



**NORFOLK
SOUTHERN**

Dearborn Division

2004

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

This book is prepared and published by the office of Engineering Design and Construction-Atlanta and is based on information contained in two data sources: (1) the Engineering D&C data file and (2) the corporate track database (CTRK).

ENGINEERING D&C DATABASE:

Engineering D&C 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 D&C office as follows:

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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:

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E. P. Hatten, Mgr. Prog. & Sched.
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And Curve Speeds:**

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Speed Restrictions:**

**Transportation Dept.
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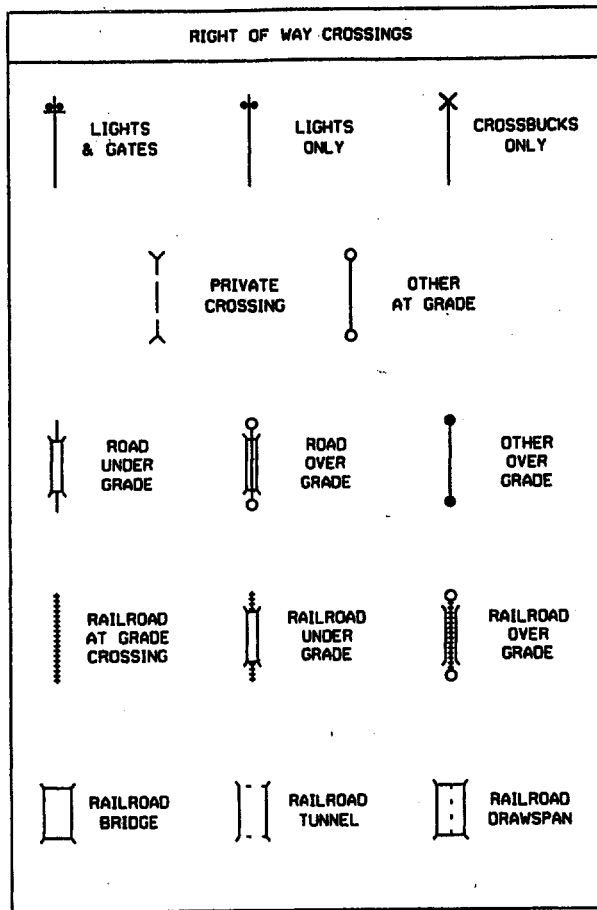
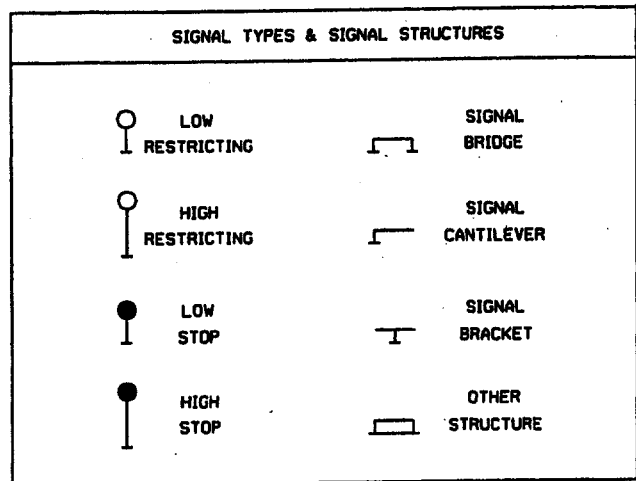
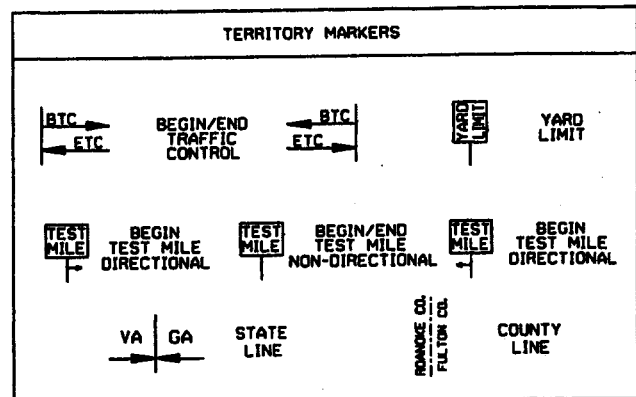
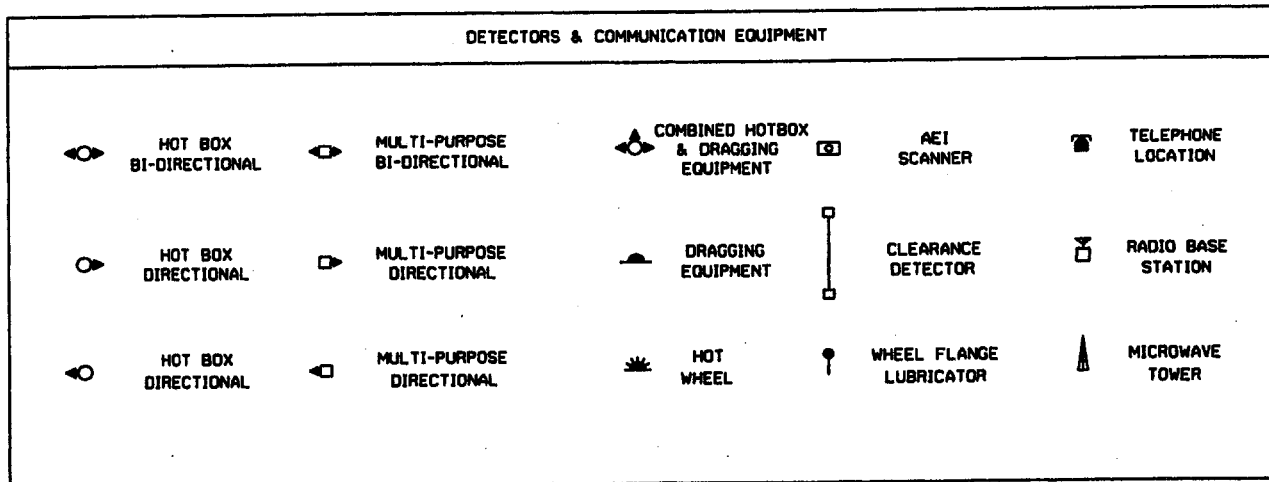
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TRACK CHART SYMBOL LEGEND



SINGLE TO DOUBLE MAIN WITH EQUILATERAL TURNOUT

SINGLE TO DOUBLE MAIN WITH LEFT HAND TURNOUT

SINGLE TO DOUBLE MAIN WITH RIGHT HAND TURNOUT

PASSING SIDING ABOVE SINGLE MAIN

PASSING SIDING BELOW SINGLE MAIN

PASSING SIDING ABOVE DOUBLE MAIN

PASSING SIDING BELOW DOUBLE MAIN

PASSING SIDING BETWEEN DOUBLE MAIN

INDUSTRY LEADS ABOVE AND BELOW DOUBLE MAIN

INDUSTRY LEADS ABOVE AND BELOW SINGLE MAIN

CROSSOVERS BETWEEN DOUBLE MAIN

YARD TRACKS ABOVE AND BELOW MAINS



10/06/2004

402412

001

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN

RD86

RD87

RD88

RD89

RD90

5280'

5280'

5280'

5280'

5280'

#1
MAINTENANCE
#2

T&S-09/01

T&S-06/99
S-11/01

T&S-06/99
S-09/01

RAIL

#1

82RW132S

82RW132S

#2

79NW132S

75NW140S

79NW132S

75NW140S

TRAFFIC
DENSITY MGT

→ 43.1(45.7#1)
← 48.2(45.7#2)

→ 43.1(45.7#1)
← 48.3(45.7#2)

CP RAVE

(BRADY LAKE)

7435

S
E → W
N

TRACK
LAYOUT
#1
#2

LINE SEGMENT

4052

BEGIN PITTSBURGH DIV

086.09-1M/AS-10'

086.44

086.55

087.52-1TGB-67

088.51

088.56

089.06

RD-89.10-CJ-27.40

089.88-2DGO-170'(02)(61)

WATERWAY

OVERHEAD TELEPHONE COND.
KNT RTE 5

CUTLER RD

CR FREEDOM SEC
PPN LAKE RD

LAKE ROCKWELL RD

CUYAHOGA RIVER

CURVATURE

#1

0.8R

ALIGNMENT

#2

ELEVATION

0.8R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

0.00

-0.06

-0.28

-0.02

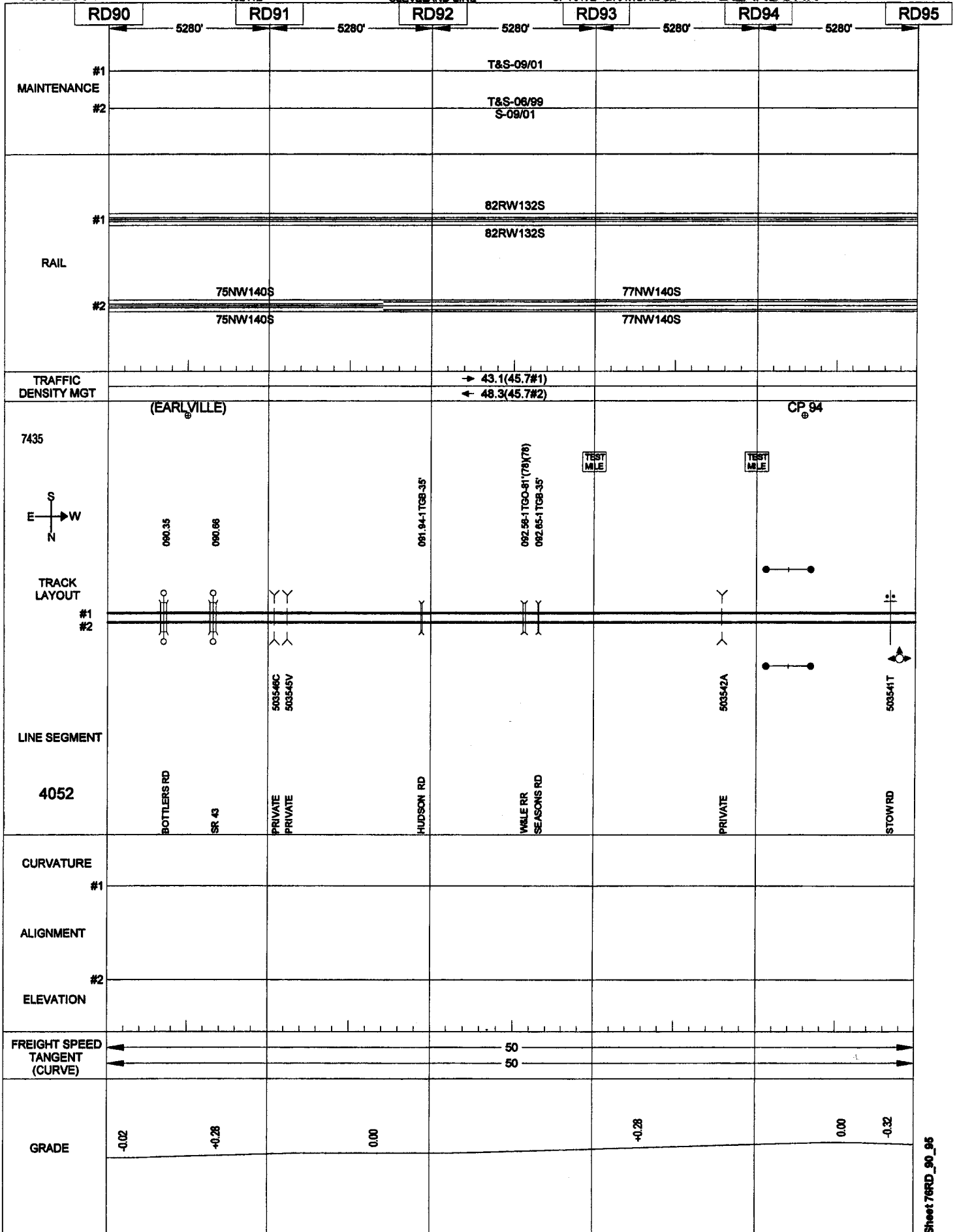
10/06/2004

002

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



		RD95	RD96	RD97	RD98	RD99	RD100
		5281'	5525'	1'	5280'	5230'	
MAINTENANCE	#1		T&S-09/01			T&S-10/01 S-05/03	
	#2	T&S-06/99 S-09/01		T&S-06/99 S-11/01		T&S-11/99 S-08/02	
RAIL	#1	82RW132S	02NW141S	82RW132S		03NWF141S	
	#2	82RW132S				03NWF141S	
			77NW140S			90NW132S 77NW140S	
			77NW140S			90NW132S 77NW140S 90NW132S 77NW140S	
TRAFFIC DENSITY MGT		→ 43.1(45.7#1) ← 48.3(45.7#2)		→ 43.2(45.8#1) ← 48.4(45.8#2)		→ 43.2(45.8#1) ← 48.4(45.8#2)	
			HUDSON			(HIGHLAND SPGS)	
7435							
E S W N							
TRACK LAYOUT			098.64-1 TGB-73 RD-98.64/A-0.20 098.68-1 TGB-67 RD-97.50-A-0.0		098.06-1 BSB-30'	098.60-1 DGO-28'(91)87	098.18-3BSB-238'
							503034K
LINE SEGMENT							
4052							
			OVHD WALKWAY	MAIN ST SR 303	BROWN ST	BRANDYWINE CREEK	OHIO TPK HINES HILL RD
CURVATURE			0.8R			2.0R	1.0L
#1			1.00		0.4R	2.50	1.00
ALIGNMENT			0.8R		0.4R	2.0R	1.0L
#2			1.00		1.00	2.50	1.00
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)				50	50		
GRADE		-0.32		-0.16	-0.76	+0.25	-0.22

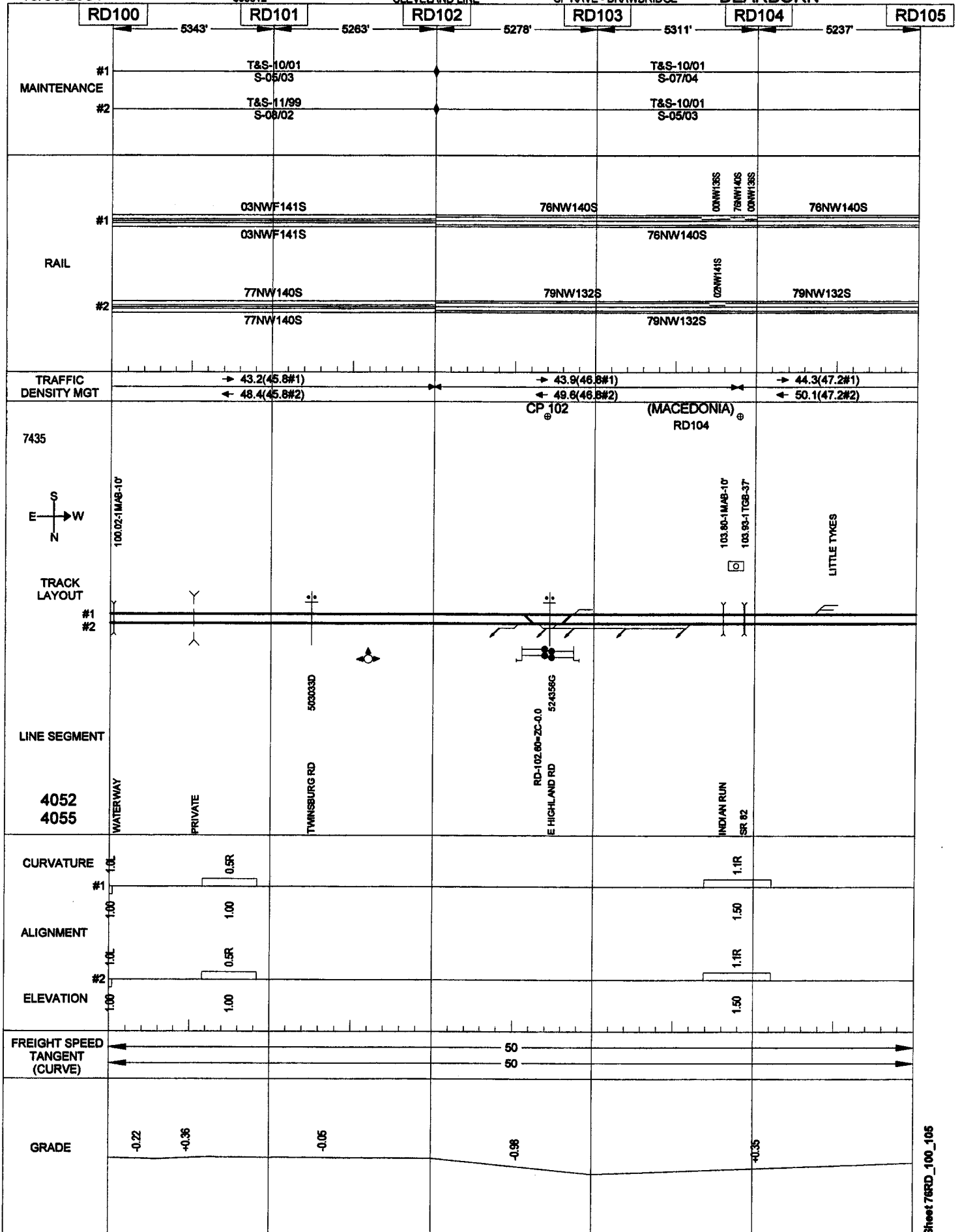
10/06/2004

004

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



10/06/2004

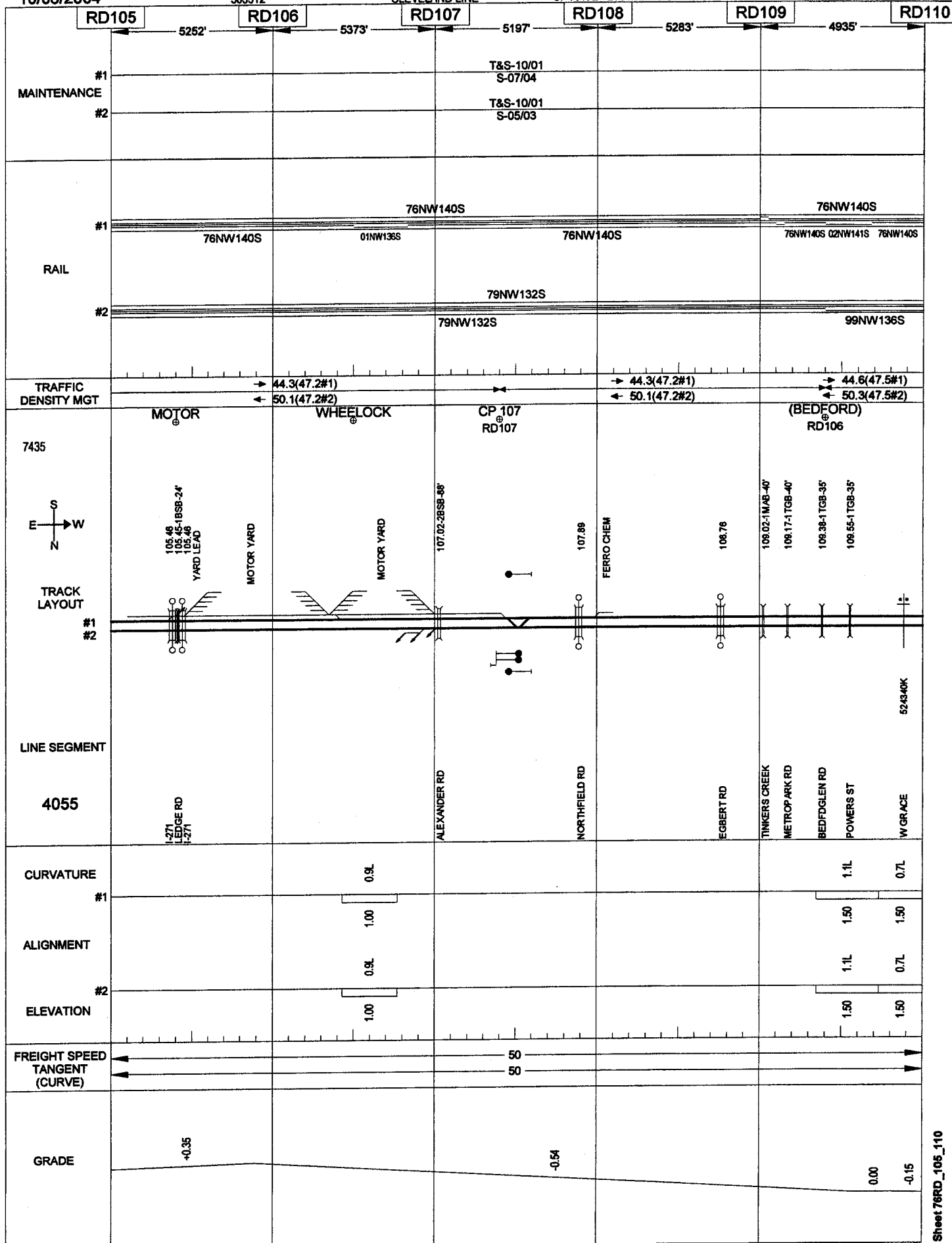
503512

005

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



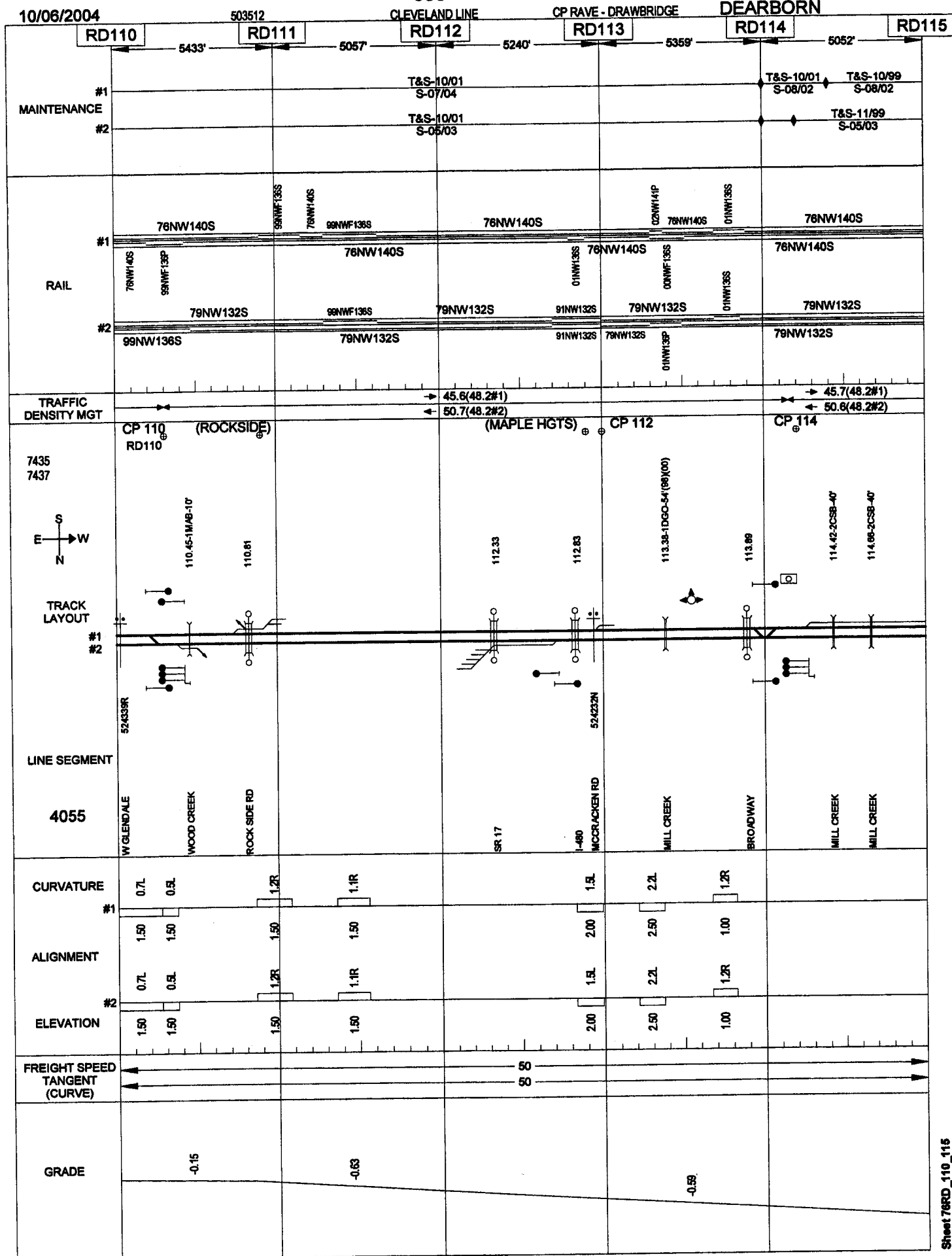
10/06/2004

006

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



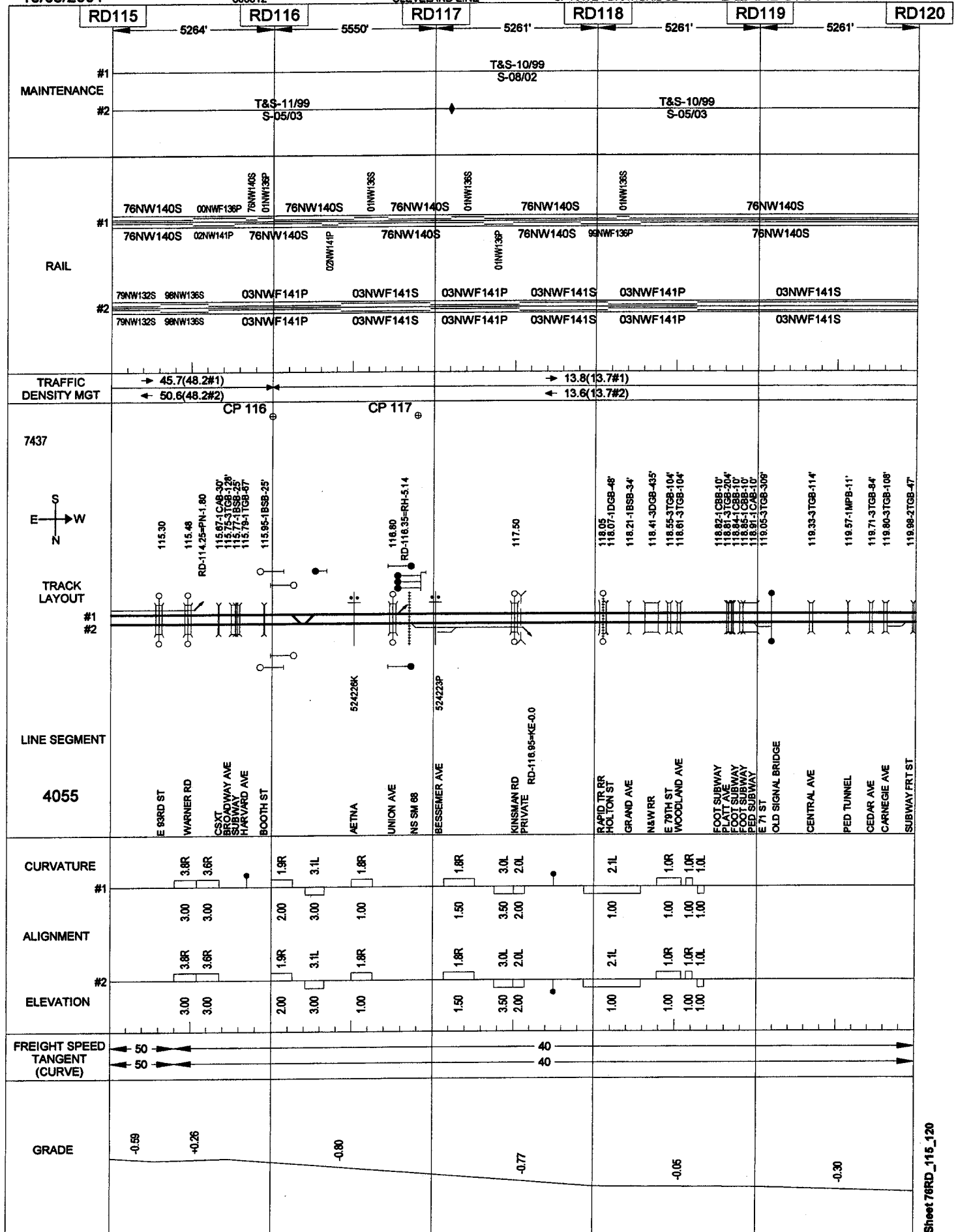
10/06/2004

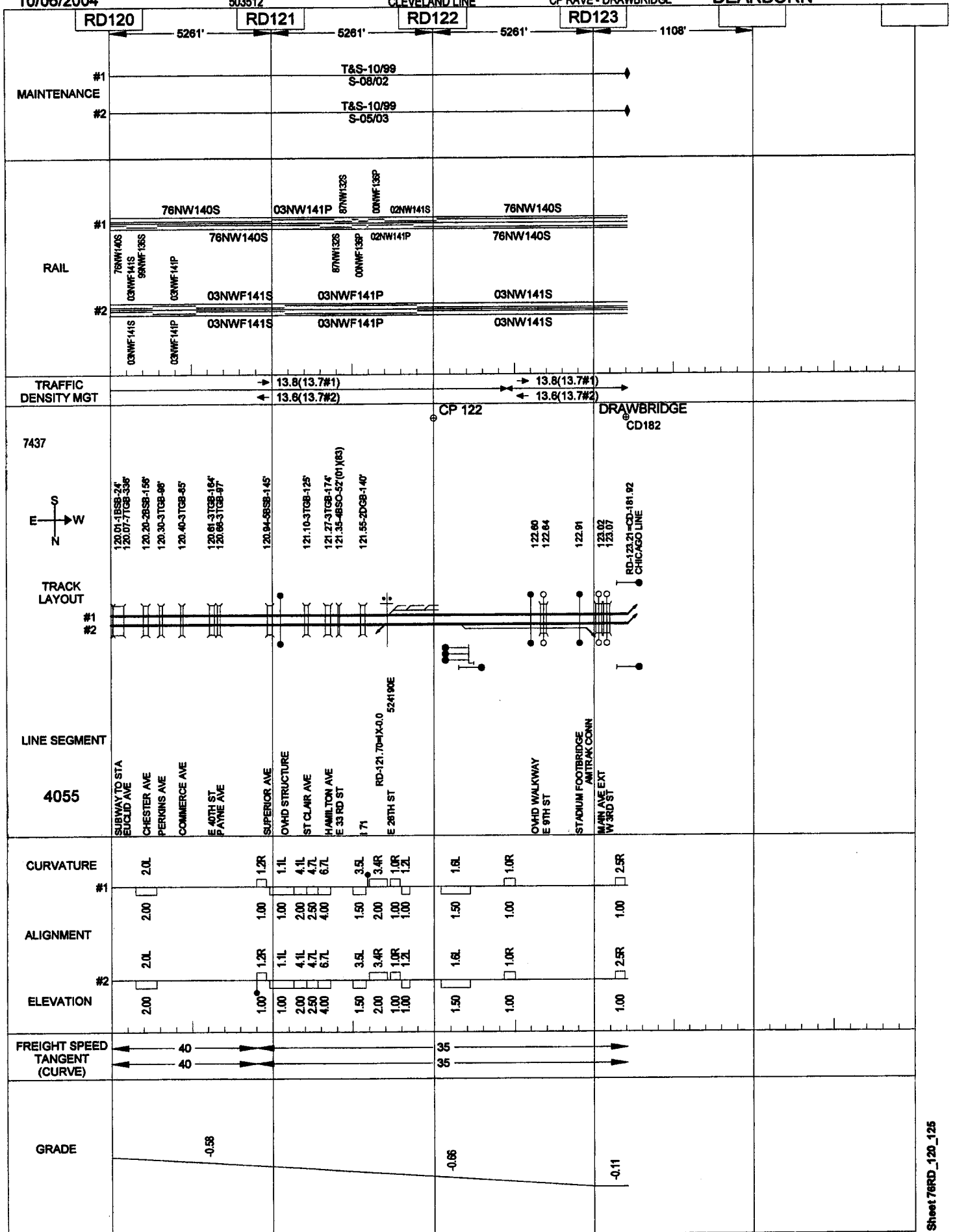
007

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN





10/06/2004

503500

009

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD182

CD183

CD184

CD185

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-05/02

T&S-04/02
S-07/04T&S-04/02
S-06/04

RAIL

#2

#1

79NW132S

78NW132S

02NW135S

78NW132S

91NW132S

92NW140S

78NW132S

79NW132S

78NW132S

02NW135S

78NW132S

91NW132S

92NW140S

78NW132S

85NW132S

02NW135S

85NW132S

85NW132S

02NW135S

85NW132S

TRAFFIC
DENSITY MGT

→ 0.0(0.7)
← 0.7

→ 13.6(13.4#2)
← 13.3(13.4#1)

2040

CP 181
CD181

DRAWBRIDGE

TRACK
LAYOUT#2
#1TO CSXT
181.22
181.32181.59
181.60
181.68
181.75CD-181.92-RD-123.21
CLEVELAND LINE182.00
182.18

182.30-3MSO-338'(00)(88)

CD-182.33-23-123.90

182.81-28SB-60'

183.24-18SB-36'

183.40-28SB-128'

183.64-1CB-10'

184.03-1CB-10'

184.44-3TGB-131'

184.68-1MAB-16'

184.84-1DGO-85'(83)(83)

LINE SEGMENT

3842

WALKWAY
E 9TH STWALKWAY
W 3RD STWALKWAY
MAIN AVE

WHISKEY ISLE

W 9TH ST

RTA

CUYAHOGA RIVER
DRAWBRIDGE

CR MIL ALLIANCE

DRY DOCK RD

LAKE SHORE BLVD

FOOT SUBWAY

FOOT SUBWAY

LAKE AVE

W 95TH ST

WEST BLVD

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

1.00

0.3R

1.00

1.0L

2.5R

2.5L

1.00

1.1L

1.00

1.1L

0.2R

1.00

1.1R

2.00

1.1R

FREIGHT SPEED
TANGENT
(CURVE)

50

50

40

40

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

GRADE

-0.30

-0.23

-0.10

-0.54

-0.91

-0.79

-0.77

010

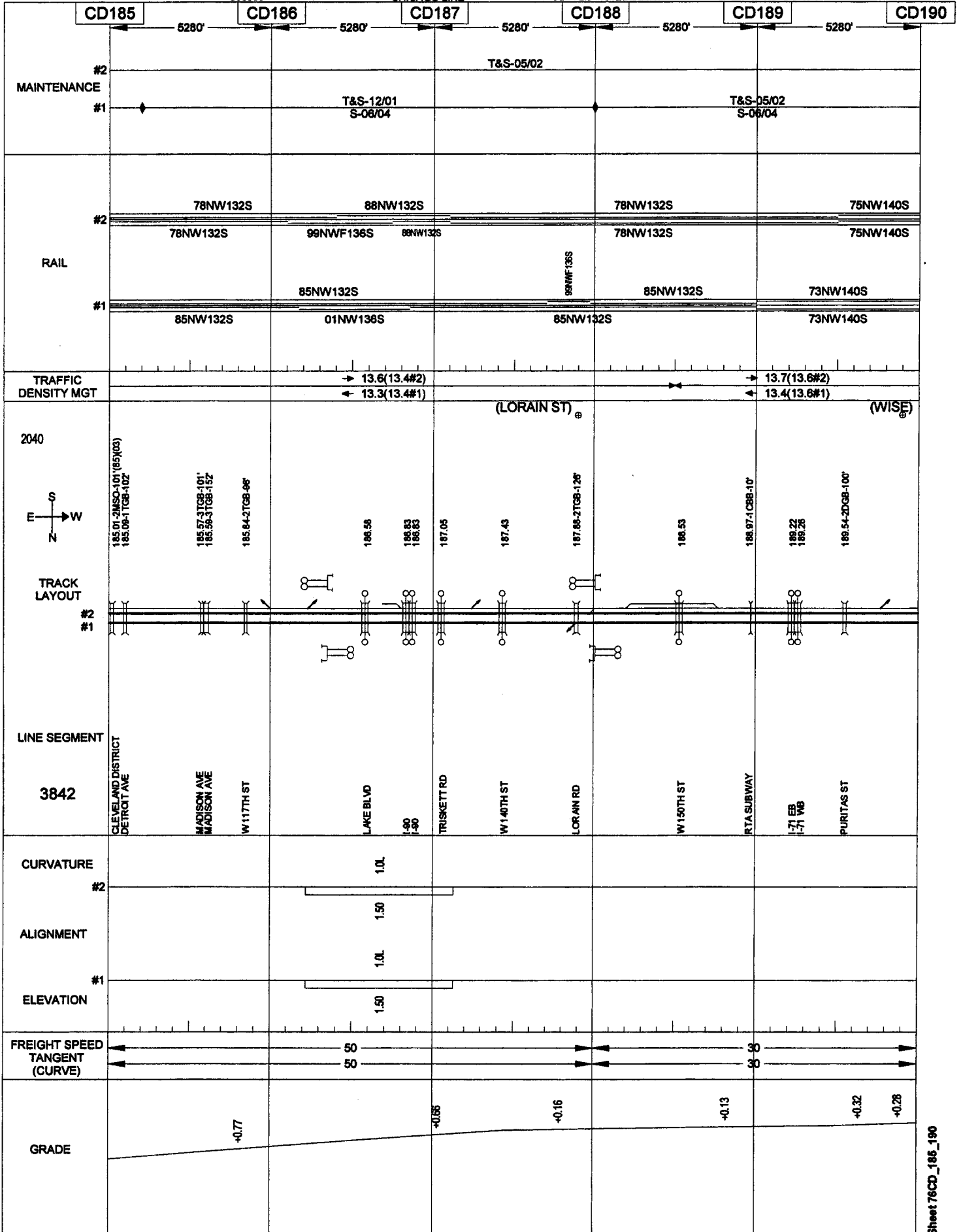
10/06/2004

503500

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

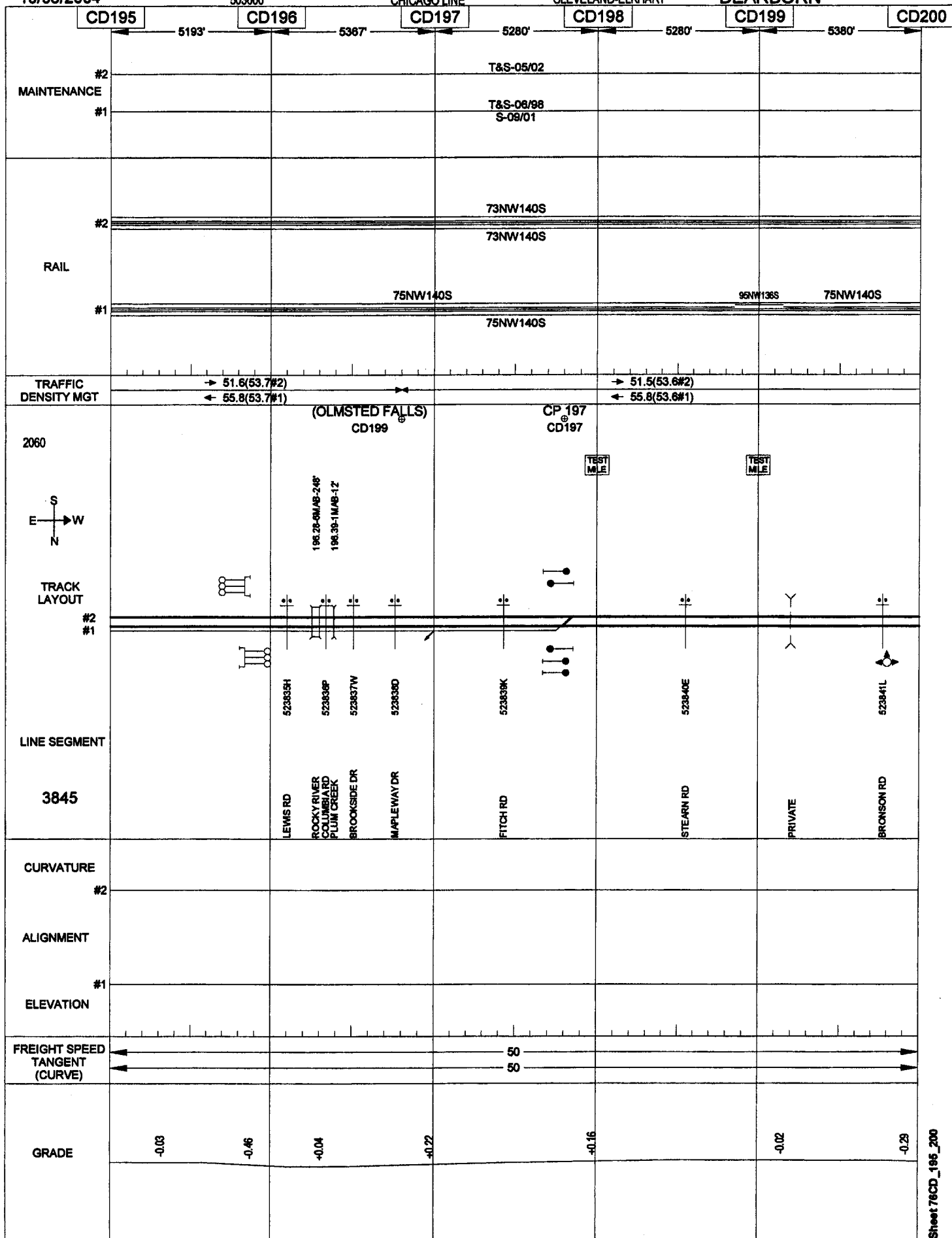
503600

012

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



014

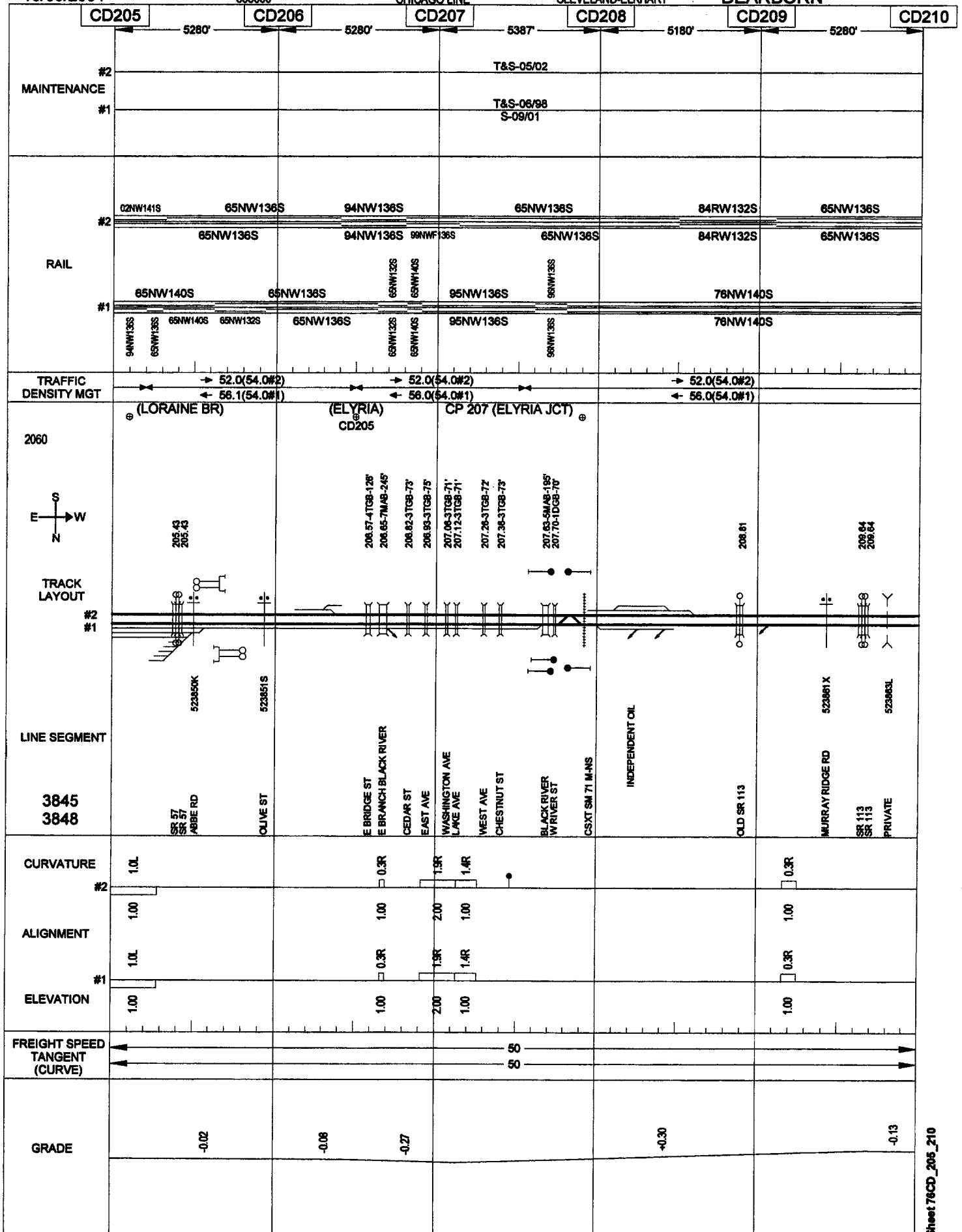
10/06/2004

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



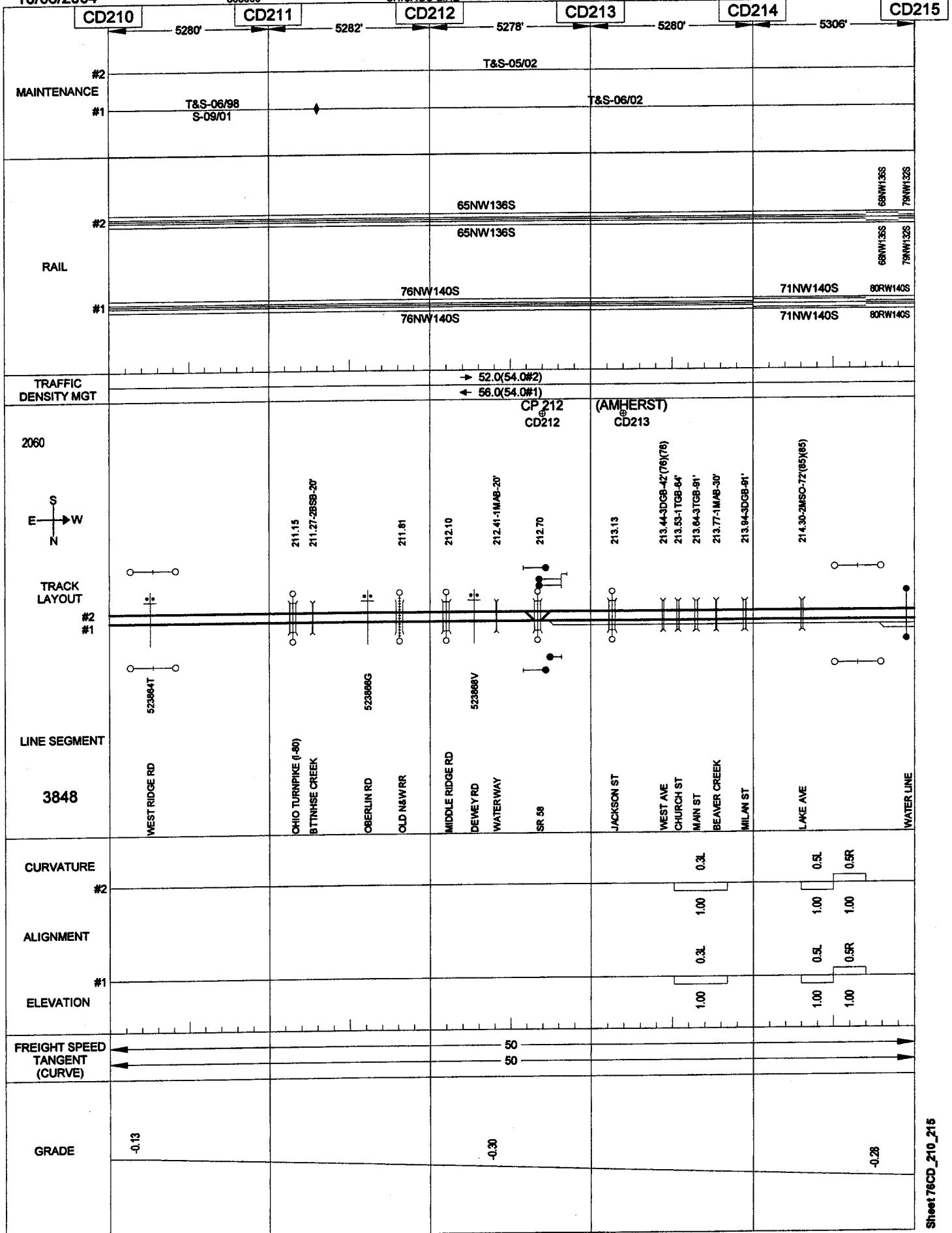
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015

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



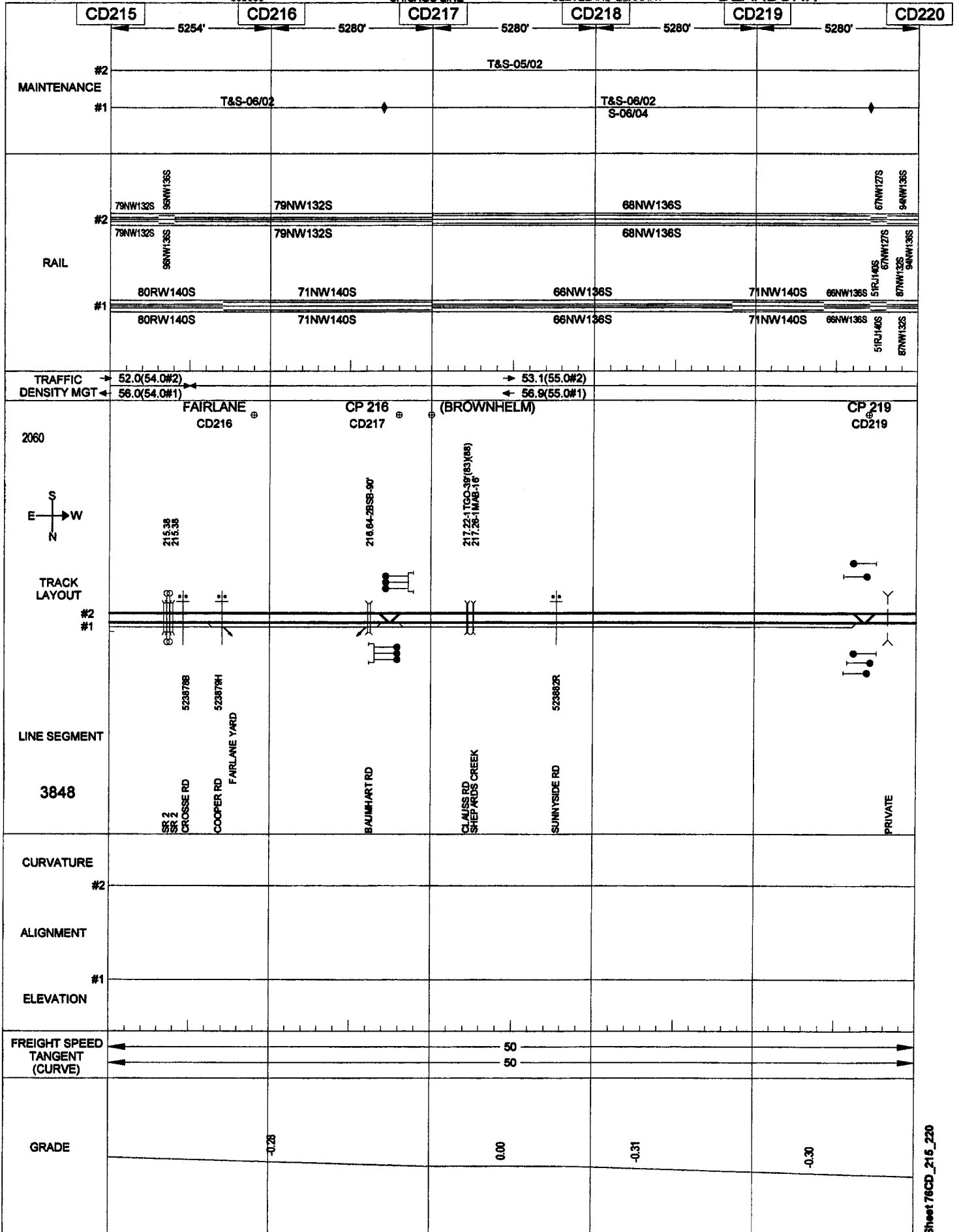
10/06/2004

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



CD225

Sheet 78CD_220_225

10/06/2004

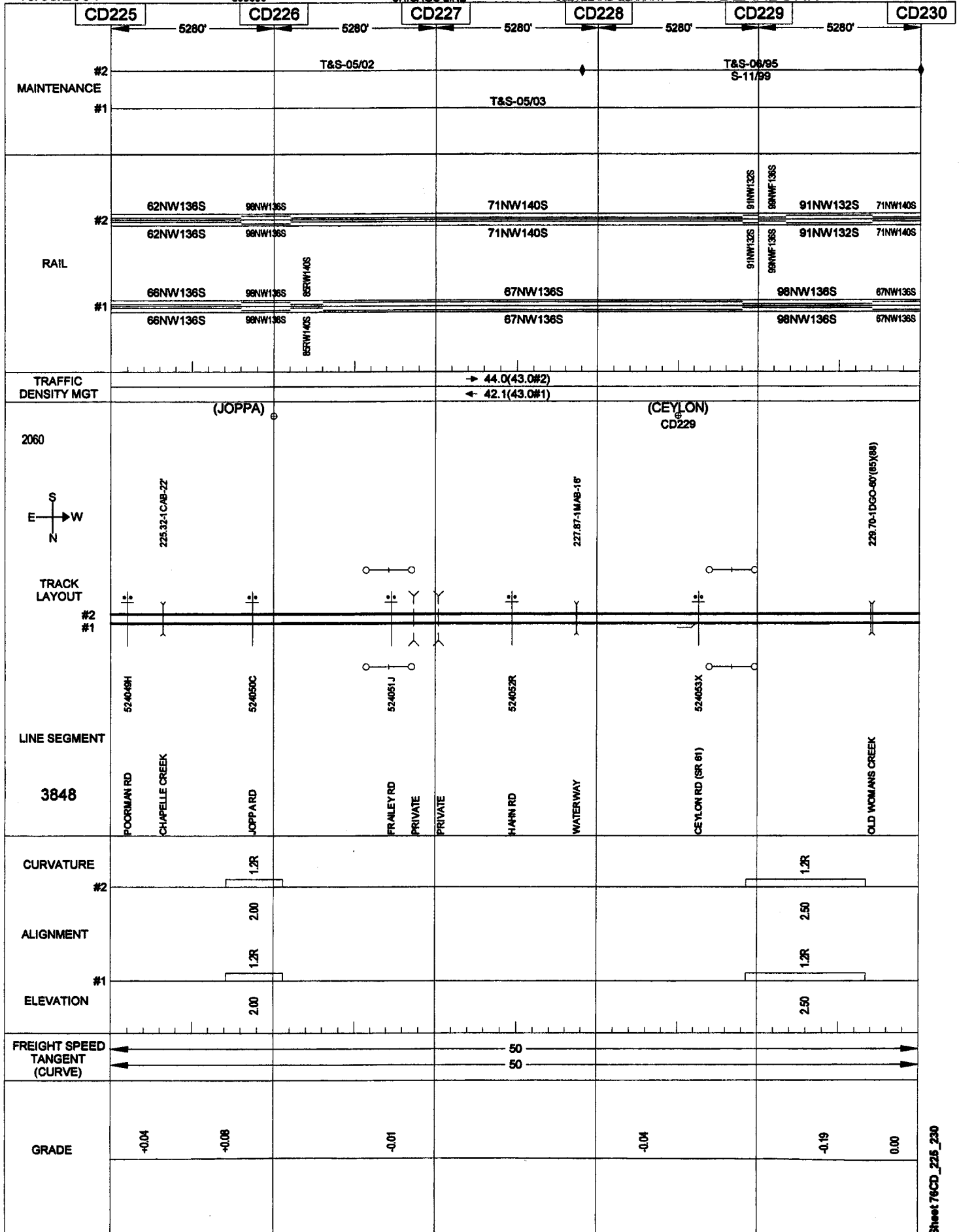
503600

018

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



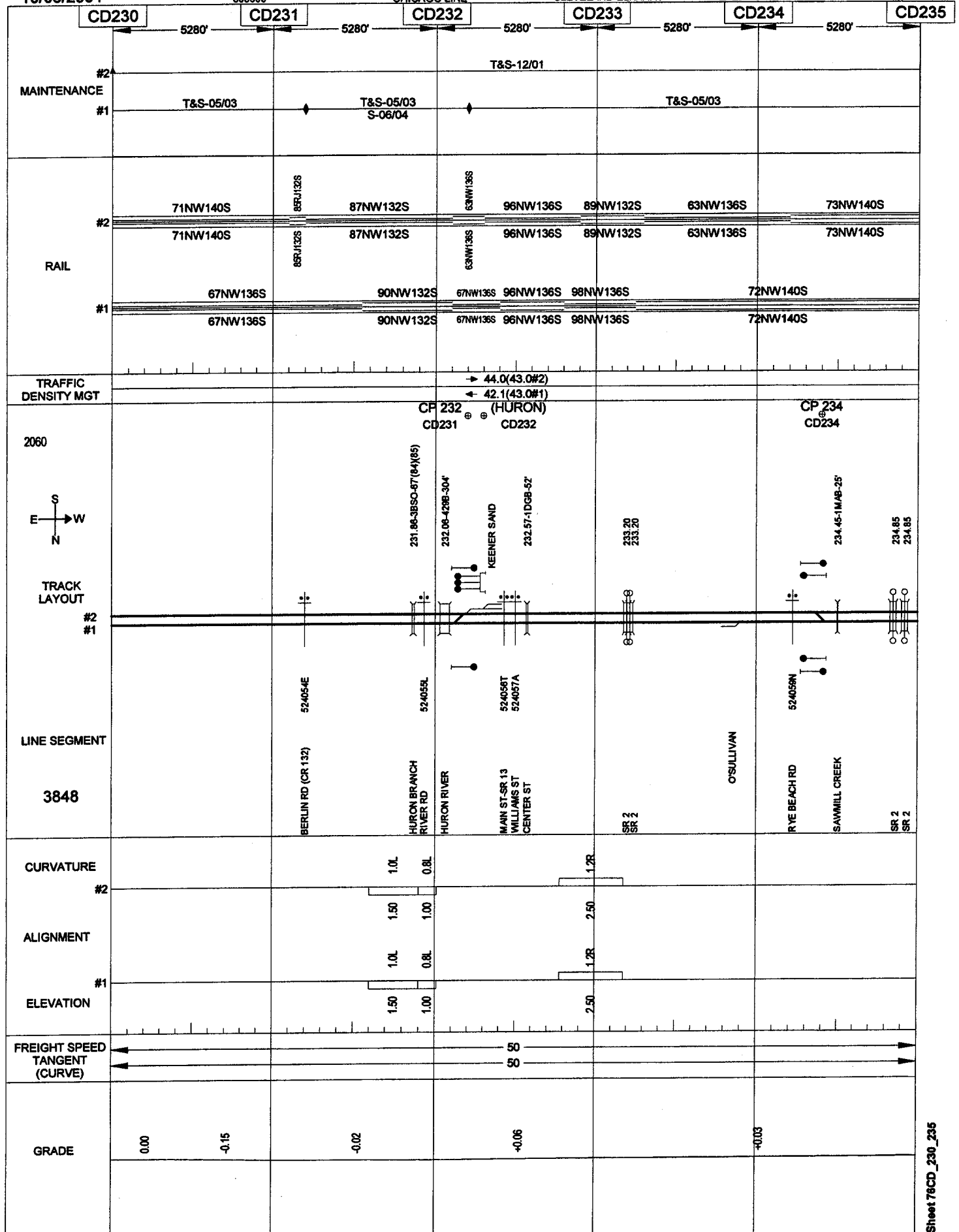
10/06/2004

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



021

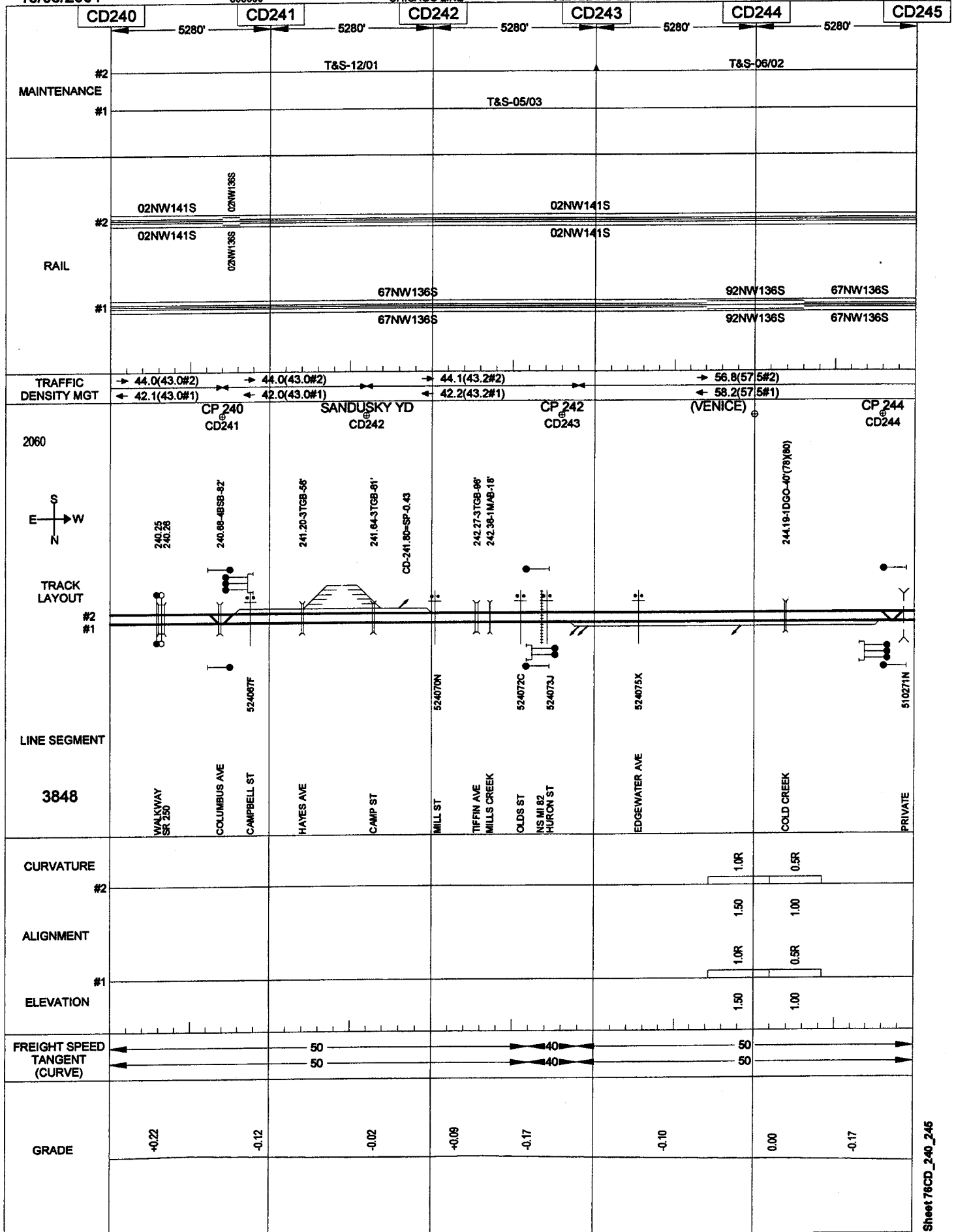
10/06/2004

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



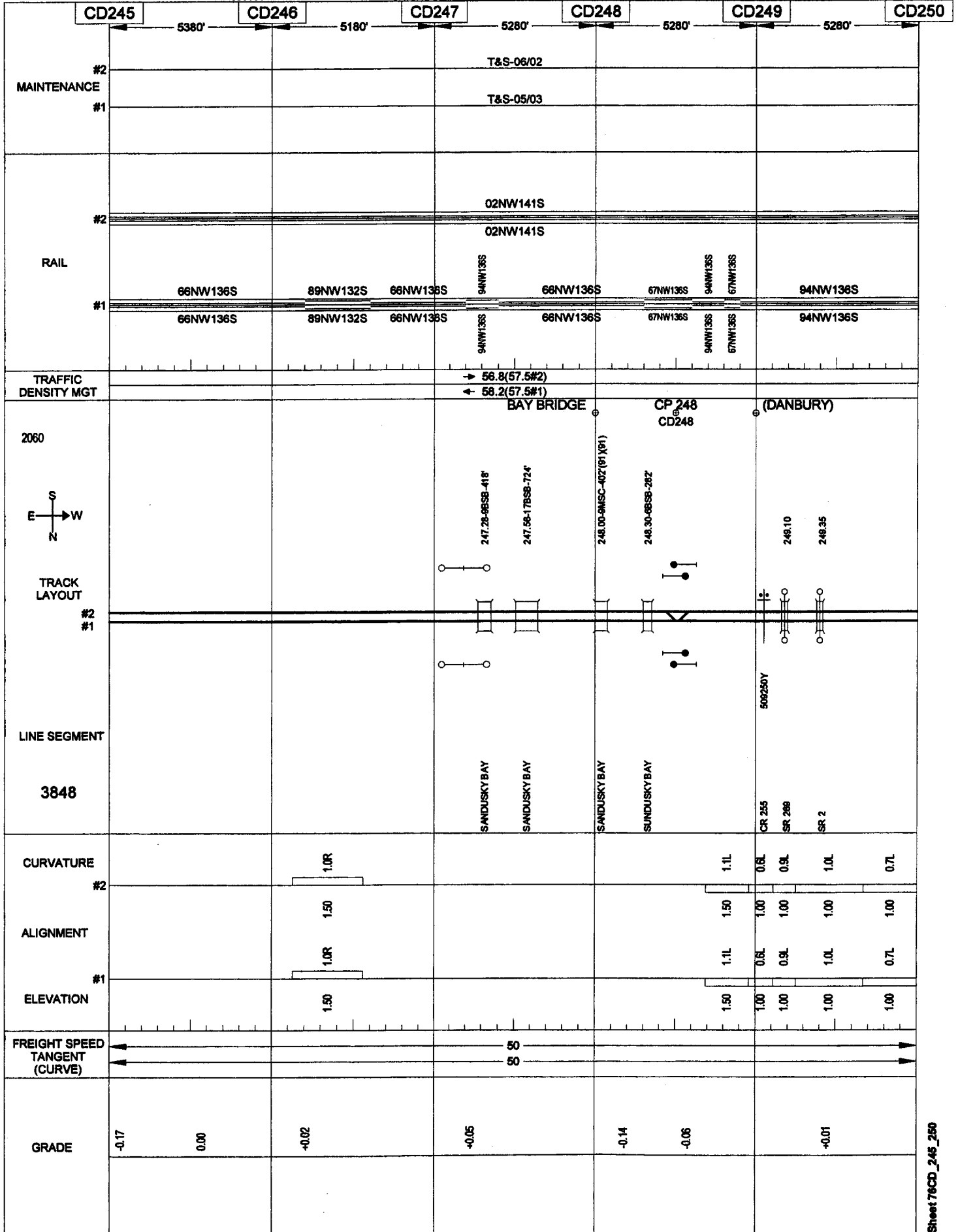
10/06/2004

022

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



CD255

Sheet 76CD_250_255

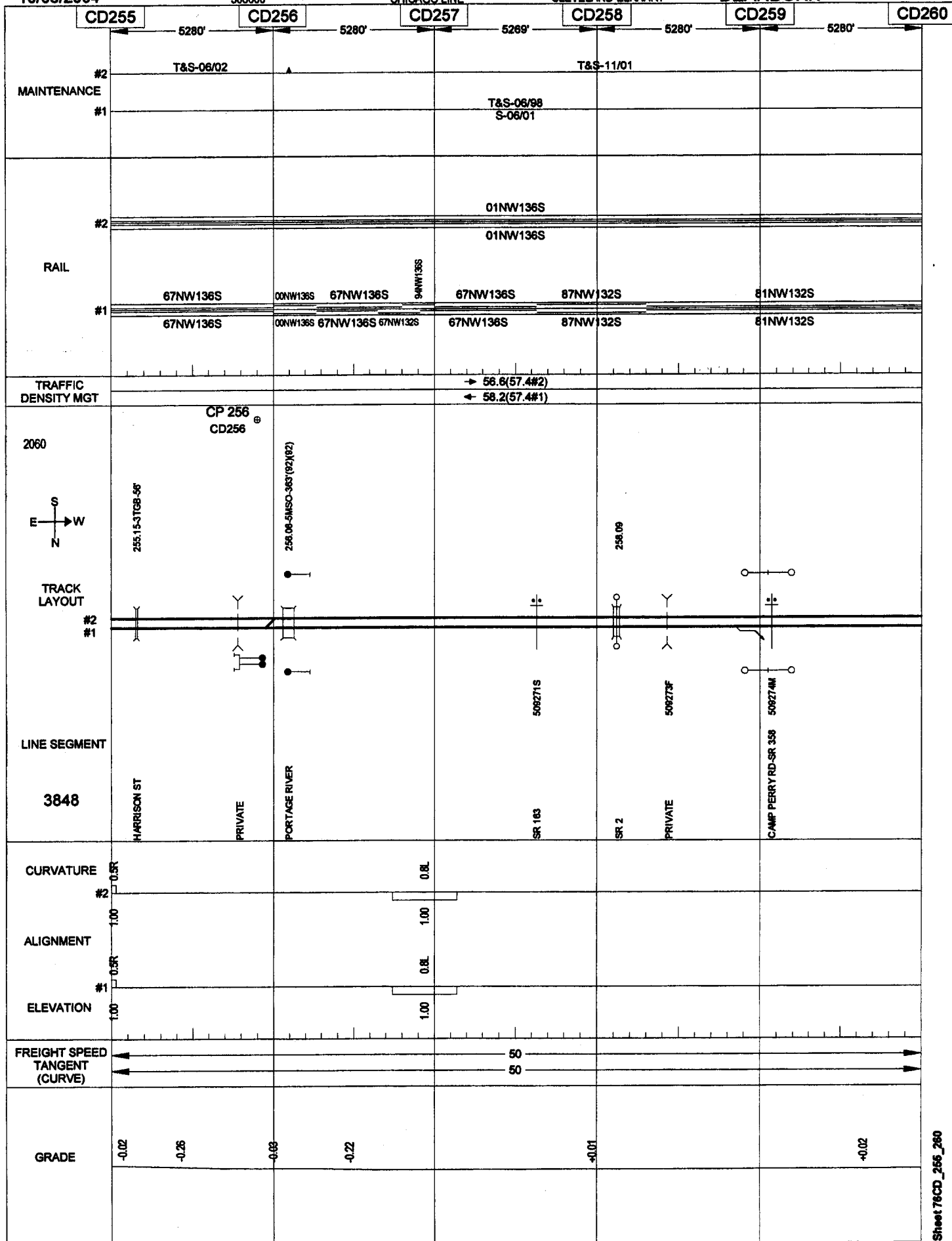
10/06/2004

024

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



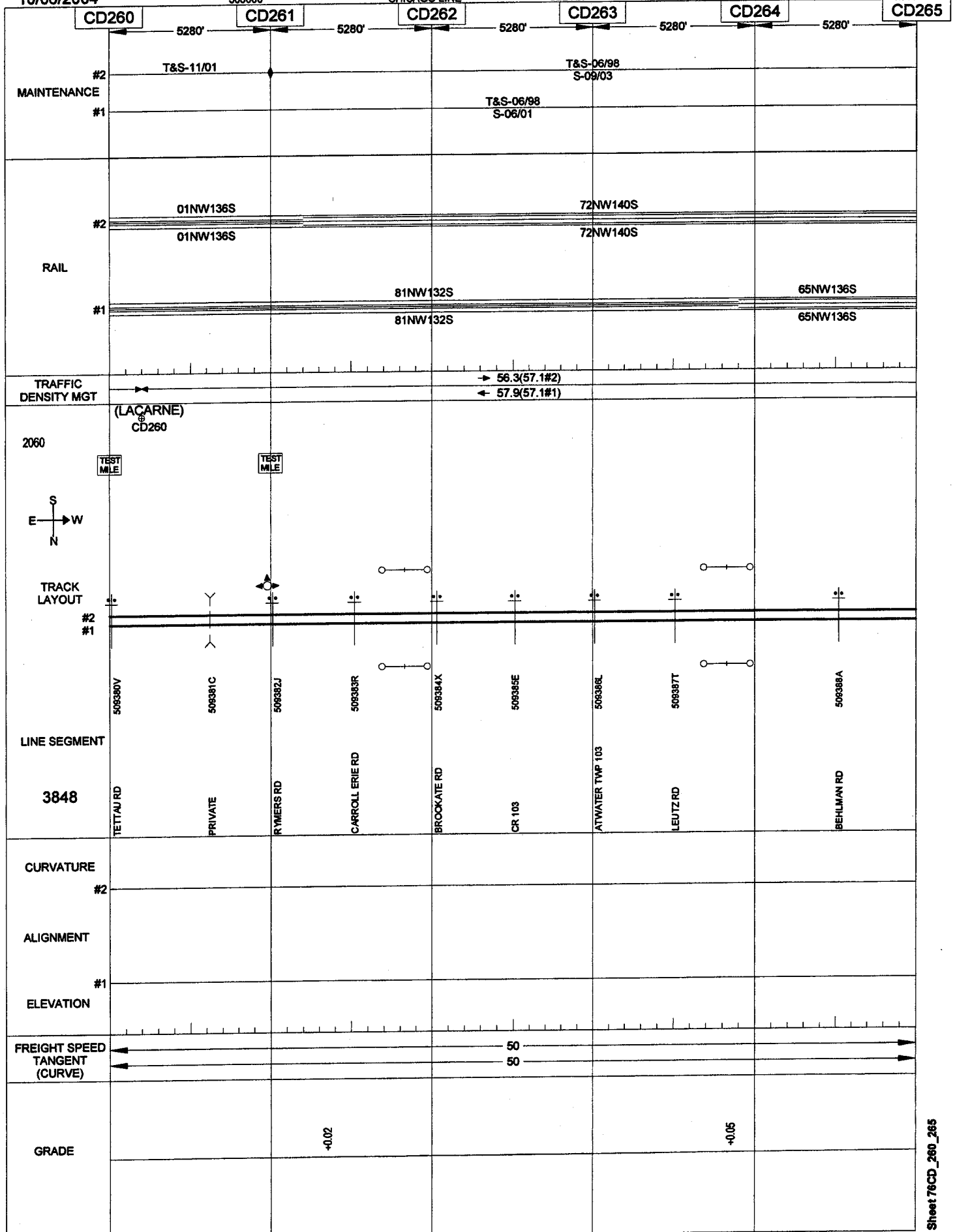
10/06/2004

025

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



026

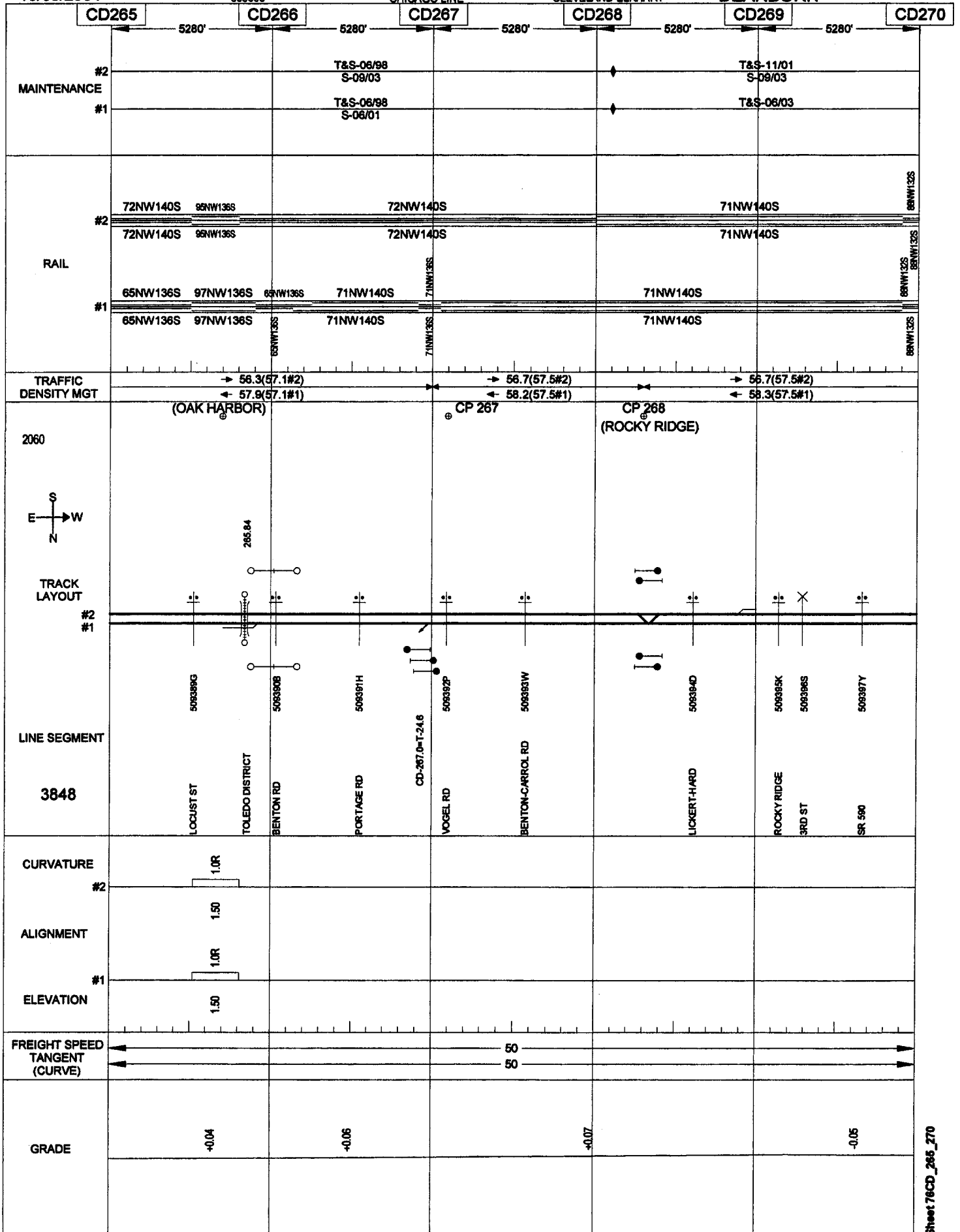
10/06/2004

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

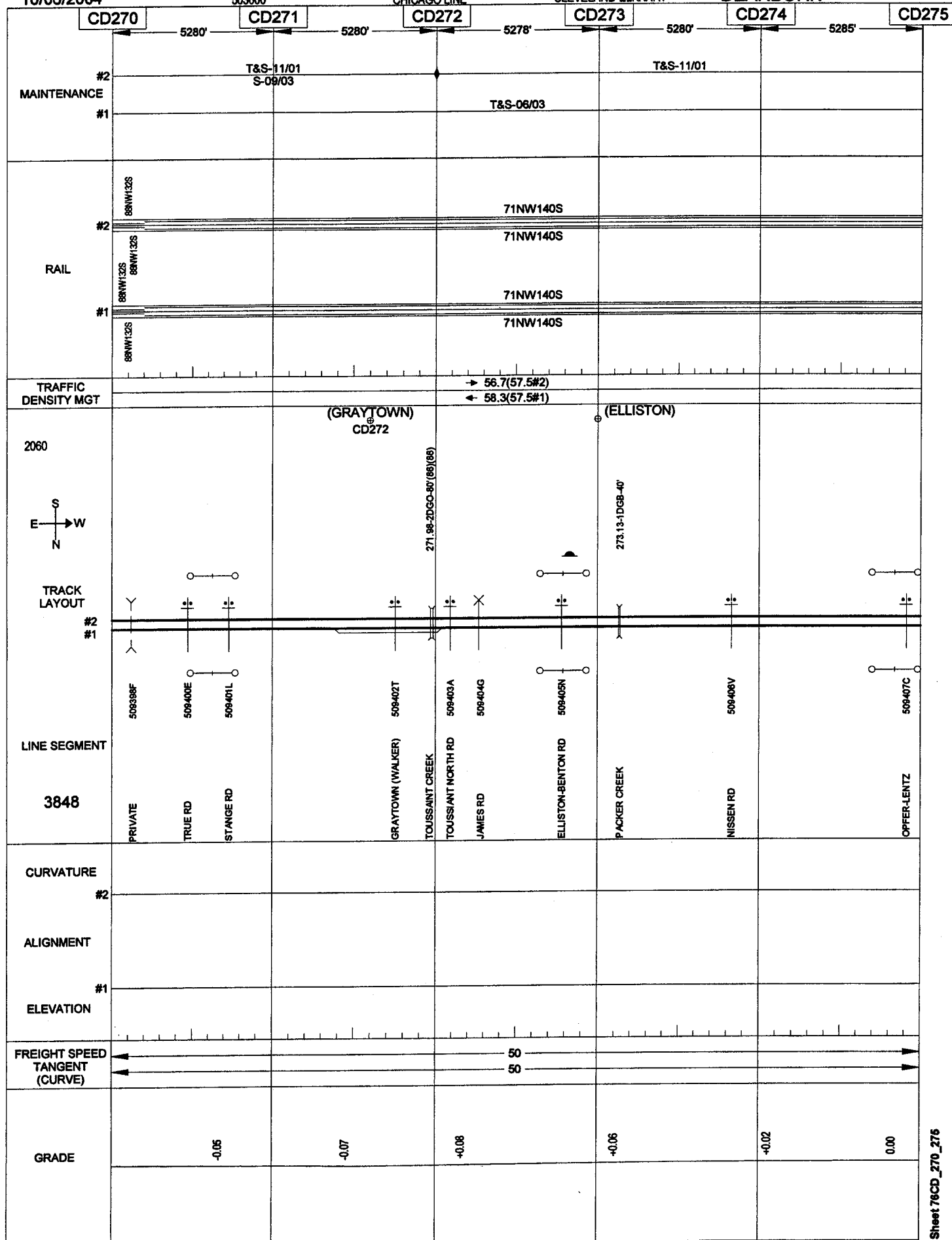
503600

027

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



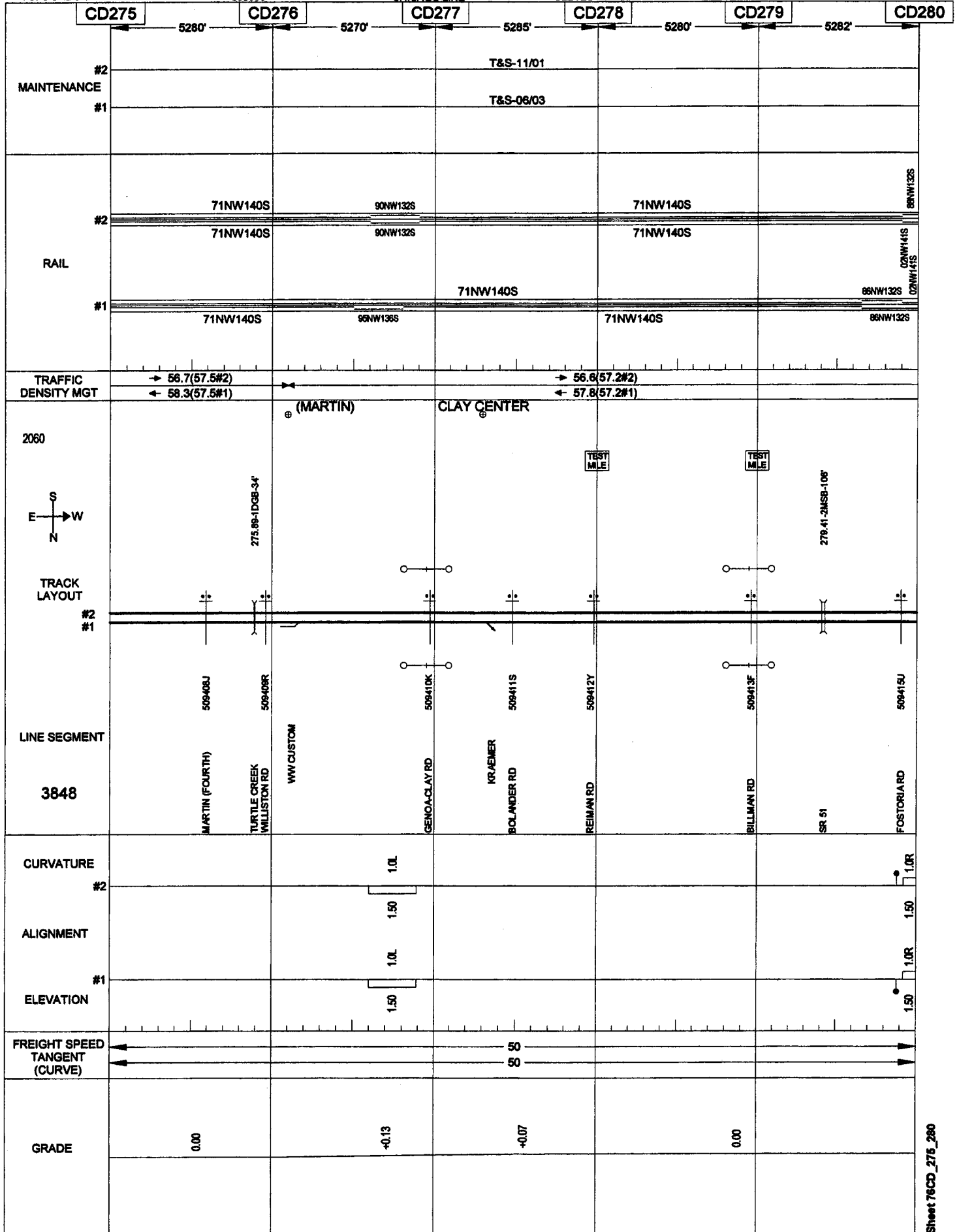
10/06/2004

028

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



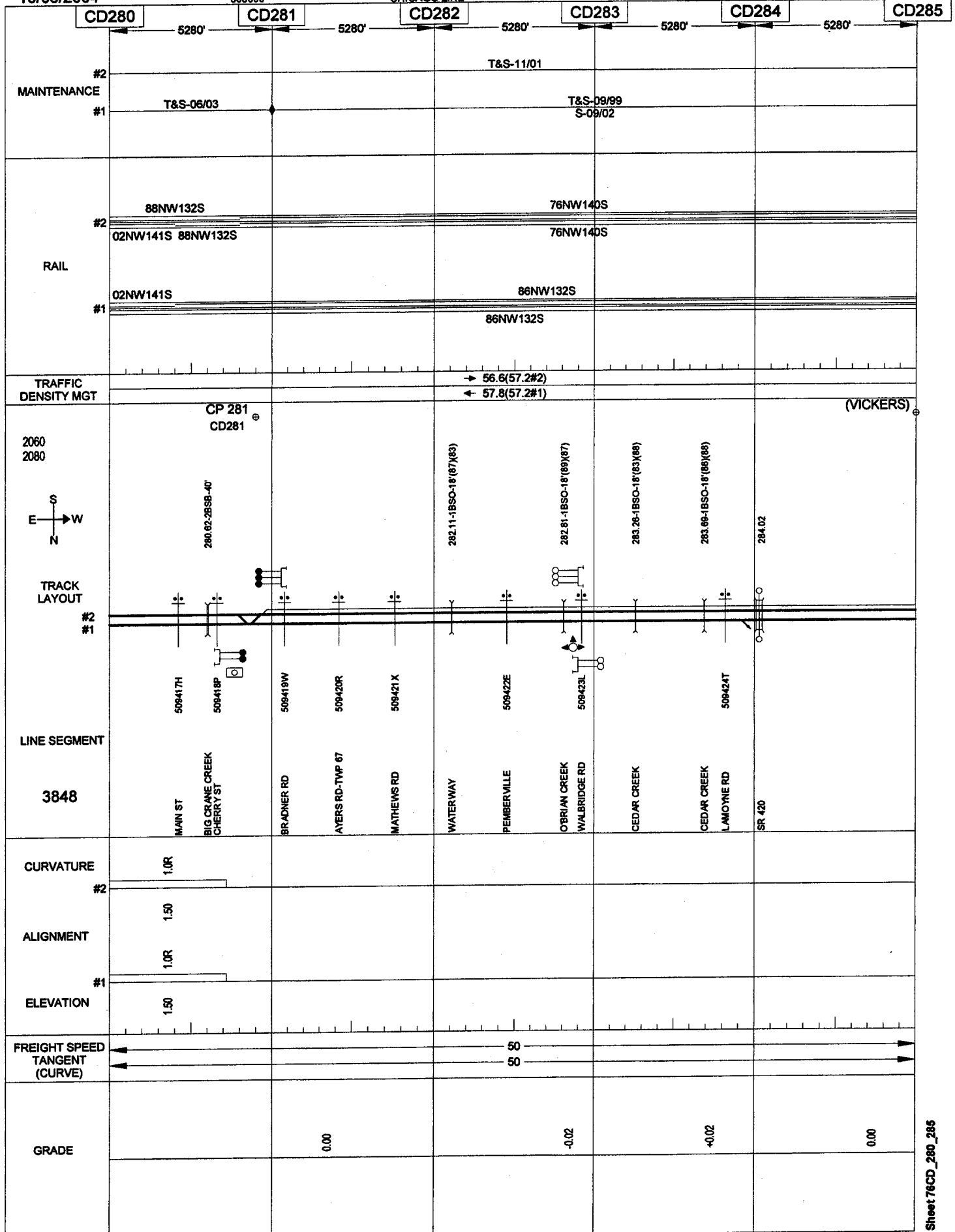
10/06/2004

029

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



030

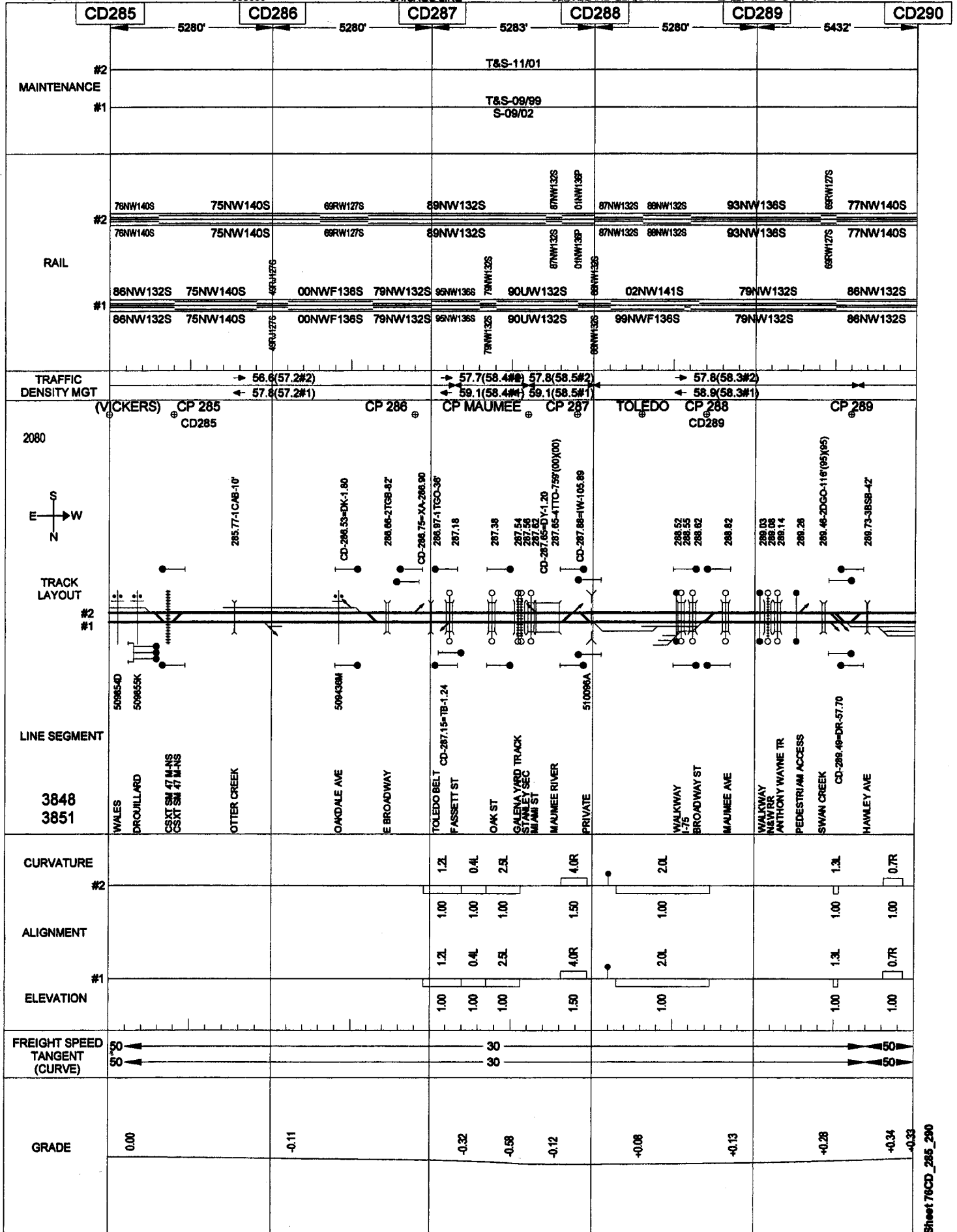
10/06/2004

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

503800

031

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD290

CD291

CD292

CD293

CD294

CD295

5290'

5260'

5460'

5105'

5285'

#2
MAINTENANCE
#1

T&S-11/01

T&S-09/99
S-09/02

T&S-09/99
S-06/04

RAIL

#2

#1

77NW140S
90NW132S
90NW132S
77NW140S
86NW132S
01NW136S

77NW140S

45RJ127S
45RJ127S

84NW132S

84NW132S

63NW136S

63NW136S

86NW132S

86NW132S

TRAFFIC
DENSITY MGT

→ 70.6(72.9#2)
← 75.2(72.9#1)

→ 59.9(61.1#2)
← 62.3(61.1#1)

→ 58.0(59.1#2)
← 60.3(59.1#1)

AIRLINE JCT

CD291

CP 292

2080
2100

S
E → W
N

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3851

290.93-3TCB-65'

292.79

294.84-285B-90'

509451P

CD-292.00/DR-56.40

NS SM 79

BYRNE RD

CHEM CENTRAL

509454K

WENTZ RD

REYNOLD RD

CURVATURE

#2

1.7L

ALIGNMENT

1.50

ELEVATION

#1

1.7L

1.50

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.33

-0.27

-0.04

-0.02

10/06/2004

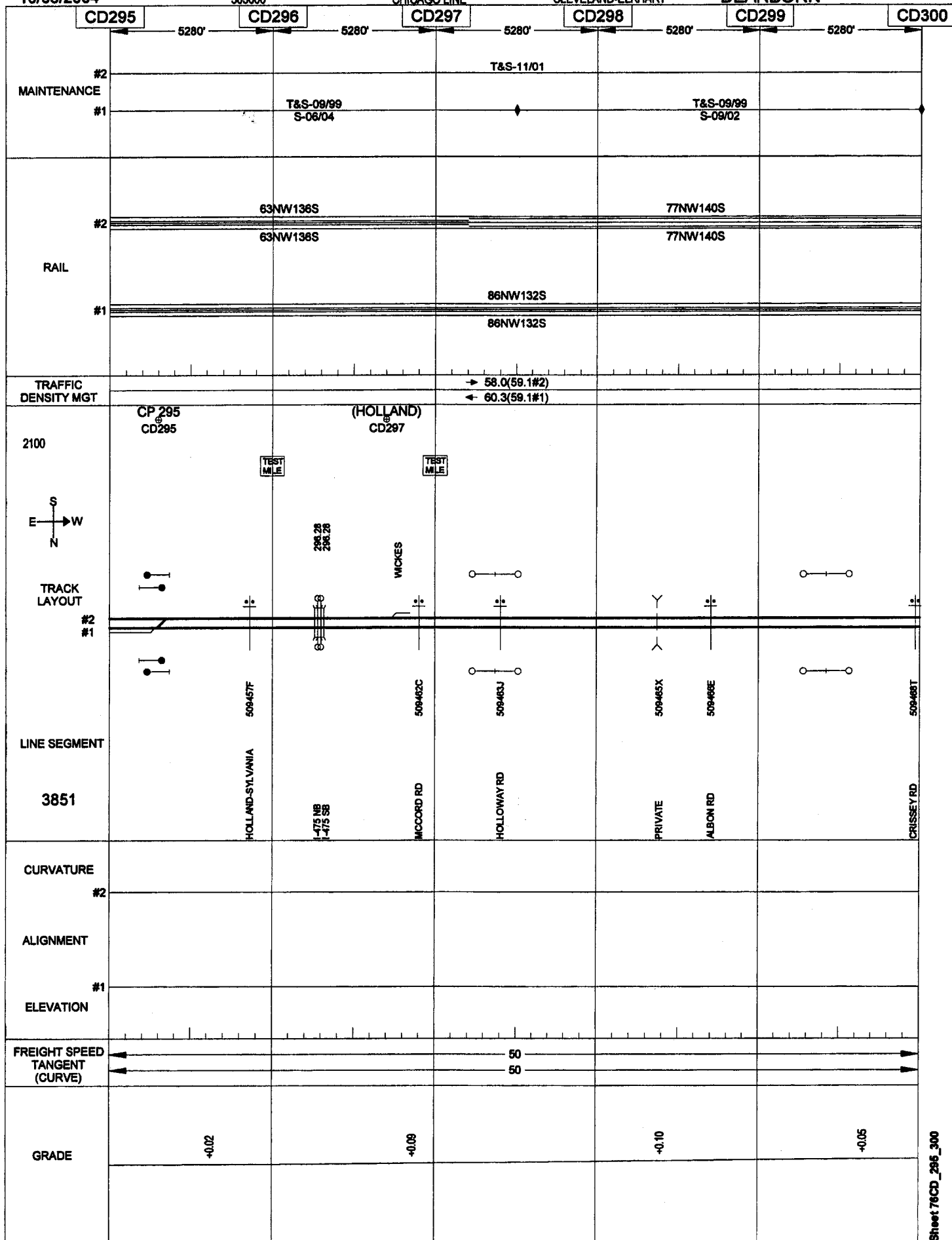
032

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



CD305



10/06/2004

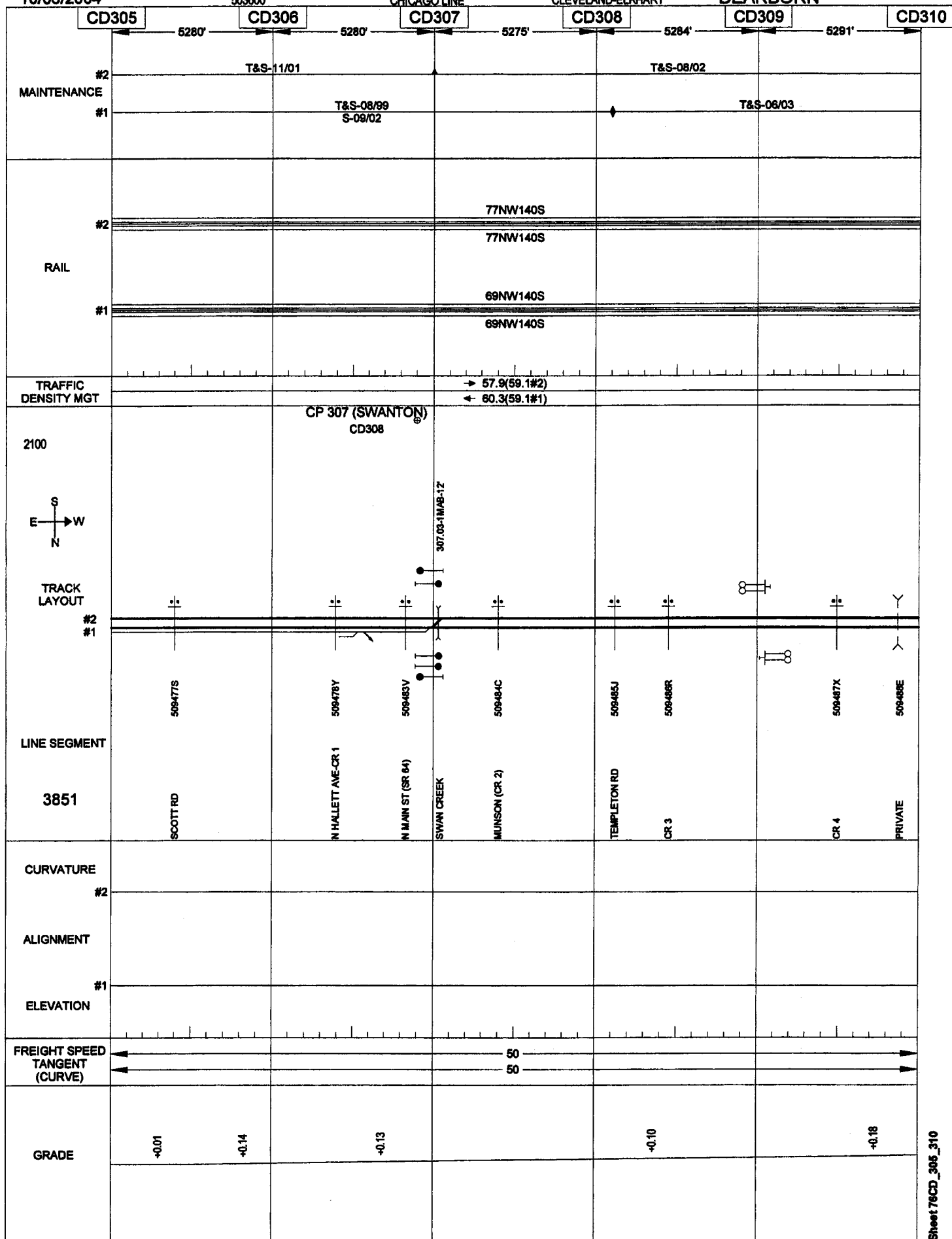
034

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



CD315

CD315

- 5280' -

T&S-06/03
S-06/04

00NW136S

→	58.5(59.8#2)
←	61.0(59.8#1)

DELTA
CD315

31310-1MAB-10*

 $\bigcirc \text{---} + \text{---} \bigcirc$

509497D

PRIVATE
CONFIDENTIAL

ELEVATION

- 50

07

Sheet 78CD_310_315

10/06/2004

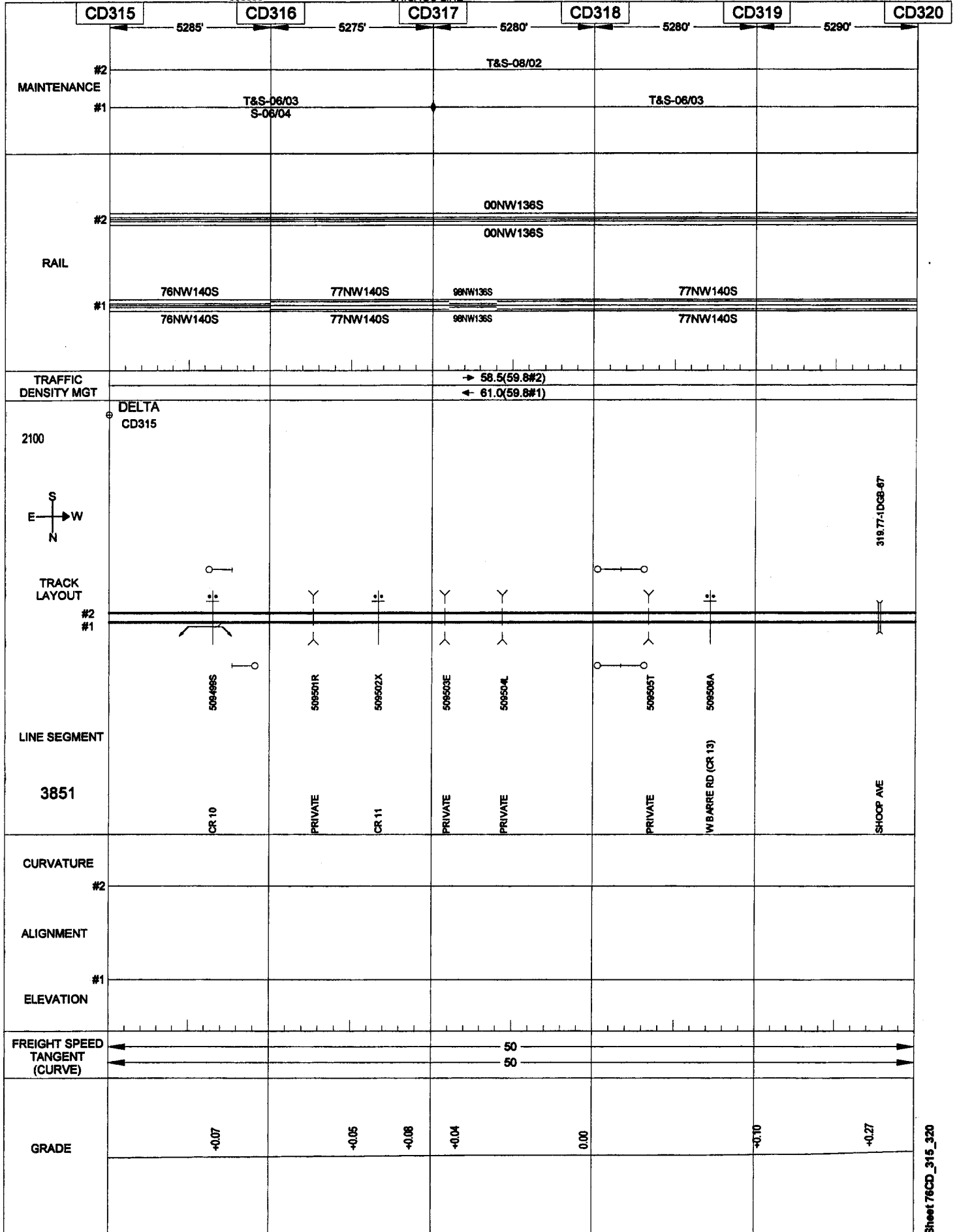
036

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

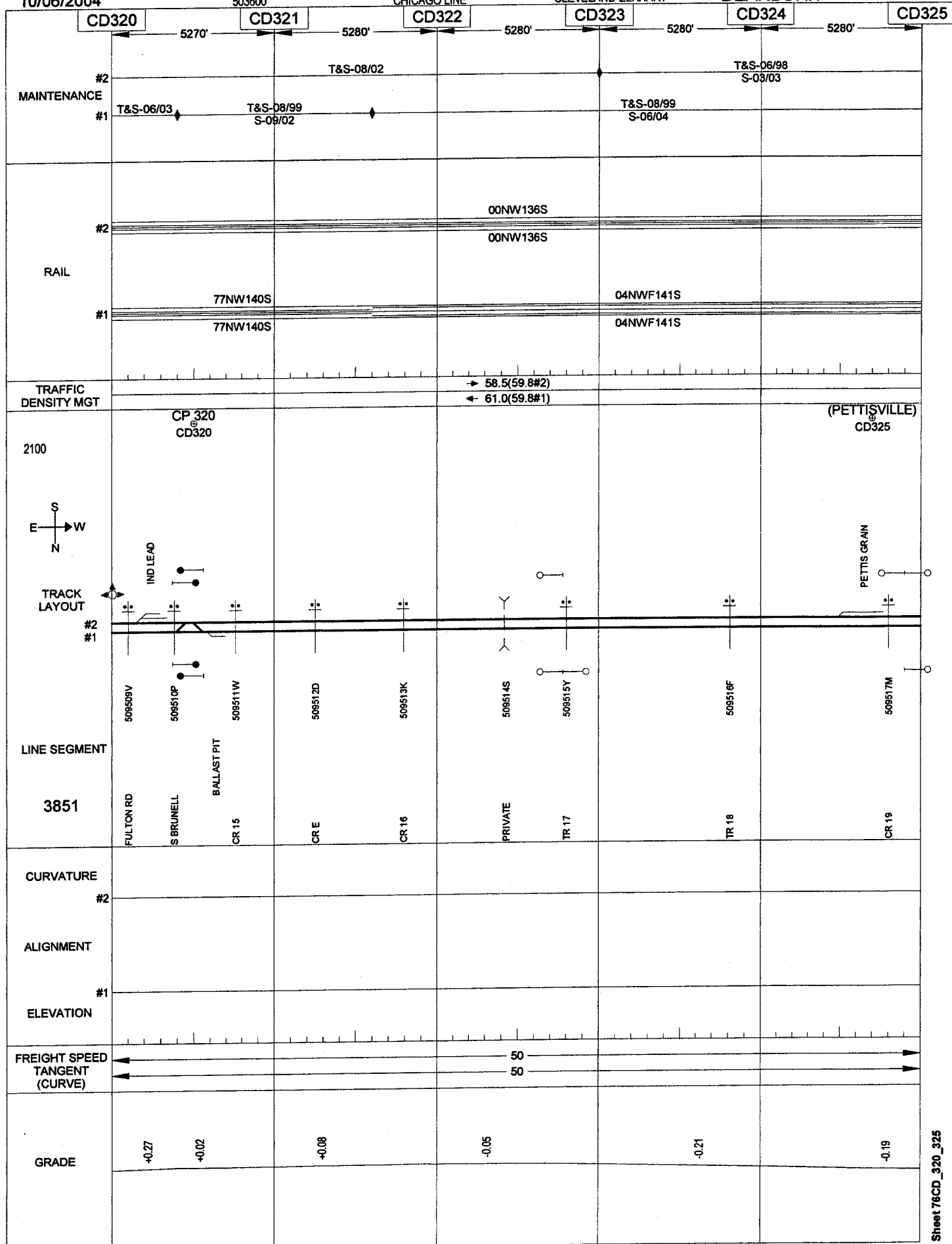
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037

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

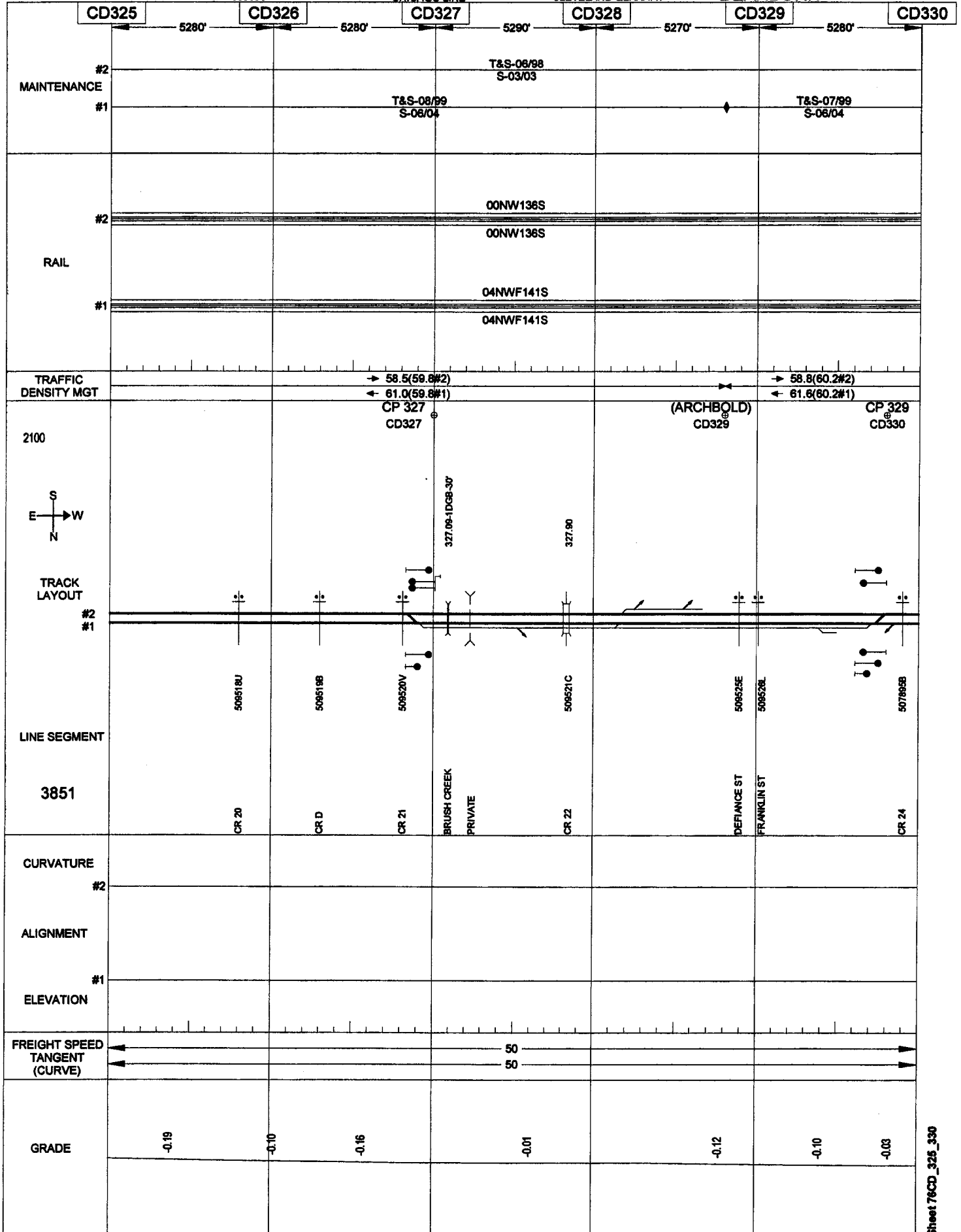
038

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



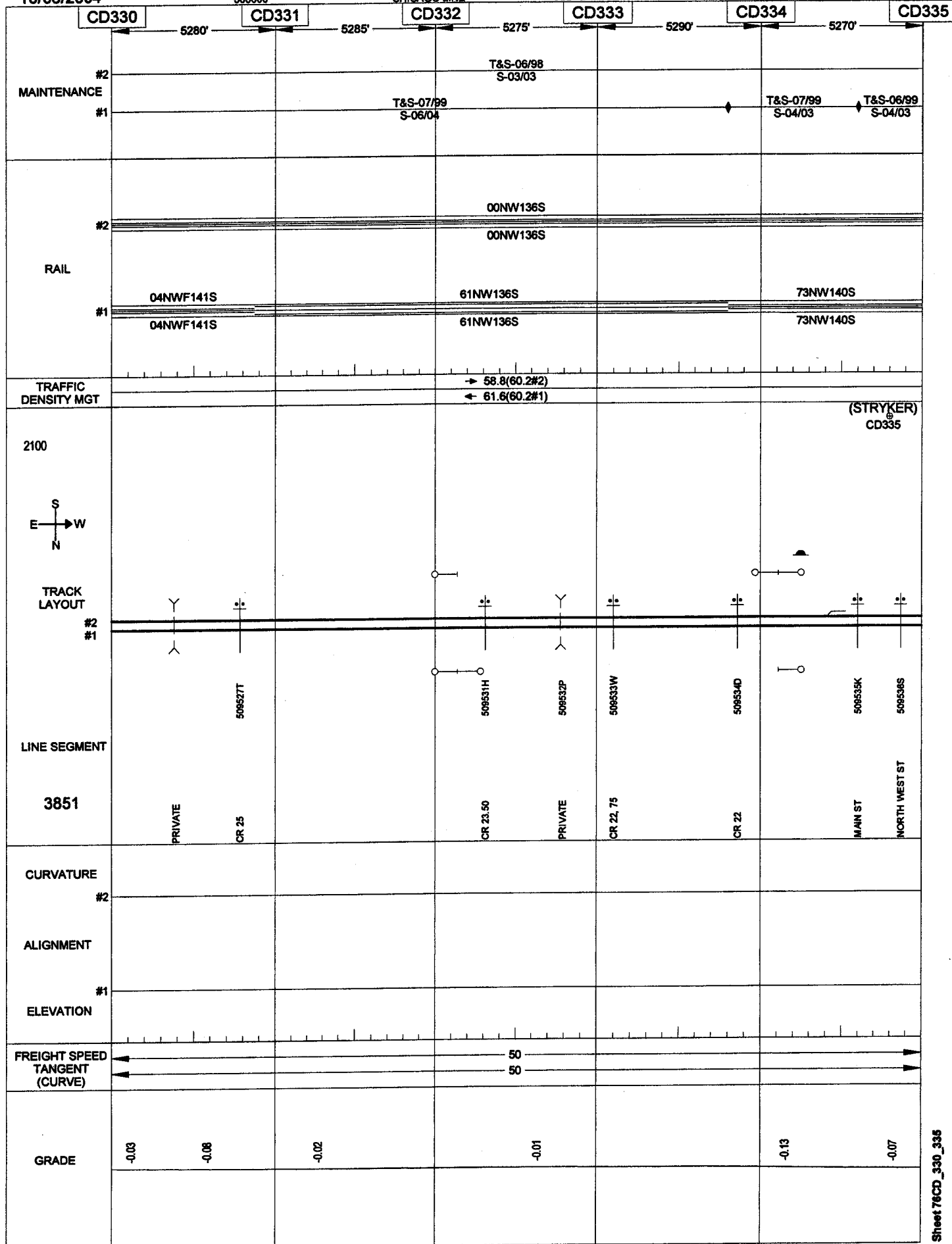
10/06/2004

039

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

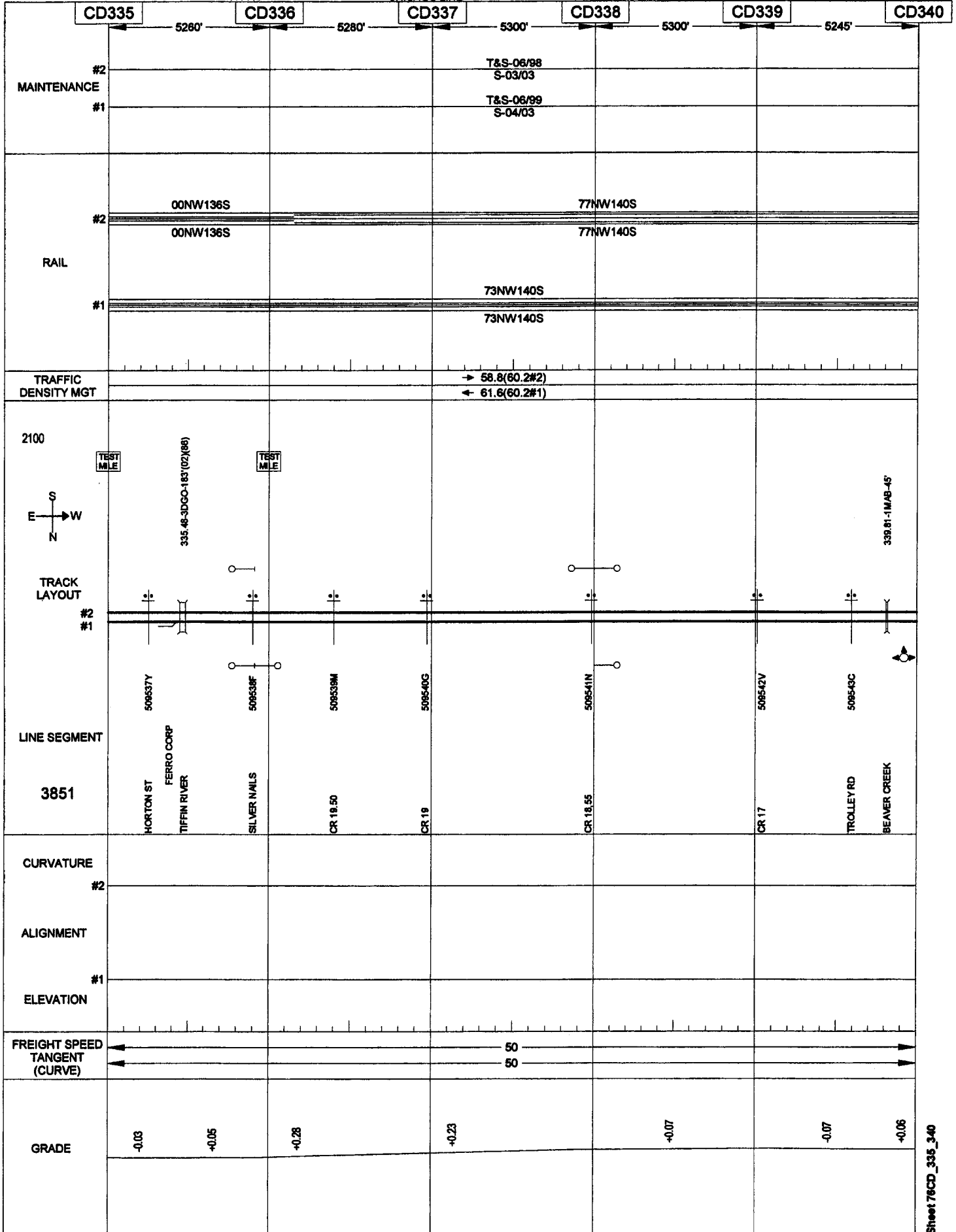
040

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



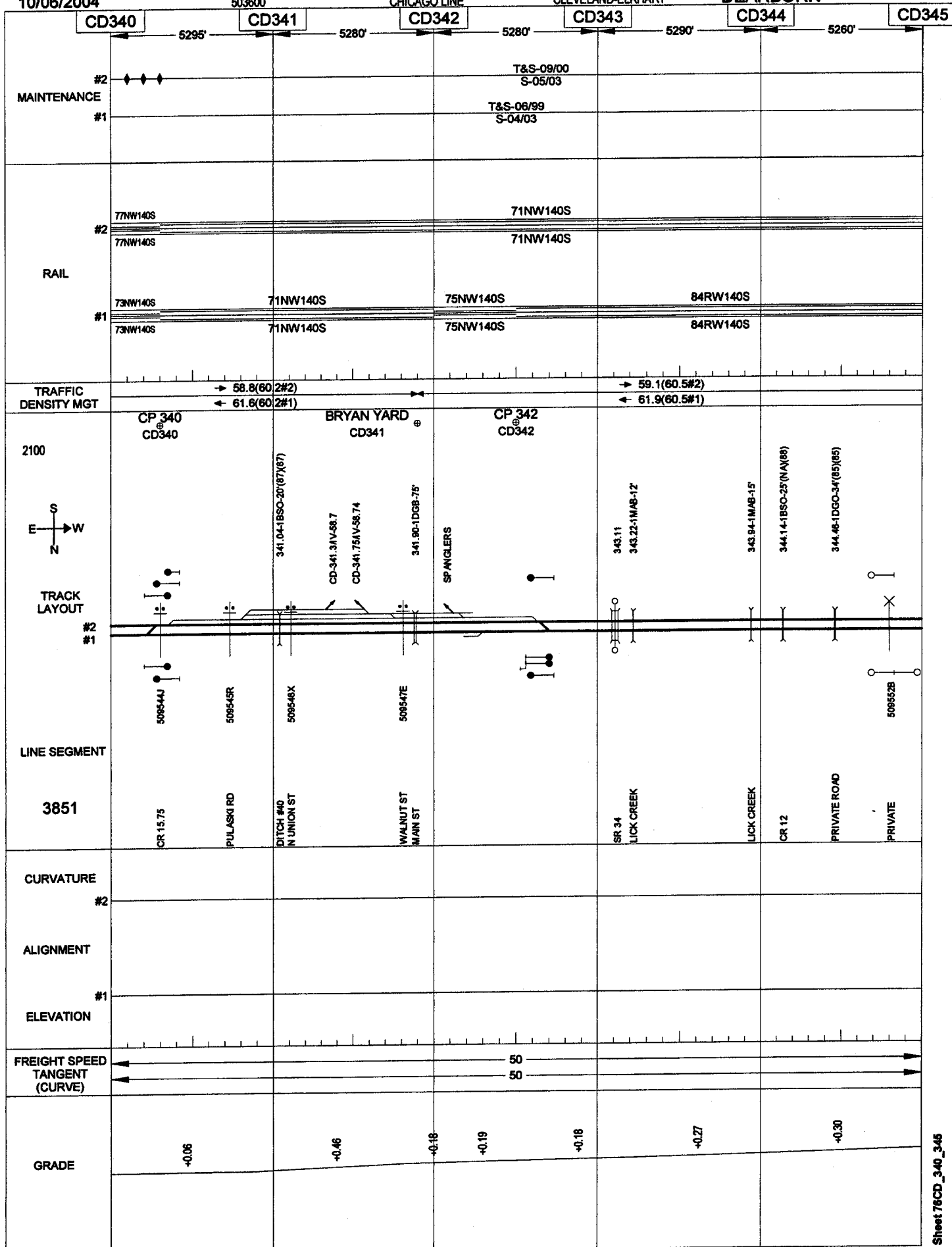
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041

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

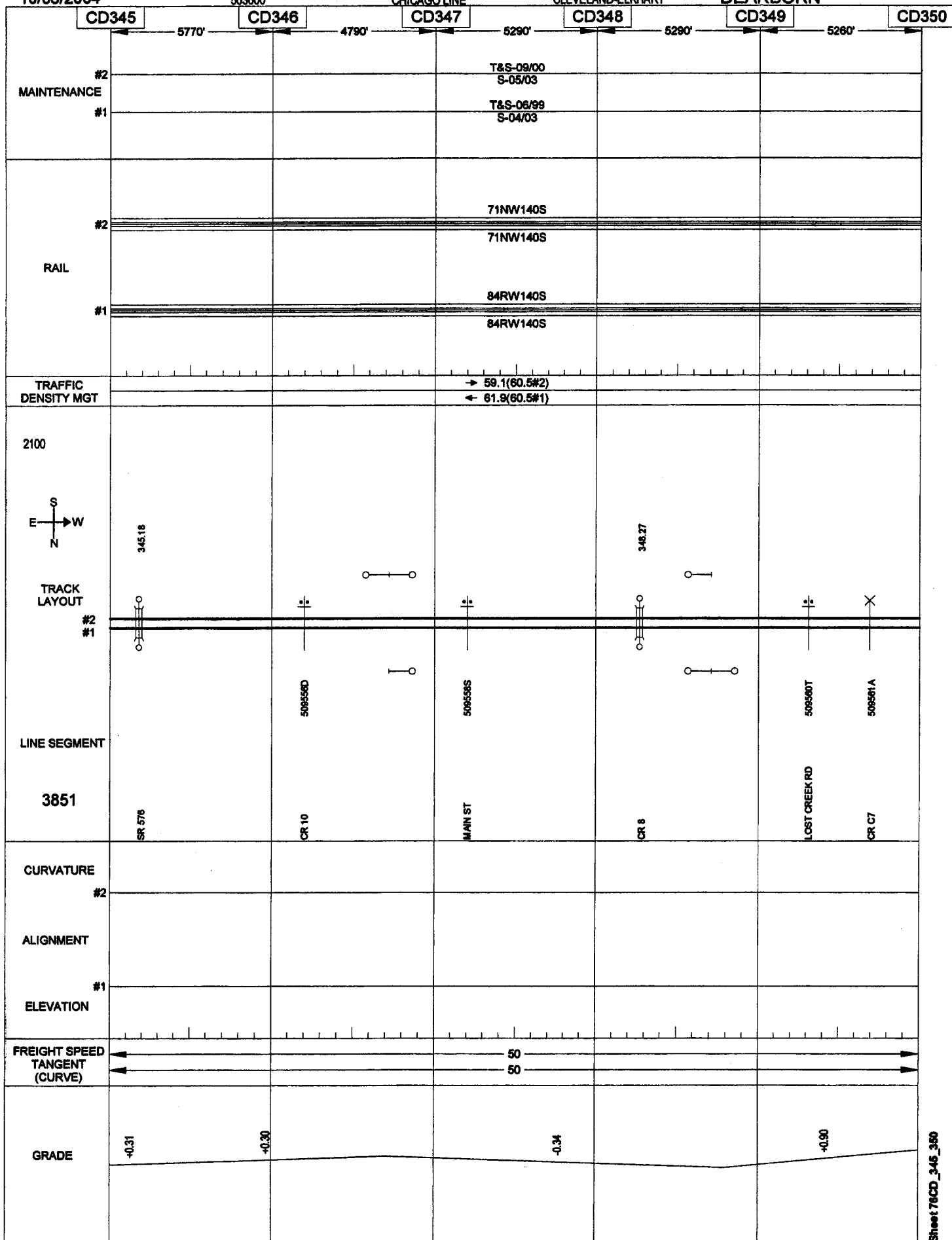
503800

042

CHICAGO LINE

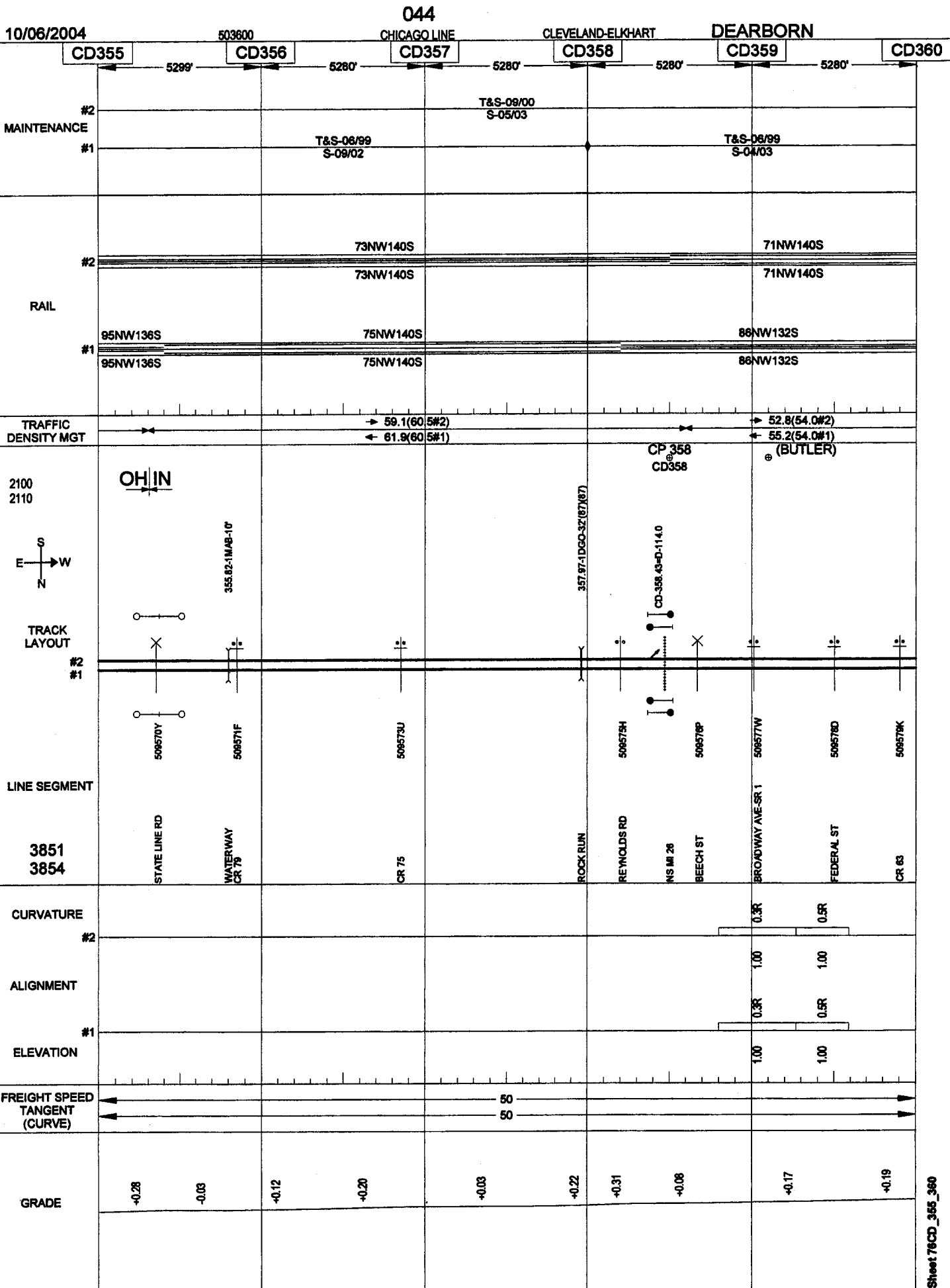
CLEVELAND-ELKHART

DEARBORN



CD355





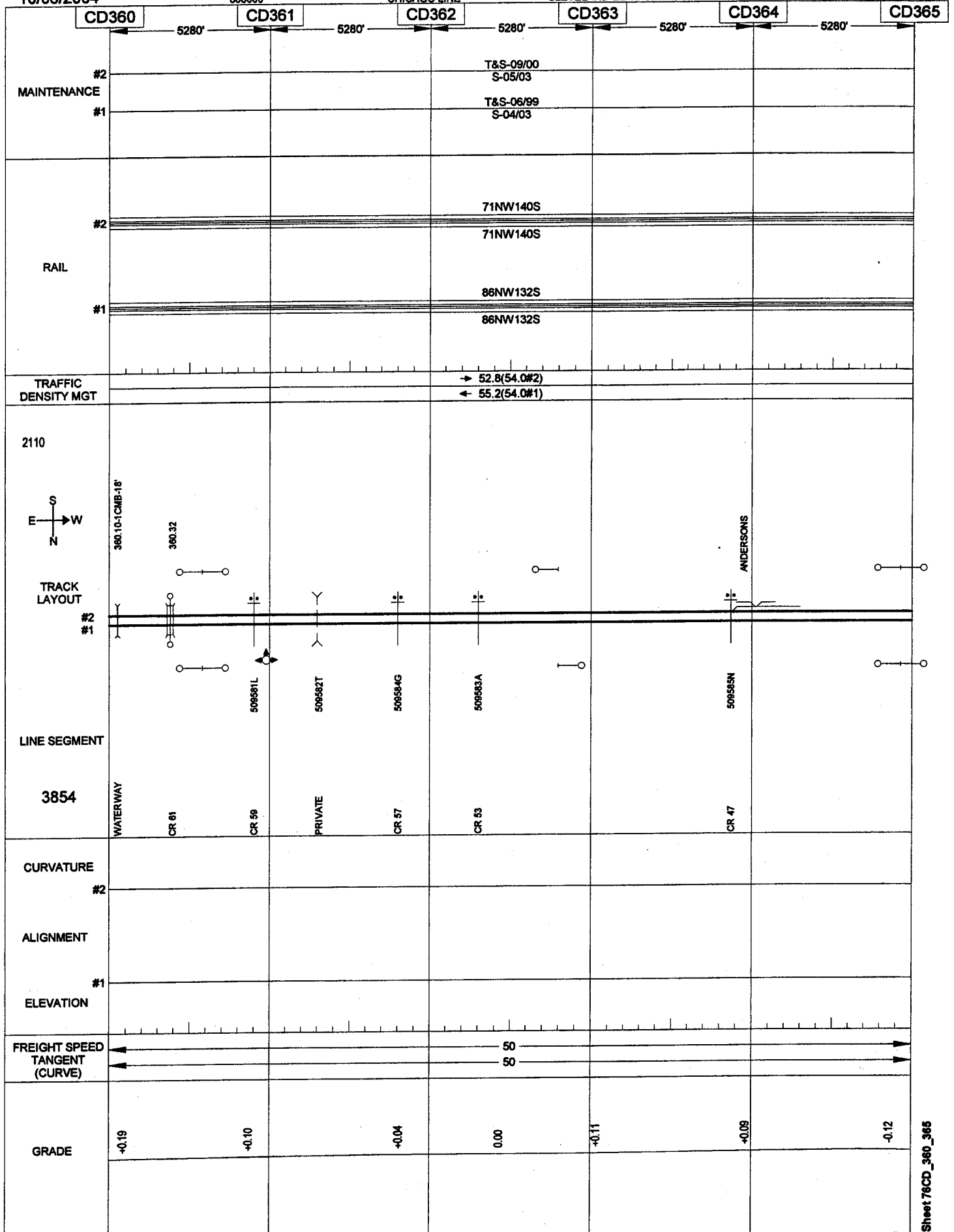
10/06/2004

045

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

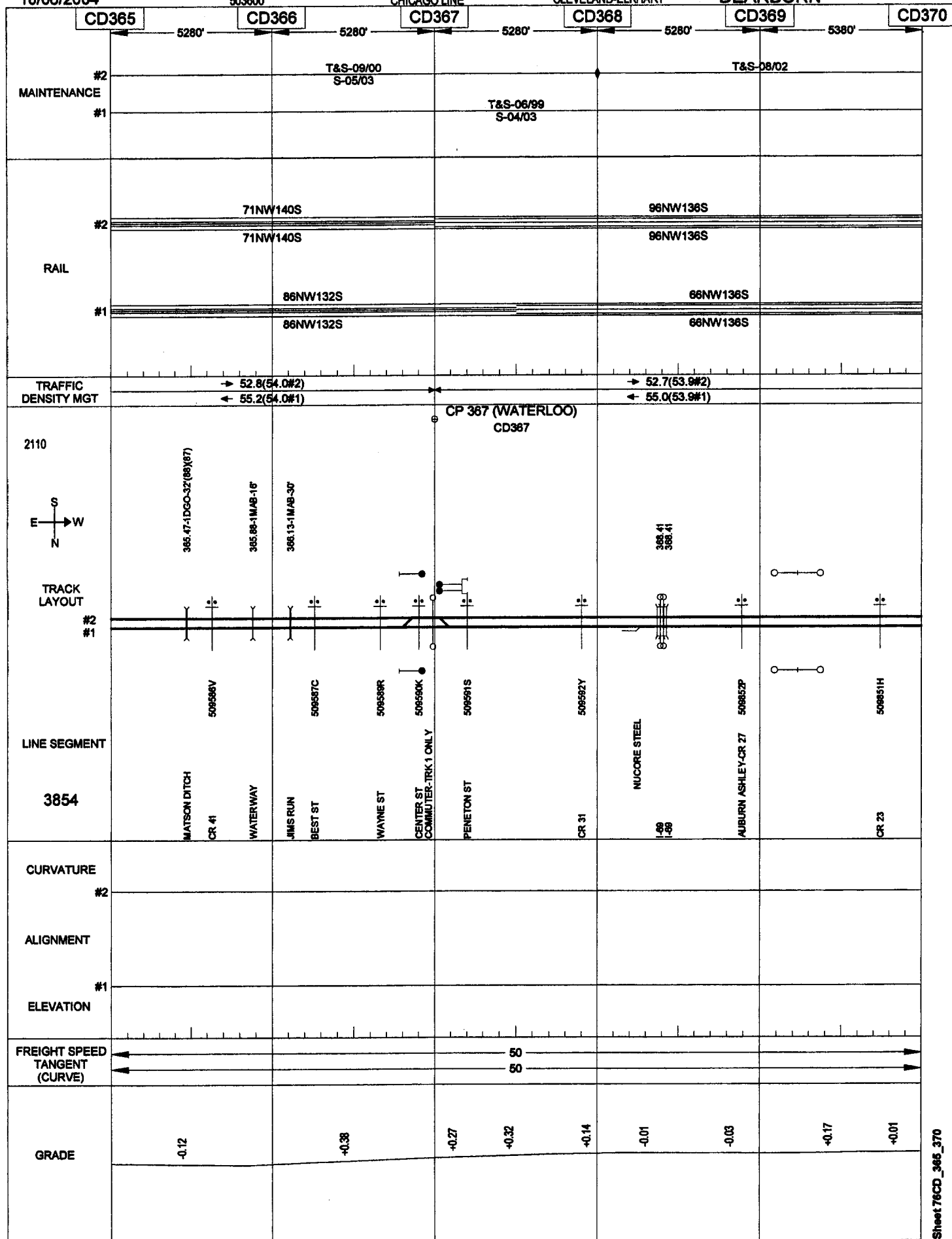
046

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

503800

047

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD370

CD371

CD372

CD373

CD374

CD375

5180'

5280'

5280'

5280'

5280'

MAINTENANCE

#2

T&S-08/02

#1

T&S-06/99
S-04/03

RAIL

#2

96NW136S

01NW136S

96NW136S

96NW136S

01NW136S

96NW136S

#1

66NW136S

86NW132S

01NW136S

86NW132S

66NW136S

86NW132S

01NW136S

86NW132S

TRAFFIC
DENSITY MGT

→ 52.7(53.9#2)

← 55.0(53.9#1)

2110

S
E → W
NTRACK
LAYOUT#2
#1

LINE SEGMENT

3854

371.53-1850-23(62)(56)

(CORUNNA)
70638

373.28

CORUNNA

509850B

509848A

509846L

CR 19

CR 17

PRIVATE

CR 11

SR 327

MARKS (CR 3 CR 97)

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.07

+0.26

-0.01

-0.07

-0.04

+0.30

10/06/2004

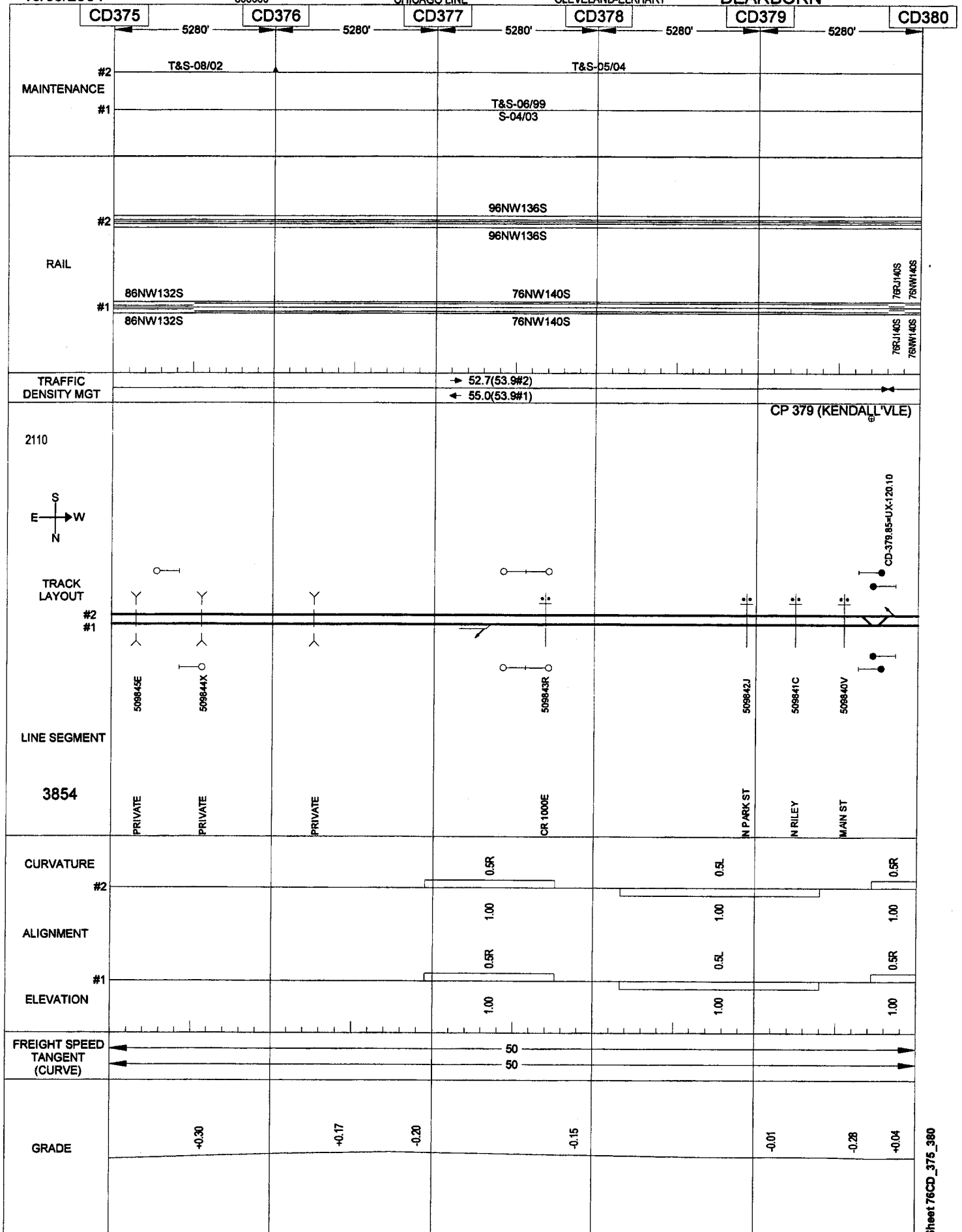
048

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

503600

049

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD380

CD381

CD382

CD383

CD384

CD385

5280'

5280'

5280'

5280'

5280'

MAINTENANCE
#2
#1

T&S-05/04

T&S-06/99
S-04/03

T&S-05/04

RAIL

#2

96NW136S

85NW132S

96NW136S

85NW132S

#1

76NW140S

95NW136S

76NW140S

95NW136S

TRAFFIC
DENSITY MGT

→ 52.6(53.8#2)

← 55.0(53.8#1)

2110



380.25-185B-25'(88)(88)

380.48
380.48
380.48

384.30-11A8-20'

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3854

WATERWAY

SR 3
PRIVATE

5083500

CR 500E

5083480

DEKKO

GRETZINGER DITCH

5083460

CR 300E

CURVATURE

#2

0.9R

ALIGNMENT

1.00

ELEVATION

#1

0.9R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.04

-0.30

0.00

-0.30

-0.32

-0.02

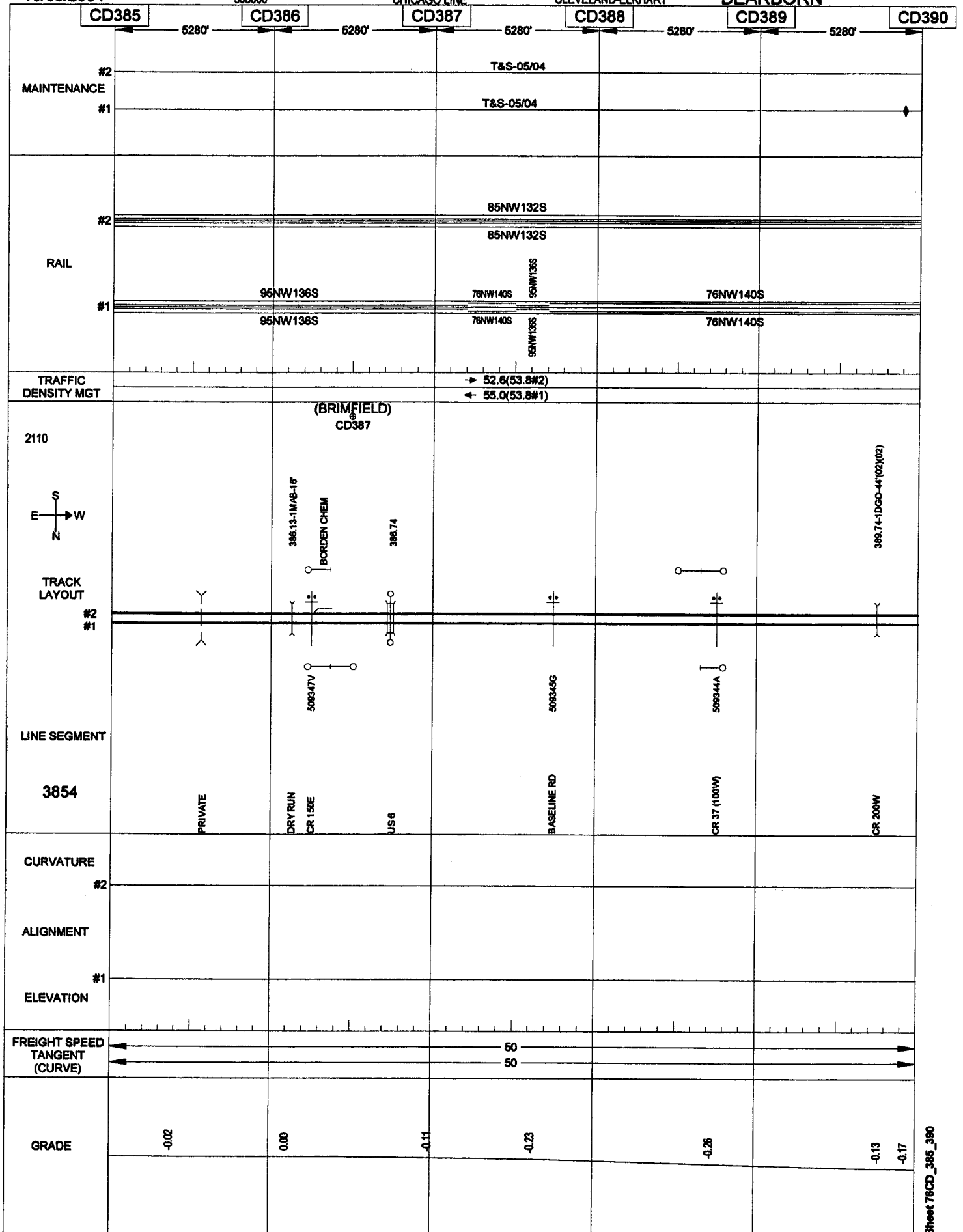
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050

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

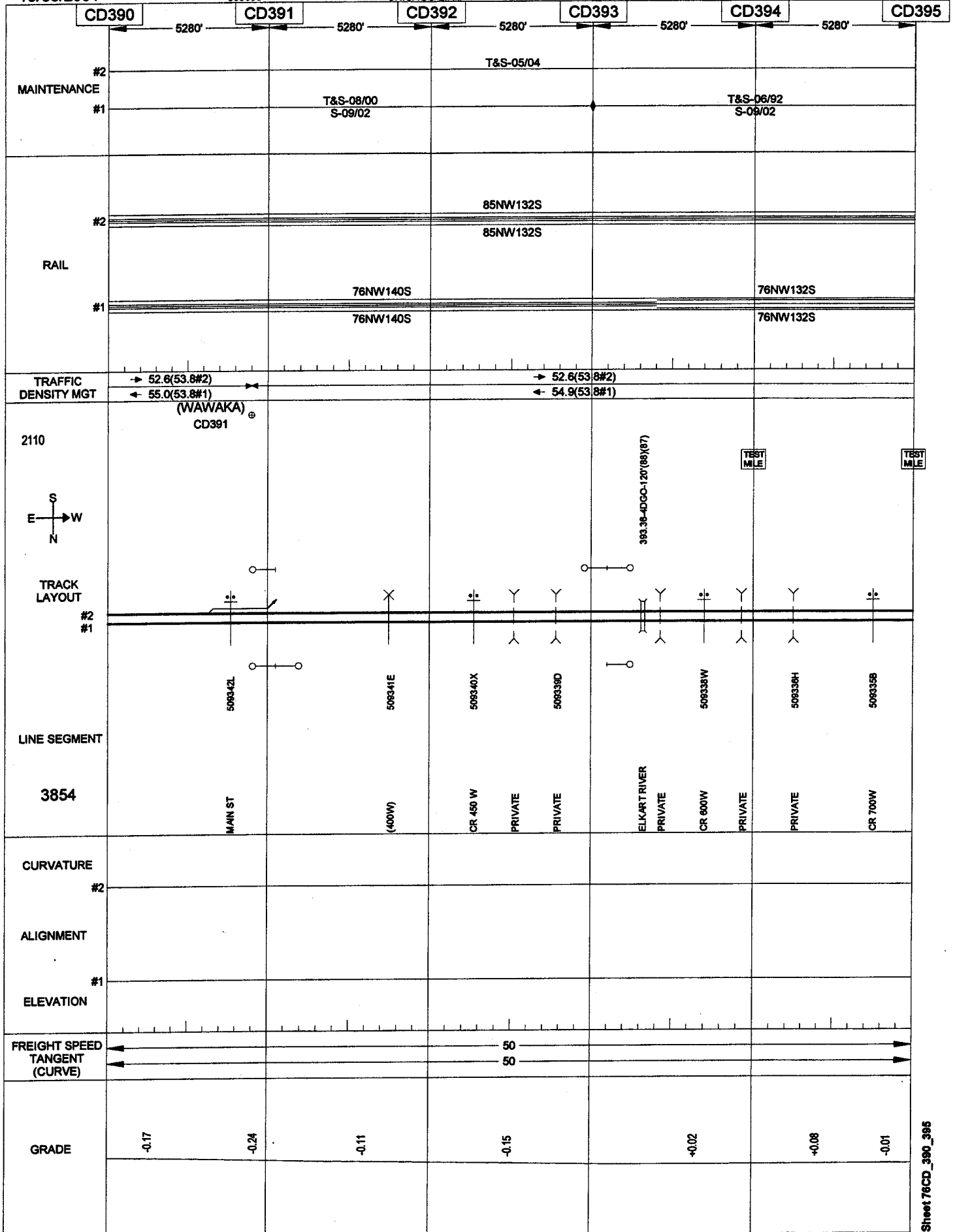
051

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



052

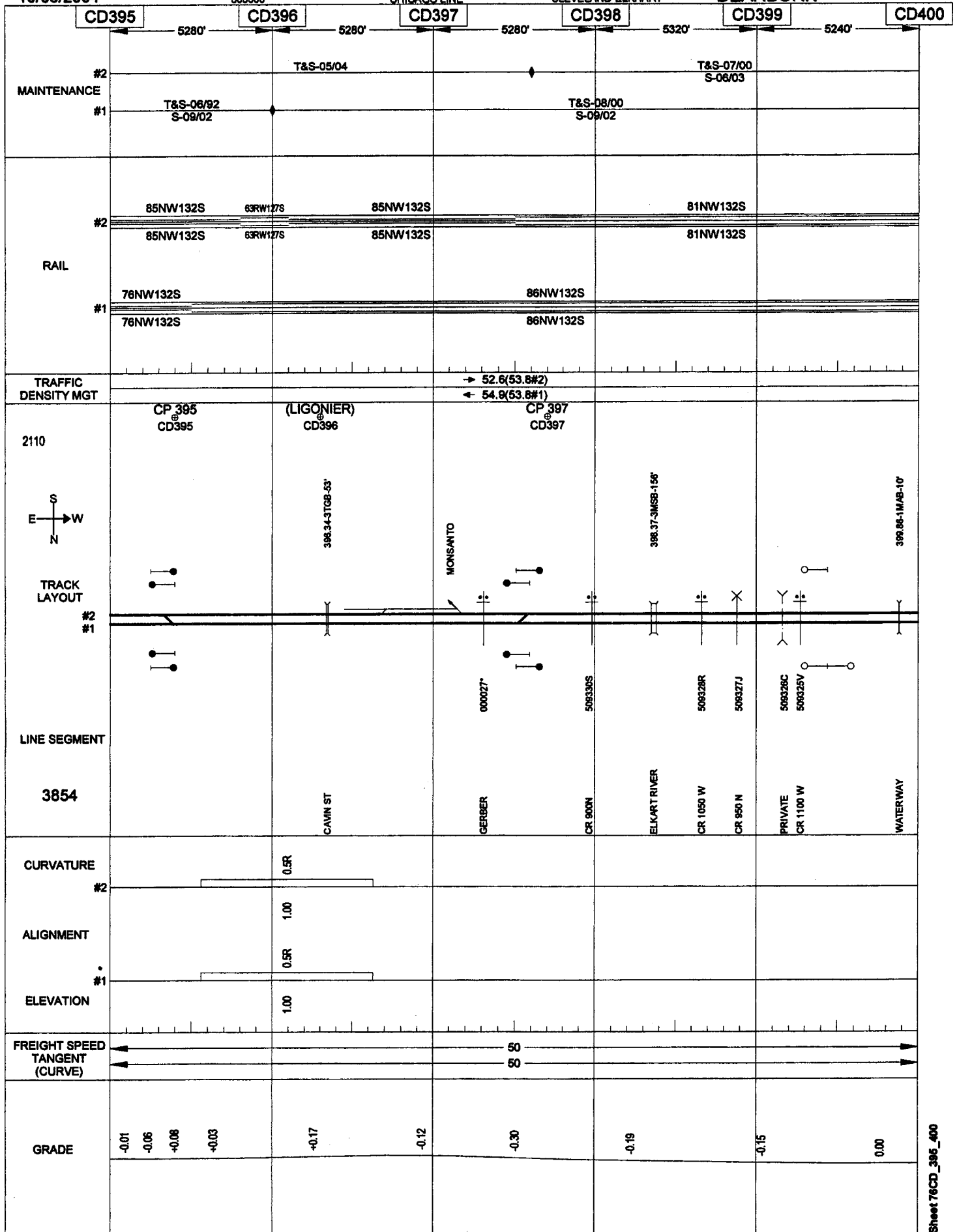
10/06/2004

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



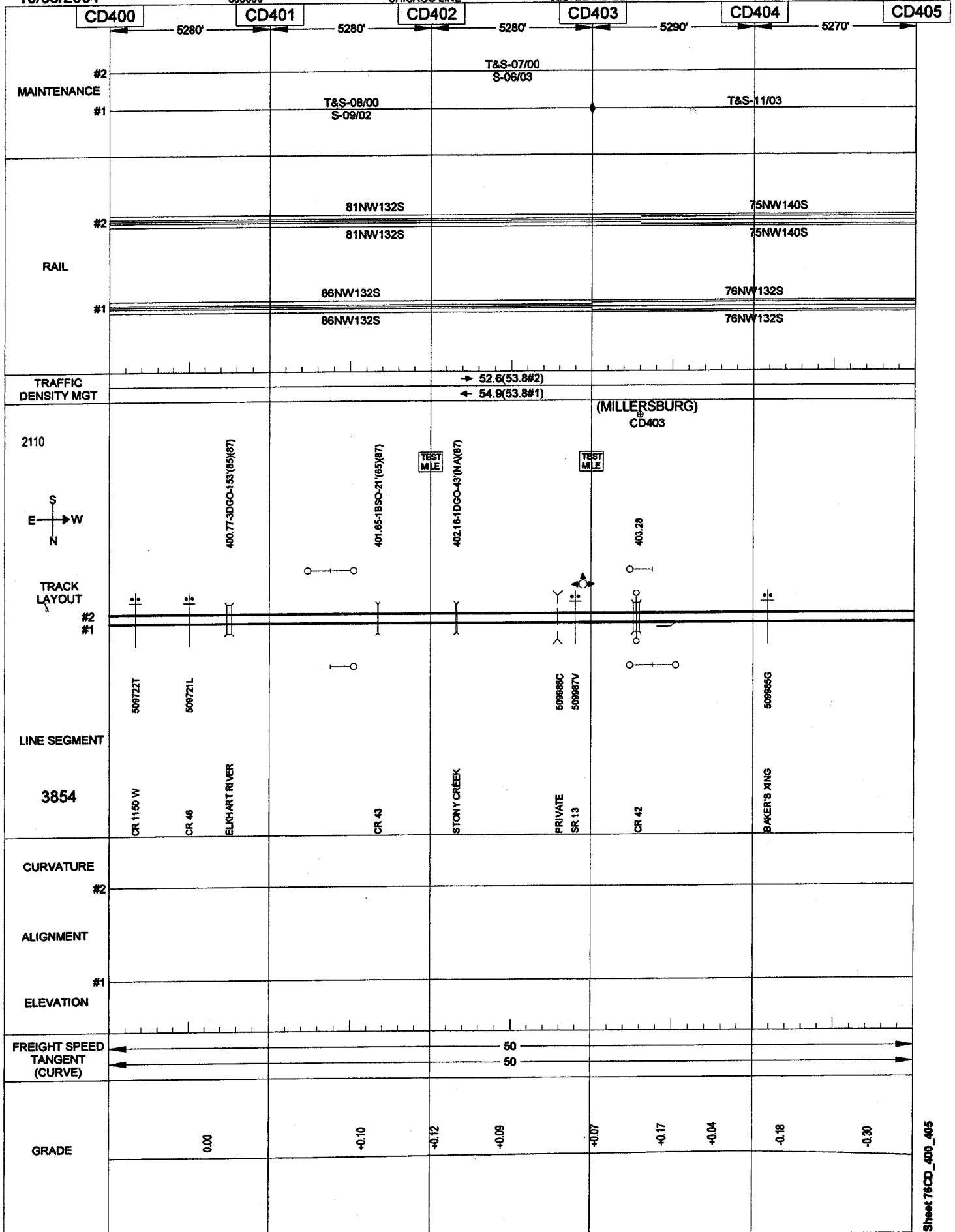
10/06/2004

053

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

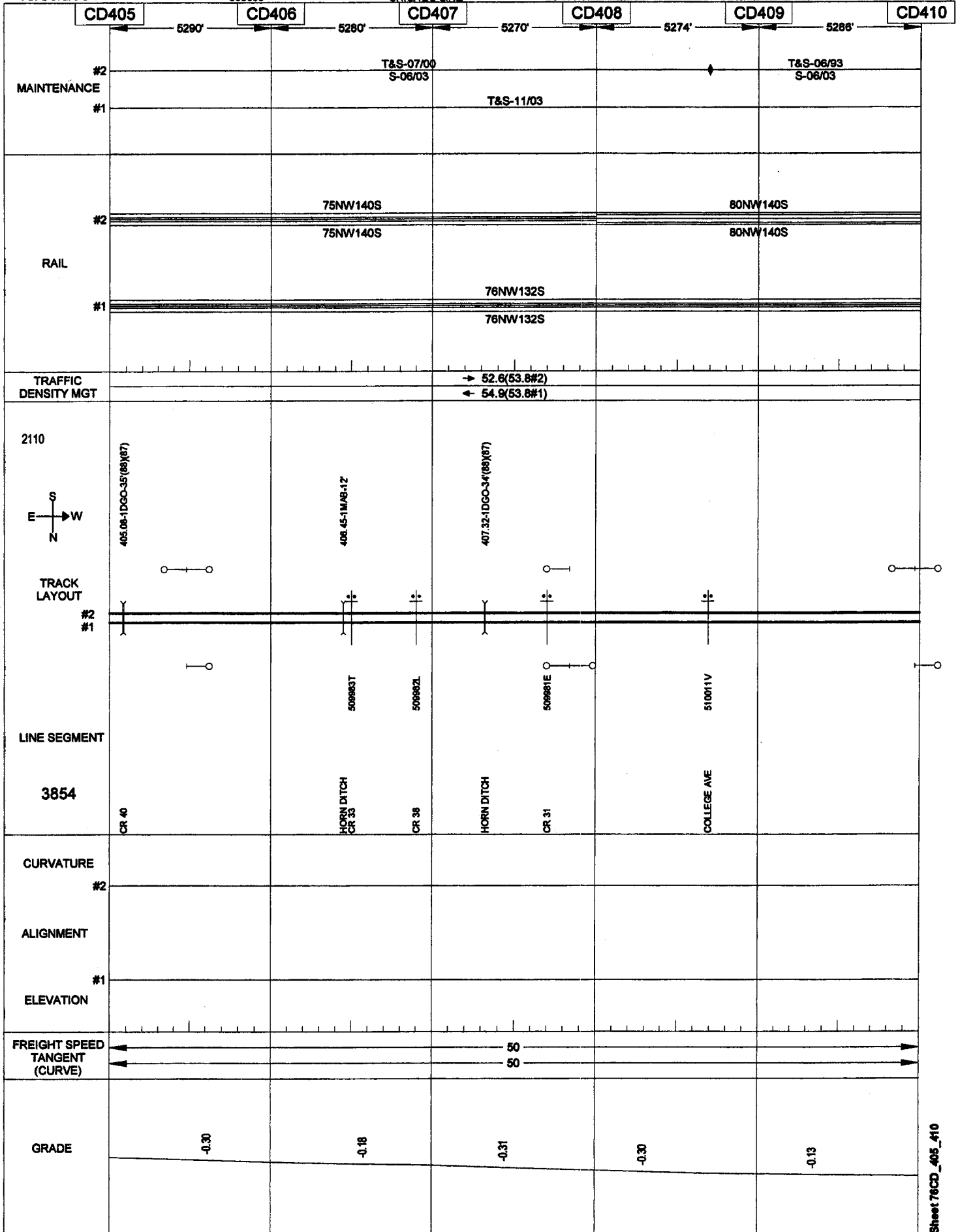
054

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



	CD410	CD411	CD412	CD413	CD414	CD415
MAINTENANCE	#2 T&S-06/93 S-06/03 #1	T&S-06/93 S-06/98 T&S-06/93 S-06/97	T&S-11/03	T&S-07/00		
RAIL	#2 80NW140S 80NW140S #1 76NW140S 76NW140S	86NW132S 86NW132S 77NW140S 77NW140S	02NW141P 95NW136S 95NW136S			
TRAFFIC DENSITY MGT	→ 52.6(53.8#2) ← 54.9(53.8#1)	→ 52.6(53.8#2) ← 55.0(53.8#1)	→ 64.8(64.4#2) ← 64.1(64.4#1)	→ 65.0(64.6#2) ← 64.2(64.6#1)		
2110		(GOSHEN) CD411	CP 412			
TRACK LAYOUT	410.33-3850-84' 	MARION BRANCH 411.87	412.72-4060-208'(84)(84)			
LINE SEGMENT	3854 ROCK RUN CREEK E MONROE ST SHIPSHEWANA 9TH ST E LINCOLN AVE COTTAGE AVE 5TH ST MAIN ST SR 15 1ST ST INDIANA AVE ELKHART RIVER BEAVER LAKE GREEN ST PEDDLERS V.L.GE.CR 28	510036R 510035J 510034C 510033V 510032N 510031G 510021B 510020U 510019A 510018T 510017L				
CURVATURE		0.5R	0.7L	1.0L	0.5R	1.0R
ALIGNMENT		1.00	1.00	1.50	1.00	1.50
ELEVATION		0.5R	0.7L	1.0L	0.5R	1.0R
FREIGHT SPEED TANGENT (CURVE)		1.00	1.00	1.50	1.00	1.50
GRADE	-0.13 -0.14 -0.13 -0.18 -0.03 -0.02			50 50	0.00	-0.07 -0.14 -0.15

Sheet 76CD_410_415

10/06/2004

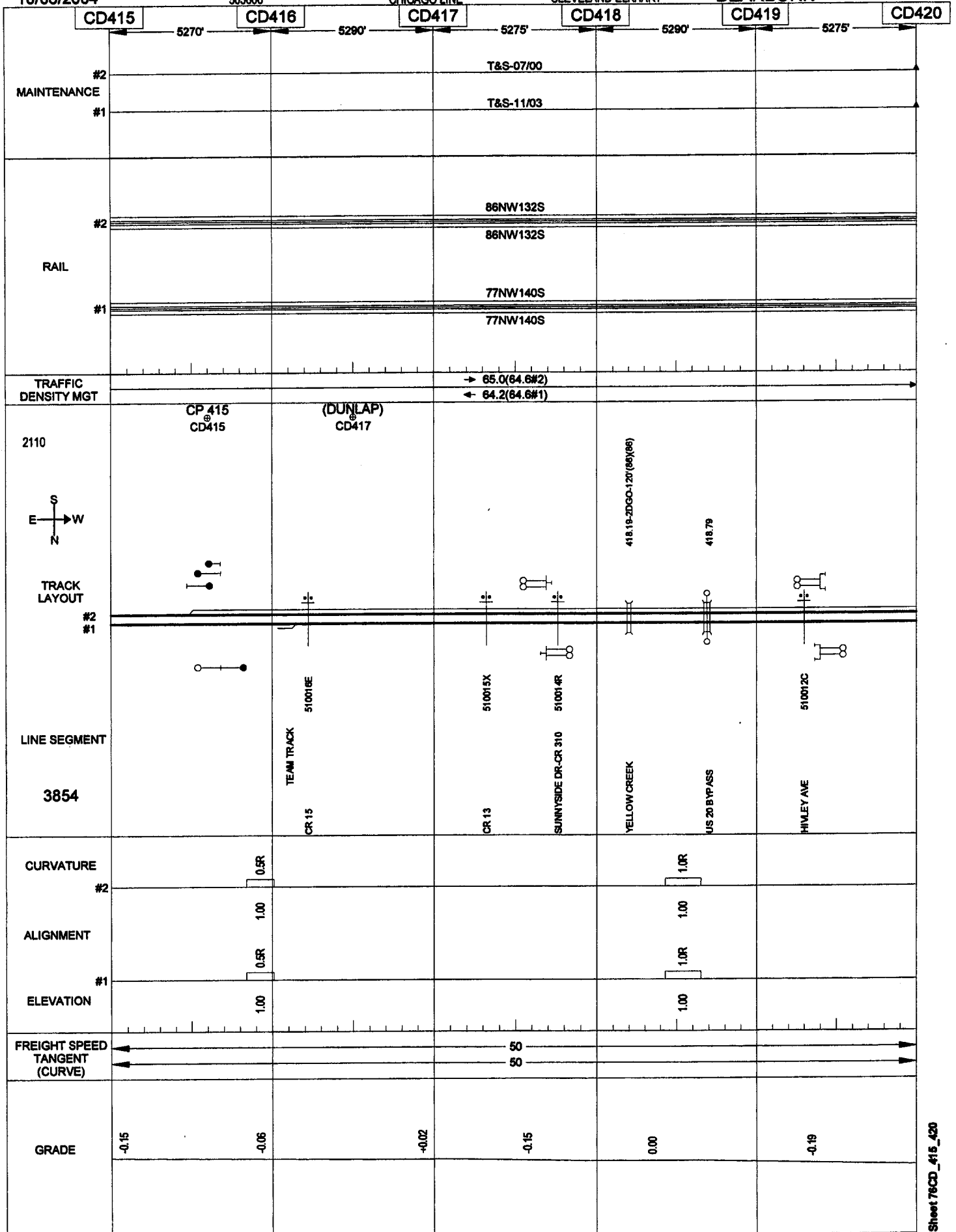
056

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



10/06/2004

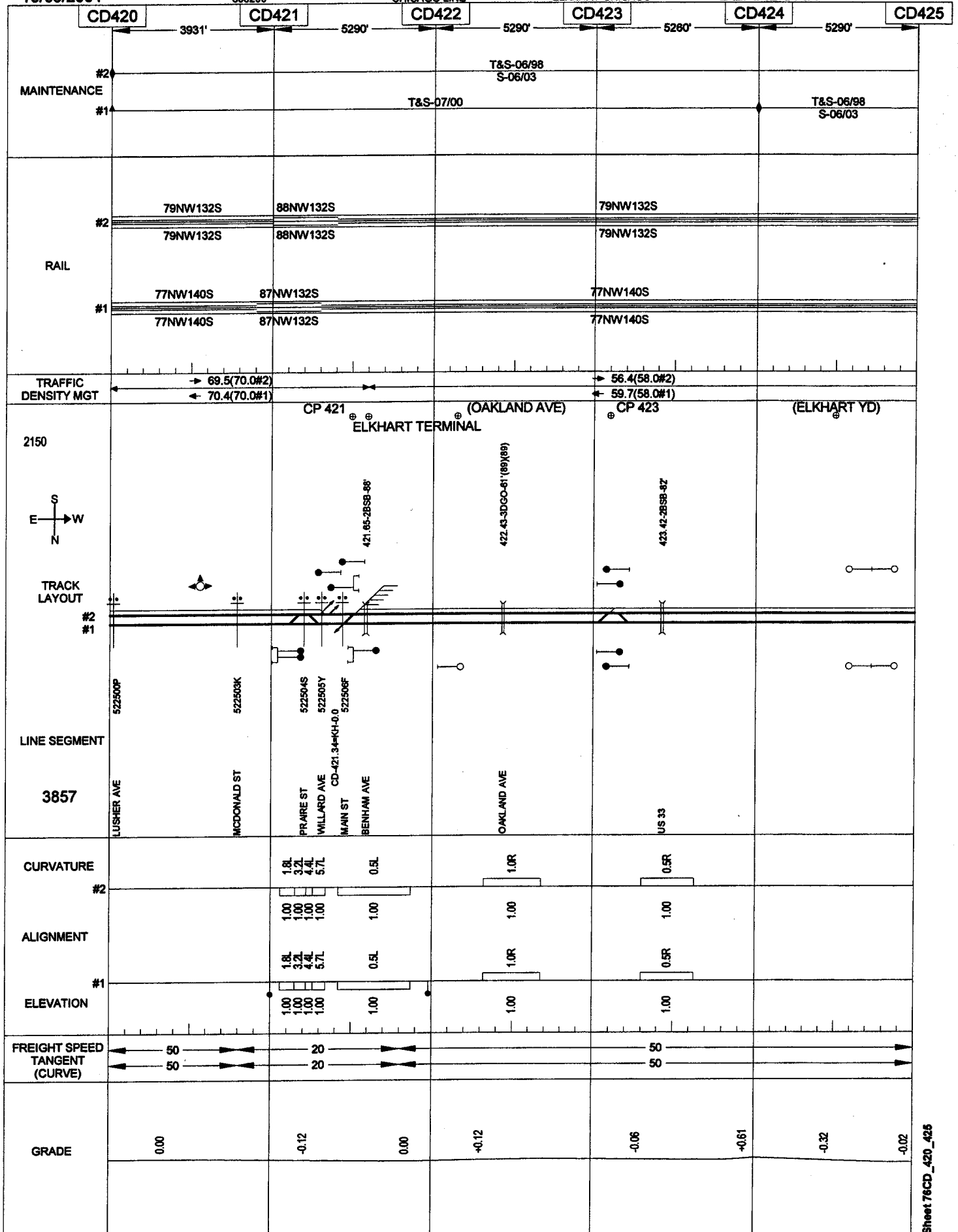
503200

057

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

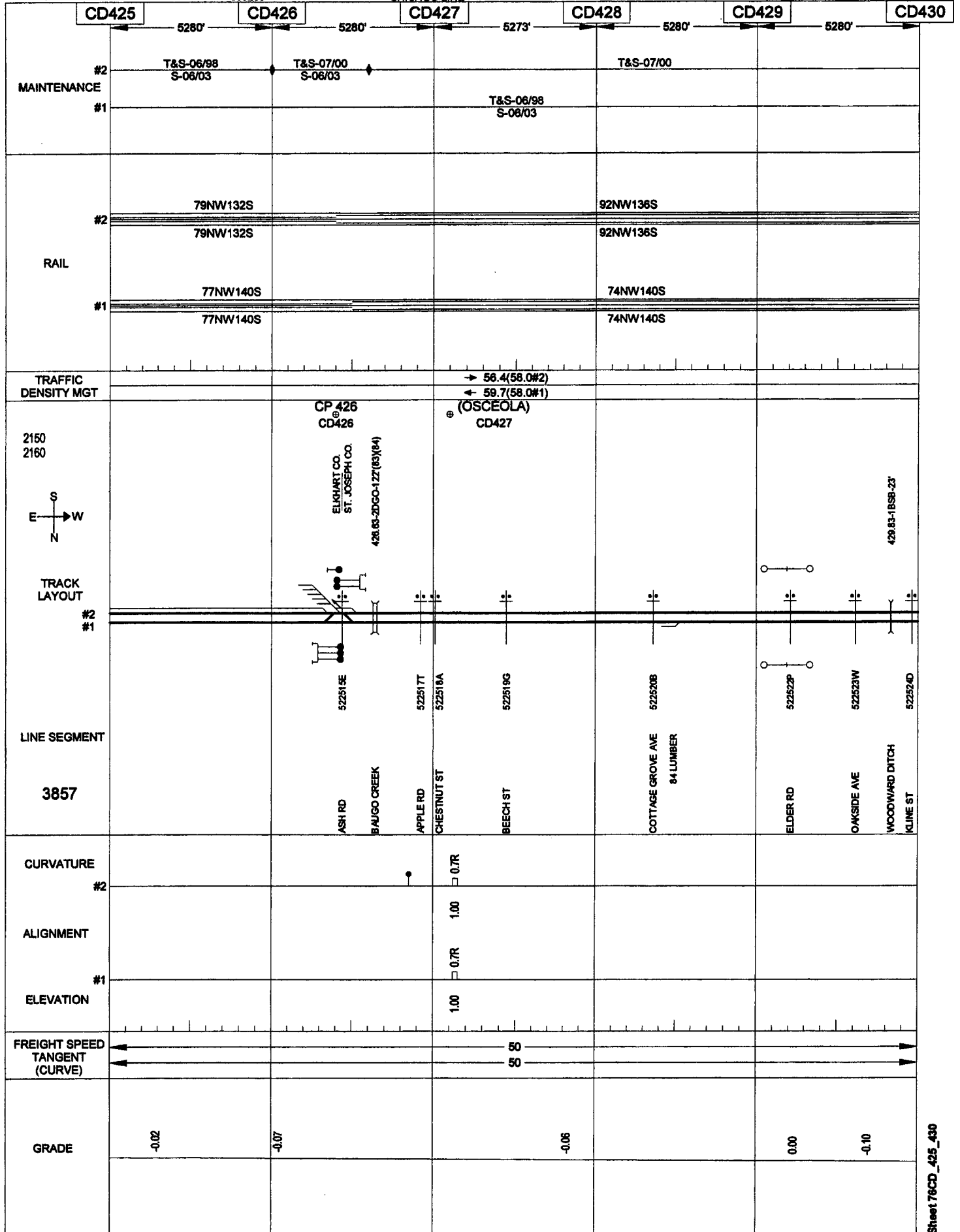
503200

058

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



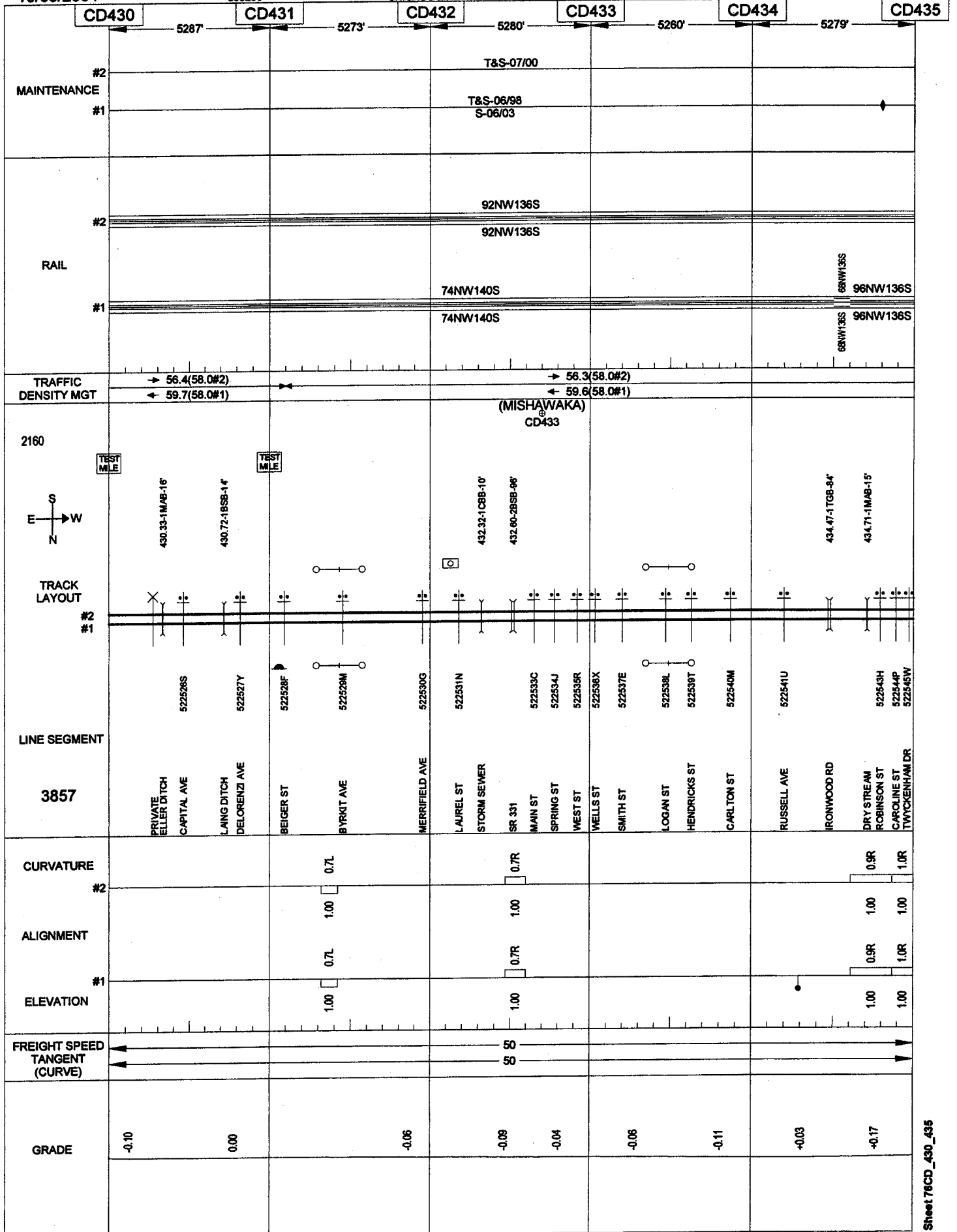
10/06/2004

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



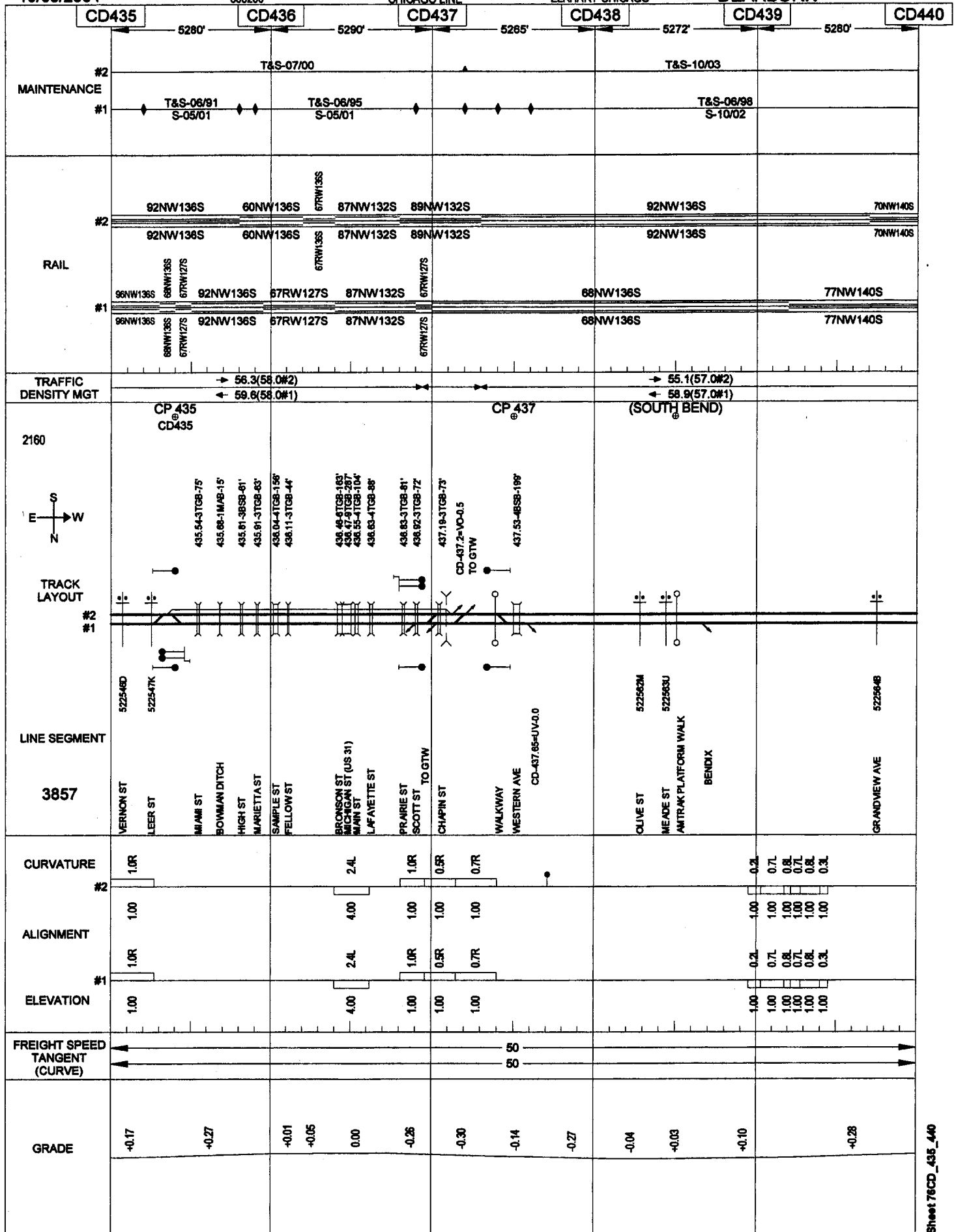
10/06/2004

060

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

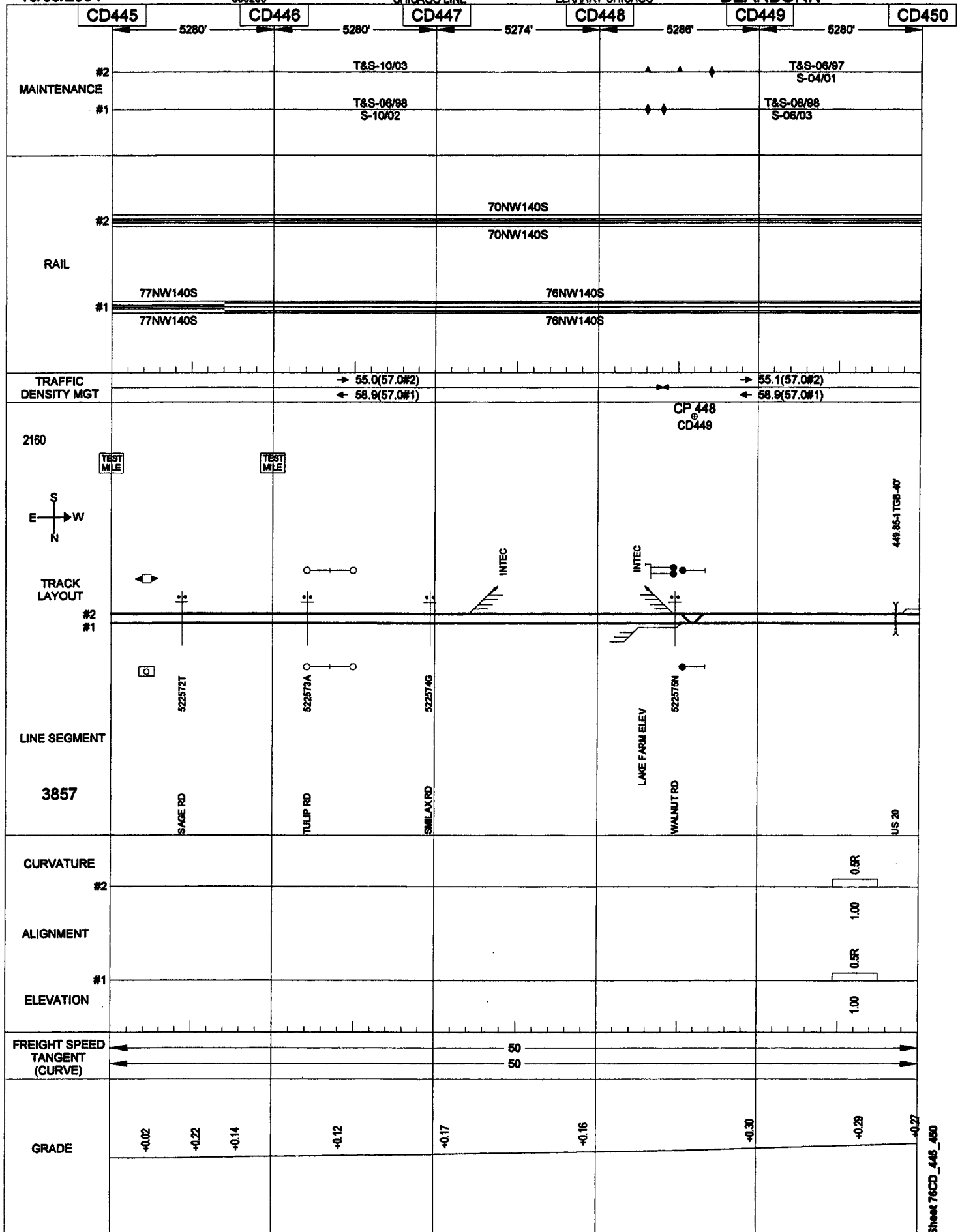
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062

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

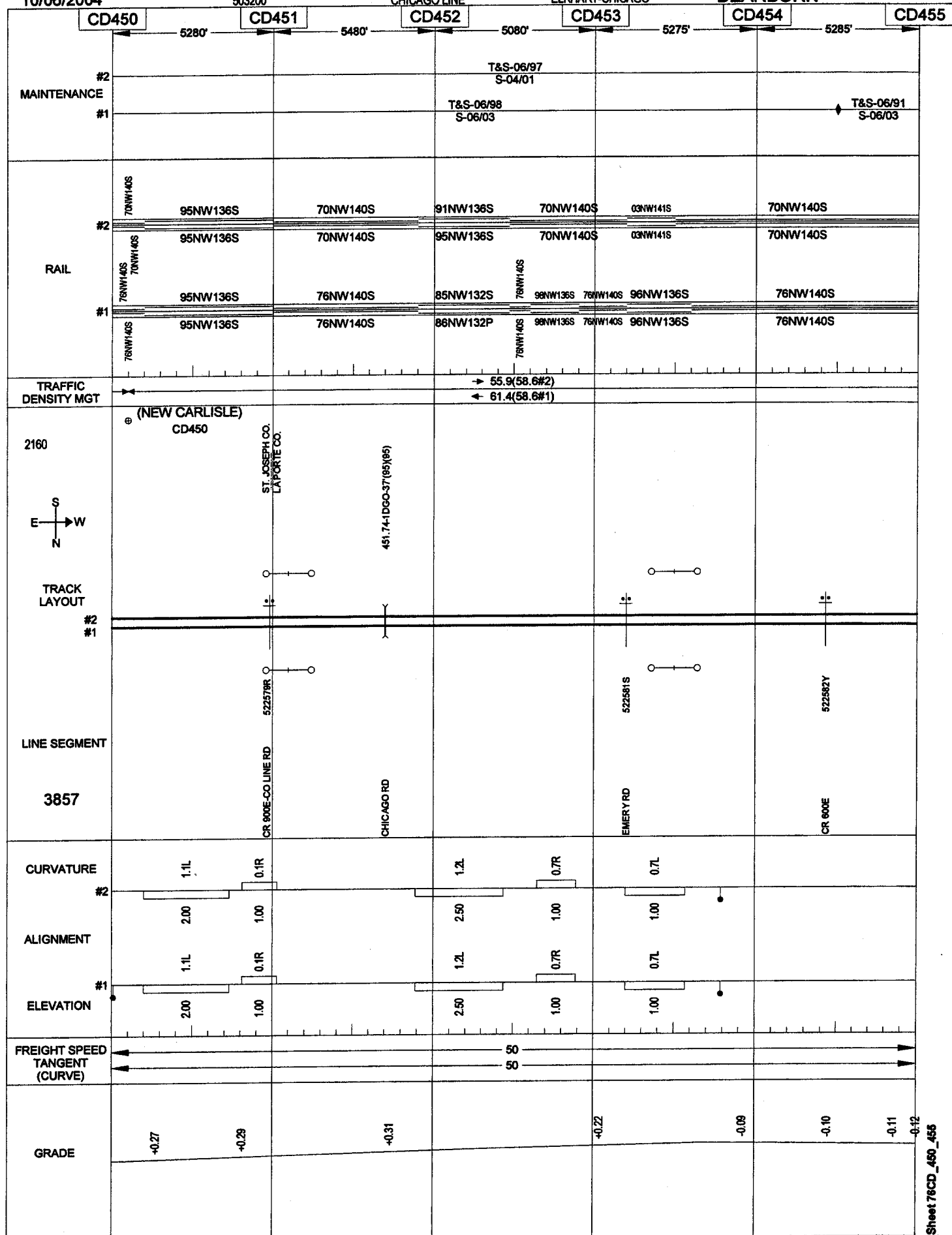
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063

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

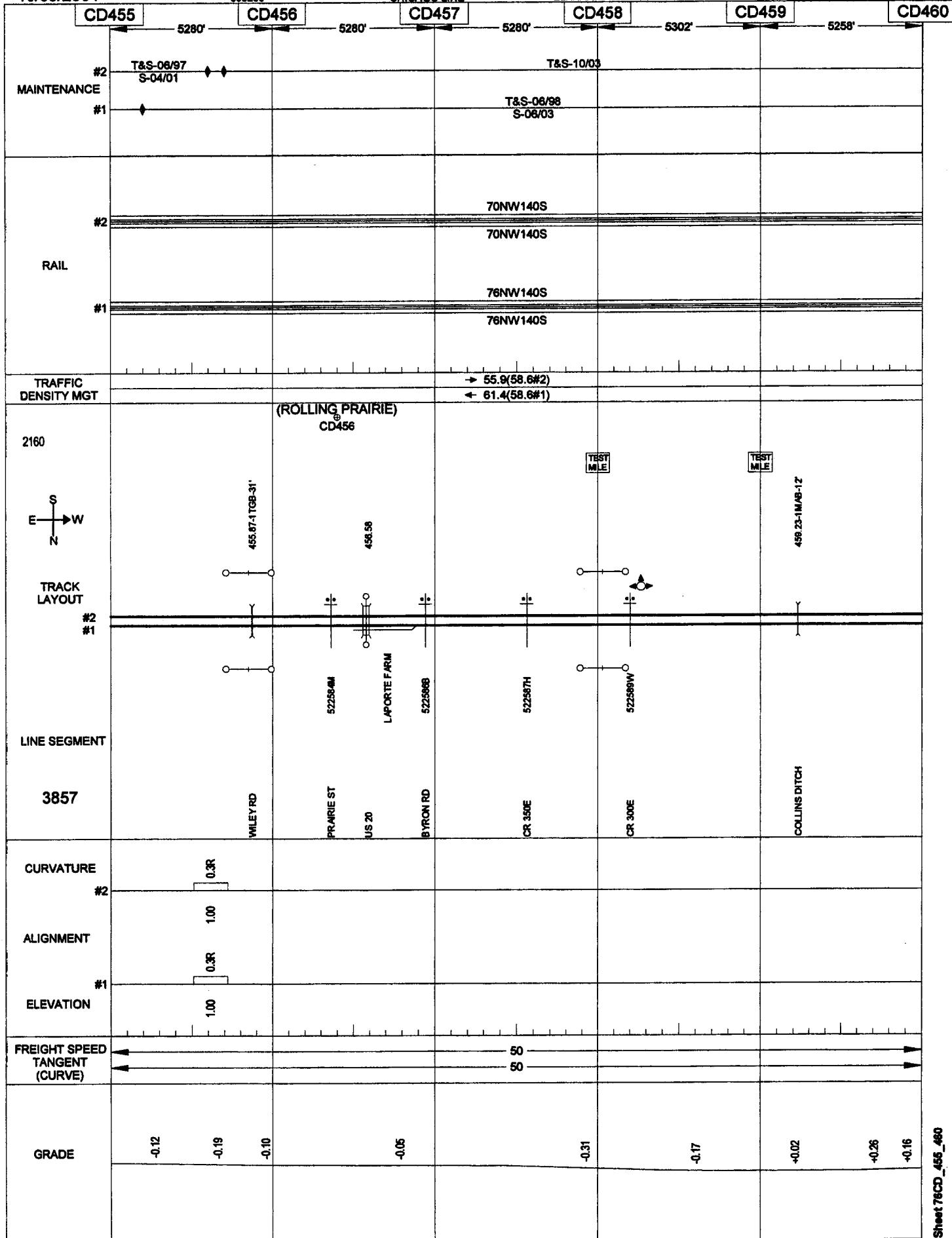
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503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

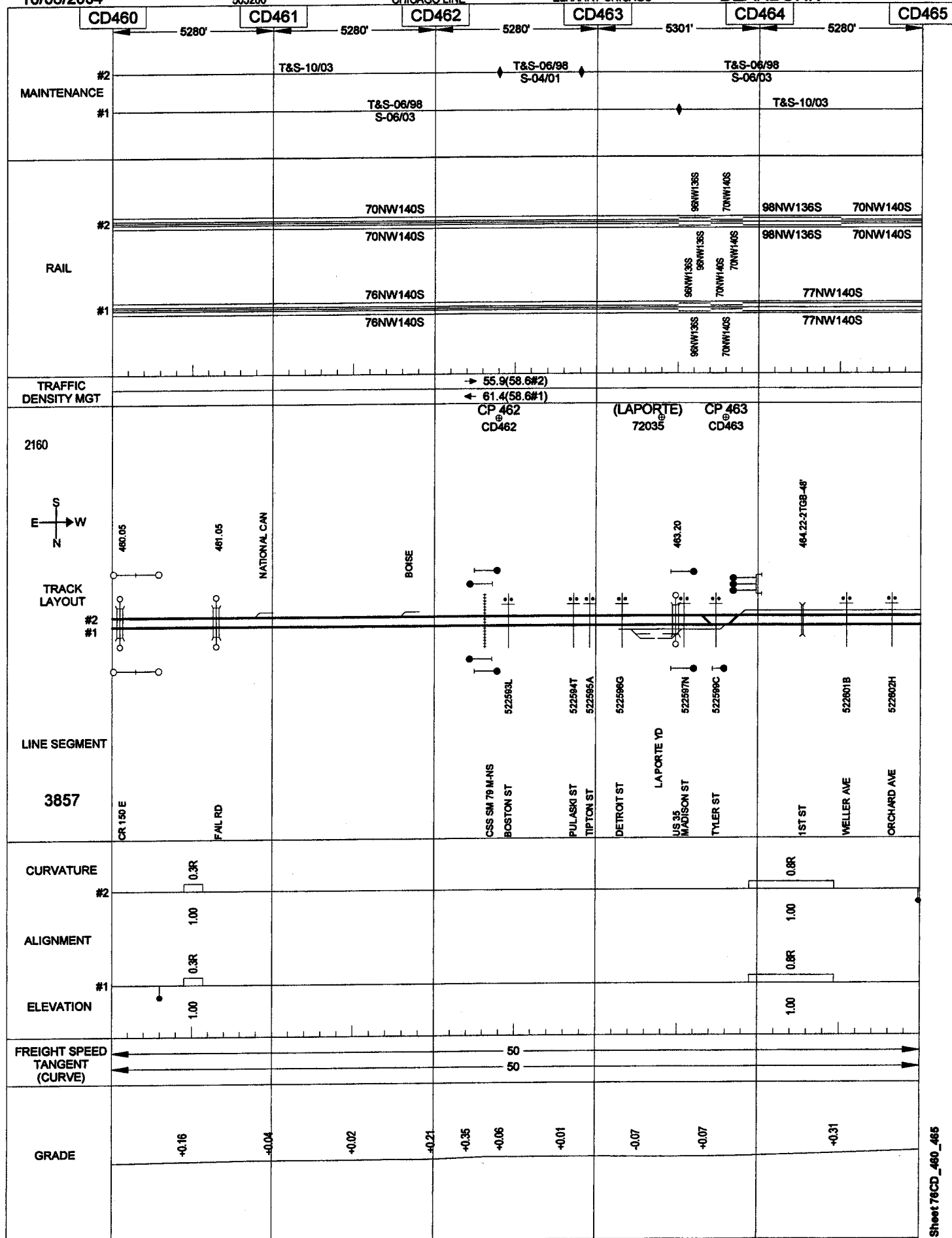
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065

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



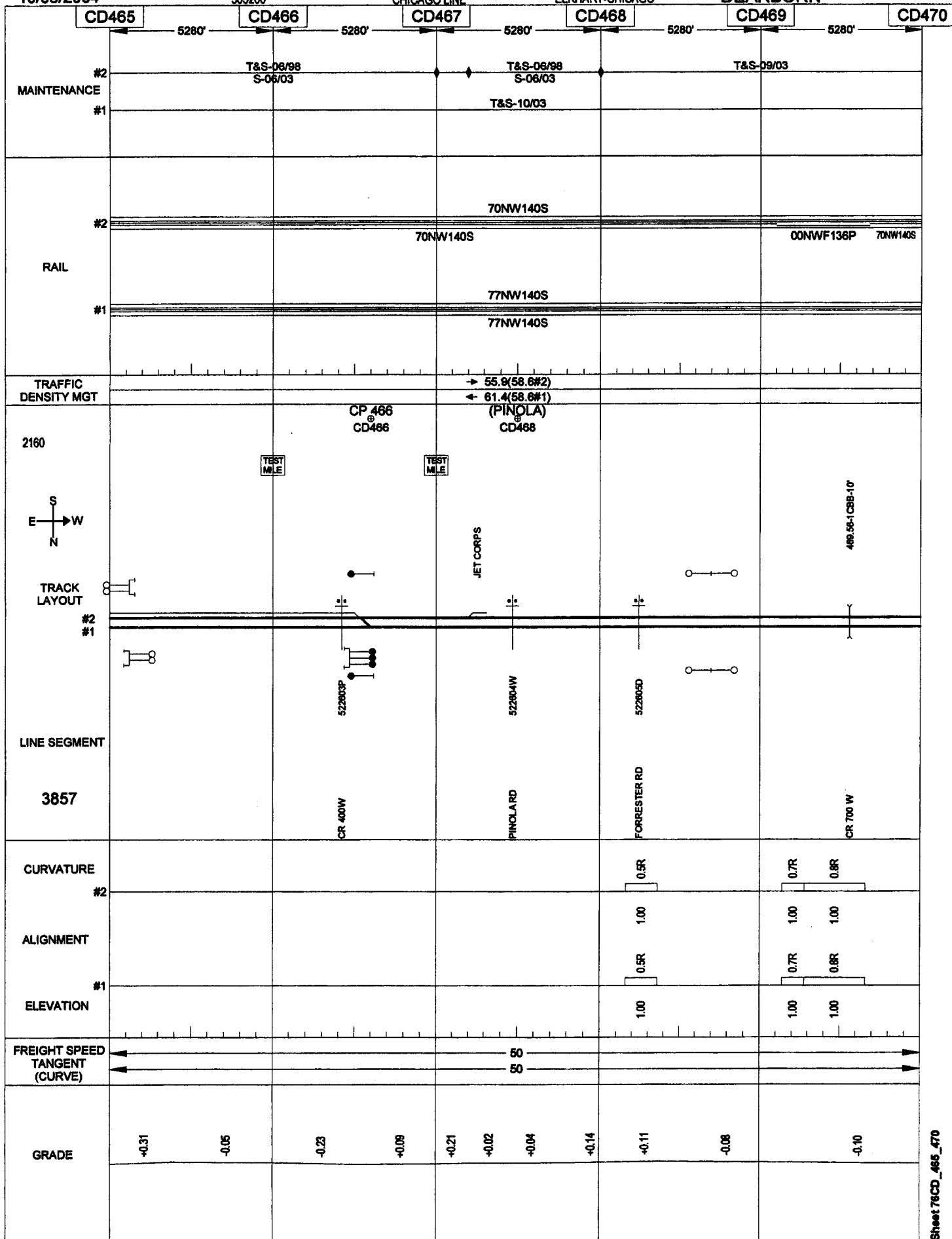
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066

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

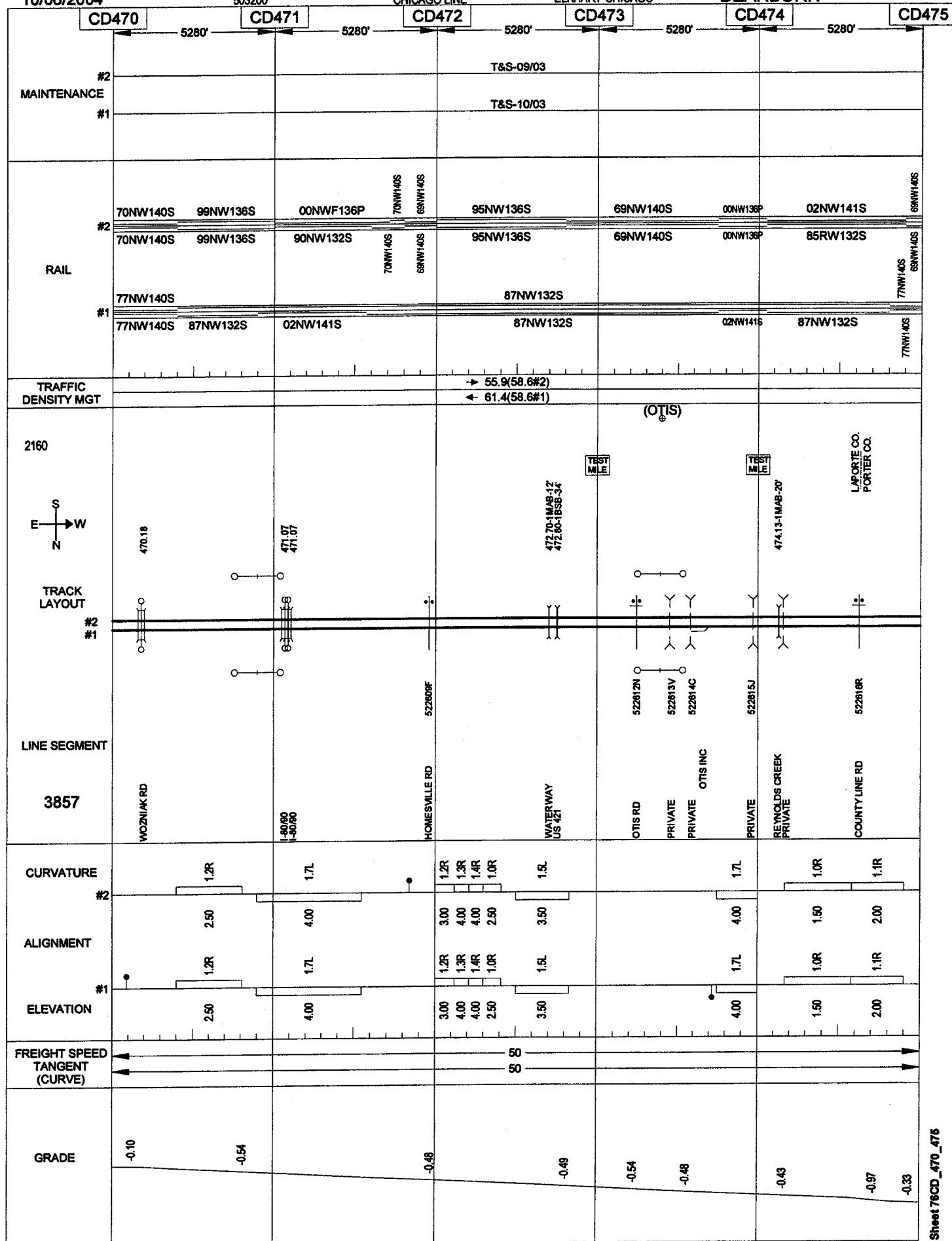
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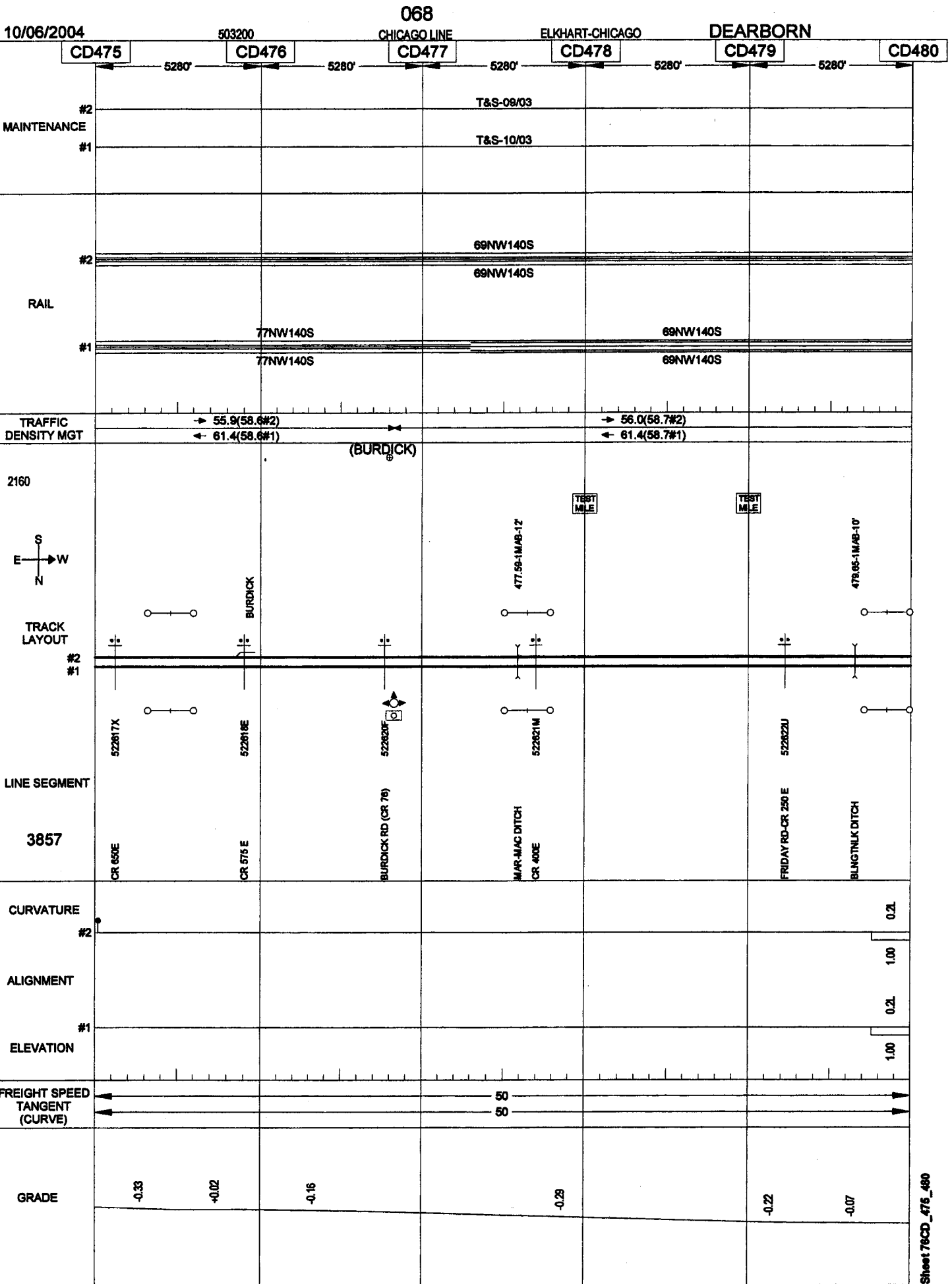
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CHICAGO LINE

ELKHART-CHICAGO

DEARBORN





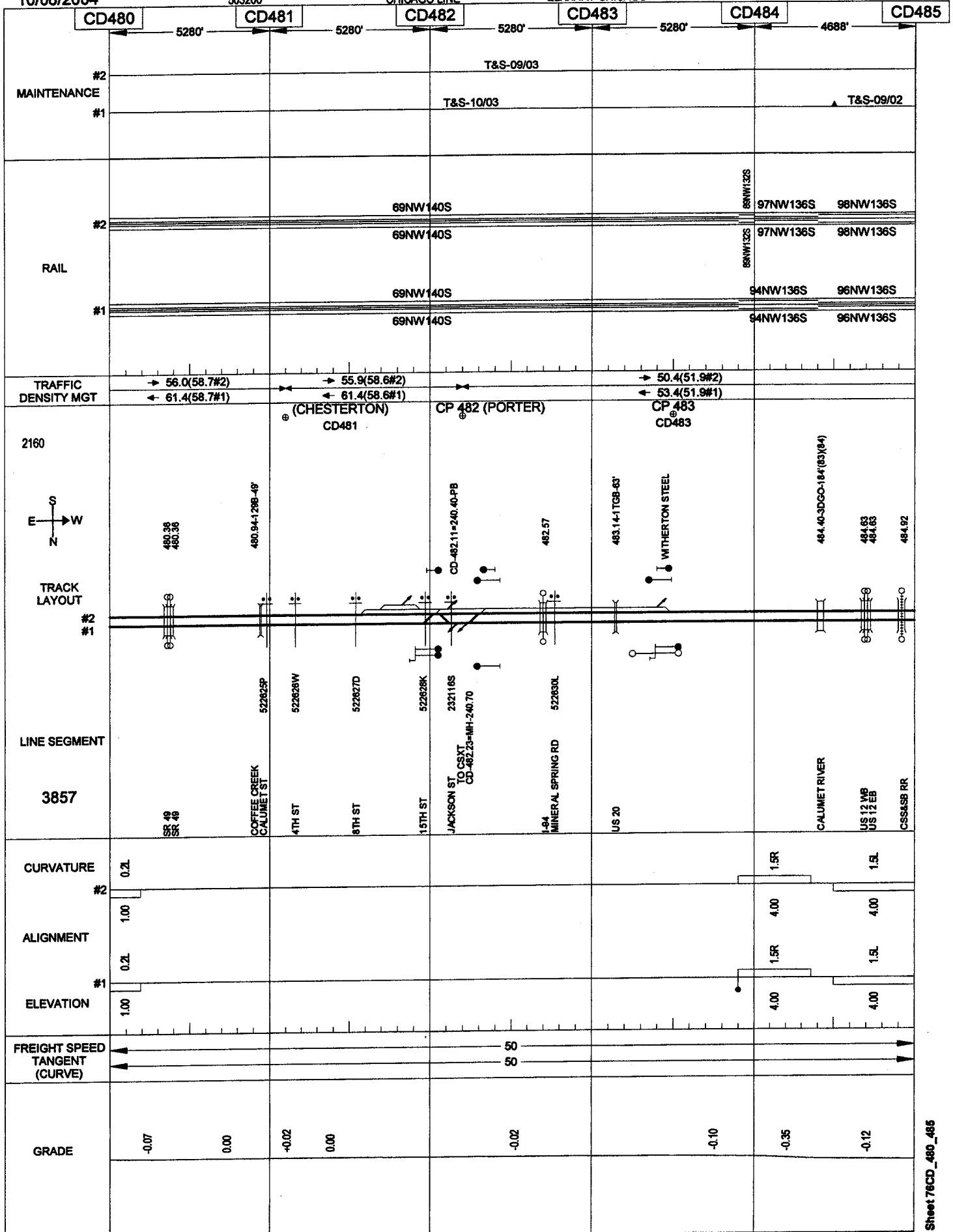
10/06/2004

069

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

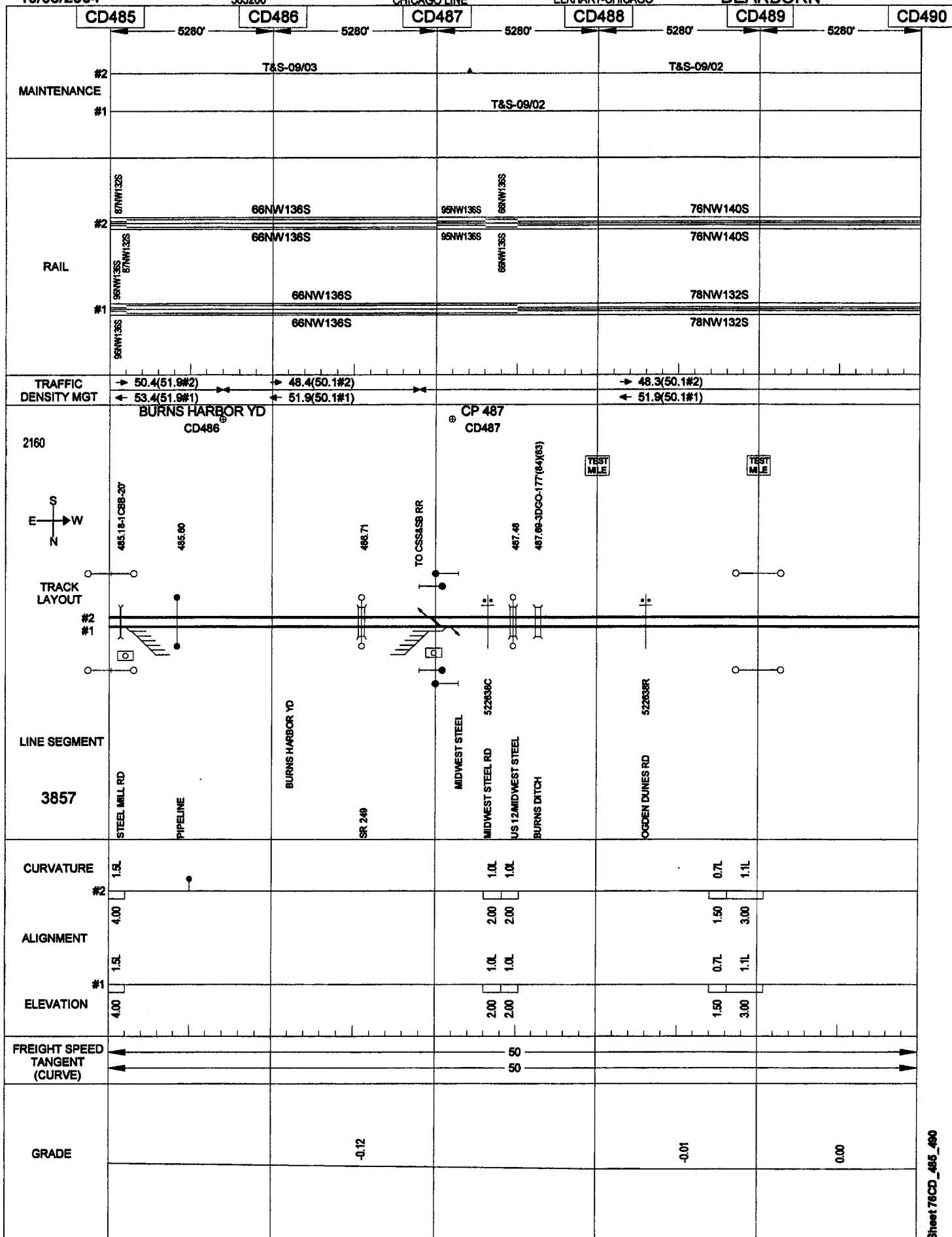
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070

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

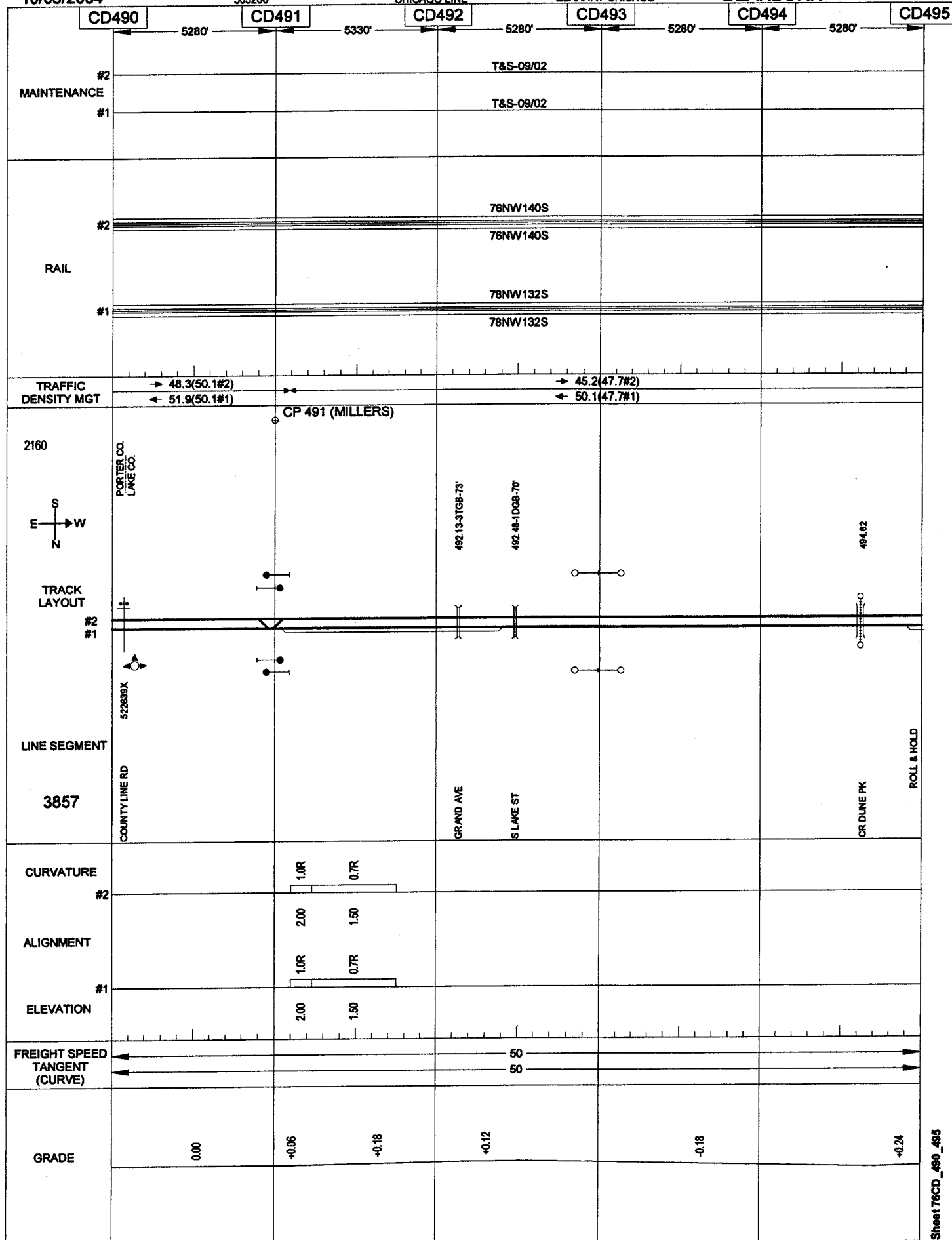
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071

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

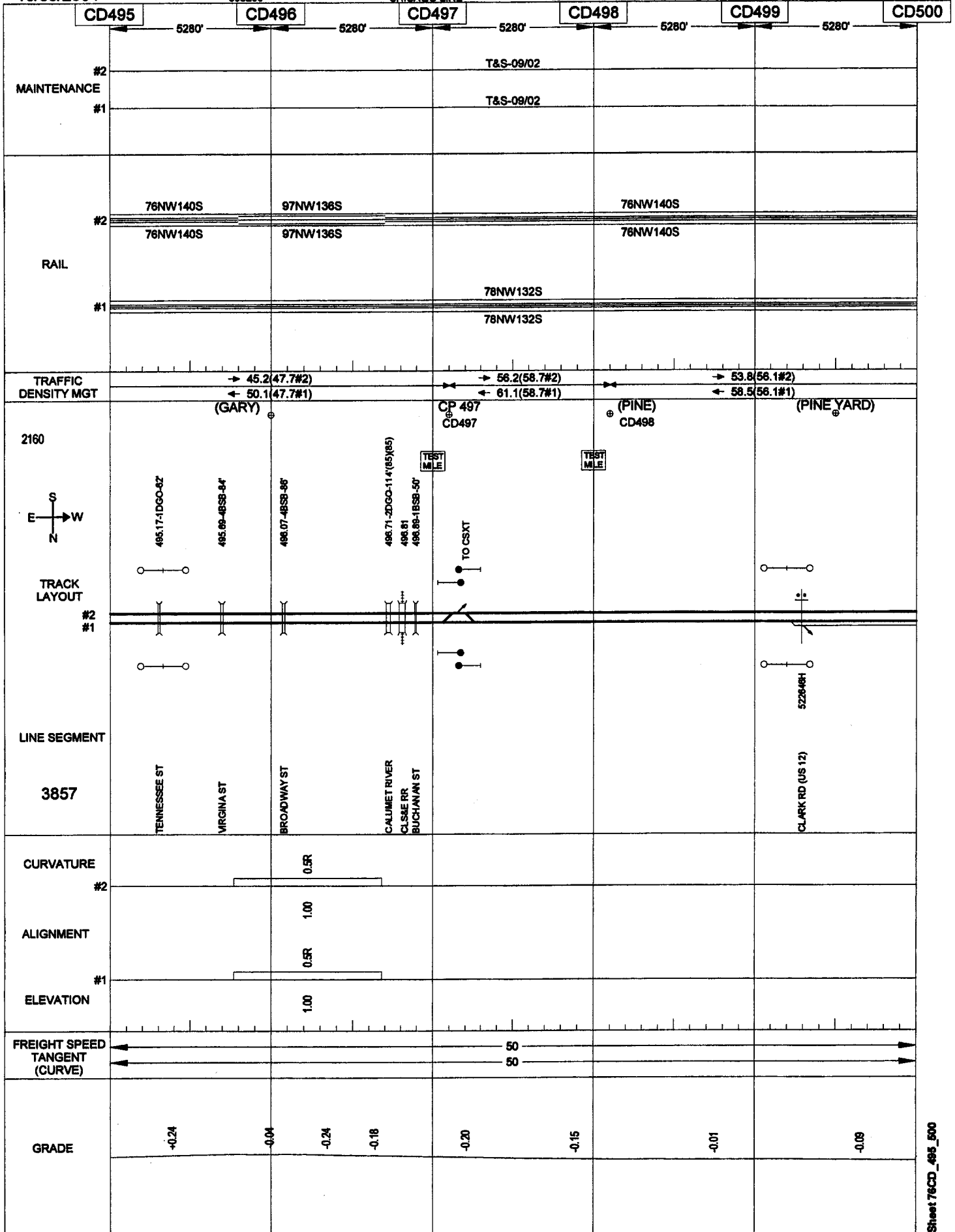
072

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



073

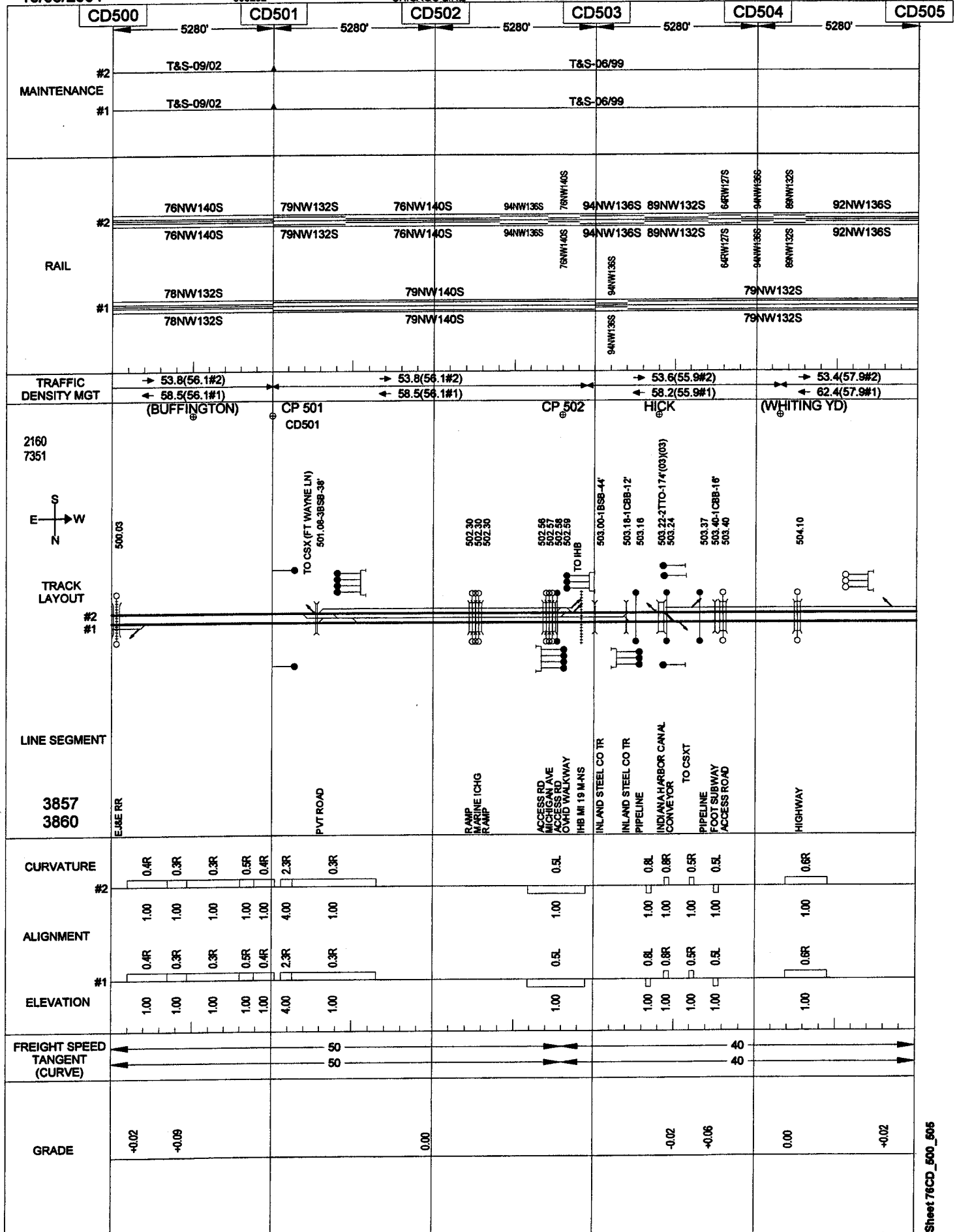
10/06/2004

503202

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

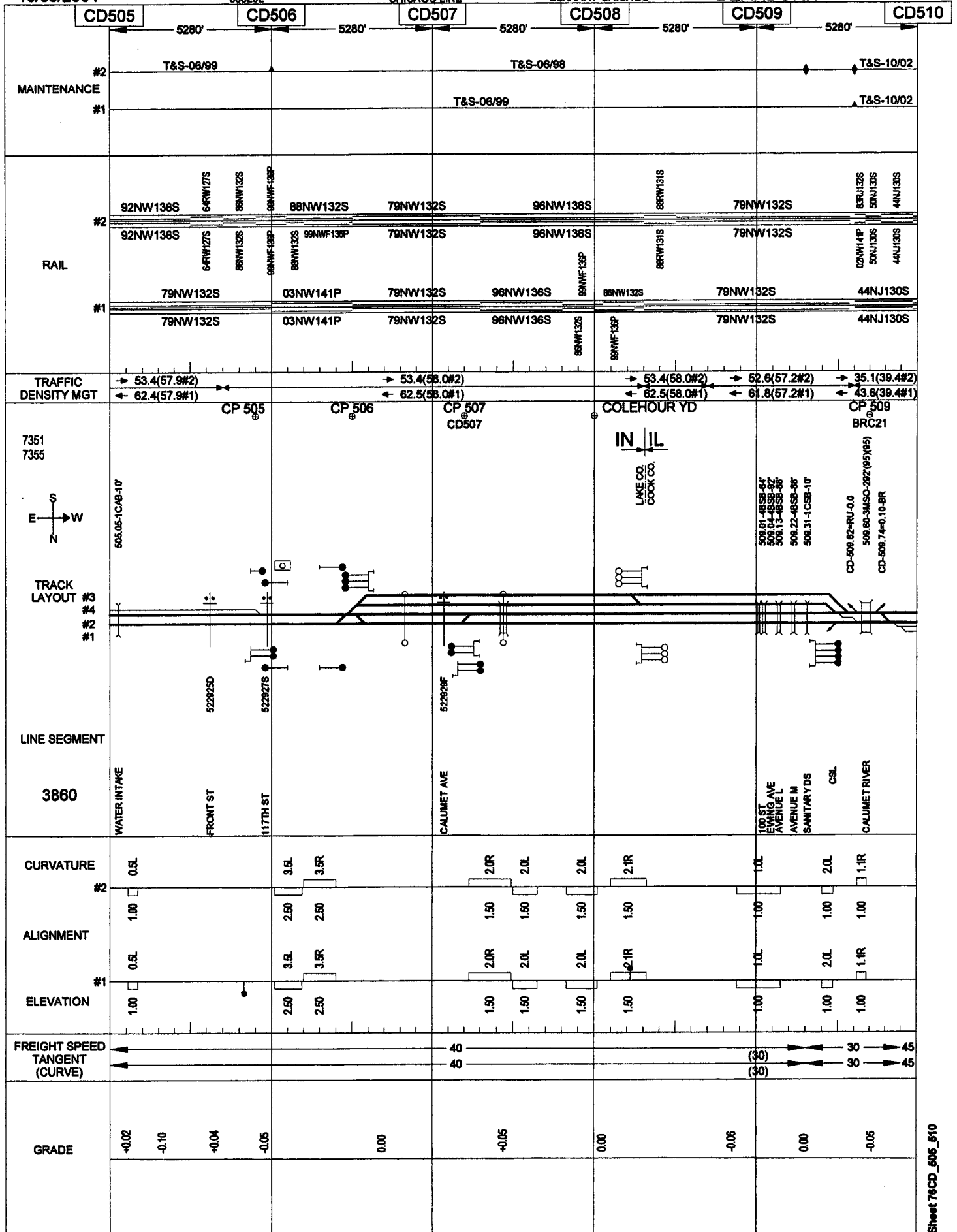
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074

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

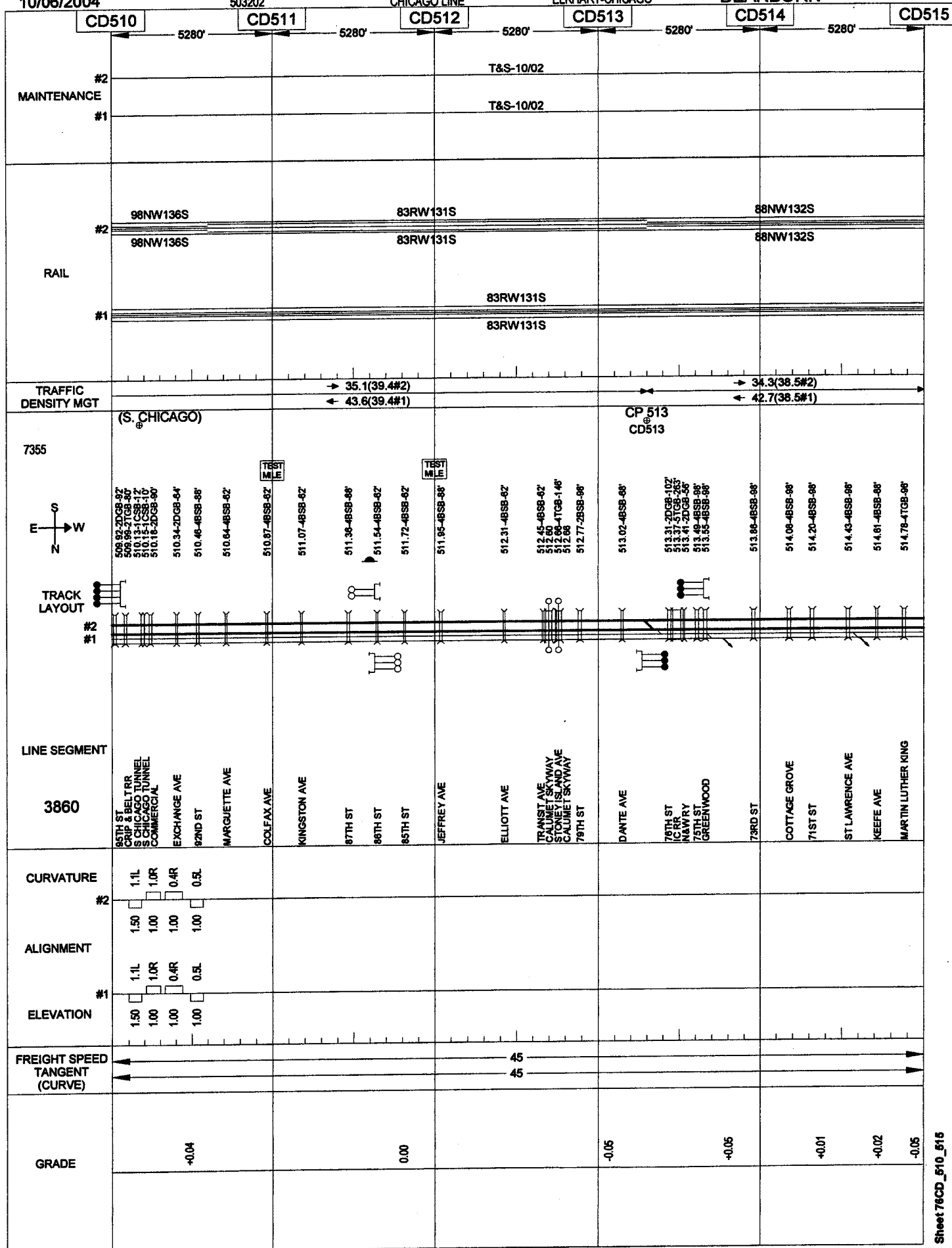
503202

075

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



10/06/2004

503202

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

	CD515	CD516	CD517	CD518	CD519	CD520
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	#2 T&S-10/02					
	#1 T&S-10/02					
RAIL	#2					
	88NW132S	88NW132S	83RW131S	83RW131S	83RW131S	83RW131S
	88NW132S	88NW132S	83RW131S	83RW131S	83RW131S	83RW131S
	83RW131S	83RW122S	83RW122S	83RW122S	83RW122S	83RW122S
RAIL	#1					
	83RW131S	83RW122S	83RW122S	83RW122S	83RW122S	83RW122S
	83RW131S	83RW122S	83RW122S	83RW122S	83RW122S	83RW122S
	83RW131S	83RW122S	83RW122S	83RW122S	83RW122S	83RW122S
TRAFFIC DENSITY MGT	30.0(33.6#2) 37.3(33.6#1)					
7355	PARK MANOR YD ENGLEWOOD CD516					
7355	55TH ST YD CD517					
7355	CP 518					
TRACK LAYOUT						
LINE SEGMENT	3860					
CURVATURE	#2					
ALIGNMENT	#1					
ELEVATION	#1					
FREIGHT SPEED TANGENT (CURVE)	45 40 30 45 40 30					
GRADE	-0.05 -0.08 -0.02 0.00 -0.02 -0.06 -0.08 0.00					

DEARBORN

CD520		CD521		CD522		CD523	
5280'		5280'		5280'		2582'	
MAINTENANCE		T&S-10/02		T&S-10/02		T&S-08/46	
RAIL		83RW131S		83RW131S		47NJ130S	
TRAFFIC DENSITY MGT		9.2(6.9#2)		4.5(2.9#2)		2.6(1.3#2)	
7355		21ST ST CD521		S. BRANCH BDG		UNION STATION	
TRACK LAYOUT		520.06-48SB-48° 520.12-1TGB-43° 520.18-48SB-48° 520.30-1CGB-12° 520.31-48SB-48° 520.31-1TGB-44° 520.43-1TGB-184° 520.54-48SB-44° 520.54-48SB-44° 520.62-1TGB-43° 520.65-1TGB-288° 520.65-1TGB-288° 520.71-1TGB-47° 520.71-1TGB-47° 520.73-48SB-125° 520.73-48SB-125° 520.91-48SB-46° 520.97 TO CP 8.11 C&W RR		523004X			
LINE SEGMENT		3860					
CURVATURE		2.7L		2.7L		4.5R	
ALIGNMENT		1.00		1.00		1.00	
ELEVATION		1.00		1.00		1.00	
FREIGHT SPEED TANGENT (CURVE)		40		10		10	
GRADE		0.00		-0.40		+0.01	

10/06/2004

LAKE ERIE

078

EUCLID-BAY VILLAGE

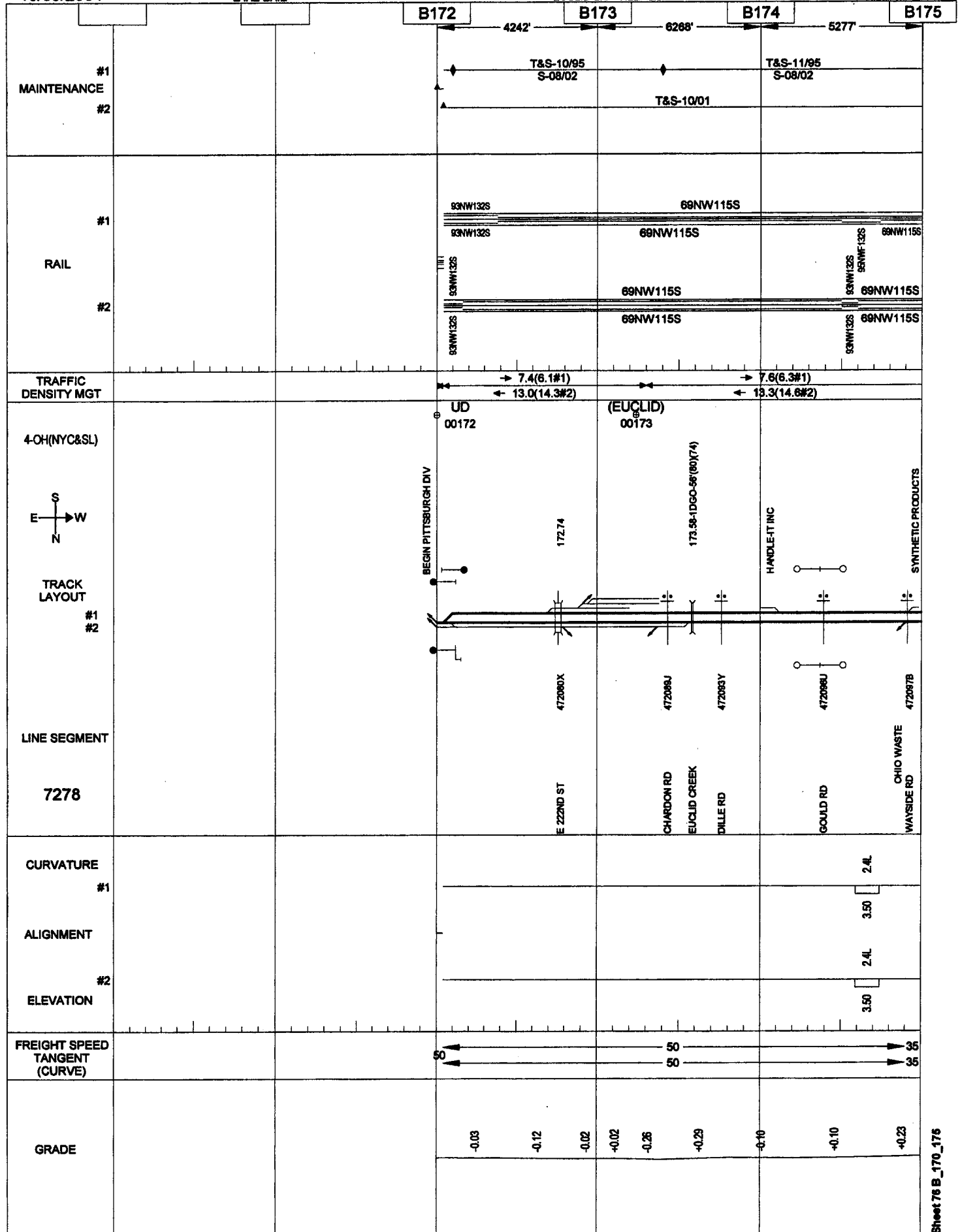
DEARBORN

B172

B173

B174

B175

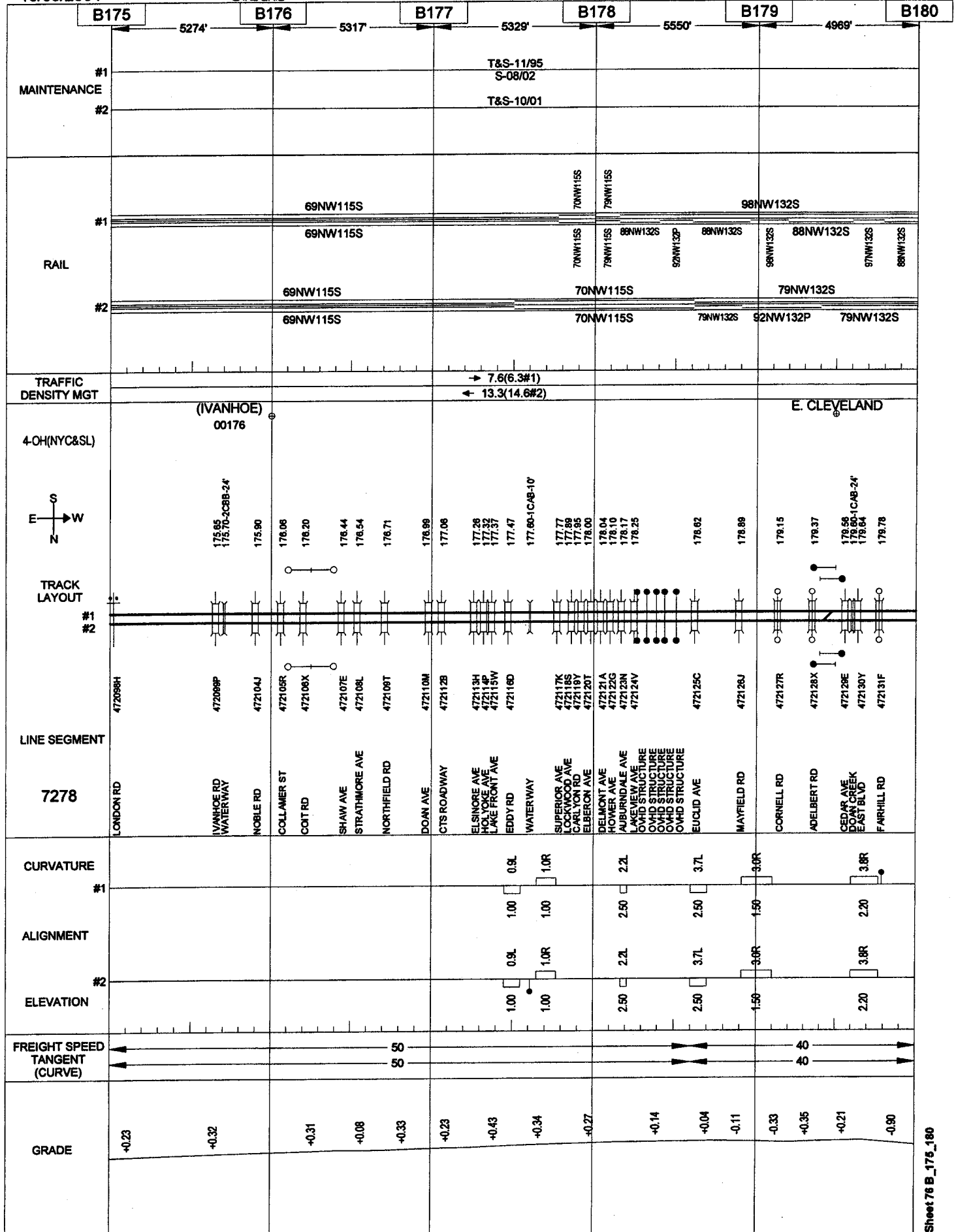


10/06/2004

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



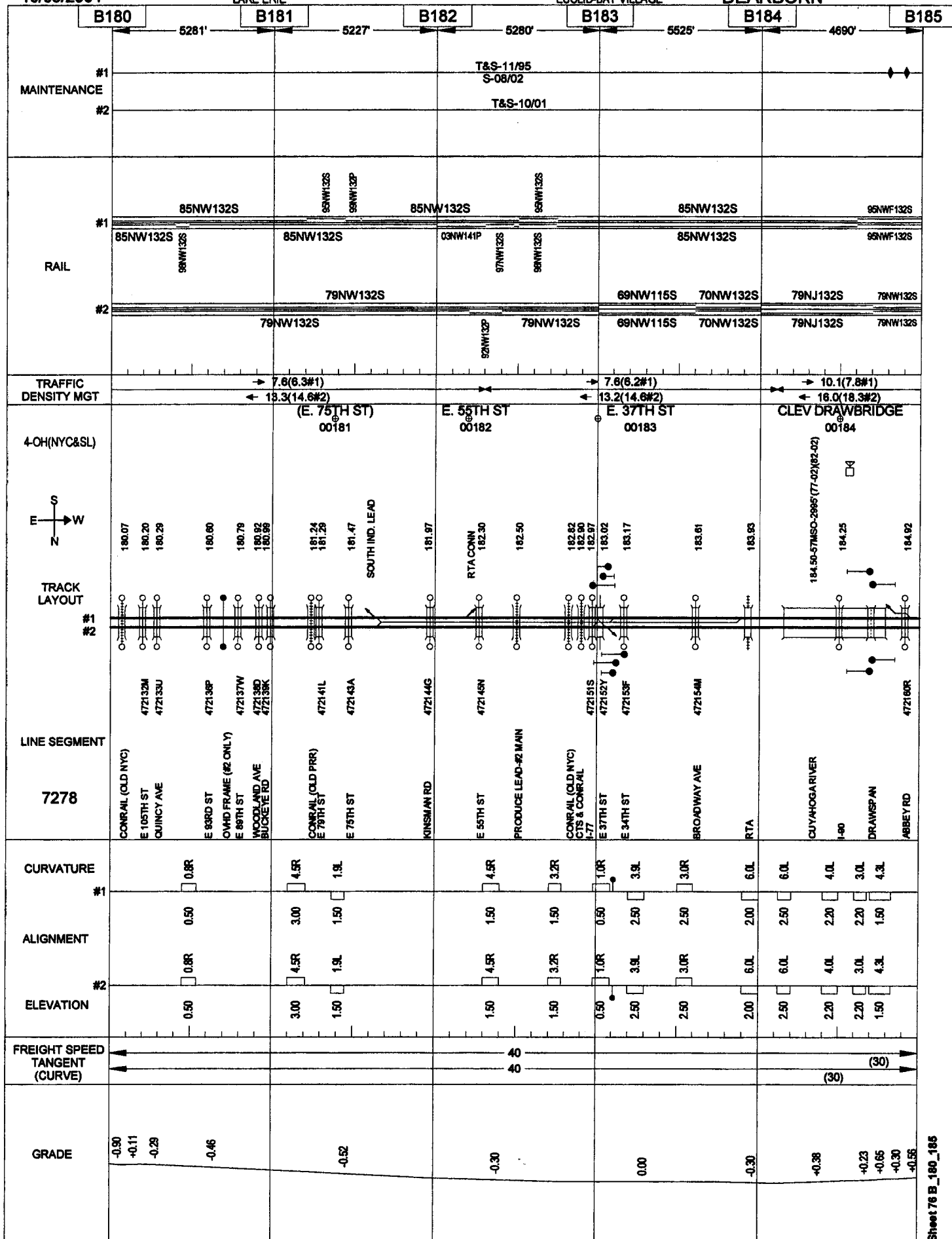
10/06/2004

080

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN

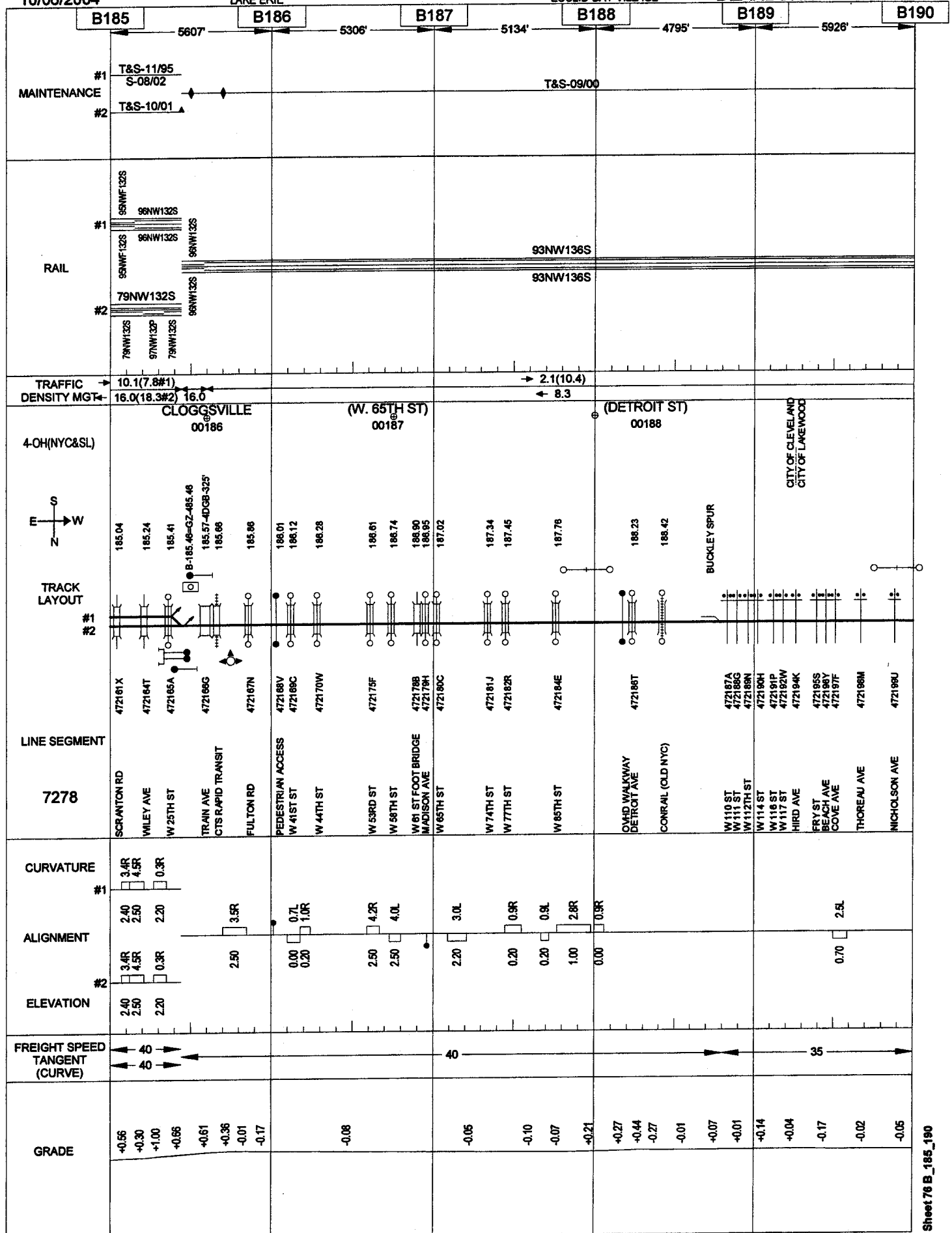


10/06/2004

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



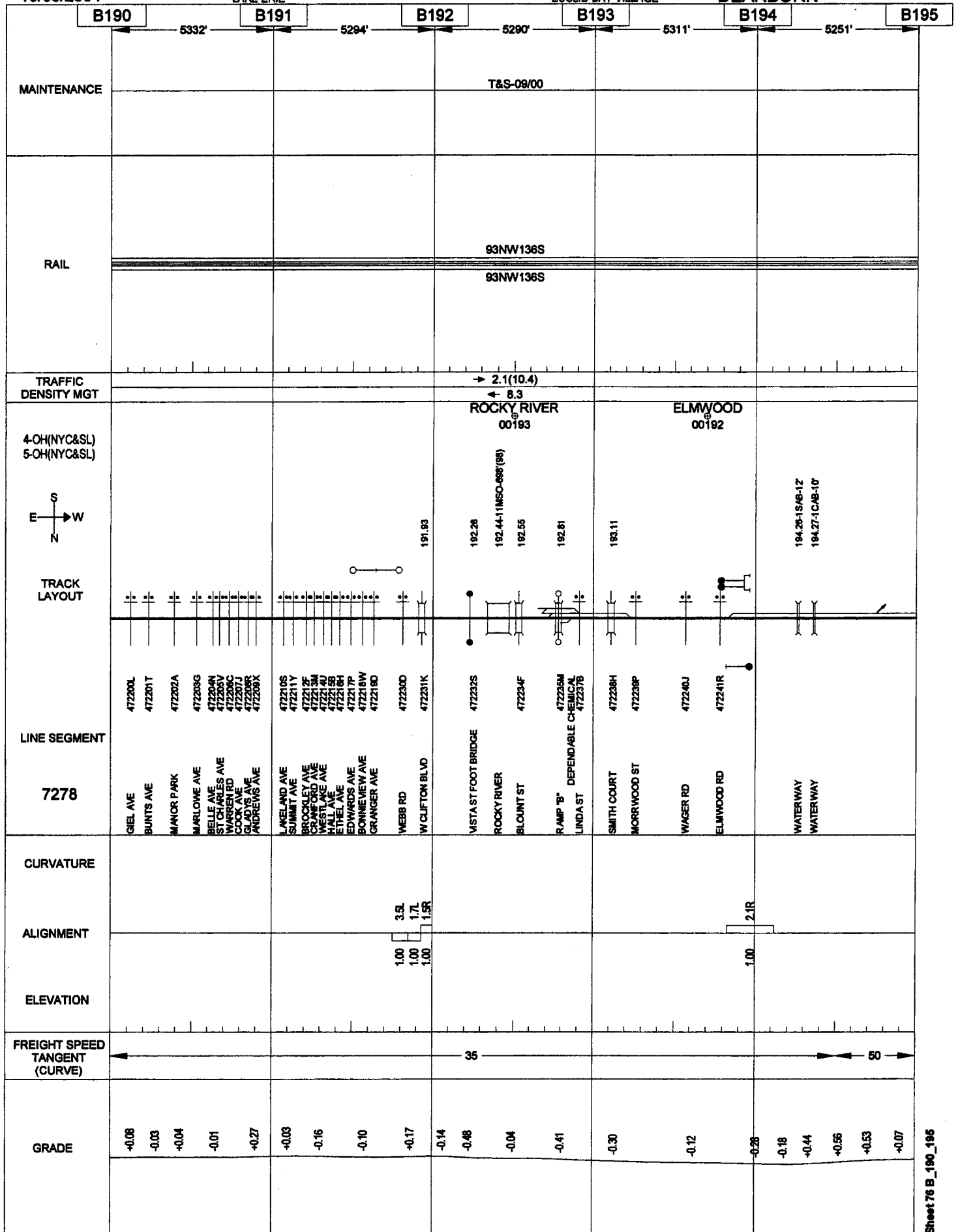
10/06/2004

082

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



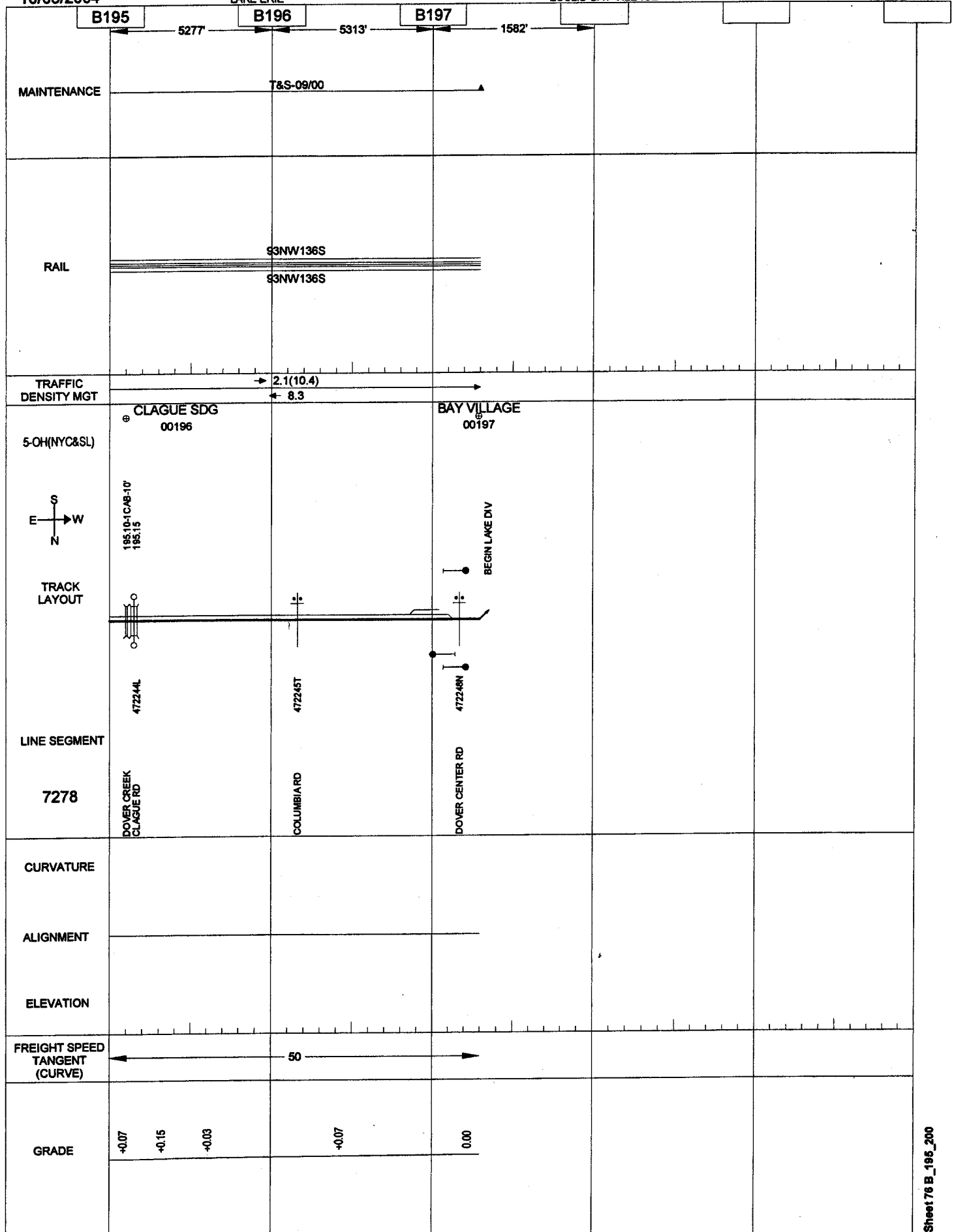
10/06/2004

083

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



10/06/2004

084

CHICAGO

HOBART-FOREST HILL

DEARBORN

B487

B488

B489

B490

2646' 5250' 5310' 5294'

MAINTENANCE

T&S-06/99

T&S-09/99

RAIL

89NWF132S

89NWF132S

89NWF132S
89NWF132P

89NWF132S

89NWF132S

TRAFFIC
DENSITY MGT

→ 18.3(38.9)
← 20.6

→ 18.5(39.1)
← 20.6

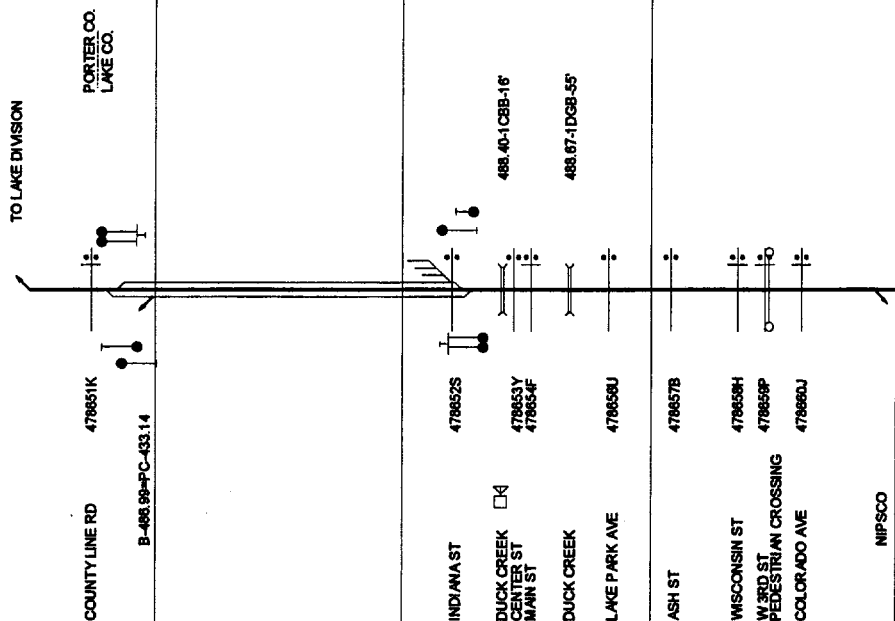
4-IN(NYC&SL)

S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

7698



CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← (45) 50 (45) → 45

GRADE

-0.06 -0.17 -0.01 -0.18 -0.26 -0.08 -0.04 -0.43 -0.37

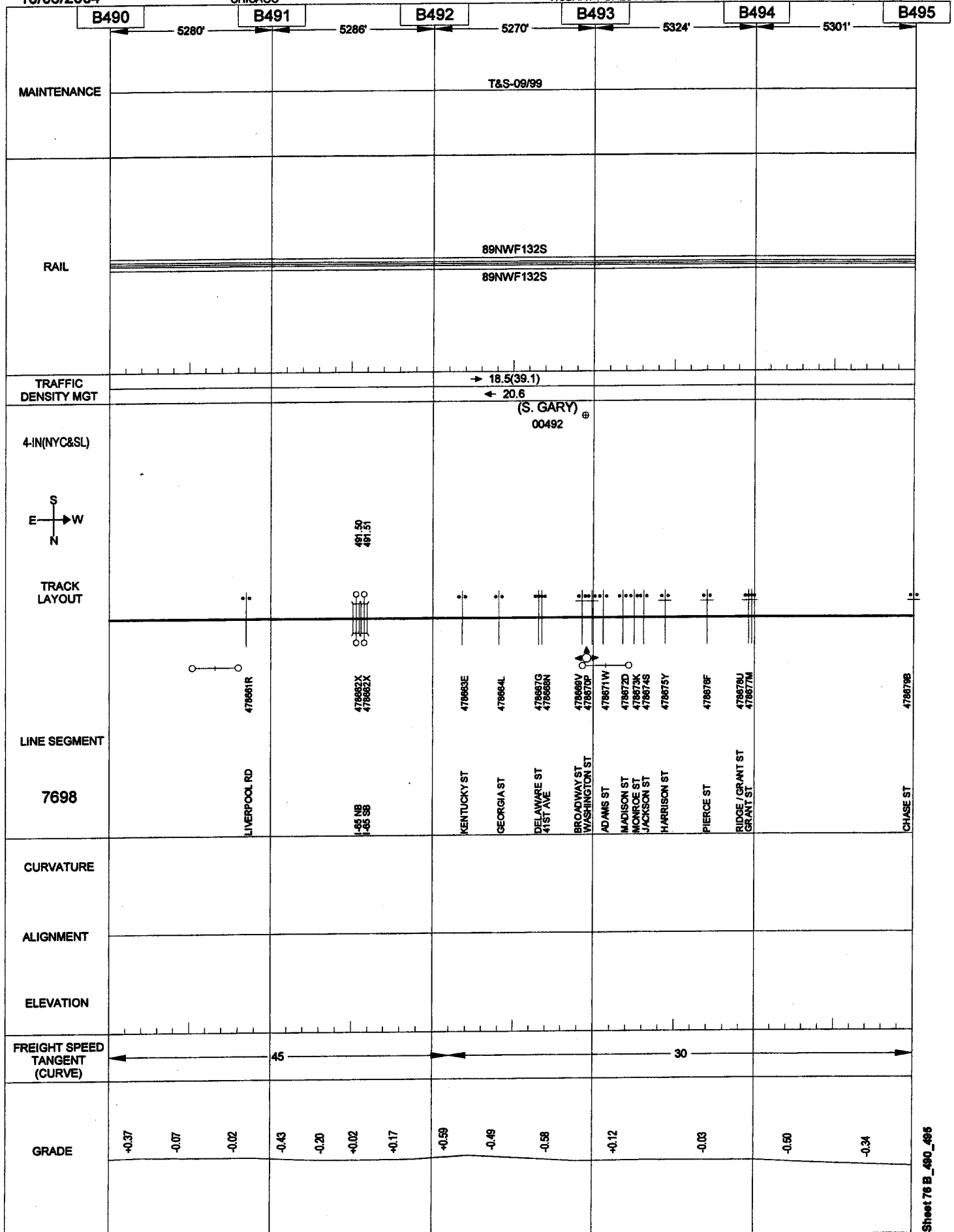
Sheet 76 B_485_490

10/06/2004

CHICAGO

HOBART-FOREST HILL

DEARBORN



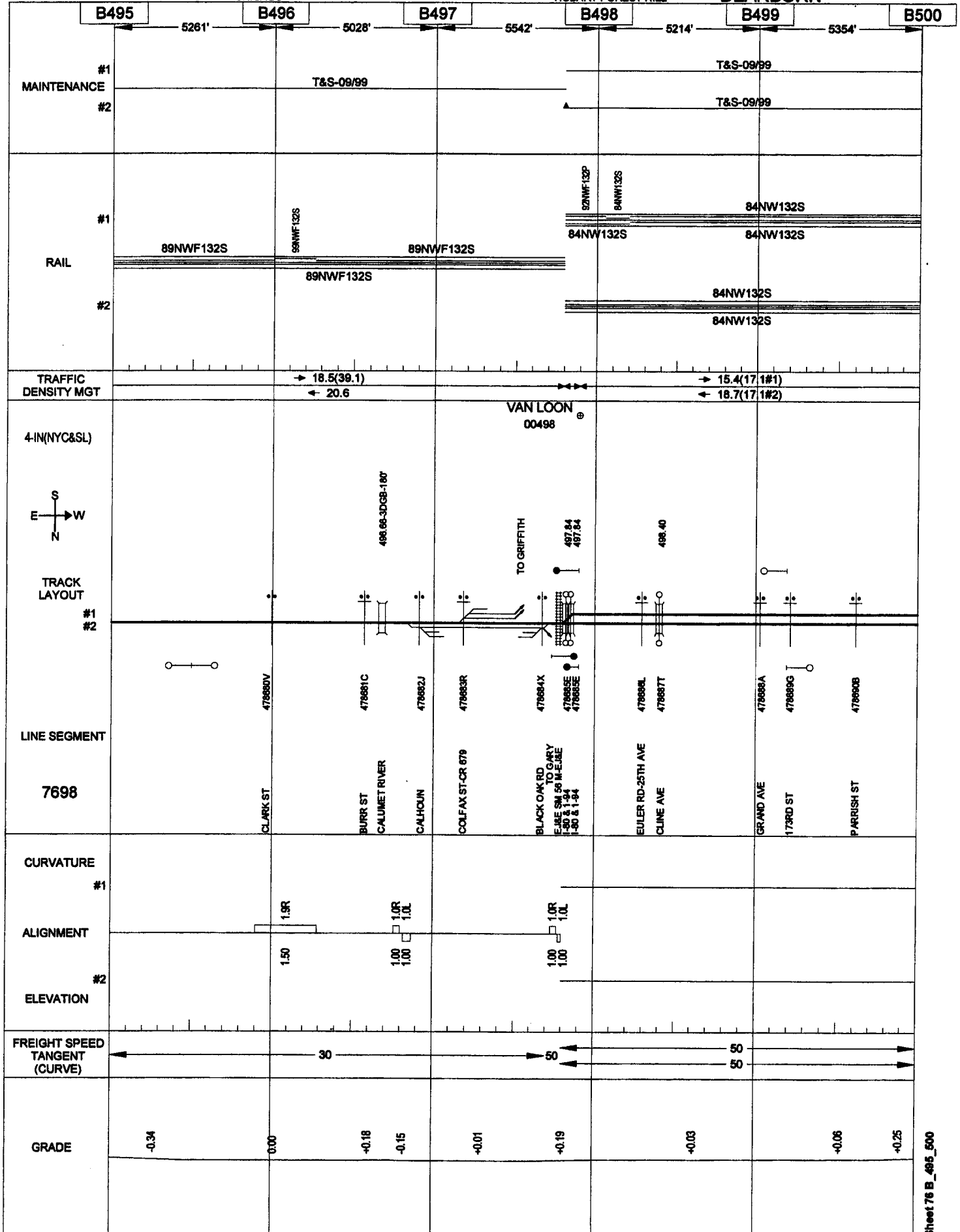
10/06/2004

CHICAGO

086

HOBART-FOREST HILL

DEARBORN

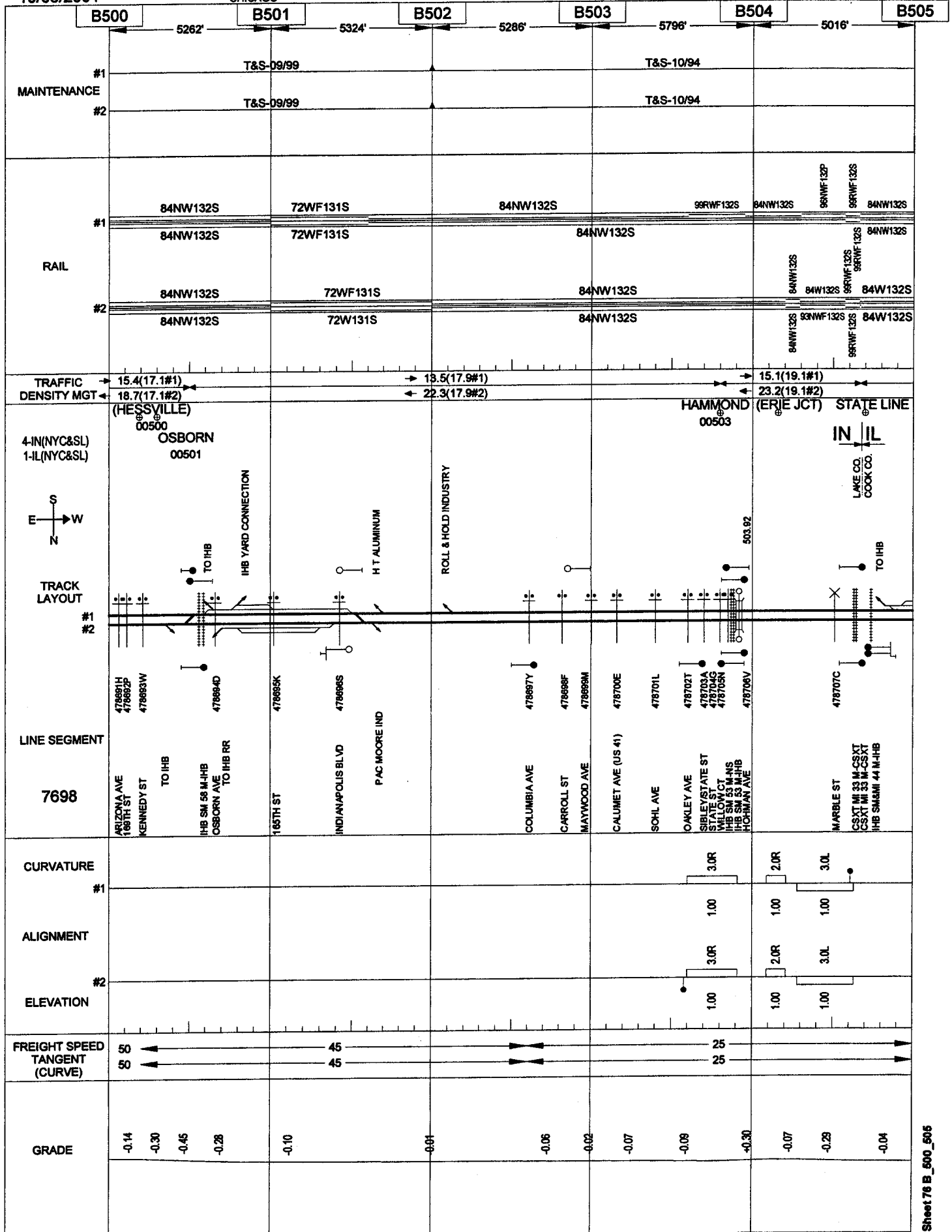


10/06/2004

CHICAGO

HOBART-FOREST HILL

DEARBORN



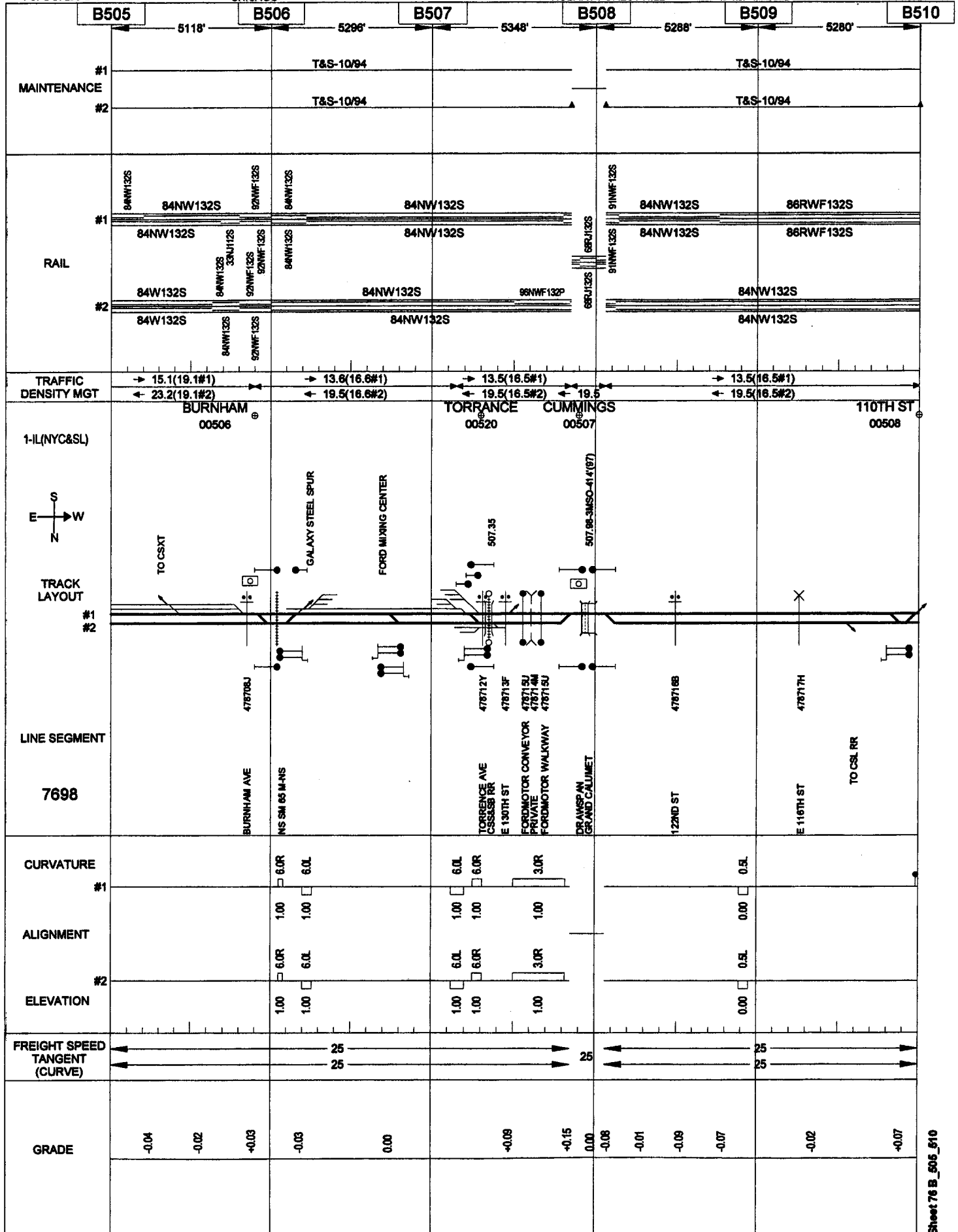
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088

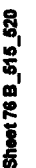
CHICAGO

HOBART-FOREST HILL

DEARBORN



Sheet 78 B_510_515



10/07/2004

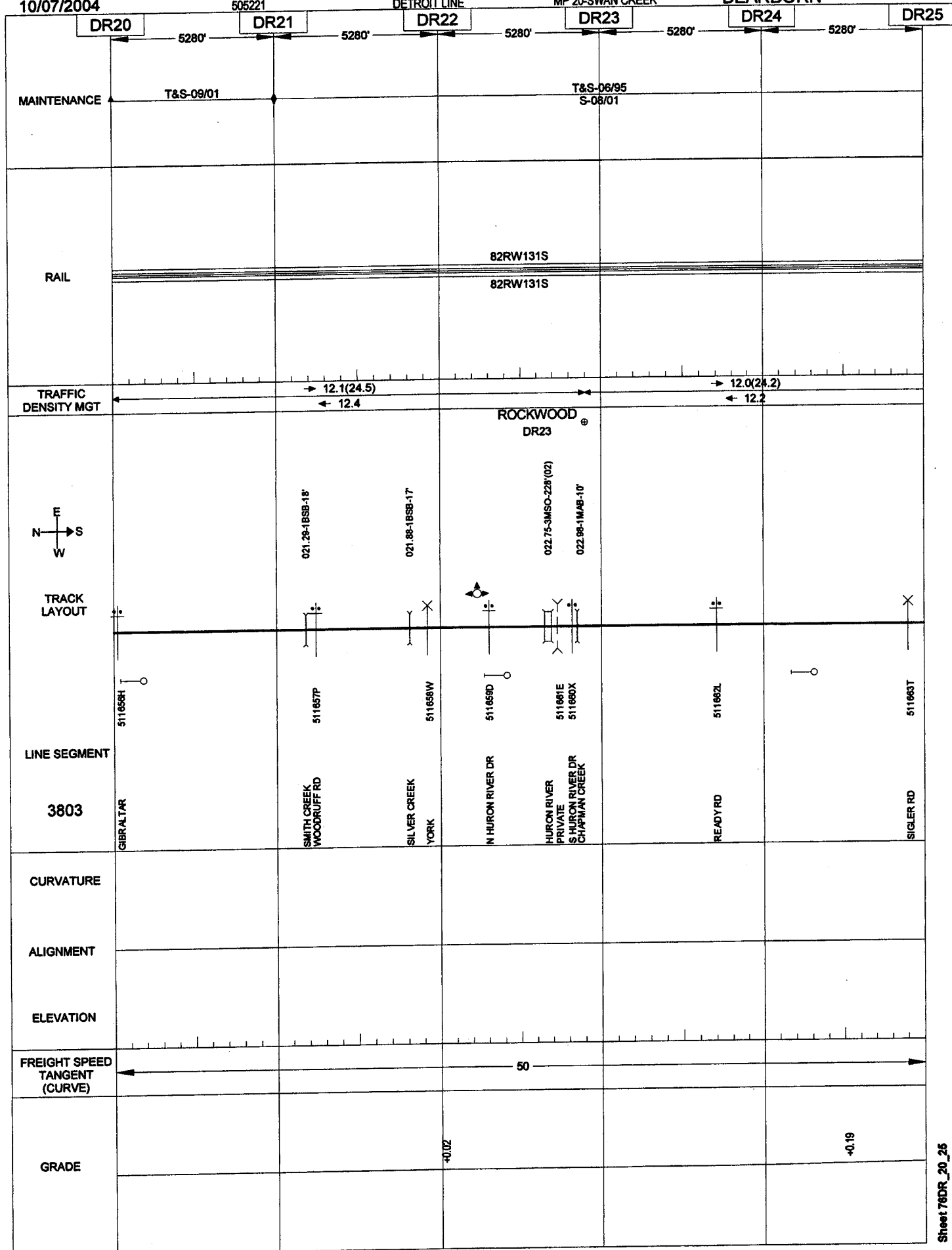
505221

091

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



10/06/2004

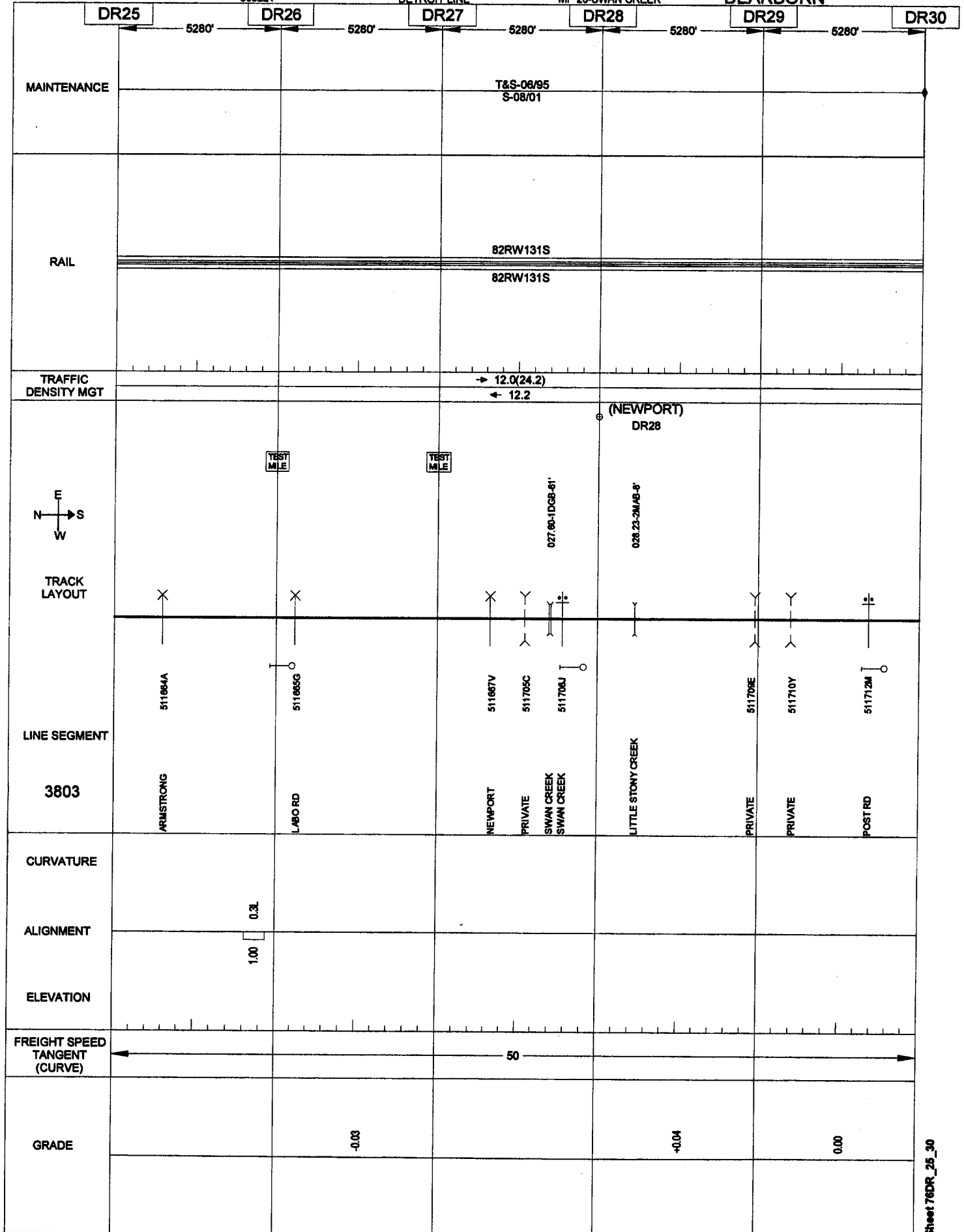
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505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



10/06/2004

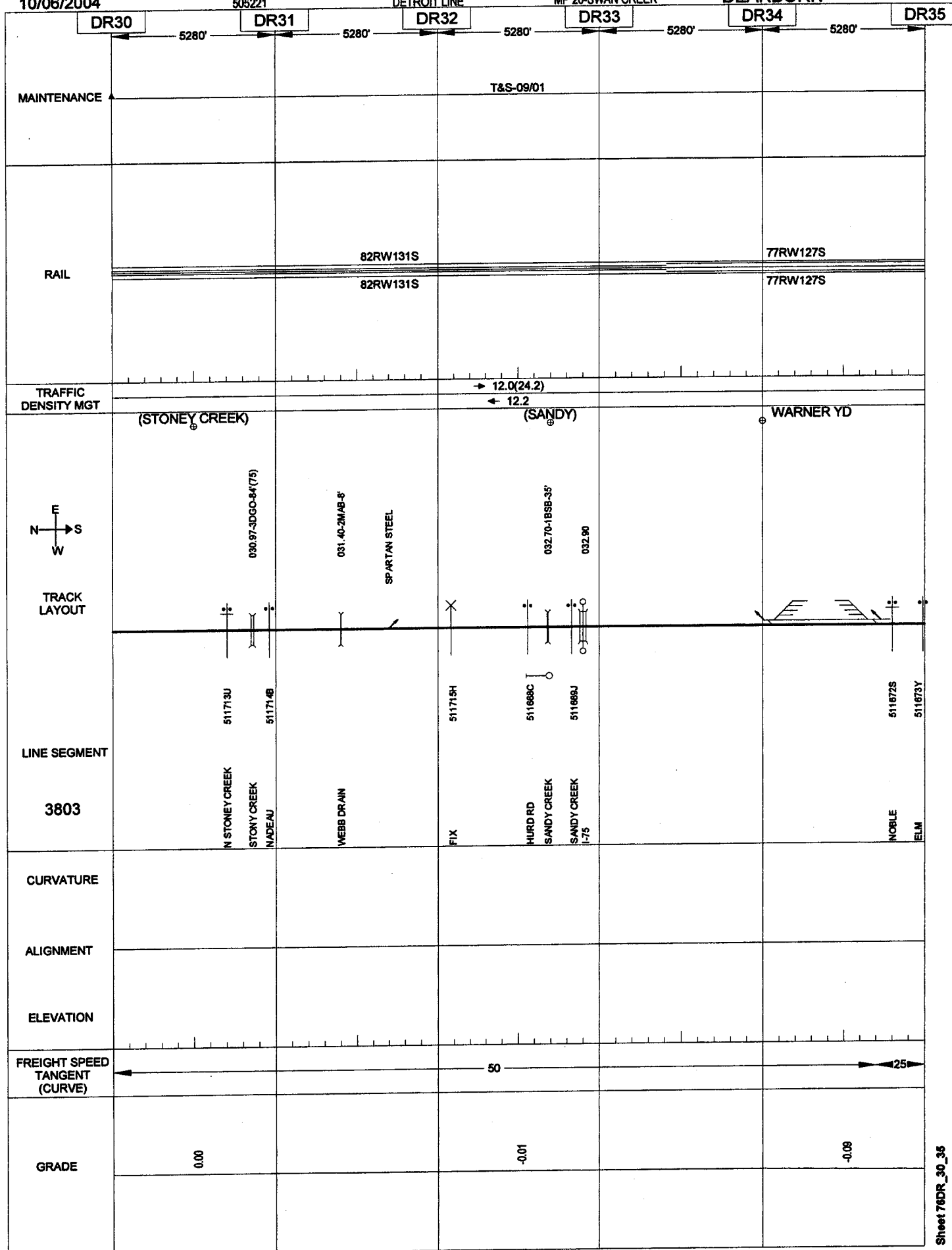
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093

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



10/06/2004

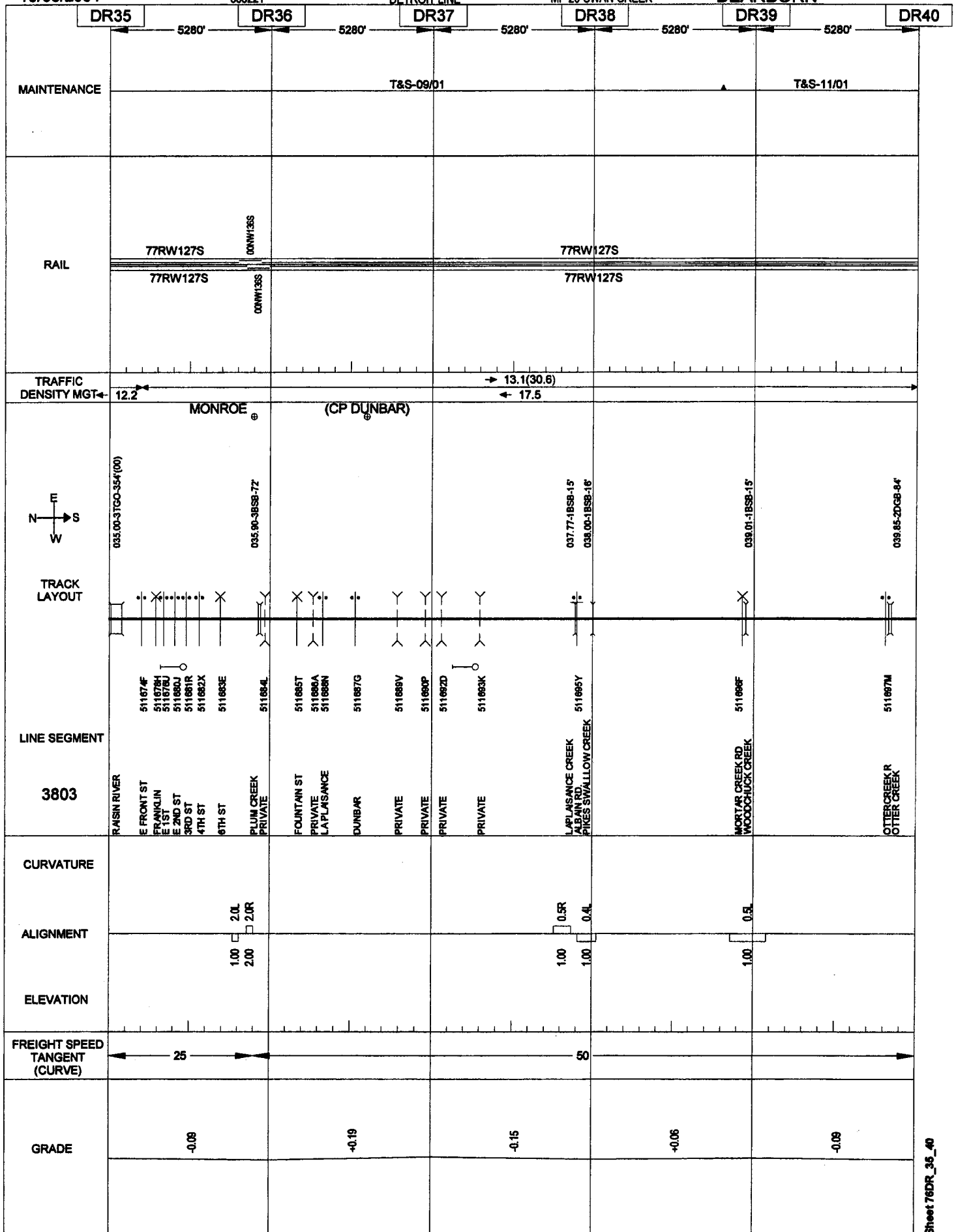
505221

094

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



10/06/2004

505221

095

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

	DR40	DR41	DR42	DR43	DR44	DR45
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	#2			T&S-10/01		
	#1			T&S-11/01		
RAIL	#2			76NW140S		
	#1			76NW140S		
TRAFFIC DENSITY MGT				96NW136S		
				96NW136S		
CP LASALLE				→ 13.1(15.3#2)		
				← 17.5(15.3#1)		
TRACK LAYOUT						
LINE SEGMENT						
3803						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

10/06/2004

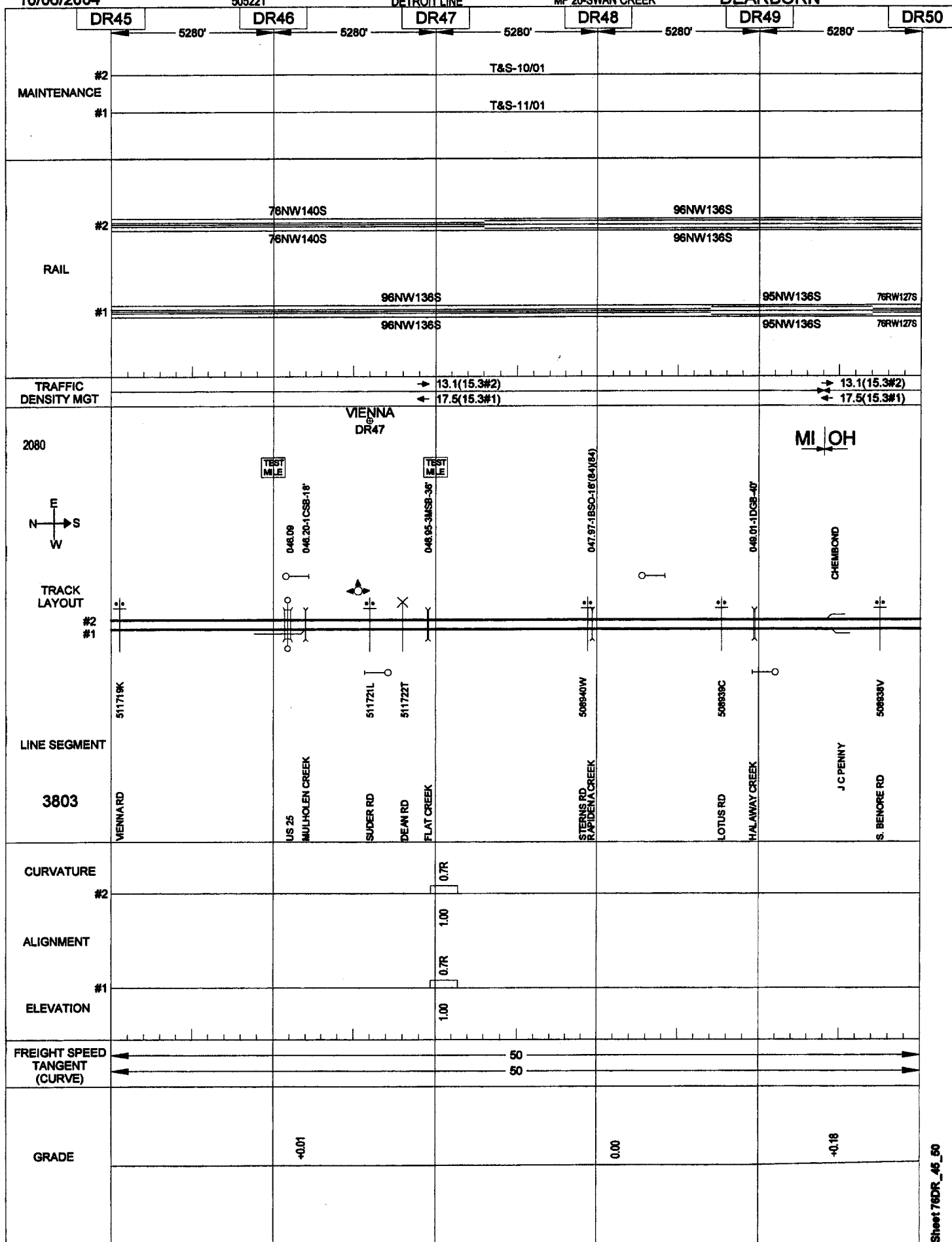
505221

096

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



DR55

DR55

- 5280

T&S-11/01

77RW127S

127S

→ 14.3(16.1#2)
← 17.8(16.1#1)

CP 54
⊕

TRACK LAYOUT

3803
3806

ELEVATION

50

GRADE

0.18

+0.10

+0.16

23

Sheet 78DR_50_55

10/07/2004

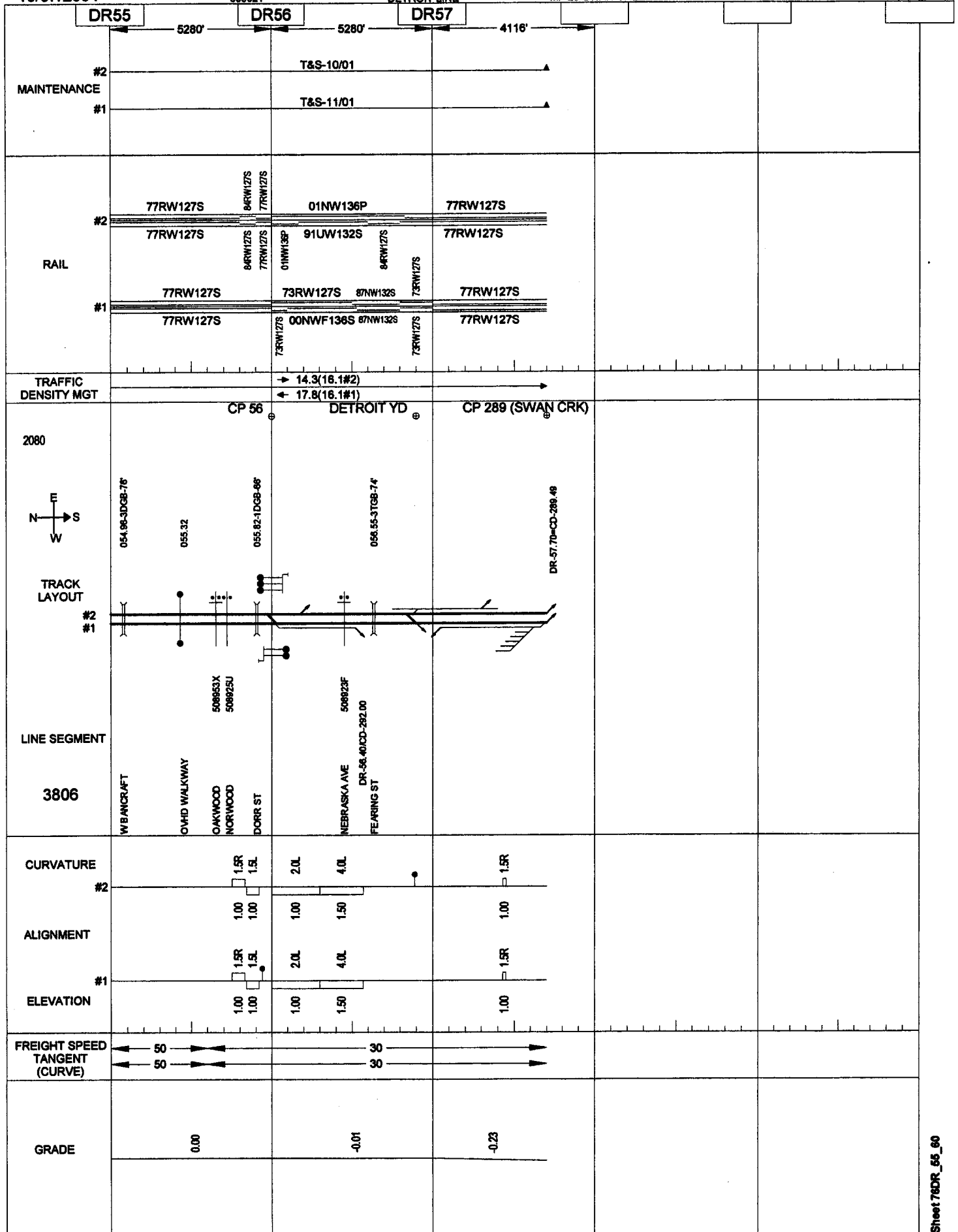
503621

098

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



10/06/2004

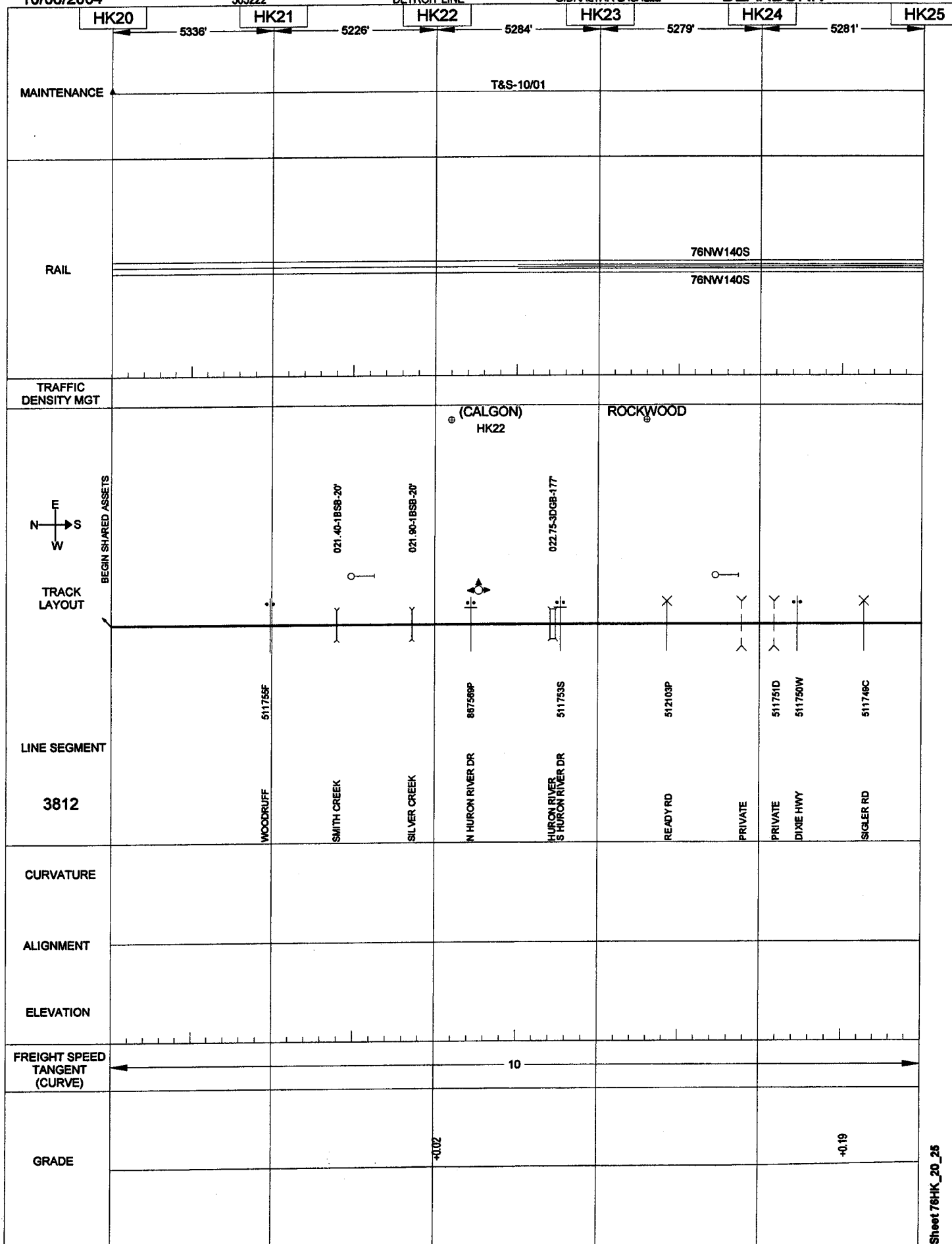
505222

099

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



10/06/2004

100

505222

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN

HK25

HK26

HK27

HK28

HK29

HK30

5280'

5282'

5280'

5280'

5281'

MAINTENANCE

T&S-10/01

RAIL

76NW140S

76NW140S

TRAFFIC
DENSITY MGT

(NEWPORT)



TRACK
LAYOUT

TEST
MILE

TEST
MILE

027.00-2050-00'(00)

LINE SEGMENT

3812

511746G
511747N

LABO RD
ARMSTRONG RD

511743L

NEWPORT RD

887558C

SWAN CREEK
SWAN CREEK RD

511742E

511741X

S NEWPORT RD

POST RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.03

-0.04

0.00

10/07/2004

505222

101
DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN

HK30

5280'

HK31

5280'

HK32

5282'

HK33

5279'

HK34

5116'

HK35

MAINTENANCE

T&S-10/01

RAIL

76NW140S

76NW140S

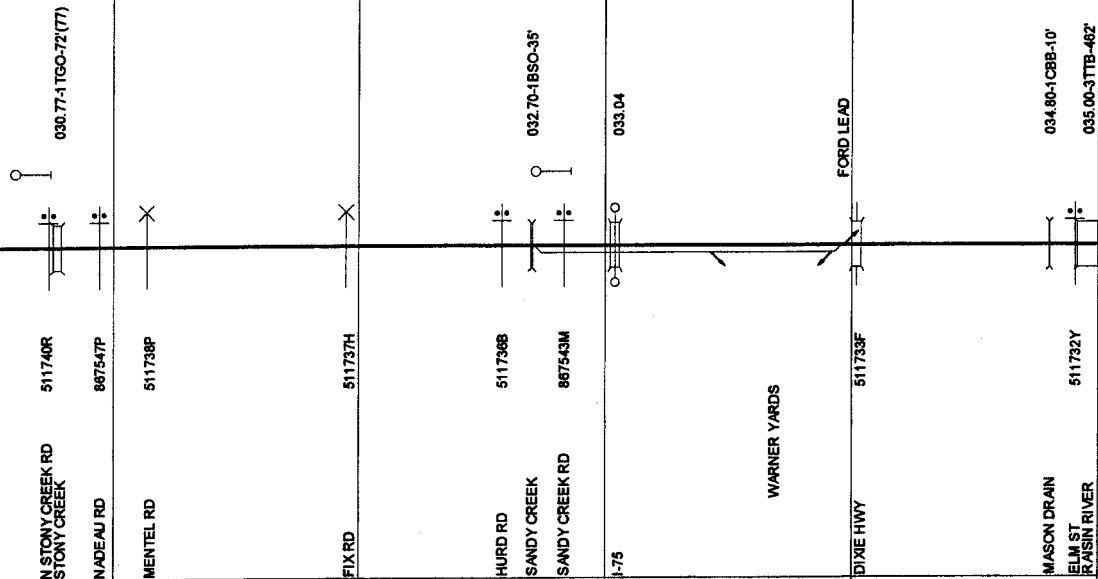
TRAFFIC
DENSITY MGT

(STONEY CREEK)

SANDY



TRACK
LAYOUT



LINE SEGMENT

3812

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

-0.01

-0.09

10/06/2004

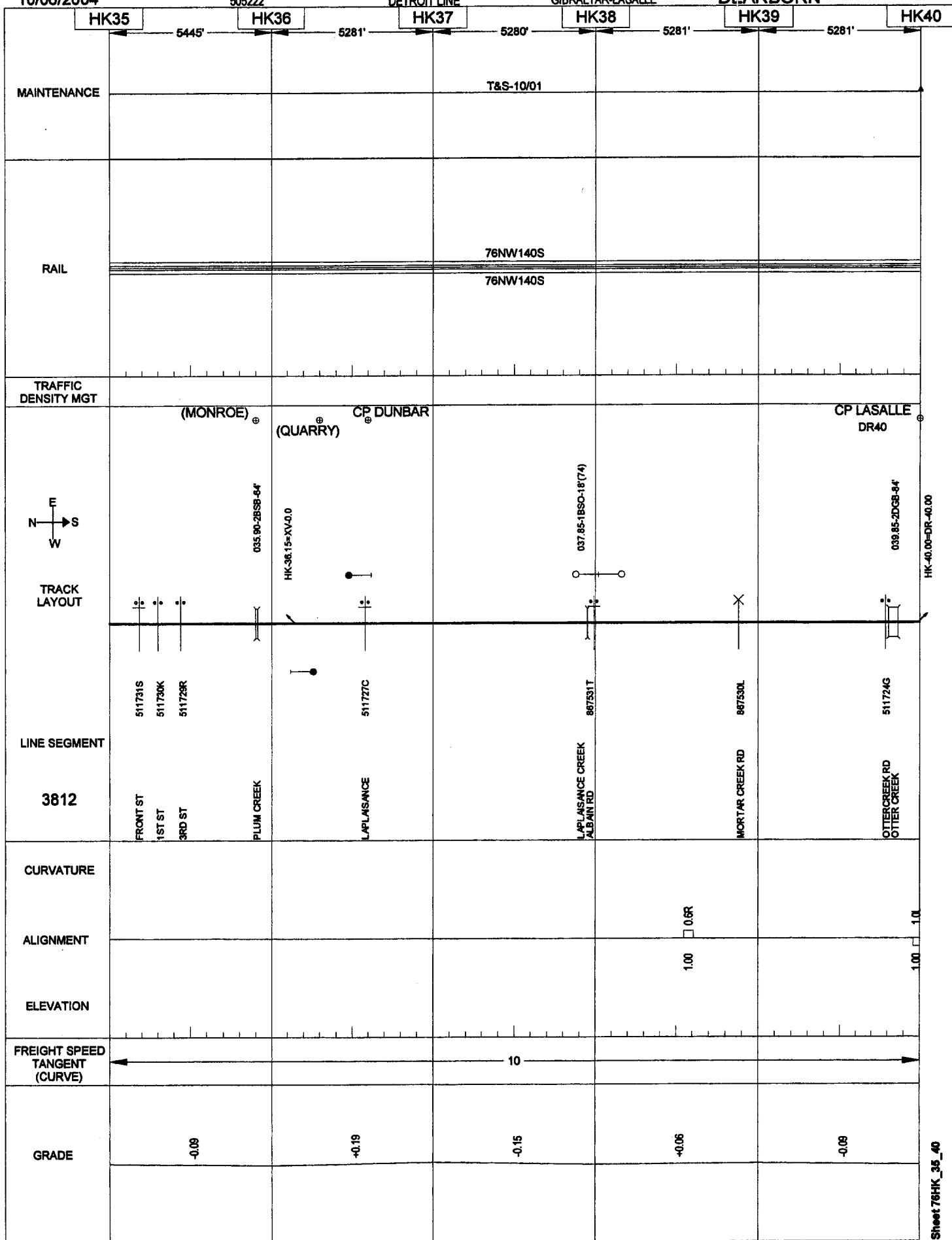
102

505222

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN

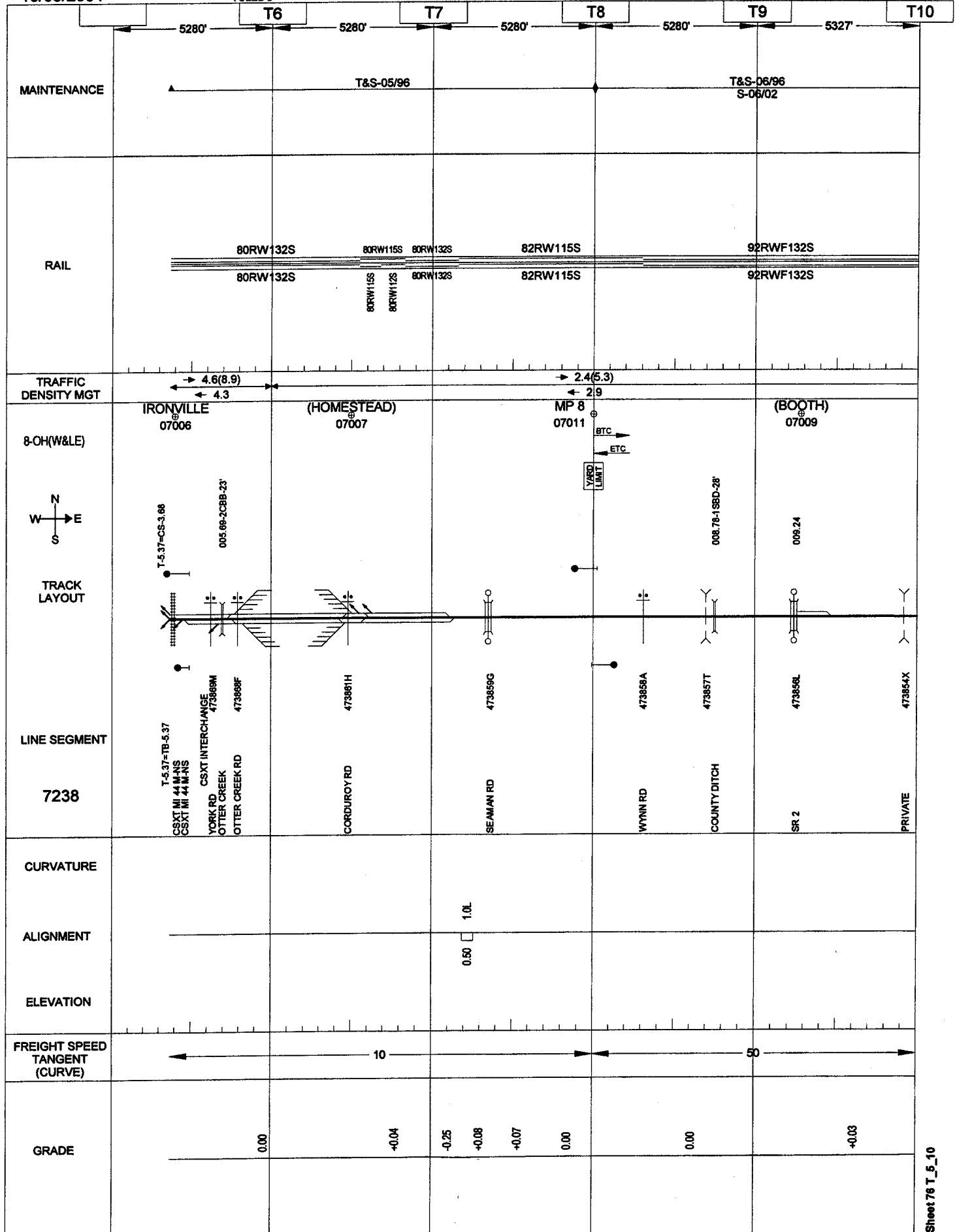


10/06/2004

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



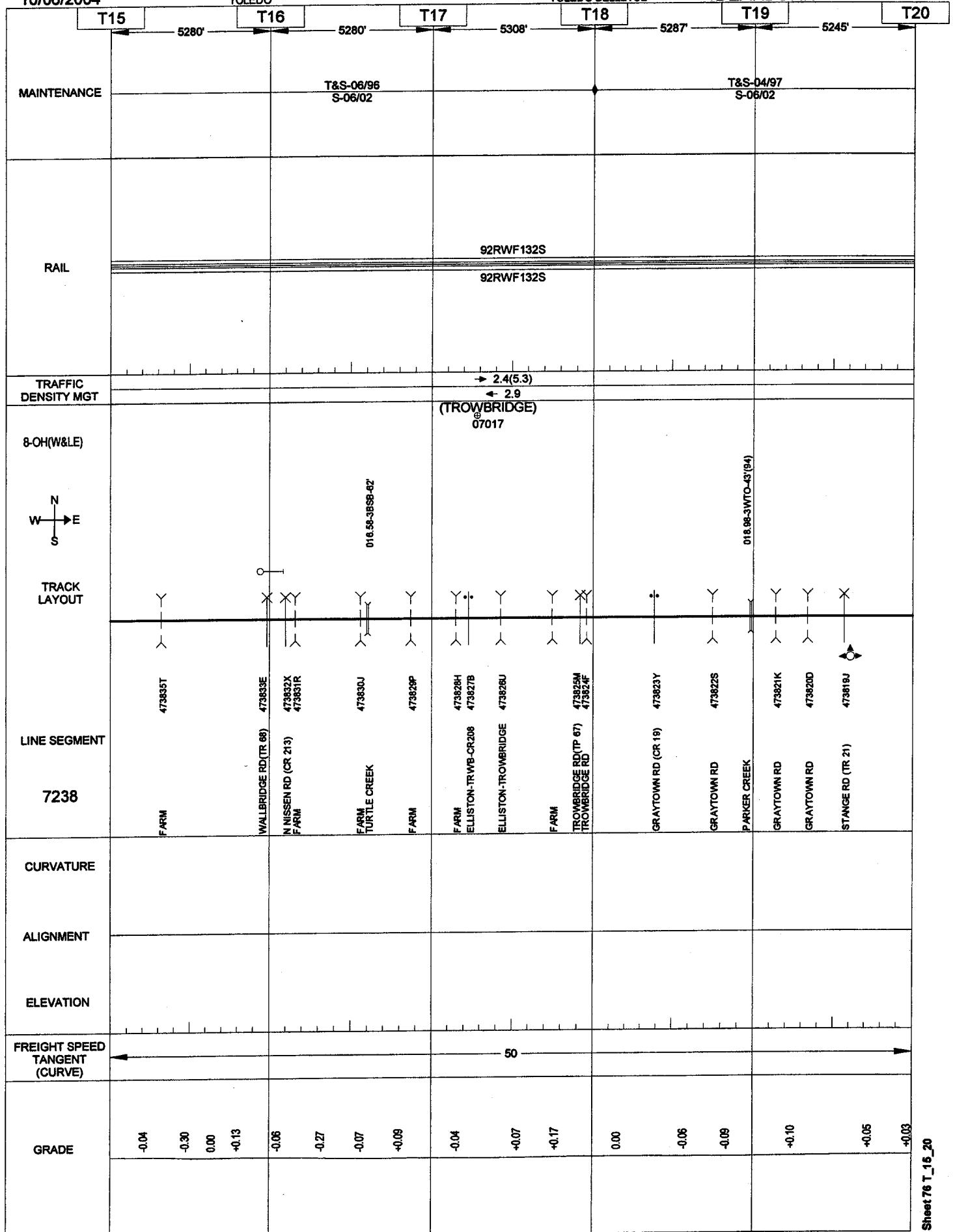
Sheet 76 T_10_15

10/06/2004

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



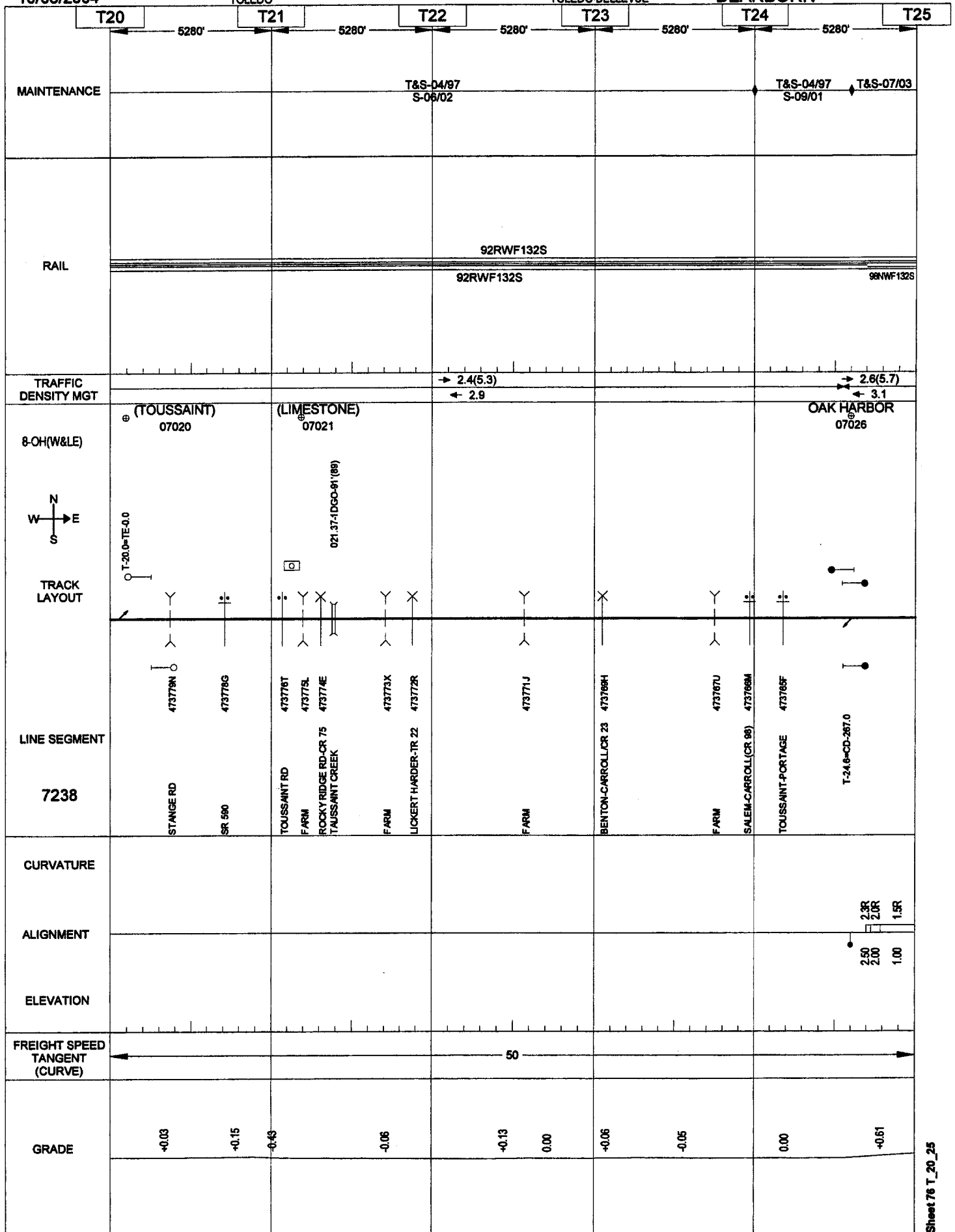
10/06/2004

106

TOLEDO

TOLEDO-BELLEVUE

DEARBORN

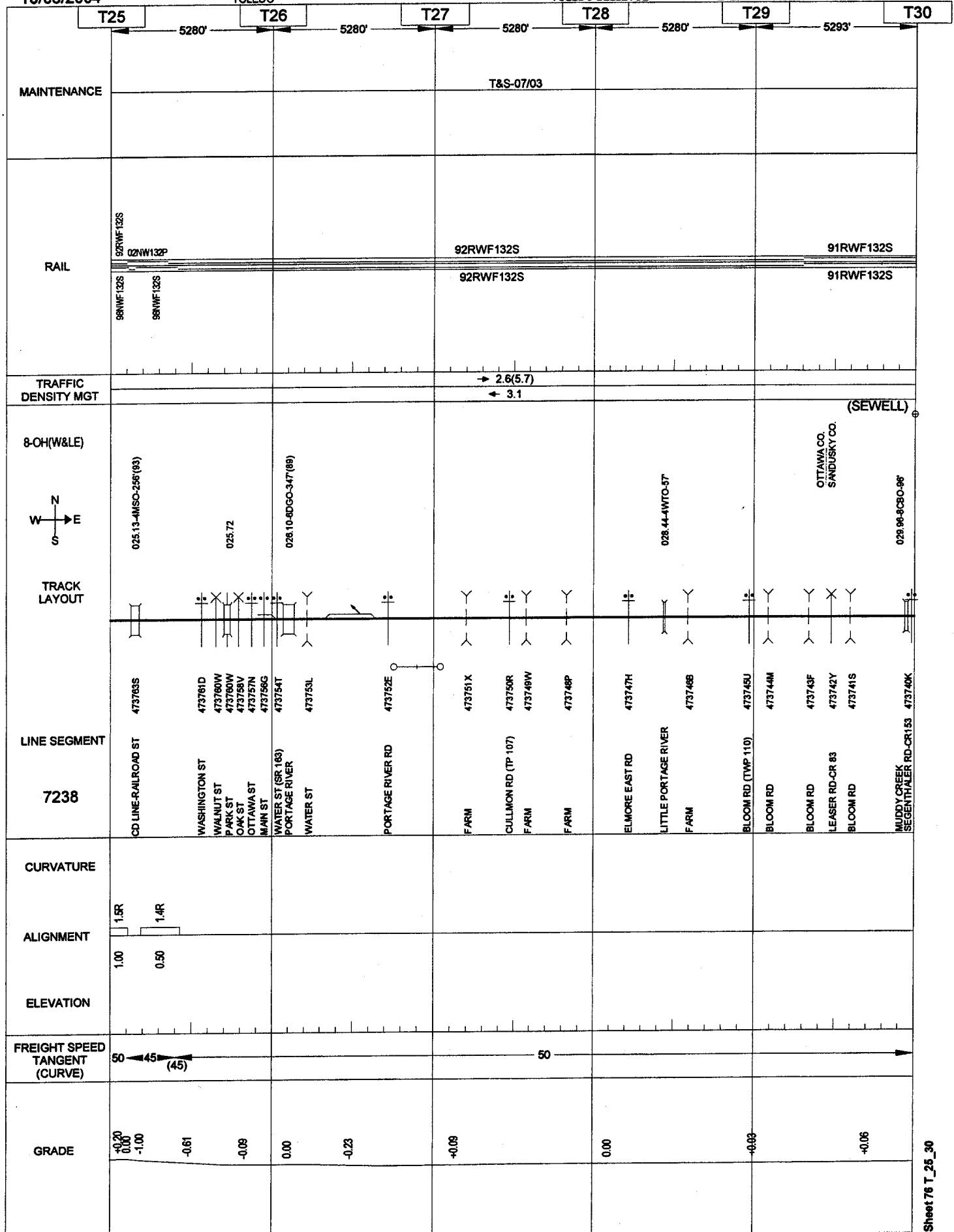


10/06/2004

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



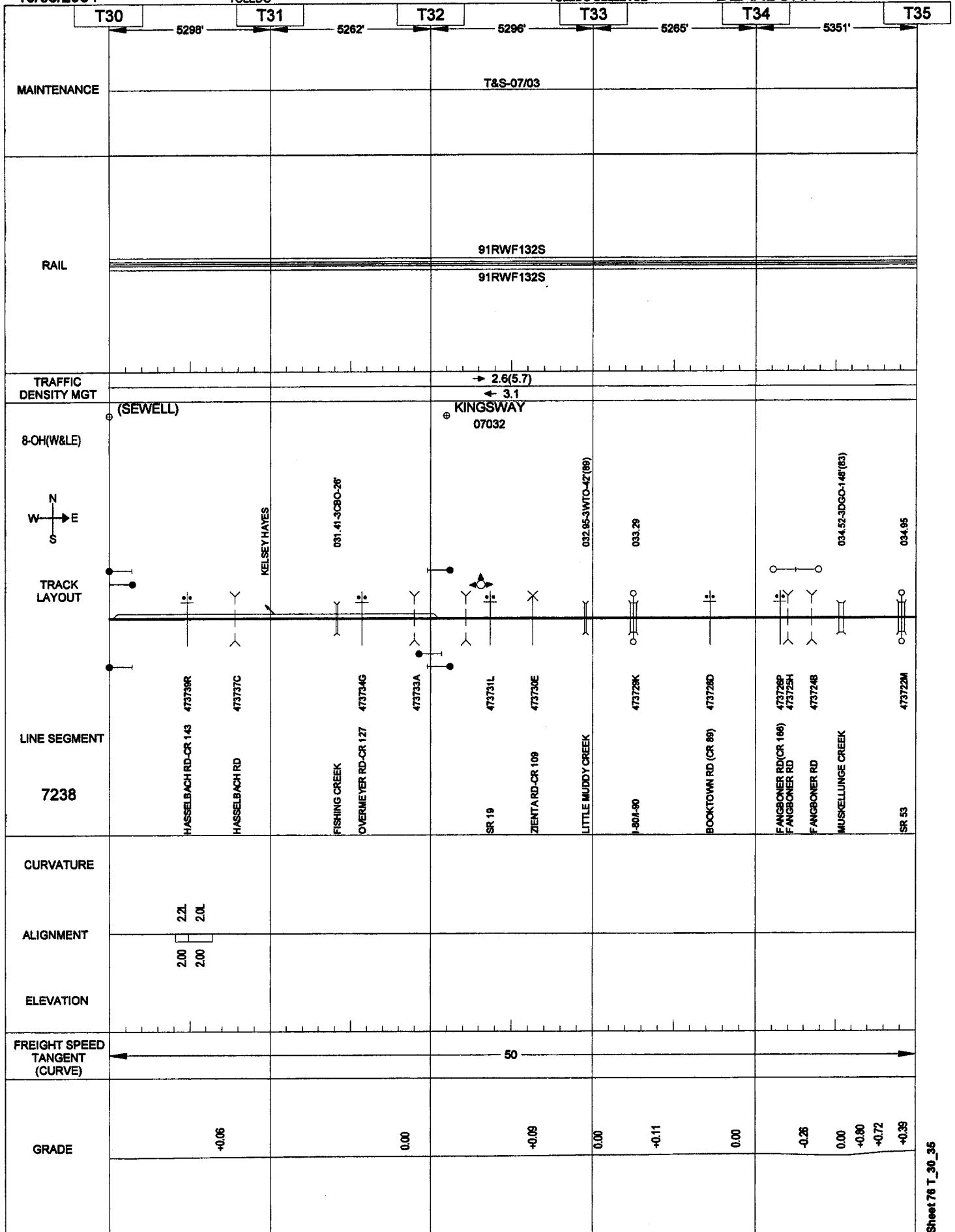
10/06/2004

108

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



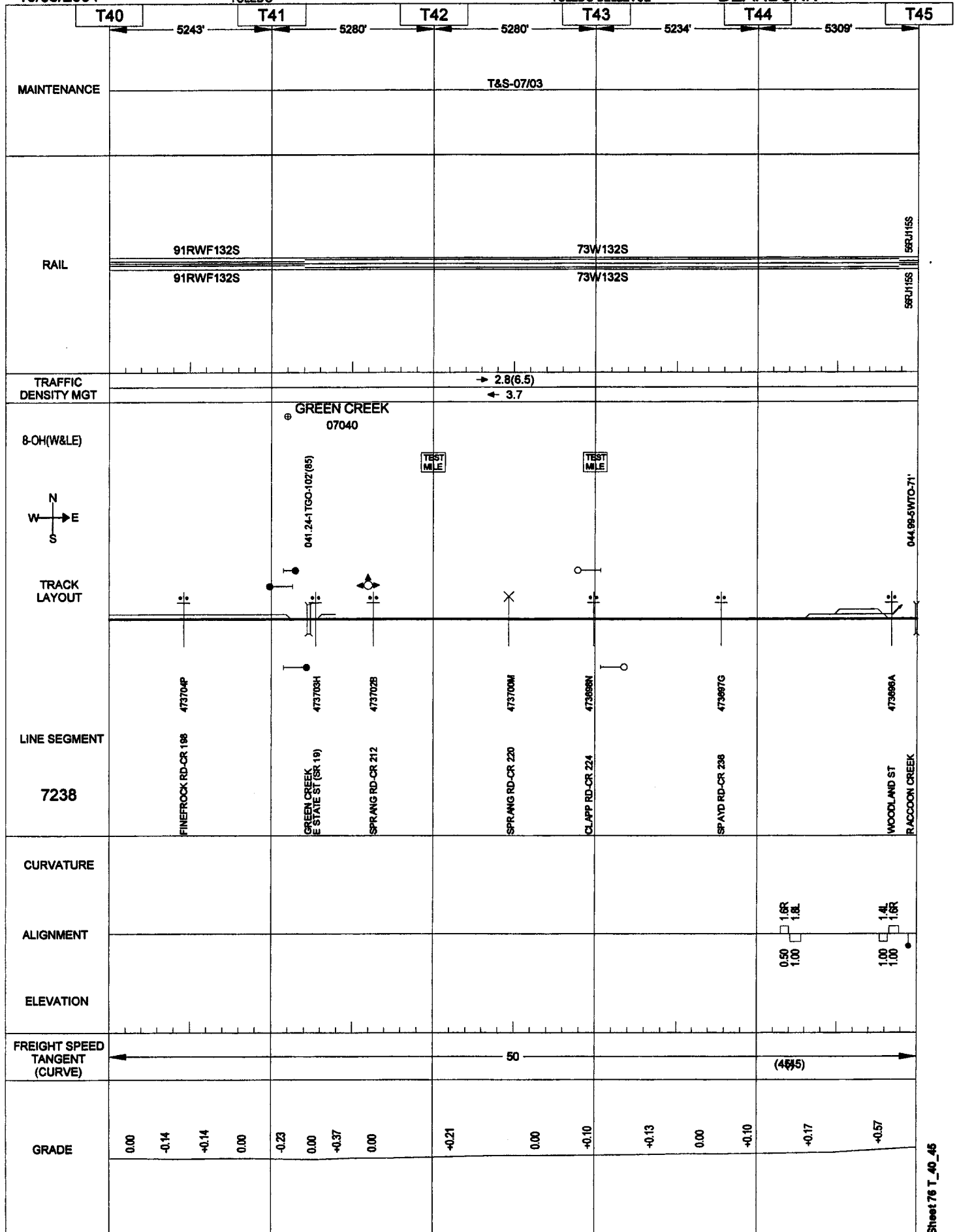
10/06/2004

110

TOLEDO

TOLEDO-BELLEVUE

DEARBORN

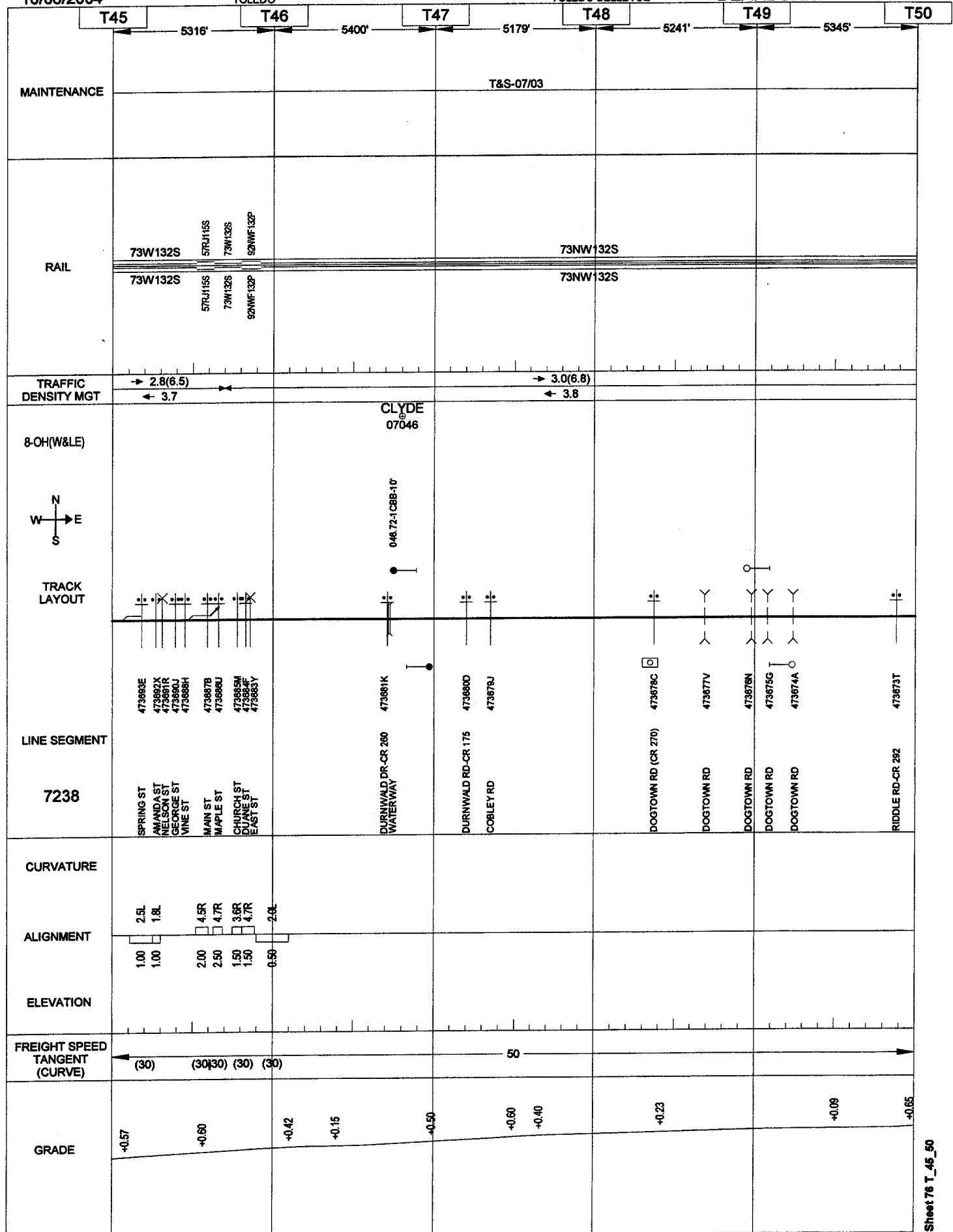


10/06/2004

TOLEDO

TOLEDO-BELLEVUE

DEARBORN

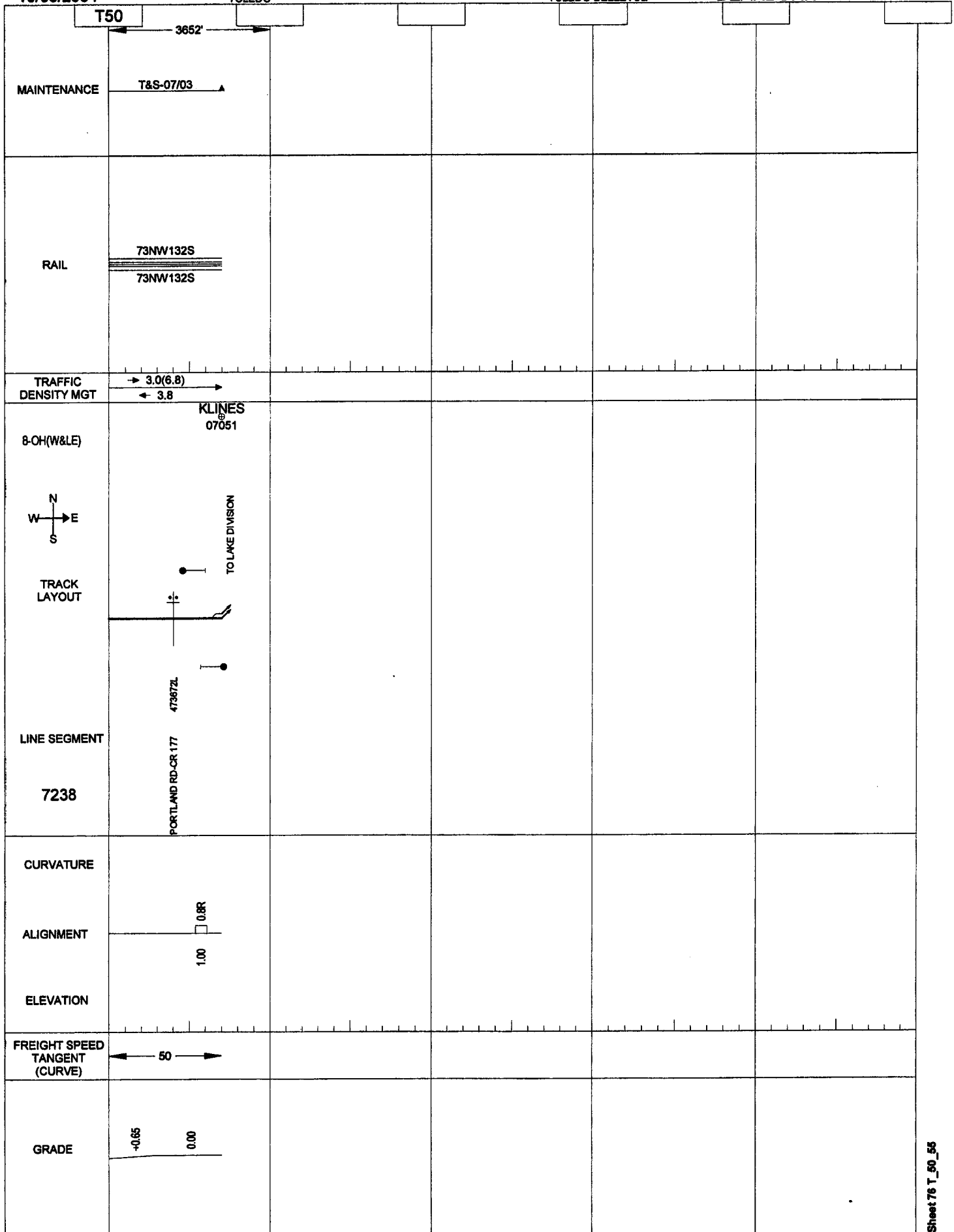


10/06/2004

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



10/06/2004

505304

113

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH8

MH9

MH10

2021'

5287'

5256'

#2
MAINTENANCE
#1

T&S-11/03
T&S-11/03
T&S-07/02

RAIL

#2
#1

88RW127S
88RW127S
88RW127S
88RW127S
88RW127S

TRAFFIC
DENSITY MGT

1.1(1.6#1)
2.1(1.6#2)
1.1(1.6#1)
2.1(1.6#2)
1.1(3.2)
2.1

4012

CP TOWNLINE
(DEARBORN)
09866

CP MORT
MH9

S
E
N
W

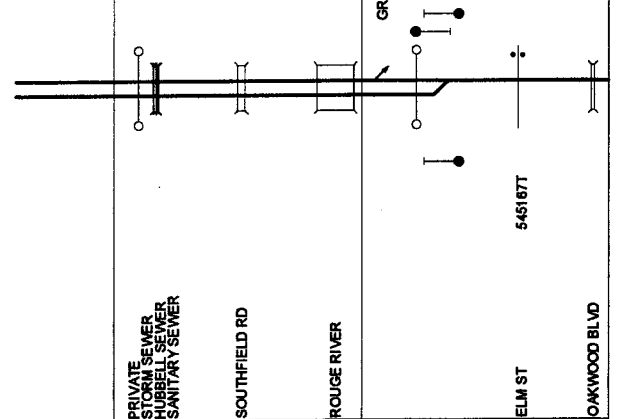
TRACK
LAYOUT
#2
#1

008.16-1CBB-12'
008.17-2CBB-34'
008.18-1CBB-10'
008.50-48SB-180'
008.90-3DGO-359'(01)(01)
009.93-48SB-70'

GREENFIELD VL SD

LINE SEGMENT

3866



CURVATURE
#2
ALIGNMENT
#1
ELEVATION

0.9L
2.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

0.00

+0.53

10/06/2004

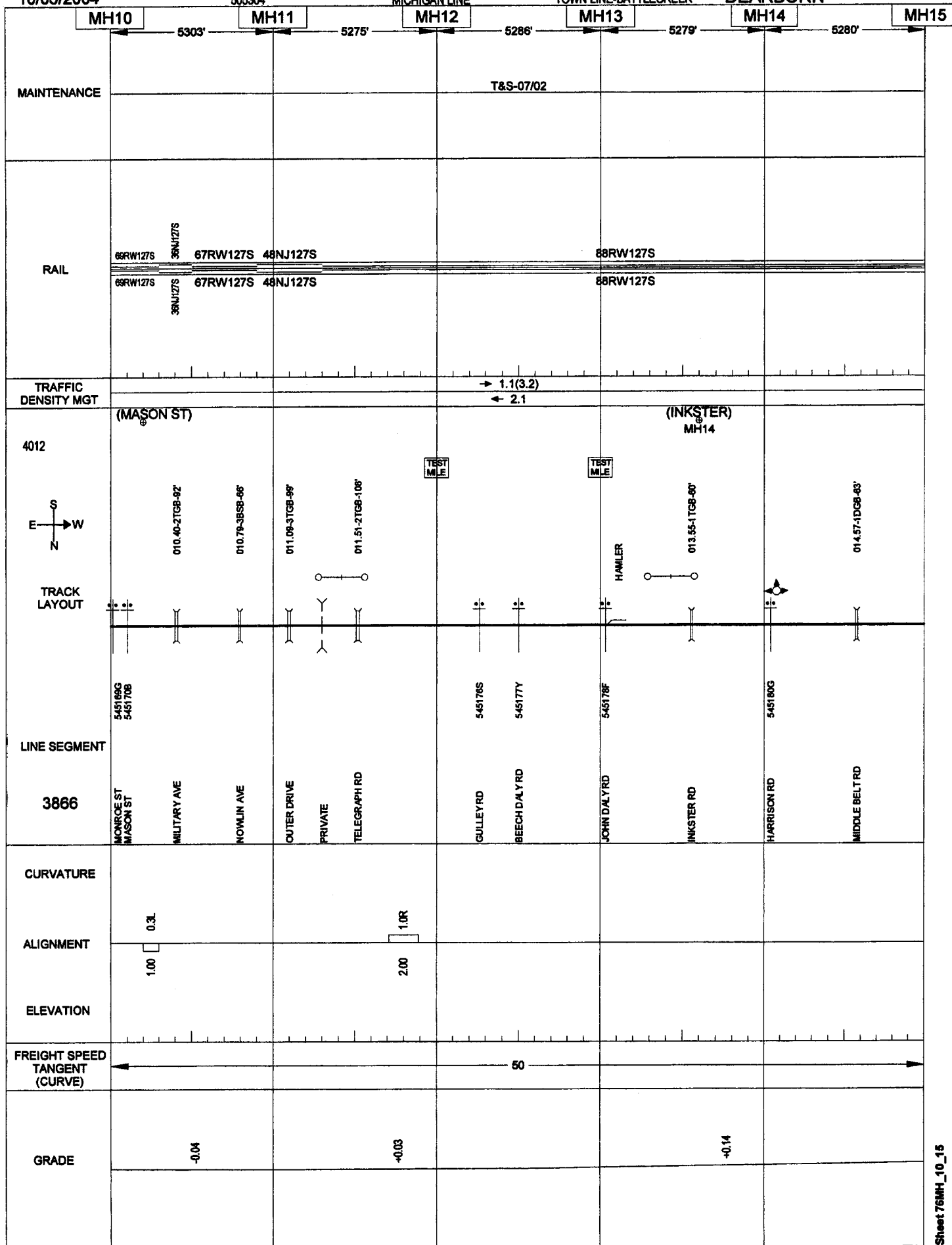
505304

114

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

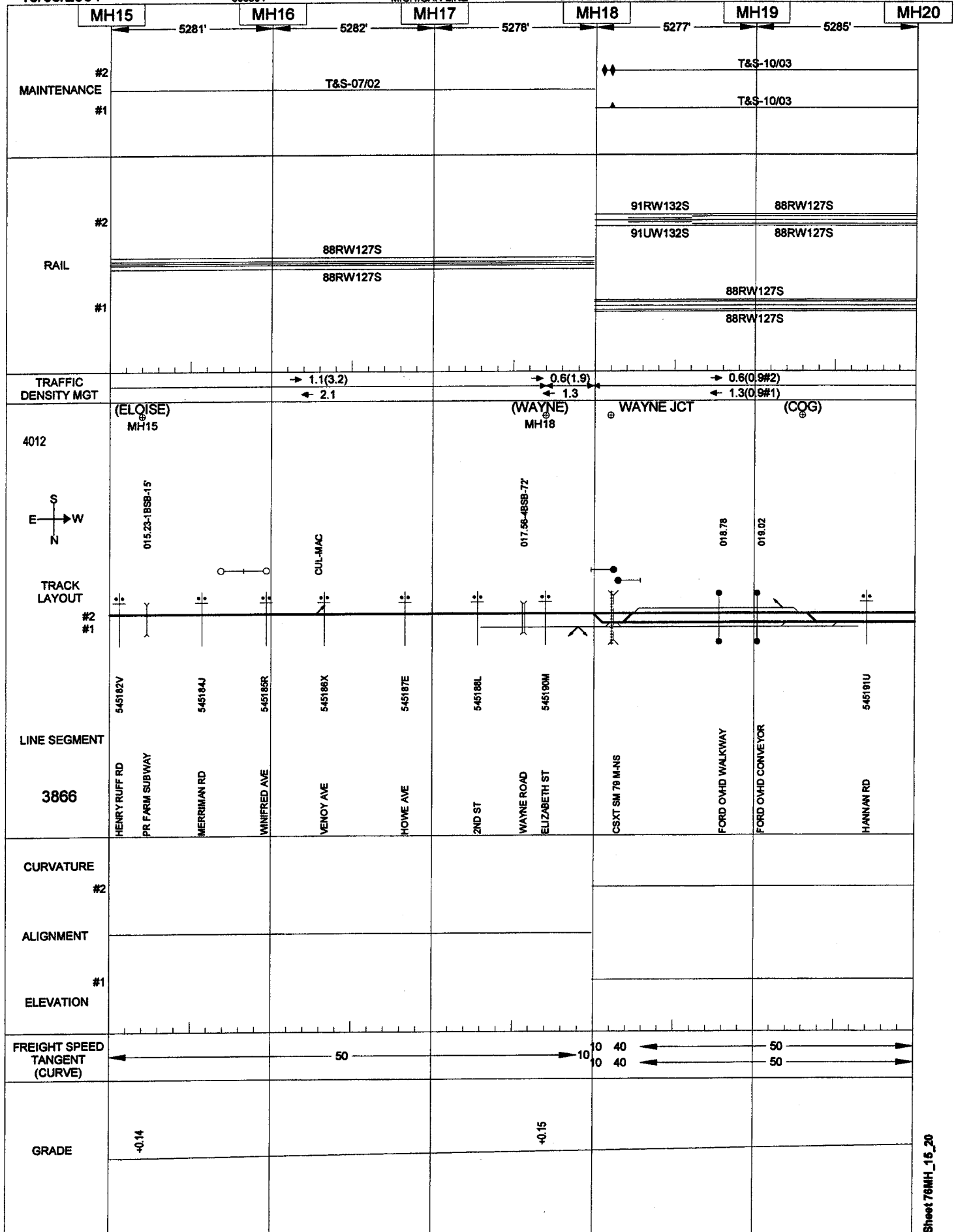
505304

115

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

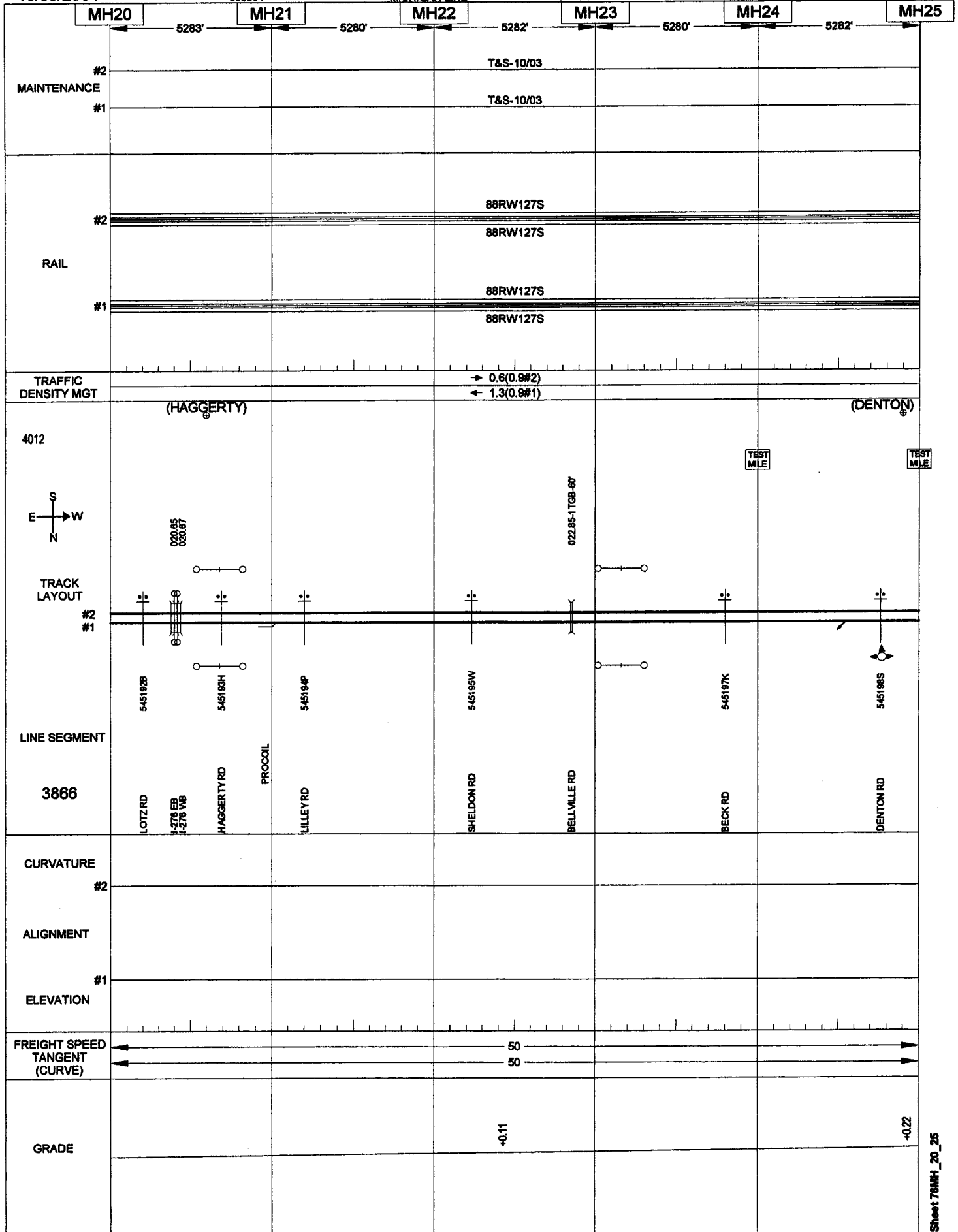
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116

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/07/2004

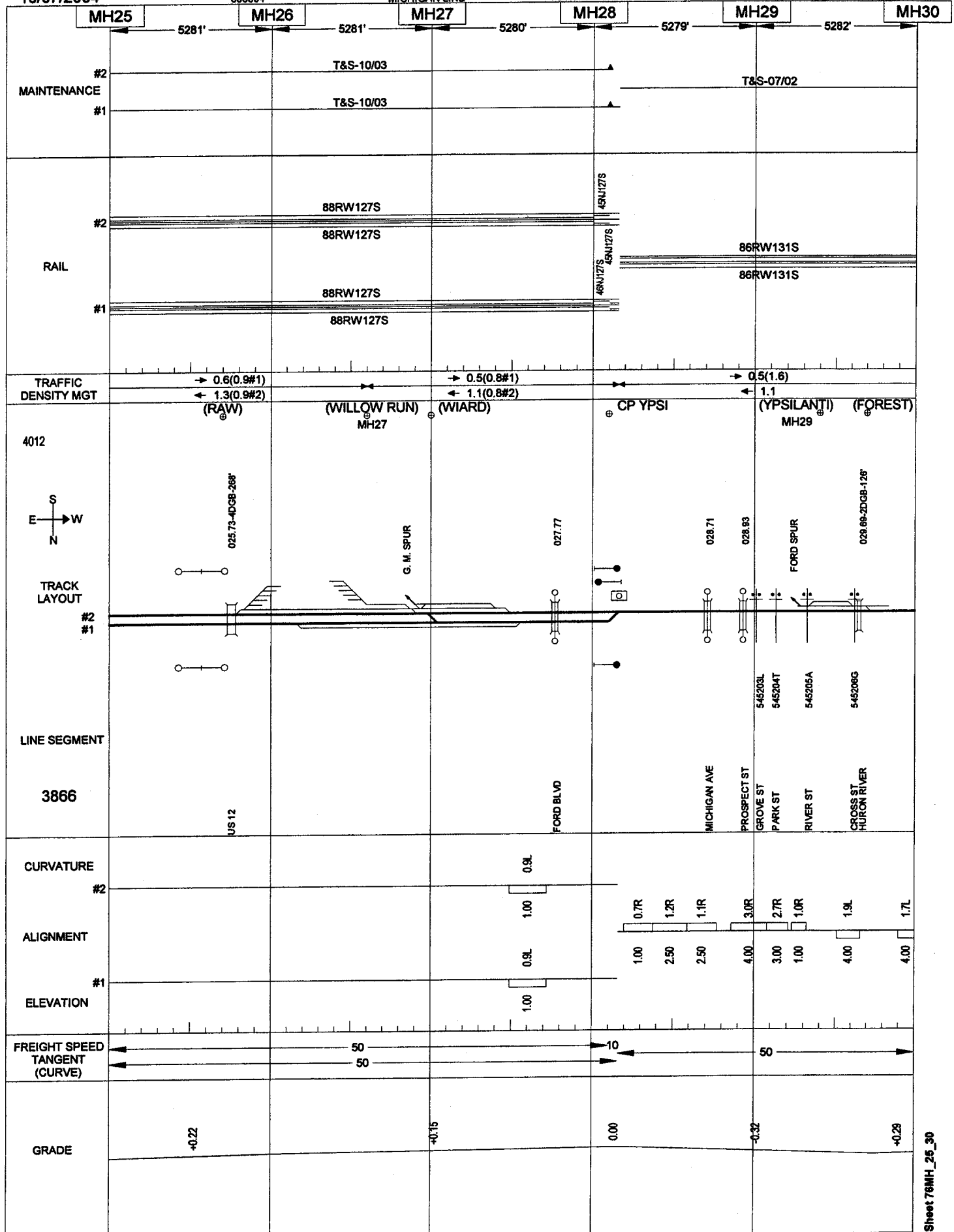
505304

117

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

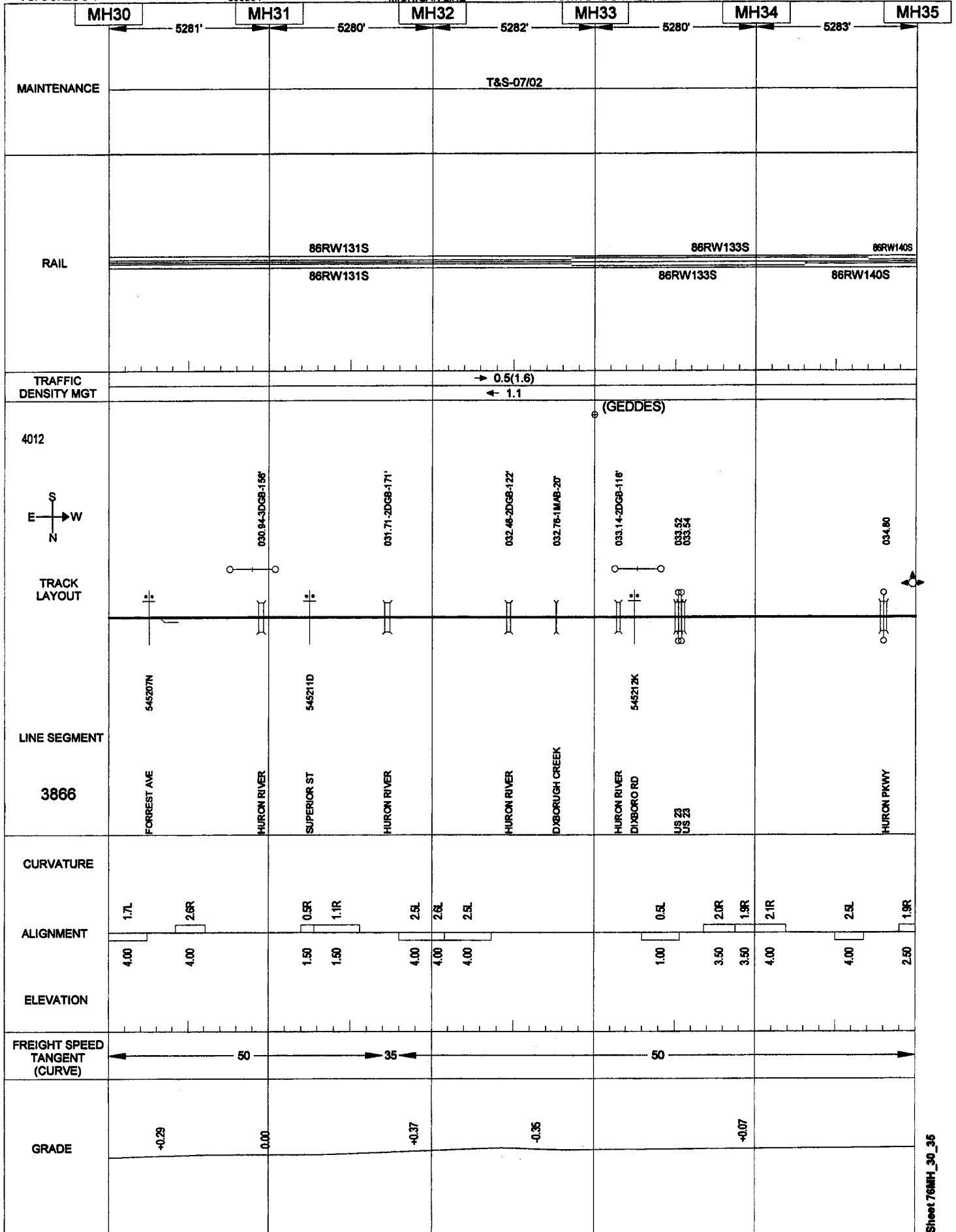
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118

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/07/2004

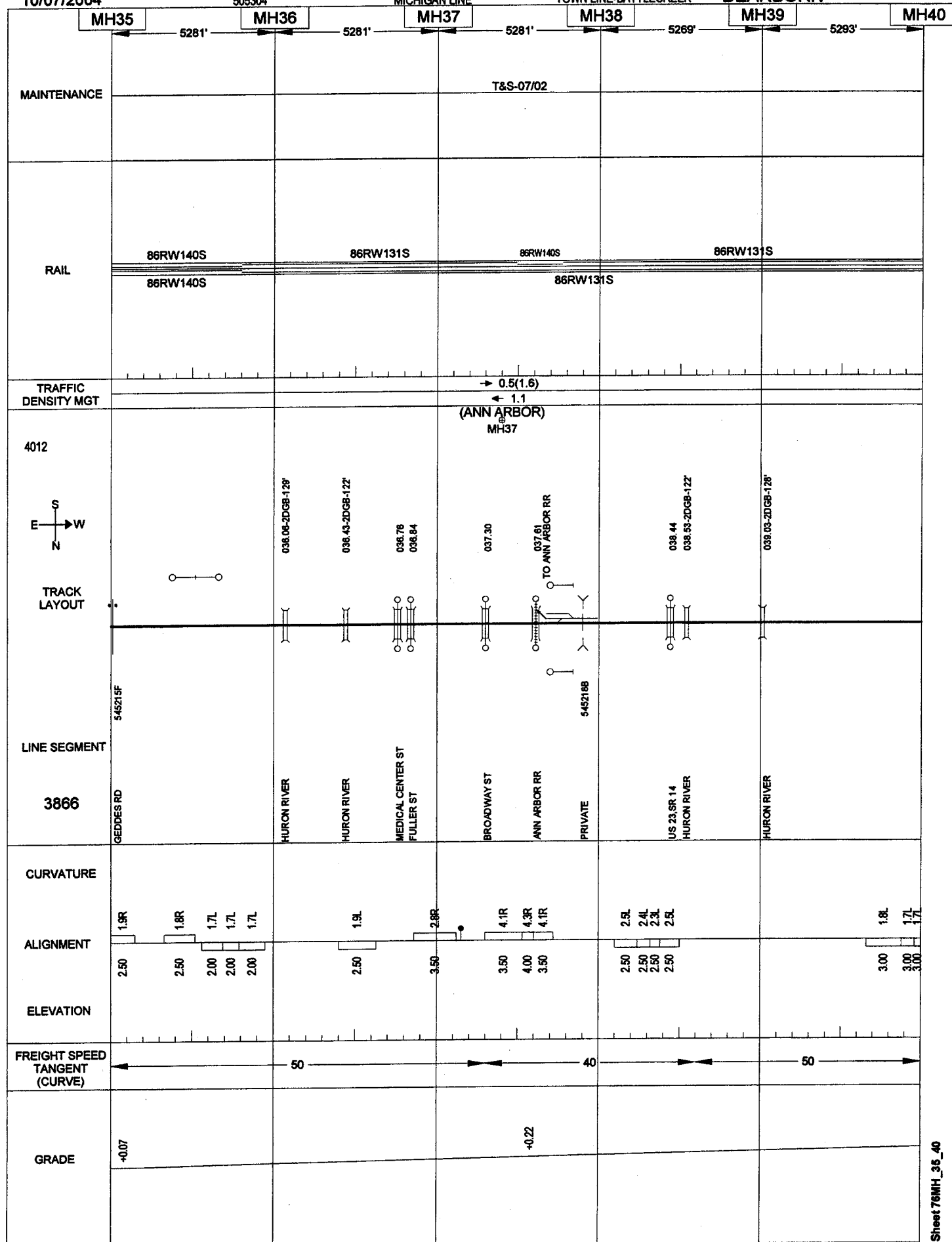
505304

119

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

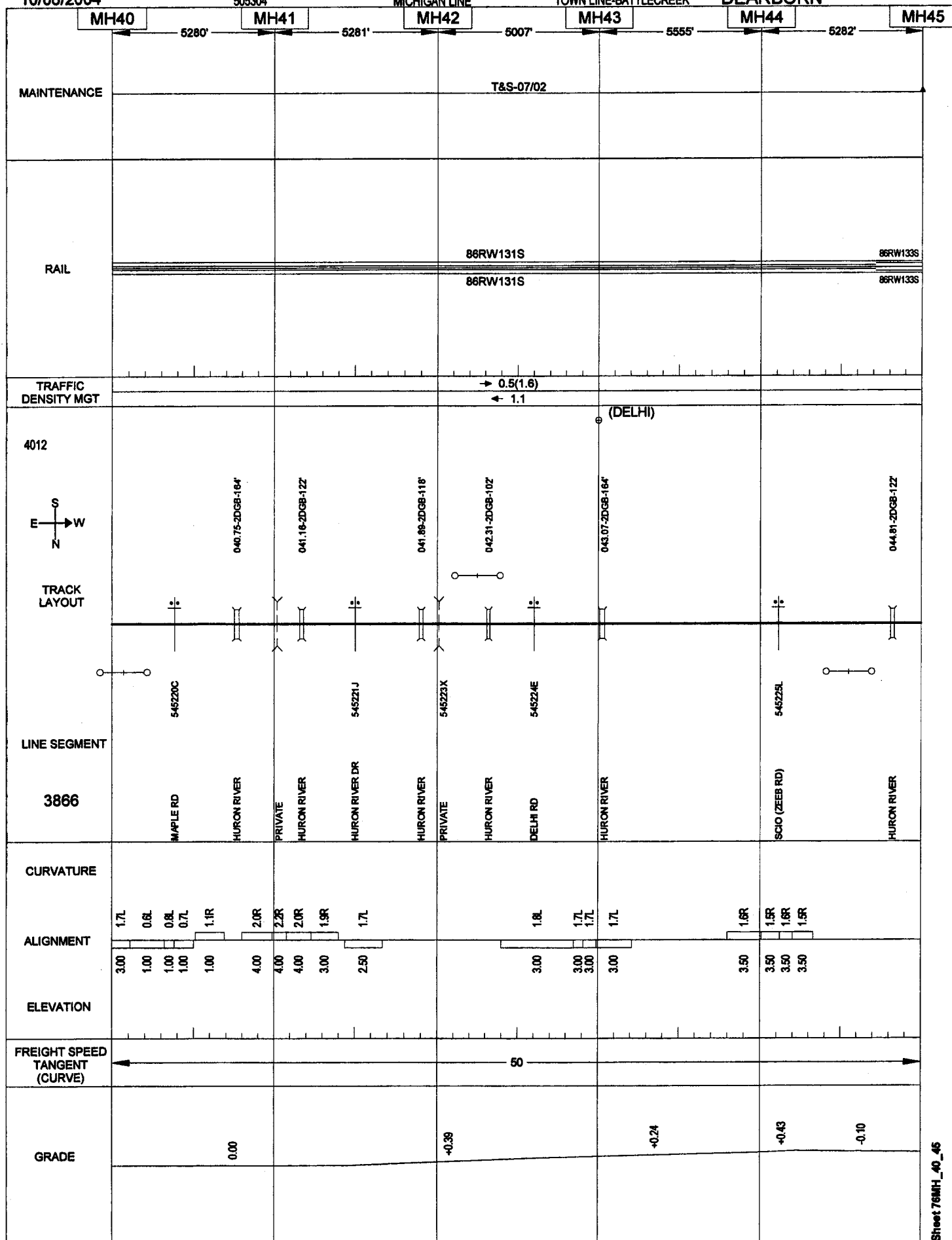
505304

120

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

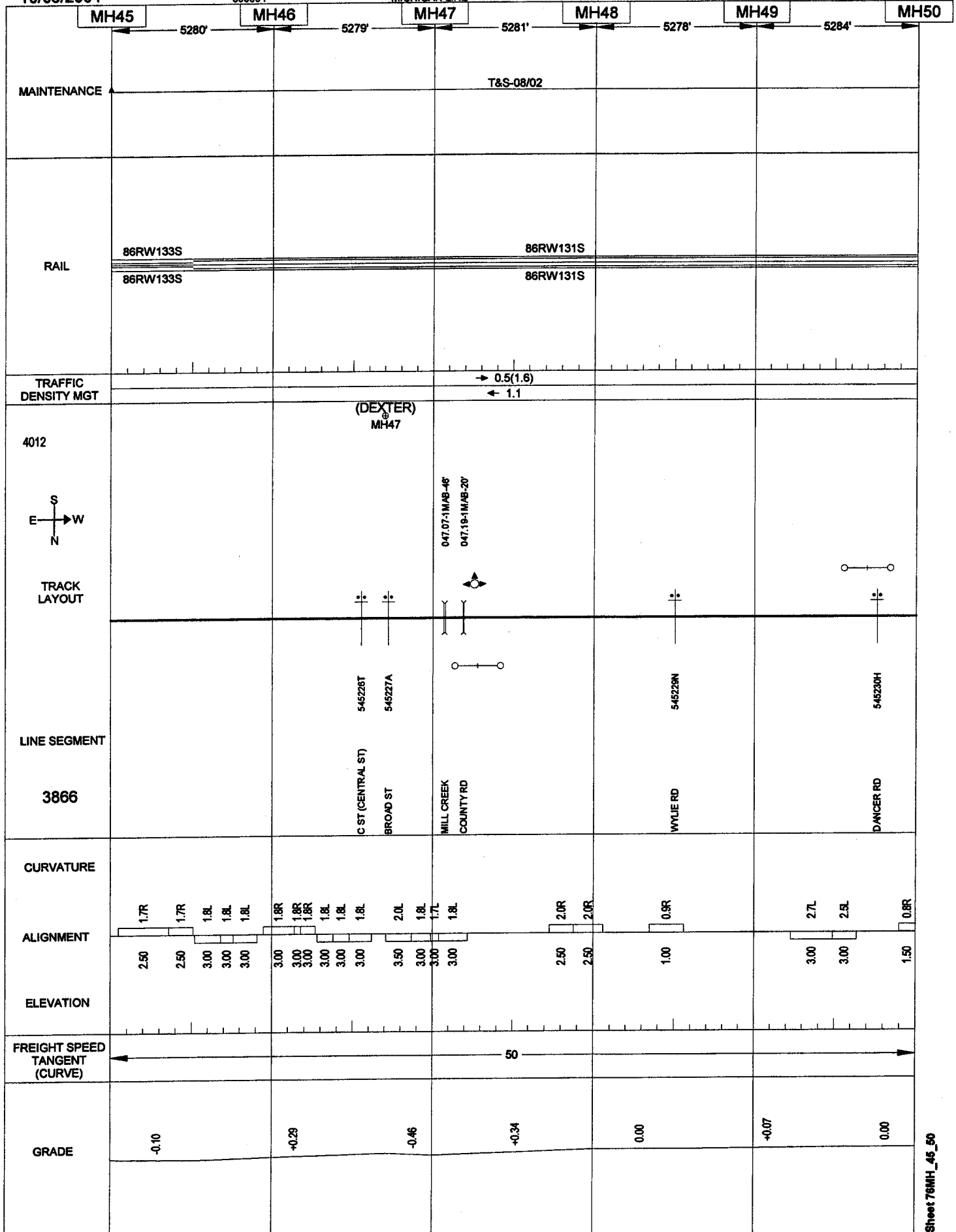
505304

121

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/07/2004

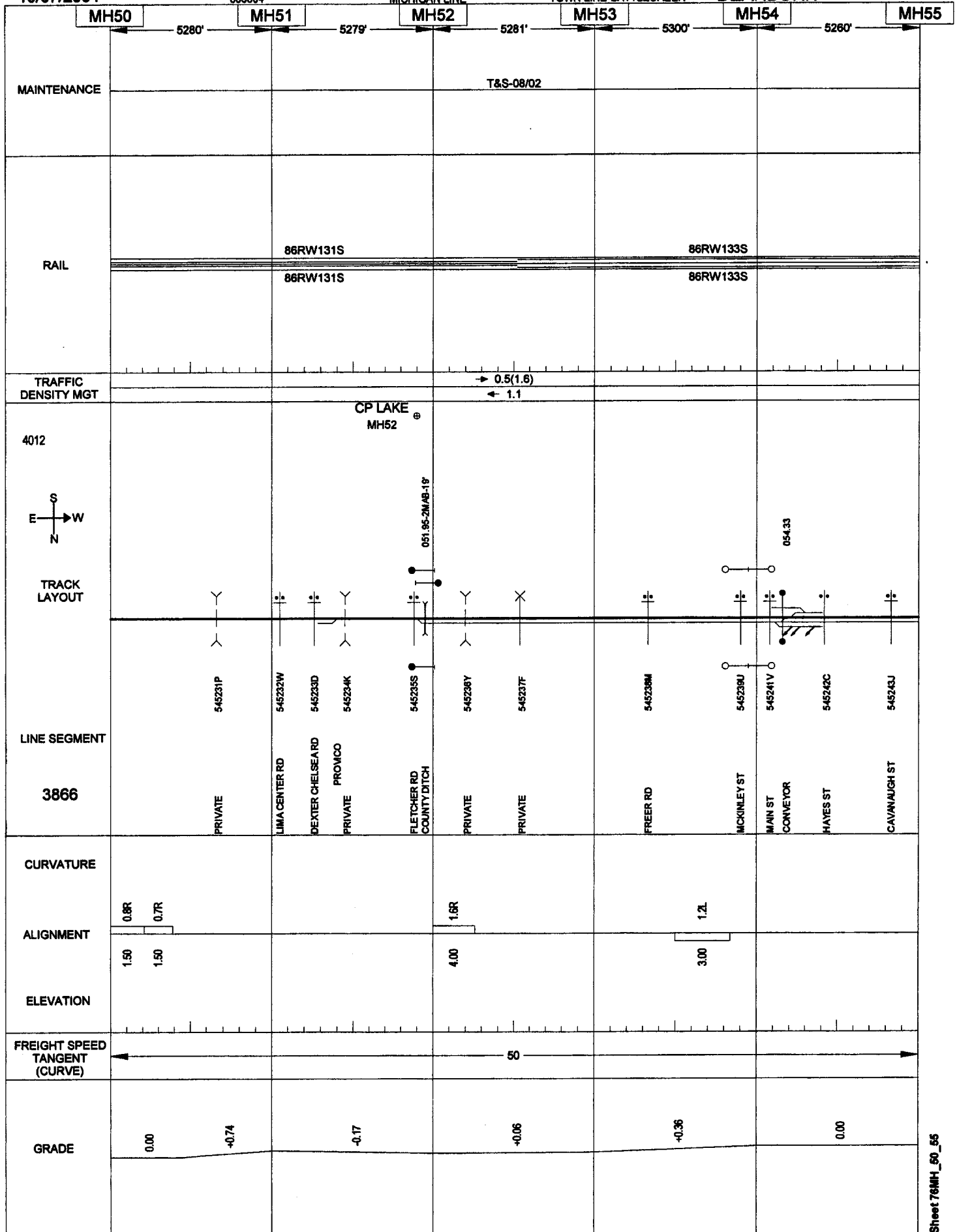
122

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

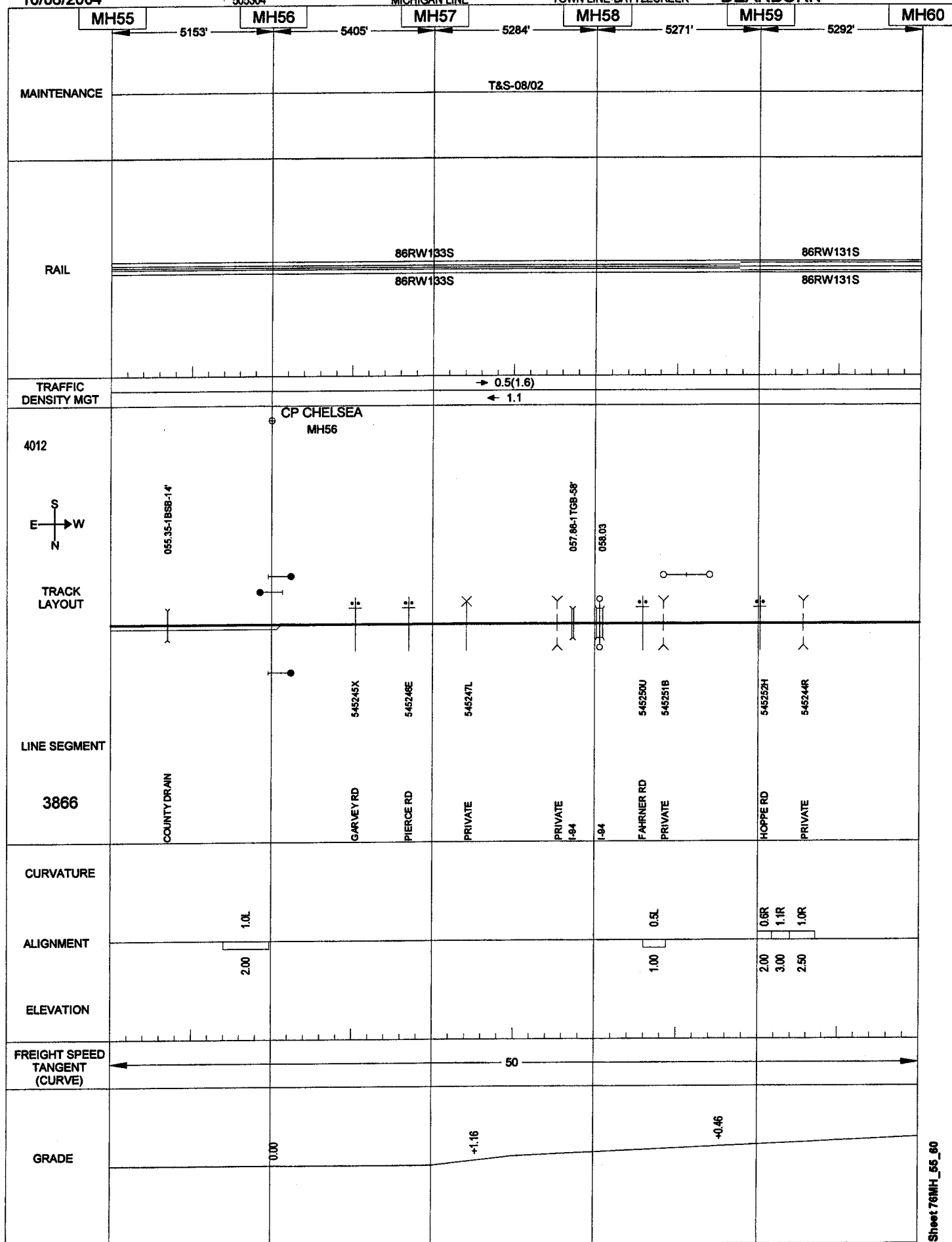
505304

123

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

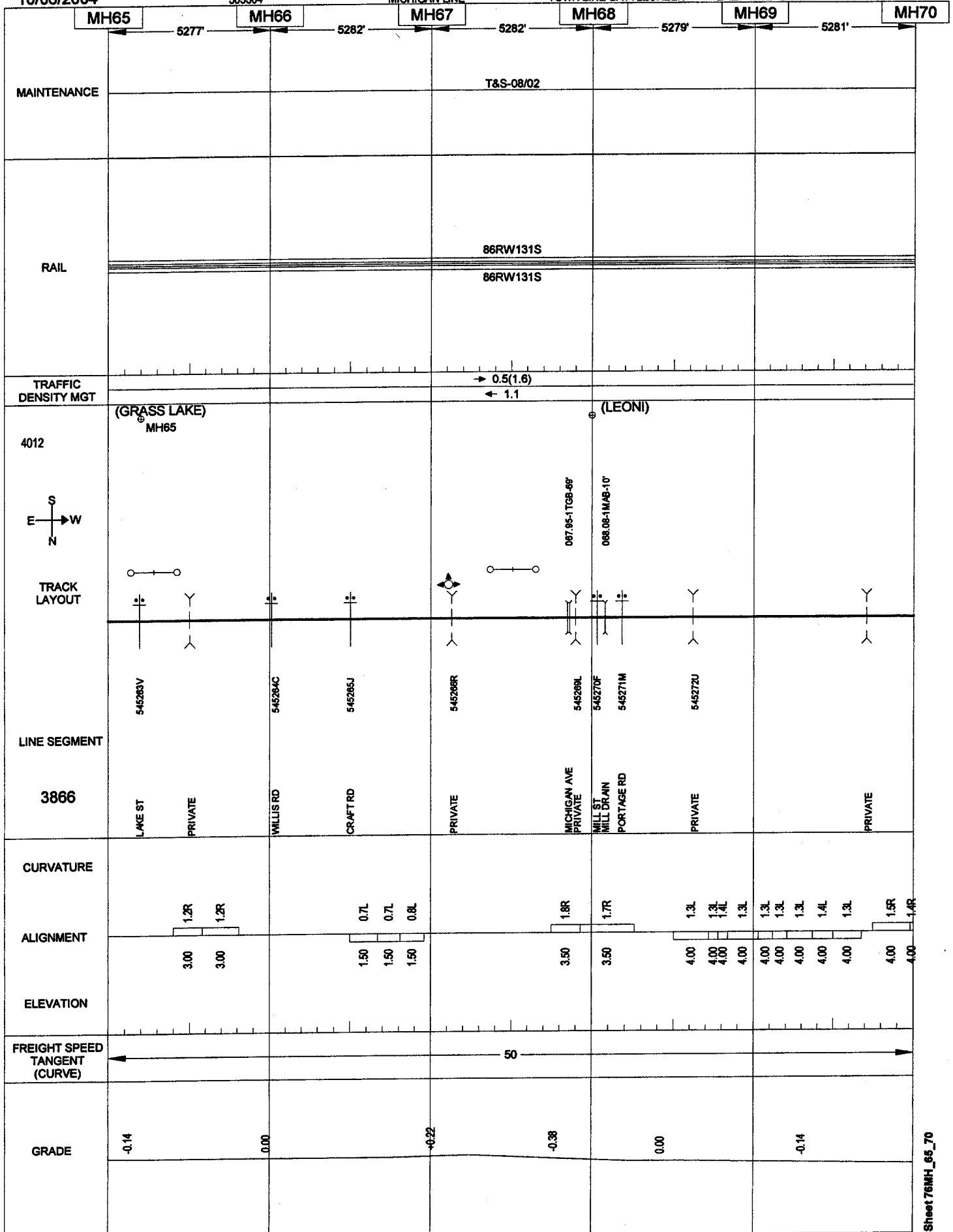
505304

125

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

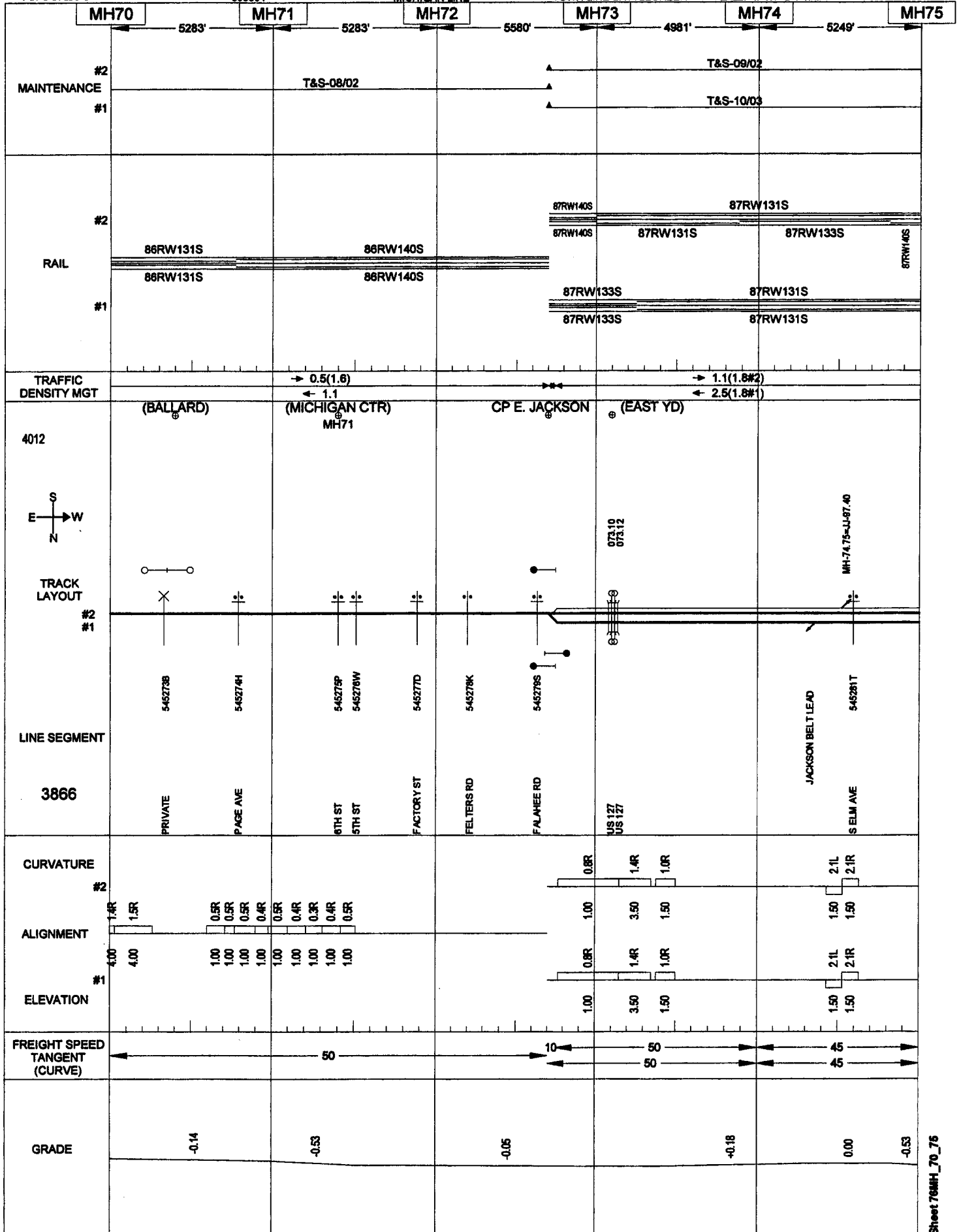
126

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

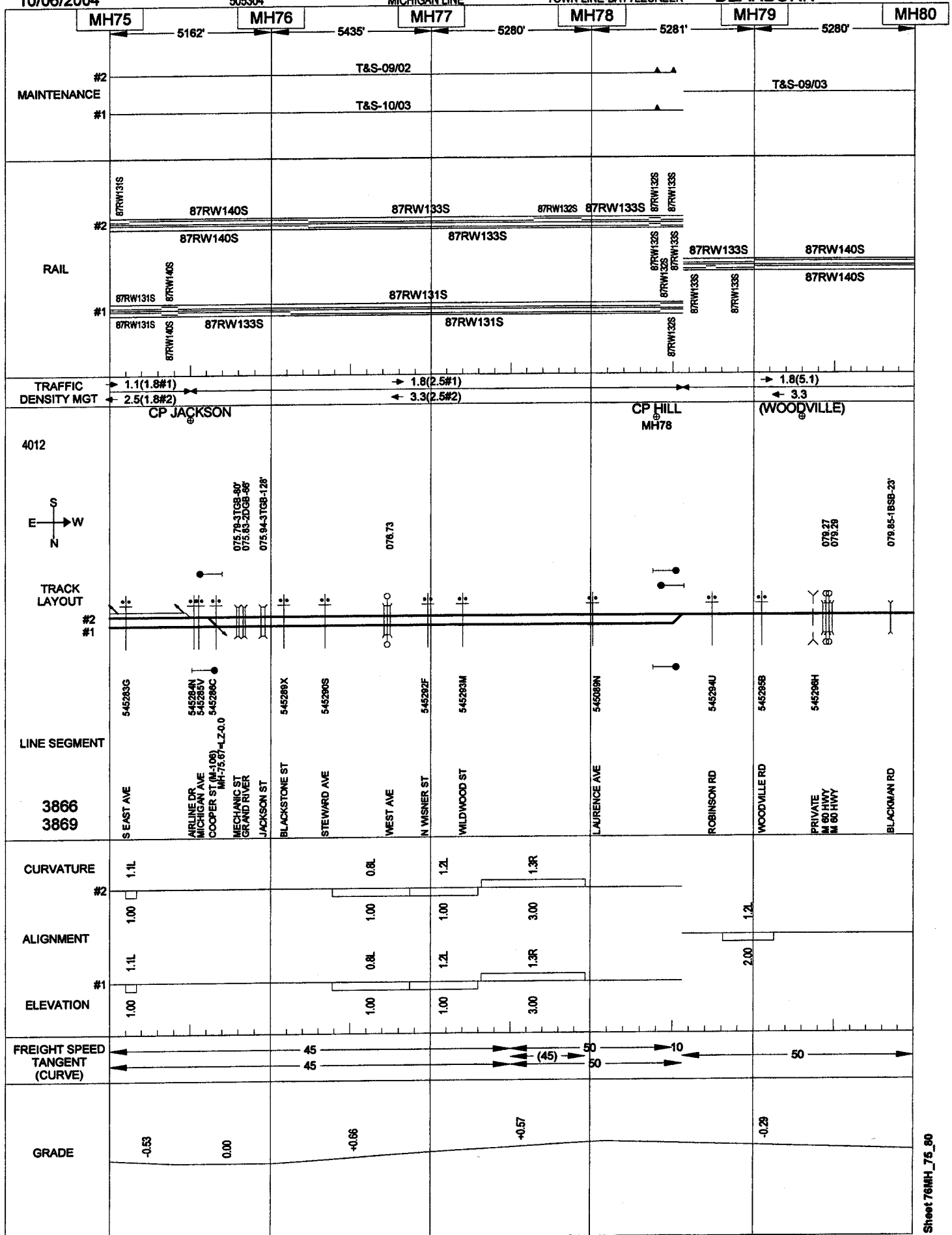
505304

127

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



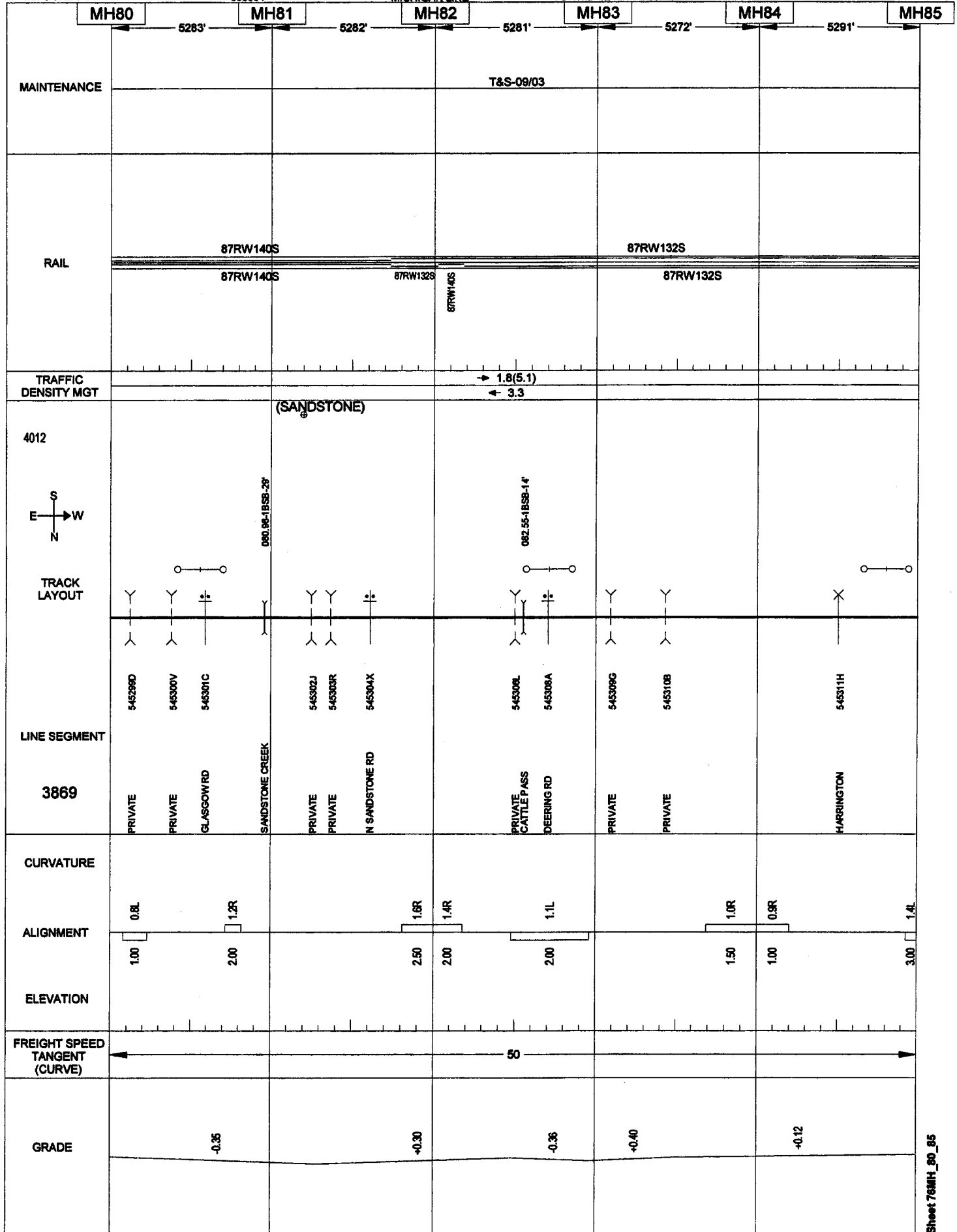
10/06/2004

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

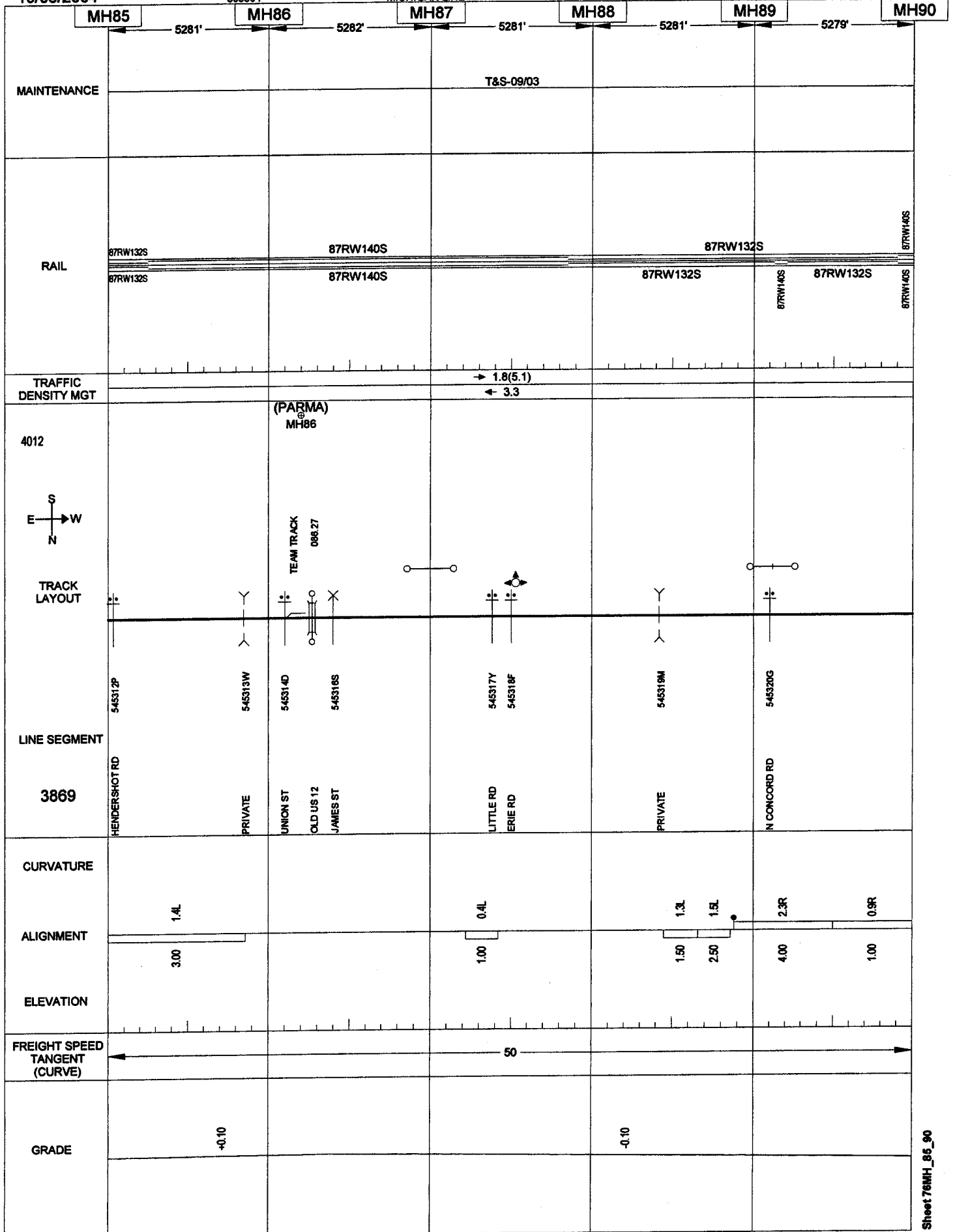
505304

129

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

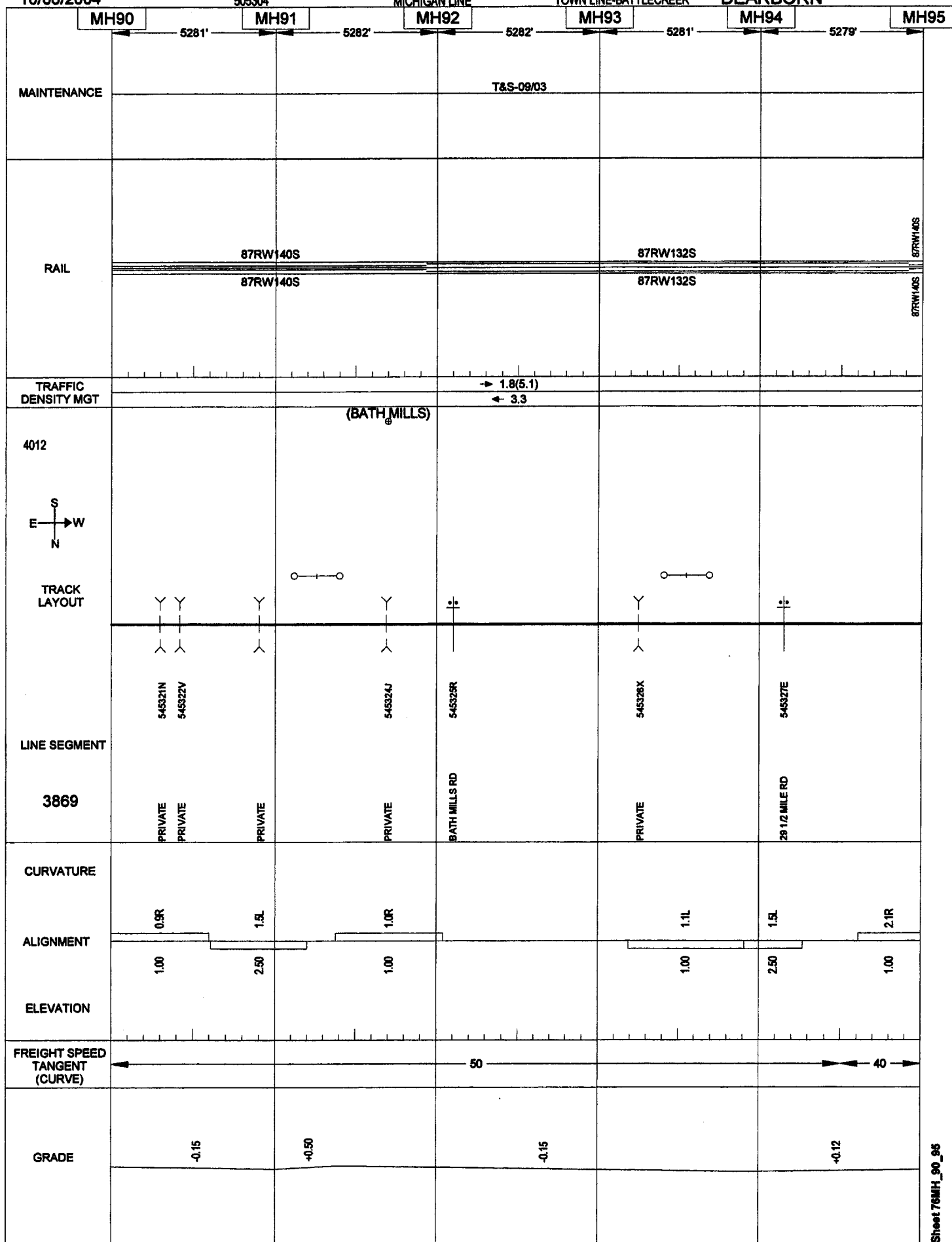
505304

130

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

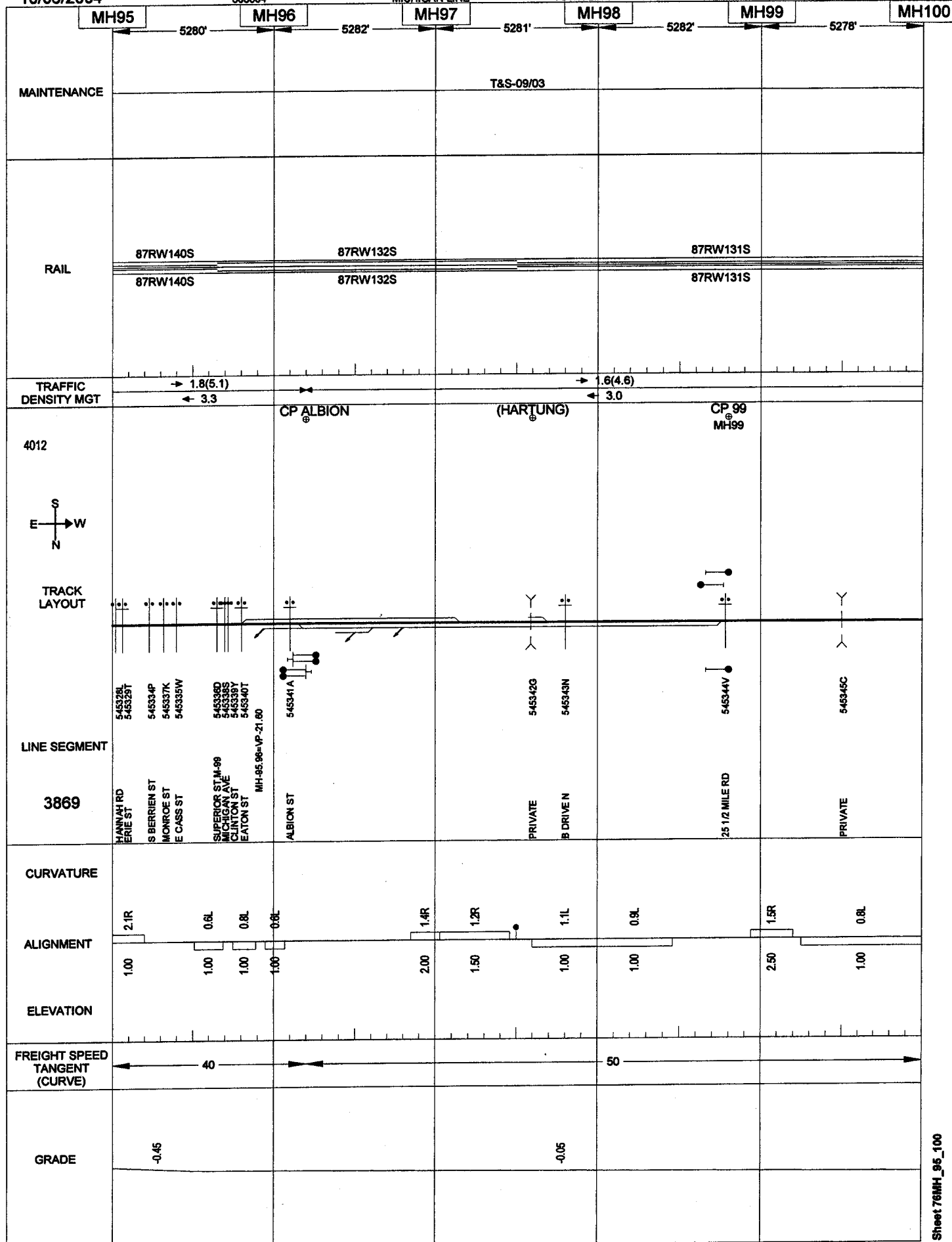
505304

131

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

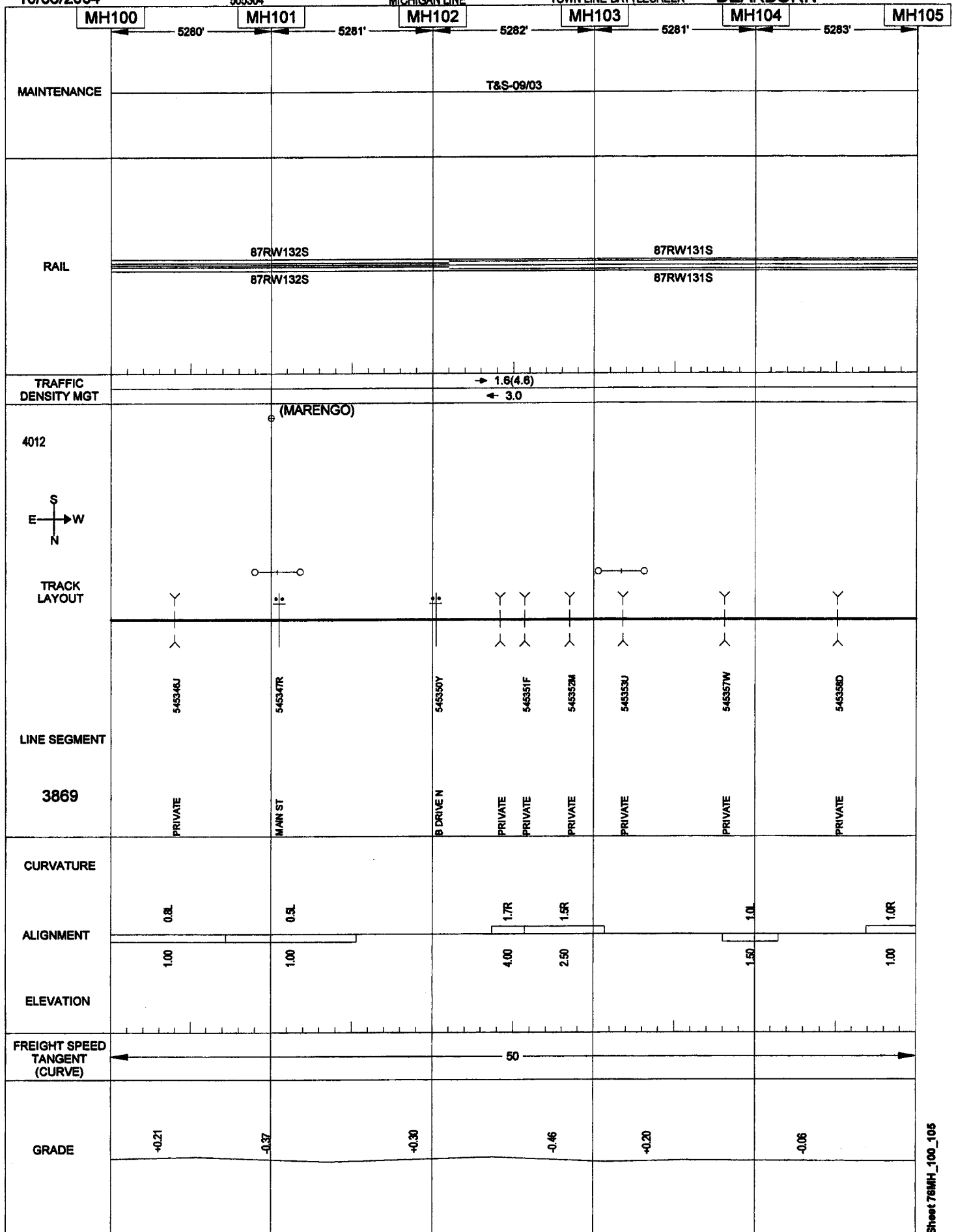
505304

132

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



10/06/2004

505304

133

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH105

MH106

MH107

MH108

MH109

MH110

5281'

5282'

5279'

5282'

5281'

MAINTENANCE

T&S-09/03

RAIL

87RW132S

87RW140S

87RW132S

87RW140S

87RW132S 87RW140S 87RW132S

87RW140S

TRAFFIC
DENSITY MGT

→ 1.6(4.6)

← 3.0

(MARSHALL)
MH108

4012

S
E → W
NTRACK
LAYOUT

107.34-1038-62'

108.95-1038-205'

LINE SEGMENT

3869

545358K
545380E

545381L

545382T

545383A

545385N

545388J

545388R

PRIVATE
PRIVATE

REUSS RD

MARSHALL AVE

RICE CREEK

KALAMAZO AVE
IND LEAD

LINDEN ST

WEST DR

1.69

1.5 MILE RD

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.06

0.00

-0.50

0.00

-0.40

-0.36

+0.21

10/06/2004

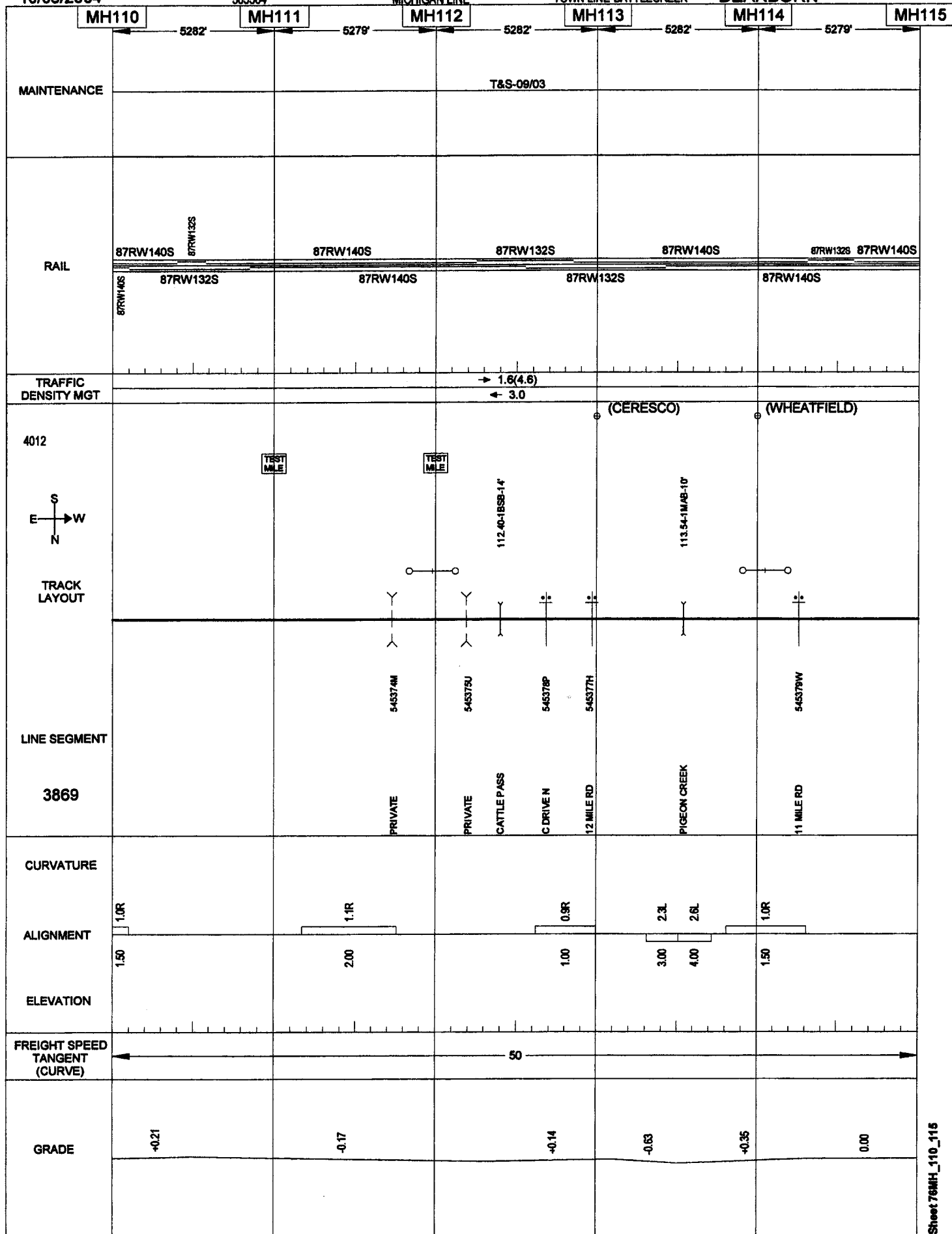
134

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



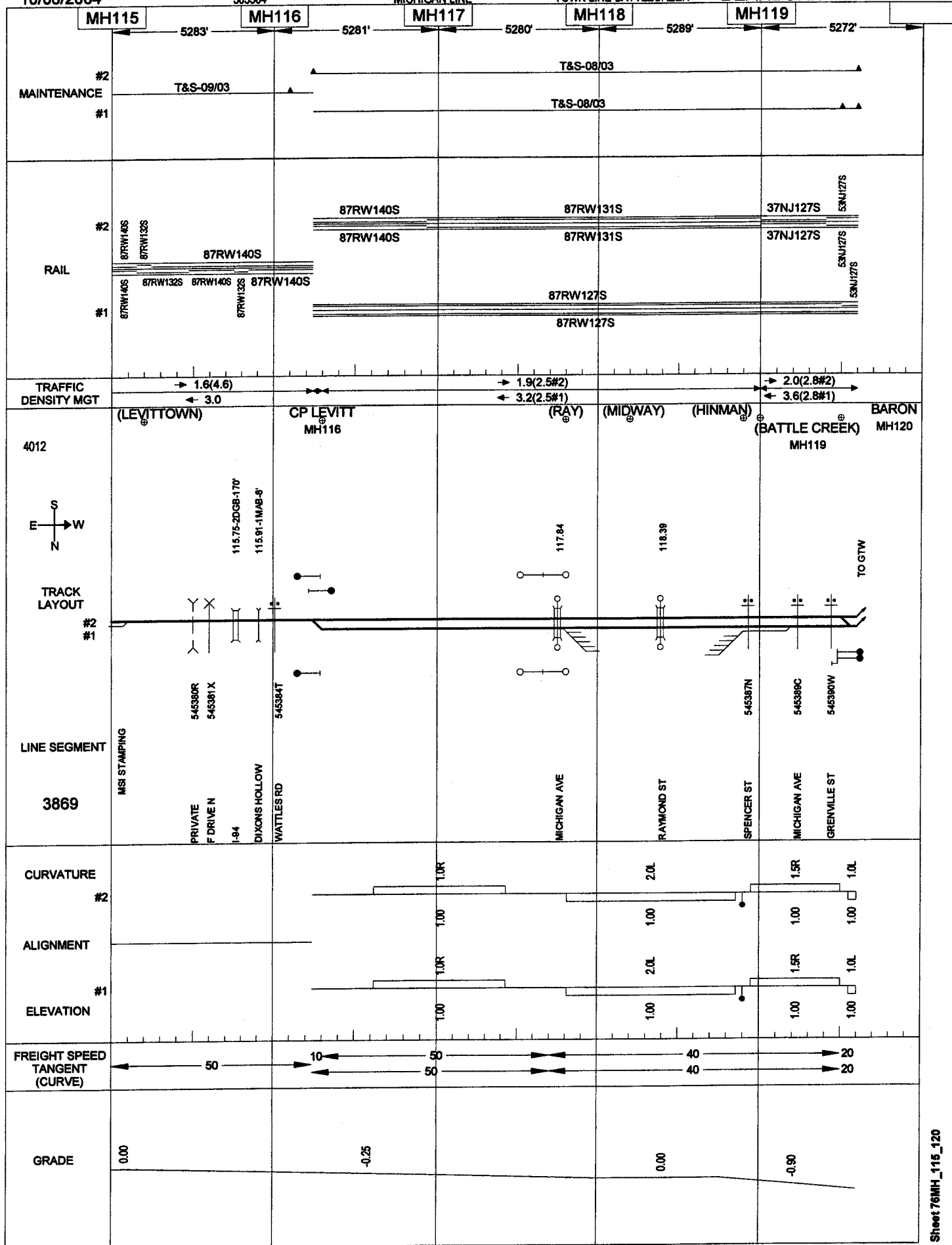
10/08/2004

135

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



136

10/06/2004

505304

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN

MH122

MH123

MH124

MH125

#2
MAINTENANCE
#1

5280' 5241' 5323' 5278' 5284'

T&S-10/02
T&S-09/02

RAIL

#2
#1

48N127S 87RW131S
00NW136S 87RW131S
53N127S 87RW127S
53N127S 87RW127S
87RW131S
87RW131S

TRAFFIC
DENSITY MGT

2.0(2.9#1)
3.7(2.9#2)
2.1(5.8)
3.7

4012

S
E → W
N

TRACK
LAYOUT

#2
#1

GORD (RUMLEY) (SPRINGFIELD) CP CUSTER (FORT CUSTER)
MH121 MH124

TO GTW

FT CUSTER LEAD

LINE SEGMENT

545403V 545404C 545405J 545406R 545407X

KENDALL ST ST REGIS ANGEL ST 20TH ST 24TH ST HELMER RD

3872
3875

CURVATURE
#2

ALIGNMENT

ELEVATION
#1

6.6R 5.8L 0.7L 1.0R
1.00 1.00 1.00 1.00
6.6R 5.8L 0.7L 1.0R
1.00 1.00 1.00 1.00

FREIGHT SPEED
TANGENT
(CURVE)

20 40 50 10 50
20 40 50 50

GRADE

0.00

-0.15

0.00

Sheet 76MH_120_125

10/06/2004

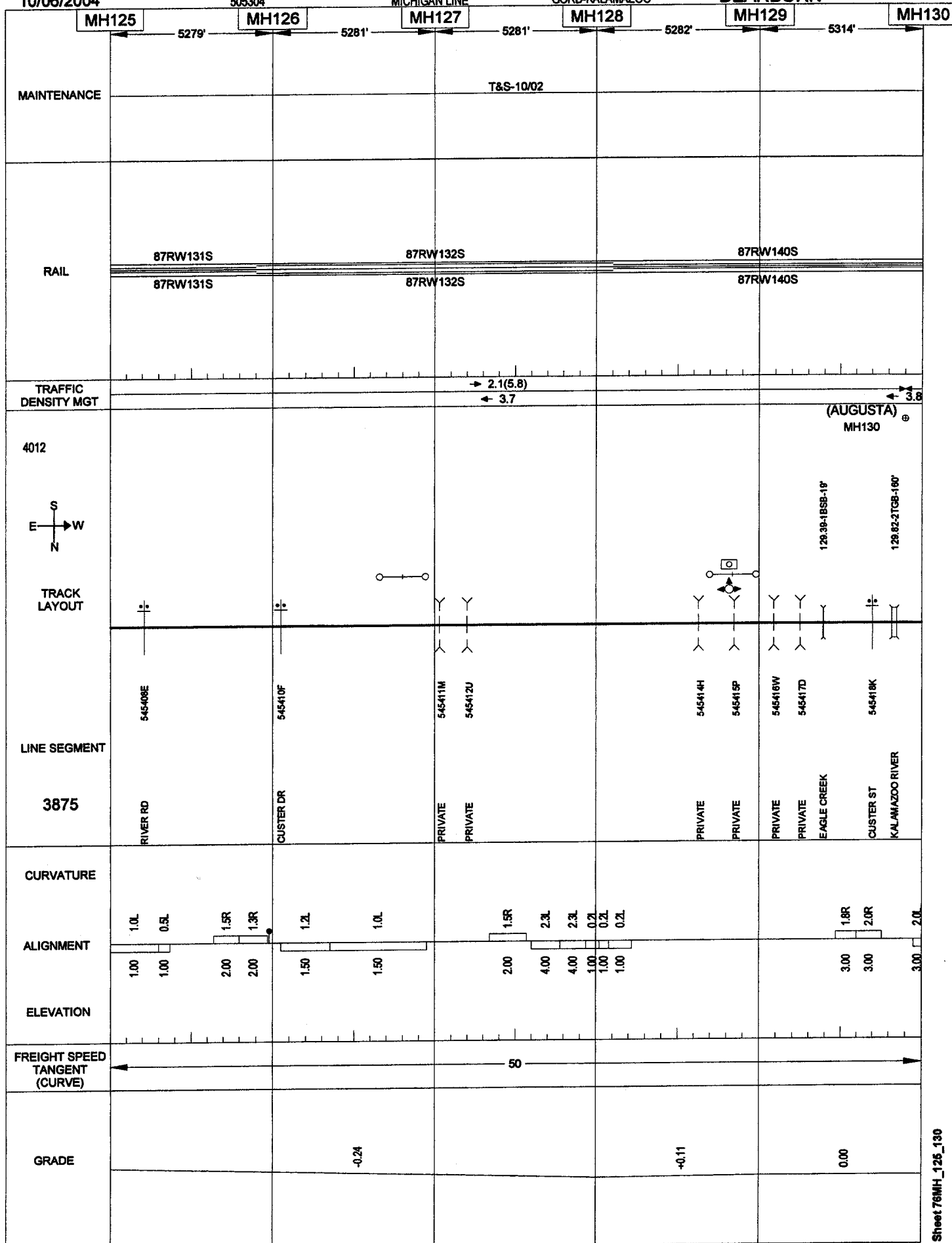
505304

137

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



10/06/2004

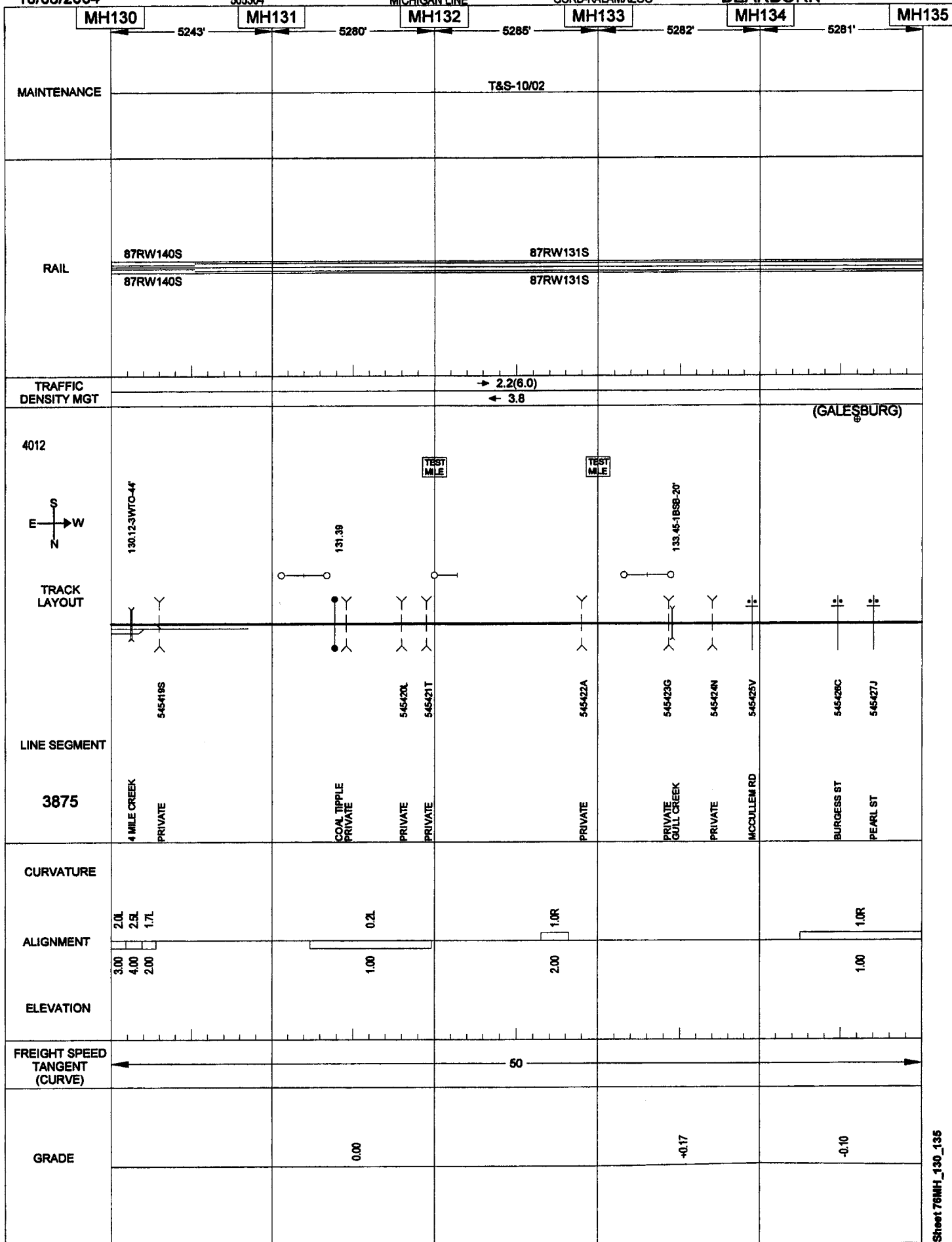
138

505304

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



10/06/2004

139

505304

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN

MH135

MH136

MH137

MH138

MH139

MH140

5309'

5255'

5283'

5295'

5270'

#2
MAINTENANCE
#1

T&S-10/02

RAIL

#2

87RW131S

87RW140S

#1

87RW131S

87RW140S

TRAFFIC
DENSITY MGT

→ 2.2(6.0)

← 3.8

CP COMSTOCK
MH140

4012

S
E → W
N

TRACK
LAYOUT
#2
#1

138.77-18SB-12'

139.46-1DCB-42'

LINE SEGMENT

3875

54542BR
GRANT ST

545423X
35TH ST (SHAFTER)

545430S
PRIVATE

545431Y
33RD ST

545438D
30TH ST

545440X
N 28TH ST

DRY COURSE

545448C
COMSTOCK CREEK
26TH ST N

545449J
PRIVATE

CURVATURE

#2

ALIGNMENT

1.0R

0.5R

ELEVATION

#1

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

10
50

GRADE

-0.10

-0.40

-0.28

0.00

-0.25

140

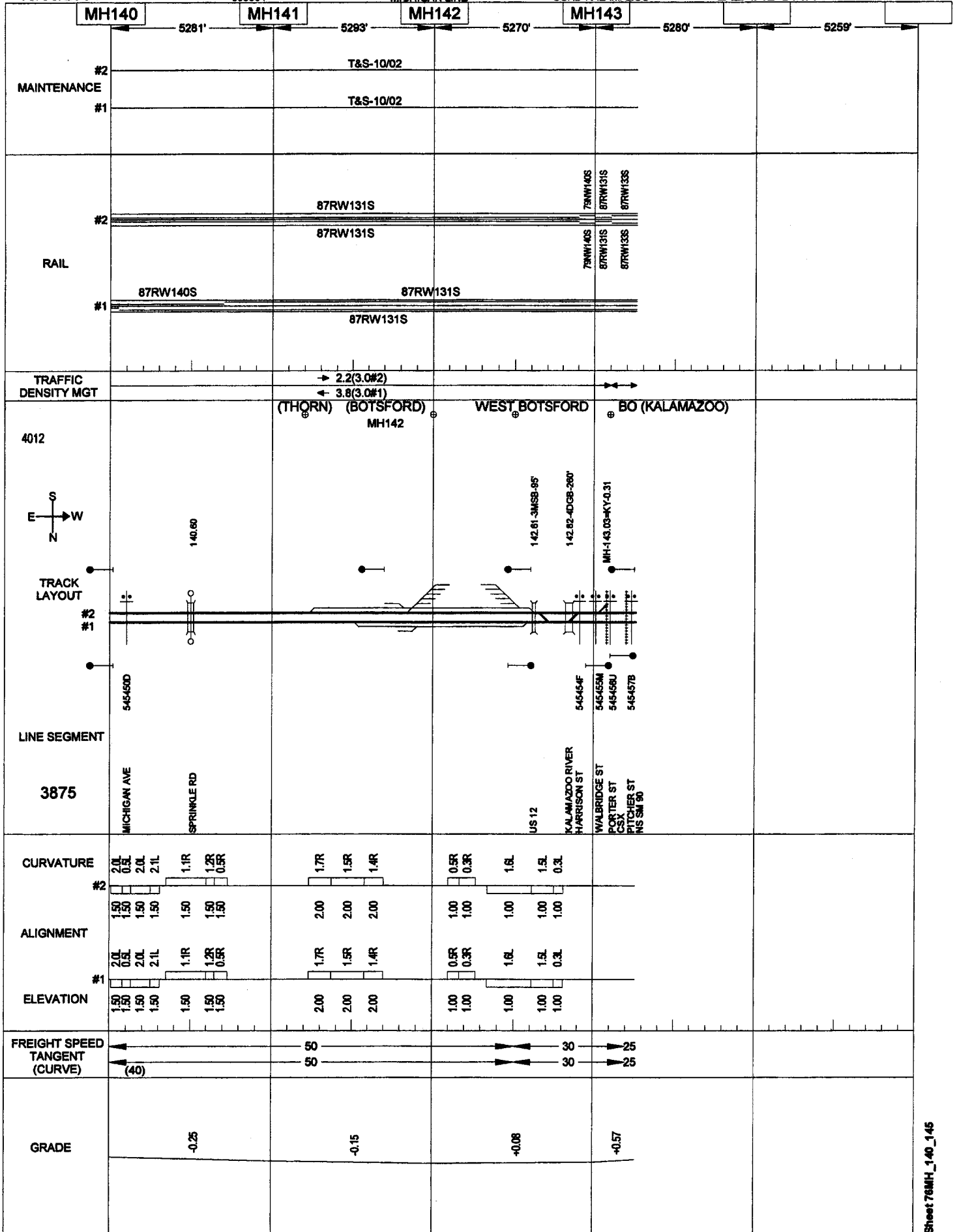
10/06/2004

505304

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



10/06/2004

508431

141

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK7

LK8

LK9

LK10

3752'

5291'

5271'

5286'

#2
MAINTENANCE
#1

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

T&S-06/97

RAIL

#2
#1

79RW127S
79RW127S
79RW127S
79RW127S

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

→ 7.1(6.9#1)
← 6.8(6.9#2)

→ 7.1(13.9)
← 6.8

CP HIGHLAND
LK7

HAYS
LK9

2500

S
E → W
N

TRACK
LAYOUT
#2
#1

TO IHB RR
006 46-SBSO-120'(82)(82)

007.88

007.88-1 CBB-15'

008.26-1 CBB-15'

LINE SEGMENT

3938

LITTLE CALUMET
GRAND AVE
545822Y

545881V

545883J

545114U

545884R

545885X

LITTLE CALUMET

HIGHWAY AVE
US 6

LINCOLN ST

CADDY MRS DITCH

HART ST

45TH ST

CN SM 71 M-INS
CN SM 71 M-INS
SCHVL DITCH

MAIN ST

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

FREIGHT SPEED
TANGENT
(CURVE)

30
30

30

GRADE

0.00

-0.31

-0.29

-0.04

-0.41

10/06/2004

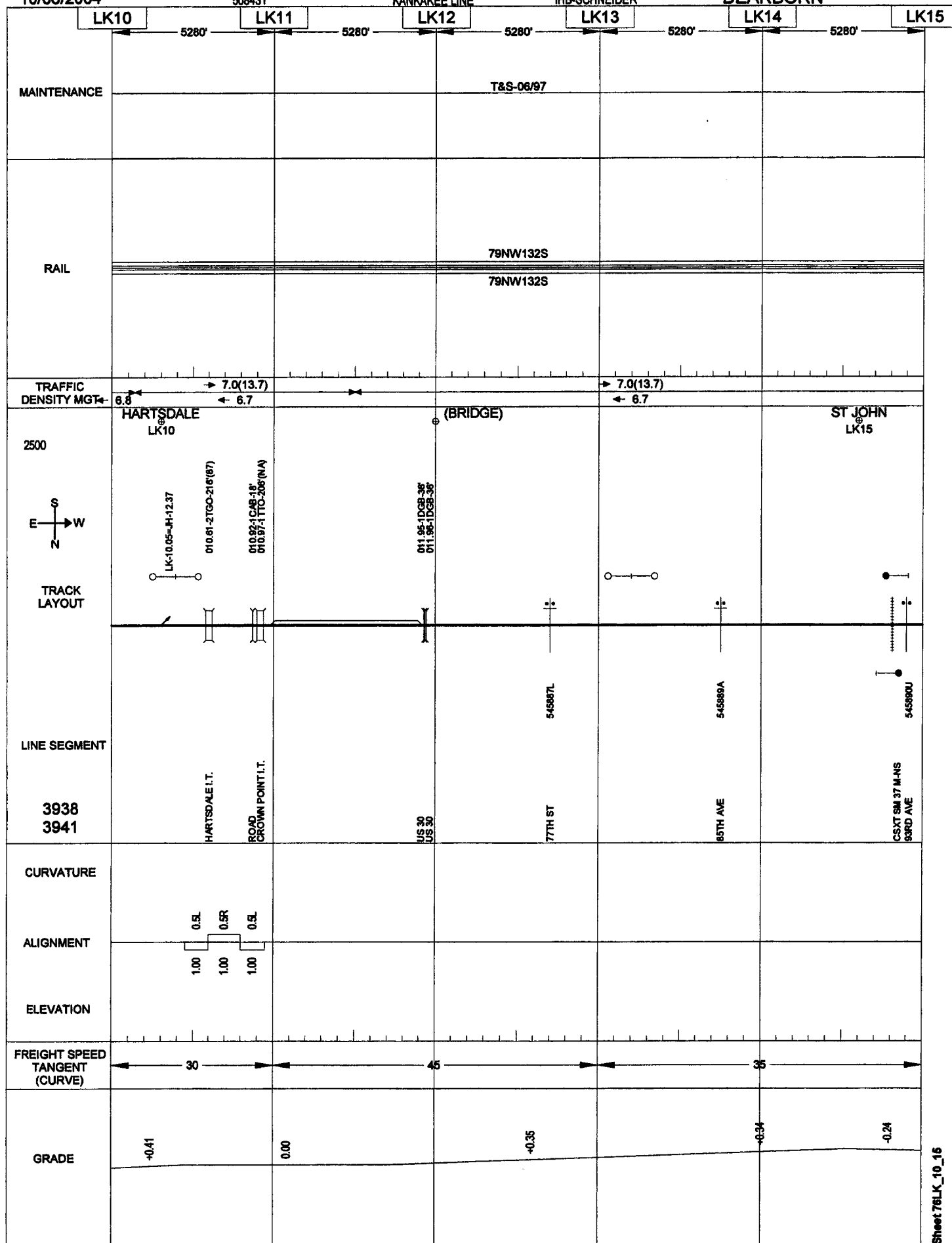
508431

142

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



10/06/2004

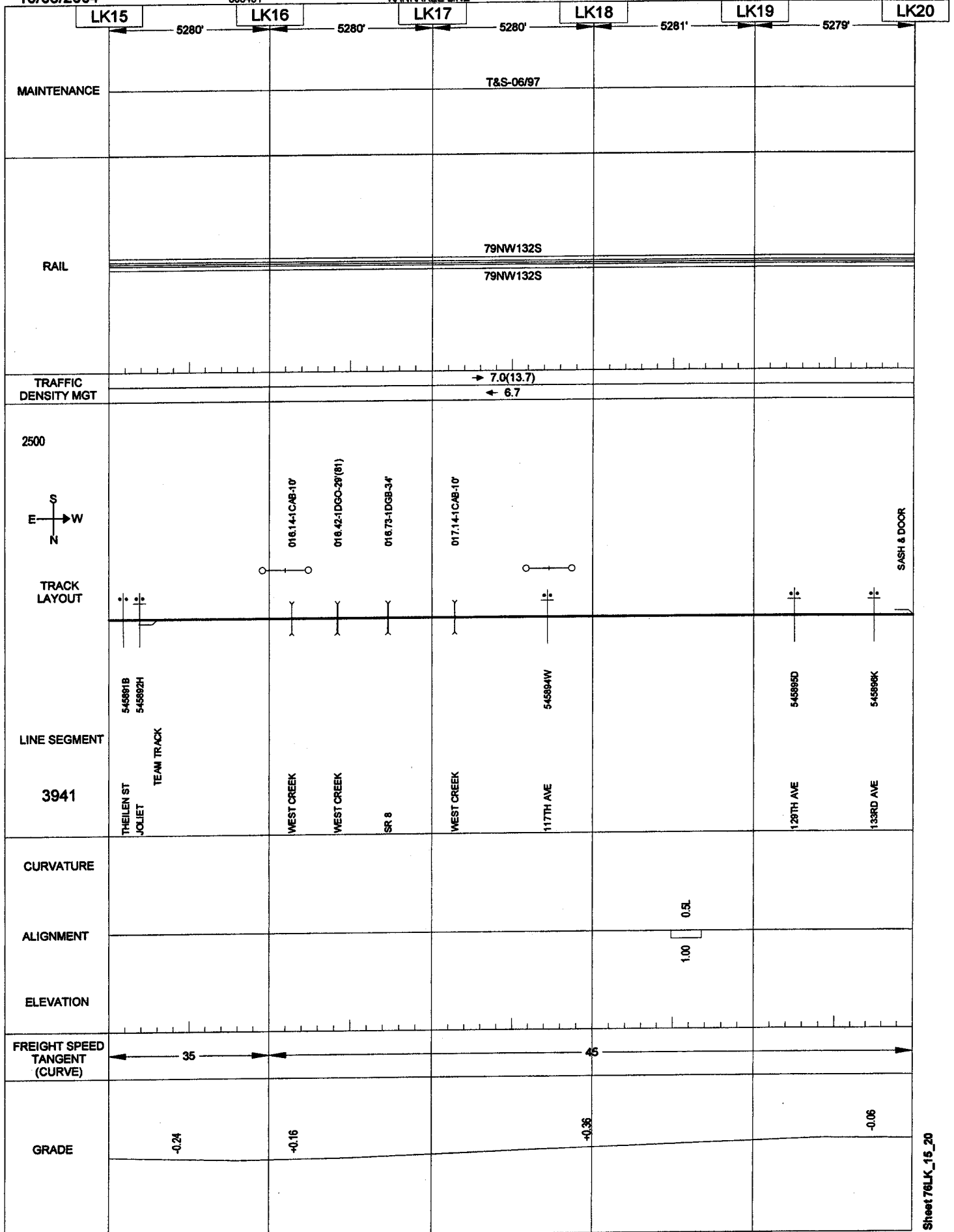
508431

143

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



10/06/2004

144

508431

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

	LK20	LK21	LK22	LK23	LK24	LK25
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/97			
RAIL			79NW132S			
			79NW132S			
TRAFFIC DENSITY MGT			→ 7.0(13.7) ← 6.7			
2500			(COOK) LK23			
S E N W						
TRACK LAYOUT						
LINE SEGMENT						
3941	PRIVATE	141ST AVE (CR 132)	PRIVATE	PRIVATE	151ST AVE	157TH AVE
	545887S	545888Y	545889F	545890X	545891E	545892L
CURVATURE						
ALIGNMENT						1.0R
ELEVATION						1.00
FREIGHT SPEED TANGENT (CURVE)			45			
GRADE	-0.06	0.00	-0.06	-0.07	-0.24	

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145

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK25

LK26

LK27

LK28

LK29

LK30

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/97

RAIL

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

→ 7.0(13.7)
← 6.7

→ 6.9(13.6)
← 6.7

2500

(N HAYDEN)
LK26

(BELSHAW)

CP BELSHAW



025.65-1C/AB-10'
025.76-1D/CB-34'

027.60-1C/AB-10'

TRACK
LAYOUT

LINE SEGMENT

3941

J BRUCE DITCH
SR 2

545904A

545905G

J BRUCE DITCH

545908N

545907V

BELSHAW RD

205TH AVE

CURVATURE

ALIGNMENT

ELEVATION

1.00 1.0L

1.50 2.0R
1.00 1.5L

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

-0.24

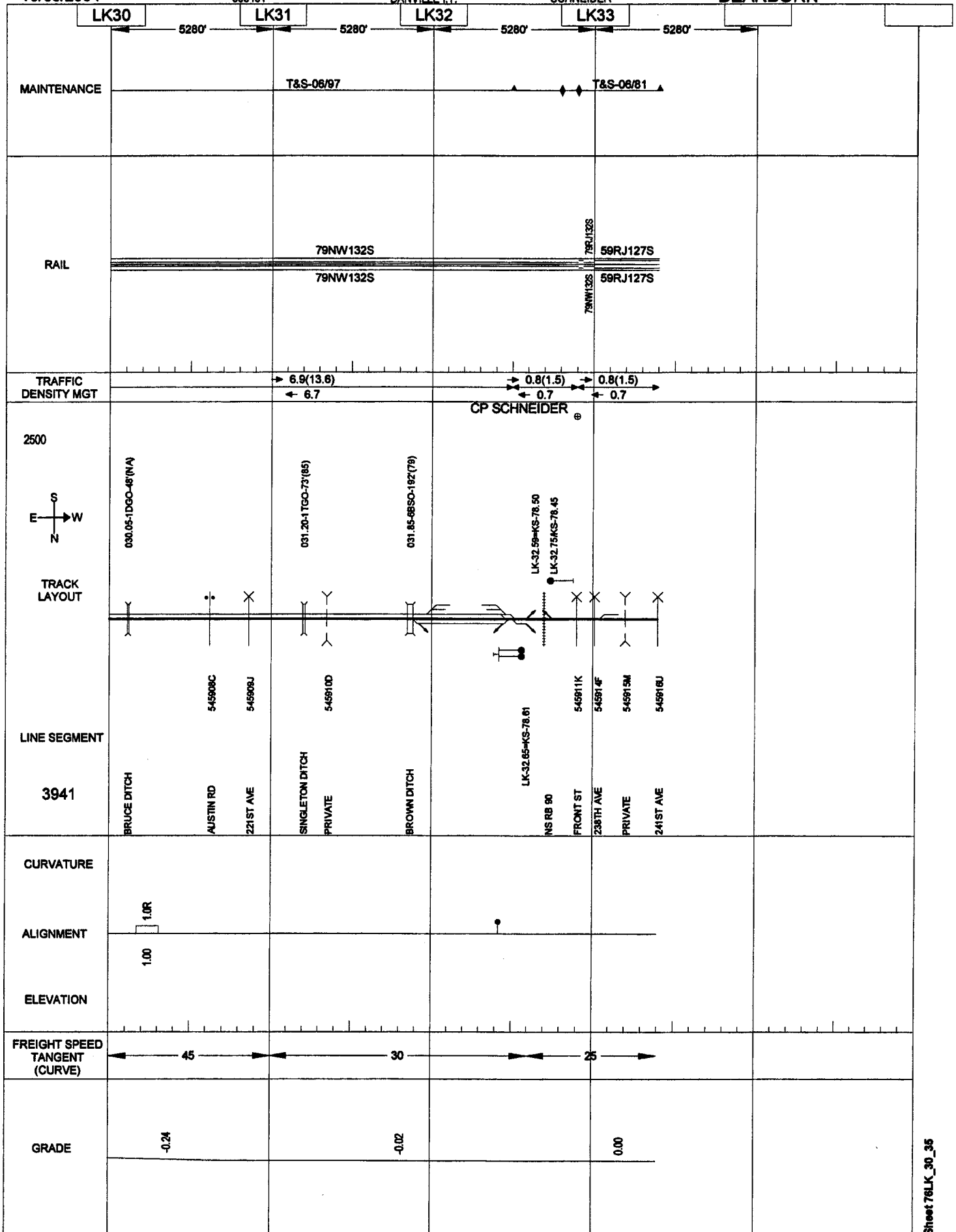
10/06/2004

508431

DANVILLE I.T.

SCHNEIDER

DEARBORN



10/06/2004

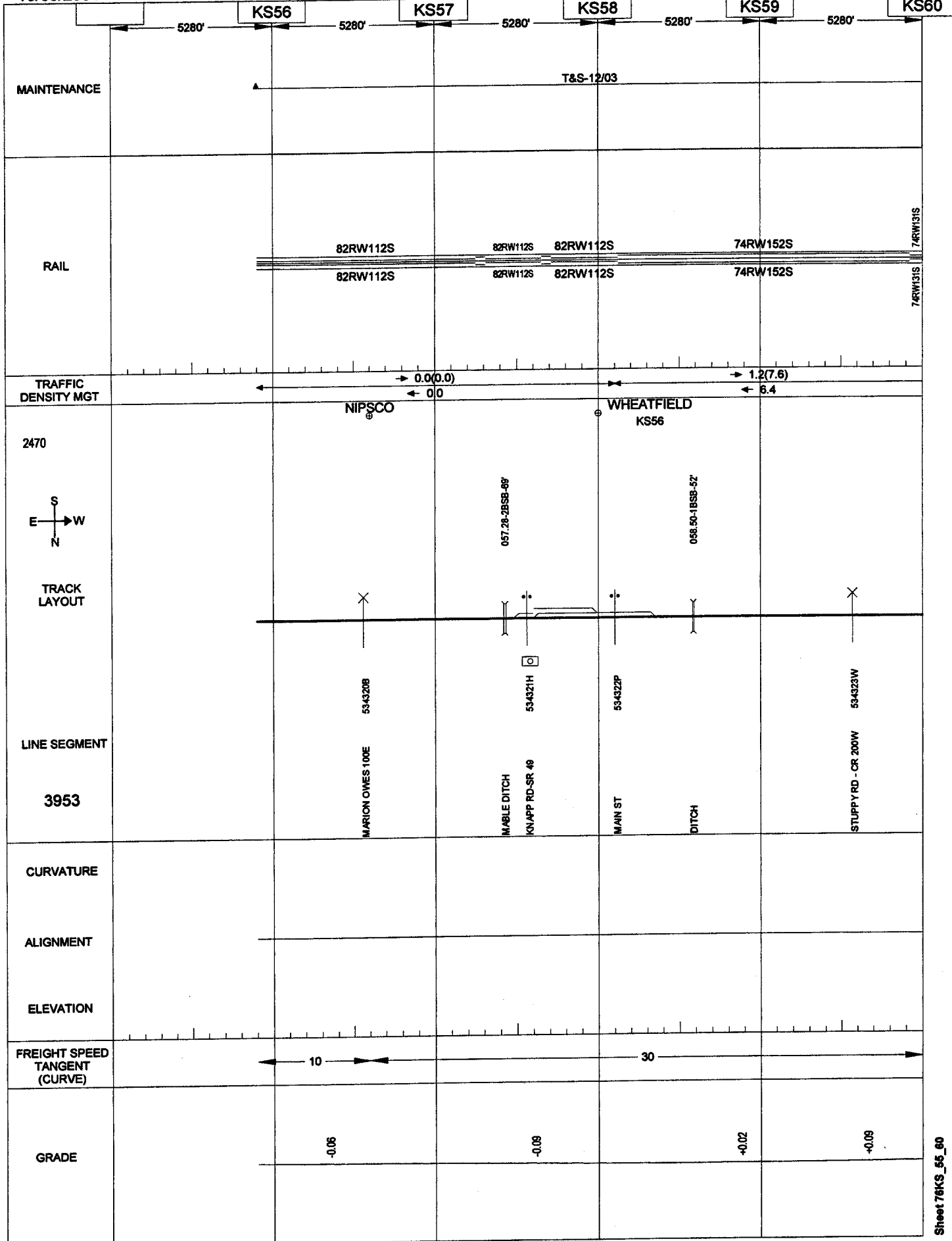
147

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



10/06/2004

503123

148

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS60	KS61	KS62	KS63	KS64	KS65
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-12/03		T&S-08/90	
RAIL	74RW131S 74RW131S		74RW127S 74RW127S	82RW140S 82RW140S	74RW127S 74RW127S	82RW112S 82RW112S
TRAFFIC DENSITY MGT			→ 1.2(7.6) ← 6.4			
2470		(STOUTSBURG)		(KERSEY) KS64		MOIT
 TRACK LAYOUT				JASPER FARM 063.40-31NK-33'		
LINE SEGMENT		534324D CR 350 W	534325K CR 400 W	534326S CR 550 W	534327Y WATERWAY CR 600 W	534328F ORCHID ST
3953						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE	-0.09	-0.01	-0.16	-0.03	-0.10	-0.01

10/06/2004

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS65	KS66	KS67	KS68	KS69	KS70
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-06/90			T&S-12/03		
RAIL	82RW112S 82RW132S 82RW112S 82RW131S			82RW112S 82RW112S		
TRAFFIC DENSITY MGT				→ 1.2(7.6) ← 6.4		
2470	(DEMOTTE) KS66					
TRACK LAYOUT	065.03-3JUNK-33'	065.90-3WTB-33'		067.94-2WTB-28'		
LINE SEGMENT	DEHAAN DITCH BOGONIA S HALLECK ST-JS 231 BIRCH ST	WATERWAY	CR 950 W 534331N	CR 1000 W 534332V	LENBMR DITCH CR 1100 W 534334J	PRIVATE 534335R CR 800 E 534336X
CURVATURE						
ALIGNMENT	0.1L					
ELEVATION	1.00					
FREIGHT SPEED TANGENT (CURVE)	30					
GRADE	-0.01 -0.22	+0.05 -0.17	-0.08 -0.05	-0.19	-0.09	-0.03

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503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS70	KS71	KS72	KS73	KS74	KS75
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-12/03			
RAIL	82RW112S 82RW112S			77RW127S 77RW127S		
TRAFFIC DENSITY MGT			→ 1.2(7.6) ← 6.4			
2470				SHELBY KS73		
TRACK LAYOUT	070.00 070.00 070.46-SWTB-45° 071.35-57MSC-1050' (98)					
LINE SEGMENT	534338L 534338R 534340M 534341U		534339T			
3953	1.65 1.65 PRIVATE CAMERON DITCH KANKAKEE RIVER TOWNSHIP RD CROWN PT ST SR 55 CSXT RD 76 M-NS					
CURVATURE						
ALIGNMENT		0.3L 1.00	0.5L 1.00		0.9R 1.00	1.0R 1.00
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)		30	20	30		
GRADE	-0.03 0.00	-0.16 -0.09	-0.03	-0.07	-0.01	

10/06/2004

503123

151

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS75

KS76

KS77

KS78

KS79

KS80

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-12/03

T&S-06/93

RAIL

77RW127S

76RW127S

79RW131S

77RW127S

76RW127S

79RW131S

TRAFFIC
DENSITY MGT

→ 1.2(7.6)
← 6.4

→ 3.0(10.9)
← 7.9
CP SCHNEIDER

→ 3.0(10.9)
← 7.9

2470



TRACK
LAYOUT

LINE SEGMENT

3953
3956

WHITCOMB RD
534342B

COL FAX RD
534343H

CLINE RD
534344P

PRIVATE
KS-78.50-LK-32.59
NS RB 90
ACKERMAN ST
534346D
KS-78.81-LK-32.85
US 41
US 41

PRIVATE
534346S

078.81
078.81

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

45

GRADE

-0.01

-0.02

-0.01

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10/06/2004

503123

152

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS80	KS81	KS82	KS83	KS84	KS85
	5280'	5280'	5280'	5280'	5280'	5309'
MAINTENANCE			T&S-06/93			
RAIL			79RW131S	79RW131S		
TRAFFIC DENSITY MGT		→ 3.0(10.9) ← 7.9			→ 3.0(10.9) ← 7.9	
2470 2480						
S E N W TRACK LAYOUT						
LINE SEGMENT						
3956						
CURVATURE						
ALIGNMENT				0.8L	0.4L	0.3R
ELEVATION				1.00	1.00	1.00
FREIGHT SPEED TANGENT (CURVE)			45			
GRADE	-0.01	-0.03		-0.06	0.00	

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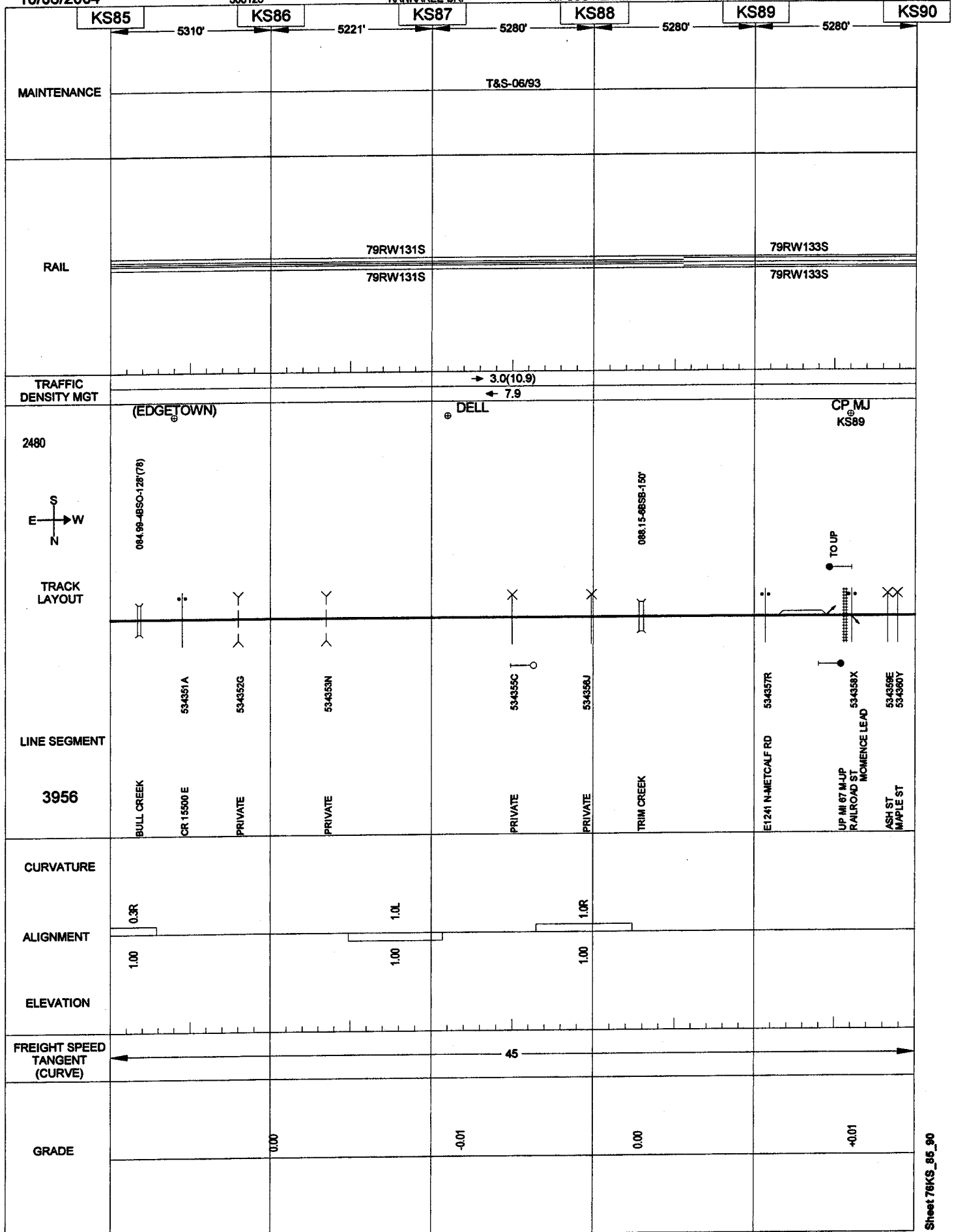
503123

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



10/06/2004

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS90	KS91	KS92	KS93	KS94	KS95
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-08/93					
RAIL	79RW133S		78RW155S		78RW155S	
	79RW133S		78RW155S	78RW131S	78RW155S	
TRAFFIC DENSITY MG	7.9		2.9(10.0)			
	(MOMENCE)		7.1			
2480						
TRACK LAYOUT						
	534361F 534362M 534364B	534368P 534367W	534368D 534369K	534372T 534373A	534374G	534375N
LINE SEGMENT	LOCUST ST	RANGE ST-SR 17	MARKET ST	CR 10000 E	CR 3000 N	PRIVATE
3956						
CURVATURE						
ALIGNMENT	1.1L	1.1R		0.1L	0.8L	0.2L
ELEVATION	1.00	1.00		1.00	1.00	1.00
FREIGHT SPEED TANGENT (CURVE)			45			
GRADE	-0.01	-0.03	0.00	-0.01	0.00	-0.02
						0.00

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155
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS95

KS96

KS97

KS98

KS99

KS100

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/93

RAIL

78RW155S

81RW14S
81RW14S

78RW155S

80RW127S

78RW155S

78RW155S

80RW127S

TRAFFIC
DENSITY MGT→ 2.9(10.0)
← 7.1

2480

(EX)LINE

TEST
MILETEST
MILE

K2

S
E → W
NTRACK
LAYOUT

095.78-78SB-91'

098.16-1 CBB-10'

098.15
098.15

LINE SEGMENT

3956

534378V
PRIVATE534377C
CH 44

EXLINE CREEK

534378J
N 200E534376R
PRIVATE534380K
PRIVATE534381S
E 400N534382Y
PRIVATE534383F
PRIVATE534384M
PRIVATE534385U
SOLDIERS CREEK
GRINNELL RD1-57
1-57
JR SHORT
JR SHORT

CURVATURE

ALIGNMENT

ELEVATION

1.5L
1.001.1R
1.00FREIGHT SPEED
TANGENT
(CURVE)

45

25

GRADE

-0.03

-0.03

-0.04

-0.01

0.00

-0.02

0.00

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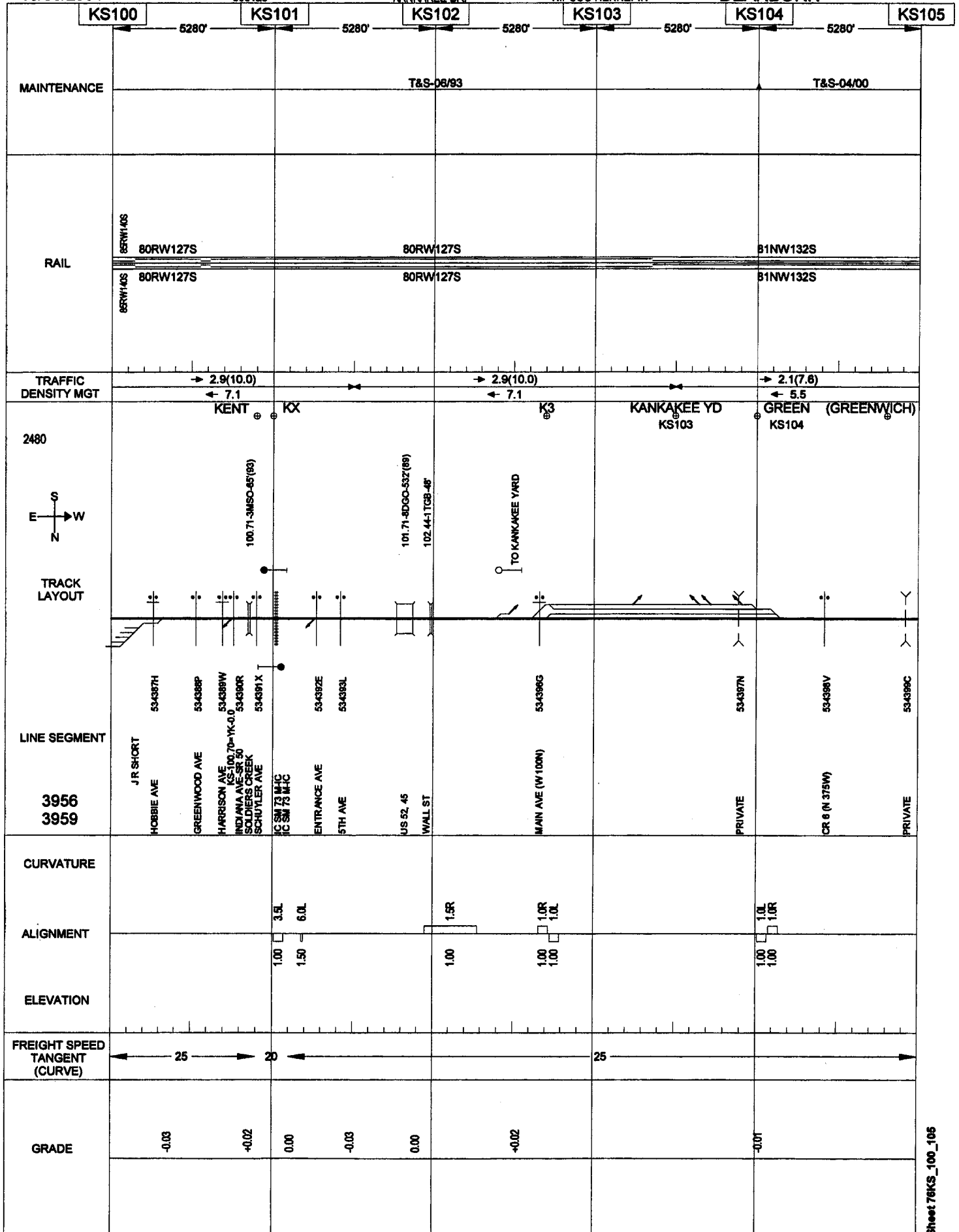
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503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



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157

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS105

KS106

KS107

KS108

KS109

KS110

5240'

5321'

5279'

5280'

5280'

MAINTENANCE

T&S-04/00

RAIL

81NW132S

87NW136S

81NW132S

81NW133S

81NW132S

81NW132S

81NW133S

TRAFFIC
DENSITY MGT→ 2.1(7.6)
← 5.5→ 2.0(7.3)
← 5.3(LEHIGH)
KS109

2480

S
E → W
NTRACK
LAYOUT

VULCAN

LINE SEGMENT

3959

534400U

534401B

534402H

534403P

534404W

534405D

534406K

534407S

534408Y

PRIVATE

W 400N

PRIVATE

SR 17

PRIVATE

IRWIN RD

PRIVATE

SR 316 (W 700S)

800 S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

-0.06

-0.07

0.00

-0.01

0.00

-0.03

-0.04

GRADE

10/06/2004

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS110	KS111	KS112	KS113	KS114	KS115
	5280'	5480'	5080'	5280'	5280'	
MAINTENANCE			T&S-04/00			
RAIL			81NW133S		81NW132S	
			81NW133S		81NW132S	
TRAFFIC DENSITY MGT			→ 2.0(7.3) ← 5.3			
2480		(GOODRICH) KS111		KIRT		
						
TRACK LAYOUT	110.28-3WTB-38'		112.00-3WTB-39'	112.93-3BSO-100'(79) FARM SERVICE	114.50-3BSB-120'	
LINE SEGMENT	534410A	534411G	534412N	534413V	534414C	
3959	9000 S RAYMOND RUN	10000 S HERCHER	11000 S BERTRAND BROOK	11200 S HORSE CREEK	11300 S CR W 1300 S HORSE CREEK	
CURVATURE						
ALIGNMENT		0.4R		0.1L		
ELEVATION		1.00		1.00		
FREIGHT SPEED TANGENT (CURVE)	45	40		45		
GRADE	-0.04 0.00		-0.04 -0.02	0.00	-0.01 0.00	

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS115

5280'

KS116

5280'

KS117

5280'

KS118

5280'

KS119

5280'

KS120

MAINTENANCE

T&S-04/00

T&S-06/87

RAIL

81NW132S

81NW132S

TRAFFIC
DENSITY MGT

→ 2.0(7.3)

← 5.3

2480

(UNION HILL)
KS116TRACK
LAYOUT

118.59-3W7B-39'

118.59-4BSO-126'(60)

LINE SEGMENT

3959

534415J

534416R

534417X

534418E

534419L

534420F

CR W1400 S

CENTER ST

CR W1500 S

GRANARY CREEK

CR W1600 S

17000 S

CRANE CREEK

18000 S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

40

45

40

45

GRADE

0.00

-0.01

-0.01

10/06/2004

160

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS120	KS121	KS122	KS123	KS124	KS125
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-06/87			T&S-04/00		
RAIL			81NW132S 81NW132S			
TRAFFIC DENSITY MGT			→ 2.0(7.3) ← 5.3			
2480		(REDDICK) KS121		RED		(BLAIR)
TRACK LAYOUT	120.18-3WTB-38'	121.09-3BSE-91'	122.19-3BSC-48' (03)		123.80-5BSC-1.53' (79)	
LINE SEGMENT	534422U	534423B	534424H	534425P	534426W	
3959	MACON RIVER 19000 S	REDDICK RUN SHELLY AVE SR 17	SHELLY DITCH 3500 E	3425 E	BROUGHTON CREEK 3300 E	
CURVATURE						
ALIGNMENT		0.4R				
ELEVATION		1.00				
FREIGHT SPEED TANGENT (CURVE)			45		40	45
GRADE	-0.01	0.00		-0.01	0.00	-0.01
						0.00

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS125

KS126

KS127

KS128

KS129

KS130

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-04/00

RAIL

81NW132S

81NW140S

81NW132S

81NW140S

TRAFFIC
DENSITY MGT→ 2.0(7.3)
← 5.3

2480

TRACK
LAYOUT

125.18-38SO-108'(03)

126.32-38SO-82'(79)

127.98-2WTB-28'

128.78-1BSO-38'(03)

TO UP

LINE SEGMENT

3959

MAZON RIVER
3200 E3125 E
LYDIGSN DRAIN

3000 E

LESKNICH DITCH
PRIVATE

PRIVATE

BRIERLY DITCH

CURVATURE

ALIGNMENT

ELEVATION

0.2L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

0.00

+0.01

0.00

+0.01

0.00

+0.02

-0.01

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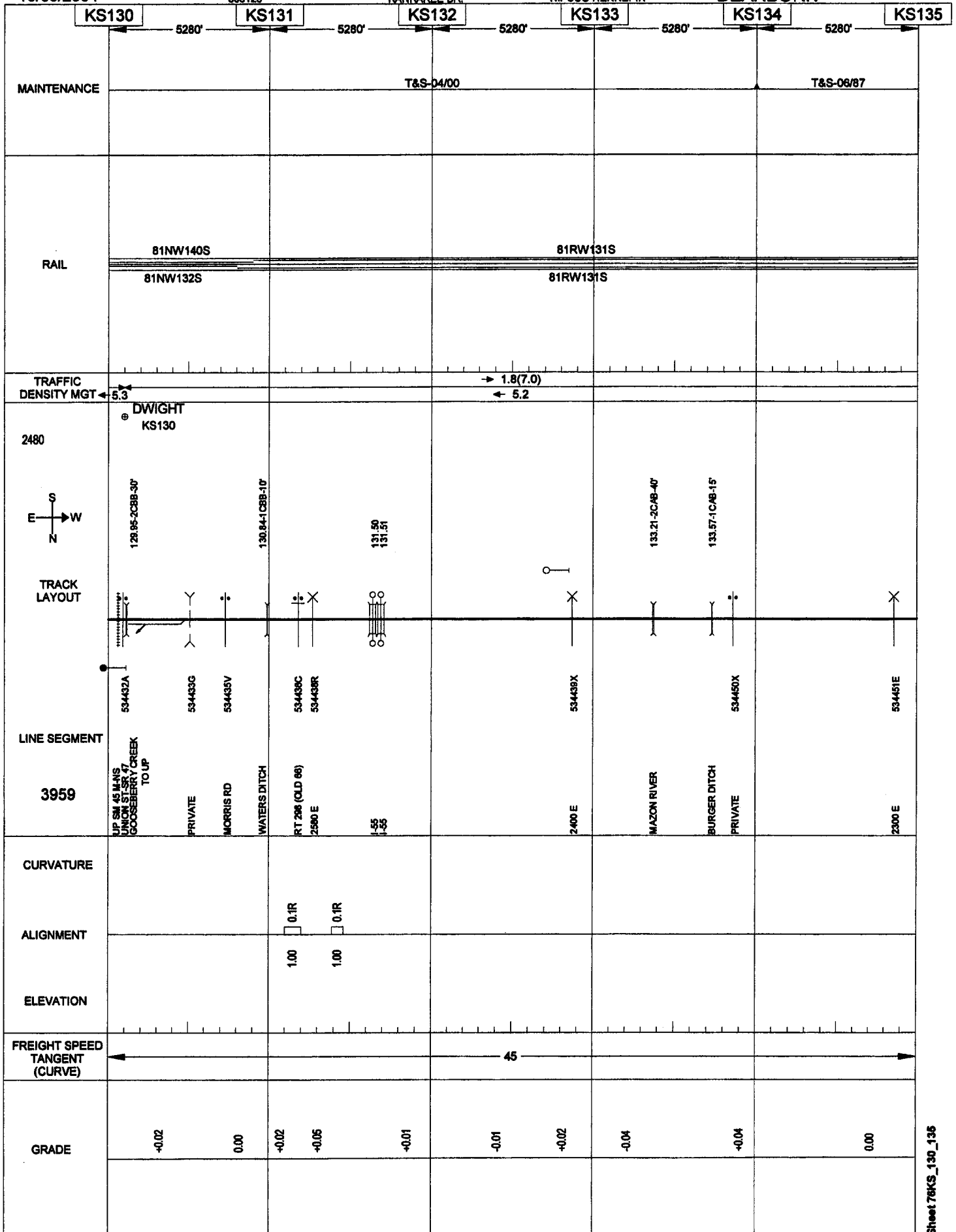
162

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



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503123

163

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS135

KS136

KS137

KS138

KS139

KS140

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/87

T&S-05/00

RAIL

81RW131S

81RW131S

TRAFFIC
DENSITY MGT

→ 1.8(7.0)

← 5.2

2480

(SUNBURY) ⊕
KS136

WALL ⊕

(ADAMS) ⊕

S
E → W
NTRACK
LAYOUT

136.17-4WTB-50'

137.64-5WTB-65'

138.69-1CAB-10'

138.98-3MSC-64'(89)

LINE SEGMENT

534452L

534453T

534454A

534455G

534456N

3959

CO HWY 8

WOLF DITCH

2000 E

DENNIS DITCH
1800 E1800 E
SHAY DITCH

APPLEGATE DITCH

1700 E

CURVATURE

ALIGNMENT

0.1L

1.00

0.2R

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

0.00

+0.01

-0.02

+0.03

+0.04

0.00

-0.05

+0.07

+0.01

+0.03

0.00

+0.05

10/06/2004

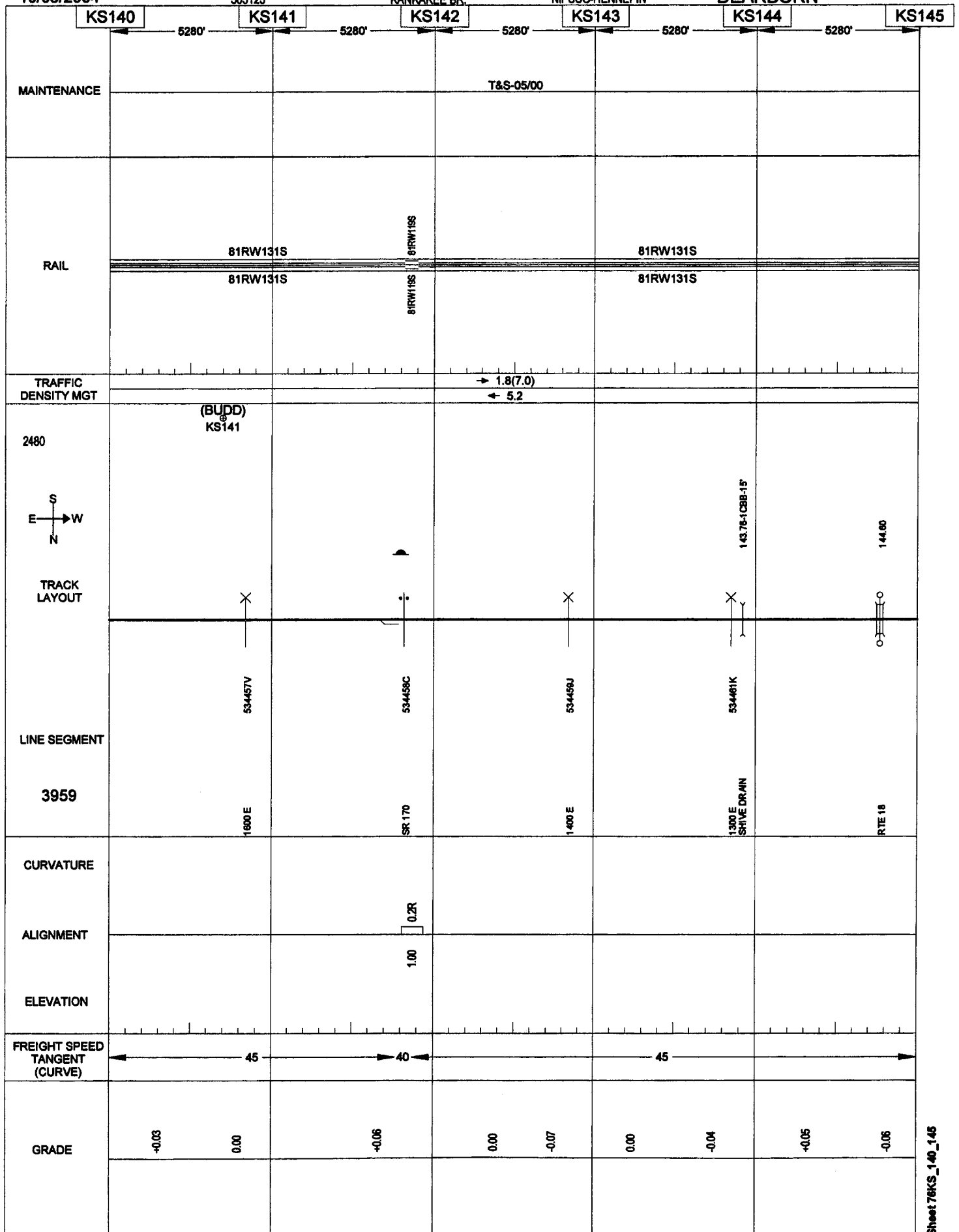
503123

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



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503123

165
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS150

KS145

KS146

KS147

KS148

KS149

5280'

5280'

5315'

5245'

5280'

MAINTENANCE

T&S-05/00

RAIL

81RW131S

81RW131S

TRAFFIC
DENSITY MGT→ 1.8(7.0)
← 5.2

2480

(MISSAL)
KS147

MISS

S
E → W
NTRACK
LAYOUT

146.13-3850-90(79)

147.87-1858-43'

148.04-1C48-13'

LINE SEGMENT

3959

534464F

534465M

534466J

534467B

1100 E

JERNEGAN DITCH

CR 17

COLGAN DRAIN

800 E

BAKER DITCH
750 E

CURVATURE

ALIGNMENT

ELEVATION

0.3L

0.1L

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

45

15

GRADE

-0.06

+0.03

-0.07

-0.03

0.00

-0.01

10/08/2004

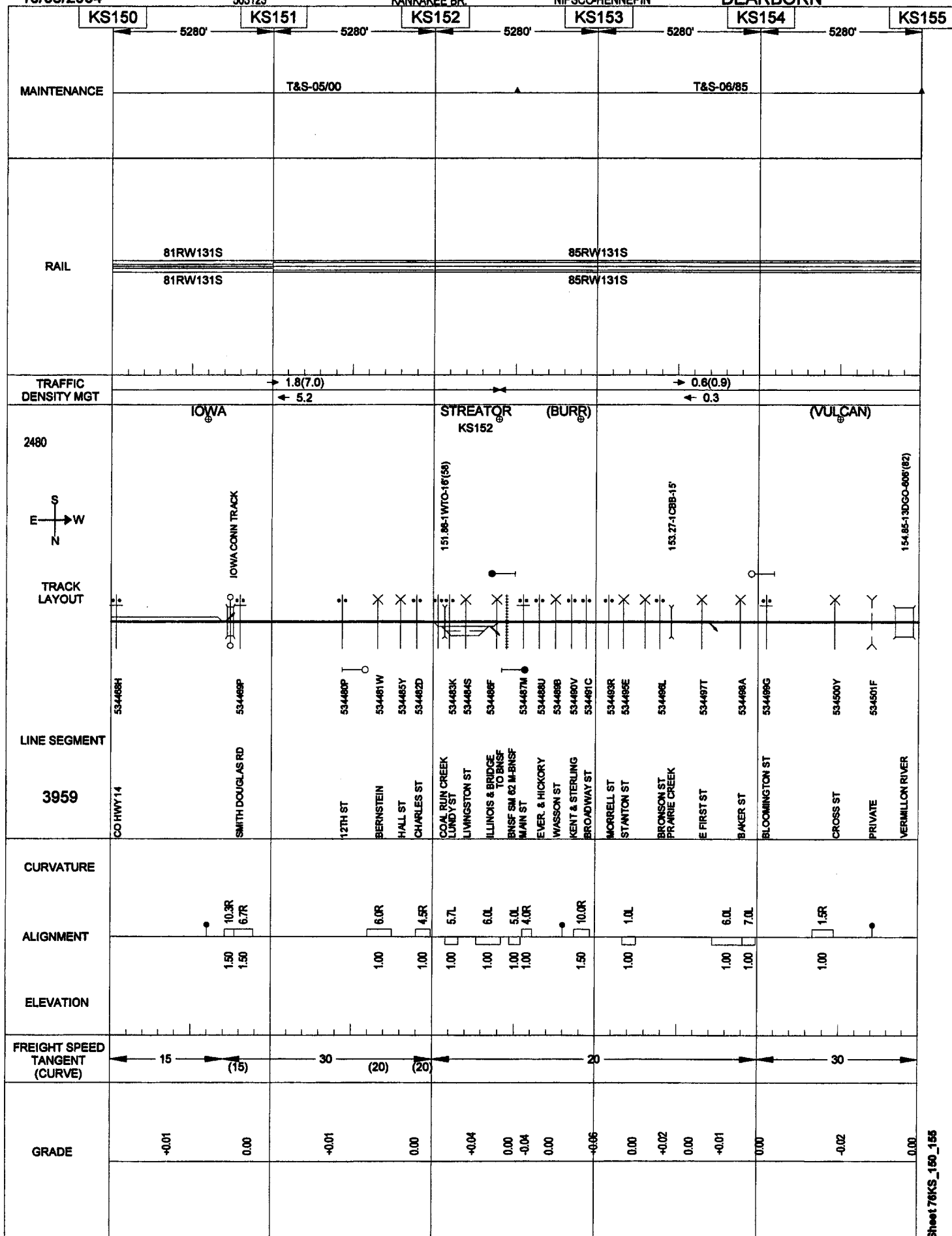
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166

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



10/06/2004

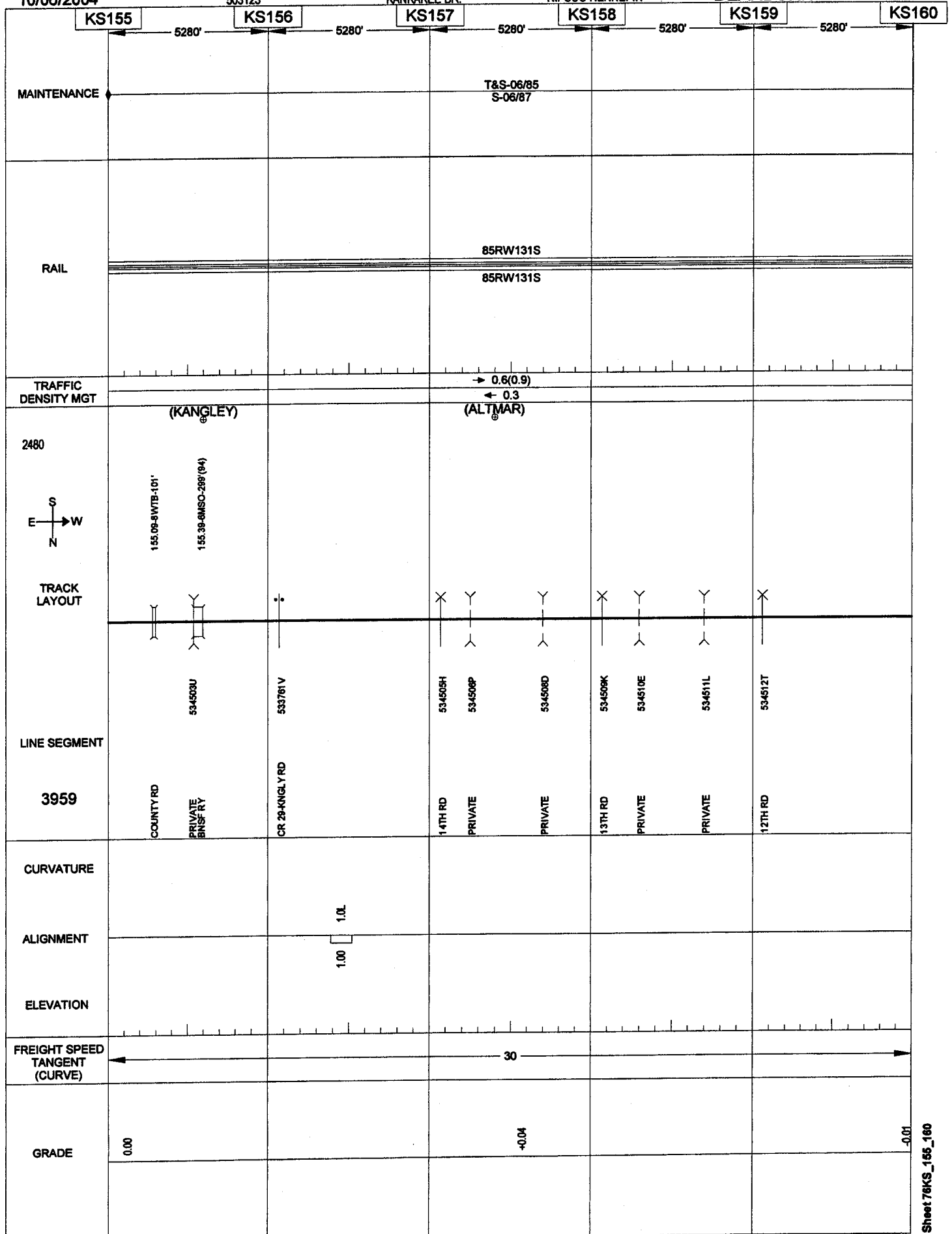
503123

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



10/06/2004

168

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS160	KS161	KS162	KS163	KS164	KS165
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/85 S-06/87			
RAIL			85RW131S 85RW131S			
TRAFFIC DENSITY MGT			→ 0.6(0.9) ← 0.3			
2480			RICH ⊙ (MILLA)			
S E N W						
TRACK LAYOUT	X	Y	Y	X	Y	X
LINE SEGMENT	534515N	534516V	534517C	534518J	534519R	
3959	11TH RD	EGGBAG CREEK	EGGBAG CREEK MILLA RD	EGGBAG CREEK	8TH RD WATERWAY	7TH RD
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE	-0.01	-0.03	0.00	-0.03	0.00	-0.05 -0.04

10/06/2004

503123

169

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS165

KS166

KS167

KS168

KS169

KS170

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/85
S-06/87

RAIL

85RW131S

85RW131S

TRAFFIC
DENSITY MGT

→ 0.6(0.9)

← 0.3

(LOSTANT)

(PRISCILLA)

2480



TRACK
LAYOUT



534520K

534522Y

534525U

534528B

LINE SEGMENT

3959

9TH RD

MAIN ST
PED XING

WATERWAY
US 51

US 51

E 3RD RD

CURVATURE

ALIGNMENT

ELEVATION

3.0L
1.00

2.6R
1.00

3.0R
1.00

3.0L
1.00

1.0R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

-0.04

0.00

+0.02

-0.02

10/06/2004

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS170	KS171	KS172	KS173	KS174	KS175
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/85 S-06/87			
RAIL	85RW131S 85RW131S	85RW133S 85RW133S	85RW140S 85RW140S			
TRAFFIC DENSITY MGT			→ 0.6(0.9) ← 0.3			
2480	(PRISCILLA)				MACK (MCNABB)	
	169.90-1CBB-15'		171.89-2CBB-24'	173.36-7WTB-91'		
TRACK LAYOUT						
LINE SEGMENT	534527H 534528P	532525M 532526J	532527B	532528H 532529P	532530J	532531R
3959	WATERWAY PRIVATE PRIVATE	E 15TH RD 1600 E	1500 E	WATERWAY 350 N 1475 E	JOHNSON CREEK SR 88	MAIN ST (CR 11)
CURVATURE						
ALIGNMENT	1.0R 1.00				1.7R 1.00	
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE	-0.02 -0.02		0.00		-0.04	

10/06/2004

503123

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS175	KS176	KS177	KS178	KS179	KS180
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE				T&S-06/85 S-06/87		
RAIL		85RW140S	85RW140S	85RW127S	85RW127S	
TRAFFIC DENSITY MGT				→ 0.6(0.9) ← 0.3		
2480						
						
TRACK LAYOUT		X	X	X	X	X
LINE SEGMENT		532532X	532533E	532534L	532535T	532536A
3959	PRIVATE	600 N	700 N	800 N	WATERWAY	WATERWAY
CURVATURE						
ALIGNMENT					1.5L	2.0L
ELEVATION					1.00	1.00
FREIGHT SPEED TANGENT (CURVE)				30		
GRADE			-0.04			

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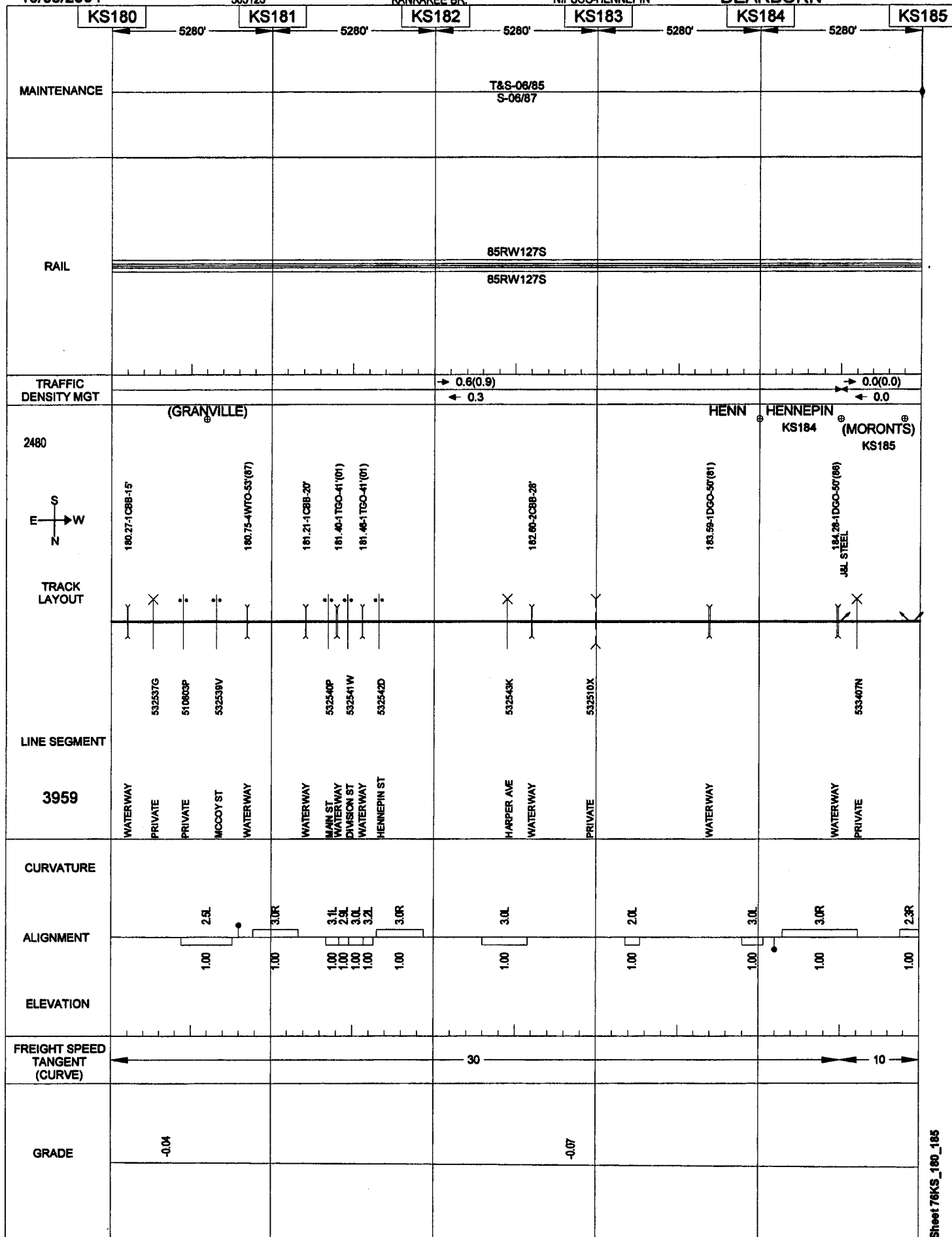
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503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



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503123

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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS185	5280'	KS186				
MAINTENANCE	T&S-06/78						
RAIL	88RW127S 29NJ105S 88RW127S 29NJ105S						
TRAFFIC DENSITY MGT	→ 0.0(0.0) ← 0.0						
2480							
S E — W N							
TRACK LAYOUT	X X 532546F						
LINE SEGMENT	PRIVATE PRIVATE						
3959							
CURVATURE							
ALIGNMENT	2.3R 1.00						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	-0.07						

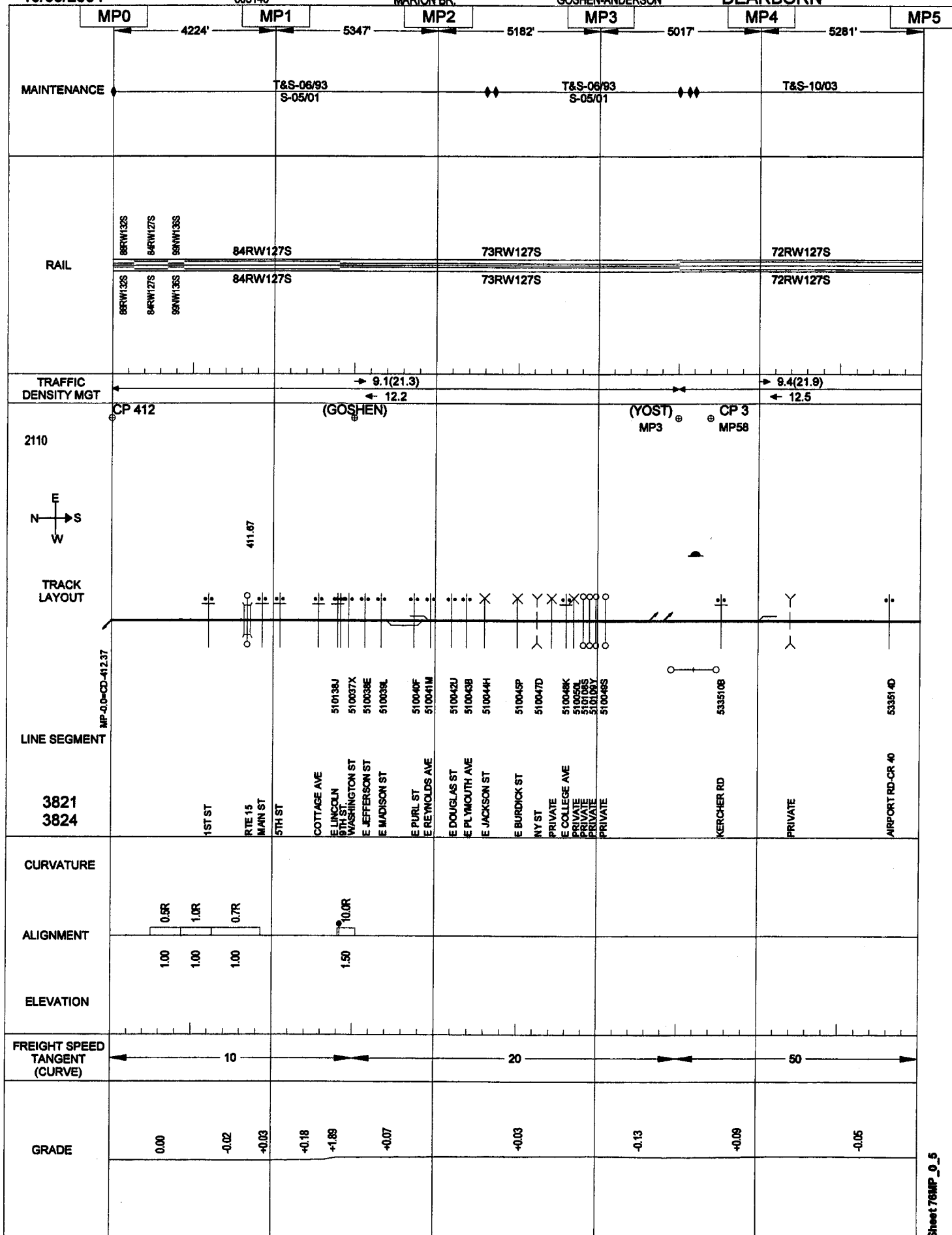
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603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



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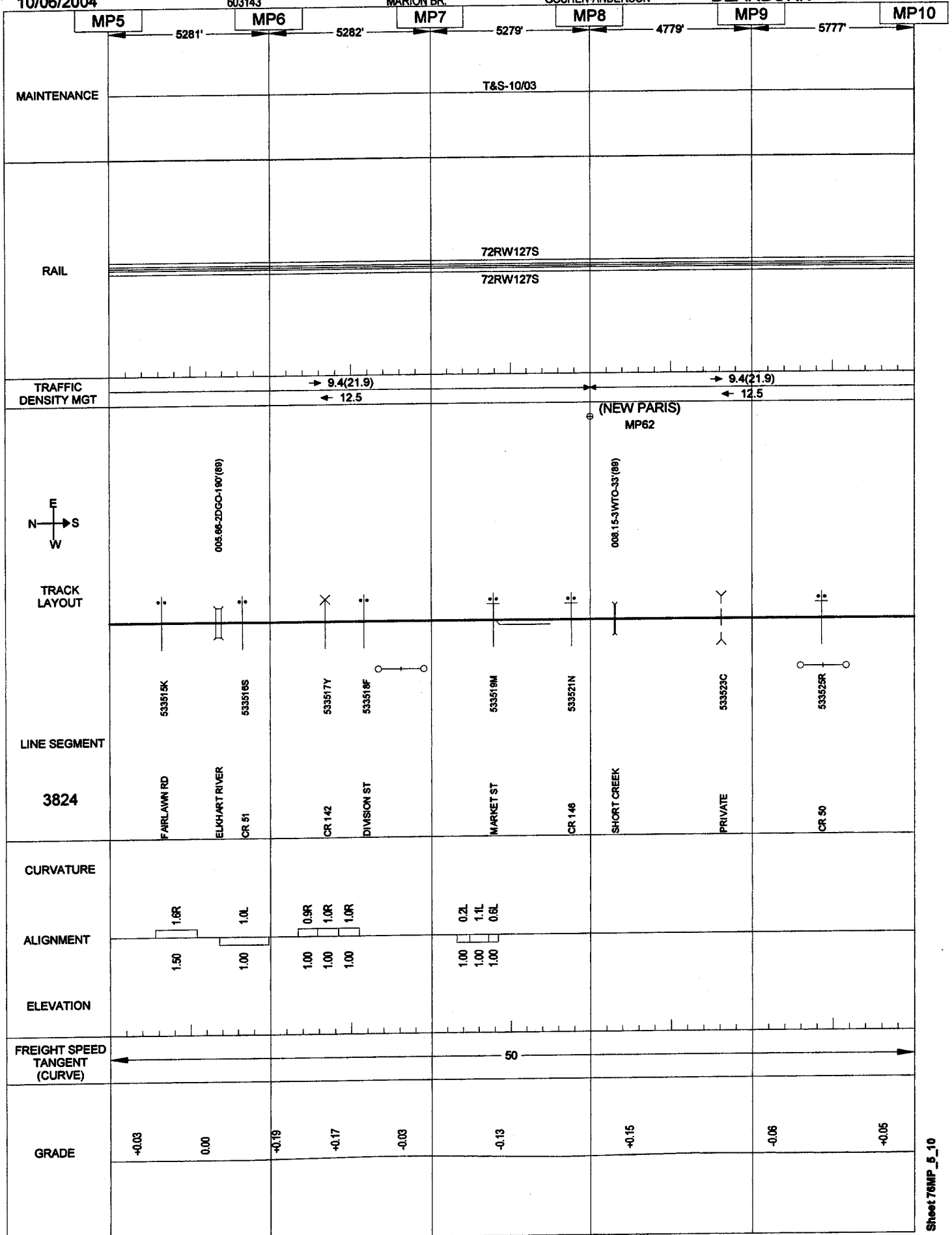
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



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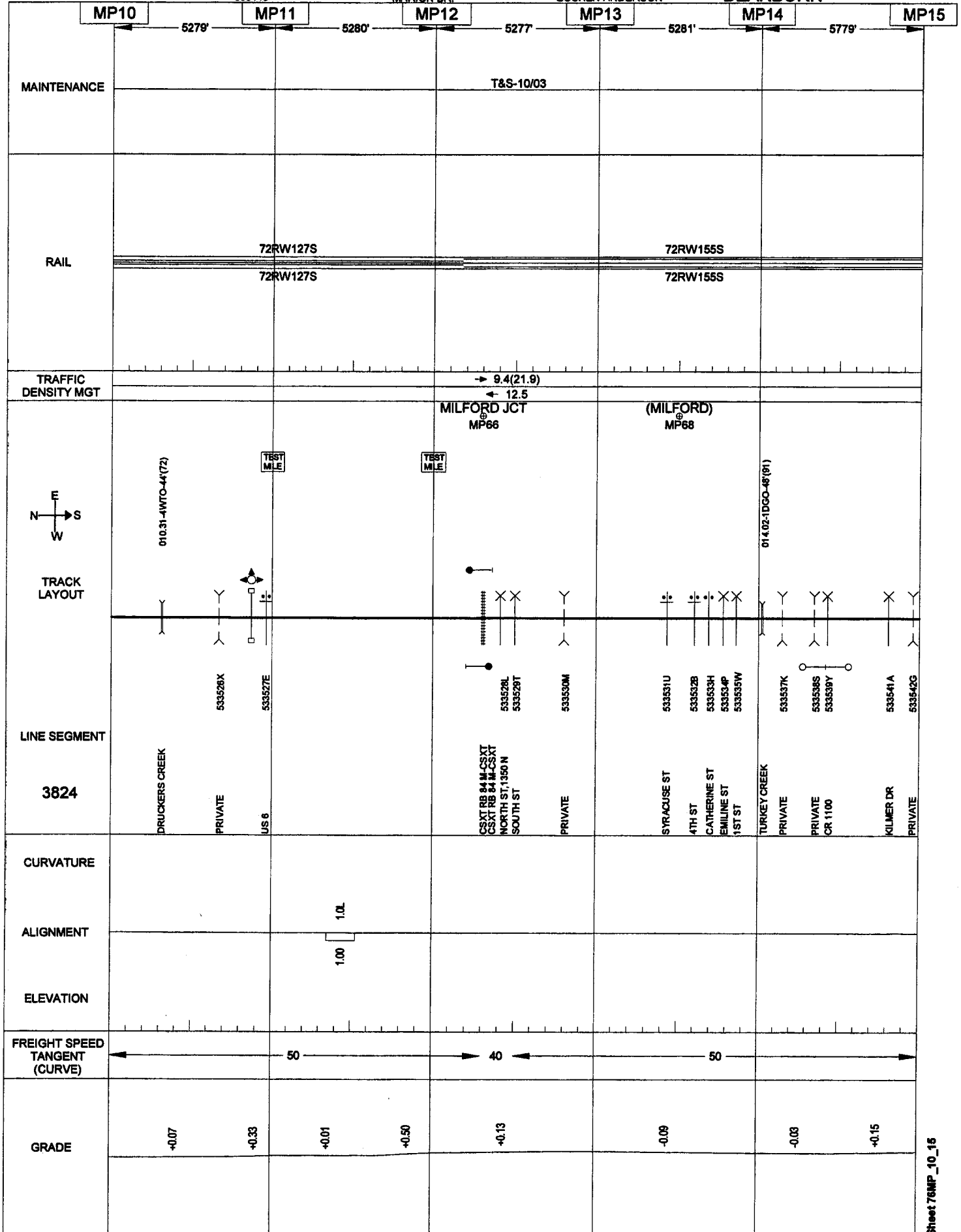
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603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



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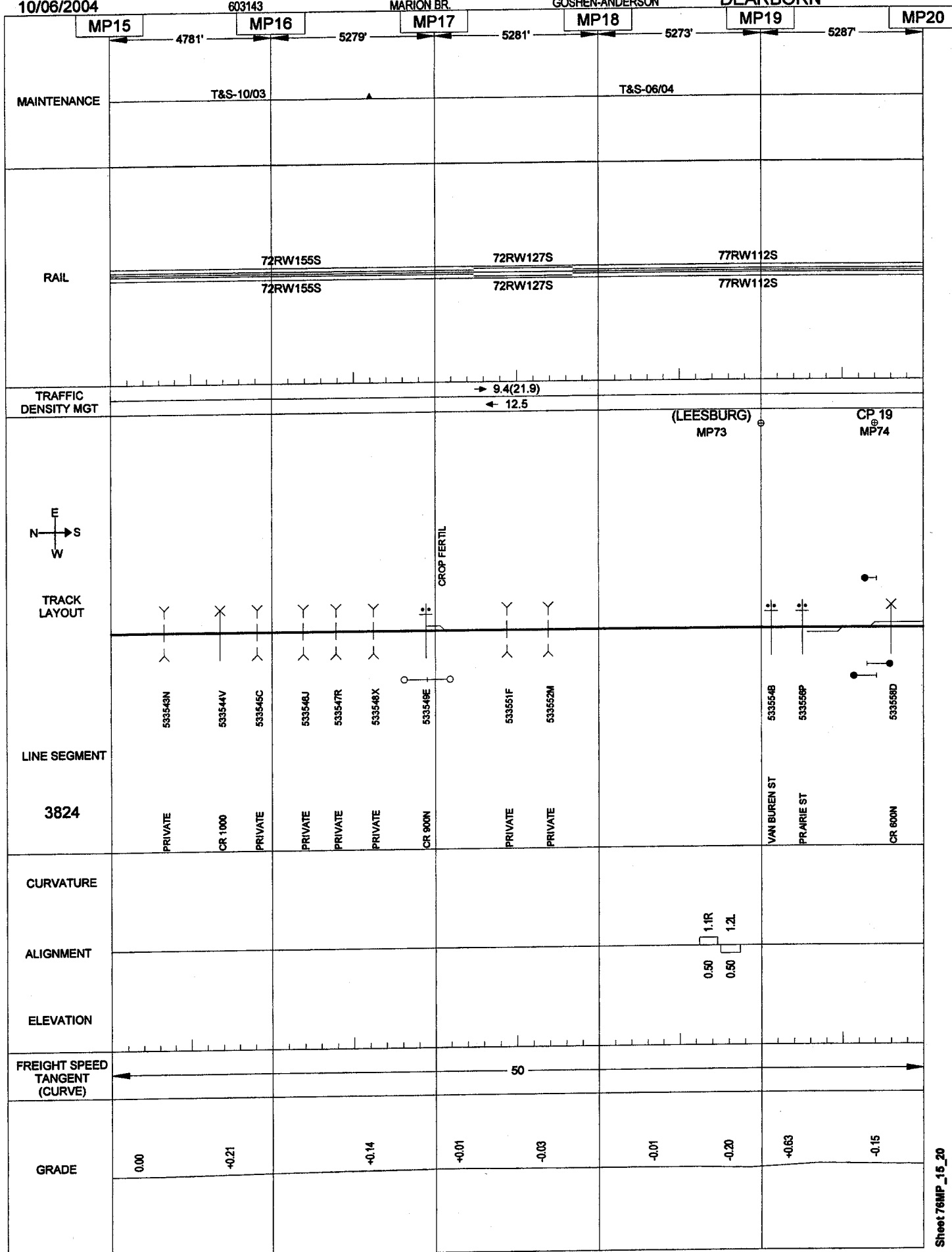
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



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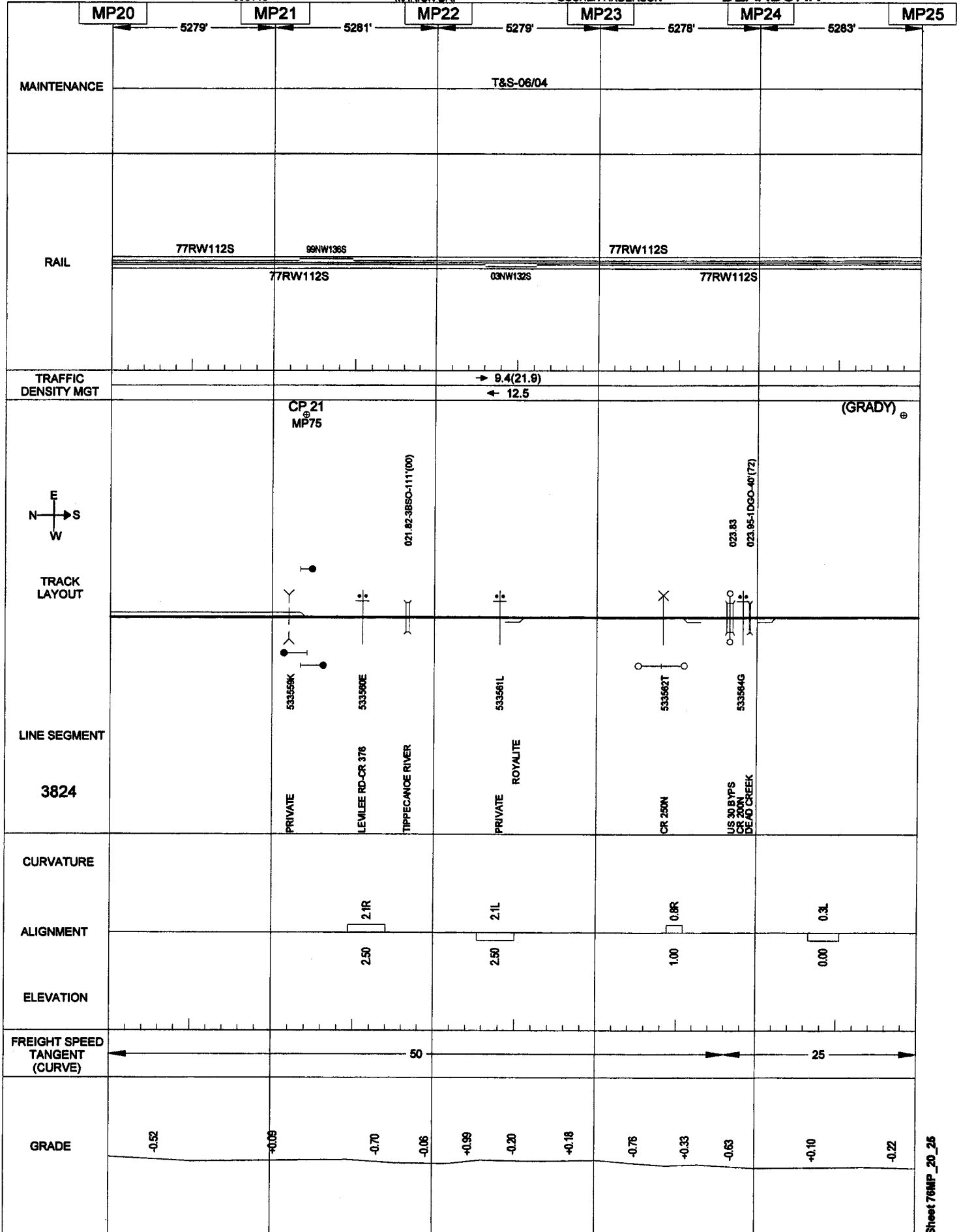
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603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



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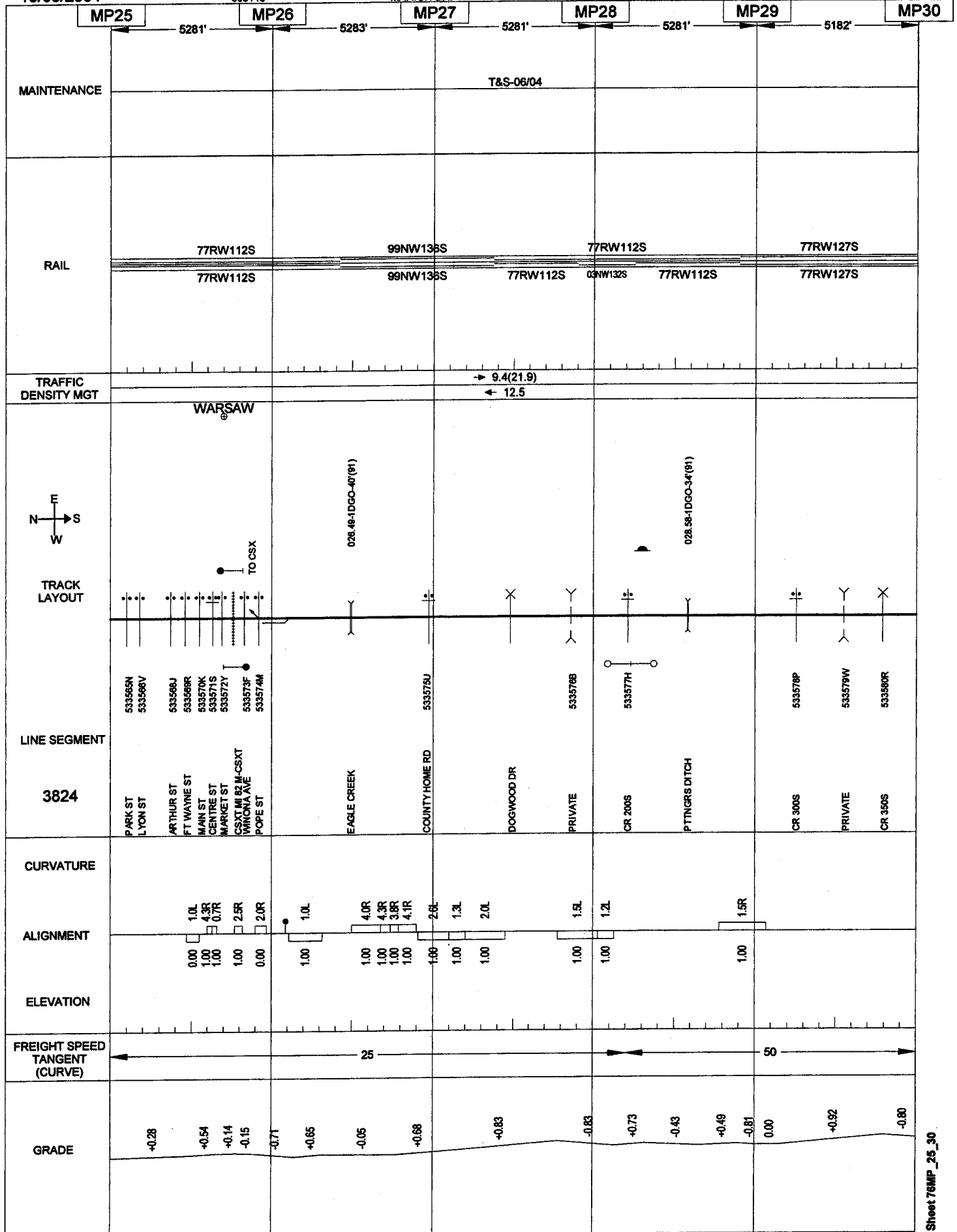
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



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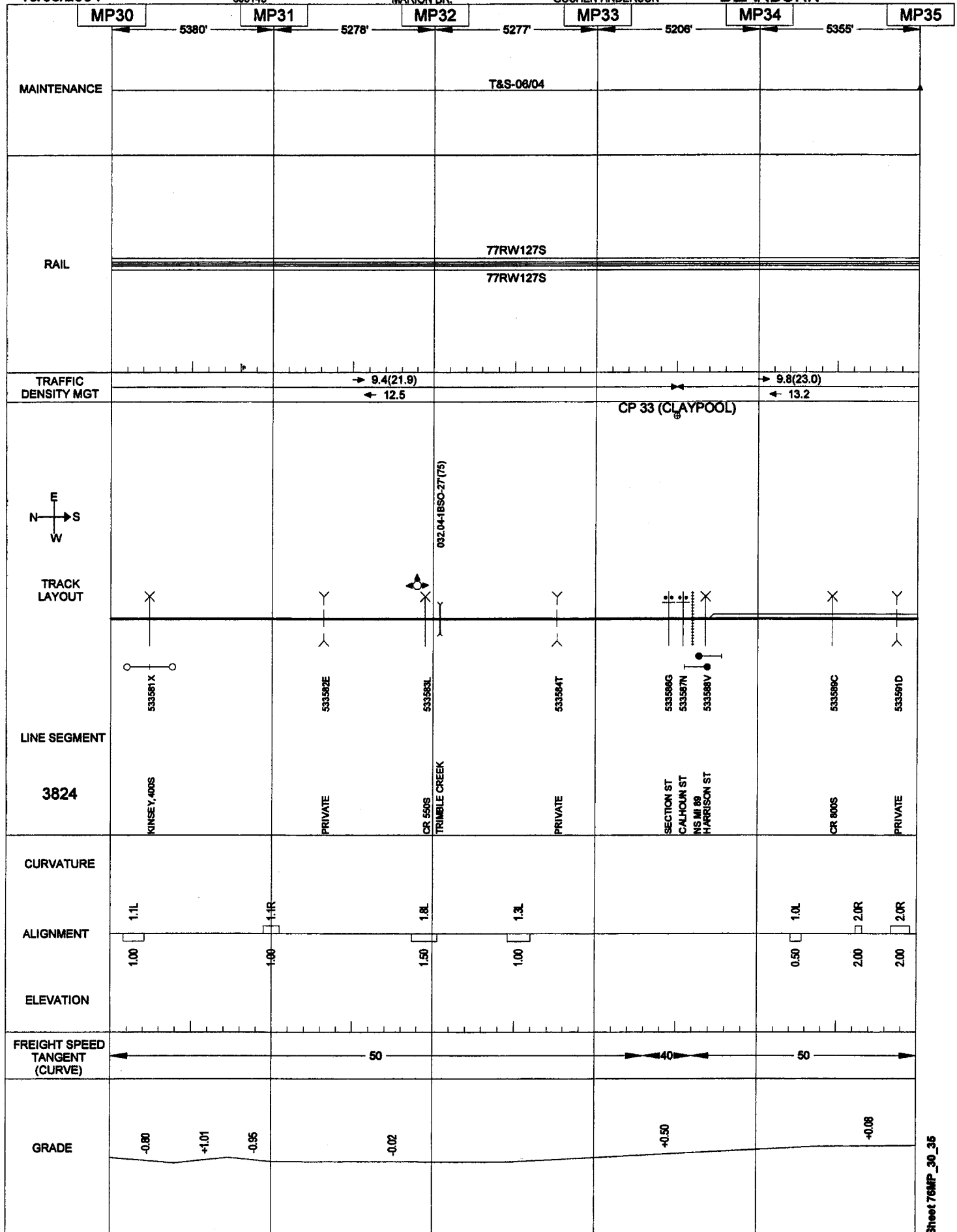
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



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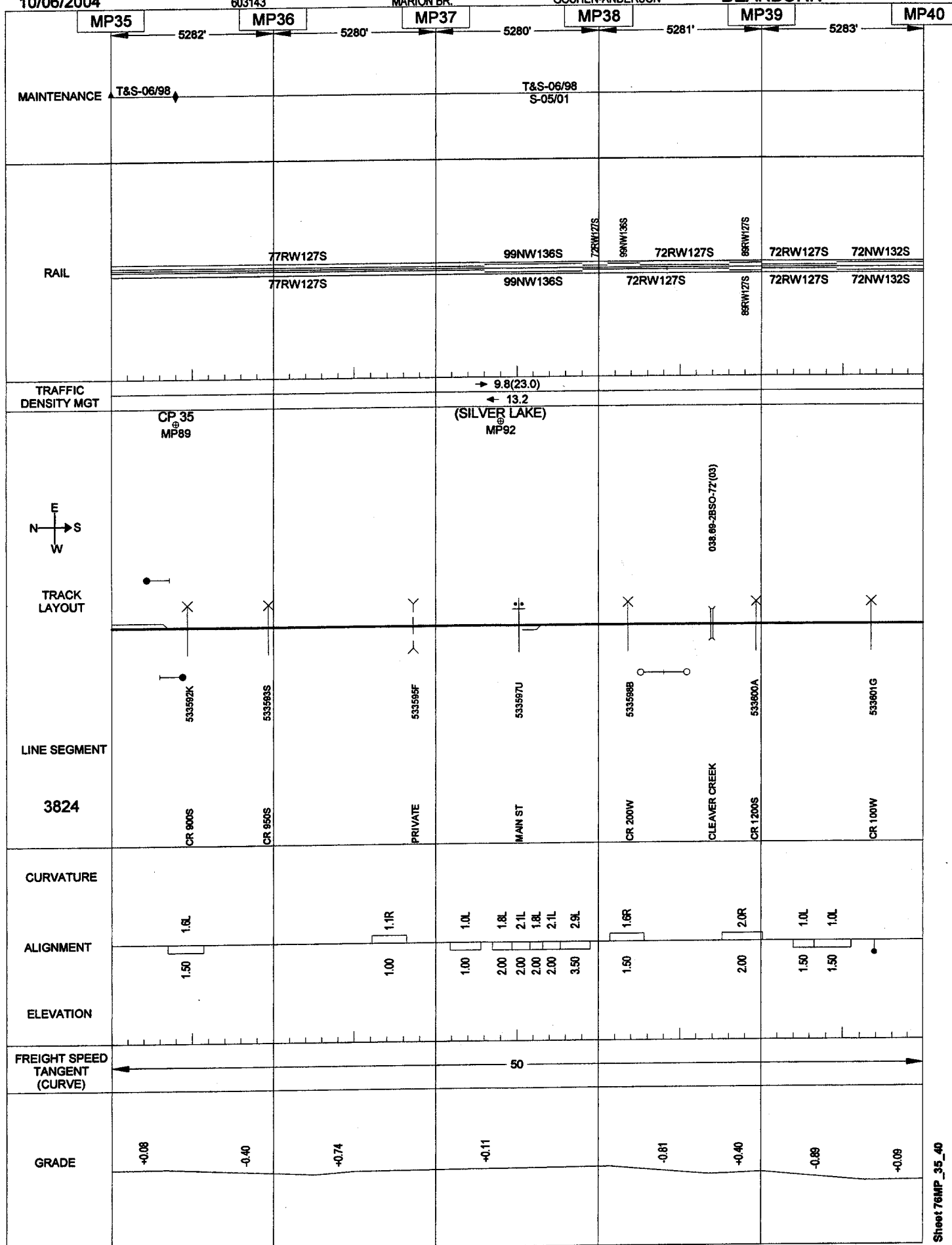
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



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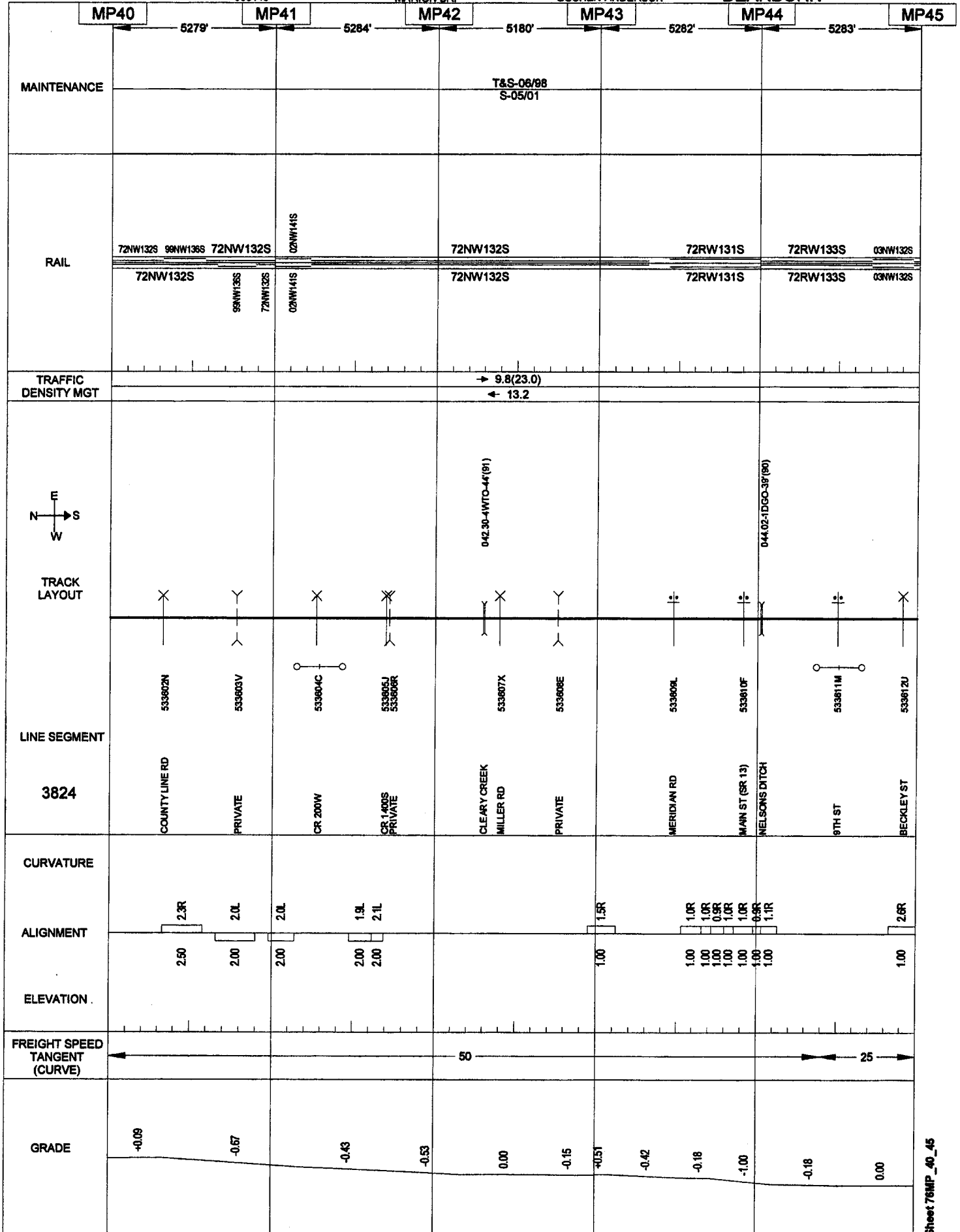
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603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



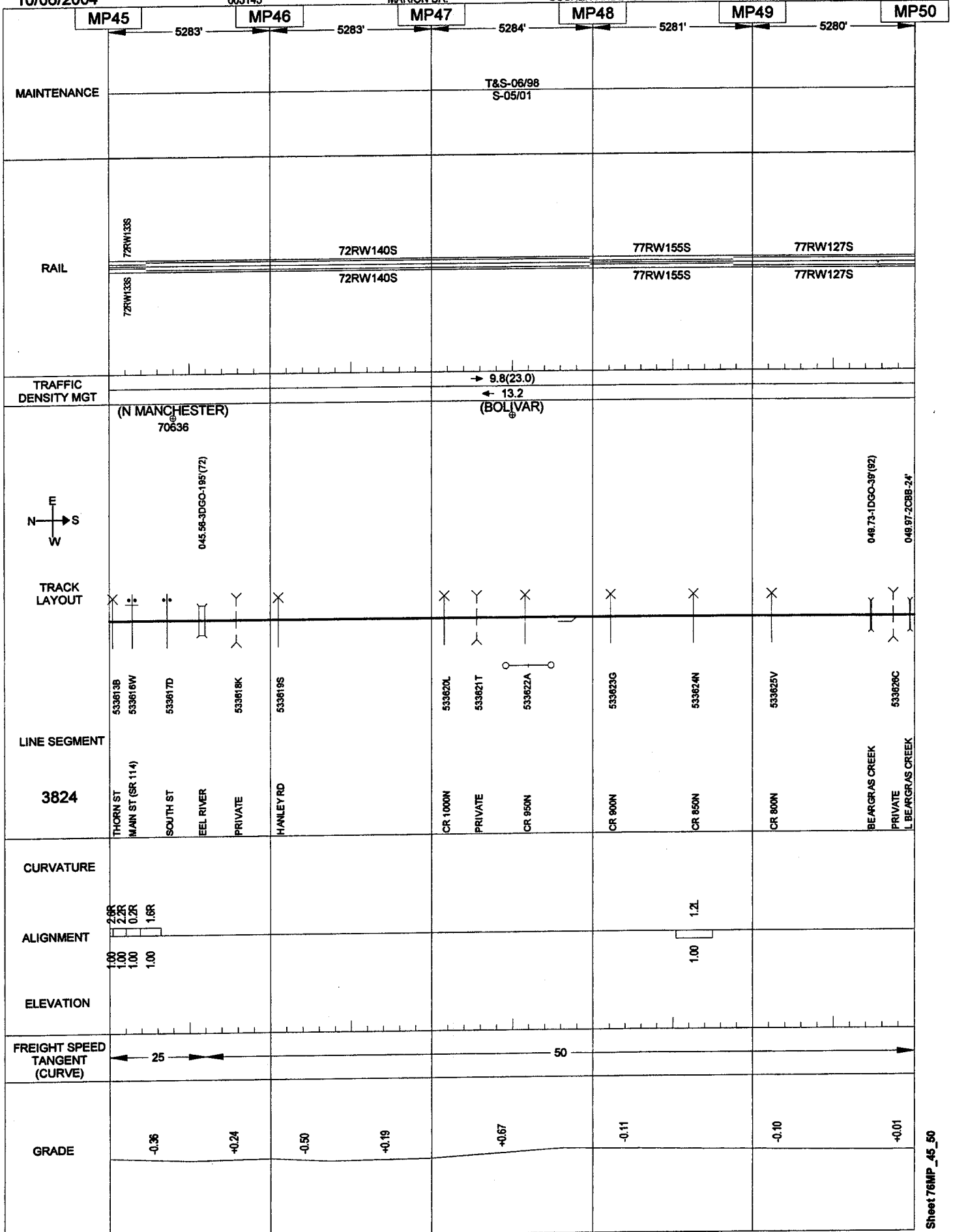
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603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



10/06/2004

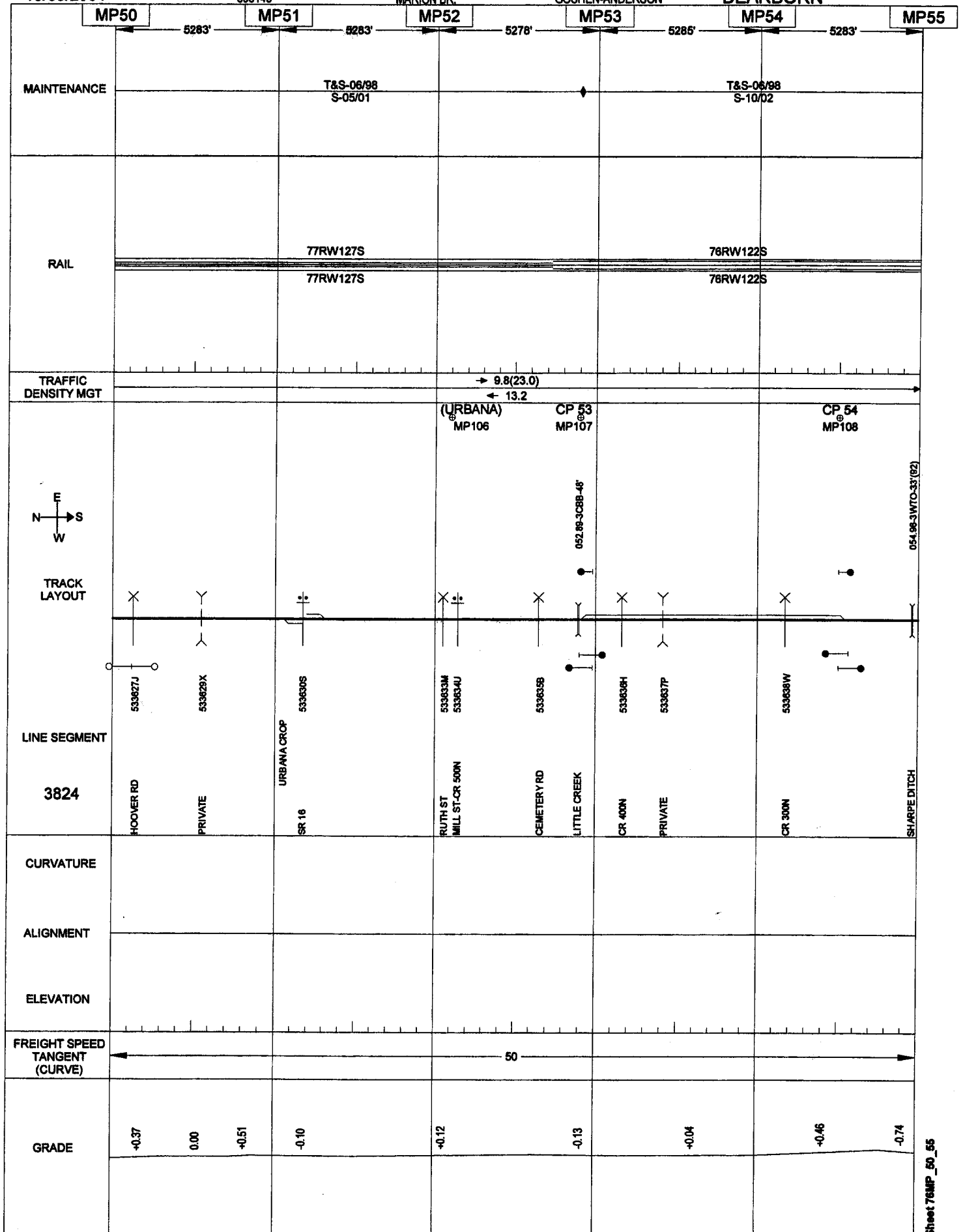
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



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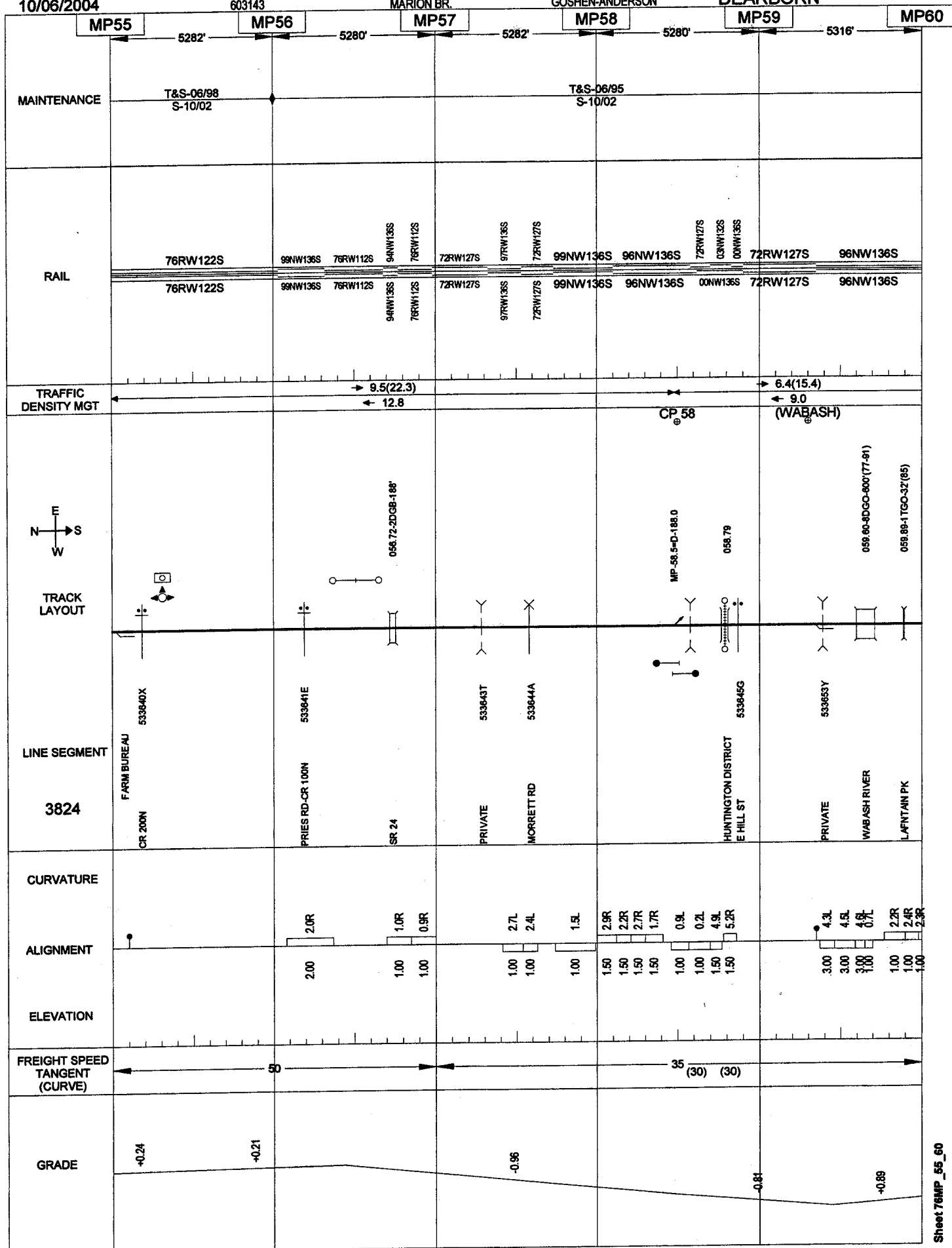
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



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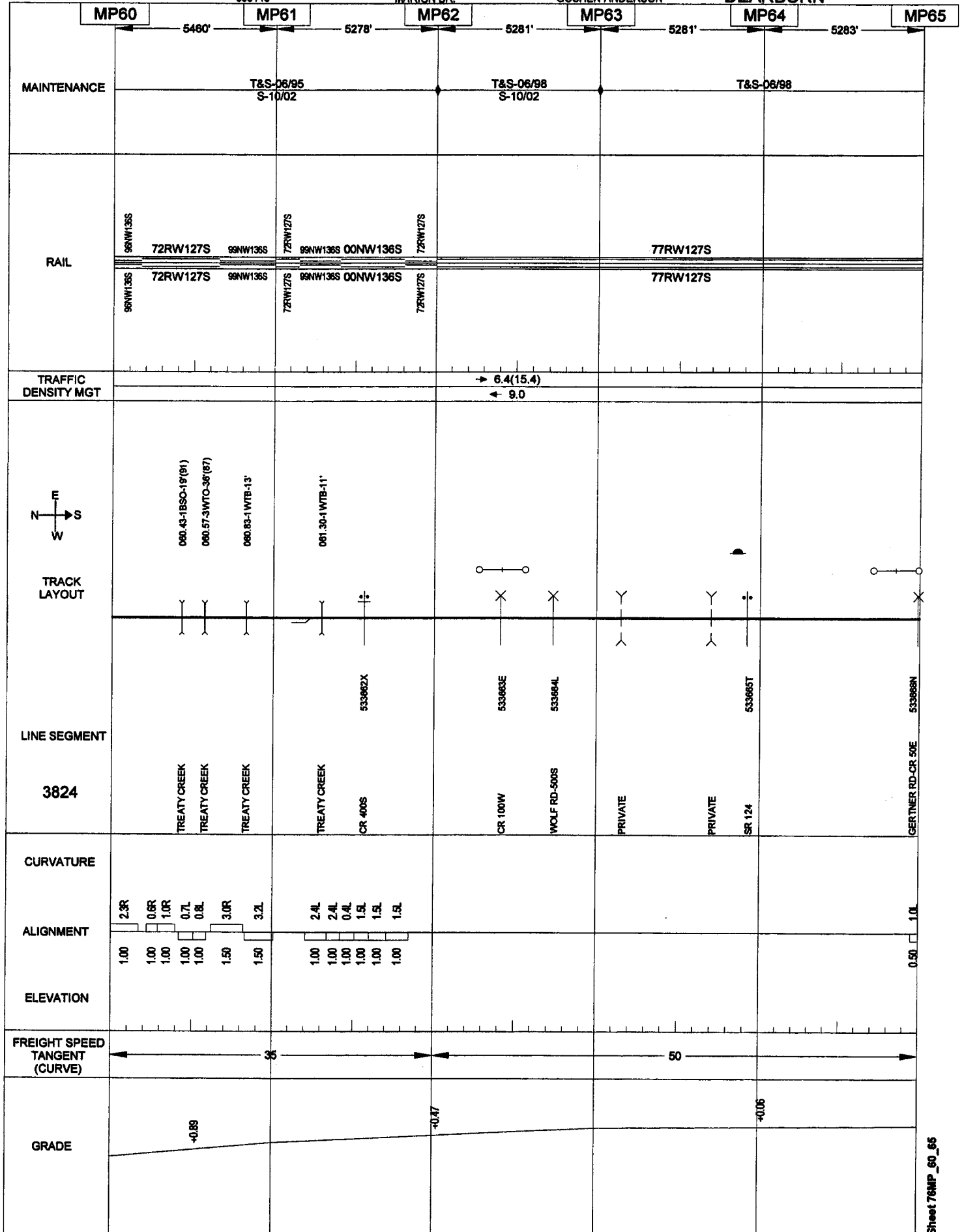
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603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



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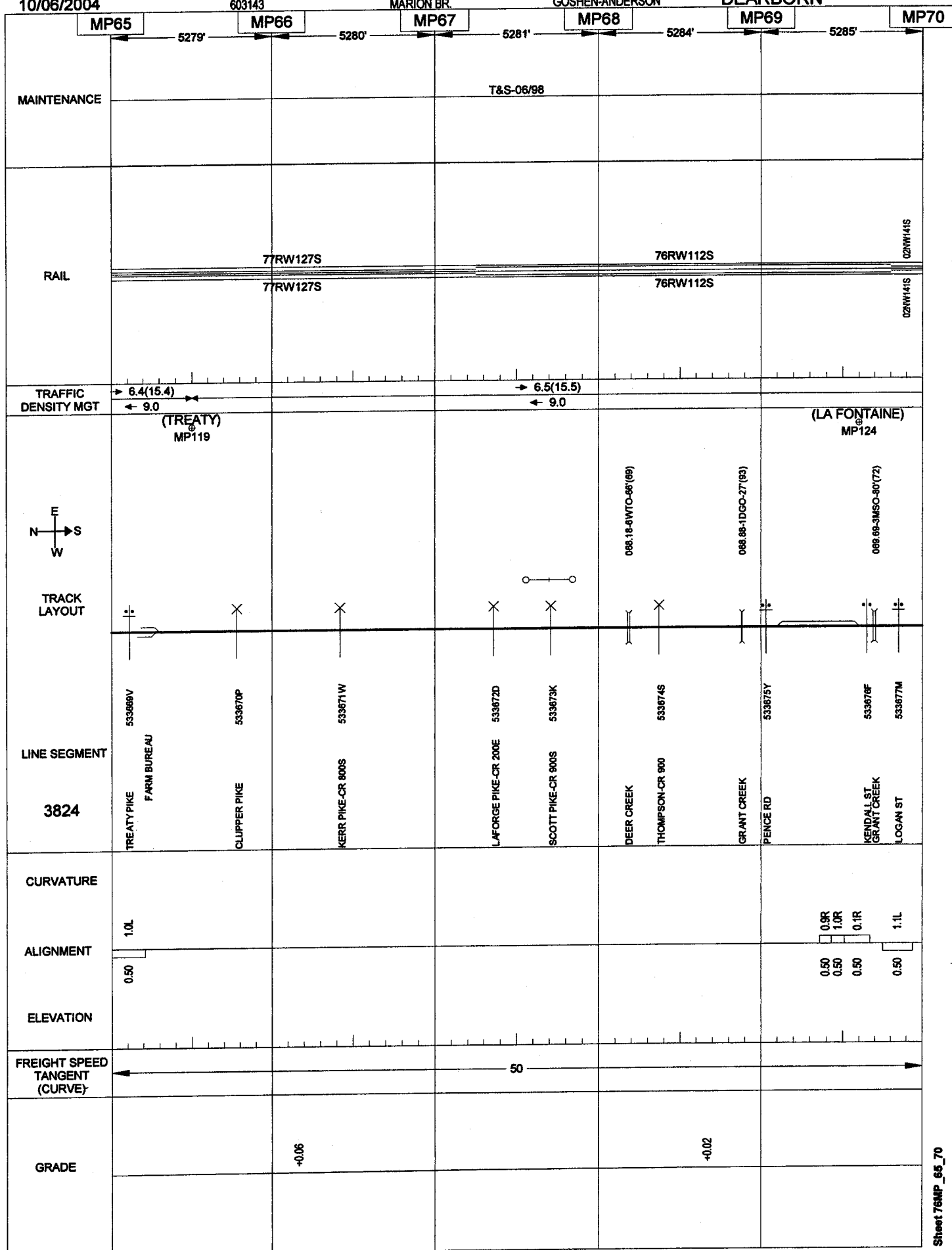
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



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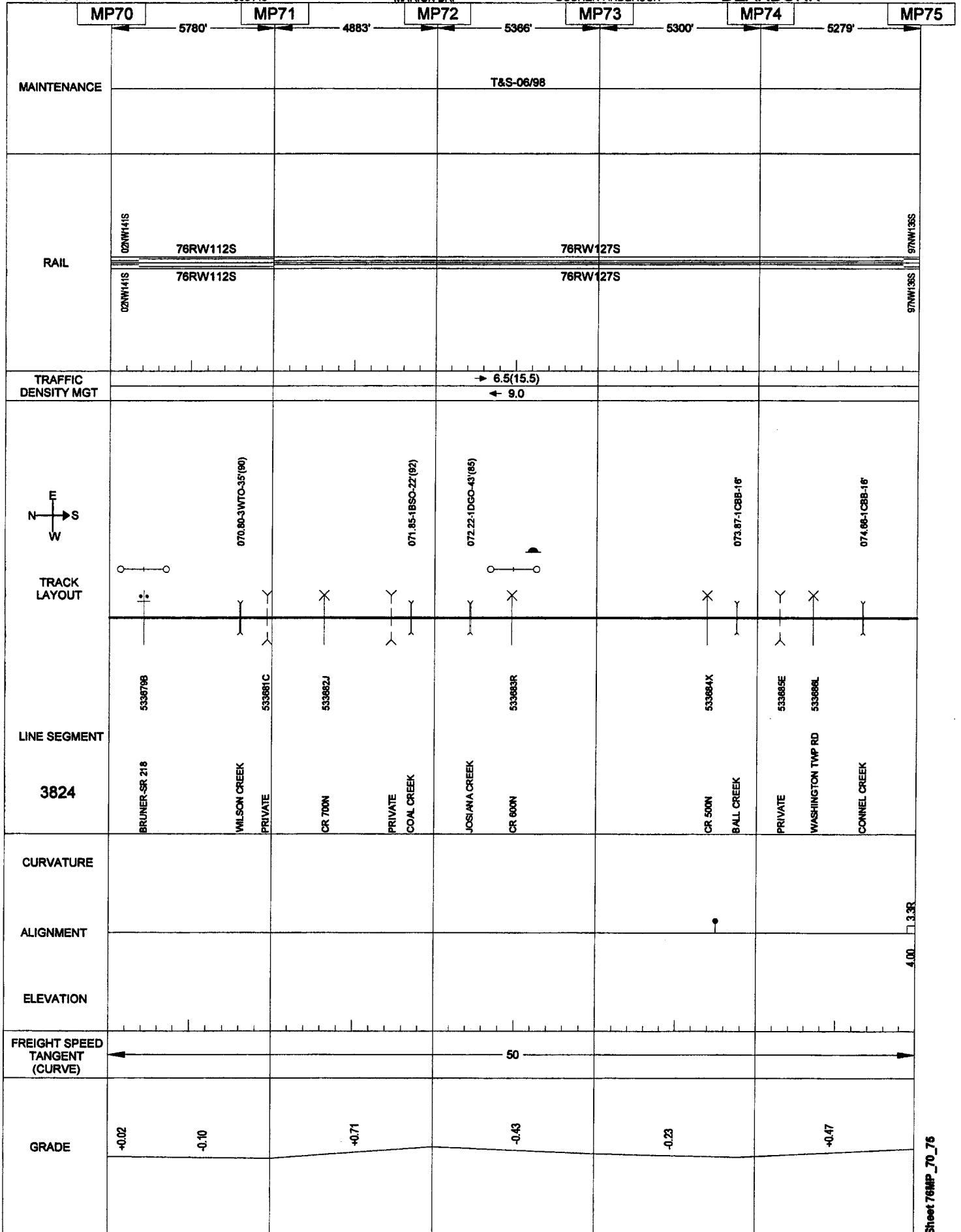
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MARION BR.

GOSHEN-ANDERSON

DEARBORN



10/06/2004

603143

189

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP75

MP76

MP77

MP78

MP79

MP80

5288'

5379'

5174'

5385'

5287'

MAINTENANCE

T&S-06/98

T&S-07/04

RAIL

97NW136S
97NW136S

76RW127S

03NW132S

99NW136S
99NW136S

76RW127S

76RW127S

TRAFFIC
DENSITY MGT→ 6.5(15.5)
← 9.0→ 5.7(13.2)
← 7.5N
E
S
WTRACK
LAYOUT

075.02-3BSO-76(77)

076.55-1CAB-30'

077.08-1CBB-10'

077.85-3CBB-48'

078.47-5DGO-310'(87)
078.55-1TGO-38'(87)

MP-78.24=RK-156.80

078.80-1CBB-12'

LINE SEGMENT

3824
3827

PVT ROAD

533688A

533689G

533690B

533691H

533693W

533694D

533695K

533697Y

533698F

533699M

533700E

533701L

533702T

533703A

533704S

533705N

533706J

533708R

533710K

533711S

533712Y

533713F

533714M

533715U

533716B

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

3.3R
4.003.2R
4.002.5L
0.504.2R
1.501.2R
0.000.7R
0.002.0L
0.002.0R
0.002.0R
0.001.5L
0.00

50

30

-0.47

-0.89

+0.03

-0.32

	MP80	MP81	MP82	MP83	MP84	MP85
Maintenances	T&S-07/04					
Rail	76RW127S 76RW127S	02NW141S 02NW141S	76RW127S 76RW127S	82RW112S 82RW112S	97NW136S 97NW136S	82RW112S 82RW112S
Traffic Density Mgt	→ 5.7(13.2) ← 7.5		→ 5.7(13.2) ← 7.5			
Track Layout	 (SOLDIERS HOME)					
Line Segment	CAO RR 30TH ST 31ST ST 33RD ST MERIDIAN ST 38TH ST PRIVATE DEER CREEK SR 15	53371BP 53371BW 53372OR 53373OW 533731D 533731F 53381BS 53381BY 53381BF 53382OG 53382IN 53382V 533823C	081.98-3MSO-158(N/A) 083.43-1CAB-16' 084.22-1DSO-43'(N/A) 084.37-1TGO-39'(N/A)	BORO		
Curvature						
Alignment						
Elevation						
Freight Speed Tangent (Curve)	← 30 → 45 → 30 → 45 →					
Grade	+0.32	-0.09	-0.38	-0.05	-0.45	-0.21

10/06/2004

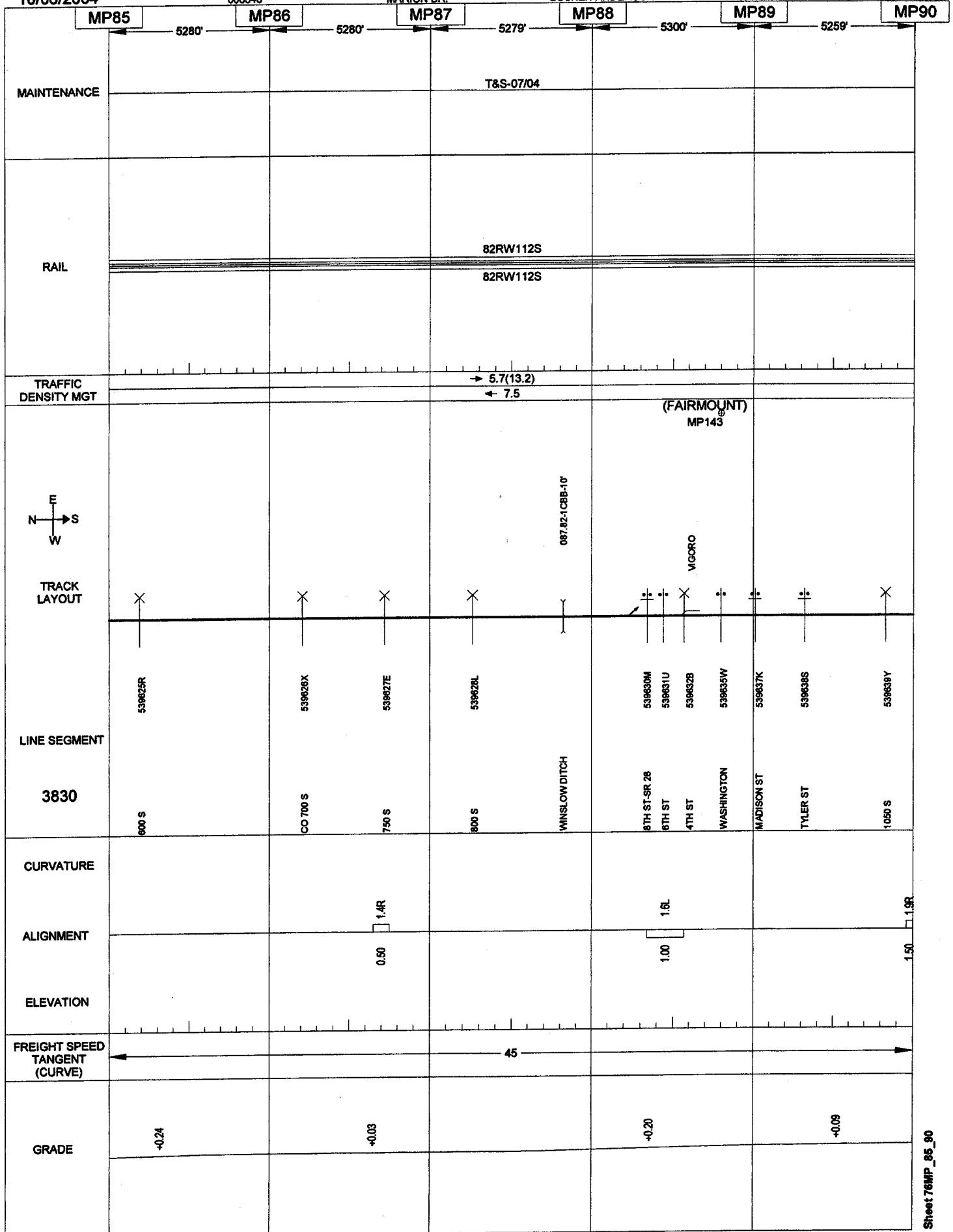
608343

191

MARION BR.

GOSHEN-ANDERSON

DEARBORN



10/06/2004

608343

192

MARION BR.

GOSHEN-ANDERSON

DEARBORN

	MP90	MP91	MP92	MP93	MP94	MP95
	5280'	5277'	5284'	5280'	5280'	
MAINTENANCE	T&S-07/04					
RAIL	03RW132S					
	82RW112S 02RW141S		82RW112S			
TRAFFIC DENSITY MGT			→ 5.7(13.2) ← 7.5		→ 5.7(13.1) ← 7.4	
TRACK LAYOUT					(SUMMITVILLE) MP148	
LINE SEGMENT	539840T	539841A	539842G	539843N	539845C	539846J
	1100 S	(SMITHS XING)	1200 S	1800 N	1750 N	1700 N
3830					MAIN ST	1625 N MILL ST LAKE ST PRIVATE
CURVATURE	1.9R	2.1L				1.0R
ALIGNMENT	1.50	1.50				0.00
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	45					
GRADE	-0.09	-0.18	-0.04		-0.02	

10/08/2004

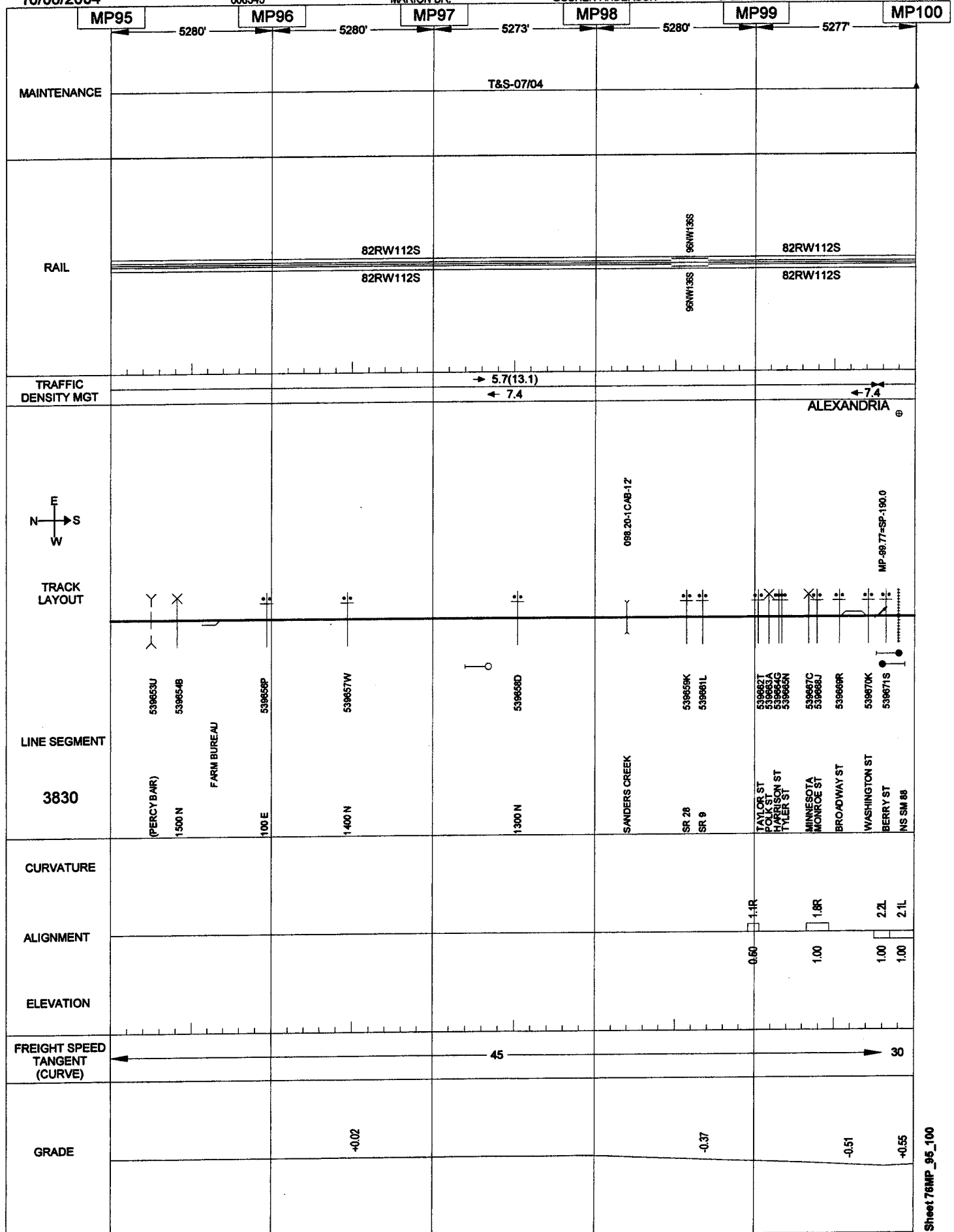
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193

MARION BR.

GOSHEN-ANDERSON

DEARBORN



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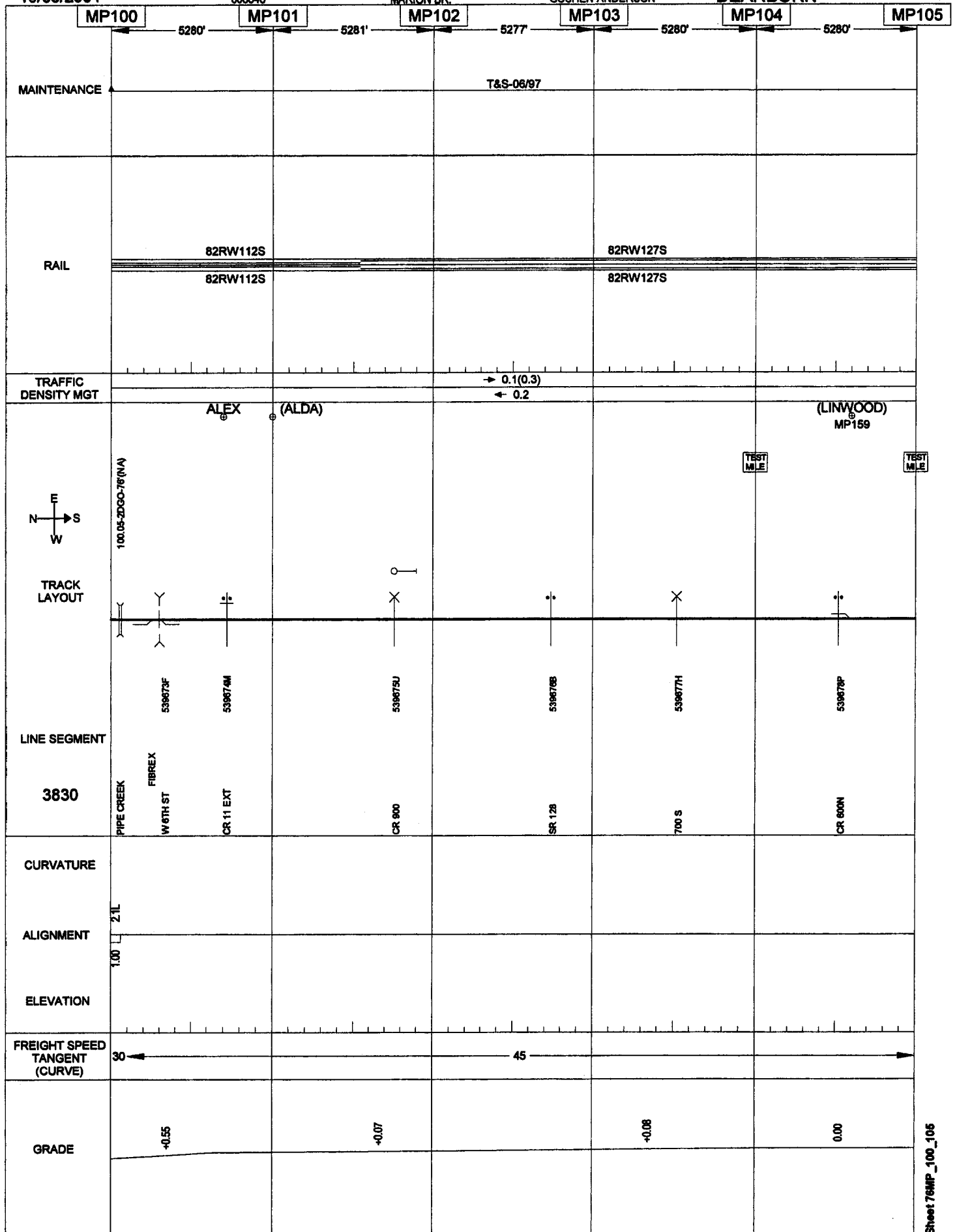
608343

194

MARION BR.

GOSHEN-ANDERSON

DEARBORN



10/06/2004

608343

195

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP105

MP106

MP107

MP108

MP109

MP110

5278'

5279'

5279'

5280'

5280'

MAINTENANCE

T&S-06/97

RAIL

82RW127S

02NW141S

82RW127S

82RW127S

02NW141S

82RW127S

TRAFFIC
DENSITY MGT→ 0.1(0.3)
← 0.2

DOW

TRACK
LAYOUT

109.70-80GO-436'(83)

LINE SEGMENT

3830

539679W

500 N

539680R

CR 70

539681X

(MCCOLLOUGH)

539682E

375 N

539683L

300 N

539684T

CROSS ST
MP-108.65-K-124.80

539684Y

VINEYARD
INDIANA AVE

539685F

WHITE RIVER

CURVATURE

ALIGNMENT

ELEVATION

1.50
2.0L
1.00
1.4R0.00
2.1R0.00
1.5LFREIGHT SPEED
TANGENT
(CURVE)

45

20

GRADE

0.00

-0.18

-0.61

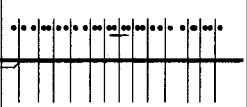
10/06/2004

608343

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MAINTENANCE	MP110 5331' T&S-06/97					
RAIL	82RW127S 82RW127S 85NW136S 85NW136S					
TRAFFIC DENSITY MGT	→ 0.1(0.3) ← 0.2					
TRACK LAYOUT LINE SEGMENT 3830	 539698B 539698H 539700A 539701G 539702N 539703V 539704C 539705J 539707X 539708E 539709E 539710E 539711M 2ND ST 3RD ST 4TH ST 5TH ST 6TH ST 7TH ST 8TH ST (HISTORICAL) 9TH ST 10TH ST 11TH ST-NICHOL AVE 12TH ST 13TH ST 14TH ST-SR 32					
CURVATURE ALIGNMENT ELEVATION	1.5L 0.00 1.00 8.8L					
FREIGHT SPEED TANGENT (CURVE)	20					
GRADE	-0.39					

10/06/2004

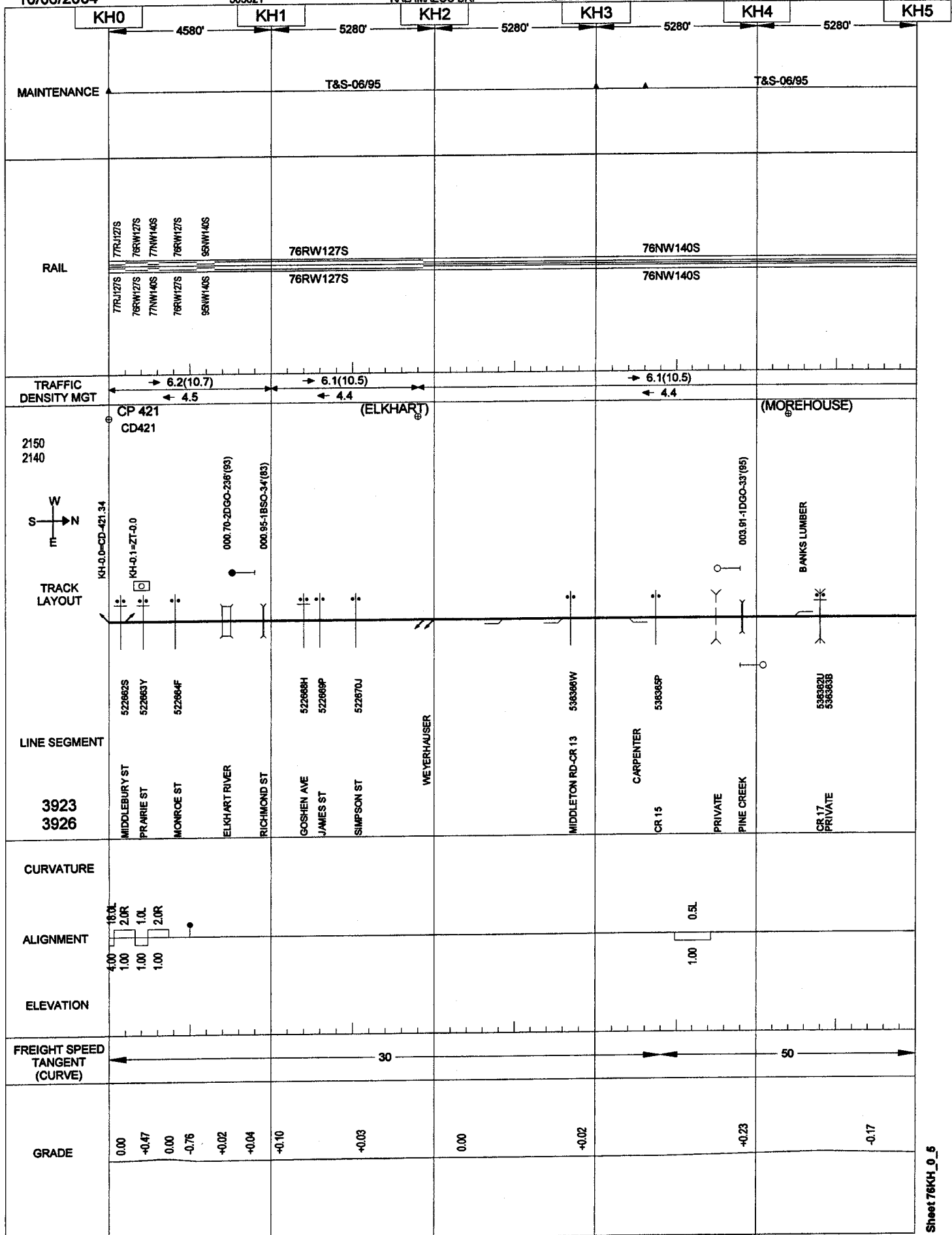
505321

197

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



10/06/2004

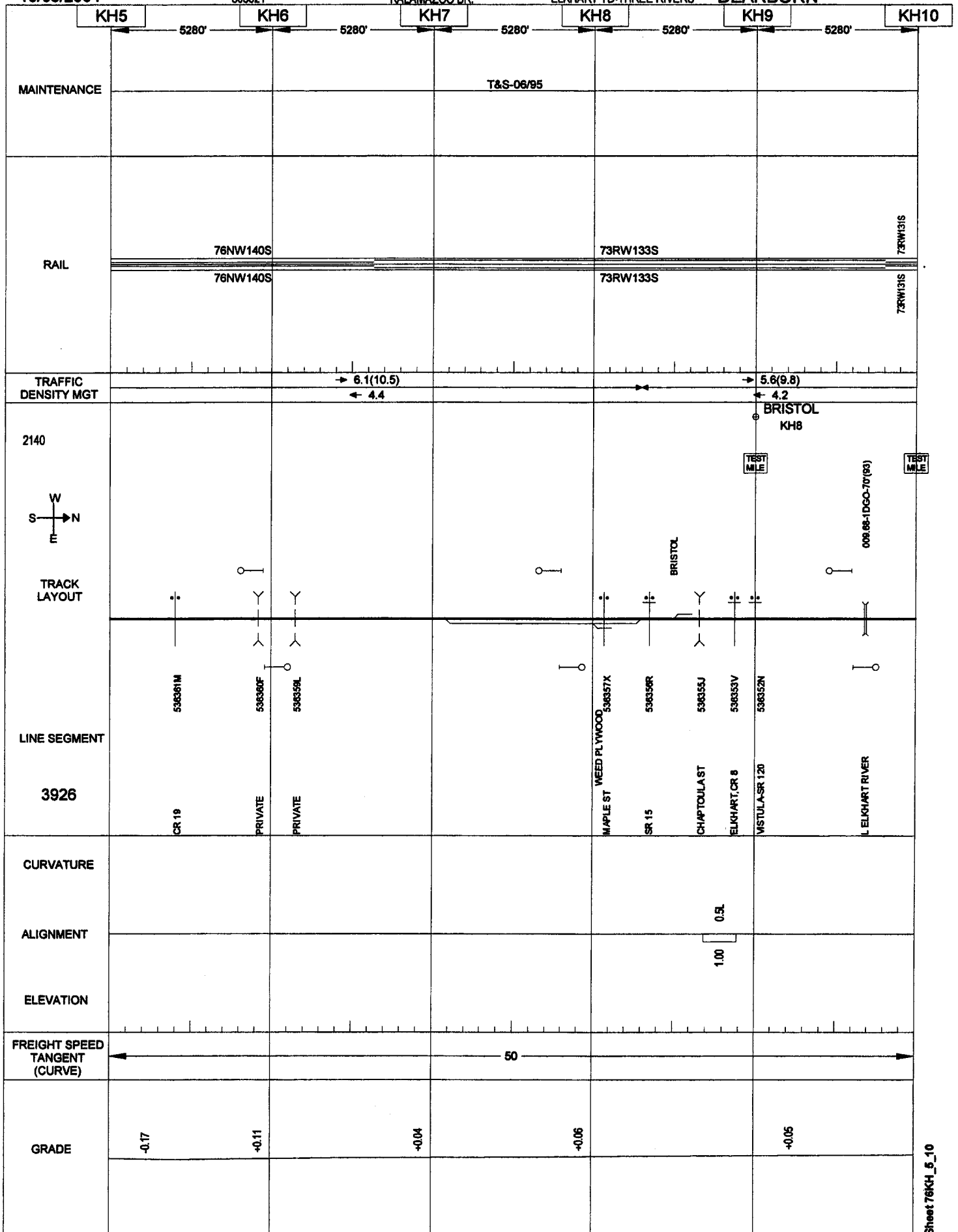
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198

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



10/06/2004

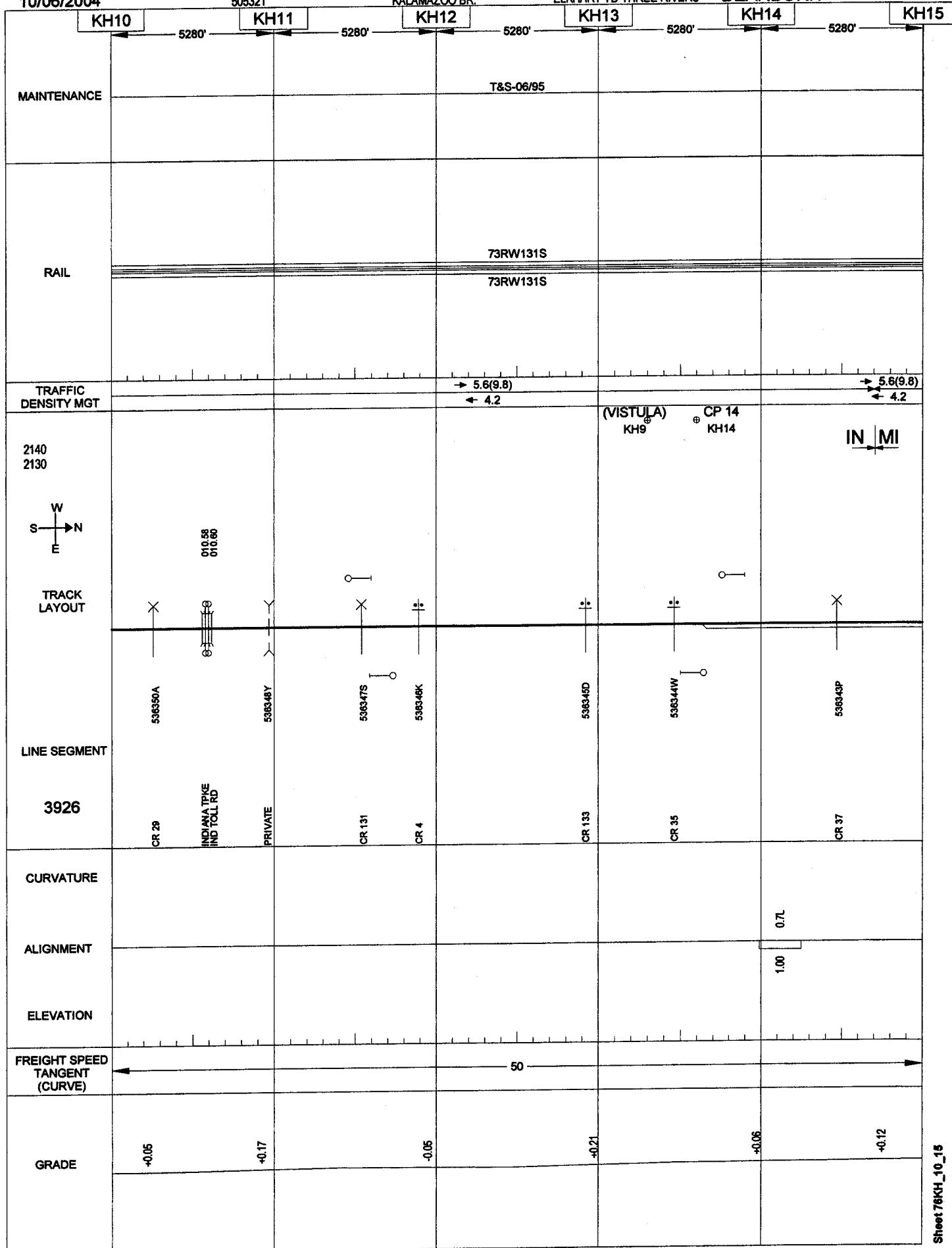
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199

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



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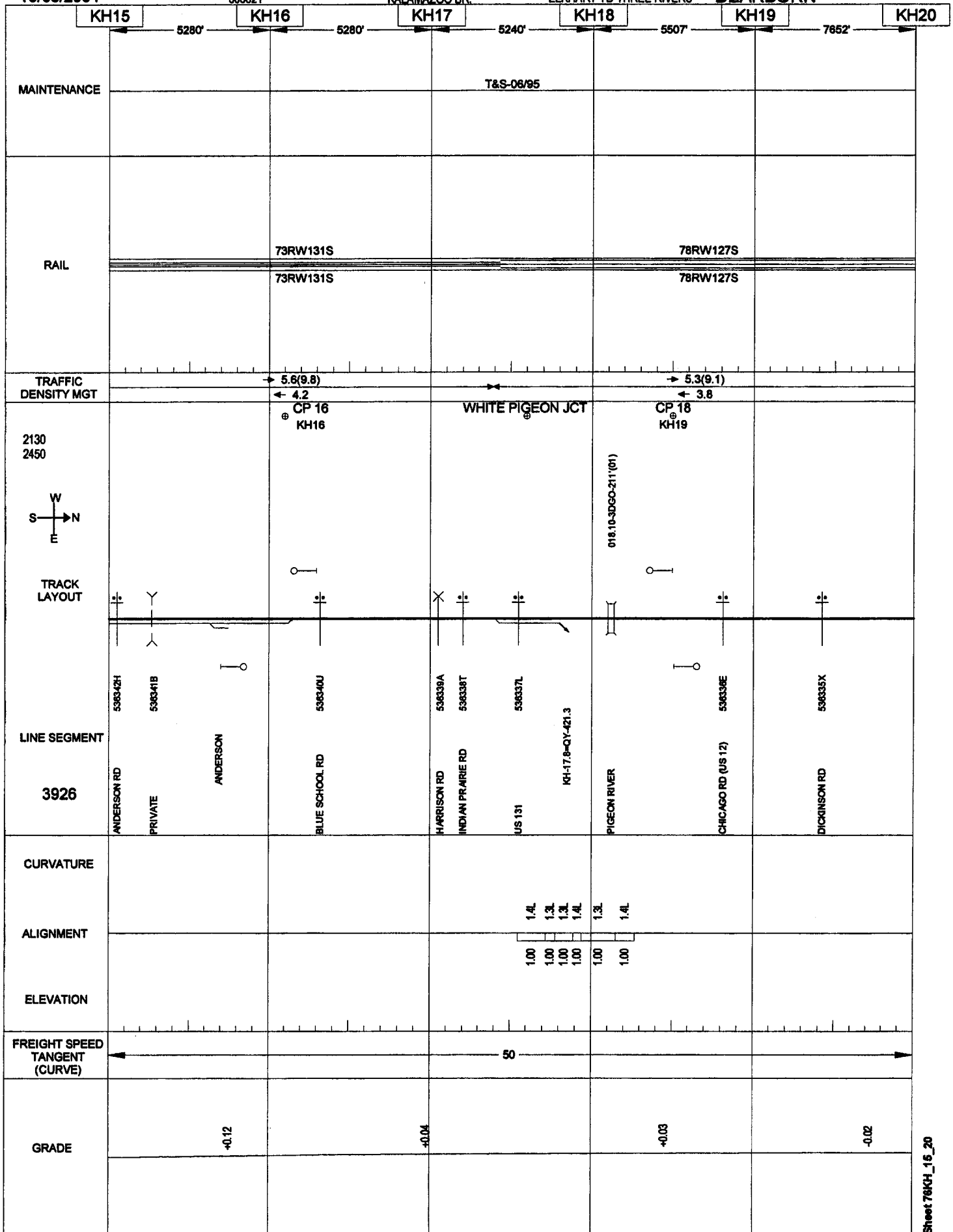
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200

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



10/06/2004

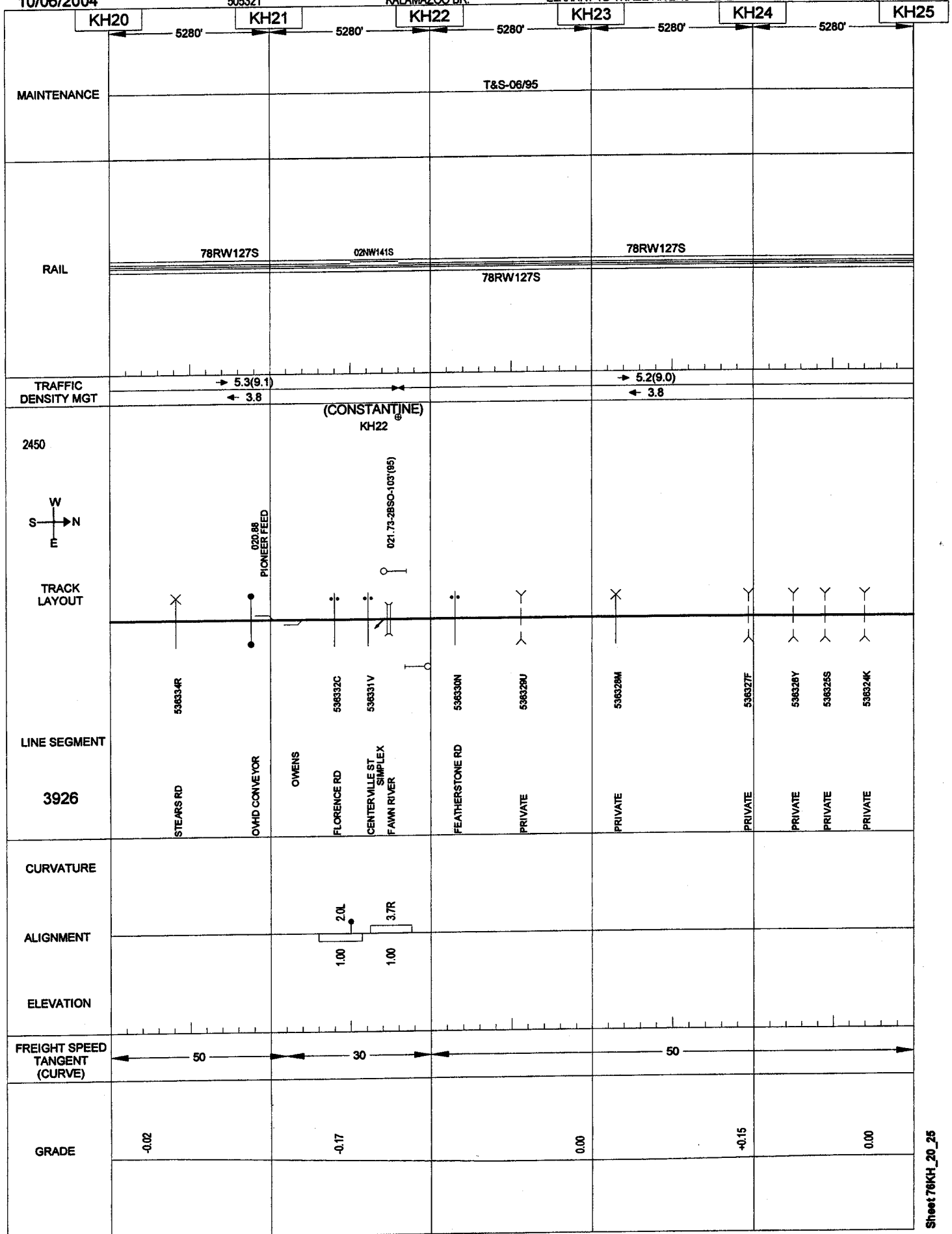
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201

KALAMAZOO BR

ELKHART YD-THREE RIVERS

DEARBORN



10/06/2004

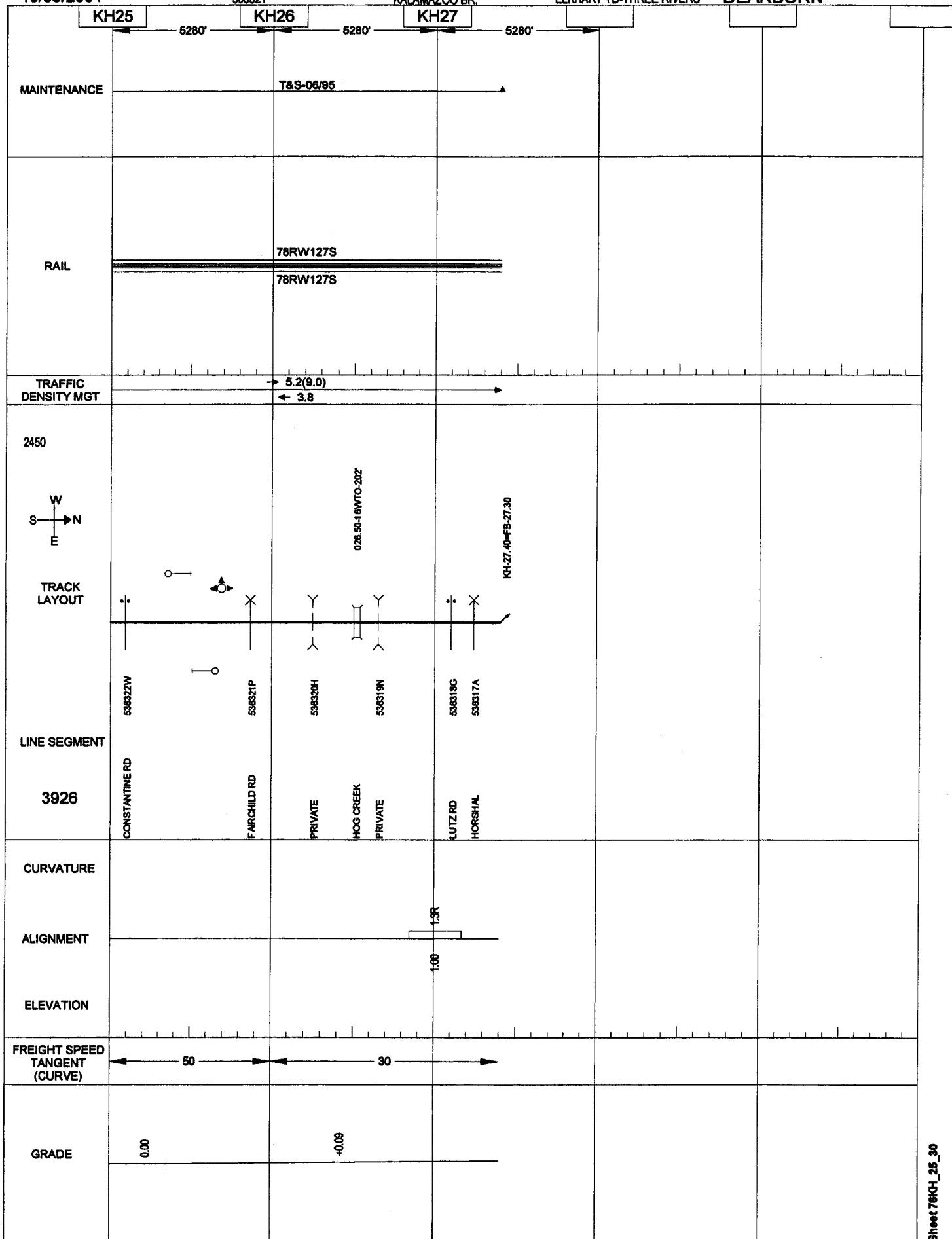
202

505321

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



10/06/2004

505341

203

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB28

FB29

FB30

3412'

5888'

5280'

MAINTENANCE

T&S-06/95

RAIL

79RW12/S

79RW112S

79RW112S

TRAFFIC
DENSITY MGT→ 5.2(9.0)
← 3.8→ 5.1(8.9)
← 3.8

2450

TRACK
LAYOUTCP FOURTH ST
FB28 (THREE RIVERS) FB29

FB-27.30-401-27.40

FB-28.72-AZ-88.80

HUDDLESTON

029.02-40GO-216(03)

029.33

LINE SEGMENT

3917

538473L

538474T

538475A

538476G

538477N

538478V

538479C

538480W

538481D

538482K

538483S

538484Y

538486M

538487U

538488B

MICHIGAN STREET

MAIN ST

PEARL ST

BROADWAY ST

STATE ST

PLEASANT ST

FOURTH ST

PRIVATE

PRIVATE

ST JOE RIVER

MICHIGAN AVE

CITY PARKING LOT

CITY WALKWAY

MOORE ST

W WHEELER ST

CUSHMAN ST

HOFFMAN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)1.3L
1.001.3L
1.001.0R
1.003.5R
1.00

30

GRADE

-0.11

-0.32

-0.42

+0.15

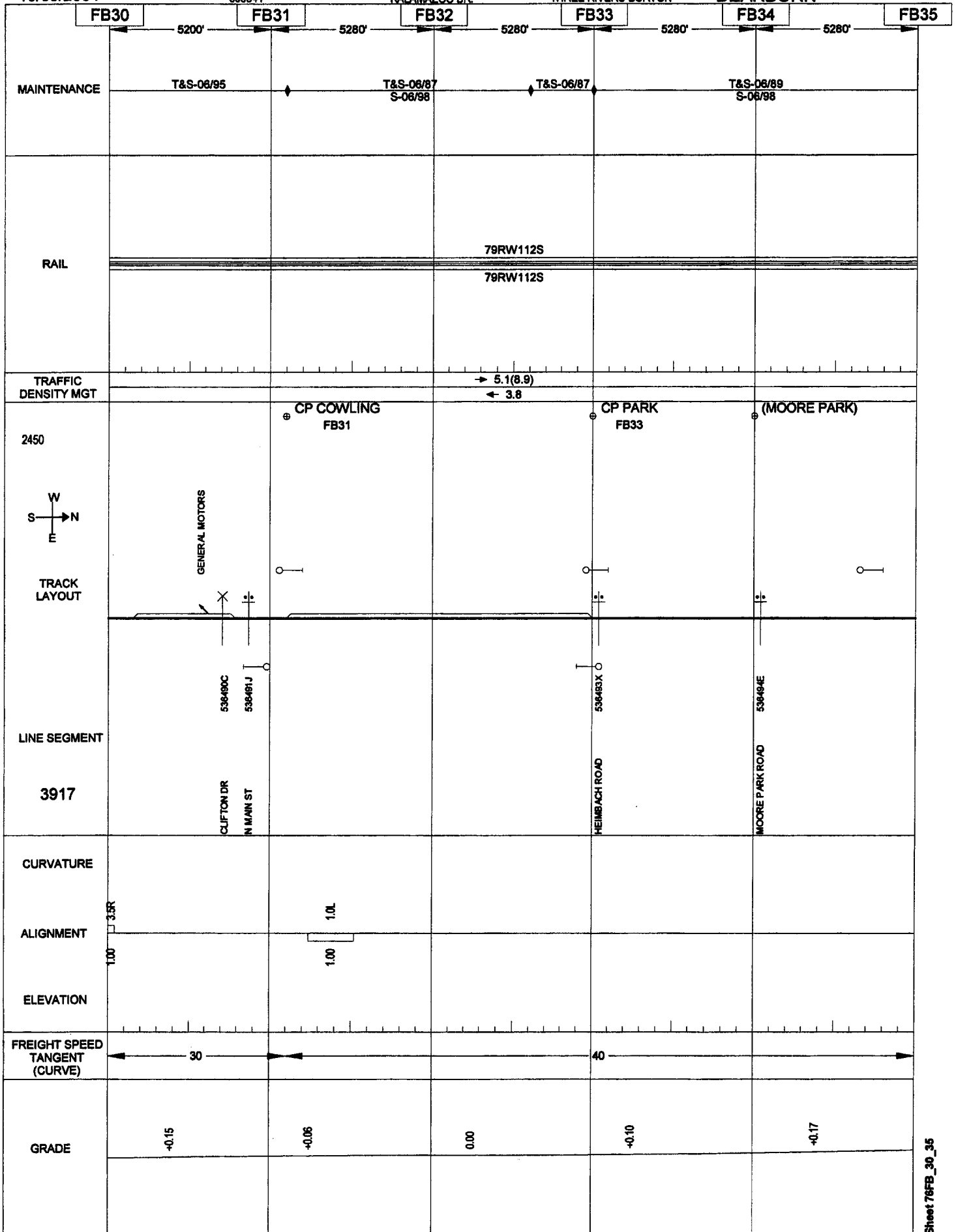
10/06/2004

505341

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



10/06/2004

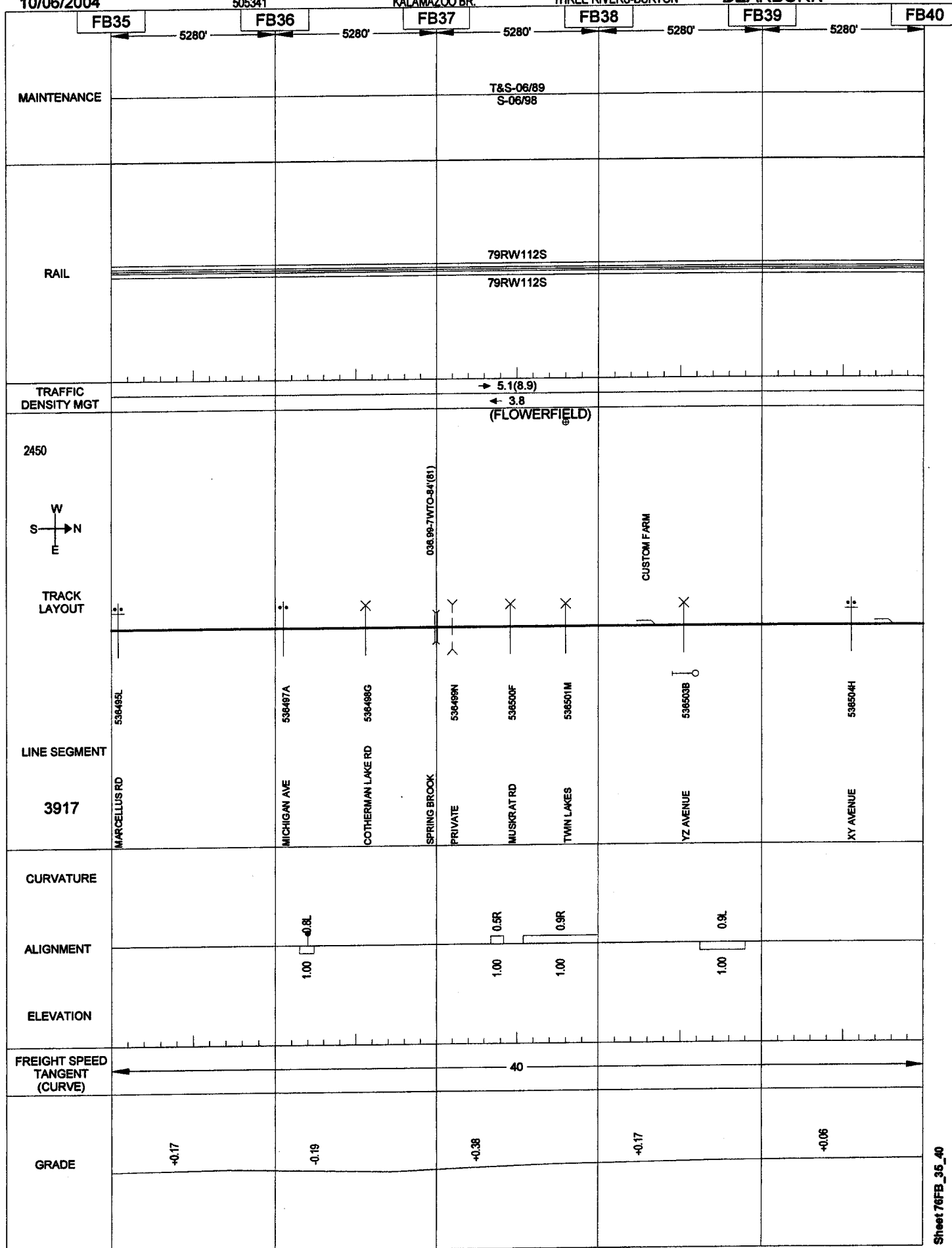
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205

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



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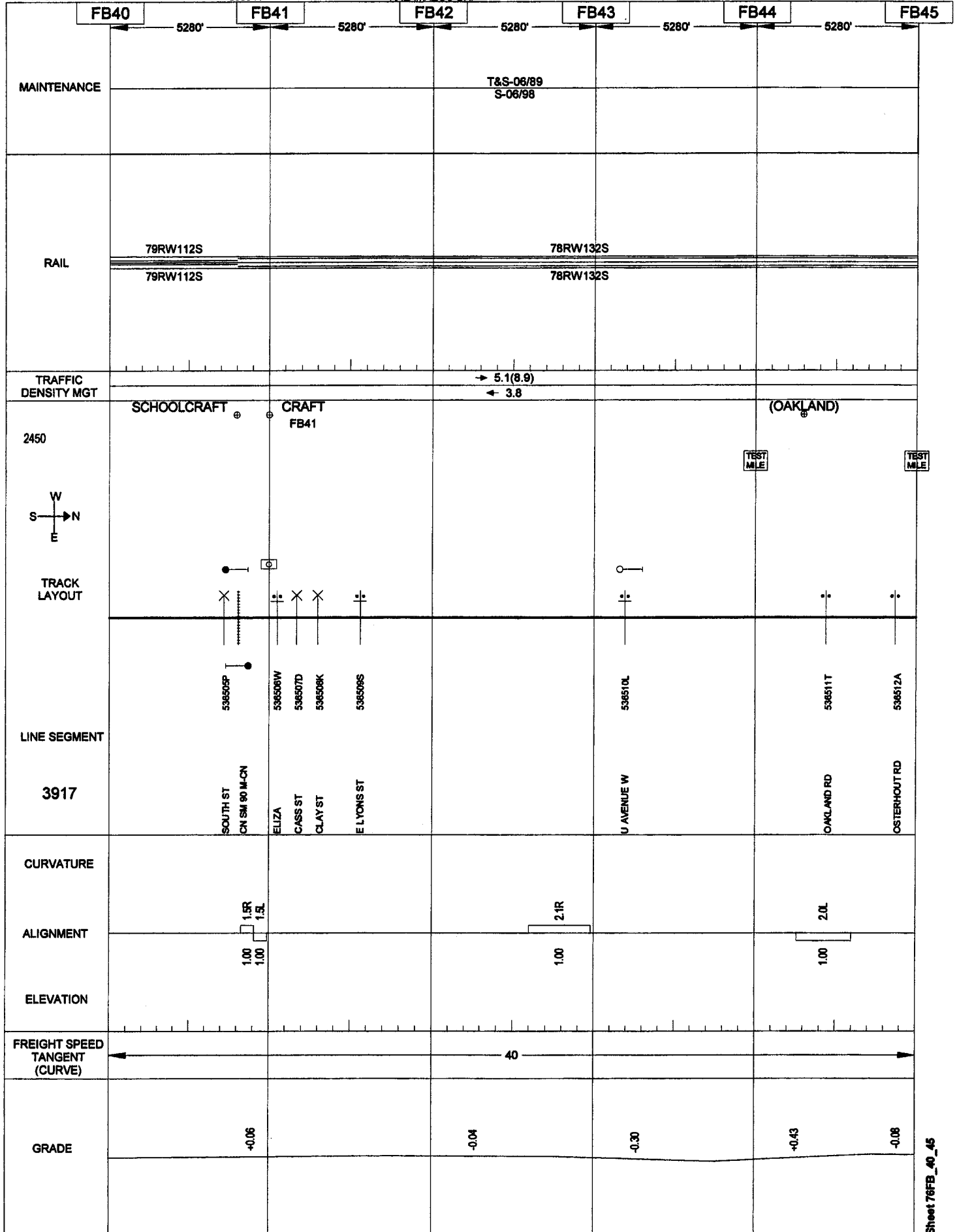
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206

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



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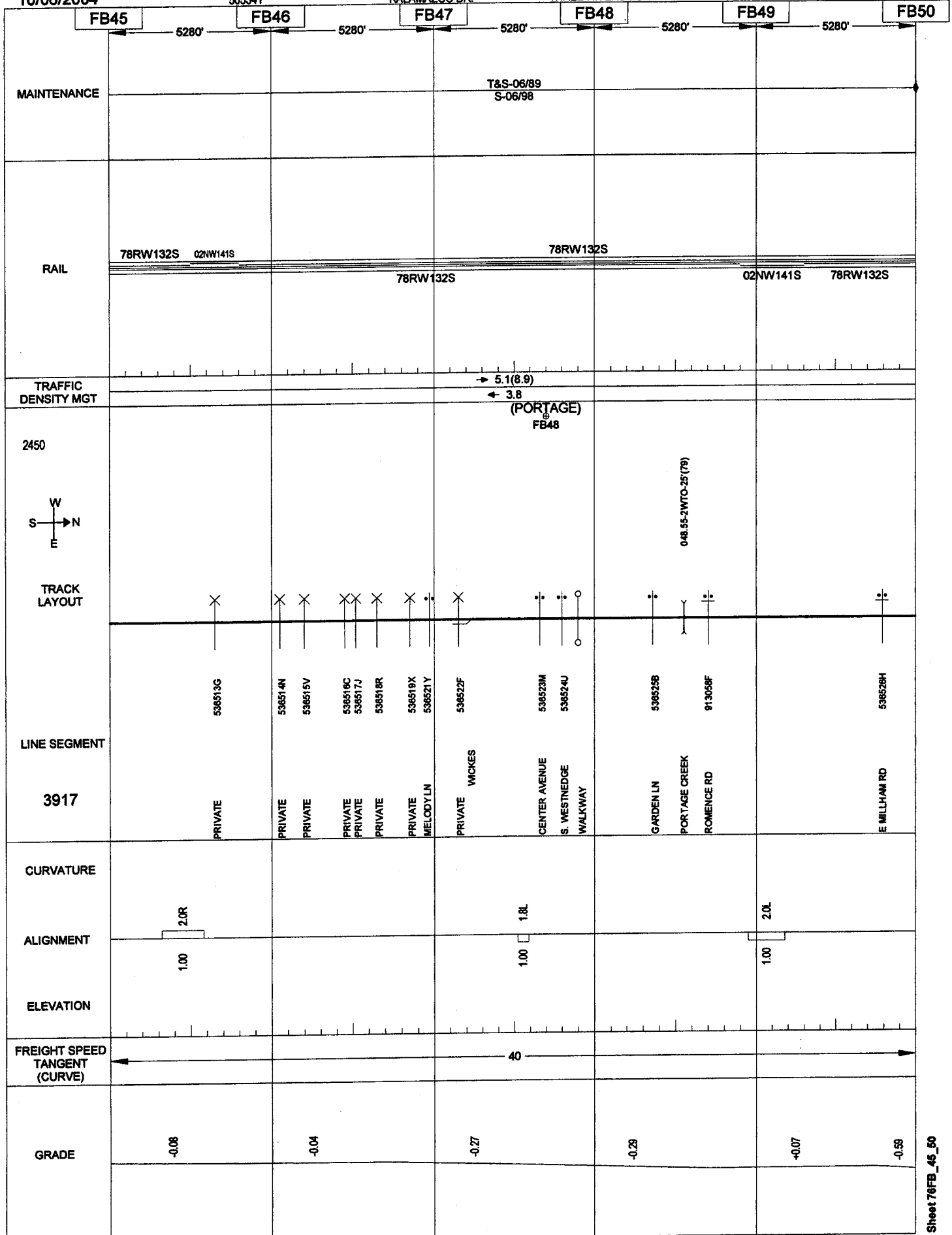
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207

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



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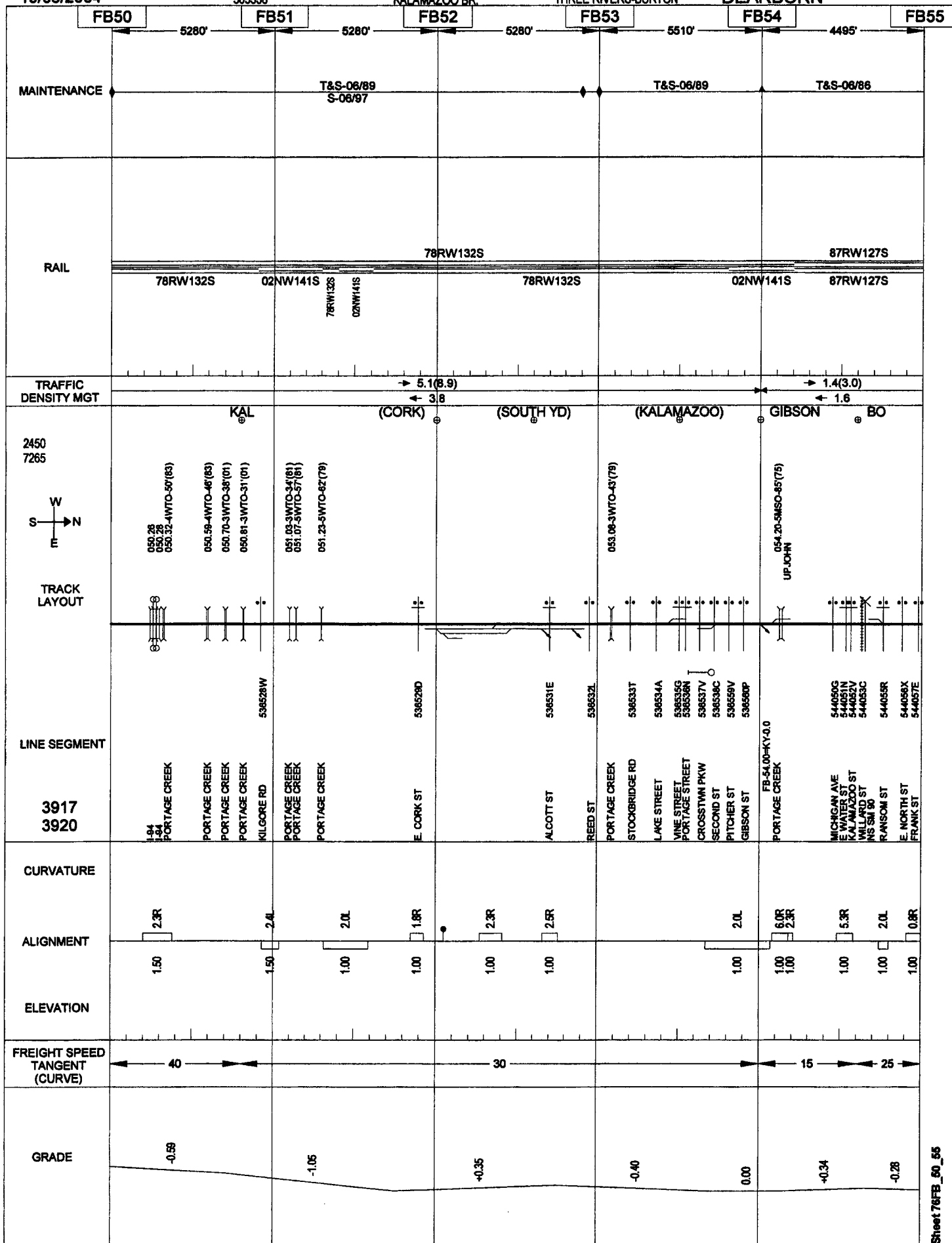
208

505338

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



10/06/2004

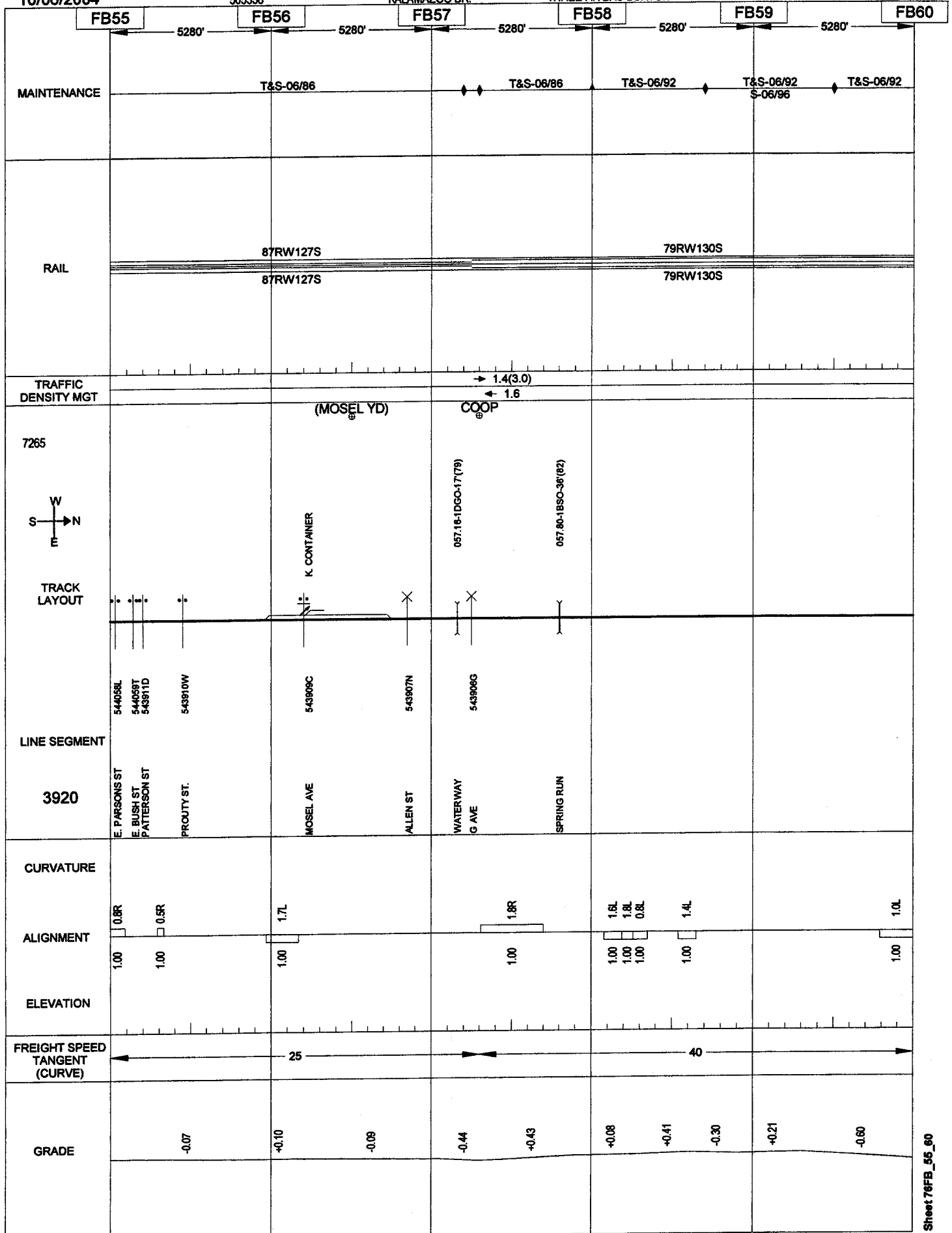
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209

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



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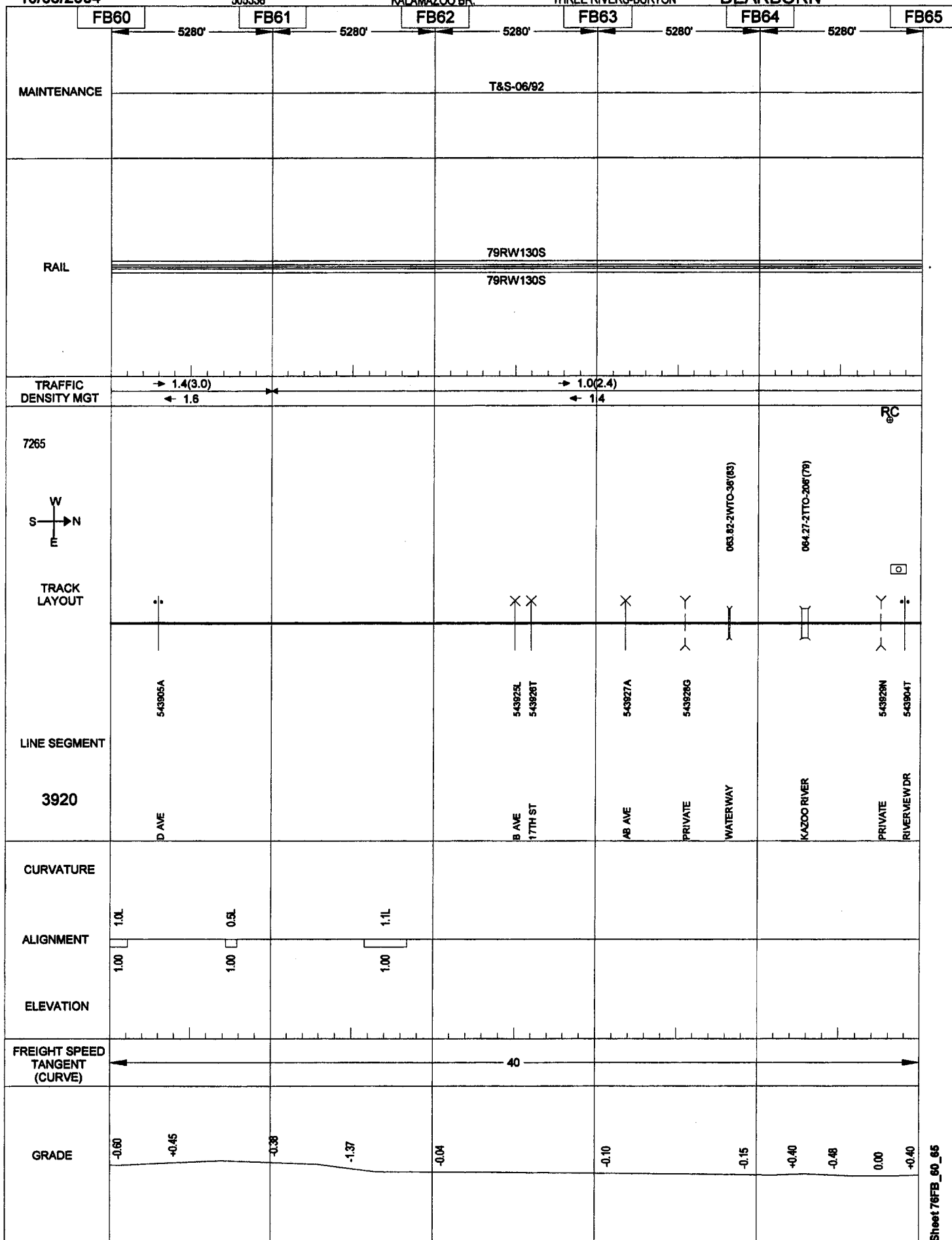
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210

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



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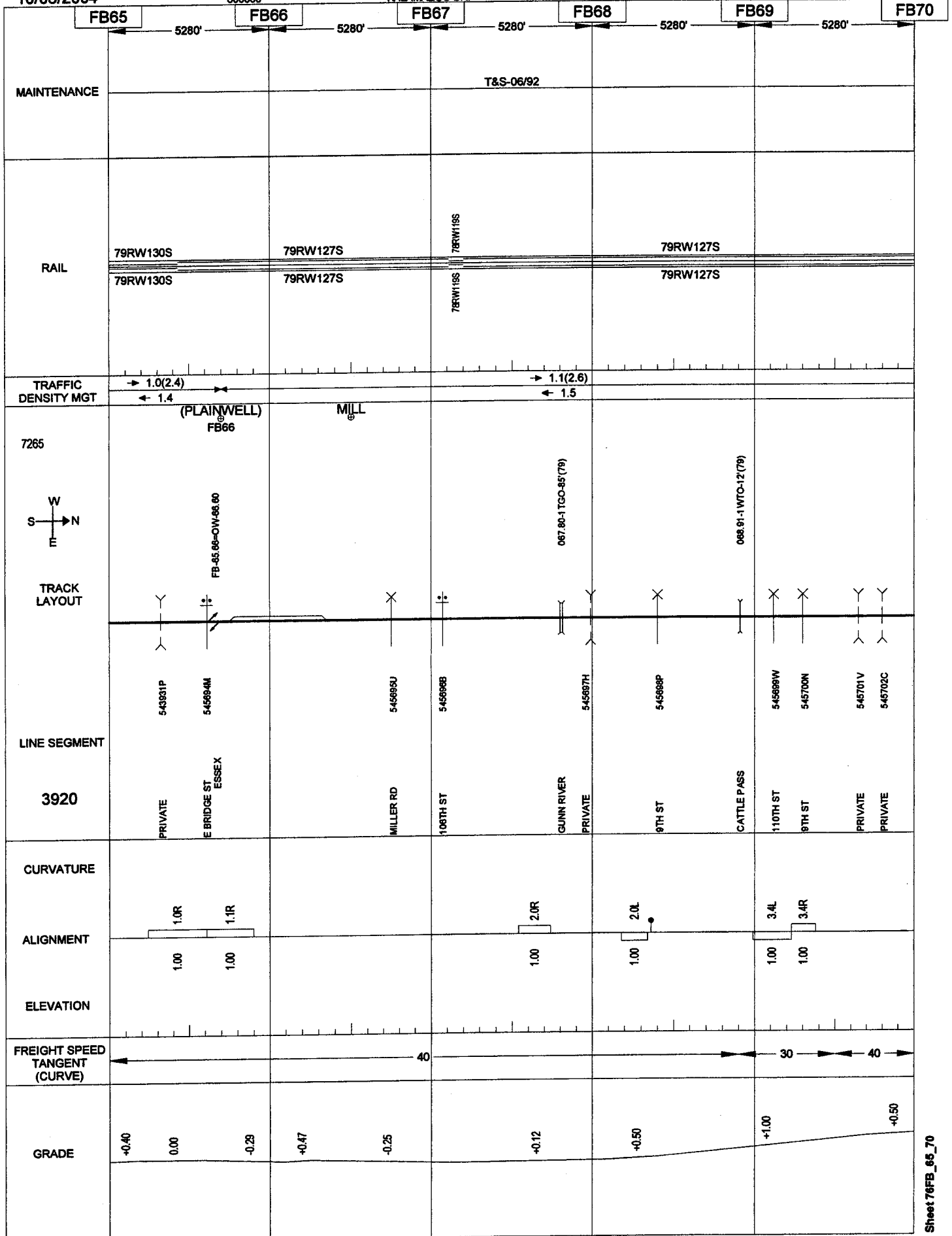
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211

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



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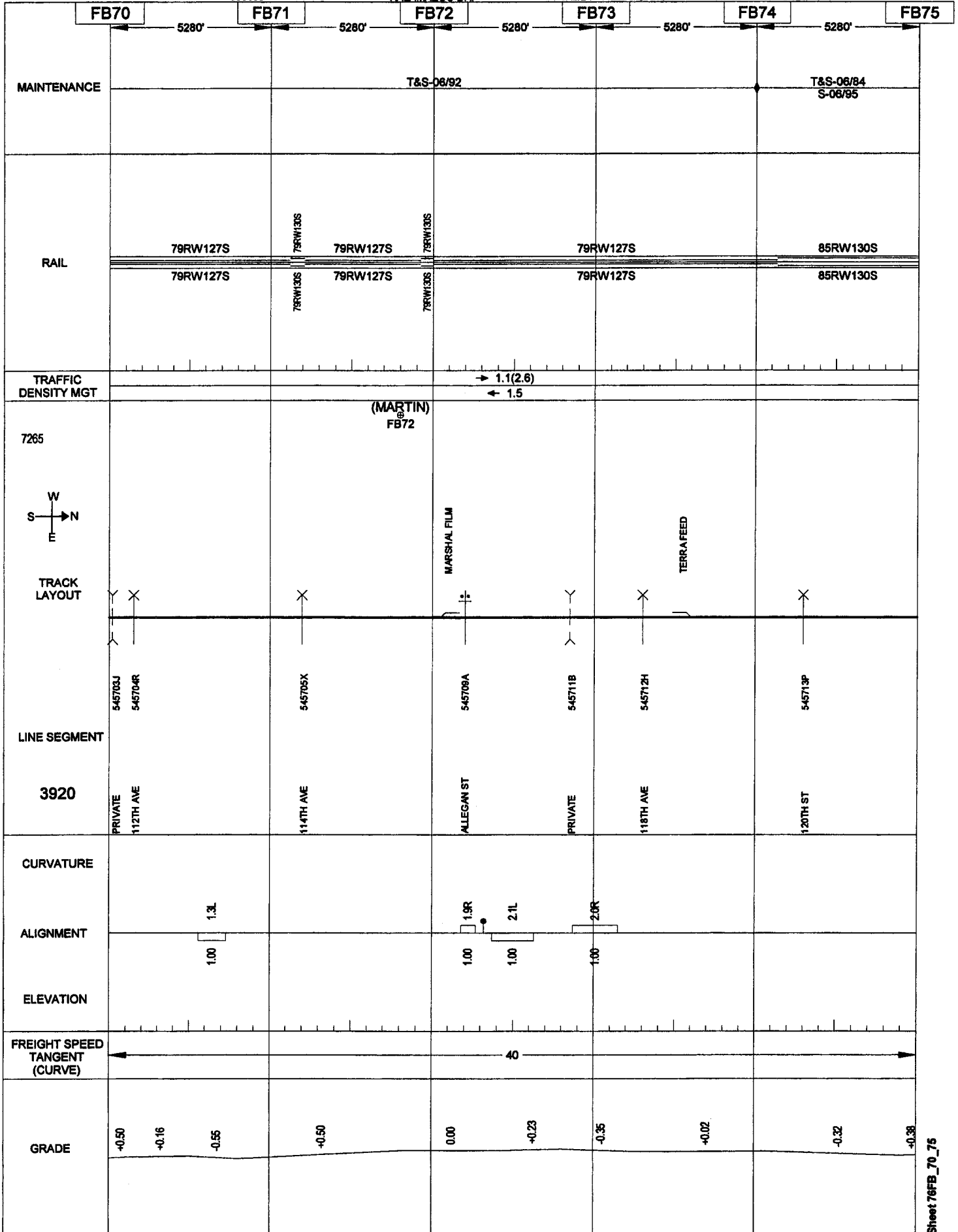
505338

212

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



10/06/2004

505338

213

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB75

FB76

FB77

FB78

FB79

FB80

5280'

5280'

5280'

5280'

5266'

MAINTENANCE

T&S-06/84

T&S-06/84
S-06/98

RAIL

85RW130S

85RW130S

TRAFFIC
DENSITY MGT

→ 1.1(2.6)

← 1.5

(SHELBYVILLE)
FB76

(BRADLEY)

7265

TRACK
LAYOUT

LINE SEGMENT

3920

545714W

545715D

545717S

077.37

545719F

545720A

545721G

122ND ST

124TH ST

125TH AVE

OLD US 131

128TH AVE

128TH ST

130TH AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.38

-0.10

-0.75

-0.86

-0.50

-0.30

Sheet 76FB_75_80

10/06/2004

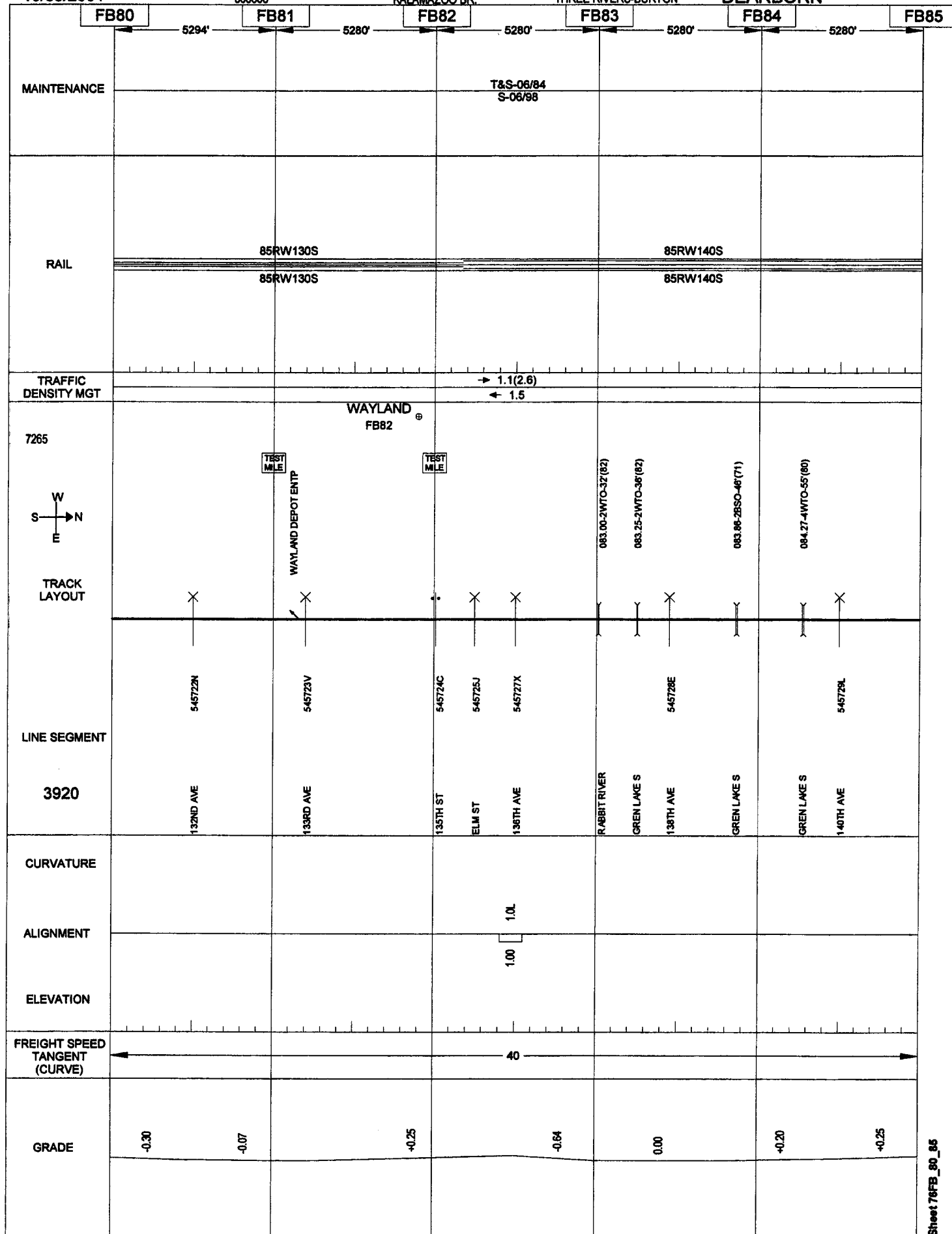
214

505338

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



10/06/2004

505338

215

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB85

FB86

FB87

FB88

FB89

FB90

5280'

5280'

5280'

5280'

5282'

MAINTENANCE

T&S-06/84
S-06/98

RAIL

85RW140S

85RW127S

85RW140S

85RW127S

TRAFFIC
DENSITY MGT→ 1.1(2.6)
← 1.5

(MOLINE)

(ROSS)

7265

W
S → N
ETRACK
LAYOUT

MOLINE CO-OP

088.36
088.38

088.97-1 WTC-15'(82)

LINE SEGMENT

3920

545730F

545731M

545732U

545733B

545734H

545738W

545738K

545738S

545740L

142ND AVE

12TH STREET

PRIVATE

144TH AVE

ROSEWOOD AVE

148TH AVE

US 131 NB
US 131 SB

108TH ST.

BUCK CREEK

CLYDE PARK AVE

104TH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.25

+1.07

0.00

-0.56

-0.15

-0.50

-0.20

-0.58

-0.83

10/06/2004

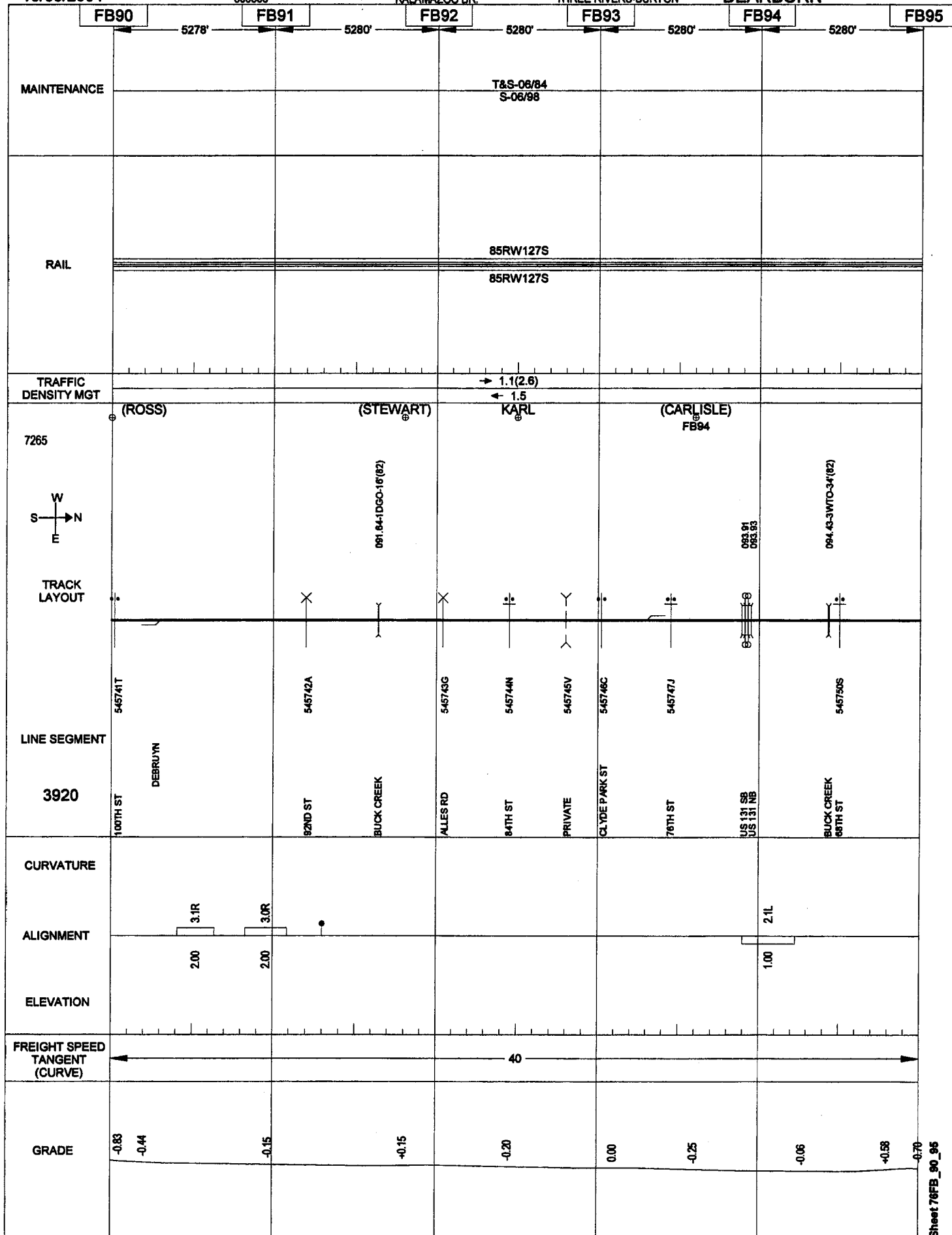
216

505338

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



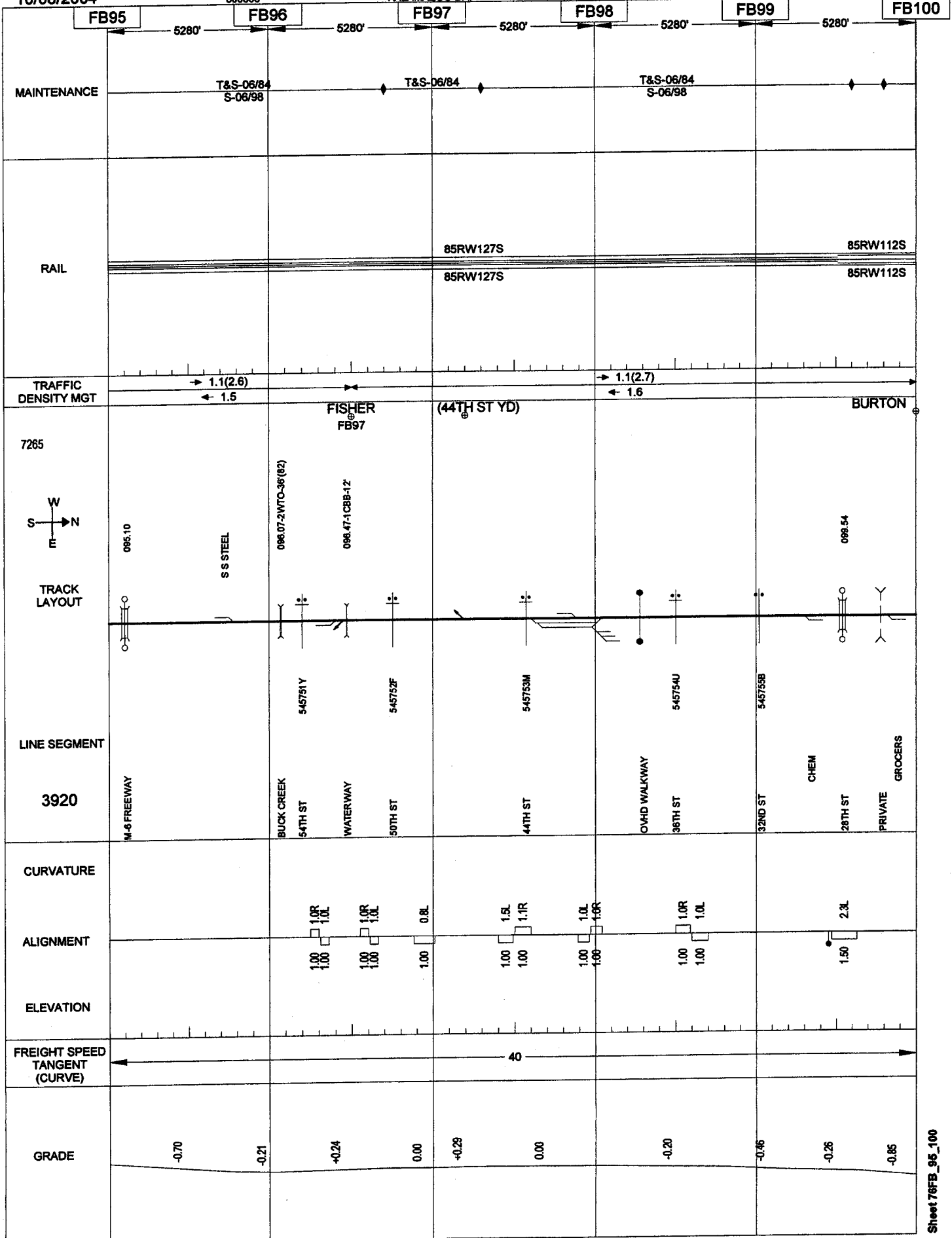
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217

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



10/06/2004

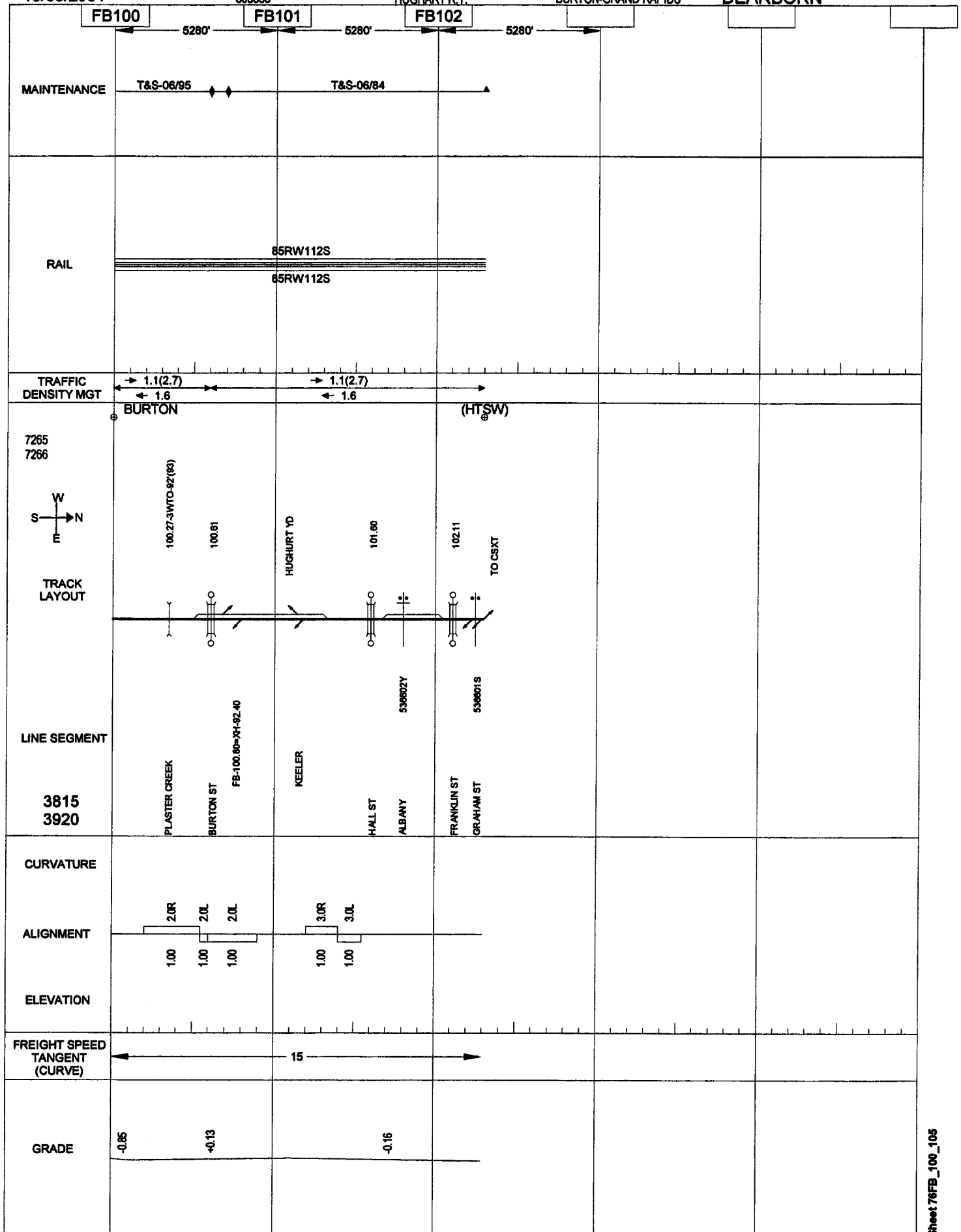
218

505338

HUGHART R.T.

BURTON-GRAND RAPIDS

DEARBORN



10/06/2004

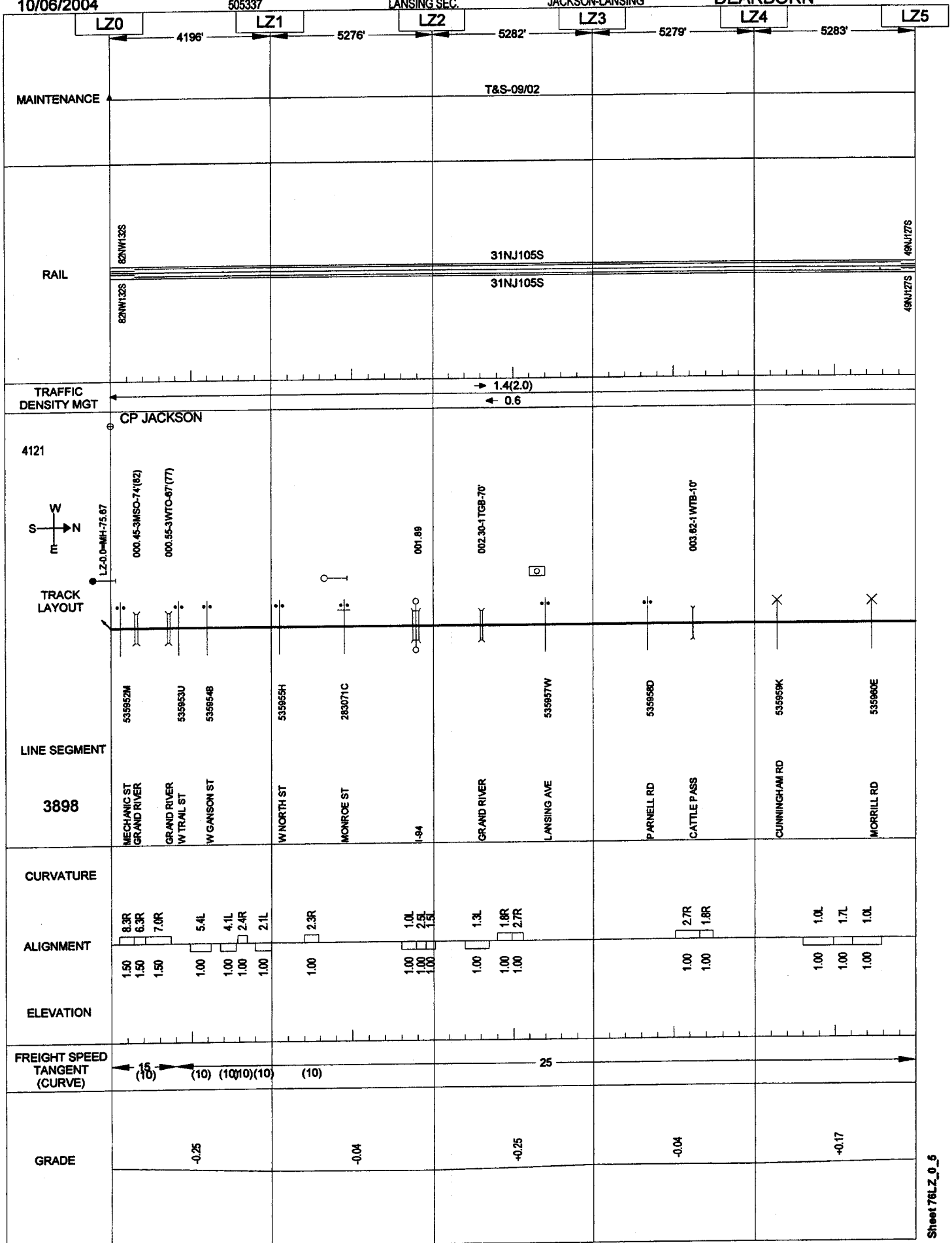
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219

LANSING SEC.

JACKSON-LANSING

DEARBORN



10/06/2004

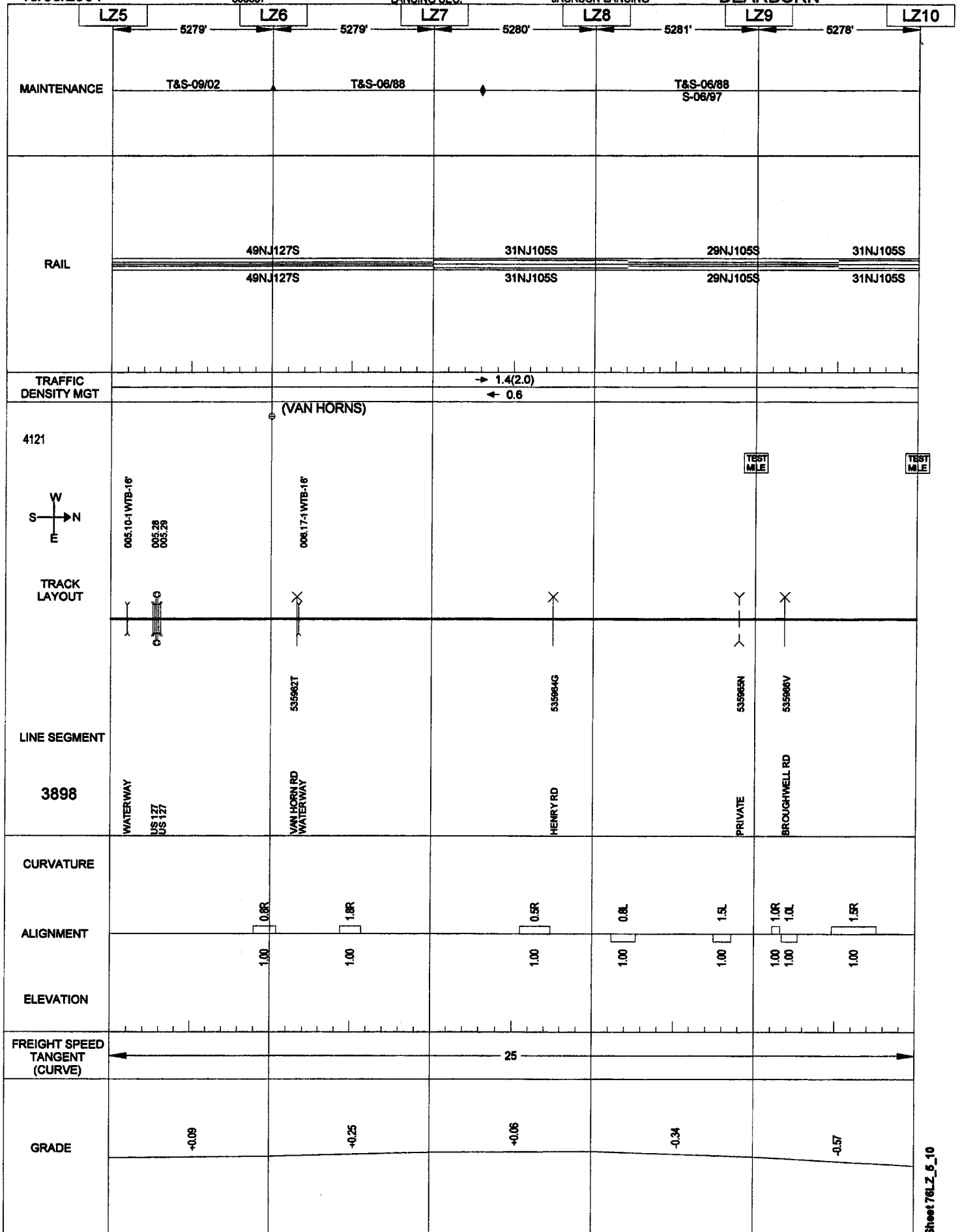
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LANSING SEC.

JACKSON-LANSING

DEARBORN



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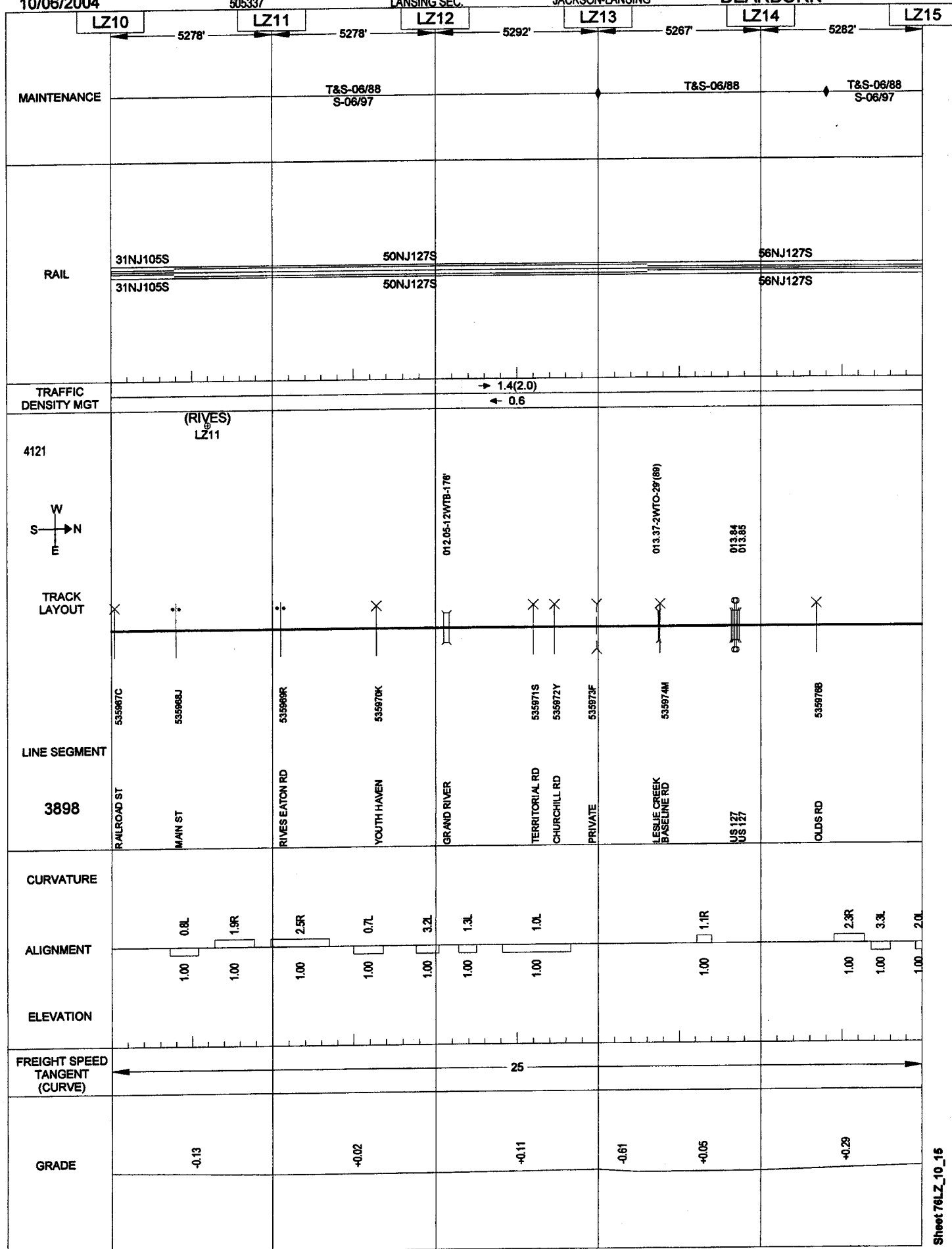
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LANSING SEC.

JACKSON-LANSING

DEARBORN



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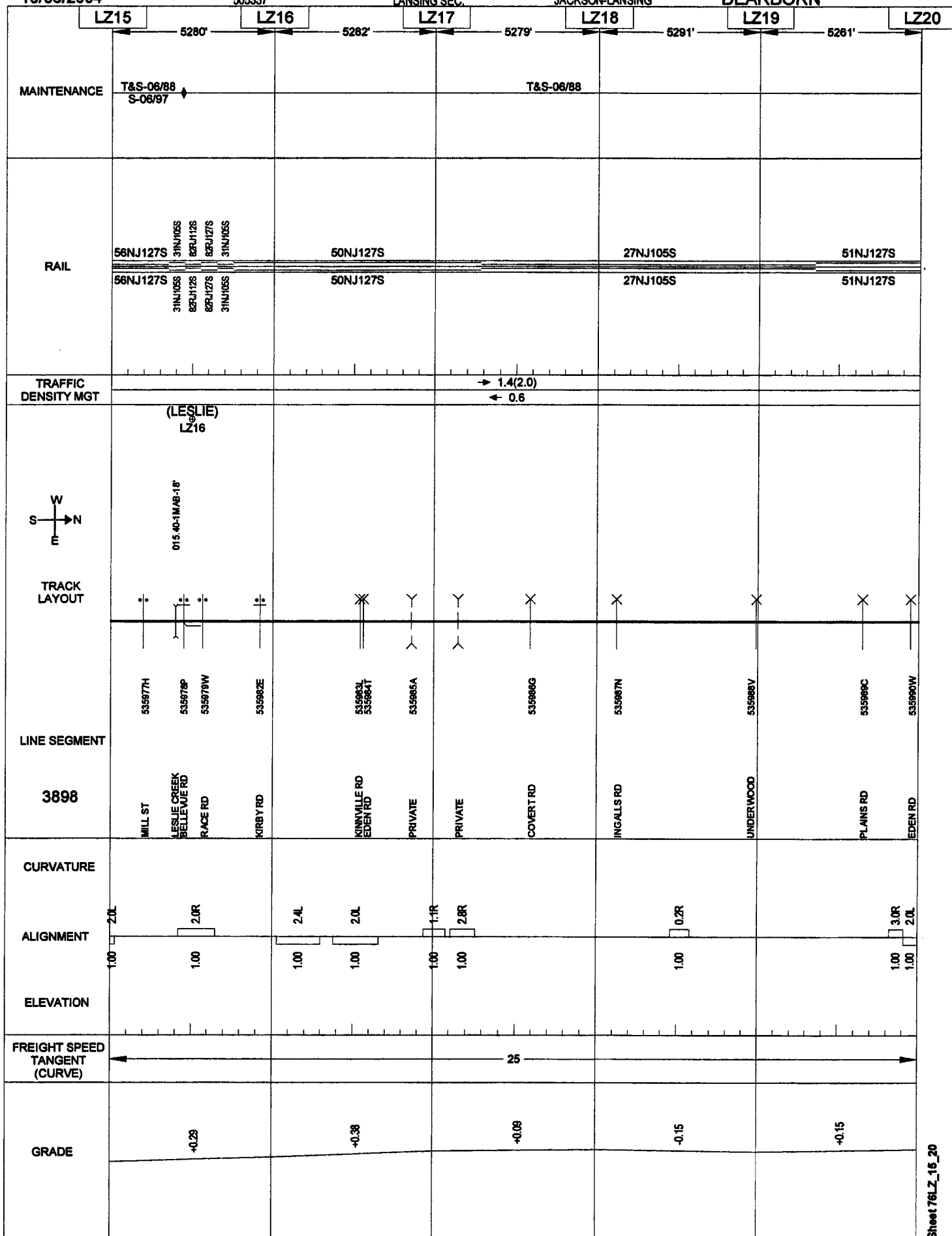
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LANSING SEC.

JACKSON-LANSING

DEARBORN



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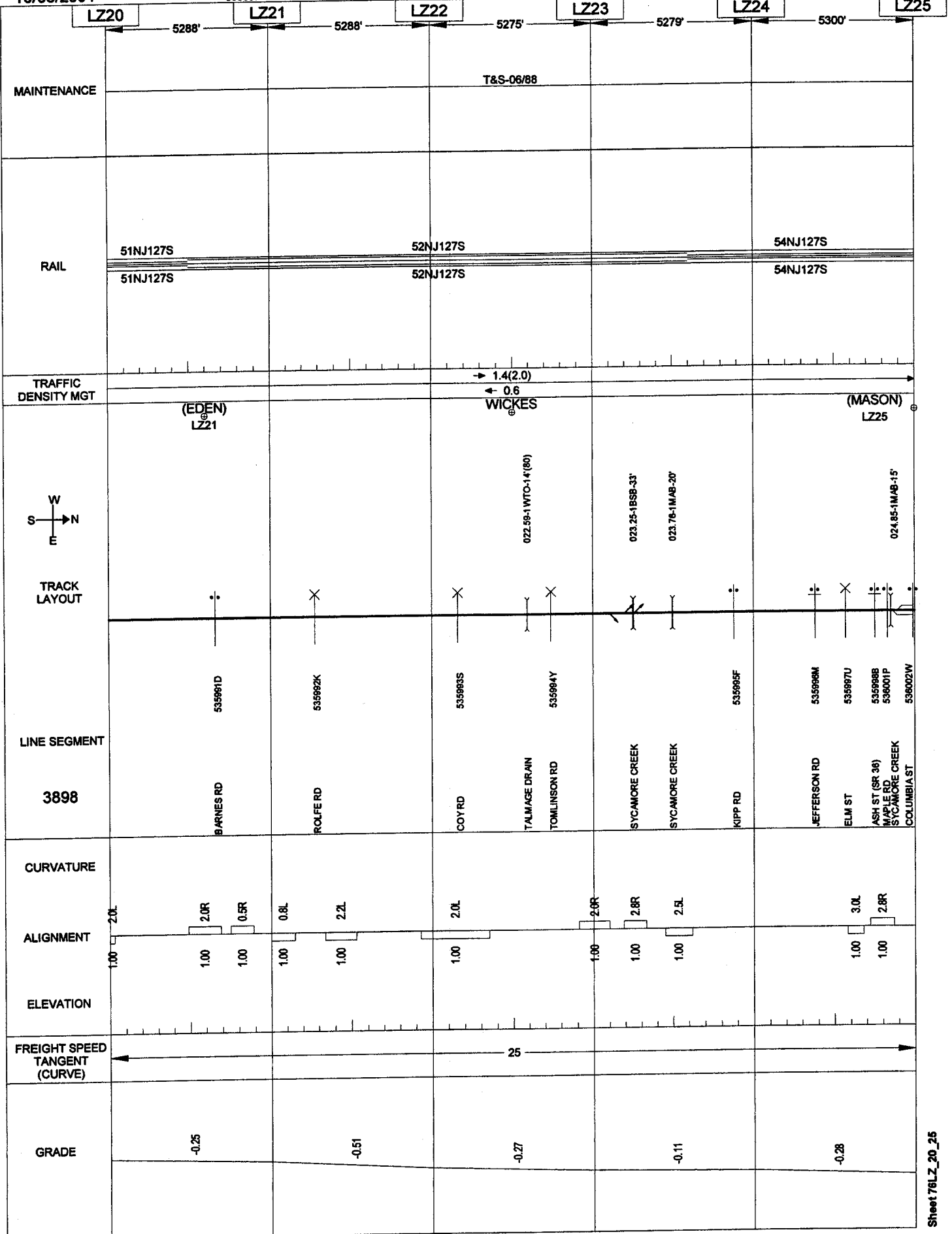
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223

LANSING SEC.

JACKSON-LANSING

DEARBORN



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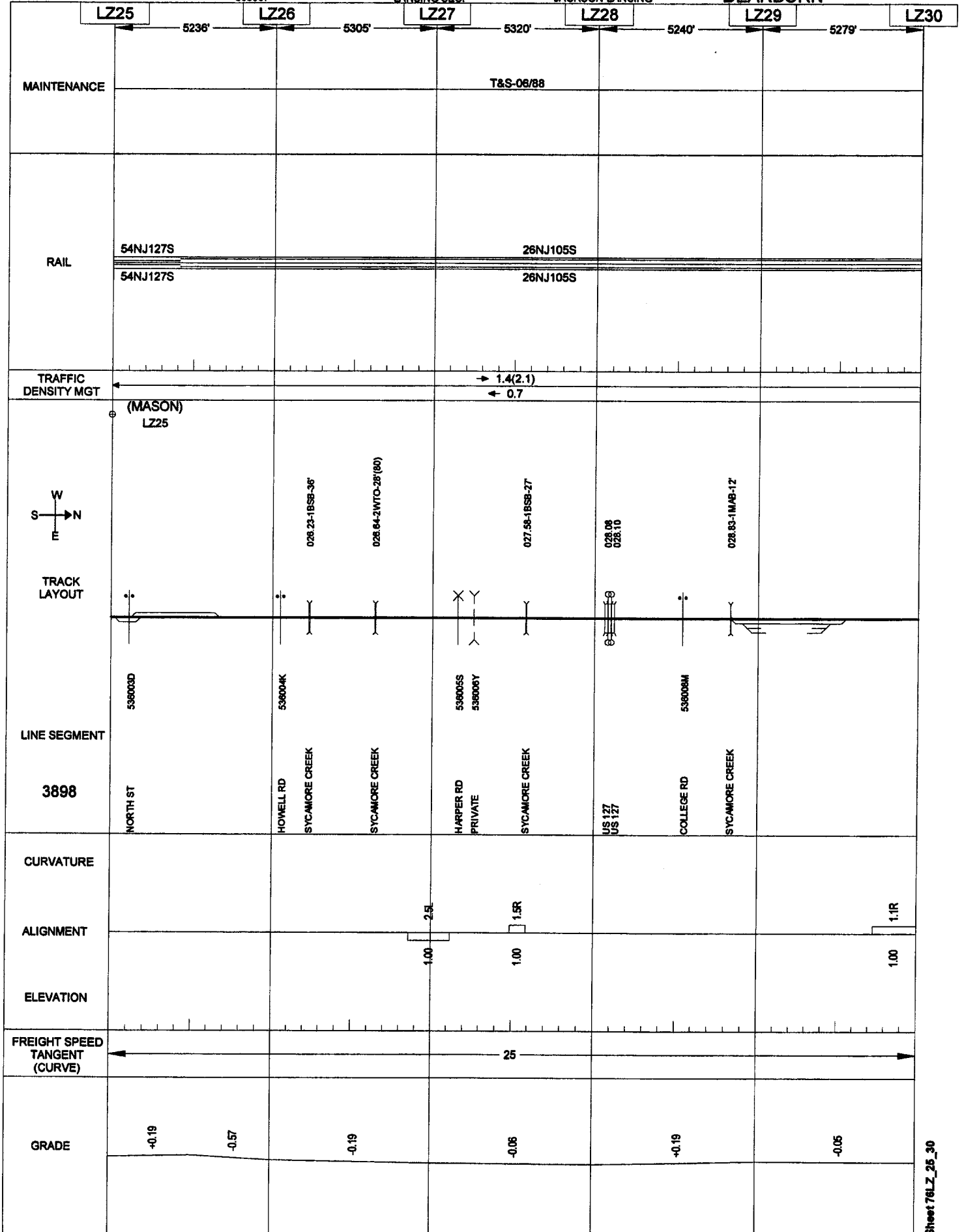
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LANSING SEC.

JACKSON-LANSING

DEARBORN



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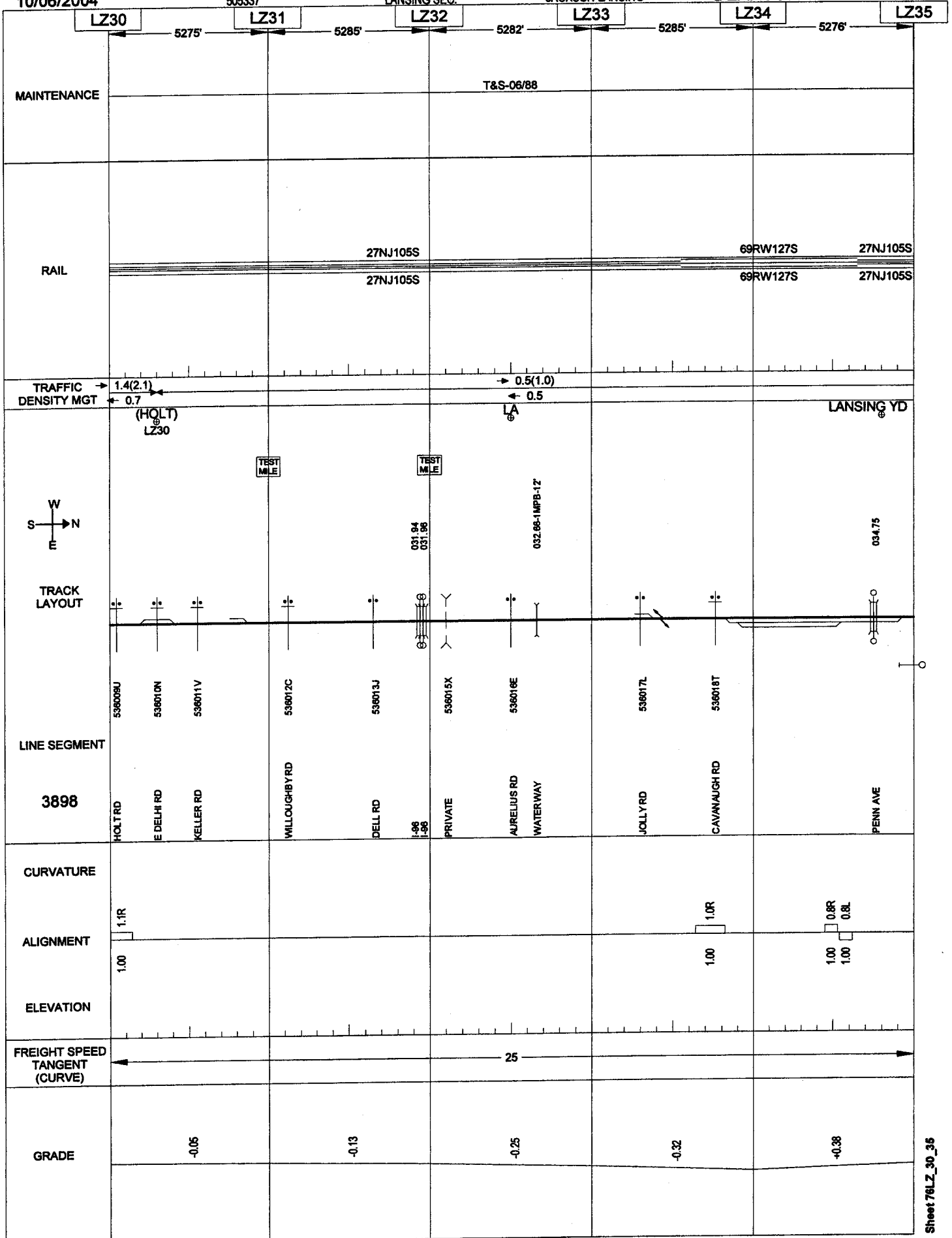
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225

LANSING SEC.

JACKSON-LANSING

DEARBORN



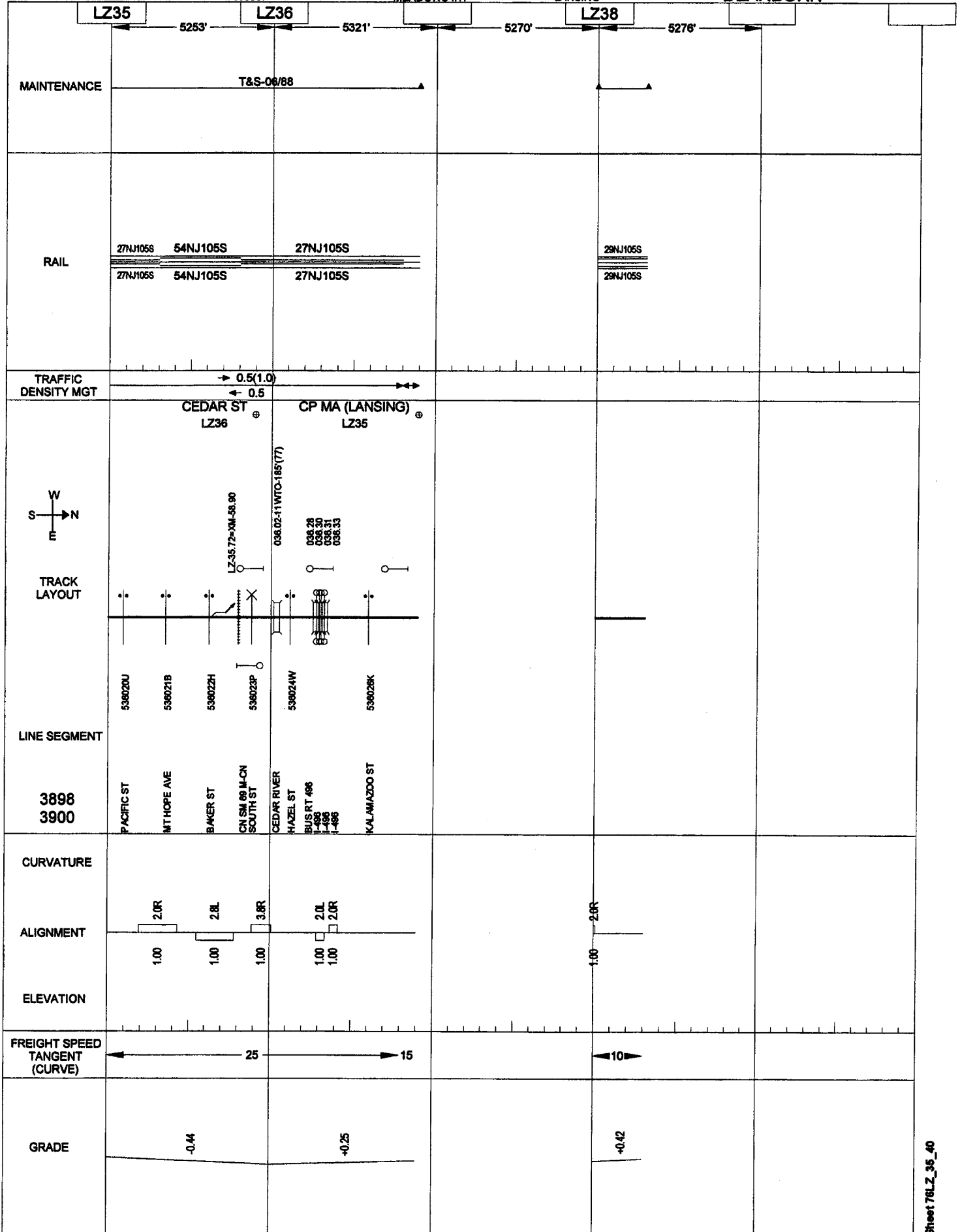
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505337

MEADOWS I.T.

LANSING

DEARBORN



10/06/2004

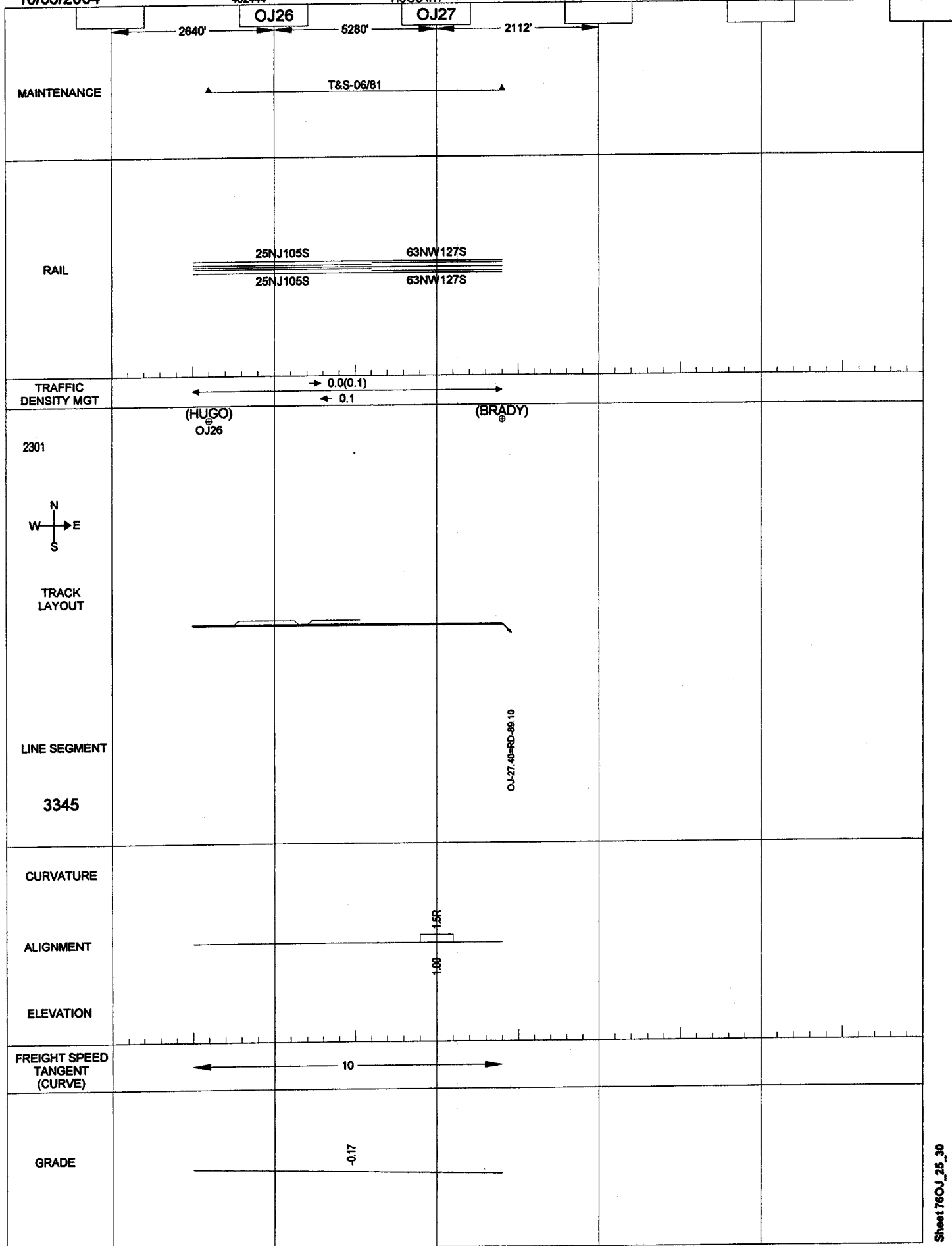
402444

227

HUGO LT.

HUGO-BRADY LAKE

DEARBORN



10/06/2004

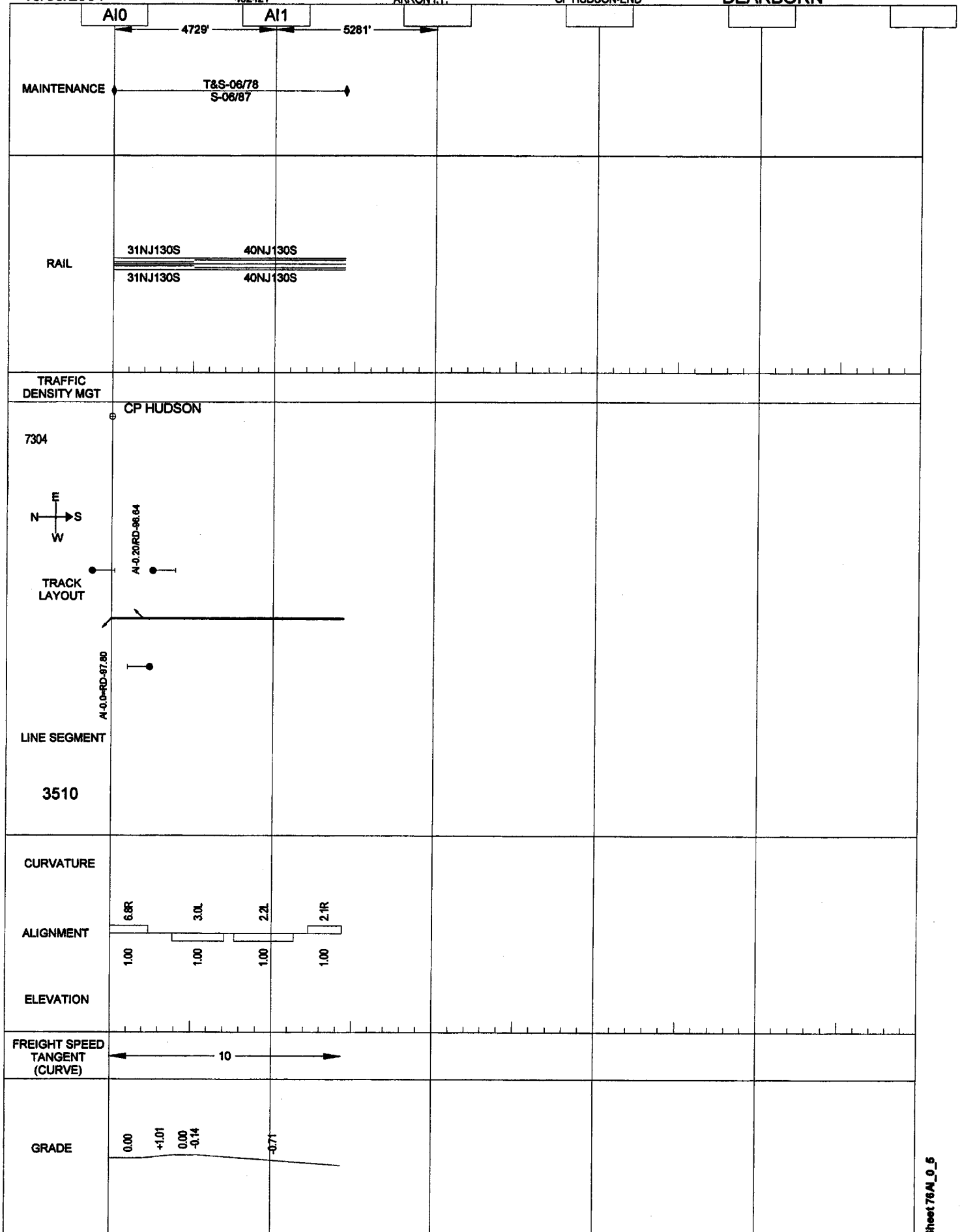
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228

AKRON I.T.

CP HUDSON-END

DEARBORN



10/06/2004

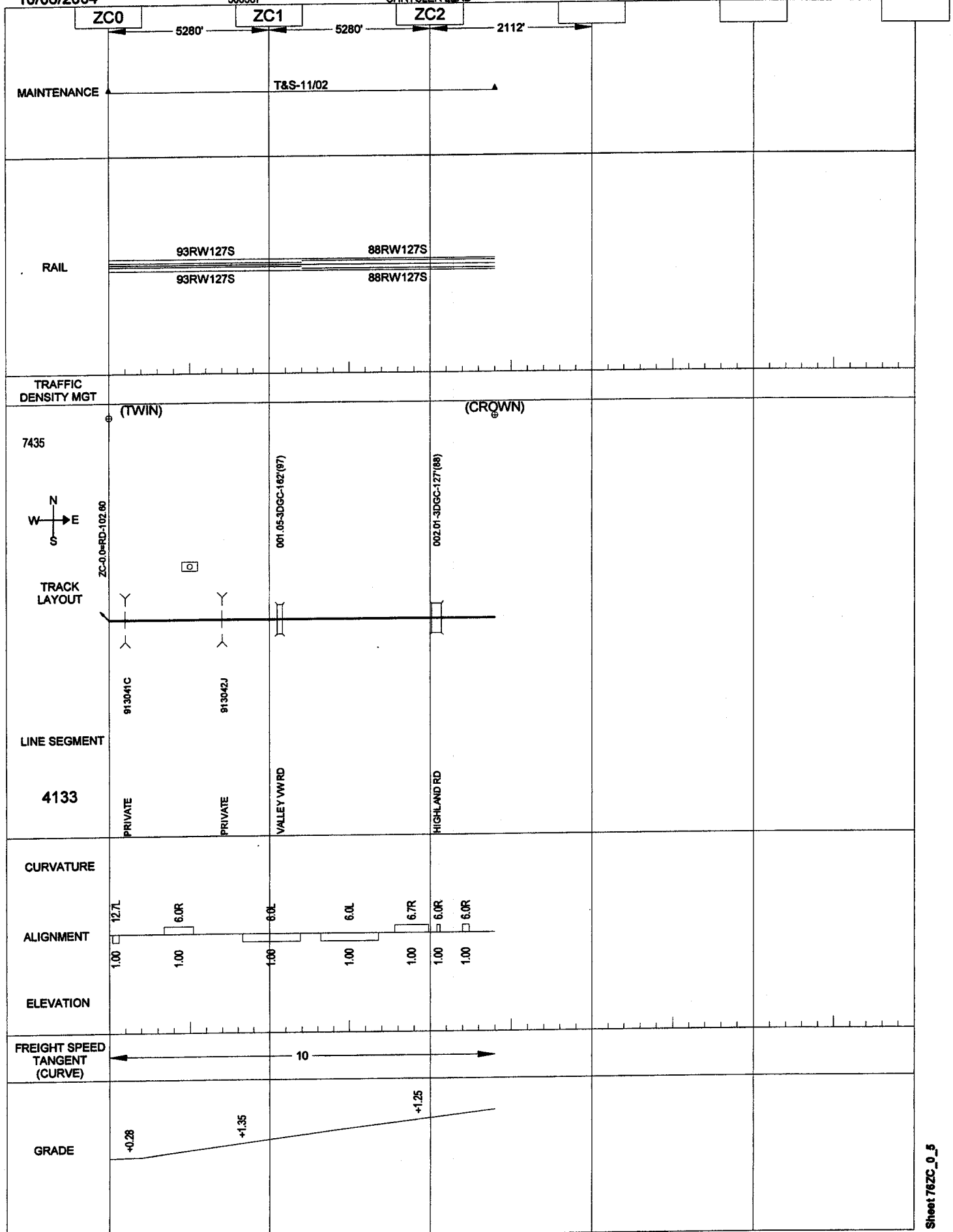
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229

CHRYSLER LEAD

TWIN-CROWN(CHRYSLER YD)

DEARBORN



10/06/2004

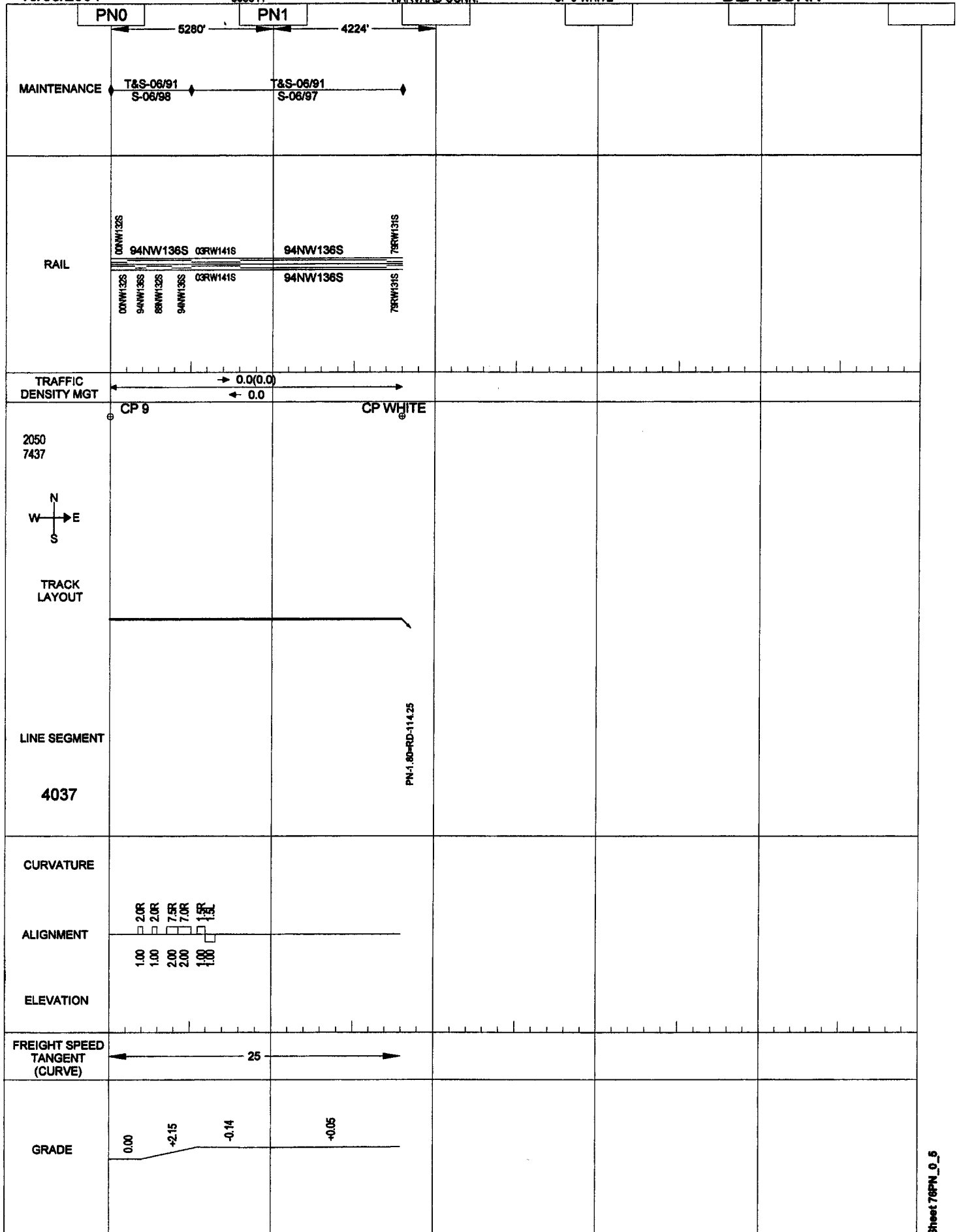
503541

230

HARVARD CONN.

CP 9-WHITE

DEARBORN



10/06/2004

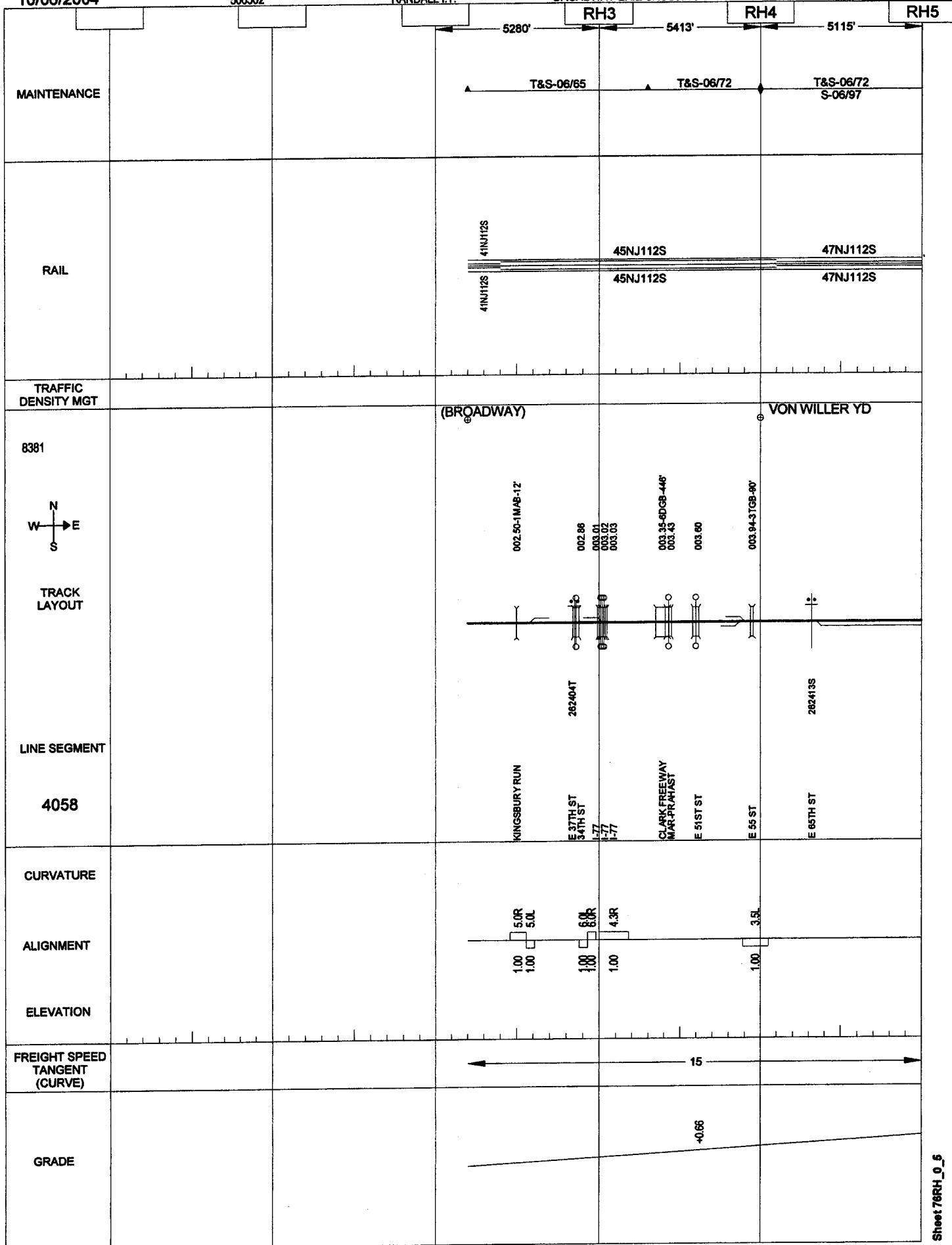
506502

231

RANDALL I.T.

BROADWAY-ERIE CROSSING

DEARBORN



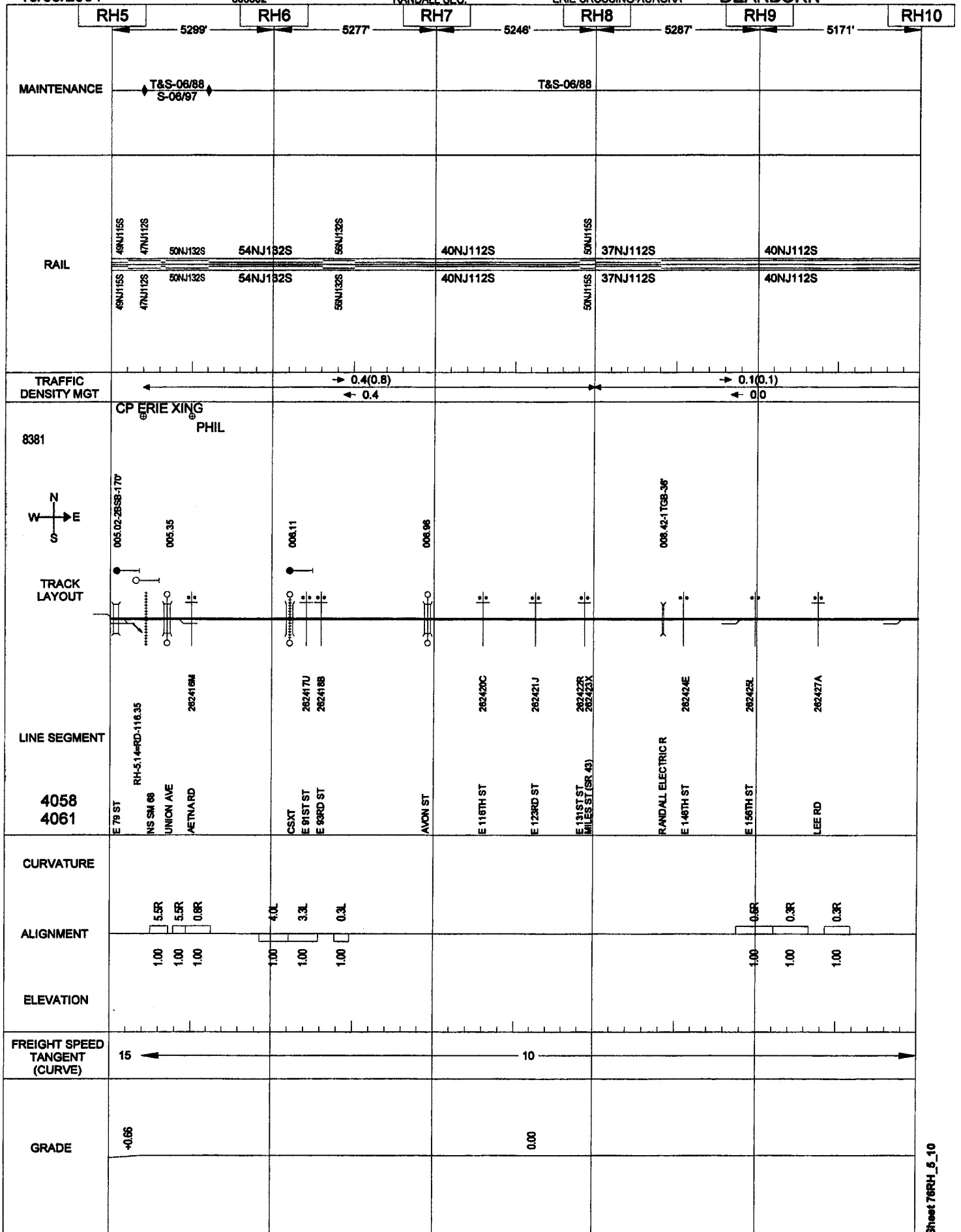
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506502

RANDALL SEC.

ERIE CROSSING-AURORA

DEARBORN



10/06/2004

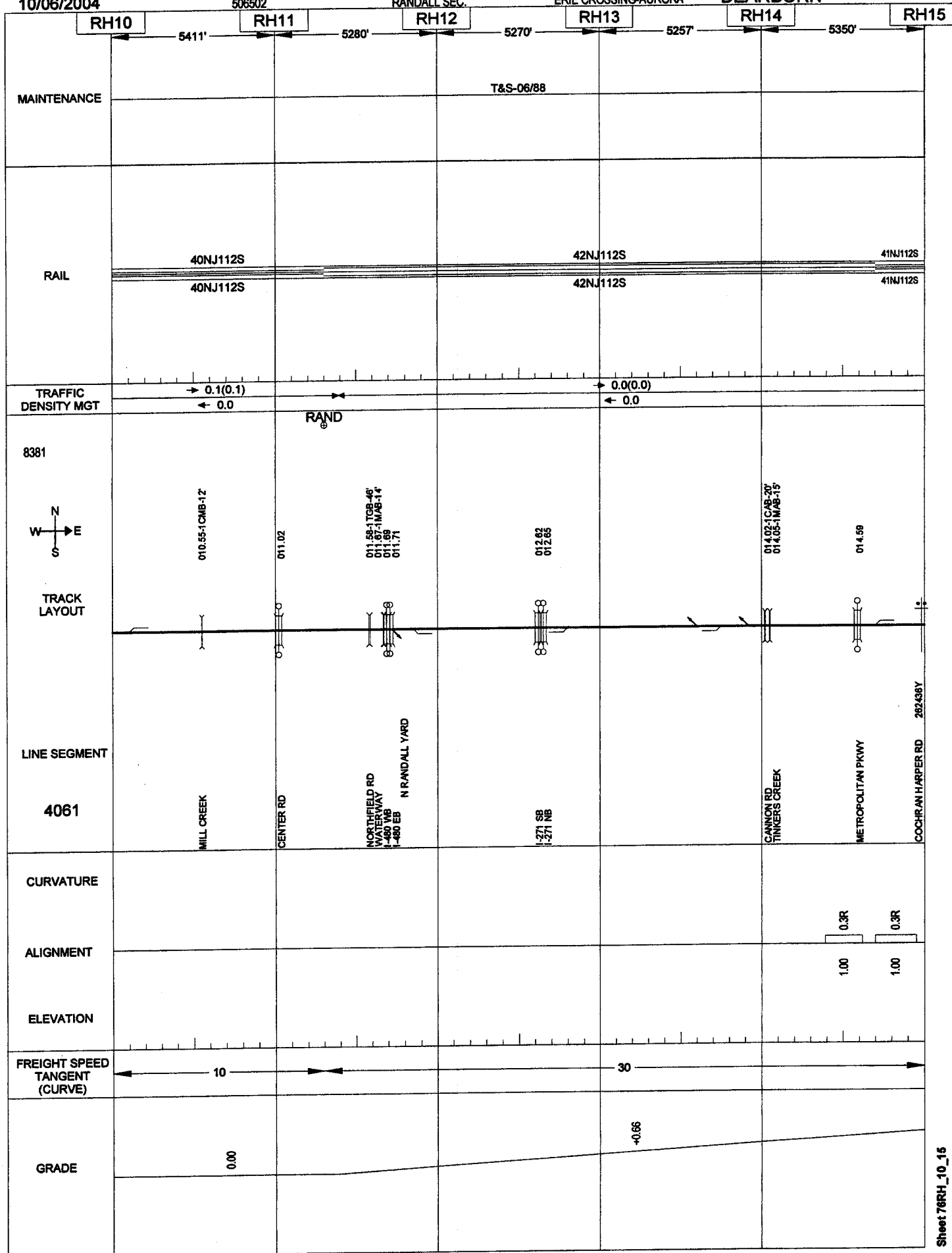
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233

RANDALL SEC.

ERIE CROSSING-AURORA

DEARBORN



10/06/2004

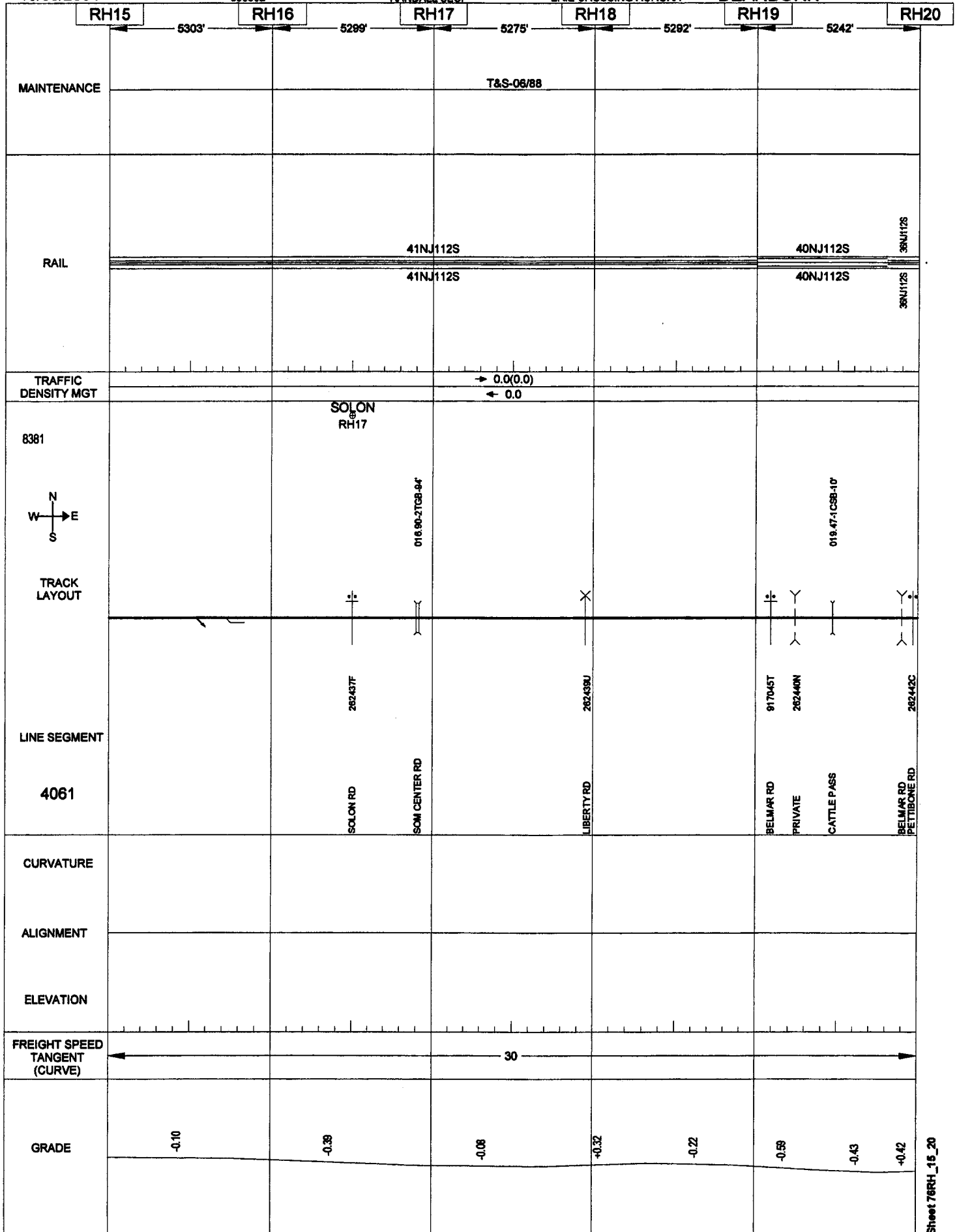
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234

RANDALL SEC.

ERIE CROSSING-AURORA

DEARBORN



10/06/2004

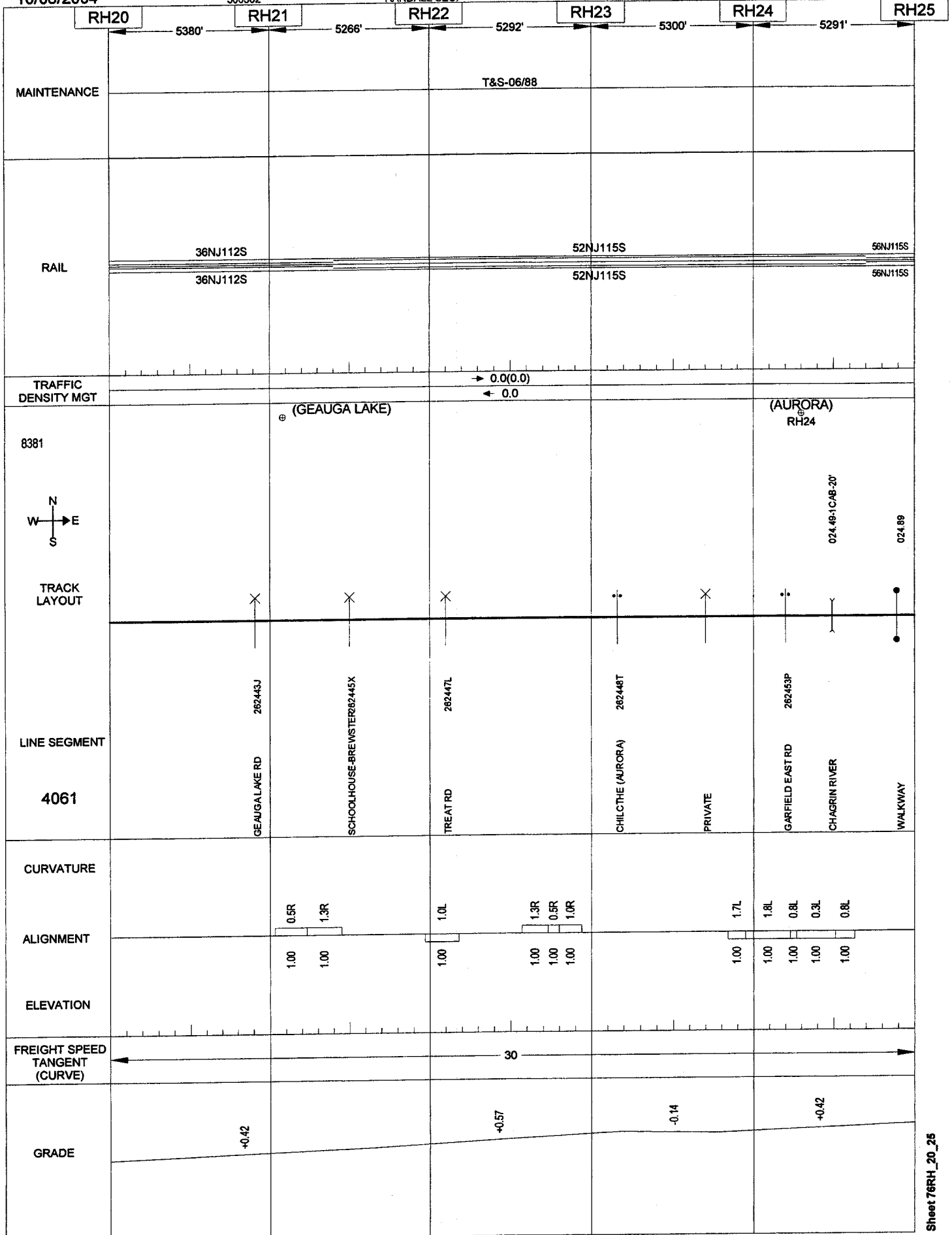
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235

RANDALL SEC.

ERIE CROSSING-AURORA

DEARBORN



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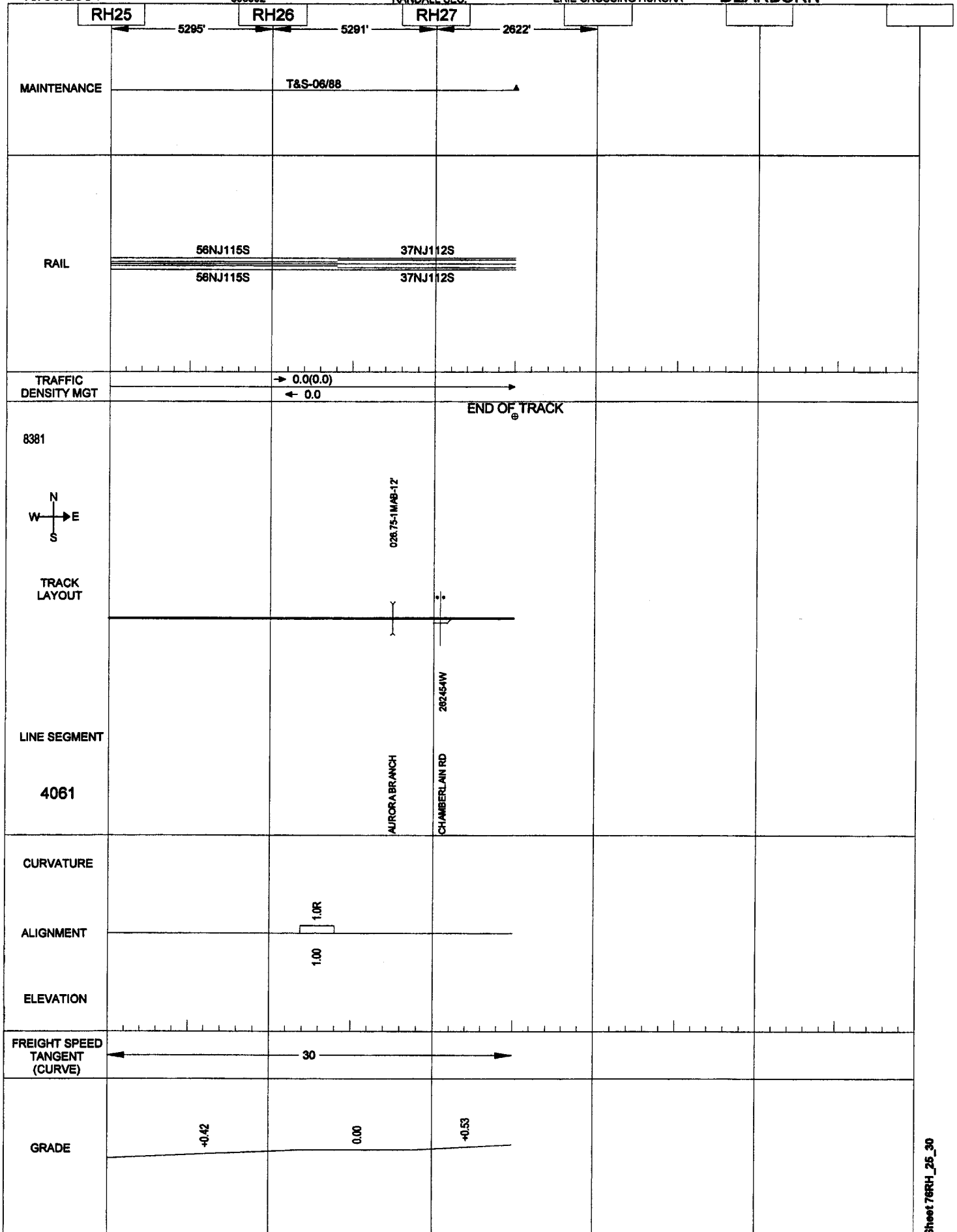
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236

RANDALL SEC.

ERIE CROSSING-AURORA

DEARBORN



10/06/2004

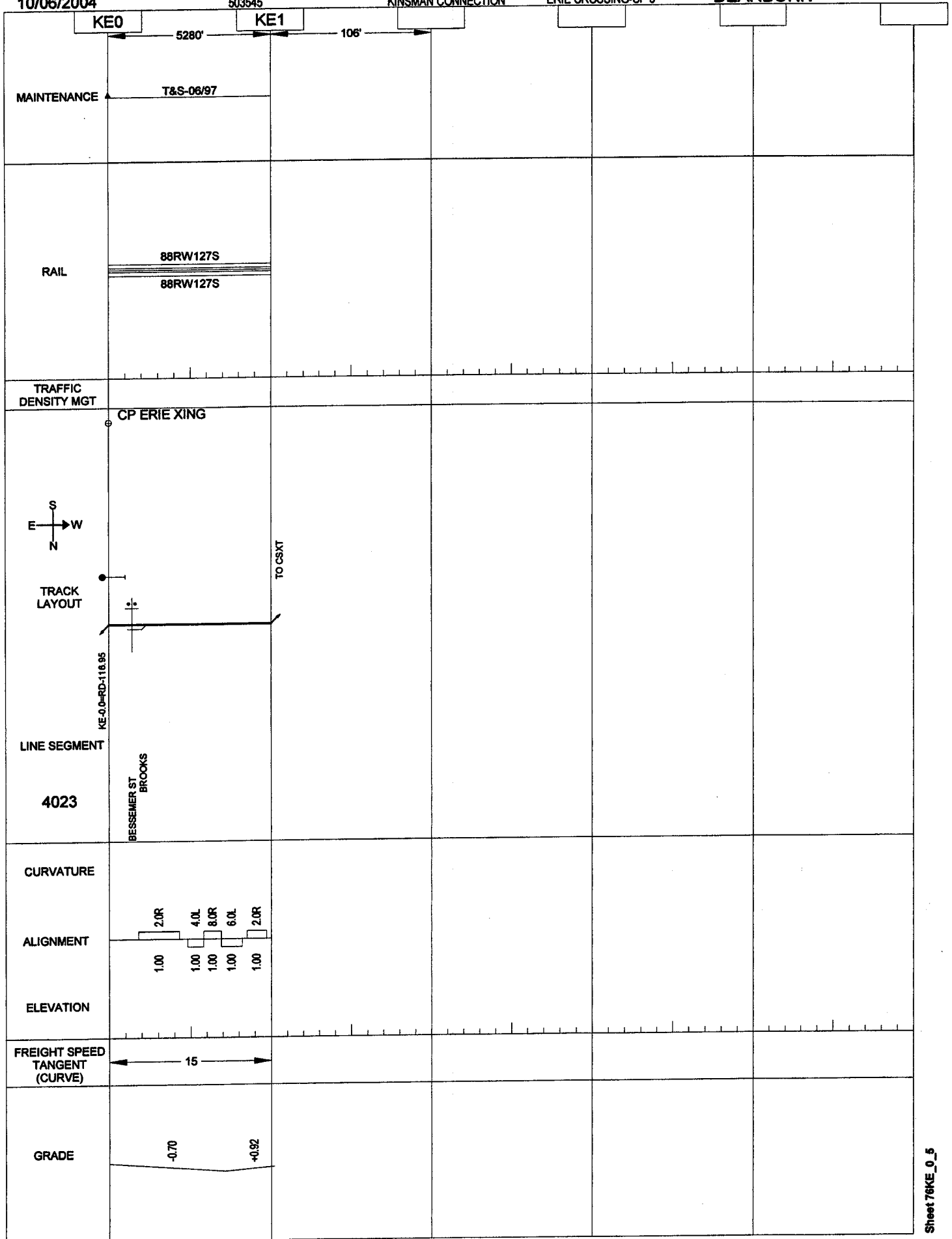
503545

237

KINSMAN CONNECTION

ERIE CROSSING-CP 5

DEARBORN



10/06/2004

503538

238

SILVER PLATE I.T.

CLEVELAND

DEARBORN

	IX0	5280'	IX1	2640'					
MAINTENANCE									
RAIL									
TRAFFIC DENSITY MGT									
7437									
N W S E IX-0-0-RD-121.70 TO CSX									
TRACK LAYOUT									
LINE SEGMENT									
4013									
E 33RD E 35TH E 40TH E 45TH E 49TH E 53RD M/ARQUETTE AVE M/ARQUETTE AVE 524183A 524185N 524196V 524197C 524198J 524198R 524200H 524201P									
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)									
GRADE									

10/08/2004

239

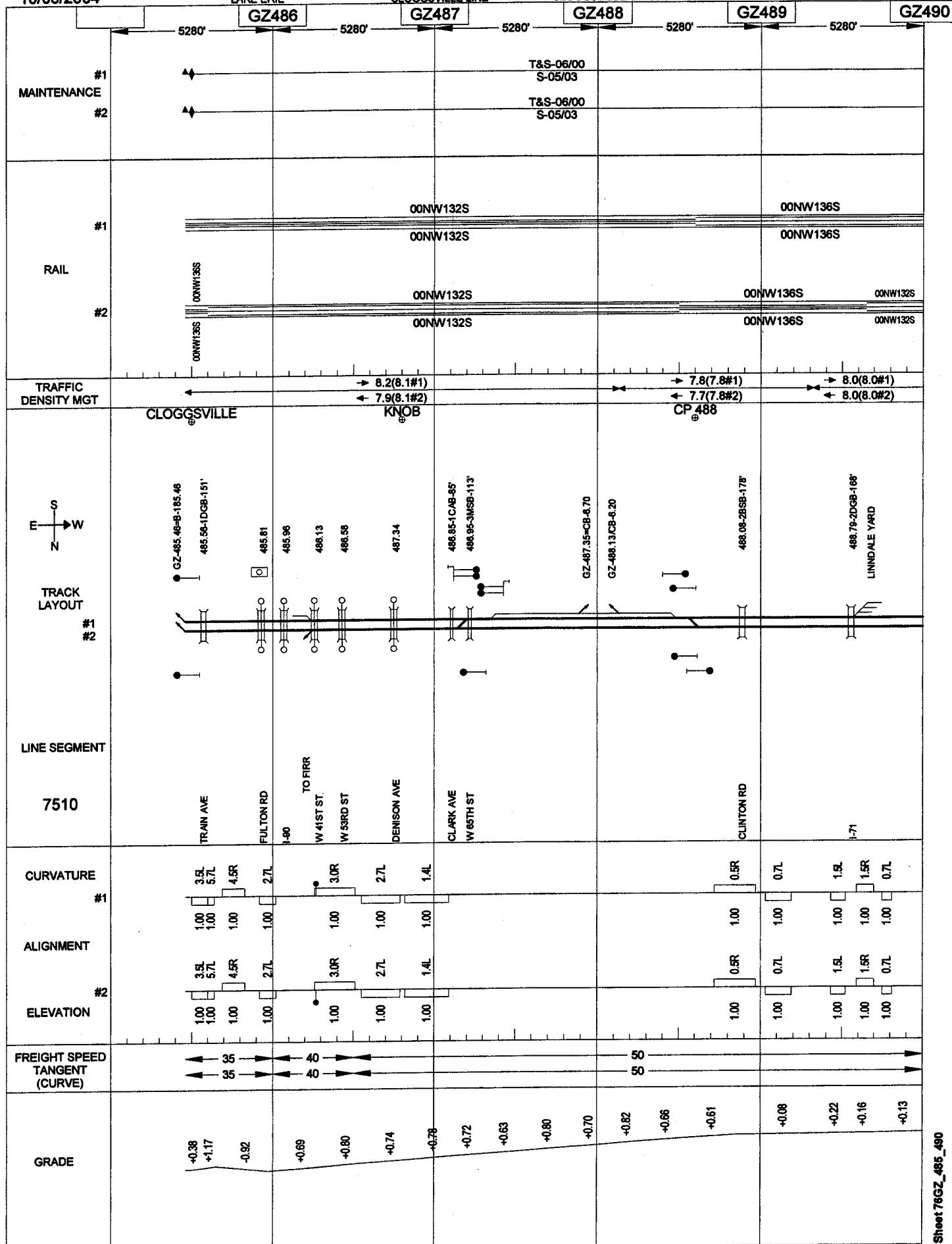
LAKE ERIE

CLOGGSVILLE LINE

CLOGGSVILLE-CP190

DEARBORN

GZ490



10/06/2004

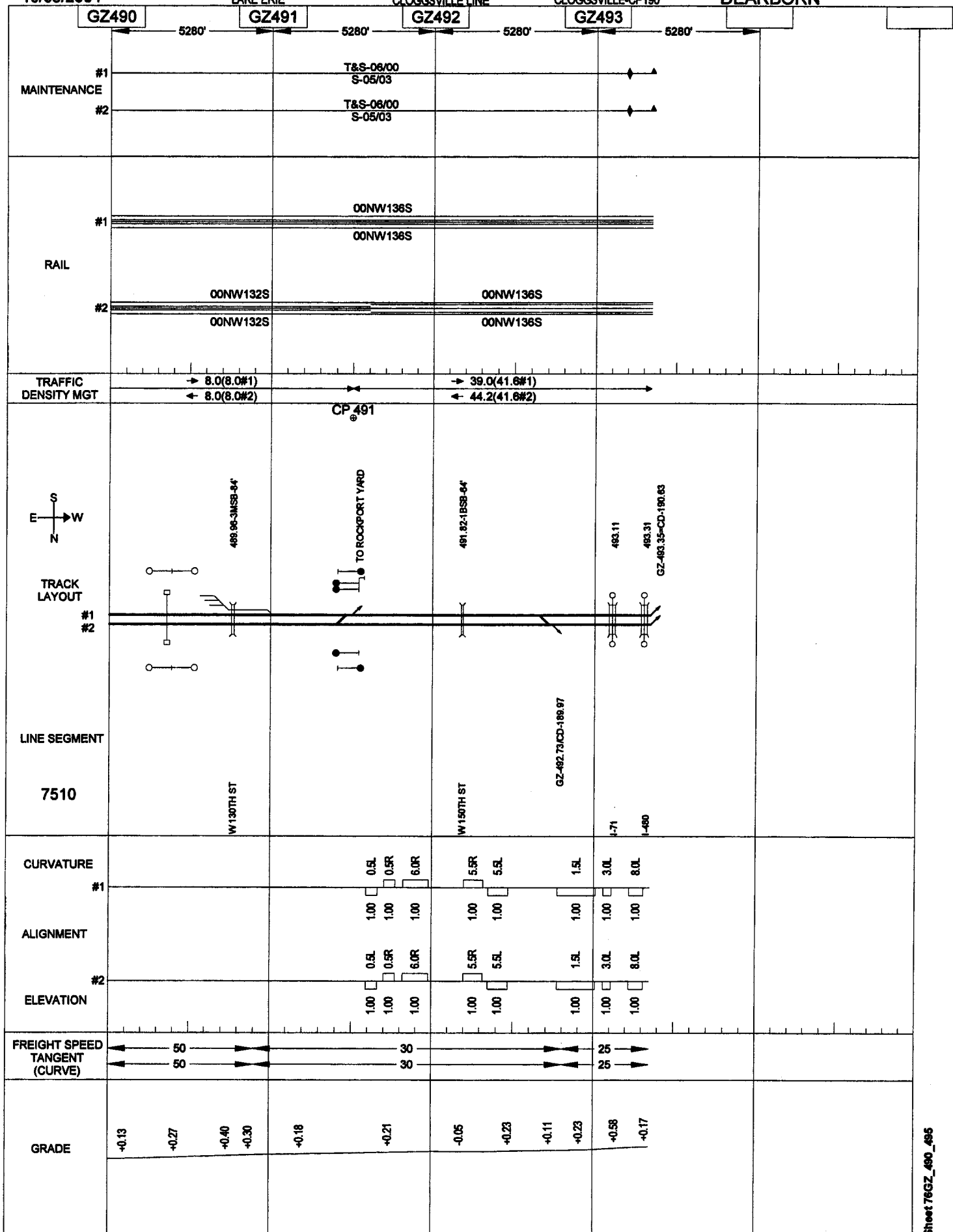
240

LAKE ERIE

CLOGGSVILLE LINE

CLOGGSVILLE-CP190

DEARBORN



10/06/2004

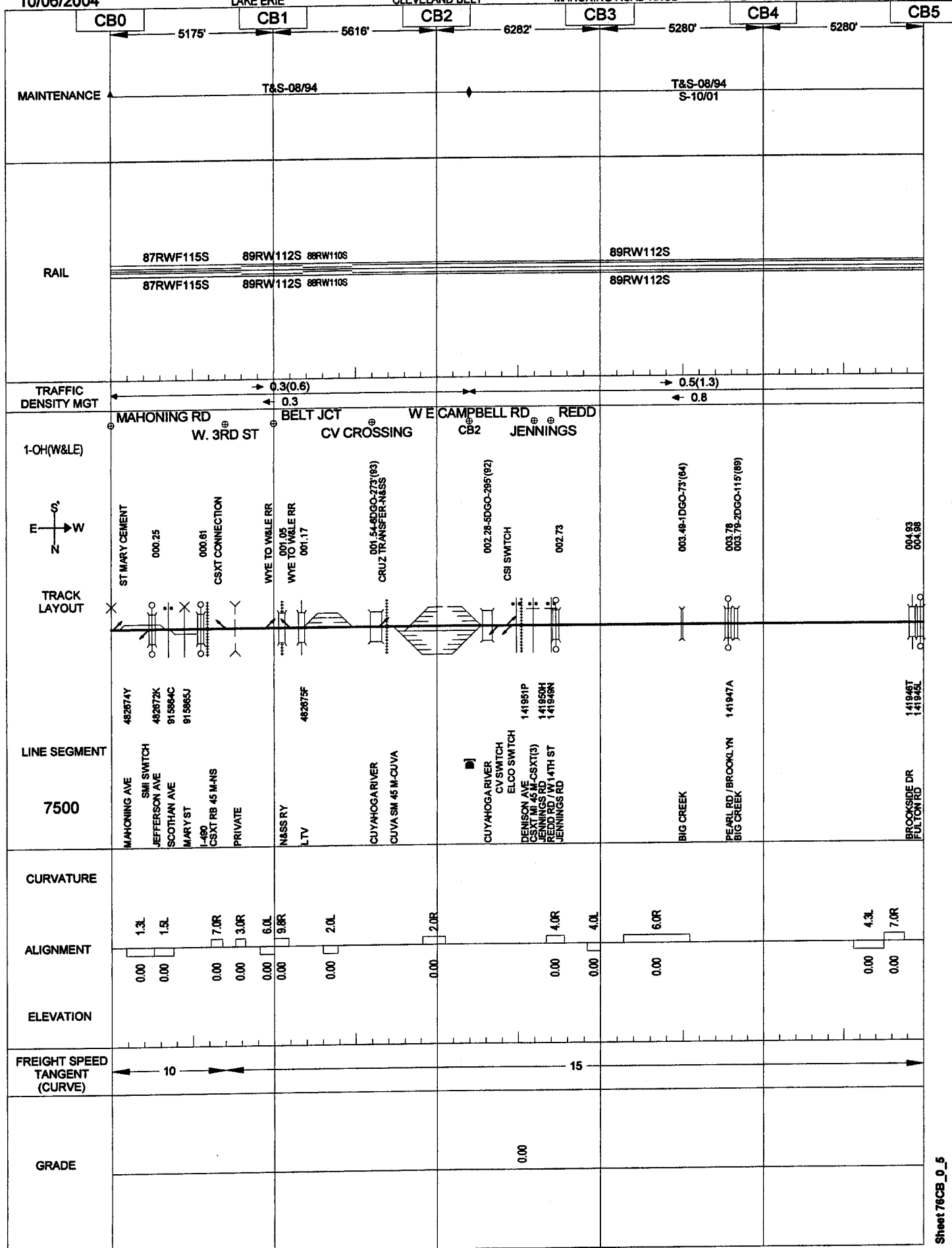
241

LAKE ERIE

CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



10/06/2004

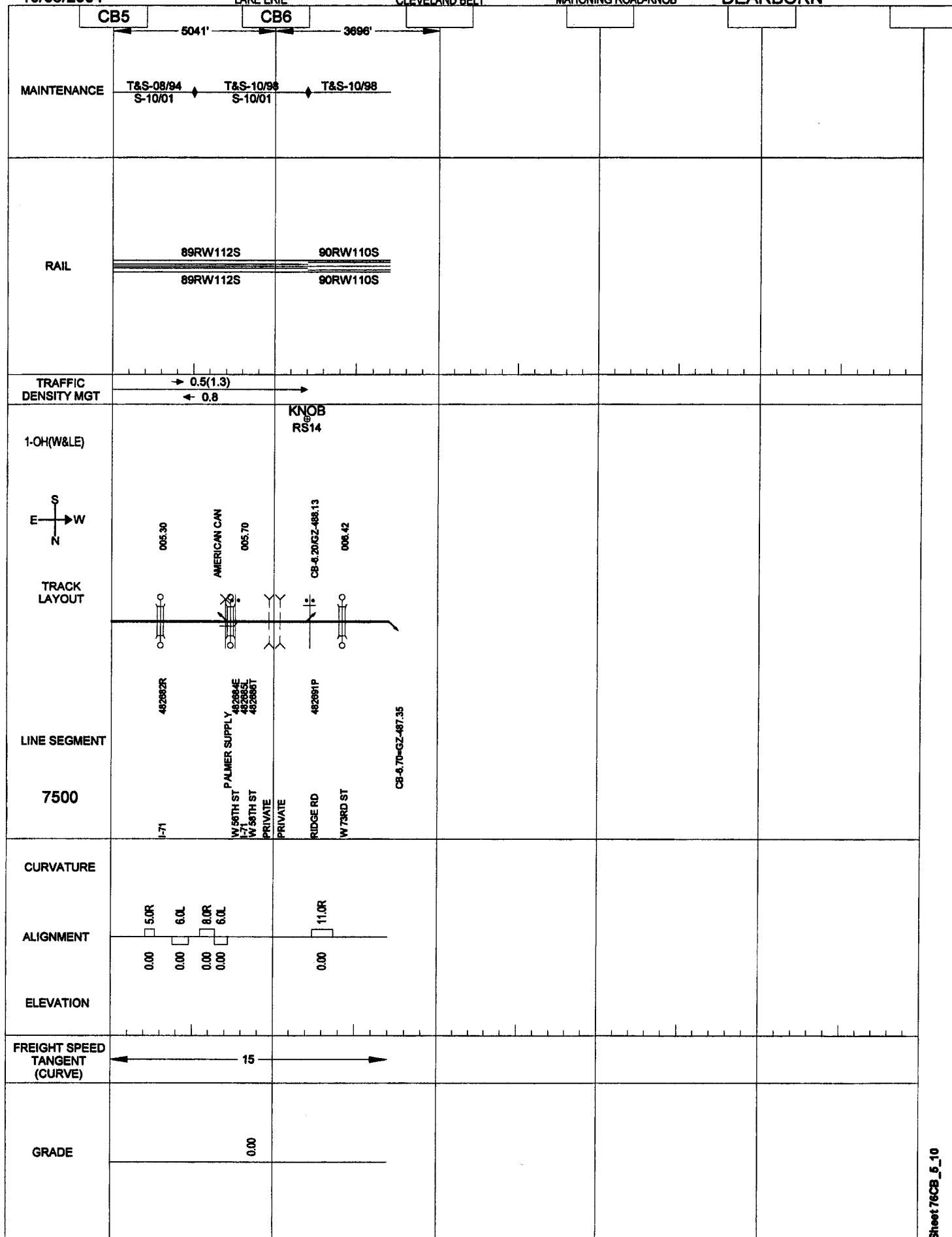
242

LAKE ERIE

CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



10/06/2004

503644

243

STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN

DK2

DK3

DK4

DK5

1056'

5280'

5280'

5280'

MAINTENANCE
#2
#1

T&S-06/83
S-06/87
T&S-06/83
S-06/87

RAIL

#2

#1

85RW127S
85RW127S

TRAFFIC
DENSITY MGT

3010
0001



TRACK
LAYOUT

#2
#1

CP 286 (ROCKWELL JCT)

WALBRIDGE
DK5

004.50-18SO-19 (N/A)(N/A)

LINE SEGMENT

4175

DK-1.80=CD-286.53

OAKDALE YARD

509438M

OAKDALE AVE

509854D

WALES

WATERWAY

CSXT SM 61 M-NS

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

3.3R
1.00
3.3R
1.00
3.3R
1.00
6.3R
1.00
6.3R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

20 20 10 10

GRADE

-0.01

-0.02

10/06/2004

503644

244

STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN

DK5

1584'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

0001



TRACK
LAYOUT

#2
#1

TO CSXT

LINE SEGMENT

4175

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10
10

GRADE

-0.02

10/06/2004

503630

245

OAKDALE CONN.

CP 286-CP OAK

DEARBORN

XA287

5280'

4224'

MAINTENANCE

T&S-06/97

RAIL

97NW136S

97NW136S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

CP 286

(TOLEDO)

CP OAK

XA286

4224



TRACK
LAYOUT

XA-286.90=CD-286.75

XA-287.80=DY-2.35

LINE SEGMENT

4109

OAK ST

OAKDALE AVE

CURVATURE

ALIGNMENT

ELEVATION

8.0L

4.0L

4.0L

2.3L

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

+0.90

+0.14

0.00

-1.10

10/06/2004

246

TOLEDO TERMINAL

TOLEDO BELT

FASSETT-IRONVILLE

DEARBORN

TB2

TB3

TB4

TB5

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-05/00

T&S-12/93

RAIL

00NW136S

00NW136S

TRAFFIC
DENSITY MGT

1.3(2.4)

1.1

CP 286

SUN

DEARBORN

BERGER

PAJNE

YORK

6-OH(W&LE)



TRACK
LAYOUT

TB-1.24-CD-287.15

TB-4.9-CD-3.2

LINE SEGMENT

7445

473870G

473871N

473872V

473873C

473874J

473875R

473876X

473877E

473878L

473879T

473880M

473881U

473882B

473883H

E BROADWAY

WOODVILLE

NAVARRA AVE

NEVADA

GREENWOOD

STARK ST

KELSEY ST

DEARBORN ST

SEAMAN ST

1-475 CSXT

BURGER

MILFORD

CONSAUL ST

PAJNE

WHEELING
YORK

CURVATURE

ALIGNMENT

ELEVATION

1.00 9.0L

1.00 4.0L

1.00 4.0R

1.00 3.5L

1.00 4.0L

1.00 7.5R

1.00 1.5L

1.00 5.0R

1.00 6.0R

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.44

-1.35

-0.30

-0.06

+1.20

-0.61

0.00

-0.43

-0.50

-0.20

0.00

-0.17

0.00

Sheet 76TB_0_5

10/06/2004

247

TOLEDO TERMINAL

TOLEDO BELT

FASSETT-IRONVILLE

DEARBORN

	TB5	5280'					
MAINTENANCE	T&S-12/93						
RAIL	00NW136S 00NW136S						
TRAFFIC DENSITY MGT	1.3(2.4) 1.1						
6-OH(W&E)	IRONVILLE 07006						
TRACK LAYOUT							
LINE SEGMENT	TB-5.37-T-5.37						
7445							
CURVATURE							
ALIGNMENT	6.0R 1.00	7.7R 1.00					
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	0.00 -0.48 -0.30 -0.15						

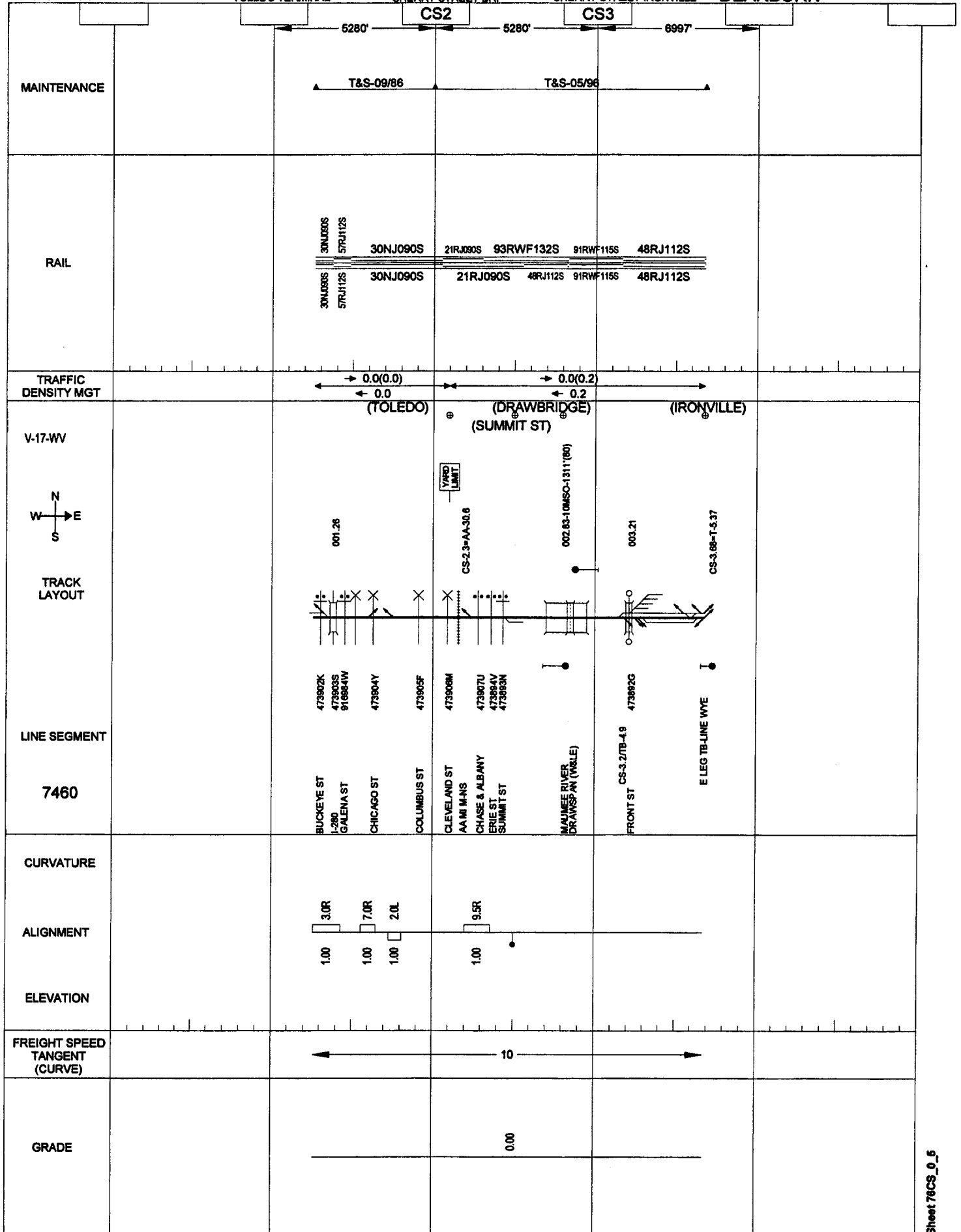
10/06/2004

TOLEDO TERMINAL

CHERRY STREET BR.

CHERRY STREET-IRONVILLE

DEARBORN



10/06/2004

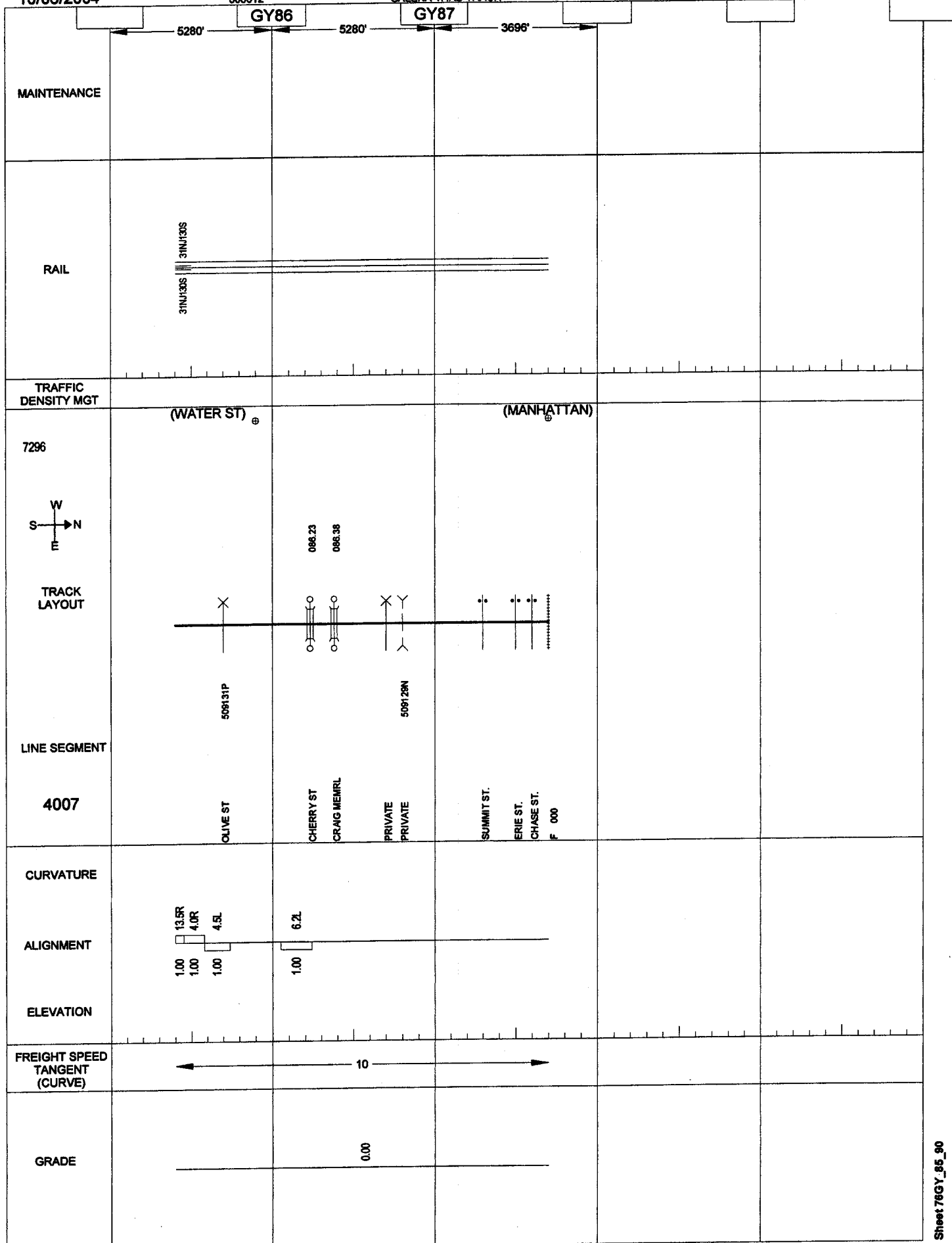
503612

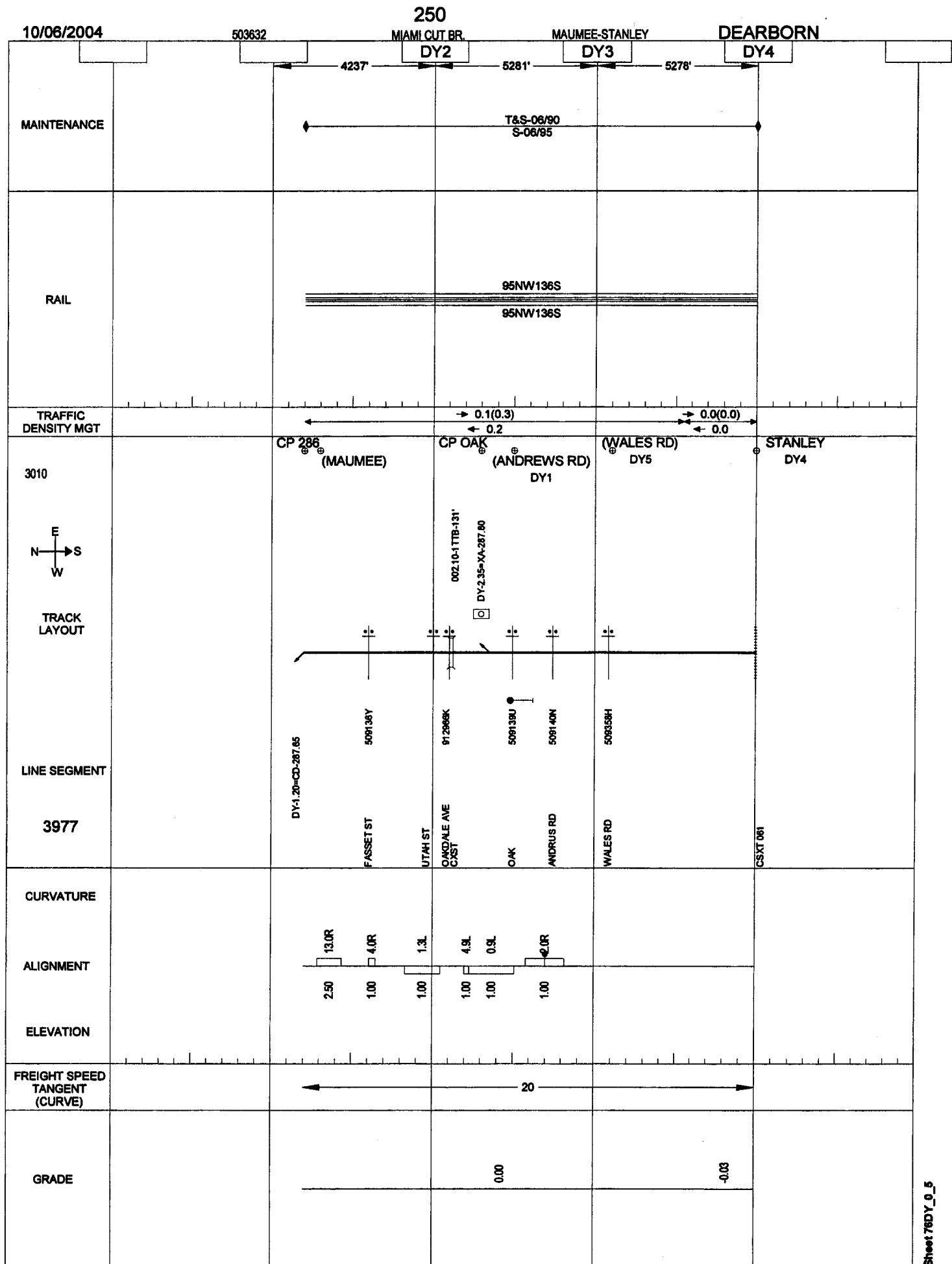
249

GALENA YARD TRACK

OLIVE-GALENA

DEARBORN





10/06/2004

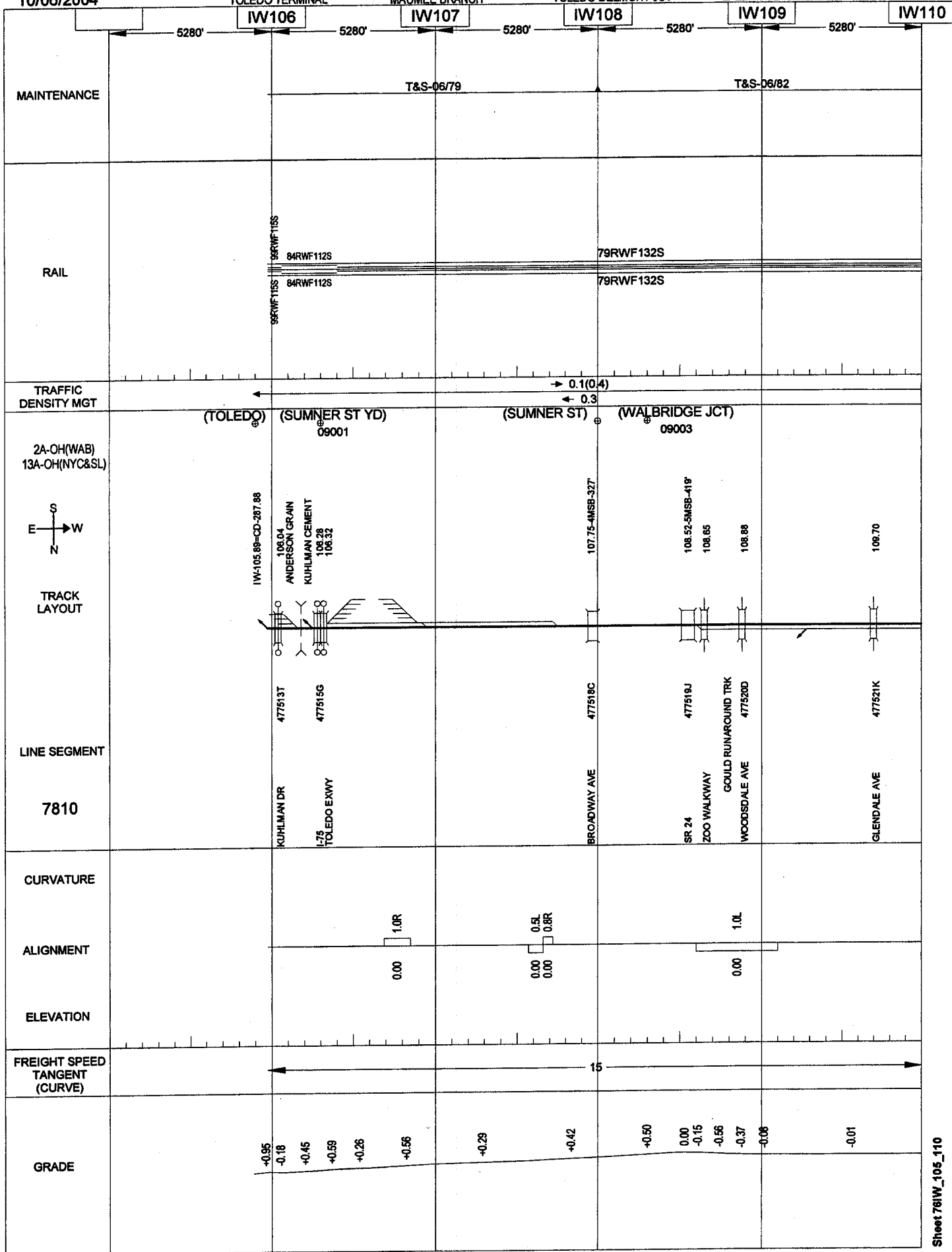
251

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



10/06/2004

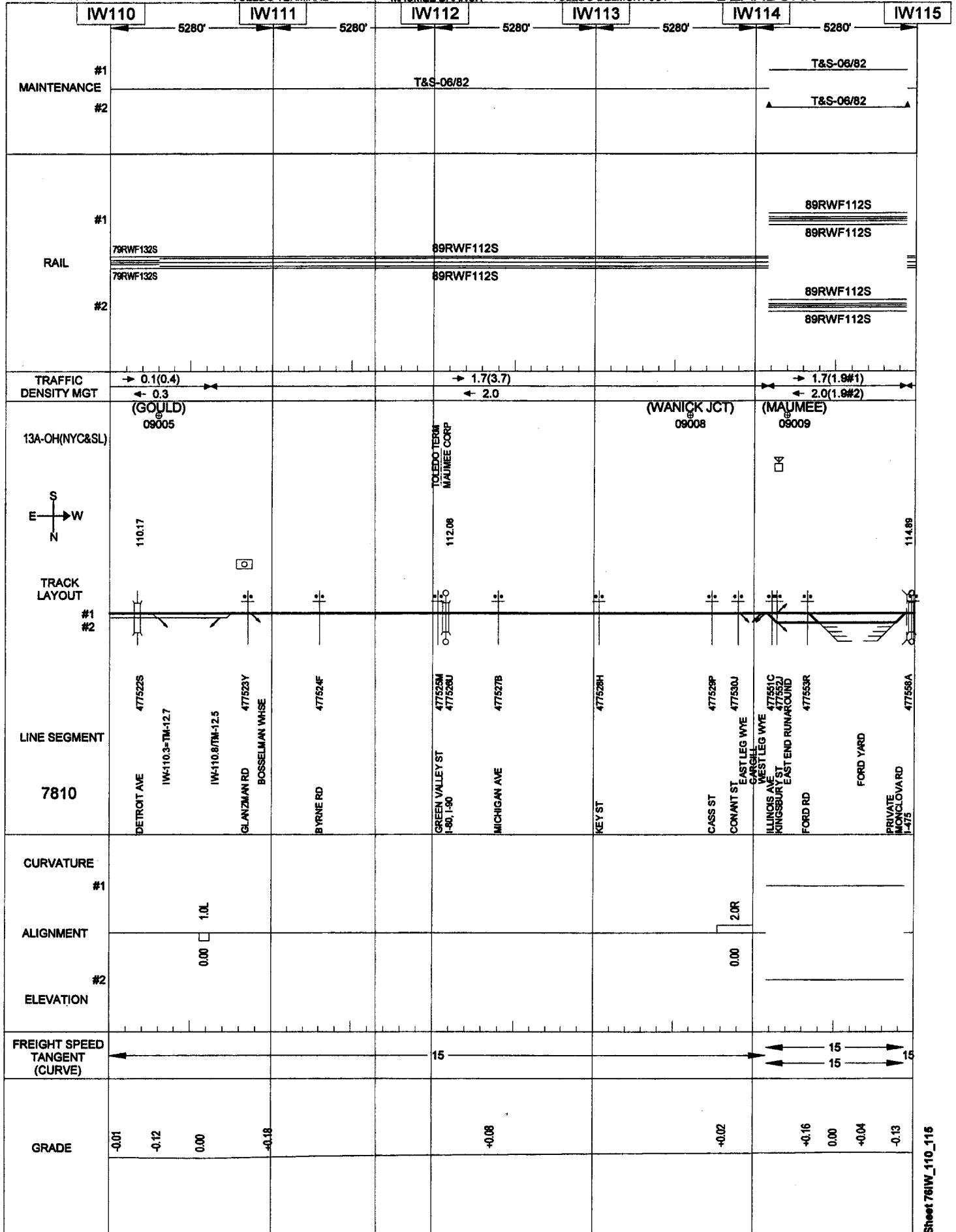
252

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



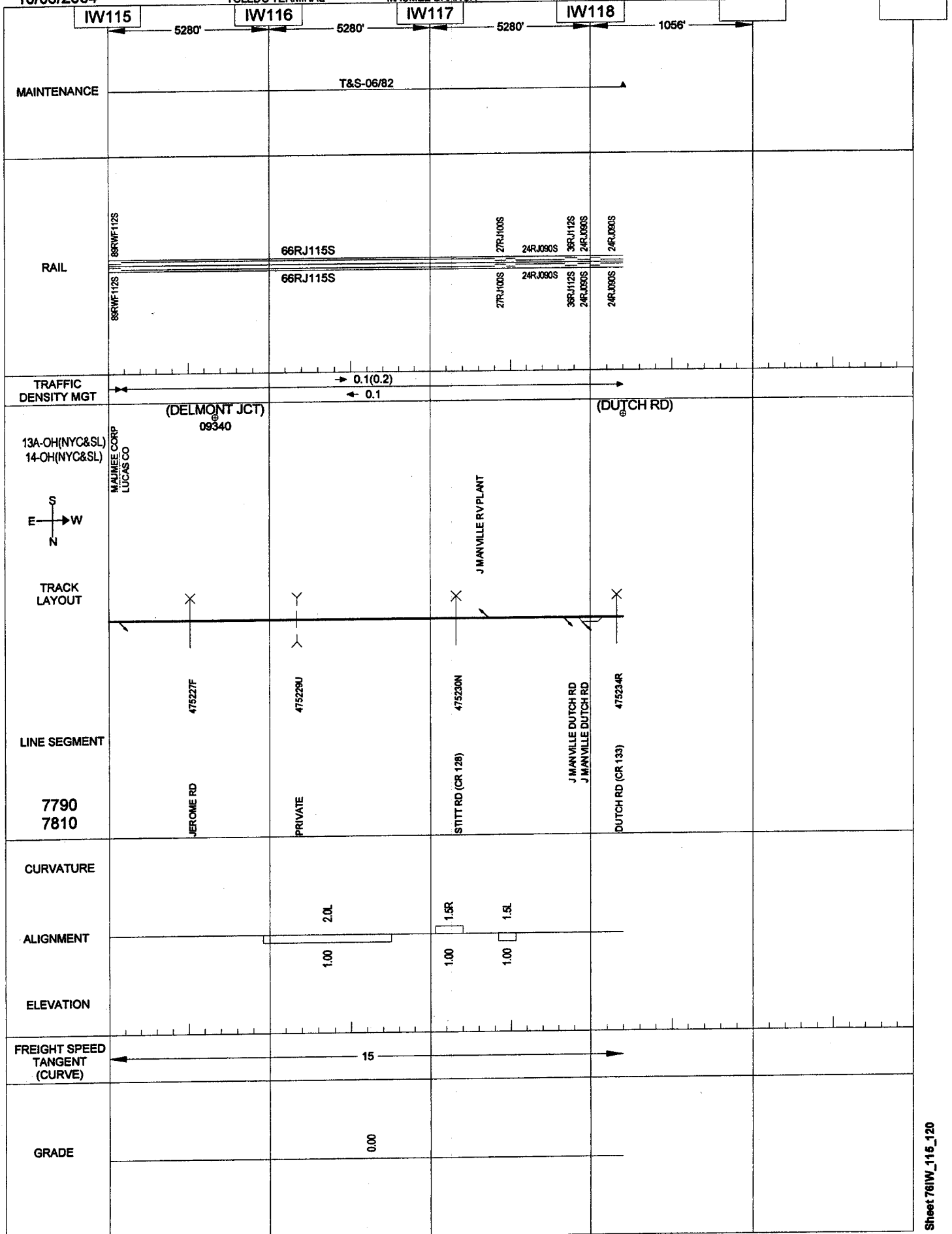
10/06/2004

TOLEDO TERMINAL

MAUMEE BRANCH

DELMONT JCT-WATERVILLE

DEARBORN



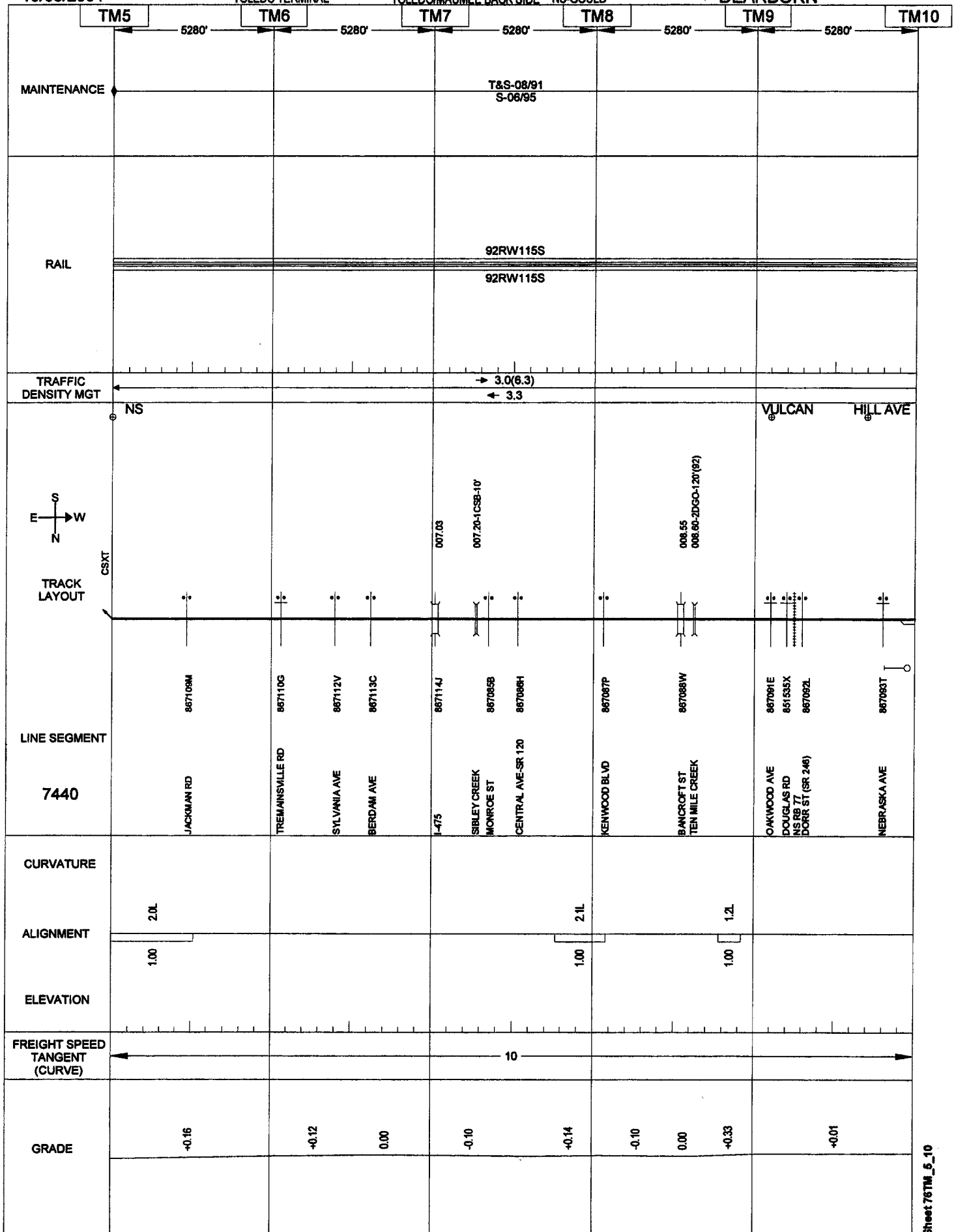
10/06/2004

254

TOLEDO TERMINAL

TOLEDO/MAUMEE BACK SIDE NS-GOULD

DEARBORN



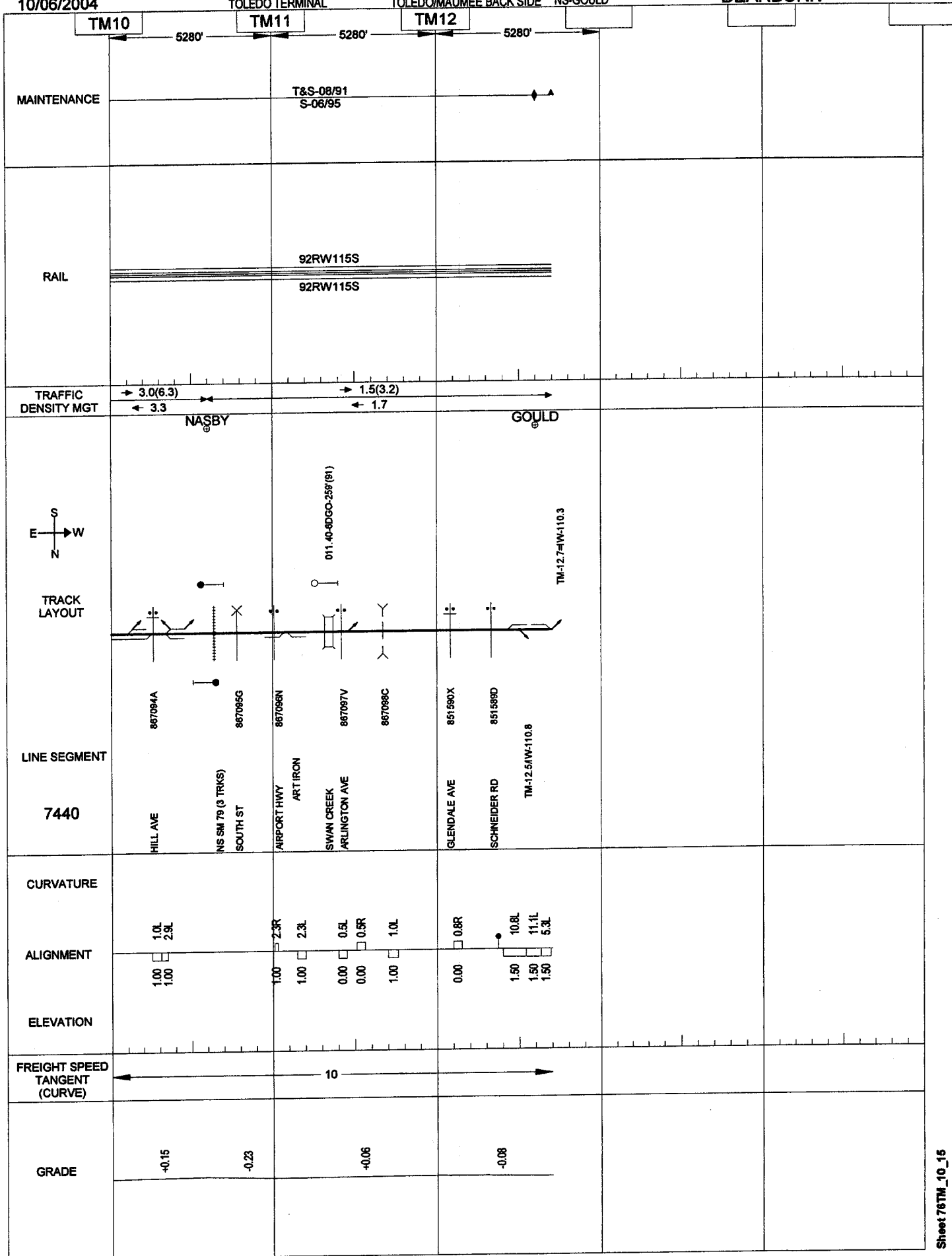
10/06/2004

255

TOLEDO TERMINAL

TOLEDO/MAUMEE BACK SIDE NS-GOULD

DEARBORN



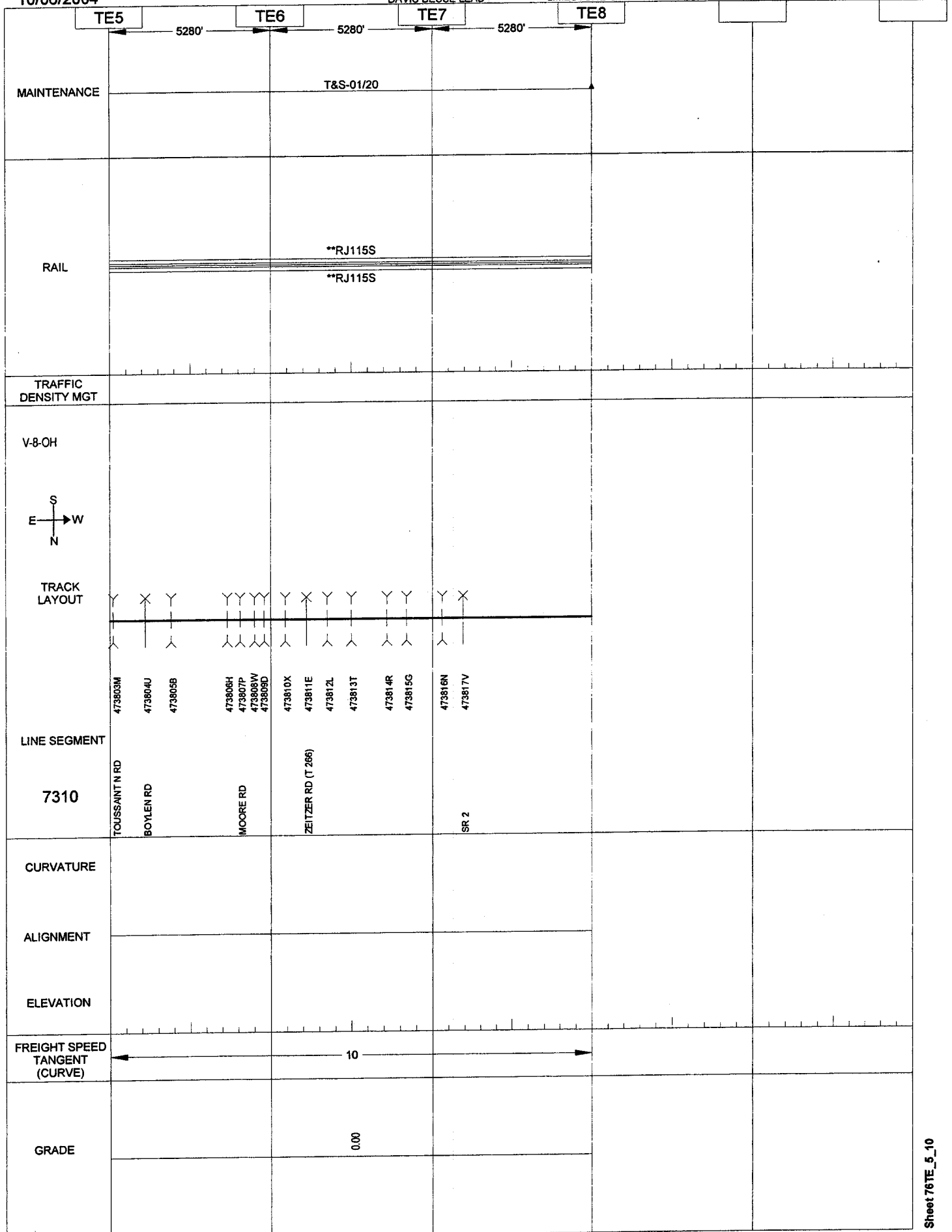
	TE0	TE1	TE2	TE3	TE4	TE5
MAINTENANCE	T&S-01/20					
RAIL	**RJ115S **RJ115S					
TRAFFIC DENSITY MGT						
V-8-OH						
S E N W TE-0.0-T-20.0 TRACK LAYOUT						
LINE SEGMENT 7310	473780H 473781P 473782W 473783D 473784K 473785S 473786Y 473787F 473781V 473788M 473789J 473790N 473792C 473793J 473794R 473795X 473796E 473797L 473798T 473799A 473800S 473802F					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

10/06/2004

DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

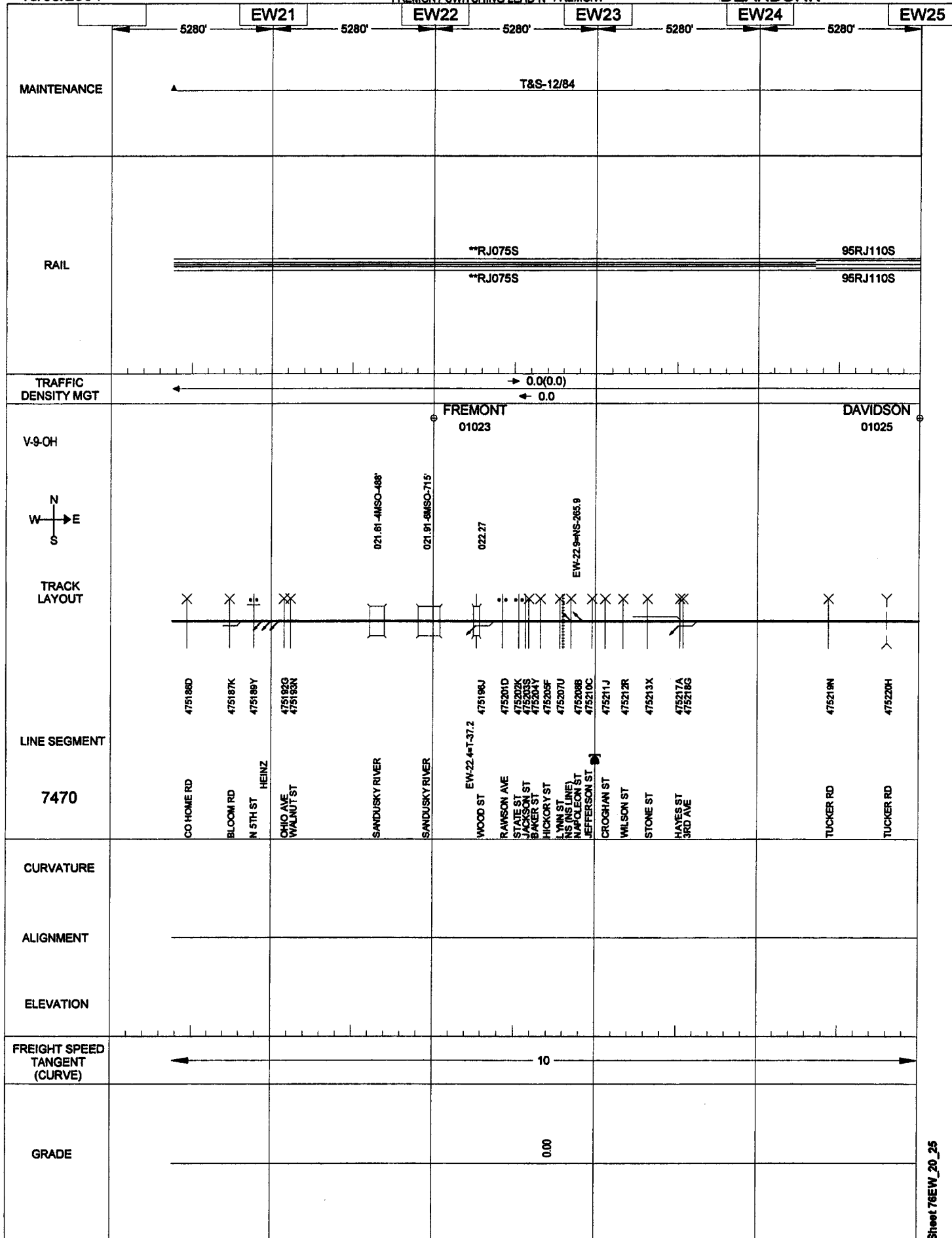
DEARBORN



10/06/2004

FREMONT SWITCHING LEAD-N FREMONT

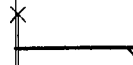
DEARBORN



10/06/2004

FREMONT SWITCHING LEAD-N FREMONT

DEARBORN

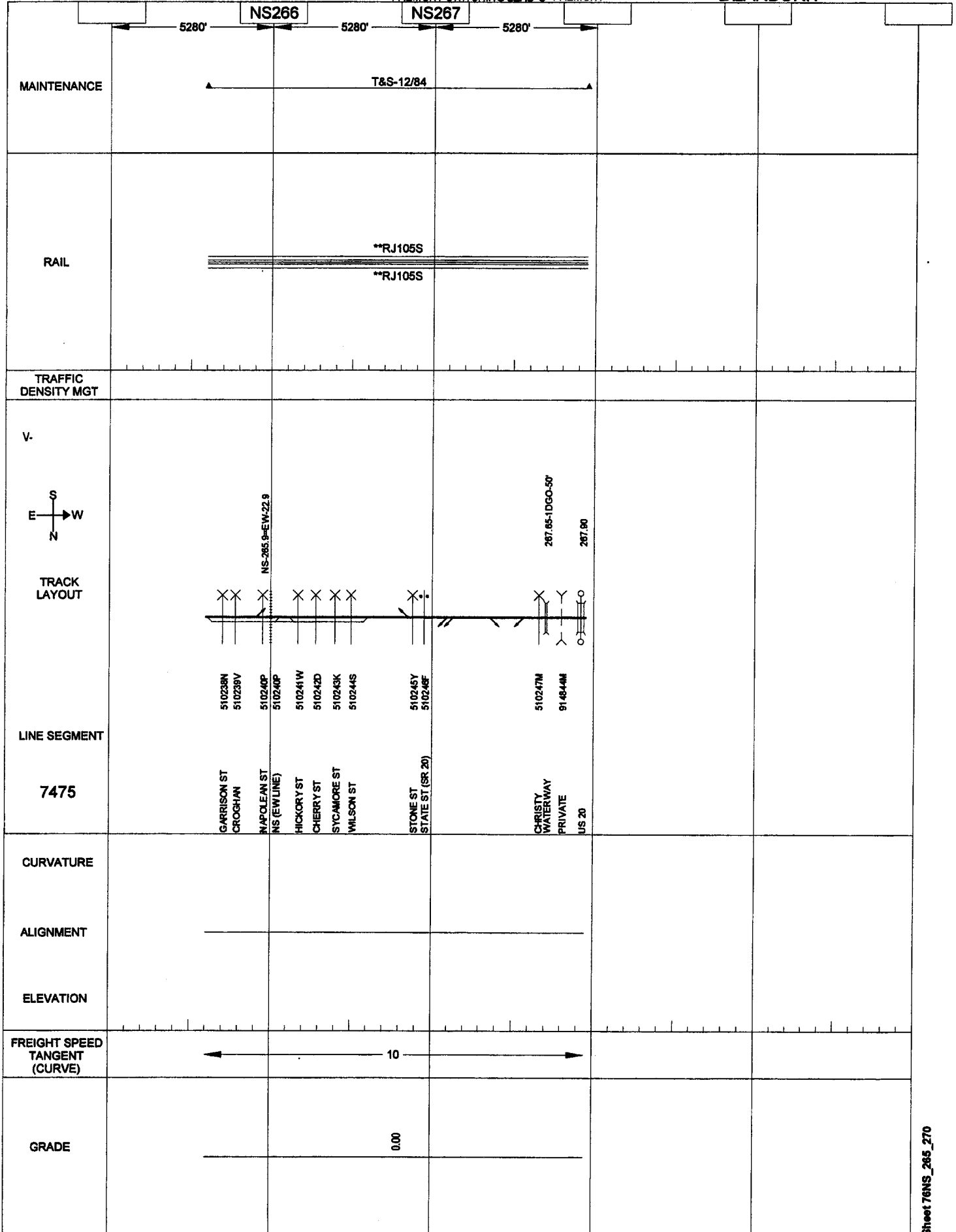
	EW25	5280'						
MAINTENANCE	T&S-12/84 ▲							
RAIL	95RJ110S 95RJ110S							
TRAFFIC DENSITY MGT	→ 0.0(0.0) ← 0.0							
	DAVIDSON 01025							
								
TRACK LAYOUT								
LINE SEGMENT	BUCKLAND AVE (CR 41) 475221P							
7470								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	← 10 →							
GRADE	0.00							

10/06/2004

260

FREMONT SWITCHING LEAD-C FREMONT

DEARBORN



10/06/2004

503635

261
CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

XK300

5280'

T&S-05/02

MAINTENANCE

RAIL

55NU127S

55NU127S

TRAFFIC
DENSITY MGT

→ 0.1(0.5)
← 0.4

(A/R)

2080



TRACK
LAYOUT

XK-298.30/CD-292.00



508963D
508964K

LINE SEGMENT

4118

PRIVATE
NEBRASKA AVE
PARKSIDE BLVD

PELEE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.03

10/06/2004

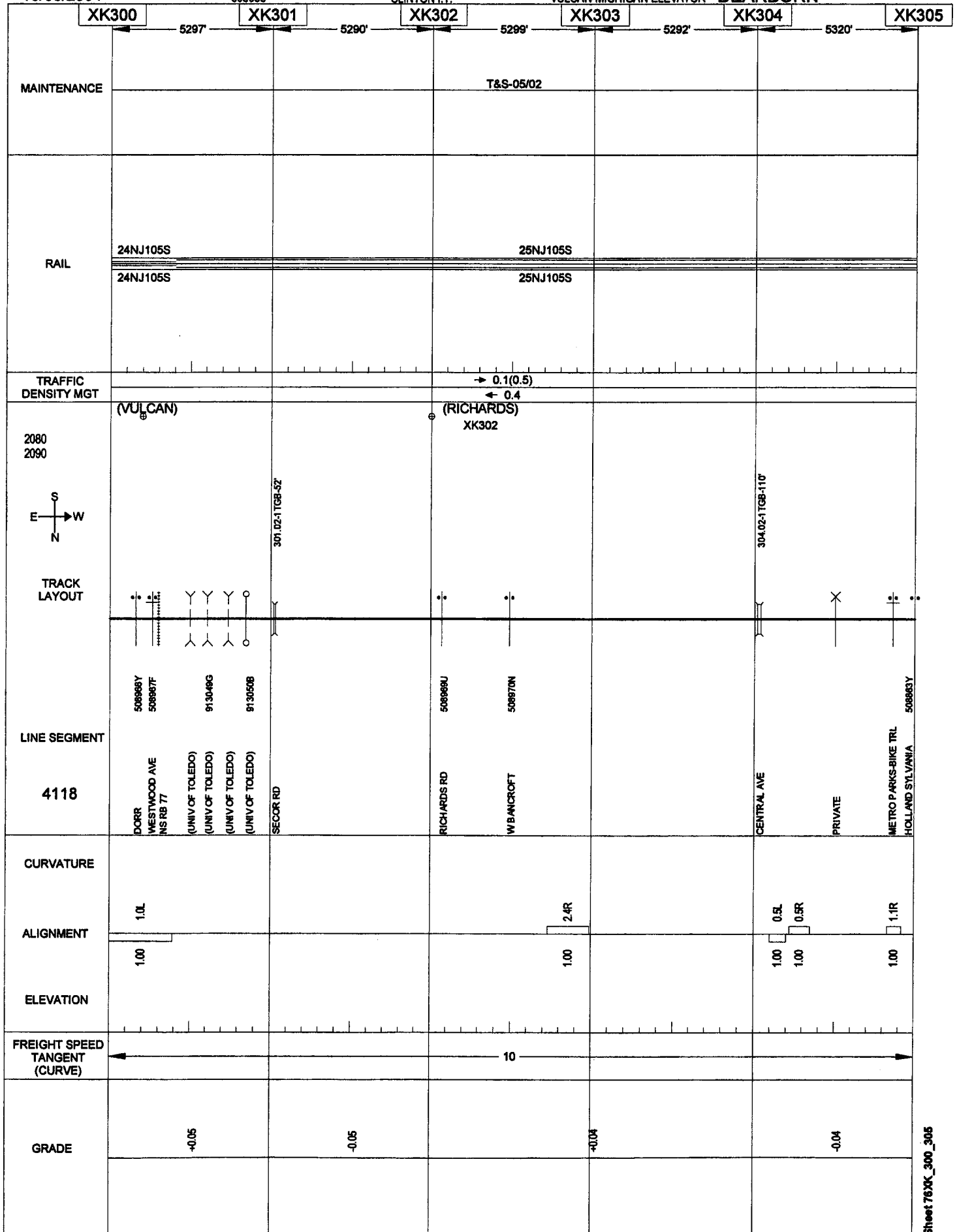
503635

262

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN



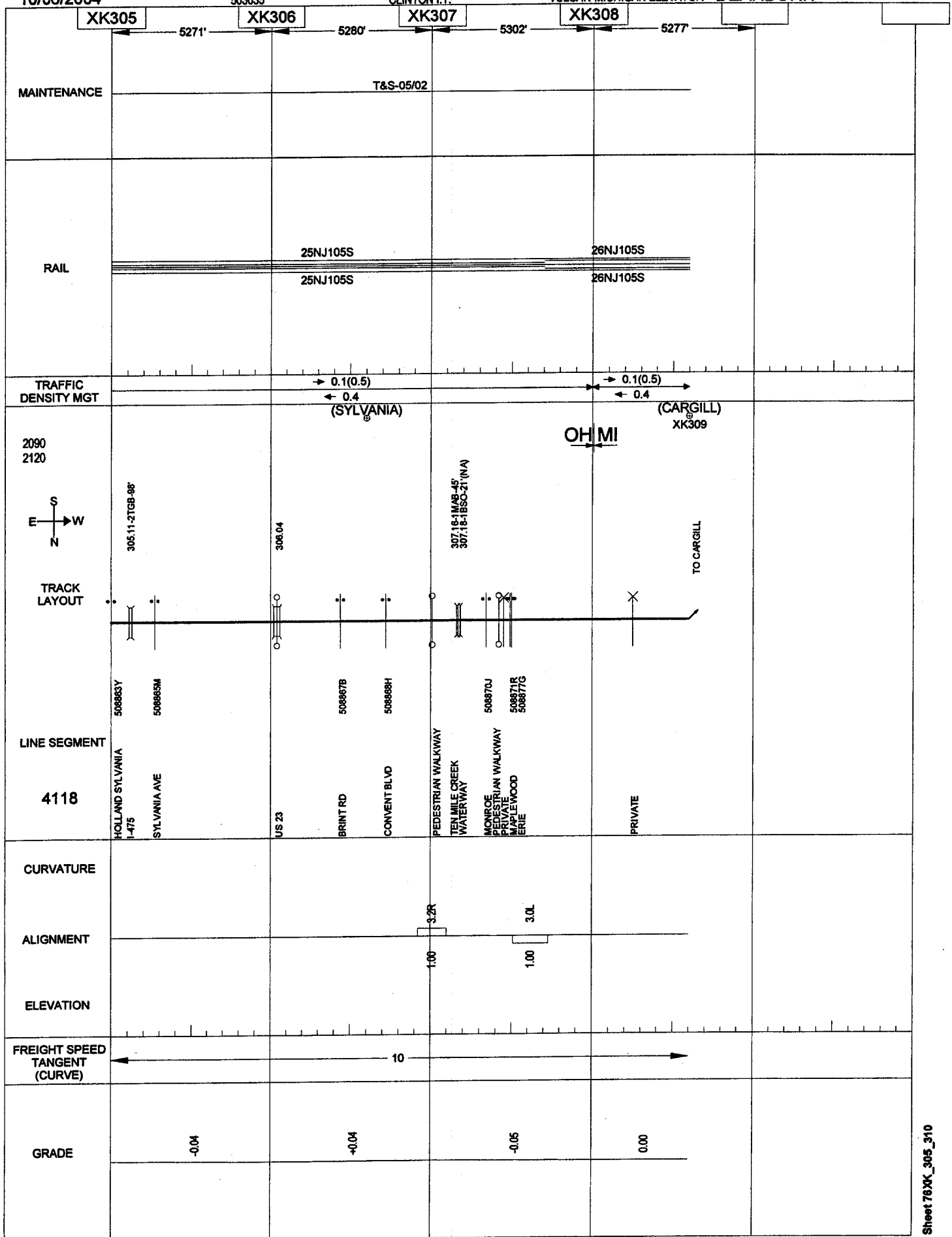
10/06/2004

503635

263

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR DEARBORN



10/06/2004

508248

264
NORTHERN I.T.

BRYAN

DEARBORN

IV59

1584'

5280'

MAINTENANCE

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

RAIL

27NU090S

27NU090S

TRAFFIC
DENSITY MGT

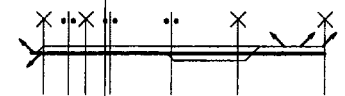
(BRYAN)

5510

W
S — N
E

TRACK
LAYOUT

IV-58.7/CD-341.3



LINE SEGMENT

4010

IV-58.7/CD-341.75

E TREVITT ST

E MULBERRY ST

E BRYAN ST

E HIGH ST

E WILSON ST

PERRY ST

SOUTH ST

CURVATURE

ALIGNMENT

ELEVATION

4.0R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

10/11/2004

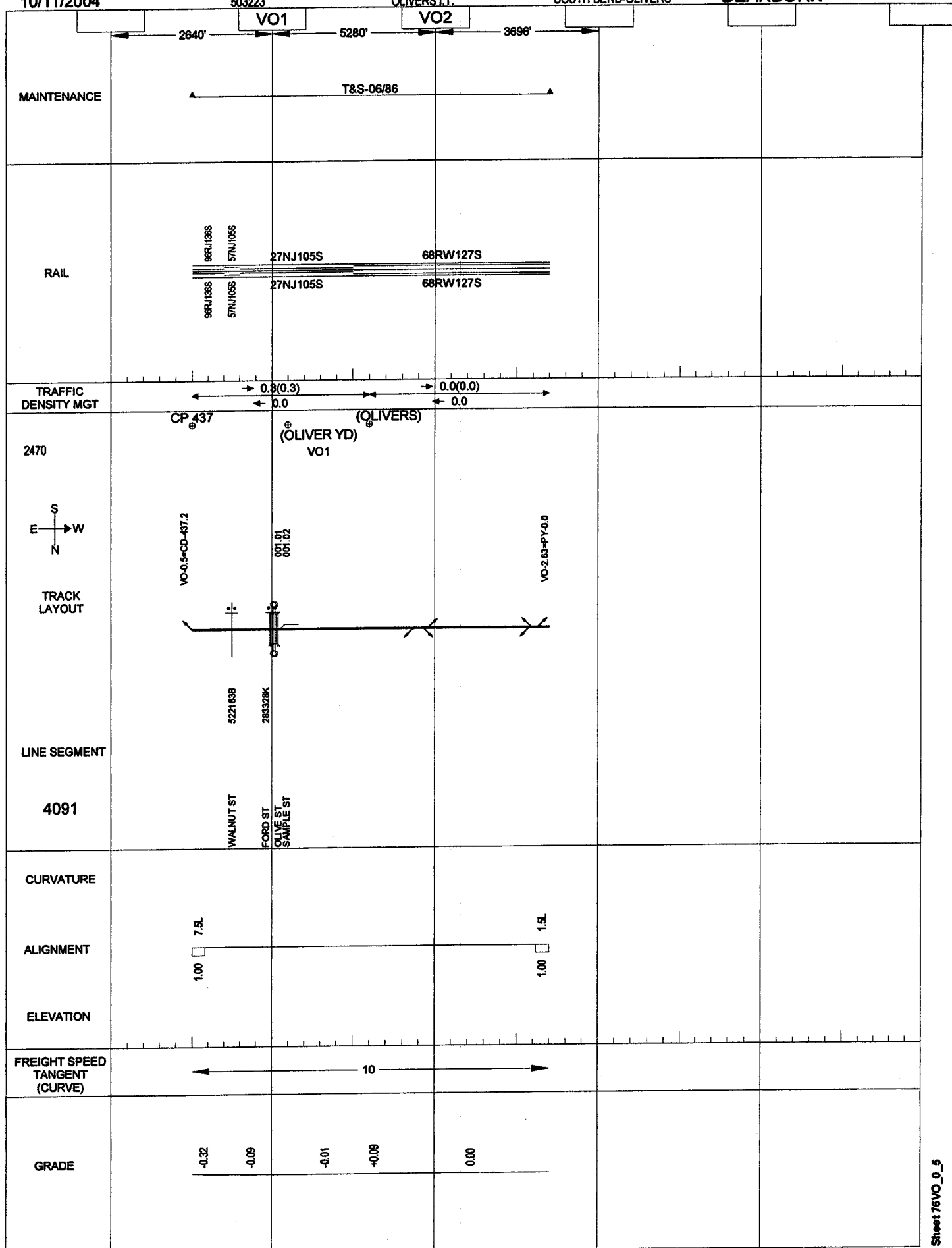
503223

265

OLIVERS J.T.

SOUTH BEND-OLIVERS

DEARBORN



10/11/2004

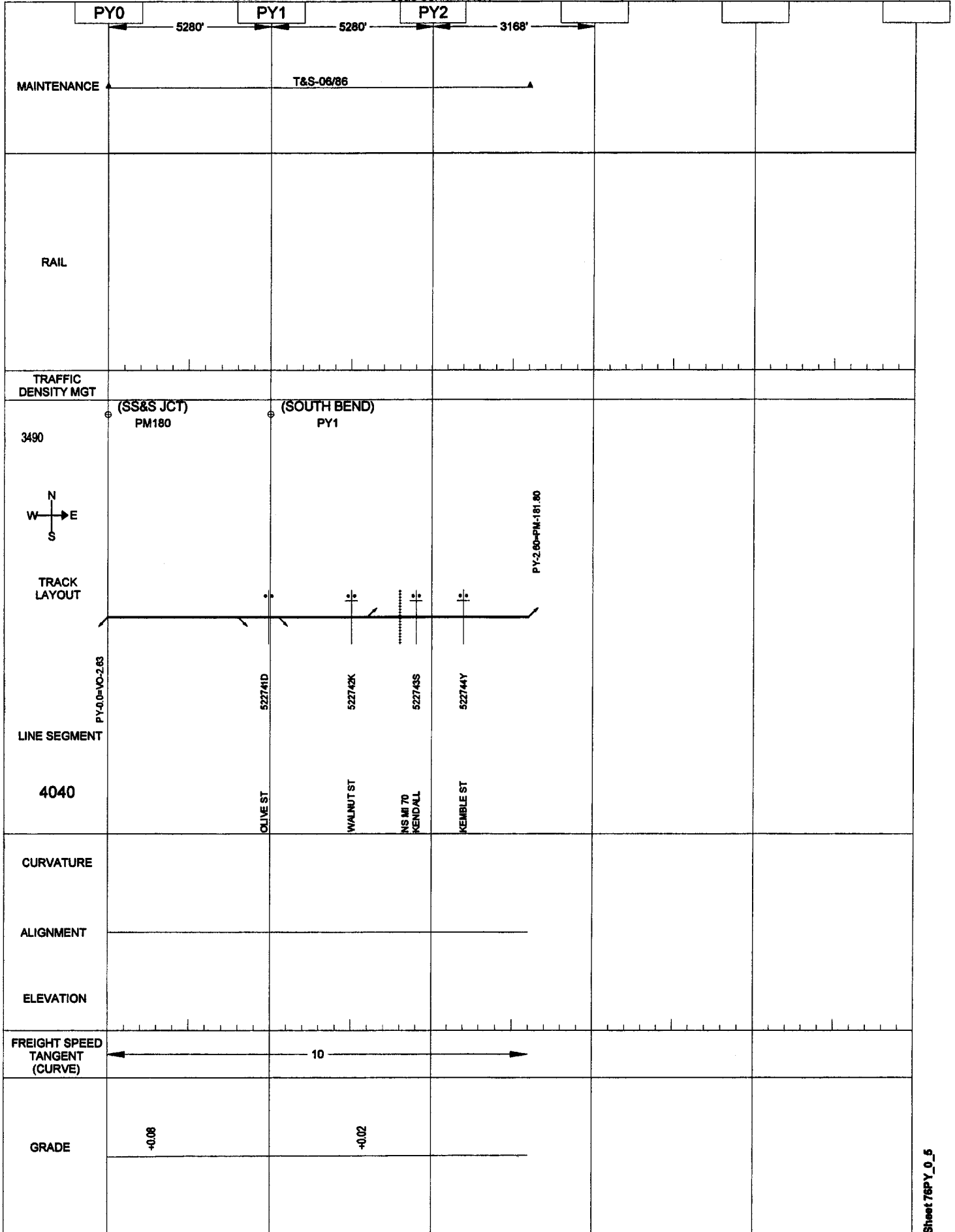
503237

266

SS&S CONN. TRACK

SOUTH BEND (SS&S JCT)

DEARBORN



10/11/2004

503224

267

PLYMOUTH I.T.

SOUTH BEND

DEARBORN

PM181

5280'

T&S-06/29

MAINTENANCE

RAIL

23RJ100S

23RJ100S

23NJ100S

23NJ100S

TRAFFIC
DENSITY MGT

7168

TRACK
LAYOUT

LINE SEGMENT

4034

MODERN WAREH

X

X

X

522752R

522753X

522754E

PM-181.80+PY-2.80

EWING ST

CALVERT ST

INDIANA AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

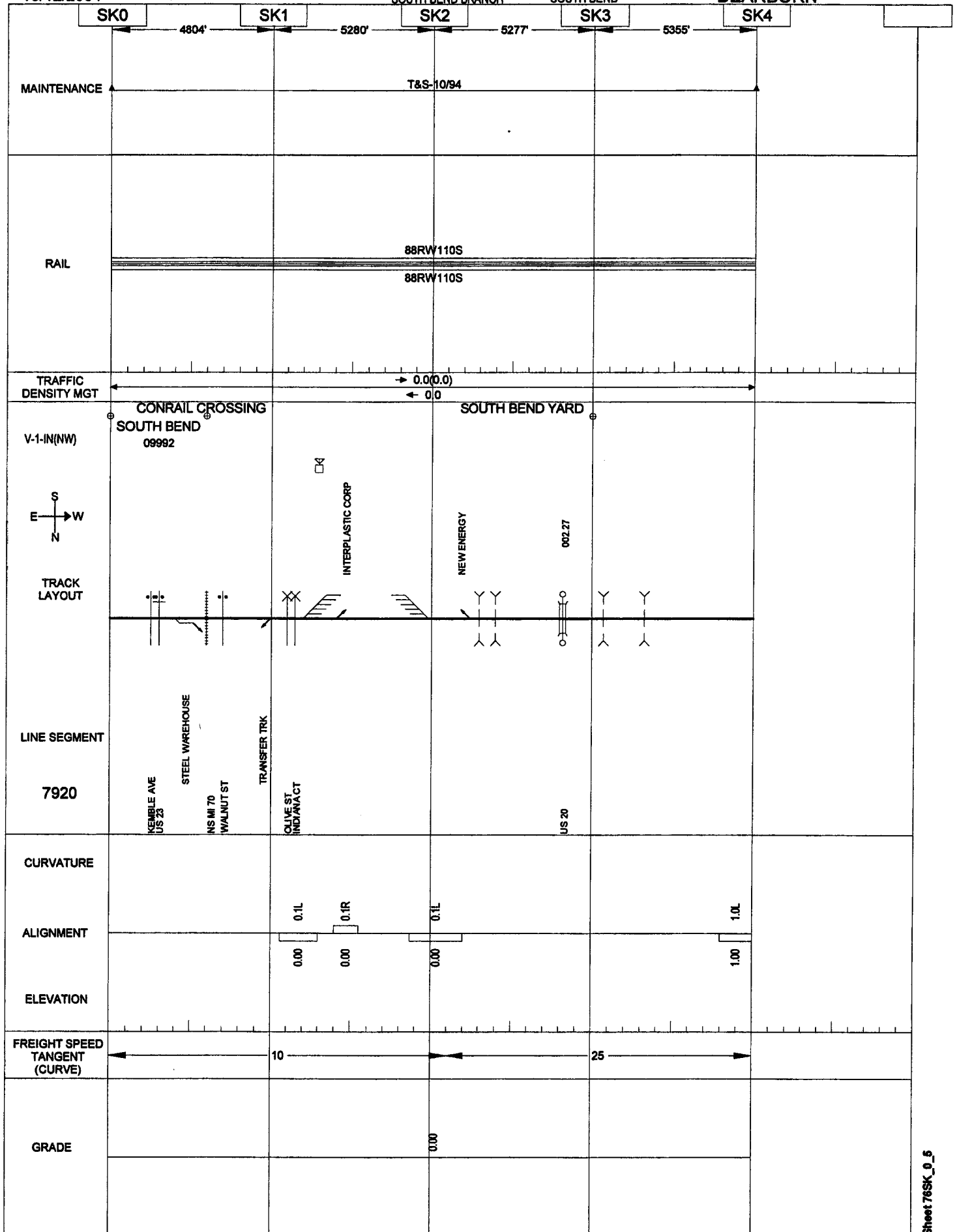
10/12/2004

268

SOUTH BEND BRANCH

SOUTH BEND

DEARBORN



10/11/2004

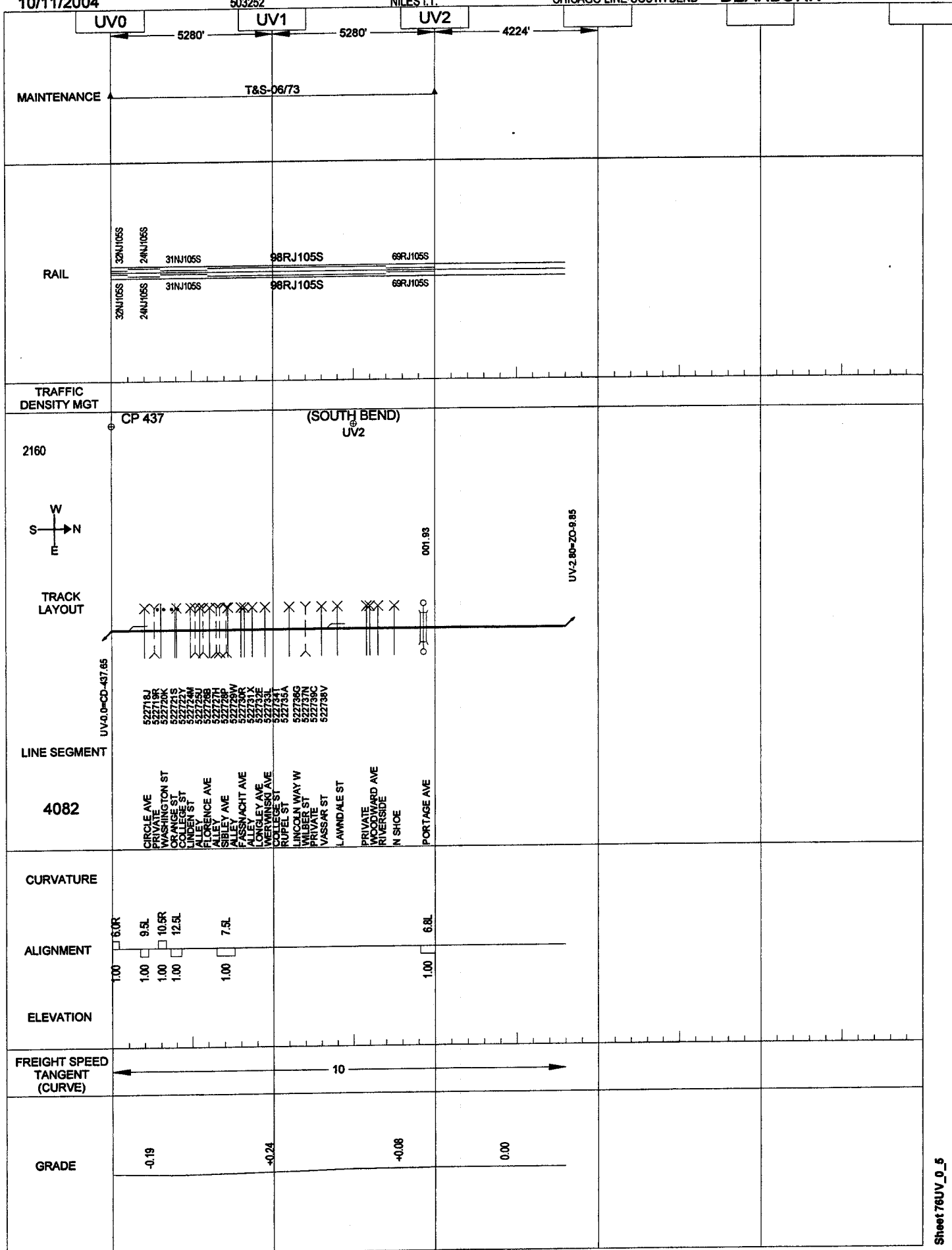
503252

269

NILES I.T.

CHICAGO LINE-SOUTH BEND

DEARBORN



10/11/2004

505346

270

NILES I.T.

NOTRE DAME

DEARBORN

ZO10

MAINTENANCE

2112'

T&S-08/57

RAIL

24NJ100S

24NJ100S

TRAFFIC
DENSITY MGT

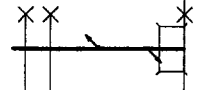
4420

TRACK
LAYOUT

(NOTRE DAME)

NOTRE DAME

008.90-7MSO-333'



LINE SEGMENT

4139

PRIVATE
PRIVATE20-9.85-UV-2.80
ST. JOE RIVER
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

-0.08

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10/11/2004

505346

271

NILES I.T.

NOTRE DAME

DEARBORN

ZO10

5280'

MAINTENANCE

RAIL

27RJ100S

27RJ100S

TRAFFIC
DENSITY MGT

4420

E
N — S
W

006 90-7MSO-333'

TRACK
LAYOUT

LINE SEGMENT

4139

PRIVATE
ST JOE RIVER

CURVATURE

ALIGNMENT

1.8L

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.19

10/11/2004

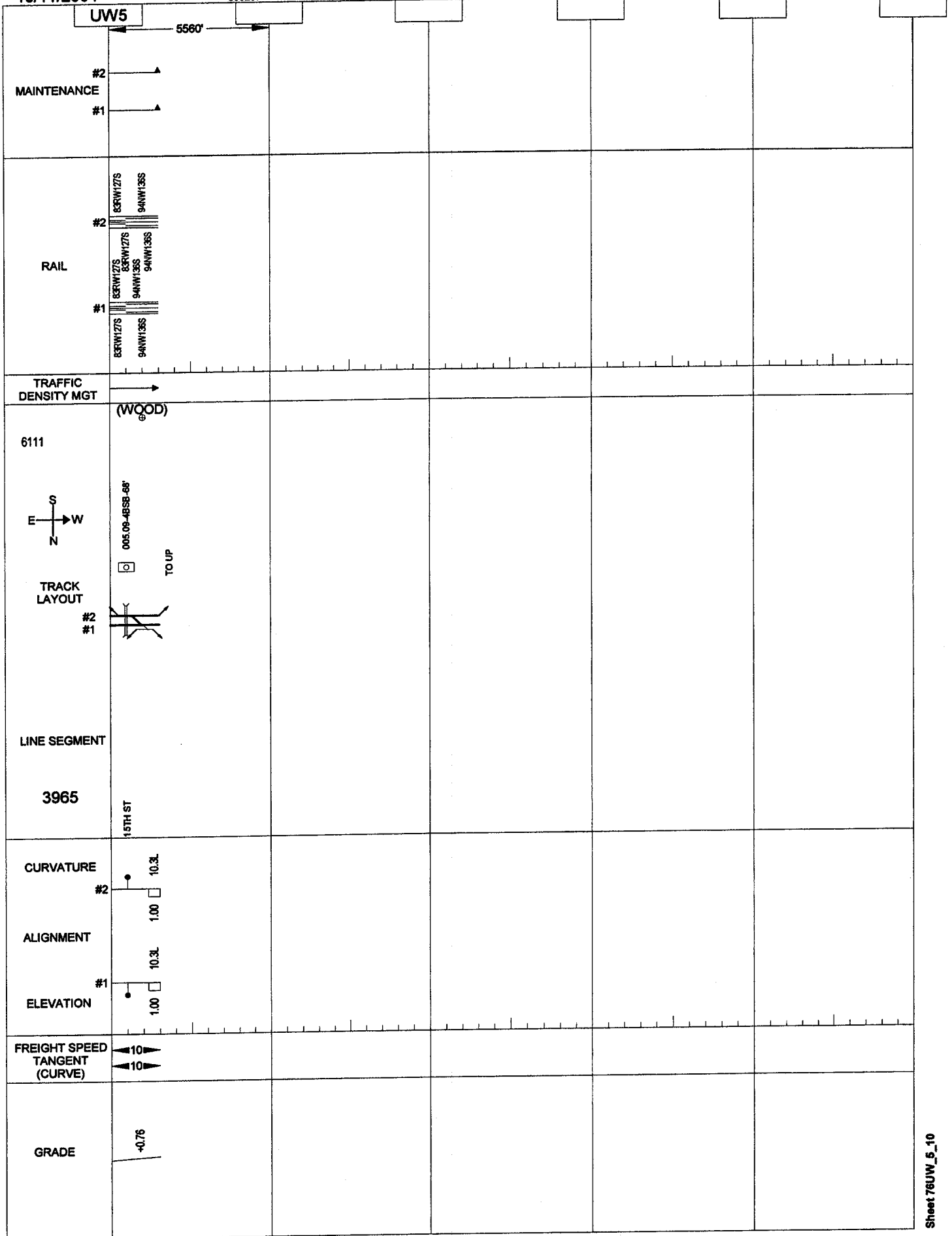
503297

273

C.R. & I.I.T.

CP518-WOOD

DEARBORN



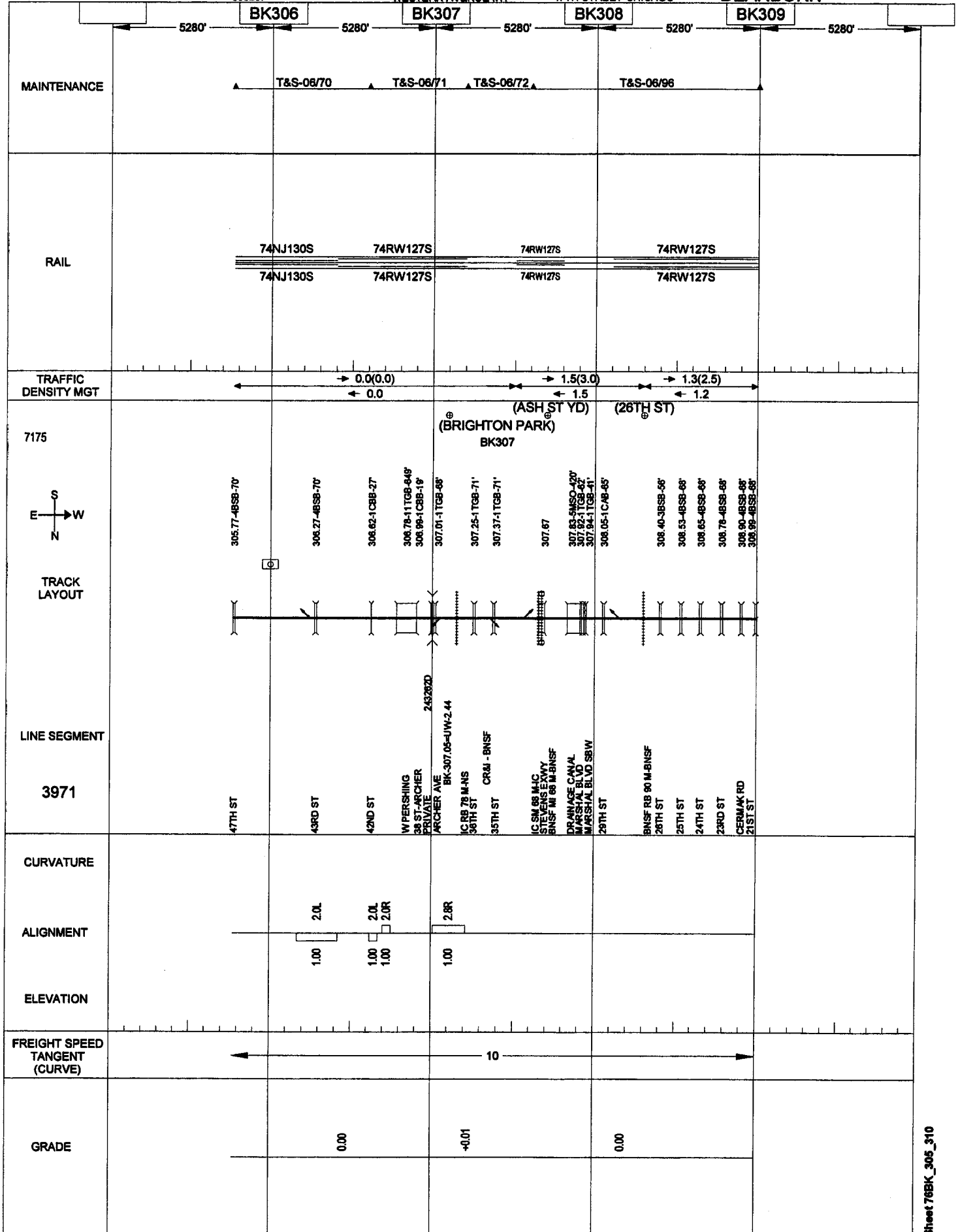
10/11/2004

503207

WESTERN AVENUE I.T.

47TH STREET-CHICAGO

DEARBORN



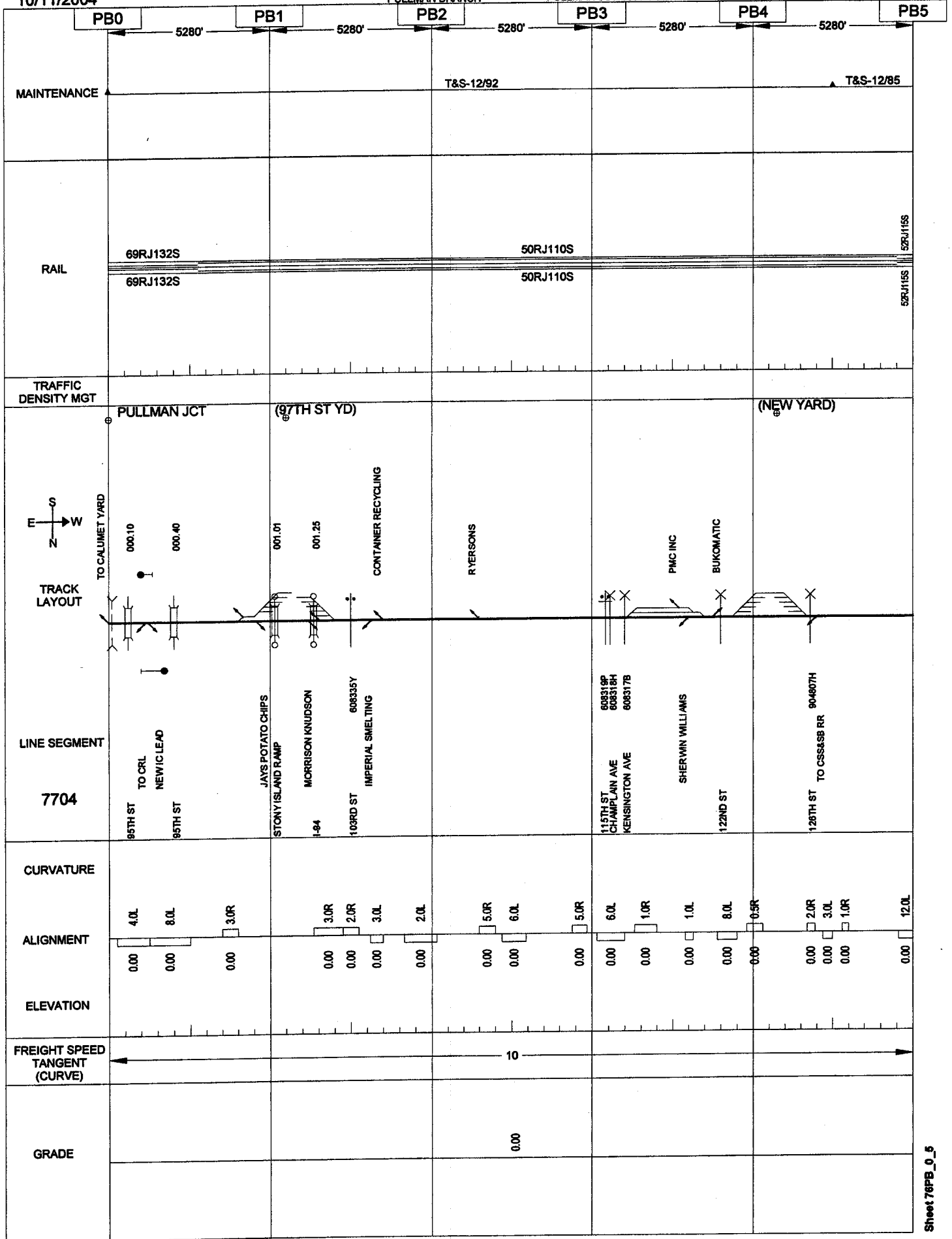
10/11/2004

275

PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN



10/11/2004

276

PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN

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

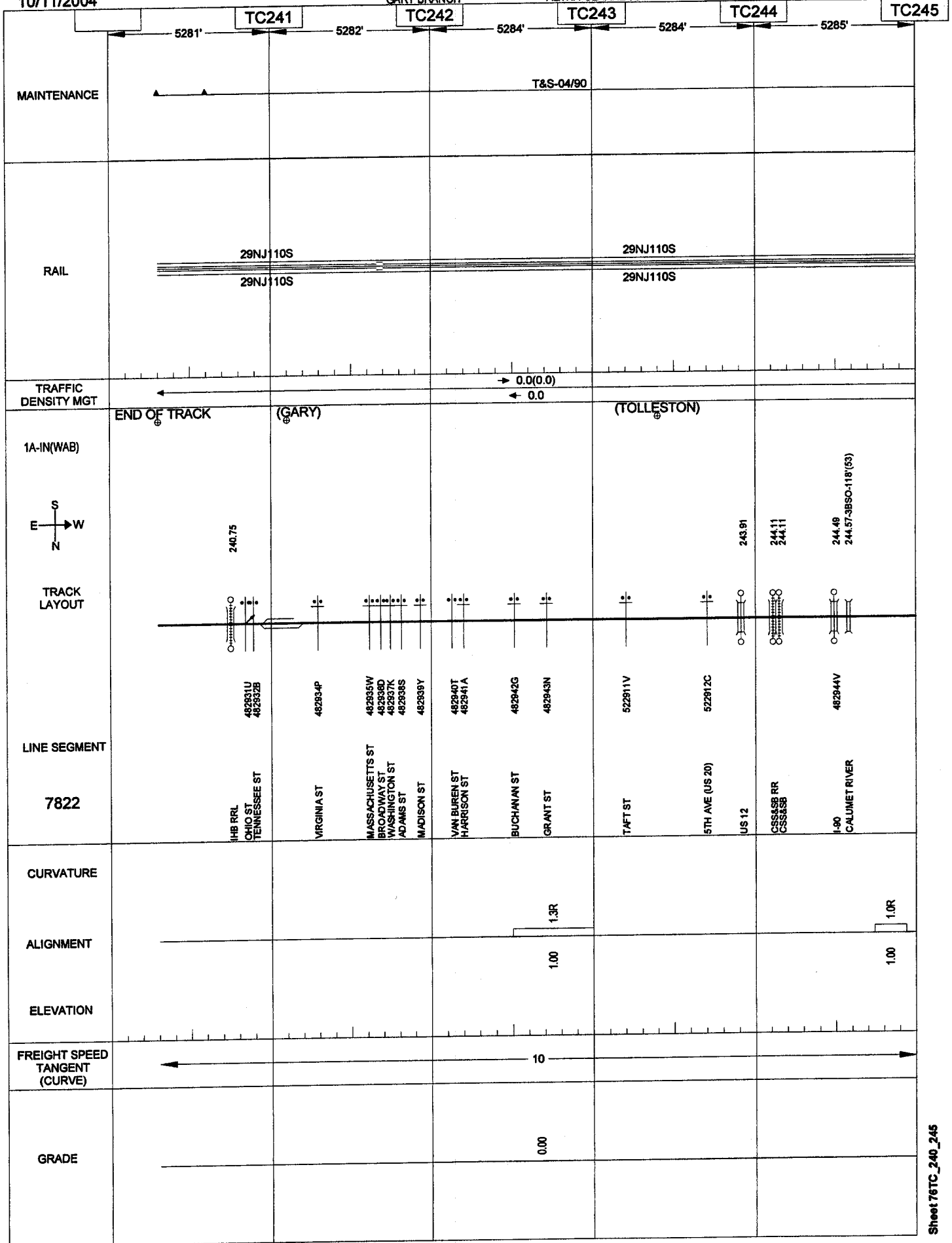
10/11/2004

277

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



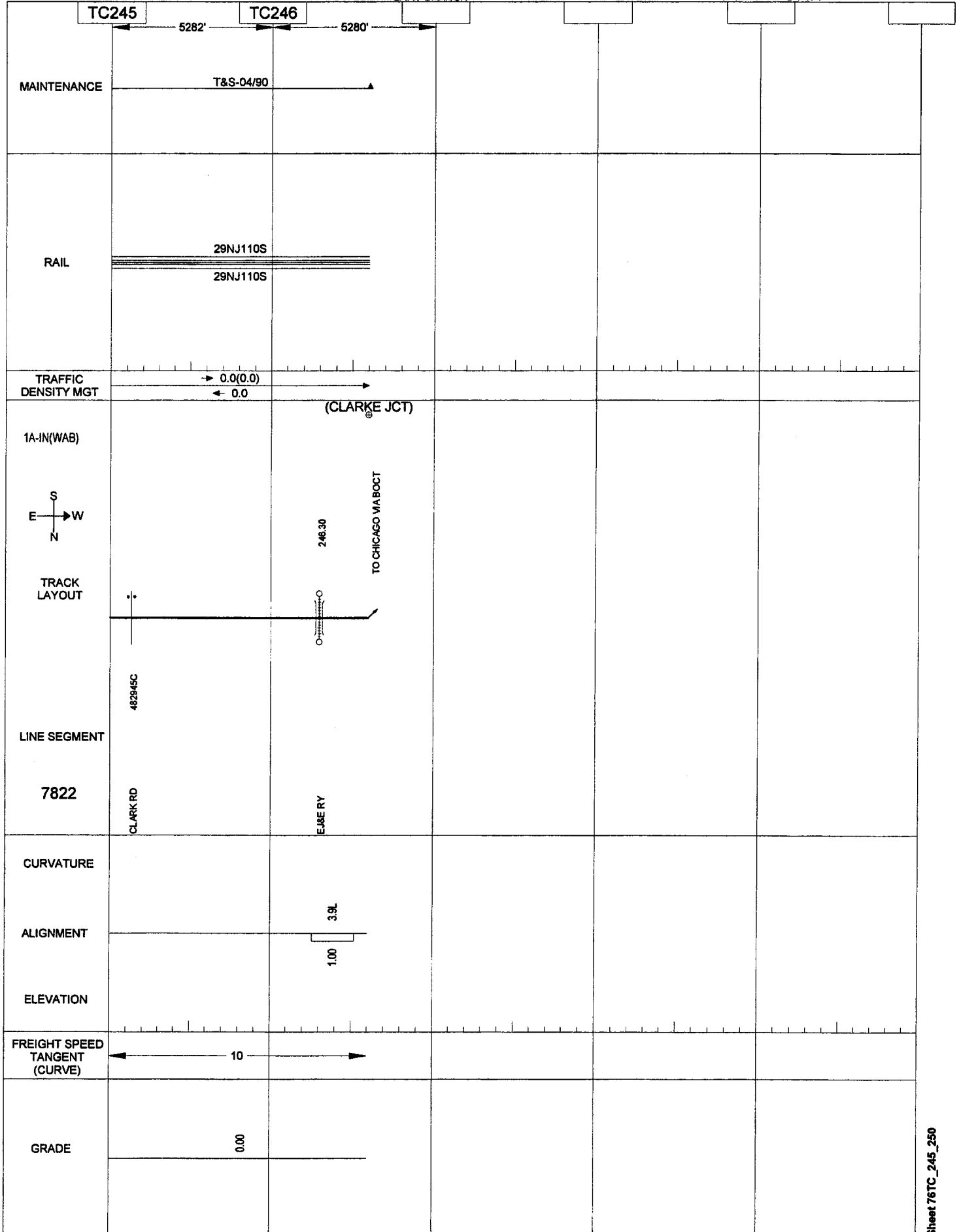
10/11/2004

278

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



10/11/2004

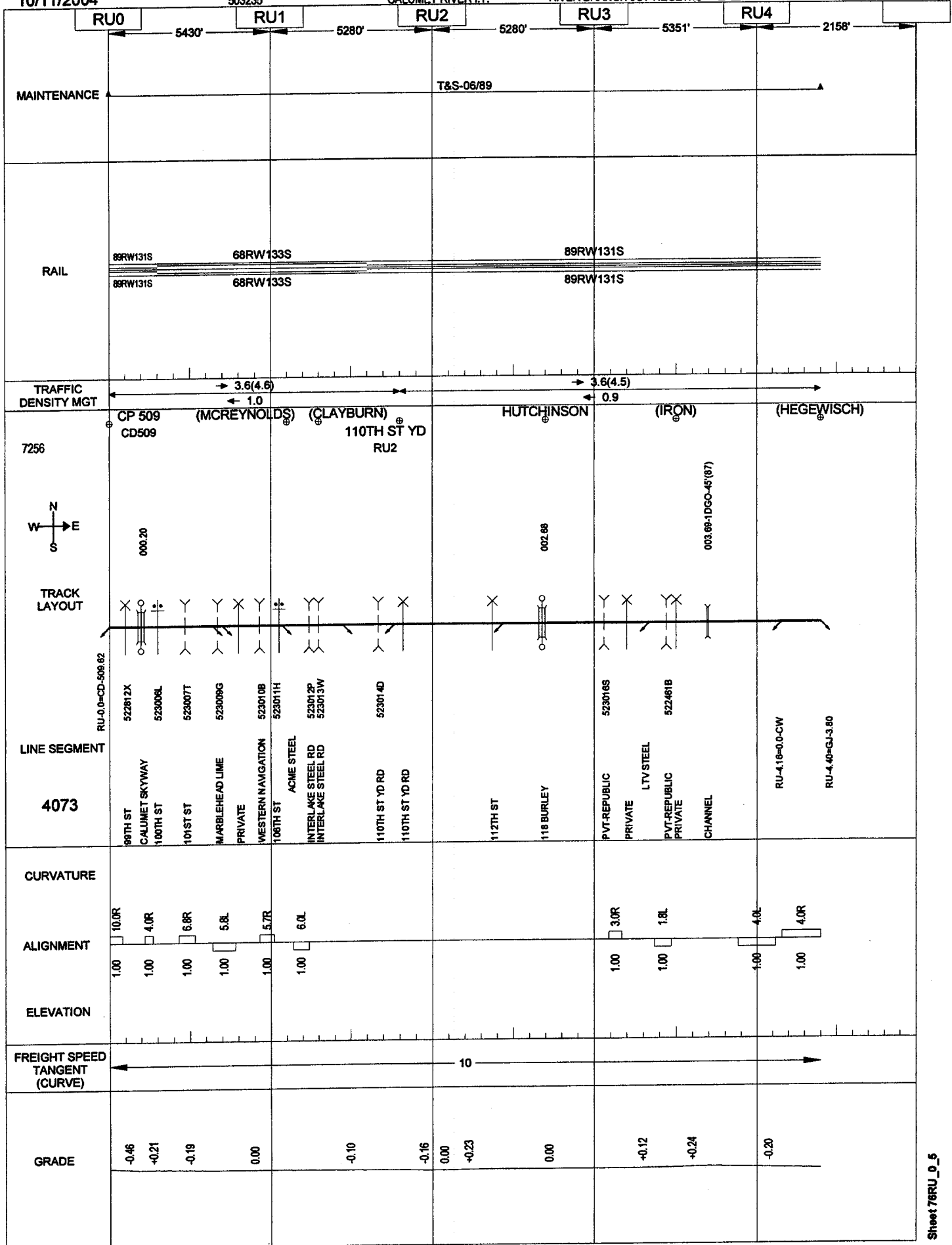
503235

279

CALUMET RIVER I.T.

RIVER BRANCH JCT-HEGEWIS

DEARBORN



10/11/2004

503246

280

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ4

GJ5

5280'

5281'

MAINTENANCE

T&S-06/85

RAIL

50U130S
50U130S

68RW131S

01RW132S
01RW132S68RW131S
68RW131S01RW132S
01RW132STRAFFIC
DENSITY MGT

(HEGEWISCH)

(BURNHAM)
(WOLF LAKE JCT)
GJ4

7256

TRACK
LAYOUT

GJ-4.17-4.00-0.0

004.76-58SO-182'(01)

LINE SEGMENT

GJ-3.80-RU-4.40

133RD ST
522460U134TH ST
522459A135TH ST
522458TBRAND AVE
522456ENICTD SM 58 M-HS
522455XCHAPPEWA ST
522454RCASS SM 57 M-CSS
522453RGREEN ST
522452R

CALUMET RIVER

4004

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

0.00

+0.25

0.00

+0.45

+0.34

+0.29

0.00

Sheet 76GJ_0_5

10/11/2004

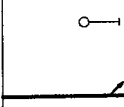
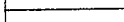
503246

281

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

MAINTENANCE T&S-06/85 ▲	5262'					
RAIL	01RW132S 68RW131S 68RW131S 01RW132S					
TRAFFIC DENSITY MGT						
7256  TRACK LAYOUT LINE SEGMENT 4004	(CALUMET PARK) 					
CURVATURE ALIGNMENT ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	25					
GRADE	0.00 +0.25					

10/11/2004

503207

282
BERNICE R.T.

DOLTON-CALUMET RIVER

DEARBORN

QP294

MAINTENANCE

5280' 5283'

T&S-06/76

RAIL

53UJ131S

53UJ131S

68UJ130S
68UJ130S

TRAFFIC
DENSITY MGT

0.0(0.0)
0.0

7175

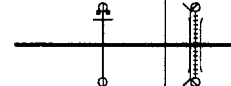
(DOLTON)

(RIVERDALE)
QP294

S
E → W
N

294.12

TRACK
LAYOUT



LINE SEGMENT

522338C
522338J

522340D

4043

138TH ST
137TH PL

137TH ST
IC RR

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.04

-0.02

0.00

10/11/2004

503233

283

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

JH11

JH12

JH13

JH14

JH15

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/88

RAIL

54RJ127S

29RJ105S

45RJ127S

44RJ105S

45RJ127S

36RJ127S

54RJ127S

29RJ105S

45RJ127S

44RJ105S

45RJ127S

36RJ127S

TRAFFIC
DENSITY MGT

4430

TRACK
LAYOUT

(SCHERERVILLE)

012.45

012.71

013.72+BSB-12

LINE SEGMENT

3944

KENNEDY AVE

522092G

JH-12.37=LK-10.05

KANKAKEE LINE

JH-12.60=MO-281.97

US 41

NS SM 65

AIRPORT RD-61ST AVE

522093N

DYER DITCH

CURVATURE

ALIGNMENT

1.0R

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

+0.10

-0.04

-0.10

-0.37

-0.37

-0.17

+0.06

-0.80

+0.08

+0.38

10/11/2004

503233

284
HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

	JH15	JH16	JH17	JH18	JH19	JH20
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-06/88					
RAIL	38RJ127S 44RJ127S	56RJ127S	50RJ127S	51RJ127S	52RJ127S	
	38RJ127S 44RJ127S	56RJ127S	50RJ127S	51RJ127S	52RJ127S	
TRAFFIC DENSITY MGT						
4430 4521	(DYER) IN IL					
E S N W	015.18-1 DGB-86' 018.53-38SO-42'(90) 018.36 018.95-5WTB-60'					
TRACK LAYOUT						
LINE SEGMENT	522095C HART DITCH CSXT RR 76 M-CSXT SHEFFIELD AVE LAKE ST	522098J LINCOLN HWY	522097R PRIVATE DEEP CREEK	280849C TORRENCE	522099E PRIVATE DEER CREEK	522100W COTTAGE GROVE AVE CHICAGO HTS YARD
3944						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	+0.38 -0.10 -0.10	-0.13 -0.55 0.00	-0.08	+0.03 +0.12	+0.07 +0.09 -0.07	

10/11/2004

503233

285

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

	JH20	5280'					
MAINTENANCE	▲						
RAIL	37N1105S 37N1105S						
TRAFFIC DENSITY MGT							
4521							
S E N W	020.14-1 CBB-10'						
TRACK LAYOUT	+						
LINE SEGMENT							
3944	THIRD CREEK						
CURVATURE							
ALIGNMENT	—						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	◀10						
GRADE	-0.07 +0.55						

10/11/2004

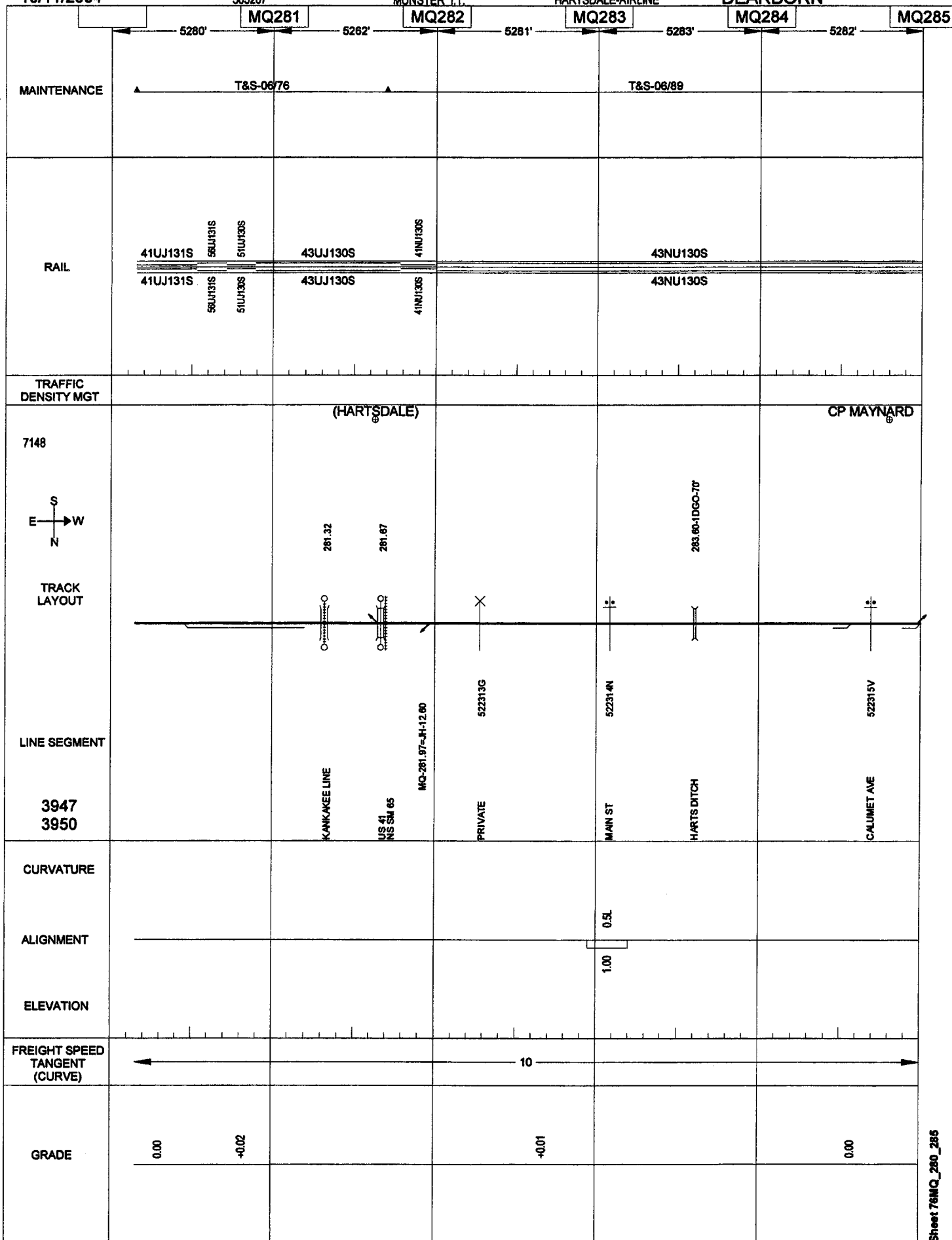
286

503207

MUNSTER I.T.

HARTSDALE-AIRLINE

DEARBORN



10/11/2004

503207

287

MUNSTER I.T.

HARTSDALE-AIRLINE

DEARBORN

MQ285

5287'

MAINTENANCE

T&S-06/89

RAIL

43NU130S

43NU130S

TRAFFIC
DENSITY MGT

(AIRLINE)

7148

TRACK
LAYOUT

LINE SEGMENT

3950

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10 30

GRADE

0.00

10/11/2004

503124

288

EAST BRADLEY I.T.

KANKAKEE

DEARBORN

YK0

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

(KANKAKEE)

2480



YK-0.0-KS-100.70

TRACK
LAYOUT



533154H

507894J

LINE SEGMENT

4127

FAIR, RT 50

BROOKMONT

CURVATURE

ALIGNMENT

12.9L
1.00

12.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.02

10/11/2004

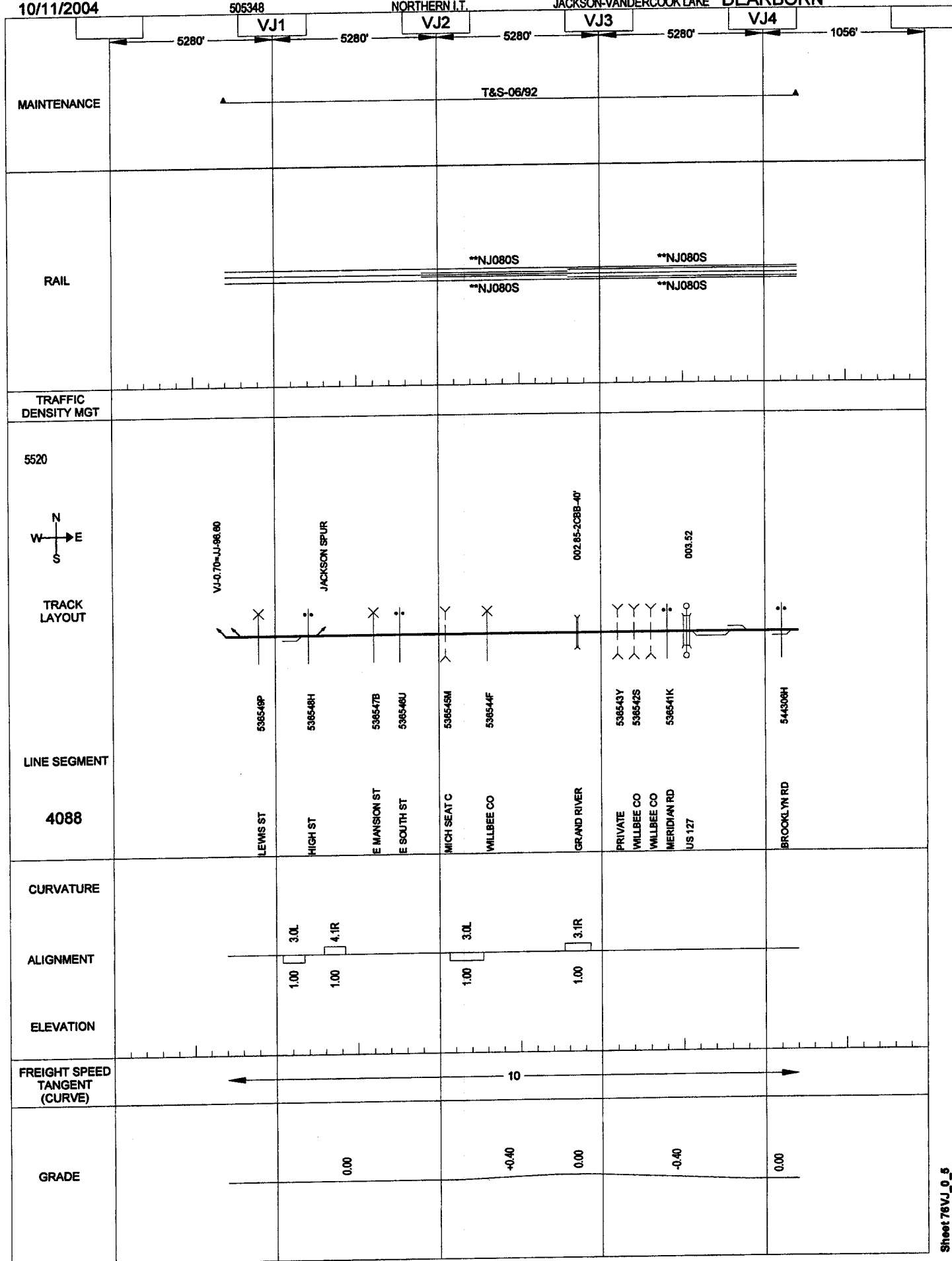
505348

289

NORTHERN I.T.

JACKSON-VANDERCOOK LAKE

DEARBORN



10/11/2004

505321

290

JACKSON I.T.

JACKSON-JACKSON JCT

DEARBORN

JJ97

2640' 1868'

MAINTENANCE

T&S-06/73

RAIL

57NJ127S

57NJ127S

TRAFFIC
DENSITY MGT

(JACKSON JCT)

2390

W
S — N
E

TRACK
LAYOUT

096.87-3858.86'



LINE SEGMENT

JJ-96.60-VJ-0.70

536176T

536175L

JJ-97.40-MH-74.75

GRAND RIVER
BRIDGE ST

ELM ST

4016

CURVATURE

ALIGNMENT

ELEVATION

3.0L 4.0R 5.5R 3.0R
1.00 1.00 1.00 1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.36

+0.19

10/11/2004

505352

291

LANSING I.T.

NORTH LANSING

DEARBORN

UA61

5280'

2112'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410



TRACK
LAYOUT



(N. LANSING)

LINE SEGMENT

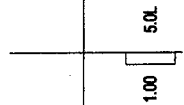
3908

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

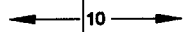
CURVATURE

ALIGNMENT

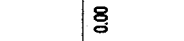
ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)



GRADE



10/11/2004

505352

292

LANSING I.T.

CEDAR RIVER

DEARBORN

XM58

5280'

5280'

T&S-06/86

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

3905

(CEDAR RIVER)
XM58

058.89

536367D

S LOGAN ST

536368K

N H HOPE

536369S

S WASHINGTON ST

536370L

ISBELL ST

536372A

BAKER ST

CEDAR ST

XM-58.90-42-35.72

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

3.1L
1.00

GRADE

0.00

10/11/2004

505352

293

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

2410

W
S → N
E

TRACK
LAYOUT

CP ALBION

(ALBION)
VP22

VP-21.60-MH-95.96

LINE SEGMENT

3902

903794F
538464M
538465U
538466B
538467H
538468P
538469W
538470R
538471X
903795M

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

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

10/11/2004

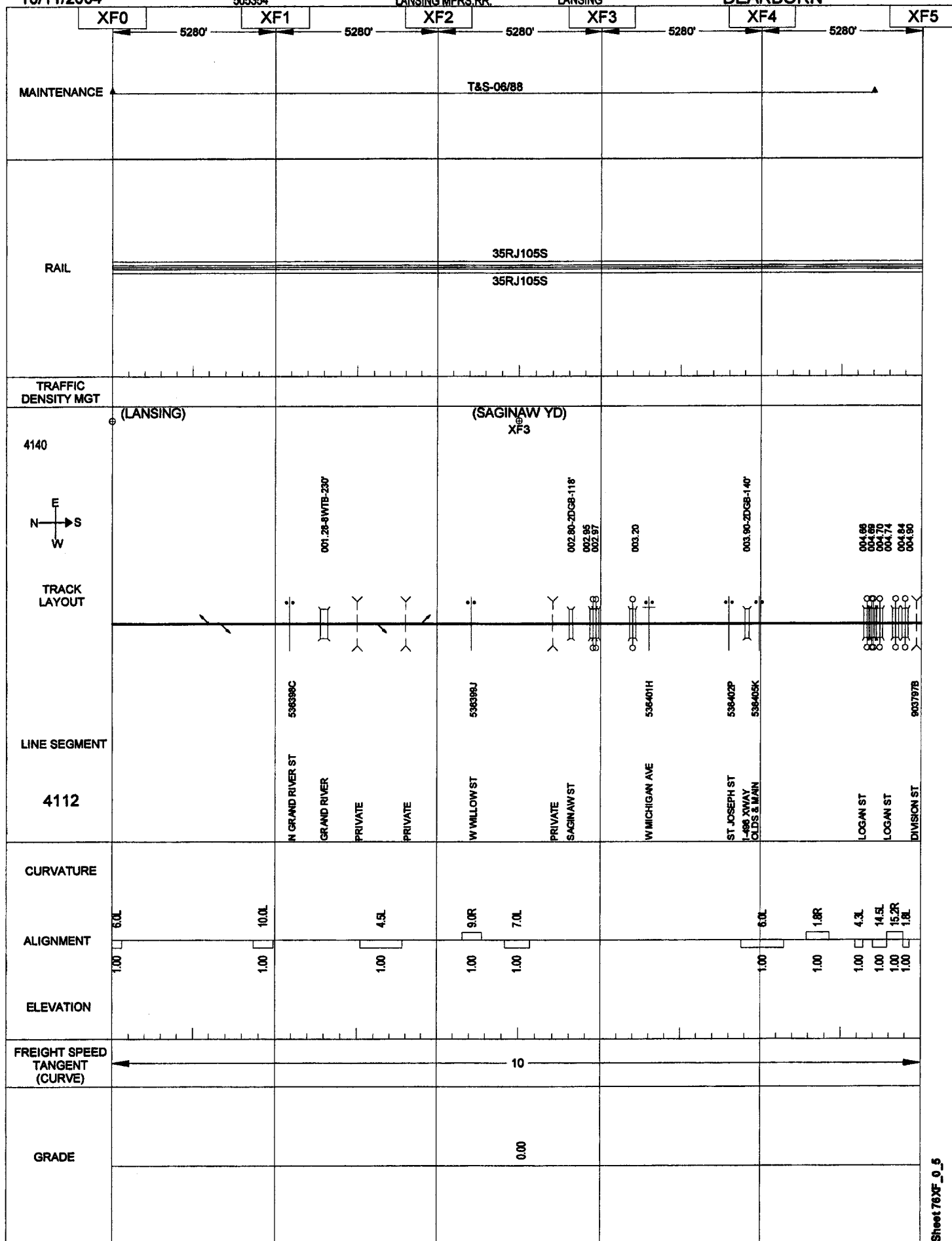
294

505354

LANSING MFRS. RR.

LANSING

DEARBORN



10/11/2004

505354

295

LANSING MFRS.RR.

LANSING

DEARBORN

XF5

720'

MAINTENANCE

RAIL

35R105S ||| 35R105S

TRAFFIC
DENSITY MGT

4140

TRACK
LAYOUT

LINE SEGMENT

4112

PINE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

10/11/2004

296

505341

B.O. SEC.

GIBSON-80

DEARBORN

KY0

5280'

5280'

5280'

4468'

MAINTENANCE

RAIL

CONNF 138S
CONNF 138S

TRAFFIC
DENSITY MGT

0.0(0.0)
0.0

GIBSON
MICHIGAN AVE

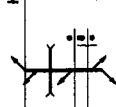
2450

W
S — N
E

TRACK
LAYOUT

KY-0.0-FB-54.00

000.03-1DCO-31(78)



LINE SEGMENT

3914

KY-0.04-UP-0.0
PORTAGE CREEK
MICHIGAN AVE
KALAMAZOO ST
536581W
536582D
KY-0.31-MH-143.03

CURVATURE

ALIGNMENT

ELEVATION

30L
1.00
1.00
1.00
10.0R

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+1.20

10/11/2004

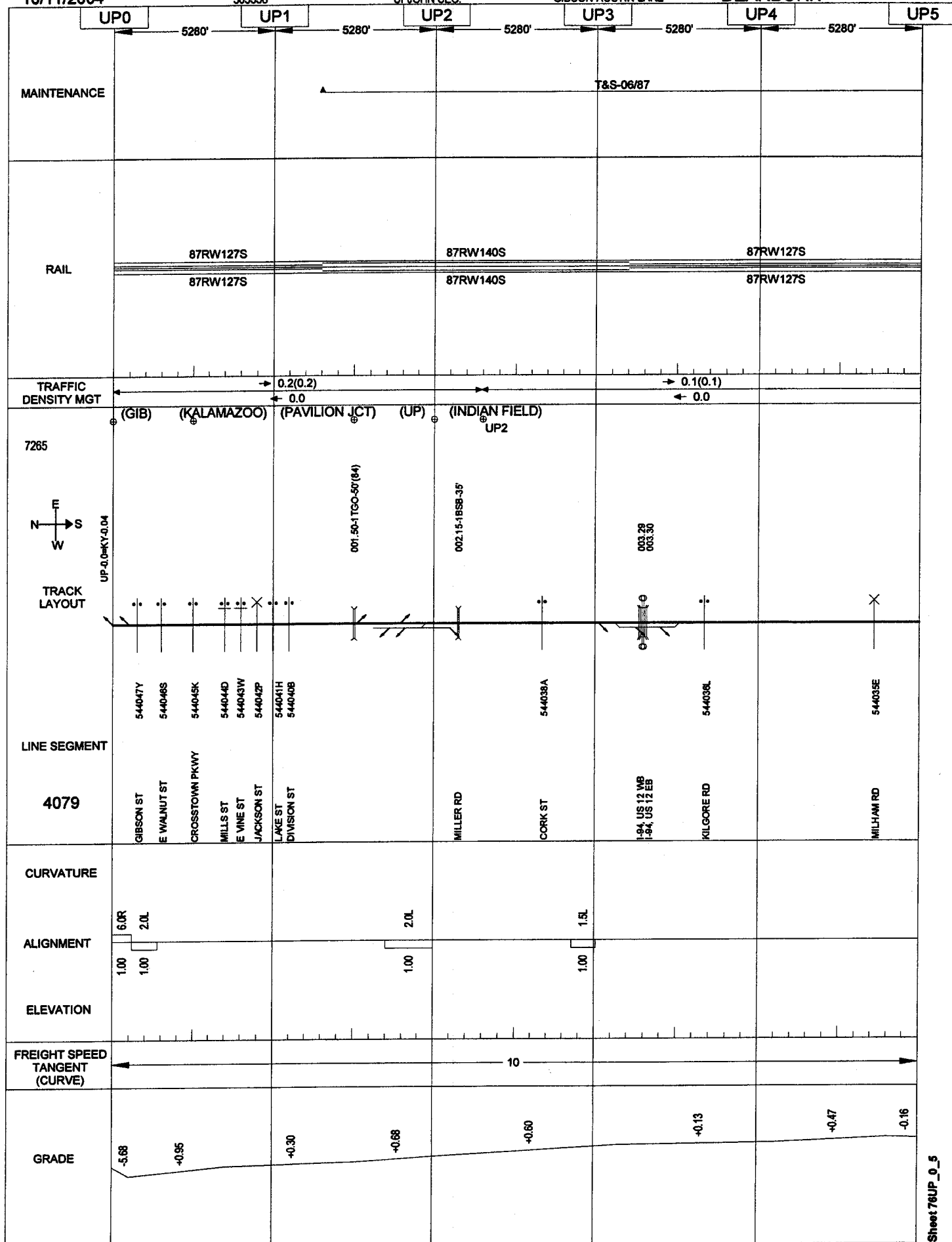
505338

297

UP JOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



10/11/2004

505338

298

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN

UP5

UP6

5280'

5138'

MAINTENANCE

T&S-06/87

RAIL

87RW127S

87RW127S

TRAFFIC
DENSITY MGT→ 0.1(0.1)
← 0.0→ 0.0
← 0.0(AUSTIN LAKE)
(UPJOHN)
UP7

7265

E
N → S
WTRACK
LAYOUT

+

S44034X

LINE SEGMENT

4079

ROMENCE RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.16

-0.40

-0.35

10/11/2004

505344

299

CK&S I.T.

PARCHMENT-PAVILION

DEARBORN

CQ42

CQ43

3696'

5280'

5280'

MAINTENANCE

T&S-06/93

RAIL

**NJ100S

**NJ100S

TRAFFIC
DENSITY MGT

(PARCHMENT)

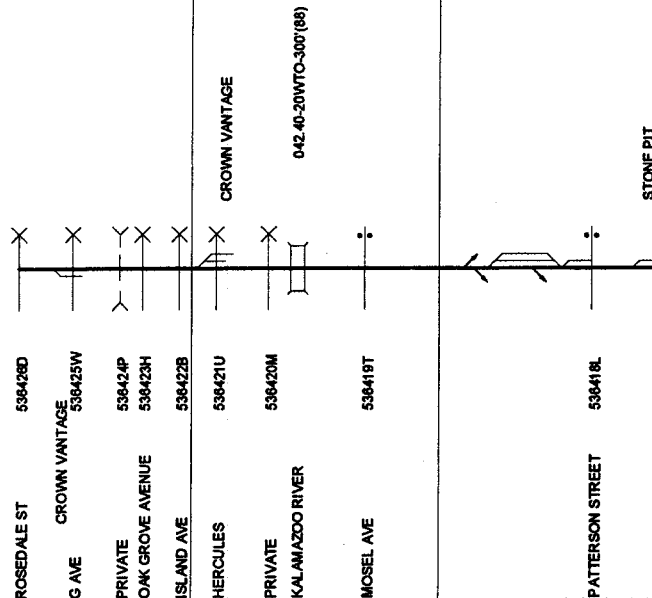
(NORTH YD)

4290

TRACK
LAYOUT

LINE SEGMENT

4337



CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

3.0L

1.00

3.9R

1.00

3.0L

1.00

10

-0.19

-0.13

+0.12

10/11/2004

505341

300

PLAINWELL I.T.
OW67

PLAINWELL-OTSEGO

OW68

DEARBORN

OW69

OW70

MAINTENANCE

5280'

5280'

5280'

5280'

T&S-06/87

RAIL

87RW12S
87RW12S

88RW12S

88RW12S

TRAFFIC
DENSITY MGT

(OTSEGO)

W
S → N
ETRACK
LAYOUTOW-66-60-FB-45-66
PLAINWELL PAPER
066.76-1BSO-10'(85)066.01
066.03

066.30-6WTC-60'(84)

LINE SEGMENT

3932

543893X
90377Z

543898T

543891U

543892B

543893H

543894P

543895W

543896D

543897K
543898KBROOK ST
OAK ST
CATTLE PASS

MAIN ST (10TH ST)

RT M 131
PRIVATE

MILLER RD

MILLER RD

108TH AVE

GUN RIVER

HILL ST

RIVER RD

PRIVATE
21ST ST

CURVATURE

ALIGNMENT

ELEVATION

0.1R

0.1L

0.3R

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.04

-0.20

-0.51

0.00

+0.14

Sheet 76OW_65_70

10/11/2004

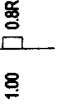
505341

301

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

OW70 MAINTENANCE	1265'				
RAIL					
TRAFFIC DENSITY MGT					
 TRACK LAYOUT  LINE SEGMENT 3932 PRIVATE COAL PIT PIPELINE COAL HOPPER	543886S				
CURVATURE ALIGNMENT ELEVATION					
FREIGHT SPEED TANGENT (CURVE)	10				
GRADE	+0.14				

10/11/2004

505340

302

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN

XH89

XH90

4752'

5280'

MAINTENANCE

T&S-06/90

RAIL

29NJ105S

29NJ105S

TRAFFIC
DENSITY MGT

(BOWEN)
XH88

4160



TRACK
LAYOUT

069.00

069.25

LINE SEGMENT

543868L

543867T

543868A

543868G

4115

CONVEYOR
PRIVATE

PRIVATE
CONVEYOR

36TH ST SE

EASTERN AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.65

-0.47

Sheet 76XH_85_90

10/11/2004

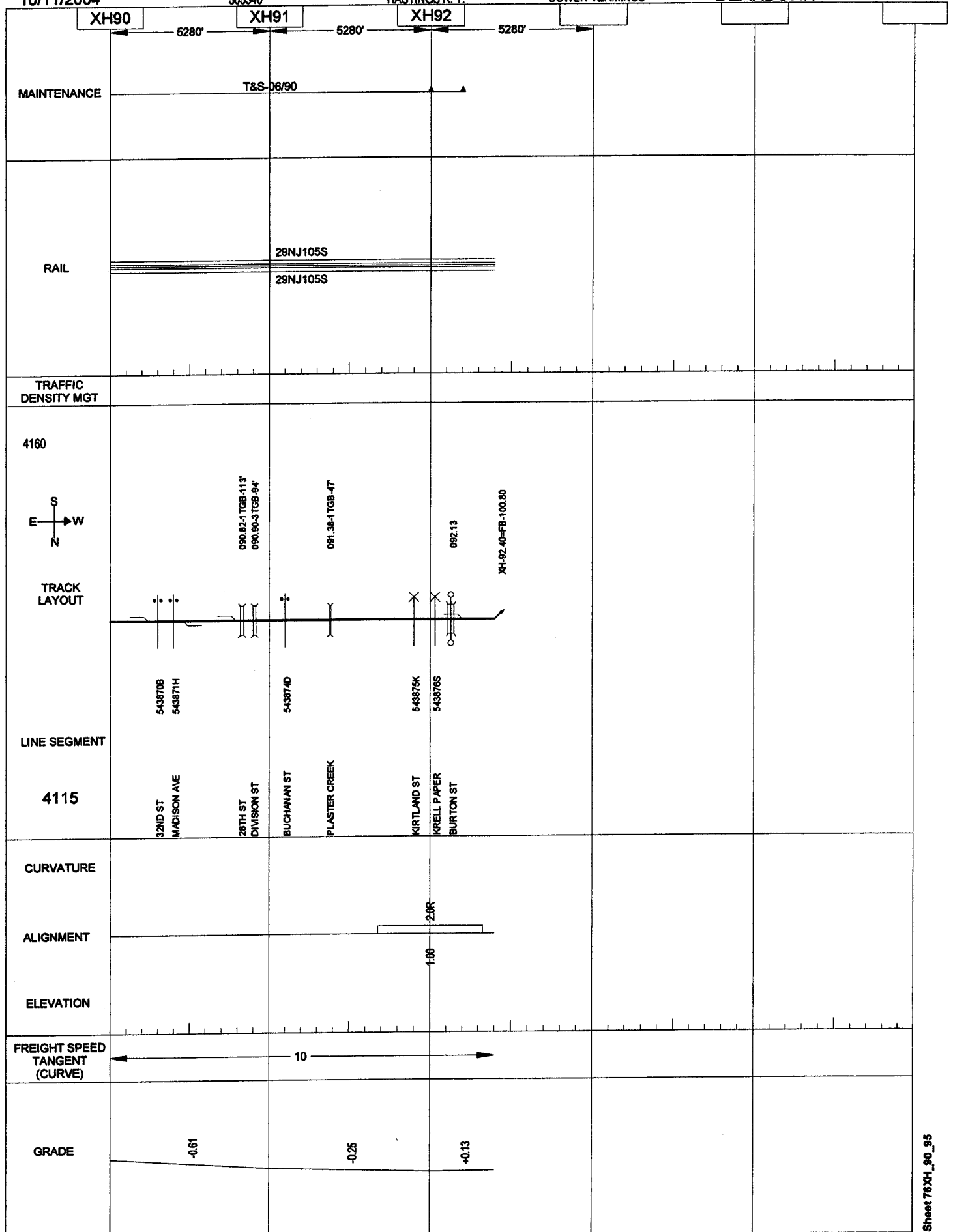
505340

303

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN



10/11/2004

505341

304
KALAMAZOO I.T.

GRAND RAPIDS

DEARBORN

KZ95

MAINTENANCE



5280'

RAIL

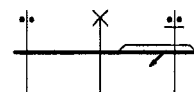
TRAFFIC
DENSITY MGT

1.6(2.7)
1.1
(GRAND RAPIDS)
KZ94

2460



TRACK
LAYOUT



LINE SEGMENT

545650Y 545657K

3911

BUTTERWORTH ST
WATSON ST
TO CSXT
FULTON ST

CURVATURE

ALIGNMENT

ELEVATION

4.3L
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

10/11/2004

505338

305

COMSTOCK I.T.

FULLER-COMSTOCK PARK

DEARBORN

VW106

5280'

MAINTENANCE

RAIL

86RW112S

86RW112S

TRAFFIC
DENSITY MGT

7266

TRACK
LAYOUT

LINE SEGMENT

4097

TO CSXT

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.19

-0.04

10/11/2004

603107

306

REDKEY SEC.

RED KEY-MISS

DEARBORN

RK125

5301'

MAINTENANCE

RAIL

31N131S ||| 31N131S

TRAFFIC
DENSITY MGT

7148

TRACK
LAYOUT

RED KEY

RK-124.91-SP-156.90

5338968

HIGH ST

LINE SEGMENT

3833

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

-0.20

Sheet 76RK_120_125

10/11/2004

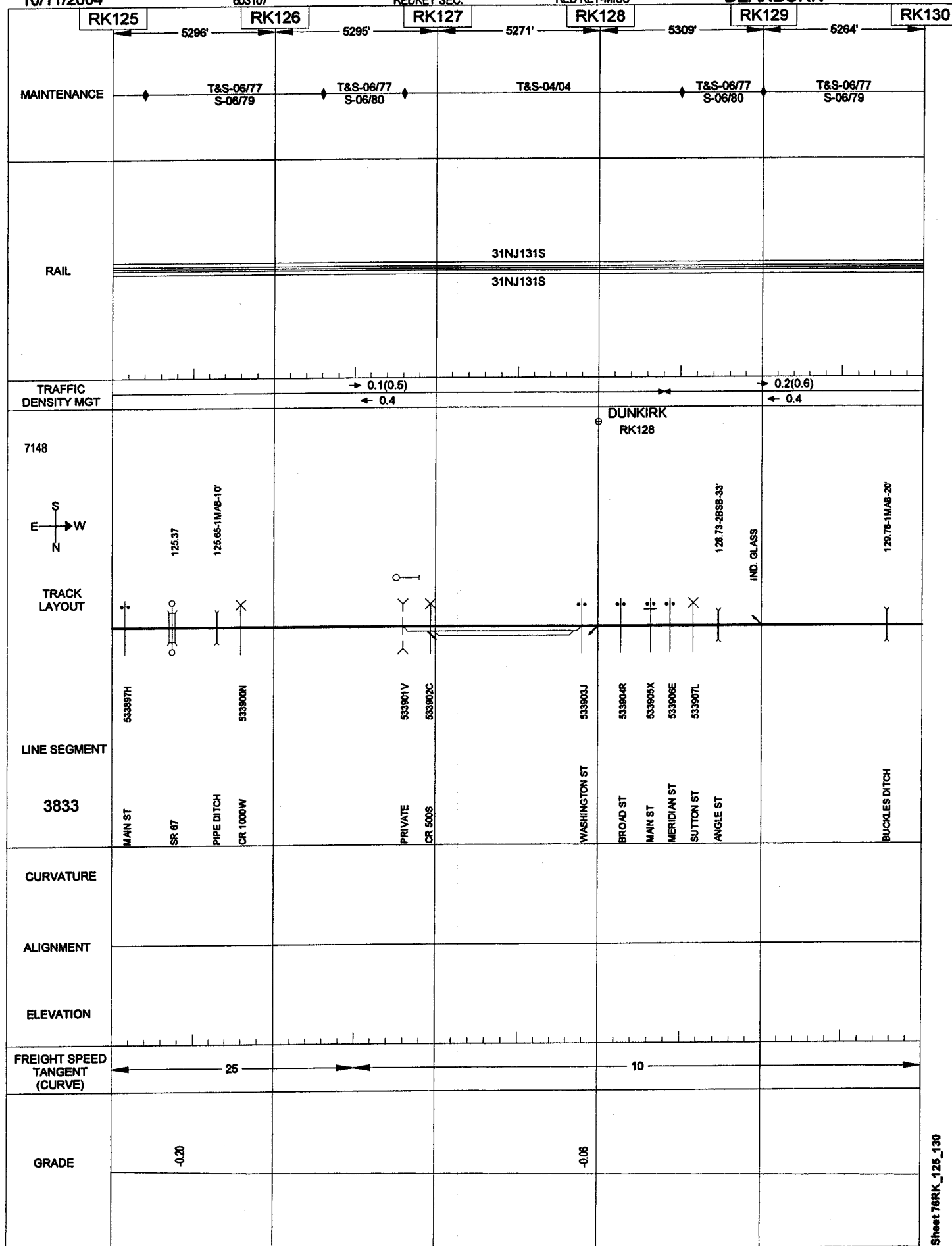
603107

307

REDKEY SEC.

RED KEY-MISS

DEARBORN



10/11/2004

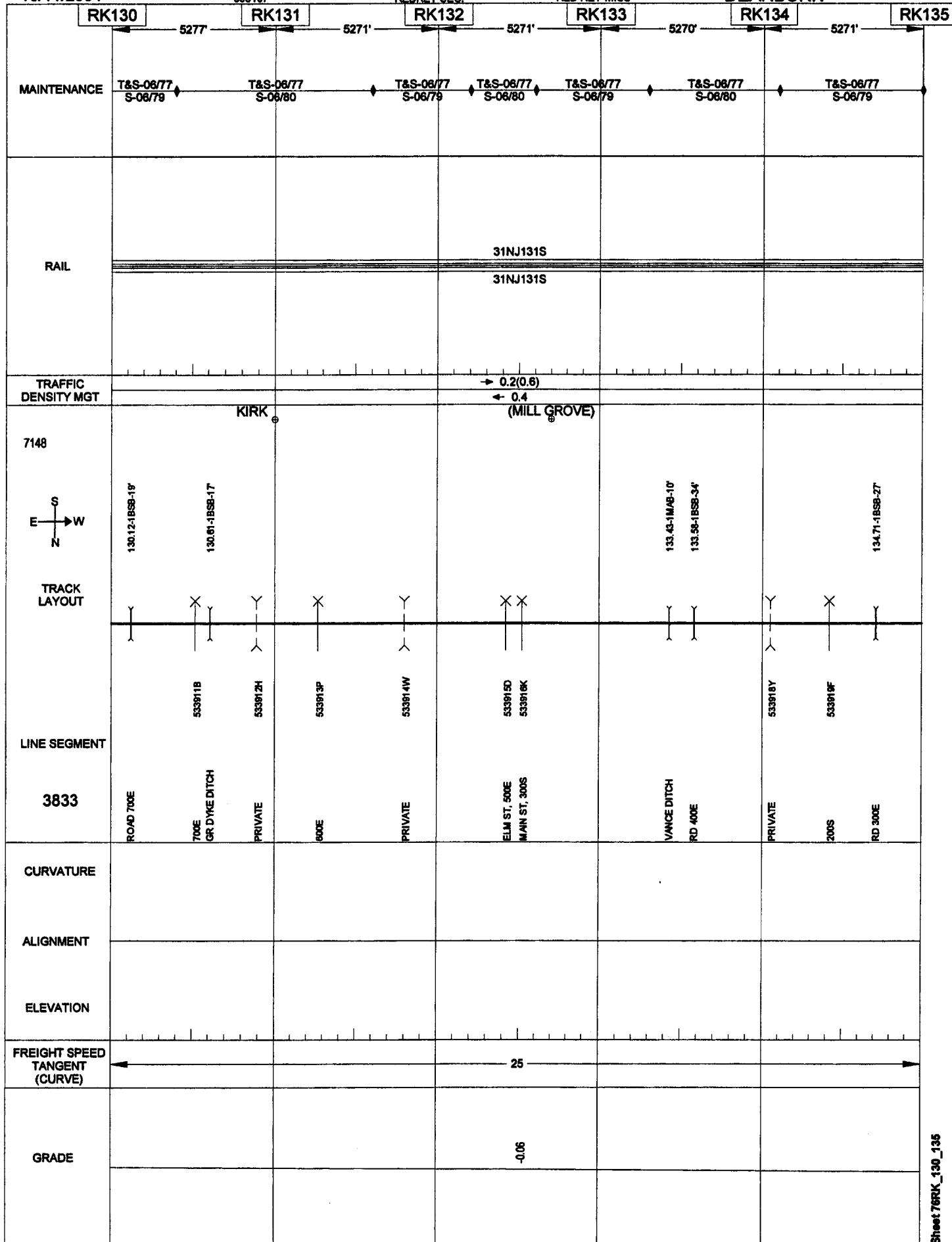
308

603107

REDKEY SEC.

RED KEY-MISS

DEARBORN



10/11/2004

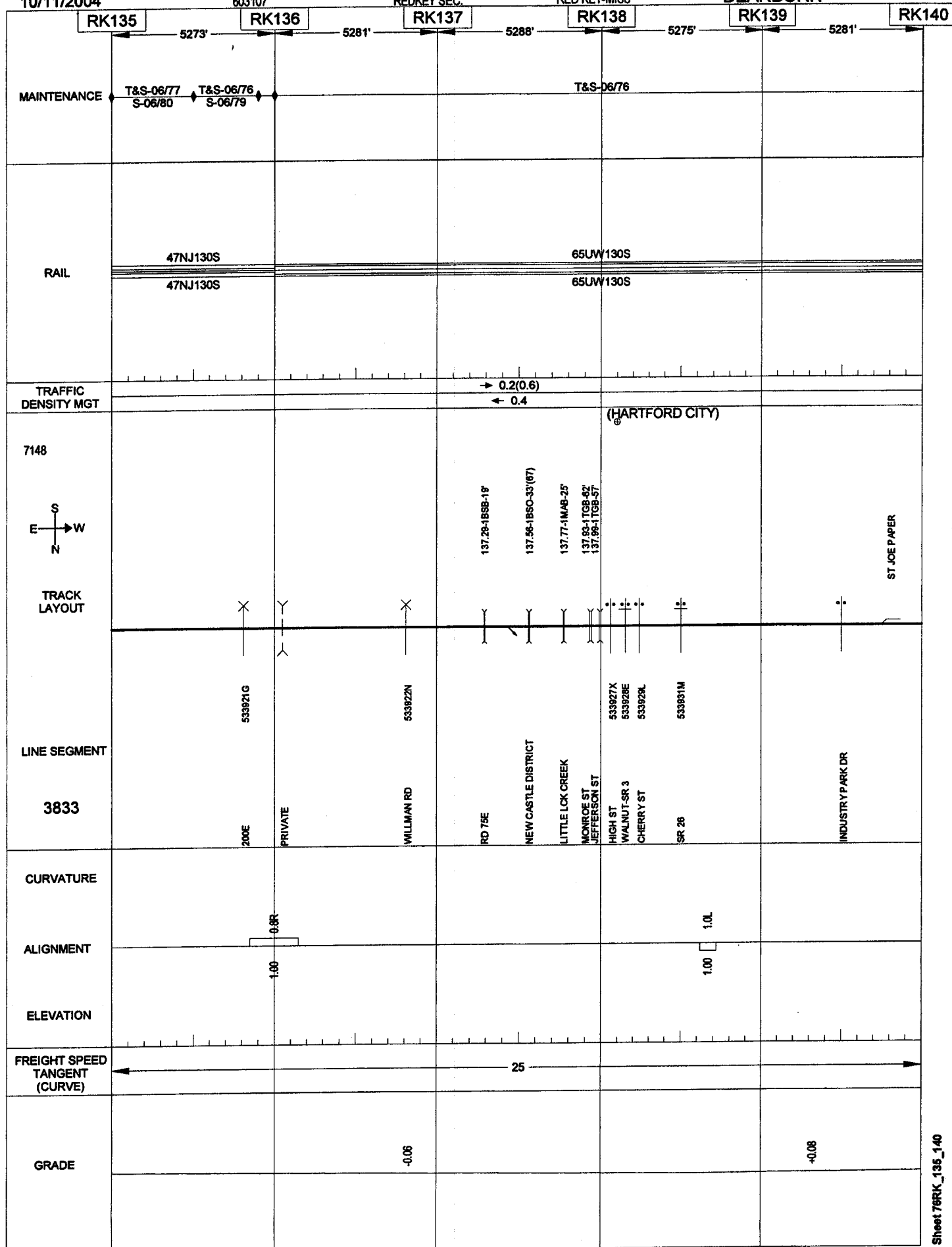
603107

309

REDKEY SEC.

RED KEY-MISS

DEARBORN



10/11/2004

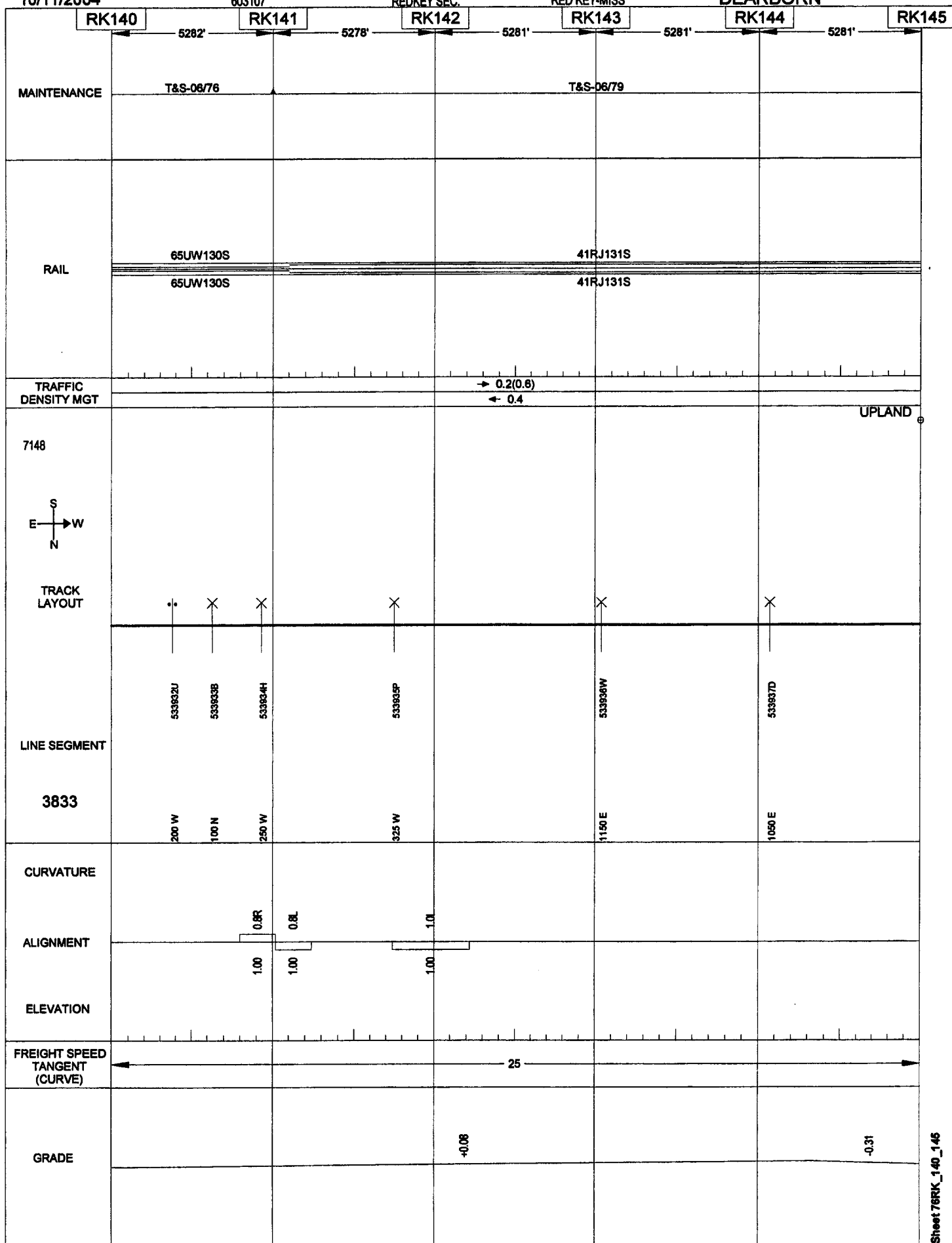
603107

310

REDKEY SEC.

RED KEY-MISS

DEARBORN



10/11/2004

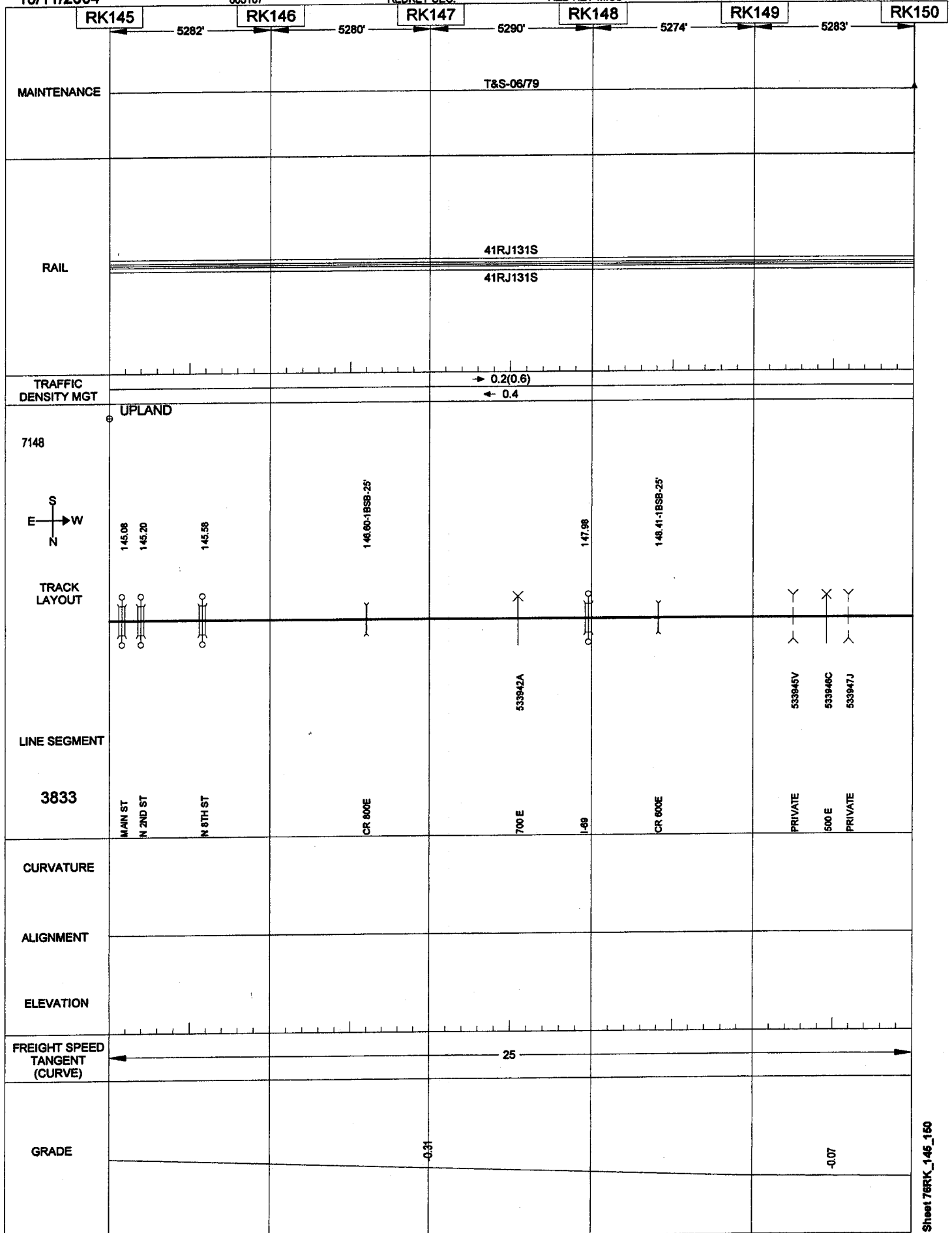
603107

311

REDKEY SEC.

RED KEY-MISS

DEARBORN



10/11/2004

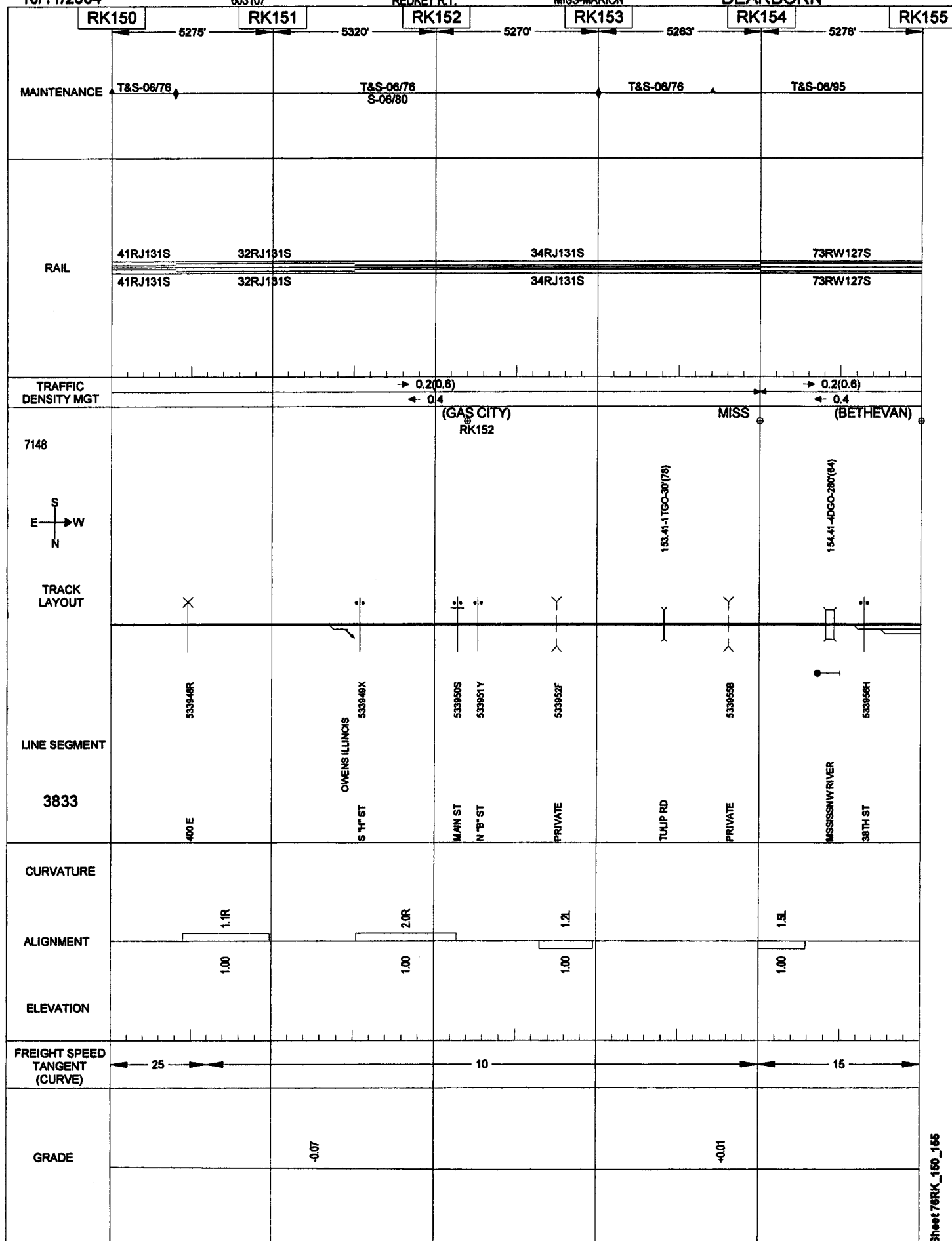
603107

312

REDKEY R.T.

MISS-MARION

DEARBORN



10/11/2004

603107

313

GOODMAN I.T.

MARION-SWEETSER

DEARBORN

RK160

RK155

RK156

RK157

RK158

RK159

5276'

5293'

5273'

5282'

5275'

MAINTENANCE

T&S-06/95

T&S-06/90

RAIL

73RW127S

29RJ130S

28RJ130S

57NW152S

73RW127S

29RJ130S

28RJ130S

57NW152S

TRAFFIC
DENSITY MGT

→ 0.2(0.6)

← 0.4

→ 3.6(8.3)

← 4.7

→ 0.0(0.0)

← 0.0

(BETHEVAN)

CP 79
MP133MARION
RK157

(BECKER)

7148

S
E → W
NTRACK
LAYOUT

LINE SEGMENT

3833
3836

156.35-3858-46'

157.46-1738-65'
157.52-1748-15'

157.79

158.03

158.13

158.30

TO CERA

533957P

533958W

533960X

533961E

533962L

533963T

533964A

533965C

533966N

533967V

533968C

533984L

33RD ST

LINCOLN ST

HOME AVE

PEARL ST

NS RB 49

MCCLURE ST

BRANSON ST

ADAMS ST

WILSON ST

WASHINGTON ST

10TH ST

BOOTS ST

GALLATIN ST

NEBRASKA ST

BOOTS CREEK

SOUTH D ST

WESTERN AVE

BALDWIN AVE

BUTLER AVE

CANTON BELT

MILLER AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

1.0L

1.00

0.2L

1.00

2.0L

1.00

15

10

GRADE

+0.01

0.00

10/11/2004

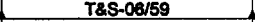
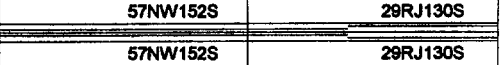
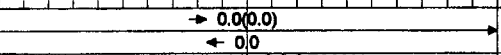
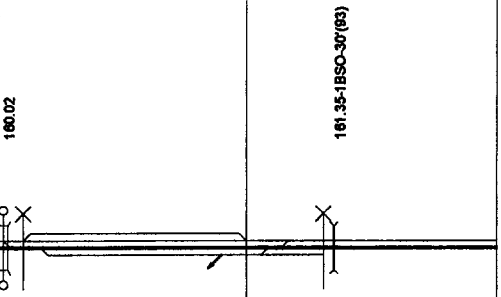
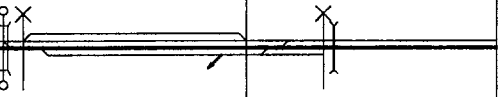
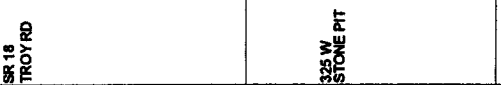
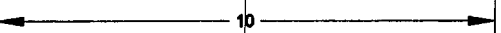
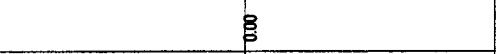
603107

314

GOODMAN I.T.

MARION-SWEETSER

DEARBORN

	RK160	5285'	RK161	5289'	RK162				
MAINTENANCE	 								
	T&S-08/59								
RAIL									
TRAFFIC DENSITY MGT									
7148	(BECKER)		GOODMAN		END OF TRACK				
									
TRACK LAYOUT									
LINE SEGMENT									
3836									
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)									
GRADE									

10/11/2004

608222

315

INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN

IK125

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

7152



TRACK
LAYOUT

LINE SEGMENT

4181

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

(DOW)

IK-124.80-MP-108.65

527960

CROSS ST

1.0L
1.00

10

-0.23

10/11/2004

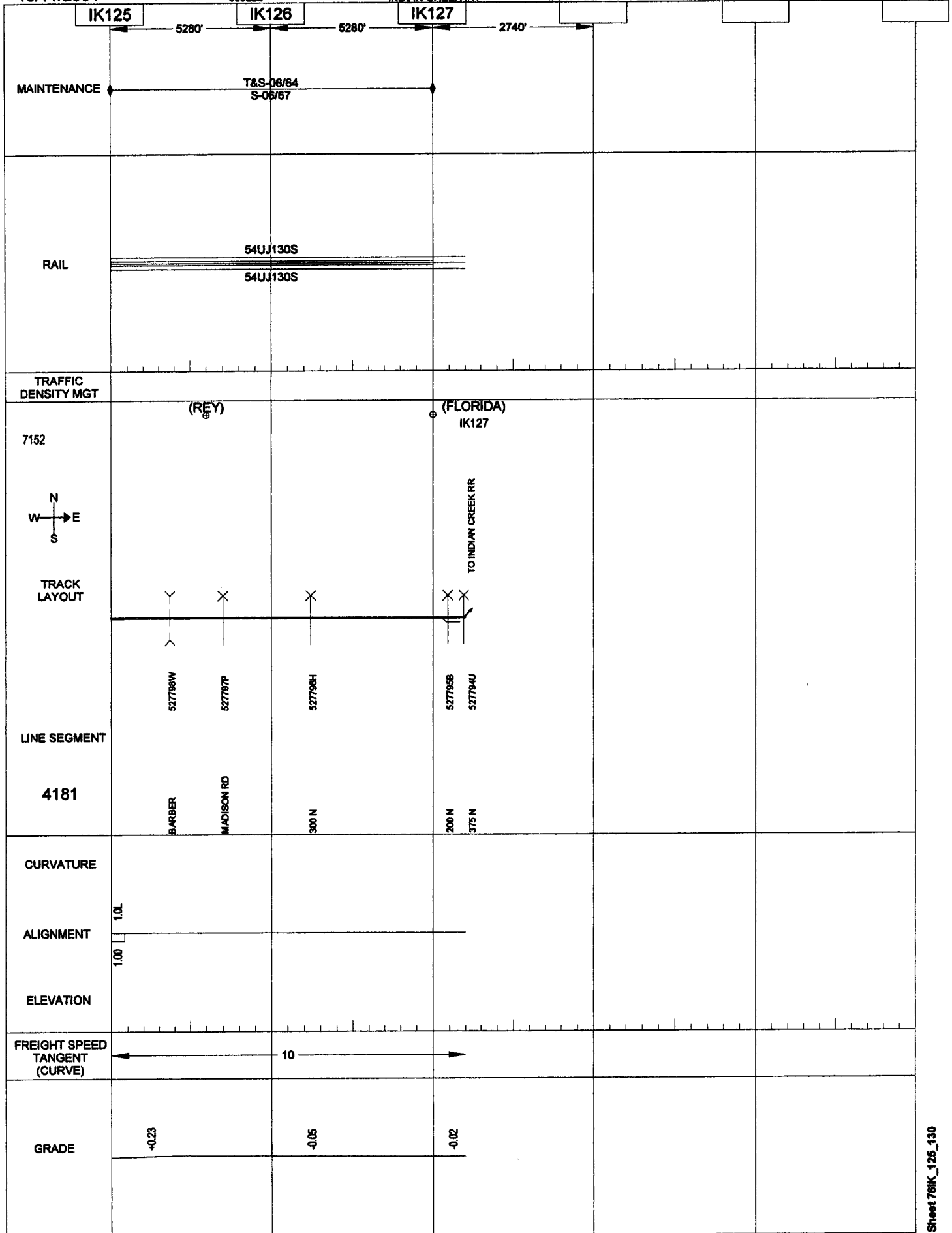
608222

316

INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN



Traffic Density Section -

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. For open deck bridges, tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of ( ) containing track 1 data, the second set of ( ) containing track 2 data, the third set of ( ) etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.
- 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: Owning 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.
  - Milepost equations 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 is given along mains.

Freight Speed Section -

Curve and tangent speed limits are 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 TYPE CODES

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

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 3RD AND 4TH MAIN TRACKS

ROCKPORT-CP 194	CD 190.70-194.00	322
CP 506-CP509	CD 506.55-509.60	323

10/19/2004

322

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

	CD190	CD191	CD192	CD193	CD194	CD195
	5280'	5380'	5180'	5280'	1830'	
MAINTENANCE #3	T&S-12/01					
RAIL #3	79RW127S 79RW127S					
TRAFFIC DENSITY MGT						
S E → W N TRACK LAYOUT						
LINE SEGMENT						
3842 3845						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

10/19/2004

503202

323

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

		CD505	CD506	CD507	CD508	CD509	CD510
		5280'		5280'		5280'	
MAINTENANCE	#3	T&S-06/67 S-06/92 T&S-06/89 S-06/92					
	#4	T&S-06/00					
RAIL	#3	68NJ130S 44NJ130S 55NJ130S 46NJ130S 80RW131S 80RJ131S					
	#4	68NJ130S 44NJ130S 55NJ130S 46NJ130S 80RW131S 80RJ131S 98NW136S 86RW132S 92RW130S 26NJ130S 98NW136S 86RW132S 92RW130S 26NJ130S 86RW132S 44NJ130S 80RJ131S					
TRAFFIC DENSITY MGT							
S E N W TRACK LAYOUT							
LINE SEGMENT							
3860							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE							

Sheet 76CD_505_510

TABLE 3
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
78	B-173.58	173.58	01	1980
78	B-173.58	173.58	02	1974
80	B-184.15	184.50	01	2002
			01	1986
			01	1984
			01	1982
			01	1977
80	B-184.15	184.50	02	2002
			02	1995
			02	1986
			02	1982
81	B-185.04	185.04	BOTH	1980
81	B-185.21	185.24	BOTH	1996
81	B-185.66	185.66	01	1997
82	B-192.34	192.44	01	1998
88	B-507.92	507.98	01	1997
104	T-013.14	013.17	01	1983
105	T-018.98	018.98	01	1994
106	T-021.38	021.37	01	1989
107	T-025.13	025.13	01	1993
107	T-025.72	025.72	01	1991
107	T-026.07	026.10	01	1989
108	T-032.95	032.95	01	1989
108	T-034.52	034.52	01	1983
109	T-038.07	038.11	01	1991
110	T-041.22	041.24	01	1985
241	CB-001.17	001.17	01	1967
241	CB-001.59	001.54	01	1993
241	CB-002.28	002.28	01	1992
241	CB-003.49	003.49	01	1964
241	CB-003.82	003.79	01	1989
9	CD-182.27	182.30	01	2000
9	CD-182.27	182.30	02	1999
9	CD-184.84	184.84	BOTH	1983
10	CD-185.01	185.01	01	1985
10	CD-185.01	185.01	02	2003
15	CD-213.44	213.44	BOTH	1976
			BOTH	1976
15	CD-214.30	214.30	BOTH	1985
16	CD-217.22	217.22	01	1983
16	CD-217.22	217.22	02	1988
17	CD-220.56	220.61	01	1986
17	CD-220.56	220.61	02	1984
18	CD-229.70	229.70	01	1985
18	CD-229.70	229.70	02	1988
19	CD-231.86	231.86	01	1984
19	CD-231.86	231.86	02	1985
20	CD-237.22	237.22	BOTH	1986
20	CD-239.69	239.62	BOTH	1985
21	CD-244.19	244.19	01	1978
21	CD-244.19	244.19	02	1980
22	CD-248.00	248.00	BOTH	1991
24	CD-256.06	256.08	BOTH	1992
27	CD-271.97	271.98	BOTH	1986
29	CD-282.11	282.11	01	1987
29	CD-282.11	282.11	02	1983
29	CD-282.81	282.81	01	1989

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
29	CD-282.81	282.81	02	1987
29	CD-283.26	283.26	01	1983
29	CD-283.26	283.26	02	1988
29	CD-283.69	283.69	01	1986
29	CD-283.69	283.69	02	1988
30	CD-287.65	287.65	BOTH	2000
30	CD-289.42	289.46	BOTH	1995
33	CD-304.14	304.14	BOTH	1985
35	CD-311.14	311.14	BOTH	1987
40	CD-335.45	335.48	01	2002
40	CD-335.45	335.48	02	1986
41	CD-341.04	341.04	BOTH	1987
41	CD-344.14	344.14	01	NA
41	CD-344.14	344.14	02	1988
41	CD-344.46	344.46	BOTH	1985
43	CD-350.38	350.43	01	1986
43	CD-350.38	350.43	02	1988
43	CD-351.86	351.91	BOTH	1987
44	CD-357.96	357.97	01	1987
44	CD-357.96	357.97	02	1987
46	CD-365.47	365.47	01	1988
46	CD-365.47	365.47	02	1987
47	CD-371.53	371.53	01	1962
47	CD-371.53	371.53	02	1956
49	CD-380.20	380.25	BOTH	1986
50	CD-389.74	389.74	BOTH	2002
51	CD-393.31	393.36	01	1988
51	CD-393.31	393.36	02	1987
53	CD-400.74	400.77	01	1985
53	CD-400.74	400.77	02	1987
53	CD-401.67	401.65	01	1965
53	CD-401.67	401.65	02	1987
53	CD-402.16	402.16	01	NA
53	CD-402.16	402.16	02	1987
54	CD-405.08	405.08	01	1988
54	CD-405.08	405.08	02	1987
54	CD-407.32	407.32	01	1988
54	CD-407.32	407.32	02	1987
55	CD-412.67	412.72	BOTH	1984
56	CD-418.19	418.19	BOTH	1986
57	CD-422.43	422.43	BOTH	1989
58	CD-426.63	426.63	01	1983
58	CD-426.63	426.63	02	1984
61	CD-444.74	444.74	01	1982
61	CD-444.74	444.74	02	1984
63	CD-451.70	451.74	BOTH	1995
69	CD-484.40	484.40	01	1983
69	CD-484.40	484.40	02	1984
70	CD-487.62	487.69	01	1984
70	CD-487.62	487.69	02	1983
72	CD-496.71	496.71	BOTH	1985
73	CD-503.40	503.22	BOTH	2003
74	CD-509.65	509.60	BOTH	1995
299	CQ-042.40	042.40	01	1988
248	CS-002.70	002.83	01	1980
243	DK-004.50	004.50	BOTH	NA
91	DR-022.65	022.75	01	2002
93	DR-030.85	030.97	01	1975
94	DR-035.01	035.00	01	2000
95	DR-041.70	041.70	BOTH	NA
96	DR-047.97	047.97	BOTH	1984

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
97	DR-052.98	052.98	BOTH	1993
			BOTH	1984
203	FB-029.02	029.02	01	2003
205	FB-036.99	036.99	01	1981
207	FB-048.55	048.55	01	1979
208	FB-050.32	050.32	01	1983
208	FB-050.59	050.59	01	1983
208	FB-050.70	050.70	01	2001
208	FB-050.81	050.81	01	2001
208	FB-051.10	051.03	01	1981
208	FB-051.14	051.07	01	1981
208	FB-051.30	051.23	01	1979
208	FB-053.08	053.08	01	1979
208	FB-054.12	054.20	01	1975
209	FB-057.16	057.16	01	1979
209	FB-057.80	057.80	01	1982
210	FB-063.82	063.82	01	1983
210	FB-064.27	064.27	01	1979
211	FB-067.80	067.80	01	1979
211	FB-068.91	068.91	01	1979
214	FB-083.01	083.00	01	1982
214	FB-083.25	083.25	01	1982
214	FB-083.86	083.86	01	1971
214	FB-084.27	084.27	01	1980
215	FB-088.97	088.97	01	1982
216	FB-091.64	091.64	01	1982
216	FB-094.43	094.43	01	1982
217	FB-096.07	096.07	01	1982
218	FB-100.35	100.27	01	1993
280	GJ-004.76	004.76	01	2001
100	HK-027.55	027.60	01	2000
101	HK-030.75	030.77	01	1977
102	HK-037.95	037.85	01	1974
284	JH-016.53	016.53	01	1990
197	KH-000.70	000.70	01	1993
197	KH-000.95	000.95	01	1983
197	KH-003.91	003.91	01	1995
198	KH-009.68	009.68	01	1993
200	KH-018.10	018.10	01	2001
201	KH-021.73	021.73	01	1995
150	KS-071.42	071.35	01	1998
153	KS-085.17	084.99	01	1978
154	KS-092.04	091.94	01	1982
154	KS-093.65	093.55	01	1979
156	KS-100.85	100.71	01	1993
156	KS-101.77	101.71	01	1989
158	KS-113.08	112.93	01	1979
159	KS-118.72	118.58	01	1980
160	KS-121.23	121.09	01	1976
160	KS-122.36	122.19	01	2003
160	KS-123.93	123.80	01	1979
161	KS-125.30	125.18	01	2003
161	KS-126.47	126.32	01	1979
161	KS-129.93	129.78	01	2003
163	KS-139.13	138.98	01	1989
165	KS-146.30	146.13	01	1979
166	KS-152.07	151.86	01	1958
166	KS-154.85	154.85	01	1982
167	KS-155.54	155.39	01	1994
172	KS-180.85	180.75	01	1987
172	KS-181.40	181.40	01	2001

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
172	KS-181.56	181.46	01	2001
172	KS-183.69	183.59	01	1981
172	KS-184.48	184.28	01	1986
296	KY-000.10	000.03	01	1978
141	LK-006.46	006.46	BOTH	1982
142	LK-010.58	010.61	01	1987
142	LK-010.90	010.97	01	NA
143	LK-016.42	016.42	01	1981
146	LK-030.11	030.05	01	NA
146	LK-031.20	031.20	01	1985
146	LK-031.85	031.85	01	1979
219	LZ-000.15	000.45	01	1982
219	LZ-000.35	000.55	01	1977
221	LZ-013.37	013.37	01	1989
223	LZ-022.59	022.59	01	1980
224	LZ-026.64	026.64	01	1980
226	LZ-036.02	036.02	01	1977
113	MH-008.82	008.90	BOTH	2001
175	MP-005.66	005.66	01	1989
175	MP-008.15	008.15	01	1989
176	MP-010.31	010.31	01	1972
176	MP-014.02	014.02	01	1991
178	MP-021.82	021.82	01	2000
178	MP-023.95	023.95	01	1972
179	MP-026.49	026.49	01	1991
179	MP-028.58	028.58	01	1991
180	MP-032.04	032.04	01	1975
181	MP-038.69	038.69	01	2003
182	MP-042.30	042.30	01	1991
182	MP-044.02	044.02	01	1990
183	MP-045.56	045.56	01	1972
183	MP-049.73	049.73	01	1992
184	MP-054.96	054.96	01	1992
185	MP-059.60	059.60	01	1991
			01	1985
			01	1977
185	MP-059.89	059.89	01	1985
186	MP-060.43	060.43	01	1991
186	MP-060.57	060.57	01	1987
187	MP-068.18	068.18	01	1969
187	MP-068.88	068.88	01	1993
187	MP-069.69	069.69	01	1972
188	MP-070.80	070.80	01	1990
188	MP-071.85	071.85	01	1992
188	MP-072.22	072.22	01	1985
189	MP-075.02	075.02	01	1977
189	MP-078.47	078.47	01	1987
189	MP-078.55	078.55	01	1987
190	MP-081.97	081.98	01	NA
190	MP-084.22	084.22	01	NA
190	MP-084.37	084.37	01	NA
194	MP-100.05	100.05	01	NA
195	MP-109.70	109.70	01	1983
300	OW-066.76	066.76	01	1985
300	OW-069.30	069.30	01	1984
301	OW-070.09	070.09	01	NA
1	RD-089.88	089.88	01	2002
1	RD-089.88	089.88	02	1981
2	RD-092.56	092.56	BOTH	1978
3	RD-098.60	098.60	01	1991
3	RD-098.60	098.60	02	1987

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
6	RD-113.38	113.38	01	1998
6	RD-113.38	113.38	02	2000
8	RD-121.41	121.35	01	2001
8	RD-121.41	121.35	02	1983
309	RK-137.56	137.56	01	1967
312	RK-153.41	153.41	01	1978
312	RK-154.41	154.41	01	1964
314	RK-161.35	161.35	01	1993
279	RU-003.69	003.69	01	1987
277	TC-244.57	244.57	01	1953
254	TM-008.54	008.55	01	1992
254	TM-008.62	008.60	01	1992
255	TM-011.32	011.40	01	1991
297	UP-001.50	001.50	01	1984
263	XK-307.18	307.18	01	NA
229	ZC-001.05	001.05	01	1997
229	ZC-002.01	002.01	01	1988

