

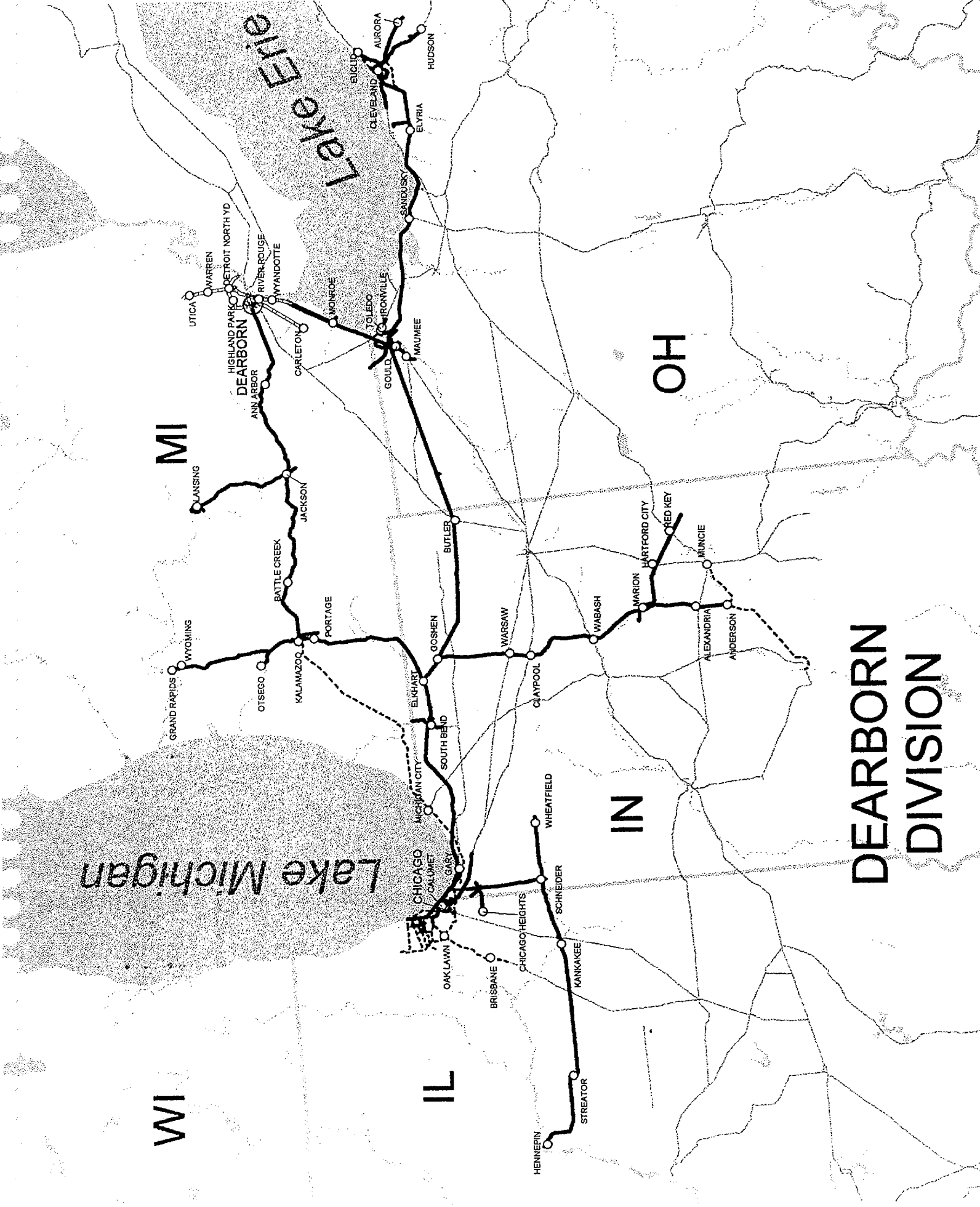


**NORFOLK  
SOUTHERN**

# **Dearborn Division**

**2001**





DEARBORN  
DIVISION

# **2001 CHANGES**

## **A NUMBER OF CHANGES HAVE TAKEN PLACE WHICH WILL AFFECT THE LOOK AND PRESENTATION OF THIS BOOK.**

(1) THE FIRST PHASE OF A NEW GIS (*GEOGRAPHICAL INFORMATION SYSTEM*) BASED PLATFORM FOR CREATING THE TRACK CHART DIAGRAMS IS NOW IN PLACE. IT WILL LOOK VERY SIMILAR TO THE PREVIOUS SYSTEM BUT WILL ALLOW US TO INCORPORATE NEW FEATURES AND FLEXIBILITY IN FUTURE VERSIONS.

(2) PREVIOUS TRACK CHARTS HAVE BEEN CREATED FROM DATA FILES MAINTAINED BY ENGINEERING SYSTEMS. BEGINNING WITH THE 2001 BOOKS ONLY THE TRACK LAYOUT SECTION (CENTER PORTION OF PAGE) WILL BE GENERATED FROM ENGINEERING SYSTEMS FILES. MOST OF THE REMAINING PORTION OF THE DIAGRAM WILL BE CREATED FROM INFORMATION IN THE NEW CORPORATE DATABASE (CTRK). THIS IS SIGNICANT FOR THE FOLLOWING REASONS:

- QUESTIONS, UPDATE AND CORRECTION INFORMATION RELATED TO CTRK INFORMATION SHOULD NOT BE SENT TO ENGINEERING SYSTEMS. PLEASE REFER TO THE OPPOSITE PAGE FOR CONTACT SOURCES FOR THESE ITEMS.
- TIMETABLE OPERATING SPEEDS WILL CONTINUE TO BE DISPLAYED AS BEFORE. HOWEVER, SPEED RESTRICTIONS (OTHER THAN CURVE) WHICH COVER A RANGE WILL BE DISPLAYED AS THE OPERATING SPEED. ALSO, SPEEDS WILL NOW BE DISPLAYED FOR BOTH MAINS IN DOUBLE TRACK TERRITORY. (PREVIOUSLY THEY WERE SUPPRESSED UNLESS DIFFERENT)
- CURVE SPEEDS WILL NOW BE DISPLAYED FOR EACH INDIVIDUAL CURVE (RATHER THAN FOR A RANGE) AND WILL DISPLAY FOR BOTH TRACKS IN DOUBLE MAIN TERRITORY. (PREVIOUSLY THEY WERE SUPPRESSED UNLESS DIFFERENT)

NOTE: CURVES ON SECOND MAIN TRACK WILL CONTINUE TO BE A COPY OF THE FIRST MAIN. THE ABILITY TO DISPLAY SECOND MAIN CURVES WILL BE INCORPORATED AS SOON AS POSSIBLE.

# **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 CONTAINED IN TWO DISTINCT DATABASE SOURCE FILES, (1) THE ENGINEERING SYSTEMS DATA FILE AND (2) THE CORPORATE TRACK DATABASE FILE (CTRK).**

## **ENGINEERING SYSTEMS DATABASE:**

**ENGINEERING SYSTEMS MAINTAINS A DEPARTMENTAL DATABASE, WHICH IS USED TO GENERATE THE TRACK LAYOUT SECTION OR CENTER PORTION OF THE TRACK CHART DIAGRAM. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THIS SECTION SHOULD BE DIRECTED TO THE ENGINEERING SYSTEMS OFFICE AS FOLLOWS.**

**MAIL:                   ENGINEERING SYSTEMS  
                          99 SPRING ST. SW BOX # 139  
                          ATLANTA, GA 30303**

**FAX:                   (404) 529-1311**

**MEMO:                JCELLIOT       PH. 529-1315**

## **CTRK-NS CORPORATE DATABASE:**

**INFORMATION RELATED TO RAIL, T&S, SURFACING, CURVES, ELEVATION, SPEEDS AND SPEED RESTRICTIONS IS OBTAINED FROM THE CTRK DATABASE. VARIOUS DEPARTMENTS OWN AND MAINTAIN THESE FILES. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THESE RECORDS SHOULD BE DIRECTED AS FOLLOWS:**

**RAIL, T&S, SURFACING:                   MW&S DEPT.  
  E.P.HATTEN, ASST. MGR. PROG & SCHD.  
  MEMO: EPHATTEN                   PH. 529-1456**

**CURVES, ELEVATIONS                   MW&S DEPT  
AND CURVE SPEEDS:                   A.I.PATEL, SYSTEM TRACK ANALYST  
  MEMO: AIPATEL                   PH. 527-2513**

**OPERATING SPEEDS AND                   TRANSPORTATION DEPT.  
SPEED RESTRICTIONS:                   K.L.RICKS, SYSTEM MGR TRANS.  
  MEMO: KLRICKS                   PH. 529-2298**



# Contents & Indices

# DEARBORN DIVISION

## TABLE OF CONTENTS

DESCRIPTION	MILEPOST		LINE	PAGE
	FROM	TO		
CLEVELAND-CHICAGO	CD-181.20	- 523.30	CHICAGO LINE	1
FORT WAYNE-CHICAGO	B-486.50	- 518.70		70
PULLMAN JCT TO 130TH ST	PB-000.00	- 005.50	PULLMAN BRANCH	77
AETNA-CLARKE JCT	TC-240.30	- 246.60	GARY BRANCH	79
MP 20-SWAN CREEK	DR-020.00	- 057.70	DETROIT LINE	81
GILBRALTER-LASALLE	HK-020.00	- 040.00	DETROIT LINE	89
TOWN LINE-CP147	MH-007.60	- 145.00	MICHIGAN LINE	93
EUCLID-BAY VILLAGE	B-172.00	- 197.30	CLEVELAND	121
CLOGGSVILLE-CP190	GZ-485.46	- 493.35	CLEVELAND	127
MAHONING RD-CLOGGSVILLE	CB-000.00	- 006.70	CLEVELAND	129
CP RAVE- DRAWBRIDGE	RD-085.90	- 123.30	CLEVELAND LINE	131
IHB-SCHNEIDER	LK-006.30	- 033.40	DANVILLE I.T.	139
TEFFT-MORONTS	KS-055.90	- 186.00	MORONTS I.T.	145
ELKHART YD-THREE RIVERS	KH-000.00	- 027.40	KALAMAZOO BR.	172
THREE RIVERS JCT-GRAND RAPIDS	FB-027.30	- 102.30	HUGHART R.T.	178
SOUTH BEND-SOUTH BEND	PM-181.00	- 181.80	PLYMOUTH I.T.	194
KANKAKEE	YK-000.00	- 000.60	EAST BRADLEY I.T.	195
49TH STREET-CHICAGO	BK-305.77	- 309.00	WESTERN AVENUE I.T.	196
DOLTON-CALUMET RIVER	QP-293.40	- 294.30	BERNICE R.T.	197
SCHERERVILLE-AIRLINE	MQ-280.15	- 285.50	MUNSTER I.T.	198
SOUTH BEND-ALOVERS	VO-000.50	- 002.70	OLIVERS I.T.	200
GRIFFITH-CHICAGO HEIGHTS	JH-011.00	- 020.30	HARTSDALE I.T.	201
RIVER BRANCH JCT-HEGEWISCH	RU-000.00	- 004.40	CALUMET RIVER I.T.	204
HEGEWISCH-CALUMET PARK	GJ-003.80	- 005.50	SC&S I.T.	205
CHICAGO LINE-SOUTH BEND	UV-000.00	- 002.80	NILES I.T.	207
SC&S BRANCH-IHB CONN	UO-000.00	- 000.90	HAMMOND CONN TRK	208
CHICAGO AREA	UW-000.00	- 005.30	C.R. & I. I.T.	209
TWIN-CROWN(CHRYSLER YD)	ZC-000.00	- 002.40	CHRYSLER LEAD	211
CLEVELAND	IX-000.00	- 001.50	SILVER PLATE I.T.	212
CP 9-WHITE	PN-000.00	- 001.80	HARVARD CONN.	213
CP HUDSON-END	AI-000.00	- 001.44	AKRON I.T.	214
HUGO-BRADY LAKE	OJ-025.50	- 027.40	HUGO I.T.	215
SOUTH BEND (SS&S JCT)	PY-000.00	- 002.60	SS&S CONN.TK.	216
SOUTH BEND-PINE	SK-000.00	- 004.00	SOUTH BEND BRANCH	217
OLIVE-GALENA	GY-085.40	- 087.70	GALENA YARD TRACK	218
CP 286-CP OAK	XA-286.90	- 287.80	OAKDALE CONNECTION	219
ELYRIA YD-S LORAIN	FY-000.00	- 006.80	SOUTH LORAIN I.T.	220
FASSETT-IRONVILLE	TB-001.80	- 005.37	TOLEDO TERMINAL	222
IRONVILLE-HOMESTEAD	T-005.37	- 008.00	TOLEDO TERMINAL	224
CHERRY STREET-IRONVILLE	CS-001.26	- 003.68	TOLEDO TERMINAL	225
TOLEDO-WATERVILLE	IW-105.89	- 118.20	TOLEDO TERMINAL	226
TOLEDO TERM RY-TOLEDO TERM	TM-005.00	- 012.70	TOLEDO TERMINAL	229
MAUMEE-STANLEY (SA)	DY-001.20	- 004.00	MIAMI CUT BR.	231
VULCAN-MICHIGAN ELEVATOR	XK-299.30	- 309.80	CLINTON I.T.	232
CP 412-S ANDERSON	MP-000.00	- 111.09	MARION BR.	235
OAKDALE-STANLEY (SA)	DK-001.80	- 005.30	STANLEY SEC.	258
DETROIT LINE-END	FZ-000.00	- 002.10	MONROE I.T.	260
JACKSON-JACKSON JCT	JJ-096.50	- 097.40	JACKSON I.T.	261
JACKSON-LANSING	LZ-000.00	- 038.30	MEADOWS I.T.	262
GIBSON-AUSTIN LAKE	UP-000.00	- 006.70	UPJOHN SEC.	270
BOWEN-TERMINUS	XH-088.10	- 092.40	HASTINGS R. T.	272
GRAND RAPIDS	KZ-094.25	- 095.00	KALAMAZOO I.T.	274
PLAINWELL-OTSEGO	OW-066.60	- 070.24	PLAINWELL I.T.	275
KALAMAZOO	KY-000.00	- 000.50	B O SECONDARY	277
FULLER-COMSTOCK PARK	VW-106.00	- 106.90	COMSTOCK I.T.	278
PARCHMENT-PAVILION	CQ-041.30	- 043.90	CK&S IT	279



# TABLE OF CONTENTS

NOTRE DAME	ZO-009.30 - 010.60	NILES I.T.	280
JACKSON-VANDERCOOK LAKE	VJ-000.70 - 004.20	NORTHERN I.T.	282
NORTH LANSING	UA-060.70 - 061.40	LANSING I.T.	283
CEDAR RIVER	XM-057.10 - 058.90	LANSING I.T.	284
ALBION	VP-021.60 - 023.40	LANSING I.T.	285
LANSING	XF-000.00 - 005.10	LANSING MFRS.RR.	286
BROADWAY-ERIE CROSSING	RH-002.20 - 027.50	RANDALL SEC.	288
BRYAN, OH-BRYAN, OH	IV-058.70 - 059.90	NORTHERN I.T.	294
ERIE CROSSING-CP 5	KE-000.00 - 001.02	KINSMAN CONNECTION	295
RED KEY-SWEETSER	RK-123.40 - 162.00	GOODMAN I.T.	296
DOW-FLORIDA	IK-124.80 - 127.20	INDIAN CREEK I.T.	305
EXPLANATION OF GRAPHIC DISPLAY CONVENTIONS			307
APPENDIX			311

# DEARBORN DIVISION

## INDEX BY LINE NAME

DESCRIPTION	MILEPOST		LINE	PAGE
	FROM	TO		
FORT WAYNE-CHICAGO	B-486.50	- 518.70		70
CP HUDSON-END	AI-000.00	- 001.44	AKRON I.T.	214
KALAMAZOO-	KY-000.00	- 000.50	B O SECONDARY	277
DOLTON-CALUMET RIVER	QP-293.40	- 294.30	BERNICE R.T.	197
CHICAGO AREA	UW-000.00	- 005.30	C.R. & I. I.T.	209
RIVER BRANCH JCT-HEGEWISCH	RU-000.00	- 004.40	CALUMET RIVER I.T.	204
CLEVELAND-CHICAGO	CD-181.20	- 523.30	CHICAGO LINE	1
TWIN-CROWN(CHRYSLER YD)	ZC-000.00	- 002.40	CHRYSLER LEAD	211
PARCHMENT-PAVILION	CQ-041.30	- 043.90	CK&S IT	279
EUCLID-BAY VILLAGE	B-172.00	- 197.30	CLEVELAND	121
CLOGGSVILLE-CP190	GZ-485.46	- 493.35	CLEVELAND	127
MAHONING RD-CLOGGSVILLE	CB-000.00	- 006.70	CLEVELAND	129
CP RAVE- DRAWBRIDGE	RD-085.90	- 123.30	CLEVELAND LINE	131
VULCAN-MICHIGAN ELEVATOR	XK-299.30	- 309.80	CLINTON I.T.	232
FULLER-COMSTOCK PARK	VW-106.00	- 106.90	COMSTOCK I.T.	278
IHB-SCHNEIDER	LK-006.30	- 033.40	DANVILLE I.T.	139
MP 20-SWAN CREEK	DR-020.00	- 057.70	DETROIT LINE	81
GILBRALTER-LASALLE	HK-020.00	- 040.00	DETROIT LINE	89
KANKAKEE-	YK-000.00	- 000.60	EAST BRADLEY I.T.	195
OLIVE-GALENA	GY-085.40	- 087.70	GALENA YARD TRACK	218
AETNA-CLARKE JCT	TC-240.30	- 246.60	GARY BRANCH	79
RED KEY-SWEETSER	RK-123.40	- 162.00	GOODMAN I.T.	296
SC&S BRANCH-IHB CONN	UO-000.00	- 000.90	HAMMOND CONN TRK	208
GRIFFITH-CHICAGO HEIGHTS	JH-011.00	- 020.30	HARTSDALE I.T.	201
CP 9-WHITE	PN-000.00	- 001.80	HARVARD CONN.	213
BOWEN-TERMINUS	XH-088.10	- 092.40	HASTINGS R. T.	272
THREE RIVERS JCT-GRAND RAPIDS	FB-027.30	- 102.30	HUGHART R.T.	178
HUGO-BRADY LAKE	OJ-025.50	- 027.40	HUGO I.T.	215
DOW-FLORIDA	IK-124.80	- 127.20	INDIAN CREEK I.T.	305
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ELKHART YD-THREE RIVERS	KH-000.00	- 027.40	KALAMAZOO BR.	172
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NORTH LANSING	UA-060.70	- 061.40	LANSING I.T.	283
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ALBION	VF-021.60	- 023.40	LANSING I.T.	285
LANSING	XF-000.00	- 005.10	LANSING MFRS.RR.	286
CP 412-S ANDERSON	MP-000.00	- 111.09	MARION BR.	235
JACKSON-LANSING	LZ-000.00	- 038.30	MEADOWS I.T.	262
MAUMEE-STANLEY (SA)	DY-001.20	- 004.00	MIAMI CUT BR.	231
TOWN LINE-CP147	MH-007.60	- 145.00	MICHIGAN LINE	93
DETROIT LINE-END	FZ-000.00	- 002.10	MONROE I.T.	260
TEFFT-MORONTS	KS-055.90	- 186.00	MORONTS I.T.	145
SCHERERVILLE-AIRLINE	MQ-280.15	- 285.50	MUNSTER I.T.	198
CHICAGO LINE-SOUTH BEND	UV-000.00	- 002.80	NILES I.T.	207
NOTRE DAME	ZO-009.30	- 010.60	NILES I.T.	280
JACKSON-VANDERCOOK LAKE	VJ-000.70	- 004.20	NORTHERN I.T.	282
BRYAN, OH	IV-058.70	- 059.90	NORTHERN I.T.	294
CP 286-CP OAK	XA-286.90	- 287.80	OAKDALE CONNECTION	219
SOUTH BEND-ALOVERS	VO-000.50	- 002.70	OLIVERS I.T.	200
PLAINWELL-OTSEGO	OW-066.60	- 070.24	PLAINWELL I.T.	275
SOUTH BEND	PM-181.00	- 181.80	PLYMOUTH I.T.	194
PULLMAN JCT TO 130TH ST	PB-000.00	- 005.50	PULLMAN BRANCH	77
BROADWAY-ERIE CROSSING	RH-002.20	- 027.50	RANDALL SEC.	288
HEGEWISCH-CALUMET PARK	GJ-003.80	- 005.50	SC&S I.T.	205
CLEVELAND	IX-000.00	- 001.50	SILVER PLATE I.T.	212



# INDEX BY LINE NAME

SOUTH BEND-PINE	SK-000.00 - 004.00	SOUTH BEND BRANCH	217
ELYRIA YD-S LORAIN	FY-000.00 - 006.80	SOUTH LORAIN I.T.	220
SOUTH BEND (SS&S JCT)	PY-000.00 - 002.60	SS&S CONN.TK.	216
OAKDALE-STANLEY (SA)	DK-001.80 - 005.30	STANLEY SEC.	258
FASSETT-IRONVILLE	TB-001.80 - 005.37	TOLEDO TERMINAL	222
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CHERRY STREET-IRONVILLE	CS-001.26 - 003.68	TOLEDO TERMINAL	225
TOLEDO-WATERVILLE	IW-105.89 - 118.20	TOLEDO TERMINAL	226
TOLEDO TERM RY-TOLEDO TERM	TM-005.00 - 012.70	TOLEDO TERMINAL	229
GIBSON-AUSTIN LAKE	UP-000.00 - 006.70	UPJOHN SEC.	270
49TH STREET-CHICAGO	BK-305.77 - 309.00	WESTERN AVENUE I.T.	196

# DEARBORN DIVISION

## INDEX BY MILEPOST

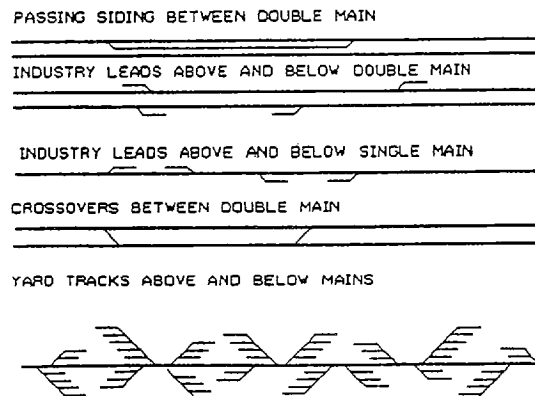
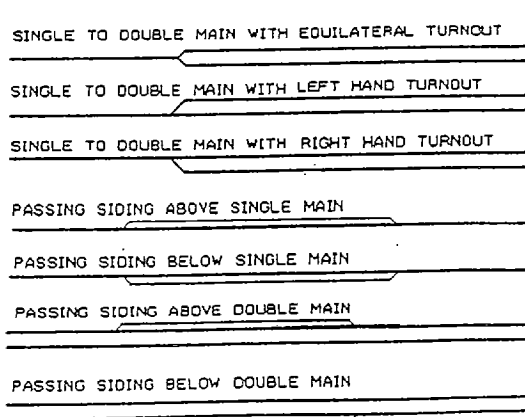
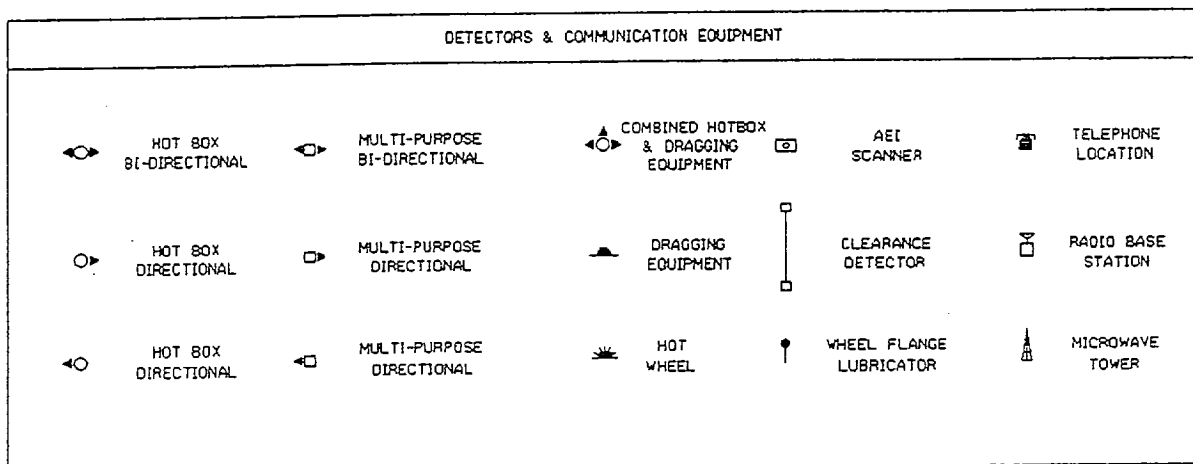
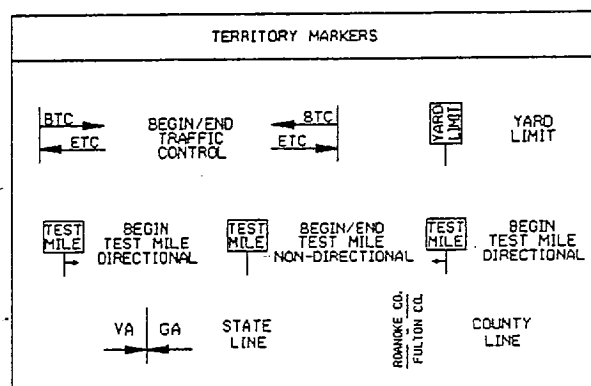
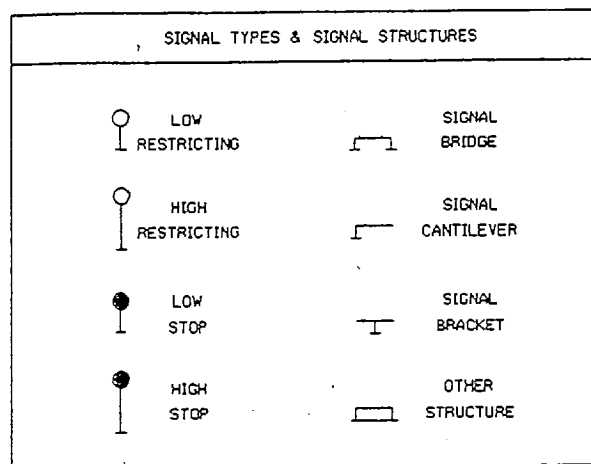
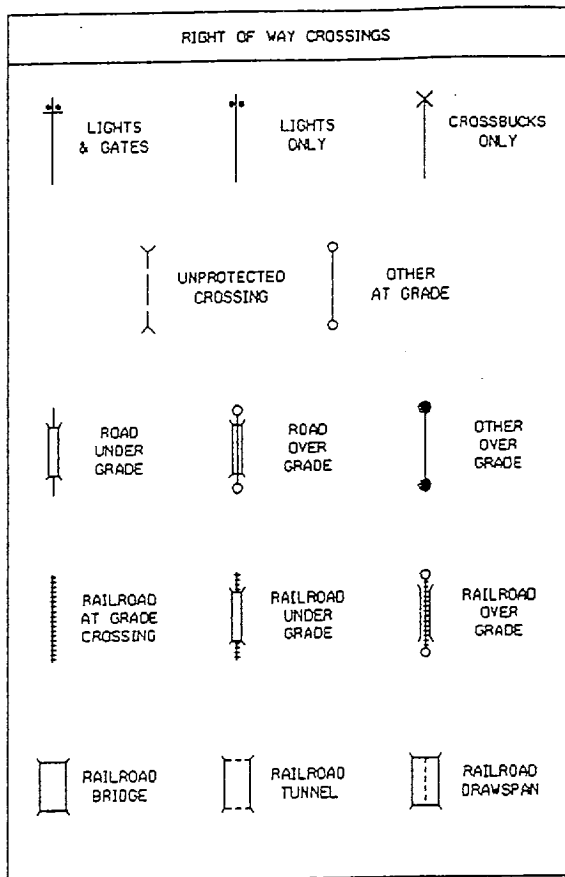
DESCRIPTION	MILEPOST FROM TO	LINE	PAGE
EUCLID-BAY VILLAGE	B-172.00 - 197.30	CLEVELAND	121
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DOW-FLORIDA	IK-124.80 - 127.20	INDIAN CREEK I.T.	305
BRYAN, OH-BRYAN, OH	IV-058.70 - 059.90	NORTHERN I.T.	294
TOLEDO-WATERVILLE	IW-105.89 - 118.20	TOLEDO TERMINAL	226
CLEVELAND	IX-000.00 - 001.50	SILVER PLATE I.T.	212
GRIFFITH-CHICAGO HEIGHTS	JH-011.00 - 020.30	HARTSDALE I.T.	201
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SCHERERVILLE-AIRLINE	MQ-280.15 - 285.50	MUNSTER I.T.	198
HUGO-BRADY LAKE	OJ-025.50 - 027.40	HUGO I.T.	215
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DOLTON-CALUMET RIVER	QP-293.40 - 294.30	BERNICE R.T.	197
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BROADWAY-ERIE CROSSING	RH-002.20 - 027.50	RANDALL SEC.	288
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CHICAGO LINE-SOUTH BEND	UV-000.00 - 002.80	NILES I.T.	207
CHICAGO AREA	UW-000.00 - 005.30	C.R. & I. I.T.	209
JACKSON-VANDERCOOK LAKE	VJ-000.70 - 004.20	NORTHERN I.T.	282



# INDEX BY MILEPOST

SOUTH BEND-ALOVERS	VO-000.50 - 002.70	OLIVERS I.T.	200
ALBION	VP-021.60 - 023.40	LANSING I.T.	285
FULLER-COMSTOCK PARK	VW-106.00 - 106.90	COMSTOCK I.T.	278
CP 286-CP OAK	XA-286.90 - 287.80	OAKDALE CONNECTION	219
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BOWEN-TERMINUS	XH-088.10 - 092.40	HASTINGS R. T.	272
VULCAN-MICHIGAN ELEVATOR	XK-299.30 - 309.80	CLINTON I.T.	232
CEDAR RIVER	XM-057.10 - 058.90	LANSING I.T.	284
KANKAKEE	YK-000.00 - 000.60	EAST BRADLEY I.T.	195
TWIN-CROWN(CHRYSLER YD)	ZC-000.00 - 002.40	CHRYSLER LEAD	211
NOTRE DAME	ZO-009.30 - 010.60	NILES I.T.	280

# TRACK CHART SYMBOL LEGEND



001

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD182

CD183

CD184

CD185

5280'

5280'

5280'

5280'

#2  
MAINTENANCE  
#1

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

RAIL

#2

#1

79NW132S 78NW132S 91NW132S 78NW132S  
79NW132S 78NW132S 91NW132S 78NW132S  
85NW132S  
85NW132S

TRAFFIC  
DENSITY MGT

→ 0.0(0.0#2)  
← 0.0(0.0#1)  
→ 13.7(14.7#2)  
← 15.8(14.7#1)

2040

S  
E → W  
N

TRACK  
LAYOUT

#2  
#1

CP 181 DRAWBRIDGE WHISKEY ISLAND

181.22 181.32 181.59 181.60 181.68 181.75  
CD-181.80=RD-123.30  
CLEVELAND LINE  
182.00 182.18 182.30-3MSO-339'  
CD-182.33=ZG-123.90  
182.81-2BSB-60'  
183.24-1BSB-36'  
183.40-2BSB-128'  
183.64-1CBB-10'  
184.03-1CBB-10'  
184.44-3TGB-131'  
184.68-1MAB-16'  
184.84-1DGO-65'

WALKWAY  
E 9TH ST  
WALKWAY  
WALKWAY  
MAIN AVE  
W 3RD ST WHISKEY ISLE  
W 9TH ST  
RTA  
CUYAHOGA RIVER  
CR ML ALLOE  
DRY DOCK RD  
LAKE SHORE BLVD  
FOOT SUBWAY  
FOOT SUBWAY  
LAKE AVE  
W 95TH ST  
WEST BLVD

LINE SEGMENT

3842

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

0.3R 1.00 0.3R 1.00 0.5R 1.00 1.1L 1.00 0.2R 1.00 1.1R 2.00  
0.3R 1.00 0.5R 1.00 1.1L 1.00 0.2R 1.00 1.1R 2.00

FREIGHT SPEED  
TANGENT  
(CURVE)

50 40 50 50

GRADE

-0.23 +0.10 +0.54 +0.91 +0.79 +0.77 +0.66

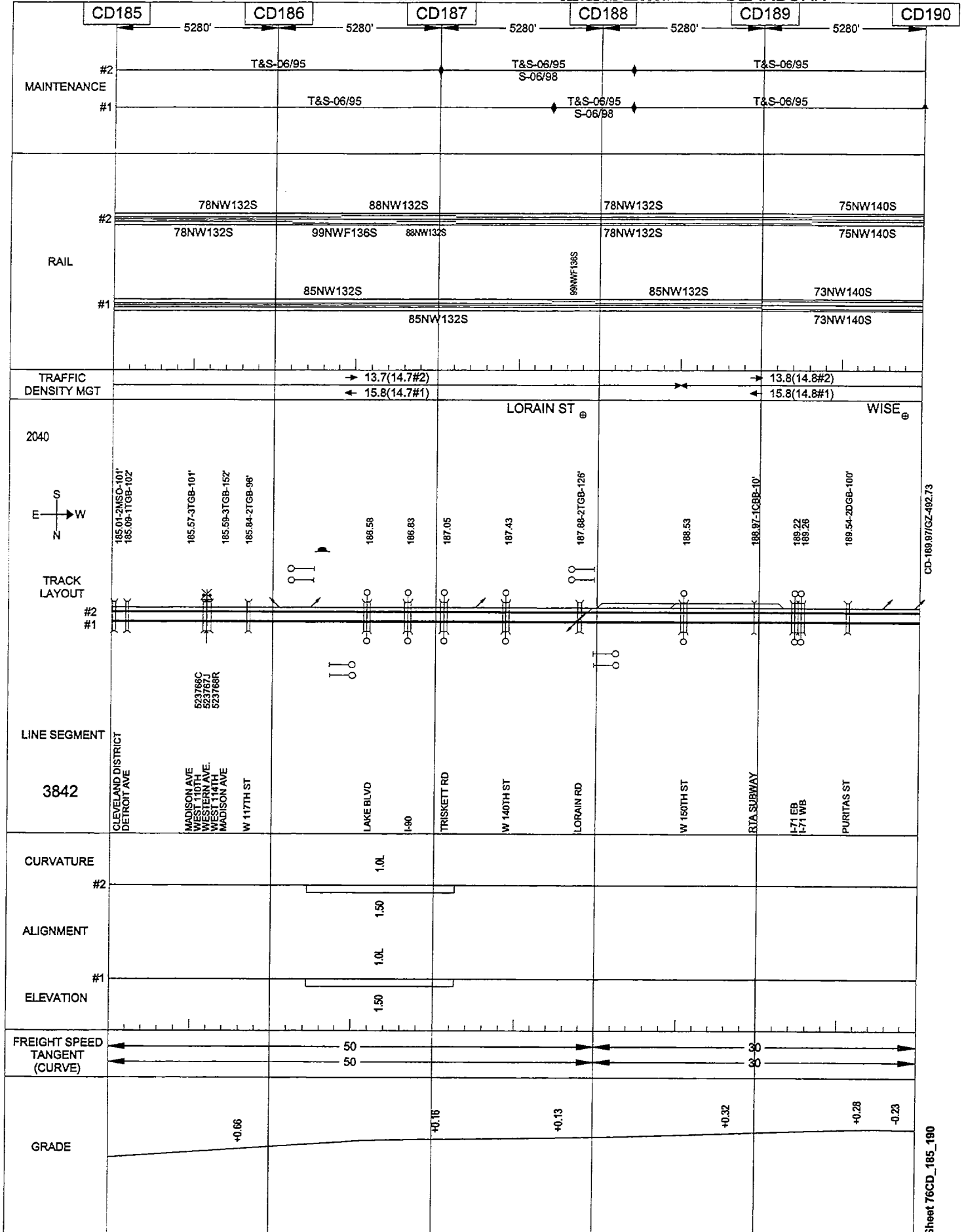
07/03/2001

002

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



CD-189.97/GZ-492.73

Sheet 76CD\_185\_190



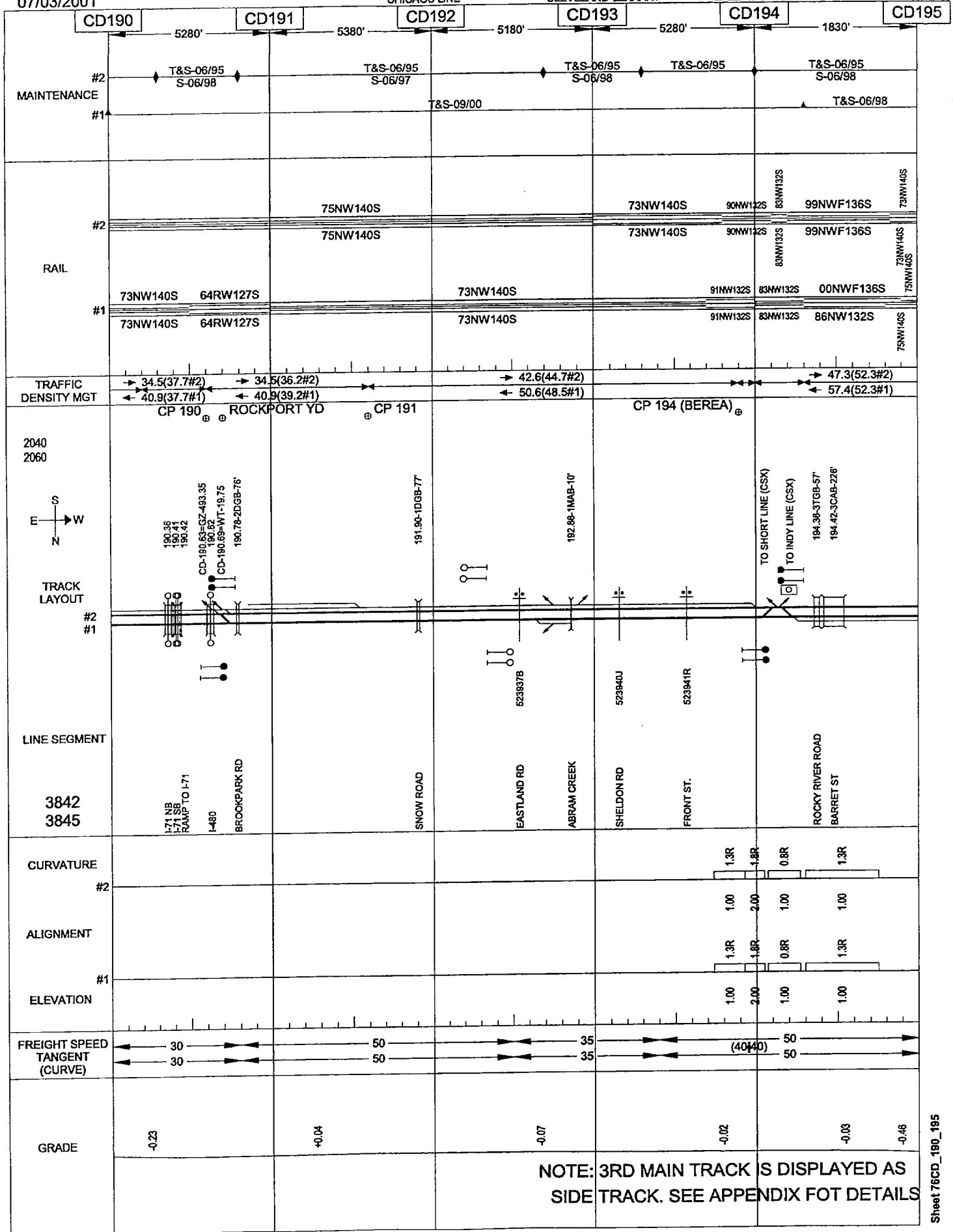
003

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



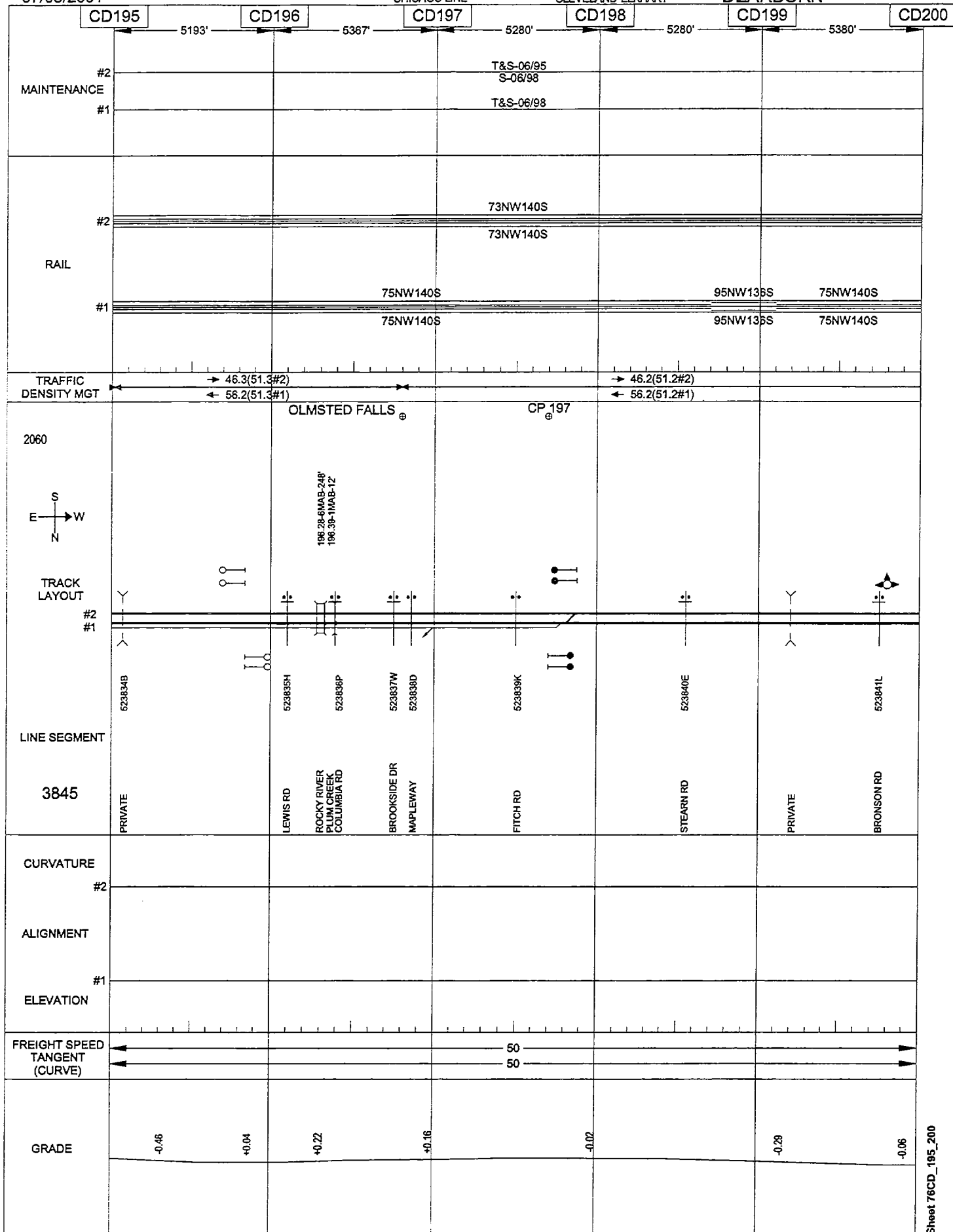
07/03/2001

004

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



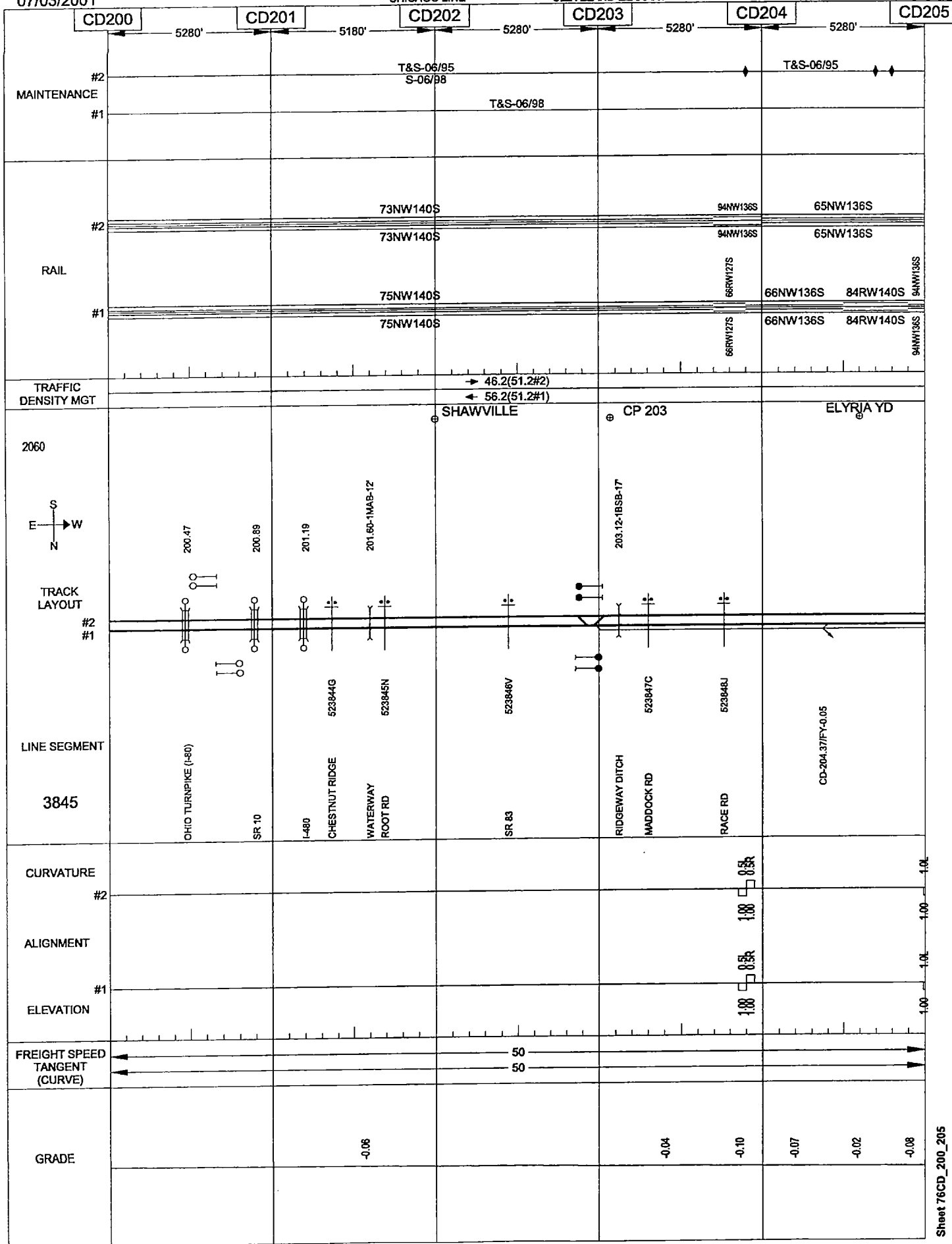
07/03/2001

005

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



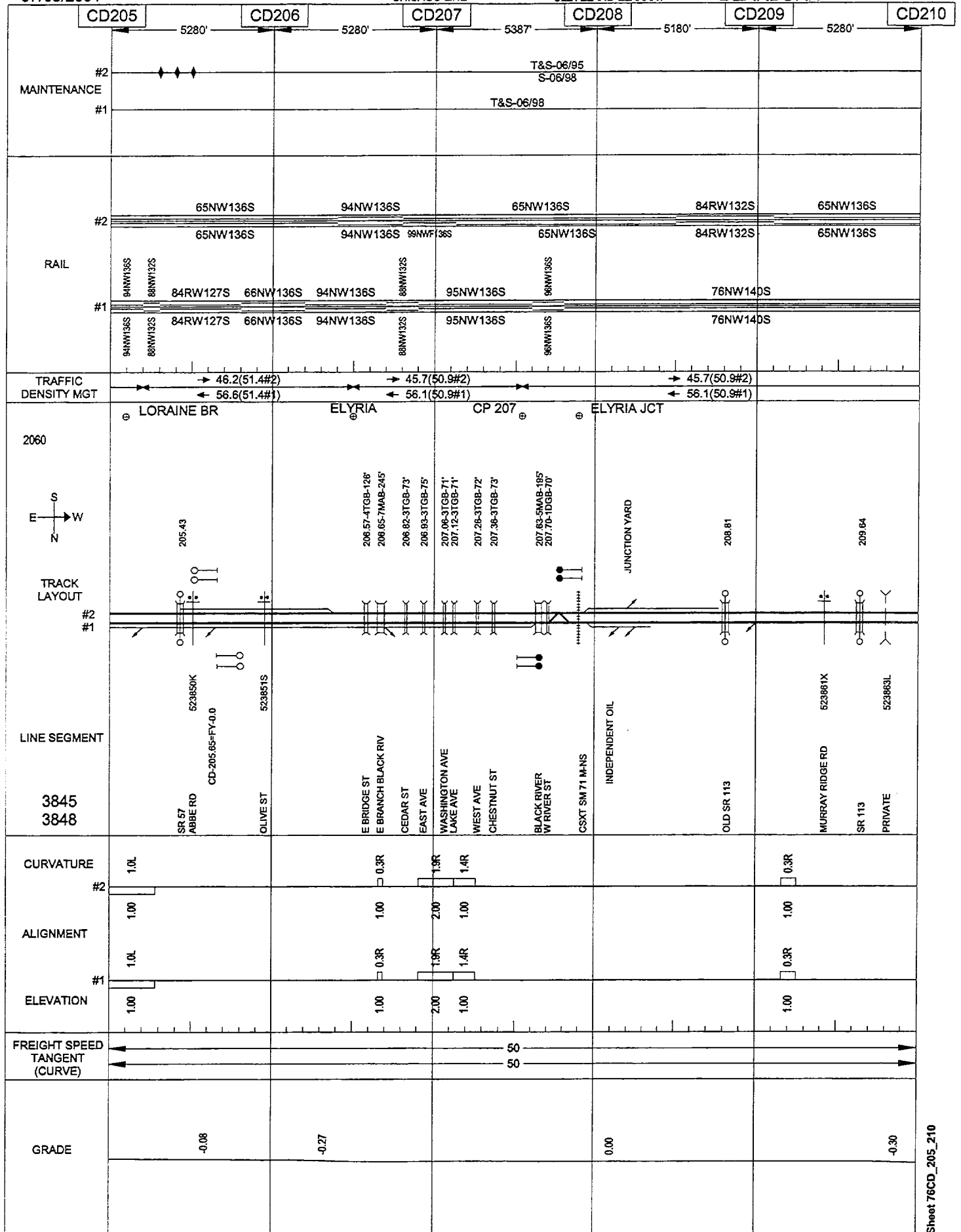
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07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



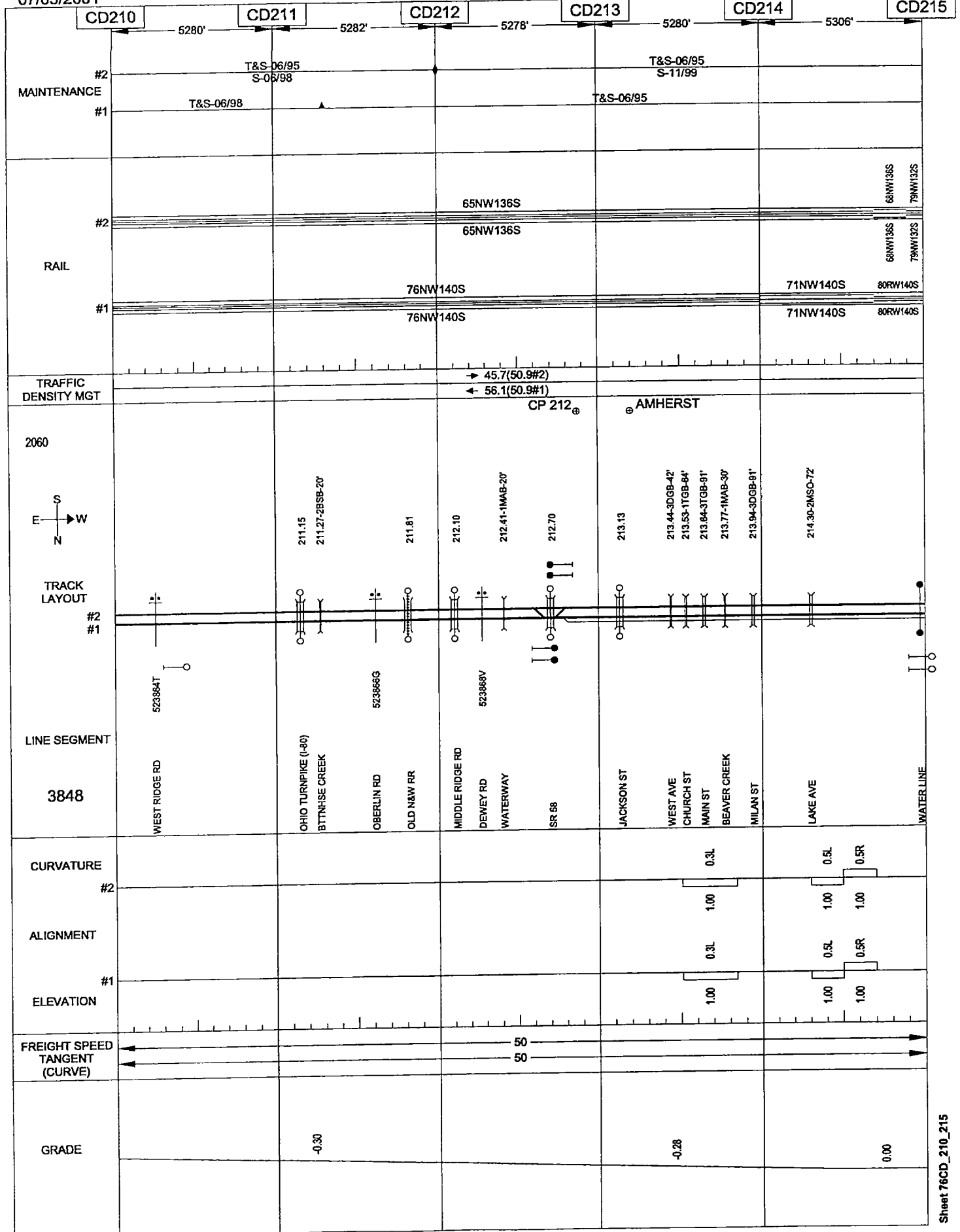
007

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



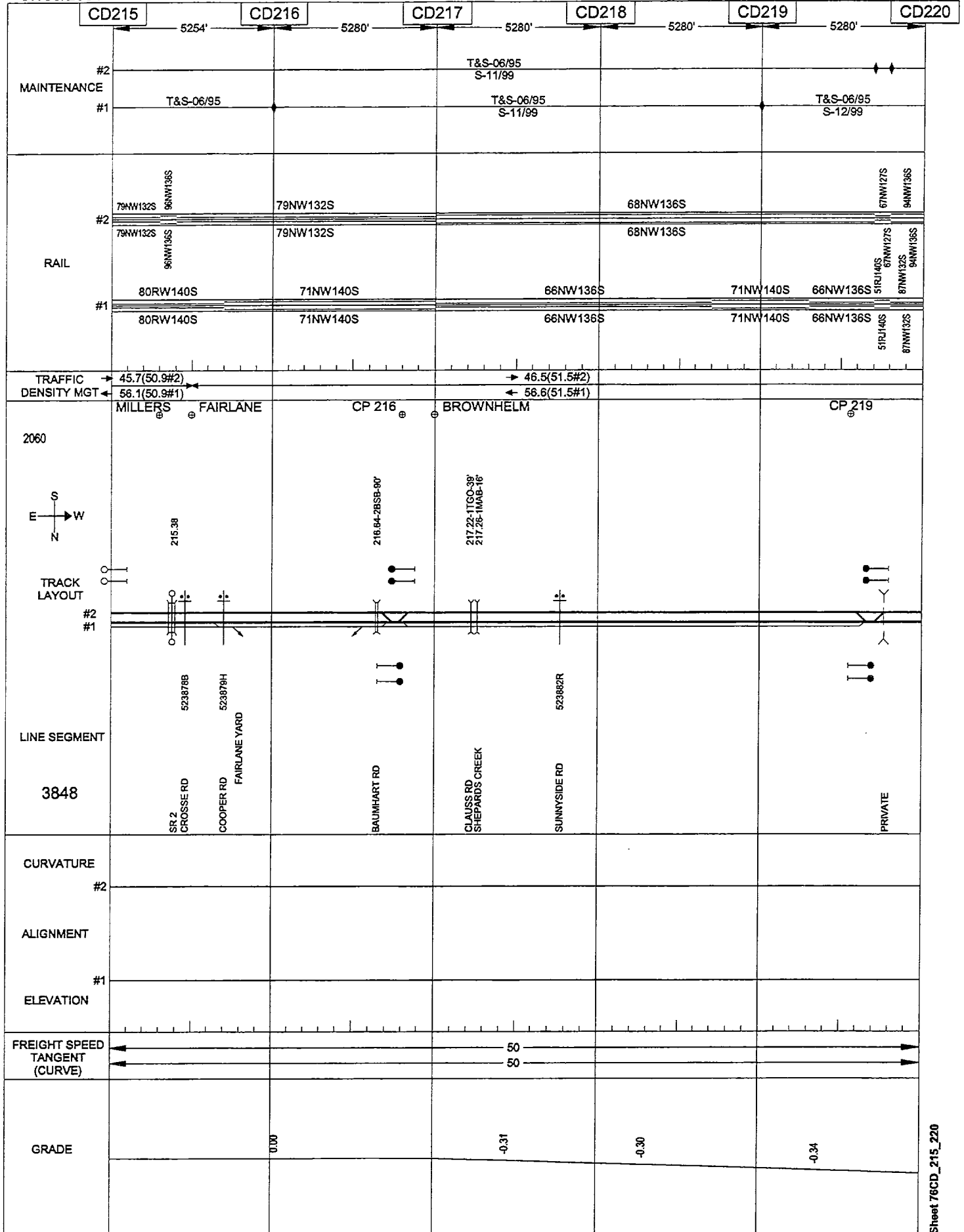


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



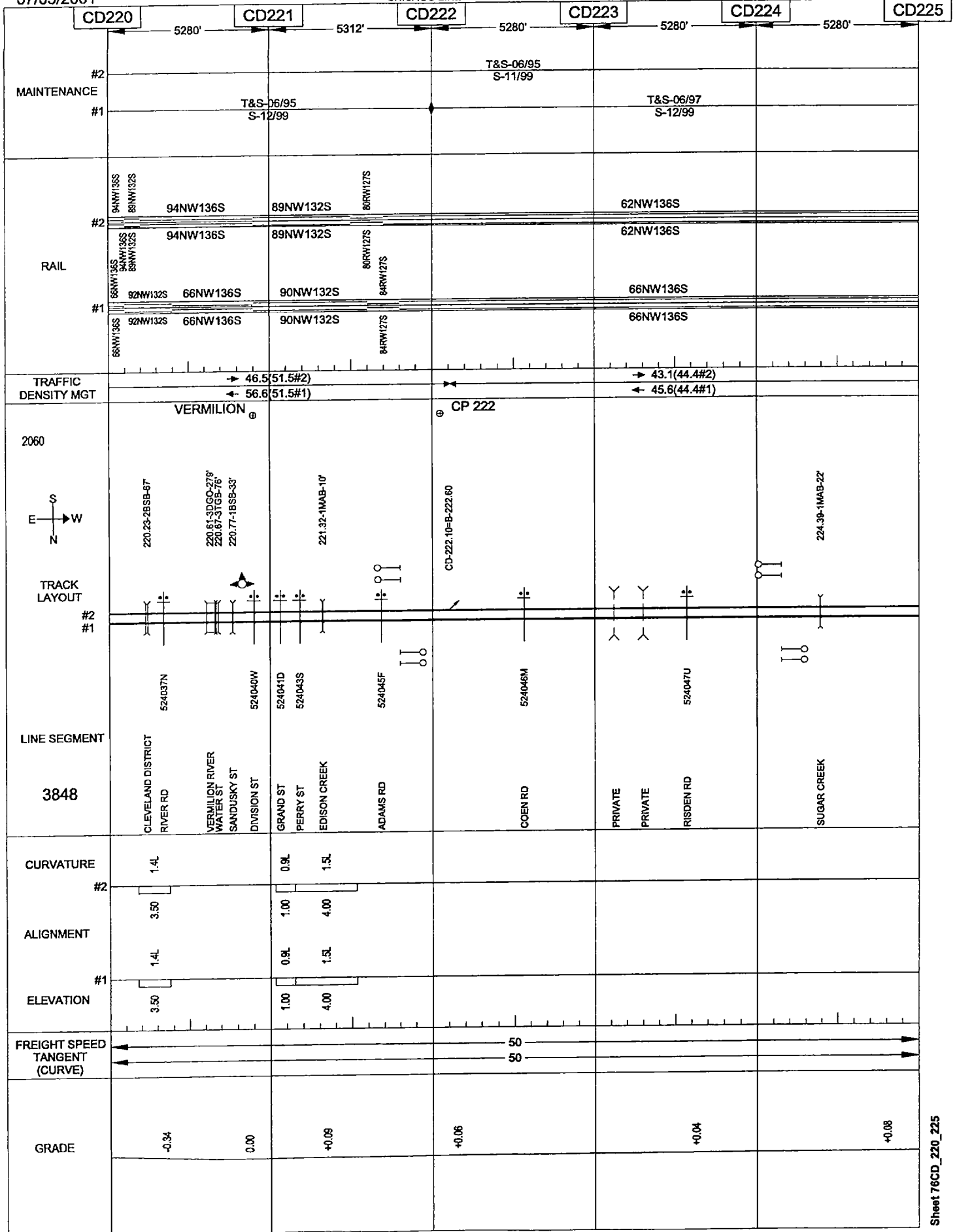
07/03/2001

009

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



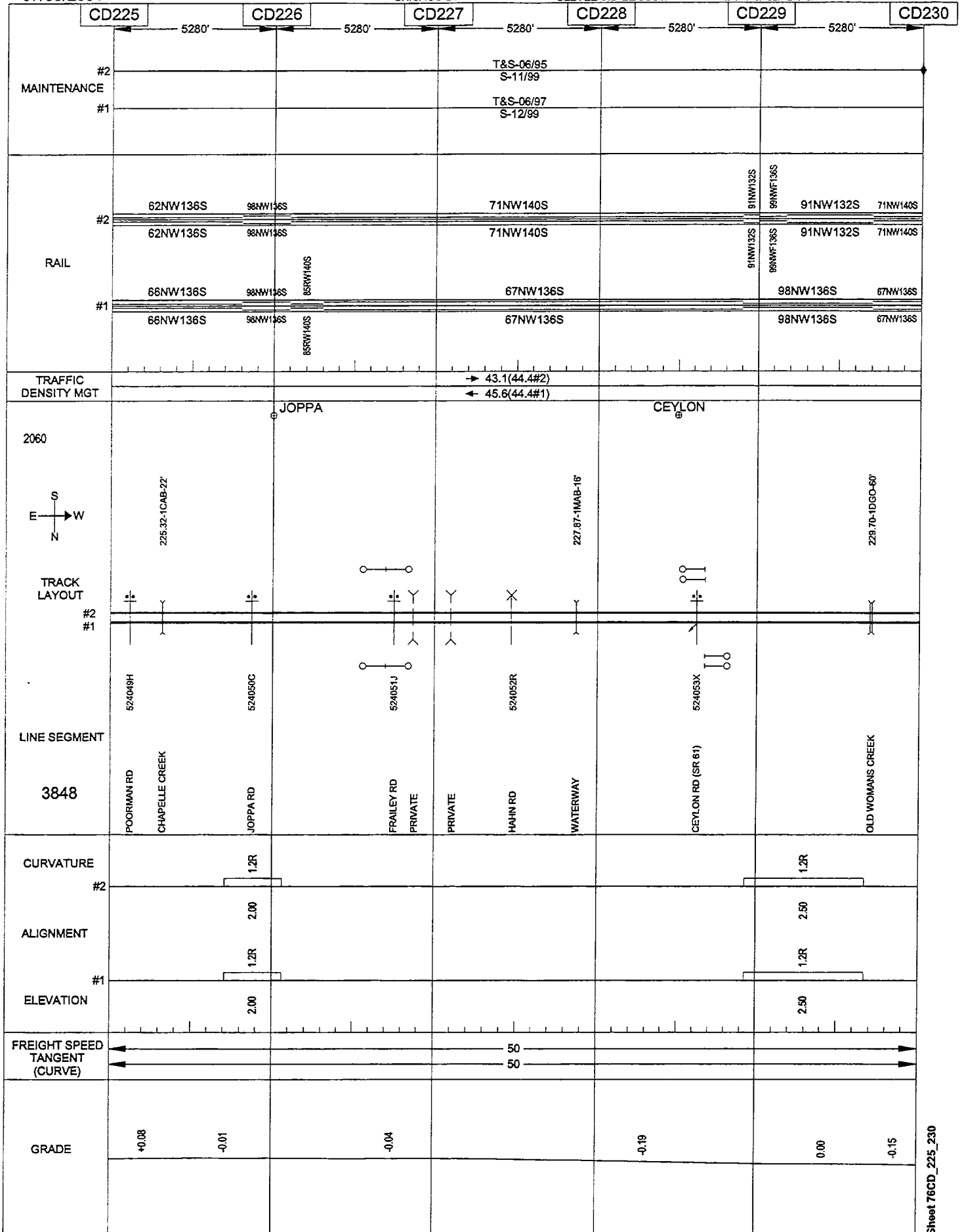
07/03/2001

010

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



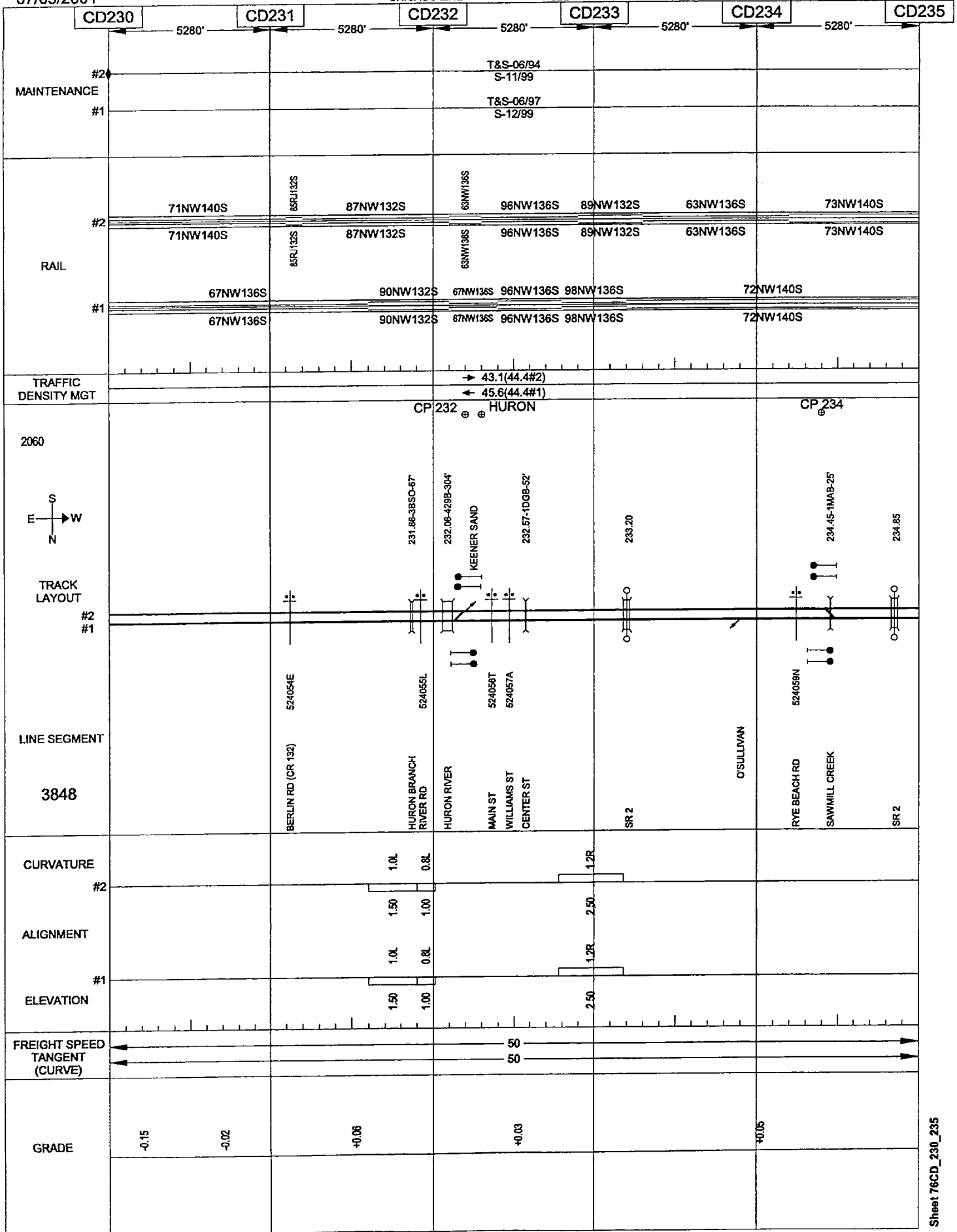
07/03/2001

011

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



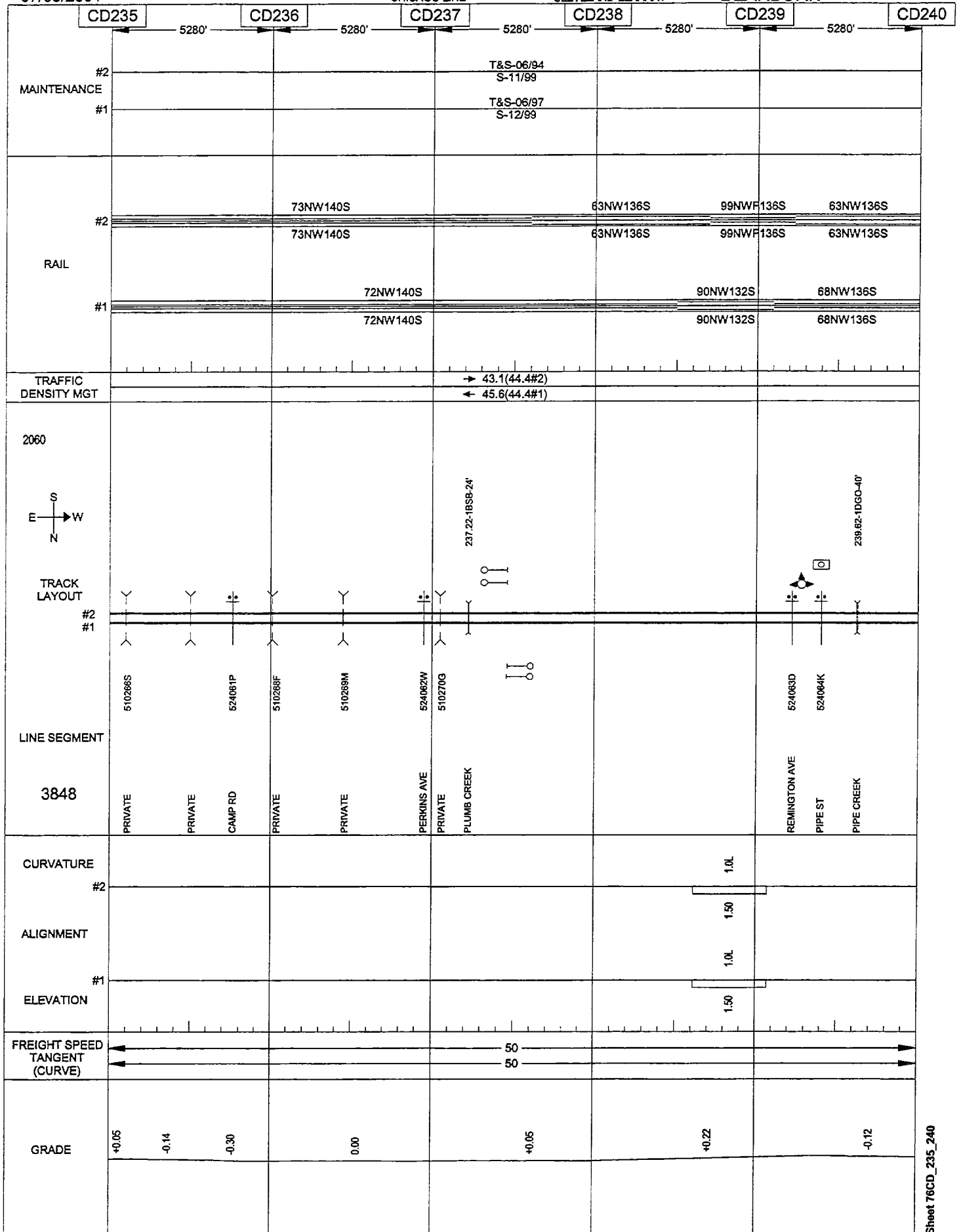
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07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



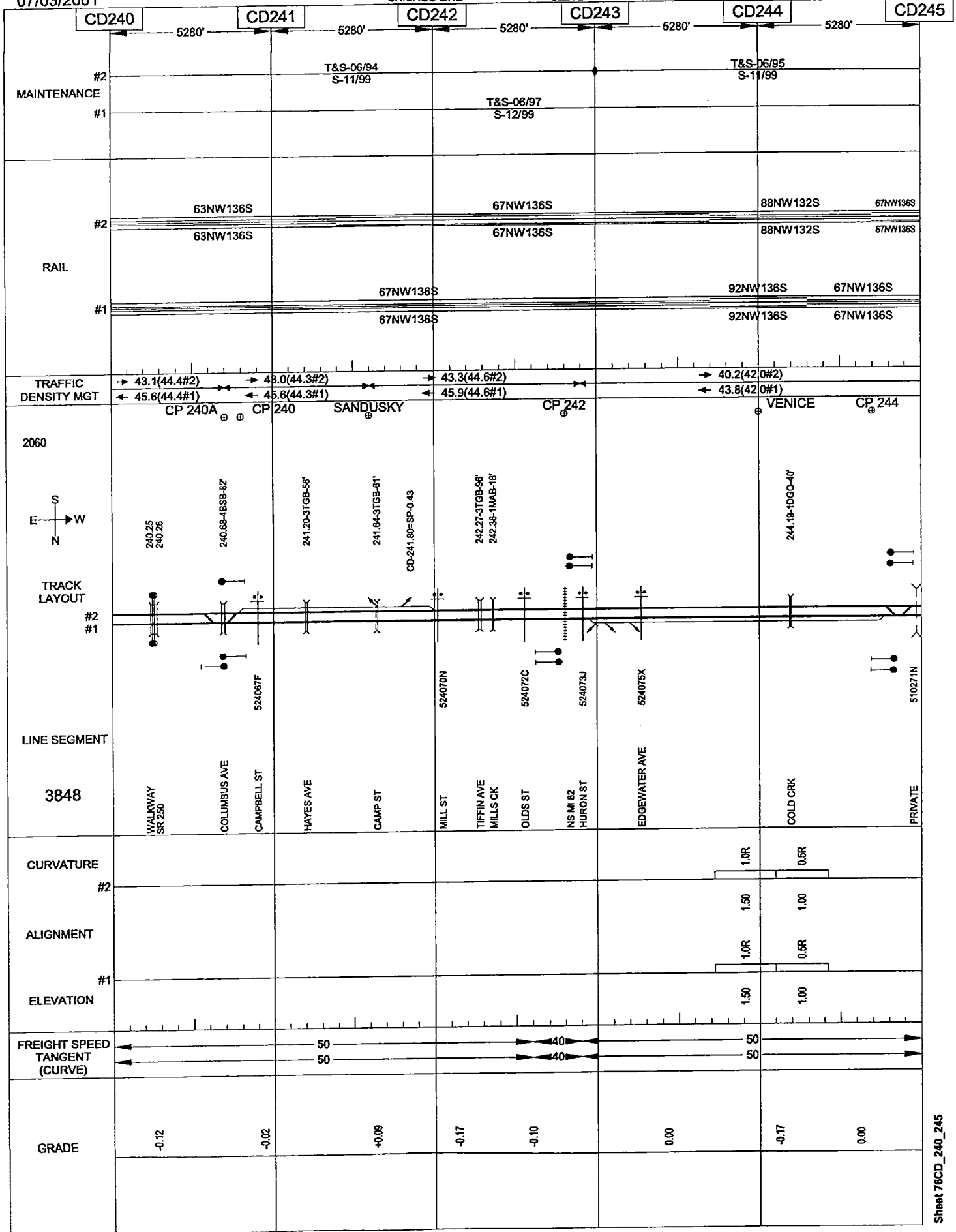


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

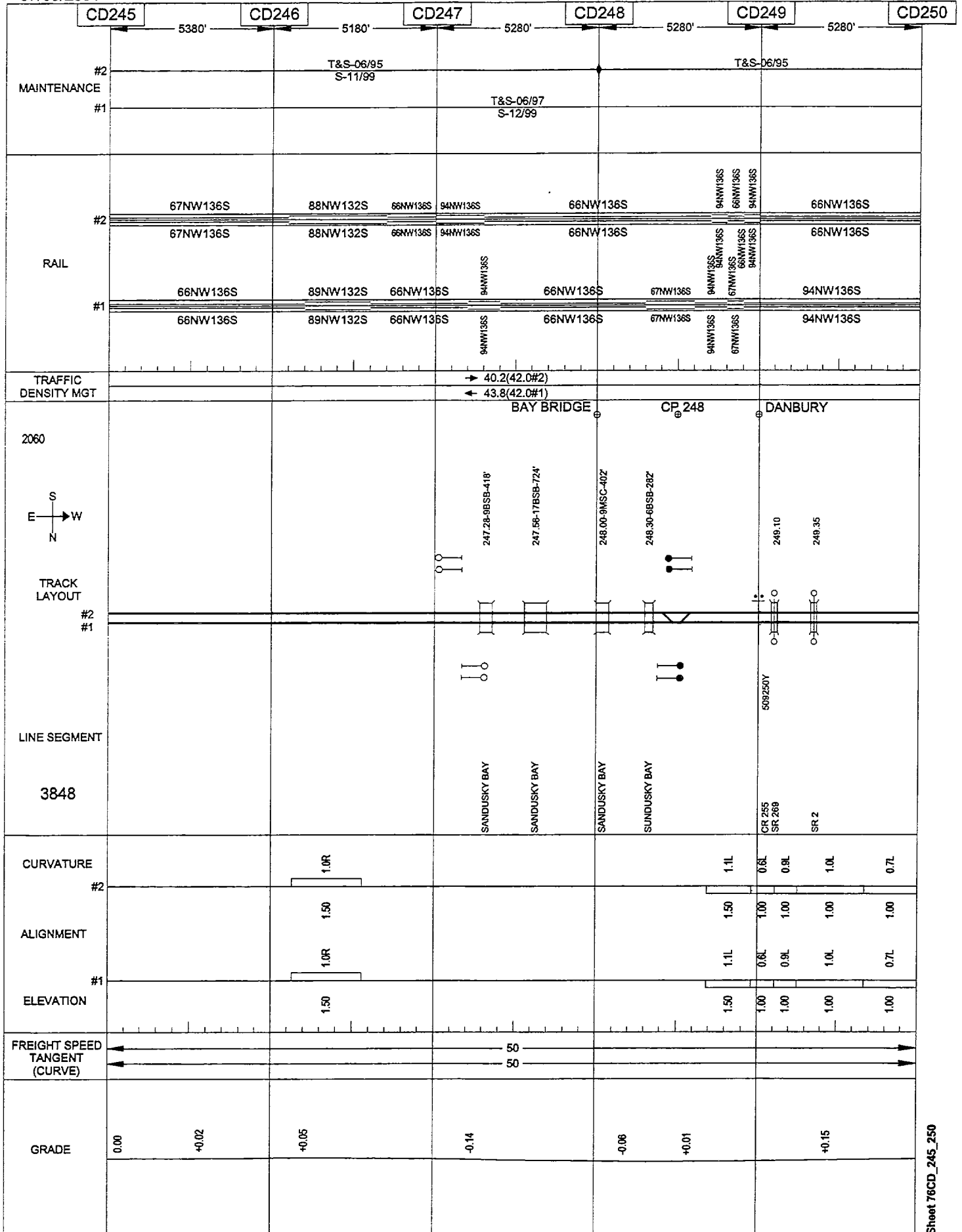


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



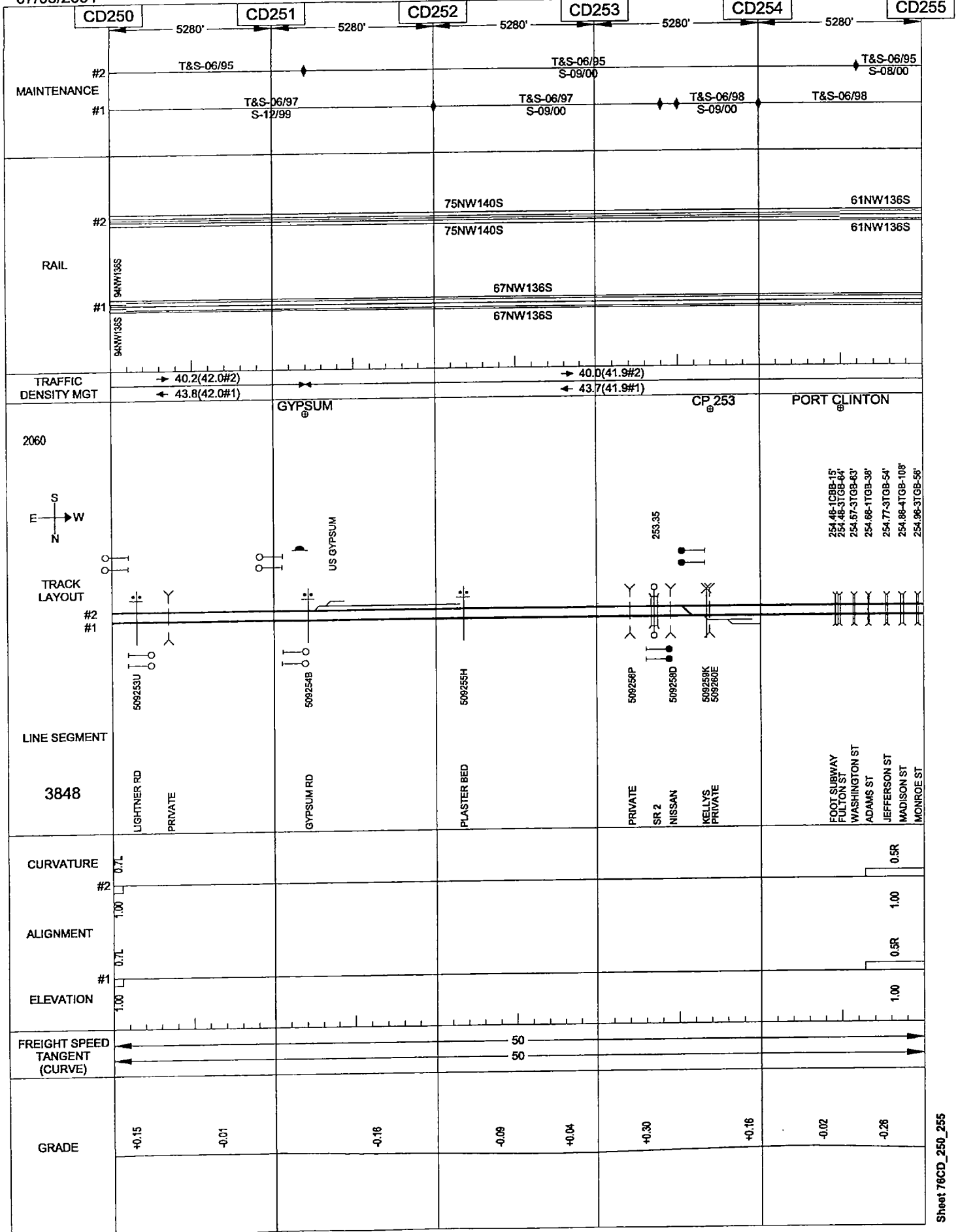
07/03/2001

015

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

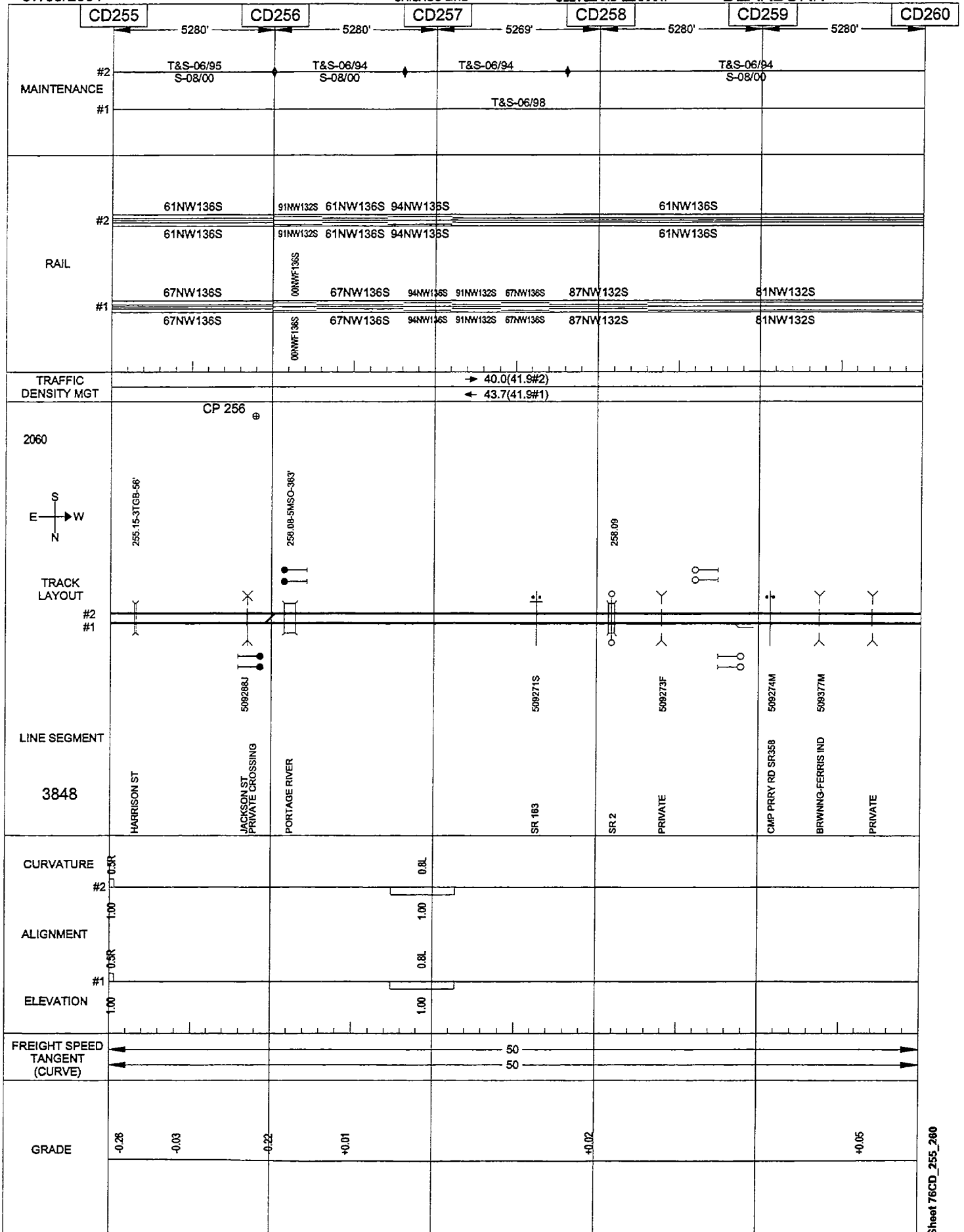


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

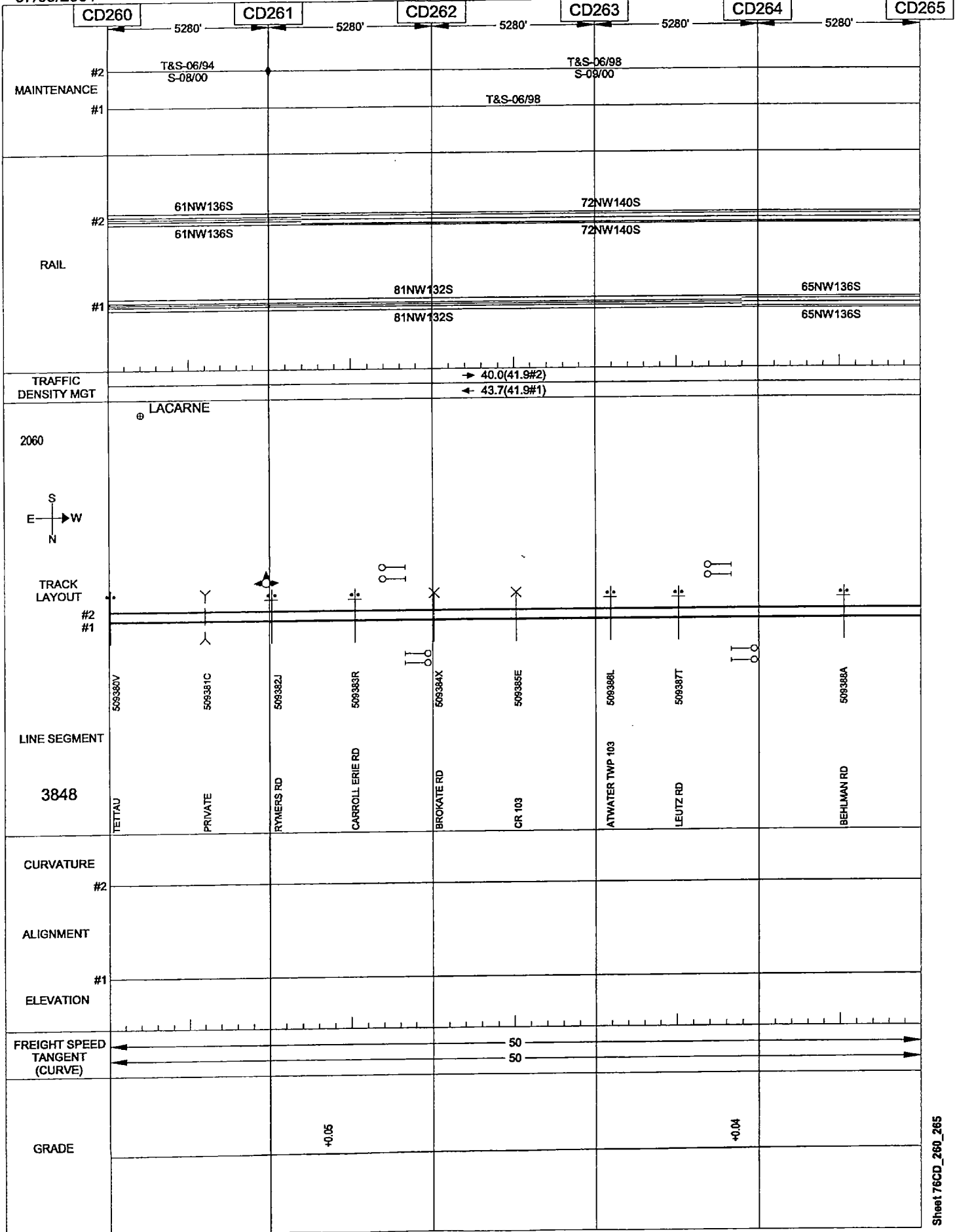


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



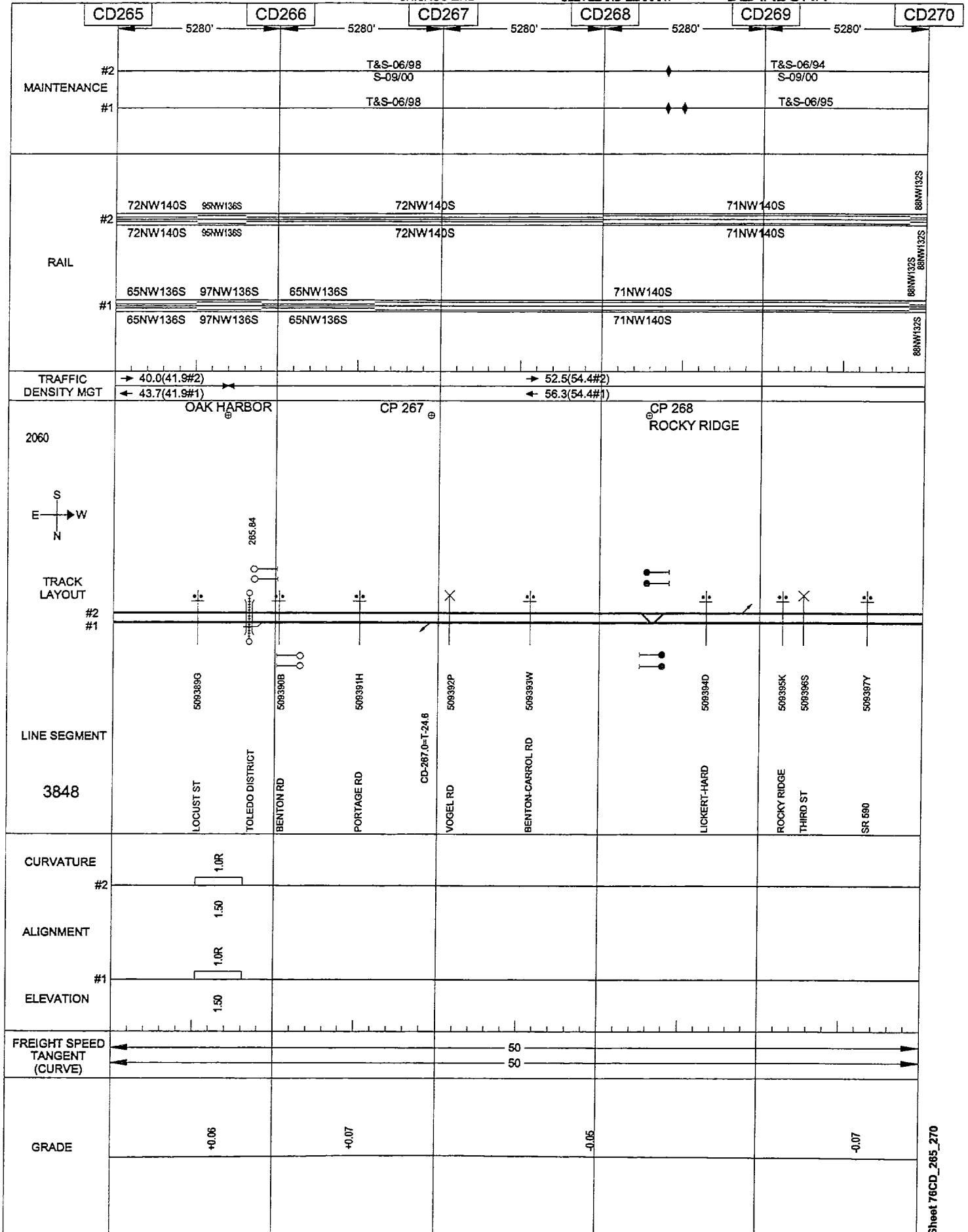


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

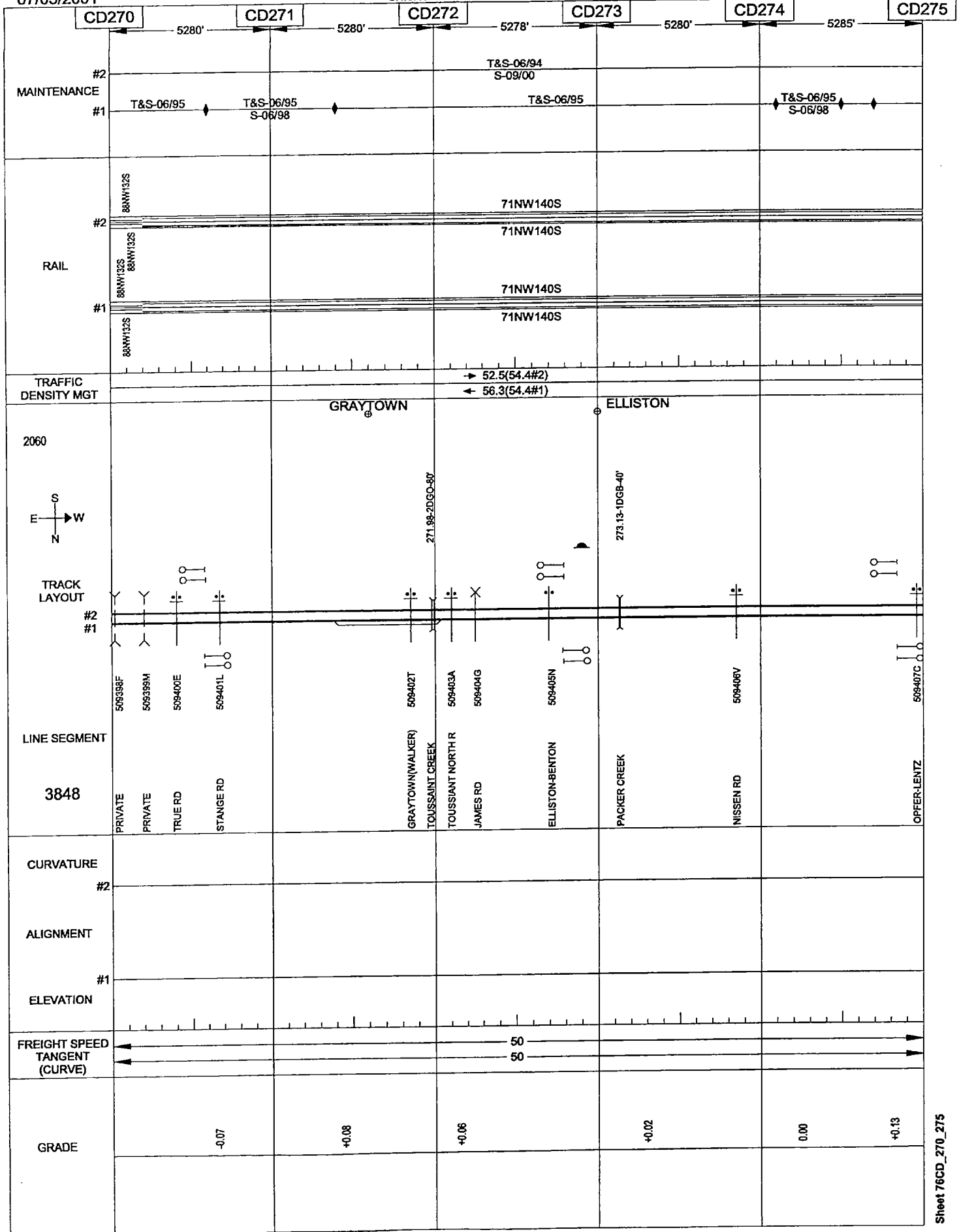


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



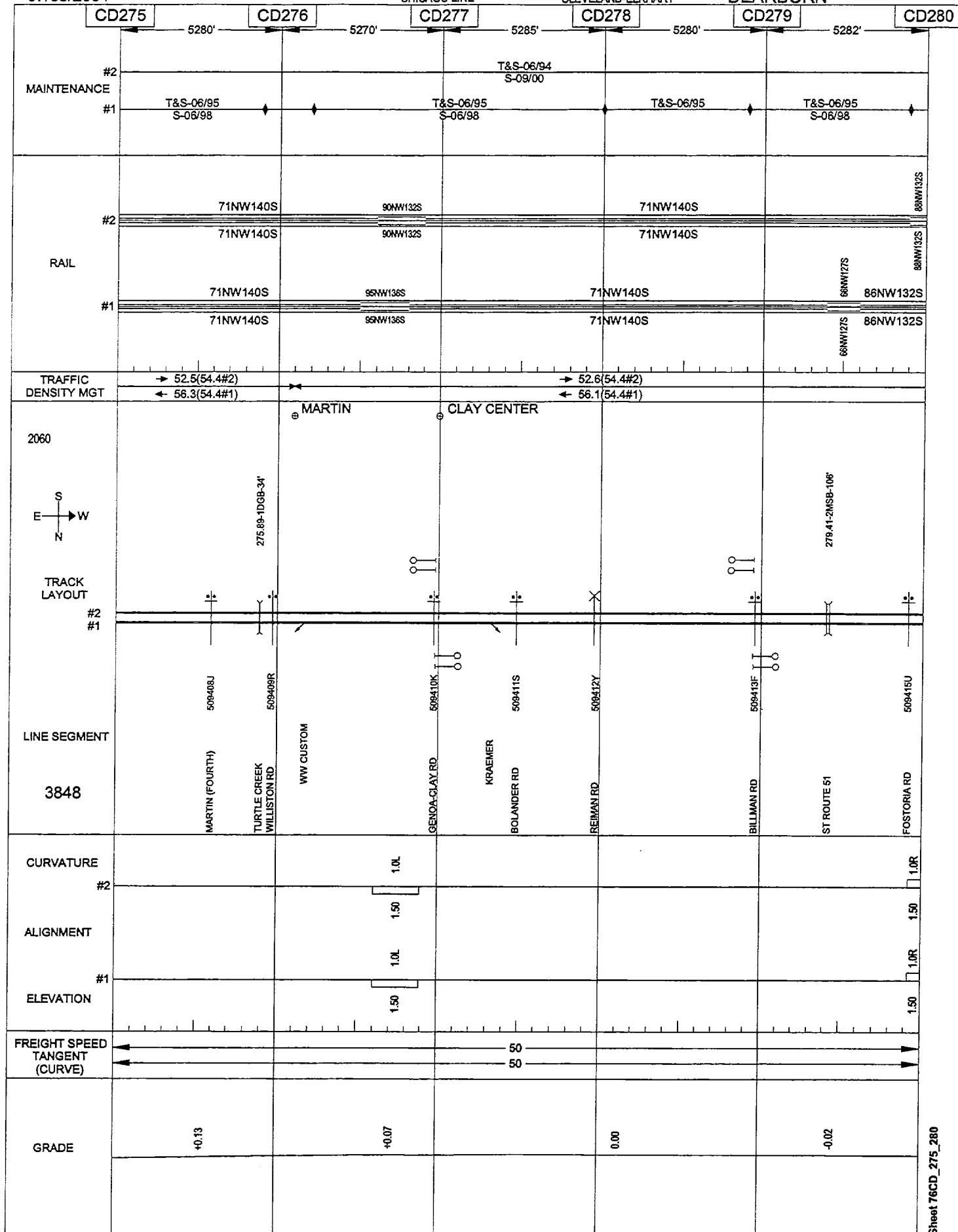
07/03/2001

020

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

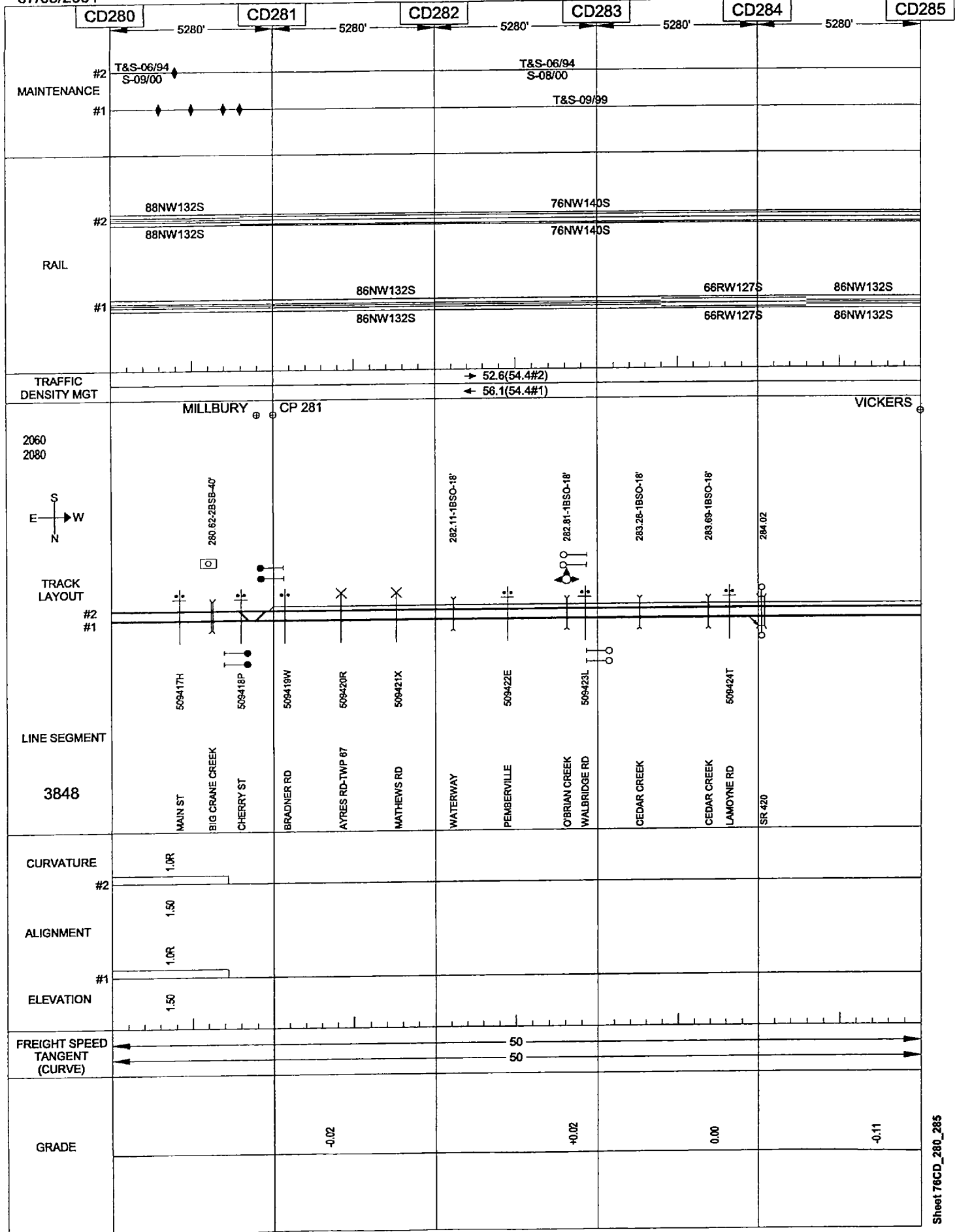


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

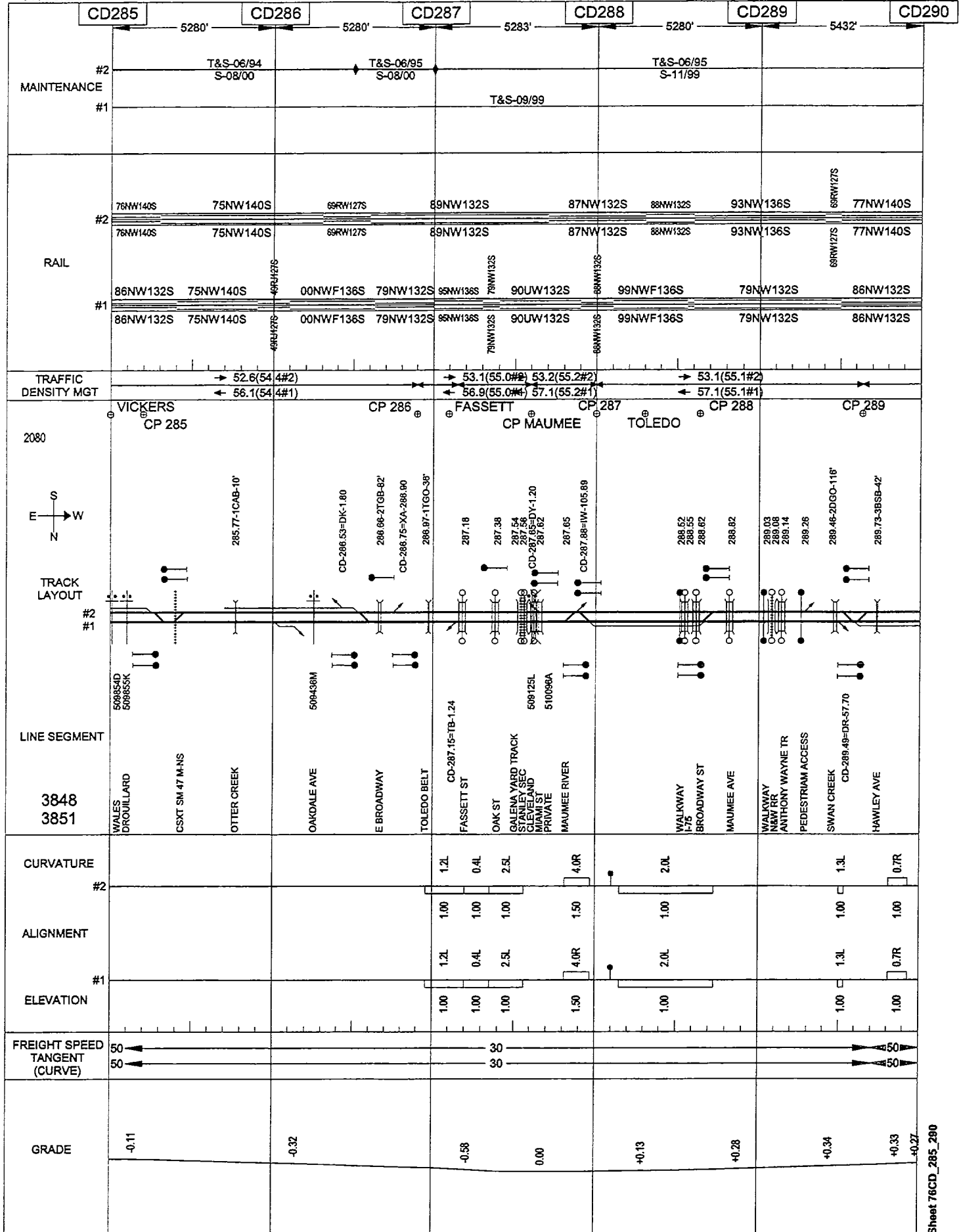


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



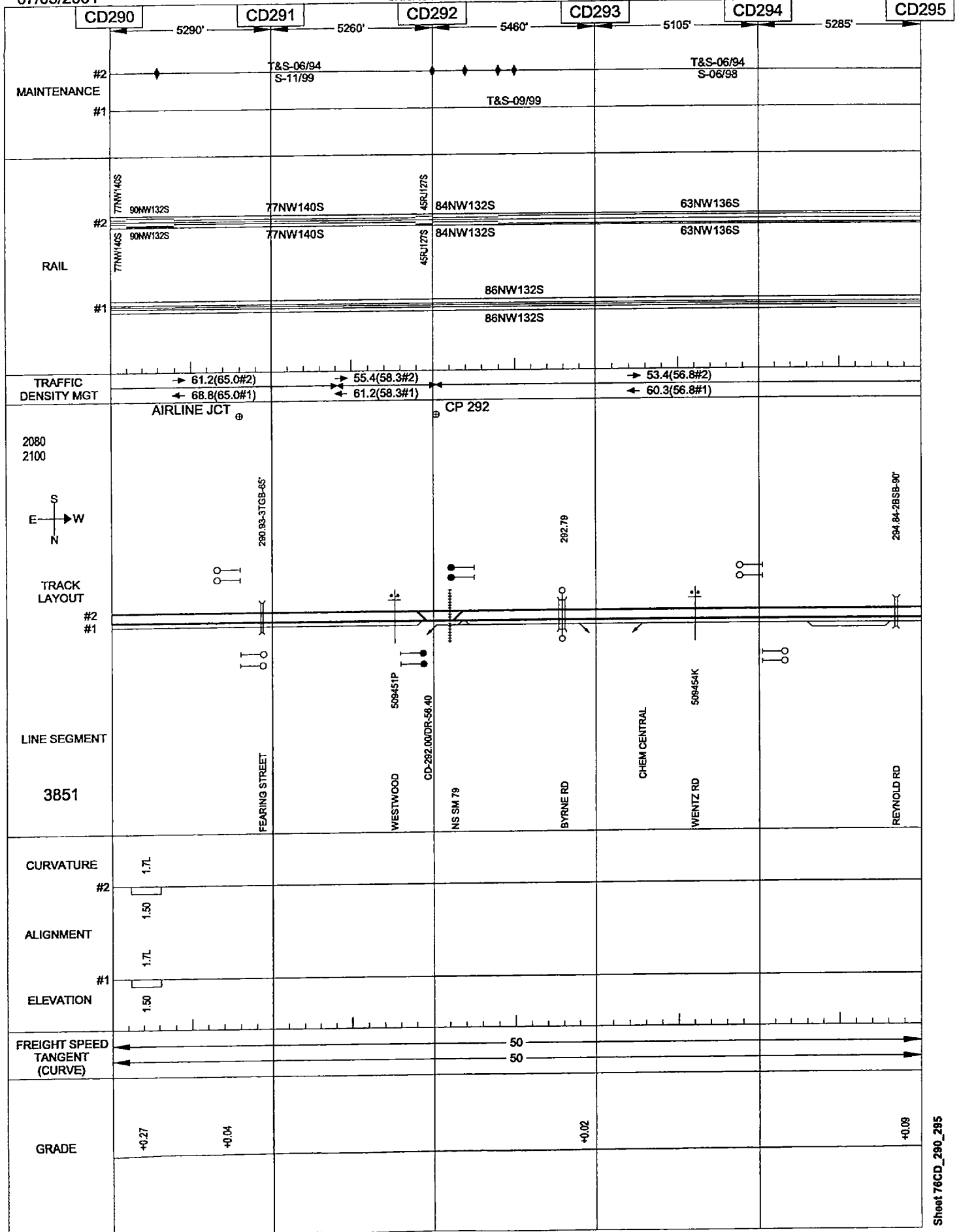
023

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

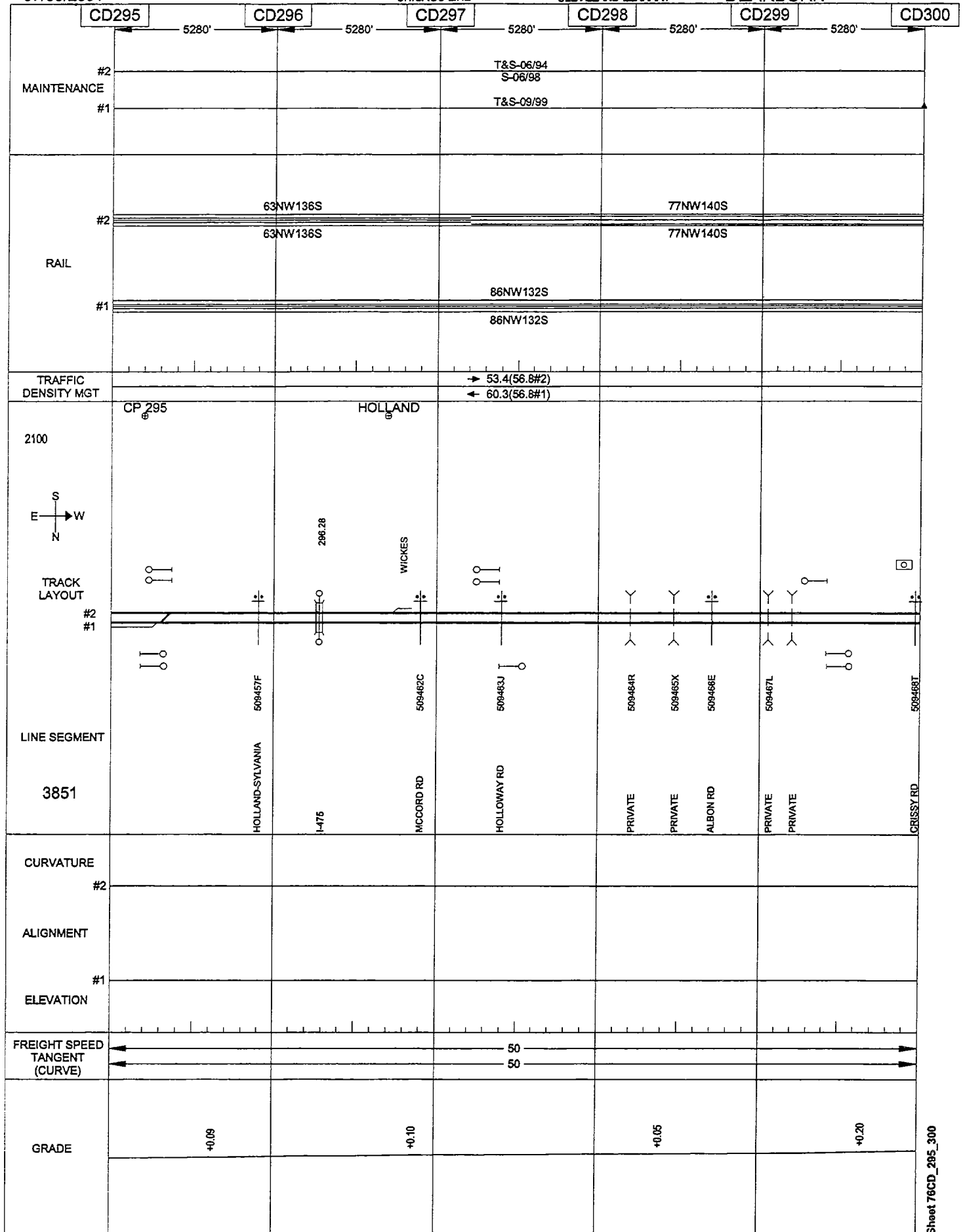


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



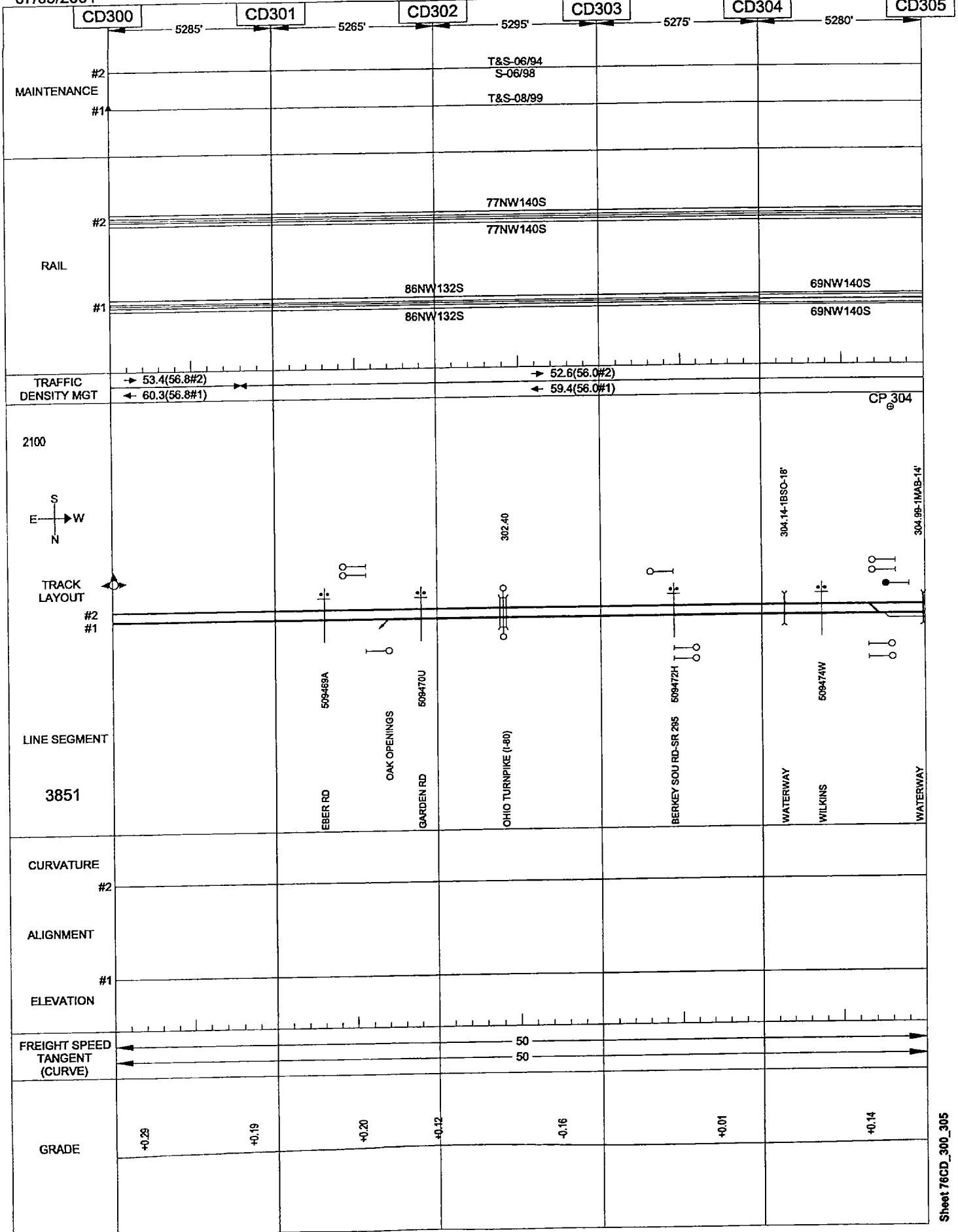
025

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



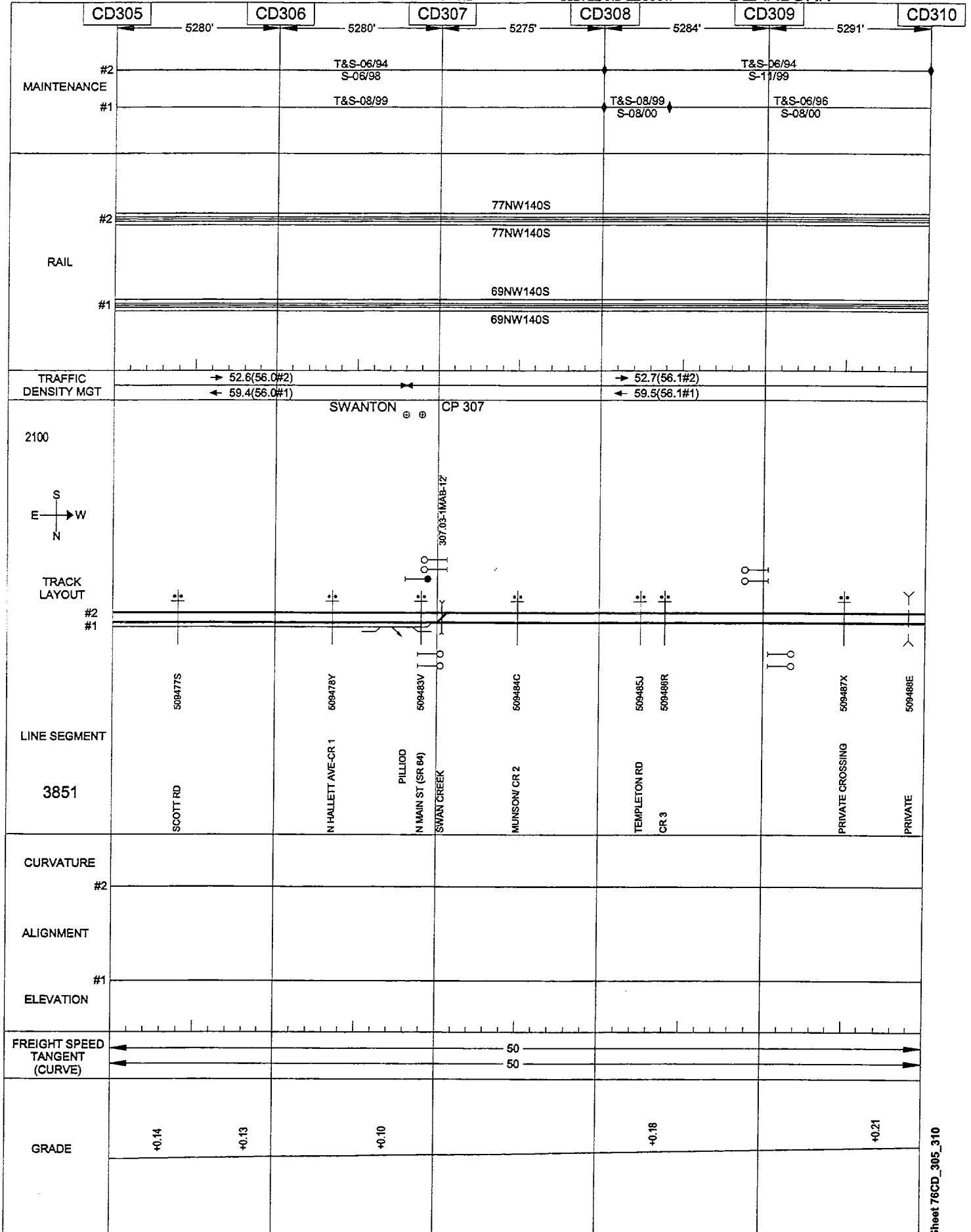


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



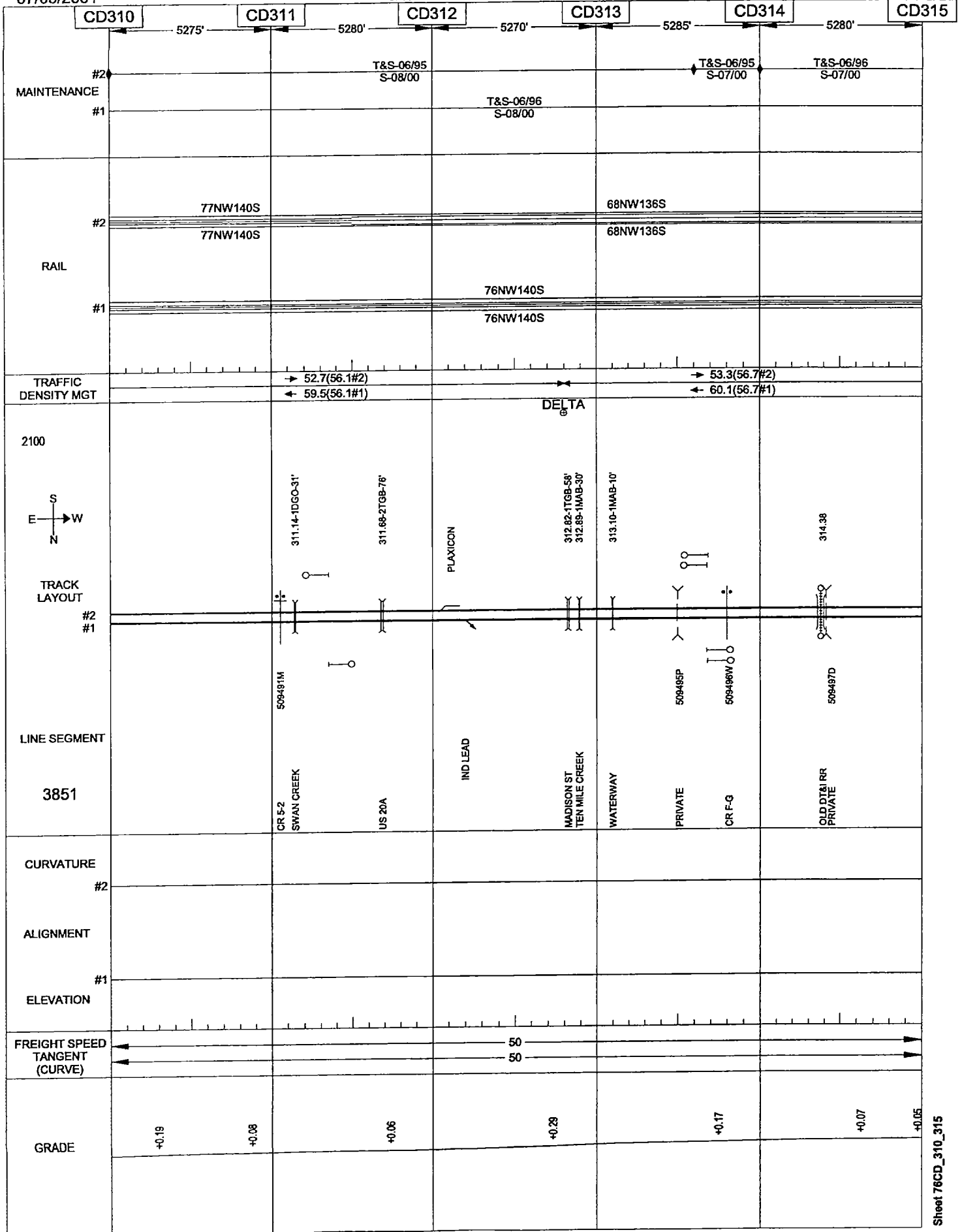
027

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



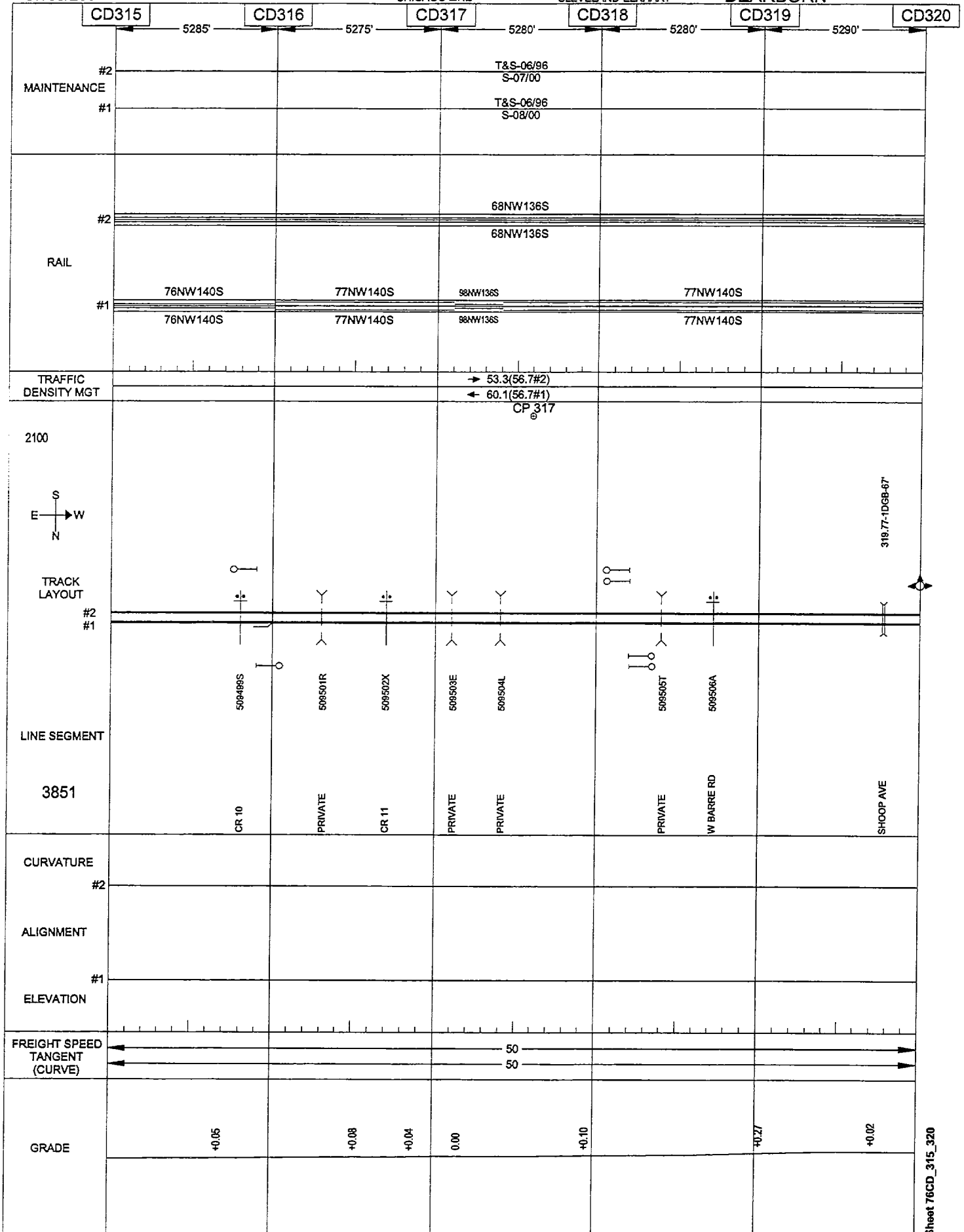
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028

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

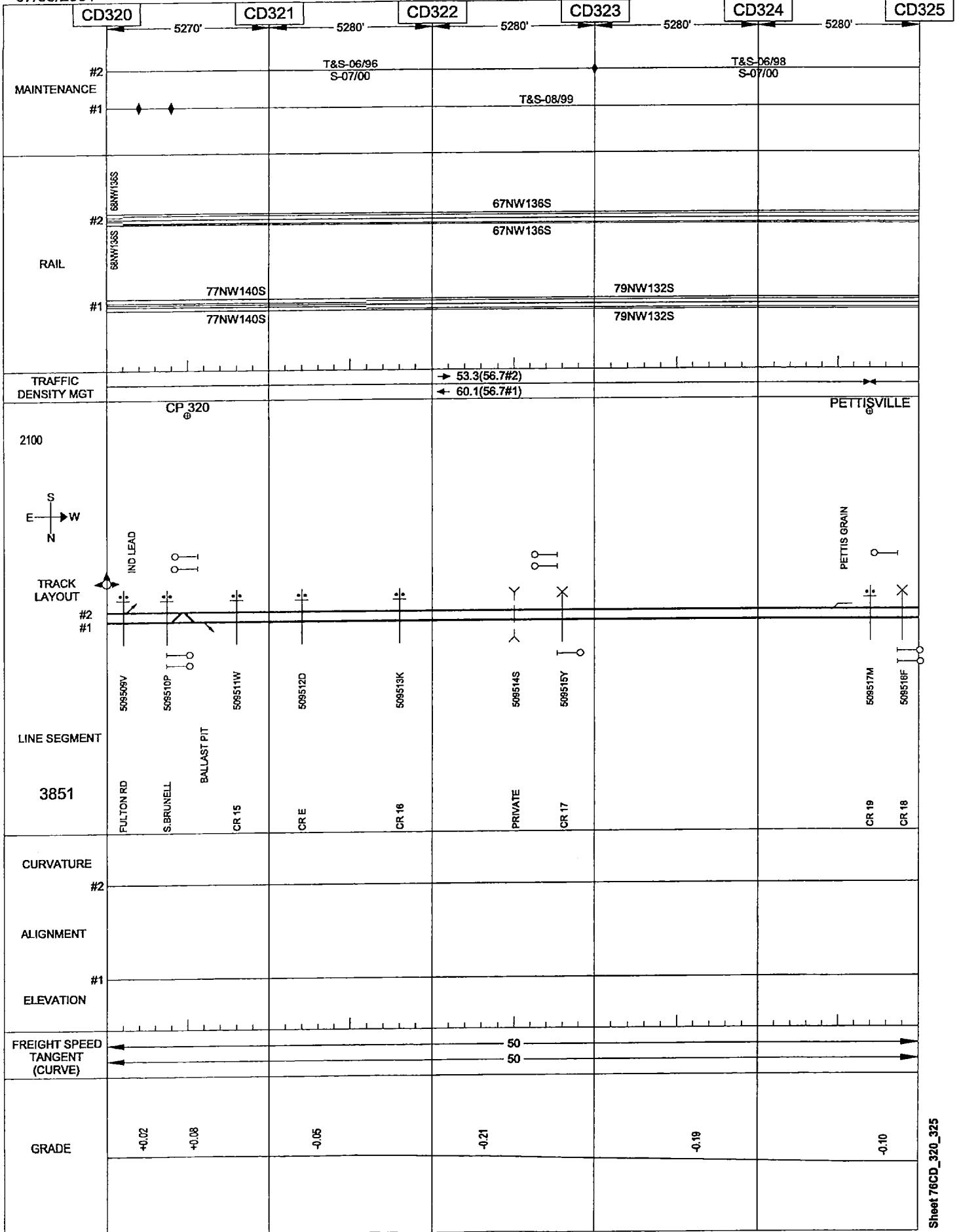


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



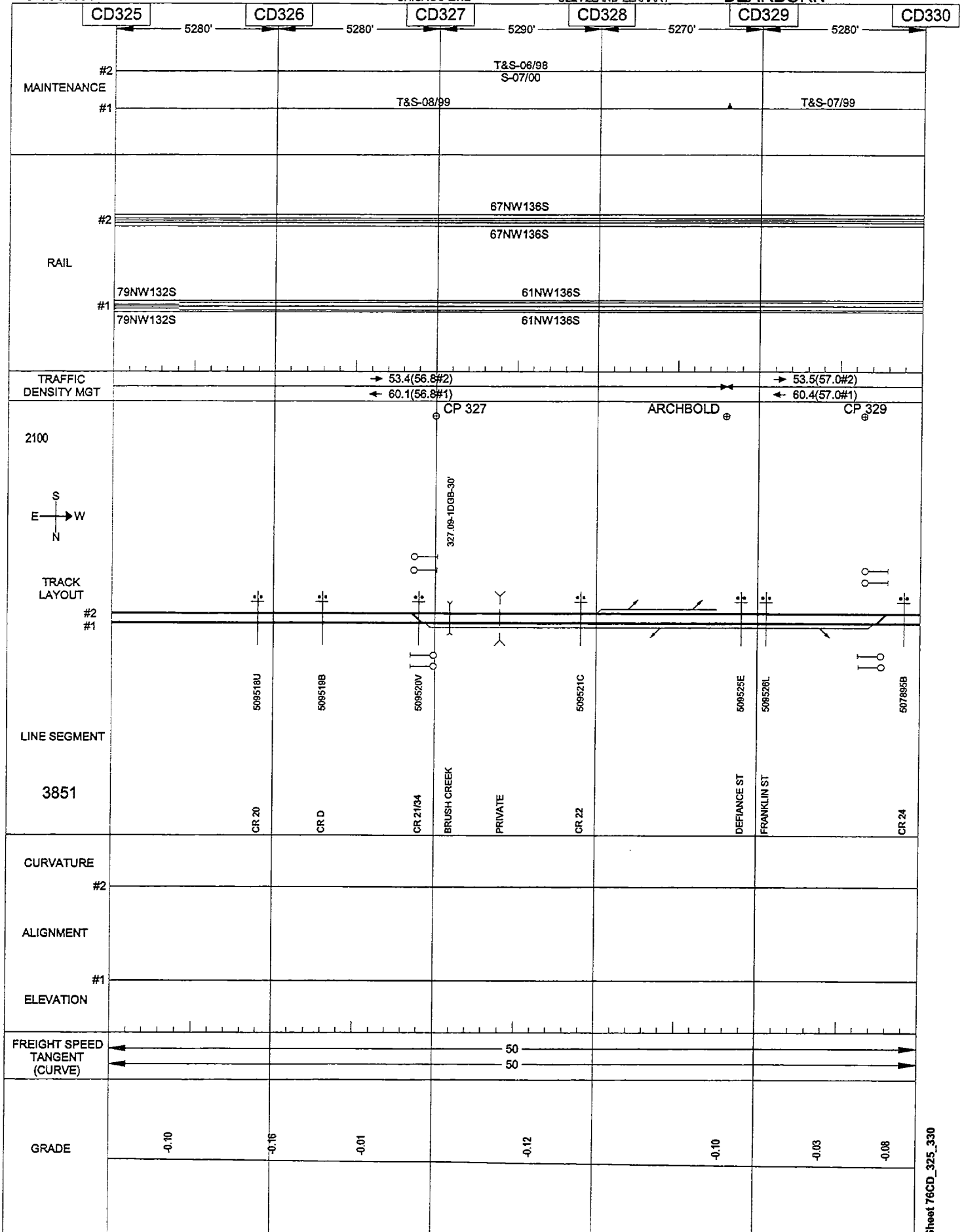
030

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



CD335

--	--

#  
MAINTENANCE  
#

RAIL

67NW136S

73NW140S

	73NW140S
--	----------

TRAFFIC  
DENSITY MGT

60.4(57.0#1)

STRYKER®

2100

TRACK  
LAYOUT

### LINE SEGMENT

3851

## CURVATURE

## ALIGNMENT

**ELEVATION**

FREIGHT SPEED  
TANGENT  
(CURVE)

- 50 -

GRADE

**-0.03**

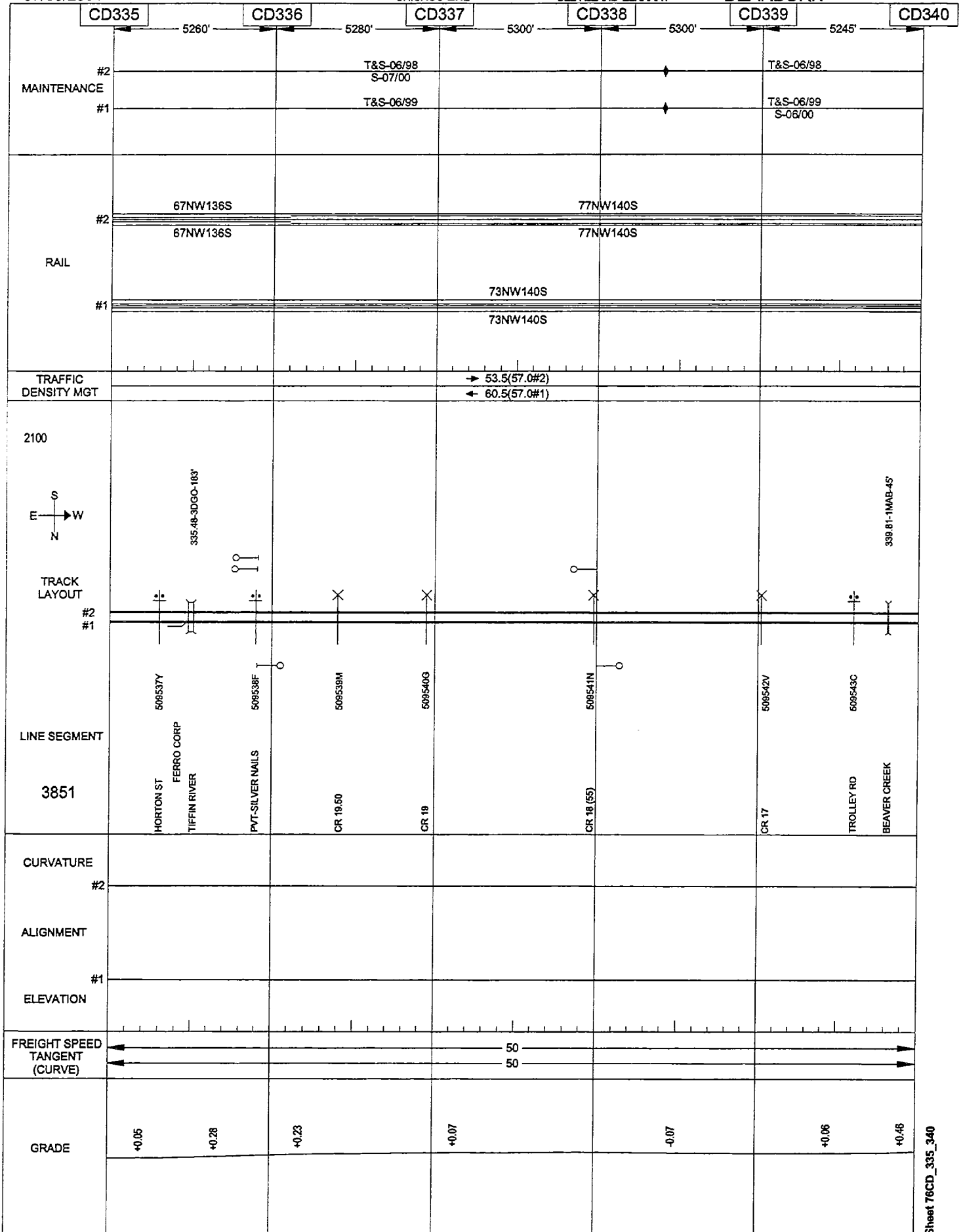
032

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

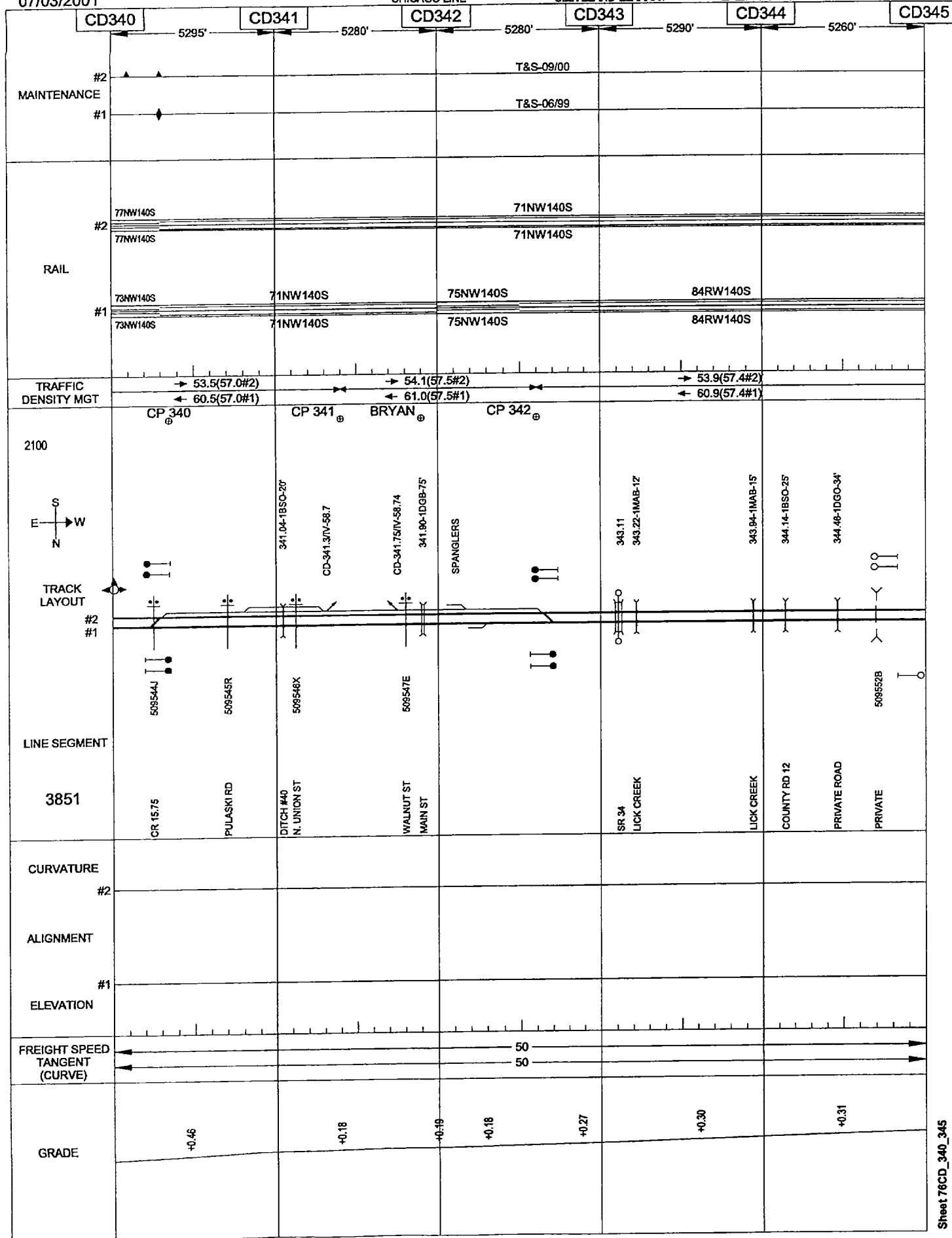


07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN





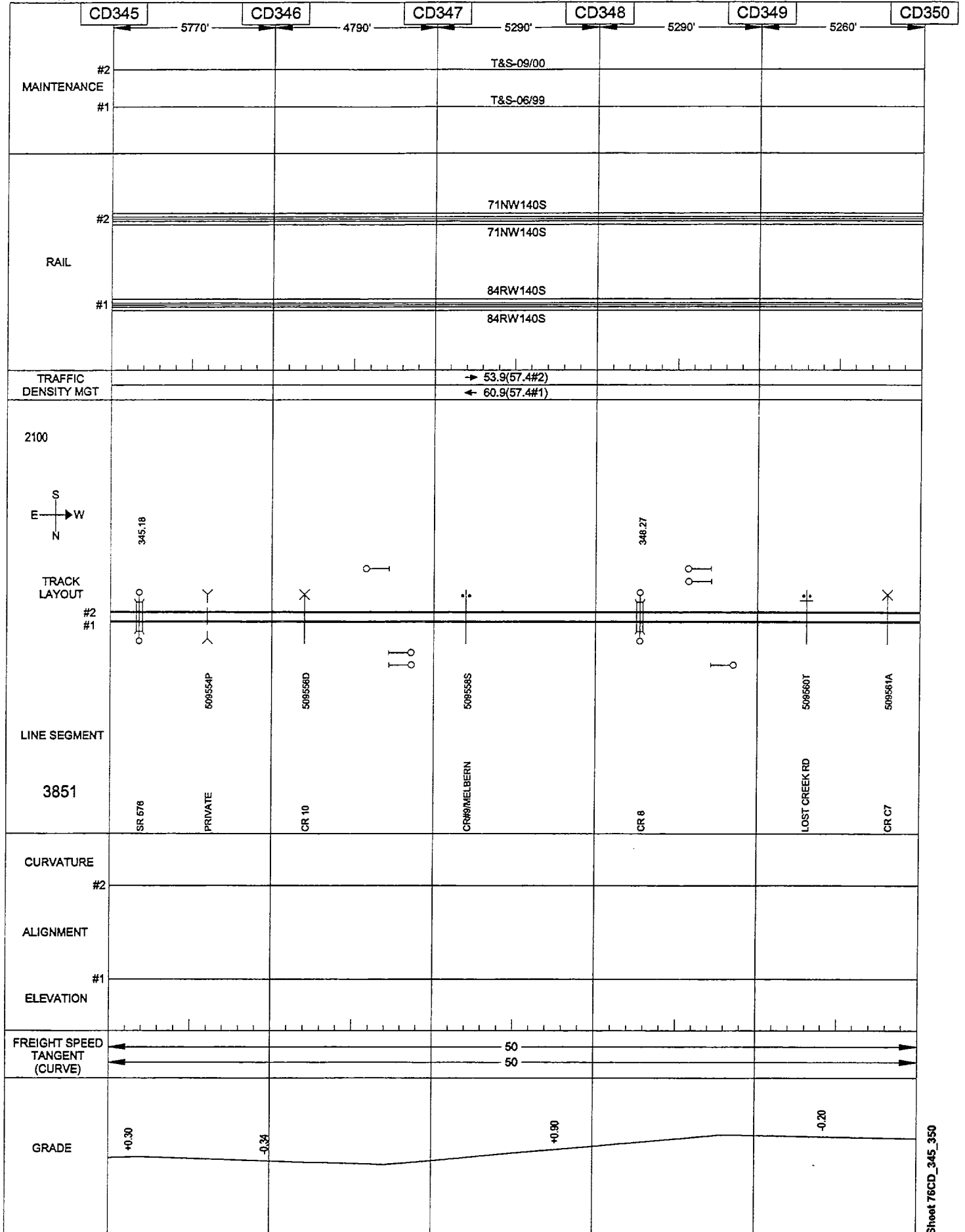
034

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



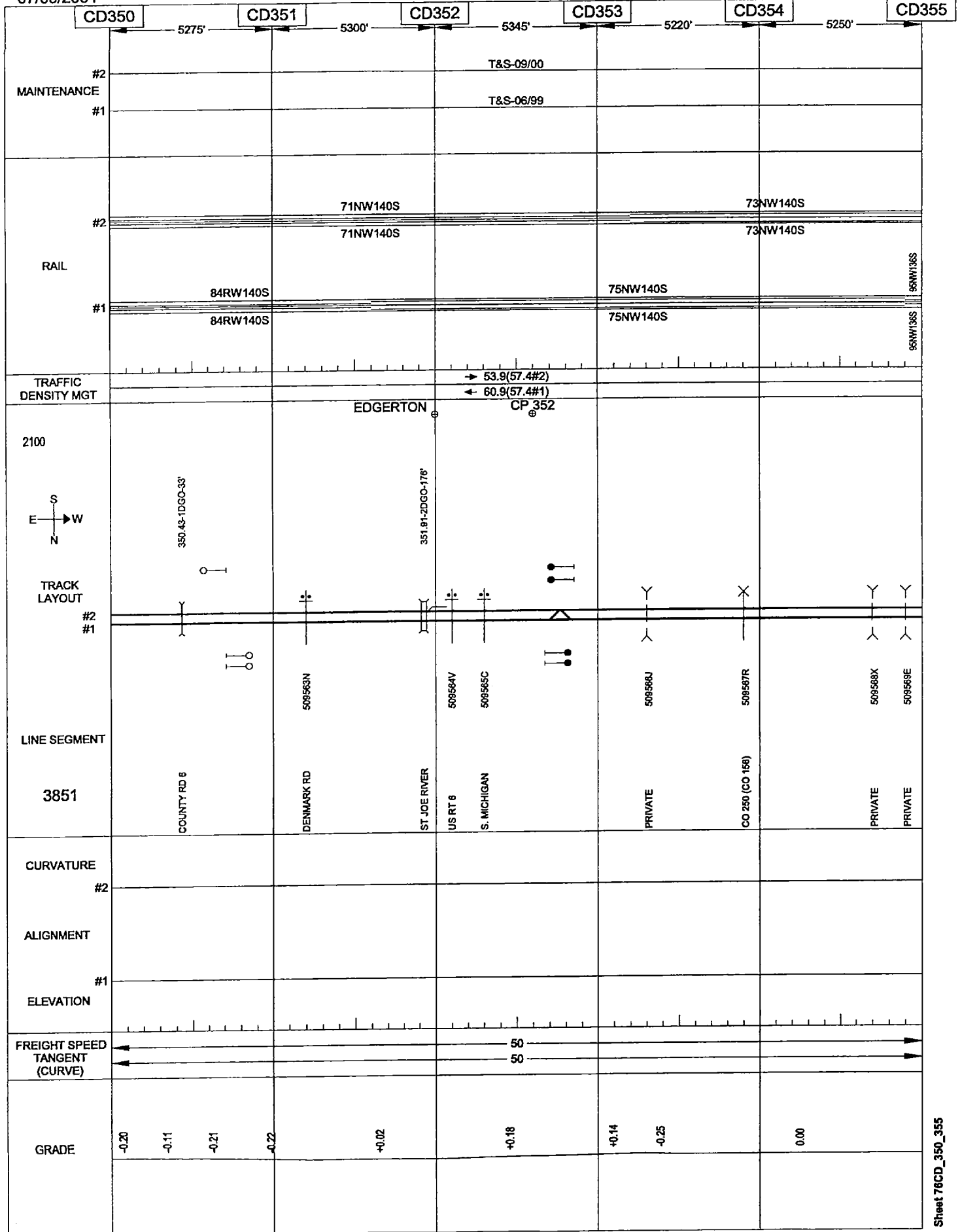
07/03/2001

035

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



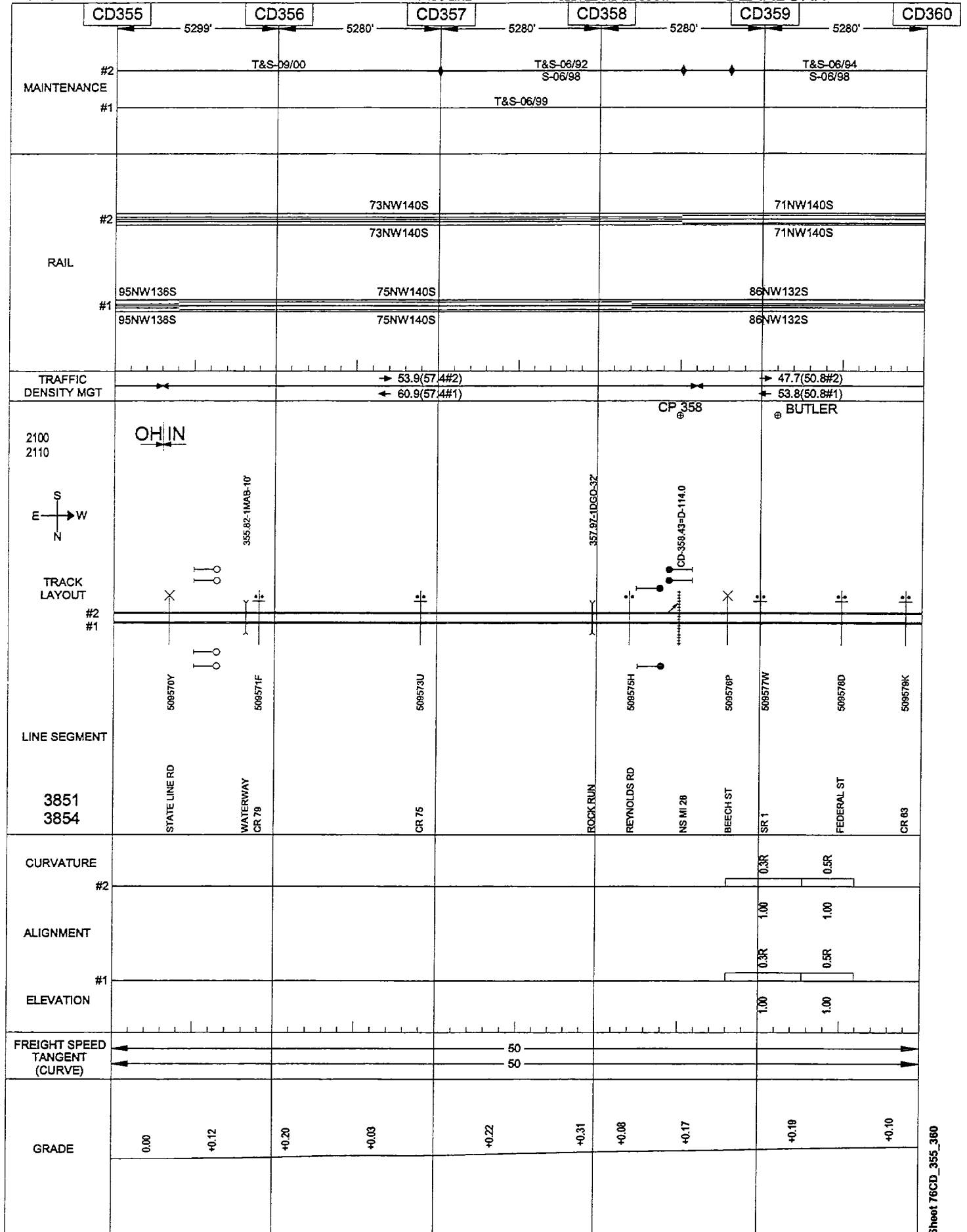
07/03/2001

036

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



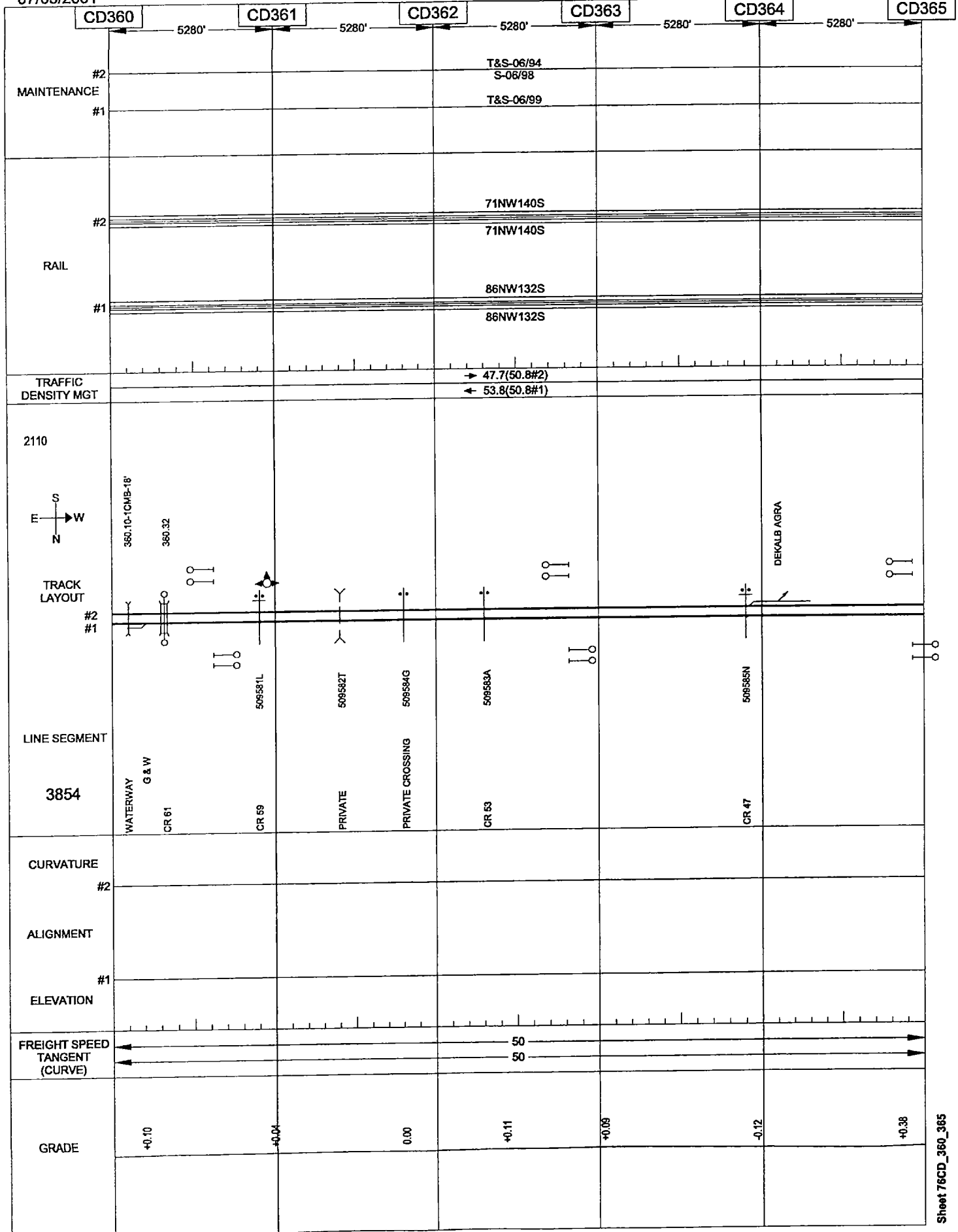
07/03/2001

037

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



		CD365	CD366	CD367	CD368	CD369	CD370
		5280'	5280'	5280'	5280'	5380'	
MAINTENANCE	#2	T&S-06/94 S-06/98		T&S-06/94 S-06/98		T&S-06/94 S-11/99	
	#1	T&S-06/99					
RAIL	#2	71NW140S			96NW136S		
		71NW140S			96NW136S		
	#1	86NW132S			66NW136S		
		86NW132S			66NW136S		
TRAFFIC DENSITY MGT		→ 47.7(50.8#2) ← 53.8(50.8#1)			→ 47.6(50.6#2) ← 53.6(50.6#1)		
2110		CP 367					
TRACK LAYOUT							
LINE SEGMENT							
3854							
CURVATURE							
#2							
ALIGNMENT							
#1							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE							

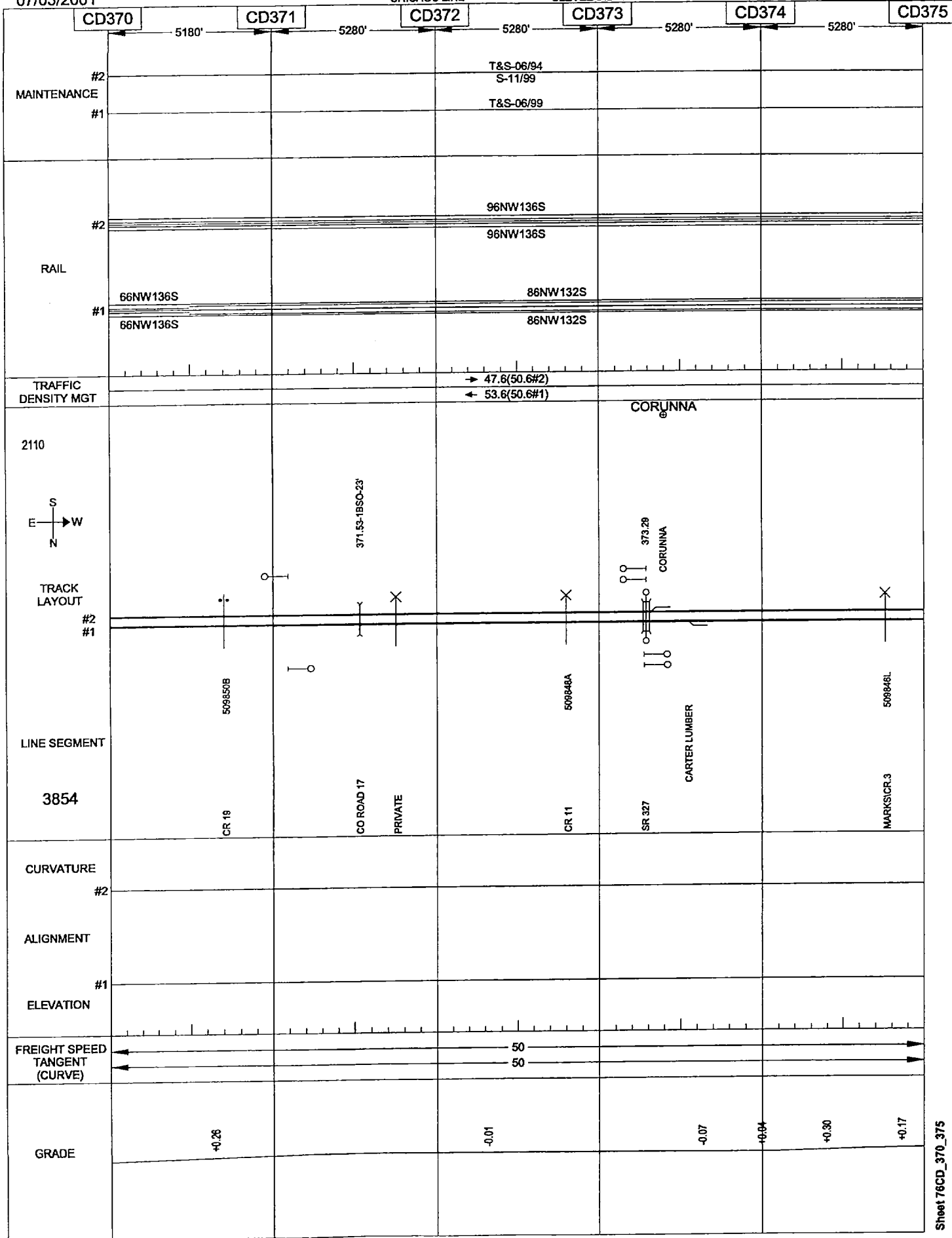
07/03/2001

039

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



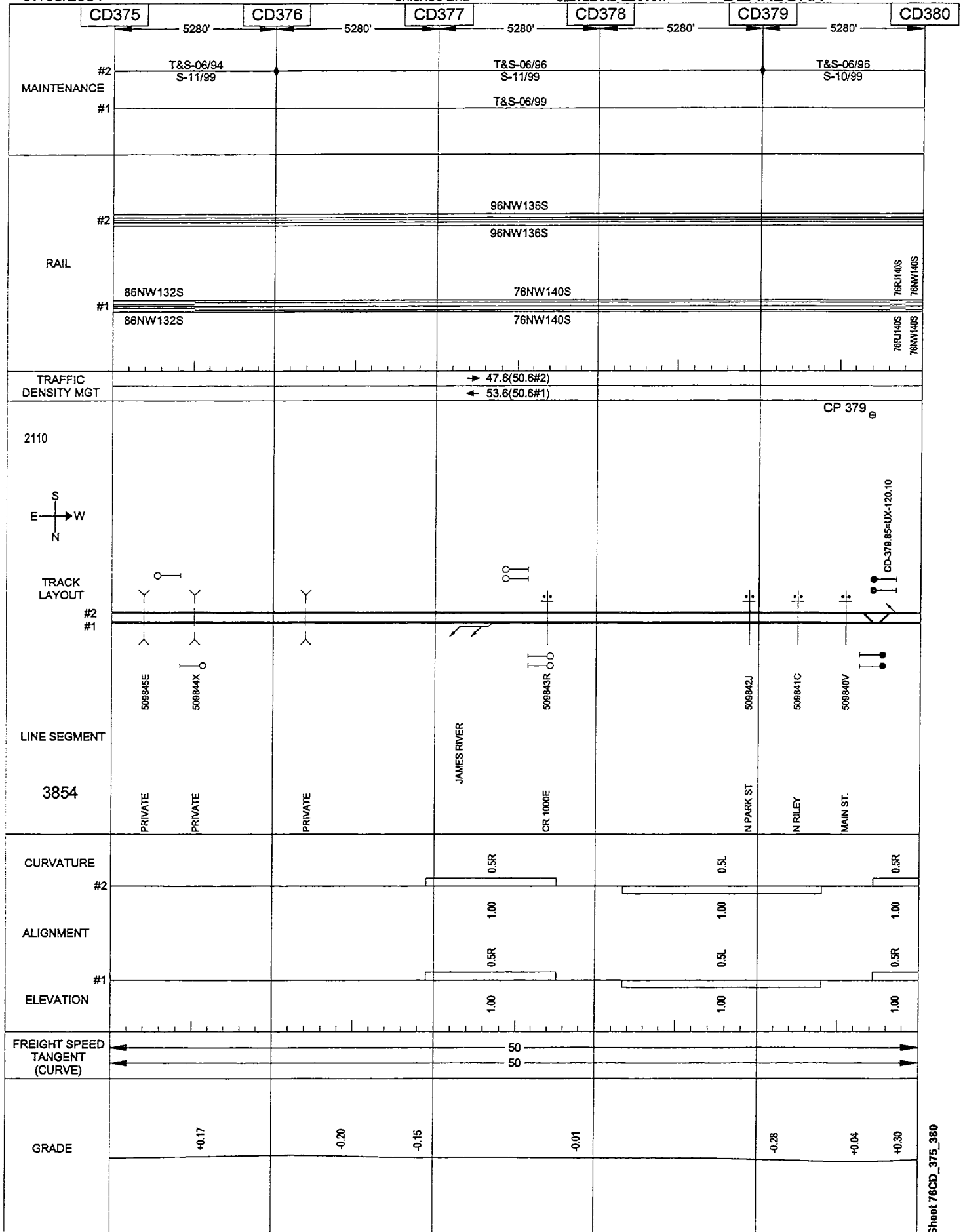
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040

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



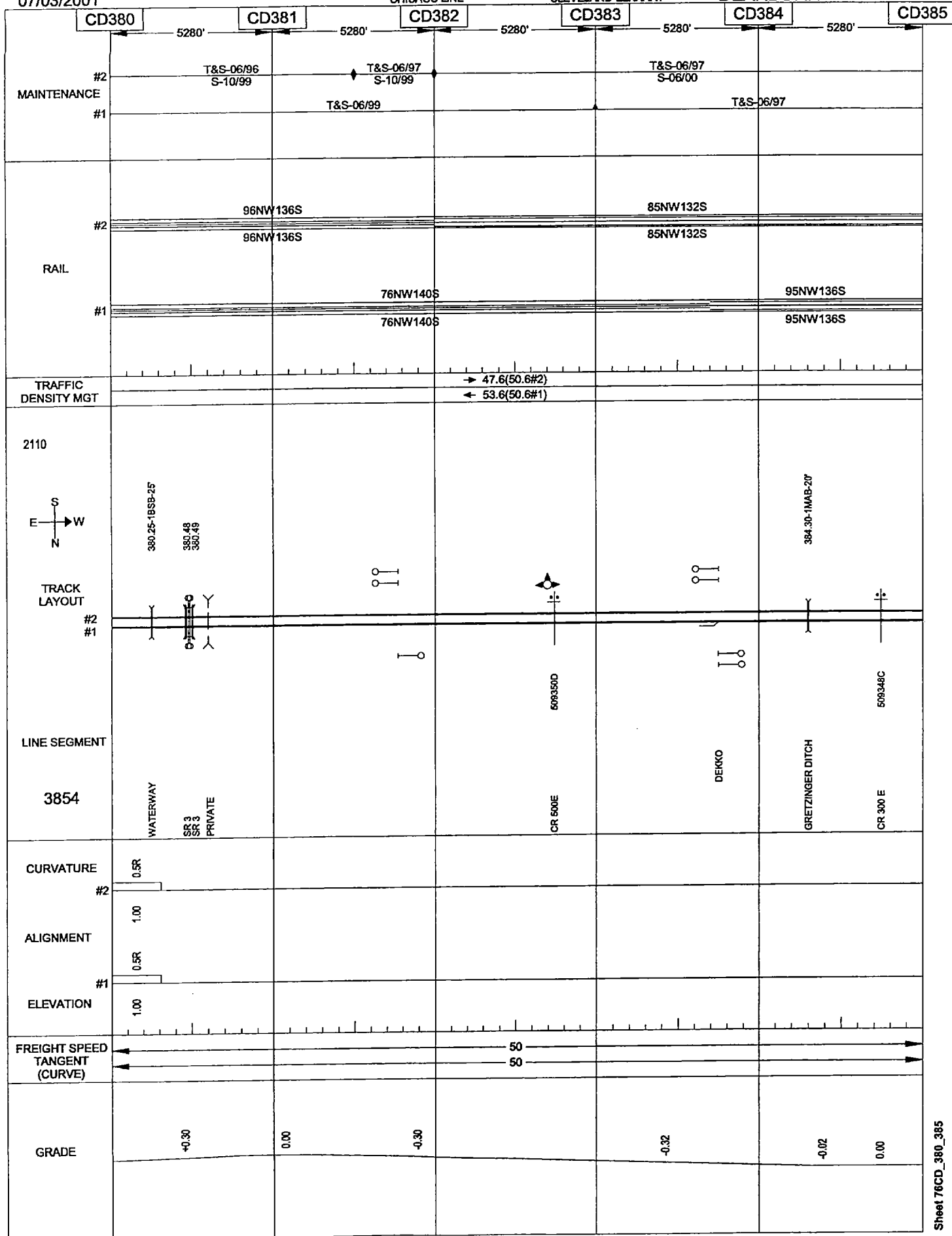
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041

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN





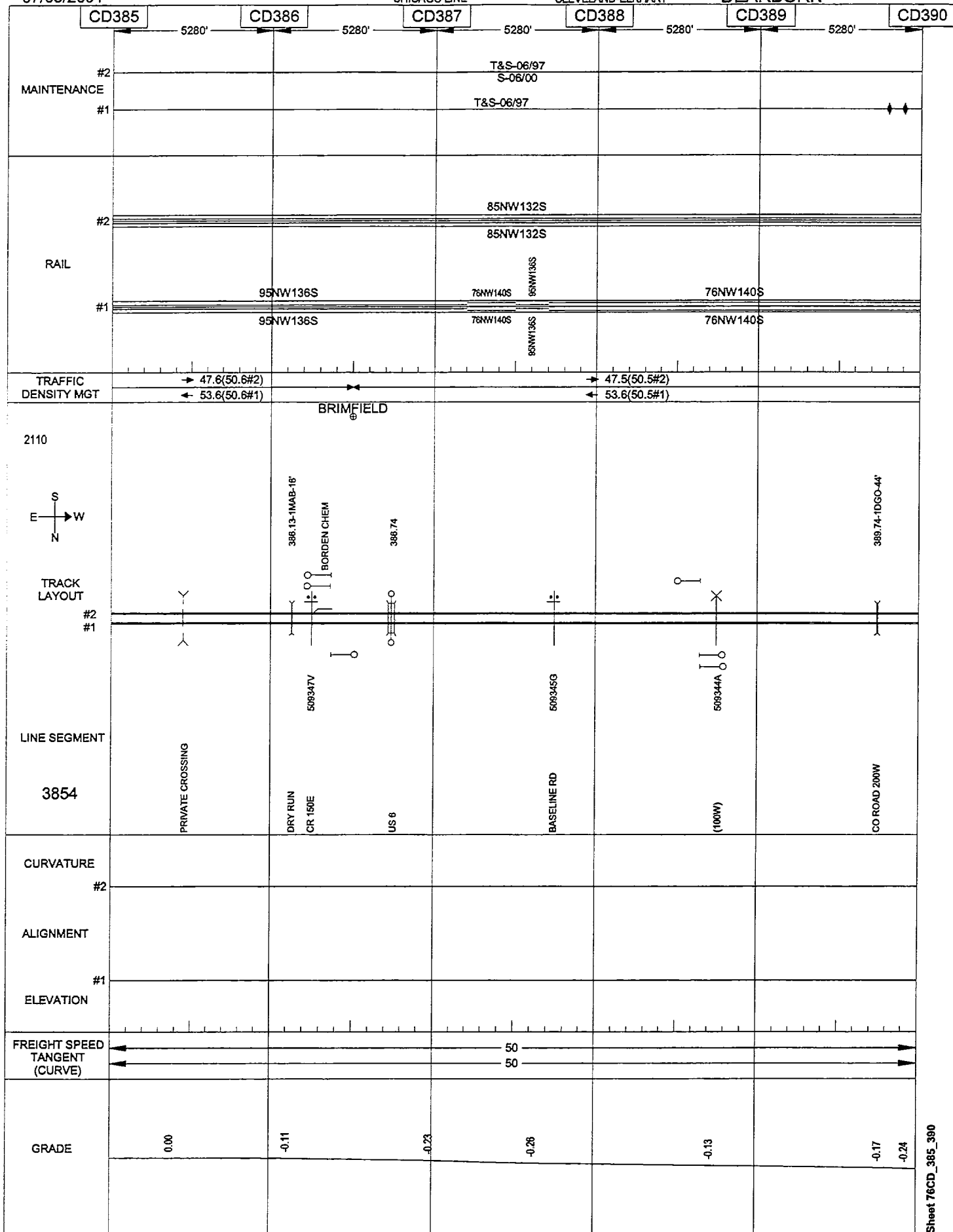
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042

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



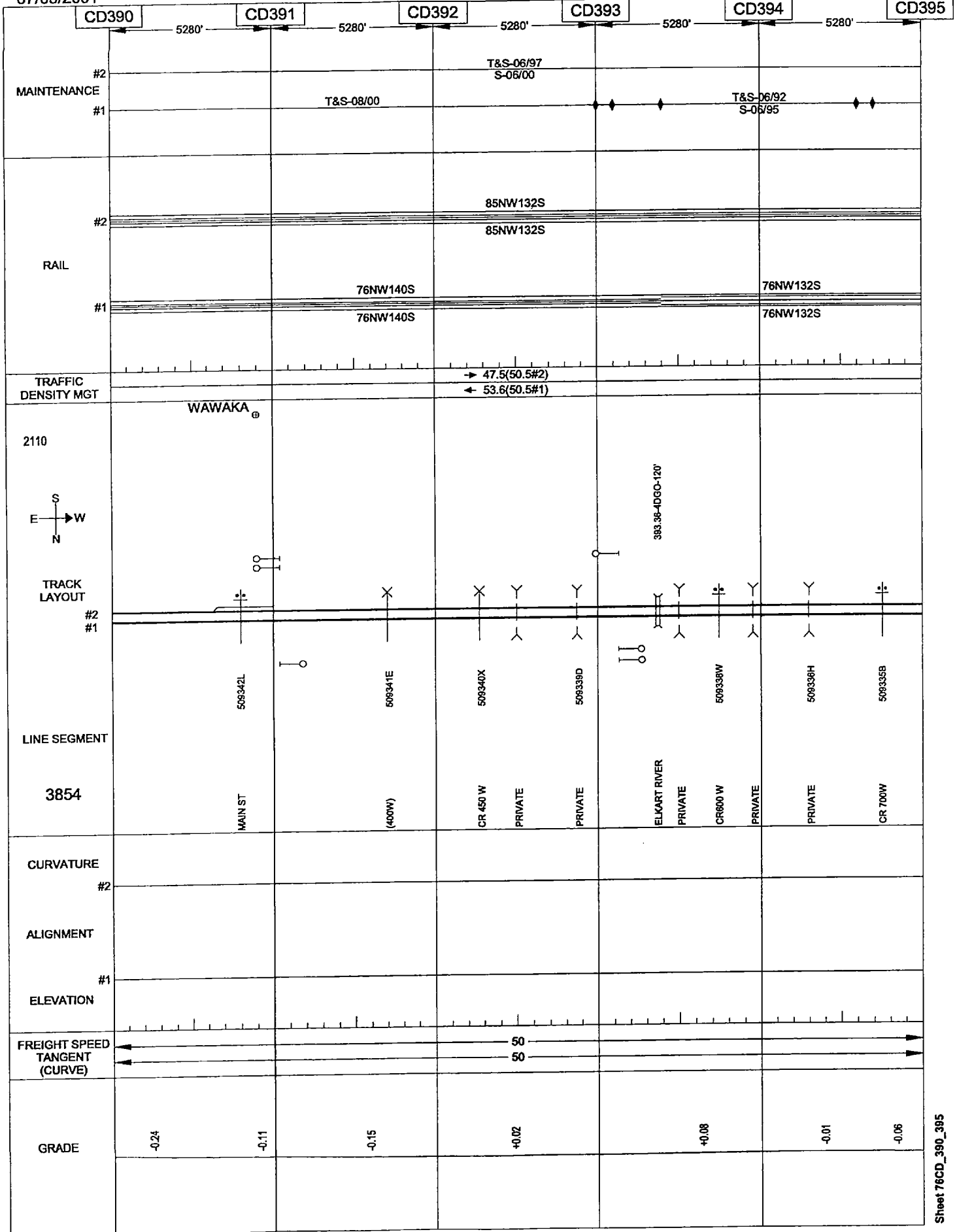
043

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



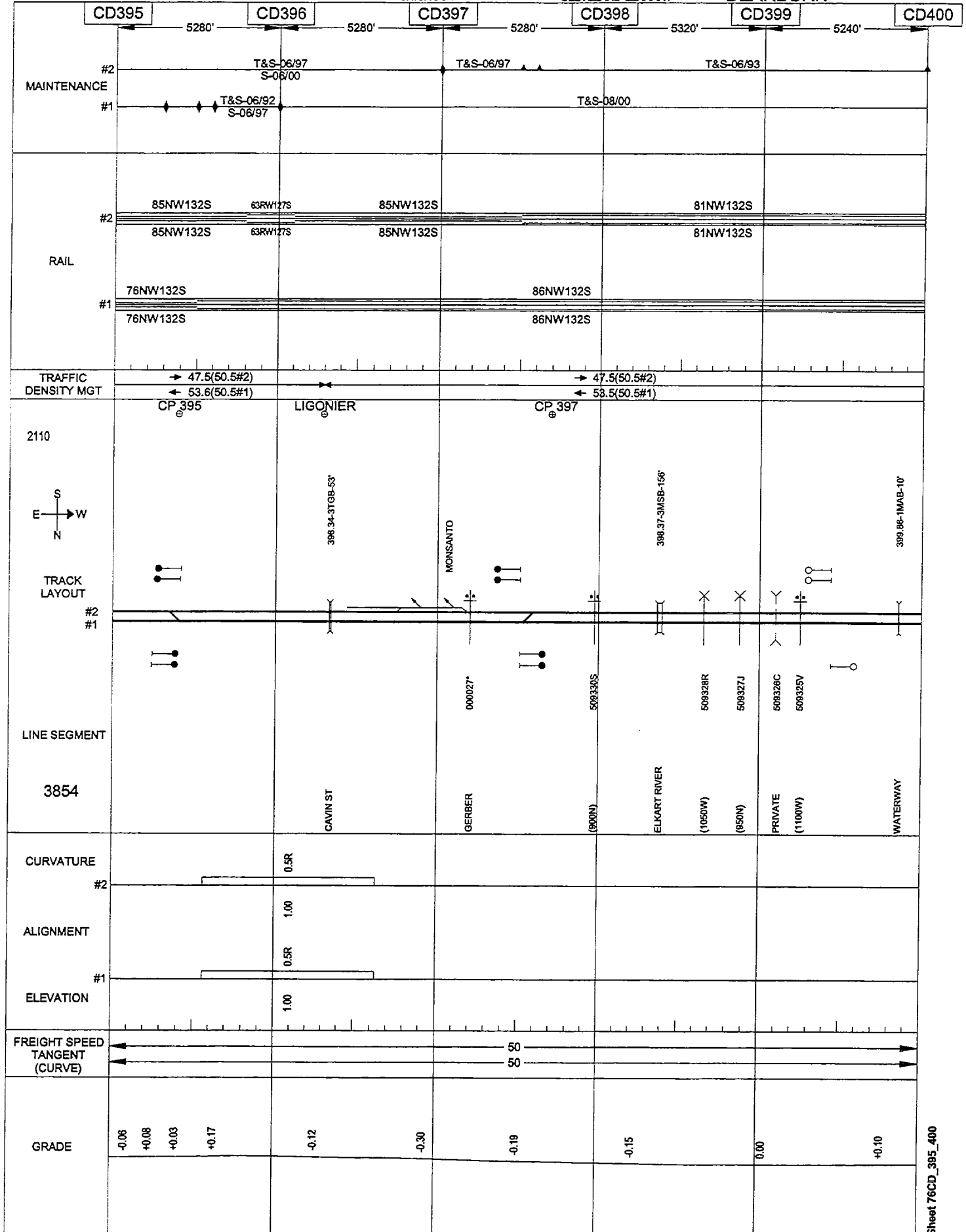
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044

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



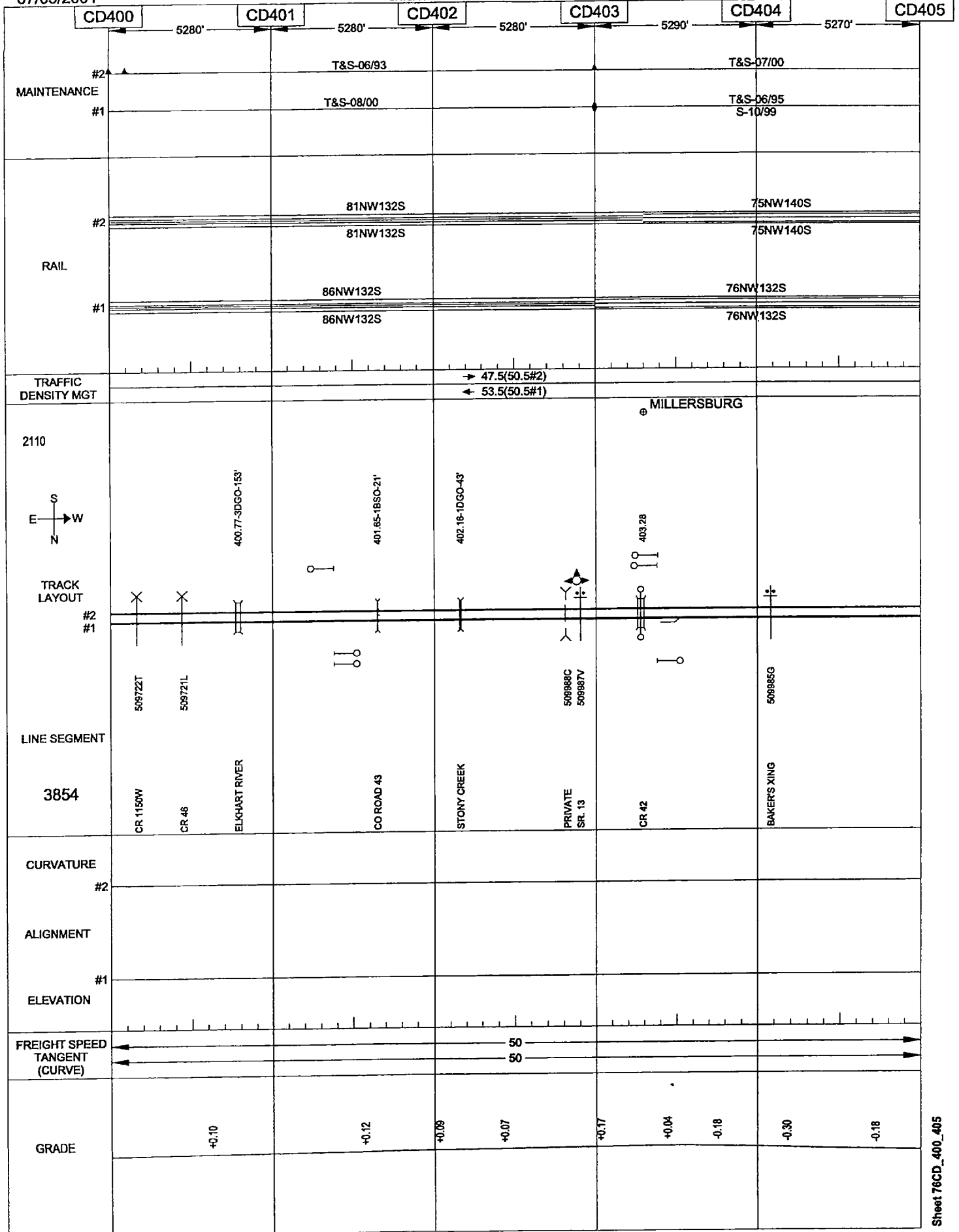
07/03/2001

045

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



07/03/2001

046

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

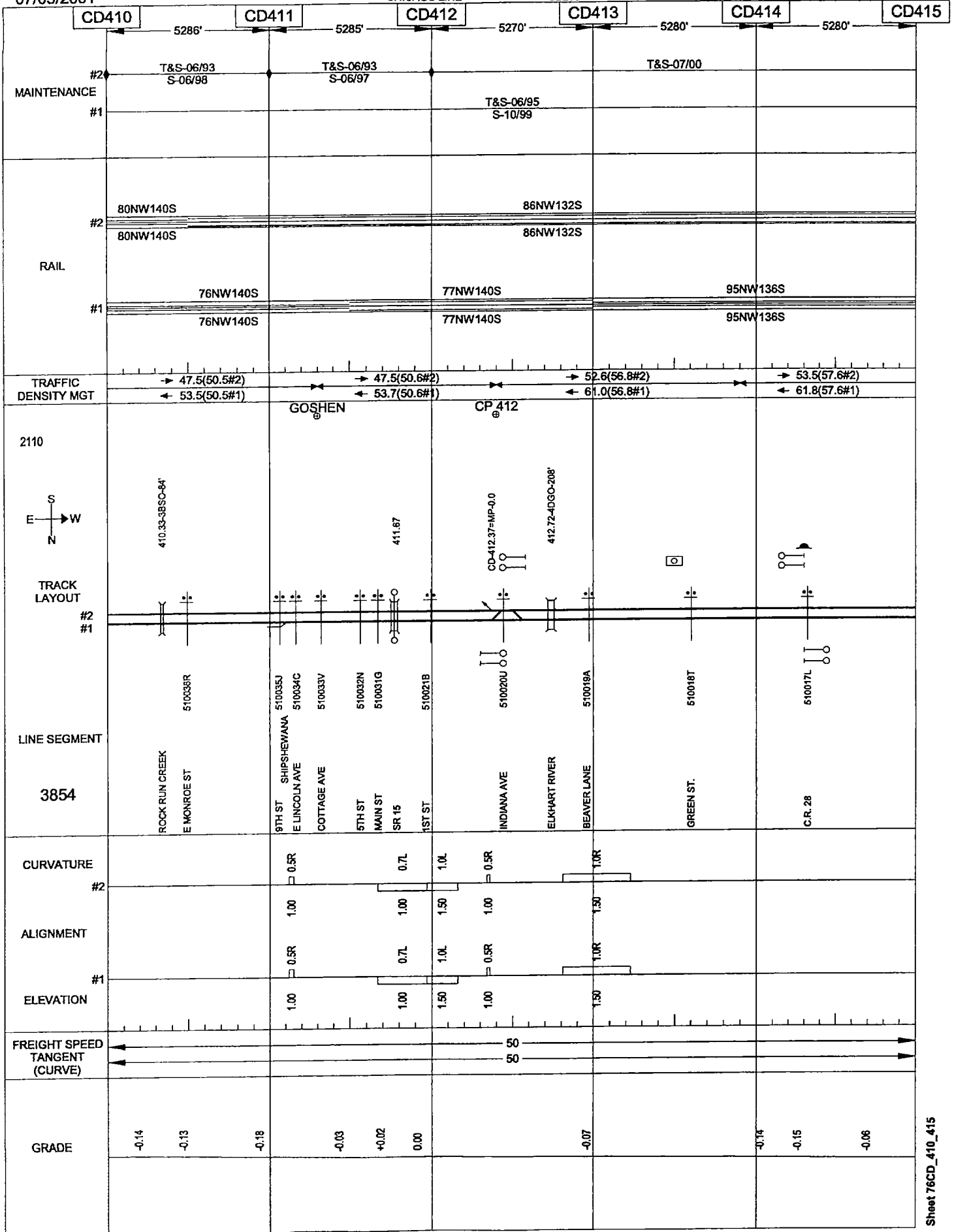
	CD405	CD406	CD407	CD408	CD409	CD410
	5290'	5280'	5270'	5274'	5286'	
MAINTENANCE	#2	T&S-07/00			T&S-06/93	
	#1		T&S-06/95 S-10/99			
RAIL	#2	75NW140S		80NW140S		
		75NW140S		80NW140S		
	#1	76NW132S		76NW132S		
		76NW132S				
TRAFFIC DENSITY MGT			→ 47.5(50.5#2)			
			← 53.5(50.5#1)			
2110						
TRACK LAYOUT	#2					
	#1					
LINE SEGMENT						
3854						
CURVATURE	#2					
ALIGNMENT						
ELEVATION	#1					
FREIGHT SPEED TANGENT (CURVE)			50	50		
GRADE		-0.18	-0.31	-0.30	-0.13	-0.14

07/03/2001

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



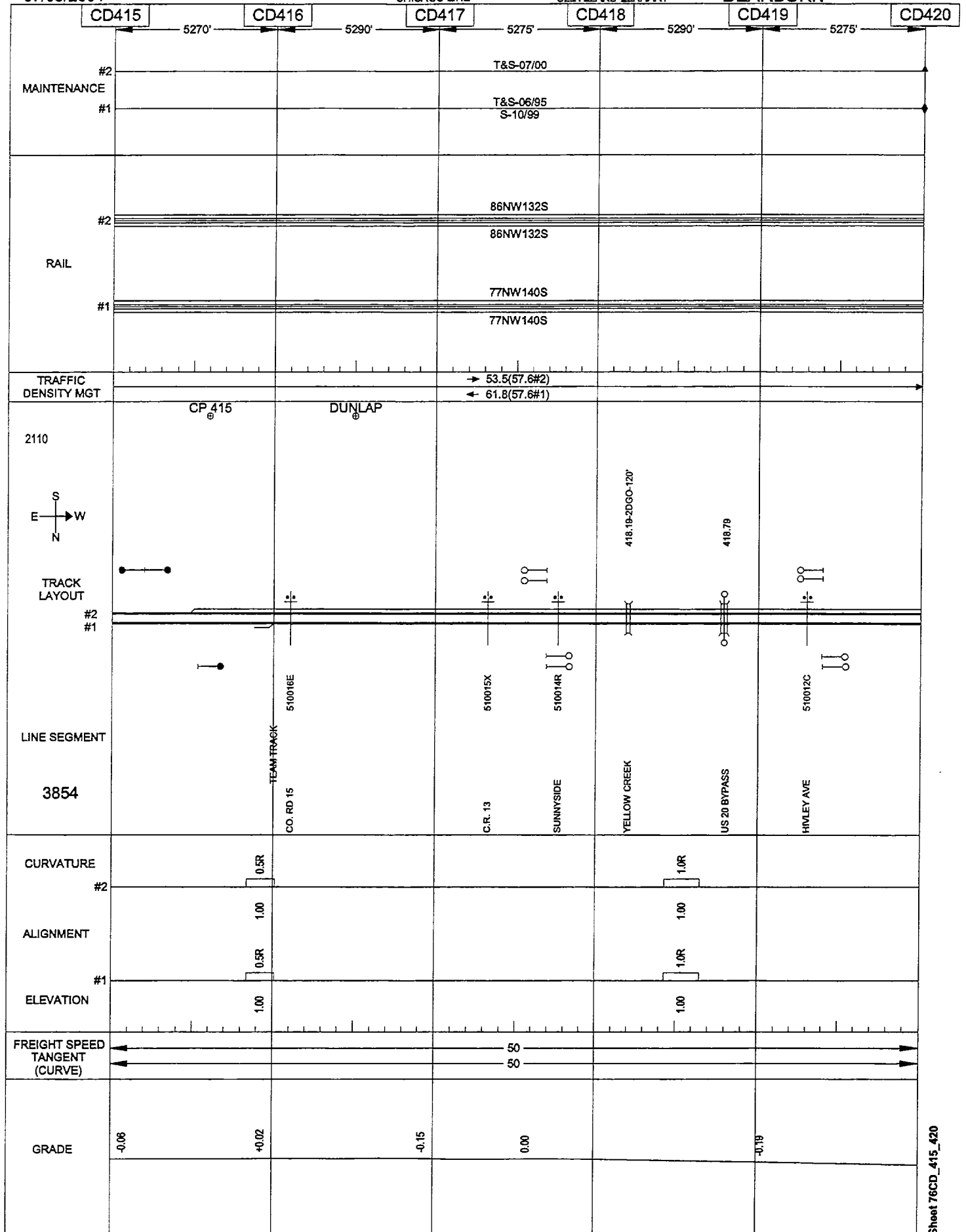
07/03/2001

048

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



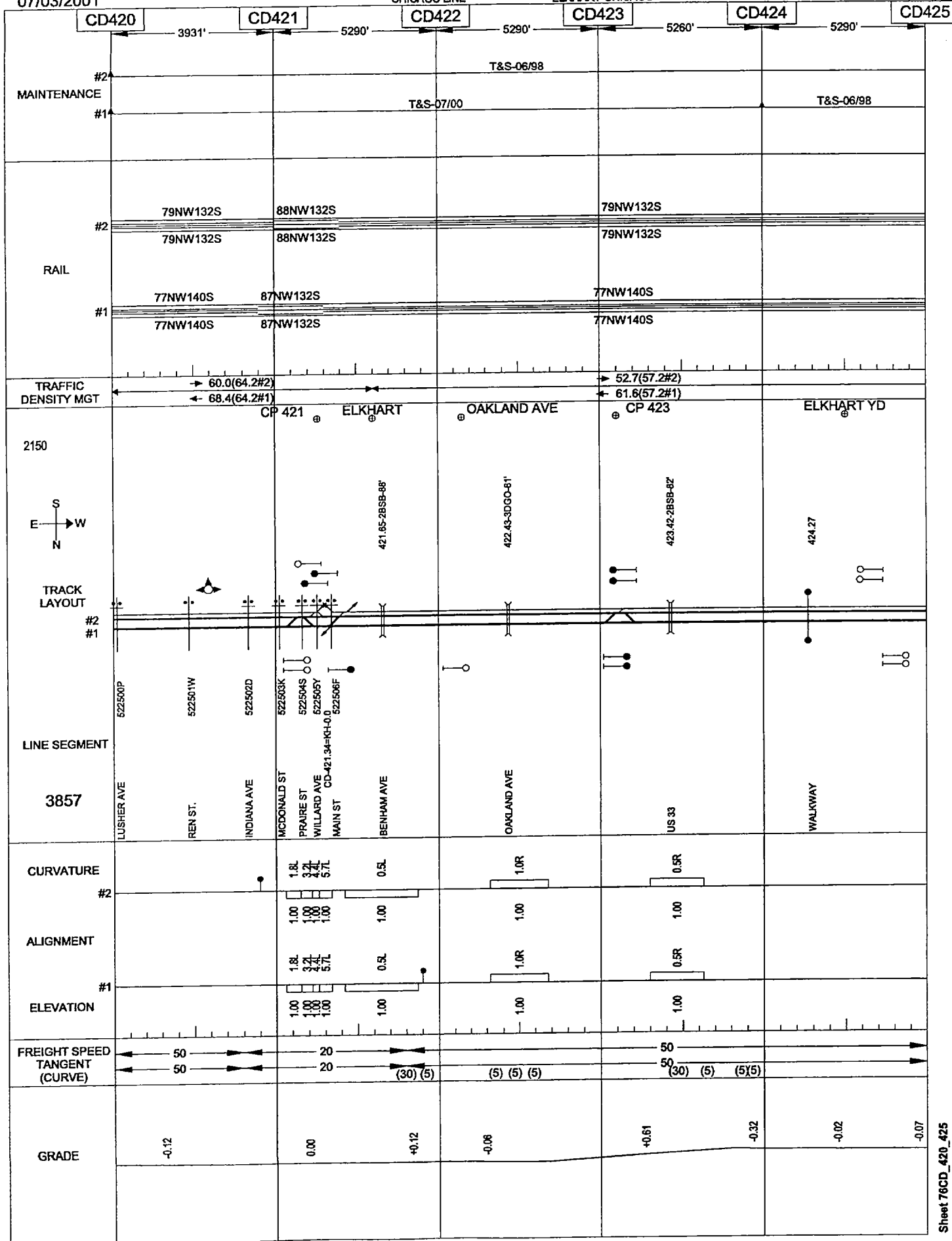
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049

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN





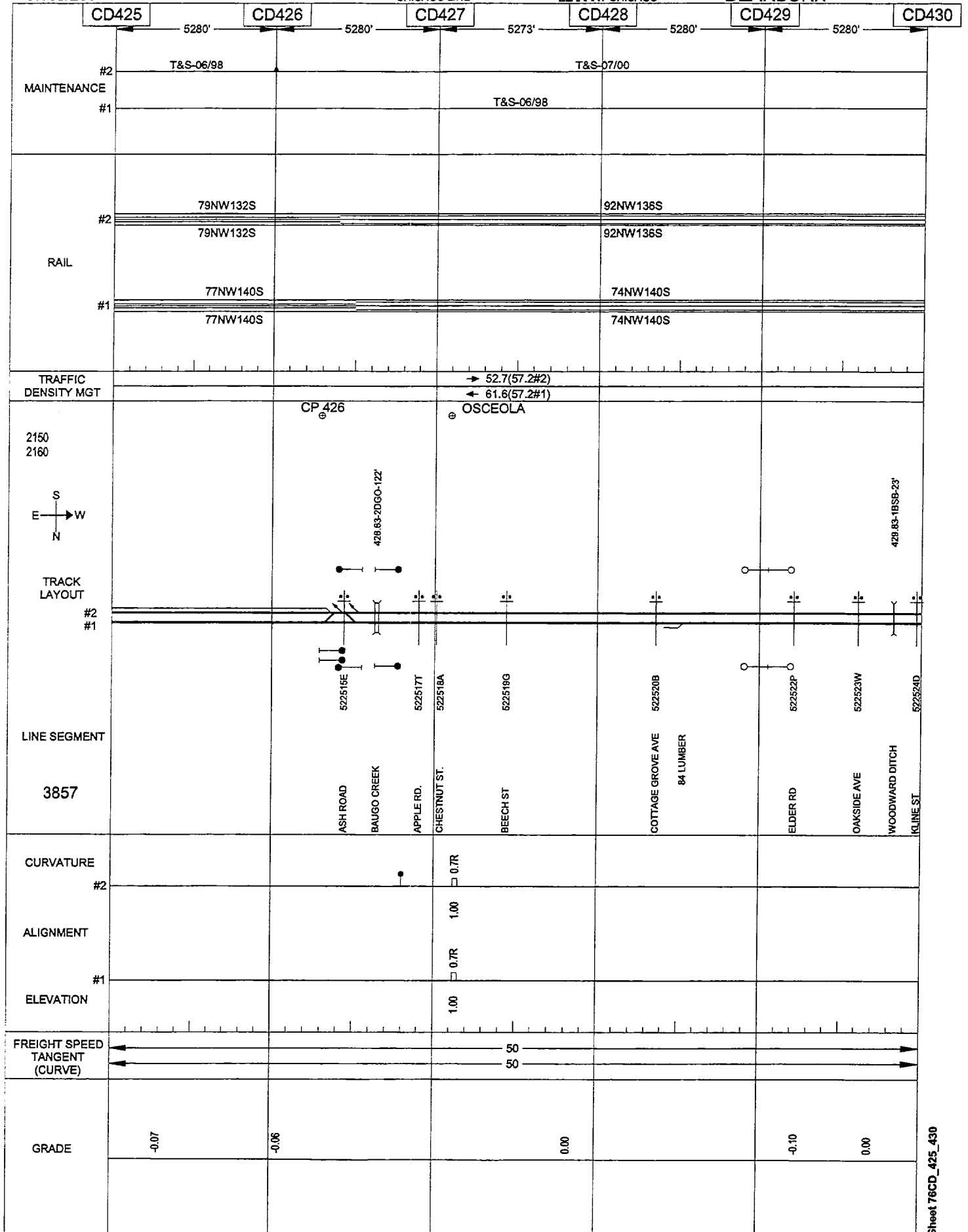
050

07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



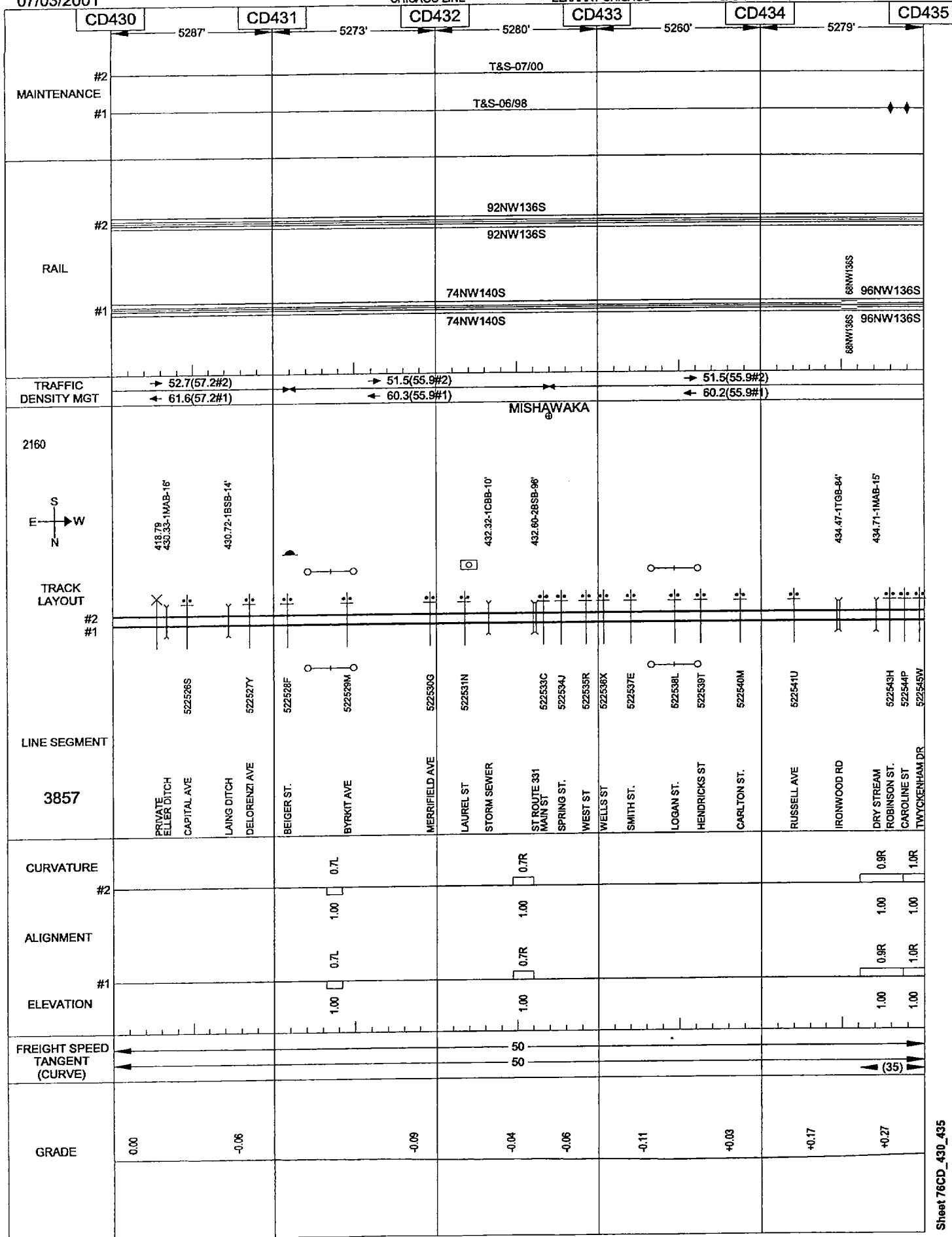
07/03/2001

051

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

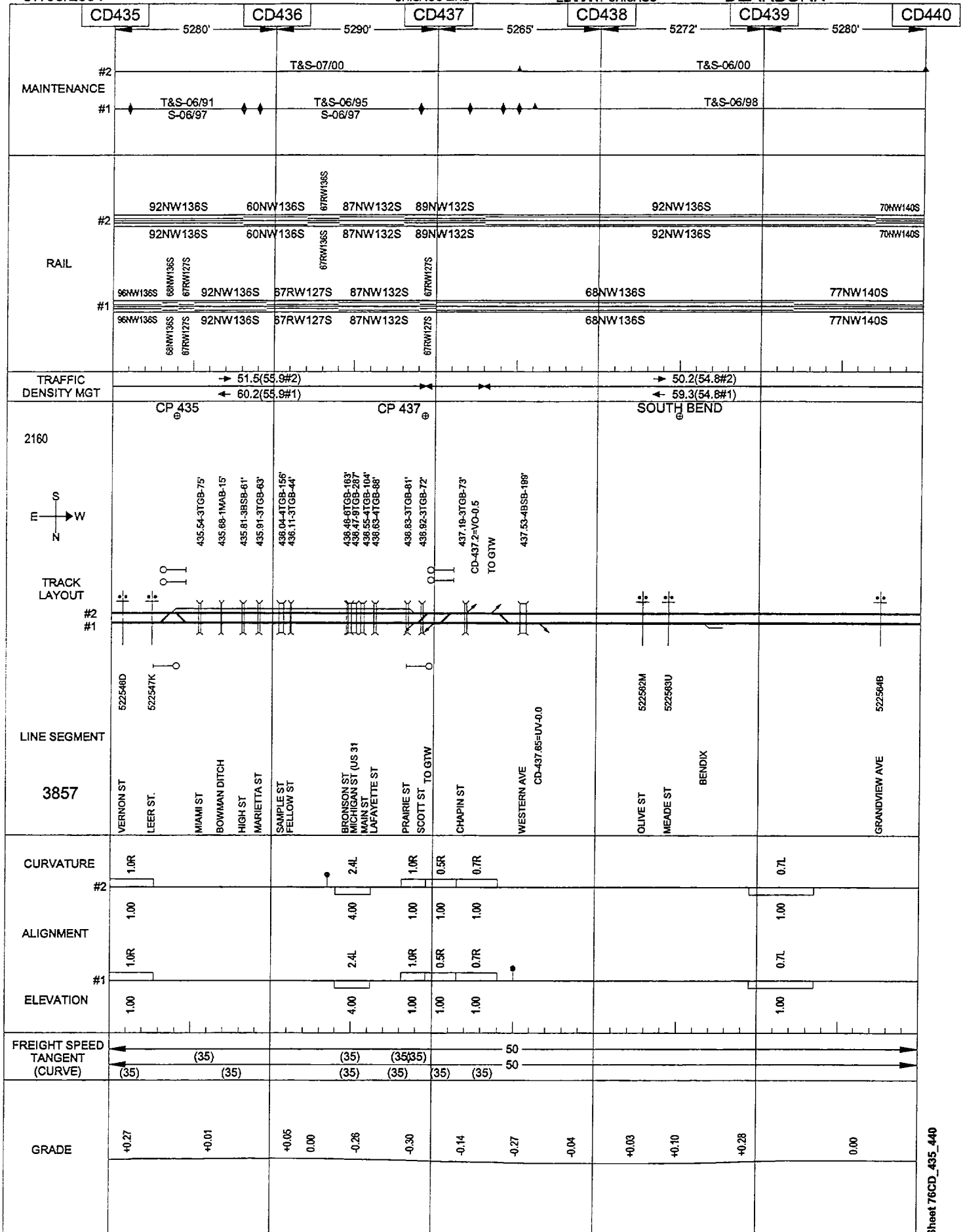


07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



		CD440	CD441	CD442	CD443	CD444	CD445
		5280' 5280' 5280' 5280' 5280' 5280'					
MAINTENANCE	#2	T&S-06/95 S-10/99					
	#1	T&S-06/98					
RAIL	#2	70NW140S					
		70NW140S					
	#1	77NW140S					
		77NW140S					
TRAFFIC DENSITY MGT		→ 50.2(54.8#2) ← 59.3(54.8#1)				→ 49.7(54.2#2) ← 58.7(54.2#1)	
2160		LYDICK					
TRACK LAYOUT	#2	440.41 441.38 444.74-1DGO-31'					
	#1	SR 123 US 20/31 BYPASS PINE RD COUNTRY CLUB RD QUINCE RD PEAR RD MTL GRAPEVINE CREEK					
LINE SEGMENT		3857					
CURVATURE	#2	0.2L 1.00 0.2L					
ALIGNMENT	#1	1.00 0.2L					
ELEVATION		0.00 +0.06 +0.12 -0.14 -0.07 -0.18 +0.01 +0.11 +0.02 +0.22					
FREIGHT SPEED TANGENT (CURVE)		50 50					
GRADE		0.00 +0.06 +0.12 -0.14 -0.07 -0.18 +0.01 +0.11 +0.02 +0.22					

Sheet 76CD\_440\_445

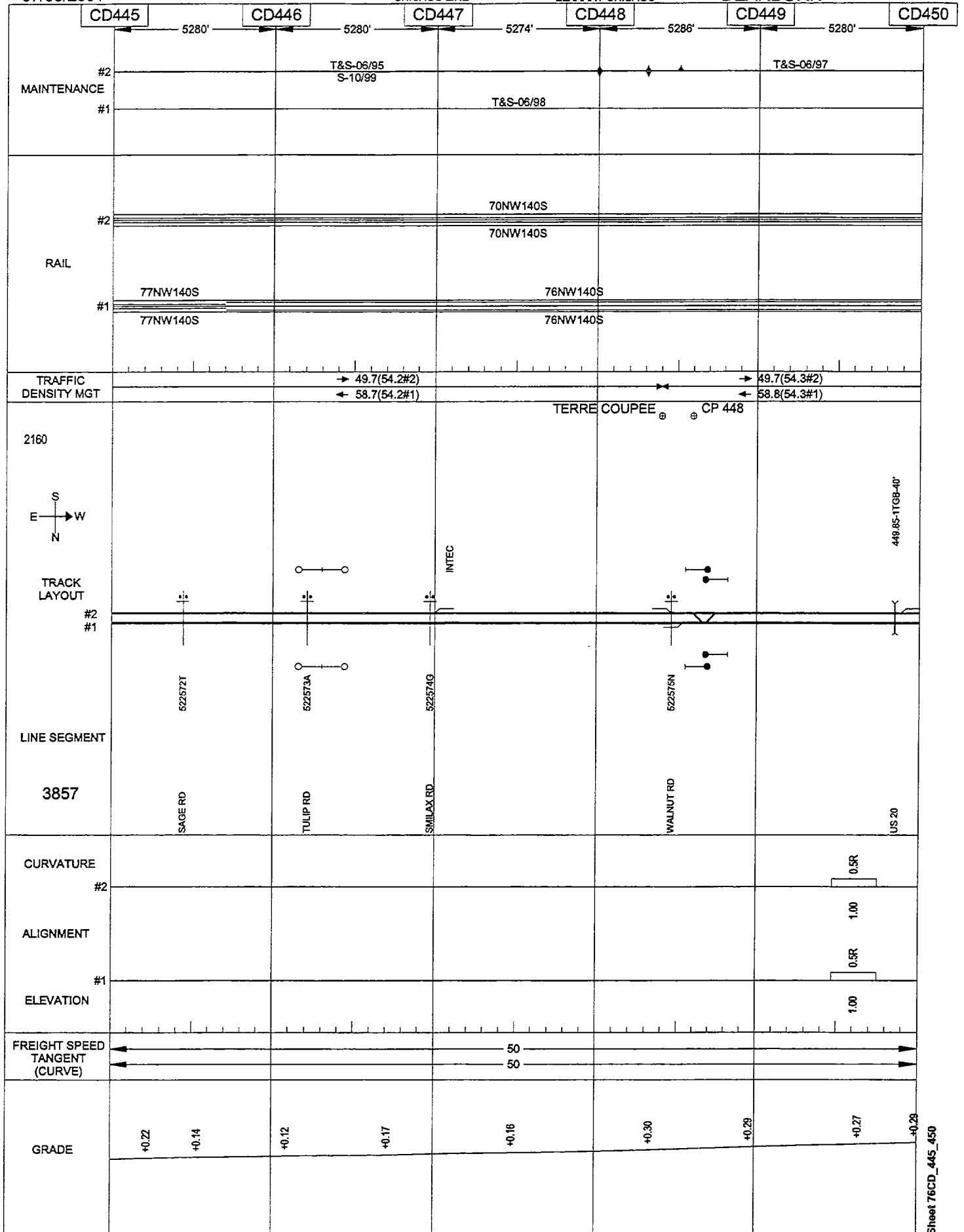
054

07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



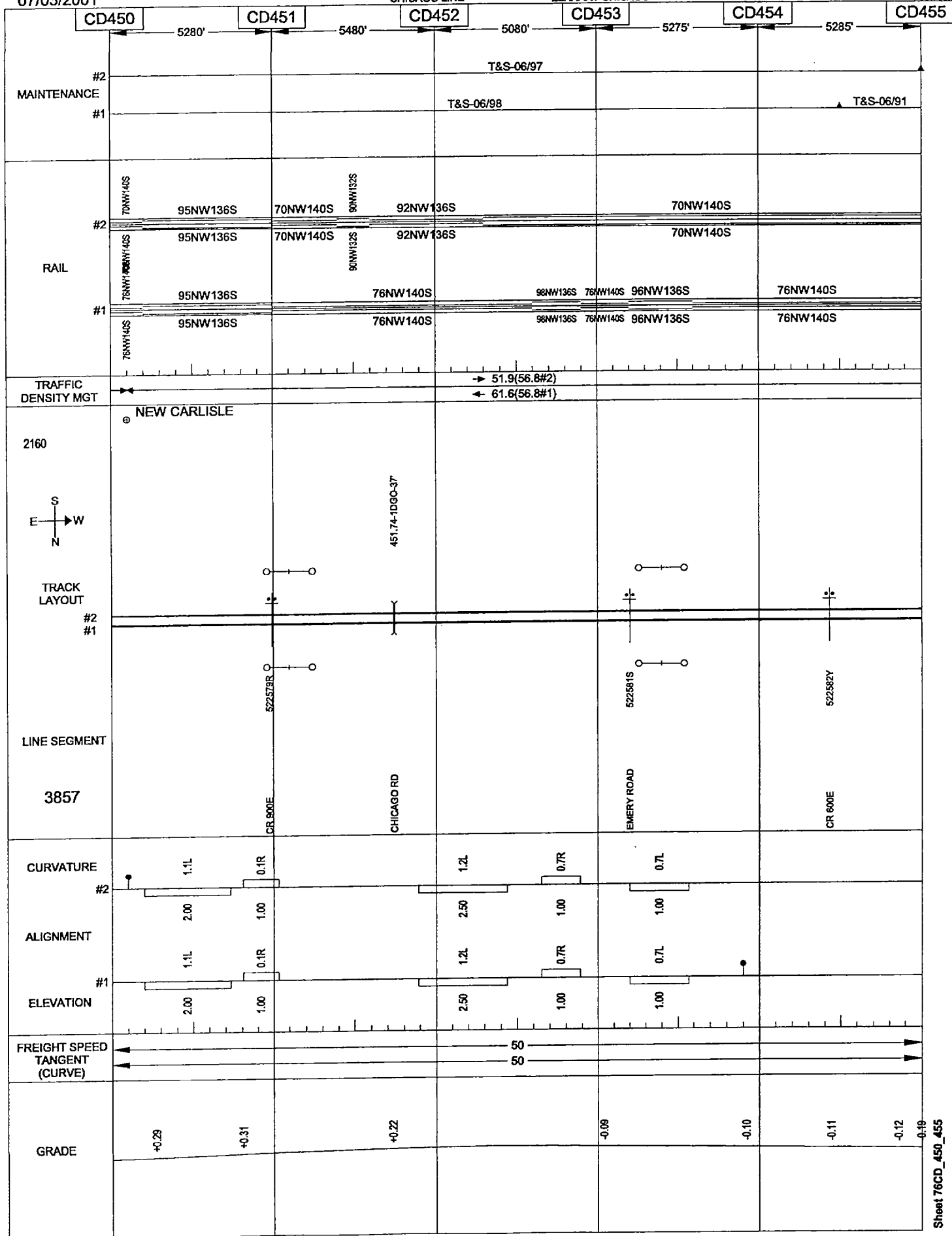
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055

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

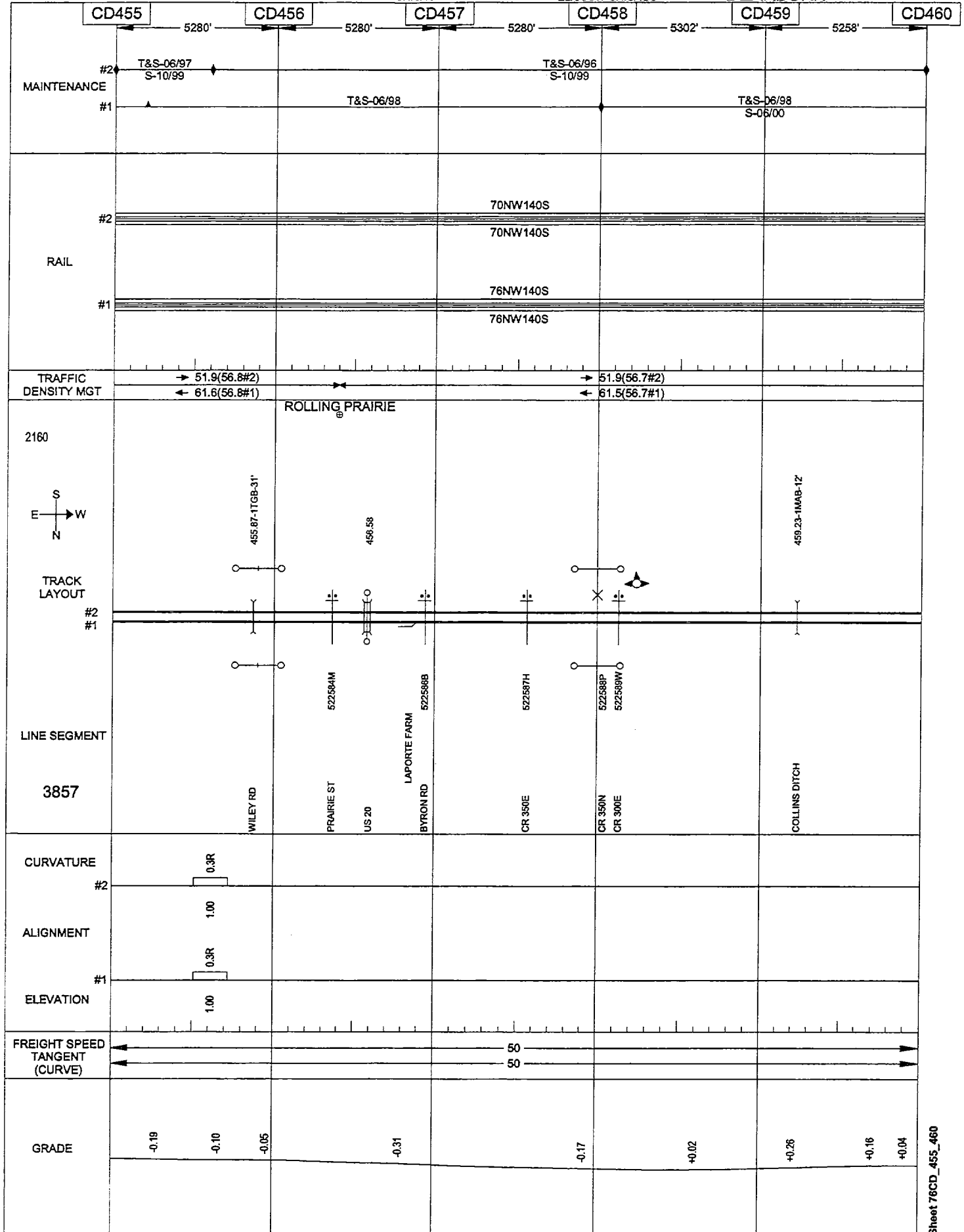


07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



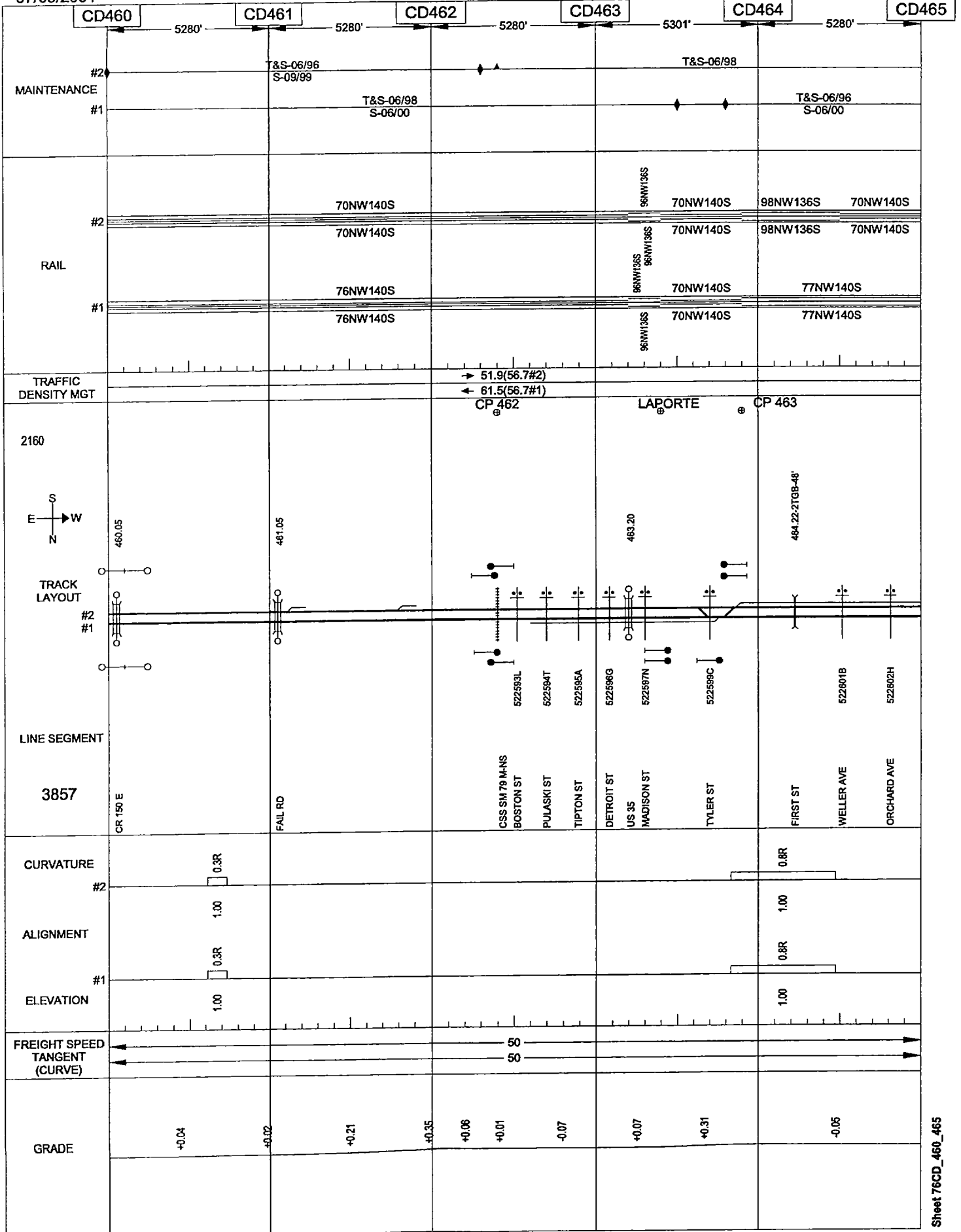
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057

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN





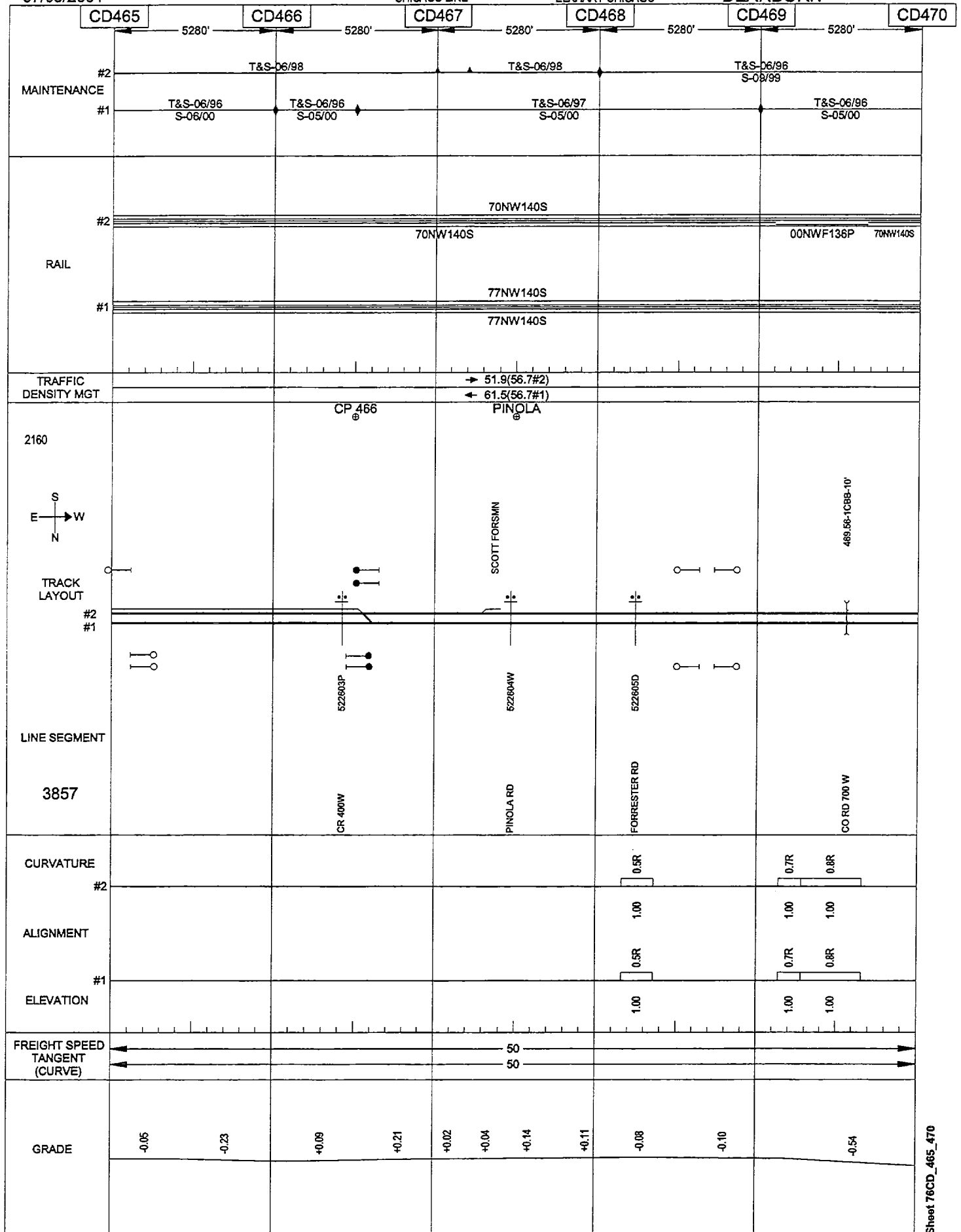
07/03/2001

058

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



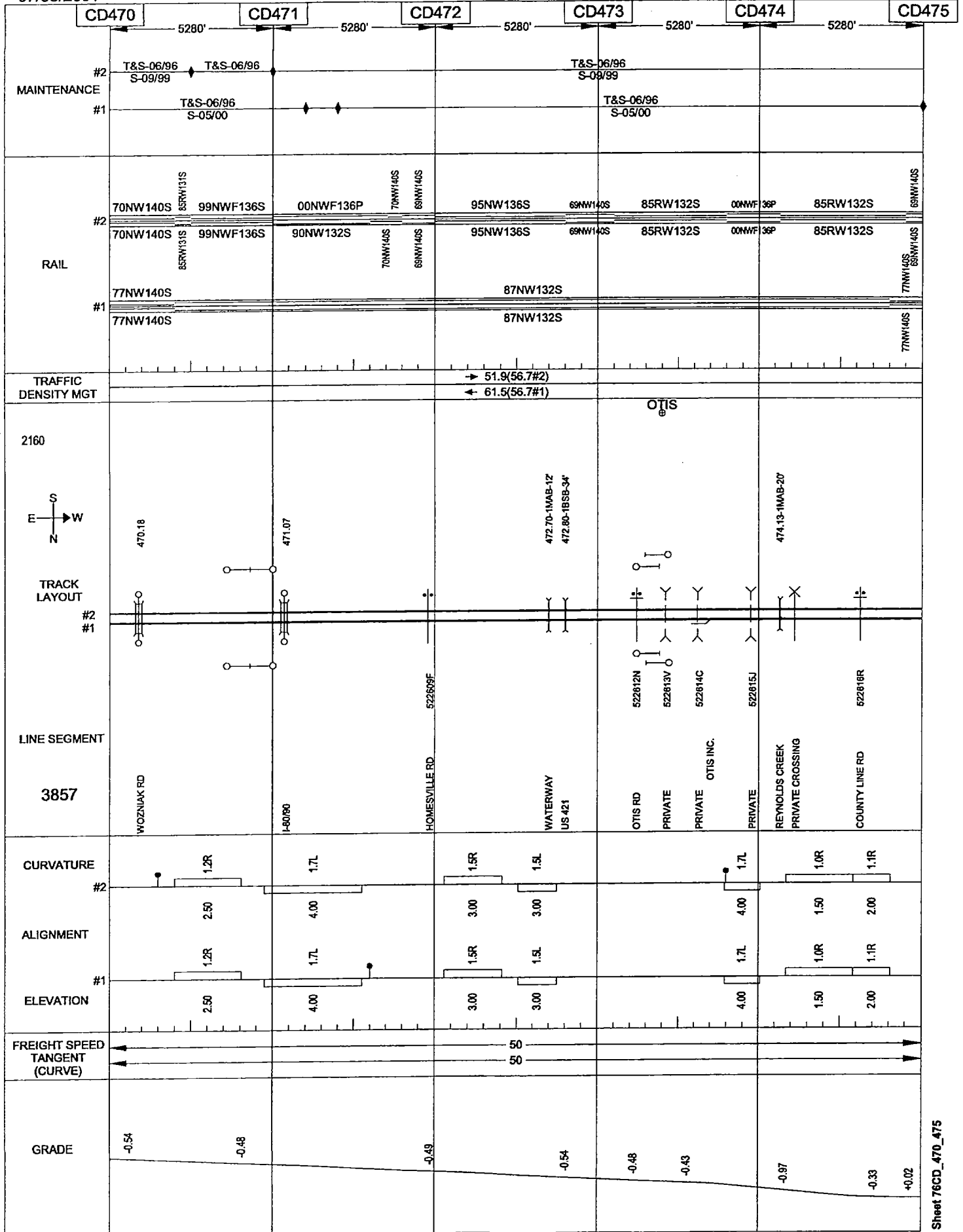
07/03/2001

059

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



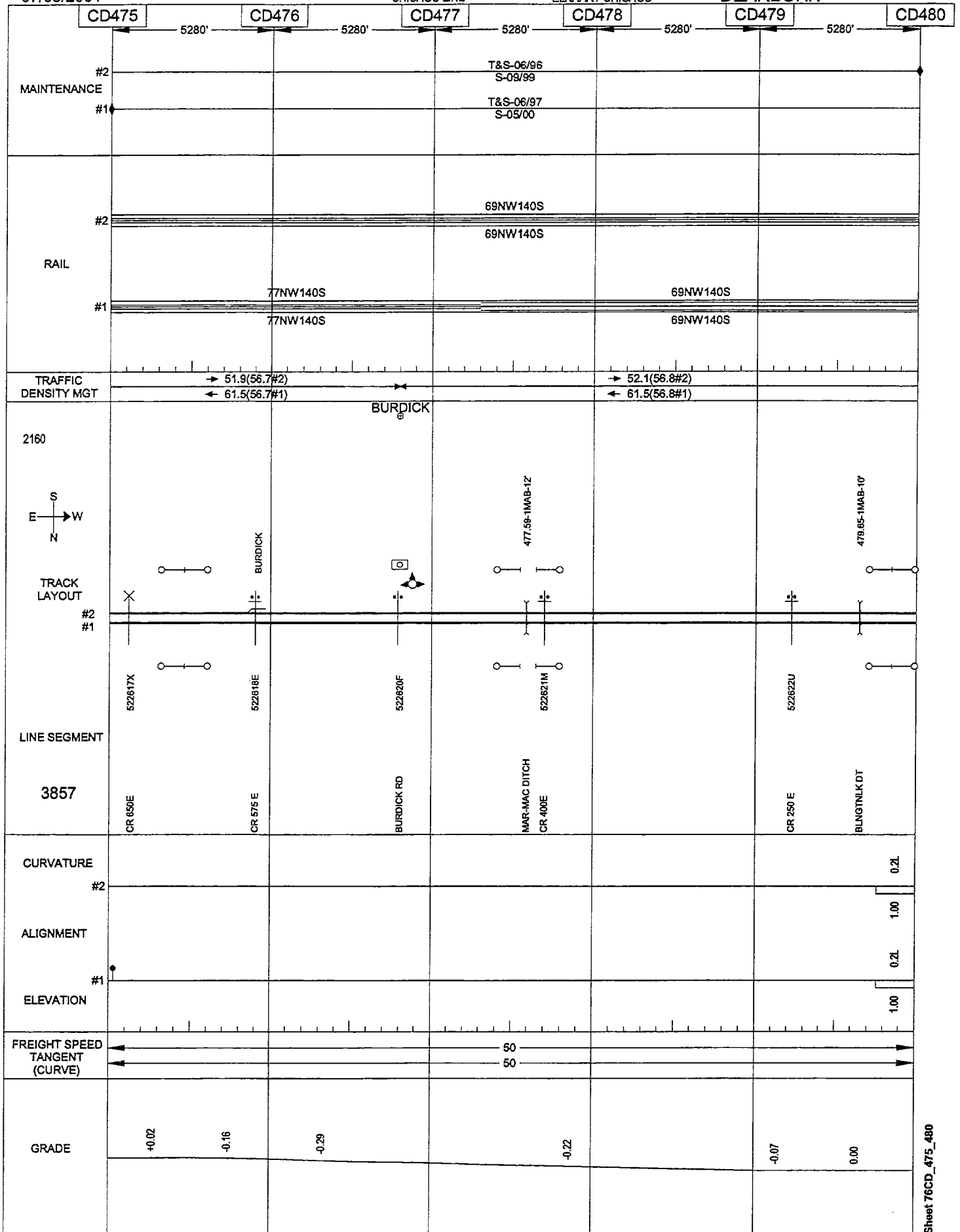
07/03/2001

060

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

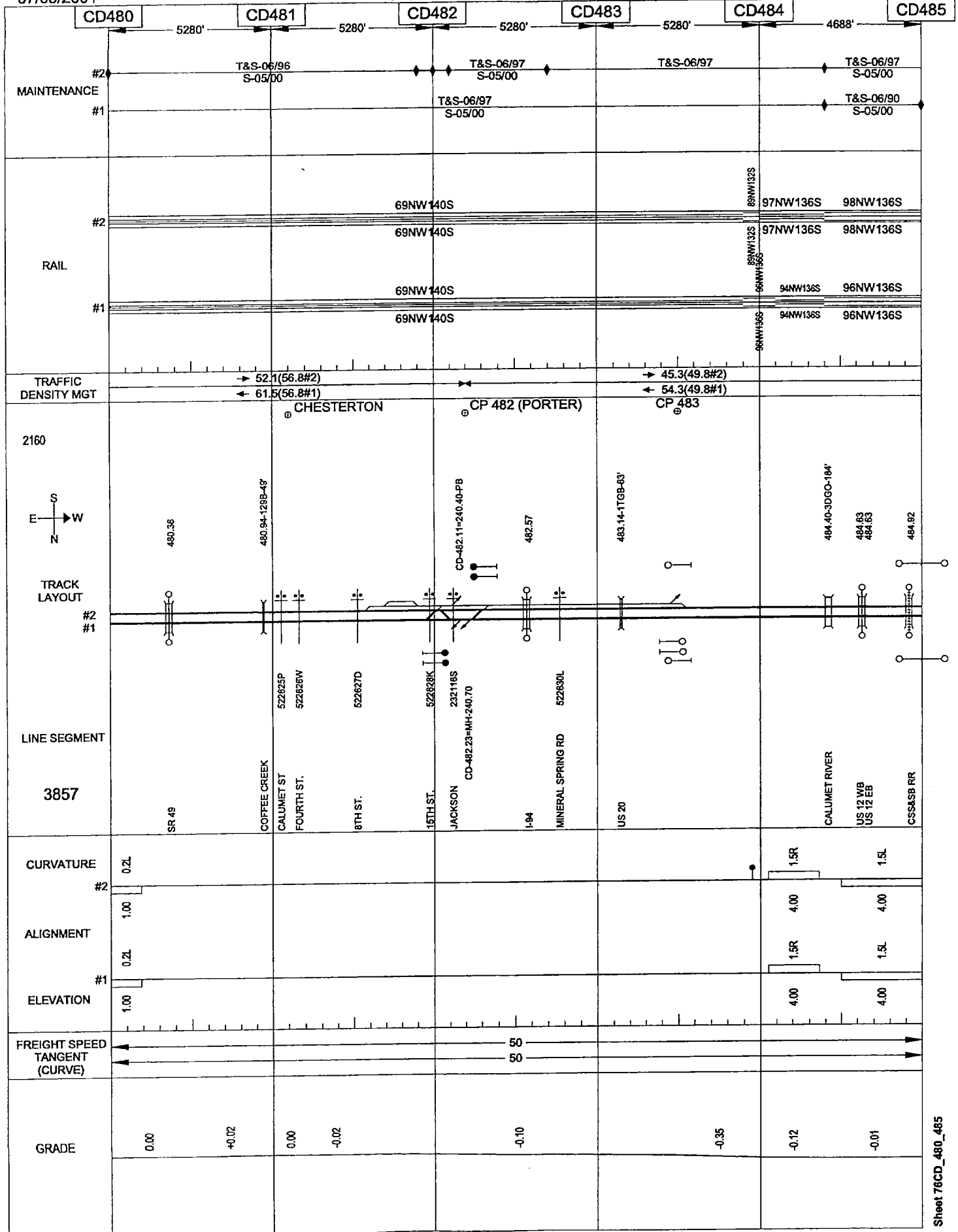


07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

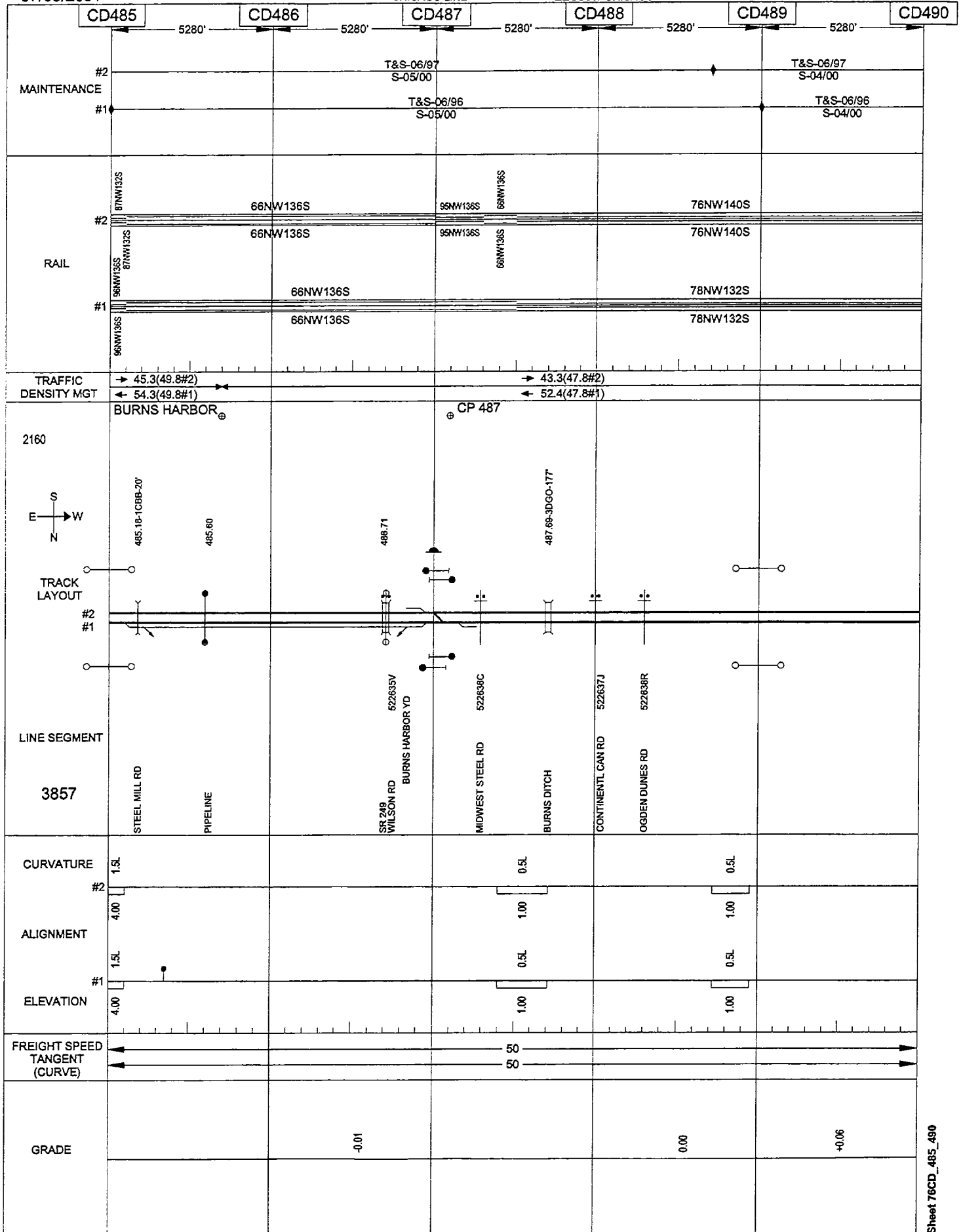


07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



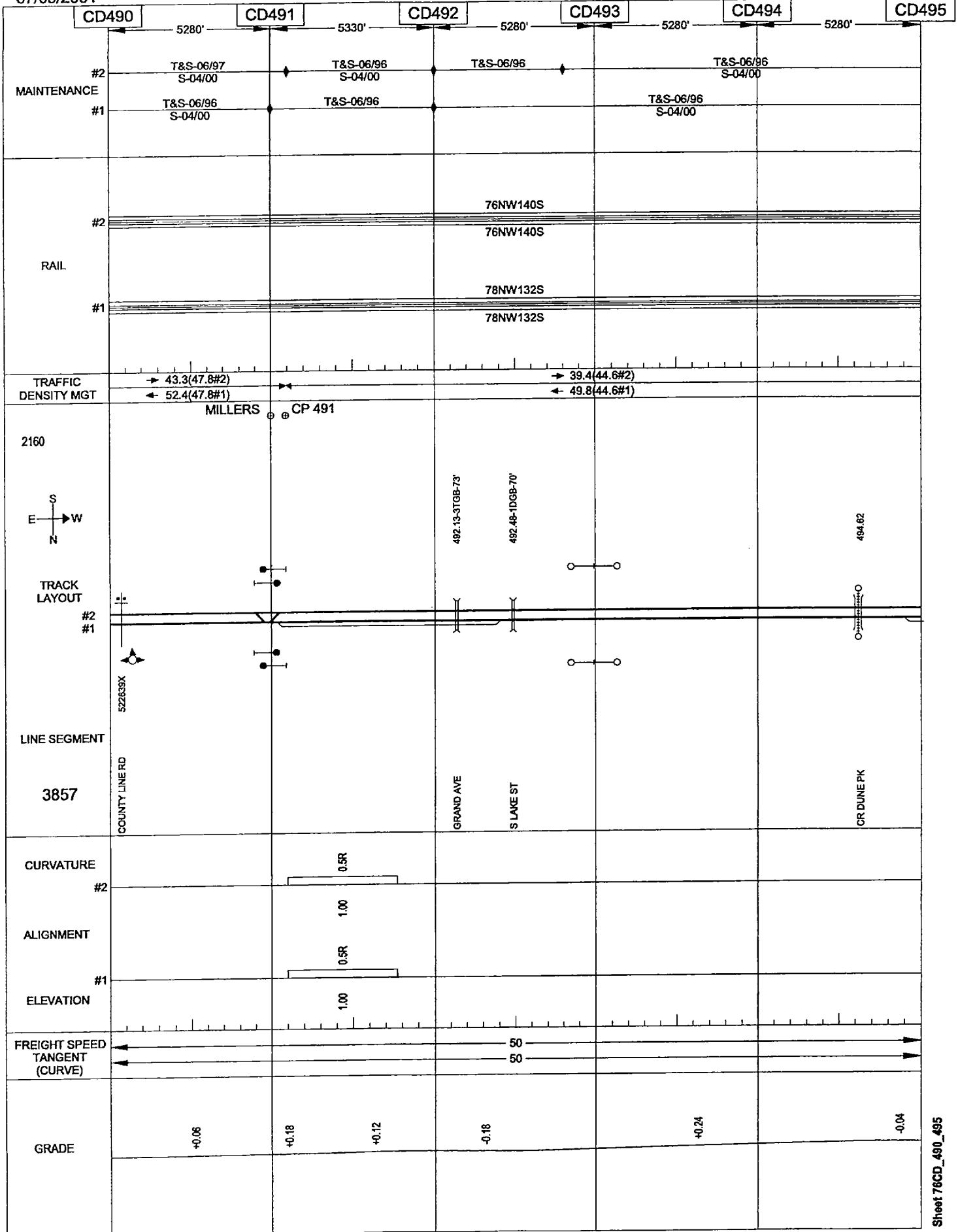
07/03/2001

063

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

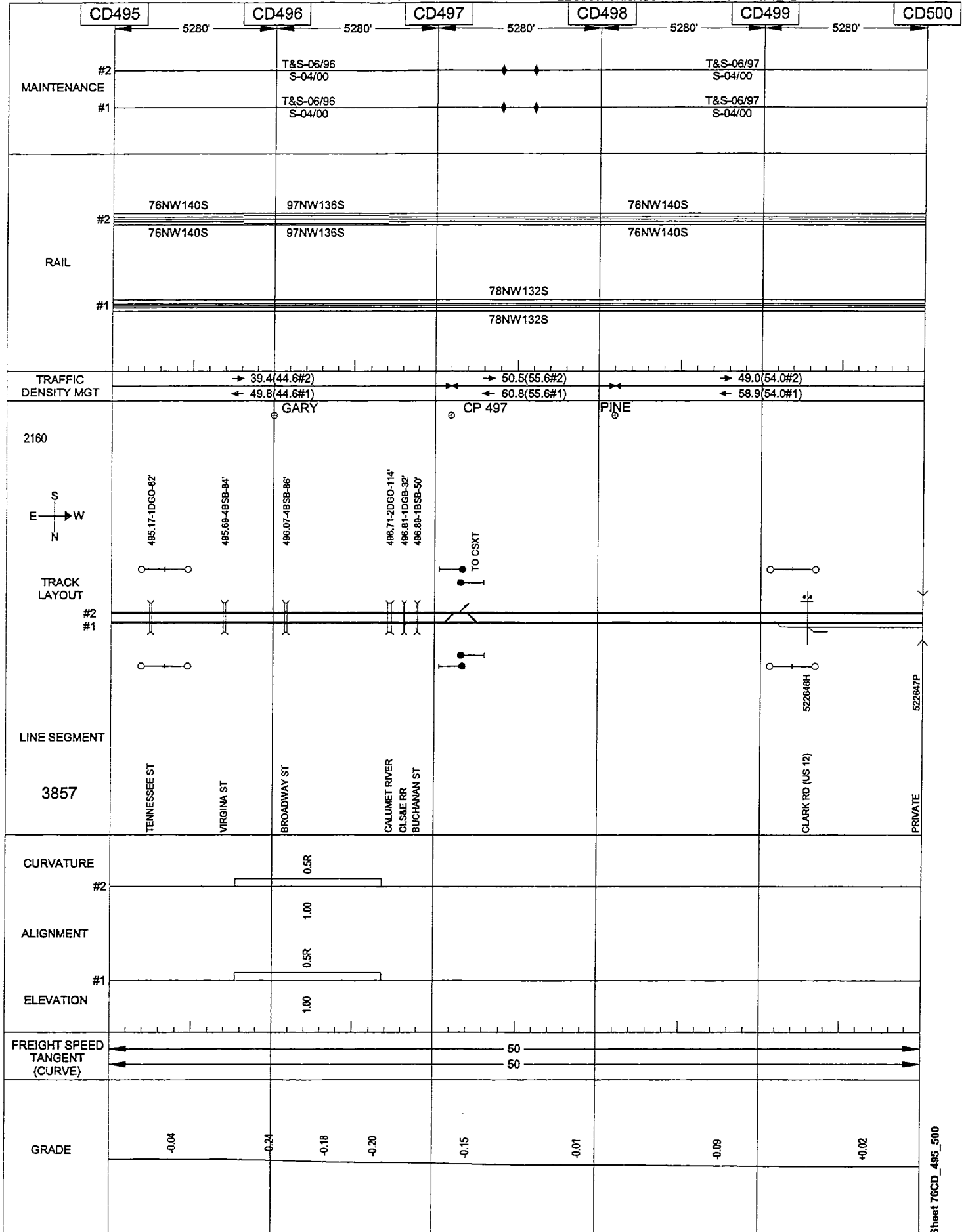


07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



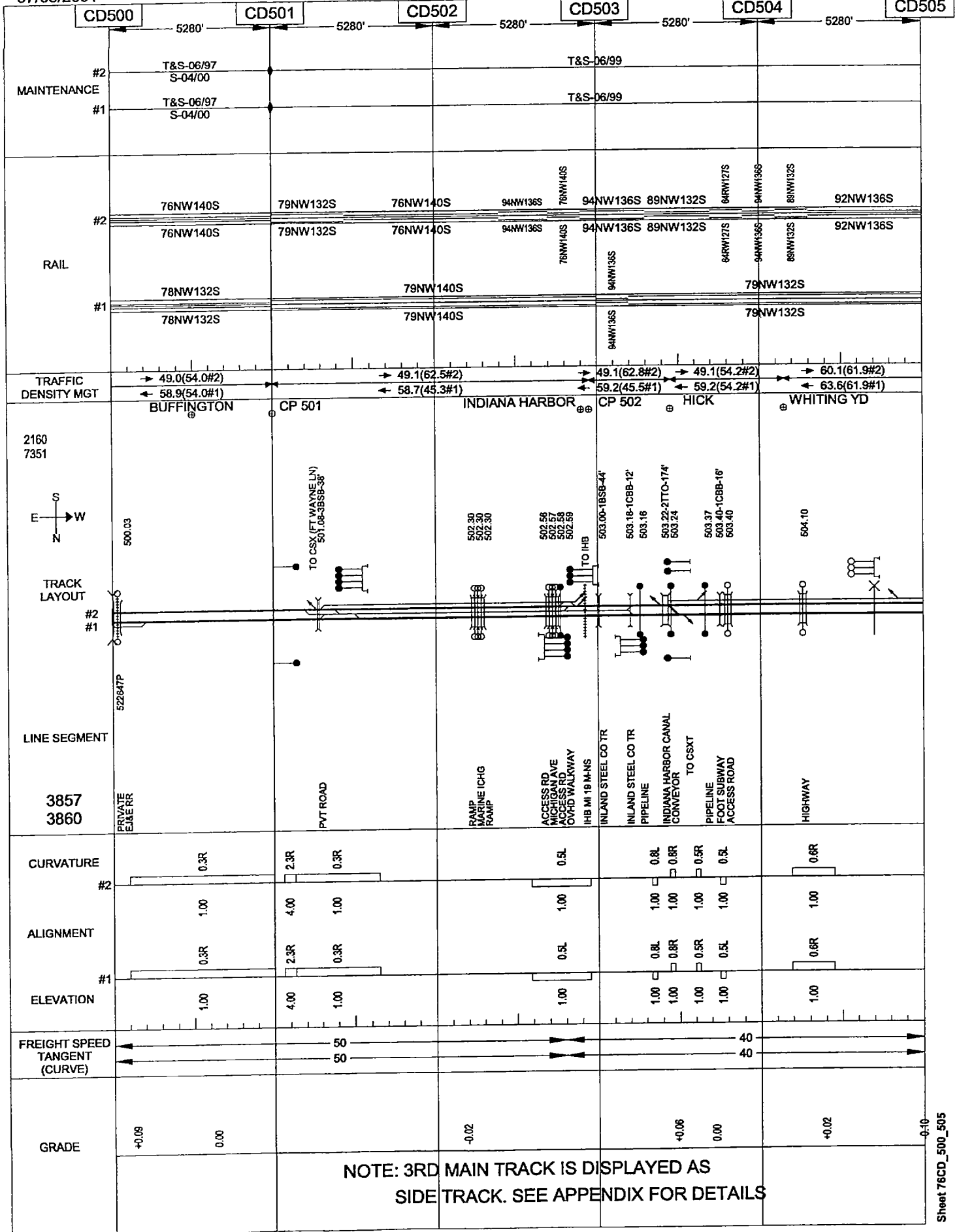
07/03/2001

065

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



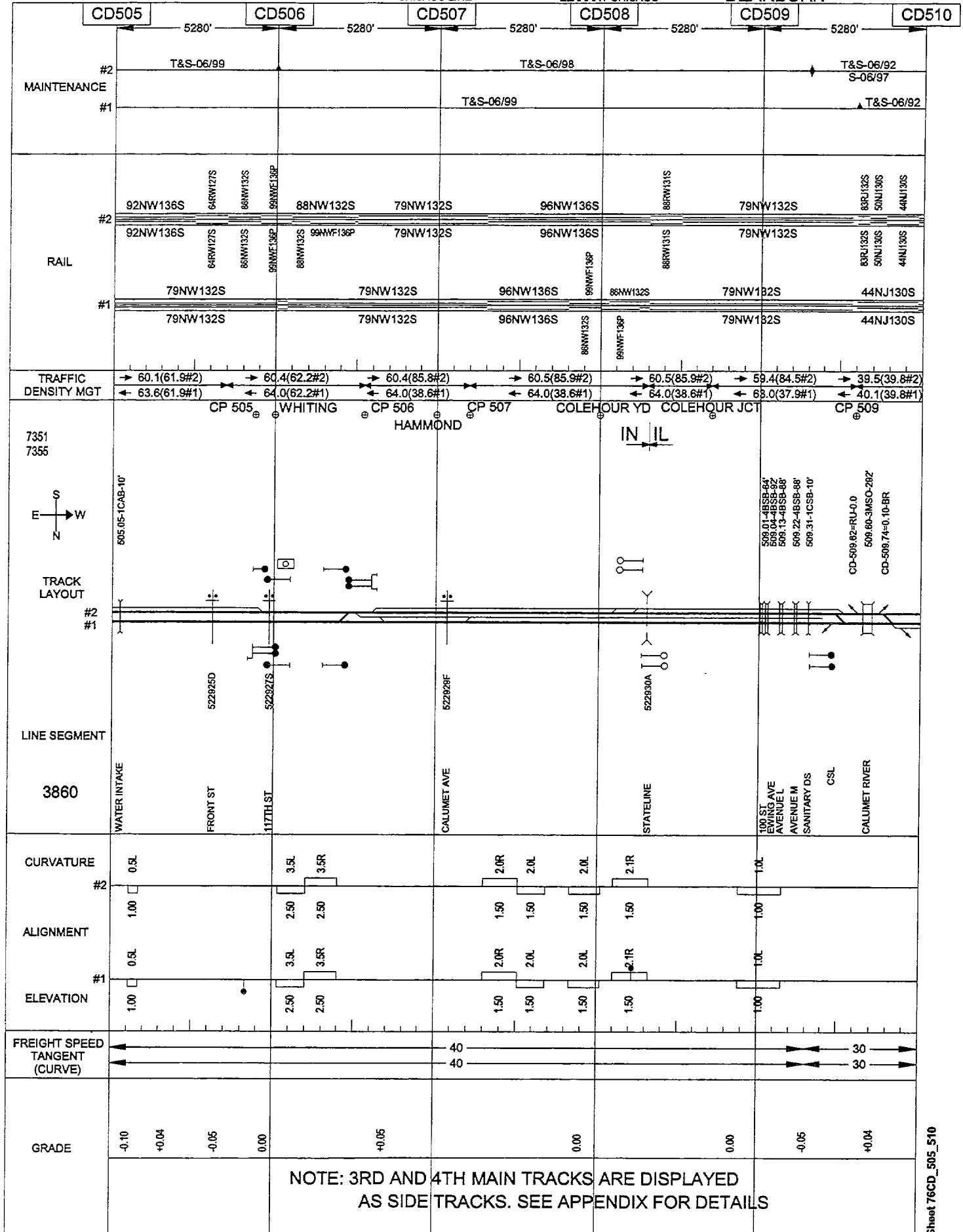


07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



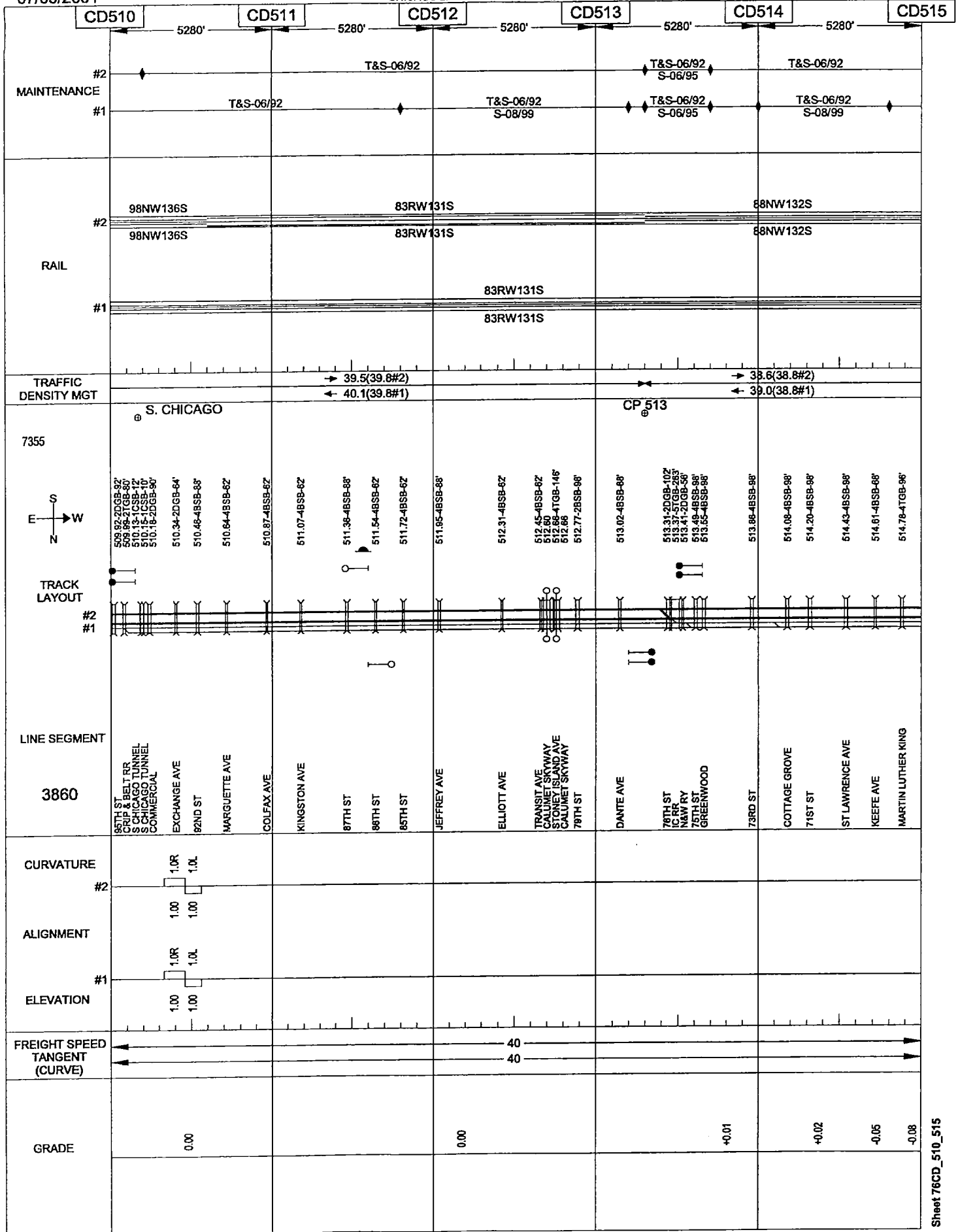
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067

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



DEARBORN

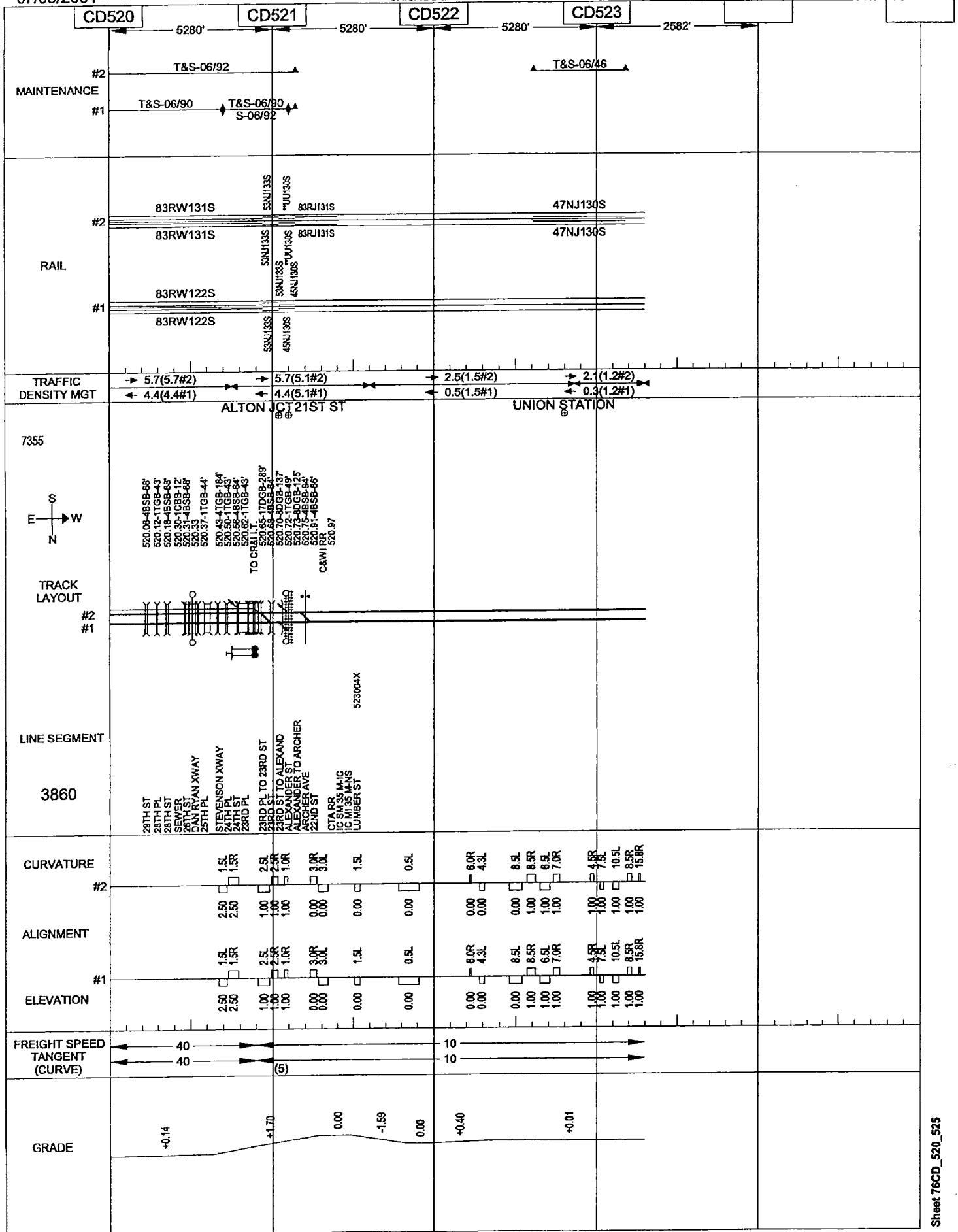
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07/03/2001

CHICAGO LINE

ELKHART-CHICAGO

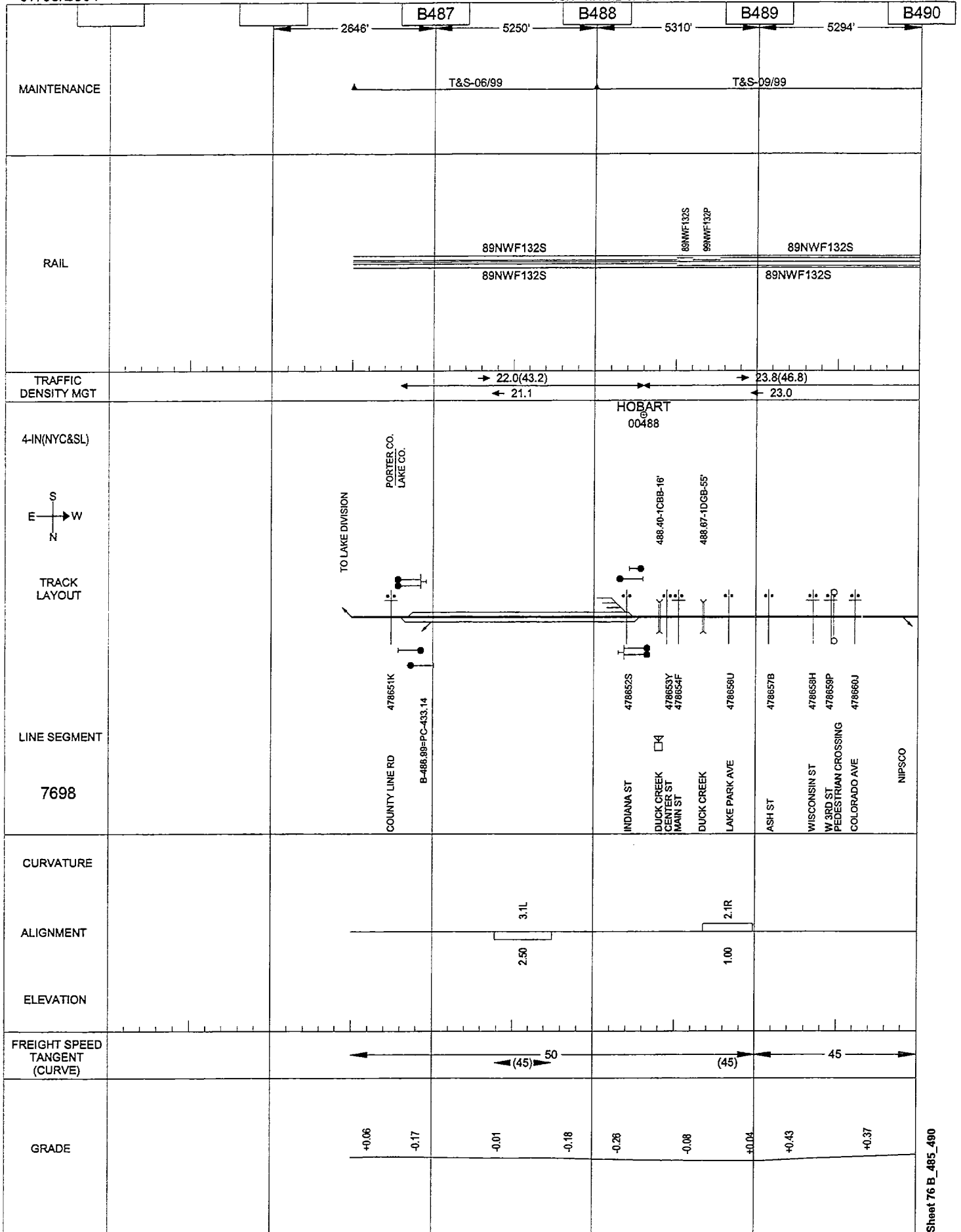
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07/05/2001

FORT WAYNE-CHICAGO

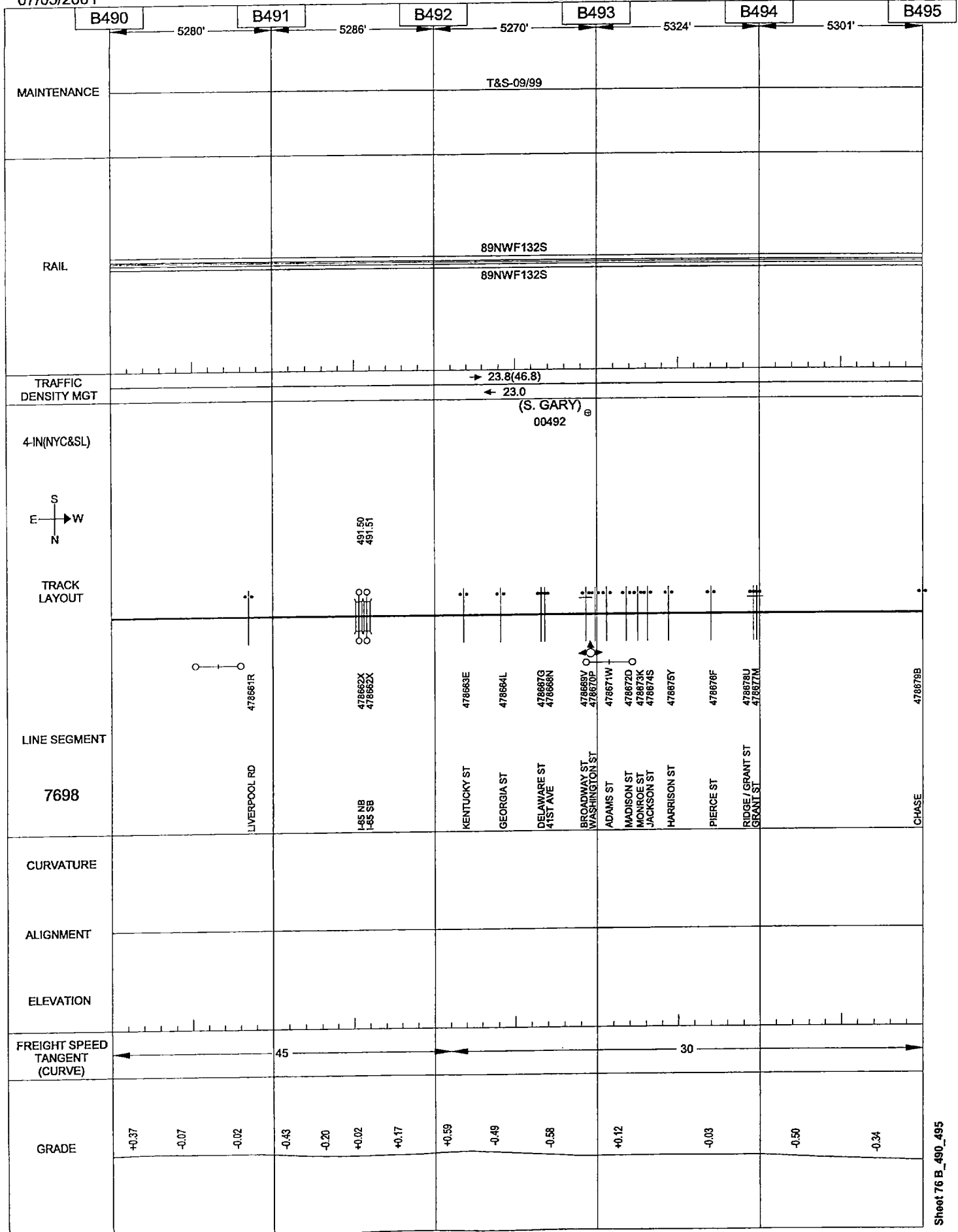
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07/05/2001

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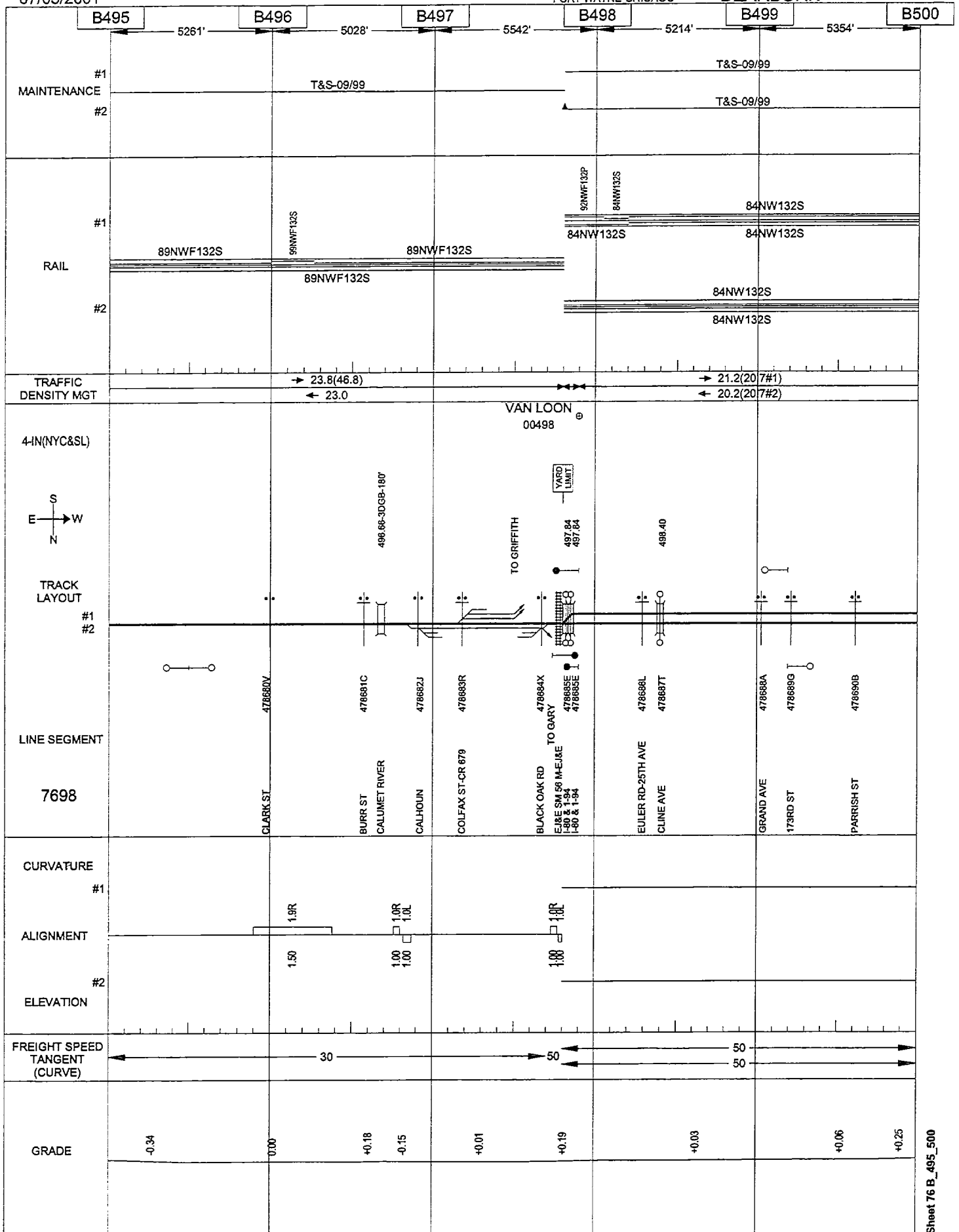
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07/05/2001

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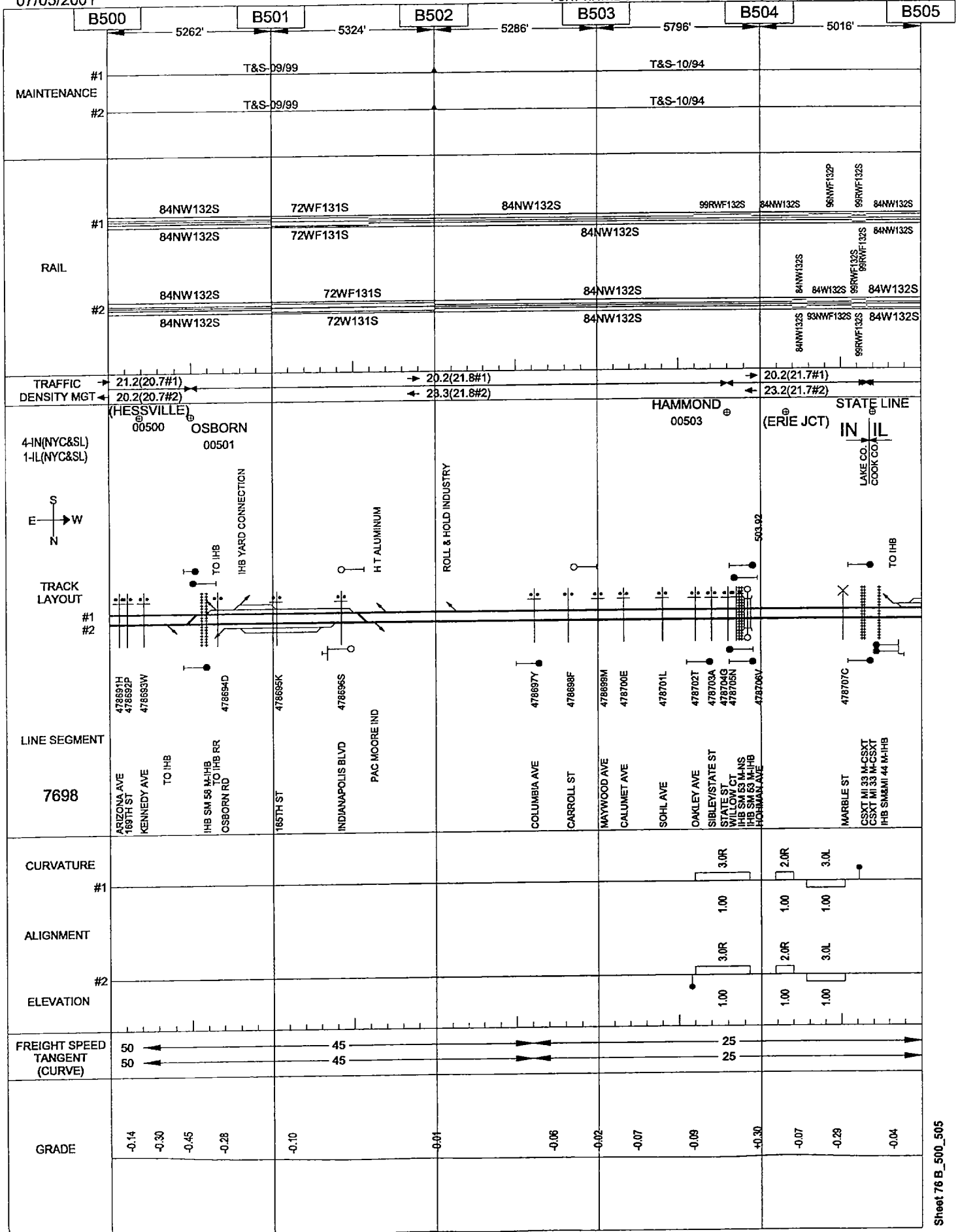
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07/05/2001

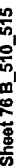
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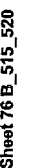
DEARBORN





Sheet 76 B\_505\_510



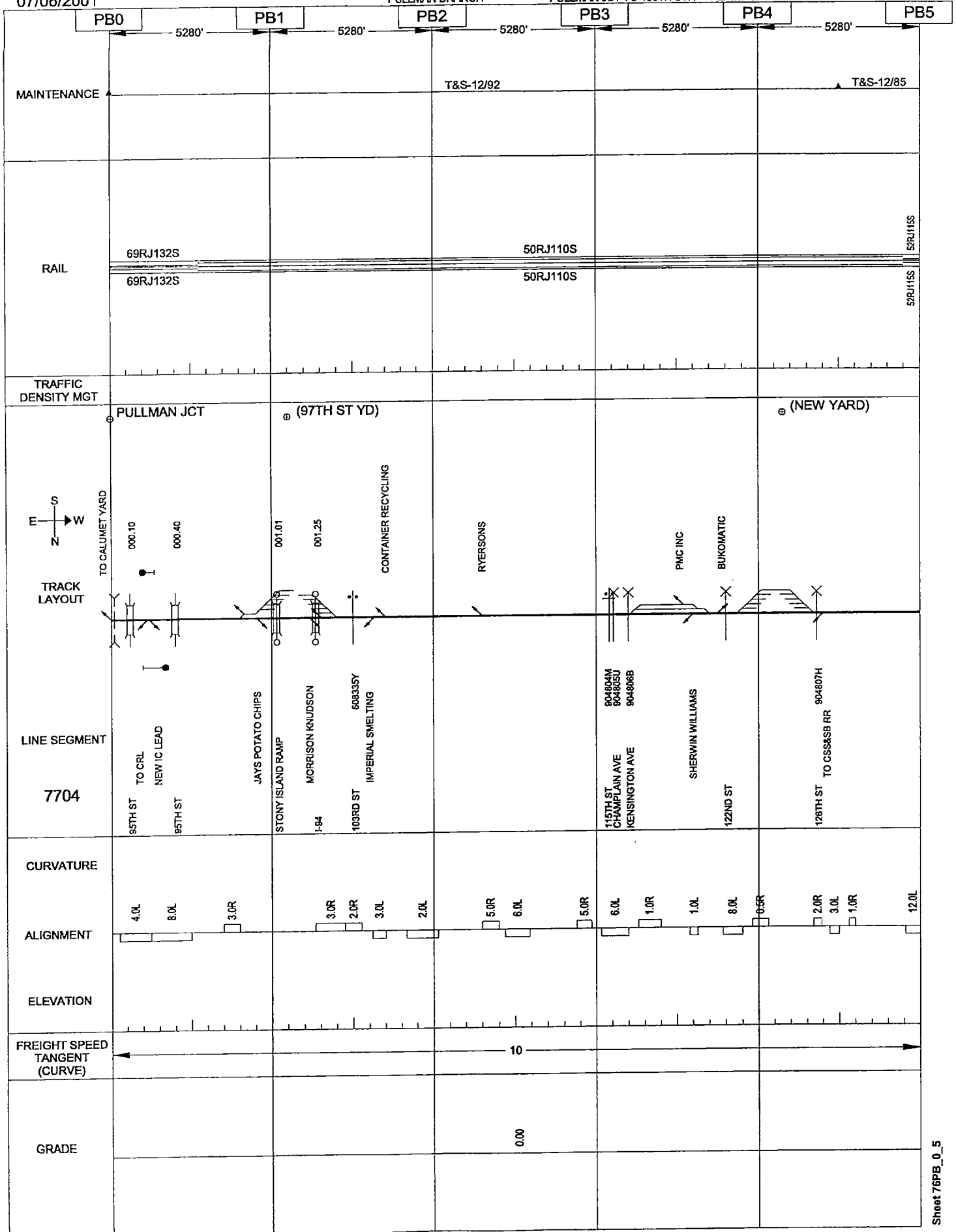


07/06/2001

PULLMAN BRANCH

PULLMAN JCT TO 130TH STR

DEARBORN



07/06/2001

PULLMAN BRANCH

PULLMAN JCT TO 130TH STR

DEARBORN

	PB5	5280'					
MAINTENANCE	T&S-12/85						
RAIL	52RJ115S 52RJ115S						
TRAFFIC DENSITY MGT							
TRACK LAYOUT	(130TH ST) TO CHICAGO PORT AUTH 005.20 I-80						
LINE SEGMENT	7704						
CURVATURE							
ALIGNMENT	12.0L 12.0L						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	0.00						

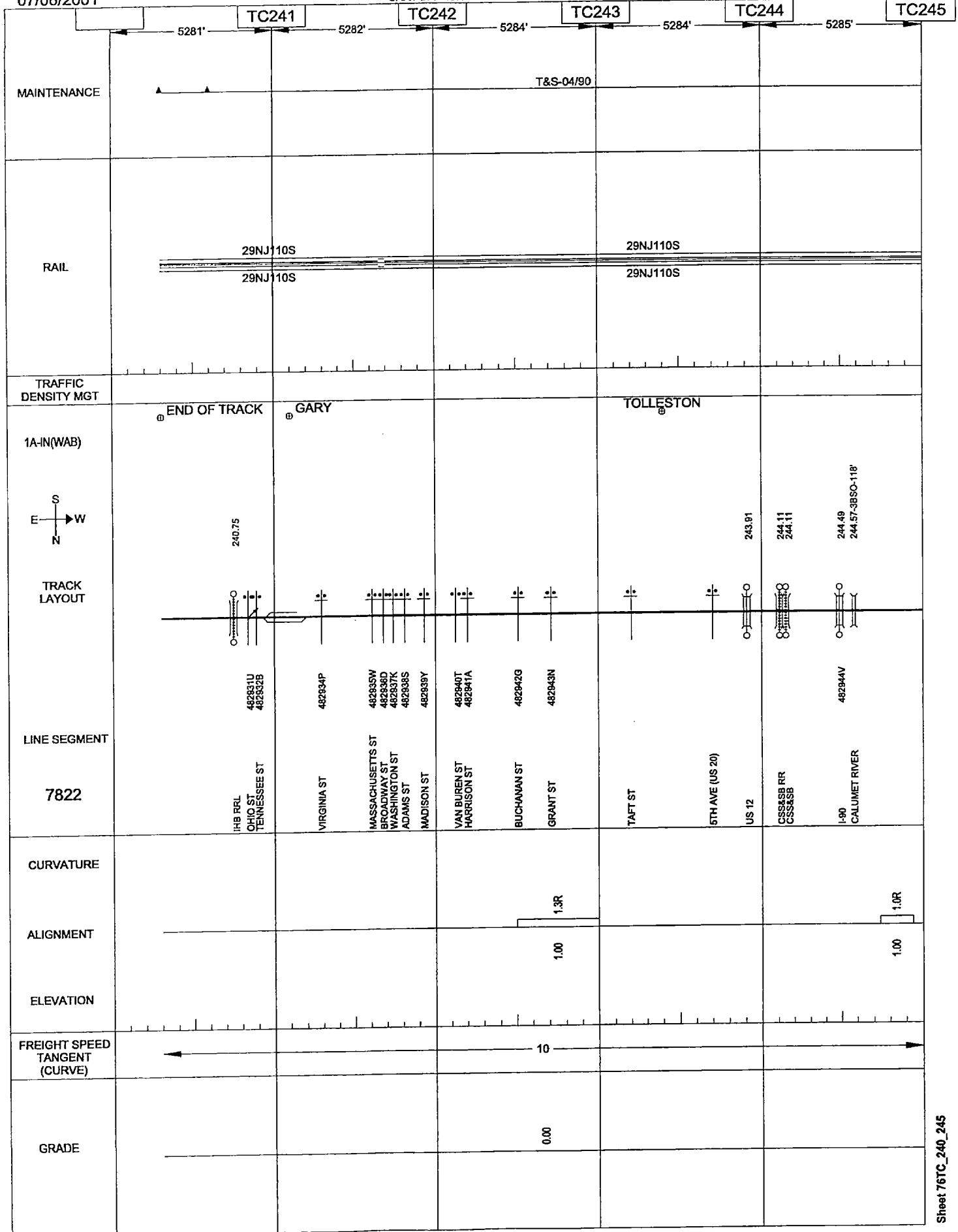
079

07/06/2001

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



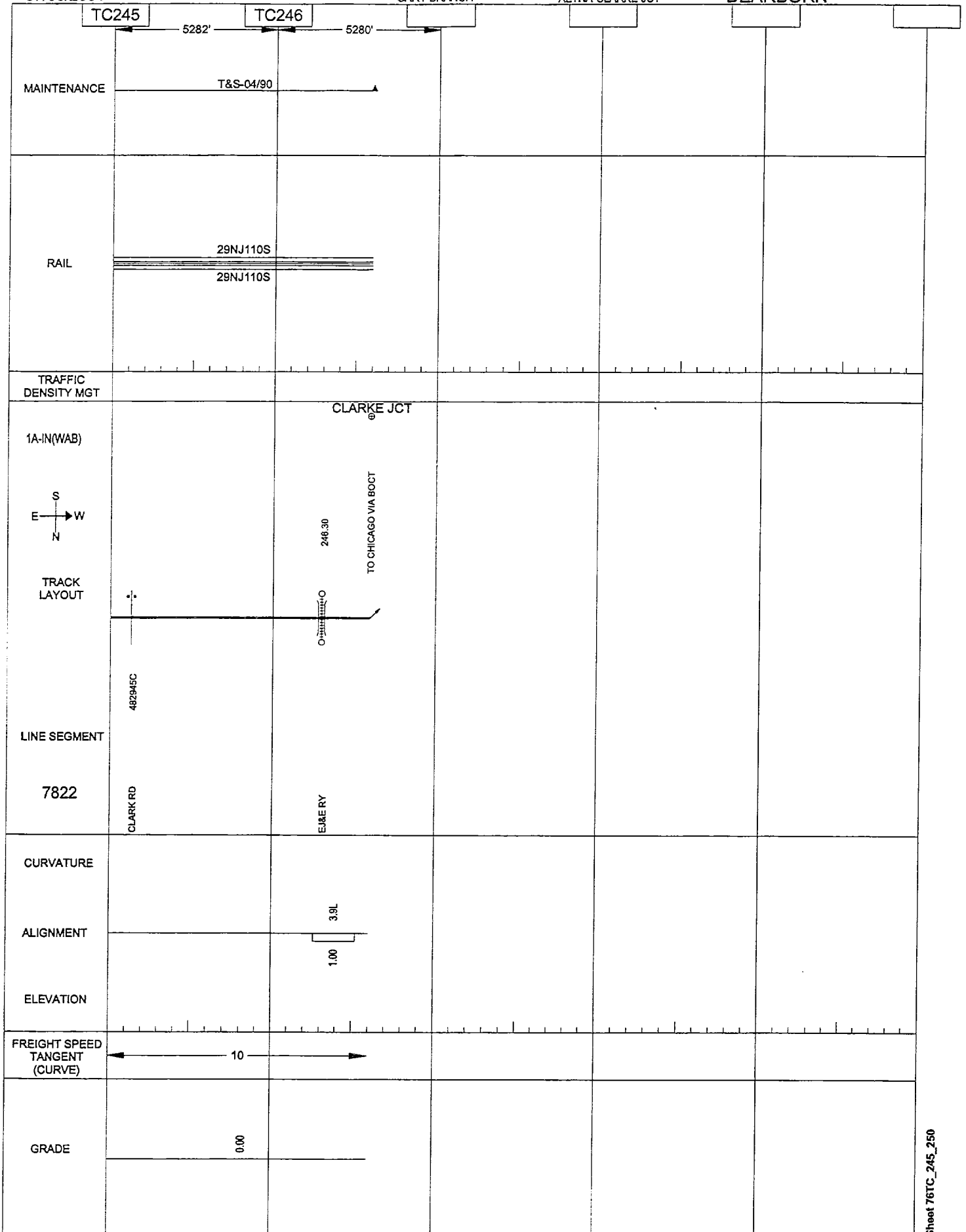
07/06/2001

080

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



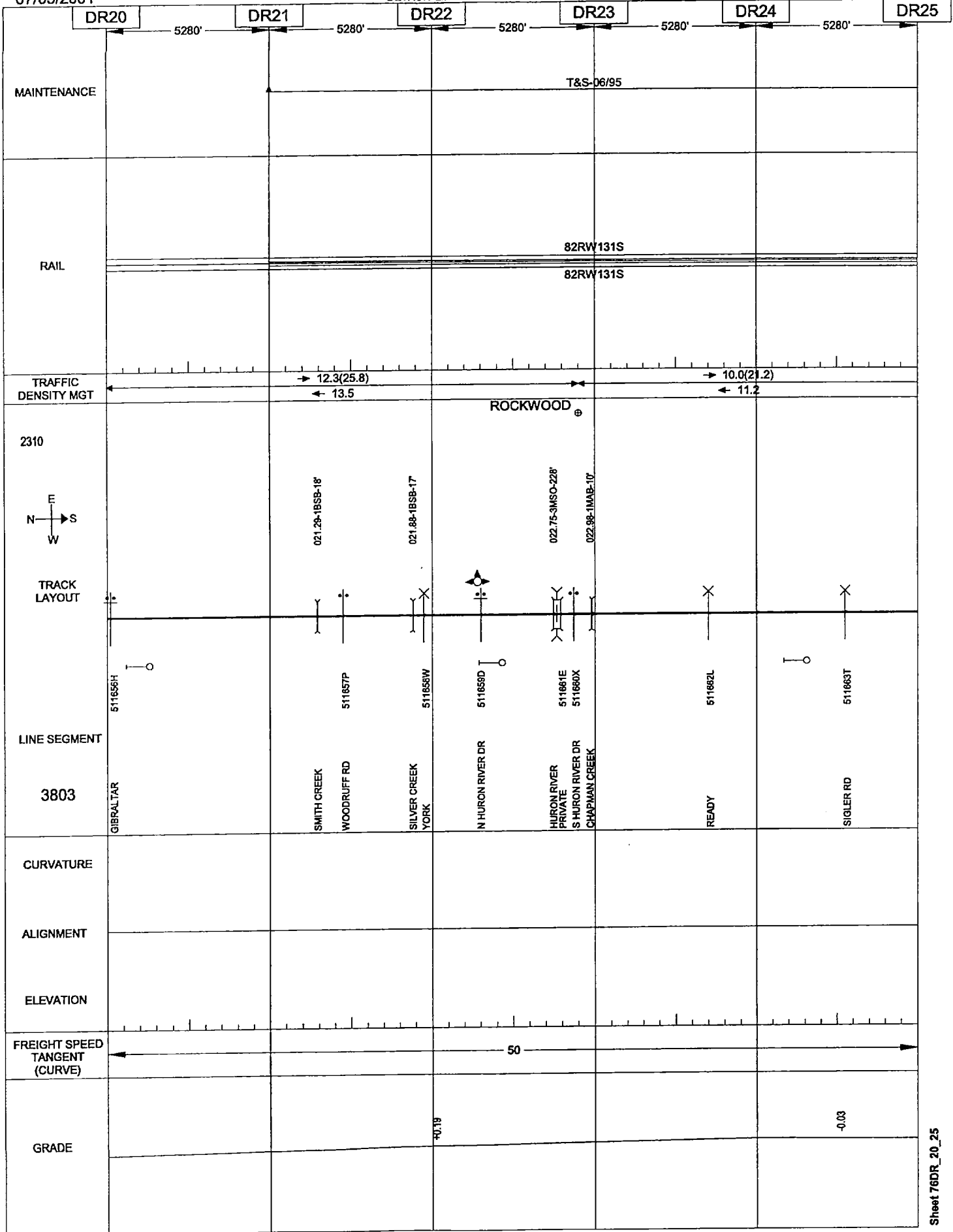
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07/03/2001

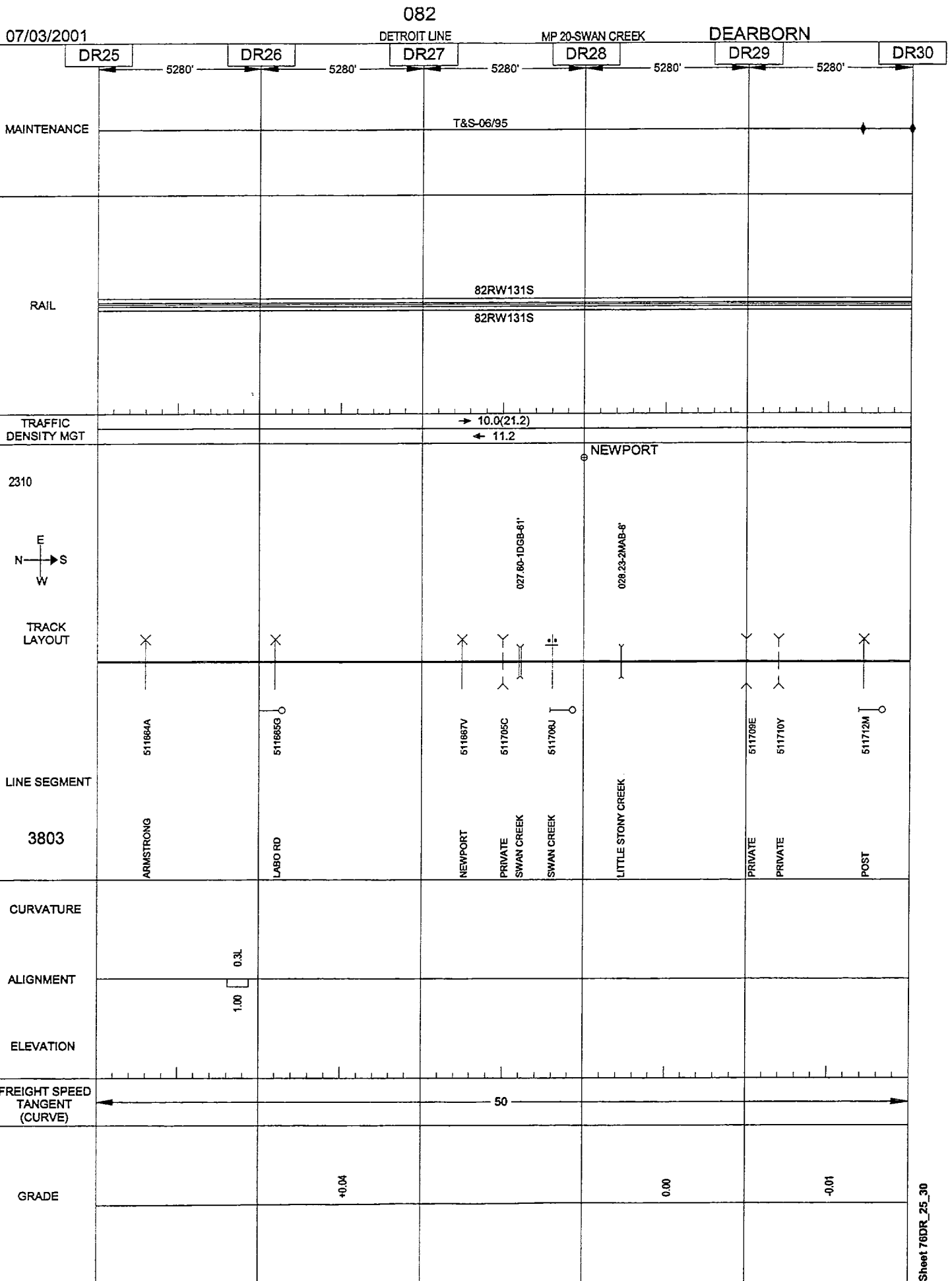
DETROIT LINE

MP 20-SWAN CREEK

DEARBORN







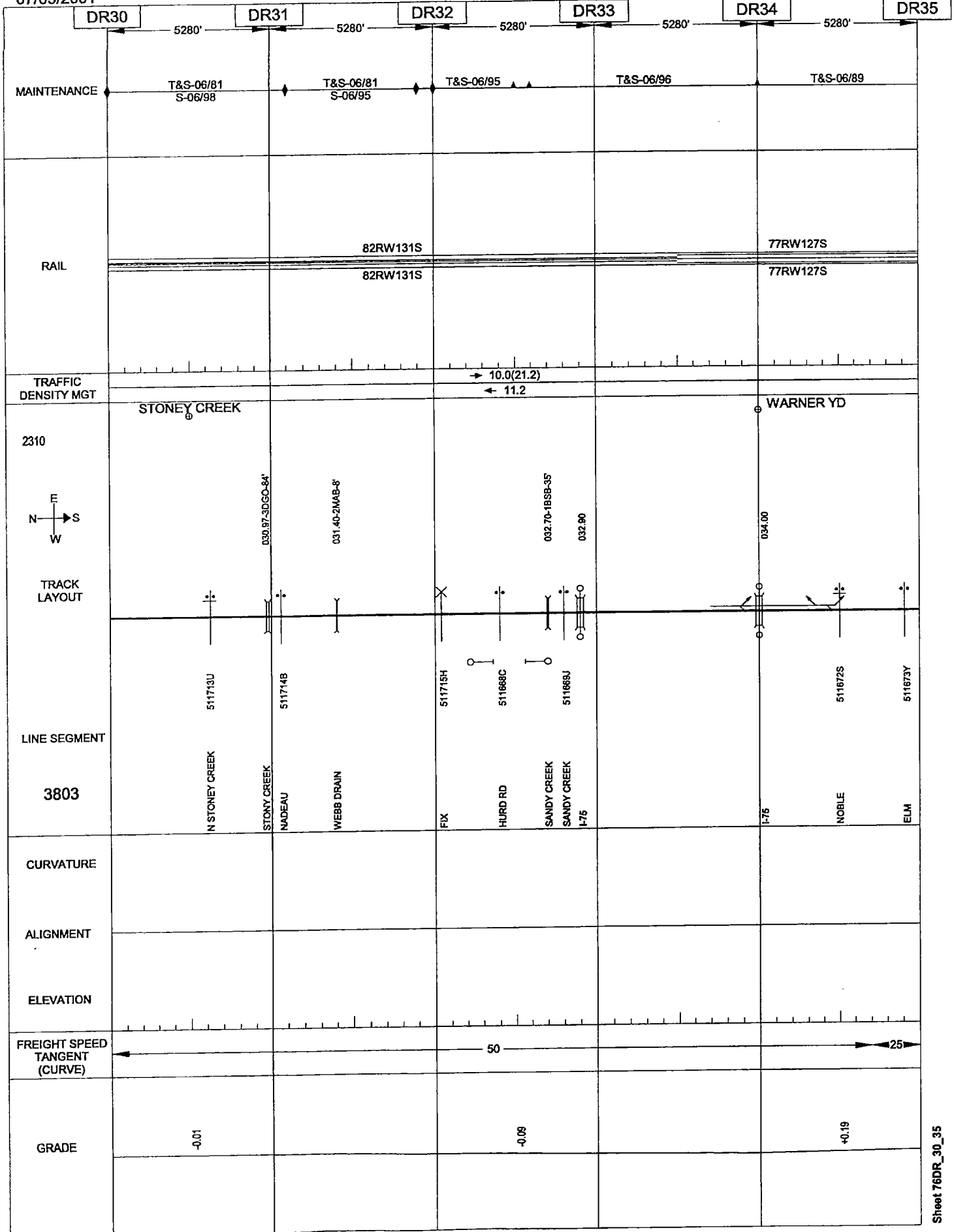
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07/03/2001

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



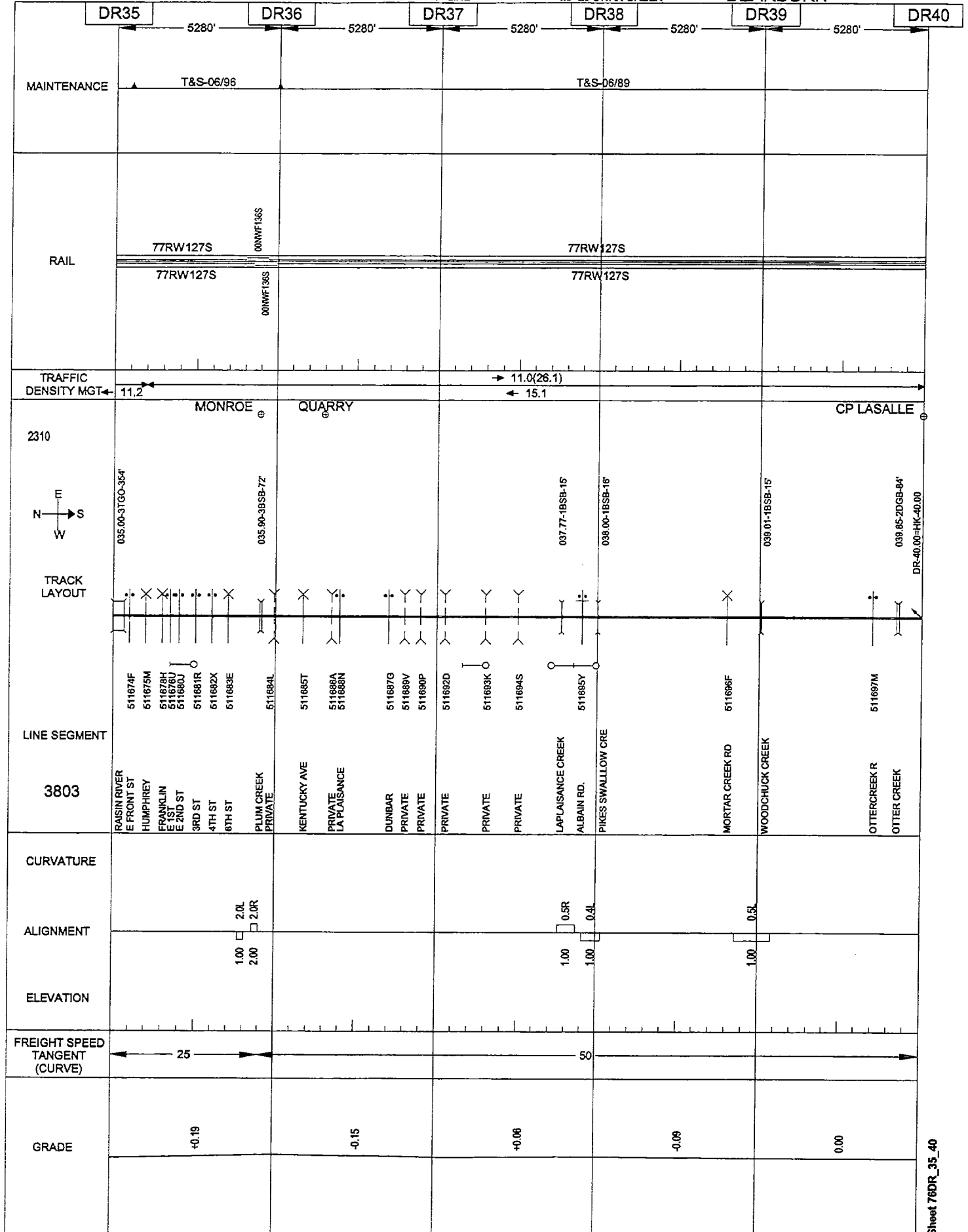
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07/03/2001

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



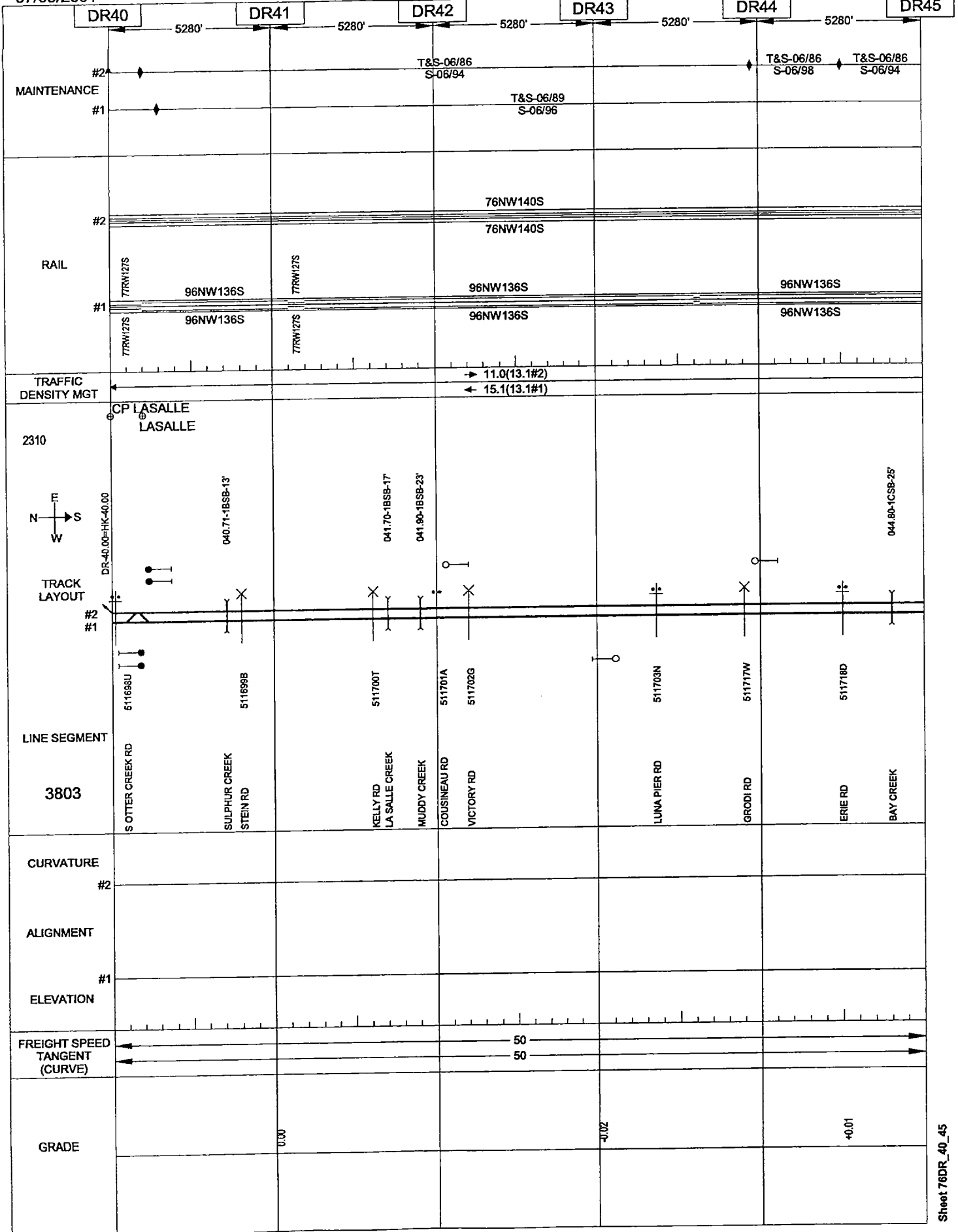
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085

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



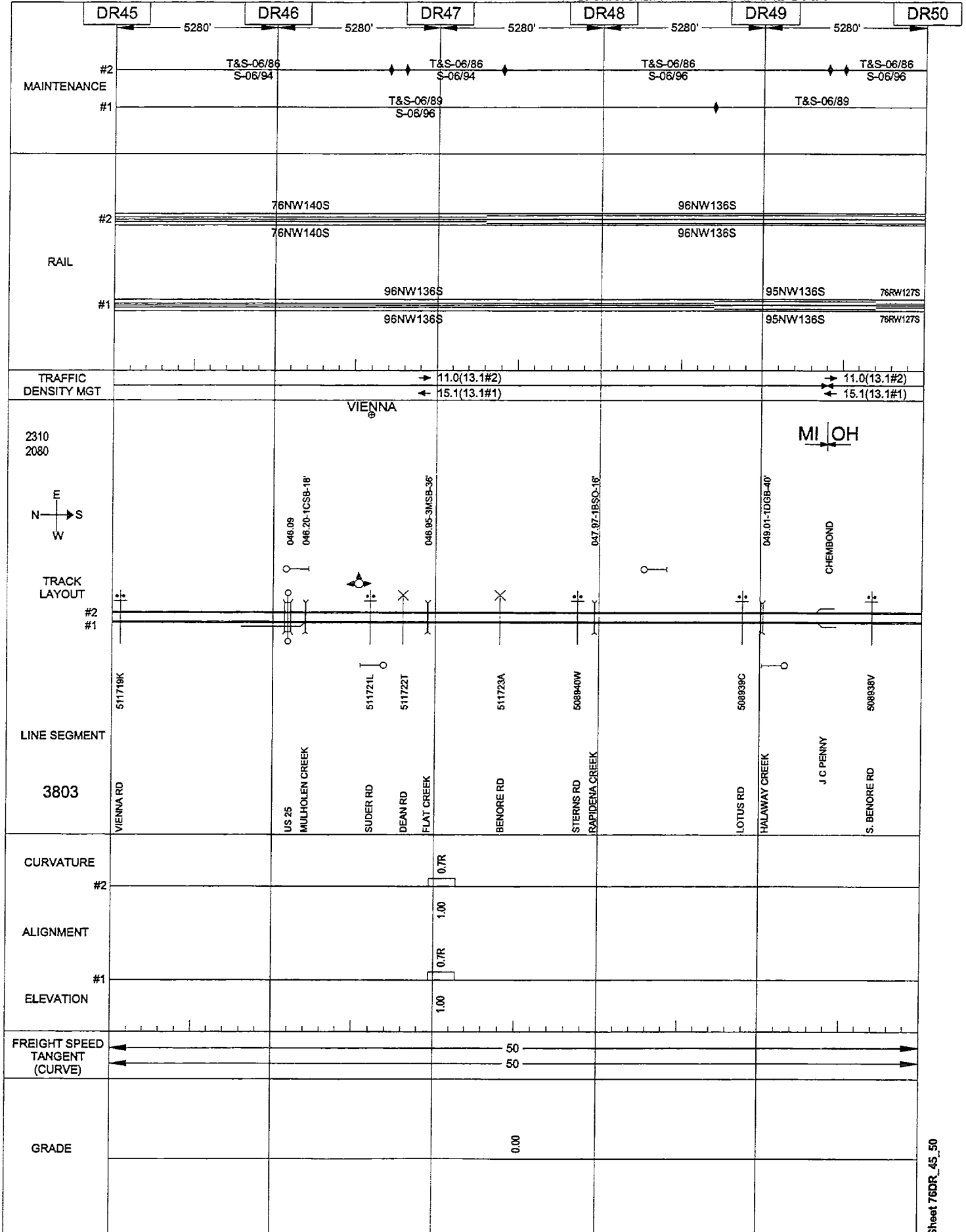
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07/03/2001

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



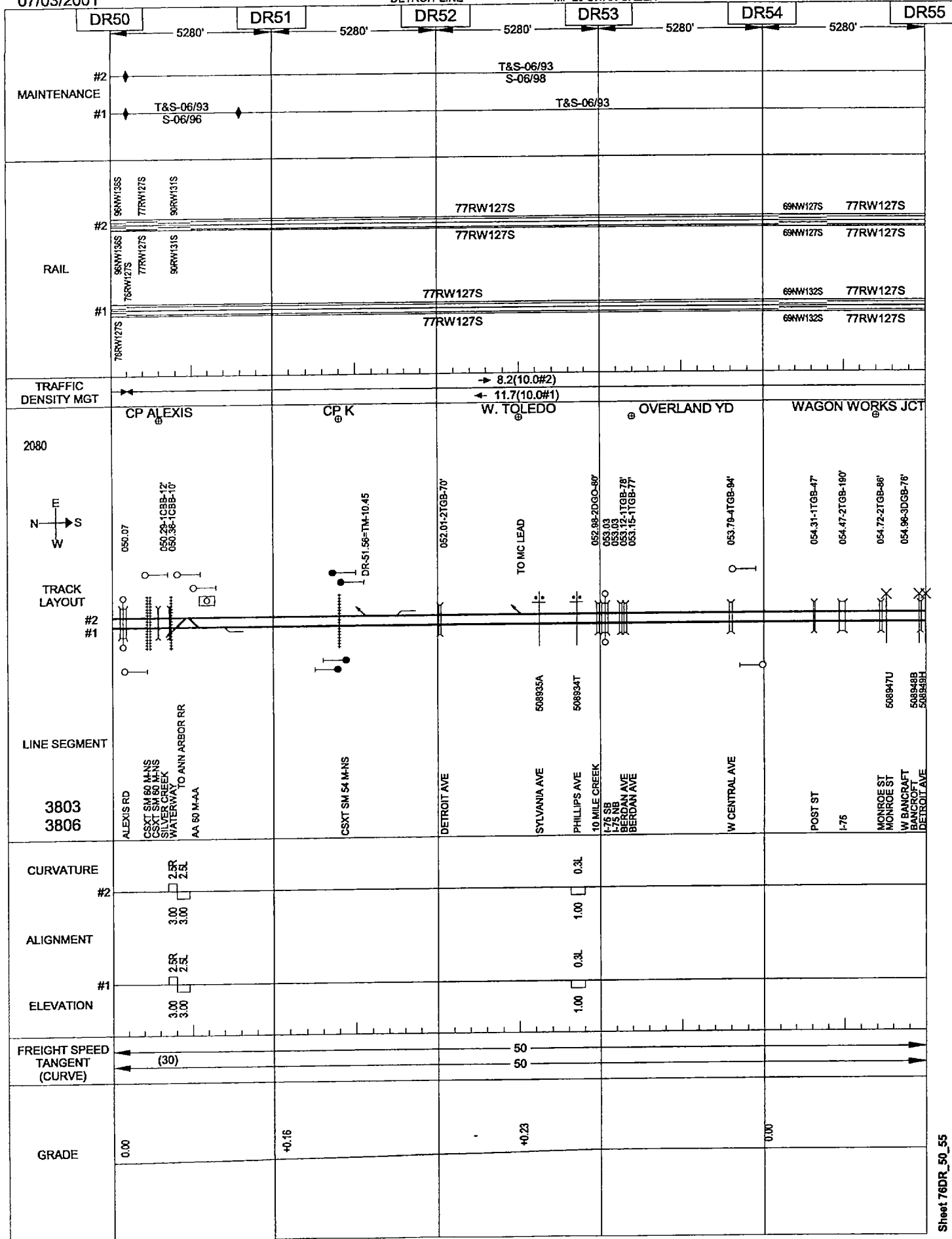
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087

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

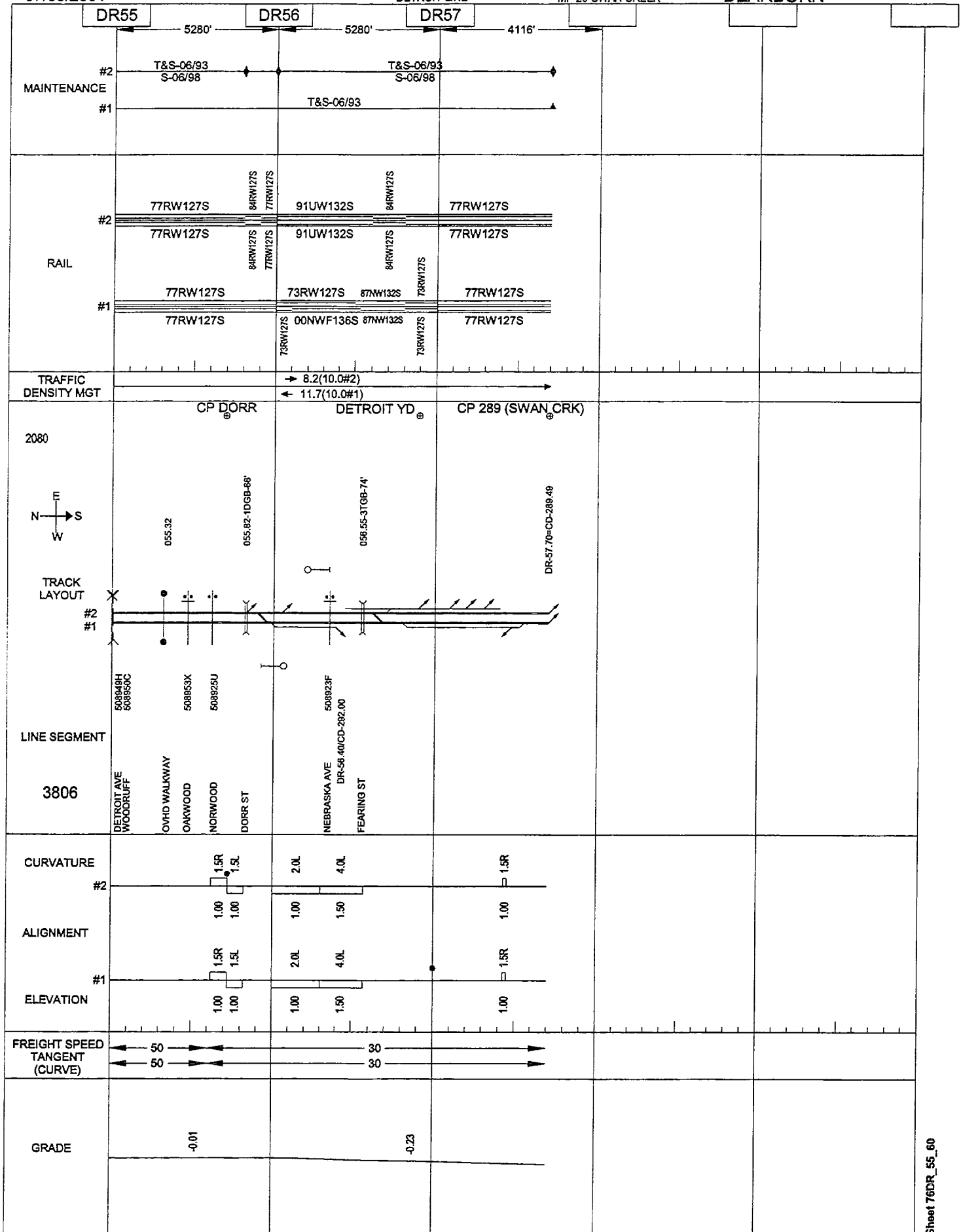


07/03/2001

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



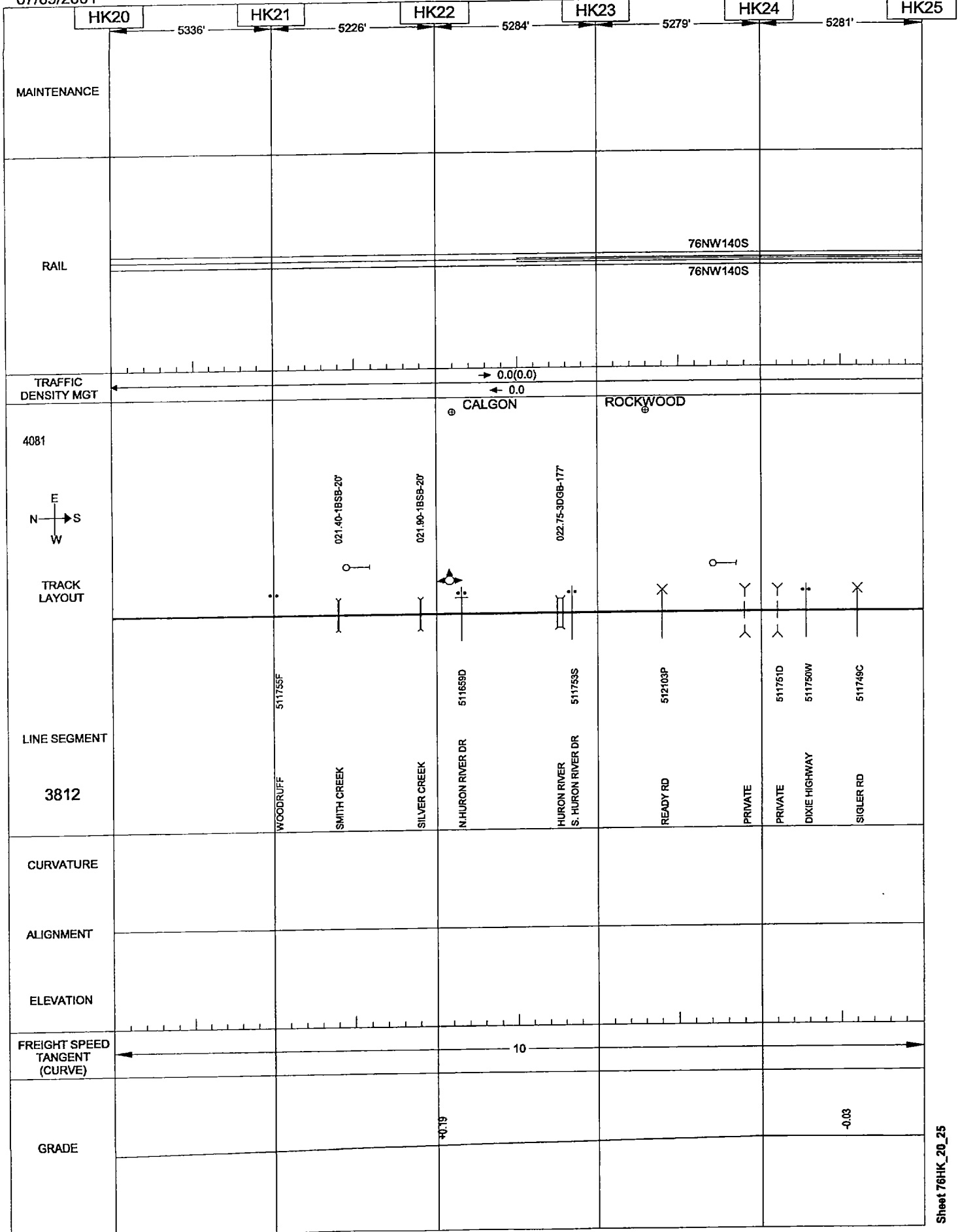
07/09/2001

089

DETROIT LINE

GILBRALTER-LASALLE

DEARBORN





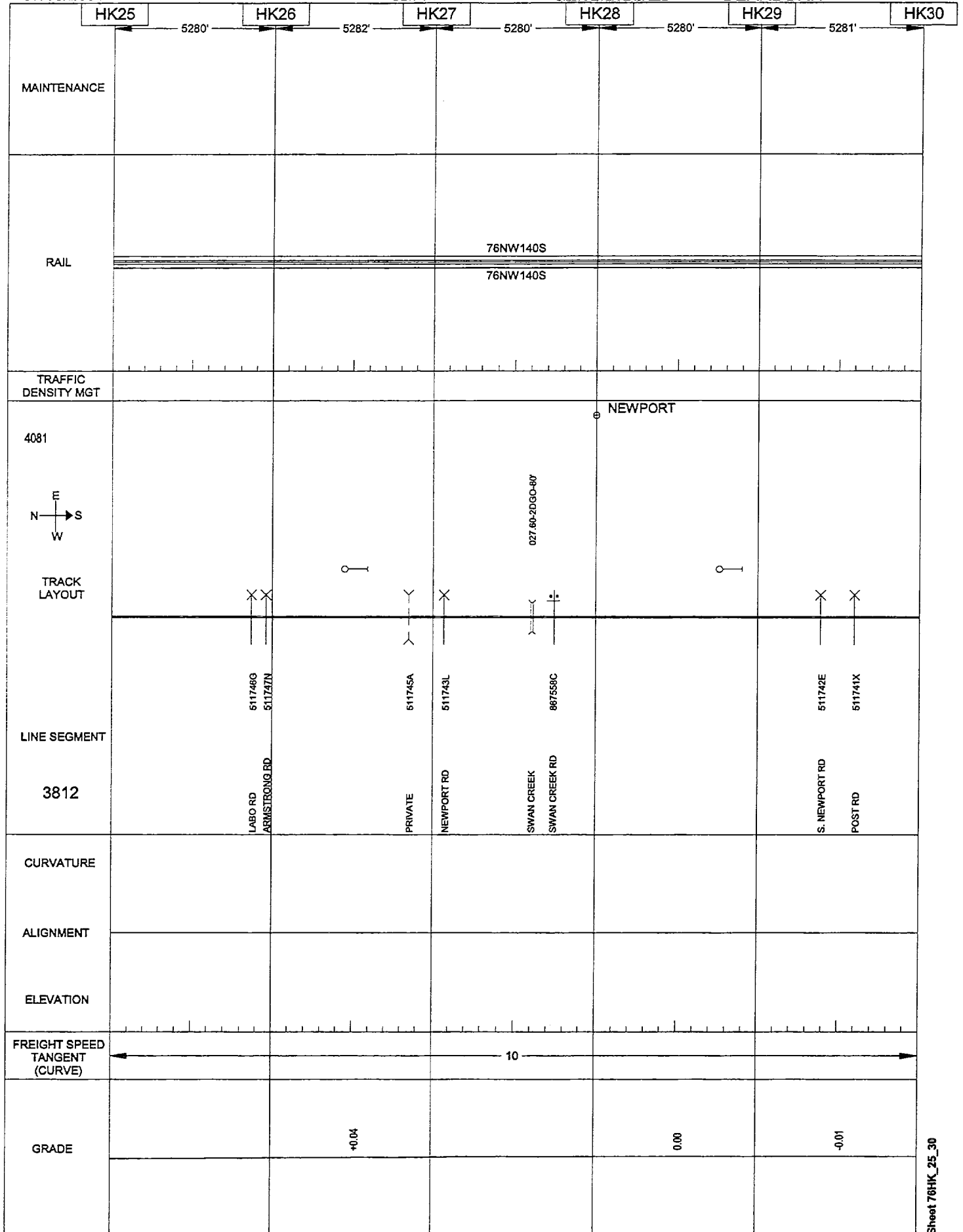
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090

DETROIT LINE

GILBRALTER-LASALLE

DEARBORN



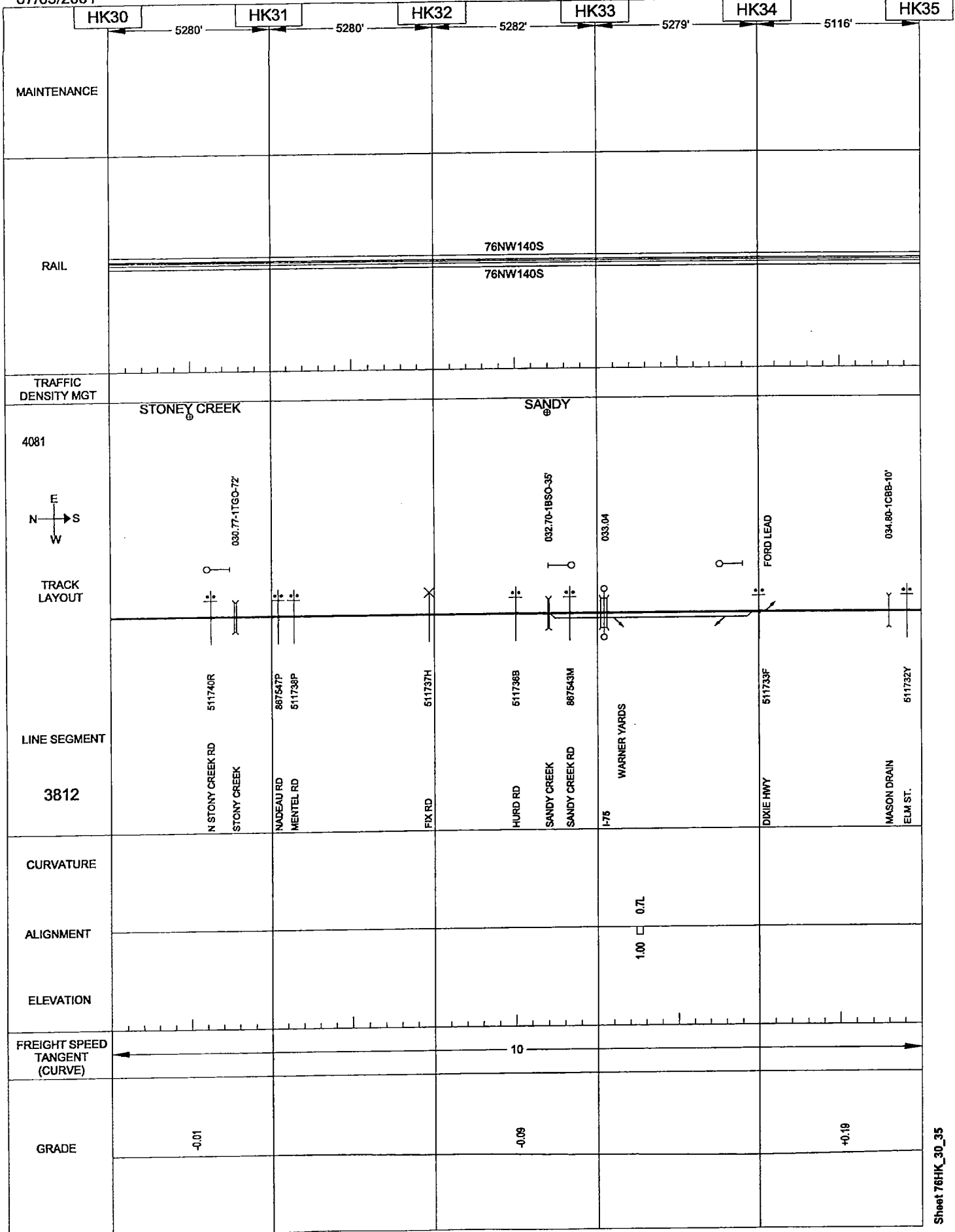
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07/03/2001

DETROIT LINE

GILBRALTER-LASALLE

DEARBORN



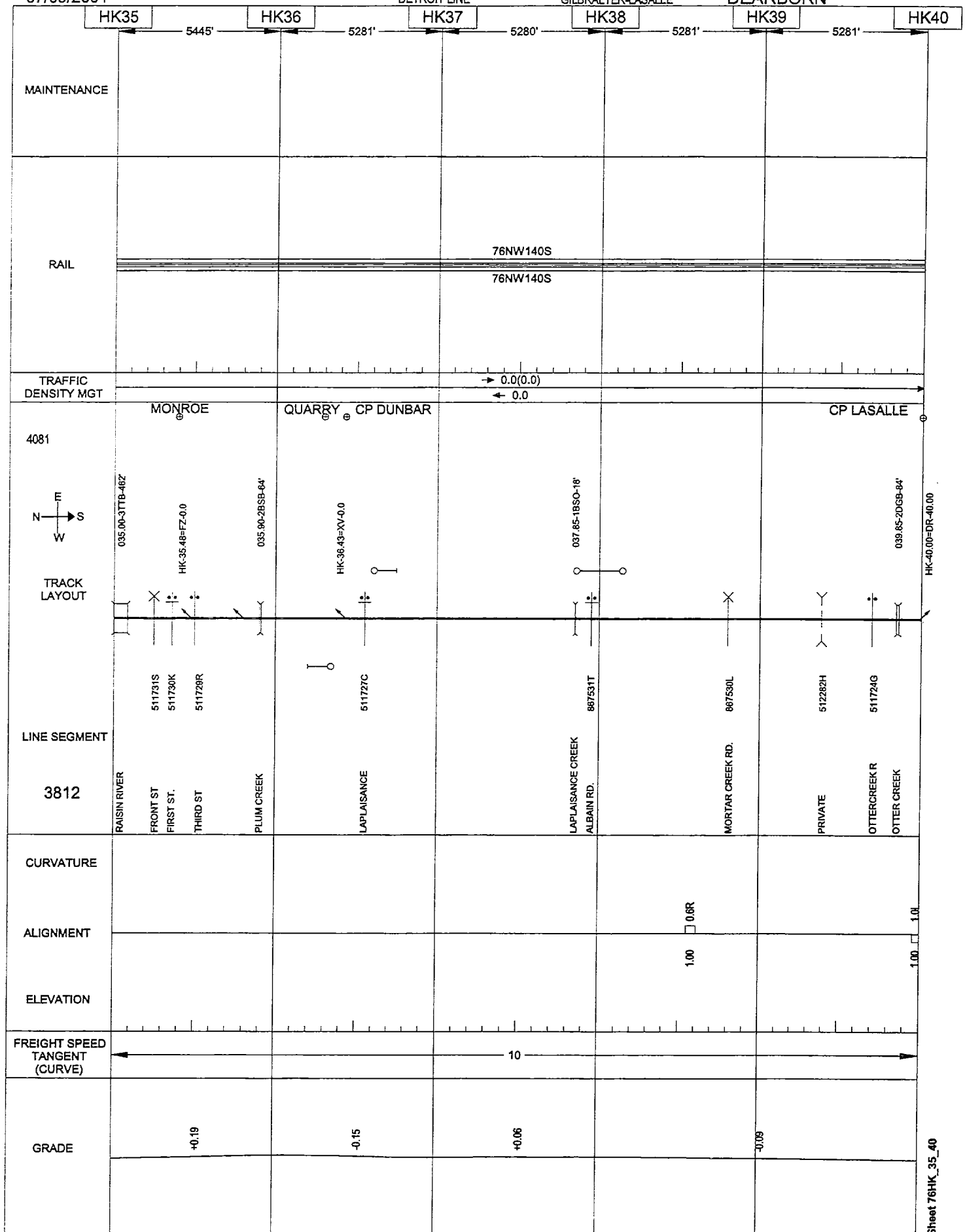
07/09/2001

092

DETROIT LINE

GILBRALTER-LASALLE

DEARBORN



07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH1C

		5280'	5280'	10560'	5287'	5256'
MAINTENANCE	#2					
	#1	<div style="display: flex; justify-content: space-between;"> <div> <p>T&amp;S-06/88</p> <p>T&amp;S-06/76 S-06/88</p> </div> <div> <p>T&amp;S-06/76 S-06/84</p> <p>T&amp;S-06/85 S-06/95</p> </div> </div>				
RAIL	#2					
	#1	<div style="display: flex; justify-content: space-between;"> <div> <p>88RW127S</p> <p>88RW127S</p> </div> <div> <p>88RW127S</p> <p>88RW127S</p> </div> </div>				
TRAFFIC DENSITY MGT		<div style="display: flex; justify-content: space-between;"> <div> <p>→ 2.3(1.8#1)</p> <p>← 1.4(1.8#2)</p> </div> <div> <p>→ 1.8(2.9)</p> <p>← 1.1</p> </div> </div>				
4012		<div style="display: flex; justify-content: space-between;"> <div> <p>CP TOWNLINE</p> <p>DEARBORN</p> </div> <div> <p>CP MORT</p> </div> </div>				
TRACK LAYOUT	#2					
	#1	<div style="display: flex; justify-content: space-between;"> <div> <p>008.18-1CBB-12'</p> <p>008.17-2CBB-34'</p> <p>008.18-1CBB-10'</p> </div> <div> <p>008.50-4BSB-160'</p> </div> <div> <p>008.90-5DGO-359'</p> </div> <div> <p>GREENFIELD VIL SD</p> </div> <div> <p>008.93-4BSB-70'</p> </div> </div>				
LINE SEGMENT		<div style="display: flex; justify-content: space-between;"> <div> <p>STORM SEWER HUBBELL SEWER SANITARY SEWER</p> </div> <div> <p>SOUTHFIELD RD</p> </div> <div> <p>ROUGE RIVER</p> </div> <div> <p>ELM ST.</p> <p>OAKWOOD BLVD</p> <p>MONROE ST</p> </div> </div>				
3866						
CURVATURE	#2					
ALIGNMENT	#1	<div style="display: flex; justify-content: space-between;"> <div> <p>1.0L</p> <p>1.00</p> </div> </div>				
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)		<div style="display: flex; justify-content: space-between;"> <div> <p>50</p> <p>50</p> </div> <div> <p>50</p> </div> </div>				
GRADE		<div style="display: flex; justify-content: space-between;"> <div> <p>0.00</p> </div> </div>				

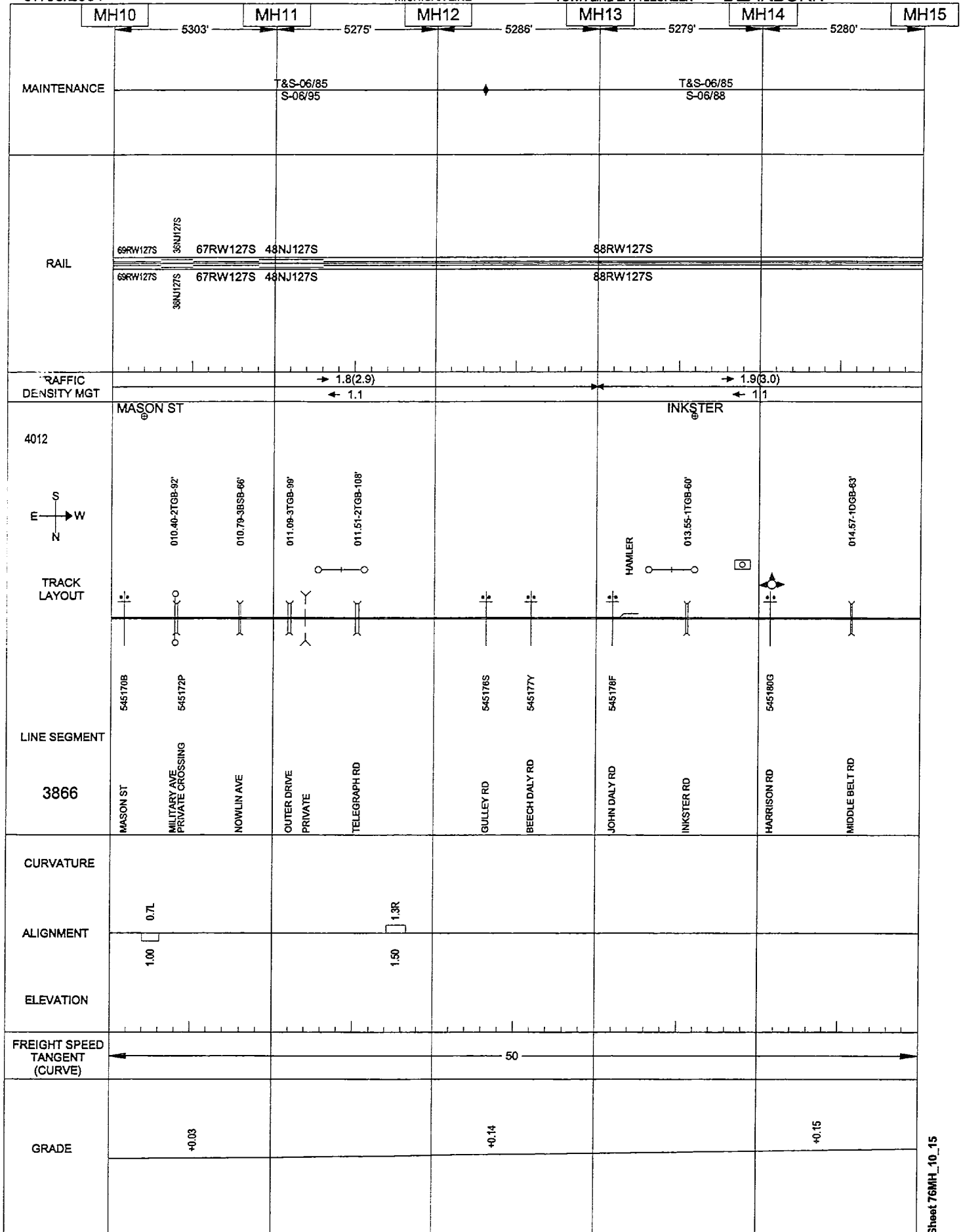
094

07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



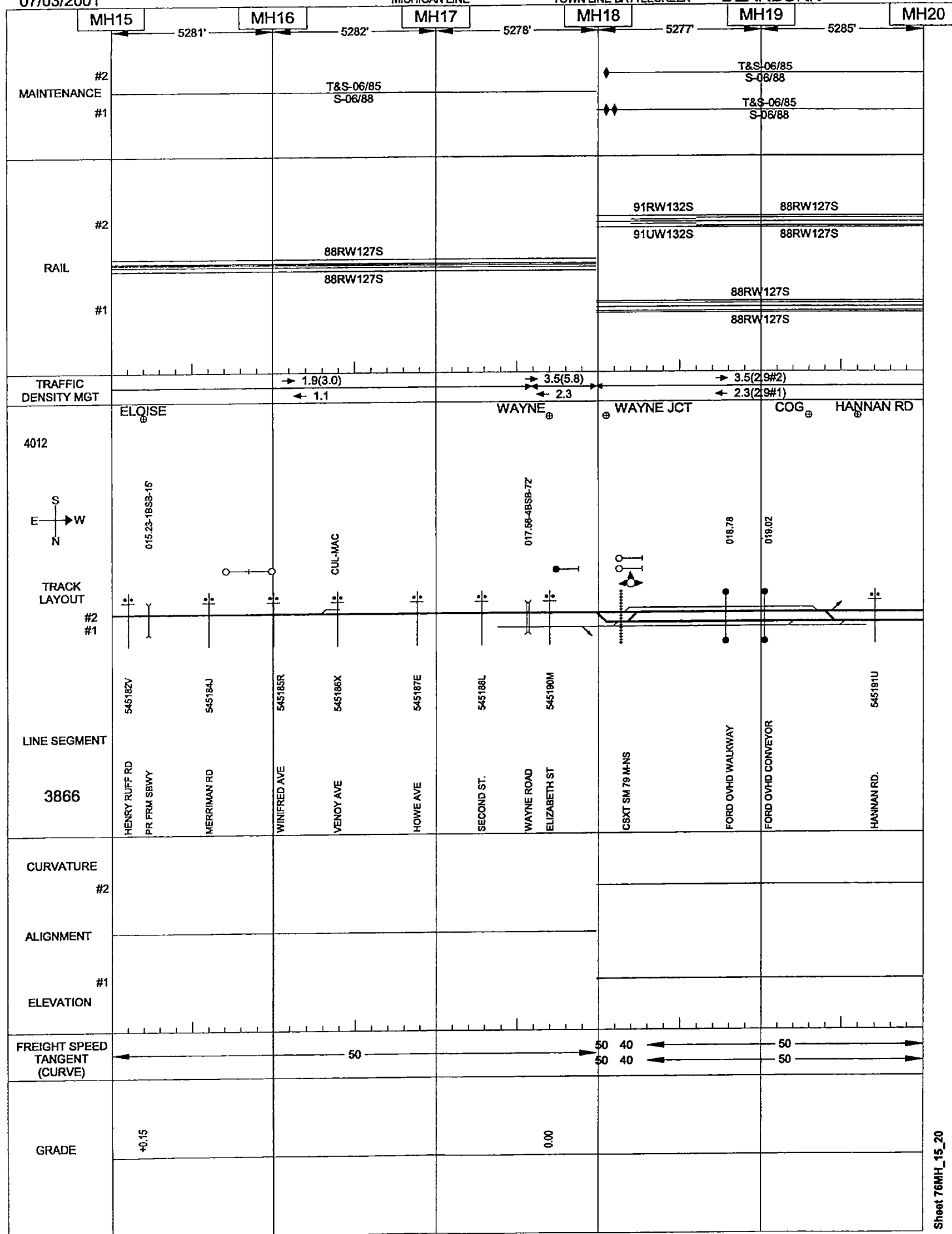
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095

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



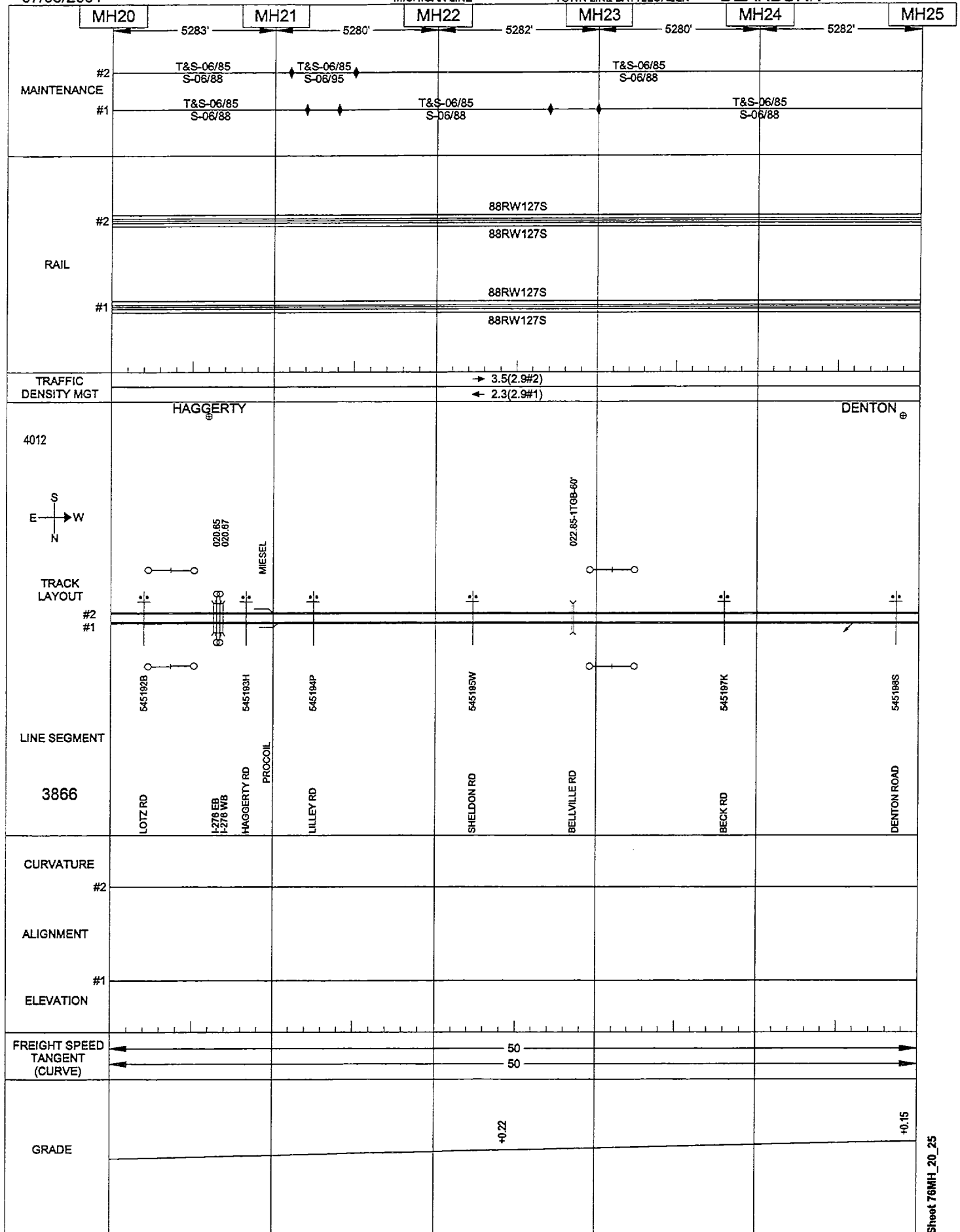
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096

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



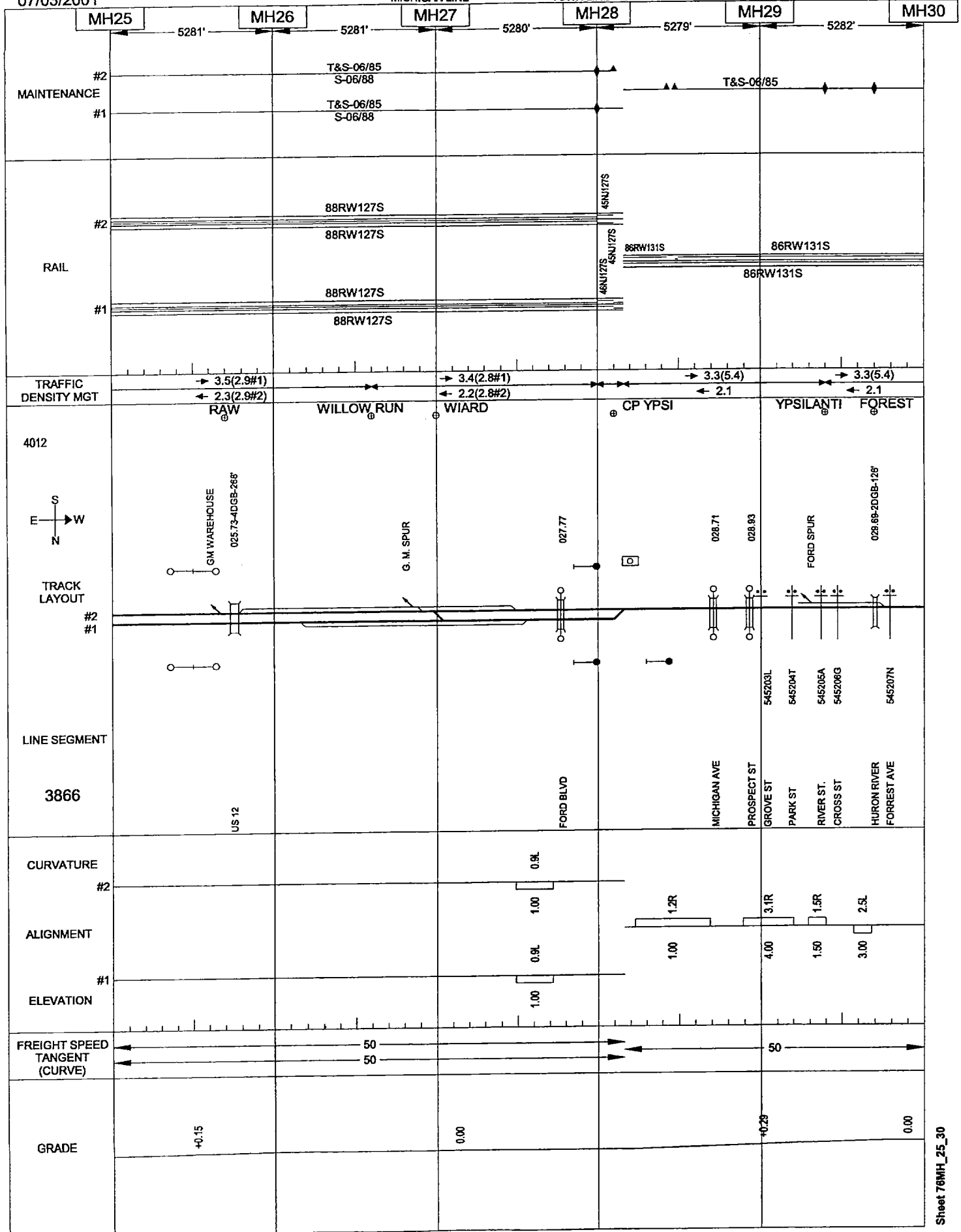
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097

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN





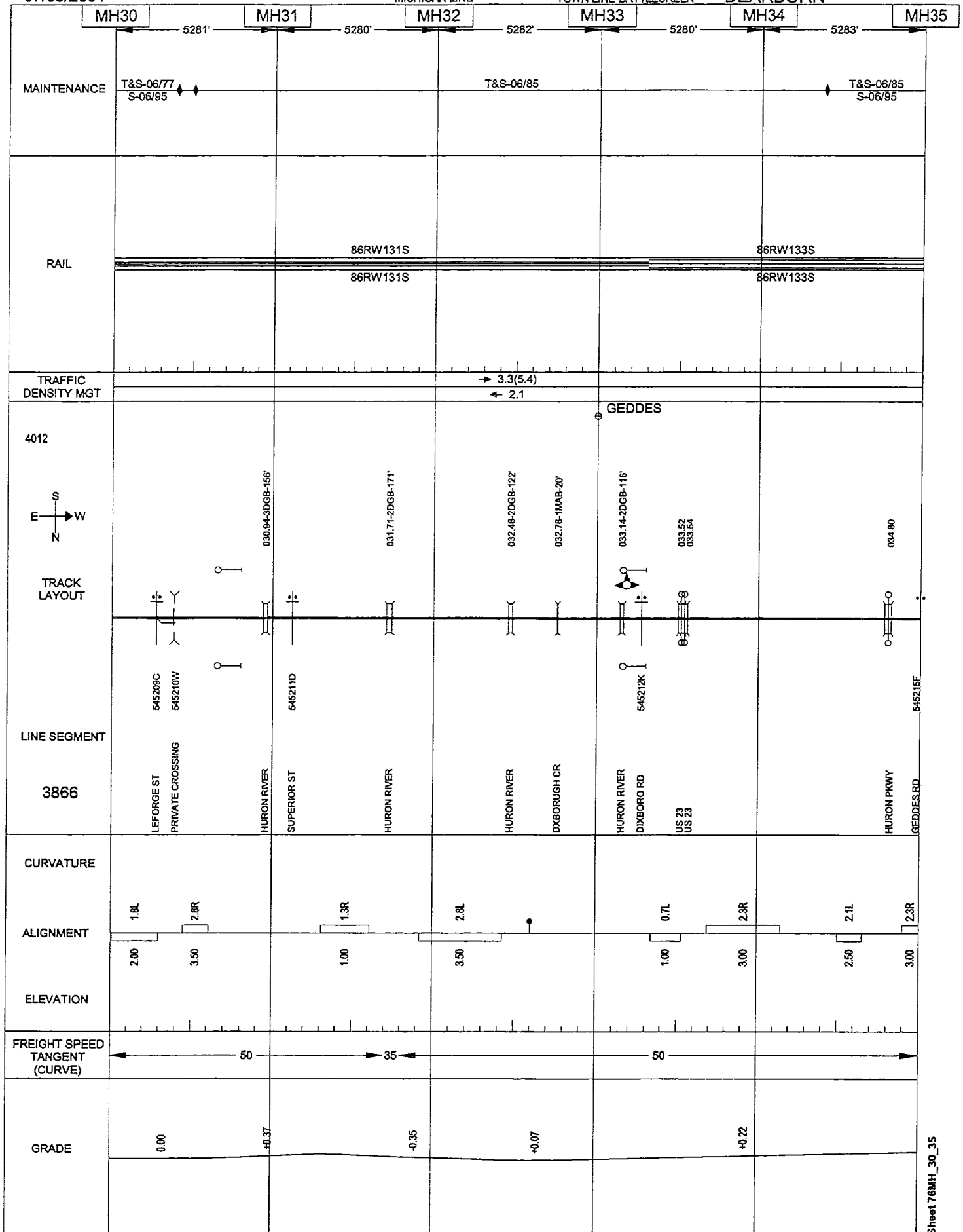
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098

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



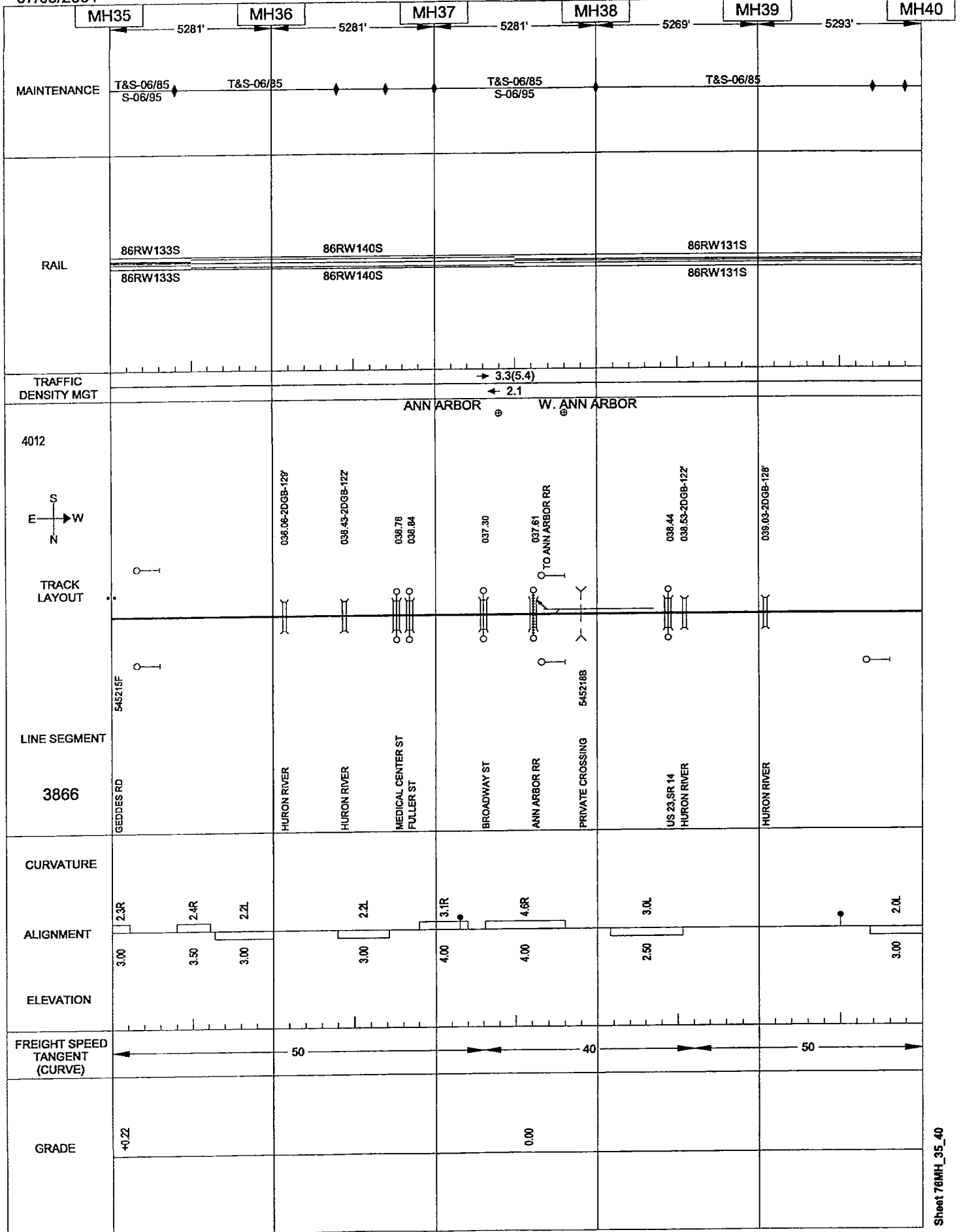
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099

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



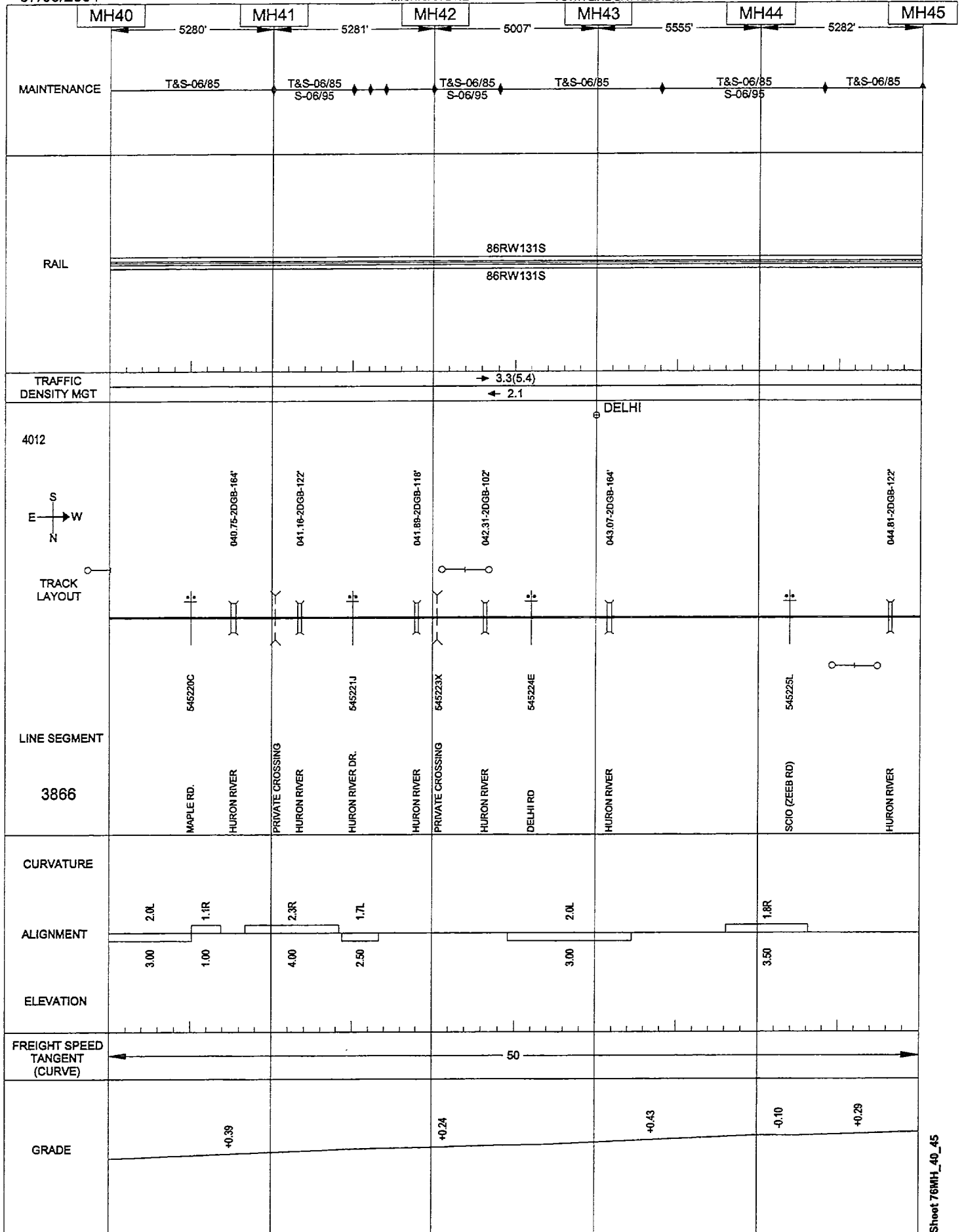
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100

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

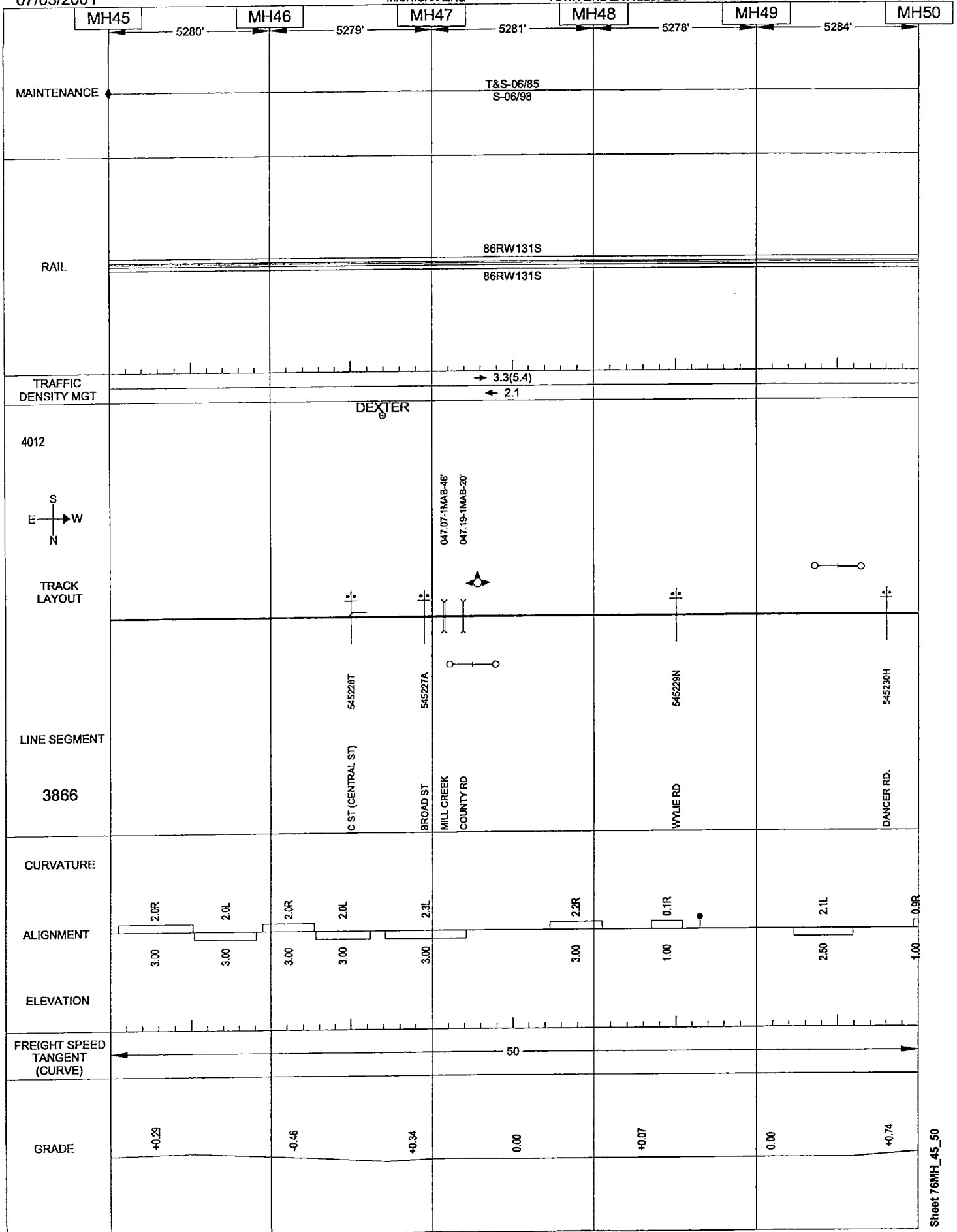


07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



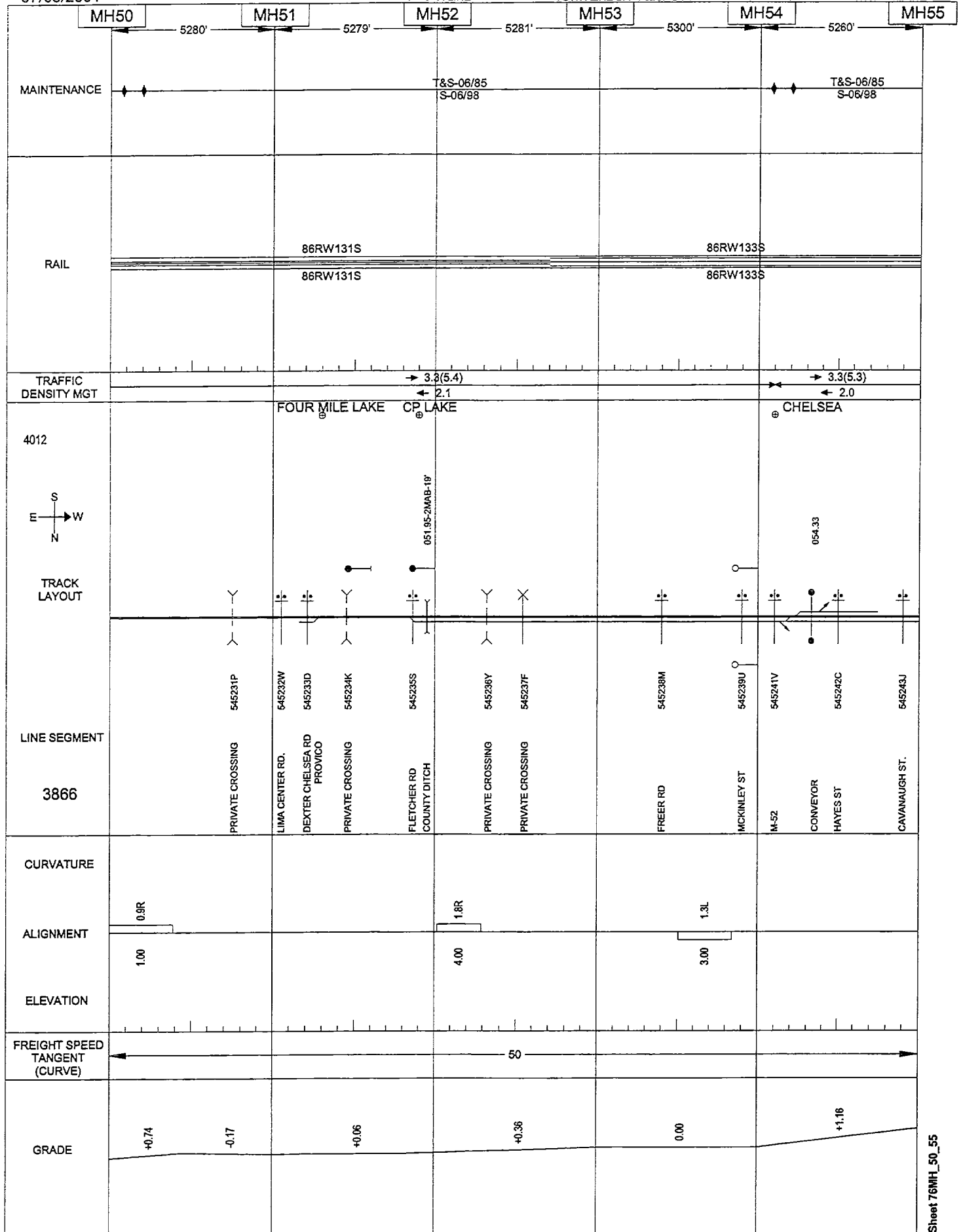
07/03/2001

102

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

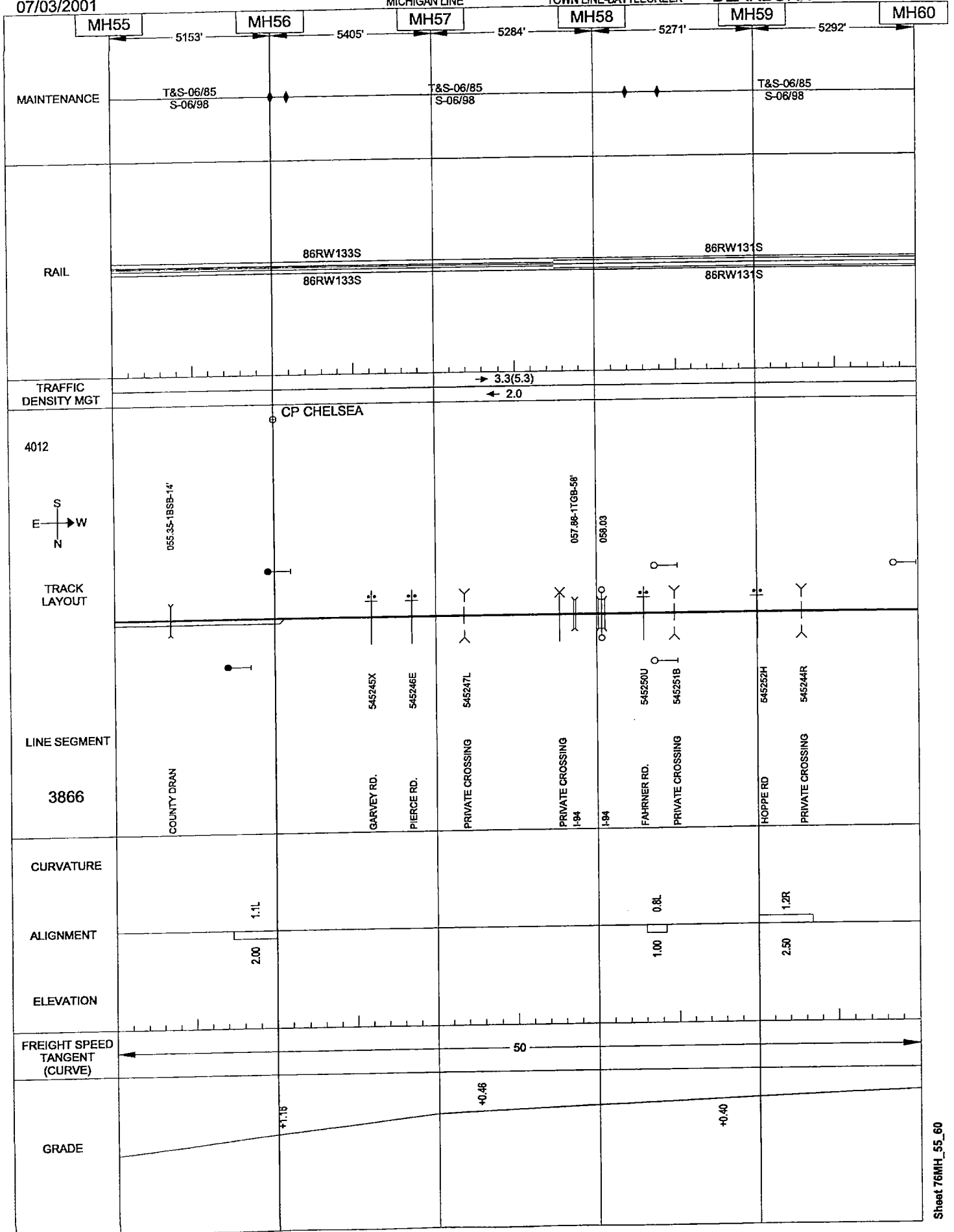


07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

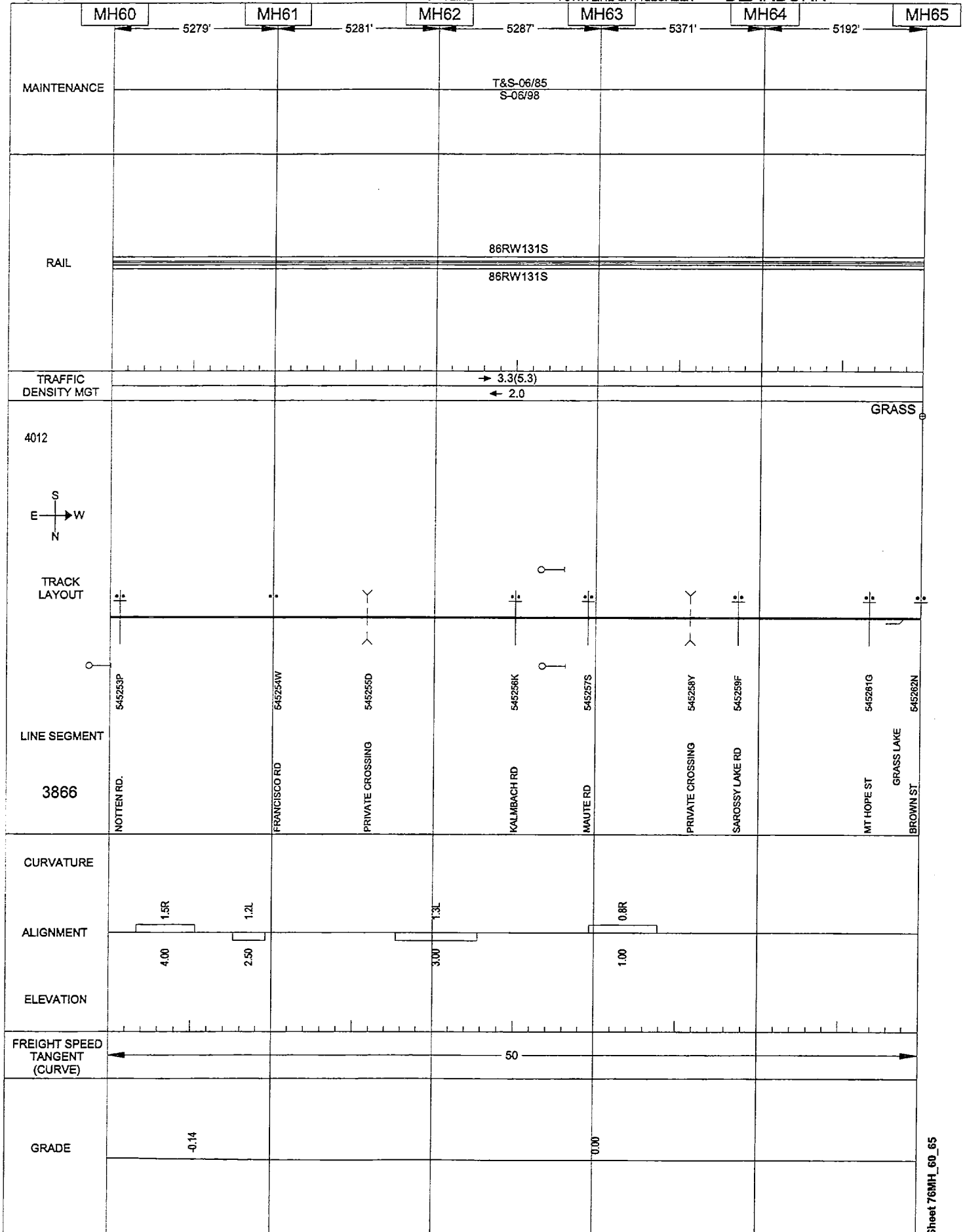


07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



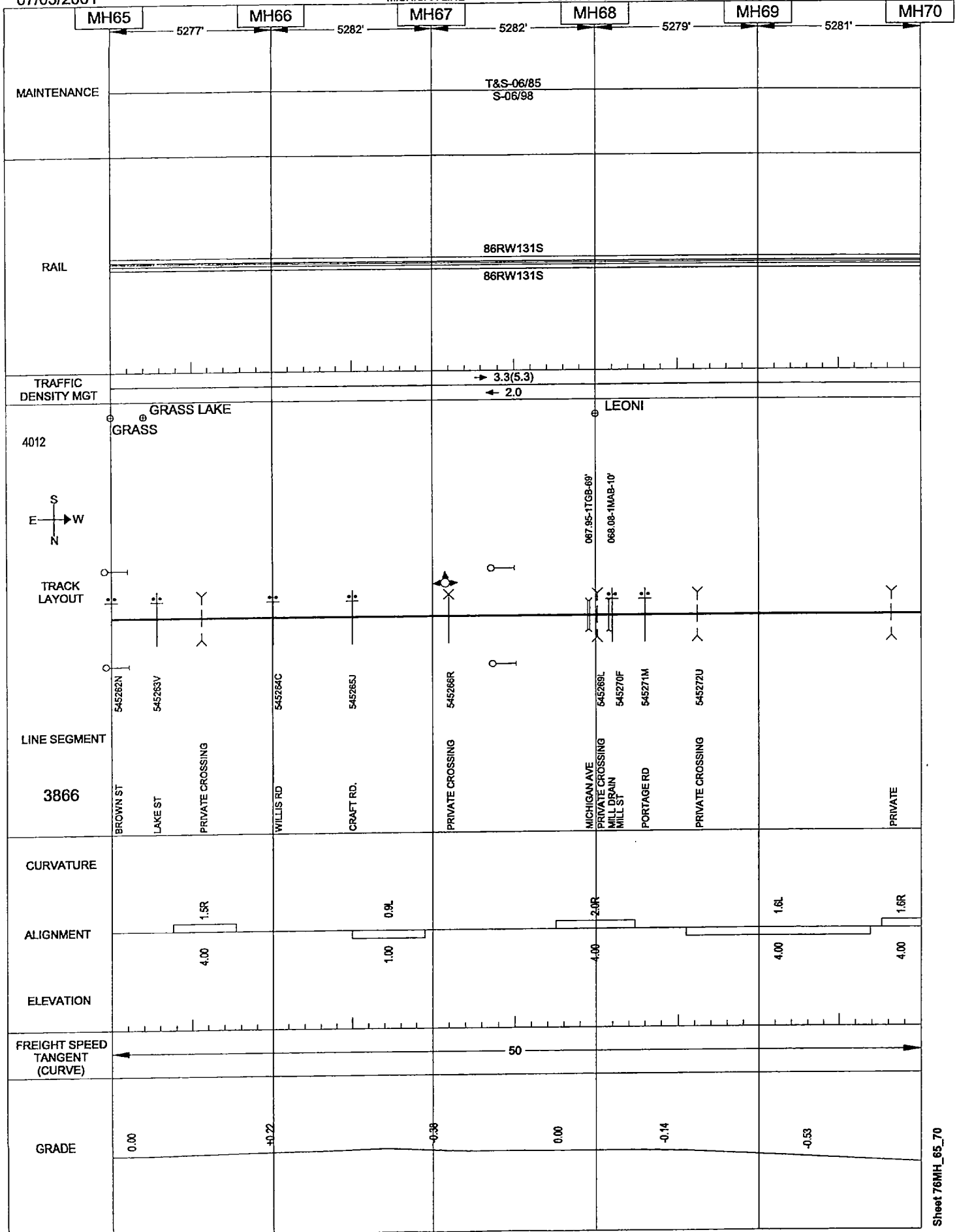
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105

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN





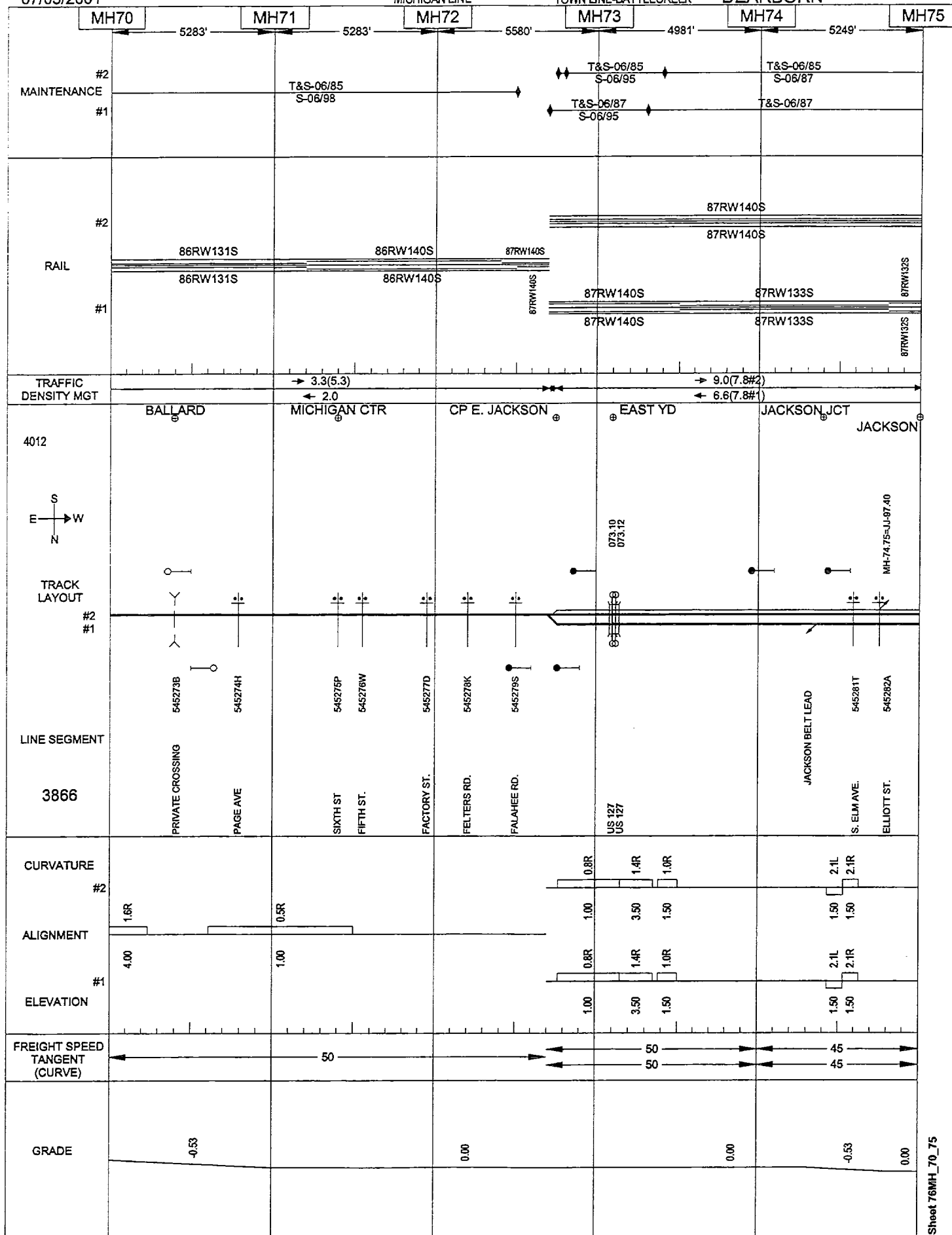
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106

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

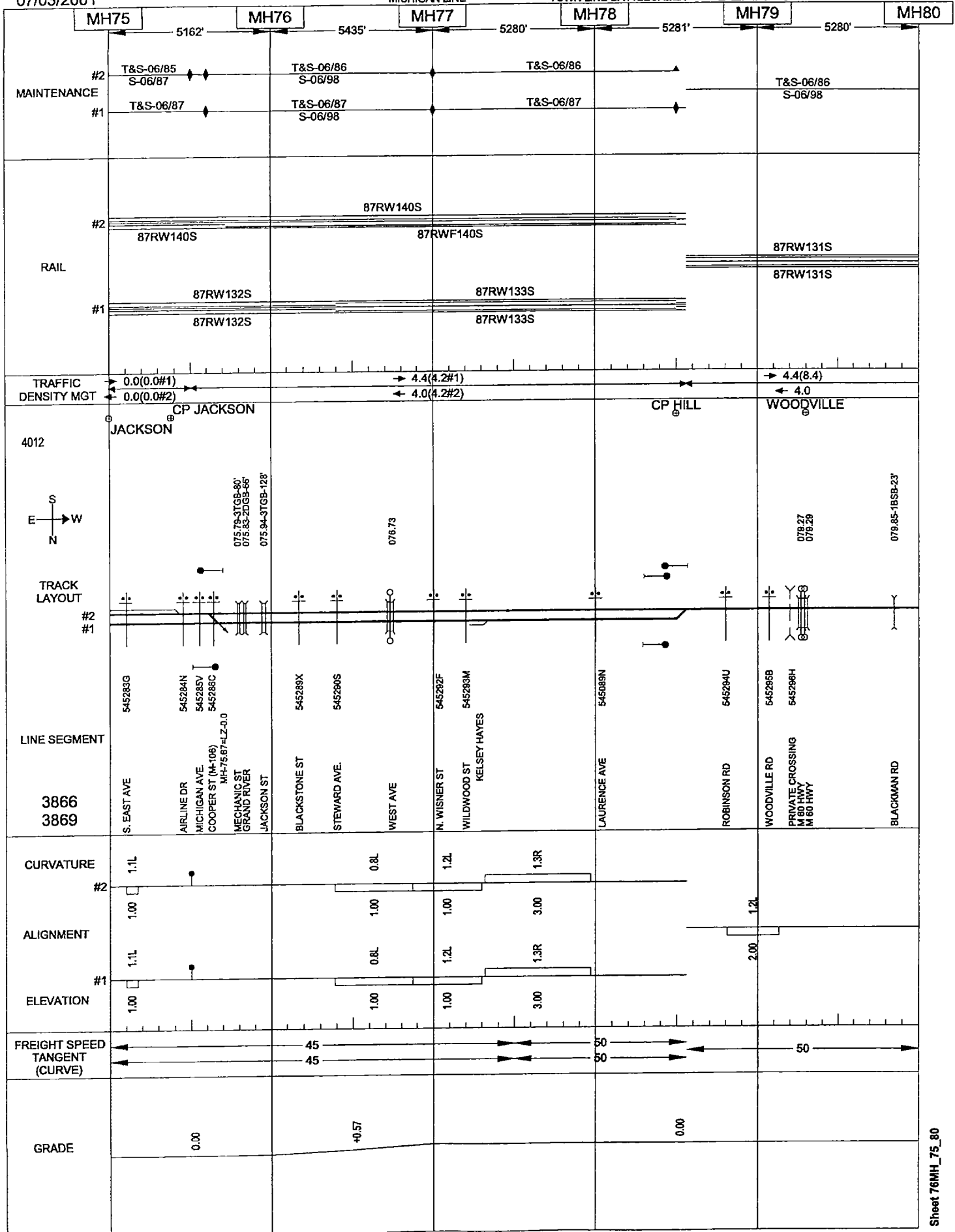


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MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



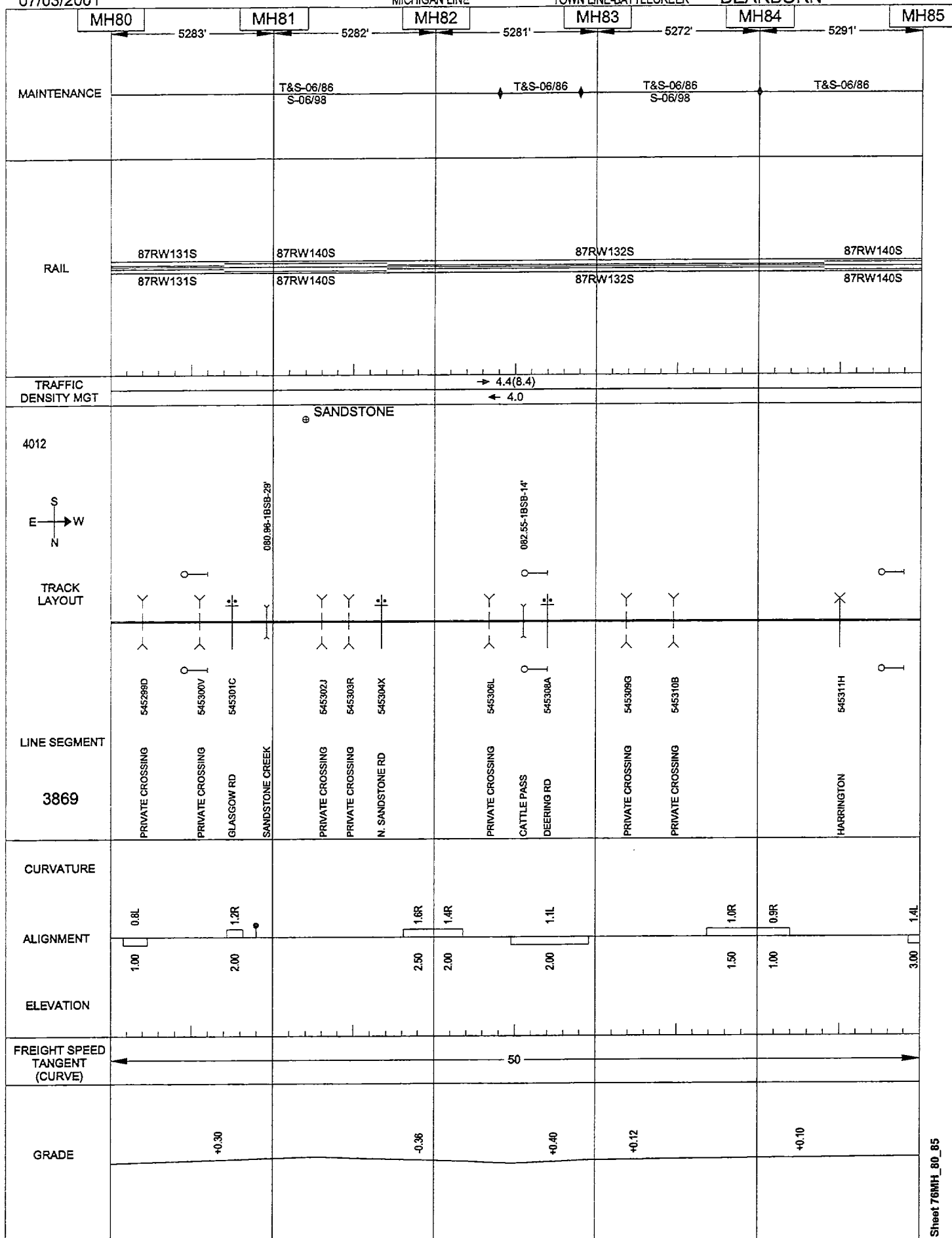
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108

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

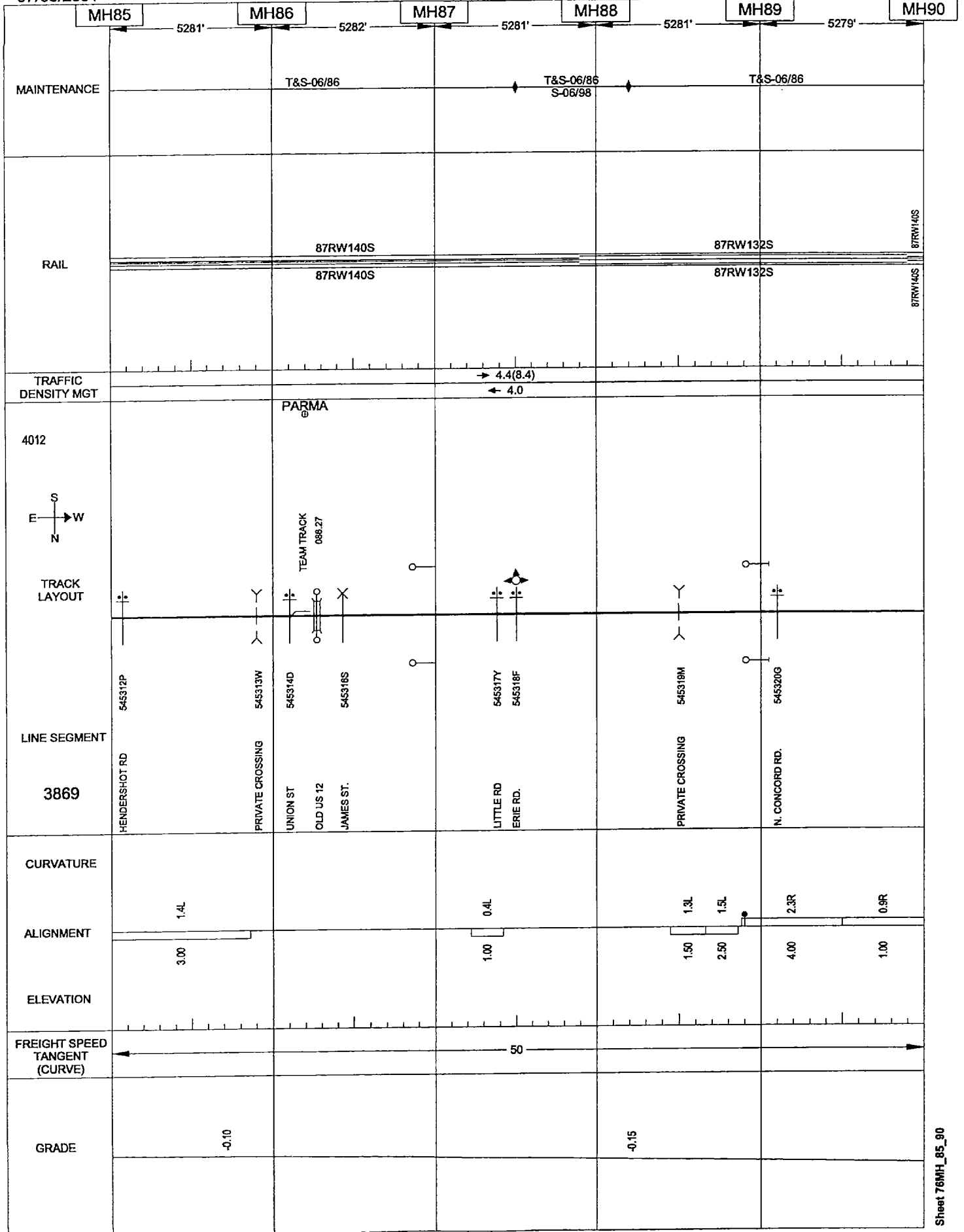


07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



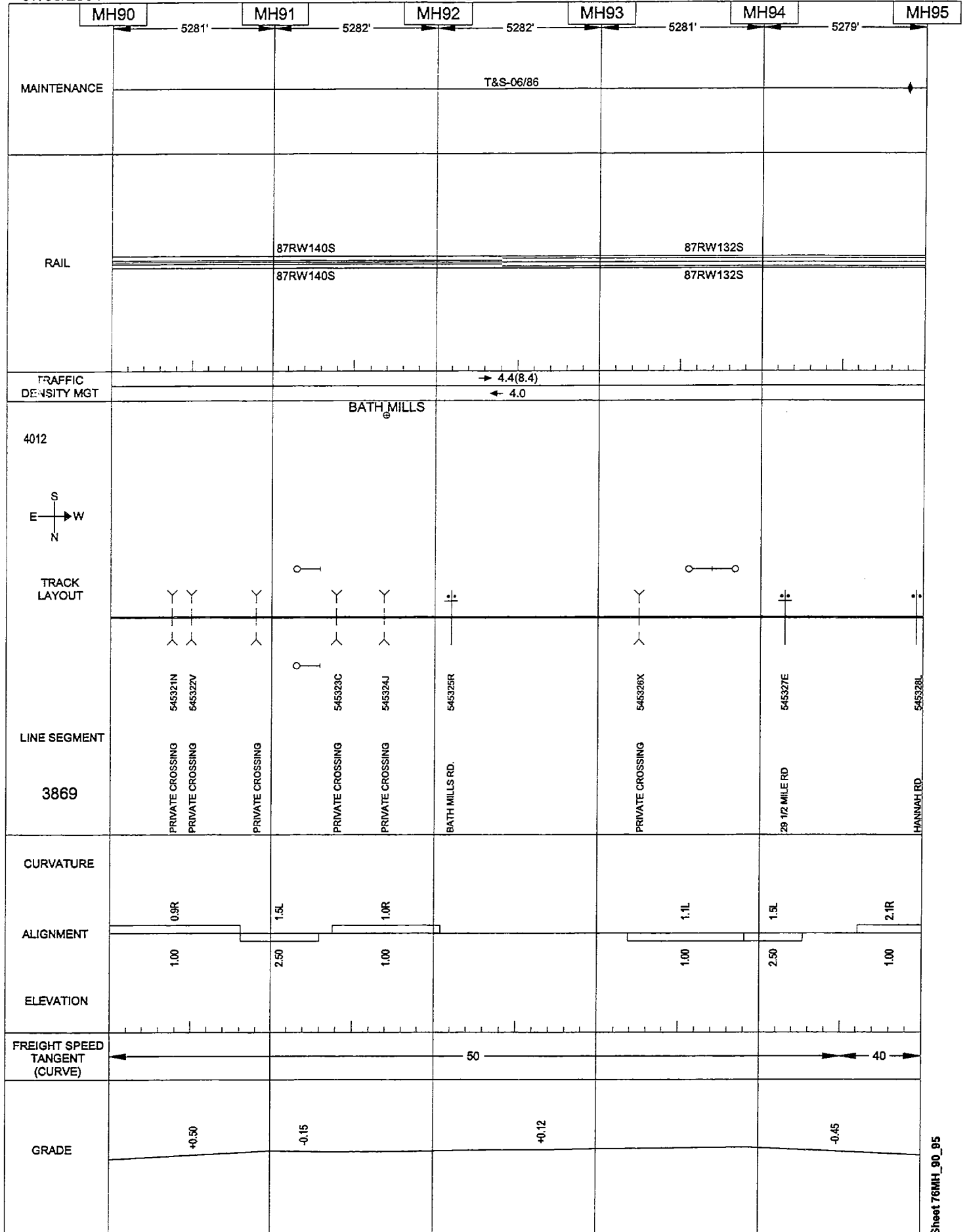
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110

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

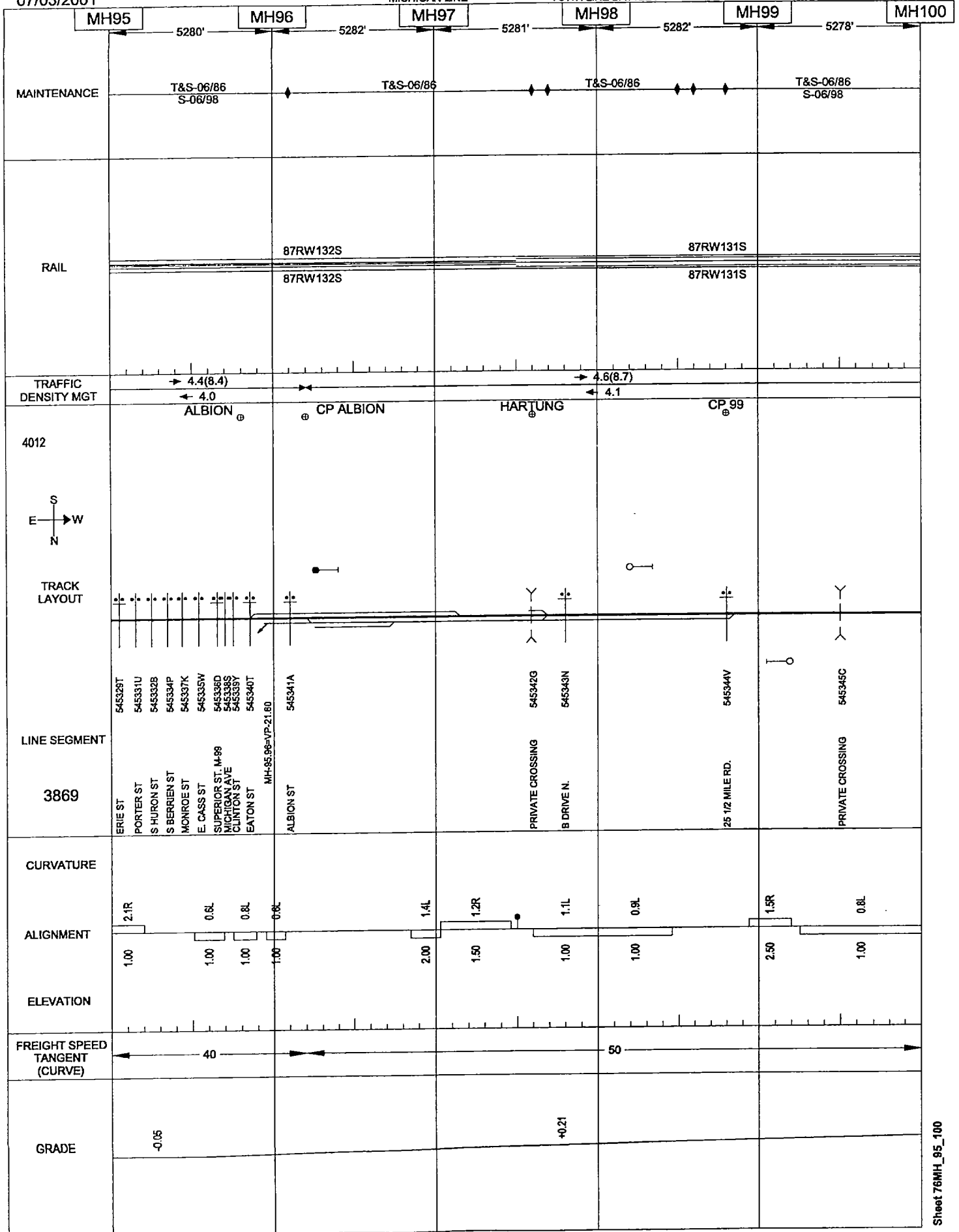


07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

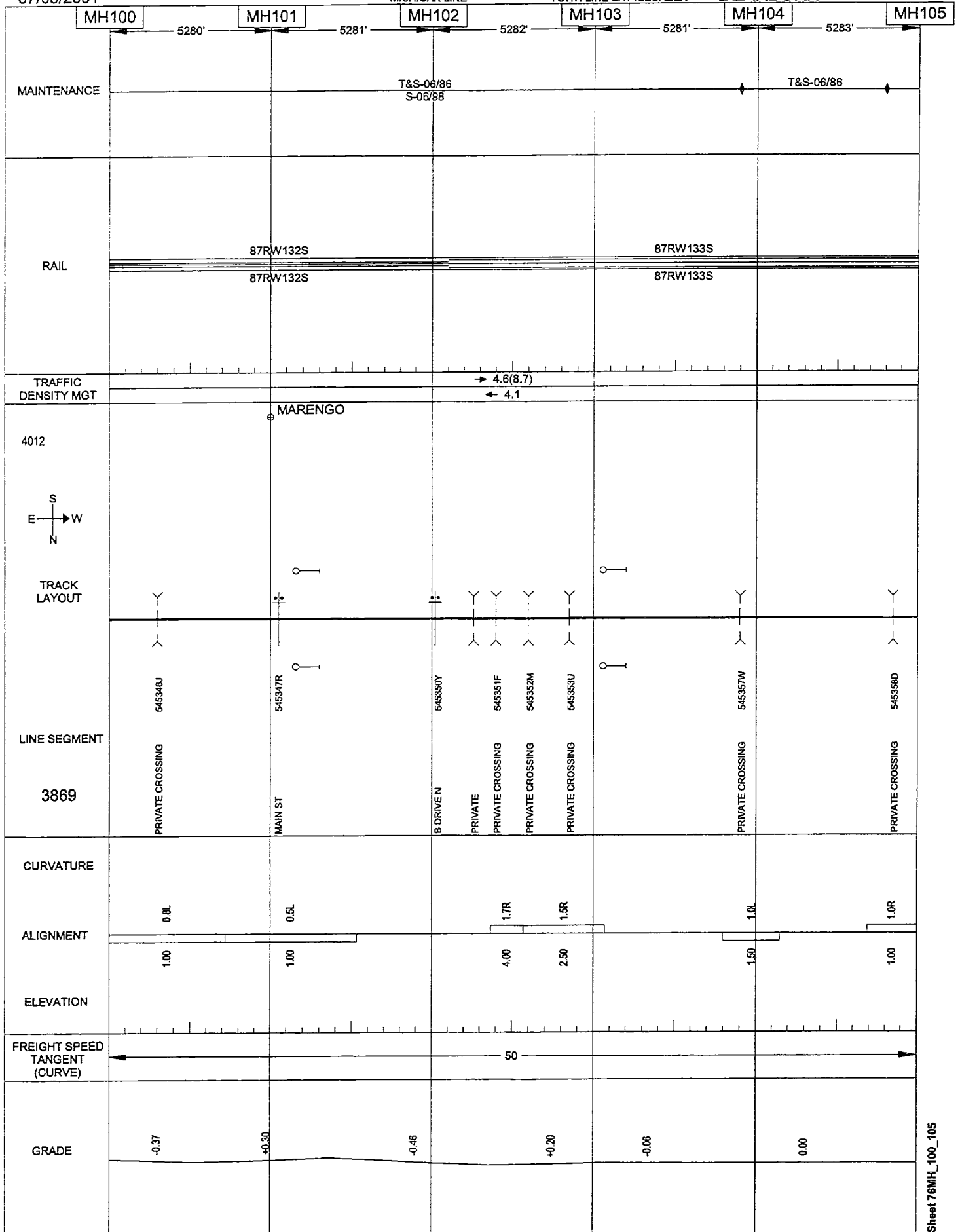


07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

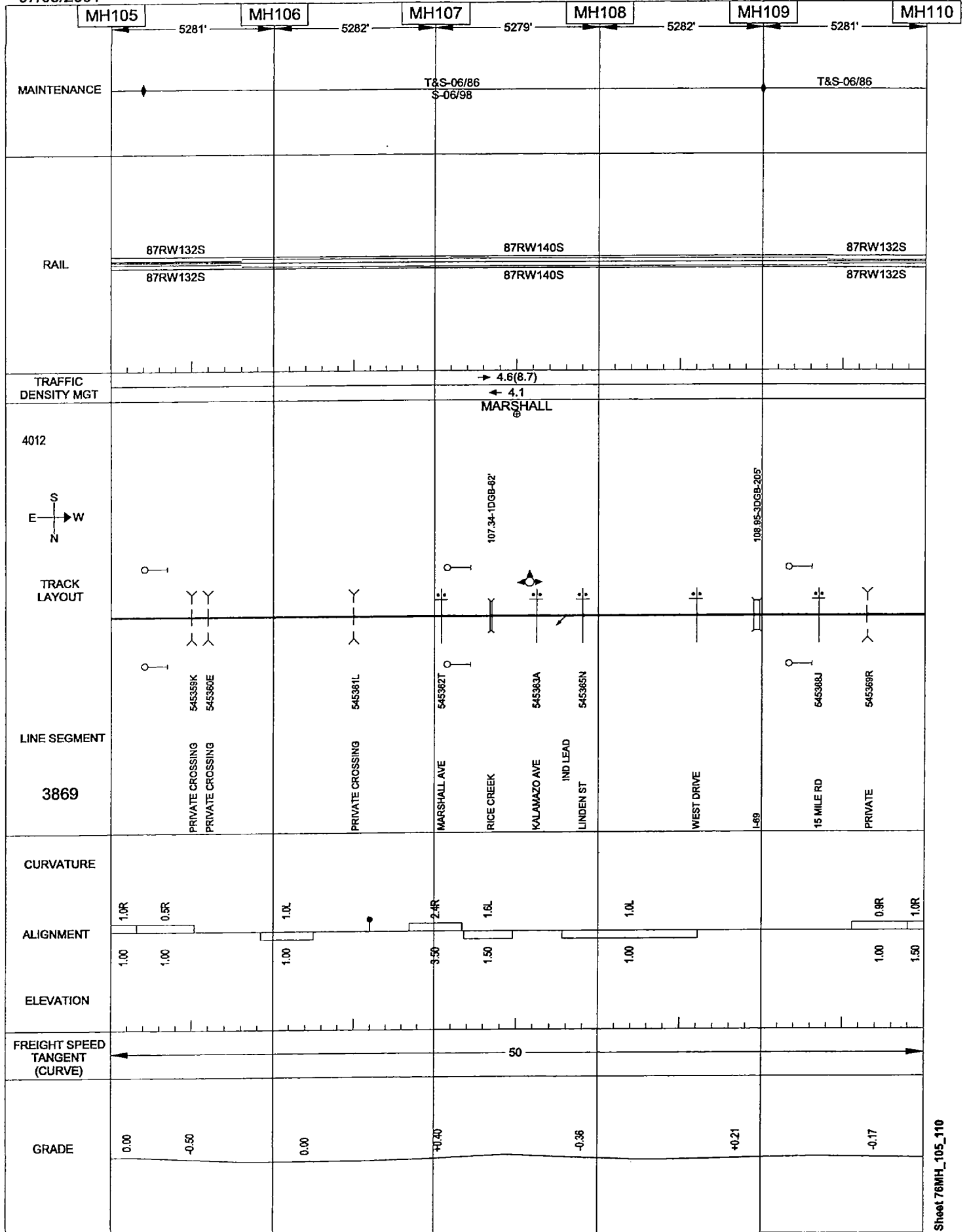


07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



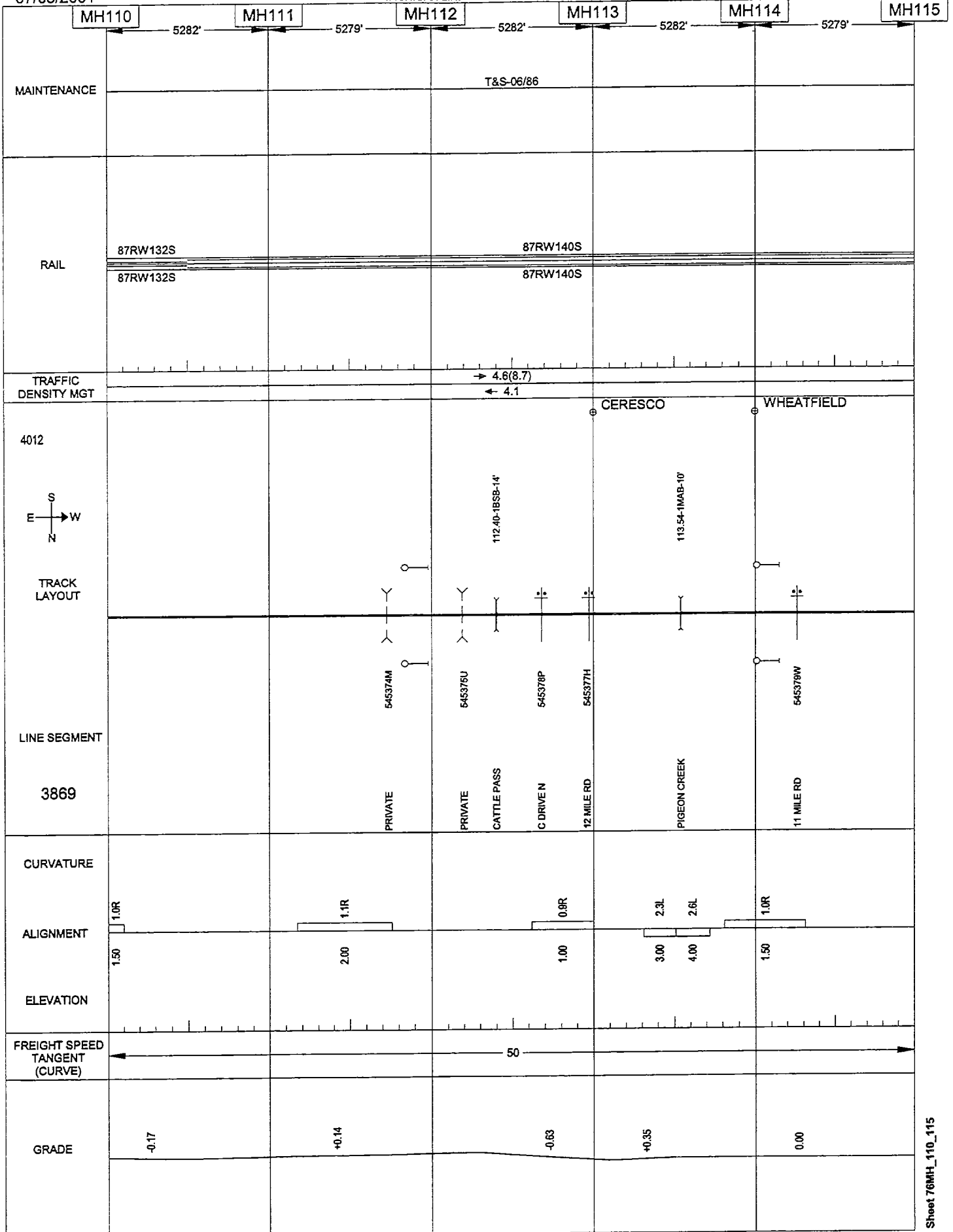


07/03/2001

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



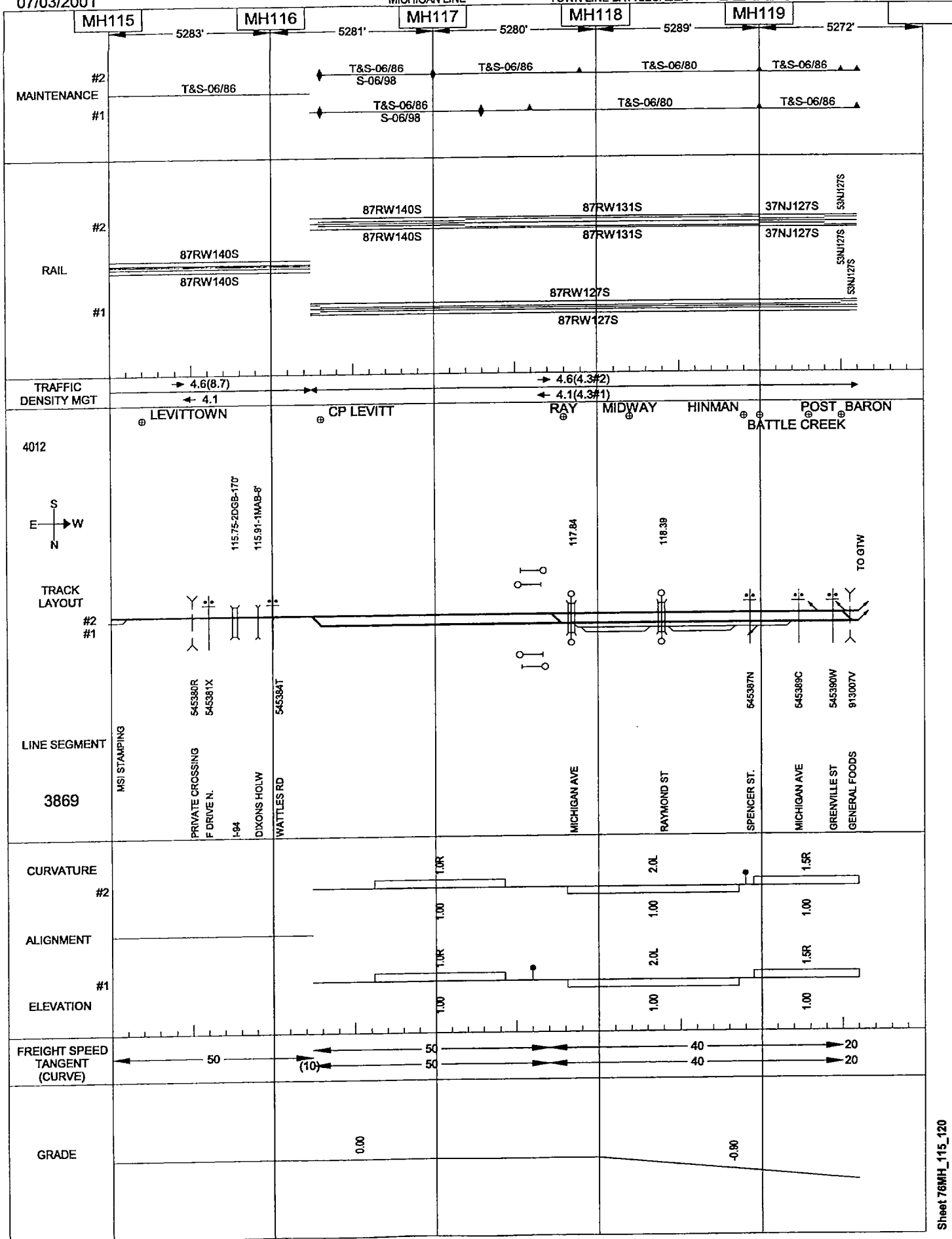
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115

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



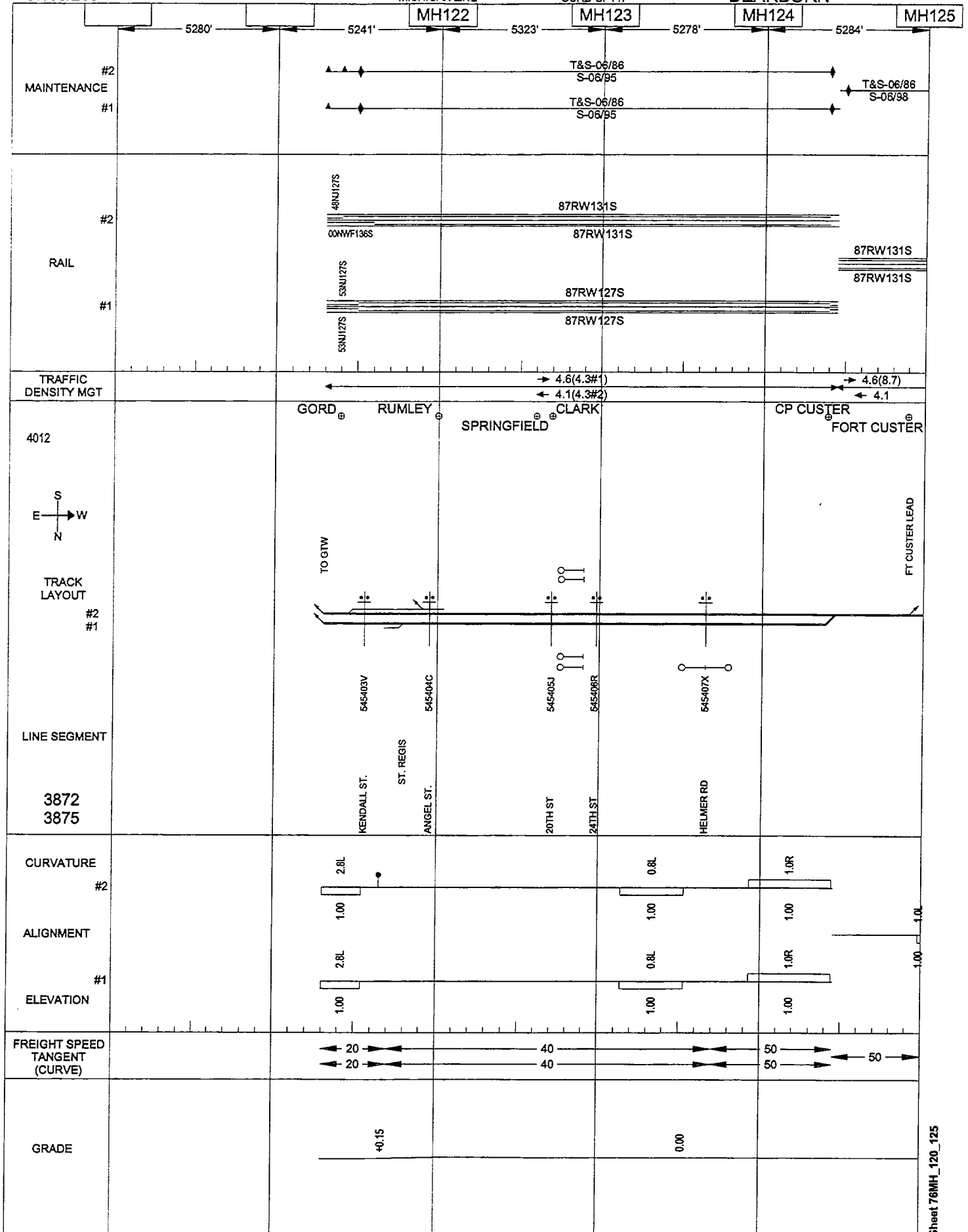
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116

MICHIGAN LINE

GORD-CP147

DEARBORN

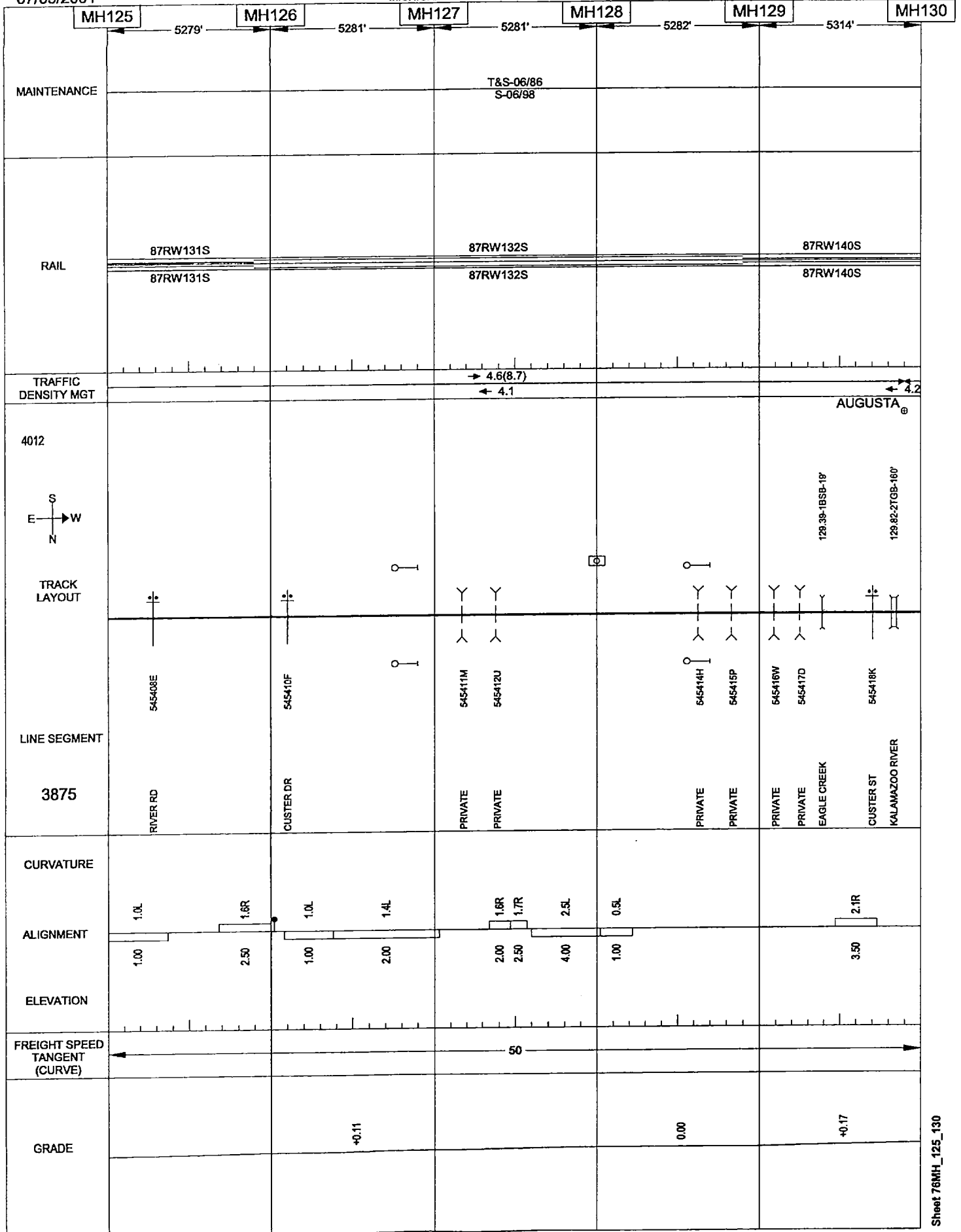


07/03/2001

MICHIGAN LINE

GORD-CP147

DEARBORN



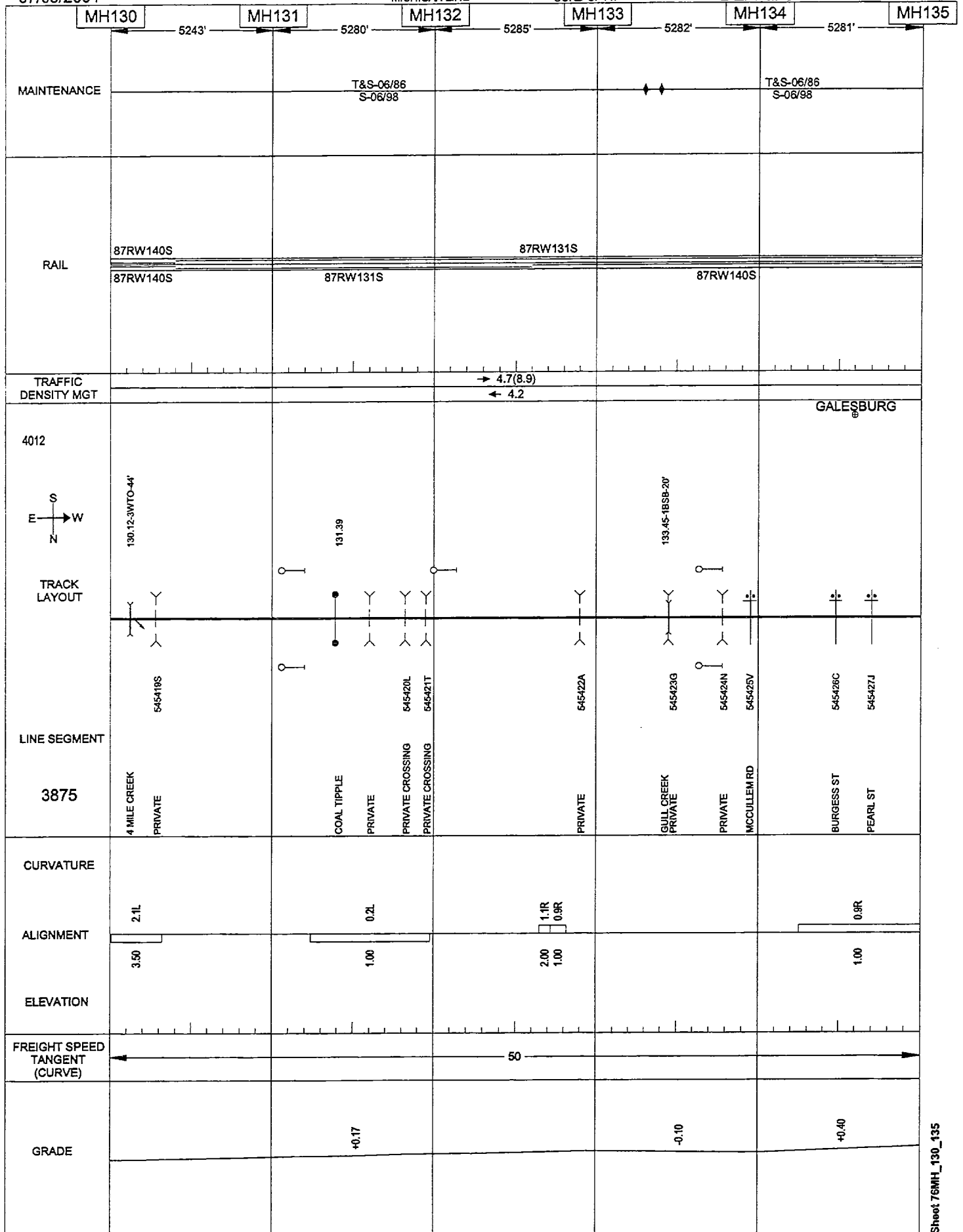
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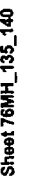
118

MICHIGAN LINE

GORD-CP147

DEARBORN





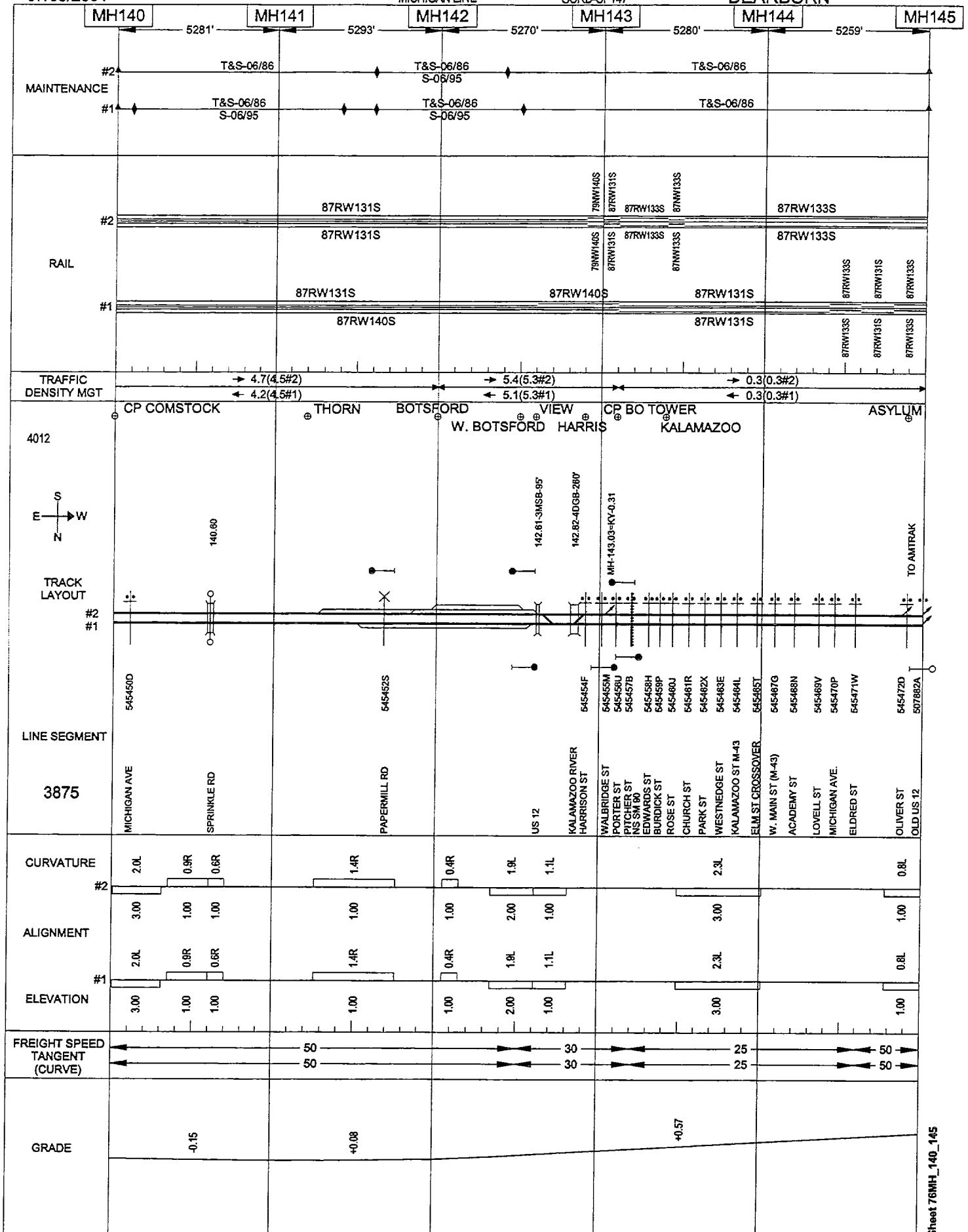
07/03/2001

120

MICHIGAN LINE

GORD-CP147

DEARBORN



07/05/2001

CLEVELAND

EUCLID-BAY VILLAGE

DEARBORN

B172

B173

B174

B175

4242'

6268'

5277'

#1  
MAINTENANCE  
#2

T&amp;S-10/95

T&amp;S-11/95

T&amp;S-10/98

#1  
RAIL  
#2

69NW115S

69NW115S

95NW132S

69NW115S

69NW115S

69NW115S

TRAFFIC  
DENSITY MGT

→ 9.8(7.2#1)

← 14.1(16.7#2)

→ 9.9(7.3#1)

← 14.3(16.9#2)

4-OH(NYC&amp;SL)

UD  
00172(EUCLID)  
00173BTC  
ETC  
BEGIN PITTSBURGH DIV

172.74

173.58-1DGO-56'

HANDLE-IT INC

SYNTHETIC PRODUCTS

S  
E → W  
NTRACK  
LAYOUT#1  
#2

LINE SEGMENT

7278

472080X

472089J

472083Y

472096U

472097B

E 22ND ST

CHARDON RD

EUCLID CREEK

DILLE RD

GOULD RD

OHIO WASTE  
WAYSIDE RD

CURVATURE

#1

ALIGNMENT

ELEVATION

#2

FREIGHT SPEED  
TANGENT  
(CURVE)

50

50

35

35

GRADE

-0.03

-0.12

-0.02

+0.02

-0.26

+0.29

-0.10

+0.10

+0.23

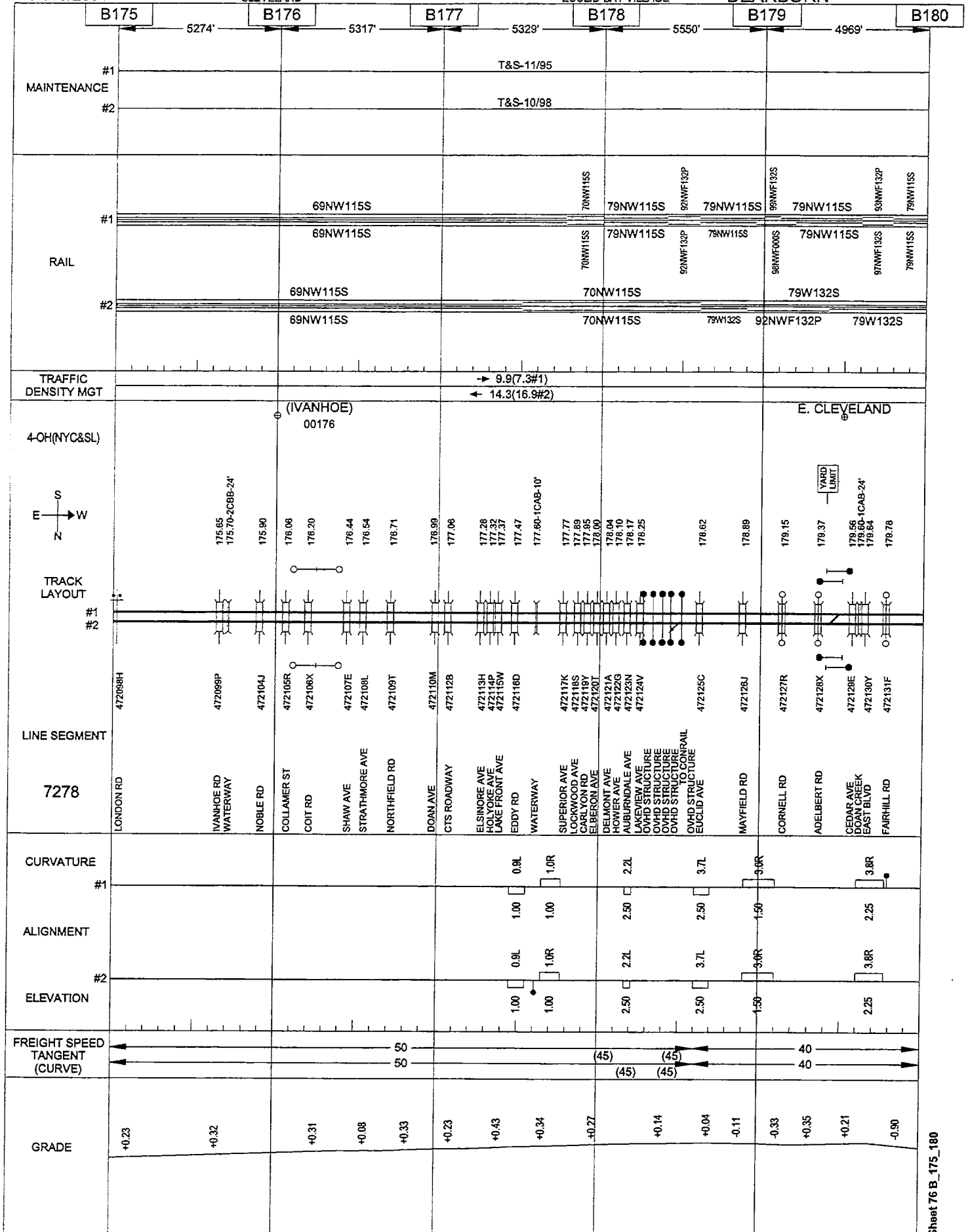


07/05/2001

CLEVELAND

EUCALID-BAY VILLAGE

DEARBORN

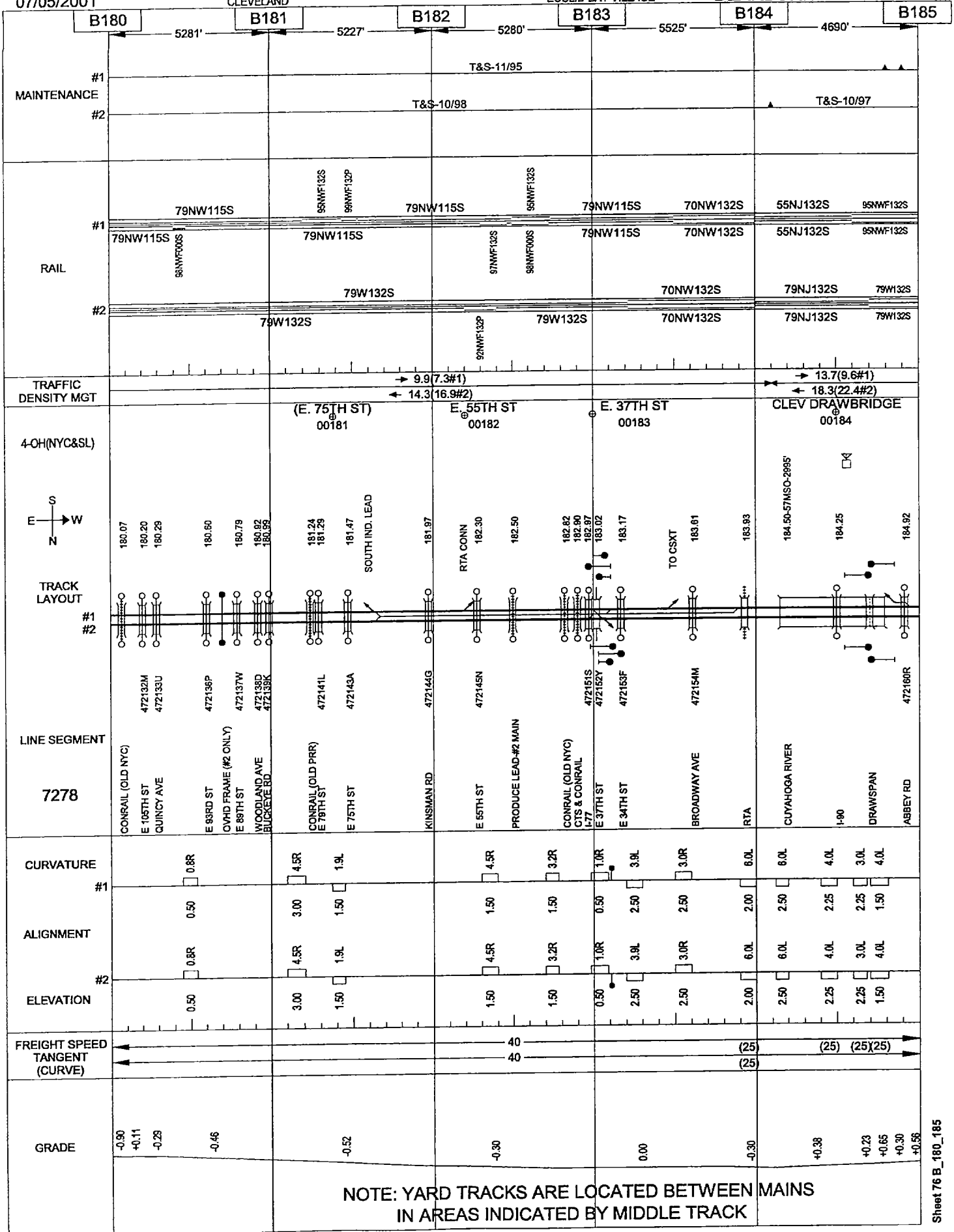


07/05/2001

CLEVELAND

EUCLID-BAY VILLAGE

DEARBORN



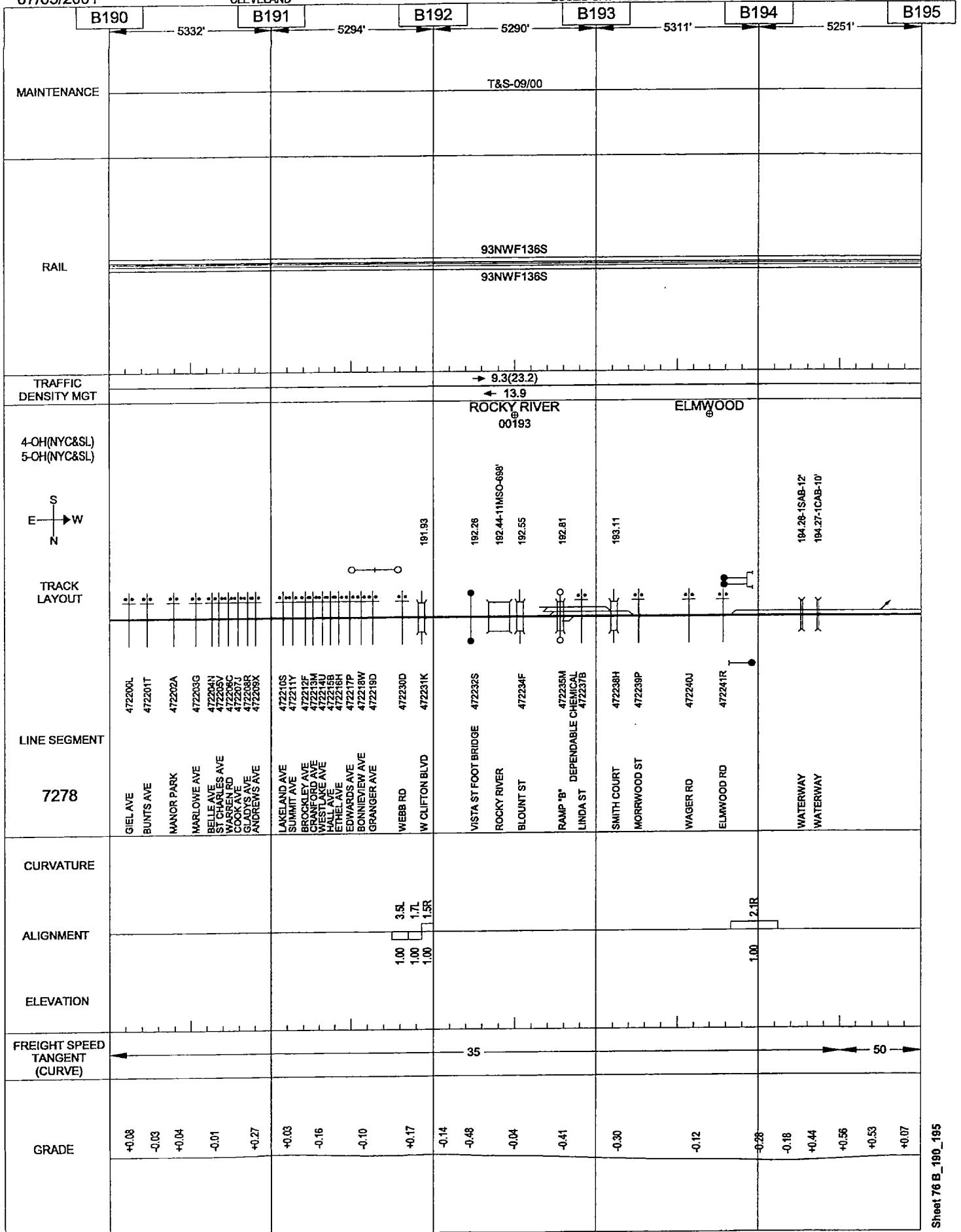
Sheet 76 B\_185\_190

07/05/2001

CLEVELAND

EUCLID-BAY VILLAGE

DEARBORN

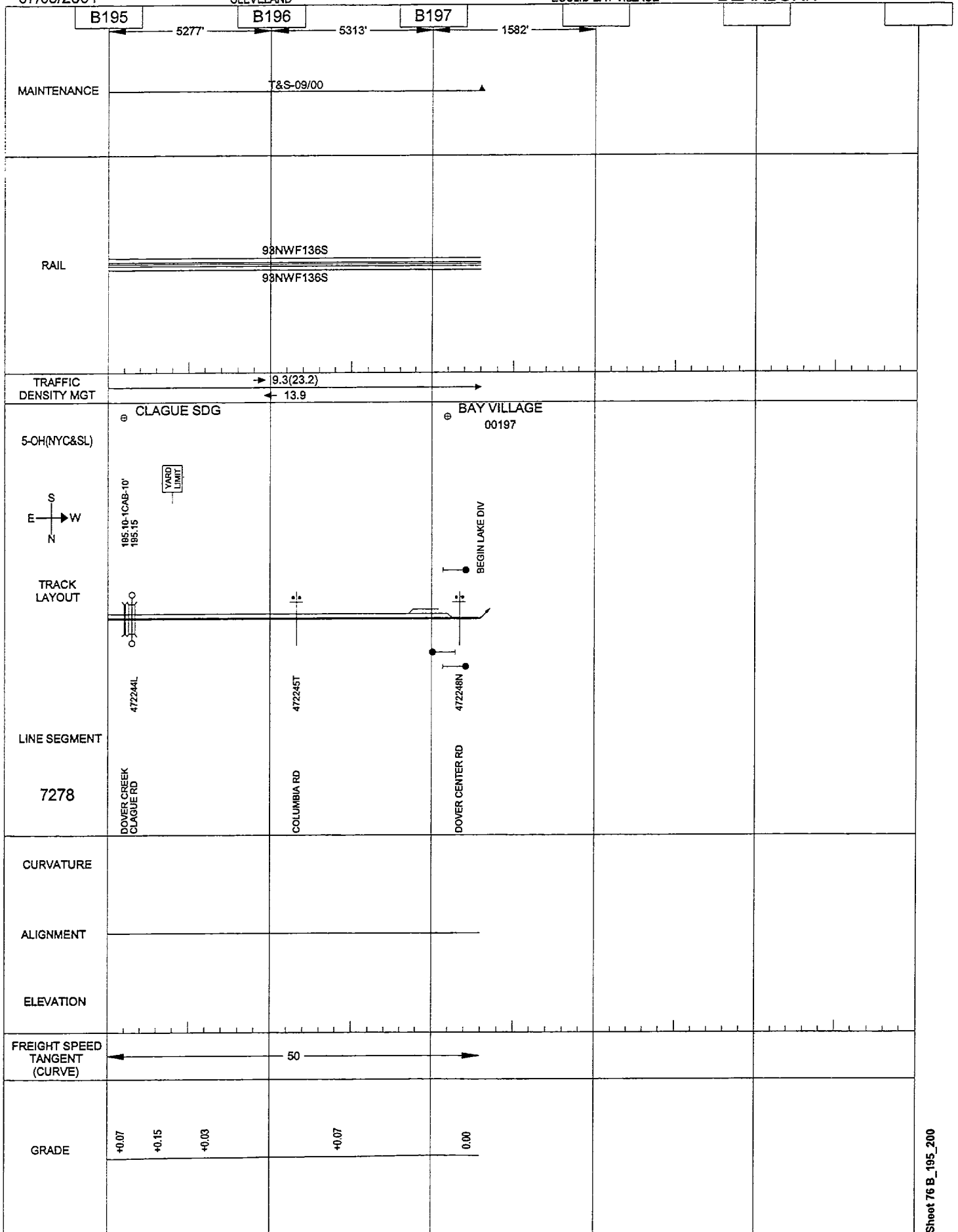


07/05/2001

CLEVELAND

EUCLID-BAY VILLAGE

DEARBORN



07/05/2001

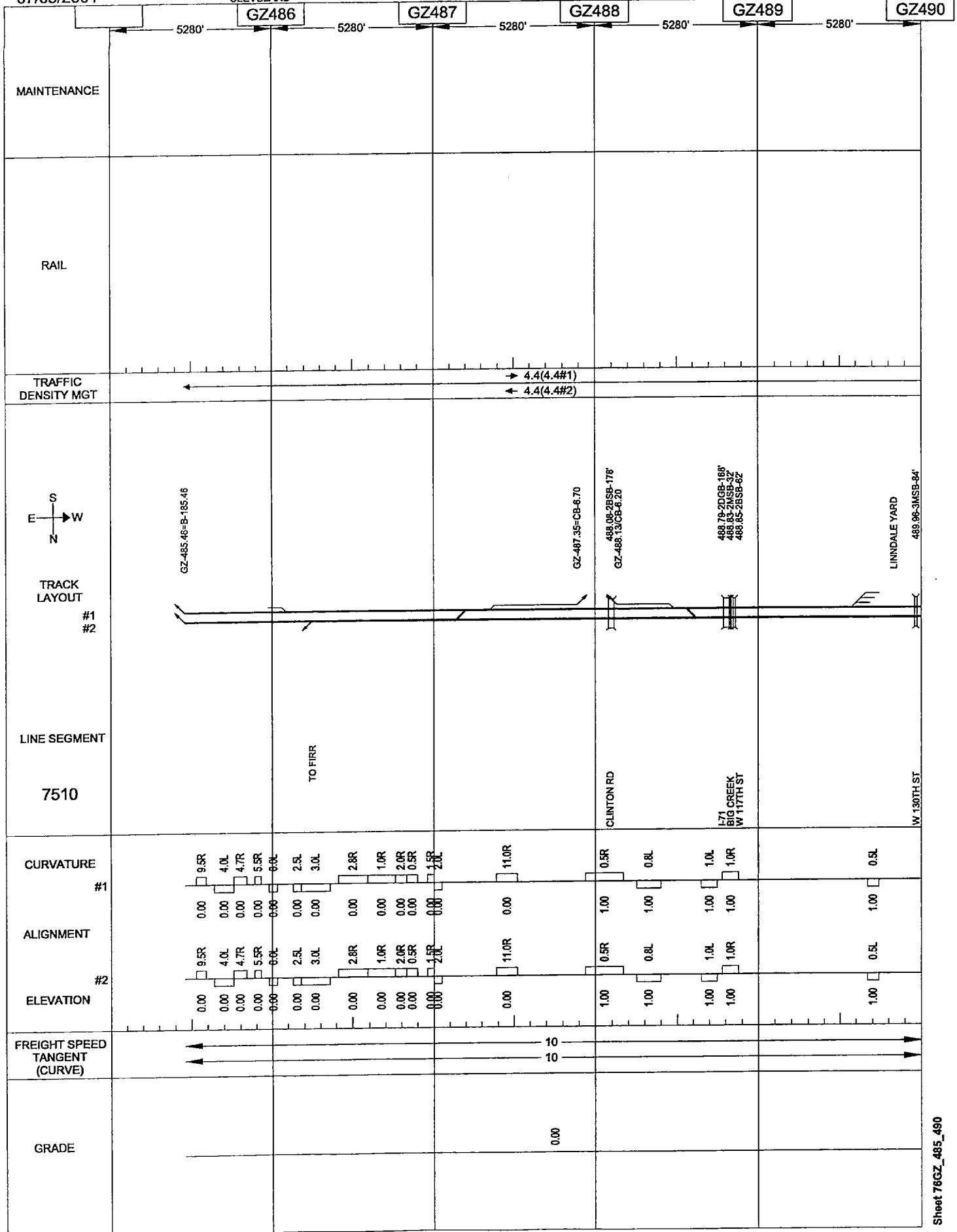
CLEVELAND

CLOGGSVILLE BYPASS

CLOGGSVILLE-CP190

DEARBORN

GZ490



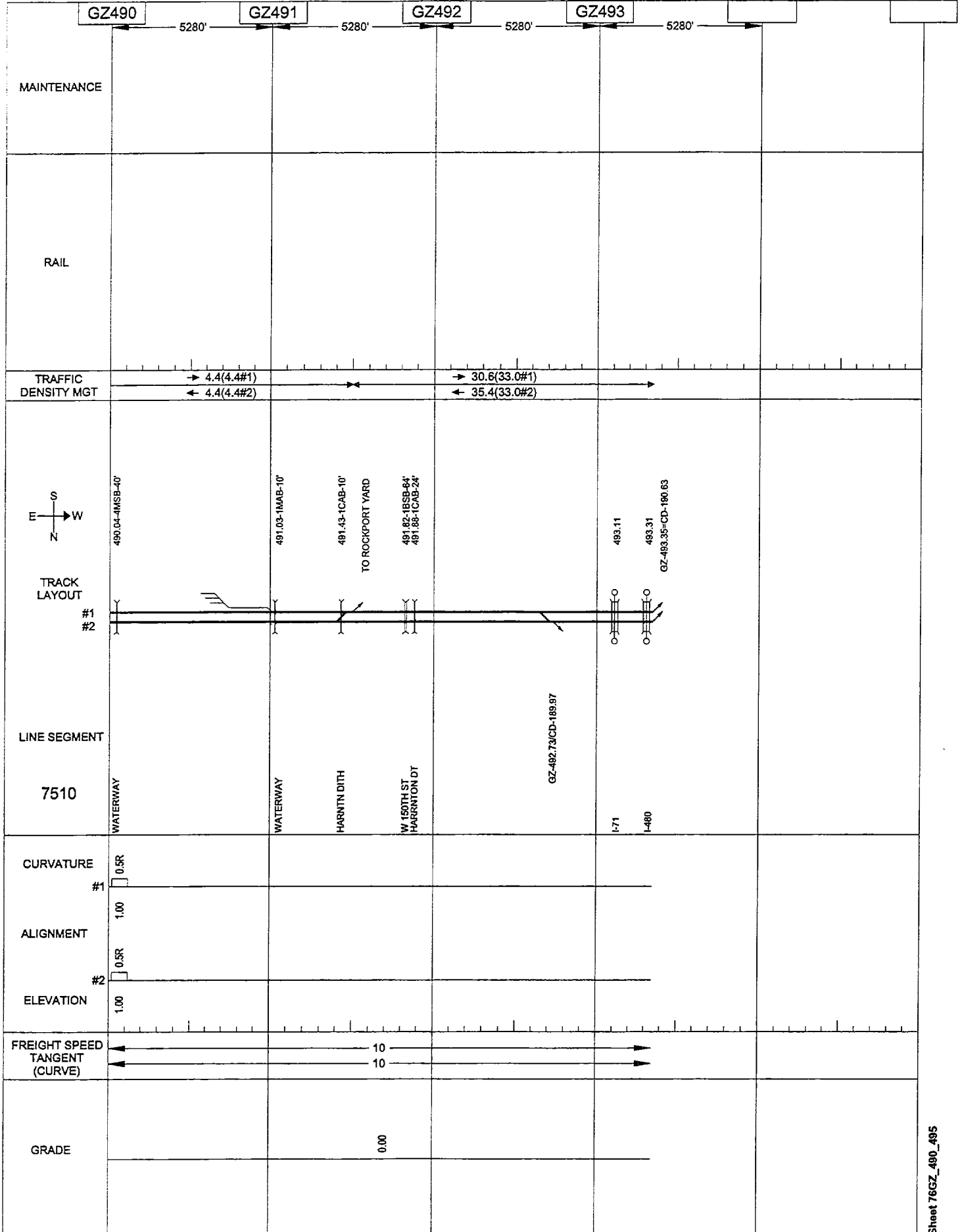
07/05/2001

CLEVELAND

CLOGGSVILLE BYPASS

CLOGGSVILLE-CP190

DEARBORN



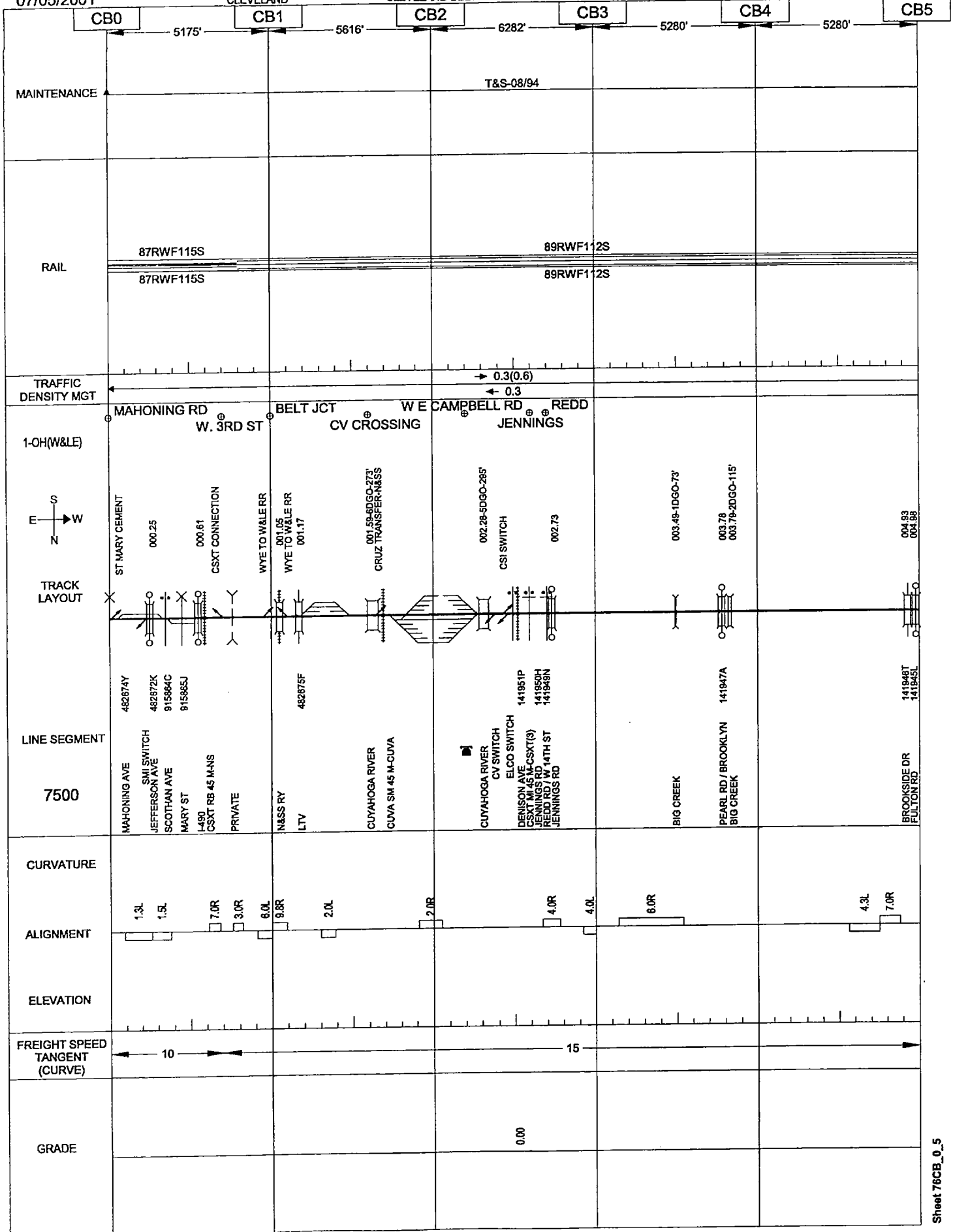
07/05/2001

CLEVELAND

CLEVELAND BELT

MAHONING RD-CLOGGSVILLE

DEARBORN





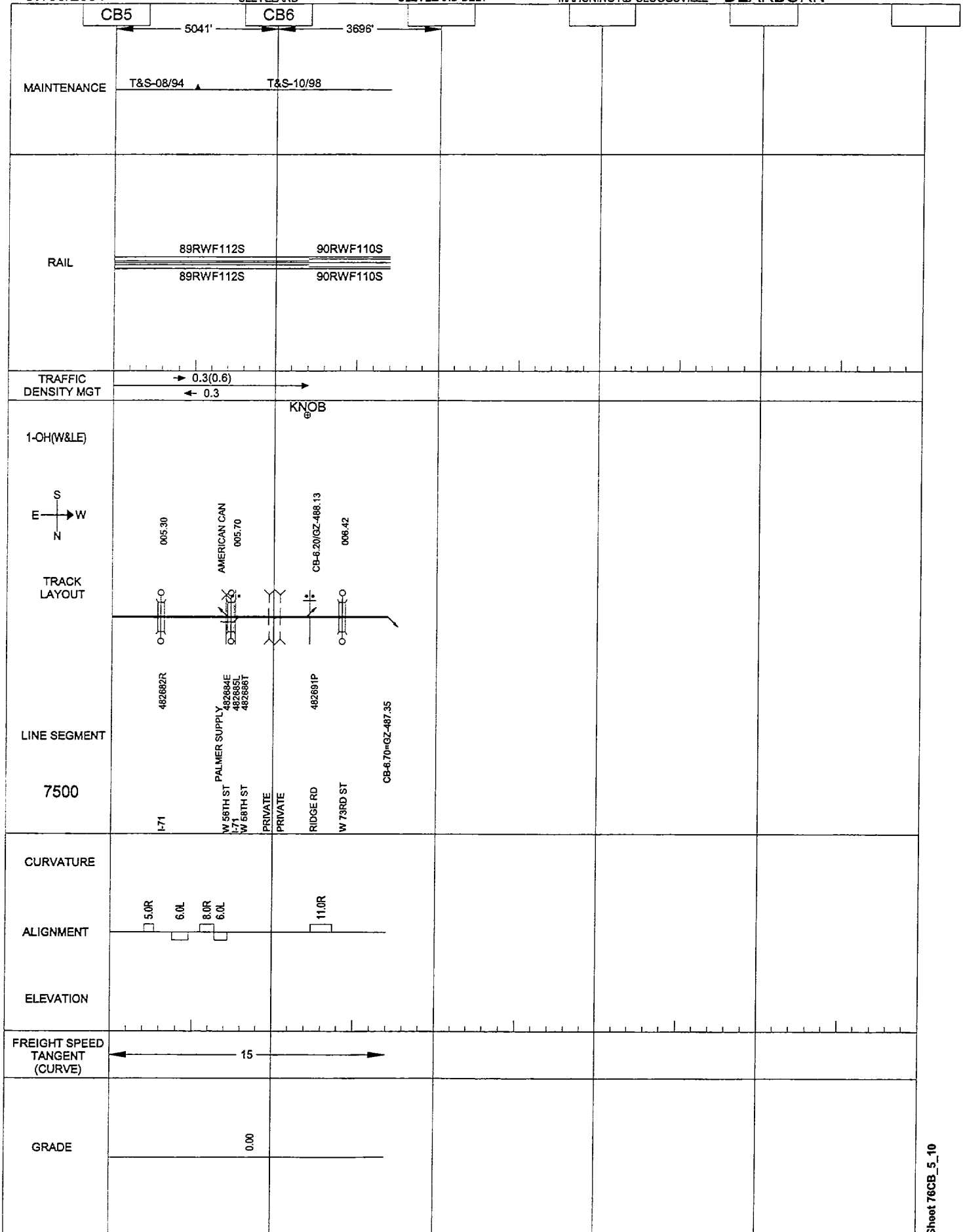
07/05/2001

CLEVELAND

CLEVELAND BELT

MAHONING RD-CLOGGSVILLE

DEARBORN

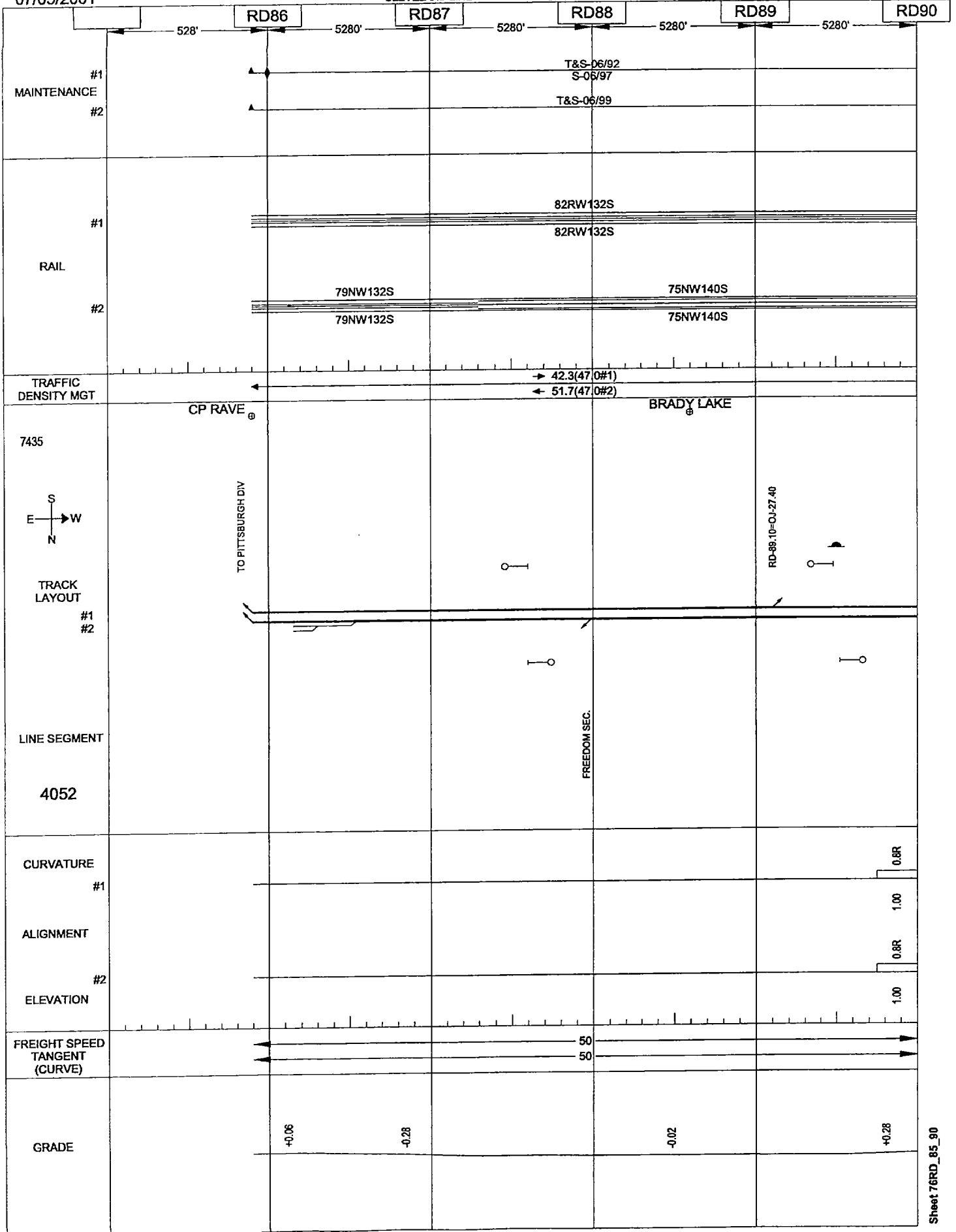


07/05/2001

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



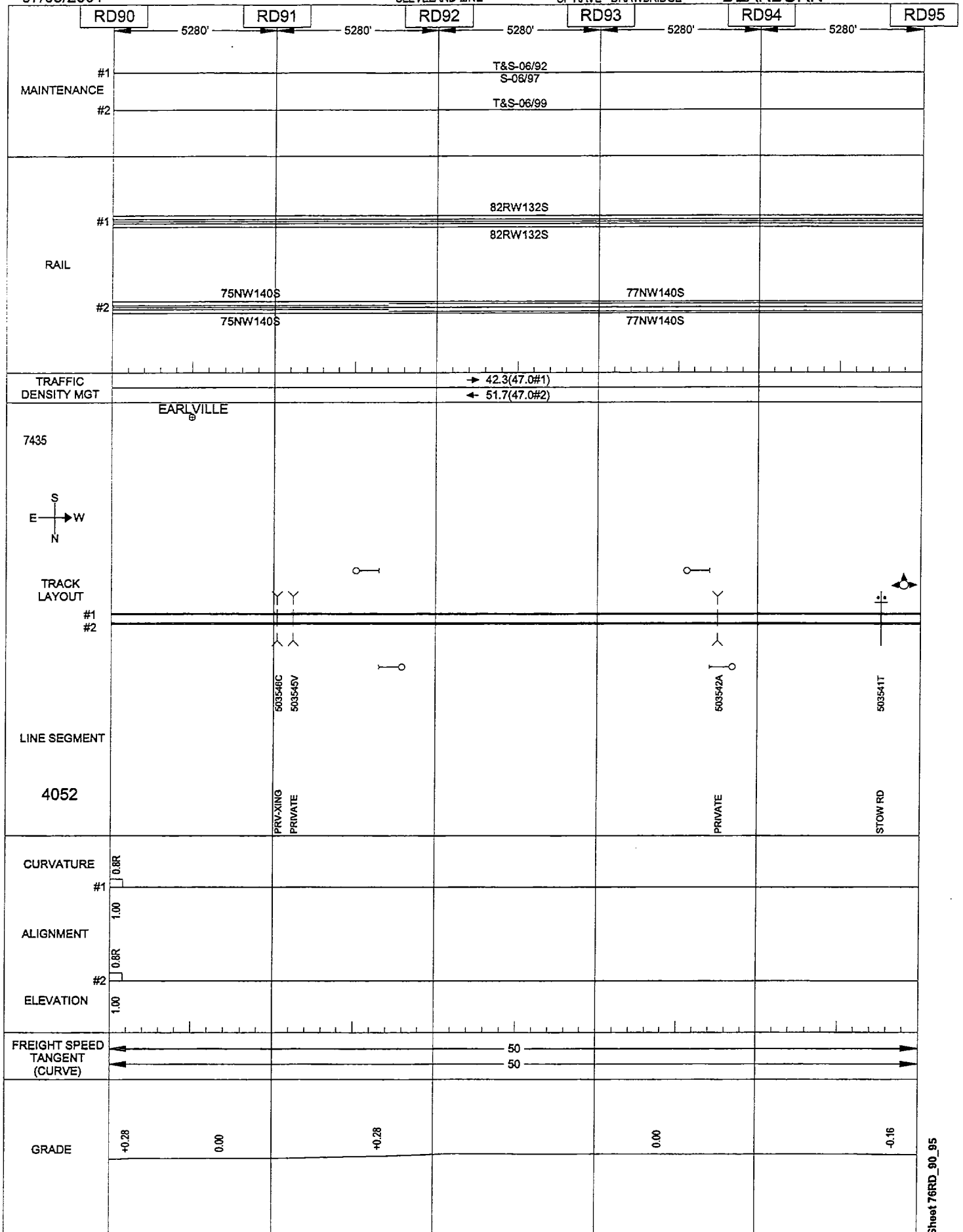
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132

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN

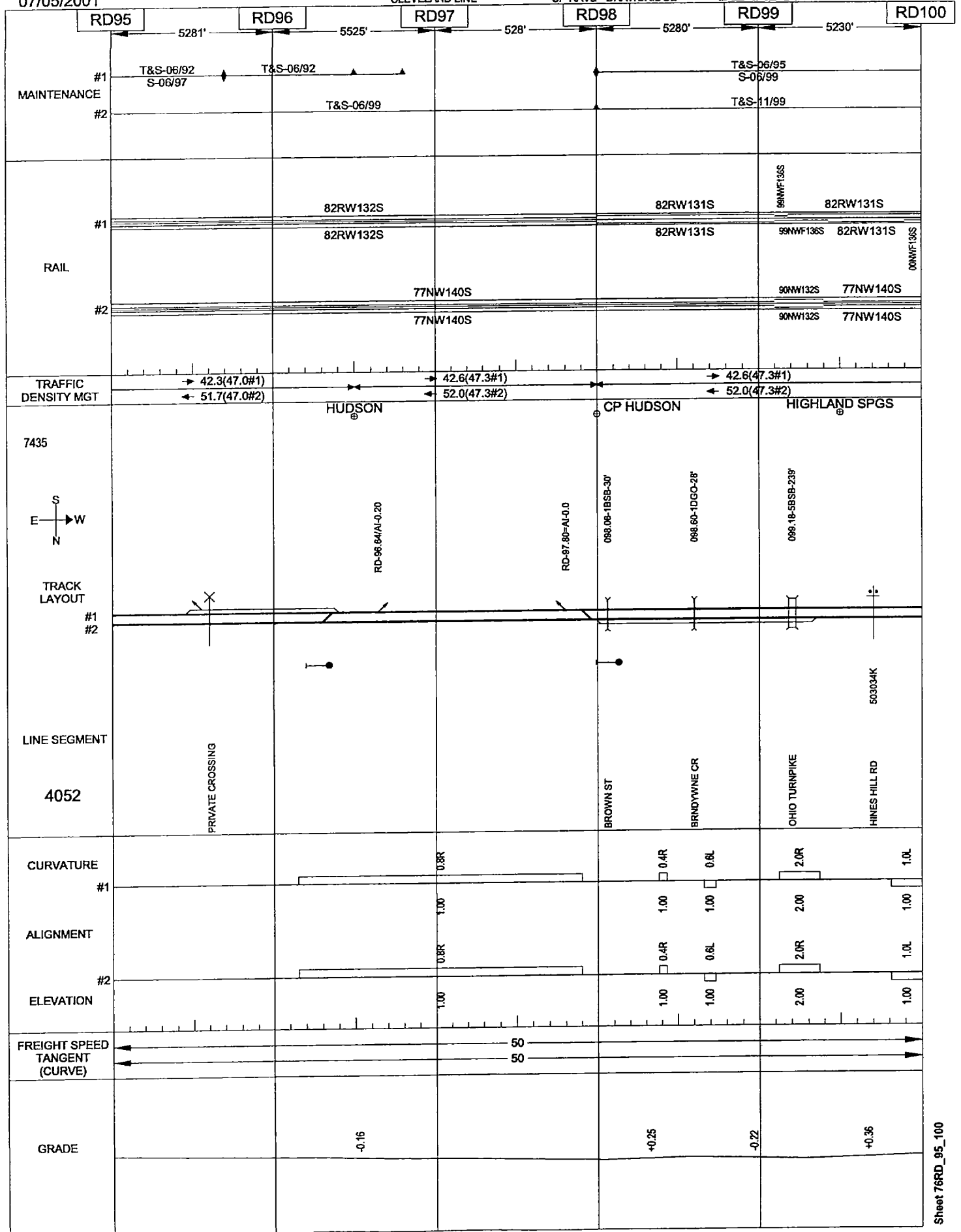


07/05/2001

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN

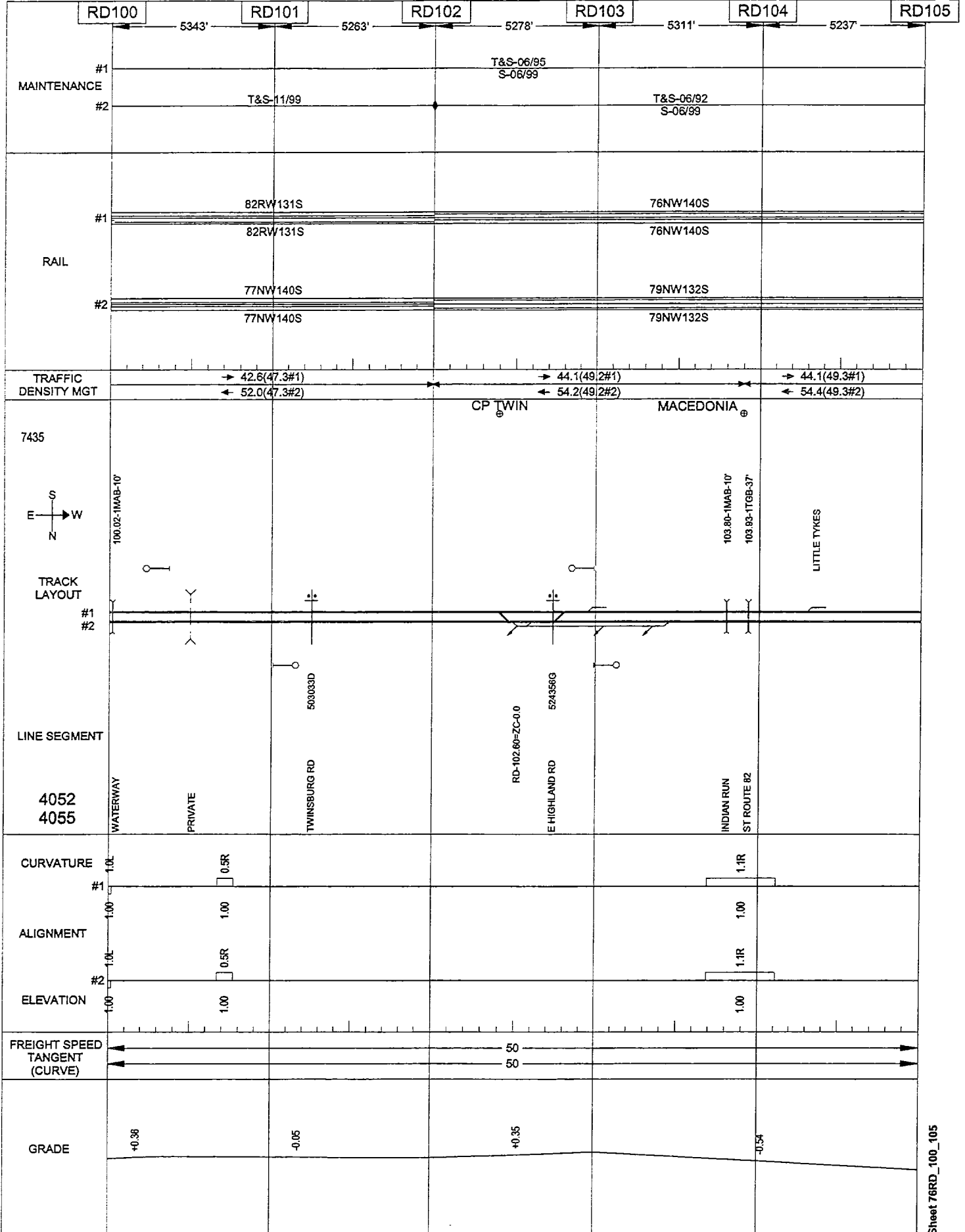


07/05/2001

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN

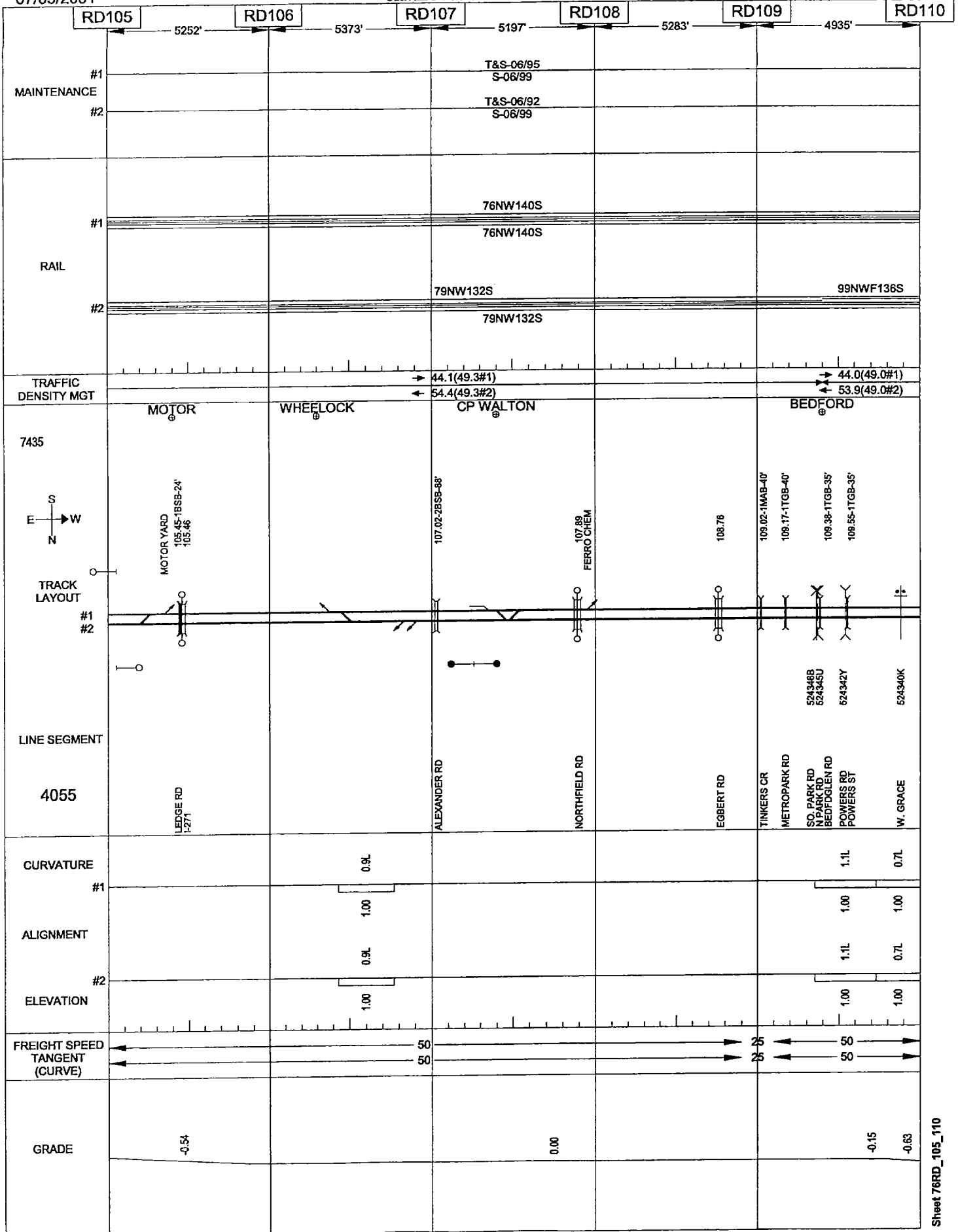


07/05/2001

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



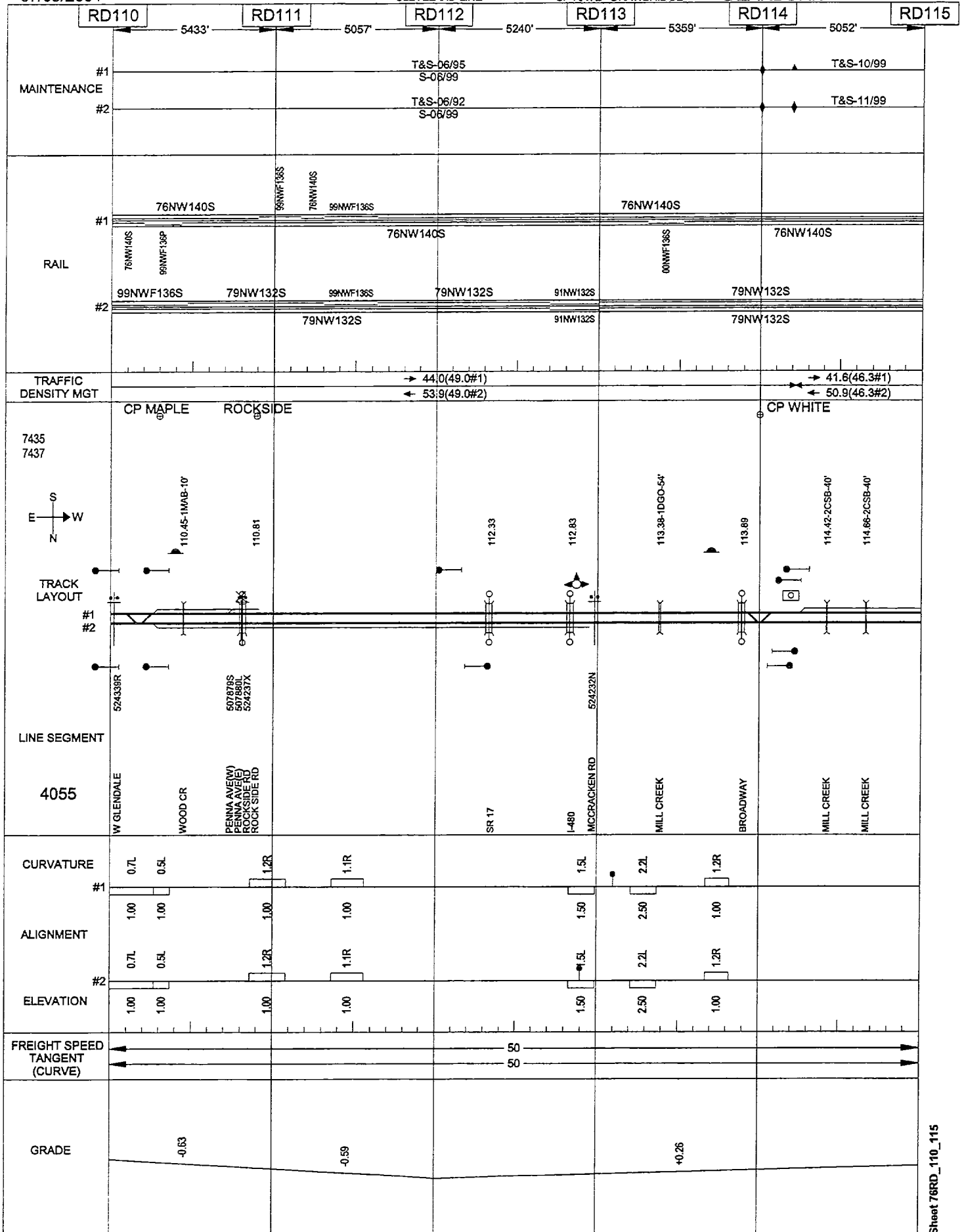
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136

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

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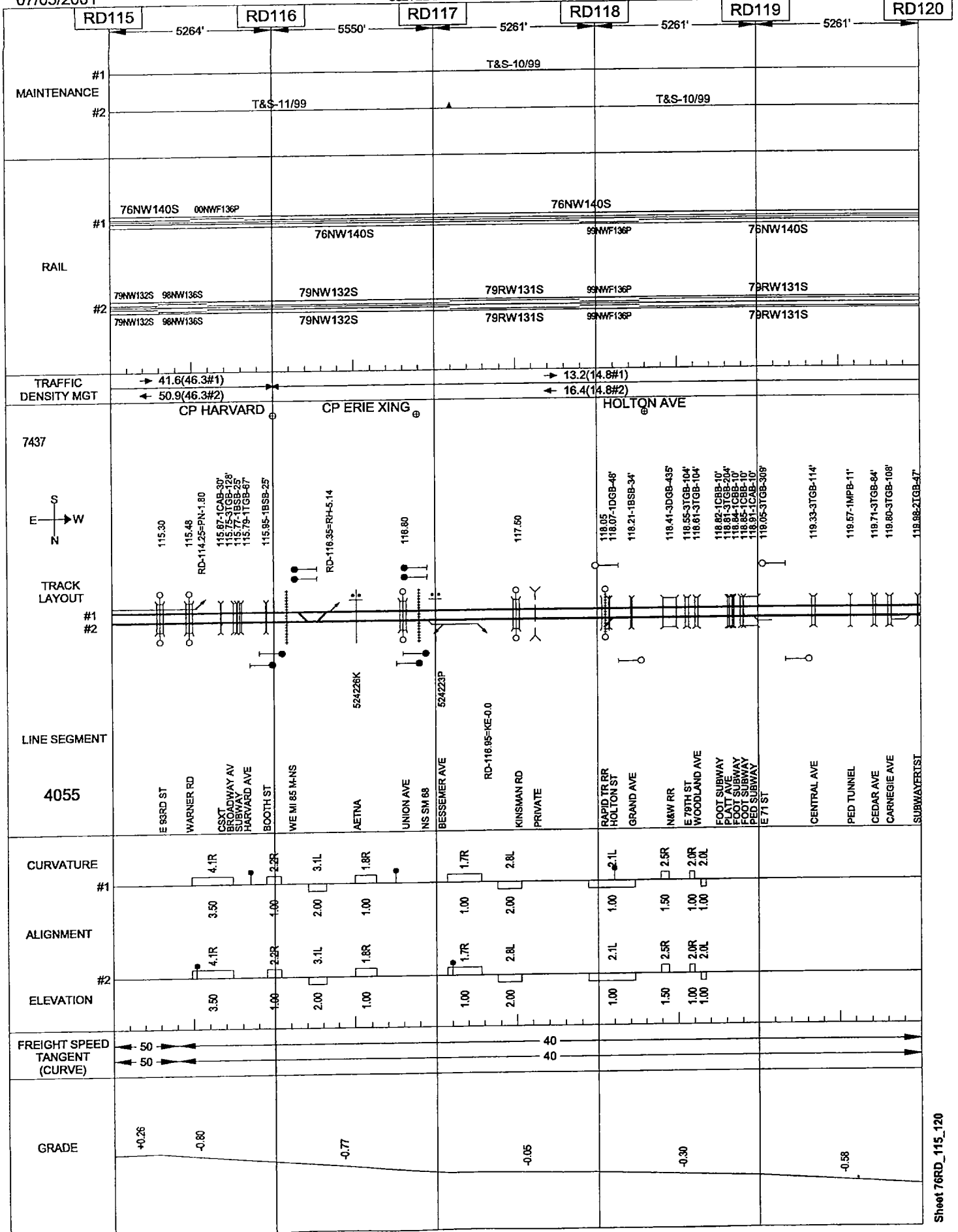


07/05/2001

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



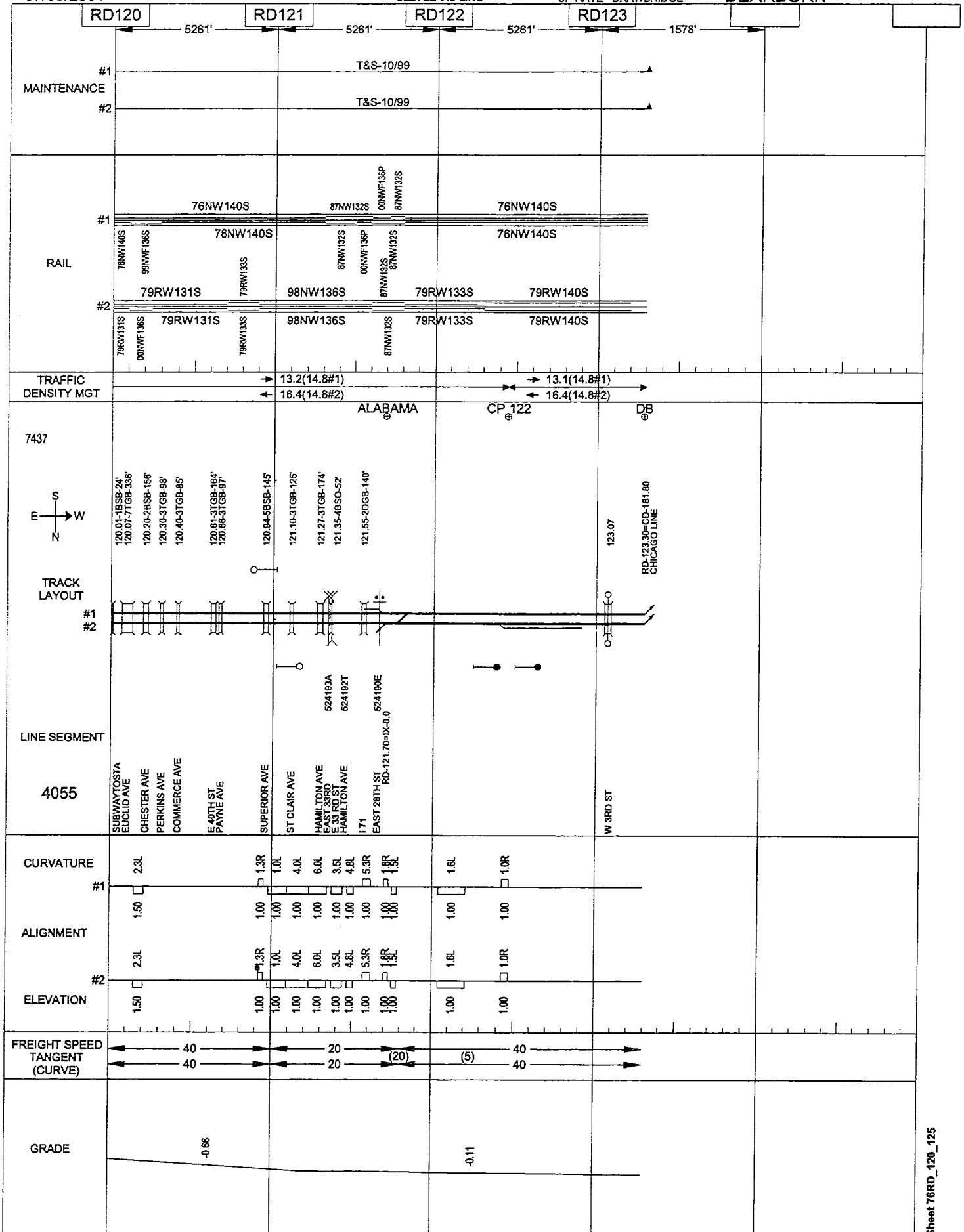


07/05/2001

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



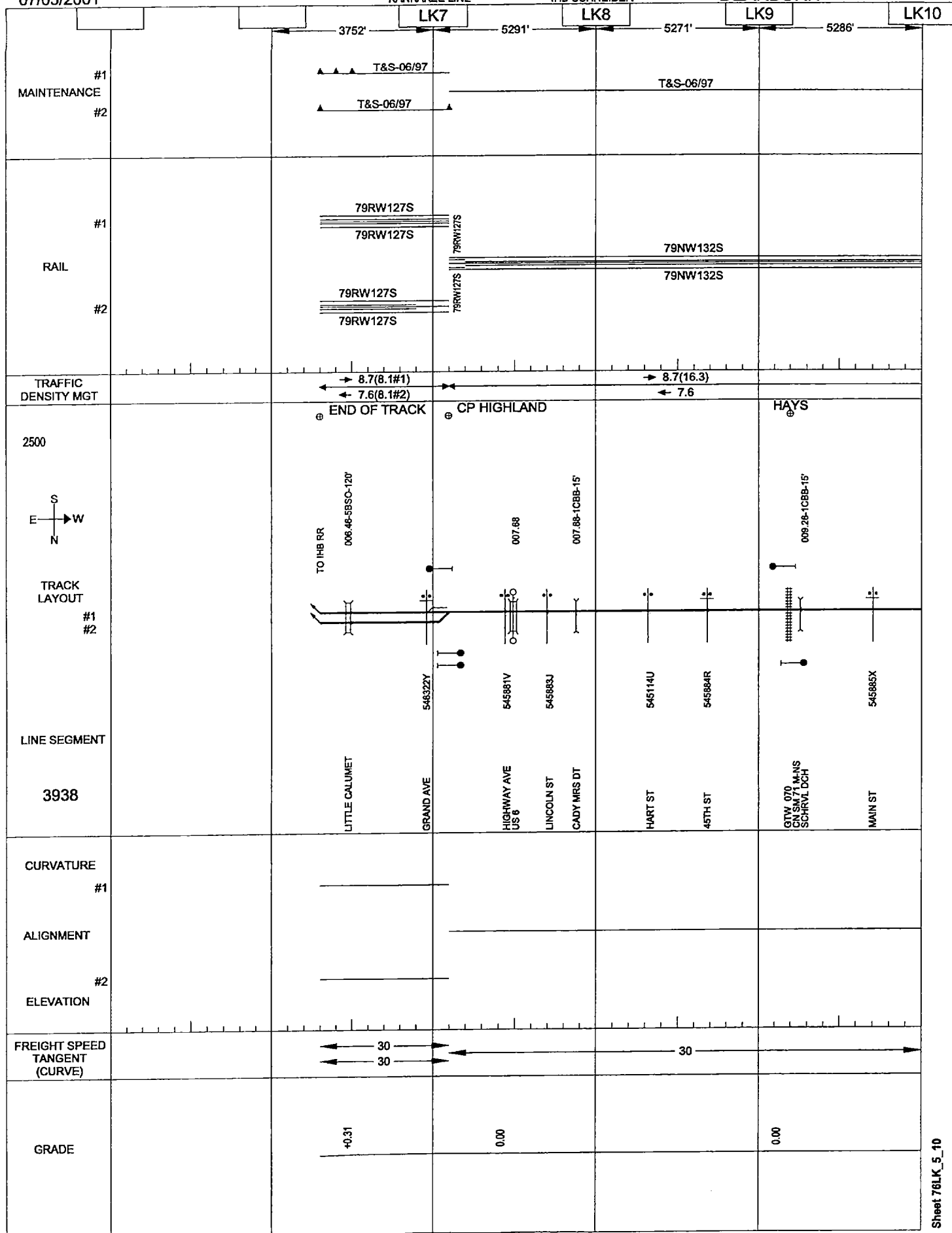
07/05/2001

139

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



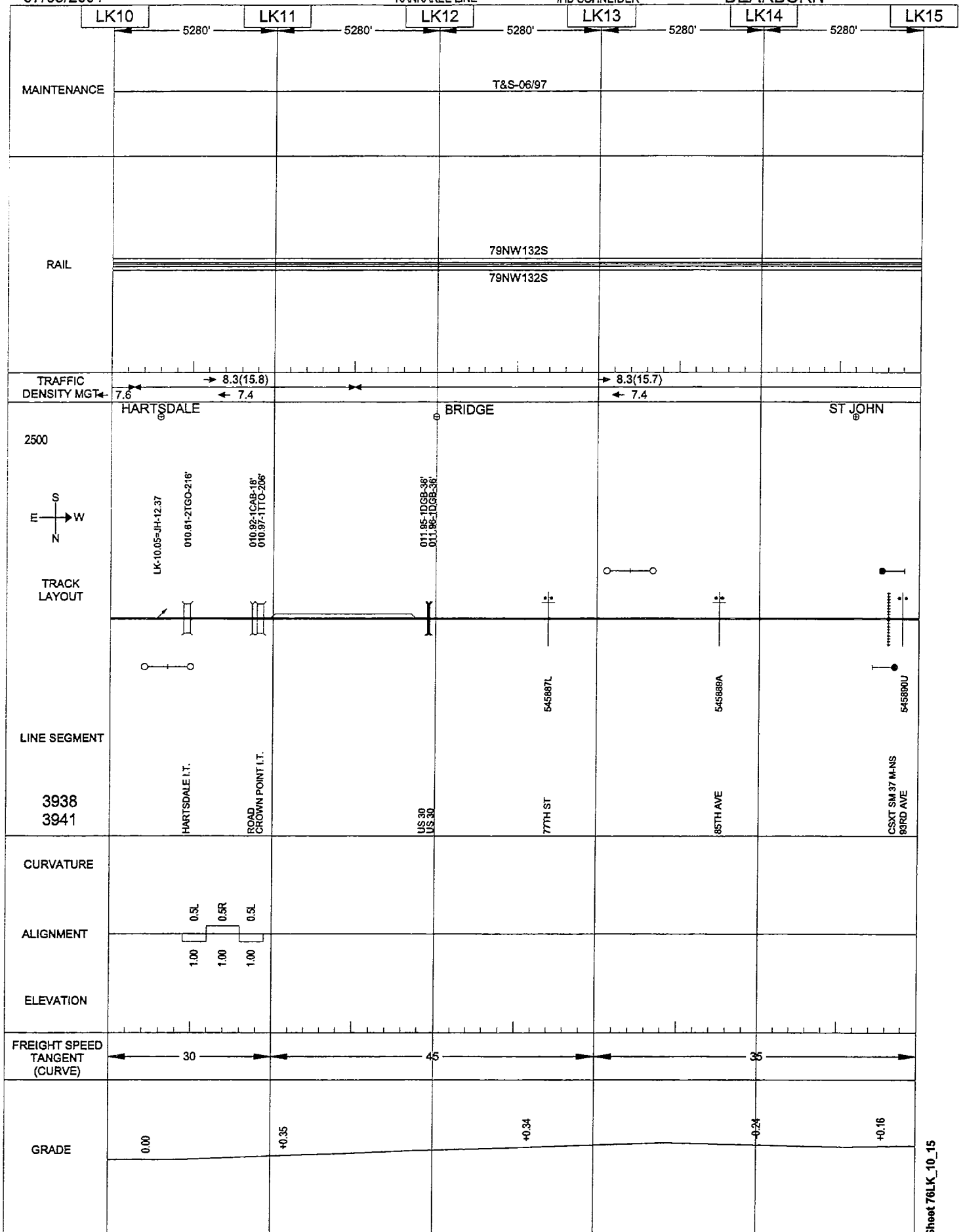
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140

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IHB-SCHNEIDER

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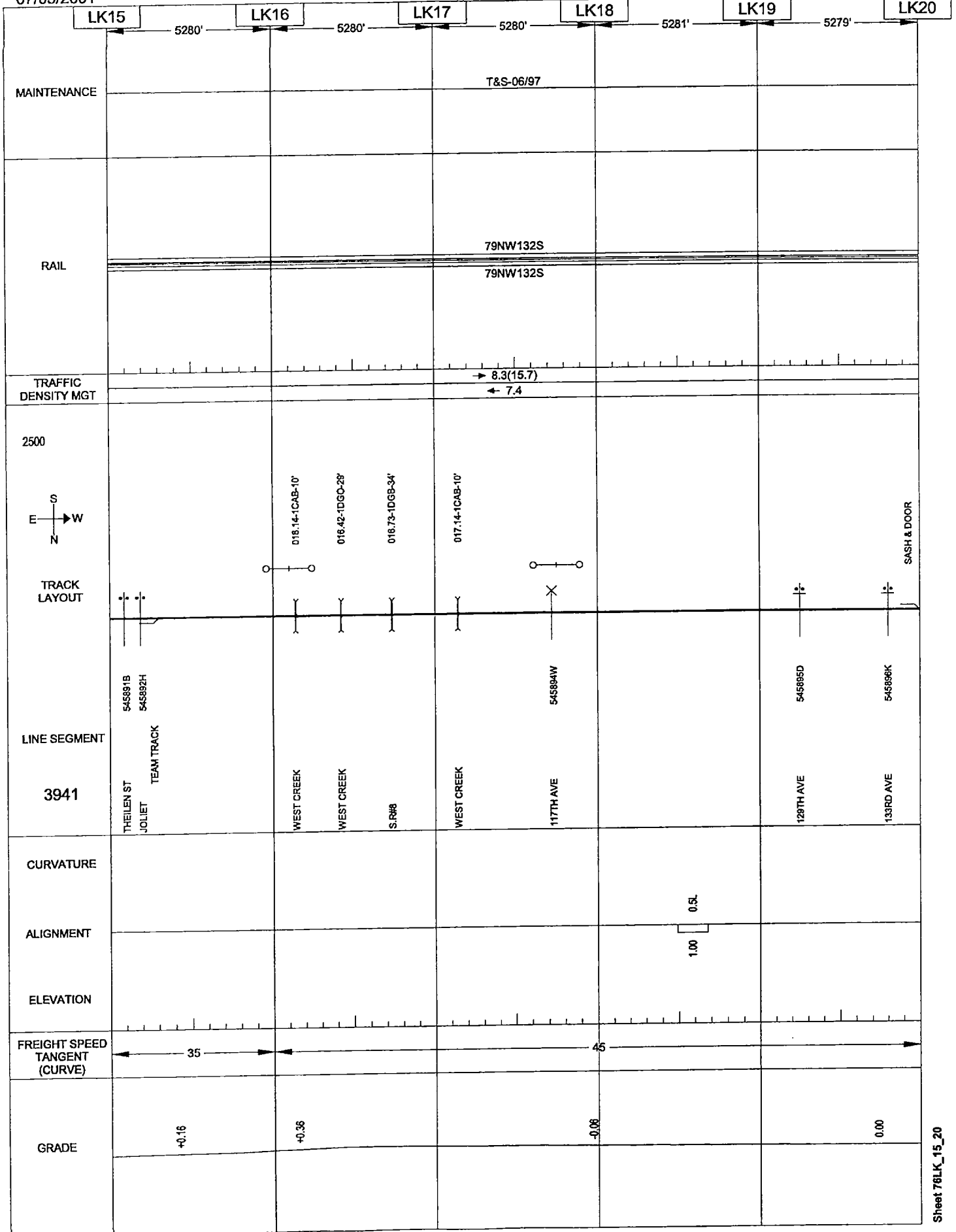
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141

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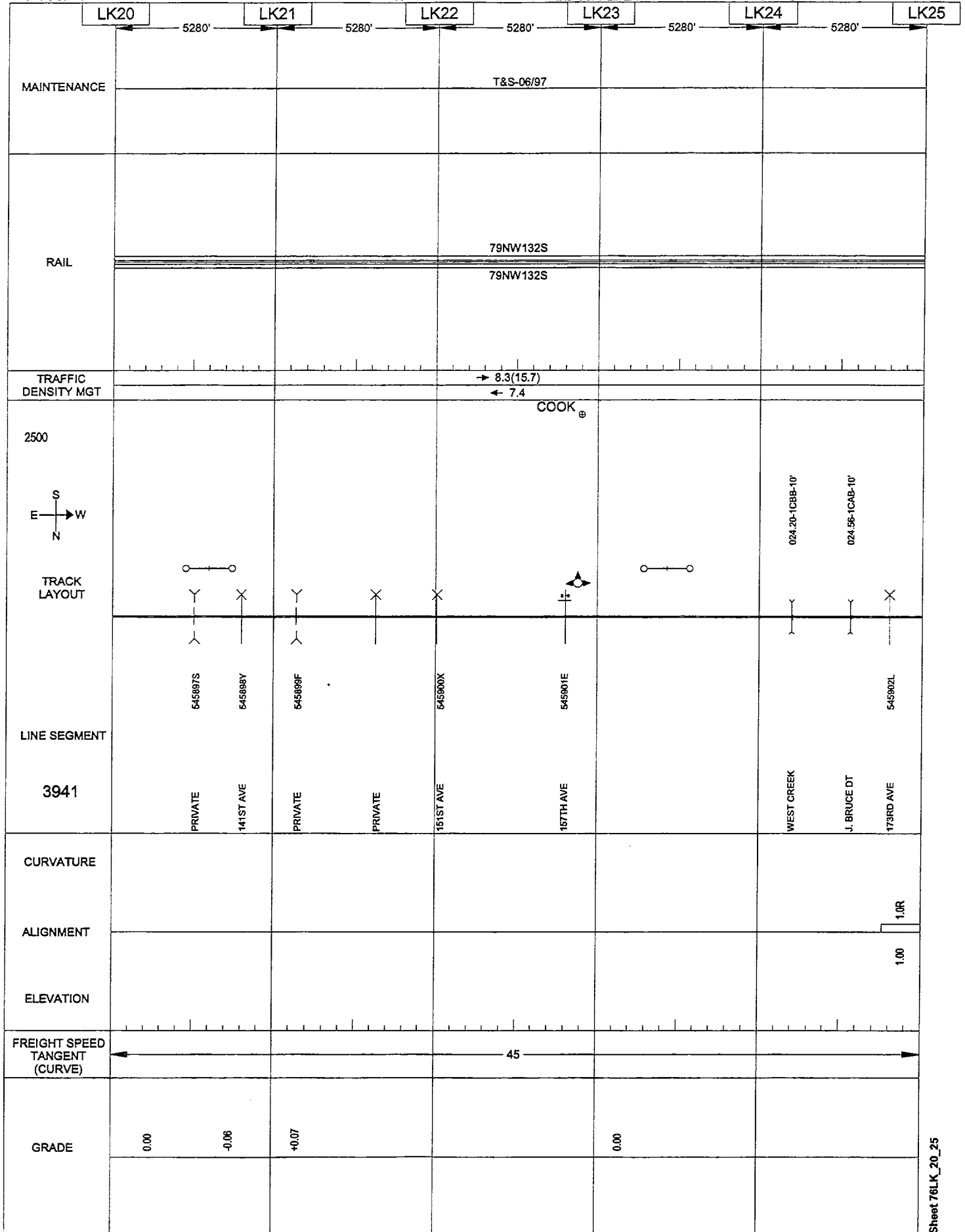


07/05/2001

KANKAKEE LINE

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DEARBORN

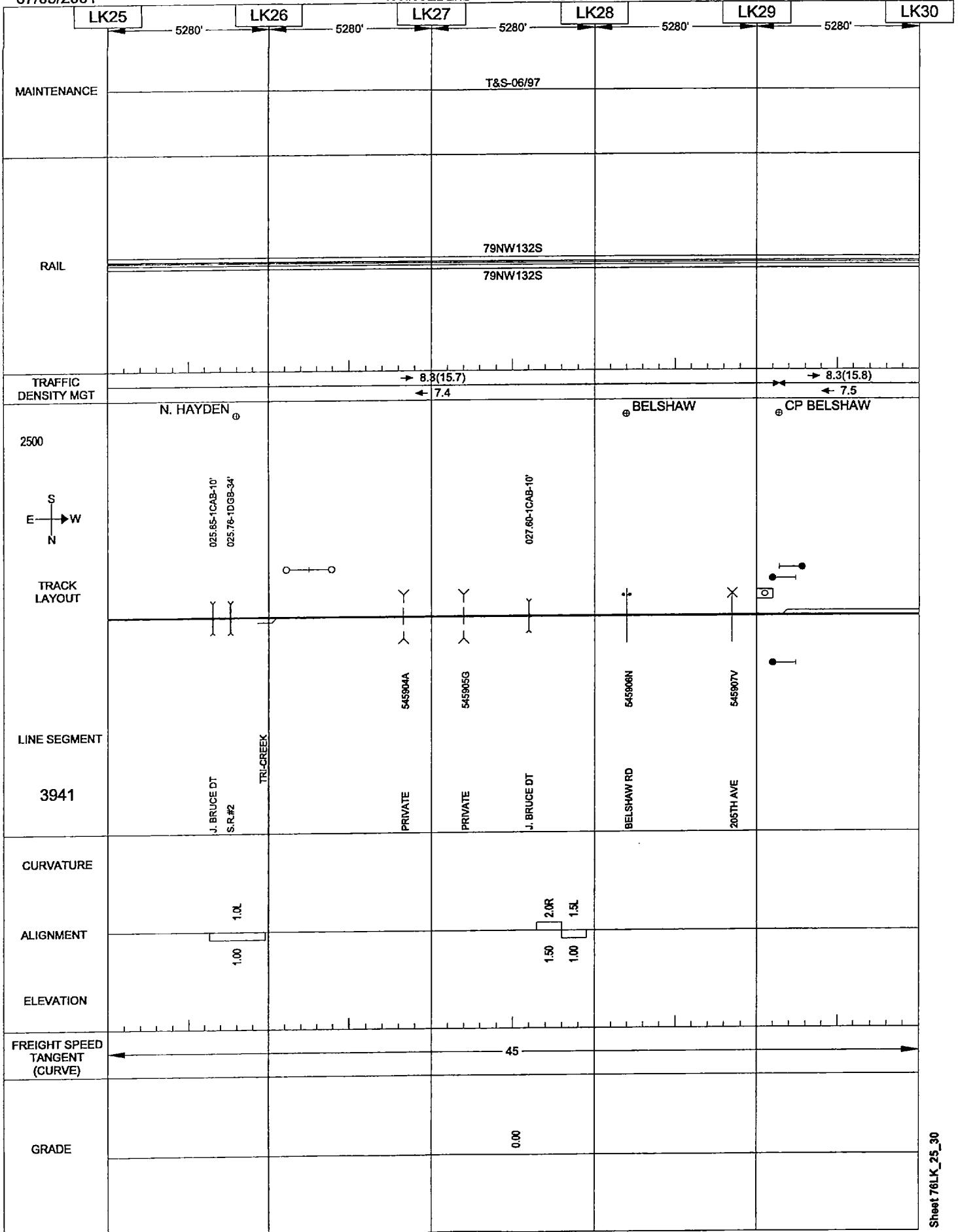


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KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



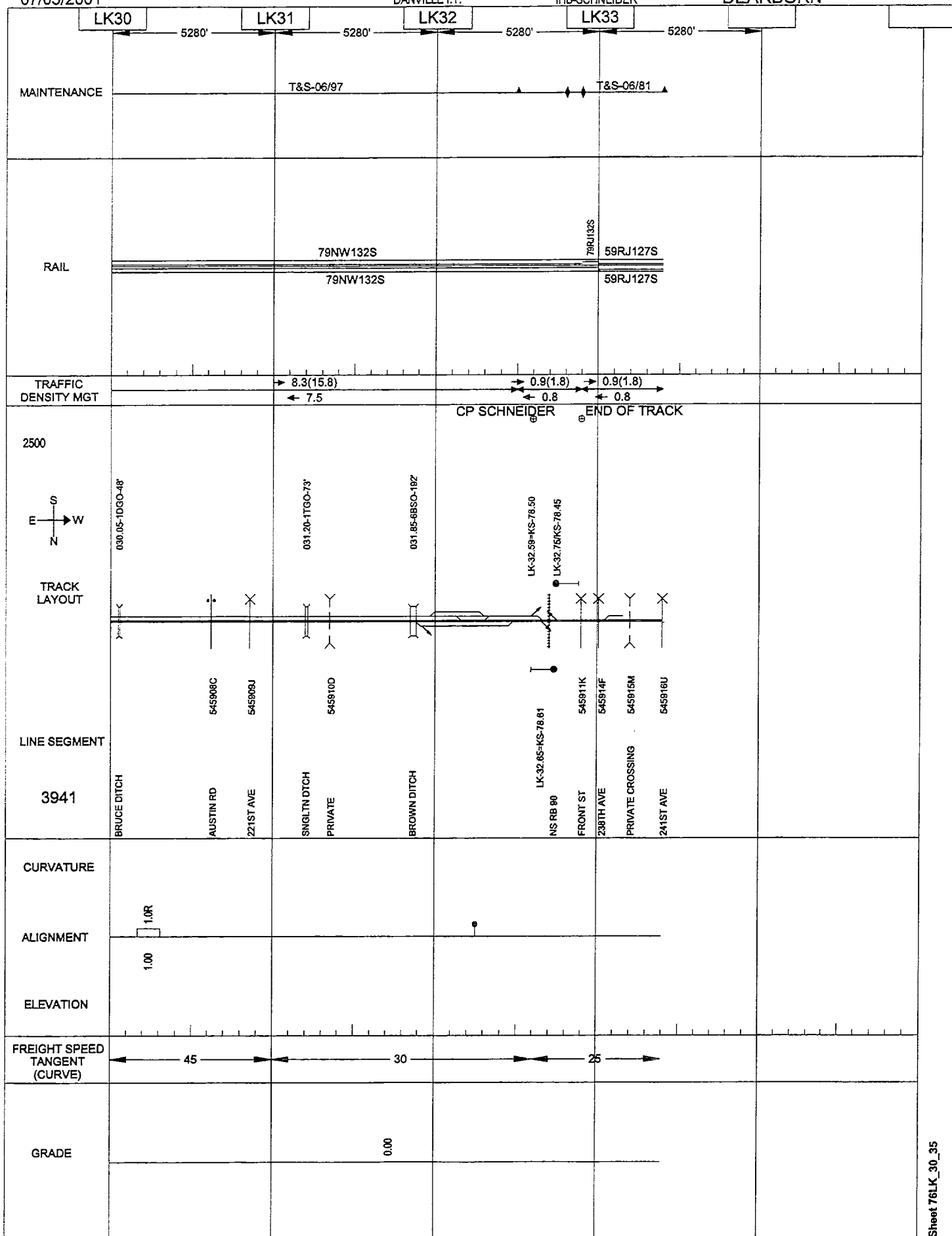
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144

DANVILLE I.T.

IHB-SCHNEIDER

DEARBORN

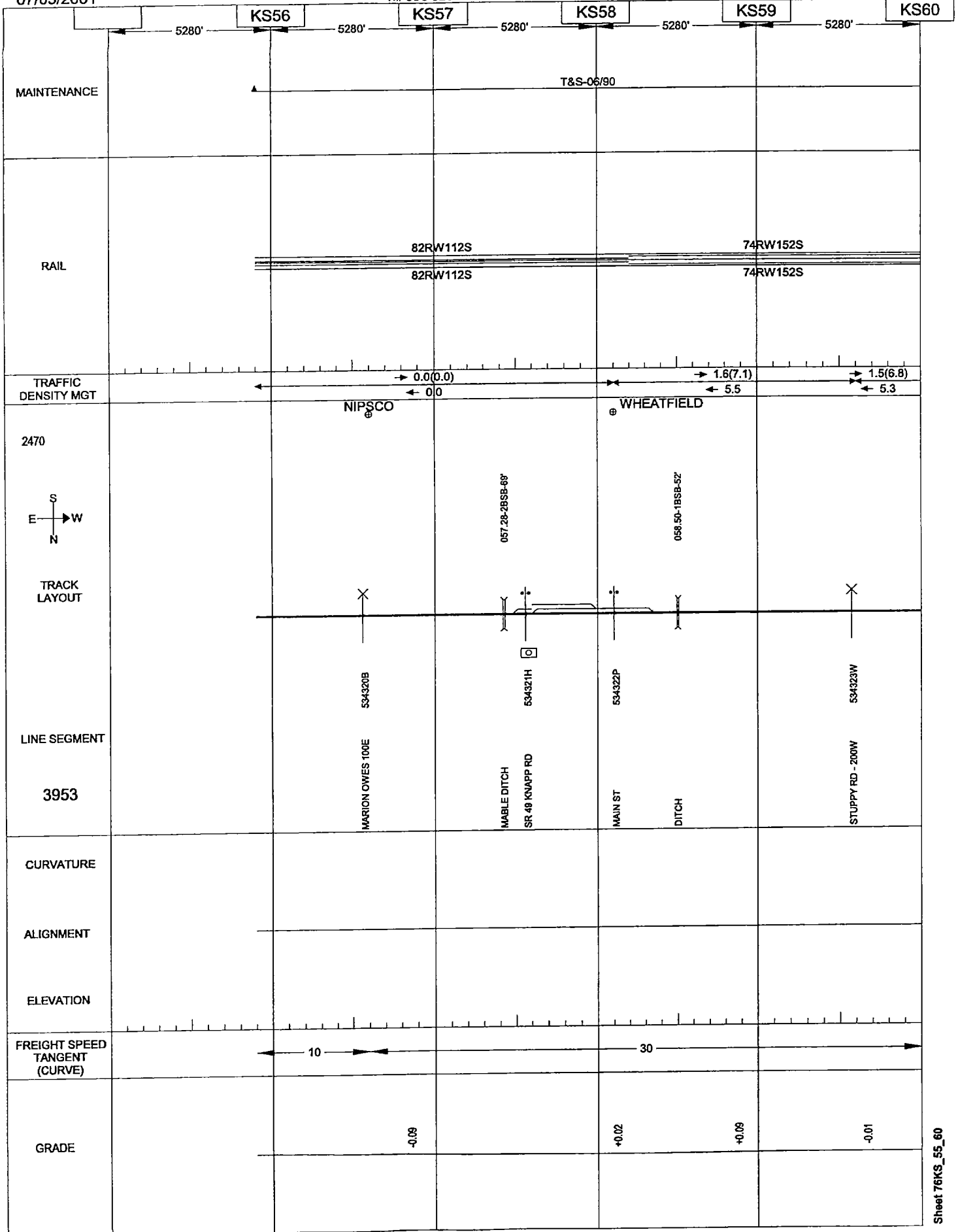


07/05/2001

NIPSCO SEC.

TEFFT-KANKAKEE

DEARBORN





07/05/2001

146

NIPSCO SEC.

TEFFT-KANKAKEE

DEARBORN

	KS60	KS61	KS62	KS63	KS64	KS65
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-06/90					
RAIL	74RW131S		74RW127S		82RW112S	
	74RW131S		74RW127S		82RW112S	
TRAFFIC DENSITY MGT	→ 1.5(6.8) ← 5.3					
2470	⊕ STOUTSBURG ⊕ KERSEY ⊕ MQTT					
	JASPER FARM					
TRACK LAYOUT		X	X	X	X	X
LINE SEGMENT		534324D	534325K	534326S	534327Y	534328F
3953		STOUTSBURG RD	CLARK RD	KERSEY ST	RAILROAD ST	ORCHID ST
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	30					
GRADE	-0.01	-0.16	+0.03	+0.10	-0.01	-0.22

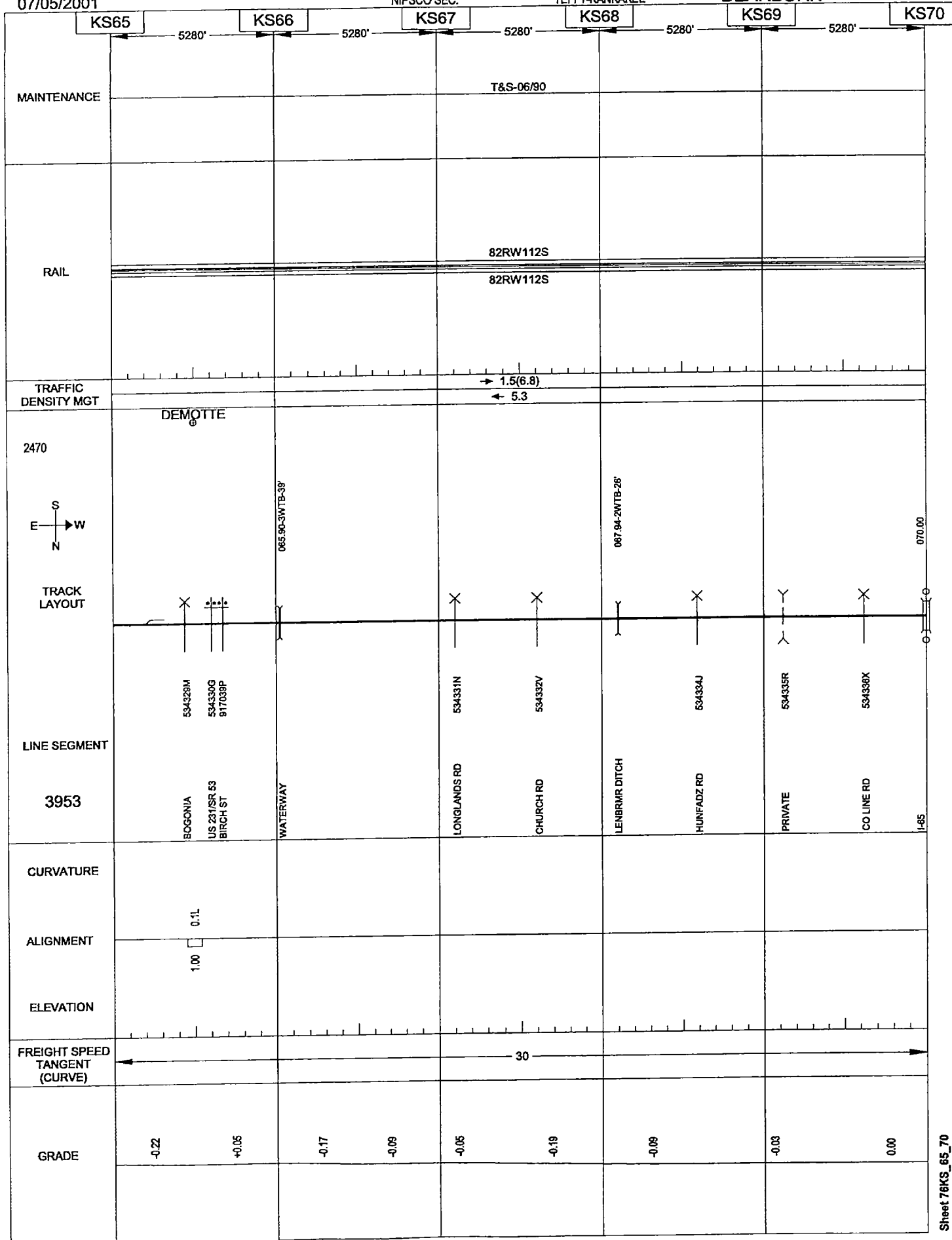
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147

NIPSCO SEC.

TEFFT-KANKAKEE

DEARBORN



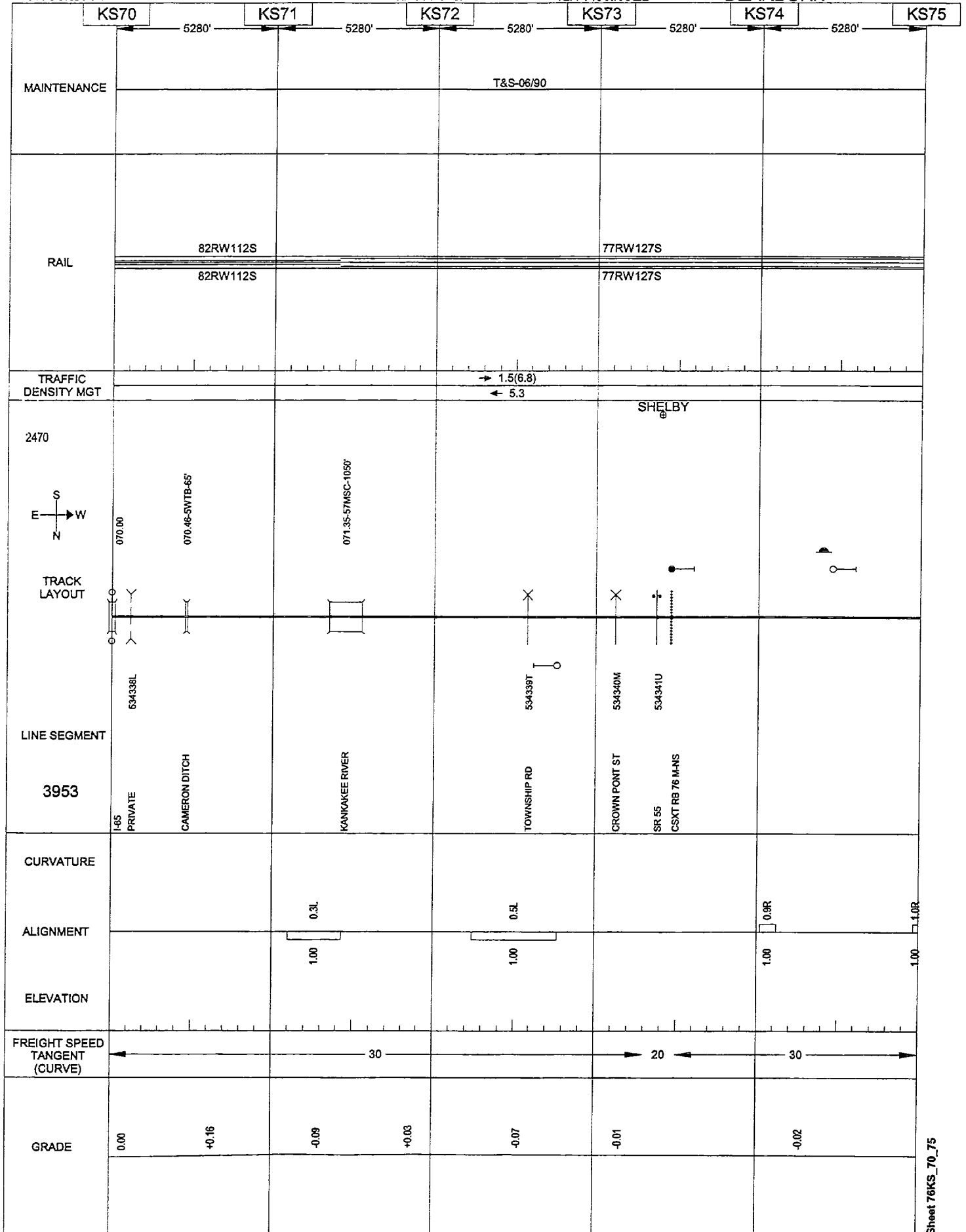
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148

NIPSCO SEC.

TEFFT-KANKAKEE

DEARBORN



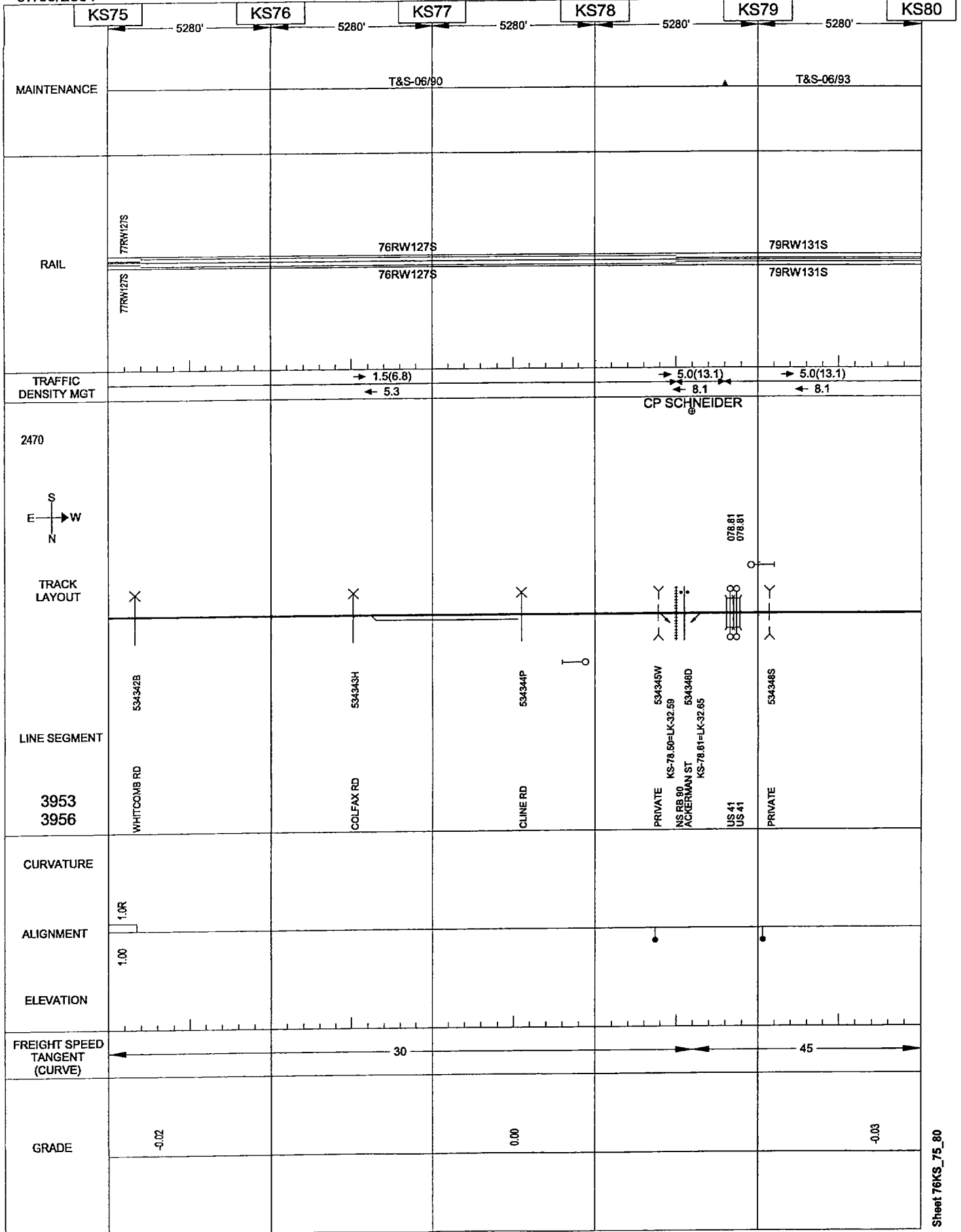
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149

KANKAKEE SEC.

TEFFT-KANKAKEE

DEARBORN

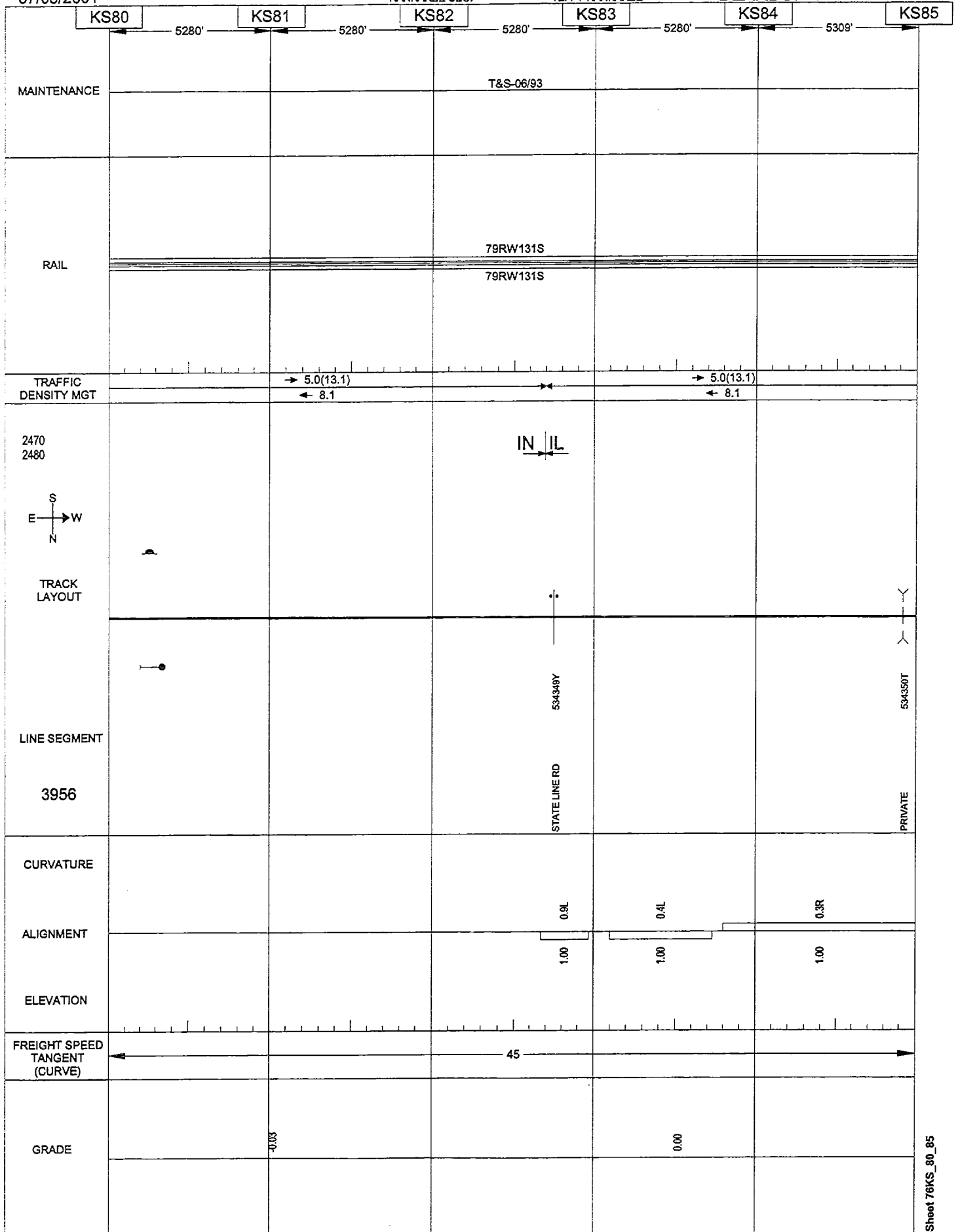


07/08/2001

KANKAKEE SEC.

TEFFT-KANKAKEE

DEARBORN



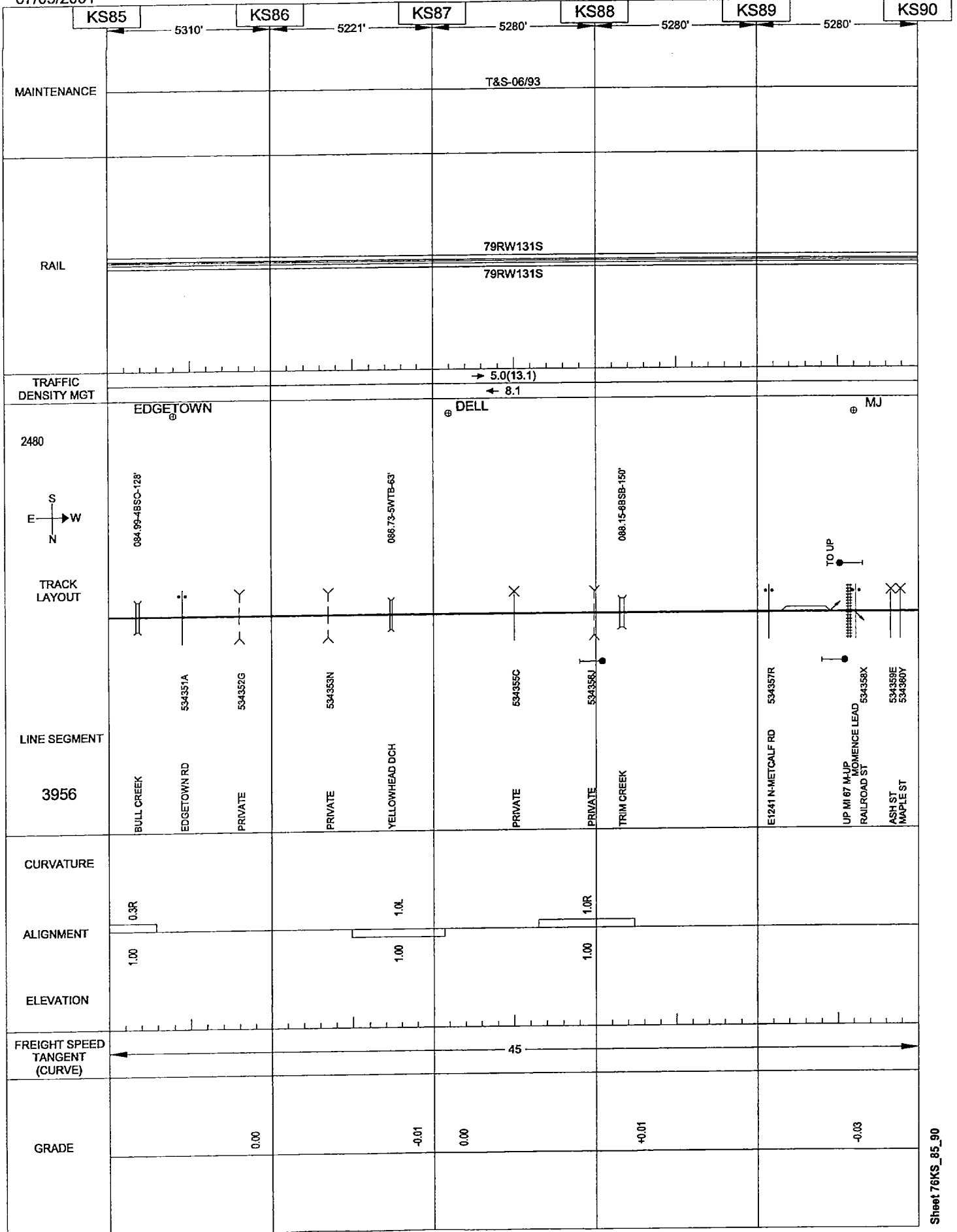
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151

KANKAKEE SEC.

TEFFT-KANKAKEE

DEARBORN



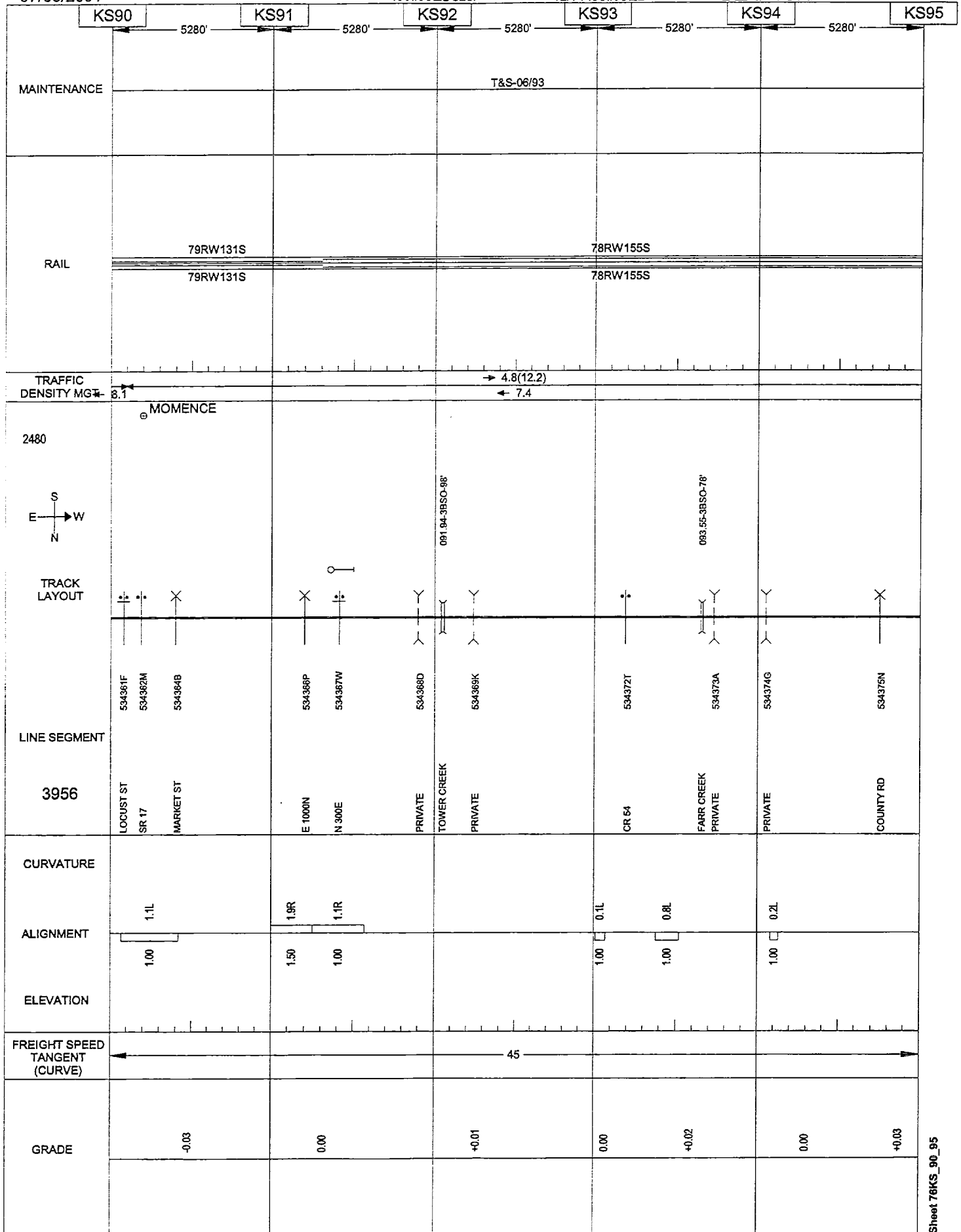
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152

KANKAKEE SEC.

TEFFT-KANKAKEE

DEARBORN

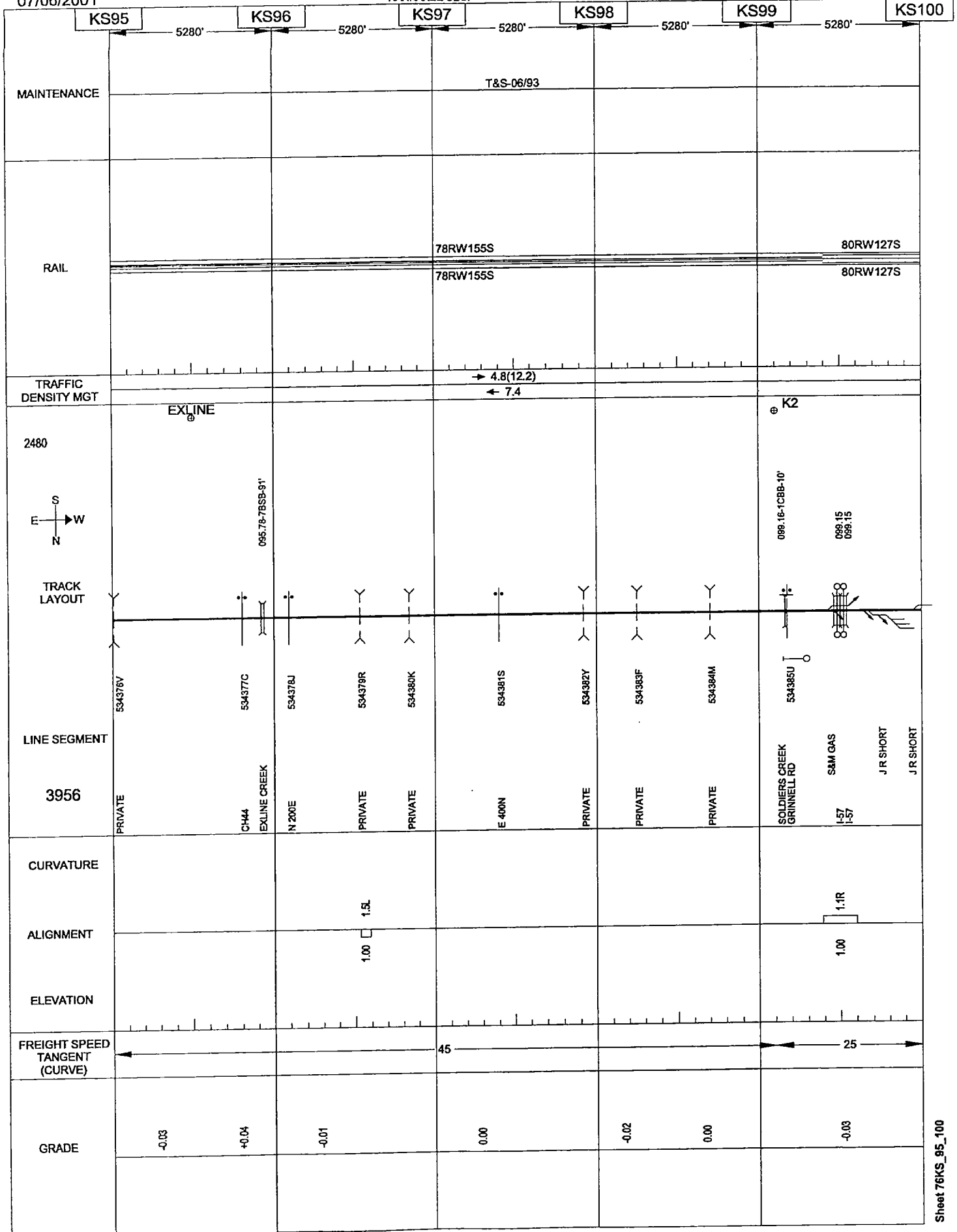


07/06/2001

KANKAKEE SEC.

TEFFT-KANKAKEE

DEARBORN



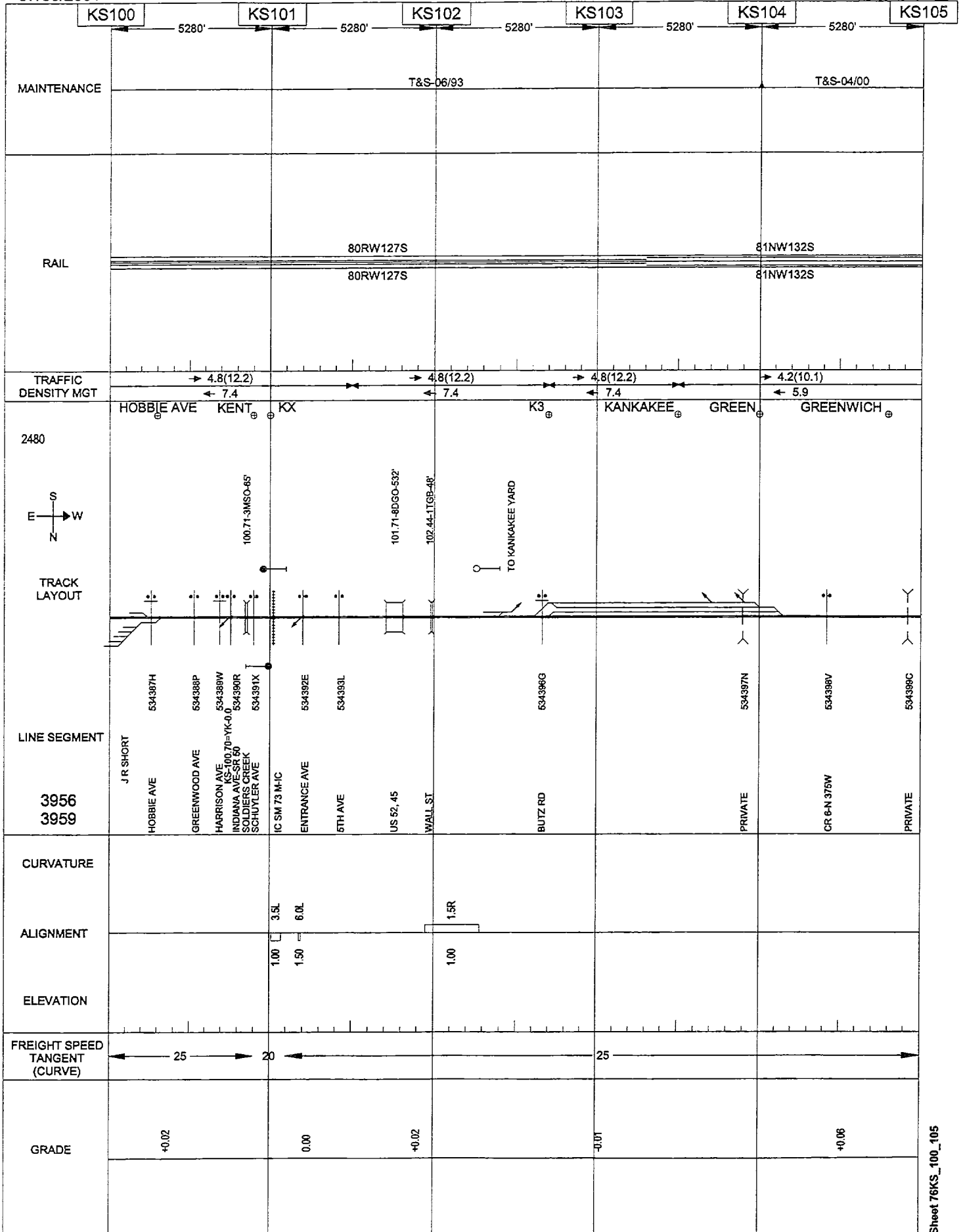


07/06/2001

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN

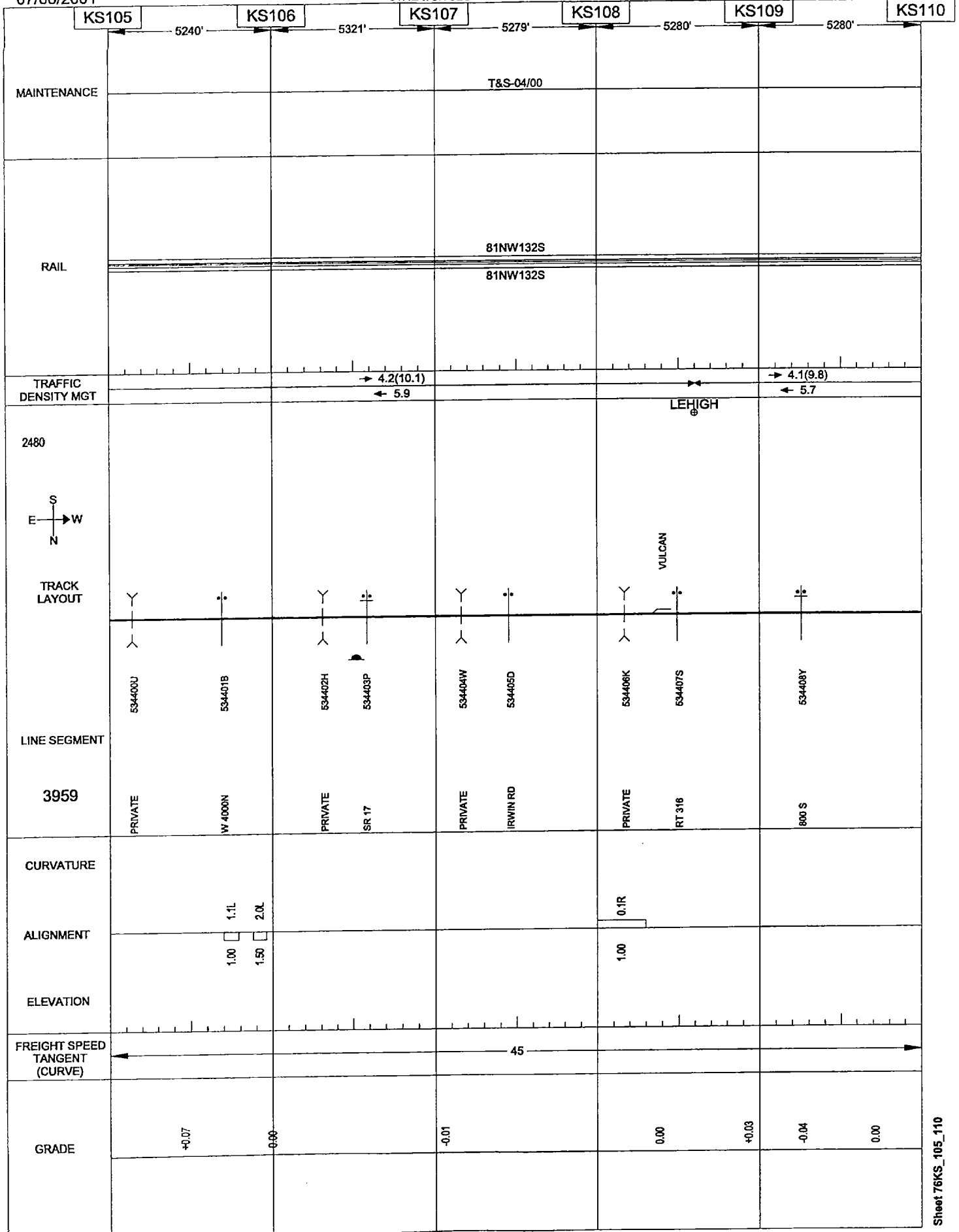


07/06/2001

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DEARBORN

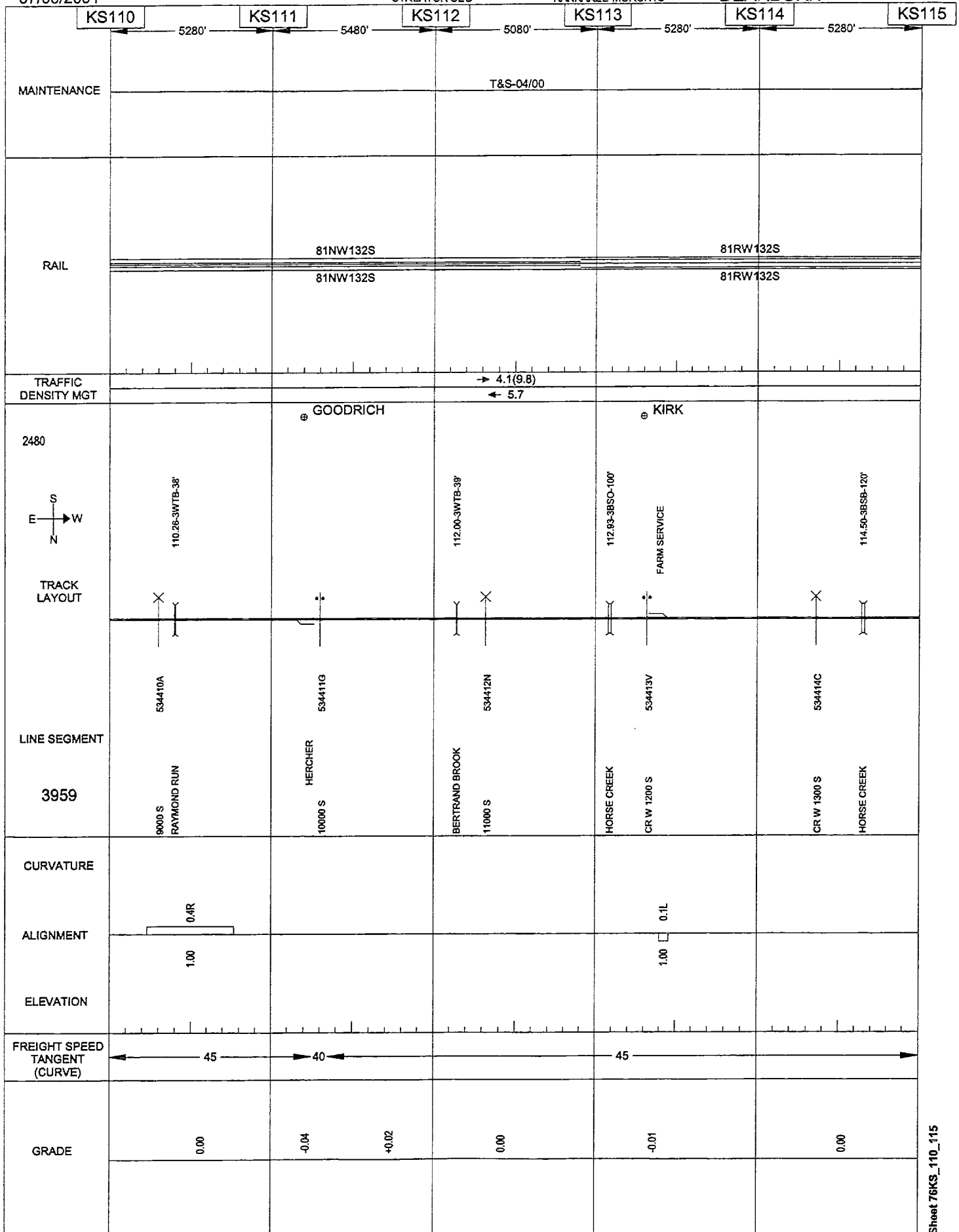


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KANKAKEE-MORONTS

DEARBORN



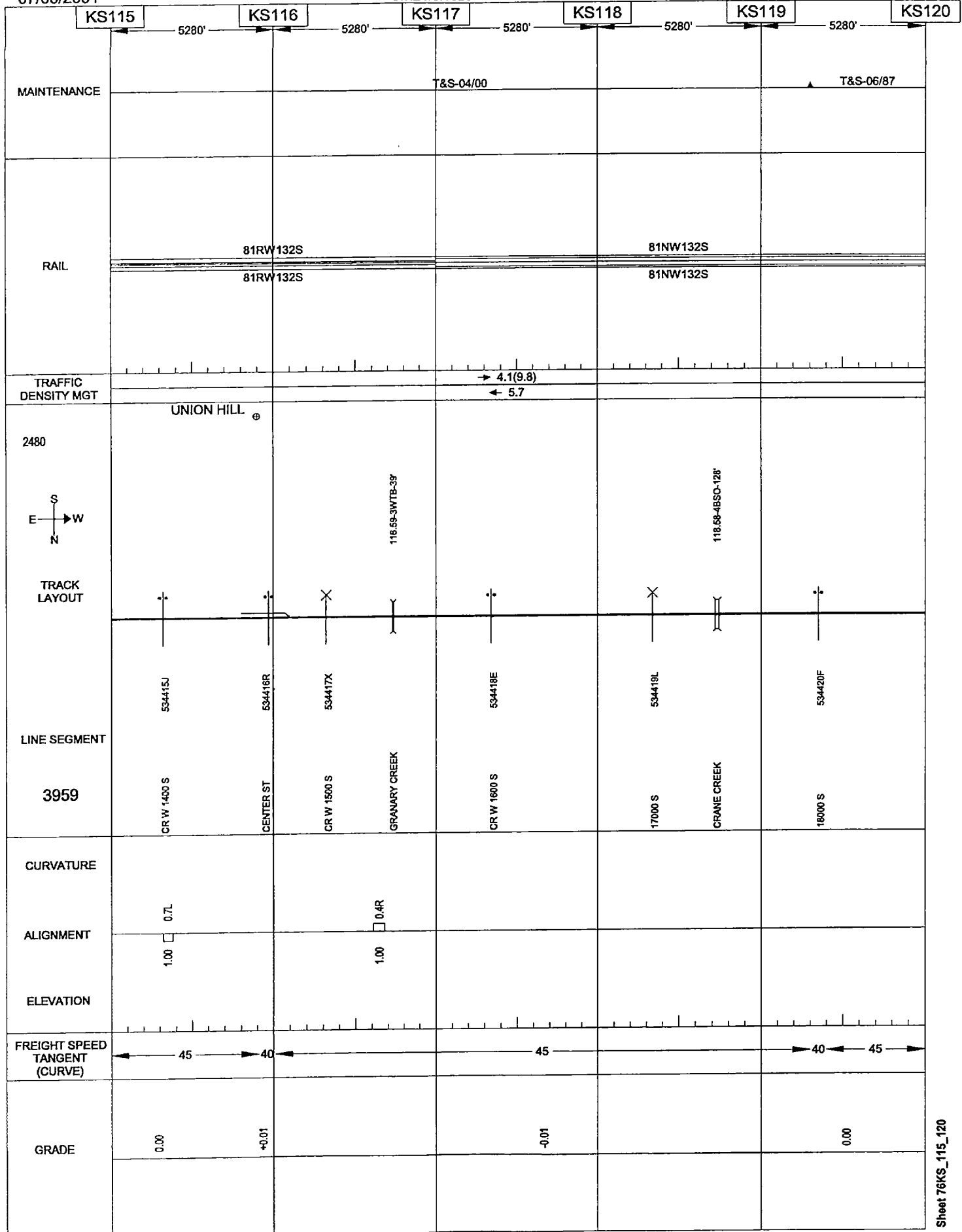
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157

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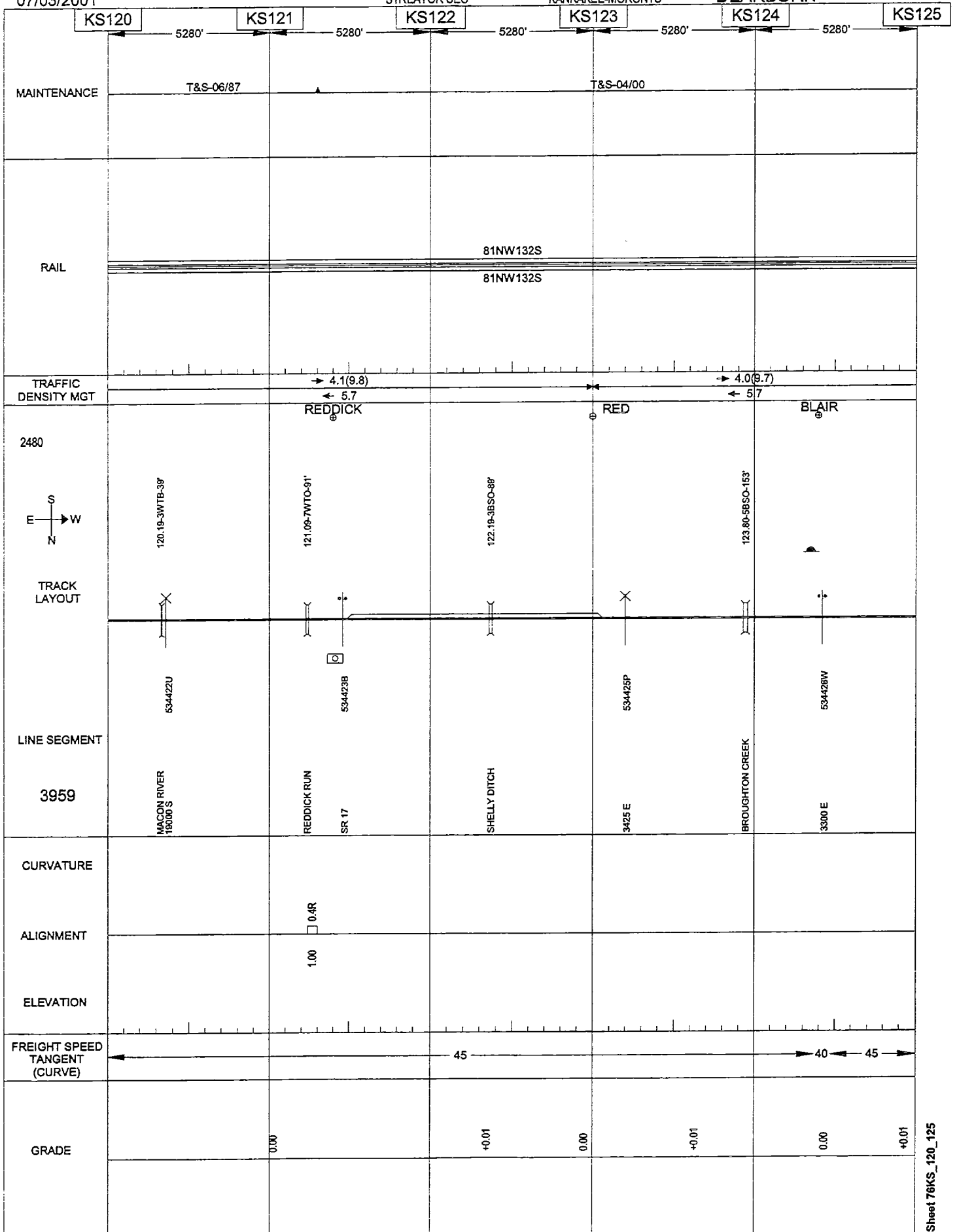


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KANKAKEE-MORONTS

DEARBORN



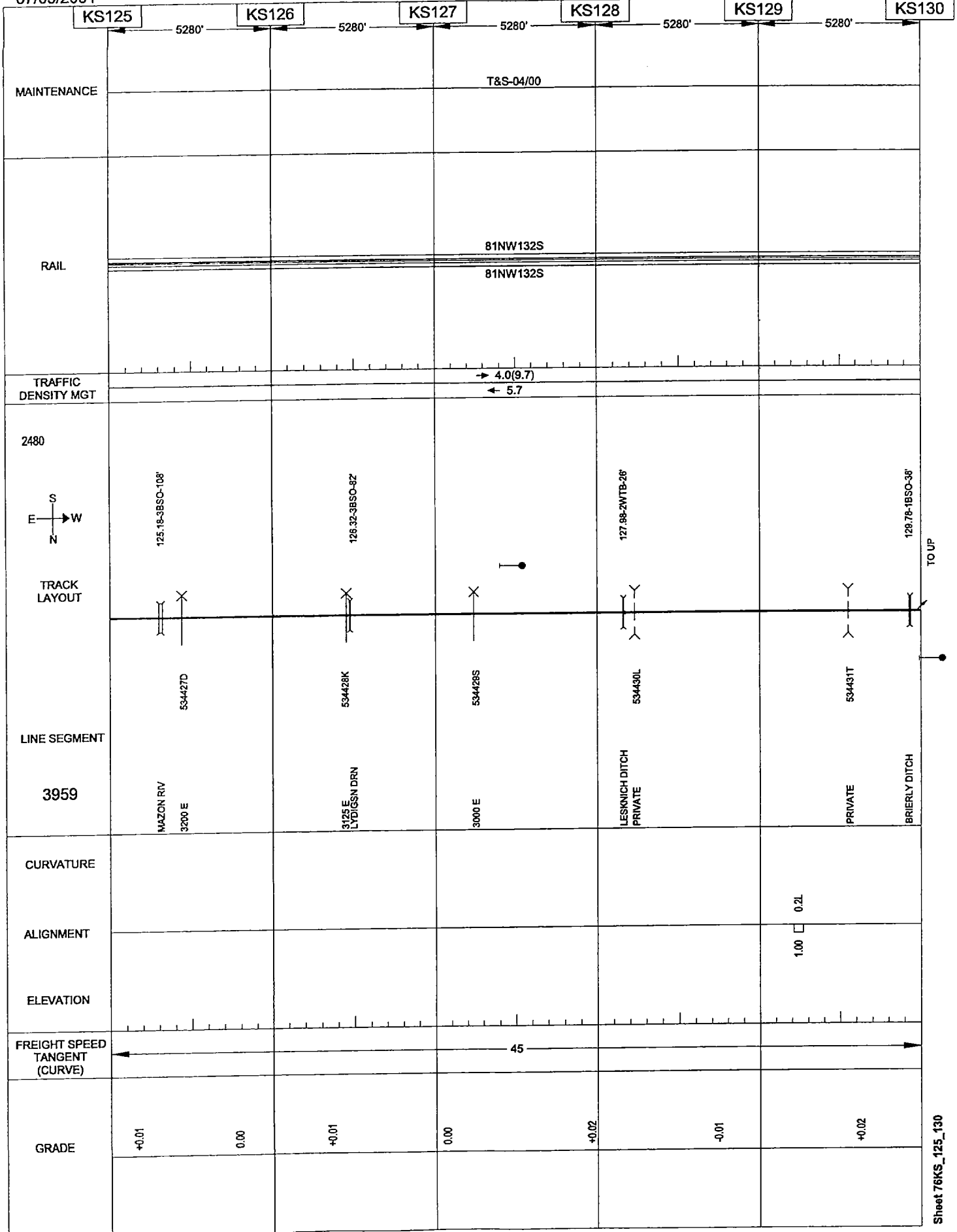
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159

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DEARBORN

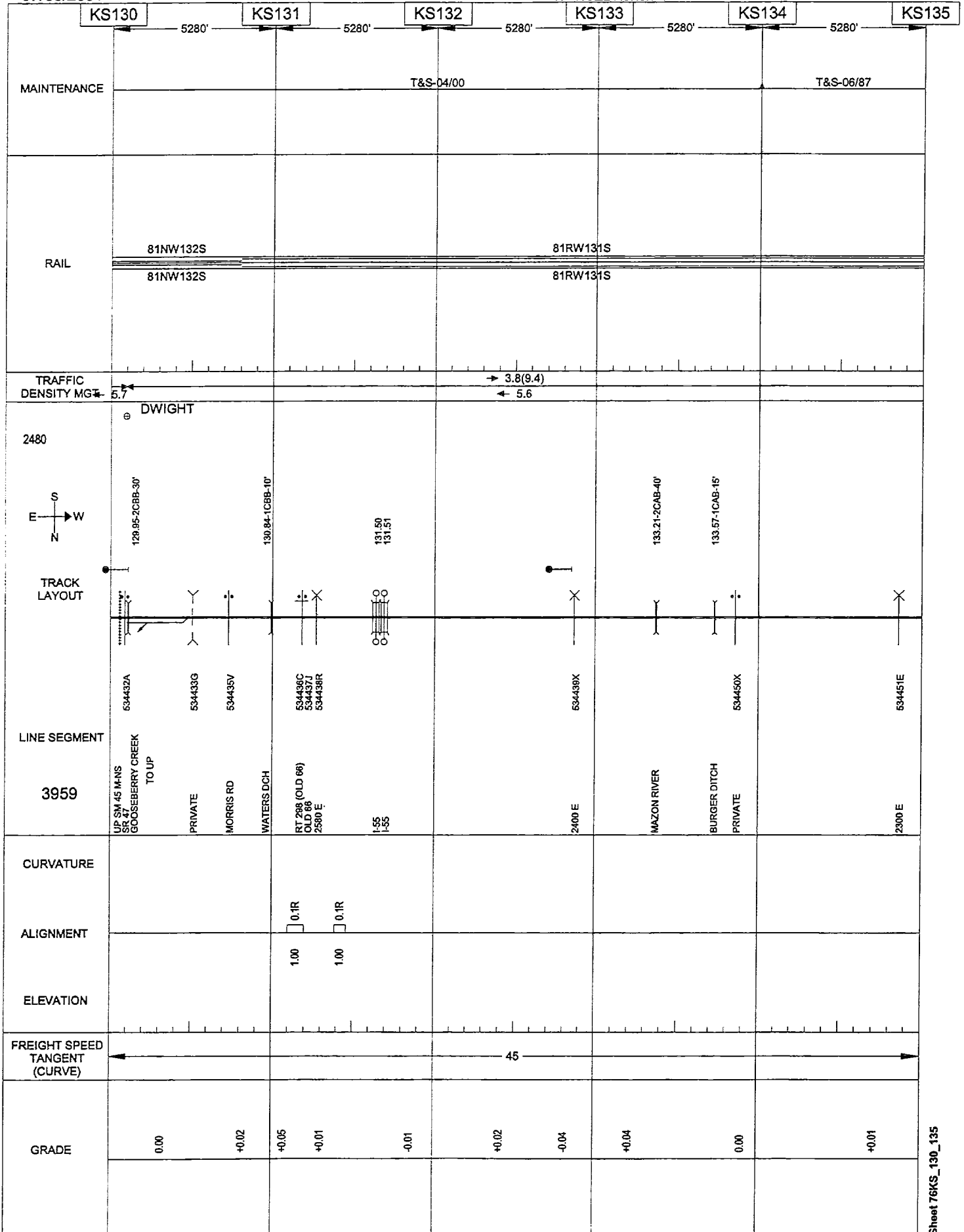


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STREATOR SEC

KANKAKEE-MORONTS

DEARBORN



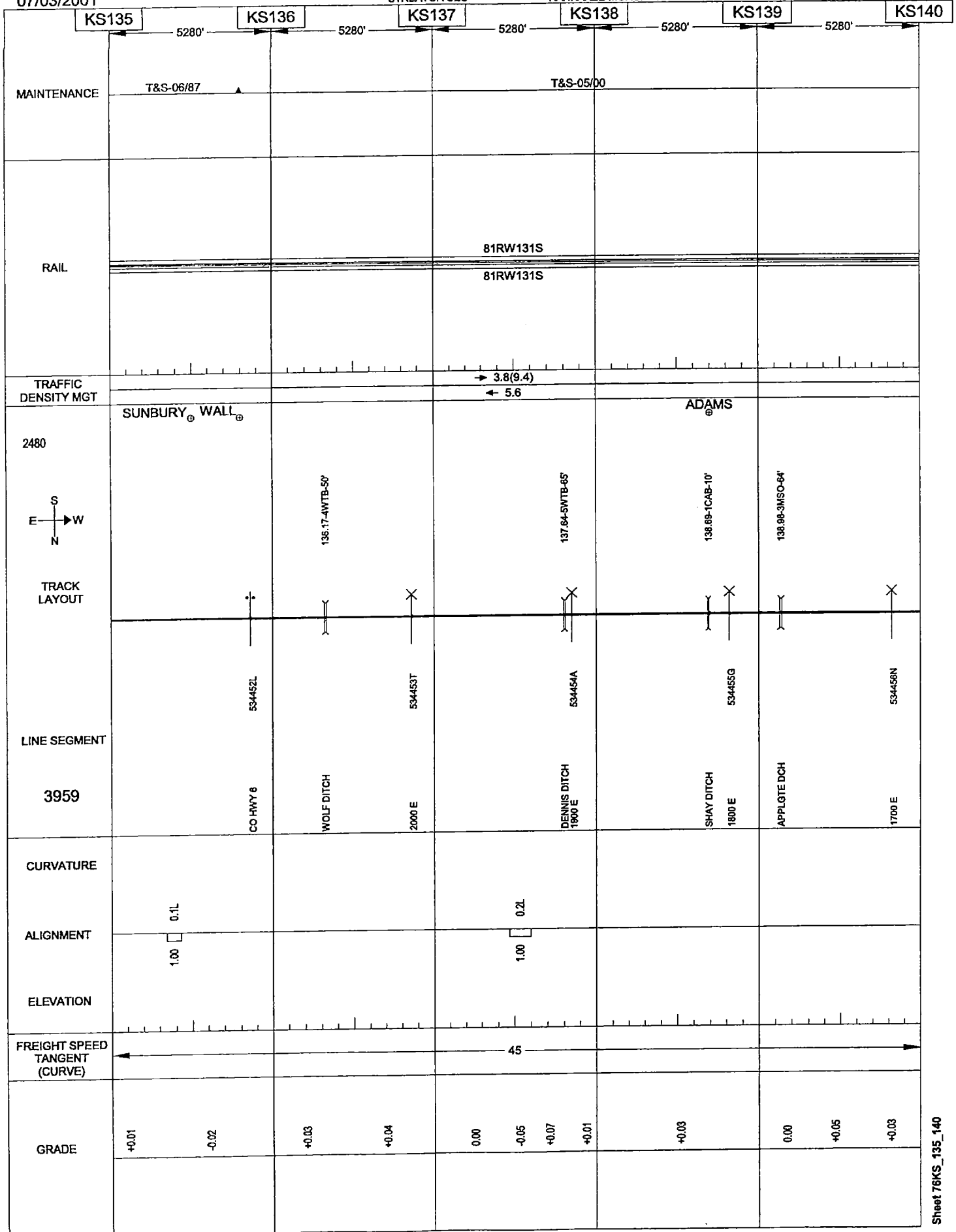
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161

STREATOR SEC

KANKAKEE-MORONTS

DEARBORN





DEARBORN

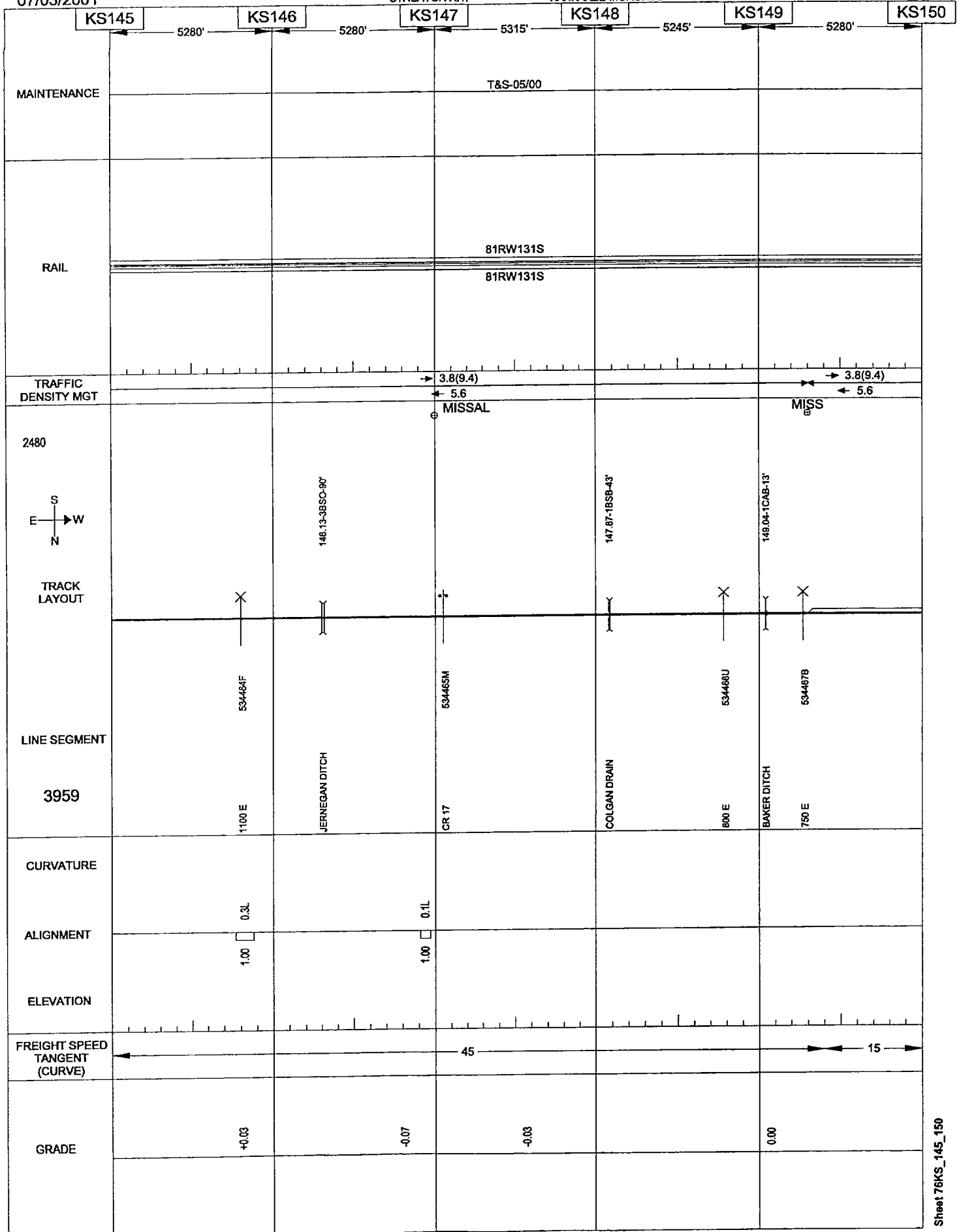
Sheet 76KS\_140\_145

07/03/2001

STREATOR R.T.

KANKAKEE-MORONTS

DEARBORN



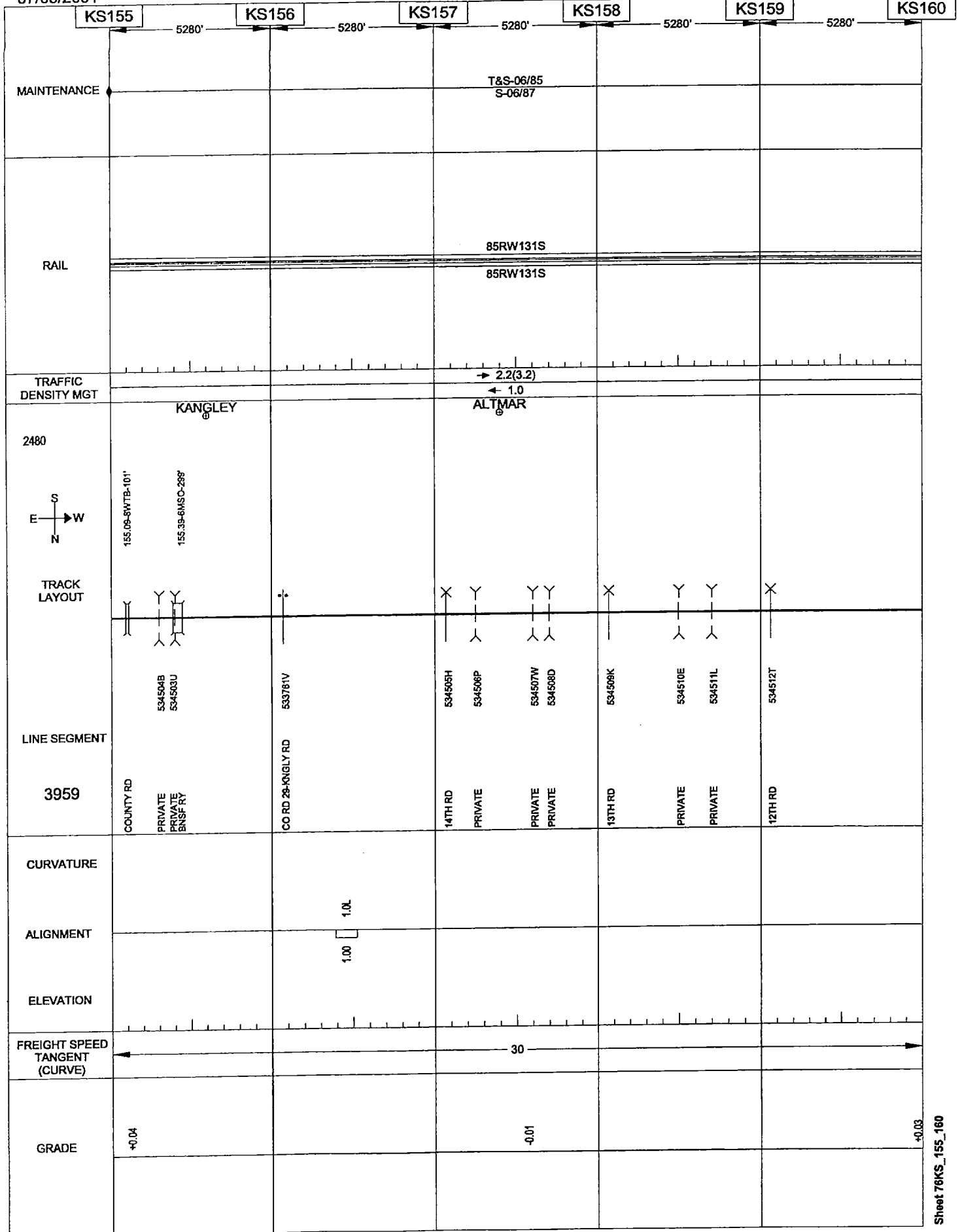
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07/03/2001

STREATOR SEC.

KANKAKEE-MORONTS

DEARBORN



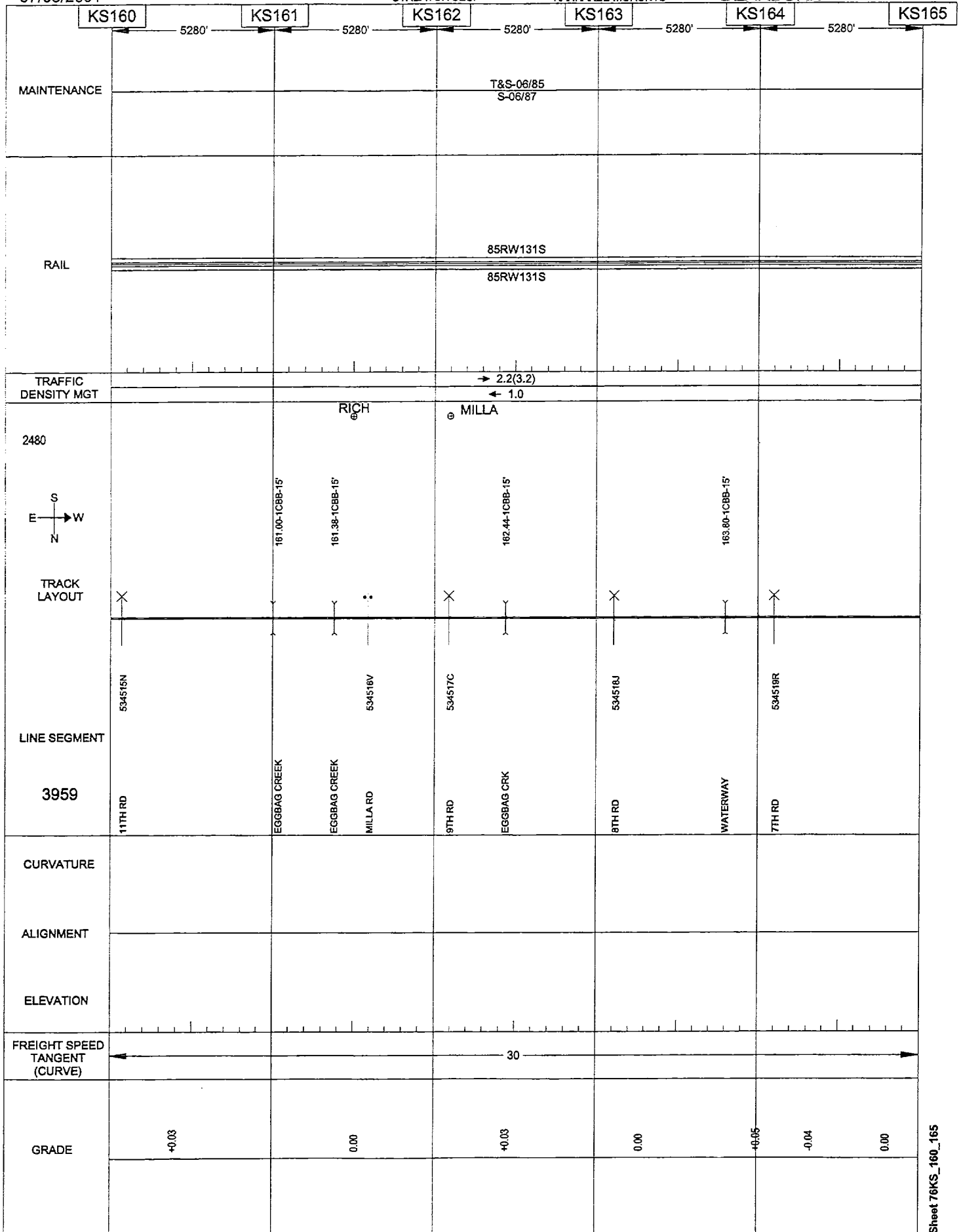
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166

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KANKAKEE-MORONTS

DEARBORN



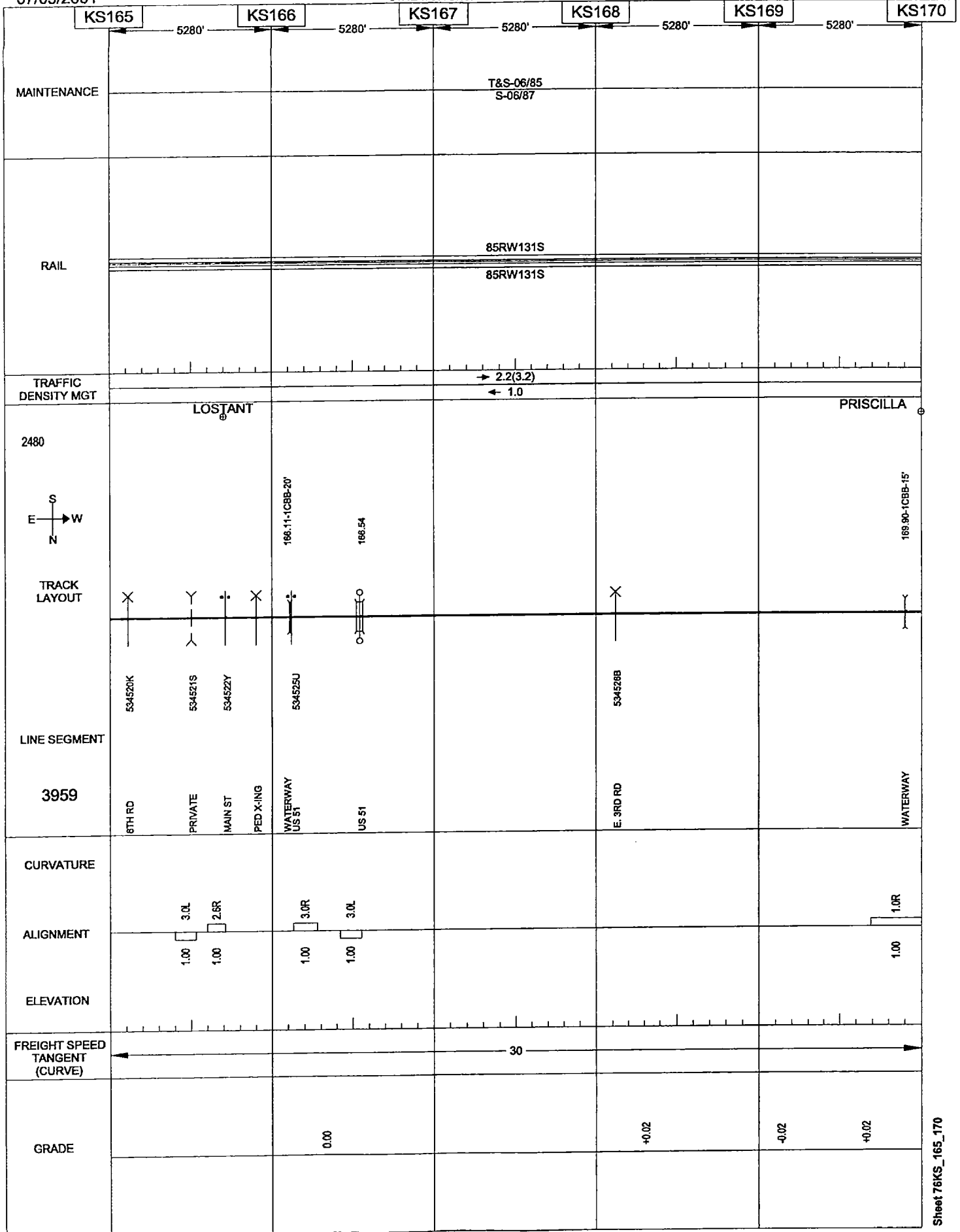
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167

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KANKAKEE-MORONTS

DEARBORN



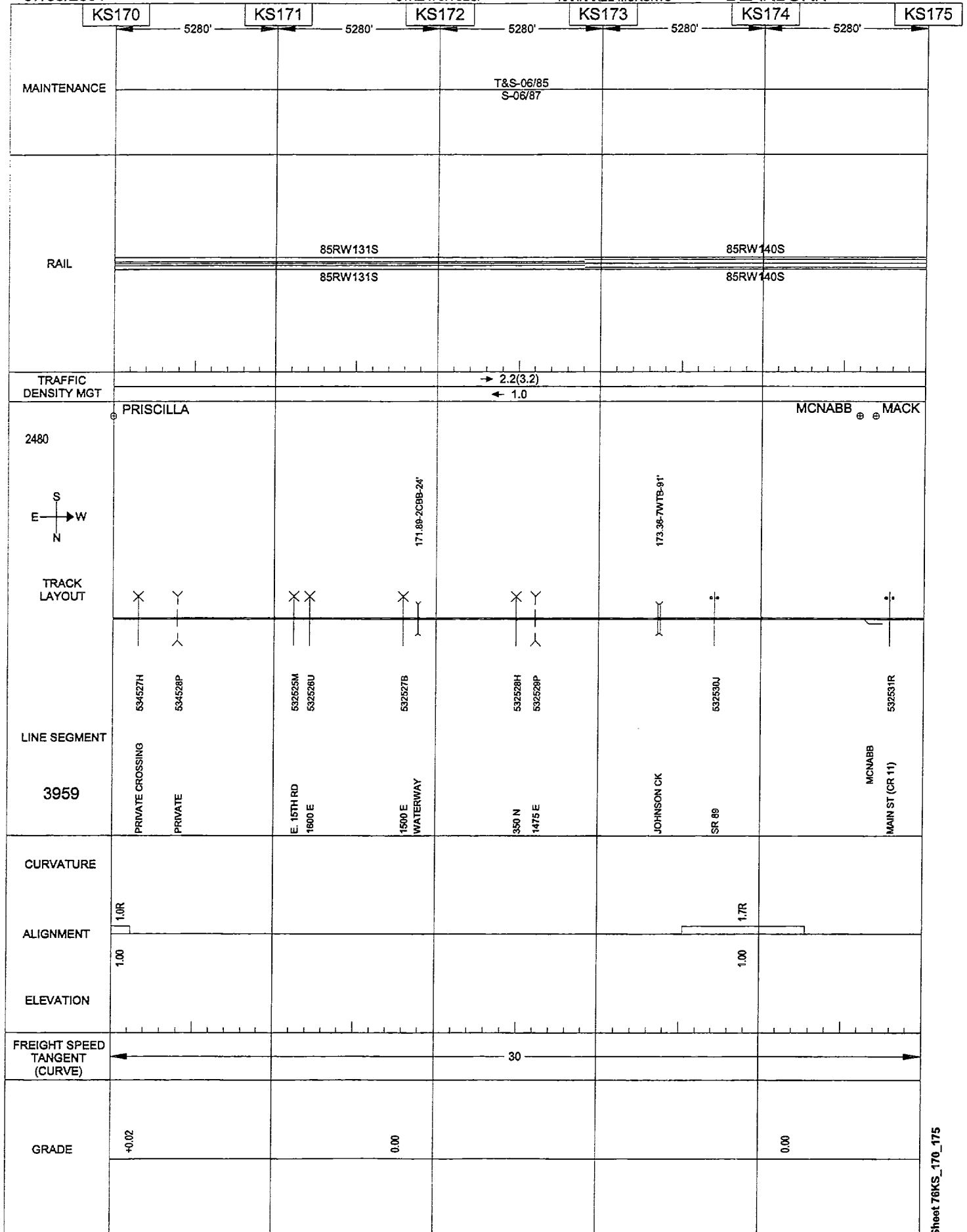
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168

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DEARBORN



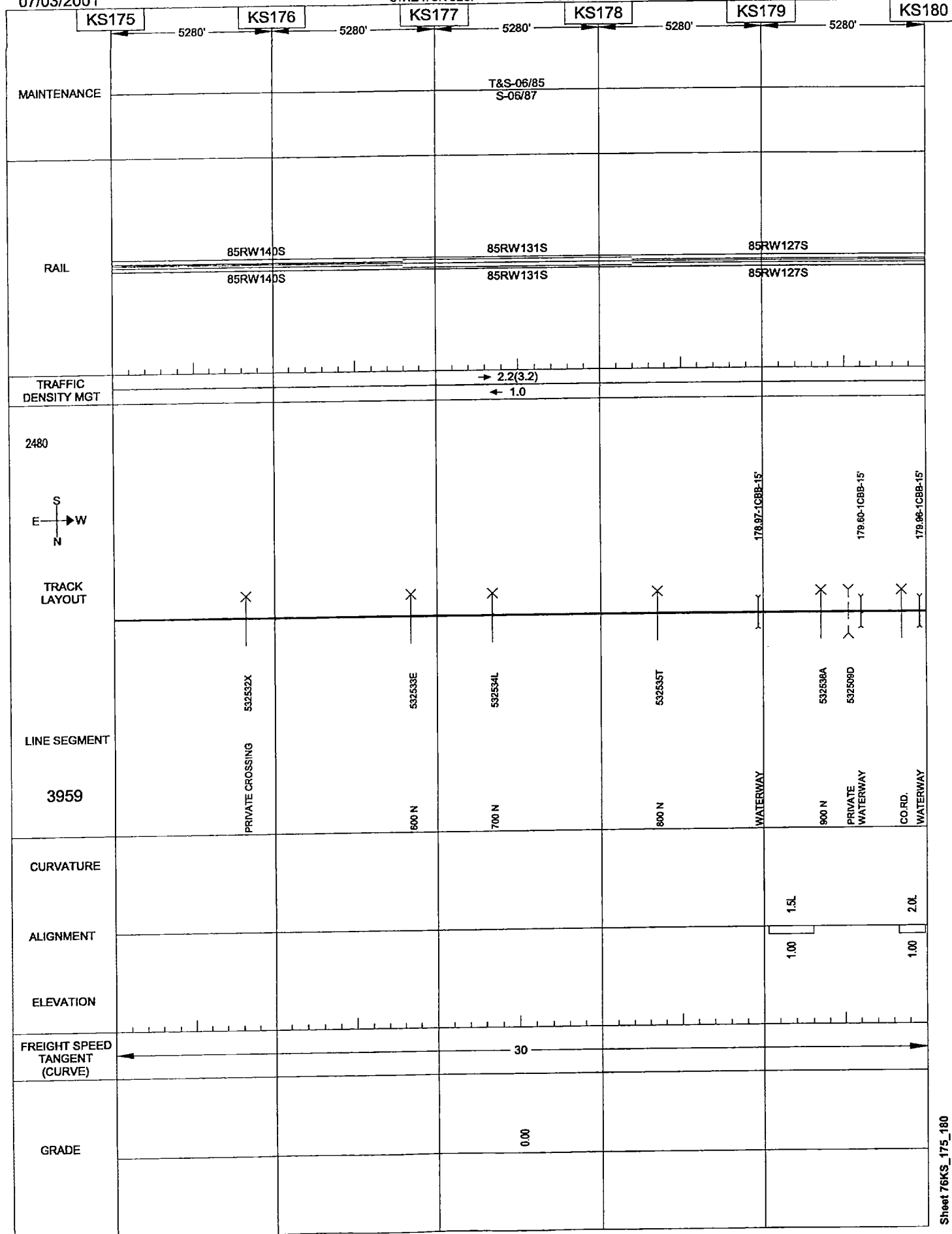
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169

STREATOR SEC.

KANKAKEE-MORONTS

DEARBORN





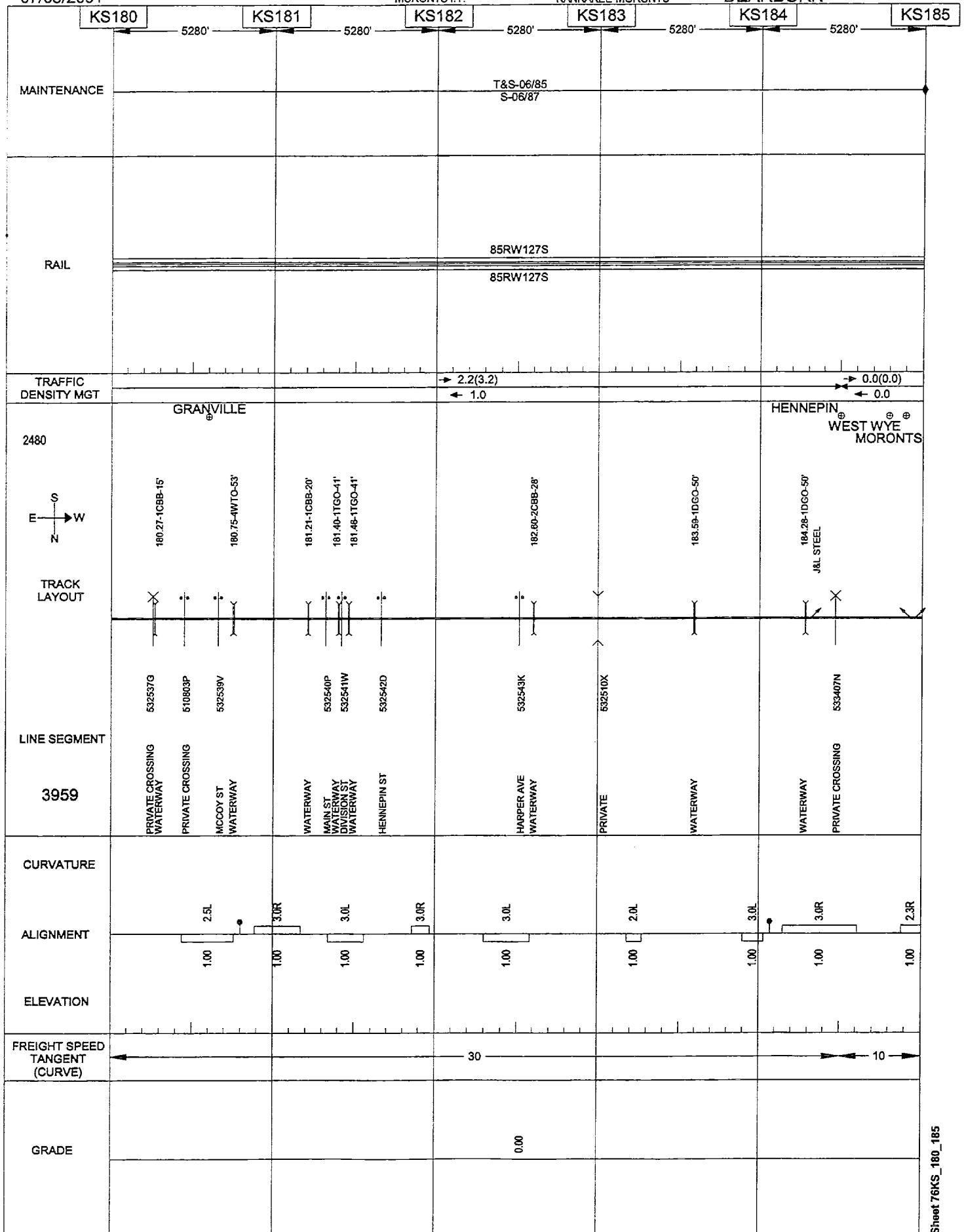
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170

MORONTS I.T.

KANKAKEE-MORONTS

DEARBORN



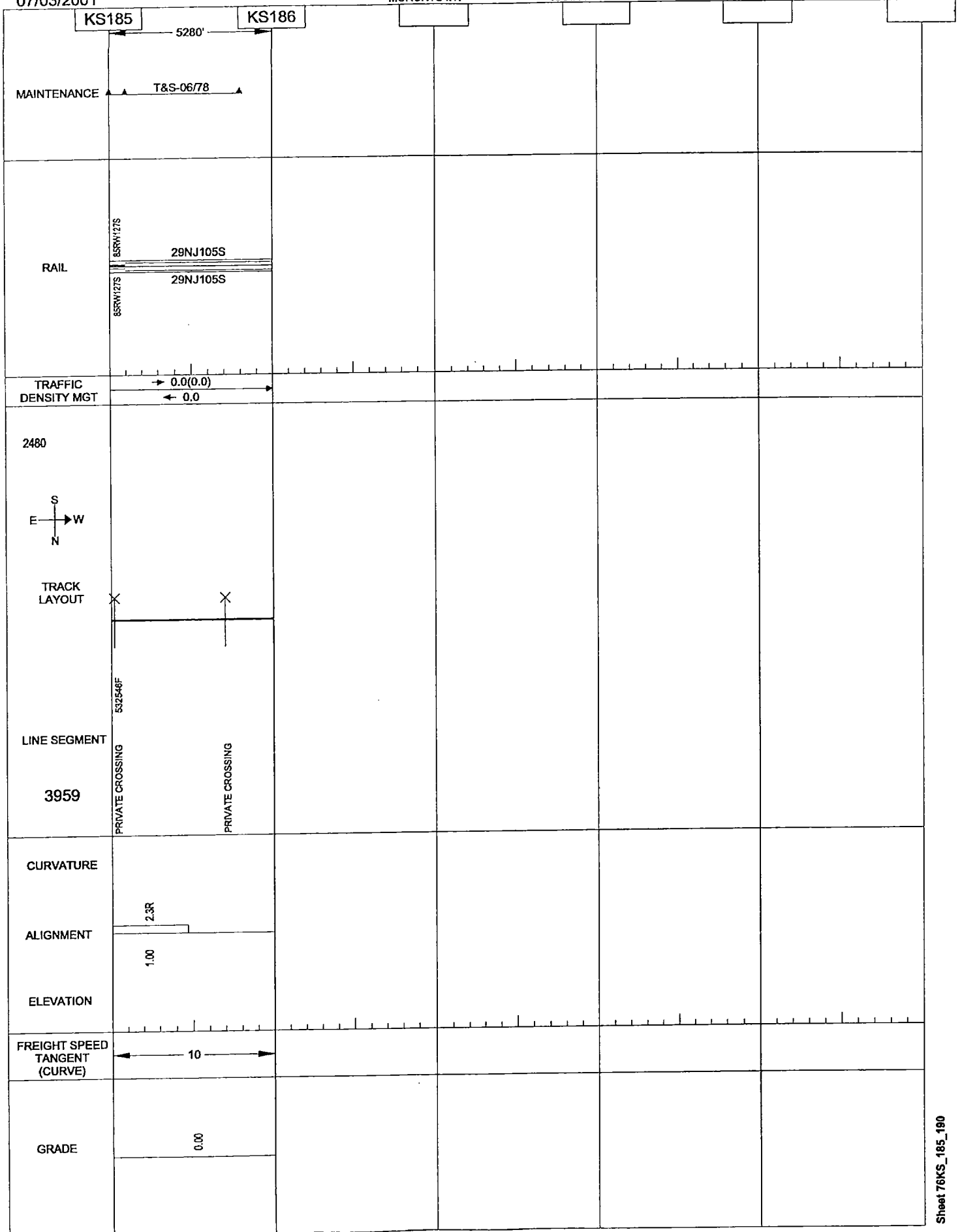
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171

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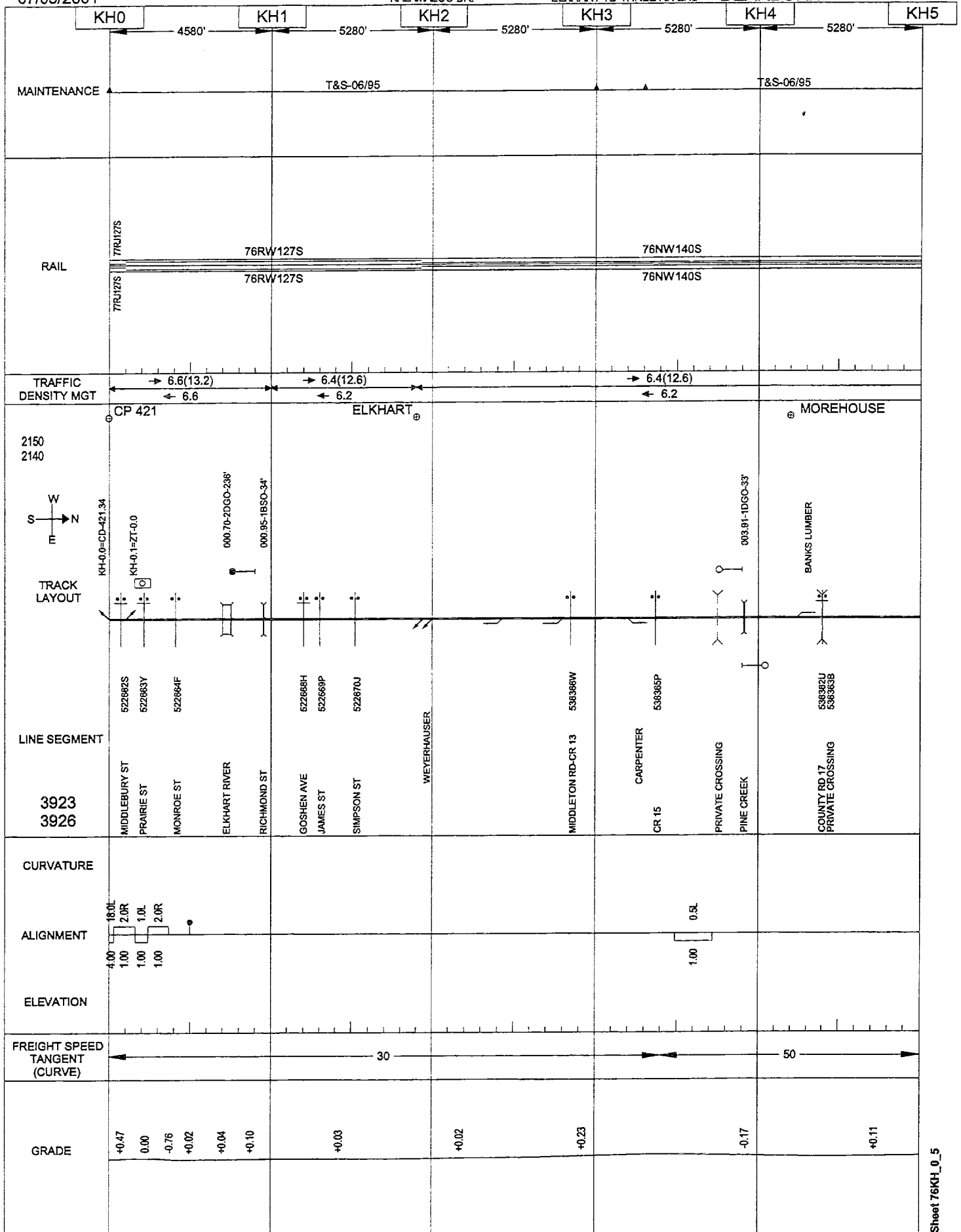


07/03/2001

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN

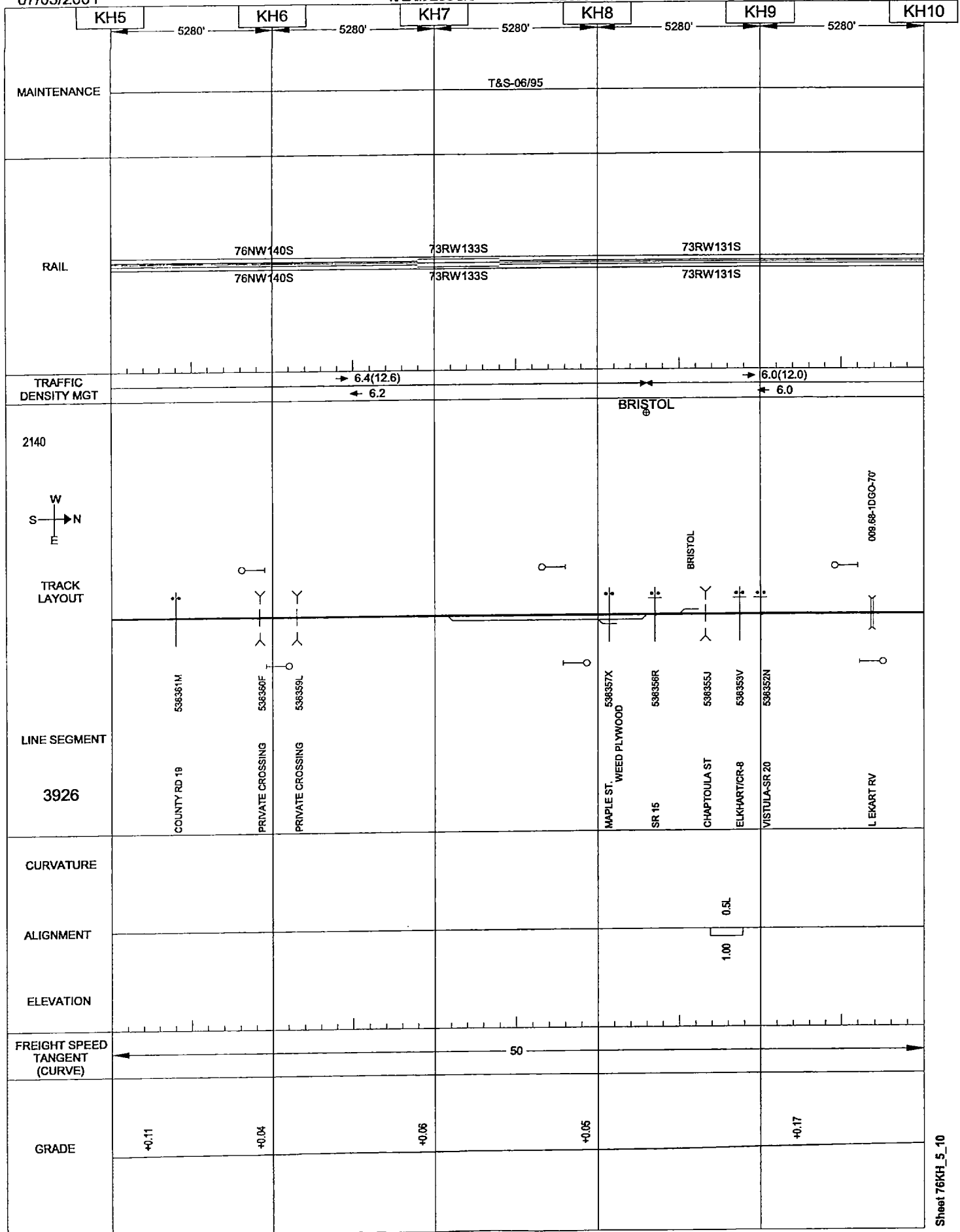


07/03/2001

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DEARBORN



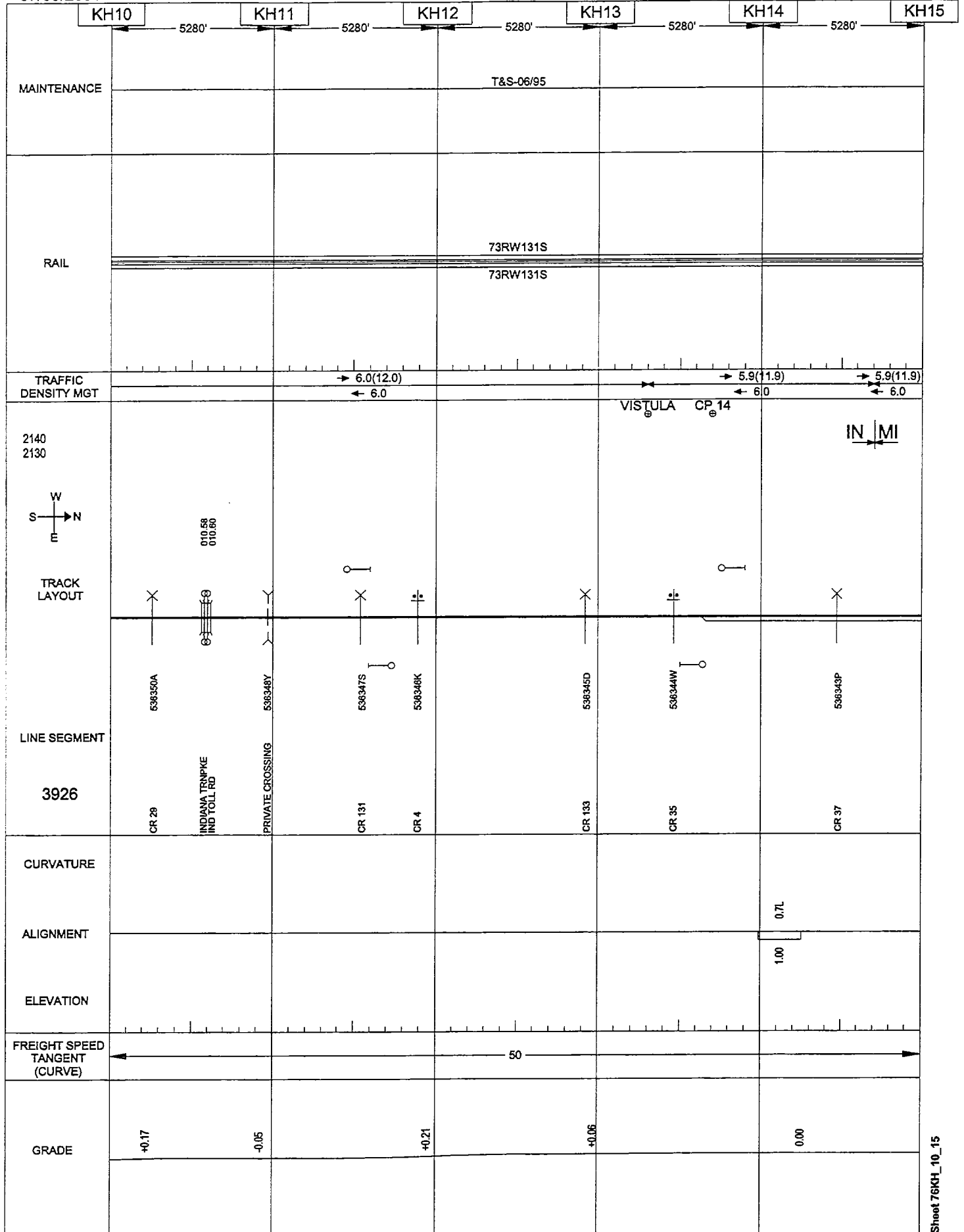
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174

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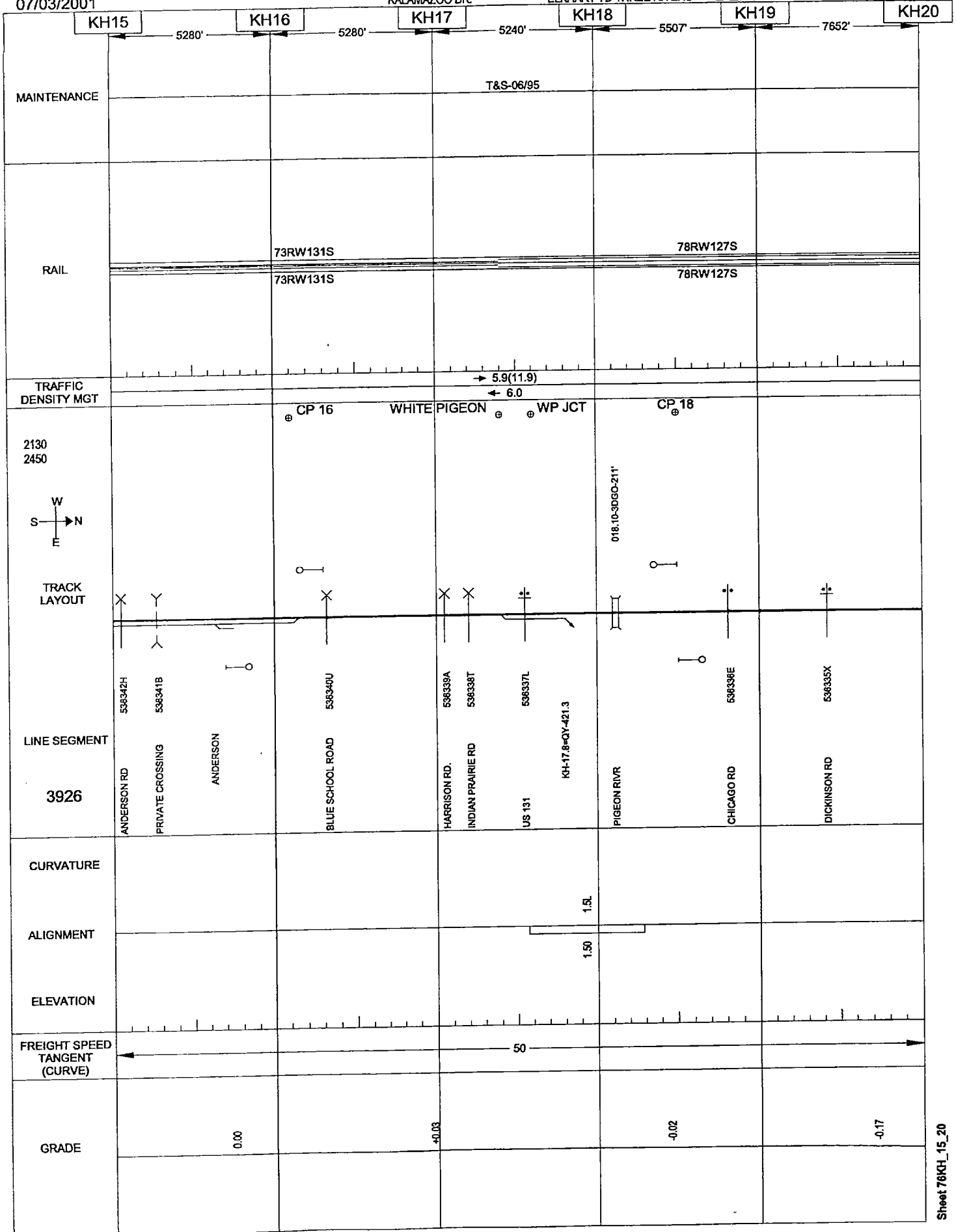


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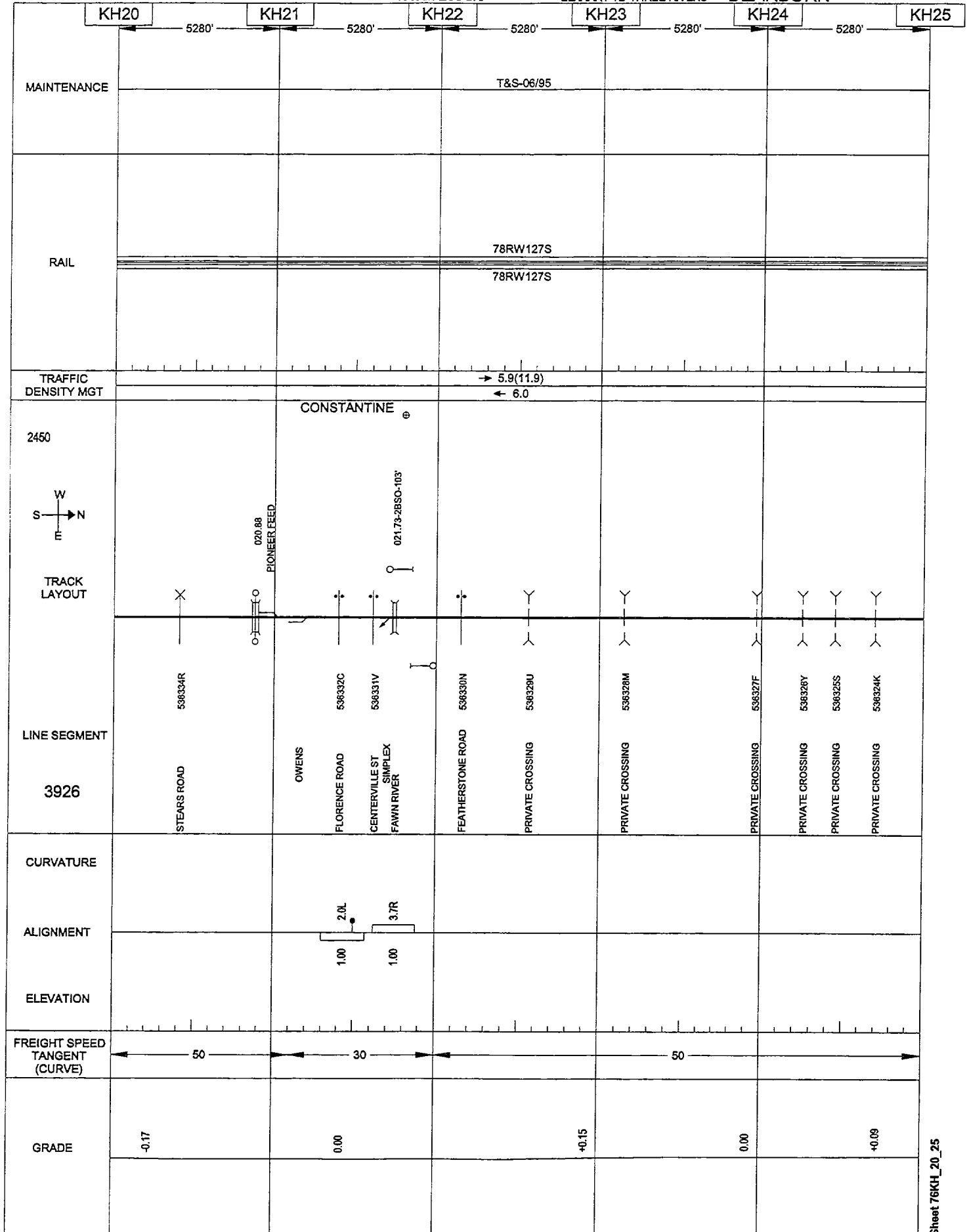


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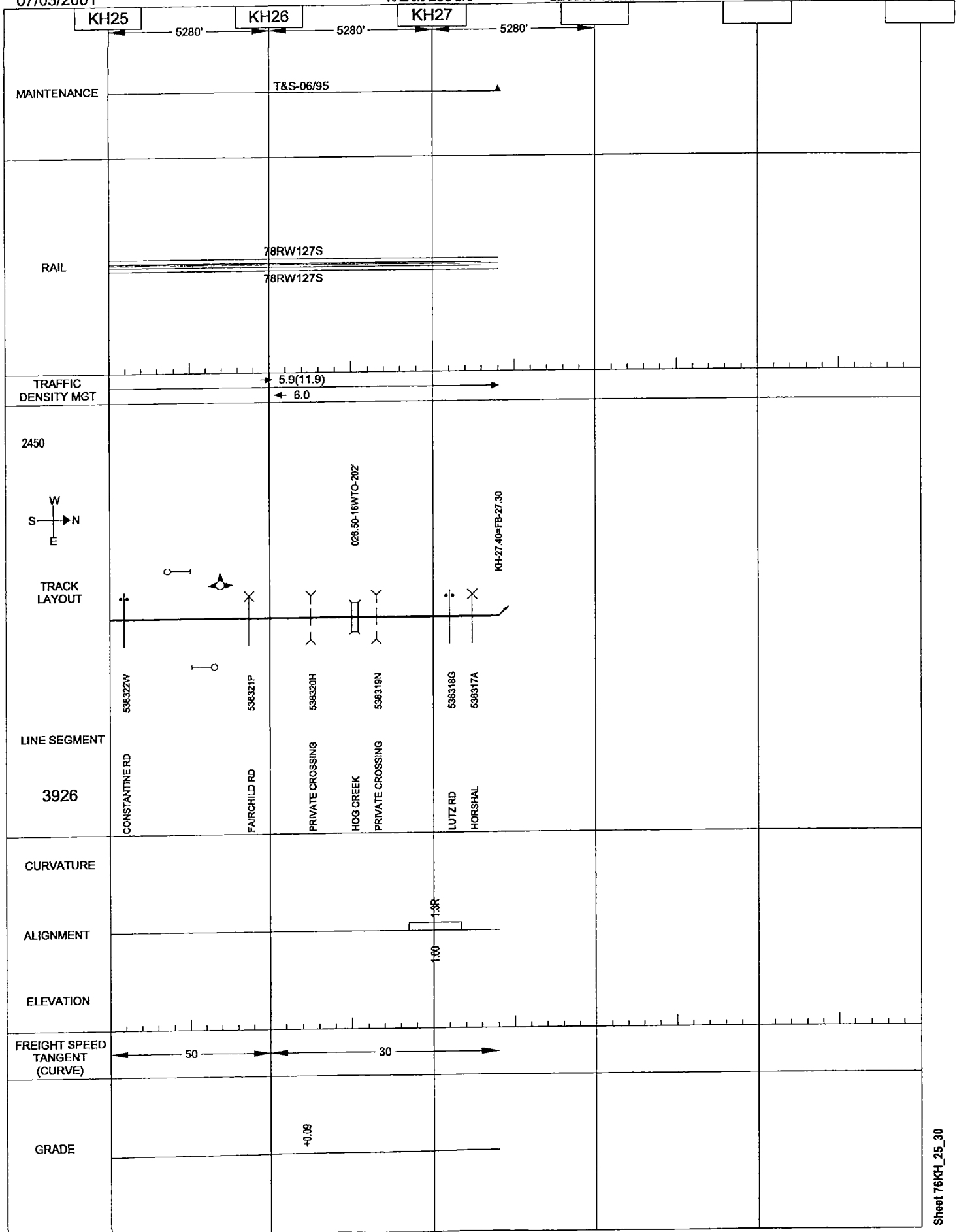


07/03/2001

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN





07/03/2001

178

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

5.9(11.9)

6.0

5.4(10.9)

5.5

CP 4TH ST

THREE RIVERS

2450

W  
S → N  
E

TRACK  
LAYOUT

FB-27.30=KH-27.40

FB-28.72=AZ-69.60

HUDDLESTON

029.02-40GO-216'

029.33

LINE SEGMENT

3917

536473L

536474T

536475A

536476G

536477N

536478V

536479C

536480W

536481D

536482K

536483S

536484Y

536485M

536487U

536488B

MICHIGAN STREET

MAIN ST

PEARL ST

BROADWAY ST

STATE ST

PLEASANT ST

FOURTH ST

PRIVATE CROSSING

PRIVATE CROSSING

ST JOE RIVER

MICHIGAN AVE

CITY PARKING LOT

CITY WALKWAY

MOORE ST

W. WHEELER ST.

CUSHMAN ST.

HOFFMAN ST.

CURVATURE

ALIGNMENT

1.3L

1.00

1.3L

1.00

1.0R

1.00

3.5R

1.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

30

GRADE

-0.32

+0.42

+0.15

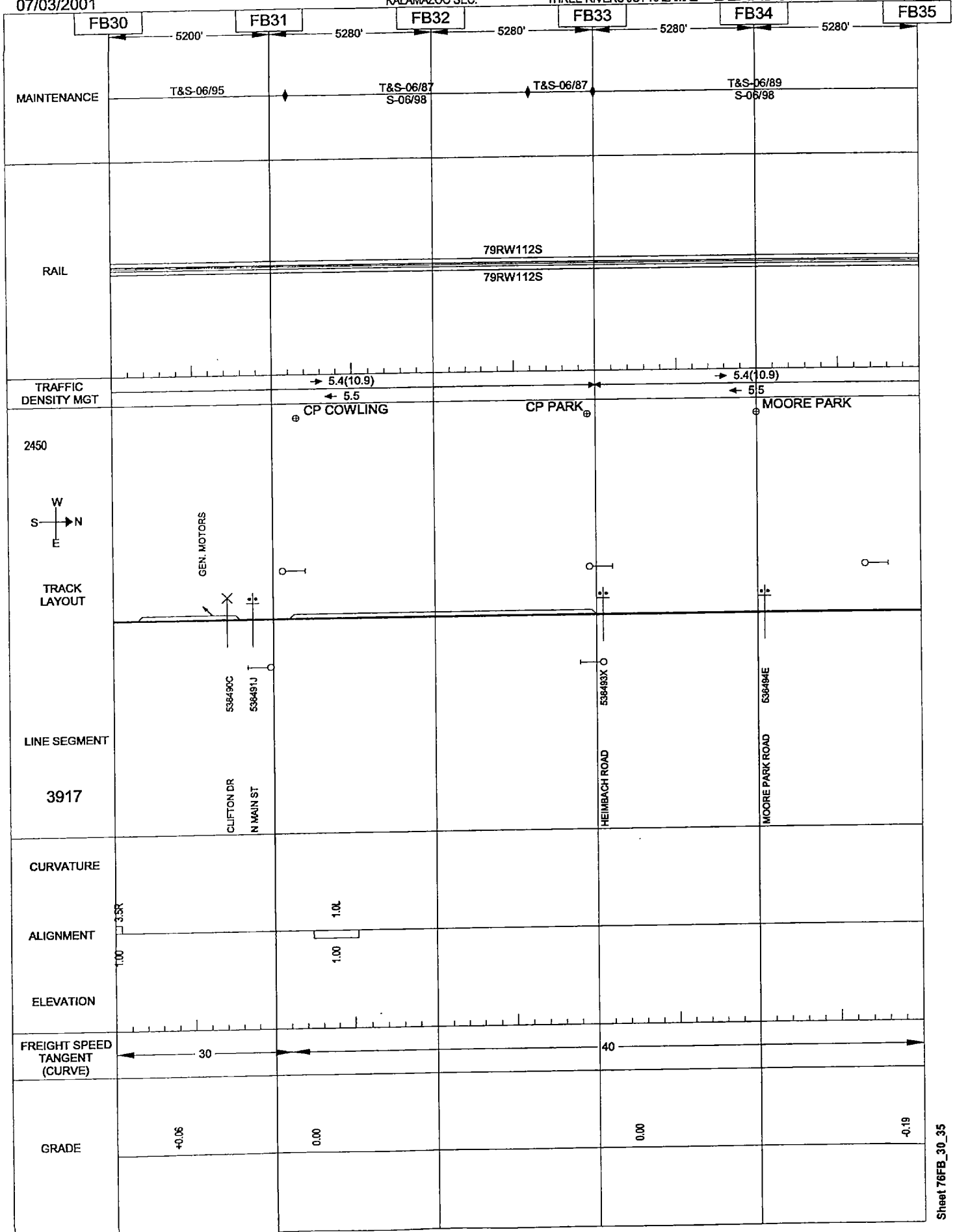
+0.06

07/03/2001

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN

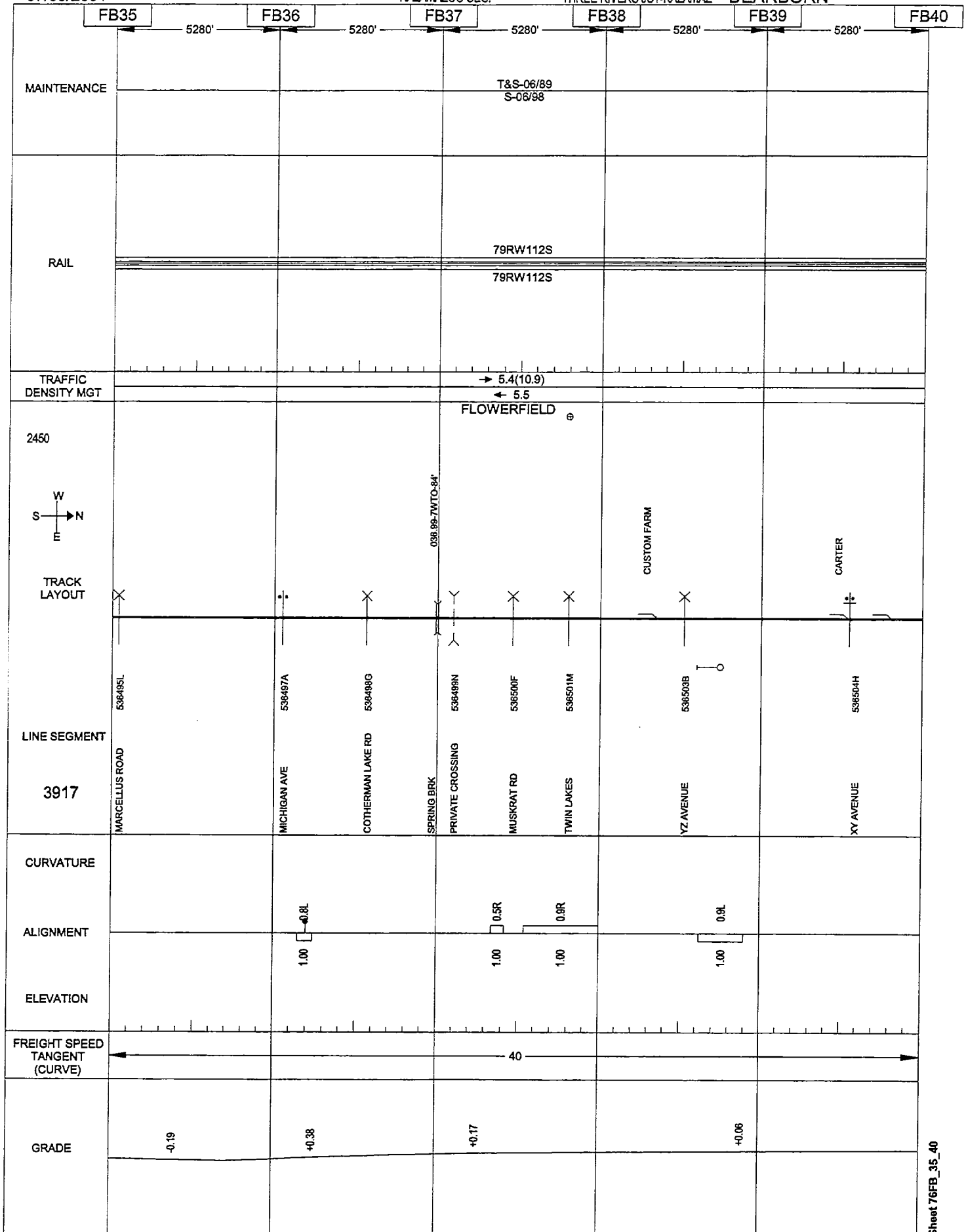


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KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN

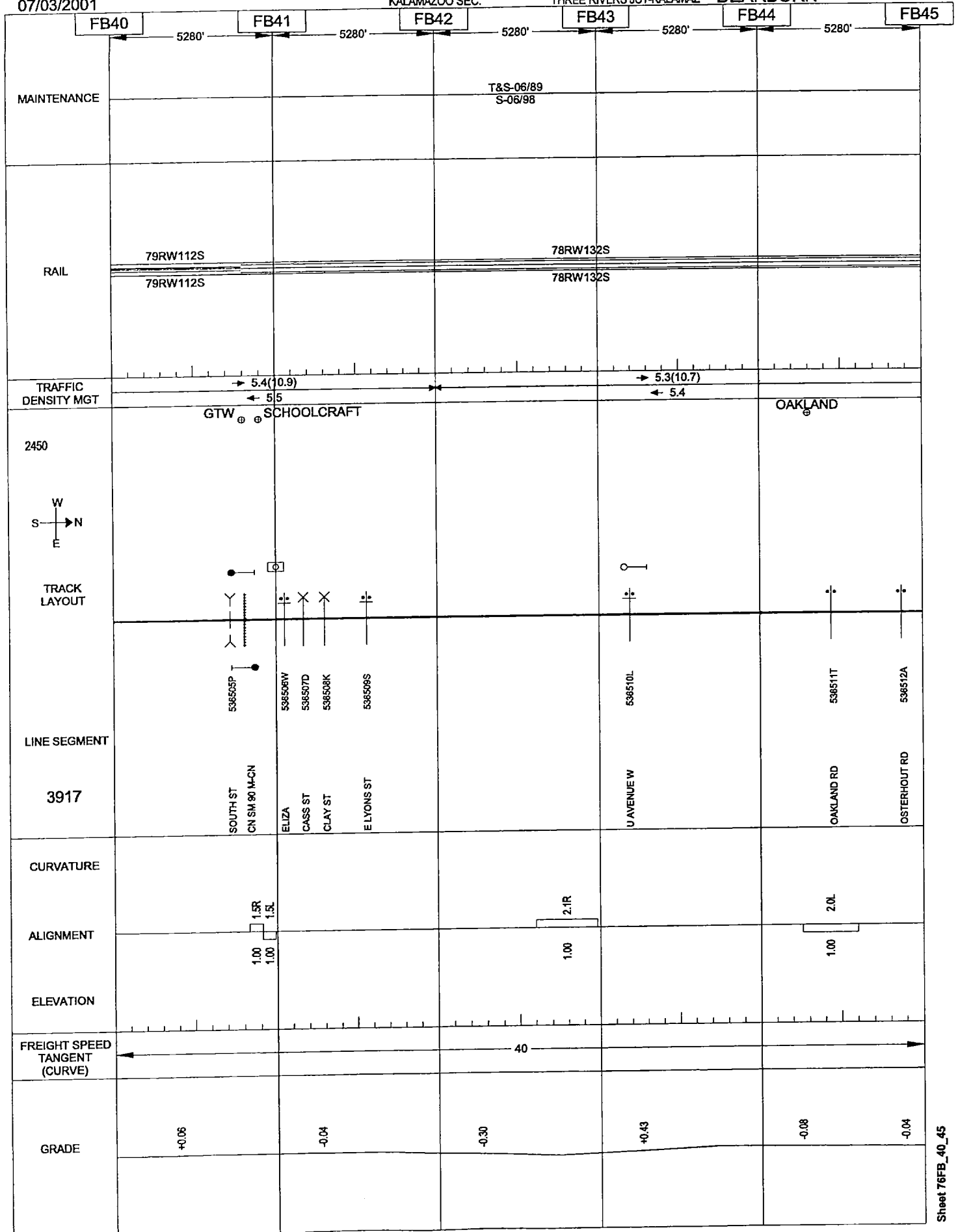


07/03/2001

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN

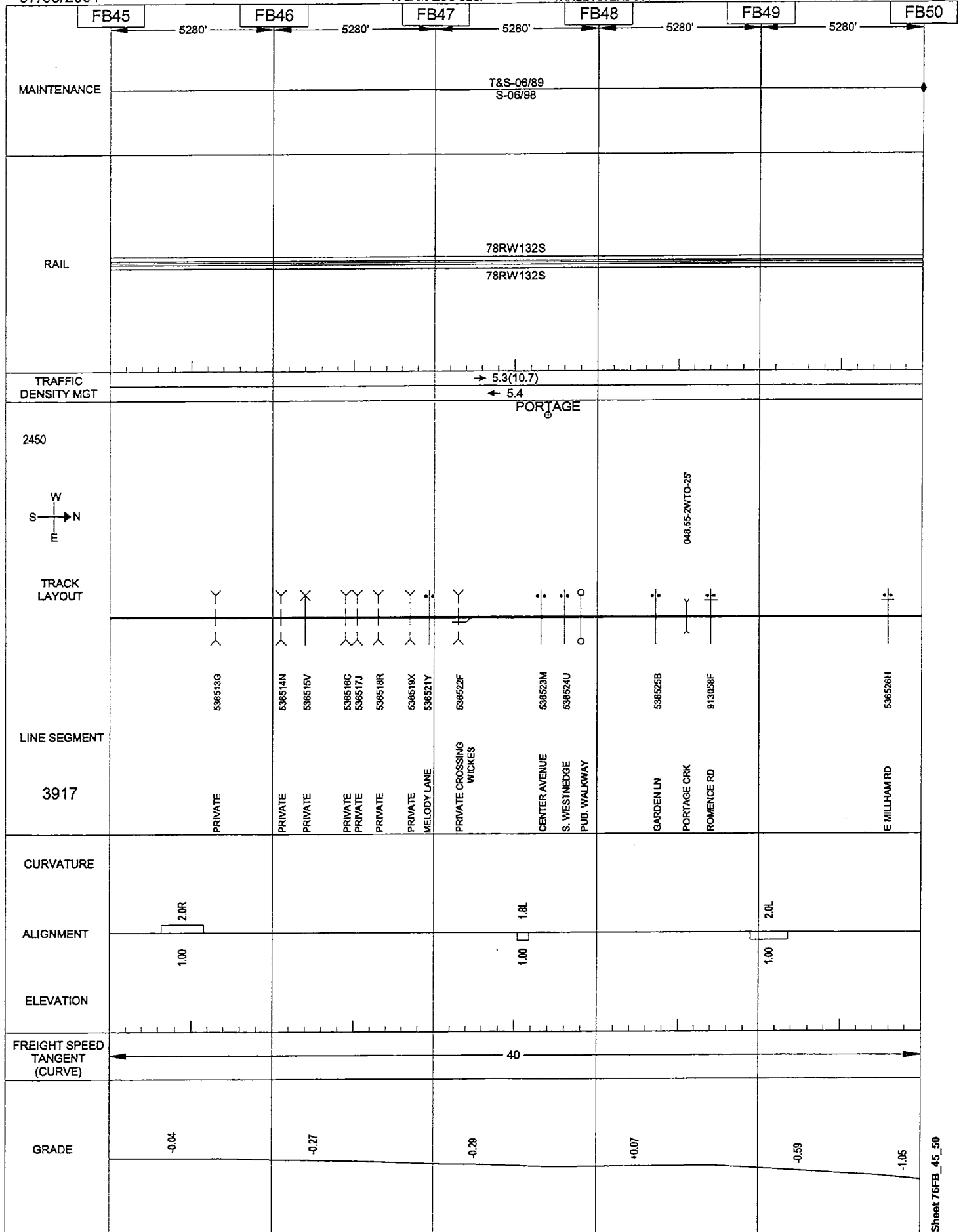


07/03/2001

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN

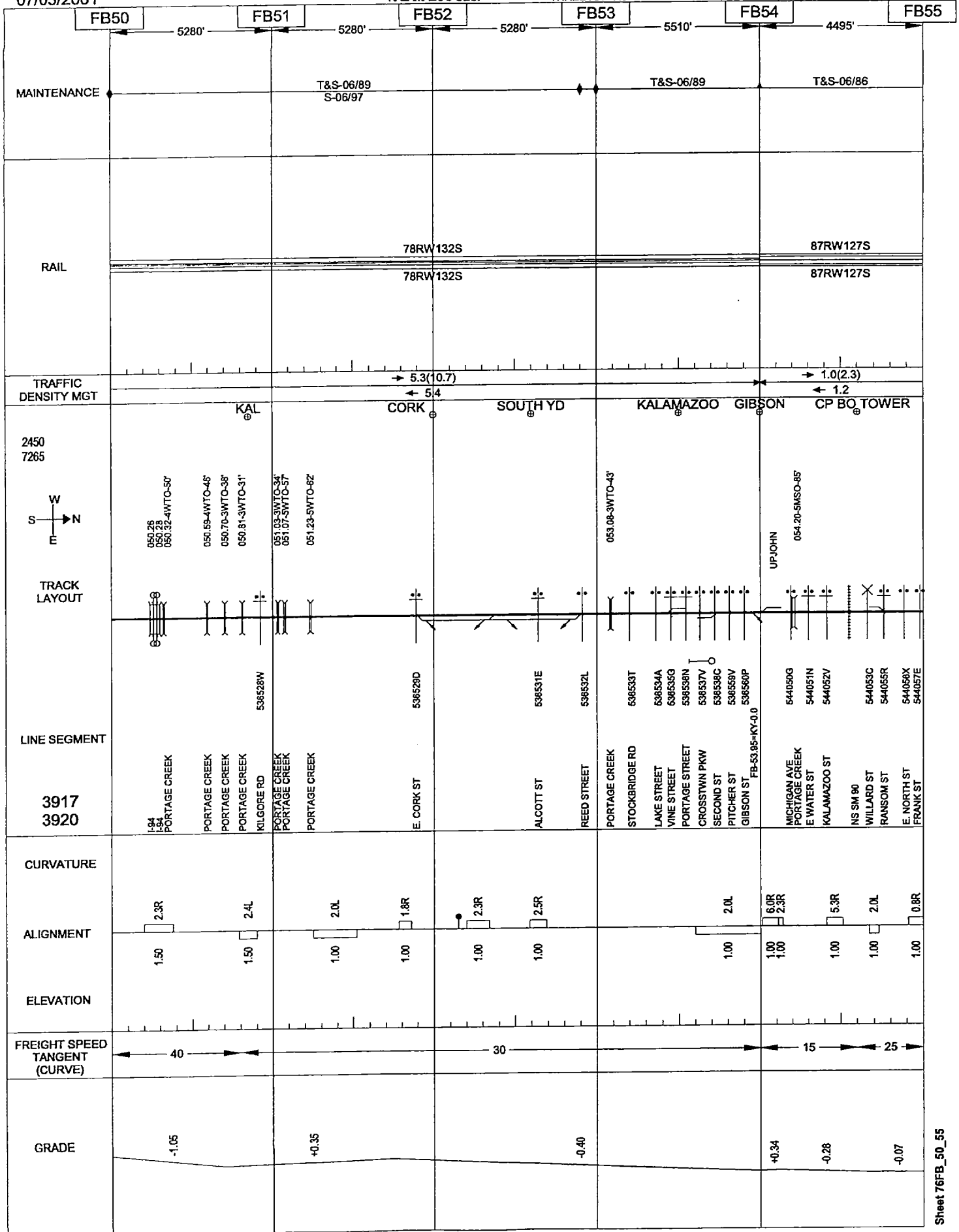


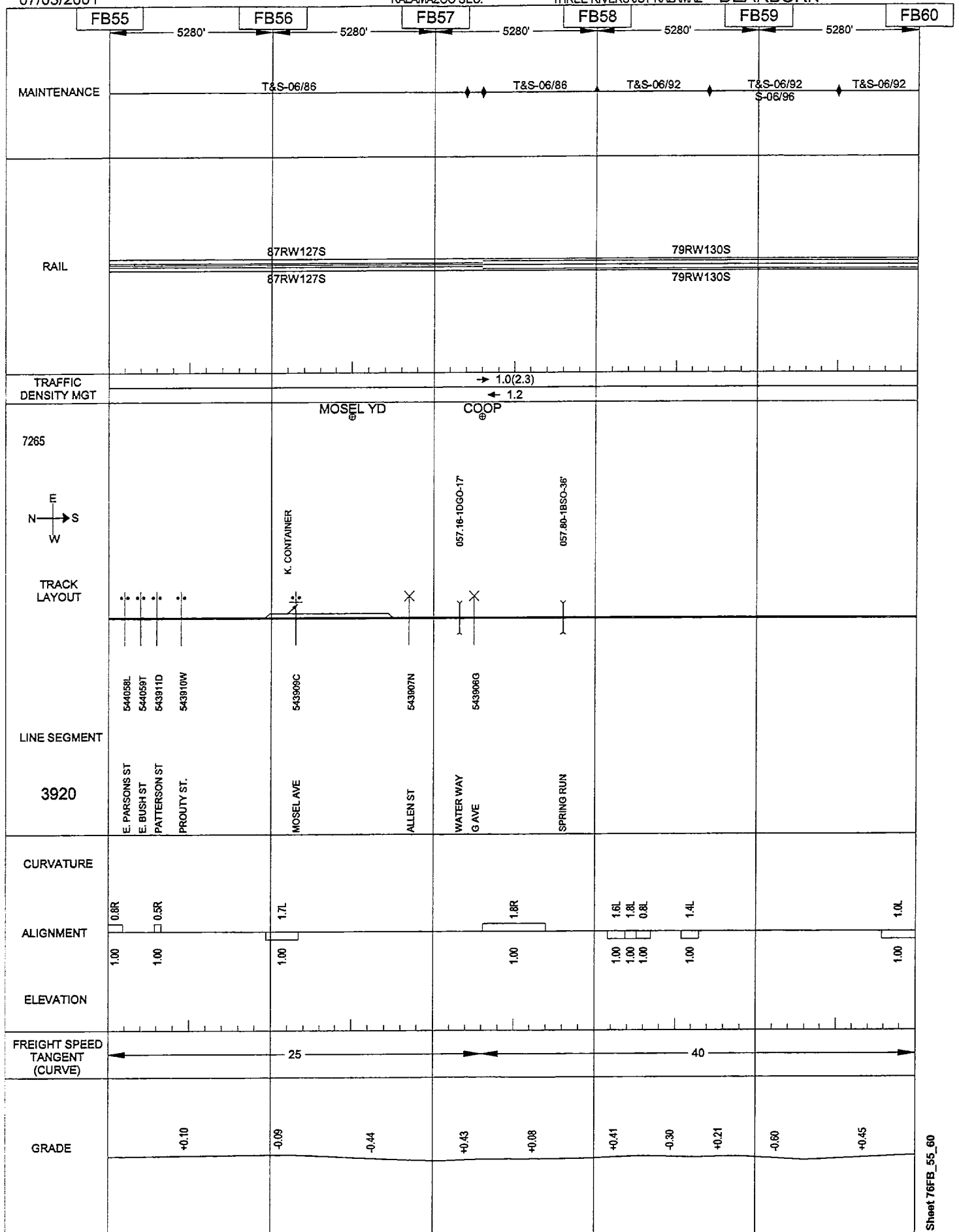
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KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



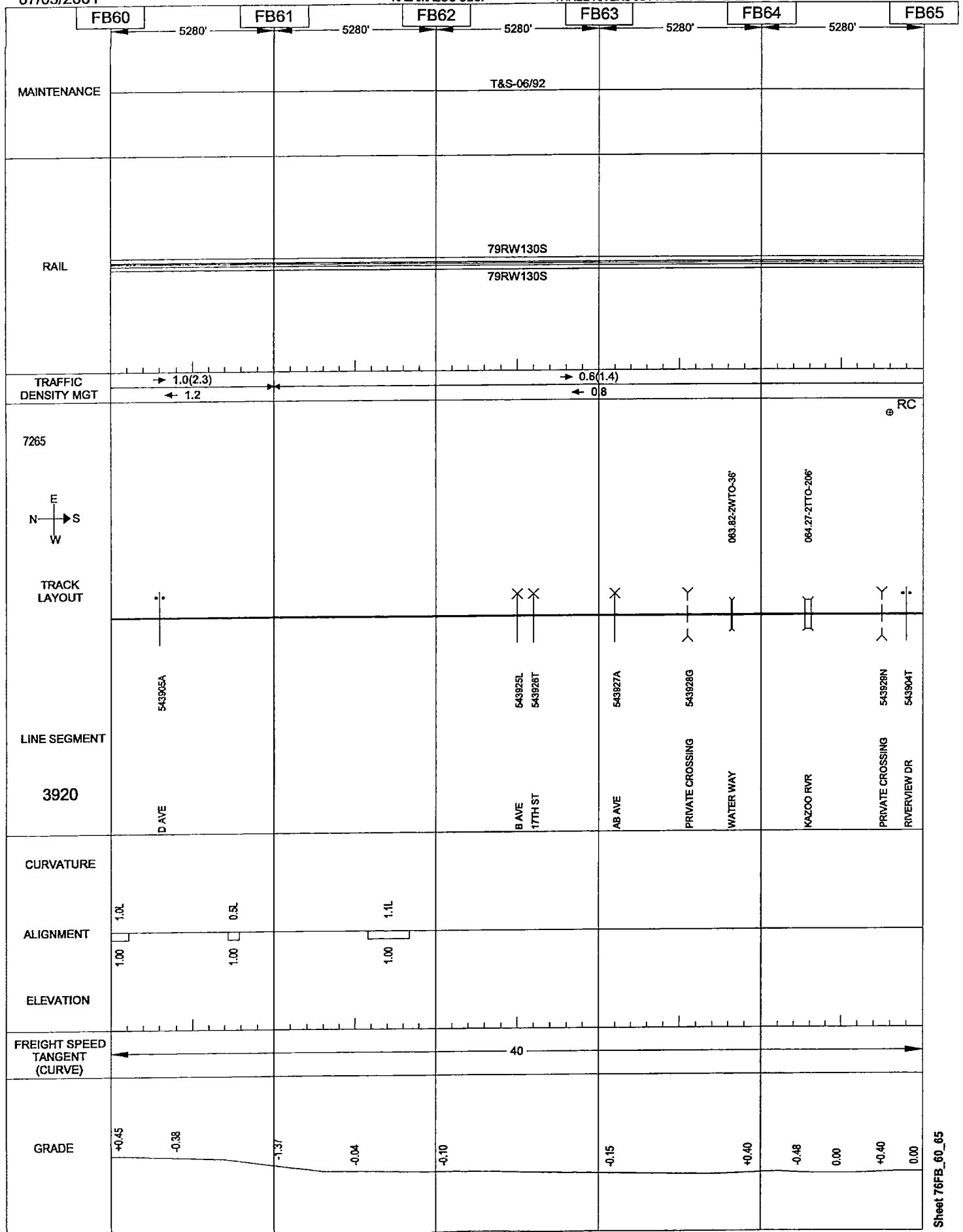


07/03/2001

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN





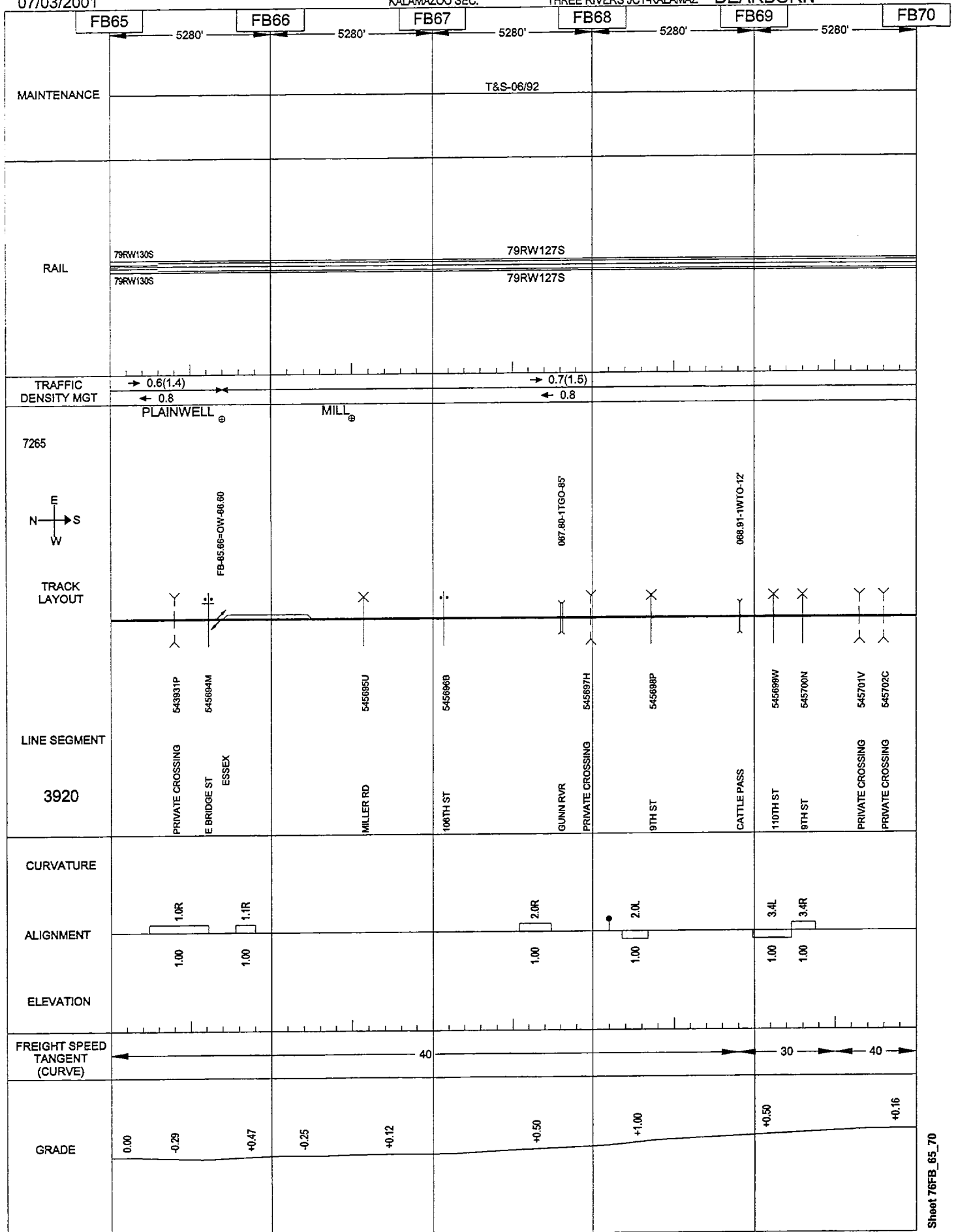
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186

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



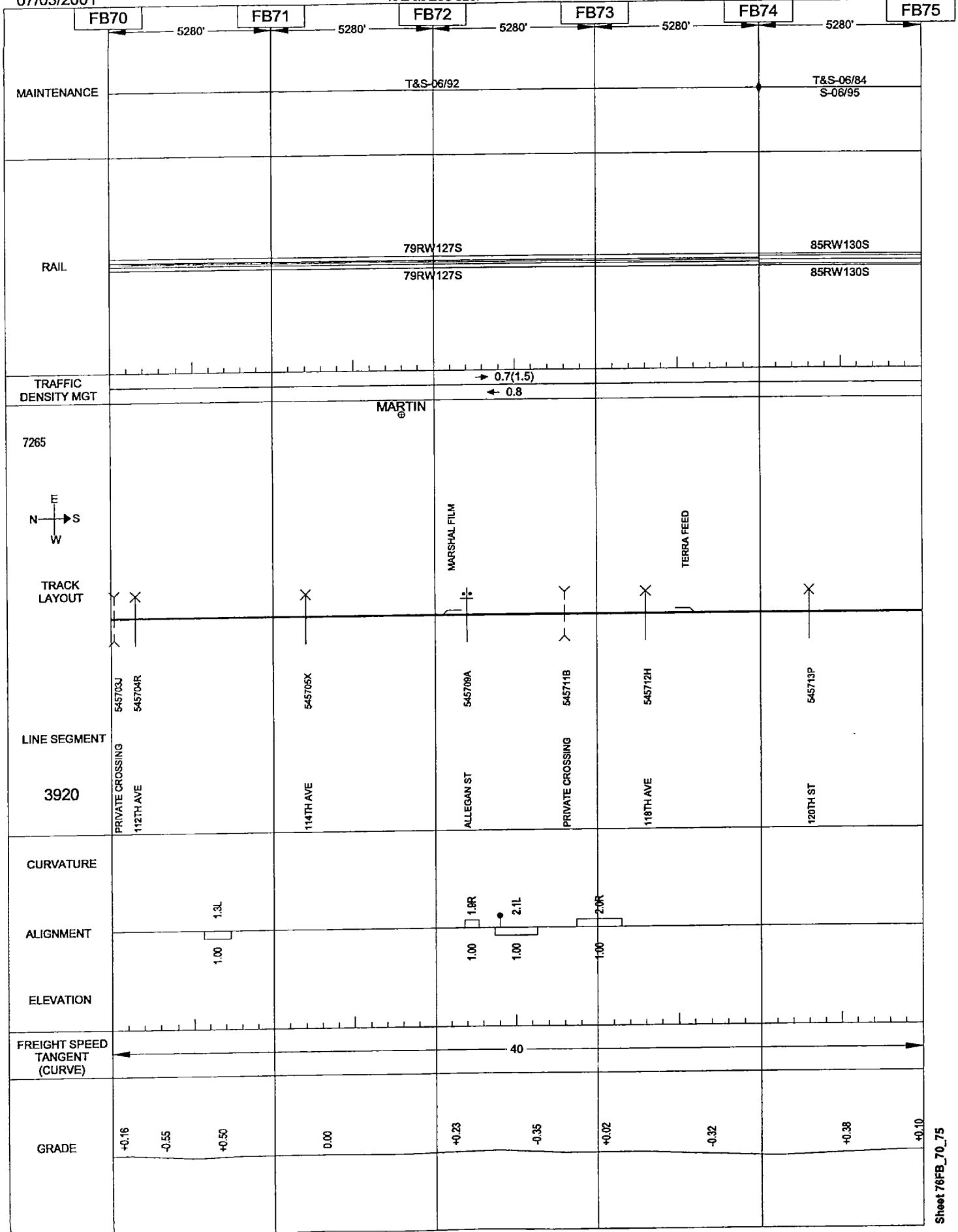
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187

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

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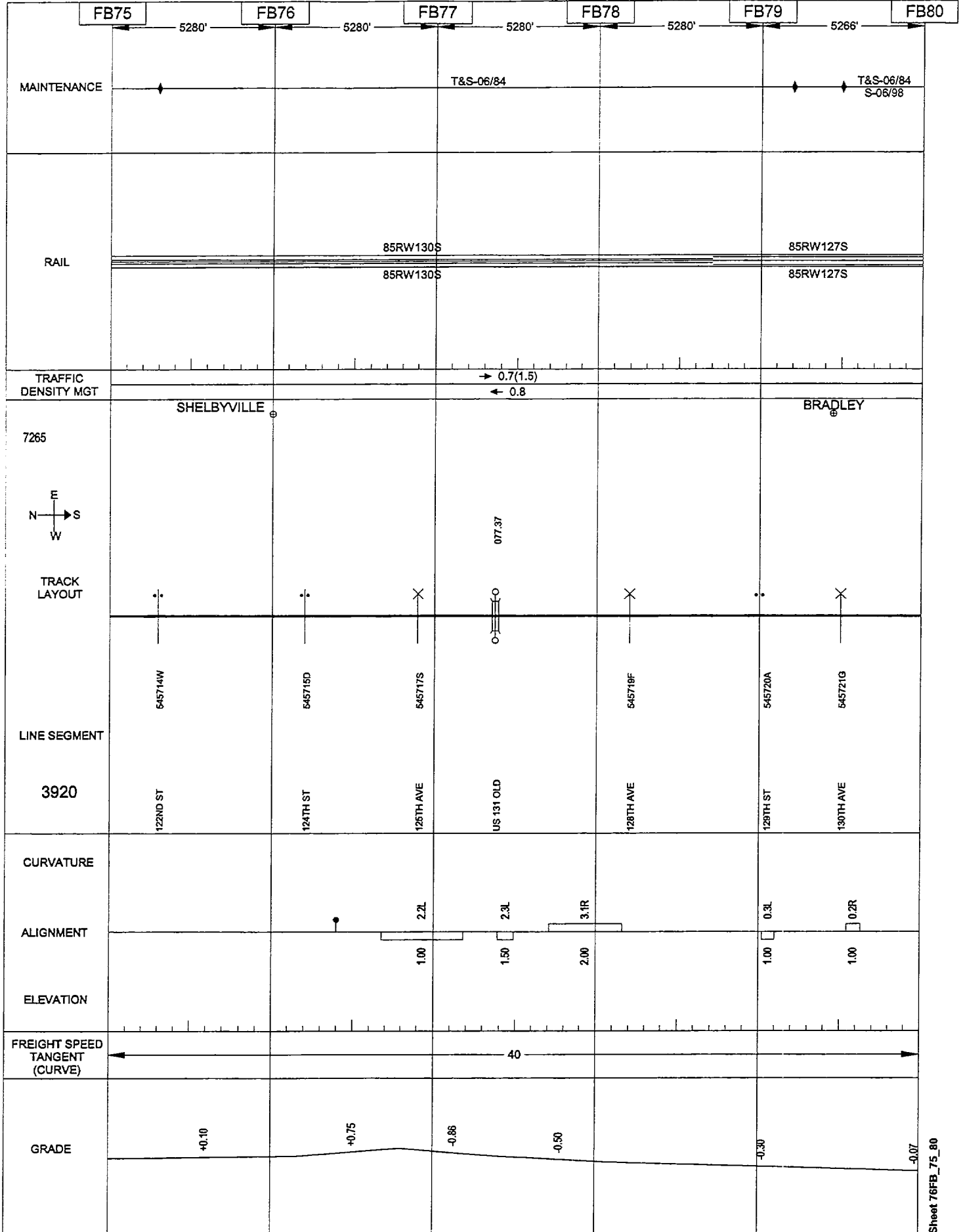


07/03/2001

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

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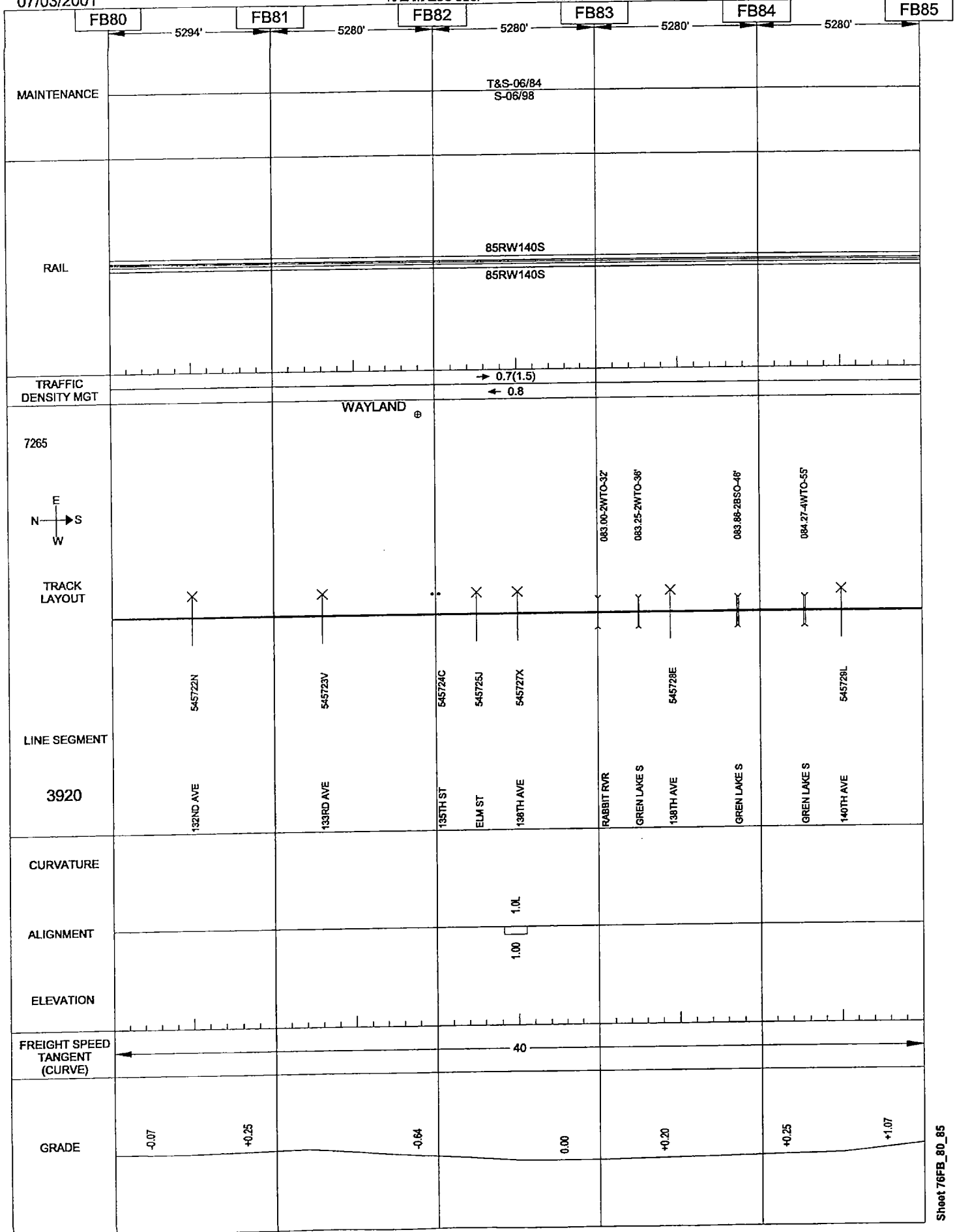


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THREE RIVERS JCT-KALAMAZ

DEARBORN

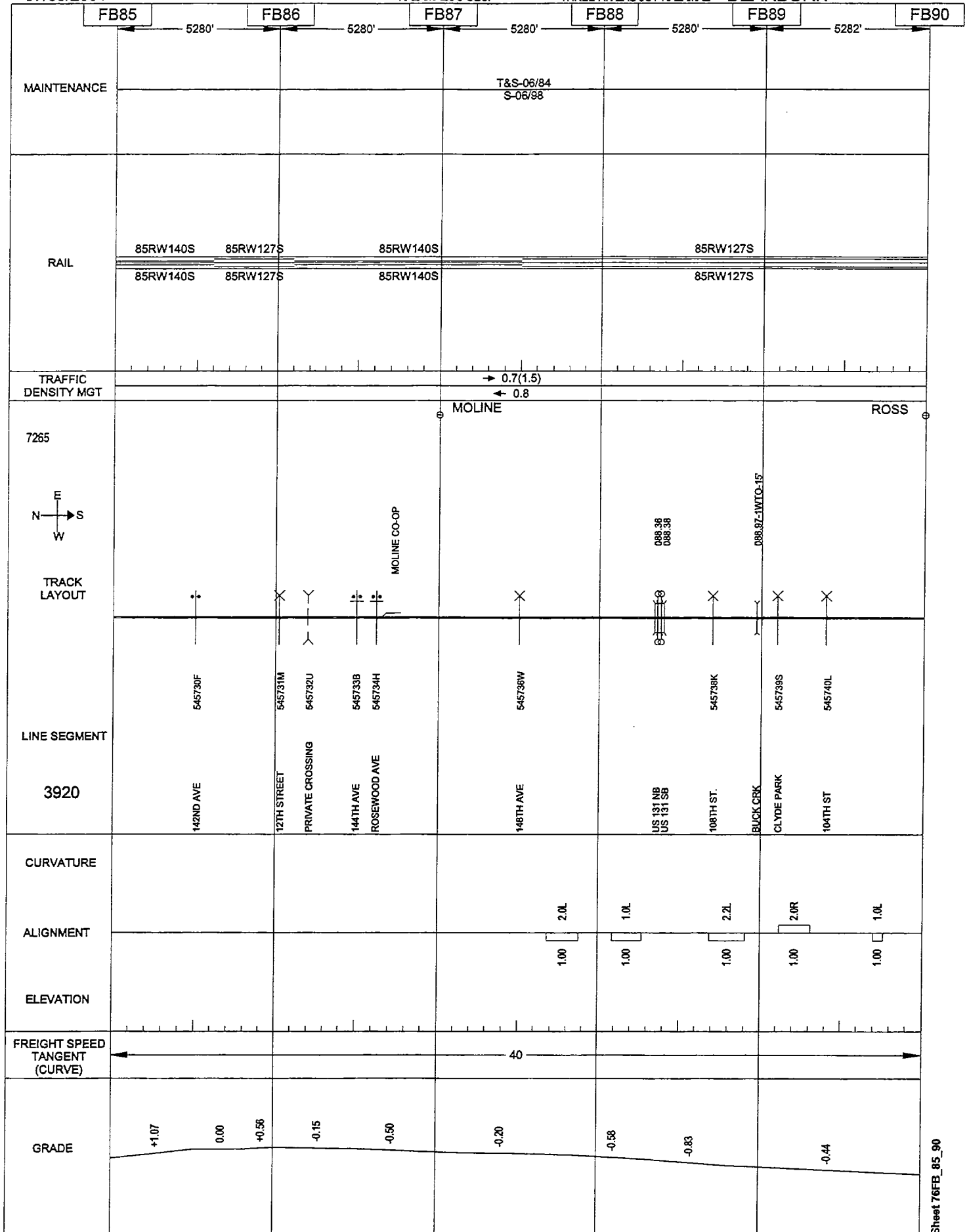


07/03/2001

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN

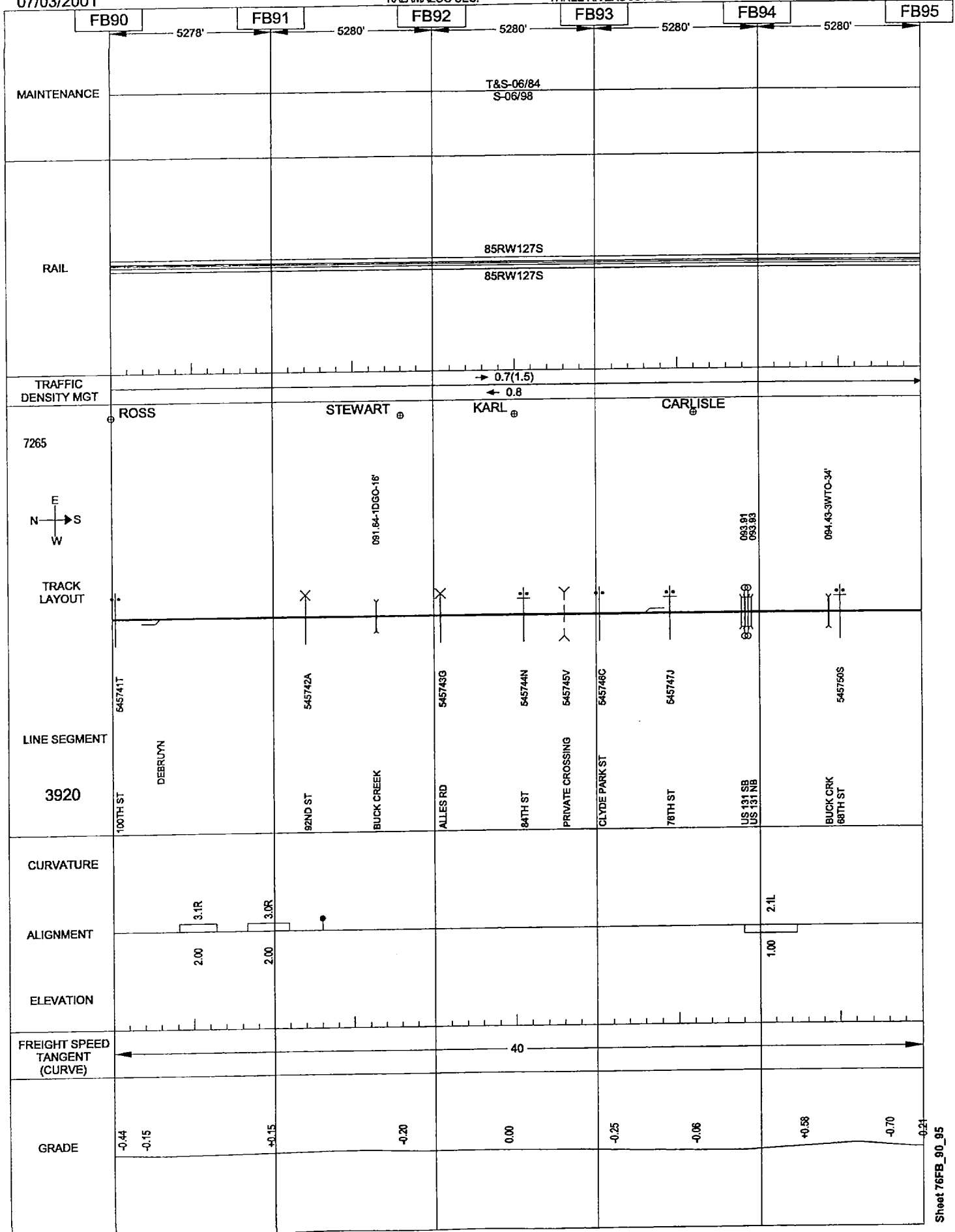


07/03/2001

KALAMAZOO SEC.

THREE RIVERS JCT-KALAMAZ

DEARBORN



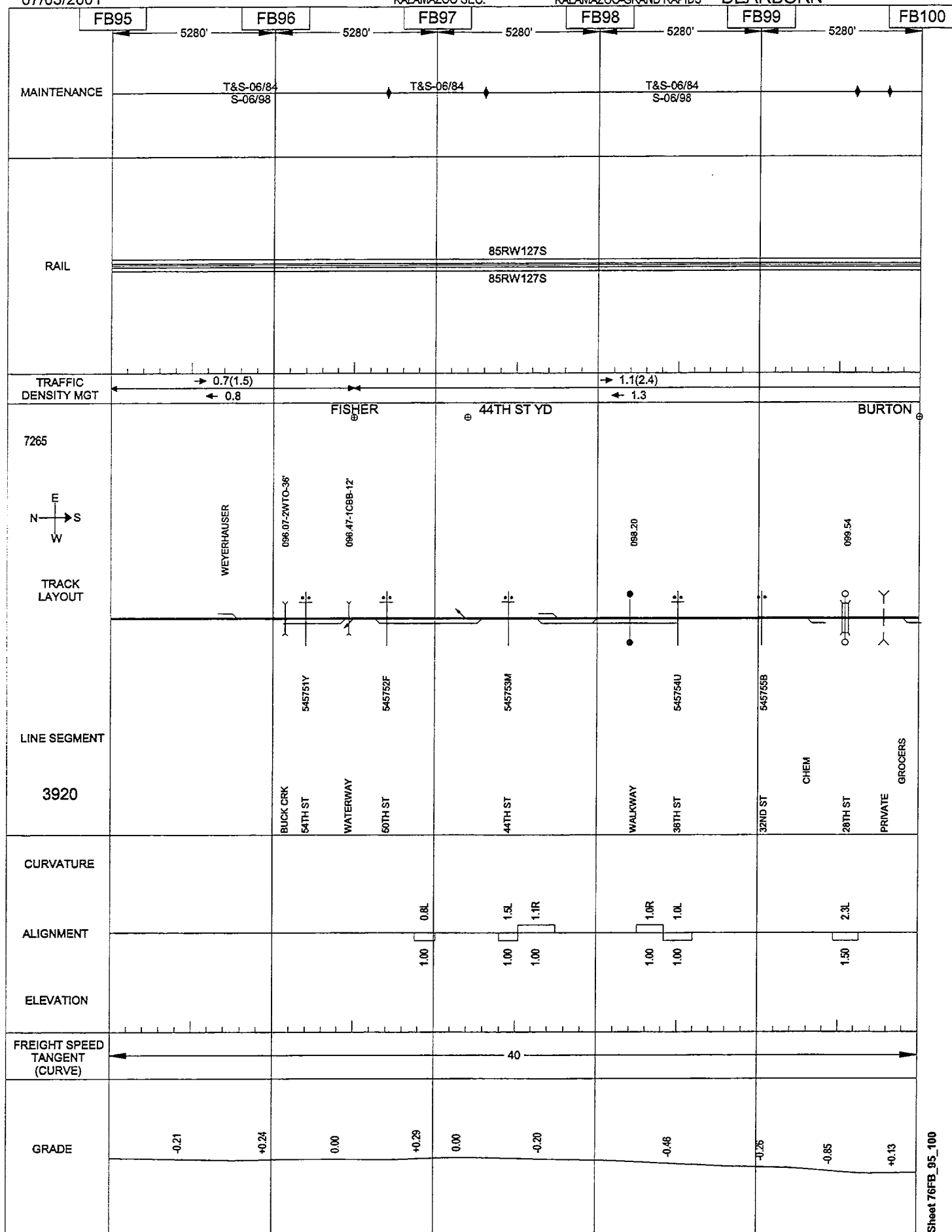
07/03/2001

192

KALAMAZOO SEC.

KALAMAZOO-GRAND RAPIDS

DEARBORN

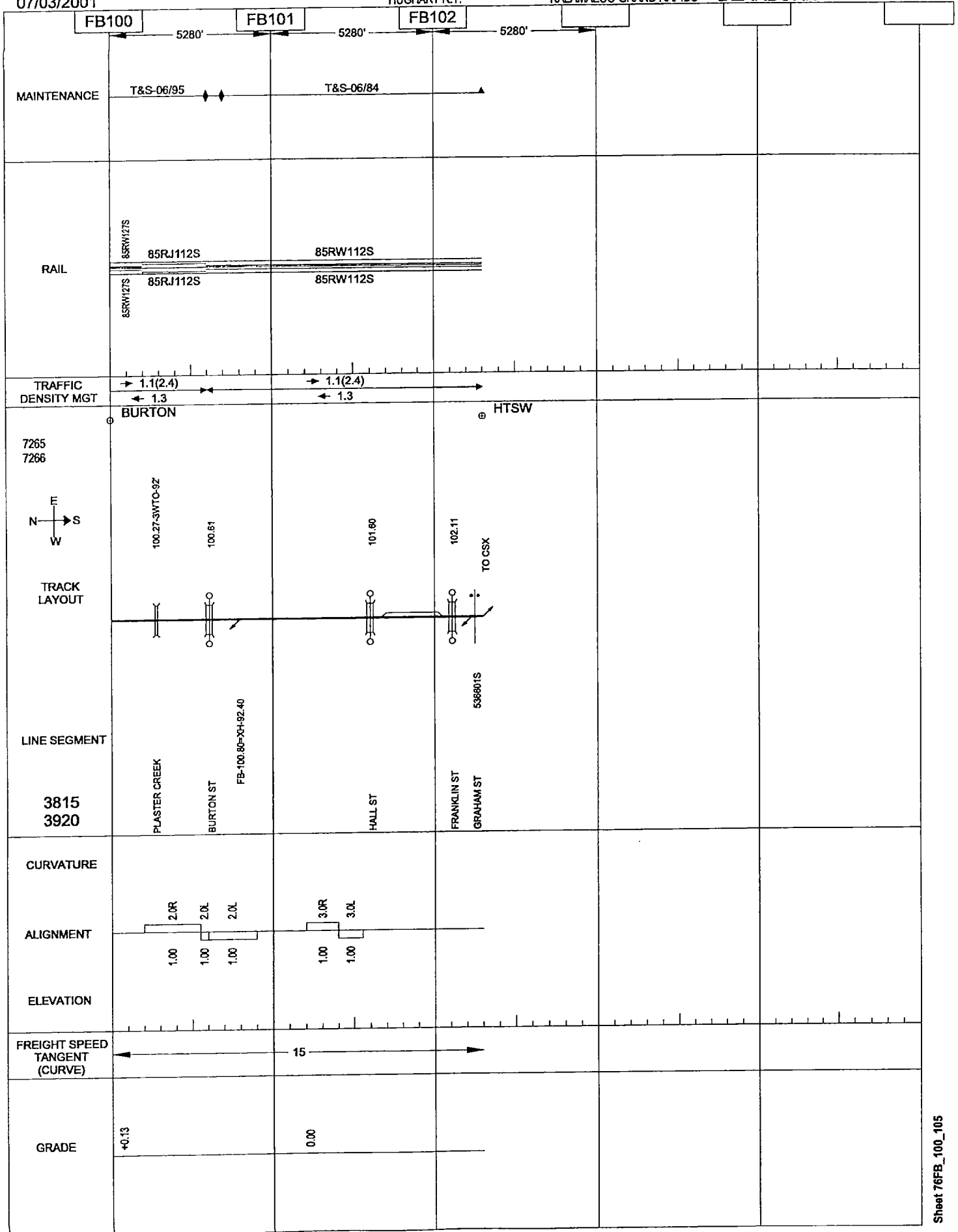


07/03/2001

HUGHART R.T.

KALAMAZOO-GRAND RAPIDS

DEARBORN





07/03/2001

194

PLYMOUTH I.T.

SOUTH BEND

DEARBORN

		PM181	5280'				
MAINTENANCE			T&S-06/29				
RAIL			23RJ100S 23RJ100S 23NJ100S 23NJ100S				
TRAFFIC DENSITY MGT							
7168							
<div>W S — N E</div>							
TRACK LAYOUT							
LINE SEGMENT							
4034			<div>MODERN WAREH</div> <div> X X X </div> <div> 522752R 522753X 522754E </div> <div> EWING ST. CALVERT ST. INDIANA AVE </div> <div>PM-181.80-PV-2.80</div>				
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)			10				
GRADE			0.00				

07/03/2001

EAST BRADLEY I.T.

KANKAKEE

DEARBORN

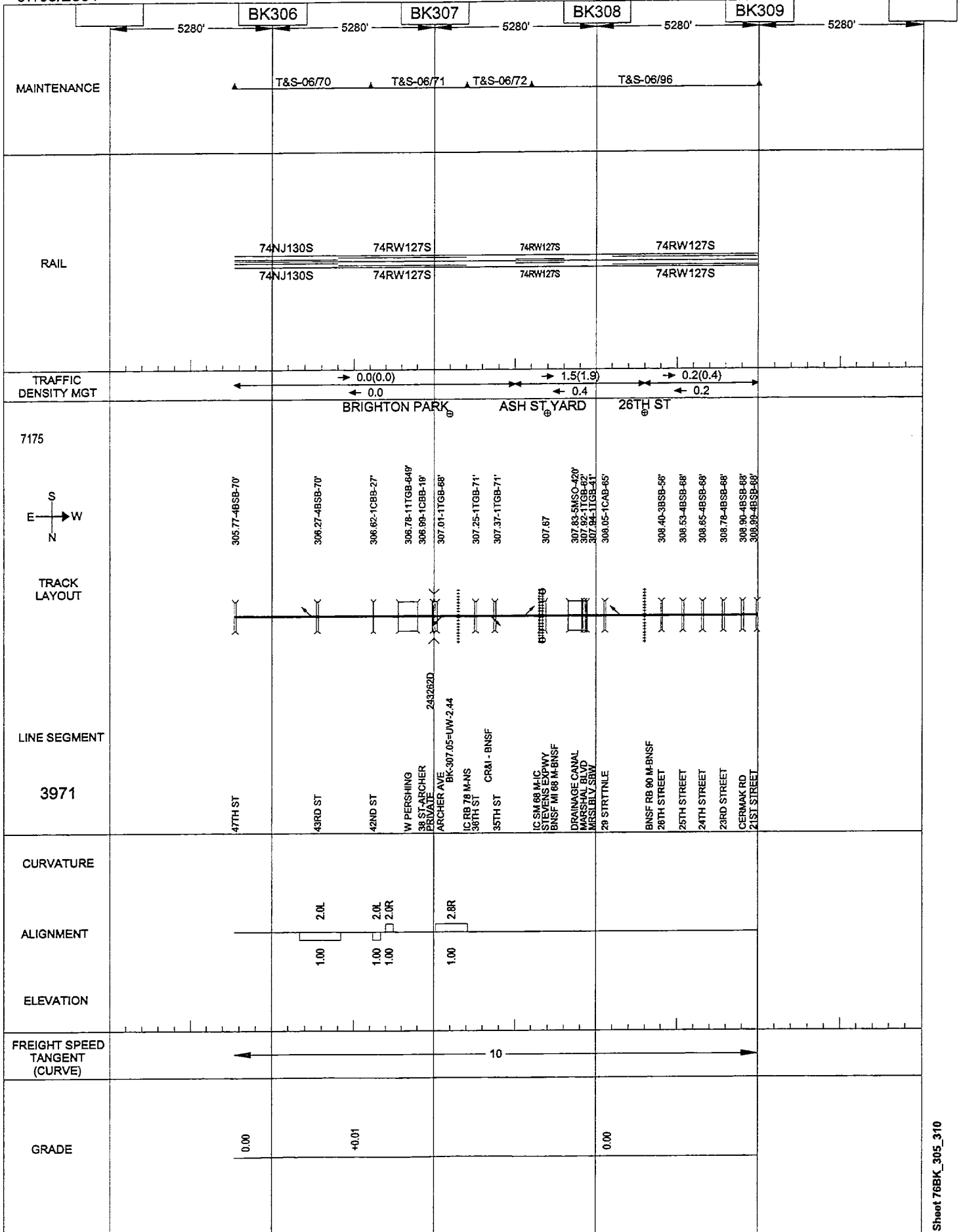
	YK0	5280'						
MAINTENANCE								
RAIL								
TRAFFIC DENSITY MGT								
2480								
TRACK LAYOUT								
LINE SEGMENT	533154H 507894U FAIR/RT 50 BROOKMONT							
4127								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)								
GRADE								

07/03/2001

WESTERN AVENUE I.T.

49TH STREET-CHICAGO

DEARBORN



07/03/2001

BERNICE R.T.

DOLTON-CALUMET RIVER

DEARBORN

QP294

5280' 5283'

T&S-06/76

MAINTENANCE

RAIL

53UJ131S

53UJ131S

66NJ135S  
66NJ135S

TRAFFIC  
DENSITY MGT

0.0(0.0)

0.0

DOLTON

RIVERDALE

7175

S  
E → W  
N

TRACK  
LAYOUT

294.12

LINE SEGMENT

522338C  
522338S

522340D

4043

137TH ST  
137TH PLACE

137TH ST  
IC RR

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

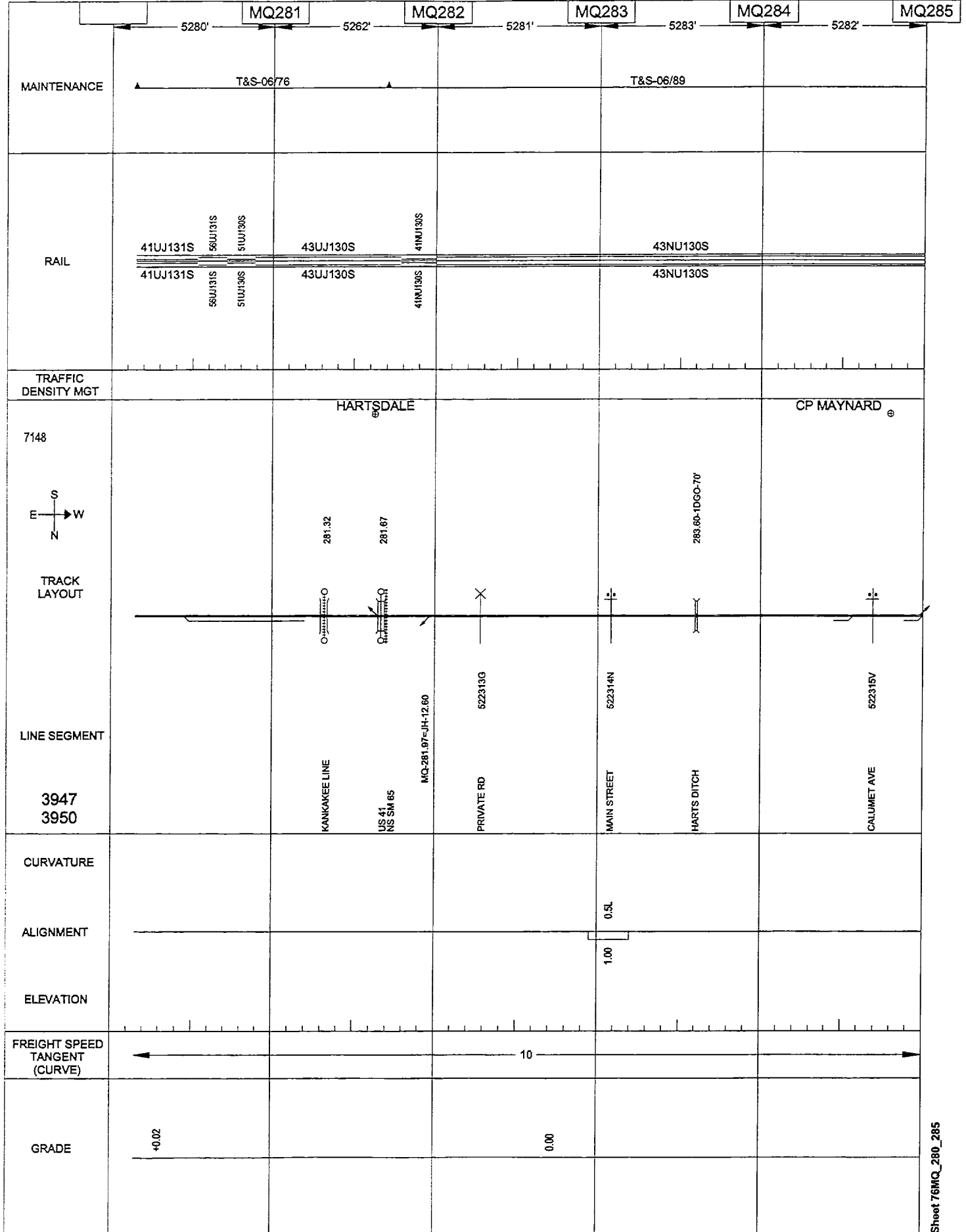
+0.02

07/03/2001

MUNSTER I.T.

SCHERERVILLE-AIRLINE

DEARBORN




07/03/2001

MUNSTER I.T.

SCHERERVILLE-AIRLINE

DEARBORN

	MQ285	5287'						
MAINTENANCE	T&S-06/89							
RAIL	43NU130S 43NU130S							
TRAFFIC DENSITY MGT								
7148	AIRLINE							
								
TRACK LAYOUT								
LINE SEGMENT								
3950								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	10 → 30							
GRADE	0.00							

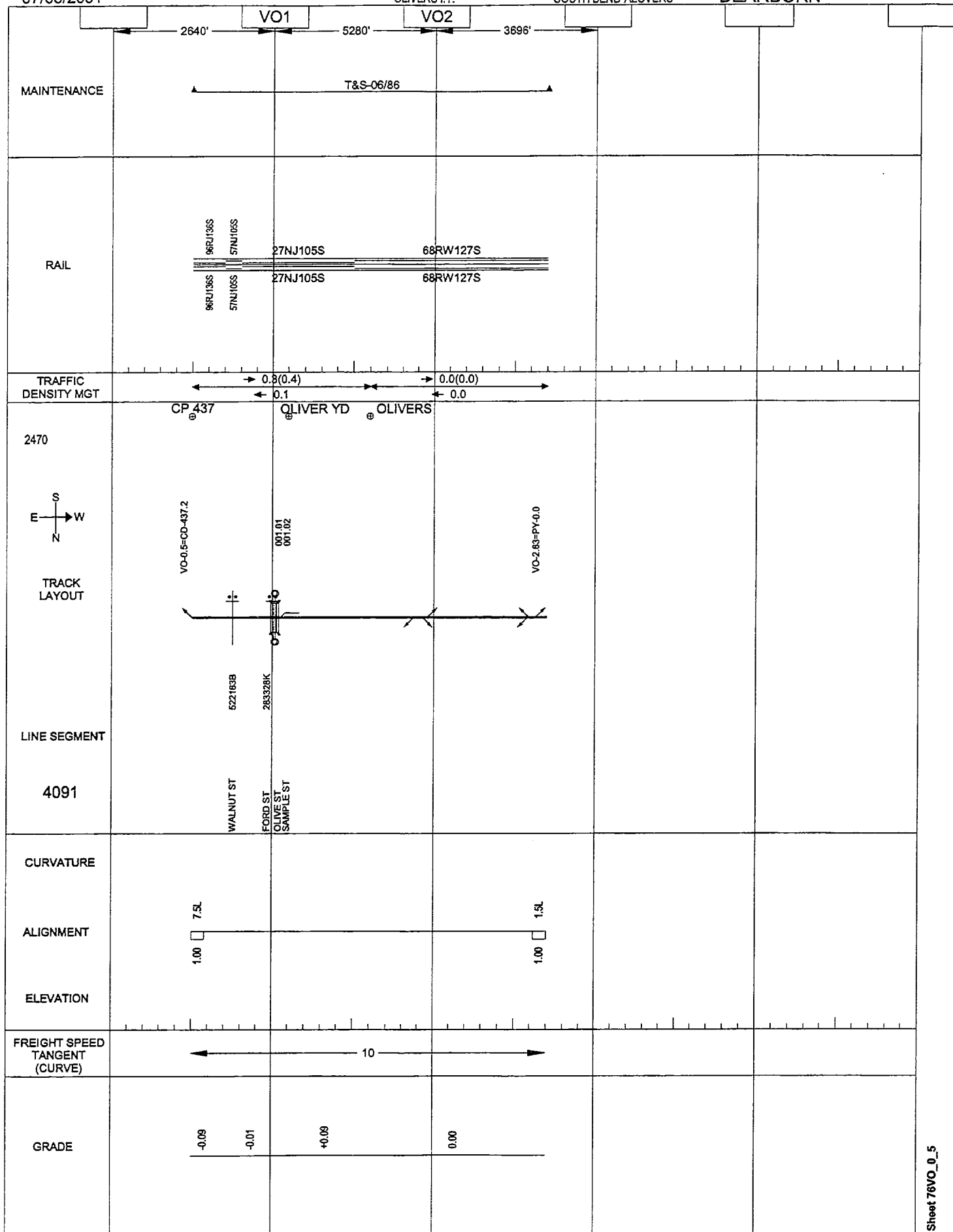
07/03/2001

200

OLIVERS I.T.

SOUTH BEND-ALOVERS

DEARBORN

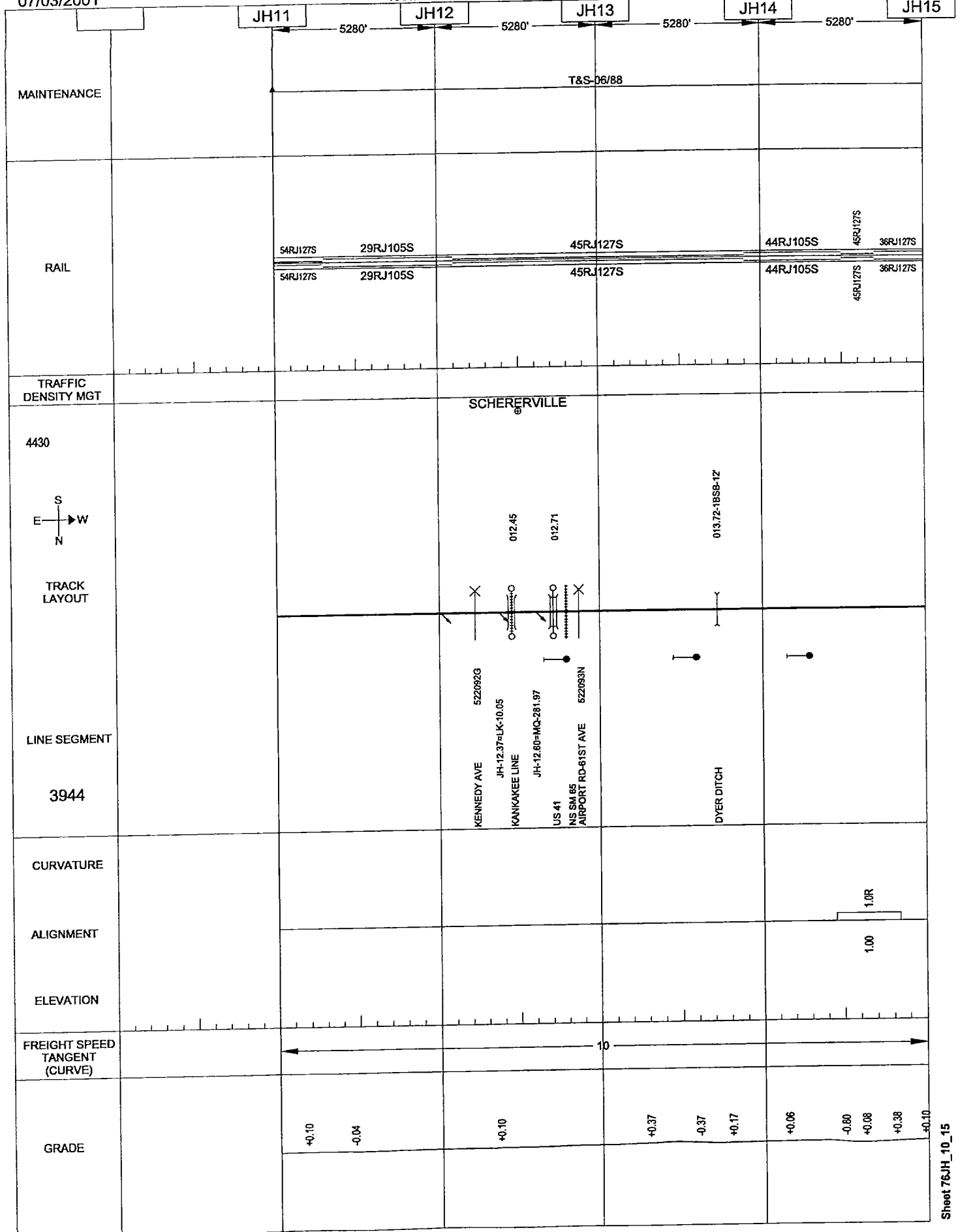


07/03/2001

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN





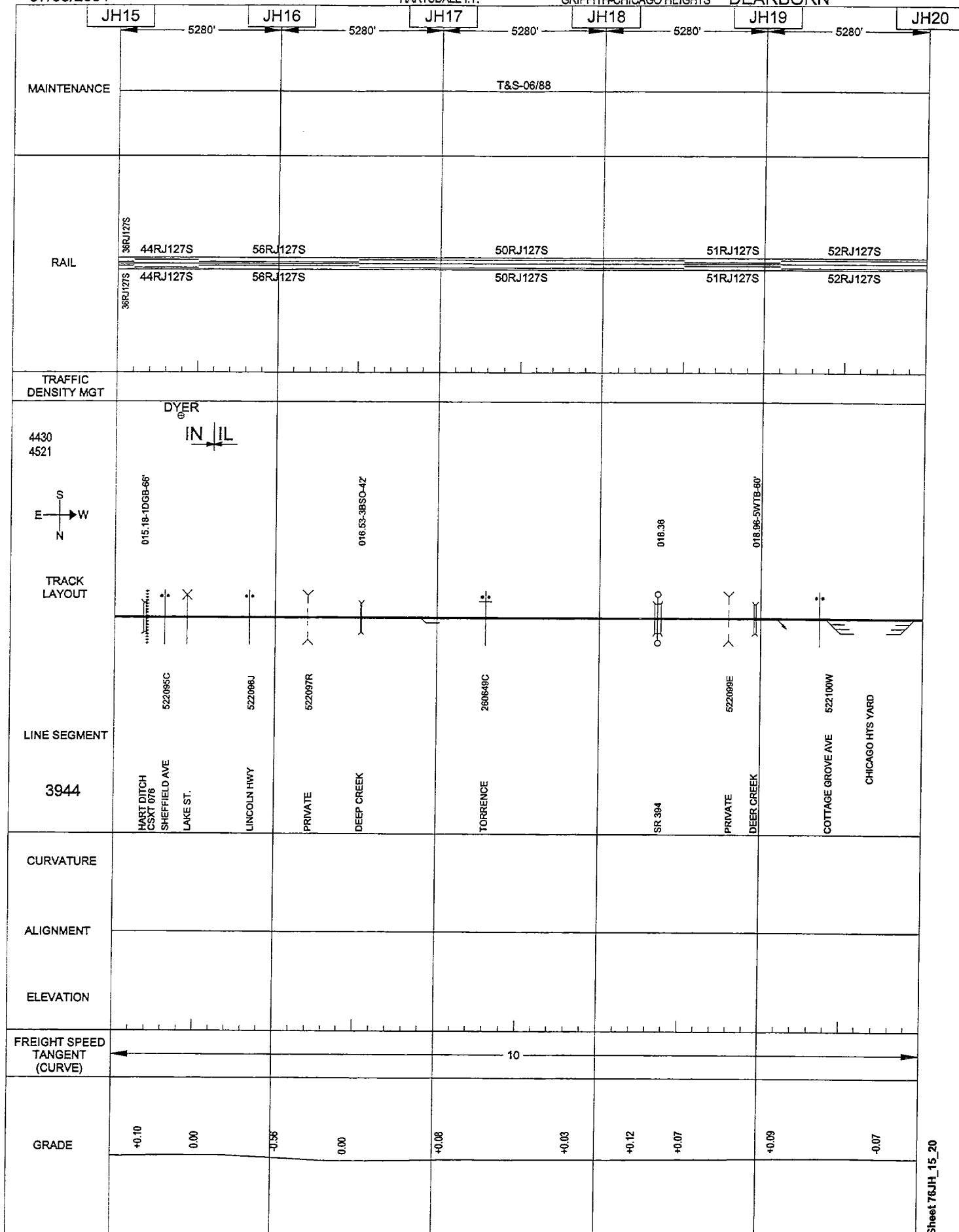
07/03/2001

202

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN



07/03/2001

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

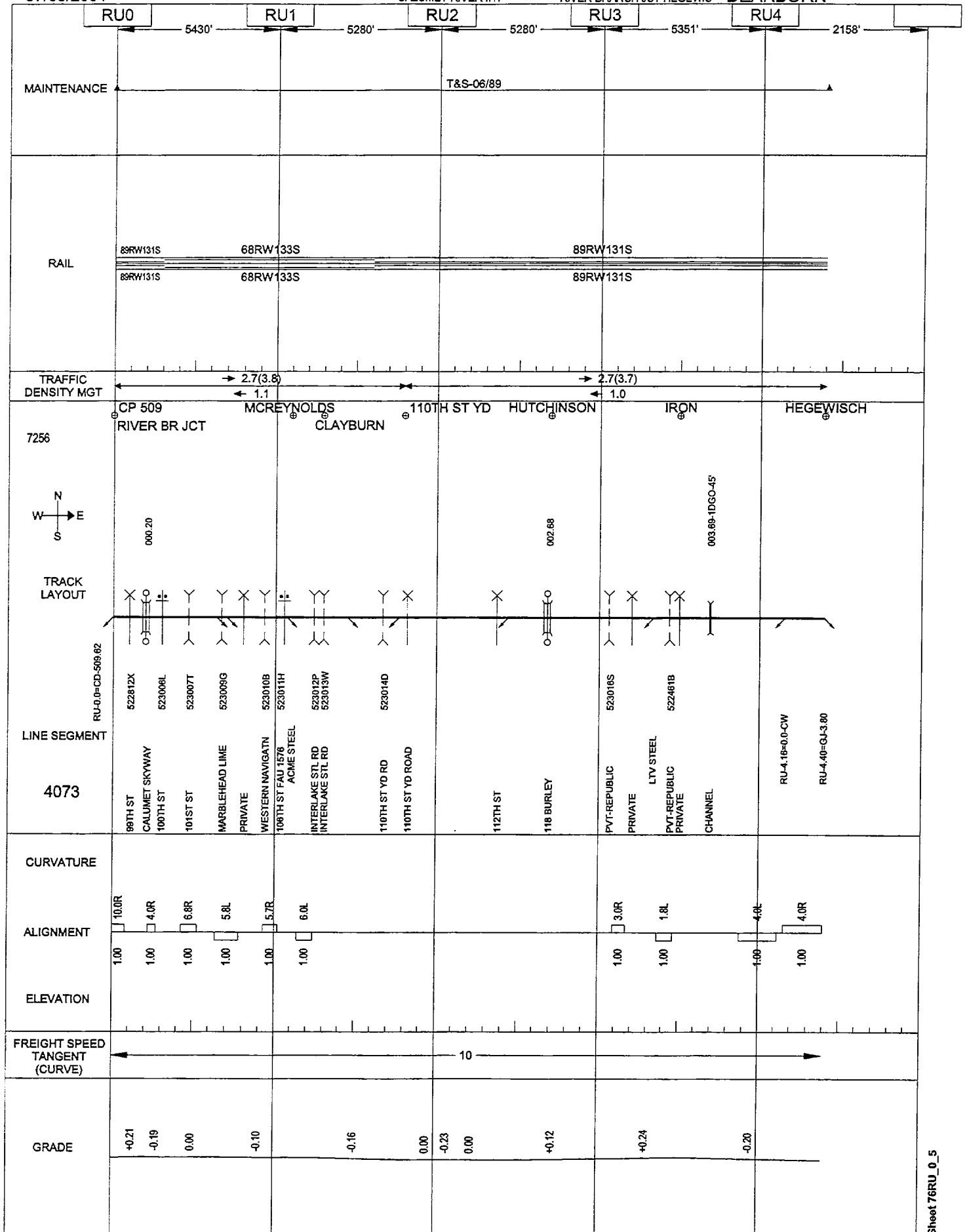
	JH20	5280'					
MAINTENANCE	▲						
RAIL	37NJ105S 37NJ105S						
TRAFFIC DENSITY MGT							
4521							
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div>	020.14-1CBB-10'						
TRACK LAYOUT	Y						
LINE SEGMENT							
3944	THIRD CREEK						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	-0.07						

07/03/2001

CALUMET RIVER I.T.

RIVER BRANCH JCT-HEGEWIS

DEARBORN



07/03/2001

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ4

GJ5

5280'

5261'

MAINTENANCE

T&S-06/85

RAIL

590U130S  
590U130S

68RW131S

68RW131S

TRAFFIC  
DENSITY MGT

HEGEWISCH WOLF LAKE JCT  
BURNHAM

7256



TRACK  
LAYOUT

GJ-4.17=UO-0.0

004.76-58SO-182'

LINE SEGMENT

4004

GJ-3.80=RU-4.40

522480U

522458A

522458T

522456E

522455X

522454R

133RD ST

134TH ST

135TH ST

BRAINARD AVE

NICTD SM 58 M-NS

CHIPPEWA ST

CSS SM 57 M-CSS

CSS SM 57 M-CSS

CALUMET RIVER

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

25 (10)

GRADE

+0.25 0.00 +0.45 +0.34 +0.29 0.00 +0.25

07/03/2001

206

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

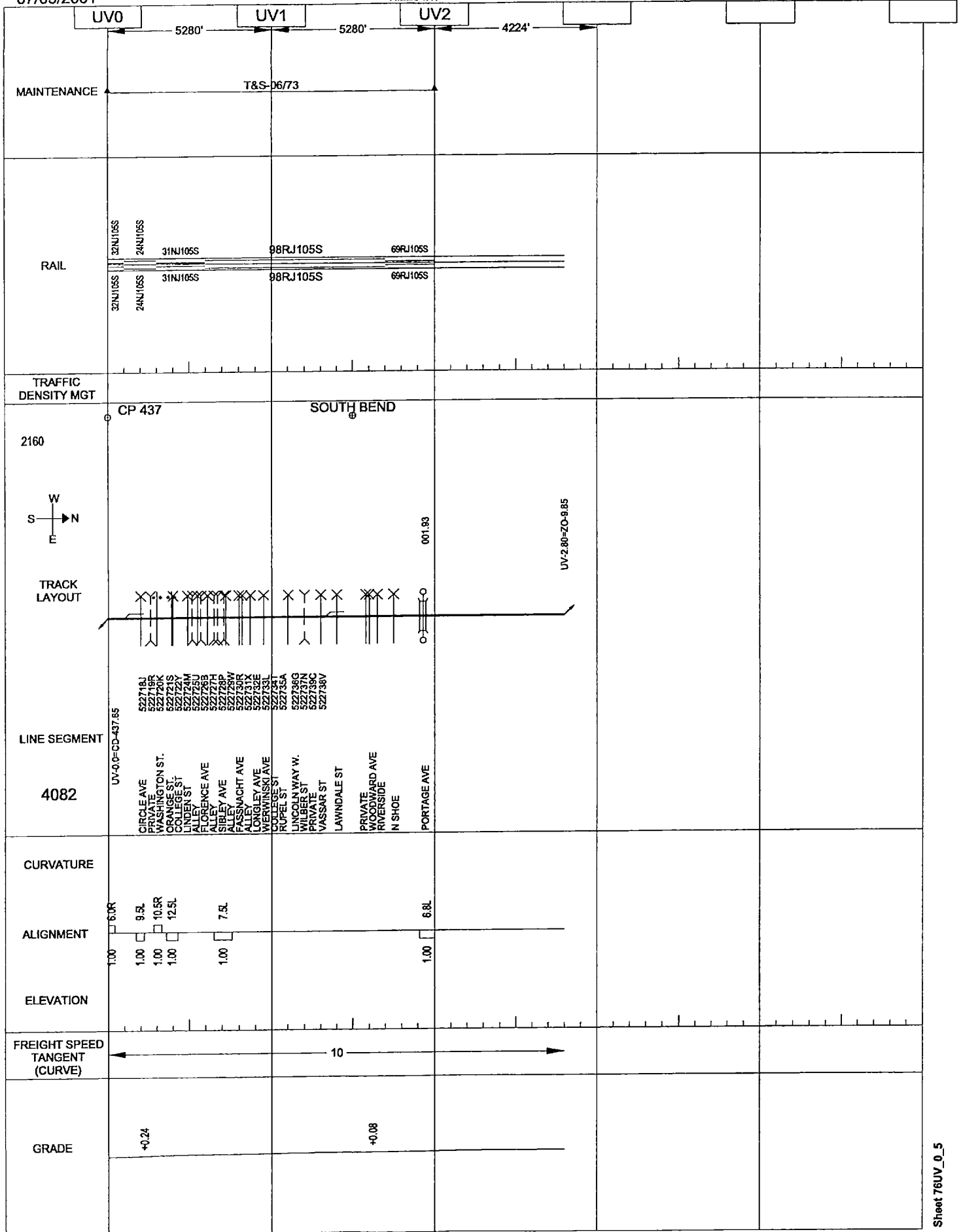
	GJ5	5262'						
MAINTENANCE	T&S-06/85							
RAIL	68RW131S 68RW131S							
TRAFFIC DENSITY MGT								
7256	CALUMET PARK							
<div> <div>N</div> <div>W</div> <div>E</div> <div>S</div> </div>								
TRACK LAYOUT								
LINE SEGMENT								
4004								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	25							
GRADE	+0.25							

07/03/2001

NILES I.T.

CHICAGO LINE-SOUTH BEND

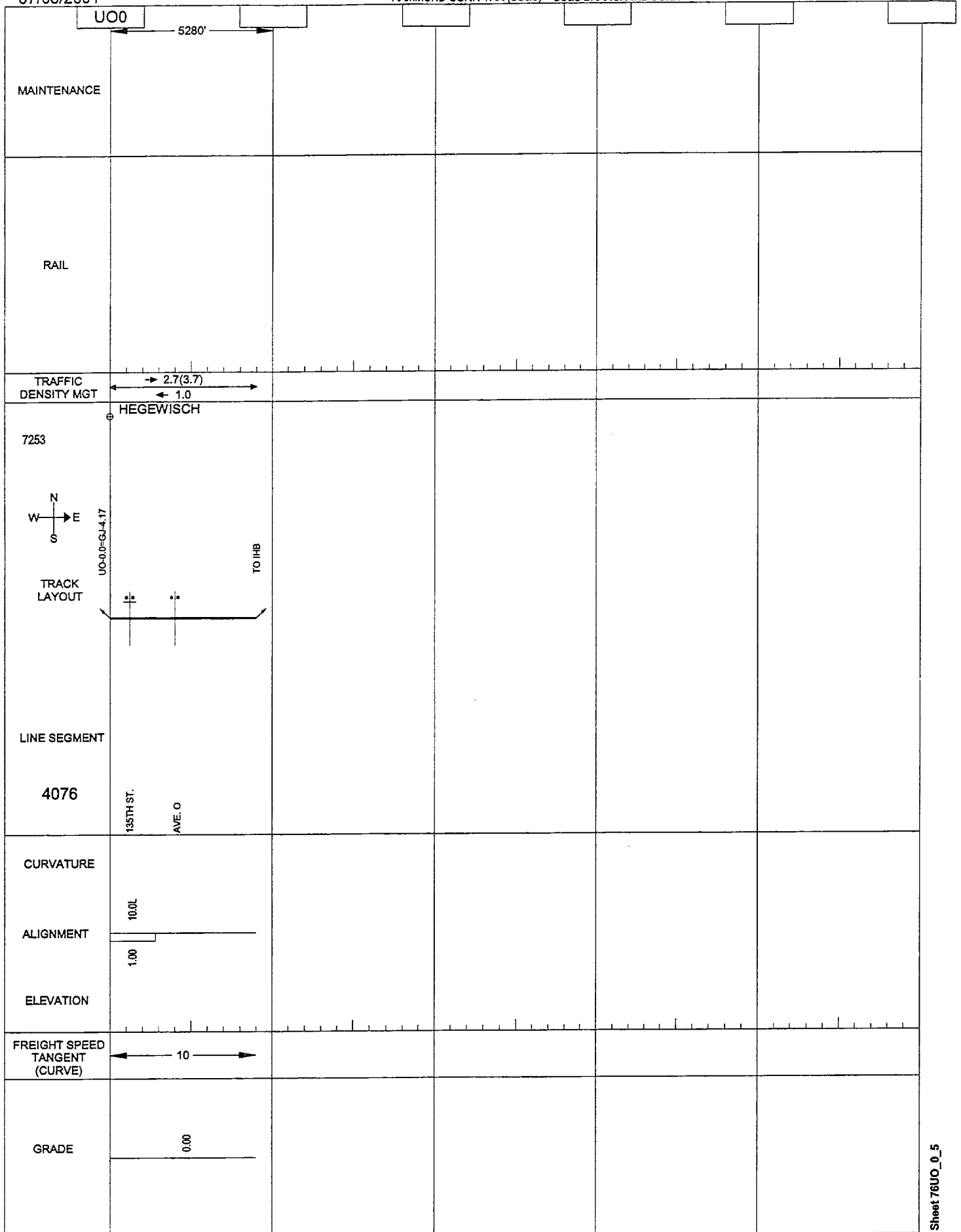
DEARBORN



07/03/2001

HAMMOND CONN TRK (SC&S) SC&S BRANCH-IHB CONN

DEARBORN



Sheet 76UW\_0\_5

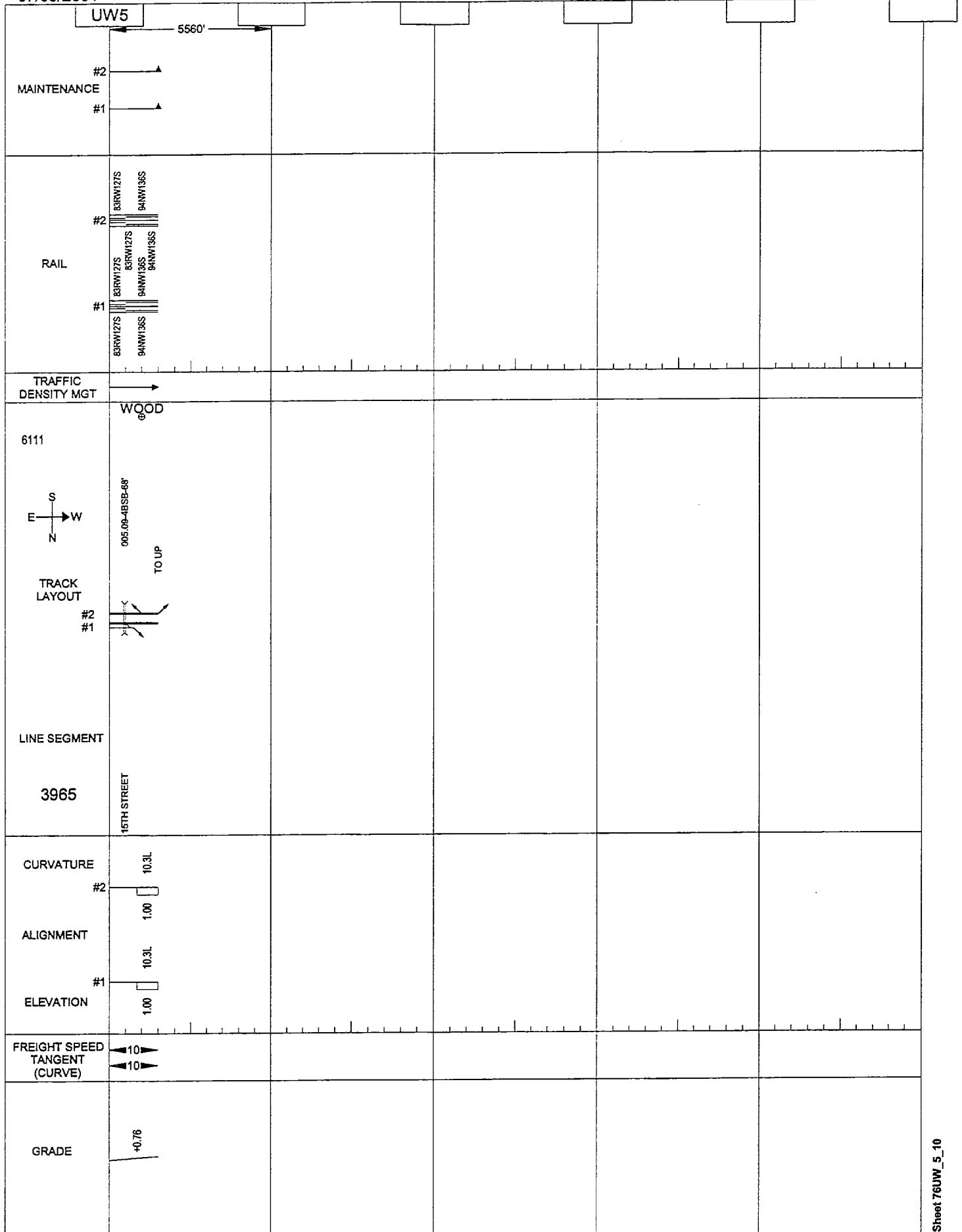


07/03/2001

210  
C.R. & I.I.T.

CHICAGO AREA

DEARBORN

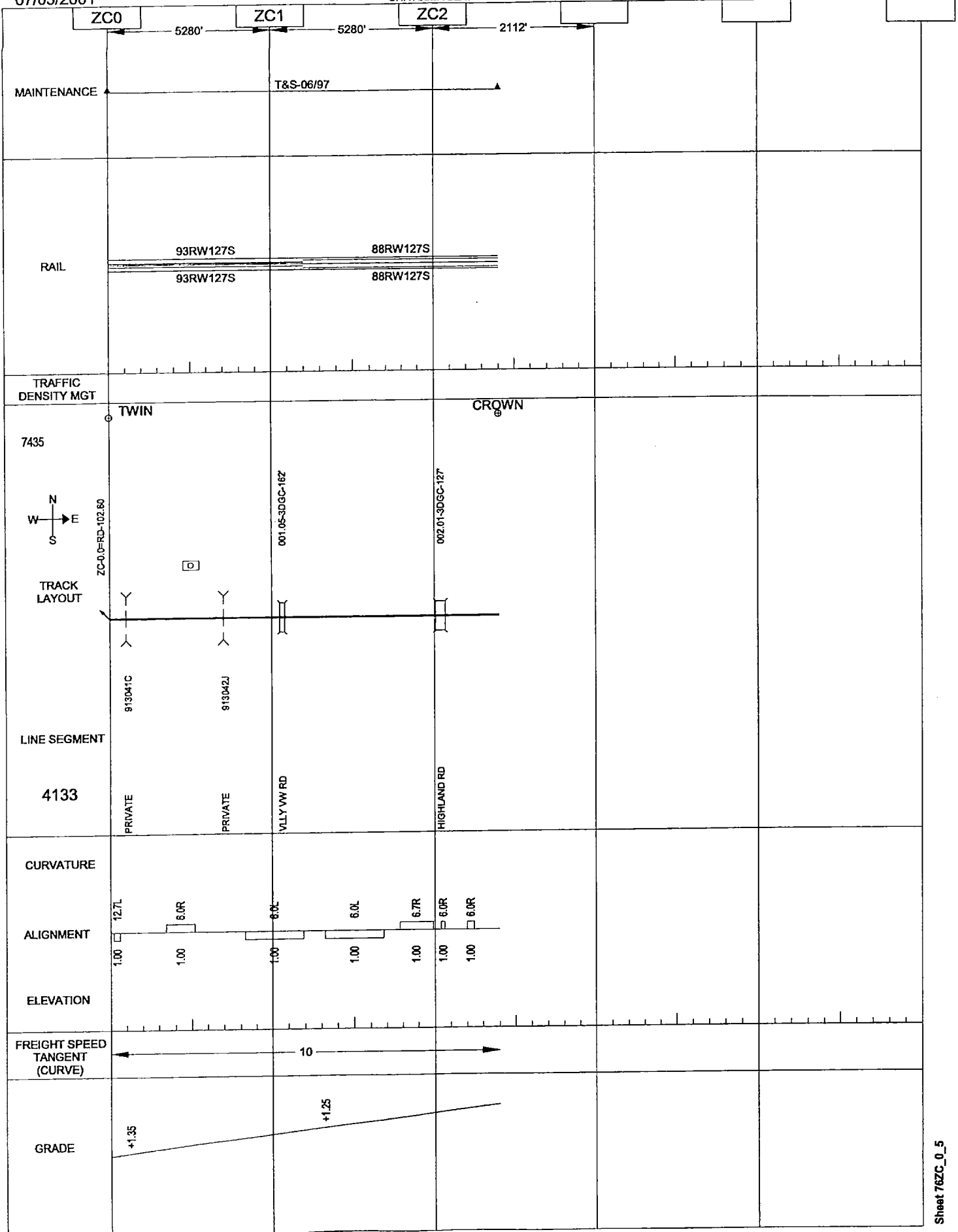


07/03/2001

CHRYSLER LEAD

TWIN-CROWN(CHRYSLER YD)

DEARBORN



07/03/2001

SILVER PLATE I.T.

CLEVELAND

DEARBORN

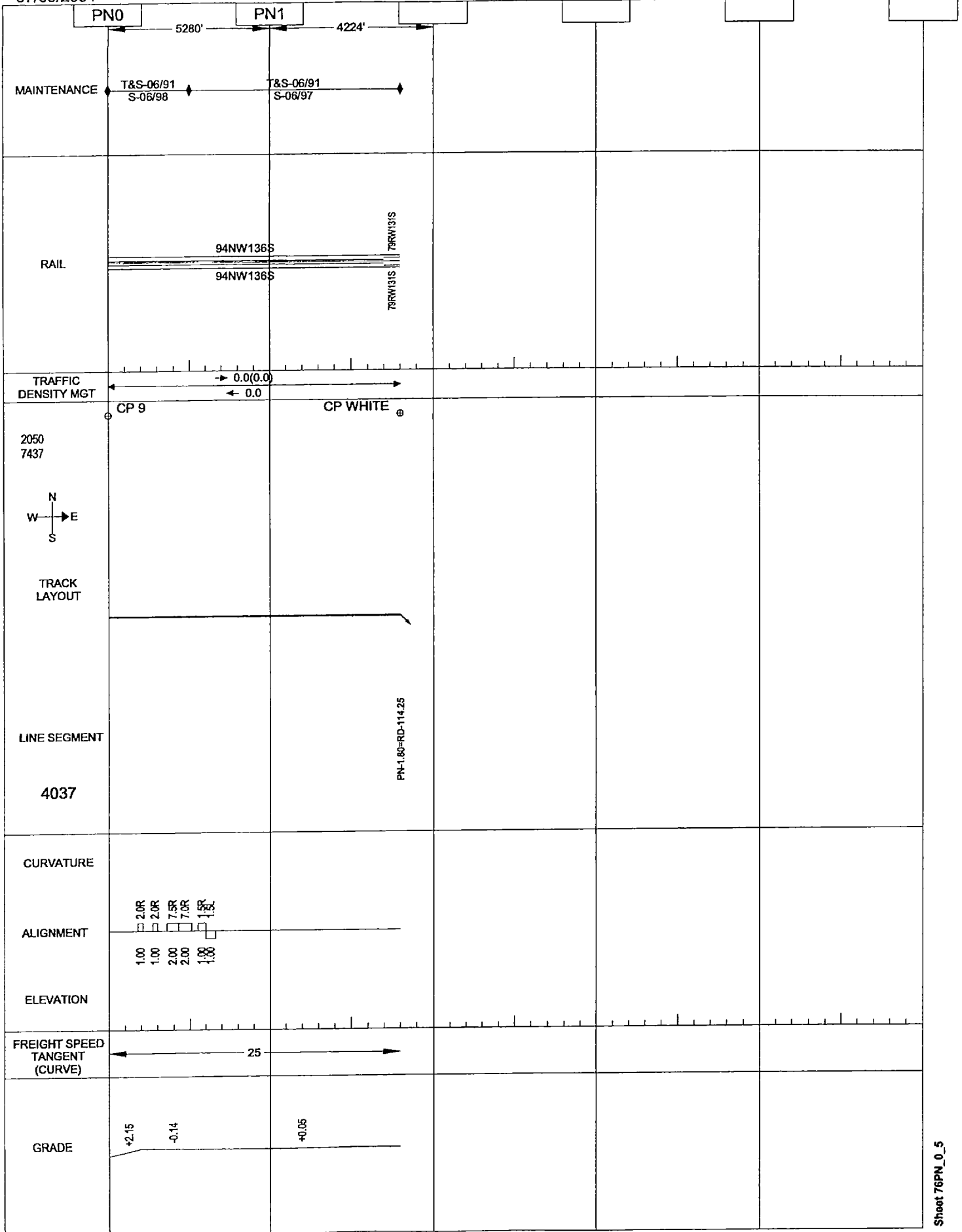
	IX0	5280'	IX1	2640'					
MAINTENANCE									
RAIL									
TRAFFIC DENSITY MGT									
7437									
<div> <div> <div>N</div> <div>E</div> <div>S</div> <div>W</div> </div> <div>IX-0.0-RD-121.70</div> <div>TO CSX</div> </div>									
TRACK LAYOUT									
LINE SEGMENT									
4013									
	EAST 33RD	EAST 38TH	EAST 40TH	EAST 45TH	EAST 48TH	EAST 53RD	MARQUETTE AVE	MARQUETTE AVE	
	524193A	524195N	524198V	524197C	524198J	524199R	524200H	524201P	
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)									
GRADE									

07/03/2001

HARVARD CONN.

CP 9-WHITE

DEARBORN

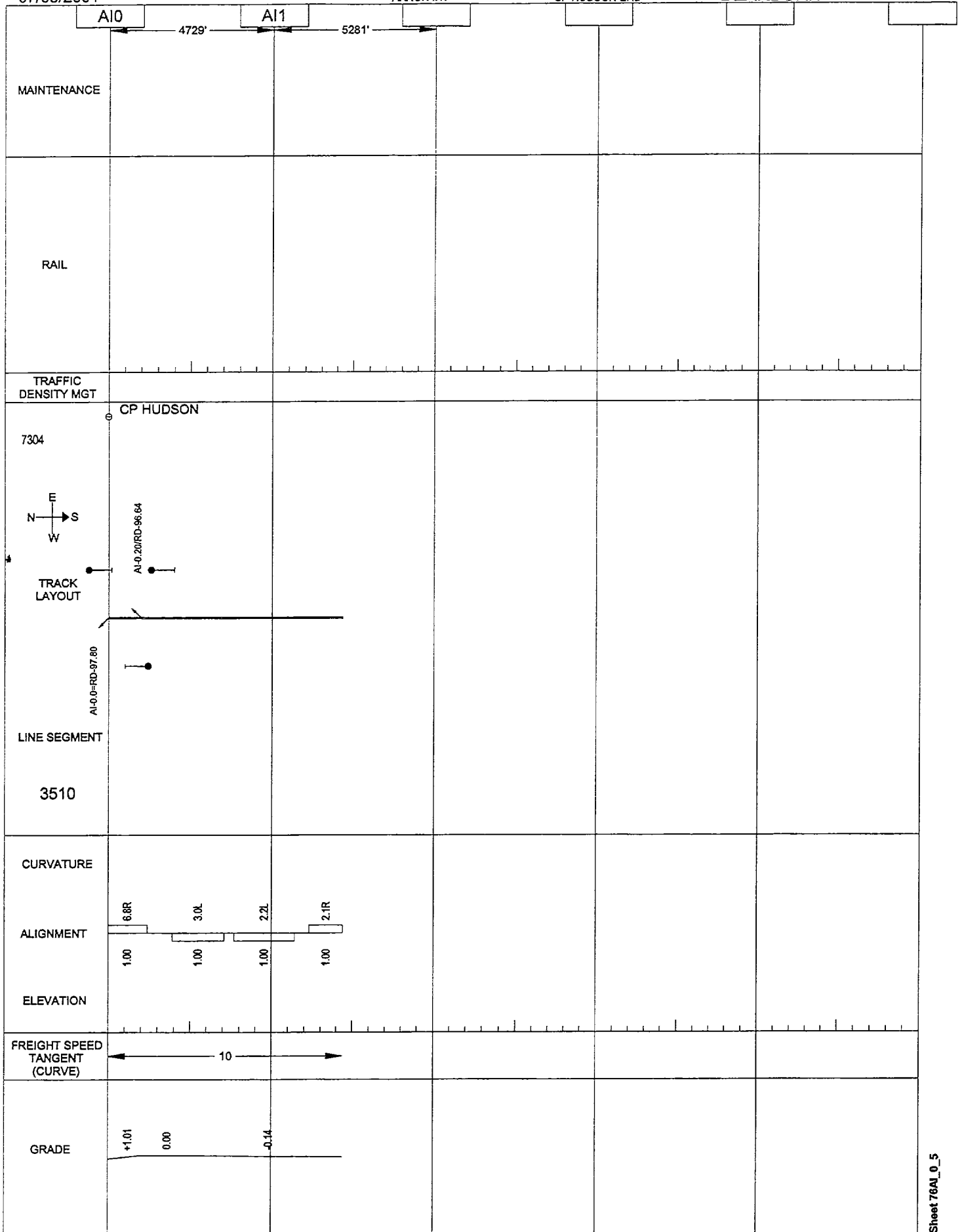


07/03/2001

AKRON I.T.

CP HUDSON-END

DEARBORN



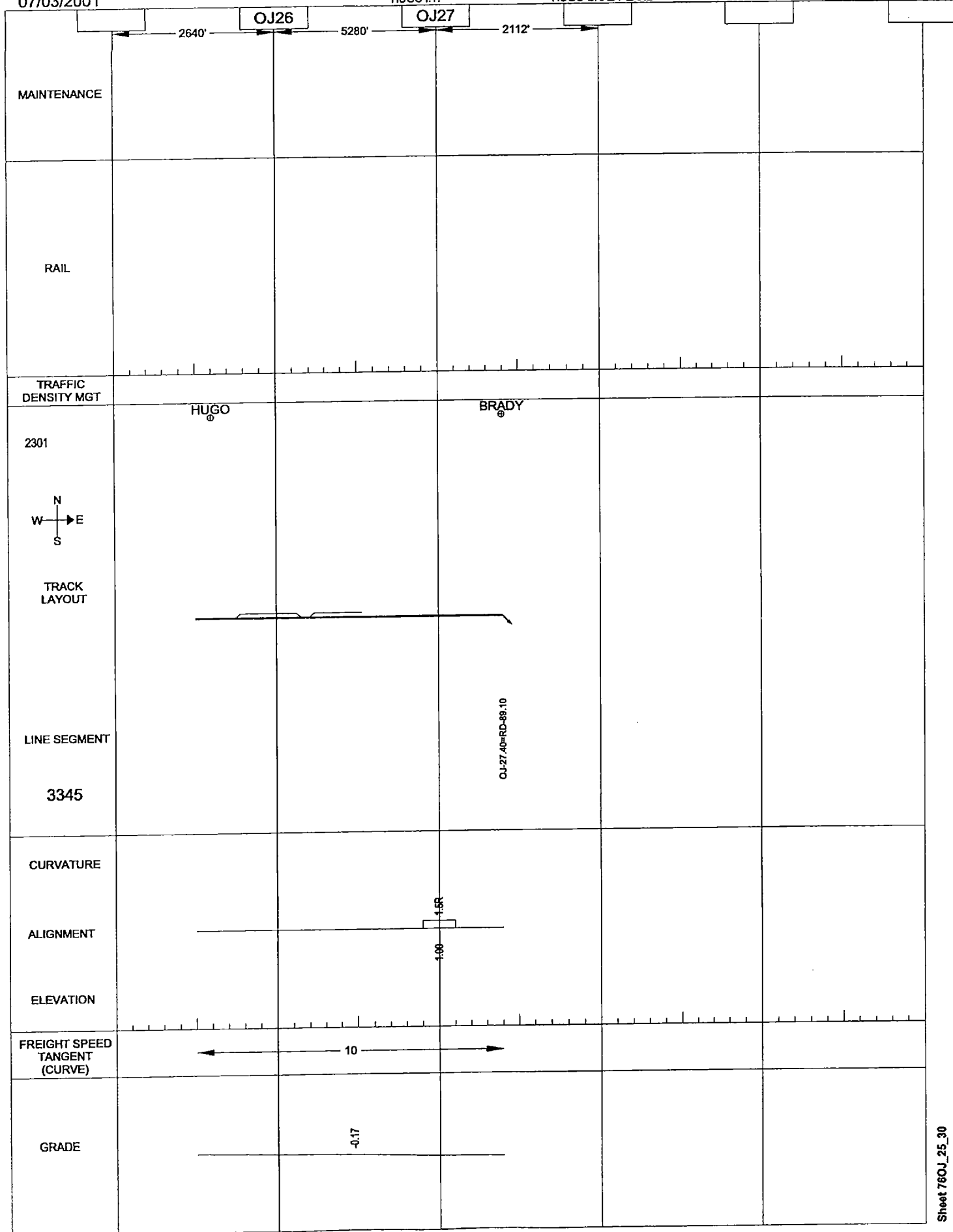
07/03/2001

215

HUGO I.T.

HUGO-BRADY LAKE

DEARBORN

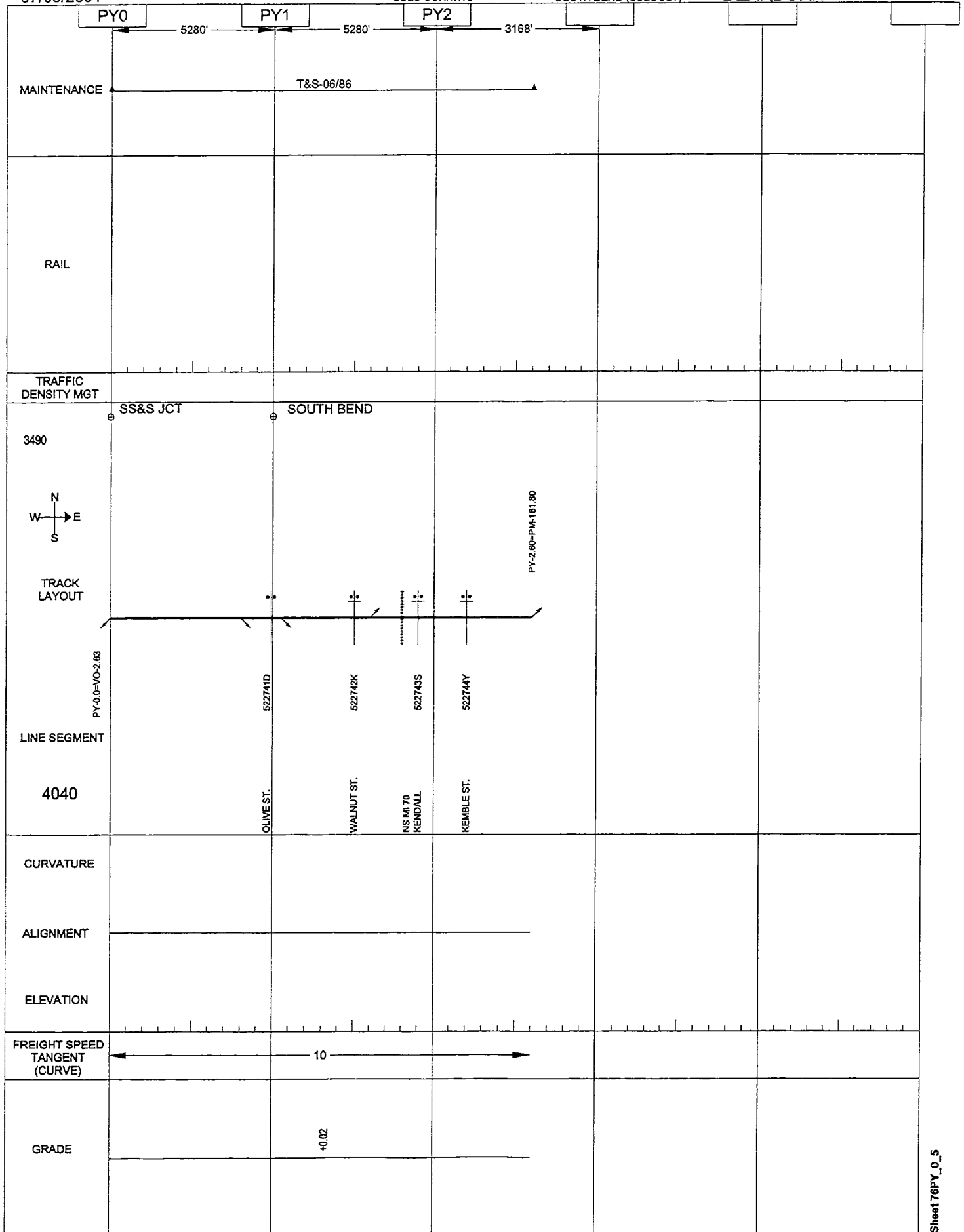


07/03/2001

SS&S CONN.TK.

SOUTH BEND (SS&S JCT)

DEARBORN



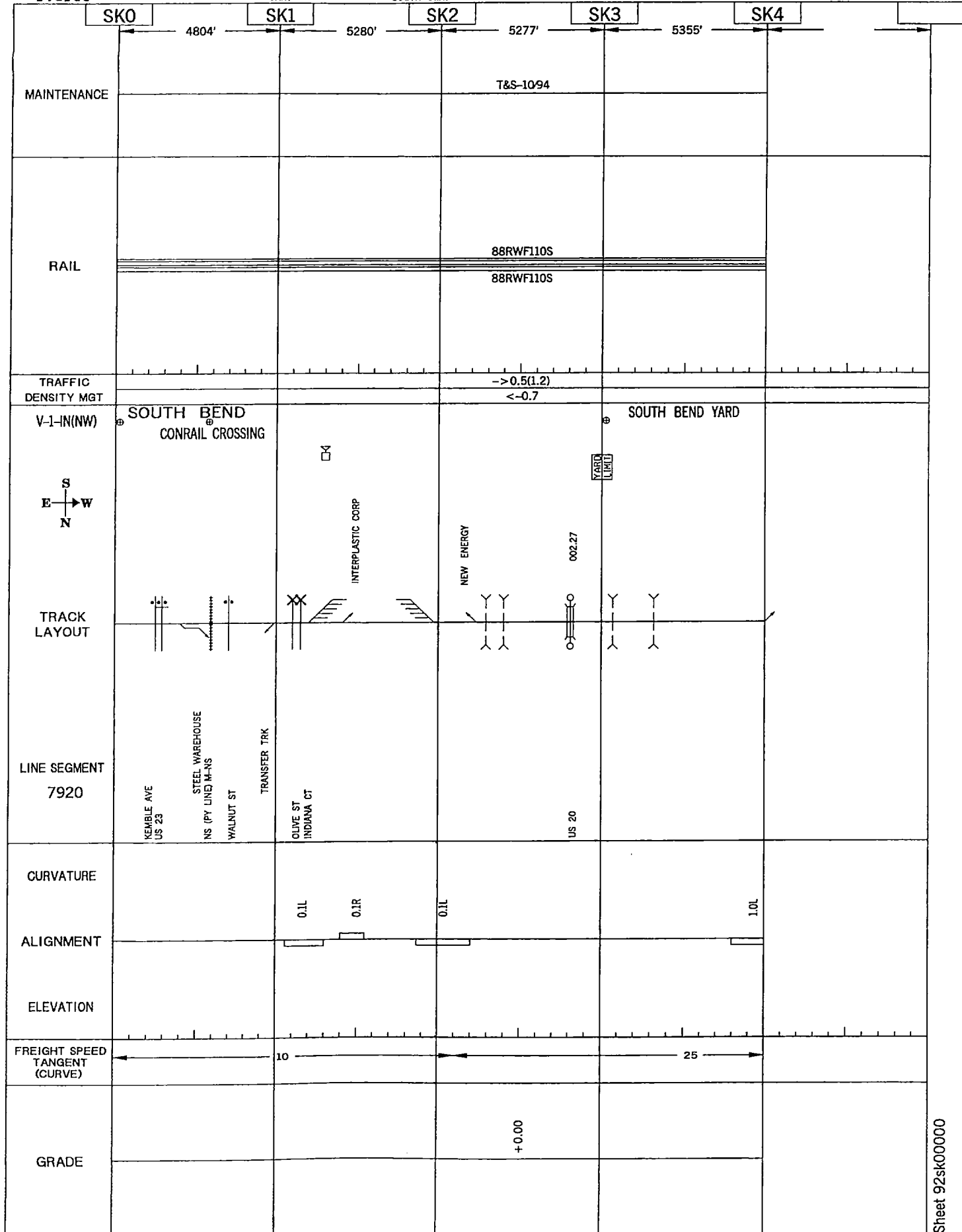
14/5100

GARY

SOUTH BEND BRANCH

SOUTH BEND-PINE

DEARBORN



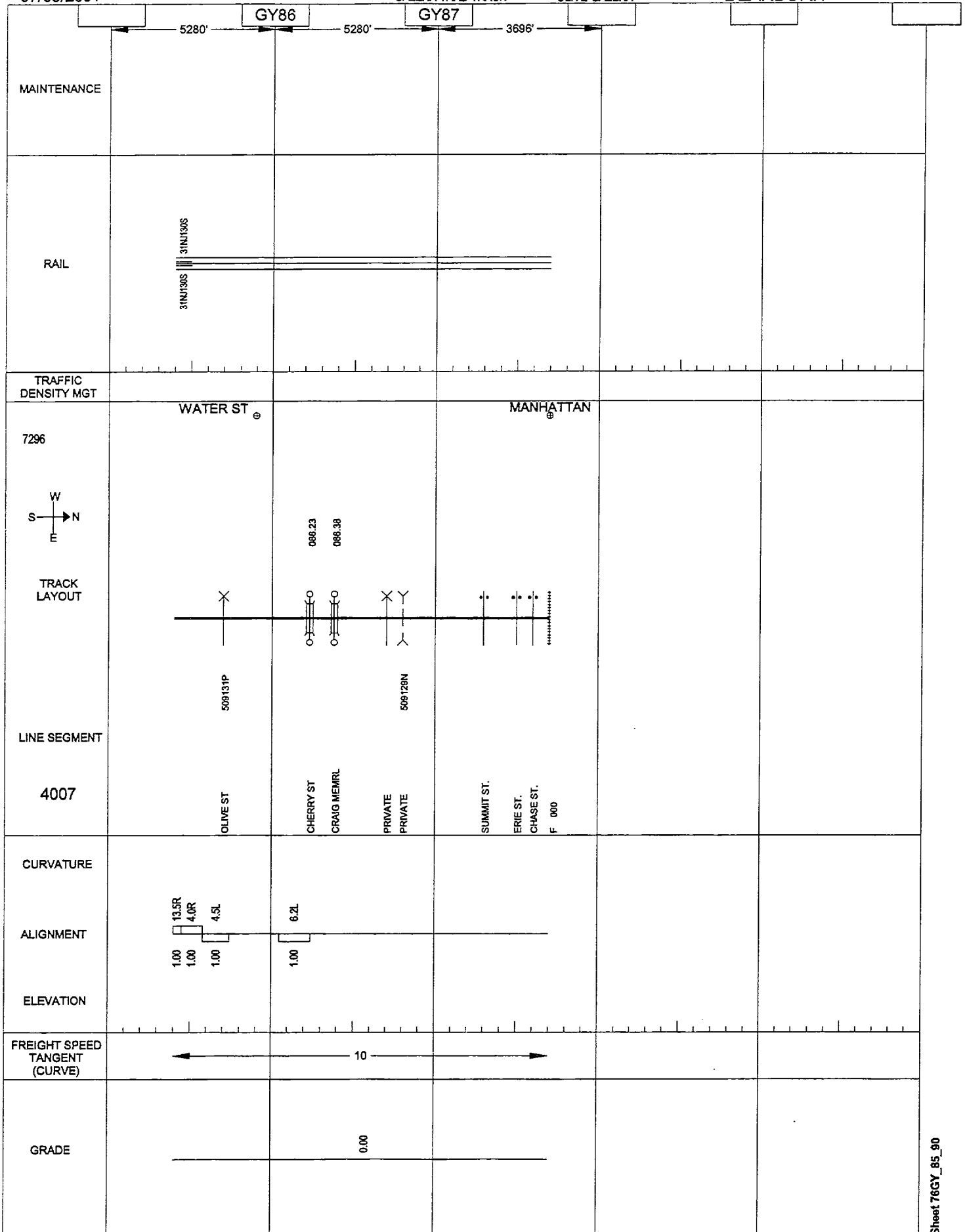


07/03/2001

GALENA YARD TRACK

OLIVE-GALENA

DEARBORN



07/03/2001

OAKDALE CONNECTION

CP 286-CP OAK

DEARBORN

XA287

528'

4224'

T&S-06/97

MAINTENANCE

RAIL

97NW136S

97NW136S

TRAFFIC  
DENSITY MGT

→ 0.1(0.1)

← 0.0

CP 286

TOLEDO

CP OAK

4224



TRACK  
LAYOUT

XA-286.90-CD-286.75

XA-287.80-DY-2.35

LINE SEGMENT

4109

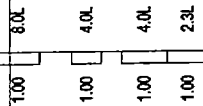
OAK STREET

OAKDALE AVE

CURVATURE

ALIGNMENT

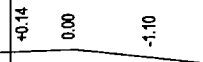
ELEVATION



FREIGHT SPEED  
TANGENT  
(CURVE)

20

GRADE

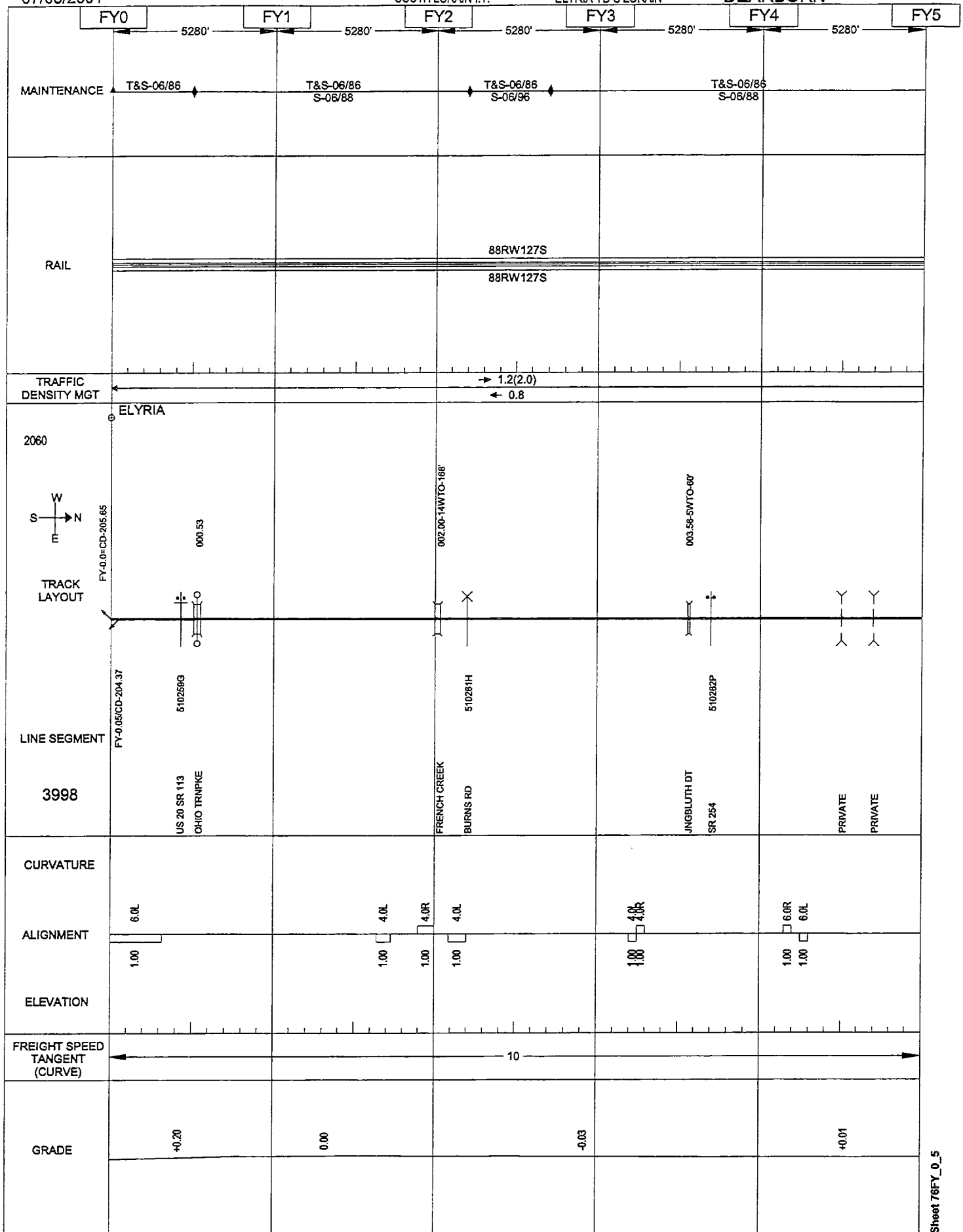


07/03/2001

SOUTH LORAIN I.T.

ELYRIA YD-S LORAIN

DEARBORN

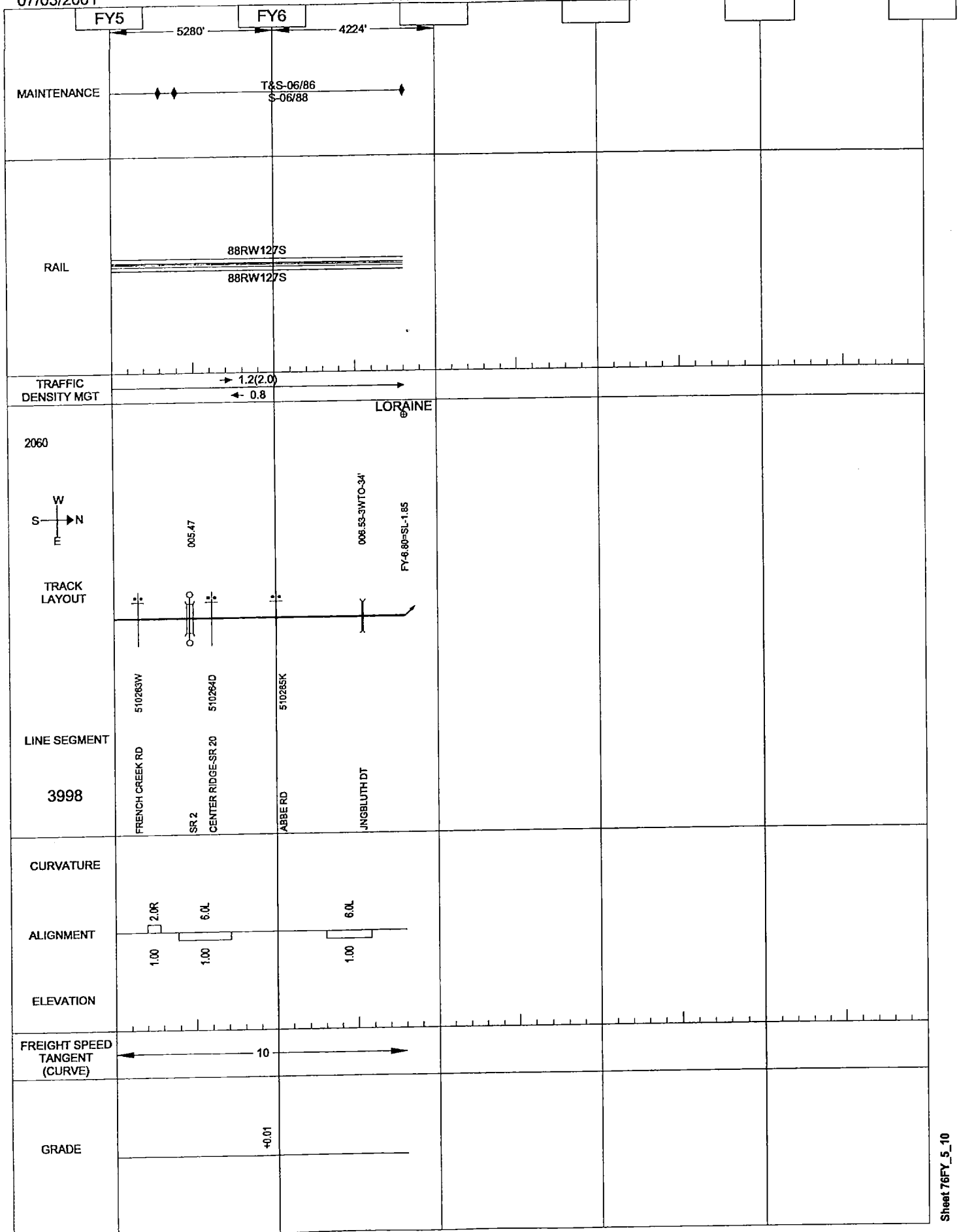


07/03/2001

SOUTH LORAIN I.T.

ELYRIA YD-S LORAIN

DEARBORN



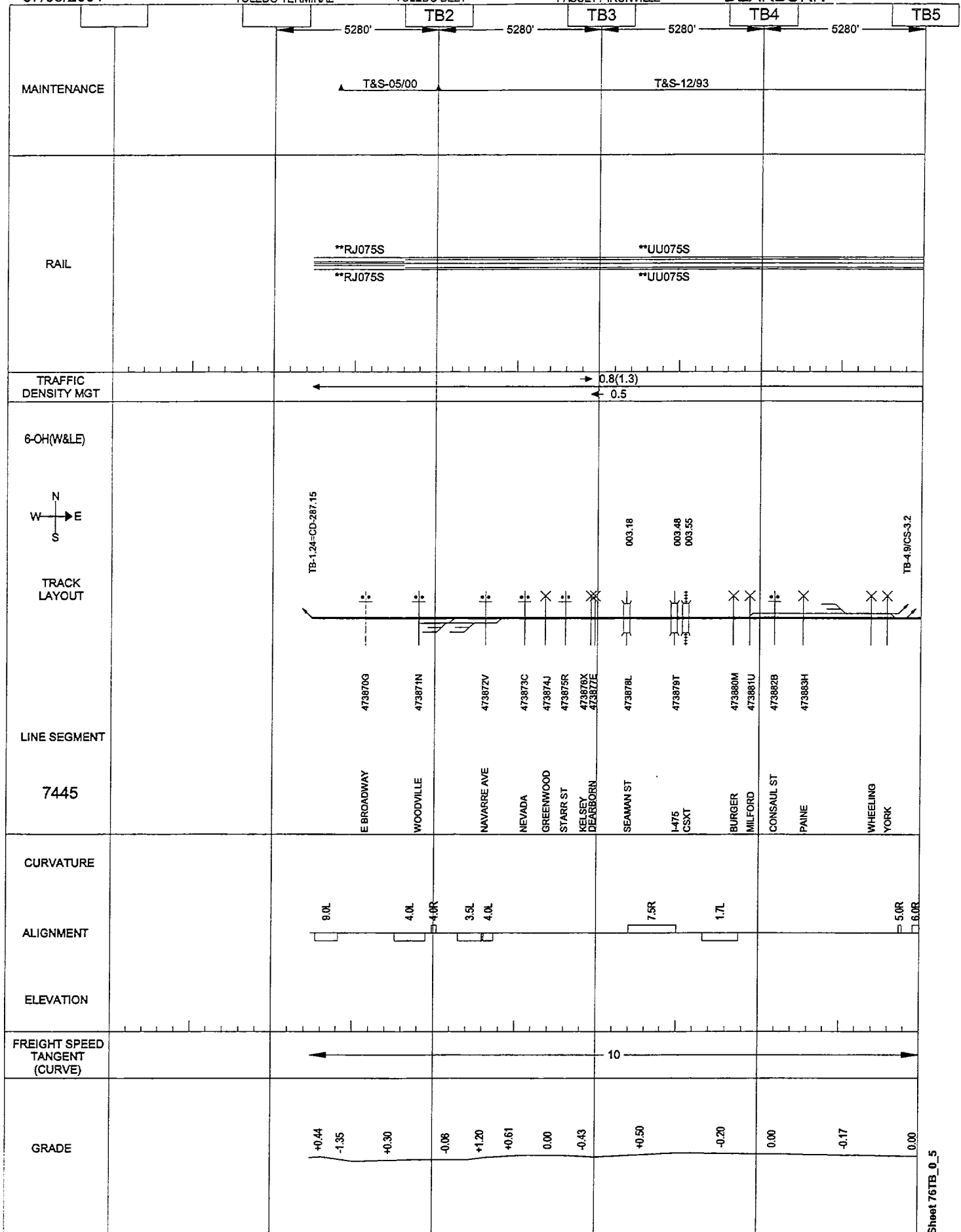
07/06/2001

TOLEDO TERMINAL

TOLEDO BELT

FASSETT-IRONVILLE

DEARBORN



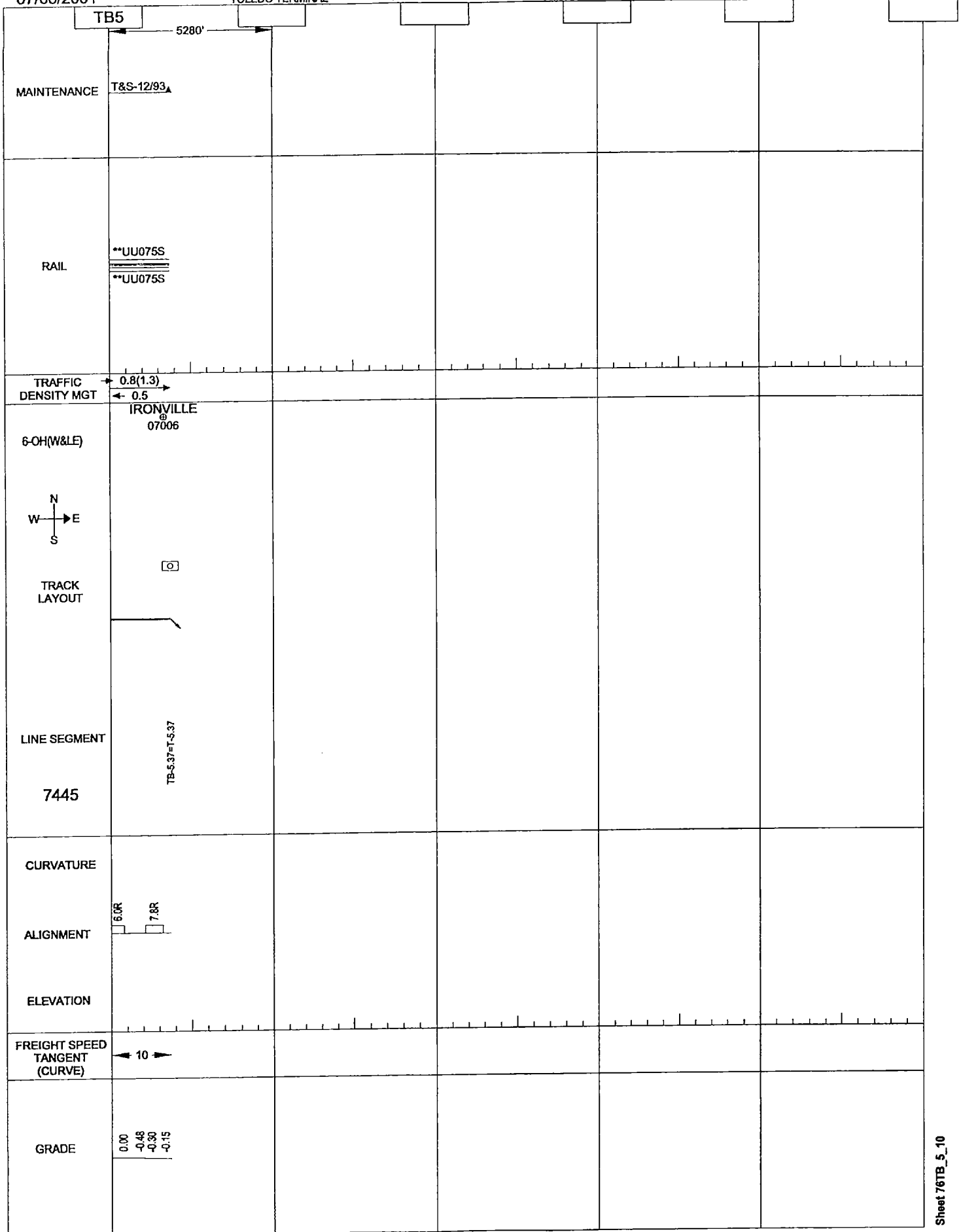
07/06/2001

TOLEDO TERMINAL

TOLEDO BELT

FASSETT-IRONVILLE

DEARBORN

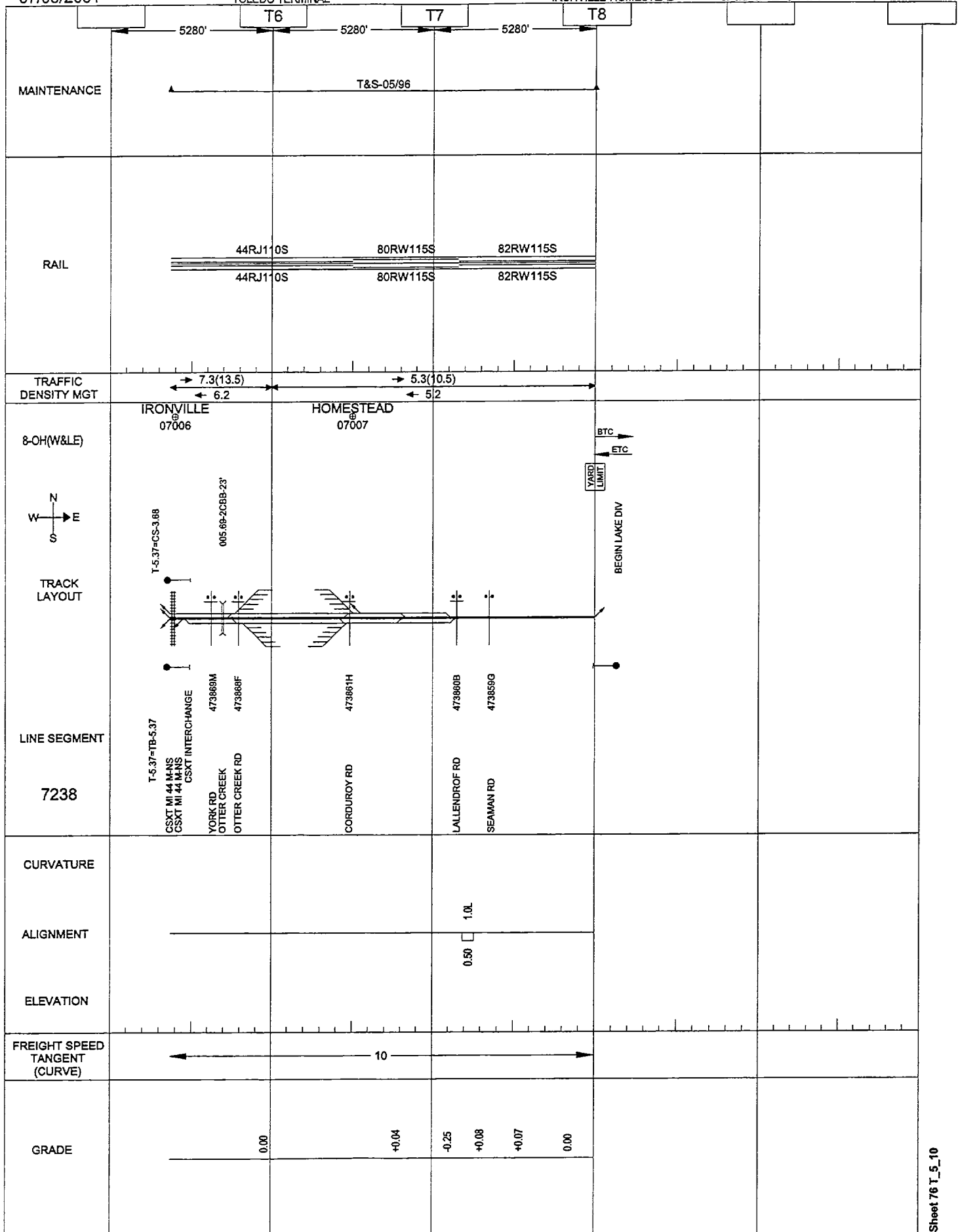


07/06/2001

TOLEDO TERMINAL

IRONVILLE-HOMESTEAD

DEARBORN



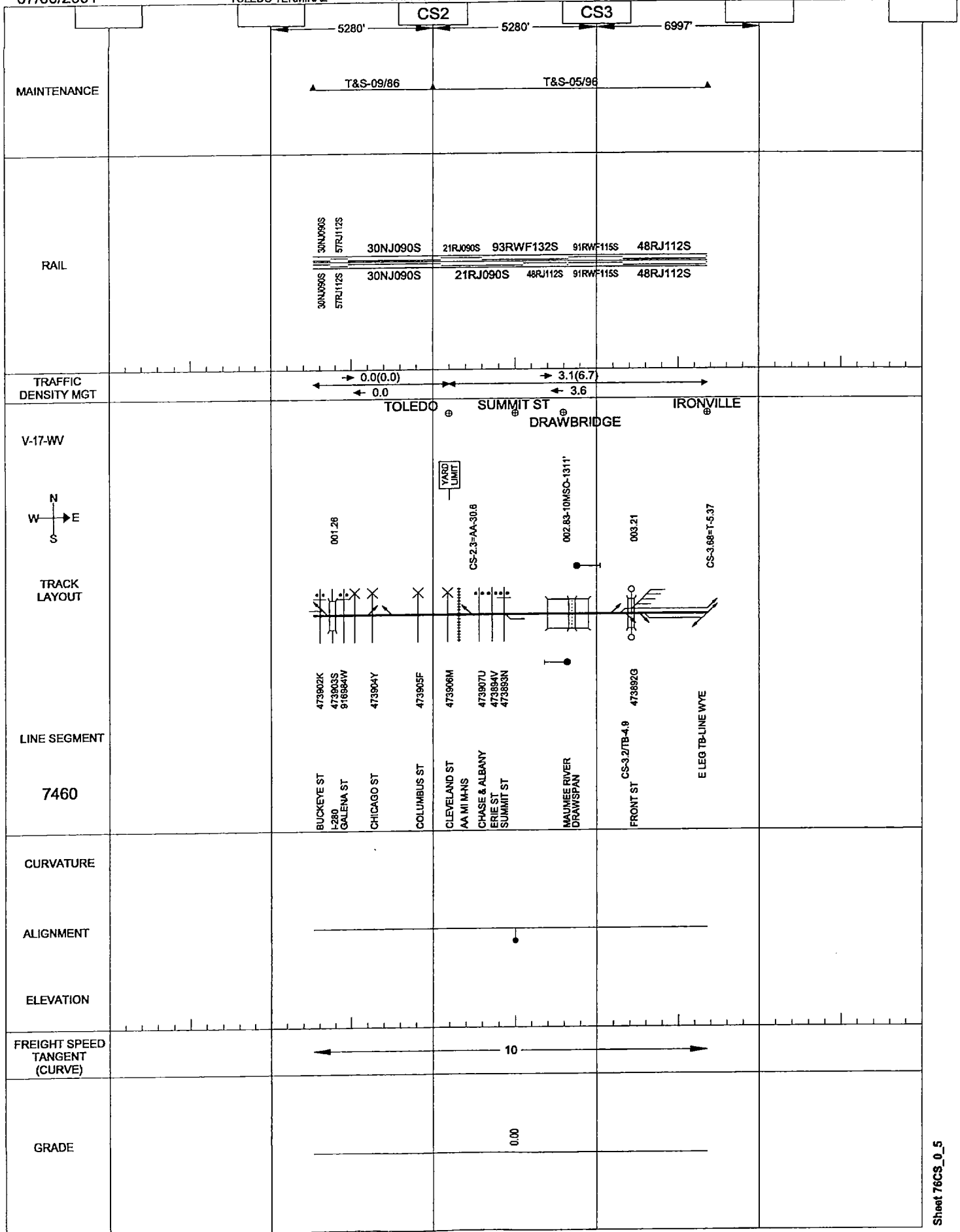
07/06/2001

TOLEDO TERMINAL

CHERRY STREET LINE

CHERRY STREET-IRONVILLE

DEARBORN





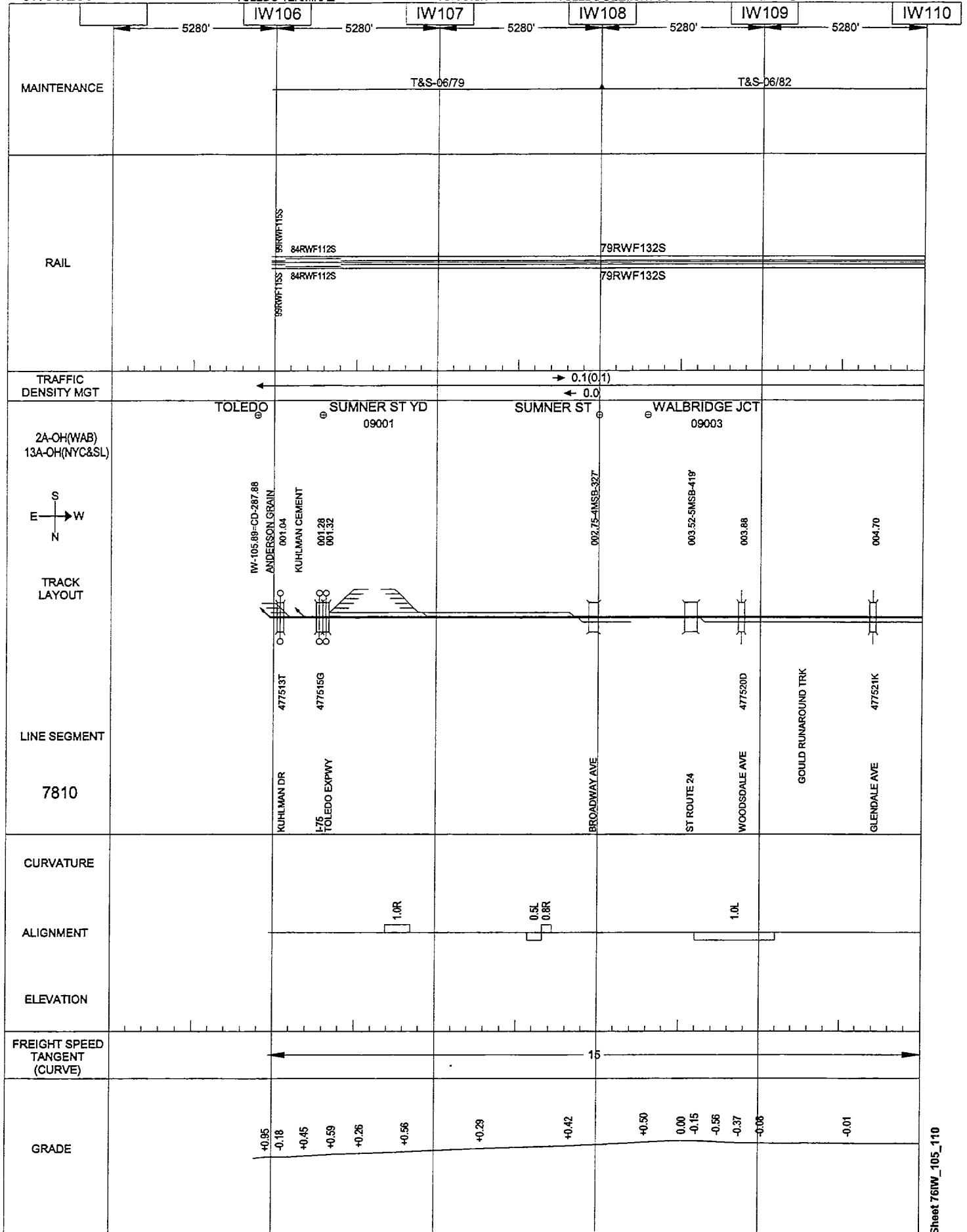
07/06/2001

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



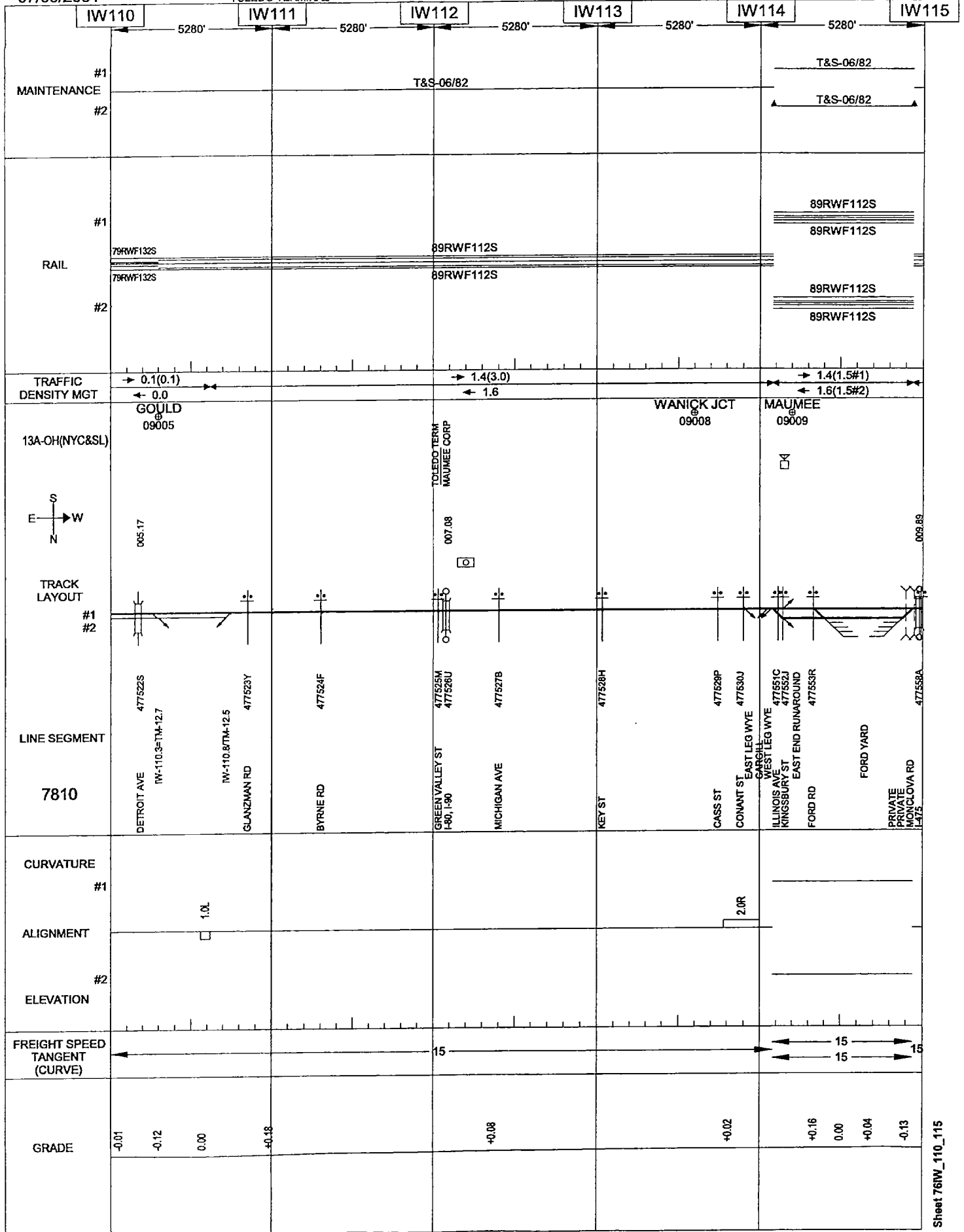
07/06/2001

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



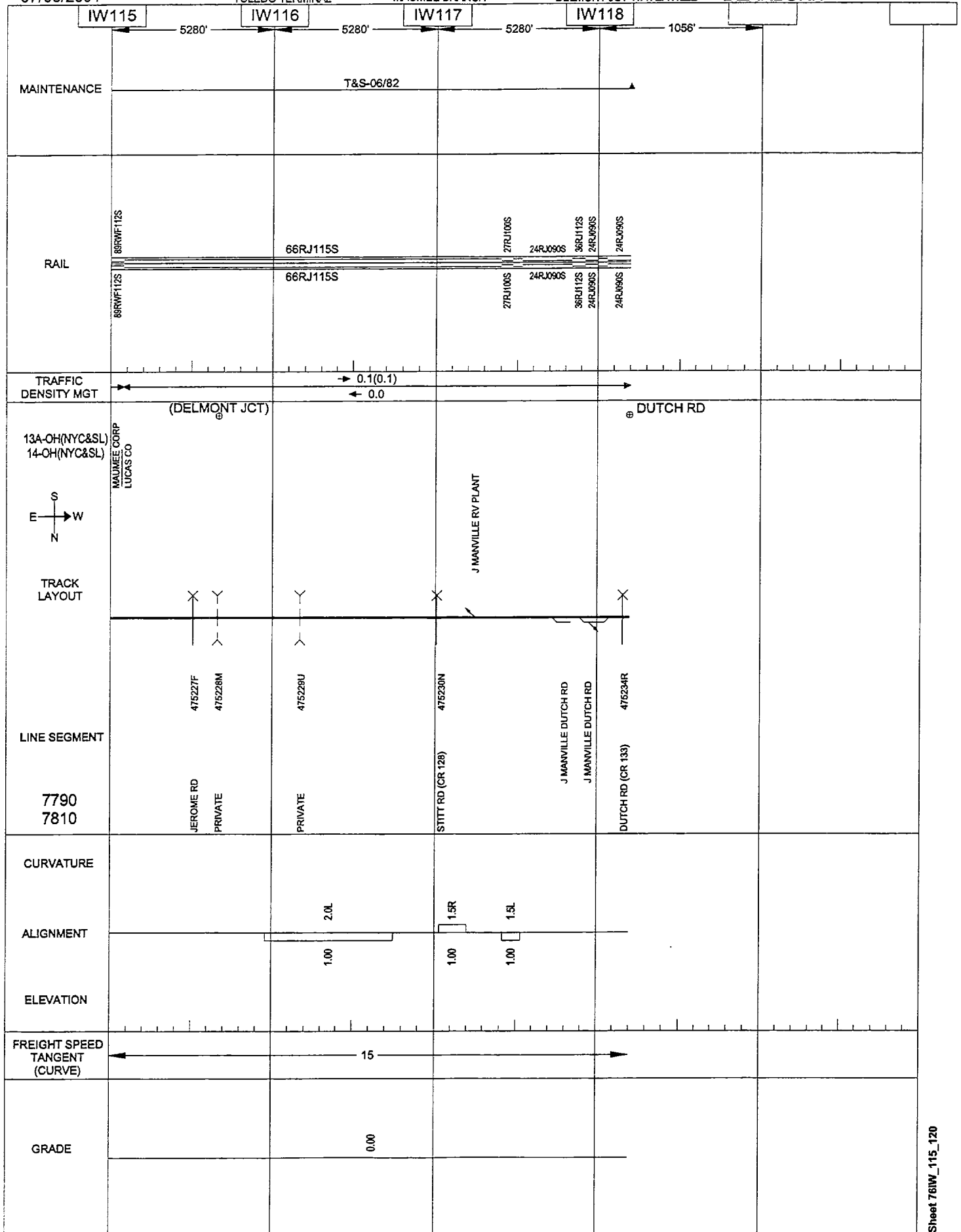
07/06/2001

TOLEDO TERMINAL

MAUMEE BRANCH

DELMONT JCT-WATERVILLE

DEARBORN

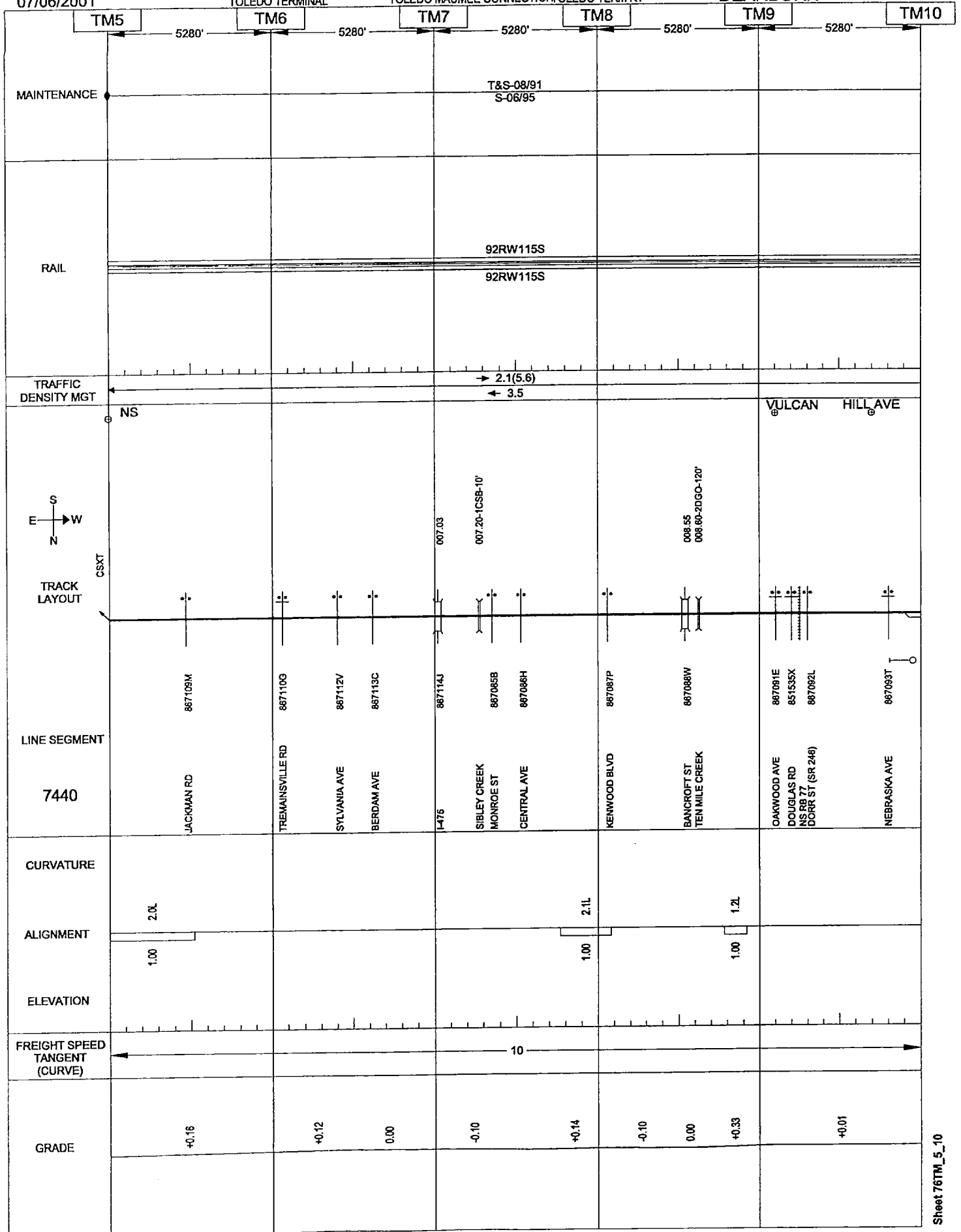


07/06/2001

TOLEDO TERMINAL

TOLEDO MAUMEE CONNECTION TOLEDO TERM RY

DEARBORN

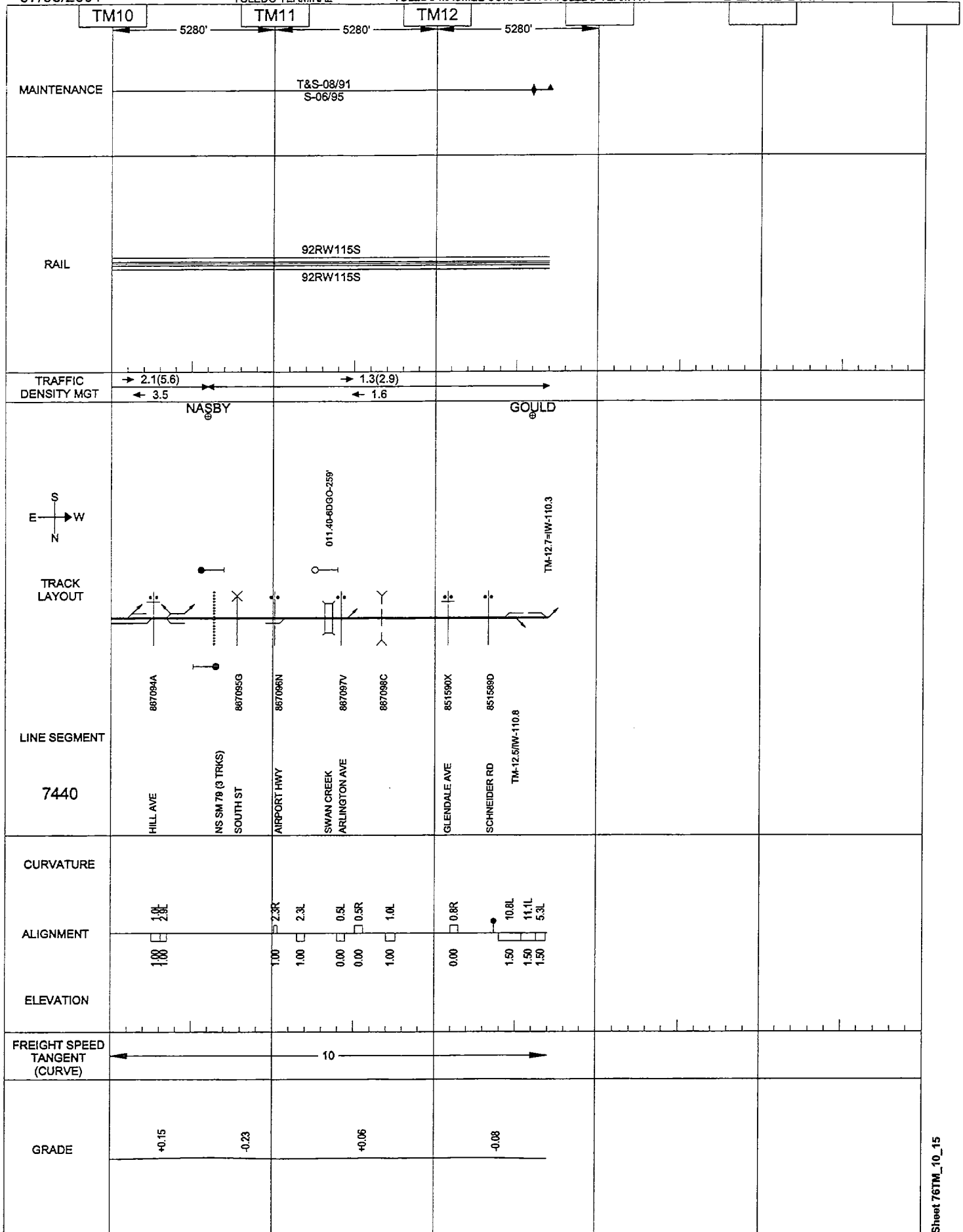


07/06/2001

TOLEDO TERMINAL

TOLEDO MAUMEE CONNECTION TOLEDO TERM RY

DEARBORN



07/03/2001

MIAMI CUT BR.

MAUMEE-STANLEY (SA)

DEARBORN

DY2

DY3

DY4

4237'

5281'

5278'

MAINTENANCE

T&S-06/90  
S-06/95

RAIL

95NW136S

95NW136S

TRAFFIC  
DENSITY MGT

← 0.2(0.4)  
← 0.2

→ 0.2(0.3)  
← 0.1

→ 0.0(0.0)  
← 0.0

CP 287  
MAUMEE

FASSETT ST

CP OAK

ANDREWS RD

WALES RD

STANLEY

3010



TRACK  
LAYOUT

002.10-1TTB-131'  
DY-2.35-XA-287.80

LINE SEGMENT

3977

DY-1.20-CD-287.65

509136Y

812968K

509139U

509140N

509358H

UTAH ST  
OAKDALE AVE  
CXST

OAK

ANDRUS RD

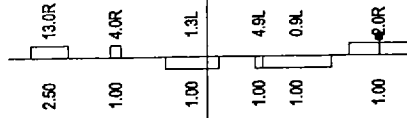
WALES RD

CSXT 061

CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED  
TANGENT  
(CURVE)

20

GRADE

0.00

-0.03

07/03/2001

232  
CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

XK300

5280'

T&amp;S-06/82

MAINTENANCE

RAIL

55NU127S

55NU127S

TRAFFIC  
DENSITY MGT

2080

TRACK  
LAYOUT

LINE SEGMENT

4118

AIR

XK-289.30/CD-292.00

50863D  
50864KNEBRASKA AVE  
PARKSIDE BLVD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

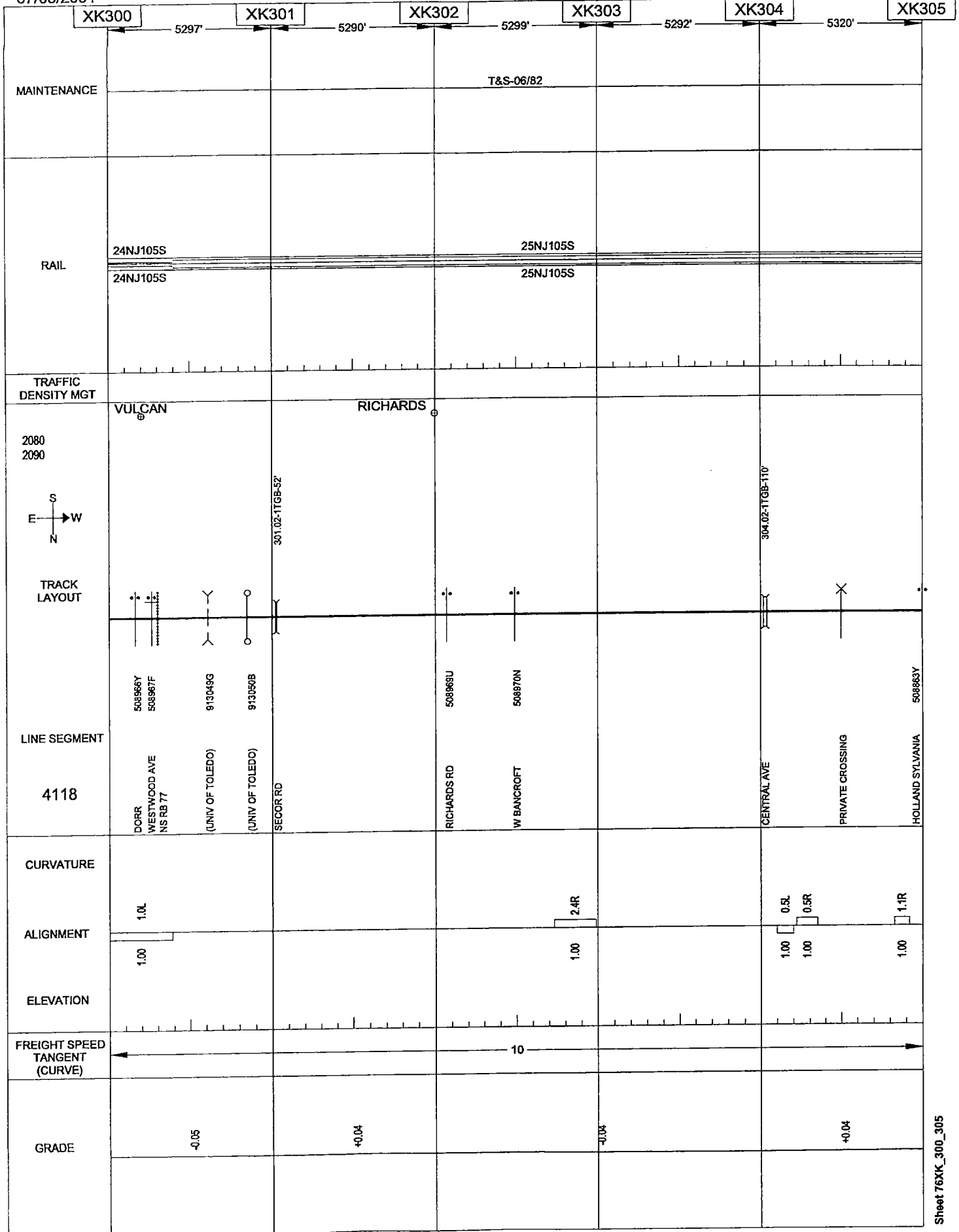
GRADE

+0.05

07/03/2001

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR DEARBORN





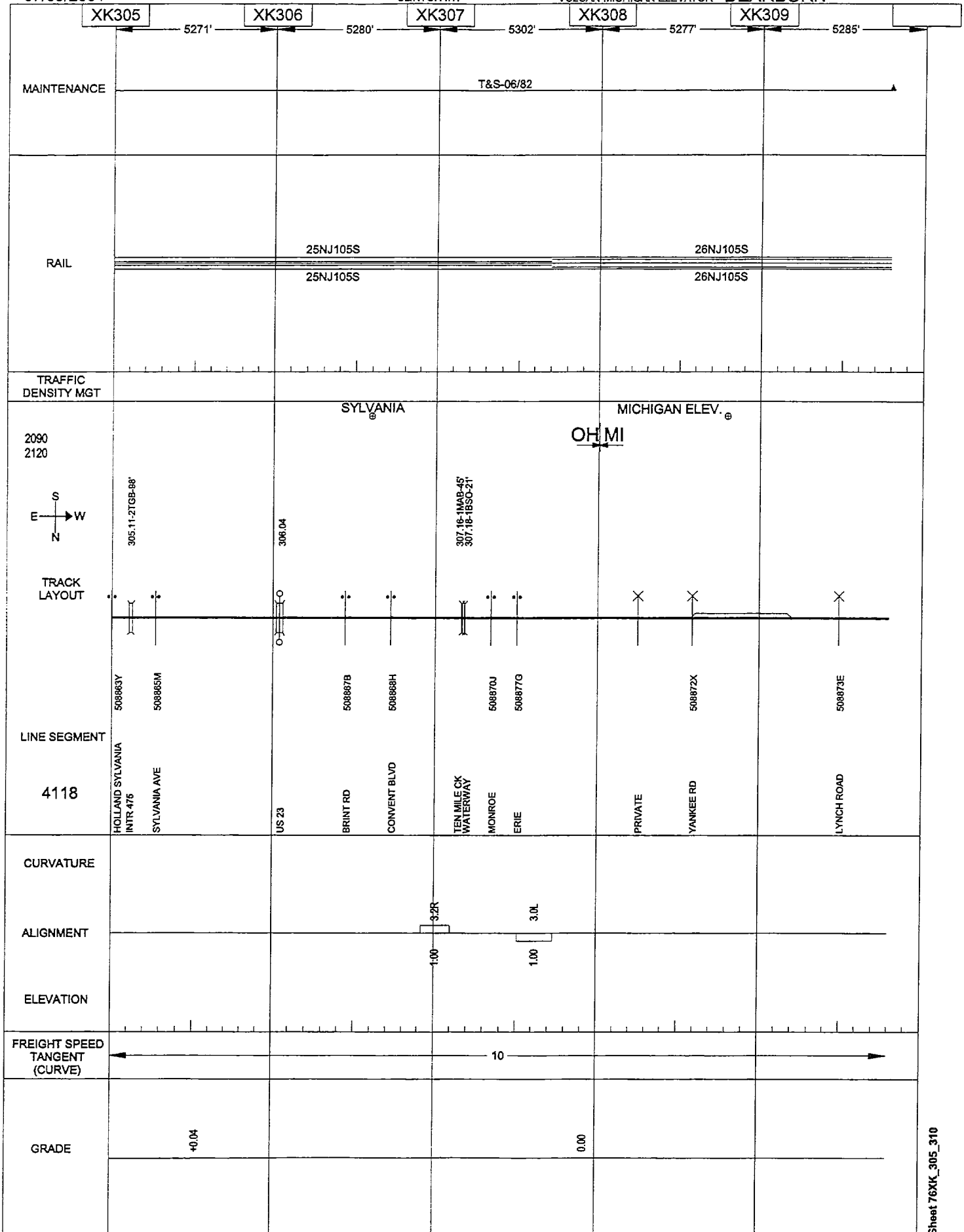
07/03/2001

234

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

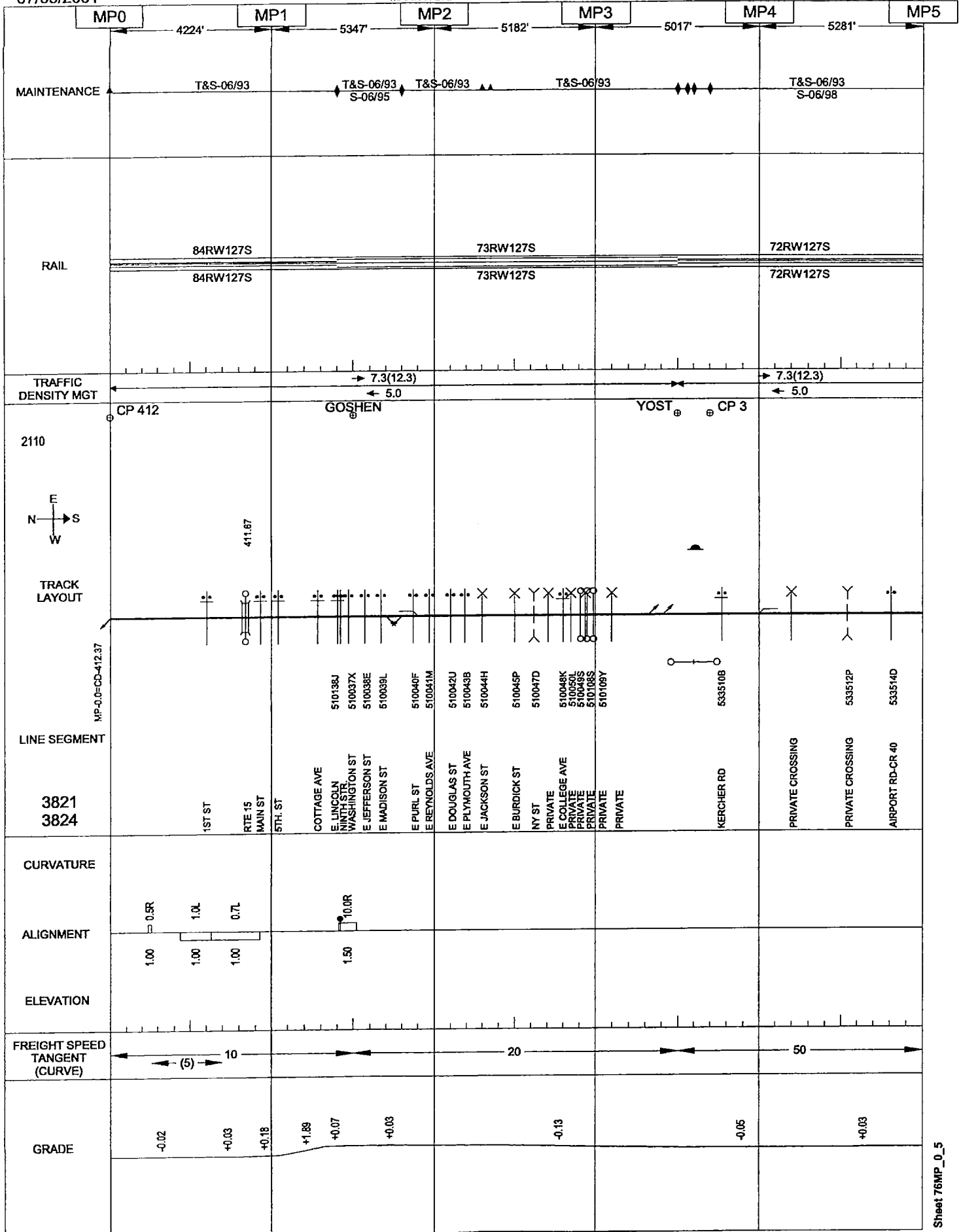


07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN



	MP5	MP6	MP7	MP8	MP9	MP10
MAINTENANCE	5281'		5282'		5279'	
	T&S-06/93 S-06/98		T&S-06/93 S-06/97			
RAIL	72RW127S					
	72RW127S					
TRAFFIC DENSITY MGT	<div> <div>→ 7.3(12.3)</div> <div>← 5.0</div> </div>					
TRACK LAYOUT	<div> <div>NEW PARIS JCT</div> <div>NEW PARIS</div> </div>					
LINE SEGMENT	<div> <div>533515K</div> <div>533516S</div> <div>533517Y</div> <div>533518F</div> <div>533519M</div> <div>533521N</div> <div>533522V</div> <div>533523C</div> <div>533524J</div> <div>533525R</div> </div>					
3824	<div> <div>FAIRLAWN RD</div> <div>ELKHART RIV</div> <div>CR-51</div> <div>COUNTY ROAD-142</div> <div>DIVISION ST</div> <div>MARKET ST</div> <div>CR 148</div> <div>SHORT CREEK</div> <div>PRIVATE CROSSING</div> <div>PRIVATE CROSSING</div> <div>PRIVATE CROSSING</div> <div>CR 50</div> </div>					
CURVATURE	<div> <div>1.1R</div> <div>1.3L</div> <div>1.0R</div> <div>1.0L</div> </div>					
ALIGNMENT	<div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> </div>					
ELEVATION	<div> <div>0.00</div> <div>+0.19</div> <div>+0.17</div> <div>-0.03</div> <div>-0.13</div> <div>+0.15</div> <div>-0.06</div> <div>+0.05</div> <div>+0.07</div> </div>					
FREIGHT SPEED TANGENT (CURVE)	<div> <div>(5)</div> <div>(5)</div> <div>(5)</div> <div>50</div> </div>					
GRADE	<div> <div>0.00</div> <div>+0.19</div> <div>+0.17</div> <div>-0.03</div> <div>-0.13</div> <div>+0.15</div> <div>-0.06</div> <div>+0.05</div> <div>+0.07</div> </div>					

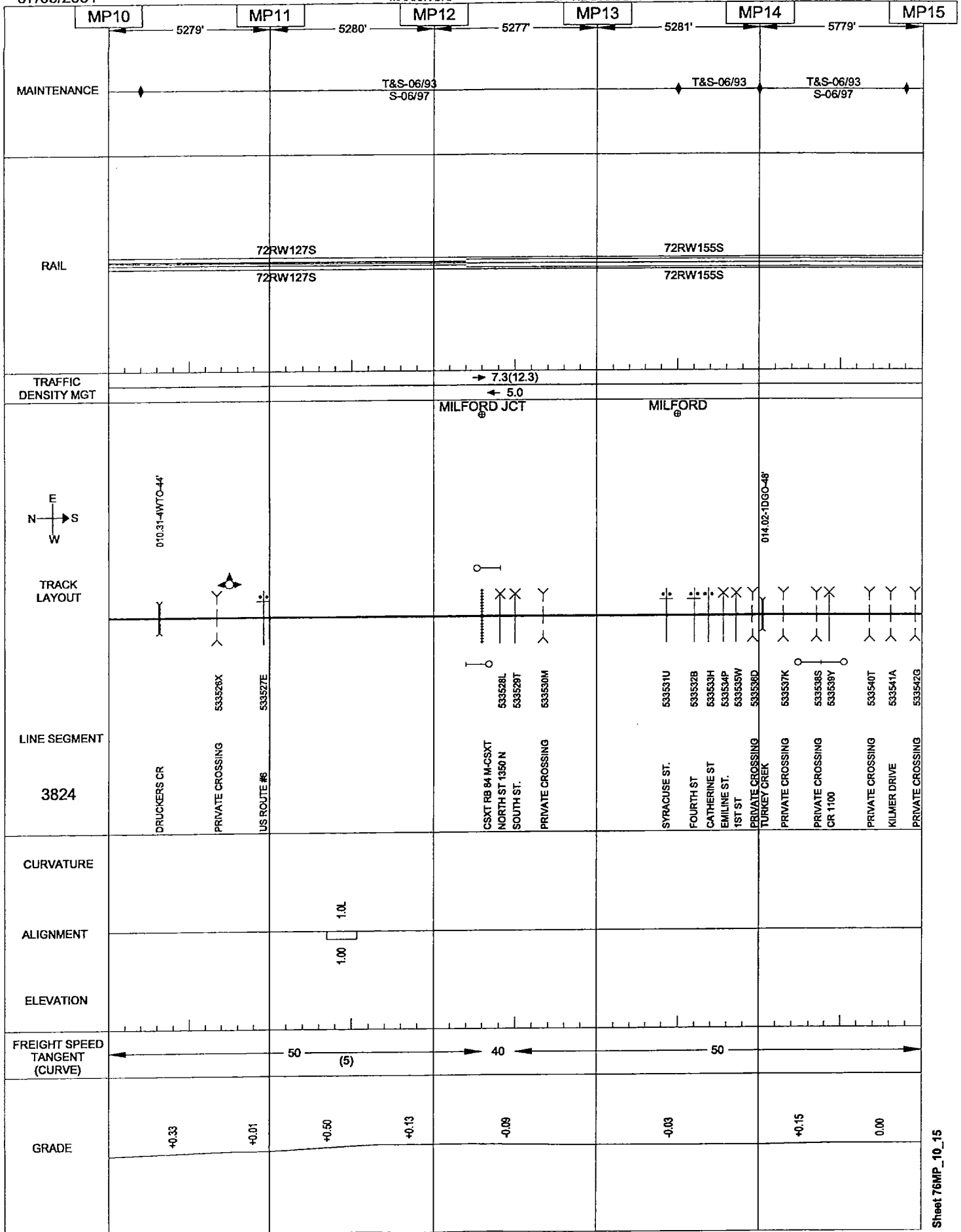
07/03/2001

237

MARION BR.

CP 412-S ANDERSON

DEARBORN

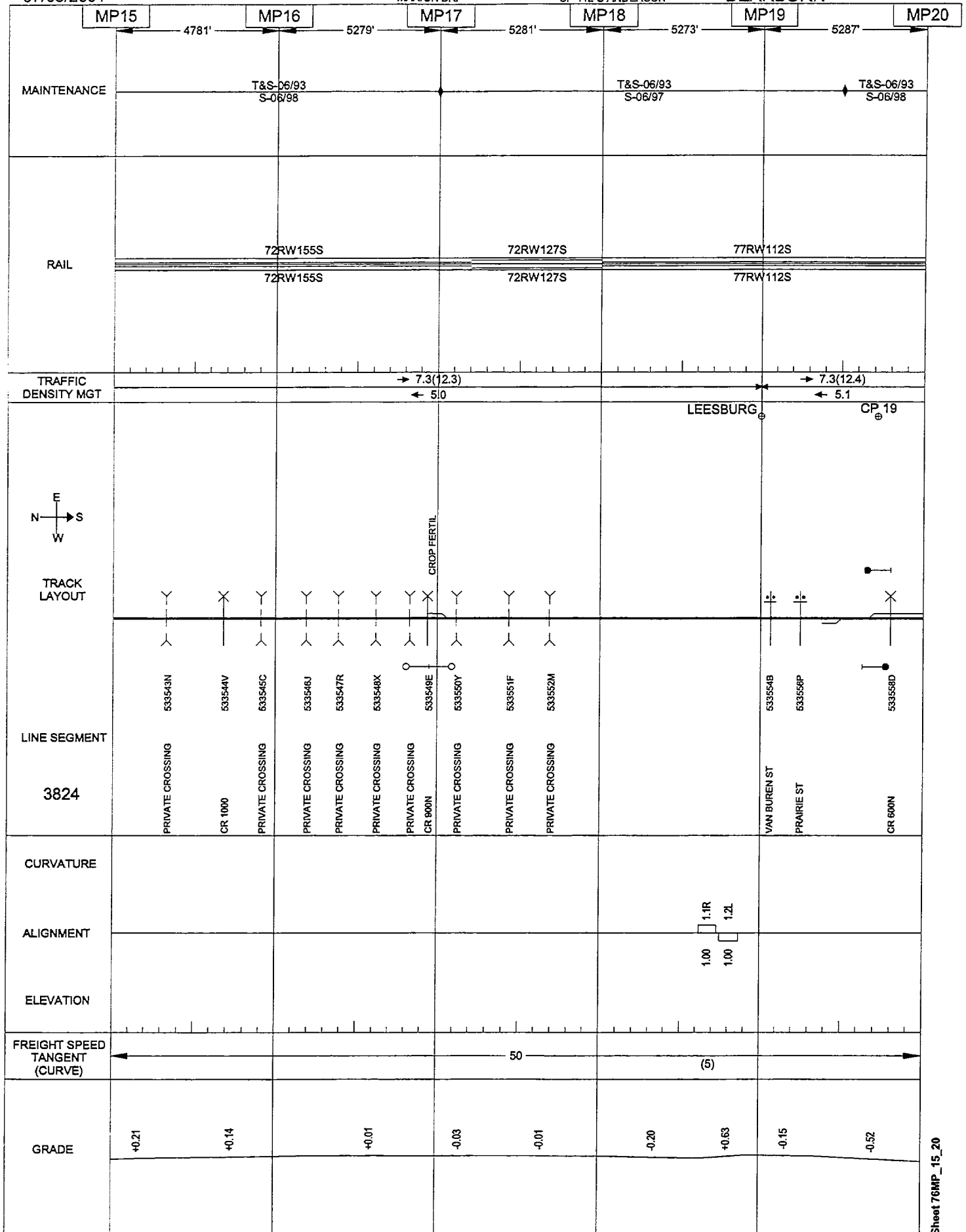


07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN



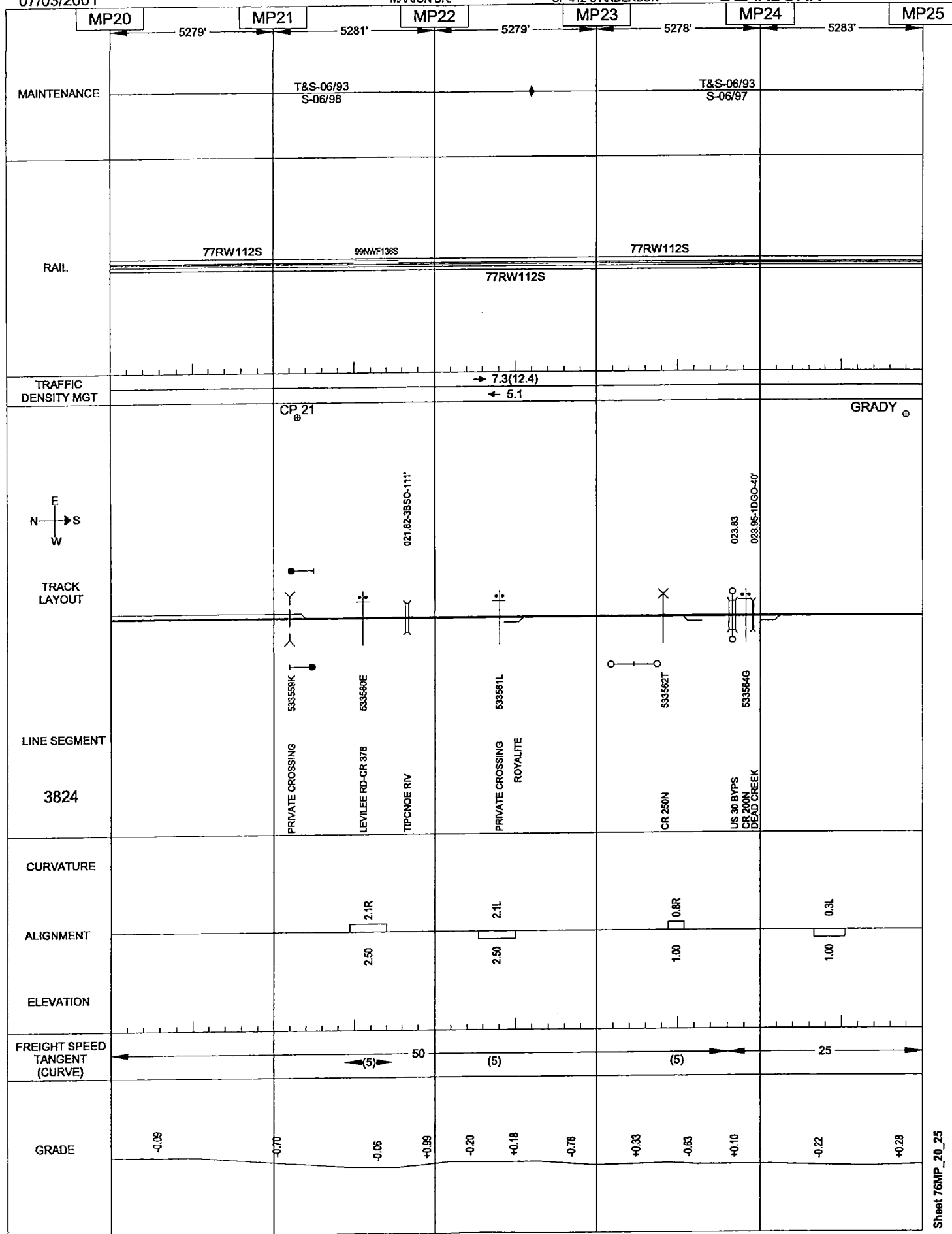
07/03/2001

239

MARION BR.

CP 412-S ANDERSON

DEARBORN

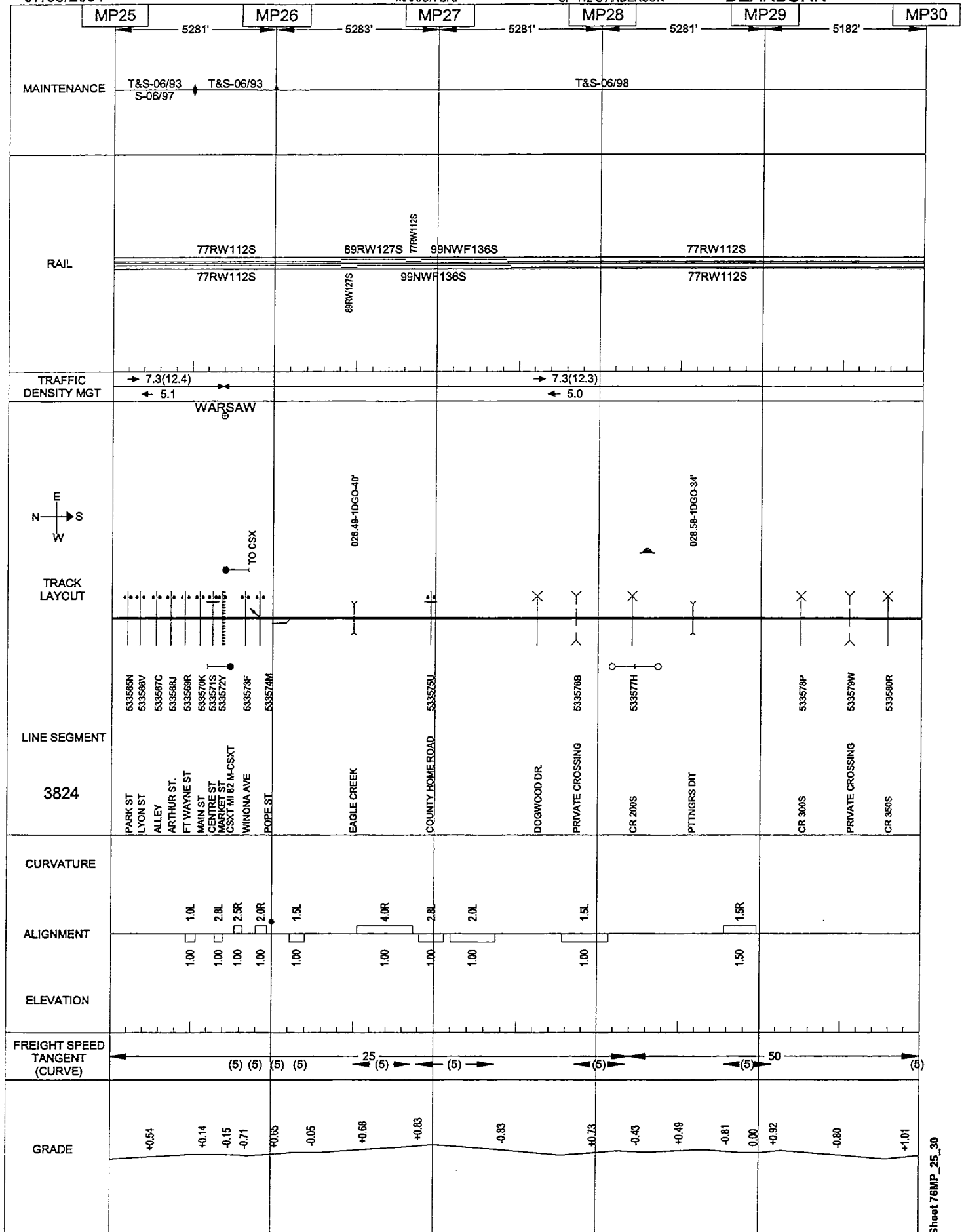


07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN

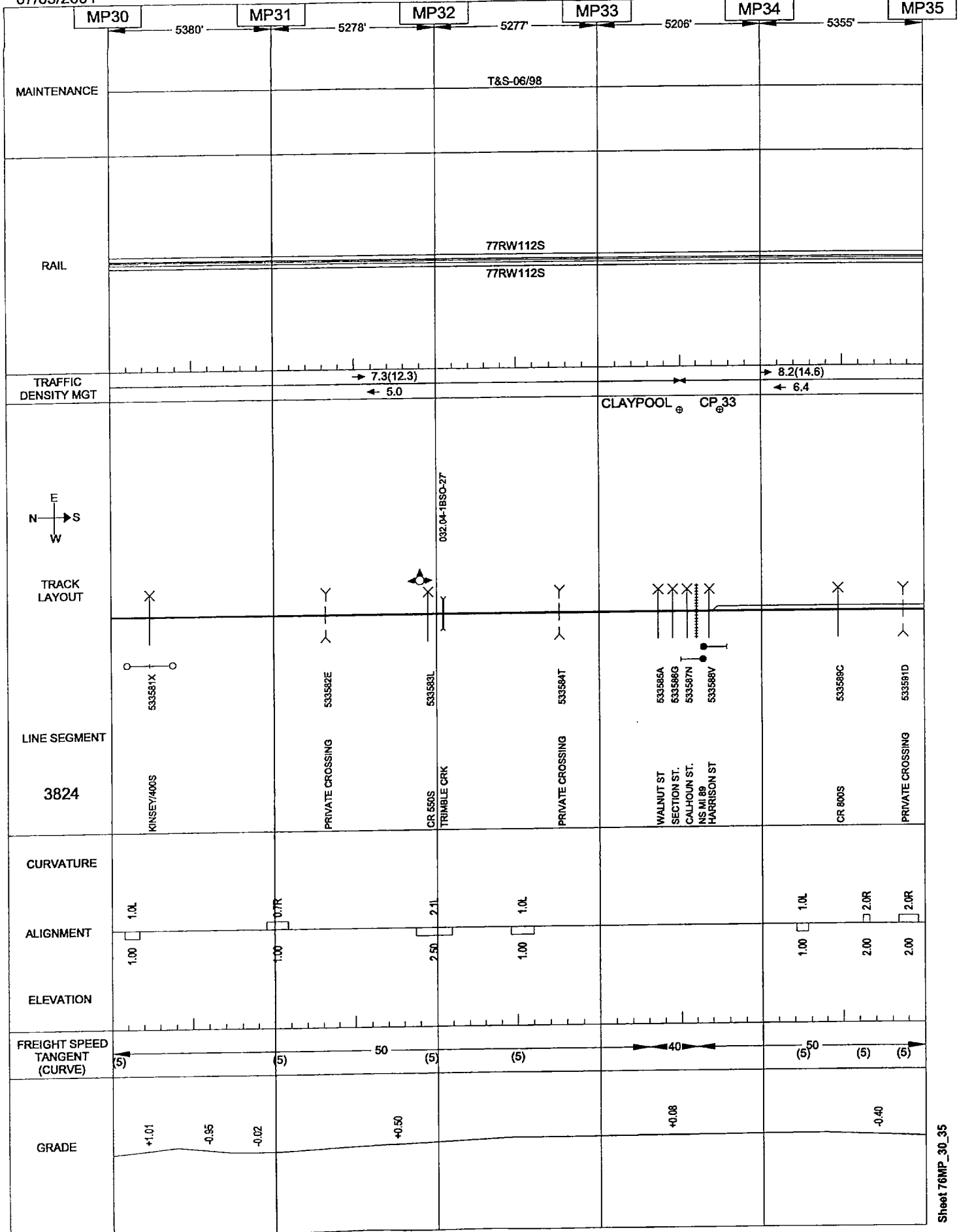


07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN





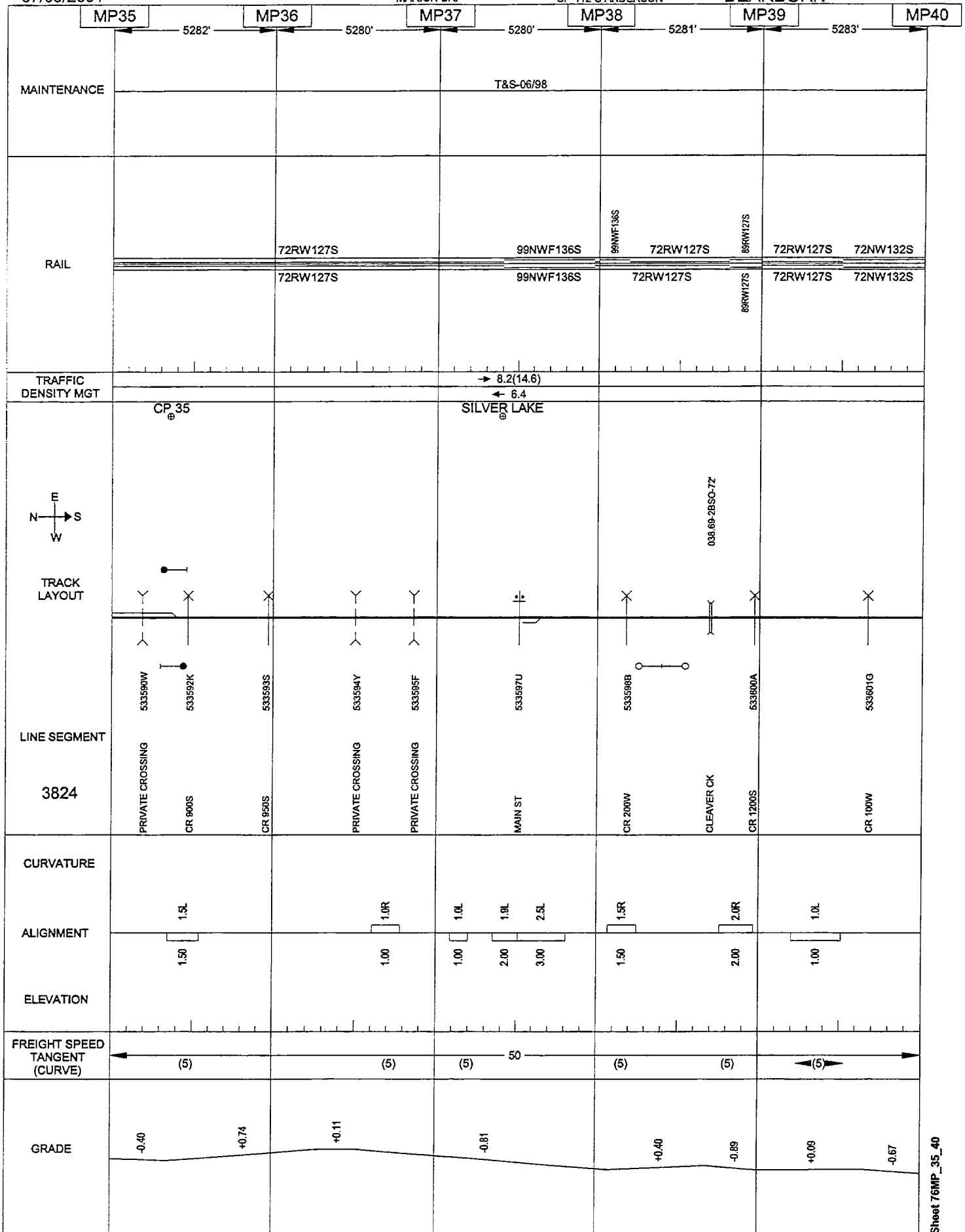
07/03/2001

242

MARION BR.

CP 412-S ANDERSON

DEARBORN

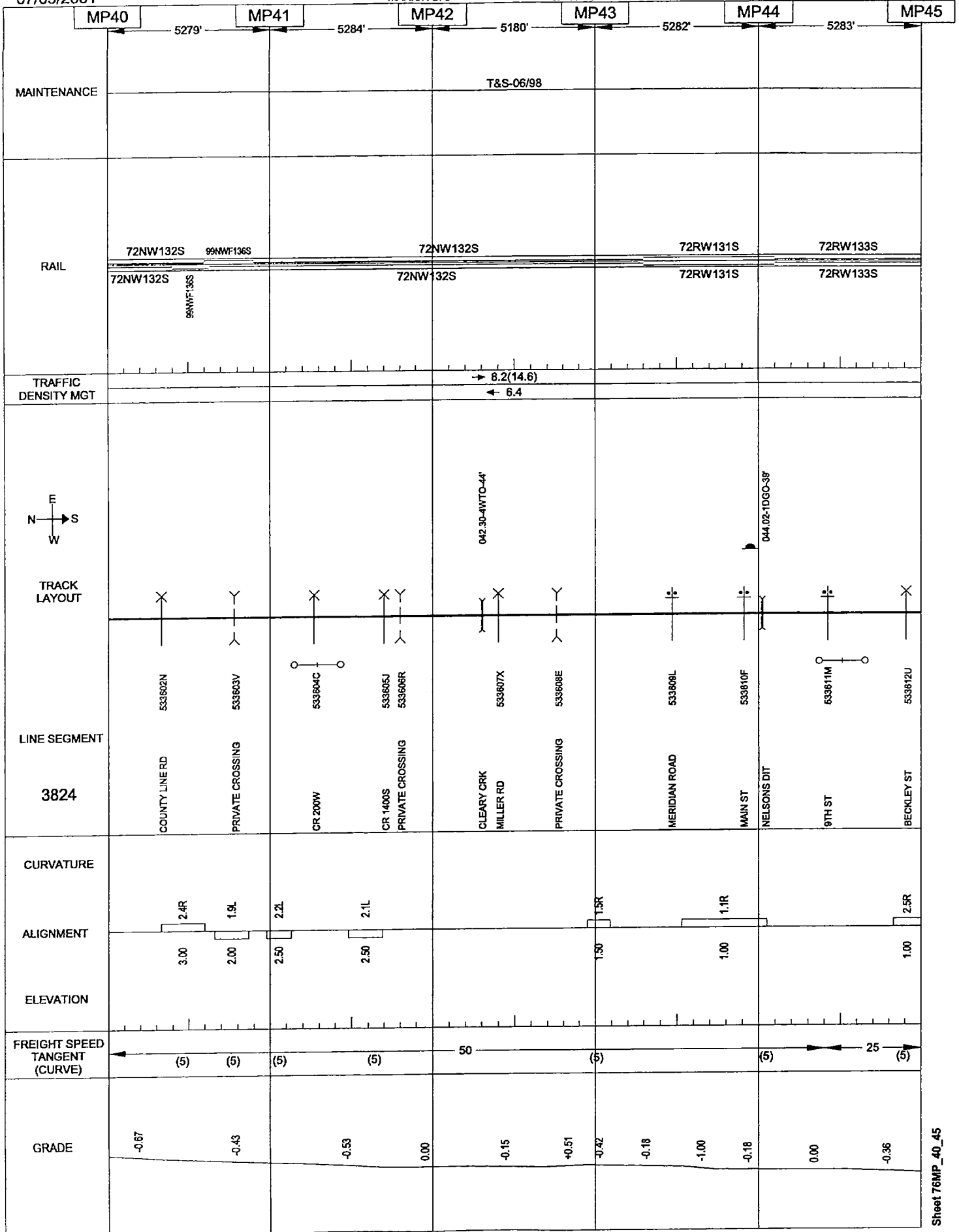


07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN

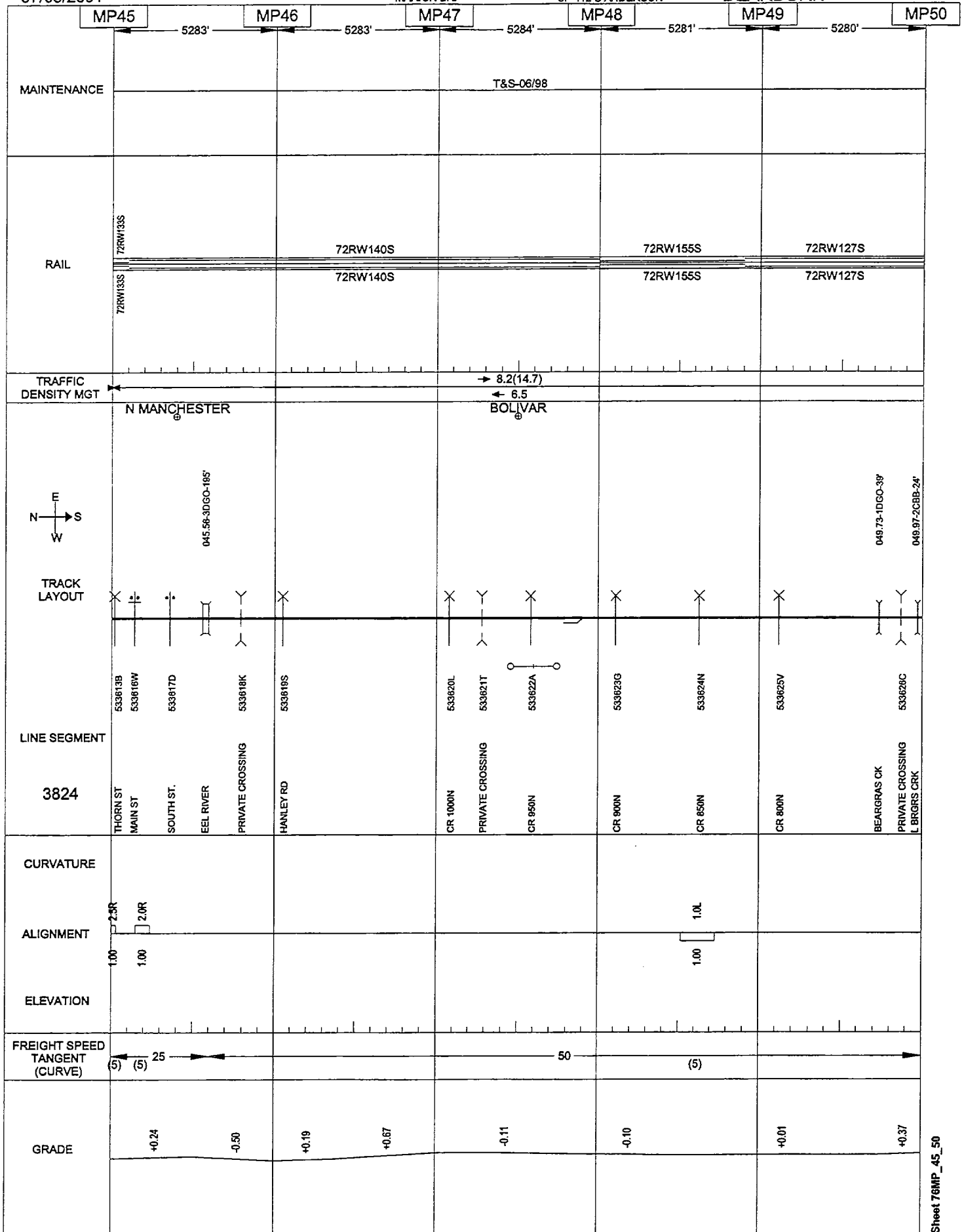


07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN



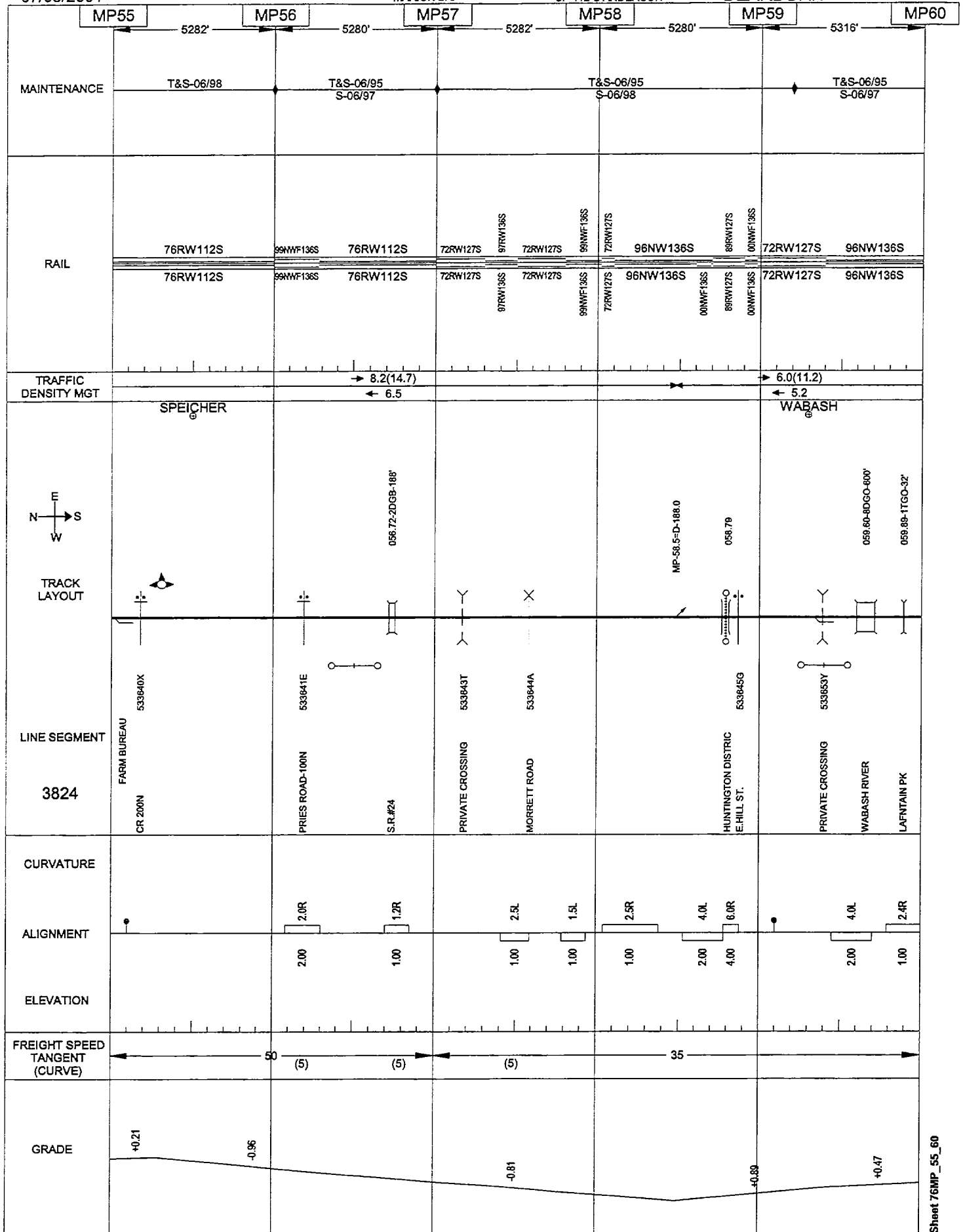
Sheet 76MP\_50\_55

07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN

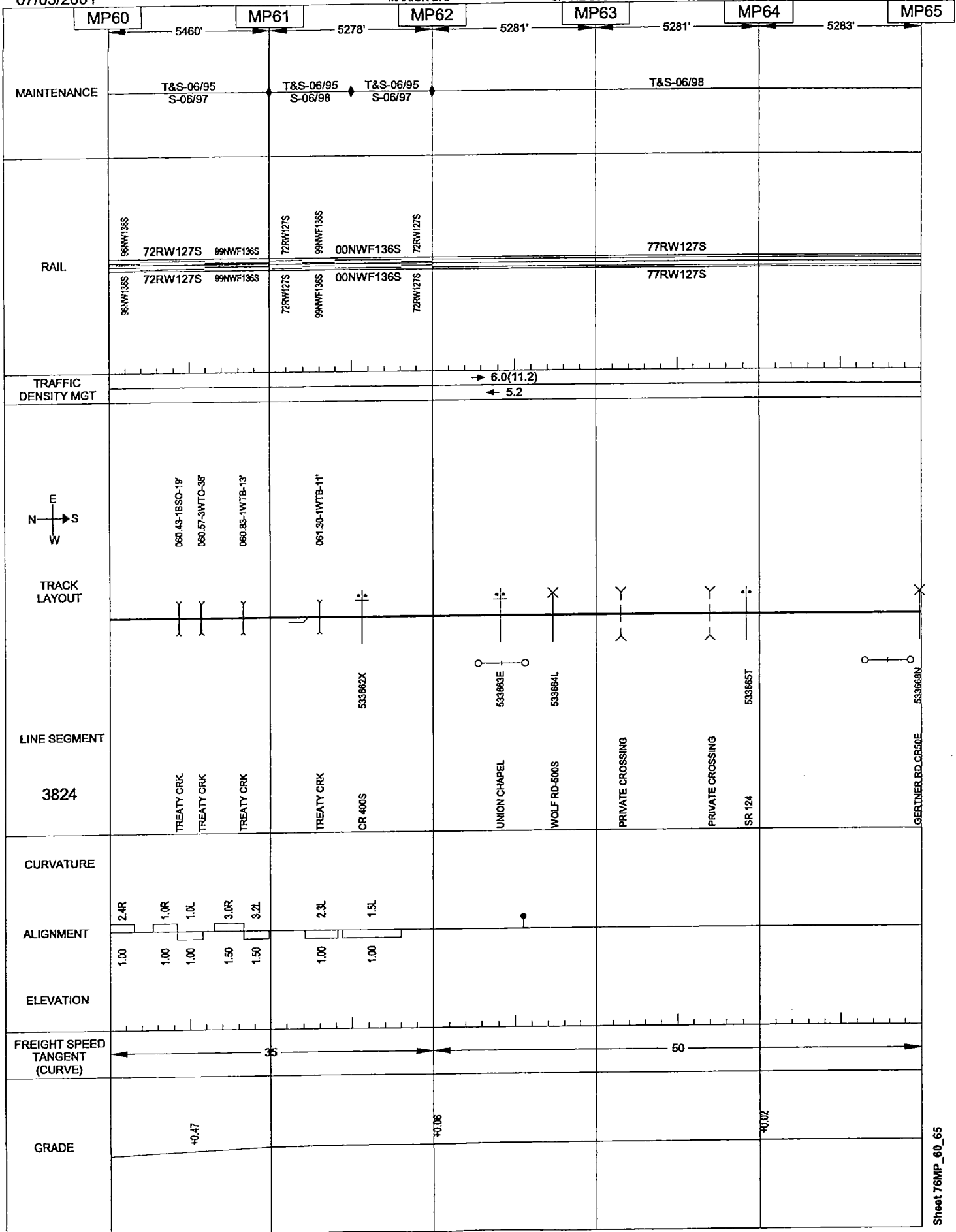


07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN



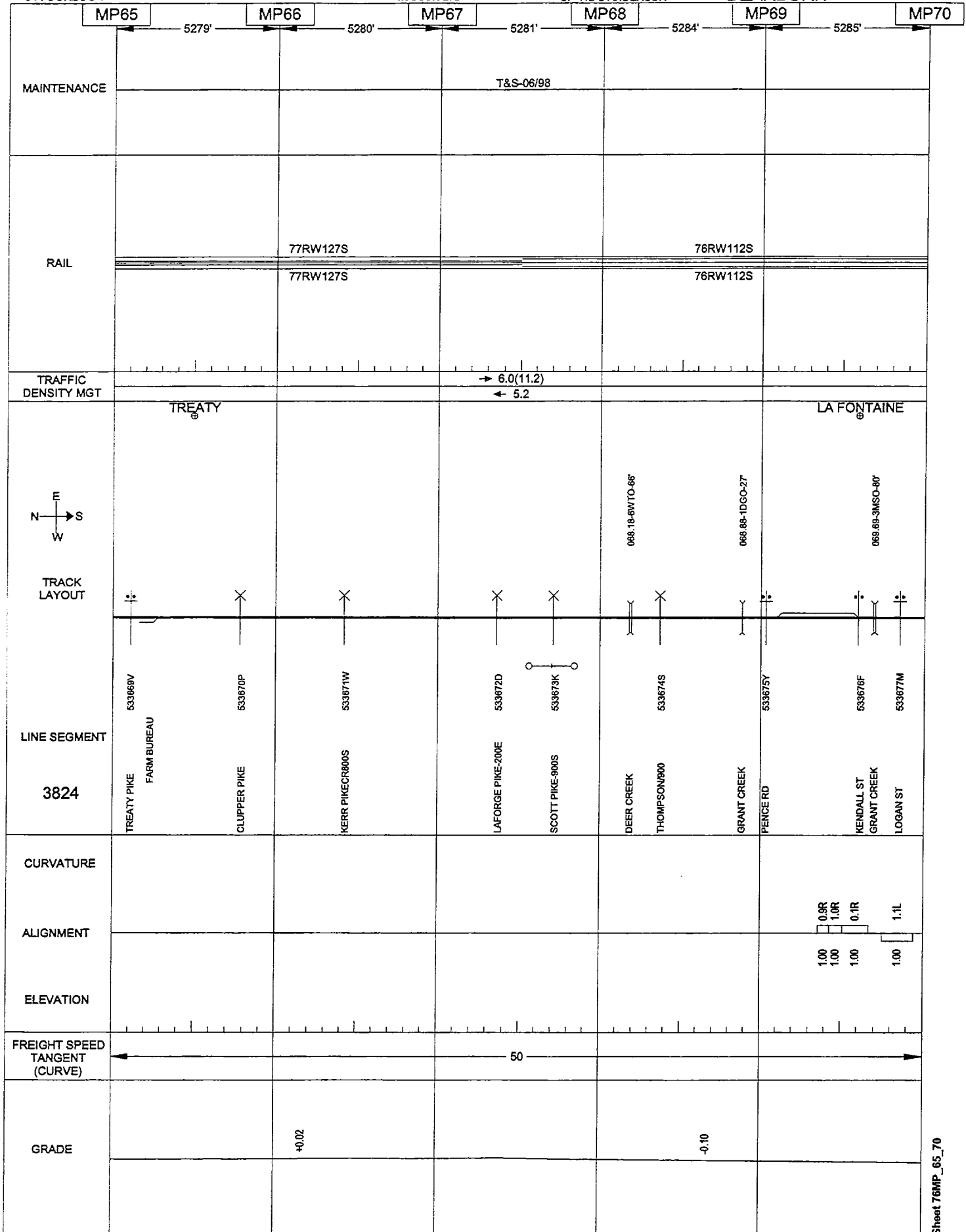
07/03/2001

248

MARION BR.

CP 412-S ANDERSON

DEARBORN



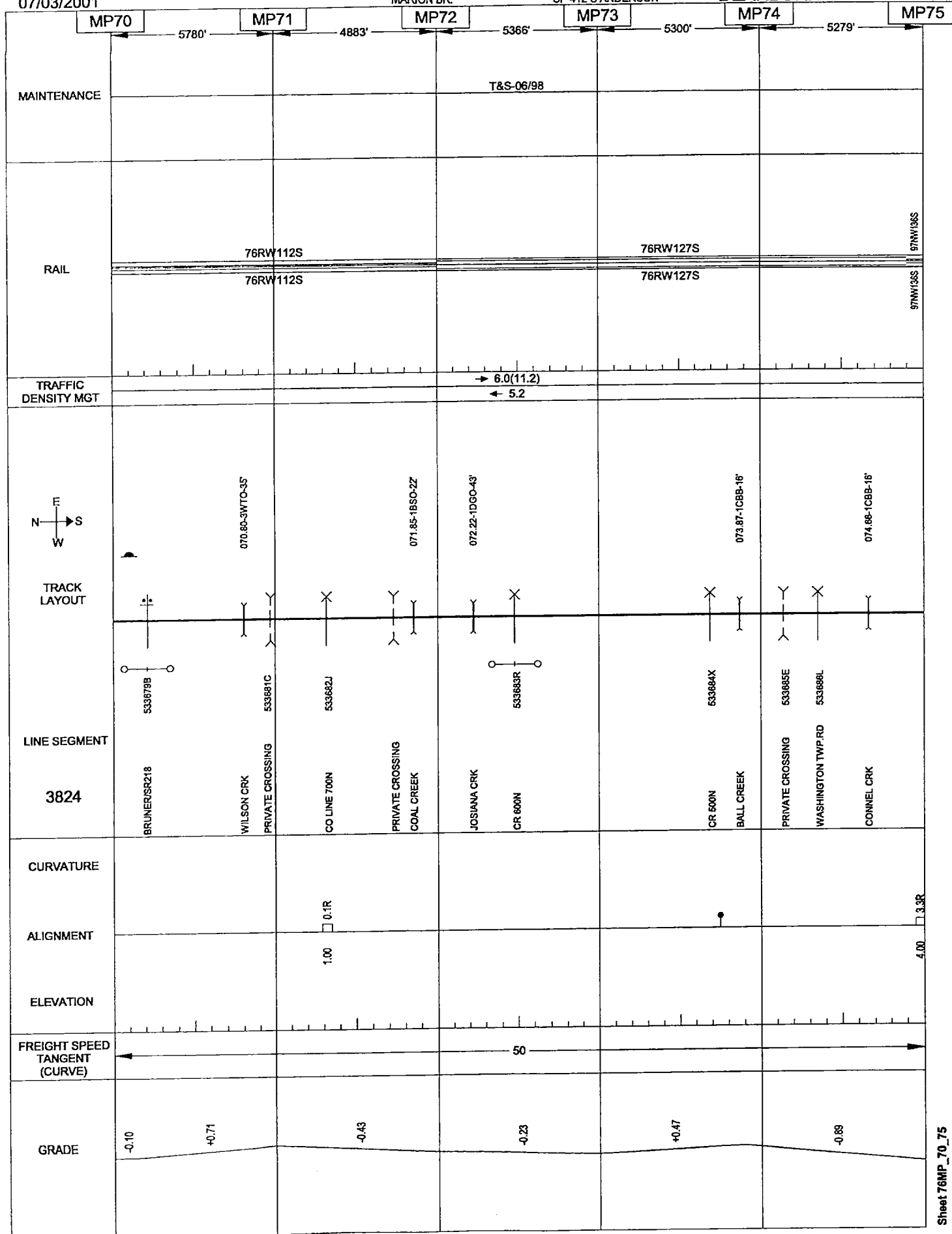
07/03/2001

249

MARION BR.

CP 412-S ANDERSON

DEARBORN





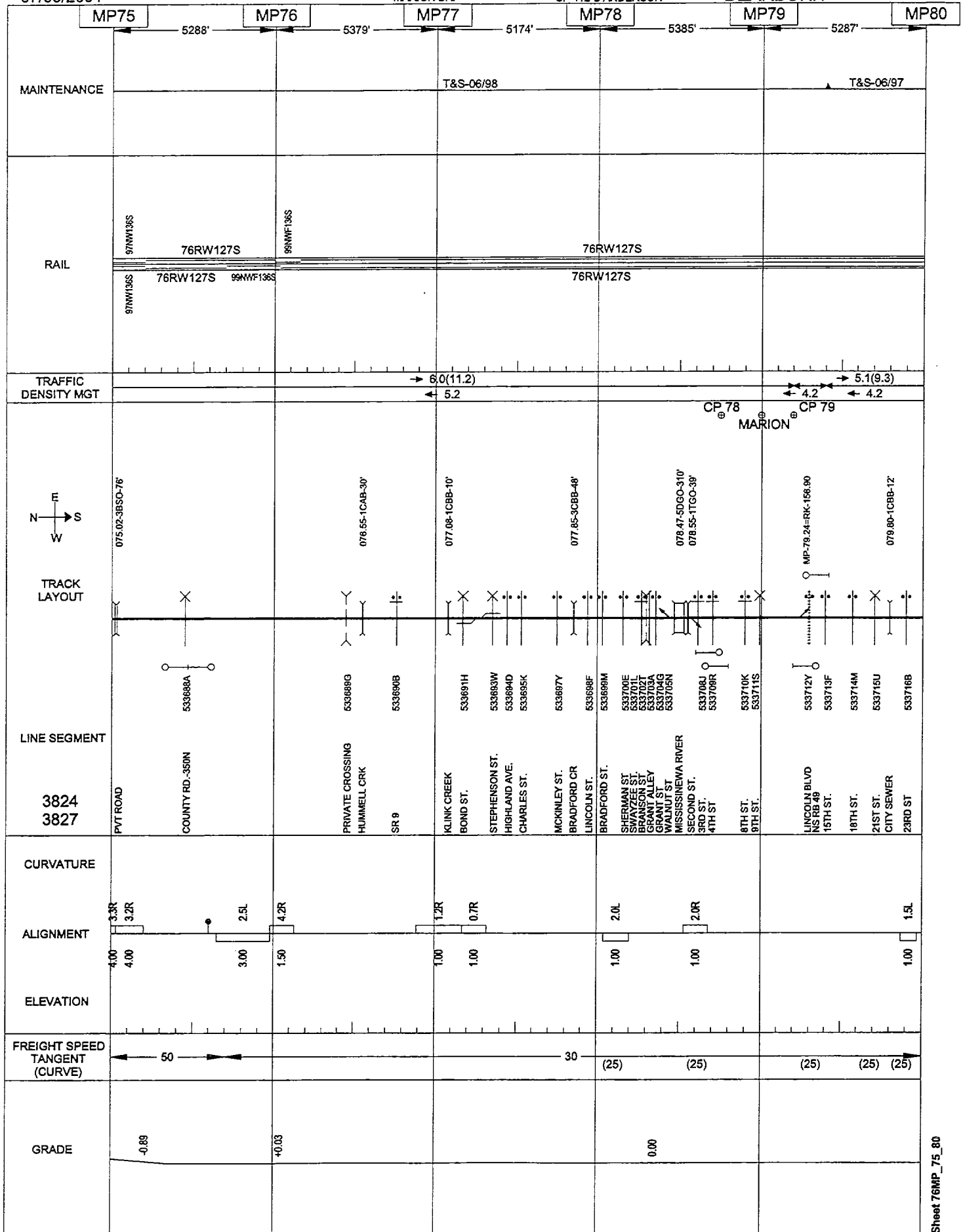
250

07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN



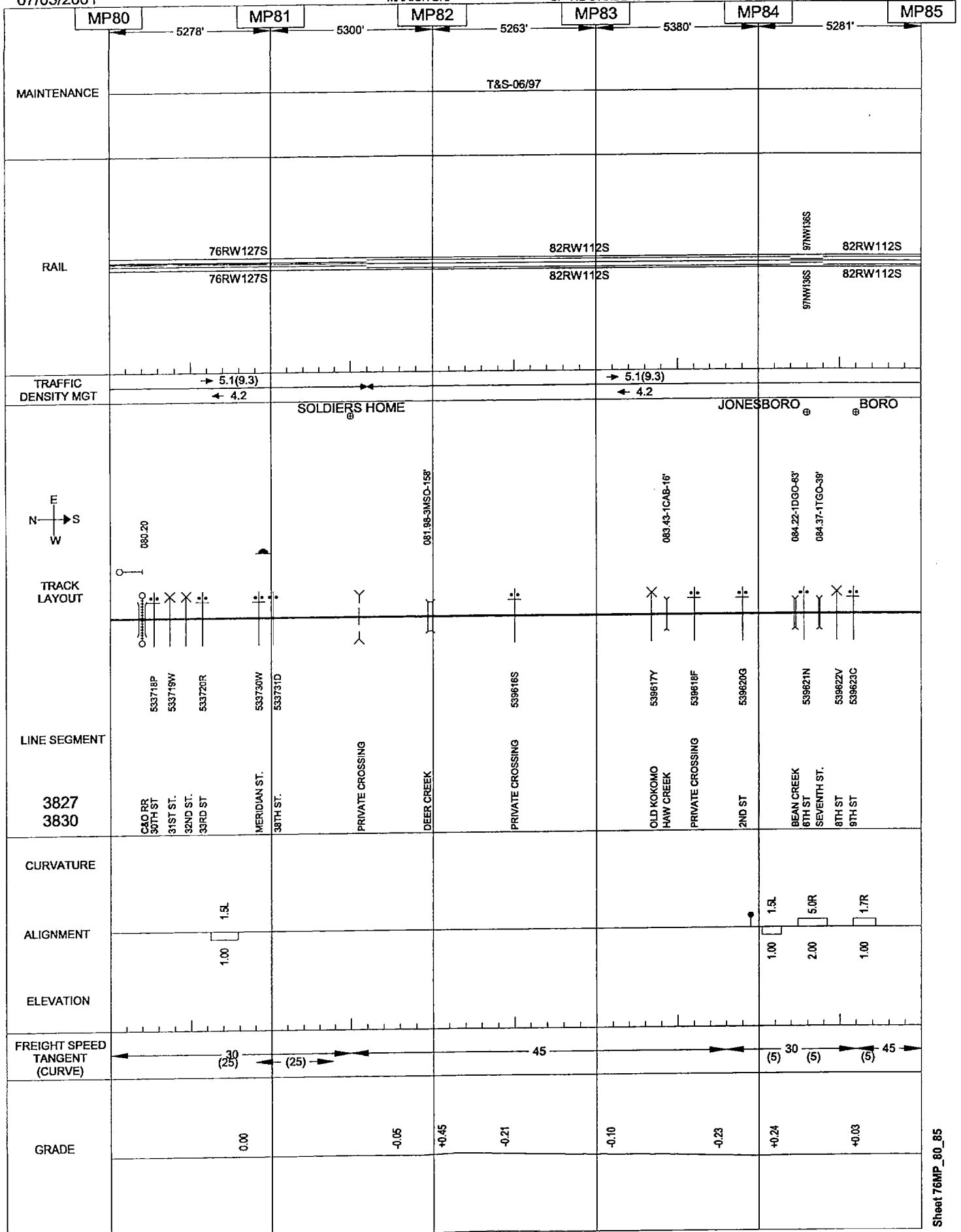
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251

MARION BR.

CP 412-S ANDERSON

DEARBORN



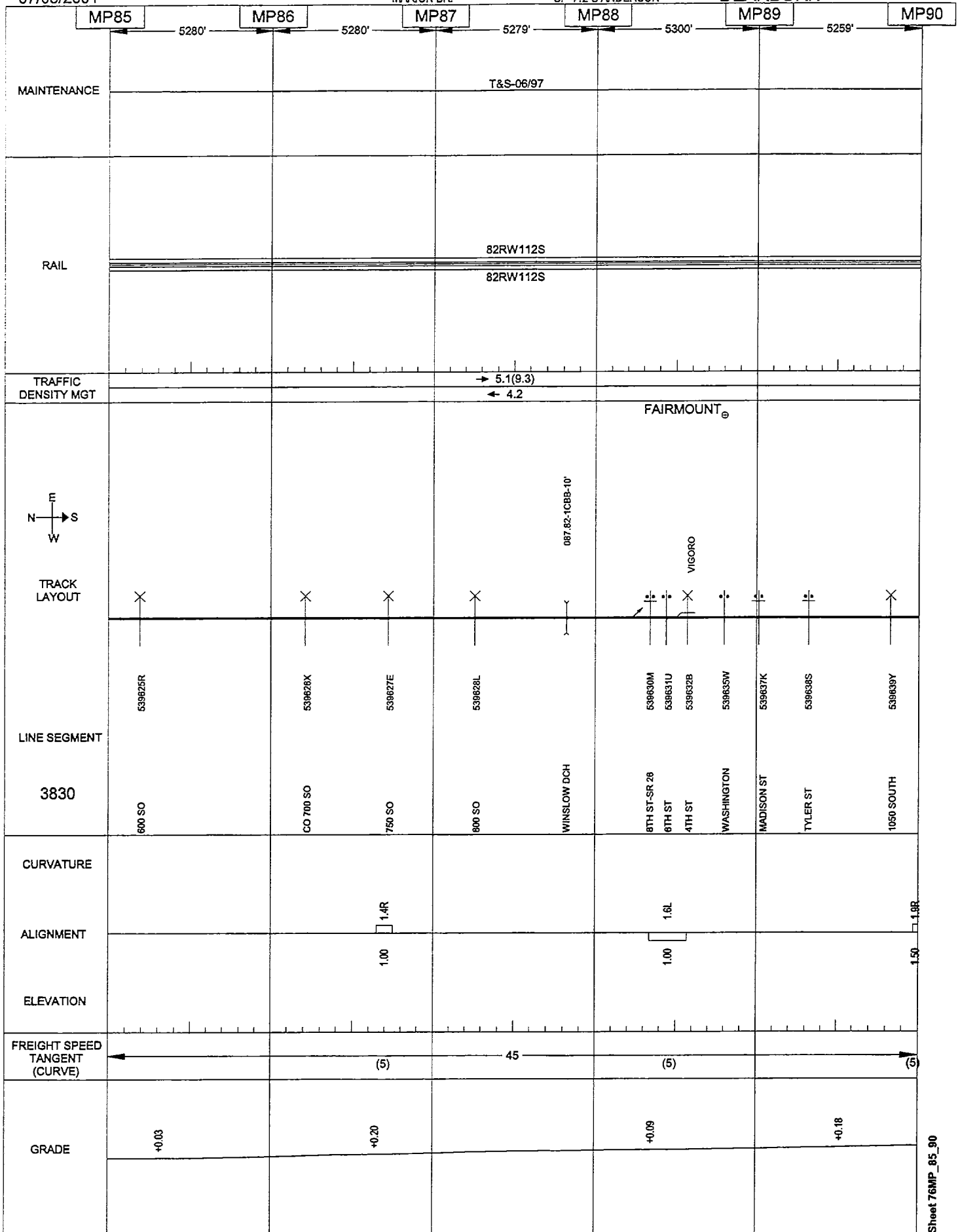
07/03/2001

252

MARION BR.

CP 412-S ANDERSON

DEARBORN



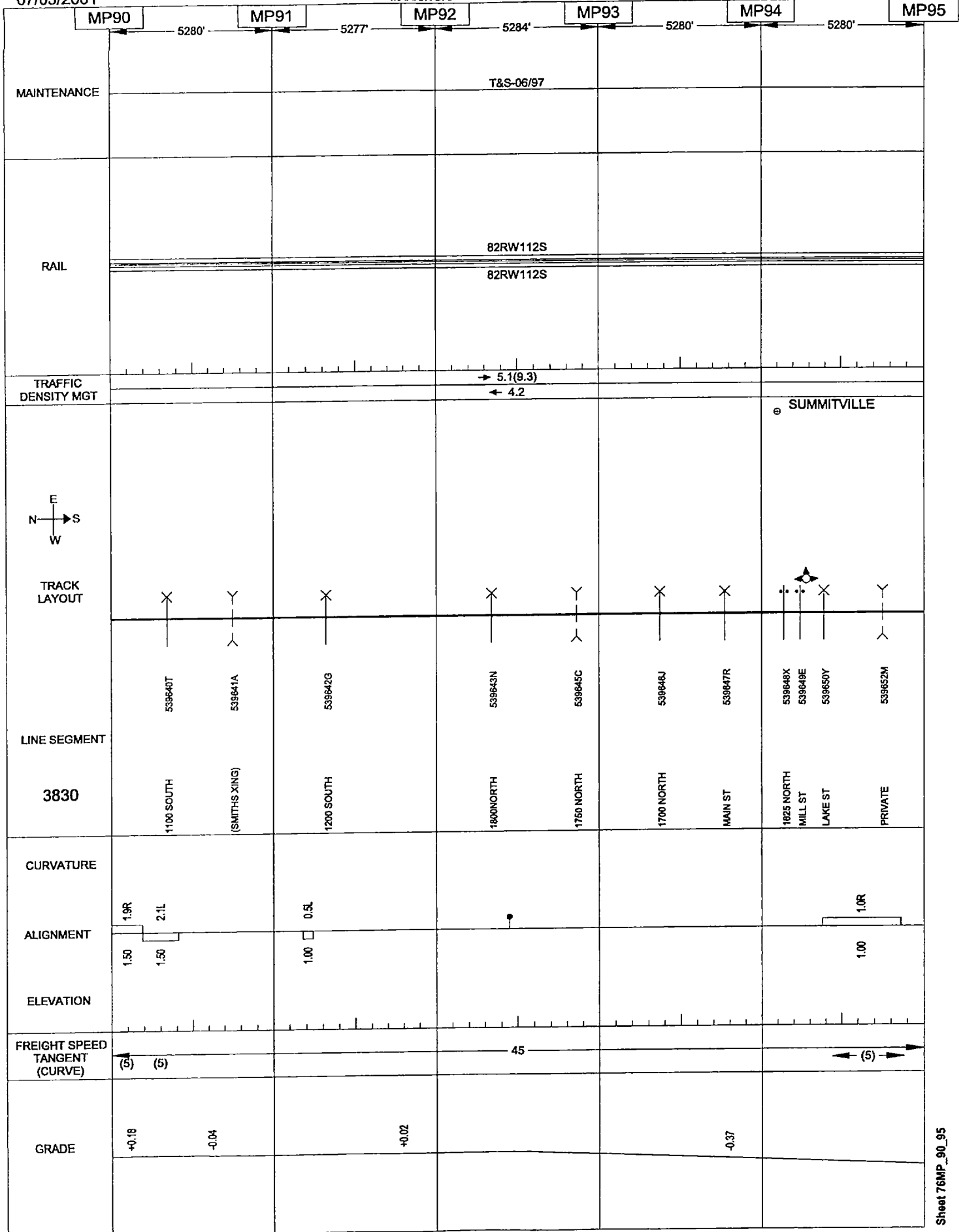
07/03/2001

253

MARION BR.

CP 412-S ANDERSON

DEARBORN



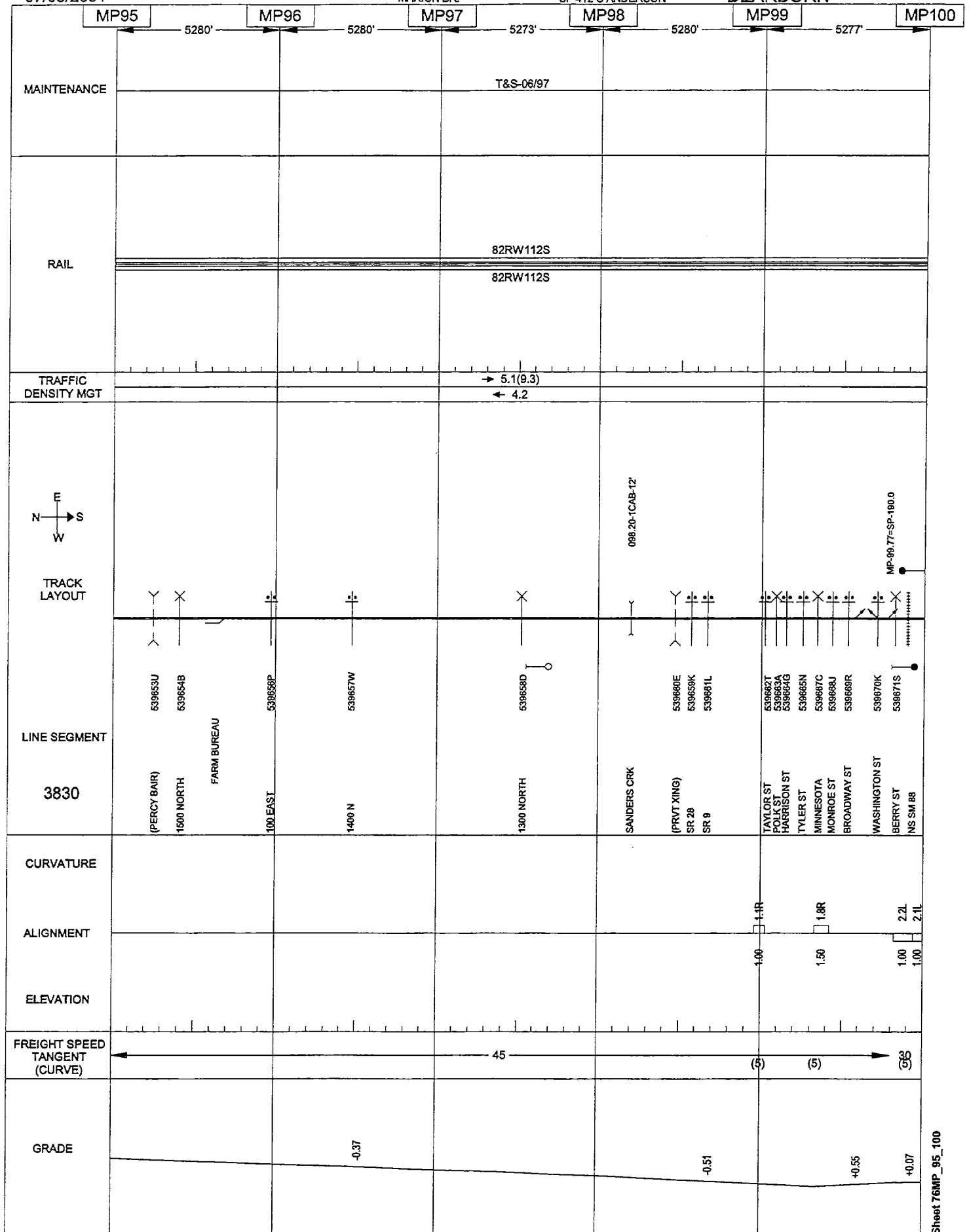
SUMMITVILLE

07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN



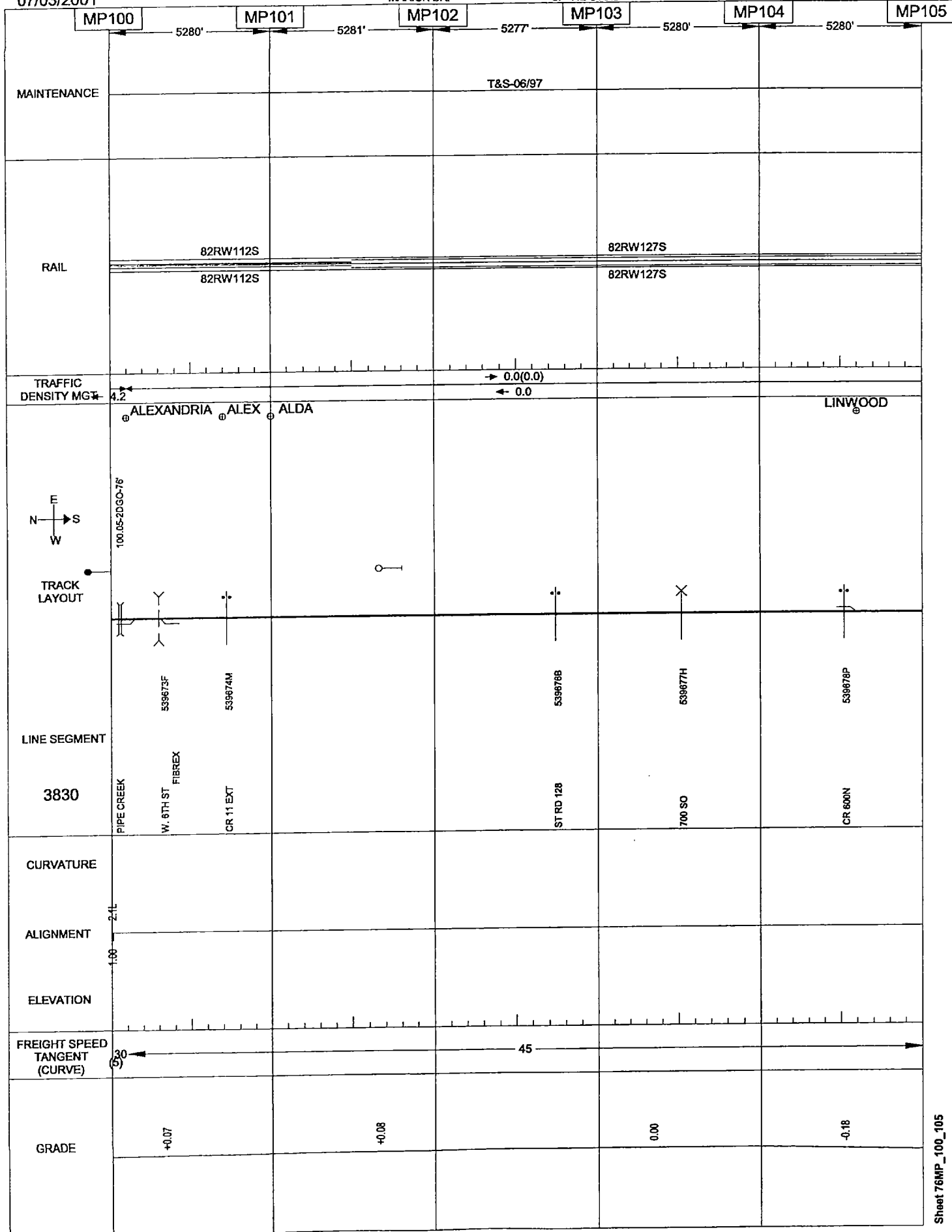
07/03/2001

255

MARION BR.

CP 412-S ANDERSON

DEARBORN



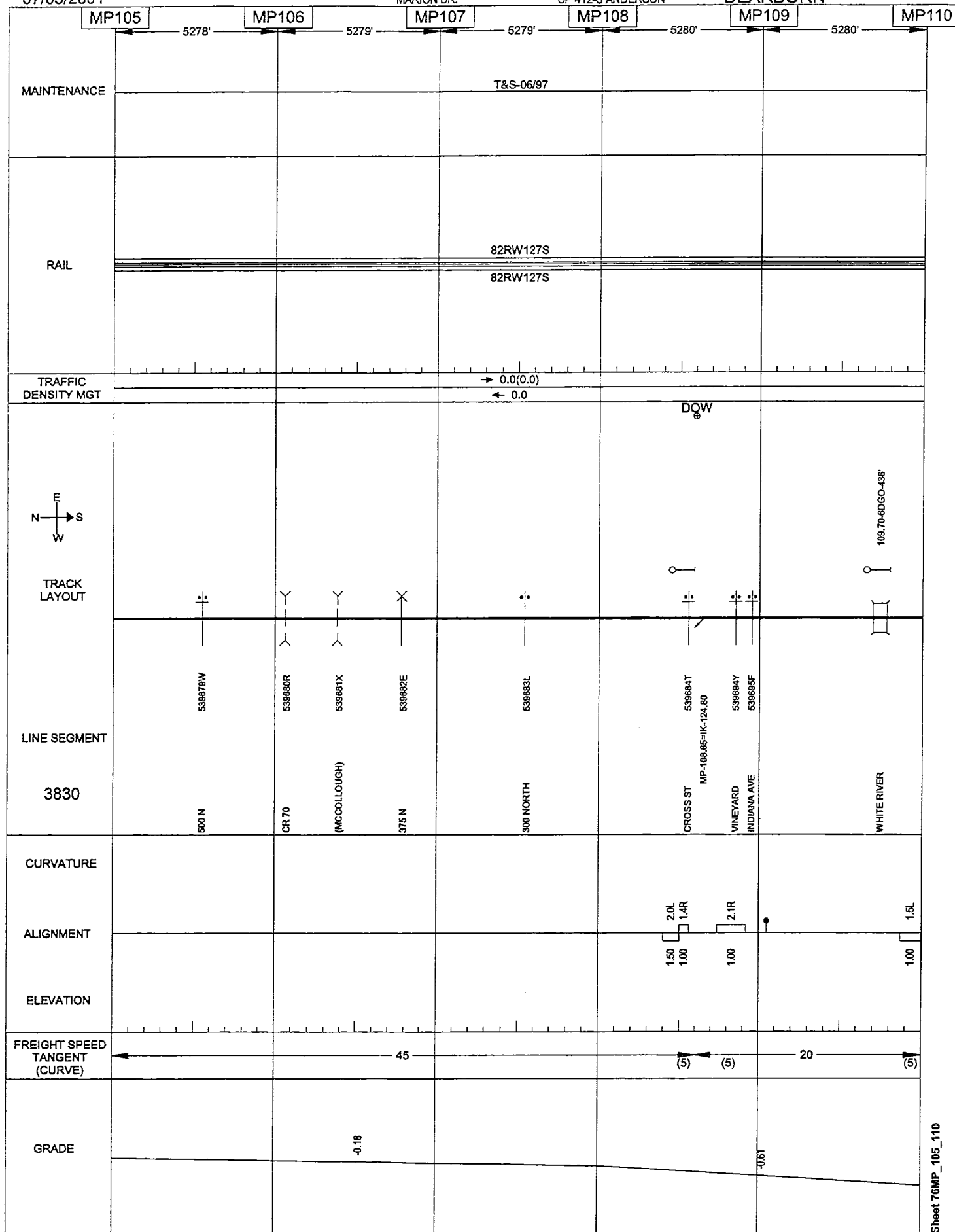
07/03/2001

256

MARION BR.

CP 412-S ANDERSON

DEARBORN

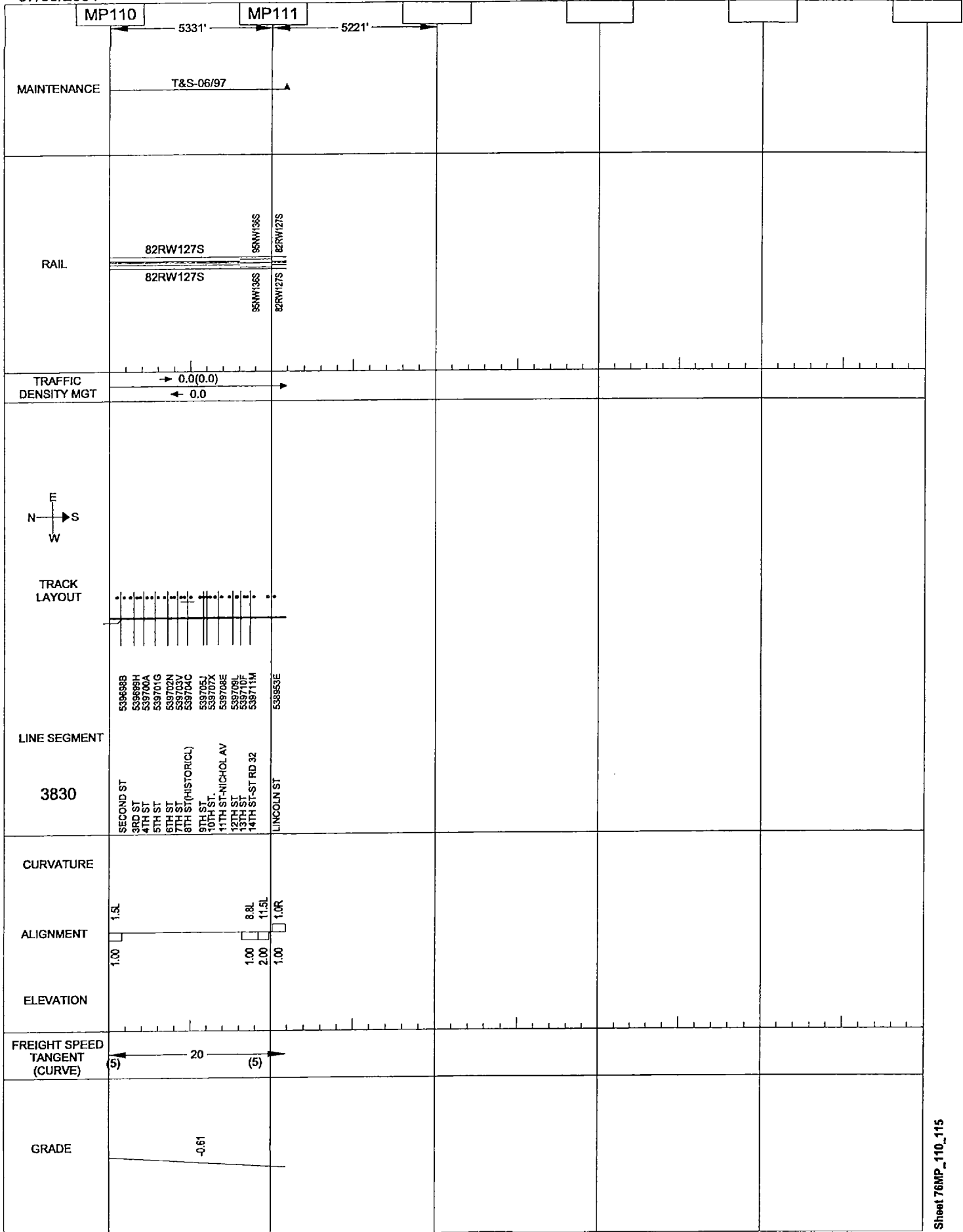


07/03/2001

MARION BR.

CP 412-S ANDERSON

DEARBORN





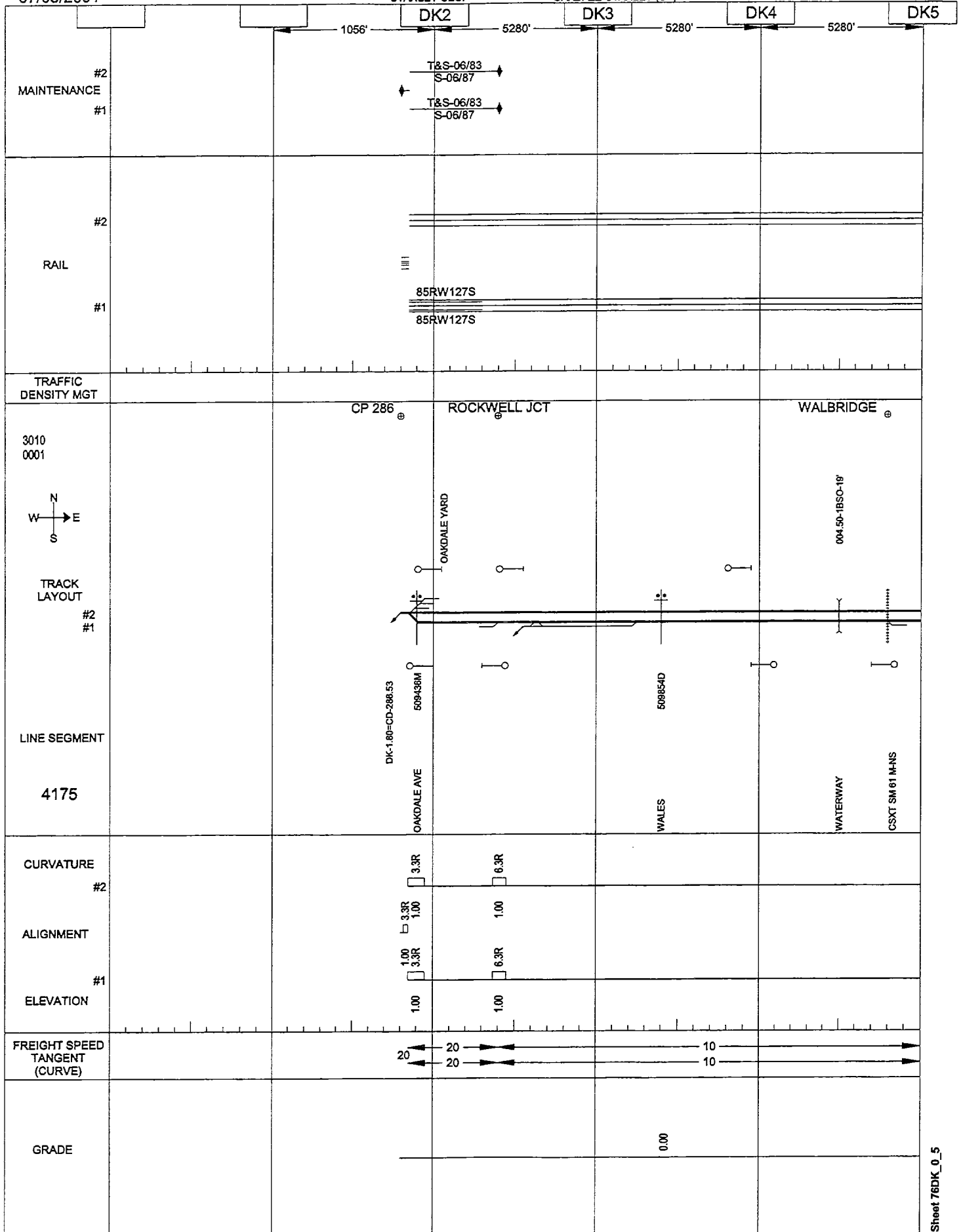
07/03/2001

258

STANLEY SEC.

OAKDALE-STANLEY (SA)

DEARBORN



07/03/2001

STANLEY SEC.

OAKDALE-STANLEY (SA)

DEARBORN

	DK5	1584'					
MAINTENANCE							
RAIL							
TRAFFIC DENSITY MGT							
0001							
<div data-bbox="154 856 240 940"> <p>N W — E S</p> </div> <div data-bbox="165 987 246 1033"> <p>TRACK LAYOUT</p> </div> <div data-bbox="235 1039 267 1075"> <p>#2 #1</p> </div> <div data-bbox="344 928 370 982"> <p>TO CSX</p> </div>							
LINE SEGMENT							
4175							
CURVATURE							
#2							
ALIGNMENT							
#1							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10 10						
GRADE	0.00						

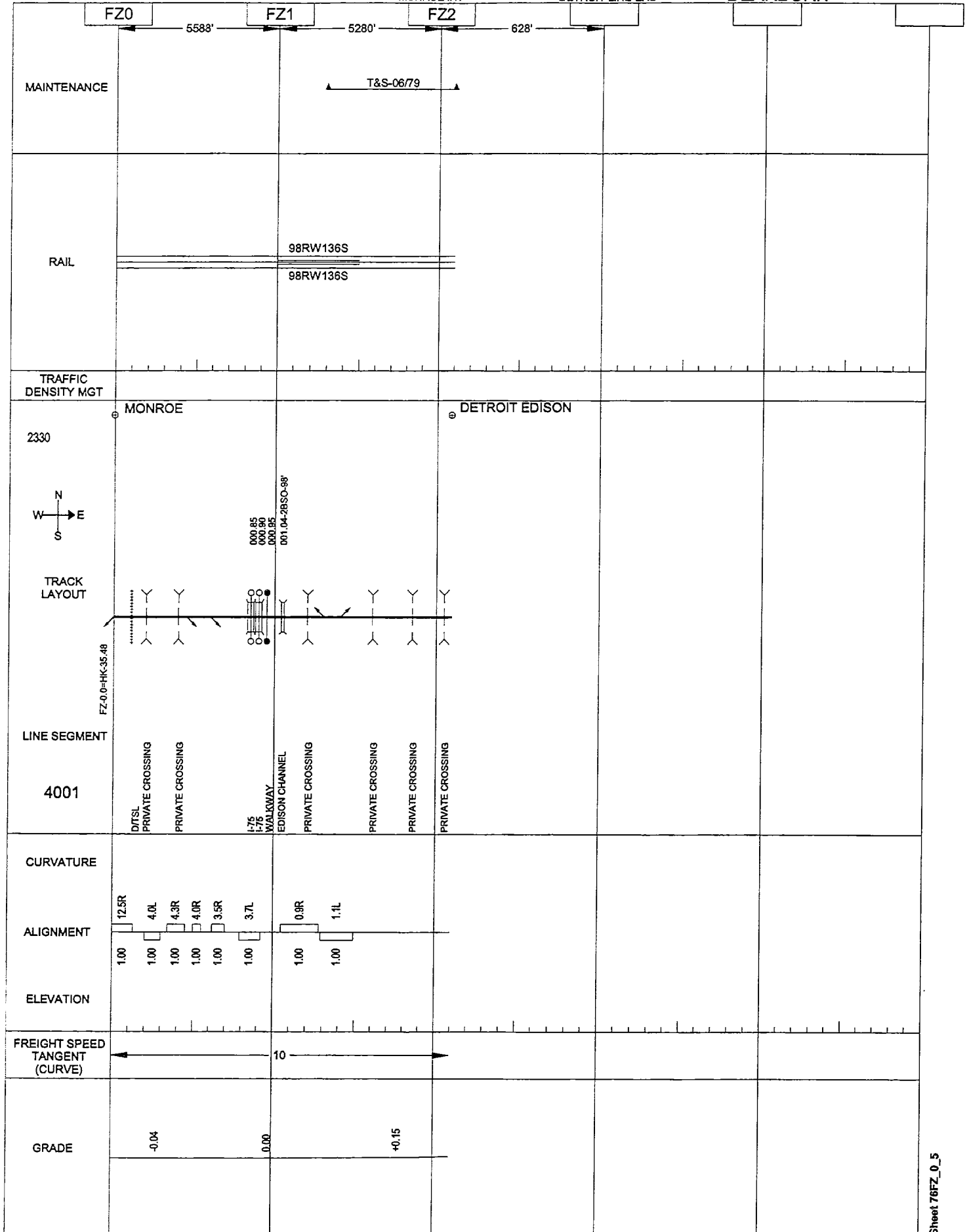
07/03/2001

260

MONROE I.T.

DETROIT LINE-END

DEARBORN



07/03/2001

261

JACKSON I.T.

JACKSON-JACKSON JCT

DEARBORN

JJ97

2640' 1868'

T&S-06/73

MAINTENANCE

RAIL

57NJ127S

57NJ127S

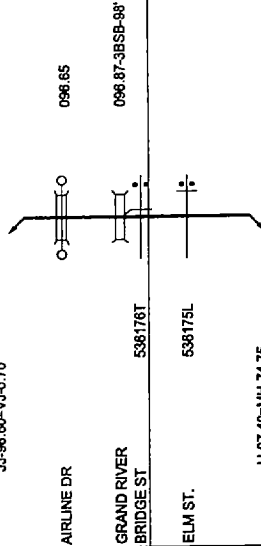
TRAFFIC  
DENSITY MGT

JACKSON JCT

2390

W  
S → N  
E

TRACK  
LAYOUT



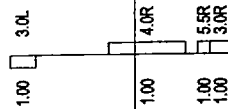
LINE SEGMENT

4016

CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

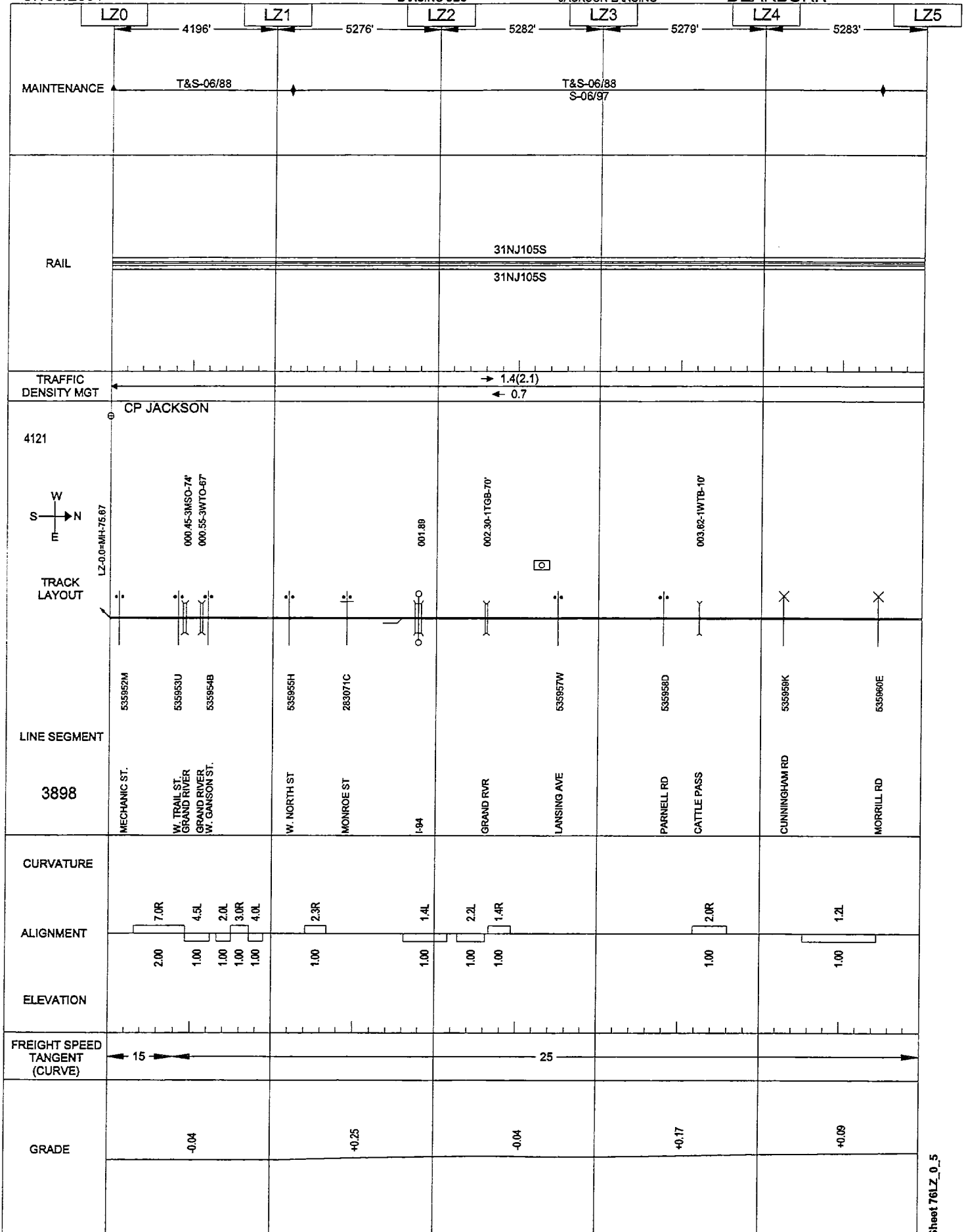
+0.19

07/03/2001

LANSING SEC

JACKSON-LANSING

DEARBORN



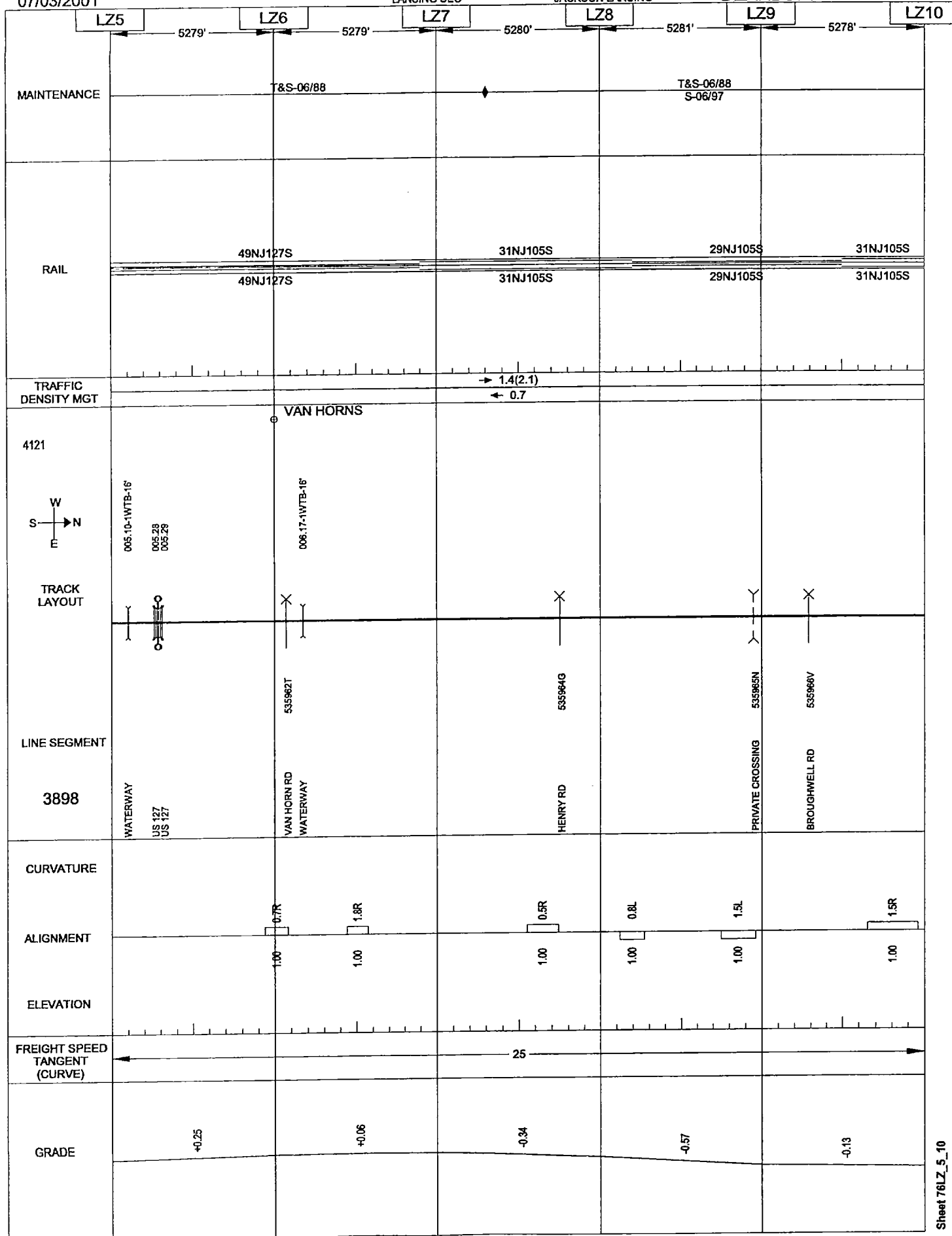
07/03/2001

263

LANSING SEC

JACKSON-LANSING

DEARBORN

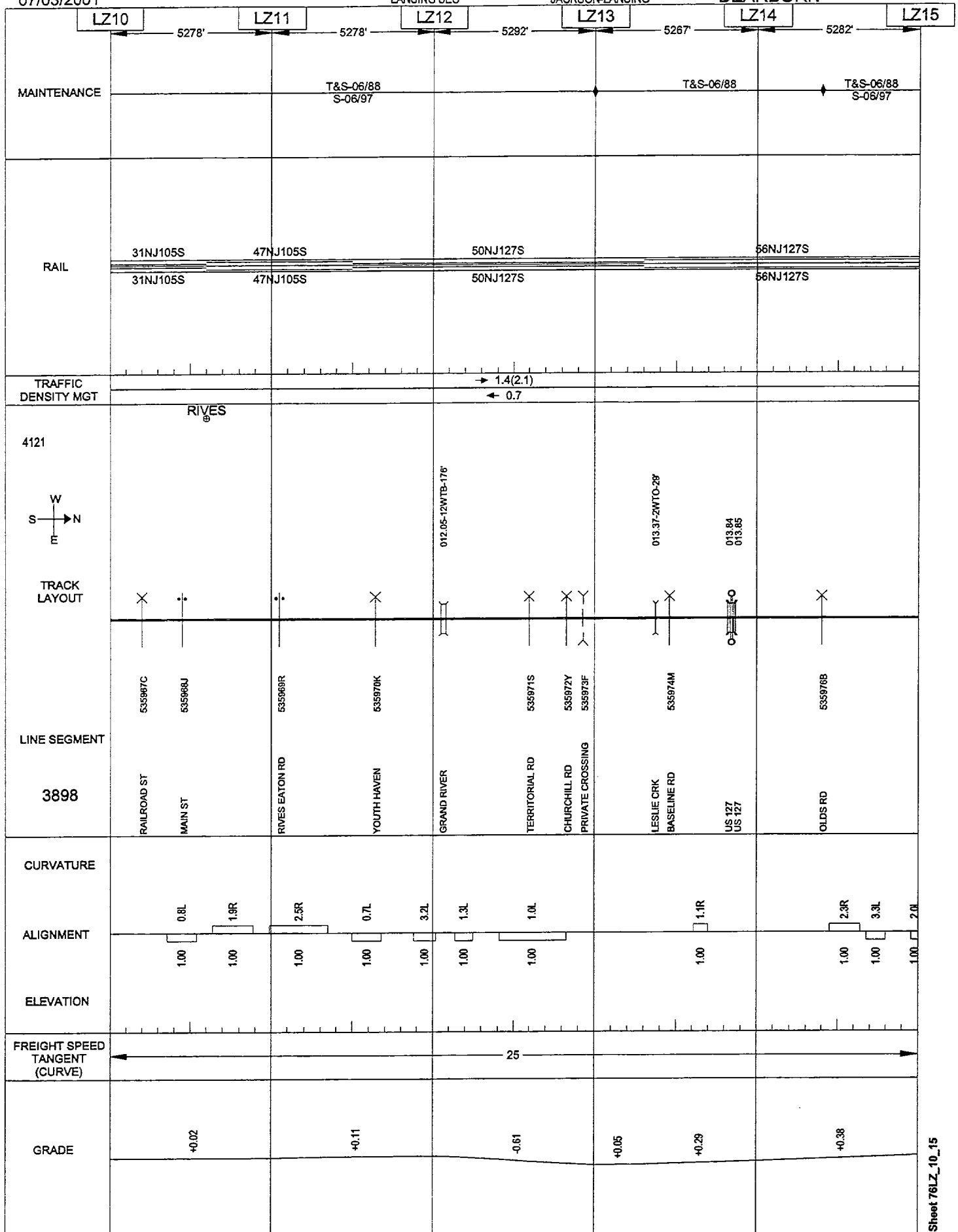


07/03/2001

LANSING SEC

JACKSON-LANSING

DEARBORN



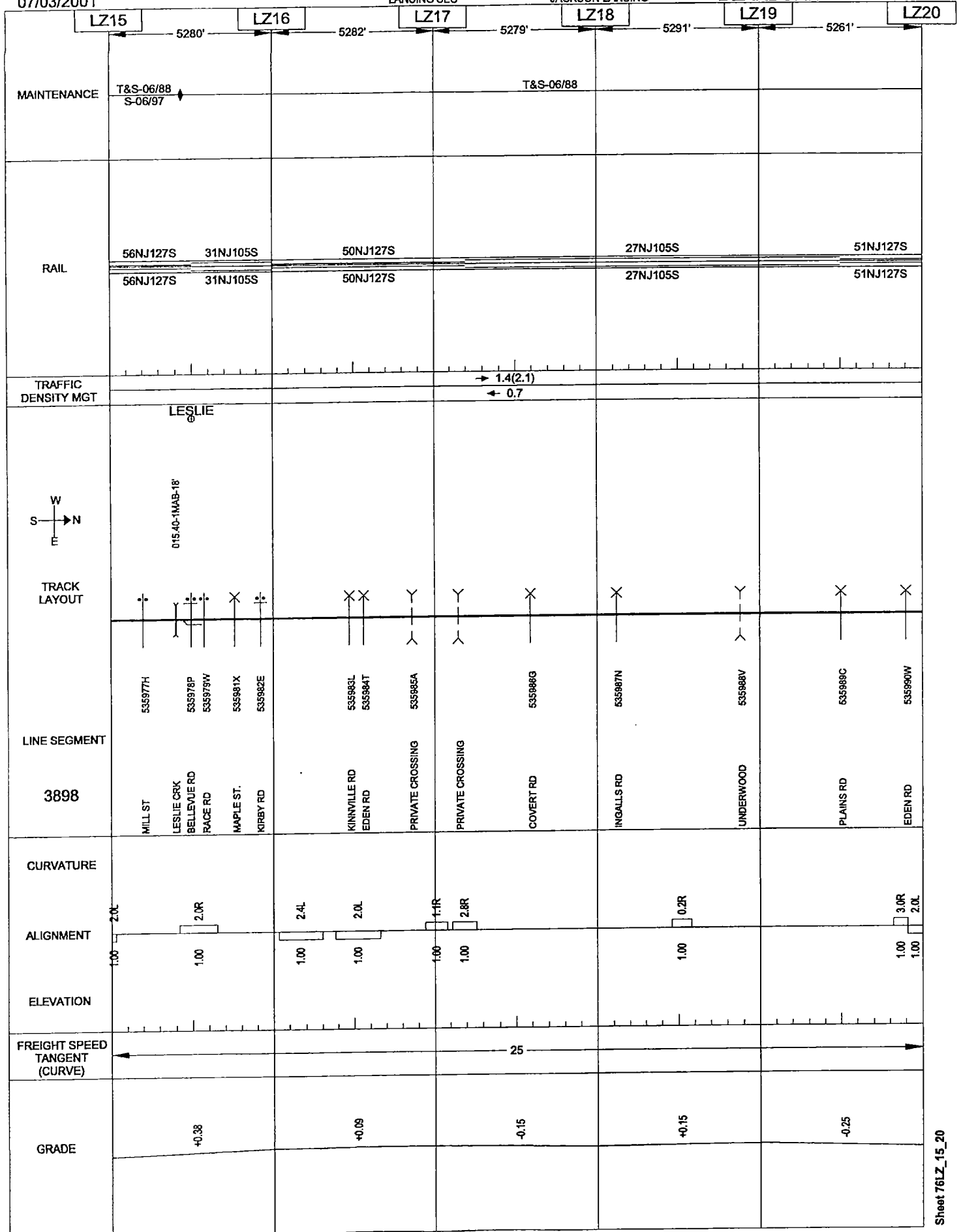
07/03/2001

265

LANSING SEC

JACKSON-LANSING

DEARBORN



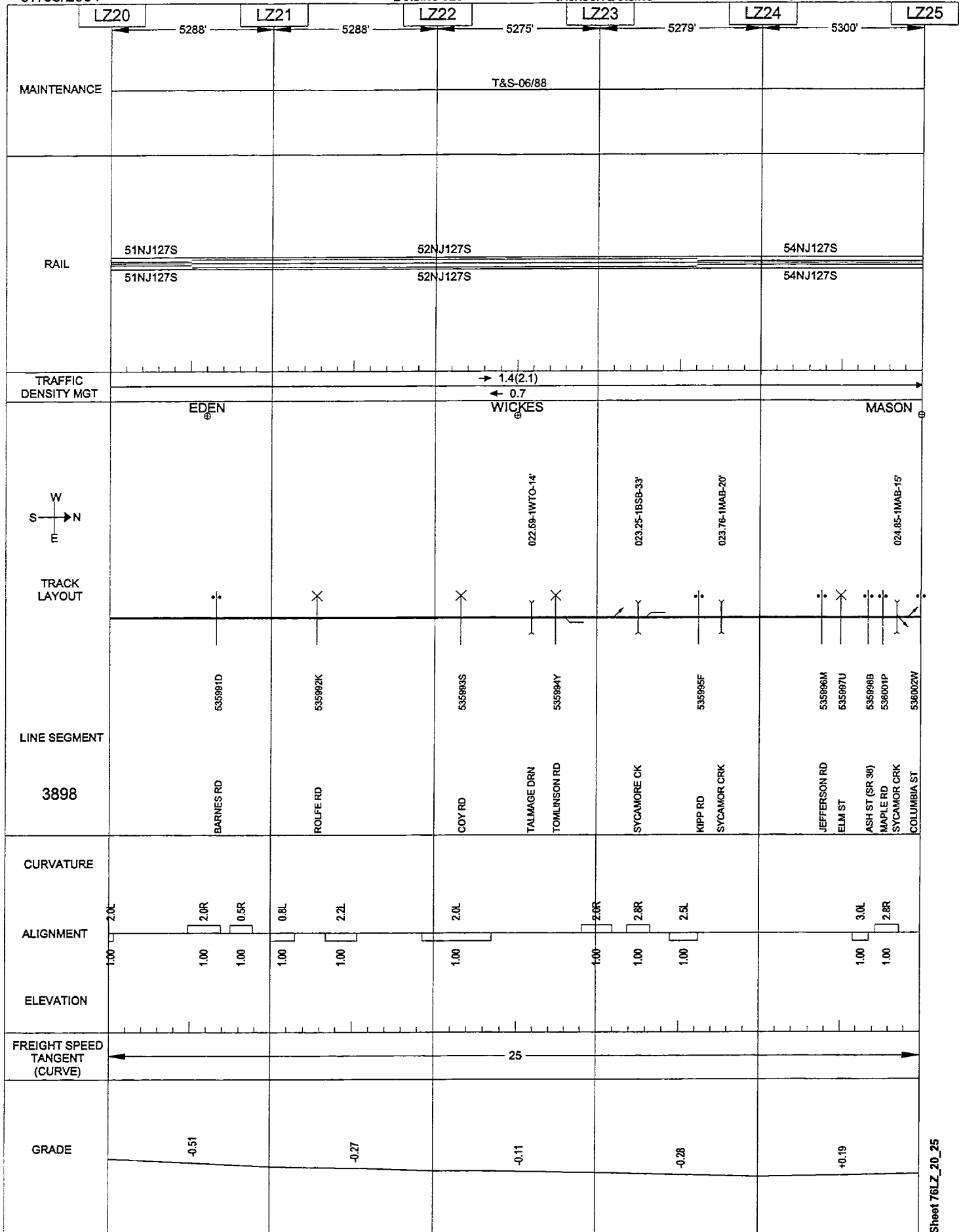


07/03/2001

LANSING SEC

JACKSON-LANSING

DEARBORN

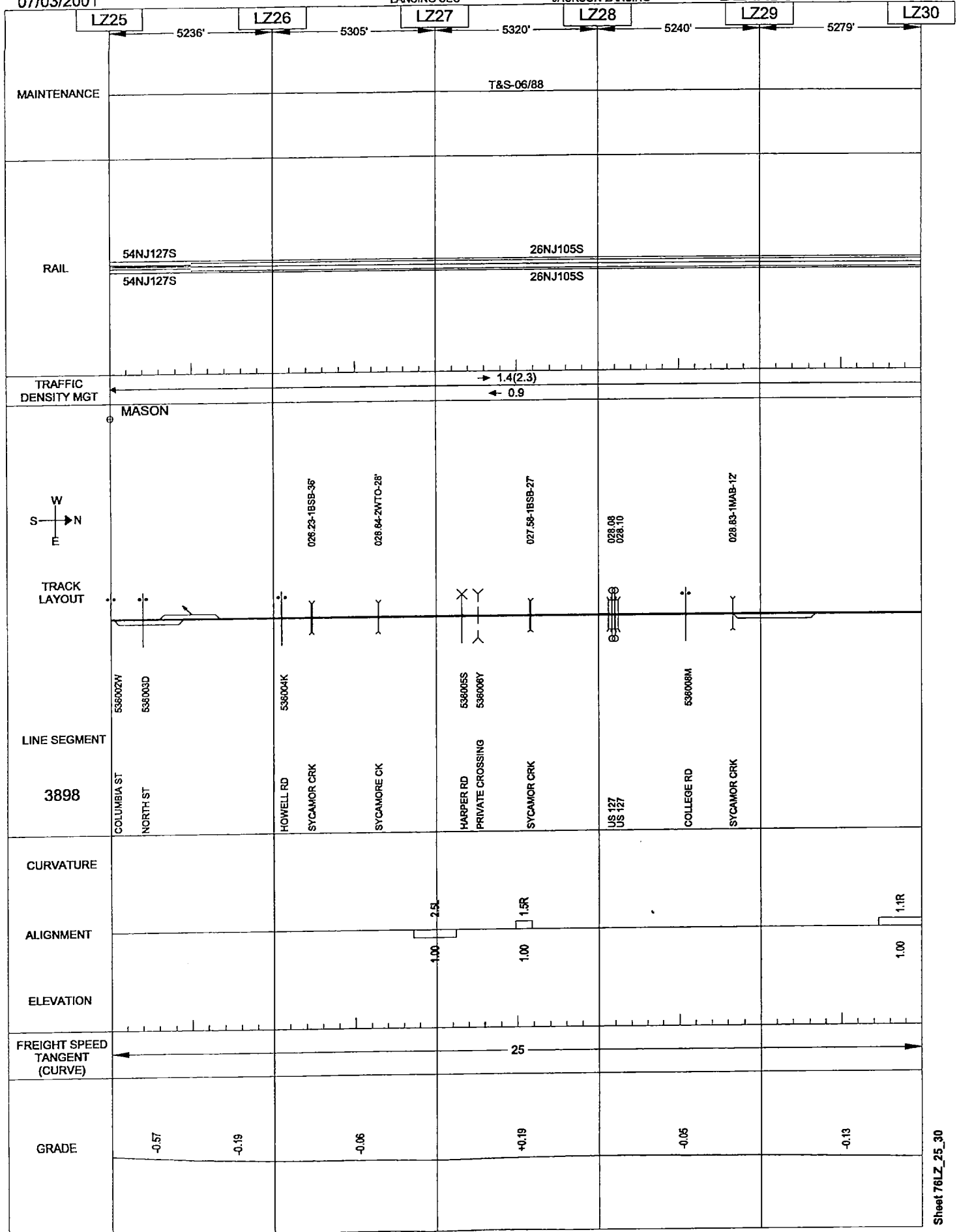


07/03/2001

LANSING SEC

JACKSON-LANSING

DEARBORN

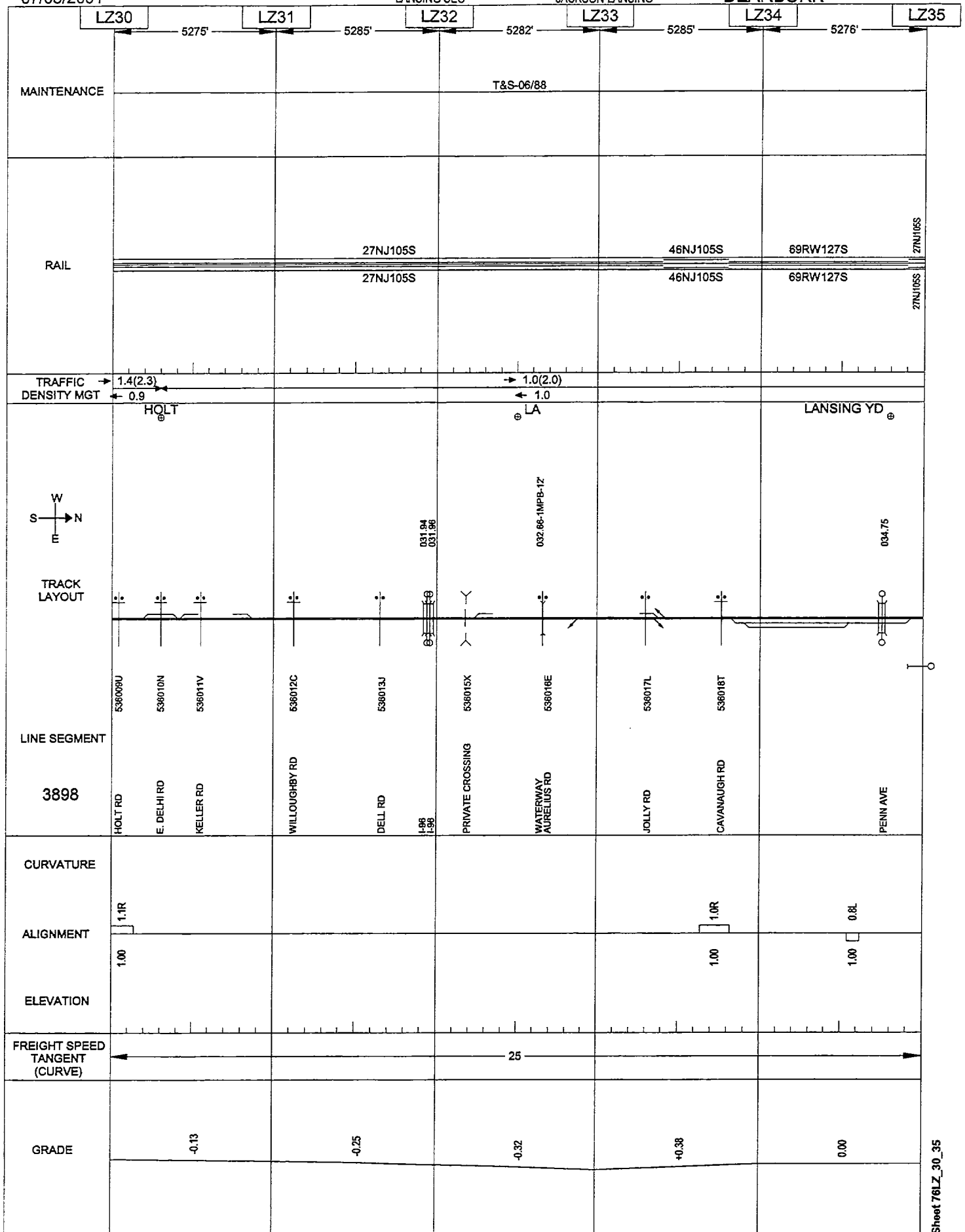


07/03/2001

LANSING SEC

JACKSON-LANSING

DEARBORN



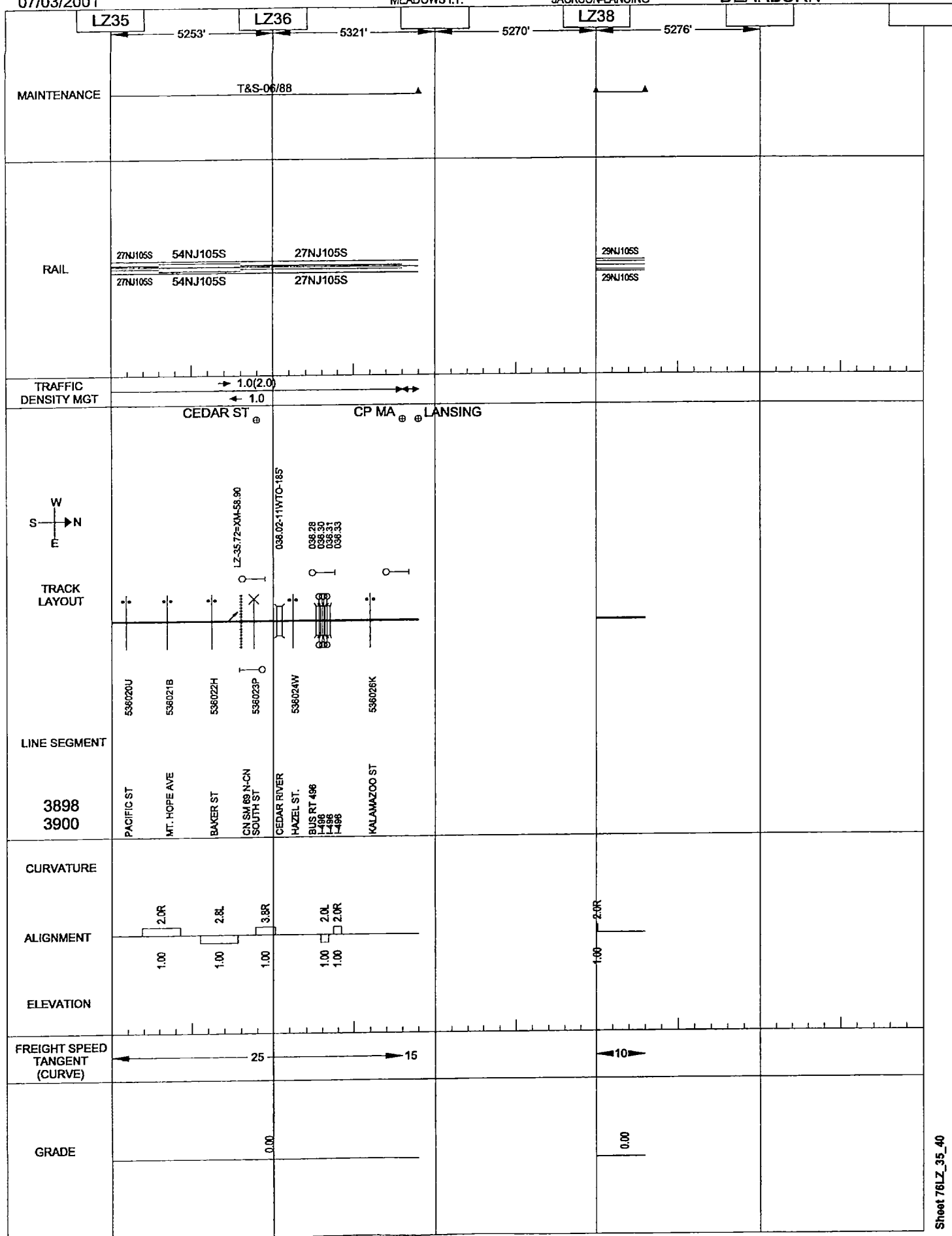
07/03/2001

269

MEADOWS I.T.

JACKSON-LANSING

DEARBORN

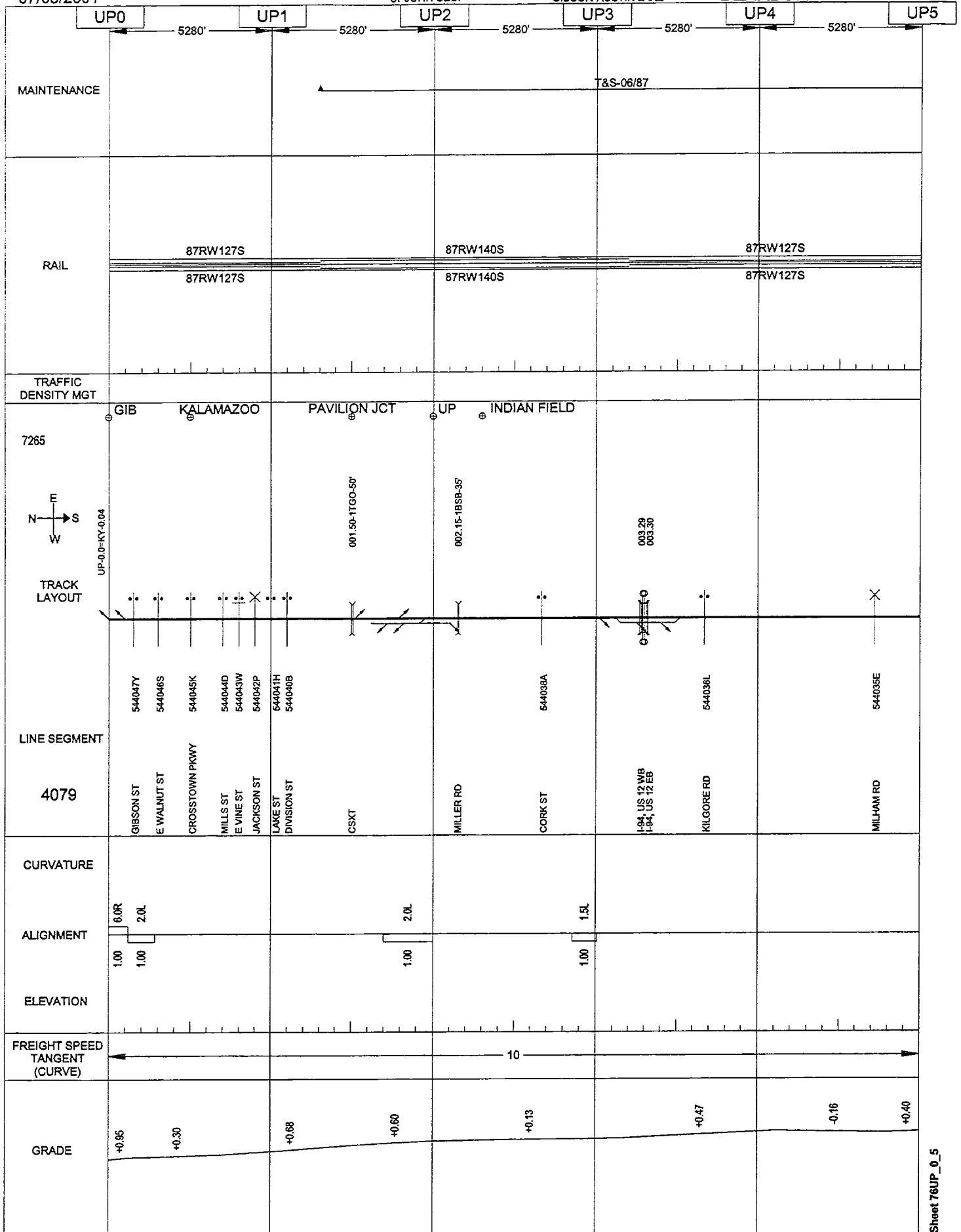


07/03/2001

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN

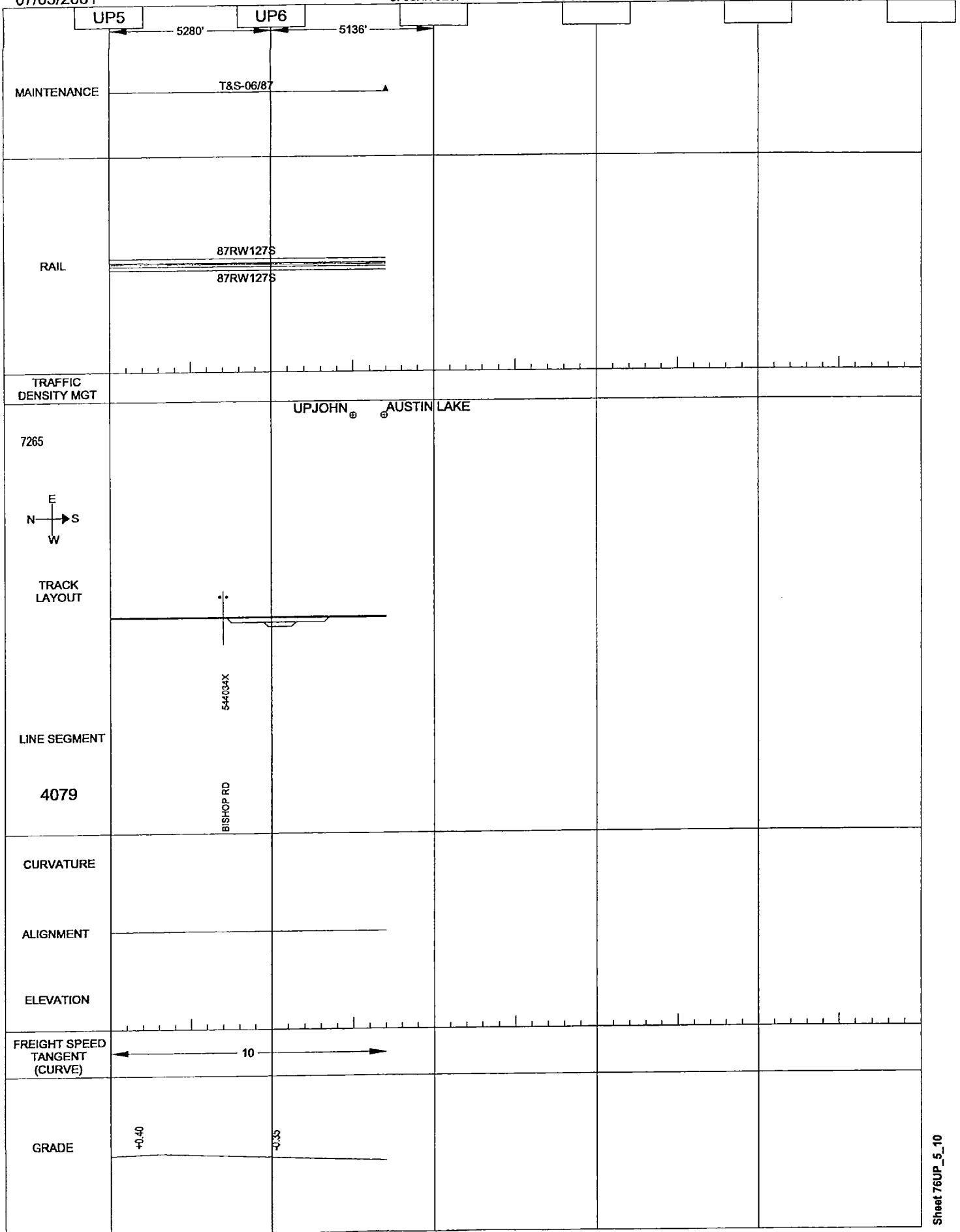


07/03/2001

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



07/03/2001

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN

XH89

XH90

4752'

5280'

T&amp;S-06/90

MAINTENANCE

RAIL

29NJ105S

29NJ105S

TRAFFIC  
DENSITY MGT

4160

S  
E — W  
N

TRACK  
LAYOUT

⊕ BOWEN

089.00

089.25

LINE SEGMENT

4115

543868L  
543867T  
543868A  
543869G

CONVEYOR  
PRIVATE CROSSING  
PRIVATE CROSSING  
38TH ST SE  
EASTERN AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

-0.47

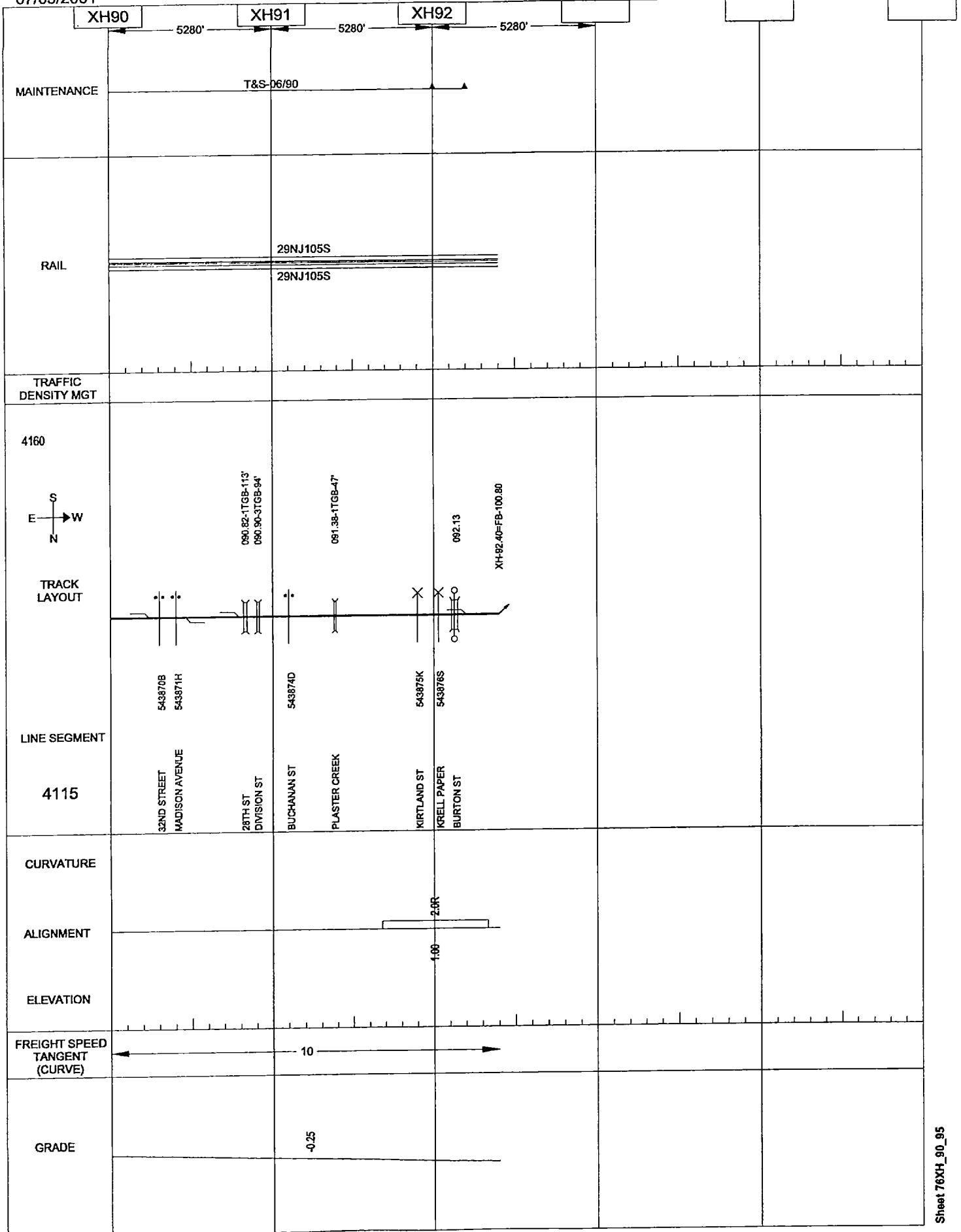
-0.61

07/03/2001

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN





07/03/2001

274

KALAMAZOO I.T.

GRAND RAPIDS

DEARBORN

KZ95

5280'

MAINTENANCE



RAIL

TRAFFIC  
DENSITY MGT

GRAND RAPIDS

2460

TRACK  
LAYOUT

LINE SEGMENT



545659Y

BUTTERWORTH ST

3911

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

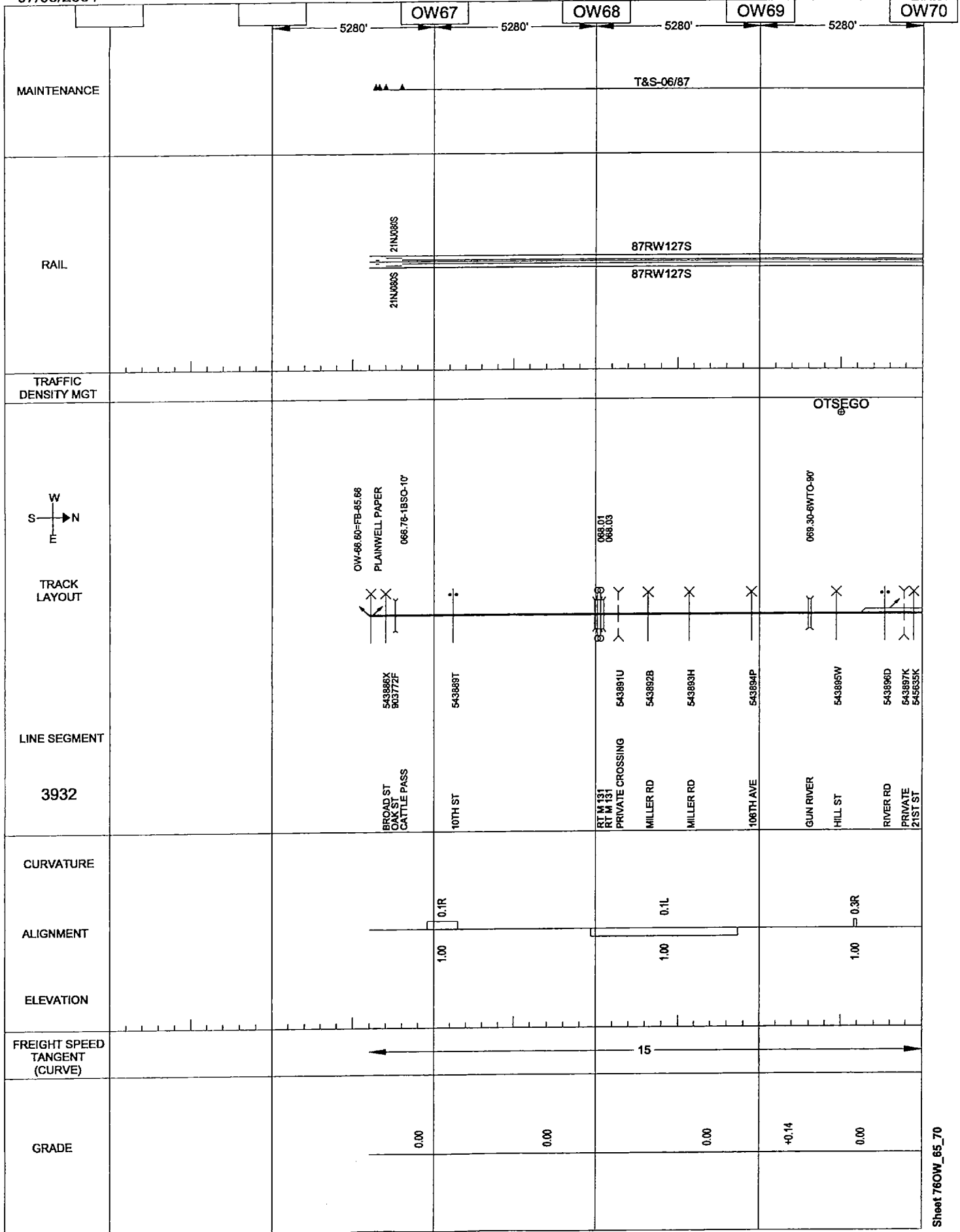
07/03/2001

275

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN



07/03/2001

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

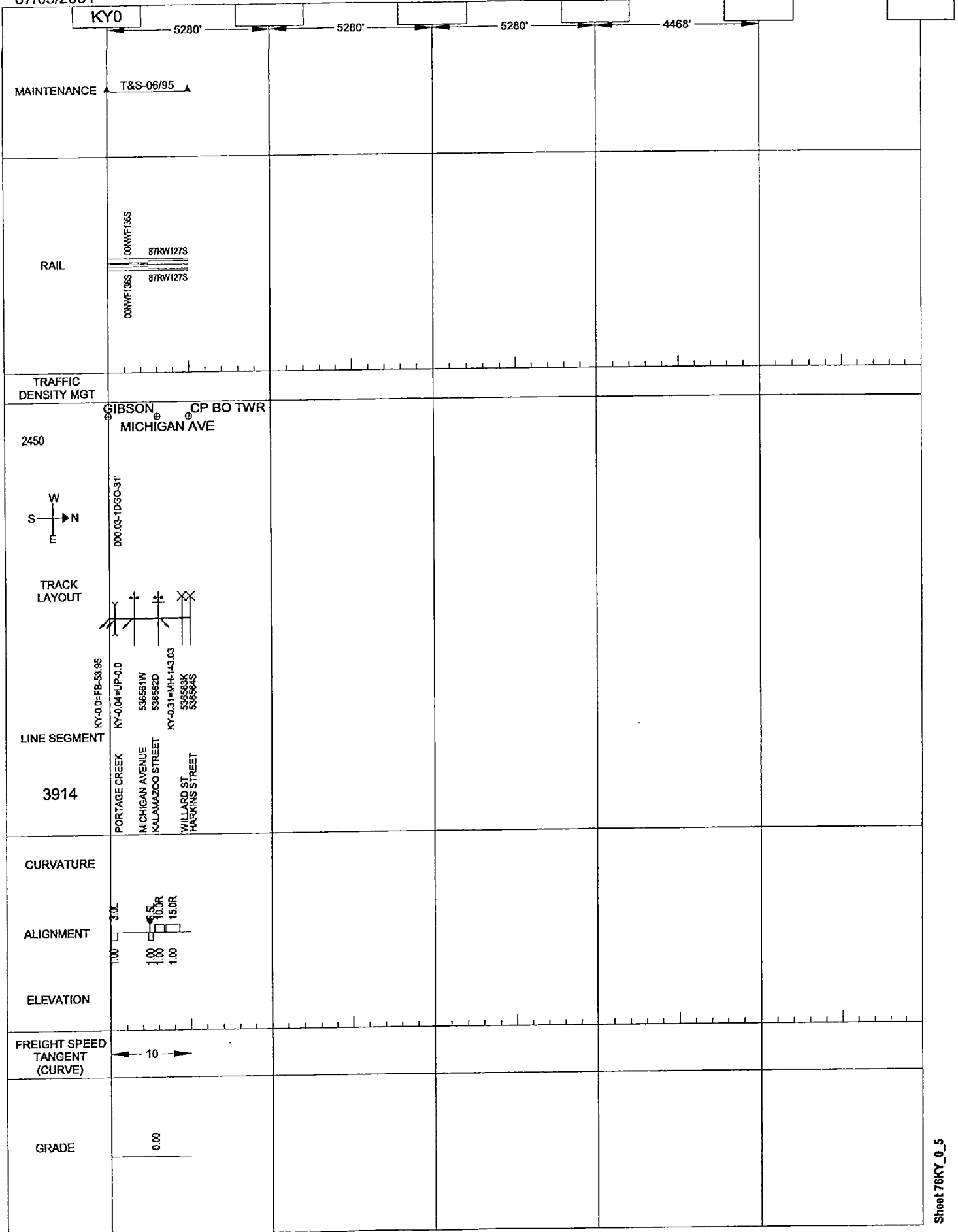
<p>OW70</p> <p>MAINTENANCE</p>	<p>1265'</p>				
<p>RAIL</p>	<p>87RW127S</p> <p>87RW127S</p>				
<p>TRAFFIC DENSITY MGT</p>					
<p>W S — N E</p> <p>TRACK LAYOUT</p> <p>LINE SEGMENT</p> <p>3932</p>	<p>070.08-18SO-24'</p> <p>070.10</p> <p>070.15-18SO-15'</p> <p>543898S</p> <p>PRIVATE CROSSING</p> <p>COAL PIT</p> <p>PIPELINE</p> <p>COAL HOPPER</p>				
<p>CURVATURE</p> <p>ALIGNMENT</p> <p>ELEVATION</p>	<p>0.8R</p> <p>1.00</p>				
<p>FREIGHT SPEED TANGENT (CURVE)</p>	<p>10</p>				
<p>GRADE</p>	<p>0.00</p> <p>+0.91</p>				

07/03/2001

B O SECONDARY

KALAMAZOO

DEARBORN



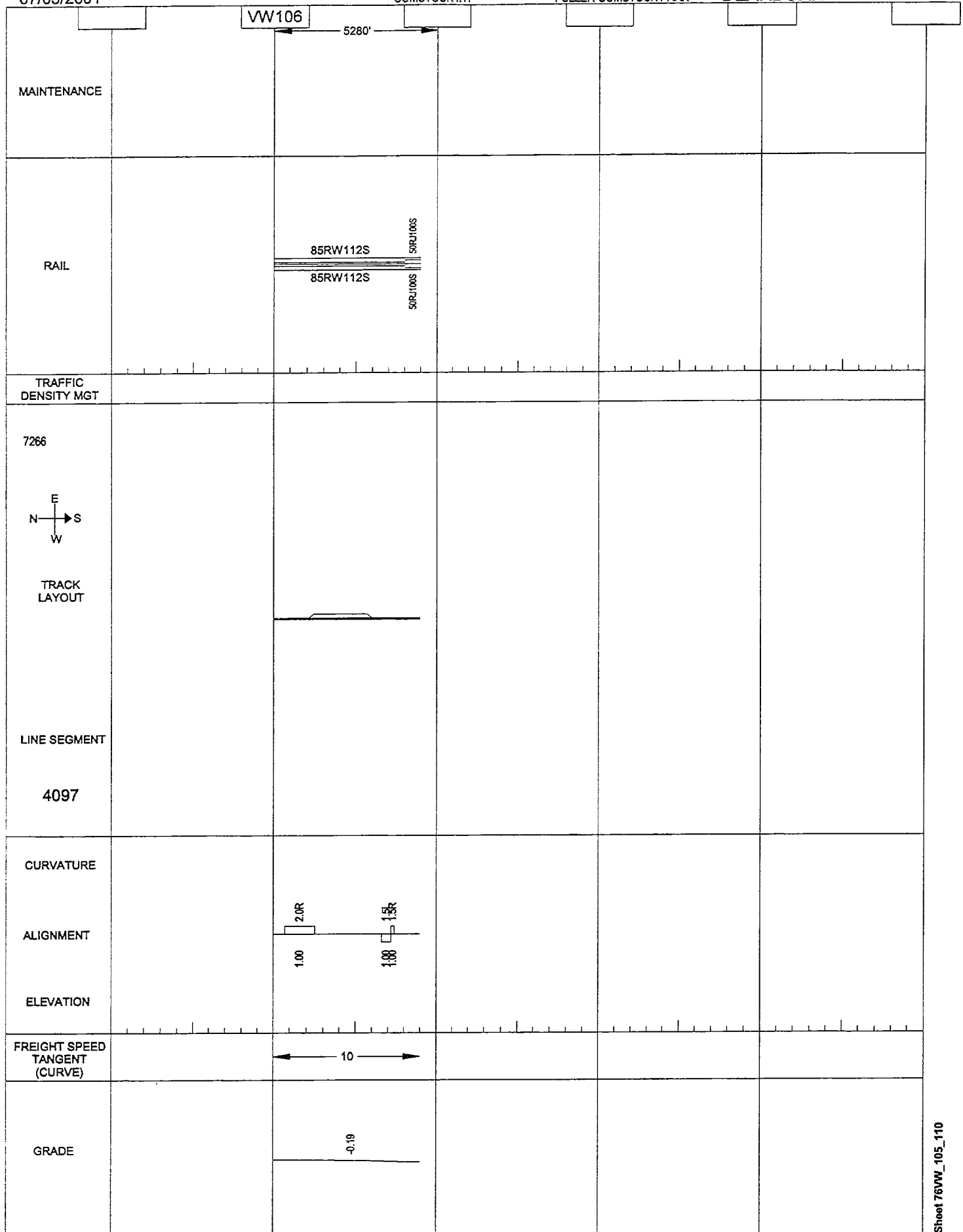
07/03/2001

278

COMSTOCK I.T.

FULLER-COMSTOCK PARK

DEARBORN

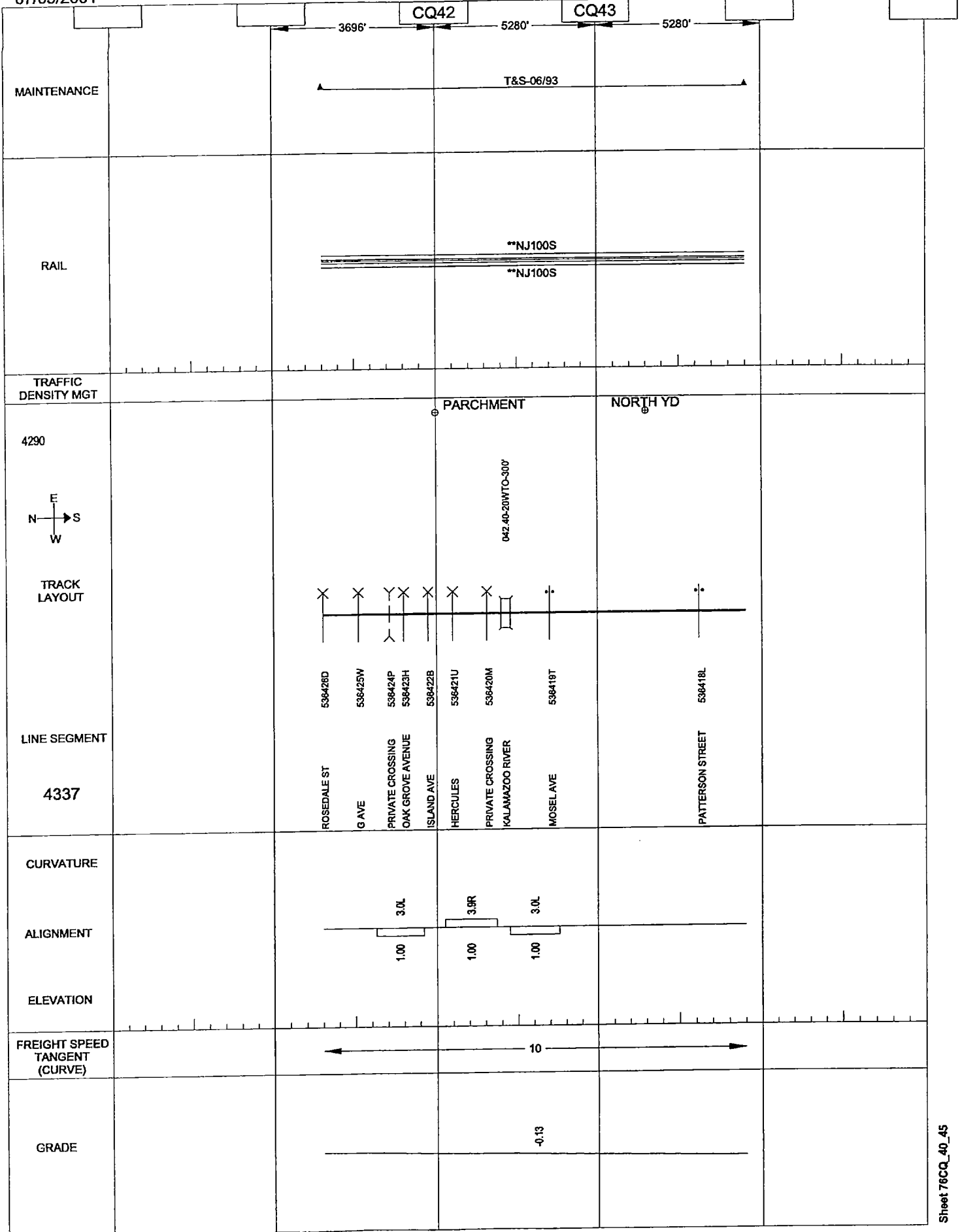


07/03/2001

CK&amp;S IT

PARCHMENT-PAVILION

DEARBORN



07/03/2001

NILES I.T.

NOTRE DAME

DEARBORN

ZO10

2112'

MAINTENANCE

T&S-06/57

RAIL

24NJ100S  
24NJ100S

TRAFFIC  
DENSITY MGT

NOTRE DAME

4420

E  
N — S  
W

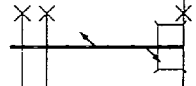
TRACK  
LAYOUT

NOTRE DAME

008.90-7MSO-333'

LINE SEGMENT

4139



PRIVATE  
PRIVATE  
ST JOE RIVER  
Z0-9.85=LV-2.80  
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

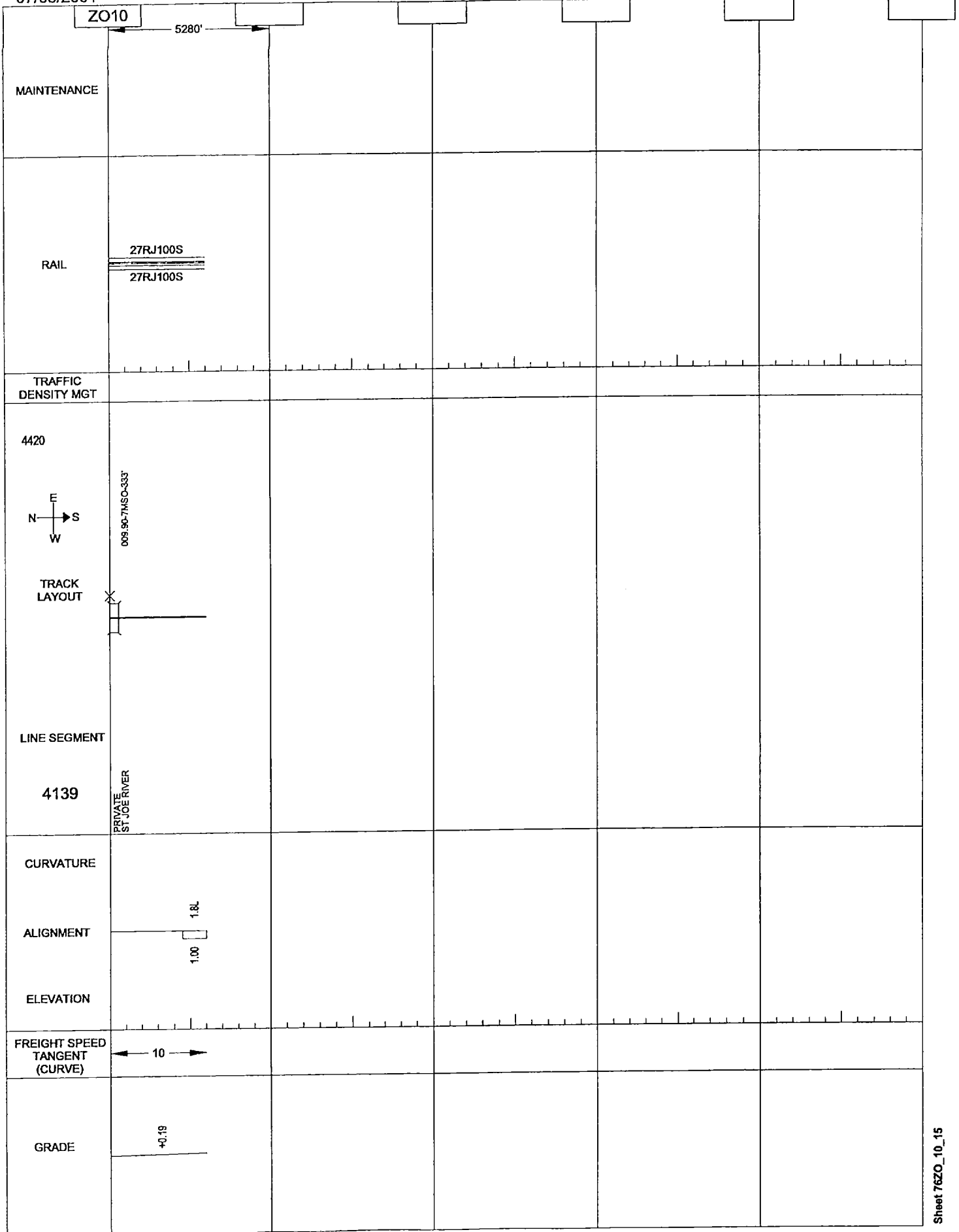
-0.09  
+0.19

07/03/2001

NILES I.T.

NOTRE DAME

DEARBORN



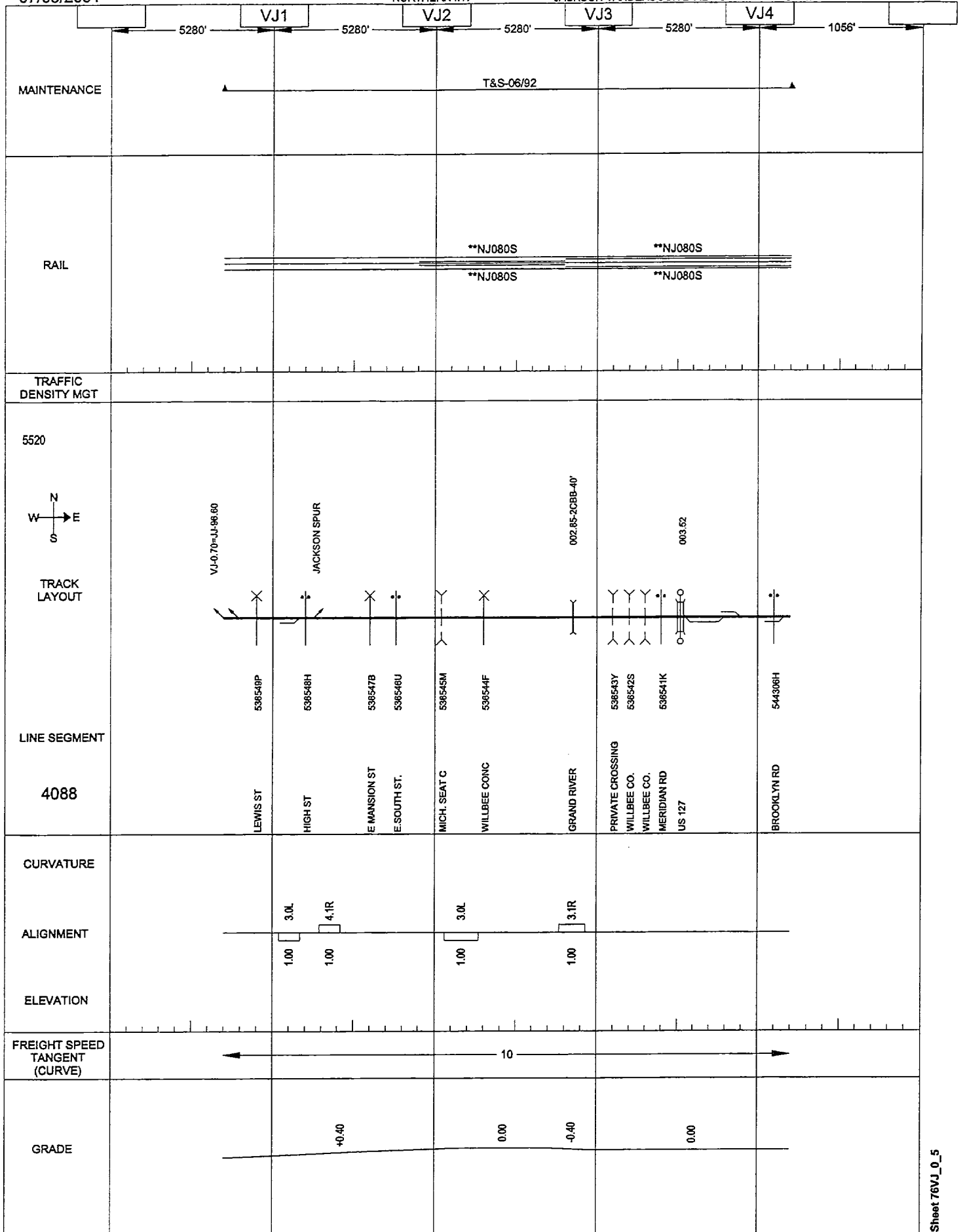


07/03/2001

NORTHERN I.T.

JACKSON-VANDERCOOK LAKE

DEARBORN



07/03/2001

LANSING I.T.

NORTH LANSING

DEARBORN

	5280'	UA61	2112'				
MAINTENANCE							
RAIL							
TRAFFIC DENSITY MGT							
2410							
<div data-bbox="154 850 243 934"> <p>W S → N E</p> </div>							
TRACK LAYOUT							
LINE SEGMENT							
3908							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE							

⊙ N. LANSING



536385D  
536390X  
536391E  
536392L  
536393T  
536394A

GRAND RIVER ST  
PRIVATE  
CLINTON ST  
BEAVER ST  
E NORTH ST  
TURNER ST

5.0L  
1.00

10

0.00

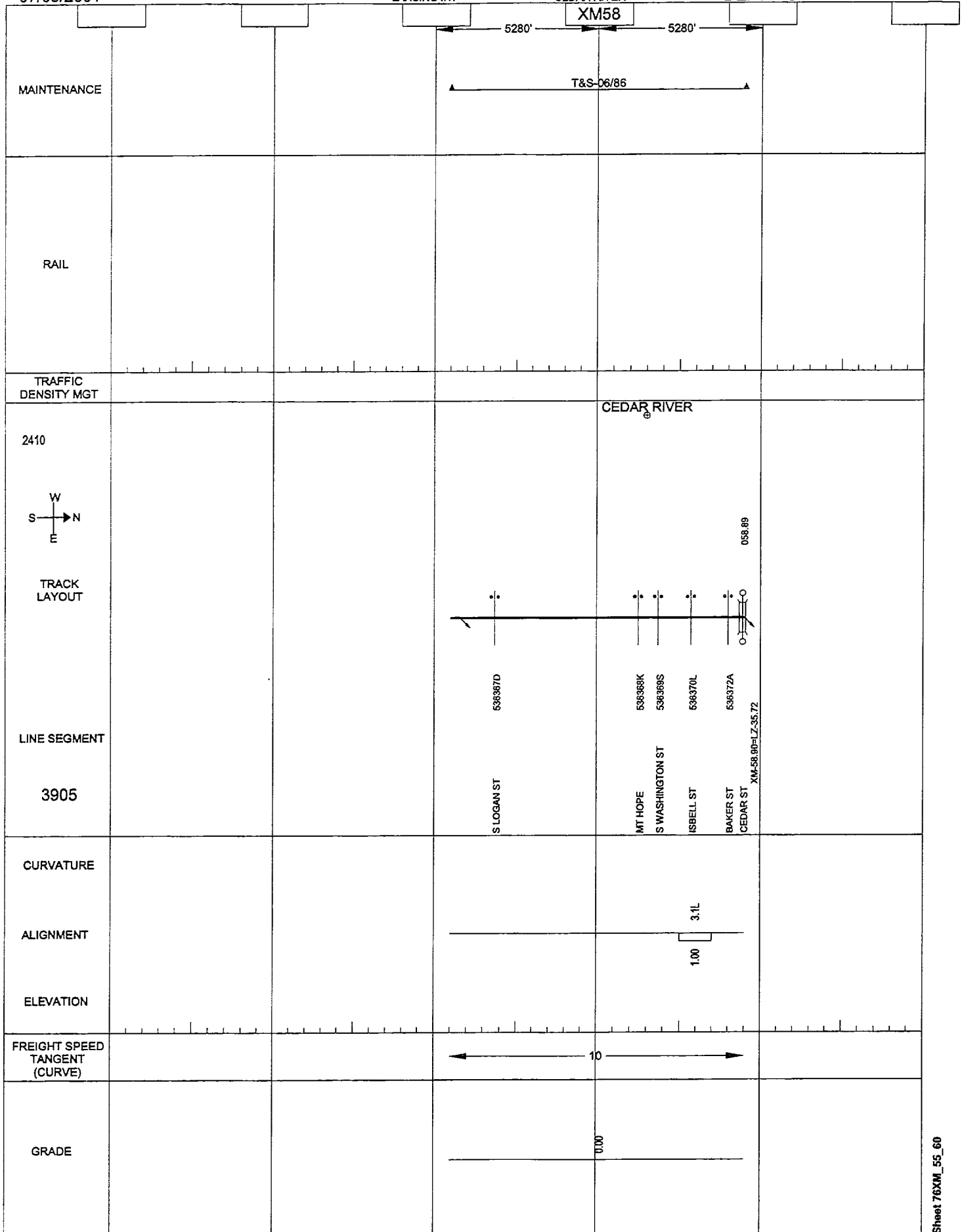
07/03/2001

284

LANSING I.T.

CEDAR RIVER

DEARBORN



07/03/2001

285

LANSING I.T.

ALBION

DEARBORN

VP22

VP23

2112'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC  
DENSITY MGT

0.3(0.7) 0.0(0.0)  
0.4 0.0

CP ALBION

ALBION

2410

W  
S → N  
E

TRACK  
LAYOUT

VP-21.60=MH-95.98

903794F  
538464M  
538465U  
538468B  
538467H  
538468P  
538469W  
538470R  
538471X  
903795M

LINE SEGMENT

3902

EATON ST  
CLINTON  
SUPERIOR ST  
N. IONIA ST  
N. MONROE ST  
N. BERRIEN ST  
N. HURON ST  
BIDWELL ST  
BURR OAK ST  
N. CLARK ST

CURVATURE

ALIGNMENT

ELEVATION

2.3L 2.0L 2.1R 3.3L  
1.00 1.00 1.00 1.00

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

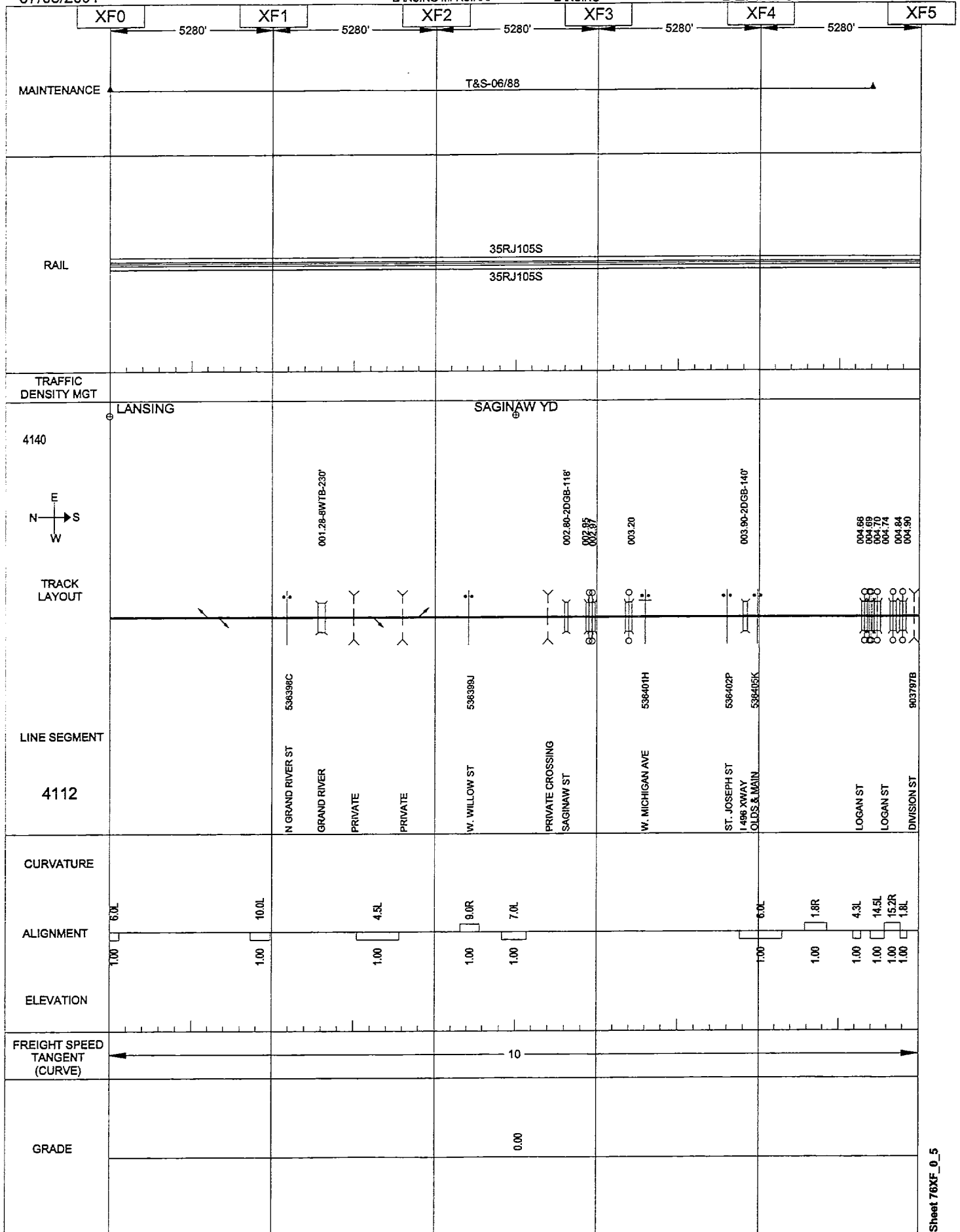
0.00

07/03/2001

LANSING MFRS.RR.

LANSING

DEARBORN



07/03/2001

LANSING MFRS.RR.

LANSING

DEARBORN

	XF5	720'					
MAINTENANCE							
RAIL	3SRJ106S 3SRJ106S						
TRAFFIC DENSITY MGT							
4140							
<div style="text-align: center;">           E            N —+— S            W         </div>							
TRACK LAYOUT	Y + Y						
LINE SEGMENT							
4112	PINE ST.						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	0.00						

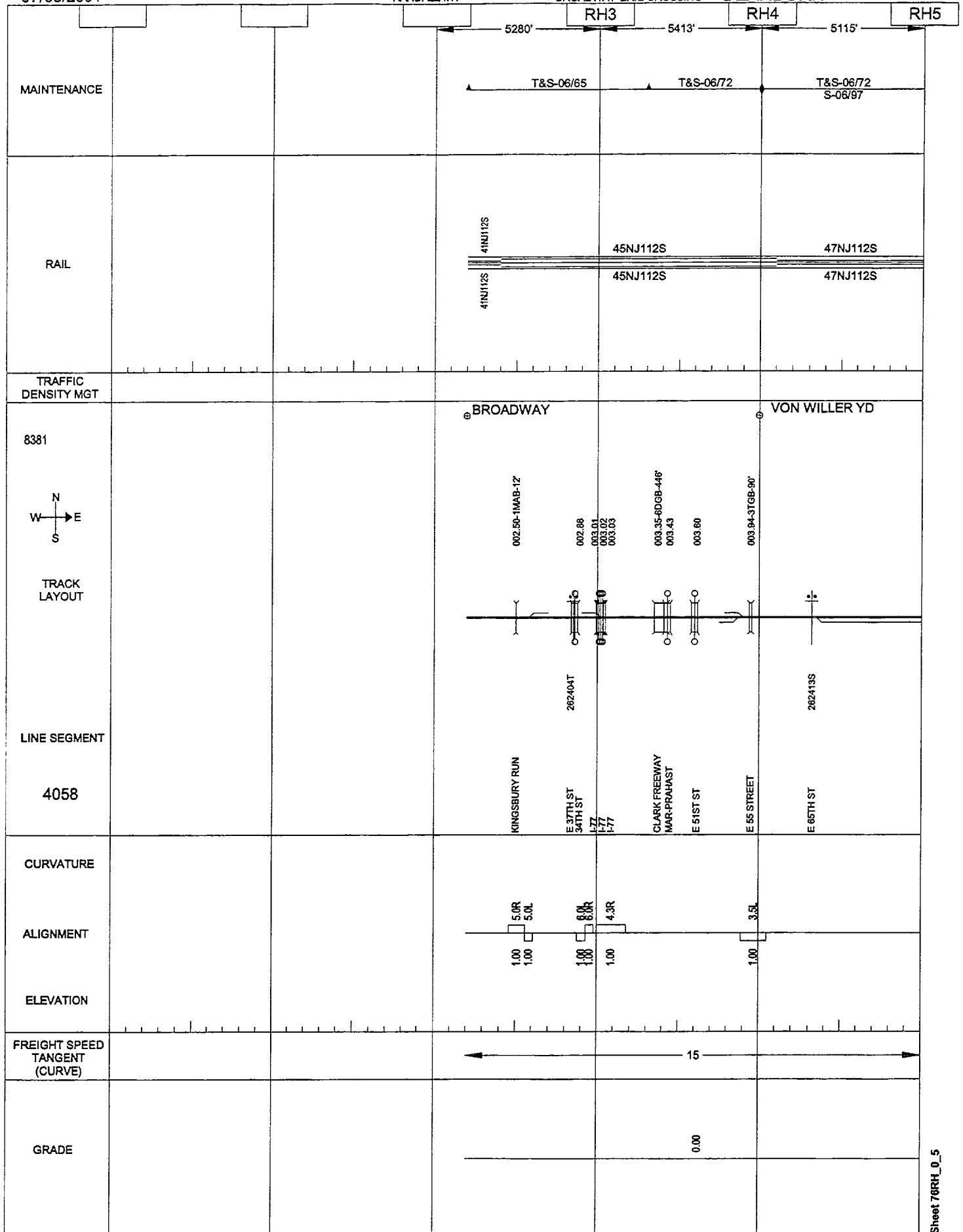
07/03/2001

288

RANDALL I.T.

BROADWAY-ERIE CROSSING

DEARBORN

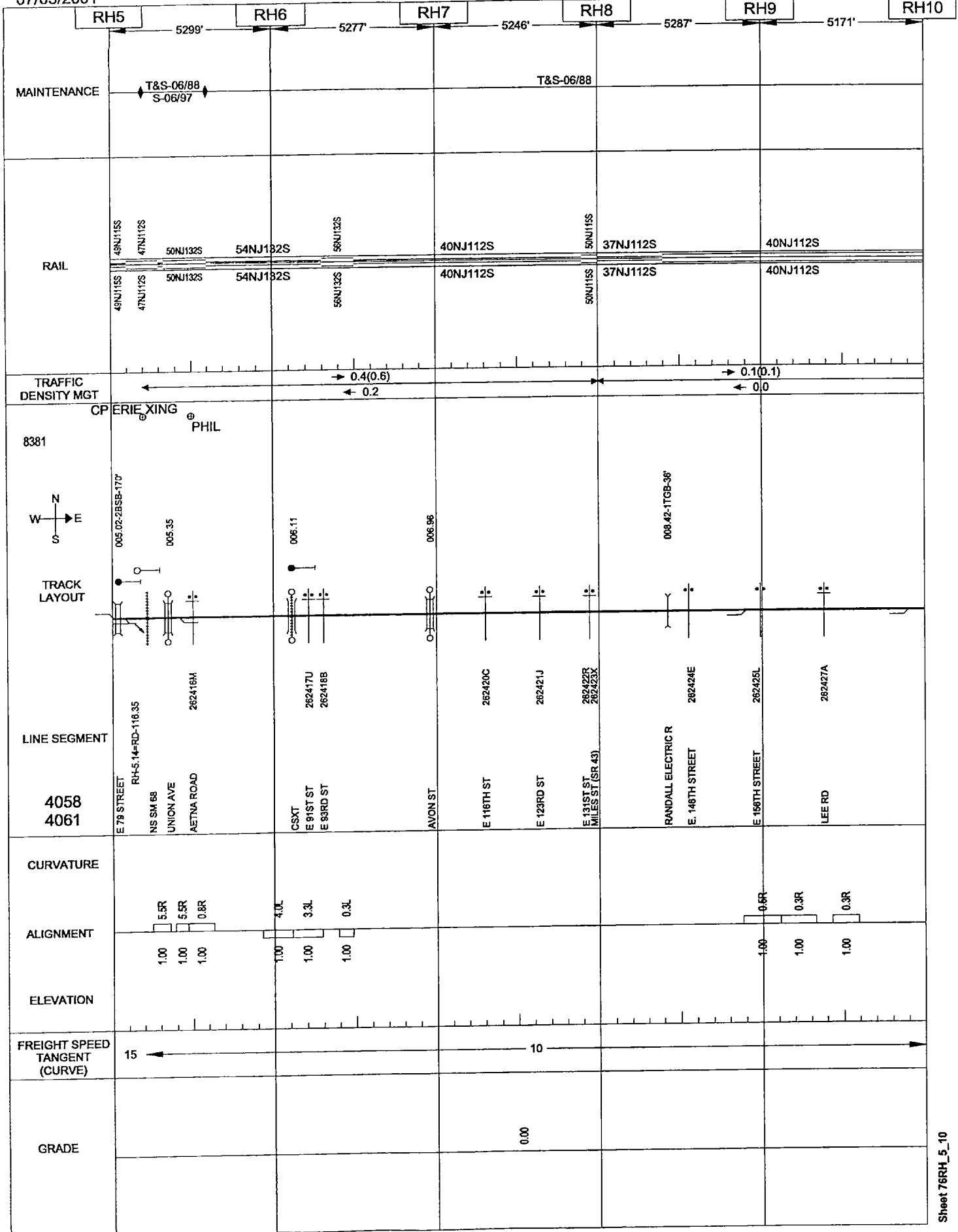


07/03/2001

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN



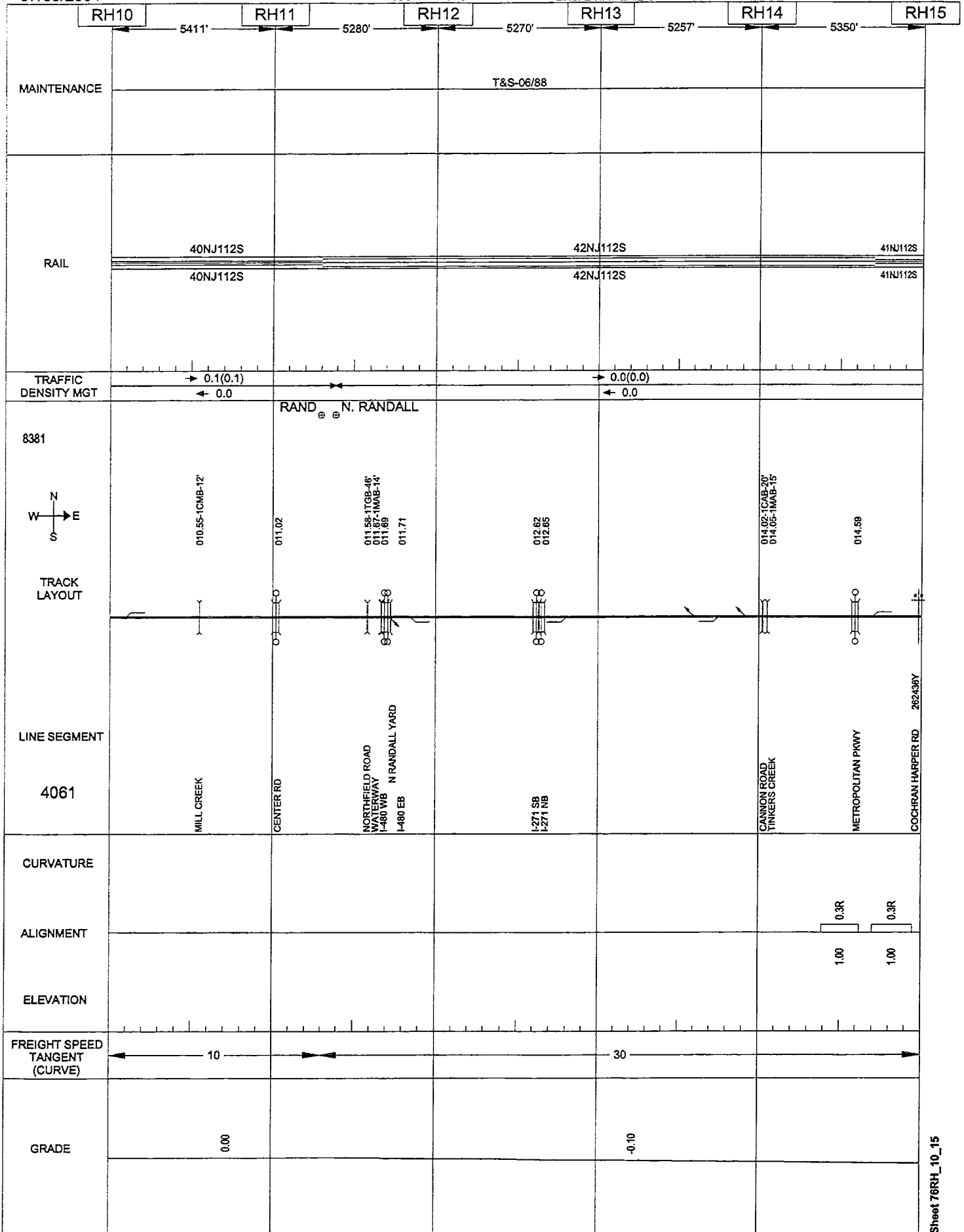


07/03/2001

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN

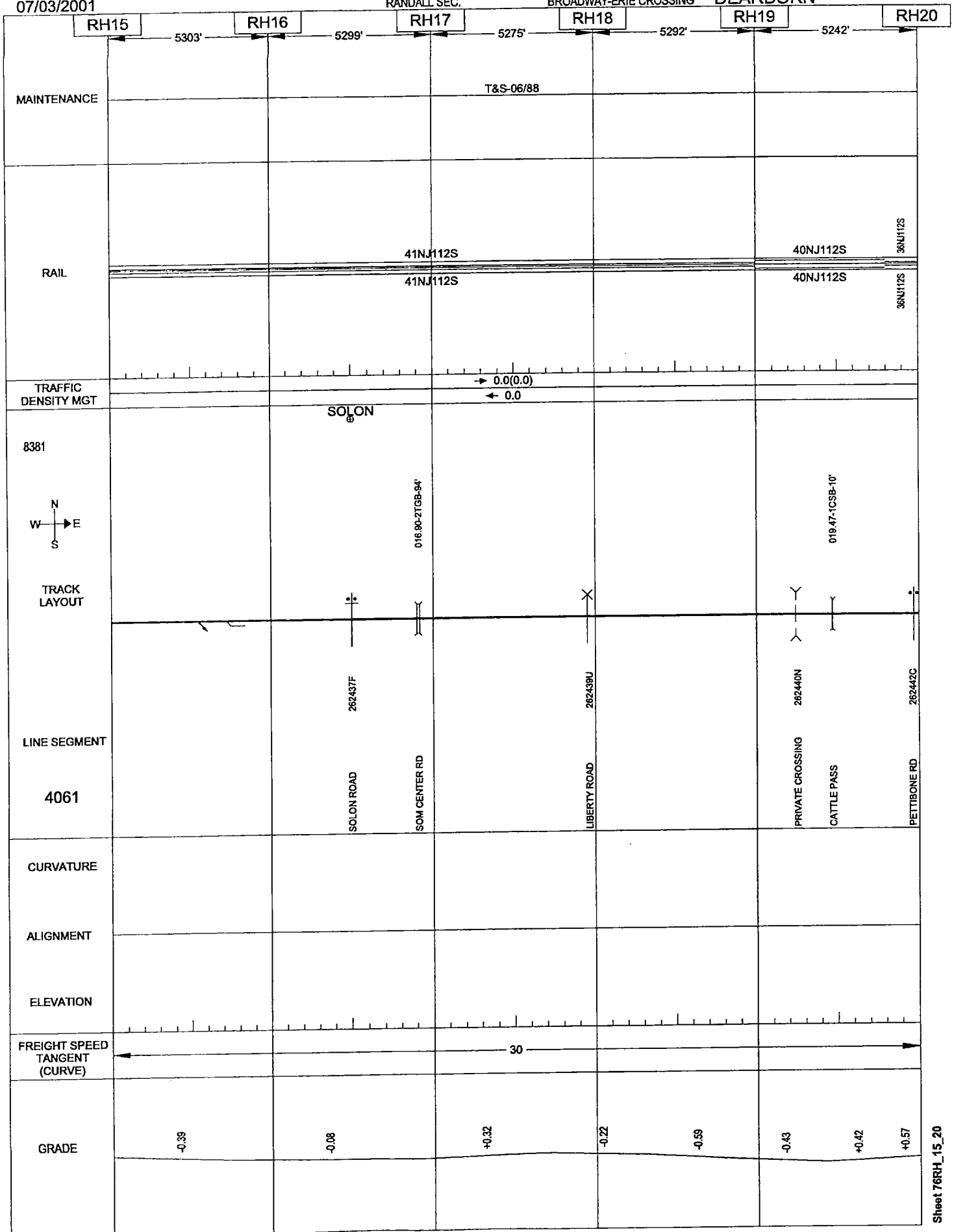


07/03/2001

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN



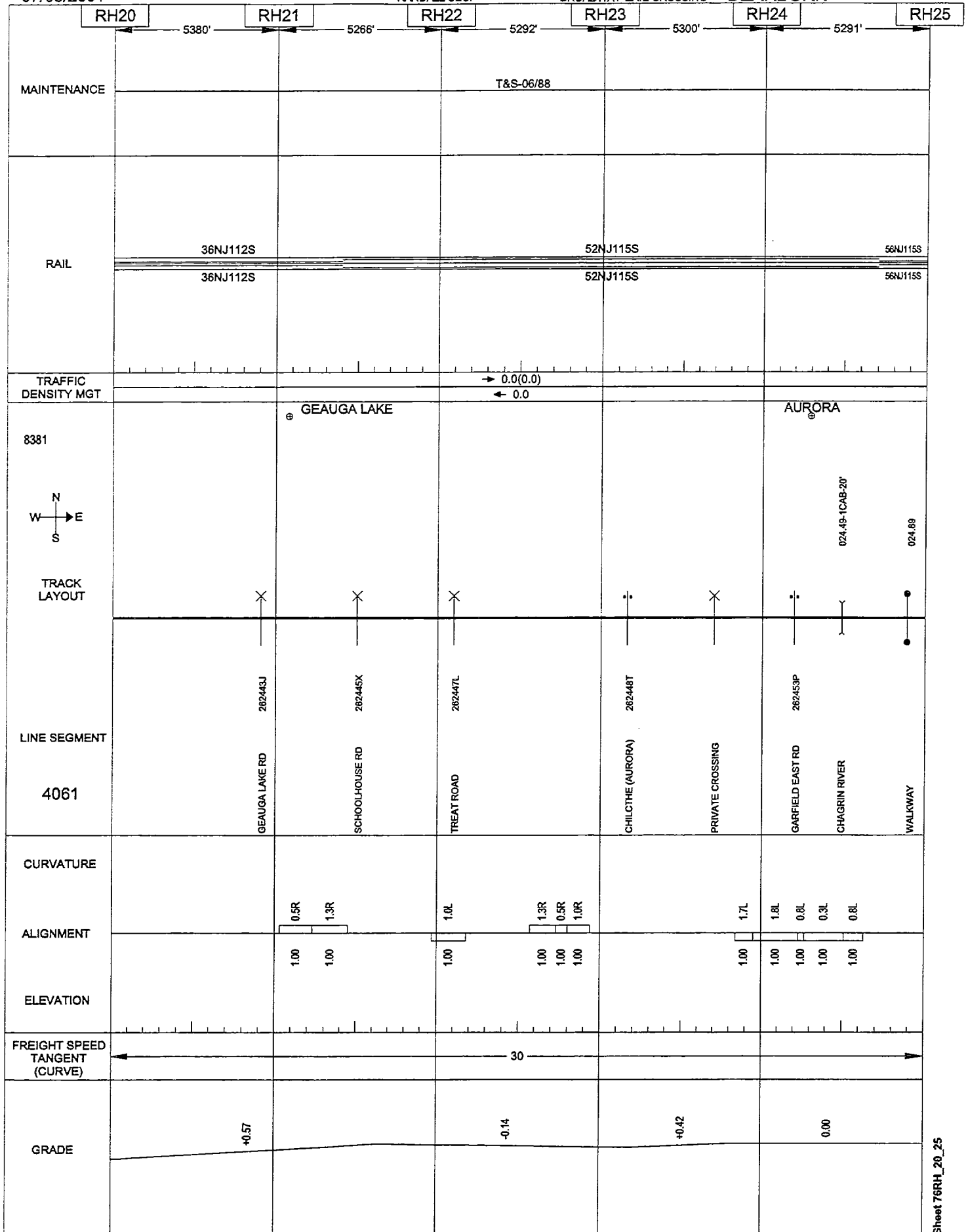
07/03/2001

292

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN

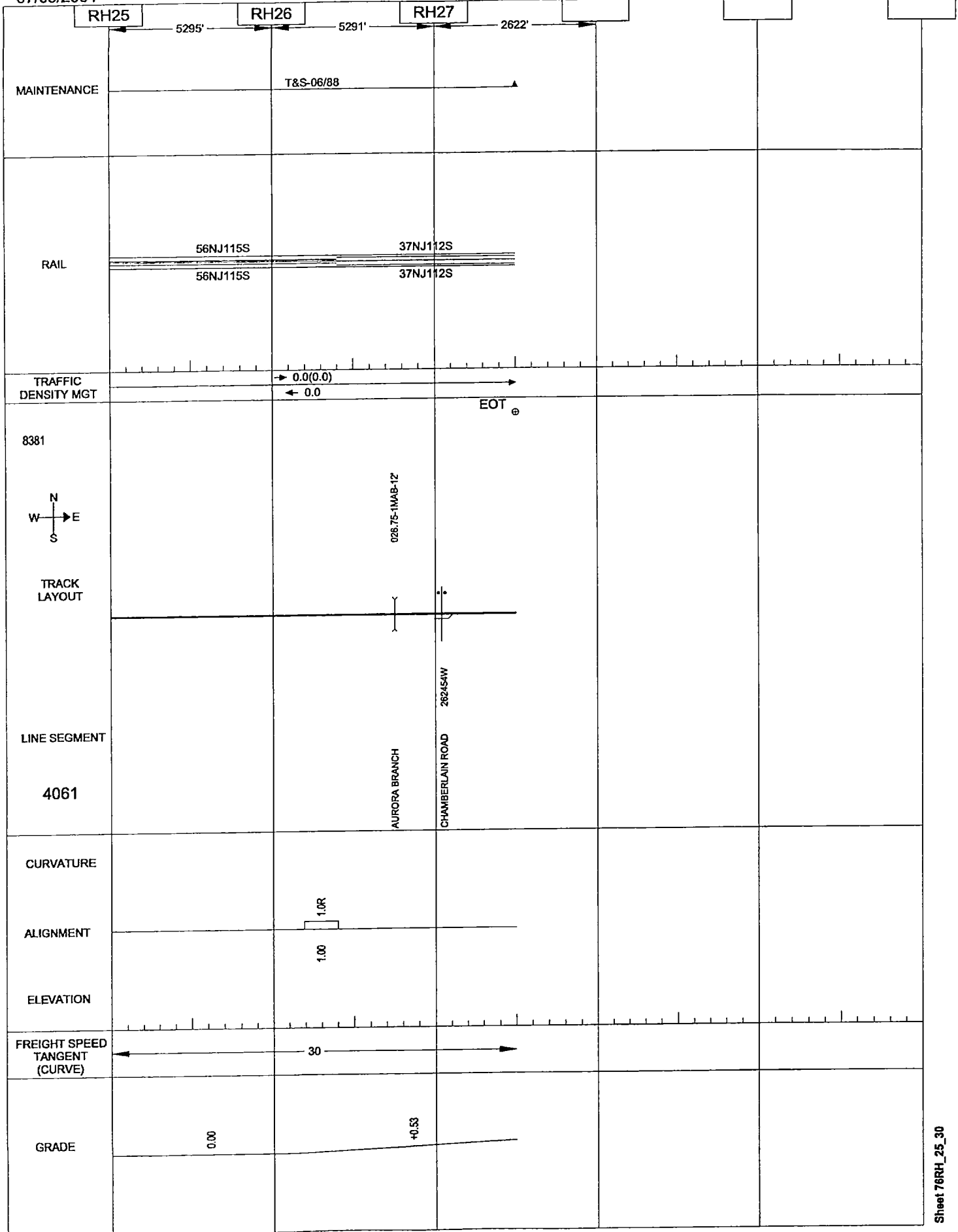


07/03/2001

RANDALL SEC.

BROADWAY-ERIE CROSSING

DEARBORN



07/03/2001

294  
NORTHERN I.T.

BRYAN, OH

DEARBORN

IV59

1584'

5280'

MAINTENANCE

T&S-06/43 T&S-06/58

RAIL

27NU090S

27NU090S

TRAFFIC  
DENSITY MGT

BRYAN

5510

W  
S — N  
E

TRACK  
LAYOUT

IV-58.7/CD-341.3



LINE SEGMENT

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

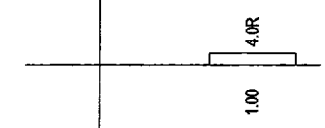
544310X  
544311E  
544312L  
544313T  
544314A  
523844X  
523843R

4010

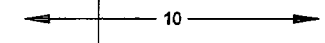
CURVATURE

ALIGNMENT

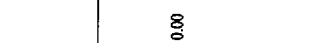
ELEVATION



FREIGHT SPEED  
TANGENT  
(CURVE)



GRADE

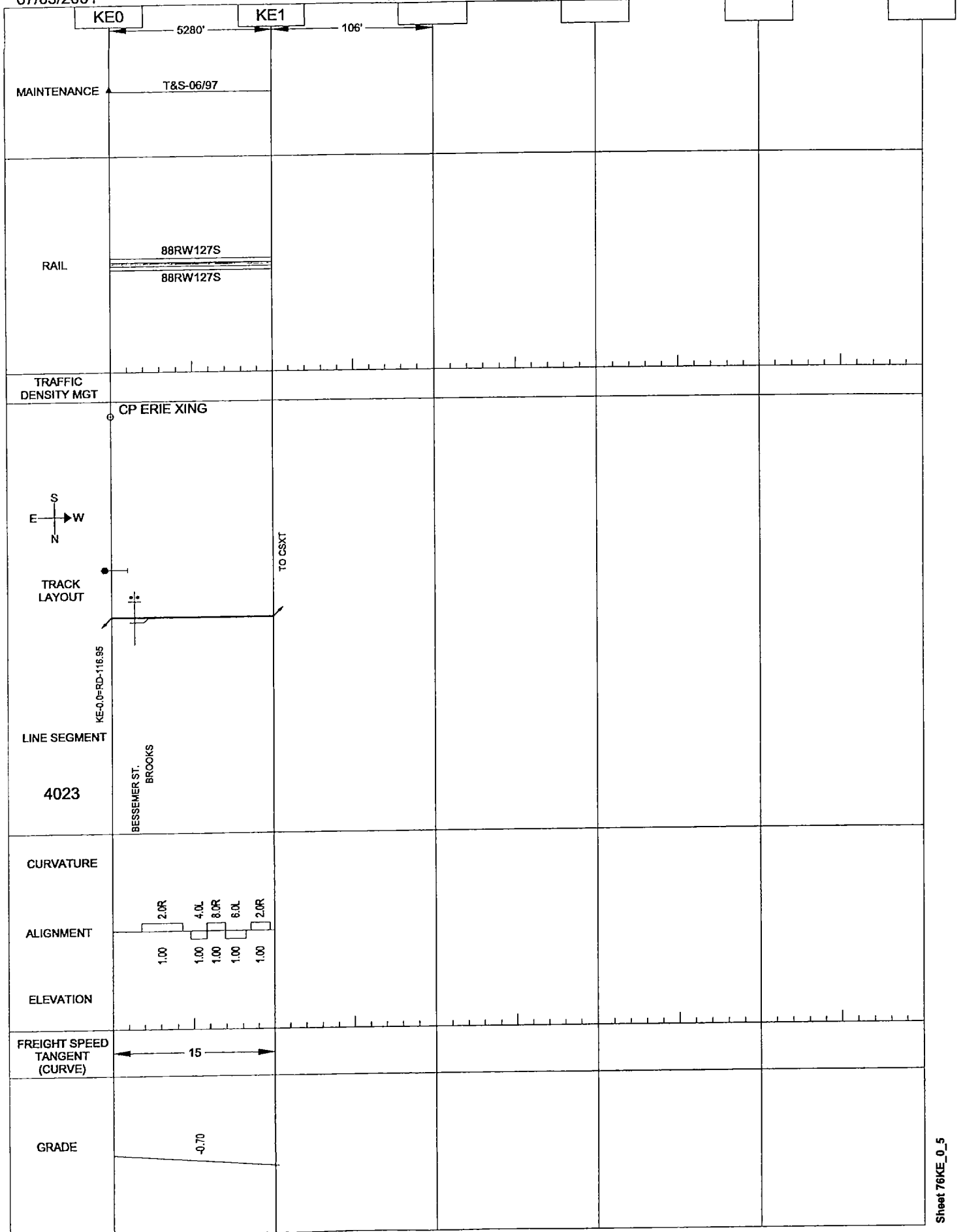


07/03/2001

KINSMAN CONNECTION

ERIE CROSSING-CP 5

DEARBORN



07/03/2001

296

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN

RK124

RK125

5280'

5301'

MAINTENANCE

T&S-06/77  
S-06/79T&S-06/77  
S-06/80

RAIL

31NJ131S

31NJ131S

TRAFFIC  
DENSITY MGT

0.0(0.0)

0.0

0.4

RED KEY

7148

S  
E → W  
NTRACK  
LAYOUT124.61-1C88-20'  
RK-124.68-SP-157.1

LINE SEGMENT

3833

533890K  
533891S  
533893F  
533892Y  
533894M  
533895J  
533896B

170 E-W  
GEORGE ST.  
DELEWARE ST  
HALFWAY CRK  
MERIDIAN ST  
UNION ST  
NS RR 77  
OAK ST  
HIGH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

25

GRADE

-0.20

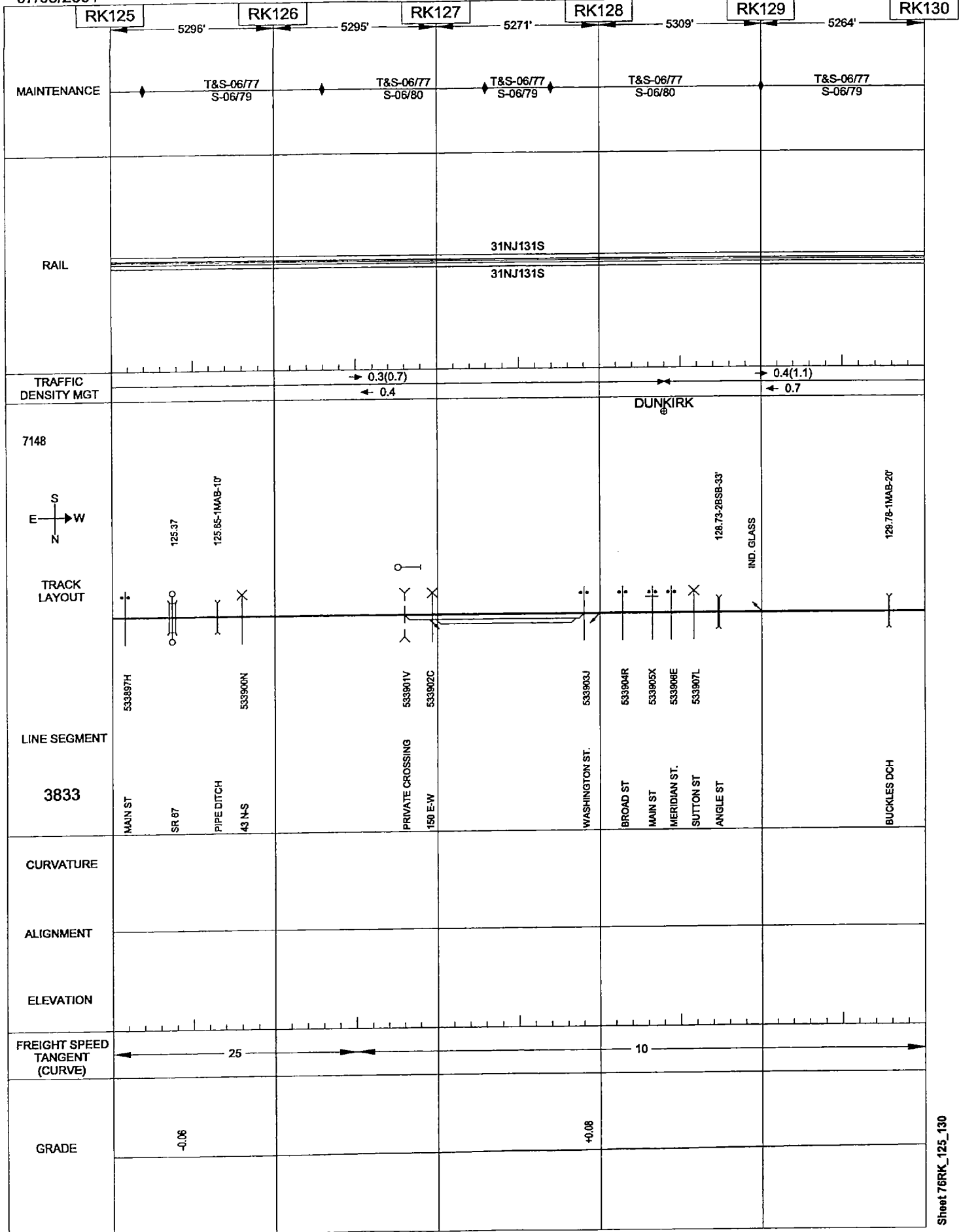
-0.06

07/03/2001

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN





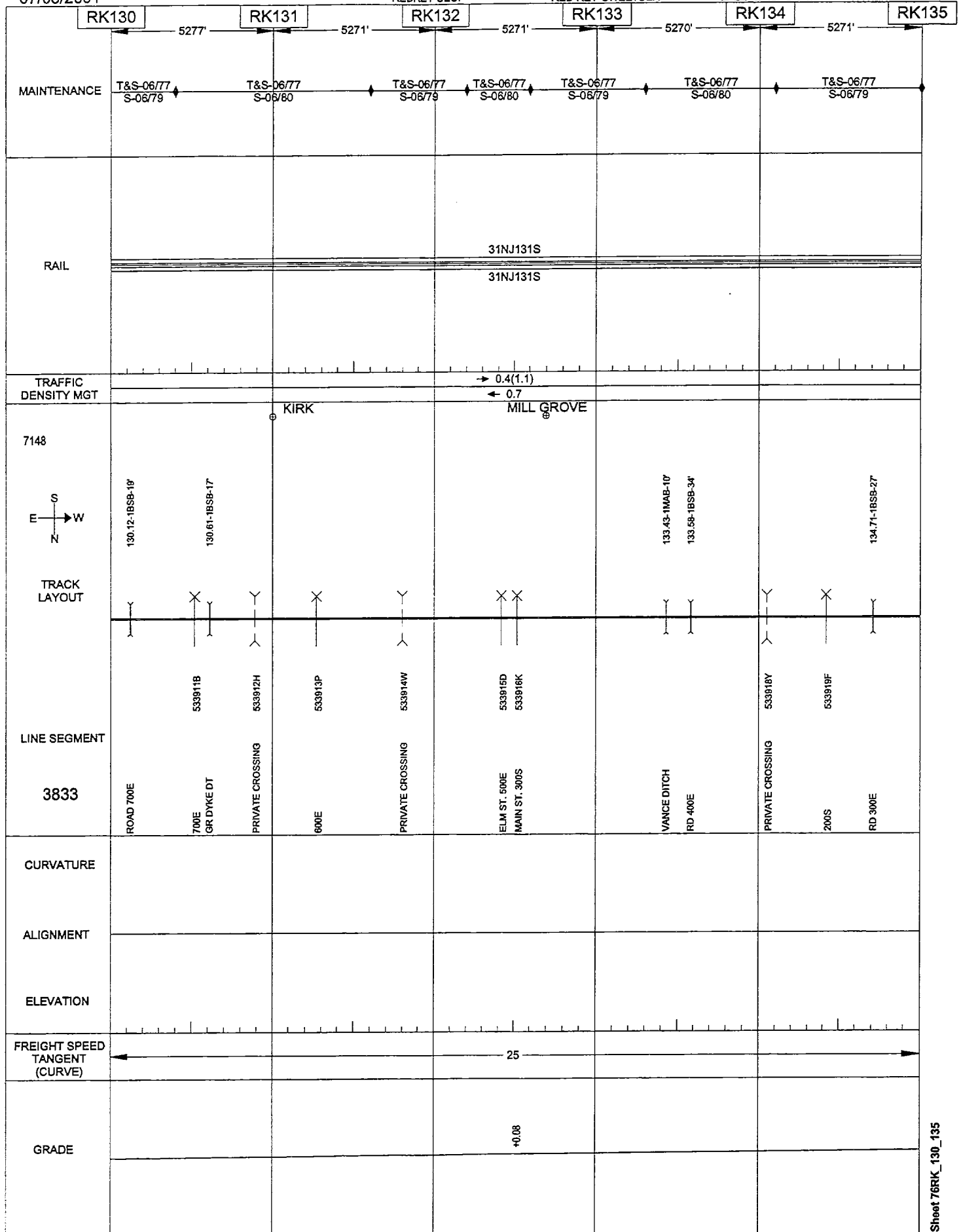
07/03/2001

298

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN

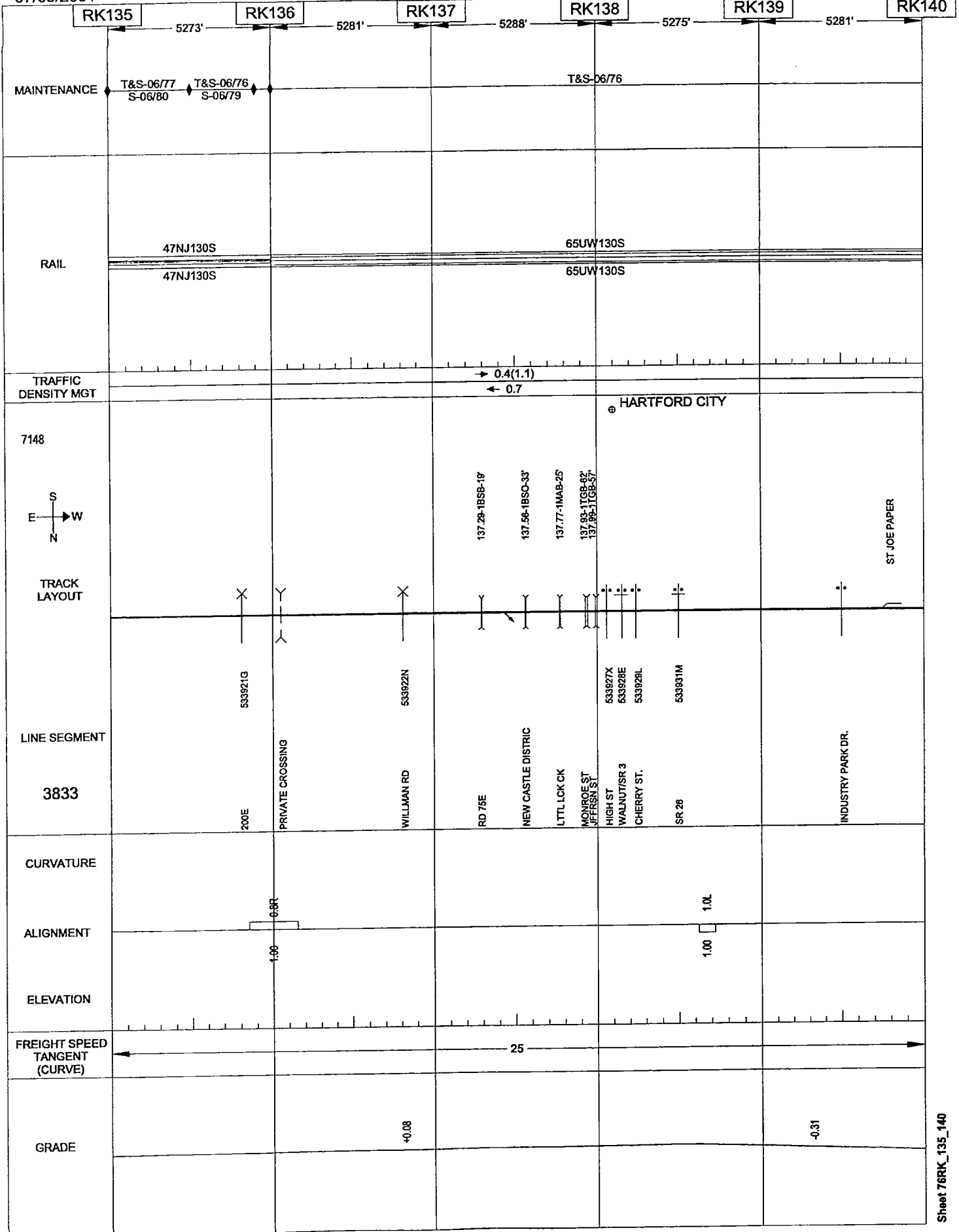


07/03/2001

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN



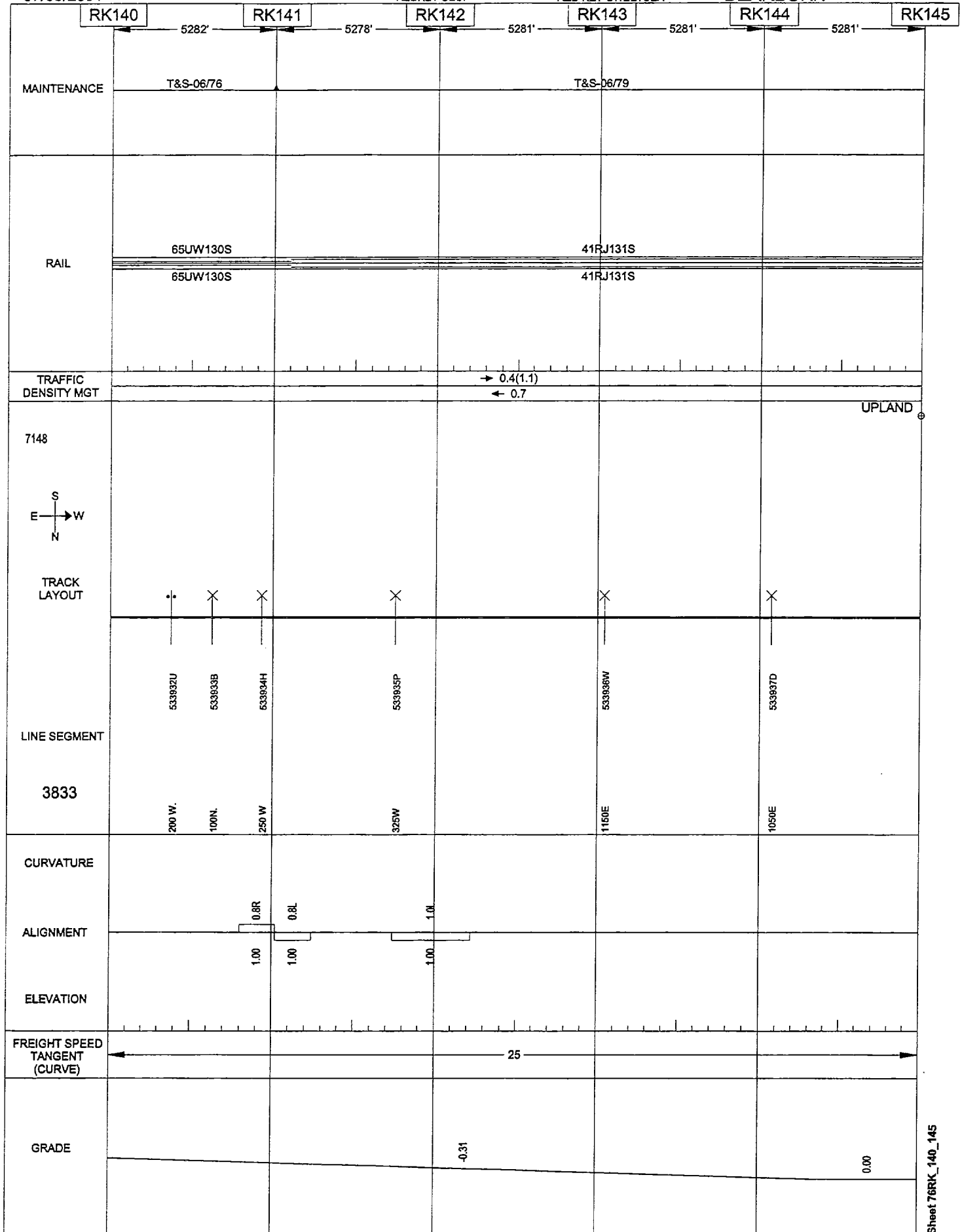
300

07/03/2001

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN



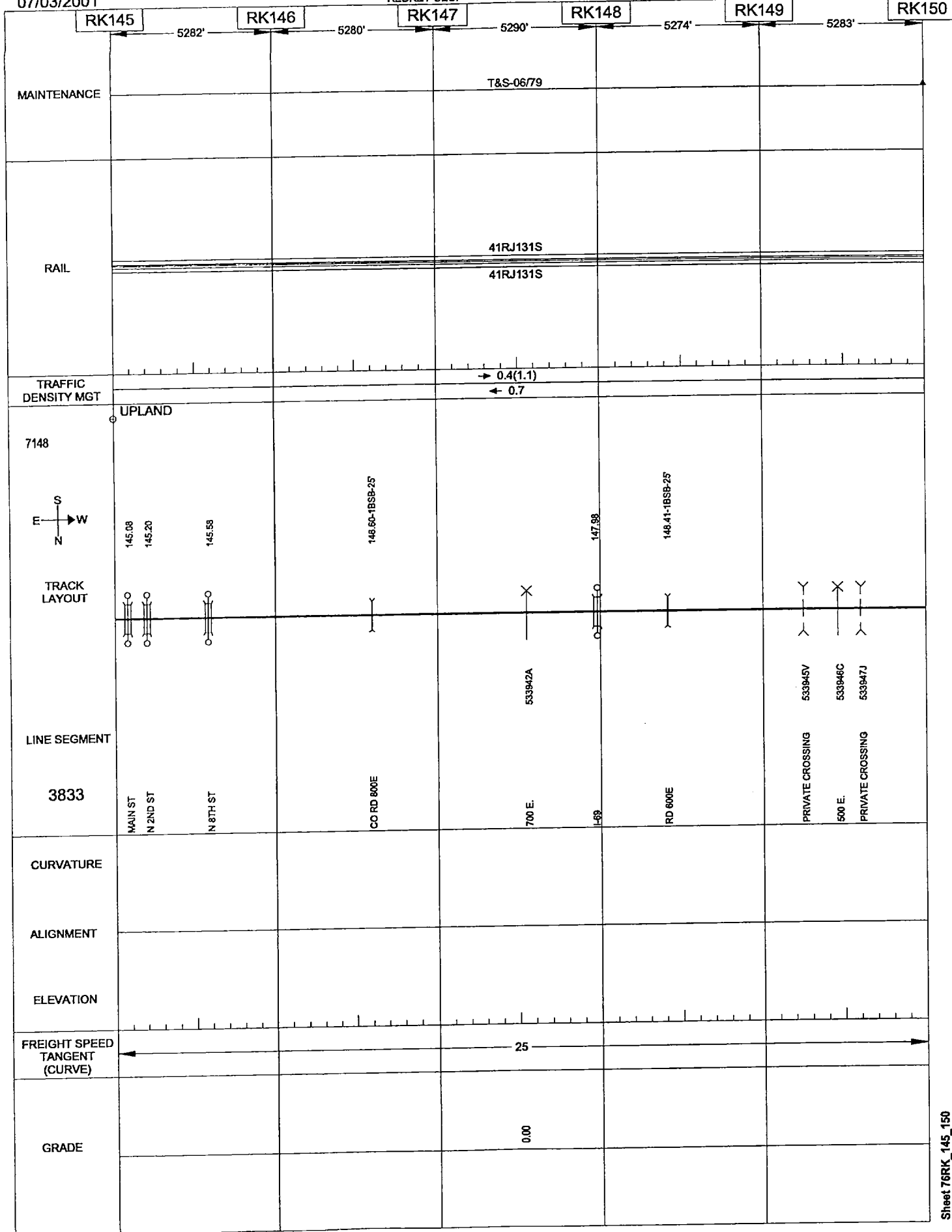
07/03/2001

301

REDKEY SEC.

RED KEY-SWEETSER

DEARBORN



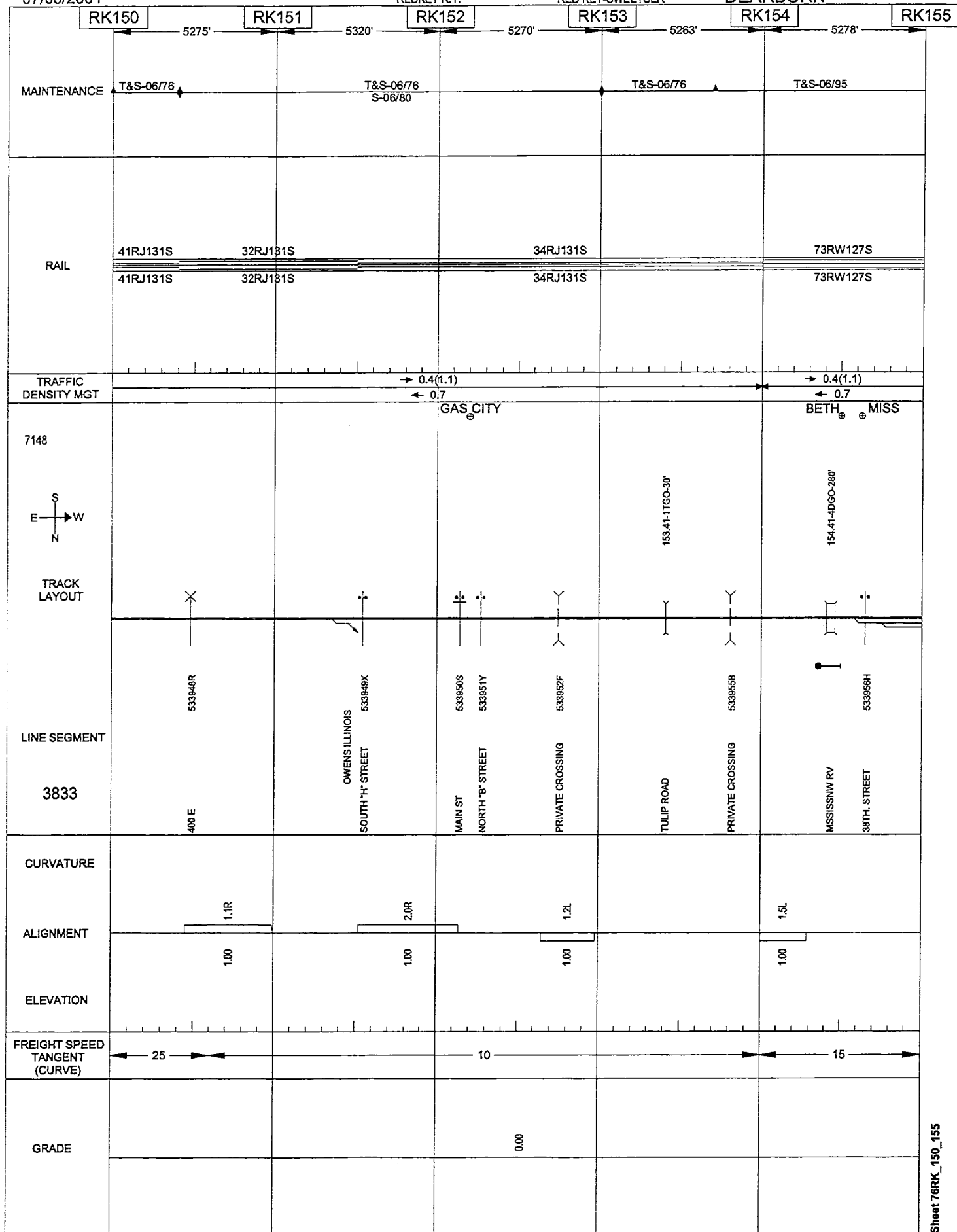
07/03/2001

302

REDKEY R.T.

RED KEY-SWEETSER

DEARBORN

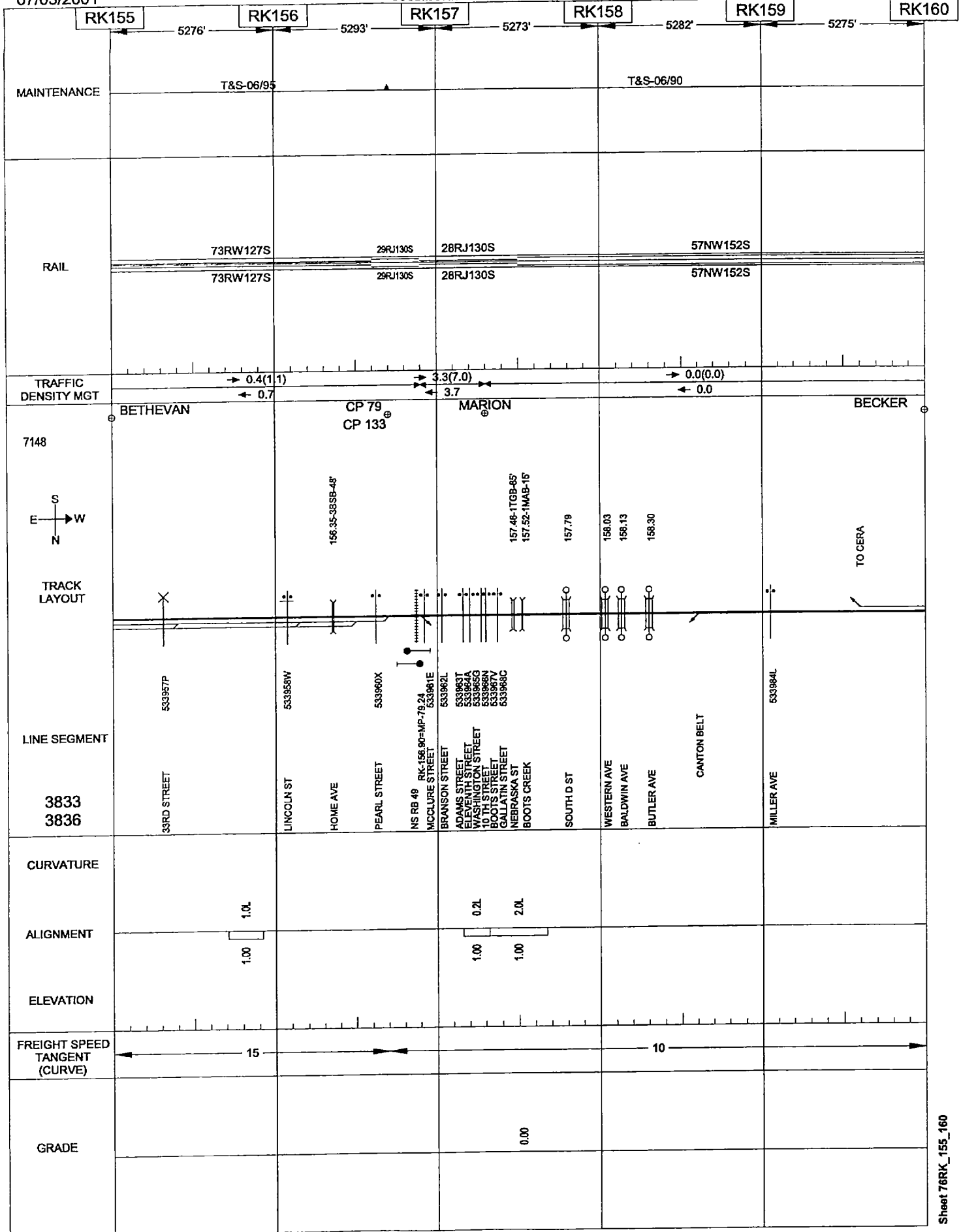


07/03/2001

GOODMAN I.T.

RED KEY-SWEETSER

DEARBORN

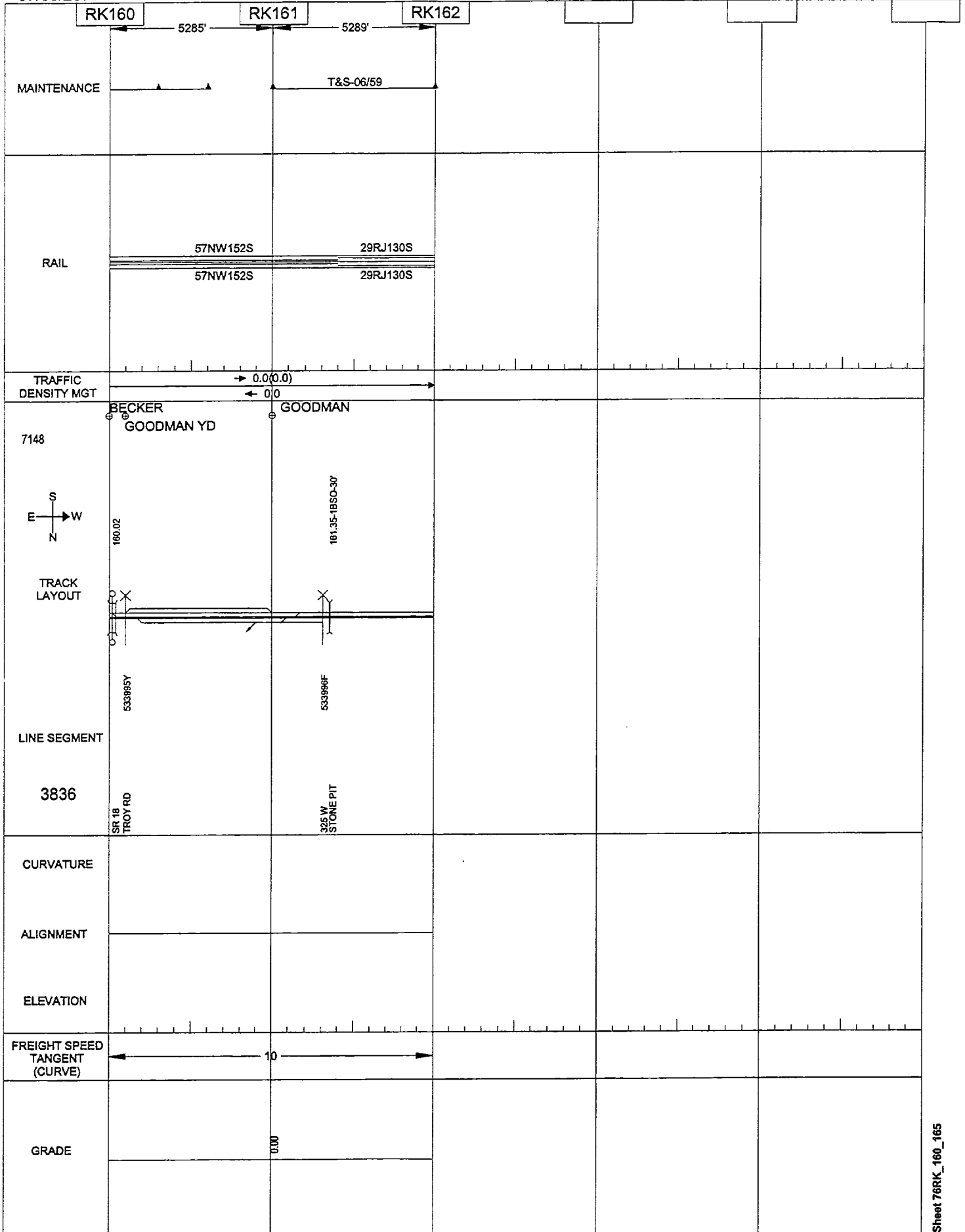


07/03/2001

GOODMAN I.T.

RED KEY-SWEETSER

DEARBORN



07/03/2001

305  
INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN

IK125

5280'

MAINTENANCE

RAIL

TRAFFIC  
DENSITY MGT

7152



TRACK  
LAYOUT

DOW®

IK-124.80-MP-108.65

527799D

CROSS ST

LINE SEGMENT

4181

CURVATURE

ALIGNMENT

ELEVATION

1.0L  
1.00

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

-0.05



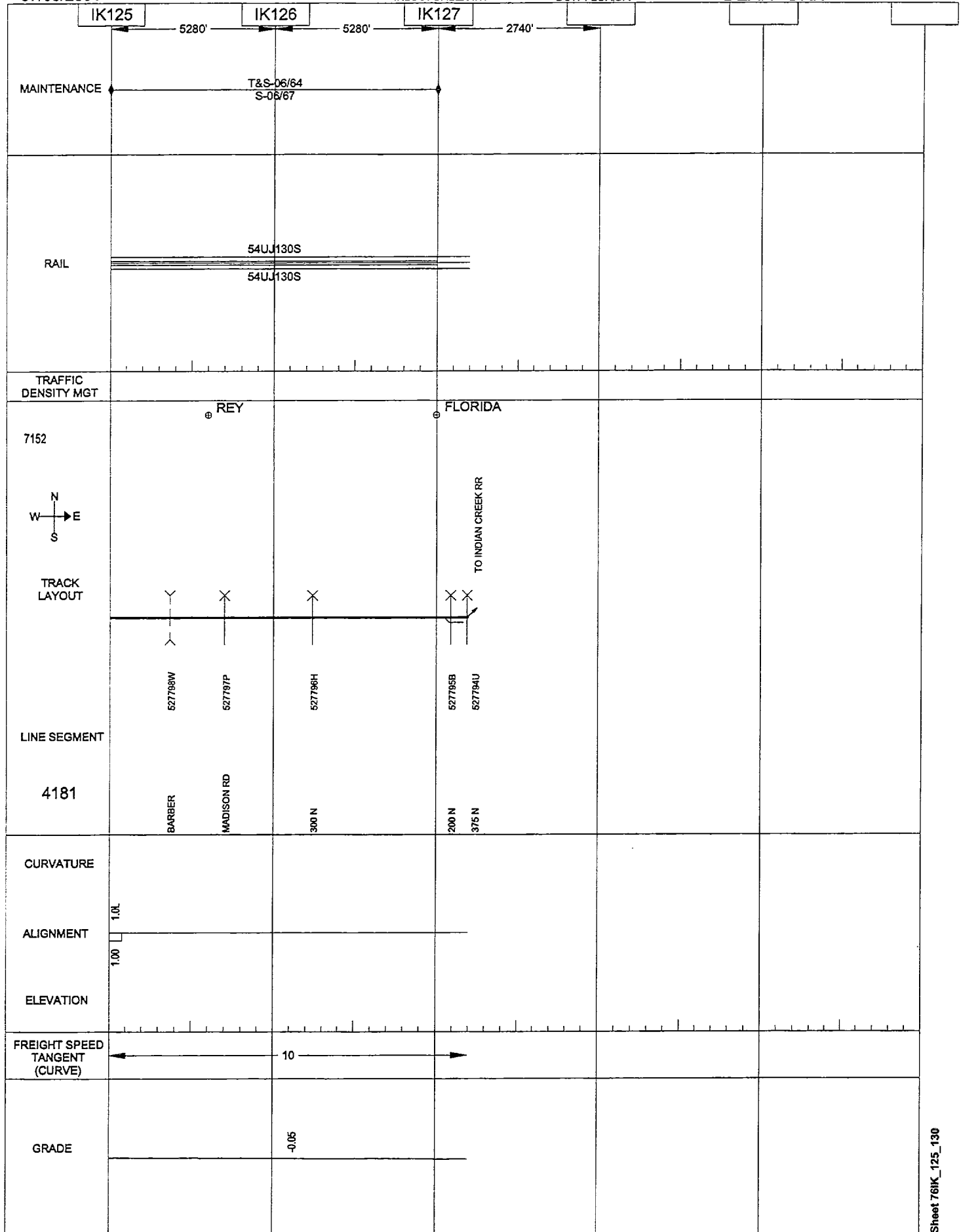
07/03/2001

306

INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN



- 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.**

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

**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).**

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. The number shown below the station name is the station code.
- 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. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. The heavy arrows indicate junctions with branch lines and connections with other railroads (see item 8). 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: Other Road, Crossing Type, Angle and Maintaining Road. Crossing types are:

SM - Solid Manganese  
 MI - Manganese Insert  
 RB - Rail Bolted  
 XO - Double Crossover  
 MP - Movable Point

- 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 shown under the specific curve to which it applies.

#### **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**

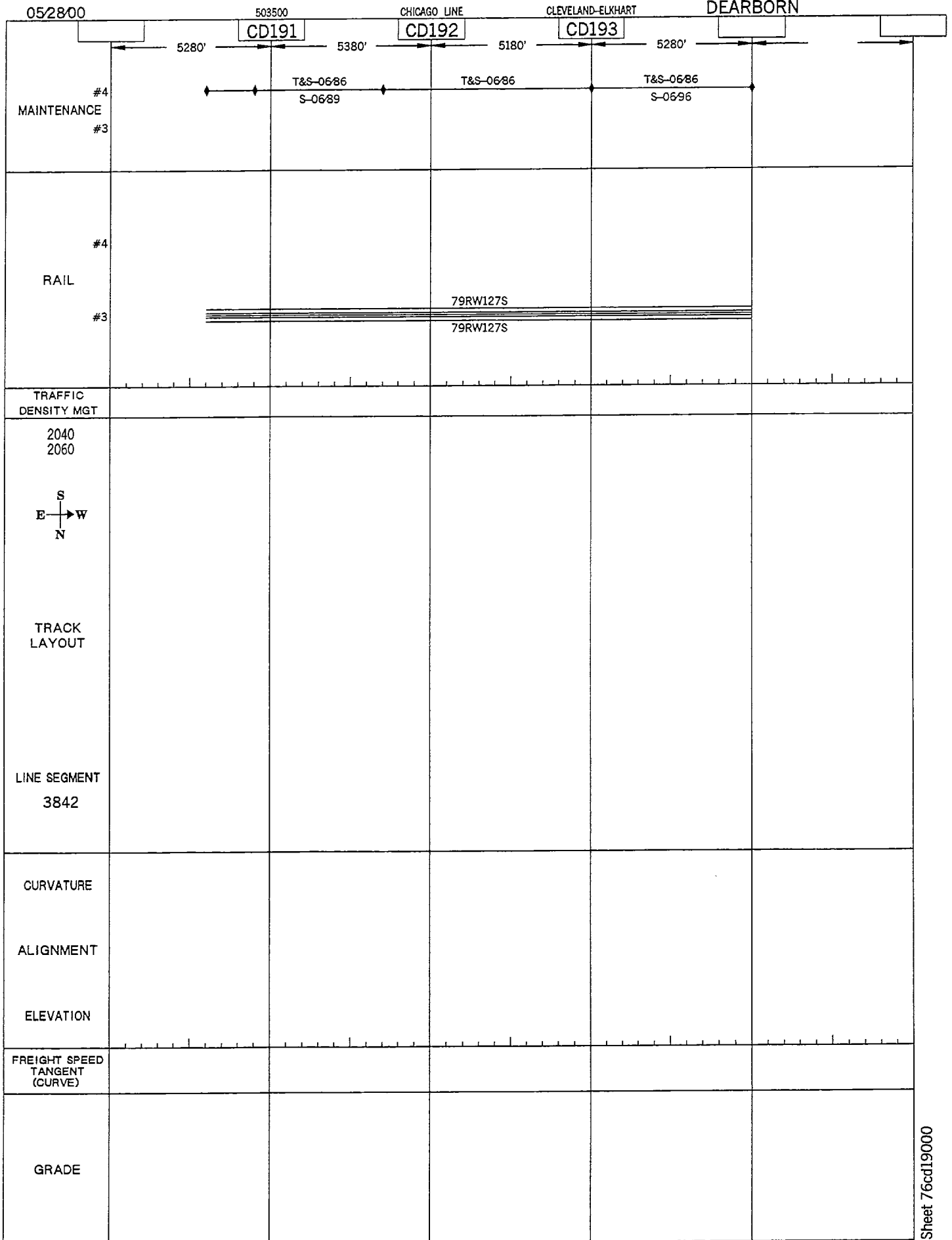
O = Open Deck  
 B = Ballast Deck  
 C = Combination

# 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



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



TRACK  
LAYOUT

LINE SEGMENT  
3860

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE



052800		503202		CHICAGO LINE		ELKHART-CHICAGO		DEARBORN			
				CD507		CD508		CD509			
				5280'		5280'		5280'		5280'	
#4				T&S-0685				T&S-0685			
#3				S-0692				S-0692			
				T&S-0667				T&S-0689			
				S-0692				S-0692			
#4				86RW132S				92RW130S		26NJ130S	
#3				98NW136S		86RW132S		92RW130S		26NJ130S	
				86RW132S		92RW130S		92RW130S		26NJ130S	
				68NJ130S		44NJ130S		46NJ130S		80RW131S	
				68NJ130S		46NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
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				44NJ130S		55NJ130S		46NJ130S		80RW131S	
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				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
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				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	
				44NJ130S		55NJ130S		46NJ130S		80RW131S	

A-004

05/28/00

503202

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD518

CD519

CD520

5280'

5280'

5280'

#4  
MAINTENANCE  
#3

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

T&S-06/85

#4  
RAIL  
#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

052800

503202

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

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



