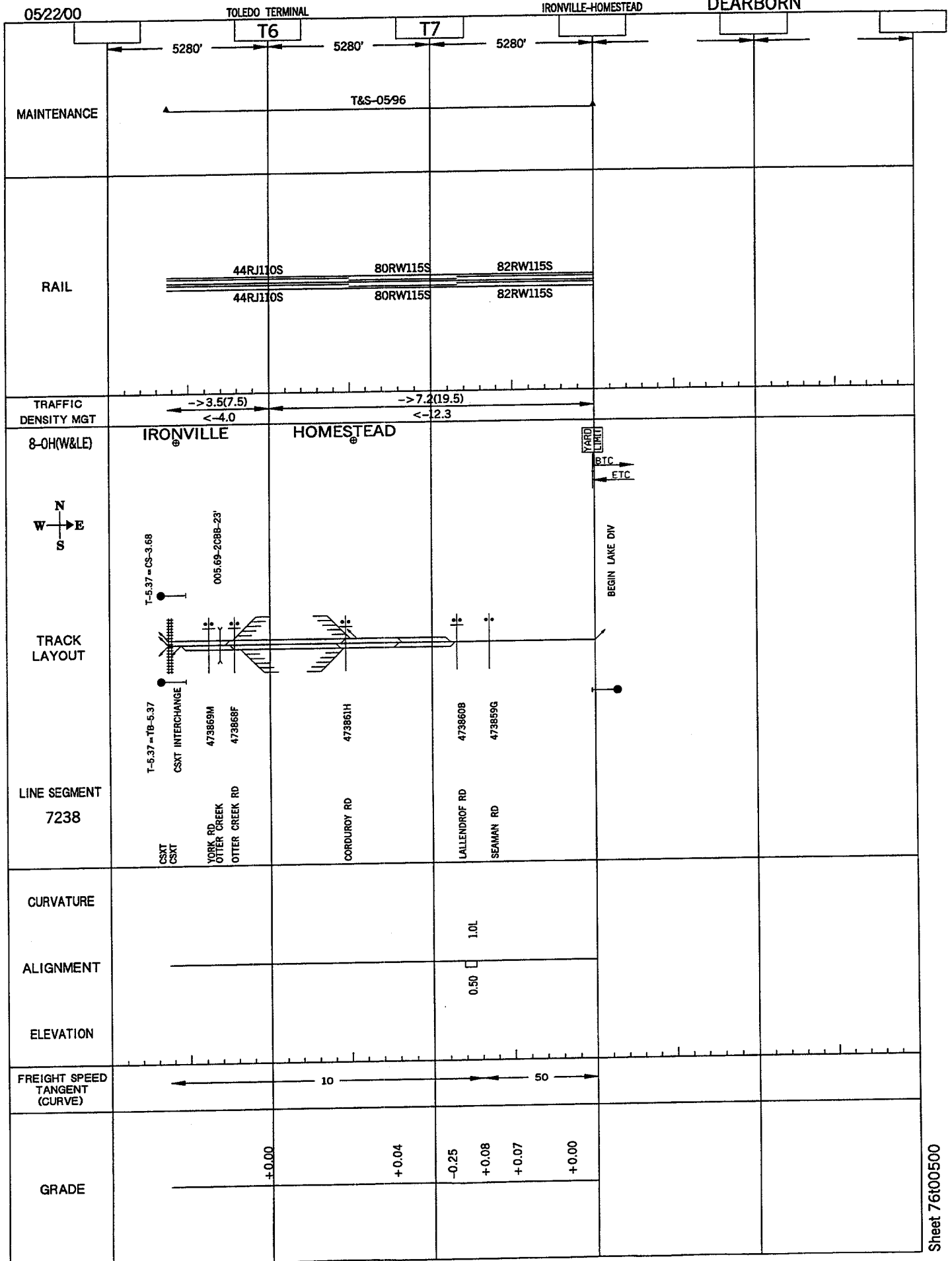
ELEVATION

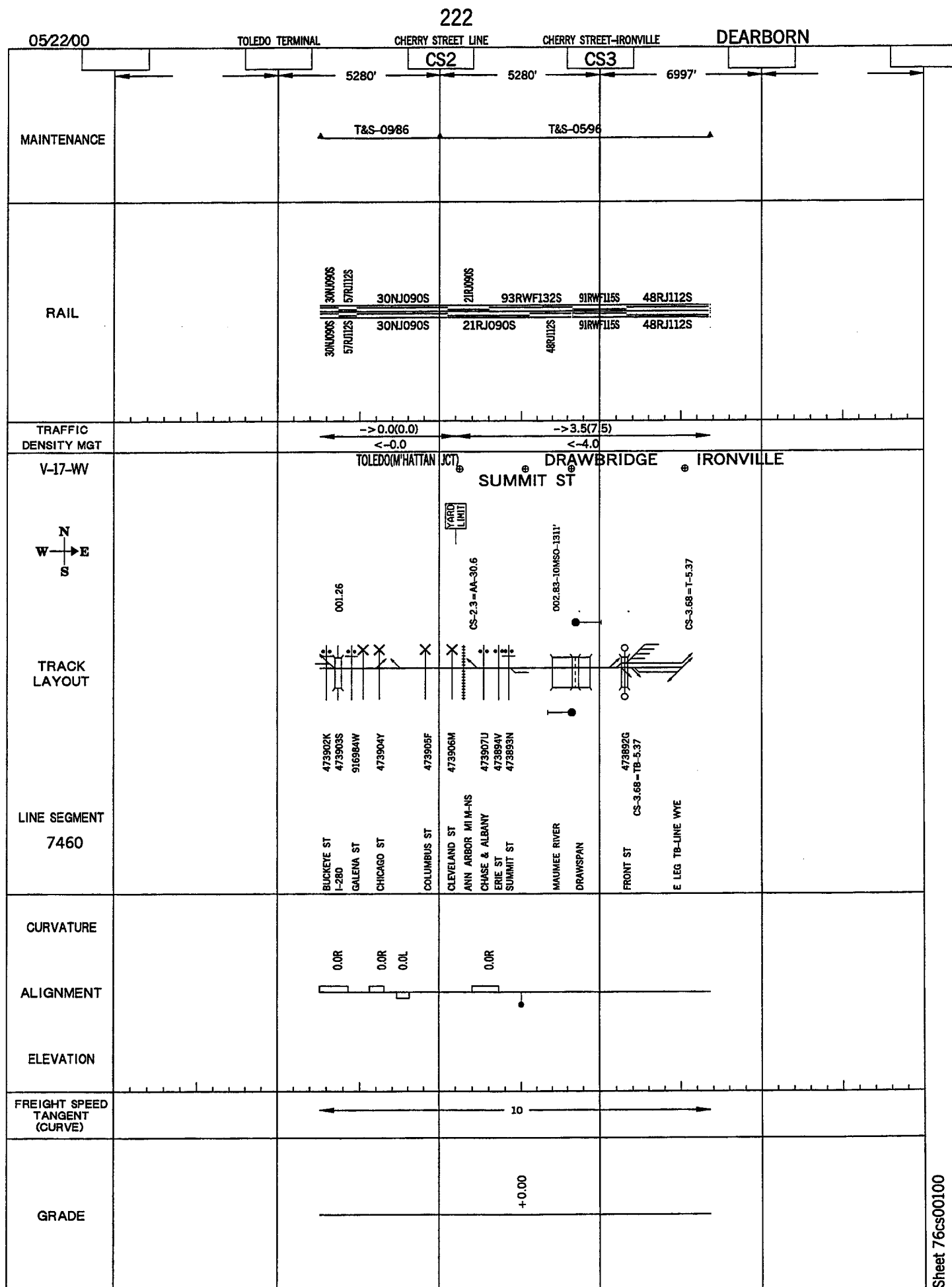
FREIGHT SPEED  
TANGENT  
(CURVE)

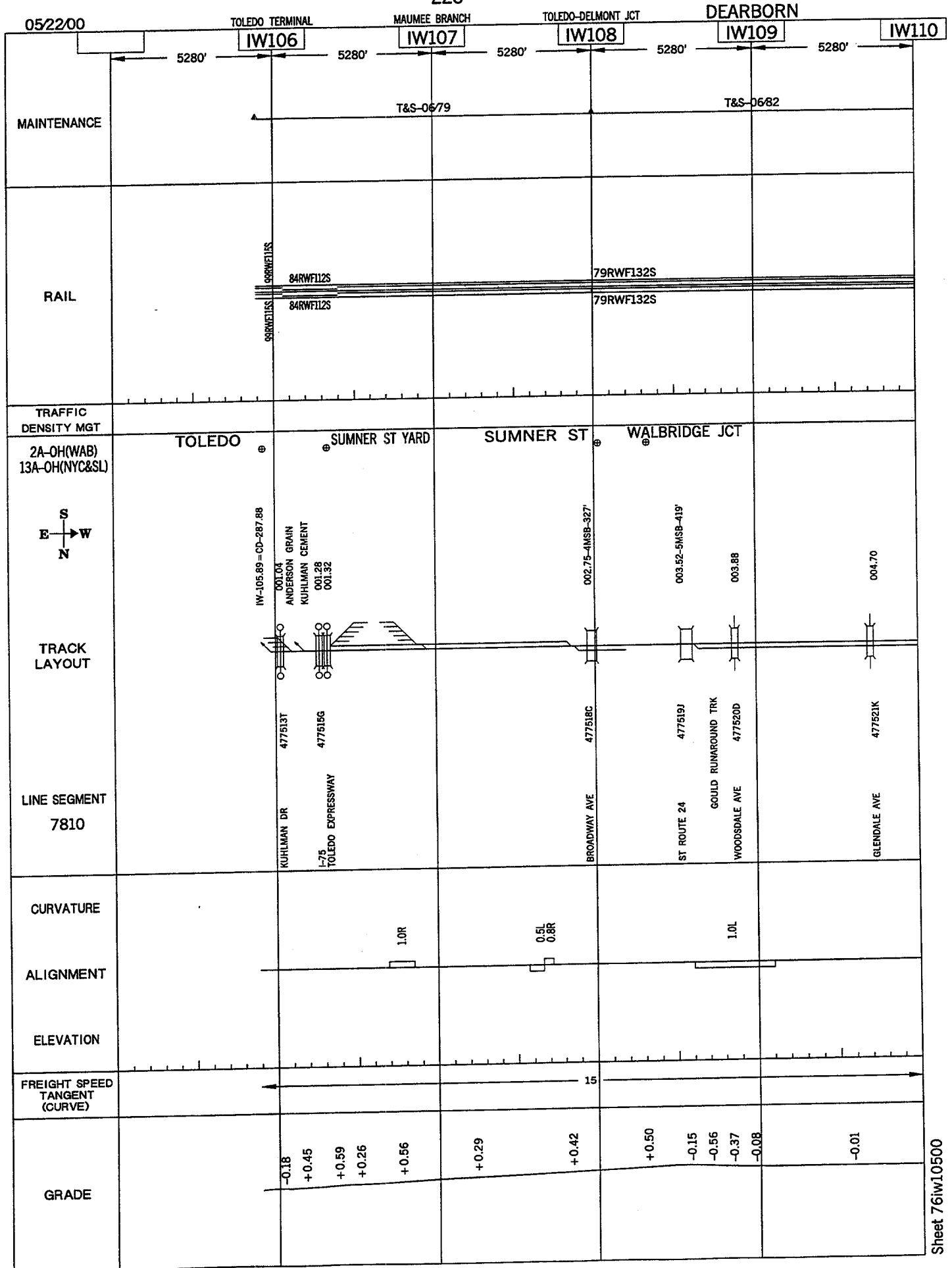
10

GRADE

+0.00







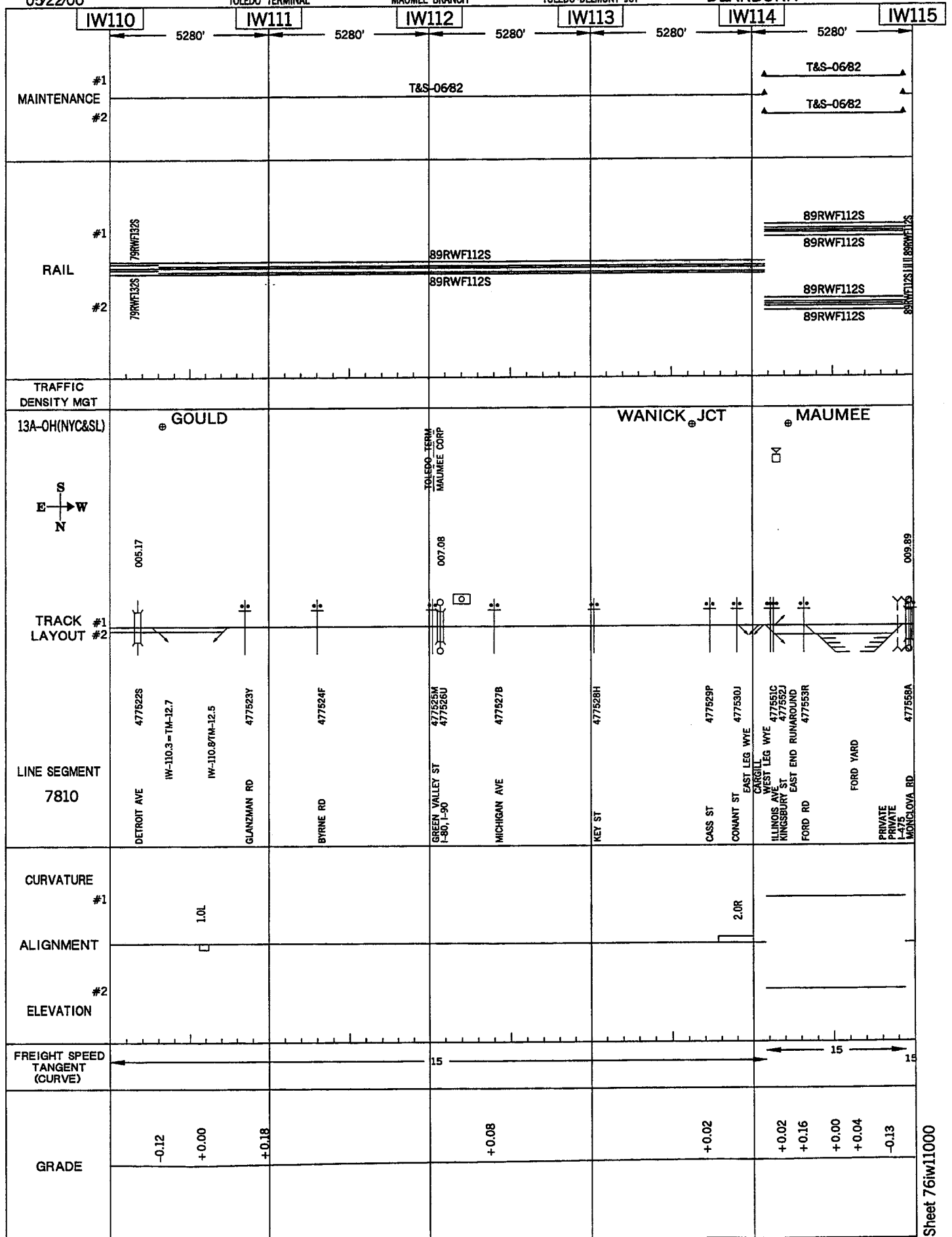
05/22/00

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

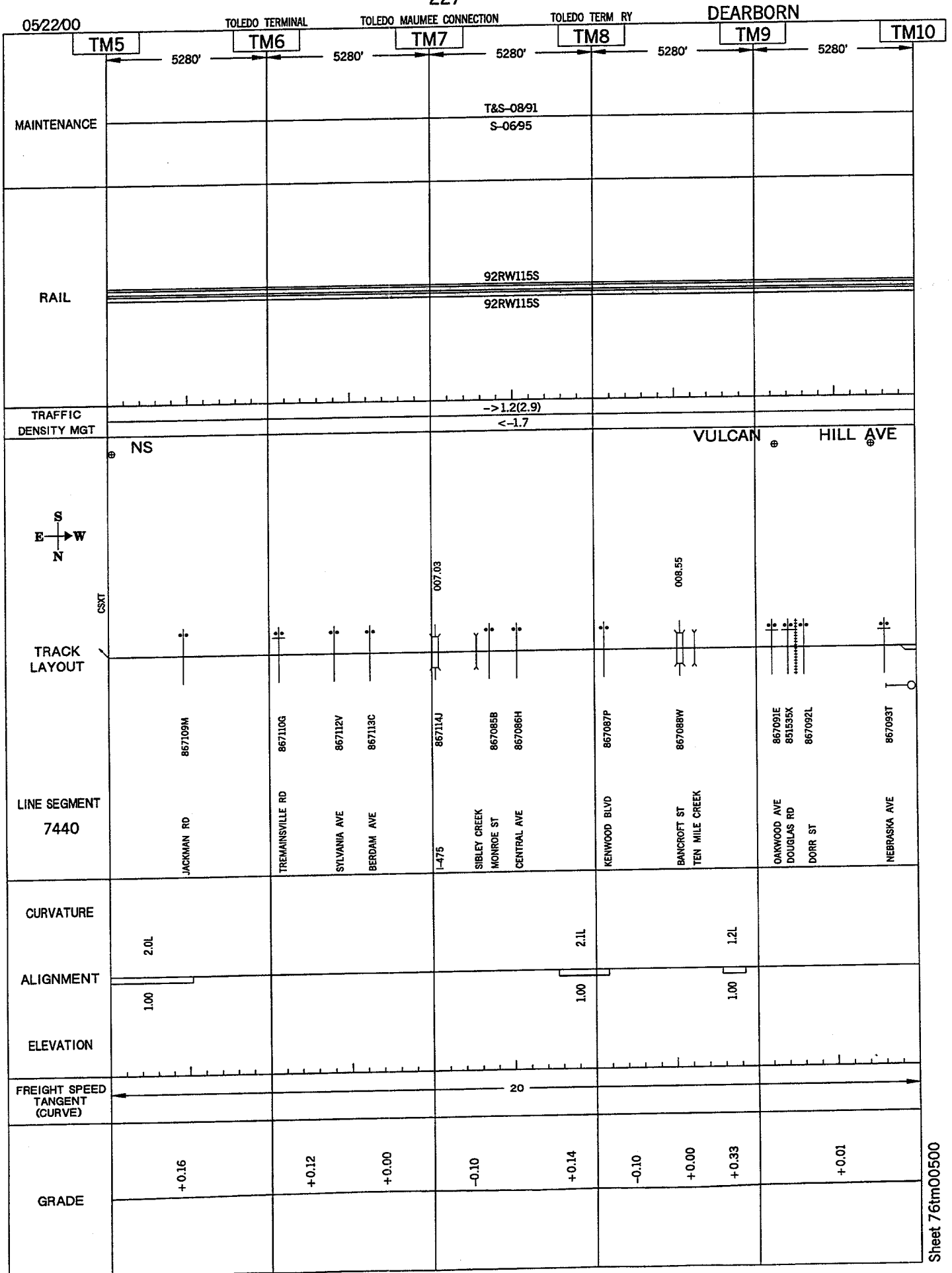
DEARBORN







						TM5
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT						
TRACK LAYOUT	THIS PAGE IS INTENTIONALLY BLANK					
LINE SEGMENT						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						



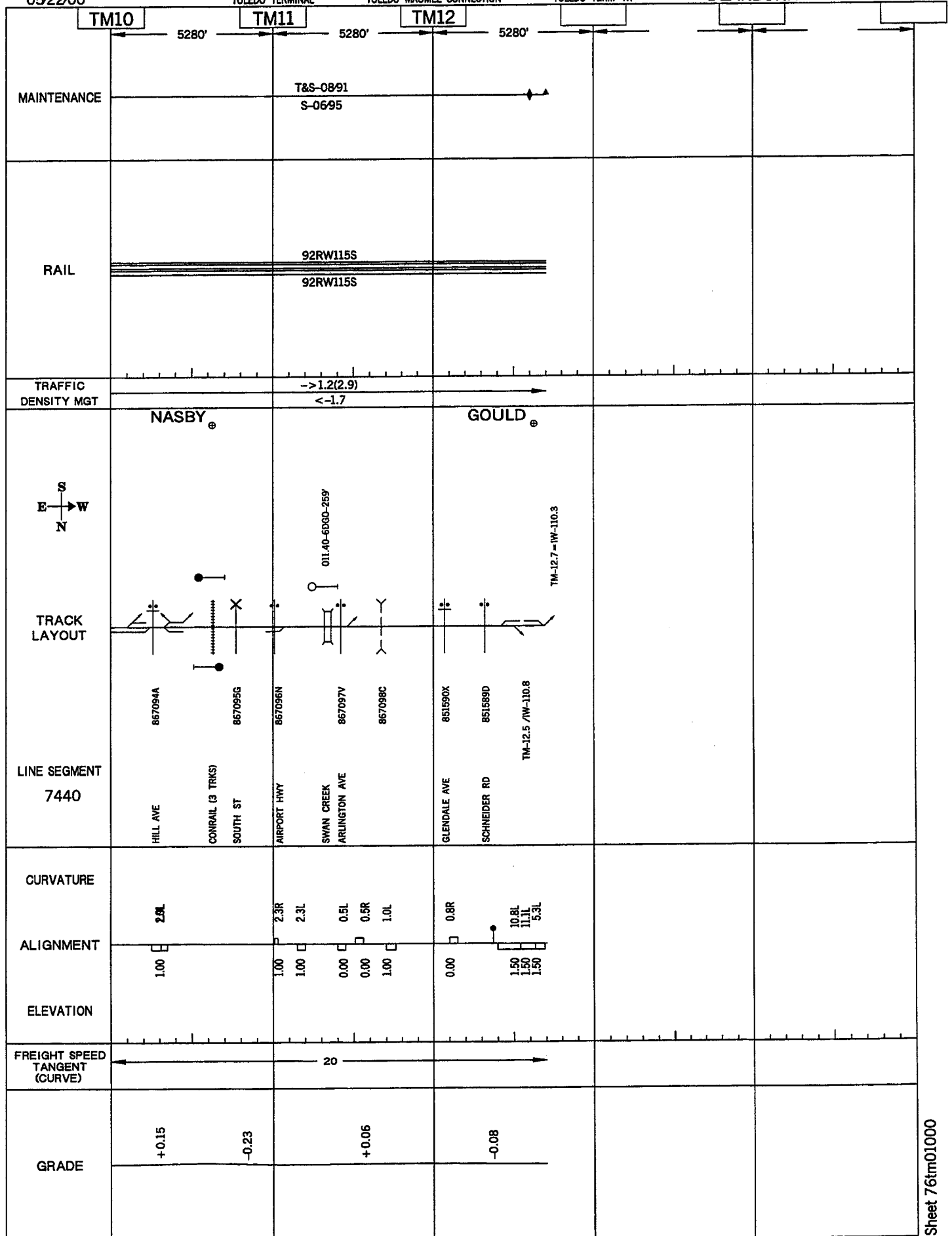
05/22/00

TOLEDO TERMINAL

TOLEDO MAUMEE CONNECTION

TOLEDO TERM RY

DEARBORN



Sheet 76dy00100

230

052200

503635

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

XK300

5280'

T&S-0682

MAINTENANCE

RAIL

55NU127S

55NU127S

TRAFFIC  
DENSITY MGT

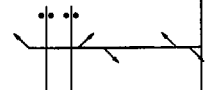
2080

S  
E → W  
N

TRACK  
LAYOUT

AIR

XK-299.30 /CD-292.00



508963D  
508964K

LINE SEGMENT  
4118

NEBRASKA AVE  
PARKSIDE BLVD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.05

Sheet 76xk29900

05/22/00

503635

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

XK300

XK301

XK302

XK303

XK304

XK305

5297'

5290'

5299'

5292'

5320'

MAINTENANCE

T&amp;S-06/82

RAIL

24NJ105S

25NJ105S

24NJ105S

25NJ105S

TRAFFIC  
DENSITY MGT

2090

VULCAN

RICHARDS

TRACK  
LAYOUT

301.02-1TGB-52'



304.02-1TGB-110'

LINE SEGMENT  
4118508956Y  
508967F  
NS 076  
DORR  
WESTWOOD AVE913049G  
(UNIV OF TOLEDO)913050B  
(UNIV OF TOLEDO)

SECOR RD

508959U  
RICHARDS RD508970N  
W BANCROFT

CENTRAL AVE

PRIVATE CROSSING

CURVATURE

1.0L

2.4R

0.5L

0.5R

1.1R

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

-0.05

+0.04

-0.04

+0.04

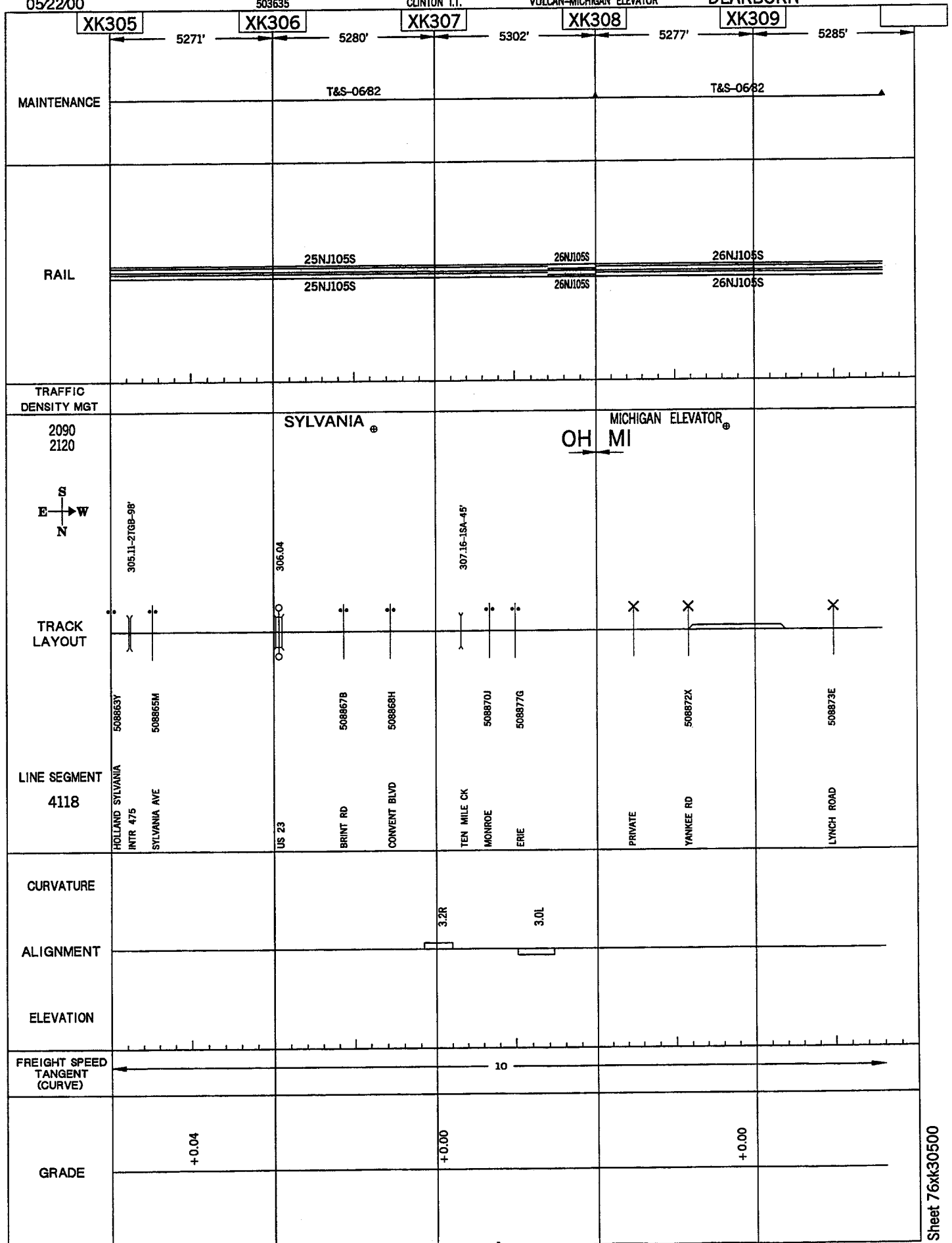
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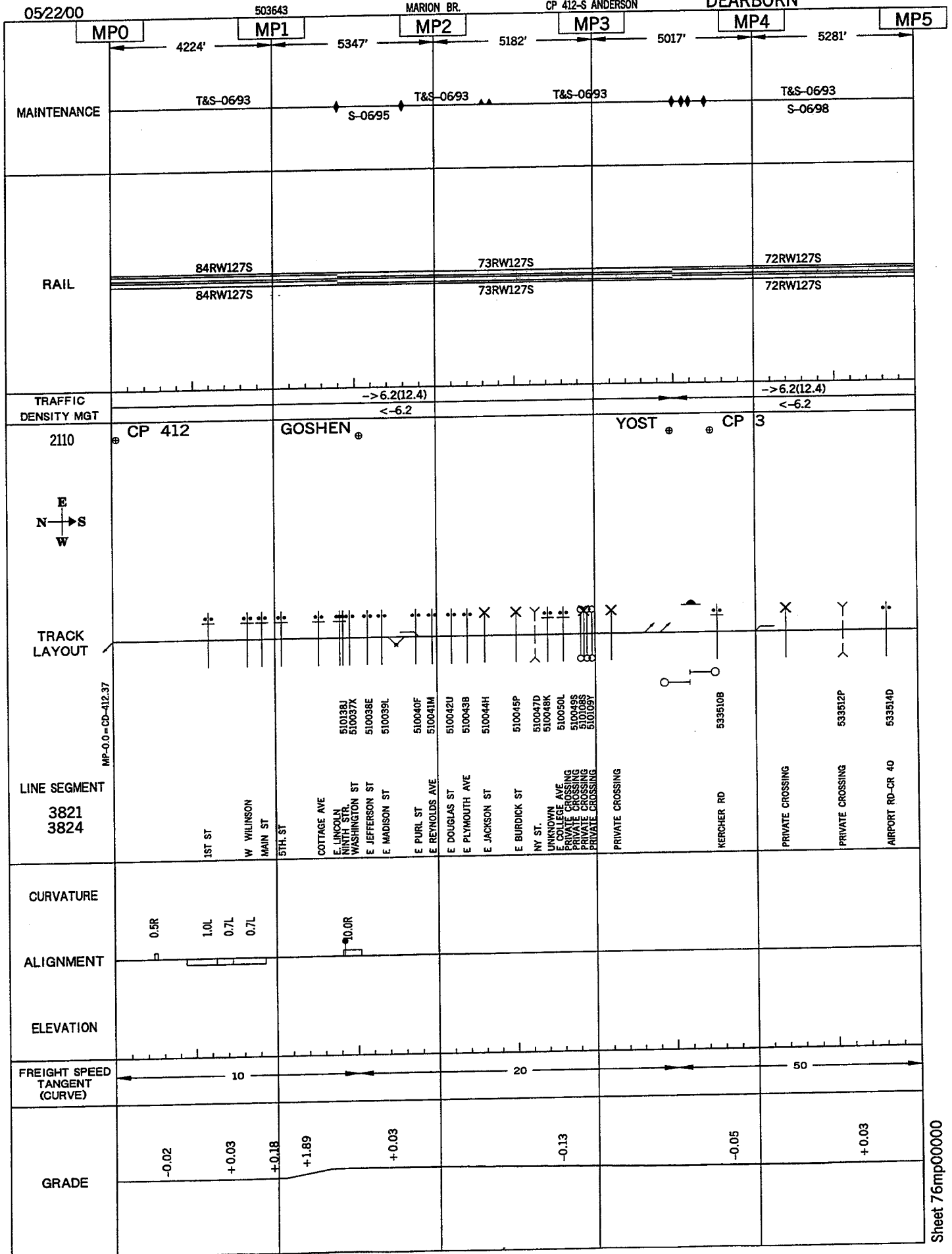
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CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN







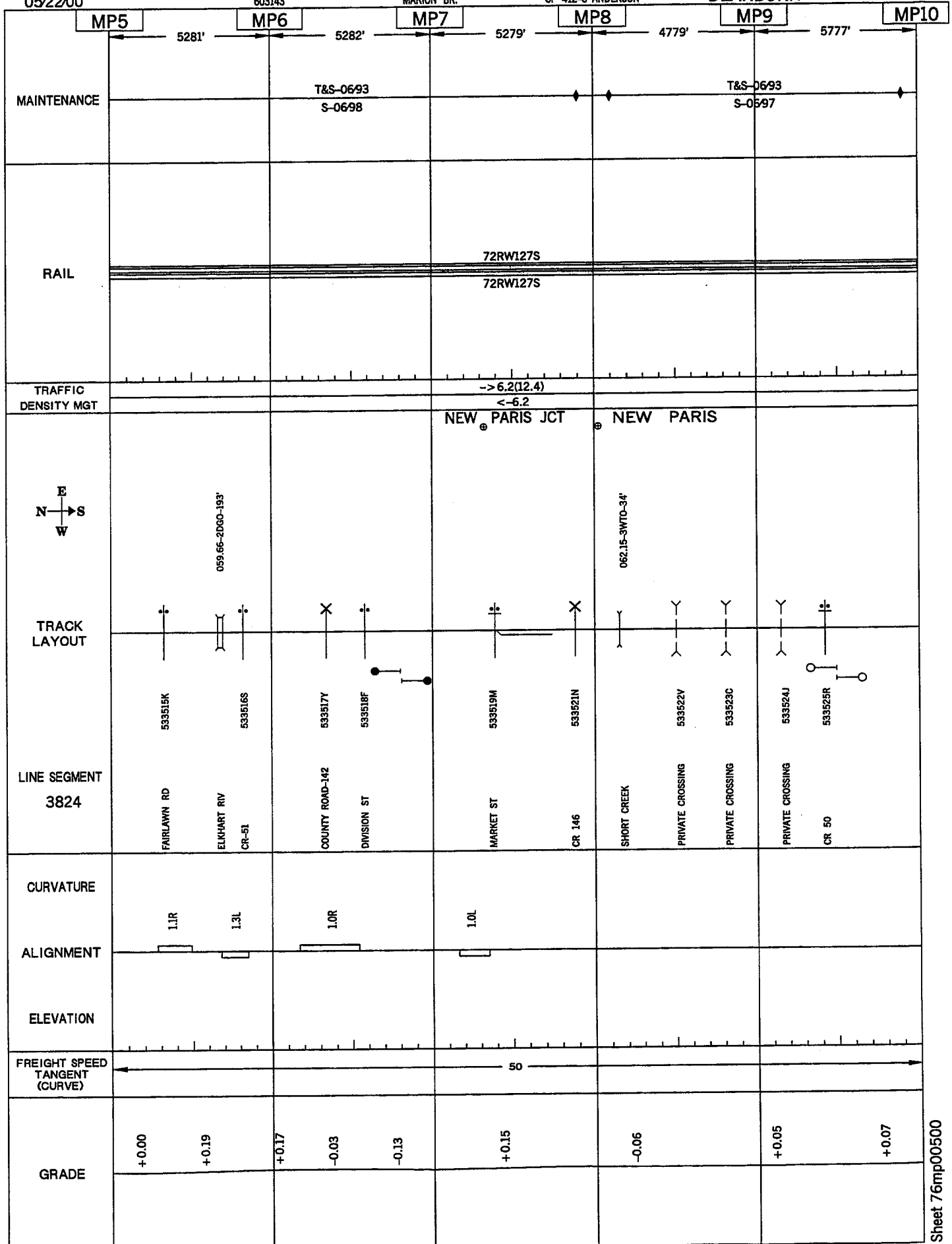
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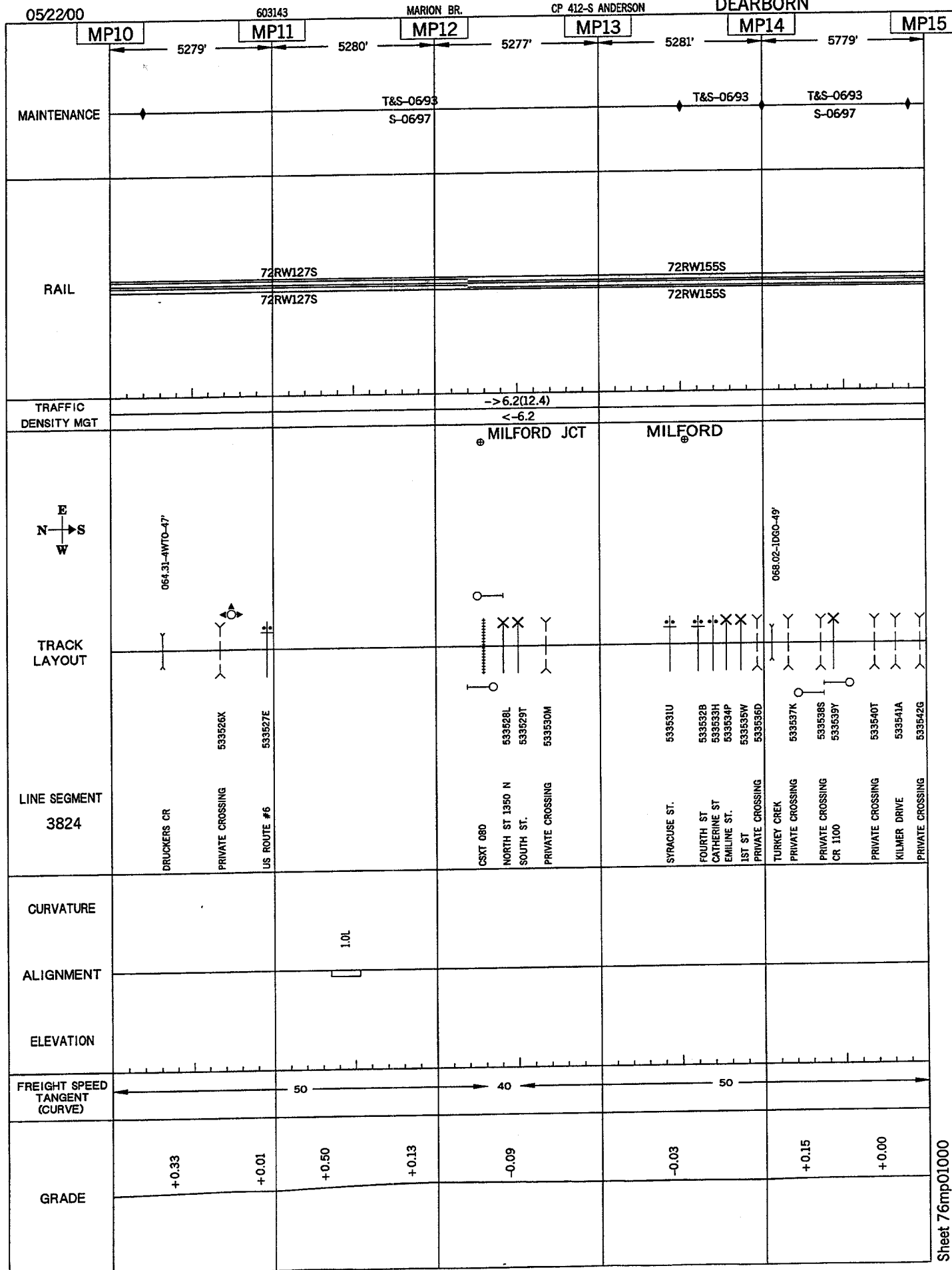
603143

MARION BR.

CP 412-S ANDERSON

DEARBORN





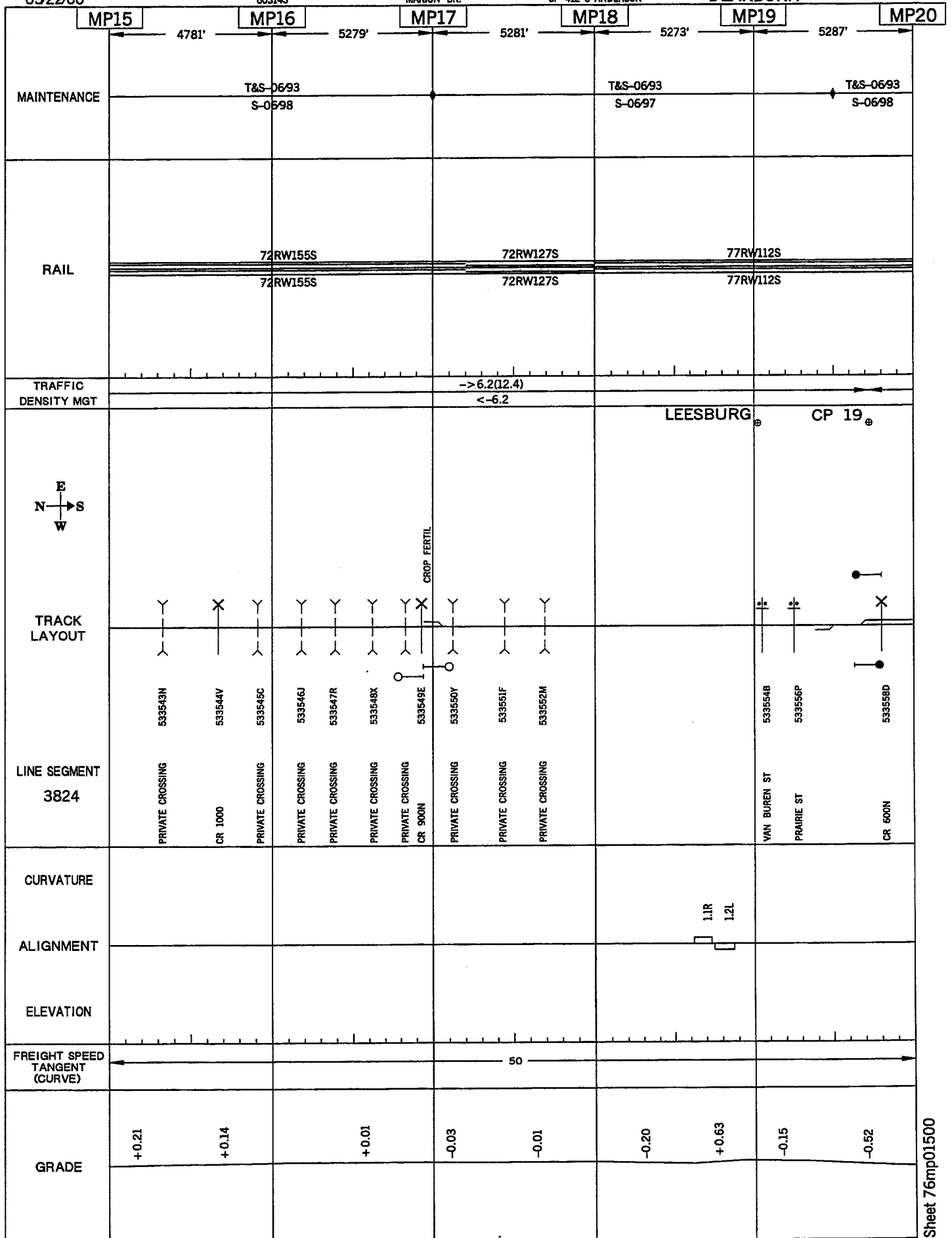
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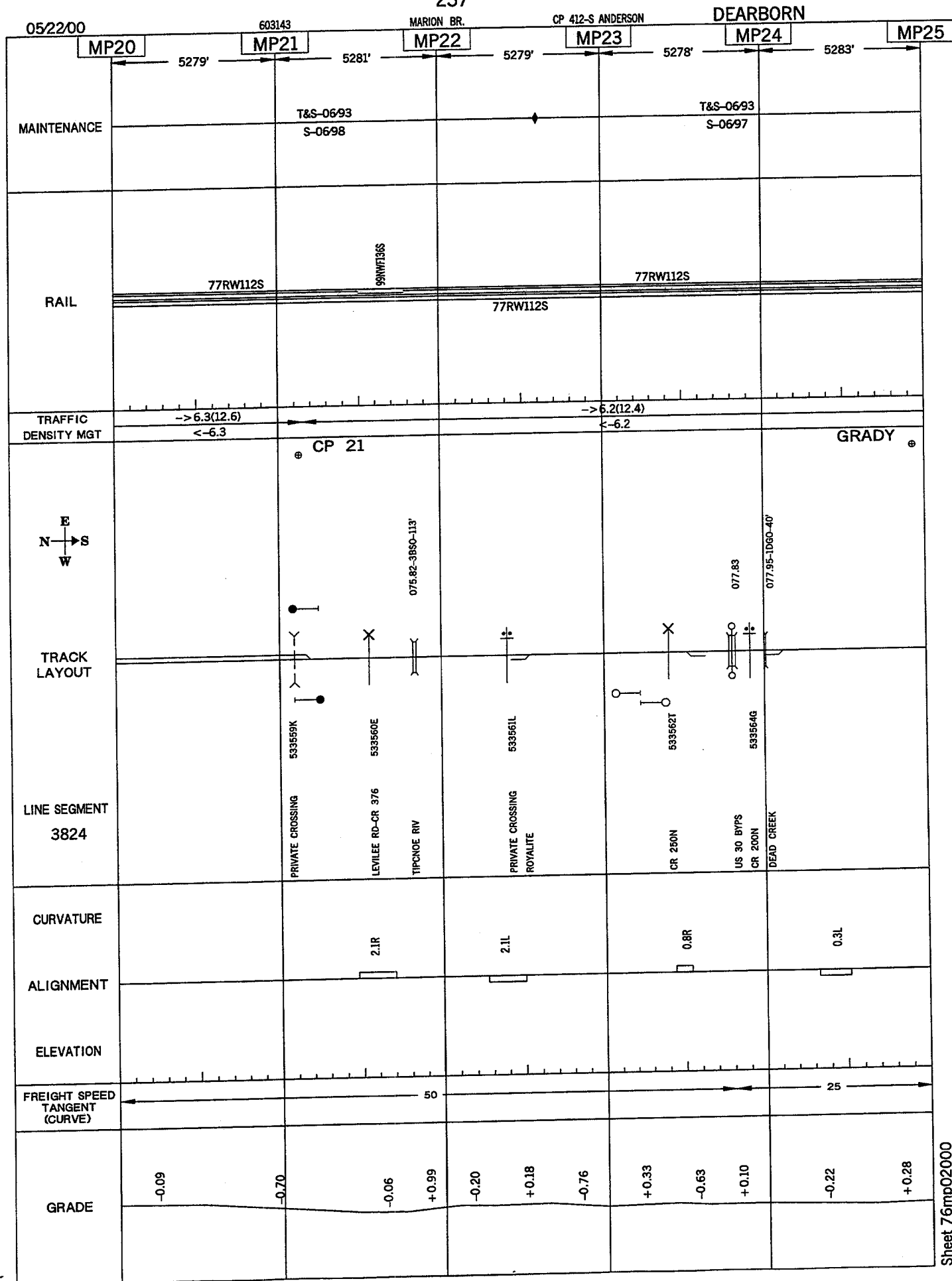
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CP 412-S ANDERSON

DEARBORN





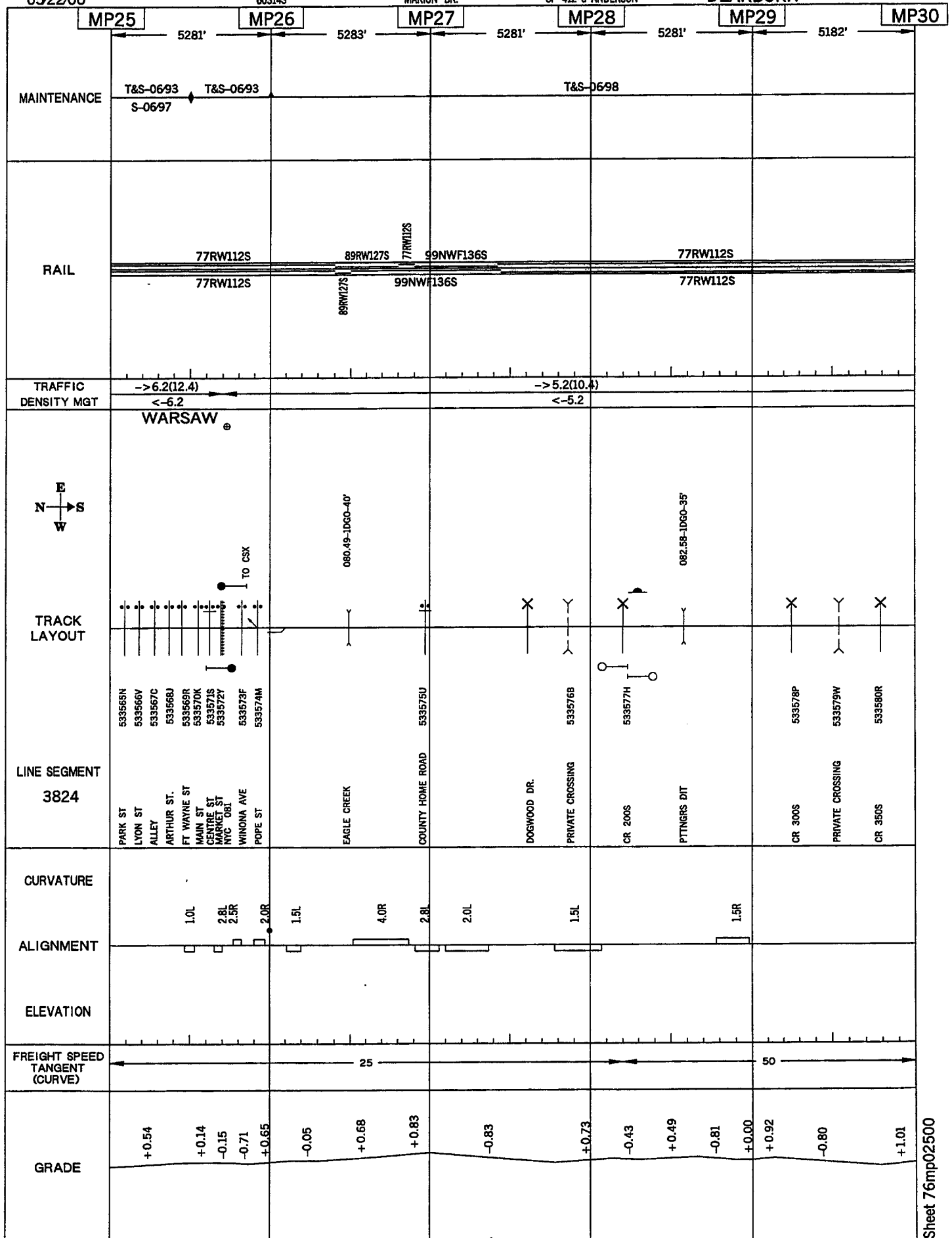
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MARION BR.

CP 412-S ANDERSON

DEARBORN



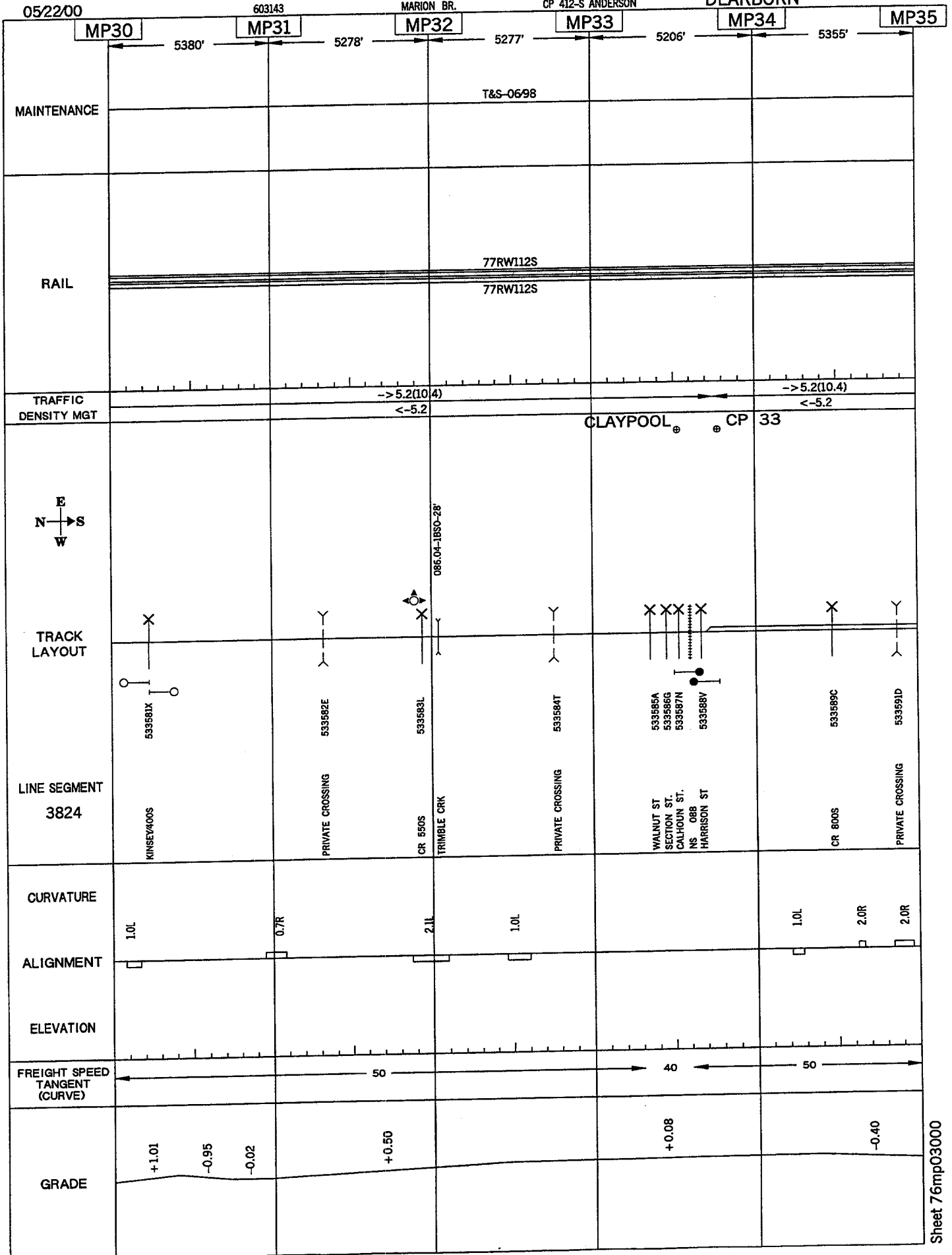
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603143

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CP 412-S ANDERSON

DEARBORN



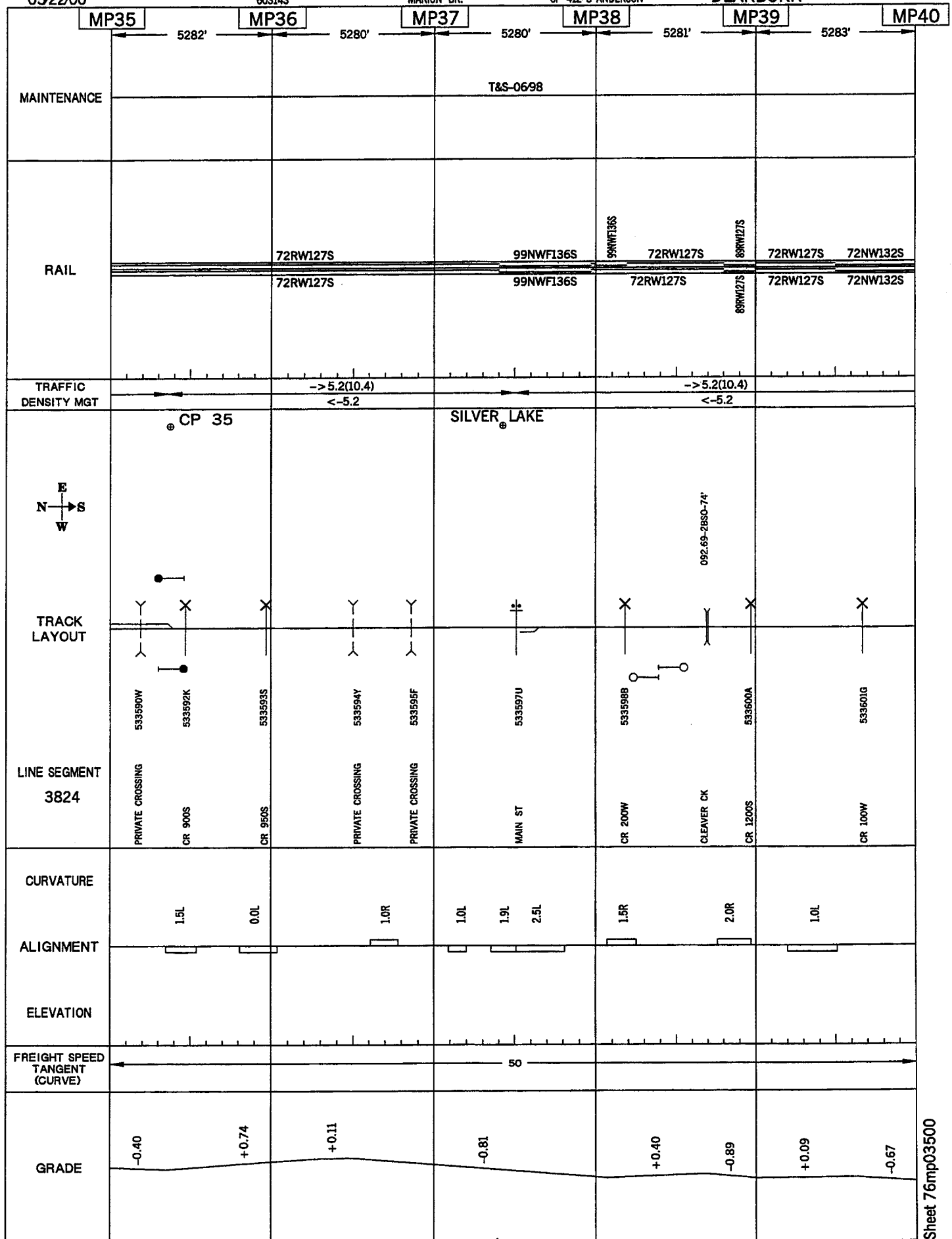
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603143

MARION BR.

CP 412-S ANDERSON

DEARBORN



241

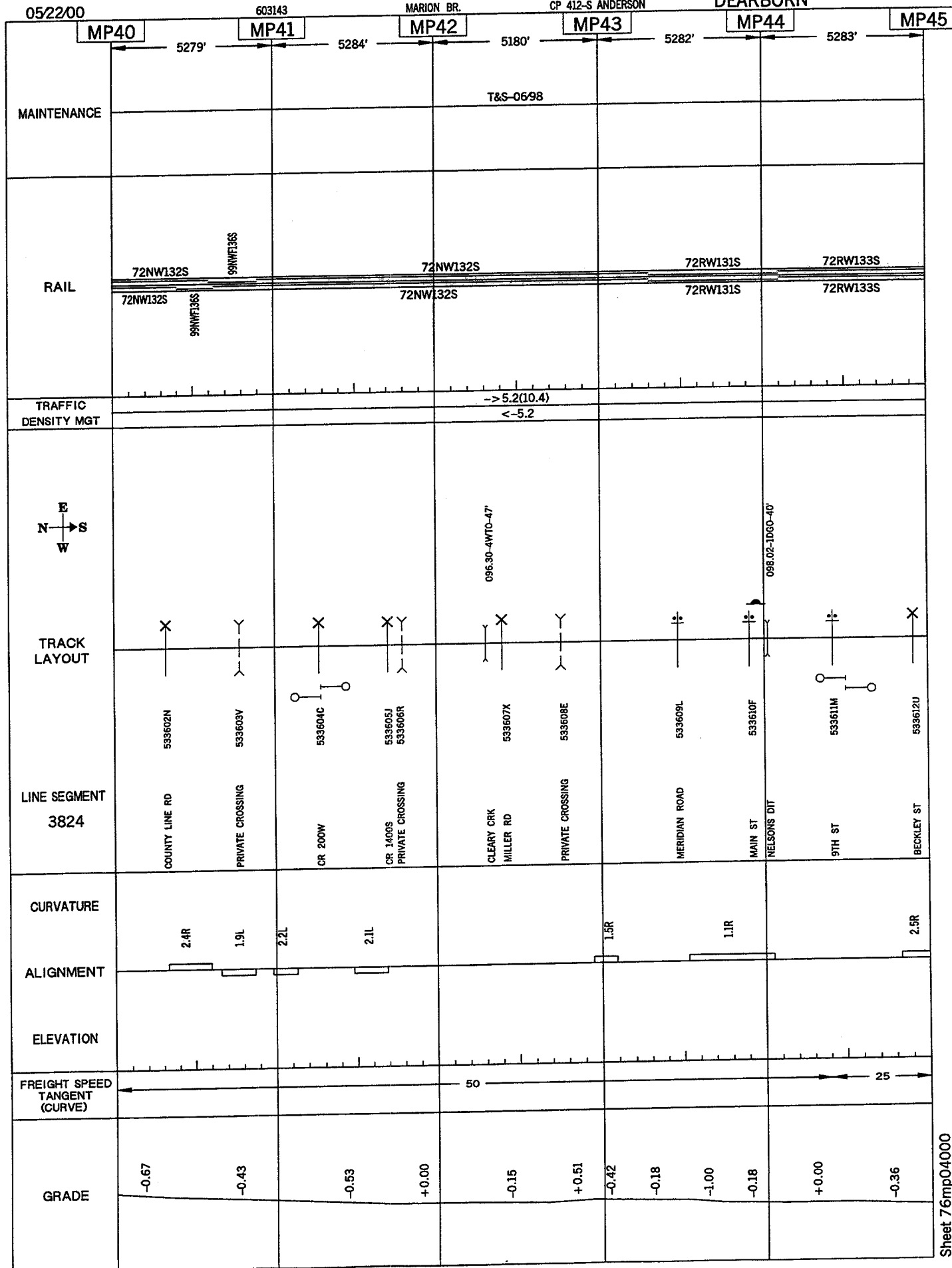
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CP 412-S ANDERSON

DEARBORN





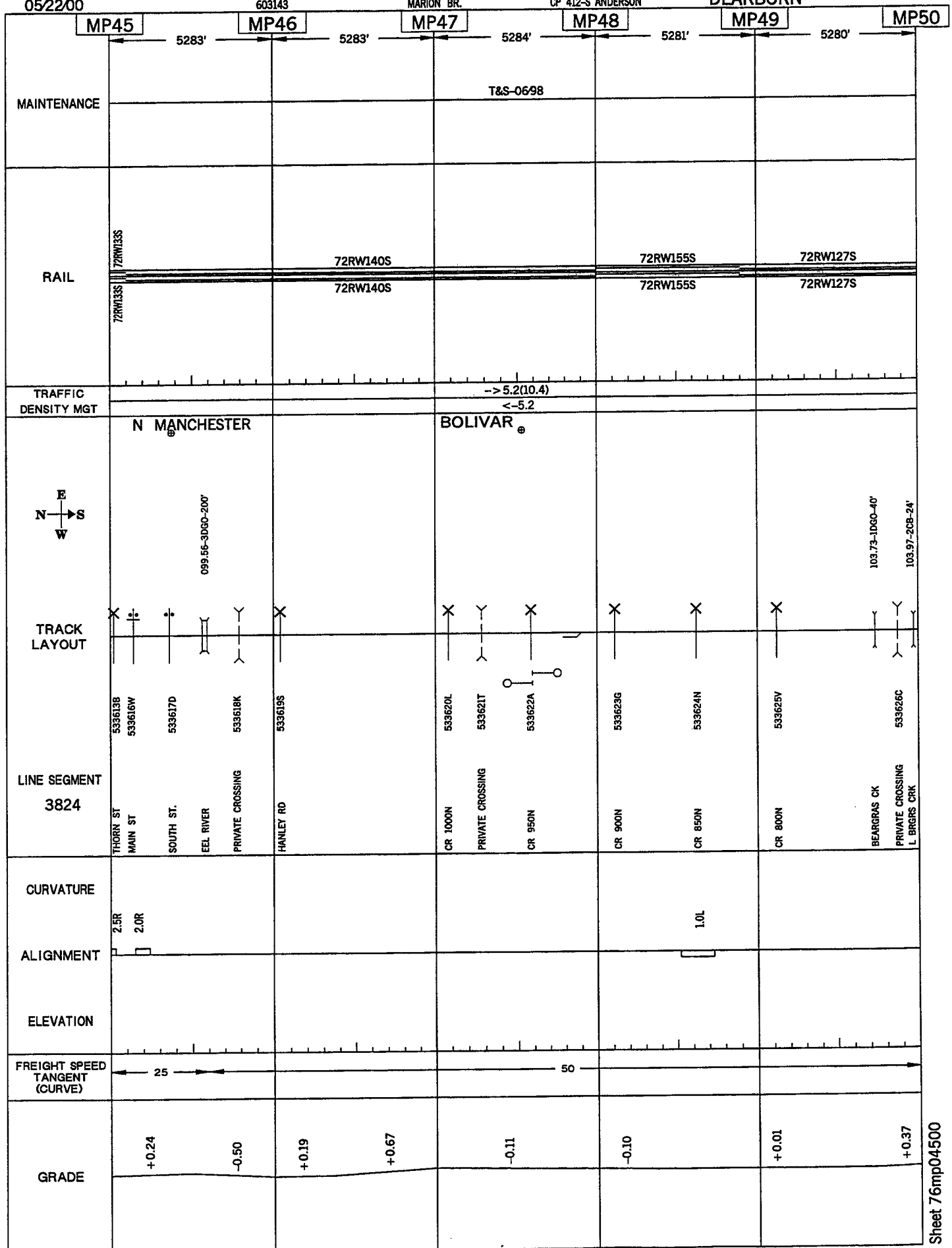
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MARION BR.

CP 412-S ANDERSON

DEARBORN



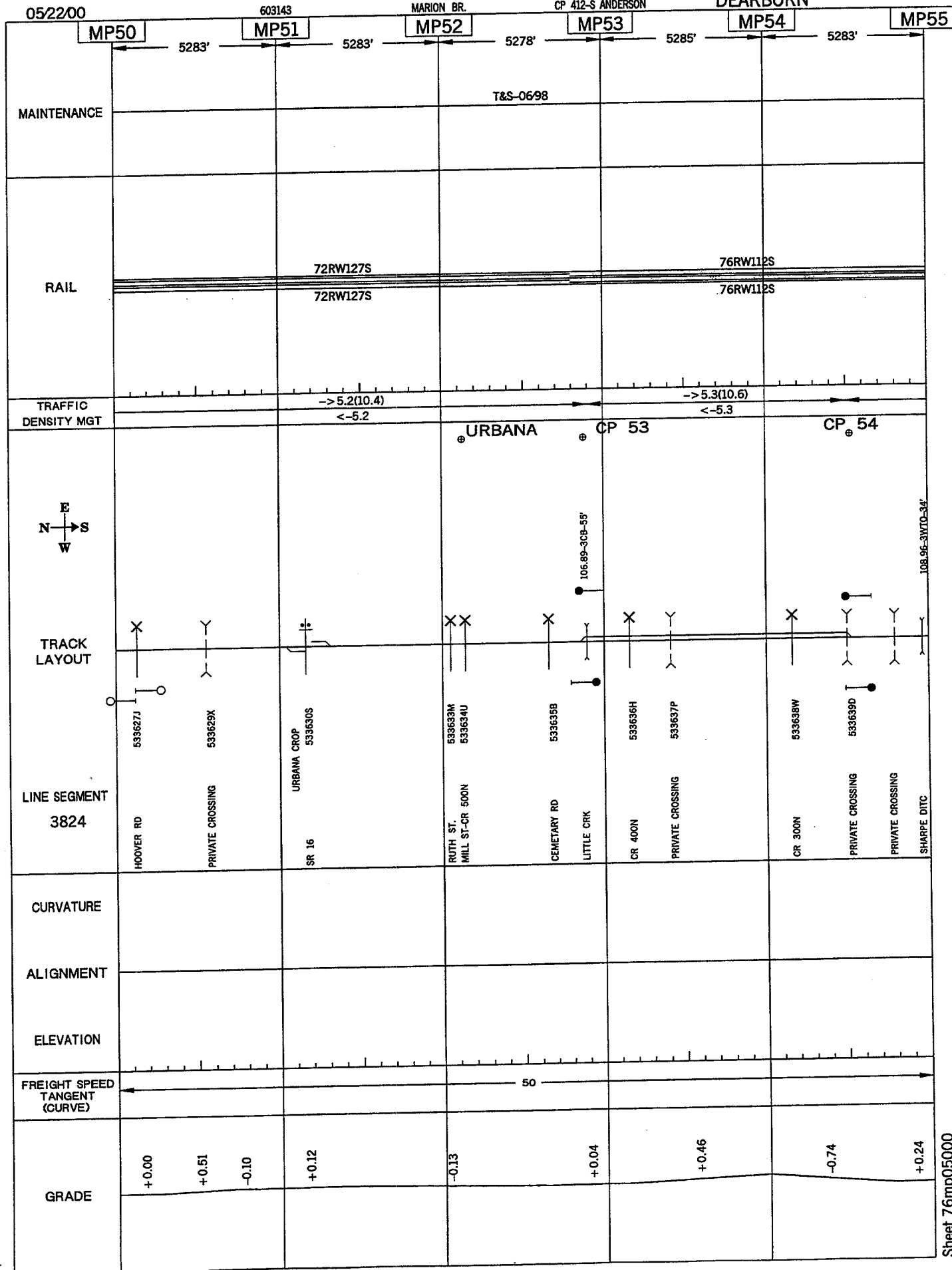
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MARION BR.

CP 412-S ANDERSON

DEARBORN



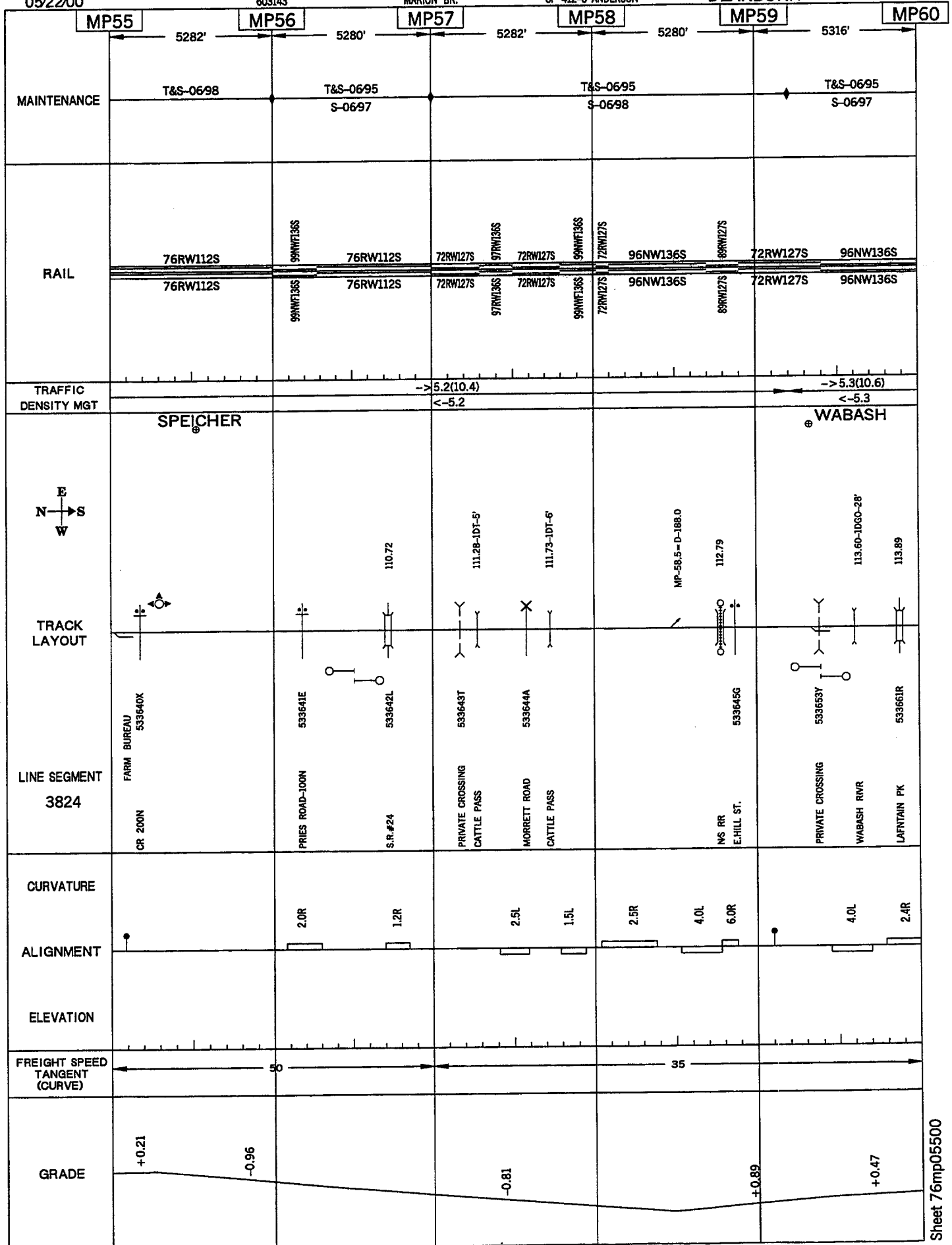
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CP 412-S ANDERSON

DEARBORN



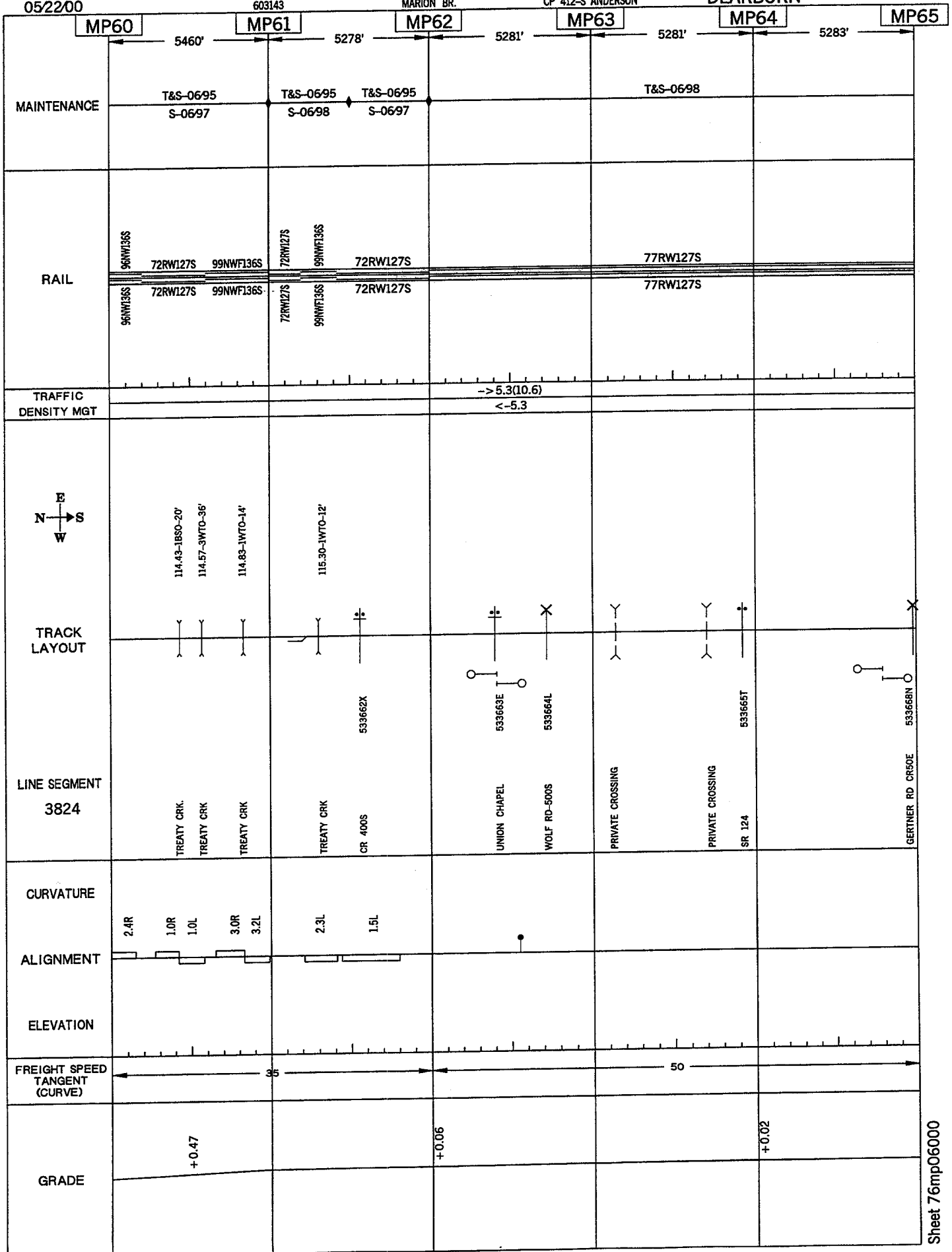
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CP 412-S ANDERSON

DEARBORN



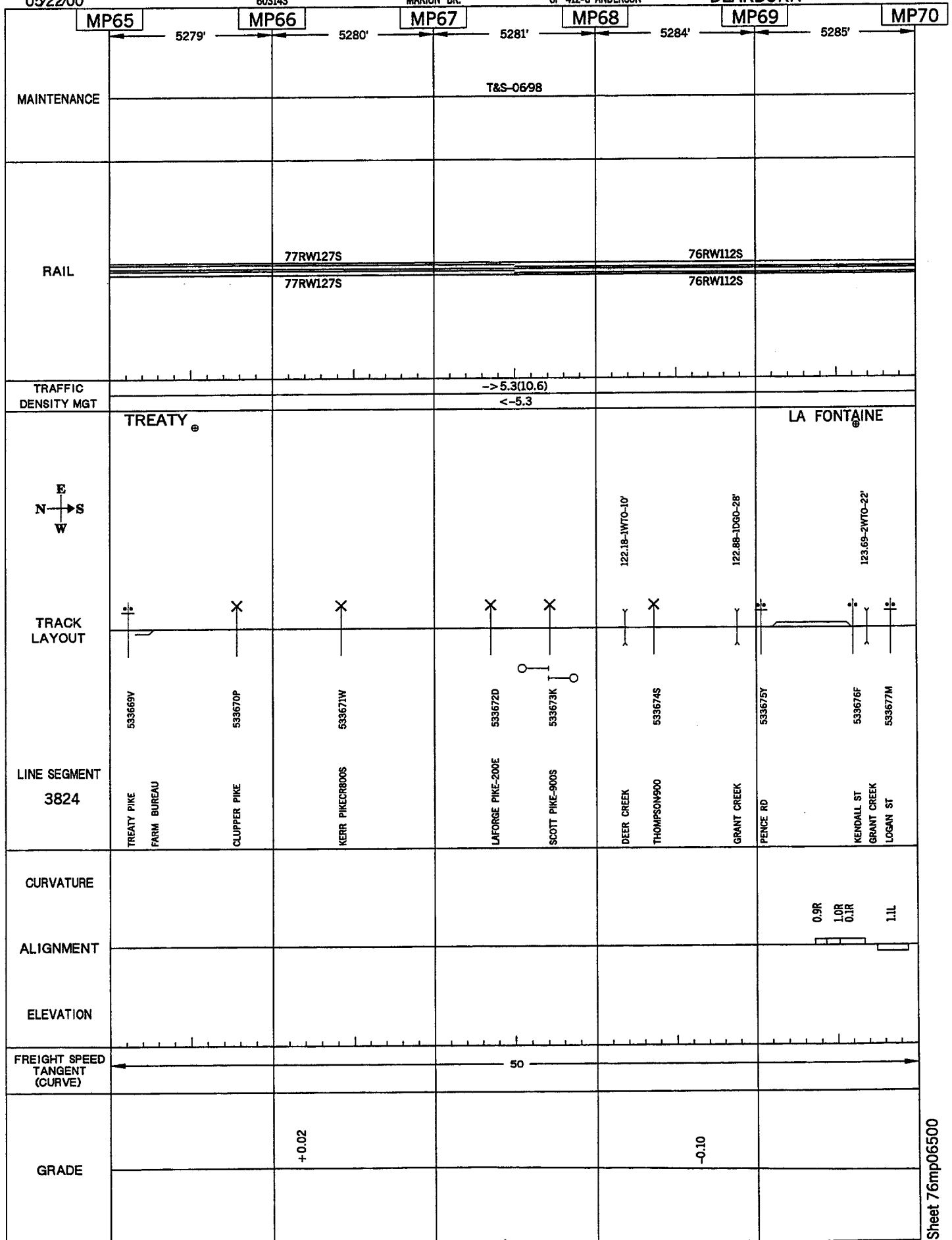
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CP 412-S ANDERSON

DEARBORN



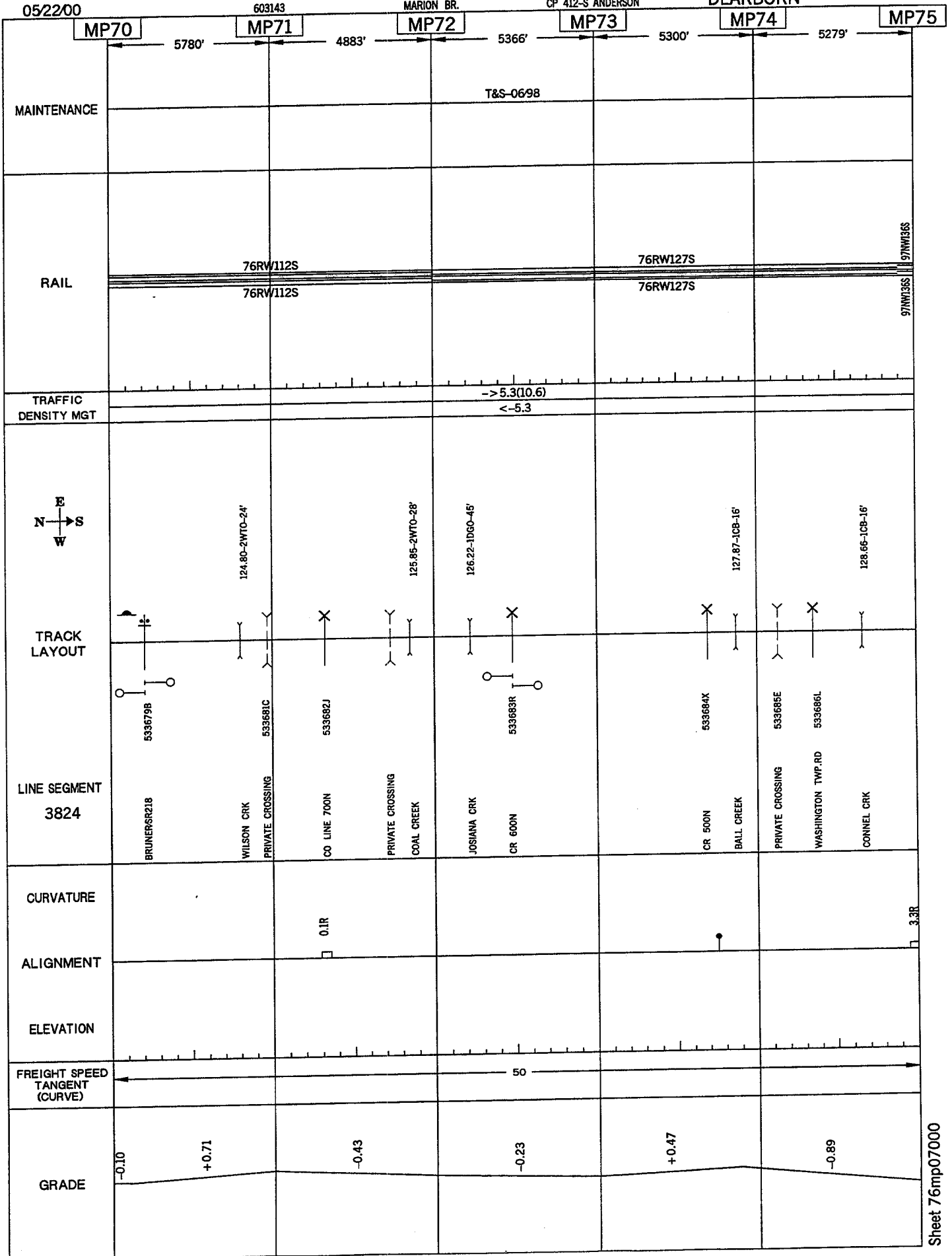
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CP 412-S ANDERSON

DEARBORN



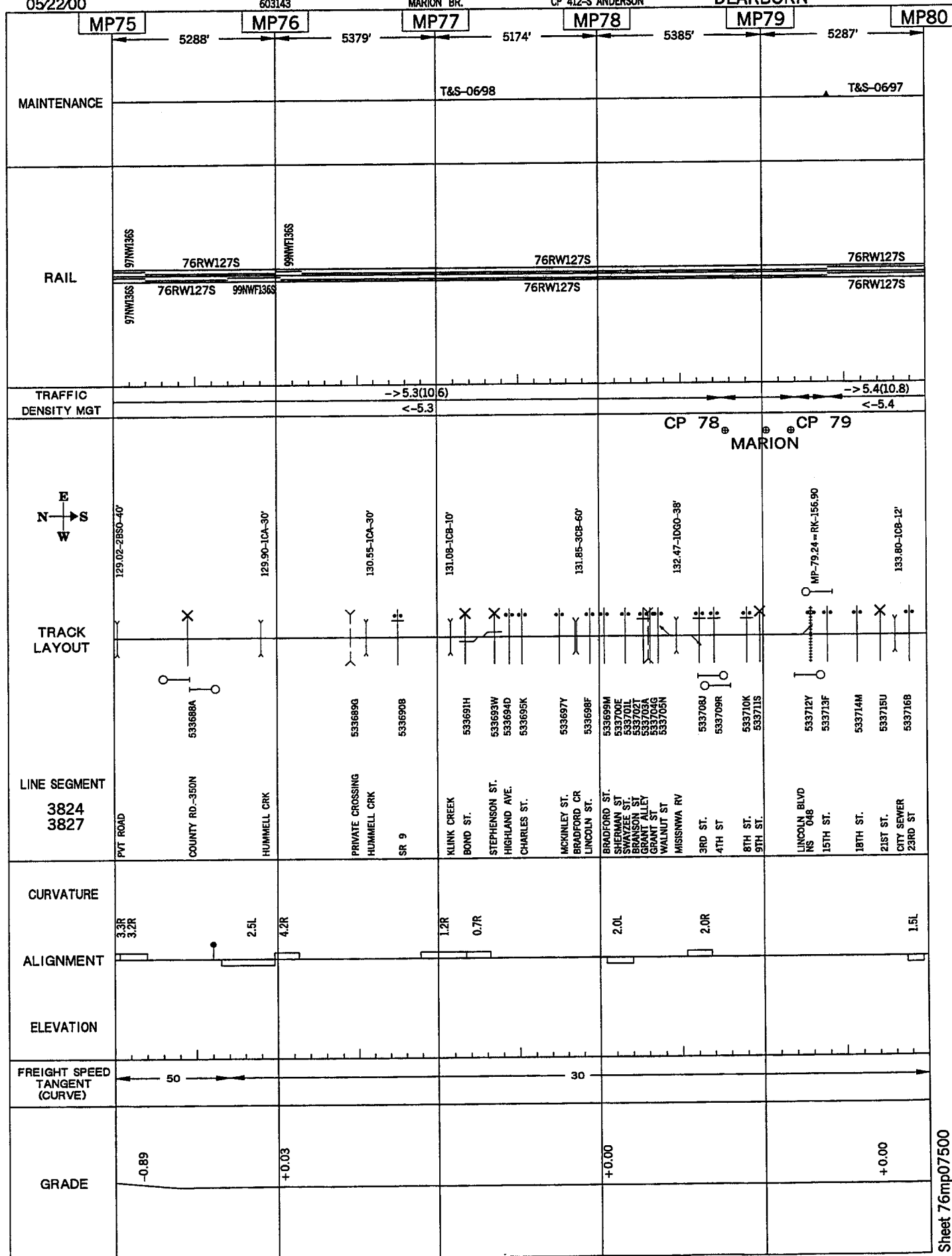
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CP 412-S ANDERSON

DEARBORN



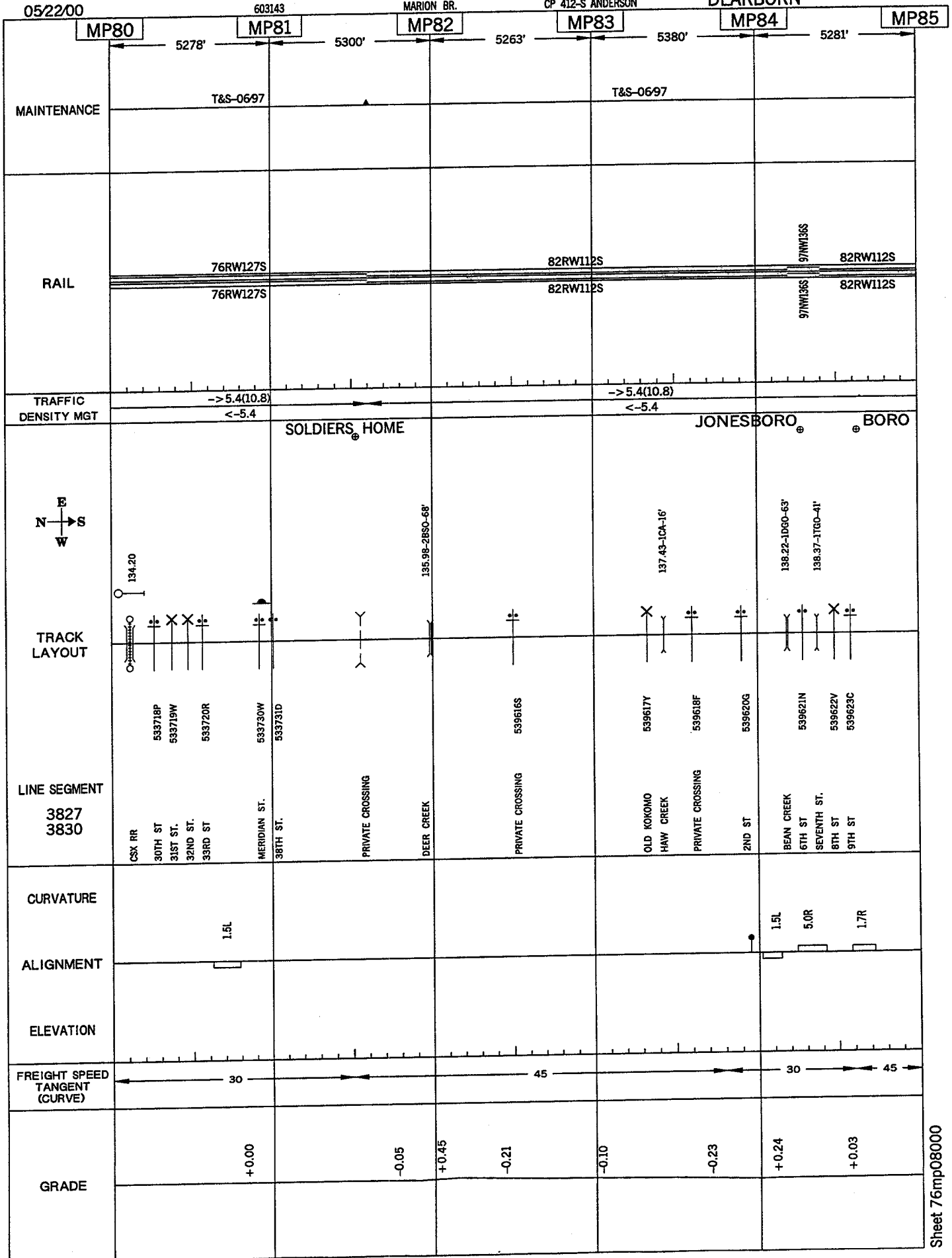
05/22/00

603143

MARION BR.

CP 412-S ANDERSON

DEARBORN





05/22/00

608343

MARION BR.

CP 412-S ANDERSON

DEARBORN

	MP85	MP86	MP87	MP88	MP89	MP90
	5280'	5280'	5279'	5300'	5259'	
MAINTENANCE			T&S-0697			
RAIL			82RW112S			
			82RW112S			
TRAFFIC DENSITY MGT			-> 5.4(10.8) <- 5.4			
TRACK LAYOUT				FAIRMOUNT®		
LINE SEGMENT 3830	600 SO	CO 700 SO	750 SO	800 SO	WINSLOW DCH	1050 SOUTH
	539625R	539626X	539627E	539628L	539630M 539631U 539632B 539634P 539635W 539636D 539637K	539638S 539639Y
CURVATURE			1.4R		1.6L	1.9R
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			45			
GRADE	+0.03	+0.20		+0.09	+0.18	

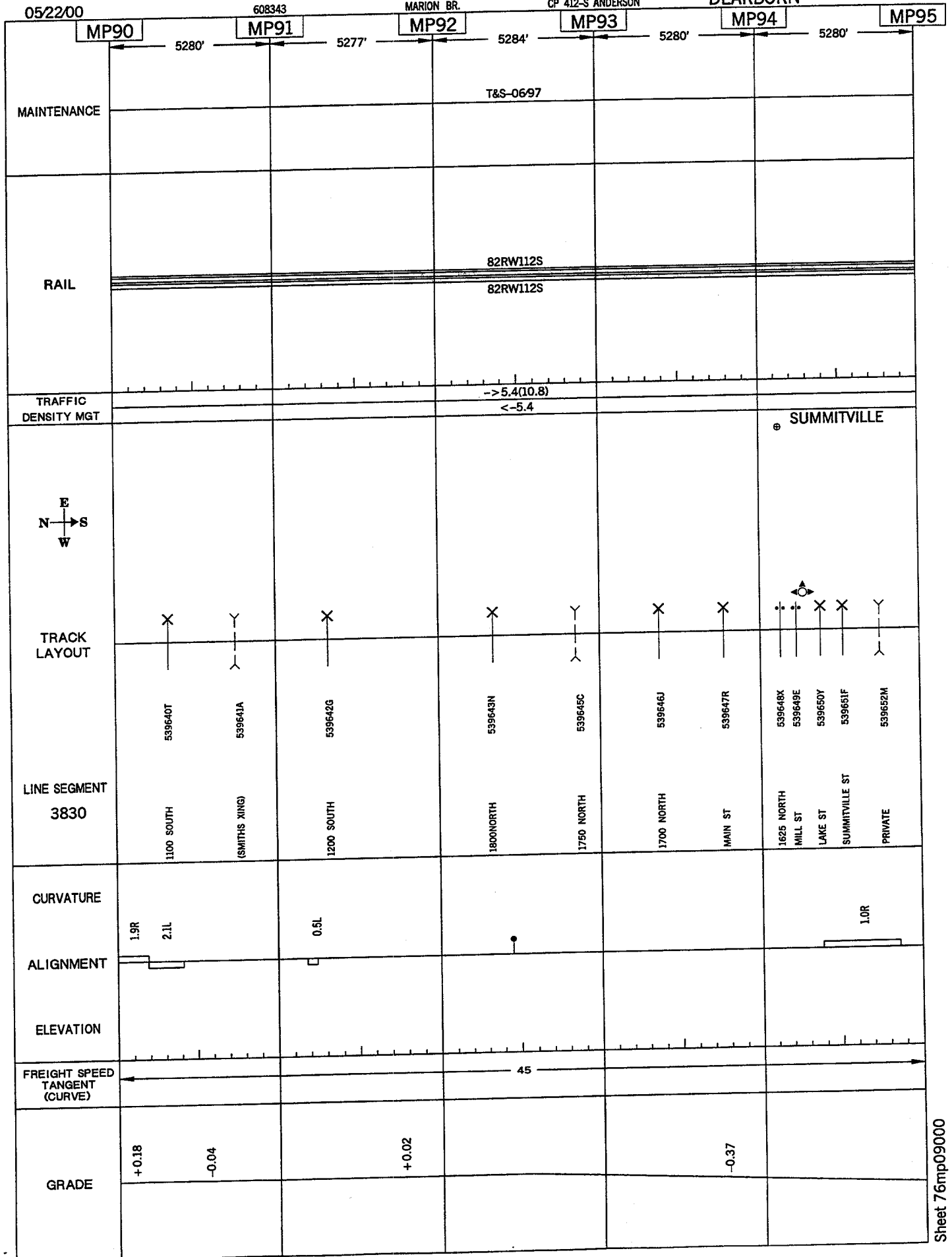
05/22/00

608343

MARION BR.

CP 412-S ANDERSON

DEARBORN



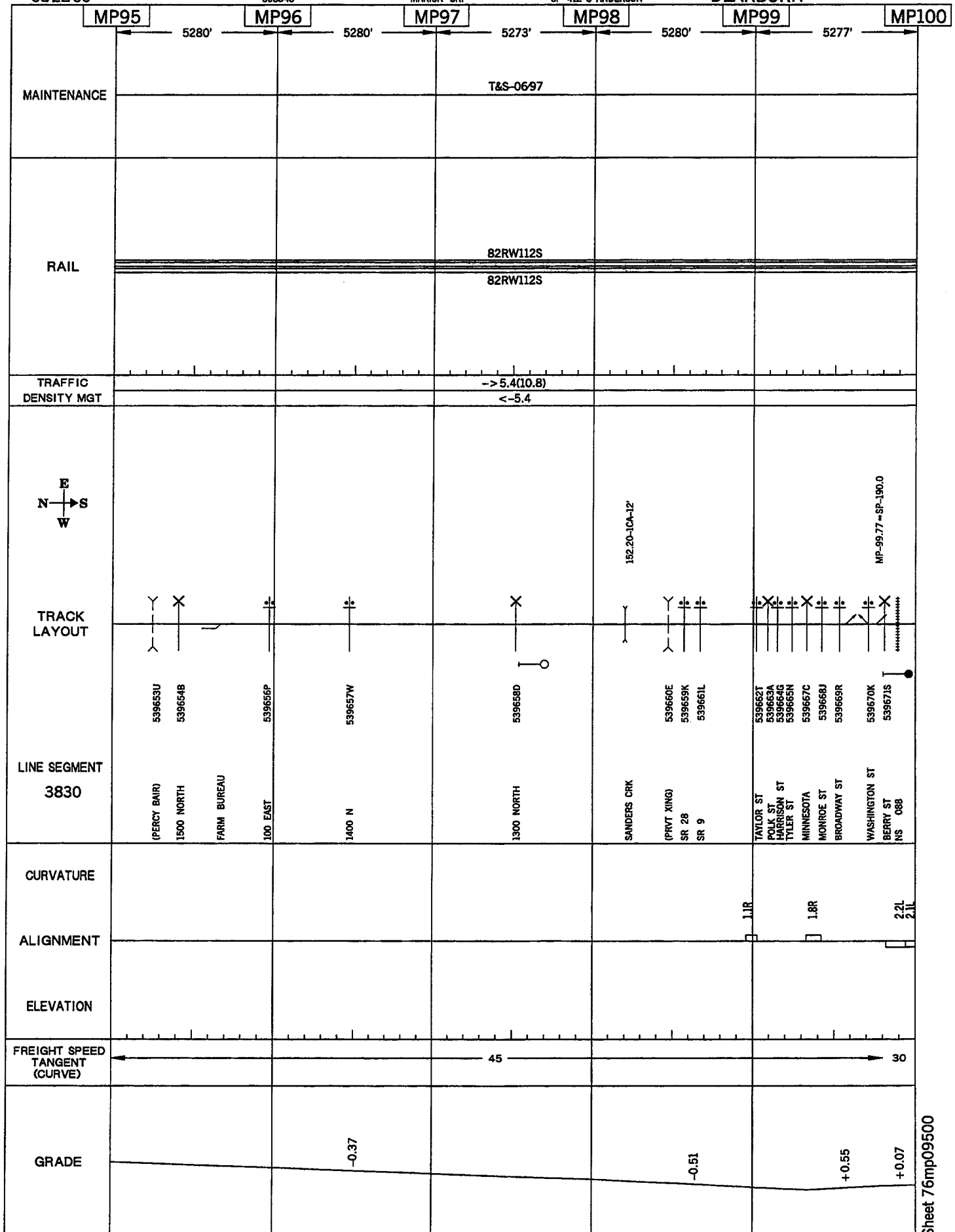
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608343

MARION BR.

CP 412-S ANDERSON

DEARBORN



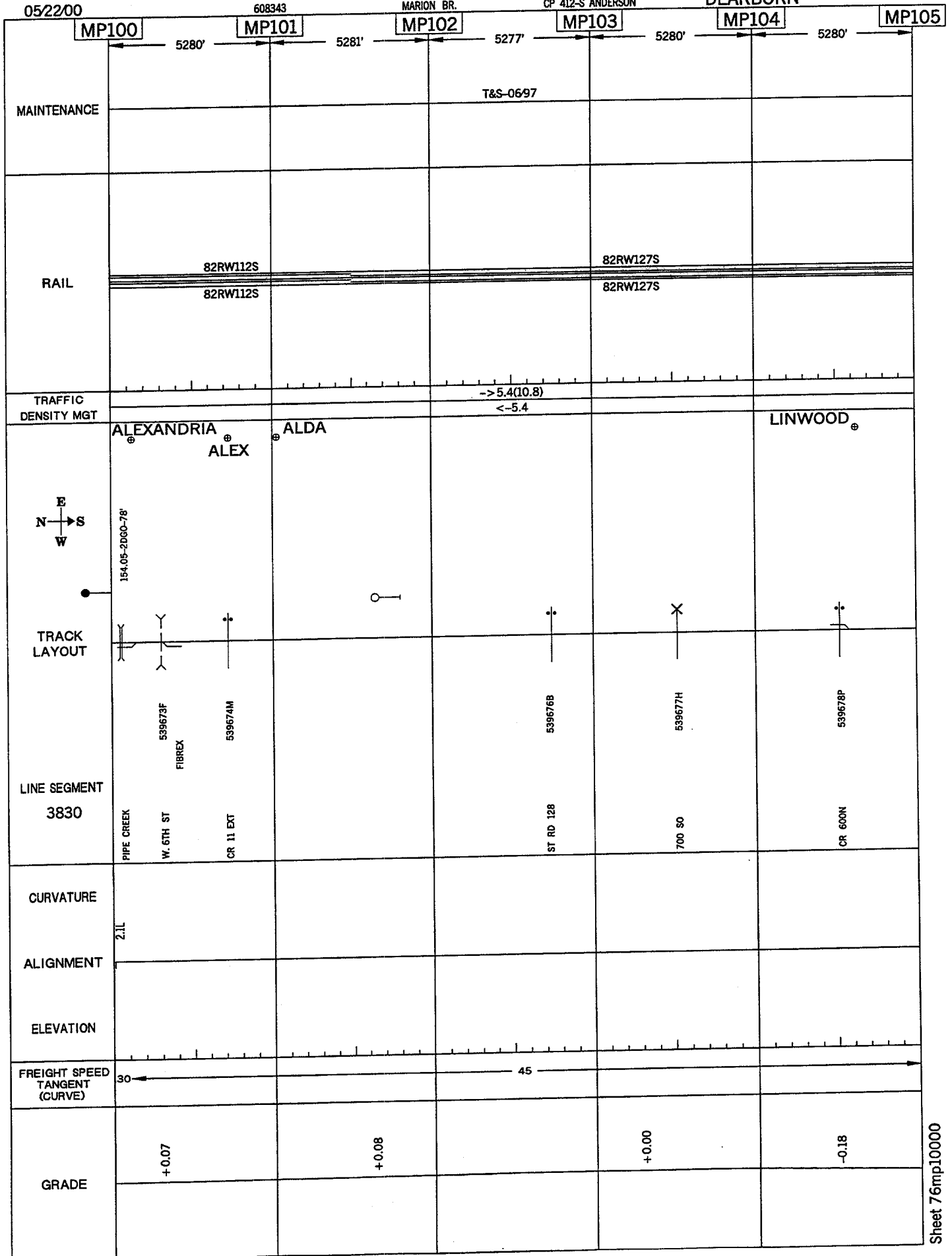
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608343

MARION BR.

CP 412-S ANDERSON

DEARBORN



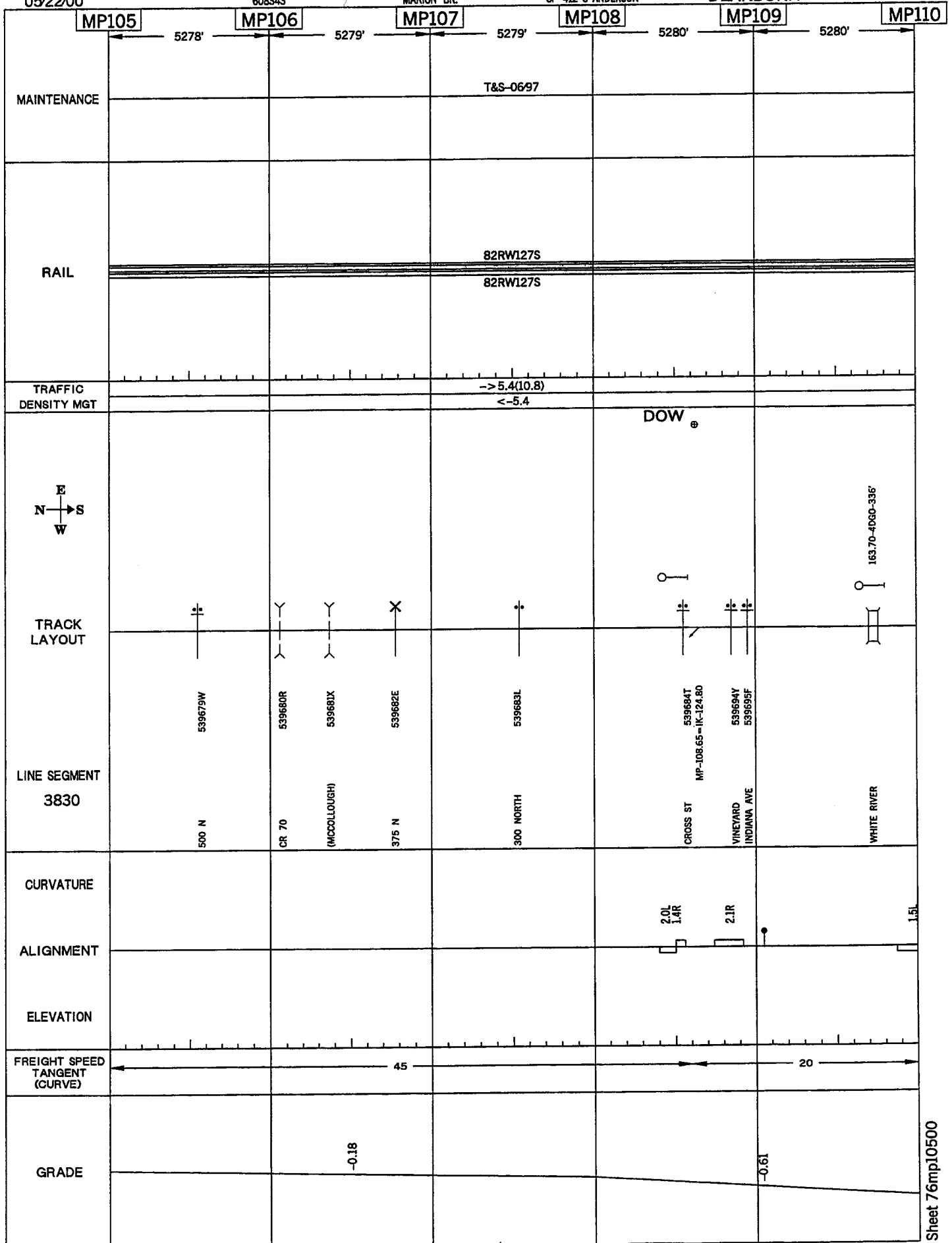
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608343

MARION BR.

CP 412-S ANDERSON

DEARBORN



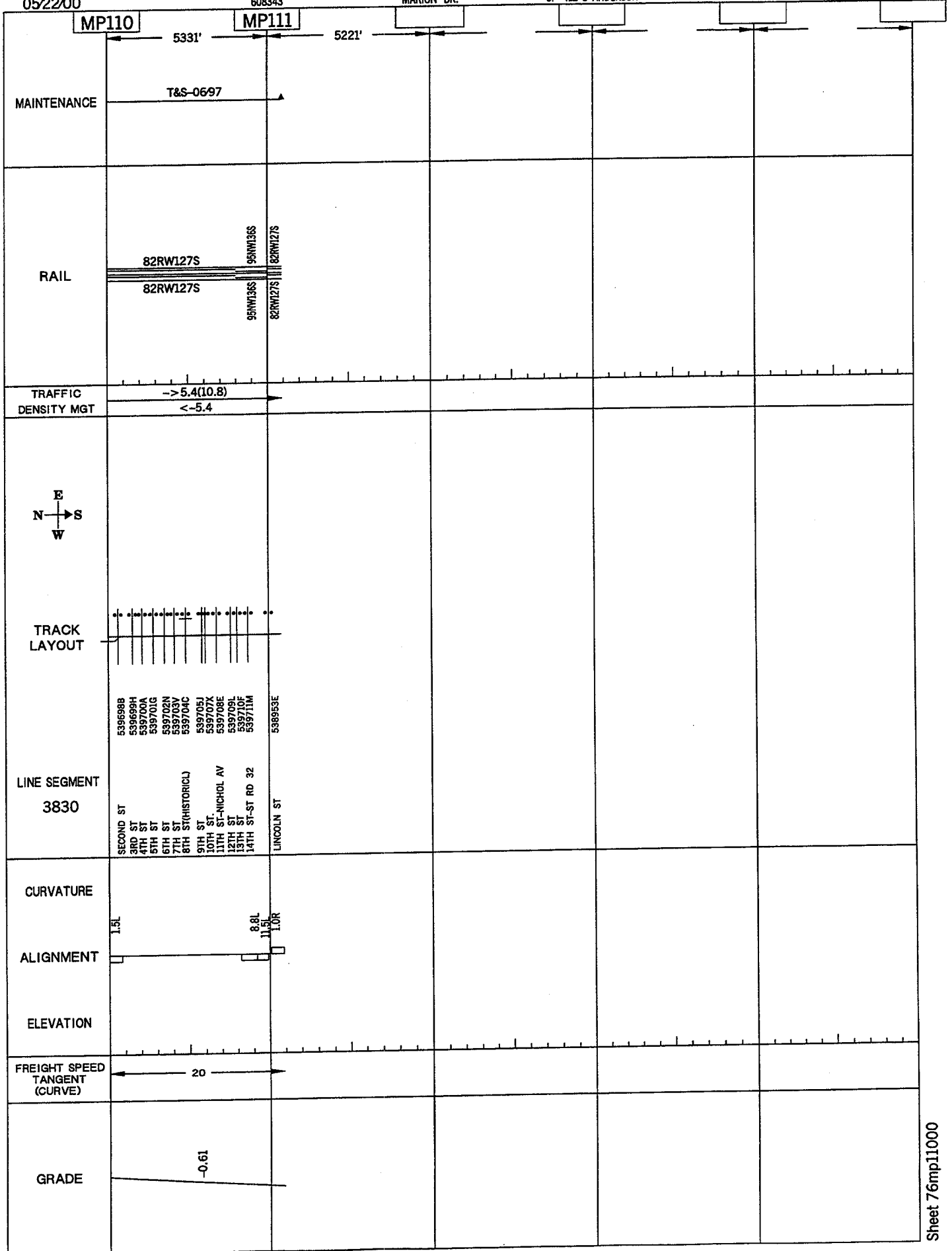
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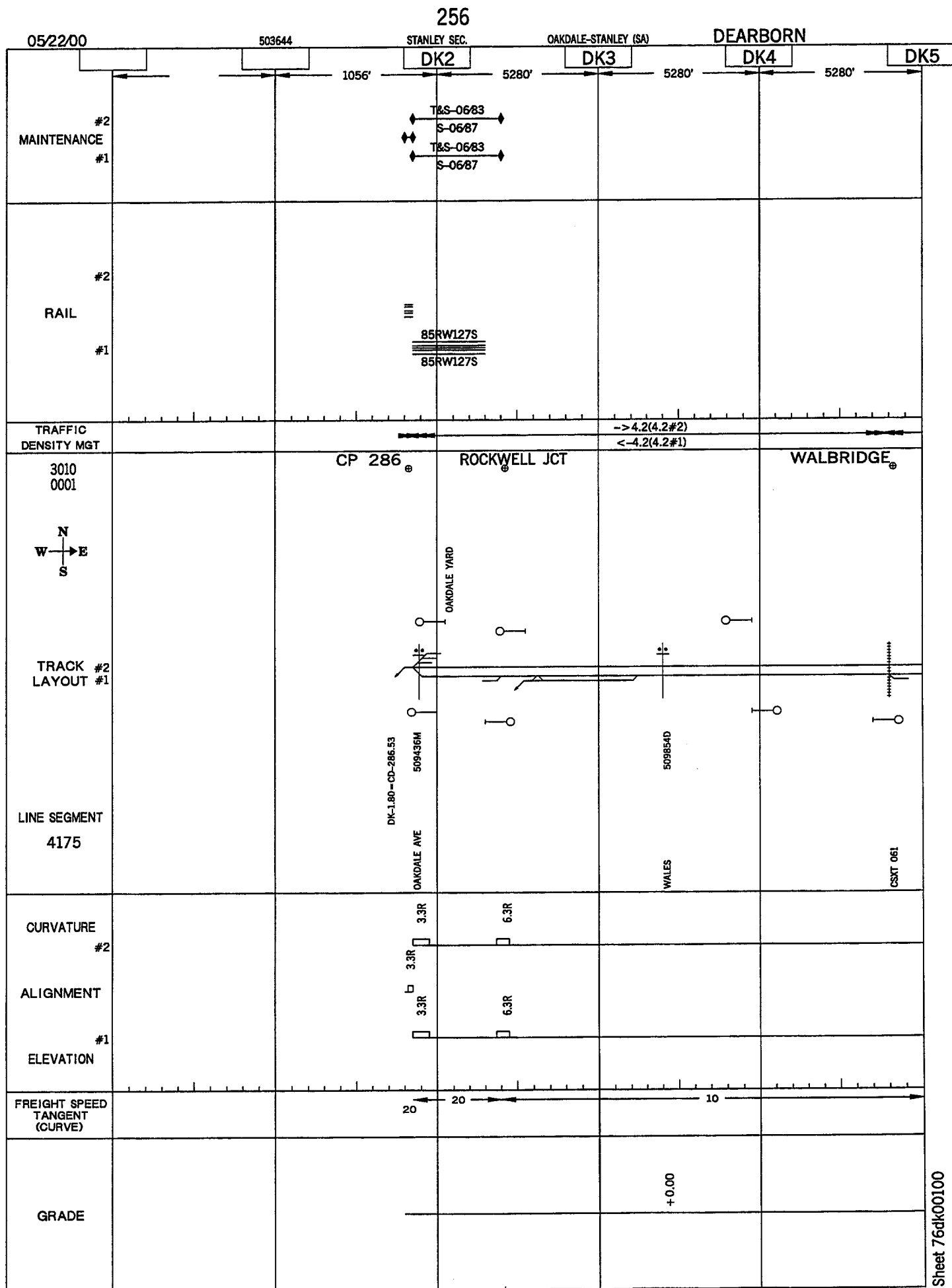
608343

MARION BR.

CP 412-S ANDERSON

DEARBORN





05/22/00

503644

STANLEY SEC.

OAKDALE-STANLEY (SA)

DEARBORN

<p>MAINTENANCE</p> <p>#2</p> <p>#1</p>	<p>DK5</p> <p>1584'</p>				
<p>RAIL</p> <p>#2</p> <p>#1</p>					
<p>TRAFFIC DENSITY MGT</p>		<div data-bbox="171 852 257 936"> <p>N</p> <p>W — E</p> <p>S</p> </div> <div data-bbox="348 936 370 989"> <p>TO CSX</p> </div> <div data-bbox="171 1058 290 1104"> <p>TRACK LAYOUT</p> <p>#2</p> <p>#1</p> </div> <div data-bbox="150 1283 285 1346"> <p>LINE SEGMENT</p> <p>4175</p> </div>			
<p>CURVATURE</p> <p>#2</p> <p>ALIGNMENT</p> <p>#1</p> <p>ELEVATION</p>					
<p>FREIGHT SPEED TANGENT (CURVE)</p>	<p>10</p>				
<p>GRADE</p>	<p>+0.00</p>				



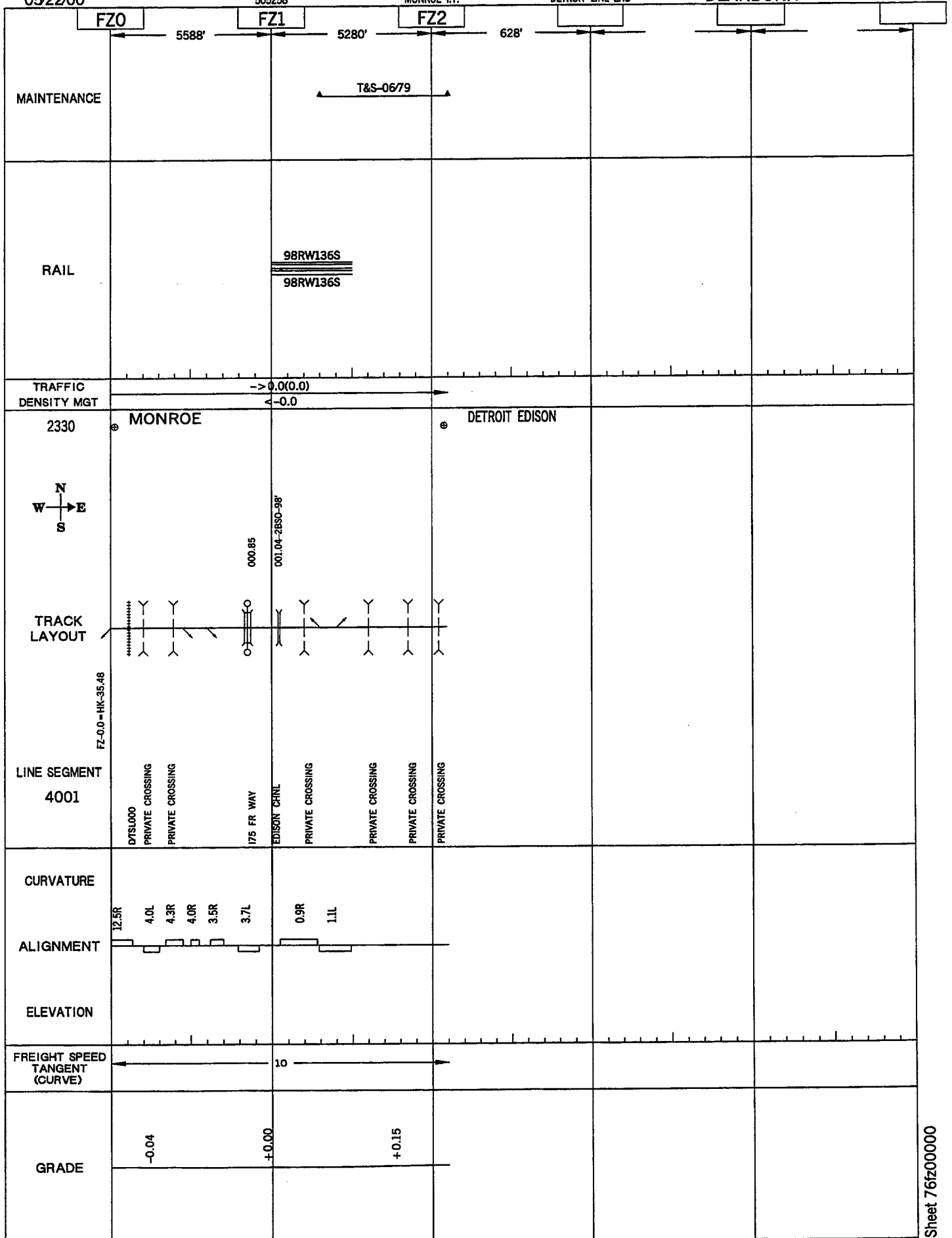
05/22/00

505258

MONROE I.T.

DETROIT LINE-END

DEARBORN



05/22/00

505321

JACKSON I.T.

JACKSON-JACKSON JCT

DEARBORN

JJ97

2640'

1868'

T&S-06/73

MAINTENANCE

RAIL

57NJ127S

57NJ127S

TRAFFIC  
DENSITY MGT

--> 0.0(0.0)

<- 0.0

2390

JACKSON JCT

W  
S → N  
E

TRACK  
LAYOUT

0.95

0.73-1BSB-32'

JJ-96.60-VJ-0.70

536176T

536175L

JJ-97.40-MH-74.75

AIRLINE DR

GRAND RVR  
BRIDGE ST

ELM ST.

LINE SEGMENT  
4016

CURVATURE

ALIGNMENT

ELEVATION

3.0L

4.0R

5.5R

3.0R

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.19

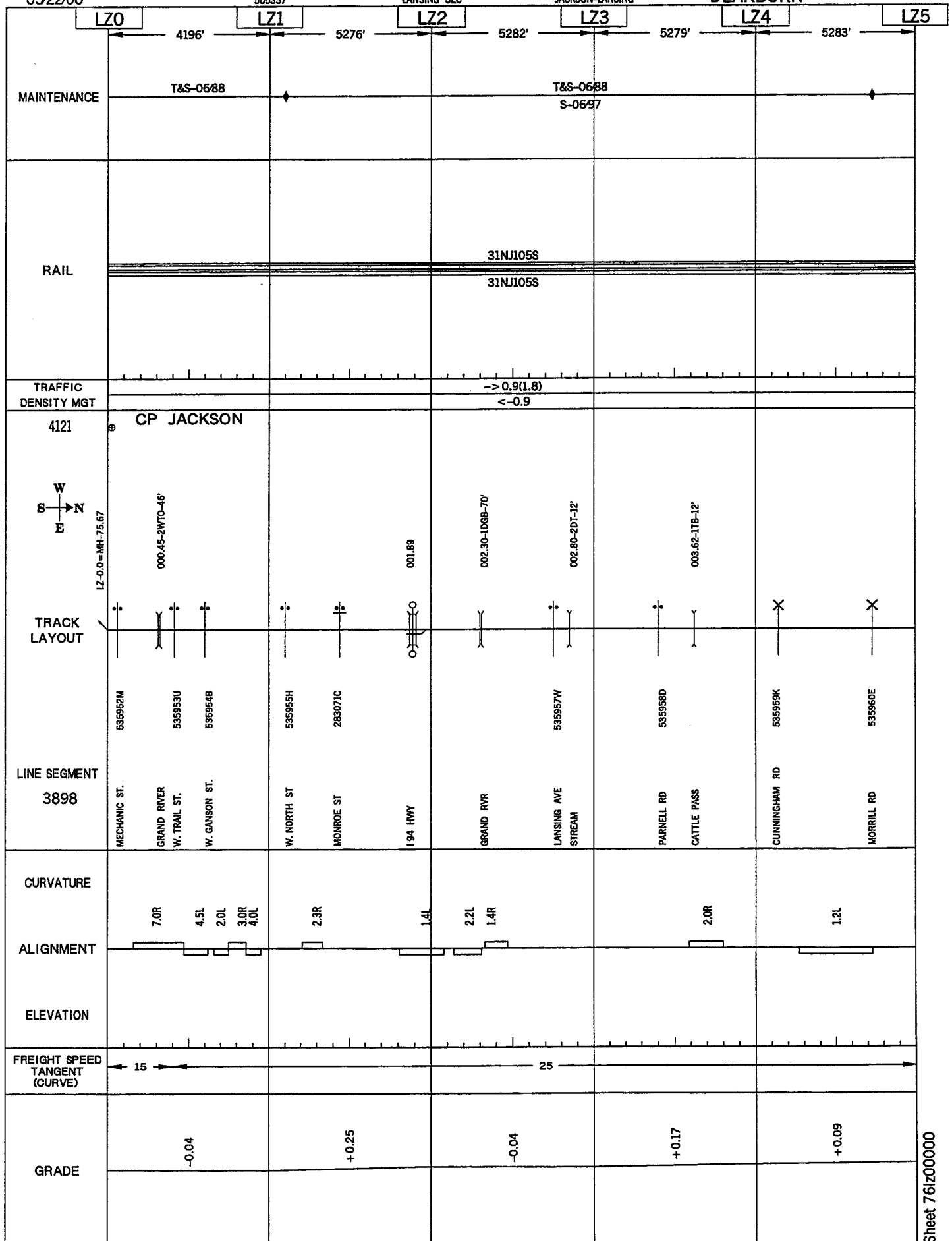
05/22/00

505337

LANSING SEC

JACKSON-LANSING

DEARBORN



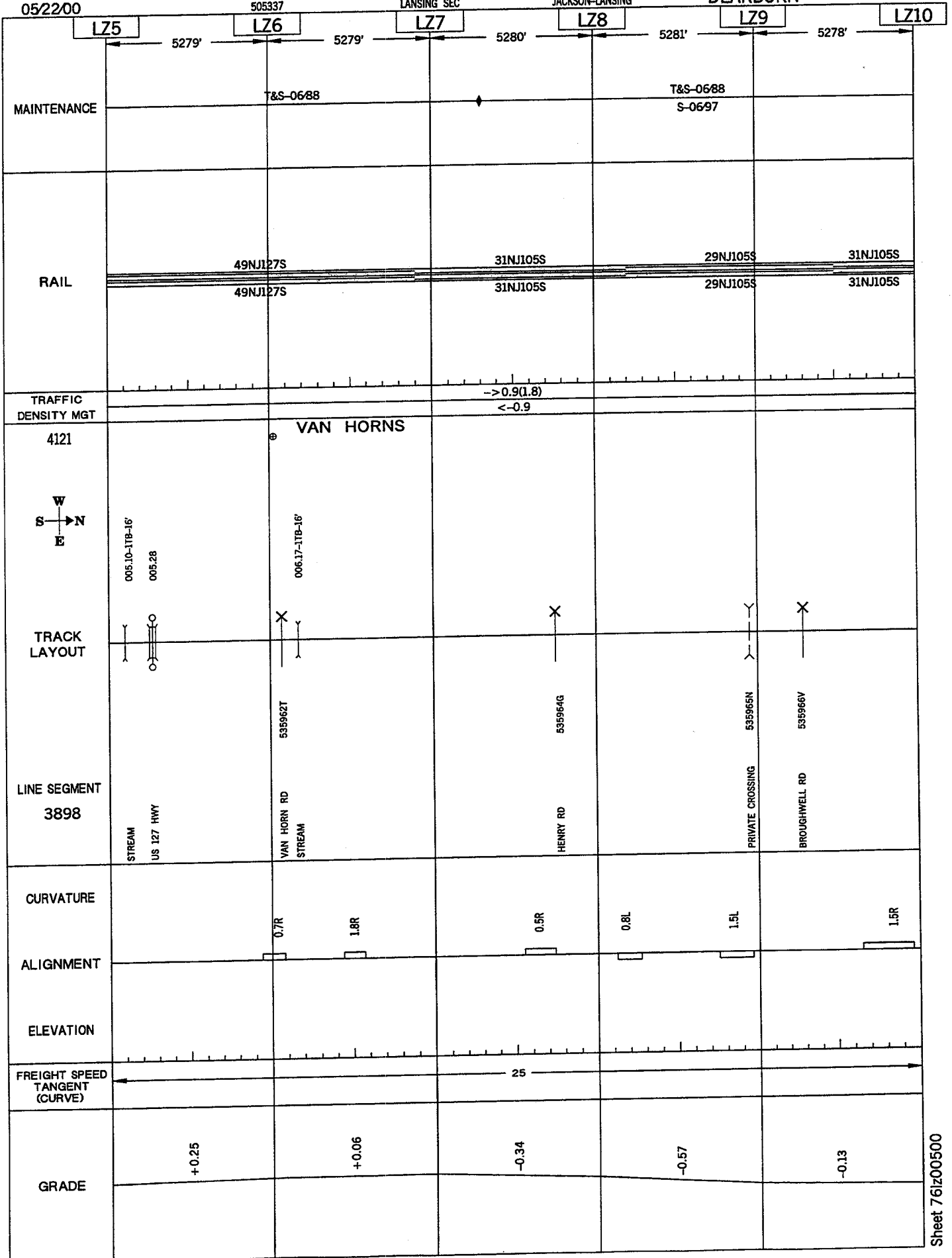
05/22/00

505337

LANSING SEC

JACKSON-LANSING

DEARBORN



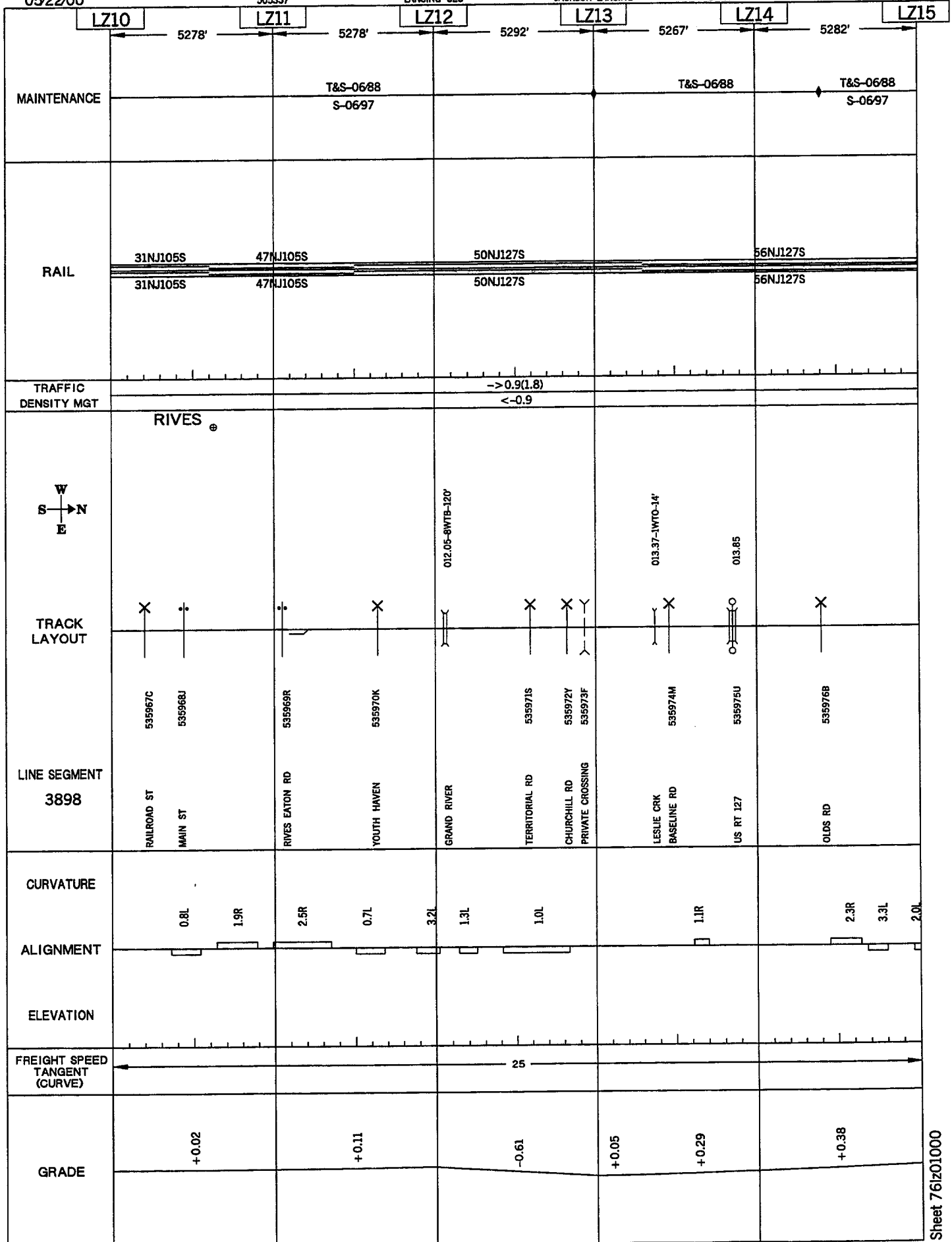
05/22/00

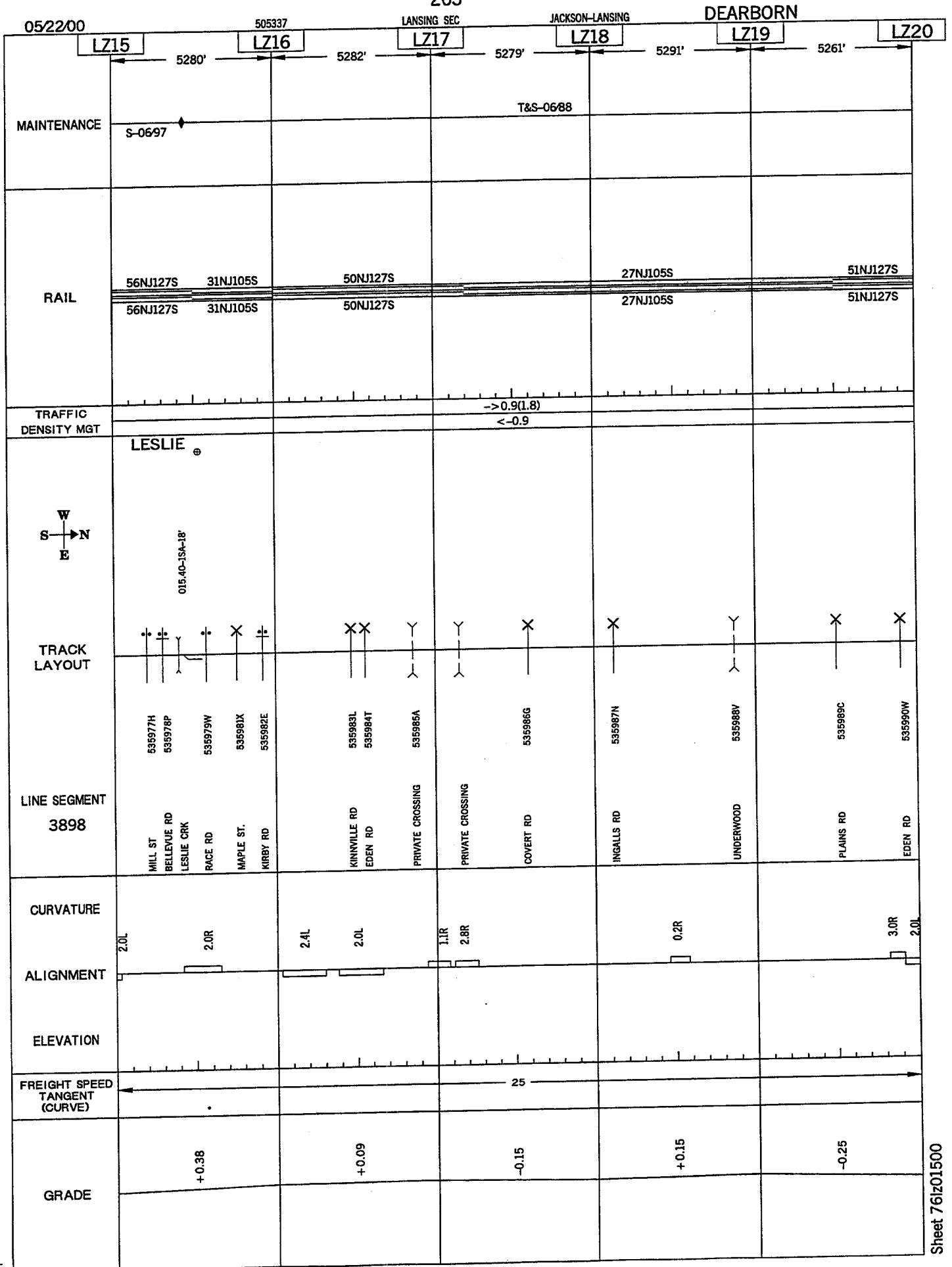
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LANSING SEC

JACKSON-LANSING

DEARBORN





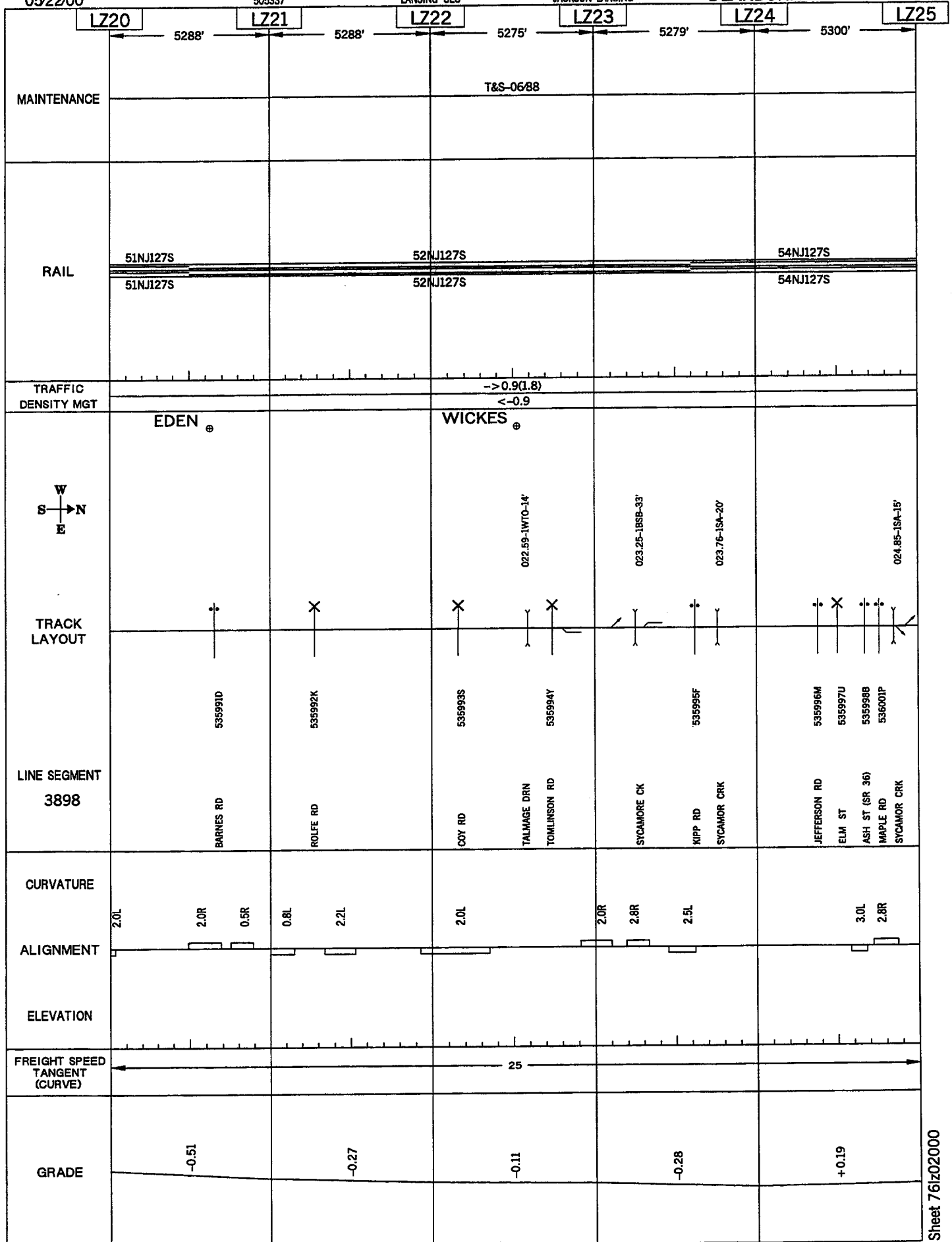
05/22/00

505337

LANSING SEC

JACKSON-LANSING

DEARBORN



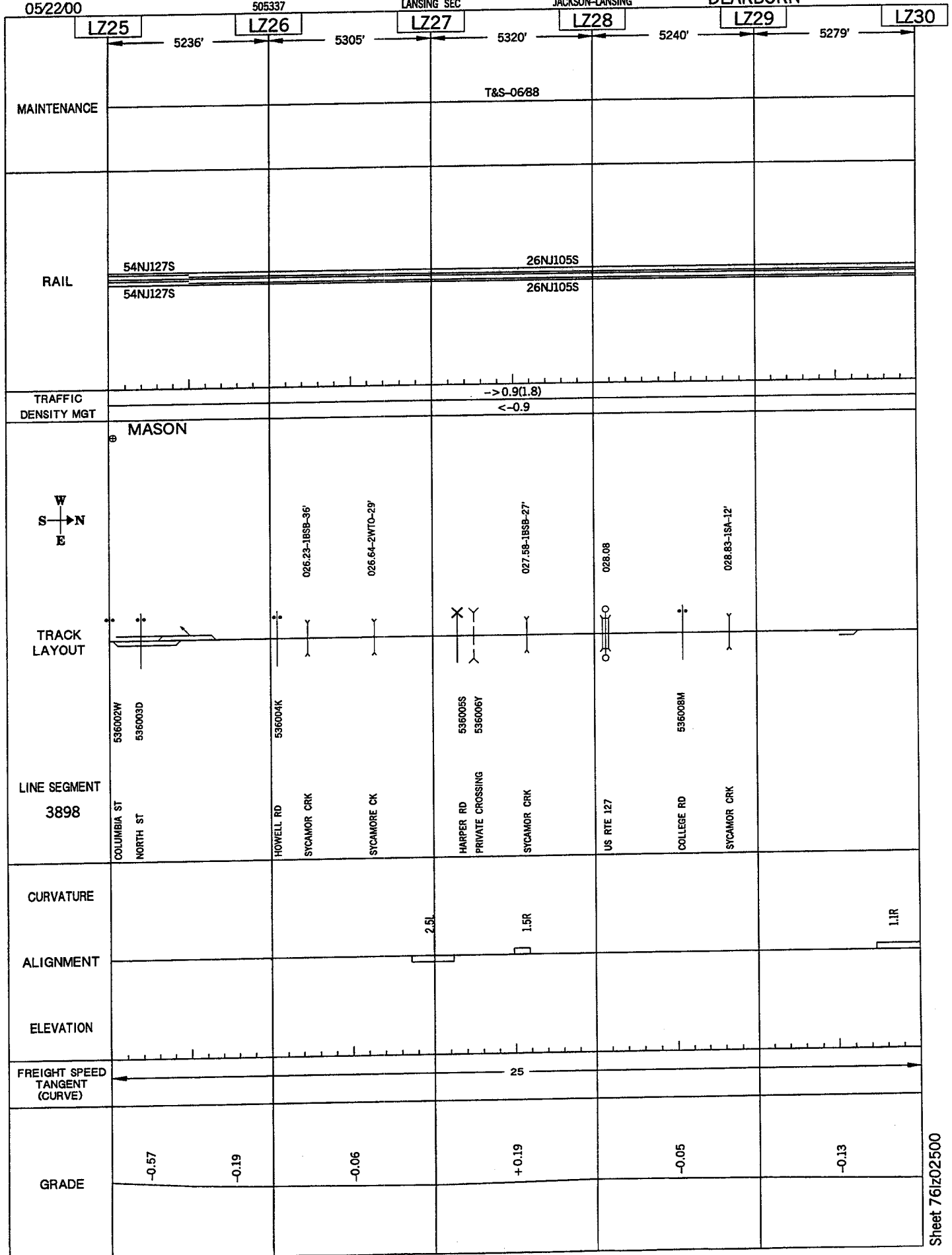
05/22/00

505337

LANSING SEC

JACKSON-LANSING

DEARBORN





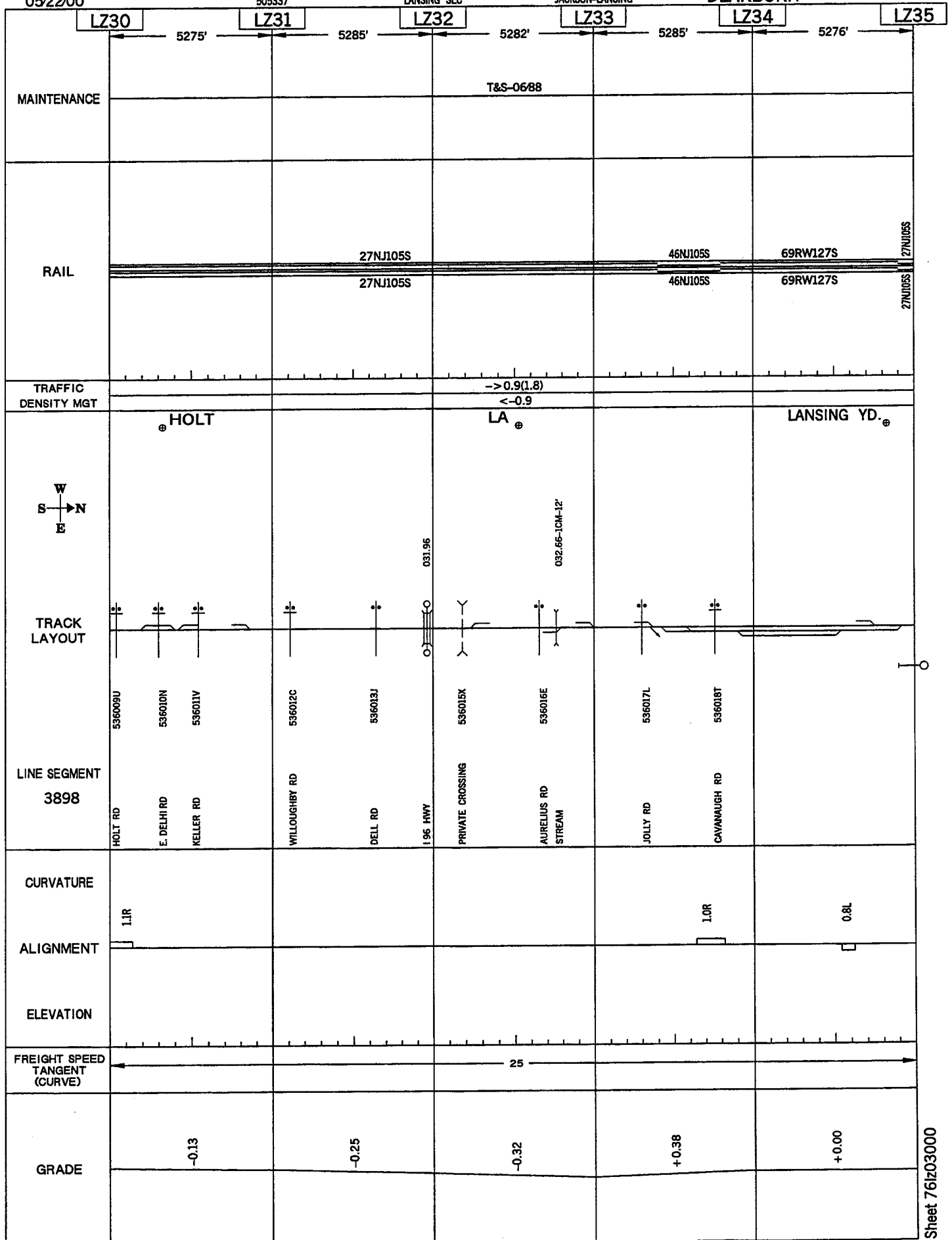
052200

505337

LANSING SEC

JACKSON-LANSING

DEARBORN



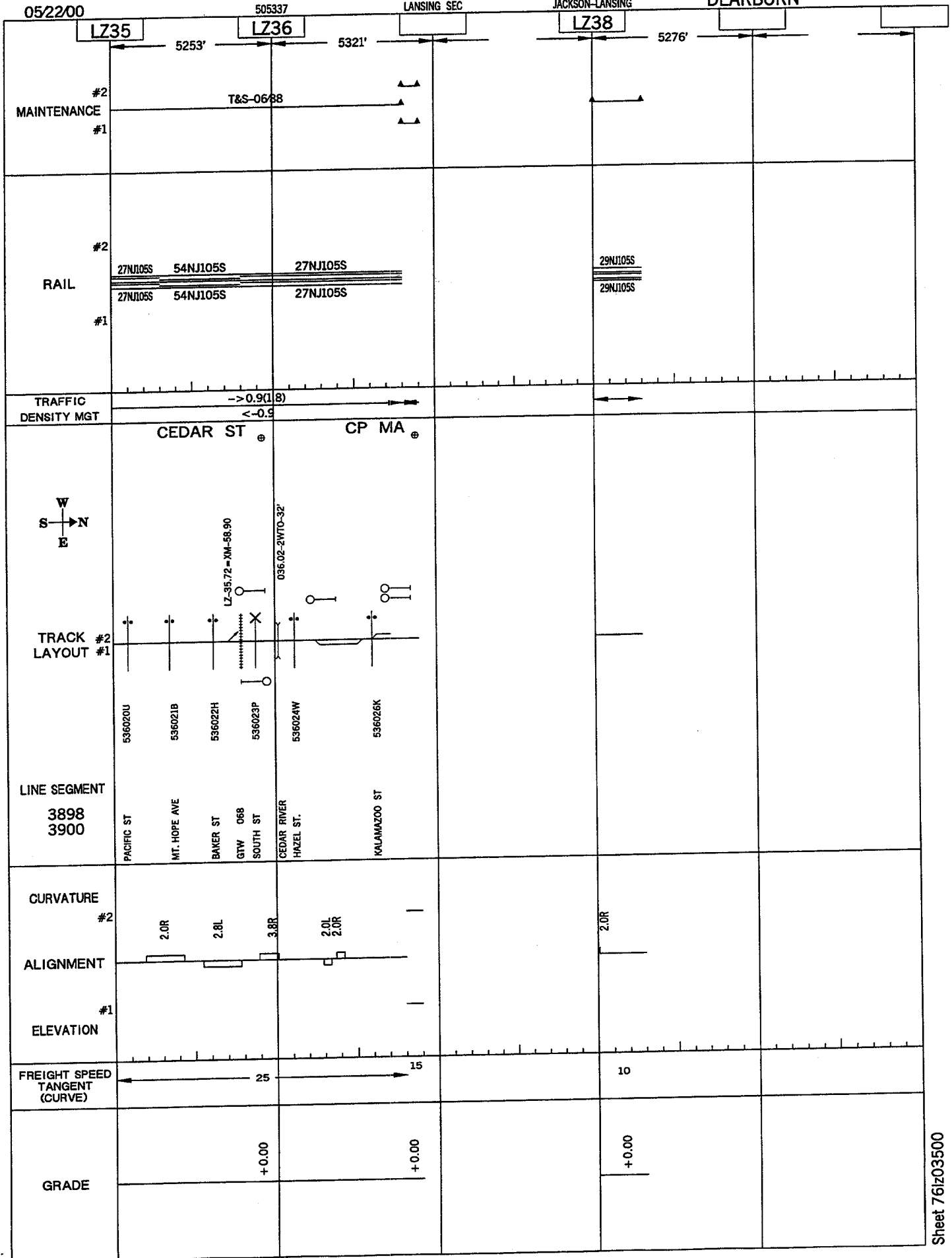
05/22/00

505337

LANSING SEC

JACKSON-LANSING

DEARBORN



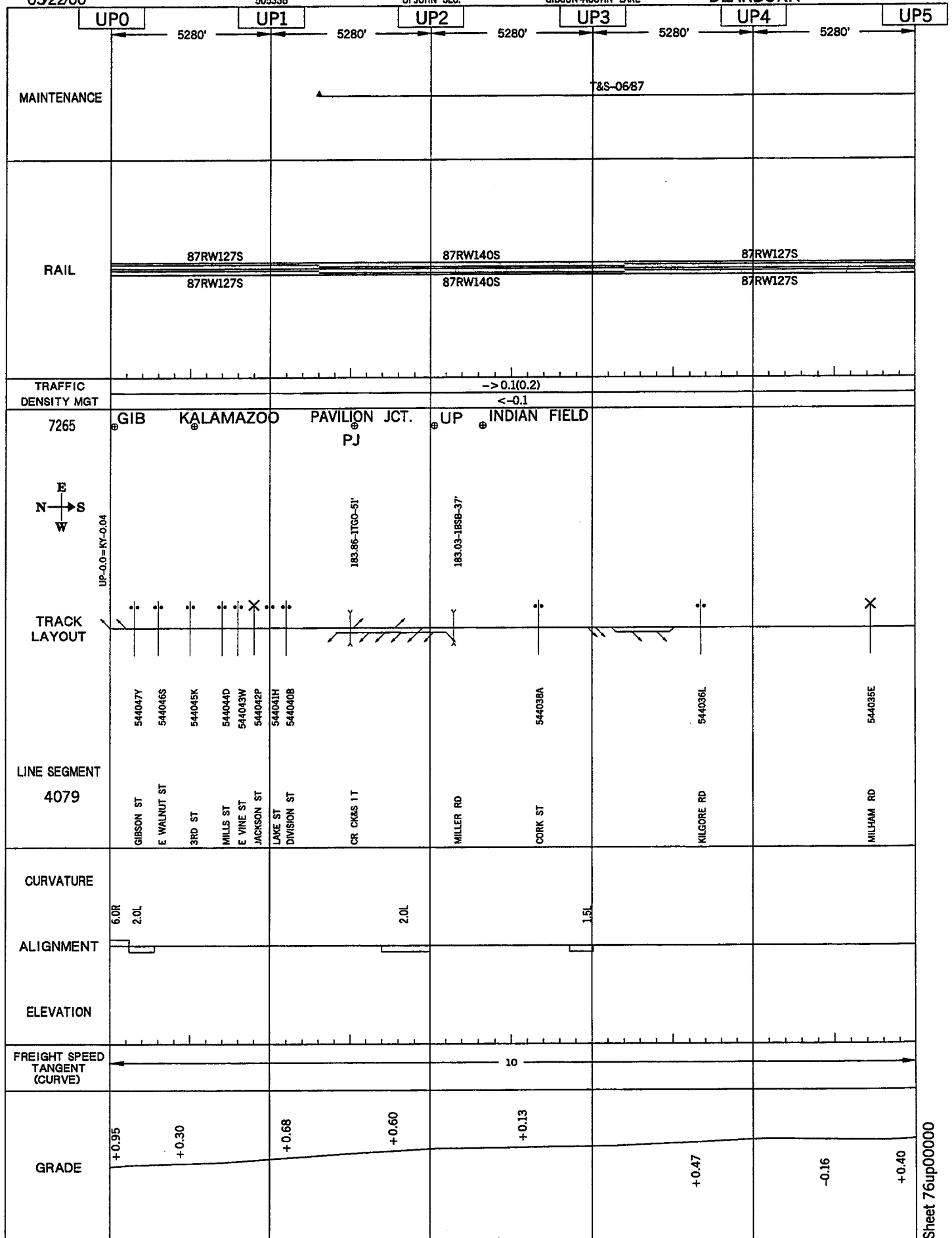
05/22/00

505338

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



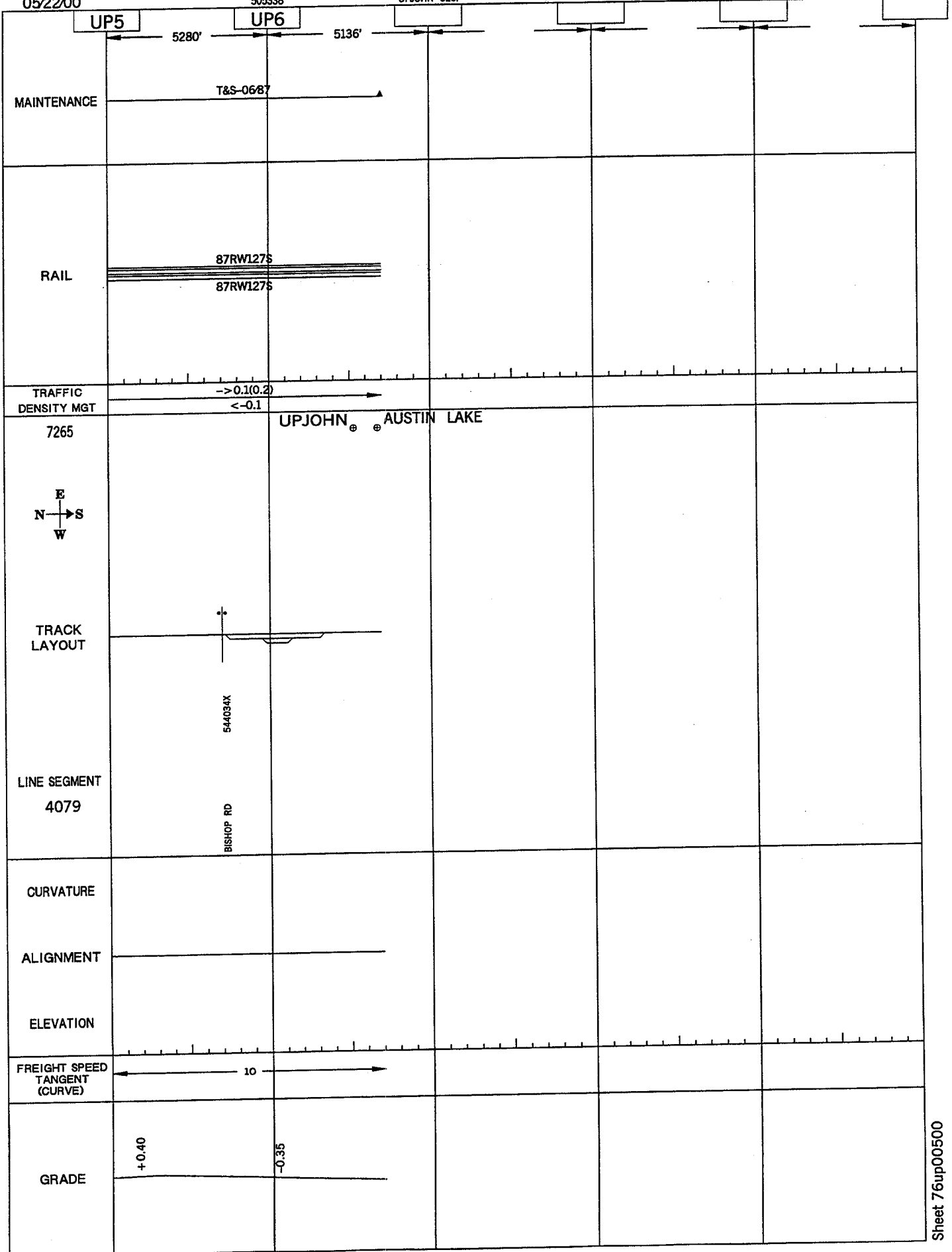
05/22/00

505338

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



052200

505340

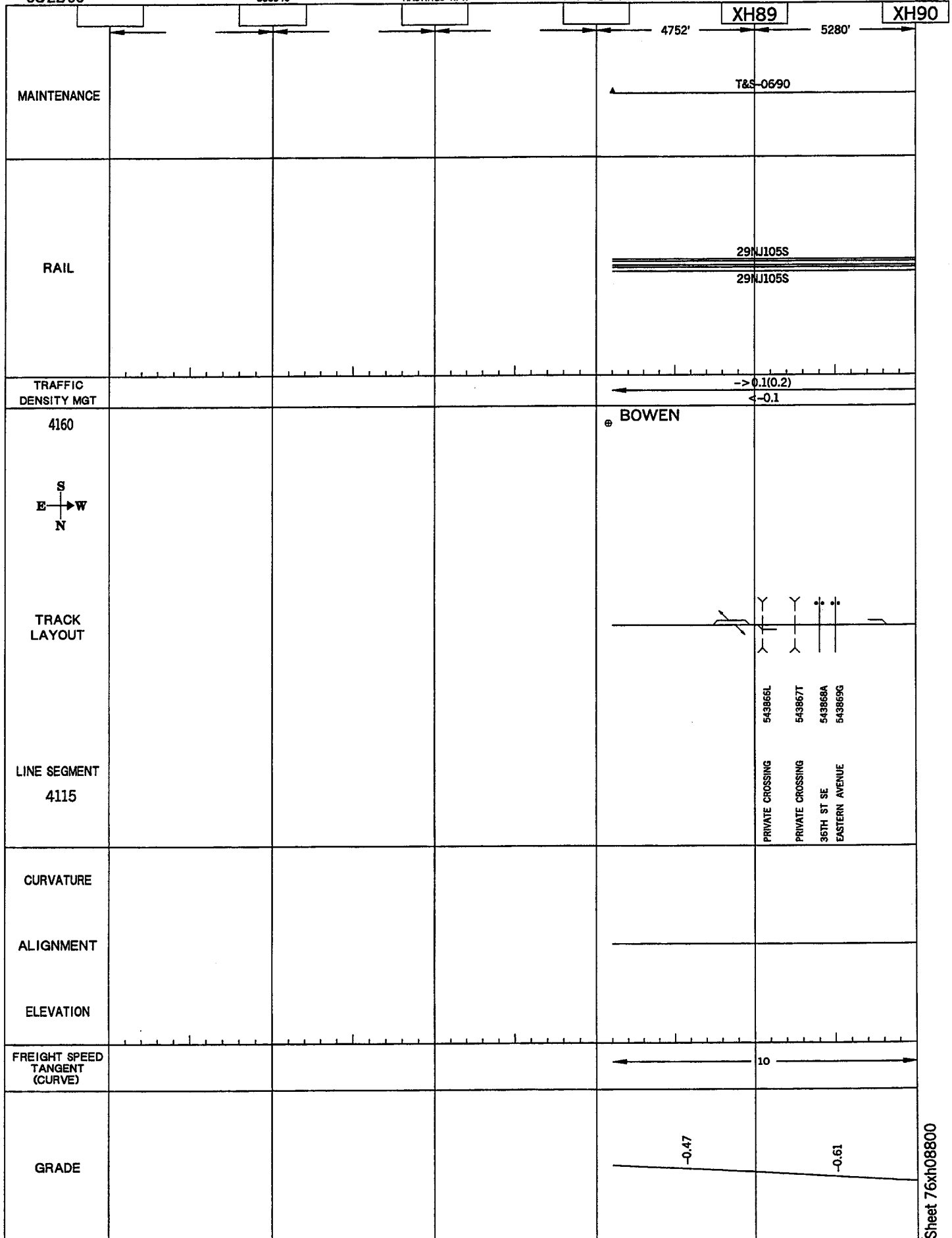
HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN

XH89

XH90



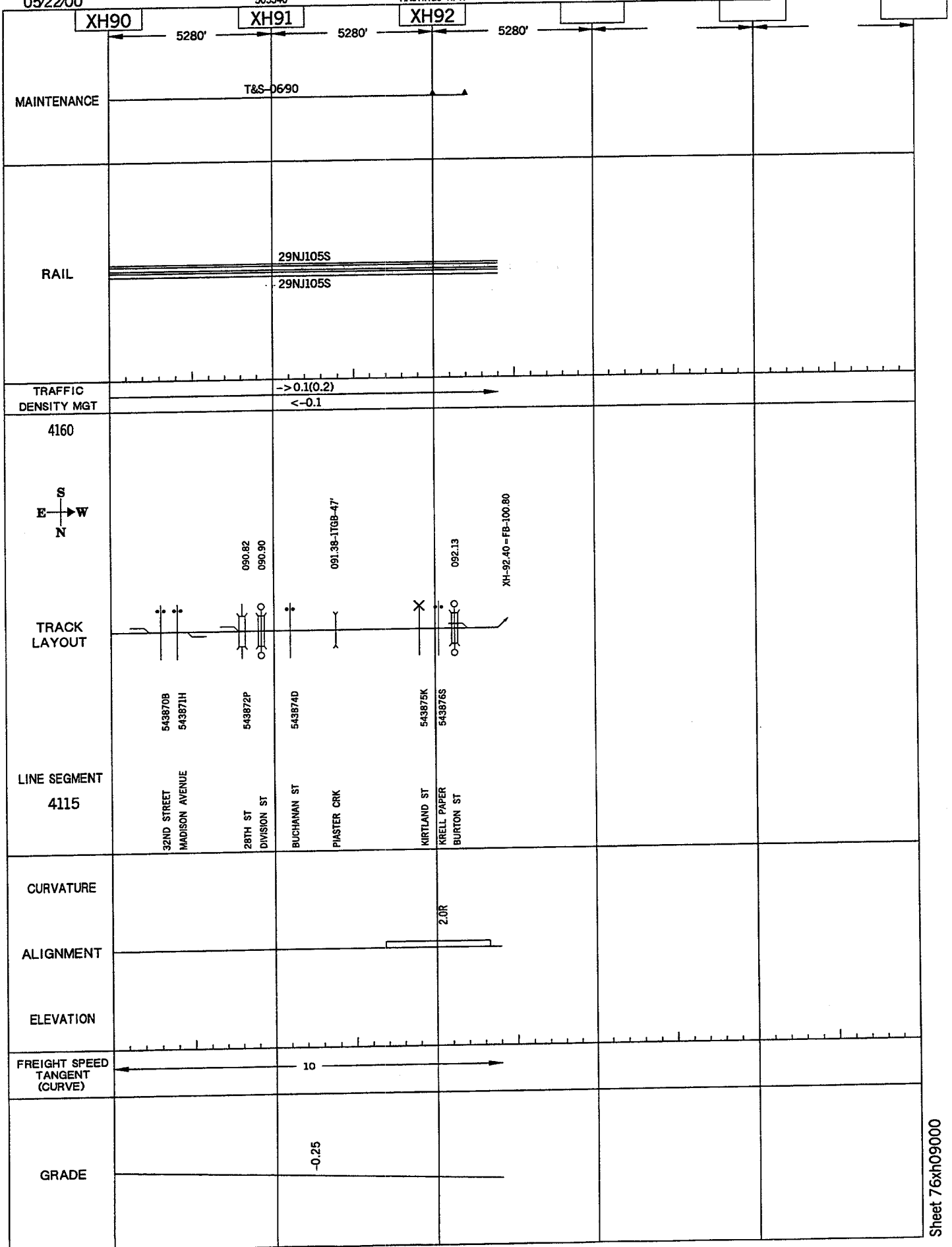
05/22/00

505340

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN



272

05/22/00

505341

KALAMAZOO I.T.

GRAND RAPIDS

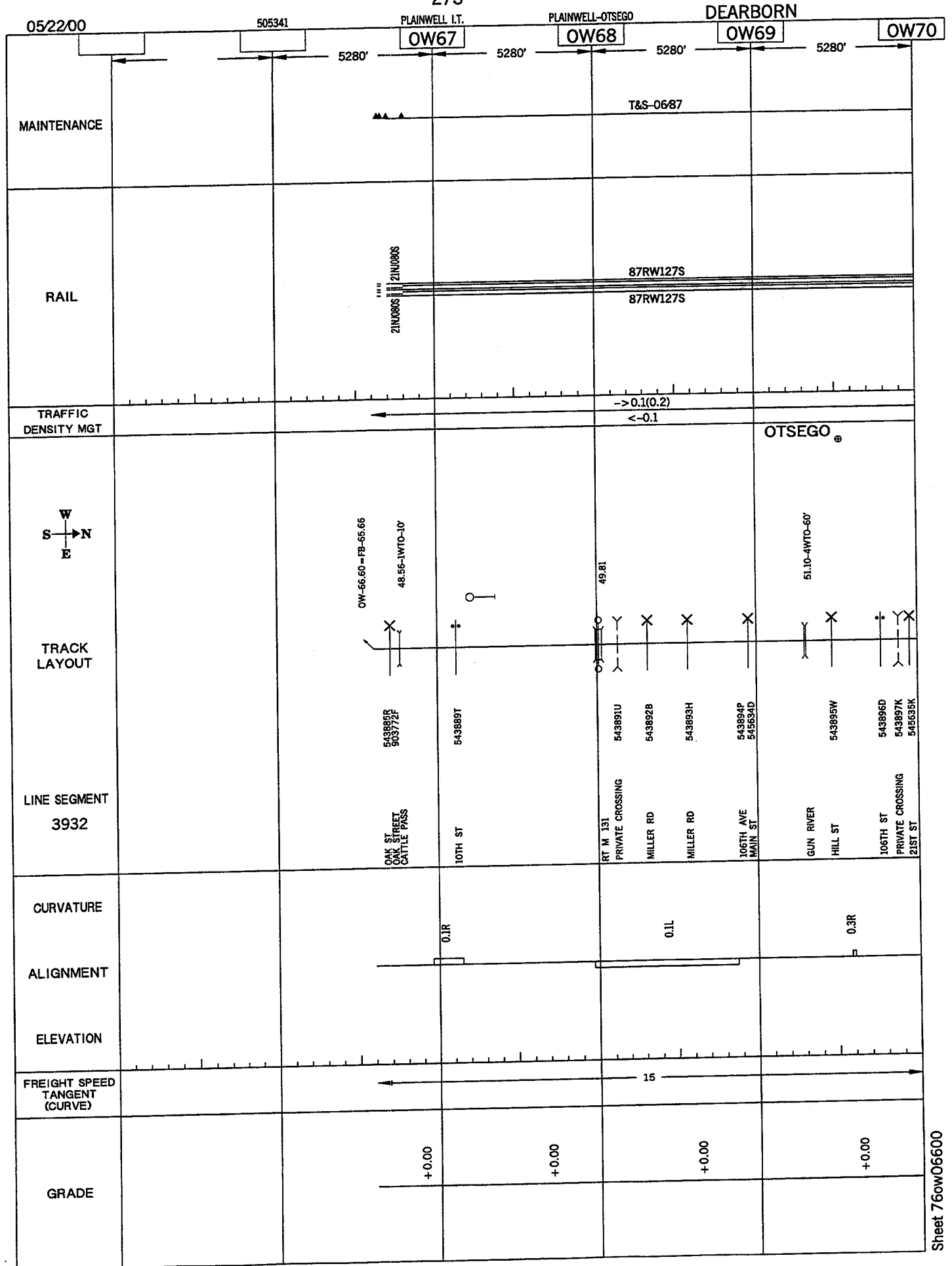
DEARBORN

KZ94

KZ95

5280'

MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT						<div> <div>→ 0.0(0.0)</div> <div>&lt; -0.0</div> </div>
2460						GRAND RAPIDS
<div> <div>W</div> <div>←</div> <div>→</div> <div>E</div> </div>						
TRACK LAYOUT						<div> <div>+</div> <div>+</div> </div>
LINE SEGMENT 3911						<div>545659Y</div> <div>BUTTERWORTH ST</div>
CURVATURE						4.3L
ALIGNMENT						<div> <div>+</div> <div>+</div> </div>
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						10
GRADE						+0.00





05/22/00

505341

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

	OW70	5274'							
MAINTENANCE	T&S-06/87								
RAIL	87RW127S 87RW127S								
TRAFFIC DENSITY MGT	-> 0.1(0.2) <- -0.1								
W S — N E	51.95-1BSB-15'								
TRACK LAYOUT	Y Y X X 543898S 543899Y 545637Y 543900R 543901X								
LINE SEGMENT 3932	PRIVATE CROSSING STREAM FARMER ST PRIVATE CROSSING RIVER STREET WATSON STREET								
CURVATURE	0.8R 2.0R 2.2R 1.8R								
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	10								
GRADE	+0.00 +0.91								

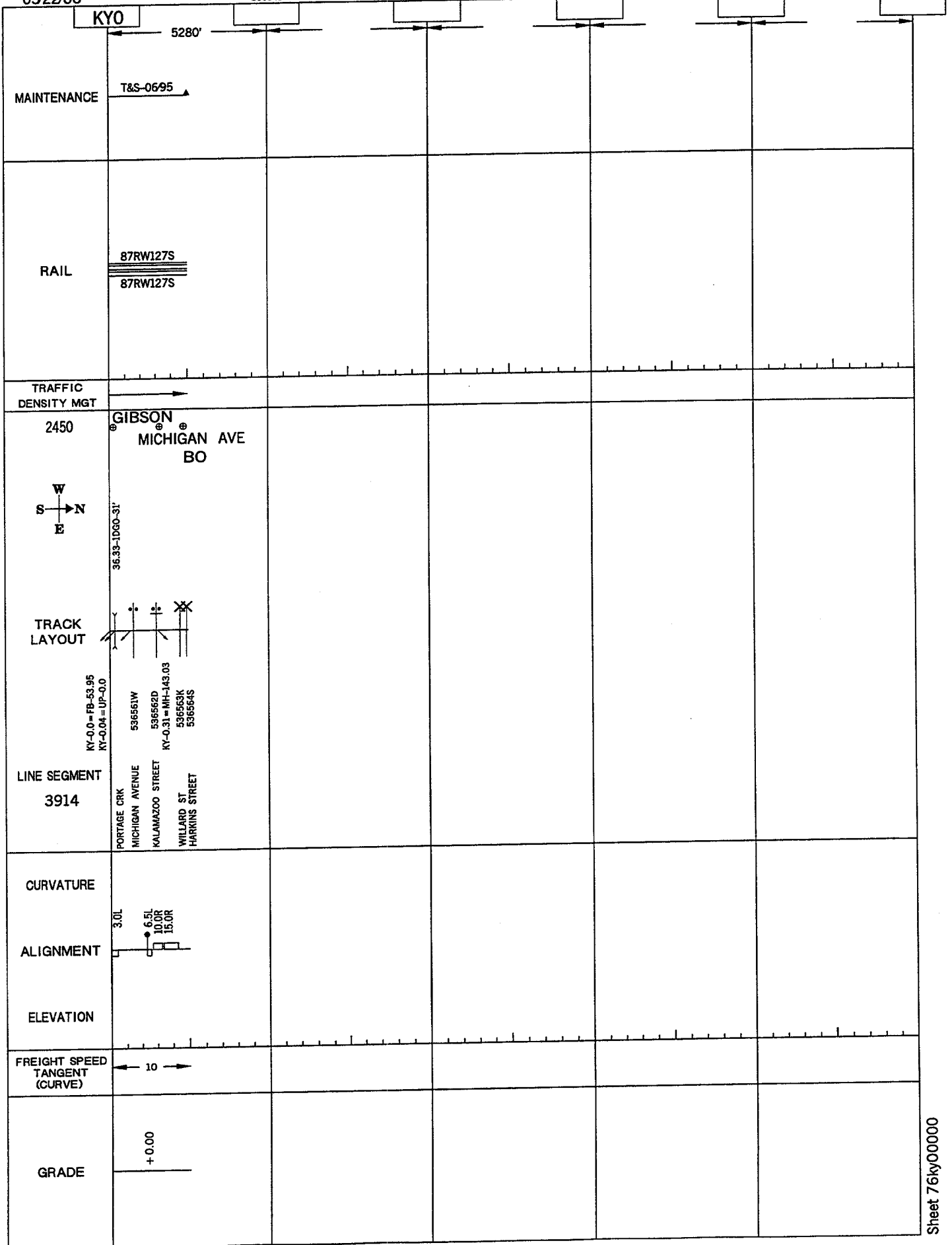
05/22/00

505341

B O SECONDARY

KALAMAZOO

DEARBORN



052200

505338

COMSTOCK I.T.

FULLER-COMSTOCK PARK

DEARBORN

VW106

5280'

MAINTENANCE

RAIL

85RW112S

85RW112S

500J100S

TRAFFIC  
DENSITY MGT

-> 0.2(0.4)  
< -0.2

7266

E  
N — S  
W

TRACK  
LAYOUT

+

235070R

LINE SEGMENT  
4097

TURNER RD

CURVATURE

ALIGNMENT

2.0R

1.5R

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

-0.19

05/22/00

505344

CK&S IT

PARCHMENT-PAVILION

DEARBORN

CQ42

CQ43

3696'

5280'

5280'

MAINTENANCE

T&S-0693

RAIL

20NJ100S

20NJ100S

TRAFFIC  
DENSITY MGT

-> 0.0(0.0)

<- 0.0

PARCHMENT

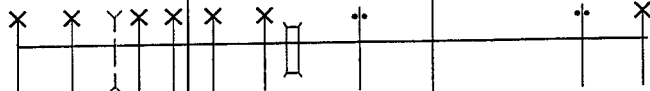
NORTH YD

4290

E  
N → S  
W

042.40-20WTC-300'

TRACK  
LAYOUT



LINE SEGMENT  
4337

ROSEDALE ST  
G AVE  
PRIVATE CROSSING  
OAK GROVE AVENUE  
ISLAND AVE  
HERCULES  
PRIVATE CROSSING  
KALAMAZO RV  
MOSEL AVE  
PATTERSON STREET  
FRANK ST.

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

-0.13

05/22/00


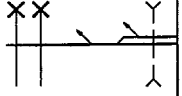
505346

NILES I.T.

NOTRE DAME

DEARBORN

Z010

MAINTENANCE					2112'	T&S-0657
RAIL						24NJ100S 24NJ100S
TRAFFIC DENSITY MGT						→ 0.0(0.0) ← -0.0
4420						NOTRE DAME
						
TRACK LAYOUT						NOTRE DAME 20-9.85 - UV-2.80
LINE SEGMENT 4139						548422K ST. MARY'S (N.)
CURVATURE						PRIVATE PRIVATE
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						10
GRADE						-0.09 +0.19

05/22/00

505346

NILES I.T.

NOTRE DAME

DEARBORN

	Z010						
MAINTENANCE	5280'						
RAIL	27RJ100S 27RJ100S						
TRAFFIC DENSITY MGT	--> 0.0(0.0) <-0.0						
IN-MI STATE LINE							
TRACK LAYOUT	X						
LINE SEGMENT 4139	PRIVATE						
CURVATURE	1.8L						
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	+0.19						

280

05/22/00

505346

NILES I.T.

NILES

DEARBORN

	2640'	QQ1					
MAINTENANCE							
RAIL	24NJ100S 24NJ100S						
TRAFFIC DENSITY MGT							
4111	NILES <sub>⊕</sub>						
<div> <div>E</div> <div>N → S</div> <div>W</div> </div>	000.70-1CB8-7						
TRACK LAYOUT							
LINE SEGMENT 4046	548375E CNTY DRAIN WAYNE STREET						
CURVATURE							
ALIGNMENT	10.0L						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	+0.15						

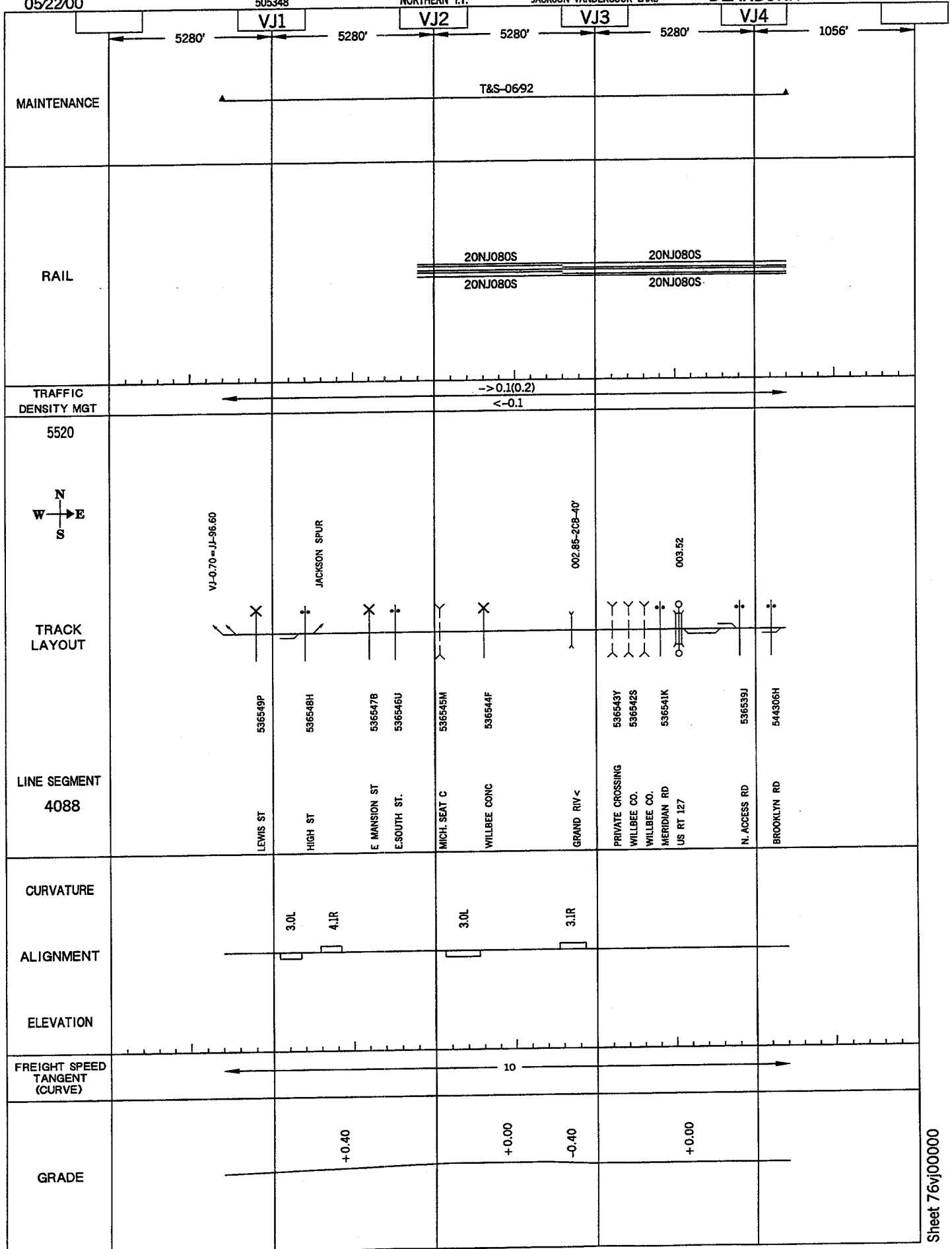
05/22/00

505348

NORTHERN I.T.

JACKSON-VANDERCOOK LAKE

DEARBORN





052200

505352

LANSING I.T.

NORTH LANSING

DEARBORN

UA61

5280'

2112'

MAINTENANCE

RAIL

TRAFFIC  
DENSITY MGT

--> 0.0(0.0)  
← -0.0

2410

⊕ NORTH LANSING

W  
S → N  
E

TRACK  
LAYOUT



536388W  
536389D  
536390X  
536391E  
536392L  
536393T  
536394A  
MAPLE ST  
GRAND RIVER ST  
PRIVATE CROSSING  
CLINTON ST  
BEAVER ST.  
E. NORTH ST.  
TURNER ST

LINE SEGMENT  
3908

CURVATURE

ALIGNMENT

5.0L

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.00

05/22/00

505352

LANSING I.T.

CEDAR RIVER

DEARBORN

XM58

5280'

5280'

MAINTENANCE

T&S-0686

RAIL

TRAFFIC  
DENSITY MGT

2410

W  
S → N  
E

TRACK  
LAYOUT

LINE SEGMENT  
3905

CEDAR RIVER

35.82

536367D

S. LOGAN ST

536368K

MT. HOPE

536369S

S WASHINGTON ST

536370L

ISBELL ST

536372A  
XM-58.90=L2-35.72

BAKER ST  
CEDAR ST

CURVATURE

ALIGNMENT

ELEVATION

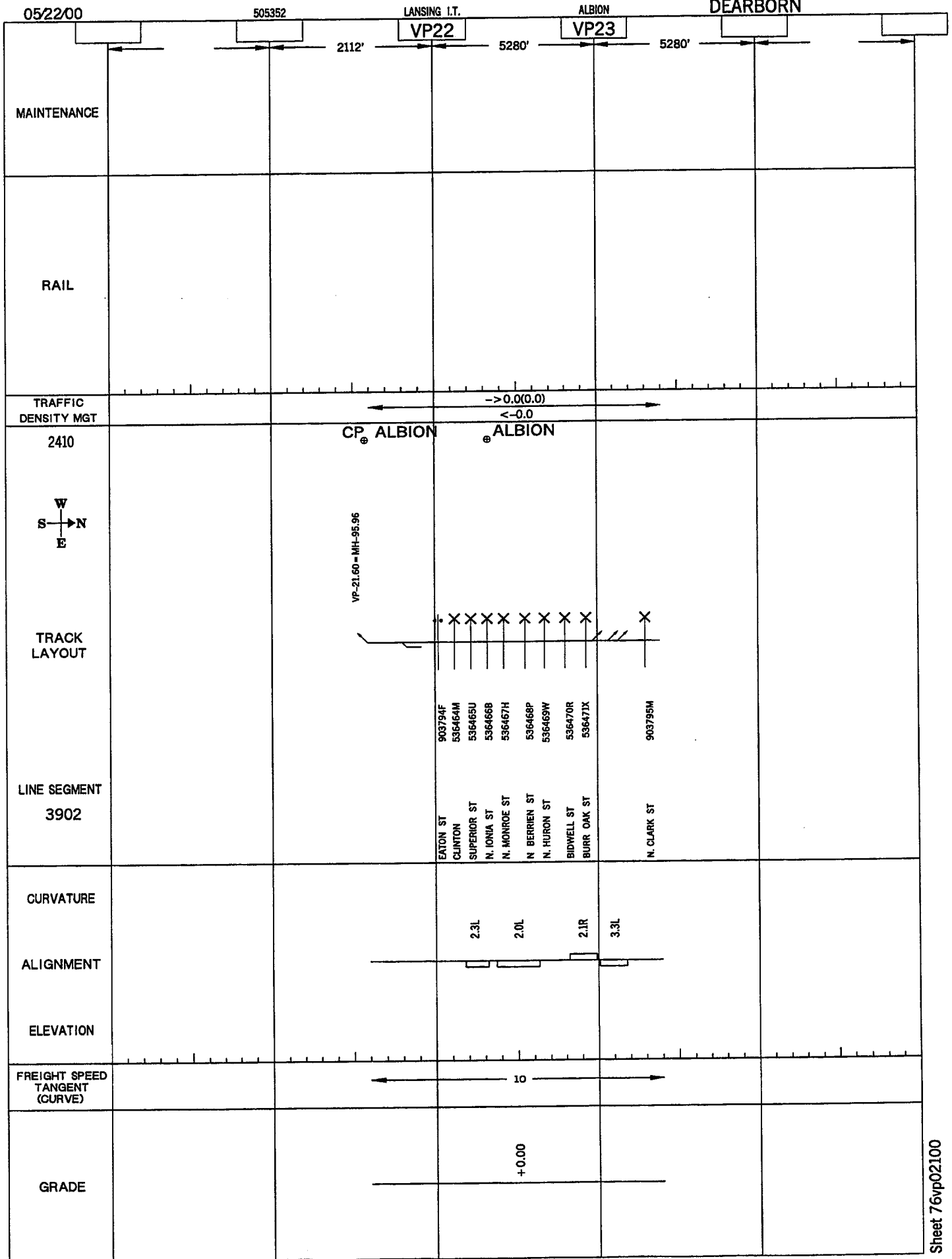
FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.00

3.1L



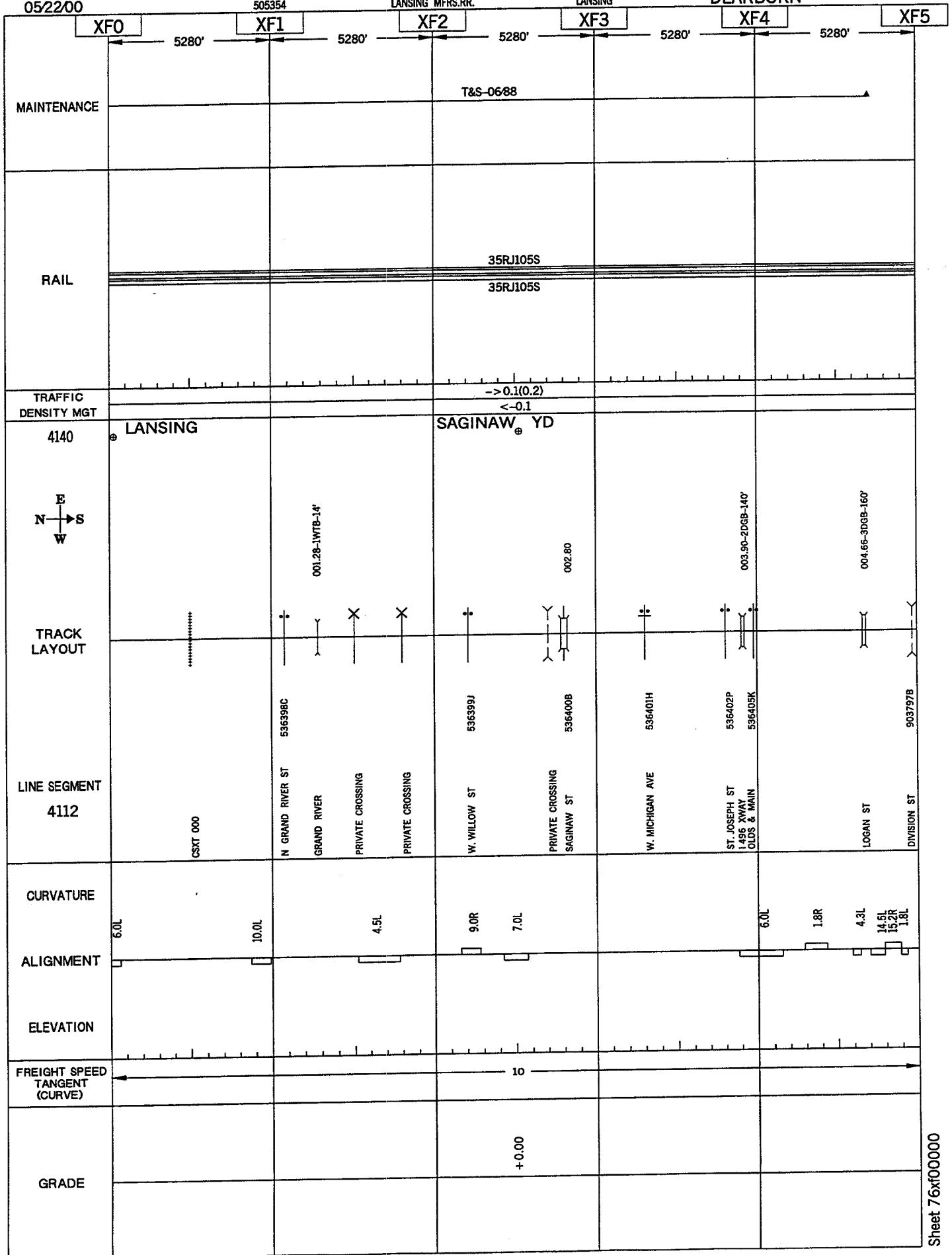
05/22/00

505354

LANSING MFRS.RR.

LANSING

DEARBORN



05/22/00

505354

LANSING MFRS.RR.

LANSING

DEARBORN

	XF5	720'						
MAINTENANCE								
RAIL	3501065     3501065							
TRAFFIC DENSITY MGT	▲							
<div> <div>E</div> <div>N — S</div> <div>W</div> </div> <div> <div>Y</div> <div>Y</div> </div> <div> <div>Y</div> <div>Y</div> </div>								
LINE SEGMENT 4112	PINE ST.							
CURVATURE								
ALIGNMENT	—							
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	10							
GRADE	+0.00							

05/22/00

506502

RANDALL I.T.

BROADWAY-ERIE CROSSING

DEARBORN

RH3

RH4

RH5

5280'

5413'

5115'

MAINTENANCE

T&amp;S-06/65

T&amp;S-06/72

T&S-06/72  
S-06/97

RAIL

41NJ12S  
41NJ12S

45NJ112S

45NJ112S

47NJ112S

47NJ112S

TRAFFIC  
DENSITY MGT-> 0.1(0.2)  
< -0.1-> 0.4(0.8)  
< -0.4

8381

N  
W — E  
STRACK  
LAYOUT

BROADWAY

VON WILLER YARD

002.22-11TO-180'

002.34-10GB-141'

002.50-1SAB-12'

003.01

003.35-10GB-73'

003.43

003.60

003.94

|

|

|

|

|

|

|

|

|

262404T

262405A

262410W

262412K

262413S

LINE SEGMENT  
4058CUYAHOGA RV  
NEWBURG&SSR

KINGSBURYRN

E 37TH ST

IR 77

CLARK FWAY

MAR-PRAHAST

E 51 ST FB

E 55 ST

E 65TH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

15

GRADE

+0.00

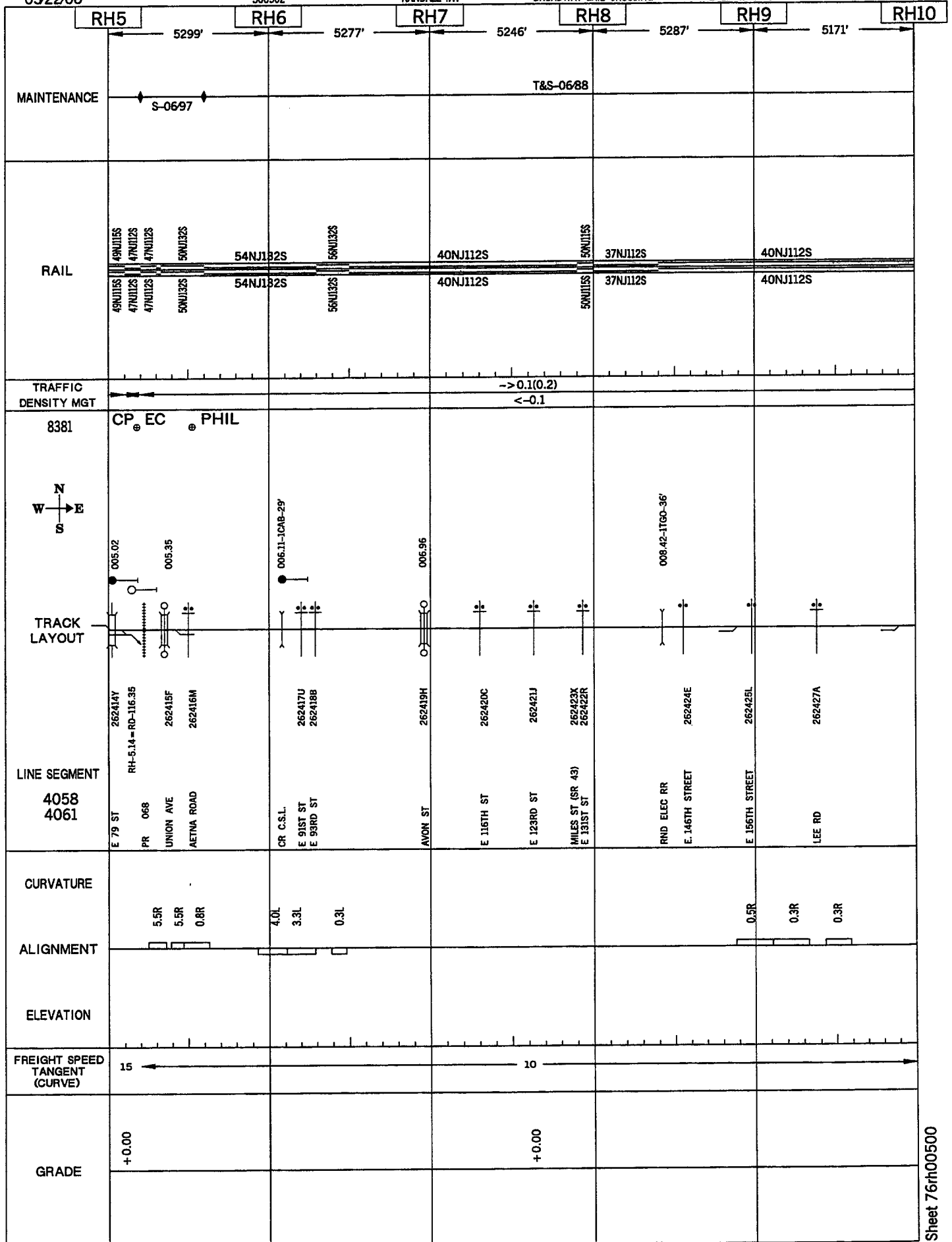
05/22/00

506502

RANDALL I.T.

BROADWAY-ERIE CROSSING

DEARBORN



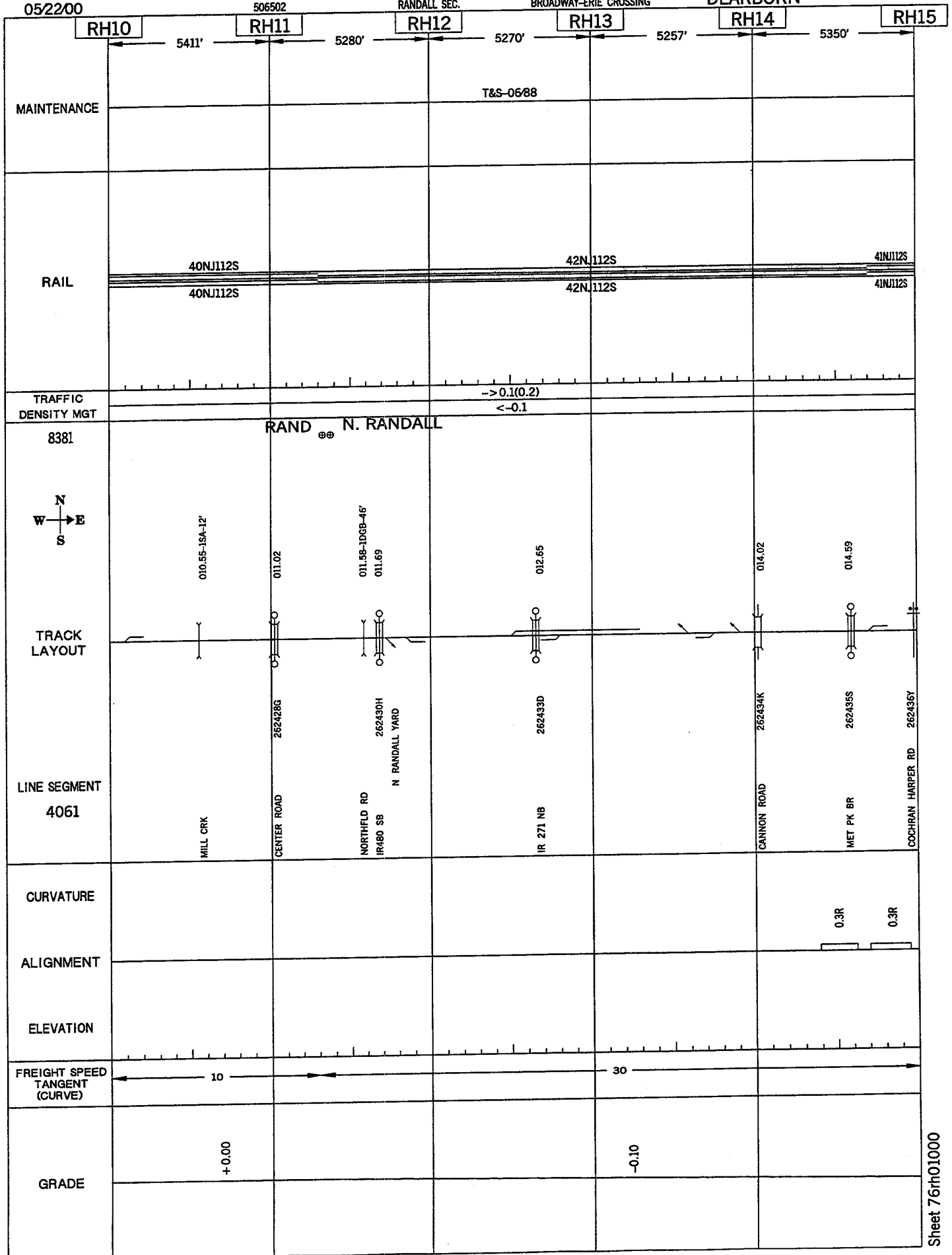
05/22/00

506502

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN





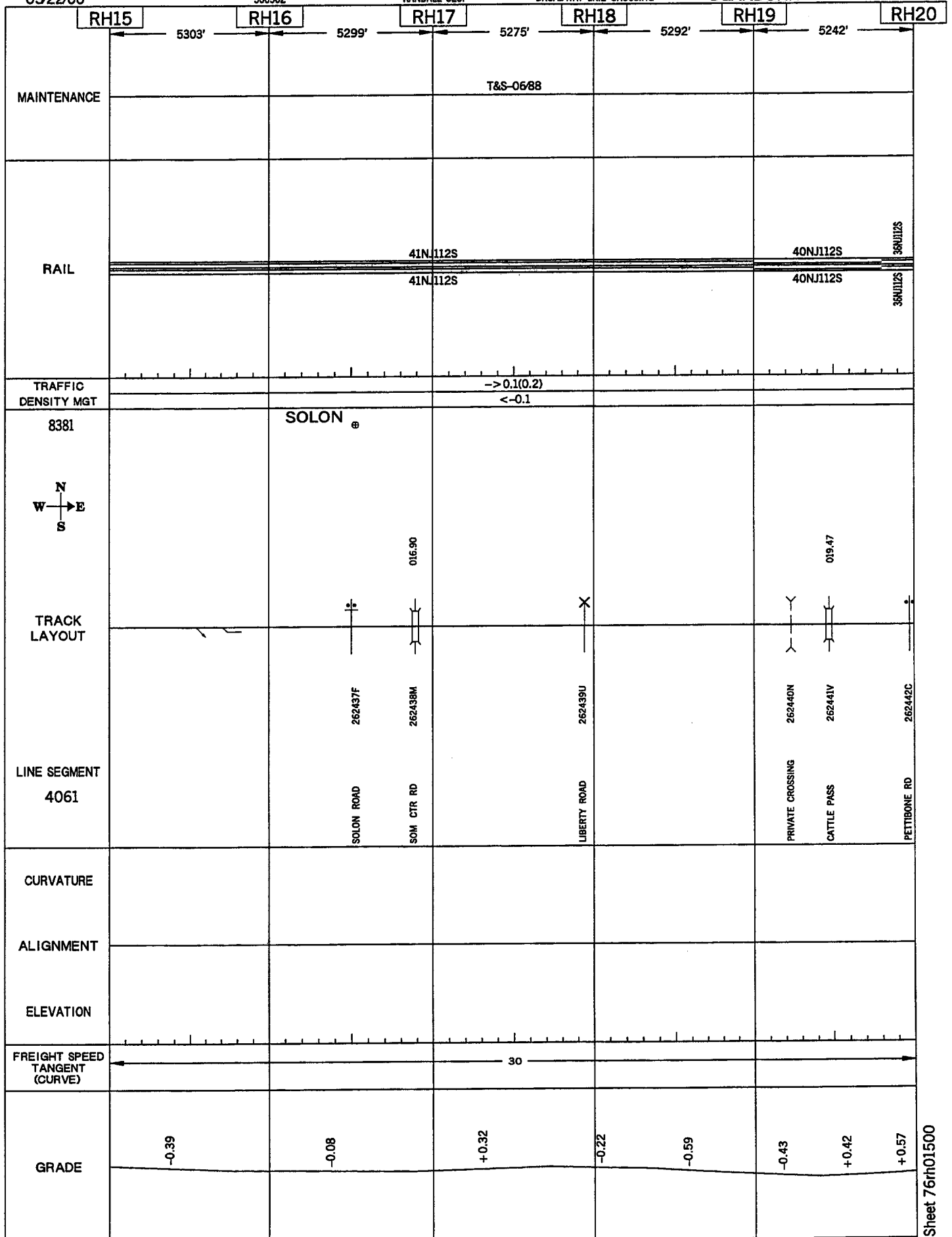
052200

506502

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN



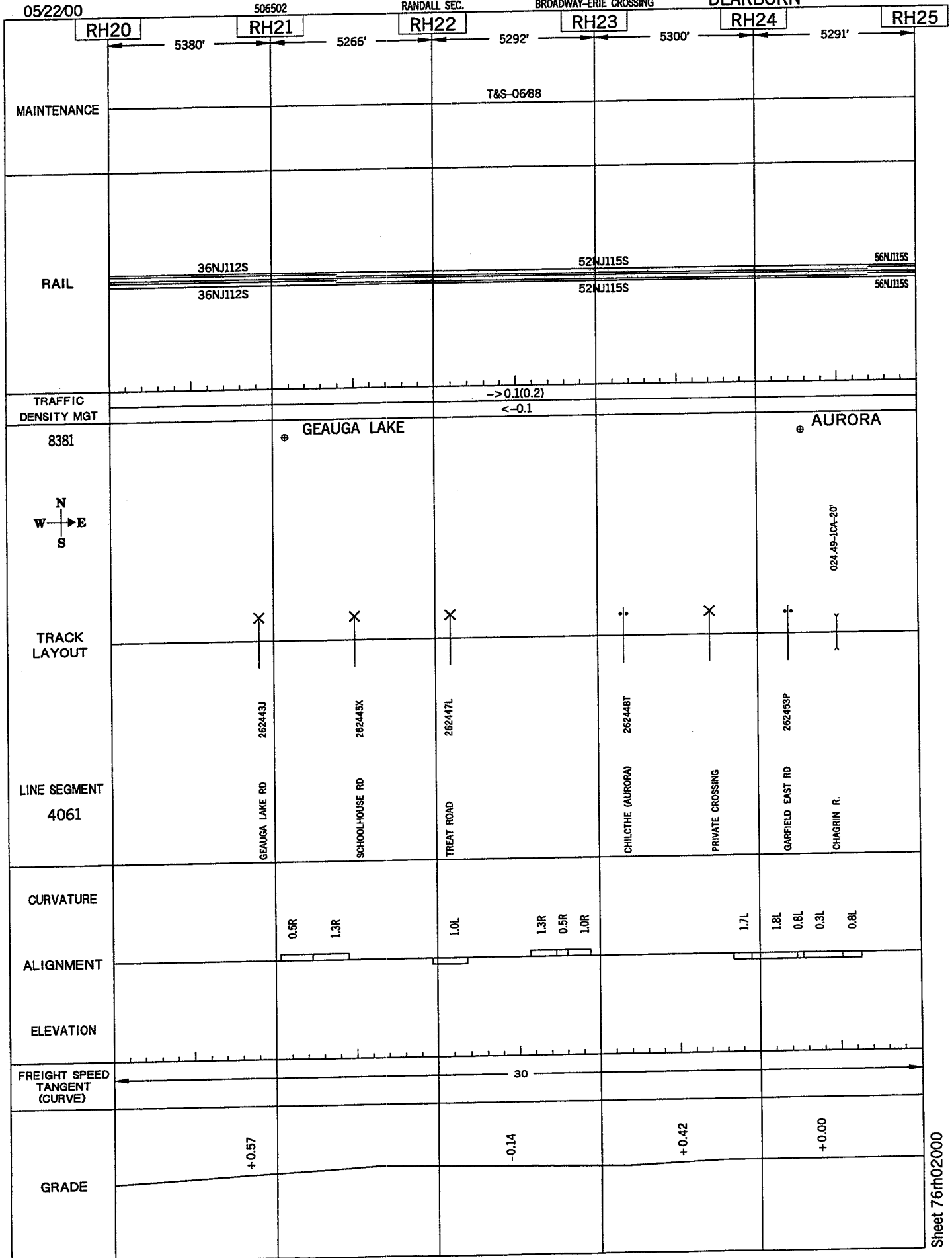
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506502

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN



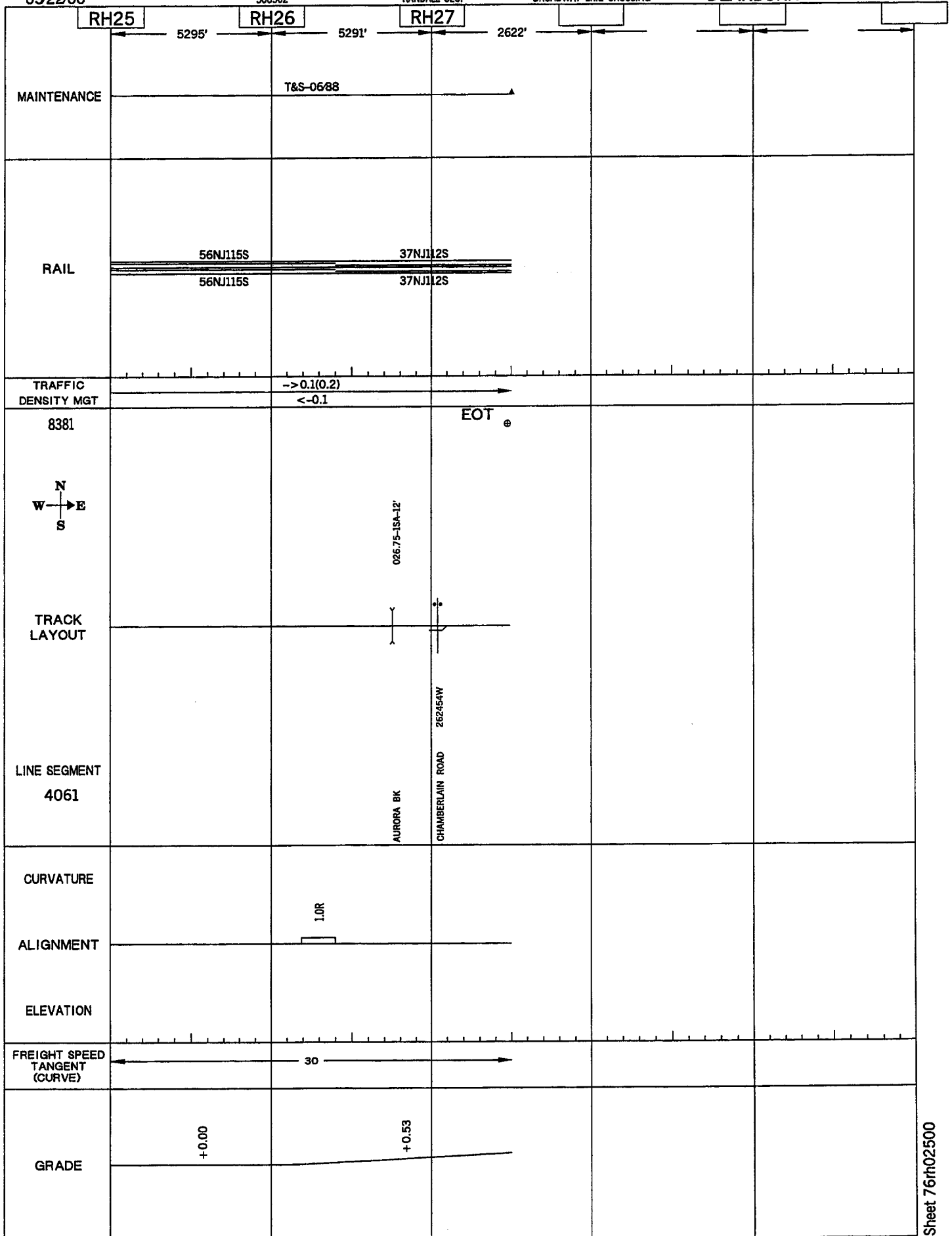
05/22/00

506502

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN



05/22/00

508248

NORTHERN I.T.

BRYAN, OH

DEARBORN

IV59

1584'

5280'

MAINTENANCE

RAIL

27NU090S

27NU090S

TRAFFIC  
DENSITY MGT

-> 0.0(0.0)  
<- 0.0

BRYAN

5510

W  
S — N  
E

TRACK  
LAYOUT

IV-58.7 / CD-341.3

IV-58.74 / CD-341.75

E TREVITT ST

E MULBERRY S

E BRYAN ST.

E HIGH ST

E WILSON ST

PERRY ST

SOUTH ST

544310X

544311E

544312L

544313T

544314A

523644X

523643R

LINE SEGMENT  
4010

CURVATURE

ALIGNMENT

ELEVATION

4.0R

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.00

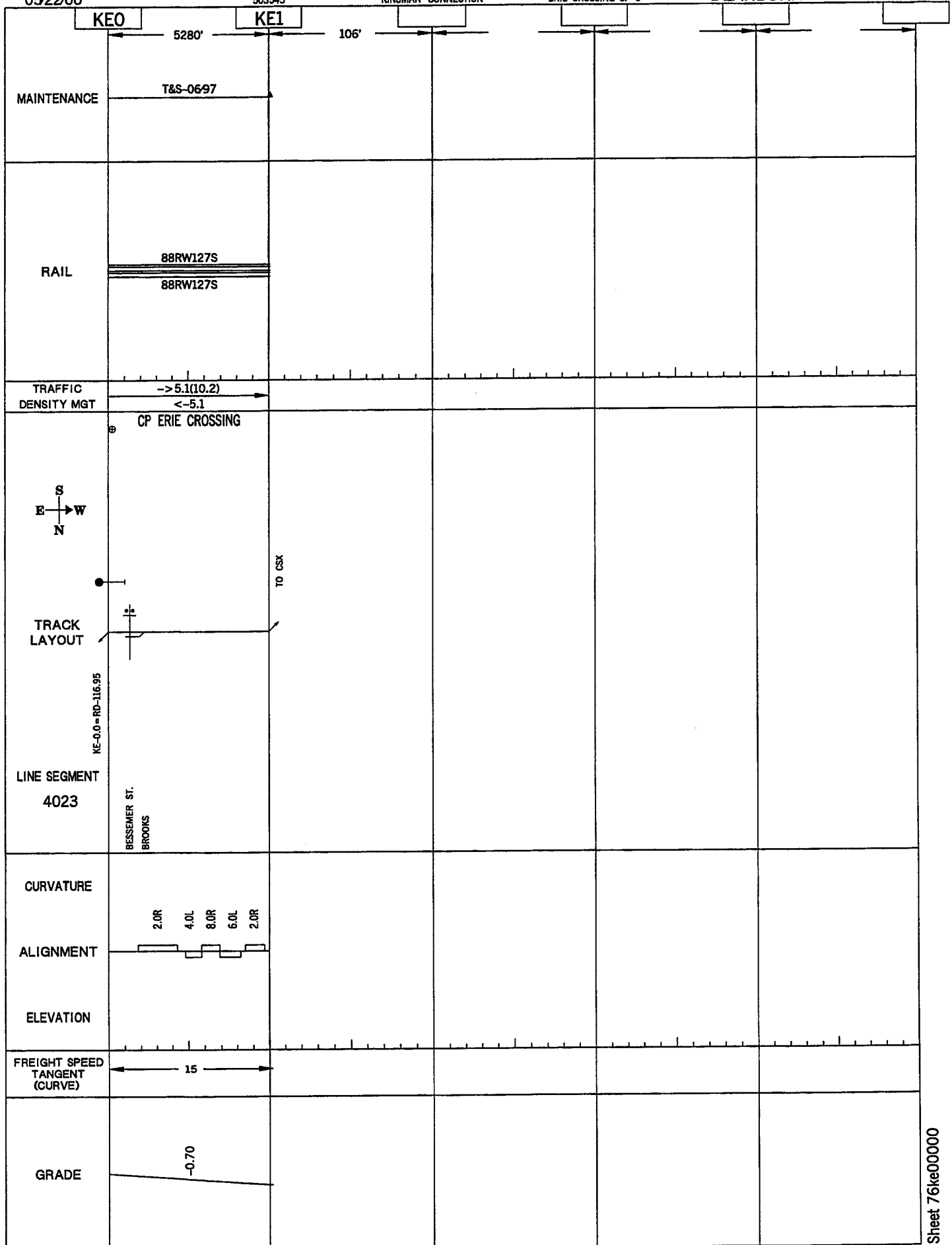
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
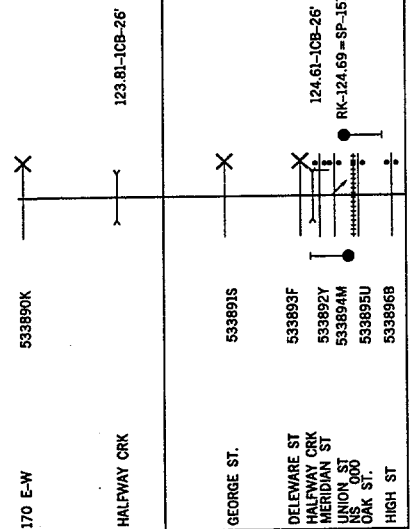
503545

KINSMAN CONNECTION

ERIE CROSSING-CP 5

DEARBORN



05/22/00		603107		REDKEY SEC.		RED KEY-SWEETSER		RK124		RK125	
MAINTENANCE						5280'		5301'			
						T&S-06/77 S-06/79		T&S-06/77 S-06/80			
RAIL								31NJ131S 31NJ131S			
TRAFFIC DENSITY MGT								-> 0.1(0.2) <- 0.1			
7148								RED KEY			
											
TRACK LAYOUT											
LINE SEGMENT 3833											
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)								25			
GRADE								-0.20		-0.06	

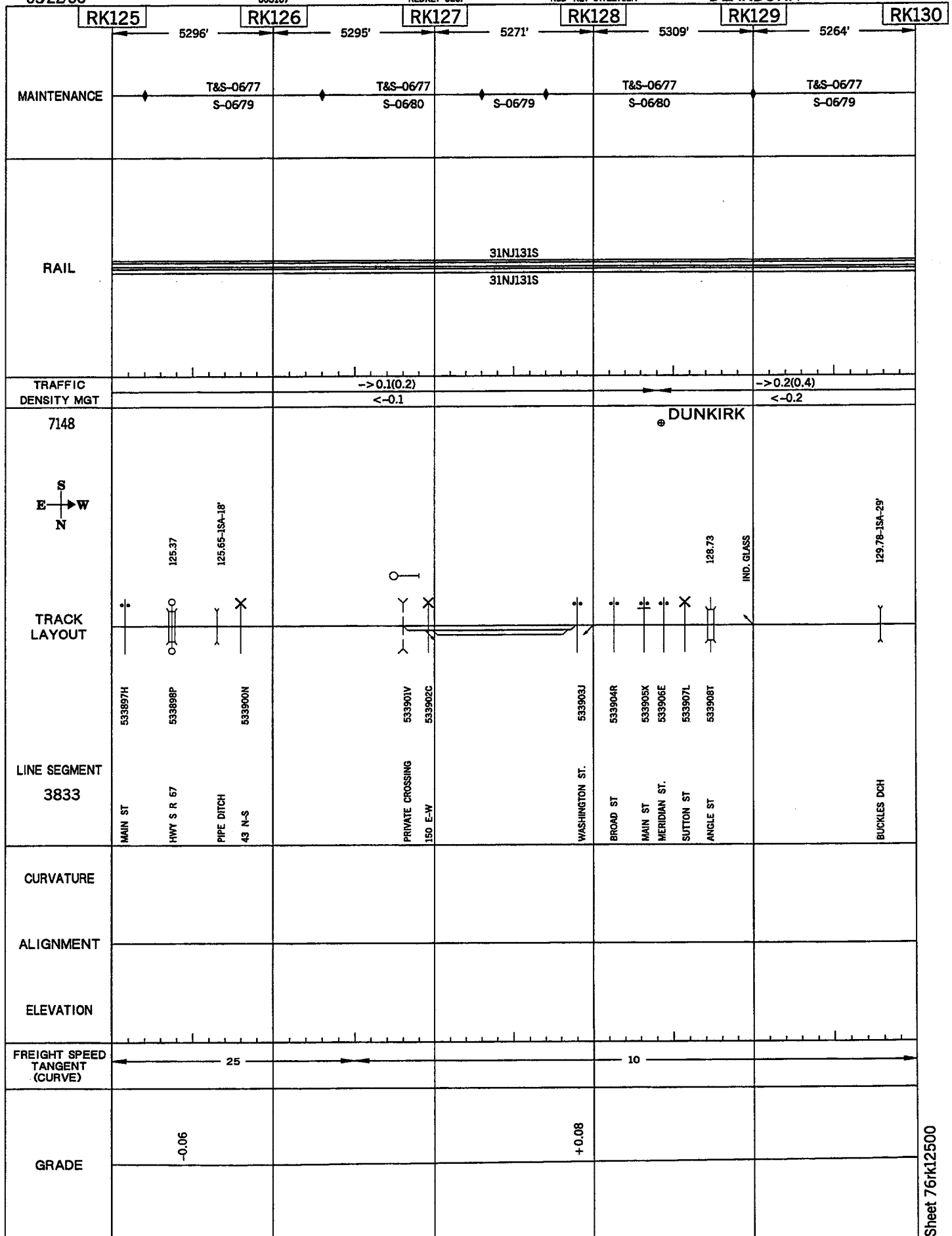
05/22/00

603107

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN



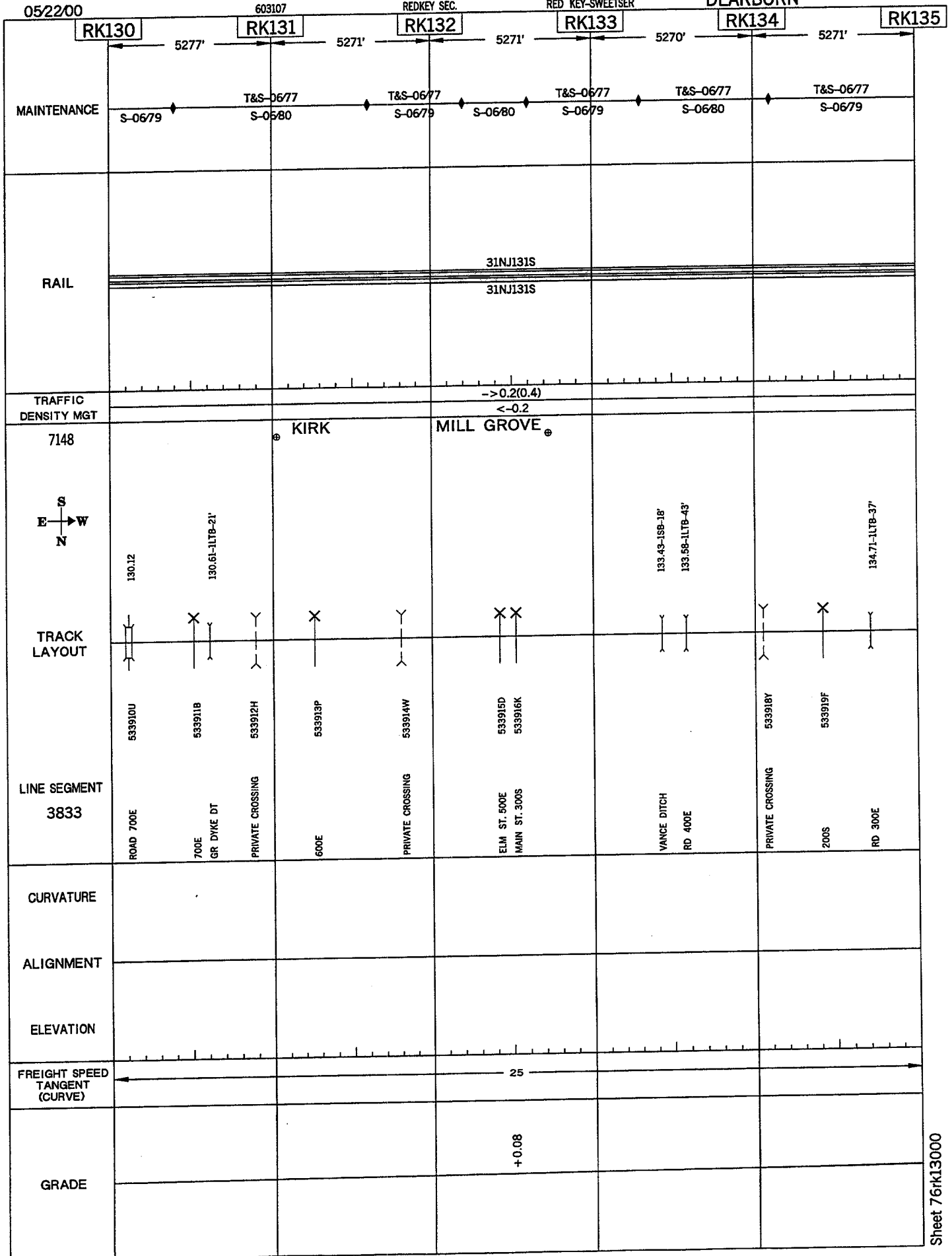
05/22/00

603107

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN





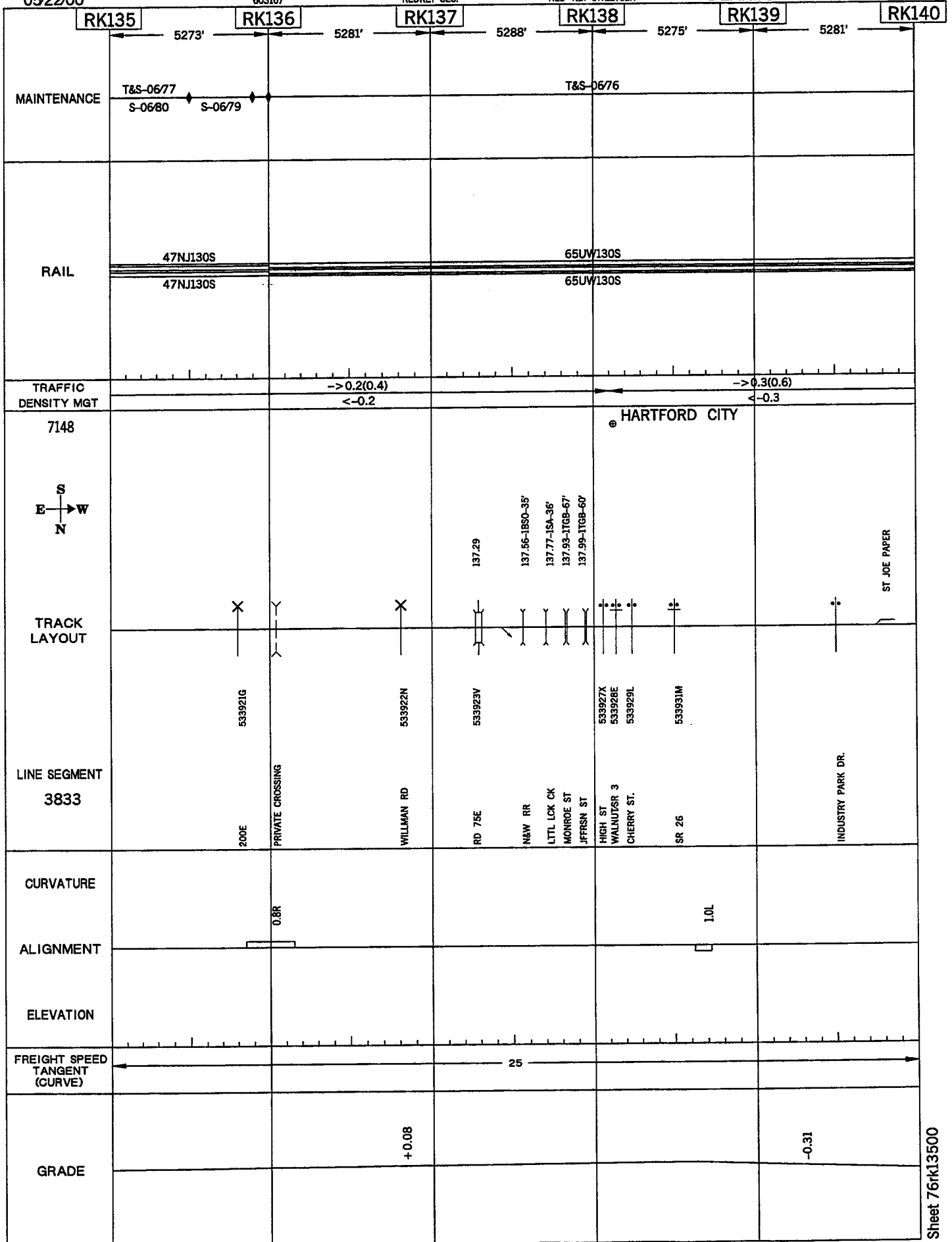
05/22/00

603107

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN



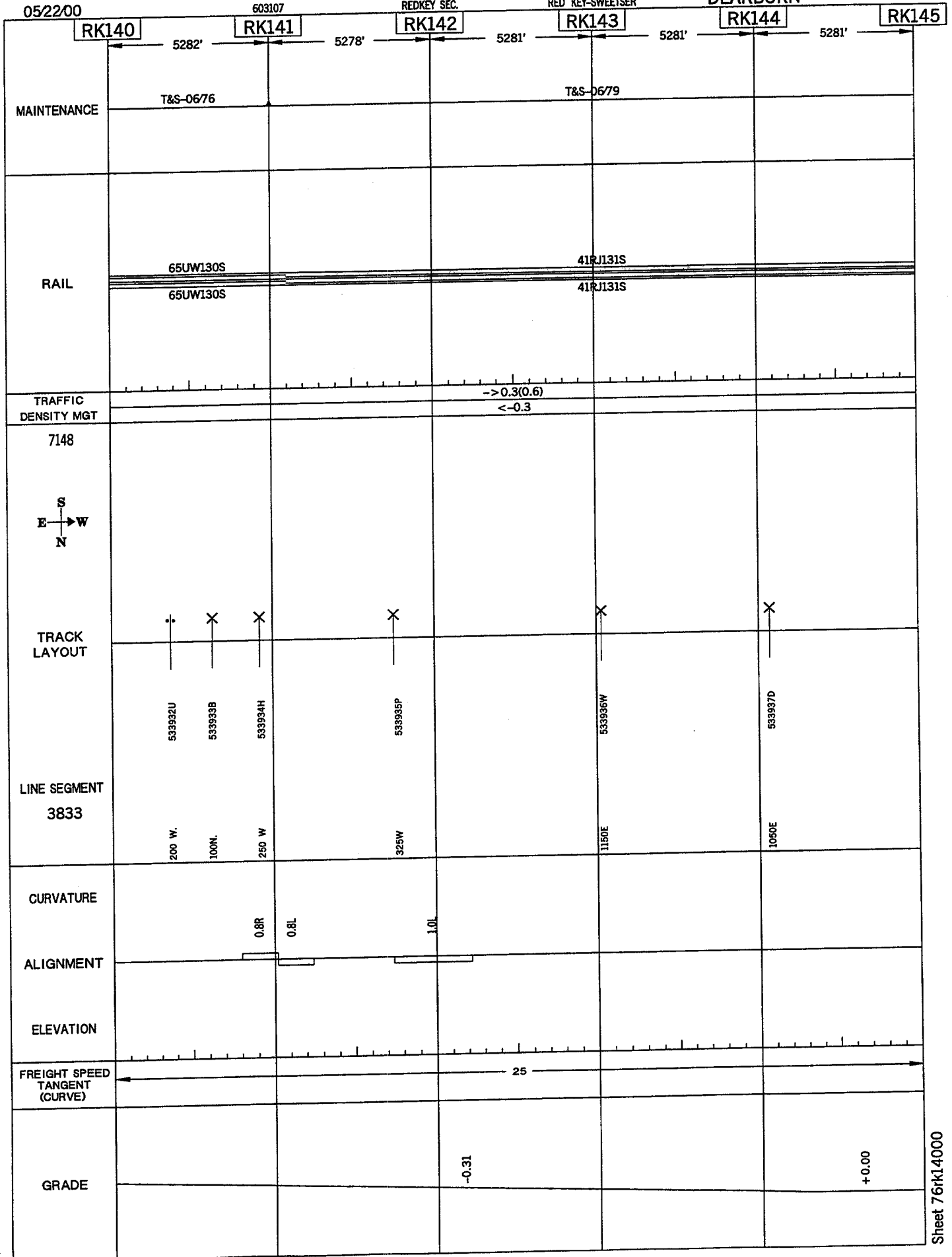
05/22/00

603107

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN










05/22/00

603107

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN

	RK145	RK146	RK147	RK148	RK149	RK150
	5282'	5280'	5290'	5274'	5283'	
MAINTENANCE			T&S-06/79			
RAIL			41RJ131S			
			41RJ131S			
TRAFFIC DENSITY MGT			-> 0.3(0.6) <-0.3			
7148	UPLAND					
						
TRACK LAYOUT						
LINE SEGMENT	MAIN ST	N SECOND ST	N 8TH ST	CO RD 800E	HOG CREEK	700 E.
3833	145.08	145.20	145.58	146.60	146.79-15A-16'	147.98
		533940L	533941T	533942A	533943G	148.41-18SB-29'
						148.41-18SB-29'
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			25			
GRADE			+0.00			

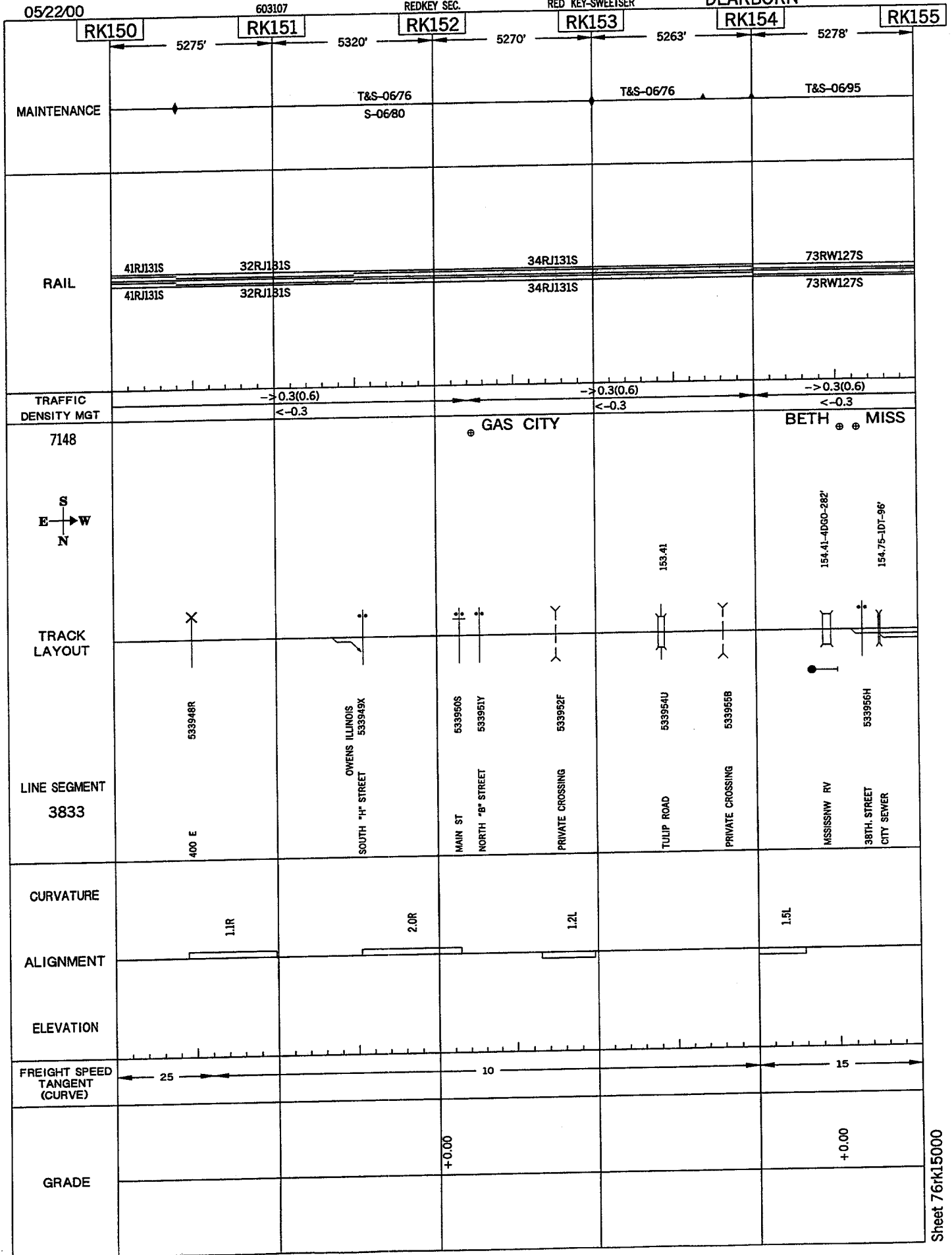
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603107

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN



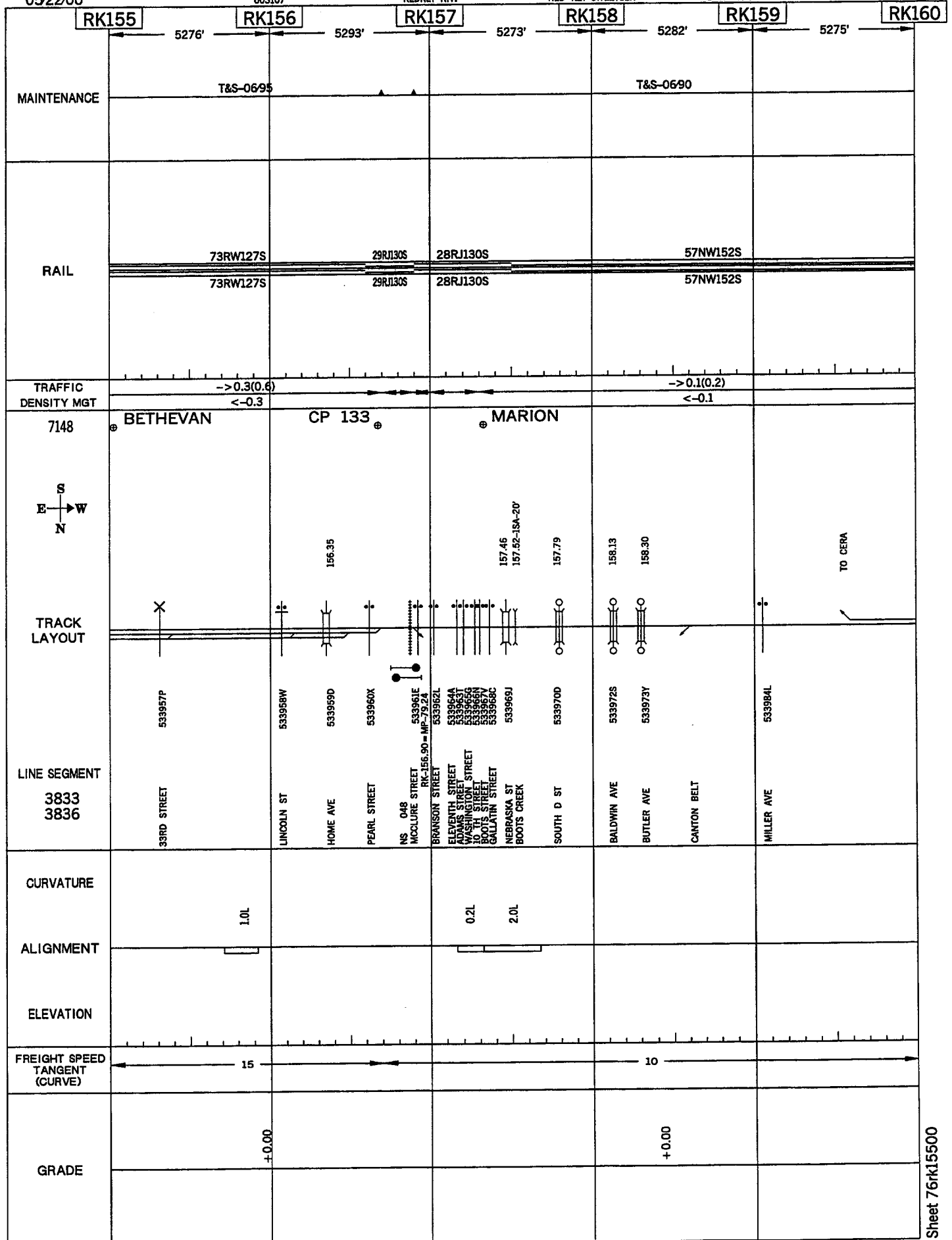
05/22/00

603107

REDKEY R.T.

RED KEY-SWEETSER

DEARBORN



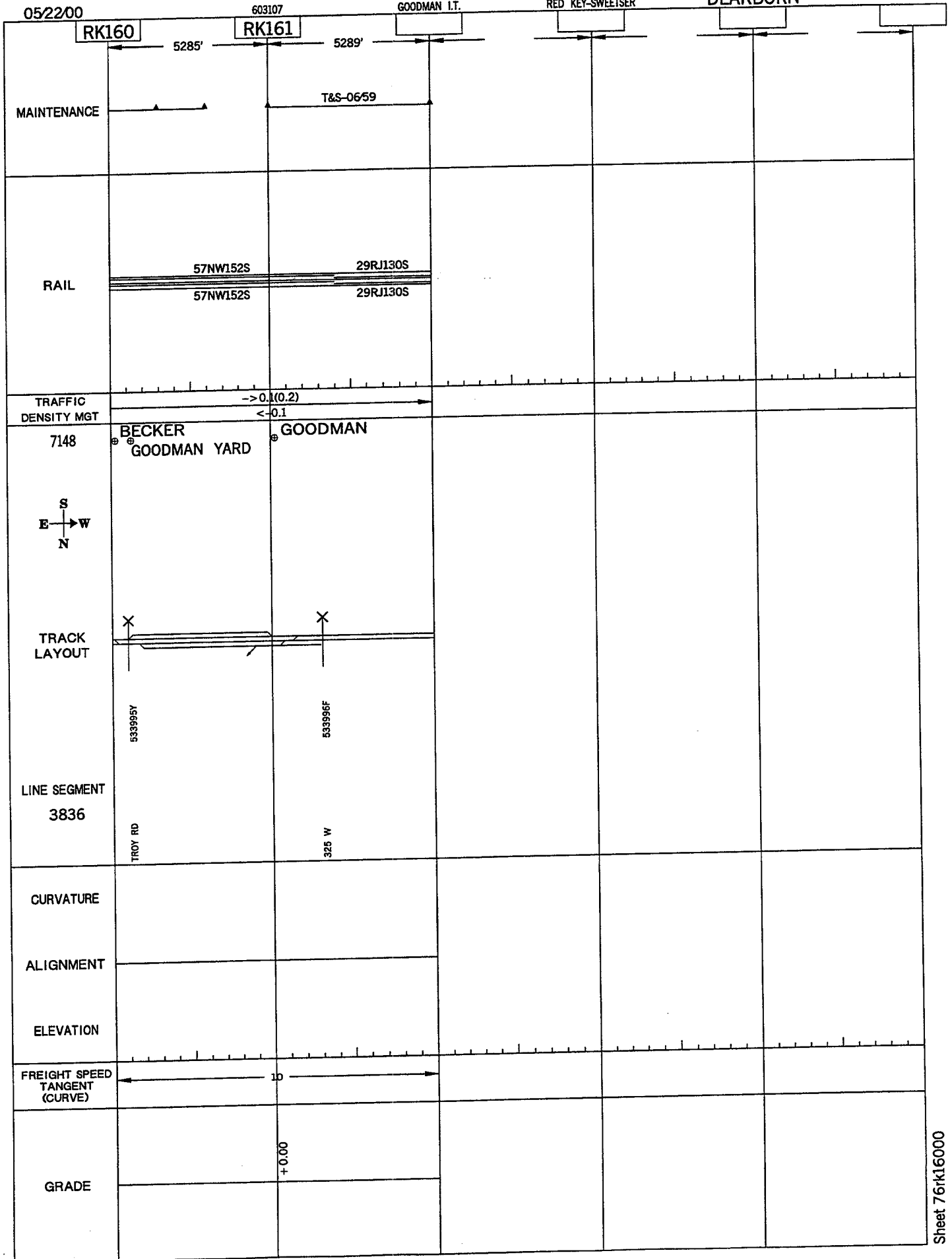
05/22/00

603107

GOODMAN I.T.

RED KEY-SWEETSER

DEARBORN



0522/00

608222

INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN

IK125

5280'

540130S  
540130S  
540130S

DOW

IK-124.80 = MP-108.55


527799D

CROSS ST

1.0L

10

-0.05

MAINTENANCE					
RAIL					
TRAFFIC DENSITY MGT					
<div data-bbox="211 764 254 793">7152</div> <div data-bbox="188 861 274 940">  </div> <div data-bbox="185 1062 277 1108">TRACK LAYOUT</div> <div data-bbox="161 1289 300 1352">LINE SEGMENT 4181</div>					
<div data-bbox="175 1457 287 1478">CURVATURE</div> <div data-bbox="168 1554 294 1575">ALIGNMENT</div> <div data-bbox="178 1650 284 1675">ELEVATION</div>					
FREIGHT SPEED TANGENT (CURVE)					
GRADE					

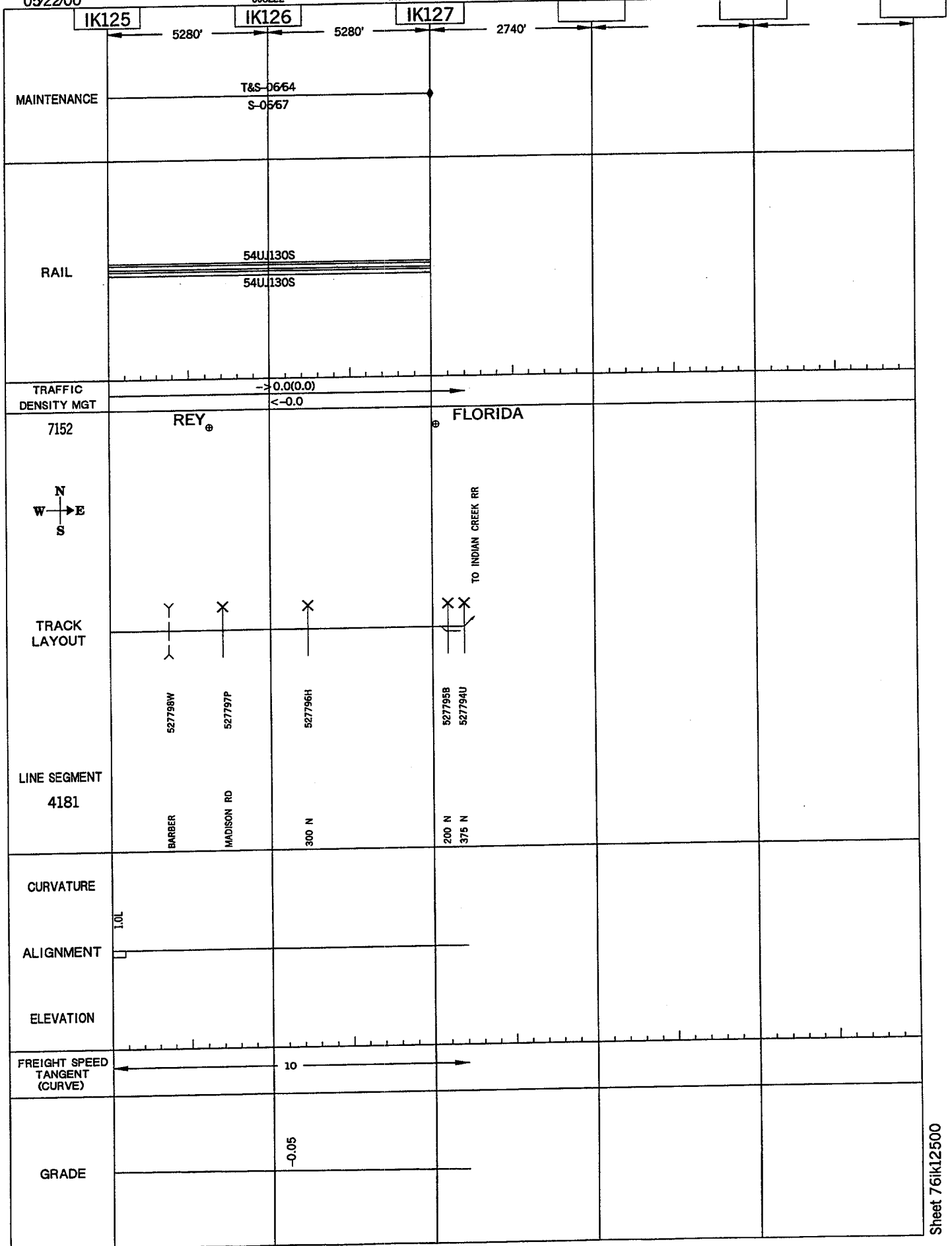
05/22/00

608222

INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN





# APPENDIX

## RAIL AND T&S FOR 3<sup>RD</sup> AND 4<sup>TH</sup> MAIN TRACKS

ROCKPORT-CP 194	CD 190.60-194.00	A-001
CP 501-HICK	CD 501.00-503.45	A-002
CP 506-CP 509	CD 506.55-509.60	A-003
55 <sup>TH</sup> ST YARD-21 <sup>ST</sup> ST	CD 517.60-520.85	A-004

# A-001

052800		503500		CHICAGO LINE		CLEVELAND-ELKHART		DEARBORN	
		CD191		CD192		CD193			
		5280'		5380'		5180'		5280'	
#4 MAINTENANCE #3	T&S-0686		T&S-0686		T&S-0686				
	S-0689				S-0696				
#4 RAIL #3									
			79RW127S		79RW127S				
TRAFFIC DENSITY MGT									
2040 2060									
<div>S E → W N</div>									
TRACK LAYOUT									
LINE SEGMENT 3842									
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)									
GRADE									

Sheet 76cd19000

05/28/00

503202

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD501

CD502

CD503

5280'

5280'

5280'

#4  
MAINTENANCE  
#3

T&S-0689

T&S-0690

T&S-0690

S-0694

S-0695

RAIL

#4

#3

79NW132S

79NW140S

73RW127S

79NW132S

79NW140S

78NW132S

79NW132S

78NW132S

79NW132S

TRAFFIC  
DENSITY MGT

7351  
2160

S  
E → W  
N

TRACK  
LAYOUT

LINE SEGMENT  
3860

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

A-003

052800		503202		CHICAGO LINE CD507		ELKHART-CHICAGO CD508		DEARBORN CD509	
MAINTENANCE #4 #3				5280'		5280'		5280'	
				T&S-0685 S-0692 T&S-0667 S-0692		T&S-0685 S-0692 T&S-0689 S-0692			
RAIL #4 #3				86RW132S 98NW136S 86RW132S 98NW136S 68NJ130S 68NJ130S 44NJ130S 55NJ130S		86RW132S 92RW130S 86RW132S 92RW130S 46NJ130S 46NJ130S 46NJ130S 46NJ130S		26NJ130S 26NJ130S 80RW131S 80RW131S 44NJ130S 44NJ130S 80NJ131S 80NJ131S	
TRAFFIC DENSITY MGT									
7351 7355  S E — W N									
TRACK LAYOUT									
LINE SEGMENT 3860									
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)									
GRADE									

052800

503202

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD520

CD518

CD519

5280'

5280'

5280'

#4  
MAINTENANCE  
#3

T&S-06/85  
S-06/95

RAIL

#4  
#3

88RW122S  
88RW122S

68RW131S  
68RW131S

TRAFFIC  
DENSITY MGT

7355

S  
E → W  
N

TRACK  
LAYOUT

LINE SEGMENT  
3860

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

A-005

05/28/00

503202

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

	CD520					
MAINTENANCE	<div> <div>#4</div> <div>#3</div> <div>5280'</div> </div>					
RAIL	<div> <div>#4</div> <div>#3</div> <div>68RW131S</div> <div>68RW131S</div> <div>68RW131S</div> <div>68RW131S</div> </div>					
TRAFFIC DENSITY MGT						
7355						
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div>						
TRACK LAYOUT						
LINE SEGMENT						
3860						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						



## Explanation of Graphic Display Conventions

### Top Margin - (Left to Right)

- 1) Data shown represents when drawing was prepared.
- 2) Items correspond to:  
 District, Branch and Spur when applicable. (Original NS System)  
 or  
 Old Division name, and From-To station names. (Original NS System)  
 or  
 RDBR, Line Name, From-To station names. (Original CR System)  
 or  
 District, Line Name, From-To station names. (Shared Asset)
- 3) Operating Division name.
- 4) Sheet number within Operating Division.

### Milepost Data Band -

- 1) Current milepost designation with prefix or suffix.
- 2) Actual distance between milepost markers in feet.

### Maintenance Section -

T&S date displayed above each main and surfacing data displayed below each main. Surfacing date is suppressed when prior to T&S date. Vertical tick-marks above or below each main show break points for T&S and/or surfacing. To avoid confusion with the year 2000 (or 00) any T&S or Surfacing record with a date of 1920 or earlier is displayed as year 1920 (or 20).

### Rail Section -

Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1. To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).



### **Traffic Density Section -**

**Annual density displayed in millions of gross tons rounded to tenths. Note this results in density less than 50,000 tons being rounded to zero. Direction of traffic is shown with arrows. Density by track is also shown with track identification.**

### **Track Layout Section -**

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose) and line segment reporting number.**
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations.**
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.**
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes.**
- 5) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.**
- 6) The track diagram for main line, side tracks, crossovers, leads and yard track including types of turnouts between single main and double main territory is displayed in the center of the track layout section. Details of this display are limited to switches on main track and adjacent track. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures.**

**The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available, is: Owing Road, Crossing Type, Angle and Maintaining Road.**

- 7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.
- 8) Other information which may be displayed in the track layout section includes:
  - Industry names associated with various switches and sidings.
  - Equalities which show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point). Note: An = symbol means the lines connect directly and a / symbol means the lines connect indirectly through a yard or side track.)

#### **Alignment Section -**

- 1) Graphic representation is given for curve direction and length for each main. (Note: Representation is currently provided for track 1 only. In double track sections track 2 is only a copy of track 1 and may not represent actual conditions.)
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication.
- 3) Location of wheel flange lubricators are given along mains.

#### **Freight Speed Section -**

Curve and tangent speed limits taken from the timetables. The curve speed limit (shown within parentheses) is suppressed if it is the same as on tangent track. The speed limit on #2 track is suppressed if it is the same as on #1 track.

#### **Grade Section -**

Grade shown is based on ascending milepost direction.

Ruling grades are based upon determination made by Operations Research and are stated in the uphill direction, e.g. "Bluefield to Roanoke", regardless of whether the uphill direction is ascending milepost or descending milepost.

**TABLE 1**  
**RAIL LETTER CODES**

<b>N</b>	<b>New rail</b>
<b>R</b>	<b>Relay rail</b>
<b>W</b>	<b>Welded rail</b>
<b>J</b>	<b>Jointed rail</b>
<b>F</b>	<b>Field welded rail</b>
<b>P</b>	<b>Premium Rail (head hardened)</b>
<b>S</b>	<b>Standard Rail (non hardened)</b>

**TABLE 2**  
**BRIDGE TYPE CODES**

**Type of Bridge Structure**

**BS = Beam Span**  
**BA = Brick Arch**  
**CA = Concrete Arch**  
**CB = Concrete Box**  
**CS = Concrete Span**  
**DG = Deck Plate Girder**  
**DT = Deck Truss**  
**MA = Masonry Arch**  
**MS = Mixed Span**  
**SA = Structural Plate Arch**  
**TG = Through Plate Girder**  
**TT = Through Truss**  
**WT = Timber (Wood) Trestle**

**Deck Construction**

**O = Open Deck**  
**B = Ballast Deck**  
**C = Combination**

**CONRAIL**

**DETROIT**

**SHARED ASSET AREAS**

## MI

WARREN 

DETROIT NORTH YD

**O WINDSOR**

ON

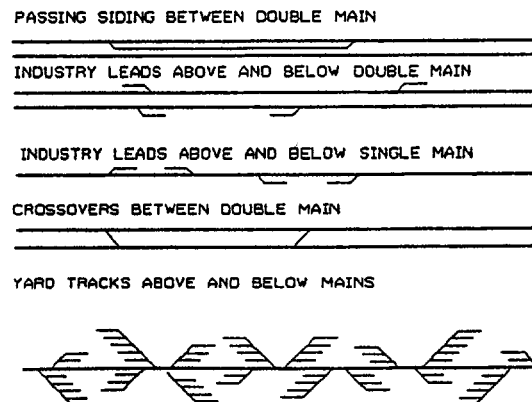
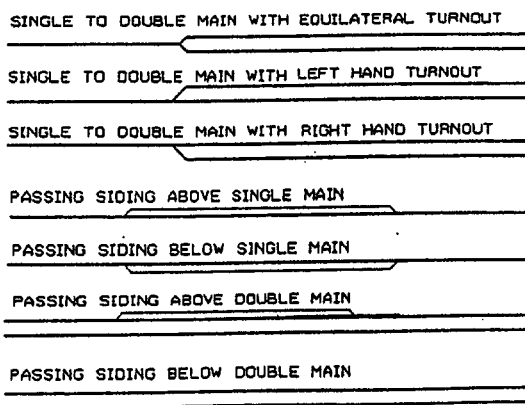
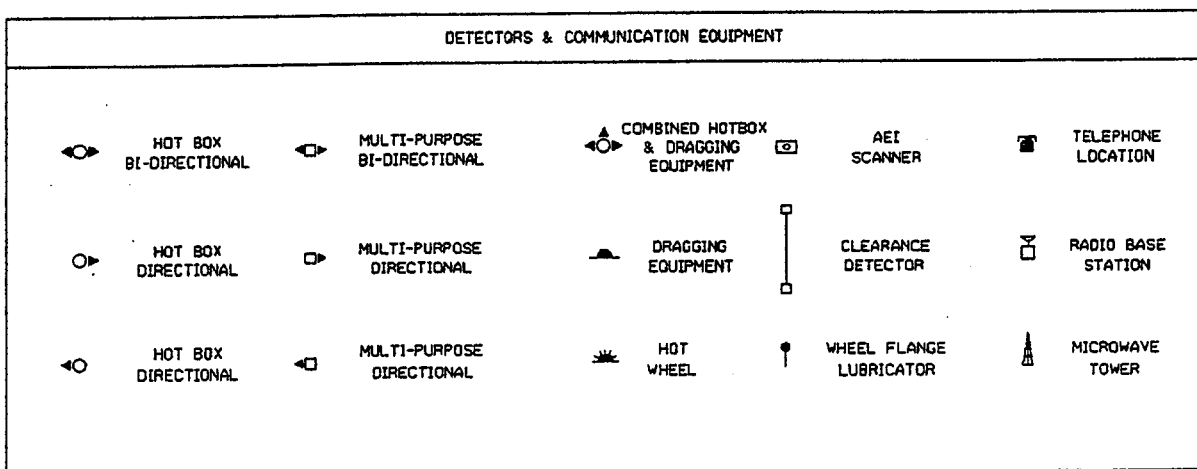
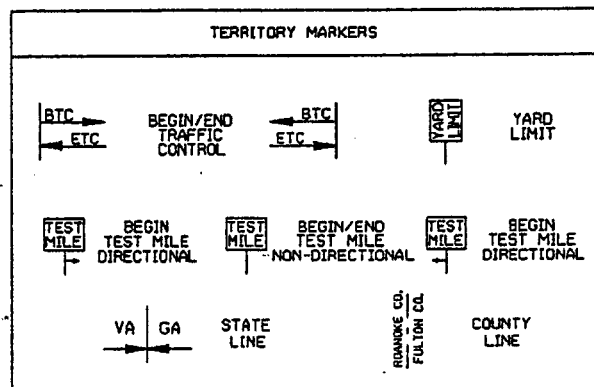
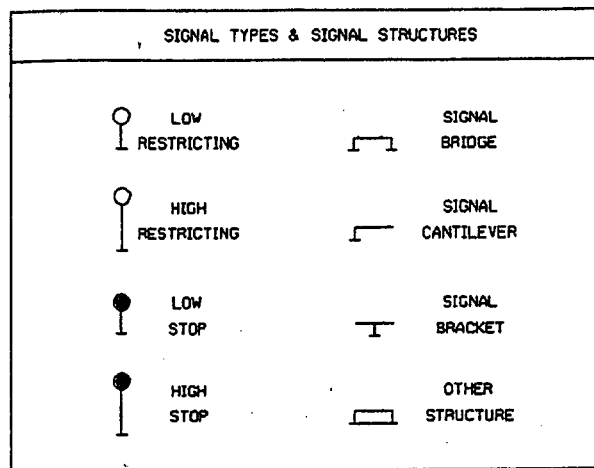
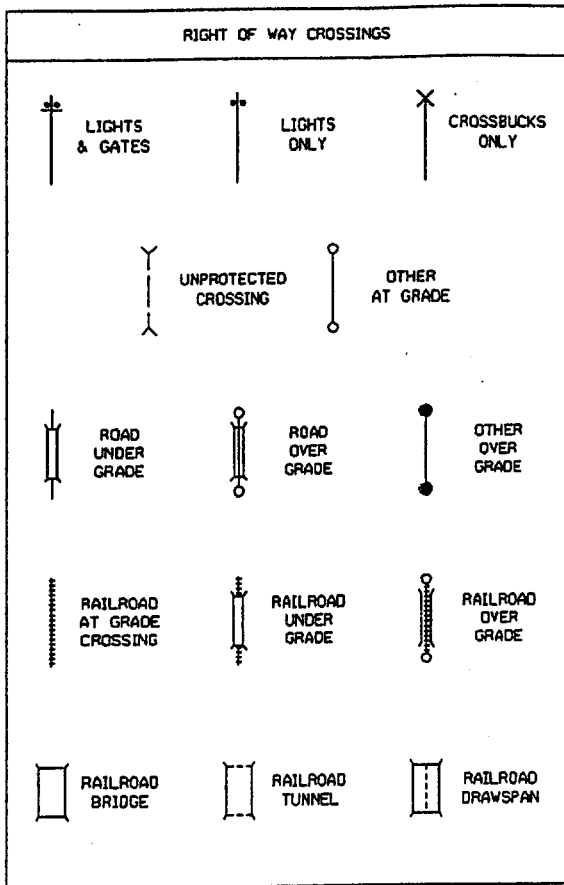
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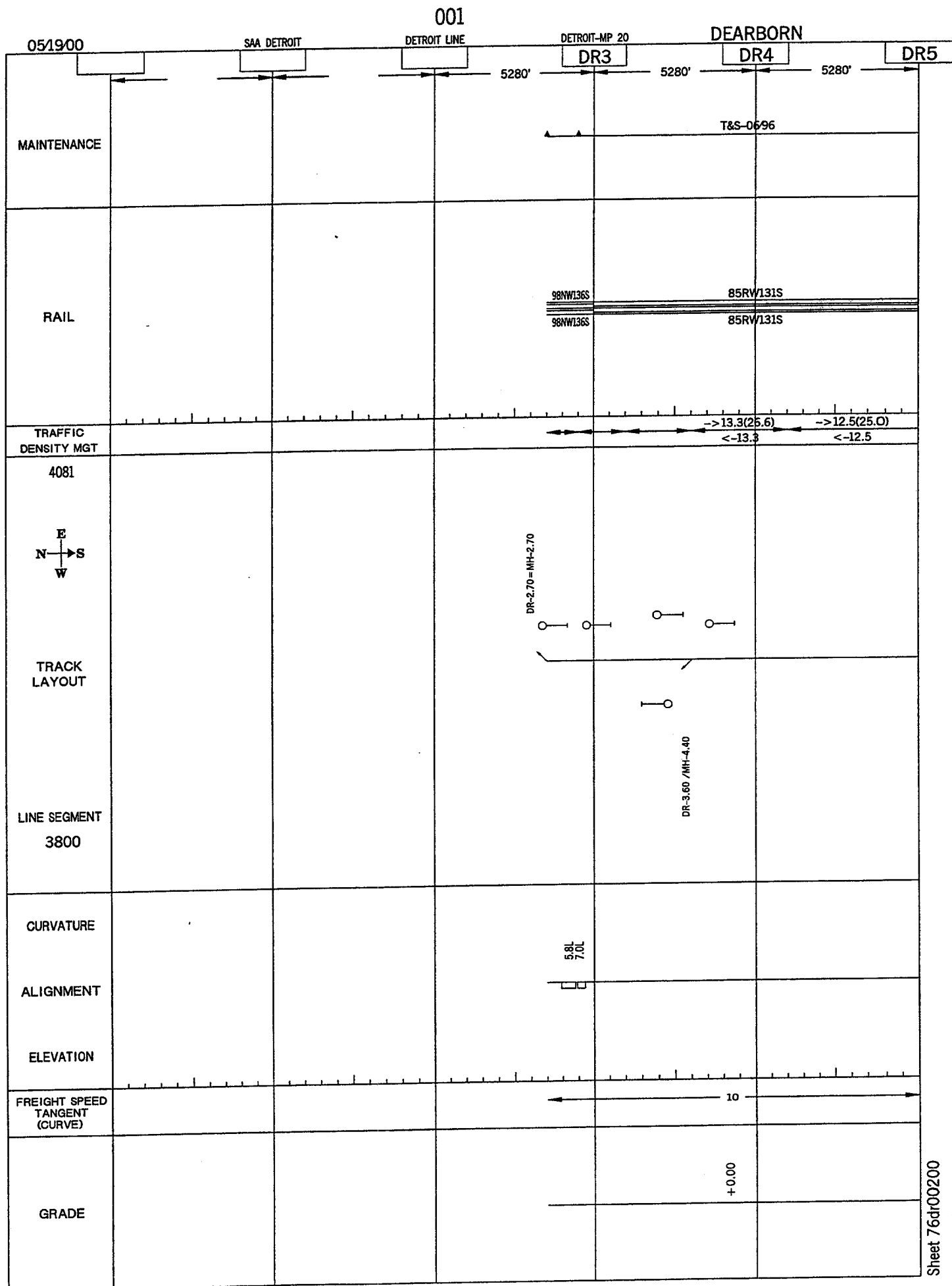
# TRACK CHART INDEX

## DETROIT SAA

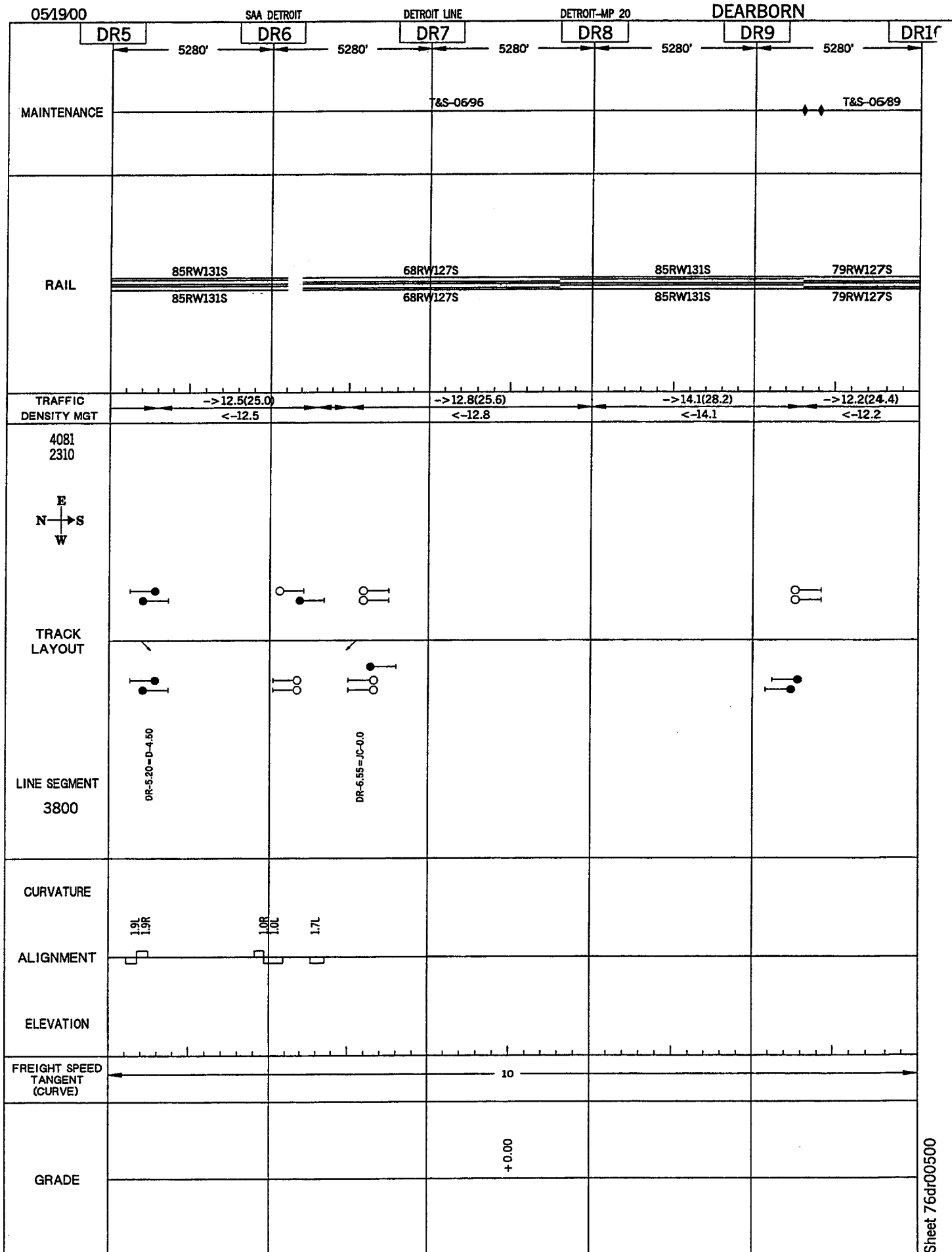
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DETROIT-TOWN LINE	MH-001.40-007.60	MICHIGAN LINE	50 5204	5
TRENTON-GILBRALTER	HK-016.10-020.00	DETROIT LINE	50 5222	7
SCHAEFER TOWER-YD	JC-000.00-004.10	JUNCTION YARD SEC.	50 5231	8
CARLETON-ECORSE	116.40-136.40-LM	LINCOLN R.T.	50 5232	9
DETROIT-RAYS	002.10-026.80-NU	UTICA I.T.	50 5233	14
DETROIT-HUBER YARD	000.00-001.90-DX	DETROIT BELT LINE EXT.	50 5246	20
DETROIT (TOLEDO BR-END)	000.00-000.80-DS	DELTA SPUR I.T.	50 5250	21
DETROIT	000.00-000.60-EZ	EXPOSITION SPUR I.T.	50 5251	22
DETROIT AT DELRAY	000.00-001.20-FW	FOREMAN WYE I.T.	50 5252	23
DETROIT	000.00-003.60-MA	MARSH I.T.	50 5254	24
DEARBORN-HIGHLAND PARK	000.00-007.40-HK	HIGHLAND PARK I.T.	50 5257	25
HIGHLAND PARK-DETROIT	015.50-017.50-DR	TERMINAL WEST I.T.	50 5999	27
FORMERLY 0.9-0.0	011.00-011.90-QW	TERMINAL EAST I.T.	50 5999	28
MACK YD-HIGHLAND PARK	000.00-010.30-TE	TERMINAL WEST I.T.	50 5999	29
DETROIT-PALMER YD	000.00-002.20-DB	DETROIT BELT LINE I.T.	50 5245	32

# TRACK CHART SYMBOL LEGEND









003

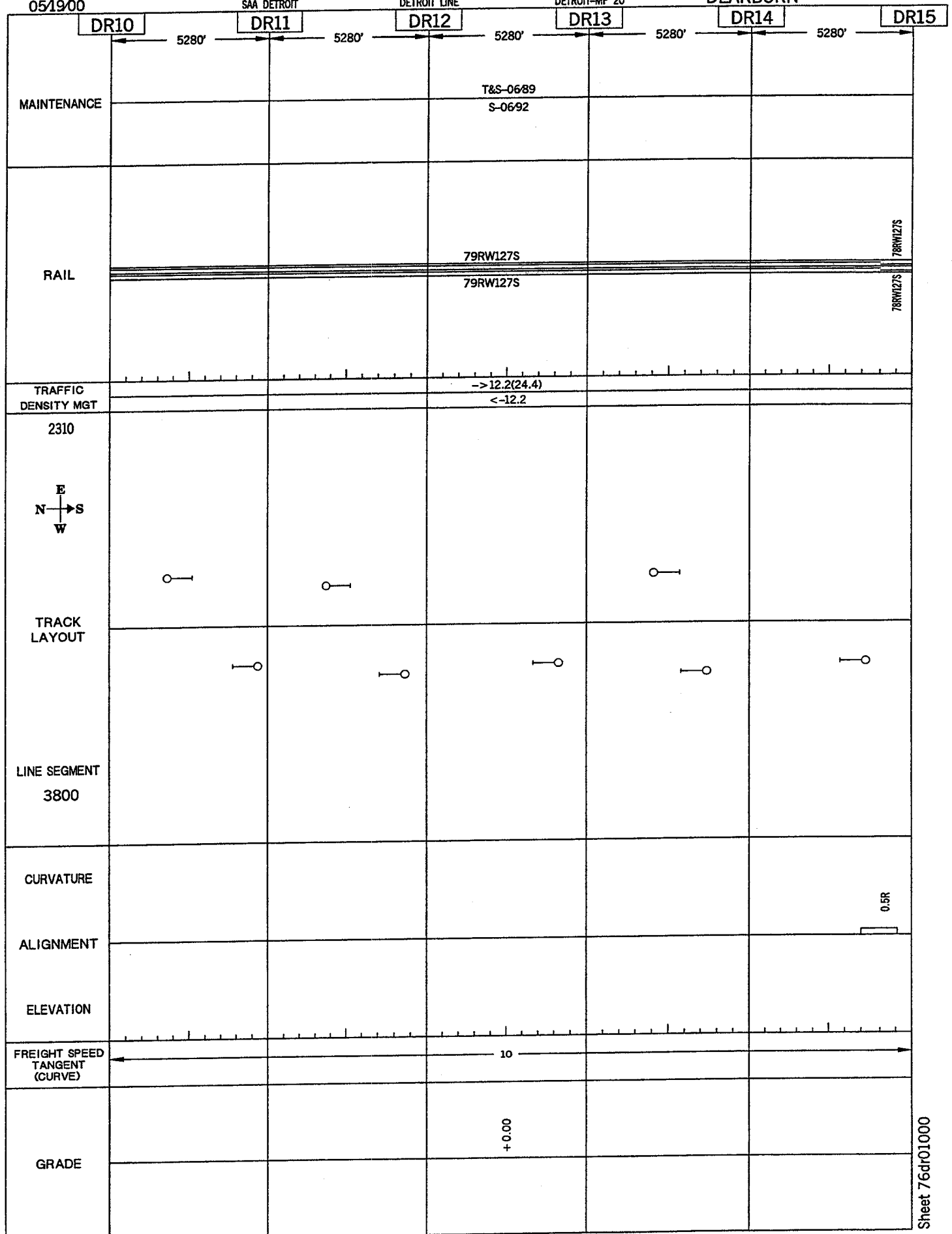
05/19/00

SAA DETROIT

DETROIT LINE

DETROIT-MP 20

DEARBORN




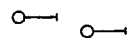



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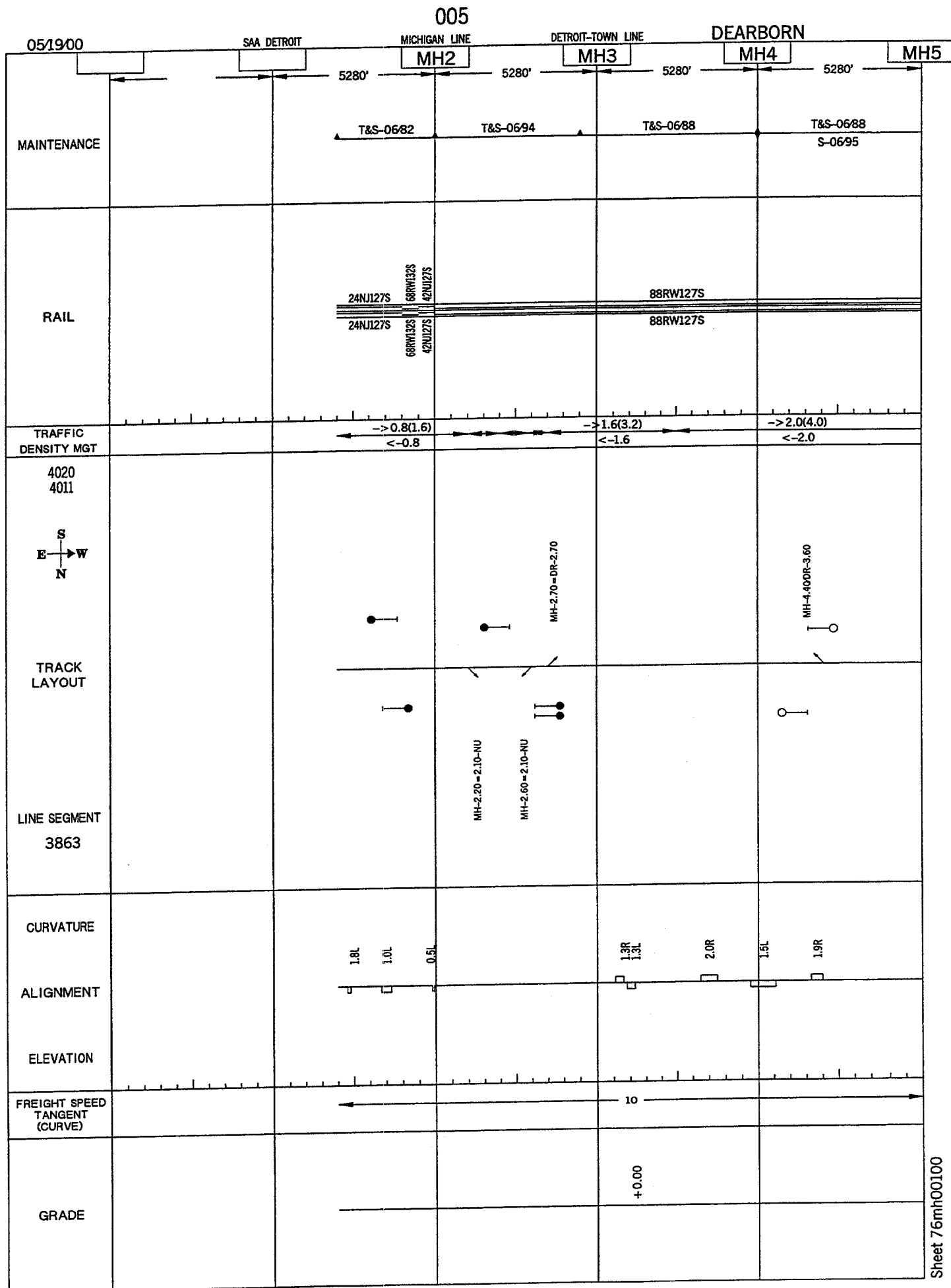
SAA DETROIT

DETROIT LINE

DETROIT-MP 20

DEARBORN

	DR15	DR16	DR17	DR18	DR19	
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE		T&S-0689 S-0692			T&S-0689	
RAIL			78RW127S 78RW127S			
TRAFFIC DENSITY MGT	->12.2(24.4) <-12.2			->8.8(11.6) <-5.8		
2310						
						
TRACK LAYOUT						
LINE SEGMENT 3800						
CURVATURE		1.0R				
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10		10			
GRADE			+0.00			



006

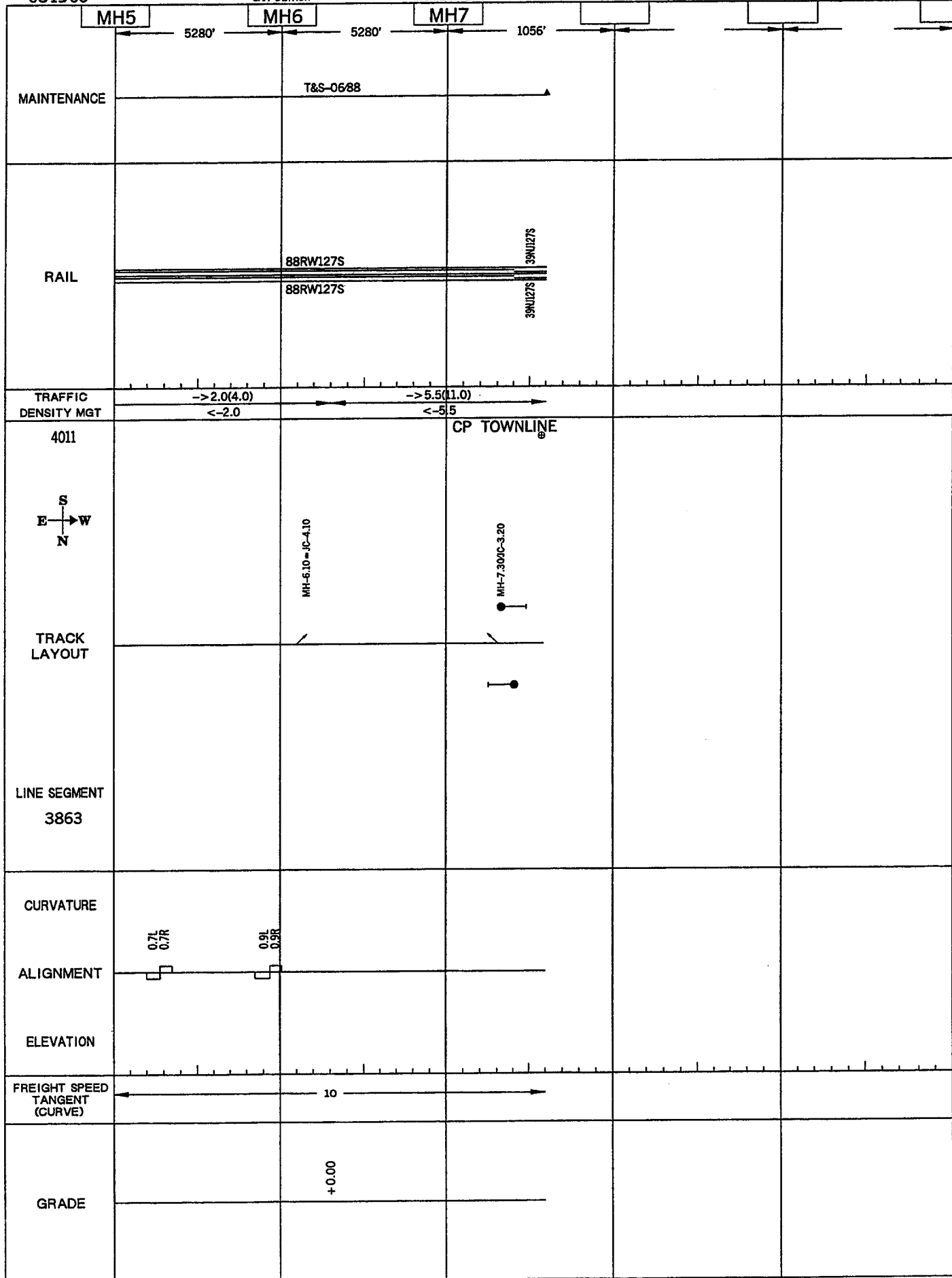
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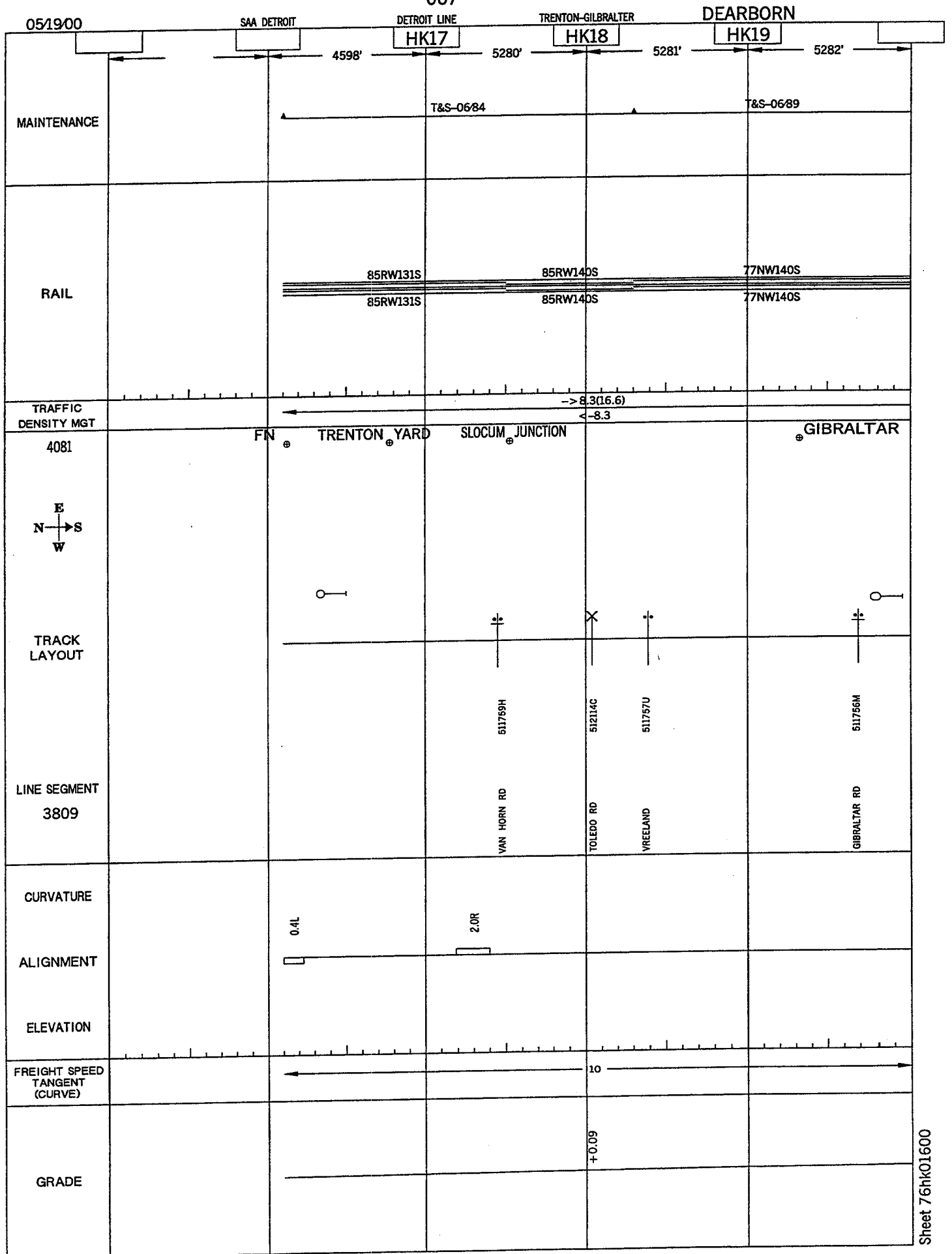
SAA DETROIT

MICHIGAN LINE

DETROIT-TOWN LINE

DEARBORN





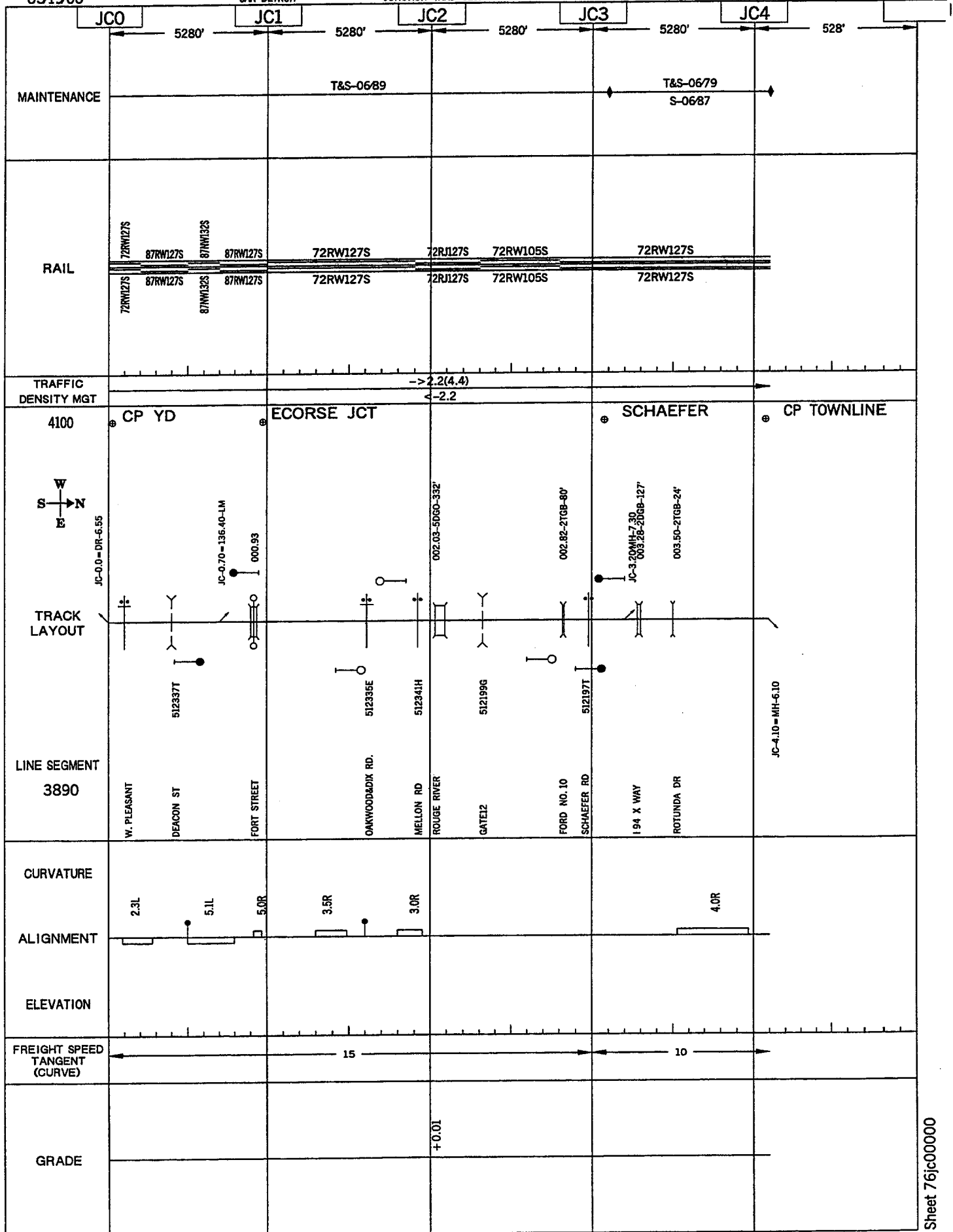
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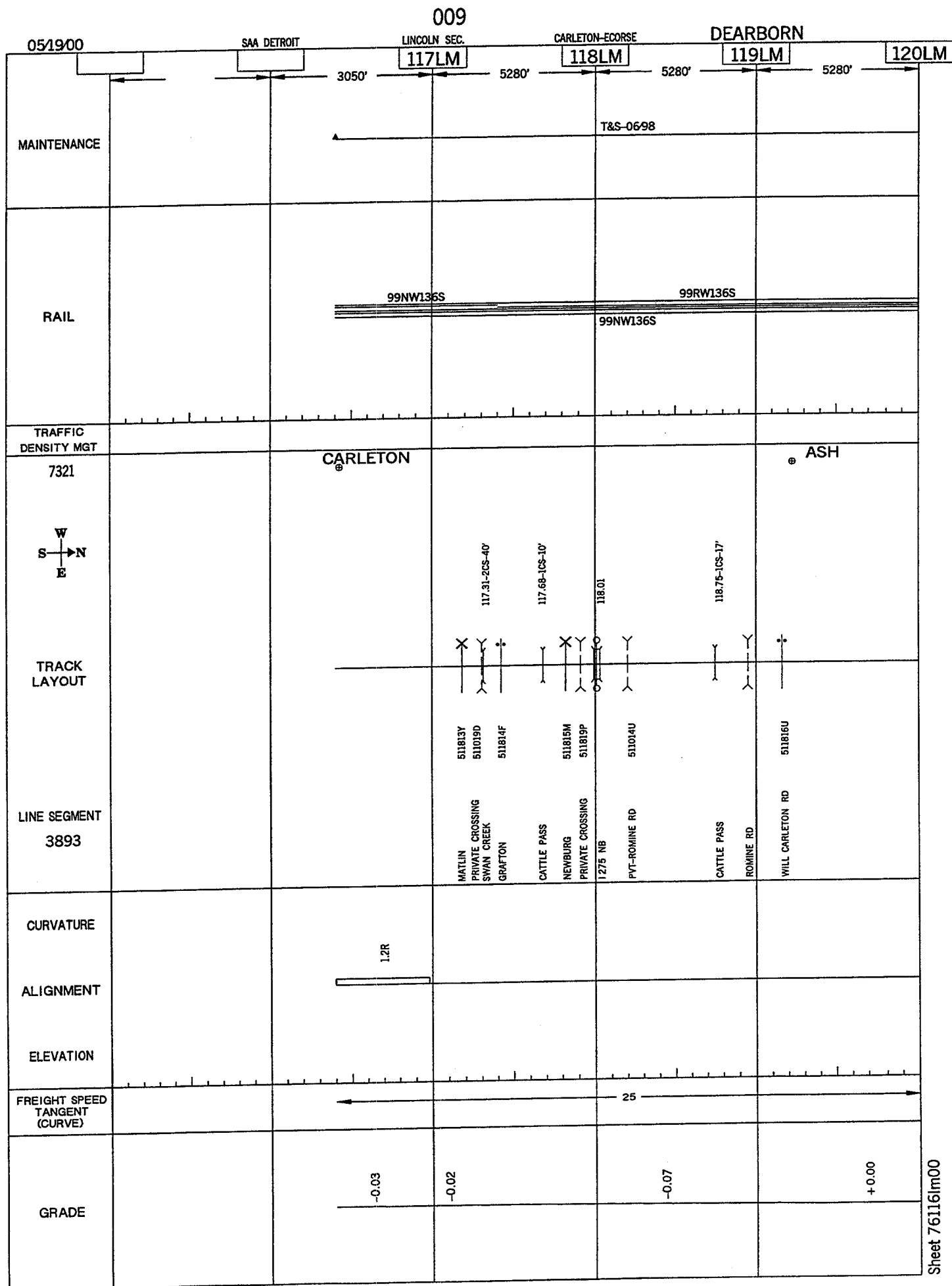
SAA DETROIT

JUNCTION YARD SEC.

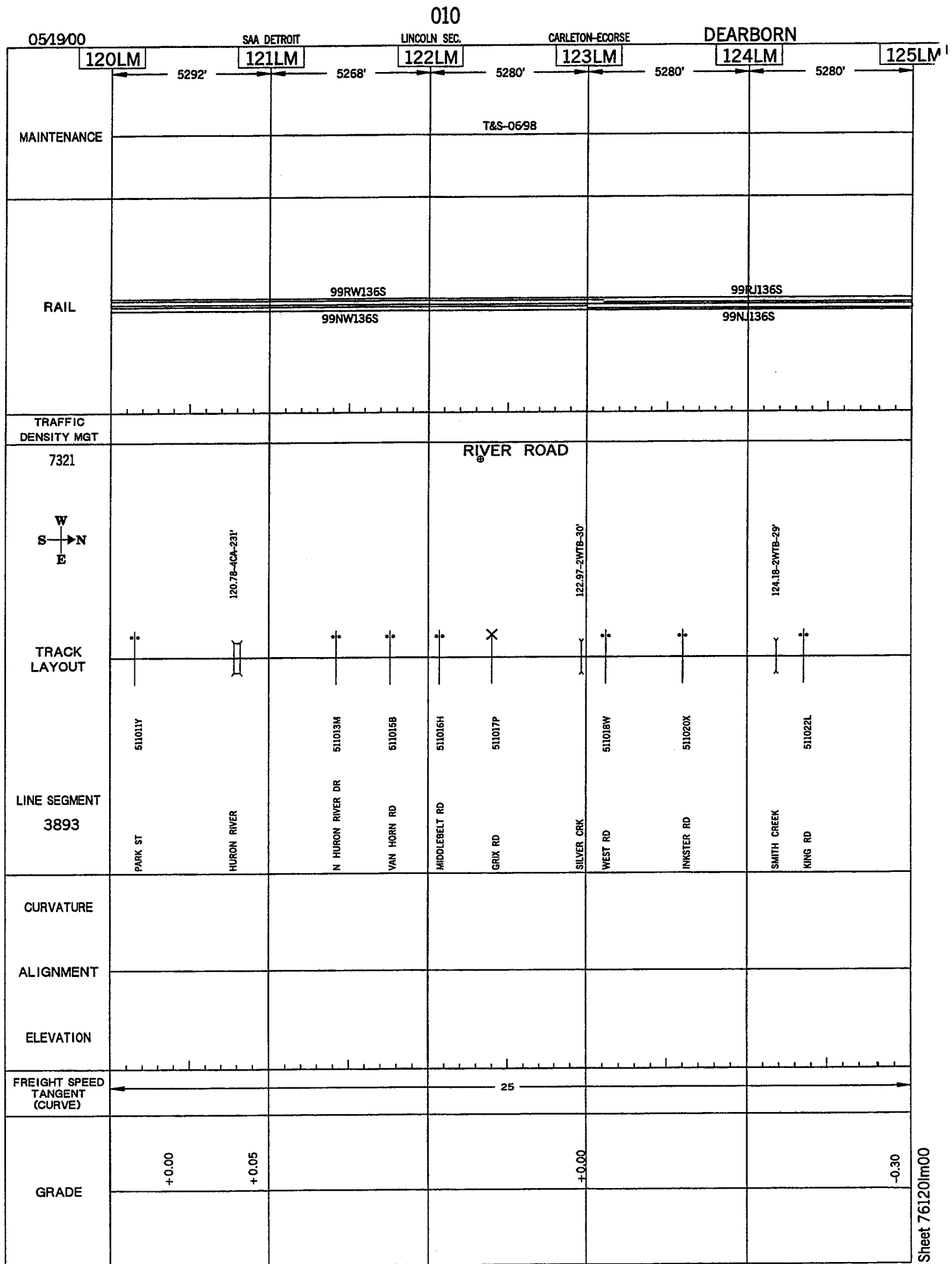
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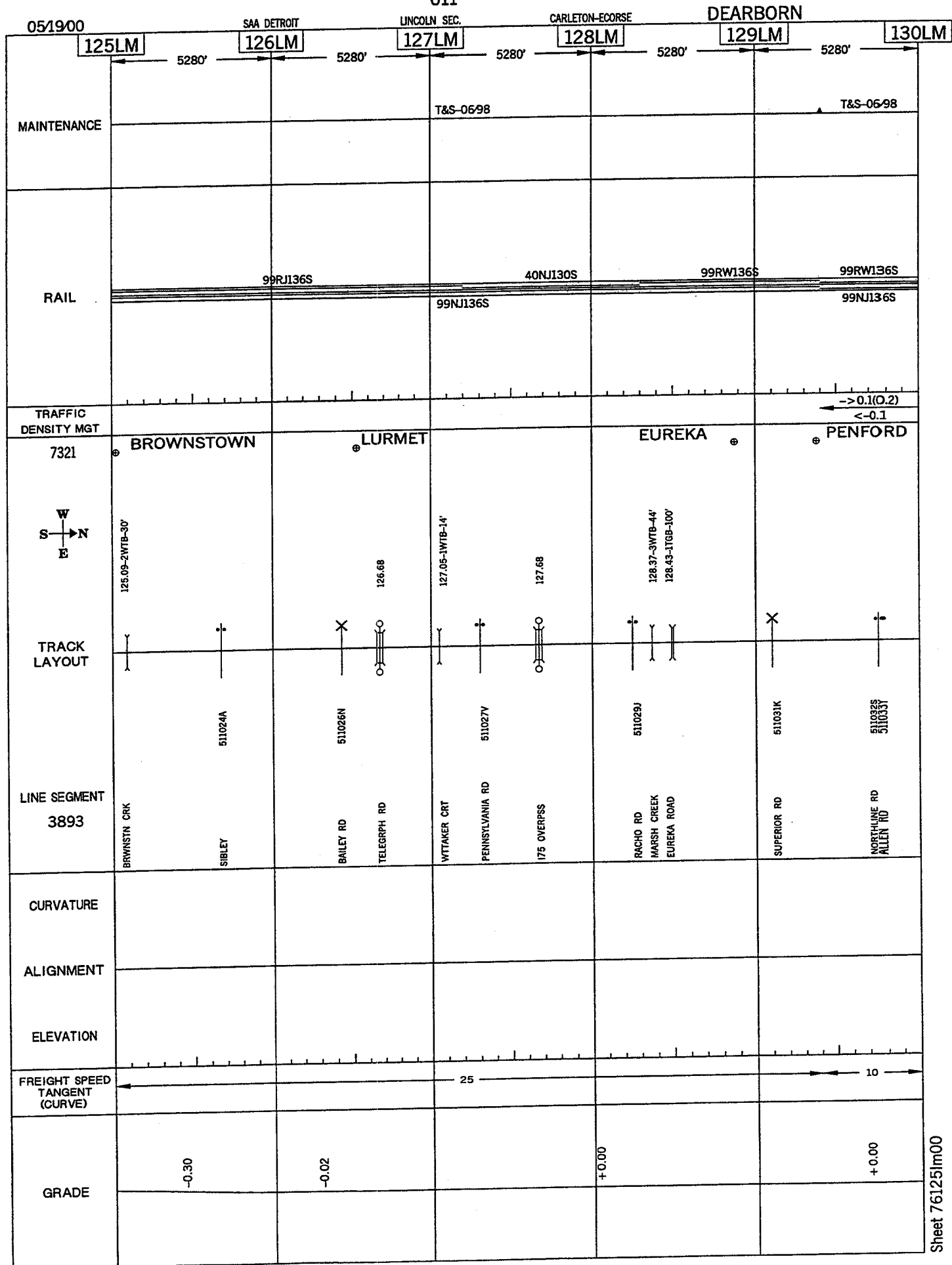
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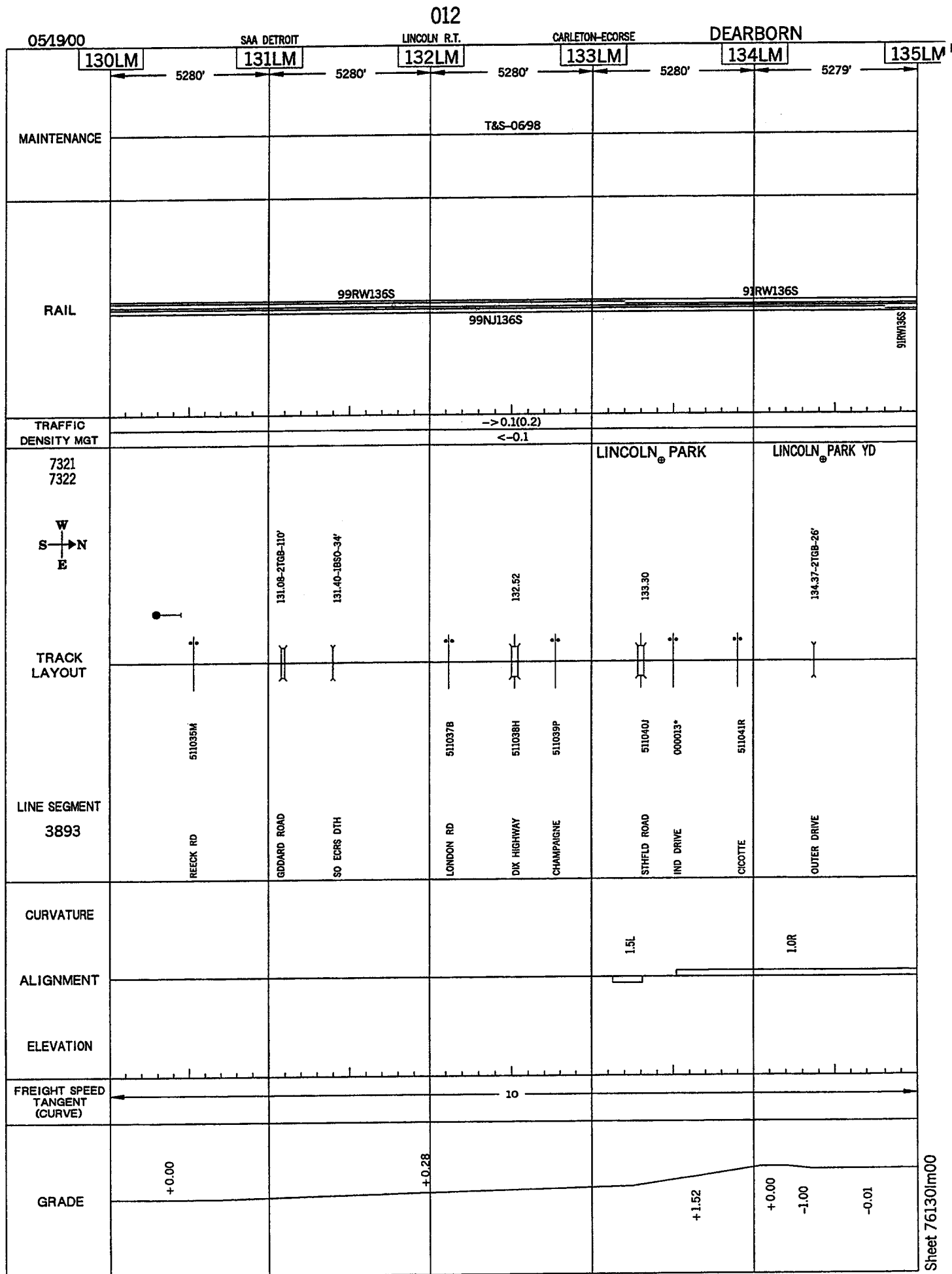












Sheet 76135Im00

014

051900

SAA DETROIT

NORTH YARD BR.

DETROIT-RAYS

DEARBORN

3NU

4NU

5NU

4439'

5280'

5280'

MAINTENANCE

T&amp;S-0694

RAIL

85RW131S

85RW131S

TRAFFIC  
DENSITY MGT

-&gt; 9.9(19.8)

&lt;- 9.9

-&gt; 8.3(16.6)

&lt;- 8.3

4031

TRACK  
LAYOUT

CP WEST DETROIT

CP VINEWOOD

2.10-NU-MH-2.60

2.10-NU-MH-2.20

MICHIGAN AVE

W GRAND BVD

MCKINLEY AV

25TH ST

23RD ST

BUCHANAN ST

196 XWAY

LAWTON AVE

WARREN AVE

16TH ST

14TH ST

WABASH AVE

194 FREEWY

12TH ST

CHAMNWLTH AV

TRUMBULL AV

LINCOLN AVE

002.63-27GB-140'

002.89

003.02

003.15-28SB-24'

003.30

003.42

003.56-27GB-225'

003.65-28SB-26'

003.92-27GB-166'

004.04-27GB-44'

004.21-27GB-111'

004.31-27GB-91'

004.38-20GB-172'

004.49-28SB-86'

004.72-20GB-100'

004.80-28SB-70'

004.89

511057T

LINE SEGMENT  
3884

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

15

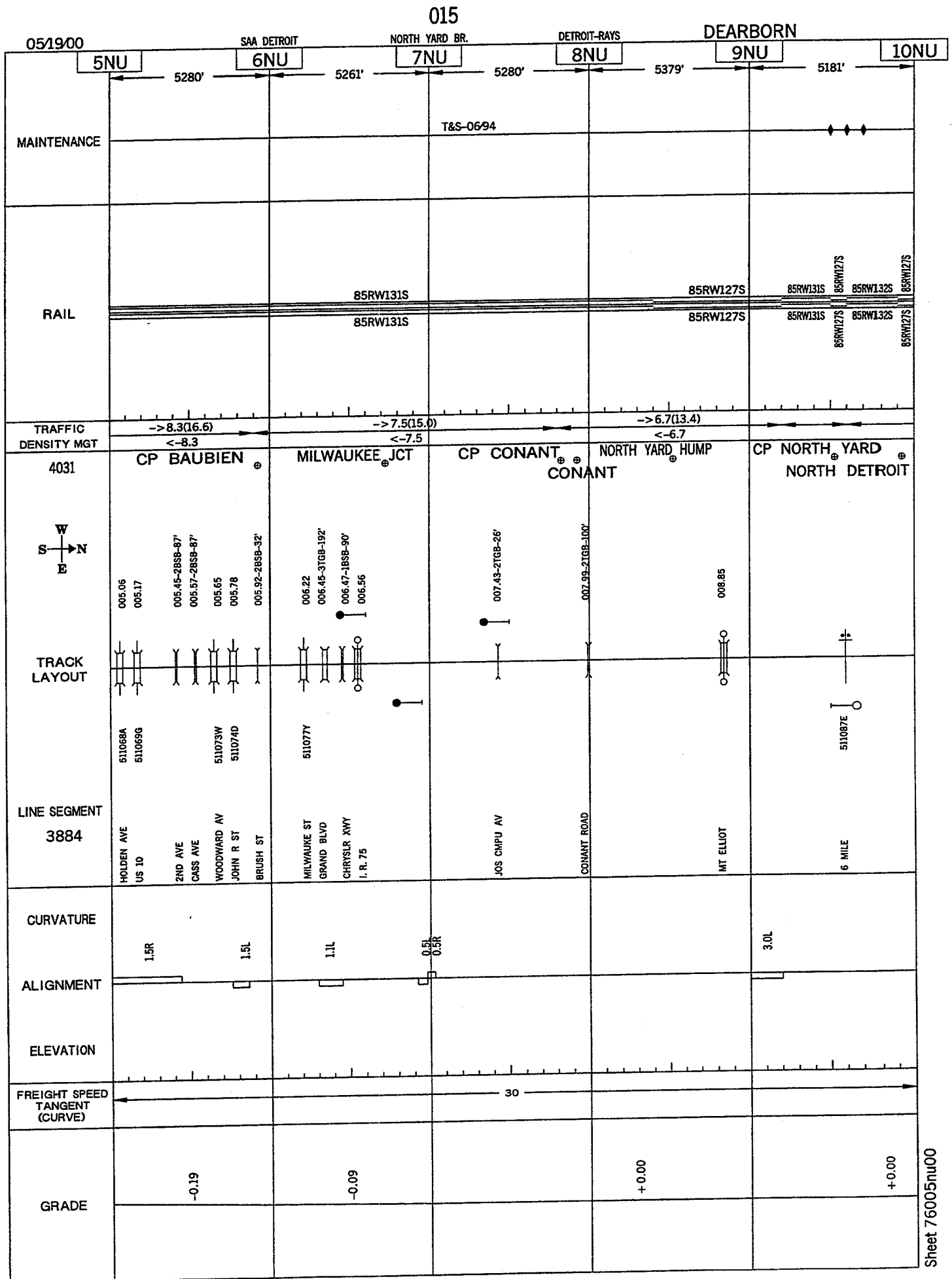
15

30

GRADE

+0.33

+0.09



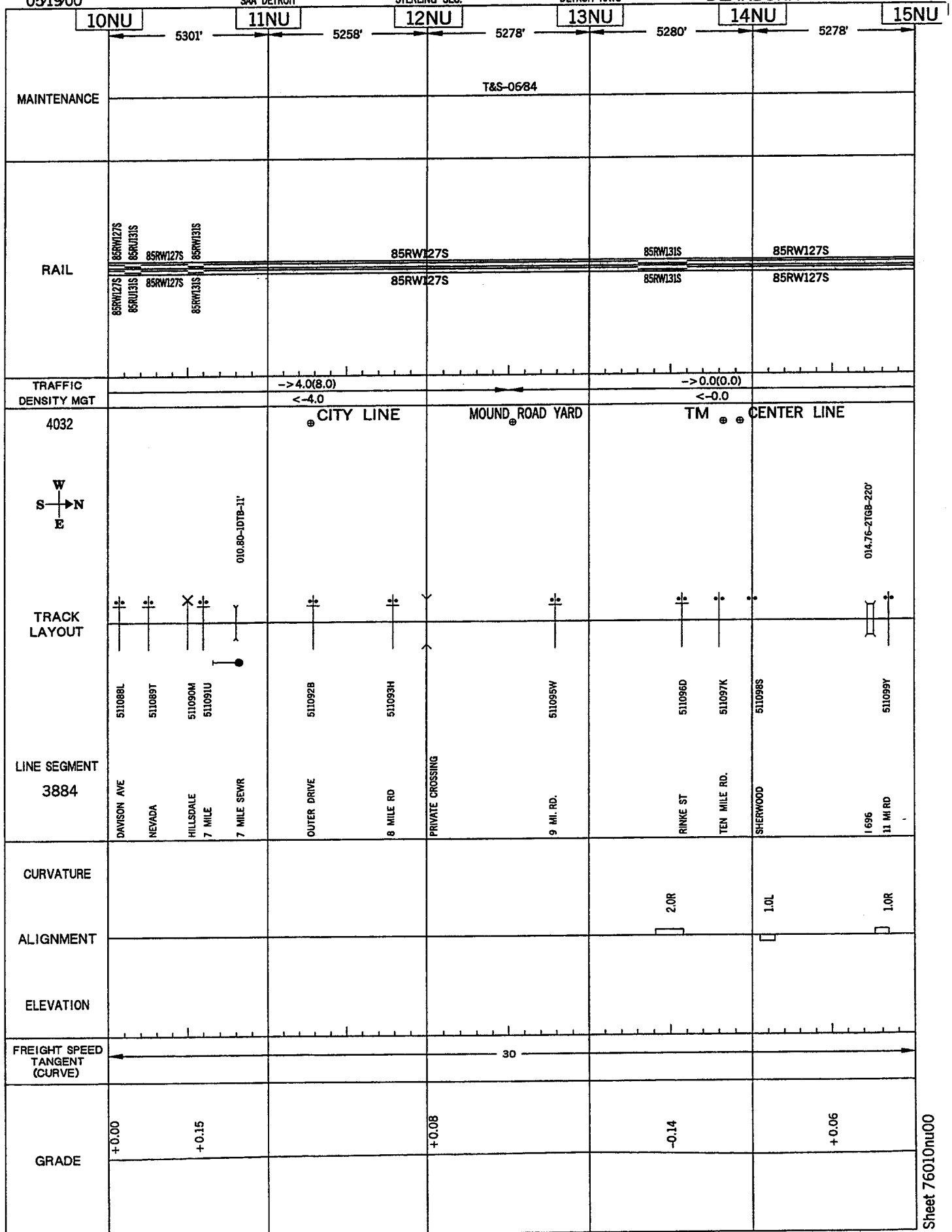
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SAA DETROIT

STERLING SEC.

DETROIT-RAYS

DEARBORN



017

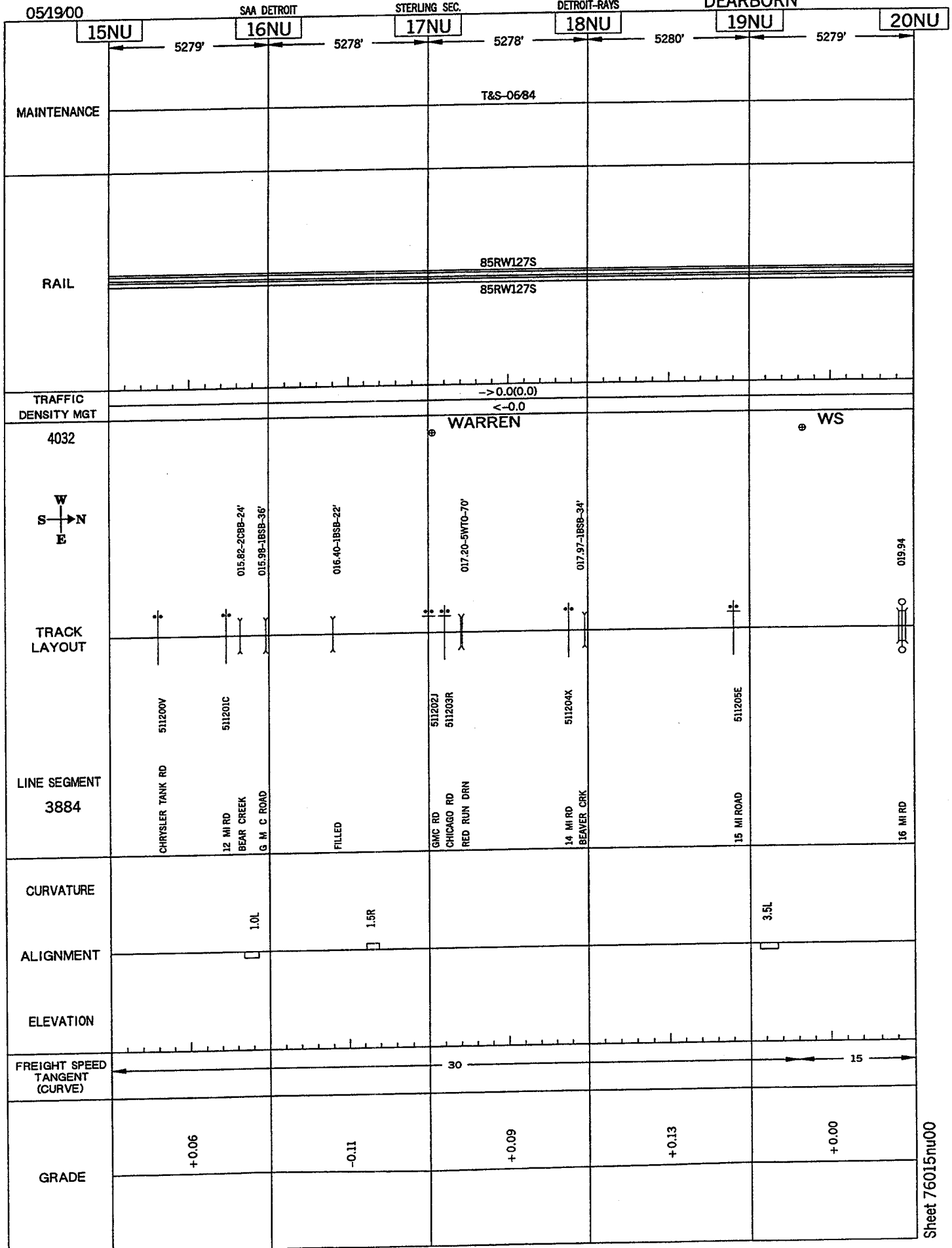
051900

SAA DETROIT

STERLING SEC.

DETROIT-RAYS

DEARBORN





051900

SAA DETROIT

STERLING SEC.

DETROIT-RAYS

DEARBORN

	20NU	21NU	22NU	23NU	24NU	25NU
	5278'	5259'	5299'	5251'	5309'	
MAINTENANCE	T&S-0684	T&S-0684		T&S-0688		
RAIL	85RW127S 85RW127S	85RW127S 85RW127S		20RJ105S 20RJ105S	27NJ105S 27NJ105S	28NJ105S 29NJ105S
TRAFFIC DENSITY MGT	-> 0.0(0.0) <- 0.0			-> 0.0(0.0) <- 0.0		
4032	STERLING HEIGHTS STERLING YARD	VAN DYKE		UTICA		
W S → N E						
TRACK LAYOUT	511206L 16 MILE RD.	020.94 511208A 18 MI RD	021.72-3850-45' 511209G 18 1/2 MILE RD	545086T 5112108 19 MILE ROAD	511213W 511214D 19 1/2 MILE RD	511215K 024.22-2068-122' CLINTON RVR
LINE SEGMENT 3884						
CURVATURE		0.5L	0.5R	0.3L	2.0R	2.0L
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			15			
GRADE	+0.00	+0.00	+0.19	+0.38	+0.19	

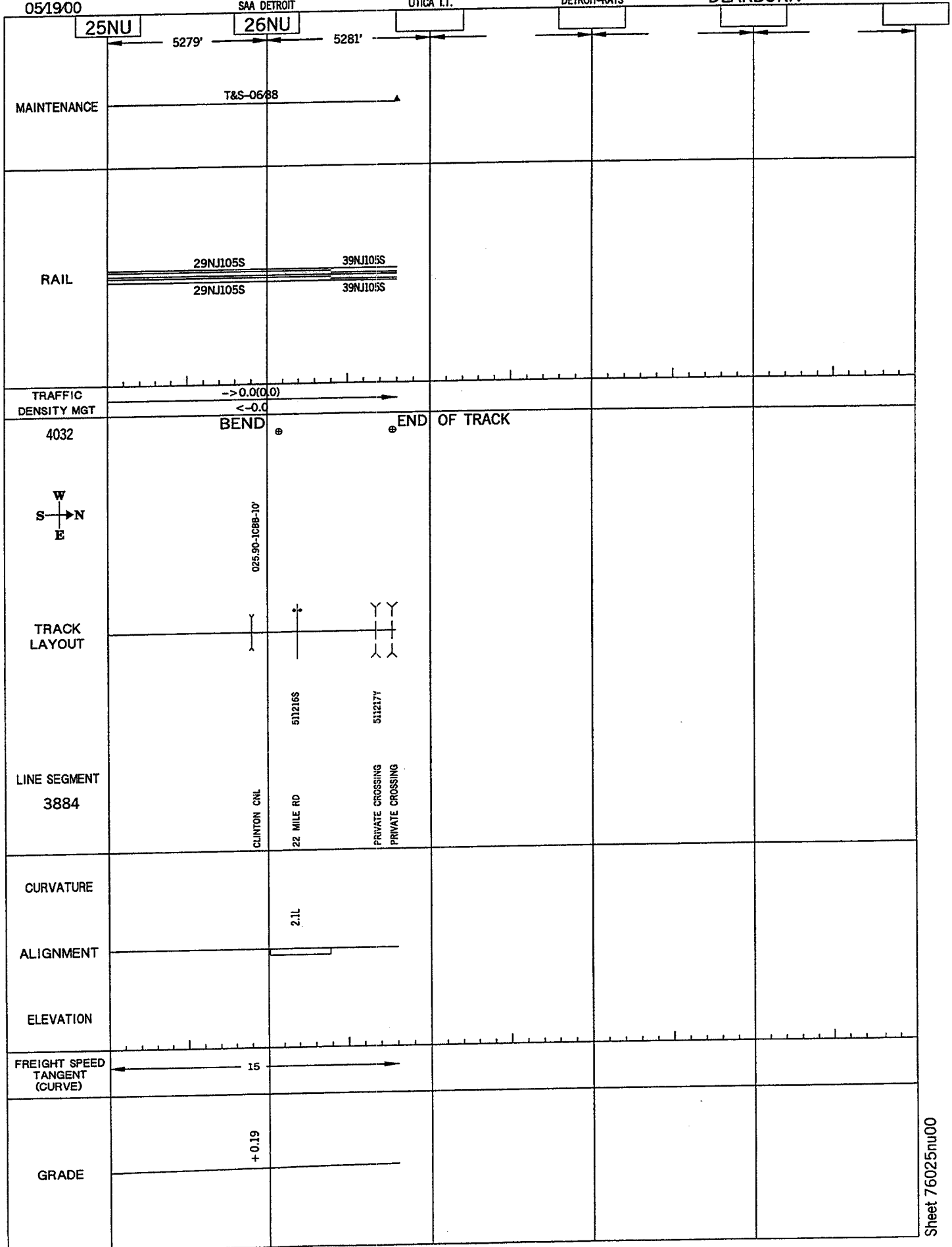
051900

SAA DETROIT

UTICA I.T.

DETROIT-RAYS

DEARBORN



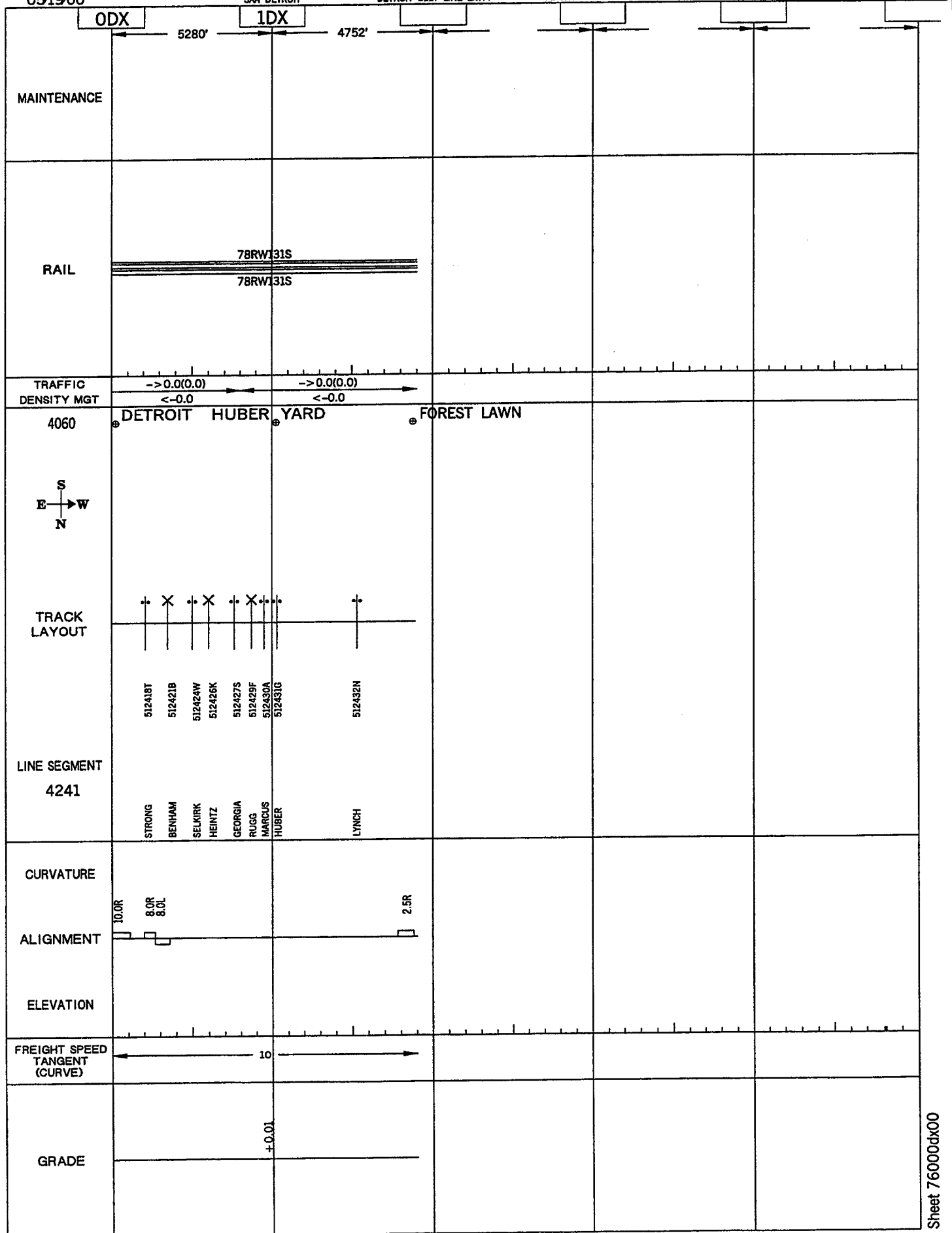
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SAA DETROIT

DETROIT BELT LINE EXT. I

DETROIT-HUBER YARD

DEARBORN



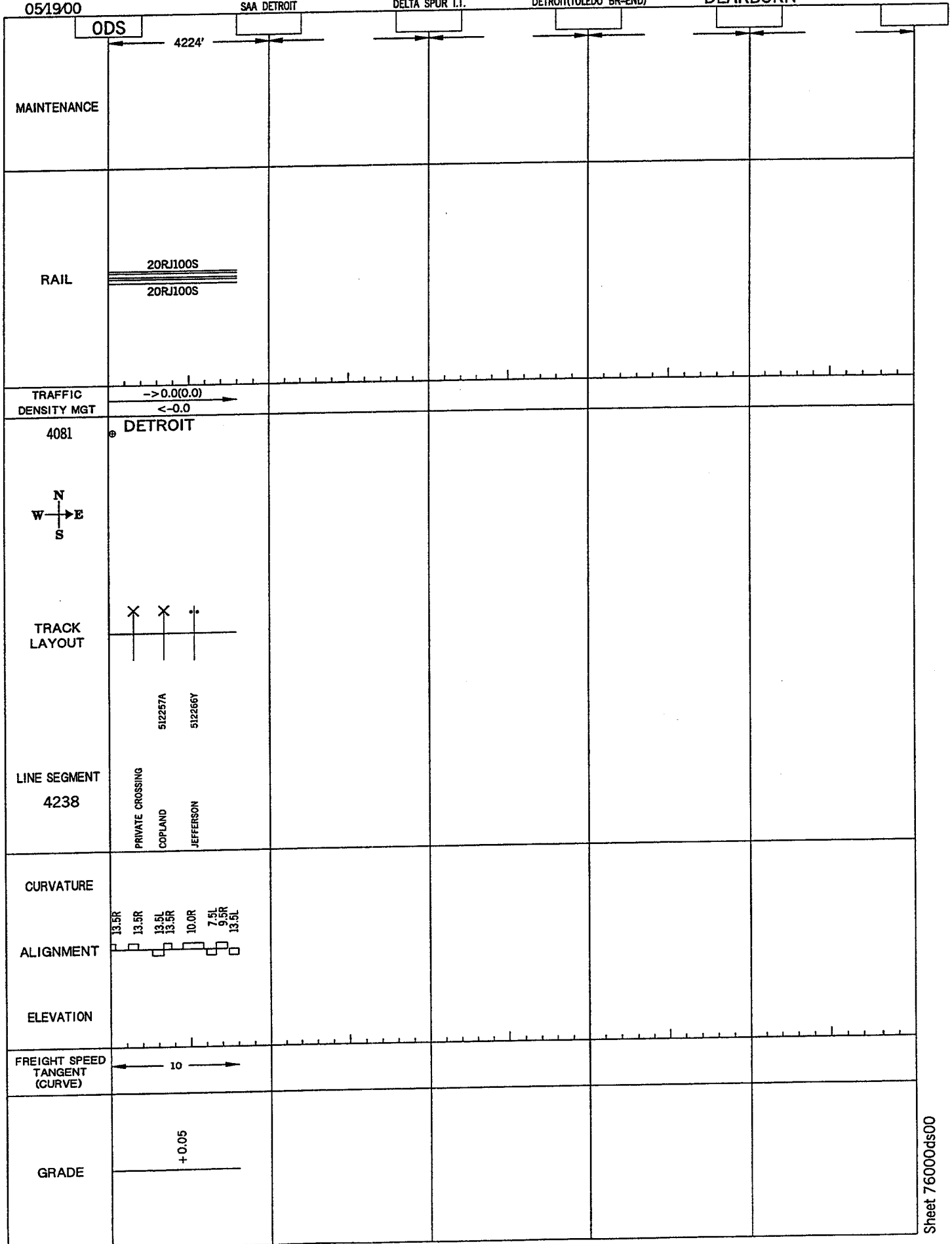
05/1900

SAA DETROIT

DELTA SPUR I.T.

DETROIT(TOLEDO BR-END)

DEARBORN



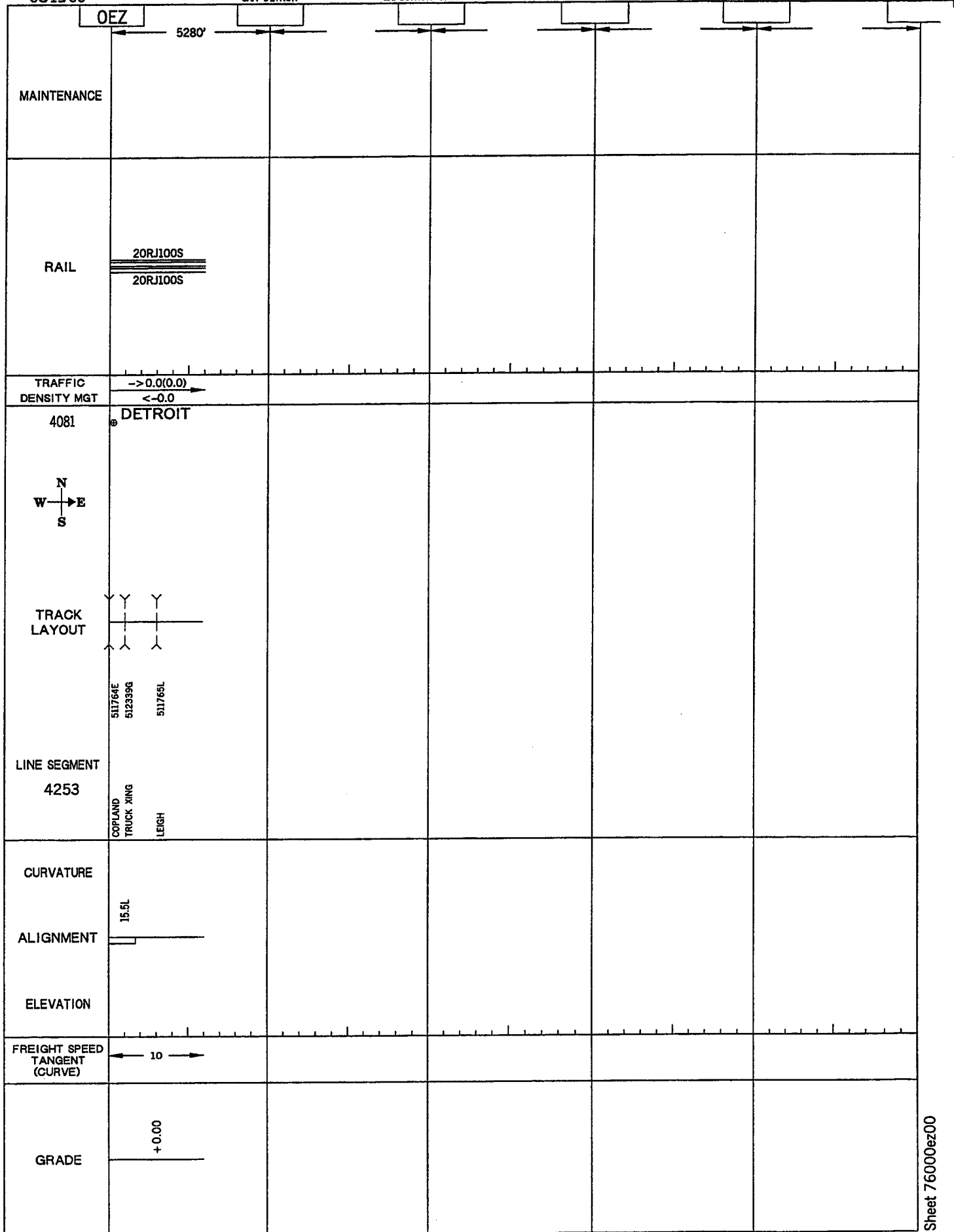
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SAA DETROIT

EXPOSITION SPUR I.T.

DETROIT

DEARBORN



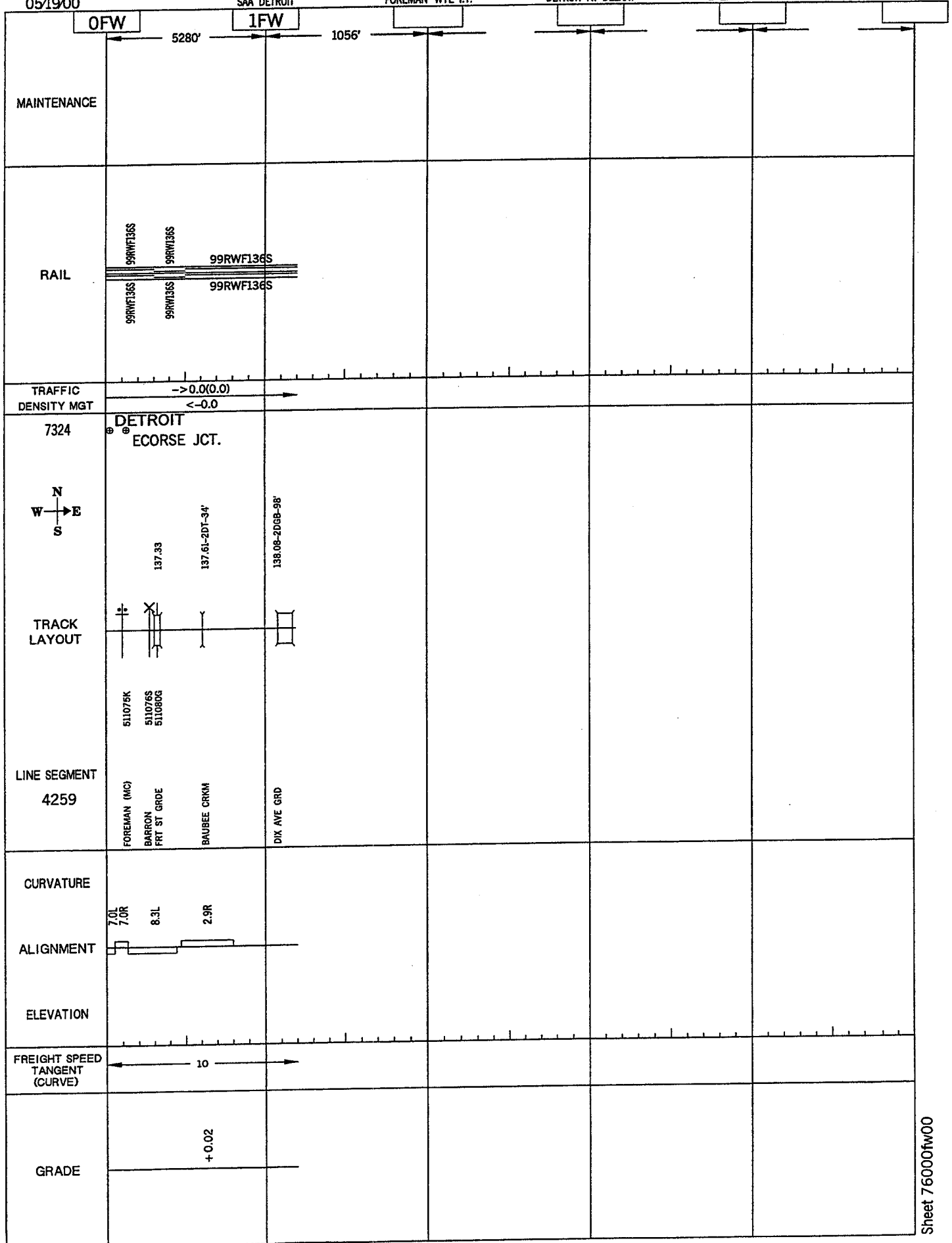
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SAA DETROIT

FOREMAN WYE I.T.

DETROIT AT DELRAY

DEARBORN



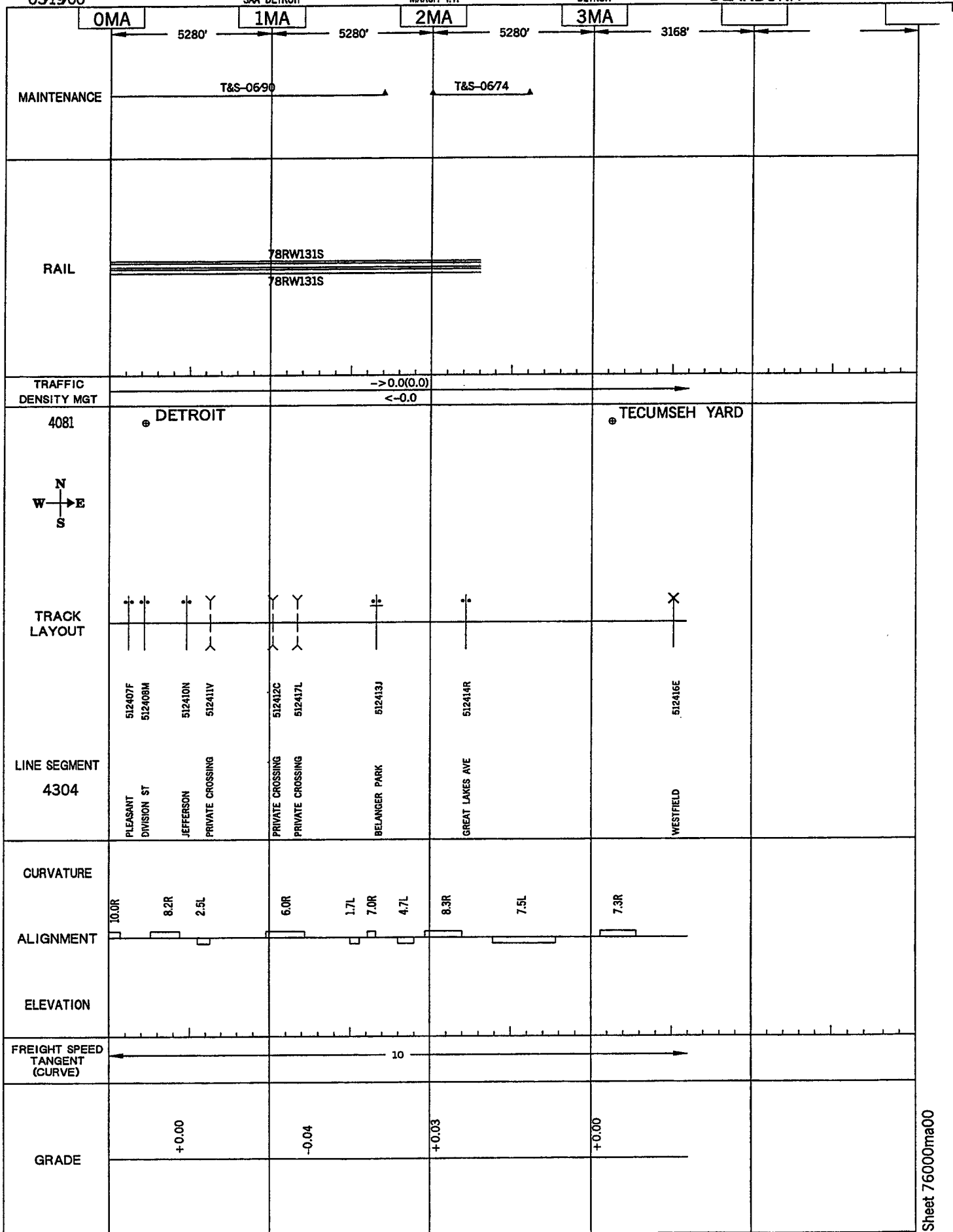
05/1900

SAA DETROIT

MARSH I.T.

DETROIT

DEARBORN



Sheet 76000hk00



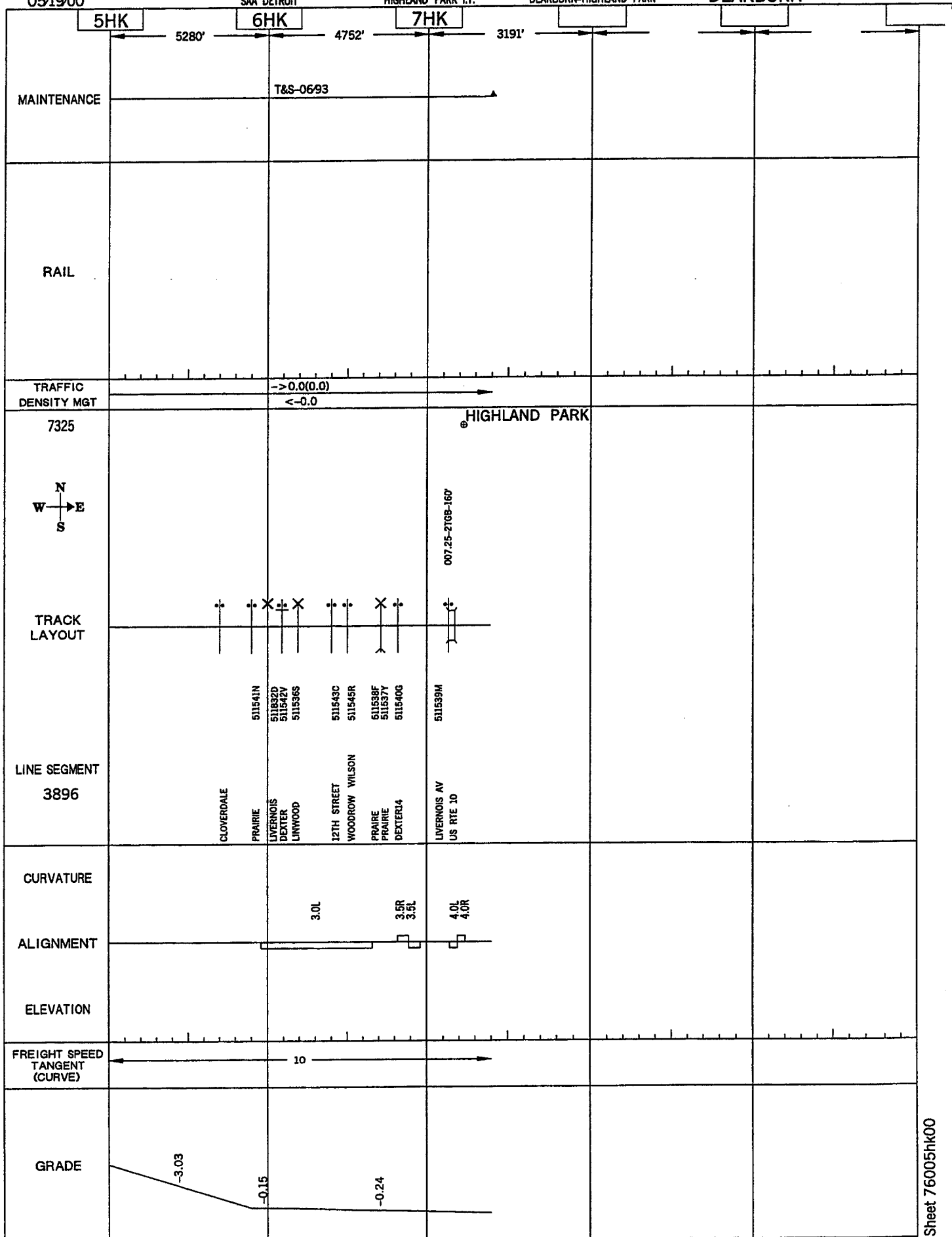
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SAA DETROIT

HIGHLAND PARK I.T.

DEARBORN-HIGHLAND PARK

DEARBORN



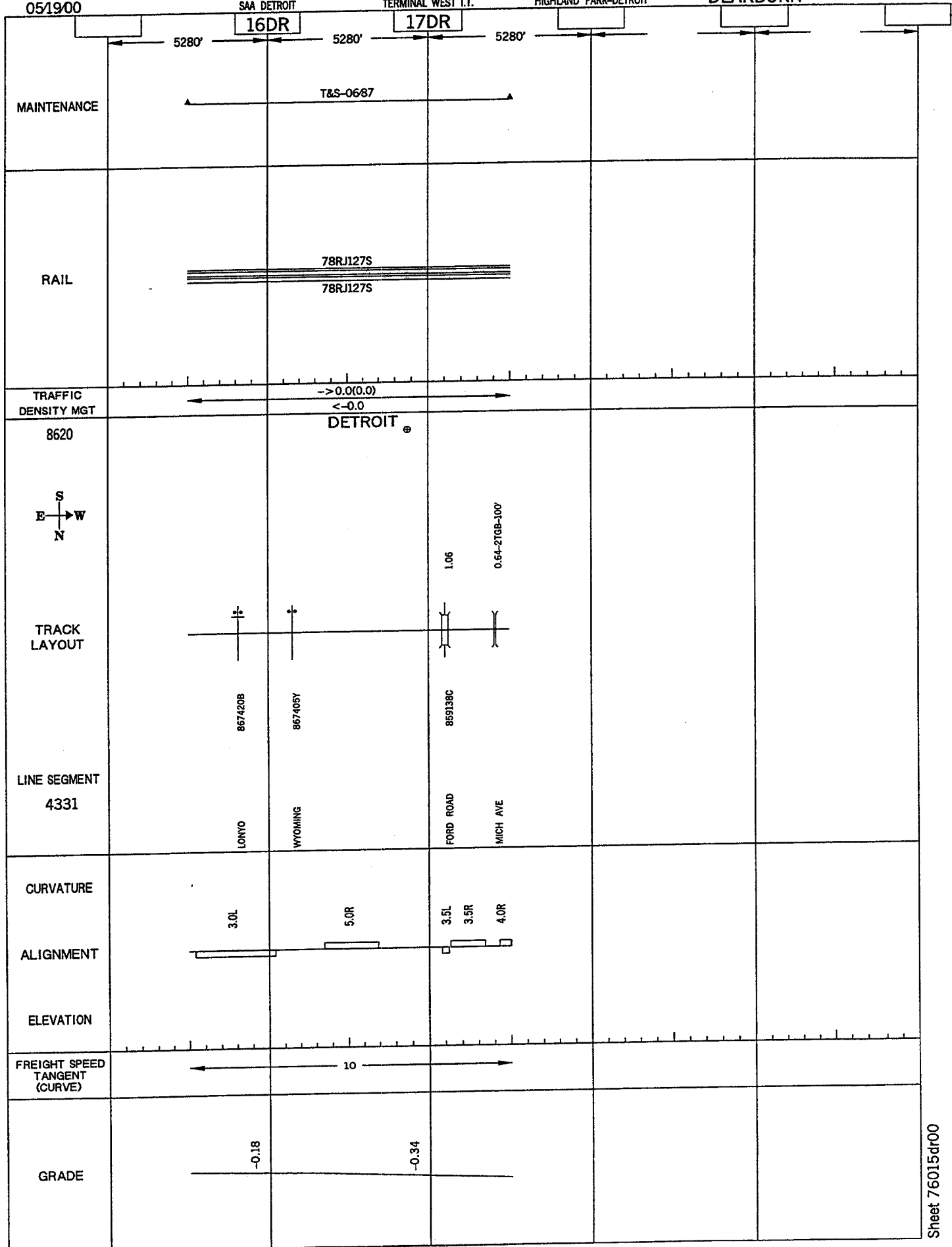
05/19/00

SAA DETROIT

TERMINAL WEST I.T.

HIGHLAND PARK-DETROIT

DEARBORN



028

05/19/00

SAA DETROIT

TERMINAL EAST I.T.

FORMERLY 0.9-0.0

DEARBORN

		11QW	7069'				
MAINTENANCE							
RAIL							
TRAFFIC DENSITY MGT			<div> <div>→ 0.0(0.0)</div> <div>← -0.0</div> </div>				
<div> <div>S</div> <div>E → W</div> <div>N</div> </div> TRACK LAYOUT							
LINE SEGMENT 3886							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)			10				
GRADE			+0.00				

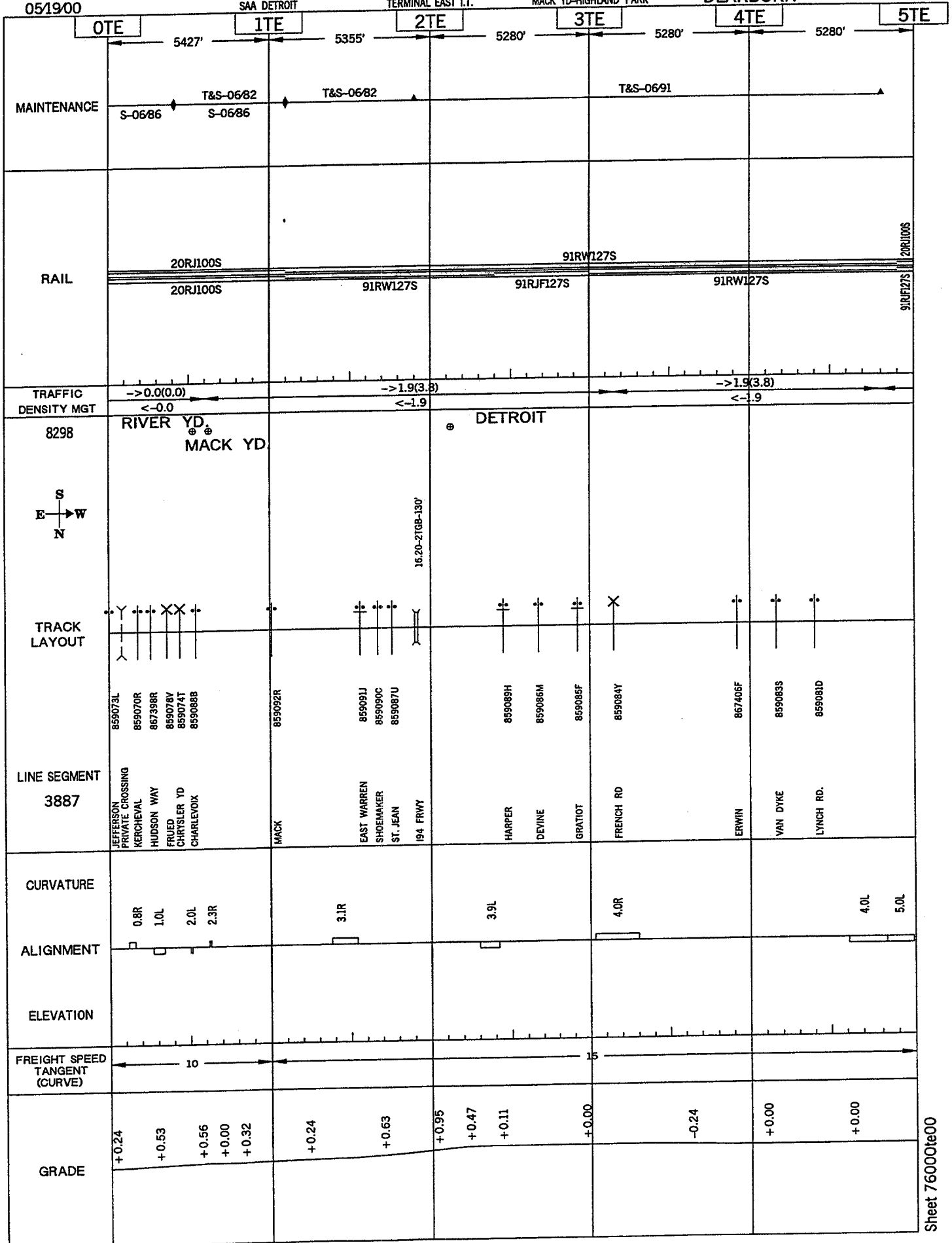
05/1900

SAA DETROIT

TERMINAL EAST I.T.

MACK YD-HIGHLAND PARK

DEARBORN



030

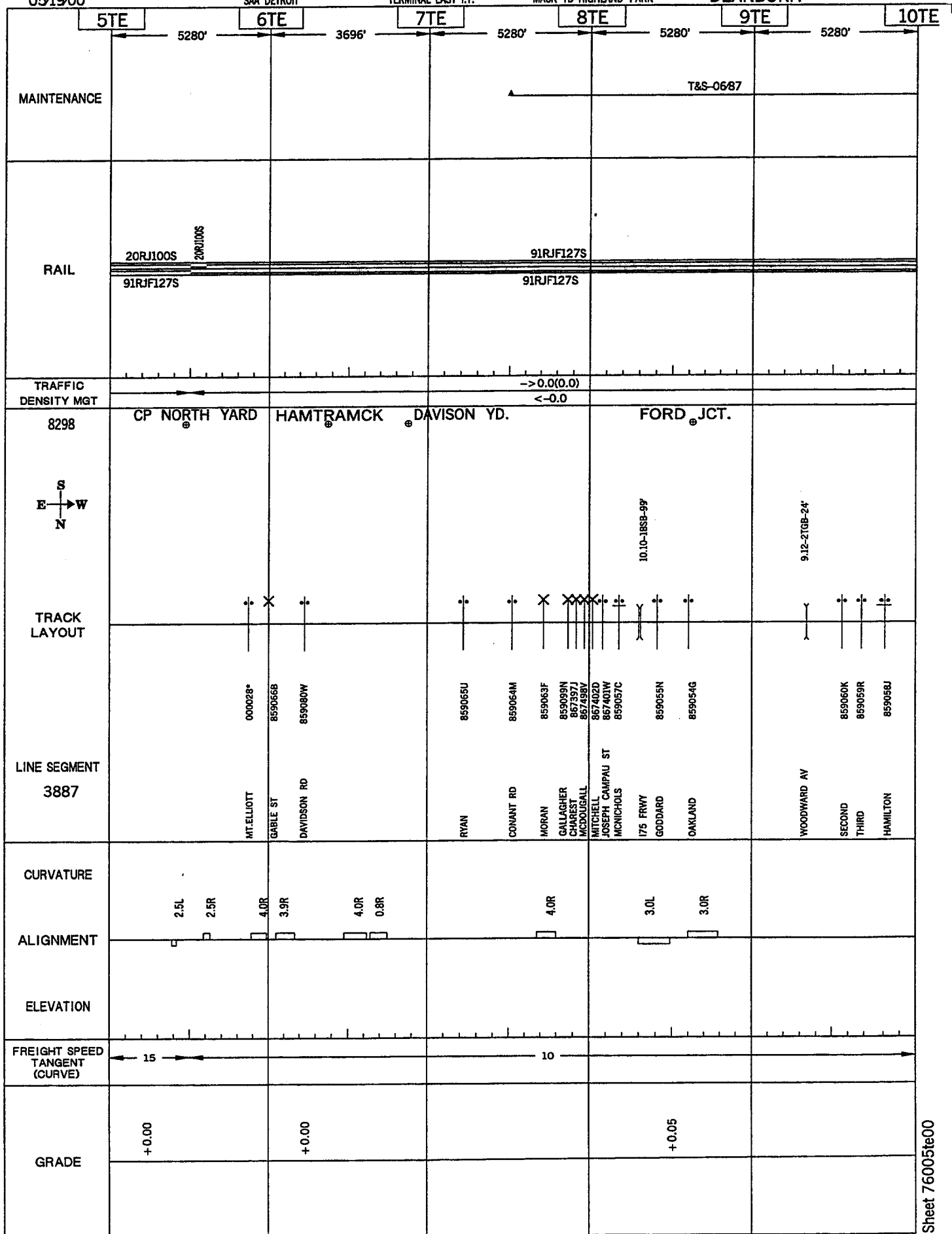
05/1900

SAA DETROIT

TERMINAL EAST I.T.

MACK YD-HIGHLAND PARK

DEARBORN



031

05/19/00

SAA DETROIT

TERMINAL WEST I.T.

MACK YD-HIGHLAND PARK

DEARBORN

	10TE	4342'						
MAINTENANCE	→							
RAIL	91R127S 91R127S							
TRAFFIC DENSITY MGT	→							
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>								
TRACK LAYOUT	—							
LINE SEGMENT 3887								
CURVATURE								
ALIGNMENT	3.0R 3.5L							
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	10							
GRADE	+0.05							

05/1900

SAA DETROIT

DETROIT BELT LINE I.T.

PALMERYA -

DEARBORN

