



Dearborn Division

2005

**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:

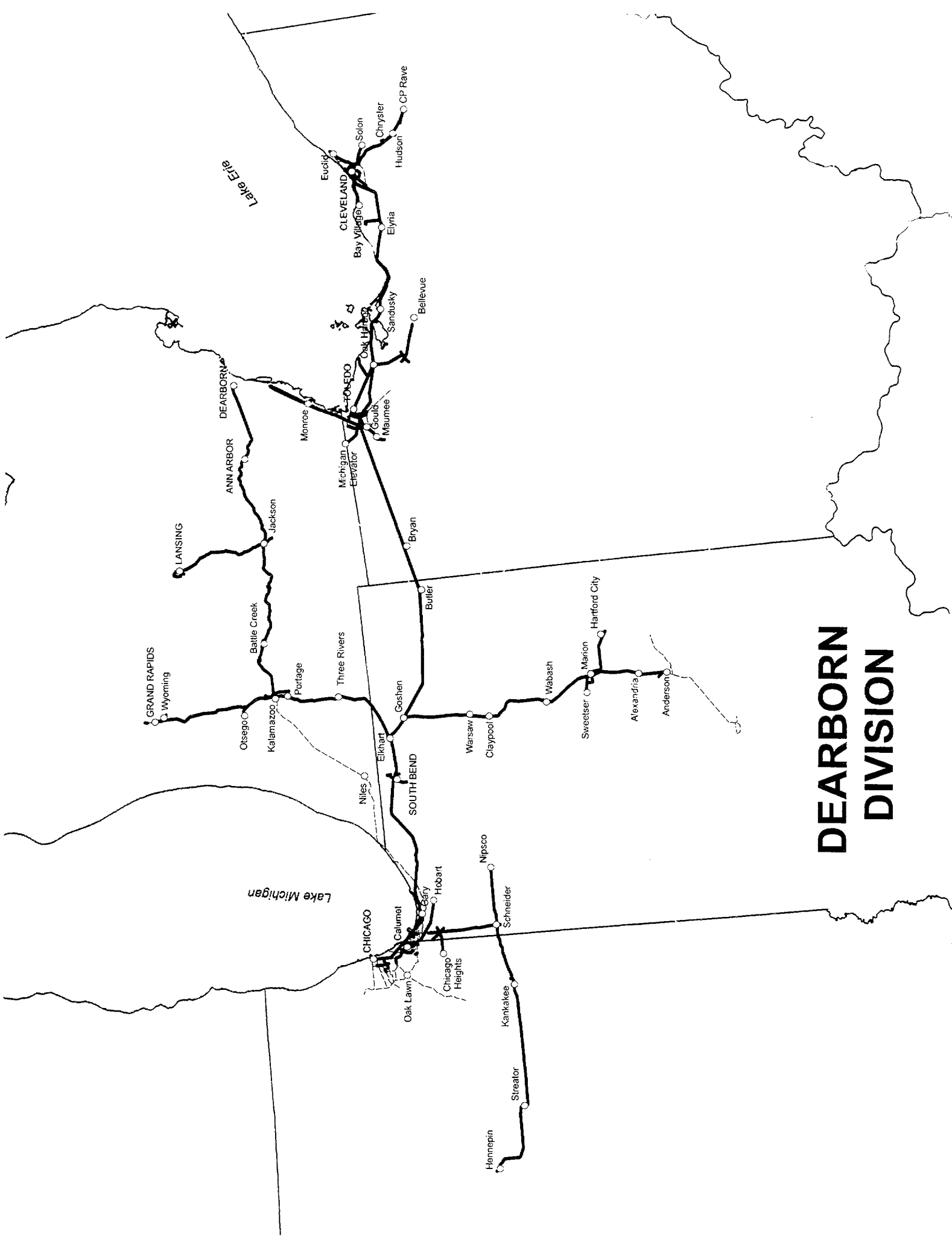
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 E. P. Hatten, Mgr. Prog. & Sched.
MEMO: EPHATTEN **PH. (404) 529-1456**
E-MAIL: Paul.Hatten@nscorp.com

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And Curve Speeds:**

**Engineering D&C Dept.
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Speed Restrictions:**

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E-MAIL: Kevin.Ricks@nscorp.com**



DEARBORN DIVISION

Contents & Indices

DEARBORN DIVISION

TABLE OF CONTENTS

DESCRIPTION	FROM	TO	LINE	PAGE
CP RAVE-DRAWBRIDGE	RD - 085.90 - 123.21		CLEVELAND LINE	1
CLEVELAND-CHICAGO	CD - 181.20 - 523.30		CHICAGO LINE	9
EUCLID-BAY VILLAGE	B - 172.00 - 197.30		LAKE ERIE DISTRICT	78
HOBART-FOREST HILL	B - 486.50 - 518.70		CHICAGO DISTRICT	84
MP 20-SWAN CREEK	DR - 020.00 - 057.70		DETROIT LINE	91
GIBRALTER-LASALLE	HK - 020.00 - 040.00		DETROIT LINE	99
TOLEDO-BELLEVUE	T - 005.37 - 050.70		TOLEDO DISTRICT	103
TOWNLINE-KALAMAZOO	MH - 007.60 - 143.26		MICHIGAN LINE	113
IHB-SCHNEIDER	LK - 006.30 - 033.40		KANKAKEE LINE	141
NIPSCO-HENNEPIN	KS - 055.90 - 186.00		KANKAKEE BR.	147
GOSHEN-ANDERSON	MP - 000.00 - 110.98		MARION BR.	174
ELKHART YD-THREE RIVERS	KH - 000.00 - 027.40		KALAMAZOO BR.	197
THREE RIVERS-GRAND RAPIDS	FB - 027.30 - 102.30		KALAMAZOO BR.	203
JACKSON-LANSING	LZ - 000.00 - 038.30		LANSING SEC.	219
HUGO-BRADY LAKE	OJ - 025.50 - 027.40		HUGO I.T.	227
CP HUDSON-END	AI - 000.00 - 001.44		AKRON I.T.	228
TWIN-CROWN(CHRYSLER YD)	ZC - 000.00 - 002.40		CHRYSLER LEAD	229
CP 9-WHITE	PN - 000.00 - 001.80		HARVARD CONN.	230
BROADWAY-SOLON	RH - 002.20 - 014.80		RANDALL SEC.	231
ERIE CROSSING-CP 5	KE - 000.00 - 001.02		KINSMAN CONN.	234
CLEVELAND	IX - 000.00 - 001.50		SILVER PLATE I.T.	235
CLOGGSVILLE-CP190	GZ - 485.46 - 493.35		CLOGGSVILLE LINE	236
MAHONING RD-KNOB	CB - 000.00 - 006.70		CLEVELAND BELT	238
OAKDALE-WALBRIDGE	DK - 001.80 - 005.30		STANLEY SEC.	240
CP 286-CP OAK	XA - 286.90 - 287.80		OAKDALE CONN.	242
FASSETT-IRONVILLE	TB - 001.24 - 005.37		TOLEDO BELT	243
CHERRY STREET-IRONVILLE	CS - 001.26 - 003.68		CHERRY STREET BR.	245
OLIVE-GALENA	GY - 085.40 - 087.70		GALENA YARD TRACK	246
MAUMEE-STANLEY	DY - 001.20 - 004.00		MIAMI CUT BR.	247
TOLEDO-WATERVILLE	IW - 105.89 - 118.20		MAUMEE BRANCH	248
NS-GOULD	TM - 005.00 - 012.70		TOLEDO/MAUMEE BACK SIDE	251
LIMESTONE-LOCUST POINT	TE - 000.00 - 008.00		DAVIS BESSE LEAD	253
FREMONT	EW - 020.38 - 025.50		FREMONT SWITCH LEAD - NKP	255
FREMONT	NS - 265.60 - 267.95		FREMONT SWITCH LEAD - CR	257
VULCAN-MICHIGAN ELEVATOR	XK - 299.30 - 308.60		CLINTON I.T.	258
BRYAN	IV - 058.70 - 059.90		NORTHERN I.T.	261
SOUTH BEND-OLIVERS	VO - 000.50 - 002.70		OLIVERS I.T.	262
SOUTH BEND (SS&S JCT)	PY - 000.00 - 002.60		SS&S CONN. TRACK	263
SOUTH BEND	PM - 181.00 - 181.80		PLYMOUTH I.T.	264
SOUTH BEND	SK - 000.00 - 004.00		SOUTH BEND BRANCH	265
CHICAGO LINE-SOUTH BEND	UV - 000.00 - 002.80		NILES I.T.	266
NOTRE DAME	ZO - 009.30 - 010.60		NILES I.T.	267
CP518-WOOD	UW - 000.00 - 005.30		C.R. & I. I.T.	269
ASHLAND-CORNWITH	KN - 000.00 - 003.00		KENWOOD LINE (CR&I)	271
47TH STREET-CHICAGO	BK - 305.77 - 309.00		WESTERN AVENUE I.T.	272
PULLMAN JCT-130TH ST	PB - 000.00 - 005.50		PULLMAN BRANCH	273
AETNA-CLARKE JCT	TC - 240.30 - 246.60		GARY BRANCH	275
RIVER BRANCH JCT-HEGEWISCH	RU - 000.00 - 004.40		CALUMET RIVER I.T.	277
HEGEWISCH-CALUMET PARK	GJ - 003.80 - 005.50		SC&S I.T.	278
DOLTON-CALUMET RIVER	QP - 293.40 - 294.30		BERNICE R.T.	280
GRIFFITH-CHICAGO HEIGHTS	JH - 011.00 - 020.30		HARTSDALE I.T.	281
SCHERERVILLE-AIRLINE	MQ - 280.15 - 285.50		CROWN POINT/MUNSTER I.T.	284
KANKAKEE	YK - 000.00 - 000.60		EAST BRADLEY I.T.	286
JACKSON-VANDERCOOK LAKE	VJ - 000.70 - 004.20		NORTHERN I.T.	287

JACKSON-JACKSON JCT	JJ - 096.50 - 097.40	JACKSON I.T.	288
NORTH LANSING	UA - 060.70 - 061.40	LANSING I.T.	289
CEDAR RIVER	XM - 057.10 - 058.90	LANSING I.T.	290
ALBION	VP - 021.60 - 023.40	LANSING I.T.	291
LANSING	XF - 000.00 - 005.10	LANSING MFRS.RR.	292
KALAMAZOO-HTSW	KY - 000.00 - 003.20	B O SEC.	294
GIBSON-AUSTIN LAKE	UP - 000.00 - 006.70	UPJOHN SEC.	295
PARCHMENT-PAVILION	CQ - 041.30 - 043.90	CK&S IT	297
PLAINWELL-OTSEGO	OW - 066.60 - 070.24	PLAINWELL I.T.	298
BOWEN-TERMINUS	XH - 088.10 - 092.40	HASTINGS R.T.	300
GRAND RAPIDS	KZ - 094.25 - 095.00	KALAMAZOO I.T.	302
FULLER-COMSTOCK PARK	VW - 106.00 - 106.90	COMSTOCK I.T.	303
HARTFORD CITY-SWEETSER	RK - 138.60 - 162.00	RED KEY SEC.	304
DOW-FLORIDA	IK - 124.80 - 127.20	INDIAN CREEK I.T.	310
EXPLANATION OF GRAPHIC DISPLAY CONVENTIONS			312
APPENDIX - 3RD & 4TH MAIN MAINTENANCE DATA			316

DEARBORN DIVISION

INDEX BY LINE NAME

DESCRIPTION	FROM	TO	LINE	PAGE
CP HUDSON-END	AI - 000.00 - 001.44		AKRON I.T.	228
KALAMAZOO-HTSW	KY - 000.00 - 003.20		B O SEC.	294
DOLTON-CALUMET RIVER	QP - 293.40 - 294.30		BERNICE R.T.	280
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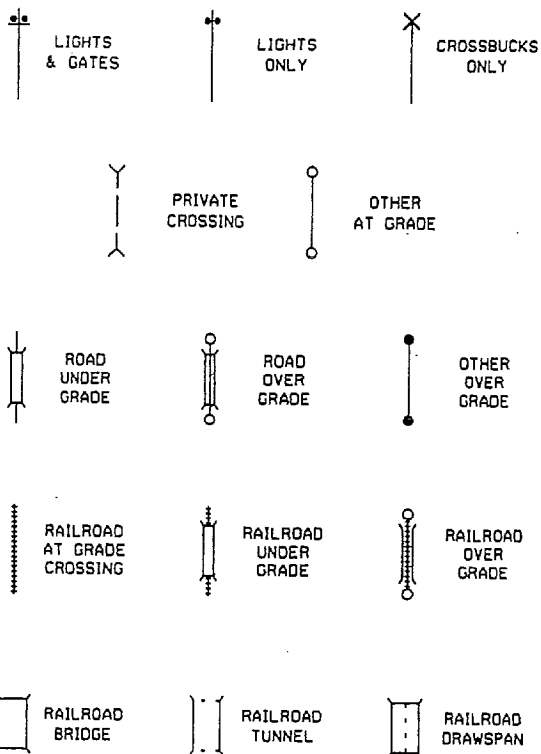
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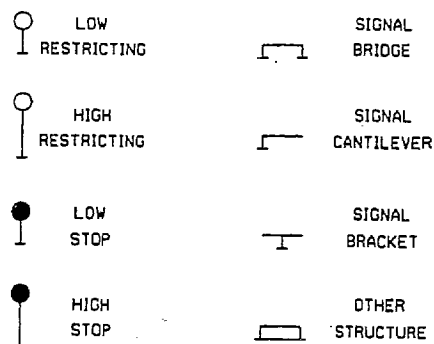
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TRACK CHART SYMBOL LEGEND

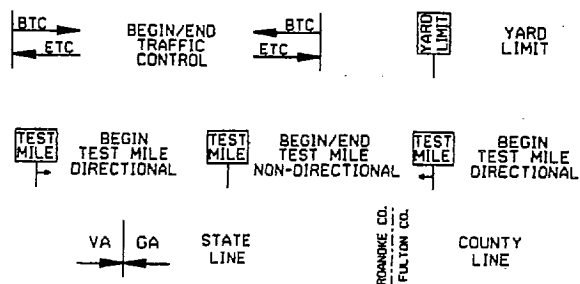
RIGHT OF WAY CROSSINGS



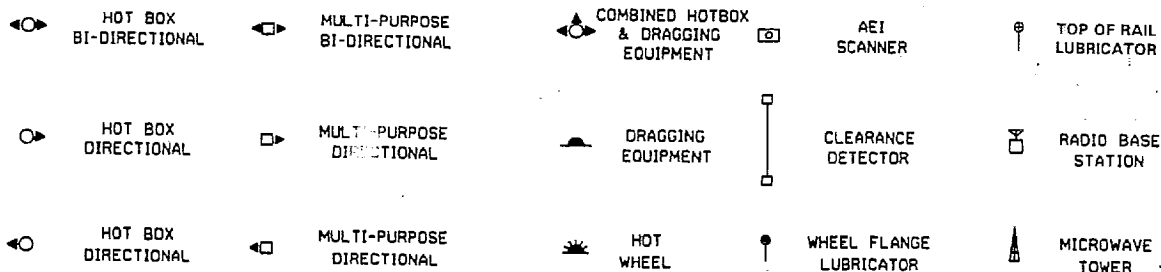
SIGNAL TYPES & SIGNAL STRUCTURES



TERRITORY MARKERS



DETECTORS & COMMUNICATION EQUIPMENT



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

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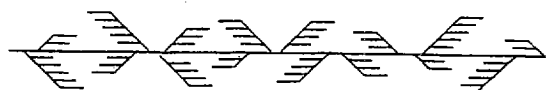
PASSING SIDING BETWEEN DOUBLE MAIN

INDUSTRY LEADS ABOVE AND BELOW DOUBLE MAIN

INDUSTRY LEADS ABOVE AND BELOW SINGLE MAIN

CROSSOVERS BETWEEN DOUBLE MAIN

YARD TRACKS ABOVE AND BELOW MAINS



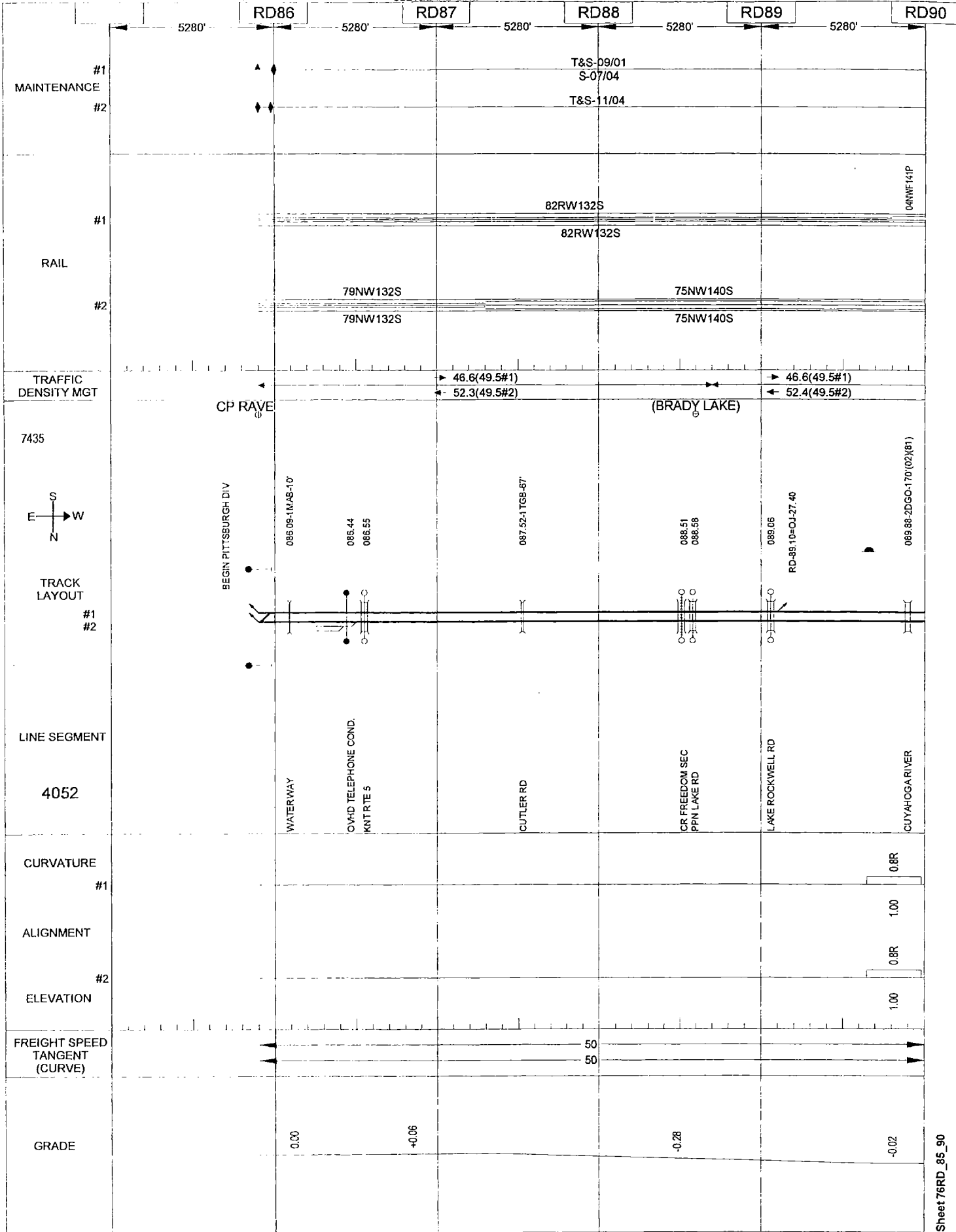
09/27/2005

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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



DEARBORN

RD95

- 5280'

T&S-09/01
S-07/04
T&S-11/04

82RW132S
RW132S

RAIL

#2

75NW140S

77NW140S

TRAFFIC
DENSITY MGT

→ 46.6(49.5#1)
← 52.4(49.5#2)

(EARLVILLE)

CP 94

7435

090.35

090.66

091.94-1 TGB-35'

092.56-1 TGO-81*(78)(78)

TEST
MILE

TEST
MILE

TRACK LAYOUT

#1
#2

LINE SEGMENT

4052

BOYTLERS RD

SR 43

PRIVATE
PRIVATE

HUDSON RD

W&LE RR
SEASONS RD

TOW RD

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 50
- 50

GRADE

-0.02

+0.28

0.00

+0.28

0.00

-0.32

09/27/2005

502412

003

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN

RD95

RD96

RD97

RD98

RD99

RD100

5281'

5525'

1'

5280'

5230'

#1
MAINTENANCE
#2

T&S-09/01
S-07/04
T&S-11/04

T&S-10/01
S-05/03
T&S-11/99
S-08/02

RAIL

#1

82RW132S

02NW141S

82RW132S

03NWF141S

#2

82RW132S

03NWF141S

77NW140S

90NW132S

77NW140S

77NW140S

90NW132S

77NW140S

90NW132S

77NW140S

90NW132S

77NW140S

TRAFFIC
DENSITY MGT

→ 46.6(49.5#1)
← 52.4(49.5#2)

→ 46.6(49.5#1)
← 52.4(49.5#2)

HUDSON

(HIGHLAND SPGS)

7435



TRACK
LAYOUT

#1
#2

LINE SEGMENT

4052

095.55

096.64-1TGS-73'
RD-96.64/A-0.20
RD-97.80=A-0.0
096.88-1TGS-67'

098.06-1BSB-30'

098.60-1DGO-28'(91)(87)

099.18-5BSB-235'

503034K

CURVATURE

#1

0.8R

0.4R

2.0R

1.0L

ALIGNMENT

#2

1.00

1.00

2.50

1.00

ELEVATION

0.8R

0.4R

2.0R

1.0L

1.00

1.00

2.50

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.32

-0.16

-0.76

+0.25

-0.22

09/27/2005

004

503512

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN

RD100

RD101

RD102

RD103

RD104

RD105

5343'

5263'

5278'

5311'

5237'

MAINTENANCE
#1
#2

T&S-10/01
S-05/03
T&S-11/99
S-08/02

T&S-10/01
S-07/04
T&S-10/01
S-05/03

RAIL

#1 03NWF141S 76NW140S 04NWF141S 76NW140S
#2 03NWF141S 76NW140S 02NW141S 79NW132S
77NW140S 79NW132S 77NW140S 79NW132S

TRAFFIC
DENSITY MGT

→ 46.6(49.5#1)
← 52.4(49.5#2)

→ 47.6(50.7#1)
← 53.7(50.7#2)

→ 47.9(51.1#1)
← 54.3(51.1#2)

CP 102

(MACEDONIA)
RD104

7435

S
E → W
N

100.02-1MAB-10'

103.80-1MAB-10'
103.93-1TGB-37'

LITTLE TYKES

TRACK
LAYOUT
#1
#2

LINE SEGMENT

4052
4055

WATERWAY

PRIVATE

503033D
TWINSBURG RD

RD-102.60-ZC-0.0
52.4356G
E HIGHLAND RD

INDIAN RUN
SR 82

CURVATURE

#1

1.0L

0.5R

1.1R

ALIGNMENT

#1

1.00

1.00

1.50

ELEVATION

#2

1.0L

0.5R

1.1R

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.22

-0.35

-0.05

-0.98

+0.35

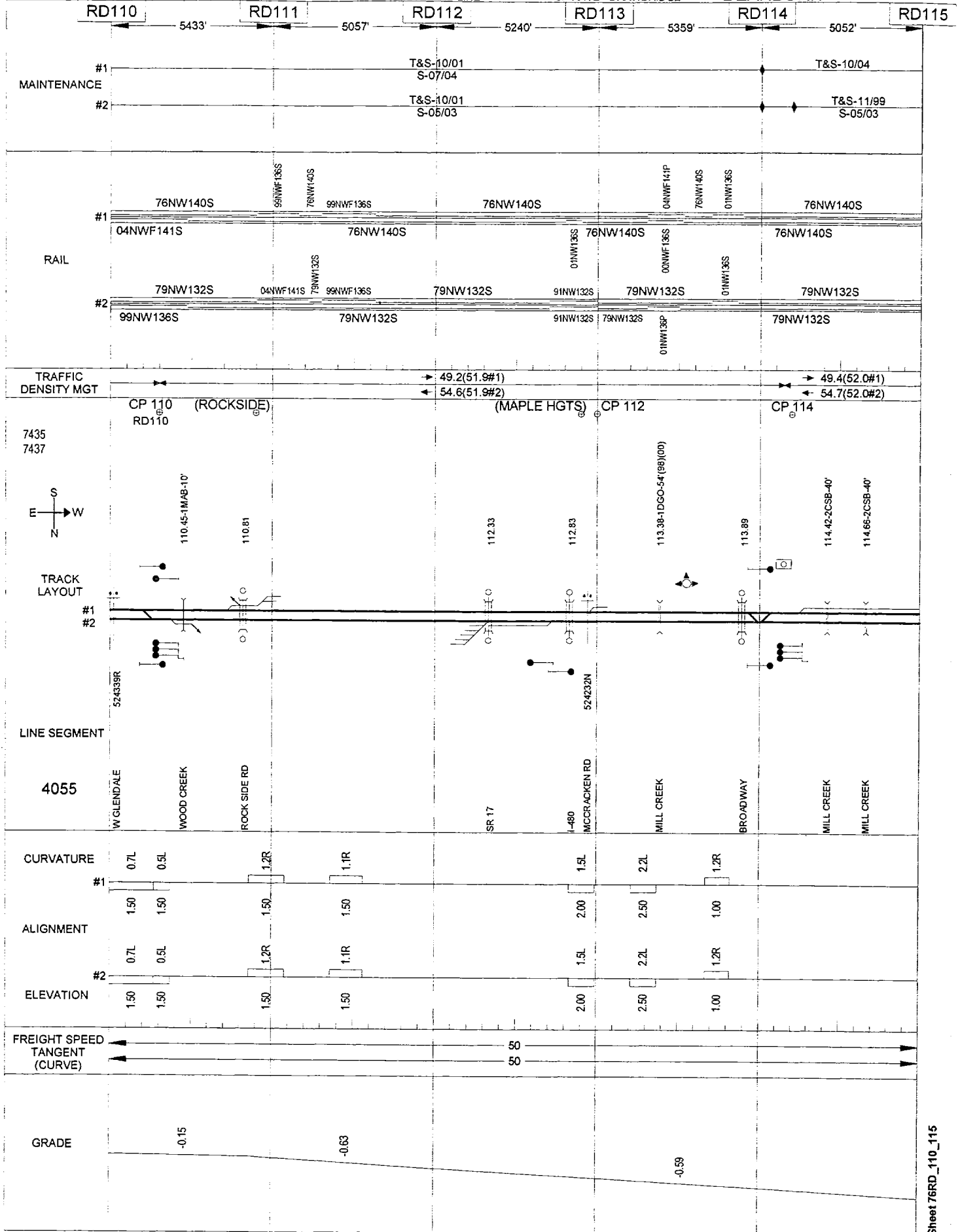
09/27/2005

006

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



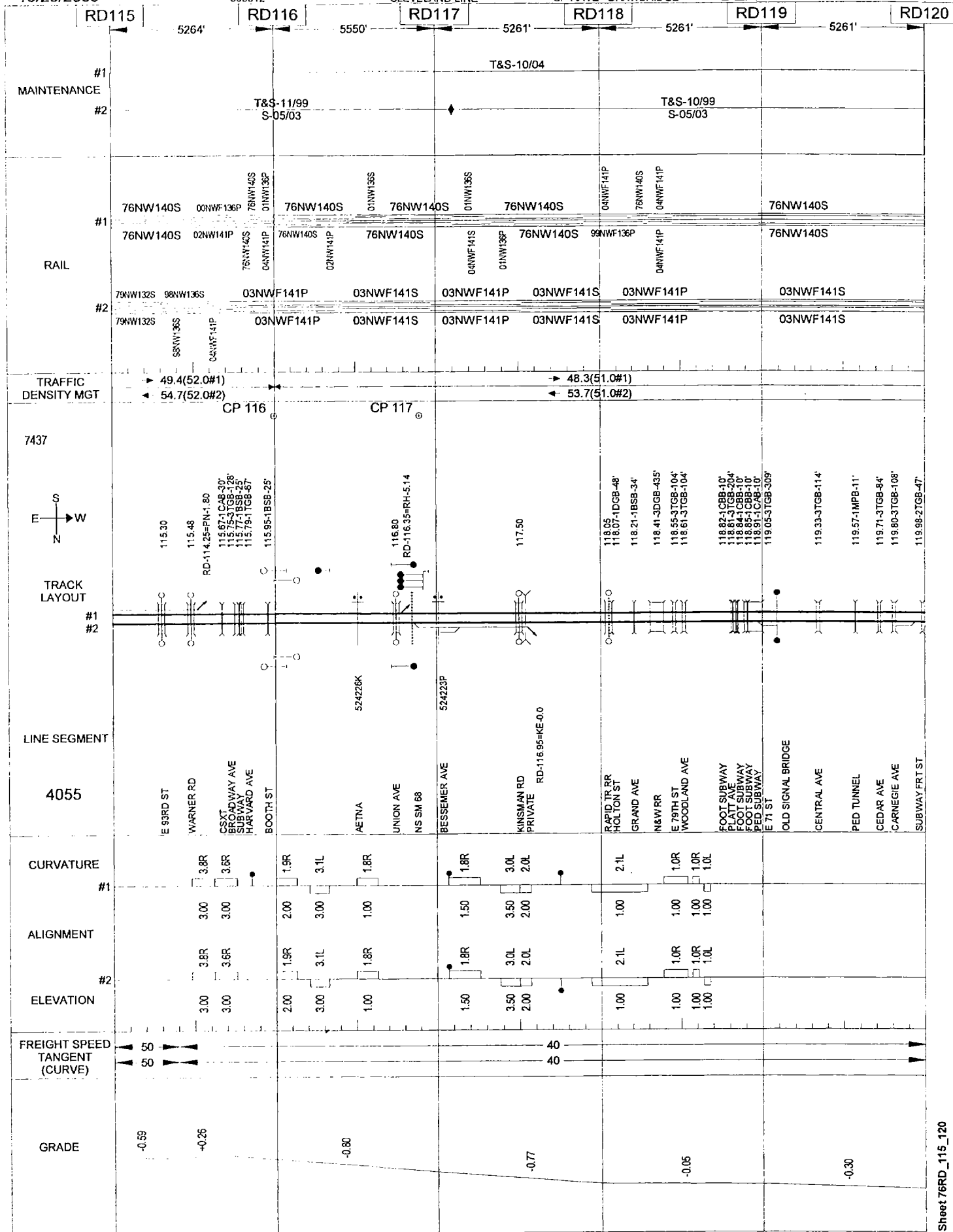
10/20/2005

007

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



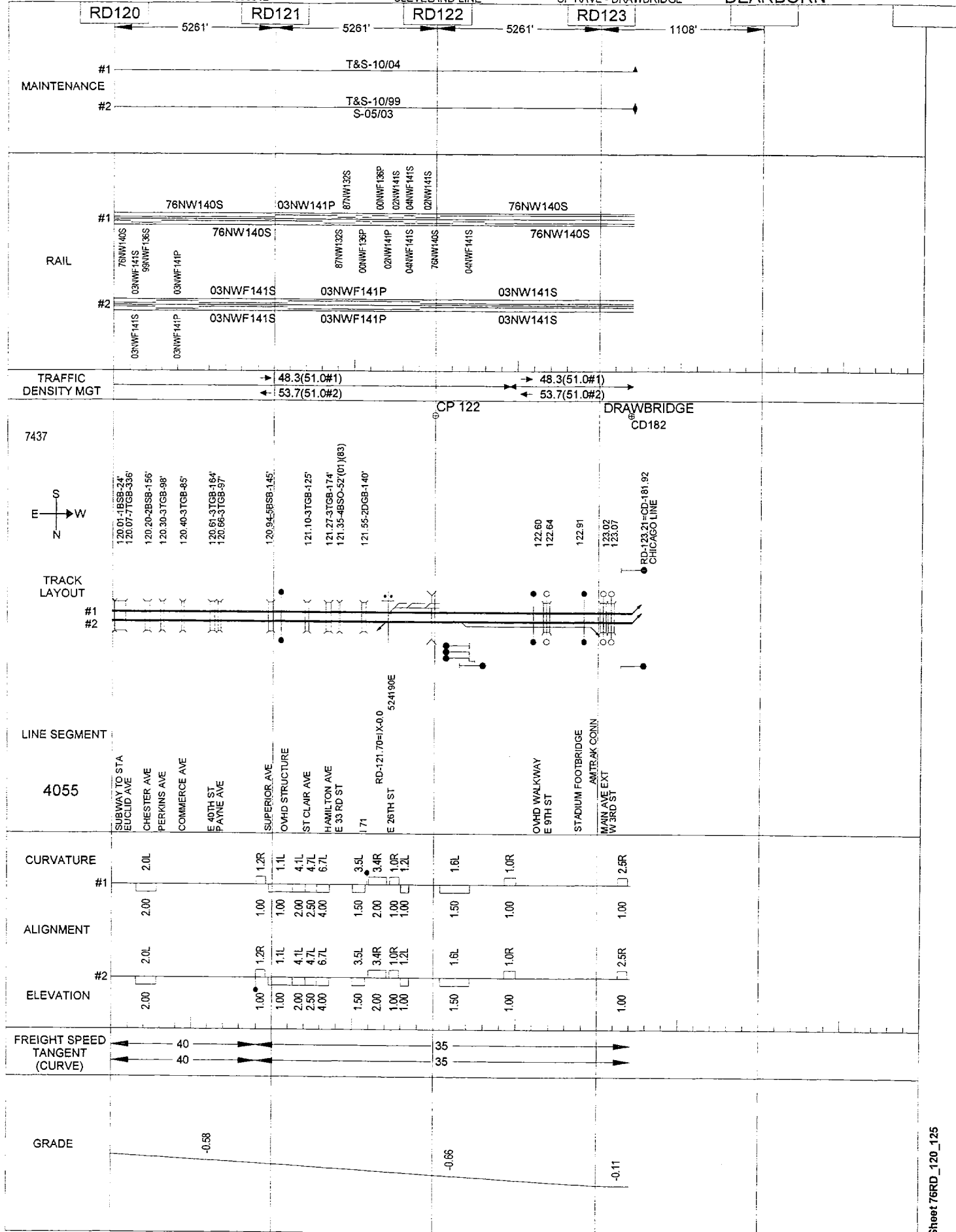
09/27/2005

008

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



09/27/2005

503500

009

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD185

CD182

CD183

CD184

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-05/02
S-08/04T&S-04/02
S-07/04T&S-04/02
S-06/04

RAIL

#2

#1

TRAFFIC
DENSITY MGT

2040



TRACK
LAYOUT

#2
#1

LINE SEGMENT

3842

CURVATURE

#2

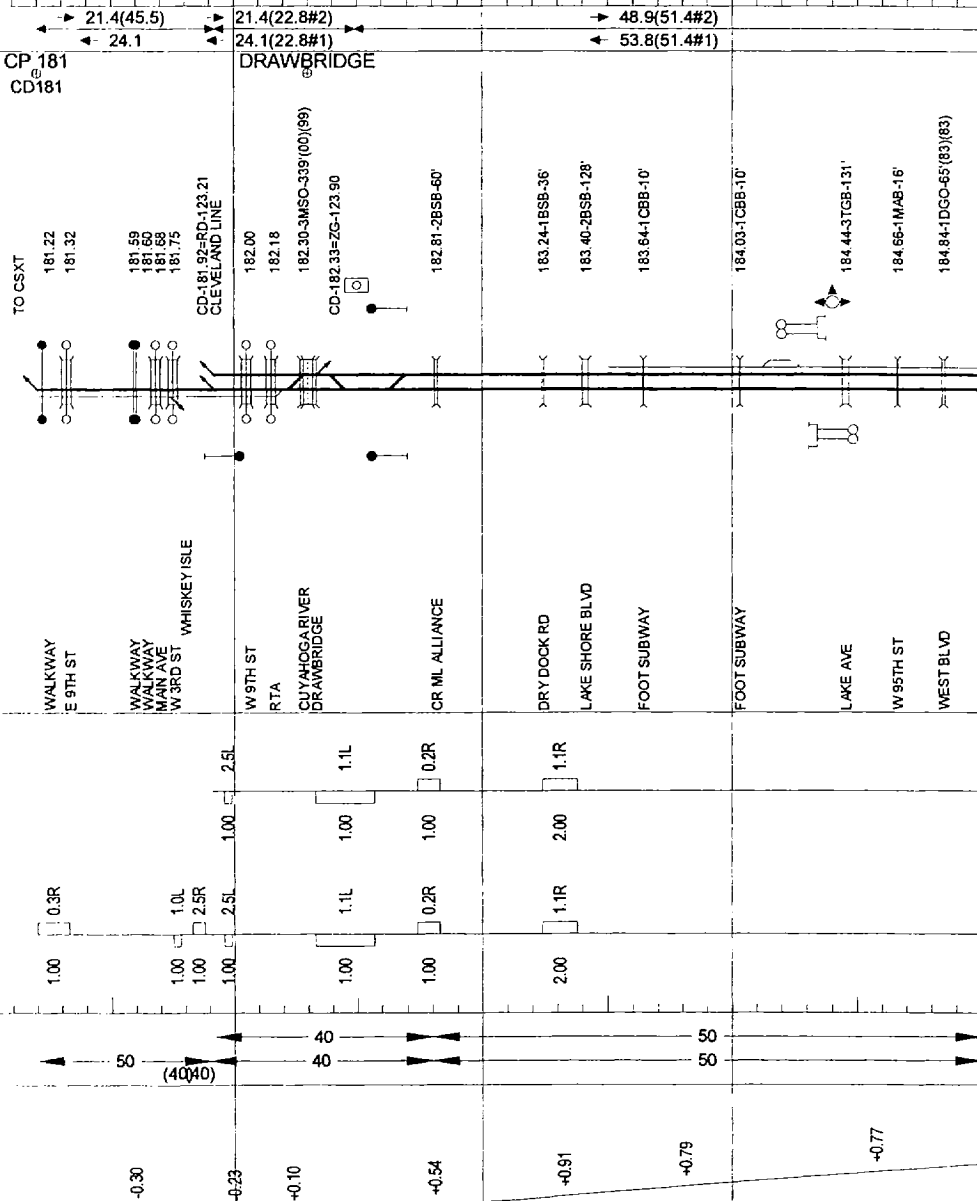
ALIGNMENT

ELEVATION

#1

FREIGHT SPEED
TANGENT
(CURVE)

GRADE



09/27/2005

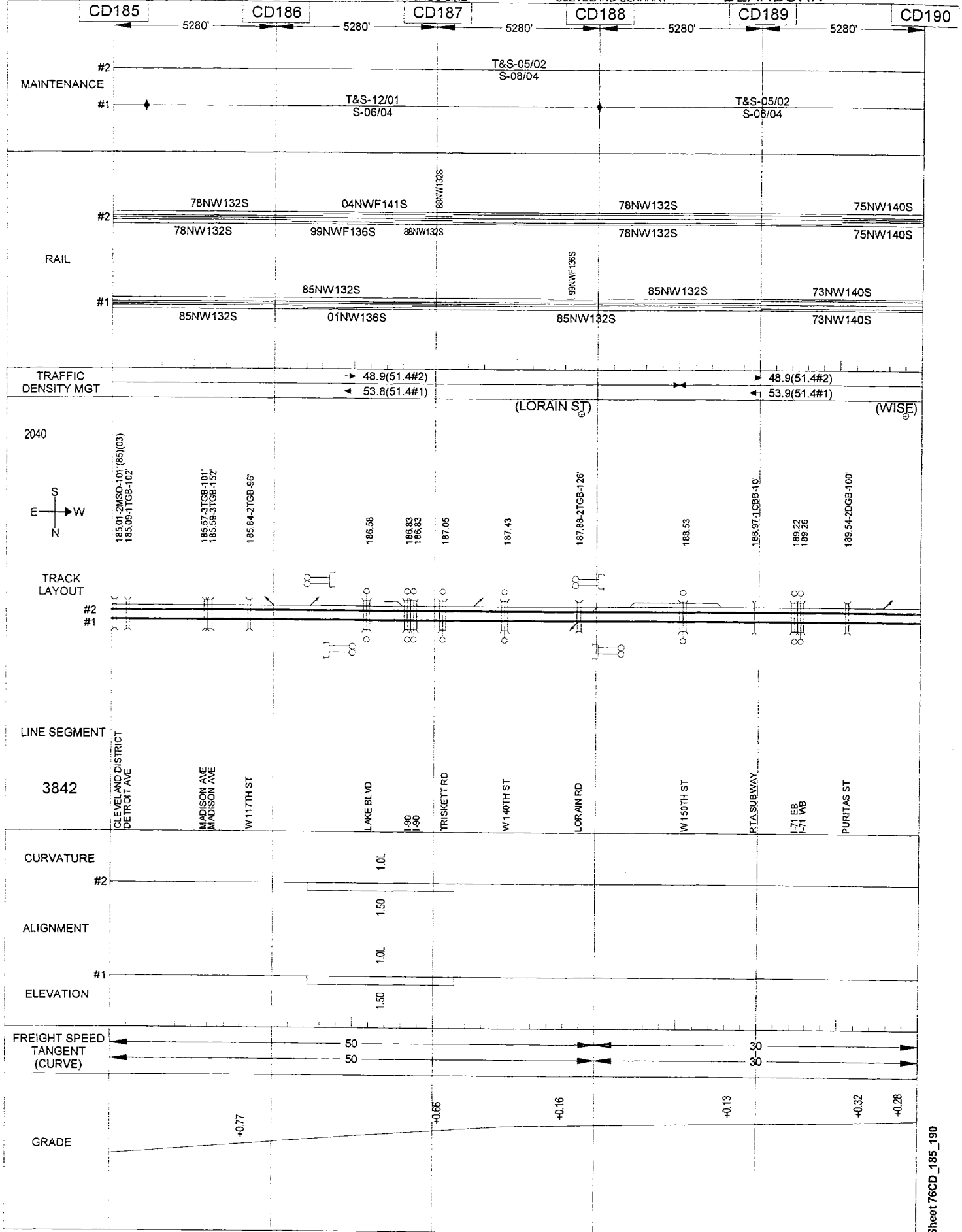
010

503500

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



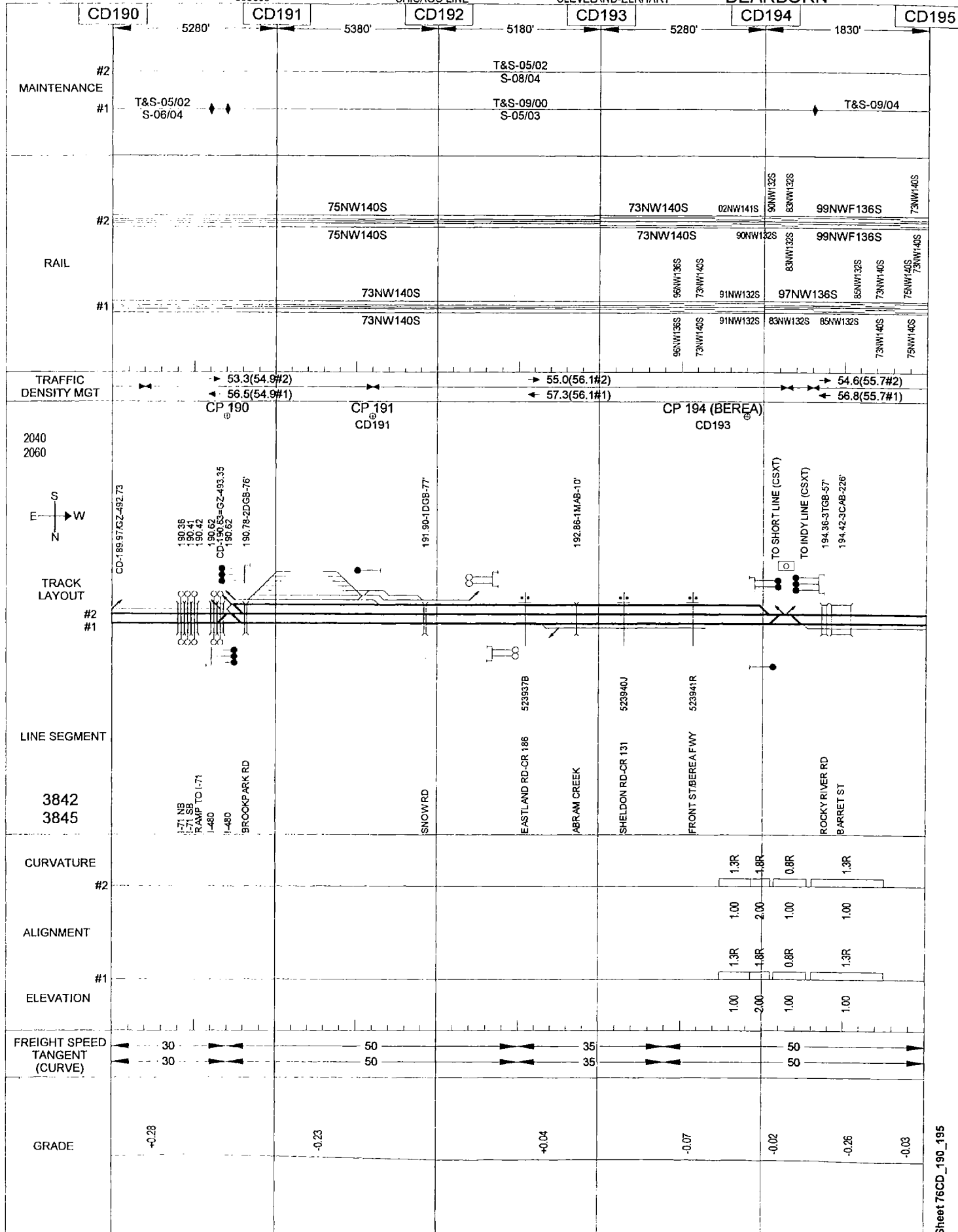
09/27/2005

011

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



DEARBORN

CD200

— 5380'

T&S-05/02
S-08/04
T&S-09/04

RAIL

TRAFFIC
DENSITY MGT

→ 54.6(55.7#2)
← 56.8(55.7#1)

2060

(OLMSTED FALLS)
CD199

CP 197
CD197

TRACK LAYOUT

LINE SEGMENT

3845

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.03

-0.46

0.04

0.22

+0.16_

-0.02

0.29

Sheet 76CD_195_200

09/27/2005

013

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD200

503600

CD201

CD202

CD203

CD204

CD205

5280'

5180'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-05/02
S-08/04
T&S-09/04

RAIL

#2
73NW140S
73NW140S
94NW136S
65NW136S
75NW140S
75NW140S
66NW136S
75NW140S
66NW136S
84RW140S
94NW136S

TRAFFIC
DENSITY MGT

→ 54.6(55.7#2)
← 56.8(55.7#1)

(SHAWVILLE)

CP 203
CD203

ELYRIA YD

2060

S
E → W
N

200.47
200.47

200.89

201.19
201.19

201.60-1M-9-12'

203.12-1BSB-17'

TRACK
LAYOUT
#2
#1

LINE SEGMENT

3845

OHIO TRPK (I-80)
OHIO TURNPIKE (I-80)

SR 10

1-480
1-480

CHESTNUT RIDGE

WATERWAY
ROOT RD

SR 83

RIDGEWAY DITCH
MADDOCK RD

RACE RD

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

-0.29

-0.06

-0.04

-0.10

-0.07

-0.02

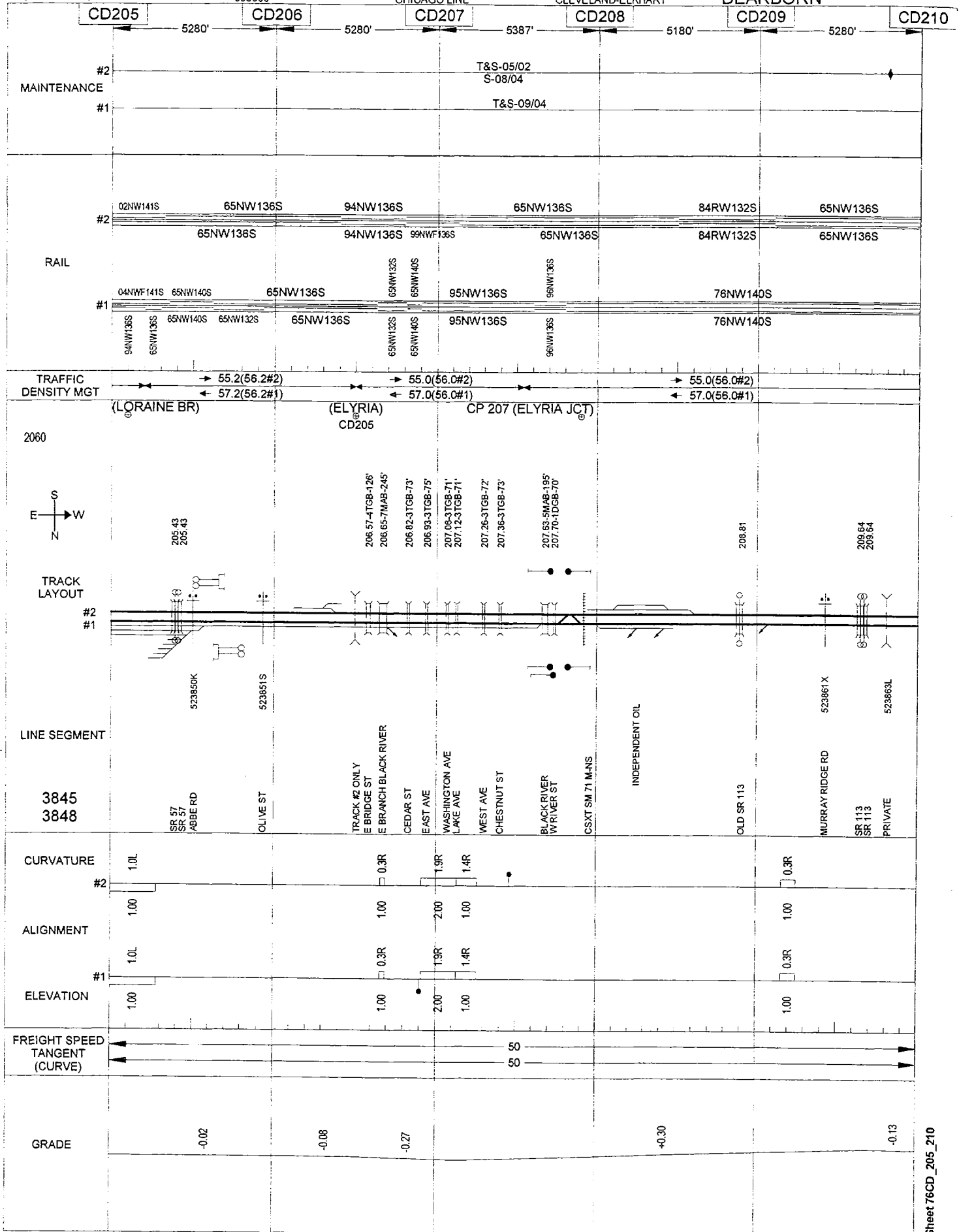
09/27/2005

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

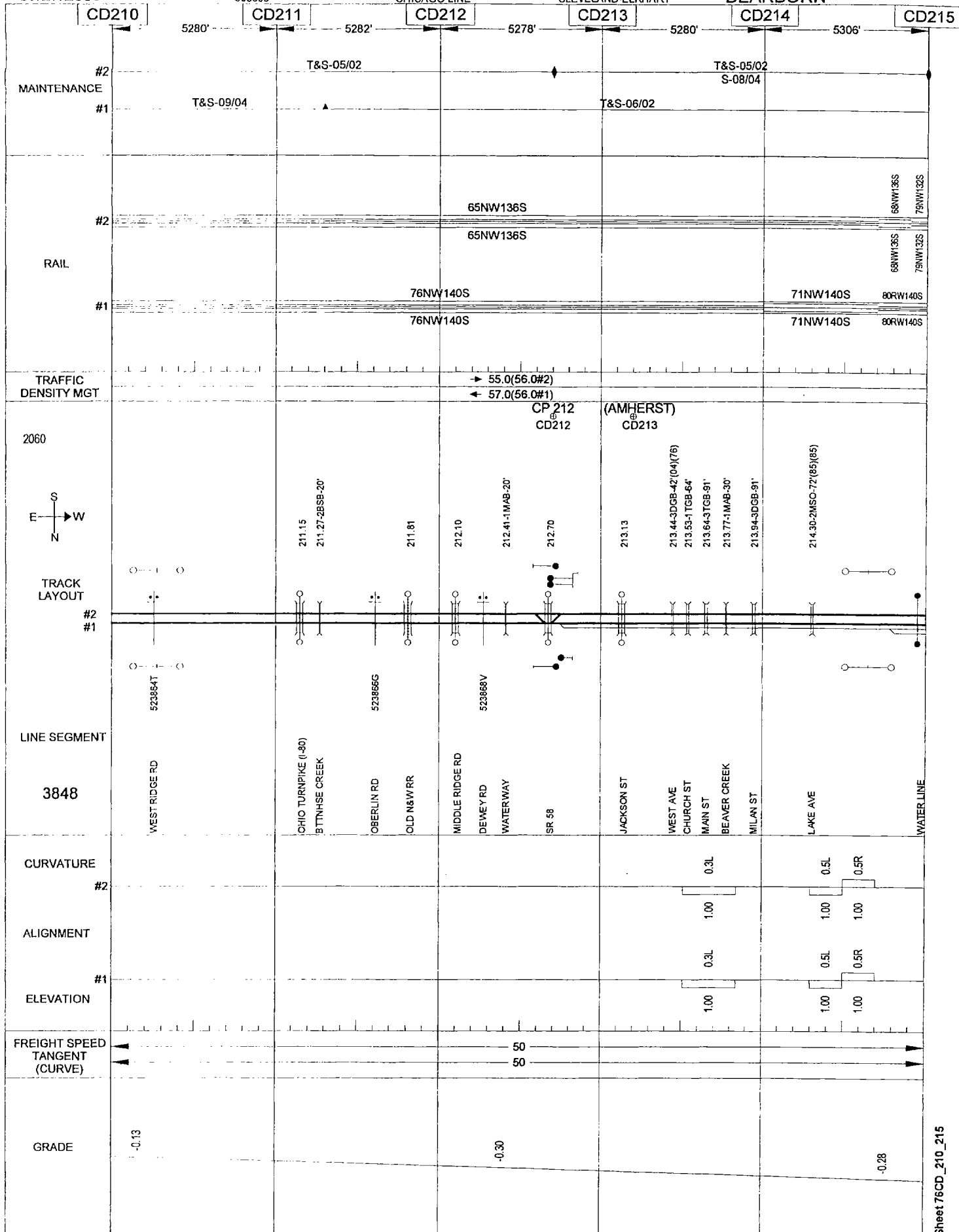
015

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



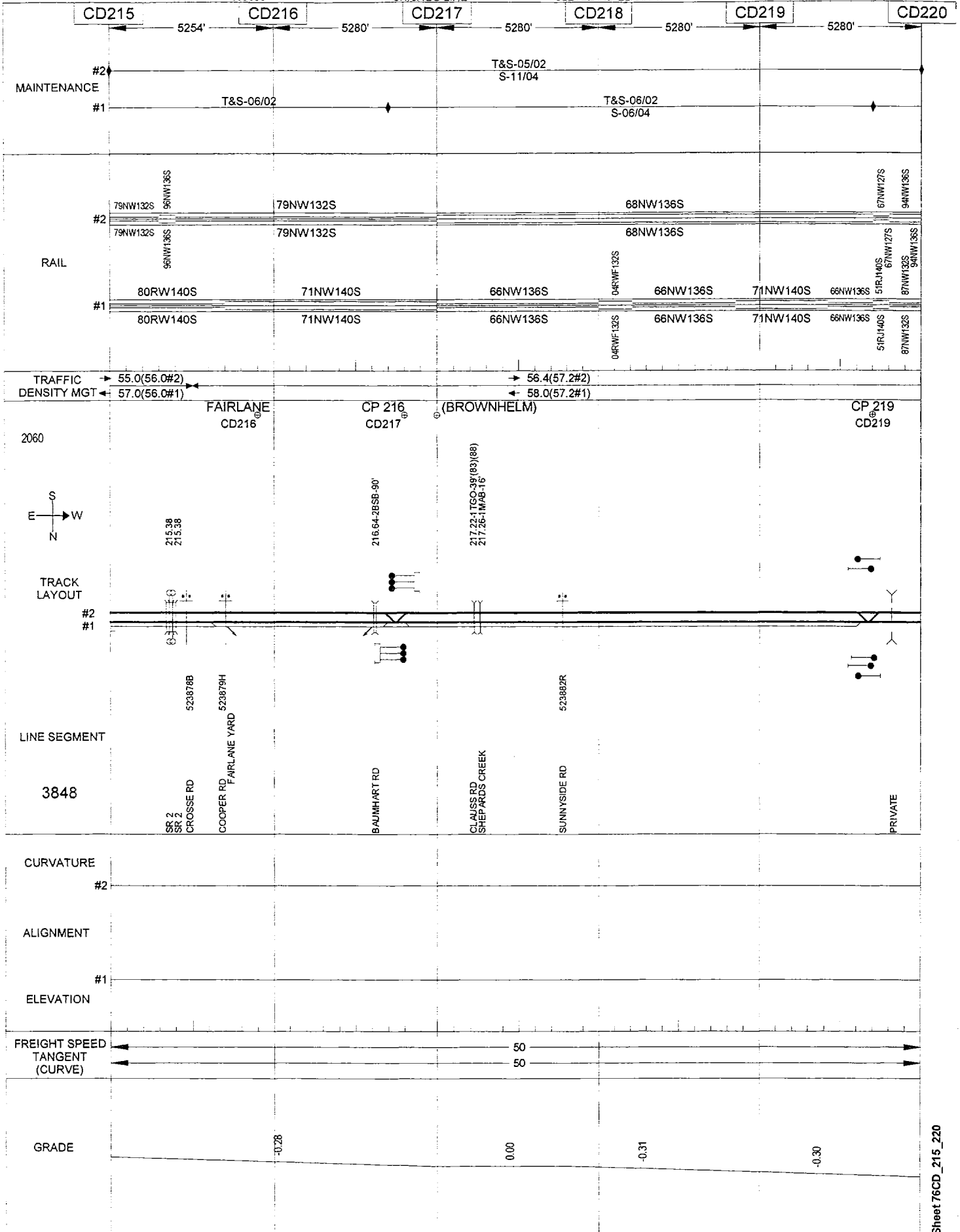
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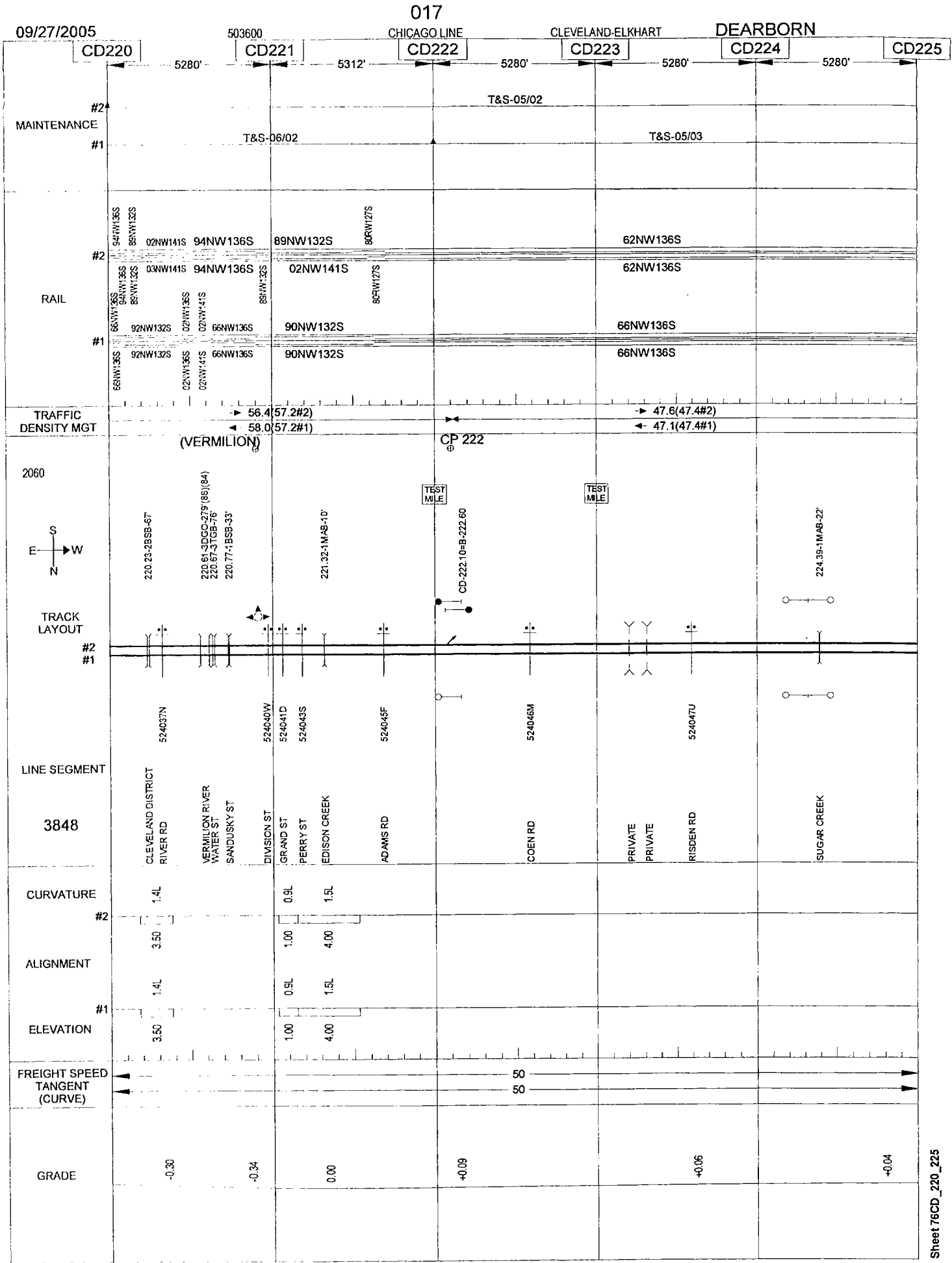
016

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN





09/27/2005

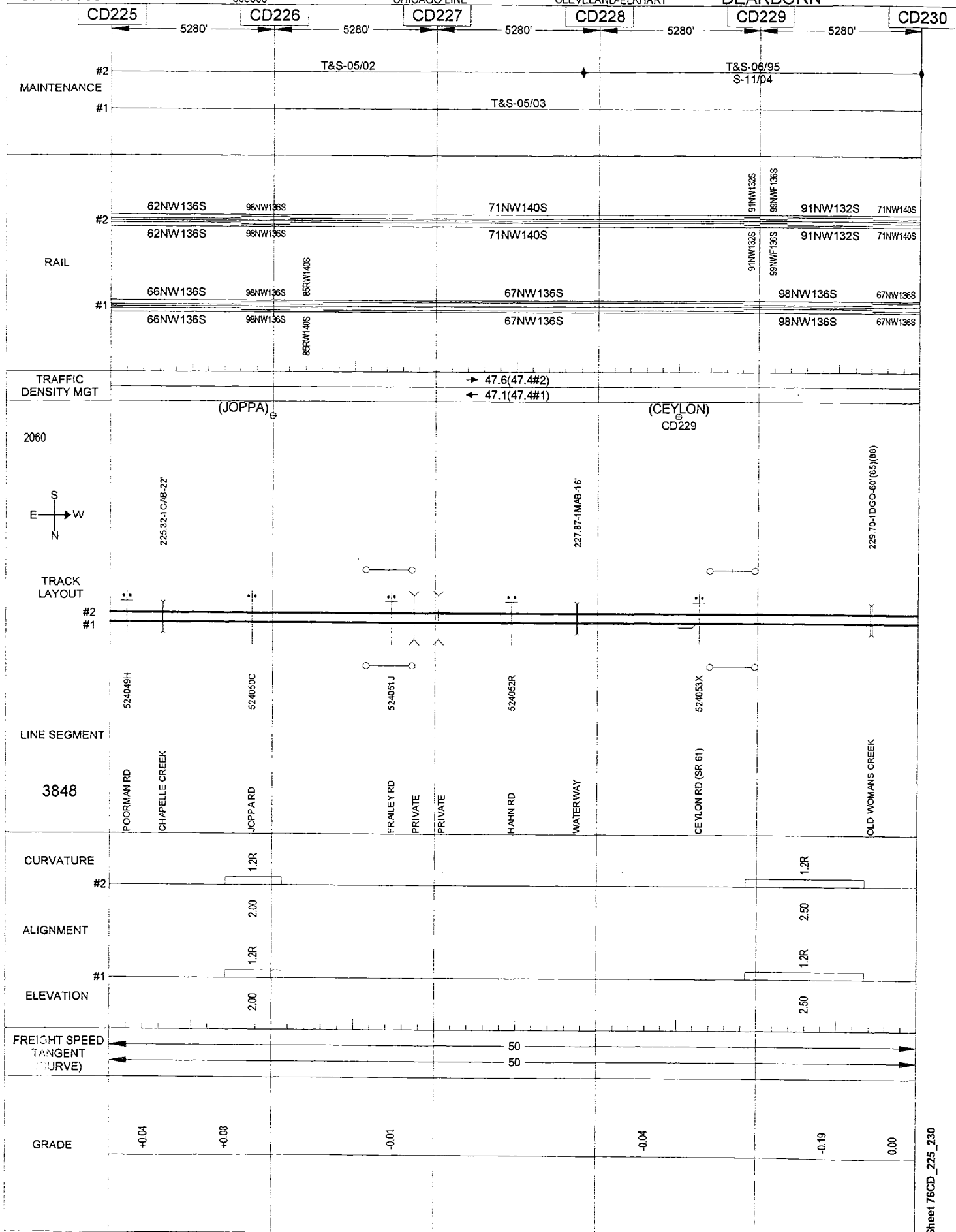
503600

018

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

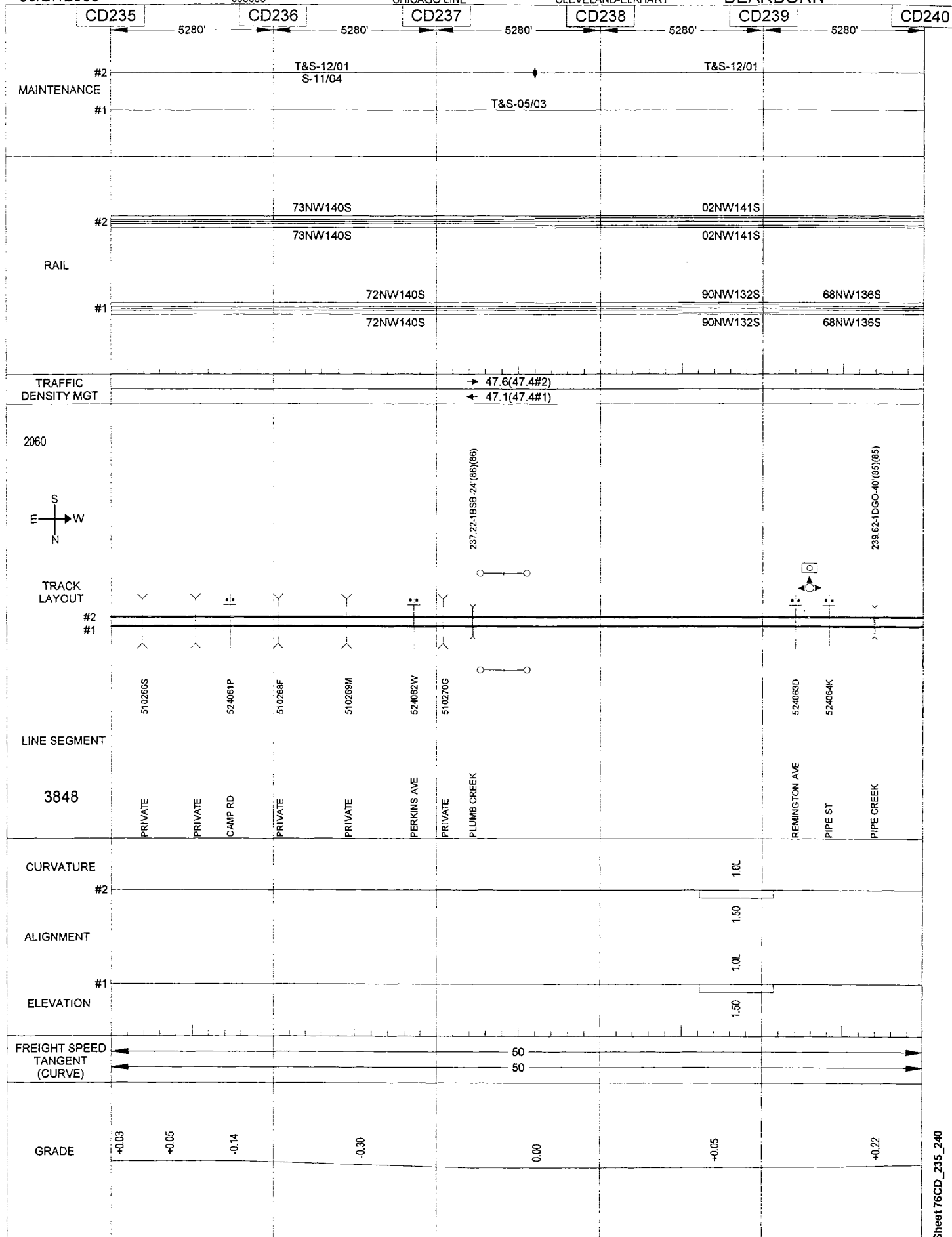
020

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

503600

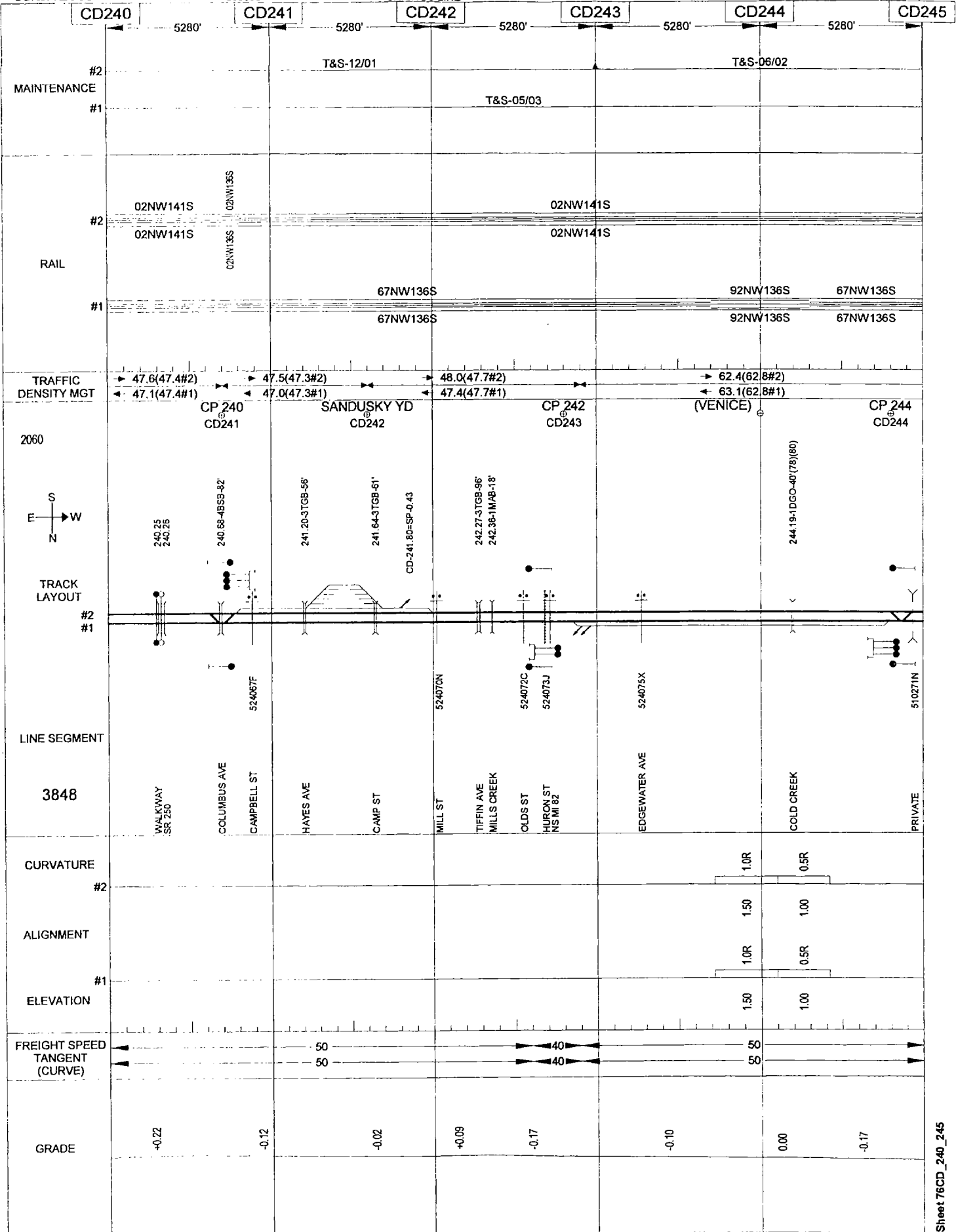
021

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD245



09/27/2005

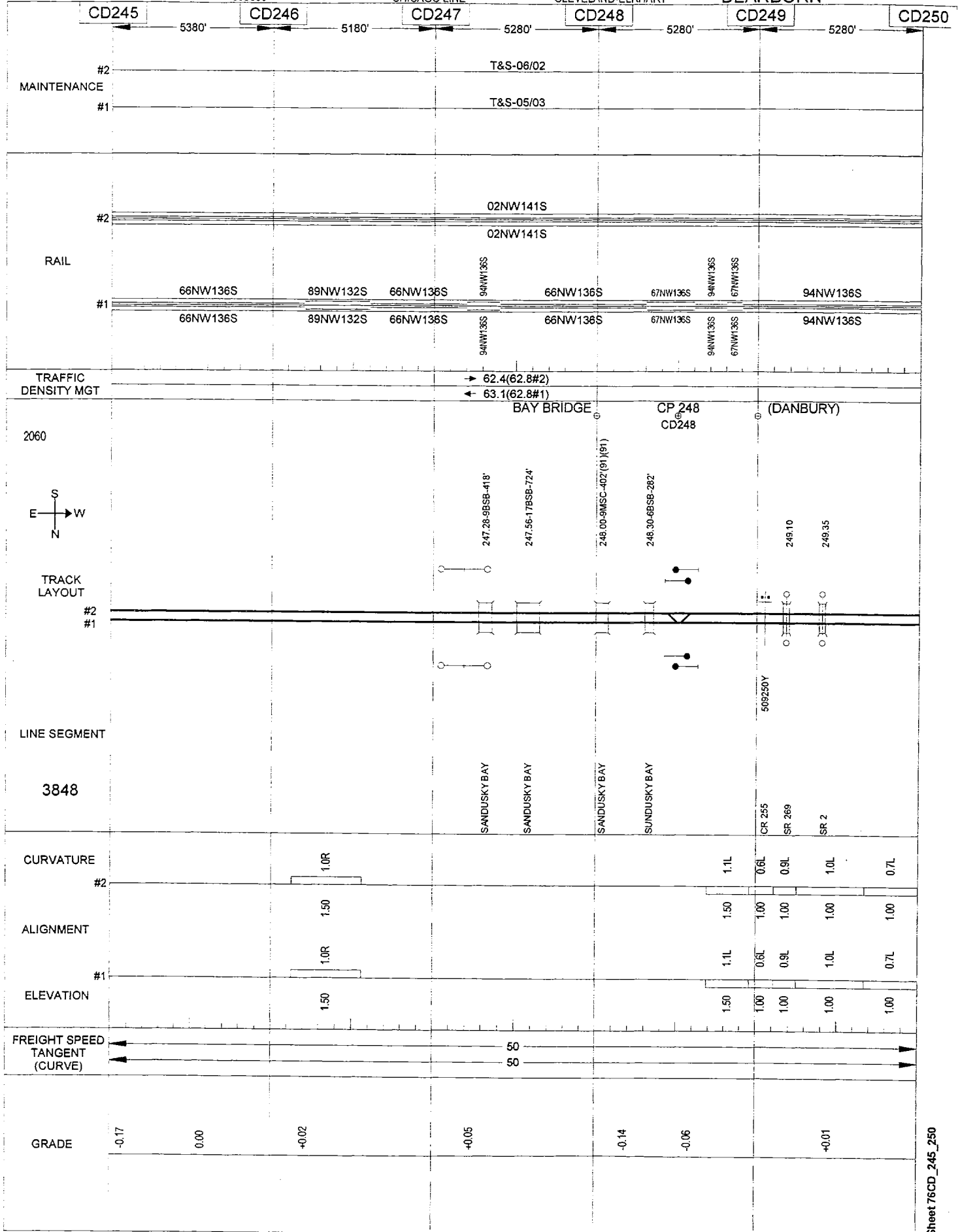
022

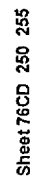
503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN





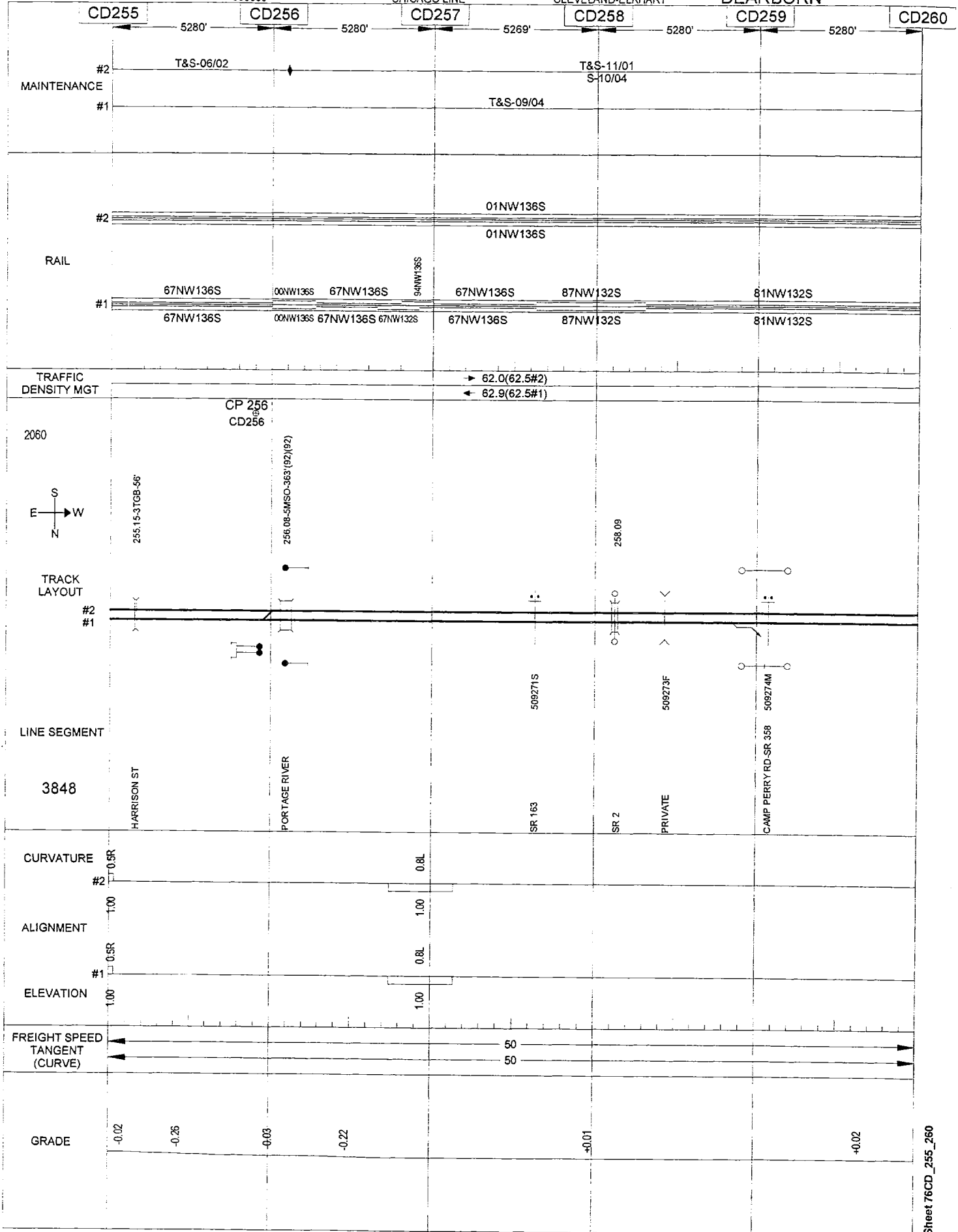
09/27/2005

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

025

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD260

CD261

CD262

CD263

CD264

CD265

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-11/01
S-10/04

T&S-09/04

T&S-09/04

RAIL

#2

01NW136S

72NW140S

01NW136S

72NW140S

#1

81NW132S

65NW136S

81NW132S

65NW136S

TRAFFIC
DENSITY MGT

→ 61.6(62.2#2)

← 62.8(62.2#1)

(LACARNE)
CD260

2060

TEST
MILE

TEST
MILE

S
E → W
N

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3848

509380V

509381C

509382J

509383R

509384X

509385E

509386L

509387T

509388A

TEITAU RD

PRIVATE

RYMERS RD

CARROLL ERIE RD

BROOKATE RD

CR 103

ATWATER TWP 103

LEUTZ RD

BEHLMAN RD

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.02

+0.05

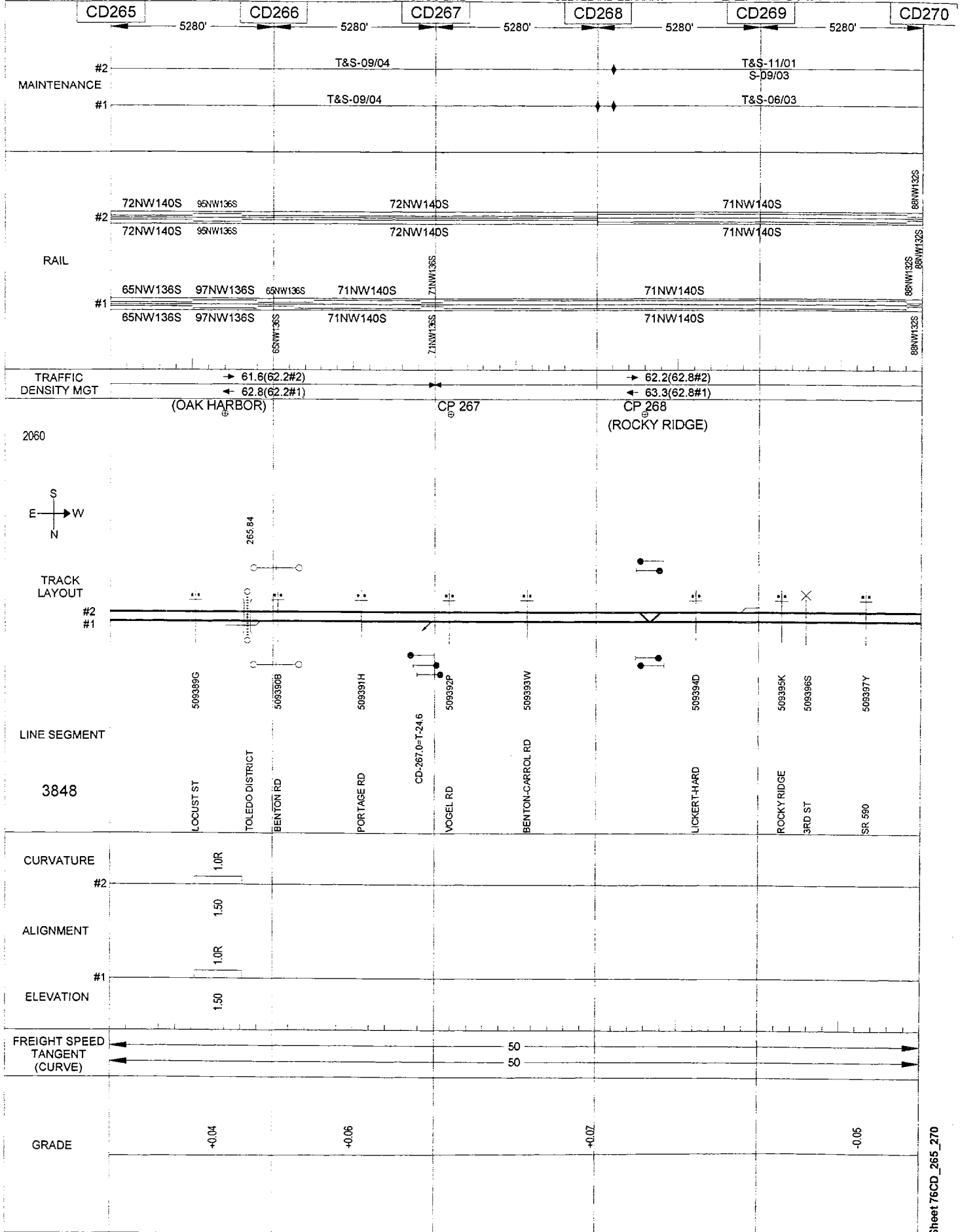
09/27/2005

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

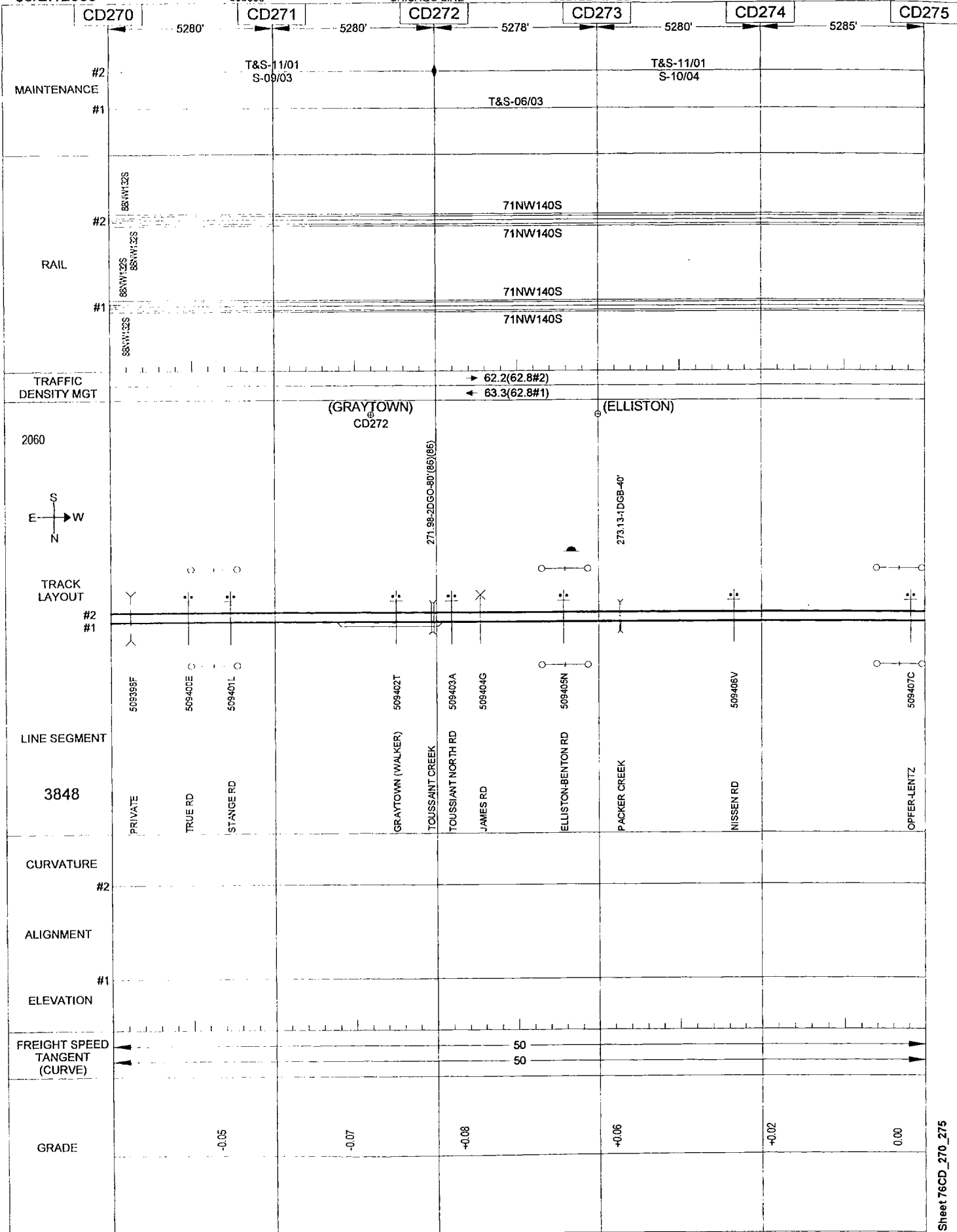
027

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

503600

028

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD275

CD276

CD277

CD278

CD279

CD280

5280'

5270'

5285'

5280'

5282'

#2
MAINTENANCE
#1

T&S-11/01
S-10/04
T&S-06/03

RAIL

#2 71NW140S 90NW132S 71NW140S 86NW132S
71NW140S 90NW132S 71NW140S 86NW132S
#1 71NW140S 71NW140S 86NW132S
95NW136S 04NW141P 86NW132S

TRAFFIC
DENSITY MGT

→ 62.2(62.8#2)
← 63.3(62.8#1)

→ 62.2(62.5#2)
← 62.9(62.5#1)

(MARTIN)

CLAY CENTER

2060

S
E → W
N

275.89-1DG8-34'

279.41-2MSB-106'

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3848

509408J

509409R

WW/CUSTOM

509410K

509411S

509412Y

509413F

509415U

CURVATURE

#2

1.0L

ALIGNMENT

1.50

ELEVATION

#1

1.0L

1.50

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

0.00

+0.13

+0.07

0.00

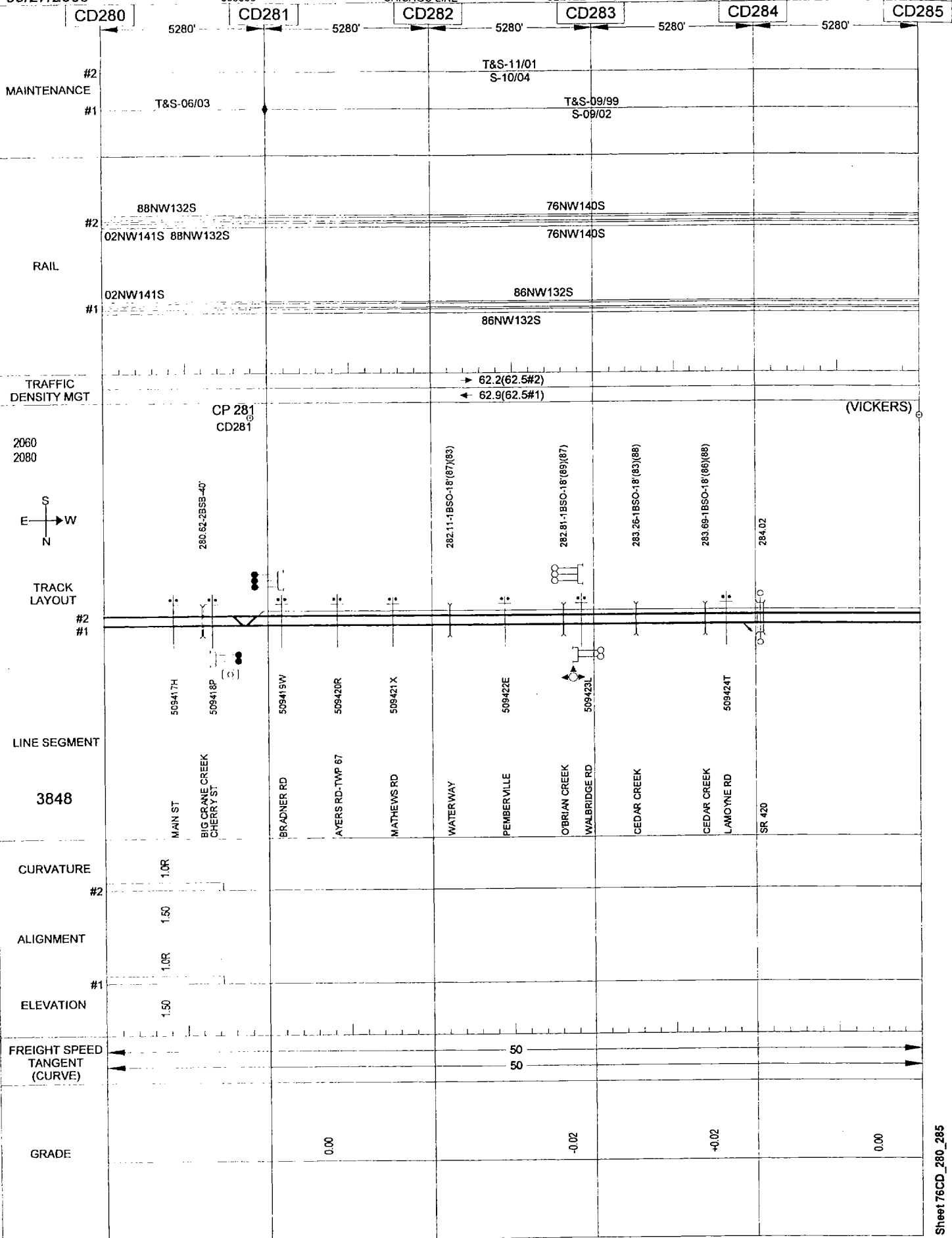
09/27/2005

029

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

030

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD285

CD286

CD287

CD288

CD289

CD290

5280'

5280'

5283'

5280'

5432'

#2
MAINTENANCE

T&S-11/01

S-10/04

#1

T&S-09/99

S-09/02

RAIL

#2

76NW140S

75NW140S

69RW127S

89NW132S

87NW132S

01NW136P

87NW132S

88NW132S

93NW136S

69RW127S

77NW140S

#1

86NW132S

75NW140S

00NWF136S

79NW132S

95NW136S

79NW132S

90UW132S

04NWF141P

90UW132S

04NWF141P

88NW132S

86NW132S

75NW140S

00NWF136S

79NW132S

04NWF141P

99NWF136S

79NW132S

86NW132S

TRAFFIC
DENSITY MGT

→ 62.2(62.5#2)

← 62.9(62.5#1)

→ 62.8(63.5#2)

← 64.2(63.5#1)

→ 62.8(63.3#2)

← 63.9(63.3#1)

(VICKERS)

CP 285
CD285

CP 286

CP MAUMEE

CP 287

TOLEDO

CP 288
CD289

CP 289

2080

S
E → W
NTRACK
LAYOUT#2
#1

LINE SEGMENT

3848
3851509854D
509855KWALS
DROUILLARD
CSXT SW 47 N/NS
CSXT SW 47 N/NS

285.77-1 CAB-10'

509436M

OAKDALE AVE

CD-286.53-DK-1.80

509436M

E BROADWAY

286.66-2TGB-42'

509436M

TOLEDO BELT

CD-286.75-XA-286.90

509436M

FASSETT ST

286.97-TGO-36'

509436M

OAK ST

287.18

509436M

GALENA YARD TRACK

287.38

509436M

STANLEY SEC

287.54

509436M

MIAMI ST

287.56

509436M

MAUMEE RIVER

287.62

509436M

PRIVATE

287.65-DY-1.20

509436M

WALKWAY

287.65-DY-1.20

509436M

BROADWAY ST

287.65-DY-1.20

509436M

MAUMEE AVE

287.65-DY-1.20

509436M

WALKWAY

287.65-DY-1.20

509436M

N/WR

287.65-DY-1.20

509436M

ANTHONY WAYNE TR

287.65-DY-1.20

509436M

PEDESTRIAN ACCESS

287.65-DY-1.20

509436M

SWAN CREEK

287.65-DY-1.20

509436M

CD-289.49-DR-57.70

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

287.65-DY-1.20

509436M

HAWLEY AVE

CURVATURE

#2

1.2L

0.4L

2.5L

4.0R

2.0L

1.3L

0.7R

ALIGNMENT

#1

1.00

1.00

1.00

1.50

1.00

1.00

1.00

ELEVATION

1.00

1.00

1.00

1.50

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

30

30

50

50

GRADE

0.00

-0.11

-0.32

-0.58

-0.12

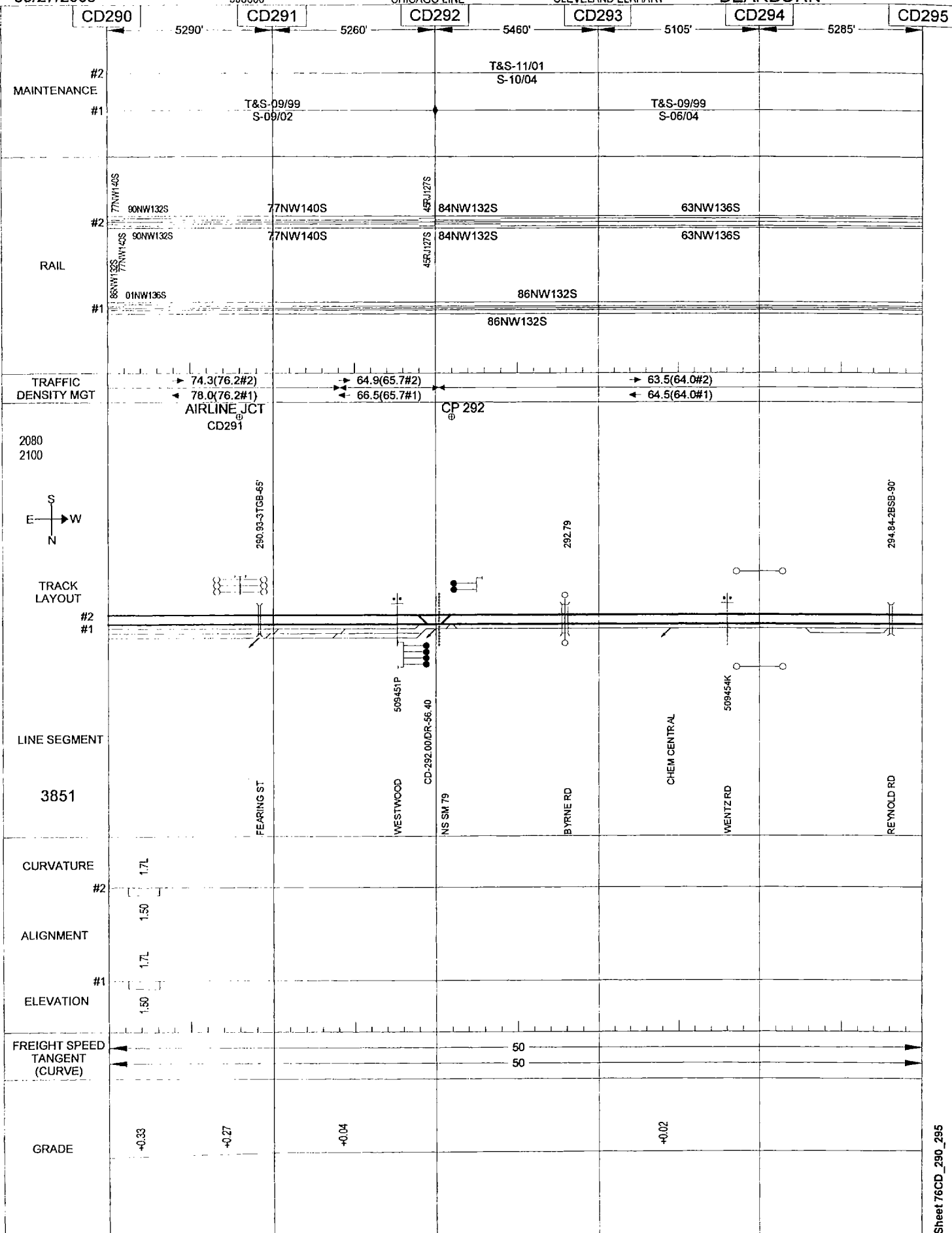
+0.08

+0.13

+0.28

+0.34

+0.33



09/27/2005

503600

032

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD295

CD296

CD297

CD298

CD299

CD300

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-09/99
S-06/04T&S-11/01
S-10/04T&S-09/99
S-09/02

RAIL

#2
63NW136S
63NW136S

77NW140S
77NW140S

#1
86NW132S
86NW132S

TRAFFIC
DENSITY MGT

→ 63.5(64.0#2)
← 64.5(64.0#1)

2100

CP 295
CD295(HOLLAND)
CD297TEST
MILETEST
MILE

S
E → W
N

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3851

HOLLAND-SYLVANIA

1-475 NB
1-475 SB

MCCORD RD

HOLLOWAY RD

PRIVATE

ALBON RD

CRISSEY RD

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

+0.02

+0.09

+0.10

+0.05

09/27/2005

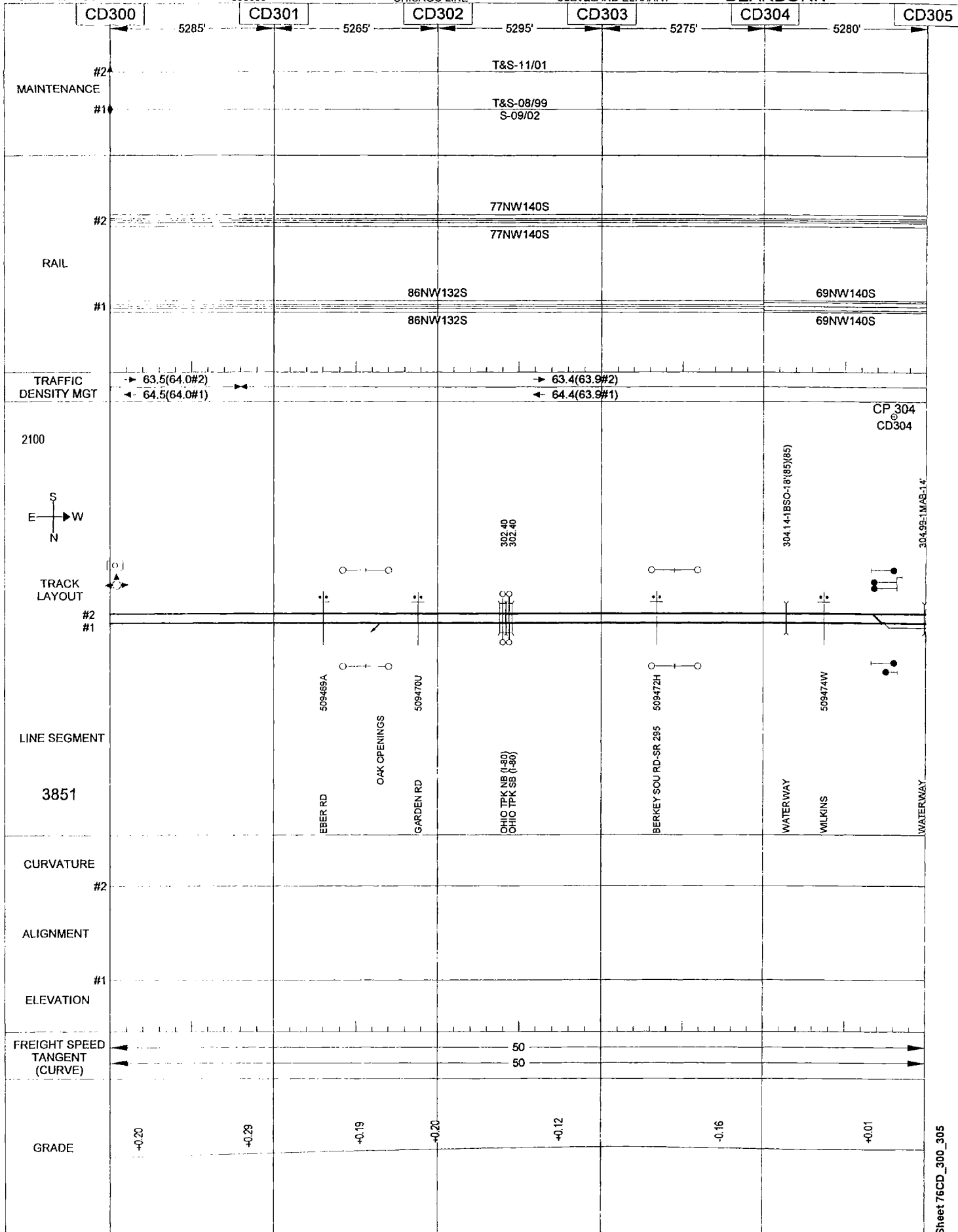
033

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

503600

034

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD305

CD306

CD307

CD308

CD309

CD310

5280'

5280'

5275'

5284'

5291'

MAINTENANCE
#2
#1

T&S-11/01

T&S-11/01
S-10/04T&S-08/99
S-09/02

T&S-08/02

T&S-06/03

RAIL

#2

77NW140S

77NW140S

#1

69NW140S

69NW140S

TRAFFIC
DENSITY MGT→ 63.4(63.9#2)
← 64.4(63.9#1)→ 63.4(64.0#2)
← 64.5(64.0#1)

2100

CP 307 (SWANTON)
CD308TRACK
LAYOUT

#2

#1

LINE SEGMENT

3851

509477S

SCOTT RD

509478Y

N HALLETT AVE CR 1

509483V

N MAIN ST (SR 64)

307.03-1MAB-12'

SWAN CREEK

509484C

MUNSON (CR 2)

509485J

TEMPLETON RD

509488R

CR 3

509487X

CR 4

509488E

PRIVATE

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.01

+0.14

+0.13

+0.10

+0.18

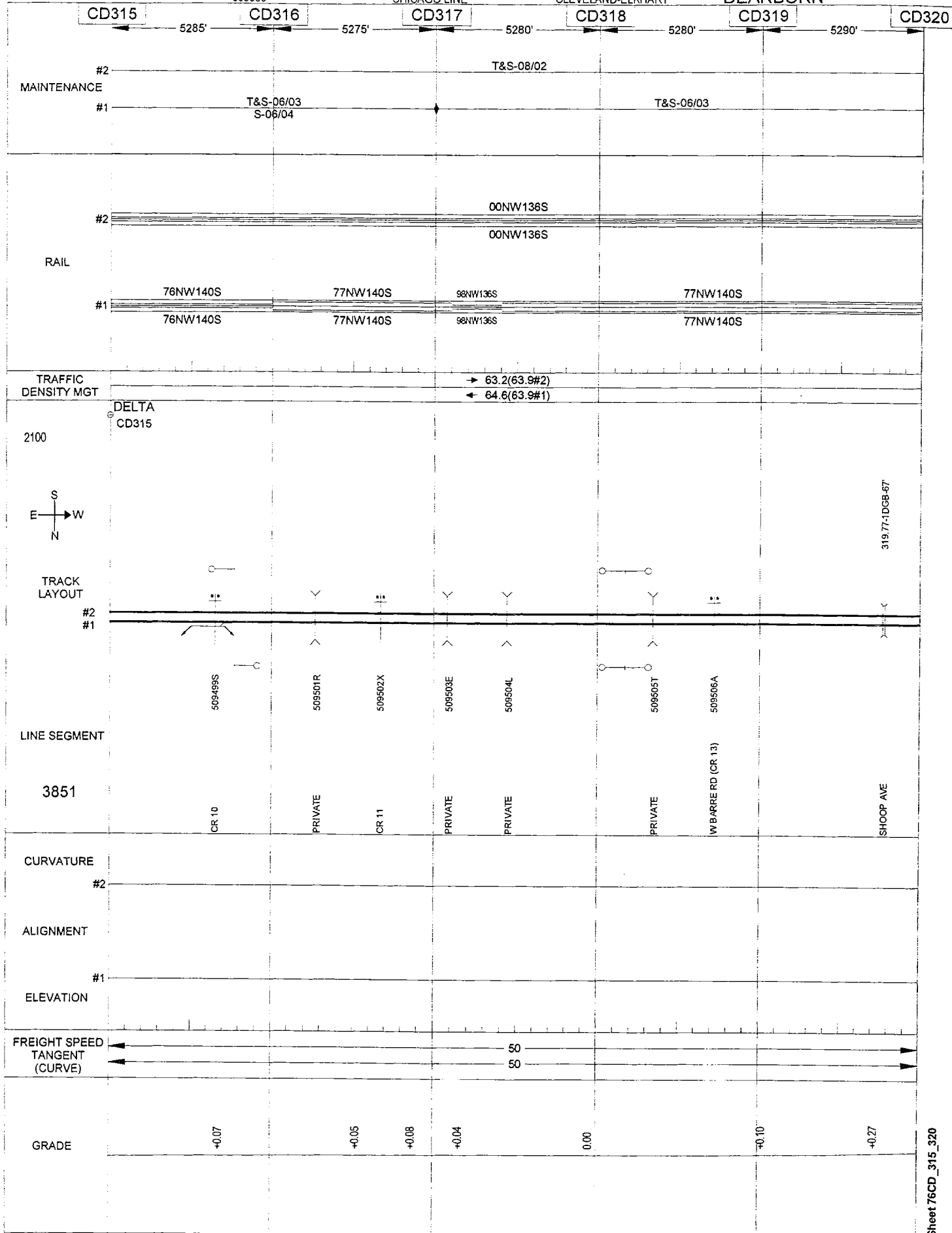
09/27/2005

036

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



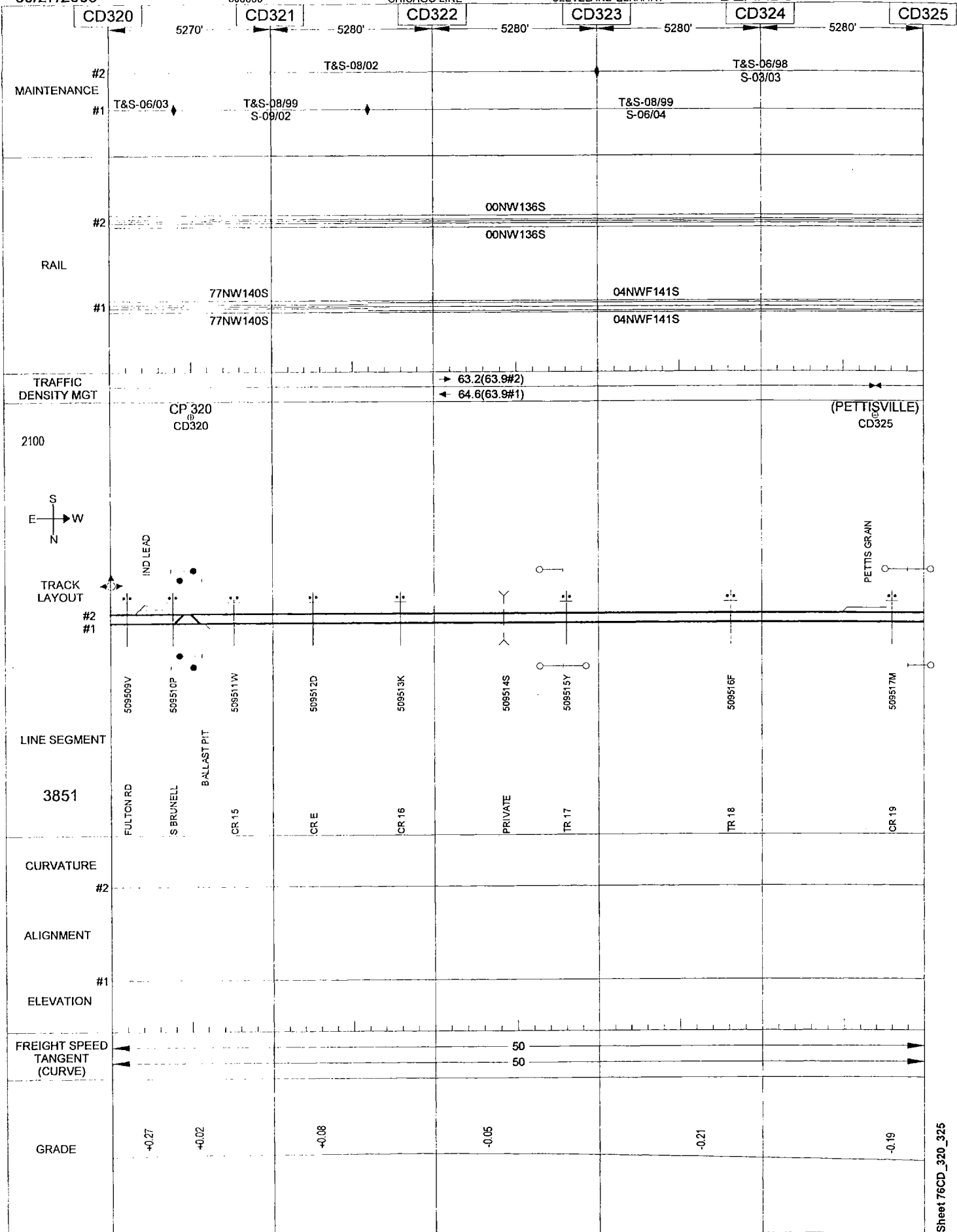
09/27/2005

037

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

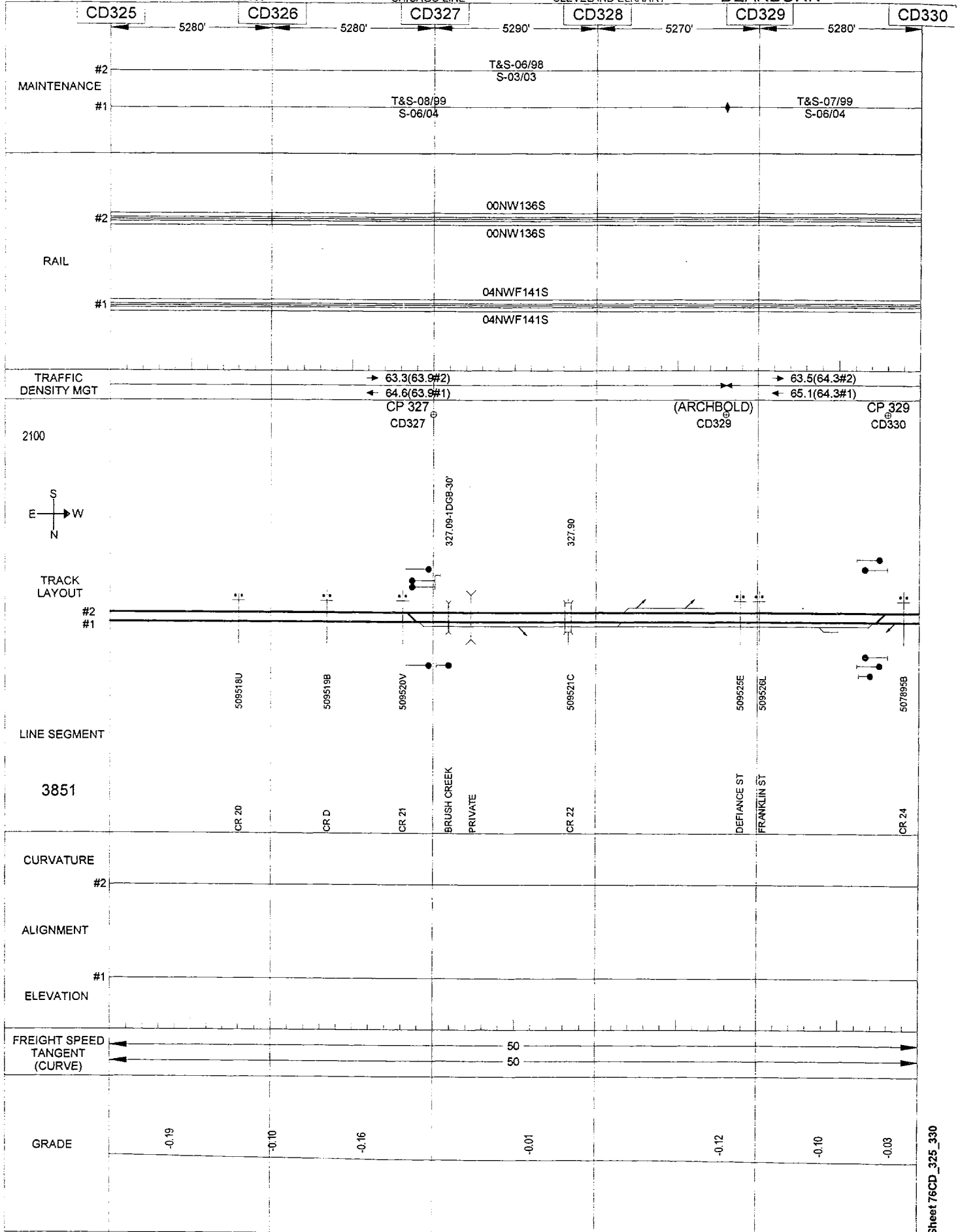
038

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

040

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD335

CD336

CD337

CD338

CD339

CD340

5260'

5280'

5300'

5300'

5245'

#2
MAINTENANCE
#1

T&S-06/98
S-03/03
T&S-06/99
S-04/03

RAIL

#2
00NW136S
00NW136S
77NW140S
77NW140S
#1
73NW140S
73NW140S

TRAFFIC
DENSITY MGT

→ 63.5(64.3#2)
← 65.1(64.3#1)

2100

TEST
MILETEST
MILE

S
E → W
N

335.48-3DGO-183(02)(86)

339.81-1MAB-45

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3851

509537Y

HORTON ST
FERRO CORP
TIFFIN RIVER

509538F

SILVER NAILS

509539M

CR 19.50

509540S

CR 19

509541N

CR 18.55

509542V

CR 17

509543C

TROLLEY RD

BEAVER CREEK

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

-0.03

+0.05

+0.28

+0.23

+0.07

-0.07

+0.05

09/27/2005

041

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD340

CD341

CD342

CD343

CD344

CD345

5295'

5280'

5280'

5290'

5260'

MAINTENANCE
#2
#1

T&S-09/00
S-05/03

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

RAIL

#2
71NW140S
71NW140S

71NW140S

71NW140S

#1
73NW140S
73NW140S

71NW140S

75NW140S

84RW140S

71NW140S

75NW140S

84RW140S

TRAFFIC
DENSITY MGT

→ 63.5(64.8#2)
← 65.1(64.8#1)

→ 64.0(64.8#2)
← 65.5(64.8#1)

2100



TRACK
LAYOUT

#2
#1

CP 340
CD340

BRYAN YARD
CD341

CP 342
CD342

341.04+1 BSO-20'(87)(87)

CD-341.31V-58.7
CD-341.75V-58.74

341.90+1 DGB-75'

SPANGLERS

343.11
343.22+1 MAB-12'

343.94+1 MAB-15'

344.14+1 BSO-25'(NA)(88)

344.46+1 DGO-34'(85)(85)

LINE SEGMENT

3851

CR 15.75

PULASKI RD

DITCH #40
N UNION ST

WALNUT ST
MAIN ST

SR 34
LICK CREEK

LICK CREEK

CR 12

PRIVATE ROAD

PRIVATE

CURVATURE
#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

+0.06

+0.46

-0.18

+0.19

+0.18

+0.27

+0.30

09/27/2005

503600

042

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD345

CD346

CD347

CD348

CD349

CD350

5770'

4790'

5290'

5290'

5260'

#2
MAINTENANCE
#1

T&S-09/00
S-05/03
T&S-06/99
S-04/03

RAIL

#2
#1

71NW140S
71NW140S
84RW140S
84RW140S

TRAFFIC
DENSITY MGT

→ 64.0(64.8#2)
← 65.5(64.8#1)

2100



TRACK
LAYOUT

#2
#1

LINE SEGMENT

3851

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

+0.31

+0.30

-0.34

+0.90

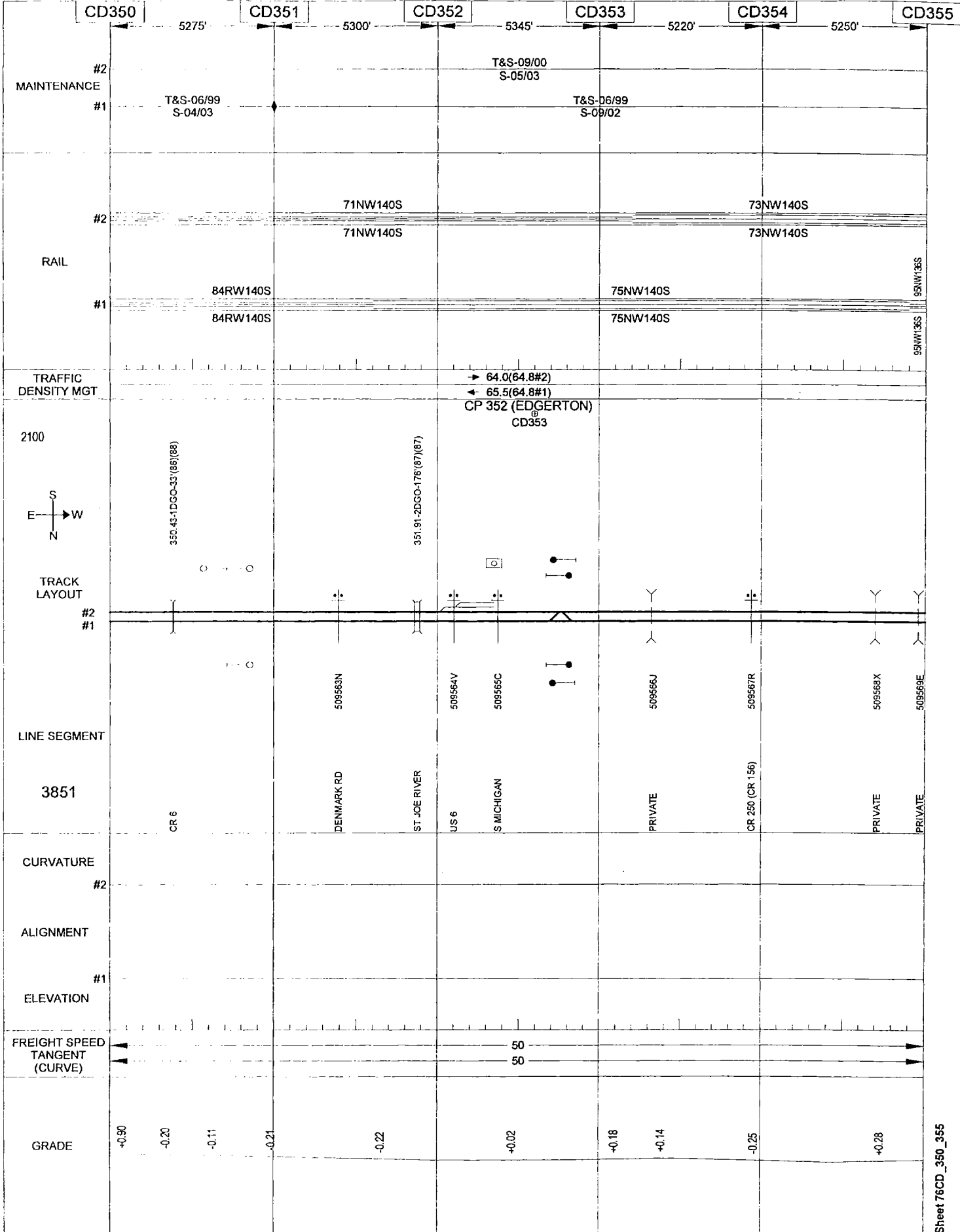
09/27/2005

043

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

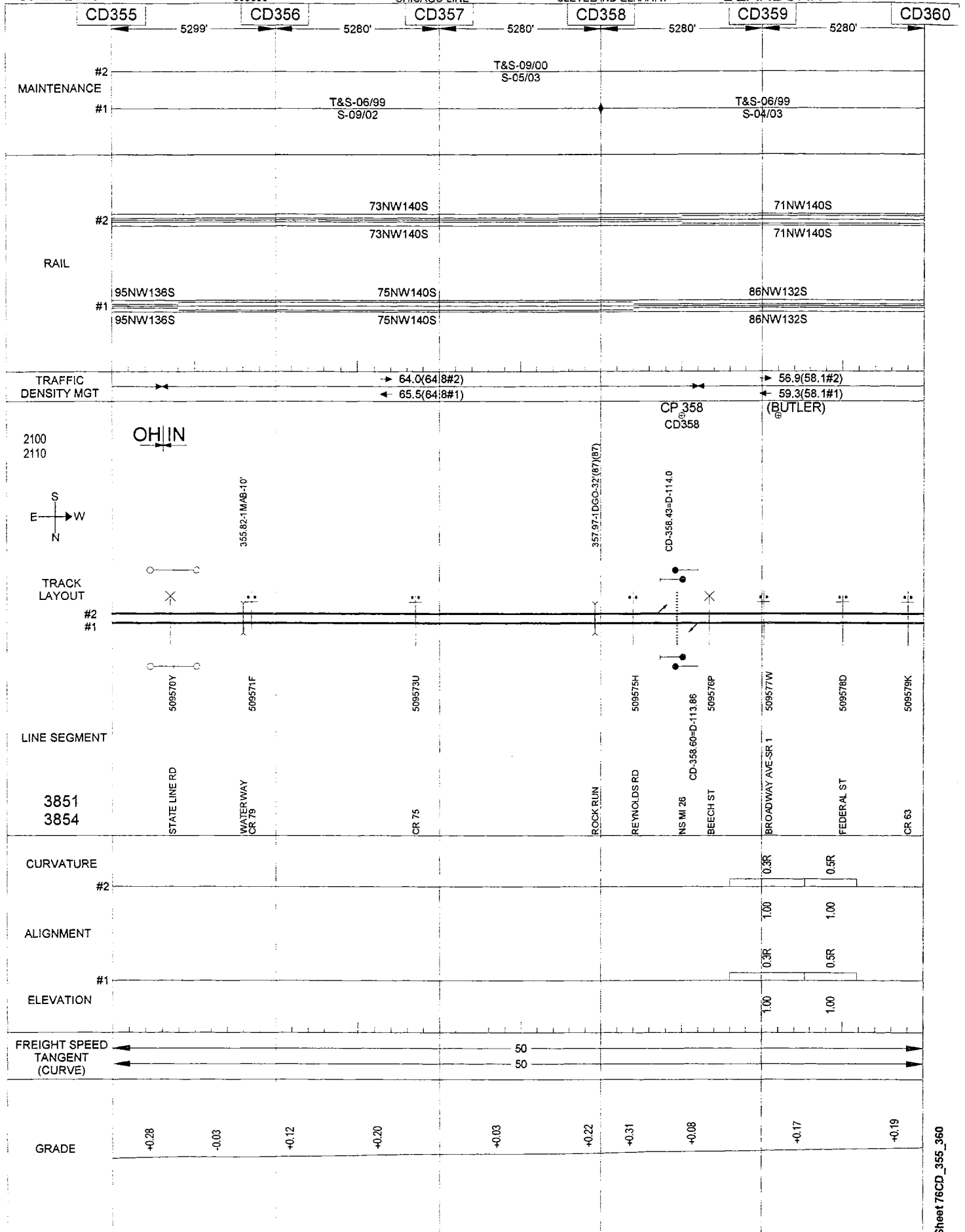
503600

044

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

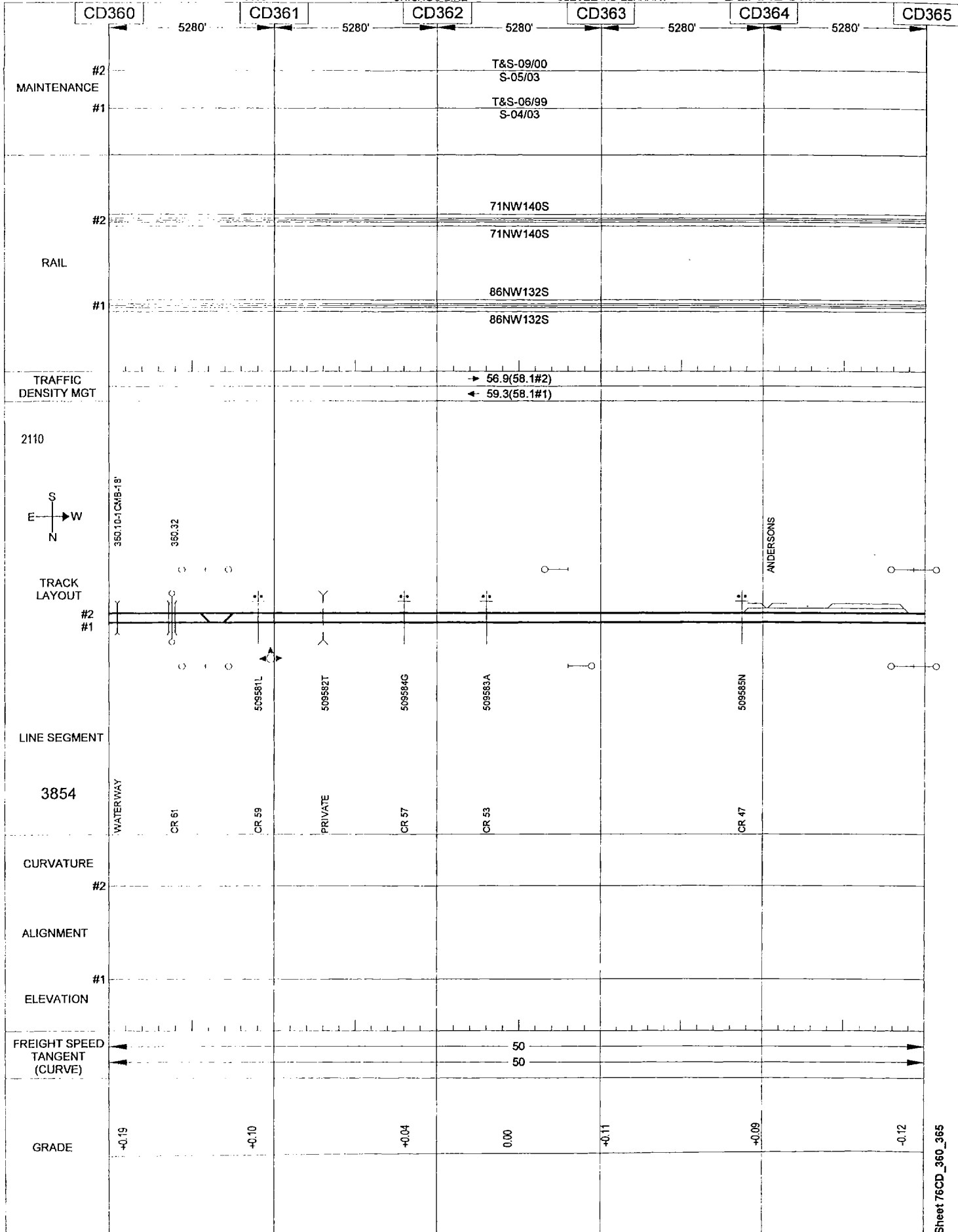
045

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

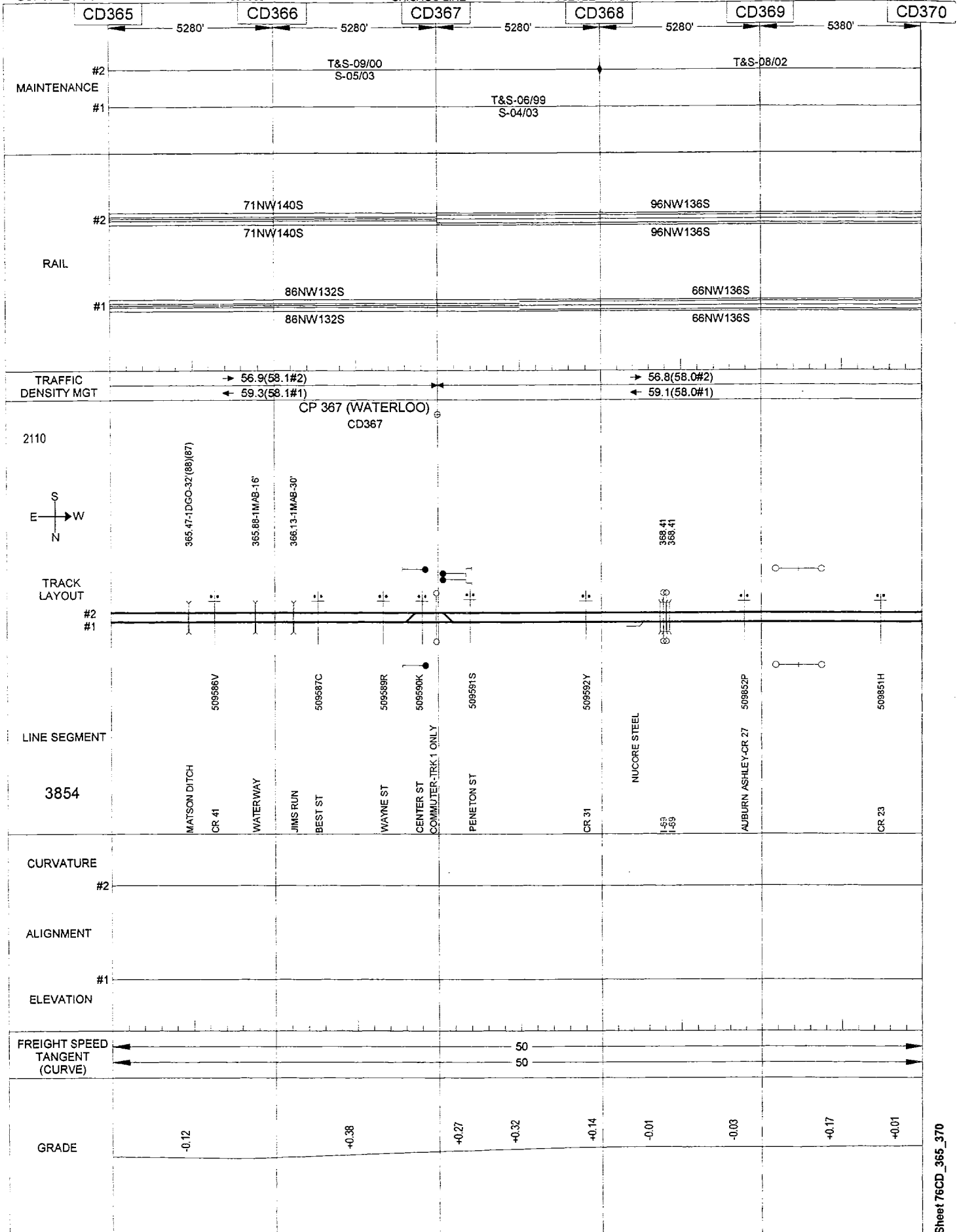
046

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

047

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD370

CD371

CD372

CD373

CD374

CD375

5180'

5280'

5280'

5280'

5280'

MAINTENANCE
#2
#1

T&S-08/02

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

RAIL

#2

96NW136S

01NW136S

96NW136S

#1

66NW136S

86NW132S

01NW136S

86NW132S

66NW136S

86NW132S

01NW136S

86NW132S

TRAFFIC
DENSITY MGT

→ 56.8(58.0#2)

← 59.1(58.0#1)

2110

TRACK
LAYOUT#2
#1(CORUNNA)
70638

371.53+BSO-23(62)(56)

373.29

CORUNNA

LINE SEGMENT

3854

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

09/27/2005

048

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD375

CD376

CD377

CD378

CD379

CD380

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-08/02

T&S-05/04

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

RAIL

#2

96NW136S

96NW136S

#1

86NW132S

76NW140S

86NW132S

76NW140S

04NW141S

76NW140S

76RJ140S

76NW140S

04NW141S

76NW140S

76RJ140S

TRAFFIC
DENSITY MGT

→ 56.8(58.0#2)
← 59.1(58.0#1)

CP 379
(KENDALLVILLE)

2110

S
E → W
N

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3854

509845E

509844X

509843R

509842J

509841C

509840V

PRIVATE

PRIVATE

PRIVATE

CR 1000E

N PARK ST

N RILEY

MAIN ST

CURVATURE

#2

0.5R

0.5L

0.5R

ALIGNMENT

1.00

1.00

1.00

ELEVATION

#1

0.5R

0.5L

0.5R

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.30

+0.17

-0.20

-0.15

-0.01

-0.28

+0.04

Sheet 76CD_375_380

09/27/2005

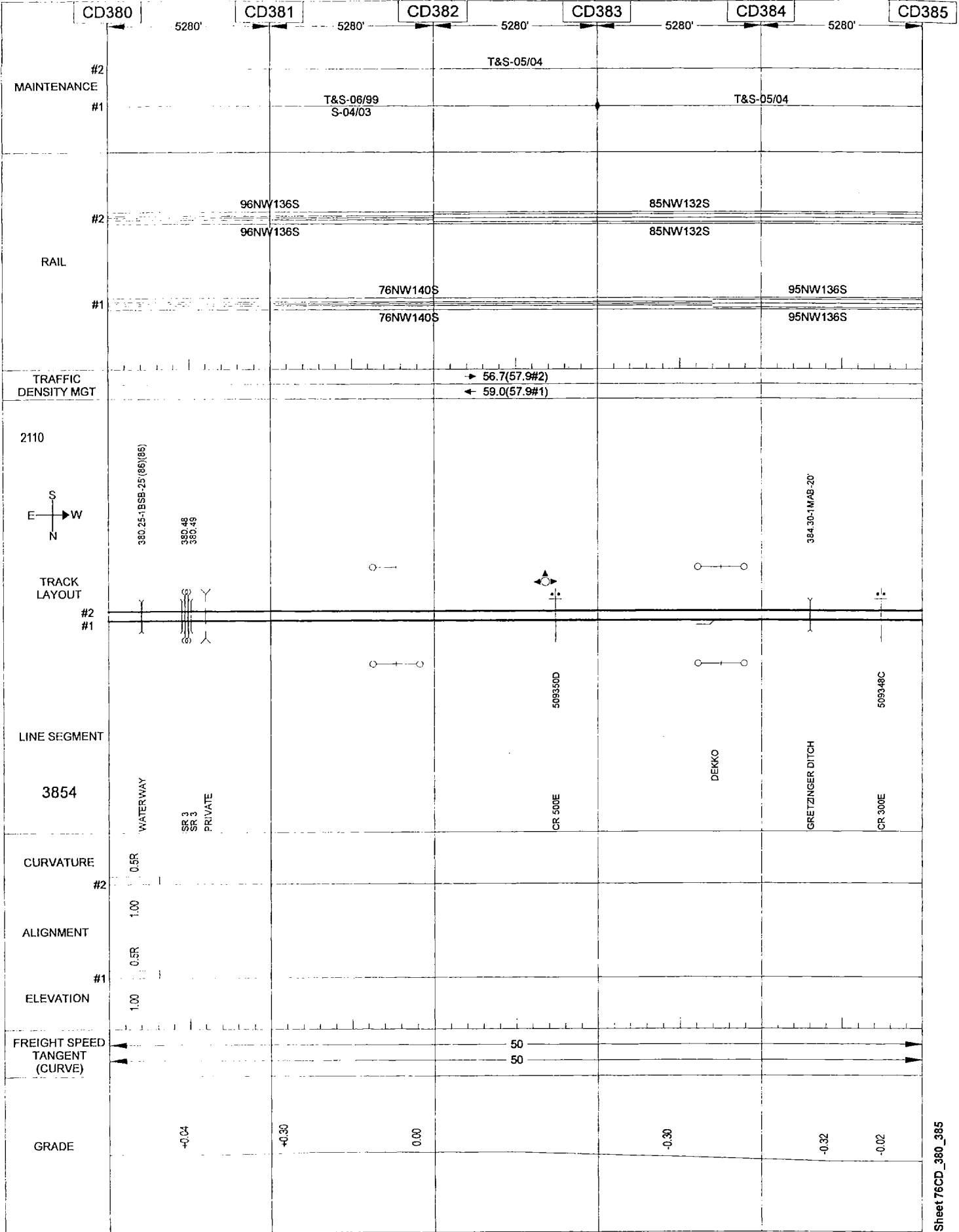
049

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

050

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD385

CD386

CD387

CD388

CD389

CD390

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-05/04

T&S-05/04

RAIL

#2

85NW132S

85NW132S

#1

95NW136S

76NW140S

95NW136S

95NW136S

76NW140S

76NW140S

76NW140S

TRAFFIC
DENSITY MGT

→ 56.7(57.9#2)

← 59.0(57.9#1)

2110

(BRIMFIELD)
CD387



386.13-1MAB-16'

BORDEN CHEM

388.74

389.74-IDGO-44'(02)(02)

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3854

PRIVATE

DRY RUN
CR 150E

US 6

BASELINE RD

CR 37 (100W)

CR 200W

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.02

0.00

-0.11

-0.23

-0.26

-0.13

-0.17

09/27/2005

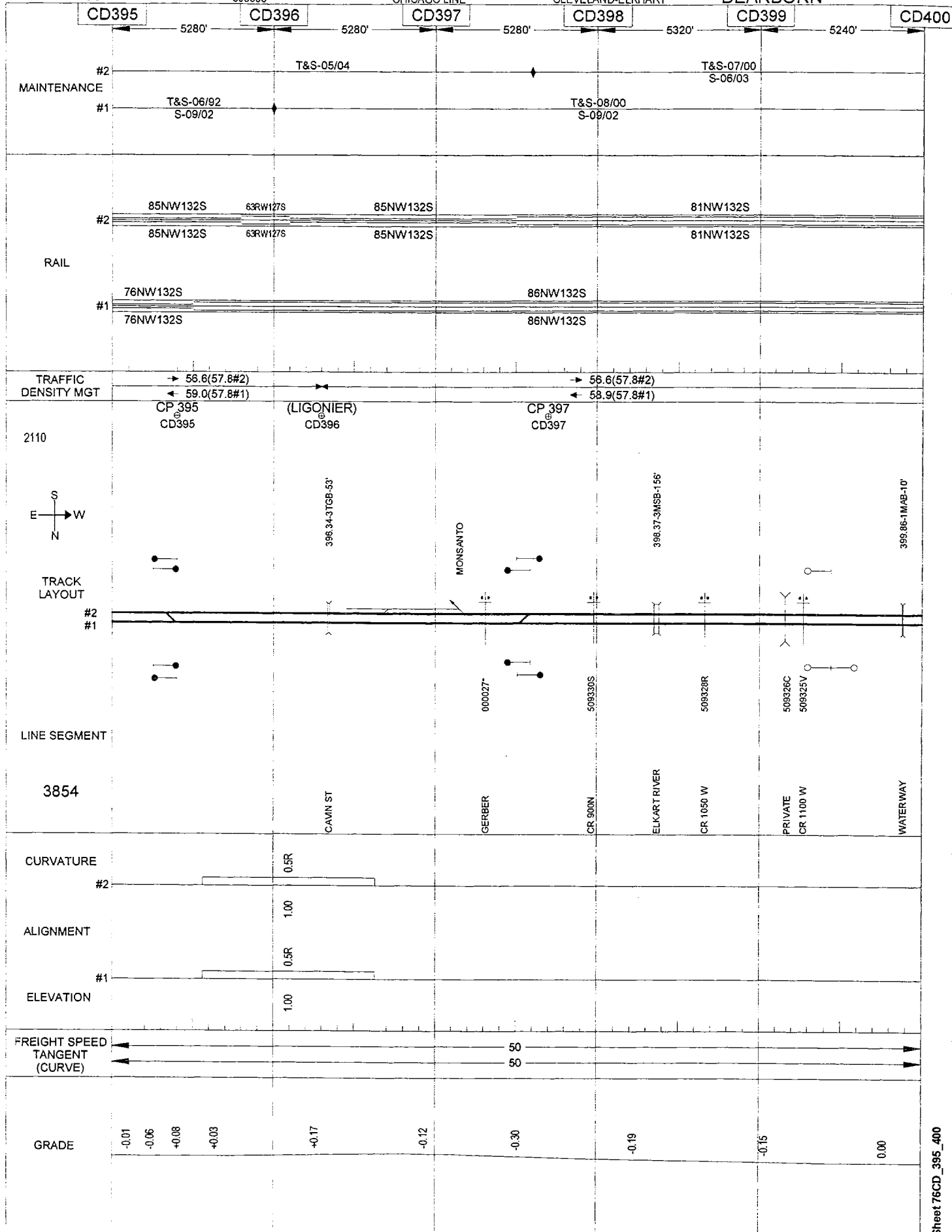
052

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



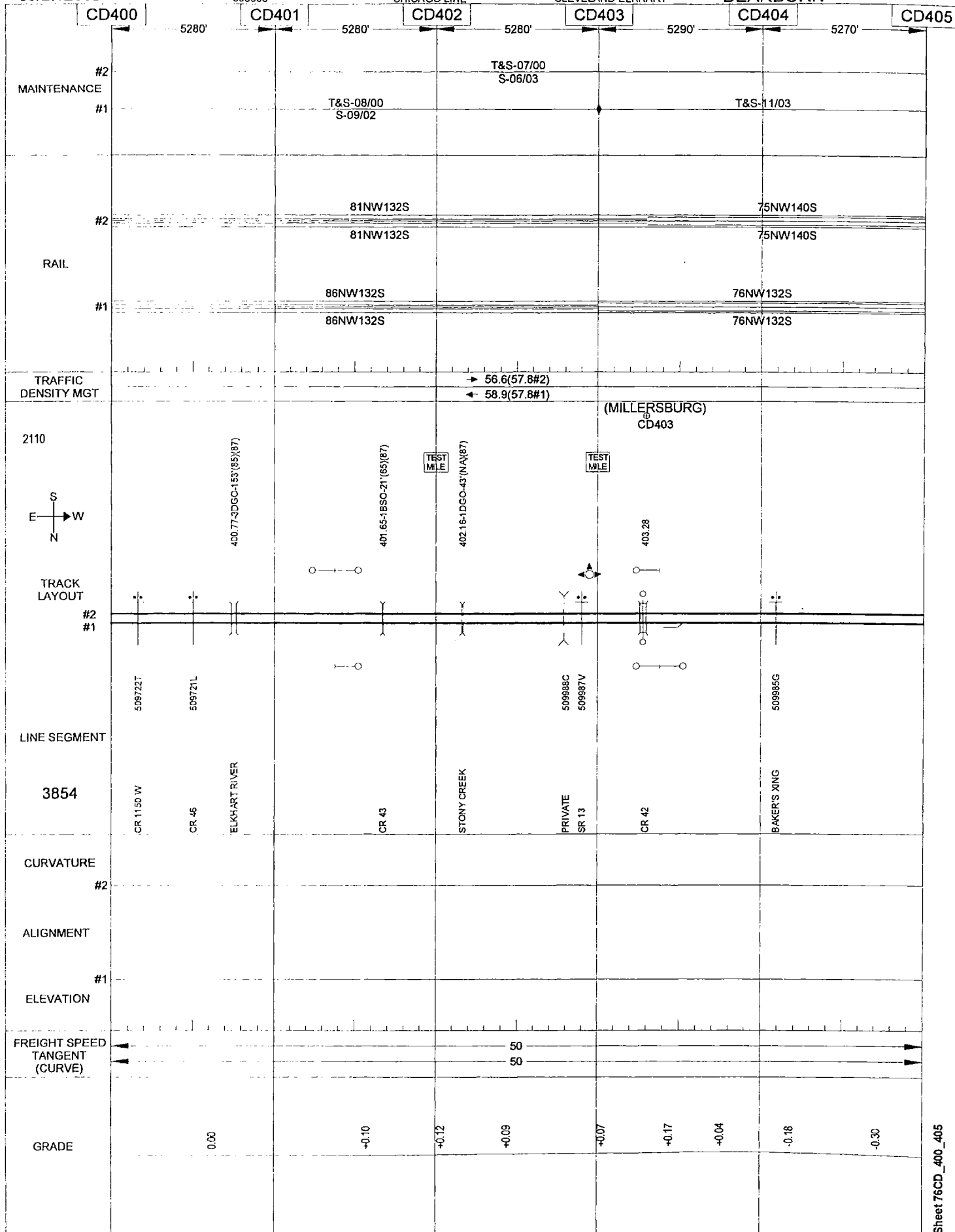
09/27/2005

053

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

054

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD405

CD406

CD407

CD408

CD409

CD410

5290'

5280'

5270'

5274'

5286'

MAINTENANCE
#2
#1

T&S-07/00
S-06/03

T&S-06/93
S-06/03

T&S-11/03

RAIL

#2

#1

75NW140S

75NW140S

80NW140S

80NW140S

76NW132S

76NW132S

TRAFFIC
DENSITY MGT

→ 56.6(57.8#2)
← 58.9(57.8#1)

2110



405.08-1DGO-35 (88)(87)

406.45-1MAB-12'

407.32-1DGO-34' (88)(87)

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3854

CR 40

HORN DITCH
CR 33

CR 38

HORN DITCH
CR 31

COLLEGE AVE

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.30

-0.18

-0.31

-0.30

-0.13

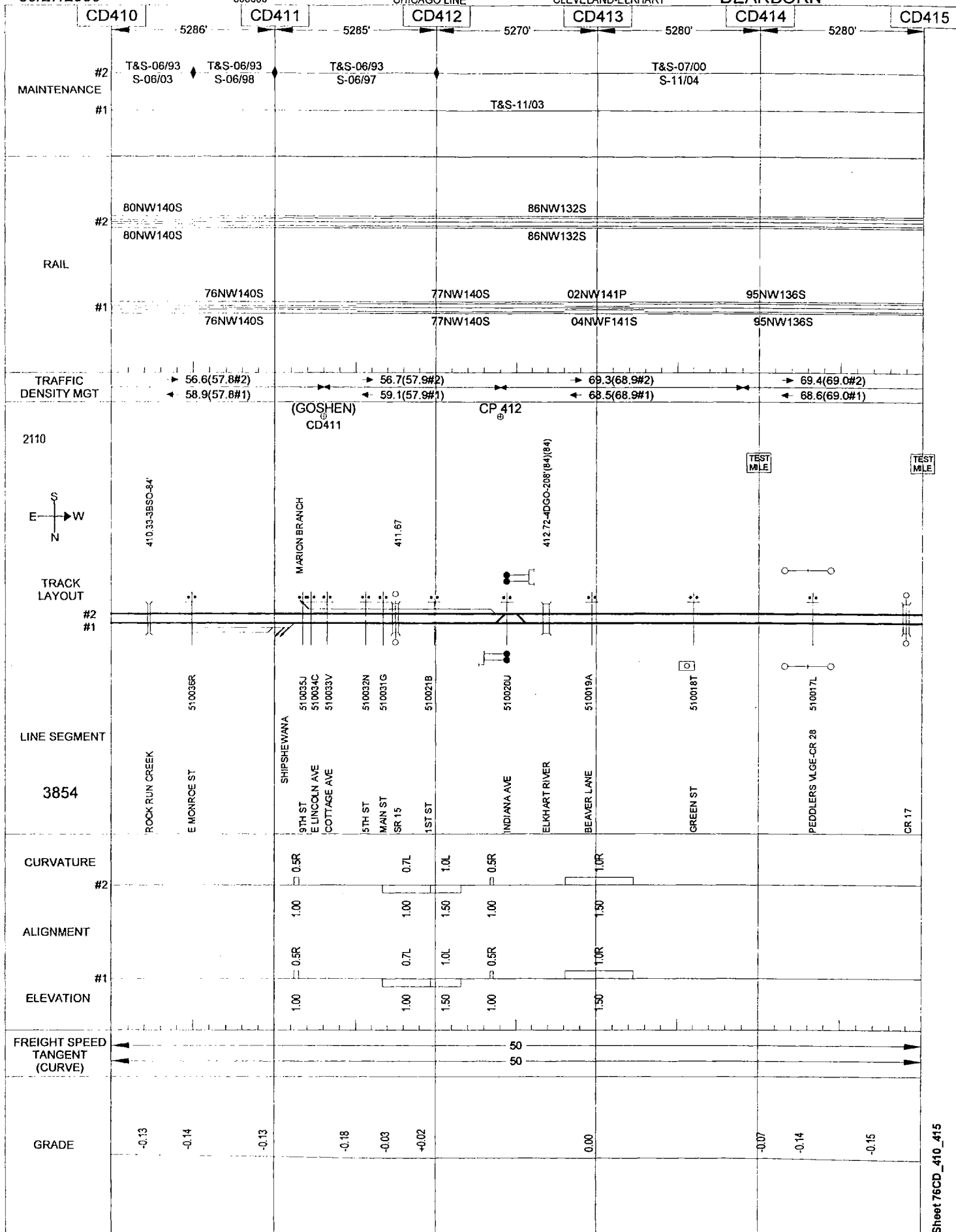
09/27/2005

055

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

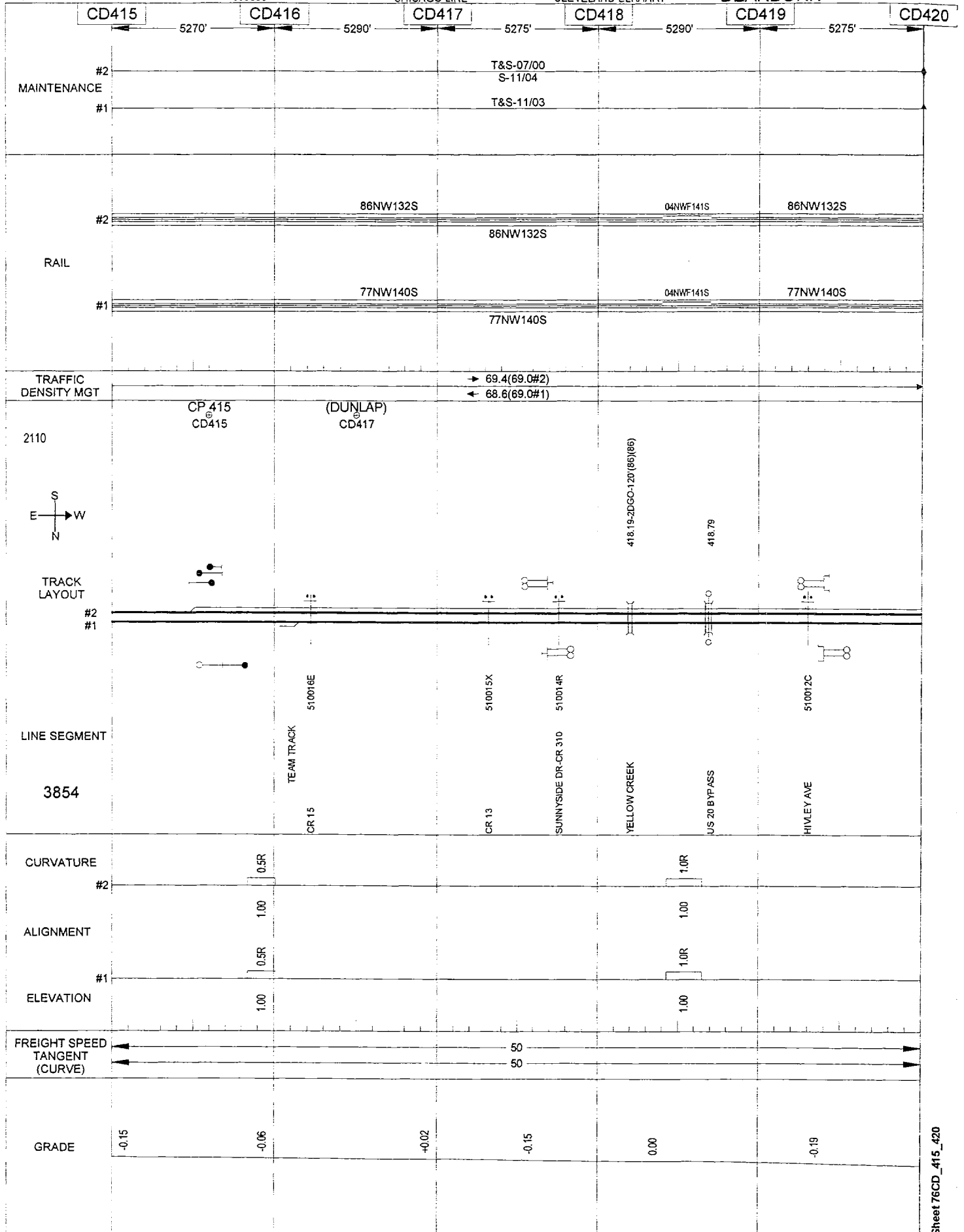
503600

056

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



09/27/2005

057

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD420

CD421

CD422

CD423

CD424

CD425

3931'

5290'

5290'

5260'

5290'

MAINTENANCE
#2
#1T&S-06/98
S-06/03

T&S-07/00

T&S-06/98
S-06/03RAIL
#2
#1

79NW132S

88NW132S

79NW132S

79NW132S

88NW132S

79NW132S

77NW140S

87NW132S

77NW140S

04NW141S

77NW140S

77NW140S

87NW132S

77NW140S

TRAFFIC
DENSITY MGT73.7(74.3#2)
74.8(74.3#1)61.8(63.5#2)
65.2(63.5#1)

2150

TRACK
LAYOUT
#2
#1CP 421
ELKHART TERMINAL

(OAKLAND AVE)

CP 423

(ELKHART YD)

421.65-2BSB-88'

422.43-3DSB-61'(89)(89)

423.42-2BSB-82'

LINE SEGMENT

3857

LUSHER AVE
522500PMCDONALD ST
INDIAN AVENUE
522503KPRAIRE ST
522504SWILLARD AVE
522505YMAIN ST
CD-421 34=KH-0.0BENHAM AVE
522506F

OAKLAND AVE

US 33

CURVATURE
#21.8L
3.2L
4.4L
5.7L
0.5L

1.0R

0.5R

ALIGNMENT
#11.00
1.00
1.00
1.00
1.00

1.00

1.00

ELEVATION

1.8L
3.2L
4.4L
5.7L
0.5L

1.0R

0.5R

FREIGHT SPEED
TANGENT
(CURVE)50
5020
2050
50

GRADE

0.00

-0.12

0.00

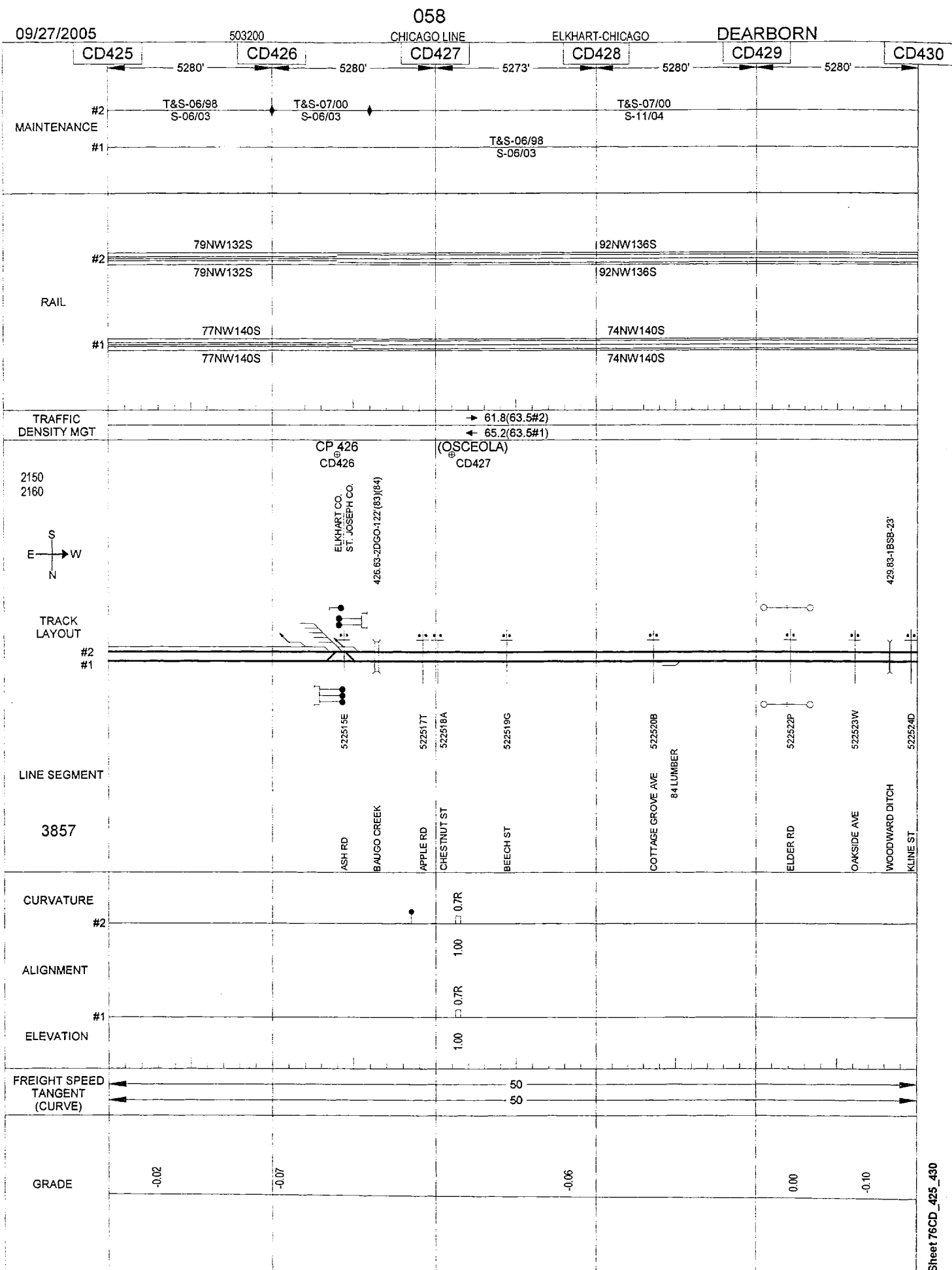
-0.12

-0.06

-0.61

-0.32

-0.02



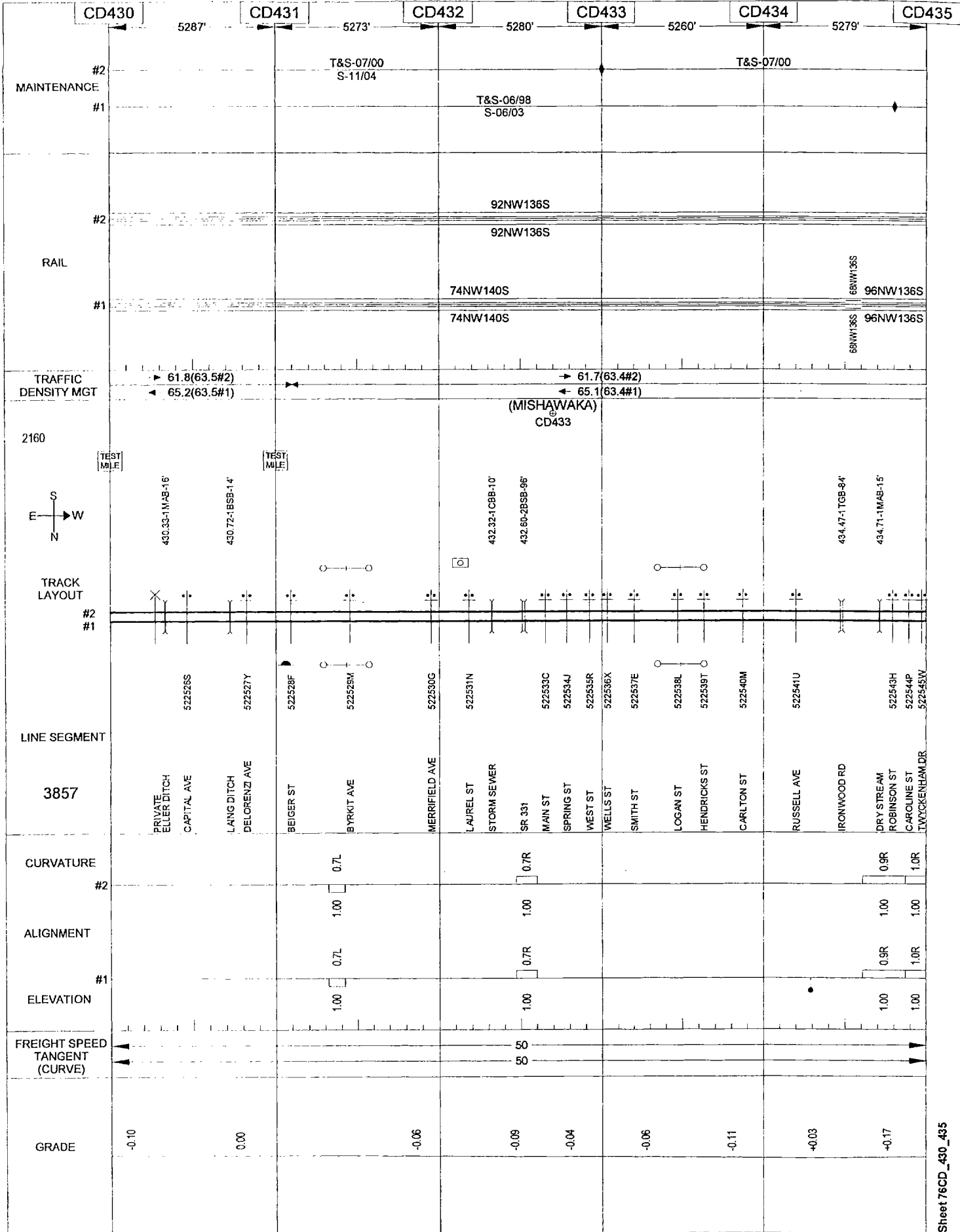
09/27/2005

059

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

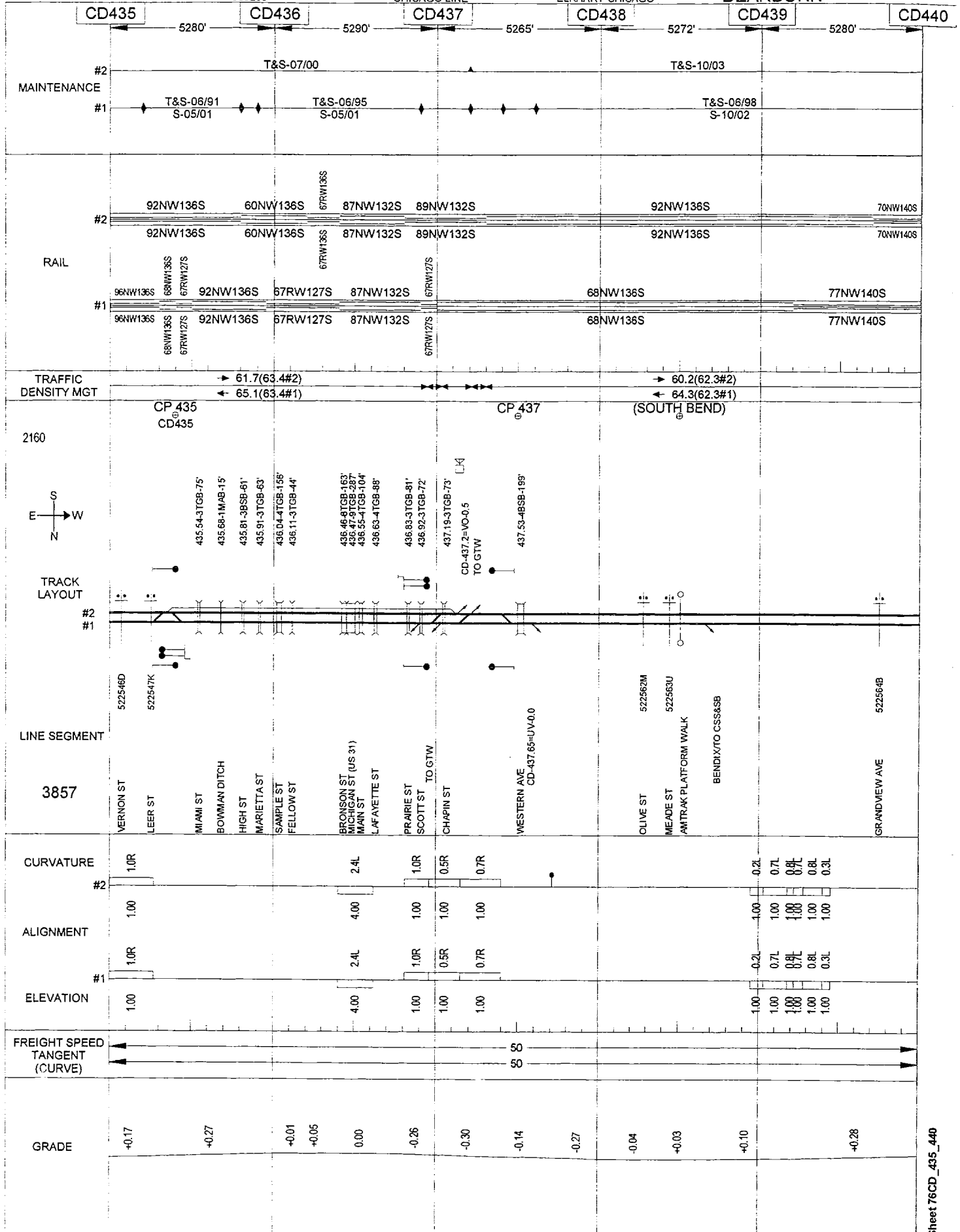
503200

060

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

061

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD440

CD441

CD442

CD443

CD444

CD445

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-10/03

T&S-06/98
S-10/02

RAIL

#2

70NW140S

70NW140S

#1

77NW140S

77NW140S

TRAFFIC
DENSITY MGT

→ 60.2(62.3#2)
← 64.3(62.3#1)

2160

S
E → W
N

PORTAGE TWP.
WARREN TWP.

(LYDICK)
CD448

444.74+1 DGO-31'(82)(84)

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3857

440.41

441.36

522567W

522568D

522570E

522571L

SR 123

US 2031 BYPASS

PINE RD

COUNTRY CLUB RD

QUINCE RD

PEAR RD

GRAPEVINE CREEK

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

+0.28

0.00

+0.06

+0.12

-0.14

-0.07

-0.18

+0.01

+0.11

+0.02

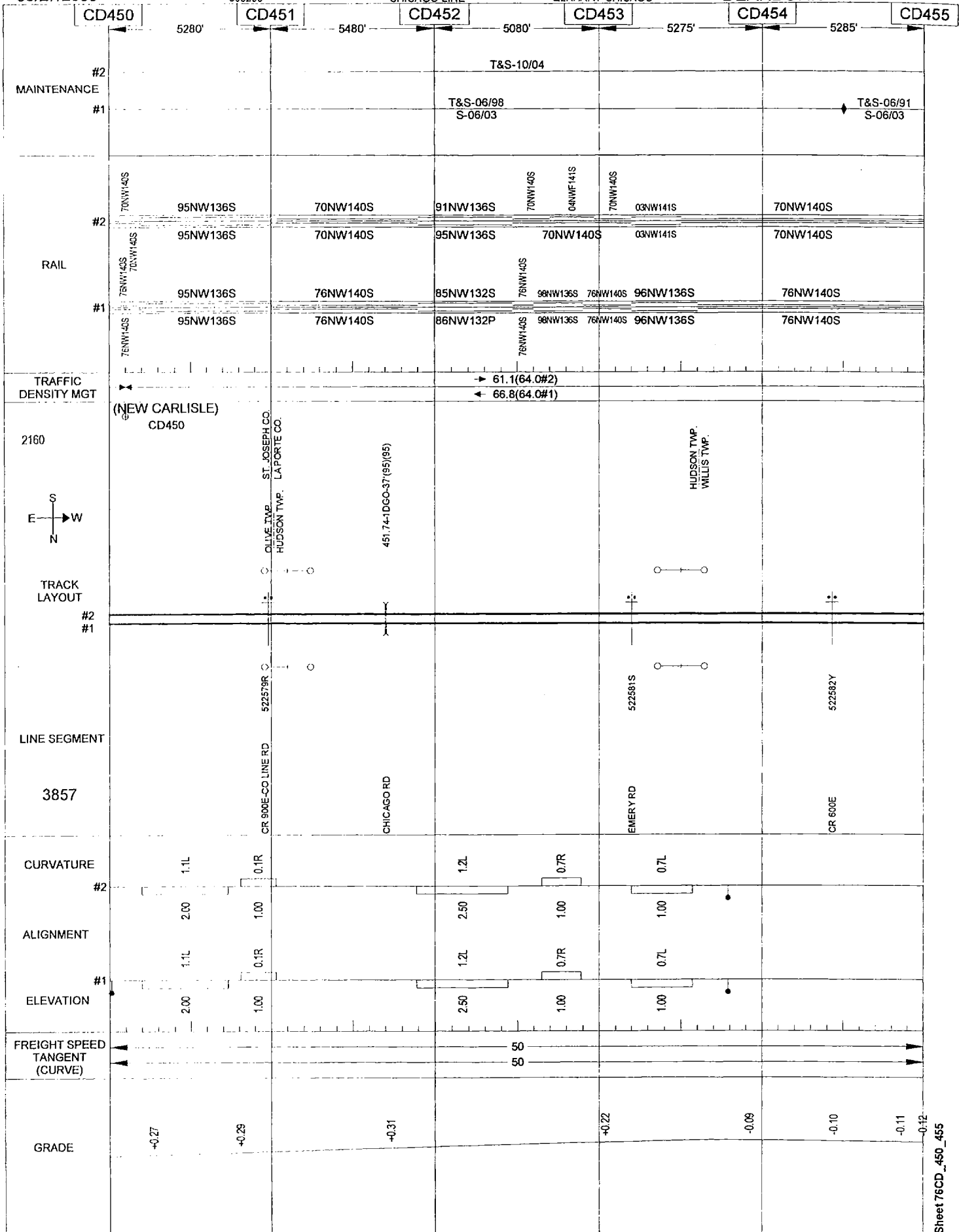
09/27/2005

063

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

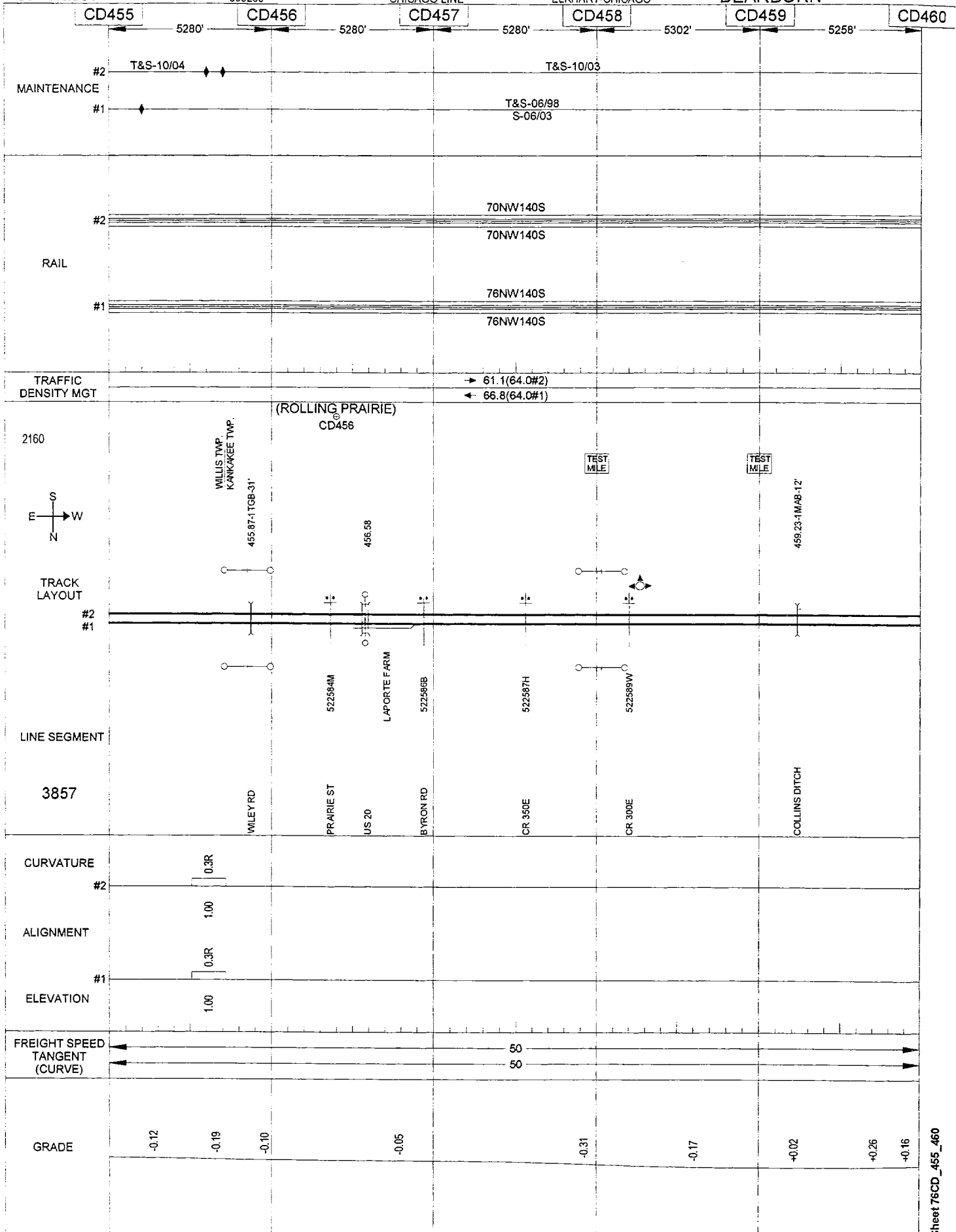
503200

064

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

503200

066

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD465

CD466

CD467

CD468

CD469

CD470

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-06/98
S-06/03T&S-06/98
S-06/03

T&S-09/03

T&S-10/03

RAIL

#2

70NW140S

70NW140S

00NWF136P

70NW140S

#1

77NW140S

77NW140S

04NWF141S

77NW140S

TRAFFIC
DENSITY MGT

→ 61.1(64.0#2)

← 66.8(64.0#1)

CP 466
CD466(PINOLA)
CD468

2160

TEST
MILETEST
MILESCPIO TWP.
NEW DURHAM TWP.

469.56-1CBB-10'

S
E → W
N

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3857

CR 400W

PINOLARD

FORRESTER RD

CR 700 W

CURVATURE

#2

0.5R

0.7R

0.8R

ALIGNMENT

#1

1.00

1.00

1.00

ELEVATION

0.5R

0.7R

0.8R

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.31

-0.05

-0.23

+0.09

+0.21

+0.02

+0.04

+0.14

+0.11

-0.08

-0.10

Sheet 76CD_465_470

09/27/2005

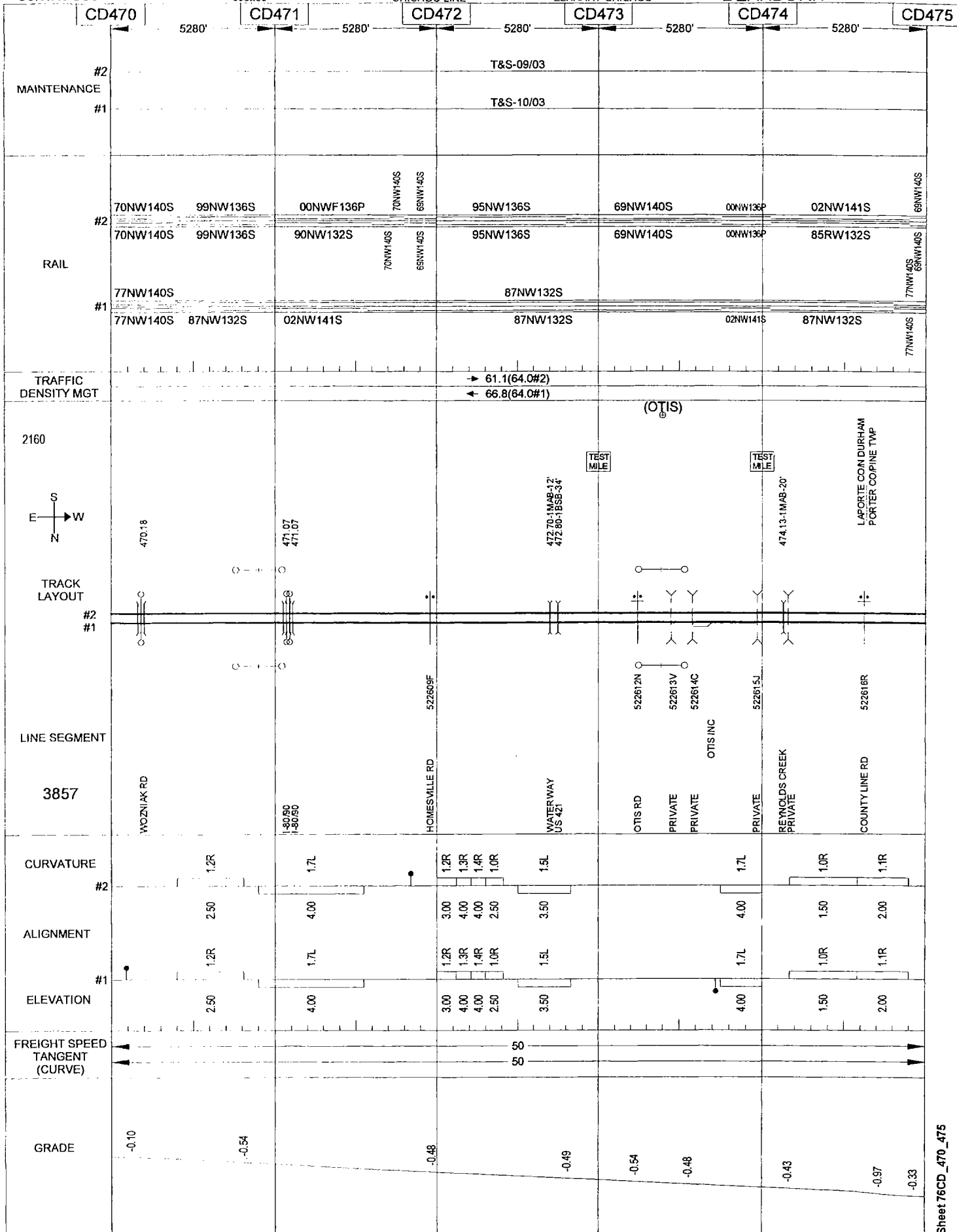
067

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

503200

068

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD475

CD476

CD477

CD478

CD479

CD480

5280'

5280'

5280'

5280'

5280'

MAINTENANCE
#2
#1

T&S-09/03

T&S-10/03

RAIL

#2

69NW140S

69NW140S

#1

77NW140S

77NW140S

69NW140S

69NW140S

TRAFFIC
DENSITY MGT

→ 61.1(64.0#2)

← 66.8(64.0#1)

→ 61.2(64.1#2)

← 66.9(64.1#1)

(BURDICK)

TEST
MILE

TEST
MILE

2160



PINE TWP.
JACKSON TWP.

477.59-1MAB-12'

JACKSON TWP.
WESTCHESTER TWP.

479.65-1MAB-10'

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3857

522617X

522618E

522620F

522621M

522622U

CR 650E

CR 575 E

BURDICK RD (CR 76)

MAR-MAC DITCH
CR 400E

FRIDAY RD-CR 250 E

BLINGTUK DITCH

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.33

+0.02

-0.16

-0.29

-0.22

-0.07

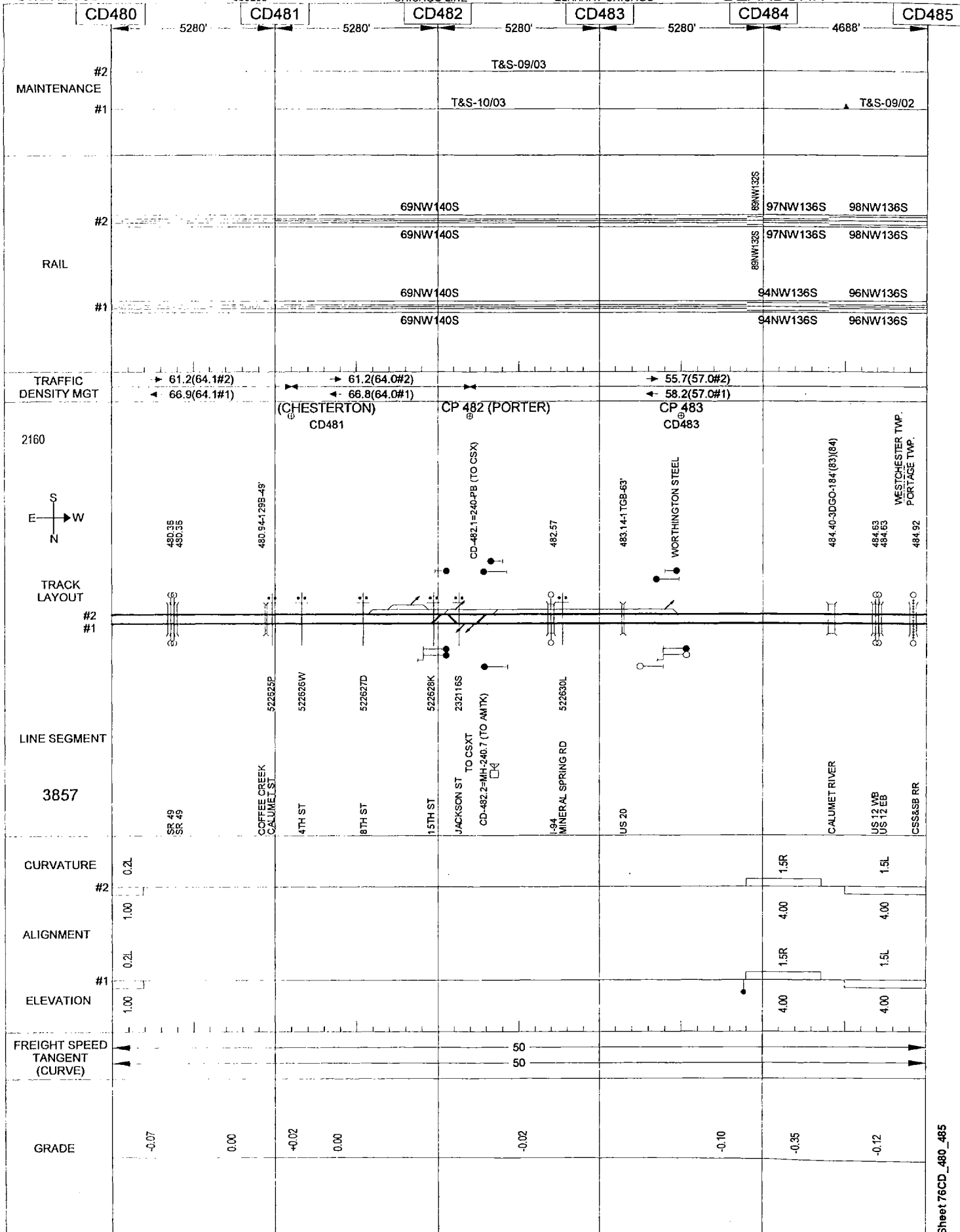
09/27/2005

069

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



DEARBORN

CD490

T&S-09/02

#2
#1
96NW136S

66NW136S

66NW136S

78NW132S

487.69-3DGO-177(04)(04)

#2
#1

3857

#2

#1

4

GRADE

0.00

Sheet 76CD_485_490

09/27/2005

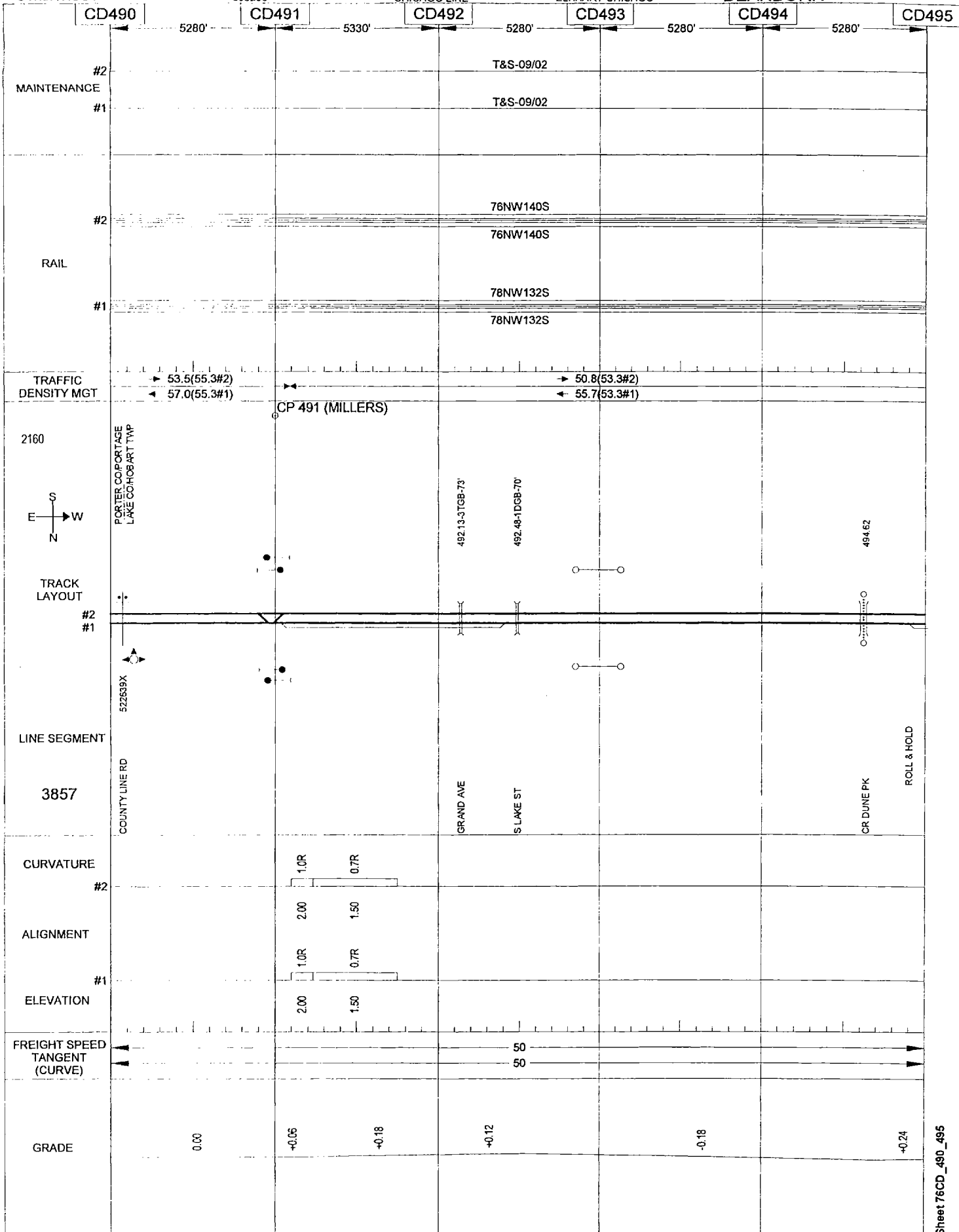
071

503200

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

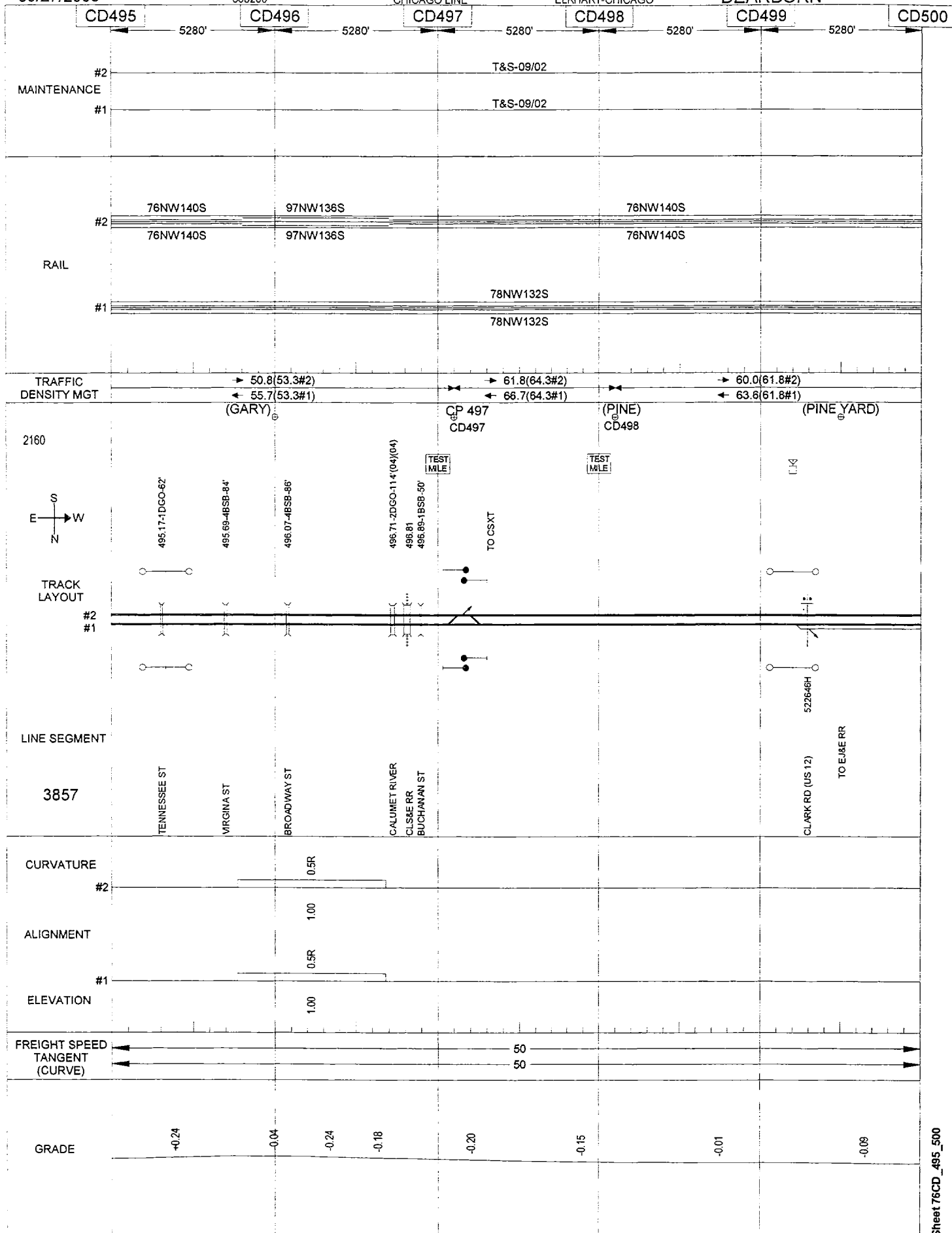
503200

072

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



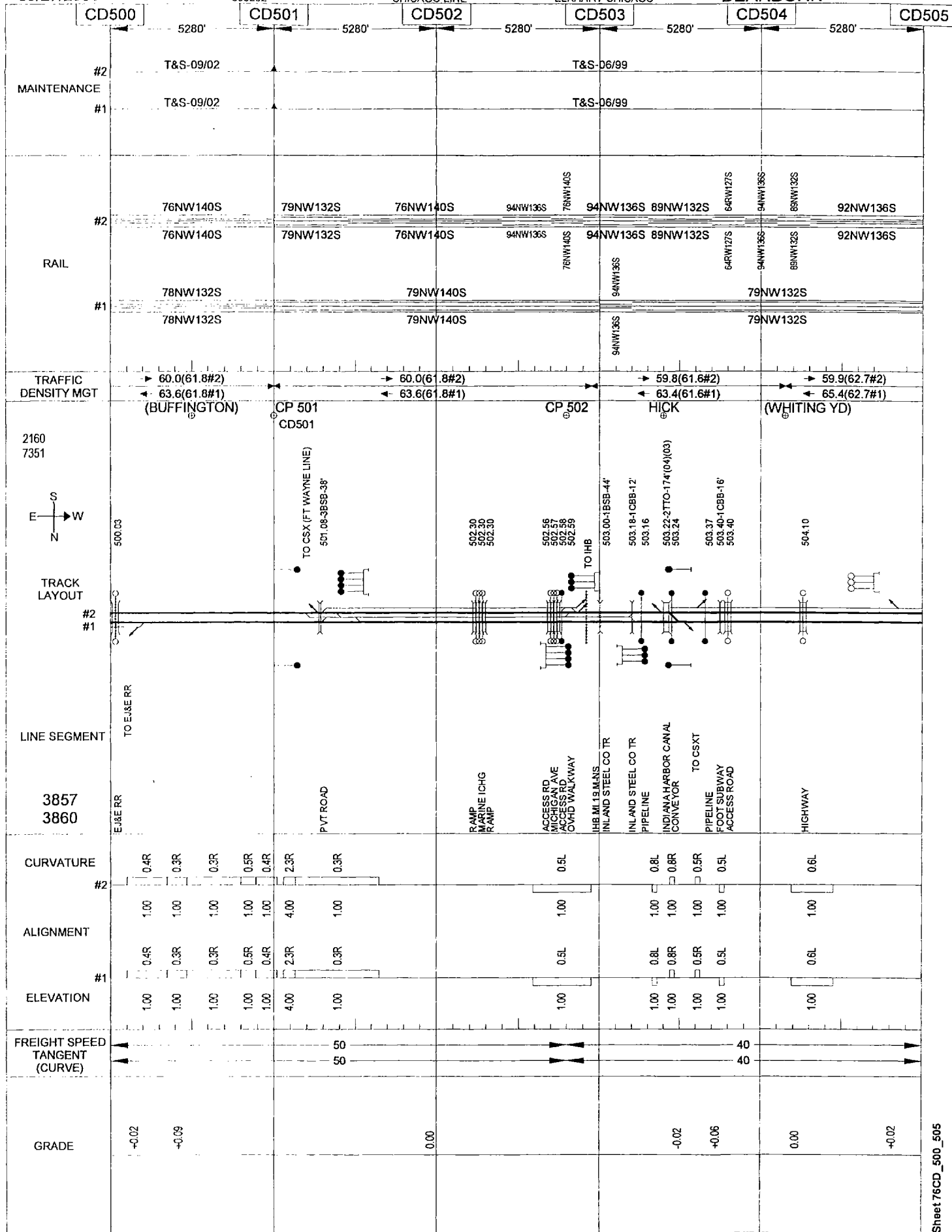
09/27/2005

073

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

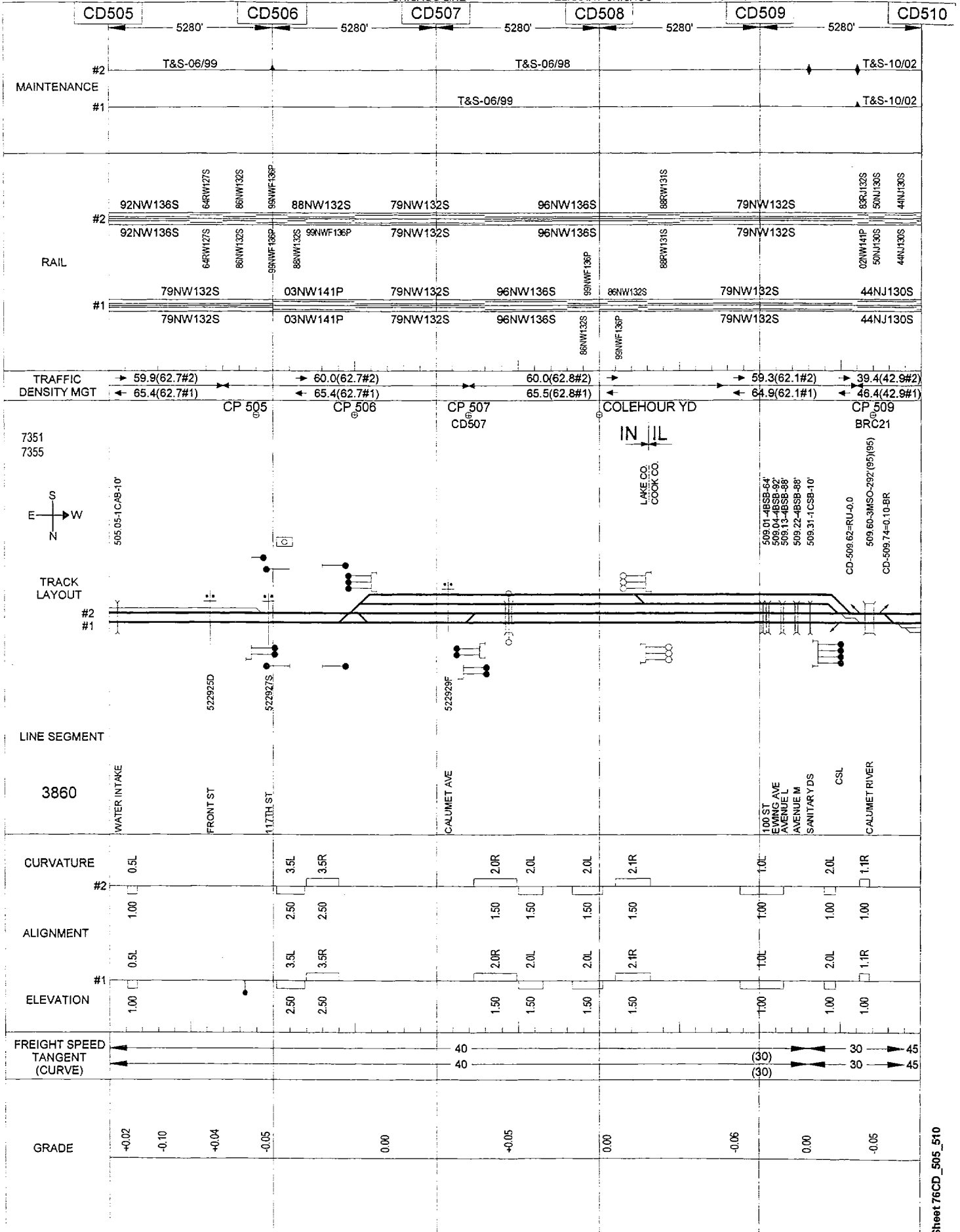
503202

074

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

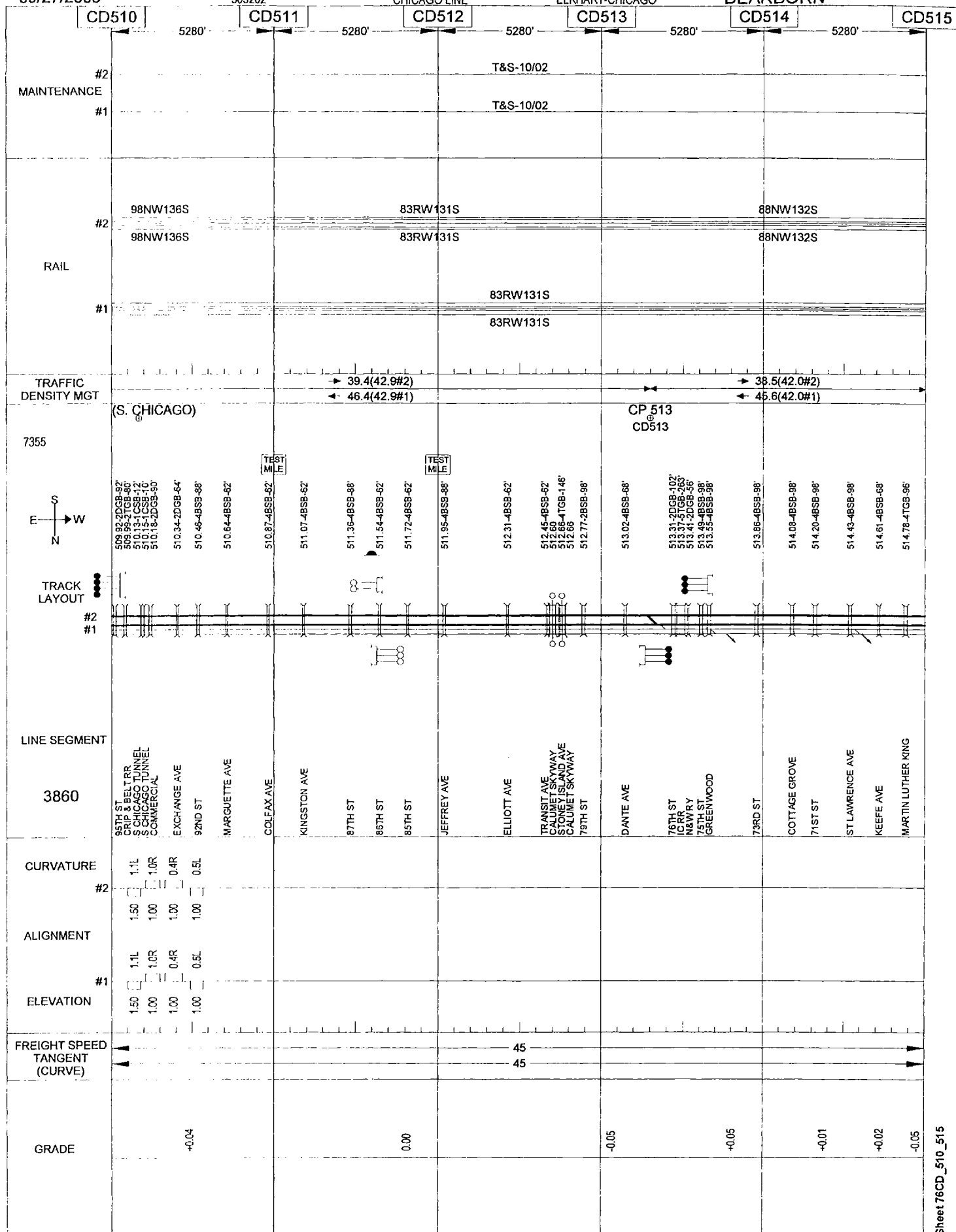
075

503202

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



09/27/2005

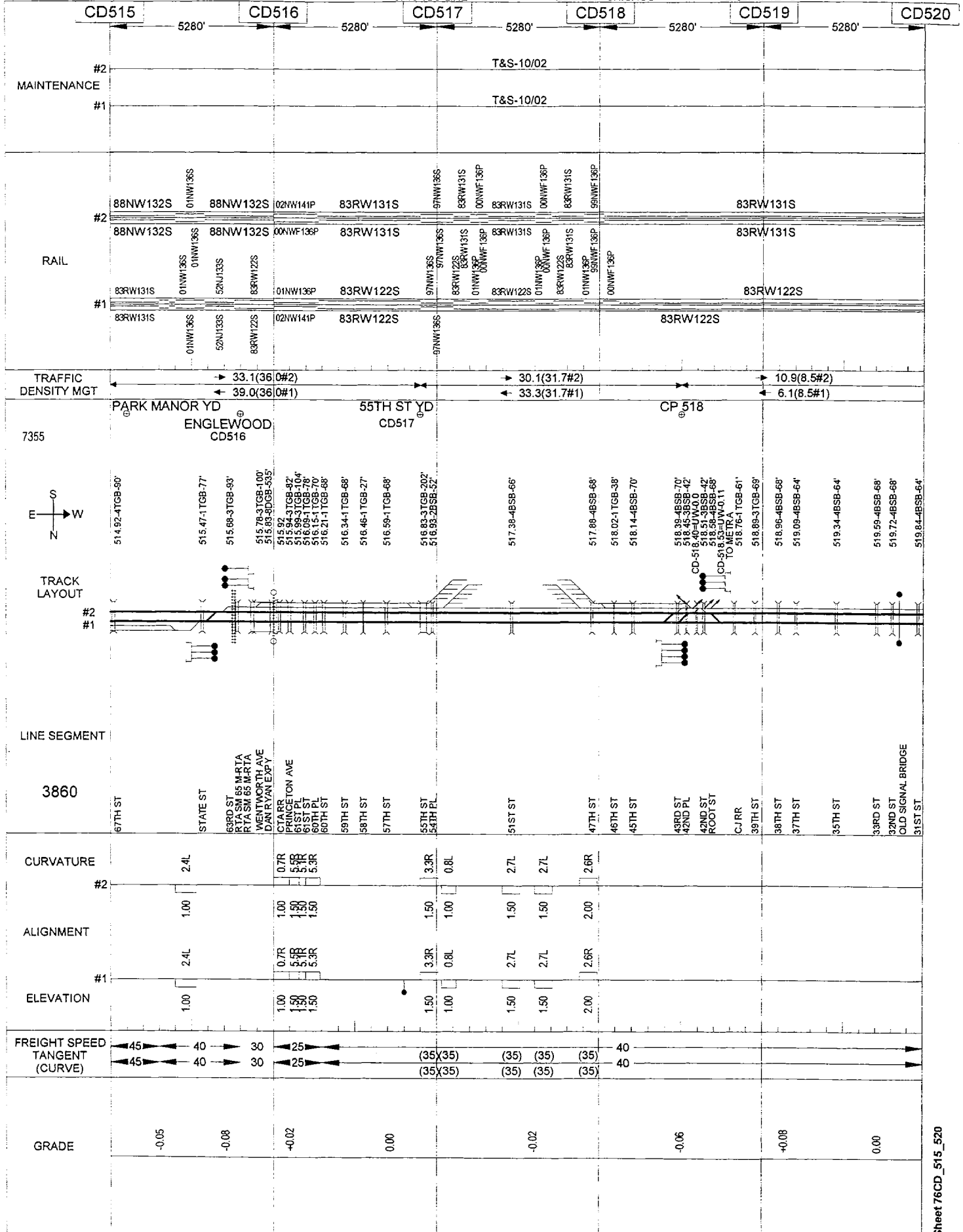
503202

076

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



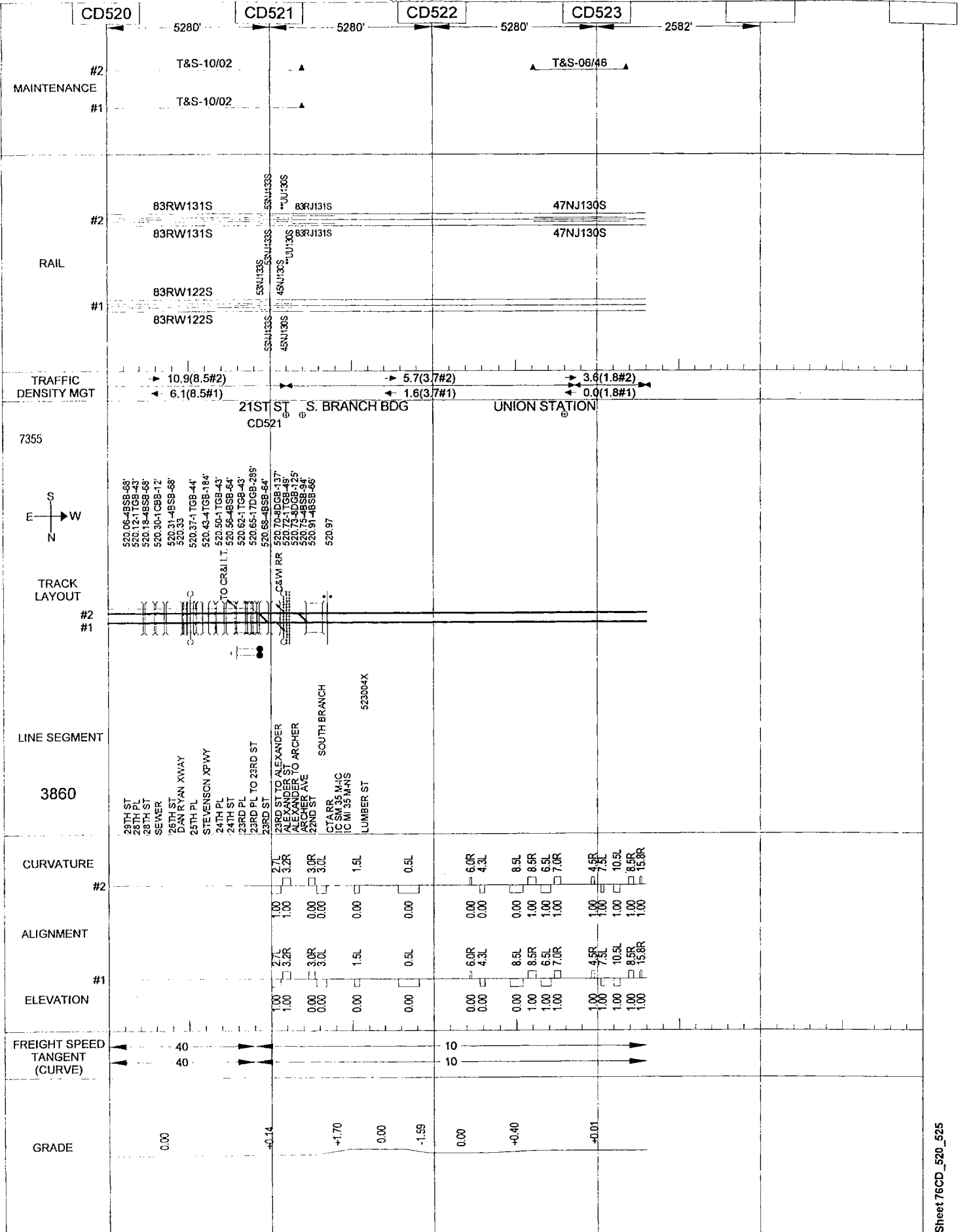
09/27/2005

077

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



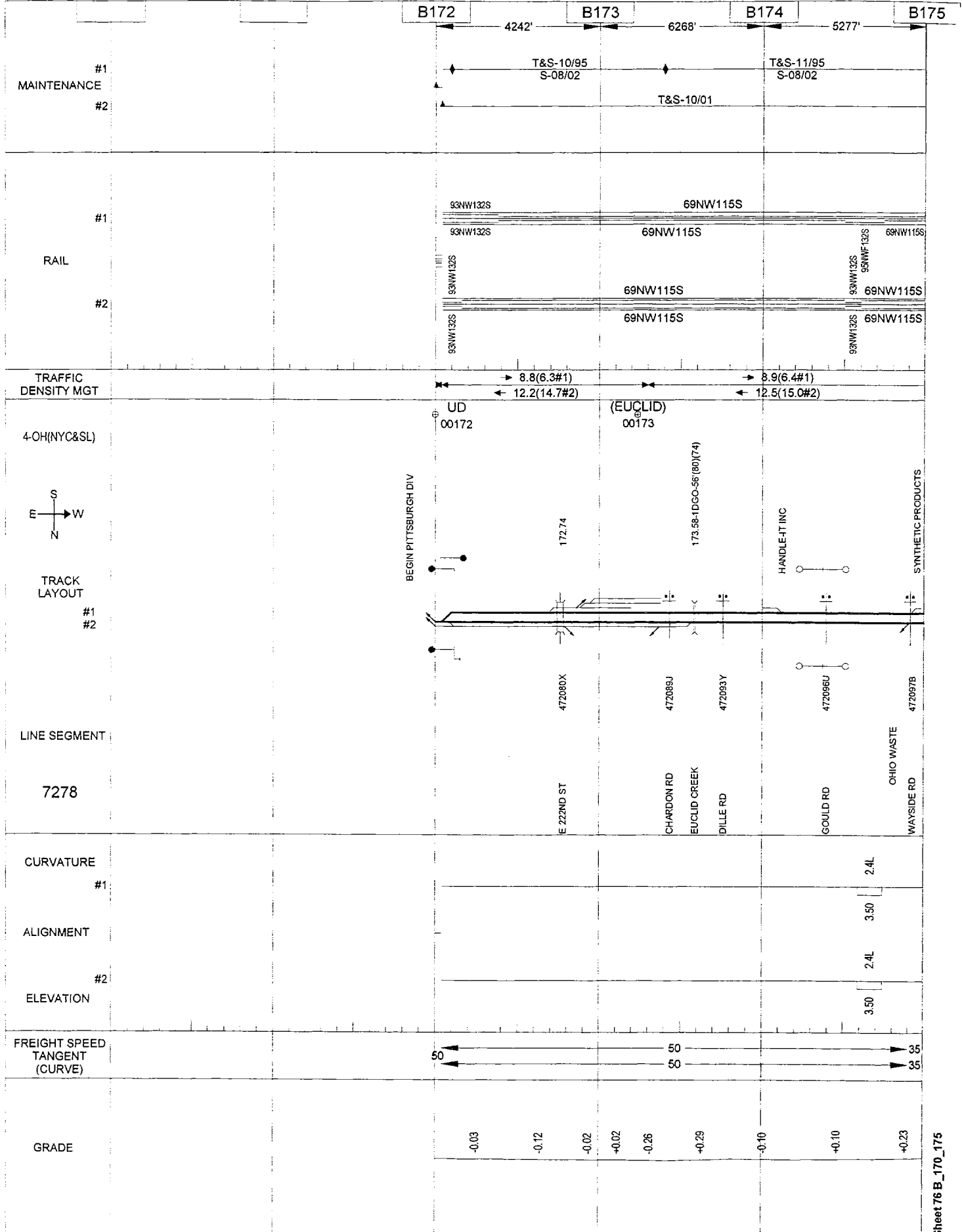
09/27/2005

LAKE ERIE

078

EUCLID-BAY VILLAGE

DEARBORN

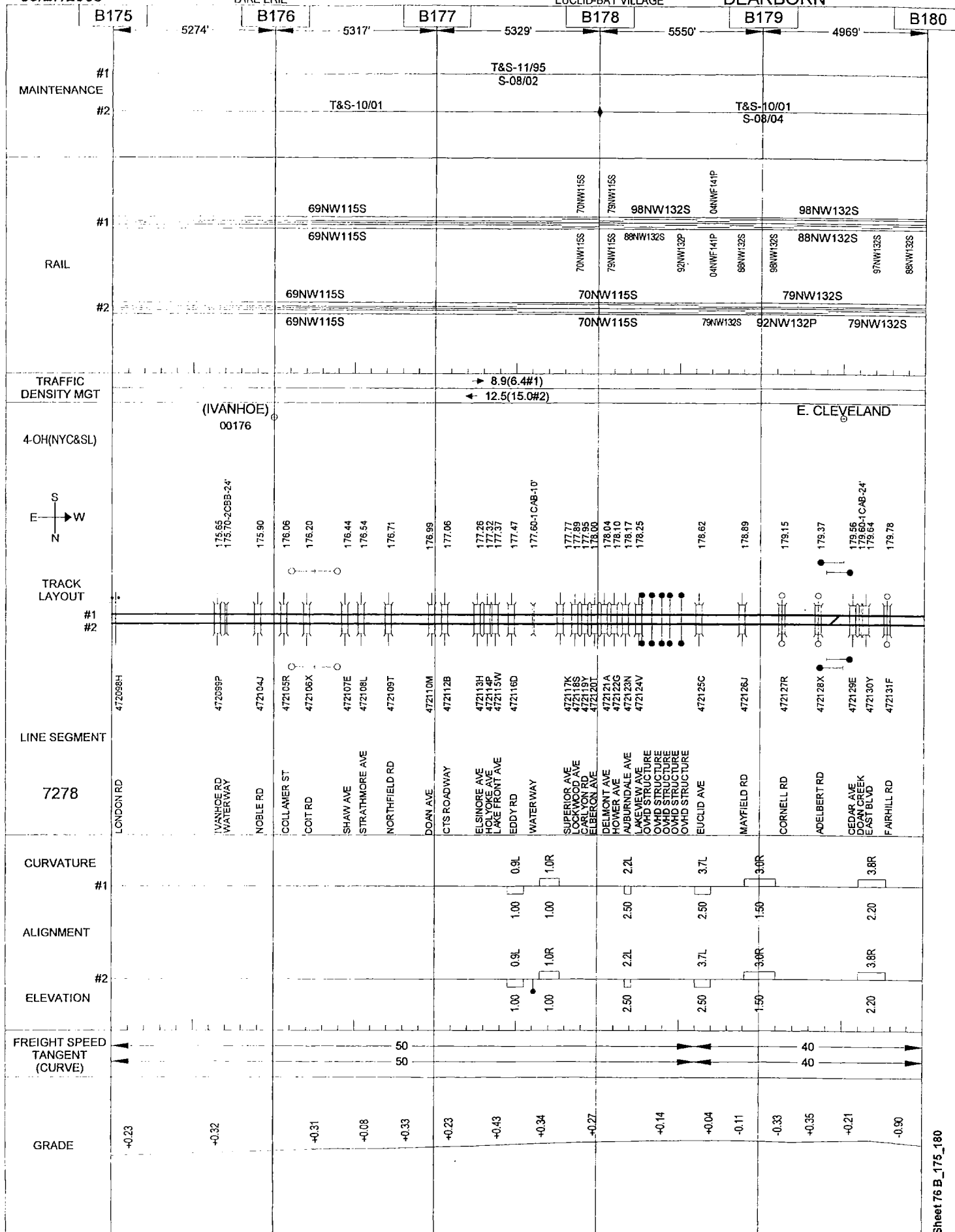


09/27/2005

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN

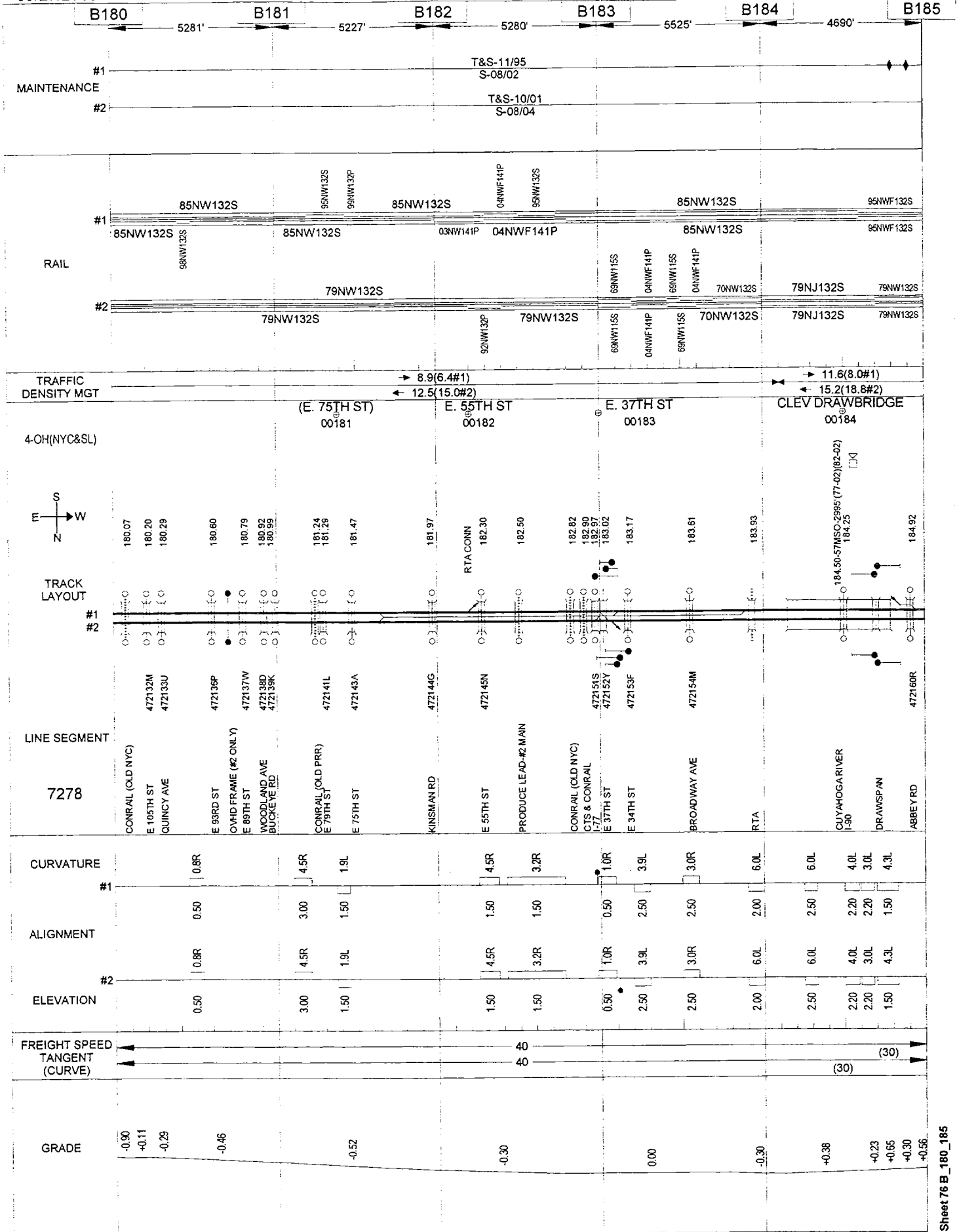


09/27/2005

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN

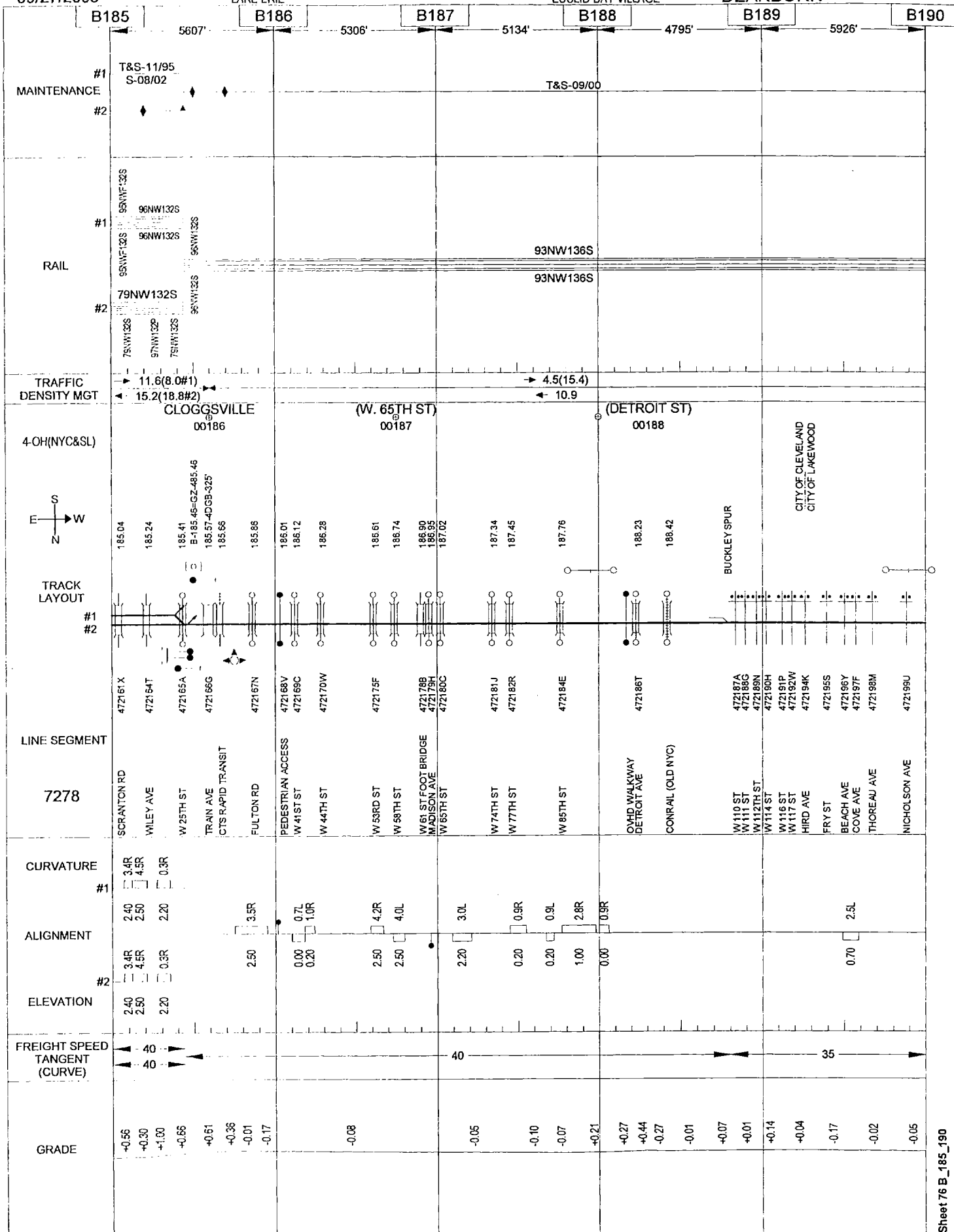


09/27/2005

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



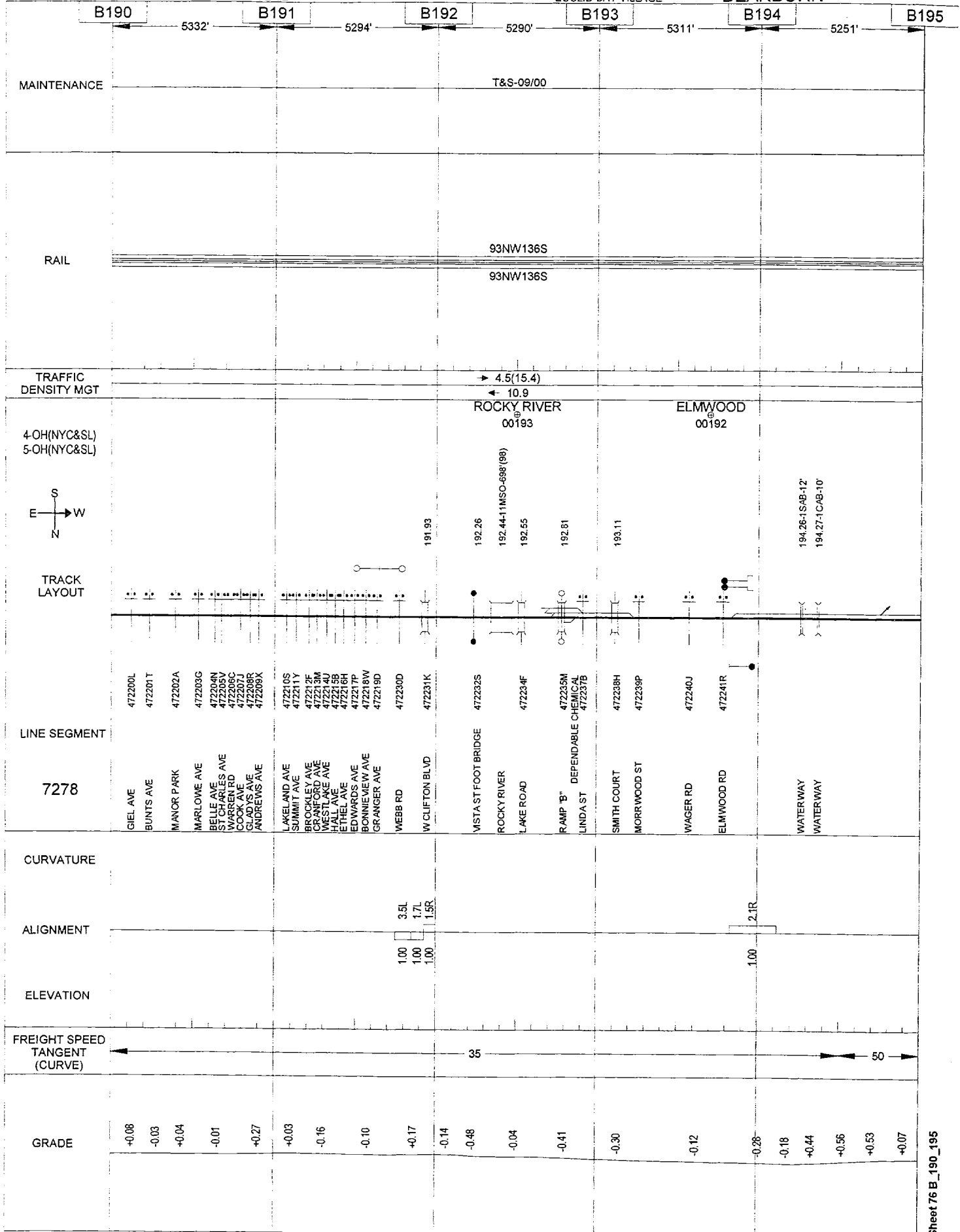
09/27/2005

LAKE ERIE

082

EUCLID-BAY VILLAGE

DEARBORN



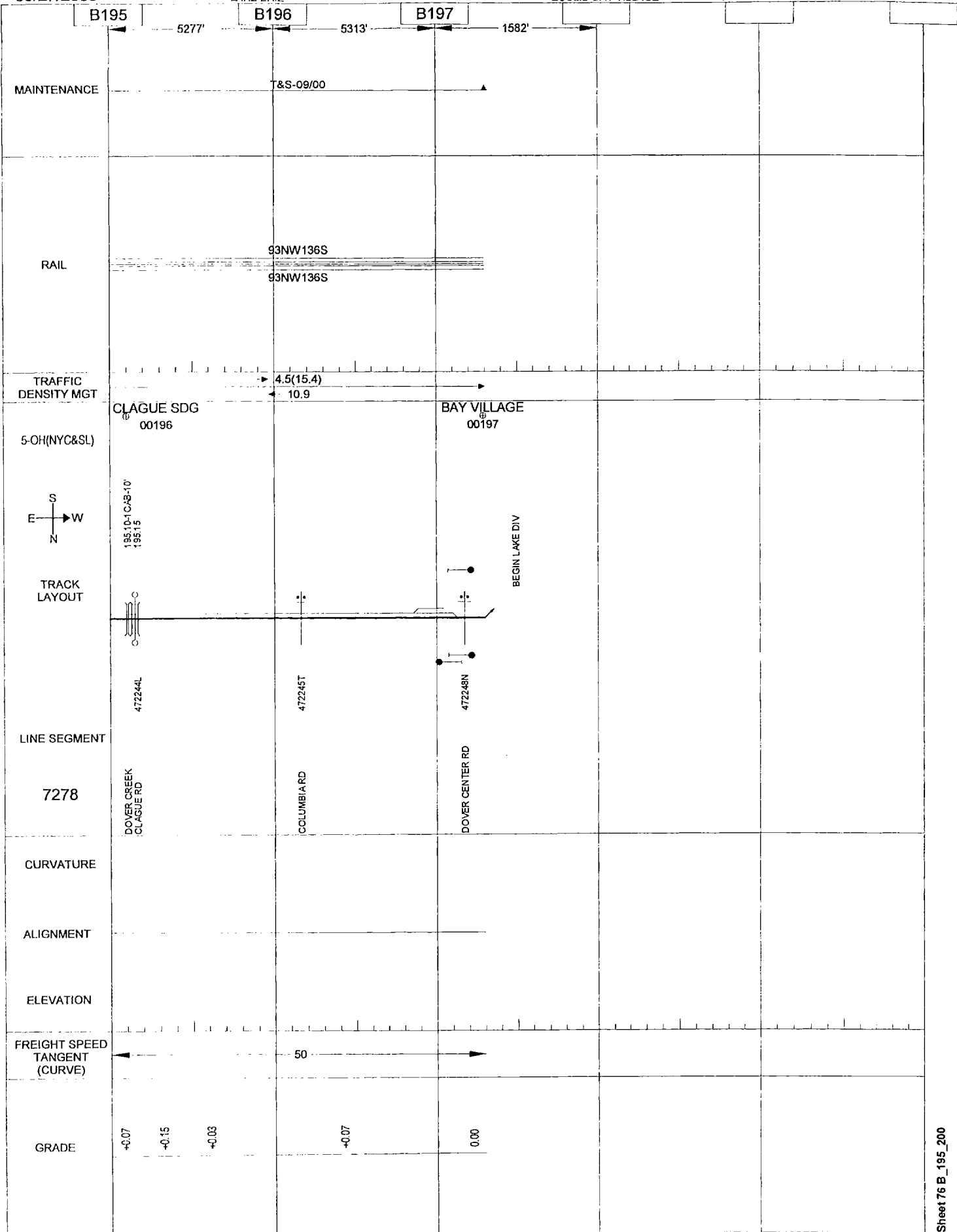
09/27/2005

083

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



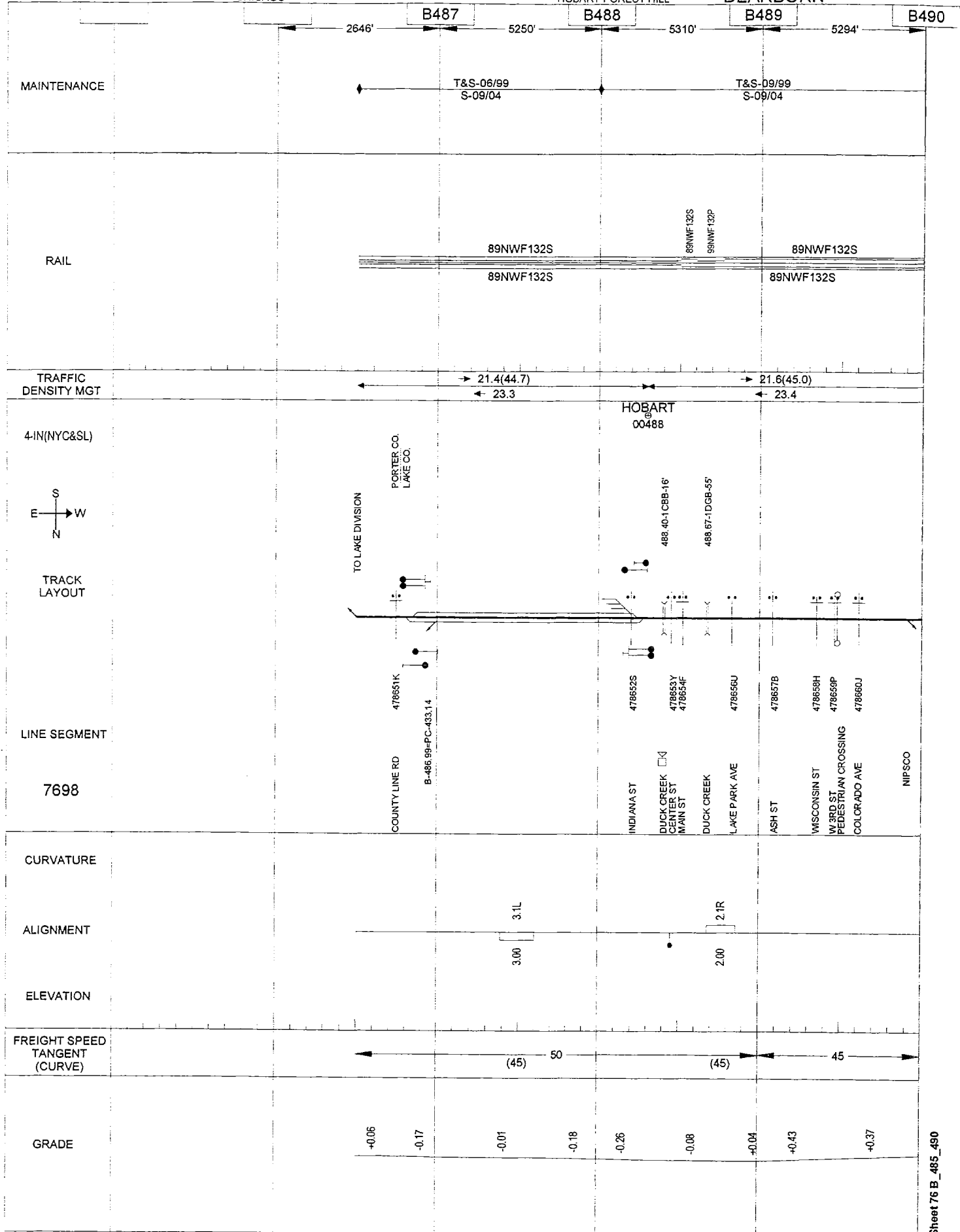
09/27/2005

CHICAGO

084

HOBART-FOREST HILL

DEARBORN

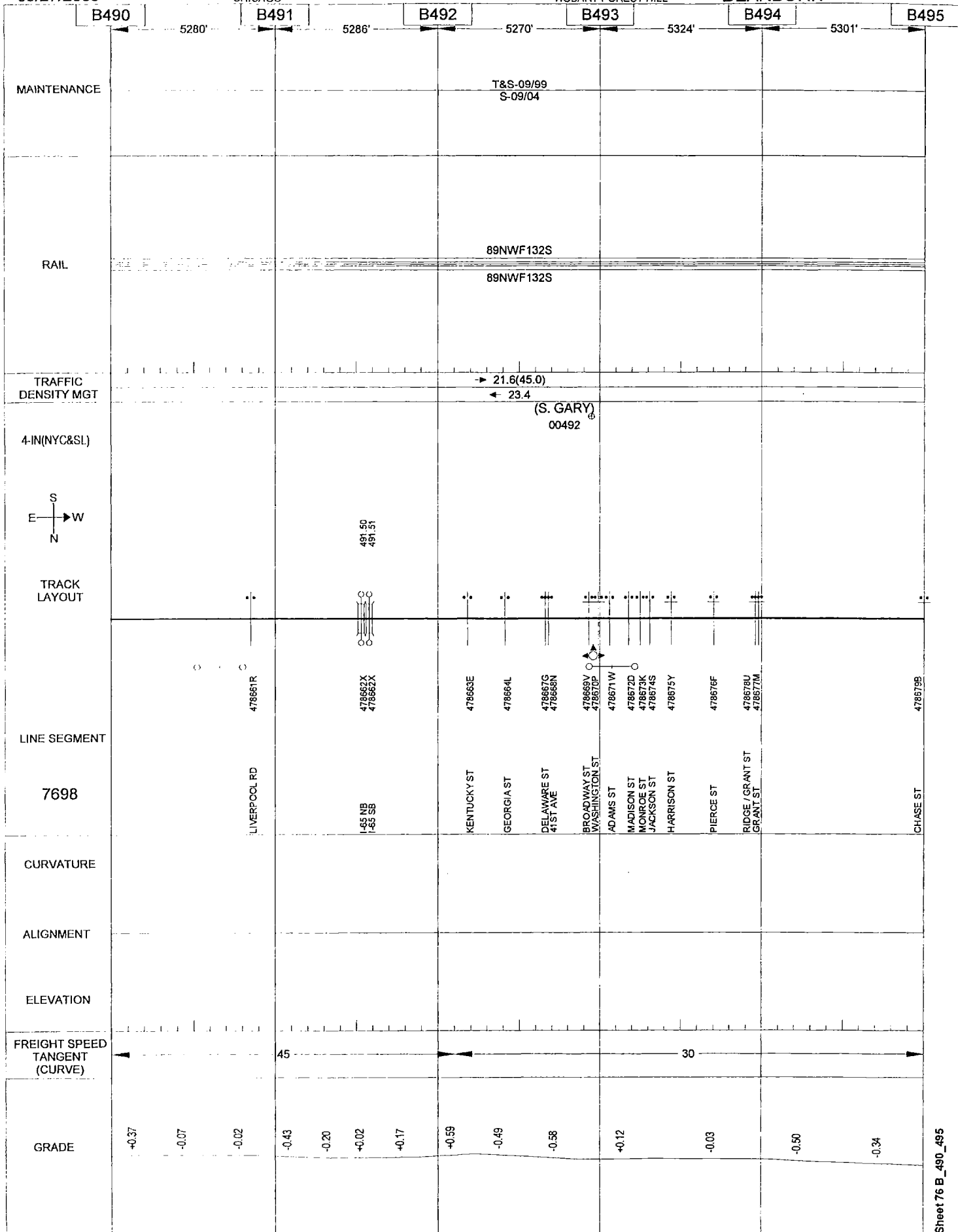


09/27/2005

CHICAGO

HOBART-FOREST HILL

DEARBORN



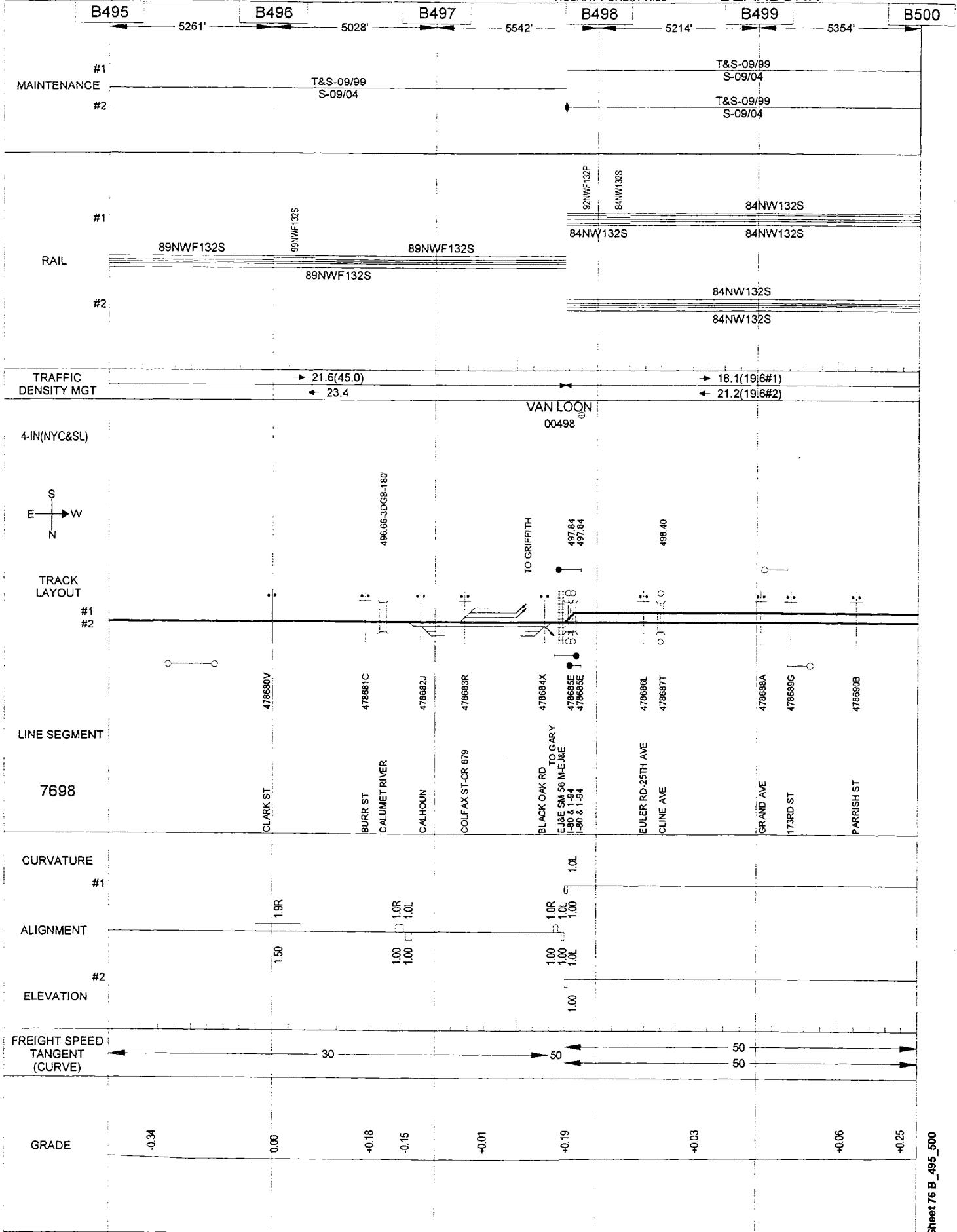
09/27/2005

086

CHICAGO

HOBART-FOREST HILL

DEARBORN

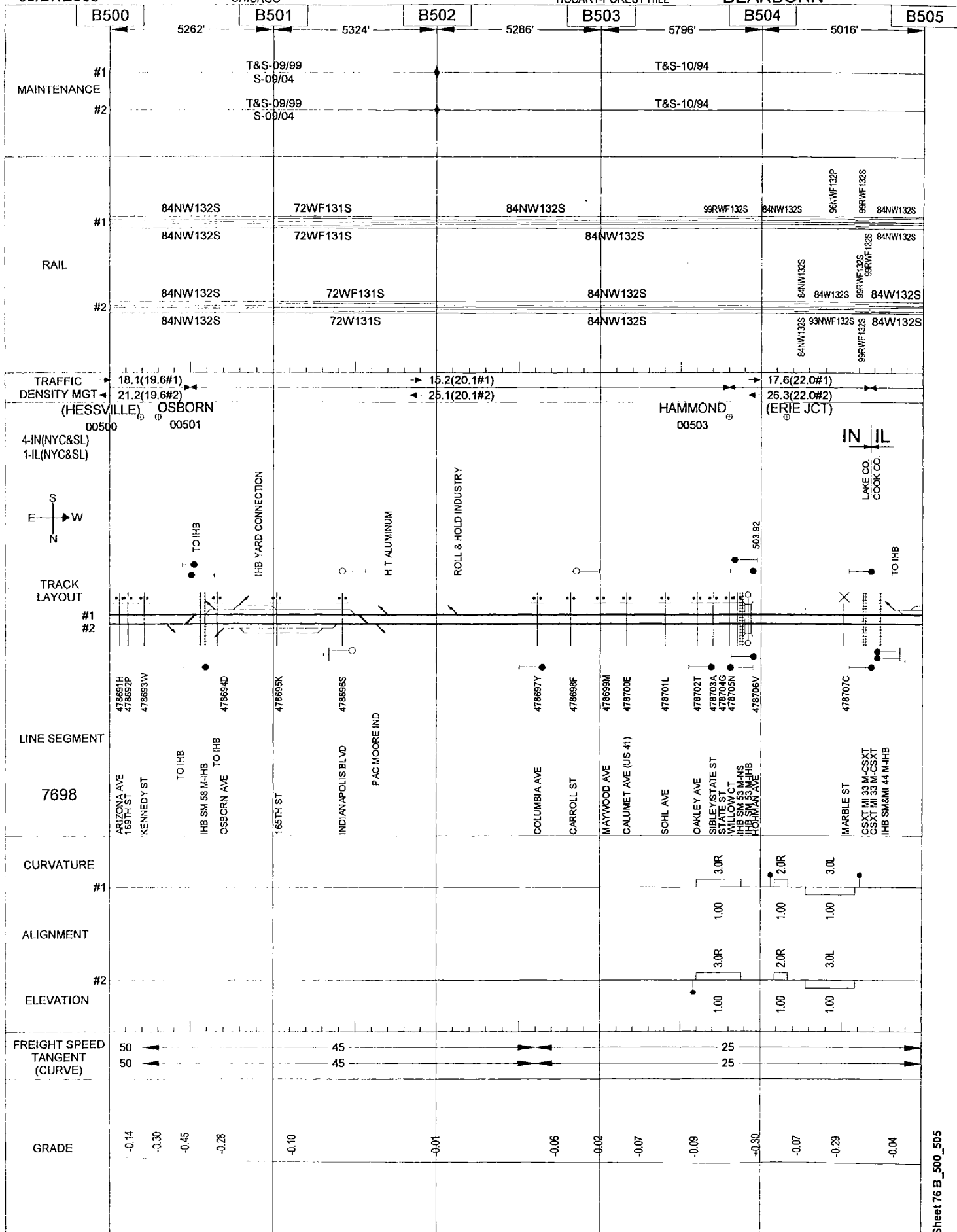


09/27/2005

CHICAGO

HOBART-FOREST HILL

DEARBORN



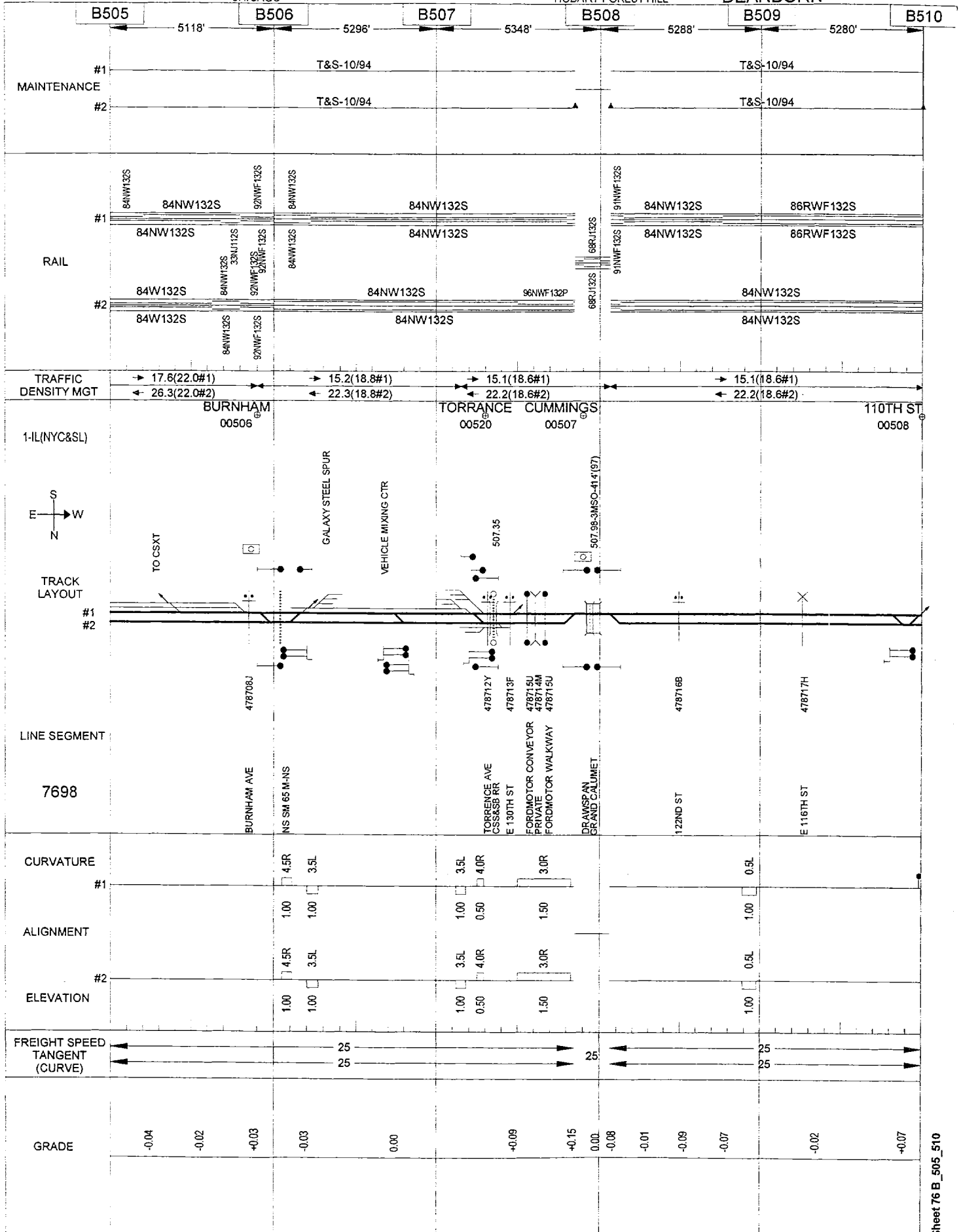
09/27/2005

088

CHICAGO

HOBART-FOREST HILL

DEARBORN



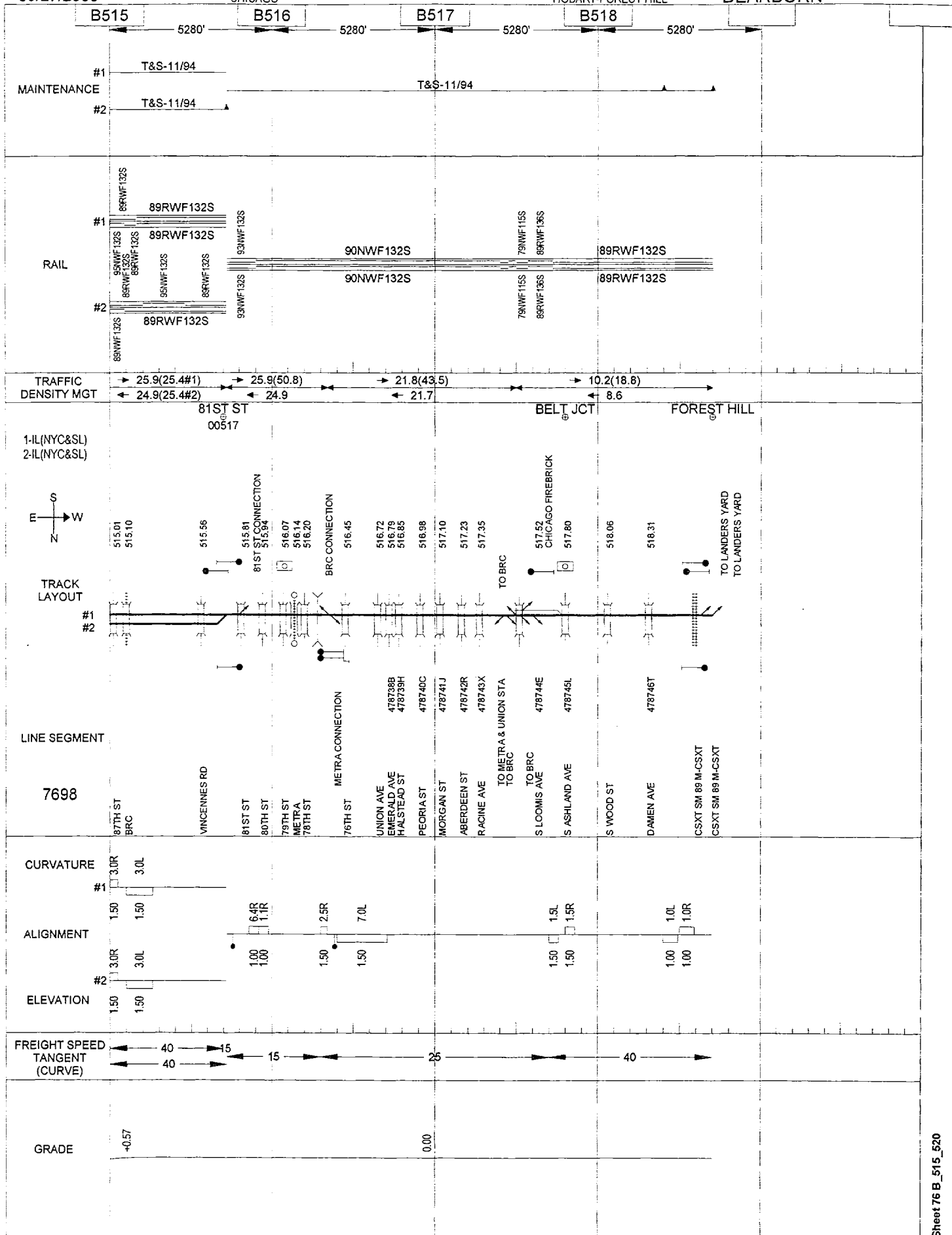
09/27/2005

090

CHICAGO

HOBART-FOREST HILL

DEARBORN



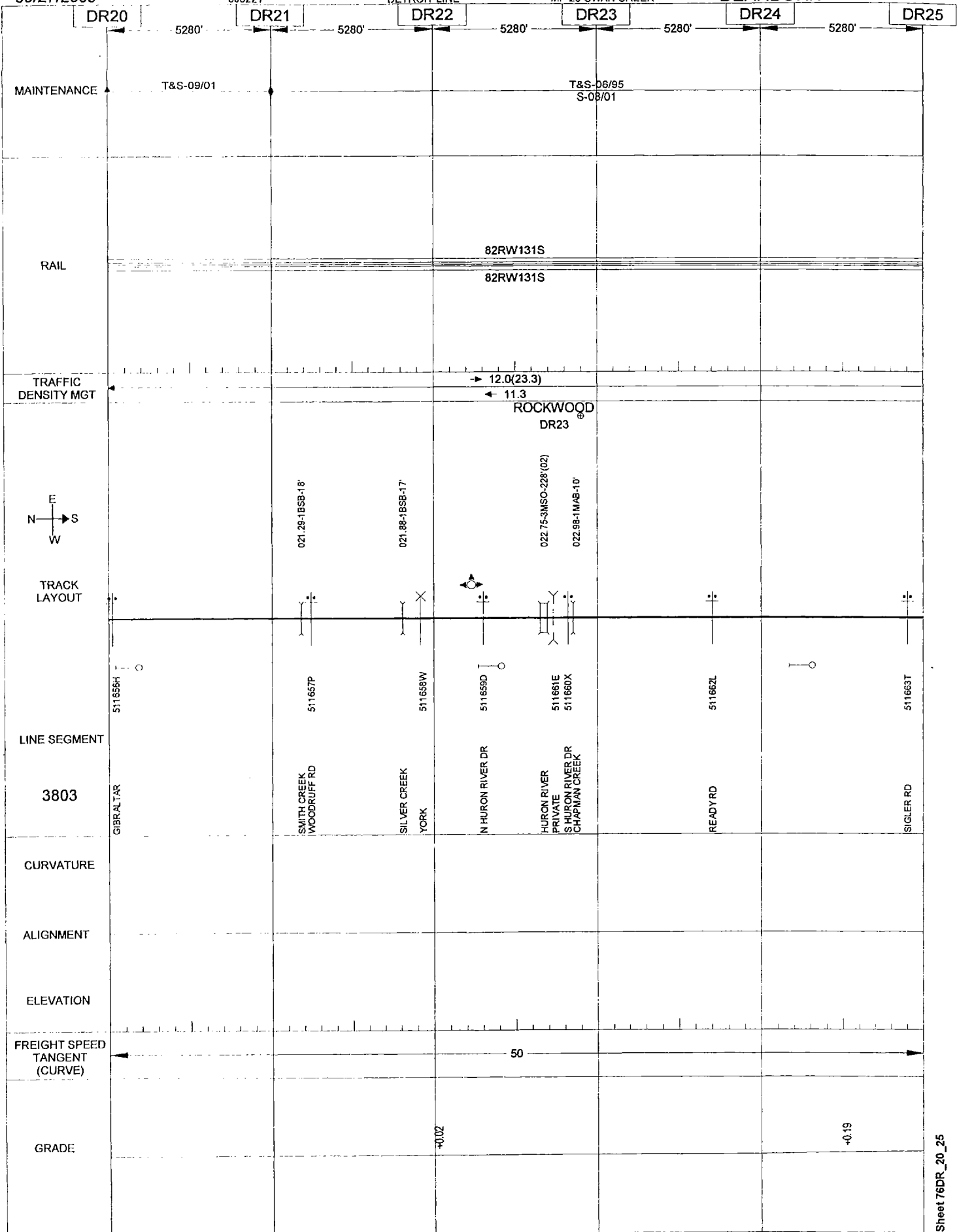
09/27/2005

091

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



09/27/2005

505221

092

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

DR25

DR26

DR27

DR28

DR29

DR30

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/95
S-08/01

RAIL

82RW131S

82RW131S

TRAFFIC
DENSITY MGT→ 12.0(23.3)
← 11.3(NEWPORT)
DR28TEST
MILETEST
MILE

027 60-2DGO-80(00)

028 23-2MAB-8'

E
N → S
WTRACK
LAYOUT

X

X

+

+

+

+

+

+

LINE SEGMENT

511654A

511655G

511657V

511705C

511706J

511709E

511710Y

511712M

3803

ARMSTRONG

LABORD

NEWPORT RD

PRIVATE

SWAN CREEK

LITTLE STONY CREEK

PRIVATE

PRIVATE

POST RD

CURVATURE

ALIGNMENT

0.3L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.03

+0.04

0.00

09/27/2005

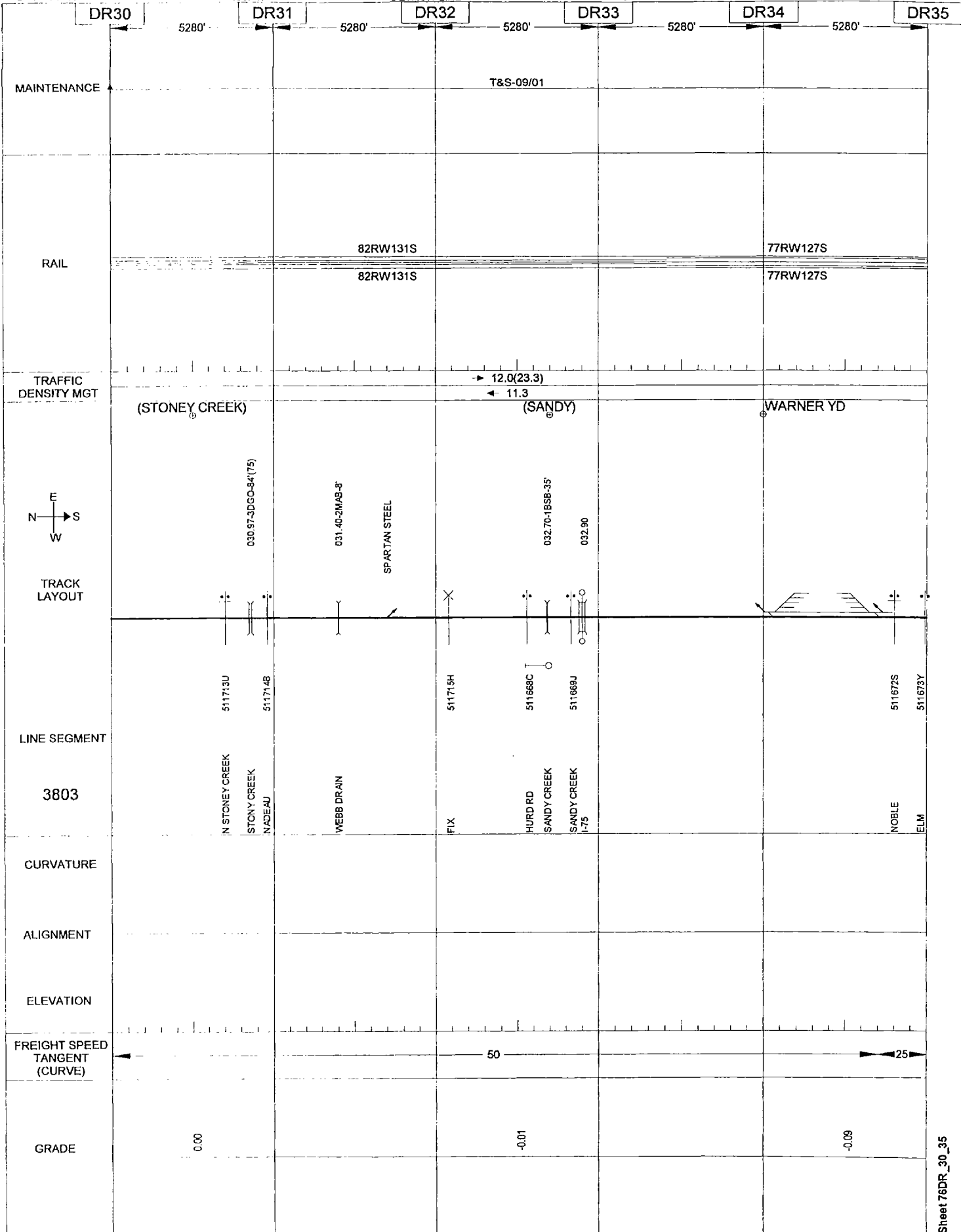
093

505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



09/27/2005

094

505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

DR35

DR36

DR37

DR38

DR39

DR40

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-09/01

T&S-11/01

RAIL

77RW127S

77RW127S

77RW127S

77RW127S

TRAFFIC
DENSITY MGT

11.3

13.0(29.2)

16.2

MONROE

(CP DUNBAR)

E
N → S
W

TRACK
LAYOUT

035.00-3TGO-354'(00)

035.90-3BSB-72'

037.77-1BSB-15'

038.00-1BSB-16'

039.01-1BSB-15'

039.85-2DCB-84'

LINE SEGMENT

3803

RAISIN RIVER

E FRONT ST

FRANKLIN

E 1ST

E 2ND ST

3RD ST

4TH ST

6TH ST

PLUM CREEK

PRIVATE

FOUNTAIN ST

PRIVATE

LA PLASANCE

DUNBAR

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

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CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

50

GRADE

-0.09

+0.19

-0.15

+0.06

-0.09

09/27/2005

505221

095

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

DR40

DR41

DR42

DR43

DR44

DR45

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-10/01

T&S-11/01

RAIL

#2

76NW140S

76NW140S

#1

96NW136S

96NW136S

TRAFFIC
DENSITY MGT

→ 13.0(14.6#2)

← 16.2(14.6#1)

CP LASALLE

E
N → S
W

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3803

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.05

-0.07

-0.02

09/27/2005

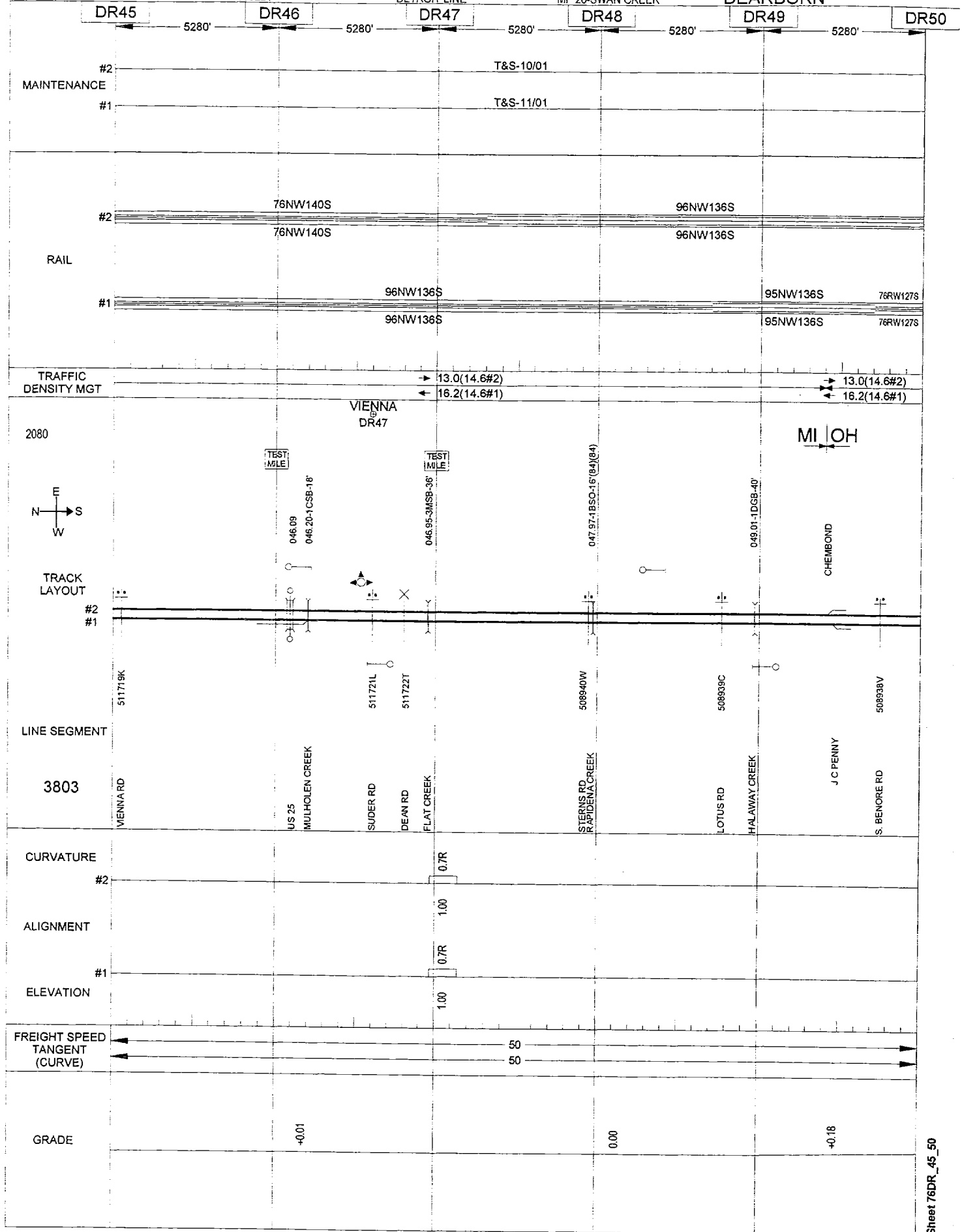
096

505221

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



09/27/2005

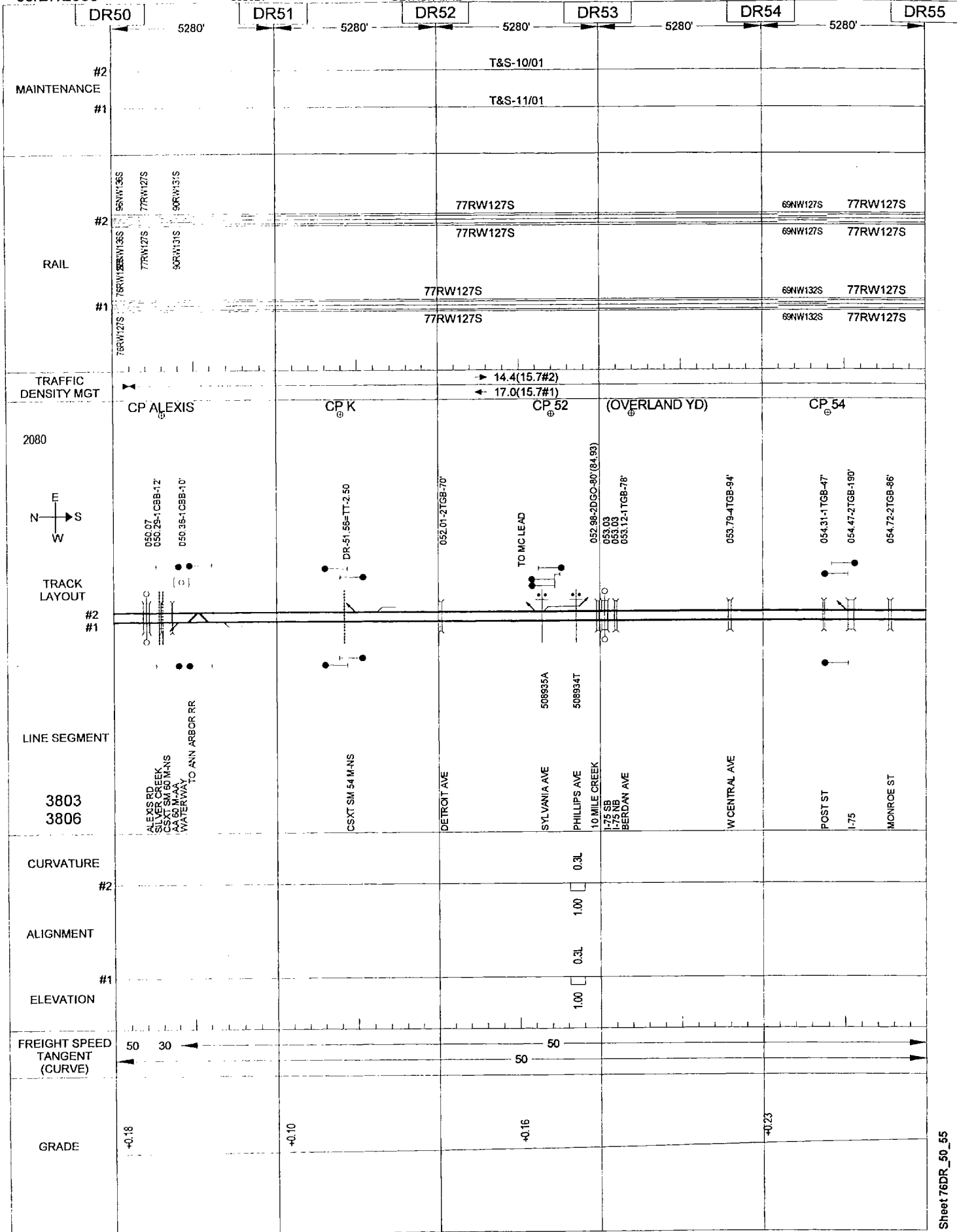
097

503621

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



09/27/2005

503621

098

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

DR55

DR56

DR57

5280'

5280'

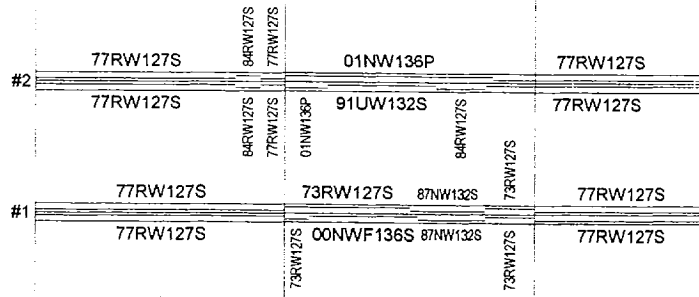
4116'

#2
MAINTENANCE
#1

T&S-10/01

T&S-11/01

RAIL

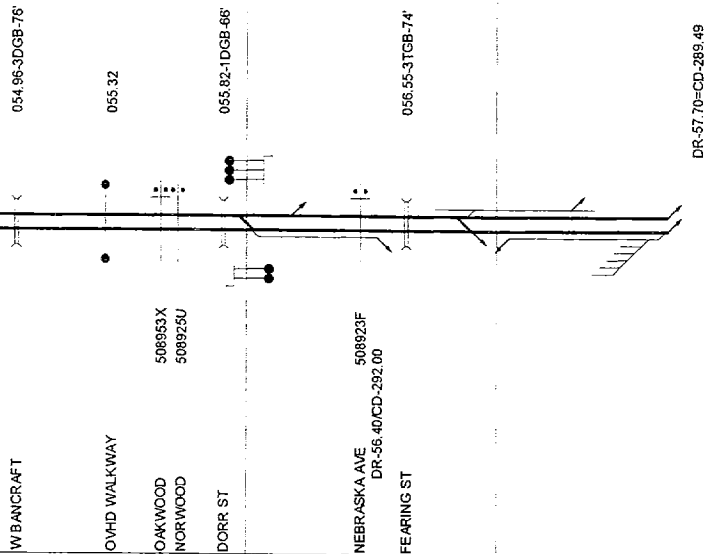
TRAFFIC
DENSITY MGT→ 14.4(15.7#2)
← 17.0(15.7#1)

CP 56

DETROIT YD

CP 289 (SWAN CRK)

2080

TRACK
LAYOUT#2
#1

LINE SEGMENT

3806

WBANCRFT

OVRD WALKWAY

508953X
508925U

DORR ST

508923F

NEBRASKA AVE
DR-56.40/CD-292.00

FEARING ST

DR-57.70=CD-289.49

CURVATURE

#2

1.5R 1.5L 2.0L 4.0L 1.5R

ALIGNMENT

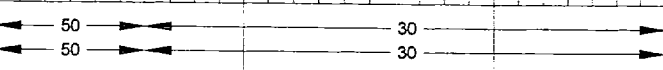
#2

1.00 1.00 1.00 1.50 1.00

ELEVATION

#1

1.00 1.00 1.00 1.50 1.00

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

0.00

-0.01

-0.23

09/27/2005

099

505222

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN

HK20

HK21

HK22

HK23

HK24

HK25

5336'

5226'

5284'

5279'

5281'

MAINTENANCE

T&S-10/01

RAIL

76NW140S

76NW140S

TRAFFIC
DENSITY MGT

(CALGON)
HK22

ROCKWOOD

E
N → S
W

TRACK
LAYOUT

BEGIN SHARED ASSETS

021.40-1BSB-20'

021.90-1BSB-20'

022.75-3DGB-177'

LINE SEGMENT

3812

511755F
WOODRUFF

SMITH CREEK

SILVER CREEK

857569P
N HURON RIVER DR

511753S
HURON RIVER
S HURON RIVER DR

512103P
READY RD

PRIVATE

511751D
PRIVATE

511750W
DIXIE HWY

511749C
SIGLER RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.02

+0.19

09/27/2005

100

505222

DETROIT LINE

GIBALTAR-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)

TEST
MILETEST
MILE

027.60-1DGB-61'

TRACK
LAYOUT

LINE SEGMENT

3812

511746G
511747NLABOR RD
ARMSTRONG RD

511743L

NEWPORT RD

867559C

SWAN CREEK
SWAN CREEK RD511742E
511741XS NEWPORT RD
POST RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.03

+0.04

0.00

09/27/2005

101

505222

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

030.77-1TGO-72(77)

032.70-1BSO-35'

033.04

FORD LEAD

034.80-1CBB-10'

035.00-3TTB-482'

LINE SEGMENT

3812

N STONEY CREEK RD
STONEY CREEK

NADEAU RD

MENTEL RD

FIX RD

HURD RD

SANDY CREEK

SANDY CREEK RD

I-75

WARNER YARDS

DIXIE HWY

MASON DRAIN

ELM ST

RAISIN RIVER

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

-0.01

-0.09

09/27/2005

505222

102

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN

HK35

5445'

HK36

5281'

HK37

5280'

HK38

5281'

HK39

5281'

HK40

MAINTENANCE

T&S-10/01

RAIL

76NW140S

76NW140S

TRAFFIC
DENSITY MGT

(MONROE)

(QUARRY)

CP DUNBAR

CP LASALLE
DR40



TRACK
LAYOUT

511731S
511730K
511729R

035 90-2BSB-64'

HK36.15=XV-0.0

511727C

037 85-1BSO-18'(74)

867531T

867530L

039 85-2DGB-84'

511724G

HK-40.00=DR-40.00

LINE SEGMENT

3812

FRONT ST
1ST ST
3RD ST

PLUM CREEK

LAPLAINCE

LAPLAINCE CREEK
ALBANY RD

MORTAR CREEK RD

OTTER CREEK RD
OTTER CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.09

+0.19

-0.15

+0.06

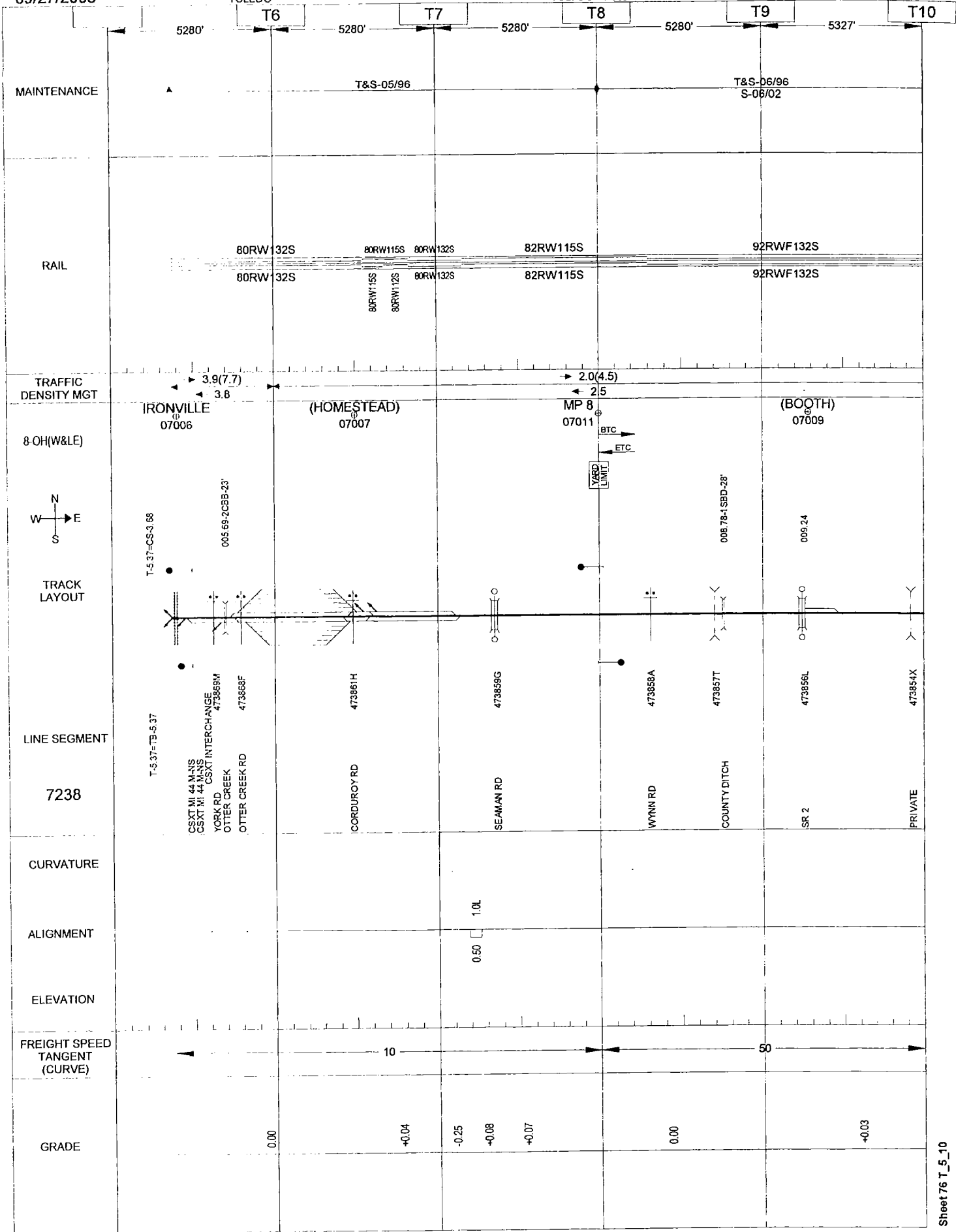
-0.09

09/27/2005

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



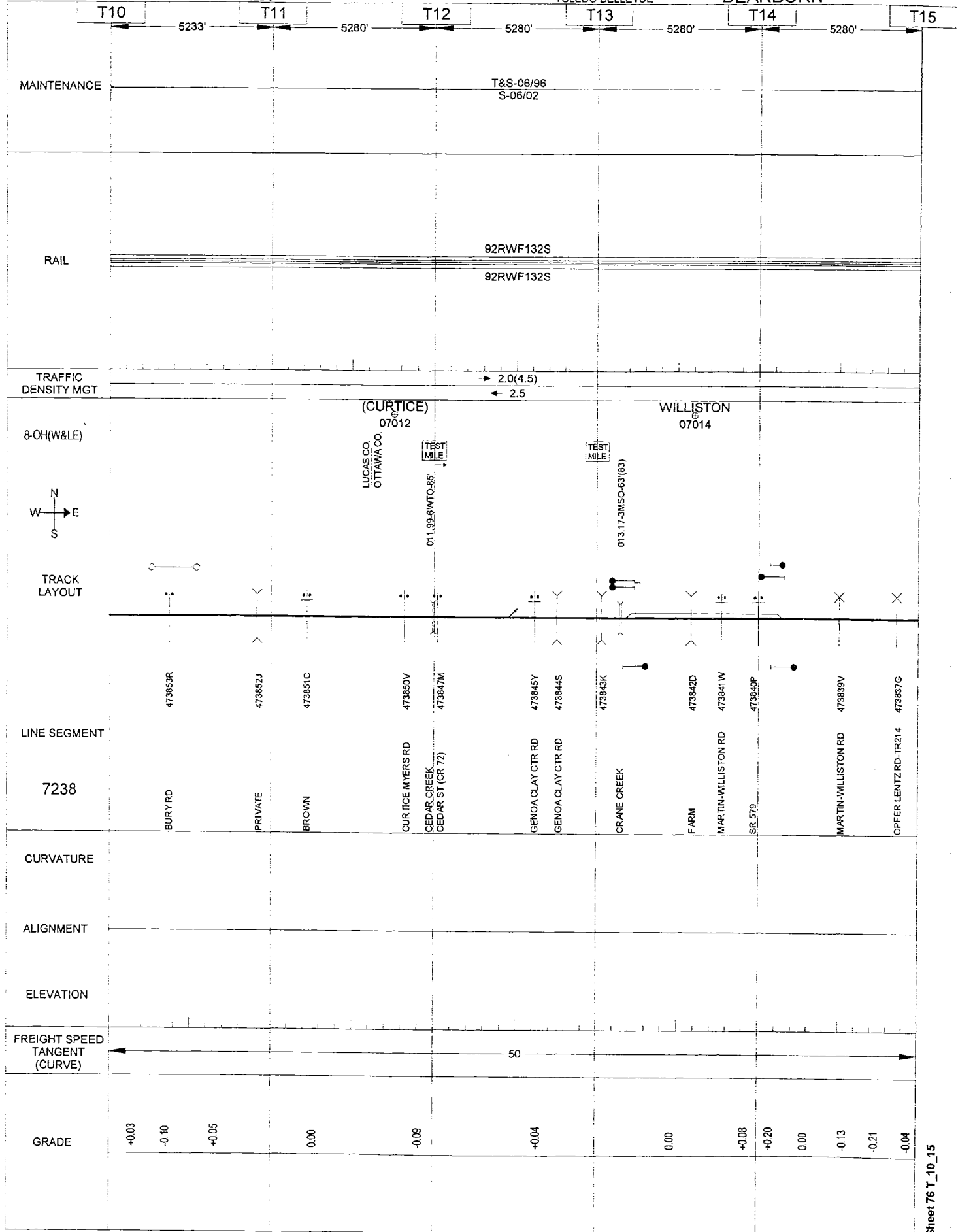
09/27/2005

104

TOLEDO

TOLEDO-BELLEVUE

DEARBORN

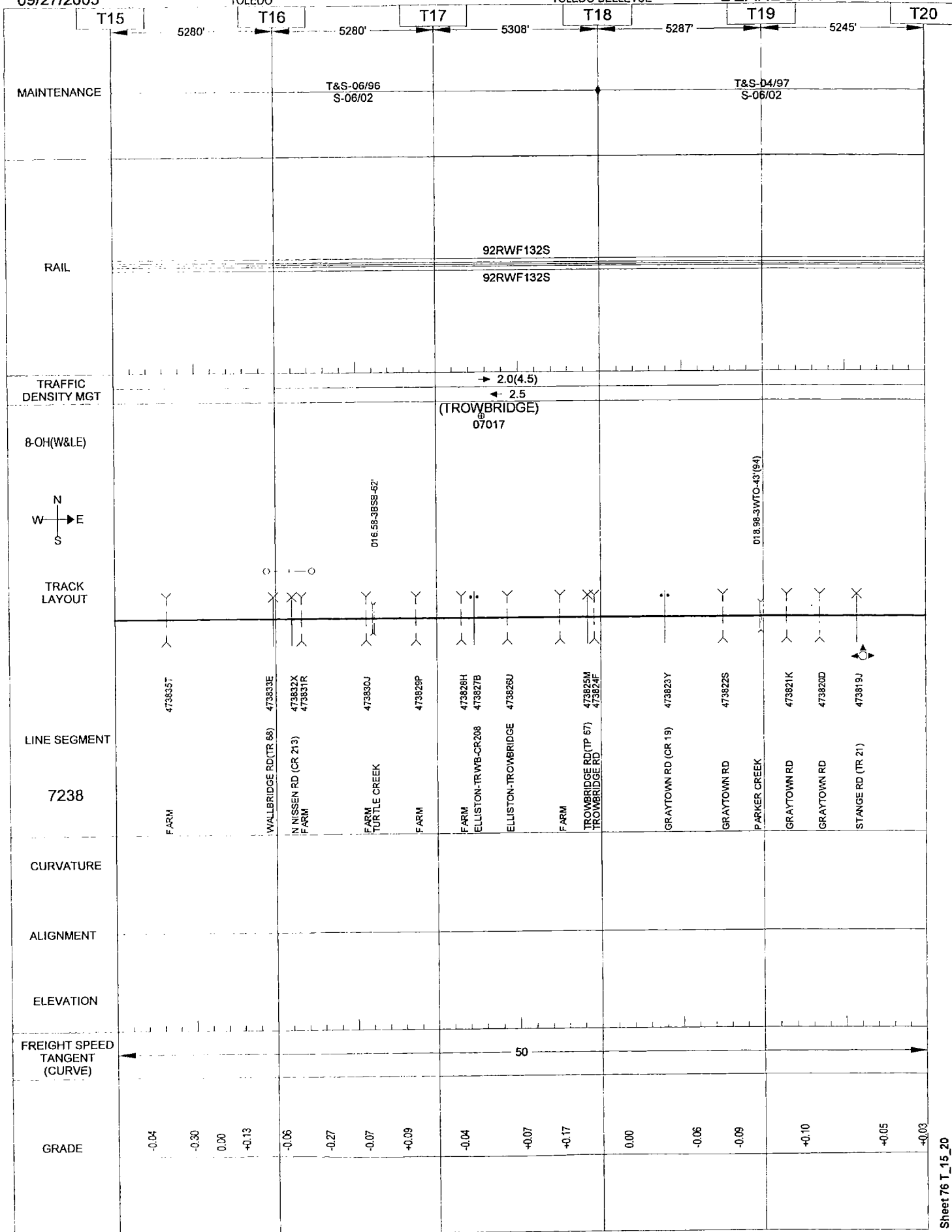


09/27/2005

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



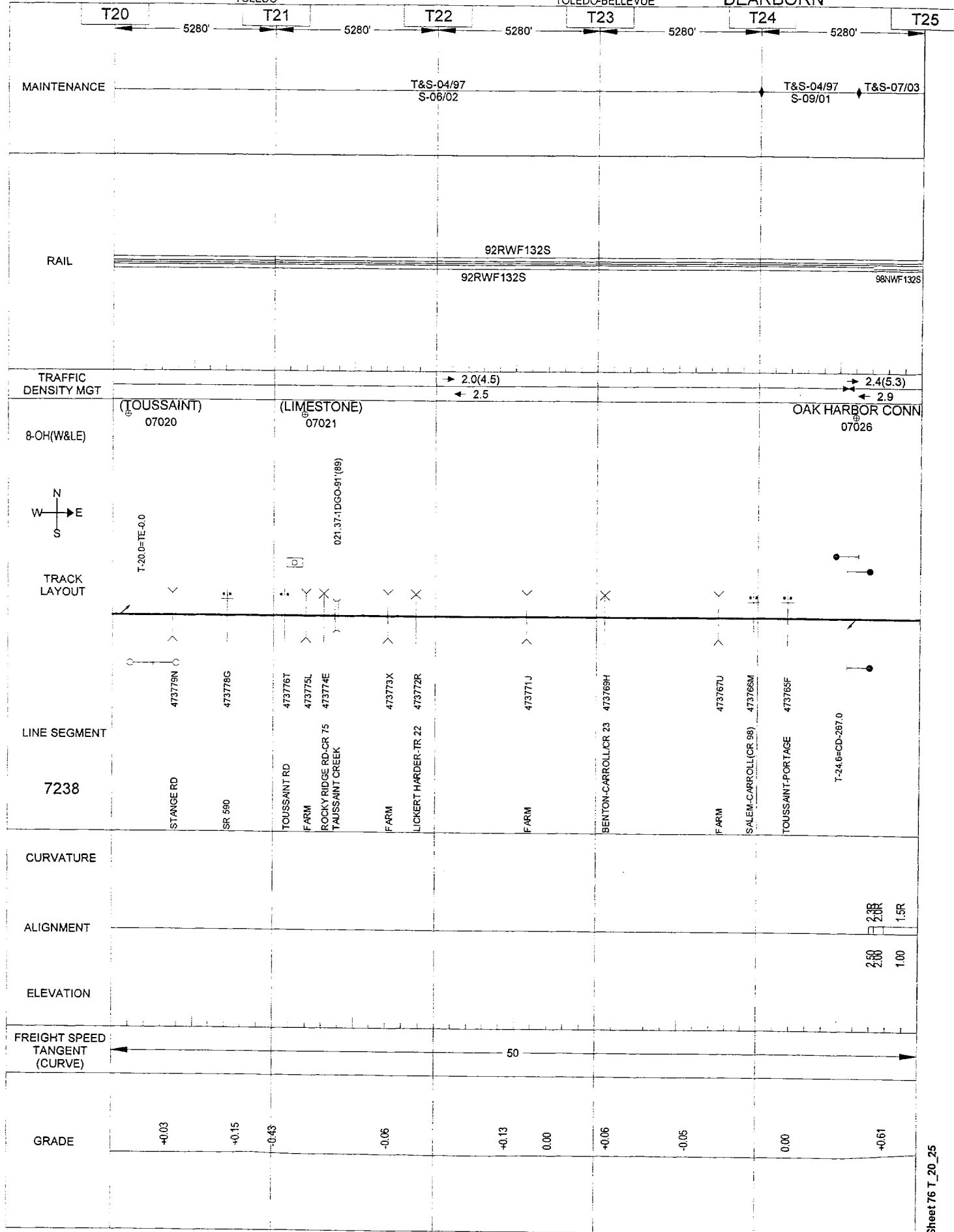
09/27/2005

106

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



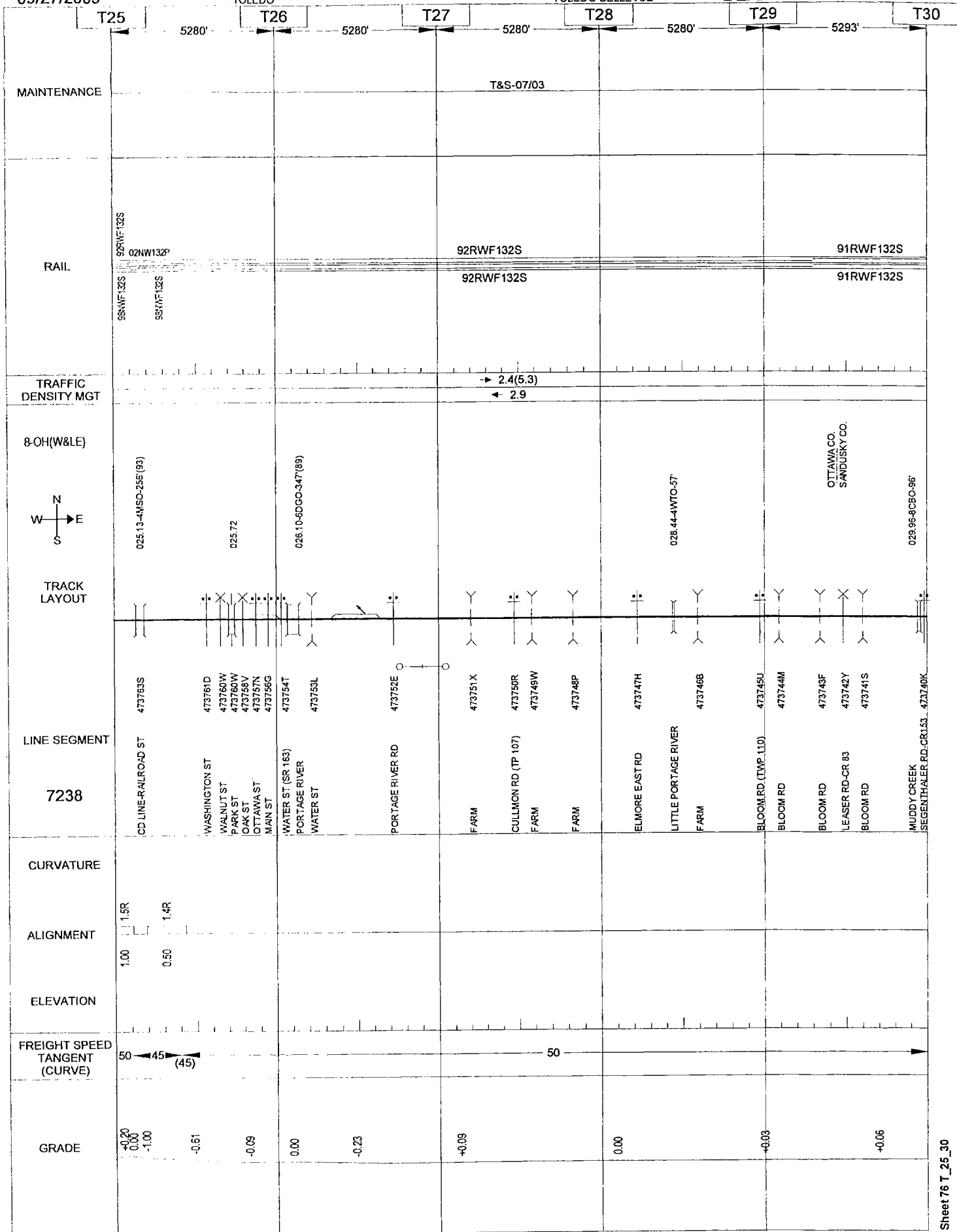
09/27/2005

107

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



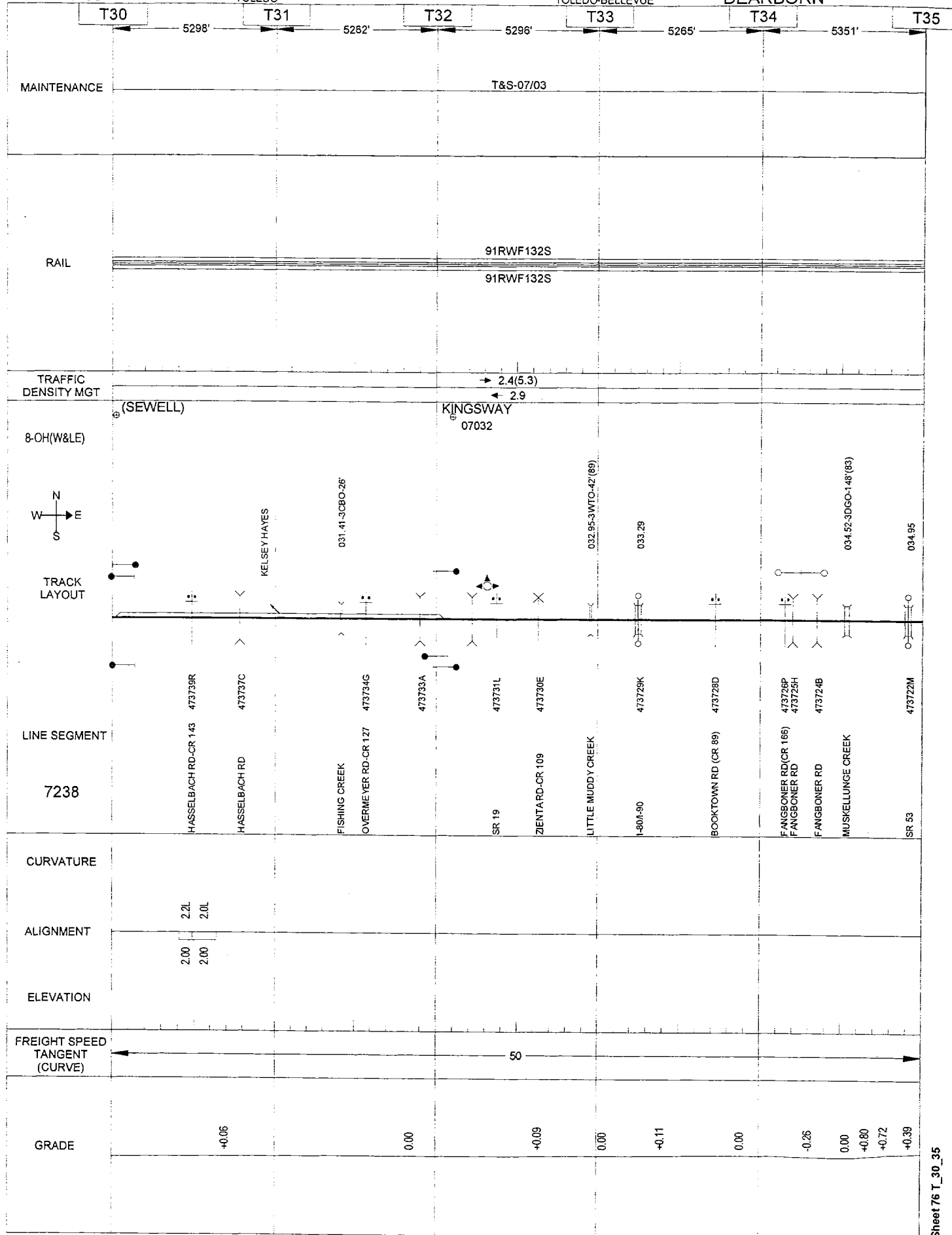
09/27/2005

108

TOLEDO

TOLEDO-BELLEVUE

DEARBORN

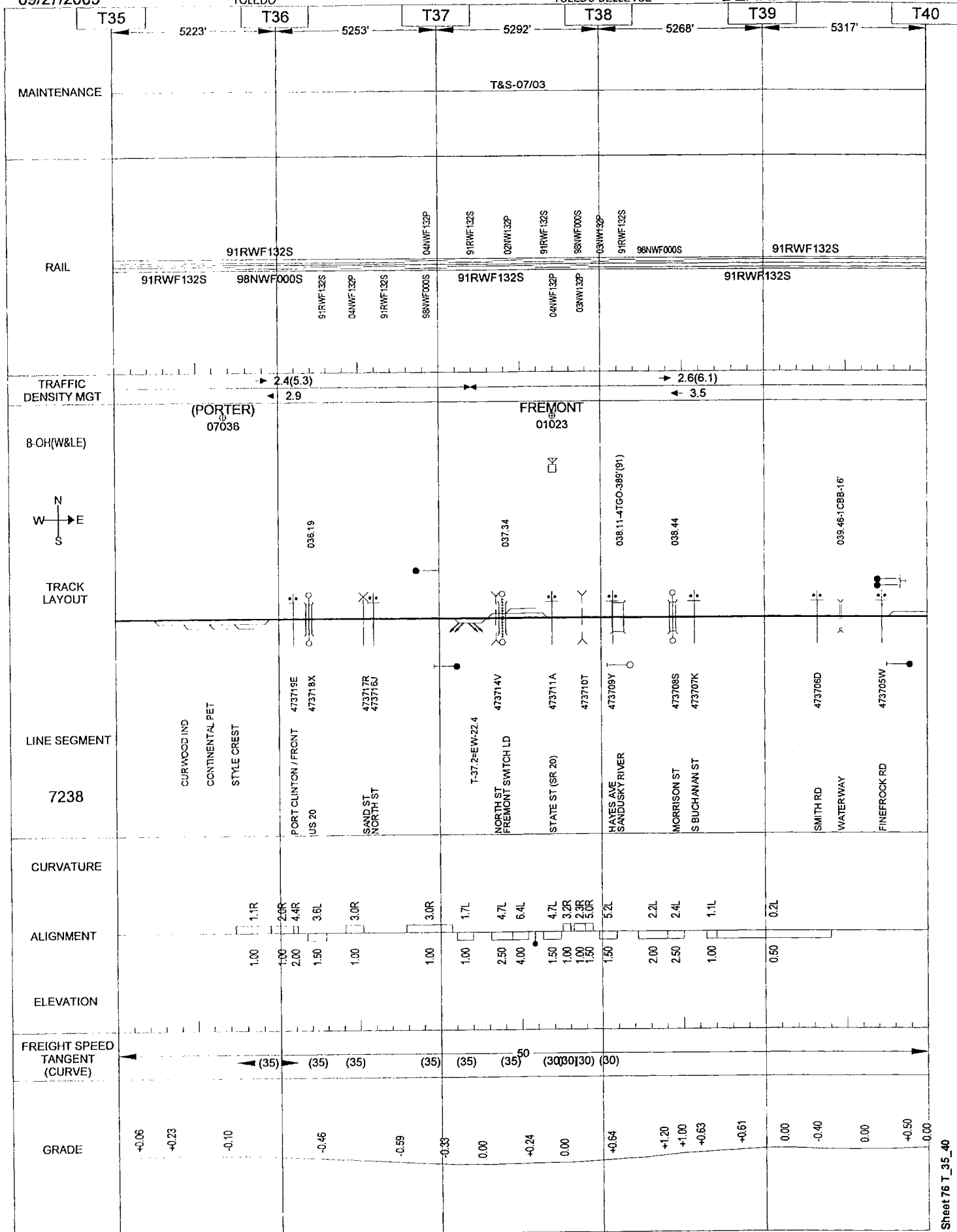


09/27/2005

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



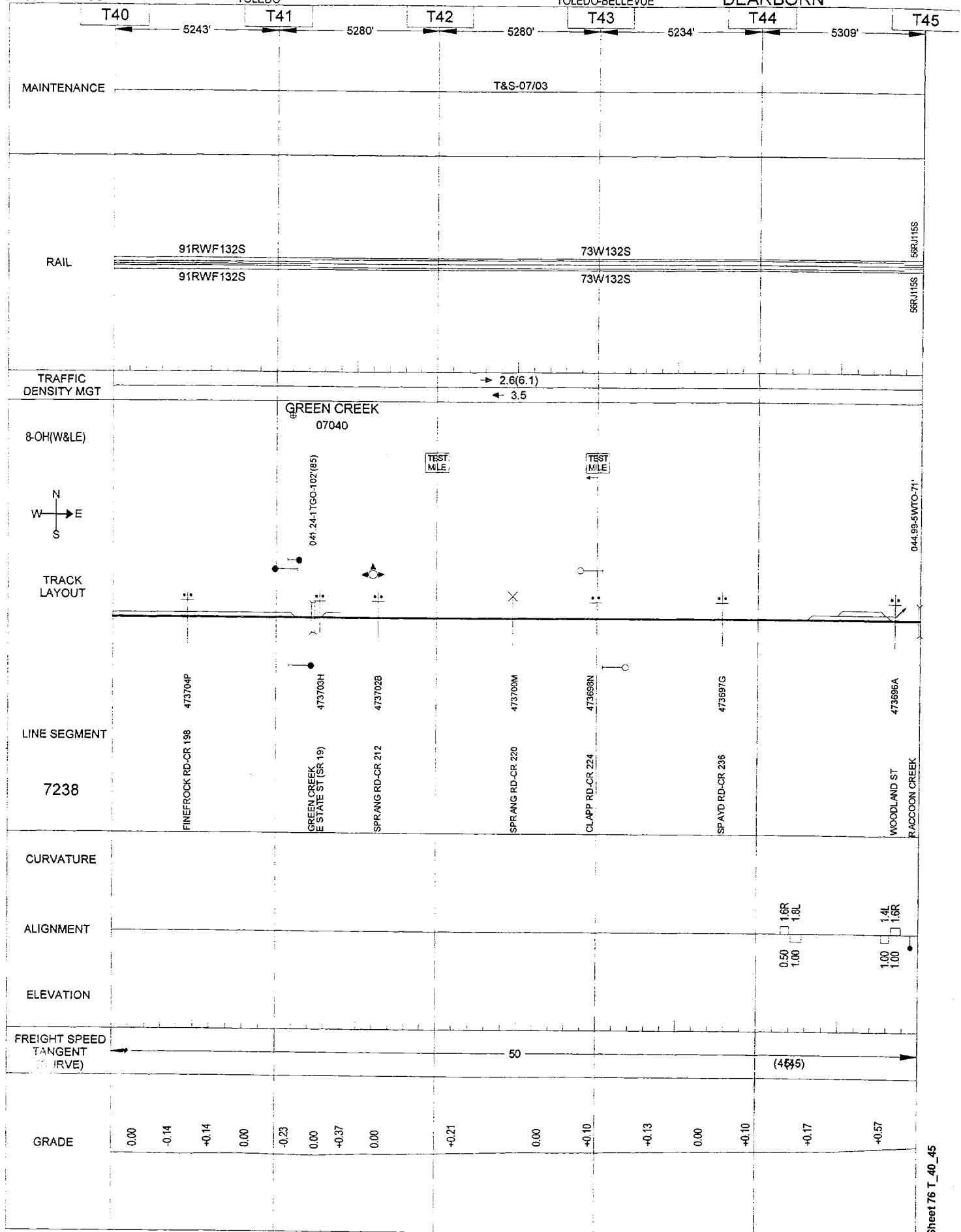
09/27/2005

110

TOLEDO

TOLEDO-BELLEVUE

DEARBORN

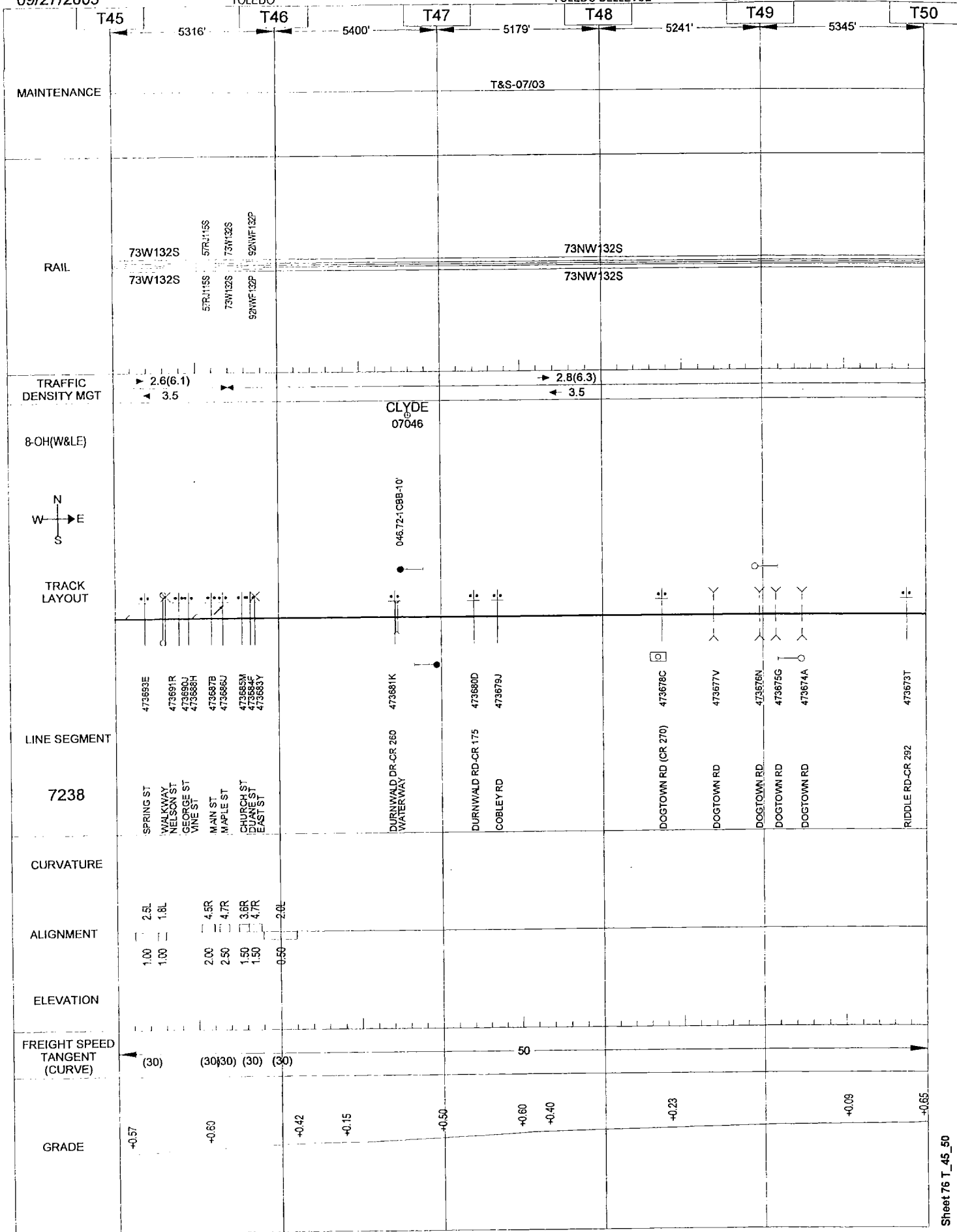


09/27/2005

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



09/27/2005

TOLEDO

112

TOLEDO-BELLEVUE

DEARBORN

T50

3652'

MAINTENANCE

T&S-07/03

RAIL

73NW132S

73NW132S

TRAFFIC
DENSITY MGT

→ 2.8(6.3)

← 3.5

KLINES
07051

8-OH(W&LE)



TRACK
LAYOUT

TO LAKE DIVISION

473672L

PORTLAND RD-CR 177

LINE SEGMENT

7238

CURVATURE

ALIGNMENT

1.00 | 0.8R

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.65

0.00

09/27/2005

505304

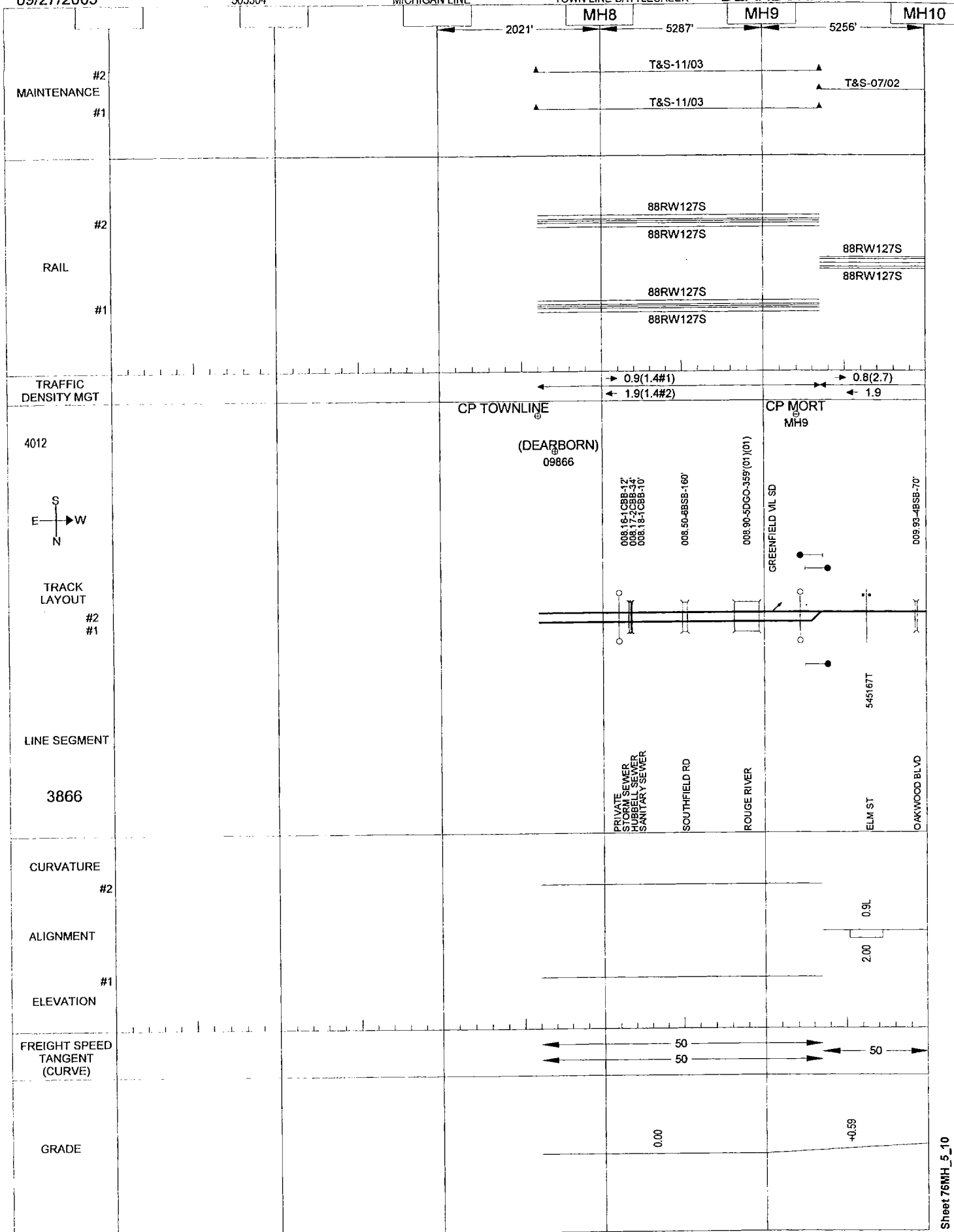
113

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH10



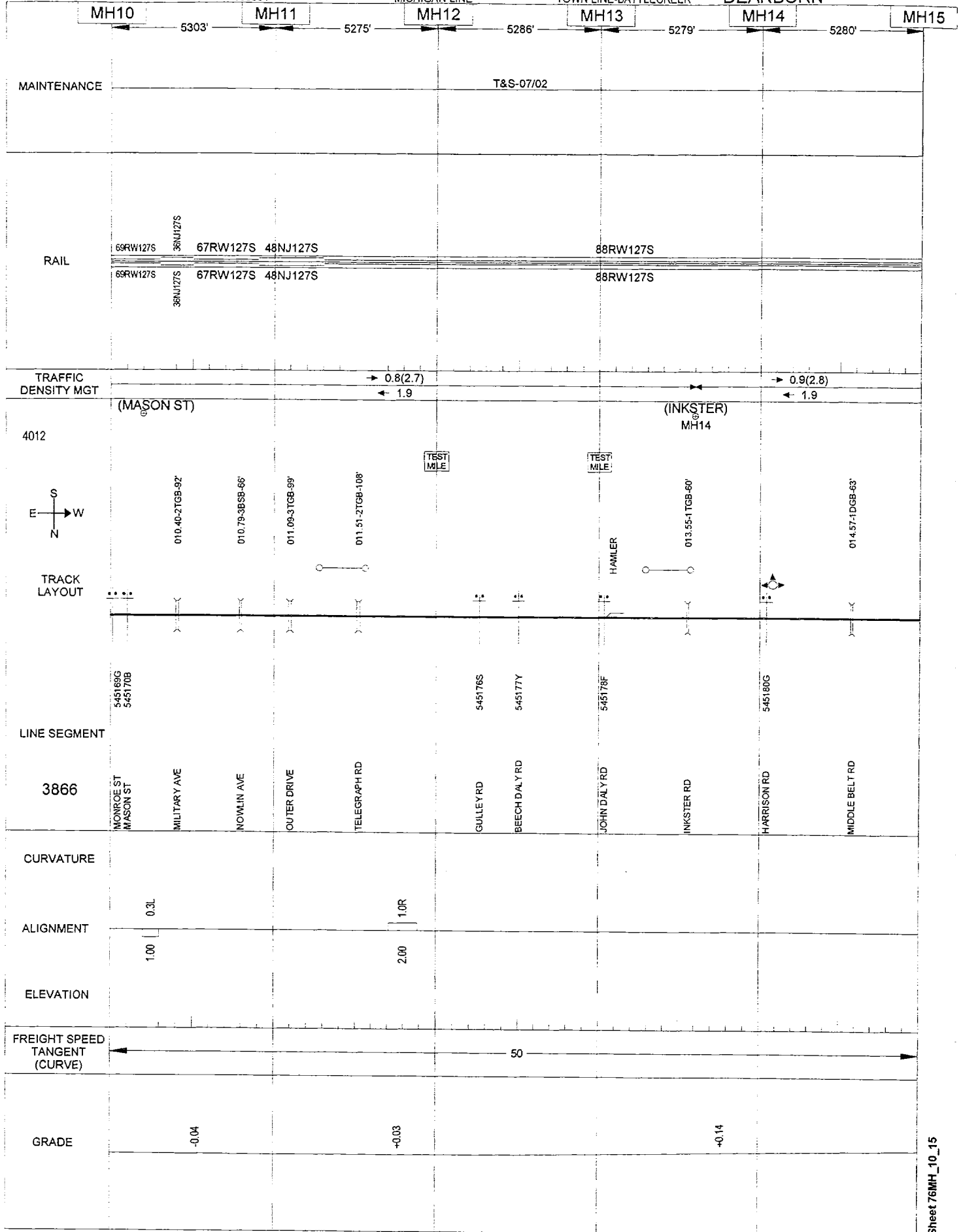
09/27/2005

114

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

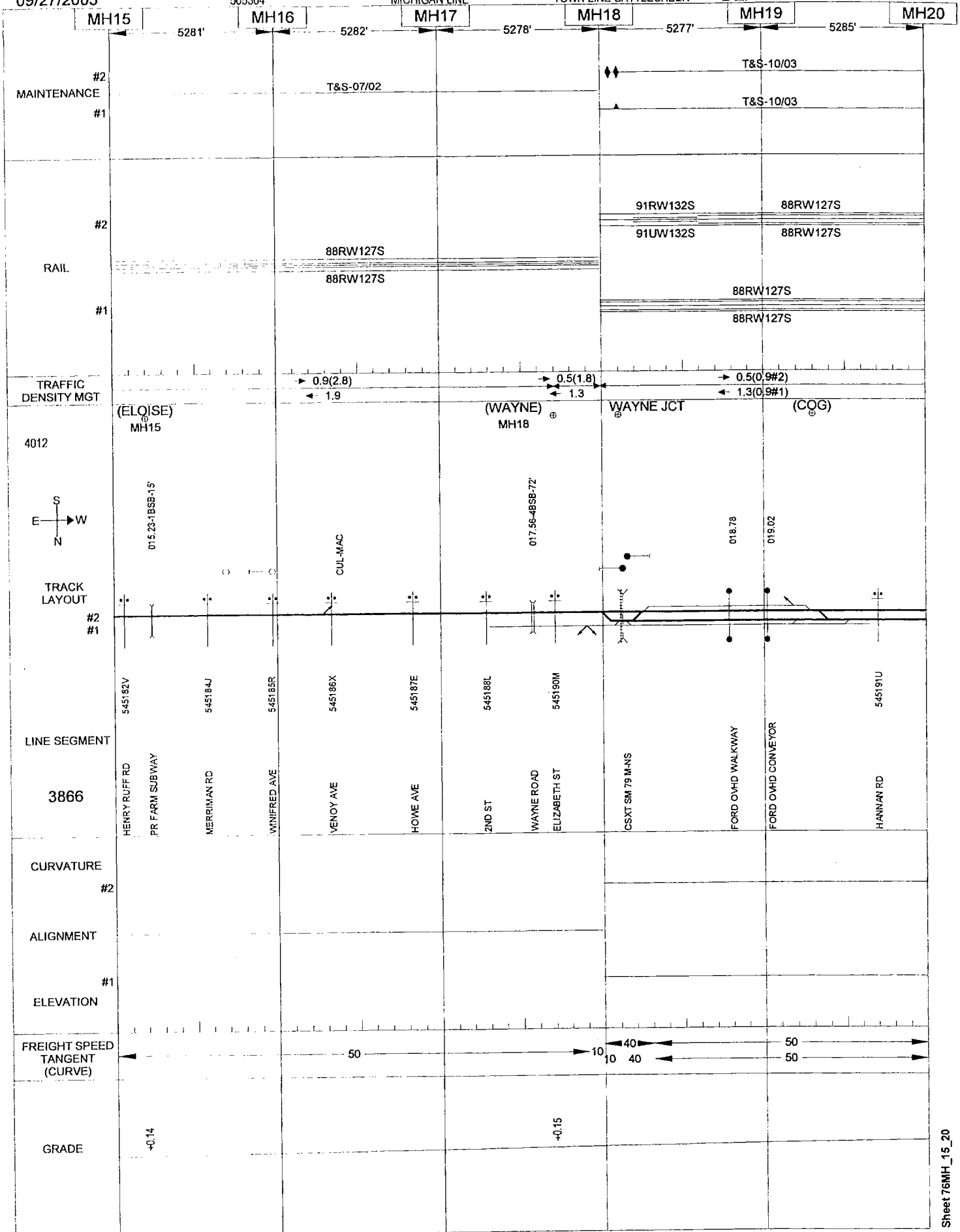
505304

115

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

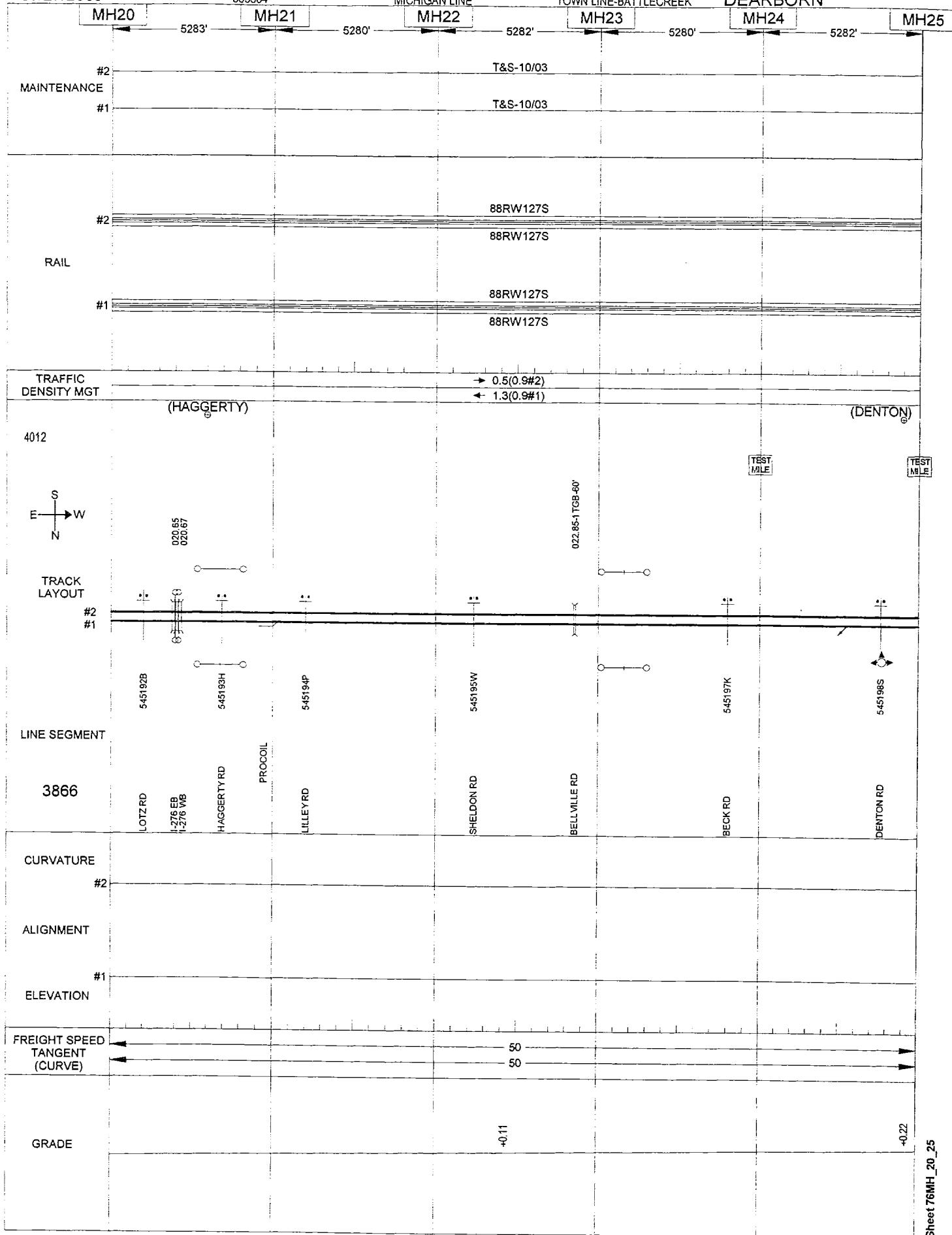
116

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

117

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH30

MH25

MH26

MH27

MH28

MH29

MH30

5281'

5281'

5280'

5279'

5282'

#2
MAINTENANCE
#1

T&S-10/03

T&S-10/03

T&S-07/02

RAIL

#2

88RW127S

88RW127S

86RW131S

86RW131S

#1

88RW127S

88RW127S

TRAFFIC
DENSITY MGT

► 0.5(0.9#1)
◄ 1.3(0.9#2)
(RAW)

► 0.4(0.8#1)
◄ 1.1(0.8#2)
(WILLOW RUN)

MH27

CP YPSI

(YPSILANTI)

MH29

(FOREST)

4012

S
E
N
W

025.73-40GB-268°

G. M. SPUR

027.77

028.71

028.93

FORD SPUR

029.69-20GB-128°

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3866

US 12

FORD BLVD

MICHIGAN AVE

PROSPECT ST

GROVE ST

PARK ST

RIVER ST

CROSS ST

HURON RIVER

FORREST AVE

CURVATURE

#2

0.9L

1.00

0.7R

1.2R

1.1R

3.0R

2.7R

1.0R

1.9L

4.00

1.7L

ALIGNMENT

#1

ELEVATION

1.00

1.00

2.50

2.50

4.00

3.00

1.00

4.00

4.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

50

GRADE

+0.22

+0.15

0.00

-0.32

-0.29

09/27/2005

118

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH30

MH31

MH32

MH33

MH34

MH35

5281'

5280'

5282'

5280'

5283'

MAINTENANCE

T&S-07/02

RAIL

86RW131S

86RW133S

86RW140S

86RW131S

86RW133S

86RW140S

TRAFFIC
DENSITY MGT

→ 0.4(1.5)

← 1.1

(GEDDES)

4012

S
E → W
N

030.94-3DGB-155'

031.71-2DGB-171'

032.46-2DGB-122'

032.76-1M/AB-20'

033.14-2DGB-116'

033.25-PC-C-125'

033.52
033.54

034.80

TRACK
LAYOUT

LINE SEGMENT

3866

545208C

545211D

LEFORGE ST

HURON RIVER

SUPERIOR ST

HURON RIVER

HURON RIVER

DIXBOROUGH CREEK

HURON RIVER

DIXBORO RD

US 23
US 23

HURON PKWY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.7L

2.6R

0.5R

1.1R

2.5L

2.6L

2.5L

0.5L

2.0R

1.9R

2.1R

2.5L

1.9R

4.00

4.00

1.50

1.50

4.00

4.00

4.00

1.00

3.50

3.50

4.00

4.00

2.50

50

35

50

+0.29

0.00

+0.37

-0.35

+0.07

09/27/2005

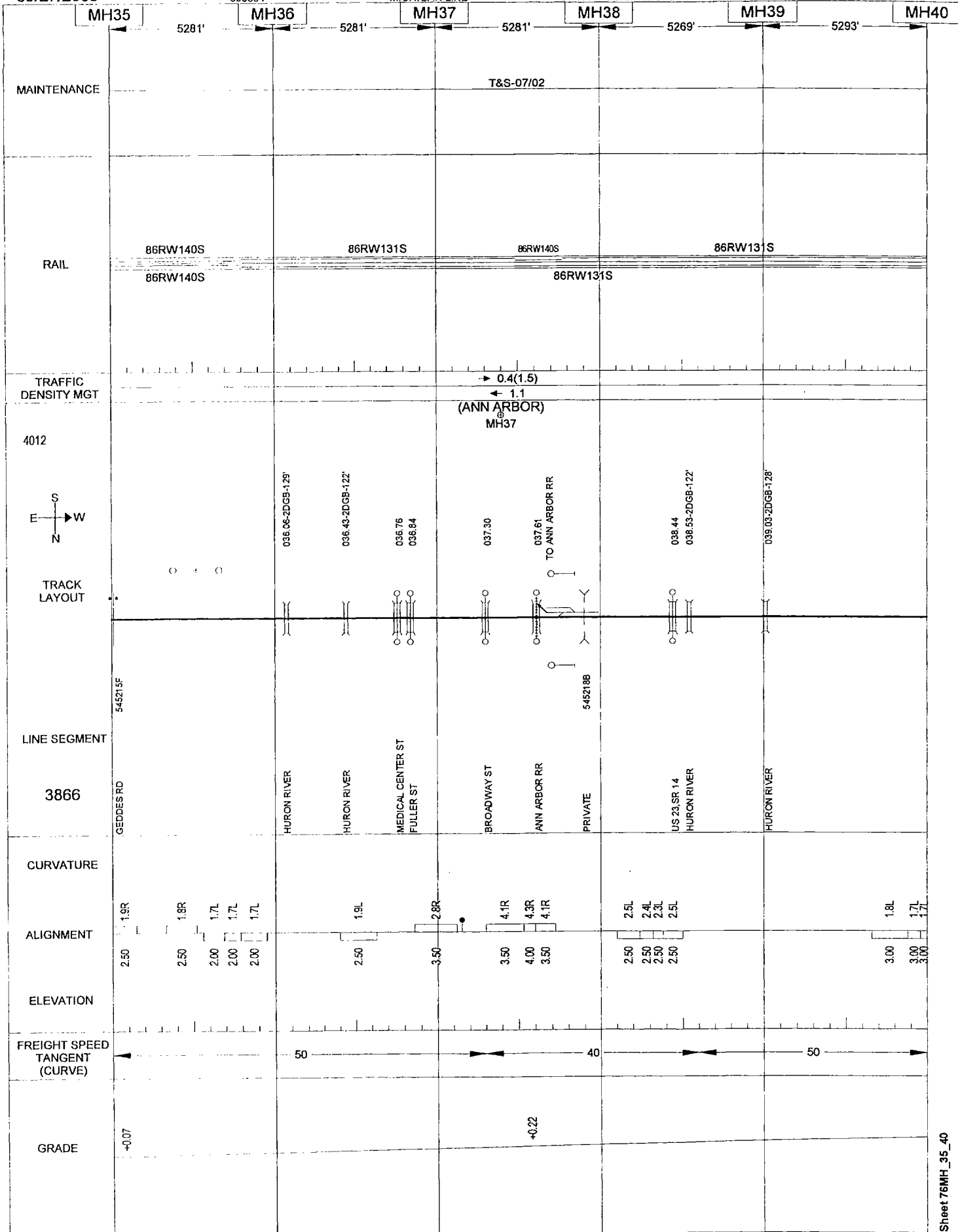
119

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

505304

120

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH40

MH41

MH42

MH43

MH44

MH45

5280'

5281'

5007'

5555'

5282'

MAINTENANCE

T&S-07/02

RAIL

86RW131S

86RW133S

86RW131S

86RW133S

TRAFFIC
DENSITY MGT→ 0.4(1.5)
← 1.1

(DELHI)

4012



0+0.75-2DGB-164'

0+1.16-2DGB-122'

0+1.89-2DGB-118'

0+2.31-2DGB-102'

0+3.07-2DGB-164'

0+4.81-2DGB-122'

TRACK
LAYOUT

LINE SEGMENT

3866

MAPLE RD

HURON RIVER

PRIVATE

HURON RIVER

HURON RIVER DR

HURON RIVER

PRIVATE

HURON RIVER

DELHI RD

HURON RIVER

SCIO (ZEEB RD)

HURON RIVER

CURVATURE

ALIGNMENT

1.7L

0.6L

0.8L

0.7L

1.1R

2.0R

2.2R

2.0R

1.9R

1.7L

1.8L

1.7L

1.7L

3.00

1.00

1.00

1.00

1.00

4.00

4.00

4.00

3.00

2.50

3.00

3.00

3.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00

+0.39

+0.24

+0.43

-0.10

09/27/2005

505304

121

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH45

MH46

MH47

MH48

MH49

MH50

5280'

5279'

5281'

5278'

5284'

MAINTENANCE

T&S-08/02

RAIL

86RW133S

86RW131S

86RW133S

86RW131S

TRAFFIC
DENSITY MGT

→ 0.4(1.5)

← 1.1

(DEXTER)
MH47

4012

S
E → W
NTRACK
LAYOUT047.07-1MAB-46'
047.19-1MAB-20'

LINE SEGMENT

3866

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

2.50
1.7R2.50
1.7R3.00
1.8L3.00
1.8L3.00
1.8L3.00
1.8R3.00
1.8R3.00
1.8L3.50
2.0L3.00
1.8L3.00
1.7L3.00
1.8L2.50
2.0R2.50
2.0R1.00
0.9R3.00
2.7L3.00
2.5L1.50
0.8R

-0.10

+0.29

-0.46

+0.34

0.00

+0.07

0.00

09/27/2005

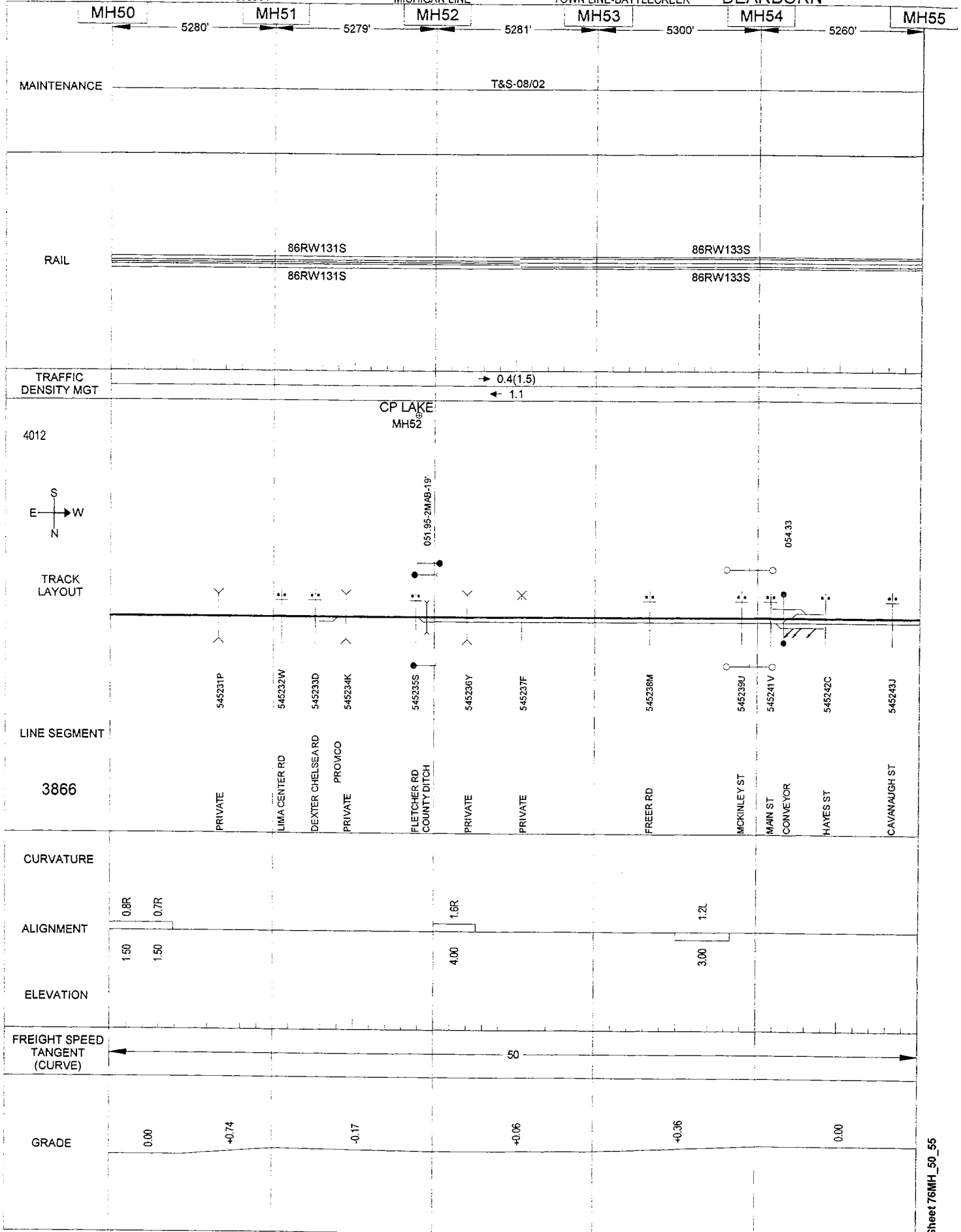
122

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

123

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH55

MH56

MH57

MH58

MH59

MH60

5153'

5405'

5284'

5271'

5292'

MAINTENANCE

T&S-08/02

RAIL

86RW133S

86RW131S

86RW133S

86RW131S

TRAFFIC
DENSITY MGT

→ 0.4(1.5)
← 1.1

CP CHELSEA
MH56

4012

S
E → W
N

055.35-1BSB-14'

057.86-1TGB-58'

058.03

TRACK
LAYOUT

LINE SEGMENT

3866

COUNTY DRAIN

545245X

545246E

545247L

545250U

545251B

545252H

545244R

GARVEY RD

PIERCE RD

PRIVATE

PRIVATE

I-94

I-94

FAHRNER RD

PRIVATE

HOPPE RD

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

1.0L

2.00

0.00

+1.16

0.5L

1.00

+0.46

0.6R

2.00

1.1R

3.00

1.0R

2.50

09/27/2005

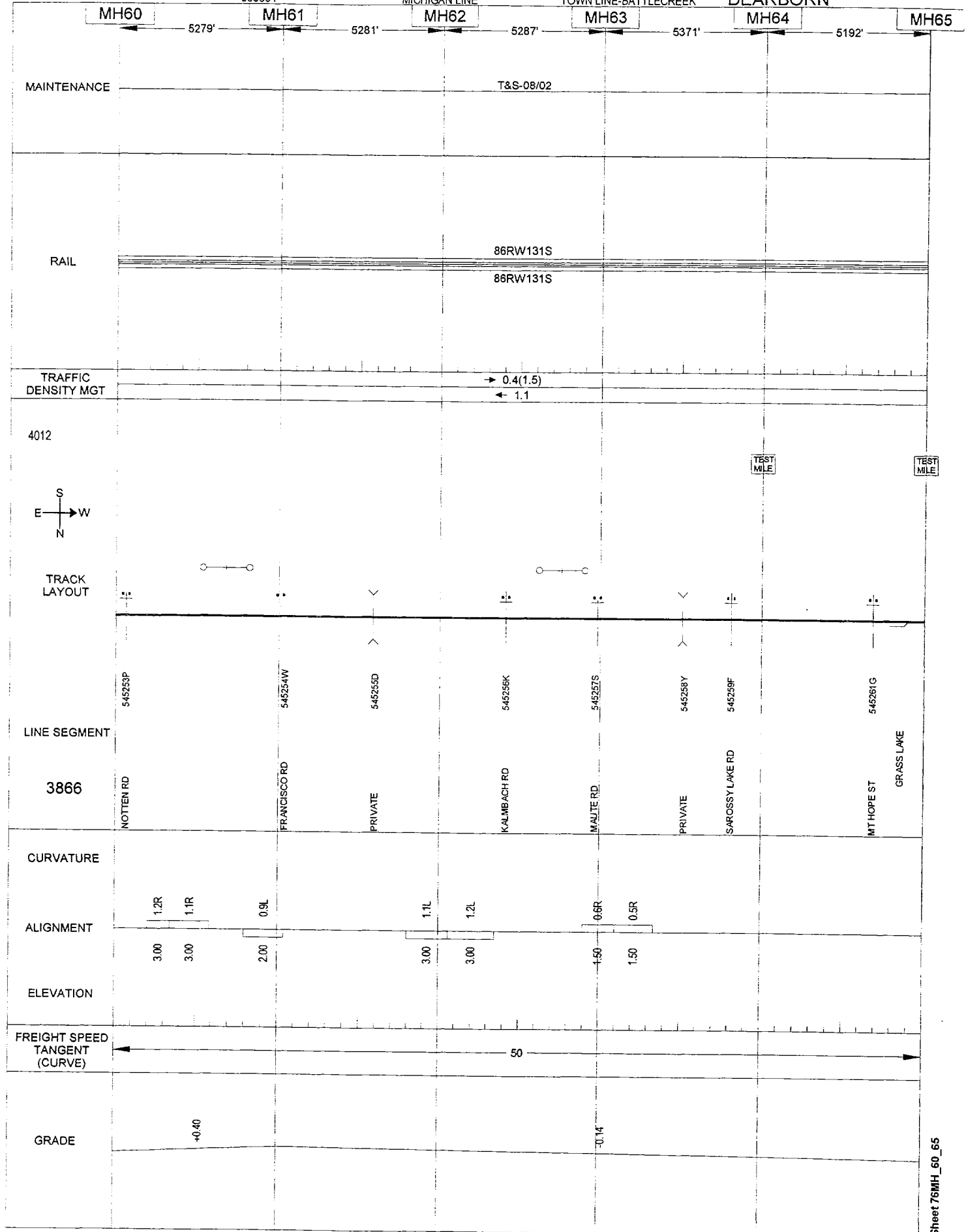
505304

124

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

125

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH65

MH66

MH67

MH68

MH69

MH70

5277'

5282'

5282'

5279'

5281'

MAINTENANCE

T&S-08/02

RAIL

86RW131S

86RW131S

TRAFFIC
DENSITY MGT

→ 0.4(1.5)

← 1.1

(GRASS LAKE)
MH65

(LEONI)

4012

TRACK
LAYOUT

LINE SEGMENT

3866

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

545263V

PRIVATE

545264C

WILLIS RD

545265J

CRAFT RD

545266R

PRIVATE

545269L

MICHIGAN AVE

545270F

MILL ST

545271M

MILL DRAIN

545272U

PORTAGE RD

PRIVATE

PRIVATE

1.2R

1.2R

0.7L

0.7L

0.8L

1.8R

1.7R

1.3L

1.3L

1.4L

1.3L

1.3L

1.3L

1.4L

1.3L

1.5R

1.4R

3.00

3.00

1.50

1.50

1.50

3.50

3.50

4.00

4.00

4.00

4.00

4.00

4.00

4.00

4.00

4.00

4.00

-0.14

0.00

-0.22

-0.38

0.00

-0.14

09/27/2005

505304

126

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH70

MH71

MH72

MH73

MH74

MH75

5283'

5283'

5580'

4981'

5249'

#2
MAINTENANCE
#1

T&S-08/02

T&S-09/02

T&S-10/03

#2

RAIL

#1

86RW131S

86RW140S

86RW131S

86RW140S

87RW140S

87RW131S

87RW140S

87RW131S

87RW133S

87RW140S

87RW133S

87RW131S

87RW133S

87RW131S

TRAFFIC
DENSITY MGT

→ 0.4(1.5)

← 1.1

→ 1.0(1.8#2)

← 2.5(1.8#1)

(BALLARD)

(MICHIGAN CTR)
MH71

CP E. JACKSON

(EAST YD)

4012

TRACK
LAYOUT

#2

#1

MH-74.75-JJ-97.40

LINE SEGMENT

3866

PRIVATE

PAGE AVE

6TH ST

5TH ST

FACTORY ST

FELTERS RD

FALAHÉE RD

US 127

US 127

JACKSON BELT LEAD

S ELM AVE

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.14

-0.53

-0.05

+0.18

0.00

-0.53

09/27/2005

128

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH80

MH81

MH82

MH83

MH84

MH85

5283'

5282'

5281'

5272'

5291'

MAINTENANCE

T&S-09/03

RAIL

87RW140S

87RW132S

87RW140S

87RW132S

87RW132S

TRAFFIC
DENSITY MGT→ 1.6(4.8)
← 3.2

(SANDSTONE)

4012



080.96-1BSB-29'

082.55-1BSB-14'

TEST
MILETEST
MILETRACK
LAYOUT

LINE SEGMENT

3869

545299D

545300V

545301C

545302J

545303R

545304X

545306L

545308A

545309G

545310B

545311H

PRIVATE

PRIVATE

GLASGOW RD

SANDSTONE CREEK

PRIVATE

PRIVATE

N SANDSTONE RD

PRIVATE

CATLE PASS

DEERING RD

PRIVATE

PRIVATE

HARRINGTON

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.35

+0.30

-0.36

+0.40

+0.12

09/27/2005

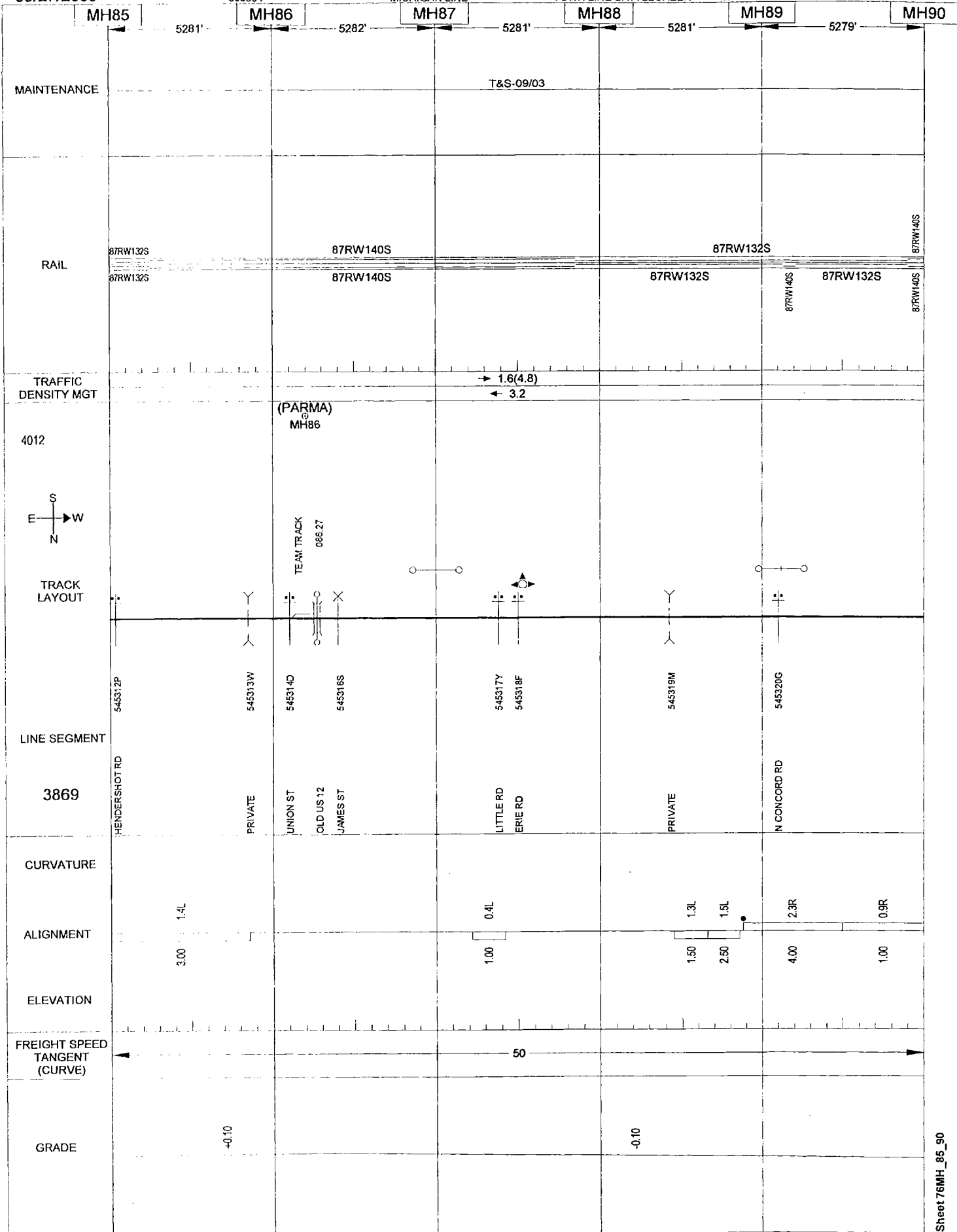
129

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

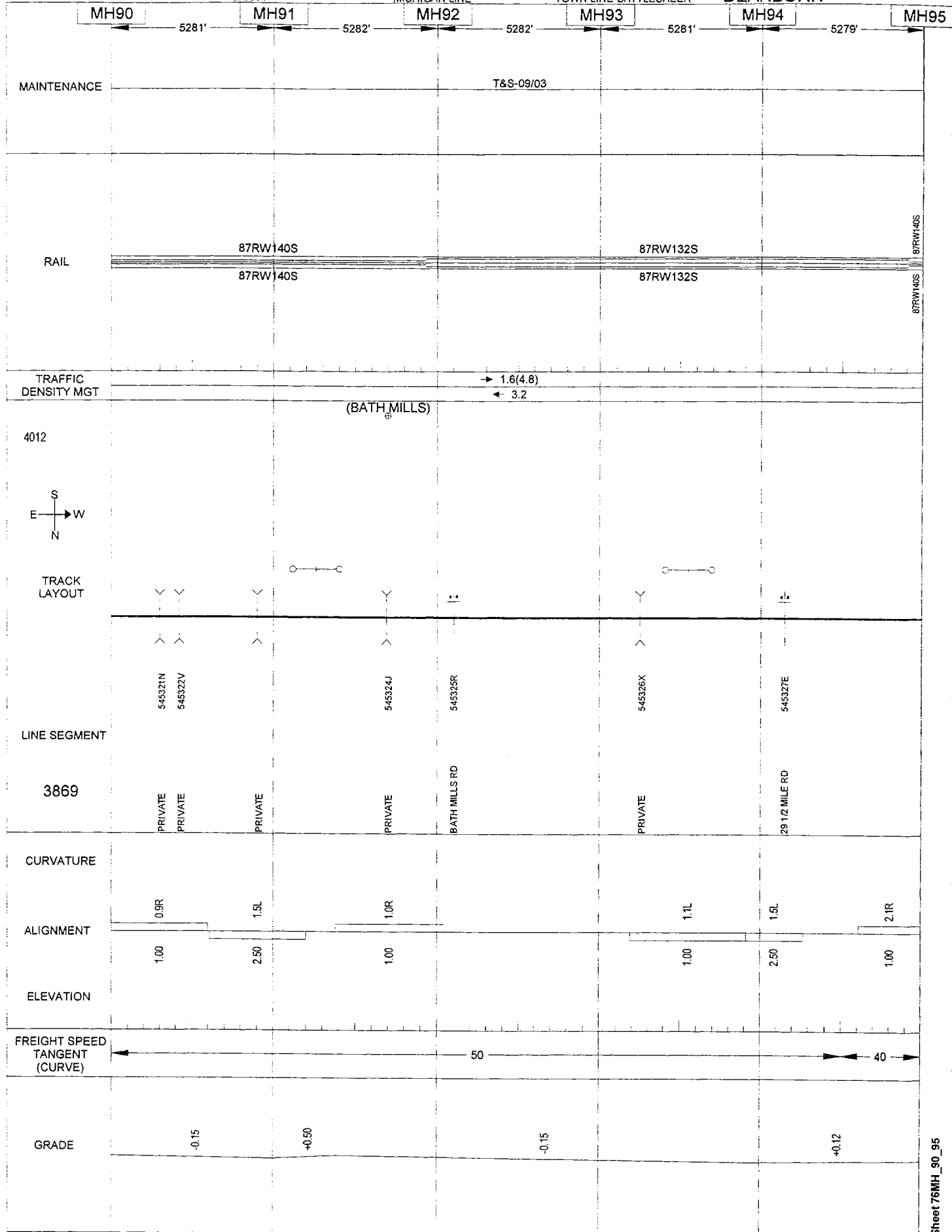
505304

130

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

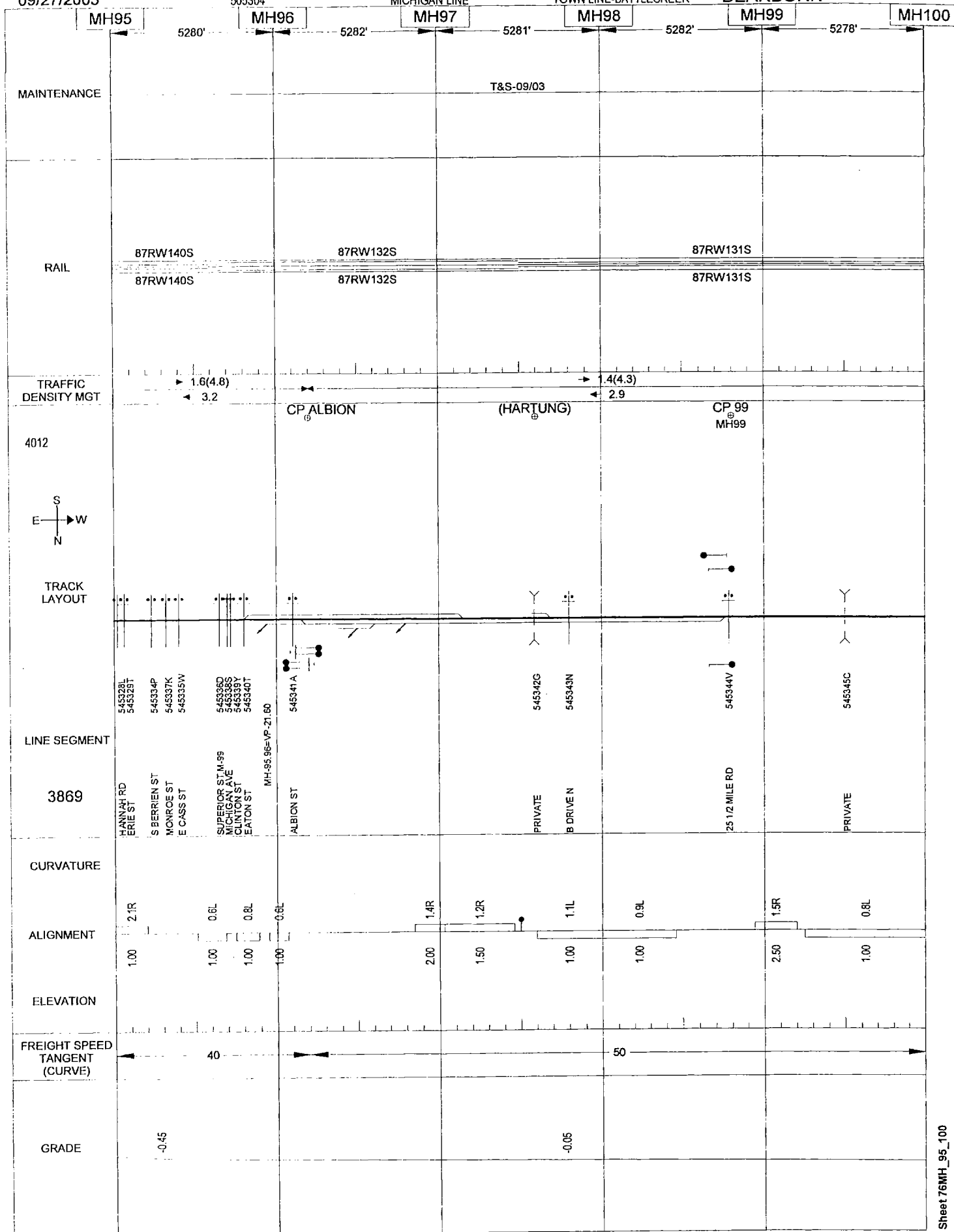
131

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

505304

132

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH100

MH101

MH102

MH103

MH104

MH105

5280'

5281'

5282'

5281'

5283'

MAINTENANCE

T&S-09/03

RAIL

87RW132S

87RW132S

87RW131S

87RW131S

TRAFFIC
DENSITY MGT

→ 1.4(4.3)

← 2.9

(MARENGO)

4012

TRACK
LAYOUT

LINE SEGMENT

3869

545346J

545347R

545350Y

545351F

545352M

545353U

545357W

545358D

PRIVATE

MAIN ST

B DRIVE N

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

CURVATURE

ALIGNMENT

0.8L

0.5L

1.7R

1.5R

1.0L

1.0R

1.00

1.00

4.00

2.50

1.50

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.21

-0.37

+0.30

-0.46

+0.20

-0.06

09/27/2005

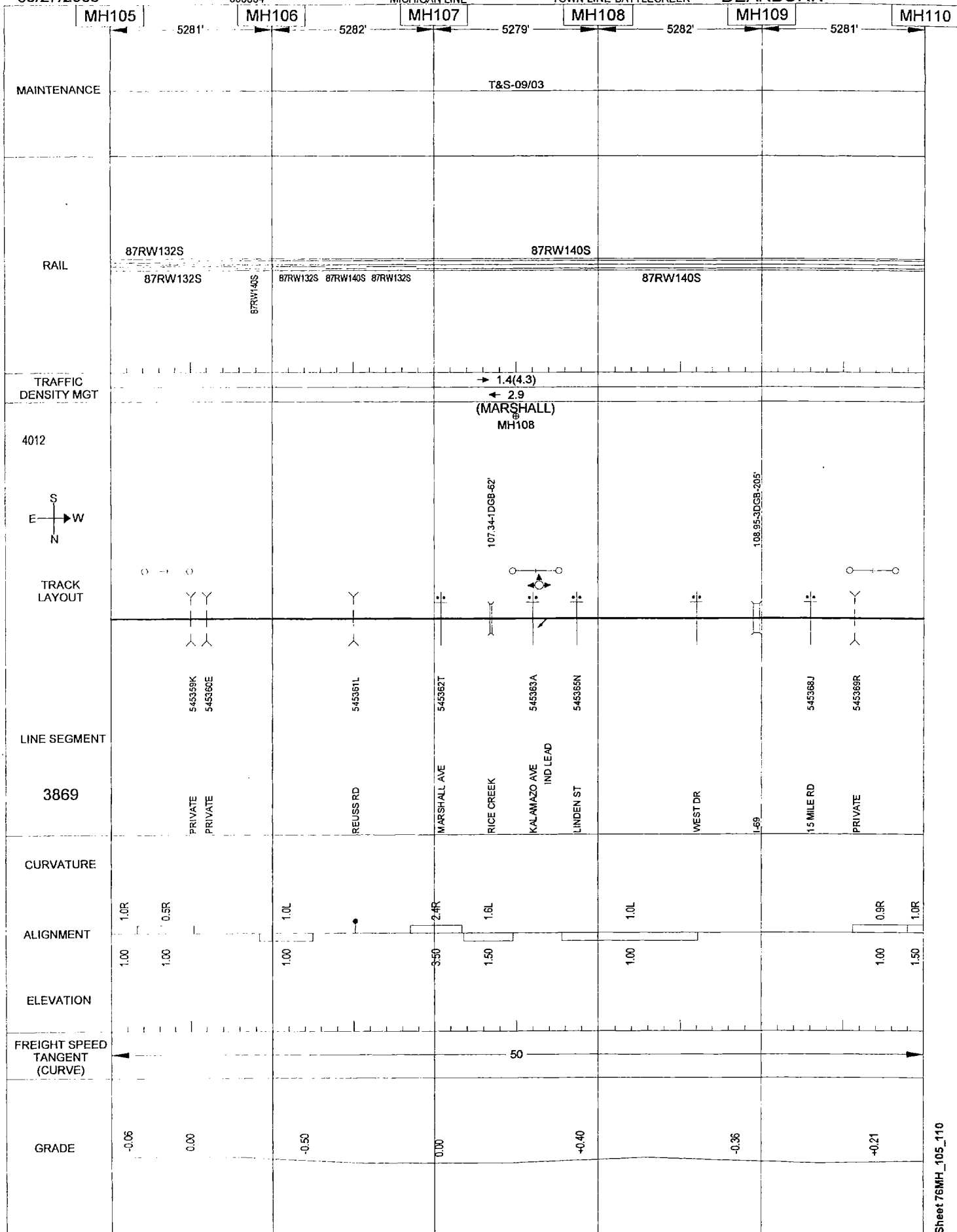
133

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

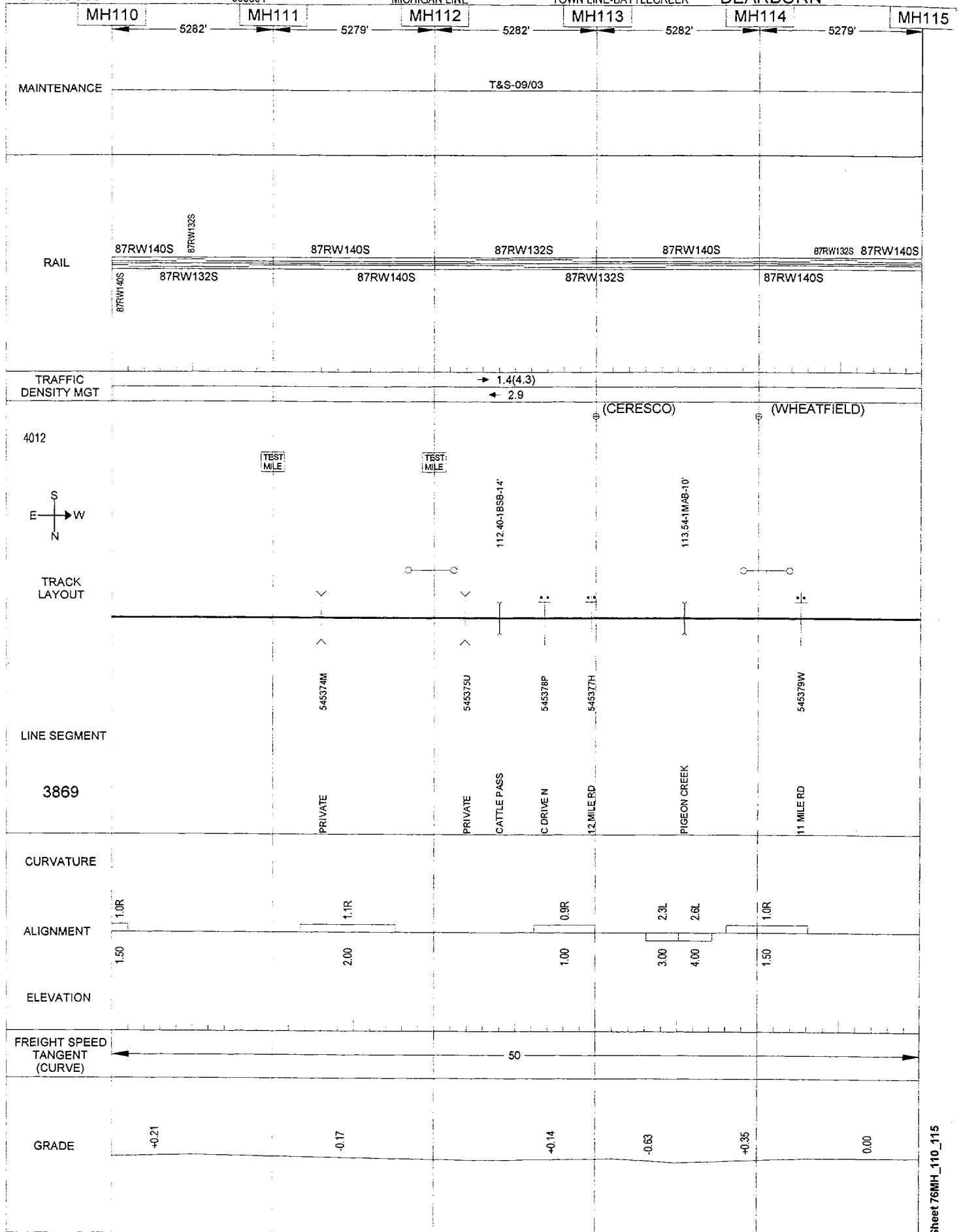
505304

134

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



09/27/2005

135

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH115

MH116

MH117

MH118

MH119

5283'

5281'

5280'

5289'

5272'

#2
MAINTENANCE
#1

T&S-09/03

T&S-08/03

T&S-08/03

RAIL

#2

#1

87RW140S

87RW131S

37NJ127S

53NJ127S

87RW140S

87RW131S

37NJ127S

53NJ127S

87RW140S

87RW132S 87RW140S

87RW132S 87RW140S

87RW127S

87RW127S

TRAFFIC
DENSITY MGT

1.4(4.3)

2.9

1.7(2.4#2)

3.1(2.4#1)

1.8(2.6#2)

3.5(2.6#1)

(LEVITTOWN)

CP LEVITT

MH116

(RAY)

(MIDWAY)

(HINMAN)

(BATTLE CREEK)

MH119

BARON

MH120

4012

S
E
N
W

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3869

MSI STAMPING

54538CR

545381X

545384T

545387N

545389C

545390W

PRIVATE
F DRIVE N

1-84

DIXONS HOLLOW

WATTLES RD

MICHIGAN AVE

RAYMOND ST

SPENCER ST

MICHIGAN AVE

GRENVILLE ST

TO GTW

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

40

40

20

20

GRADE

0.00

-0.25

0.00

-0.90

Sheet 76MH_115_120

09/27/2005

505304

136

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN

MH122

MH123

MH124

MH125

5280'

5241'

5323'

5278'

5284'

#2
MAINTENANCE
#1

T&S-10/02

T&S-10/02

T&S-09/02

#2
RAIL
#1

48N127S
00NW136S
53N127S
53N127S

87RW131S

87RW131S

87RW131S

87RW131S

87RW127S

87RW127S

TRAFFIC
DENSITY MGT

→ 1.9(2.8#1)
← 3.6(2.8#2)

→ 1.9(5.5)
← 3.6

4012

GORD
MH121

(RUMLEY)

(SPRINGFIELD)

CP CUSTER
MH124

(FORT CUSTER)

S
E → W
N

TRACK
LAYOUT

#2
#1

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

6.6R

1.00

5.8L

1.00

0.7L

1.00

1.0R

1.00

ALIGNMENT

ELEVATION
#1

6.6R

1.00

5.8L

1.00

0.7L

1.00

1.0R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

20

20

40

40

50

50

50

50

GRADE

0.00

+0.15

0.00

Sheet 76MH_120_125

09/27/2005

137

505304

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN

MH125

MH126

MH127

MH128

MH129

MH130

5279'

5281'

5281'

5282'

5314'

MAINTENANCE

T&S-10/02

RAIL

87RW131S

87RW131S

87RW132S

87RW132S

87RW140S

87RW140S

TRAFFIC
DENSITY MGT

→ 1.9(5.5)
← 3.6

4012

(AUGUSTA)
MH130



TRACK
LAYOUT

LINE SEGMENT

3875

545408E

RIVER RD

545410F

CUSTER DR

545411M

PRIVATE

545412U

PRIVATE

545414H

PRIVATE

545415P

PRIVATE

545416W

PRIVATE

545417D

PRIVATE

129.39-1858-19'

EAGLE CREEK

545418K

CUSTER ST

129.82-2768-160'

KALAMAZOO RIVER

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.0L

0.5L

1.5R

1.3R

1.2L

1.0L

1.5R

2.3L

2.3L

0.2L

0.2L

0.2L

1.8R

2.0R

2.0L

1.00

1.00

2.00

2.00

1.50

1.50

2.00

4.00

4.00

1.00

1.00

1.00

3.00

3.00

3.00

50

-0.24

+0.11

0.00

09/27/2005

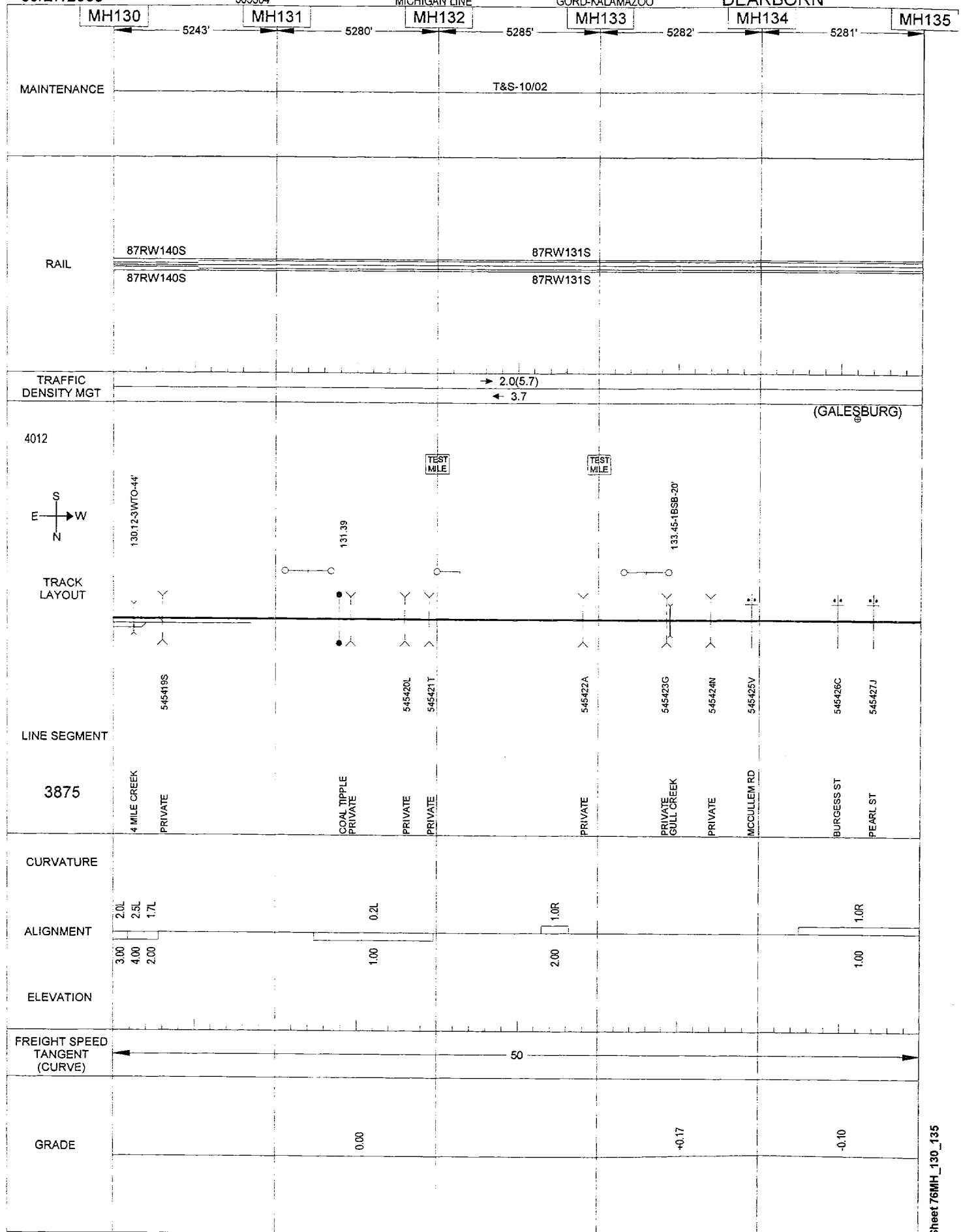
505304

138

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



09/27/2005

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

→ 2.0(5.7)

← 3.7

CP COMSTOCK
MH140

4012

S
E → W
N

TRACK
LAYOUT

#2
#1

545428R

545429X

545430S

545431Y

545432D

545440X

545448C

545449J

LINE SEGMENT

3875

GRANT ST

35TH ST (SHAFTER)

PRIVATE

33RD ST

30TH ST

N 28TH ST

DRY COURSE

COMSTOCK CREEK
26TH ST N

PRIVATE

CURVATURE

#2

1.0R

ALIGNMENT

1.00

ELEVATION

#1

0.5R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50
50

GRADE

-0.10

+0.40

-0.28

0.00

-0.25

09/27/2005

505304

140

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN

MH140

MH141

MH142

MH143

5281'

5293'

5270'

5280'

5259'

#2
MAINTENANCE
#1

T&S-10/02

T&S-10/02

RAIL

#2
87RW131S
87RW131S
#1
87RW140S
87RW131S
87RW131S

79RW140S
87RW131S
87RW133S
79RW140S
87RW131S
87RW133S

TRAFFIC
DENSITY MGT

→ 2.0(2.9#2)

← 3.7(2.9#1)

(THORN)

(BOTSFORD)

WEST BOTSFORD

BO (KALAMAZOO)

4012

S
E → W
N

TRACK
LAYOUT

#2

#1

140.60

142.61-3MSB-95'

142.82-4DGB-260'

MH-143.03=KY-0.31

LINE SEGMENT

3875

545450D

MICHIGAN AVE

SPRINKLE RD

545454F

545455M

545456J

545457B

US 12

KALAMAZOO RIVER

HARRISON ST

WALBRIDGE ST

PORTER ST

CK&S RR

PITCHER ST

NS SM 90

CURVATURE

#2

2.0L 0.5L 2.0L 2.1L 1.1R 1.2R 0.5R 1.7R 1.5R 1.4R 0.5R 0.3R 1.6L 1.5L 0.3L

ALIGNMENT

#1

1.50 1.50 1.50 1.50 1.50 1.50 2.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00

ELEVATION

#1

1.50 1.50 1.50 1.50 1.50 1.50 2.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00

FREIGHT SPEED
TANGENT
(CURVE)

(40)

50

50

30

30

25

25

GRADE

-0.25

-0.15

+0.08

+0.57

09/27/2005

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

79RW127S

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

→ 6.7(7.0#1)
← 7.2(7.0#2)

→ 6.7(13.9)
← 7.2

CP HIGHLAND
LK7

HAYS
LK9

2500

S
E → W
N

TRACK
LAYOUT

#2
#1

TO IHB RR
006 46-5B SO-120' (82)(82)

007 68

007 88-1 CBB-15'

009 26-1 CBB-15'

LINE SEGMENT

3938

545322Y

545881V

545883J

545114U

545884R

545985X

LITTLE CALUMET

GRAND AVE

HIGHWAY AVE
US 6

LINCOLN ST

CADY MRS DITCH

HART ST

45TH ST

CN SM 71 M-NS
CN SM 71 M-NS
SCHRV. DITCH

MAIN ST

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30
30

30

GRADE

0.00

+0.31

+0.29

+0.04

+0.41

09/27/2005

508431

142

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK10

LK11

LK12

LK13

LK14

LK15

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/97

RAIL

79NW132S

79NW132S

TRAFFIC
DENSITY MGT6.6(13.7)
7.16.6(13.7)
7.1HARTSDALE
LK10

(BRIDGE)

ST JOHN
LK15

2500

S
E
N
WTRACK
LAYOUT

LK-10.05-JH-12.37

010.61-2TGO-216'(87)

010.92-1CAB-18'
010.97-1TTO-206'(NA)011.95-1DGB-36'
011.96-1DGB-36'

LINE SEGMENT

3938
3941

HARTSDALE I.T.

ROAD
CROWN POINT I.T.US 30
US 30

77TH ST

85TH AVE

CSXT SM 37 MANS
93RD AVE

CURVATURE

ALIGNMENT

0.5L
1.00
0.5R
1.00
0.5L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

45

35

GRADE

+0.41

0.00

+0.35

+0.34

-0.24

09/27/2005

508431

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK15

LK16

LK17

LK18

LK19

LK20

5280'

5280'

5280'

5281'

5279'

MAINTENANCE

T&S-06/97

RAIL

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

► 6.6(13.7)
◄ 7.1

2500



TRACK
LAYOUT

016141CAB-10'

016421DGO-29'(81)

016731DGB-34'

017141CAB-10'

SASH & DOOR

LINE SEGMENT

3941

545891B

545892H

TEAM TRACK

THEILEN ST

JOUIET

WEST CREEK

WEST CREEK

SR 8

WEST CREEK

545894W

117TH AVE

545895D

129TH AVE

545896K

133RD AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

35

45

GRADE

-0.24

-0.16

-0.36

-0.06

1.00
0.5L

09/27/2005

144

508431

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK20

LK21

LK22

LK23

LK24

LK25

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/97

RAIL

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

→ 6.6(13.7)
← 7.1

2500

(COOK)
LK23



TRACK
LAYOUT



024.20-1CBB-10'

024.56-1CAB-10'

LINE SEGMENT

3941

545897S

545898Y

545899F

545900X

545901E

545902L

PRIVATE

141ST AVE (CR 132)

PRIVATE

PRIVATE

151ST AVE

157TH AVE

WEST CREEK

J BRUCE DITCH

173RD AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

1.0R
1.00

GRADE

-0.06

0.00

-0.06

-0.07

-0.24

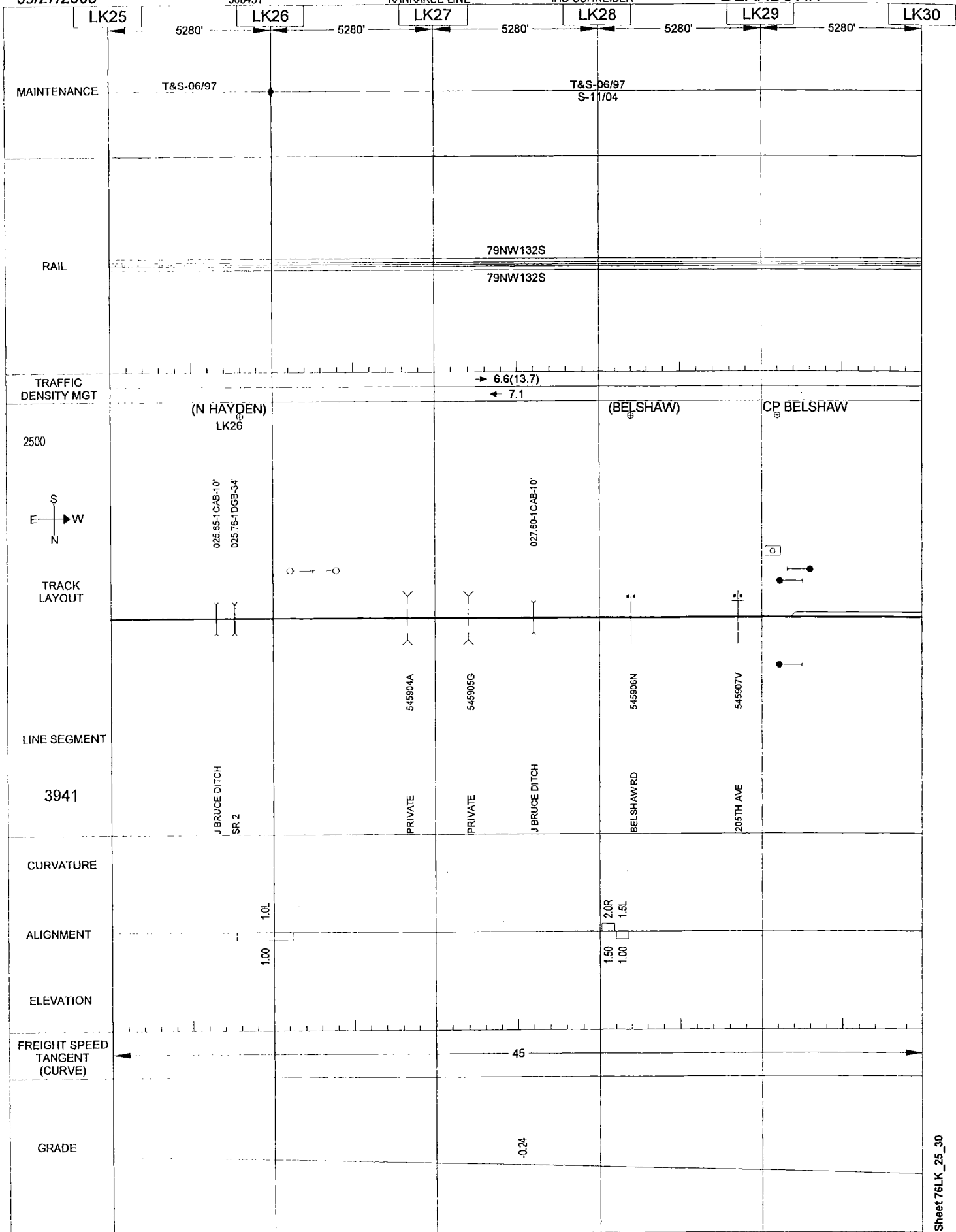
09/27/2005

145

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



09/27/2005

508431

146
DANVILLE I.T.

SCHNEIDER

DEARBORN

LK30

LK31

LK32

LK33

5500'

5280'

5280'

5280'

MAINTENANCE

T&S-06/97
S-11/04

T&S-06/97

T&S-06/81

RAIL

79NW132S

79NW132S

79RJ132S
79NW132S

59RJ127S

59RJ127S

TRAFFIC
DENSITY MGT

→ 6.6(13.7)
← 7.1

→ 0.0(0.0)
← 0.0

CP SCHNEIDER

2500



030.05-10GO-48'(NA)

031.20-1TGO-73'(85)

031.85-6BSO-192'(79)

LK-32.59=KS-78.50

LK-32.75KS-78.45

TRACK
LAYOUT

LINE SEGMENT

3941

BRUCE DITCH

545908C

545909J

SINGLETON DITCH

545910D

BROWN DITCH

LK-32.65=KS-78.61

NS RB 90

545911K

545914F

545915M

545916U

AUSTIN RD

221ST AVE

PRIVATE

PRIVATE

238TH AVE

PRIVATE

241ST AVE

CURVATURE

ALIGNMENT

1.00
1.0R

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

30

25

GRADE

-0.24

-0.02

0.00

09/27/2005

147

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS56

KS57

KS58

KS59

KS60

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-12/03

RAIL

82RW112S

82RW112S

82RW112S

74RW152S

74RW131S

82RW112S

82RW112S

82RW112S

74RW152S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

1.1(7.2)

6.1

1.1(7.1)

6.0

2470



TRACK
LAYOUT

LINE SEGMENT

3953

NIPSCO

WHEATFIELD
KS56

057.28-28SB-69'

058.50-1BSB-52'

MARION OWES 100E
534320B

WABLE DITCH
KN APP RD-SR 49
534321H

MAIN ST
534322P

DITCH

STUPPY RD - CR 200W
534323W

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

30

GRADE

-0.06

-0.09

+0.02

+0.09

09/27/2005

148

503123

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN

KS60

KS61

KS62

KS63

KS64

KS65

5280'

5280'

5280'

6015'

4545'

MAINTENANCE

T&S-12/03

T&S-06/90

RAIL

74RW131S

74RW127S

82RW140S

74RW127S

82RW133S

82RW112S

74RW131S

74RW127S

82RW140S

74RW127S

82RW133S

82RW112S

TRAFFIC
DENSITY MGT→ 1.1(7.1)
← 6.0

(STOUTSBURG)

(KERSEY)
KS64

MOIT

2470

S
E → W
NTRACK
LAYOUT

X

X

X

X

X

JASPER FARM
063.40-3UNK-33'

LINE SEGMENT

534324D

534325K

534326S

534327Y

534328F

3953

CR 350 W

CR 400 W

CR 550 W

WATERWAY
CR 600 W

ORCHID ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

+0.09

-0.01

-0.16

+0.03

+0.10

-0.01

09/27/2005

149

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS65

KS66

KS67

KS68

KS69

KS70

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/90

T&S-01/04

RAIL

82RW112S
82RW132S
82RW133S
82RW112S
82RW131S
82RW132S
82RW133S
82RW112S
82RW131S

82RW112S

82RW112S

TRAFFIC
DENSITY MGT

1.1(7.1)
6.0

1.1(7.2)
6.1

(DEMOTTE)
KS66

2470



TRACK
LAYOUT

055.03-3UNK-33'

055.90-3WTB-39'

067.94-2WTB-25'

LINE SEGMENT

3953

DEHAAN DITCH
BOGONIA
S HALLECK ST-JUS 231
BIRCH ST
917039P
WATERWAY

CR 950 W
534331N

CR 1000 W
534332V

LENBRMR DITCH
CR 1100 W
534334J

PRIVATE
534335R

CR 600 E
534336X

CURVATURE

ALIGNMENT

1.00 0.1L

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

-0.01

-0.22

-0.05

-0.17

-0.09

-0.05

-0.19

-0.09

-0.03

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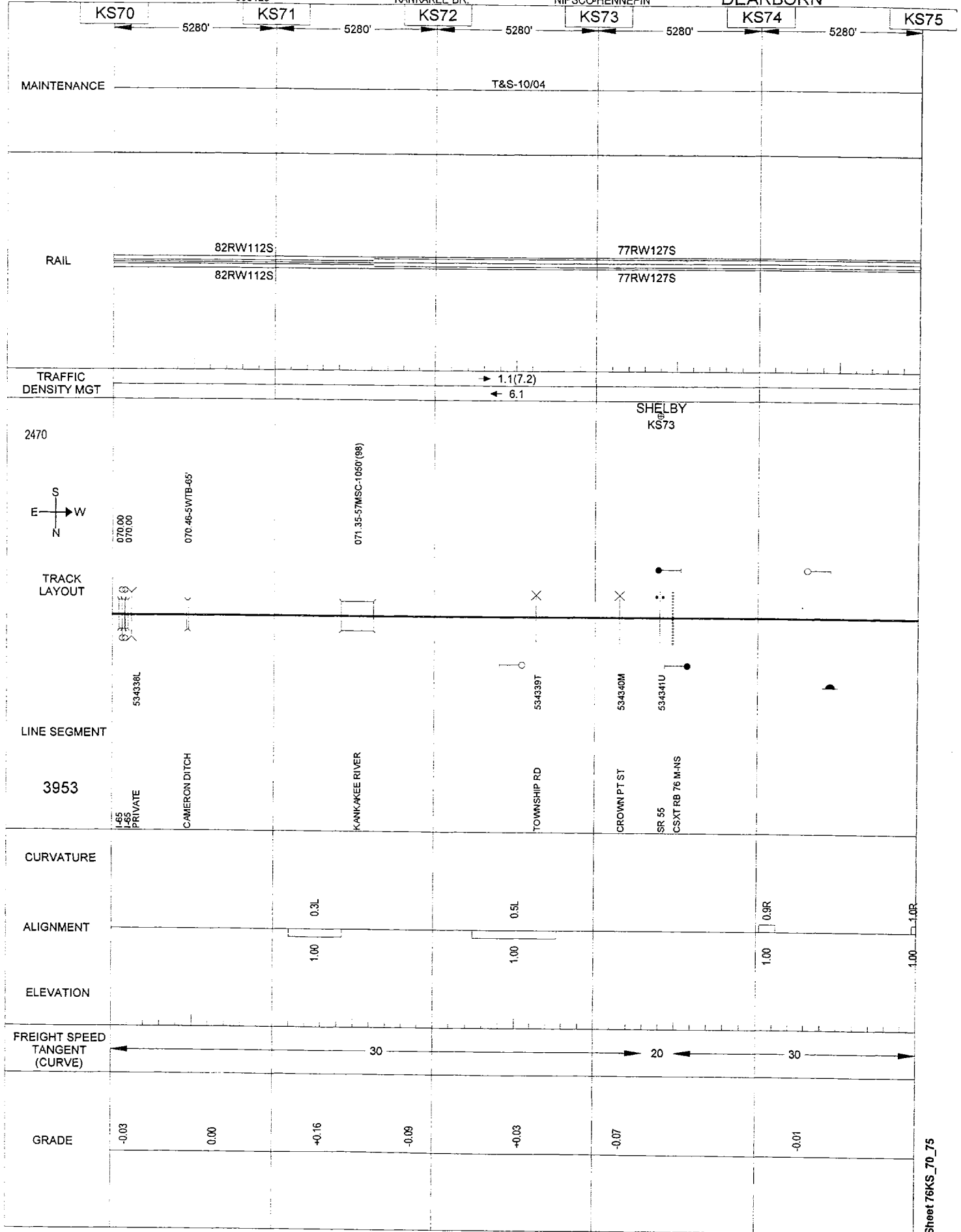
150

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



09/27/2005

151

503123

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN

KS75

5280'

KS76

5280'

KS77

5280'

KS78

5280'

KS79

5280'

KS80

MAINTENANCE

T&S-10/04

T&S-11/04

RAIL

77RW127S

76RW127S

76RW127S

79RW131S

79RW131S

TRAFFIC
DENSITY MGT→ 1.1(7.2)
← 6.1→ 2.7(10.9)
← 8.2

CP SCHNEIDER

2470

S
E → W
NTRACK
LAYOUT

LINE SEGMENT

3953
3956WHITCOMB RD
534342BCOLFAX RD
534343HCLINE RD
534344PPRIVATE 534345W
NS RB 90 KS-78 50=LK-32 59
ACKERMAN ST 534346D
KS-78 61=LK-32 65US 41 078.81
US 41 078.81

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

45

GRADE

-0.01

-0.02

-0.01

09/27/2005

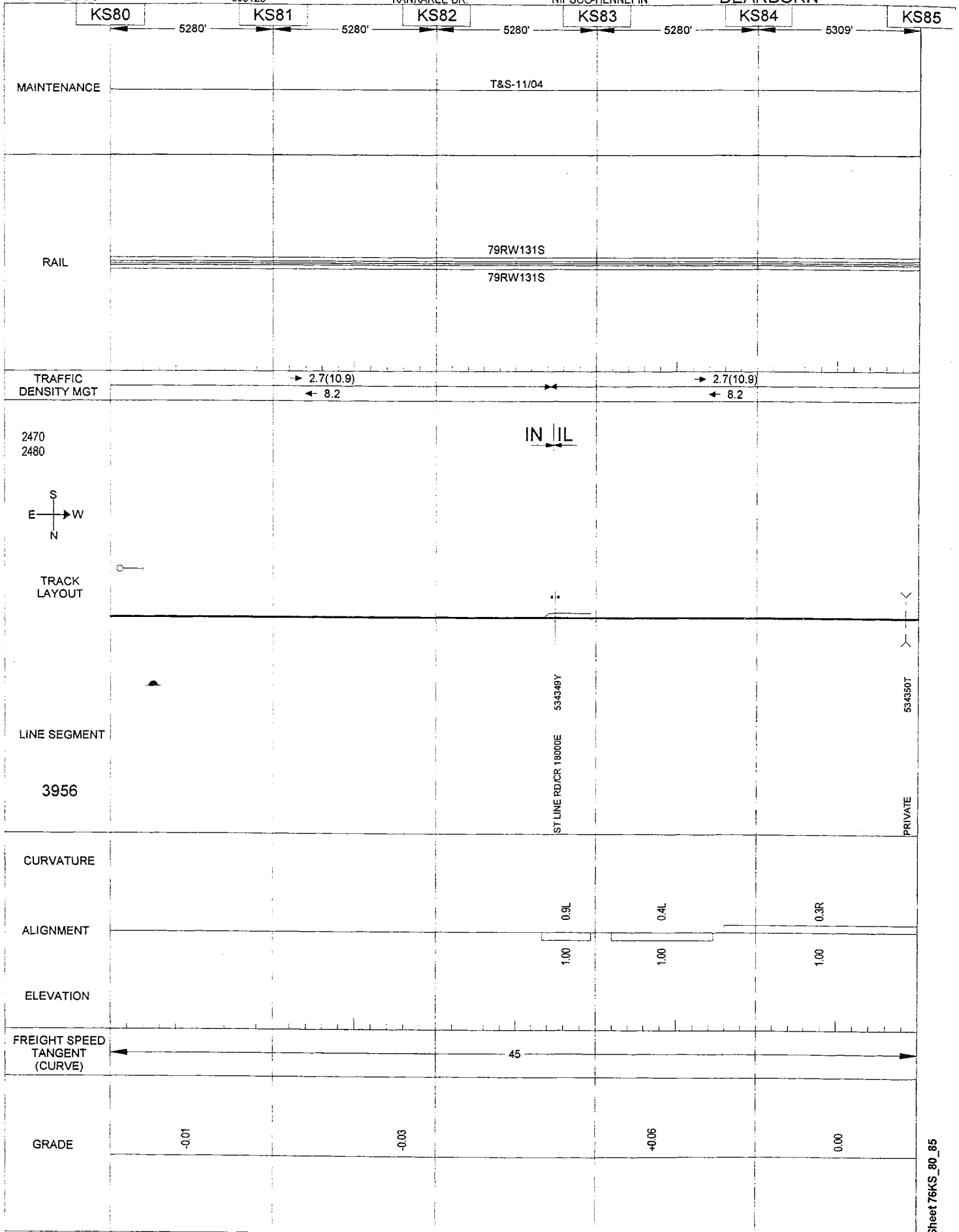
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KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



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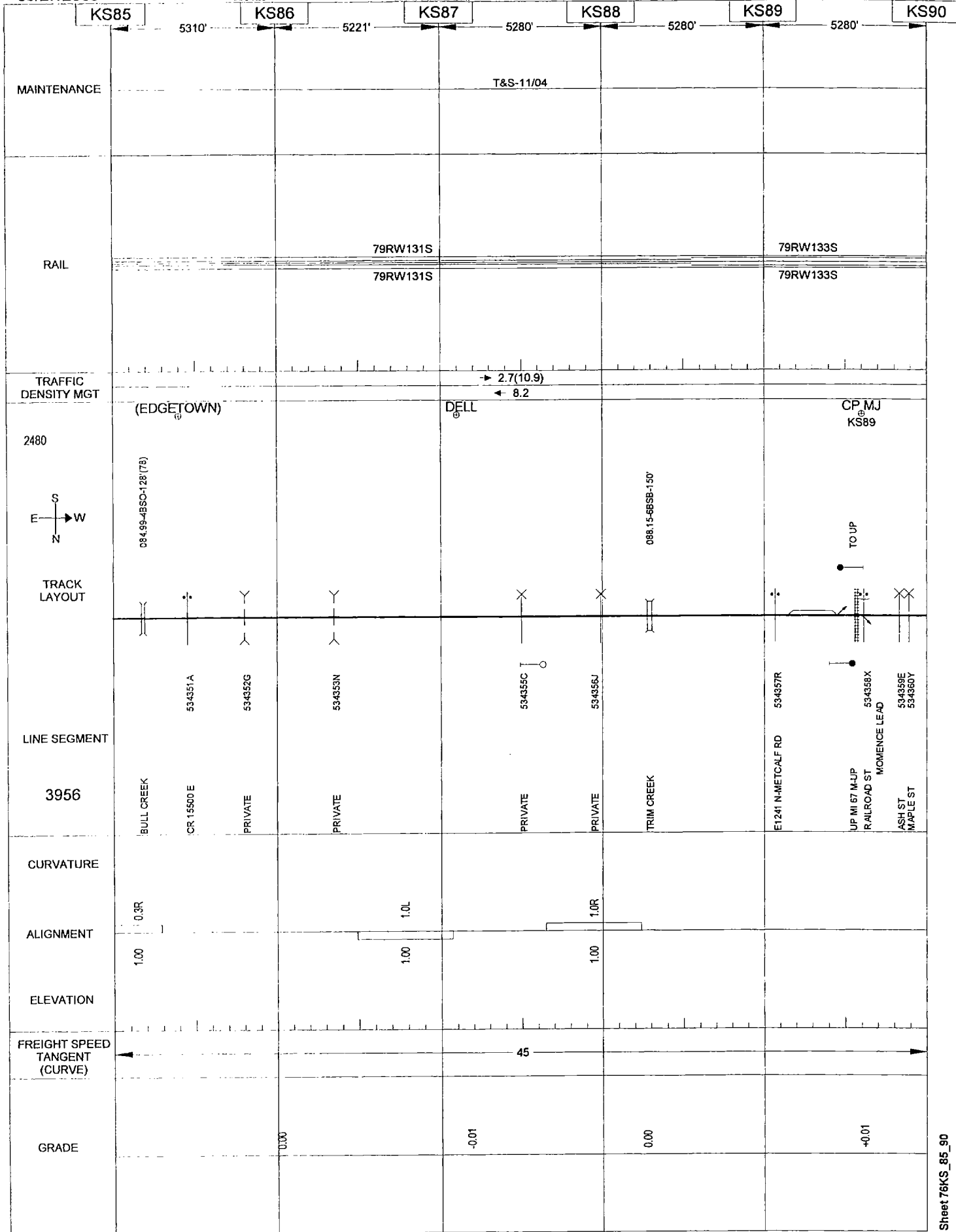
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153

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



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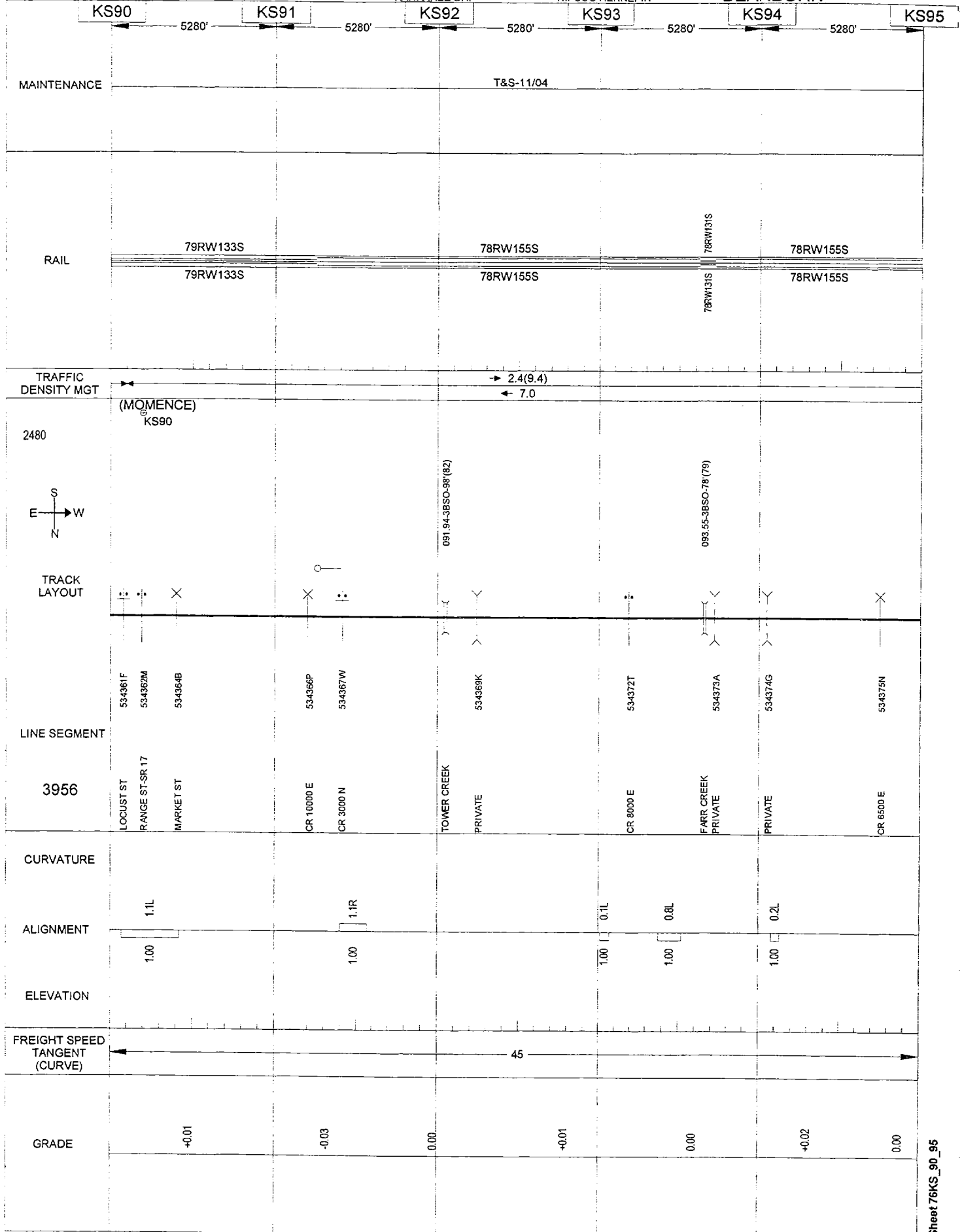
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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



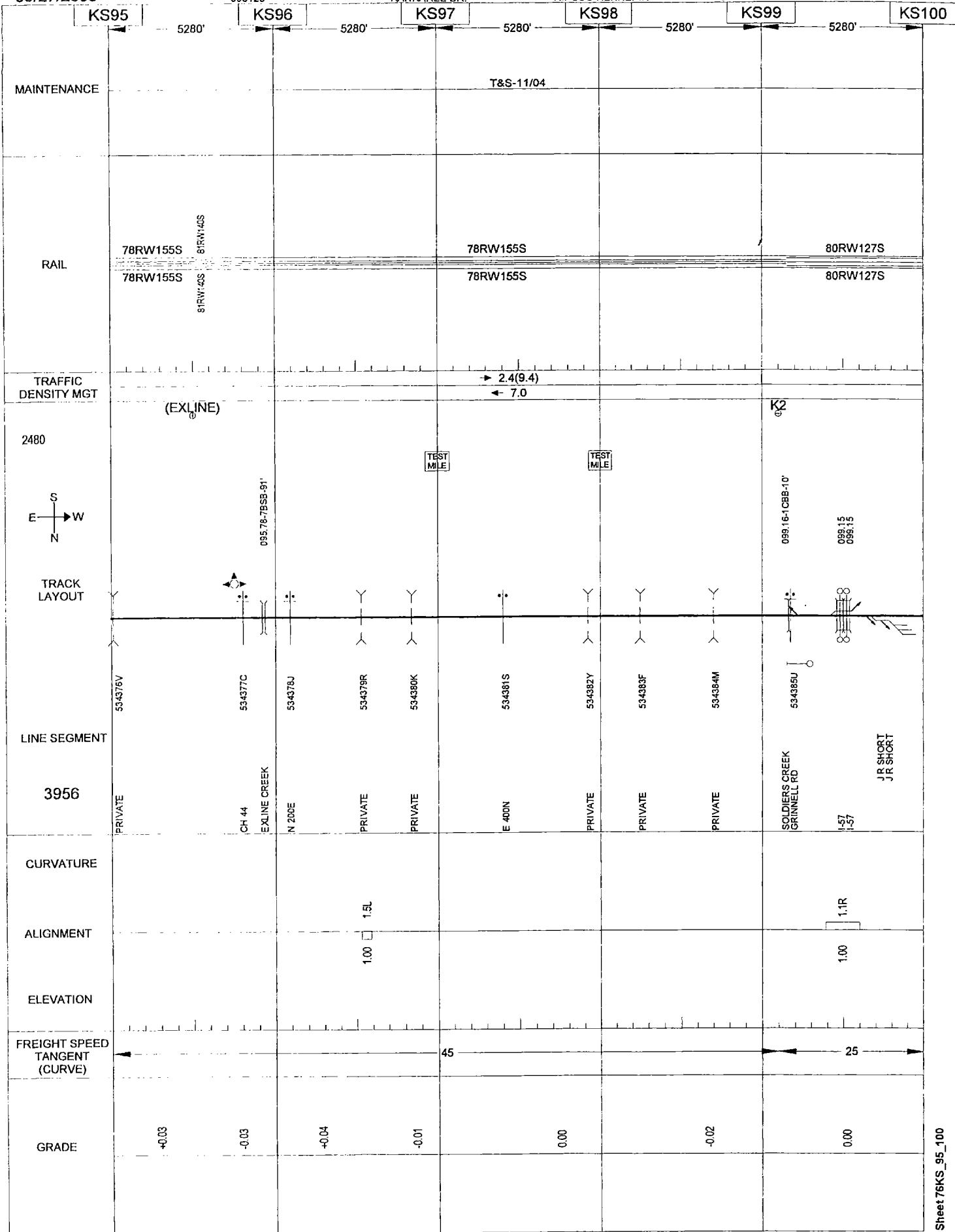
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155

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



09/27/2005

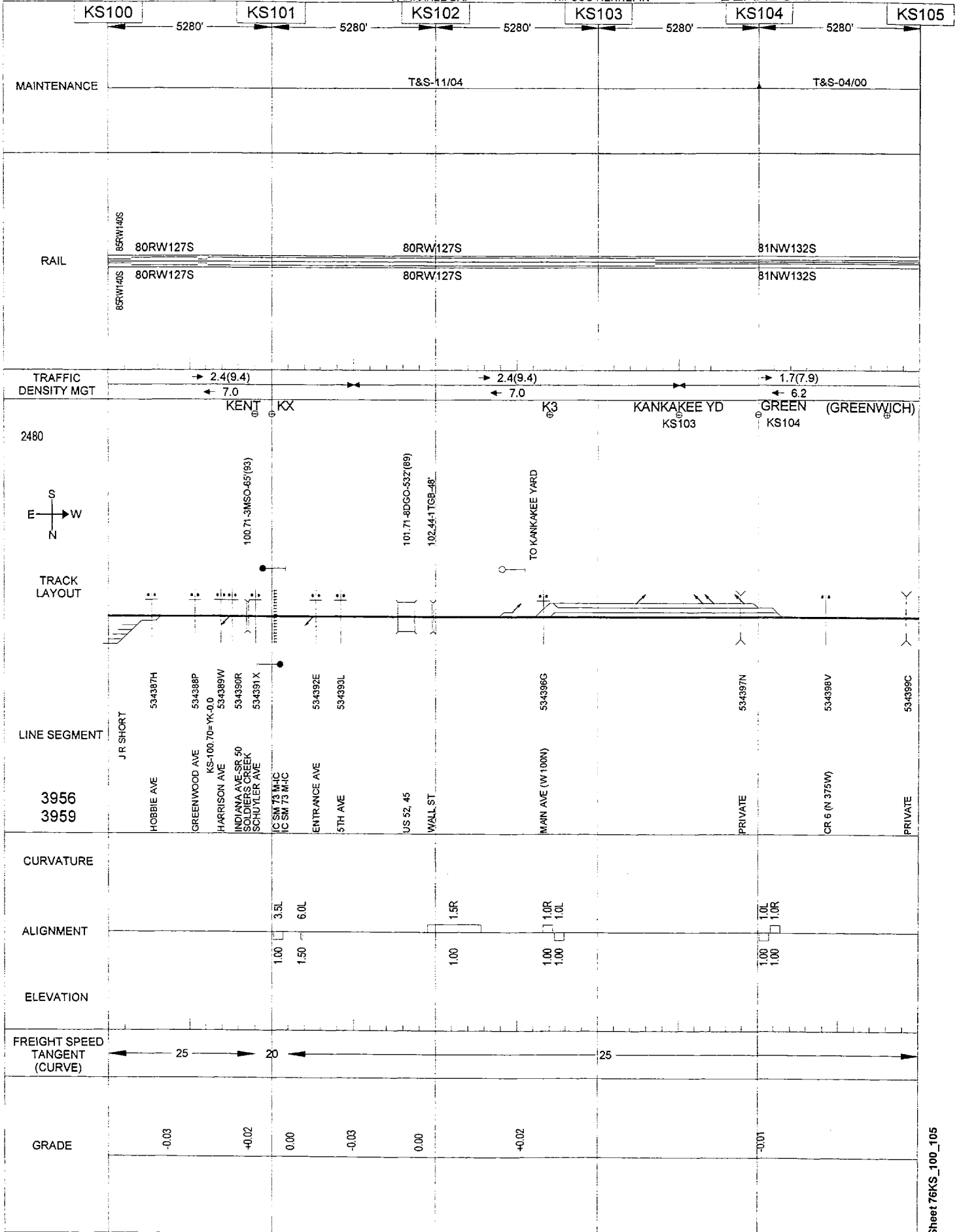
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KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



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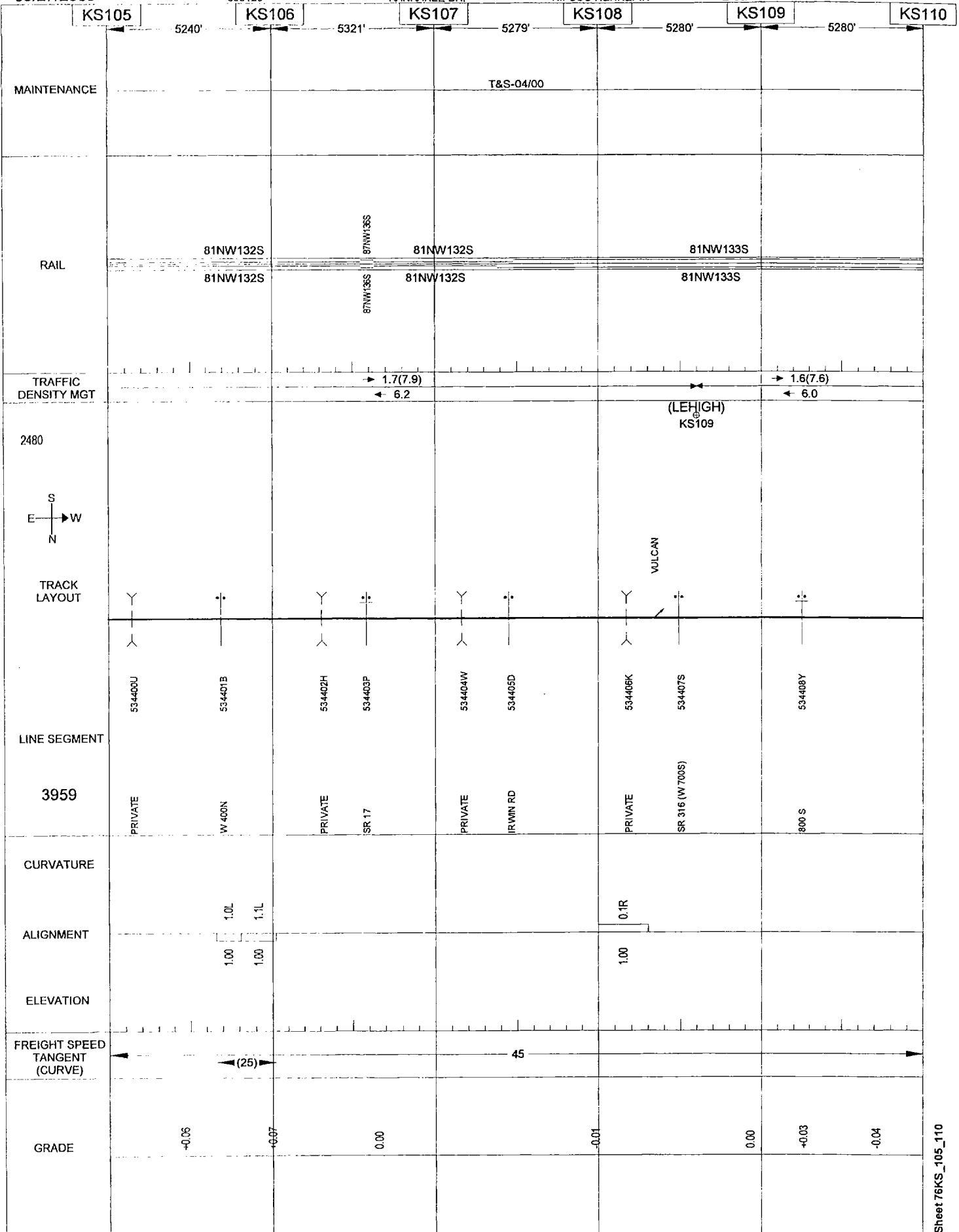
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157

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



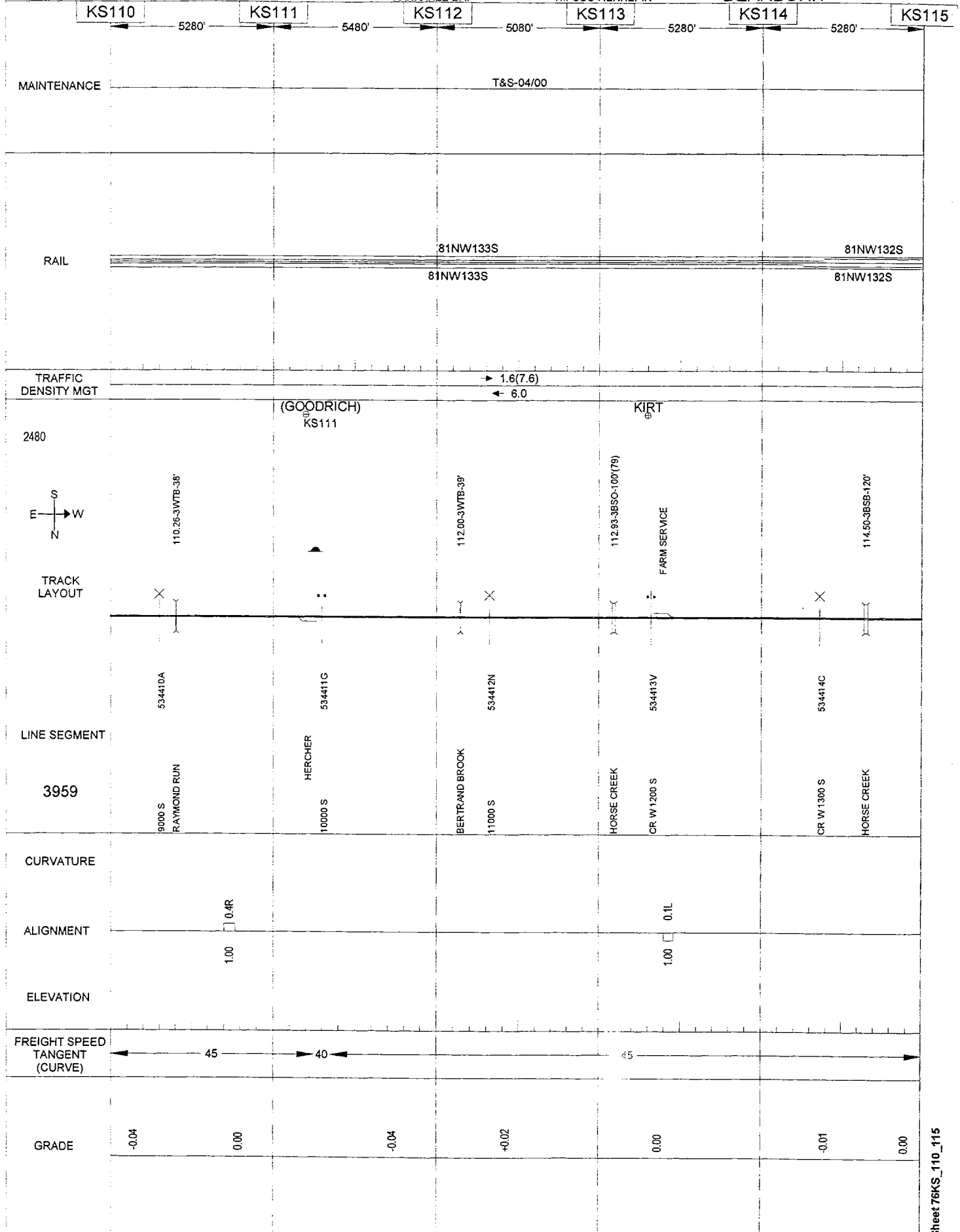
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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



09/27/2005

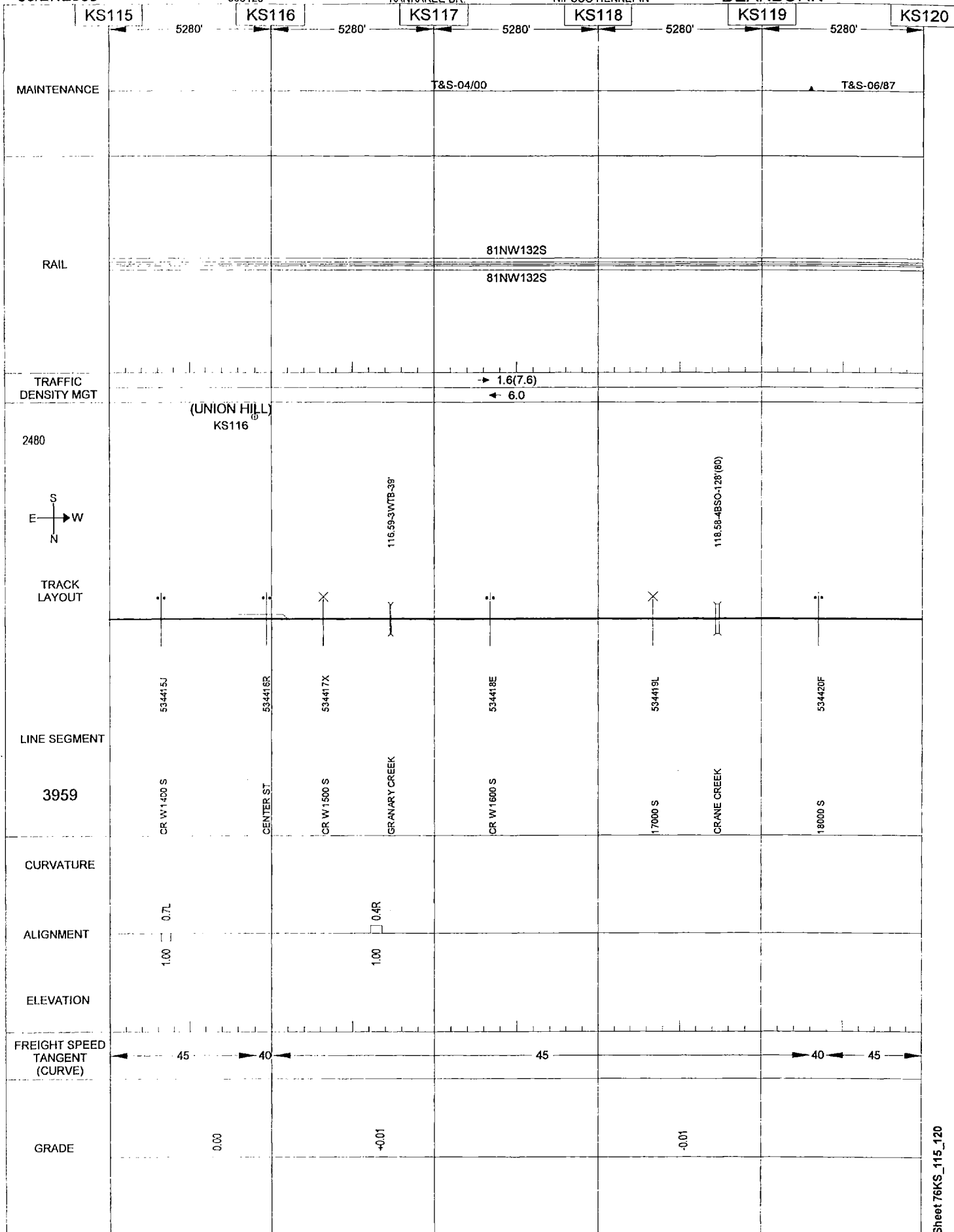
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503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



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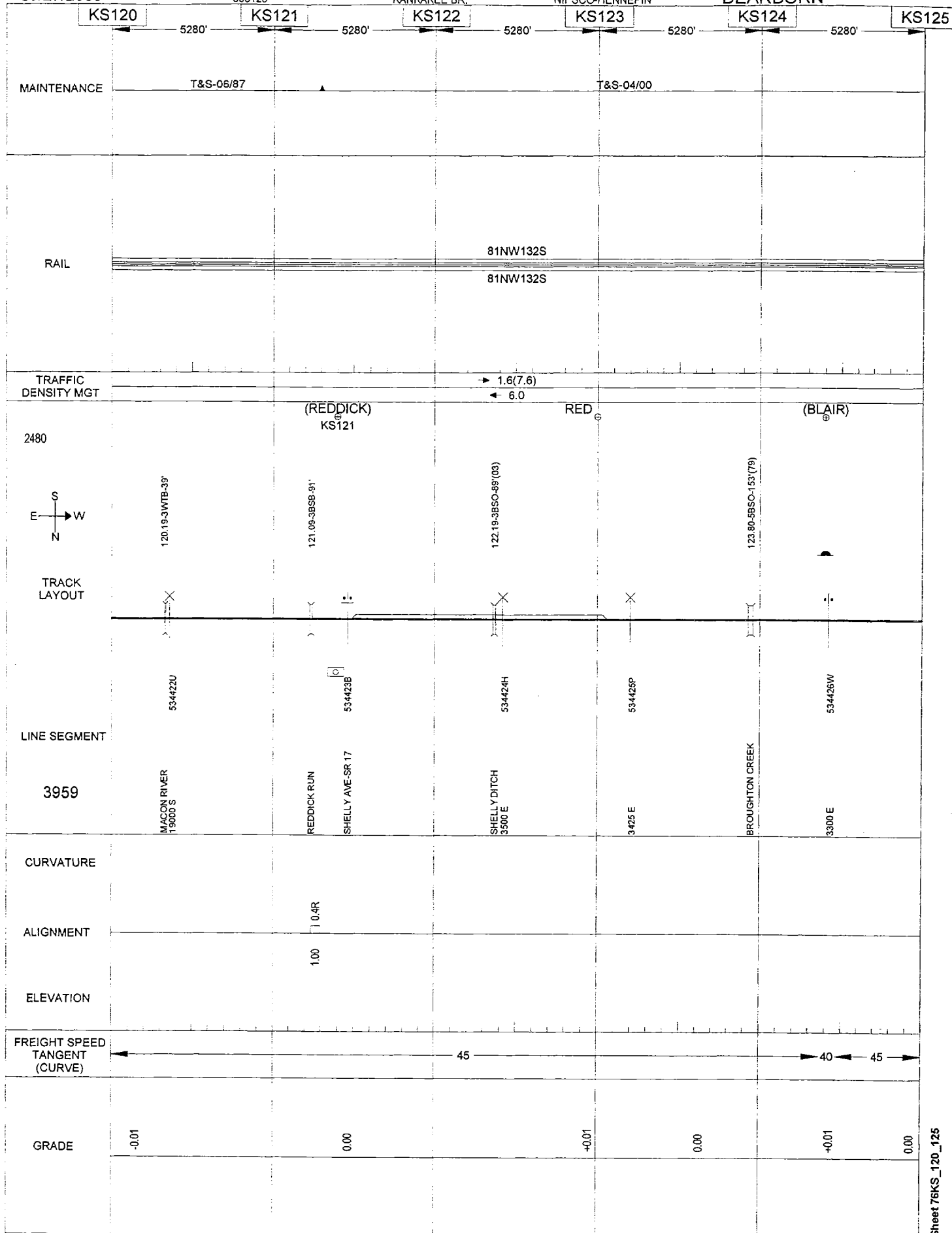
160

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



09/27/2005

503123

161

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→ 1.6(7.6)
← 6.0

2480

TRACK
LAYOUT

12518-3BSO-108'(03)

12632-3BSO-82'(79)

12798-2WTS-25'

12978-1BSO-38'(03)

TO UP

LINE SEGMENT

3959

534427D

534428K

534429S

534430L

534431T

534432R

MAZON RIVER
3200 E3125 E
LYDIGSN DRAIN

3000 E

LESKNICH DITCH
PRIVATE

PRIVATE

BRIERLY DITCH

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

0.00

+0.01

0.00

+0.01

0.00

+0.02

-0.01

1.00 0.2L

09/27/2005

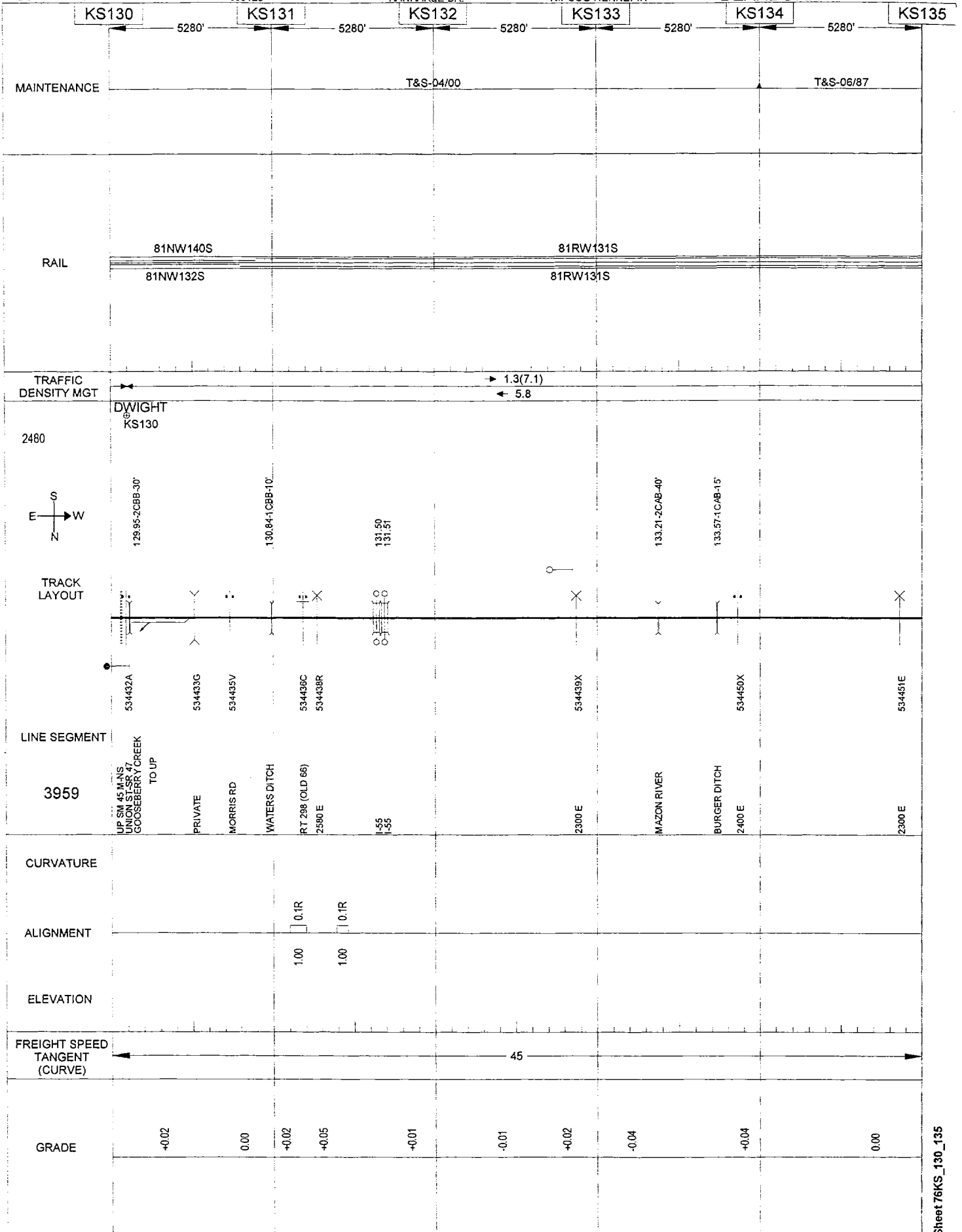
162

503123

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



503123

163

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS140

MAINTENANCE

T&S-06/87

T&S-05/00

RAIL

81RW131S

81RW131S

TRAFFIC DENSITY MGT

→ 1.3(7.1)

← 5.8

2480

(SUNBURY)
KS136

WALL
(D)

(ADAMS)

TRACK LAYOUT

LINE SEGMENT

3959

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 45

GRADE

0.00

101

02

03

1.04

8

.05

1.07

A.01

0.03

88

0.05

09/27/2005

164

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS140

5280'

KS141

5280'

KS142

5280'

KS143

5280'

KS144

5280'

KS145

MAINTENANCE

T&S-05/00

RAIL

81RW131S

81RW131S

81RW19S
81RW19S

81RW131S

81RW131S

TRAFFIC
DENSITY MGT

→ 1.3(7.1)

← 5.8

(BUDD)
KS141

2480

S
E → W
NTRACK
LAYOUT

143.76-1CBB-15'

144.60

LINE SEGMENT

534457V

534458C

534459J

534461K

3959

1600 E

SR 170

1400 E

1300 E
SHIVE DRAIN

RTE 18

CURVATURE

ALIGNMENT

0.2R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

40

45

GRADE

+0.03

0.00

+0.06

0.00

-0.07

0.00

-0.04

+0.05

-0.06

09/27/2005

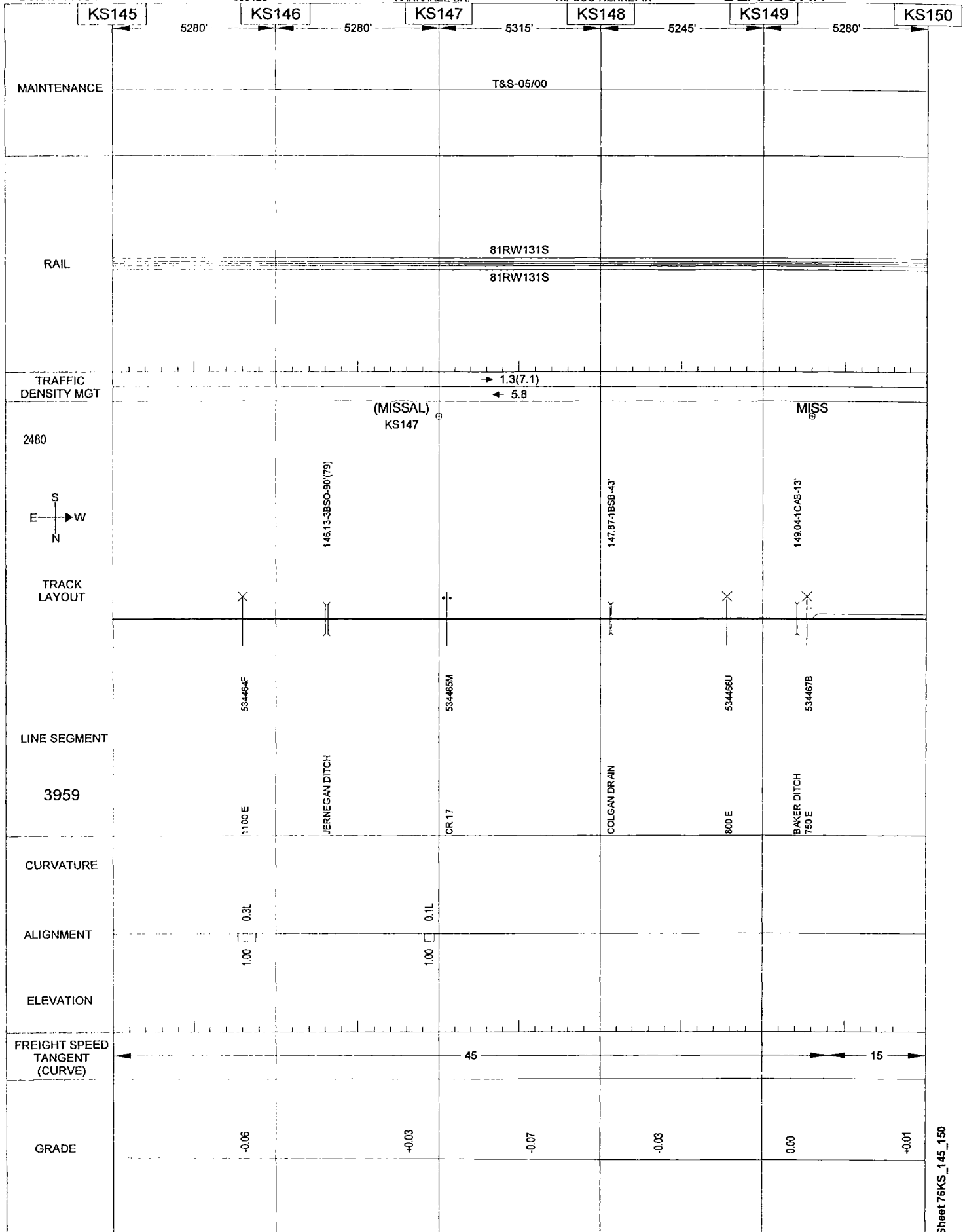
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503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



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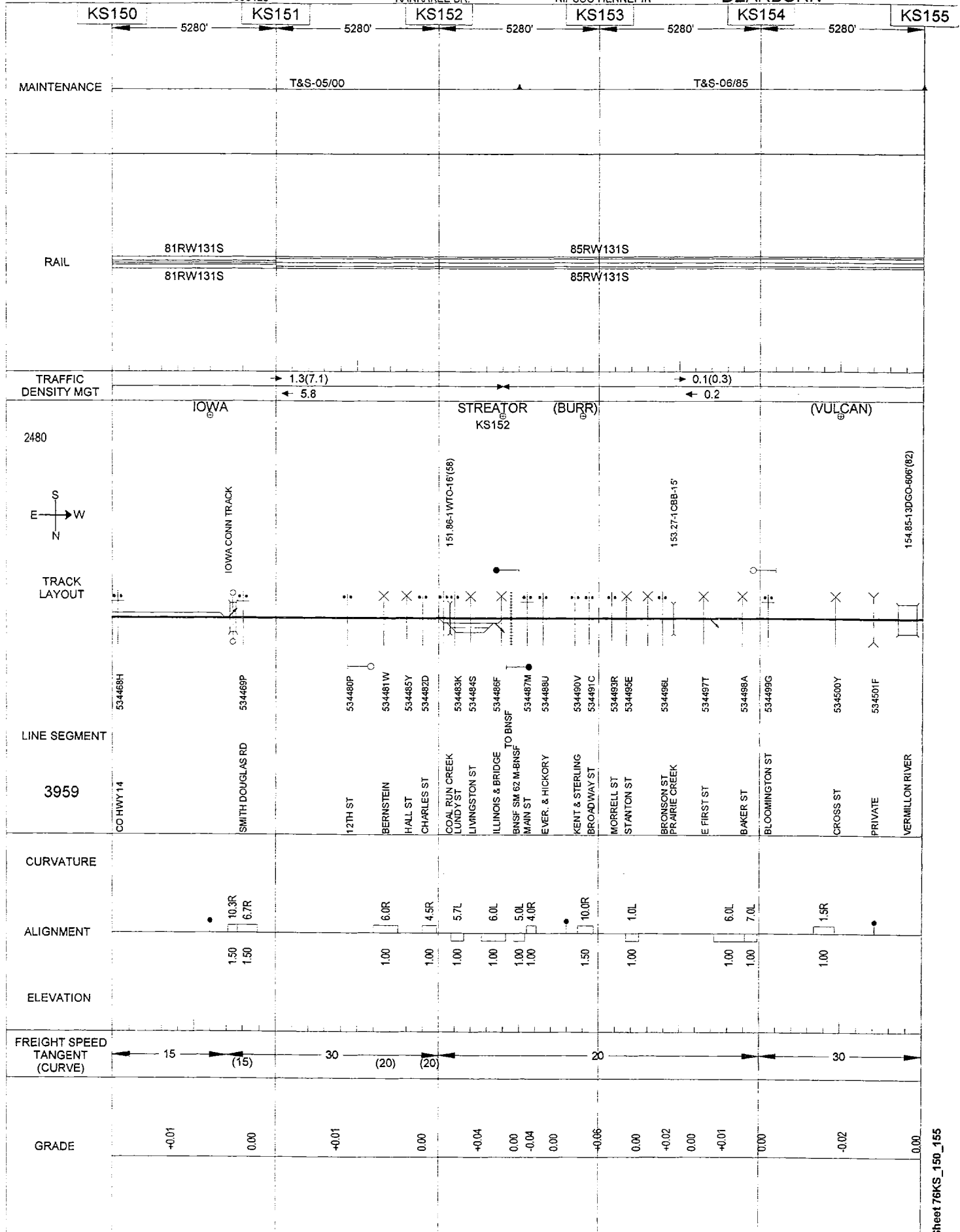
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KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



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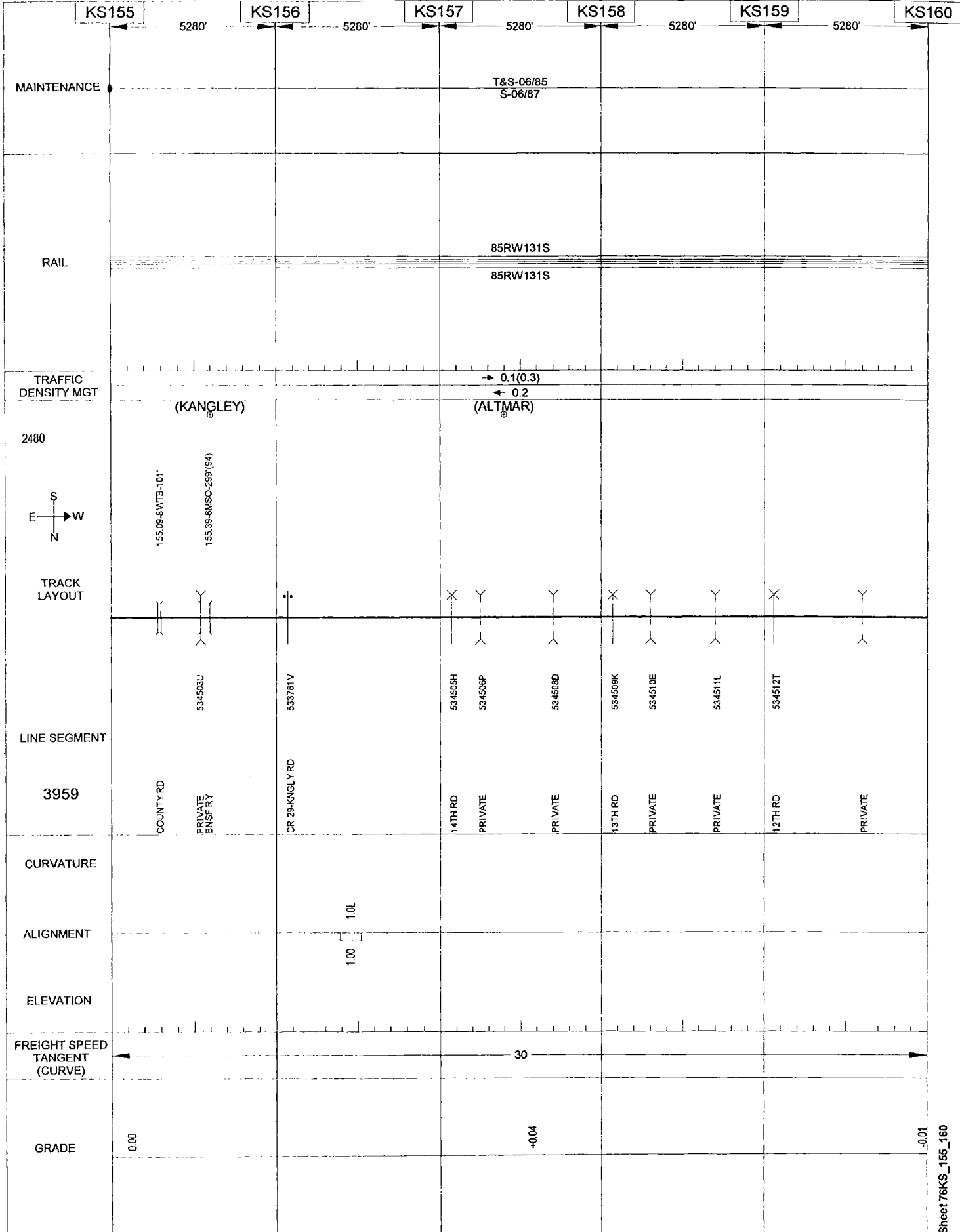
167

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



09/27/2005

168

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS160

KS161

KS162

KS163

KS164

KS165

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

85RW131S

85RW131S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)
← 0.2

RICH (MILLA)

2480



161.00-1CBB-15'

161.38-1CBB-15'

162.44-1CBB-15'

163.80-1CBB-15'

TRACK
LAYOUT



LINE SEGMENT

534515N

534516V

534517C

534518J

534519R

3959

11TH RD

EGGBAG CREEK

EGGBAG CREEK

MILLARD

9TH 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

09/27/2005

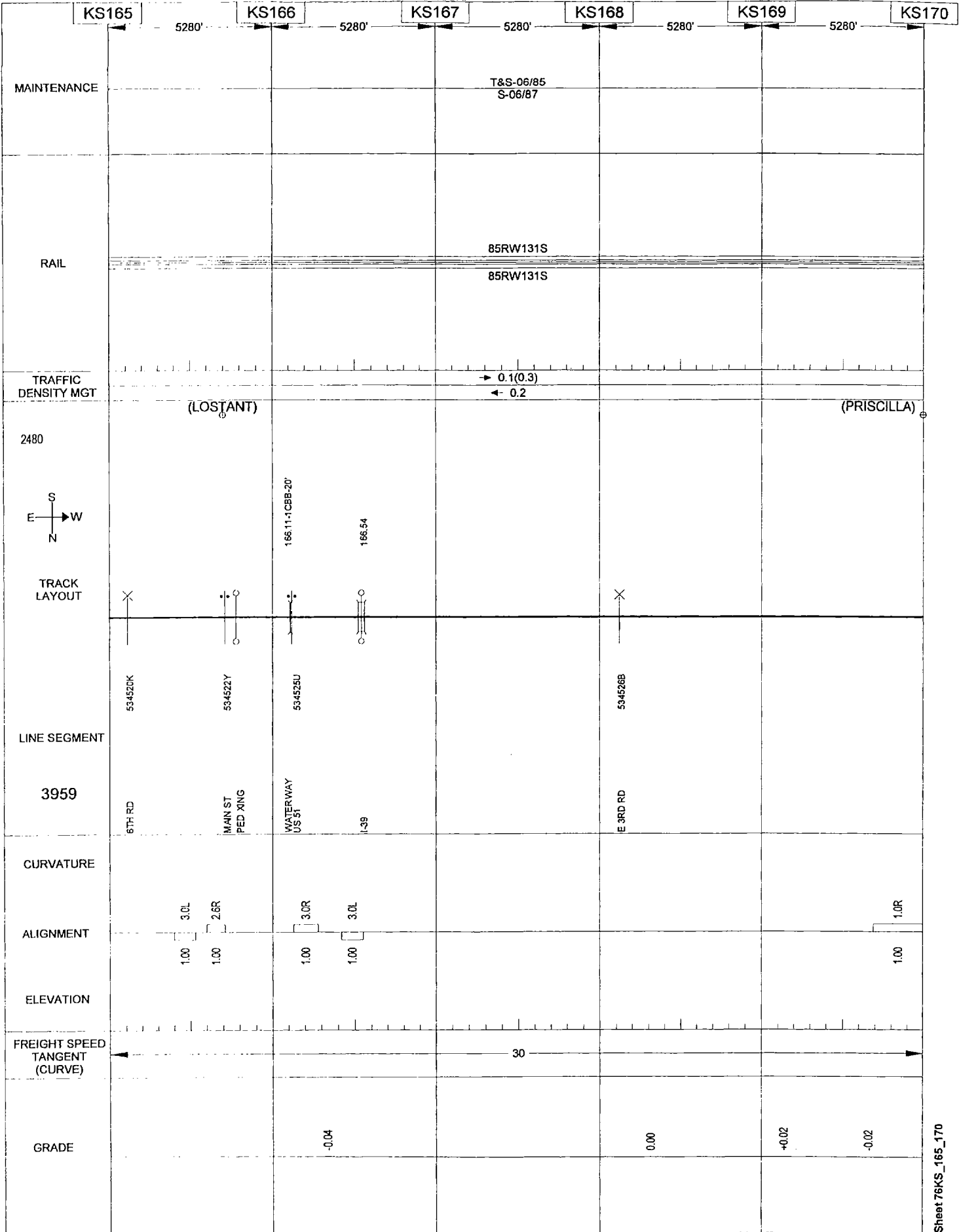
169

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



09/27/2005

503123

170

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS170

KS171

KS172

KS173

KS174

KS175

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

85RW131S

85RW133S

85RW140S

85RW131S

85RW133S

85RW140S

TRAFFIC
DENSITY MGT→ 0.1(0.3)
← 0.2

(PRISCILLA)

MACK (MCNABB)

2480



169.90-1CBB-15'

171.89-2CBB-24'

173.36-7WTB-91'

TRACK
LAYOUT

LINE SEGMENT

3959

WATERWAY
TR 18-A

PRIVATE

E 15TH RD
1600 E

1500 E

WATERWAY

350 N
1475 E

1475 E

JOHNSON CREEK

SR 89

MAIN ST (CR 11)

534527H

534528P

532525M

532526J

532527B

532528H

532529P

532530J

532531R

CURVATURE

ALIGNMENT

1.0R

1.00

ELEVATION

1.7R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

-0.02

+0.02

0.00

-0.04

09/27/2005

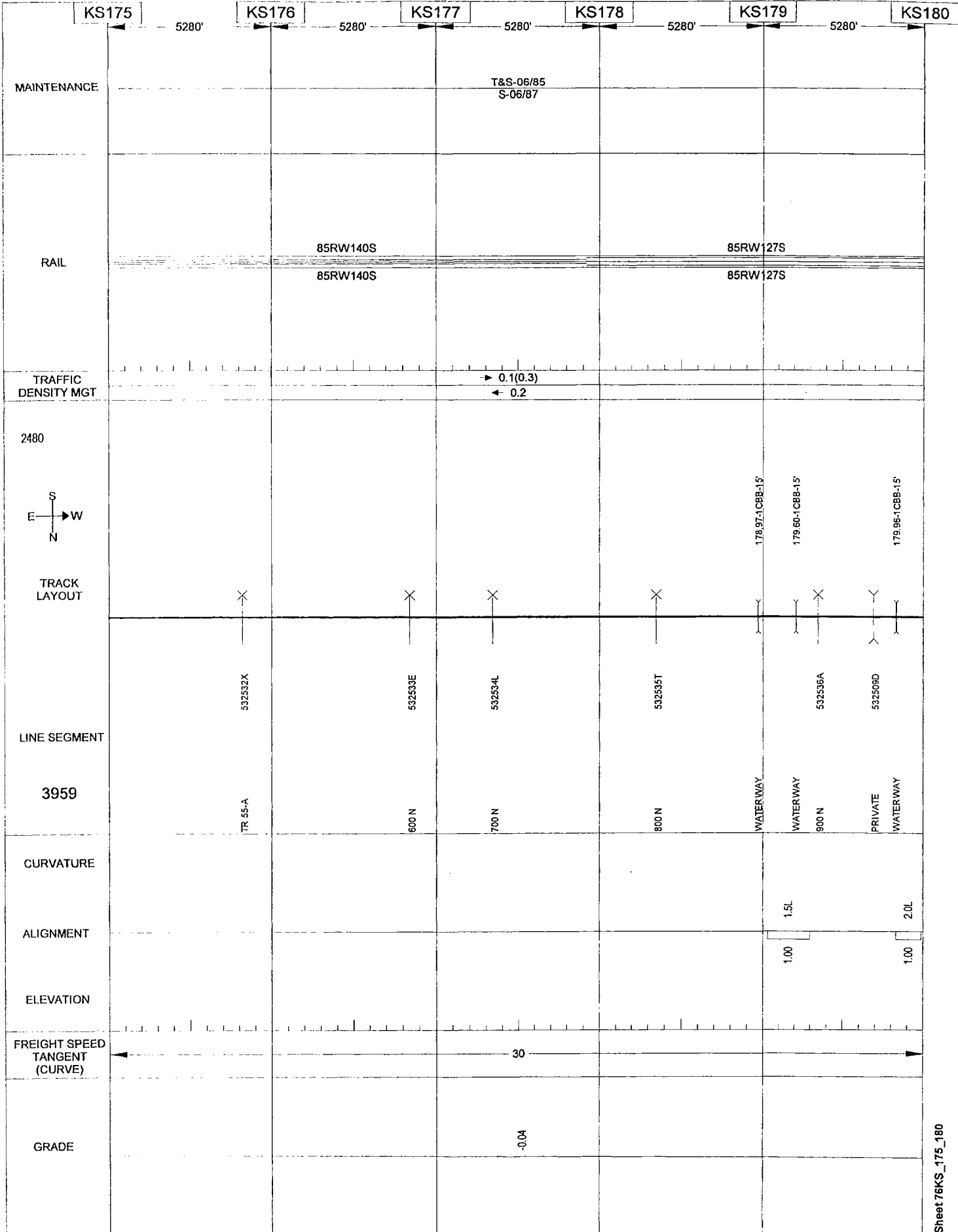
503123

171

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



09/27/2005

172

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS180

KS181

KS182

KS183

KS184

KS185

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

85RW127S

85RW127S

TRAFFIC
DENSITY MGT→ 0.1(0.3)
← 0.2→ 0.0(0.0)
← 0.0

(GRANVILLE)

HENN

HENNEPIN

KS184
(MORONTS)
KS185

2480

S
E → W
NTRACK
LAYOUT

180.27-1 CBB-15'

180.75-4 WFO-53'(87)

181.21-1 CBB-20'

181.40-1 TGO-41'(01)

181.46-1 TGO-41'(01)

182.60-2 CBB-28'

183.59-1 DGO-50'(81)

184.28-1 DGO-50'(86)

J&L STEEL

533407N

LINE SEGMENT

3959

WATERWAY

COUNTY ROAD

SR 71

MCCOY ST

WATERWAY

WATERWAY

MAIN ST

DIVISION ST

WATERWAY

HENNEPIN ST

HARPER AVE

WATERWAY

PRIVATE

WATERWAY

WATERWAY

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

2.5L

3.0R

3.1L

2.9L

3.0L

3.2L

3.0R

3.0L

2.0L

3.0L

3.0R

2.3R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

30

10

-0.04

-0.07

09/27/2005

503123

173

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS185

5280'

KS186

MAINTENANCE

T&S-06/78

RAIL

95RW127S

29NJ105S

29NJ105S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

2480

S
E—W
NTRACK
LAYOUT

532546F

LINE SEGMENT

3959

PRIVATE

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.07

09/27/2005

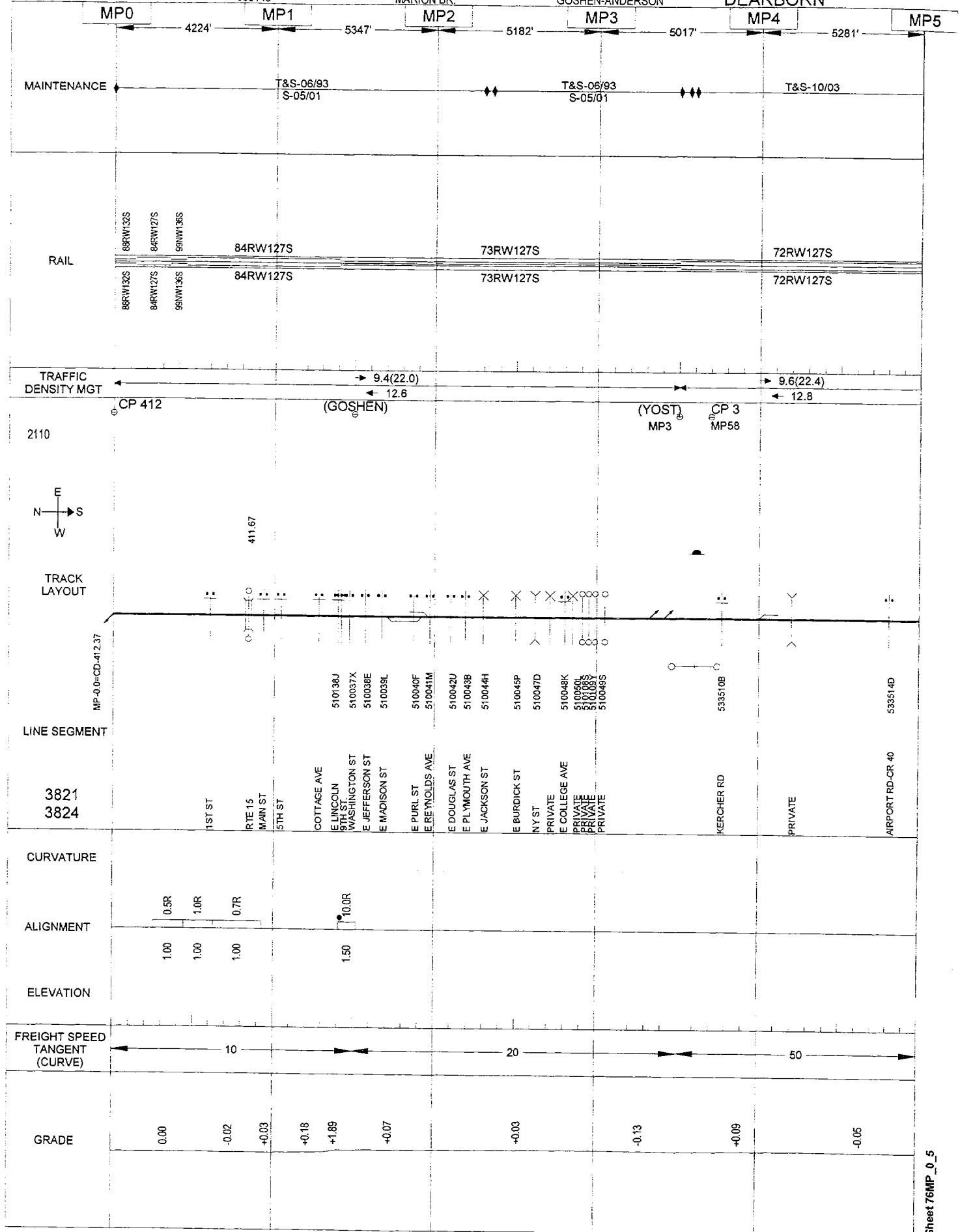
174

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



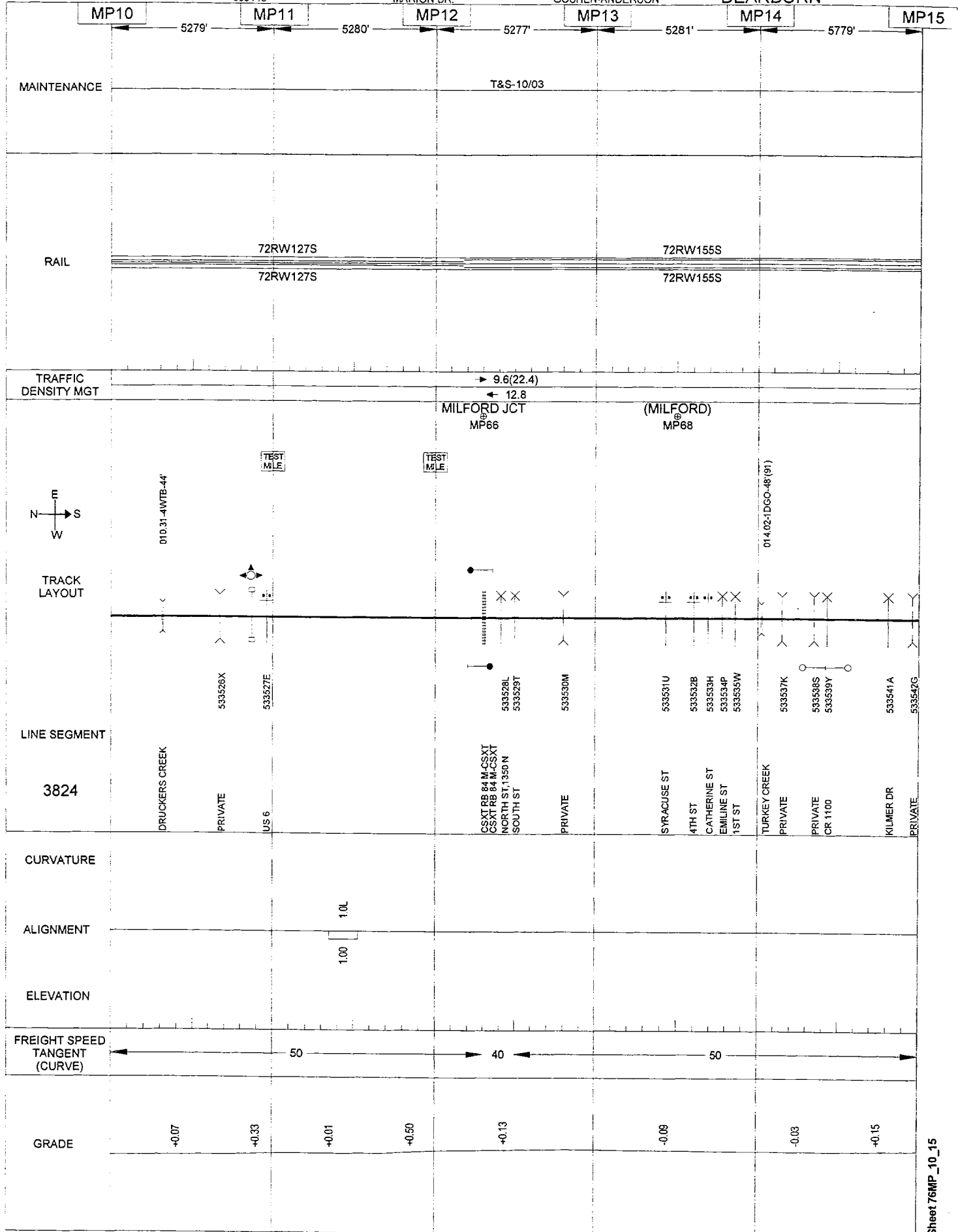
09/27/2005

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

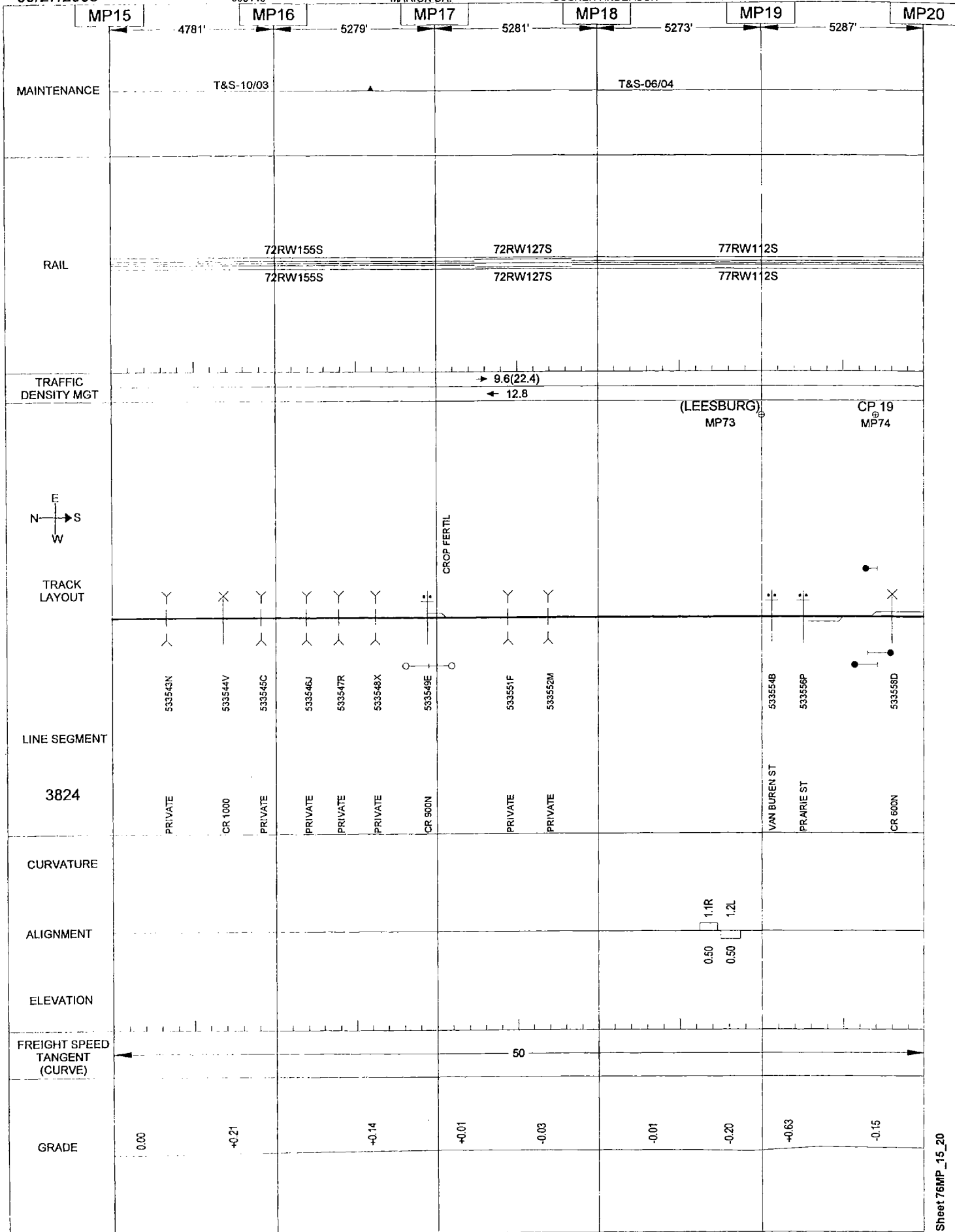
177

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

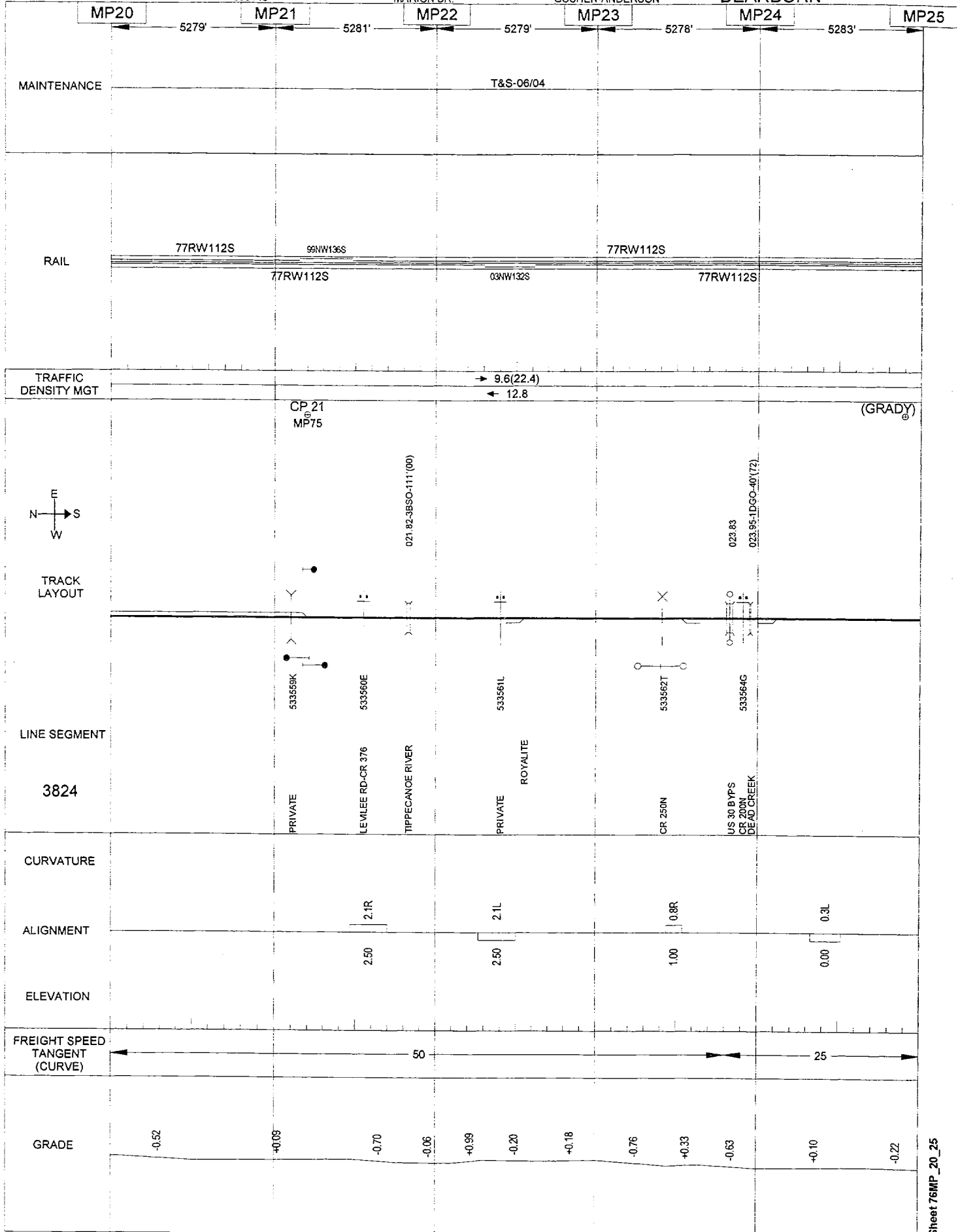
603143

178

MARION BR

GOSHEN-ANDERSON

DEARBORN



09/27/2005

179

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP25

MP26

MP27

MP28

MP29

MP30

5281'

5283'

5281'

5281'

5182'

MAINTENANCE

T&S-06/04

RAIL

77RW112S

77RW112S

99NW136S

77RW112S

77RW127S

77RW112S

77RW112S

99NW136S

77RW112S

99NW132S

77RW112S

77RW127S

04W14'S

04W14'S

TRAFFIC
DENSITY MGT

→ 9.6(22.4)

← 12.8

WARSAW

E
N → S
W

TRACK
LAYOUT

TO CSX

028 49-1 DGO-40'(91)

028 58-1 DGO-34'(91)

LINE SEGMENT

3824

533565N

533566V

533568J

533569R

533570K

533571S

533572Y

533573F

533574M

533575U

533576B

533577H

533578P

533579W

533580R

PARK ST
LYON STARTHUR ST
FT WAYNE STMAIN ST
CENTRE STMARKET ST
CSX MI 82 M-CSXTWINONA AVE
POPE ST

EAGLE CREEK

COUNTY HOME RD

DOGWOOD DR

PRIVATE

CR 200S

PITINGERS DITCH

CR 300S

PRIVATE

CR 350S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+0.28

+0.54

+0.14

-0.15

-0.71

-0.65

-0.05

+0.68

-0.83

-0.83

-0.73

-0.43

+0.49

-0.81

0.00

+0.92

-0.80

25

50

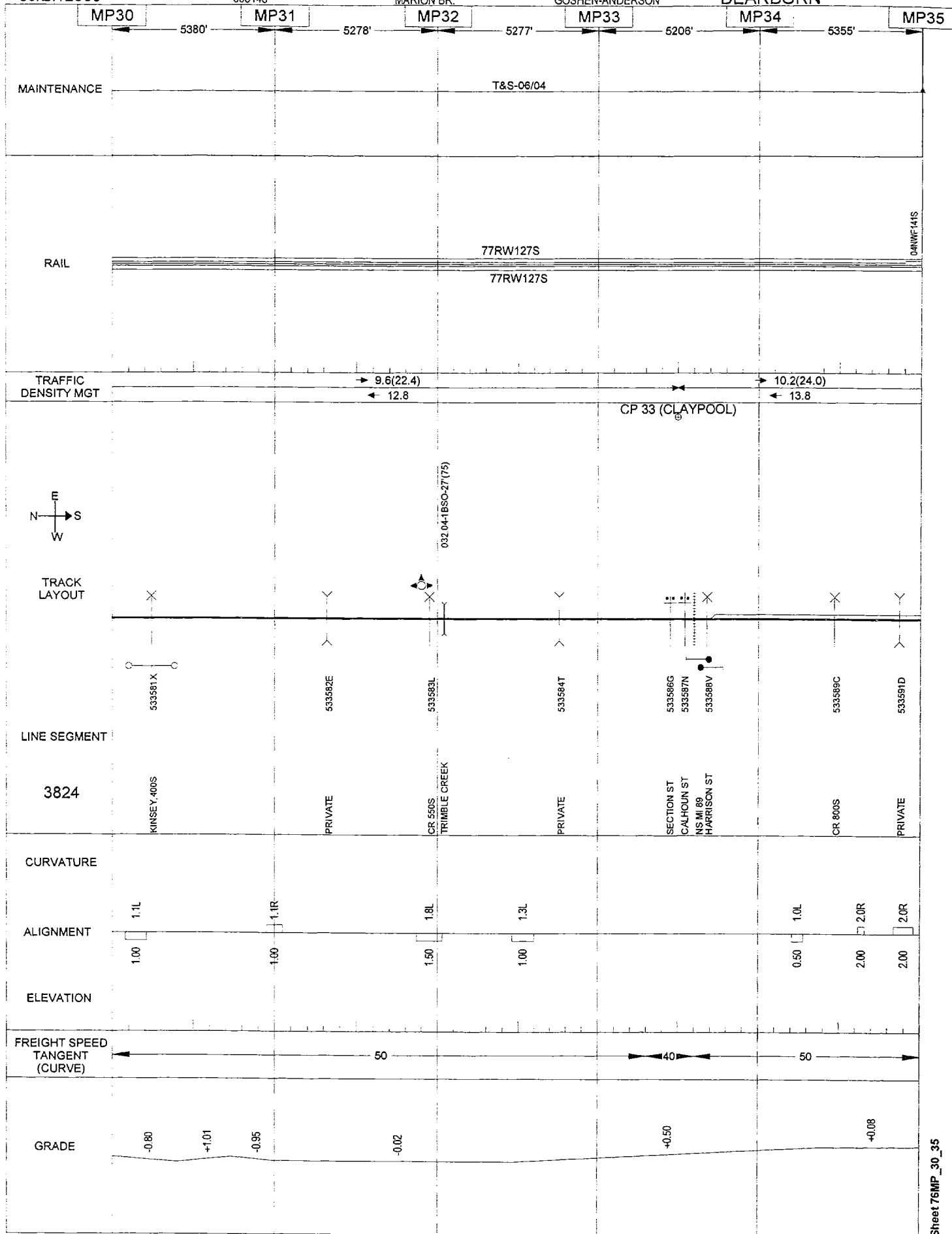
09/27/2005

603143

180
MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

181

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP35

MP36

MP37

MP38

MP39

MP40

5282'

5280'

5280'

5281'

5283'

MAINTENANCE

T&S-06/98

T&S-06/98
S-05/01

RAIL

77RW127S

99NW136S

72RW127S

99NW136S

72RW127S

89RW127S

72RW127S

72NW132S

77RW127S

77RW127S

99NW136S

72RW127S

72RW127S

72NW132S

C&NW 141S

89RW127S

TRAFFIC
DENSITY MGT

→ 10.2(24.0)

← 13.8

CP 35
MP89(SILVER LAKE)
MP92TRACK
LAYOUT

LINE SEGMENT

3824

533592K

533593S

533596F

533597U

533598B

533600A

533601G

CR 900S

CR 850S

PRIVATE

MAIN ST

CR 200W

038.69-2850-72(03)
CLEAVER CREEK

CR 1200S

CR 100W

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.08

-0.40

-0.74

-0.11

-0.81

+0.40

-0.89

+0.09

DEARBORN

MP45

— 5283

T&S-06/98
S-05/01

RAIL

03NW132S

03NW132S

TRAFFIC
DENSITY MGT

→ 10.2(24.0)
← 13.8

TRACK LAYOUT

042.30-4WTO-44'(91)

044.02-1 DGO-39'(90)

LINE SEGMENT

3824

COUNTY LINE RD 533602N

PRIVATE 533603V

CR 200W 533604C

CR 1400S
533605J
533605D

MILLER RD
533607X

PRIVATE 533608E

MERIDIAN RD 533609L

MAIN ST (SR 13) 533610E

JECKIE Y ST
53361311

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 50

—

GRADE

0.09

19

1.43

53

0

5

2

8

!

09/27/2005

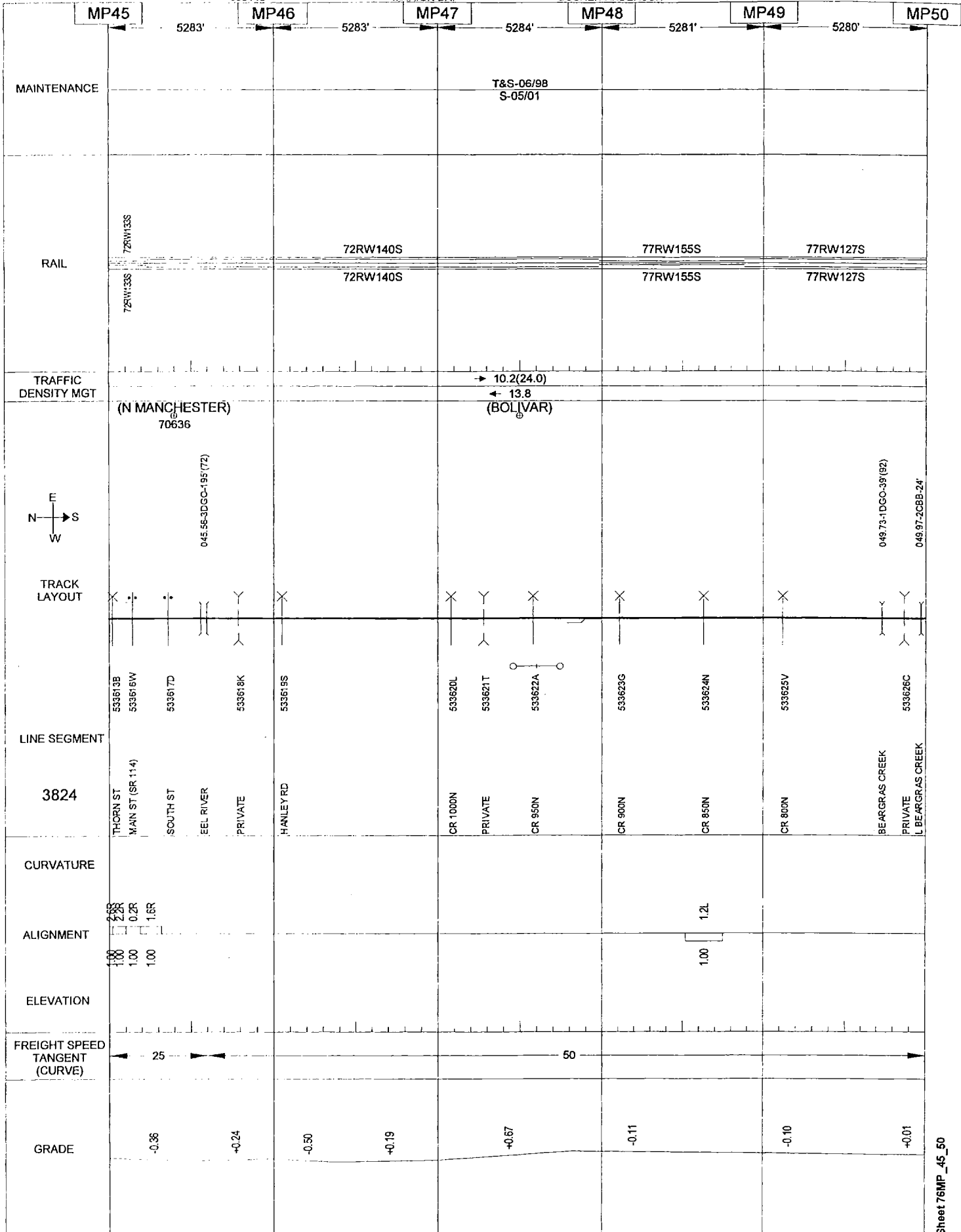
183

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

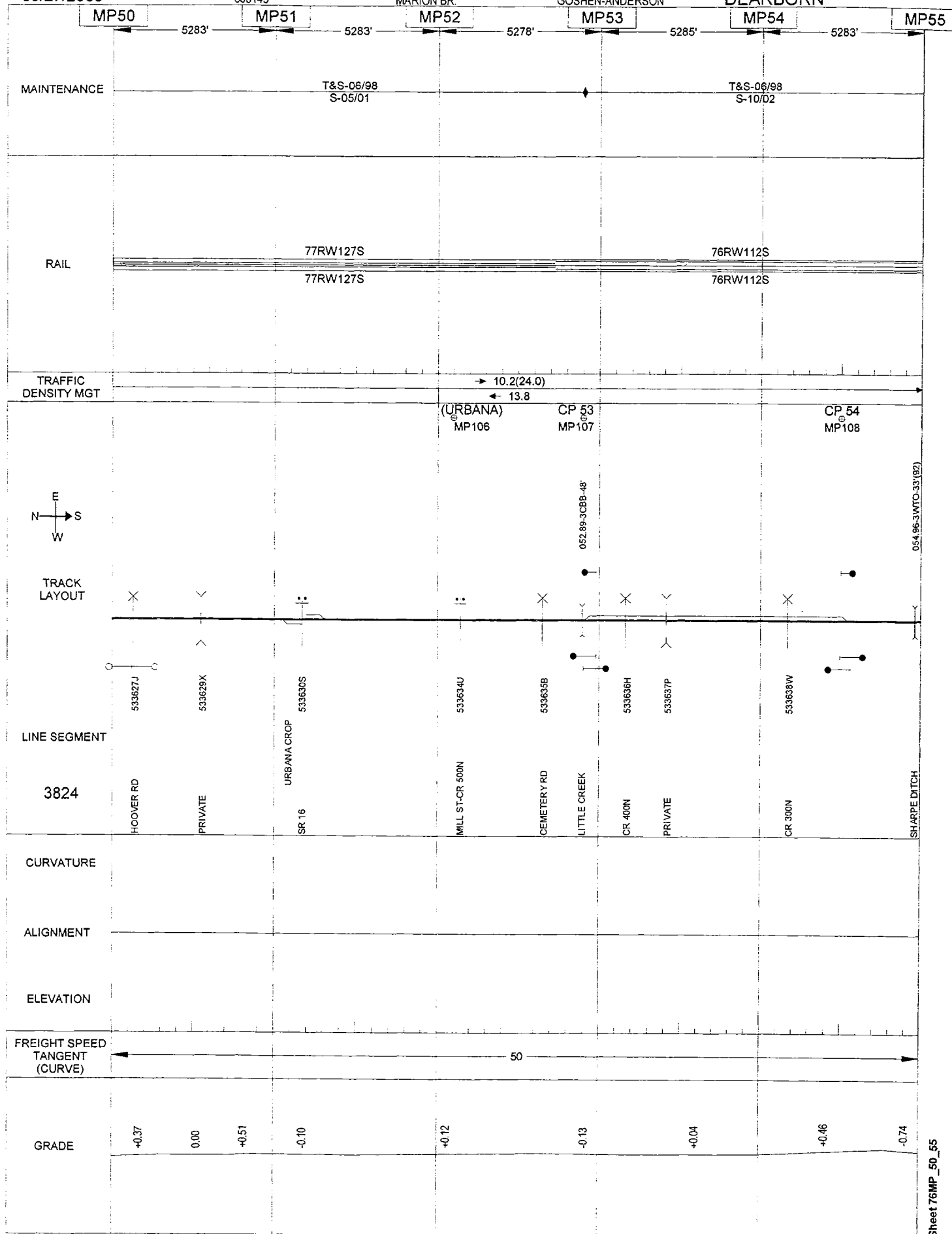
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603143

MARION BR

GOSHEN-ANDERSON

DEARBORN



09/27/2005

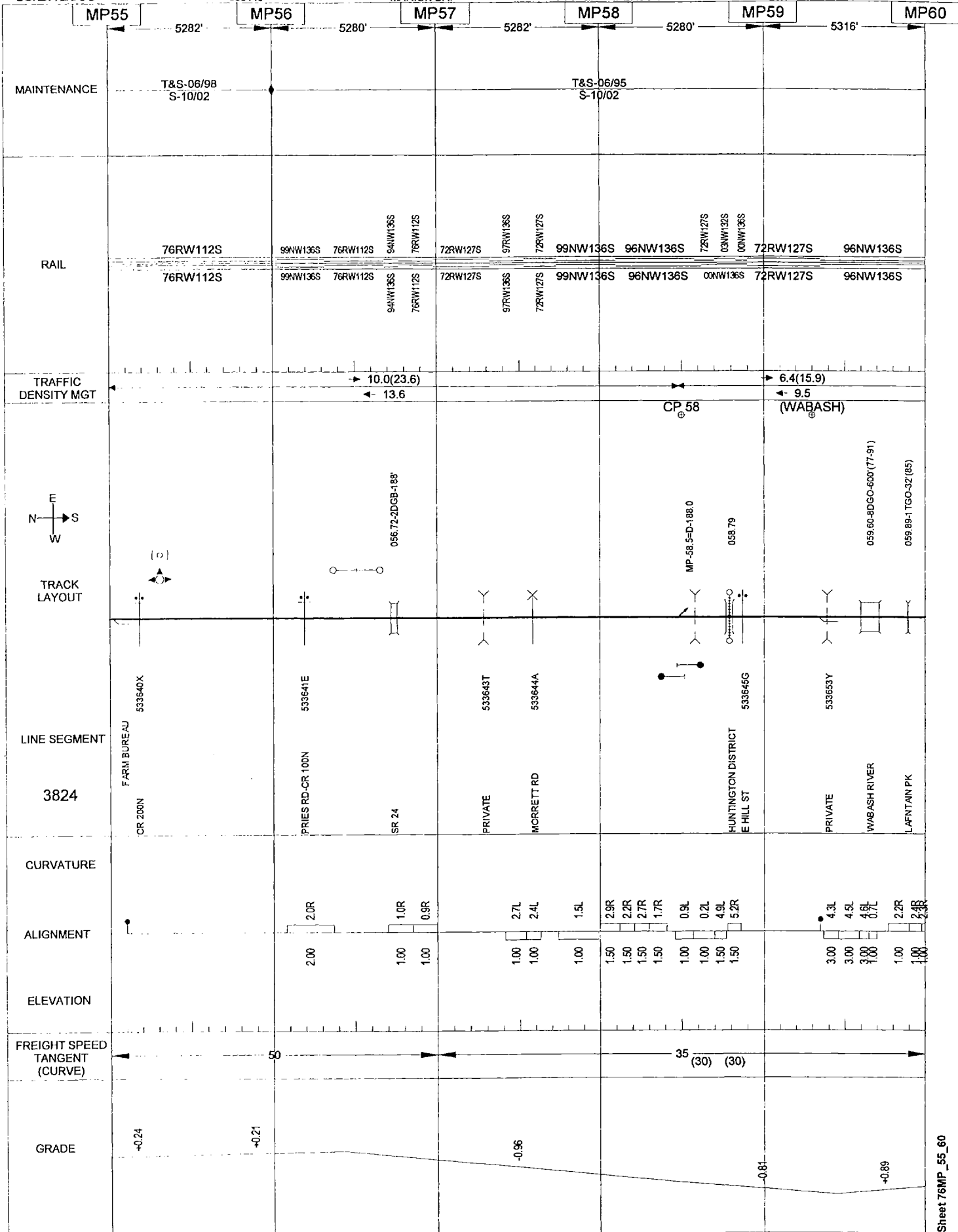
185

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

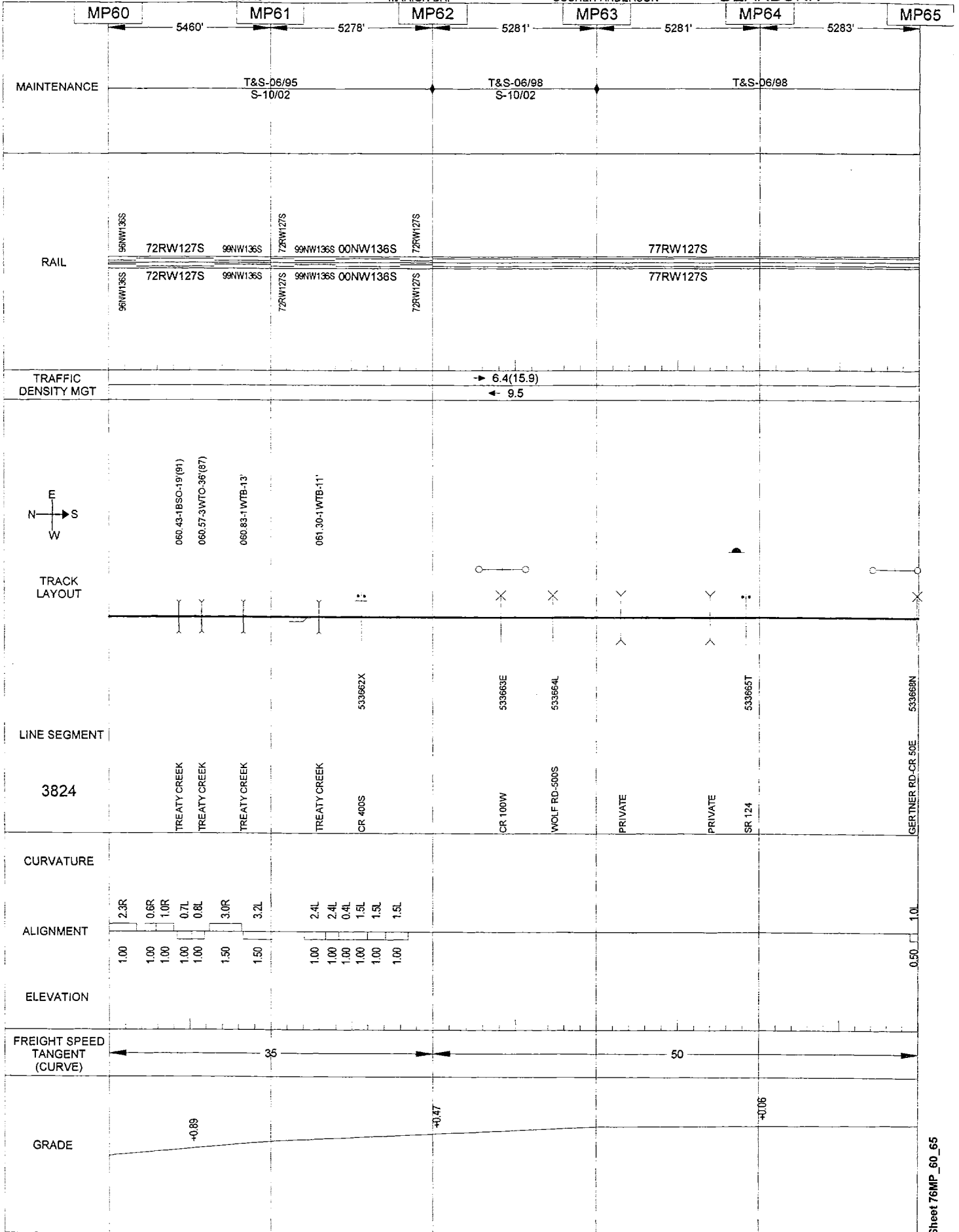
186

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

603143

187

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP65

MP66

MP67

MP68

MP69

MP70

5279'

5280'

5281'

5284'

5285'

MAINTENANCE

T&S-06/98

RAIL

77RW127S

77RW127S

76RW112S

76RW112S

02NW141S

TRAFFIC
DENSITY MGT

6.4(15.9)
9.5

6.5(16.1)
9.6

(TREATY)
MP119

(LA FONTAINE)
MP124



TRACK
LAYOUT

LINE SEGMENT

3824

TREATY PIKE
533659V

FARM BUREAU

CLUPPER PIKE
533670P

KERR PIKE-CR 800S
533671W

LA'ORGE PIKE-CR 200E
533672D

SCOTT PIKE-CR 900S
533673K

DEER CREEK
533674S

THOMPSON-CR 900

GRANT CREEK
533675Y

PENCE RD

KENDALL ST
533676F

LOGAN ST
533677M

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.06

+0.02

0.9R
1.0R
0.50
0.50
0.50
1.1L

09/27/2005

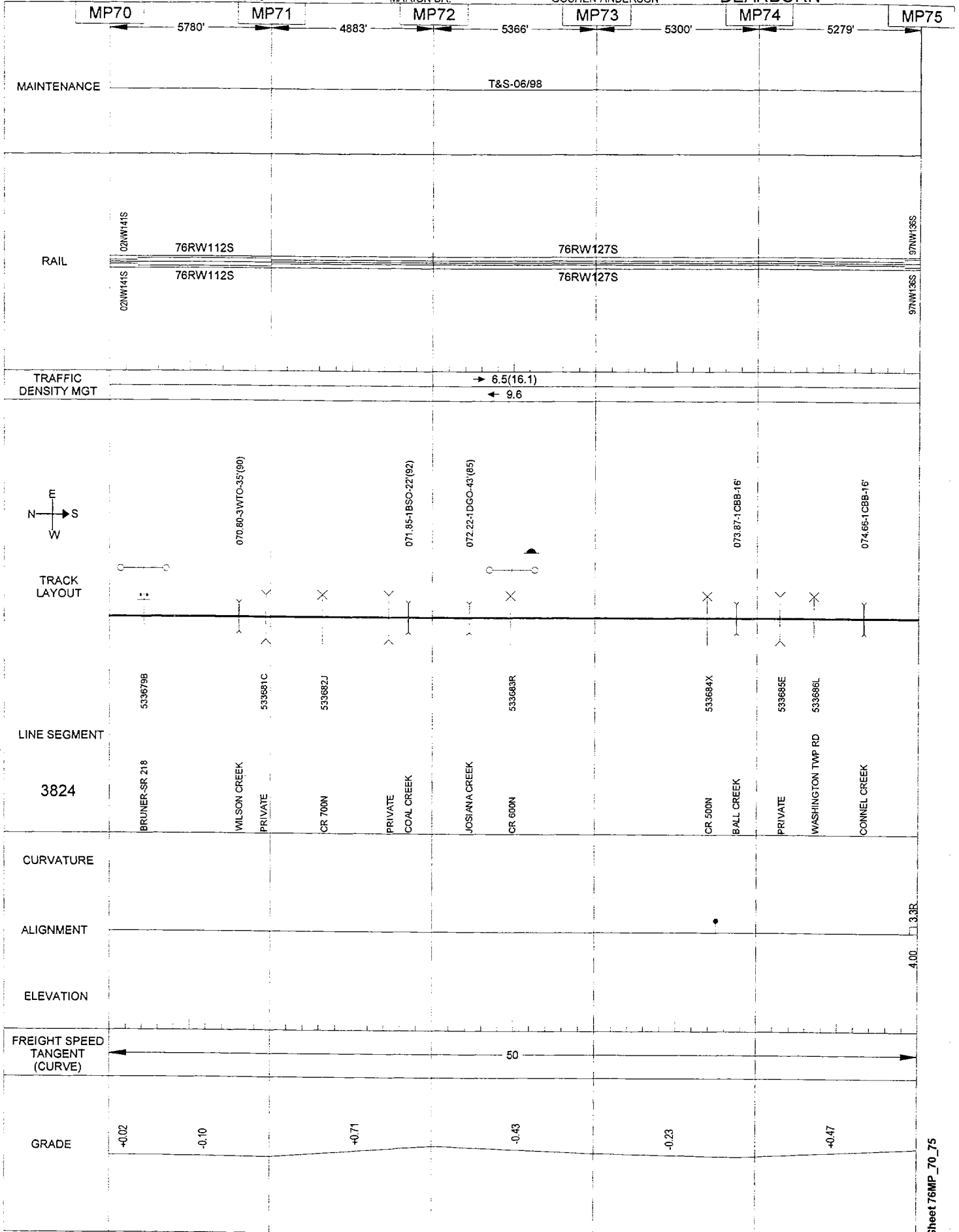
188

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

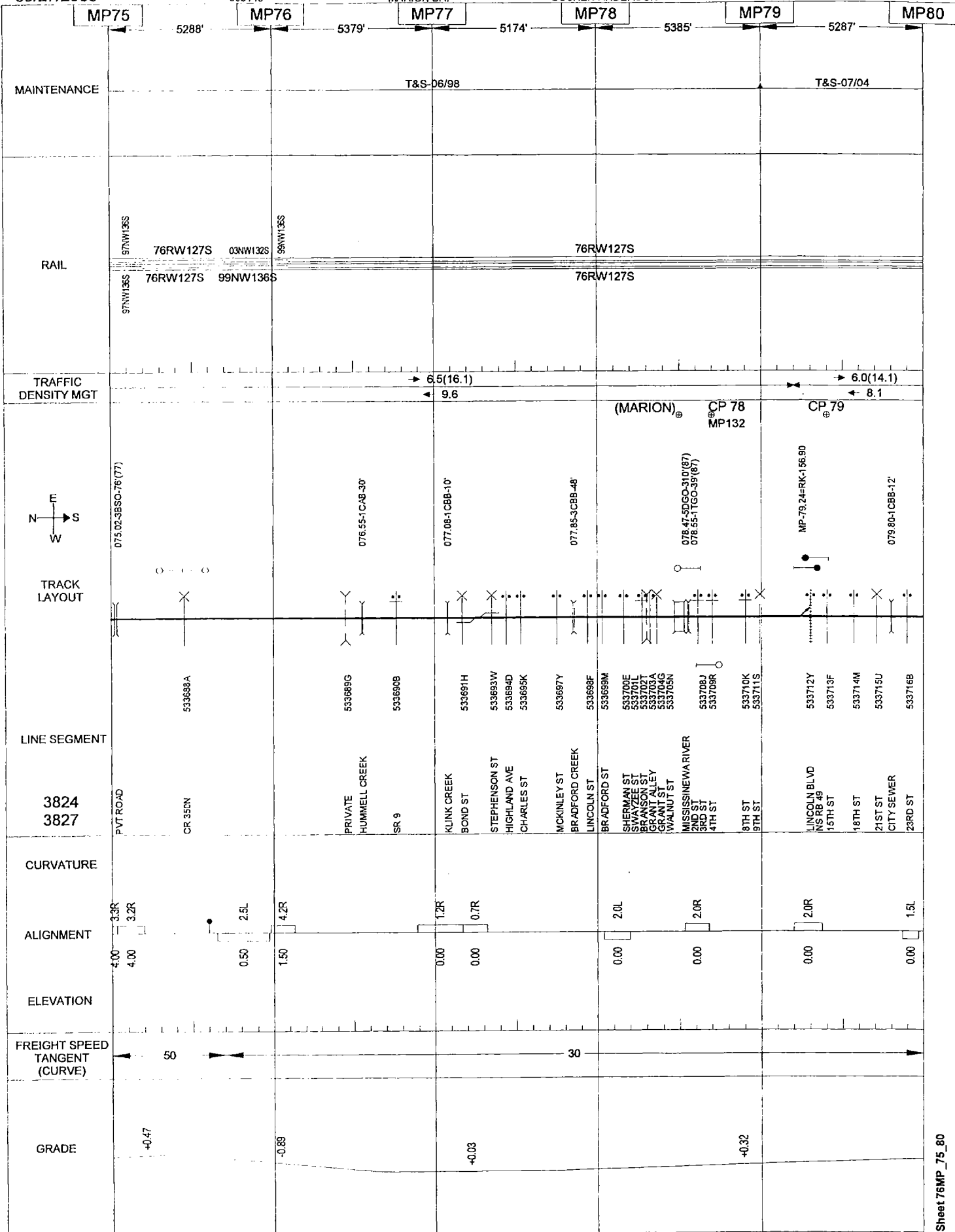
189

603143

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

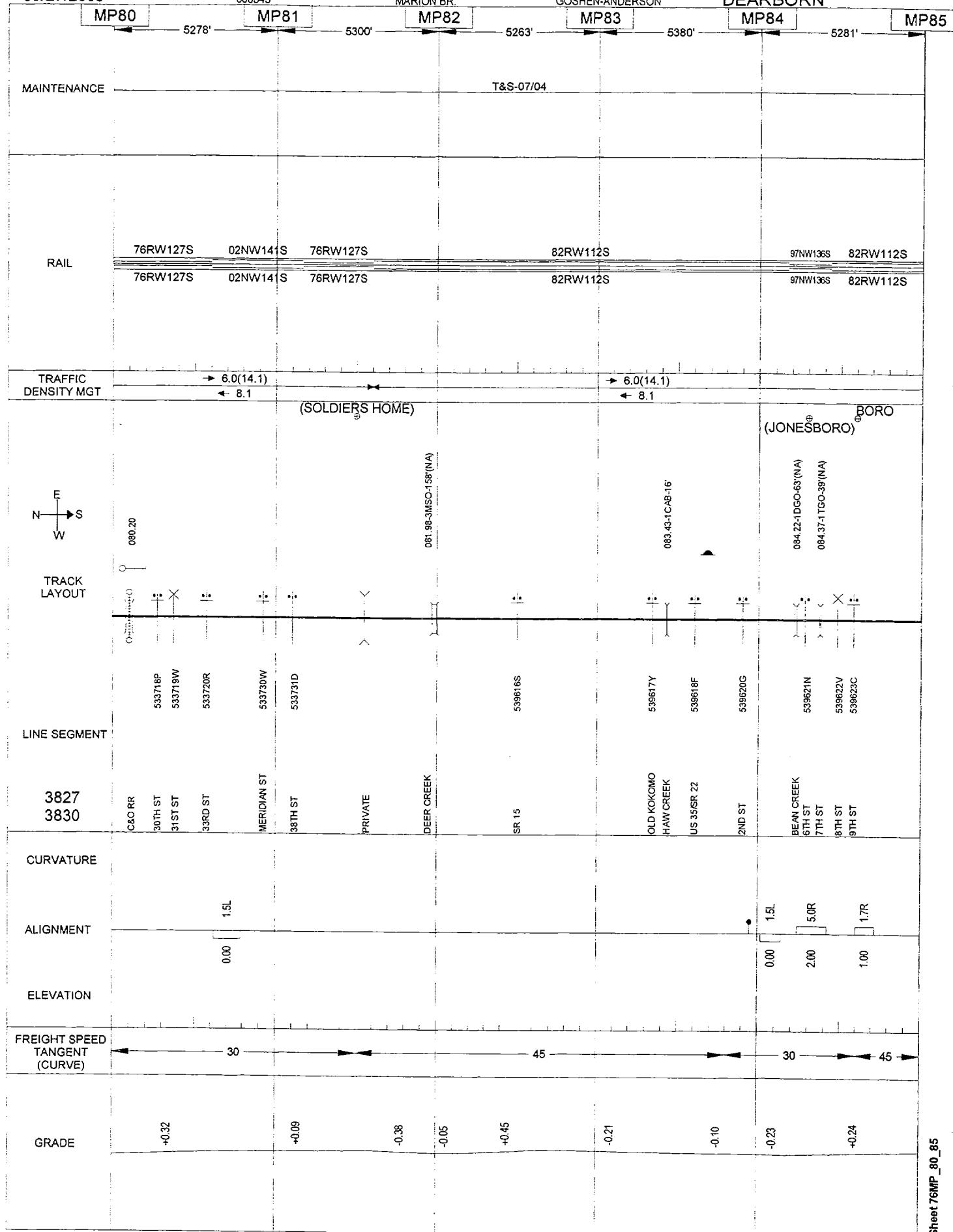
190

608343

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

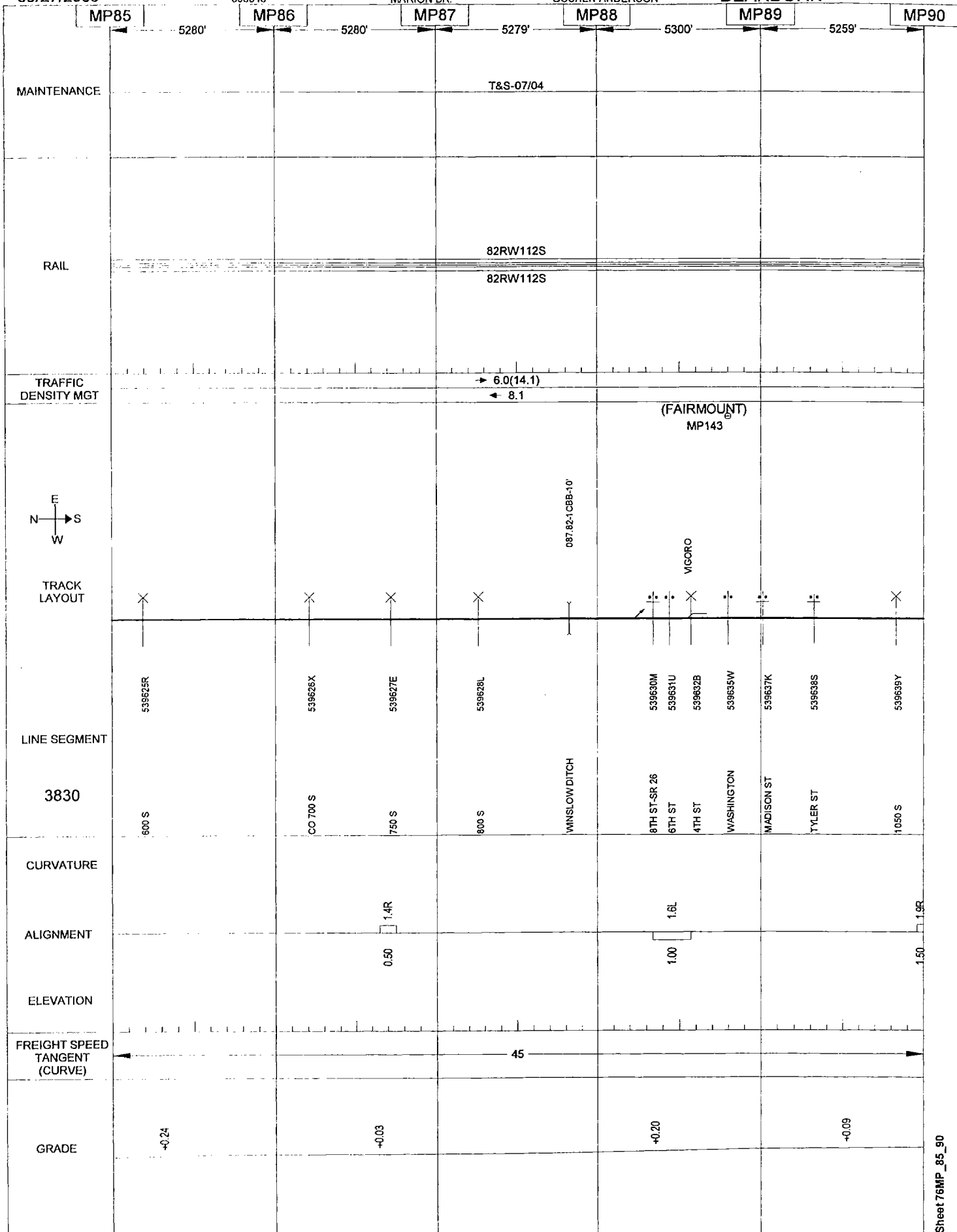
608343

191

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

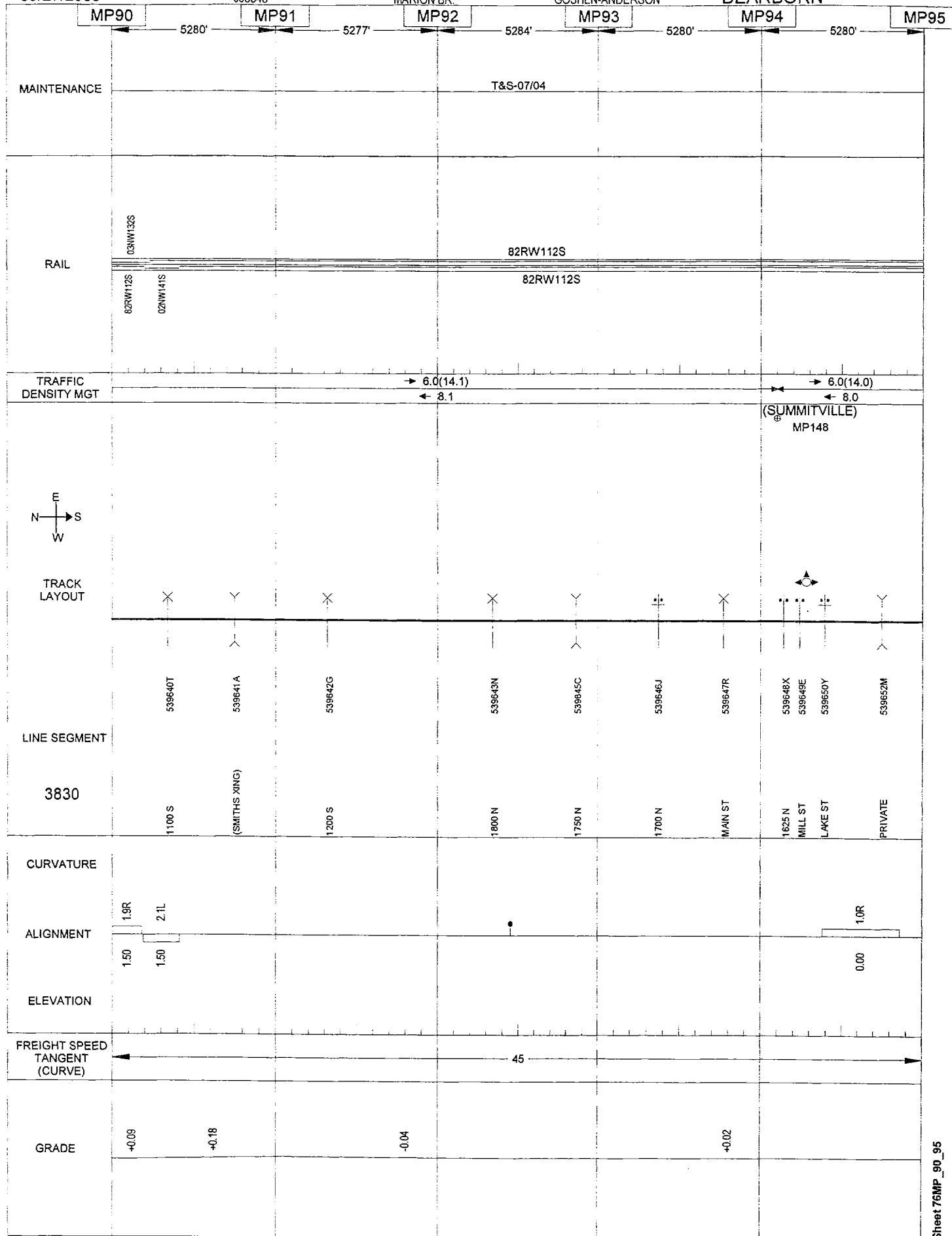
608343

192

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

608343

193

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP95

MP96

MP97

MP98

MP99

MP100

5280'

5280'

5273'

5280'

5277'

MAINTENANCE

T&S-07/04

RAIL

82RW112S

82RW112S

82RW112S

82RW112S

TRAFFIC
DENSITY MGT→ 6.0(14.0)
← 8.0→ 0.1(0.3)
← 0.2

ALEXANDRIA

TRACK
LAYOUT

LINE SEGMENT

3830

539653U

539654B

539656P

539657W

539658D

539659K

539661L

539662T

539663A

539664G

539665N

539667C

539668J

539669R

539670K

539671S

(PERCY BAR)

1500 N

FARM BUREAU

100 E

1400 N

1300 N

SANDERS CREEK

SR 28

SR 9

TAYLOR ST

POLK ST

HARRISON ST

TYLER ST

MINNESOTA

MONROE ST

BROADWAY ST

WASHINGTON ST

BERRY ST

NS SM 88

MP 98 77=SP-190.0

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

30

GRADE

+0.02

-0.37

-0.51

+0.55

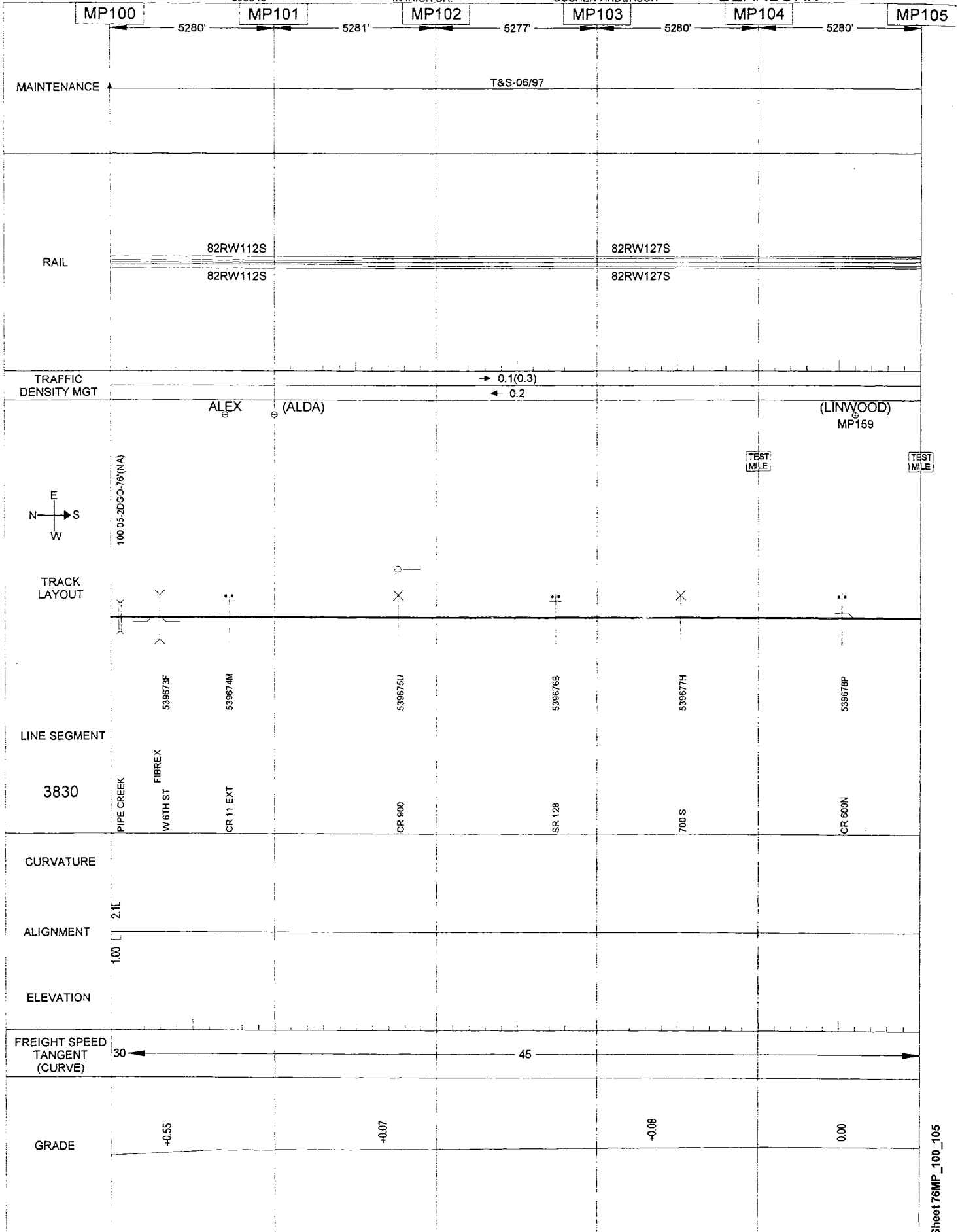
09/27/2005

608343

194
MARION BR

GOSHEN-ANDERSON

DEARBORN



09/27/2005

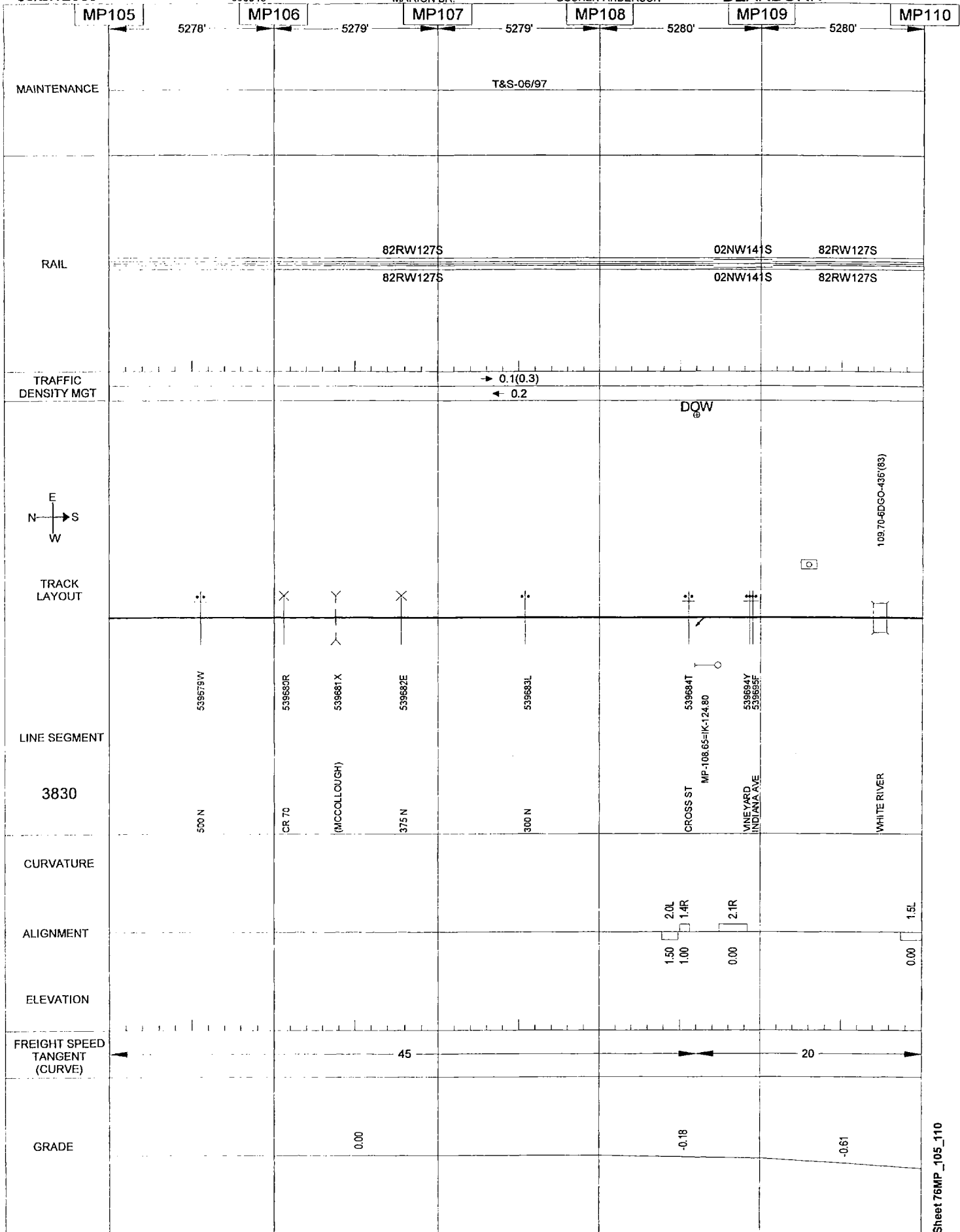
608343

195

MARION BR.

GOSHEN-ANDERSON

DEARBORN



09/27/2005

608343

196

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP110

5331'

MAINTENANCE

T&S-06/97

RAIL

82RW127S

82RW127S

95NW136S
95NW136STRAFFIC
DENSITY MGT

→ 0.1(0.3)

← 0.2

E
N → S
WTRACK
LAYOUT

.....

LINE SEGMENT

3830

539698B
539699H
539700A
539701G
539702N
539703V
539704C
539705J
539707X
539708E
539709L
539710F
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

1.5L
0.008.8L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

+0.39



09/27/2005

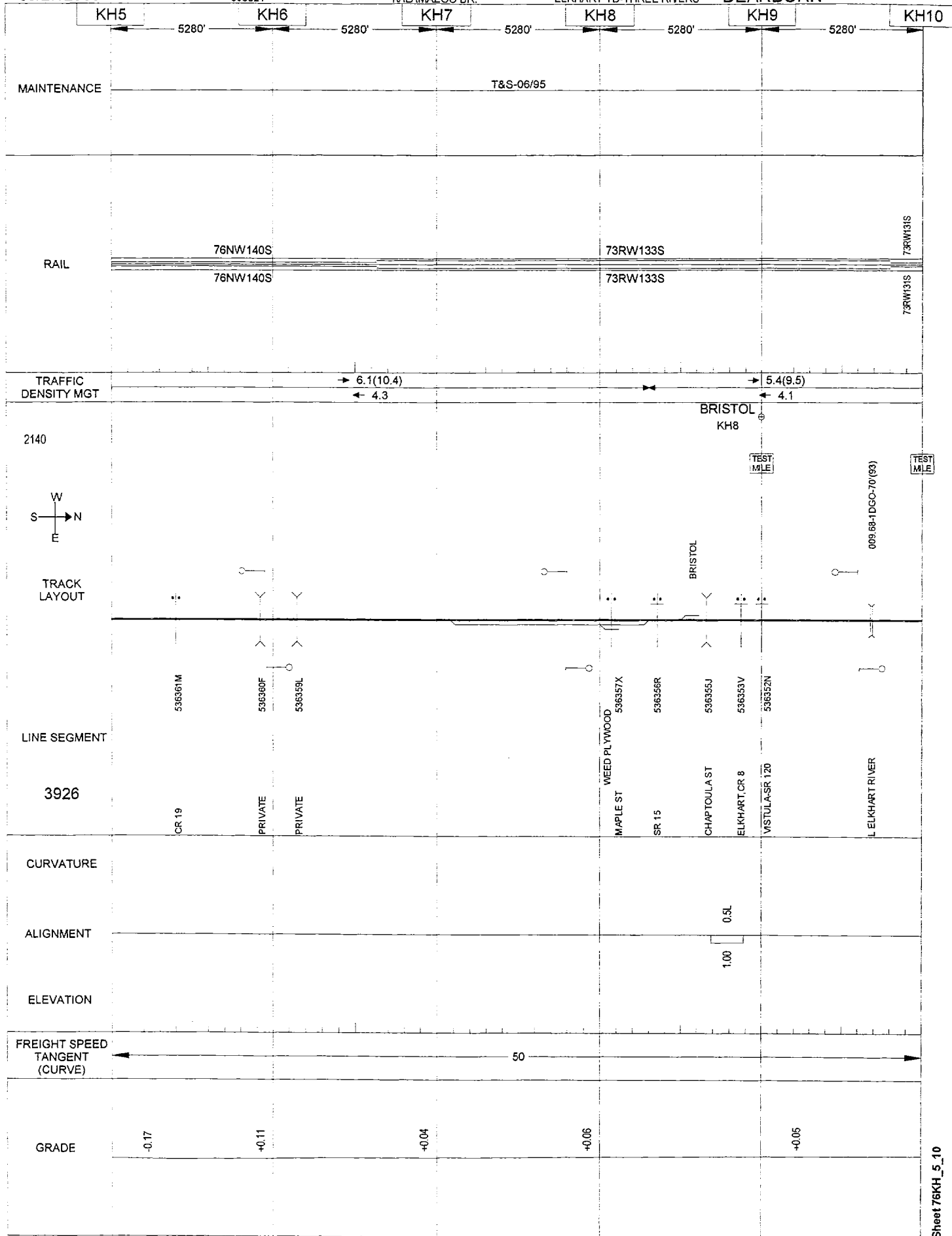
505321

198

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



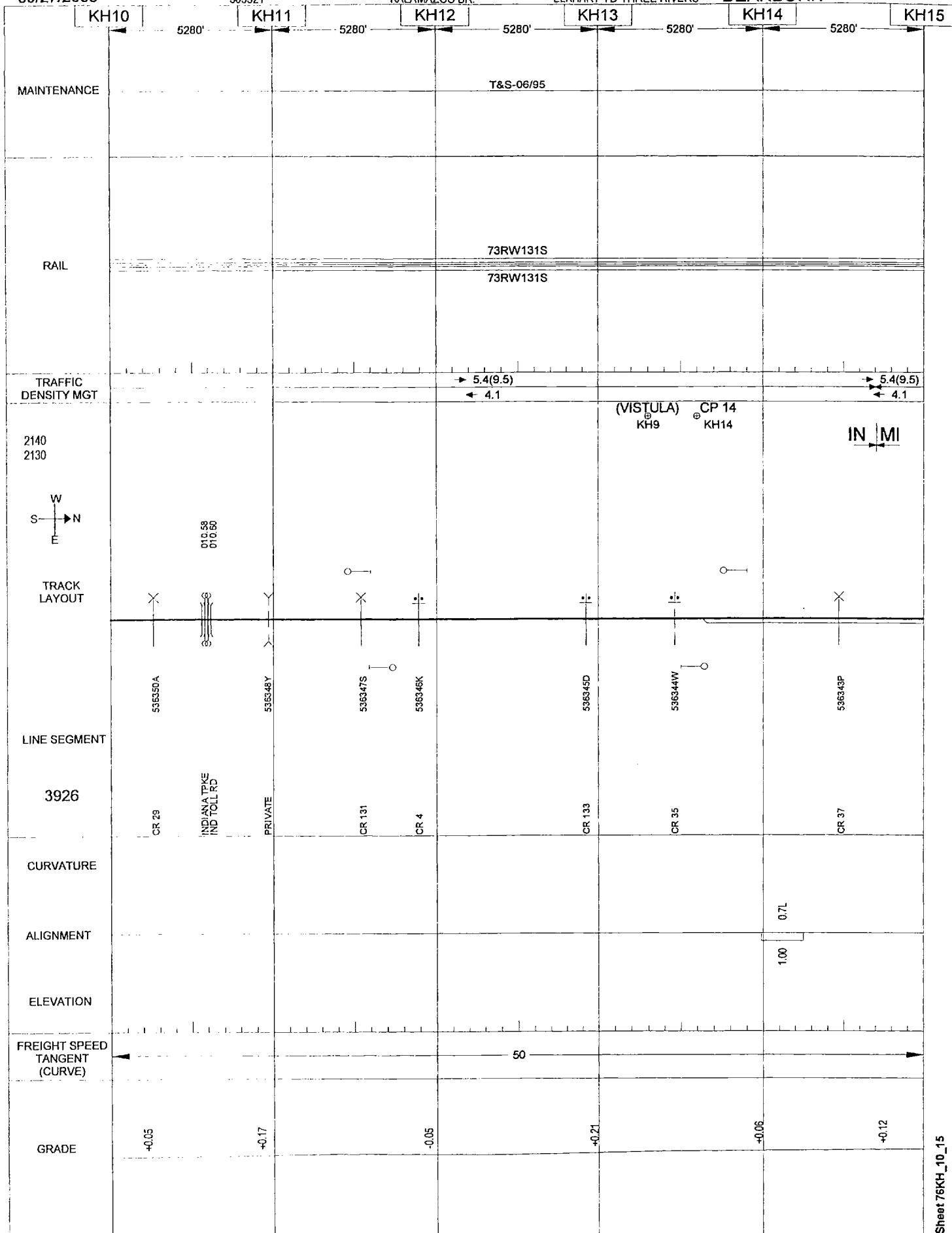
09/27/2005

199

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



09/27/2005

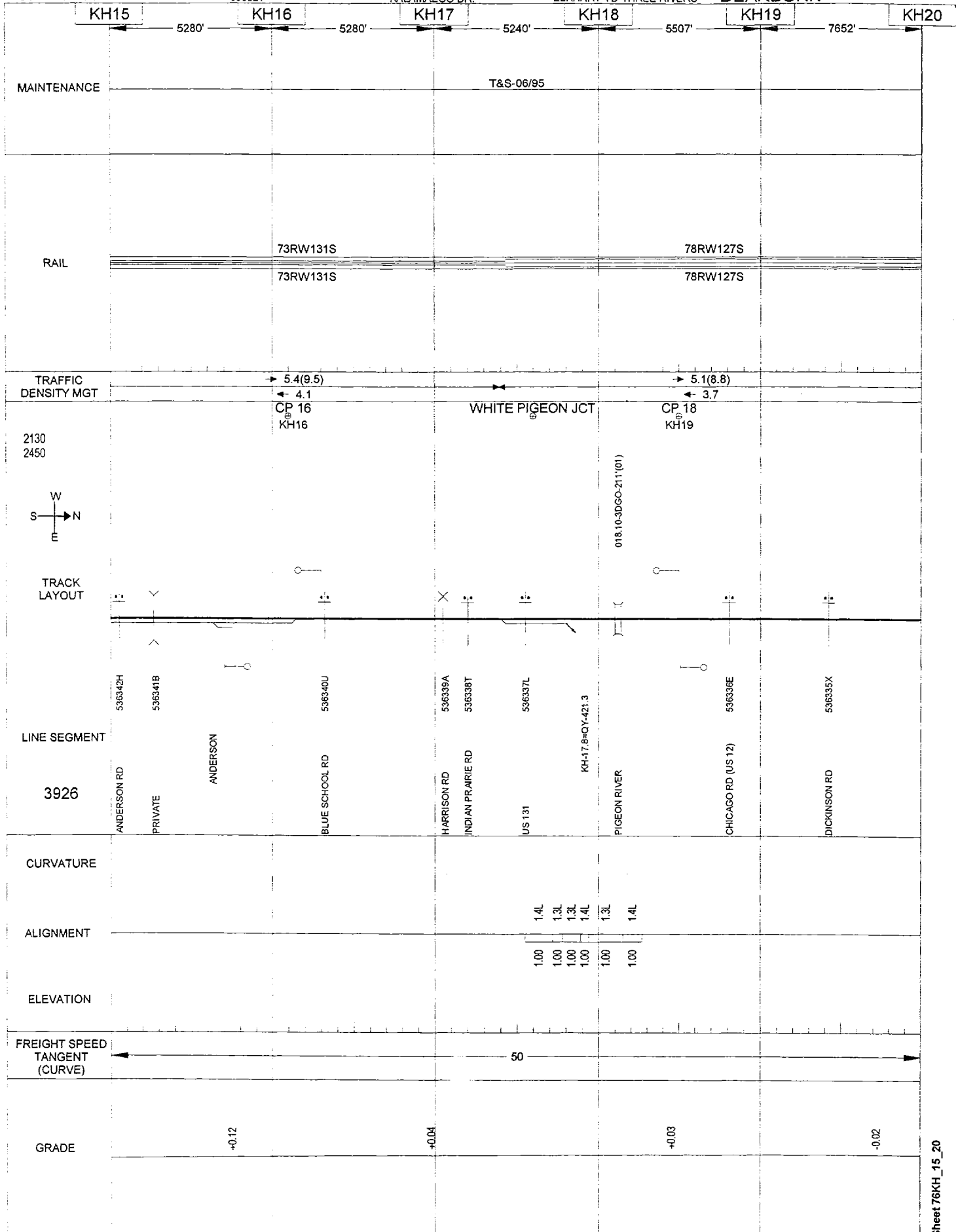
505321

200

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



09/27/2005

201

505321

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN

KH20

KH21

KH22

KH23

KH24

KH25

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/95

RAIL

78RW127S

02NW141S

78RW127S

78RW127S

TRAFFIC
DENSITY MGT

→ 5.1(8.8)

← 3.7

2450

(CONSTANTINE)
KH22

TRACK
LAYOUT020.88
PIONEER FEED

021.73-2BSO-103(95)

LINE SEGMENT

3926

536334R

OVID CONVEYOR

OWENS

536332C

536331V

CENTERVILLE ST
SIMPLEX
FAWN RIVER

536330N

536329U

PRIVATE

536328M

PRIVATE

536327F

PRIVATE

536326Y

PRIVATE

536325S

PRIVATE

536324K

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

30

50

GRADE

-0.02

-0.17

0.00

+0.15

0.00

09/27/2005

202

505321

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN

KH25

KH26

KH27

5280'

5280'

5280'

MAINTENANCE

T&S-06/95

RAIL

78RW127S

78RW127S

TRAFFIC
DENSITY MGT

→ 5.1(8.8)

← 3.7

2450

TRACK
LAYOUT

026 50-16WTO-202

KH-27.40=FB-27.30

LINE SEGMENT

3926

536322W
CONSTANTINE RD536321P
FAIRCHILD RD536320H
PRIVATE536319N
HOG CREEK
PRIVATE536318G
LUTZ RD536317A
HORSHAL

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

30

GRADE

0.00

+0.09

1.3R
1.00

09/29/2005

505341

203

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB28

FB29

FB30

3412'

5888'

5280'

MAINTENANCE

T&S-06/95

RAIL

79RW12S

79RW112S

03NWF14S

79RW112S

03NWF14S

79RW112S

TRAFFIC
DENSITY MGT

5.1(8.8)

3.7

4.9(8.5)

3.6

2450

W
S — N
E

TRACK
LAYOUTCP FOURTH ST
FB28(THREE RIVERS)
FB29

FB-27.30=KH-27.40

FB-28.72=AZ-89.60

HUDDLESTON

029.02=JGGO-216'(03)

029.33

LINE SEGMENT

3917

536473L

536474T

536475A

536477N

536478V

536479C

536480W

536481D

536482K

536483S

536484Y

536487U

536488B

M-86

MICHIGAN STREET

MAIN ST

BROADWAY ST

STATE ST

PLEASANT ST

FOURTH ST

PRIVATE

PRIVATE

ST JOE RIVER

MICHIGAN AVE

CITY PARKING LOT

CITY WALKWAY

MOORE ST

CUSHMAN ST

HOPEMAN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

1.3L

1.00

1.3L

1.00

1.0R

1.00

3.5R

1.00

+0.11

-0.32

+0.42

+0.15

GRADE

09/27/2005

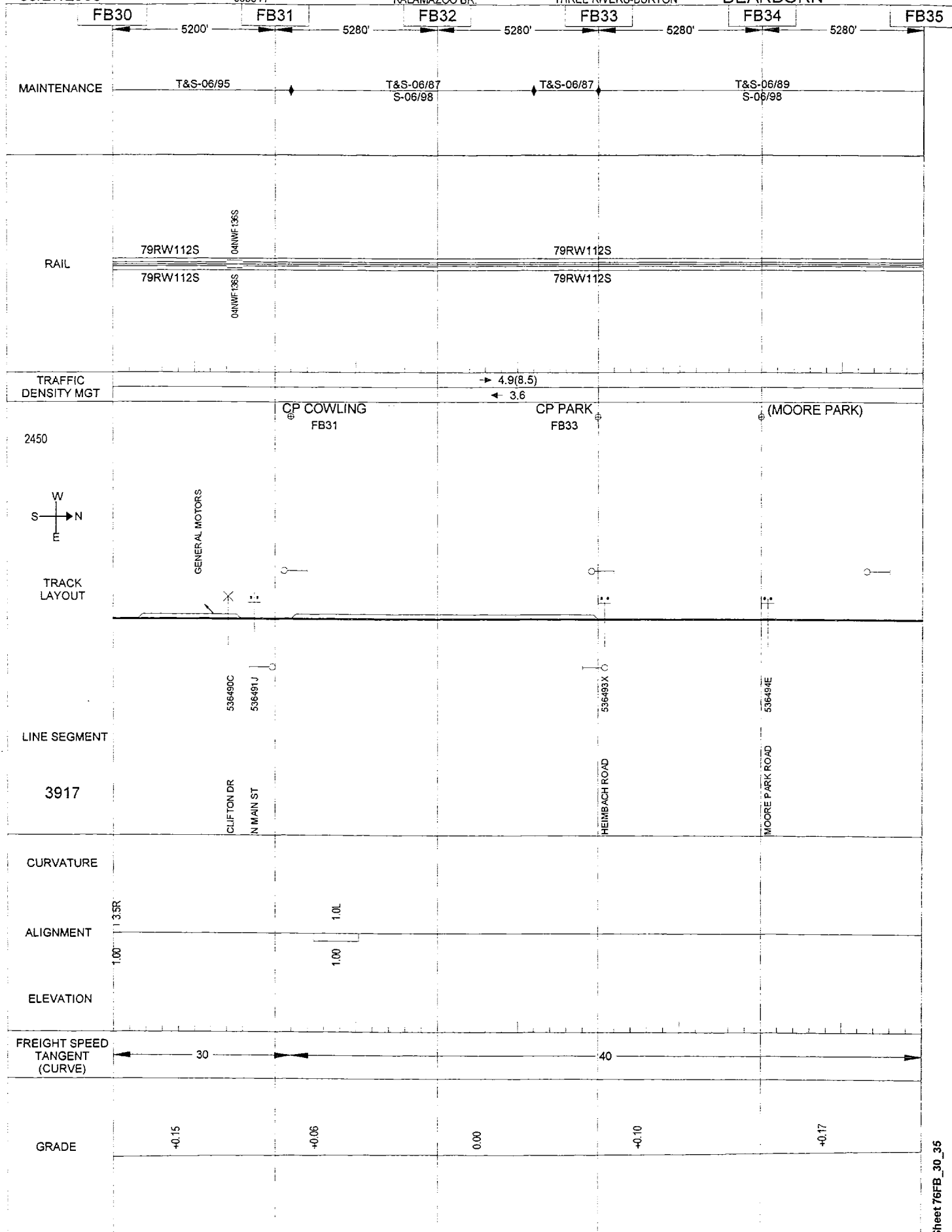
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204

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

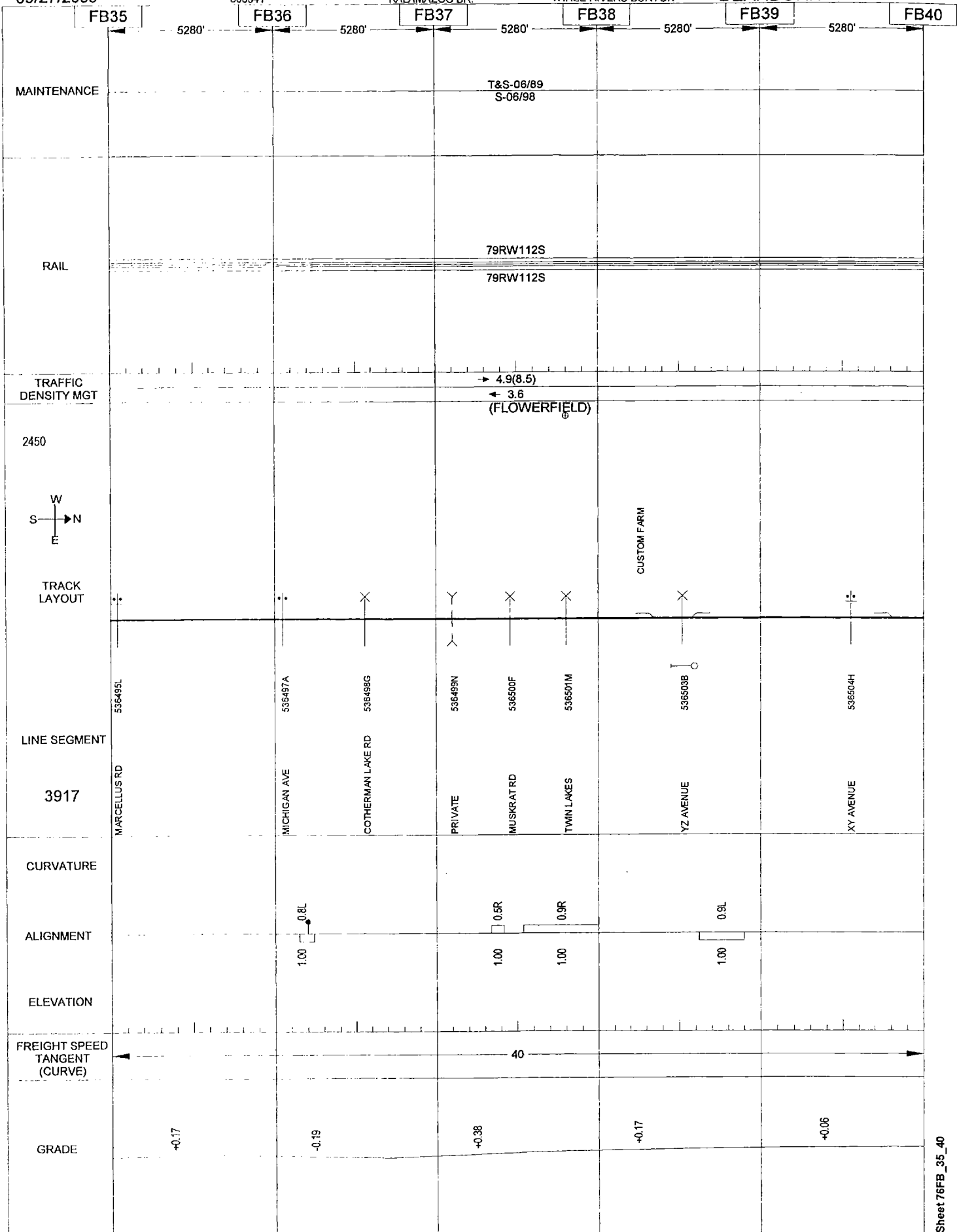
205

505341

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

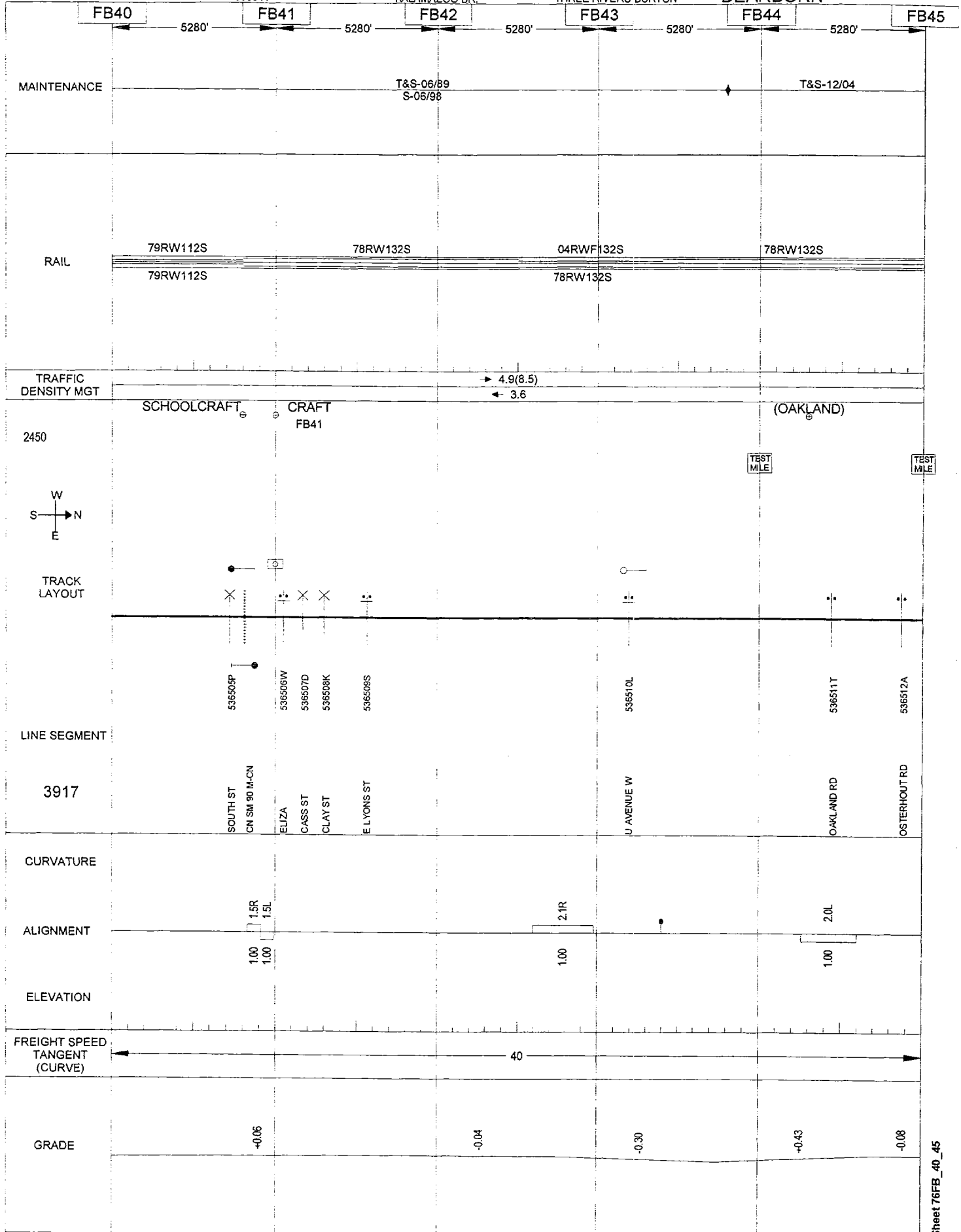
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206

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



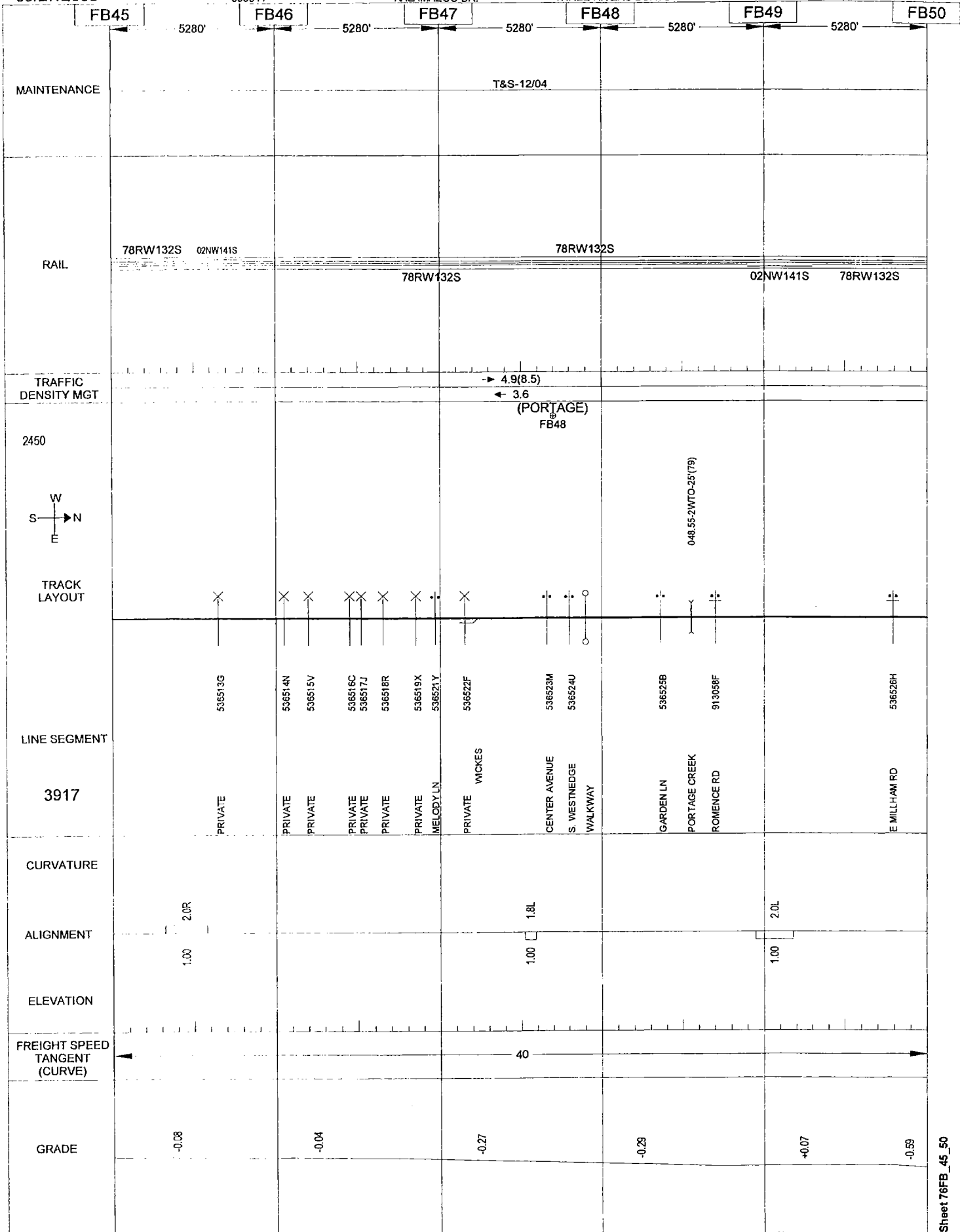
09/27/2005

207

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

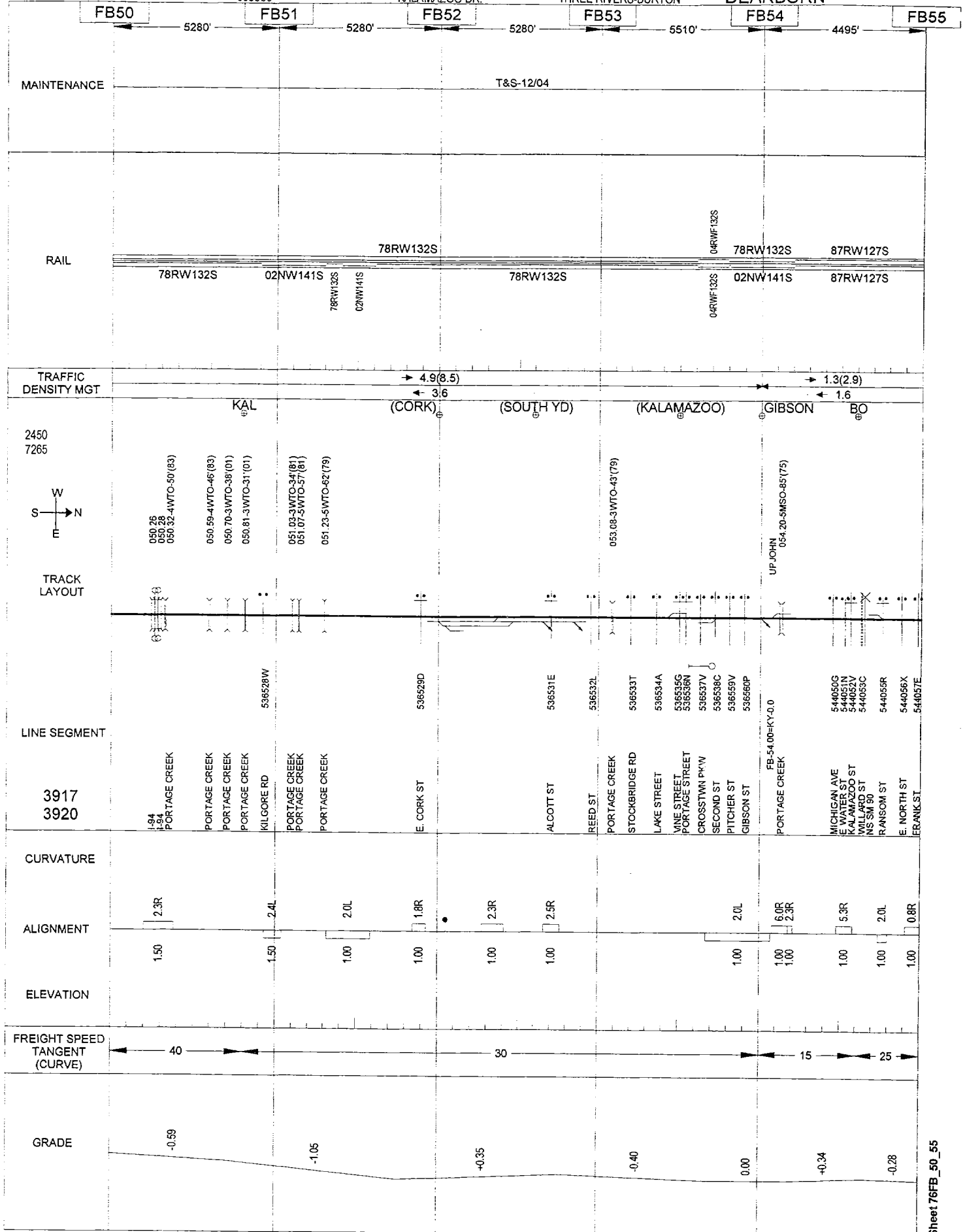
208

505338

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

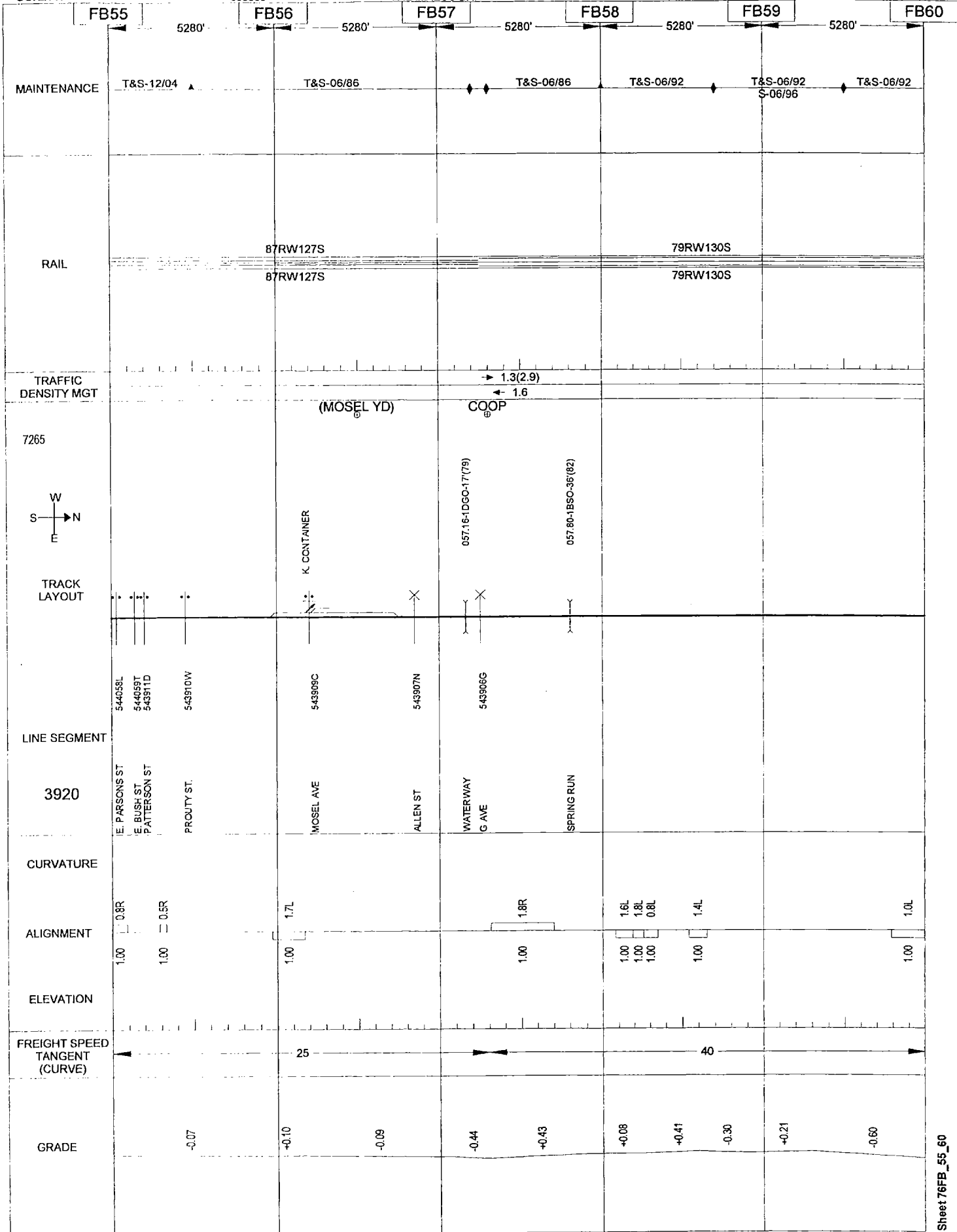
209

505338

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

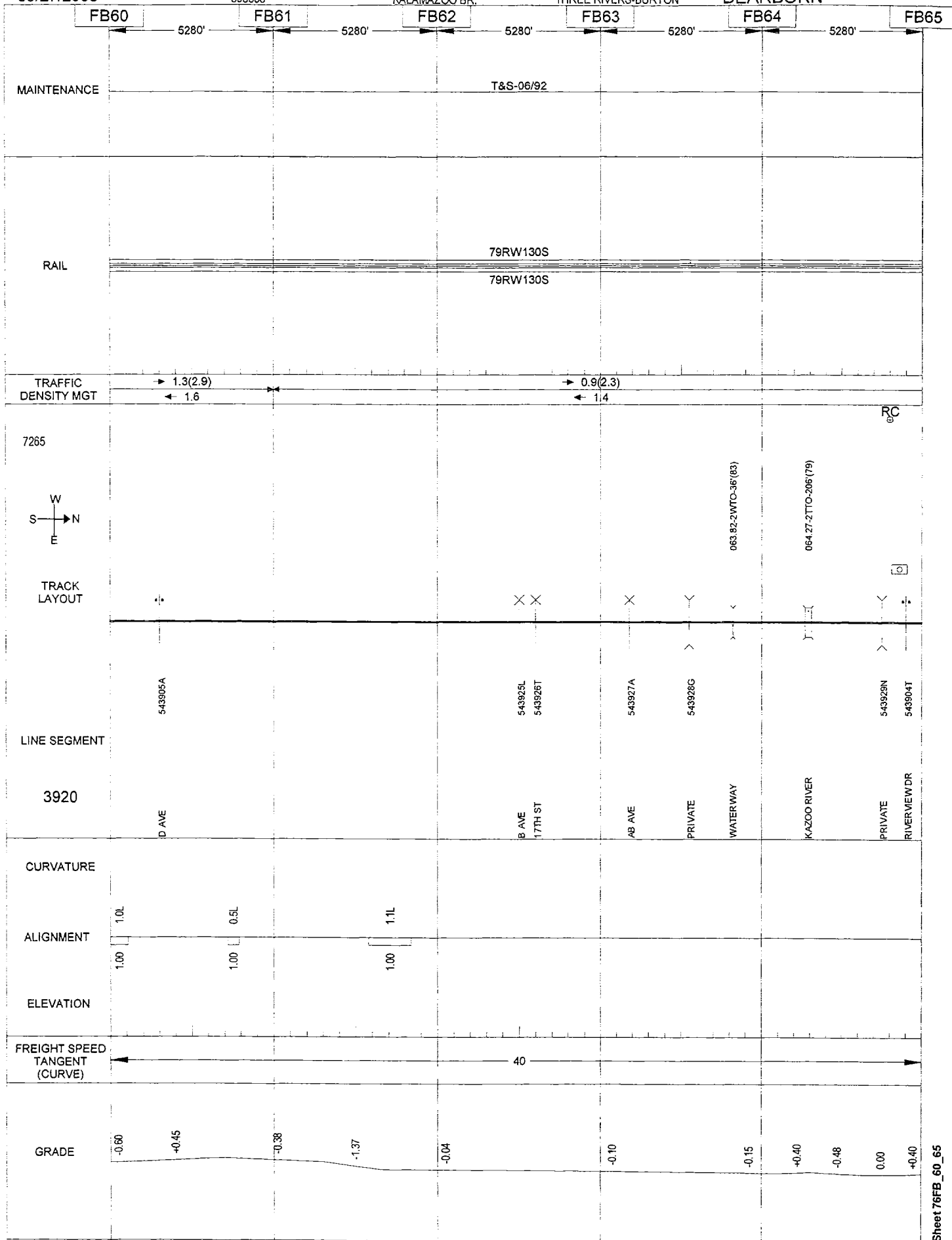
505338

210

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

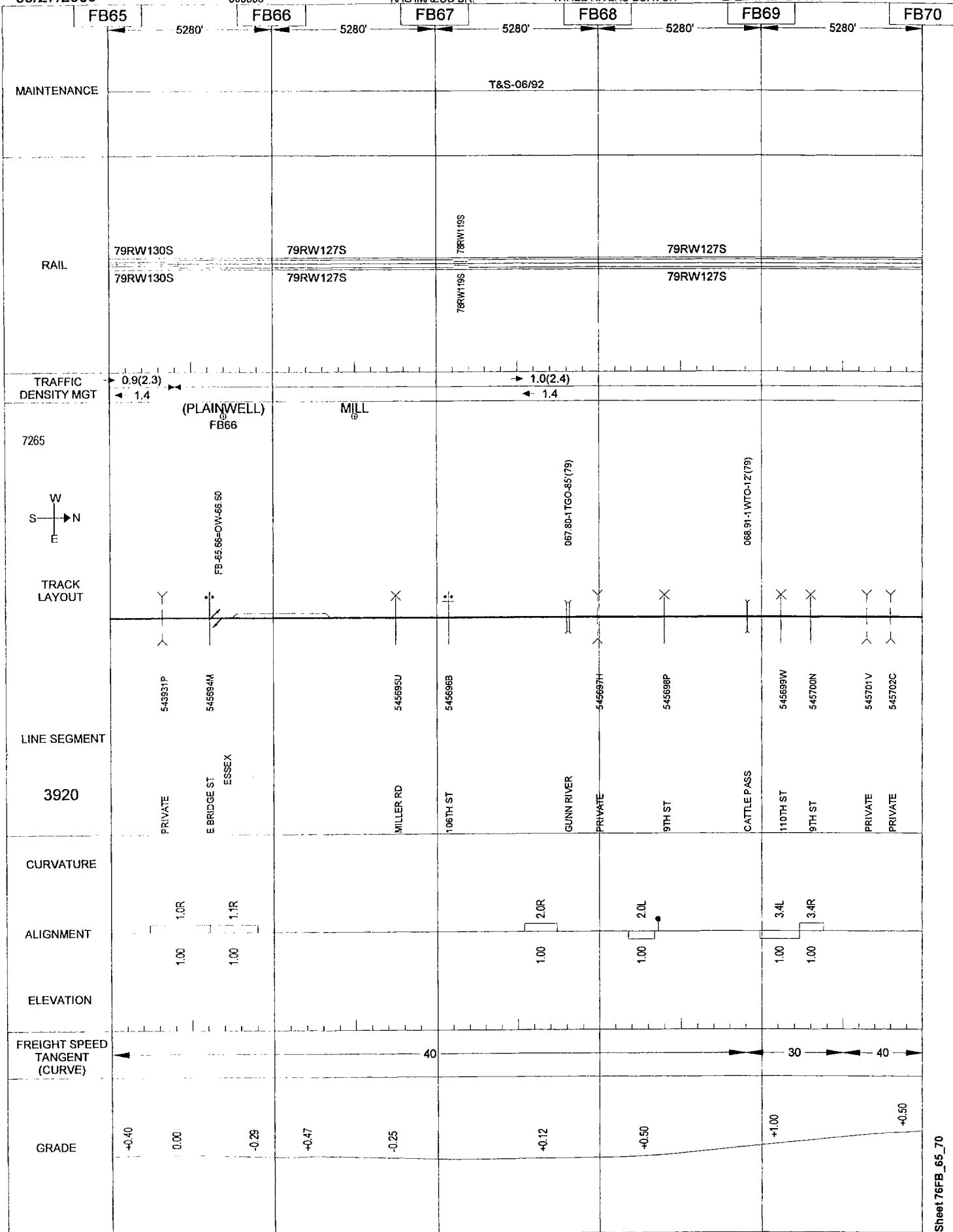
211

505338

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

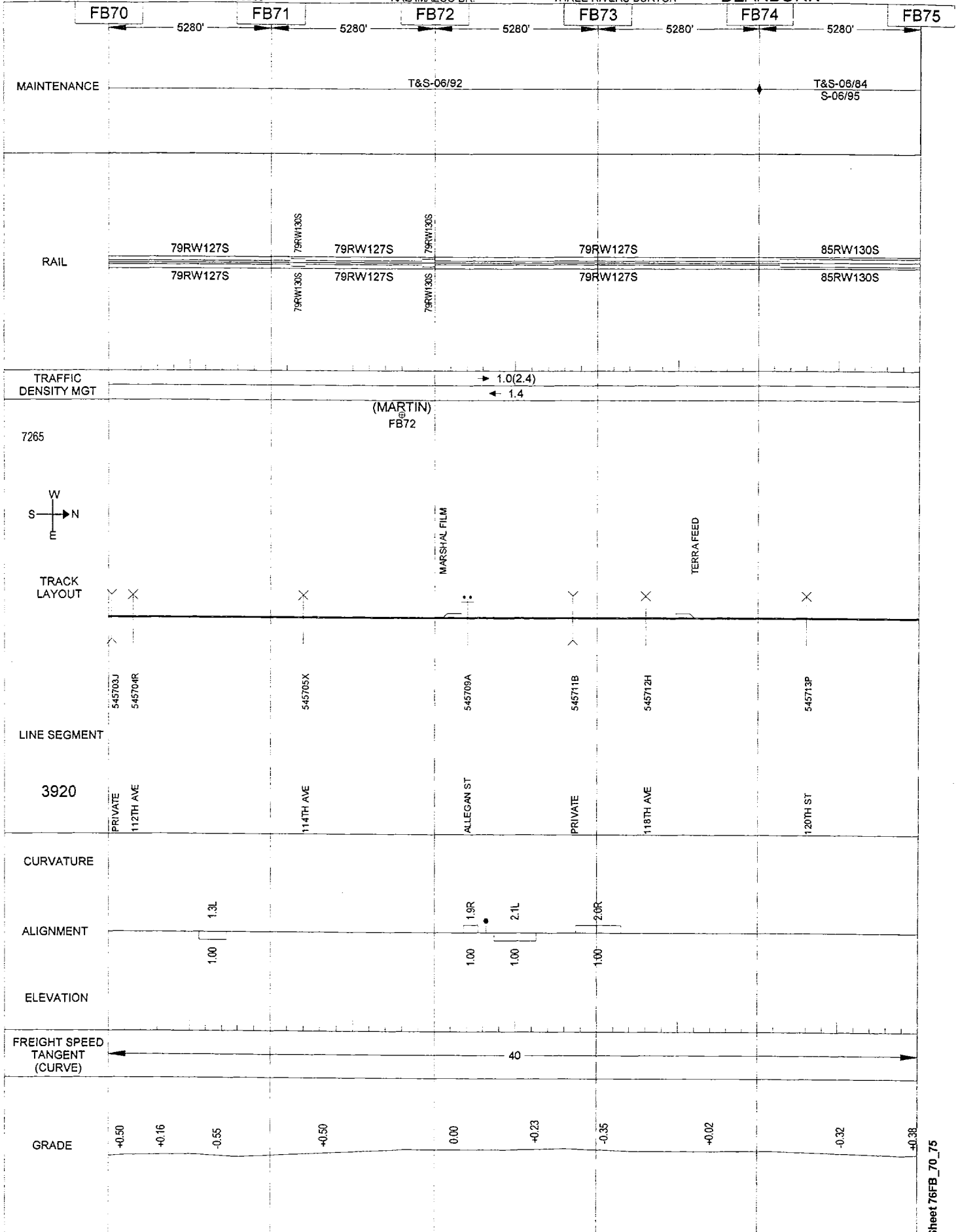
505338

212

KALAMAZOO BR

THREE RIVERS-BURTON

DEARBORN



09/27/2005

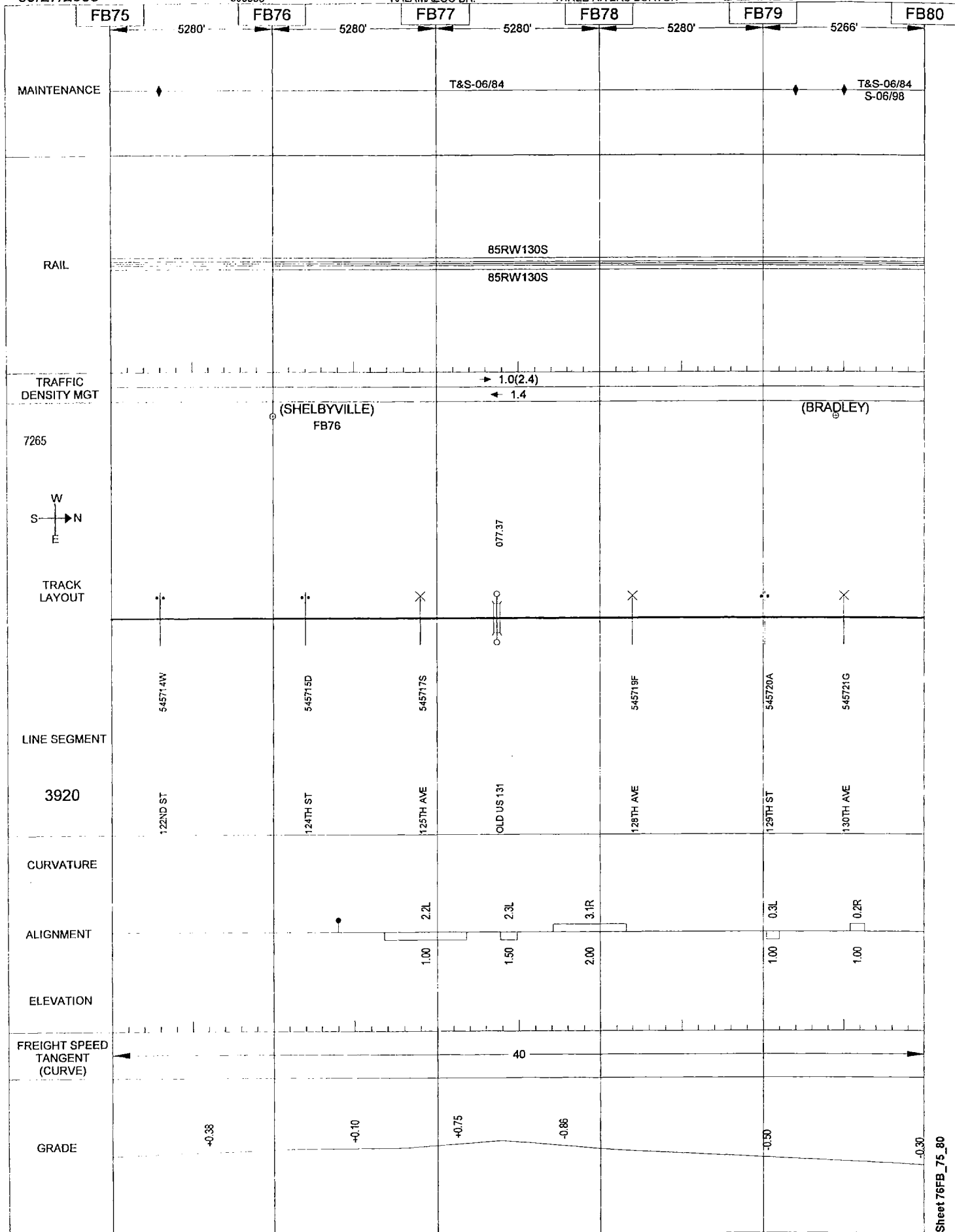
505338

213

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

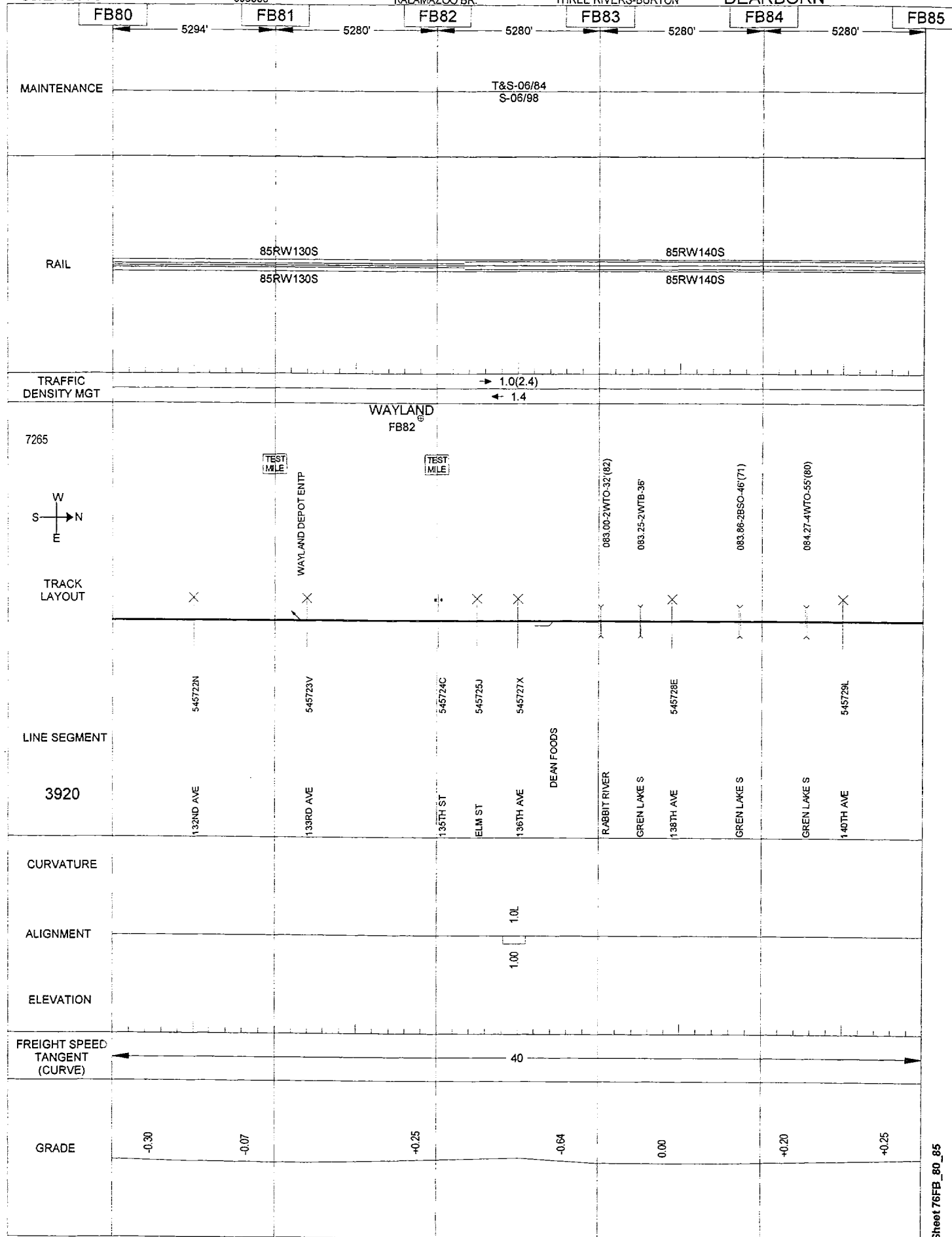
214

505338

KALAMAZOO BR

THREE RIVERS-BURTON

DEARBORN



09/27/2005

215

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB85

5280'

FB86

5280'

FB87

5280'

FB88

5280'

FB89

5282'

FB90

MAINTENANCE

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

RAIL

85RW140S
85RW140S

85RW127S
85RW127S

TRAFFIC
DENSITY MGT

→ 1.0(2.4)
← 1.4

7265

(MOLINE)

(ROSS)

W
S → N
E

TRACK
LAYOUT

MOLINE CO-OP

088.36
088.38

088.97-1 WTO-15'(82)

LINE SEGMENT

3920

545730F

545731M

545732U

545733B

545734H

545736W

545738K

545739S

545740L

142ND AVE

12TH STREET

PRIVATE

144TH AVE

ROSEWOOD AVE

146TH 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

-0.55

-0.15

-0.50

-0.20

-0.58

-0.83

09/27/2005

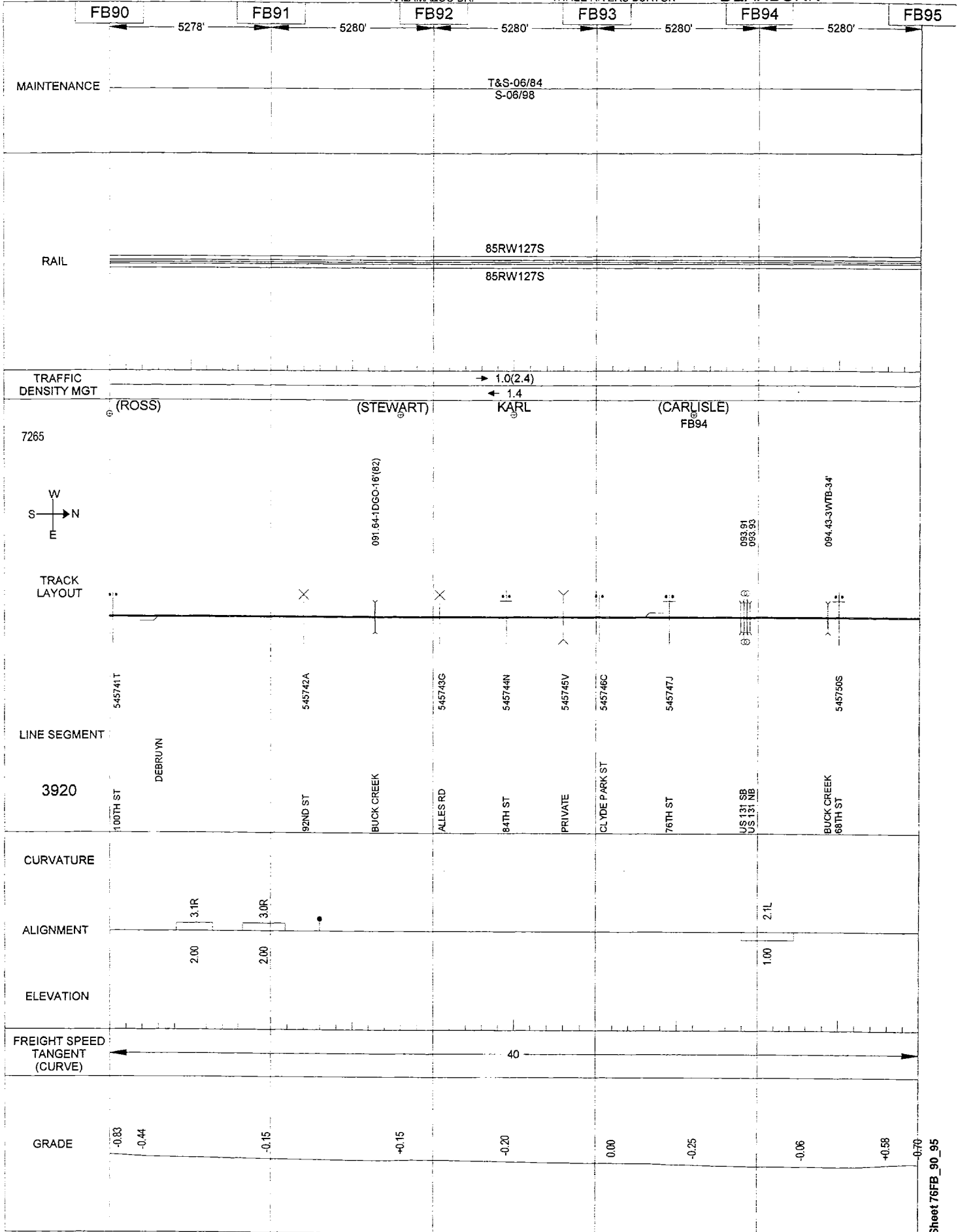
505338

216

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

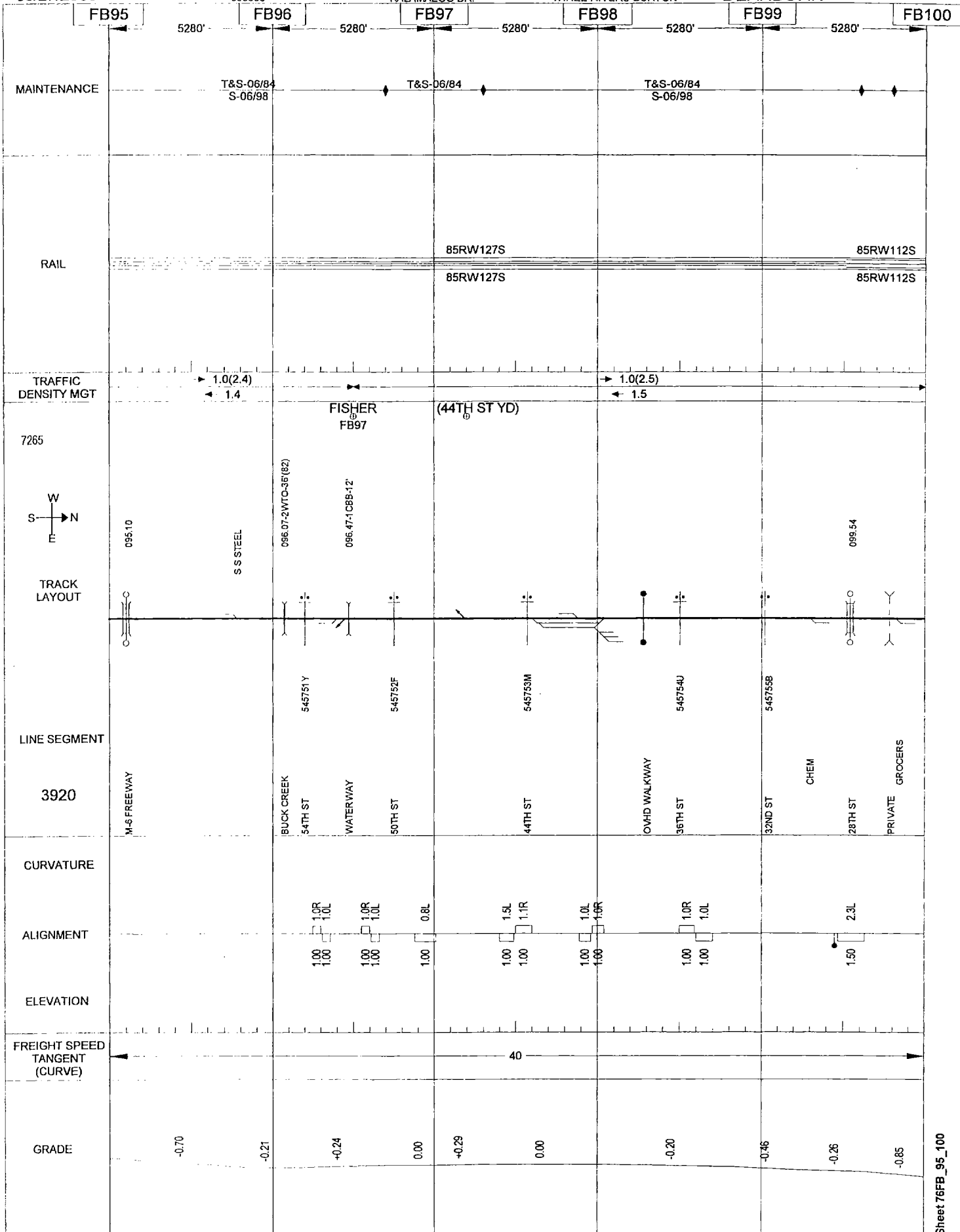
217

505338

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



09/27/2005

505338

218
HUGHART R.T.

BURTON-GRAND RAPIDS

DEARBORN

FB100

FB101

FB102

5280'

5280'

5280'

MAINTENANCE

T&S-06/95

T&S-06/84

RAIL

85RW112S

85RW112S

TRAFFIC
DENSITY MGT

1.0(2.5)

1.5

1.0(2.5)

1.5

BURTON

(HTSW)

7265
7266

W
S → N
E

TRACK
LAYOUT

100.27-3WTO-92(93)

100.61

HUGHART YD

101.60

102.11

TO CSXT

LINE SEGMENT

3815
3920

PLASTER CREEK

BURTON ST

FB-100.80=XH-92.40

KEELER

HALL ST

ALBANY

536602Y

FRANKLIN ST

GRAHAM ST

536601S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.85

+0.13

-0.16

09/27/2005

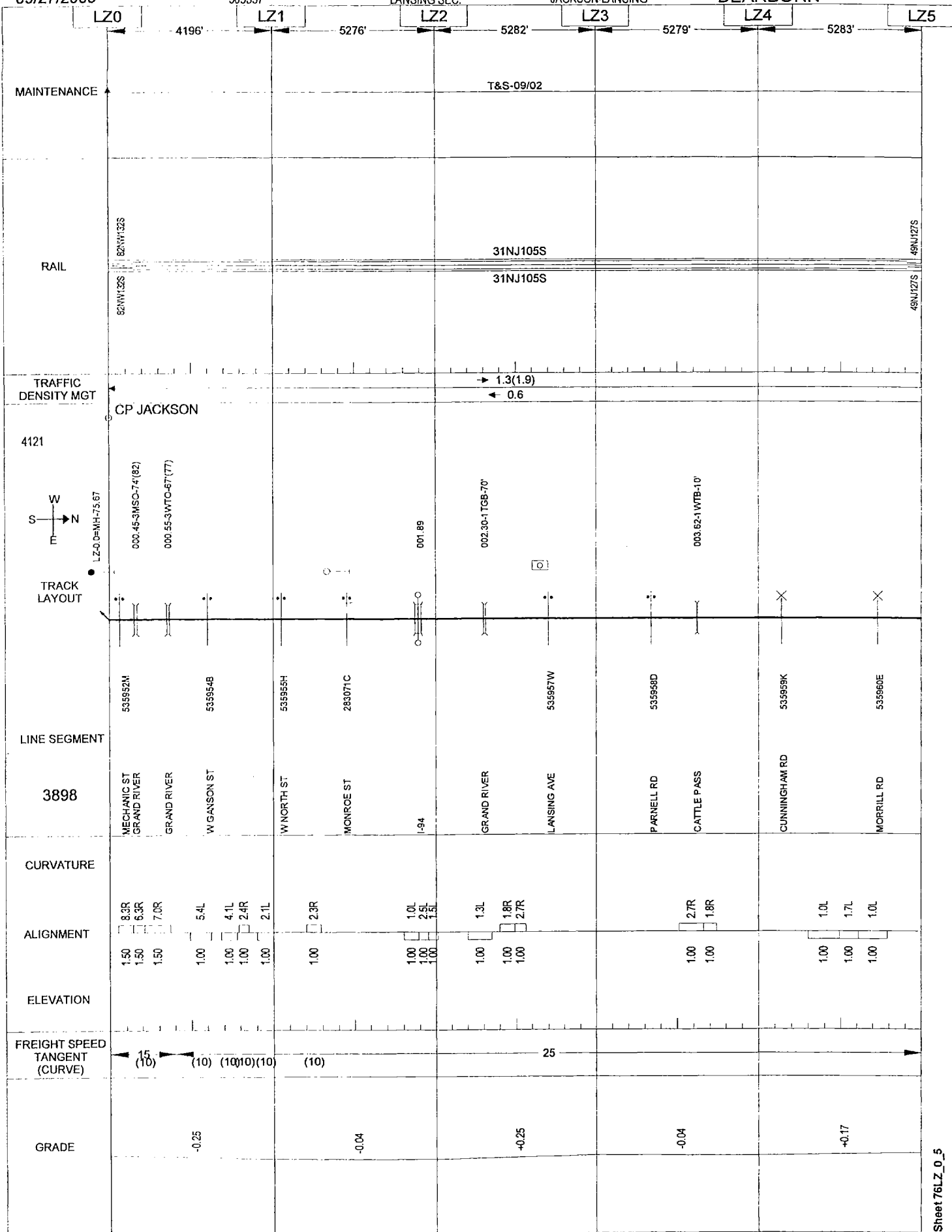
505337

219

LANSING SEC.

JACKSON-LANSING

DEARBORN



09/27/2005

220

505337

LANSING SEC.

JACKSON-LANSING

DEARBORN

LZ5

LZ6

LZ7

LZ8

LZ9

LZ10

5279'

5279'

5280'

5281'

5278'

MAINTENANCE

T&S-09/02

T&S-06/88

T&S-06/88
S-06/97

RAIL

49NJ127S

31NJ105S

29NJ105S

31NJ105S

49NJ127S

31NJ105S

29NJ105S

31NJ105S

TRAFFIC
DENSITY MGT→ 1.3(1.9)
← 0.6

4121

(VAN HORNS)

W
S → N
E

005.10-1 WTB-16'

005.28
005.23

006.17-1 WTB-16'

TEST
MILETEST
MILETRACK
LAYOUT

LINE SEGMENT

3898

WATERWAY
US 127
US 127VAN HORN RD
WATERWAY
535962THENRY RD
535964GPRIVATE
535965NBROUGHWELL RD
535966V

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.09

+0.25

+0.06

-0.34

-0.57

09/27/2005

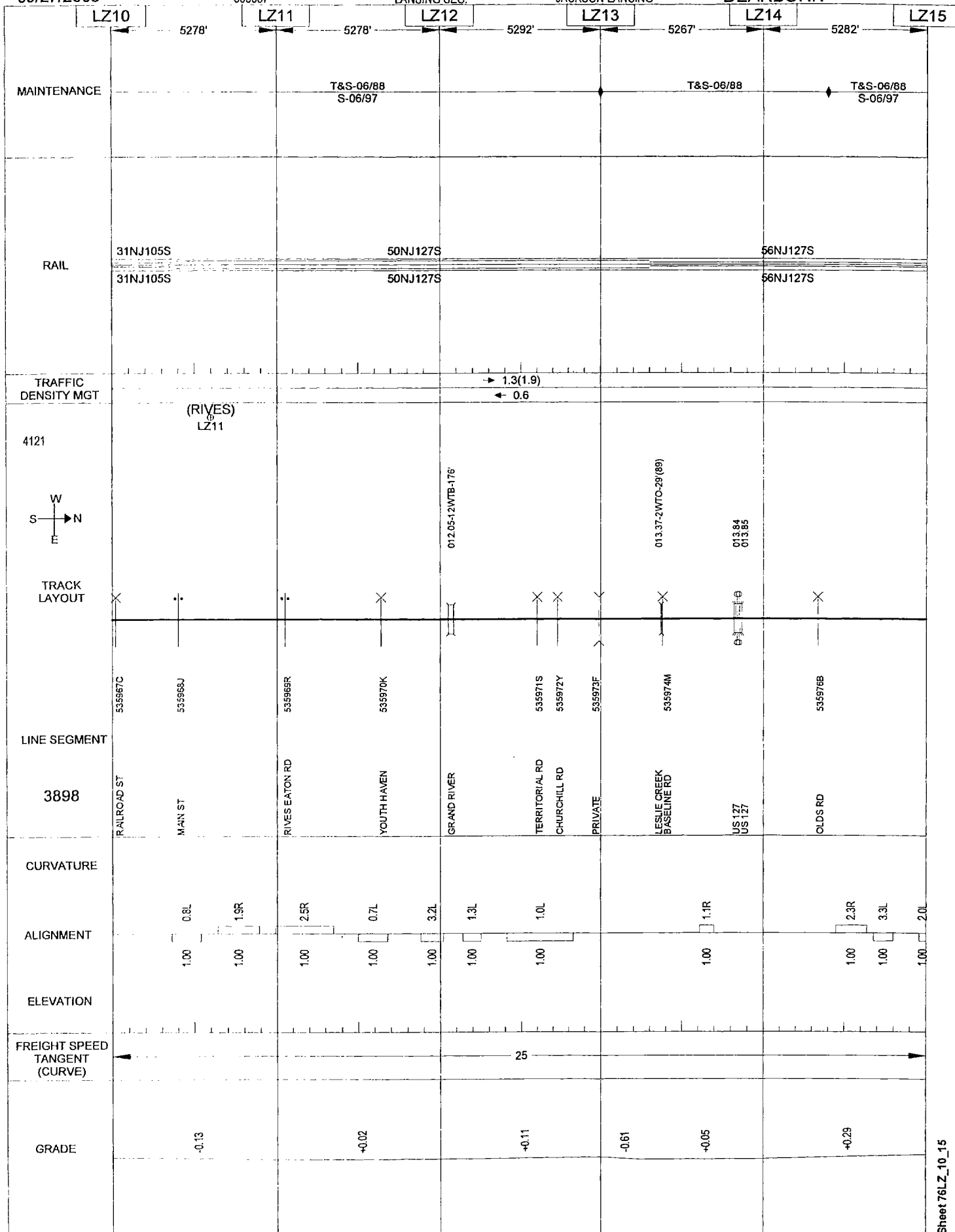
221

505337

LANSING SEC.

JACKSON-LANSING

DEARBORN



09/27/2005

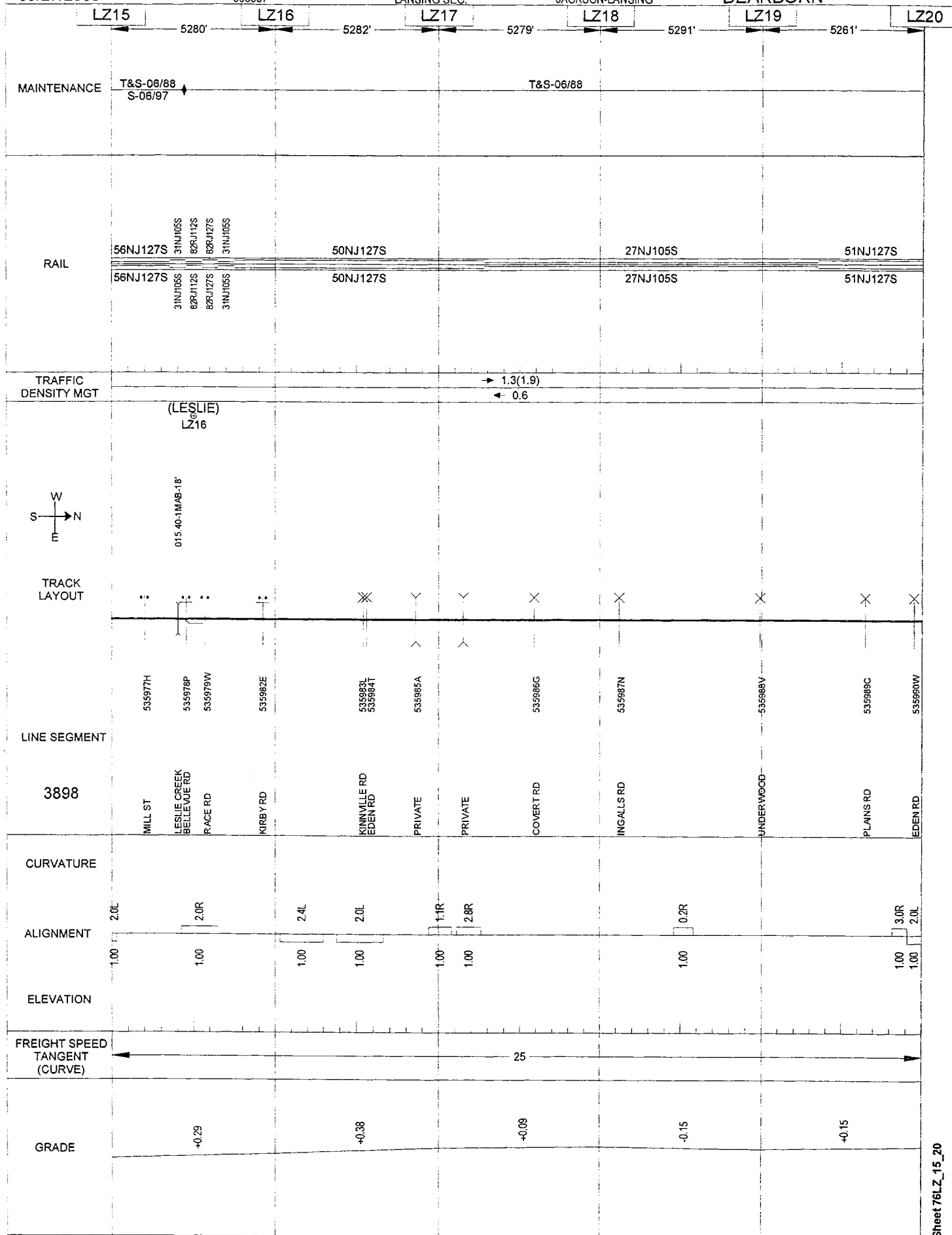
222

505337

LANSING SEC.

JACKSON-LANSING

DEARBORN



09/27/2005

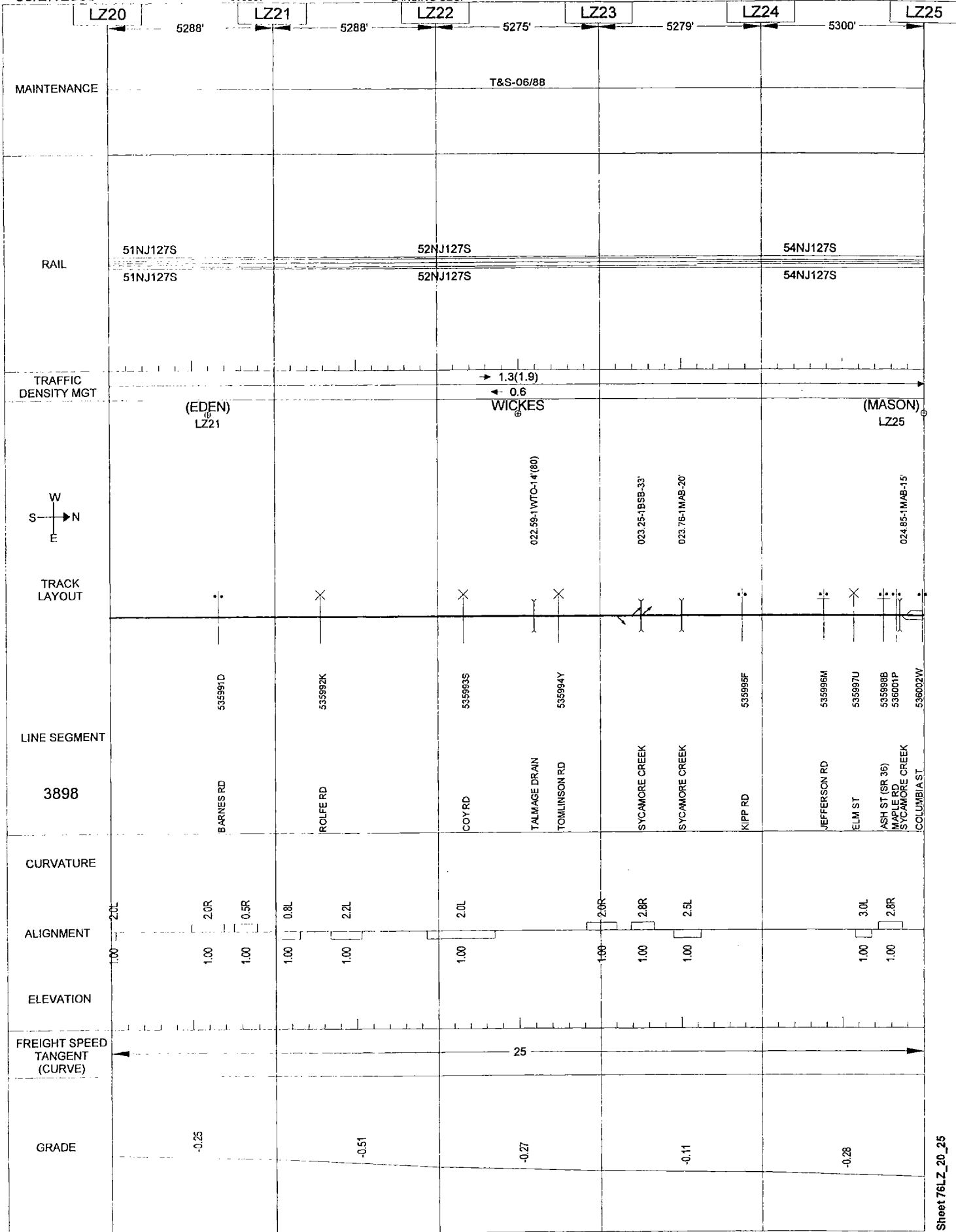
223

505337

LANSING SEC.

JACKSON-LANSING

DEARBORN



09/27/2005

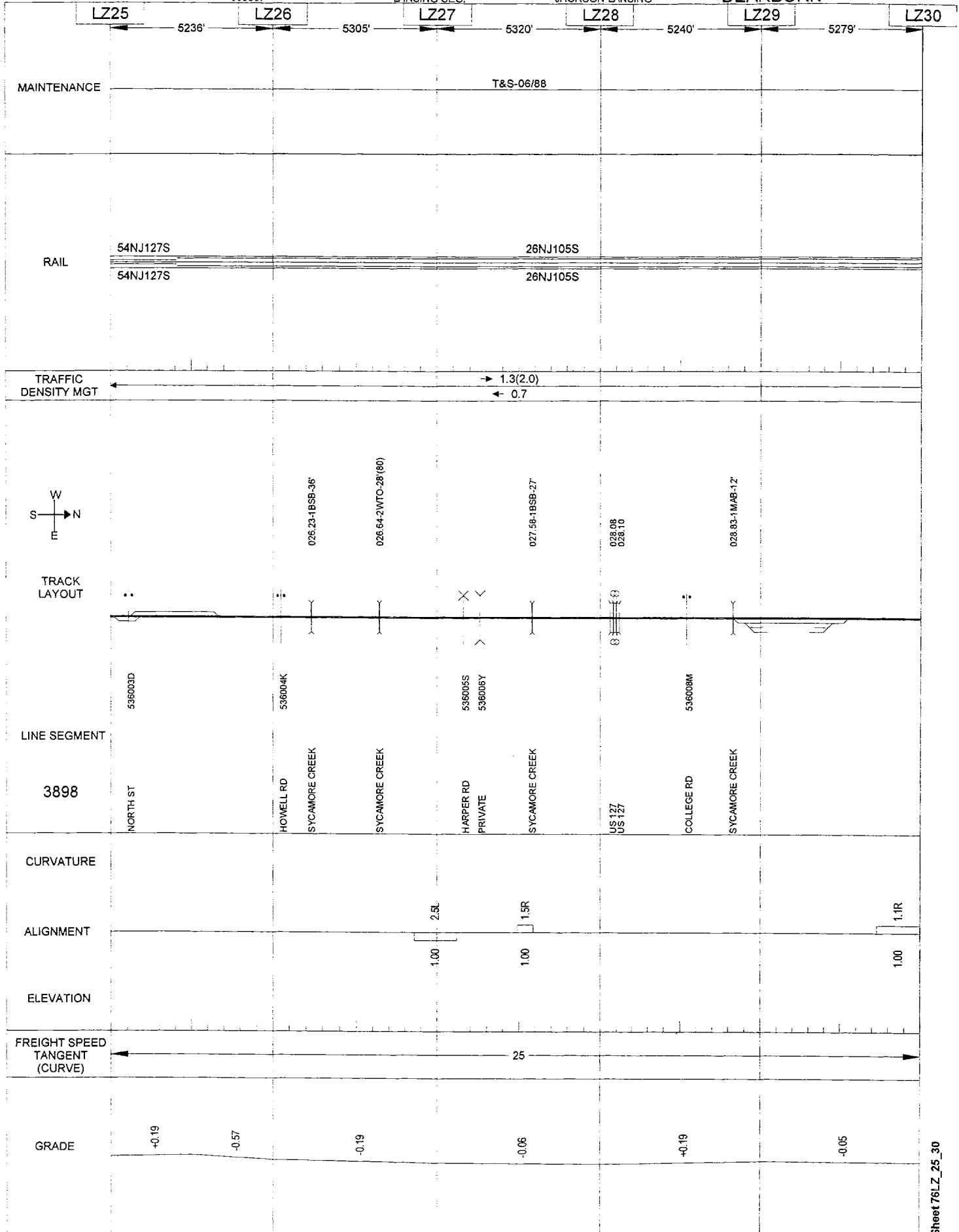
505337

224

LANSING SEC.

JACKSON-LANSING

DEARBORN



09/27/2005

225

505337

LANSING SEC.

JACKSON-LANSING

DEARBORN

LZ30

LZ31

LZ32

LZ33

LZ34

LZ35

5275'

5285'

5282'

5285'

5276'

MAINTENANCE

T&S-06/88

RAIL

27NJ105S

69RW127S

27NJ105S

27NJ105S

69RW127S

27NJ105S

TRAFFIC
DENSITY MGT

1.3(2.0)

0.7

(HOLT)
LZ30

0.5(0.9)

0.4

LA

LANSING YD

TEST
MILE

TEST
MILE

W
N
S
E

TRACK
LAYOUT

031.94
031.96

032.66-1MPB-12'

034.75

LINE SEGMENT

3898

536009U

536010N

536011V

536012C

536013J

536015X

536016E

536017L

536018T

536019P

HOLT RD

E DELHI RD

KELLER RD

WILLOUGHBY RD

DELL RD

PRIVATE

AURELIUS RD

WATERWAY

JOLLY RD

CAVANAUUGH RD

PENN AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.00

1.1R

1.00

1.0R

1.00

0.8R

0.8L

25

-0.05

-0.13

-0.25

-0.32

+0.38

09/27/2005

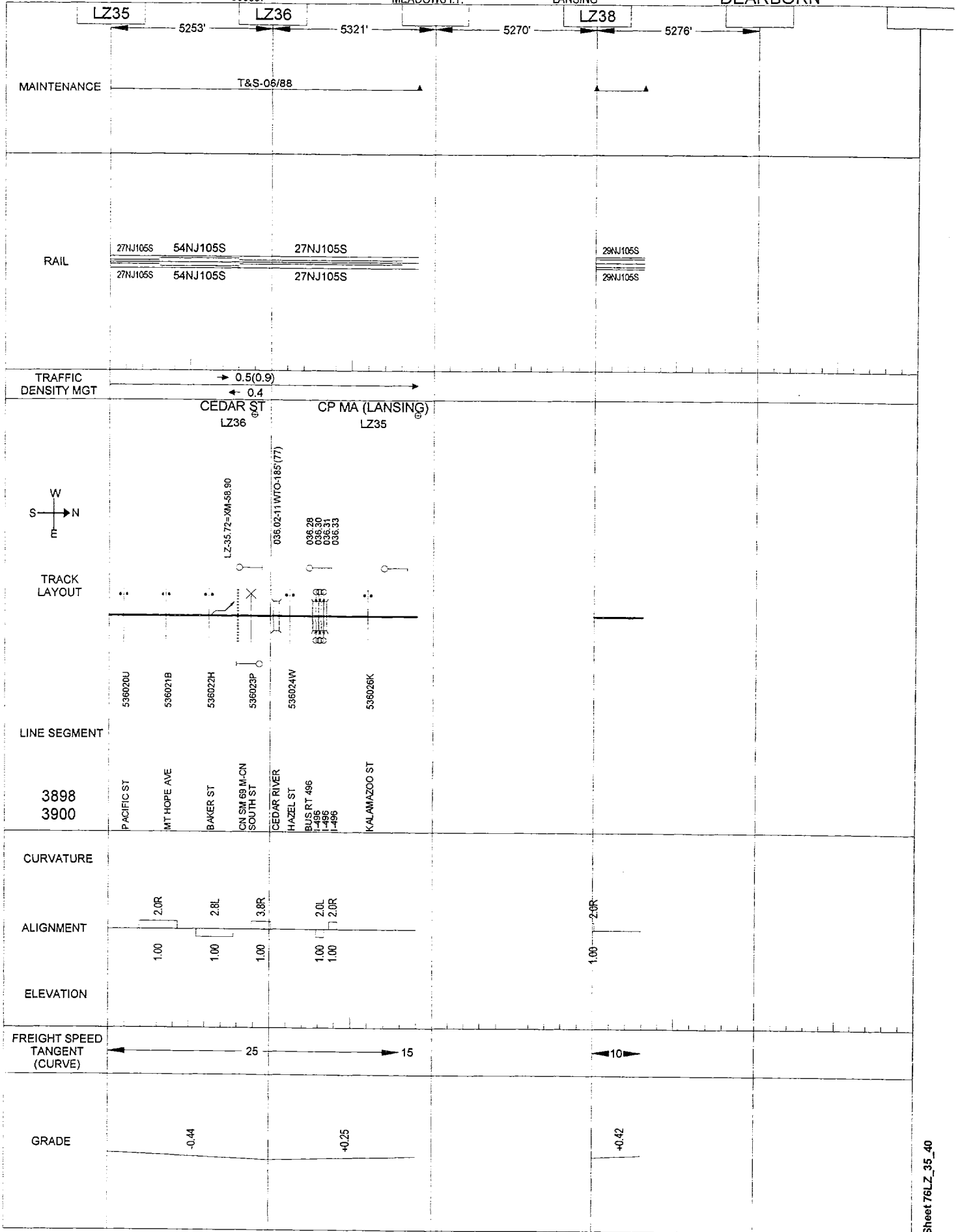
226

505337

MEADOWS I.T.

LANSING

DEARBORN



09/27/2005

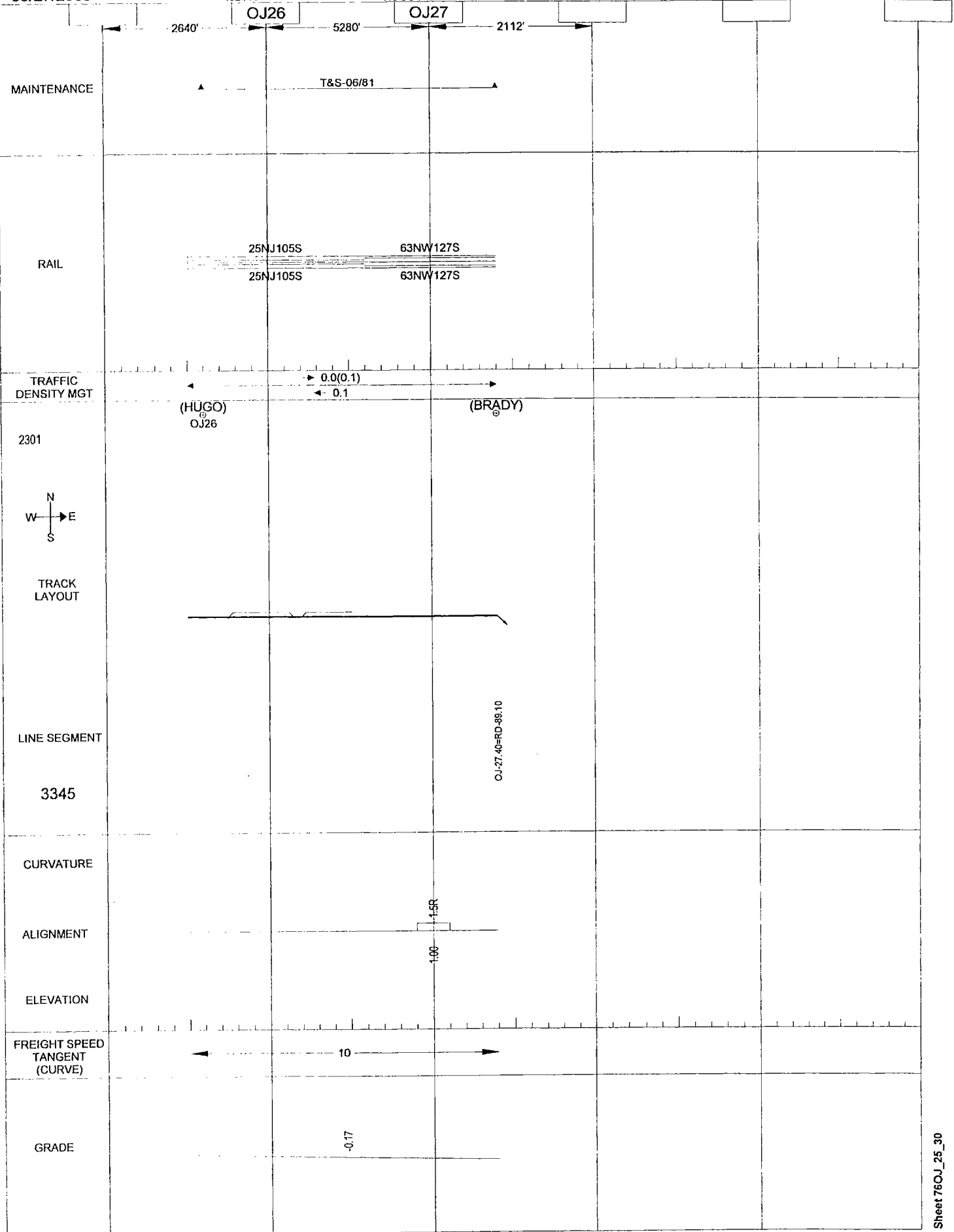
227

402444

HUGO J.T.

HUGO-BRADY LAKE

DEARBORN



09/27/2005

402421

228

AKRON I.T.

CP HUDSON-END

DEARBORN

AI0

4729'

AI1

5281'

MAINTENANCE

T&S-06/78
S-06/87

RAIL

31NJ130S

40NJ130S

31NJ130S

40NJ130S

TRAFFIC
DENSITY MGT

CP HUDSON

7304

E
N → S
W

TRACK
LAYOUT

AI-0.20 RD-96.64

AI-0.0 RD-97.80

LINE SEGMENT

3510

CURVATURE

ALIGNMENT

6.8R

3.0L

2.2L

2.1R

1.00

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

+1.01

0.00

-0.14

-0.71

09/27/2005

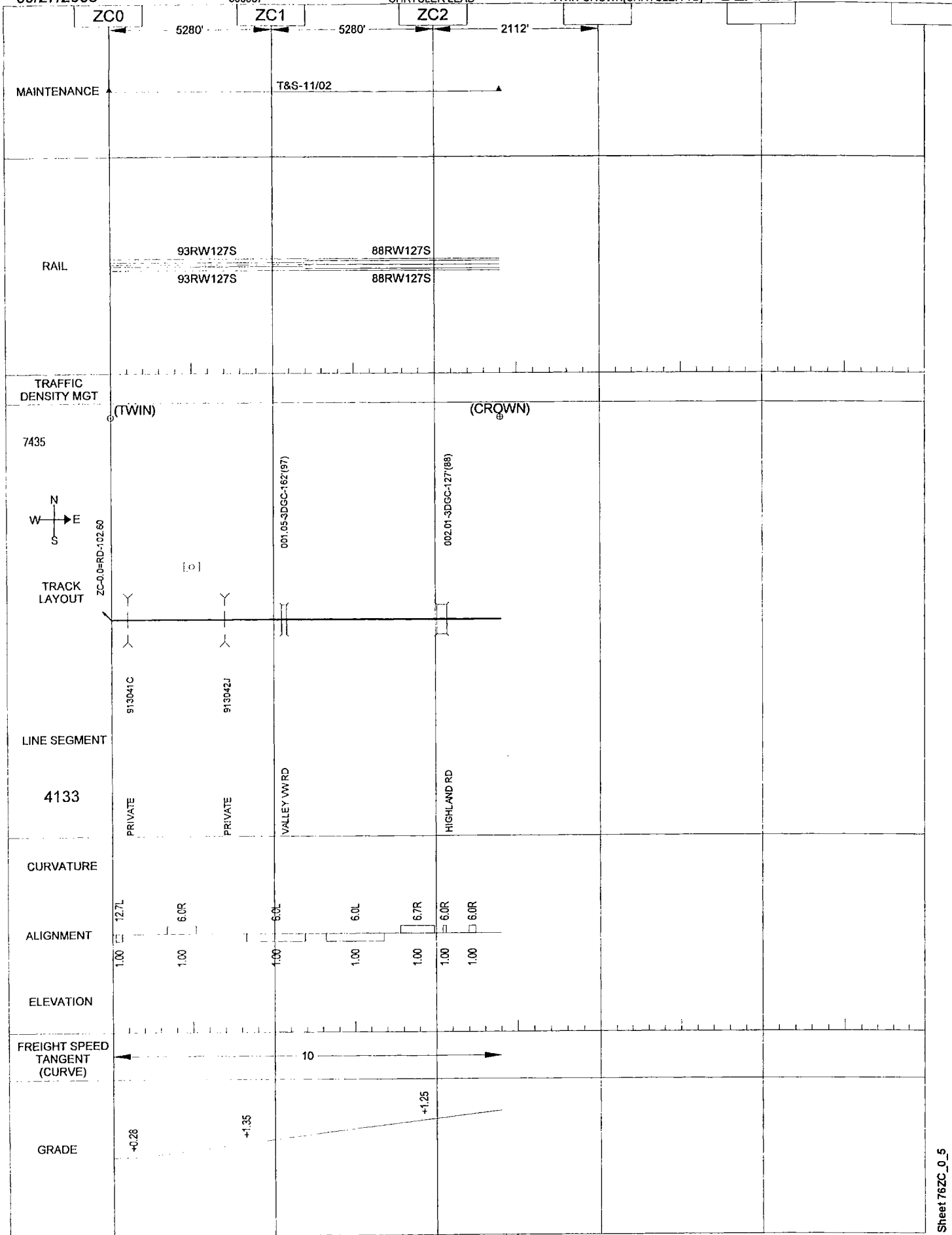
229

503537

CHRYSLER LEAD

TWIN-CROWN(CHRYSLER YD)

DEARBORN



09/27/2005

503541

230

HARVARD CONN.

CP 9-WHITE

DEARBORN

PN0

PN1

5280'

4224'

MAINTENANCE

T&S-06/91
S-06/98T&S-06/91
S-06/97

RAIL

00NW132S

94NW136S

88NW132S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

03RW141S

94NW136S

TRAFFIC
DENSITY MGT0.0(0.0)
0.0

CP 9

CP WHITE

2050
7437N
W → E
STRACK
LAYOUT

LINE SEGMENT

4037

PN-1.80=RD-114.25

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

0.00

+2.15

-0.14

+0.05

09/27/2005

506502

231

RANDALL I.T.

BROADWAY-ERIE CROSSING

DEARBORN

RH3

RH4

RH5

5280'

5413'

5115'

MAINTENANCE

T&S-06/65

T&S-06/72

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

RAIL

41NJ112S
41NJ112S

45NJ112S

45NJ112S

47NJ112S

47NJ112S

TRAFFIC
DENSITY MGT

8381



TRACK
LAYOUT

(BROADWAY)

VON WILLER YD

002.50-1M/AB-12'

002.86

003.01

003.02

003.03

003.35-5DGB-446'

003.43

003.60

003.94-3TCB-90'

LINE SEGMENT

4058

KINGSBURY RUN

262404T

E 37TH ST
34TH ST

CLARK FREEWAY
MAR. PRAYAST

E 51ST ST

E 55 ST

262413S

E 65TH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+0.66

09/27/2005

232

506502

RANDALL SEC.

ERIE CROSSING-SOLON

DEARBORN

RH5

RH6

RH7

RH8

RH9

RH10

5299'

5277'

5246'

5287'

5171'

MAINTENANCE

T&S-06/88
S-06/97

T&S-06/88

RAIL

49NJ15S
47NJ12S
48NJ15S
47NJ12S

50NJ132S

54NJ132S

56NJ132S
55NJ132S

40NJ112S

40NJ112S

50NJ15S
50NJ15S

37NJ112S

37NJ112S

40NJ112S

40NJ112S

TRAFFIC
DENSITY MGT0.3(0.6)
0.30.1(0.1)
0.0

8381

CP ERIE XING

PHIL

TRACK
LAYOUT

005.02-2BSB-170'

005.35

006.11

006.96

008.42-1TGB-35'

LINE SEGMENT

RH-5.14-RD-116.35

262416M

262417U

262418B

262420C

262421J

262422R

262423X

262424E

262425L

262427A

4058
4061

E 79 ST

NS SM 68

UNION AVE

AETNA RD

CSXT

E 91ST ST

E 93RD ST

LAVON ST

E 116TH ST

E 123RD ST

E 131ST ST

MILES ST (SR 43)

RANDALL ELECTRIC R

E 146TH ST

E 156TH ST

LEE RD

CURVATURE

ALIGNMENT

5.5R

5.5R

0.8R

4.0L

3.3L

0.3L

0.9R

0.3R

0.3R

ELEVATION

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

10

GRADE

+0.66

0.00

09/27/2005

233

506502

RANDALL SEC.

ERIE CROSSING-SOLON

DEARBORN

RH10

RH11

RH12

RH13

RH14

5411'

5280'

5270'

5257'

5350'

MAINTENANCE

T&S-06/88

RAIL

40NJ112S
40NJ112S

42NJ112S
42NJ112S

41NJ12S
41NJ12S

TRAFFIC
DENSITY MGT

0.1(0.1)
0.0

0.0(0.0)
0.0

8381



TRACK
LAYOUT

010.55-1 CMB-12'

011.02

011.58-1 TCB-46'
011.67-1 MAB-14'
011.69
011.71

012.62
012.65

014.02-1 CAB-20'
014.05-1 MAB-15'

014.59

LINE SEGMENT

4061

MILL CREEK

CENTER RD

NORTHFIELD RD
WATERWAY
1-480 WB
1-480 EB
N RANDALL YARD

1-371 SB
1-371 NB

CANNON RD
TINKERS CREEK

METROPOLITAN PKWY

CURVATURE

ALIGNMENT

ELEVATION

0.3R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

30

GRADE

0.00

+0.66

09/27/2005

503545

234

KINSMAN CONNECTION

ERIE CROSSING-CP 5

DEARBORN

KE0

5280'

KE1

106'

MAINTENANCE

T&S-06/97

RAIL

88RW127S

88RW127S

TRAFFIC
DENSITY MGT

CP ERIE XING



TRACK
LAYOUT

TO CSXT

KE-0.0=RD-116.95

LINE SEGMENT

4023

BESSEMER ST
BROOKS

CURVATURE

ALIGNMENT

2.0R

4.0L

8.0R

6.0L

2.0R

1.00

1.00

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.70

+0.92

09/27/2005

503538

235

SILVER PLATE I.T.

CLEVELAND

DEARBORN

IX0

5280'

IX1

2640'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

(CLEVELAND)

7437



TRACK
LAYOUT

IX-0.0=RD-121.70

TO CSX

LINE SEGMENT

4013

524193A

524195N

524196V

524197C

524198J

524199R

524200H

524201P

E 33RD

E 38TH

E 40TH

E 45TH

E 49TH

E 53RD

MARQUETTE AVE

MARQUETTE AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.04

0.00

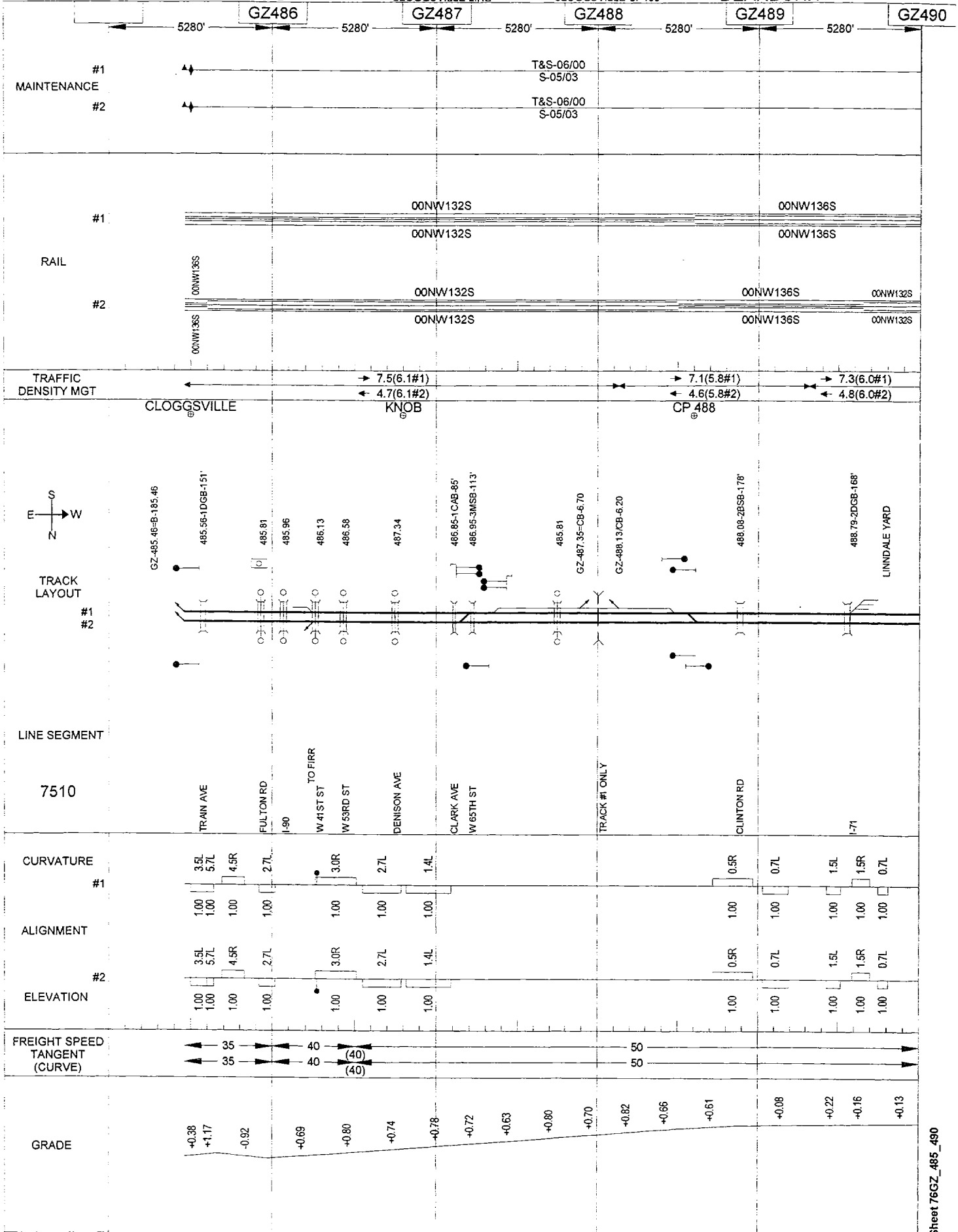
09/27/2005

LAKE ERIE

236
CLOGGSVILLE LINE

CLOGGSVILLE-CP190

DEARBORN



09/27/2005

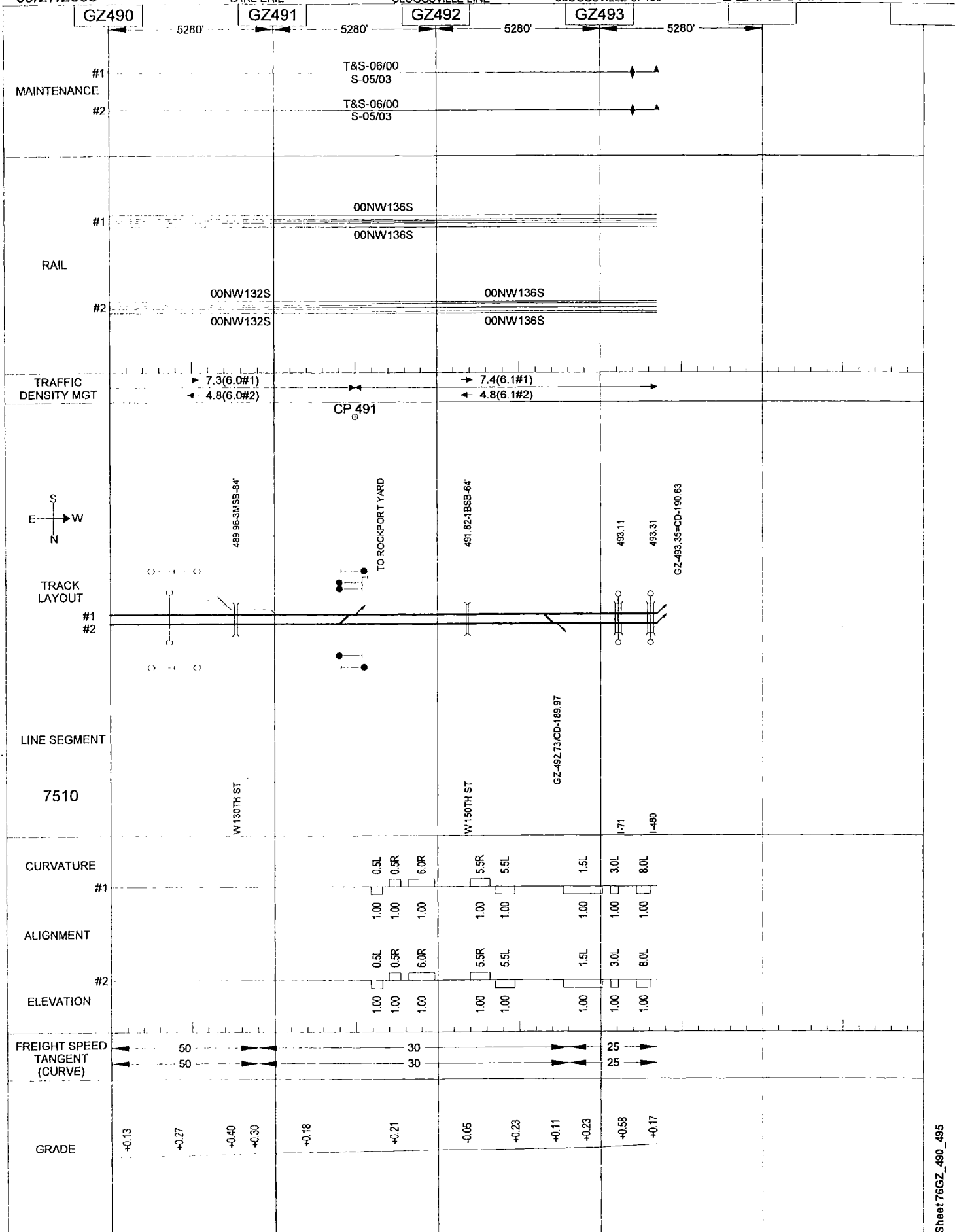
237

LAKE ERIE

CLOGGSVILLE LINE

CLOGGSVILLE-CP190

DEARBORN



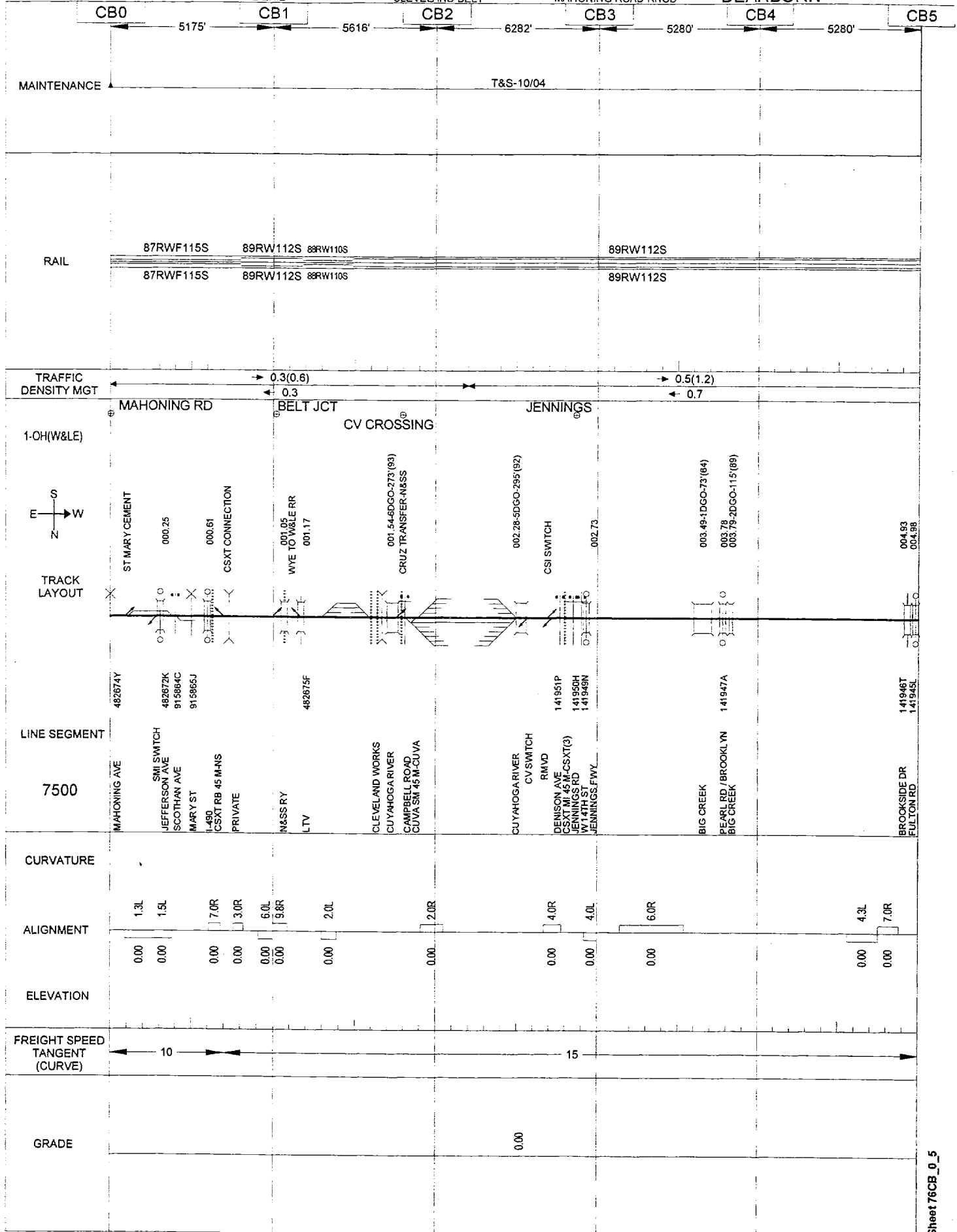
10/10/2005

LAKE ERIE

CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



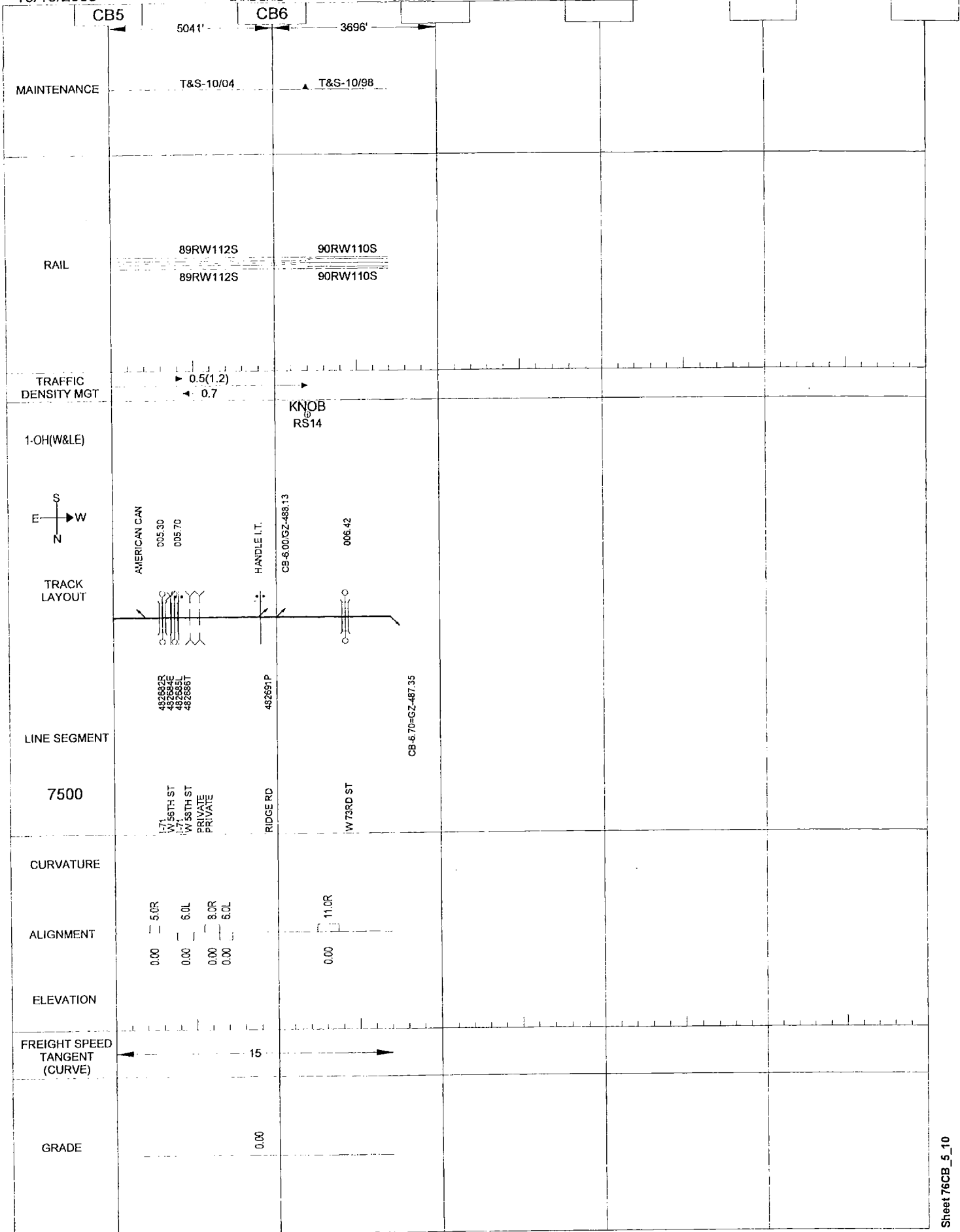
10/10/2005

LAKE ERIE

CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



09/27/2005

503644

240

STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN

DK2

DK3

DK4

DK5

1056'

5280'

5280'

5280'

#2
MAINTENANCE
#1

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

#2

RAIL

#1

85RW127S
85RW127S

TRAFFIC
DENSITY MGT

CP 286 (ROCKWELL JCT)

WALBRIDGE
DK5

3010
0001



TRACK
LAYOUT

#2
#1

OAKDALE YARD

004.50-1BSO-19'(N/A)(N/A)

LINE SEGMENT

DK-1.80=CD-286.53

509436M

509854D

4175

OAKDALE AVE

WALES

WATERWAY

CSXT SM 61 MHS

CURVATURE

#2

3.3R

6.3R

ALIGNMENT

3.3R

1.00

#1

ELEVATION

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

20

20

10

10

GRADE

+0.01

+0.02

09/27/2005

241

503644

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

09/27/2005

503630

242

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

09/27/2005

244

TOLEDO TERMINAL

TOLEDO BELT

FASSETT-IRONVILLE

DEARBORN

TB5

5280'

MAINTENANCE

T&S-12/93

RAIL

00NW136S
00NW136STRAFFIC
DENSITY MGT1.2(1.7)
0.5IRONVILLE
07006

6-OH(W&LE)

N
W → E
STRACK
LAYOUT

LINE SEGMENT

7445

TB-5.37-T-5.37

CURVATURE

ALIGNMENT

6.0R
7.7R
1.00
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00
-0.48
-0.30
-0.15

09/27/2005

245

TOLEDO TERMINAL

CHERRY STREET BR.

CHERRY STREET-IRONVILLE

DEARBORN

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

V-17-WV

TRACK
LAYOUT

LINE SEGMENT

7460

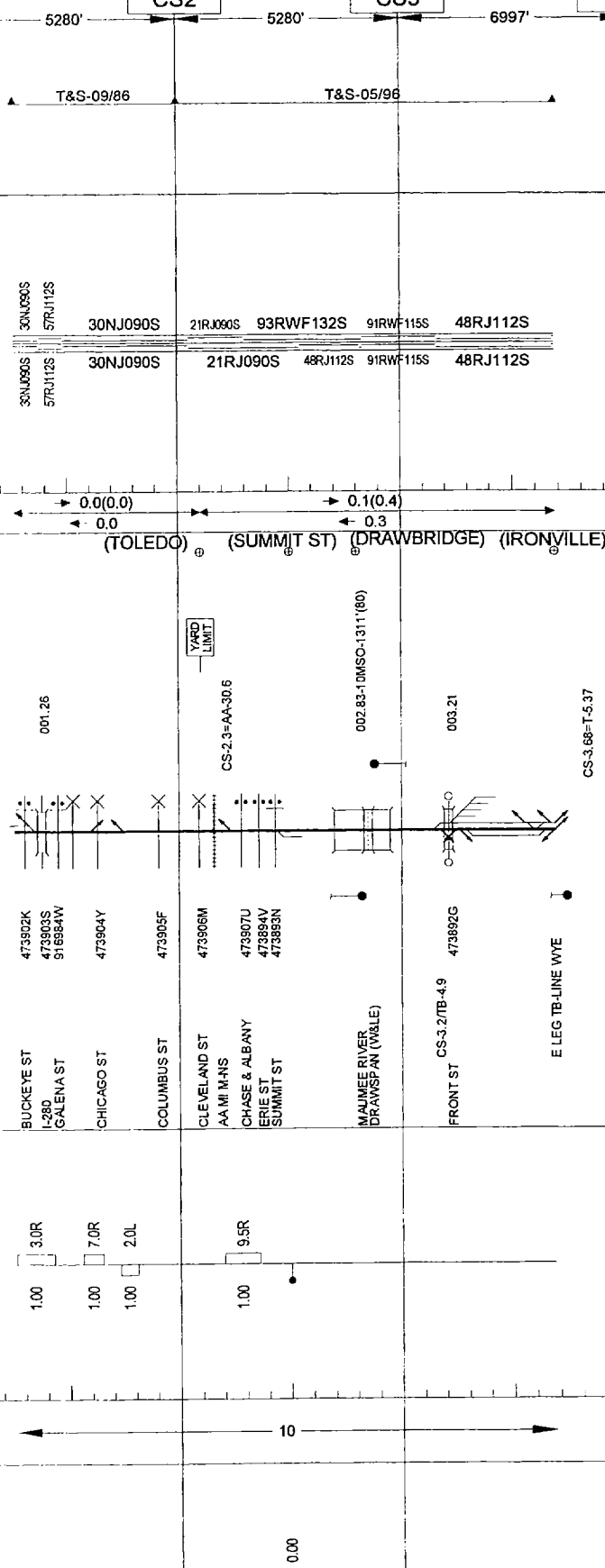
CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE



09/27/2005

503612

246
GALENA YARD TRACK

OLIVE-GALENA

DEARBORN

GY86

GY87

5280'

5280'

3696'

MAINTENANCE

RAIL

31NJ130S

TRAFFIC
DENSITY MGT

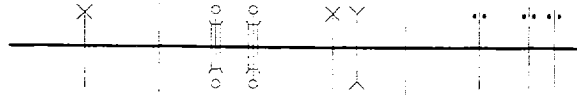
(WATER ST)

(MANHATTAN)

7296



TRACK
LAYOUT



LINE SEGMENT

4007

509131P

509129N

OLIVE ST

CHERRY ST

CRAIG MEMRL

PRIVATE

PRIVATE

SUMMIT ST.

ERIE ST.

CHASE ST.

F 000

CURVATURE

ALIGNMENT

13.5R
1.00

4.0R
1.00

4.5L
1.00

6.2L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

09/27/2005

503632

247

MIAMI CUT BR.

MAUMEE-STANLEY

DEARBORN

DY2

DY3

DY4

4237'

5281'

5278'

MAINTENANCE

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

RAIL

95NW136S

95NW136S

TRAFFIC
DENSITY MGT

0.1(0.2)

0.0(0.0)

0.1

0.0

3010



TRACK
LAYOUT

(MAUMEE)
CP 286

(ANDREWS RD)
CP OAK DY1

(WALES RD)
DY5

STANLEY
DY4

002.10+1TTB+131'
DY2.35=XA-287.80

LINE SEGMENT

3977

DY1.20=CD-287.65

509136Y

912966K

509135U

509140N

509358H

FASSET ST

UTAH ST

OAKDALE AVE

CXST

OAK

ANDRUS RD

WALES RD

CSXT 061

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

-0.03

09/27/2005

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN

IW106

IW107

IW108

IW109

IW110

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-08/04

RAIL

59RWF115S

84RWF112S

59RWF115S

84RWF112S

79RWF132S

79RWF132S

TRAFFIC
DENSITY MGT0.1(0.4)
0.3

(TOLEDO)

(SUMNER ST YD)

(SUMNER ST)

(WALBRIDGE JCT)

09001

09003

2A-OH(WAB)
13A-OH(NYC&SL)S
E → W
NTRACK
LAYOUT

IW-105.89=CD-287.88

106.04

ANDERSON GRAIN
KUHLMAN CEMENT
106.23
106.32

107.75-4MSB-327

108.52-5MSB-419'

108.65

108.88

109.70

LINE SEGMENT

7810

477513T

477515G

477518C

477519J

477520D

477521K

KUHLMAN DR

1.75
TOLEDO EXWY

BROADWAY AVE

SR 24
ZOO WALKWAYGOULD RUN/ROUND TRK
WOODSDALE AVE

GLENDALE AVE

CURVATURE

ALIGNMENT

1.0R

0.5L
0.8R

1.0L

ELEVATION

0.00

0.00
0.00

0.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+0.95

-0.18

+0.45

+0.59

+0.26

+0.56

+0.29

+0.42

+0.50

0.00

-0.15

-0.56

-0.37

-0.08

-0.01

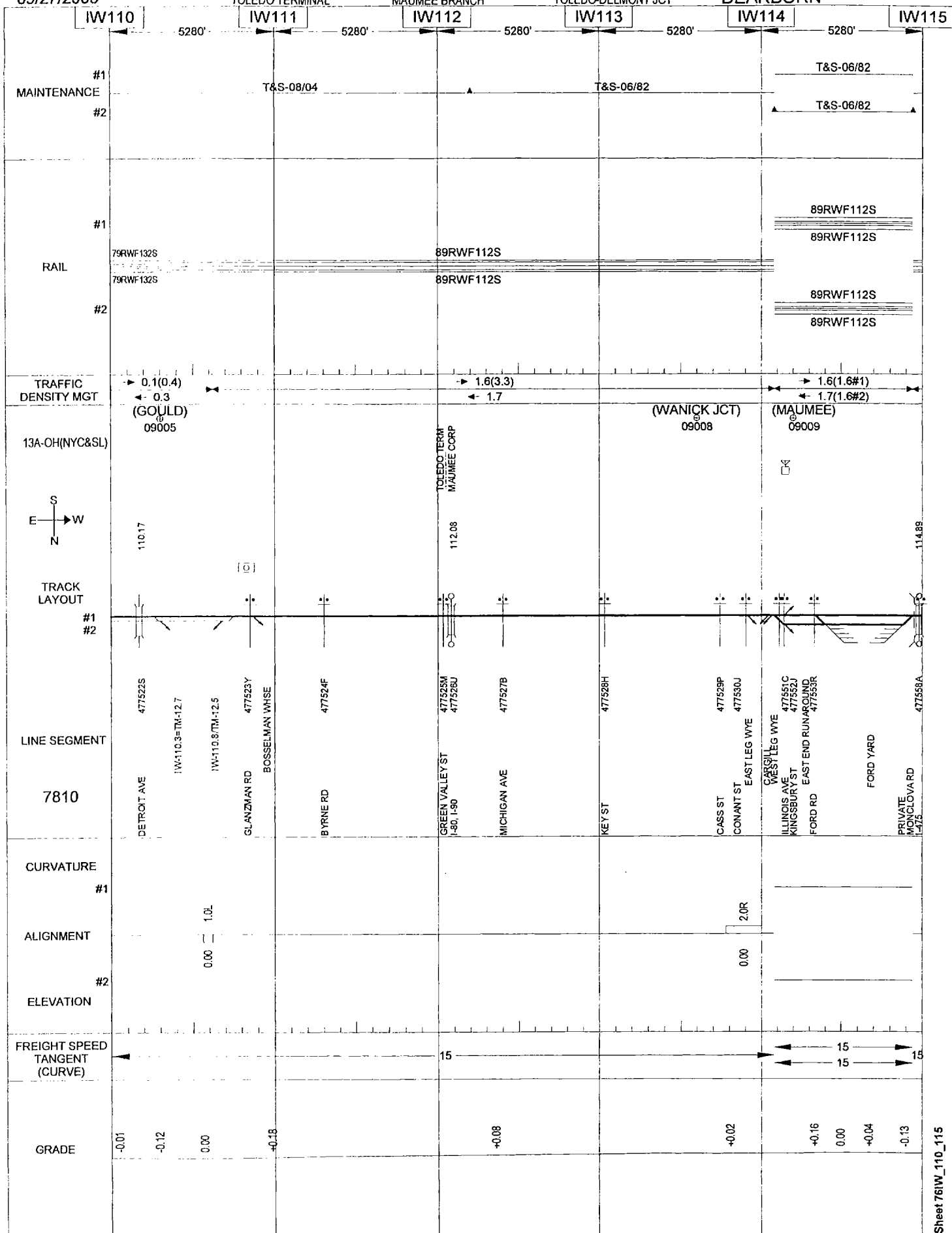
09/27/2005

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



09/27/2005

250

TOLEDO TERMINAL

MAUMEE BRANCH

DELMONT JCT-WATERVILLE

DEARBORN

IW115

5280'

IW116

5280'

IW117

5280'

IW118

1056'

MAINTENANCE

T&S-06/82

RAIL

88RWF12S
88RWF12S

66RJ115S

66RJ115S

27RJ100S
27RJ100S

24RJ090S

24RJ090S

36RJ112S
24RJ090S

36RJ112S

24RJ090S

24RJ090S
24RJ090S

24RJ090S

24RJ090S

TRAFFIC
DENSITY MGT

→ 0.1(0.2)
← 0.1

(DELMONT JCT)
09340

(DUTCH RD)

13A-OH(NYC&SL)
14-OH(NYC&SL)

MAUMEE CORP
LUCAS CO

S
E → W
N

J MANVILLE RV PLANT

TRACK
LAYOUT

LINE SEGMENT

475227F

475229U

475230N

J MANVILLE DUTCH RD
J MANVILLE DUTCH RD

475234R

7790
7810

JEROME RD

PRIVATE

STITT RD (CR 128)

DUTCH RD (CR 133)

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

0.00

2.0L
1.00

1.5R
1.00

1.5L
1.00

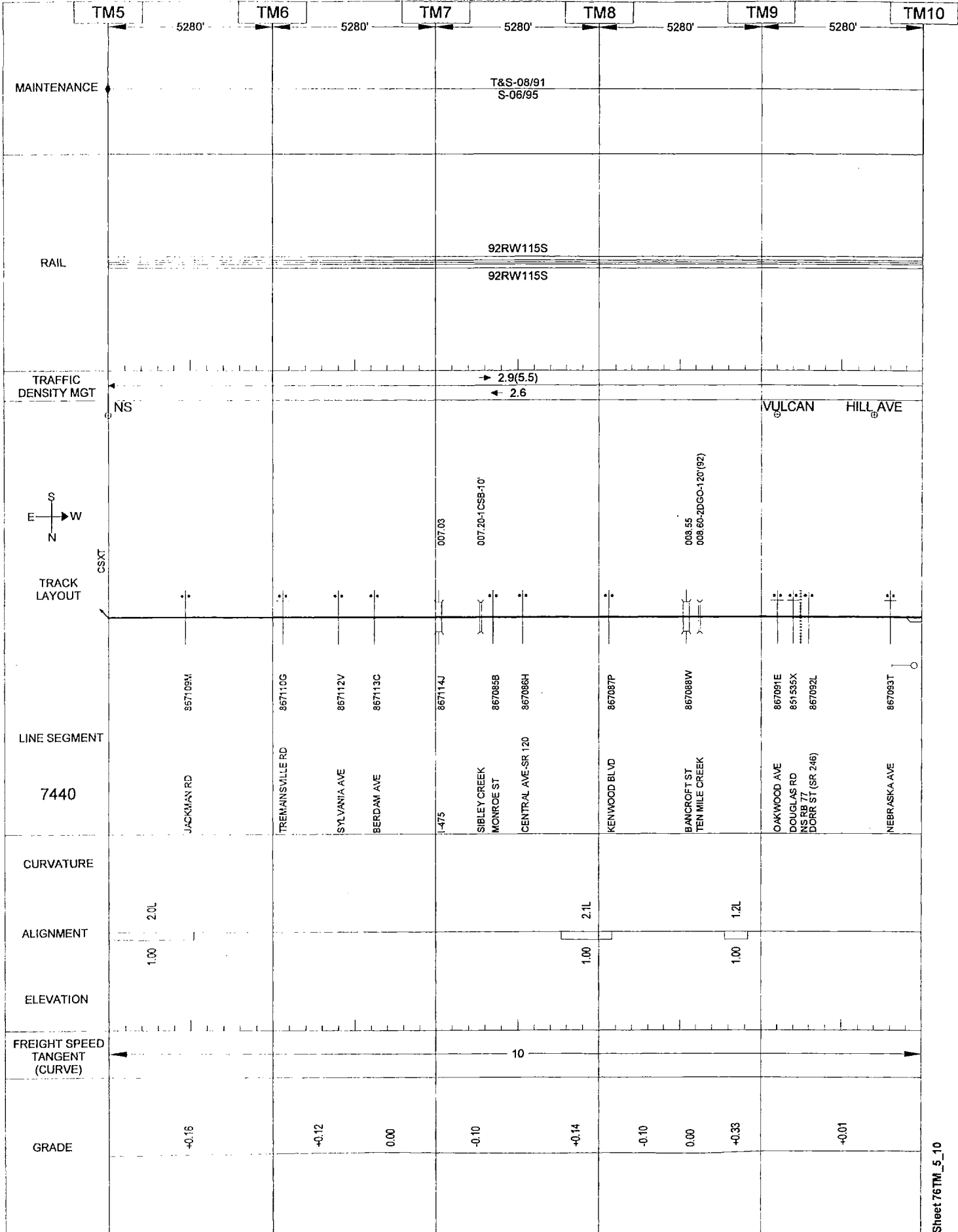
09/27/2005

251

TOLEDO TERMINAL

TOLEDO/MAUMEE BACK SIDE NS-GOULD

DEARBORN



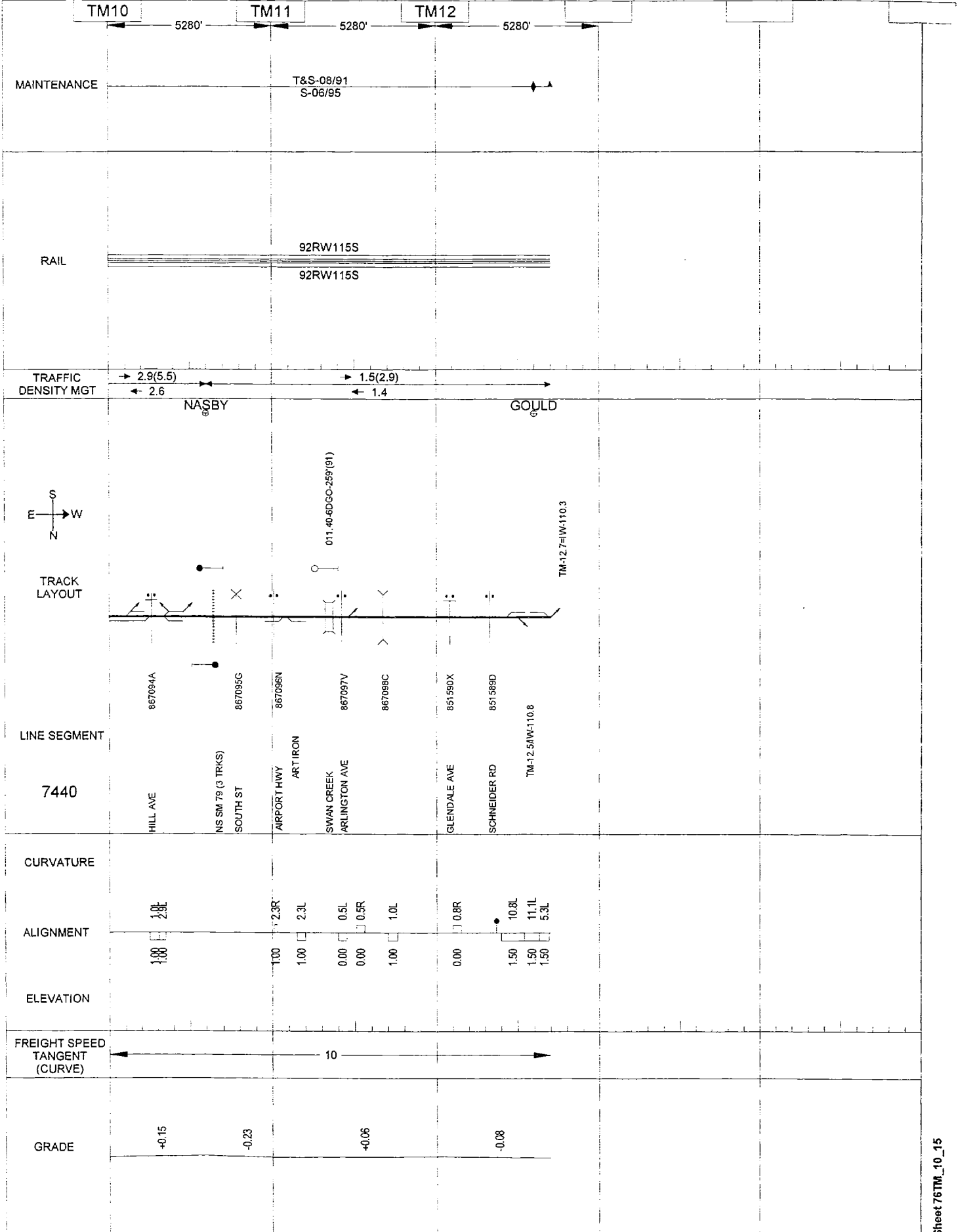
09/27/2005

TOLEDO TERMINAL

252

TOLEDO/MAUMEE BACK SIDE NS-GOULD

DEARBORN



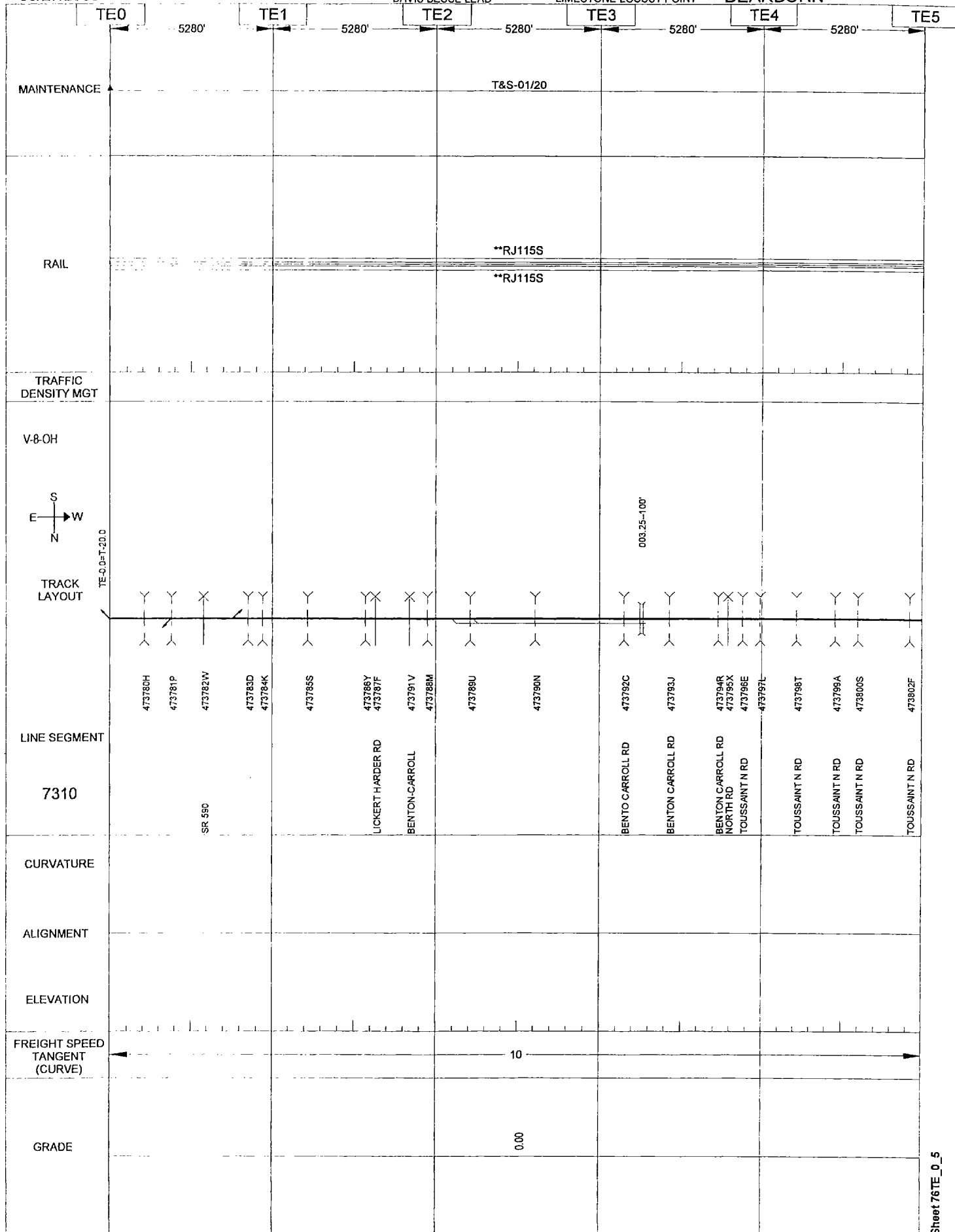
09/27/2005

253

DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

DEARBORN



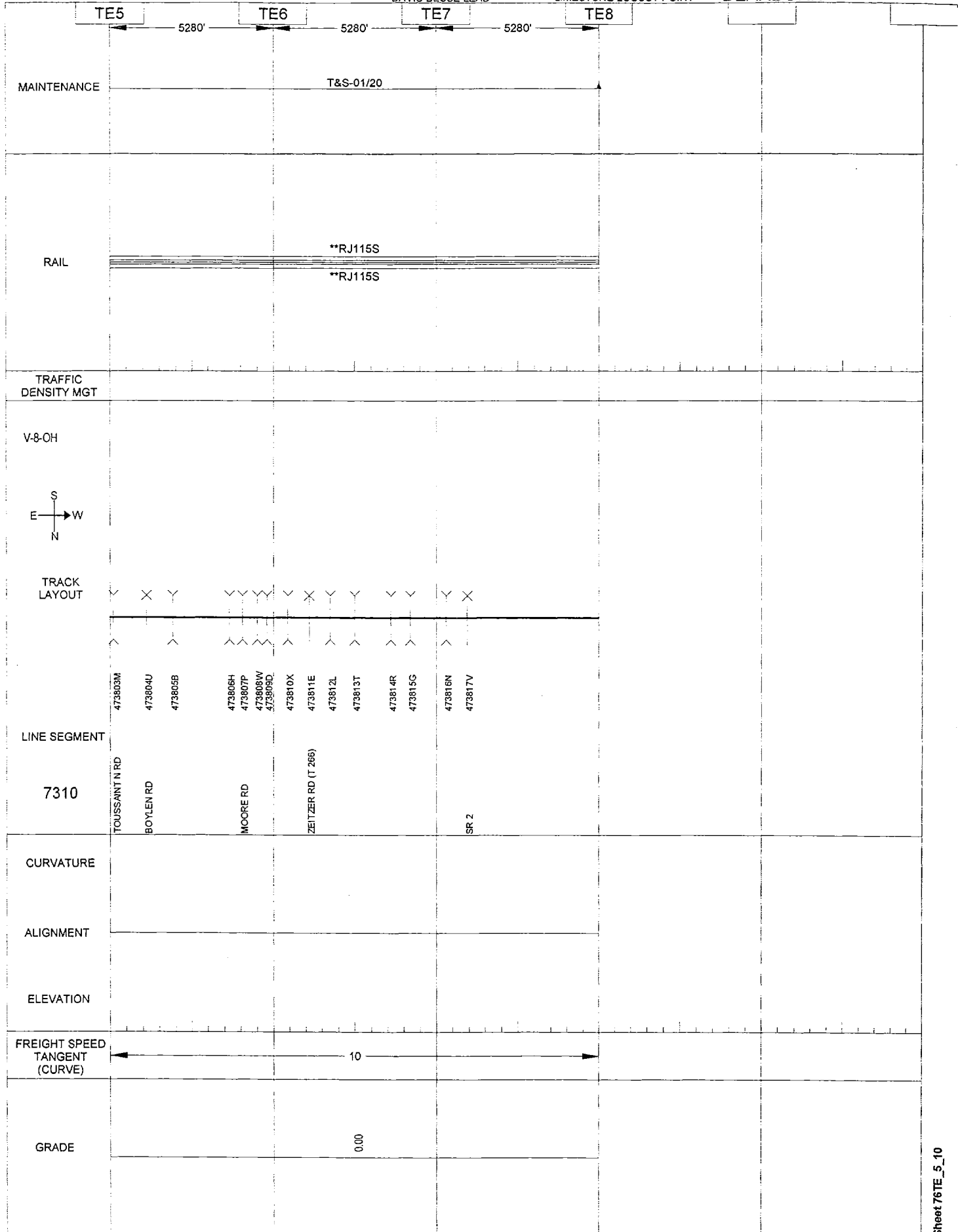
09/27/2005

254

DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

DEARBORN

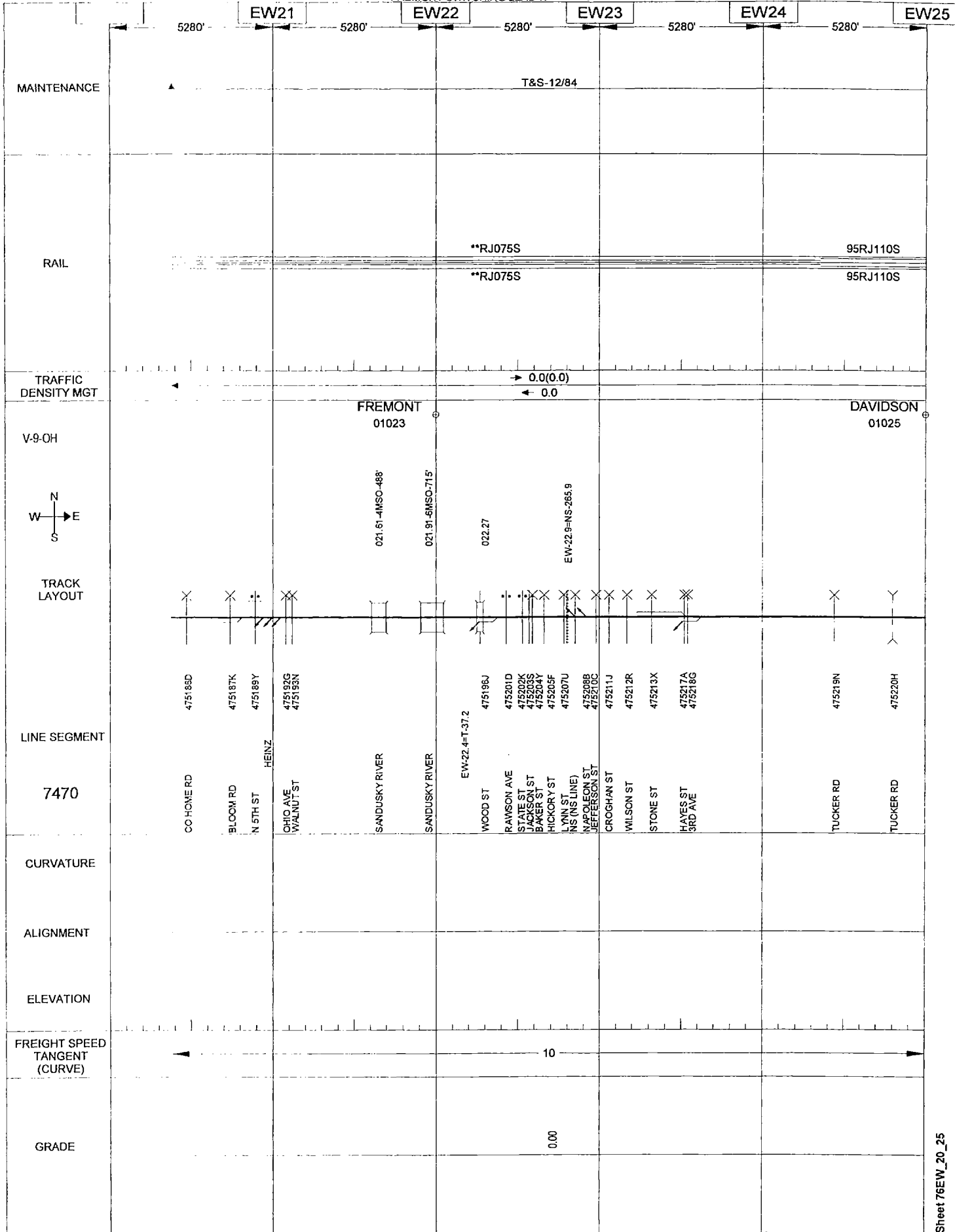


09/27/2005

255

FREMONT SWITCHING LEAD-N FREMONT

DEARBORN



09/27/2005

256

FREMONT SWITCHING LEAD-N FREMONT

DEARBORN

EW25

5280'

MAINTENANCE

T&S-12/84

RAIL

95RJ110S

95RJ110S

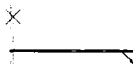
TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

DAVIDSON
01025

N
W — E
S

TRACK
LAYOUT



475221P

LINE SEGMENT

7470

BUCKLAND AVE (CR 41)

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

→ 10 →

GRADE

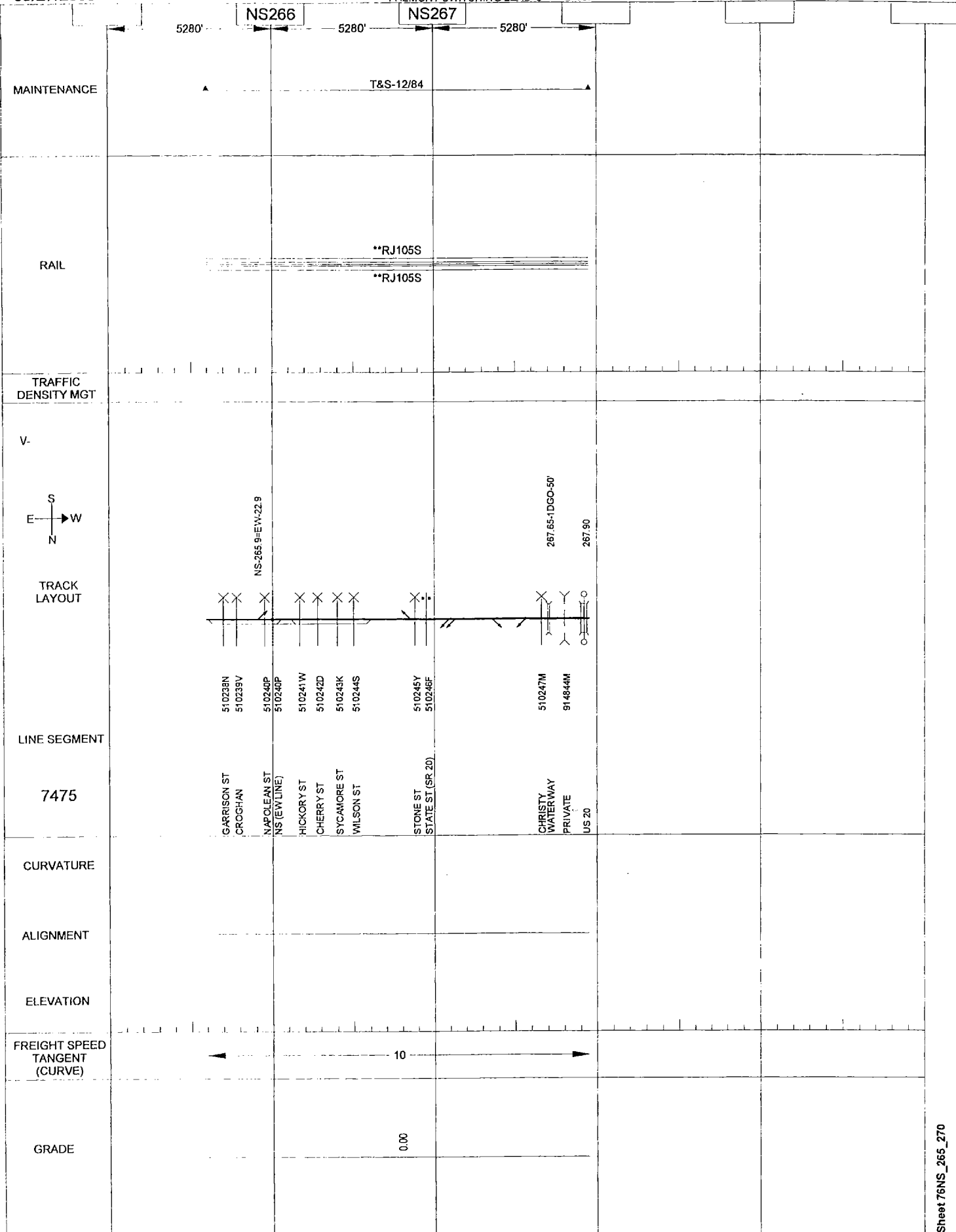
0.00

09/27/2005

257

FREMONT SWITCHING LEAD-C FREMONT

DEARBORN



09/27/2005

503635

258

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

XK300

5280'

MAINTENANCE

T&S-05/02

RAIL

55NU127S

55NU127S

TRAFFIC
DENSITY MGT

→ 0.1(0.5)

← 0.4

2080

TRACK
LAYOUT

(AIR)

XK-299.30/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

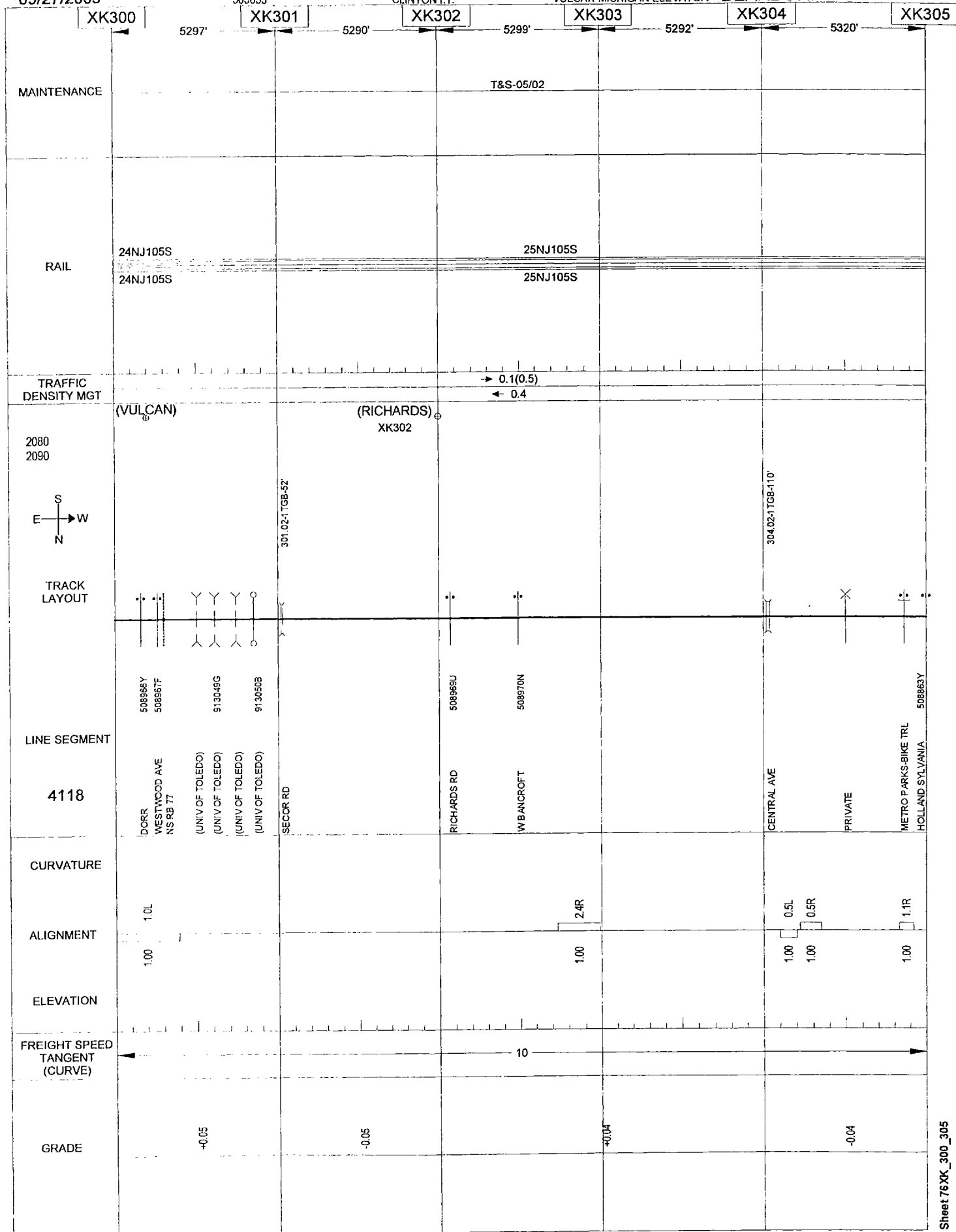
09/27/2005

259

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN



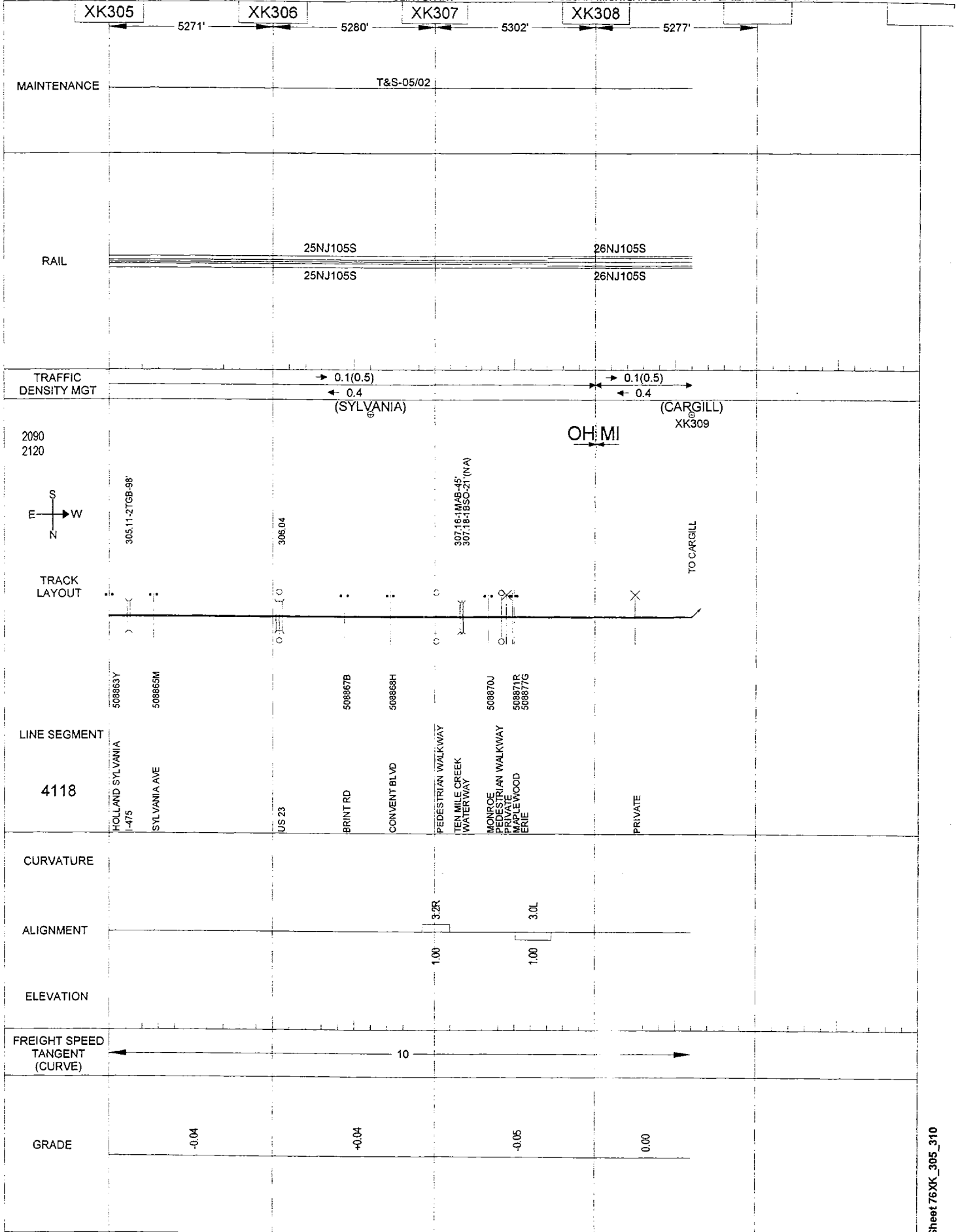
09/27/2005

260

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN



09/27/2005

508248

261
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

09/27/2005

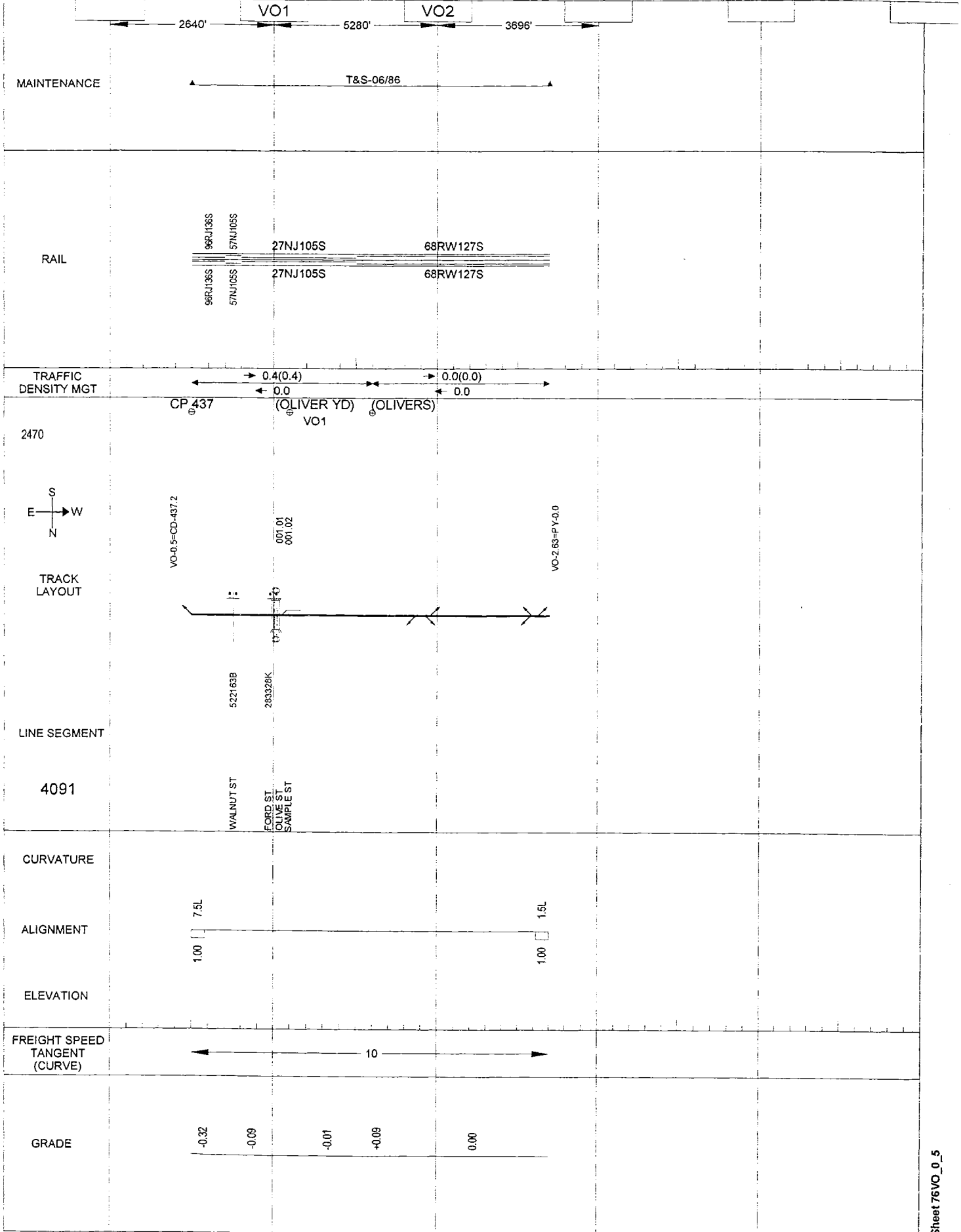
503223

262

OLIVERS I.T.

SOUTH BEND-OLIVERS

DEARBORN



09/27/2005

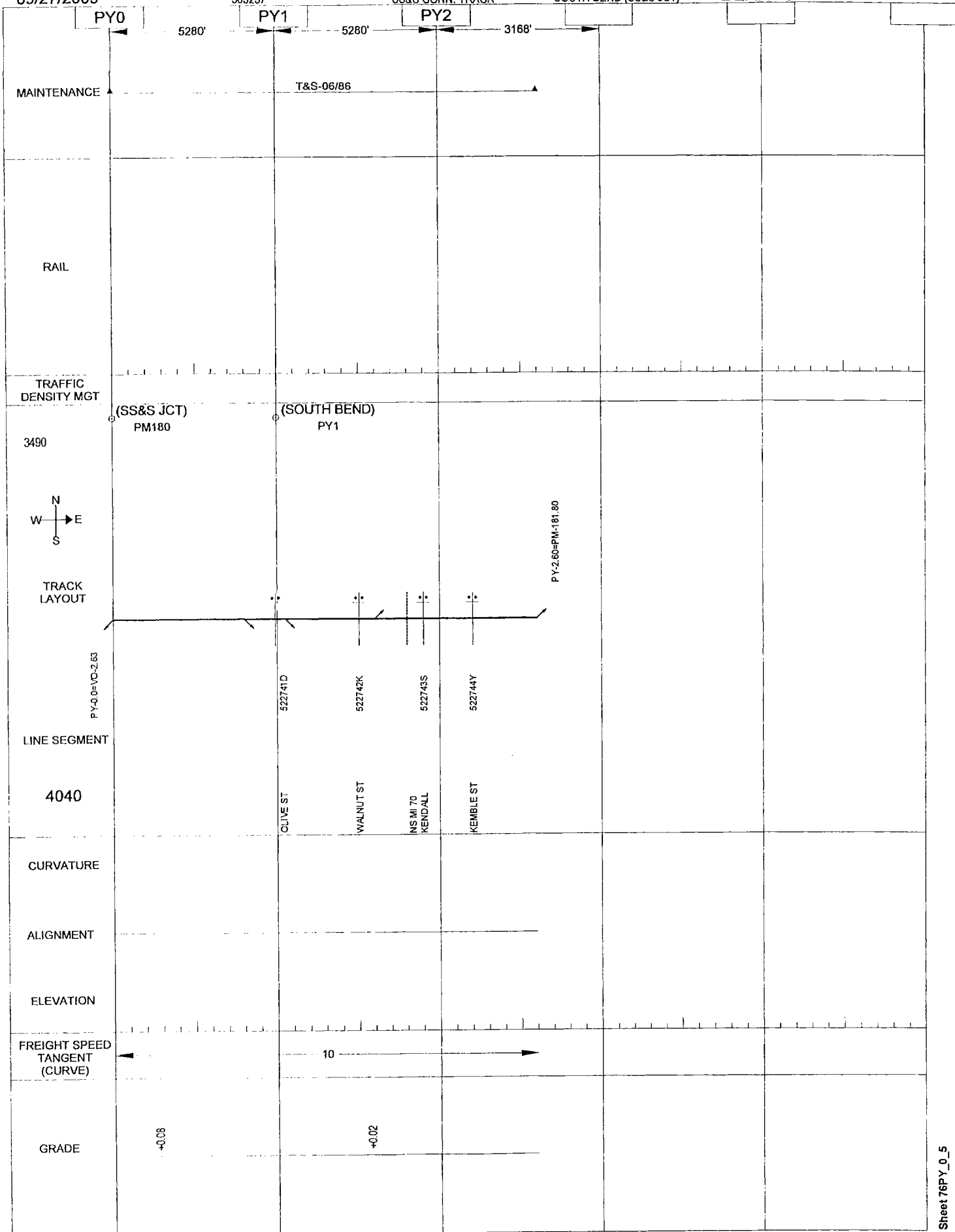
263

503237

SS&S CONN. TRACK

SOUTH BEND (SS&S JCT)

DEARBORN



09/27/2005

503224

264

PLYMOUTH I.T.

SOUTH BEND

DEARBORN

PM181

5280'

T&S-06/29

MAINTENANCE

RAIL

23RJ100S

23RJ100S

23NJ100S
23NJ100S

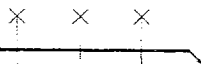
TRAFFIC
DENSITY MGT

7168



TRACK
LAYOUT

MODERN WAREH



LINE SEGMENT

522752R

522753X

522754E

PM-181.80=PY+2.60

4034

EWING ST

CALVERT ST

INDIANA AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

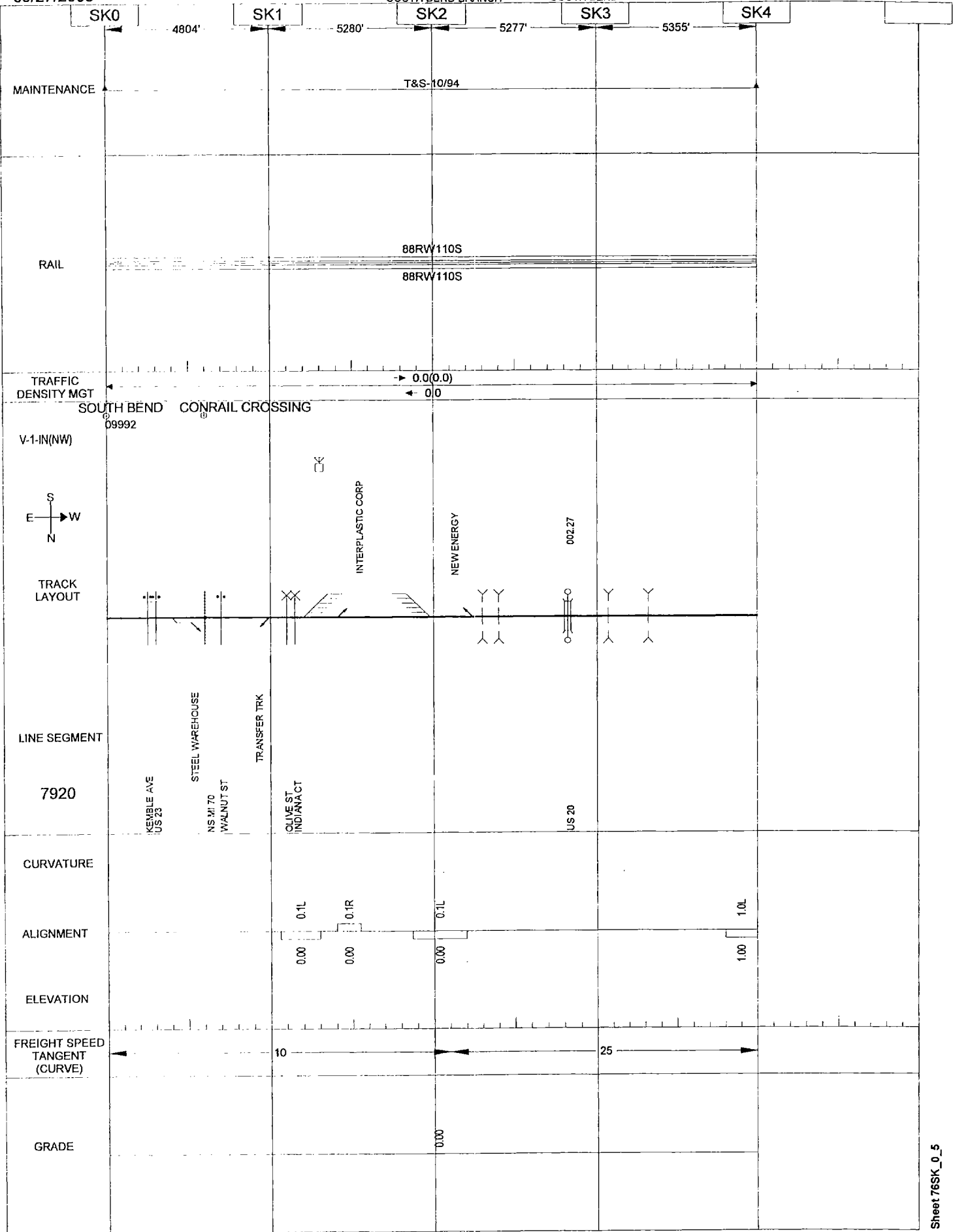
09/27/2005

265

SOUTH BEND BRANCH

SOUTH BEND

DEARBORN



09/27/2005

503252

266

NILES I.T.

CHICAGO LINE-SOUTH BEND

DEARBORN

UV0

UV1

UV2

5280'

5280'

4224'

MAINTENANCE

T&S-06/73

RAIL

32NJ105S 24NJ105S 31NJ105S 98RJ105S 69RJ105S
 32NJ105S 24NJ105S 31NJ105S 98RJ105S 69RJ105S

TRAFFIC
DENSITY MGT

CP 437

(SOUTH BEND)
UV2

2160

W
S — N
E

TRACK
LAYOUT

UV-0-0-CD-437.65

LINE SEGMENT

4082

522718J
522719R
522720S
522721Y
522722M
522723U
522724B
522725H
522726P
522727W
522728X
522729Z
522730A
522731L
522732T
522733A
522734S
522735G

522737N
522738C
522739V

522740V
522741W
522742X
522743Y
522744Z
522745A
522746B
522747C
522748D
522749E
522750F
522751G
522752H
522753I
522754J
522755K
522756L
522757M
522758N
522759P
522760Q
522761R
522762S
522763T
522764U
522765V
522766W
522767X
522768Y
522769Z
522770A
522771B
522772C
522773D
522774E
522775F
522776G
522777H
522778I
522779J
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522781L
522782M
522783N
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522787S
522788T
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522800F
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522809P
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522815V
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522824E
522825F
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523568Y
523569Z
523570A
523571B
523572C
523573D
523574E
523575F
523576G
523577H
523578I
523579J
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523582M
523583N
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523585Q
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523977H
523978I
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523981L
523982M
523983N
523984P
523985Q
52

09/27/2005

505346

267

NILES I.T.

NOTRE DAME

DEARBORN

ZO10

MAINTENANCE

2112'

T&S-06/57

RAIL

24NJ100S

24NJ100S

TRAFFIC
DENSITY MGT

(NOTRE DAME)

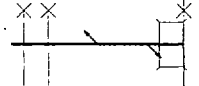
4420



TRACK
LAYOUT

NOTRE DAME

009 90-7MSO-333'



LINE SEGMENT

4139

PRIVATE
PRIVATE

ZO-9.85=UV-2.80
ST JOE RIVER
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

-0.09

09/27/2005

505346

268

NILES I.T.

NOTRE DAME

DEARBORN

ZO10

5280'

MAINTENANCE

RAIL

27RJ100S

27RJ100S

TRAFFIC
DENSITY MGT

4420



008.90-7MSO-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

09/27/2005

503297

270
C.R. & I.I.T.

CP518-WOOD

DEARBORN

UW5

5560'

#2
MAINTENANCE
#1

RAIL

#2
83RW127S
83RW127S
83RW127S
94NW136S
94NW136S
94NW136S
#1
83RW127S
83RW127S
83RW127S
94NW136S
94NW136S
94NW136S

TRAFFIC
DENSITY MGT

(WOOD)

6111

S
E → W
N

005.09-48SB-68'

TRACK
LAYOUT

#2
#1

TO UP

LINE SEGMENT

3965

15TH ST

CURVATURE

#2

10.3L

1.00

ALIGNMENT

#1

10.3L

ELEVATION

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

10

GRADE

+0.76

09/27/2005

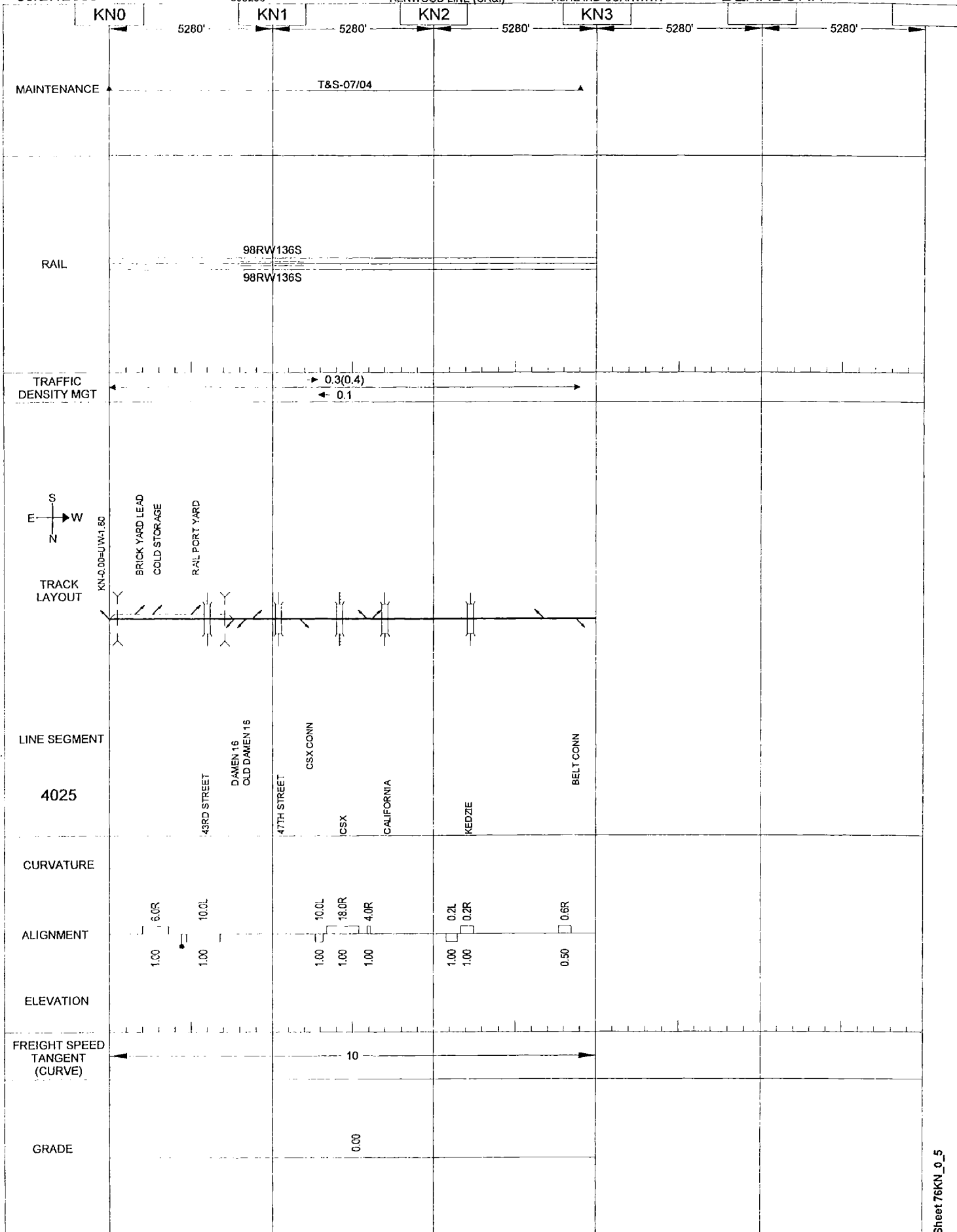
271

503298

KENWOOD LINE (CR&I)

ASHLAND-CORNWITH

DEARBORN



09/27/2005

272

WESTERN AVENUE I.T.

47TH STREET-CHICAGO

DEARBORN

503207

BK306

BK307

BK308

BK309

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/70

T&S-06/71

T&S-06/72

T&S-06/96

RAIL

74NJ130S

74RW127S

74RW127S

74RW127S

74NJ130S

74RW127S

74RW127S

74RW127S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

0.7(0.9)

0.2

0.4(0.5)

0.1

(BRIGHTON PARK)

(ASH ST YD)

(26TH ST)

BK307

7175

TRACK
LAYOUT

305.77-4BSB-70'

306.27-4BSB-70'

306.62-1CBB-27'

306.78-11TCB-649'

306.99-1CBB-19'

307.01-1TCB-68'

307.25-1TCB-71'

307.37-1TCB-71'

307.67

307.83-5MSO-420'

307.92-1TCB-62'

307.94-1TCB-41'

308.05-1CAB-65'

308.40-3BSB-56'

308.53-4BSB-68'

308.65-4BSB-68'

308.78-4BSB-68'

308.90-4BSB-68'

308.99-4BSB-68'

LINE SEGMENT

3971

47TH ST

43RD ST

42ND ST

W PERSHING

38 ST-ARCHER

PRIVATE

ARCHER AVE

243262D

BK-307/05-UW-2.44

IC RB 79 M-NS

35TH ST

35TH ST

CR&I - BNSF

IC SW 63 M-IC

STEVENS EXWY

BNSF MI 68 M-BNSF

DRAINAGE CANAL

MARSHAL BLVD

MARSHAL BLVD SBW

29TH ST

BNSF RB 90 M-BNSF

26TH ST

25TH ST

24TH ST

23RD ST

CERMAK RD

21ST ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

+0.01

0.00

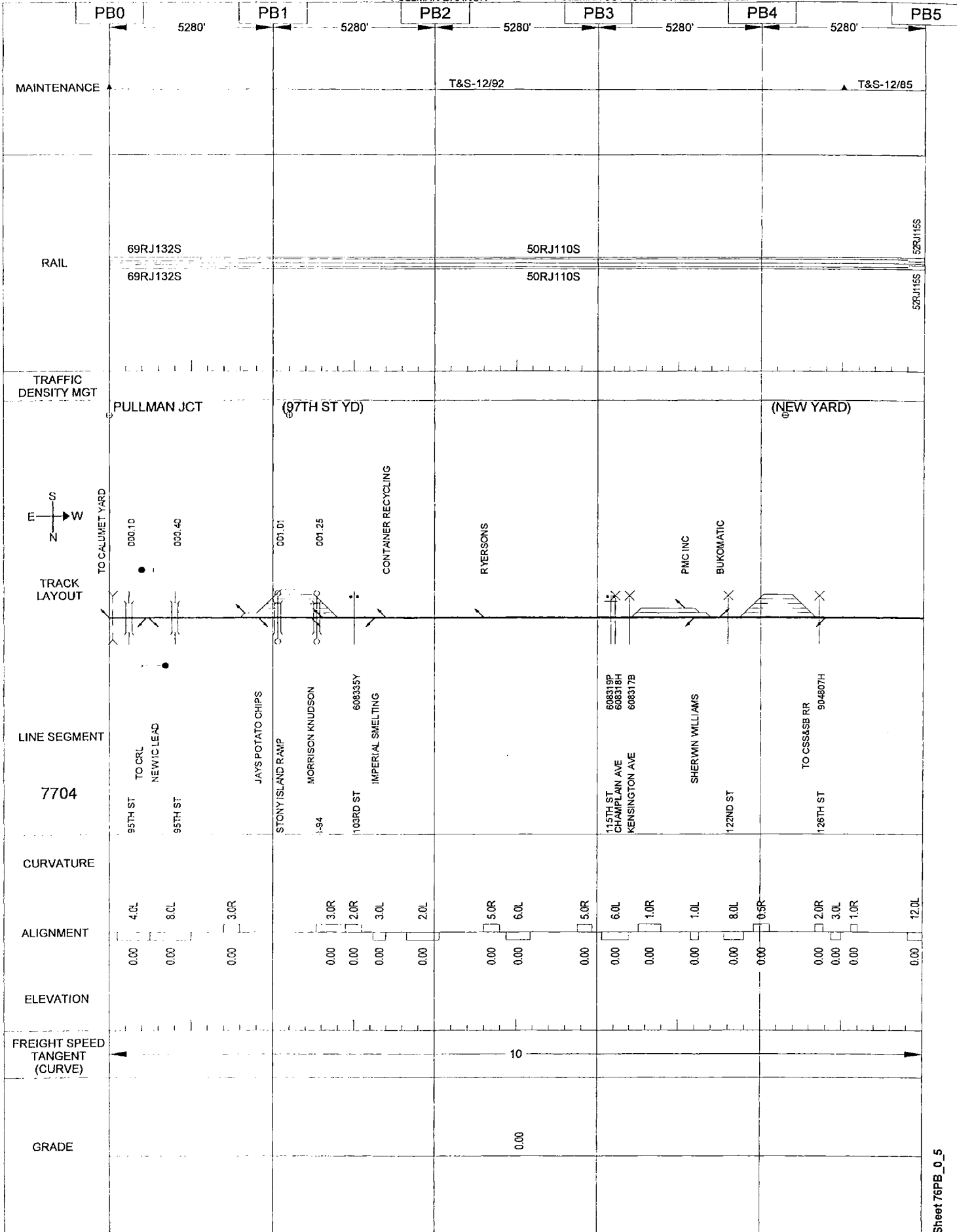
09/27/2005

273

PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN



09/27/2005

274

PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN

PB5

5280'

MAINTENANCE

T&S-12/85

RAIL

52RJ115S

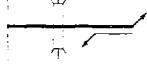
52RJ115S

TRAFFIC
DENSITY MGT

(130TH ST)



TRACK
LAYOUT



005.20

TO CHICAGO PORT AUTH

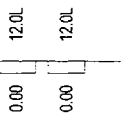
LINE SEGMENT

7704

1-80

CURVATURE

ALIGNMENT



ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

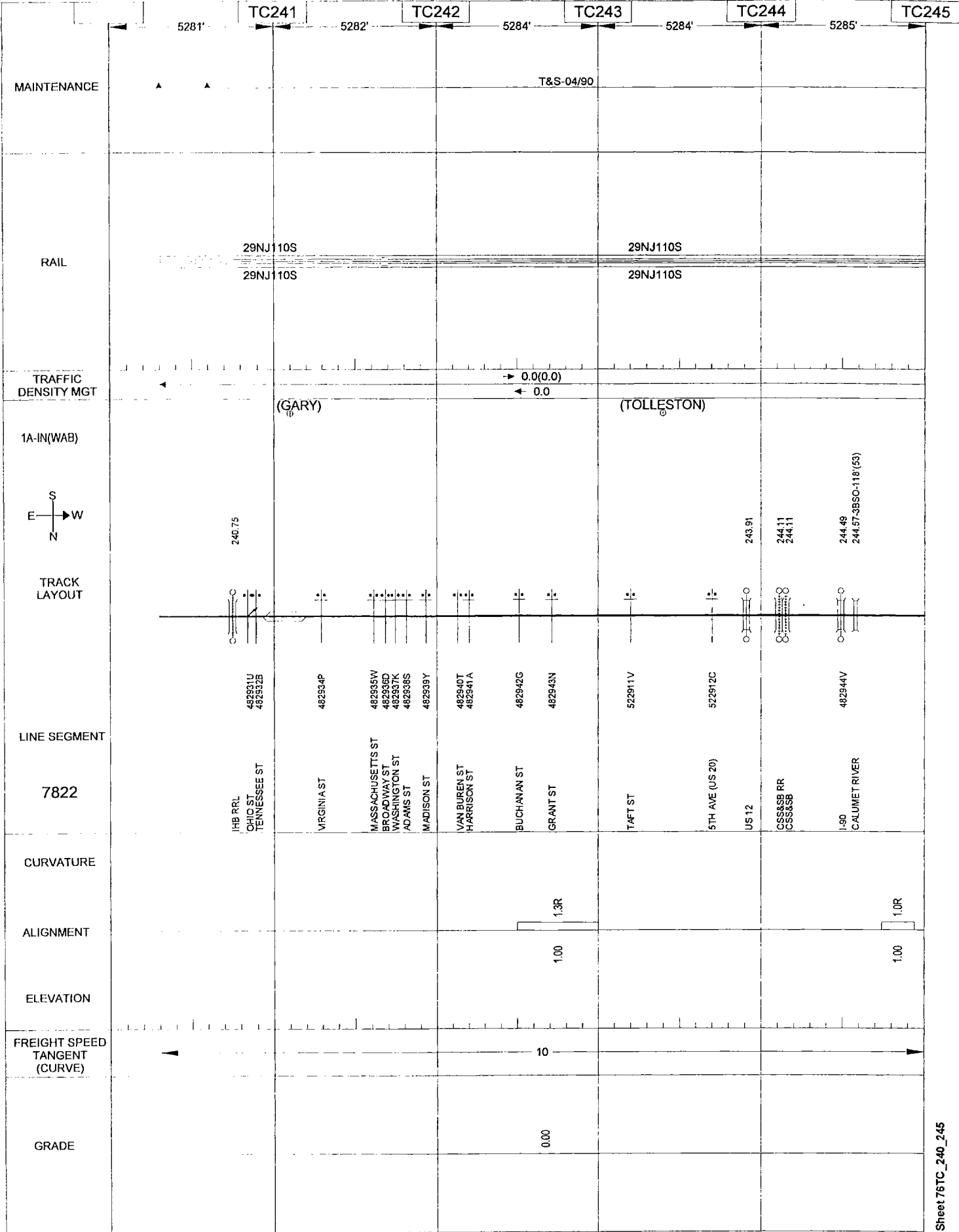
09/27/2005

275

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



09/27/2005

276

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN

TC245

TC246

5282'

5280'

MAINTENANCE

T&S-04/90

RAIL

29NJ110S

29NJ110S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

(CLARKE JCT)

1A-IN(WAB)



TRACK
LAYOUT

482945C

246.30

TO CHICAGO VIA BOCT

LINE SEGMENT

7822

CLARK RD

ELDERY

CURVATURE

ALIGNMENT

3.9L

1.00

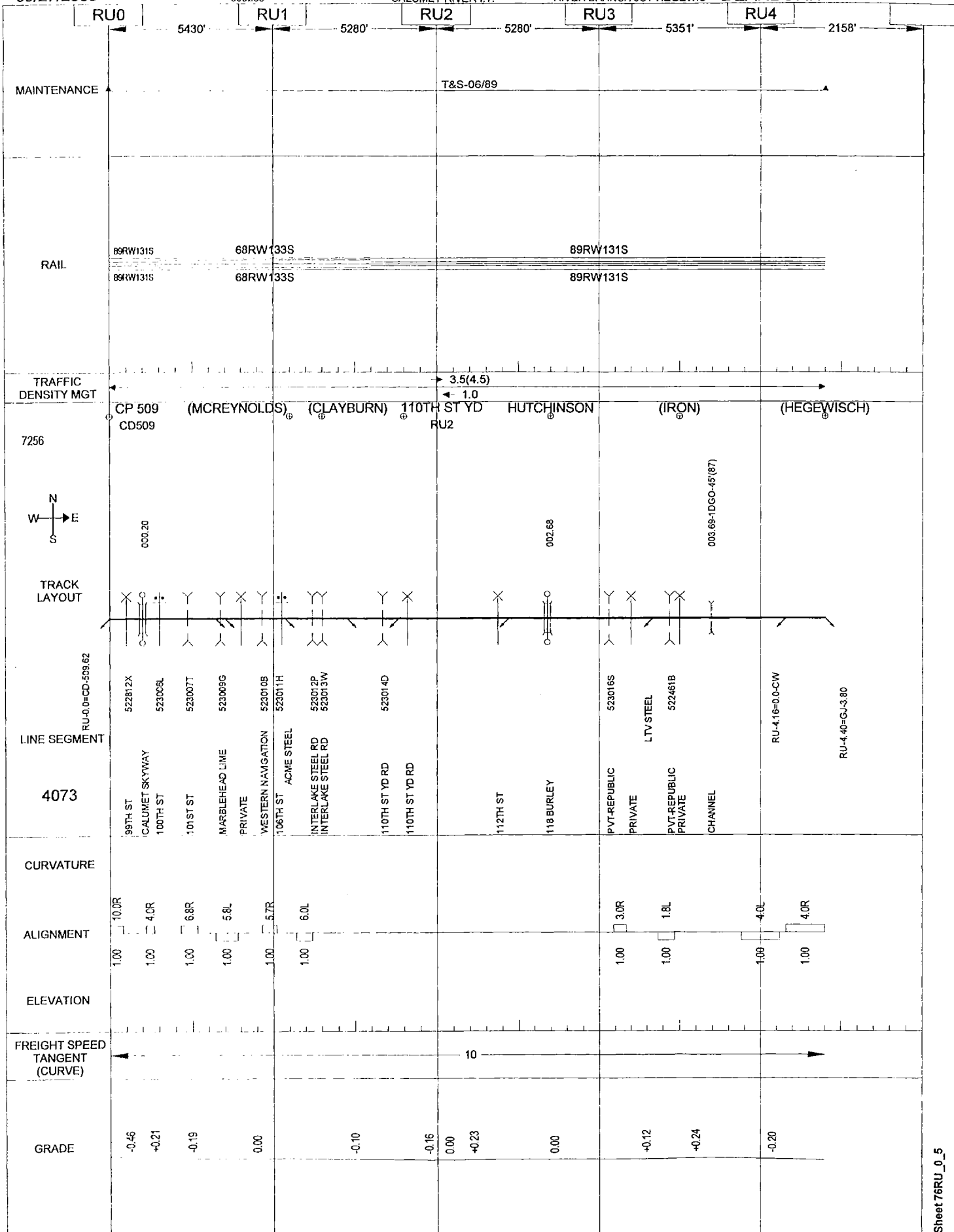
ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00



09/27/2005

503246

278
SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ4

GJ5

5280'

5261'

T&S-06/85

MAINTENANCE

RAIL

50LJ130S 68RW131S 01RW132S 68RW131S 01RW132S
50LJ130S 68RW131S 01RW132S 68RW131S 01RW132S

TRAFFIC
DENSITY MGT

7256

TRACK
LAYOUT

(HEGEWISCH) (WOLF LAKE JCT)
GJ4 (BURNHAM)

GJ-4.17=UO-0.0

004.76-5BSC-182'(01)

LINE SEGMENT

4004

GJ-3.80=RU-4.40

522460U

522459A

522458T

522456E

522455X

522454R

133RD ST

134TH ST

135TH ST

BRINARD AVE

NICTD SM 58 M-NS

CHIPPEWA ST

CSS SM 57 M-CSS

GREEN BAY AVE

CALUMET RIVER

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

0.00 +0.25 0.00 +0.45 +0.34 +0.29 0.00

09/27/2005

279

503246

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ5

5262'

MAINTENANCE

T&S-06/85 ▲

RAIL

01RW132S
01RW132S

68RW131S

68RW131S

TRAFFIC
DENSITY MGT

(CALUMET PARK)

7256

TRACK
LAYOUT

LINE SEGMENT

4004

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 25 →

GRADE

0.00
-0.25

09/27/2005

503207

280
BERNICE R.T.

DOLTON-CALUMET RIVER

DEARBORN

QP294

5280'

5283'

MAINTENANCE

T&S-06/76

RAIL

53UJ131S

53UJ131S

66NJ130S
66NJ130STRAFFIC
DENSITY MGT

0.0(0.0)

0.0

(DOLTON)

(RIVERDALE)

QP294

7175

TRACK
LAYOUT

294.12

LINE SEGMENT

4043

522336C
522333U

522340D

136TH ST
137TH PL137TH ST
IC RR

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.04

+0.02

0.00

09/27/2005

281

503233

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

013.72-1858-12'

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

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

1.00
1.0R

09/27/2005

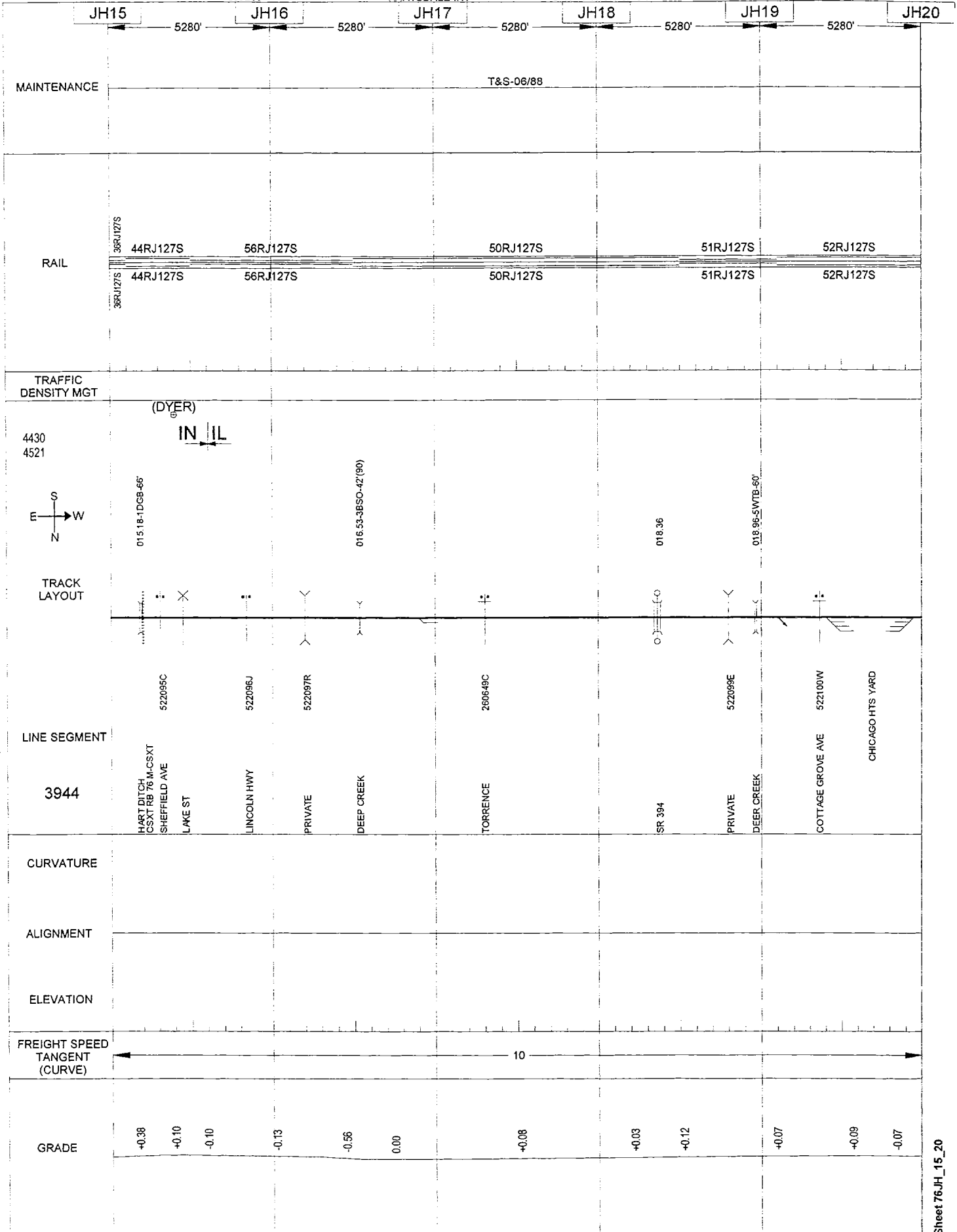
503233

282

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN



09/27/2005

503233

283

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

JH20

5280'

MAINTENANCE

RAIL

37NJ105S

37NJ105S

TRAFFIC
DENSITY MGT

4521



TRACK
LAYOUT

02014-1CBB-10'

LINE SEGMENT

3944

THIRD CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10'

GRADE

-0.07

+0.55

09/27/2005

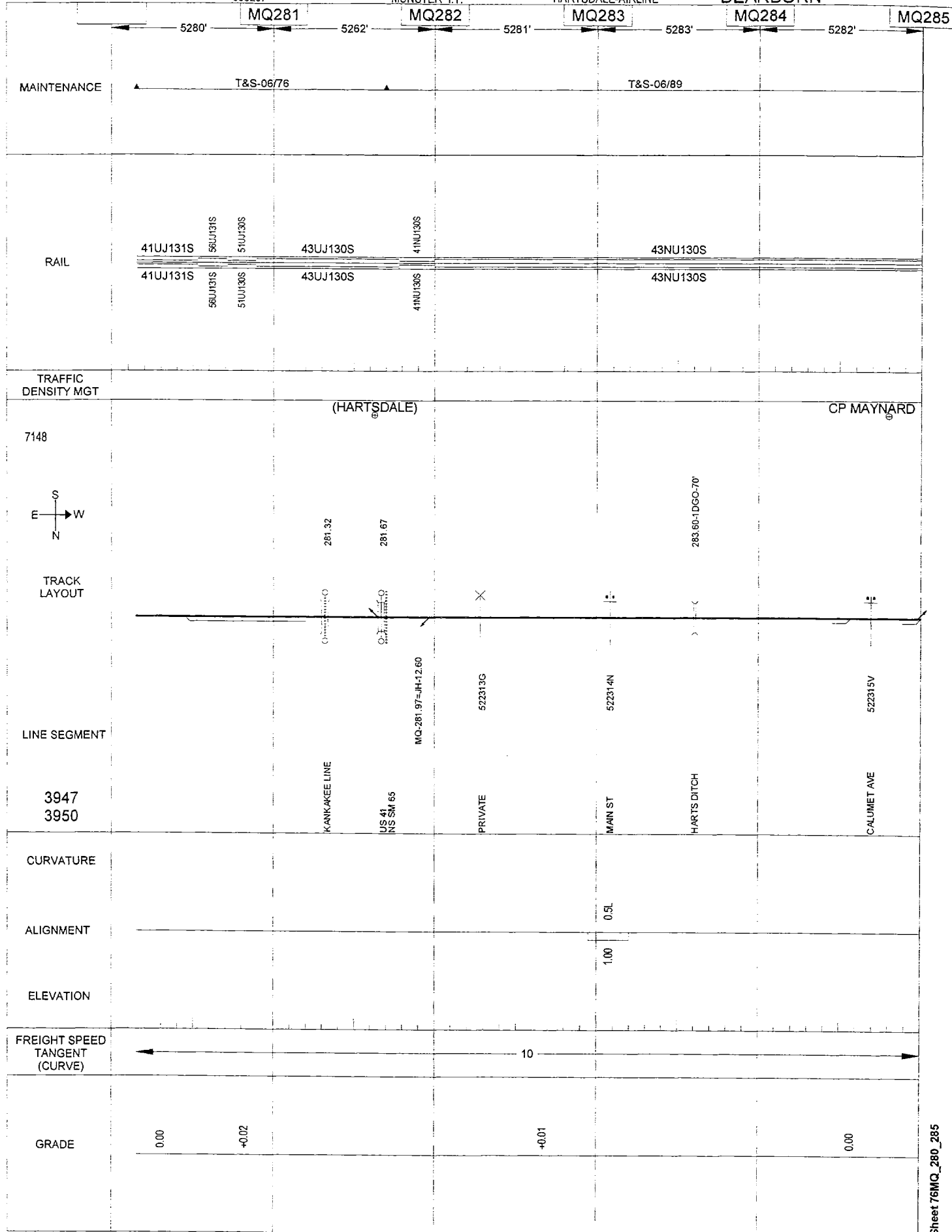
284

503207

MUNSTER I.T.

HARTSDALE-AIRLINE

DEARBORN



09/27/2005

503207

285

MUNSTER I.T.

HARTSDALE-AIRLINE

DEARBORN

MQ285

5287'

MAINTENANCE

T&S-06/89 ♦ ♦

RAIL

43NU130S

43NU130S

TRAFFIC
DENSITY MGT

(AIRLINE)

7148

S
E — W
N

TRACK
LAYOUT

LINE SEGMENT

3950

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10 — 30

GRADE

0.00

09/27/2005

503124

286
EAST BRADLEY I.T.

KANKAKEE

DEARBORN

YK0

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

(KANKAKEE)

2480



TRACK
LAYOUT

YK-0-D=KS-100.70

533154H

507894U

LINE SEGMENT

4127

FAIR, RT 50

BROCKMONT

CURVATURE

ALIGNMENT

12.9L

12.0L

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.02

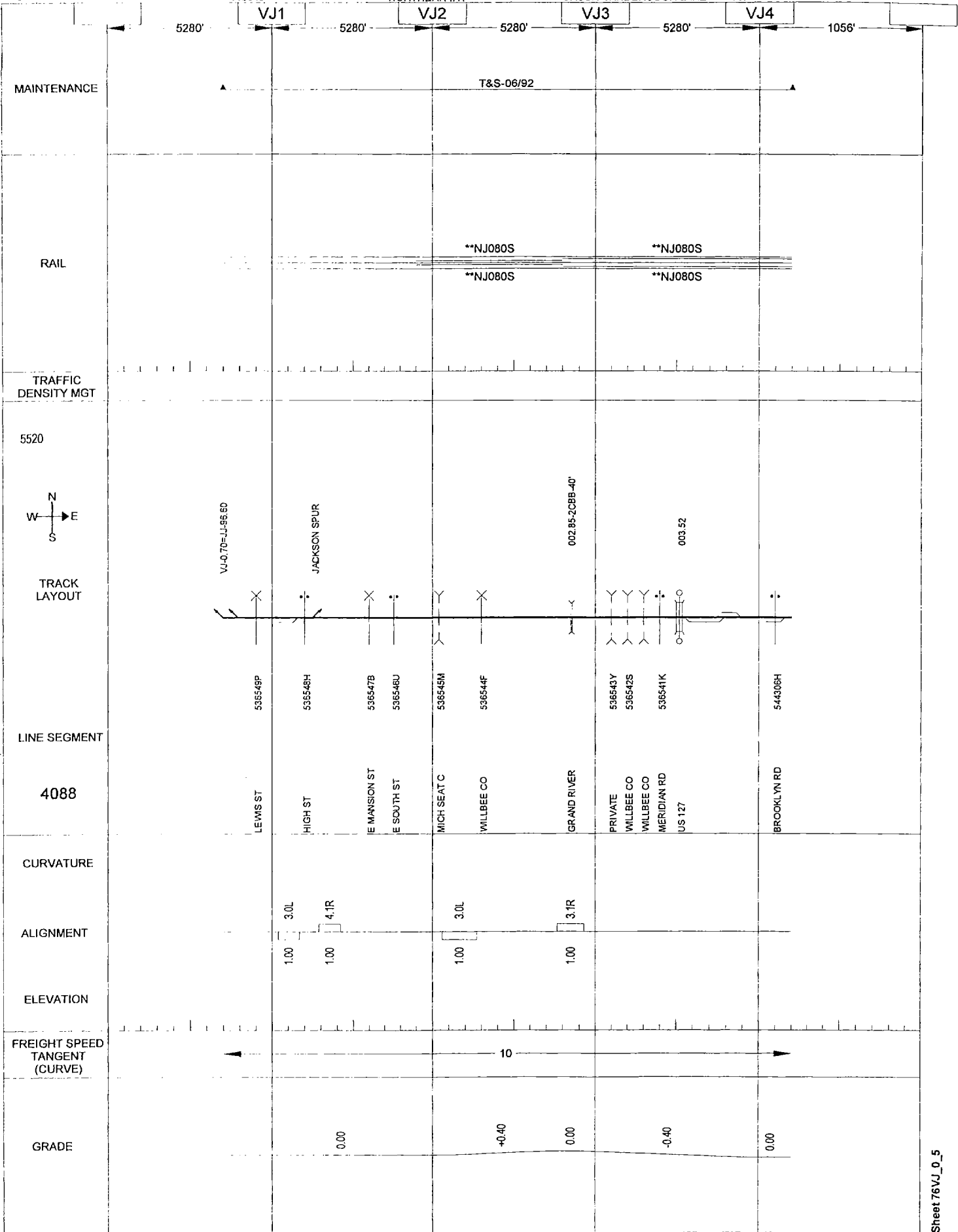
09/27/2005

287

NORTHERN I.T.

JACKSON-VANDERCOOK LAKE

DEARBORN



09/27/2005

505321

288

JACKSON I.T.

JACKSON-JACKSON JCT

DEARBORN

JJ97

2640'

1868'

MAINTENANCE

T&S-06/73

RAIL

57NJ127S

57NJ127S

TRAFFIC
DENSITY MGT

(JACKSON JCT)

2390



TRACK
LAYOUT

096.87-3858-58'



LINE SEGMENT

JJ-98.60=VJ-0.70

536176T

536175L

JJ-97.40=MH-74.75

GRAND RIVER
BRIDGE ST

ELM ST

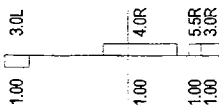
4016

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)



10

GRADE

-0.38

+0.19

09/27/2005

505352

289

LANSING I.T.

NORTH LANSING

DEARBORN

UA61

5280'

2112'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410



TRACK
LAYOUT



536388D
536390X
536391E
536392L
536393T
536394A

LINE SEGMENT

3908

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

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

5.0L

1.00

09/27/2005

505352

290

LANSING I.T.

CEDAR RIVER

DEARBORN

XM58

5280'

5280'

T&S-06/86

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410

TRACK
LAYOUT(CEDAR RIVER)
XM58

058.89

LINE SEGMENT

3905

536367D

S LOGAN ST

536368K

536369S

536370L

536372A

XM58-90-1 Z-35.72

058.89

S WASHINGTON ST

ISBELL ST

BAKER ST

CEDAR ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

3.1L
1.00

09/27/2005

291

505352

LANSING I.T.

ALBION

DEARBORN

VP22

VP23

2112'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410



TRACK
LAYOUT

LINE SEGMENT

3902

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

CP ALBION

(ALBION)
VP22

VP-21.60=MH-95.96

903794F
536464M
536465U
536466B
536467H
536468P
536469W
536470R
536471X
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

2.3L

2.0L

2.1R

3.3L

1.00

1.00

1.00

1.00

10

0.00

09/27/2005

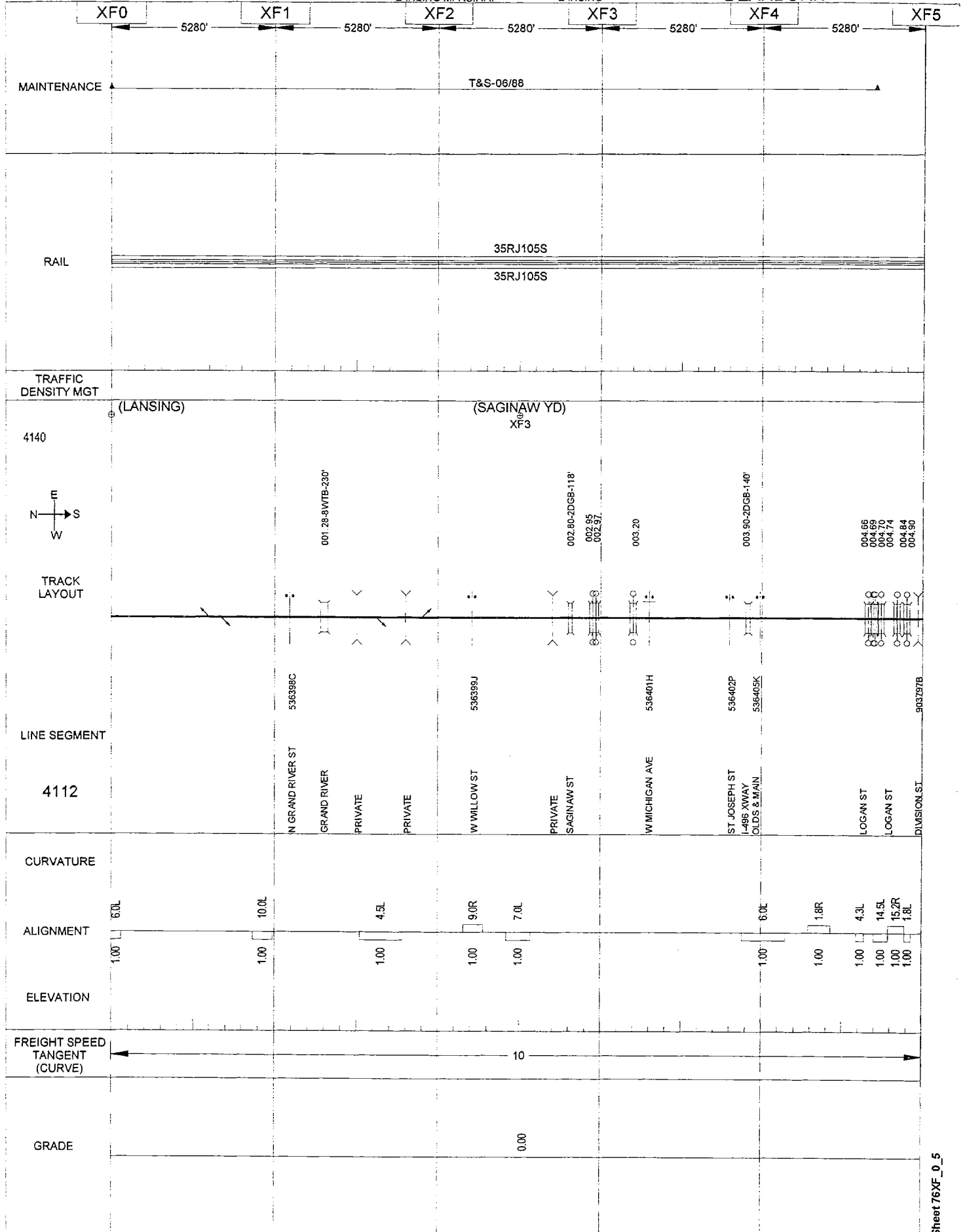
505354

292

LANSING MFRS.RR.

LANSING

DEARBORN



09/27/2005

293

505354

LANSING MFRS.RR.

LANSING

DEARBORN

XF5

720'

MAINTENANCE

RAIL

35R106S 35R106S

TRAFFIC
DENSITY MGT

4140



TRACK
LAYOUT



LINE SEGMENT

4112

PINE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

10/03/2005

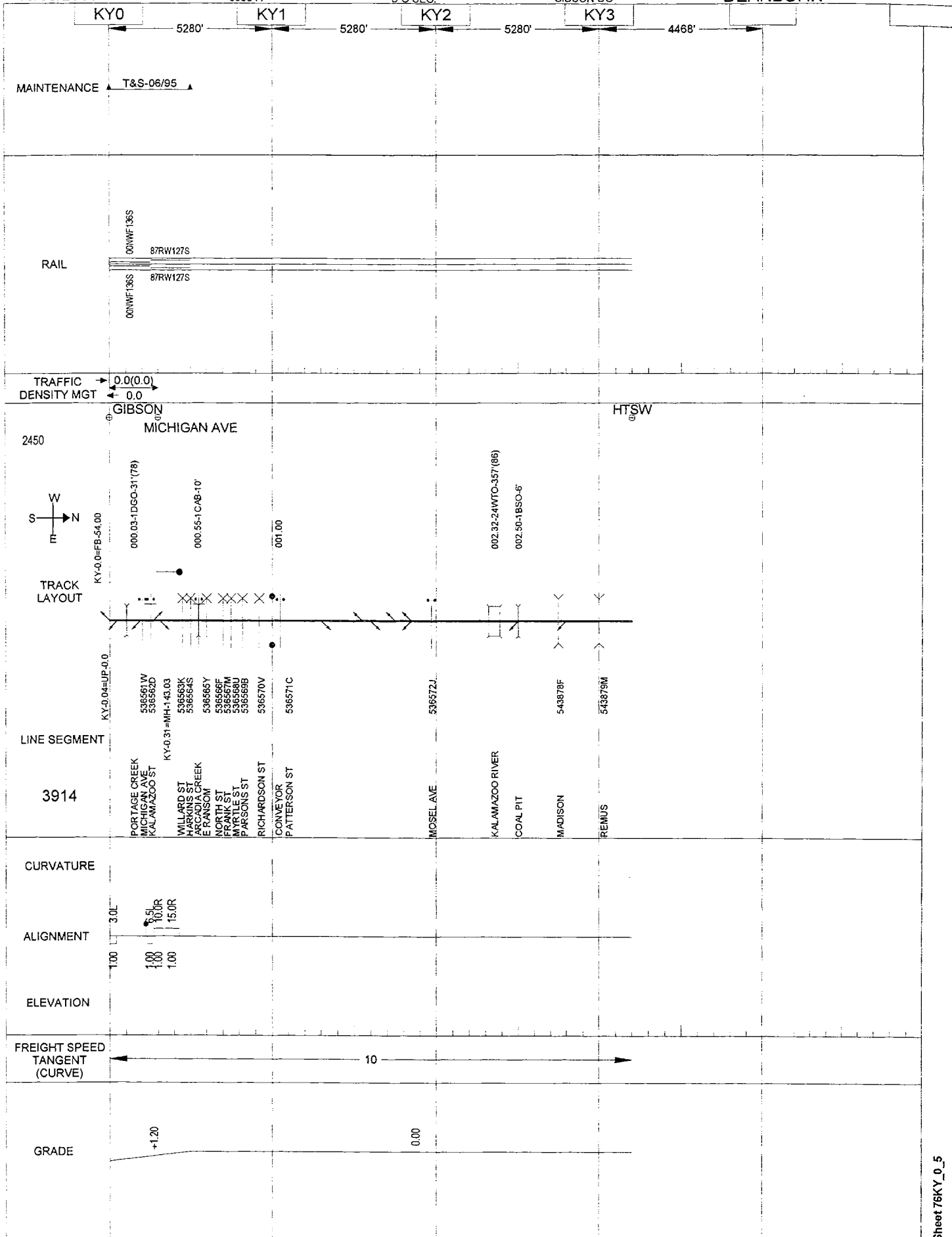
294

505341

B O SEC.

GIBSON-80

DEARBORN



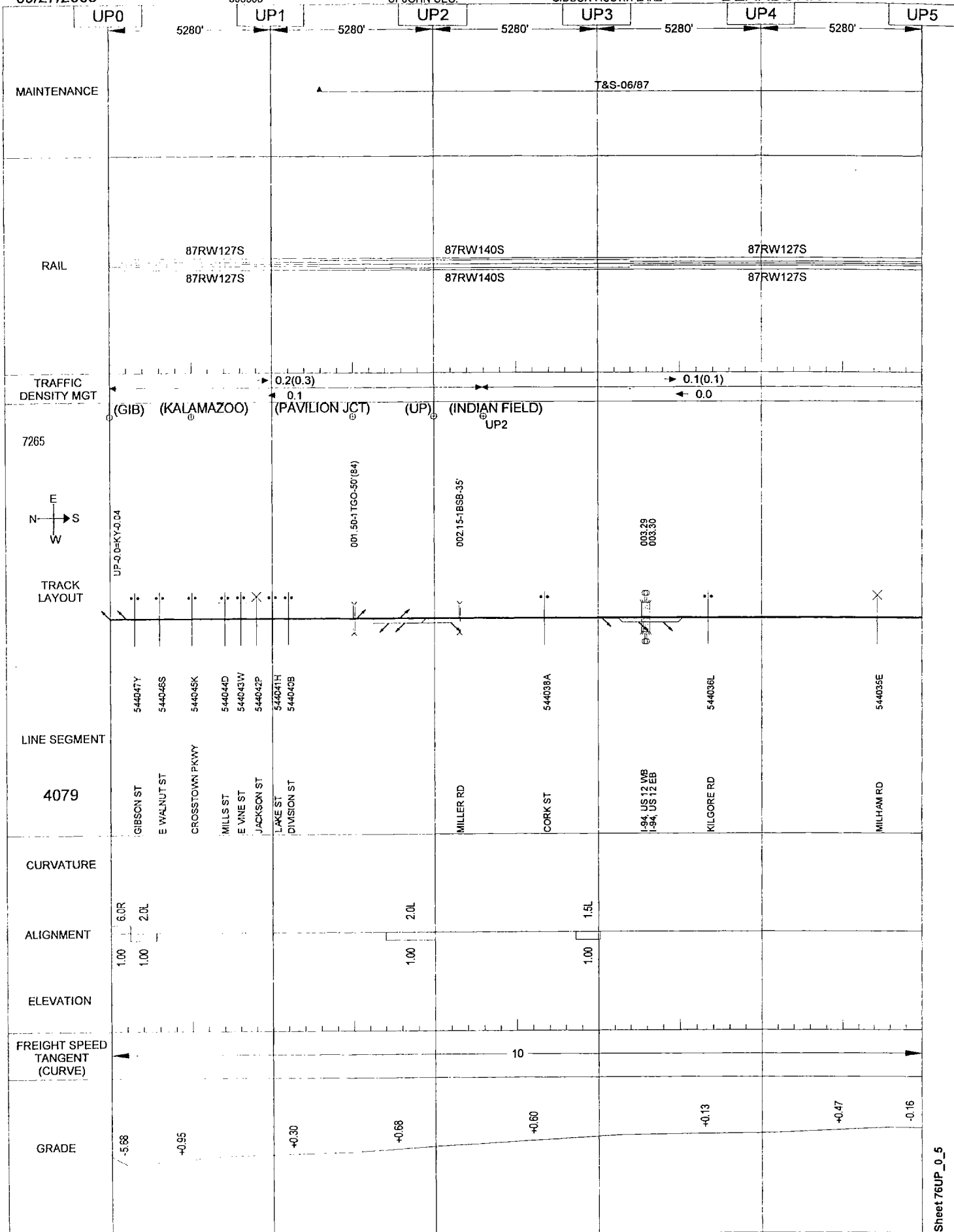
09/27/2005

295

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



09/27/2005

505338

296

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN

UP5

5280'

UP6

5136'

MAINTENANCE

T&S-06/87

RAIL

87RW127S

87RW127S

TRAFFIC
DENSITY MGT

→ 0.1(0.1)

← 0.0

← 0.0

(UPJOHN)

UP7

⊕ (AUSTIN LAKE)

7265

E
N → S
W

TRACK
LAYOUT

LINE SEGMENT

4079

544034X

ROMENCE RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.16

+0.40

-0.35

09/27/2005

505344

297

CK&S I.T.

PARCHMENT-PAVILION

DEARBORN

CQ42

CQ43

3696'

5280'

5280'

MAINTENANCE

T&S-06/93

RAIL

**NJ100S

**NJ100S

TRAFFIC
DENSITY MGT

4290

TRACK
LAYOUT

(PARCHMENT)

(NORTH YD)

CROWN VANTAGE

042 40-20WTO-300'(88)

STONE PIT

LINE SEGMENT

4337

ROSEDALE ST 536426D
CROWN VANTAGE 536425W
PRIVATE 536424P
OAK GROVE AVENUE 536423H
ISLAND AVE 536422B
HERCULES 536421U
PRIVATE 536420M
KALAMAZOO RIVER
MOSEL AVE 536419T
PATTERSON STREET 536418L

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

09/27/2005

505341

298

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

OW67

OW68

OW69

OW70

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/87

RAIL

87RW112S
87RW112S

87RW127S

87RW127S

TRAFFIC
DENSITY MGT

(OTSEGO)



TRACK
LAYOUT

OW-56.60=FB-65.66
PLAINWELL PAPER
066.76-1BSO-10'(85)

068.01
068.03

069.30-5WTO-90'(84)

543885X
903772F

543889T

543891U

543892B

543893H

543894P

543895W

543896D

543897K
545535K

LINE SEGMENT

3932

BROAD ST
OAK ST
CATTLE PASS

MAIN ST (10TH ST)

RT M 131
RT M 131
PRIVATE

MILLER RD

MILLER RD

106TH AVE

GUN RIVER

HILL ST

RIVER RD

PRIVATE
21ST ST

CURVATURE

ALIGNMENT

0.1R
1.00

0.1L
1.00

0.3R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.04

-0.20

-0.51

0.00

+0.14

09/27/2005

299

505341

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

OW70

1265'

MAINTENANCE

RAIL

87RW127S
87RW127S

TRAFFIC
DENSITY MGT

W
S — N
E

TRACK
LAYOUT

070.09-1 BSO-24'(NA)
070.10
070.15-1 BSO-15'



54888S

LINE SEGMENT

3932

PRIVATE
COAL PIPE
PIPELINE
COAL HOPPER

CURVATURE

ALIGNMENT

0.8R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.14

09/27/2005

505340

300

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN

XH89

XH90

4752'

5280'

MAINTENANCE

T&S-06/90

RAIL

29NJ105S

29NJ105S

TRAFFIC
DENSITY MGT

4160

TRACK
LAYOUT(BOWEN)
XH88

089.00

089.25

543866L

543867T

543868A

543869G

LINE SEGMENT

4115

CONVEYOR
PRIVATEPRIVATE
CONVEYOR

36TH ST SE

EASTERN AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.65

-0.47

09/27/2005

301

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN

XH90

5280'

XH91

5280'

XH92

5280'

MAINTENANCE

T&S-06/90

RAIL

29NJ105S

29NJ105S

TRAFFIC
DENSITY MGT

4160



TRACK
LAYOUT

090.82-1 TGB-113'
090.95-3 TGB-94'

091.38-4 TGB-47'

092.13

XH-92.40-FB-100.80

LINE SEGMENT

4115

54387CB
543871H

32ND ST
MADISON AVE

543874D

28TH ST
DIVISION ST

543875K

BUCHANAN ST

543876S

PLASTER CREEK

543877S

KIRTLAND ST

543878S

KRELL PAPER

543879S

BURTON ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.61

-0.25

+0.13

09/27/2005

505341

302

KALAMAZOO I.T.

GRAND RAPIDS

DEARBORN

KZ95

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2460

TRACK
LAYOUT

LINE SEGMENT

3911

CURVATURE

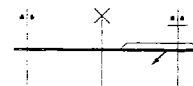
ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

→ 1.5(2.5)
← 1.0
(GRAND RAPIDS)
KZ94



545659Y

BUTTERWORTH ST

WATSON ST

TO CSXT
FULTON ST4.3L
1.00

10

0.00

09/27/2005

505338

303

COMSTOCK I.T.

FULLER-COMSTOCK PARK

DEARBORN

VW106

5280'

MAINTENANCE

RAIL

86RW112S

86RW112S

TRAFFIC
DENSITY MGT

7266



TRACK
LAYOUT

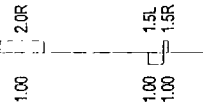
TO CSXT

LINE SEGMENT

4097

CURVATURE

ALIGNMENT



ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.19

+0.04

09/27/2005

603107

304
REDKEY SEC.

HARTFORD CITY-SWEETSER

DEARBORN

RK139

RK140

5275'

5281'

MAINTENANCE

T&S-06/76

RAIL

65UW130S

65UW130S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

7148



TRACK
LAYOUT

ST JOE PAPER

LINE SEGMENT

3836

INDUSTRY PARK DR

CURVATURE

ALIGNMENT

1.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.08

09/27/2005

603107

305

REDKEY SEC.

HARTFORD CITY-SWEETSER

DEARBORN

RK140

RK141

RK142

RK143

RK144

RK145

5282'

5278'

5281'

5281'

5281'

MAINTENANCE

T&S-06/76

T&S-06/79

RAIL

65UW130S

65UW130S

41RJ131S

41RJ131S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

UPLAND

7148



TRACK
LAYOUT

+

x

x

x

x

x

LINE SEGMENT

553932U

553933B

553934H

553935P

553936W

553937D

3836

200 W

100 N

250 W

325 W

1150 E

1050 E

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.08

-0.31

09/27/2005

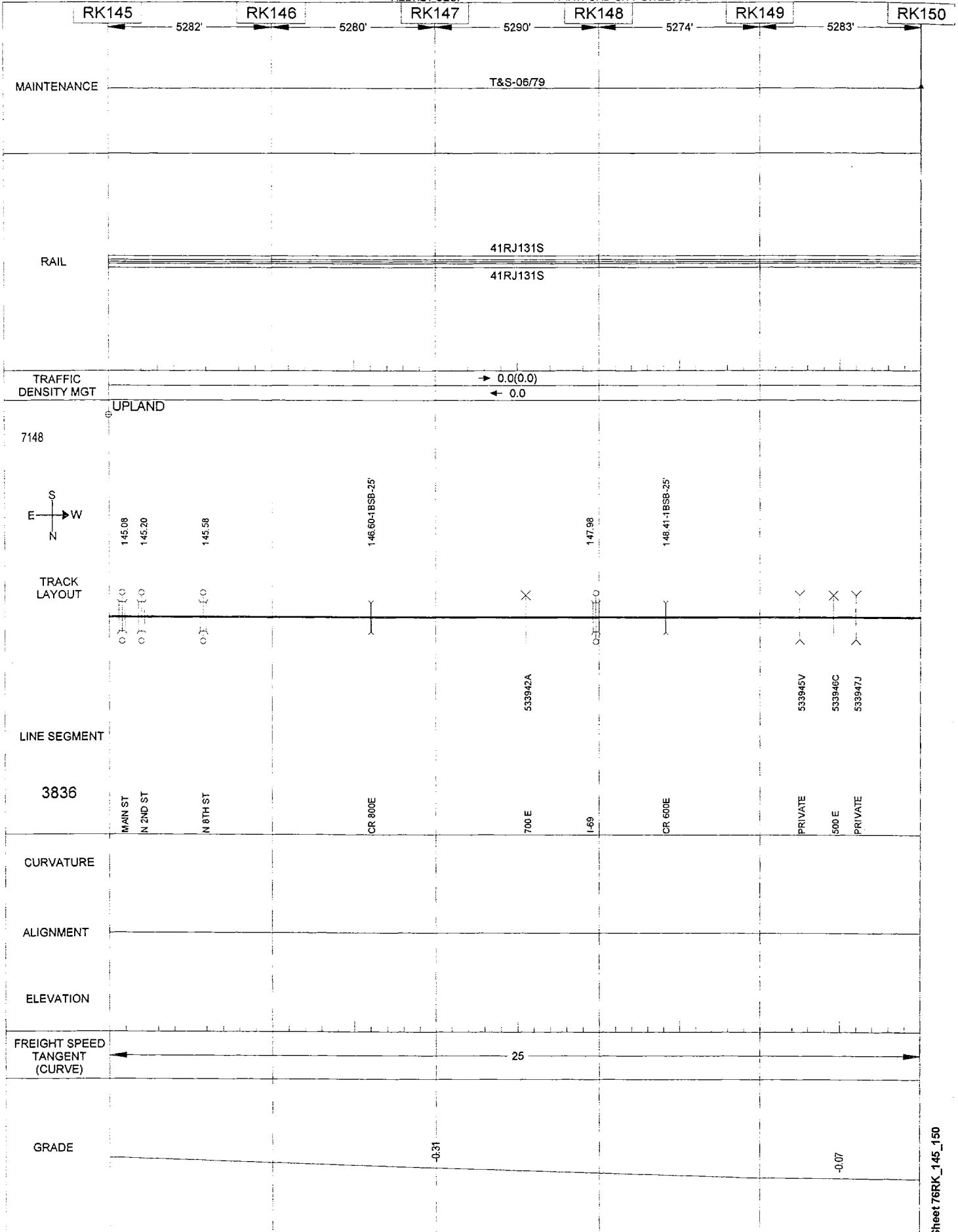
603107

306

REDKEY SEC.

HARTFORD CITY-SWEETSER

DEARBORN



09/27/2005

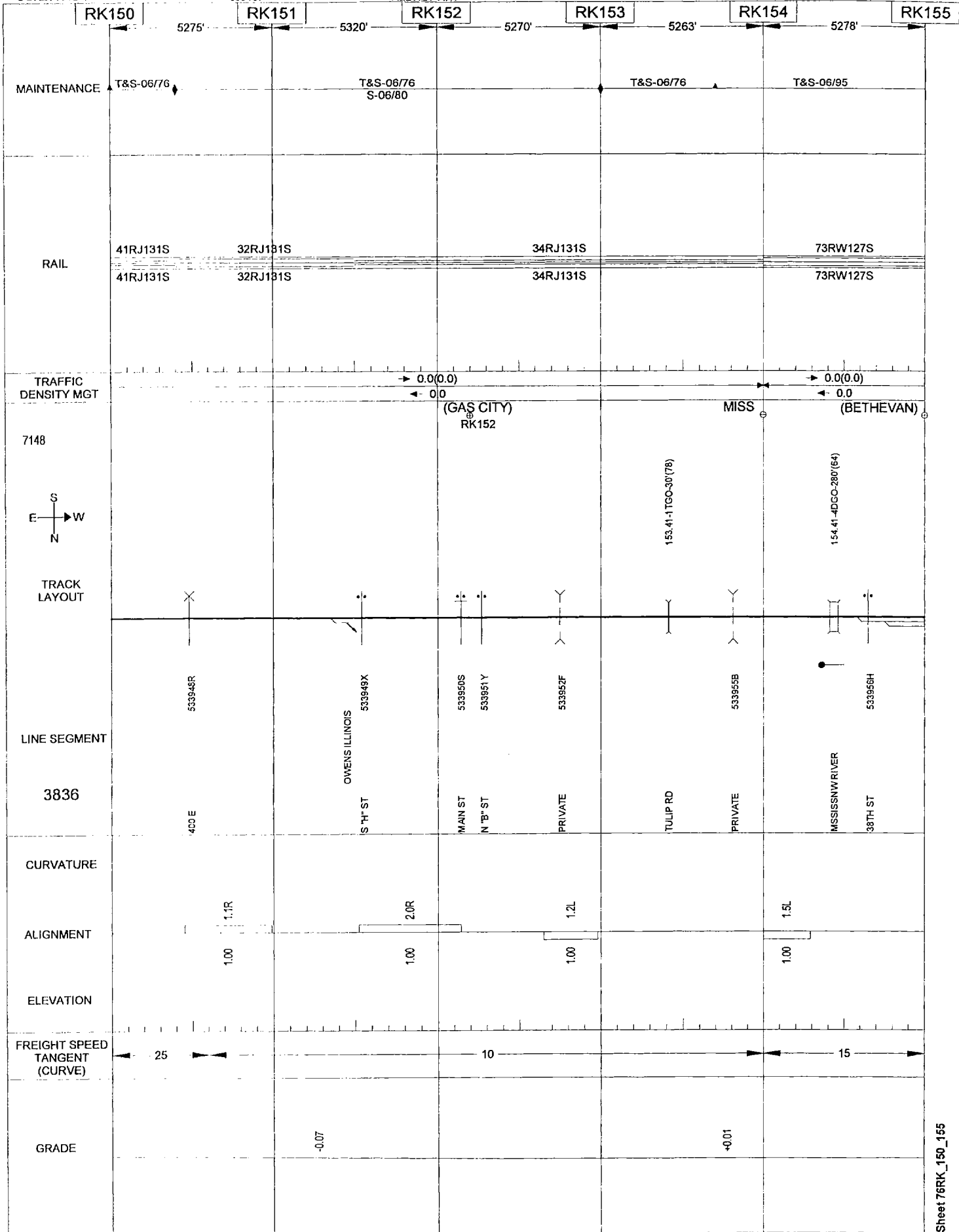
307

603107

REDKEY R.T.

HARTFORD CITY-SWEETSER

DEARBORN



09/27/2005

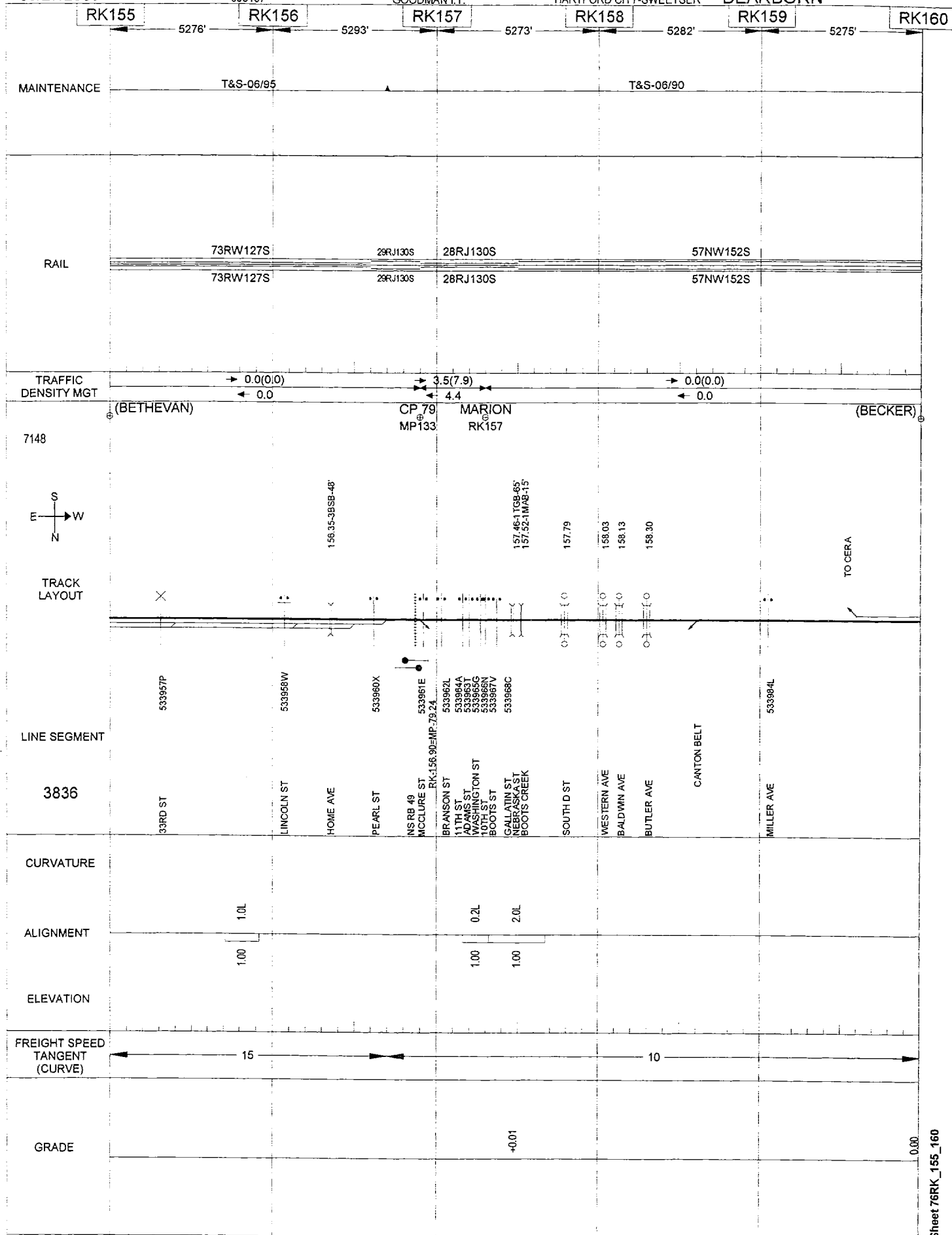
308

603107

GOODMAN I.T.

HARTFORD CITY-SWEETSER

DEARBORN



09/27/2005

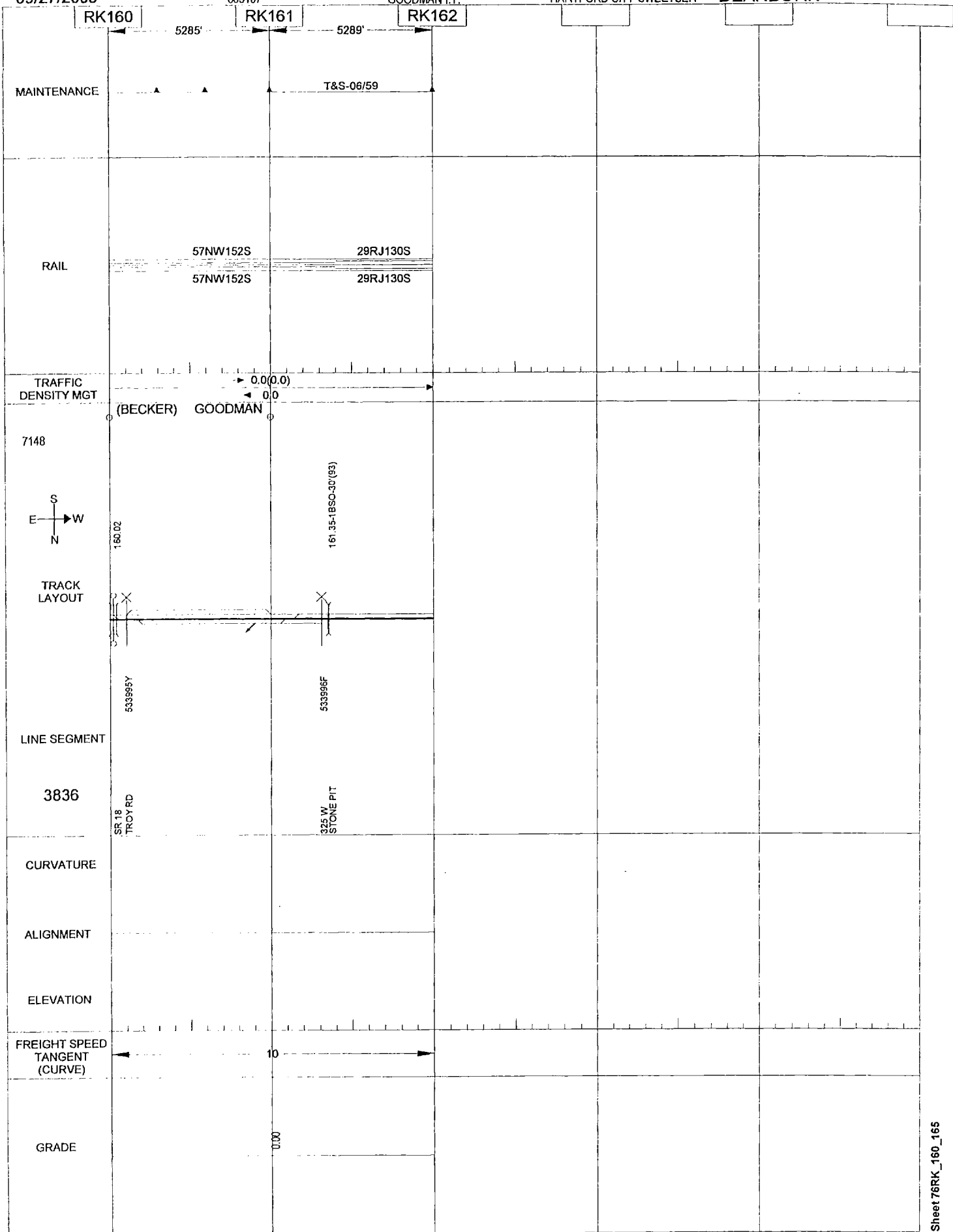
603107

309

GOODMAN I.T.

HARTFORD CITY-SWEETSER

DEARBORN



09/27/2005

608222

310

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

527799D

CROSS ST

1.0L
1.00

10

+0.23

09/27/2005

311

608222

INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN

IK125

5280'

IK126

5280'

IK127

2740'

MAINTENANCE

T&S-06/64
S-06/67

RAIL

54UJ130S

54UJ130S

TRAFFIC
DENSITY MGT

(REY)

(FLORIDA)
IK127

7152



TRACK
LAYOUT

TO INDIAN CREEK RR

LINE SEGMENT

4181

527798W

527797P

527796H

527795B

527794U

BARBER

MADISON RD

300 N

200 N

375 N

CURVATURE

1.0L

ALIGNMENT

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.23

-0.05

-0.02

Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Date shown represents when drawing was prepared.
- 2) Items correspond to:
District, Branch, and Spur when applicable. (Original NS System)

or
Old Division name and From-To Station names. (Original NS System)

or
RDBR, Line Name, and From-To Station names. (Original CR System)
- 3) Operating Division name.
- 4) Sheet number within Operating Division.

Milepost Data Band -

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

Maintenance Section -

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

Rail Section -

Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight, and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1.

To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).

Two asterisks (**) in the year laid area indicate an unknown rail laid date.

Traffic Density Section -

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

Track Layout Section -

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose), and line segment reporting number.
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes. 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: Owing 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	317
CP 506-CP509	CD 506.55-509.60	318

10/04/2005

317

503600

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD191

CD192

CD193

CD194

5280'

5380'

5180'

5280'

1830'

MAINTENANCE #3

T&S-12/01

RAIL #3

79RW127S

79RW127S

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

LINE SEGMENT

3845

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

10/04/2005

503202

318

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD507

CD508

CD509

5280'

5280'

5280'

5280'

5280'

#3
MAINTENANCE
#4

T&S-06/67
S-06/92

T&S-06/89
S-06/92

T&S-06/00

#3
RAIL
#4

68NJ130S

44NJ130S

55NJ130S

46NJ130S

80RW131S

80RJ131S

68NJ130S

44NJ130S

55NJ130S

46NJ130S

80RW131S

80RJ131S

86RW132S

98NW136S

86RW132S

98NW136S

86RW132S

92RW130S

26NJ130S

80RJ131S

44NJ130S

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

LINE SEGMENT

3860

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

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
238	CB-001.17	001.17	01	1967
238	CB-001.59	001.54	01	1993
238	CB-002.28	002.28	01	1992
238	CB-003.49	003.49	01	1964
238	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	2004
			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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
29	CD-282.81	282.81	01	1989
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	2004
70	CD-487.62	487.69	02	2004
72	CD-496.71	496.71	BOTH	2004
73	CD-503.40	503.22	01	2004
73	CD-503.40	503.22	02	2003
74	CD-509.65	509.60	BOTH	1995
297	CQ-042.40	042.40	01	1988
245	CS-002.70	002.83	01	1980
240	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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
95	DR-041.70	041.70	BOTH	NA
96	DR-047.97	047.97	BOTH	1984
97	DR-052.98	052.98	BOTH	1993
			BOTH	1984
203	FB-029.02	029.02	01	2003
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-083.86	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
217	FB-096.07	096.07	01	1982
218	FB-100.35	100.27	01	1993
278	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
282	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-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
172	KS-181.56	181.46	01	2001
172	KS-183.69	183.59	01	1981

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
172	KS-184.48	184.28	01	1986
294	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
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
298	OW-066.76	066.76	01	1985
298	OW-069.30	069.30	01	1984
299	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
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
307	RK-153.41	153.41	01	1978
307	RK-154.41	154.41	01	1964
309	RK-161.35	161.35	01	1993
277	RU-003.69	003.69	01	1987
275	TC-244.57	244.57	01	1953
251	TM-008.54	008.55	01	1992
251	TM-008.62	008.60	01	1992
252	TM-011.32	011.40	01	1991
295	UP-001.50	001.50	01	1984
260	XK-307.18	307.18	01	NA
229	ZC-001.05	001.05	01	1997
229	ZC-002.01	002.01	01	1988

