



**NORFOLK
SOUTHERN**

Dearborn Division

2006

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).

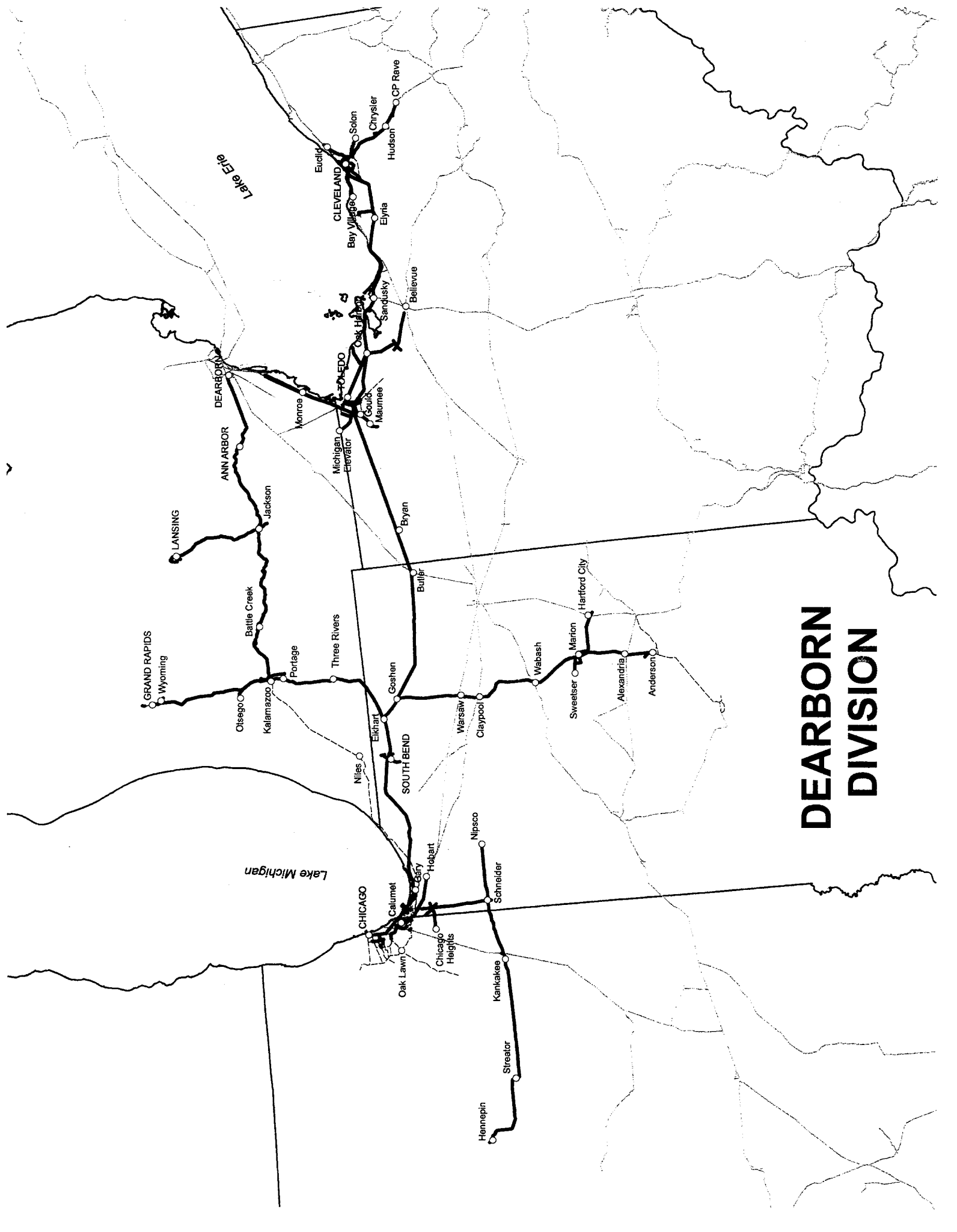
Engineering D&C maintains a departmental database, which is used to generate the track layout section or center portion of the track chart diagram. Questions or information concerning changes, corrections, additions, or deletions to this section should be directed to the Engineering D&C office as follows:

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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:

**Operating Speeds and
Speed Restrictions:**

**Transportation Dept.
K. L. Ricks, Systems Mgr. Trans.
MEMO: KLRICKS PH. (404) 529-2298
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
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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
CP518-WOOD	UW - 000.00 - 005.30		C.R. & I. I.T.	266
ASHLAND-CORNWITH	KN - 000.00 - 003.00		KENWOOD LINE (CR&I)	268
47TH STREET-CHICAGO	BK - 305.77 - 309.00		WESTERN AVENUE I.T.	269
PULLMAN JCT-130TH ST	PB - 000.00 - 005.50		PULLMAN BRANCH	270
AETNA-CLARKE JCT	TC - 240.30 - 246.60		GARY BRANCH	272
RIVER BRANCH JCT-HEGEWISCH	RU - 000.00 - 004.40		CALUMET RIVER I.T.	274
HEGEWISCH-CALUMET PARK	GJ - 003.80 - 005.50		SC&S I.T.	275
DOLTON-CALUMET RIVER	QP - 293.40 - 294.30		BERNICE R.T.	277
GRIFFITH-CHICAGO HEIGHTS	JH - 011.00 - 020.30		HARTSDALE I.T.	278
SCHERERVILLE-AIRLINE	MQ - 280.15 - 285.50		CROWN POINT/MUNSTER I.T.	281
KANKAKEE	YK - 000.00 - 000.60		EAST BRADLEY I.T.	283
JACKSON-VANDERCOOK LAKE	VJ - 000.70 - 004.20		NORTHERN I.T.	284
JACKSON-JACKSON JCT	JJ - 096.50 - 097.40		JACKSON I.T.	285
NORTH LANSING	UA - 060.70 - 061.40		LANSING I.T.	286

CEDAR RIVER	XM - 057.10 - 058.90	LANSING I.T.	287
ALBION	VP - 021.60 - 023.40	LANSING I.T.	288
LANSING	XF - 000.00 - 005.10	LANSING MFRS.RR.	289
KALAMAZOO-HTSW	KY - 000.00 - 003.20	B O SEC.	291
GIBSON-AUSTIN LAKE	UP - 000.00 - 006.70	UPJOHN SEC.	292
PARCHMENT-PAVILION	CQ - 041.30 - 043.90	CK&S IT	294
PLAINWELL-OTSEGO	OW - 066.60 - 070.24	PLAINWELL I.T.	295
BOWEN-TERMINUS	XH - 088.10 - 092.40	HASTINGS R.T.	297
GRAND RAPIDS	KZ - 094.25 - 095.00	KALAMAZOO I.T.	299
FULLER-COMSTOCK PARK	VW - 106.00 - 106.90	COMSTOCK I.T.	300
HARTFORD CITY-SWEETSER	RK - 138.60 - 162.00	RED KEY SEC.	301
DOW-FLORIDA	IK - 124.80 - 127.20	INDIAN CREEK I.T.	307
EXPLANATION OF GRAPHIC DISPLAY CONVENTIONS			309
APPENDIX - 3RD & 4TH MAIN MAINTENANCE DATA			313

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.	291
DOLTON-CALUMET RIVER	QP - 293.40 - 294.30		BERNICE R.T.	277
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T - 005.37 - 050.70
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UP - 000.00 - 006.70
BK - 305.77 - 309.00

RED KEY SEC. 301
SC&S I.T. 275
SILVER PLATE I.T. 235
SOUTH BEND BRANCH 265
SS&S CONN. TRACK 263
STANLEY SEC. 240
TOLEDO BELT 243
TOLEDO DISTRICT 103
TOLEDO/MAUMEE BACK SIDE 251
UPJOHN SEC. 292
WESTERN AVENUE I.T. 269

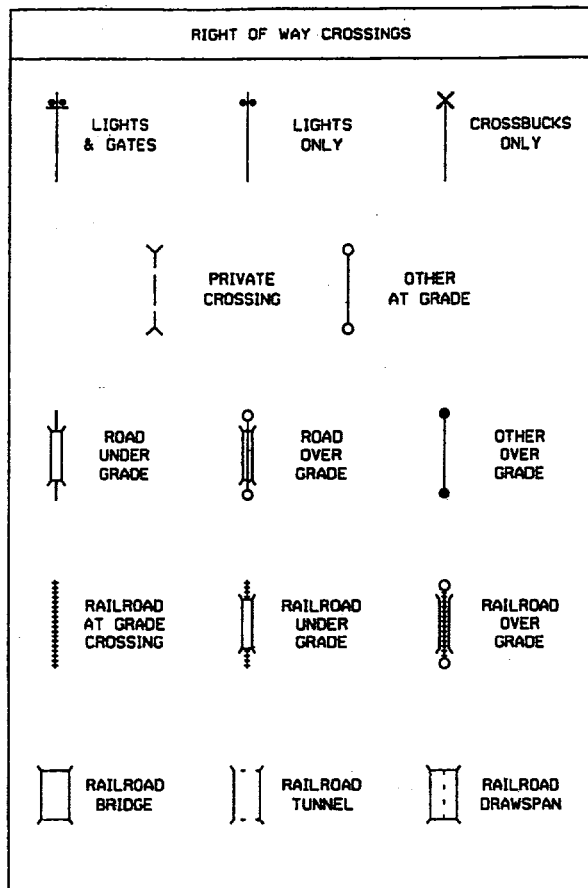
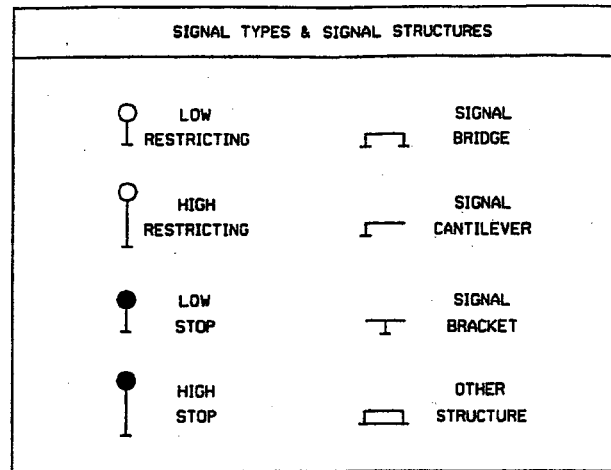
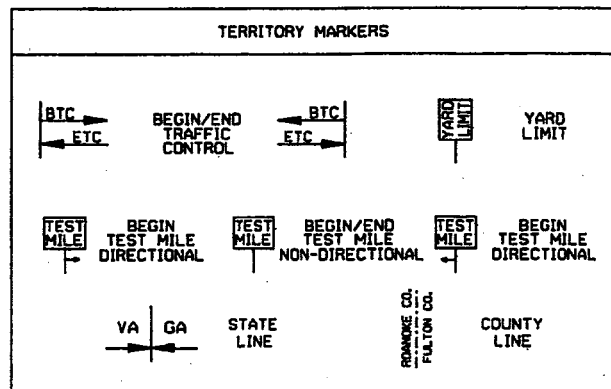
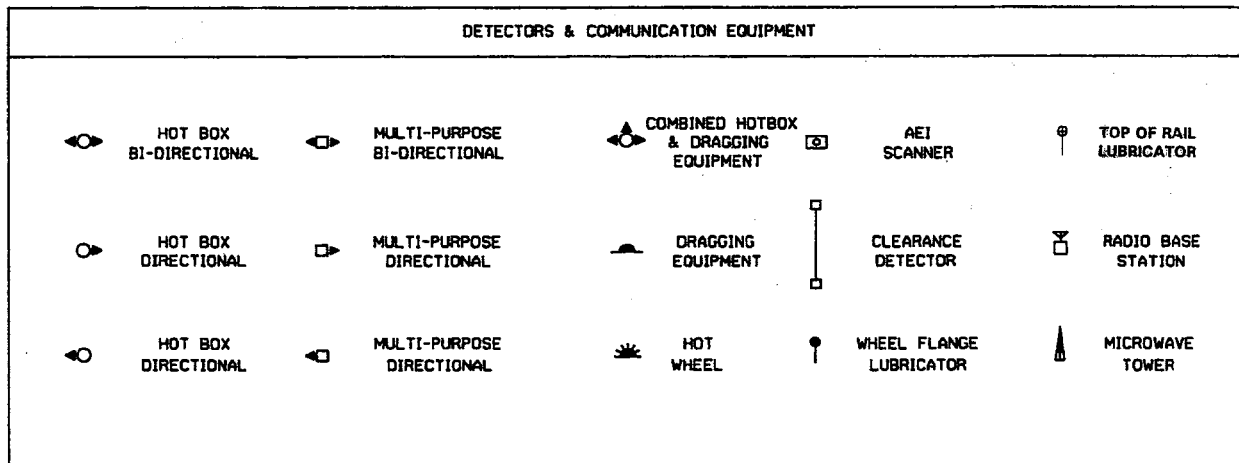
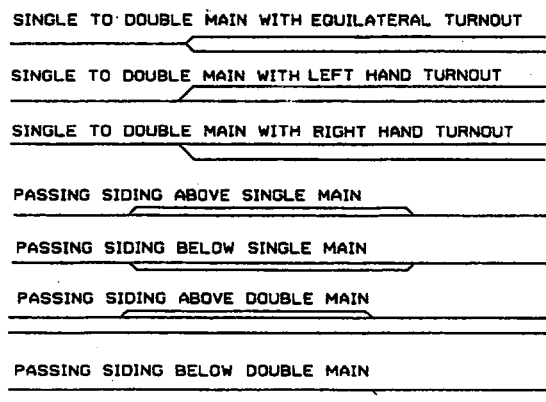
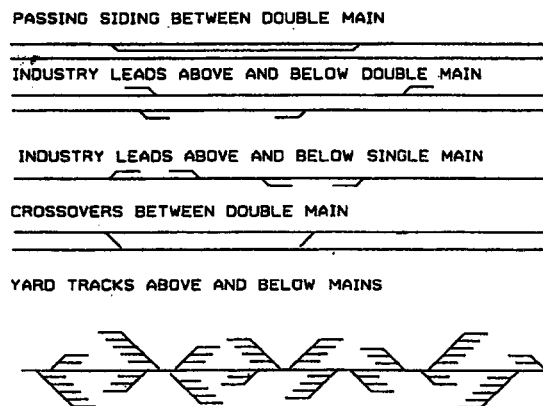
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TRACK CHART SYMBOL LEGEND



06/14/2006

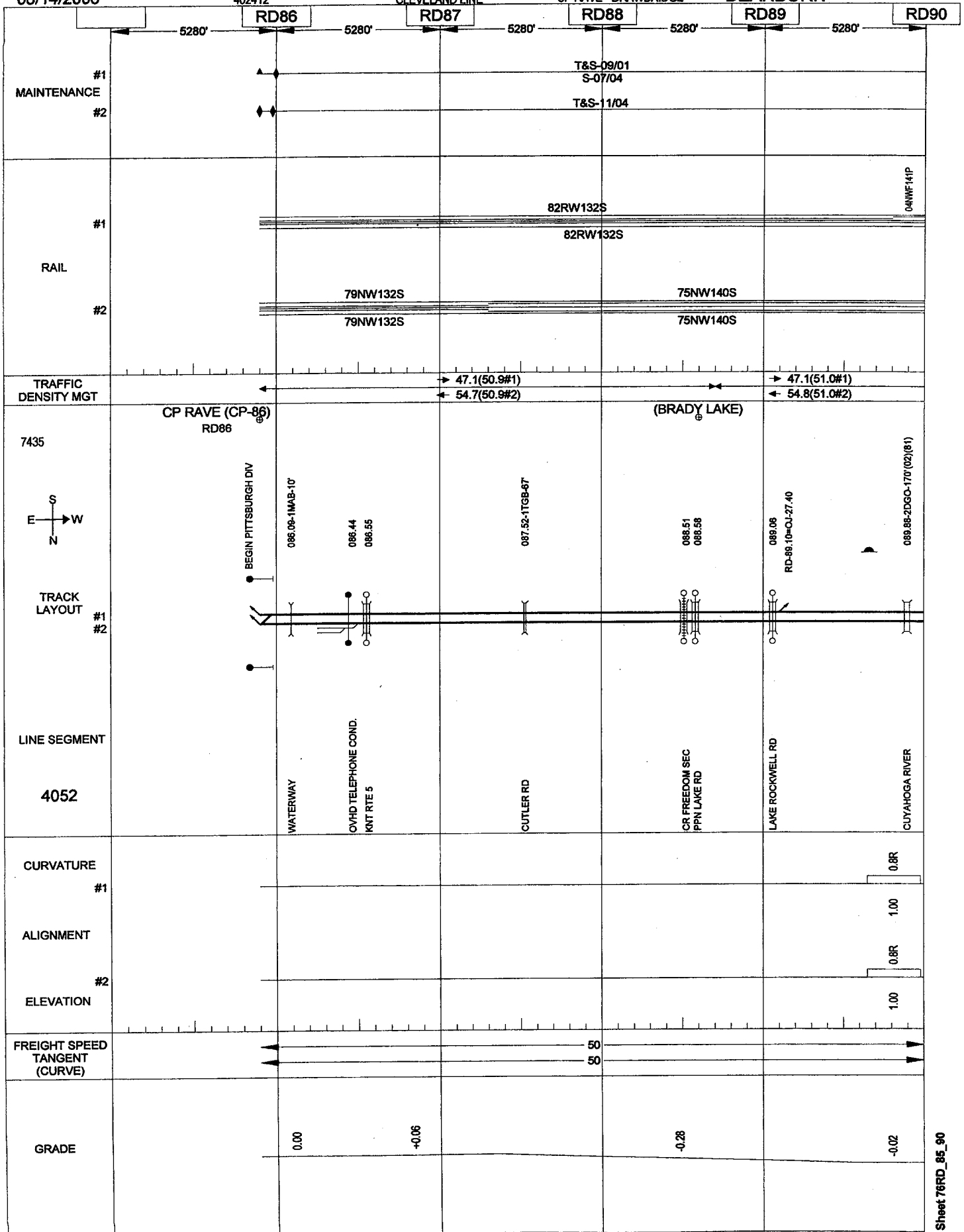
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



06/14/2006

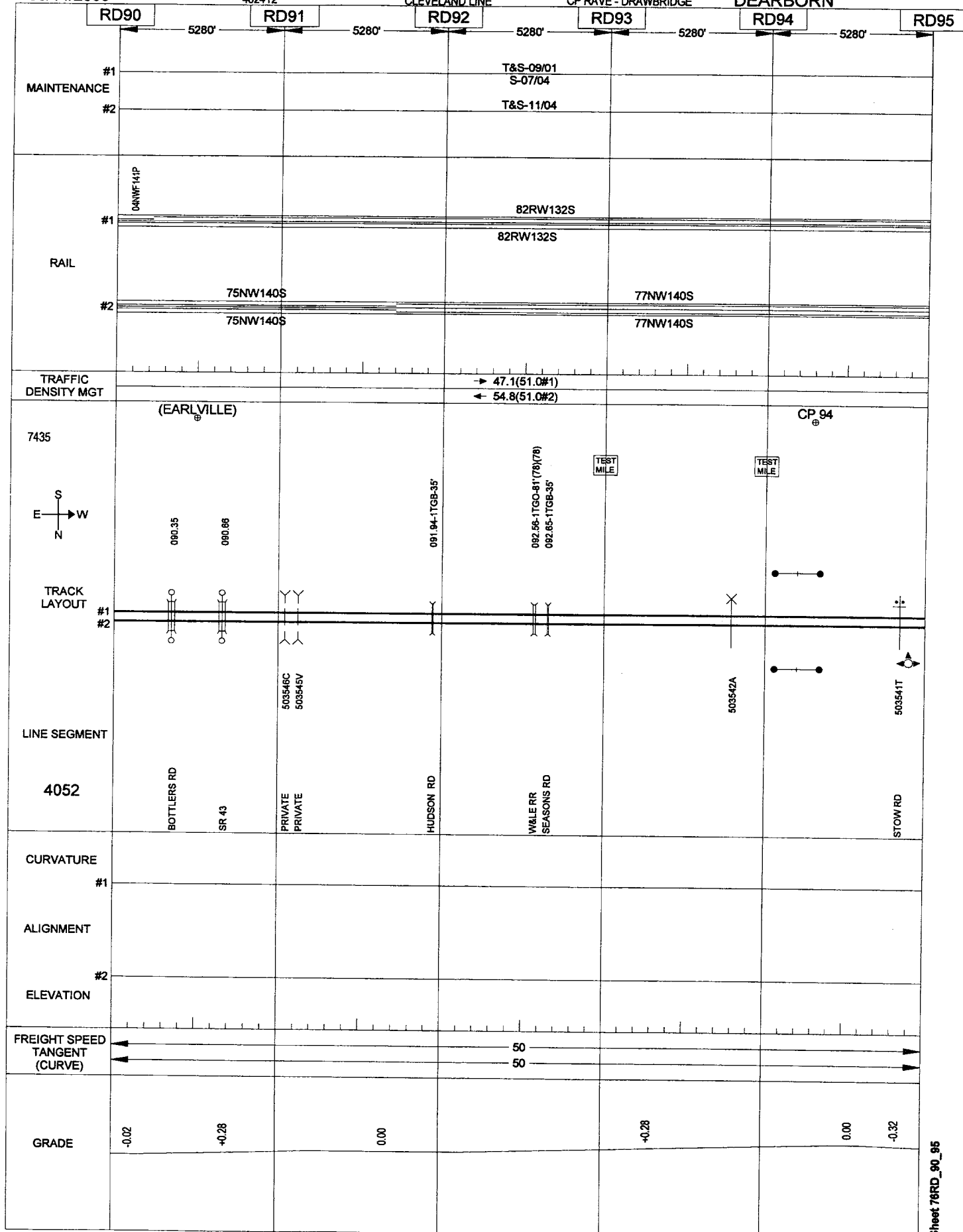
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CLEVELAND LINE

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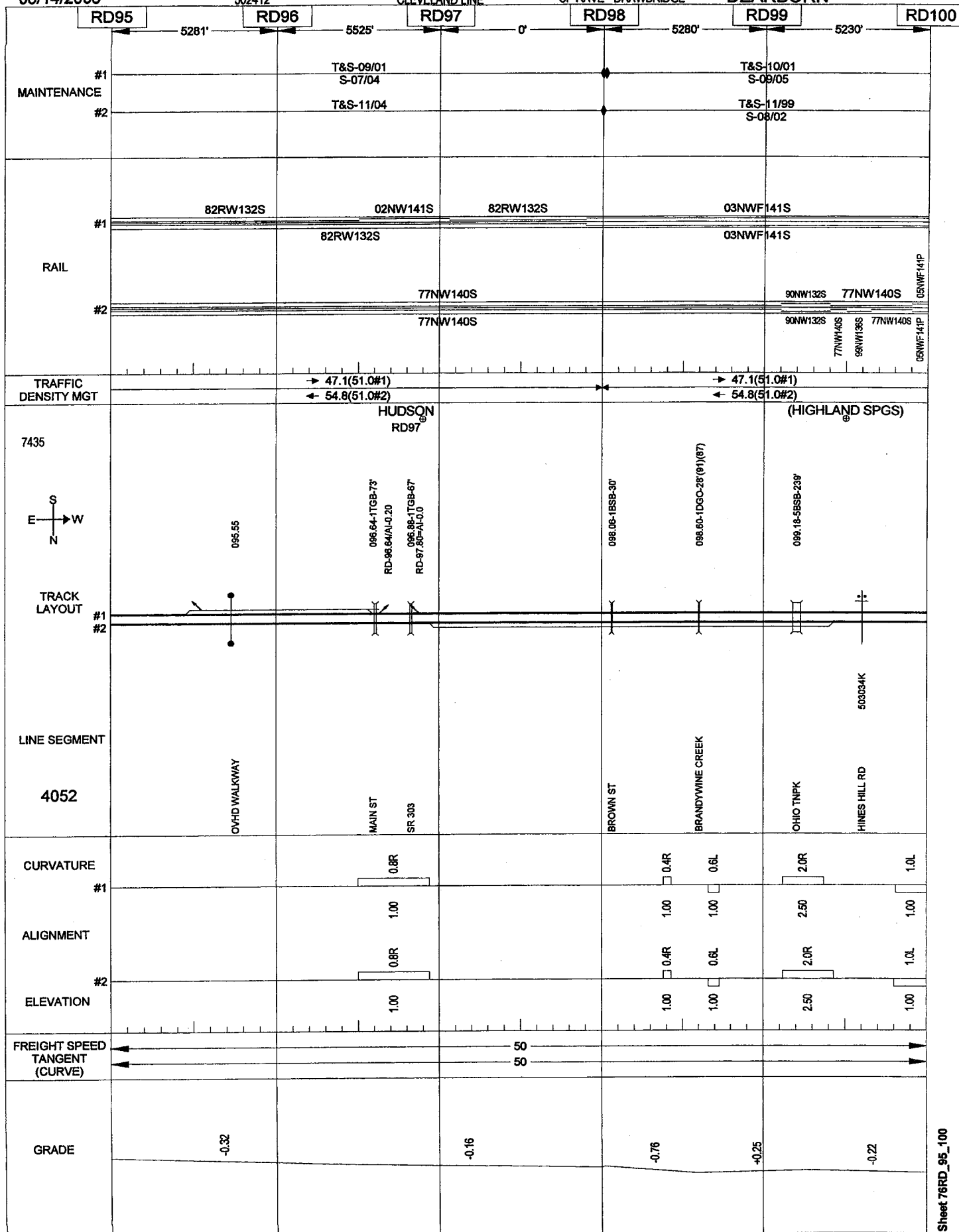
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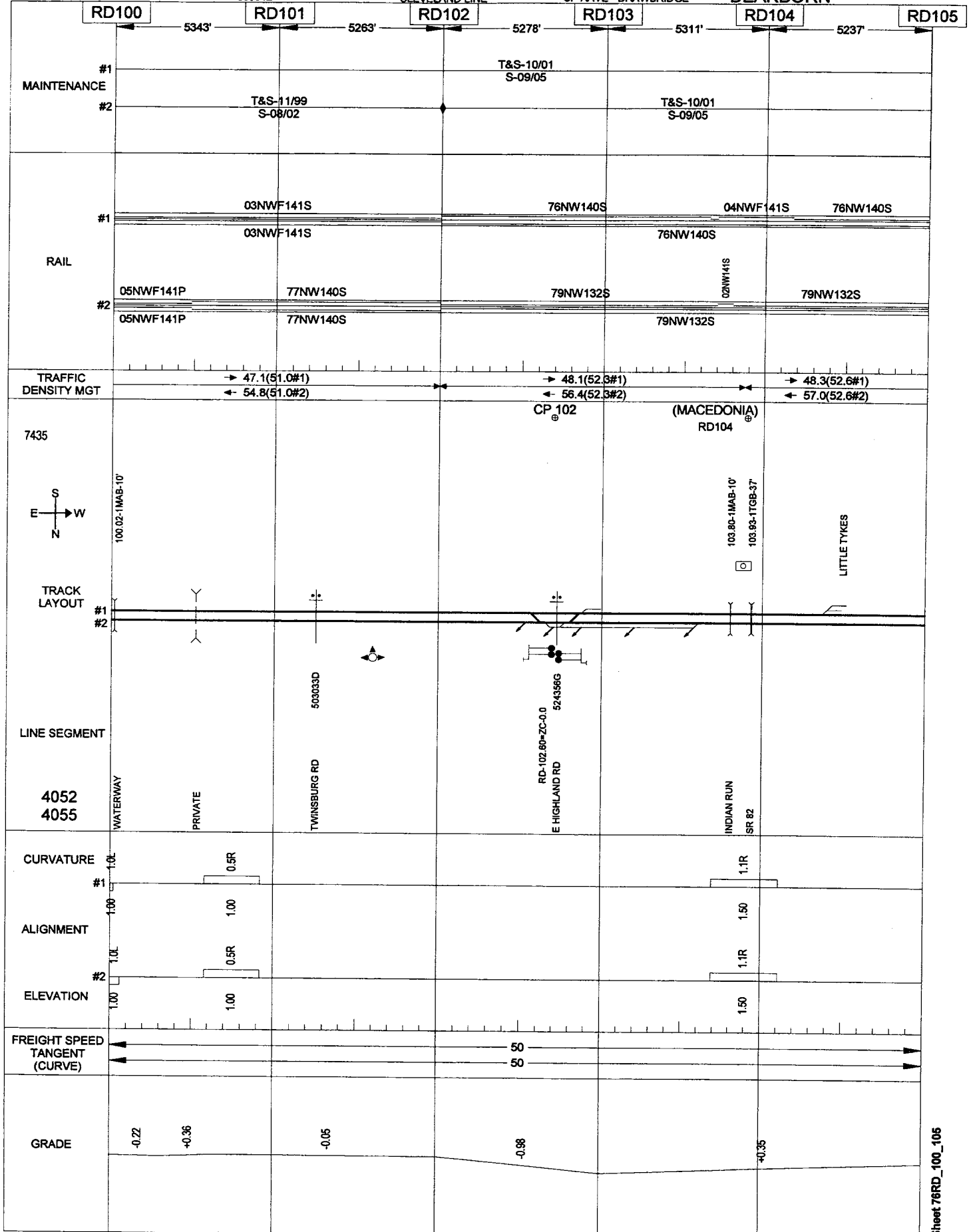
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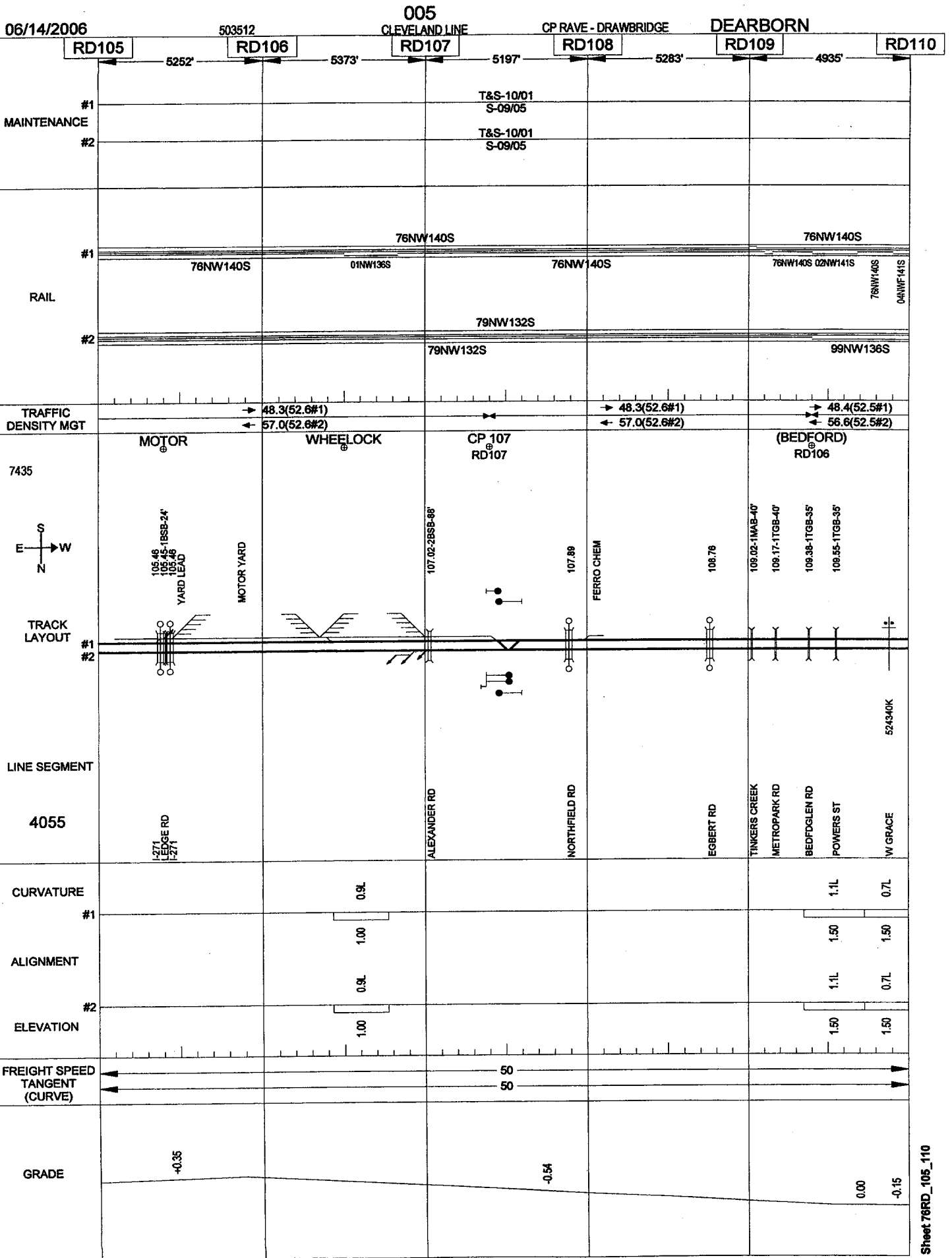
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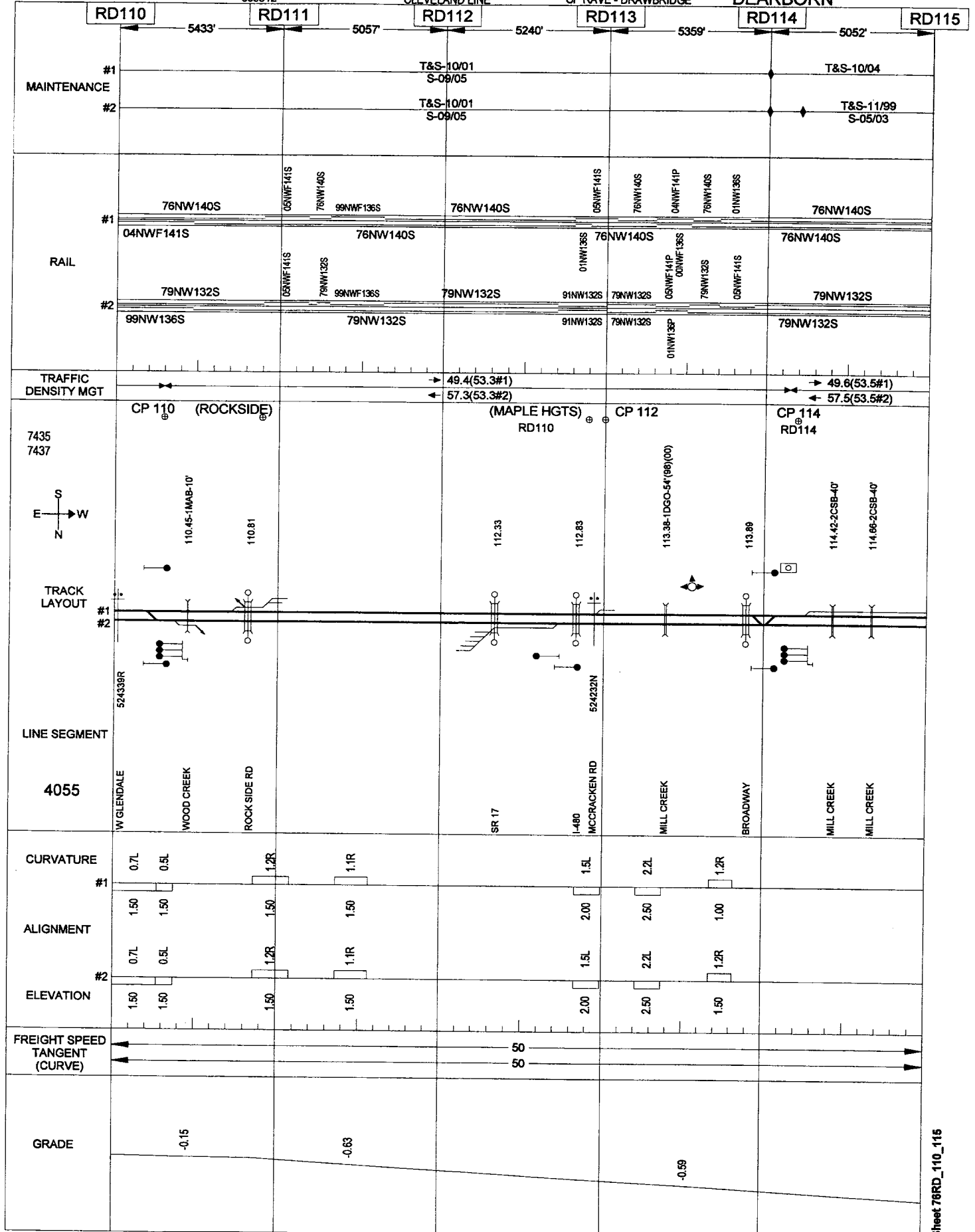
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CLEVELAND LINE

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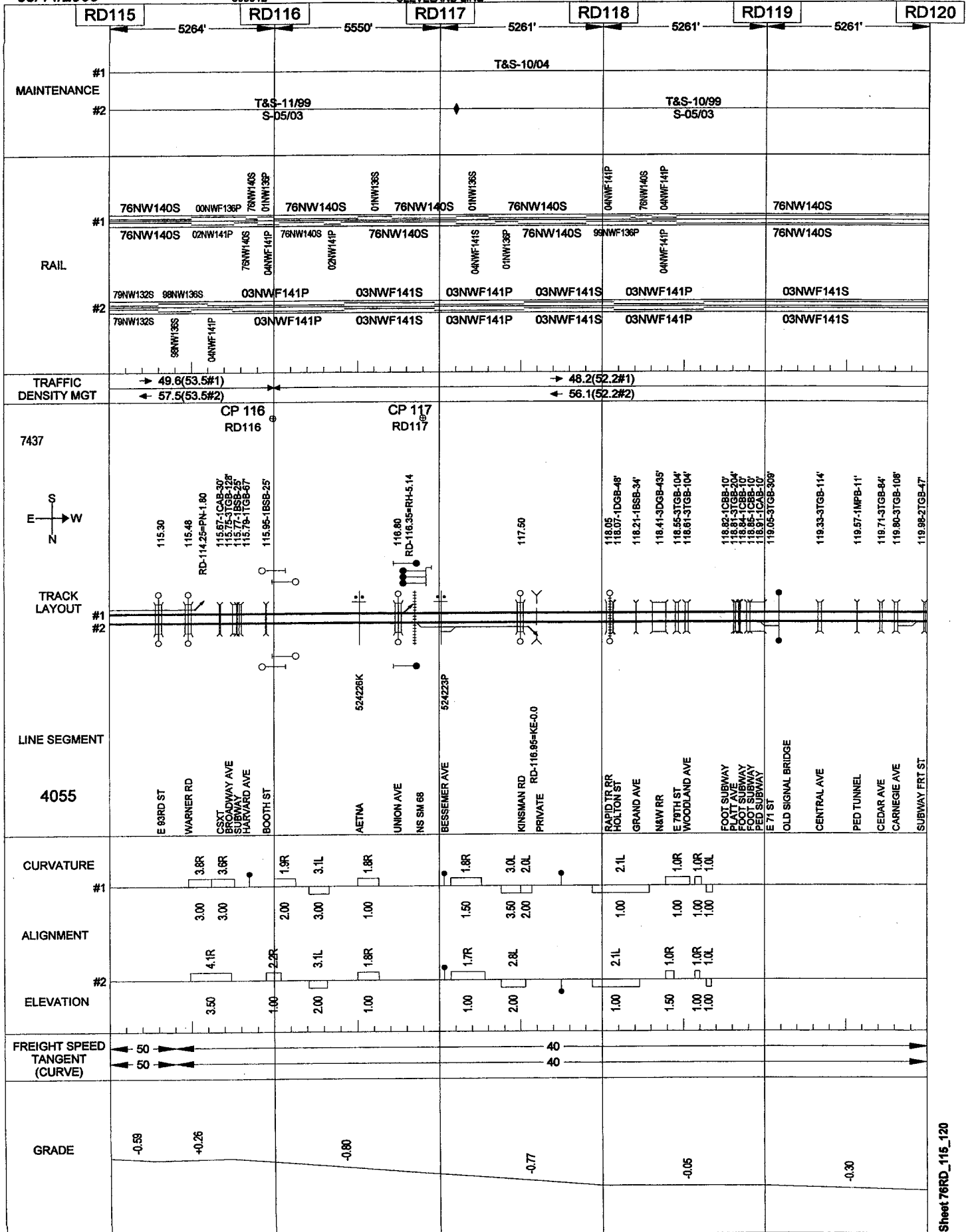
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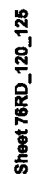
CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



DEARBORN



06/14/2006

503500

009

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD182

CD183

CD184

CD185

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-04/02
S-07/04T&S-05/02
S-09/05T&S-04/02
S-09/05

#2

RAIL

#1

79NW132S 05NW141S 78NW132S 02NW135S 78NW132S 91NW132S 92NW140S 78NW132S
79NW132S 78NW132S 02NW135S 78NW132S 91NW132S 92NW140S 78NW132S
85NW132S 02NW135S 85NW132S 85NW132S

TRAFFIC
DENSITY MGT

21.3(23.1#2)

24.8(23.1#1)

49.0(52.6#2)

56.1(52.6#1)

2040

S
E → W
N

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3842

CP 181
CD181

DRAWBRIDGE

TO CSXT
181.22
181.32181.59
181.60
181.68
181.75CD-181.92-RD-123.21
CLEVELAND LINE182.00
182.18
182.30-3MSO-338'(00)(99)

CD-182.33-ZG-123.90

182.81-2BSE-60'

183.24-1BSE-36'

183.40-2BSE-128'

183.64-1CBB-10'

184.03-1CBB-10'

184.44-3TGB-131'

184.66-1MAB-16'

184.84-1DGO-65'(83)(05)

WALKWAY
E 9TH STWALKWAY
WALKWAY
MAIN AVE
W 3RD ST

WHISKEY ISLE

W 8TH ST

RTA

CUYAHOGA RIVER
DRAWBRIDGE

CR ML ALLIANCE

DRY DOCK RD

LAKE SHORE BLVD

FOOT SUBWAY

FOOT SUBWAY

LAKE AVE

W 95TH ST

WEST BLVD

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

0.3R

2.5L

1.1L

0.2R

1.1R

1.00

1.00

1.00

1.00

2.00

1.00

1.00

1.00

1.00

2.00

FREIGHT SPEED
TANGENT
(CURVE)

50

40

40

50

50

GRADE

-0.30

-0.23

+0.10

+0.54

+0.91

+0.79

+0.77

06/14/2006

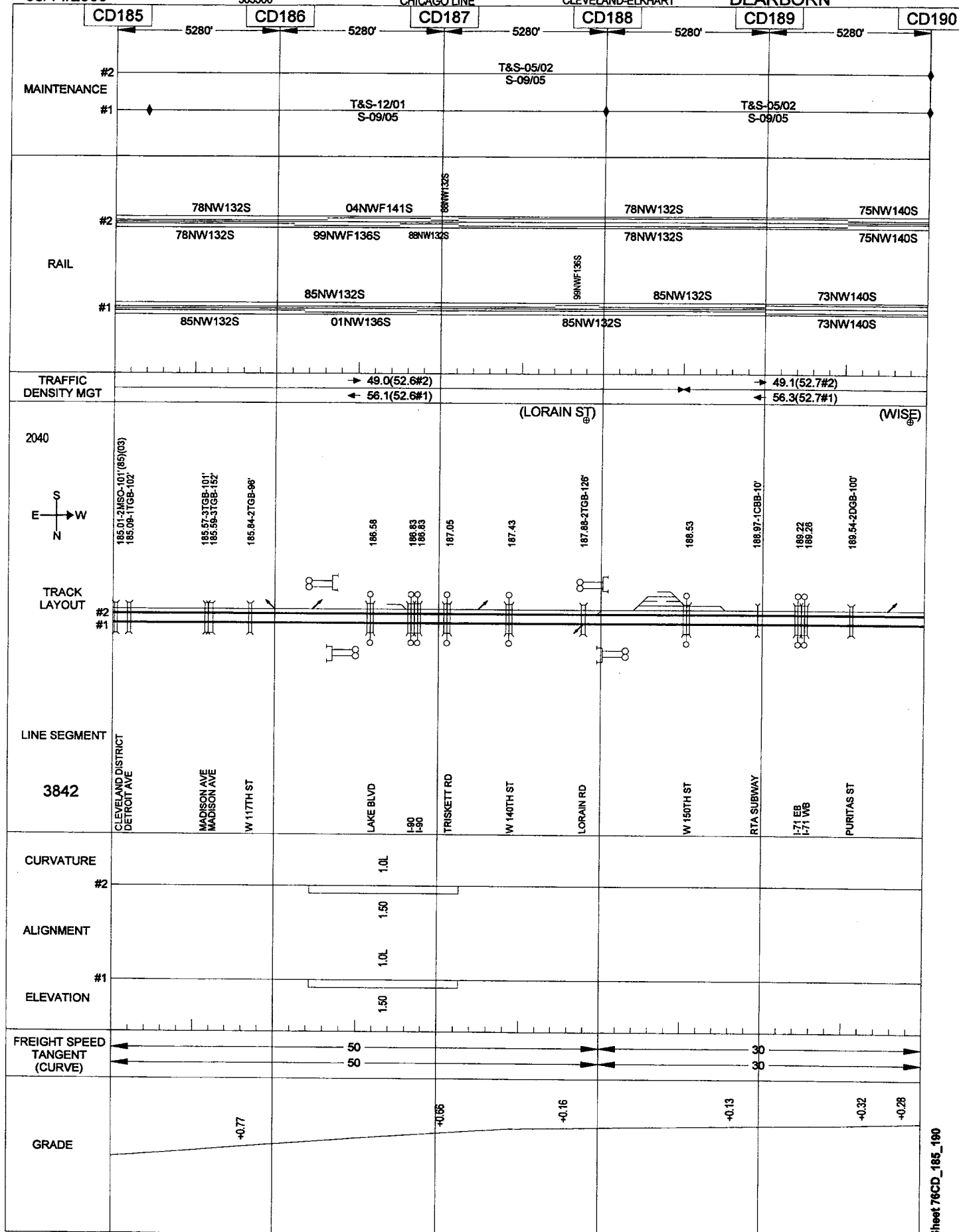
503500

010

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

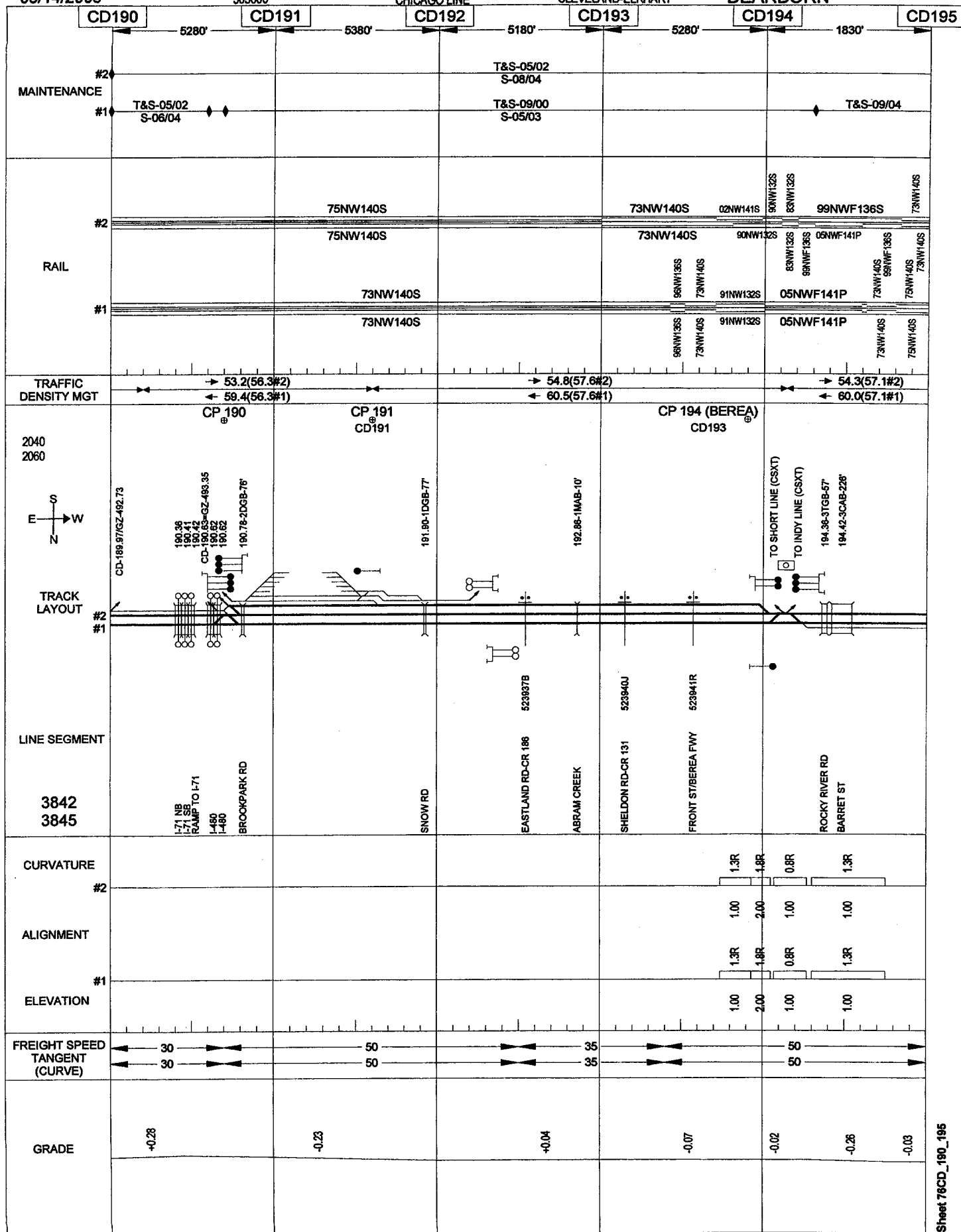
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011

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



DEARBORN

Sheet 76CD_195_200

06/14/2006

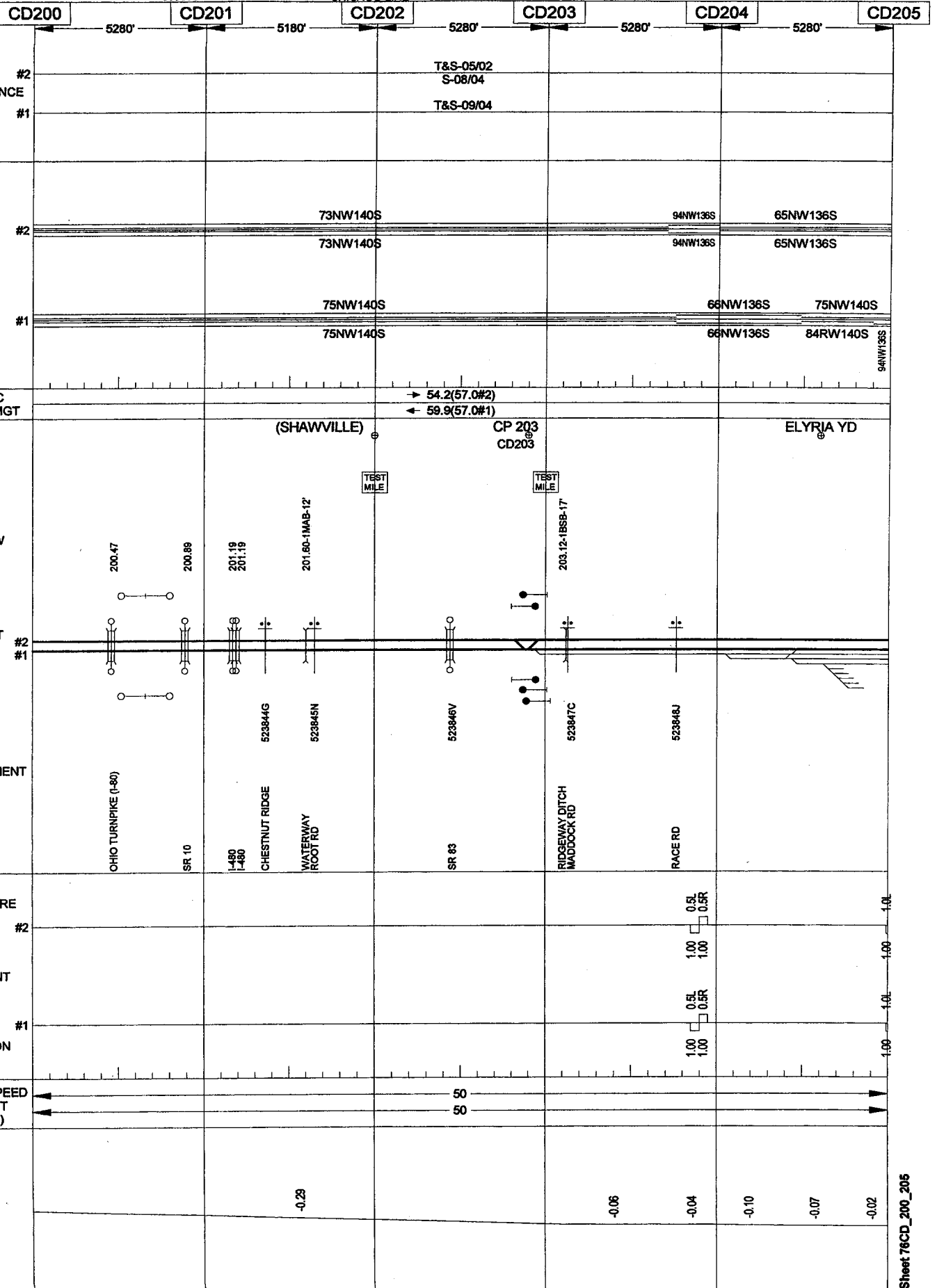
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013

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

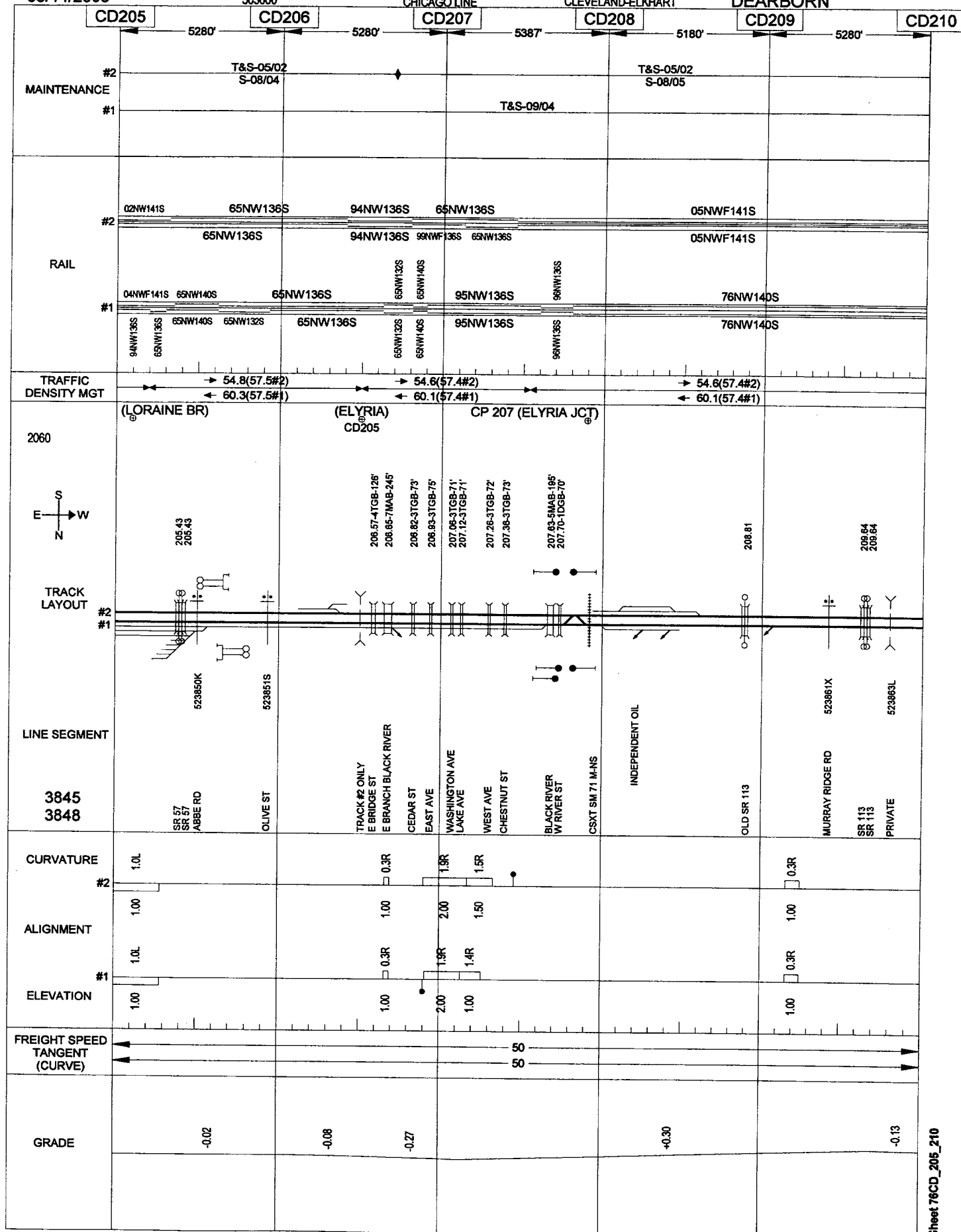
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014

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

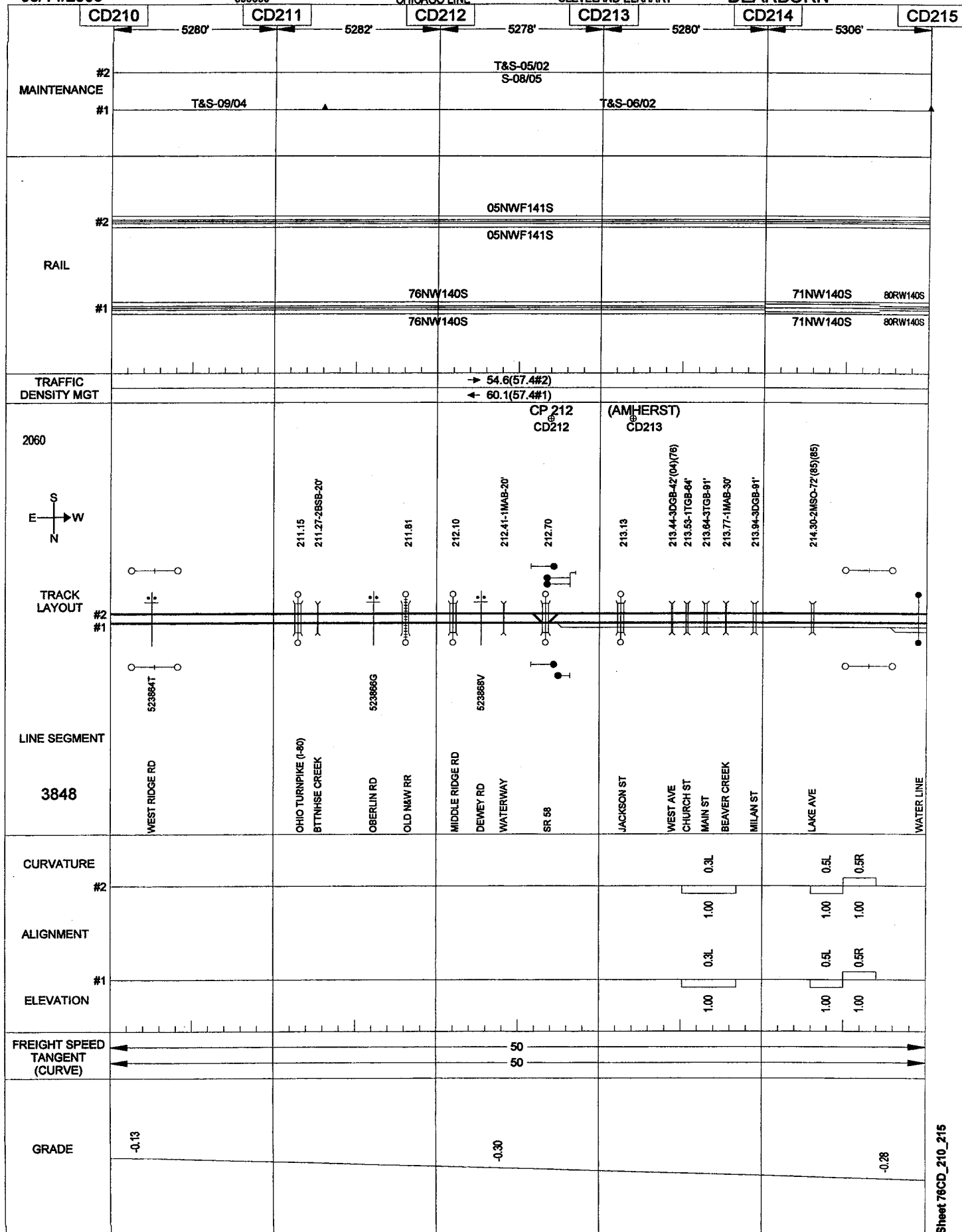
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015

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

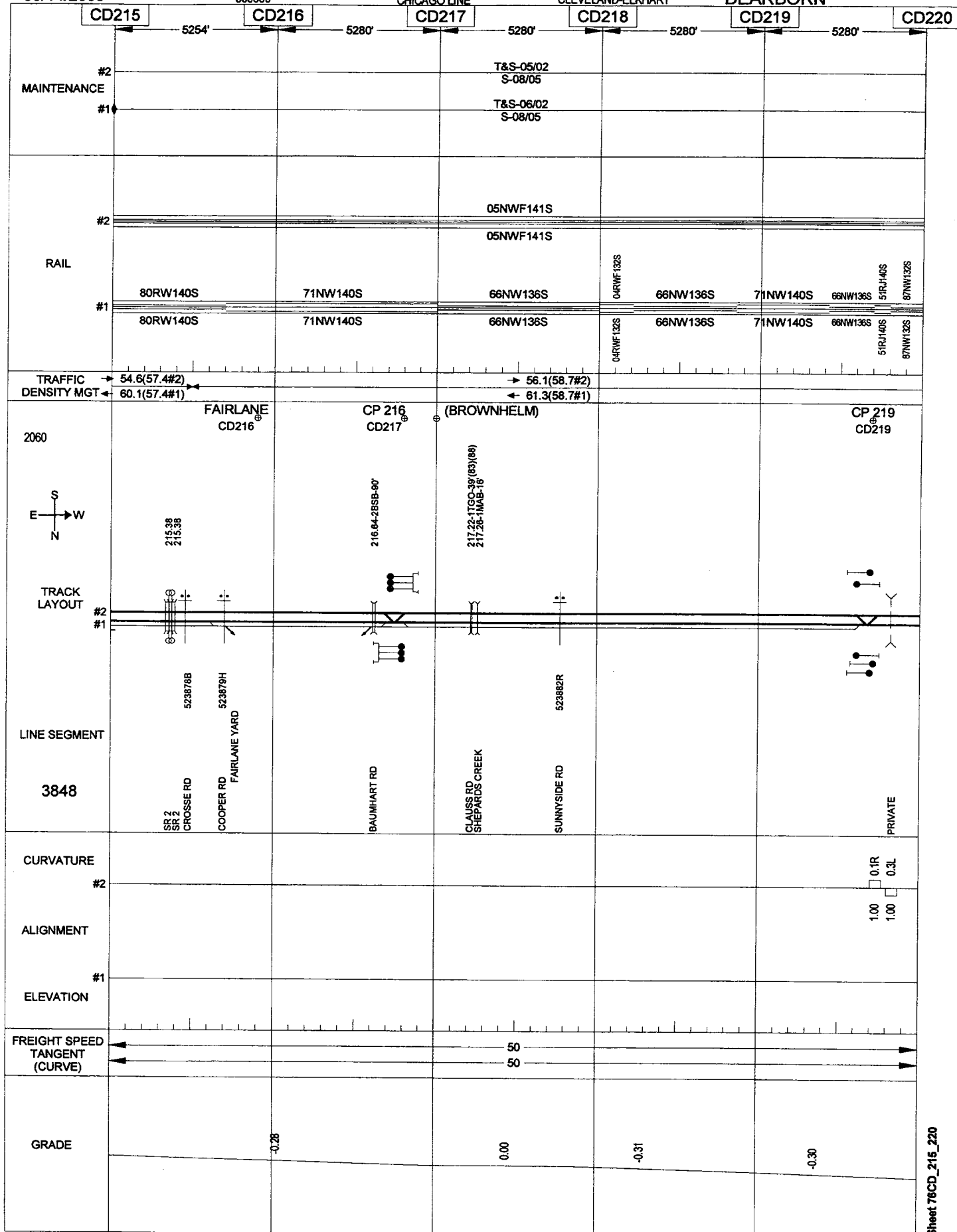
503600

016

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

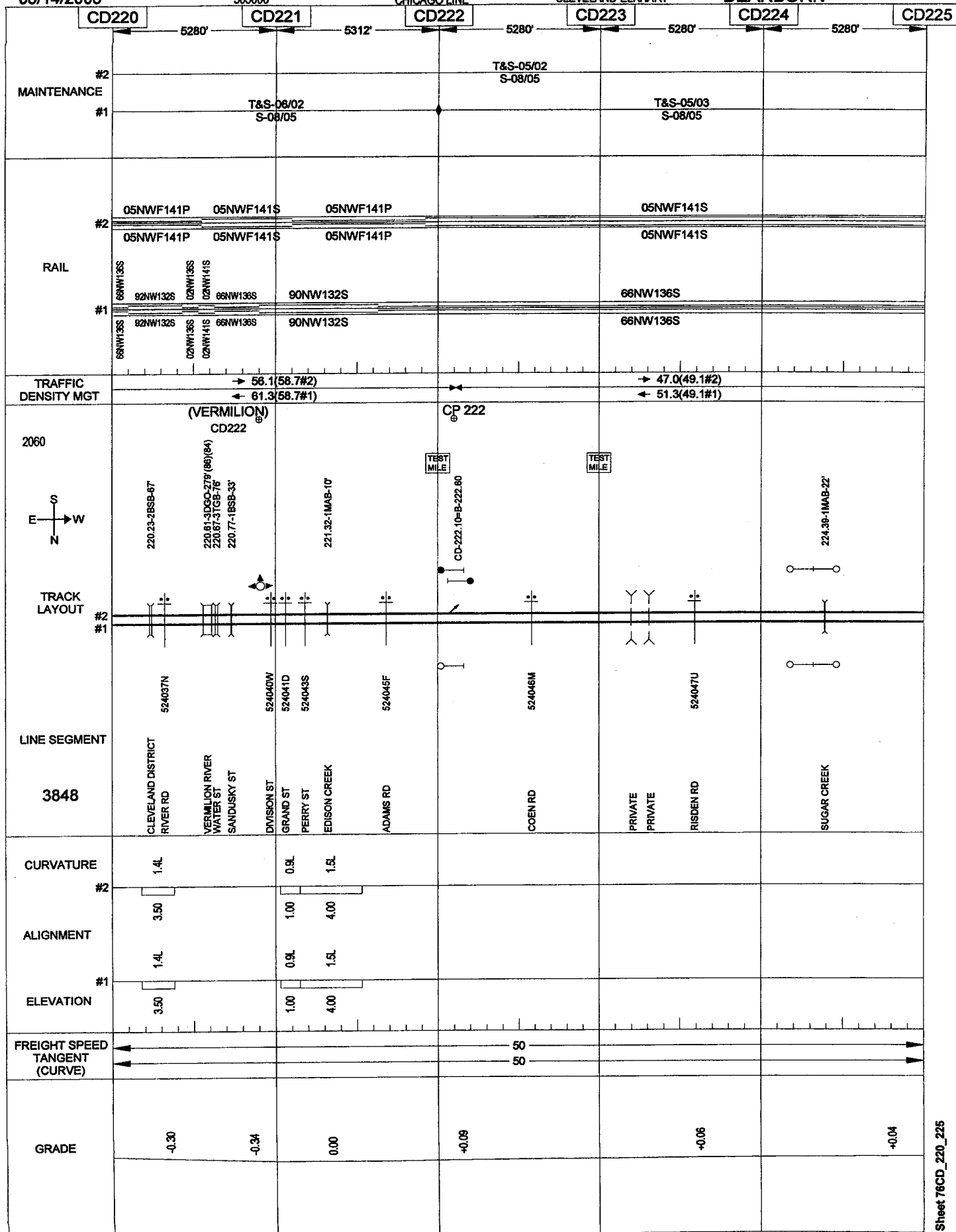
503800

017

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

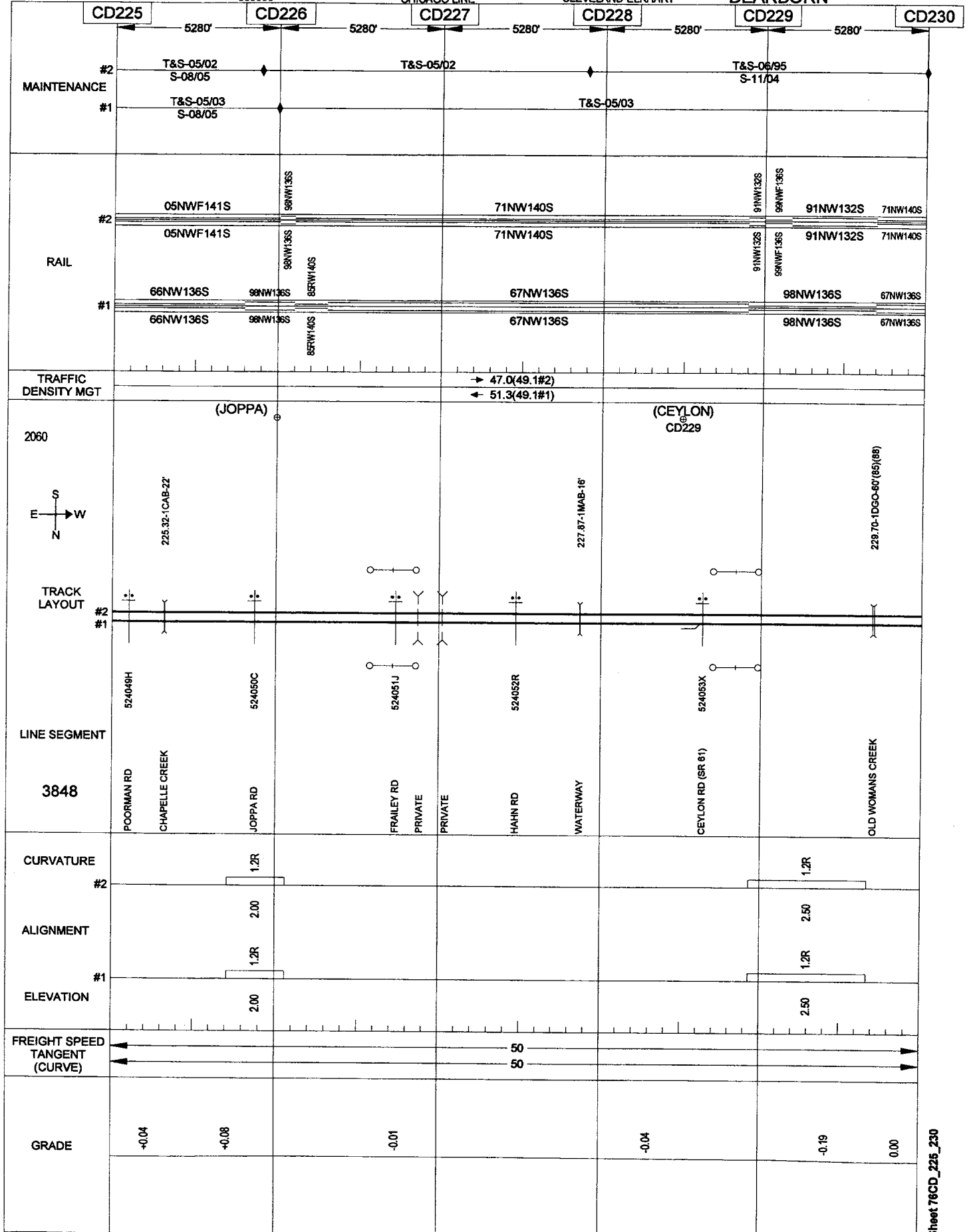
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018

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

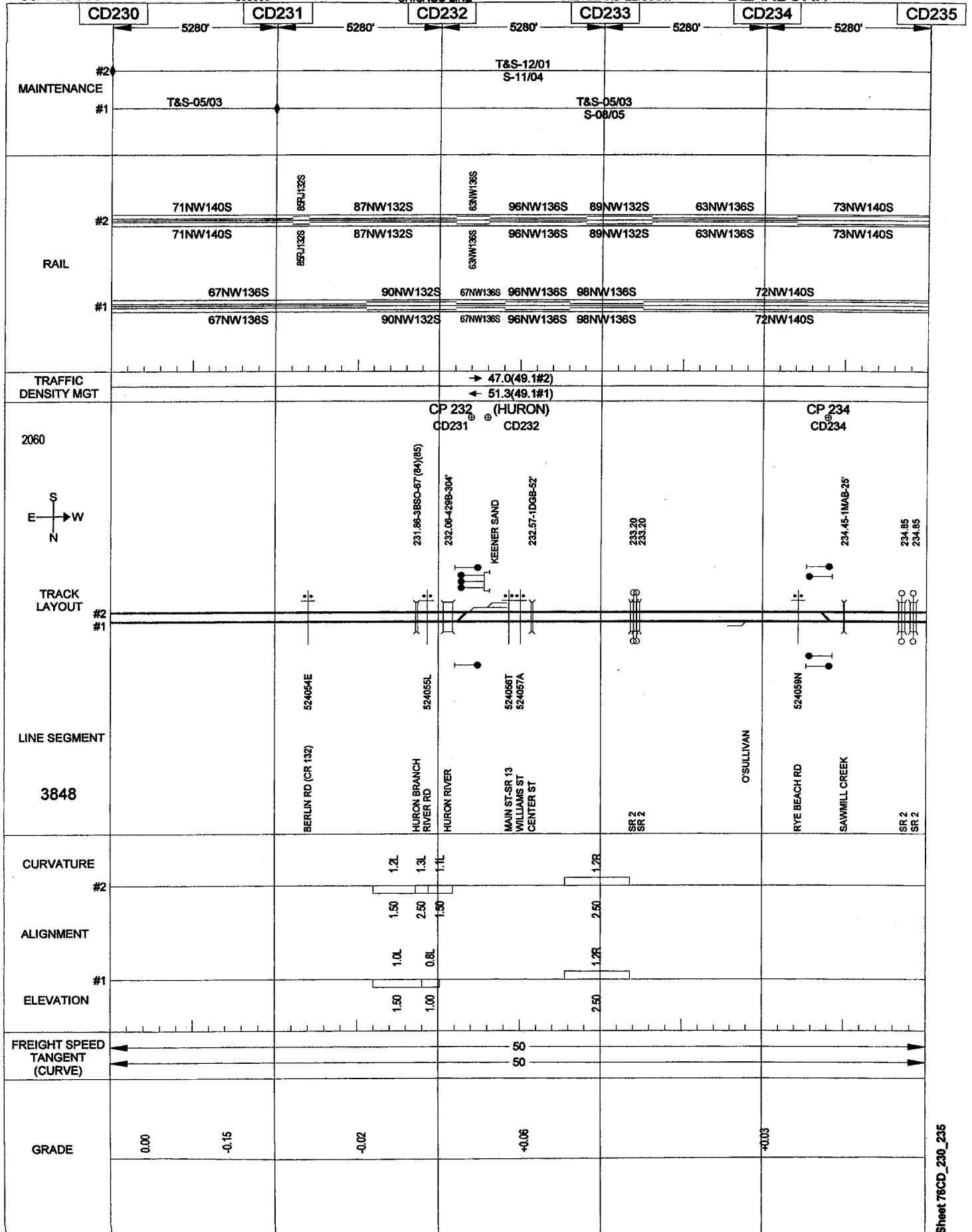
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019

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

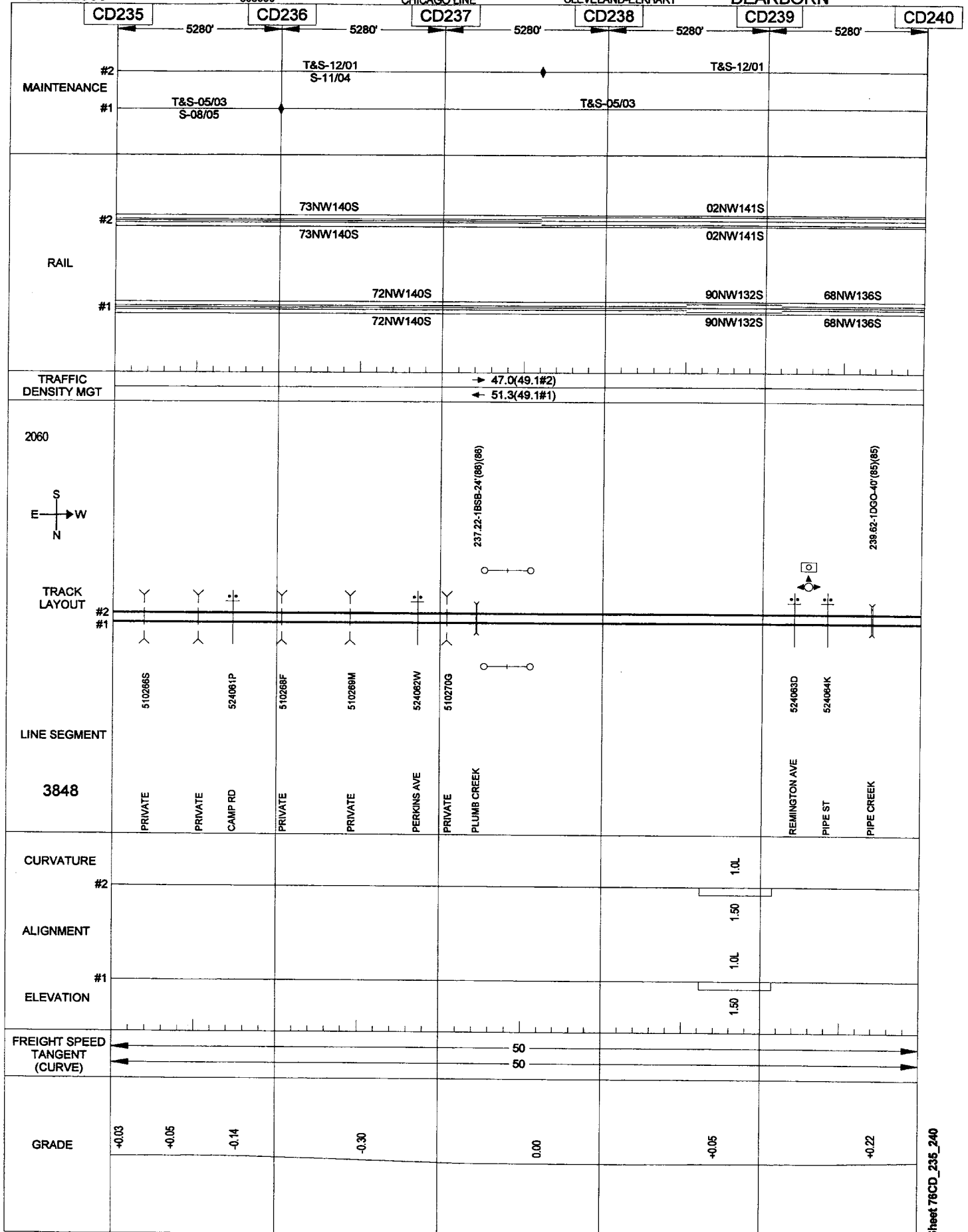
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020

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

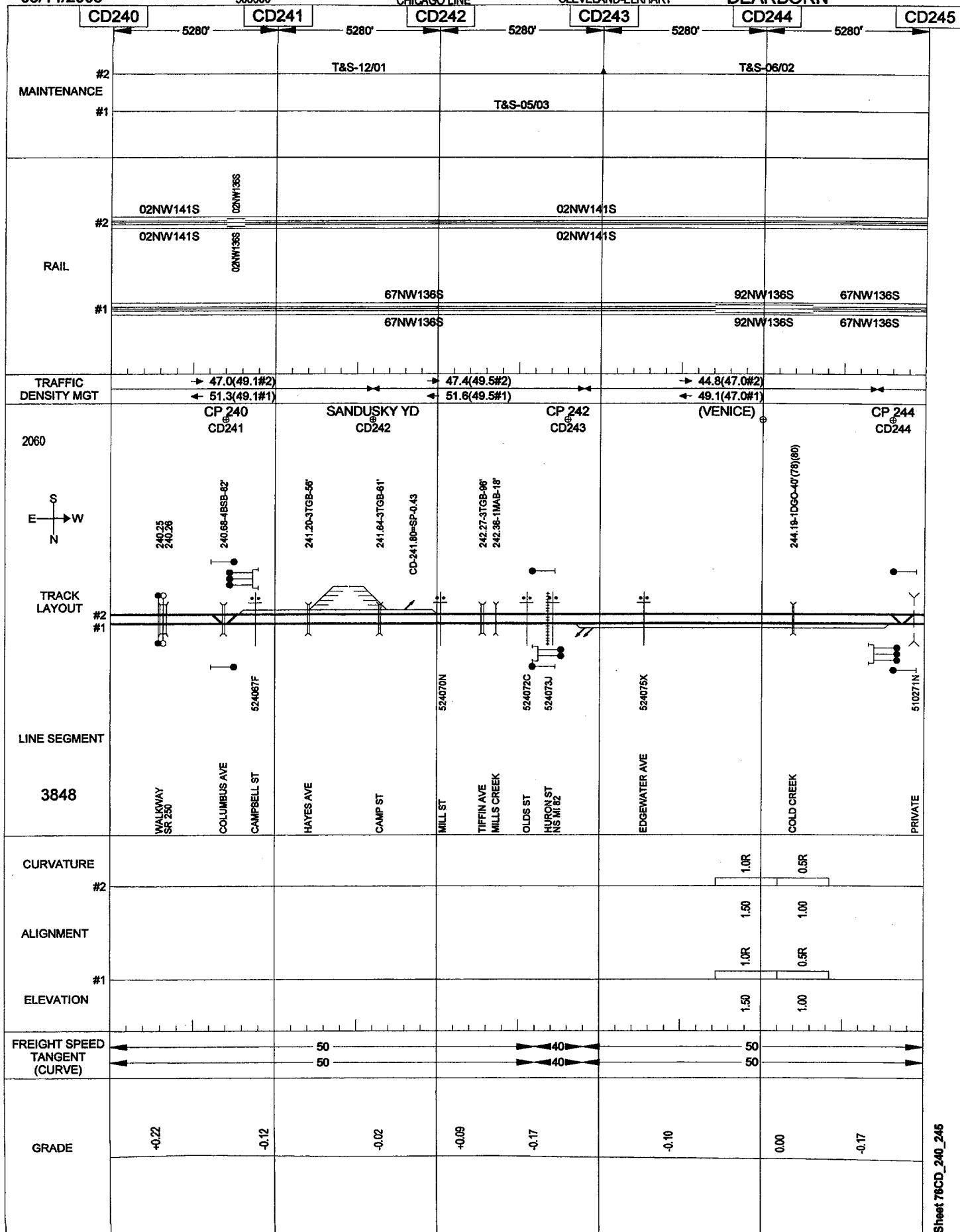
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021

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



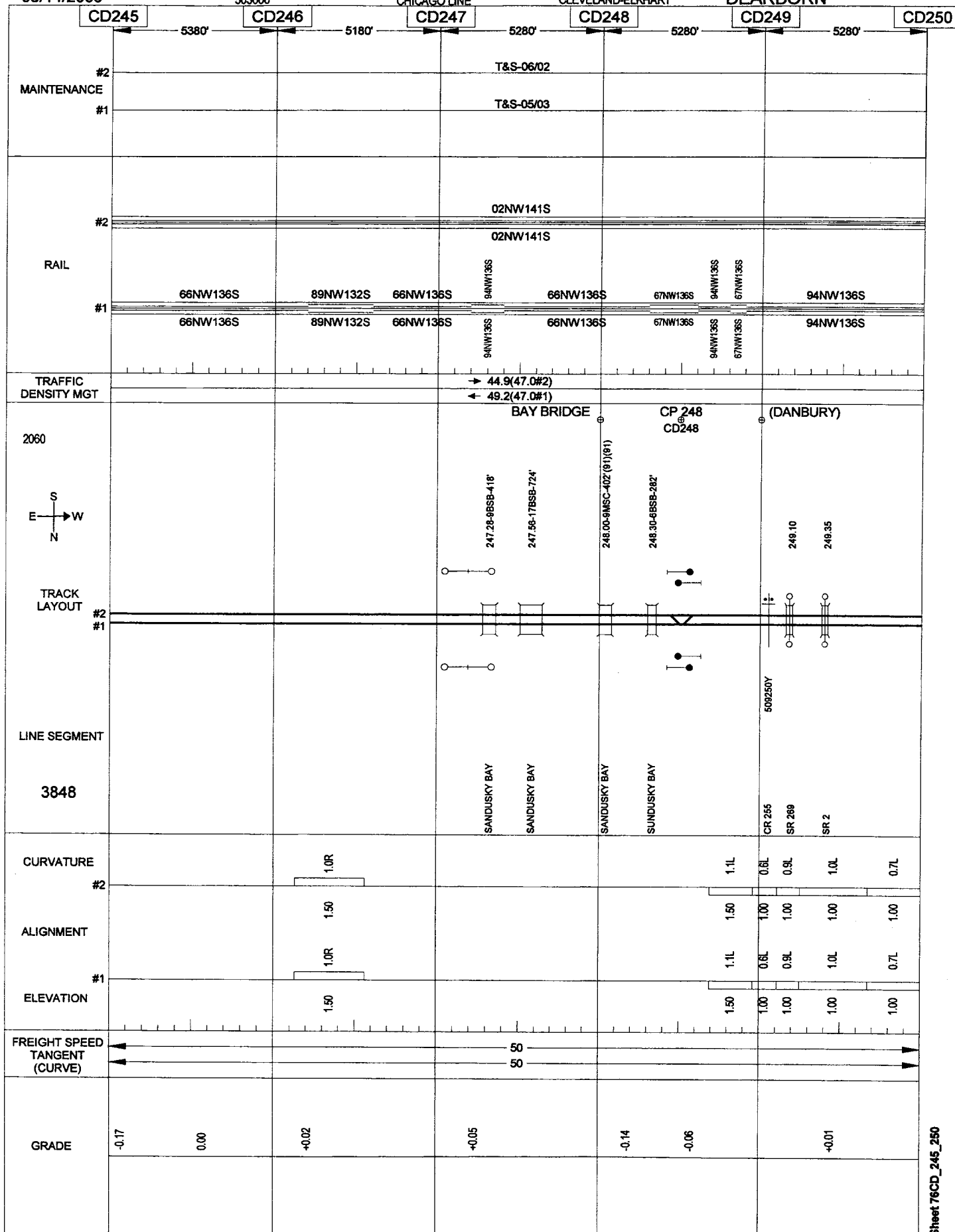
06/14/2006

022

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

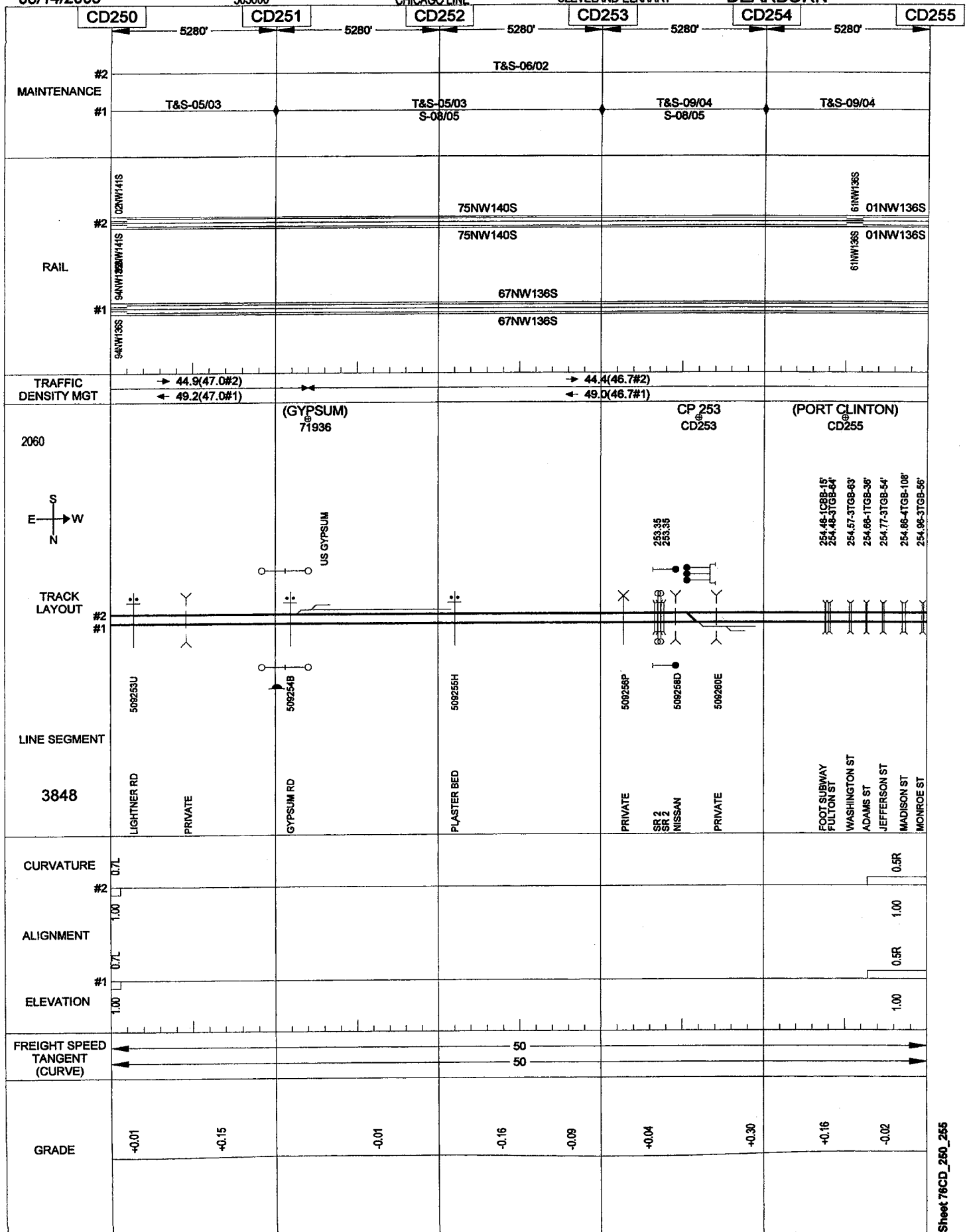
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023

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



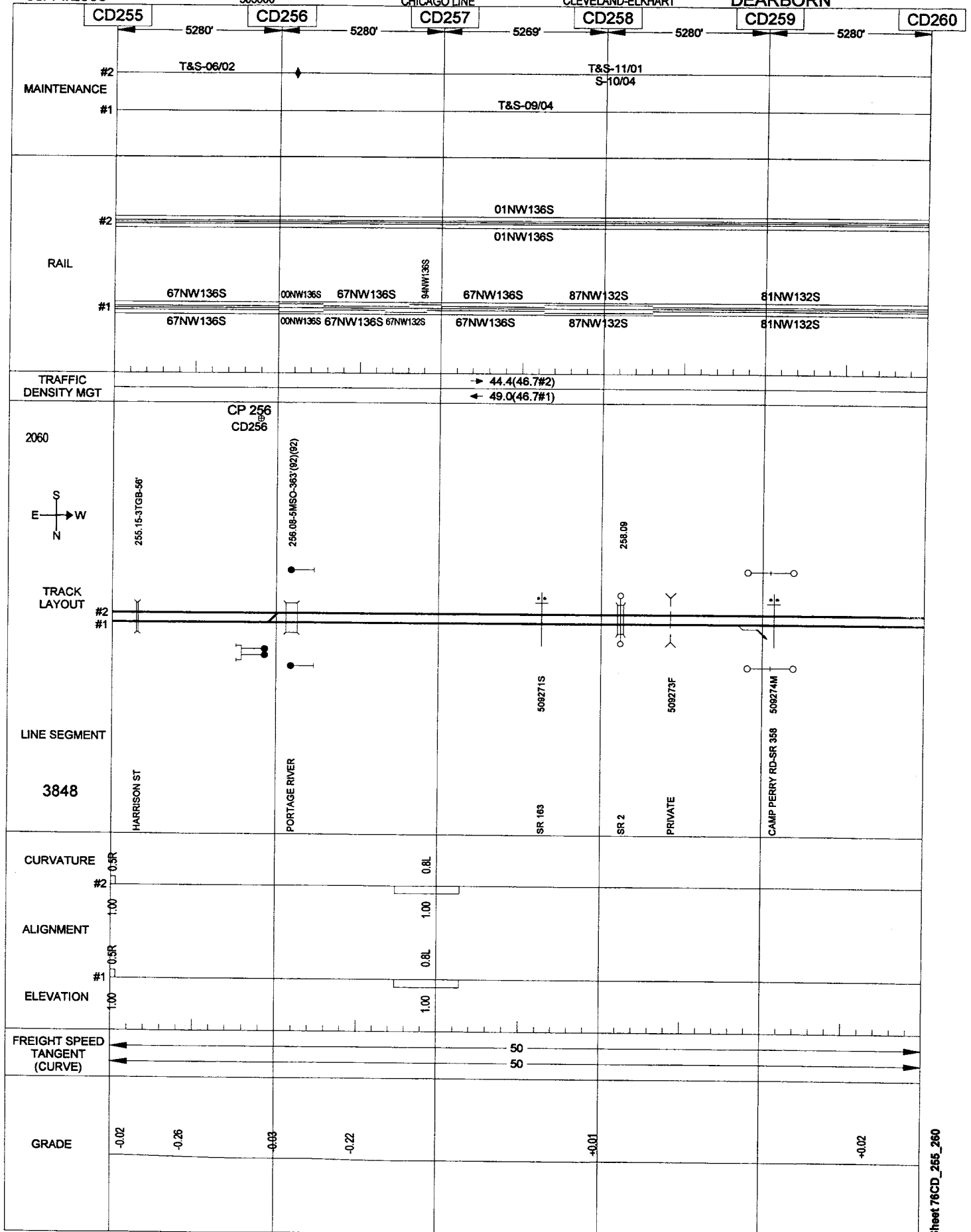
06/14/2006

024

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



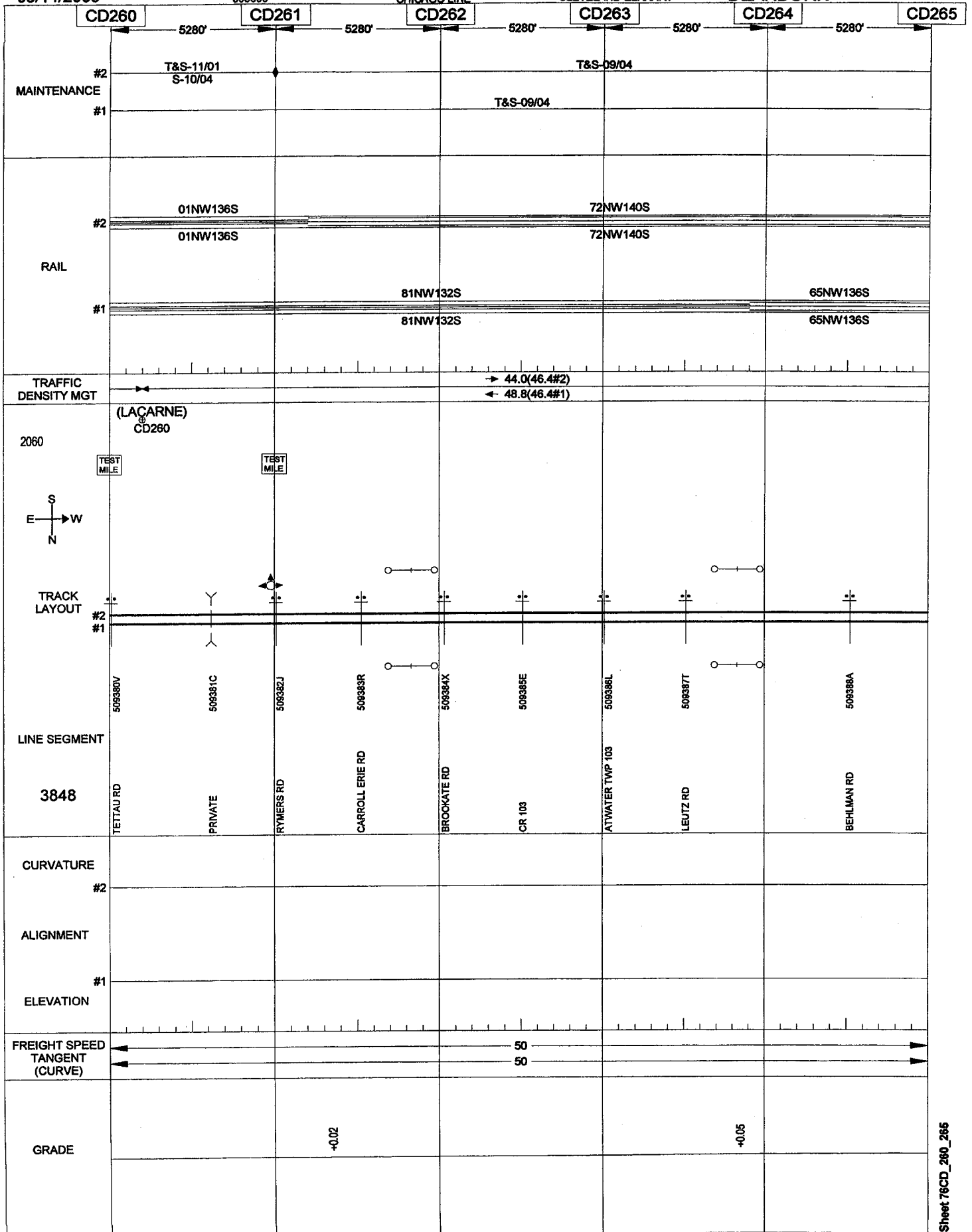
06/14/2006

503600

025
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



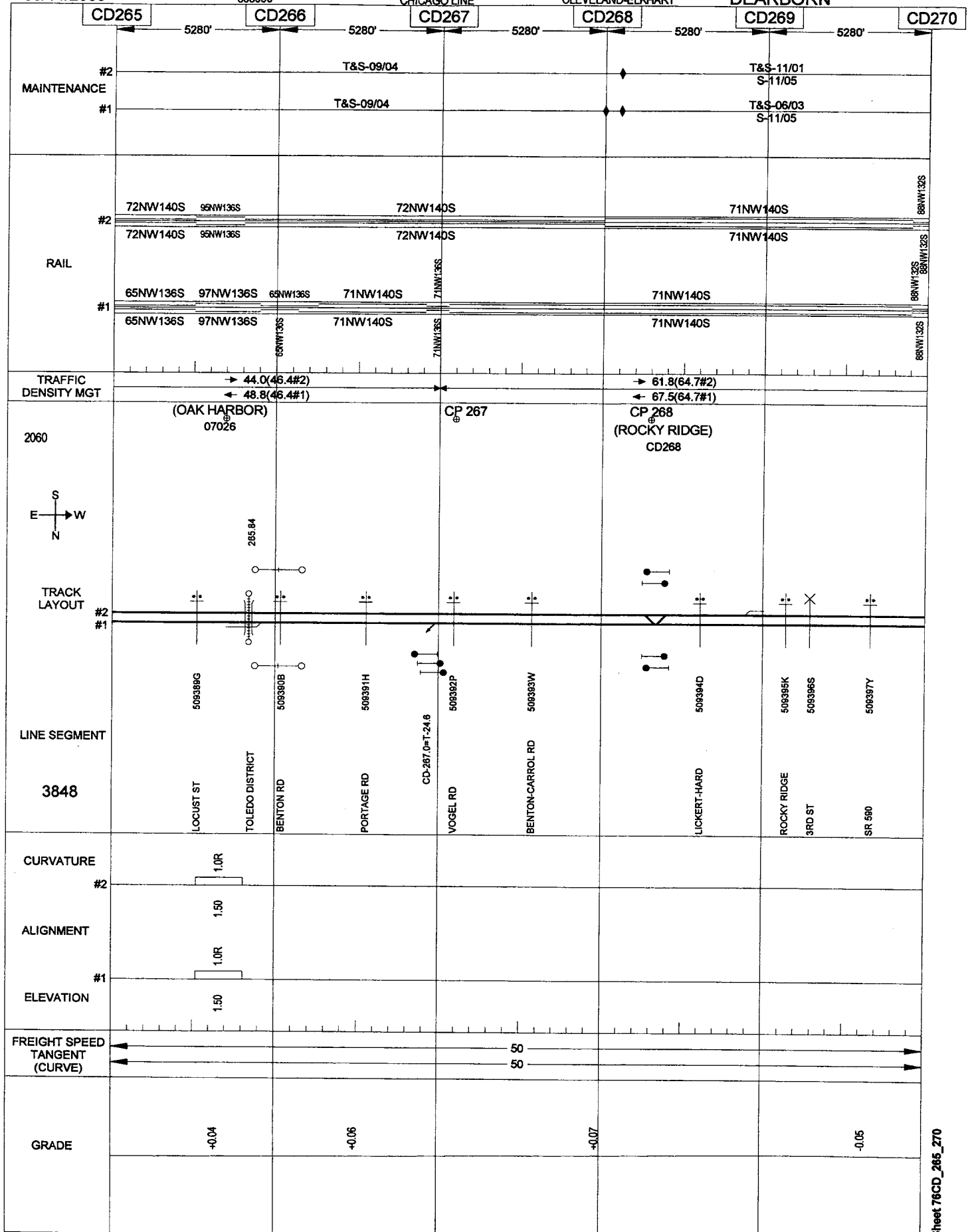
06/14/2006

026

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

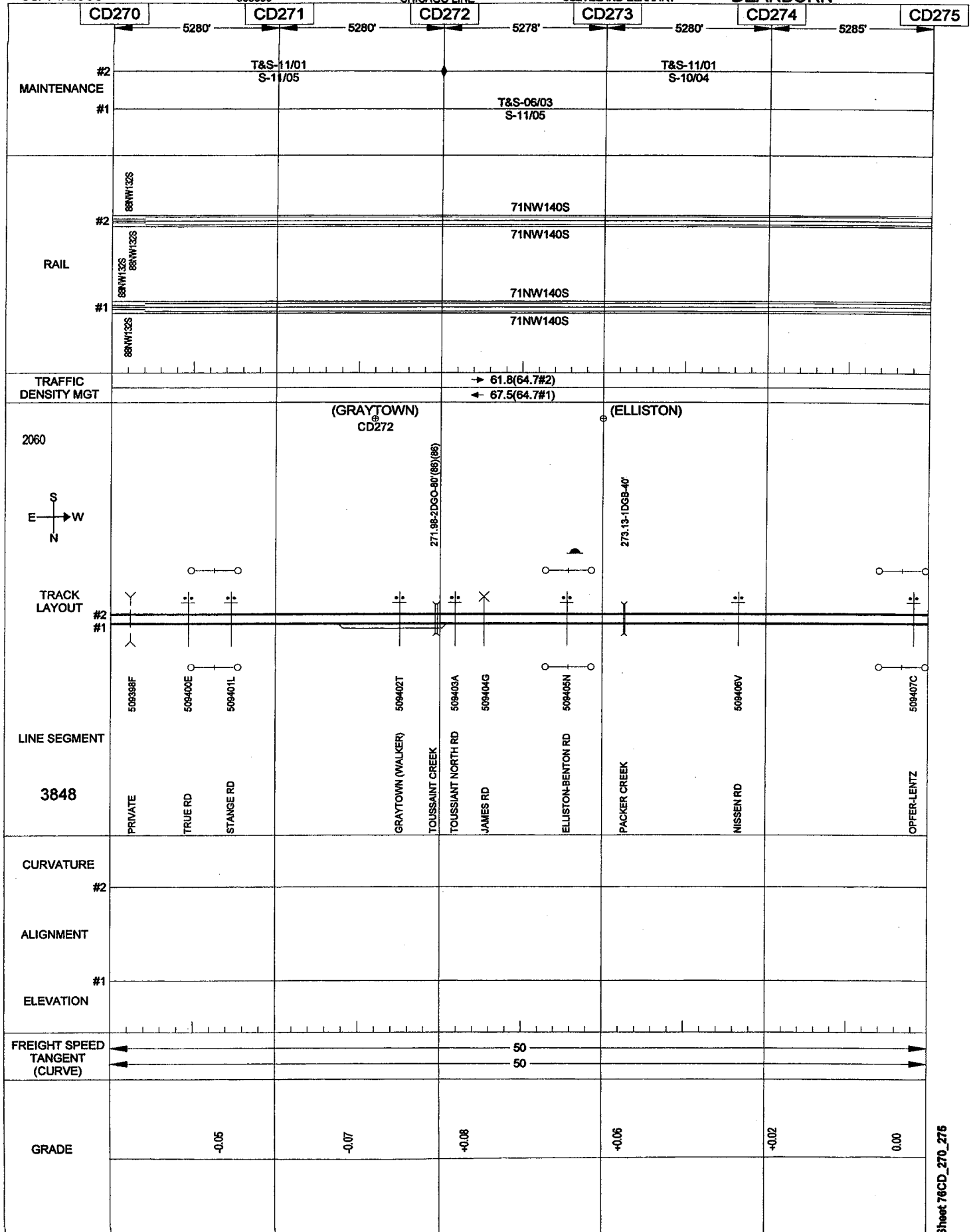
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027

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



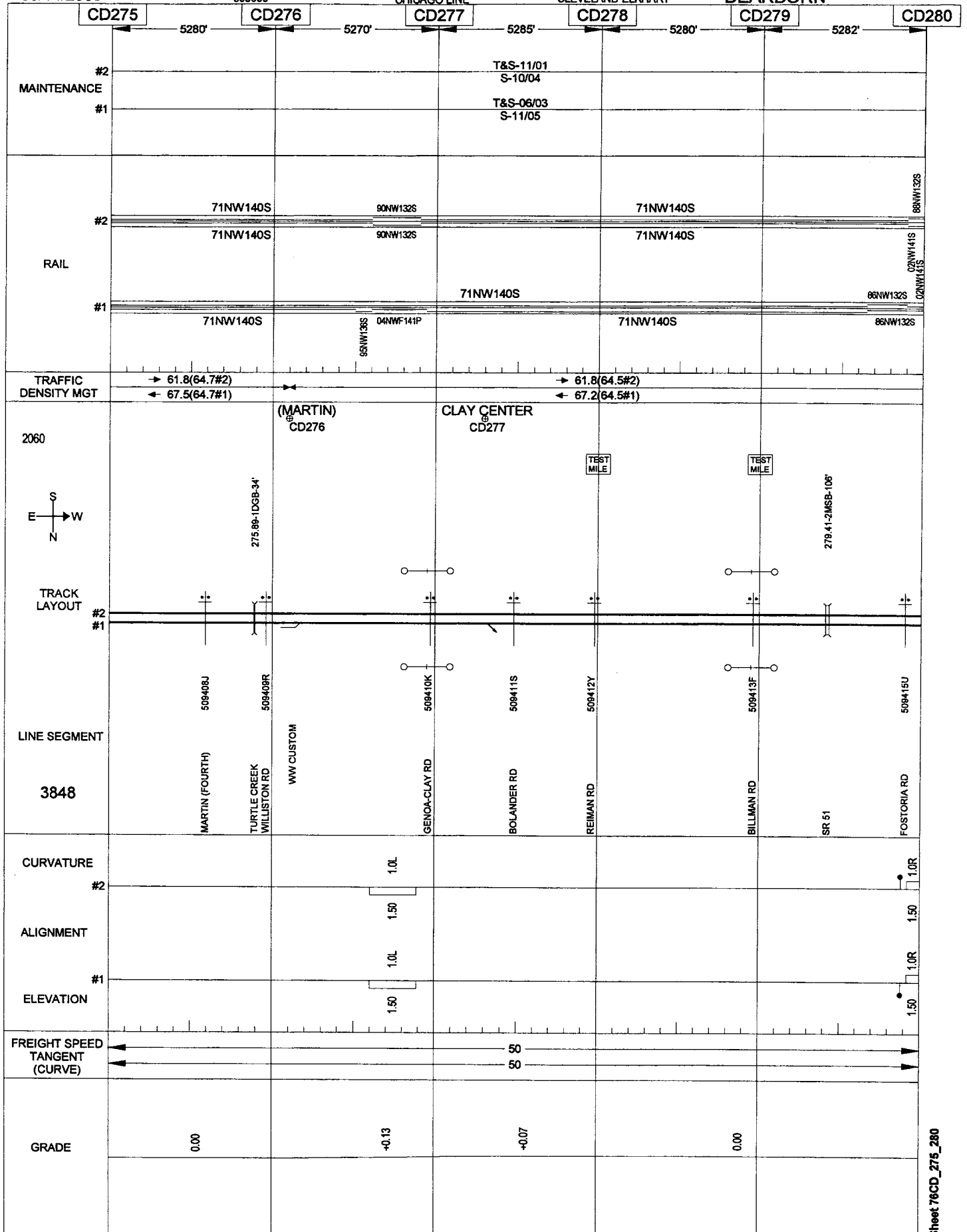
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028

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

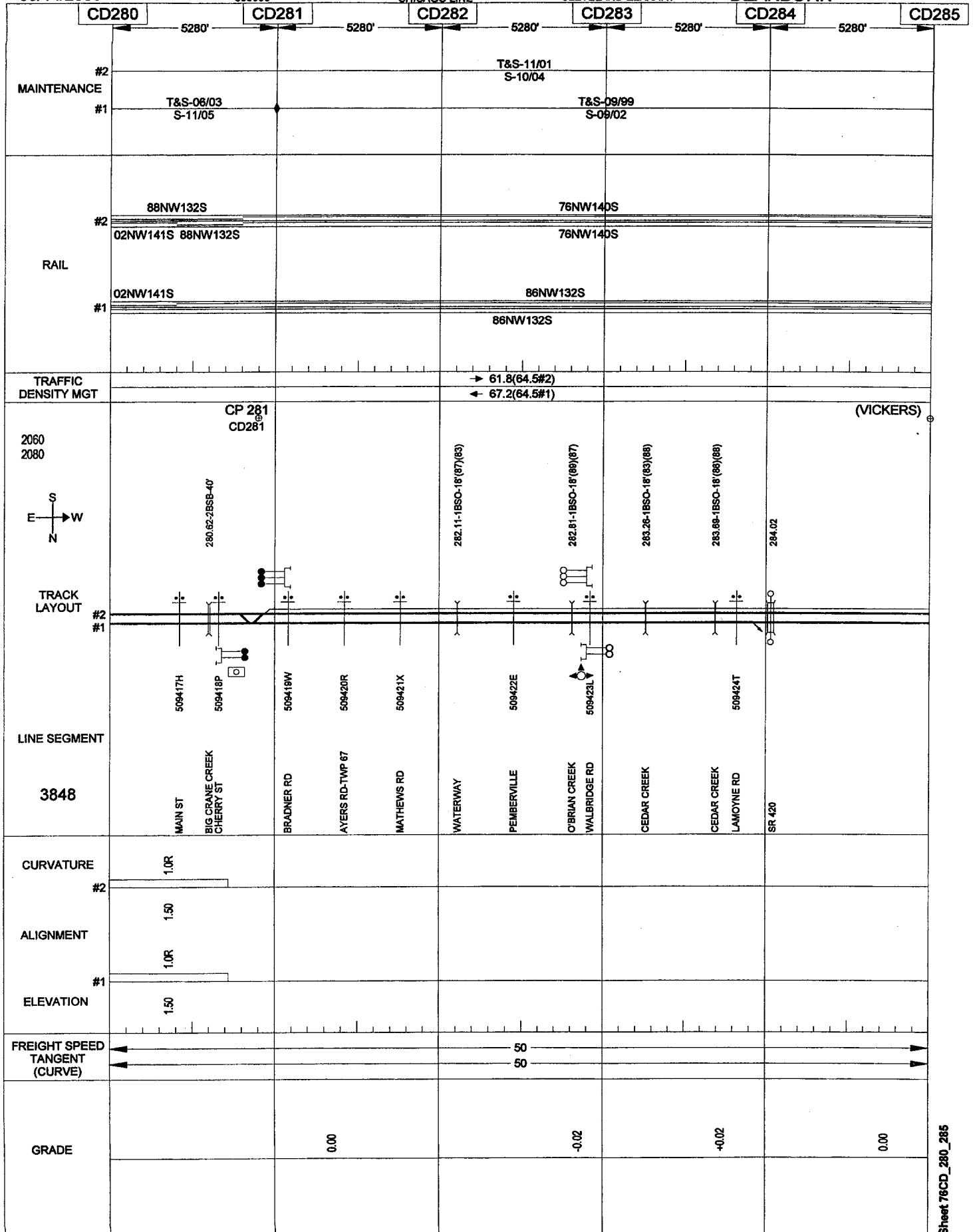
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029

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



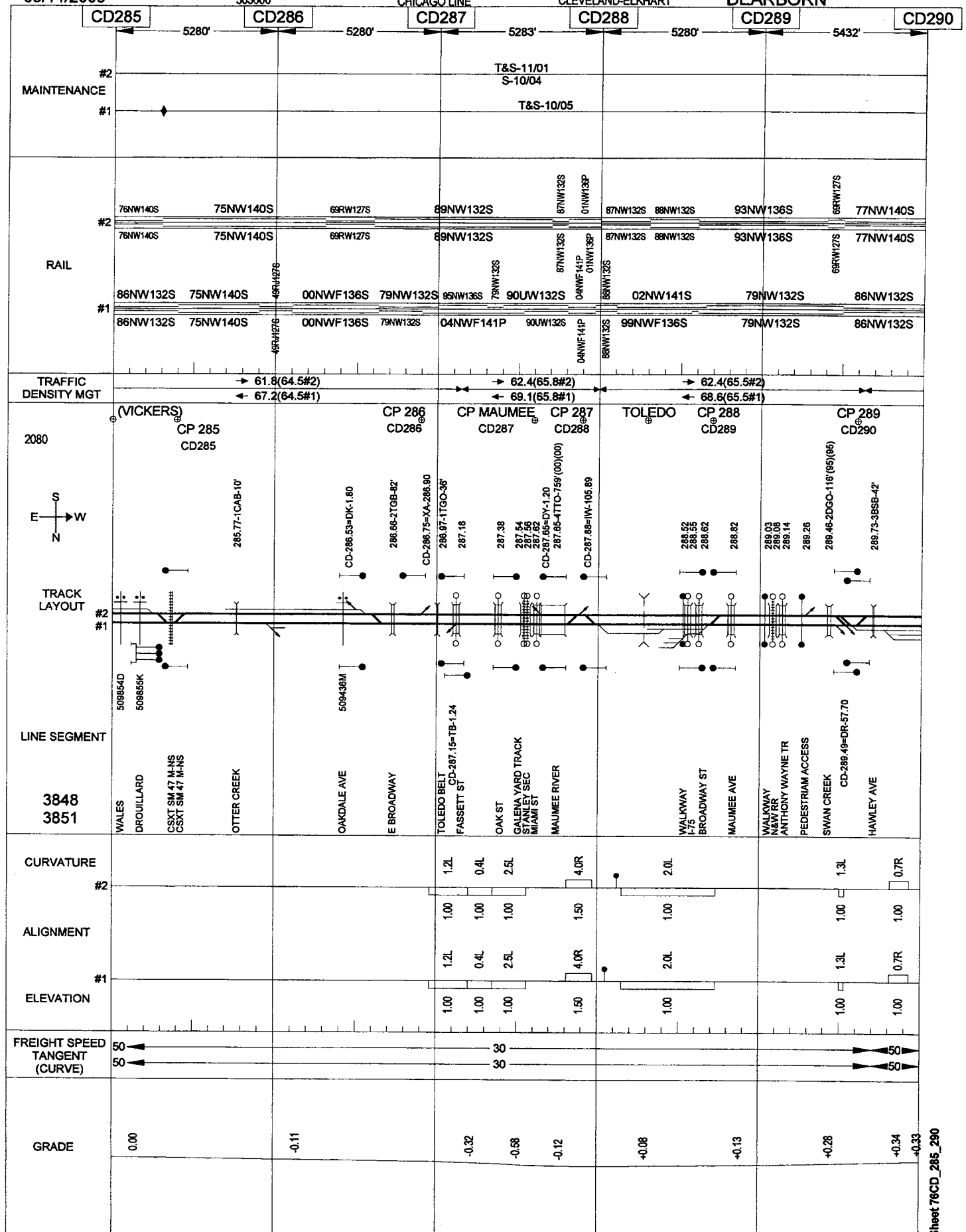
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030

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

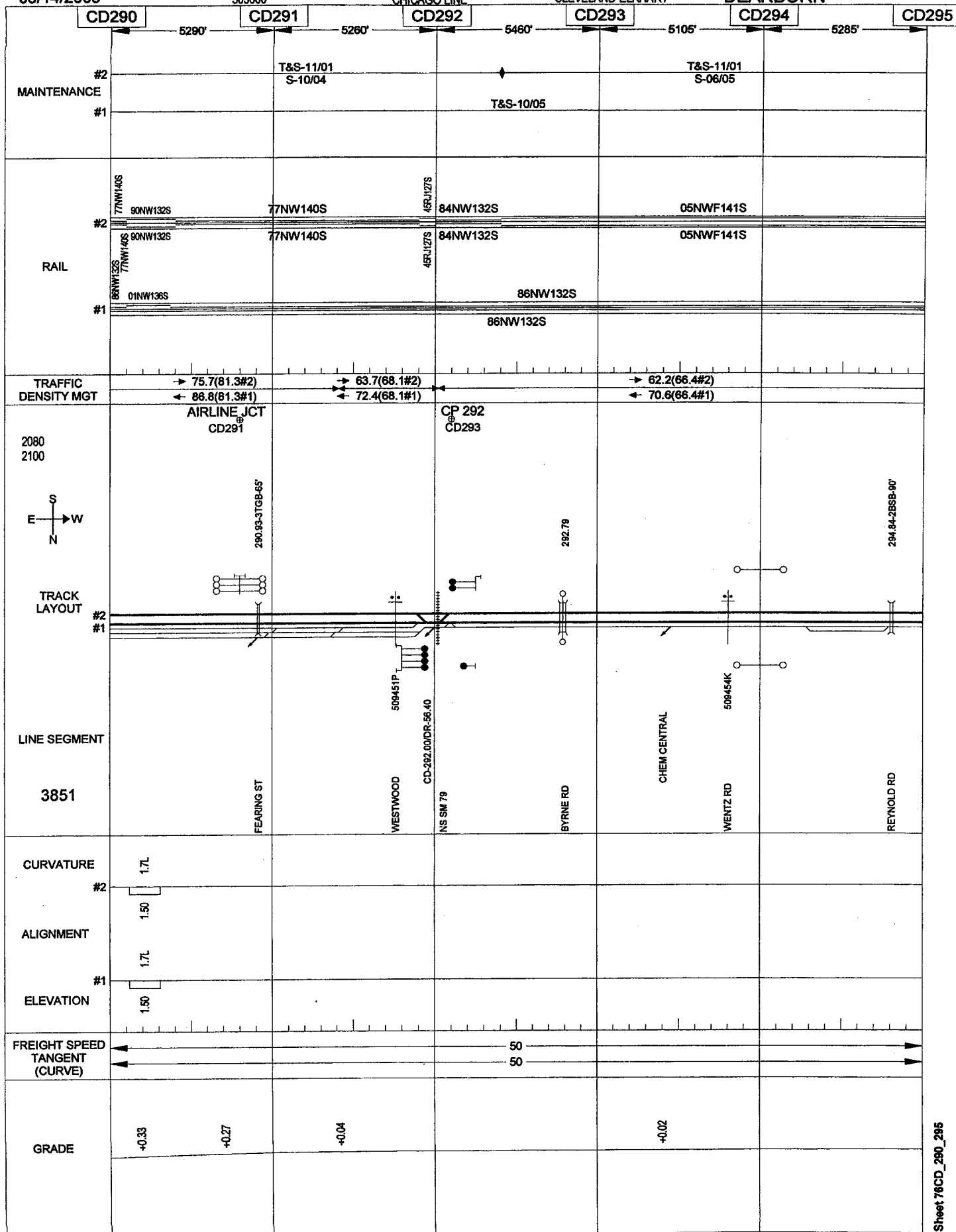
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031

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



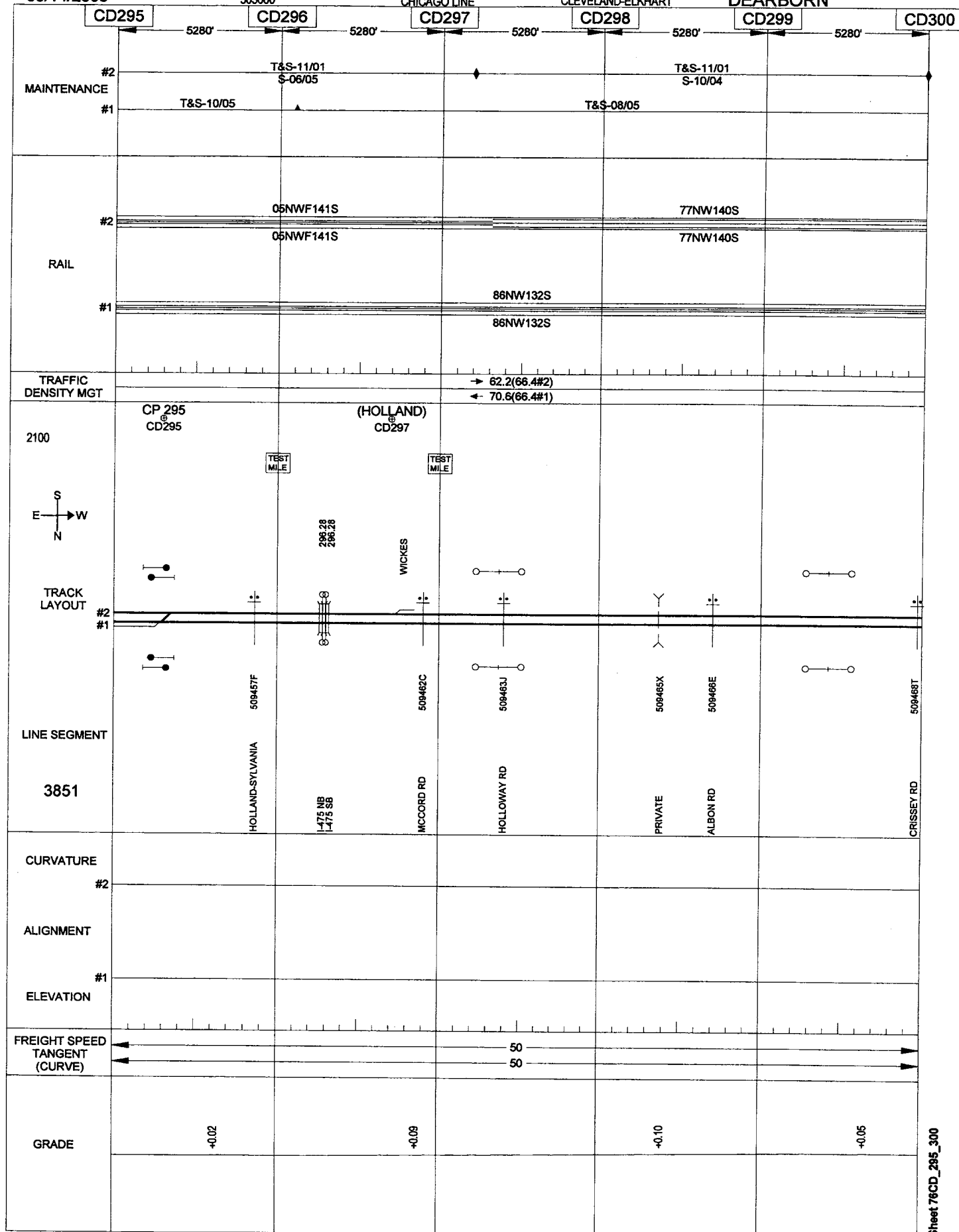
06/14/2006

032

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

503600

033

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD300

CD301

CD302

CD303

CD304

CD305

5285'

5265'

5295'

5275'

5280'

MAINTENANCE

#2

T&S-11/01

T&S-11/01
S-11/05

#1

T&S-08/05

RAIL

#2

77NW140S

77NW140S

#1

86NW132S

69NW140S

86NW132S

69NW140S

TRAFFIC
DENSITY MGT→ 62.2(66.4#2)
← 70.6(66.4#1)→ 62.1(66.3#2)
← 70.5(66.3#1)

2100

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3851

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.20

-0.23

-0.19

-0.20

-0.12

-0.16

-0.01

CP 304
CD304

304.14-1BSO-18(85)(85)

304.99-1MAB-14'

509469A

509470U

509472H

509474W

EBER RD

OAK OPENINGS

GARDEN RD

OHIO TPK NB (L-50)
OHIO TPK SB (L-50)

BERKEY SOU RD-SR 285

WATERWAY

WILKINS

WATERWAY

		CD305	CD306	CD307	CD308	CD309	CD310
		5280'	5280'	5275'	5284'	5291'	
MAINTENANCE	#2	T&S-11/01 S-11/05			T&S-08/02 S-11/05		
	#1	T&S-08/05			T&S-06/03		
RAIL	#2	77NW140S					
		77NW140S					
	#1	69NW140S					
		69NW140S					
TRAFFIC DENSITY MGT		→ 62.1(66.3#2) ← 70.5(66.3#1)					
2100		CP 307 (SWANTON) CD308					
S E → W N		307.03-1MAB-12'					
TRACK LAYOUT							
LINE SEGMENT		509477S 509478Y 509483V 509484C 509485J 509486R 509487X 509488E					
3851		SCOTT RD N HALLETT AVE-CR 1 N MAIN ST (SR 64) SWAN CREEK MUNSON (CR 2) TEMPLETON RD CR 3 CR 4 PRIVATE					
CURVATURE		#2					
ALIGNMENT		#1					
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)		50					
GRADE		-0.01 -0.14 -0.13 -0.10 -0.18					

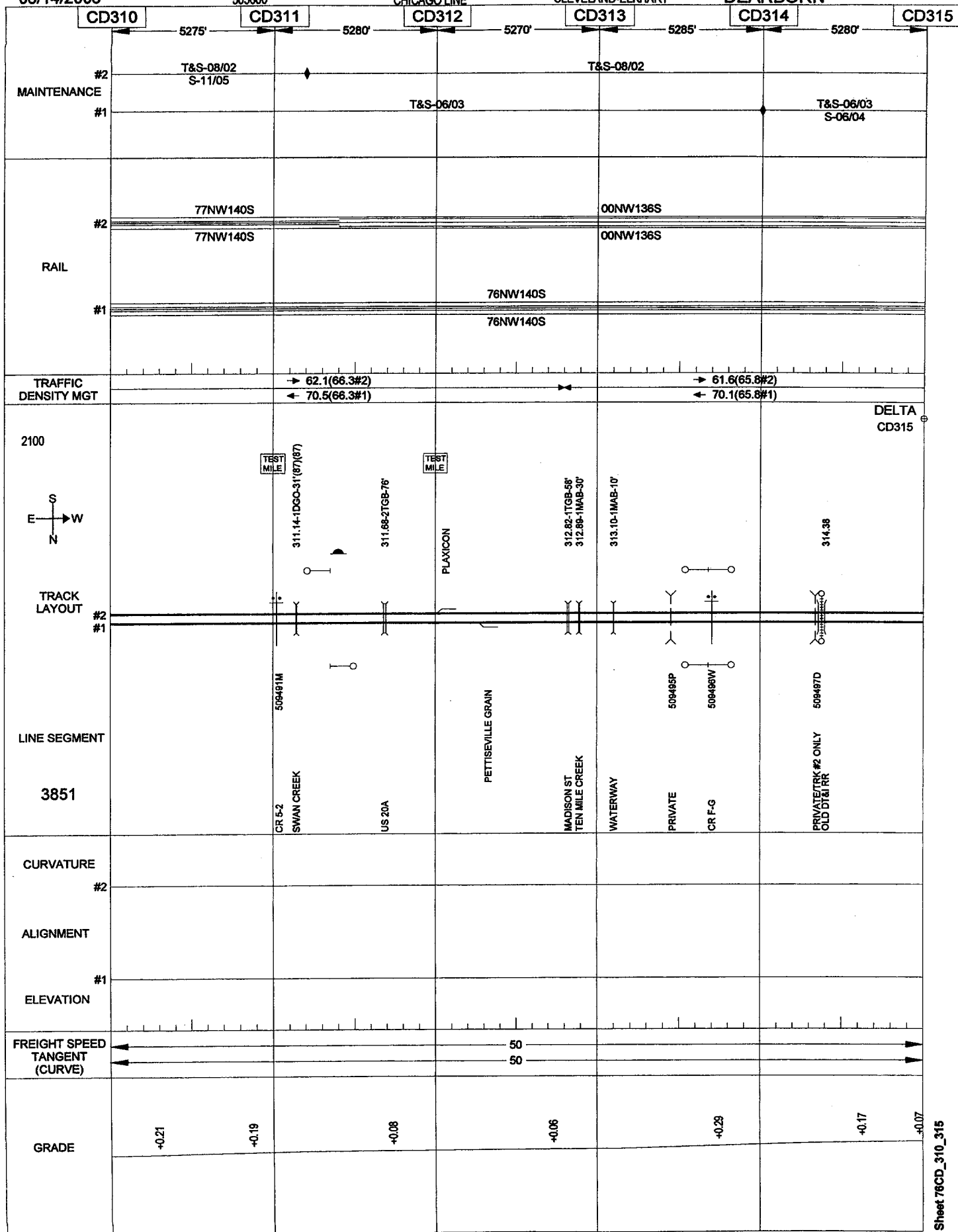
06/14/2006

035

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

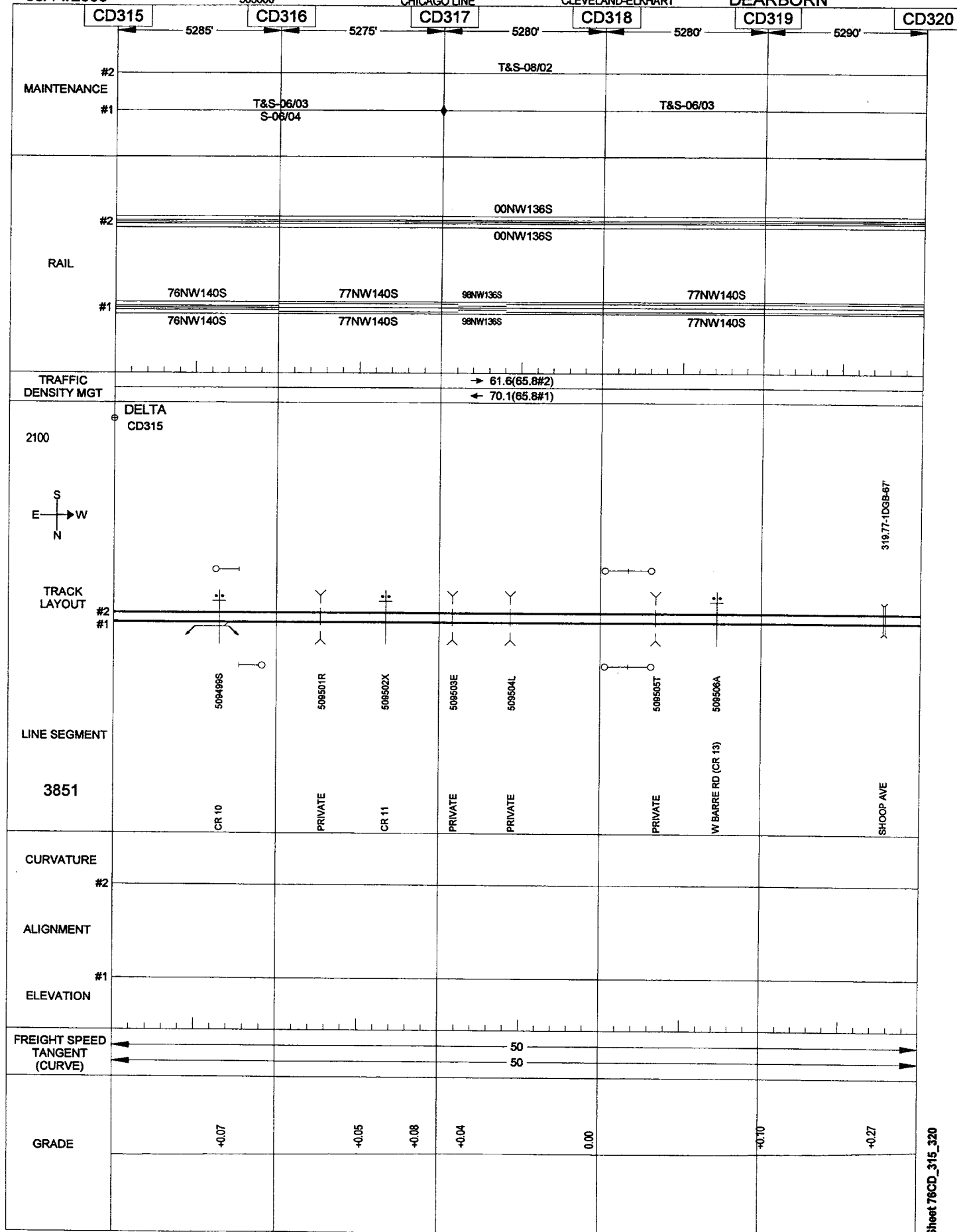
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036

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

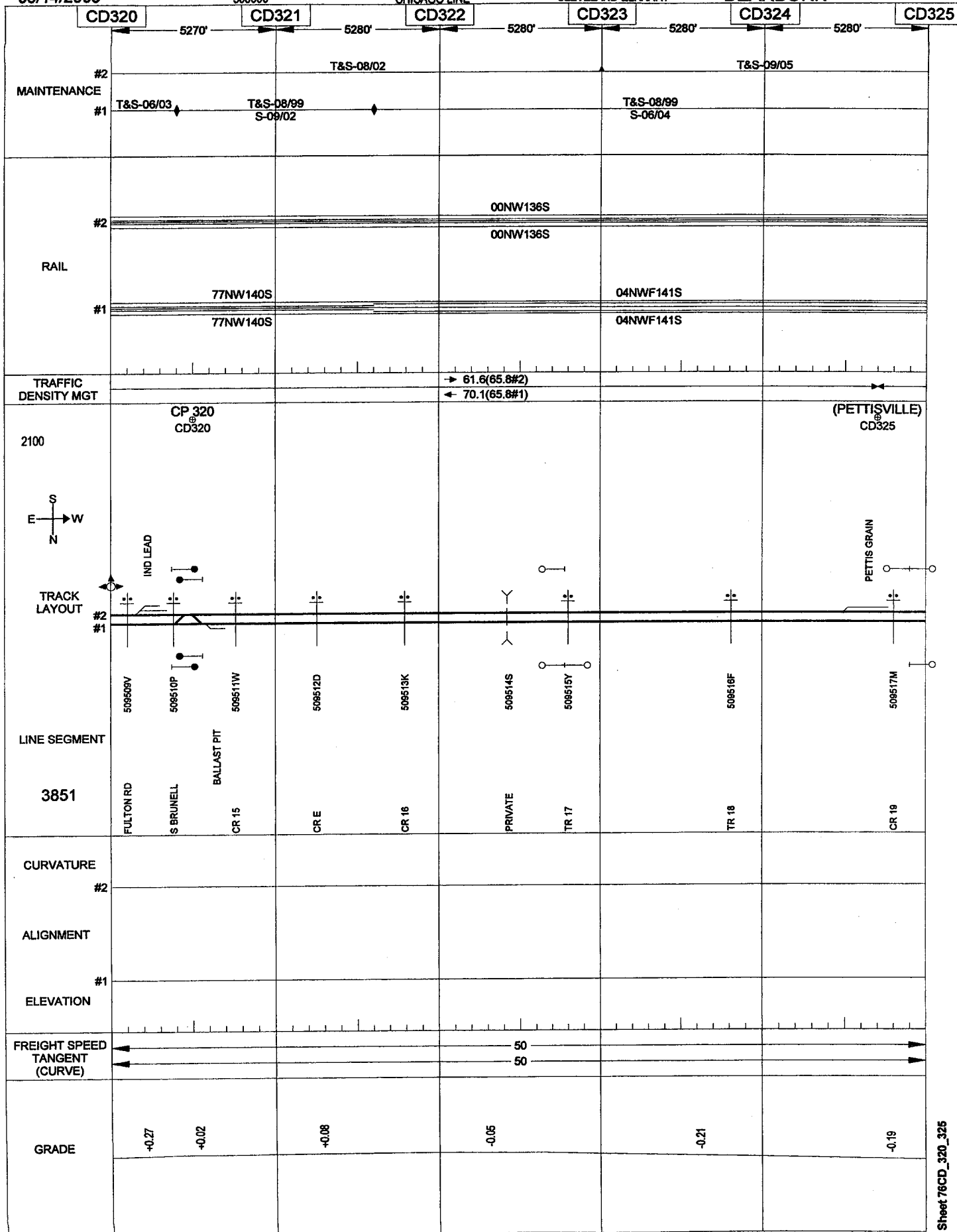
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037

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

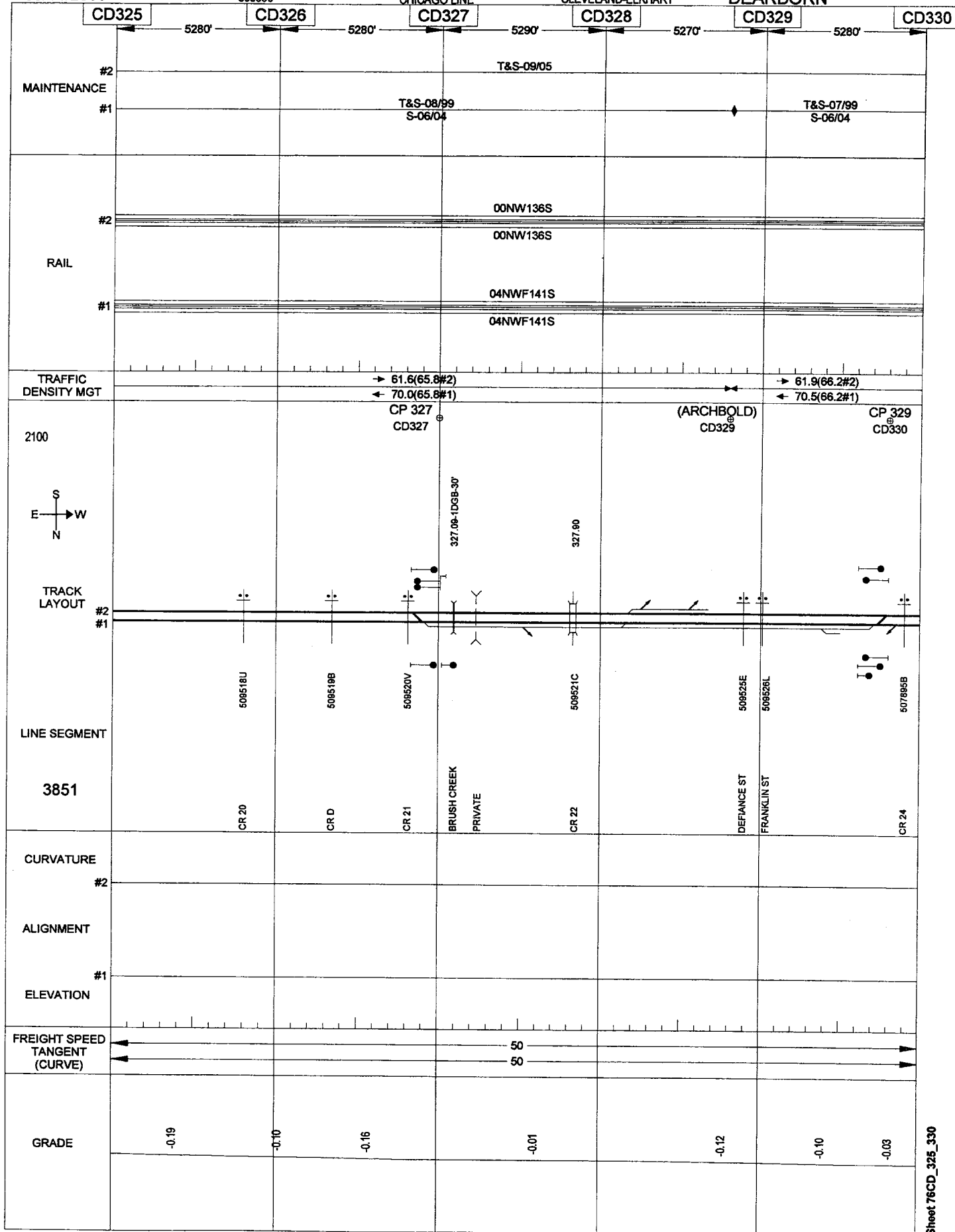
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038

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

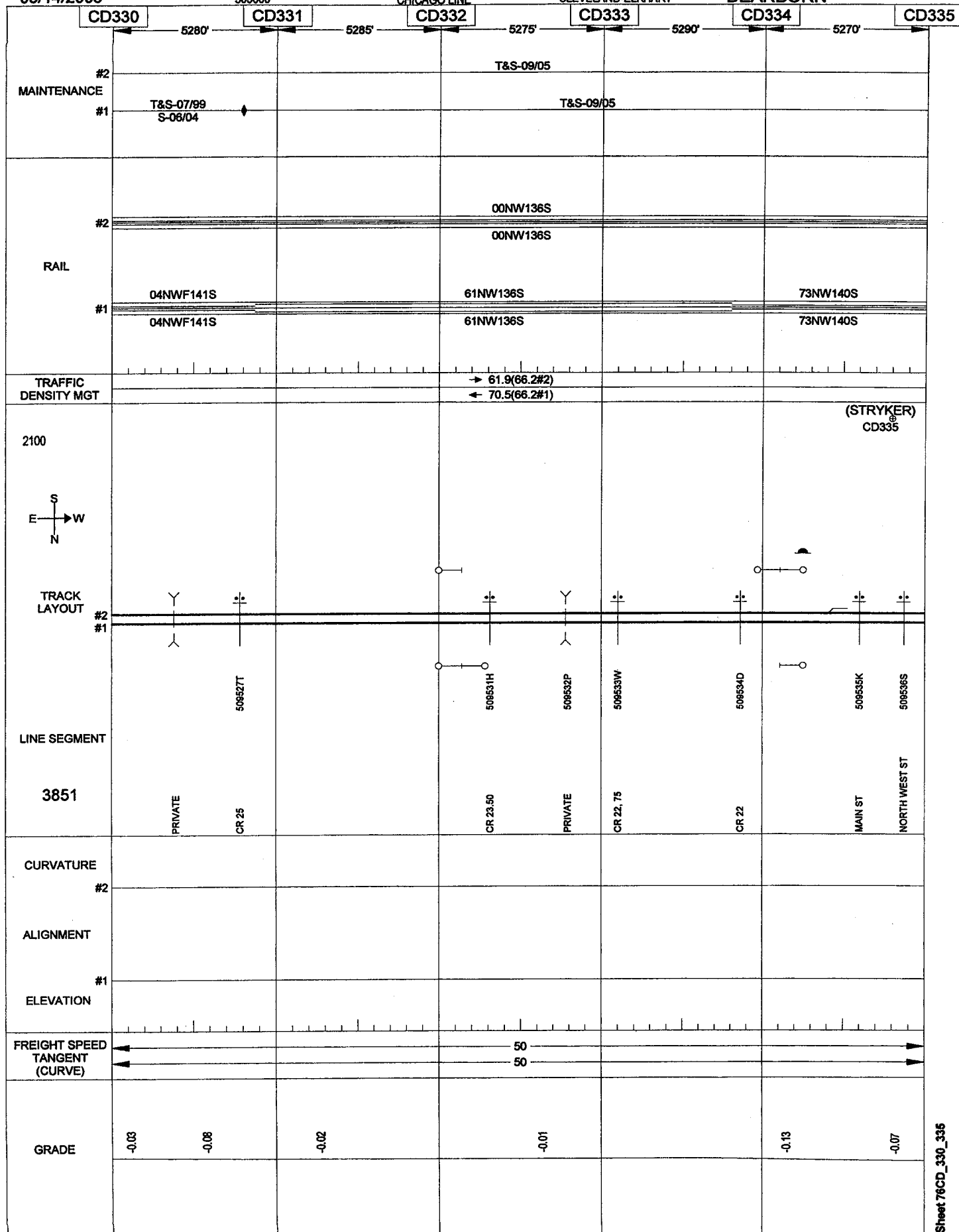
503600

039

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

503600

040

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

	CD335	CD336	CD337	CD338	CD339	CD340
	5260'	5280'	5300'	5300'	5245'	
MAINTENANCE						
#2			T&S-09/05			
#1			T&S-09/05			
RAIL						
#2	00NW136S			77NW140S		
	00NW136S			77NW140S		
#1			73NW140S			
			73NW140S			
TRAFFIC DENSITY MGT			→ 61.9(66.2#2) ← 70.5(66.2#1)			
2100						
	TEST MILE		TEST MILE			
		335.48-300-183' (02) (86)				339.81-1MAB-45'
TRACK LAYOUT						
#2						
#1						
LINE SEGMENT						
3851						
	HORTON ST 509537Y FERRO CORP TIFFIN RIVER	SILVER NAILS 509538F	CR 19.50 509539M	CR 19 509540G	CR 18.55 509541N	CR 17 509542V TROLLEY RD 509543C 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
						+0.06

06/14/2006

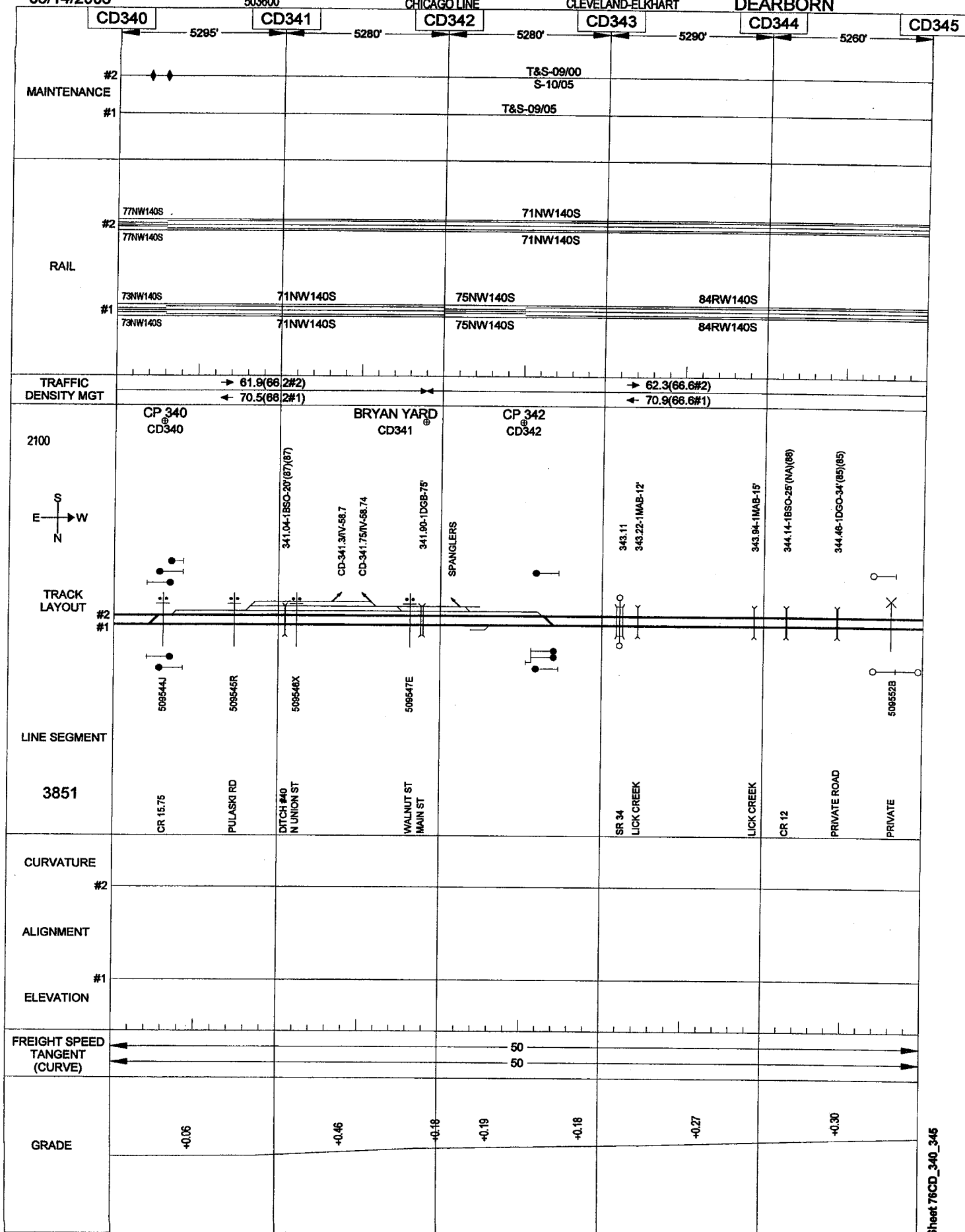
503600

041

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



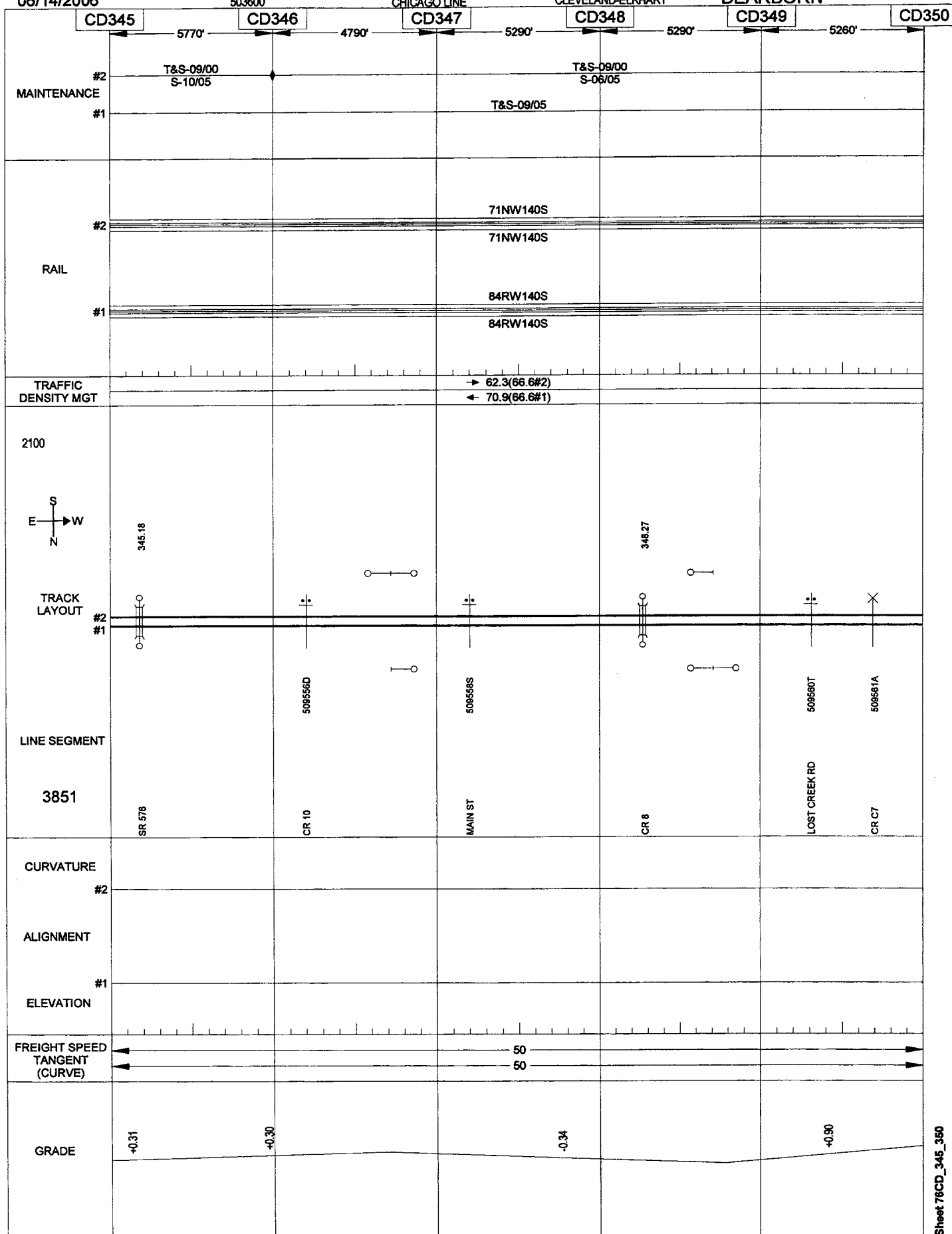
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042

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



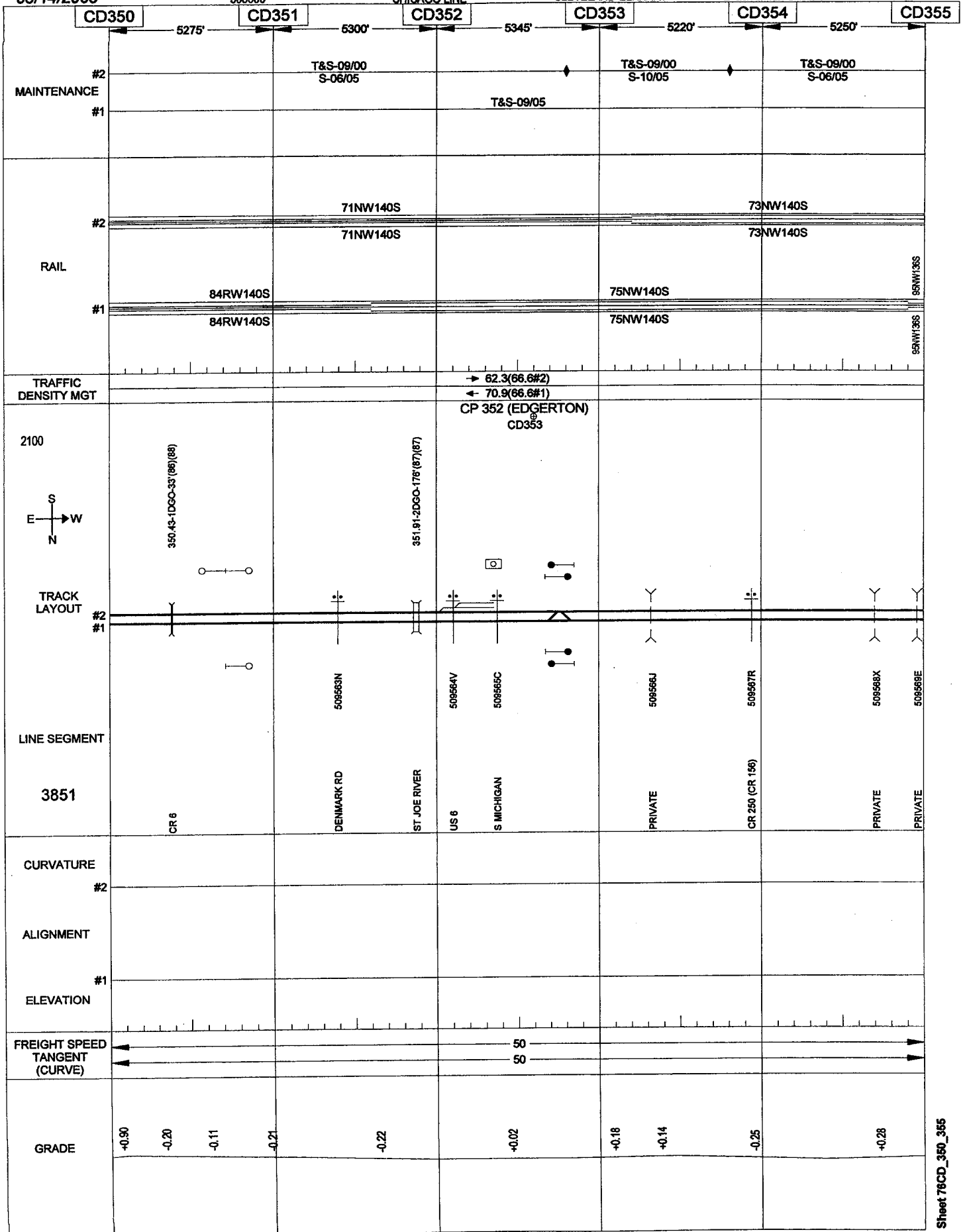
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043

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



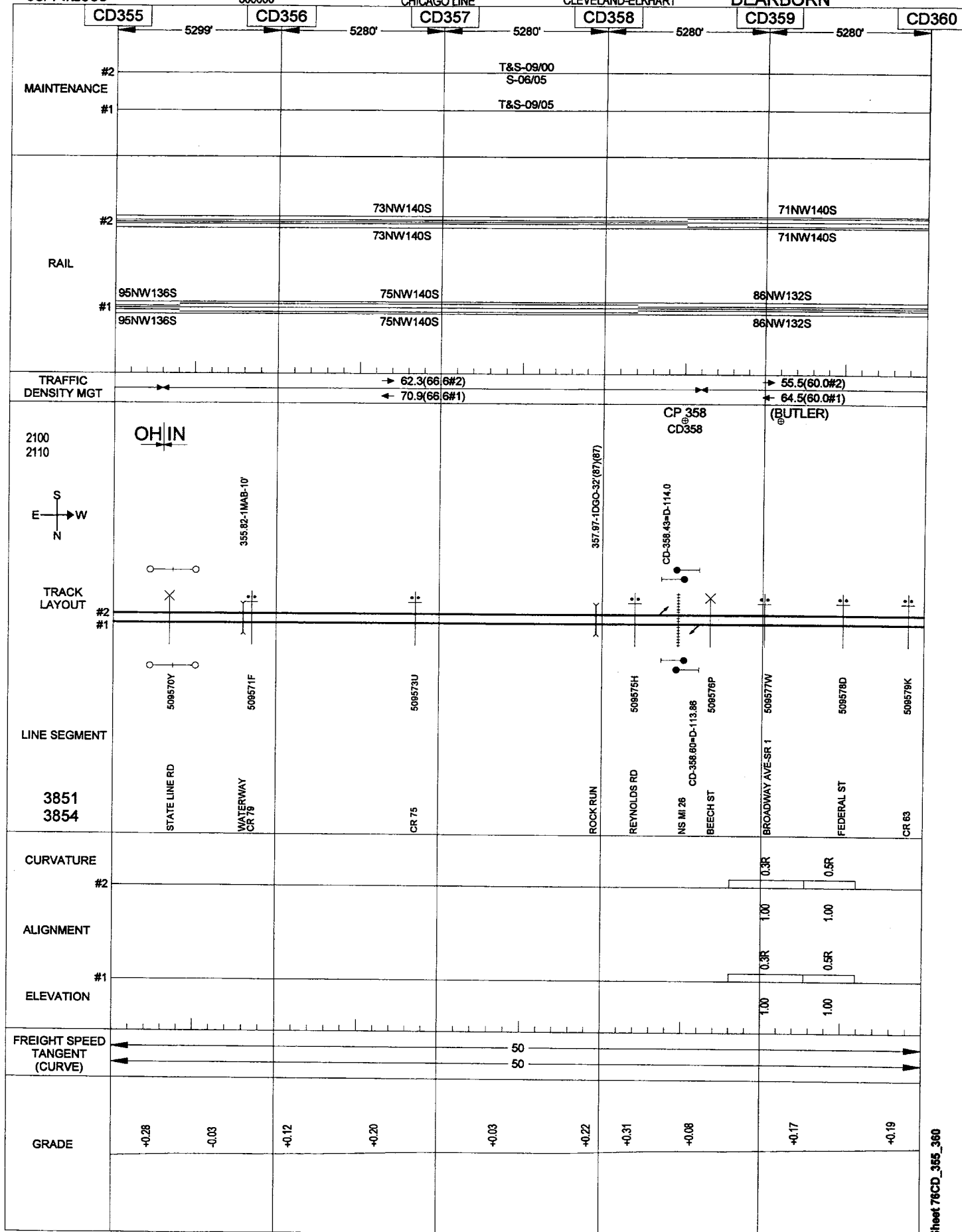
06/14/2006

044

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

503600

045

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

	CD360	CD361	CD362	CD363	CD364	CD365
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
#2			T&S-09/00 S-06/05			
#1			T&S-09/05			
RAIL						
#2			71NW140S			
			71NW140S			
#1			86NW132S			
			86NW132S			
TRAFFIC DENSITY MGT			→ 55.5(60.0#2) ← 64.5(60.0#1)			
2110						
S E → W N						
TRACK LAYOUT						
#2						
#1						
LINE SEGMENT						
3854						
WATERWAY CR 61 CR 59 PRIVATE CR 57 CR 53 CR 47						
CURVATURE						
#2						
ALIGNMENT						
#1						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
				50		
				50		
GRADE						
	-0.19	-0.10	-0.04	0.00	-0.11	-0.09
						-0.12

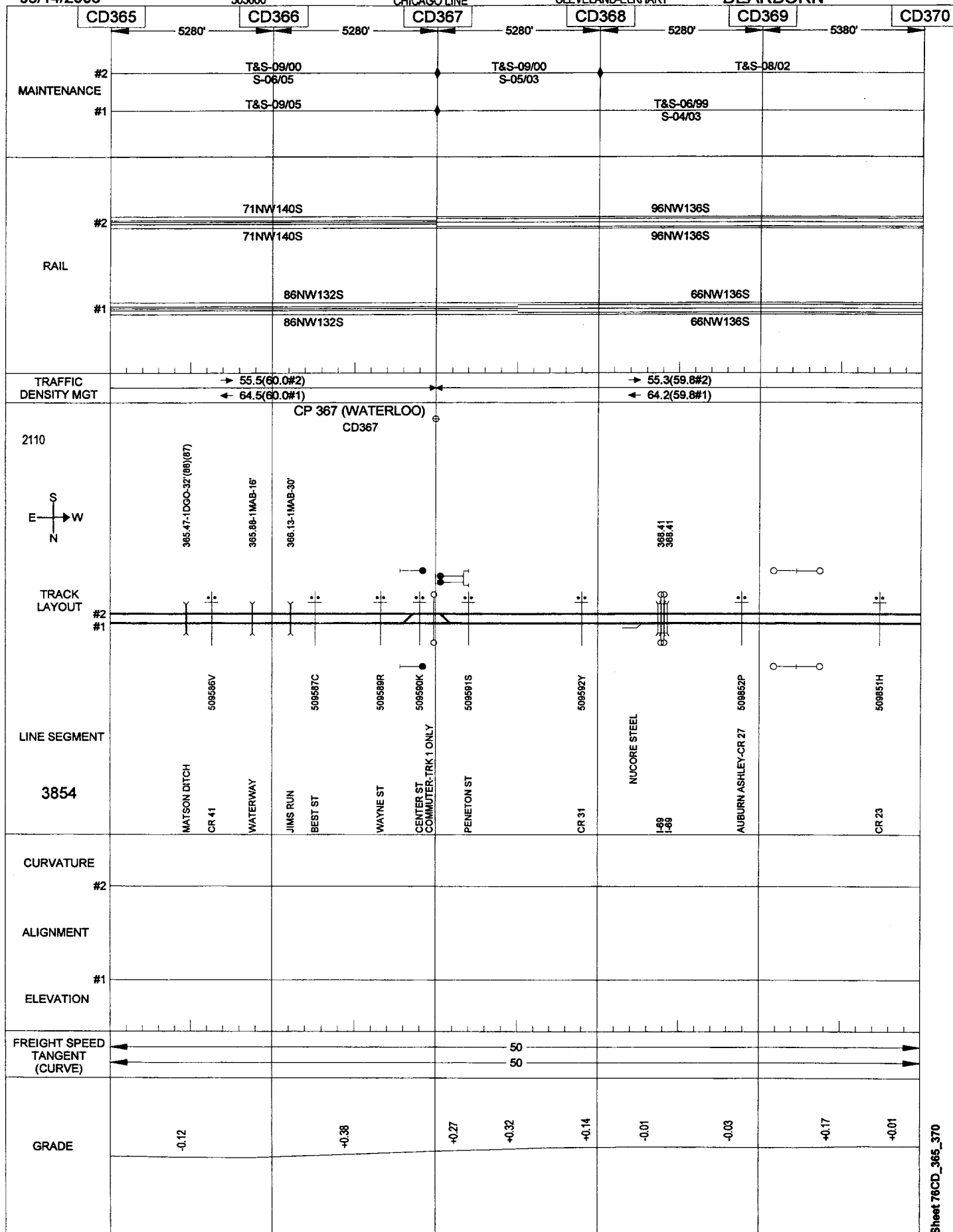
06/14/2006

046

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

503600

047

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

	CD370	CD371	CD372	CD373	CD374	CD375
	5180'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	#2			T&S-08/02		
	#1			T&S-06/99 S-04/03		
RAIL	#2		96NW136S		01NW136S	96NW136S
			96NW136S		01NW136S	96NW136S
	#1	66NW136S	86NW132S		01NW136S	86NW132S
		66NW136S	86NW132S		01NW136S	86NW132S
TRAFFIC DENSITY MGT				→ 55.3(59.8#2) ← 64.2(59.8#1)		
2110				(CORUNNA) 70638		
TRACK LAYOUT	#2		371.53-1850-23 (62)(56)		373.29 CORUNNA	
	#1					
LINE SEGMENT		509850B		509848A		509846L
3854		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 -0.87	-0.04 +0.30

06/14/2006

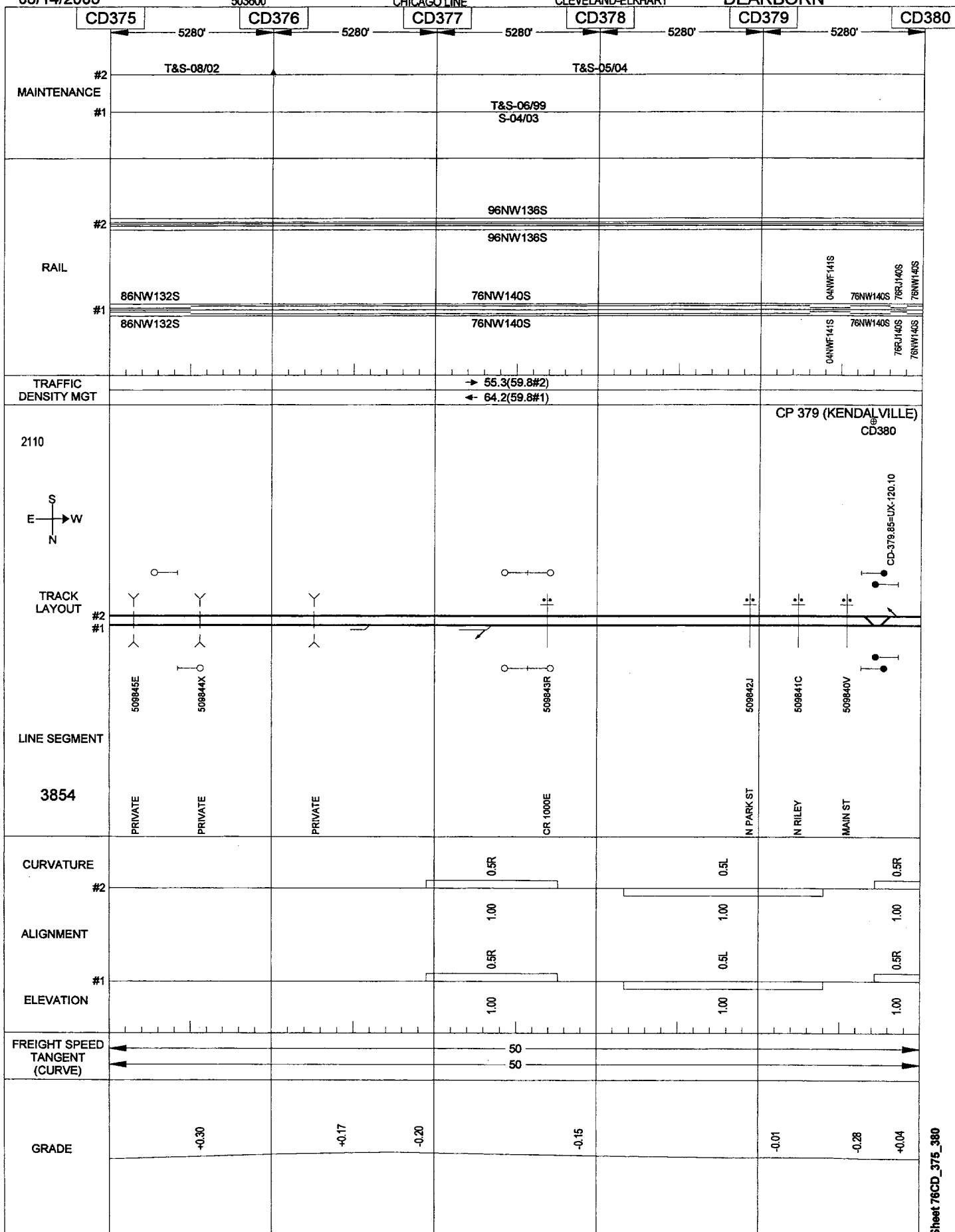
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048

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

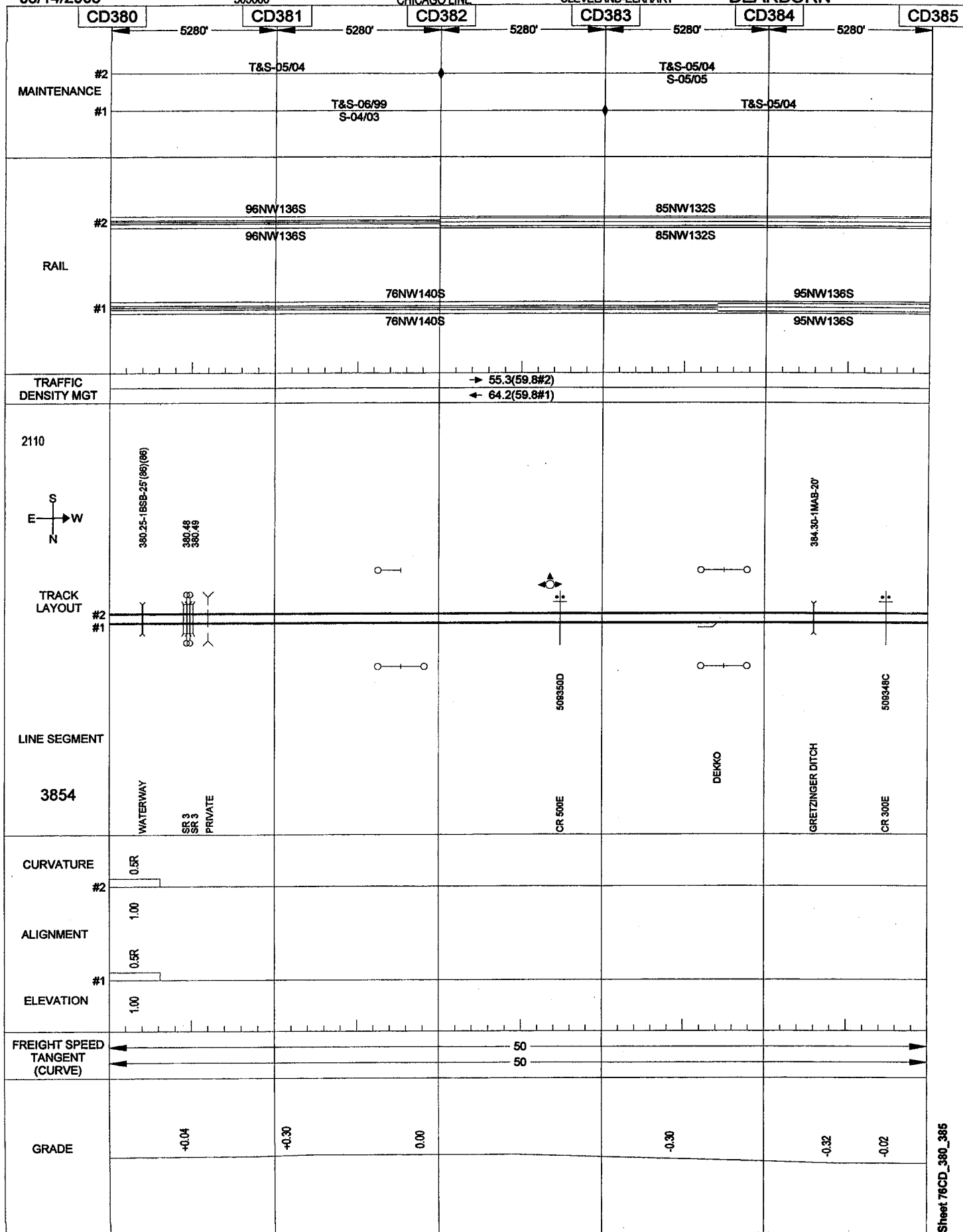
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049

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



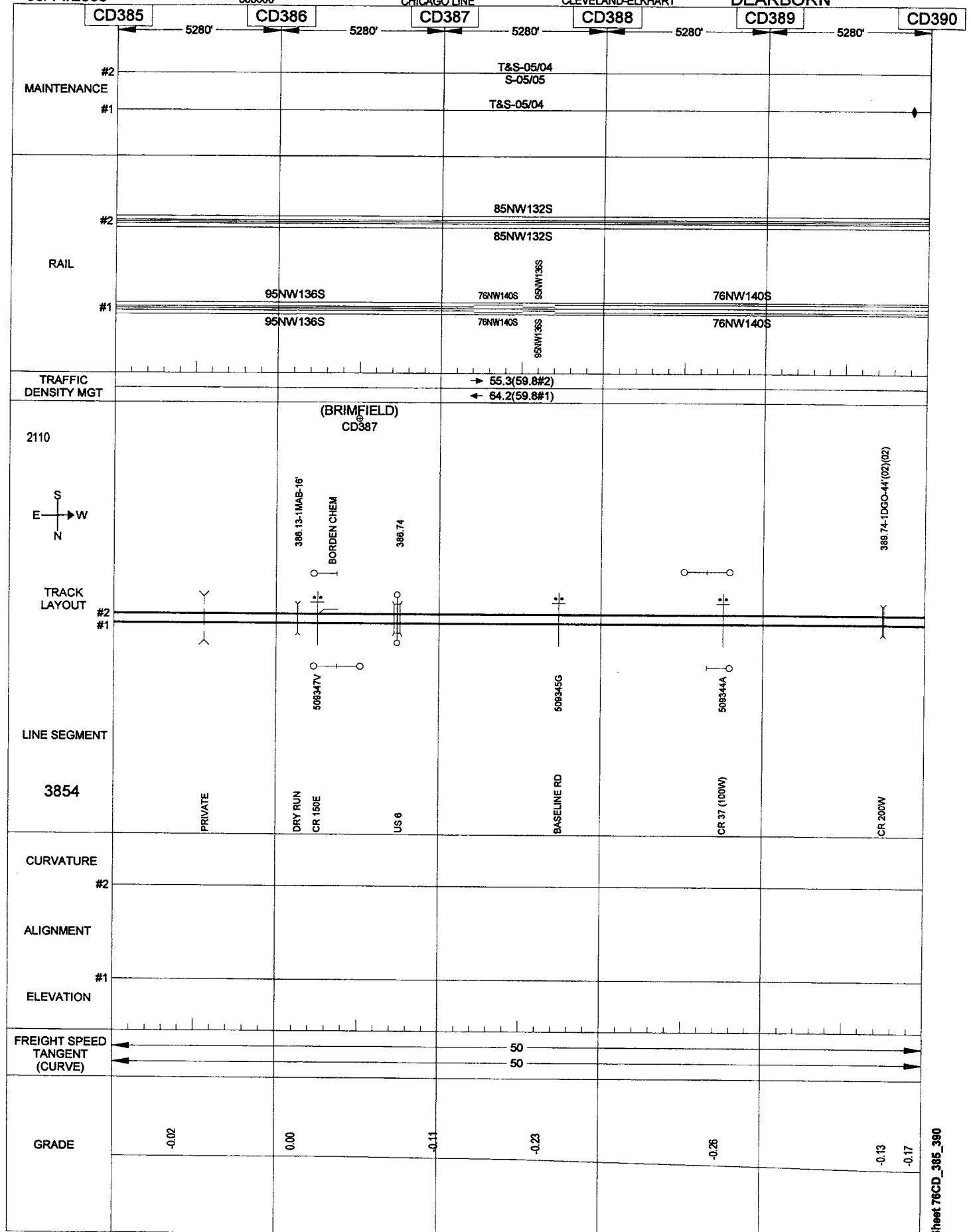
06/14/2006

050

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



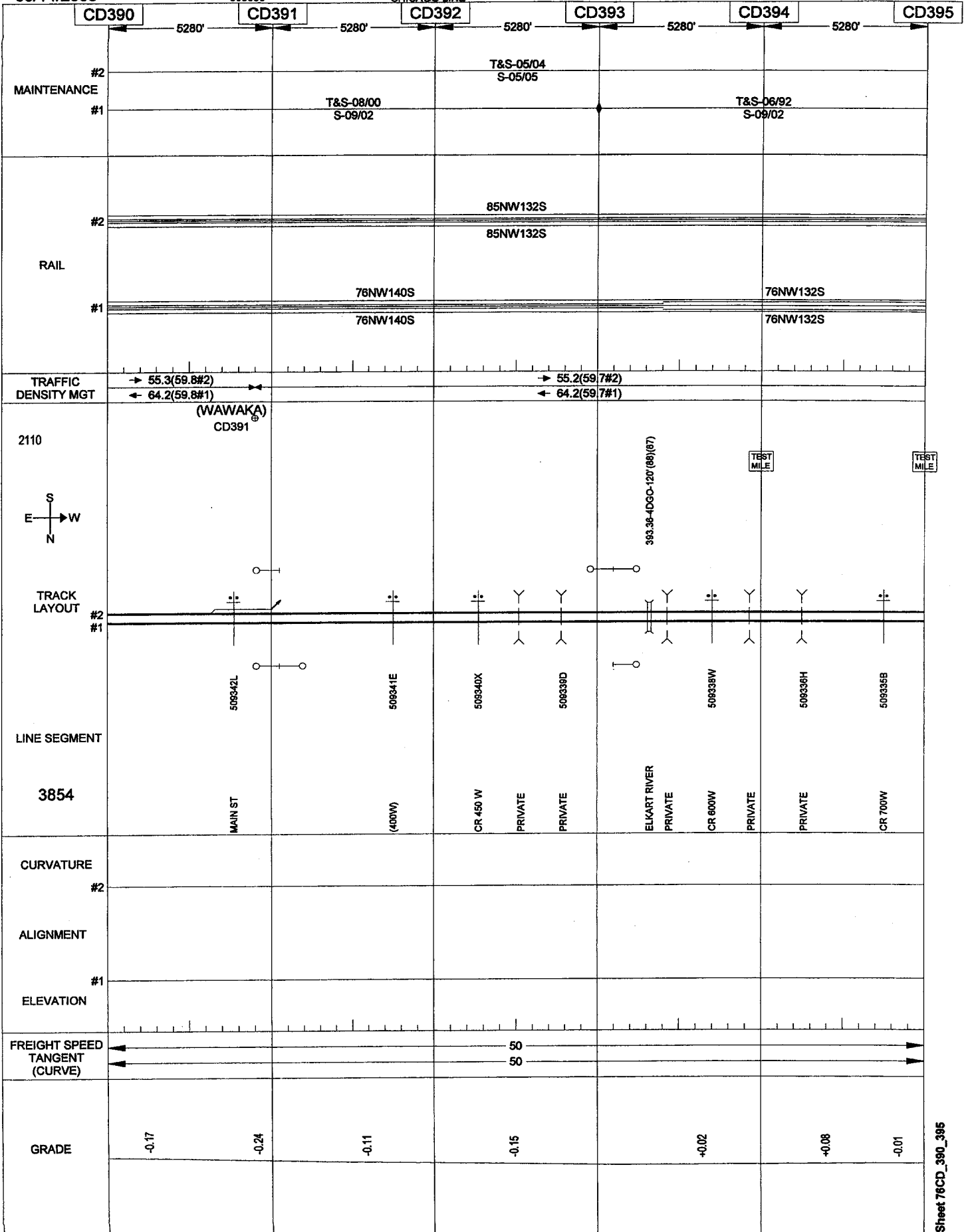
06/14/2006

503600

051
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



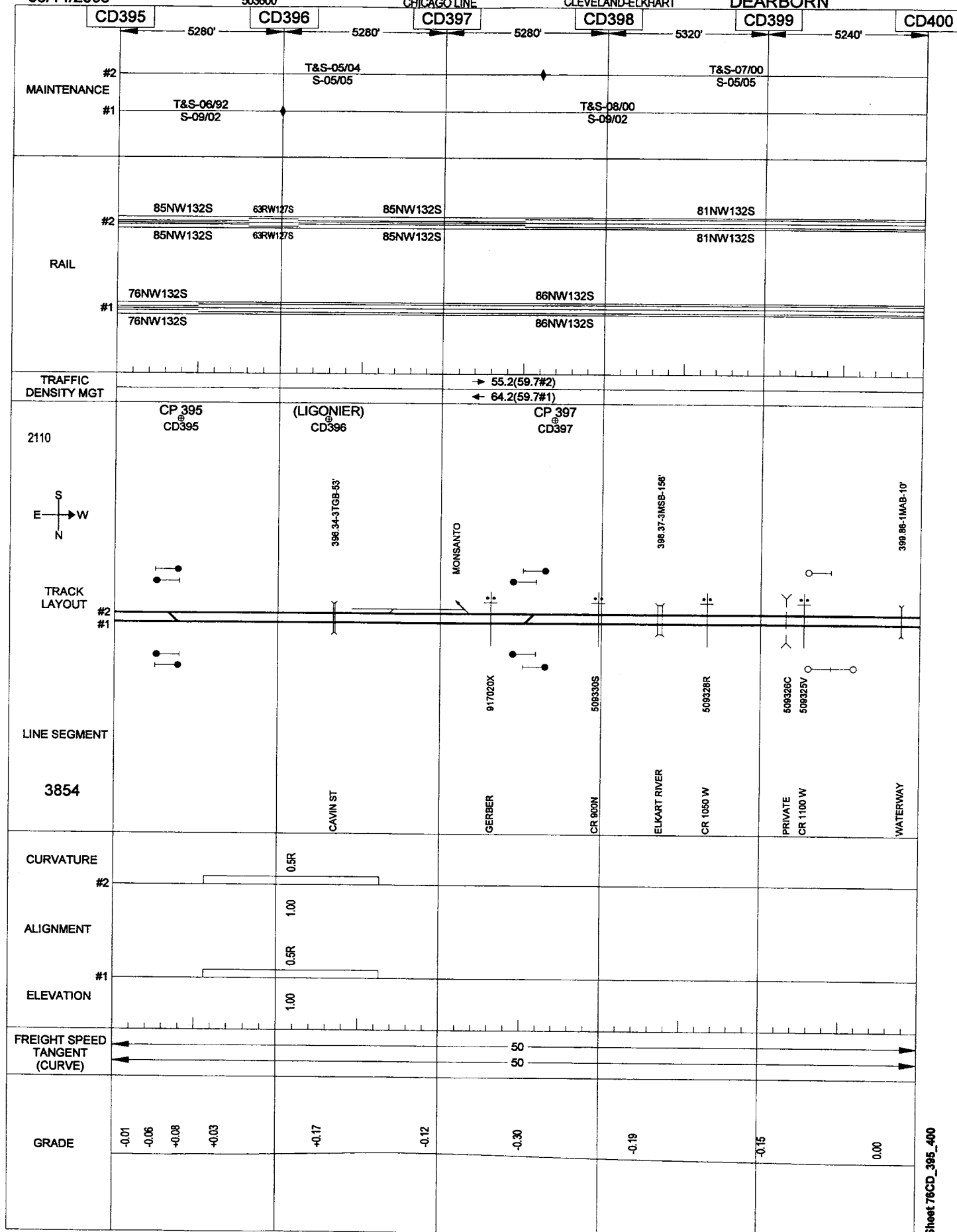
06/14/2006

052

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



	CD400	CD401	CD402	CD403	CD404	CD405
MAINTENANCE			T&S-07/00 S-05/05		T&S-11/03	
RAIL		81NW132S 81NW132S	86NW132S 86NW132S		75NW140S 75NW140S	
TRAFFIC DENSITY MGT			→ 55.2(59.7#2) ← 64.2(59.7#1)			
2110				(MILLERSBURG) CD403		
TRACK LAYOUT						
LINE SEGMENT						
3854						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

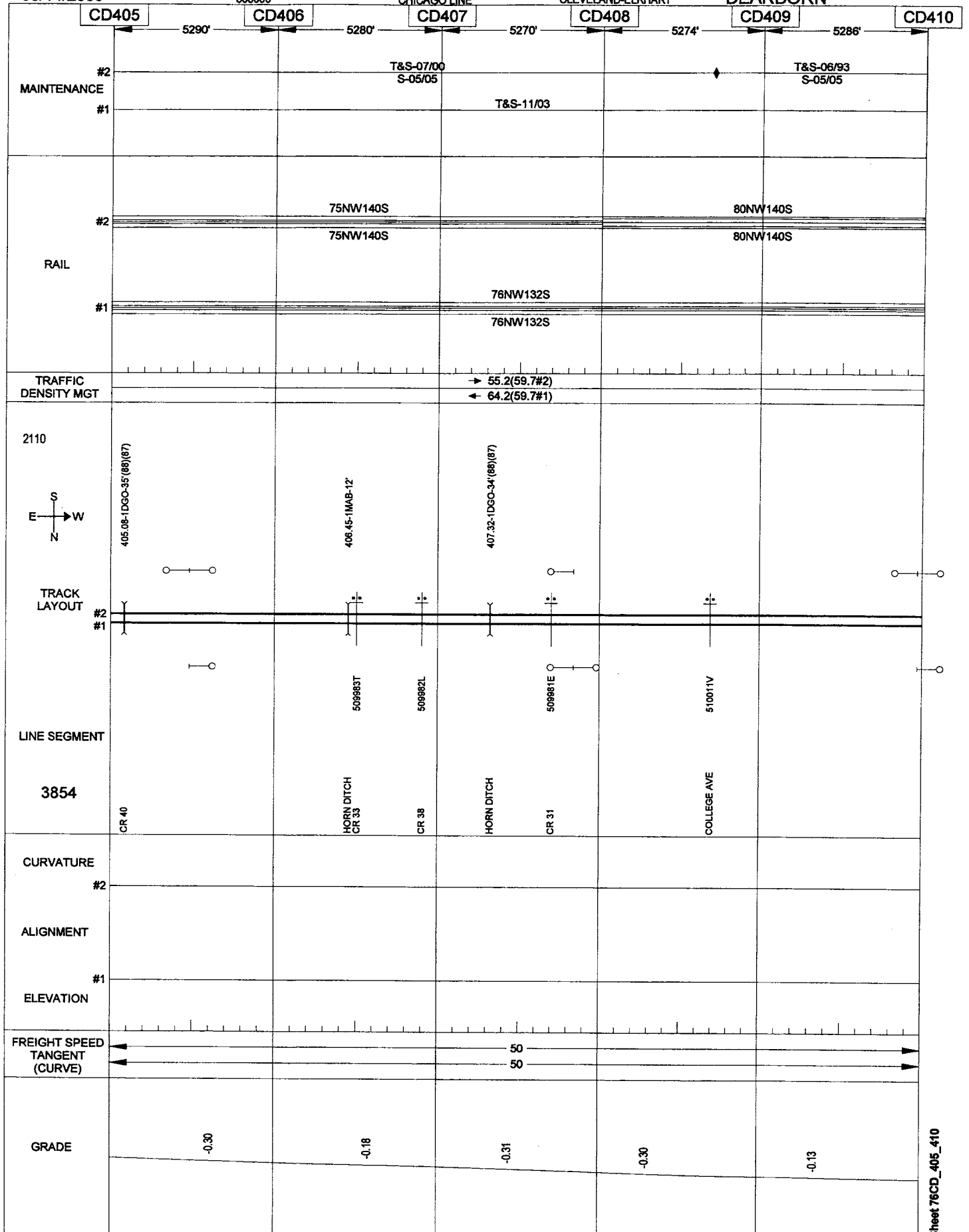
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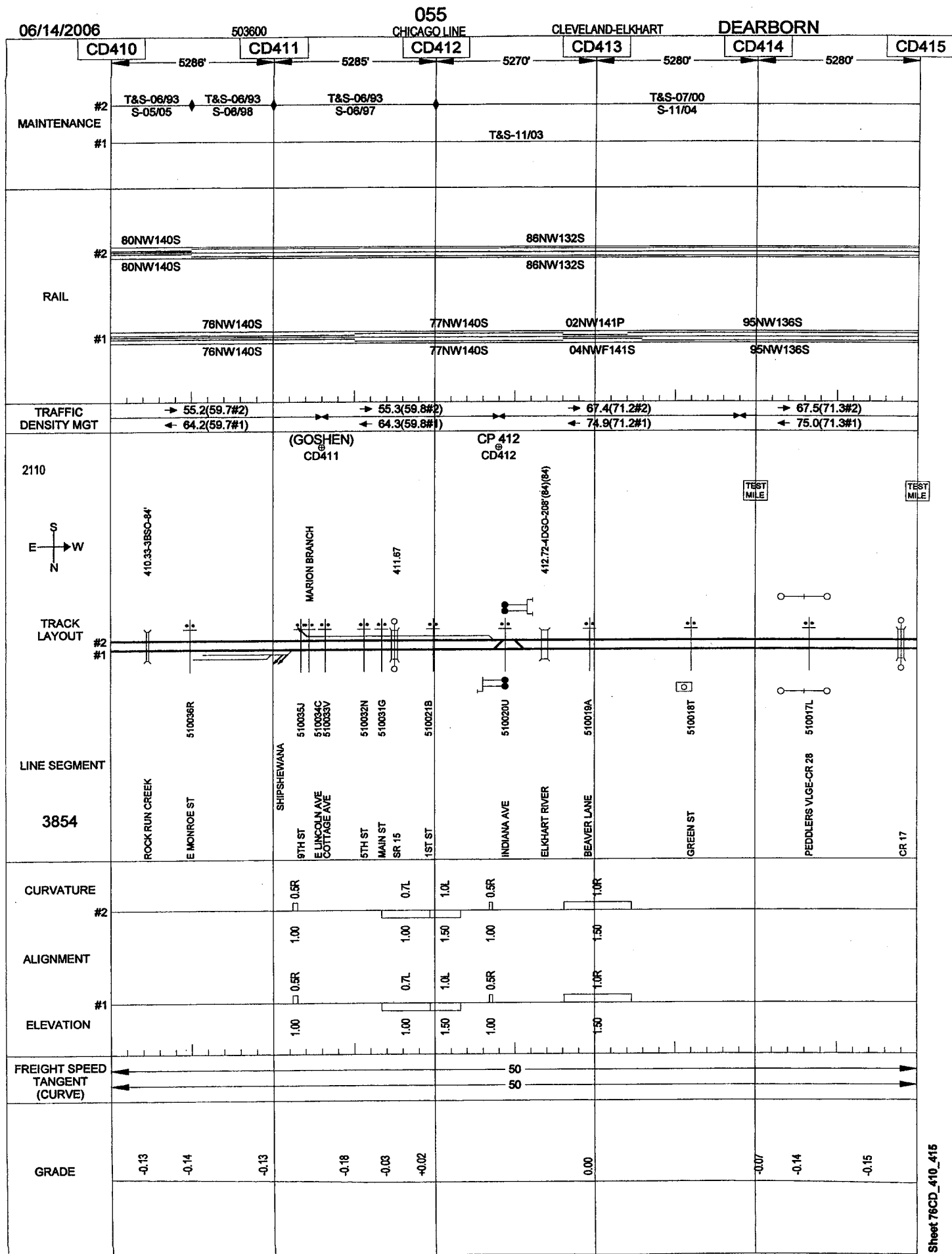
054

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN





06/14/2006

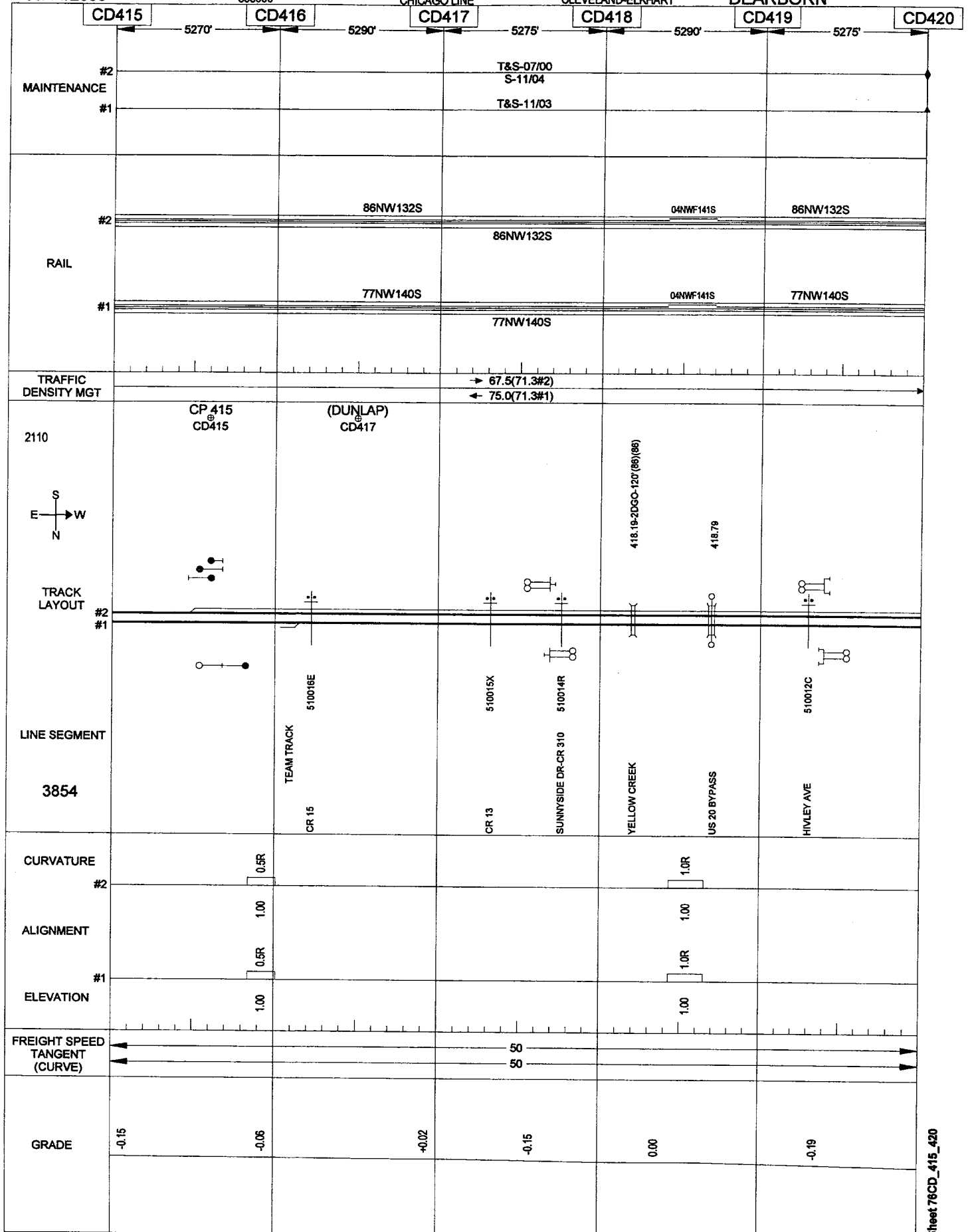
503600

056

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



06/14/2006

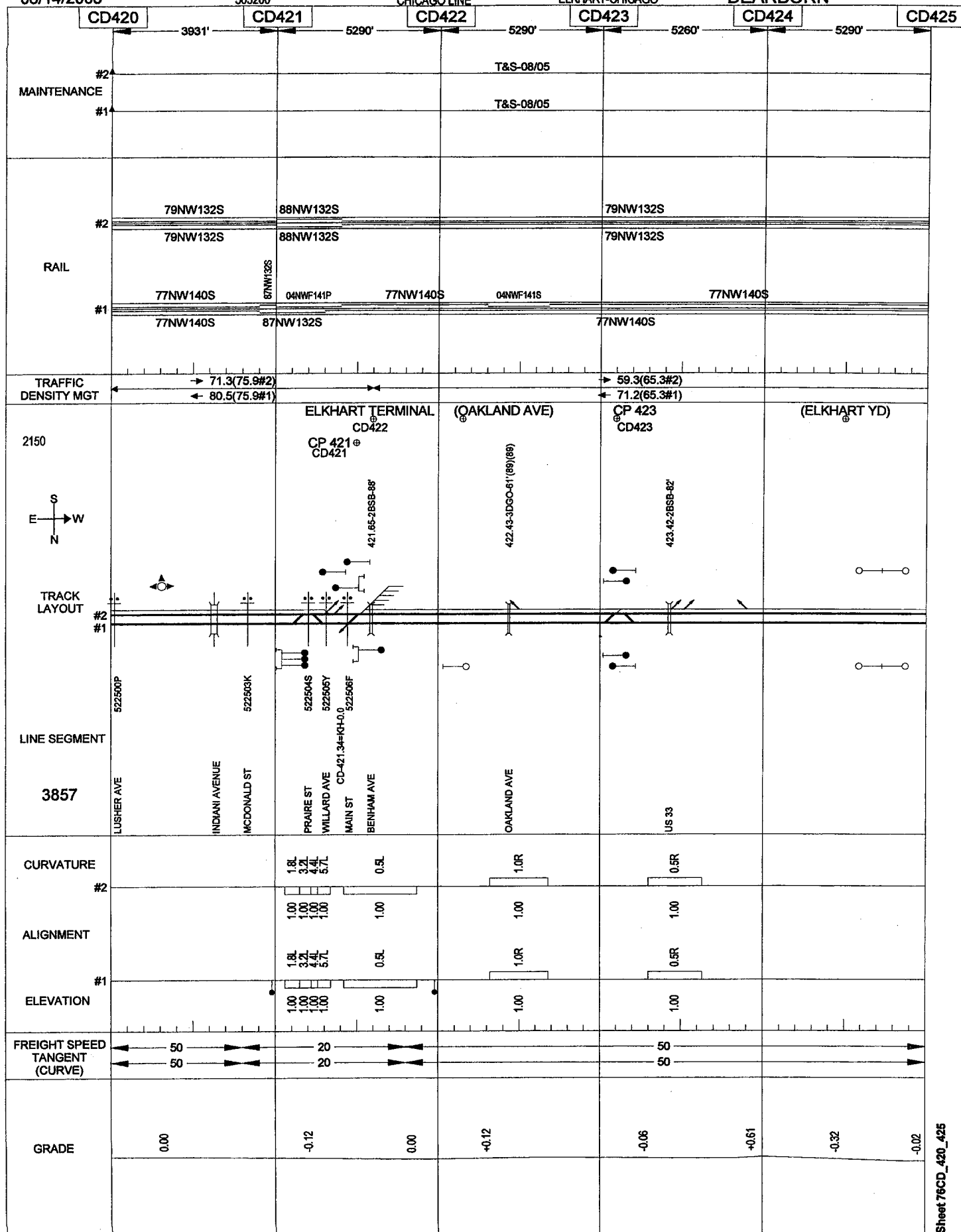
503200

057

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

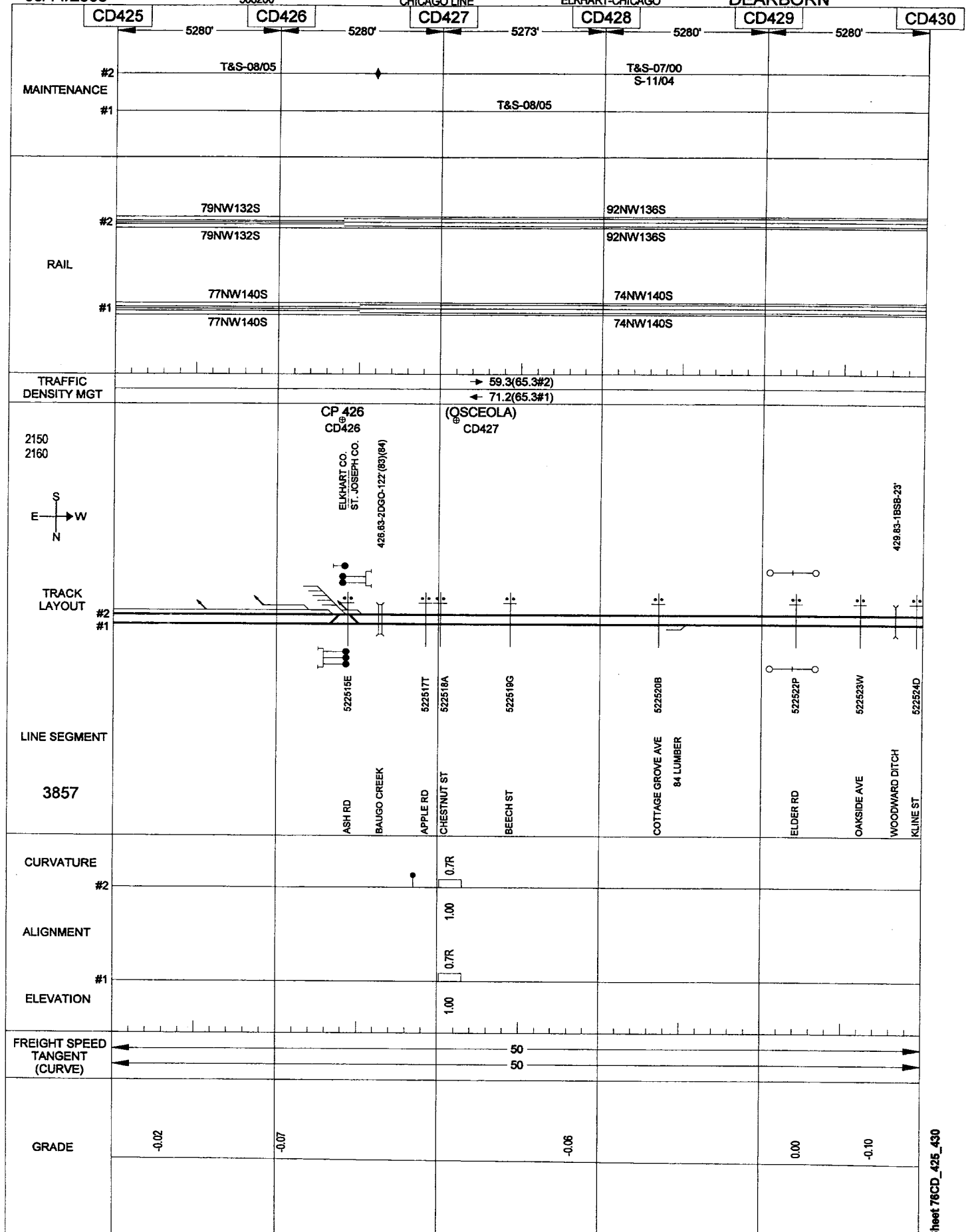
503200

058

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

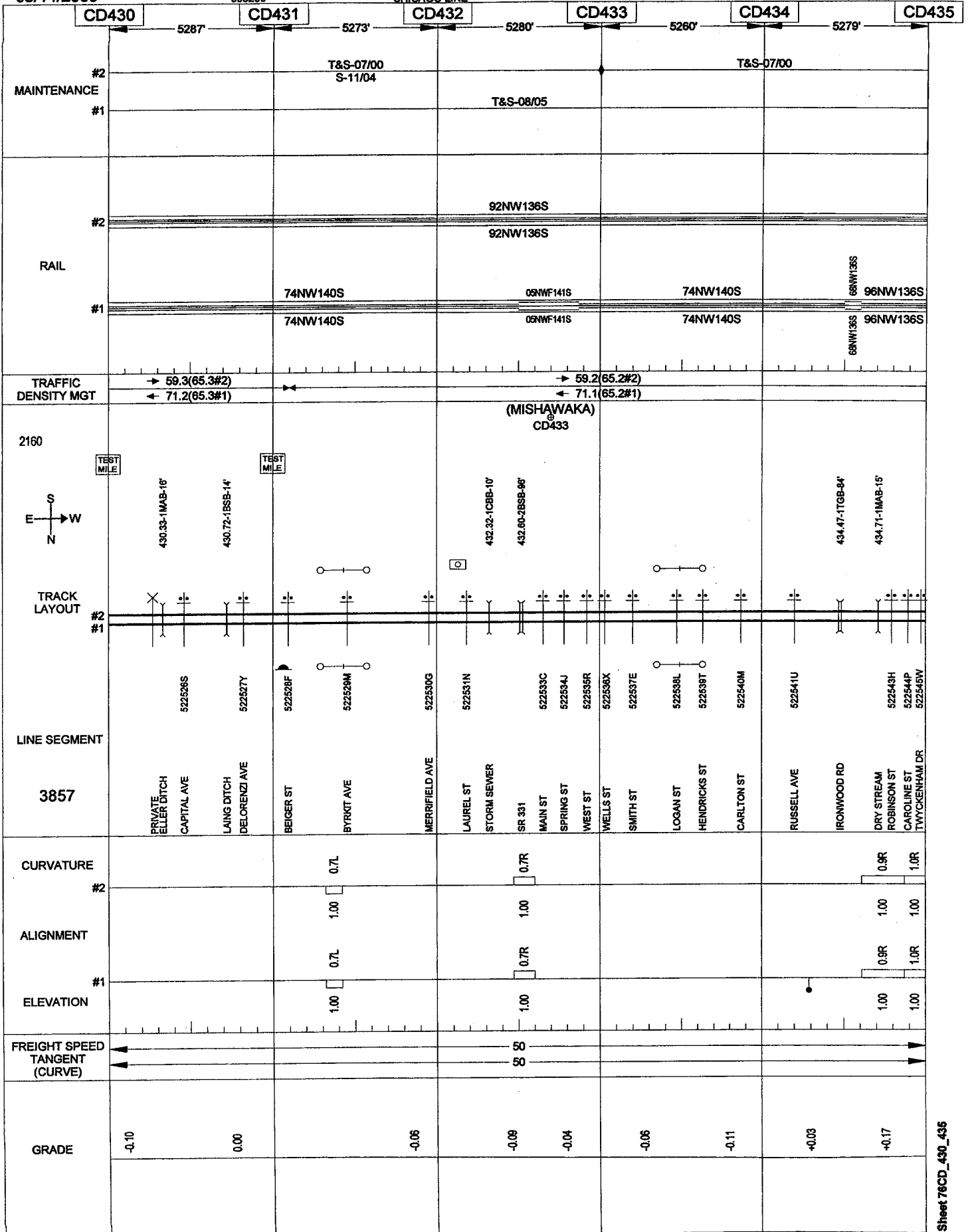
503200

059

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

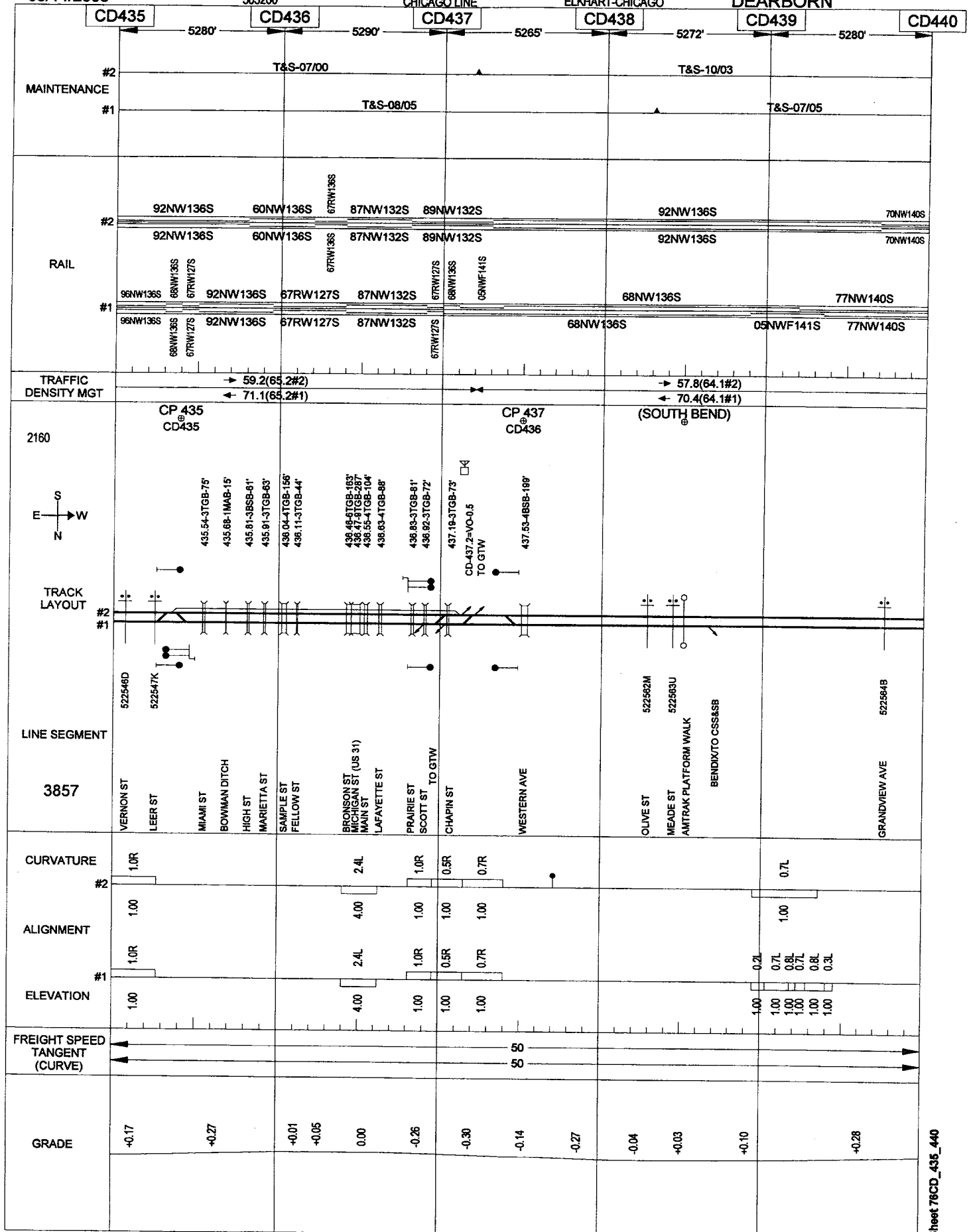
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060

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

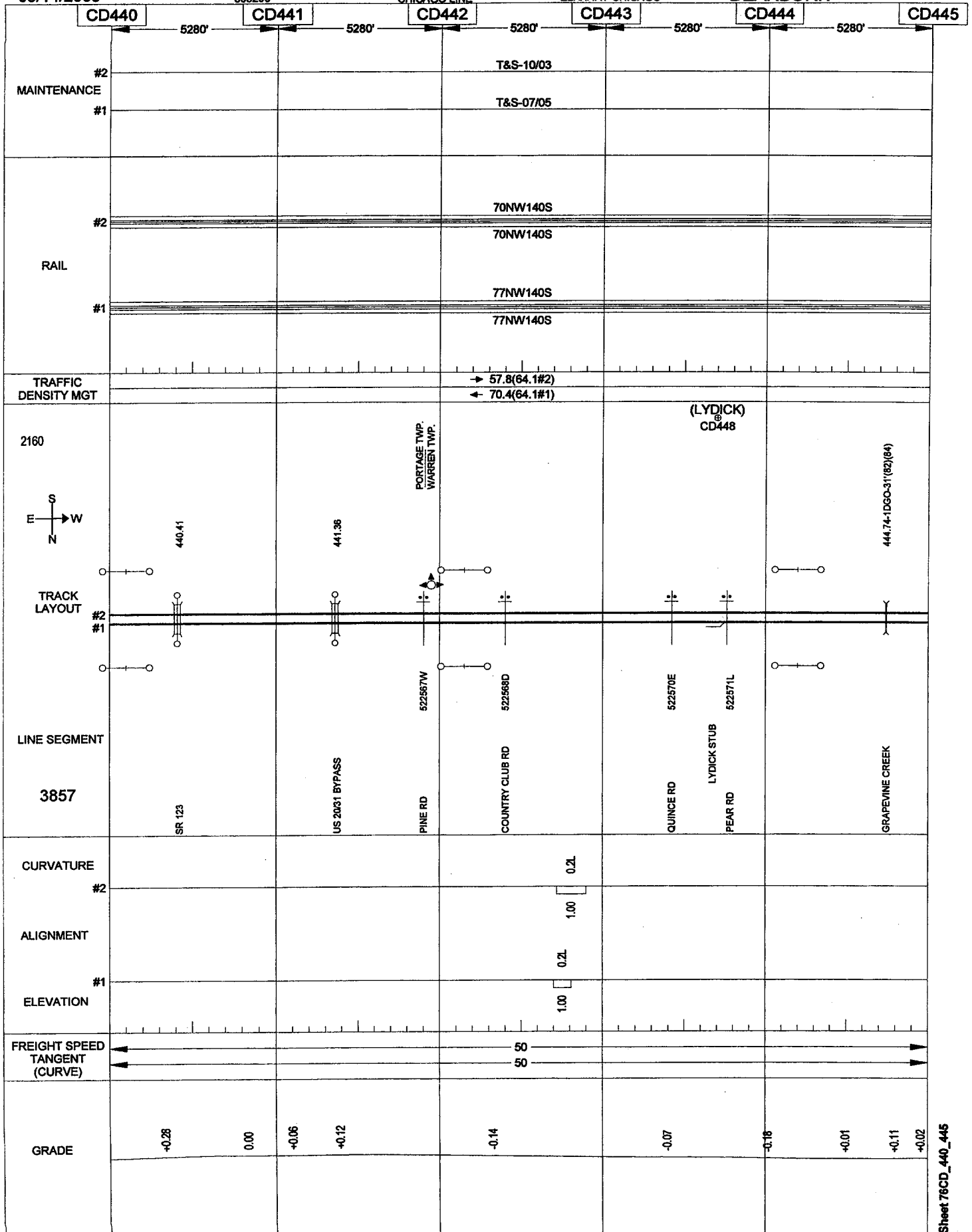
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061

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

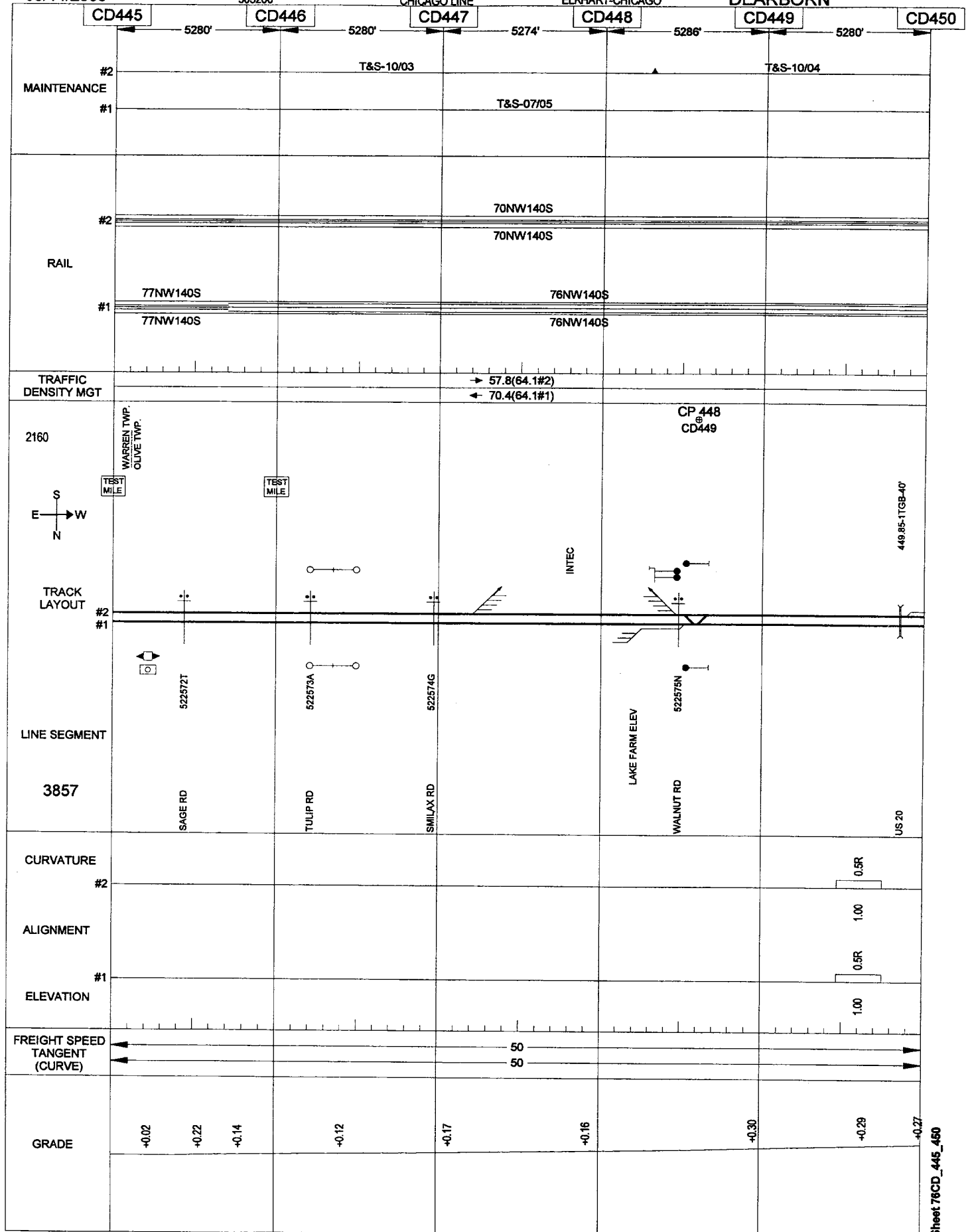
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062

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

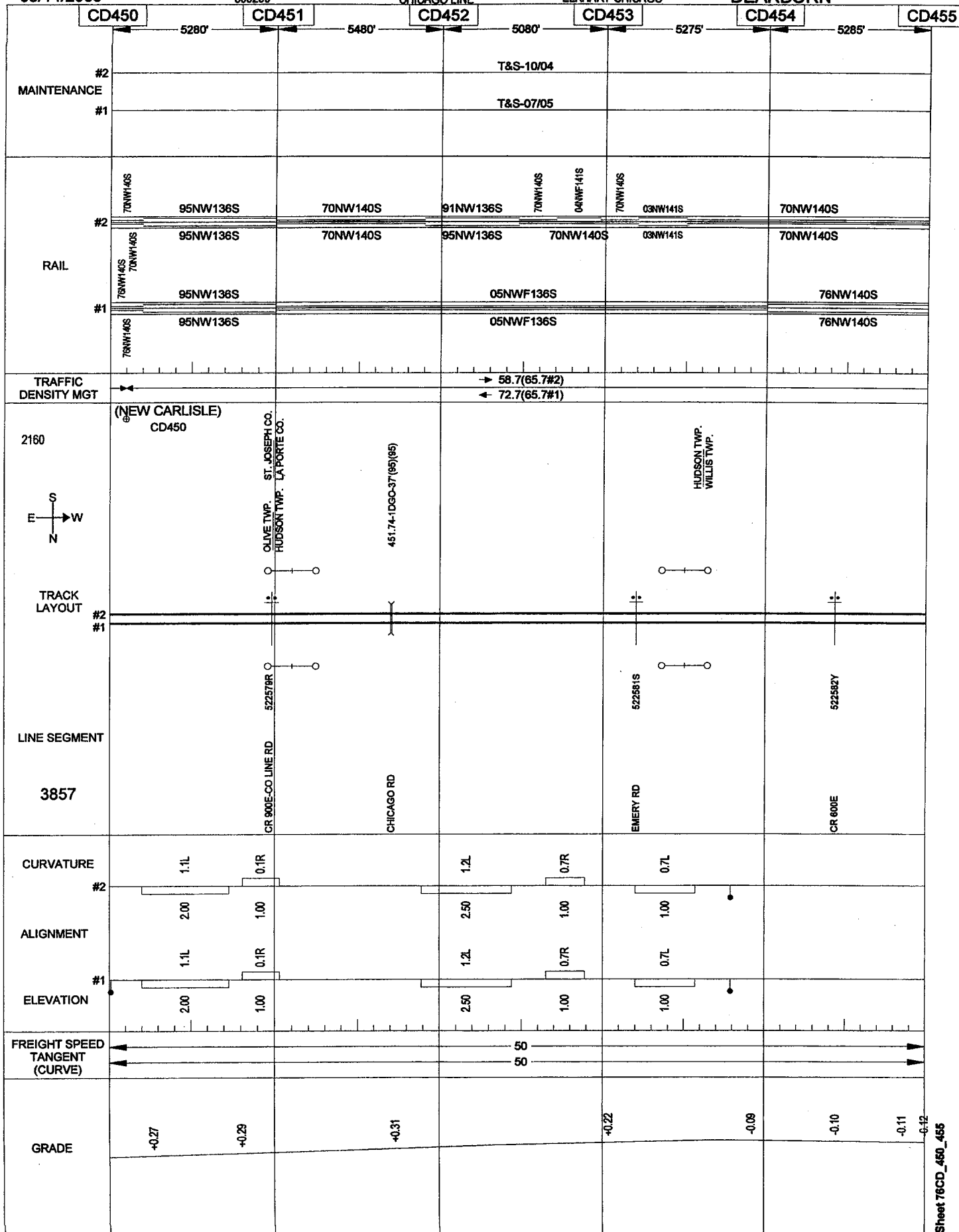
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063

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

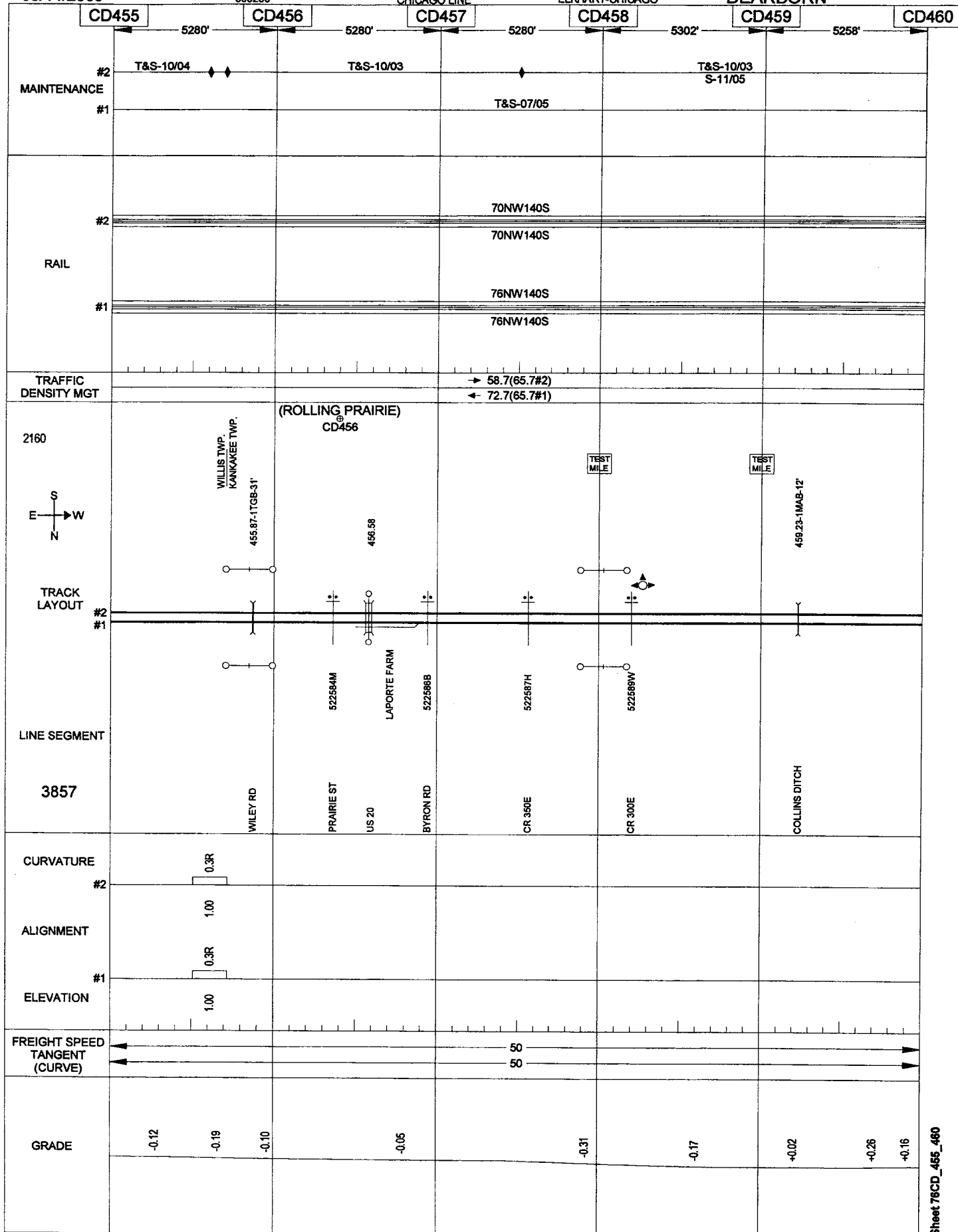
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064

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

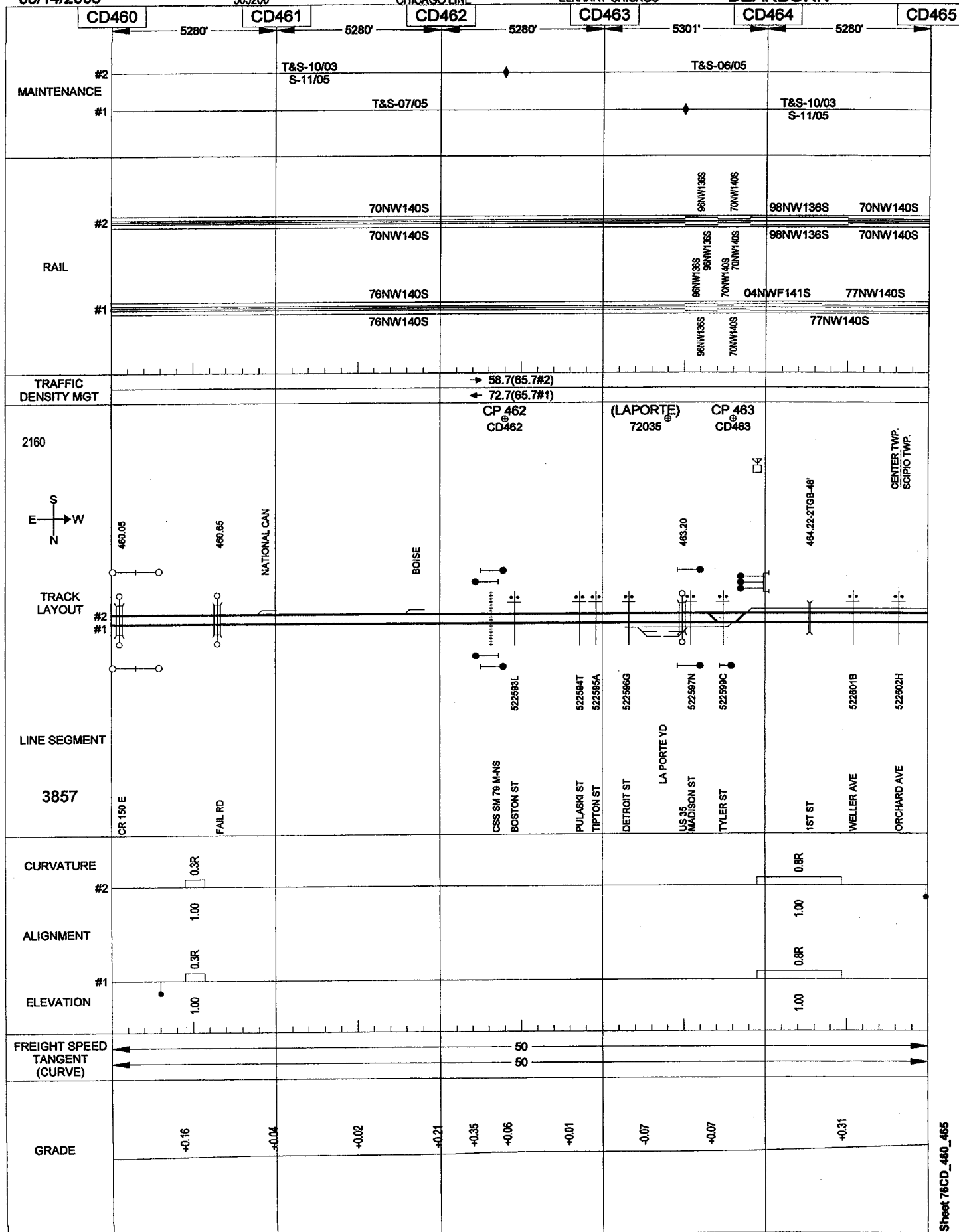
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065

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

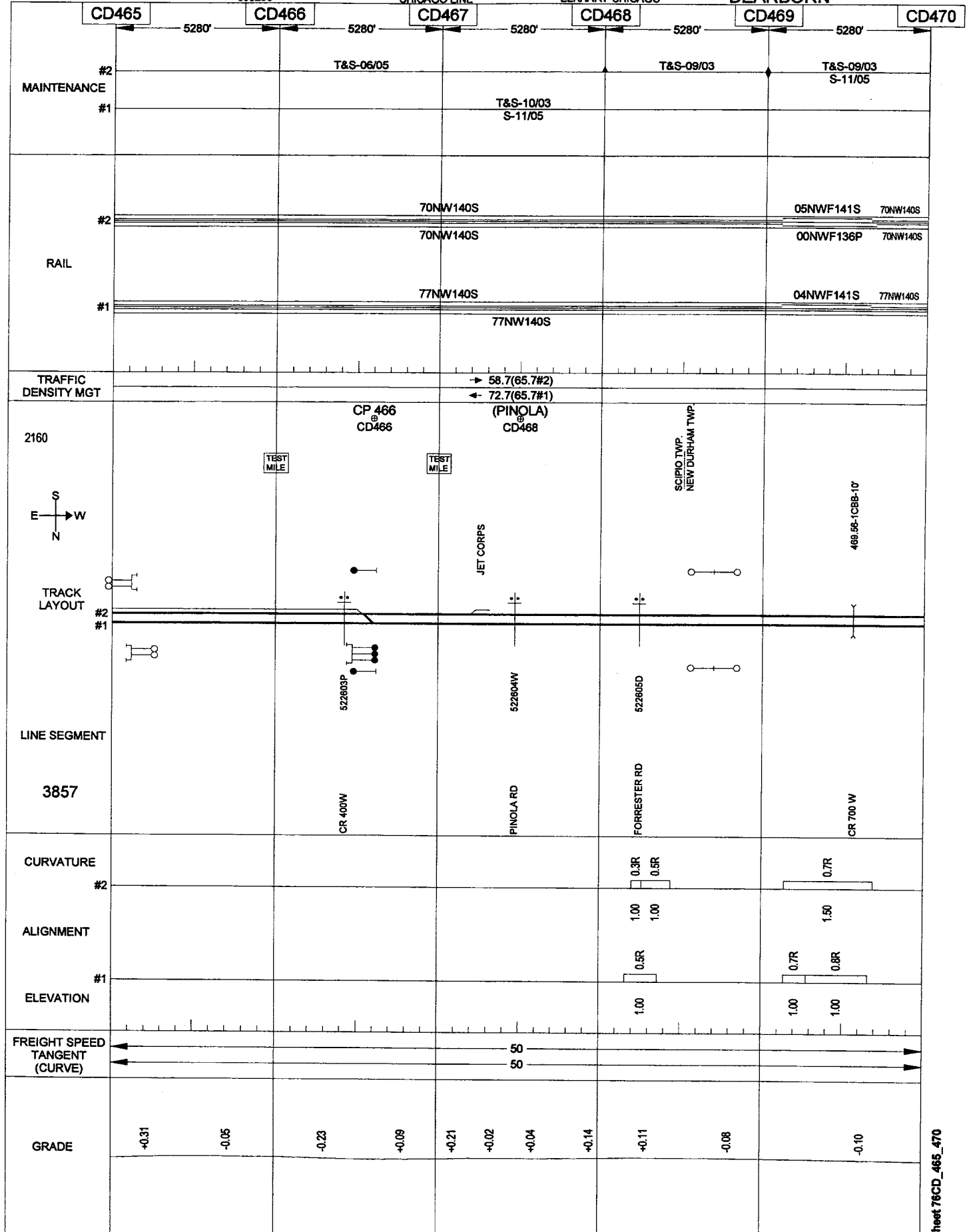
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066

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

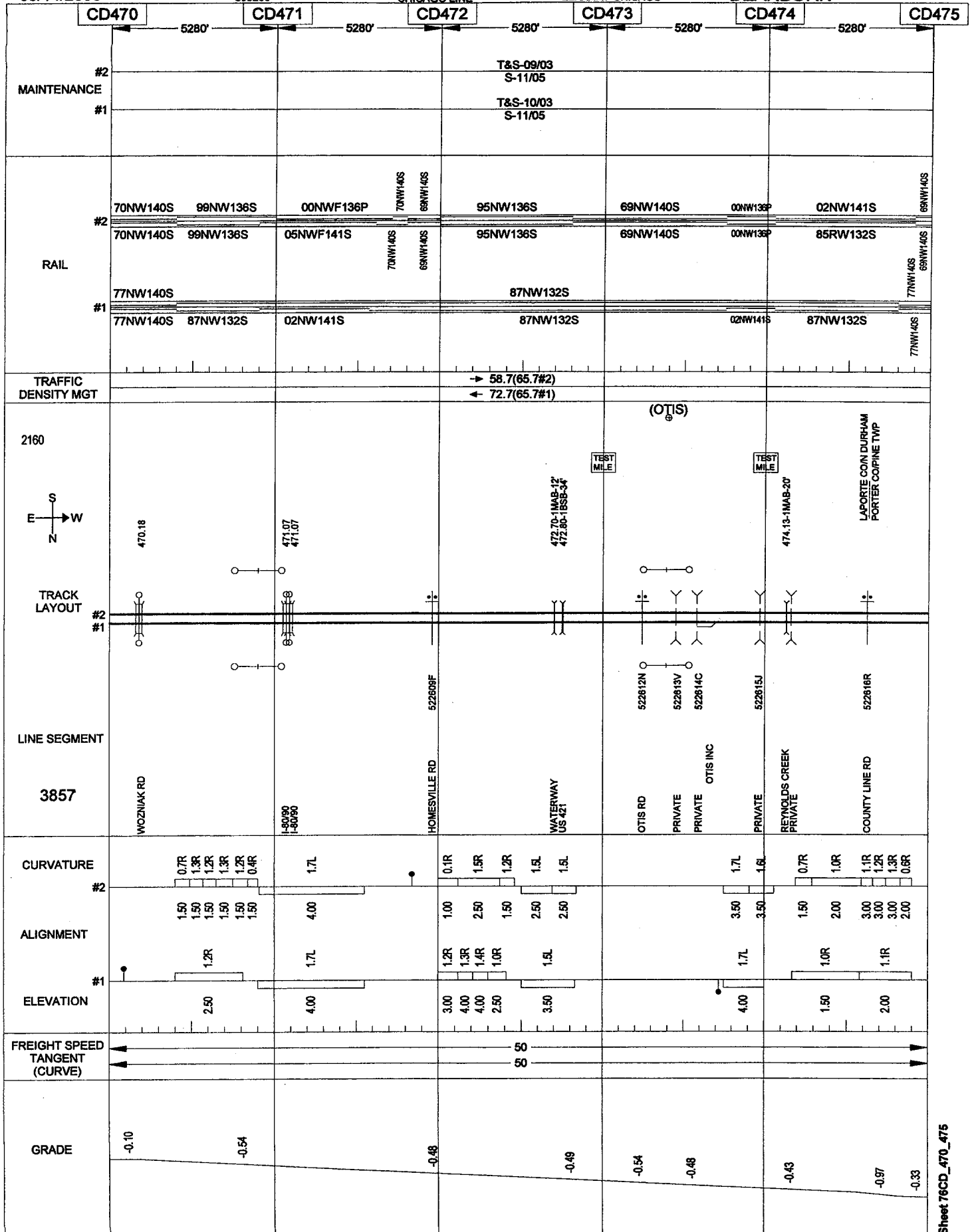
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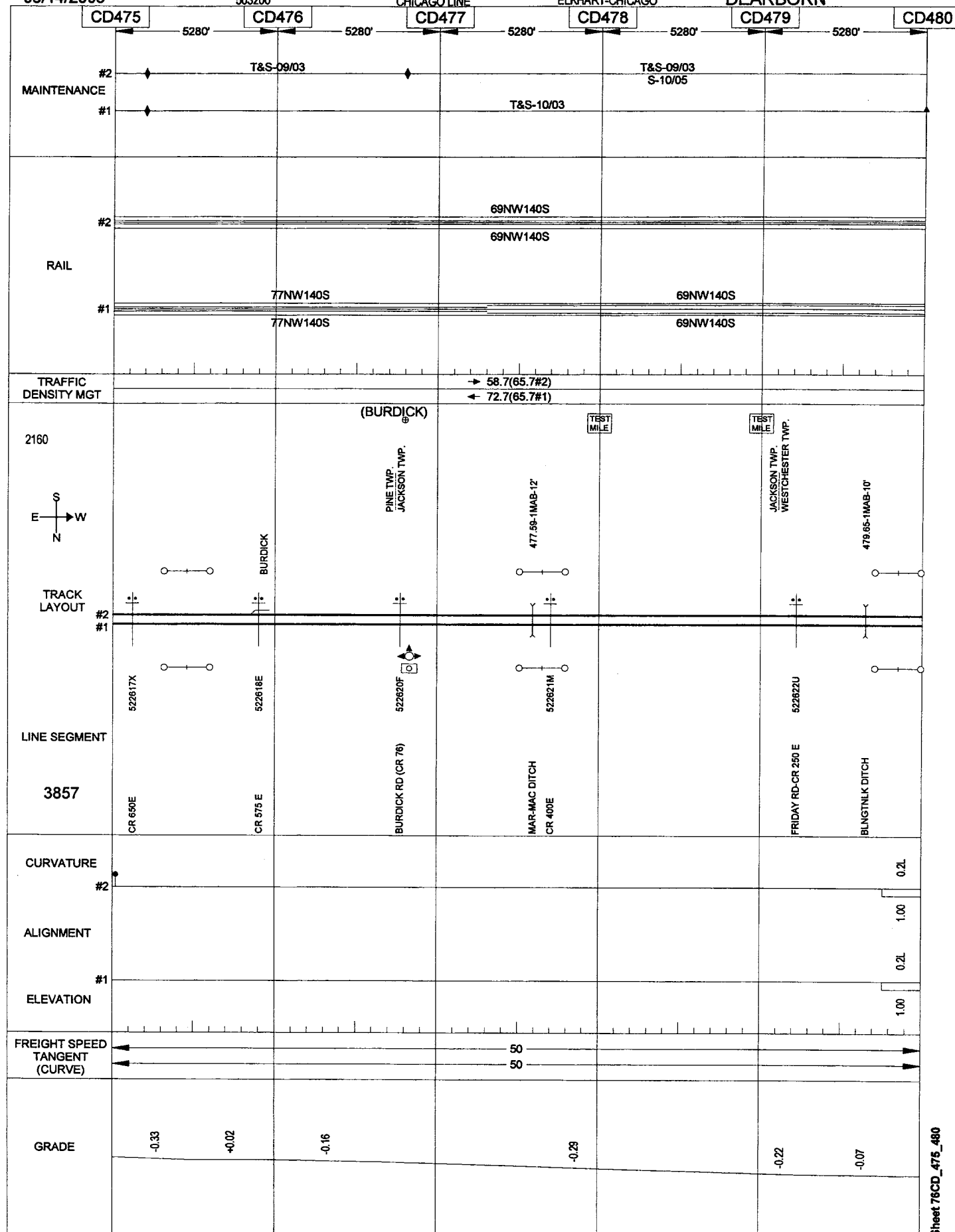
067

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN





06/14/2006

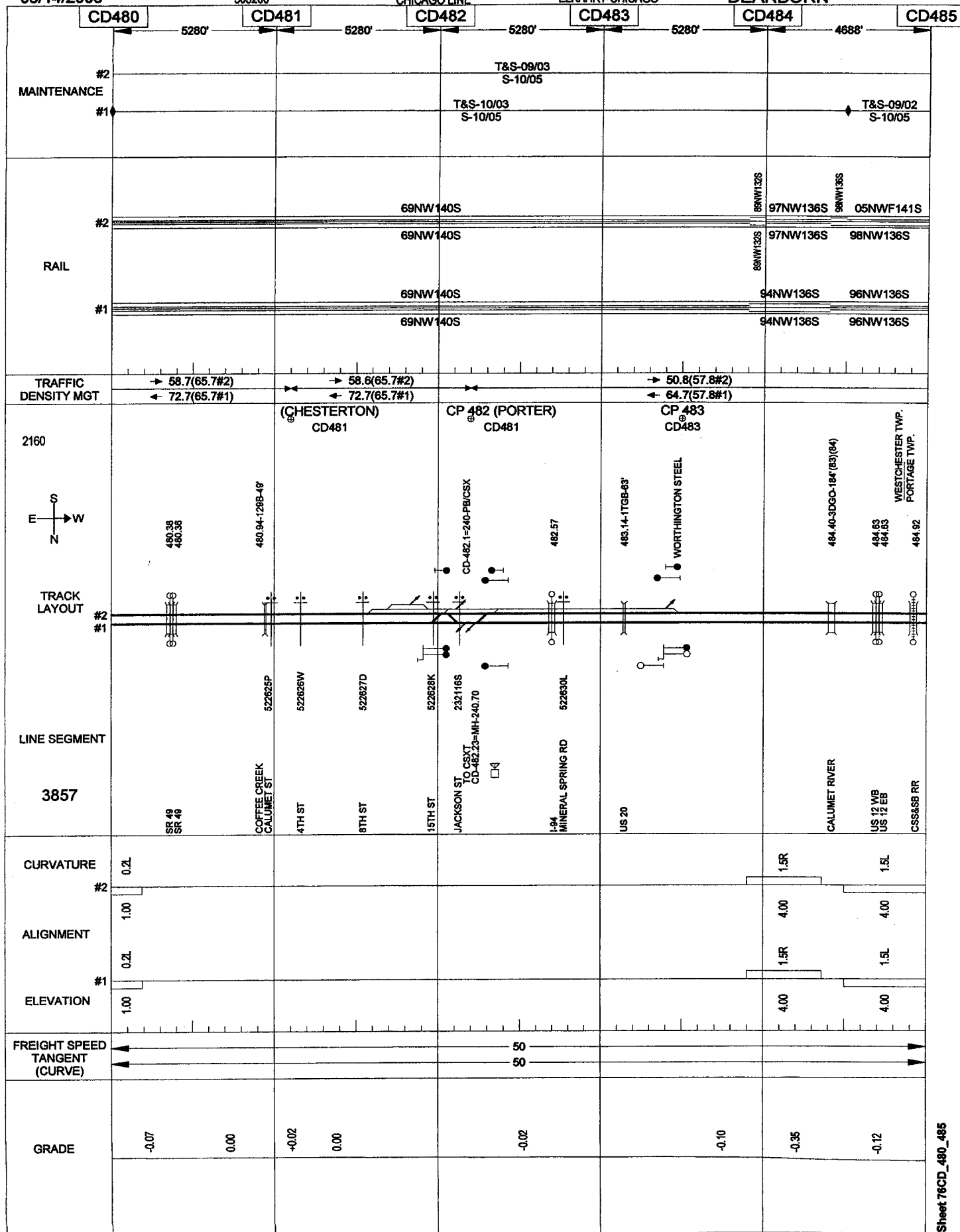
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069

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

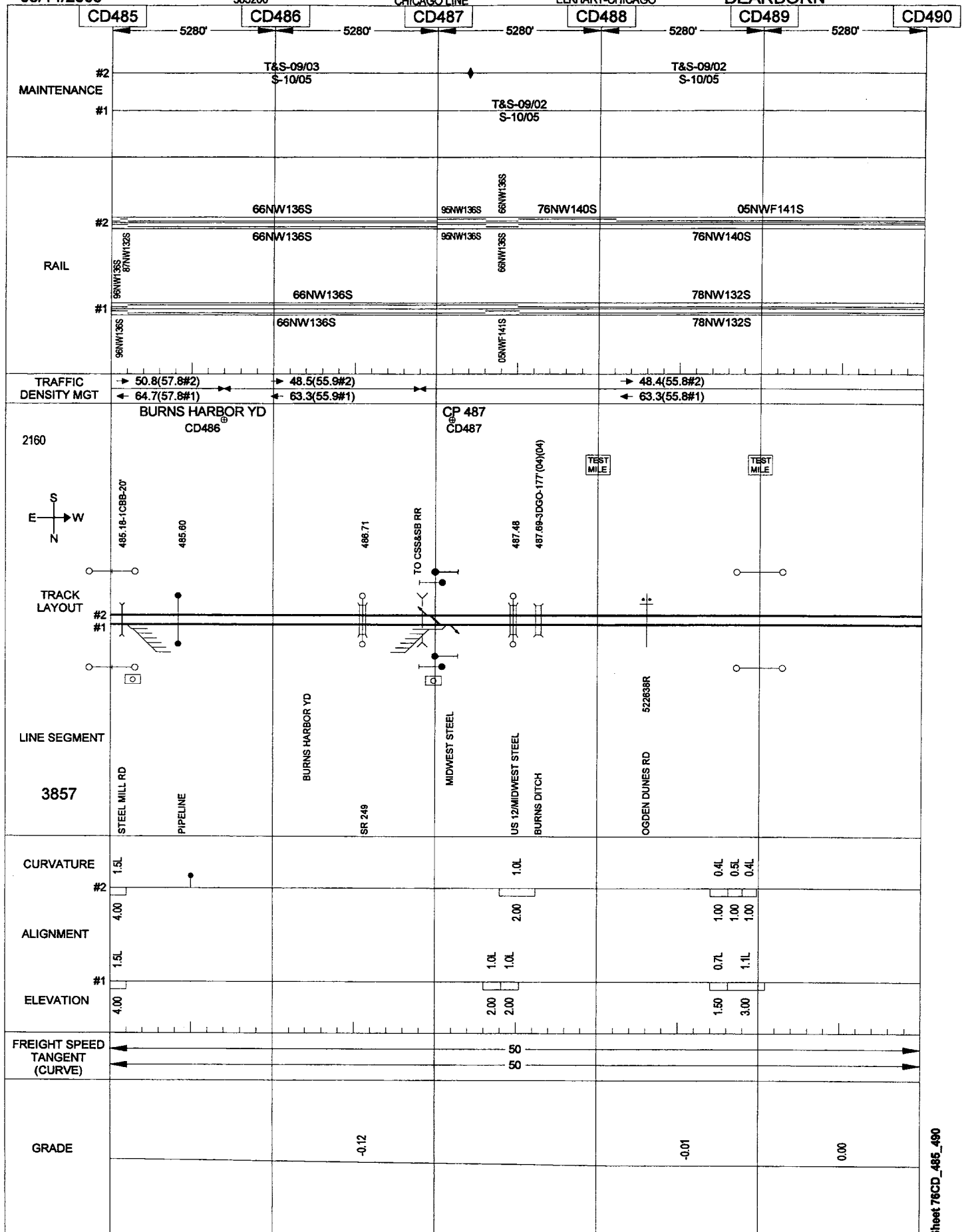
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070

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

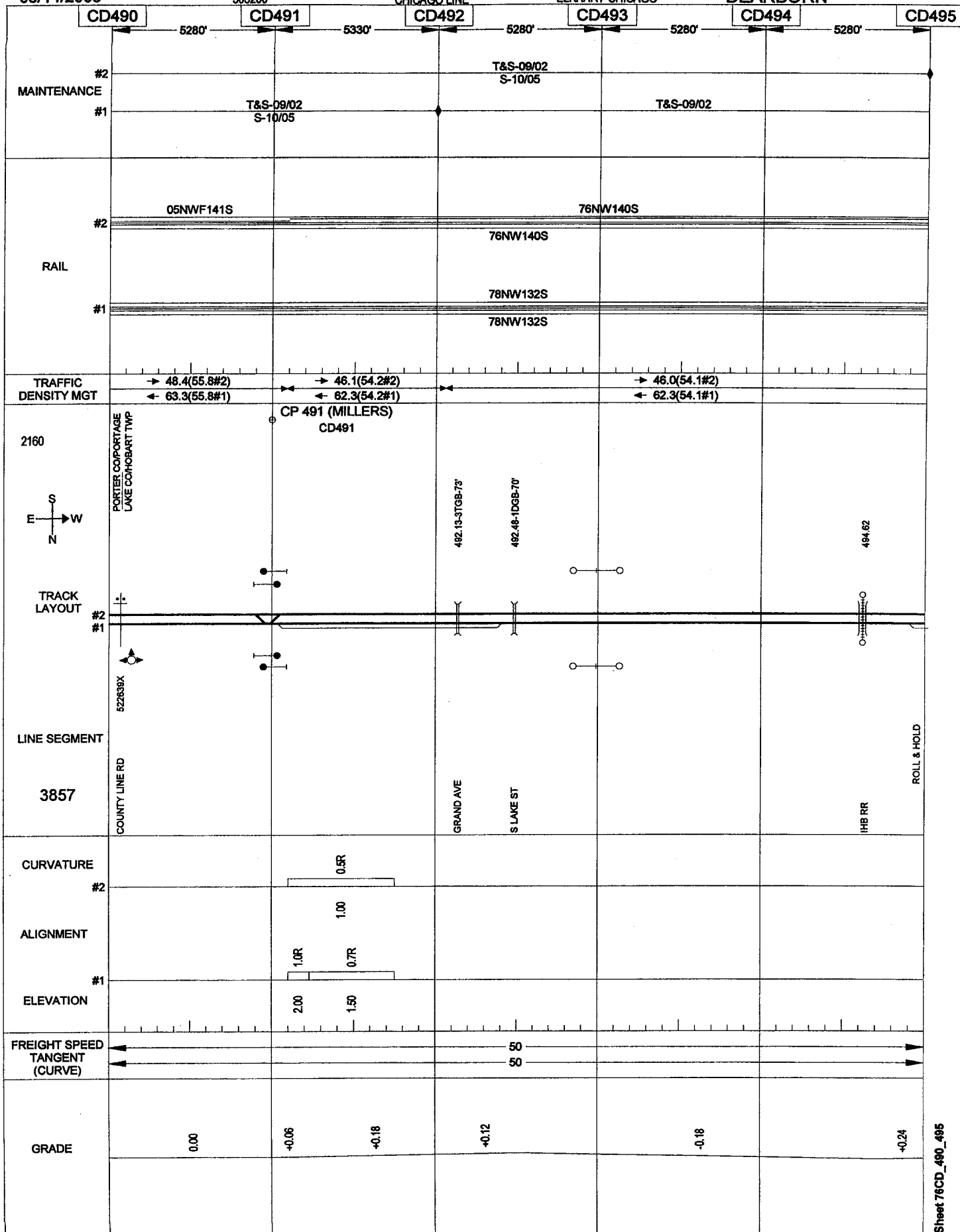
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071

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

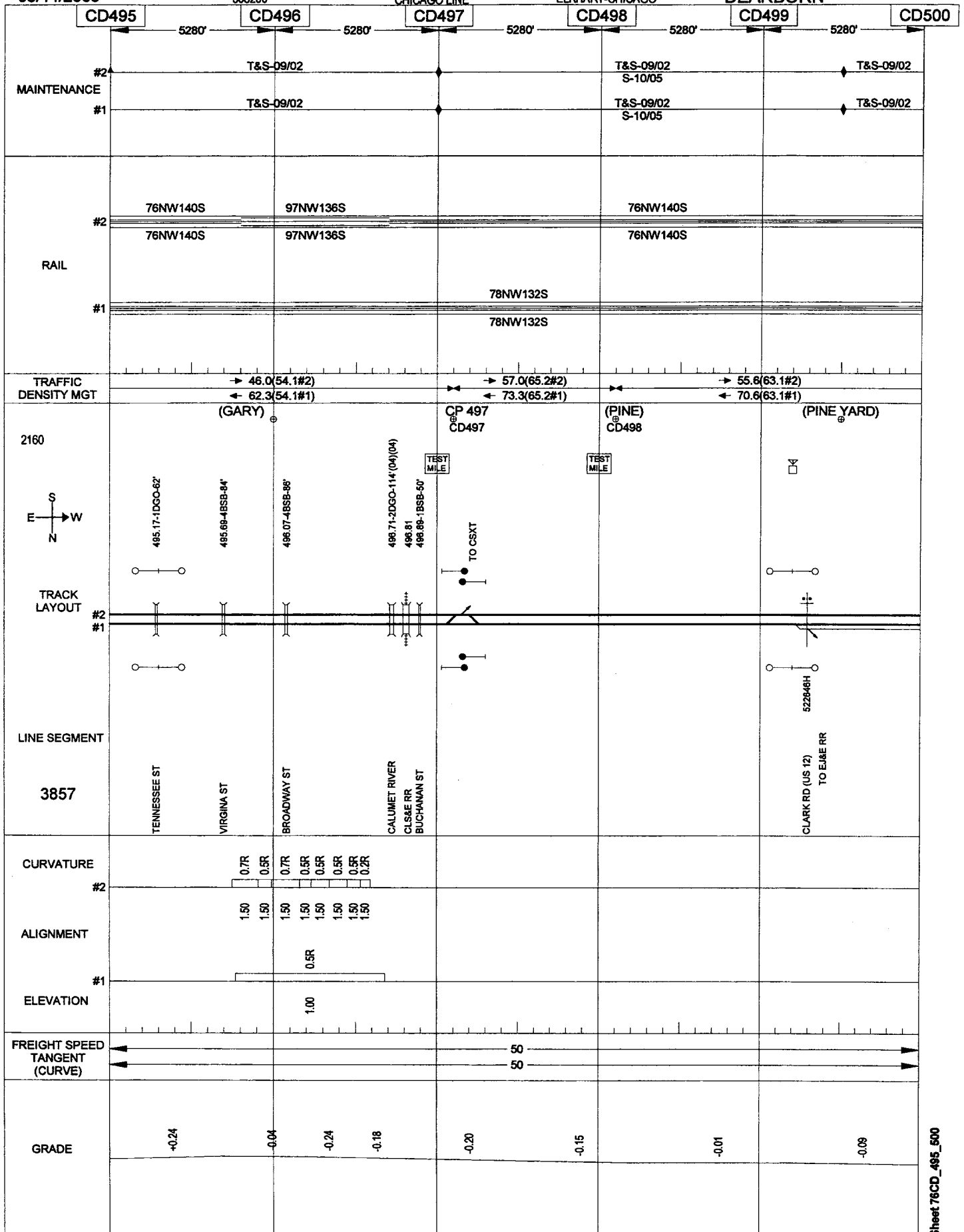
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072

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

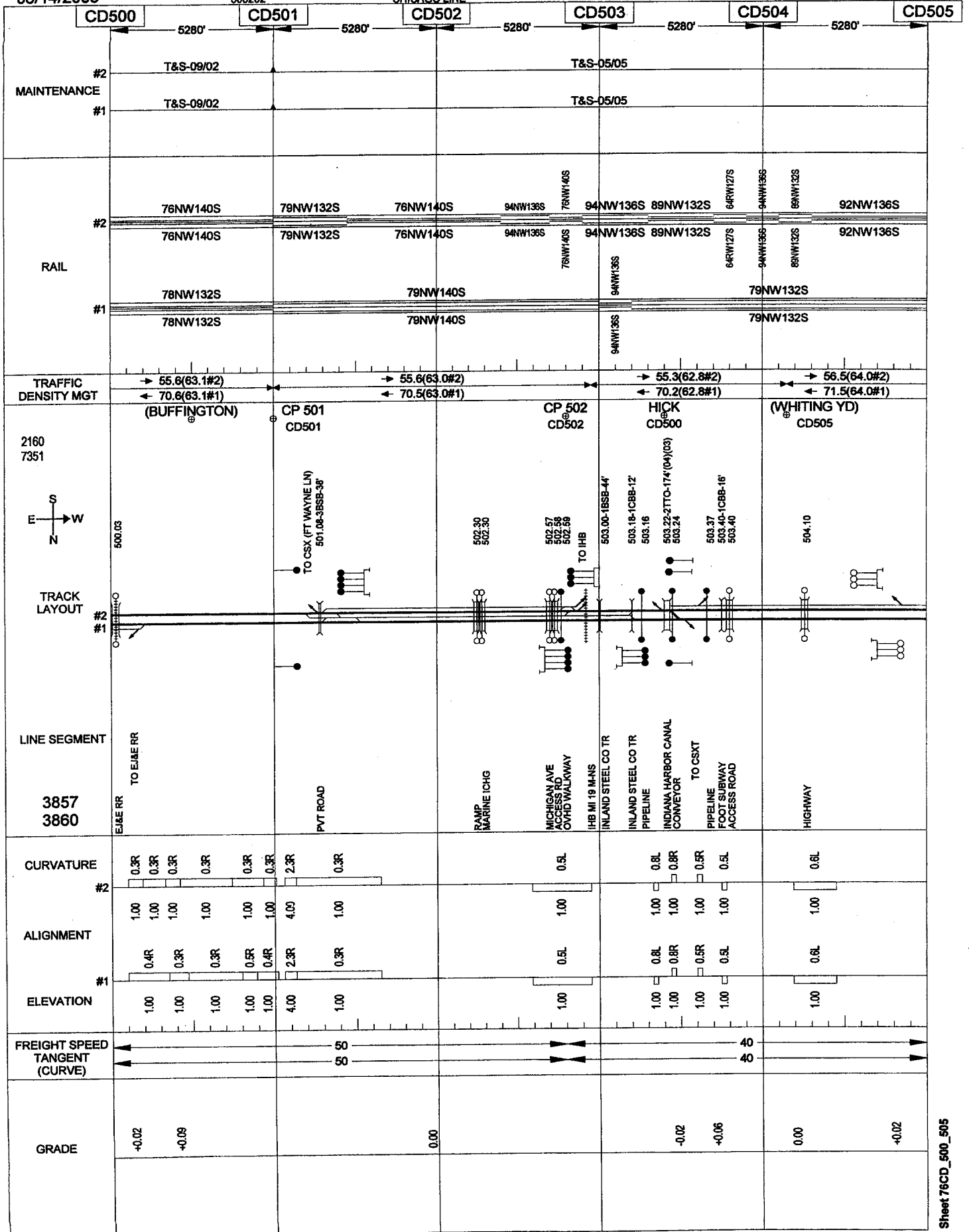
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073

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



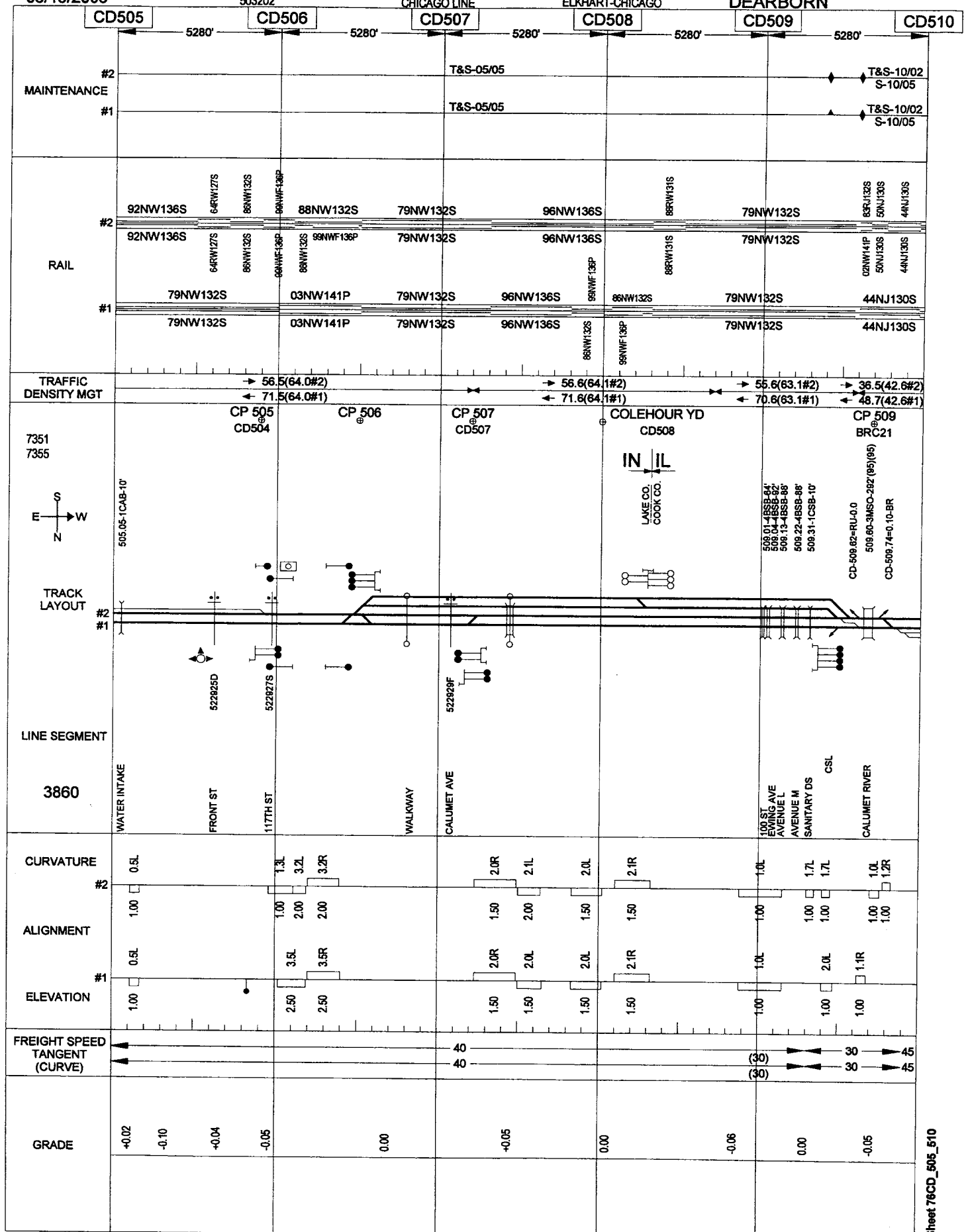
06/15/2006

074

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

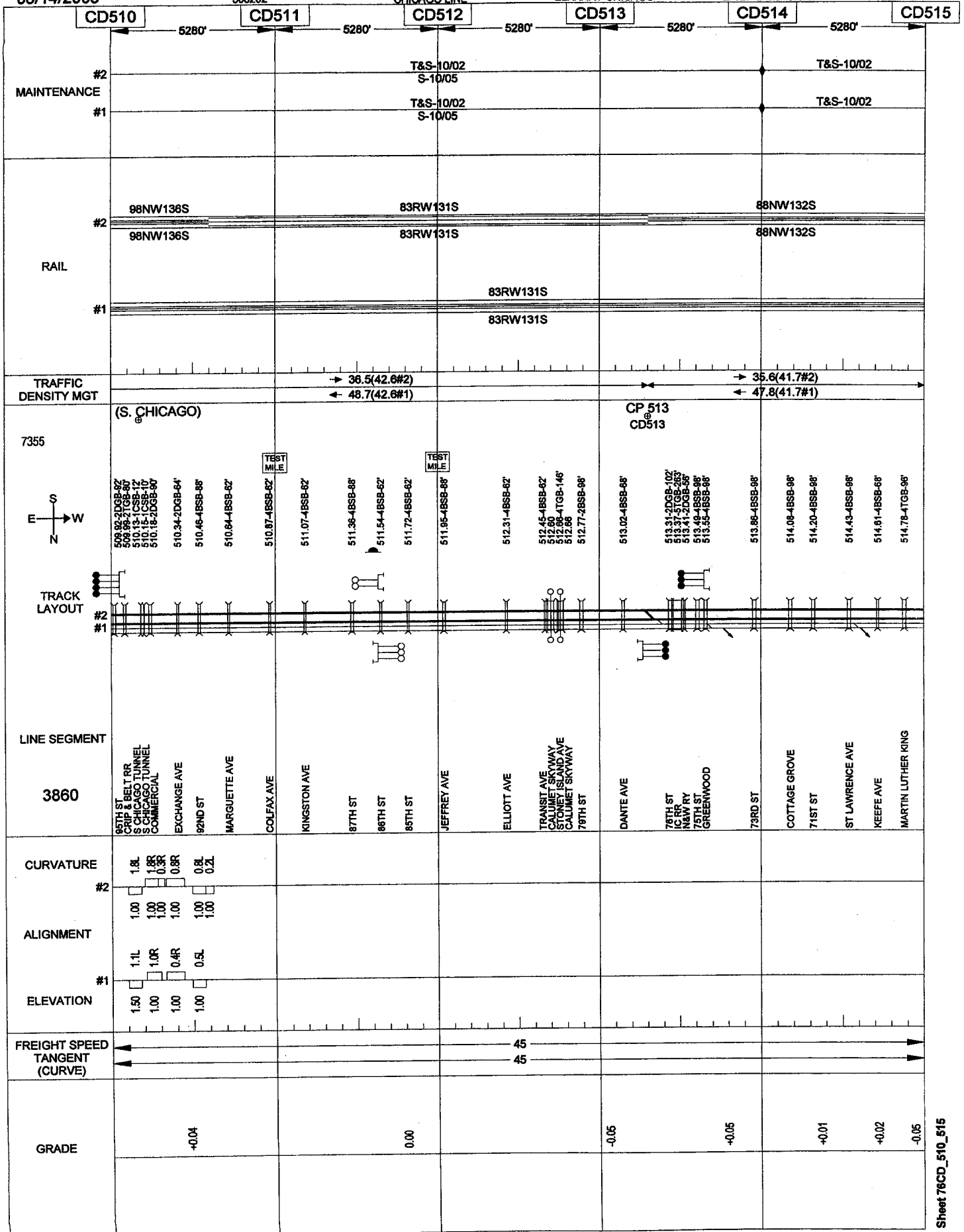
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075

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



06/14/2006

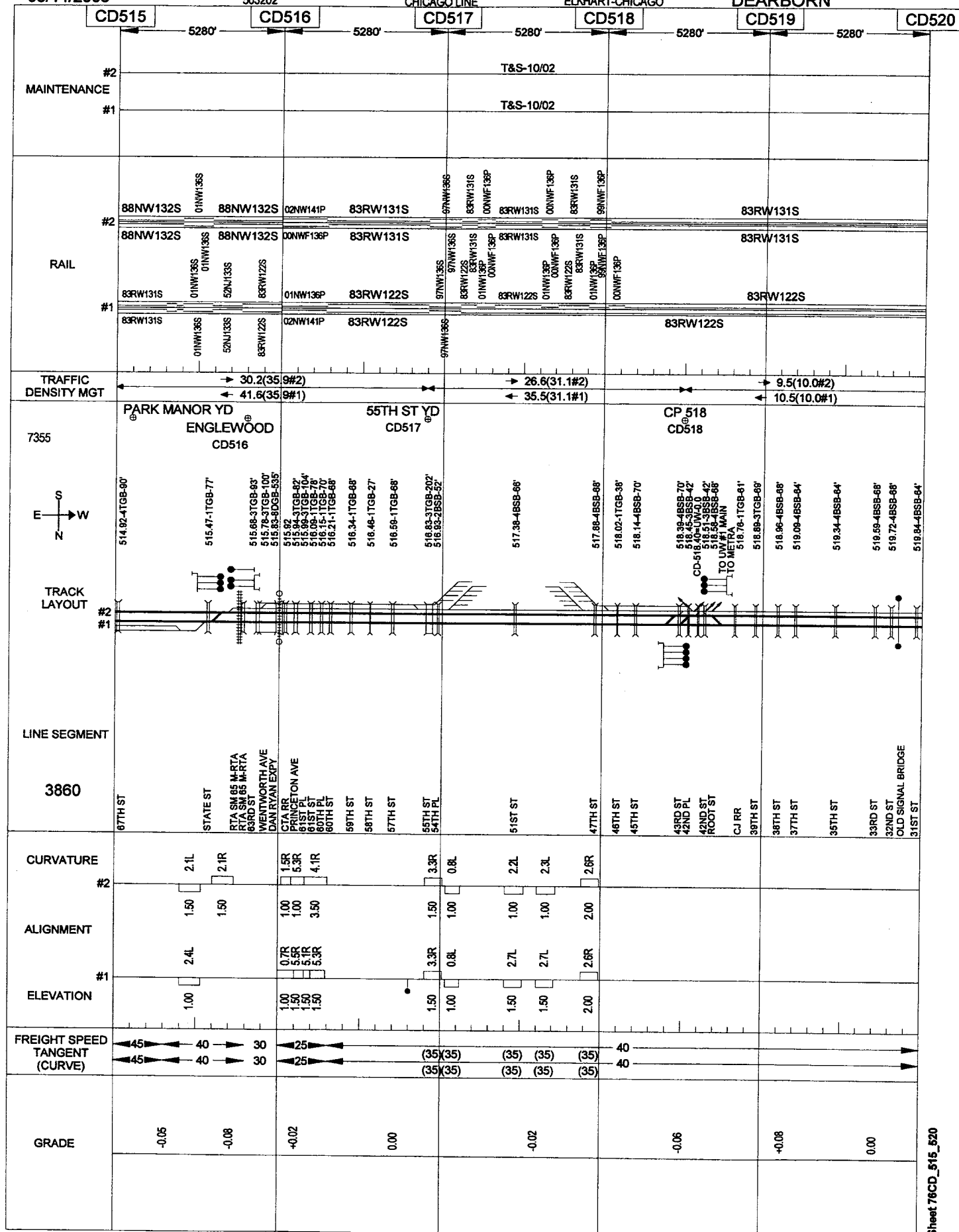
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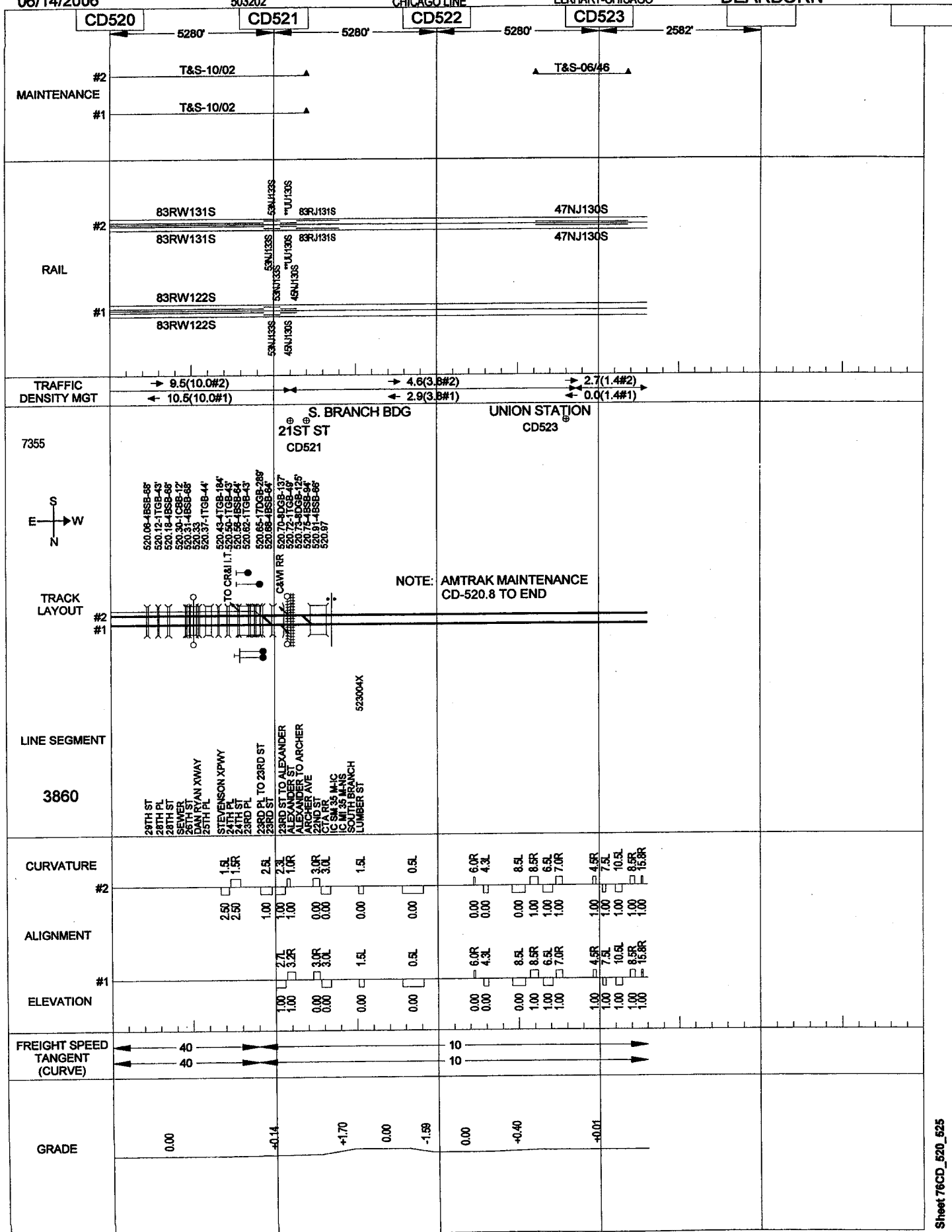
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CHICAGO LINE

ELKHART-CHICAGO

DEARBORN





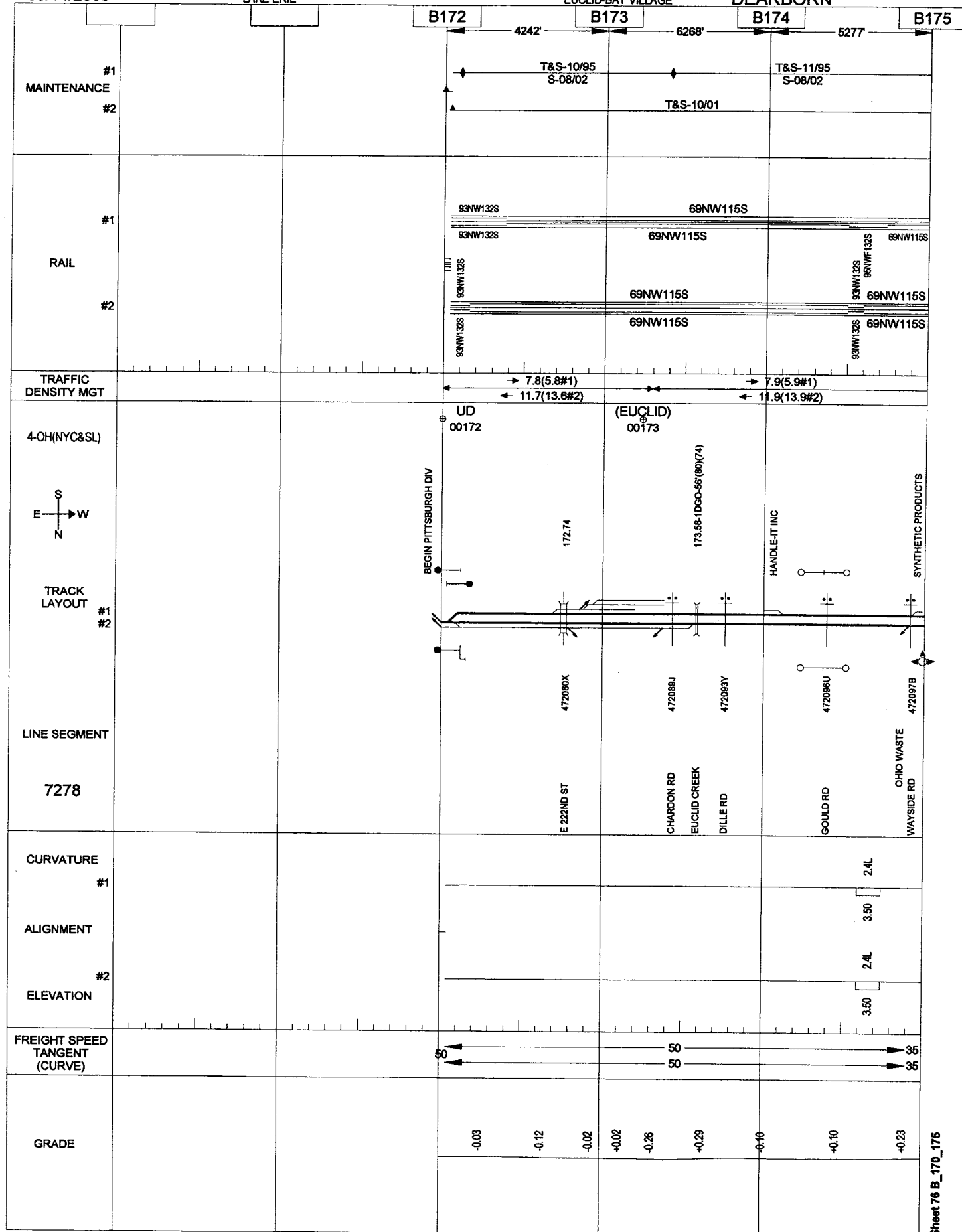
06/14/2006

LAKE ERIE

078

EUCLID-BAY VILLAGE

DEARBORN



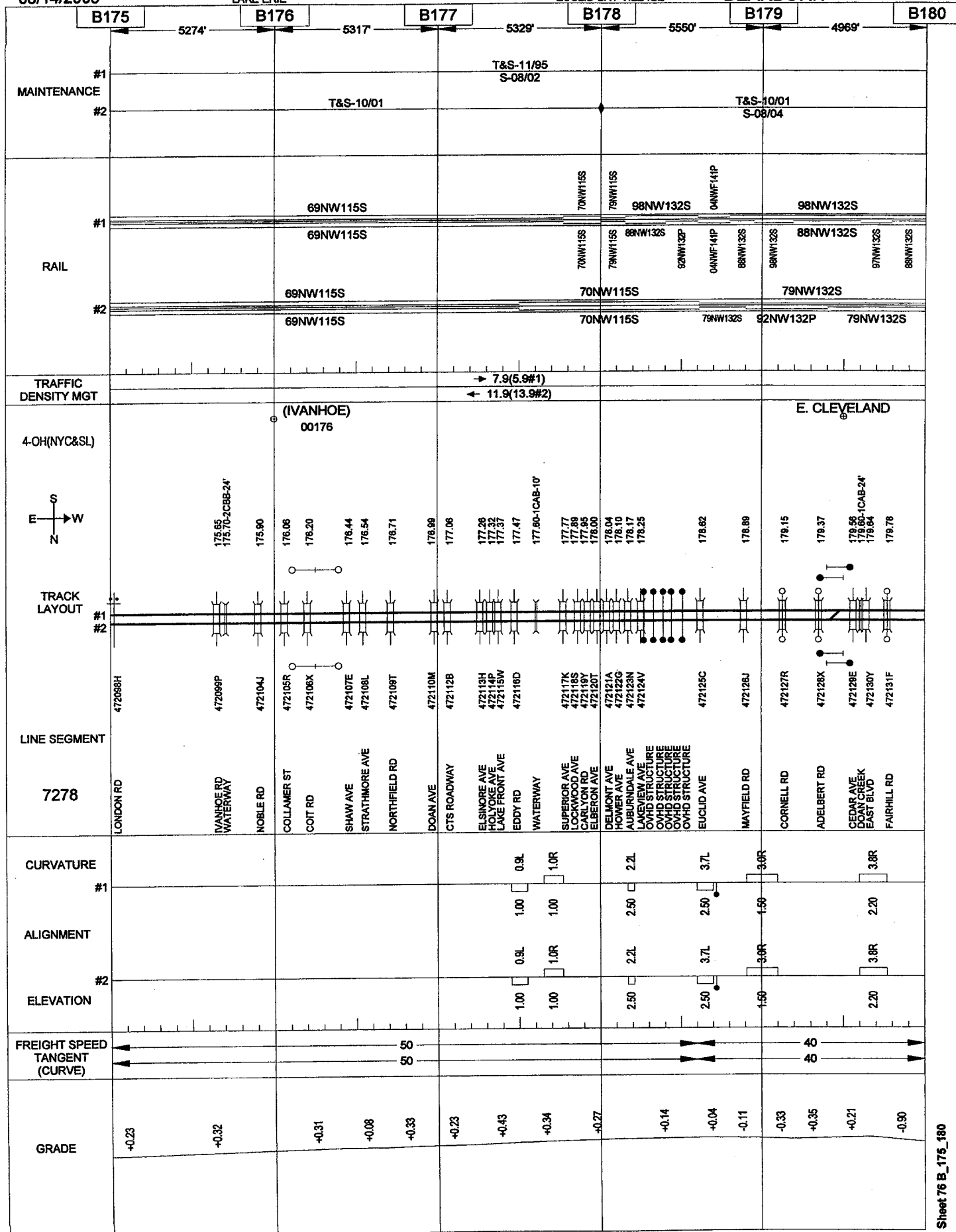
06/14/2006

079

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



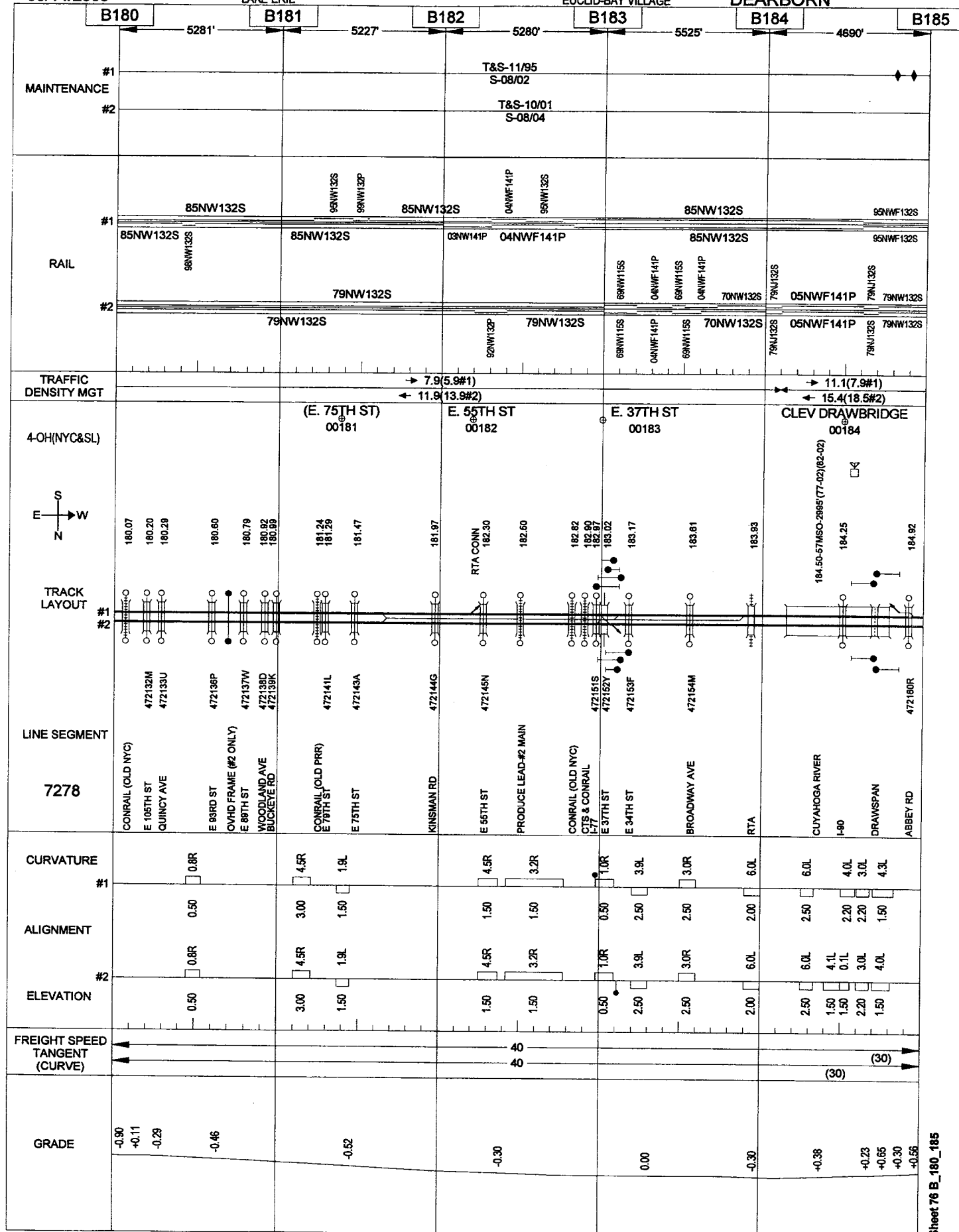
06/14/2006

080

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



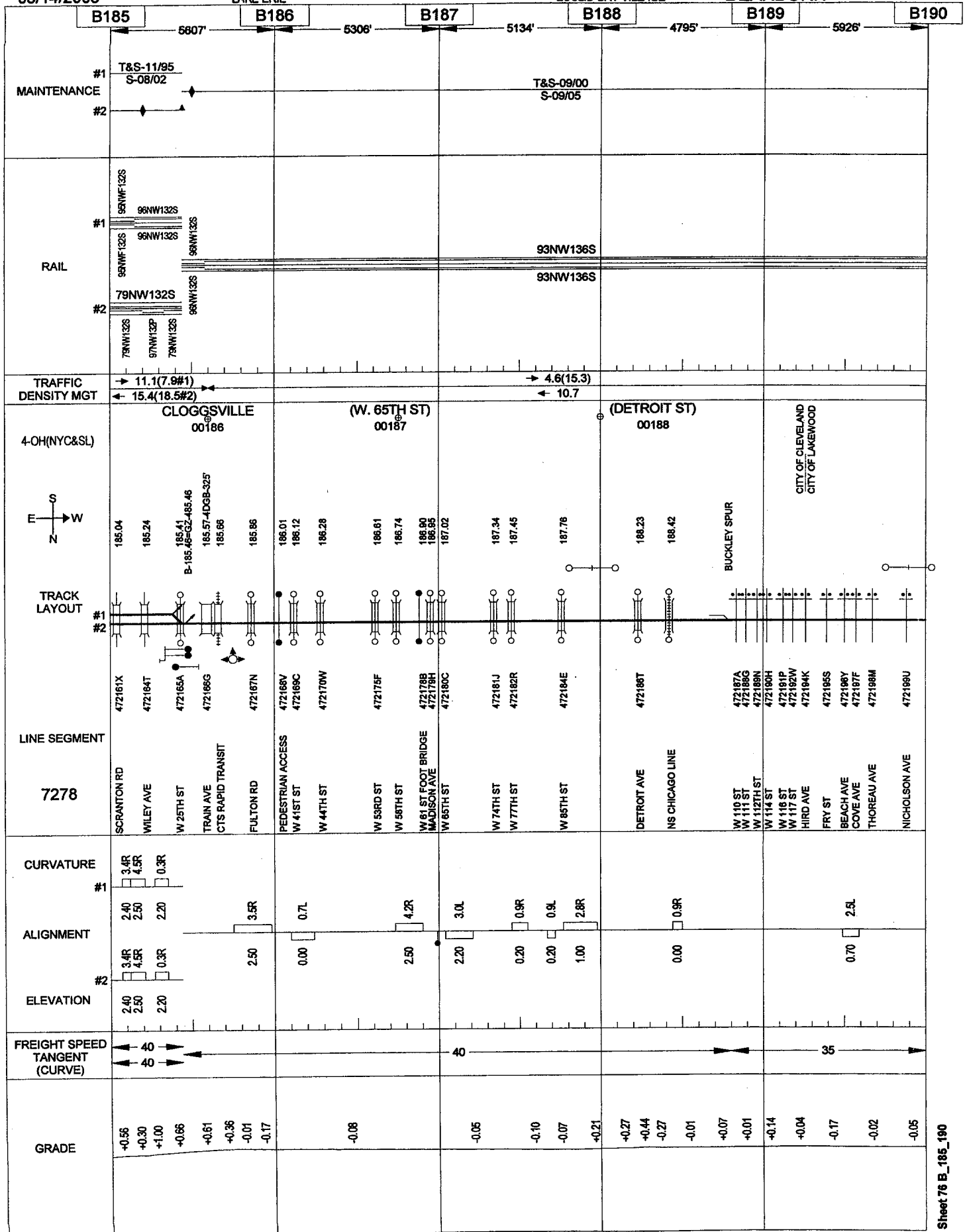
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081

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



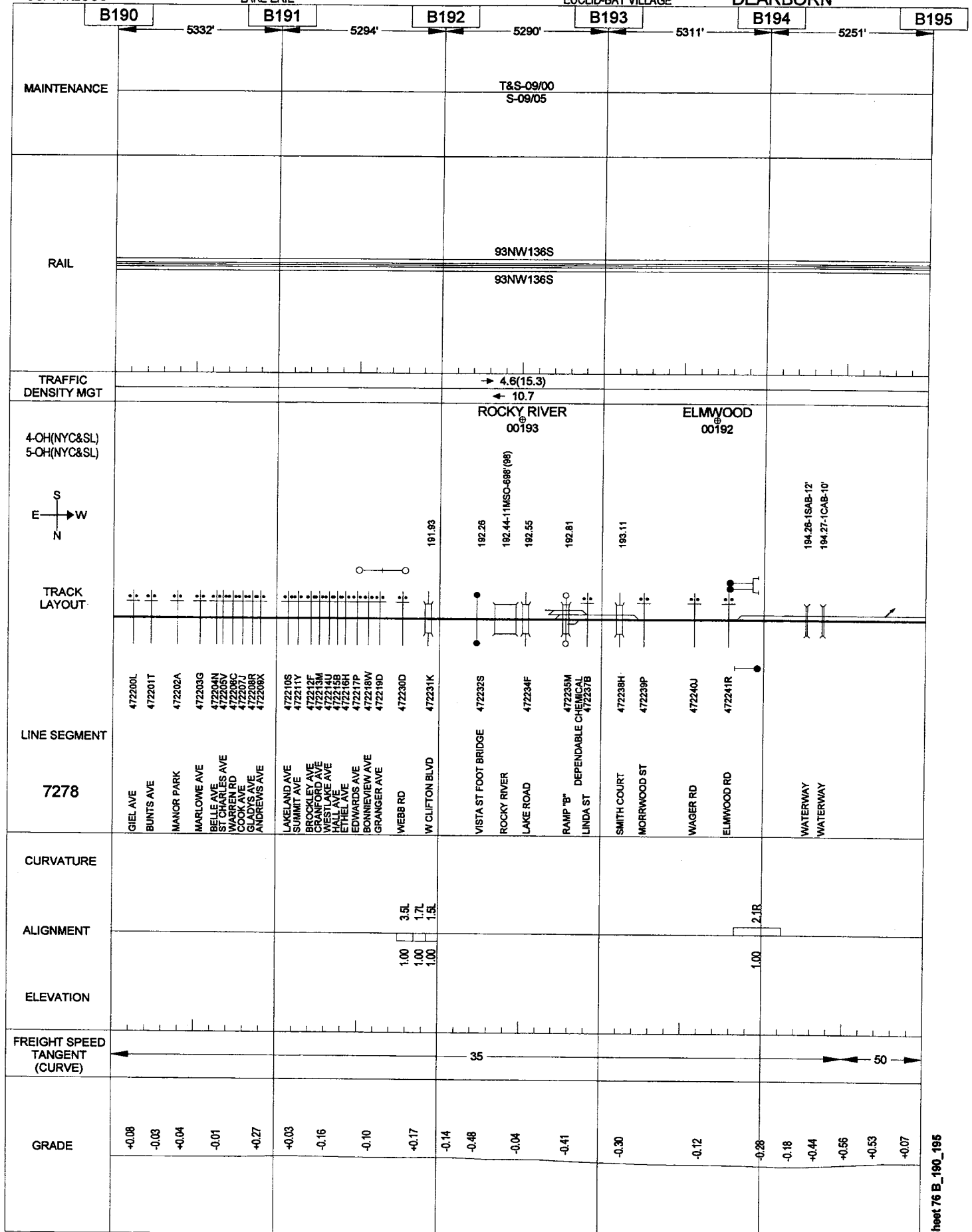
06/14/2006

082

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



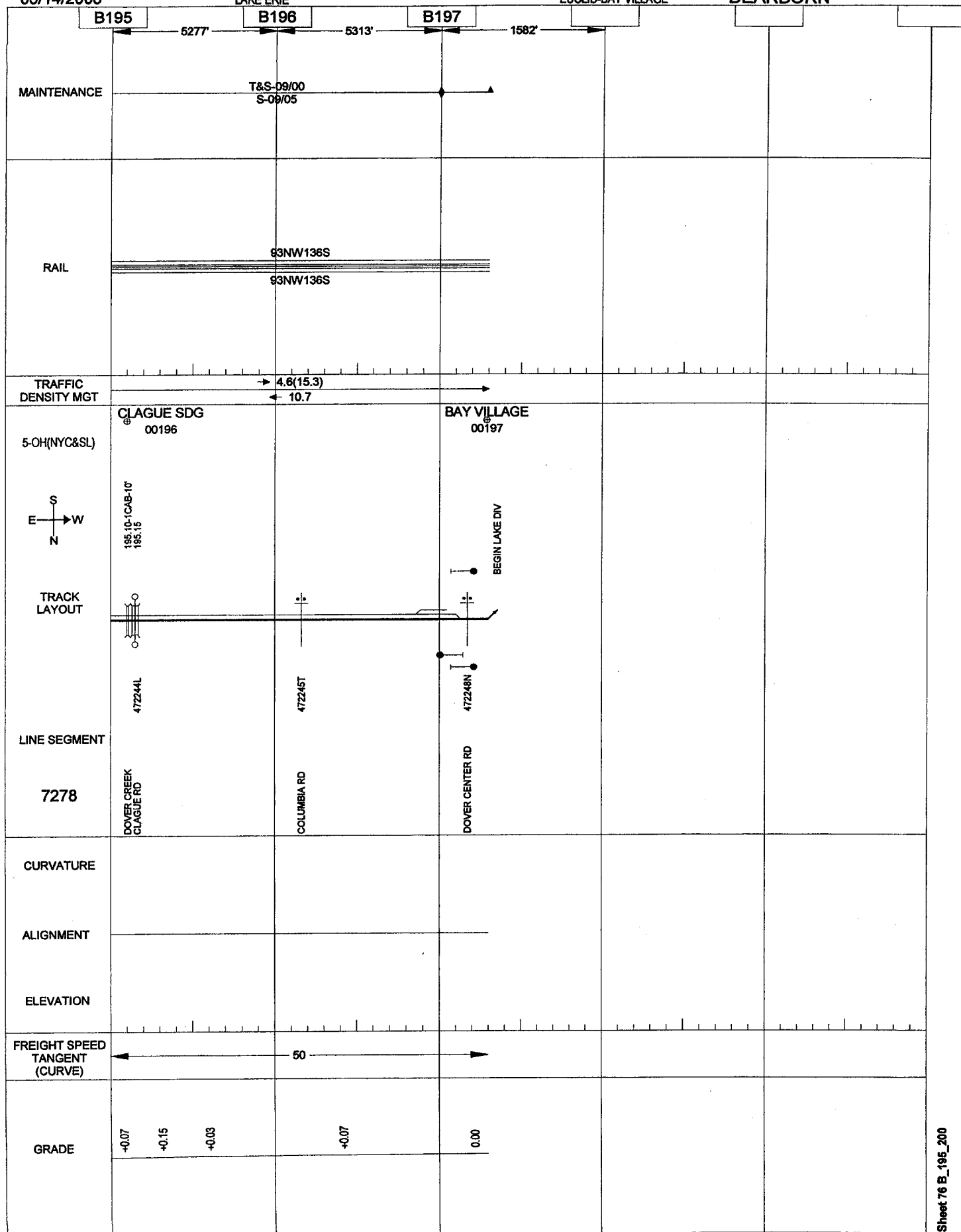
06/14/2006

LAKE ERIE

083

EUCLID-BAY VILLAGE

DEARBORN



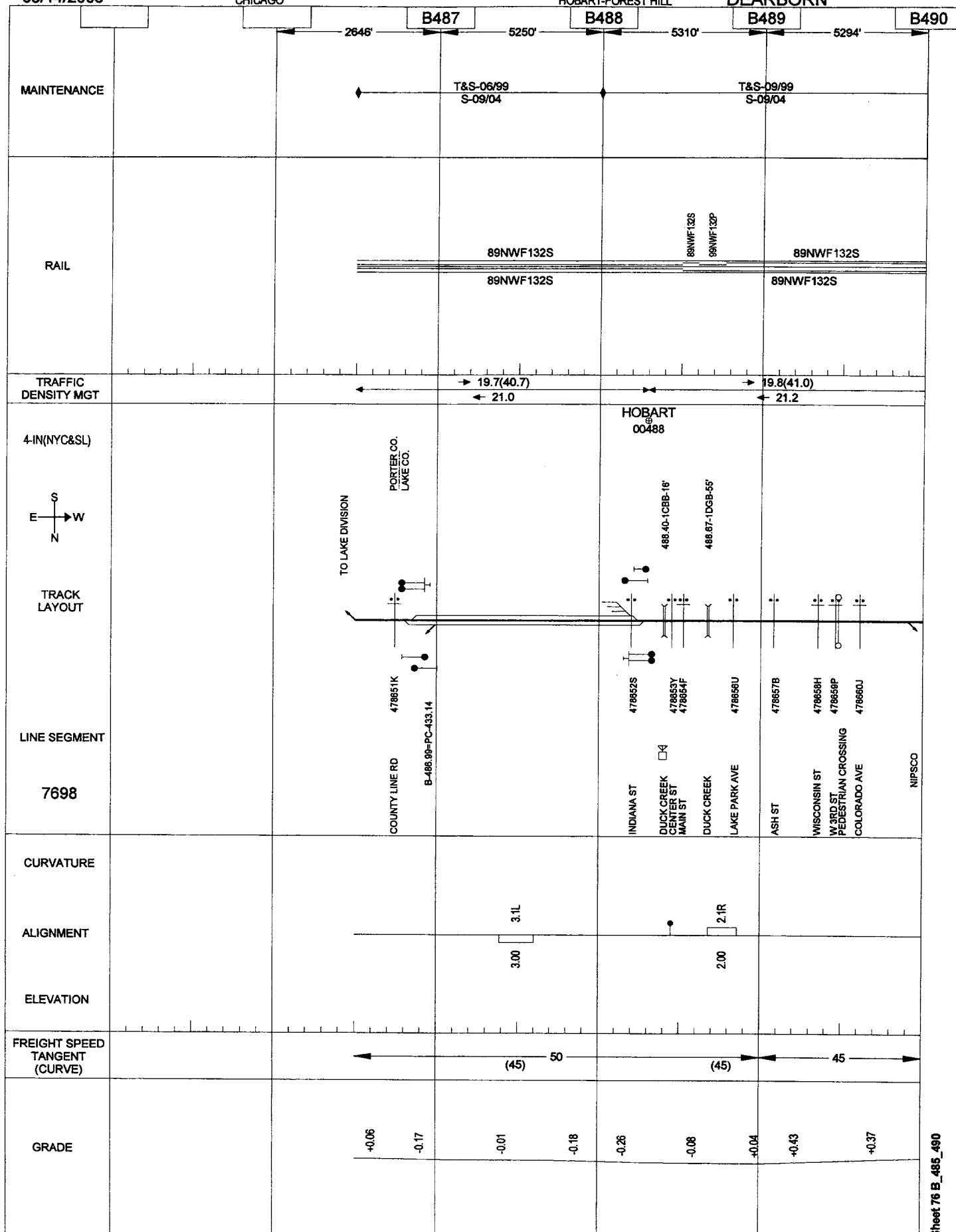
06/14/2006

084

CHICAGO

HOBART-FOREST HILL

DEARBORN



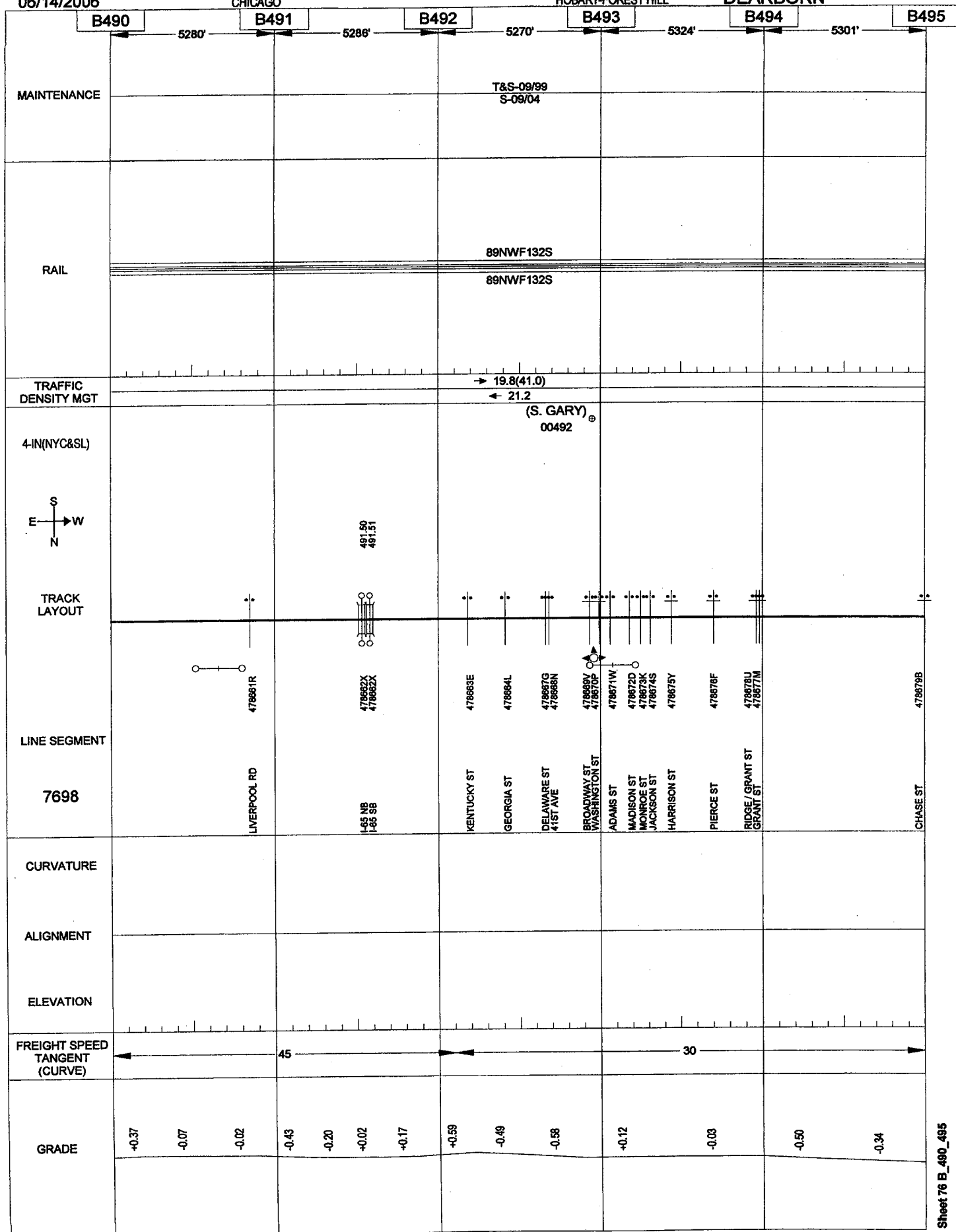
06/14/2006

085

CHICAGO

HOBART-FOREST HILL

DEARBORN



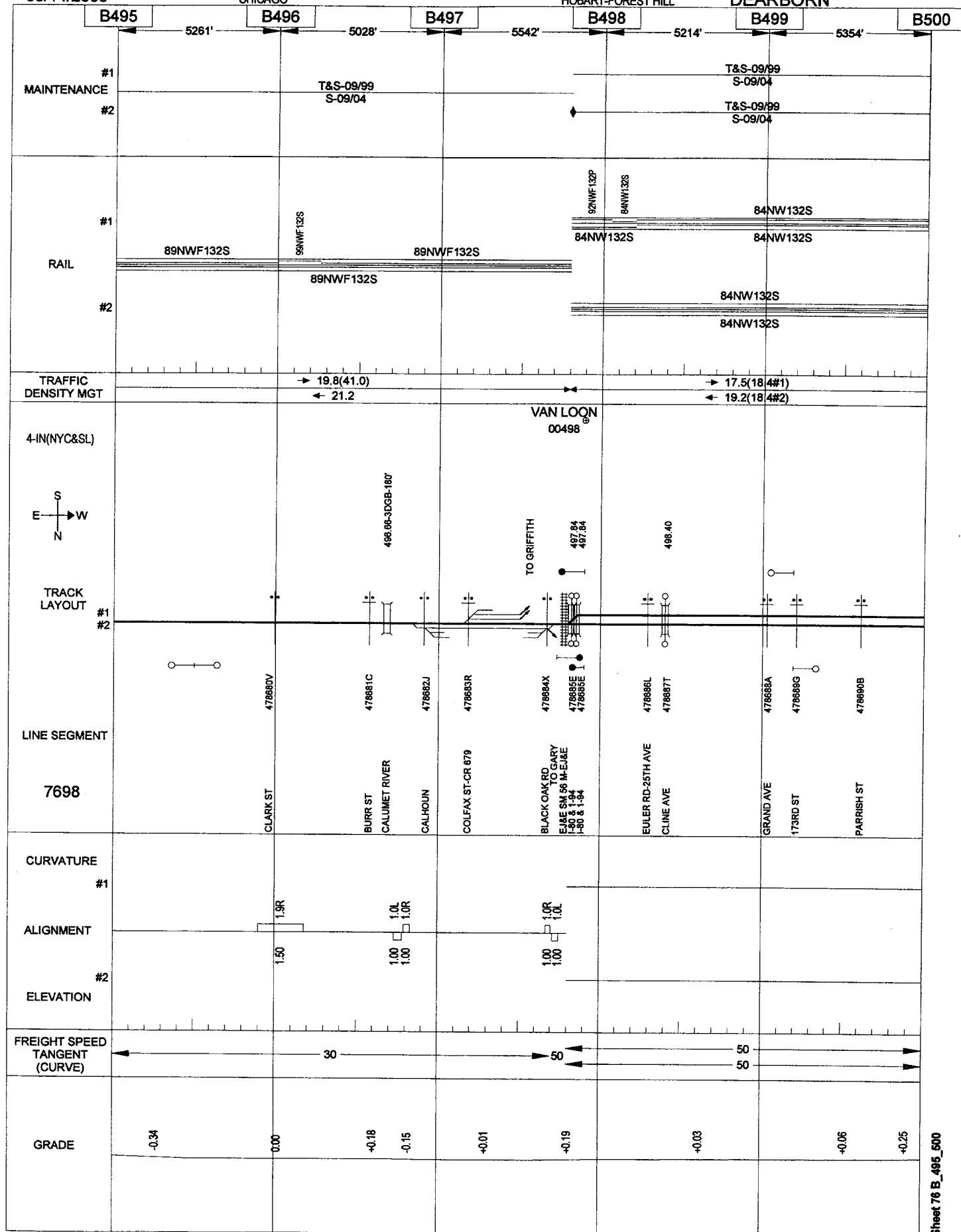
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CHICAGO

086

HOBART-FOREST HILL

DEARBORN



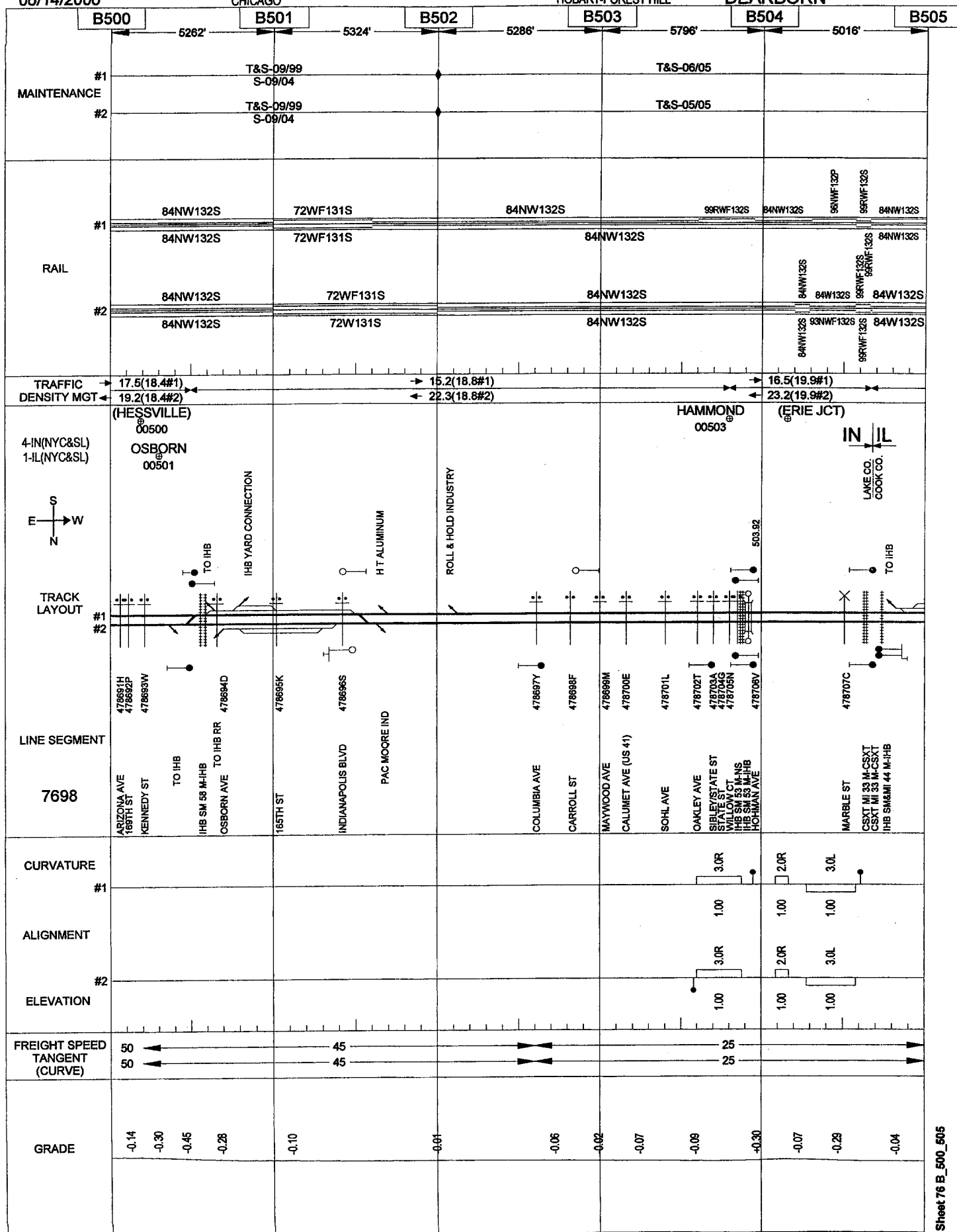
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087

CHICAGO

HOBART-FOREST HILL

DEARBORN



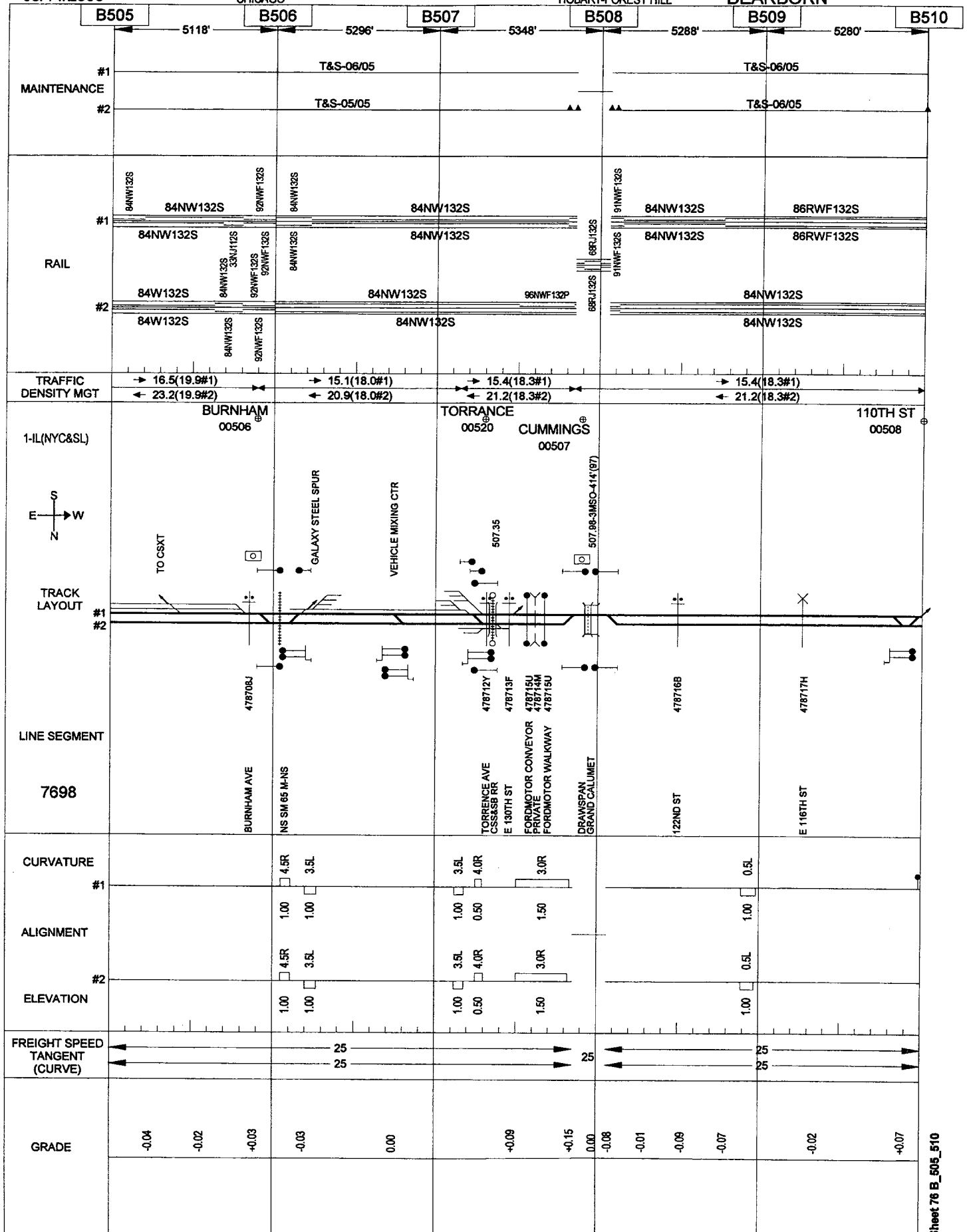
06/14/2006

088

CHICAGO

HOBART-Forest Hill

DEARBORN



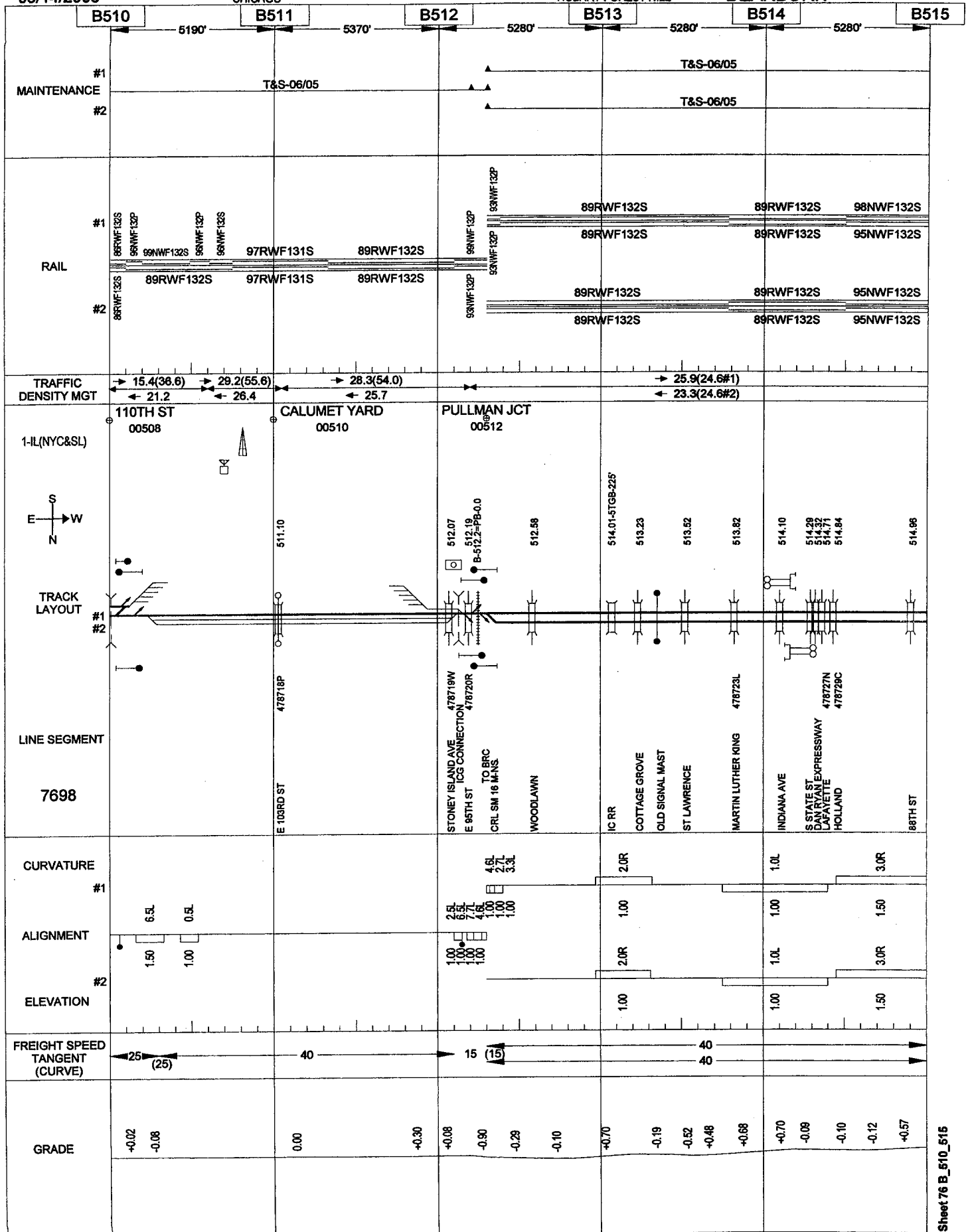
06/14/2006

CHICAGO

089

HOBART-FOREST HILL

DEARBORN



DEARBORN



06/14/2006

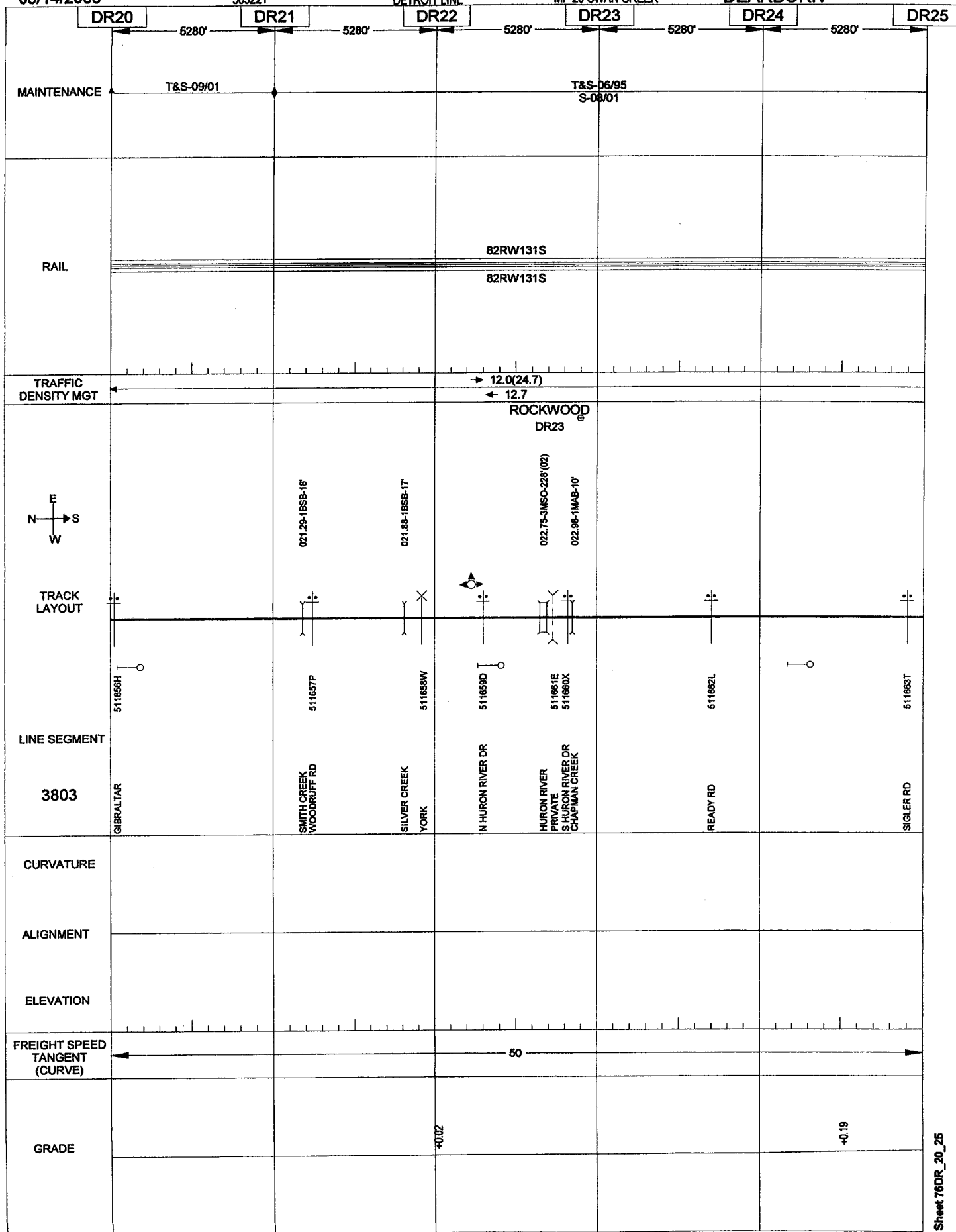
505221

091

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



06/14/2006

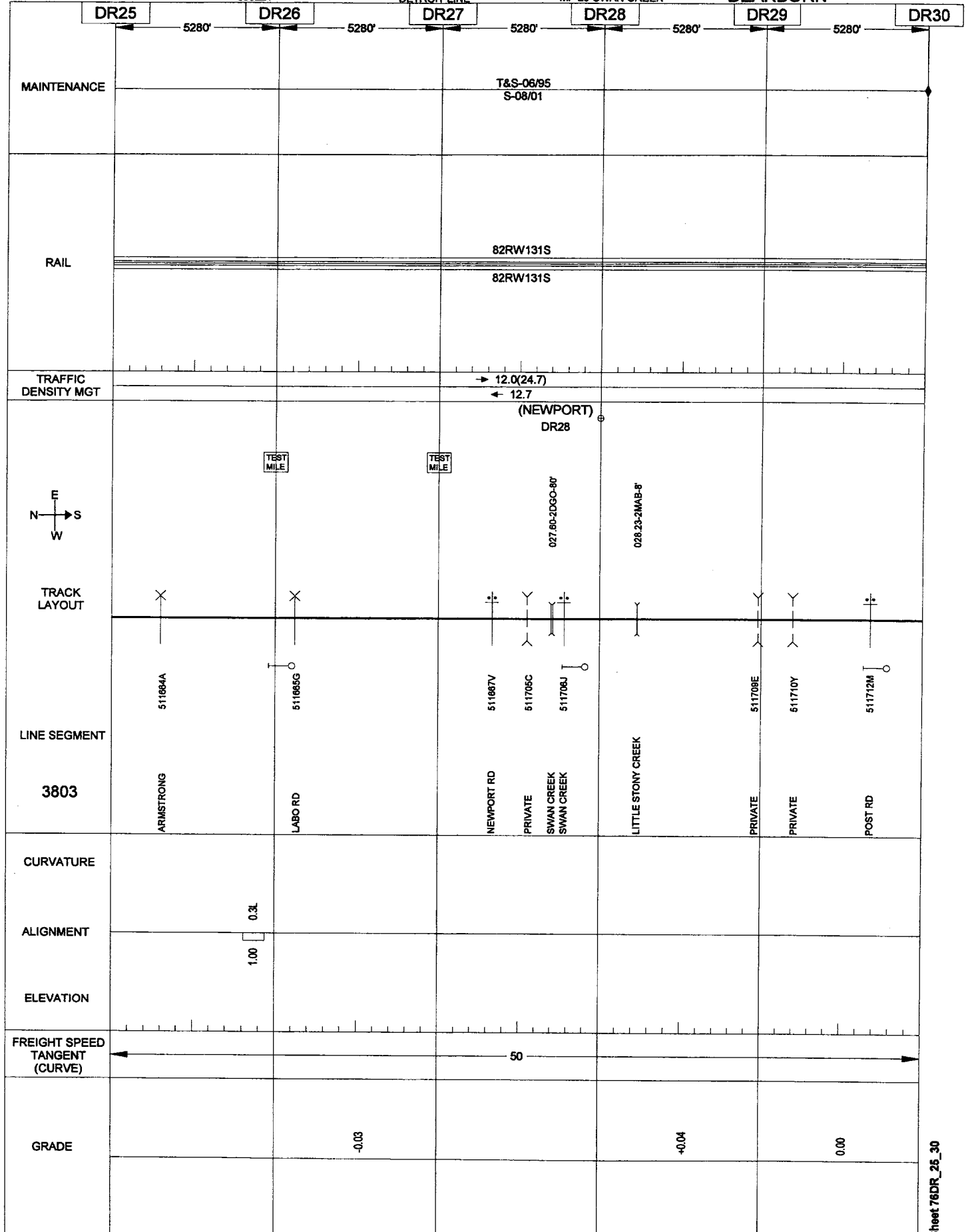
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092

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



06/14/2006

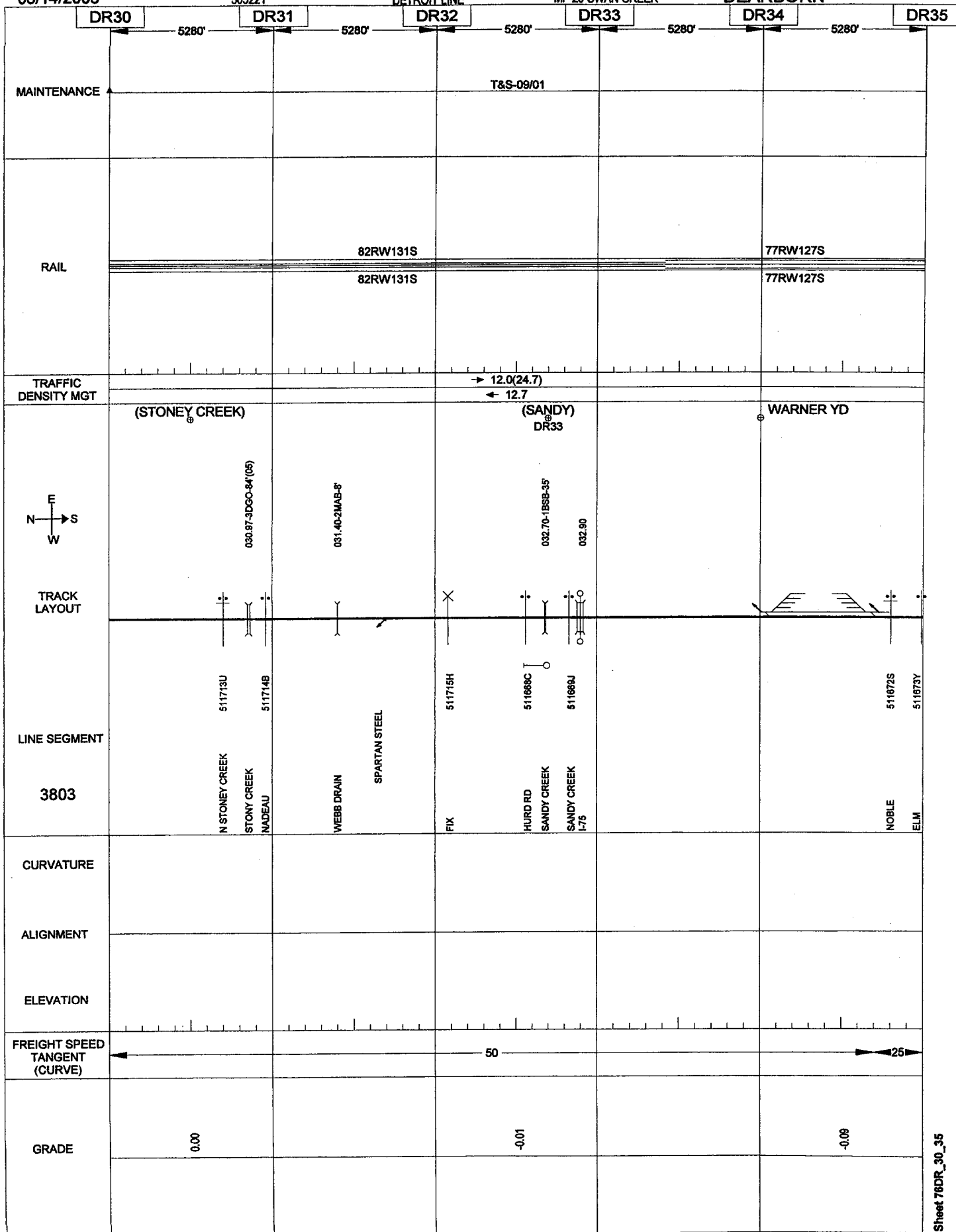
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093

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



06/14/2006

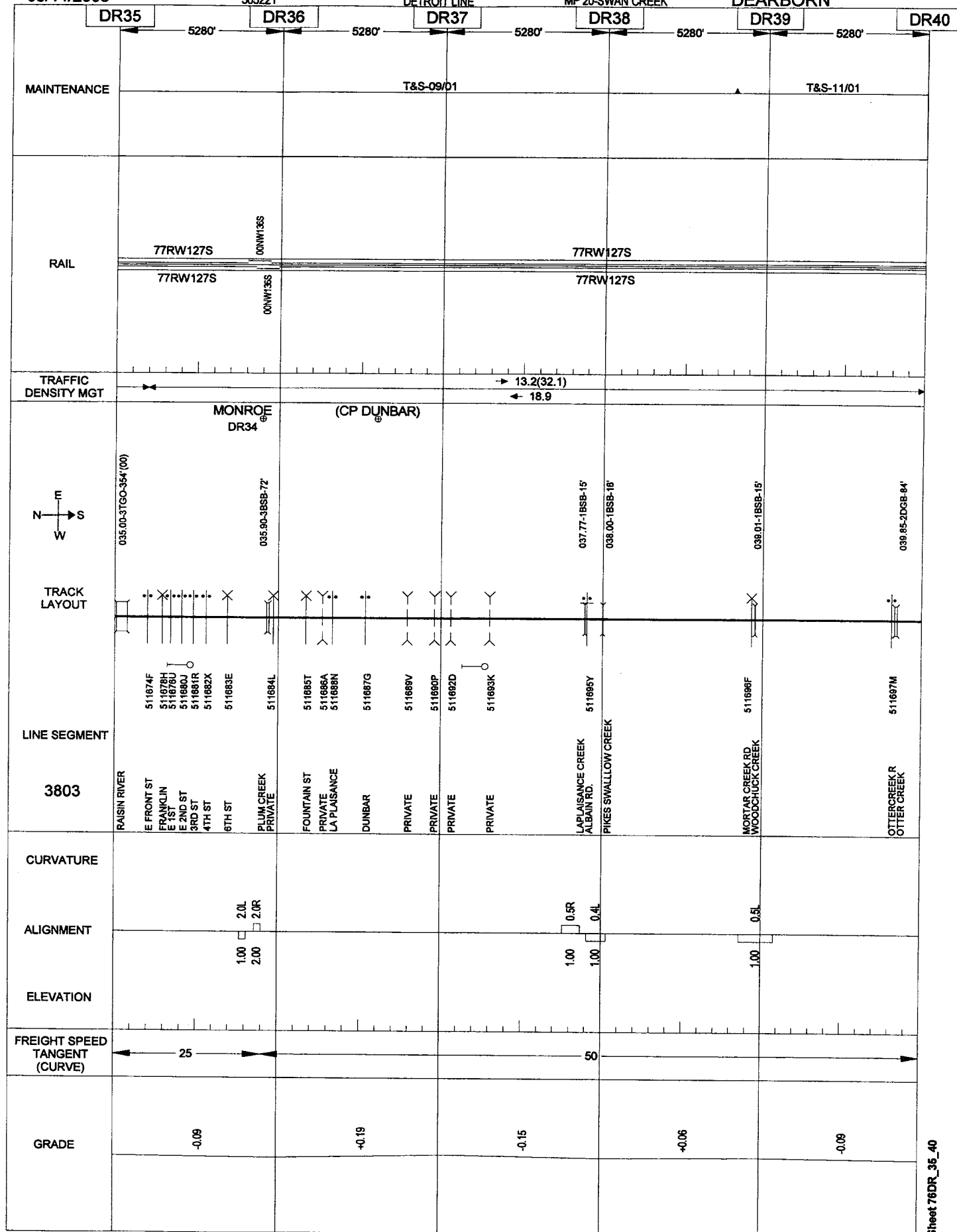
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094

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



06/14/2006

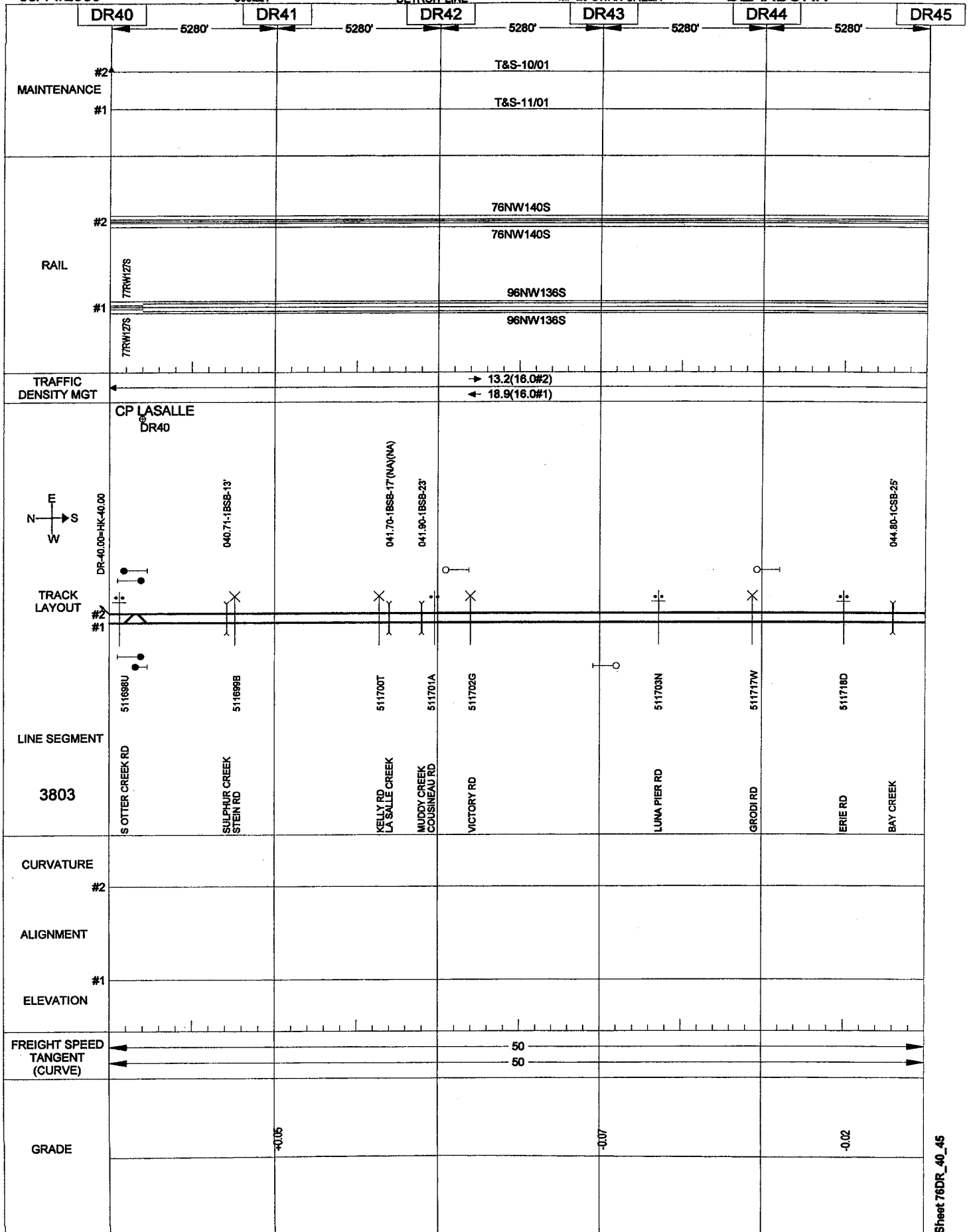
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095

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



06/14/2006

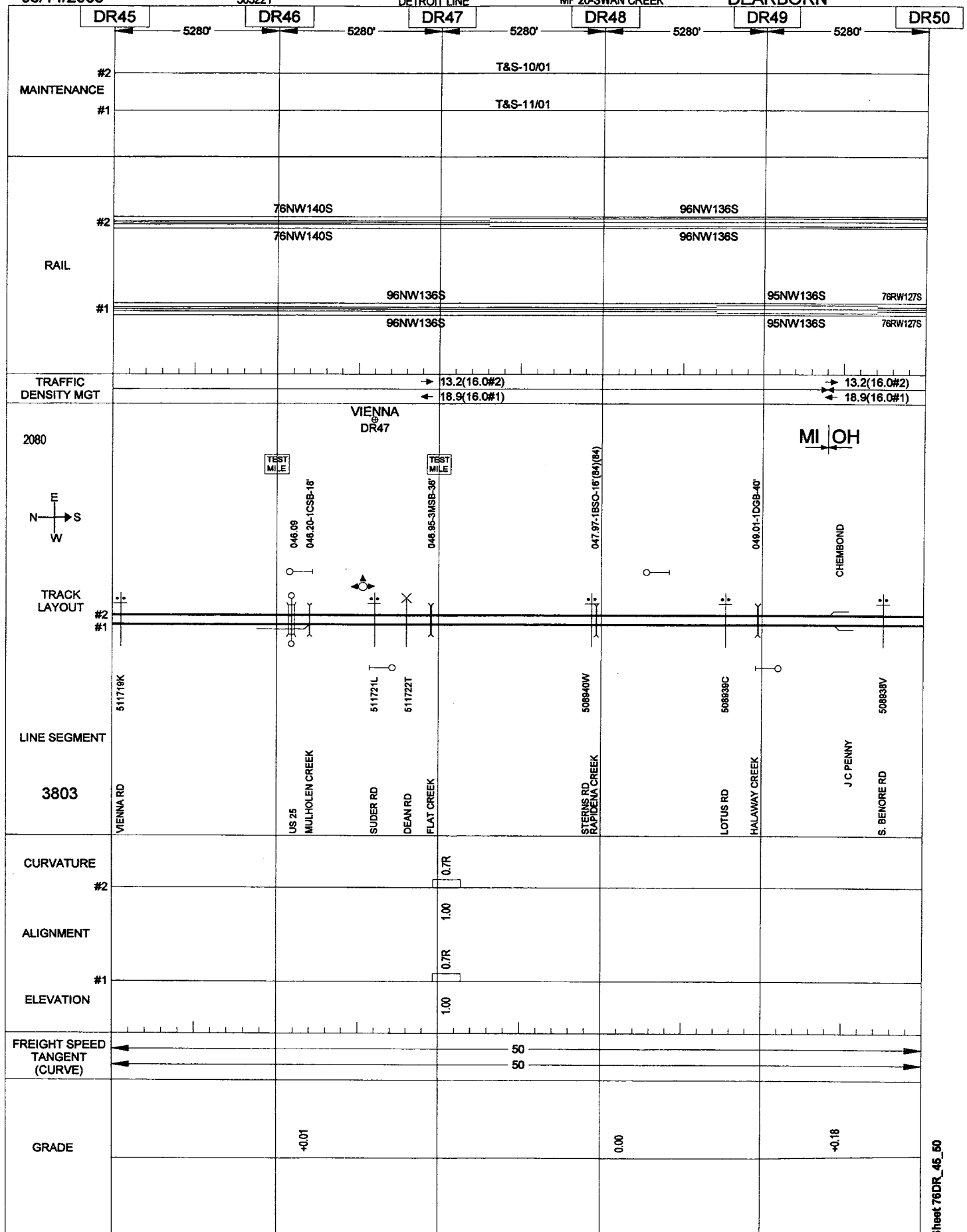
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096

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



06/14/2006

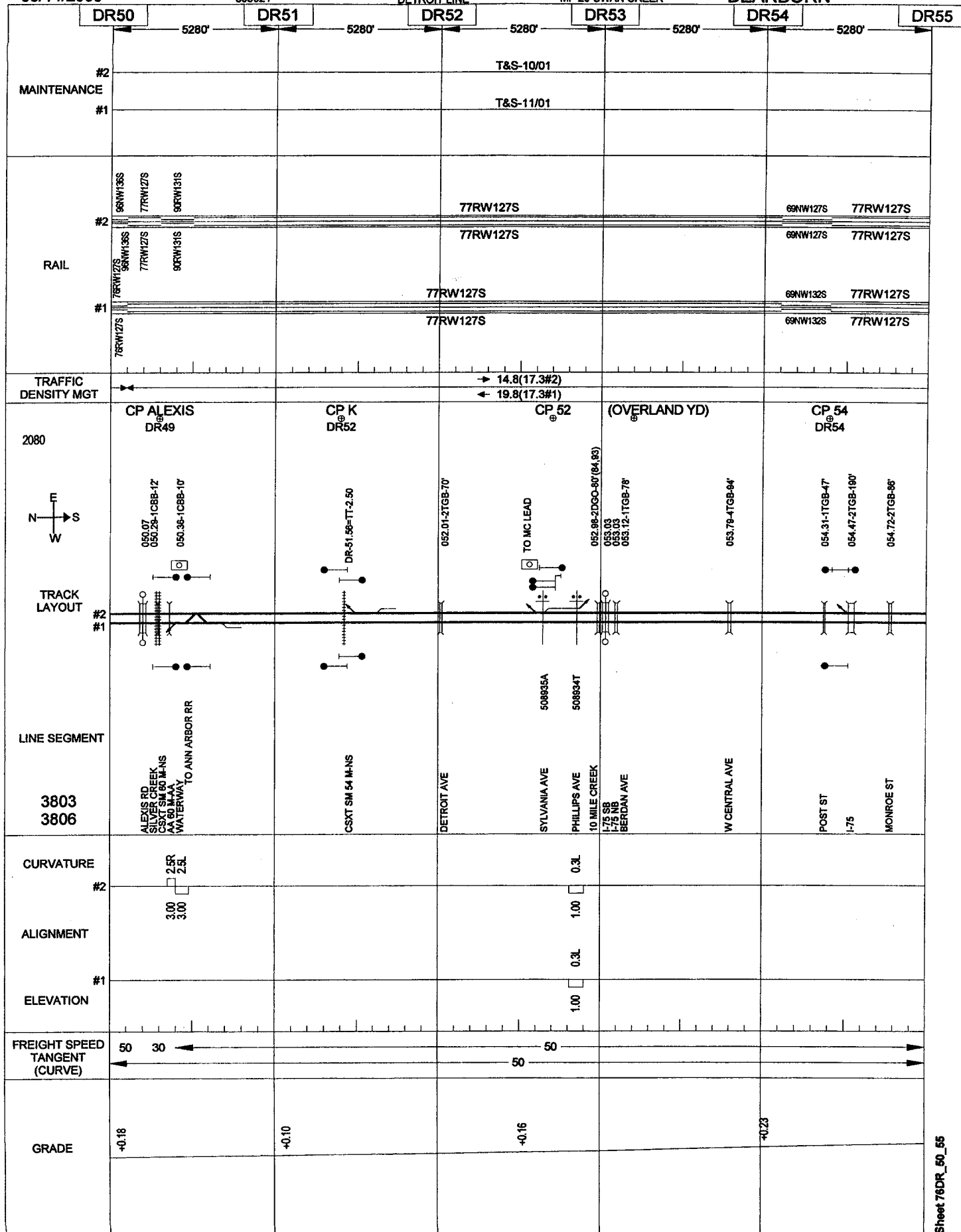
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097

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



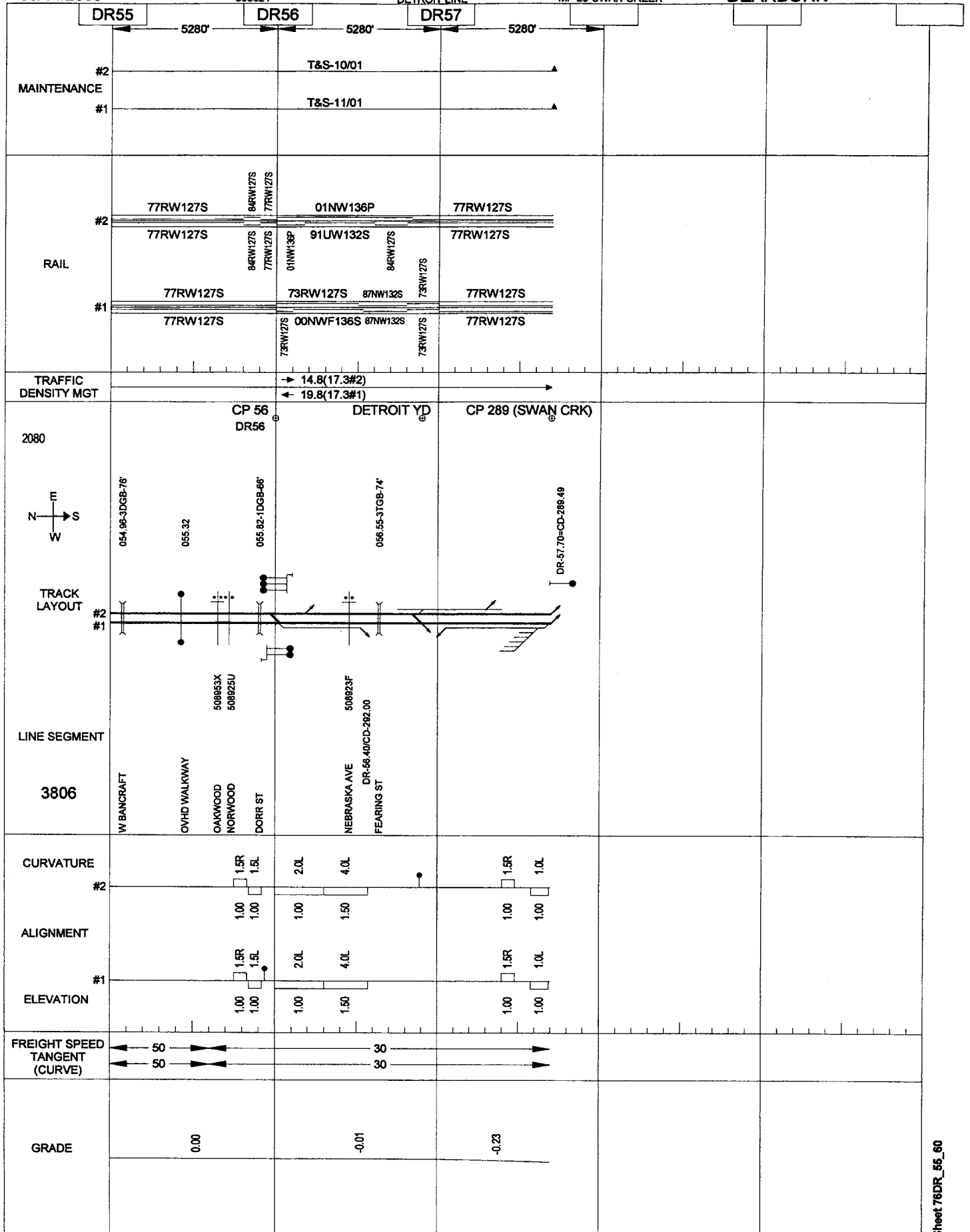
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503621

098
DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



06/14/2006

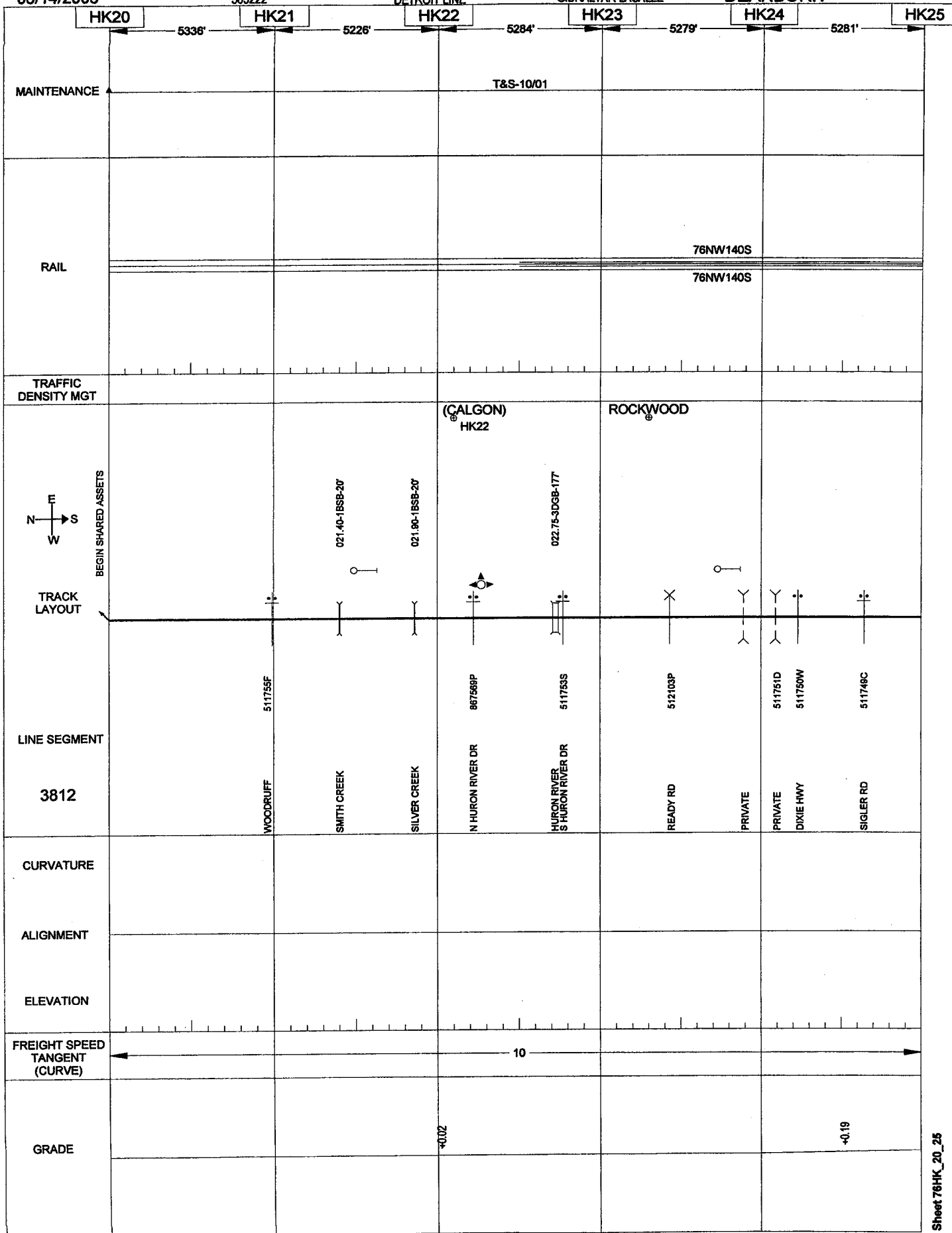
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099

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



06/14/2006

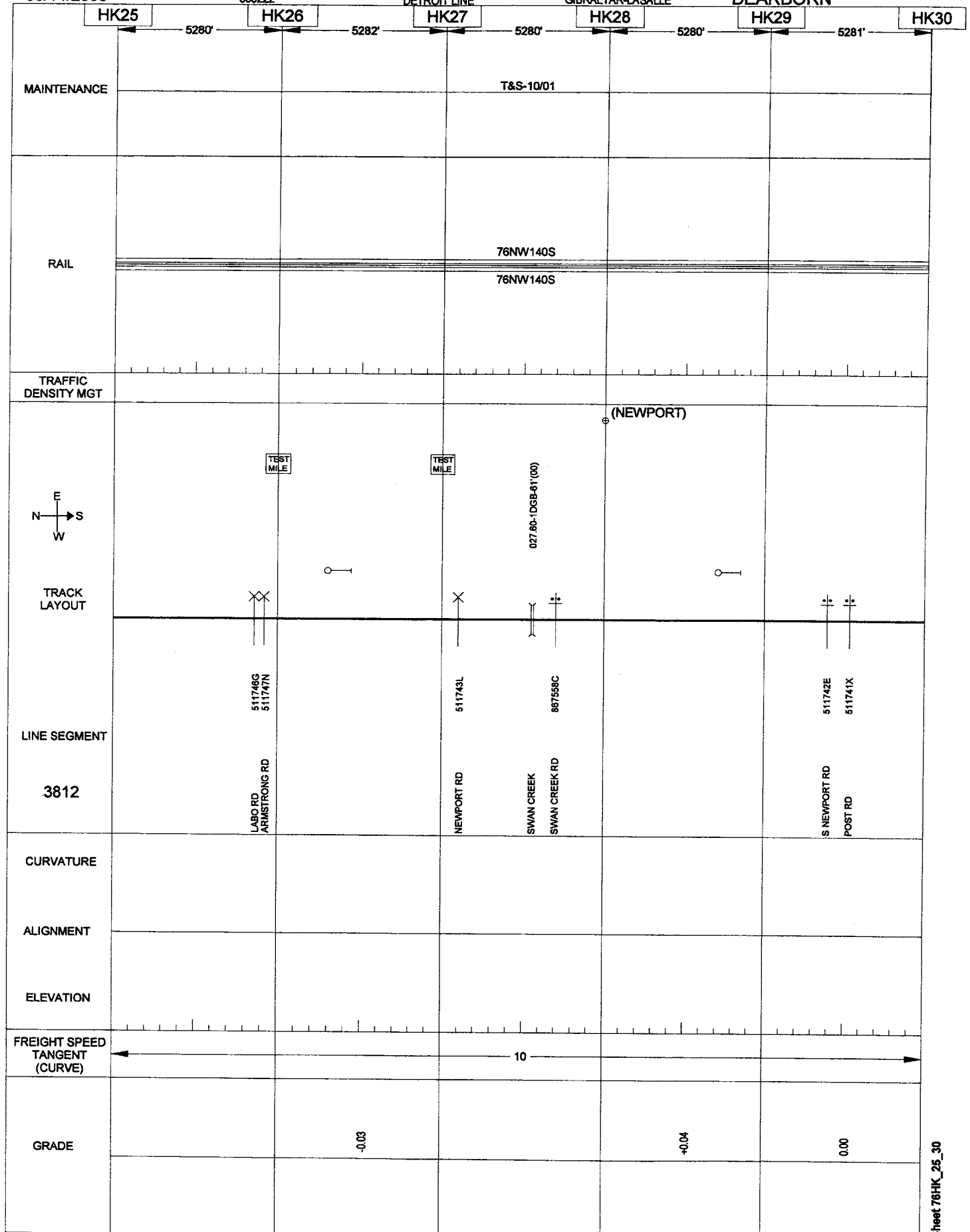
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100

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



06/14/2006

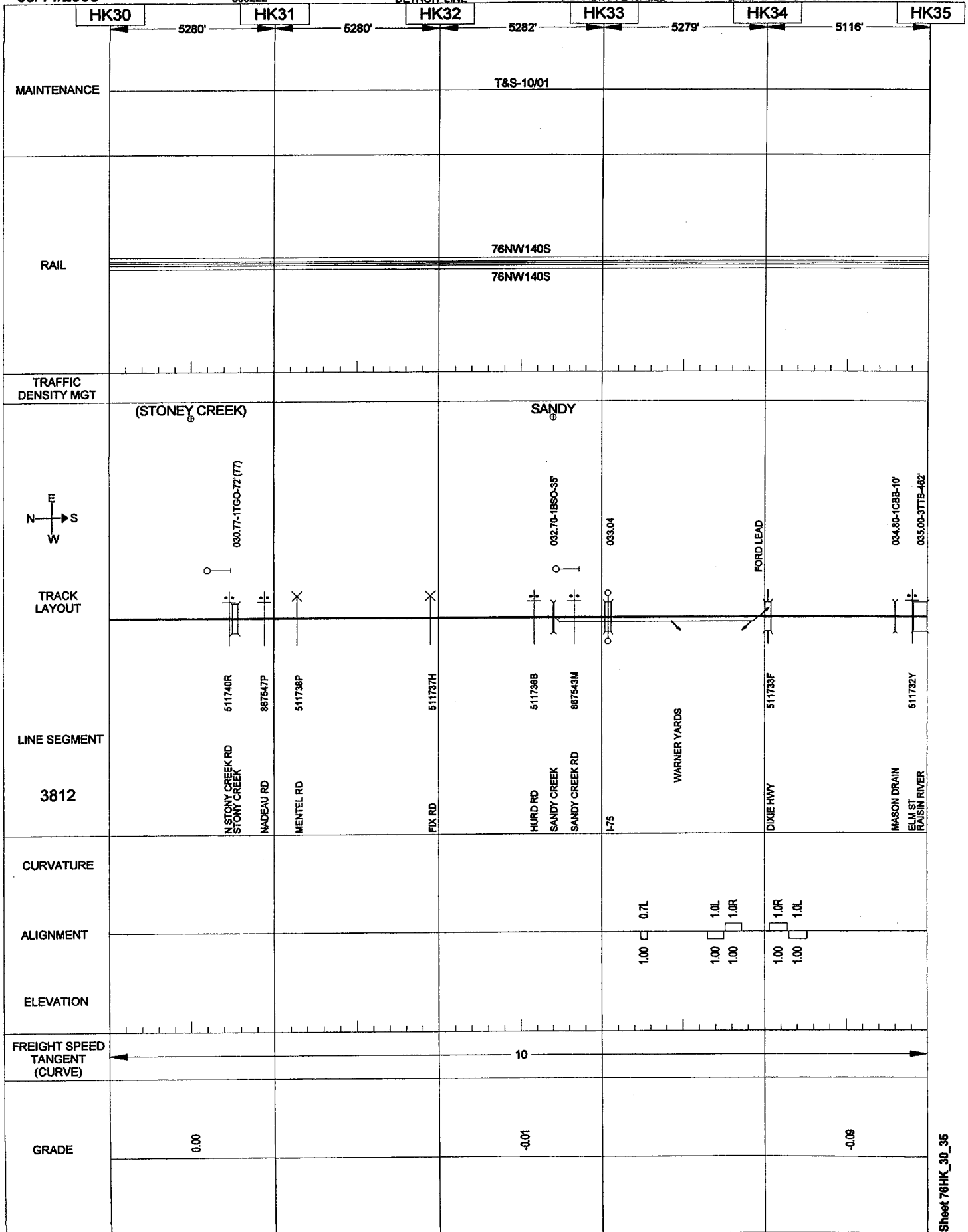
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101

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



06/14/2006

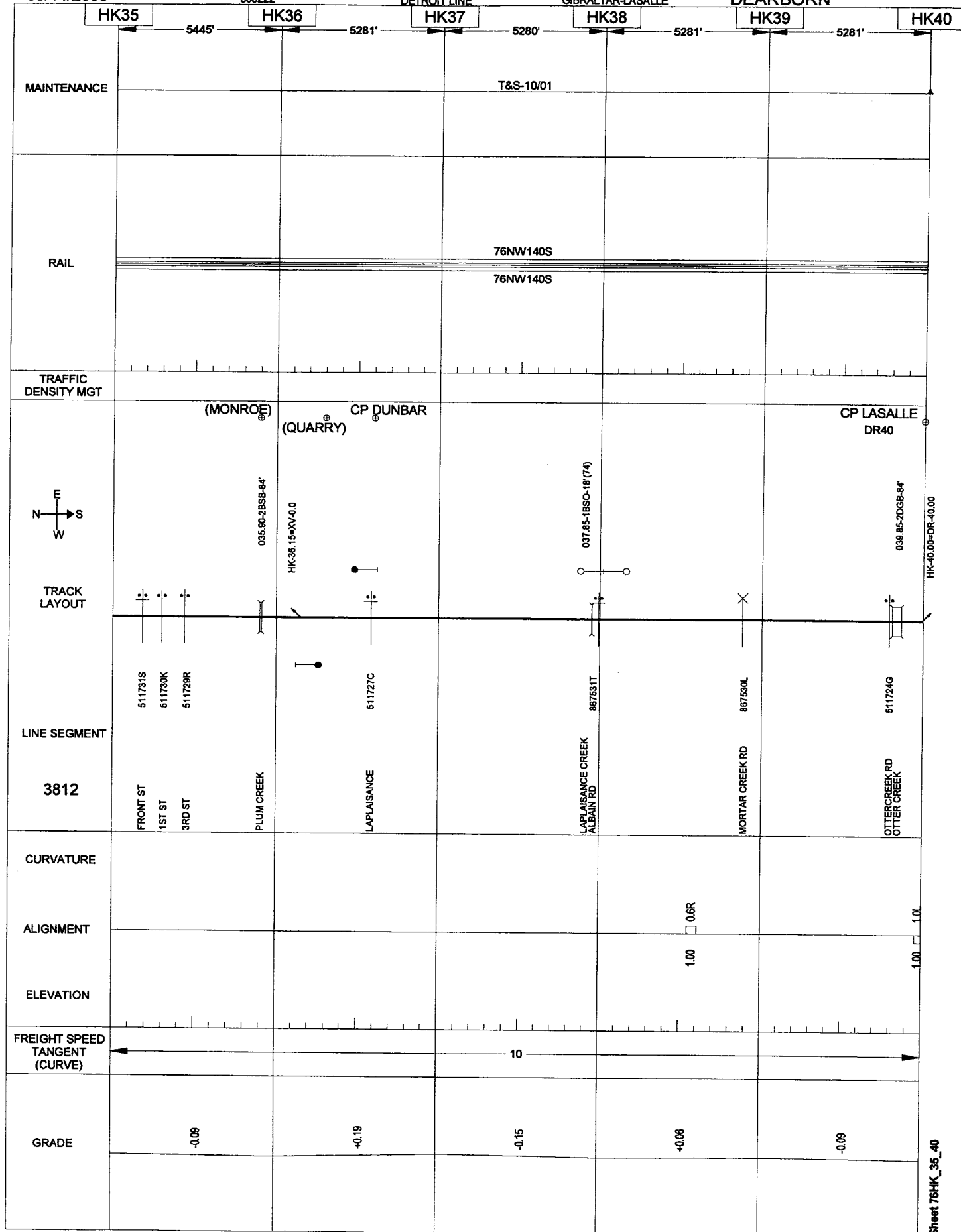
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102

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



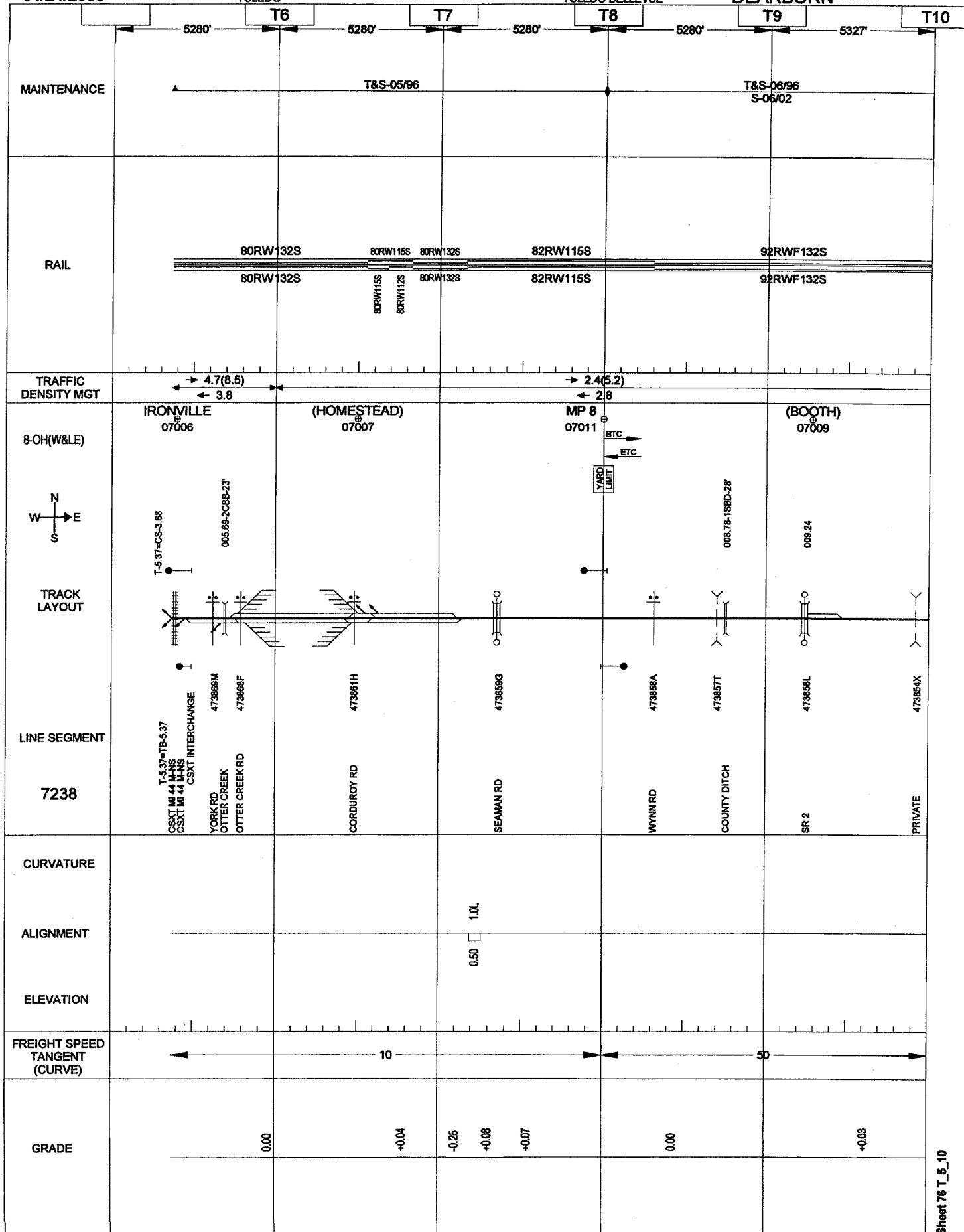
04/24/2006

103

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



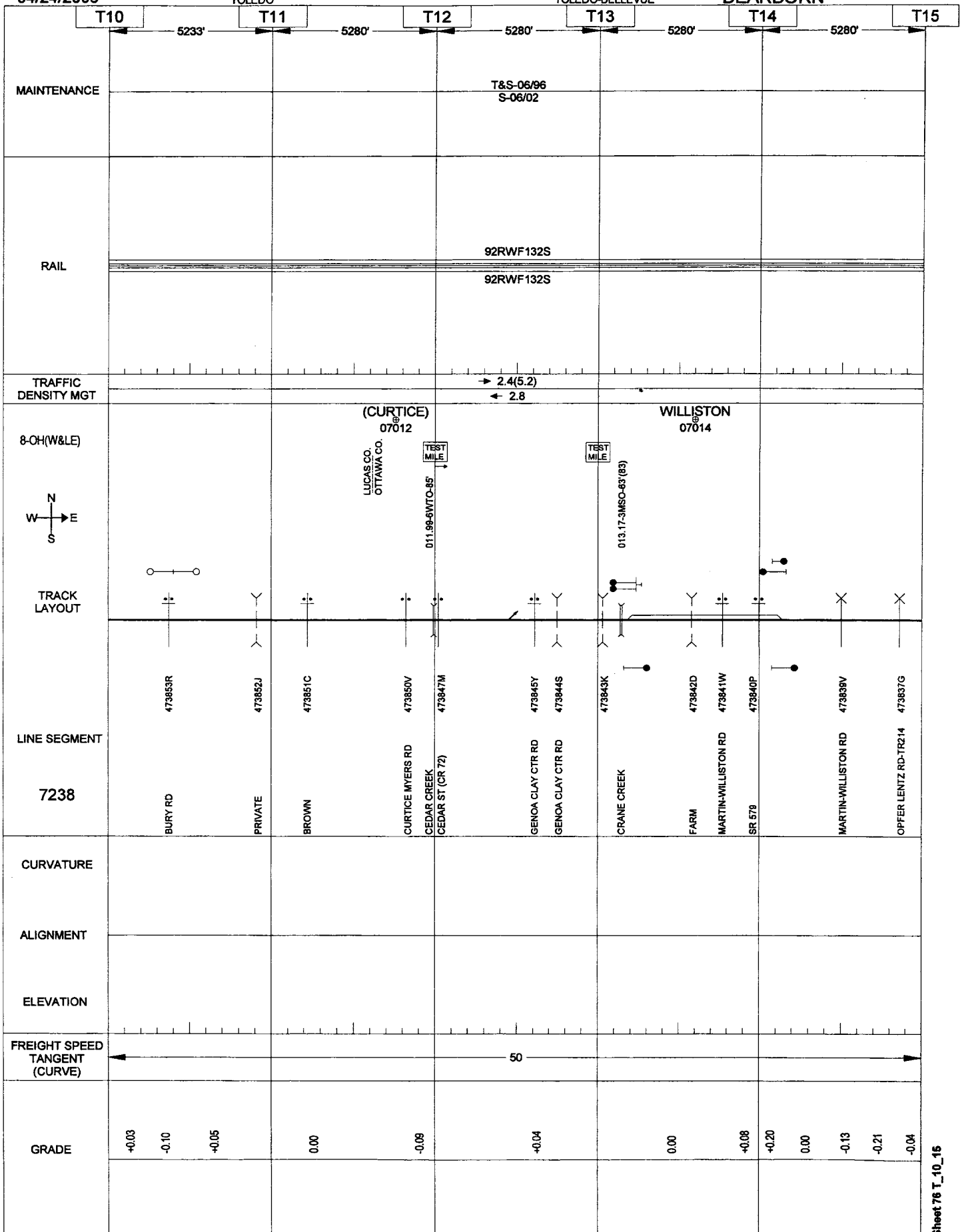
04/24/2006

104

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



04/24/2006

105

TOLEDO

TOLEDO-BELLEVUE

DEARBORN

	T15	T16	T17	T18	T19	T20
	5280'	5280'	5308'	5287'	5245'	
MAINTENANCE		T&S-06/96 S-06/02			T&S-04/97 S-06/02	
RAIL			92RWF132S	92RWF132S		
TRAFFIC DENSITY MGT			→ 2.4(5.2) ← 2.8			
8-OH(W&LE)			(TROWBRIDGE) 07017			
TRACK LAYOUT						
LINE SEGMENT	473835T FARM	473833E WALLBRIDGE RD (TR 88) 473832X 473831R N NISSEN RD (CR 213) FARM	473830J FARM TURTLE CREEK	473829P FARM 473828H 473827B ELLISTON-TRWB-CR208 473826U ELLISTON-TROWBRIDGE FARM 473825M 473824P TROWBRIDGE RD (TP 67) TROWBRIDGE RD	473823Y GRAYTOWN RD (CR 19) 473822S GRAYTOWN RD PARKER CREEK	473821K GRAYTOWN RD 473820D GRAYTOWN RD 473818J STANGE RD (TR 21)
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			50			
GRADE	-0.04 -0.30 0.00 +0.13	-0.06 -0.27 -0.07 +0.09	-0.04 +0.07 +0.17	0.00 -0.06 -0.09	+0.10 +0.05 +0.03	

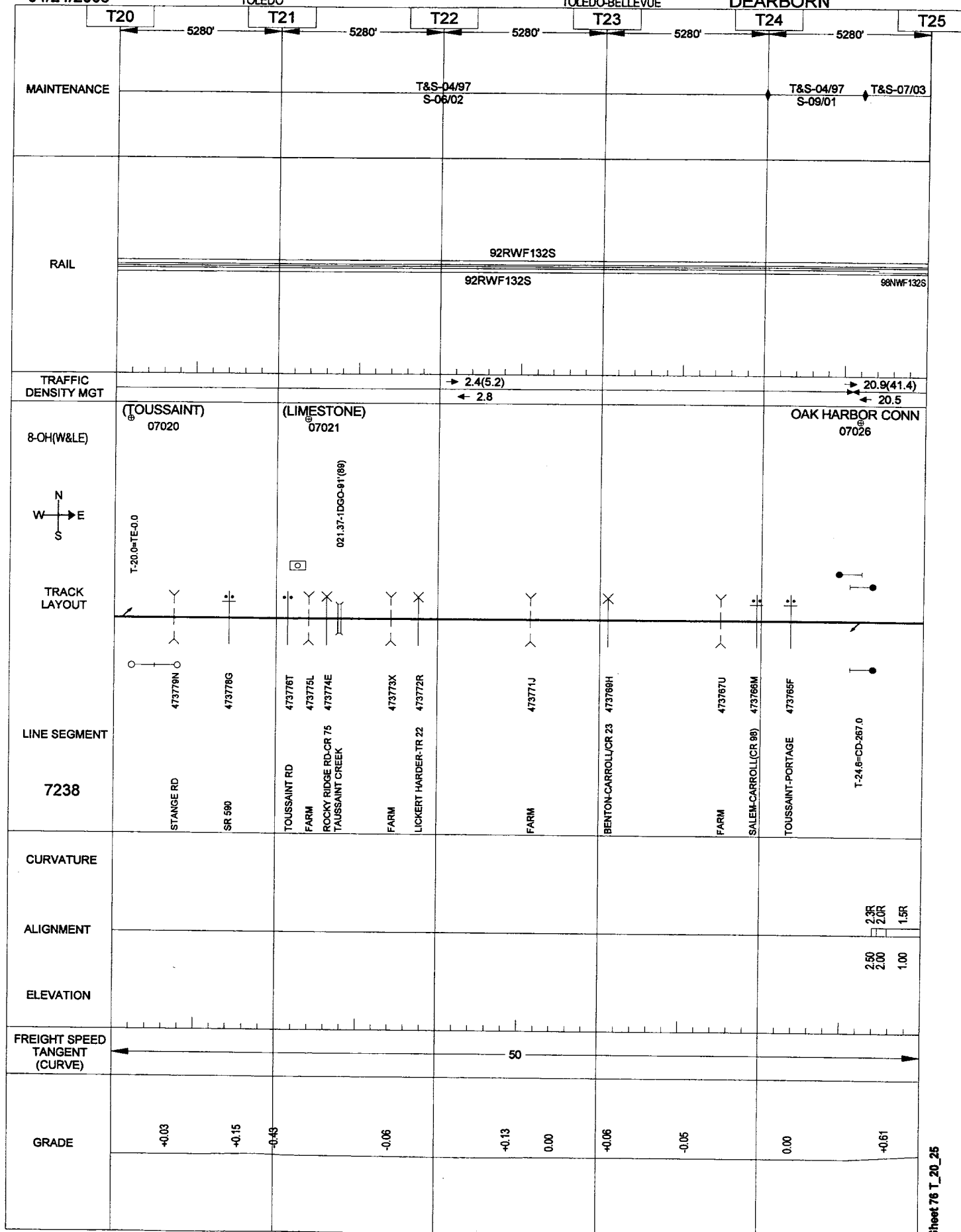
04/24/2006

106

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



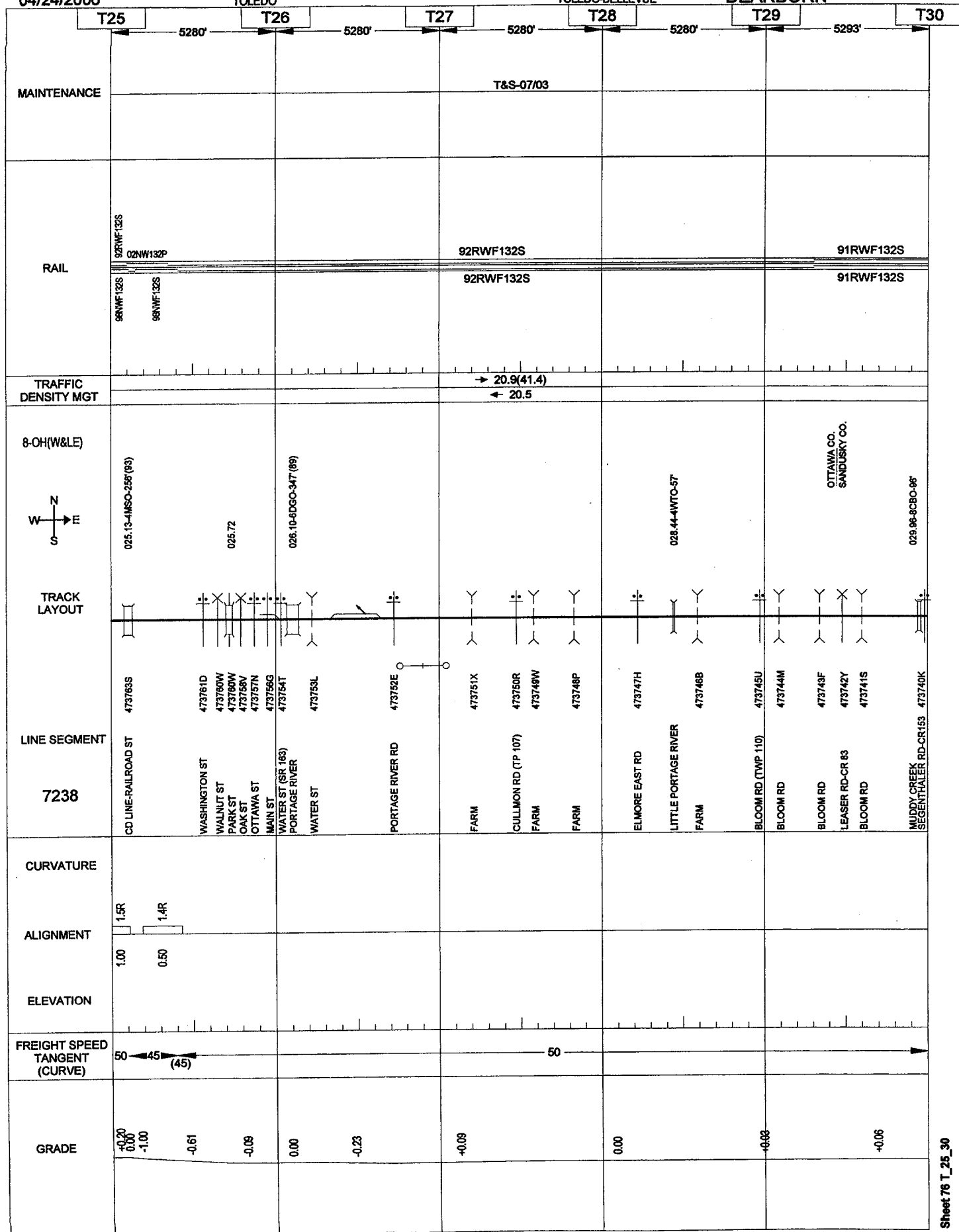
04/24/2006

107

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



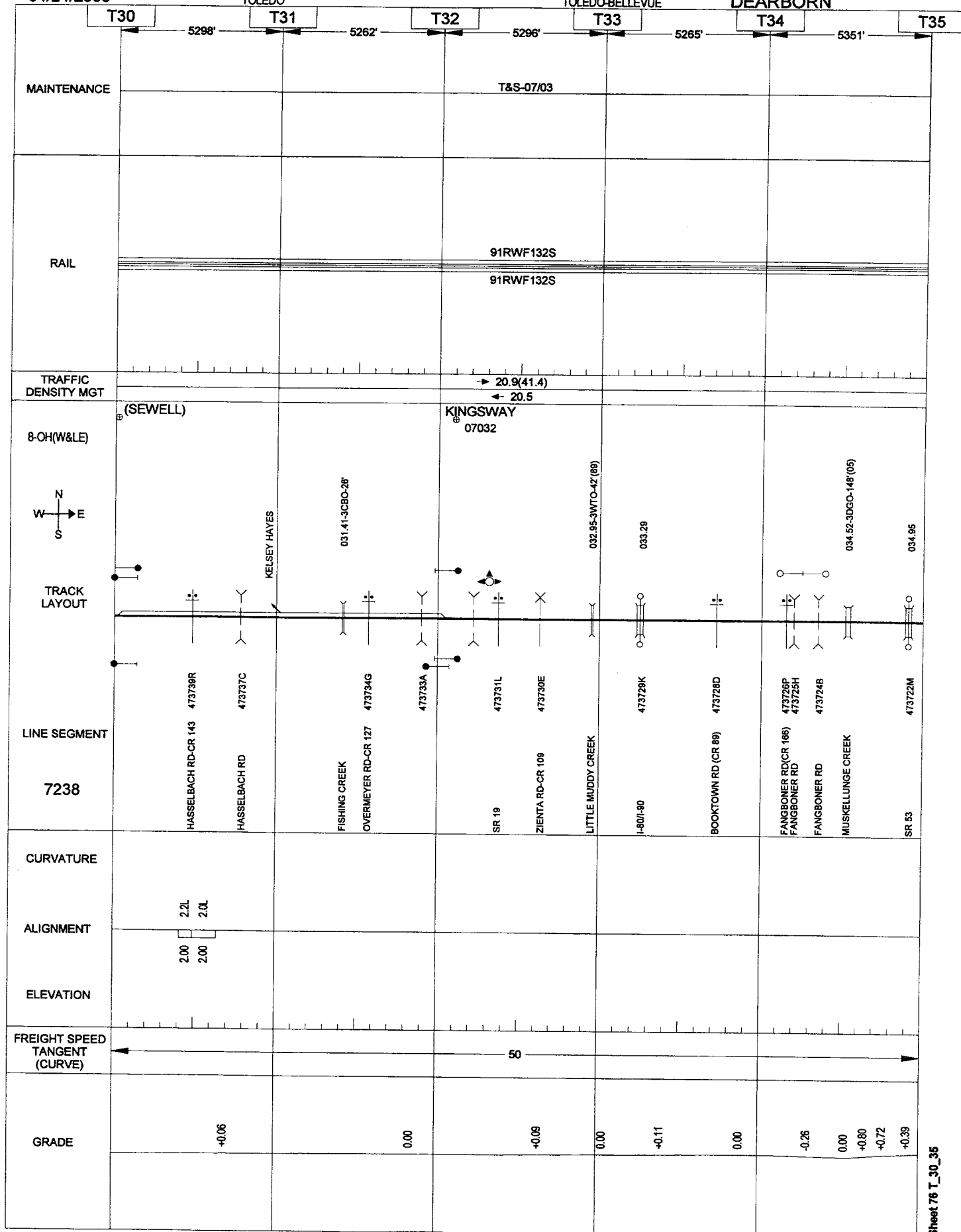
04/24/2006

108

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



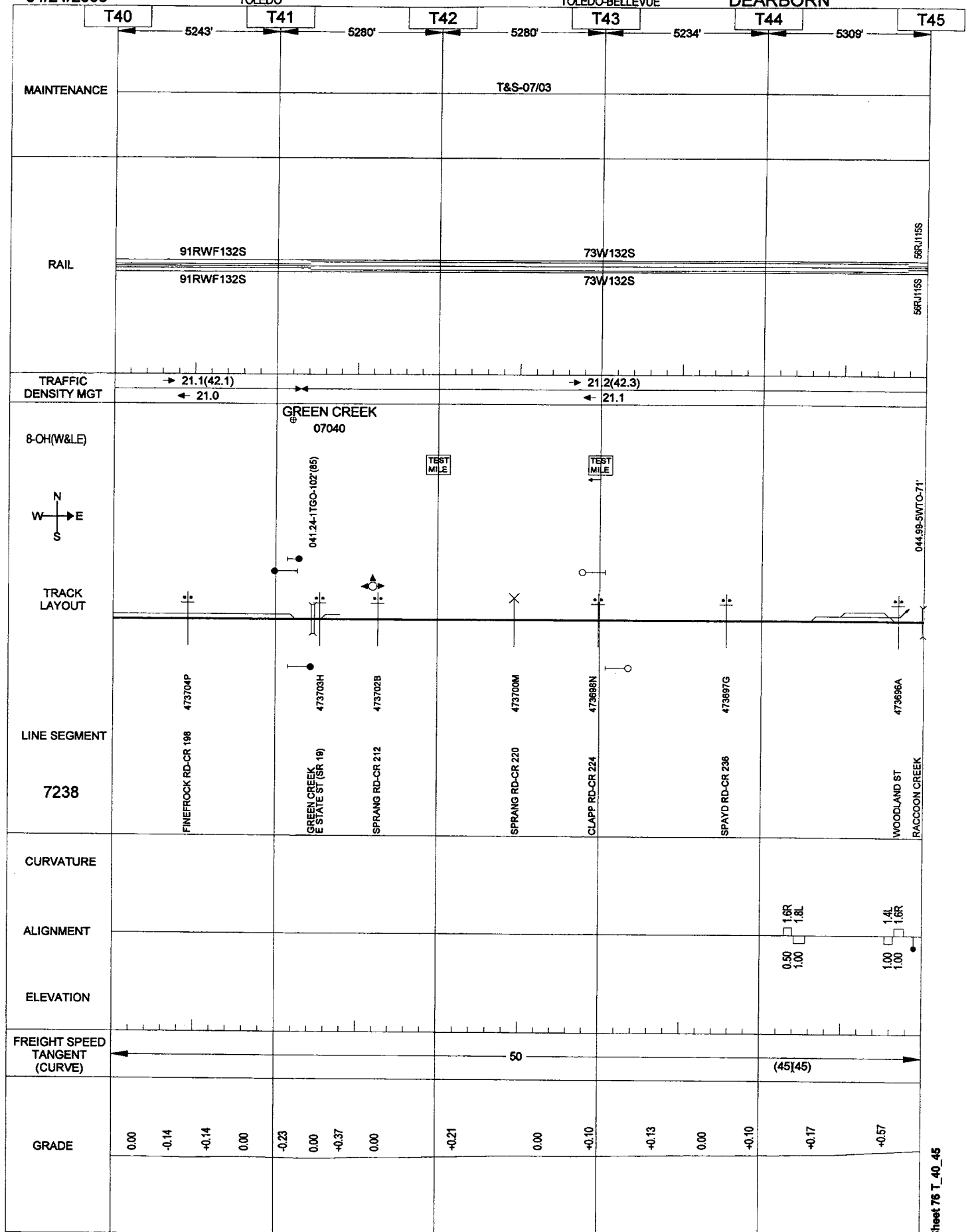
04/24/2006

110

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



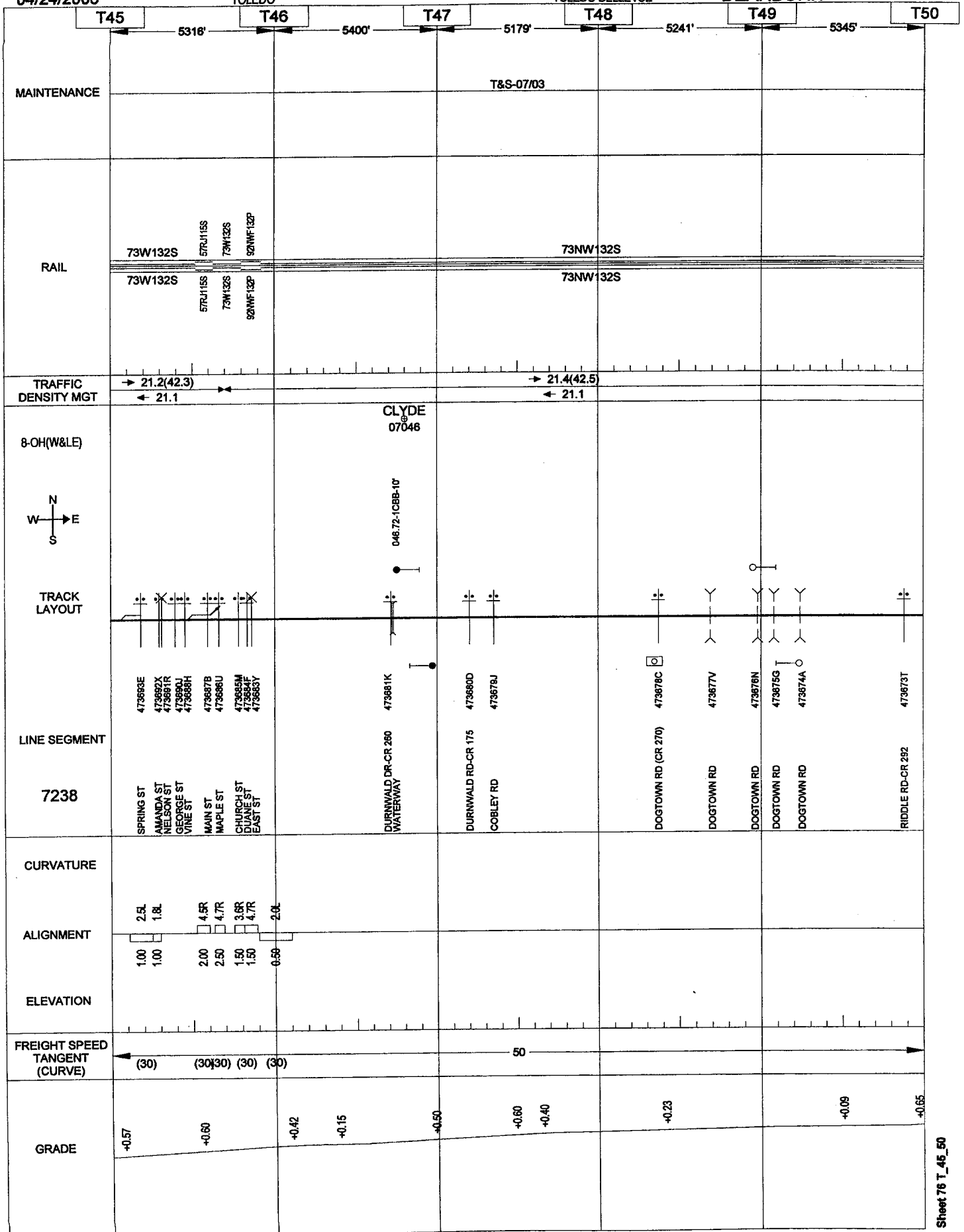
04/24/2006

111

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



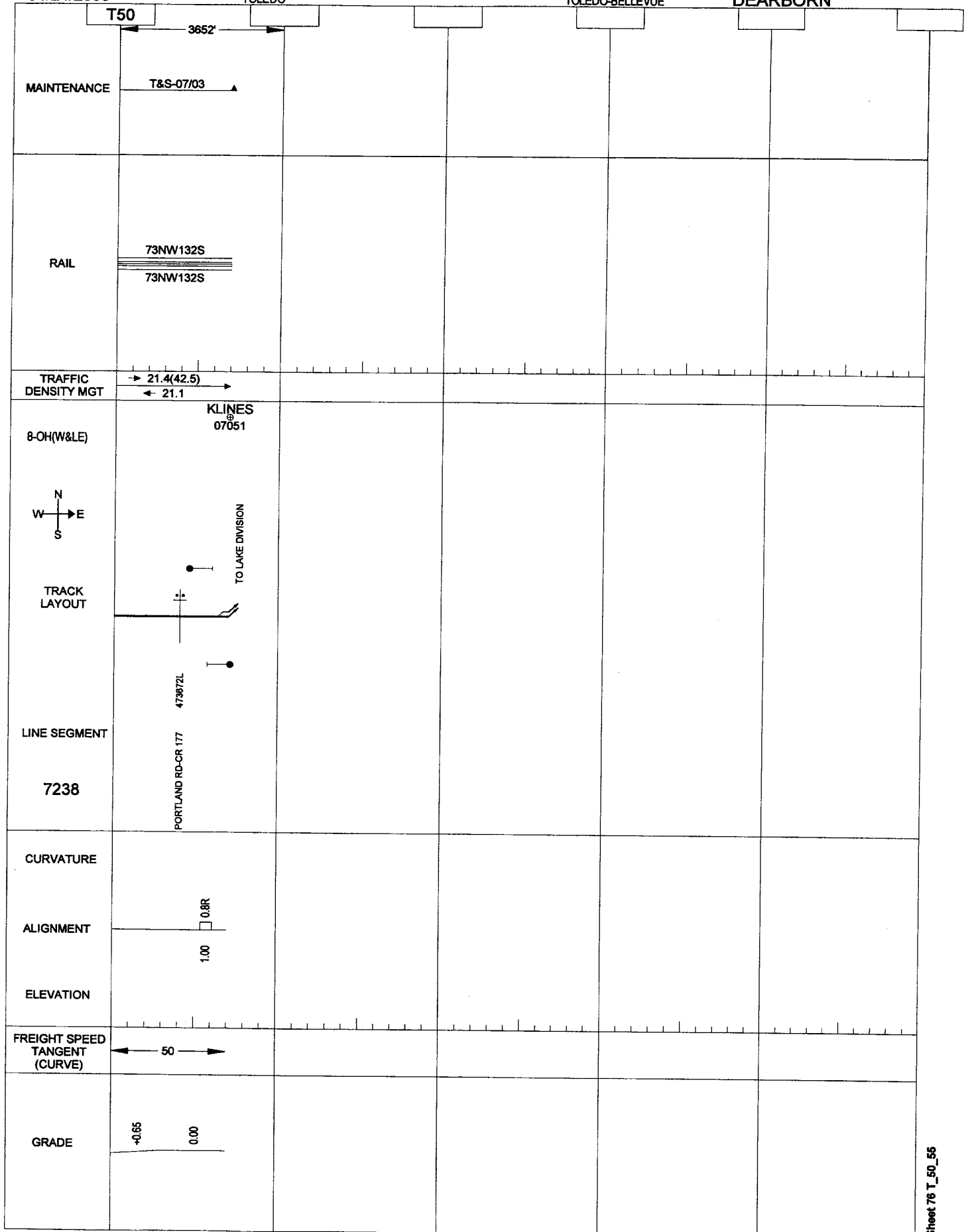
04/24/2006

TOLEDO

112

TOLEDO-BELLEVUE

DEARBORN



06/14/2006

505304

113
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH8

MH9

MH10

2021'

5287'

5256'

#2
MAINTENANCE
#1

T&S-11/03

T&S-07/02

T&S-11/03

RAIL

#2

88RW127S

88RW127S

88RW127S

88RW127S

88RW127S

88RW127S

TRAFFIC
DENSITY MGT

→ 1.3(1.8#1)

← 2.2(1.8#2)

→ 1.2(3.4)

← 2.2

4012

CP TOWNLINE
MH7
(DEARBORN)
09866

CP MORT
MH9

S
E → W
N

TRACK
LAYOUT

#2
#1

TO SHARED ASSETS

008-16-1CBB-12'
008-17-2CBB-14'
008-18-1CBB-10'

008-50-6BSB-180'

008-90-5DCO-359'(01)/(01)

GREENFIELD VIL SD

009-93-4BSB-70'

LINE SEGMENT

3866

PRIVATE
SEWER
HUBBELT SEWER
SANITARY SEWER

SOUTHFIELD RD

ROUGE RIVER

545187T

ELM ST

OAKWOOD BLVD

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

0.9L

2.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

50

GRADE

0.00

-0.59

06/14/2006

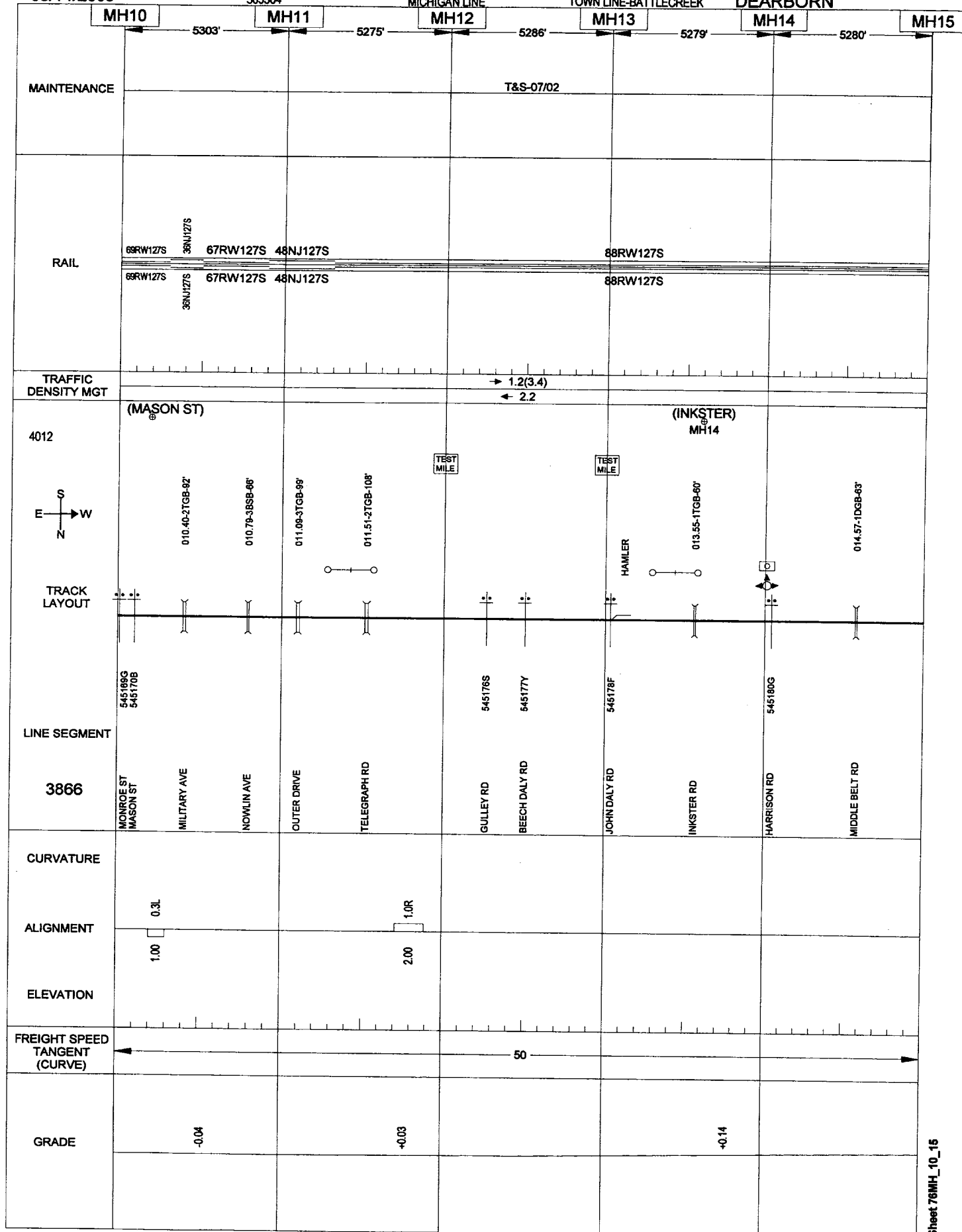
505304

114

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

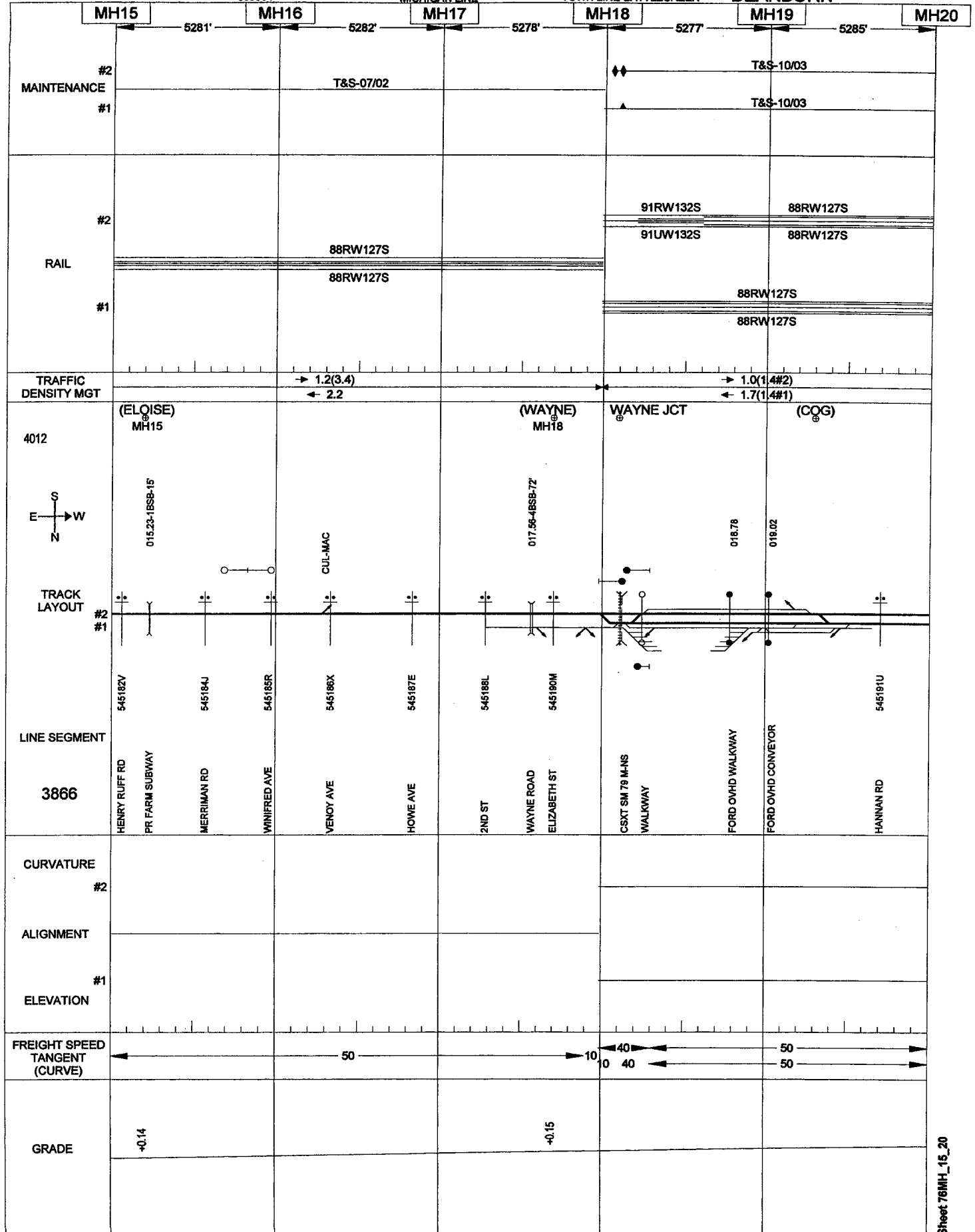
505304

115

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



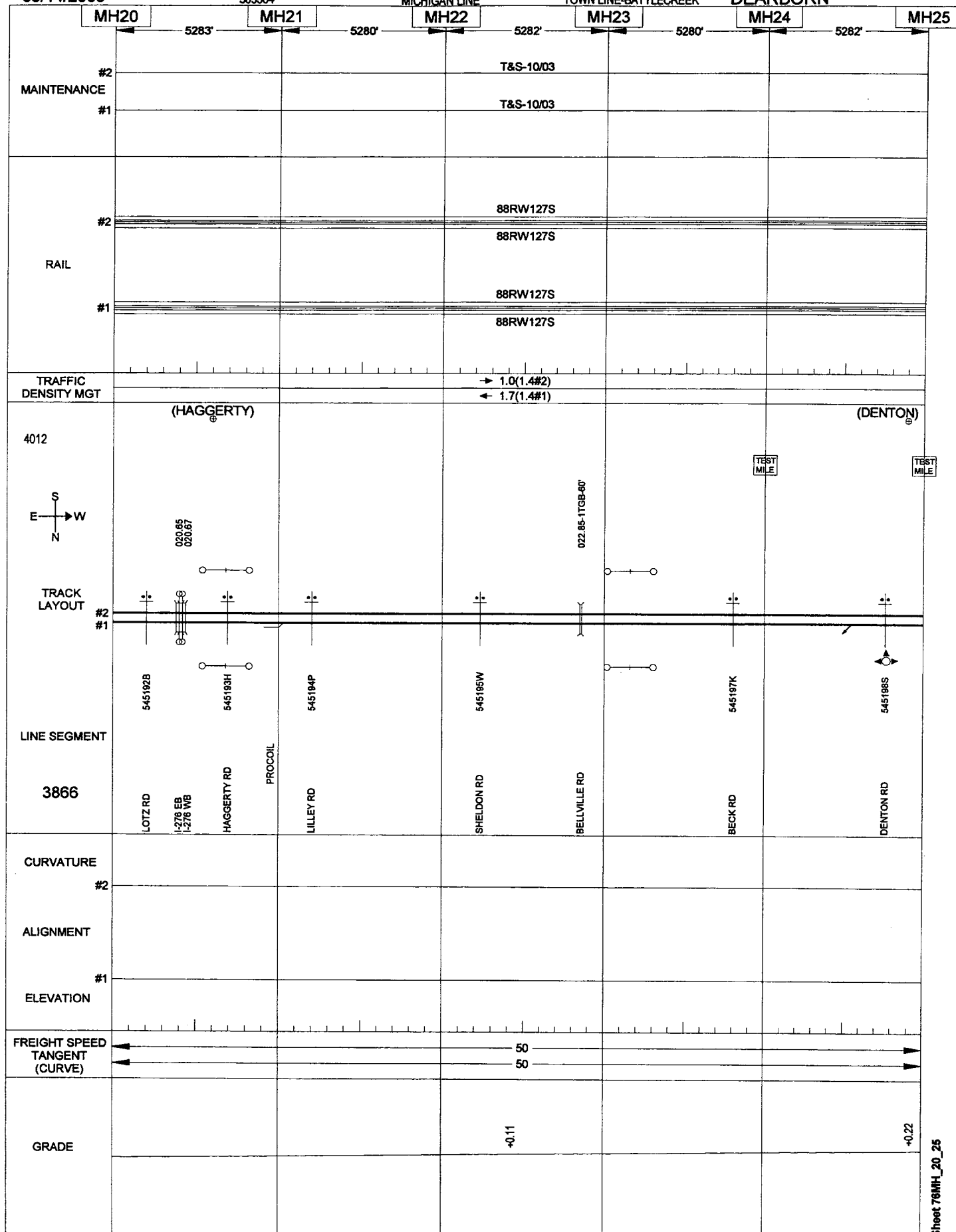
06/14/2006

505304

116
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

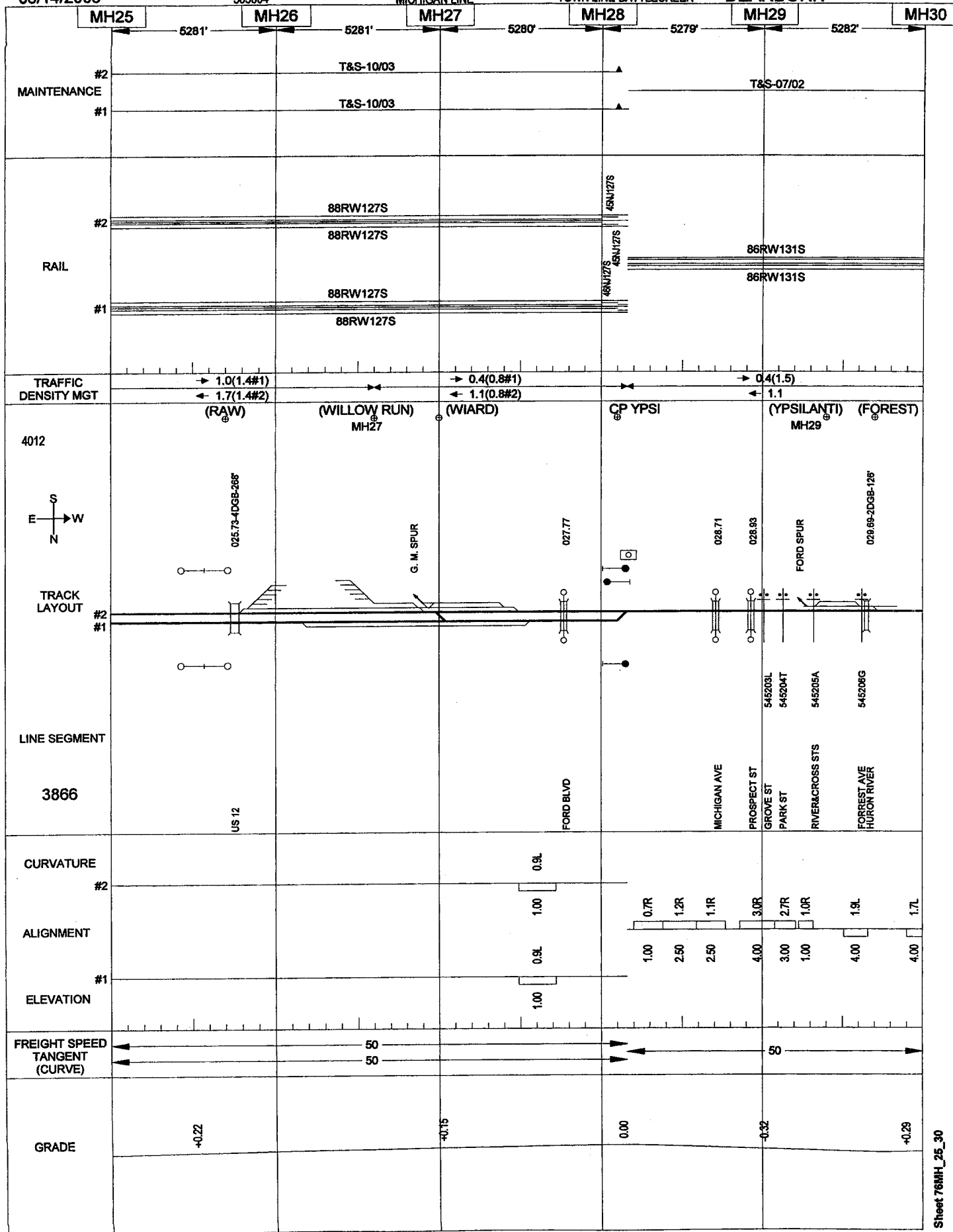
505304

117

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

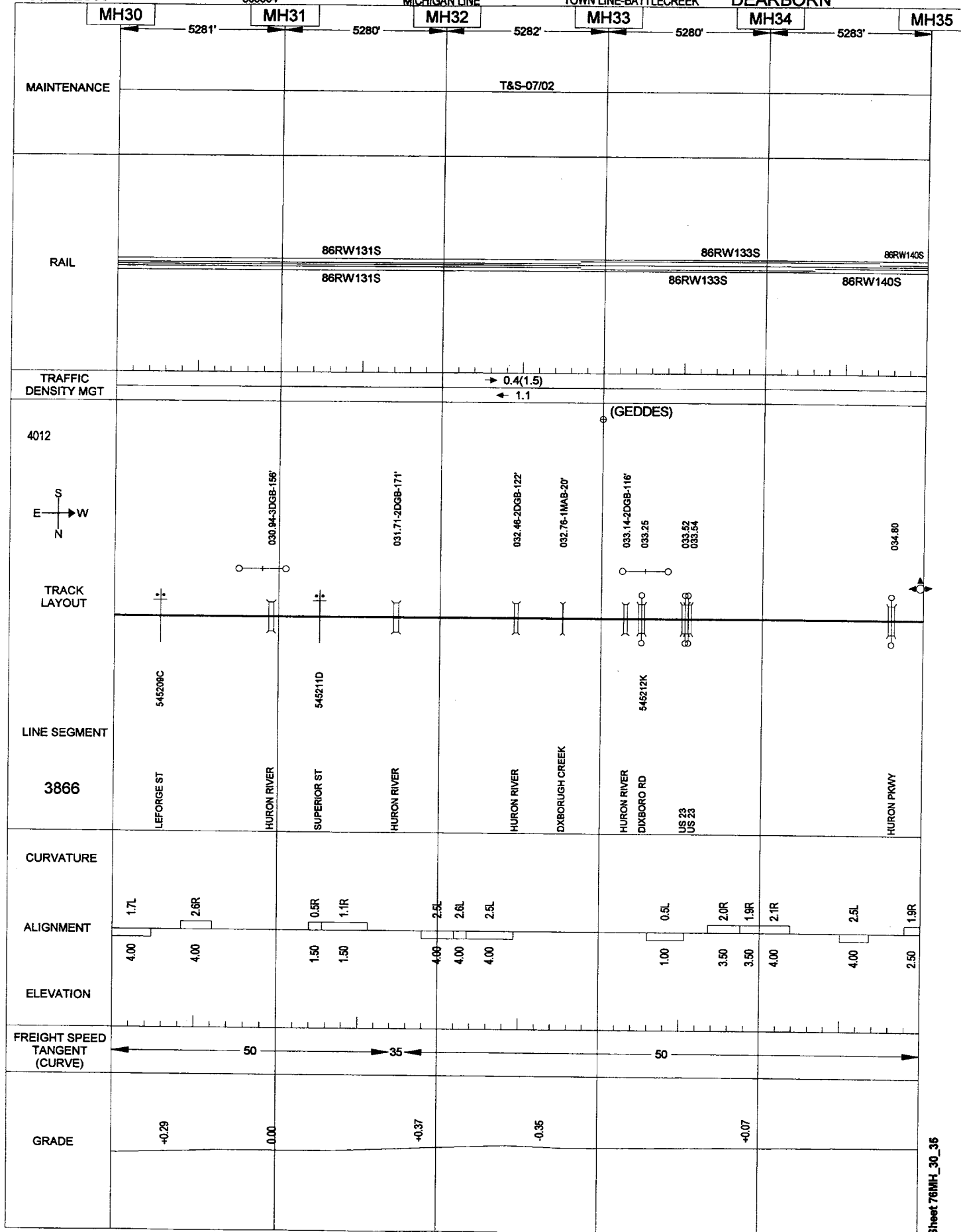
505304

118

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

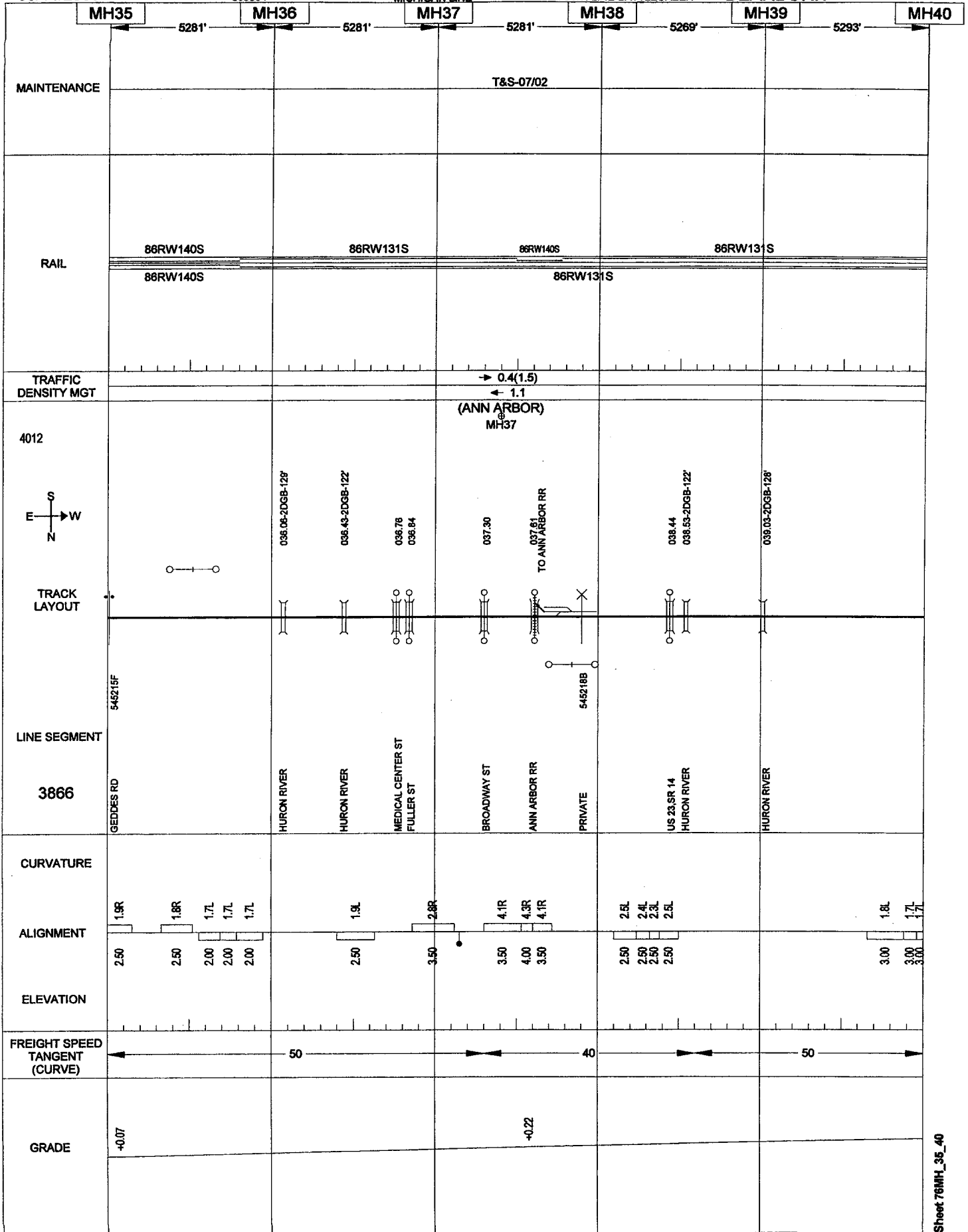
505304

119

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

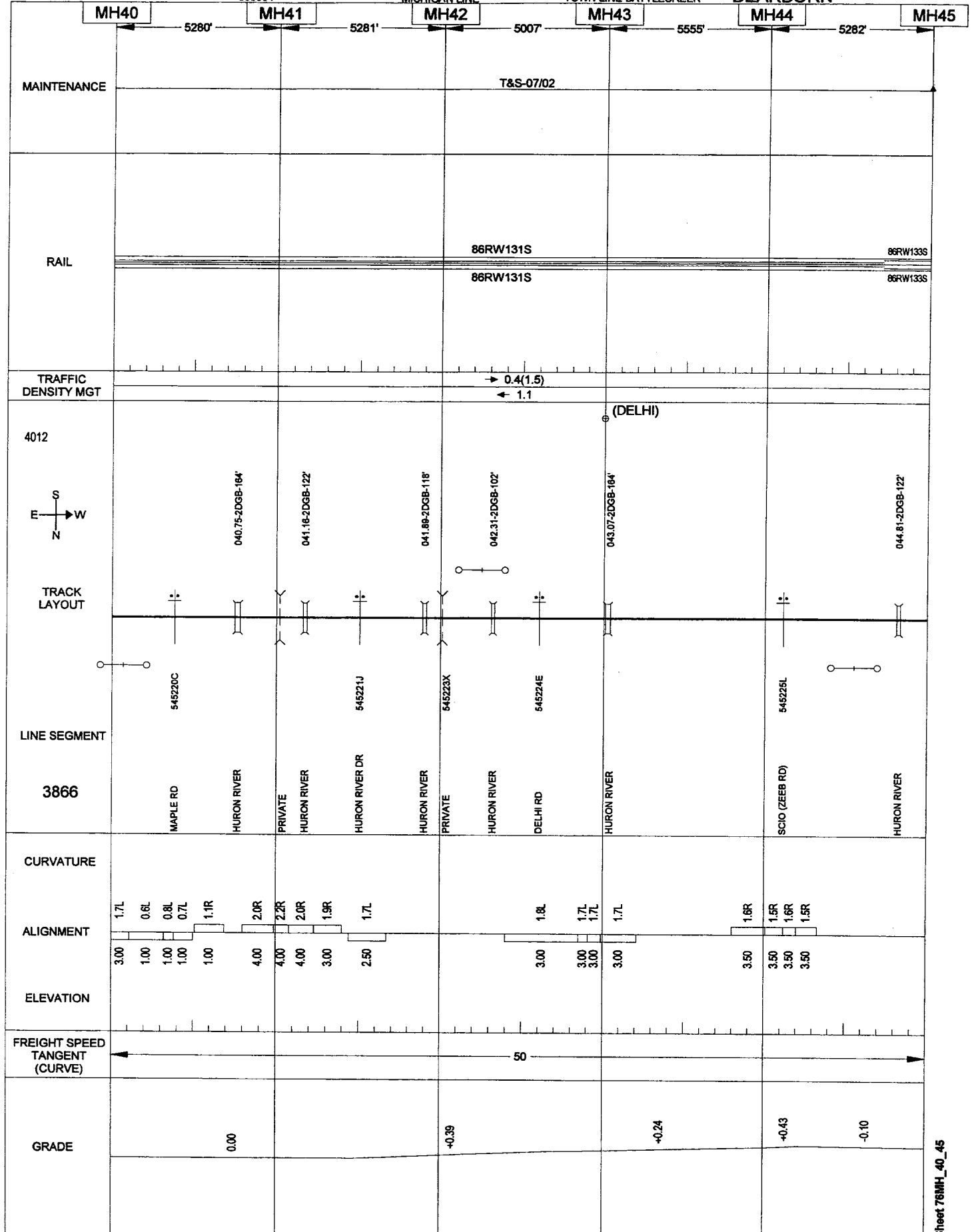
505304

120

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

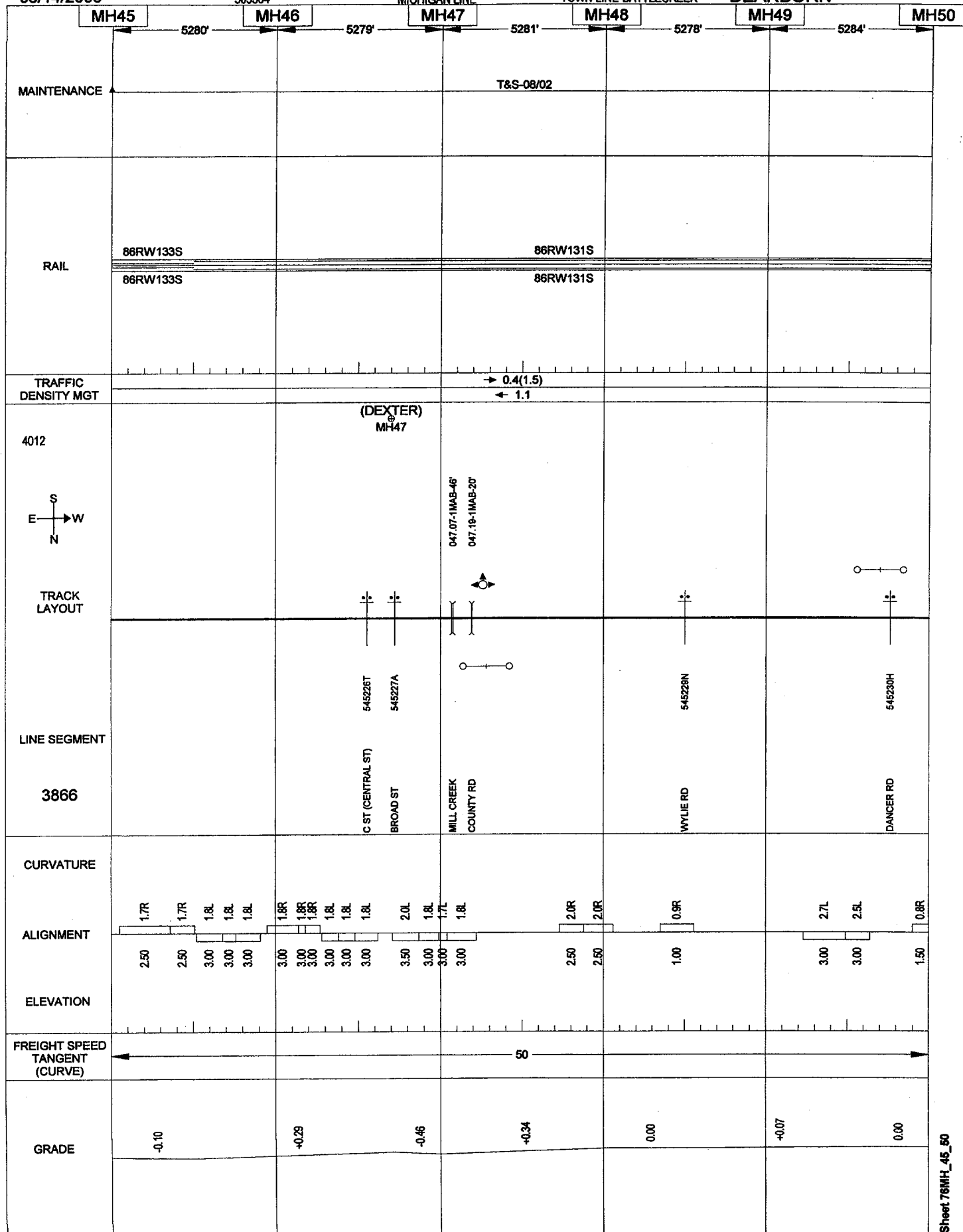
505304

121

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

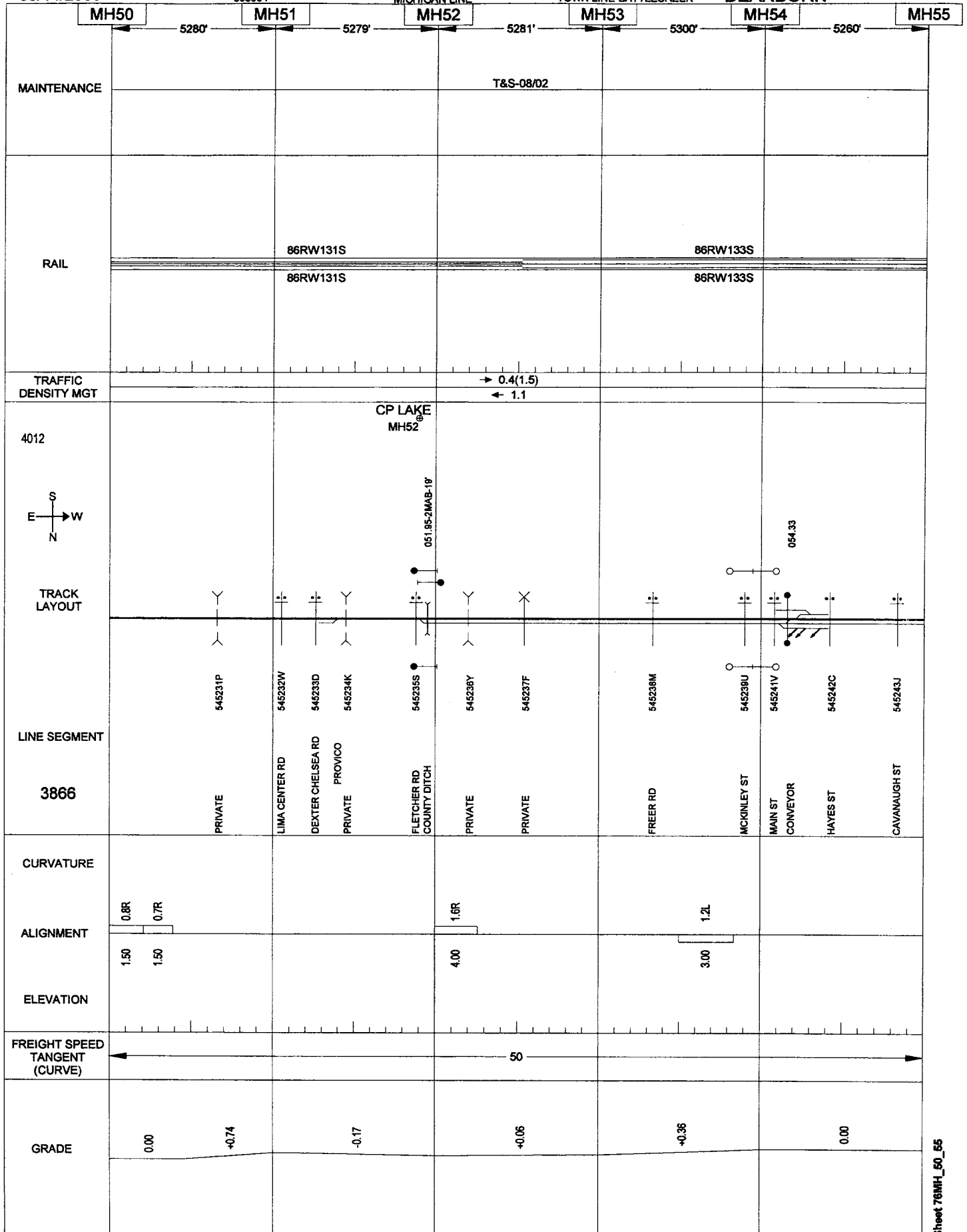
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122

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

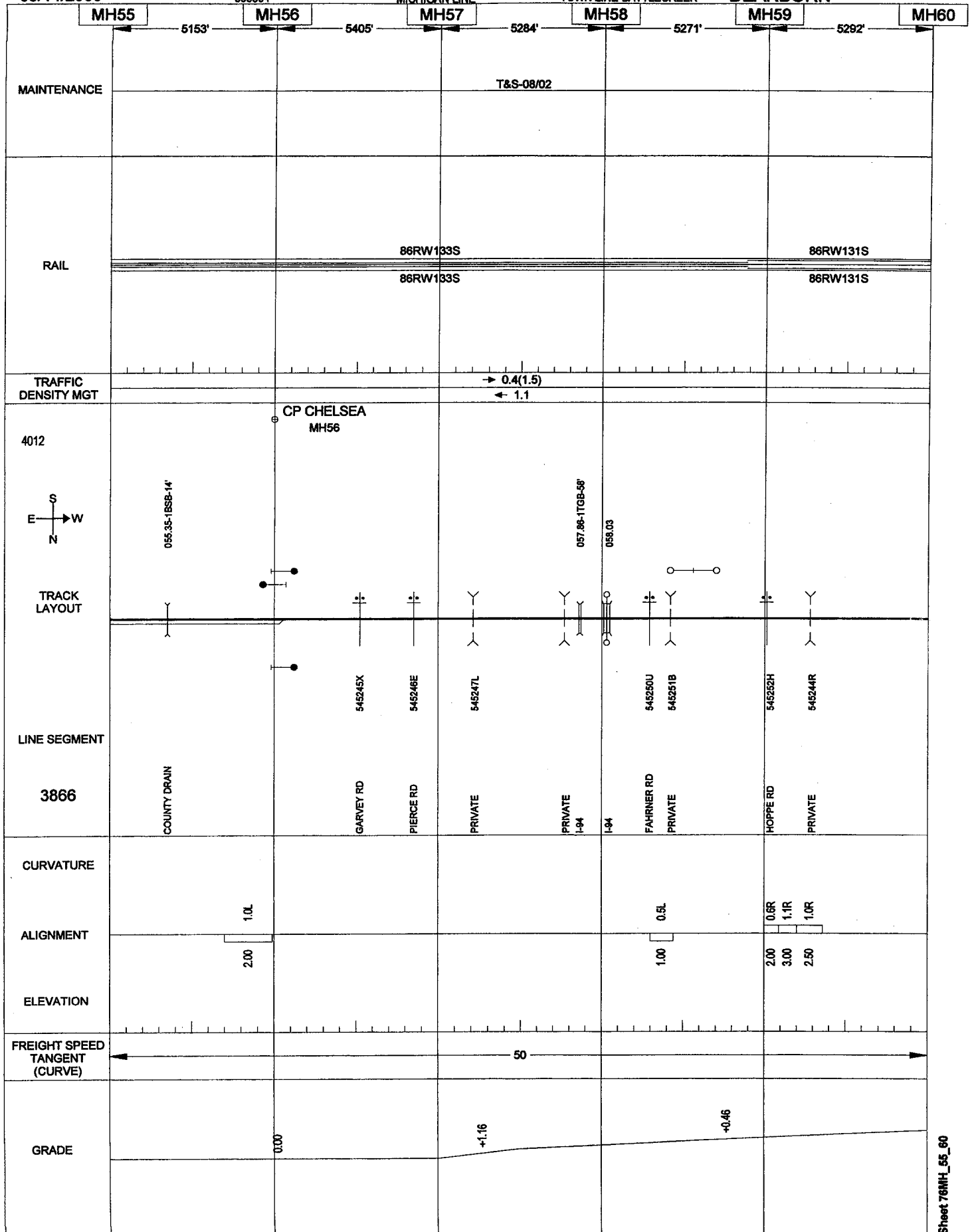
505304

123

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



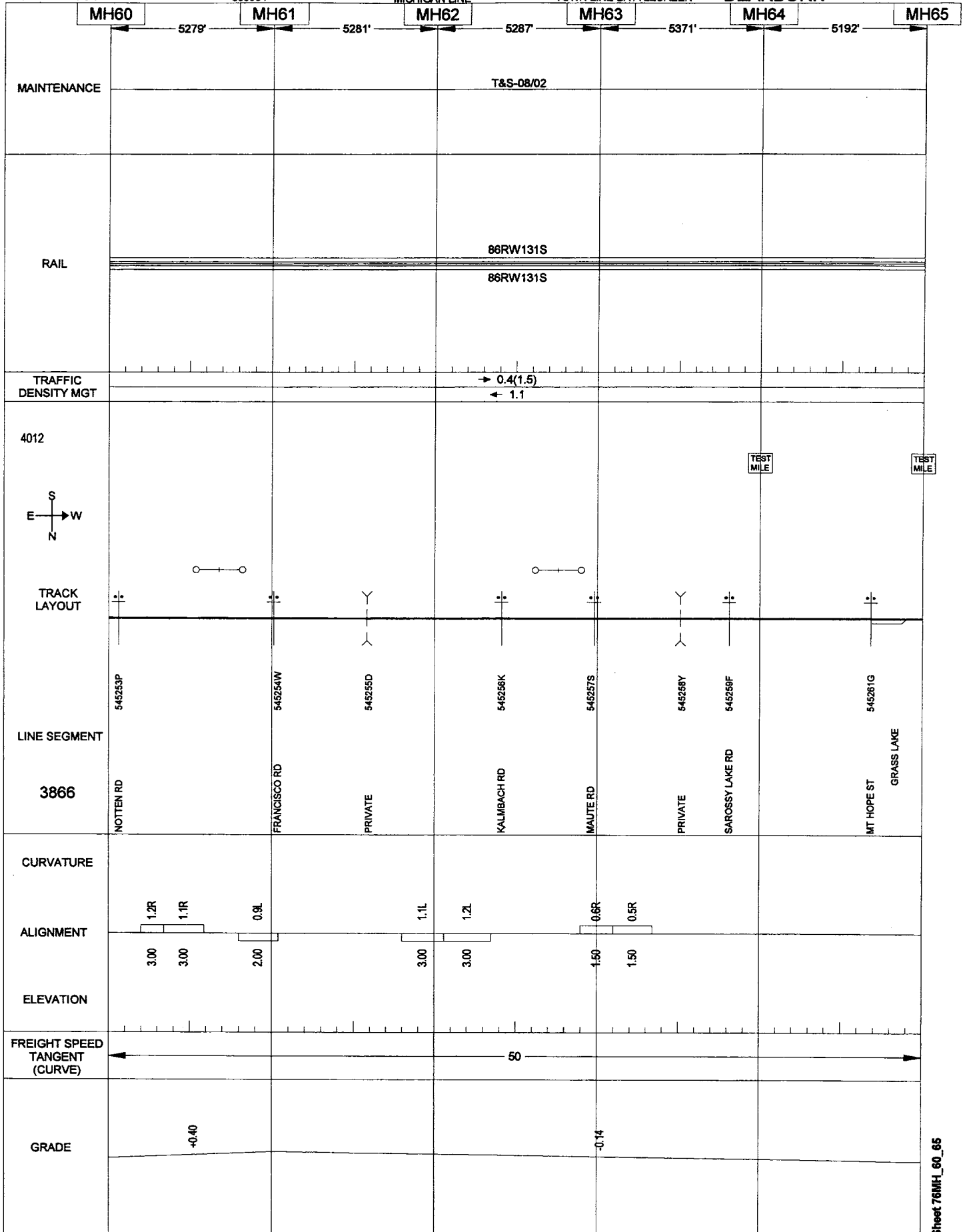
06/14/2006

505304

124
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

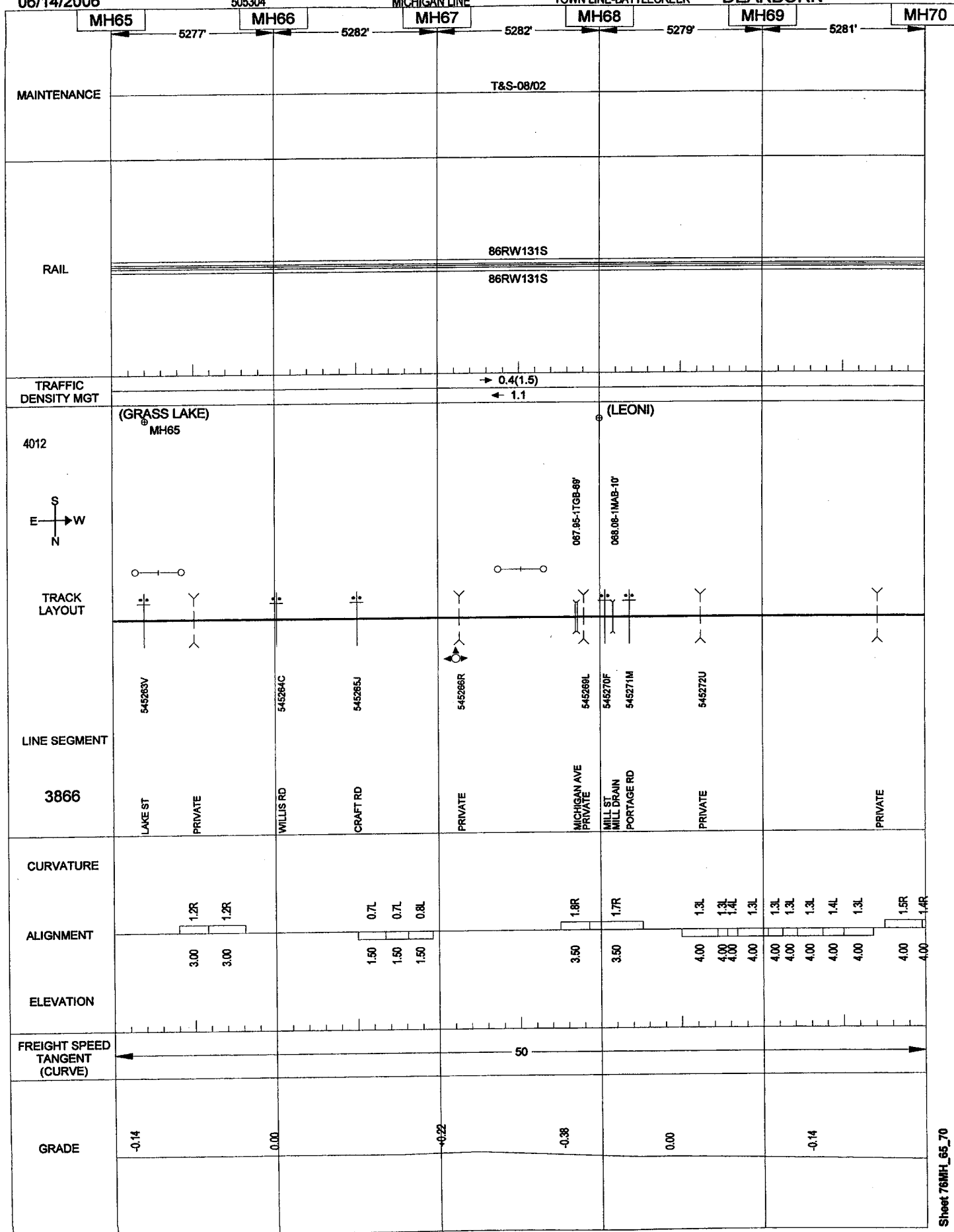
505304

125

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

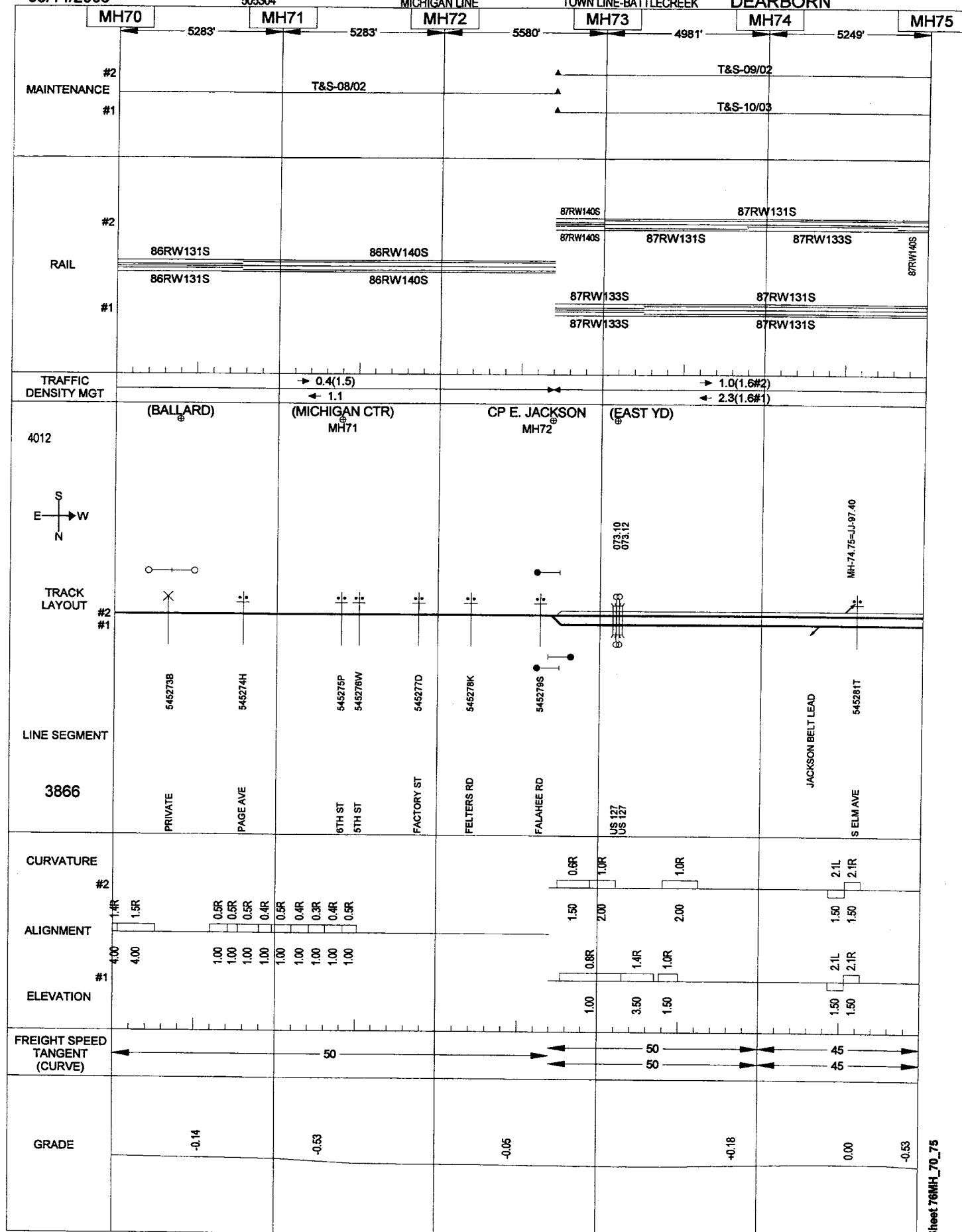
505304

126

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

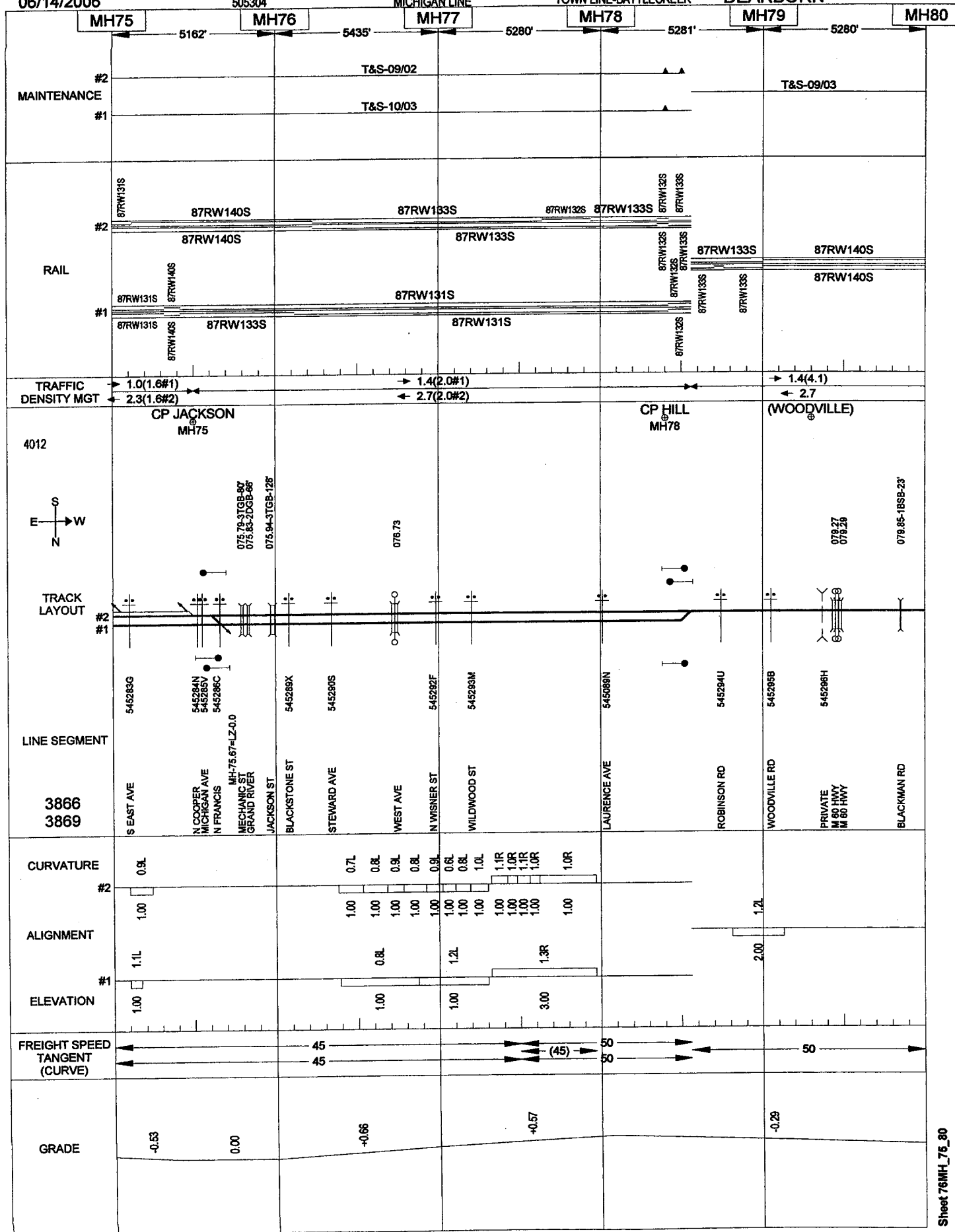
505304

127

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



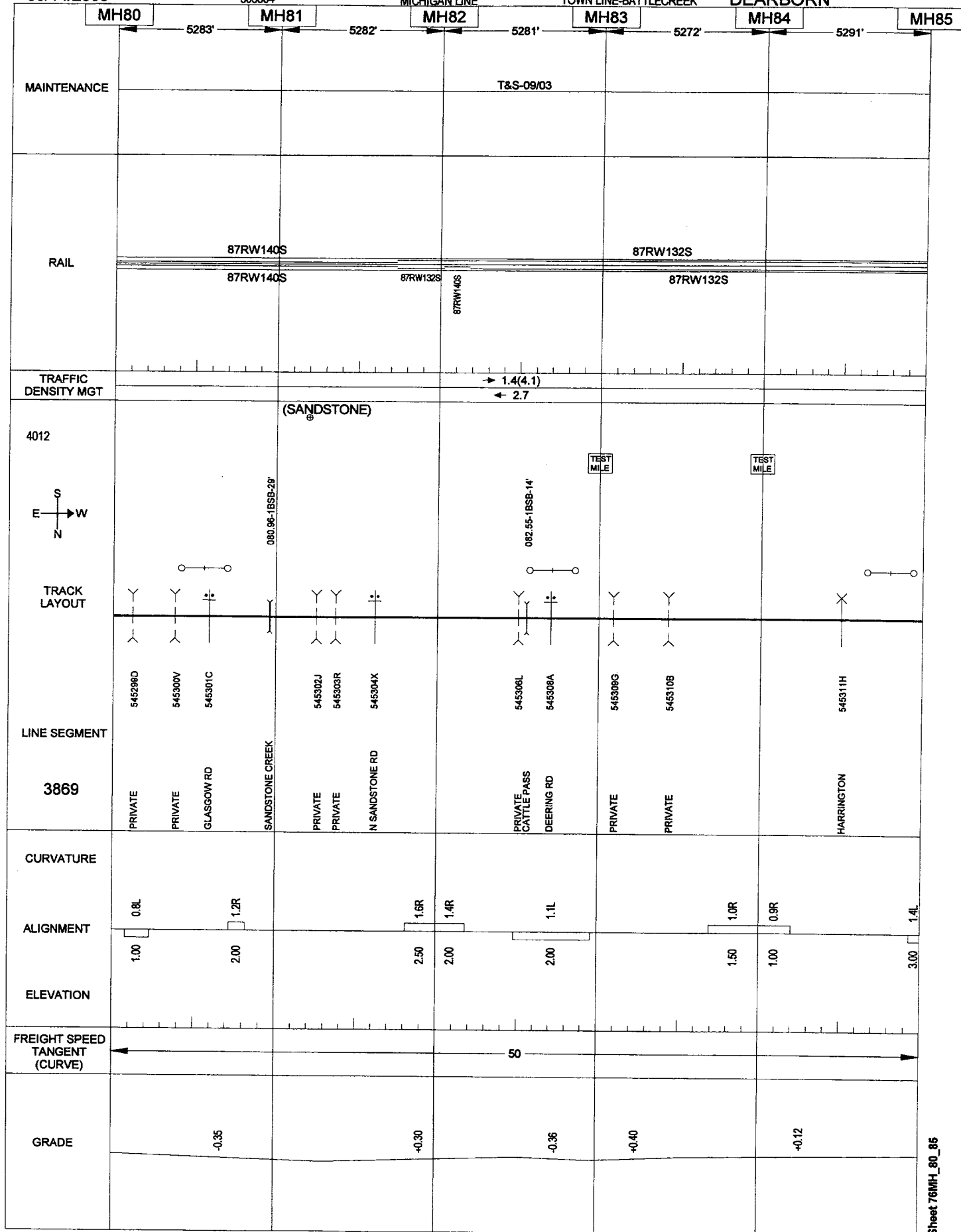
06/14/2006

128

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

505304

129

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH85

MH86

MH87

MH88

MH89

MH90

5281'

5282'

5281'

5281'

5279'

MAINTENANCE

T&S-09/03

RAIL

87RW132S

87RW140S

87RW132S

87RW140S

87RW132S

87RW140S

87RW132S

87RW132S

87RW140S

TRAFFIC
DENSITY MGT→ 1.4(4.1)
← 2.7

4012

(PARMA)
MH86TEAM TRACK
086.27S
E → W
NTRACK
LAYOUT

LINE SEGMENT

3869

HENDERSHOT RD
545312PPRIVATE
545313WUNION ST
545314DOLD US 12
545316S

JAMES ST

LITTLE RD
545317YERIE RD
545318FPRIVATE
545319MN CONCORD RD
545320G

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.4L

3.00

-0.10

0.4L

1.00

1.3L

1.50

1.5L

2.50

-0.10

2.3R

4.00

0.9R

1.00

50

06/14/2006

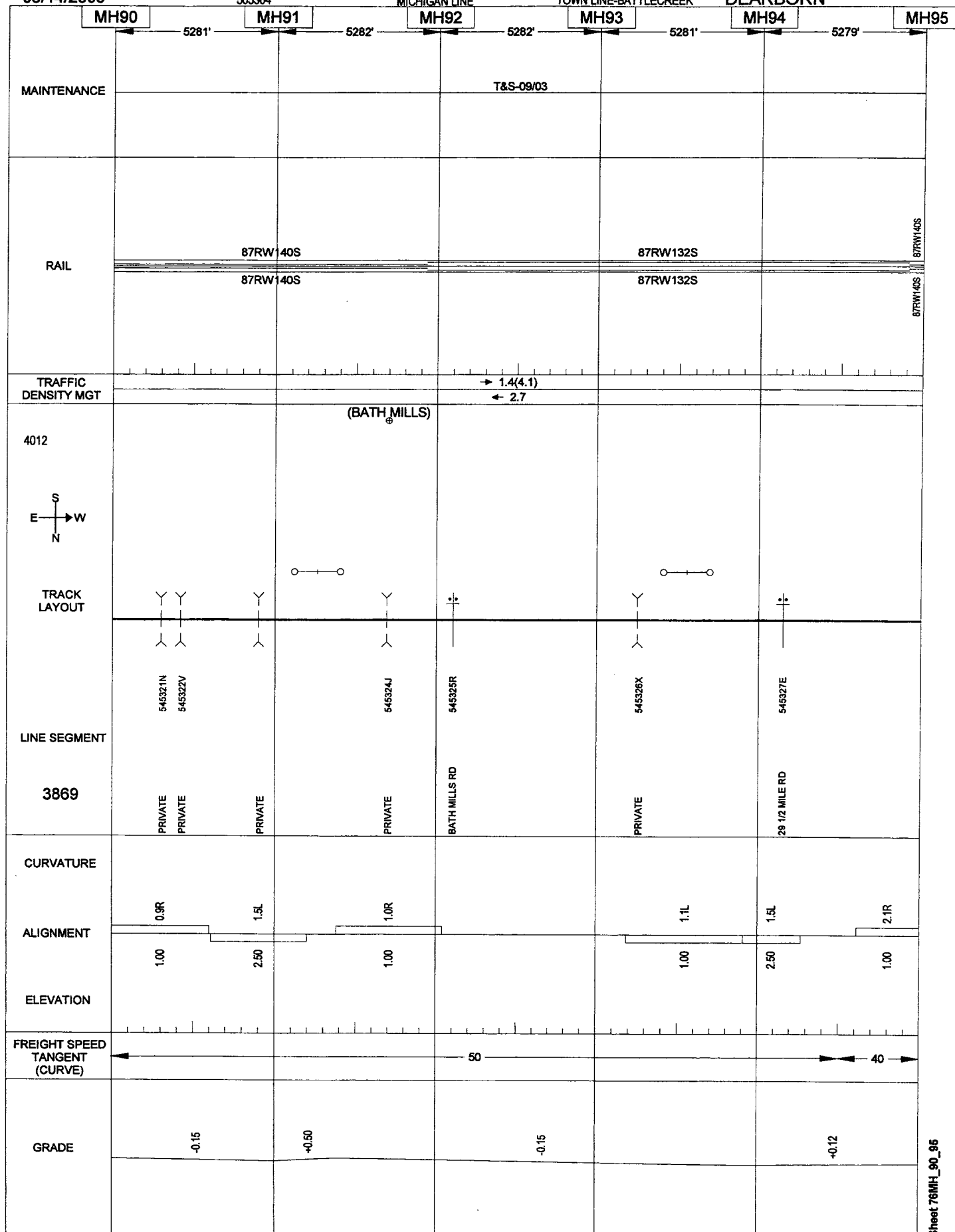
505304

130

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

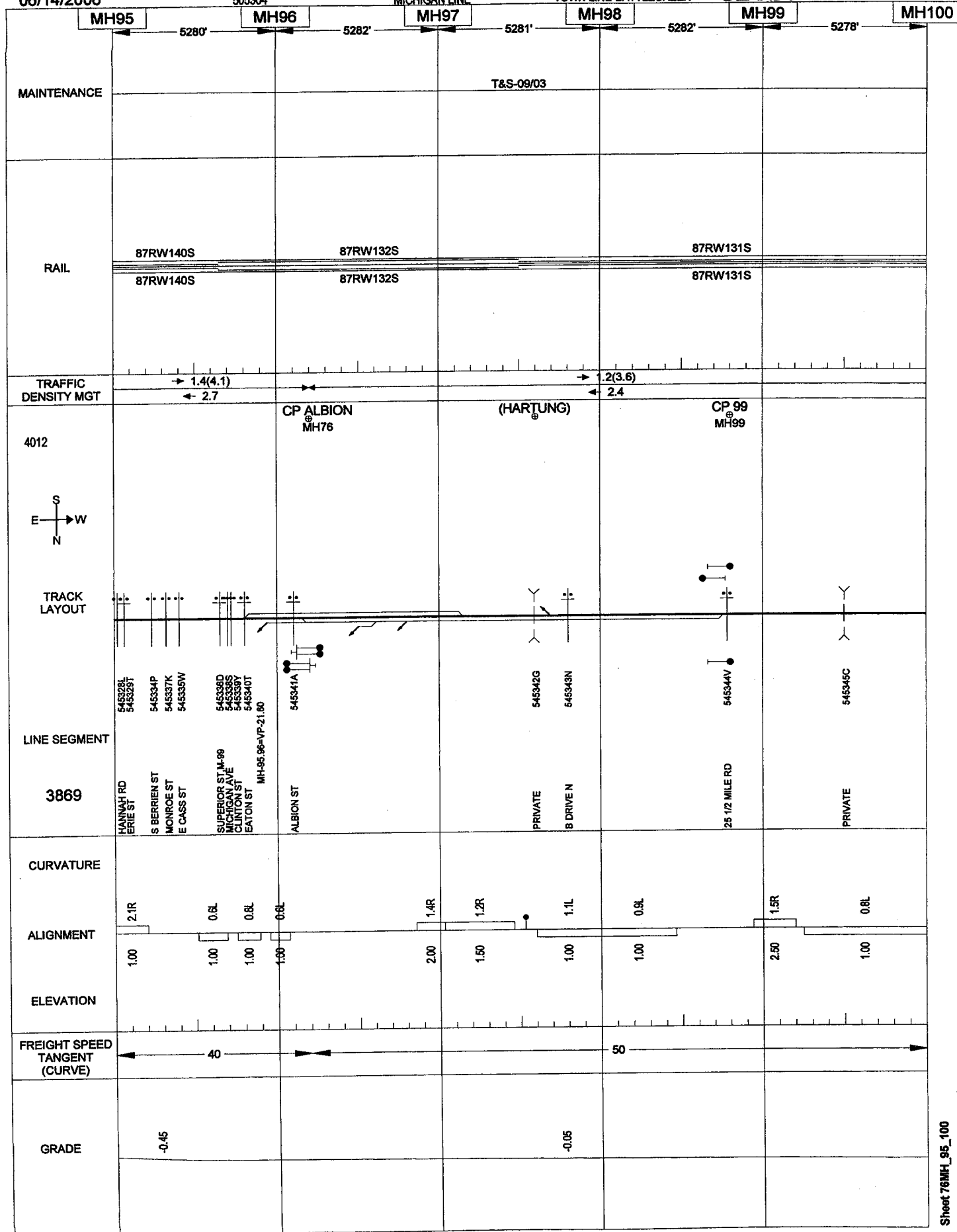
505304

131

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

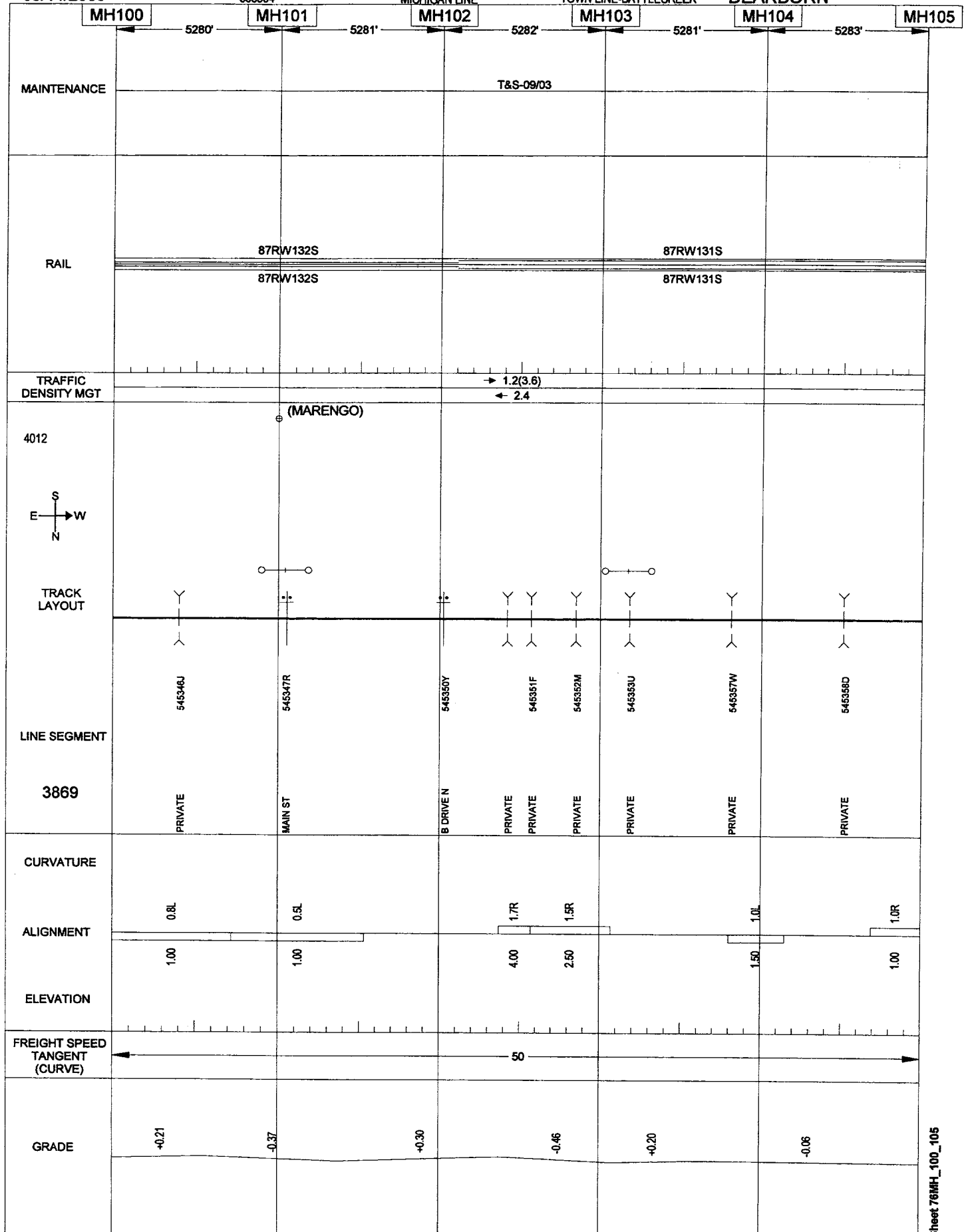
505304

132

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

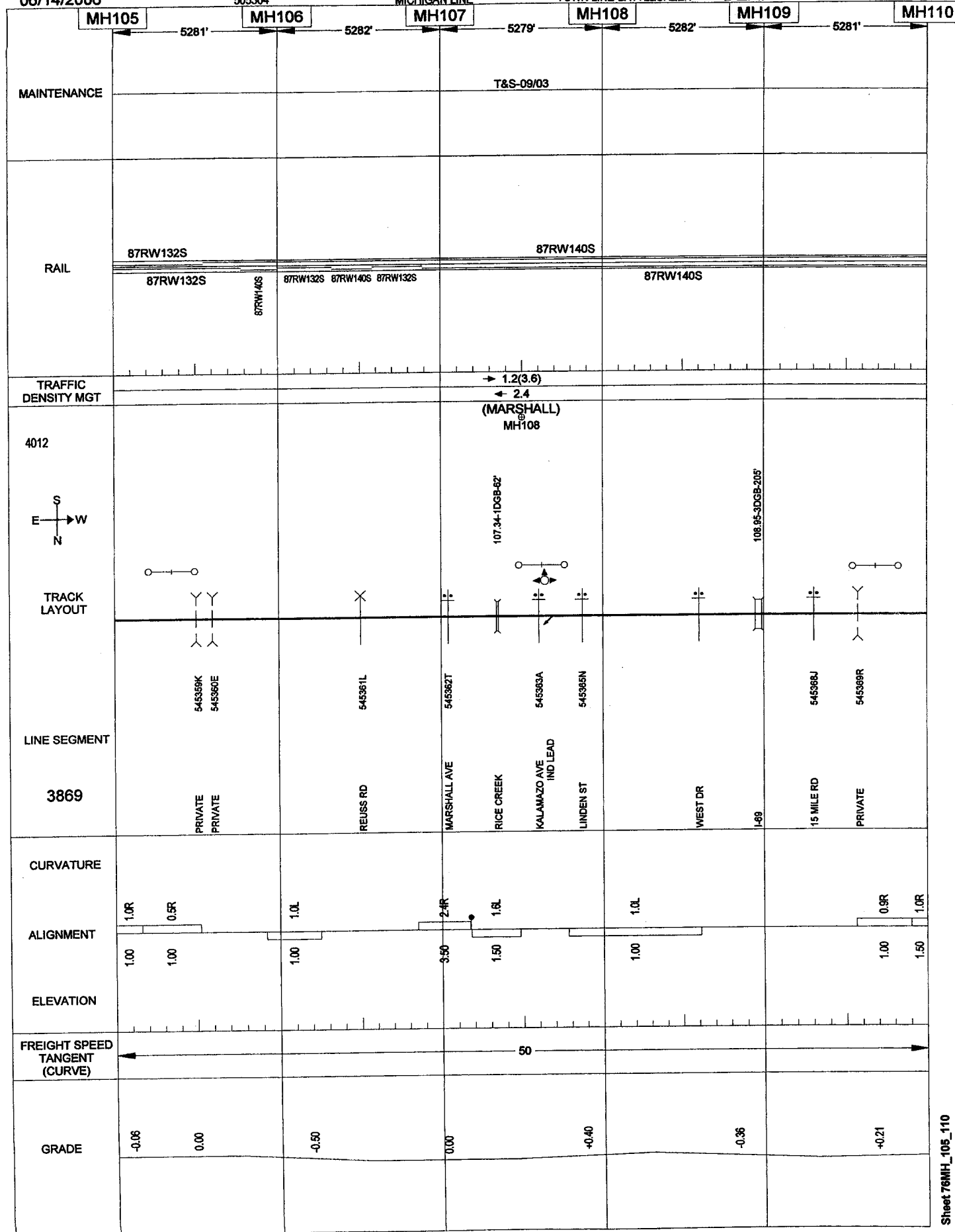
505304

133

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



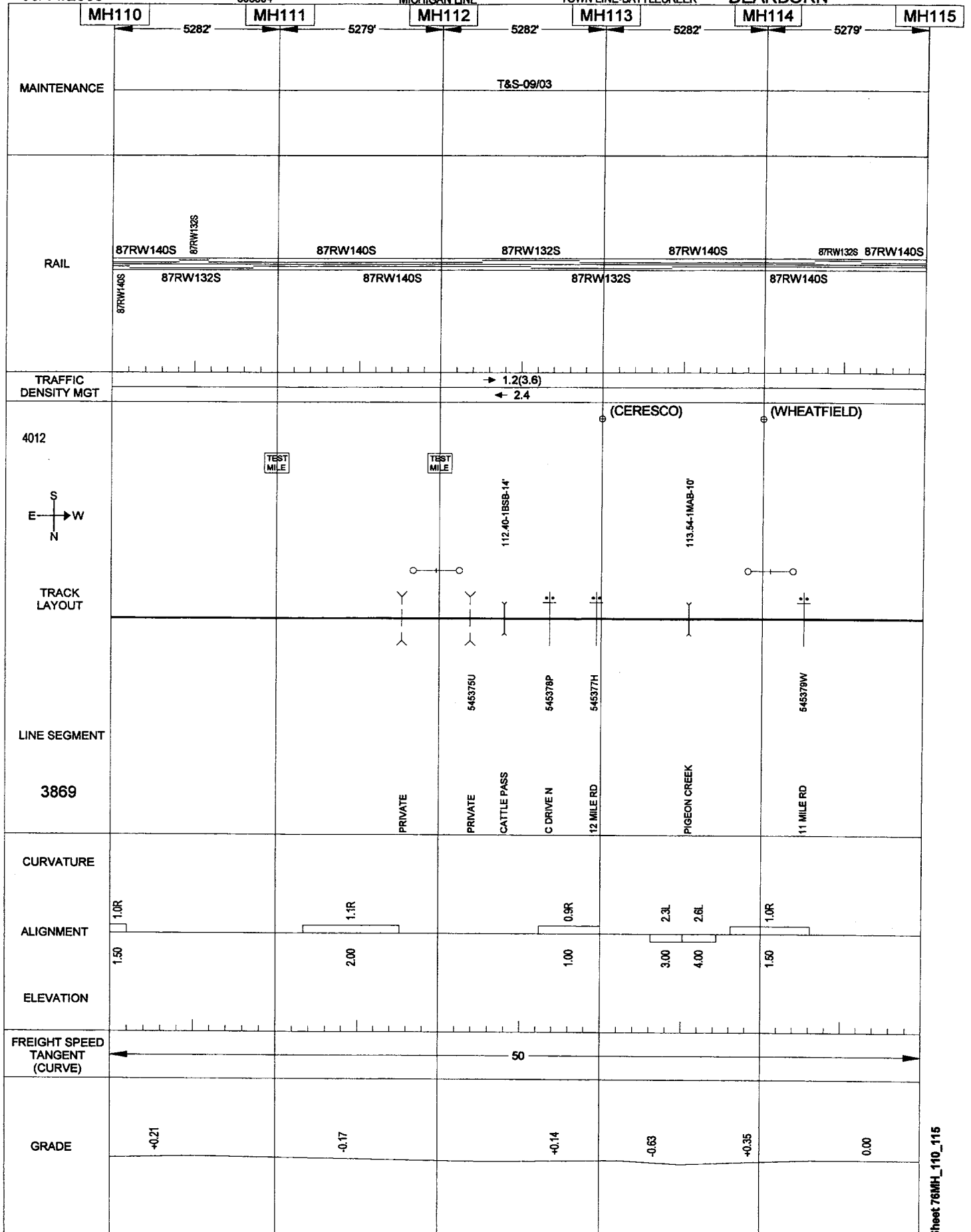
06/14/2006

505304

134
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

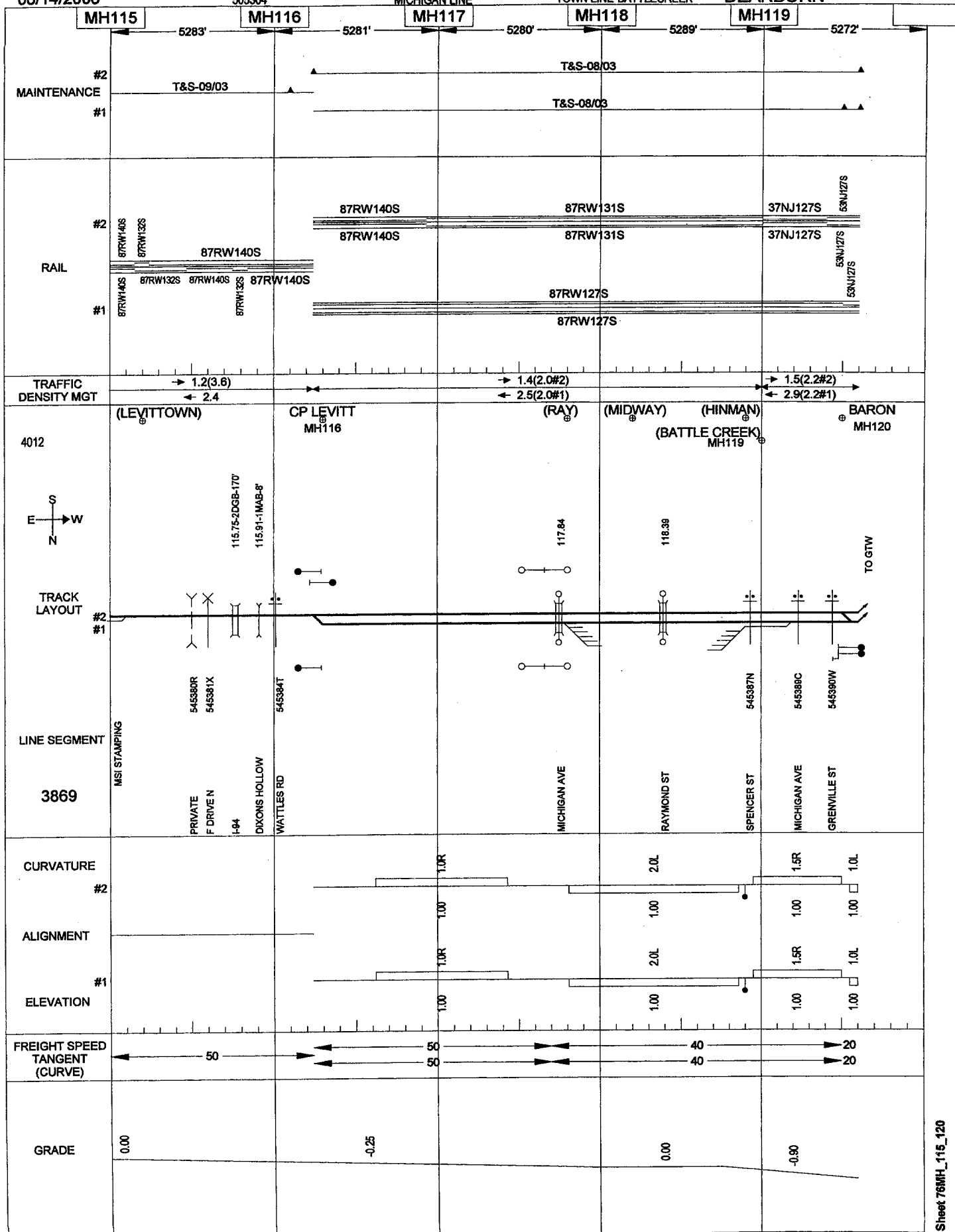
505304

135

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



06/14/2006

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-09/02

RAIL

#2
#1

48N127S
00NW136S
53N127S
53N127S
87RW1316
87RW131S
87RW127S
87RW127S
87RW131S
87RW131S

TRAFFIC
DENSITY MGT

→ 1.5(2.3#1)
← 3.0(2.3#2)
→ 1.5(4.5)
← 3.0

4012

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

S
E → W
N

TRACK
LAYOUT

#2
#1

TO GTW
545403V
545404C
545405J
545406R
545407X
FT CUSTER LEAD

LINE SEGMENT

3872
3875

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

2.8L
1.00
6.8R
5.8L
0.6L
0.7L
0.7L
0.7L
1.00
1.00
1.00
1.00
0.7L
1.00
0.8R
1.00
1.0R
1.00
1.0L

FREIGHT SPEED
TANGENT
(CURVE)

20 40 50 50

GRADE

0.00

-0.15

0.00

Sheet 76MH_120_125

06/14/2006

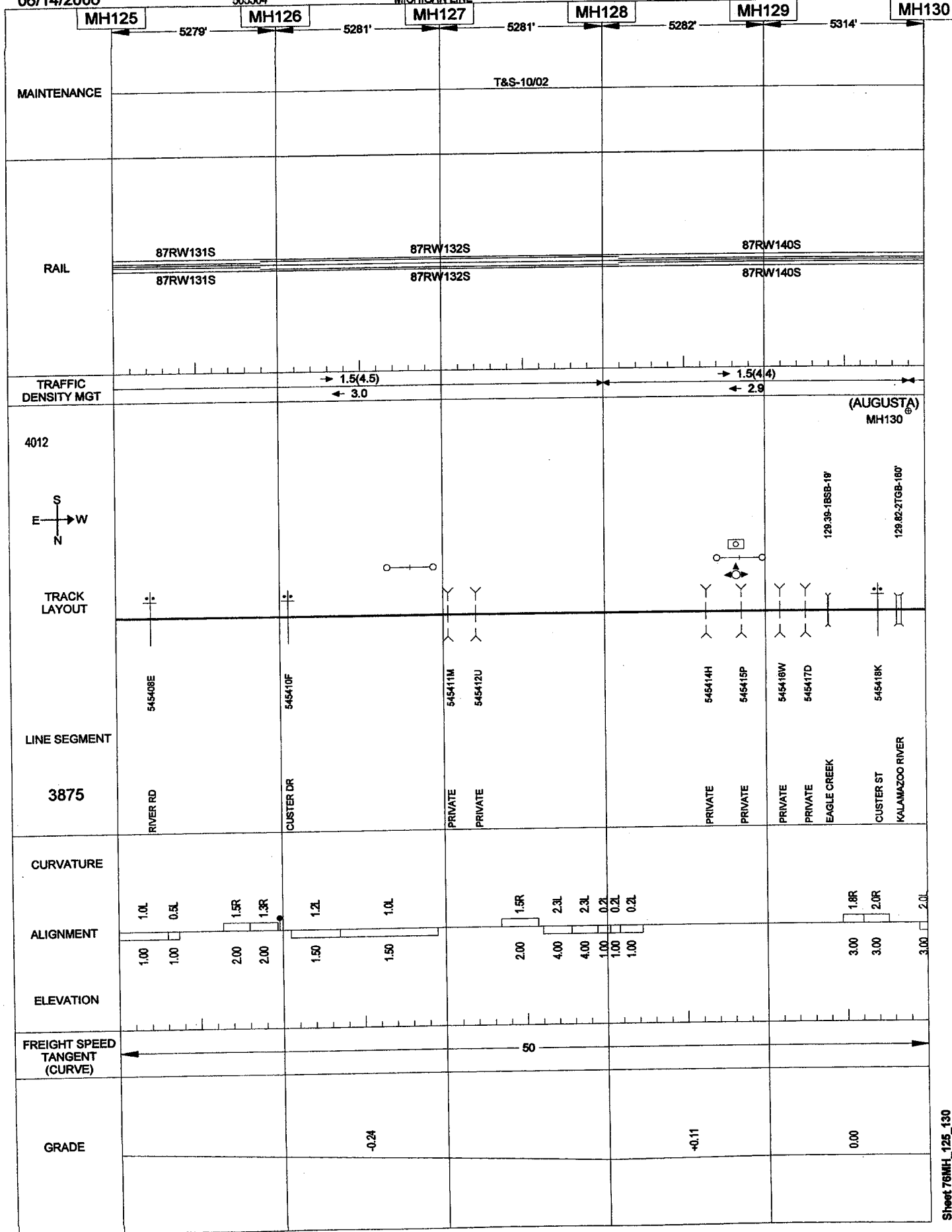
505304

137

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



06/14/2006

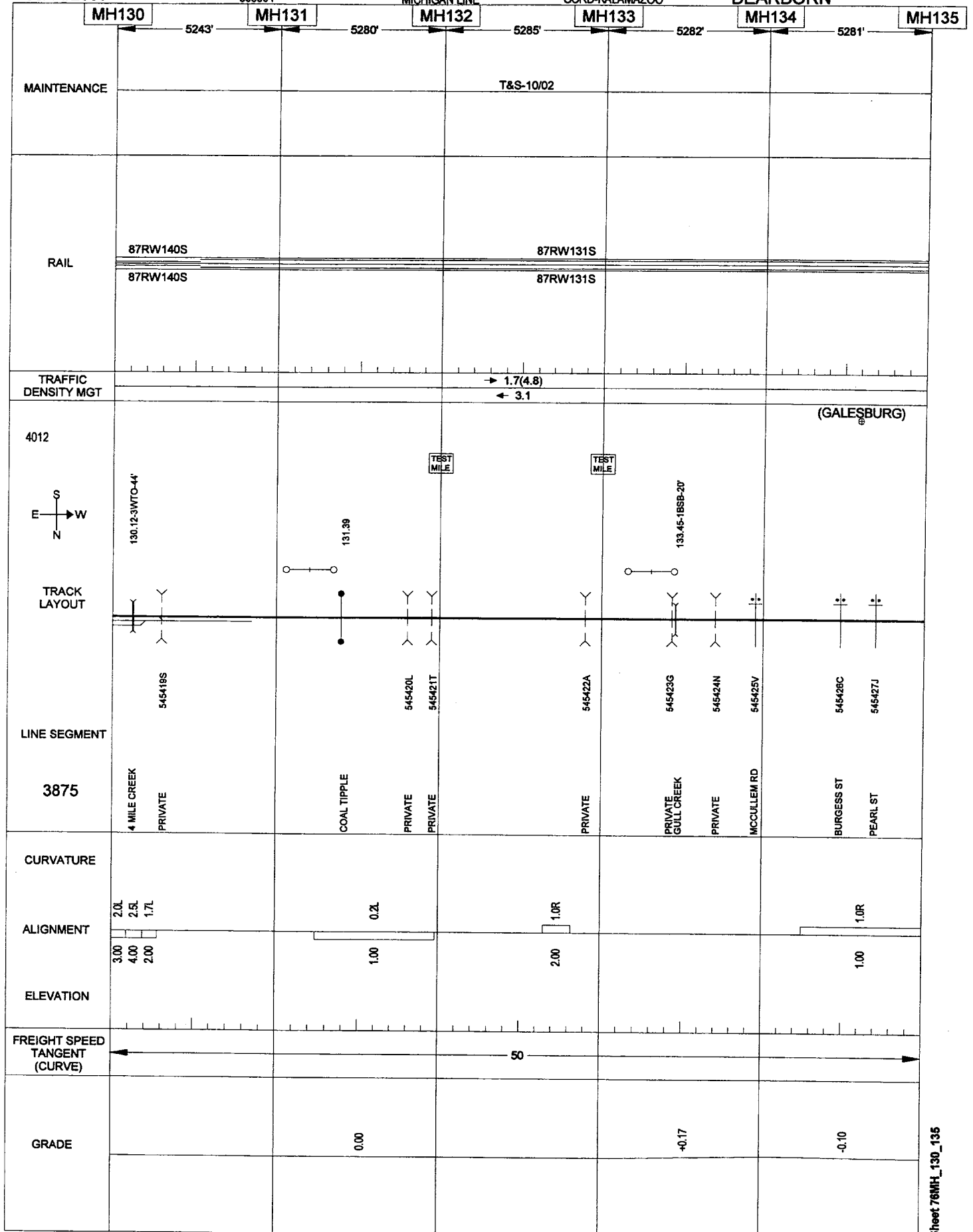
505304

138

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



06/14/2006

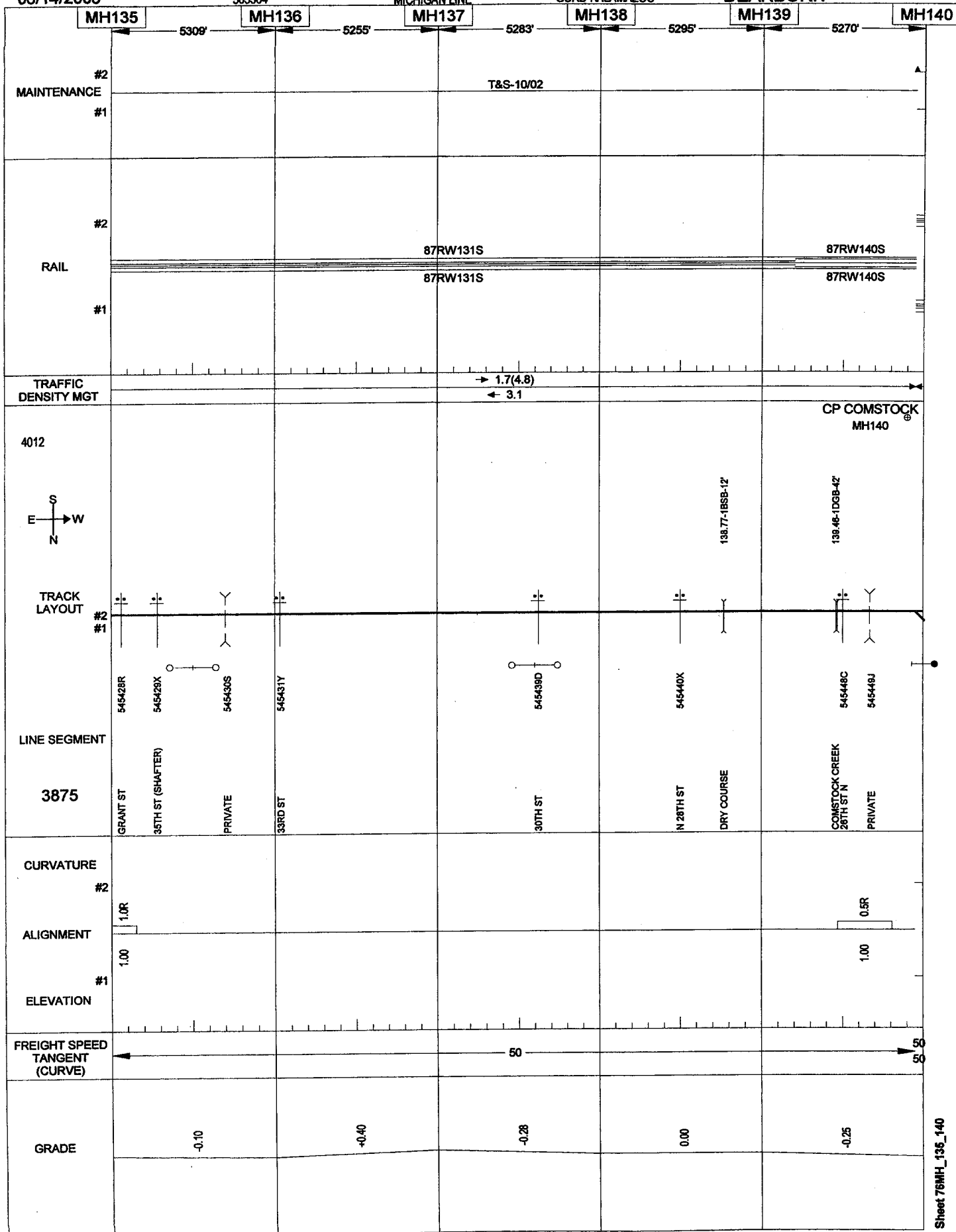
505304

139

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



06/14/2006

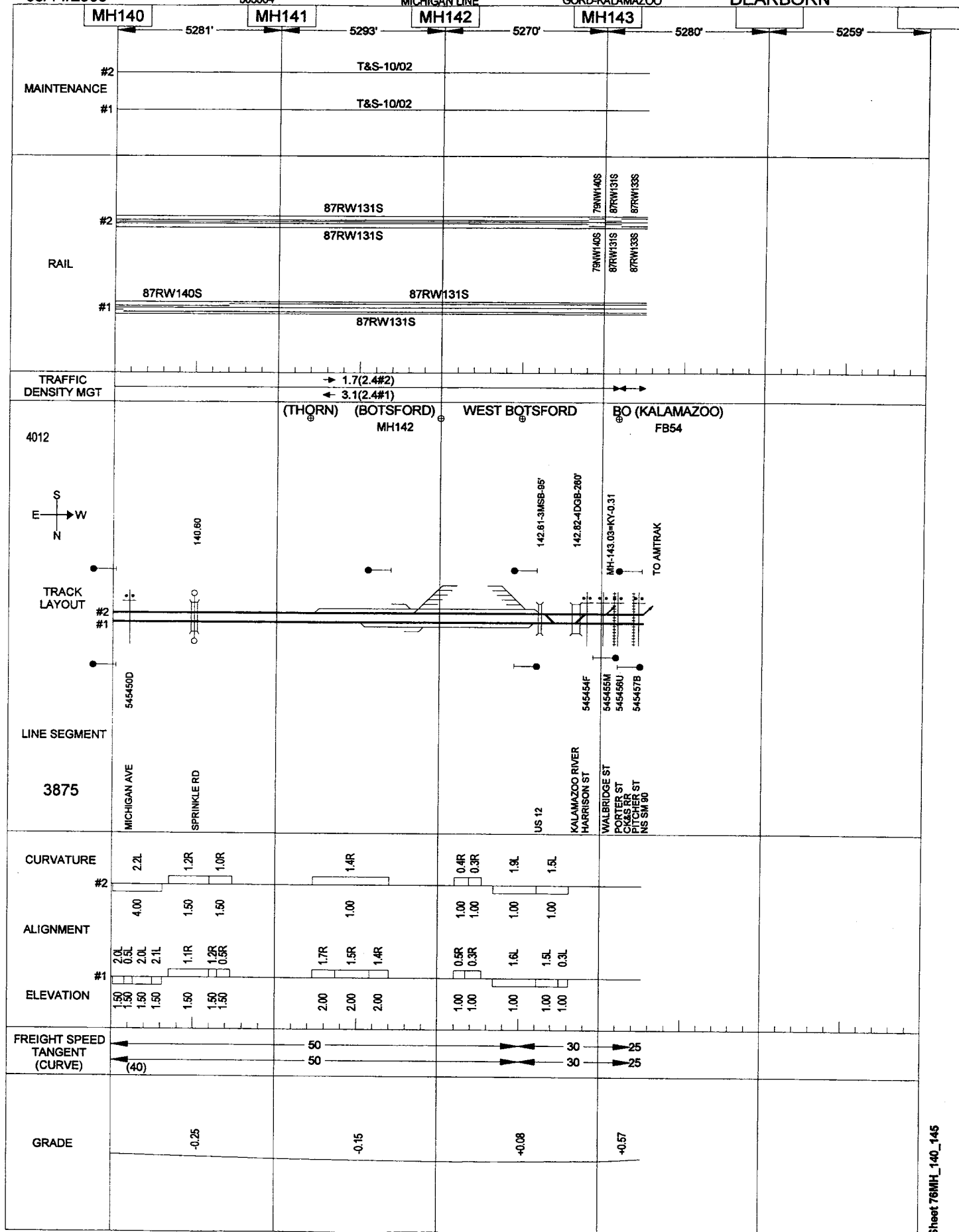
505304

140

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



06/14/2006

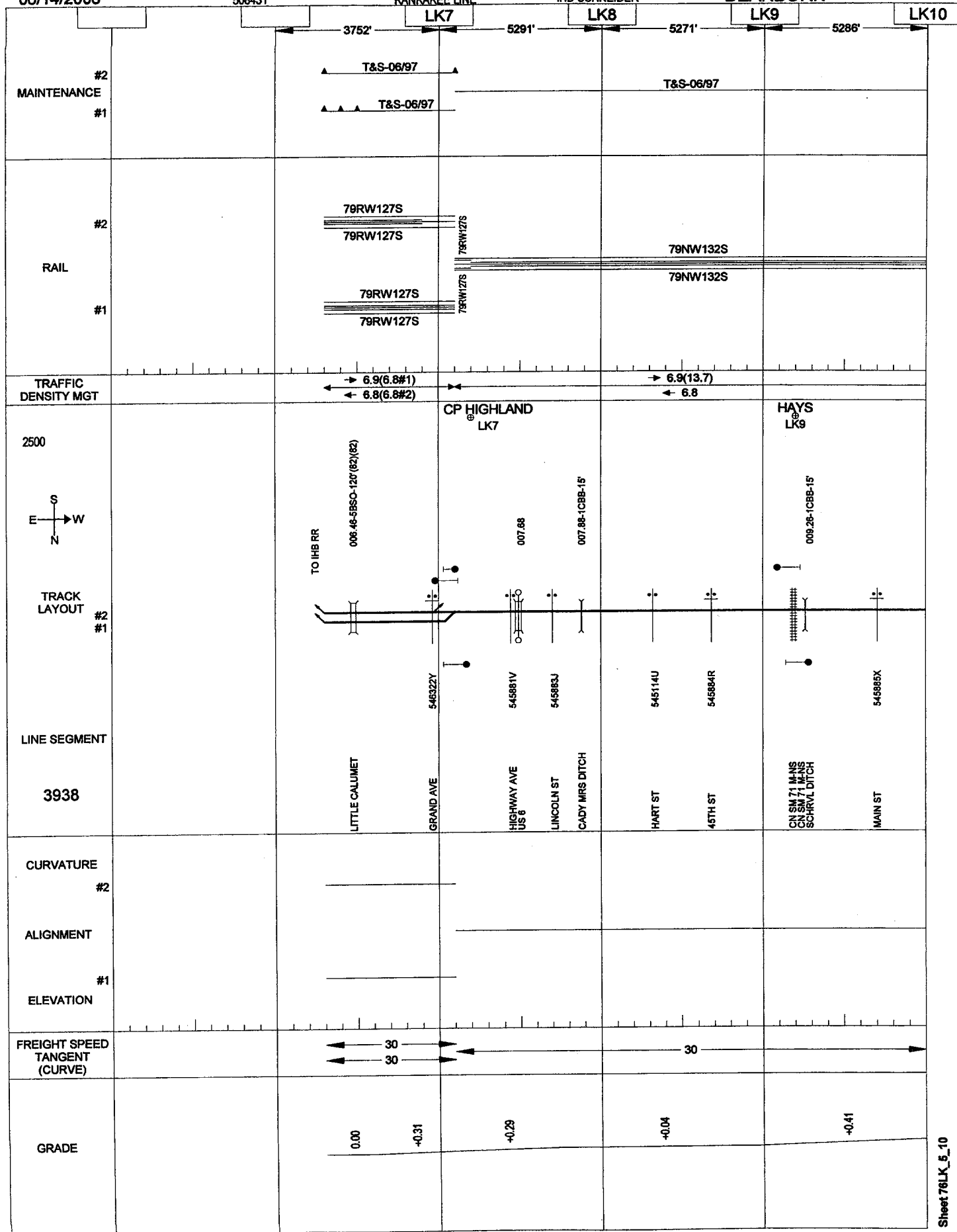
508431

141

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



06/14/2006

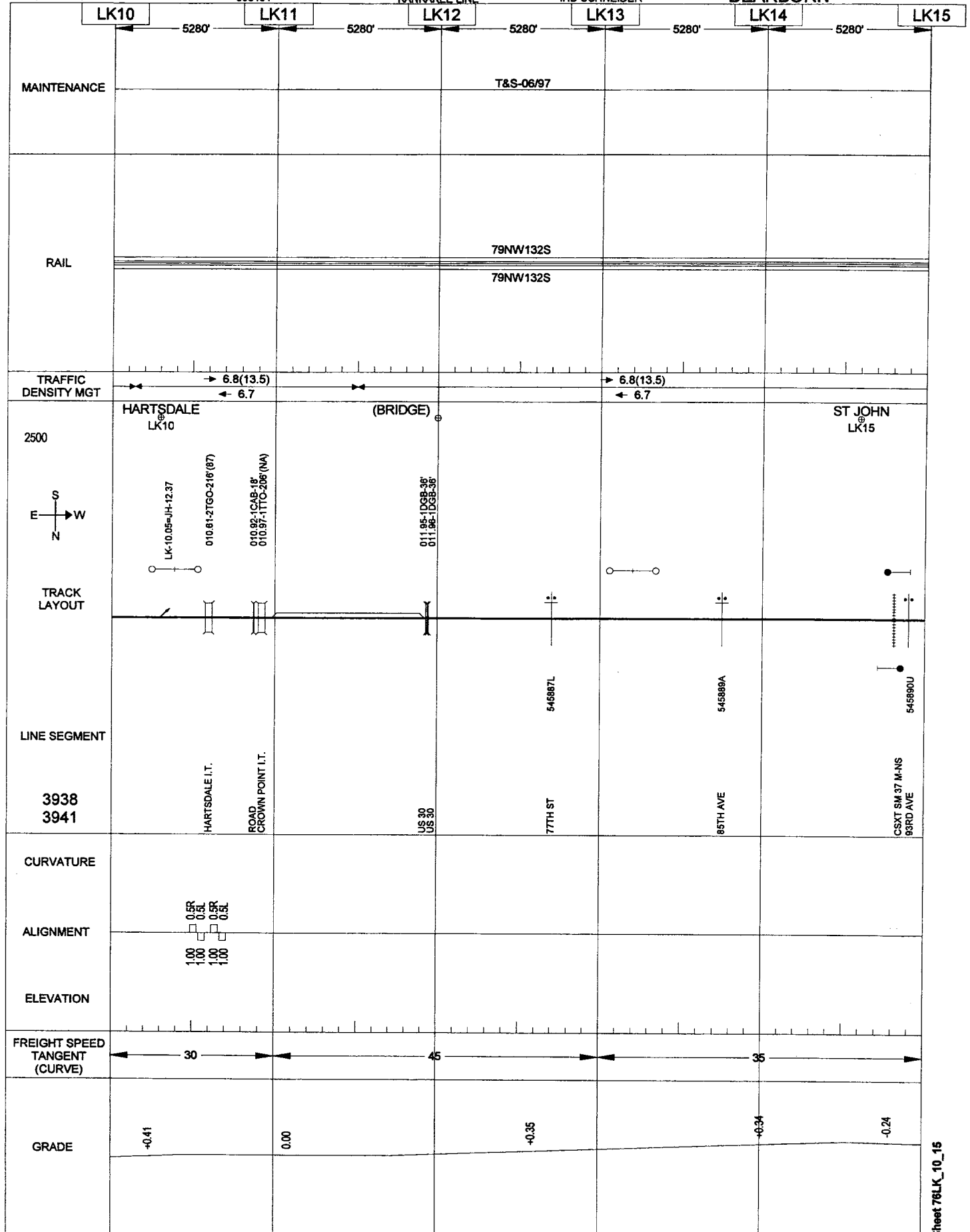
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142

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



06/14/2006

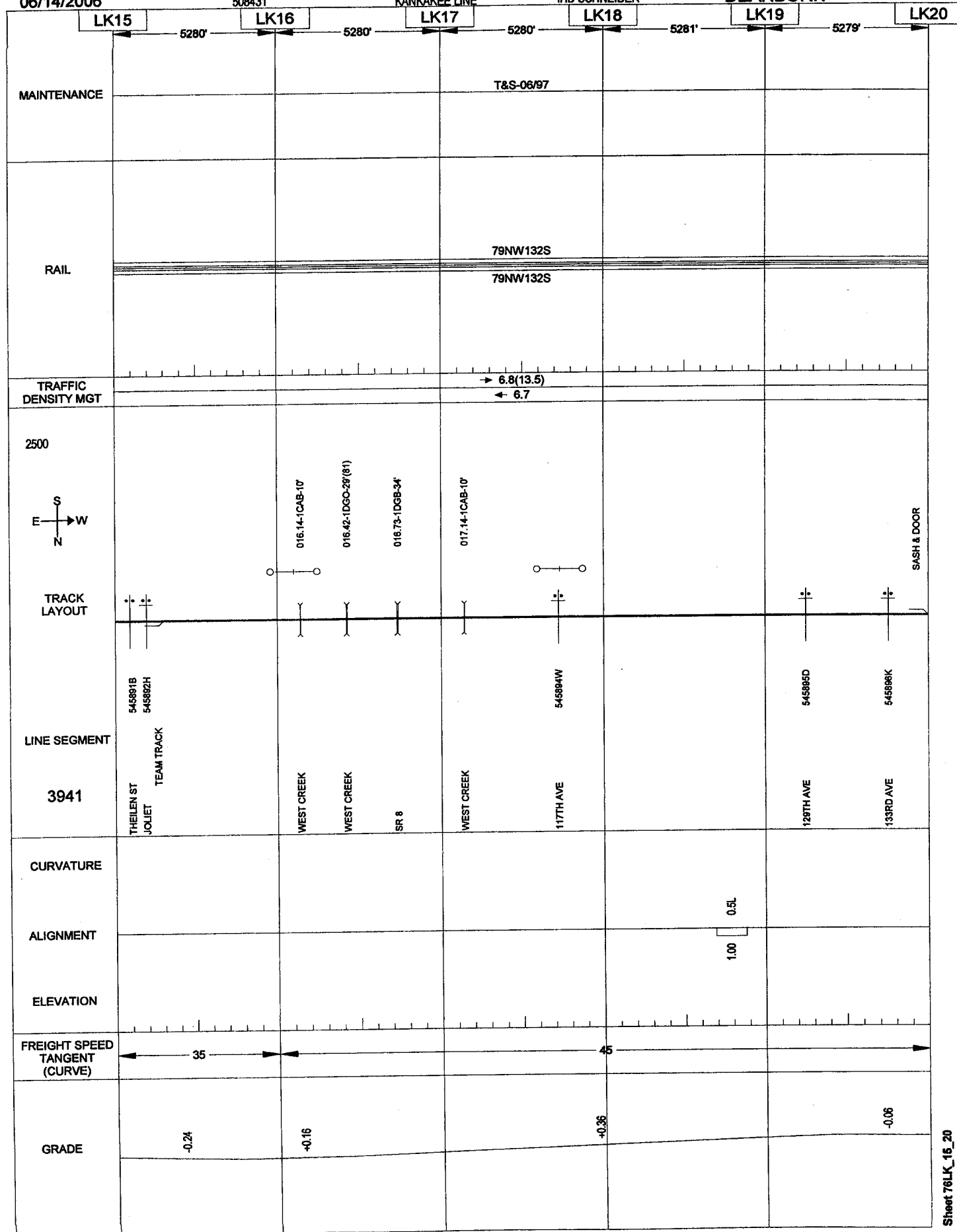
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143

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



06/14/2006

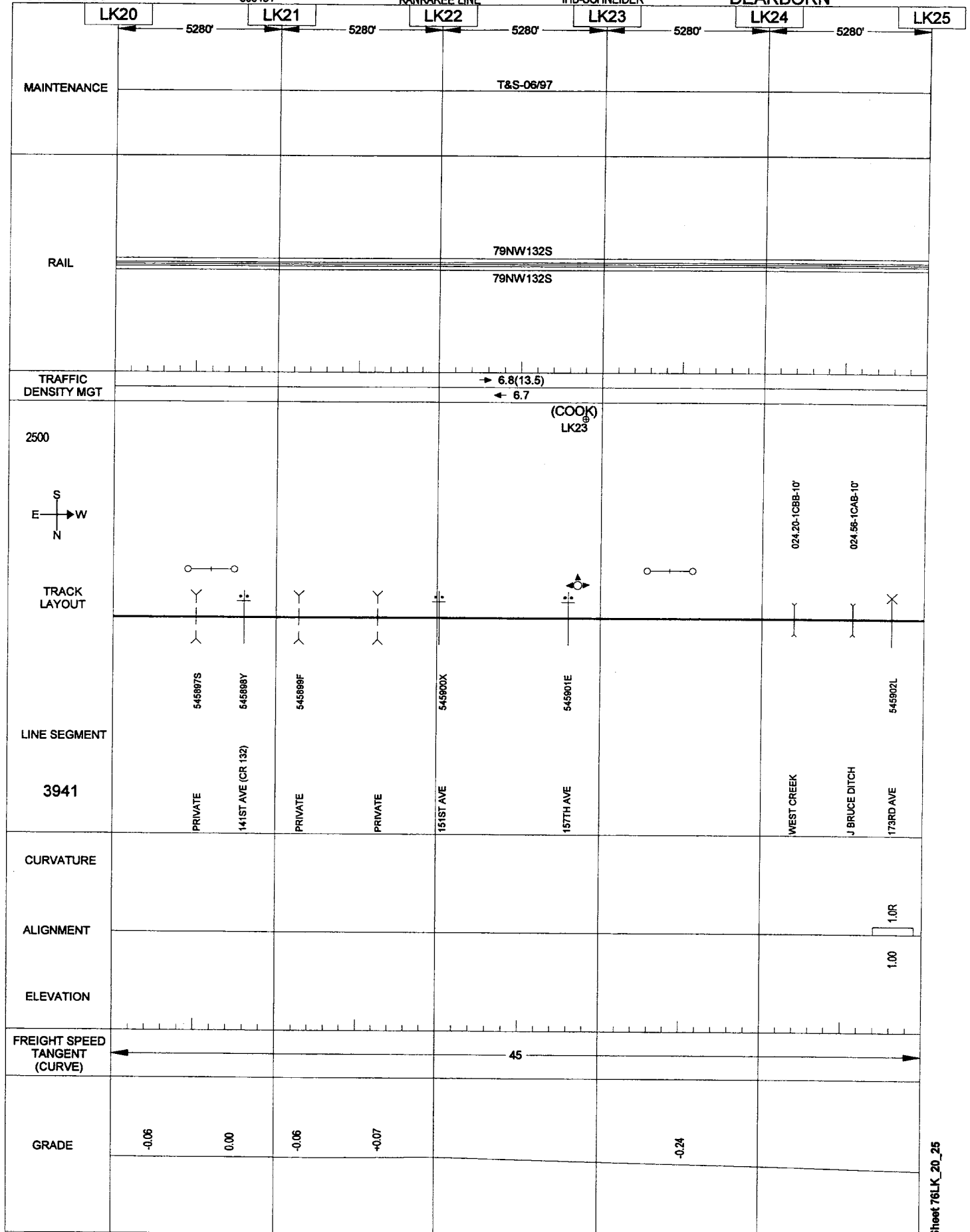
508431

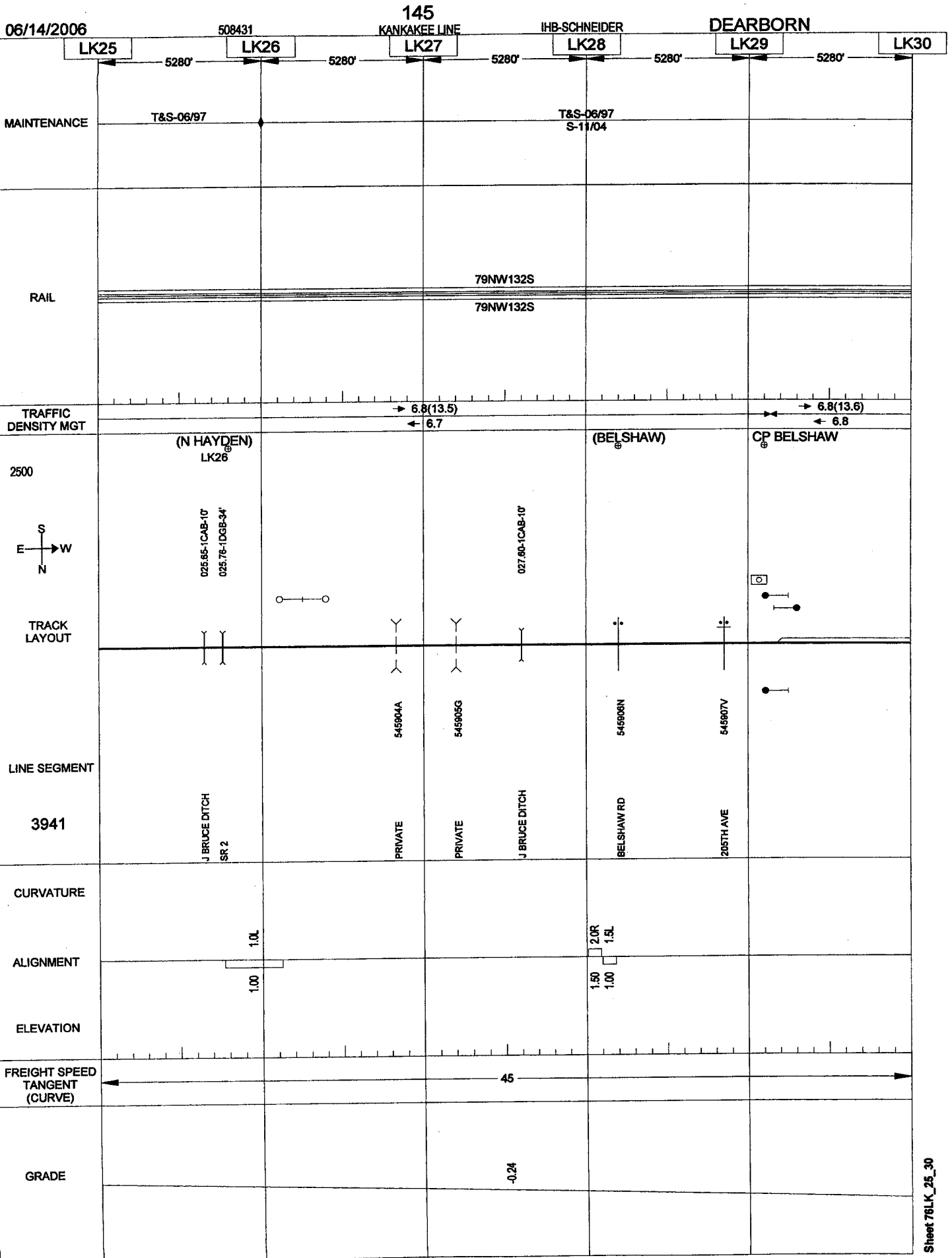
144

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN





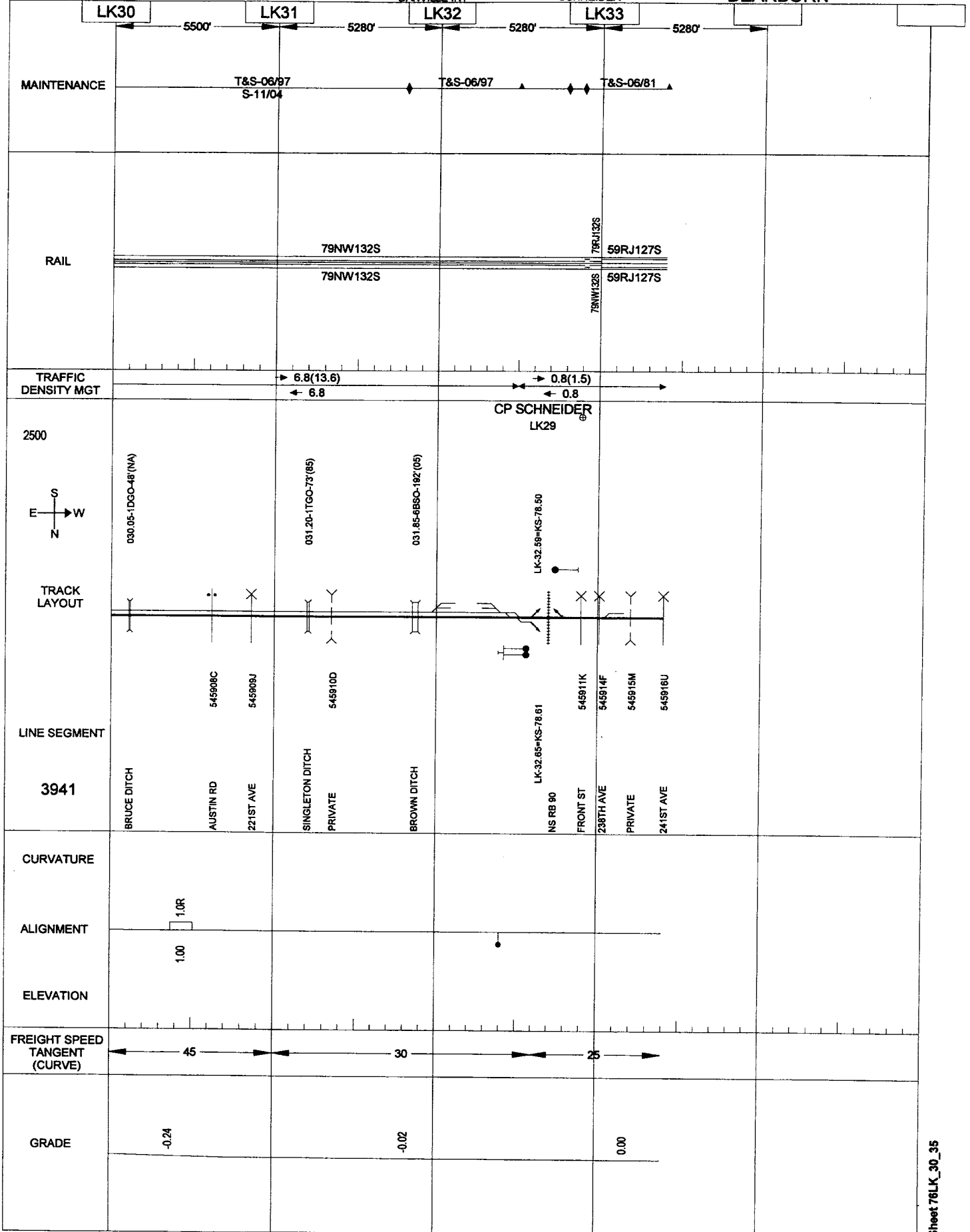
06/14/2006

146

DANVILLE I.T.

SCHNEIDER

DEARBORN



06/14/2006

503123

147

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

→ 1.2(7.7)

← 6.5

NIPSCO

WHEATFIELD

KS56

2470



TRACK
LAYOUT

057.28-2858-69'

058.50-1858-52'

534320B

534321H

534322P

534323W

LINE SEGMENT

3953

MARION OWES 100E

MABLE DITCH
KNAPP RD-SR 49

MAIN ST

DITCH

STUPPY RD - CR 200W

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

30

GRADE

-0.06

-0.09

+0.02

+0.09

06/14/2006

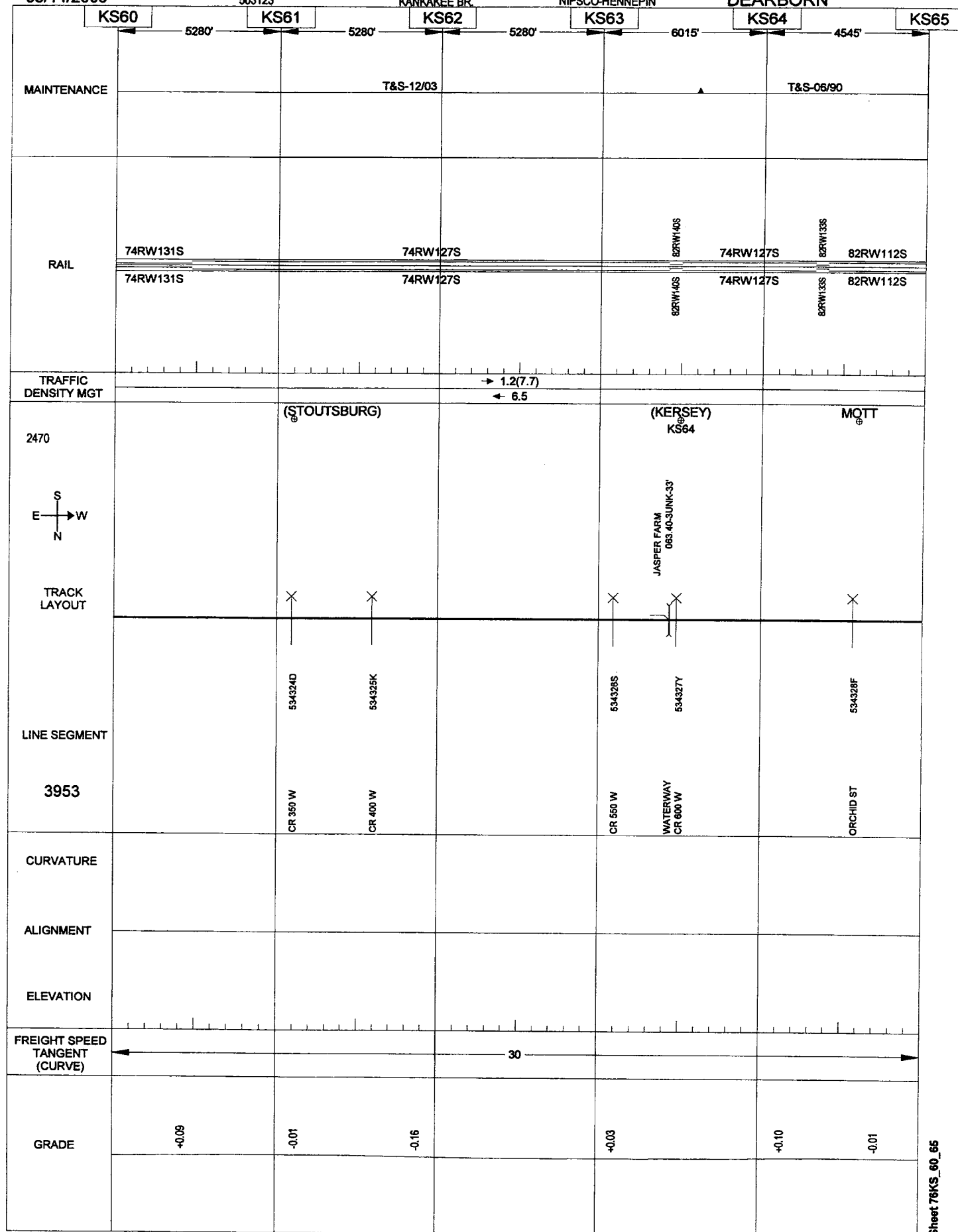
503123

148

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



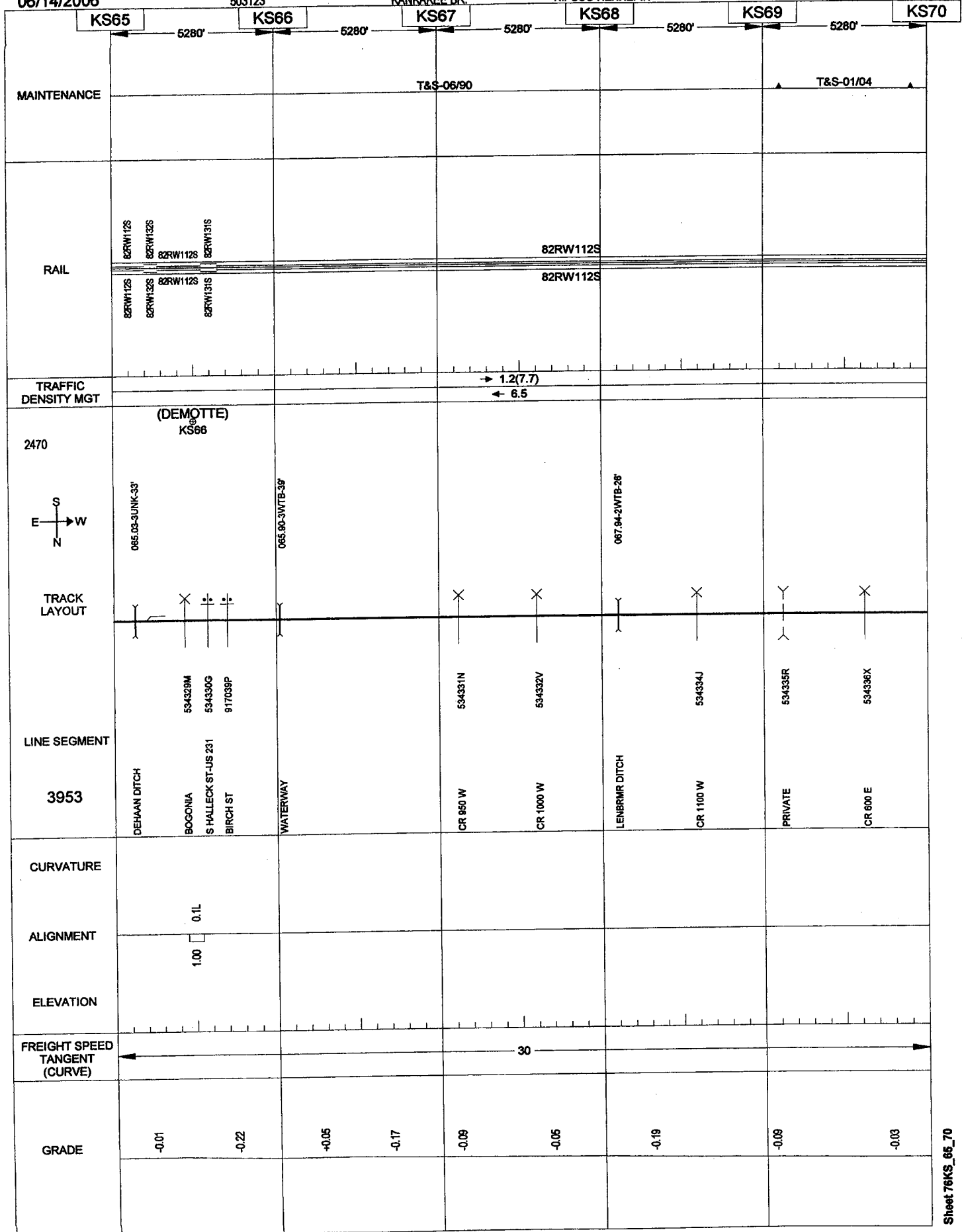
06/14/2006

503123

149
KANKAKEE BR.
KS67

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

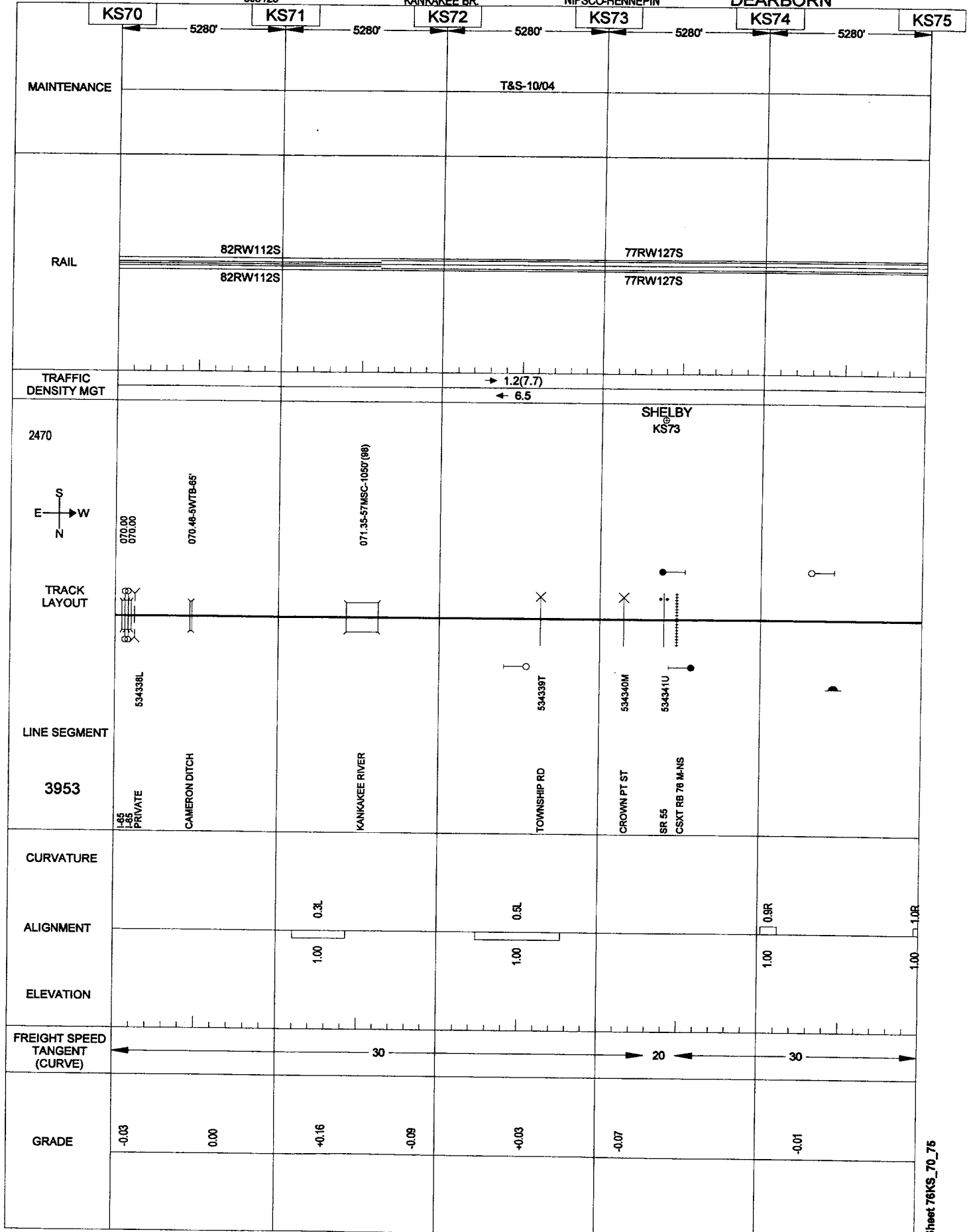
503123

150

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

503123

151

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS75

KS76

KS77

KS78

KS79

KS80

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/04

T&S-11/04

RAIL

76RW127S
76RW127S

76RW127S

76RW127S

79RW131S

79RW131S

TRAFFIC
DENSITY MGT→ 1.2(7.7)
← 6.5→ 2.7(10.6)
← 7.9

2470

S
E → W
NTRACK
LAYOUT

X

X

X

CP SCHNEIDER
KS79078.81
078.51

LINE SEGMENT

534342B

534343H

534344P

PRIVATE 534345W
KS-78.50=LK-32.59
NS RB 80
ACKERMAN ST
KS-78.61=LK-32.85US 41
US 41

WHITCOMB RD

COLFAX RD

CLINE RD

3953
3956

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

45

GRADE

-0.01

-0.02

-0.01

06/14/2006

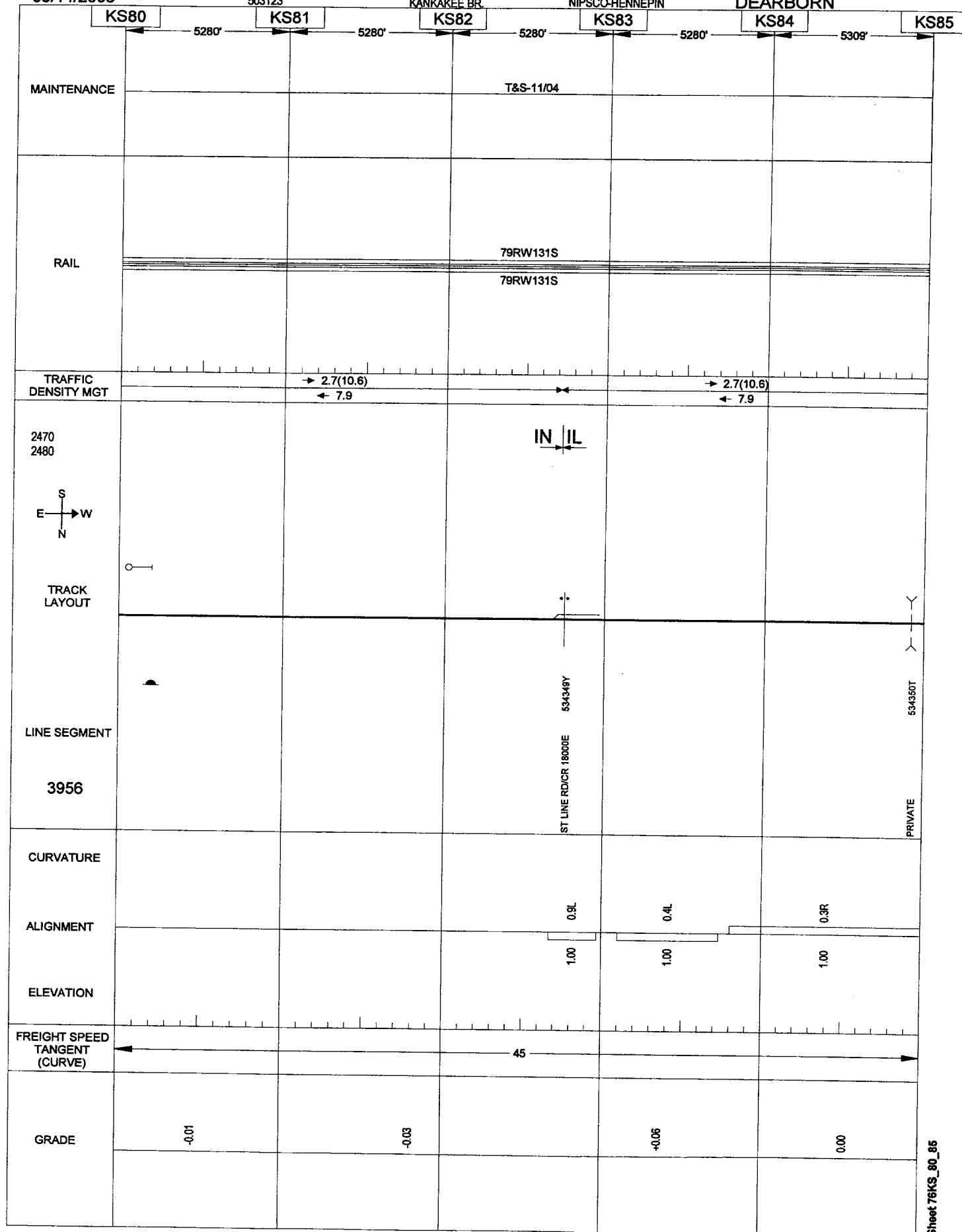
503123

152

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

503123

153

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS85

KS86

KS87

KS88

KS89

KS90

5310'

5221'

5280'

5280'

5280'

MAINTENANCE

T&S-11/04

RAIL

79RW131S

79RW133S

79RW131S

79RW133S

TRAFFIC
DENSITY MGT→ 2.7(10.6)
← 7.9

2480

(EDGETOWN)

DELL

CP MJ
KS89S
E → W
N

084.99-4850-128' (05)

088.15-685B-150'

TRACK
LAYOUT

LINE SEGMENT

3956

BULL CREEK

CR 15500 E

PRIVATE

PRIVATE

PRIVATE

PRIVATE

TRIM CREEK

E1241 N-METCALF RD

UP MI 67 M-UP

RAILROAD ST

ASH ST

MAPLE ST

TO UP

534358X

534359E

534360Y

CURVATURE

0.3R

1.0L

1.0R

ALIGNMENT

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

0.00

-0.01

0.00

-0.01

06/14/2006

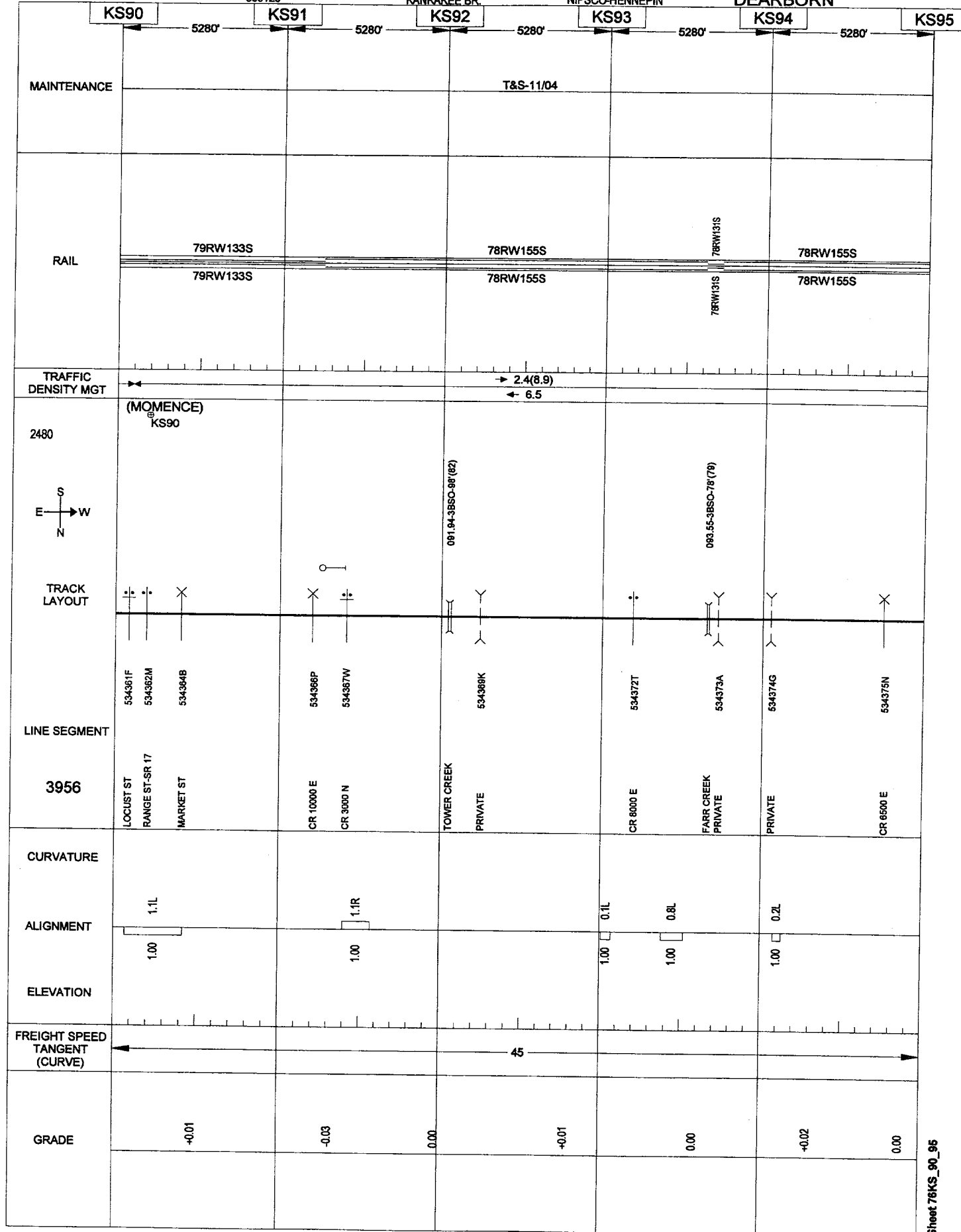
503123

154

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

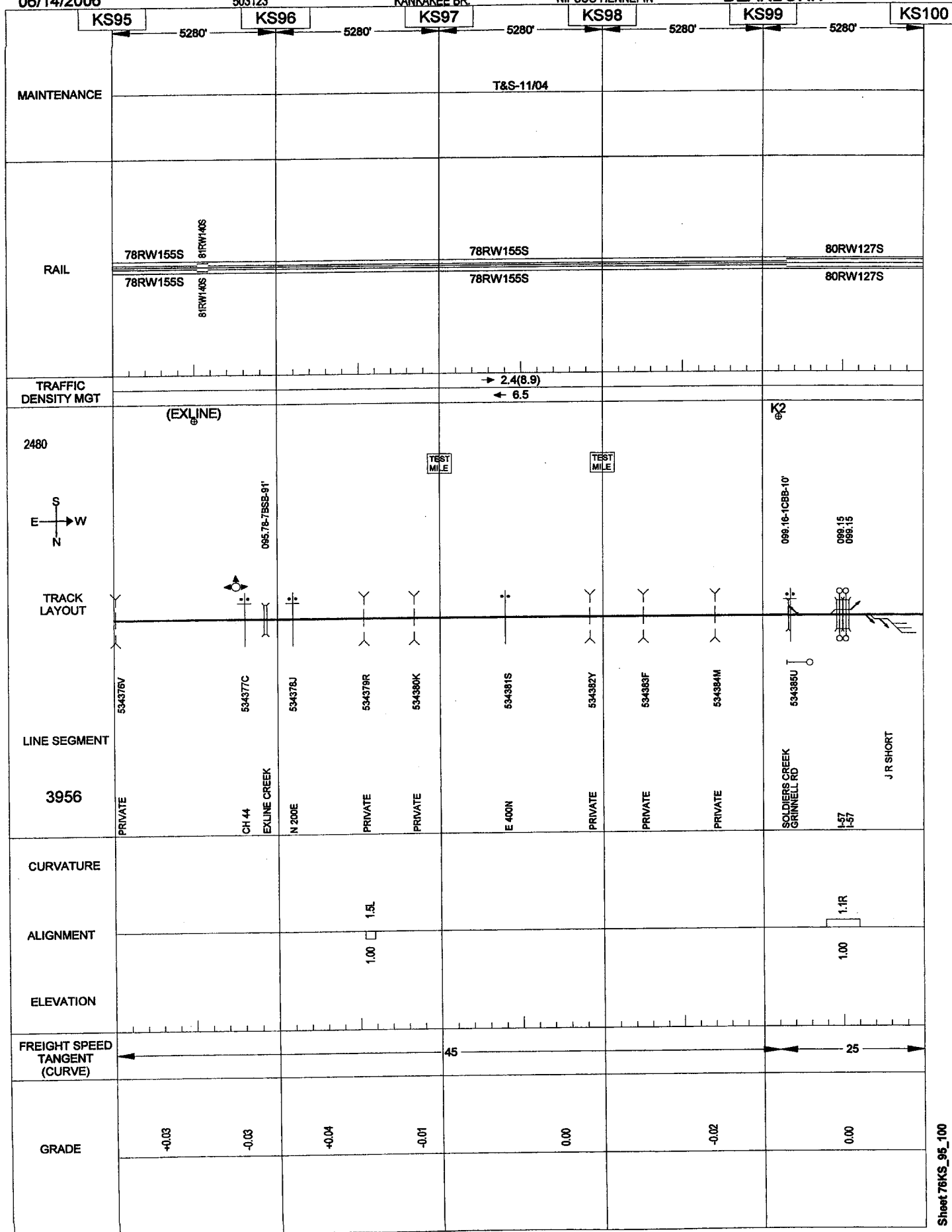
503123

155

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

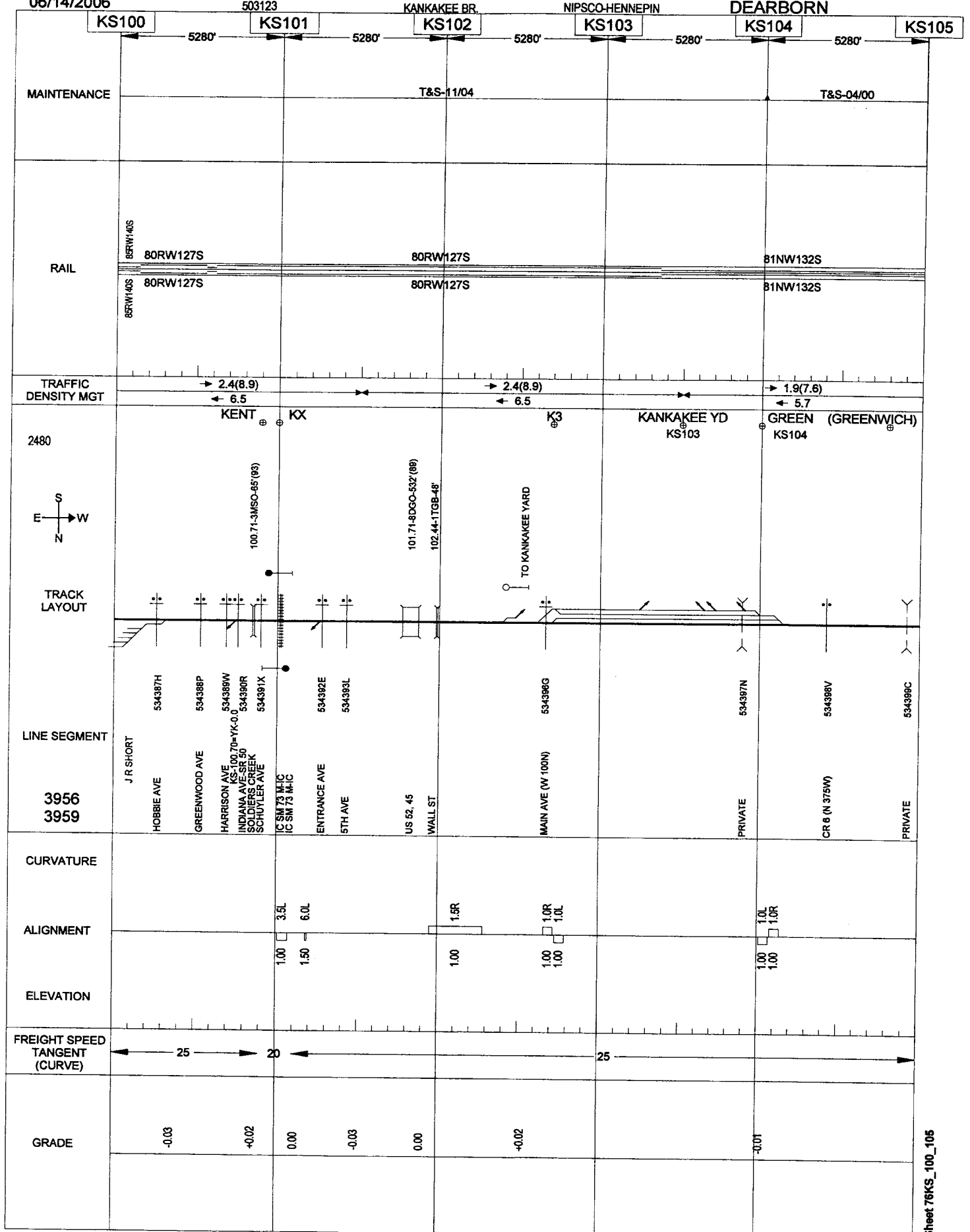
503123

156

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

503123

157
KANKAKEE BR.
KS107

NIPSCO-HENNEPIN

DEARBORN

KS105

KS106

KS108

KS109

KS110

5240'

5321'

5279'

5280'

5280'

MAINTENANCE

T&S-04/00

RAIL

81NW132S

81NW132S

81NW133S

81NW132S

81NW132S

81NW133S

87NW136S

TRAFFIC
DENSITY MGT

→ 1.9(7.6)

← 5.7

→ 1.8(7.3)

← 5.5

2480

(LEHIGH)
KS109S
E → W
NTRACK
LAYOUT

VULCAN

LINE SEGMENT

3959

534400U

534401B

534402H

534403P

534404W

534405D

534406K

534407S

534408Y

PRIVATE

W 400N

PRIVATE

SR 17

PRIVATE

IRWIN RD

PRIVATE

SR 316 (W 700S)

600 S

CURVATURE

ALIGNMENT

ELEVATION

1.0L

1.1L

1.00

1.00

0.1R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

(25)

45

GRADE

-0.06

-0.07

0.00

-0.01

0.00

-0.03

-0.04

06/14/2006

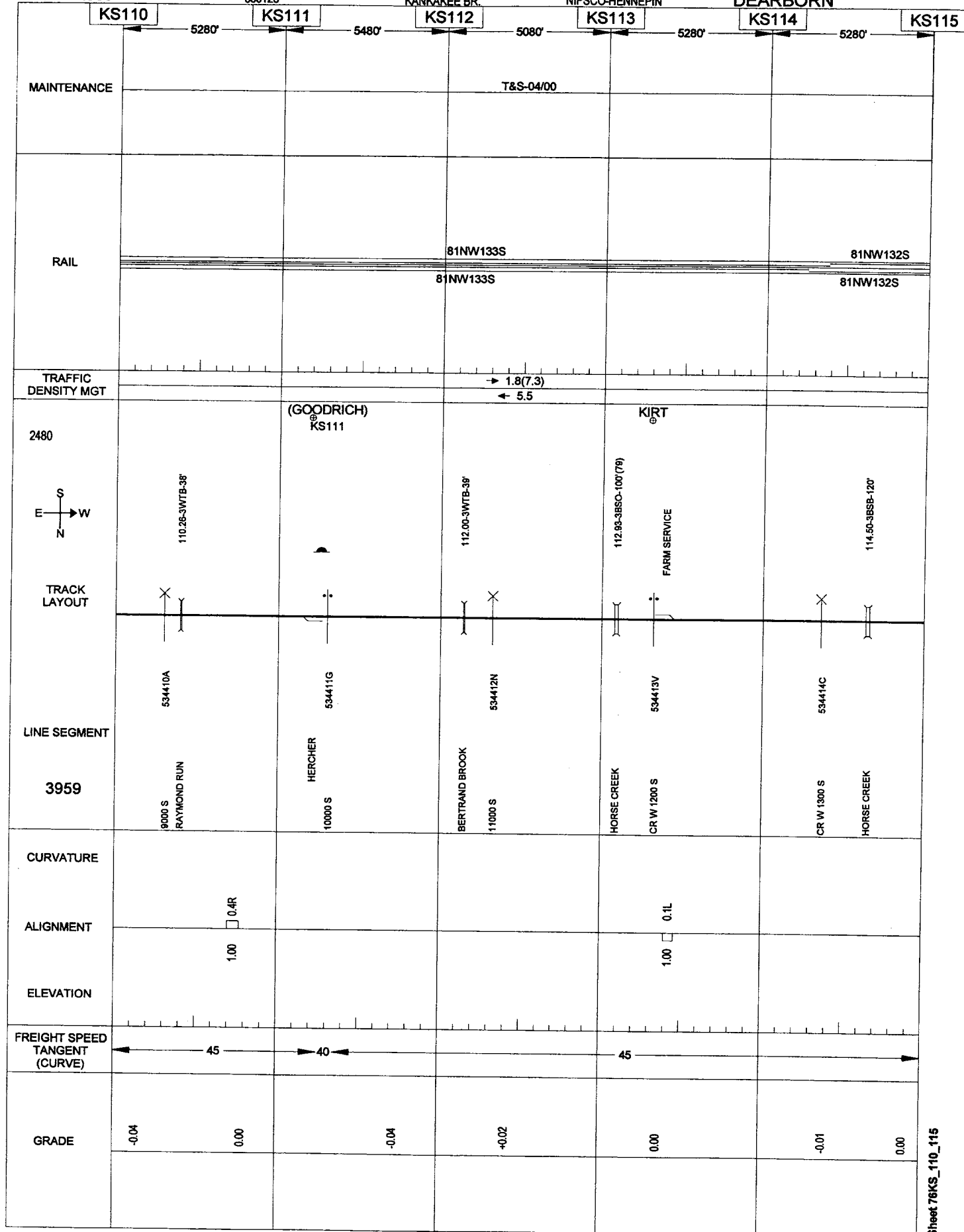
503123

158

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

503123

159

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS115

KS116

KS117

KS118

KS119

KS120

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-04/00

T&S-06/87

RAIL

81NW132S

81NW132S

TRAFFIC
DENSITY MGT→ 1.8(7.3)
← 5.5

2480

(UNION HILL)
KS116S
E → W
N

116.58-3WTB-38'

118.58-4BSO-128'(80)

TRACK
LAYOUT

+

+

X

|

+

X

||

+

LINE SEGMENT

534415J

534416R

534417X

534418E

534419L

534420F

3959

CR W 1400 S

CENTER ST

CR W 1500 S

GRANARY CREEK

CR W 1600 S

17000 S

CRANE CREEK

18000 S

CURVATURE

0.7L

0.4R

ALIGNMENT

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

40

45

40

45

GRADE

0.00

-0.01

-0.01

06/14/2006

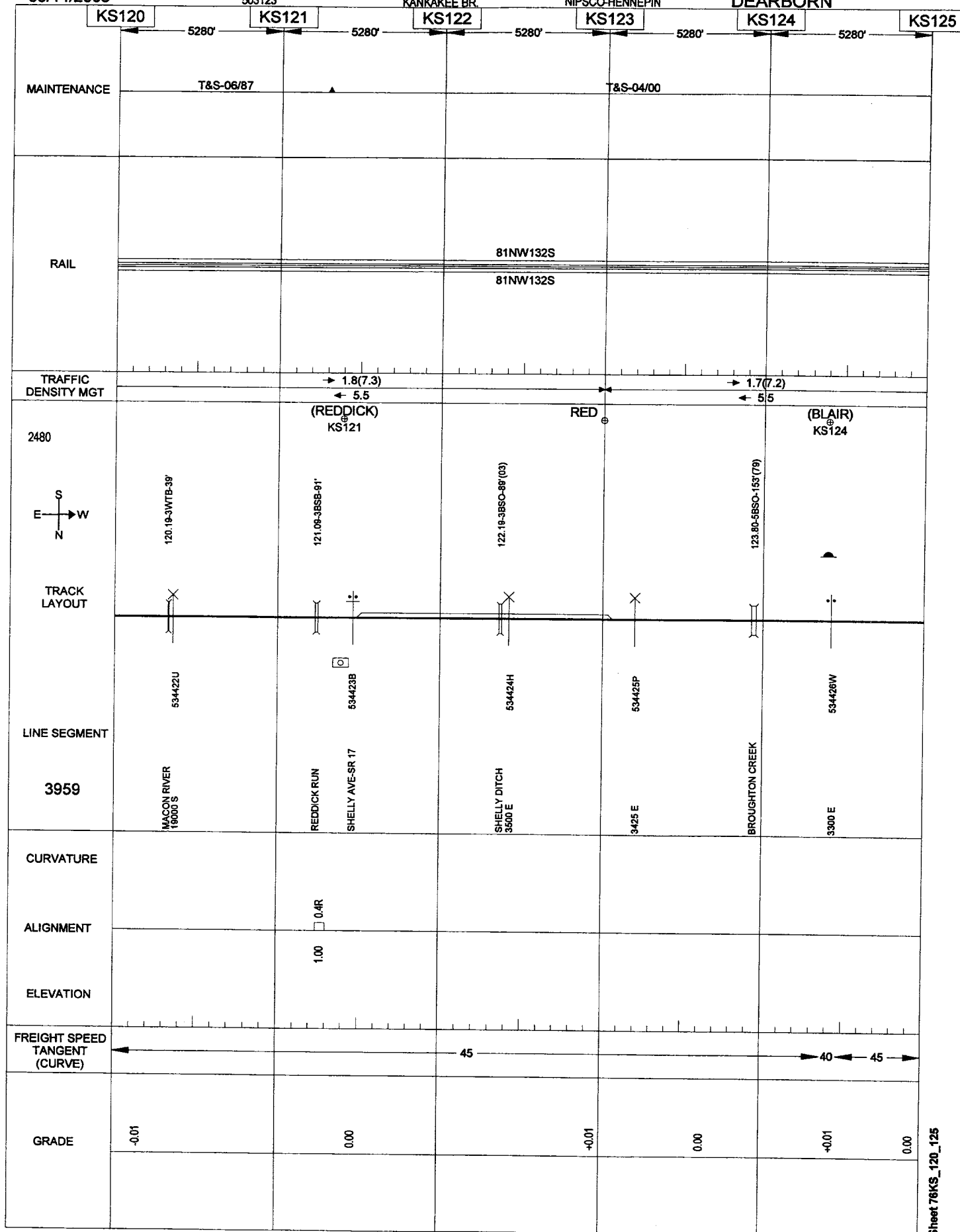
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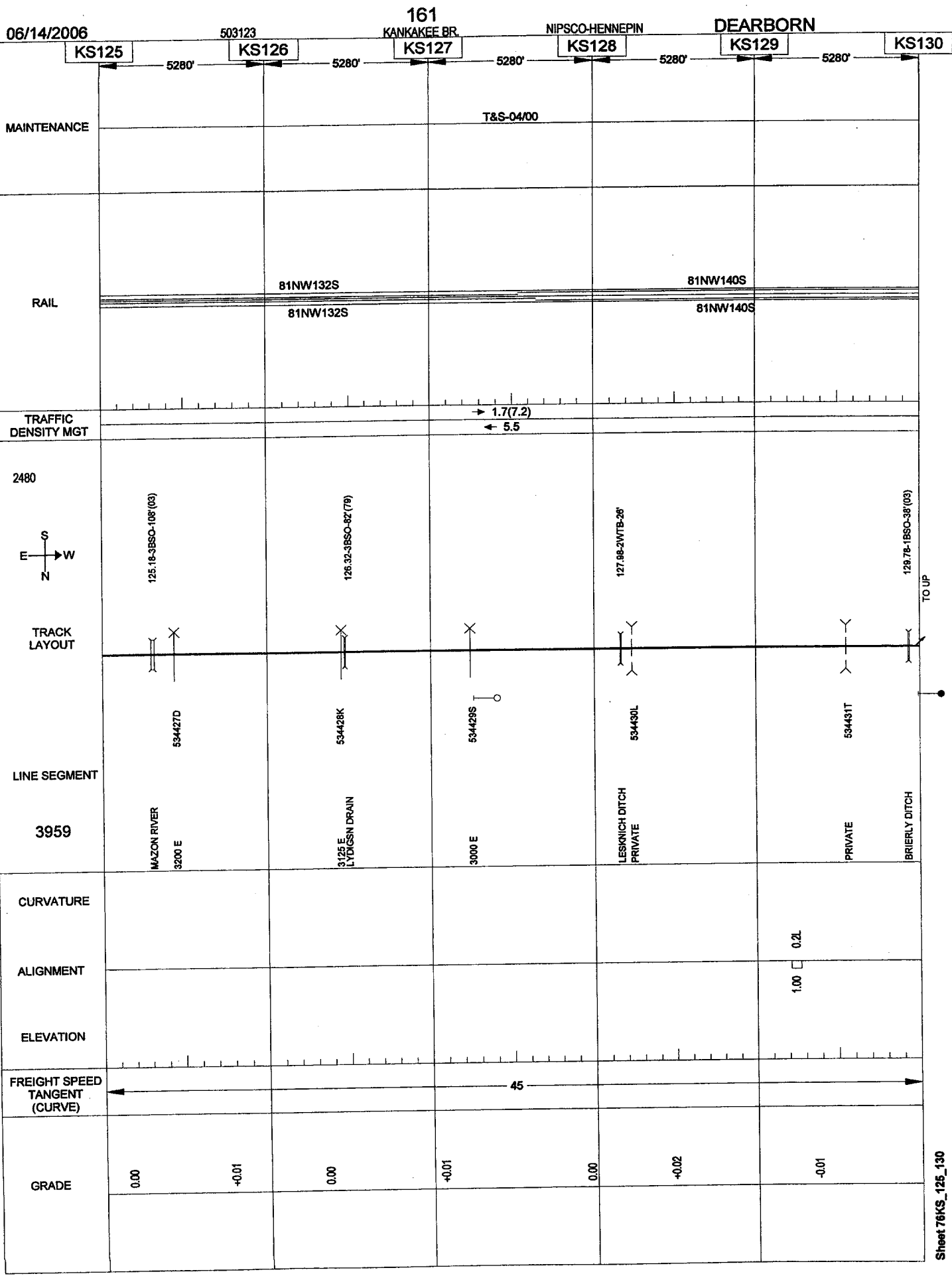
160

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN





06/14/2006

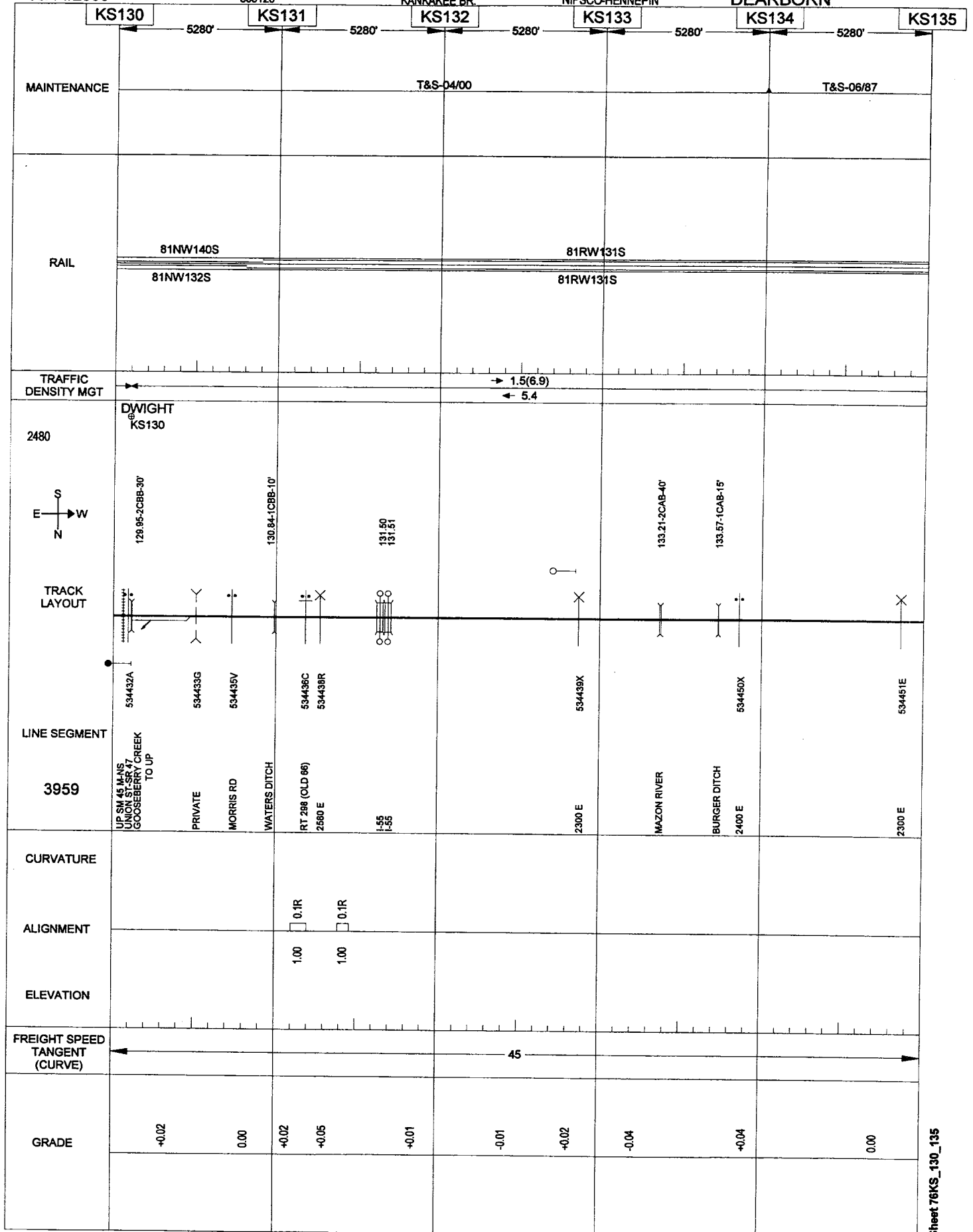
503123

162

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

503123

163

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS135

KS136

KS137

KS138

KS139

KS140

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/87

T&S-05/00

RAIL

81RW131S

81RW131S

TRAFFIC
DENSITY MGT→ 1.5(6.9)
← 5.4

2480

(SUNBURY)
KS136

WALL

(ADAMS)

S
E → W
N

136.17-4WTB-50'

137.84-5WTB-65'

138.65-1CAB-10'

138.95-3MSC-64'(89)

TRACK
LAYOUT

••

X

X

X

X

X

534452L

534453T

534454A

534455G

534456N

LINE SEGMENT

3959

CO HWY 6

WOLF DITCH

2000 E

DENNIS DITCH
1900 E1800 E
SHAY DITCH

APPLGATE DITCH

1700 E

CURVATURE

ALIGNMENT

ELEVATION

1.00 0.1L

1.00 0.2R

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

0.00

-0.01

-0.02

-0.03

-0.04

0.00

-0.05

-0.07

-0.01

-0.03

0.00

-0.05

06/14/2006

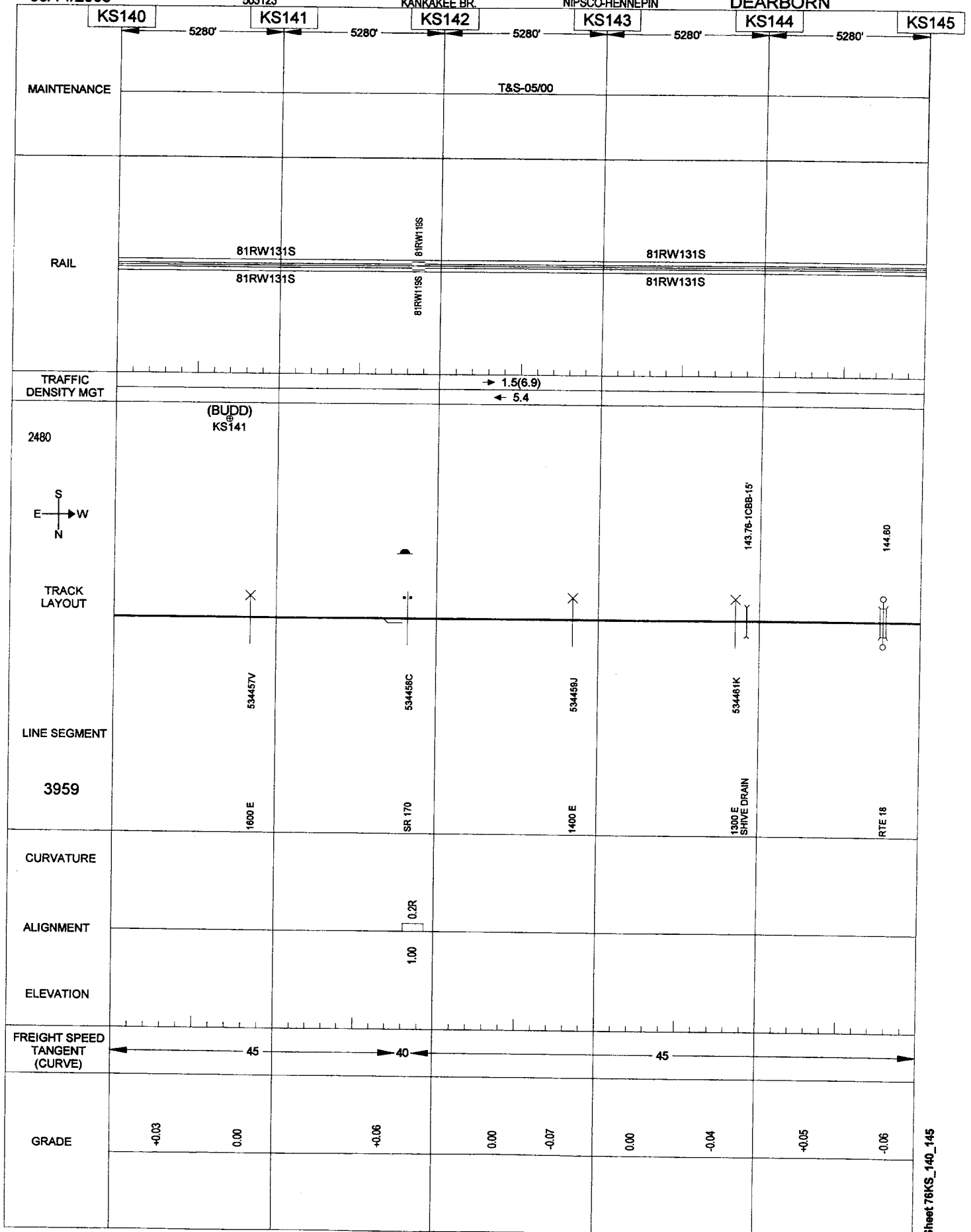
503123

164

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

503123

165

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS145	KS146	KS147	KS148	KS149	KS150
	5280'	5280'	5315'	5245'	5280'	
MAINTENANCE			T&S-05/00			
RAIL			81RW131S			
			81RW131S			
TRAFFIC DENSITY MGT			→ 1.5(6.9) ← 5.4			
2480			(MISSAL) KS147		MISS	
S E → W N		148.13-3BSO-90(79)		147.87-1BSB-43'	149.04-1CAB-13'	
TRACK LAYOUT	X	I	•	I	X	X
LINE SEGMENT	534464F		534465M	534466U	534467B	
3959	1100 E	JERNEGAN DITCH	CR 17	COLGAN DRAIN	800 E	BAKER DITCH 750 E
CURVATURE						
ALIGNMENT	0.3L		0.1L			
ELEVATION	1.00		1.00			
FREIGHT SPEED TANGENT (CURVE)			45		15	
GRADE	-0.06	+0.03	-0.07	-0.03	0.00	+0.01

06/14/2006

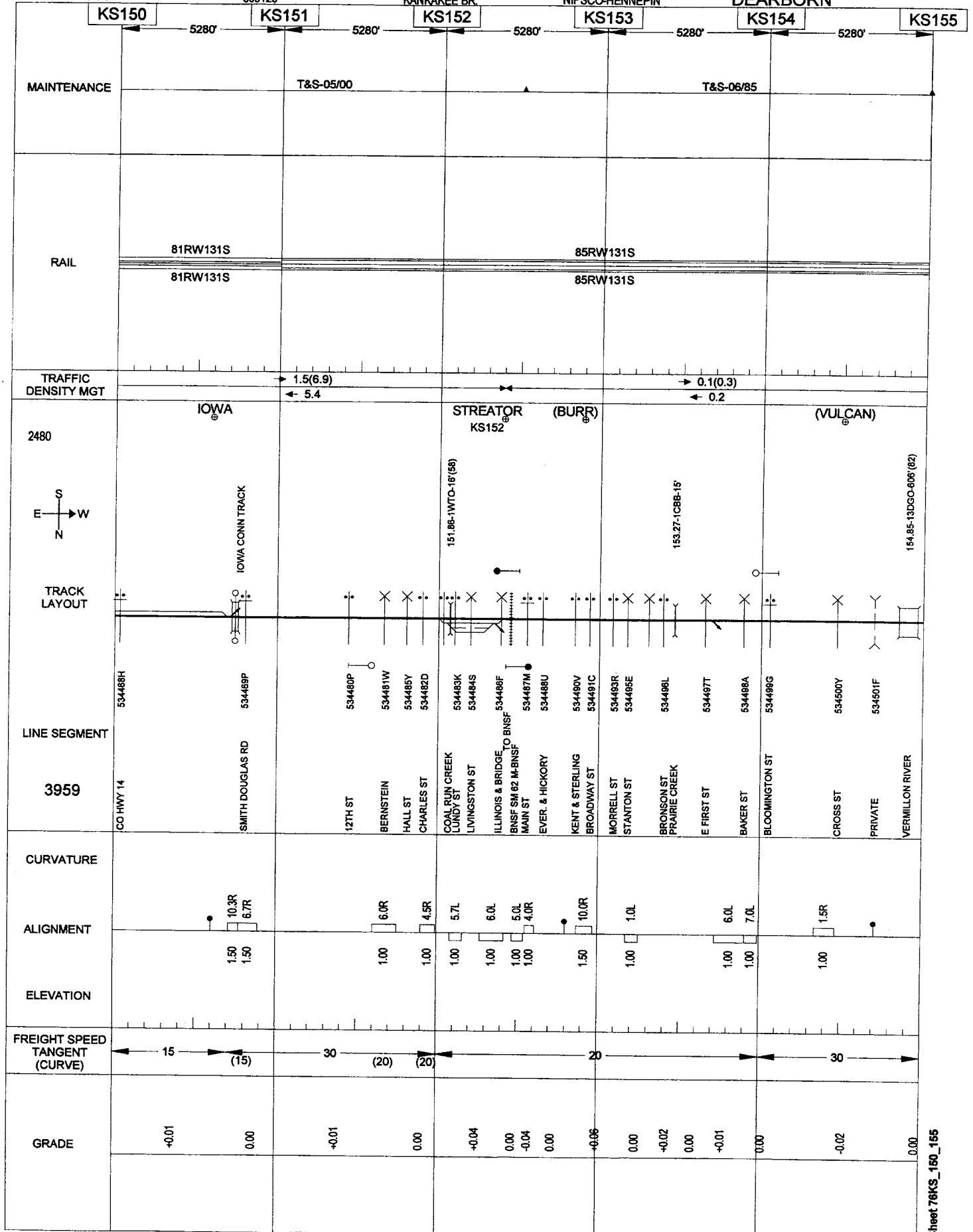
503123

166

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

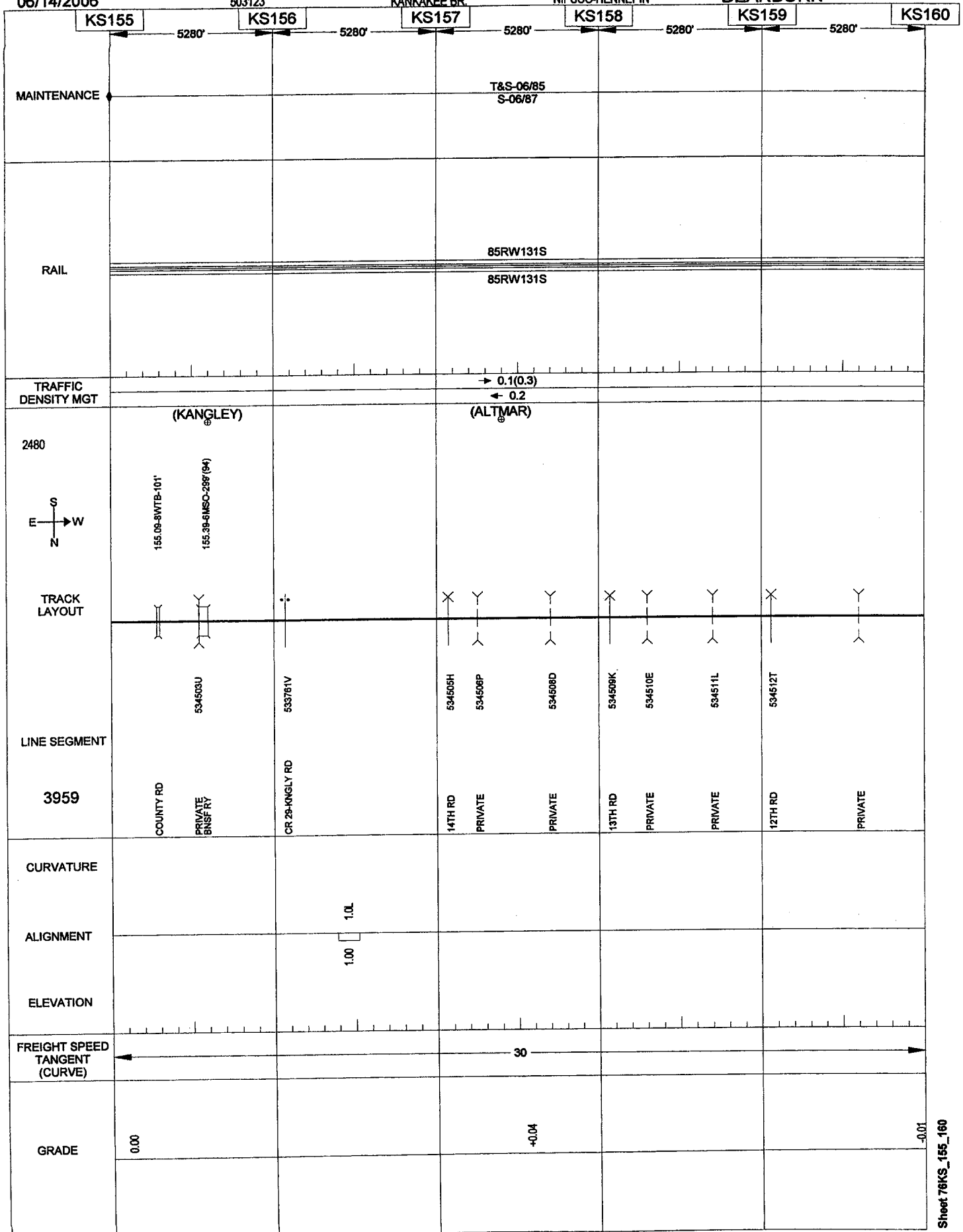
503123

167

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

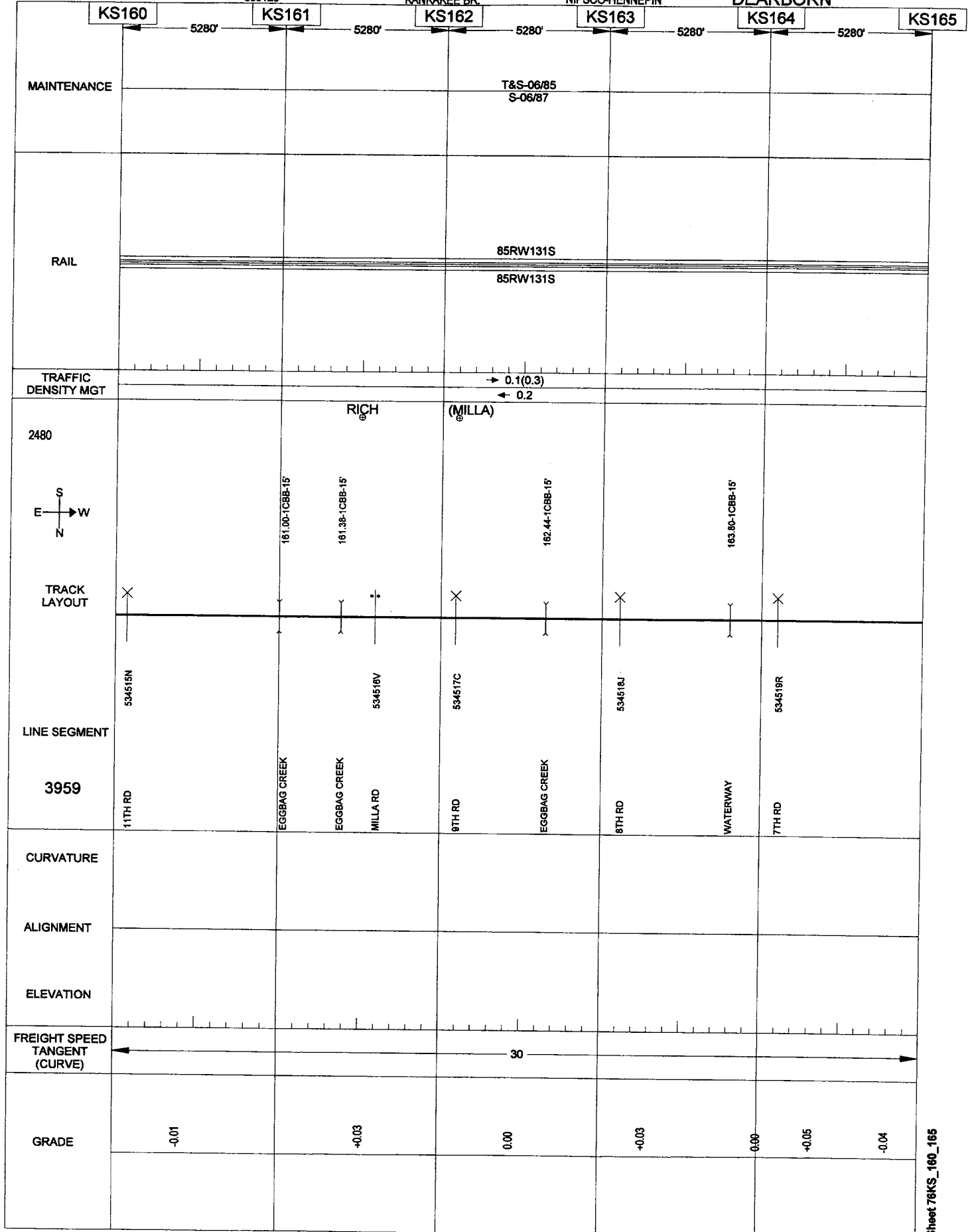
503123

168

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

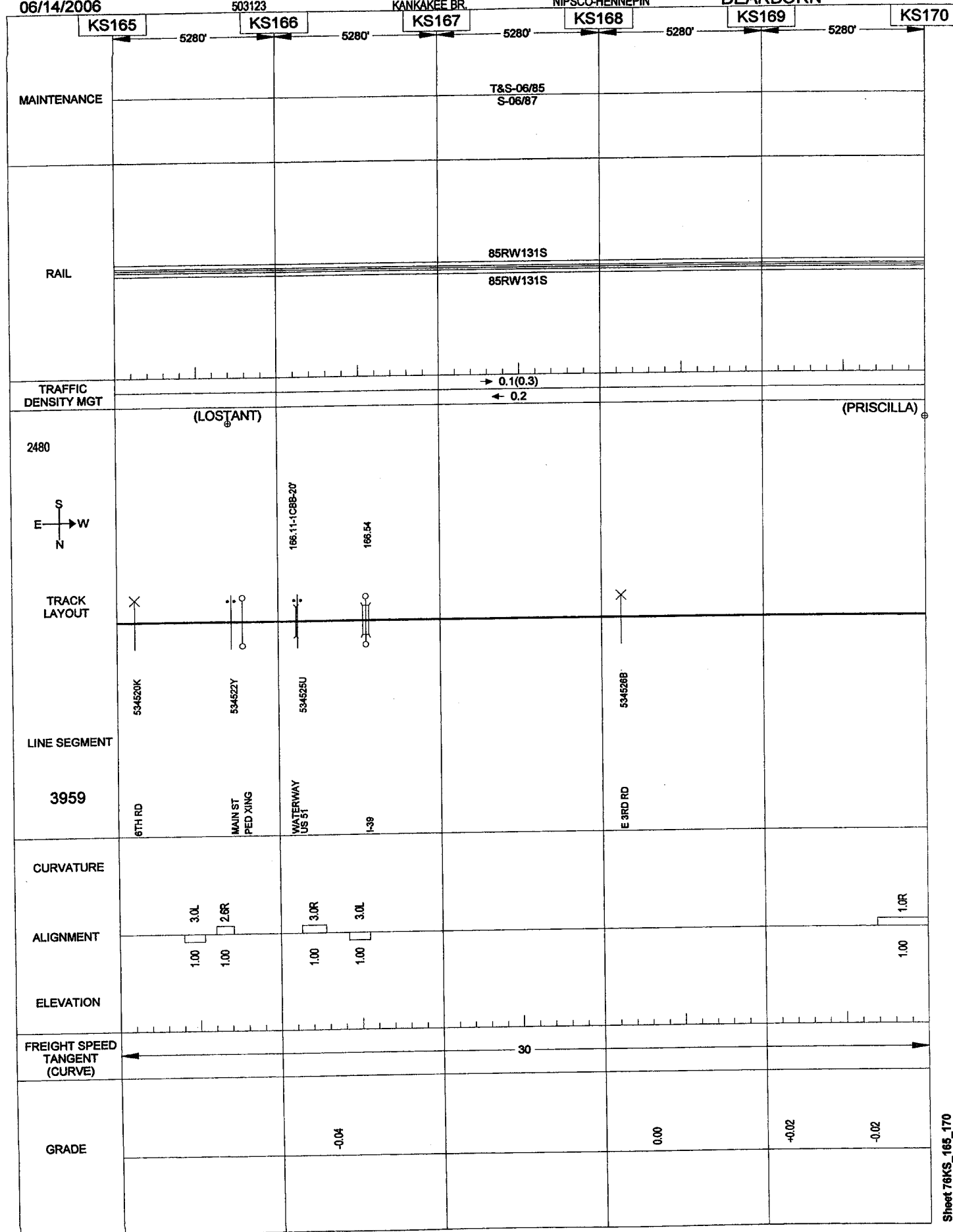
503123

169

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

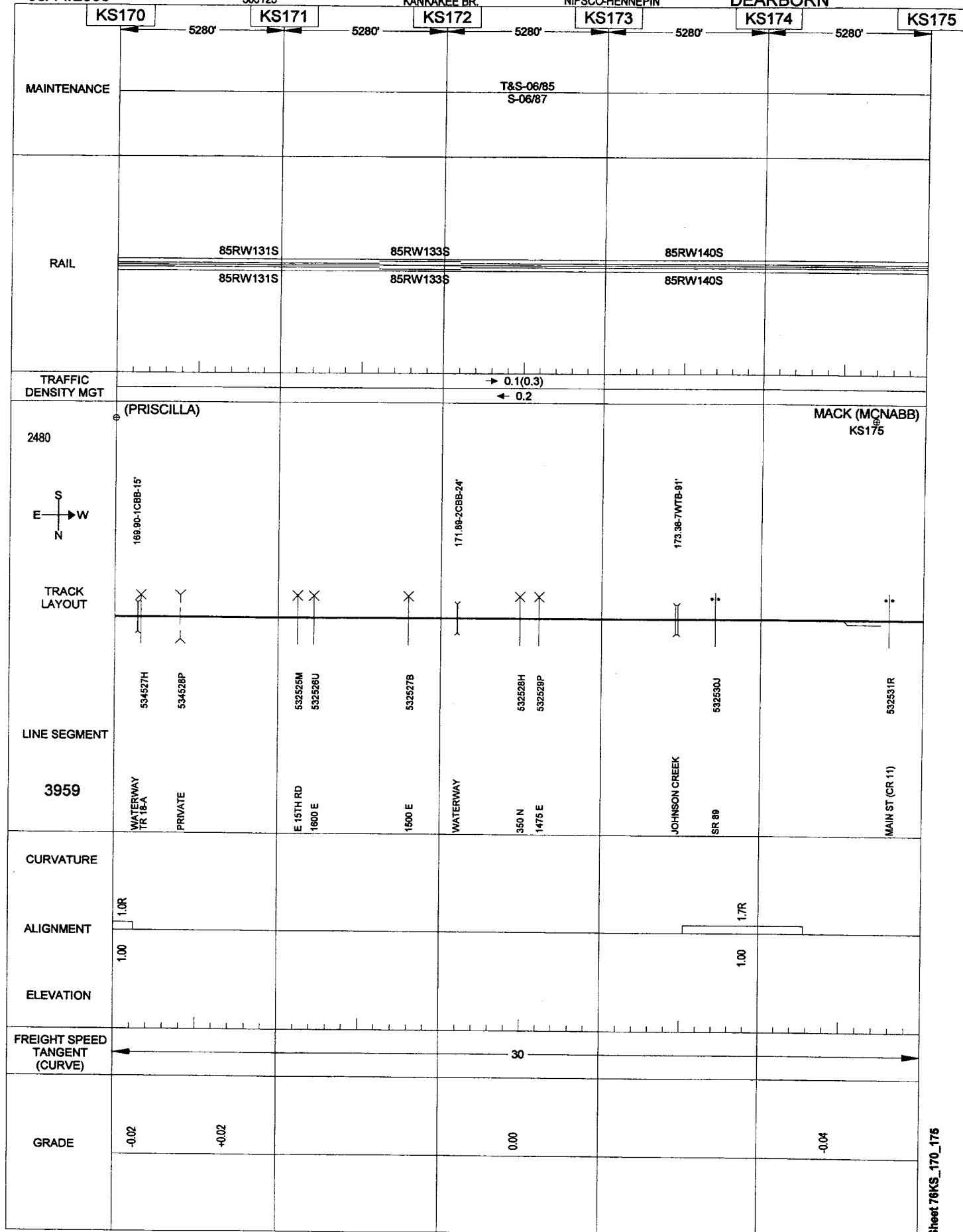
170

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

503123

171

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS175	KS176	KS177	KS178	KS179	KS180
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/85 S-06/87			
RAIL		85RW140S	85RW140S	85RW127S	85RW127S	
TRAFFIC DENSITY MGT			→ 0.1(0.3) ← 0.2			
2480						
S E → W N						
TRACK LAYOUT		X	X	X	X	X
LINE SEGMENT		532532X	532533E	532534L	532535T	532536A
3959	TR 55-A	600 N	700 N	800 N	WATERWAY	WATERWAY
CURVATURE						
ALIGNMENT					1.5L	2.0L
ELEVATION					1.00	1.00
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE			-0.04			

06/14/2006

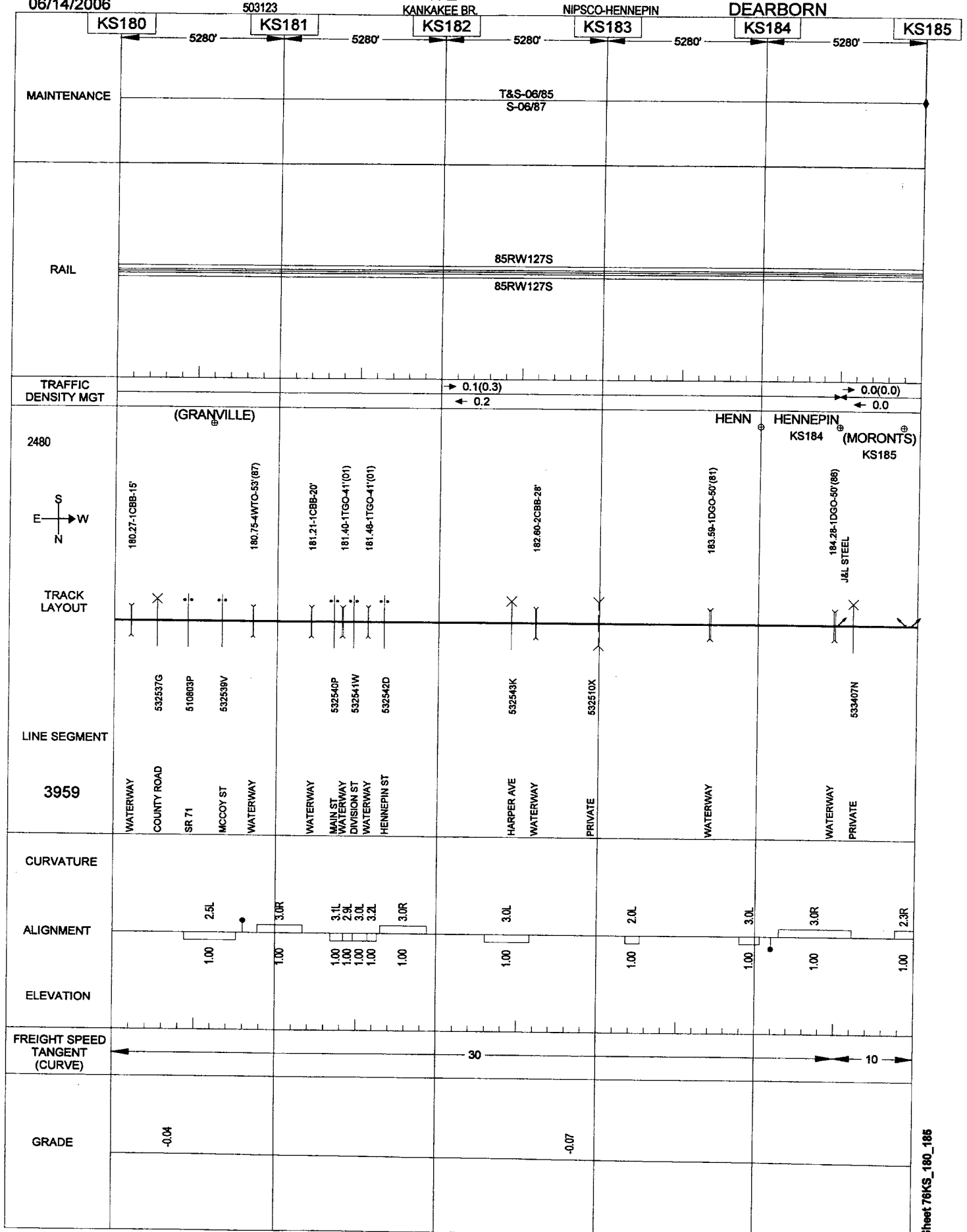
503123

172

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

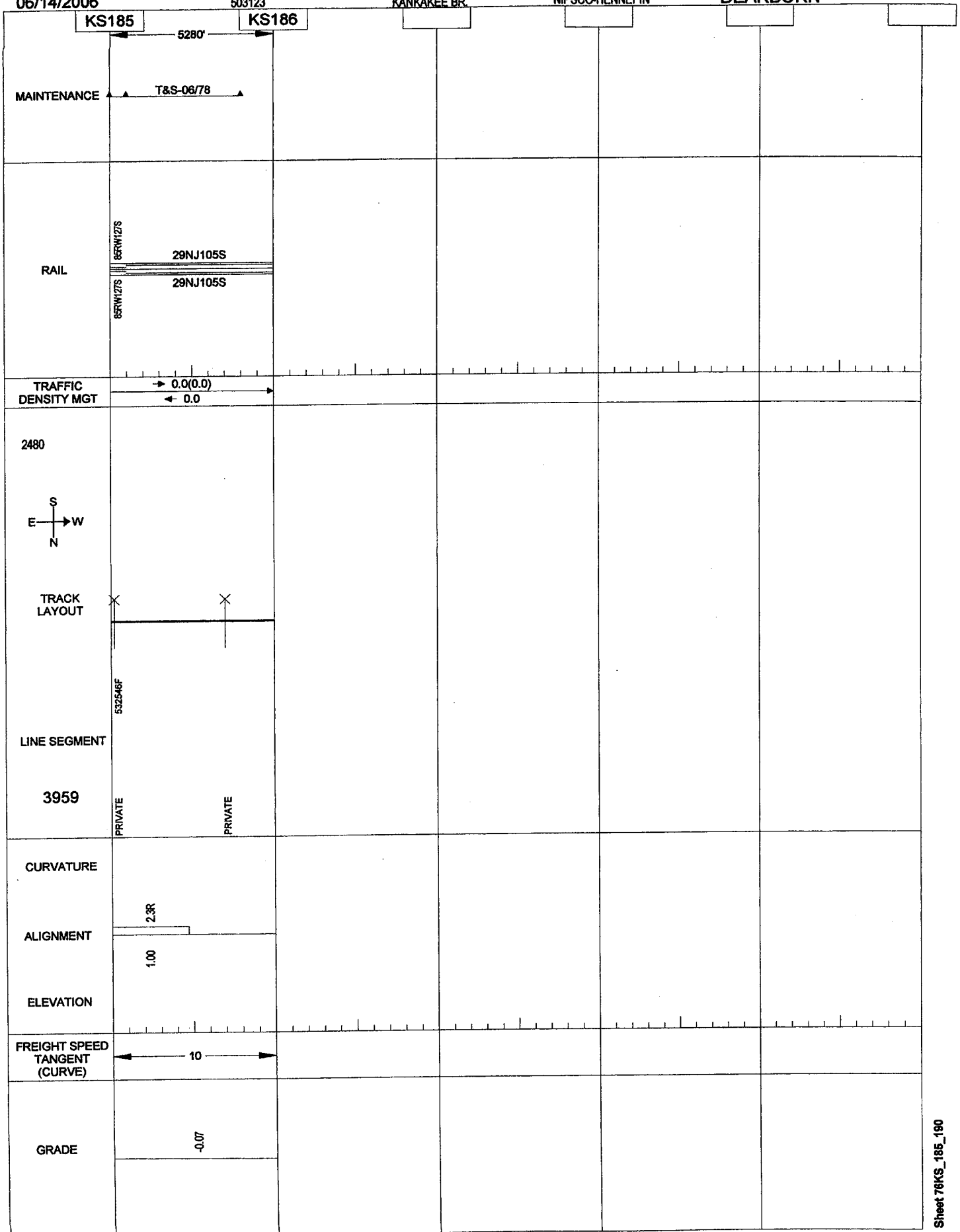
503123

173

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



06/14/2006

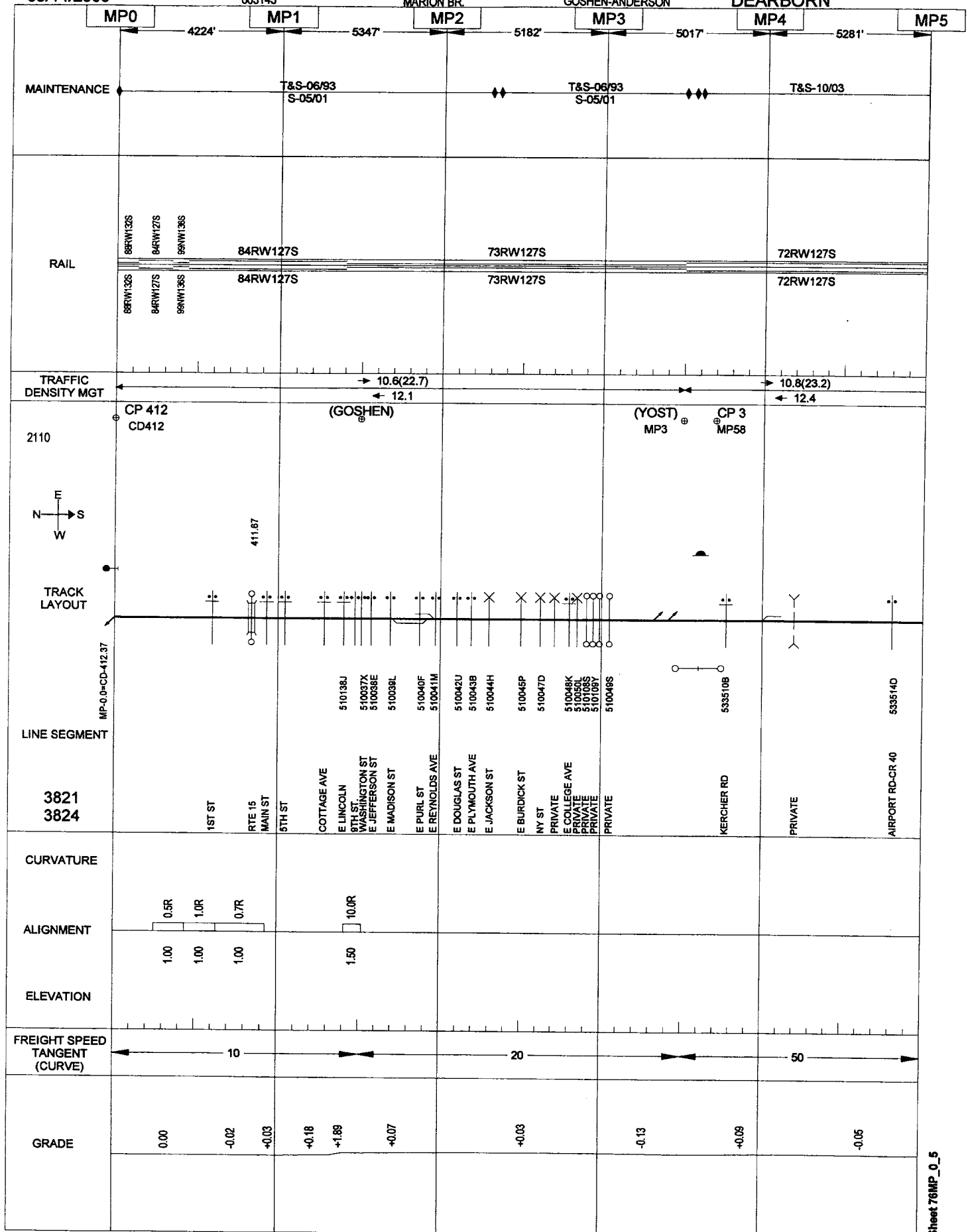
603143

174

MARION BR.

GOSHEN-ANDERSON

DEARBORN





06/14/2006

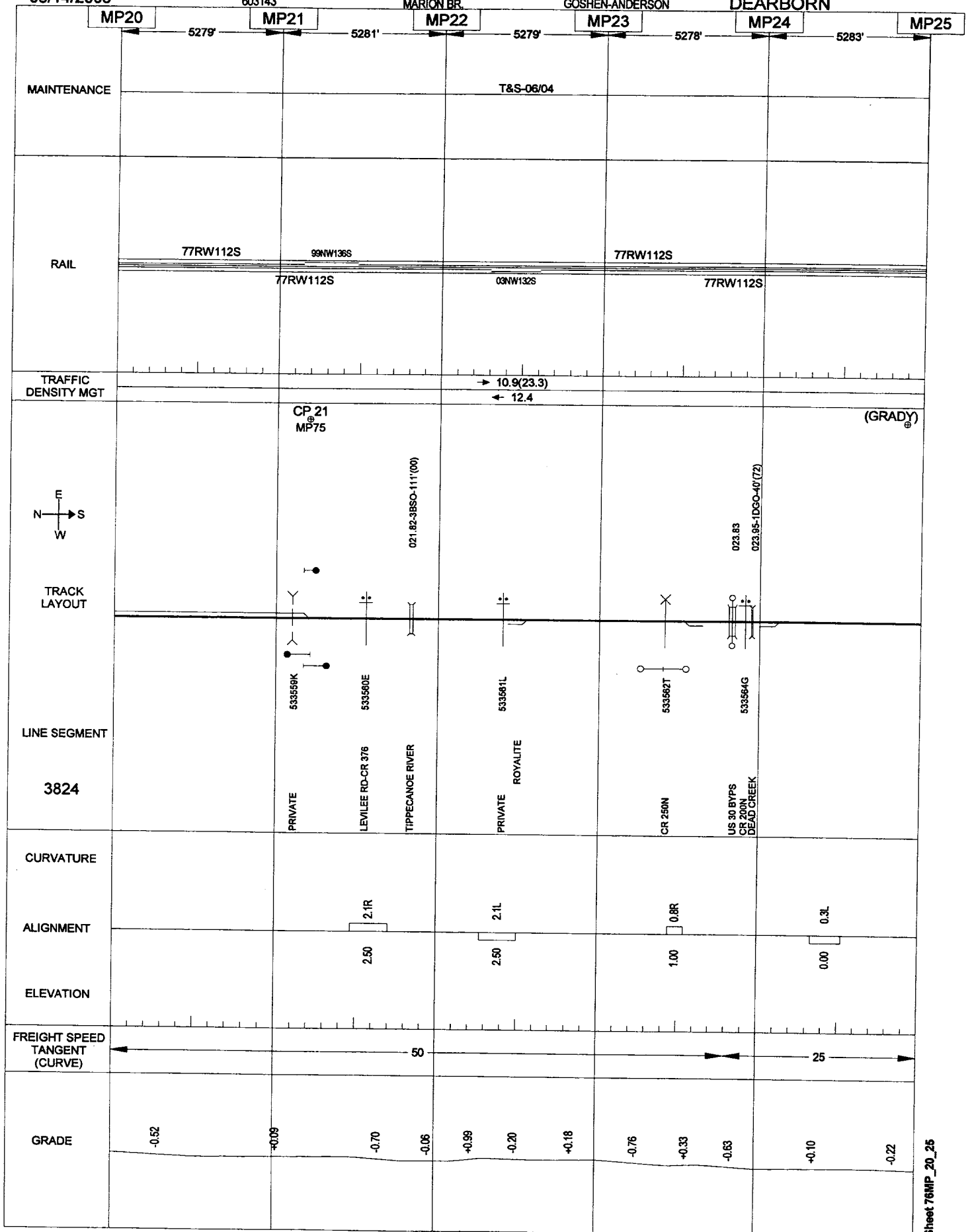
603143

178

MARION BR.

GOSHEN-ANDERSON

DEARBORN



06/14/2006

603143

179

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP25

MP26

MP27

MP28

MP29

MP30

5281'

5283'

5281'

5281'

5182'

MAINTENANCE

T&S-06/04

RAIL

77RW112S

04NW141S

77RW112S

99NW136S

77RW112S

77RW127S

77RW112S

77RW112S

99NW136S

77RW112S

03NW132S

77RW112S

77RW127S

TRAFFIC
DENSITY MGT→ 10.9(23.3)
← 12.4WARSAW
03359E
N → S
WTRACK
LAYOUT

TO CSX

028.49-1DGO-40'(91)

028.58-1DGO-34'(91)

LINE SEGMENT

3824

533565N
533566V533568J
533569R533570K
533571S533572Y
533573F533574M
533575U533576B
533577H533578P
533579W533580R
533581SPARK ST
LYON ST
ARTHUR ST
FT WAYNE ST
MAIN ST
CENTRE ST
MARKET ST
CSXT MI 82 M-CSXT
WINONA AVE
POPE ST

EAGLE CREEK

COUNTY HOME RD

DOGWOOD DR

PRIVATE

CR 200S

PTNGRS DITCH

CR 300S

PRIVATE

CR 350S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.0L

4.3R

0.7R

2.5R

2.0R

1.0L

4.0R

4.3R

3.8R

4.1R

2.5L

1.3L

2.0L

1.5L

1.2L

1.5R

0.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

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1.00

06/14/2006

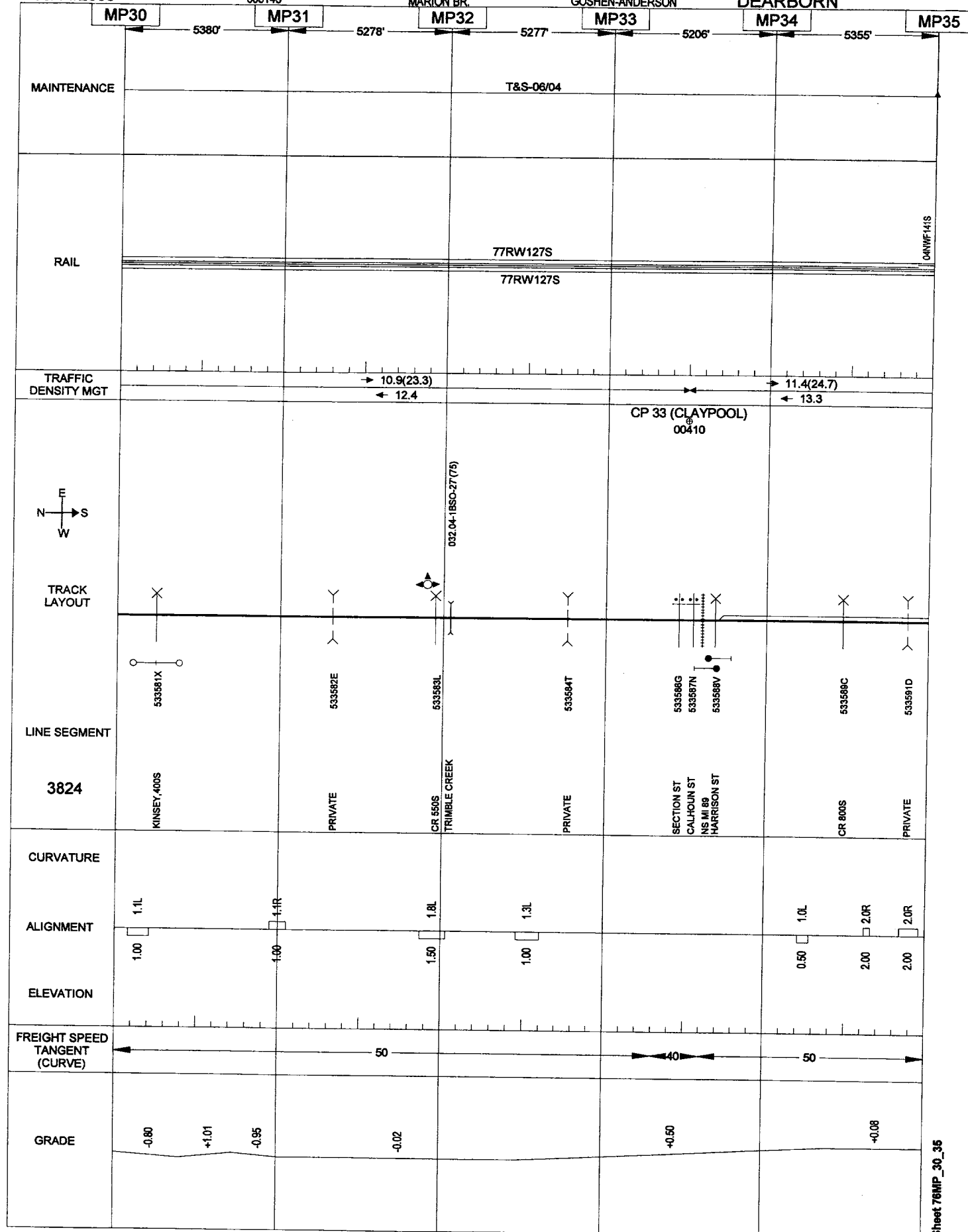
603143

180

MARION BR.

GOSHEN-ANDERSON

DEARBORN



06/14/2006

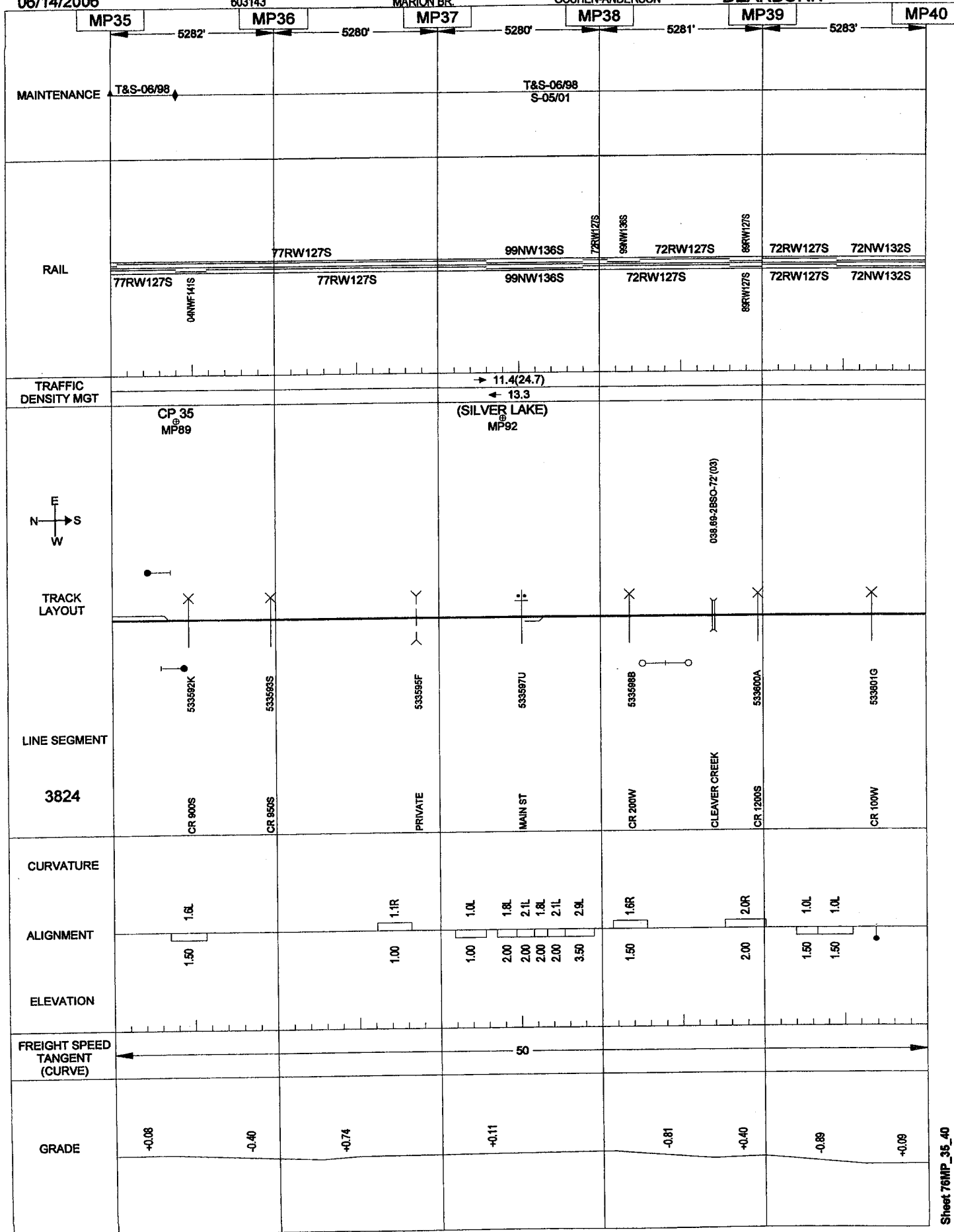
803143

181

MARION BR.

GOSHEN-ANDERSON

DEARBORN



06/14/2006

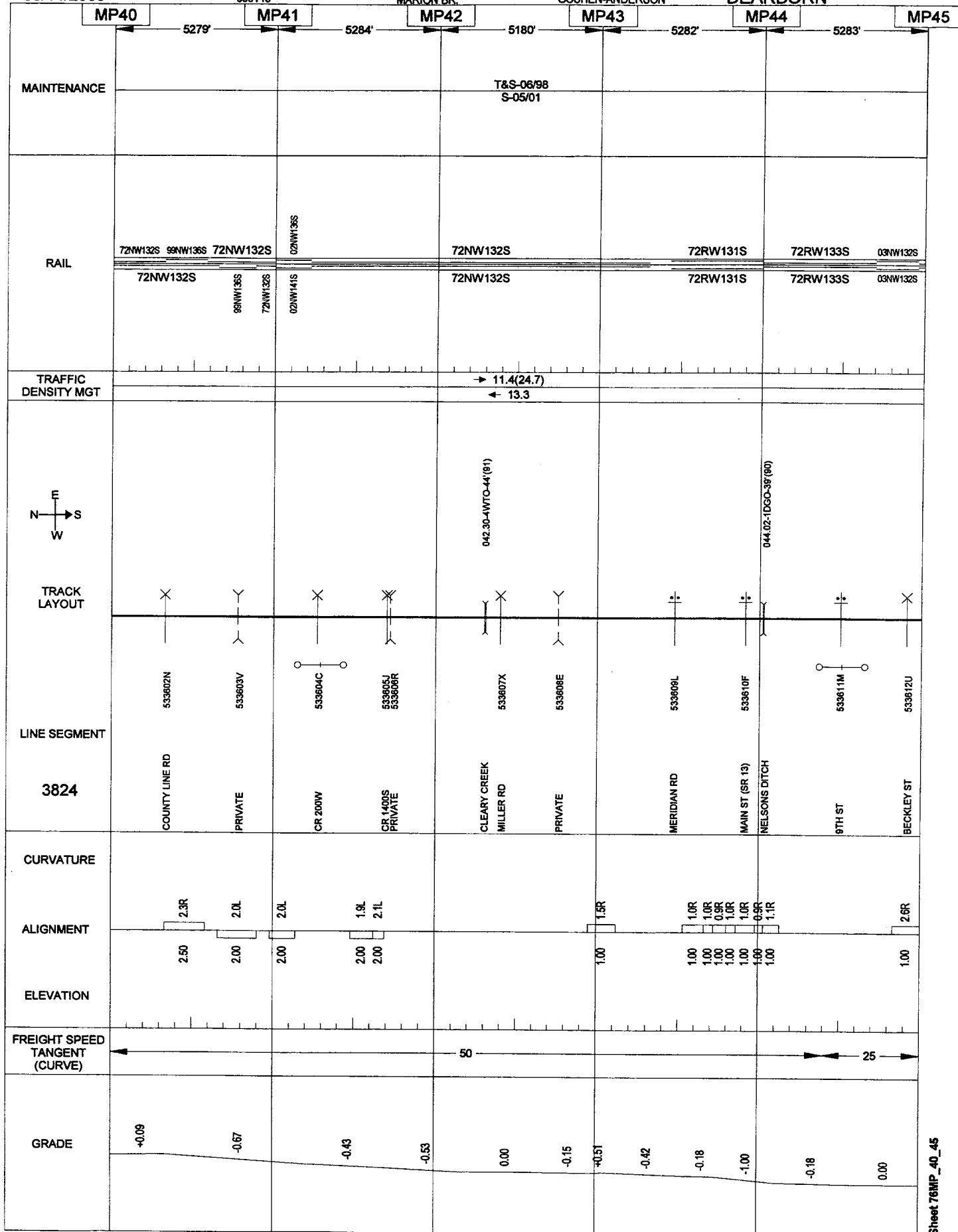
603143

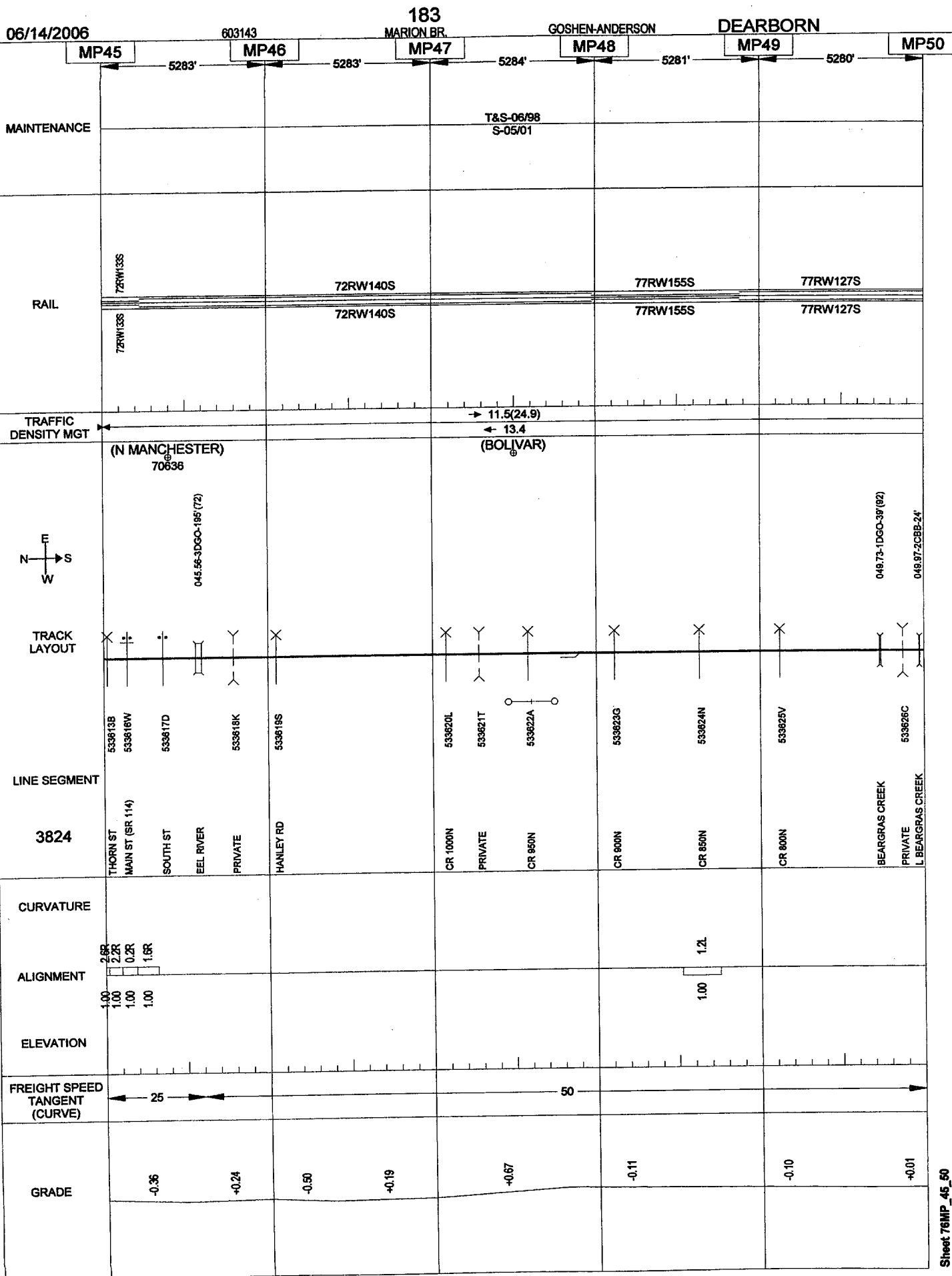
182

MARION BR.

GOSHEN-ANDERSON

DEARBORN





06/14/2006

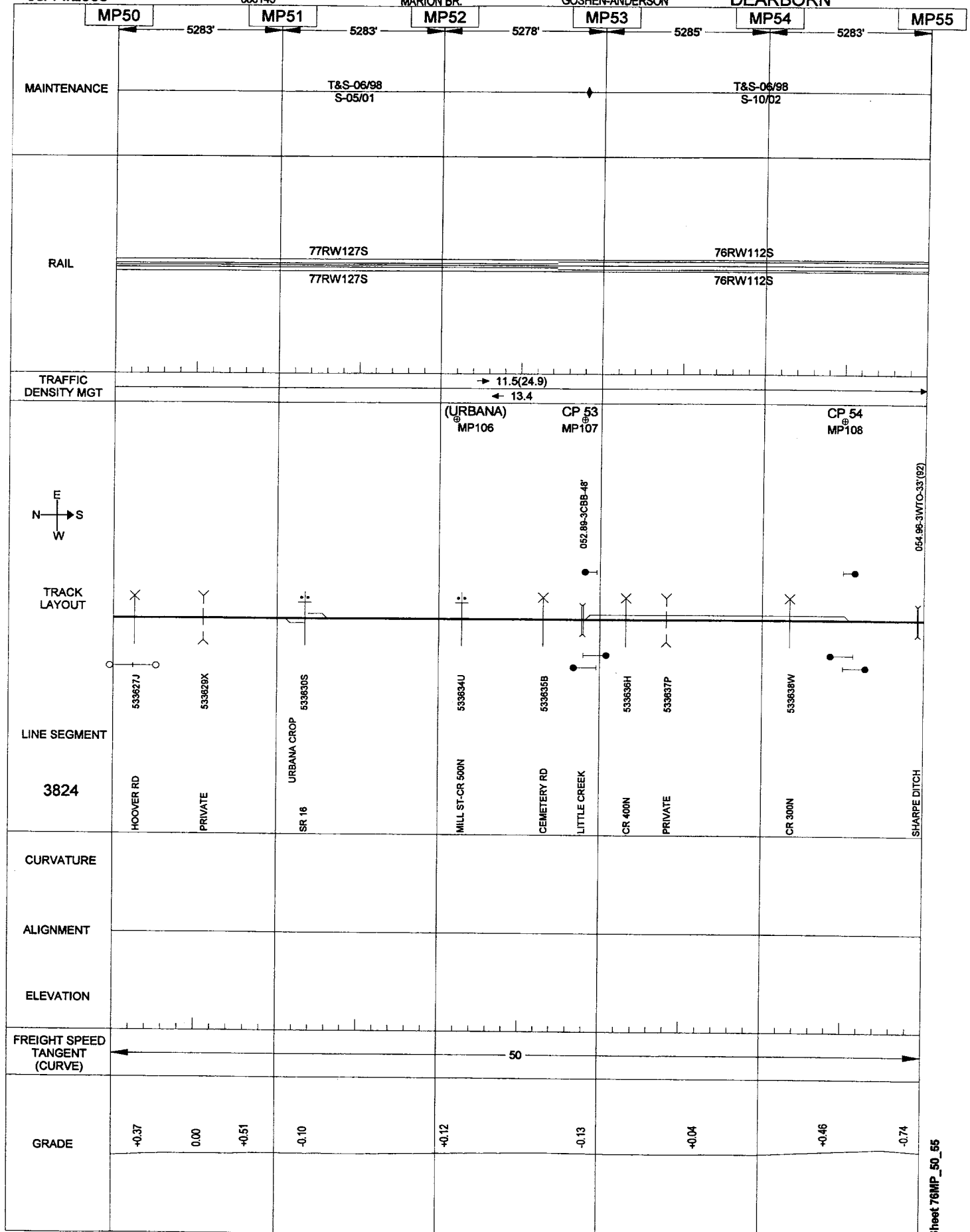
603143

184

MARION BR.

GOSHEN-ANDERSON

DEARBORN



06/14/2006

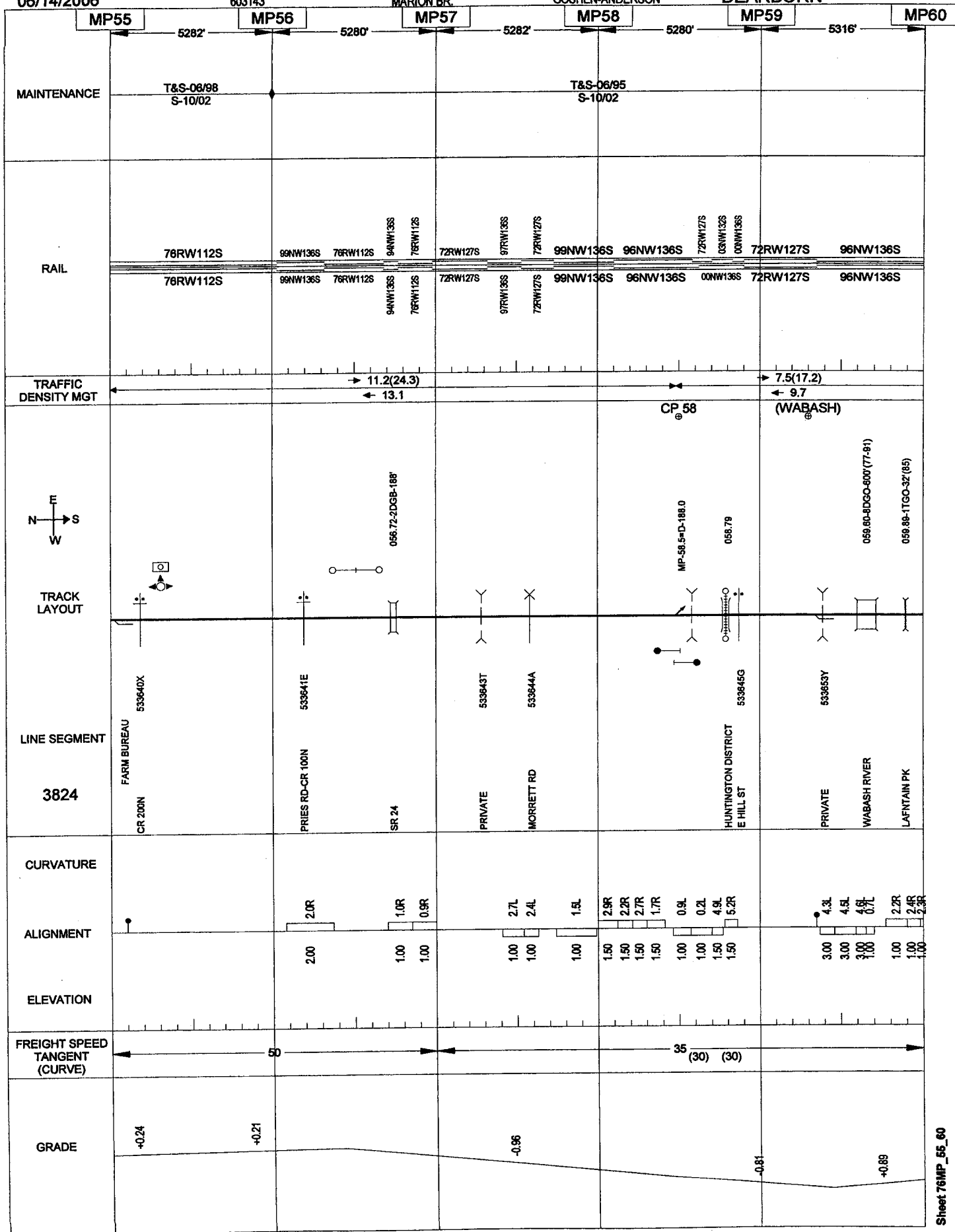
603143

185

MARION BR.

GOSHEN-ANDERSON

DEARBORN



06/14/2006

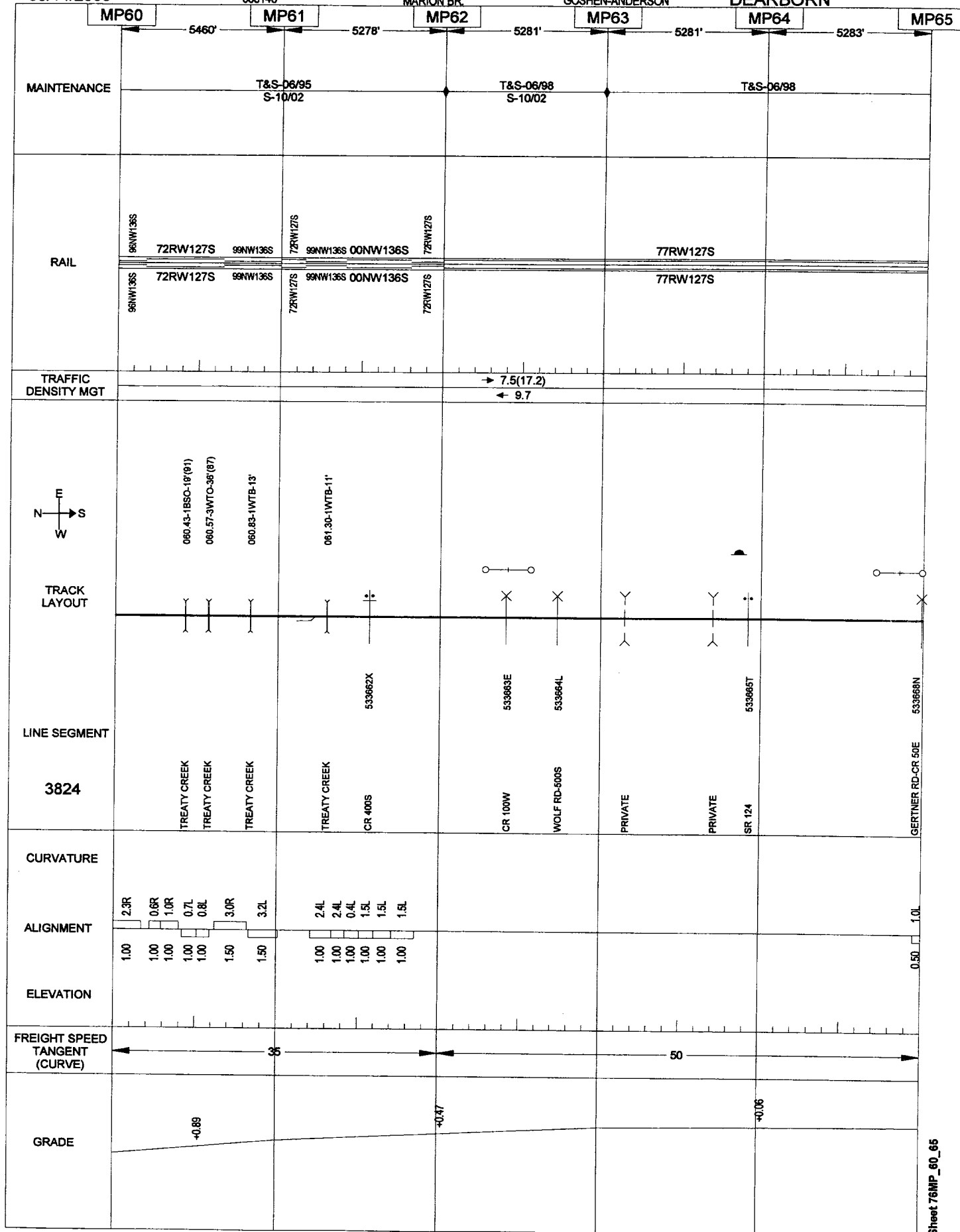
603143

186

MARION BR.

GOSHEN-ANDERSON

DEARBORN



06/14/2006

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→ 7.5(17.2)
← 9.7(TREATY)
MP119(LA FONTAINE)
MP124E
N → S
WTRACK
LAYOUT

LINE SEGMENT

3824

TREATY PIKE
533669V
FARM BUREAUCLUPPER PIKE
533670PKERR PIKE-CR 800S
533671WLAForge PIKE-CR 200E
533672DSCOTT PIKE-CR 800S
533673KDEER CREEK
533674S
088.19-6WTO-66'(69)THOMPSON-CR 900
533674SGRANT CREEK
533675Y
088.88-1DGO-27'(93)KENDALL ST
533676F
089.89-3MSO-80'(72)LOGAN ST
533677M

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.0L

0.50

+0.06

50

-0.02

0.9R

1.0R

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

0.50

1.1L

06/14/2006

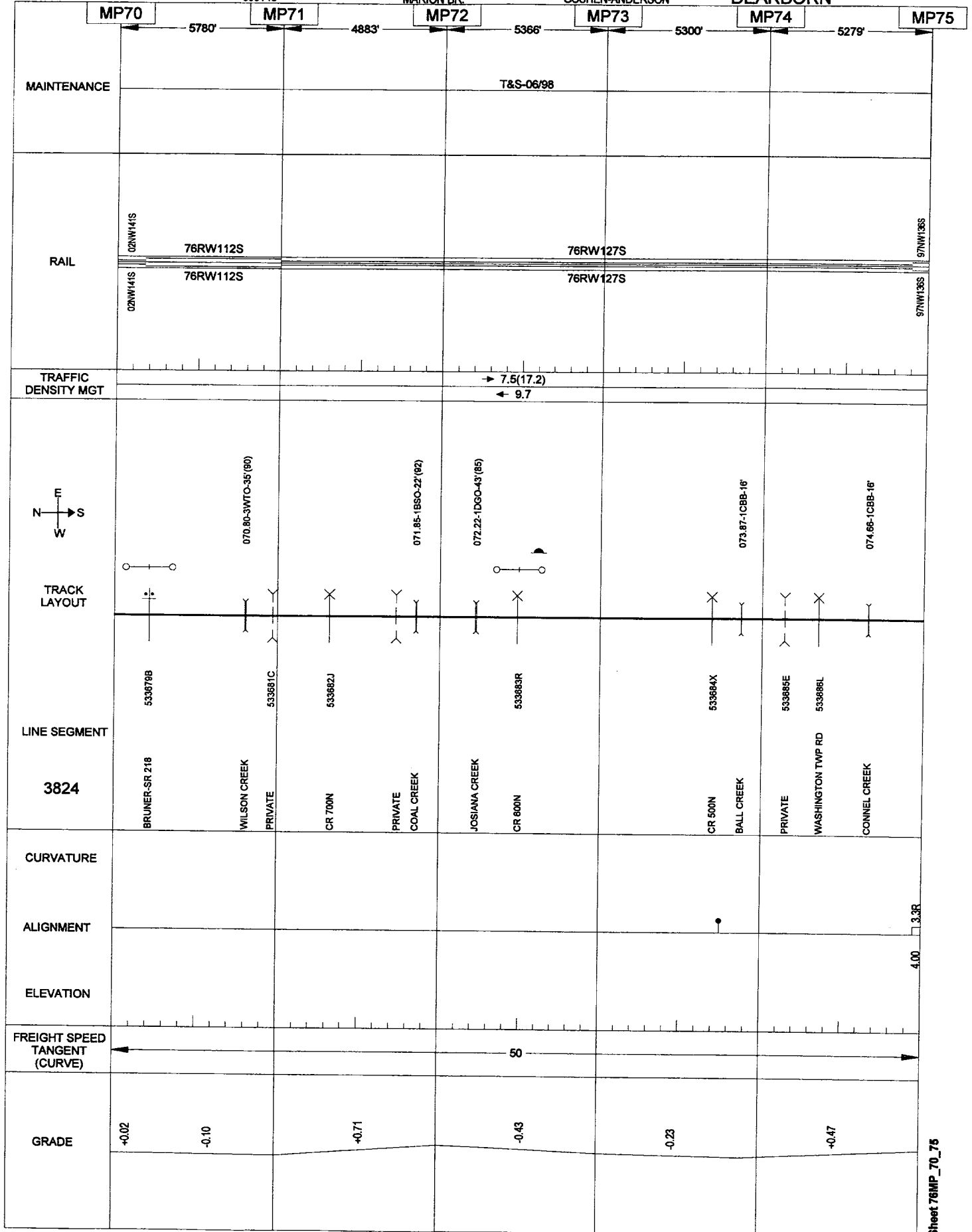
603143

188

MARION BR.

GOSHEN-ANDERSON

DEARBORN



06/14/2006

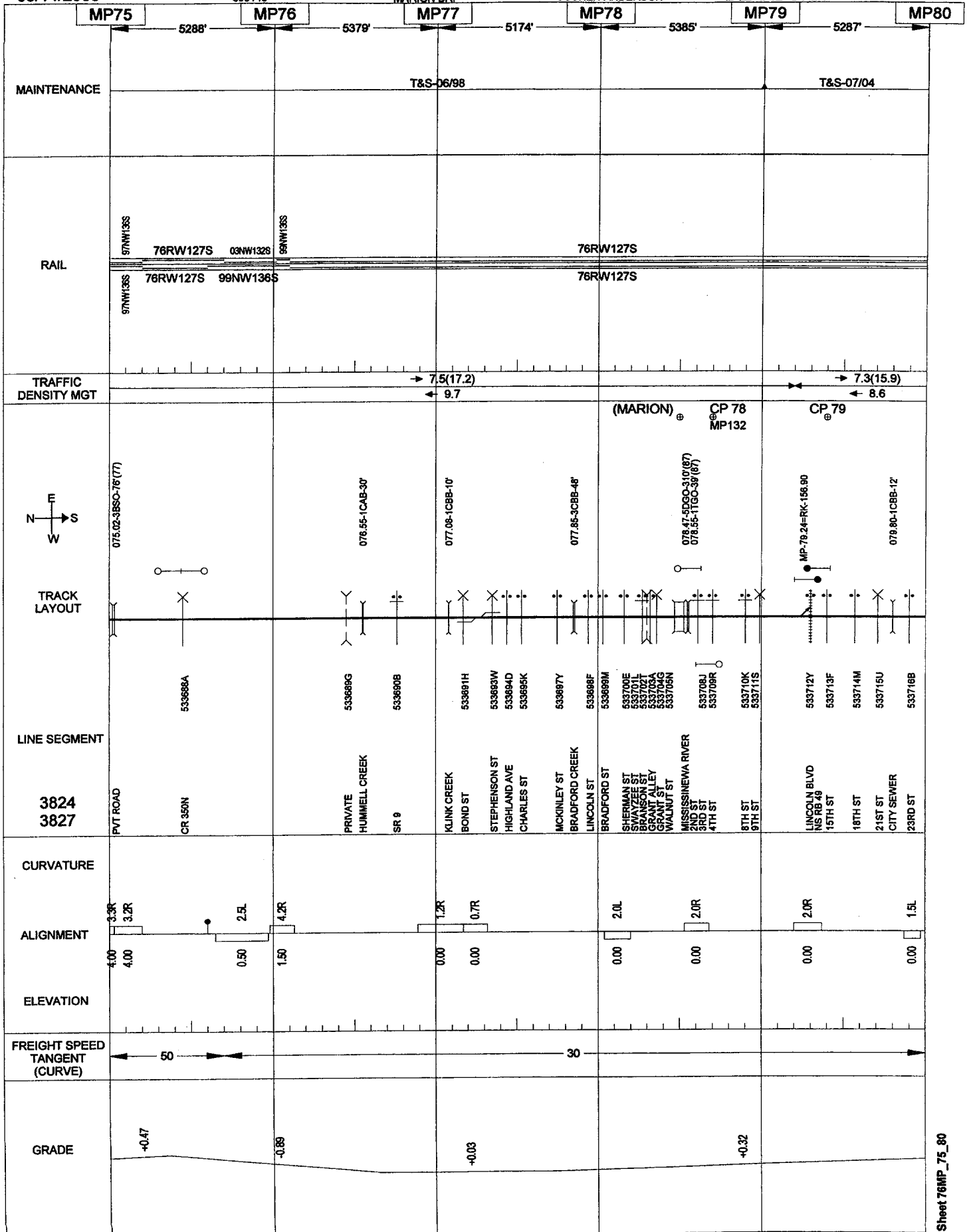
603143

189

MARION BR

GOSHEN-ANDERSON

DEARBORN



06/14/2006

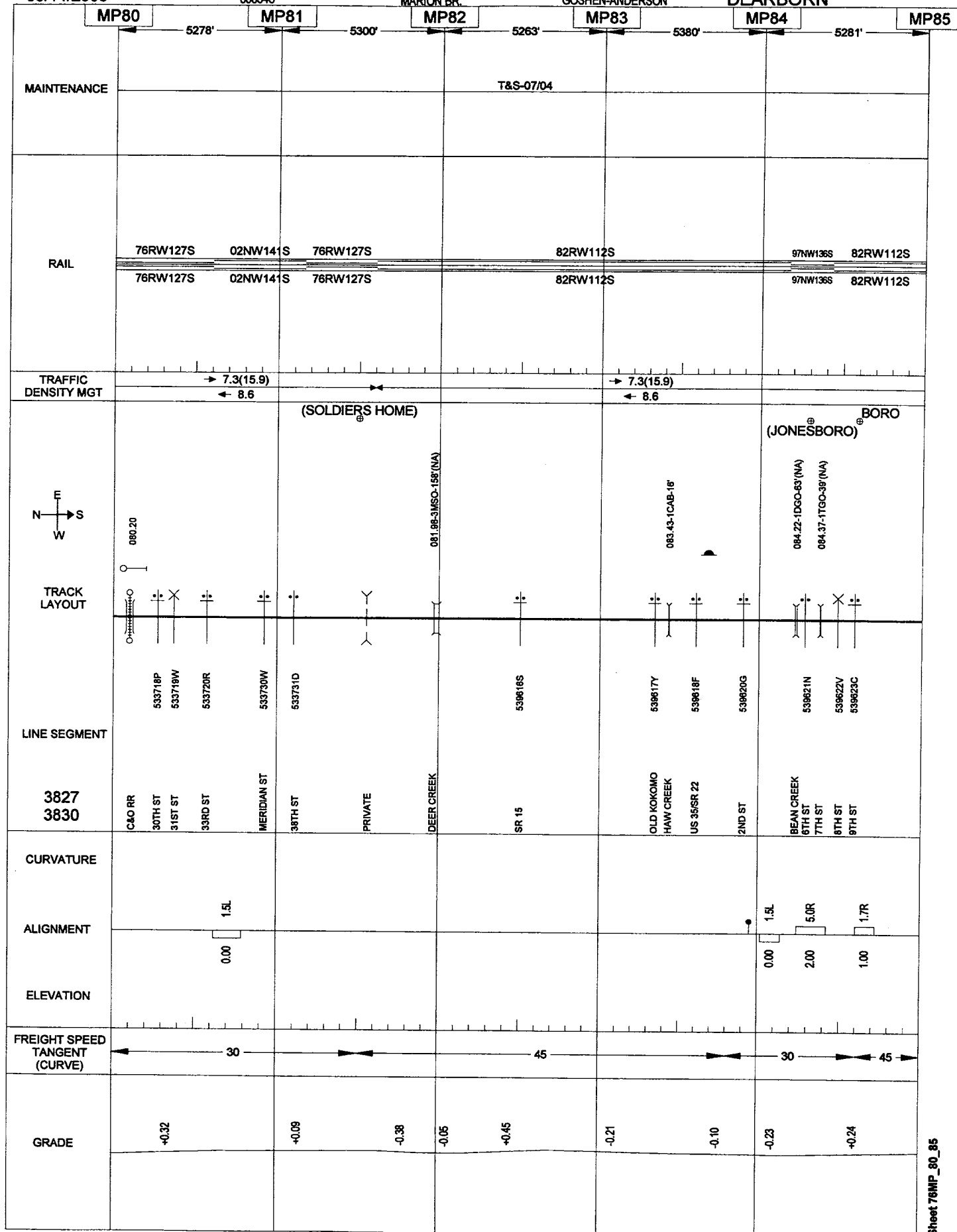
608343

190

MARION BR.

GOSHEN-ANDERSON

DEARBORN



06/14/2006

608343

191

MARION BR.

GOSHEN-ANDERSON

DEARBORN

MP85

MP86

MP87

MP88

MP89

MP90

5280'

5280'

5279'

5300'

5259'

MAINTENANCE

T&S-07/04

RAIL

82RW112S

82RW112S

TRAFFIC
DENSITY MGT→ 7.3(15.9)
← 8.6

E
N → S
W

(FAIRMOUNT)
MP143TRACK
LAYOUT

087.82-1CBB-10'

VICORO

LINE SEGMENT

3830

539825R

539826X

539827E

539828L

539830M

539831U

539832B

539835W

539837K

539838S

539839Y

600 S

CO 700 S

750 S

800 S

WINSLOW DITCH

8TH ST-SR 26

6TH ST

4TH ST

WASHINGTON

MADISON ST

TYLER ST

1050 S

CURVATURE

ALIGNMENT

ELEVATION

1.4R

0.50

1.6L

1.00

1.9R

1.50

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

+0.24

+0.03

+0.20

+0.09

06/14/2006

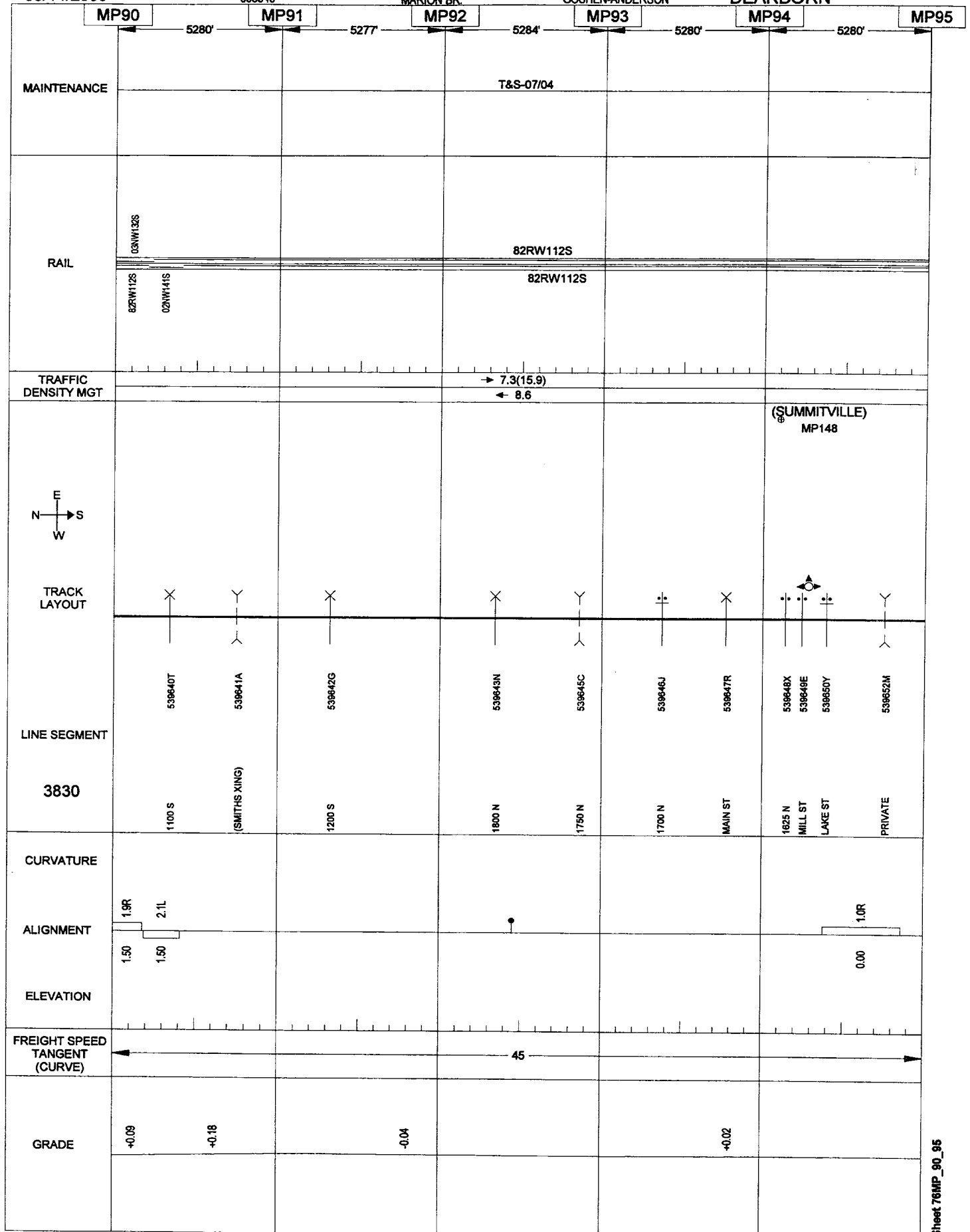
608343

192

MARION BR.

GOSHEN-ANDERSON

DEARBORN



MP100

MP100

- 5277

T&S-07/04

RAIL

82RW112S

82RW112S

82RW112S

82RW112S

TRAFFIC
DENSITY MGT

→ 7.3(15.9)
← 8.6

→ 0.1(0.4)
← 0.3

ALEXANDRIA ⊕
01190

TRACK LAYOUT

LINE SEGMENT

3830

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

+0.02

-0.37

0.51

0.55

Sheet 78MP_95_100

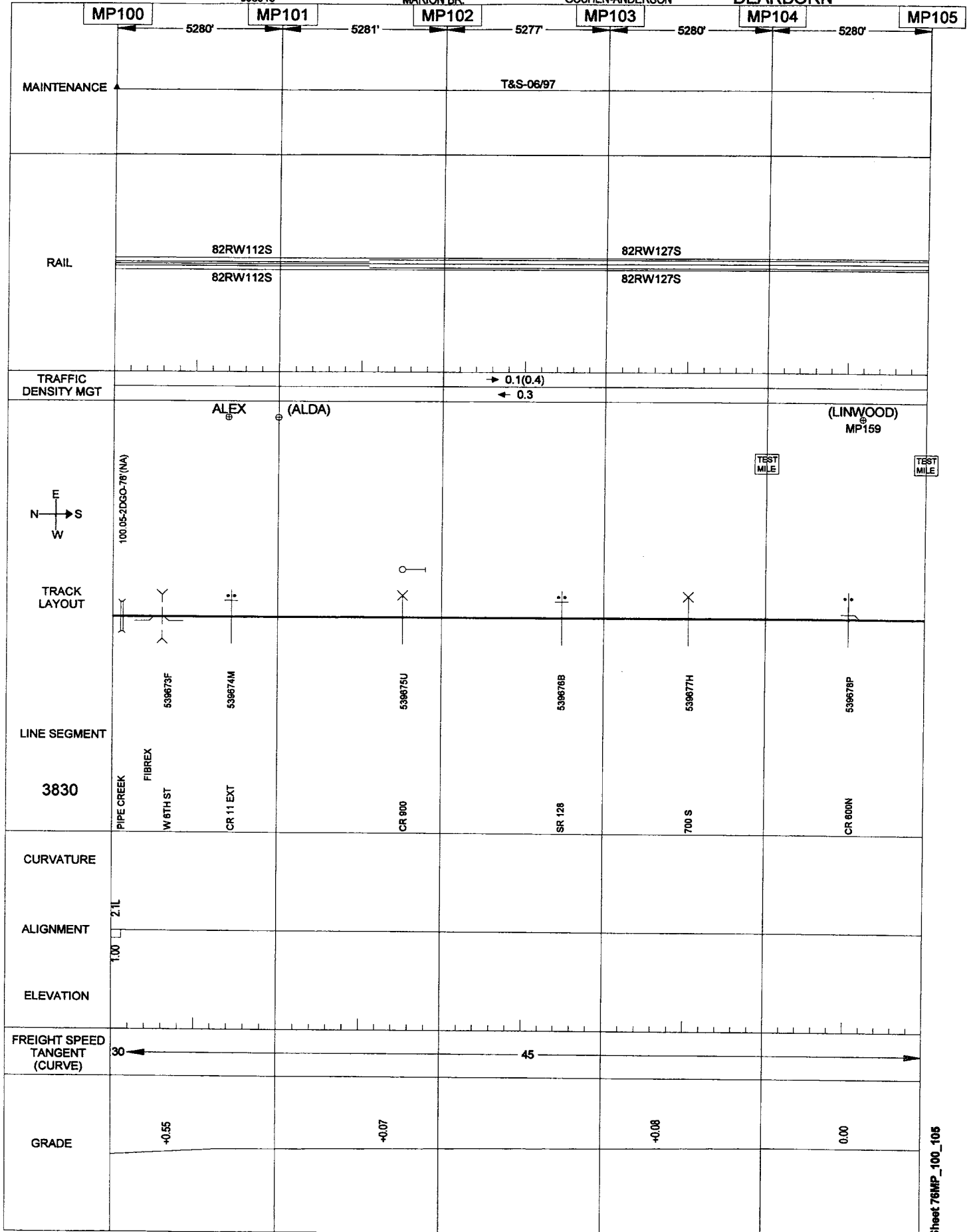
06/14/2006

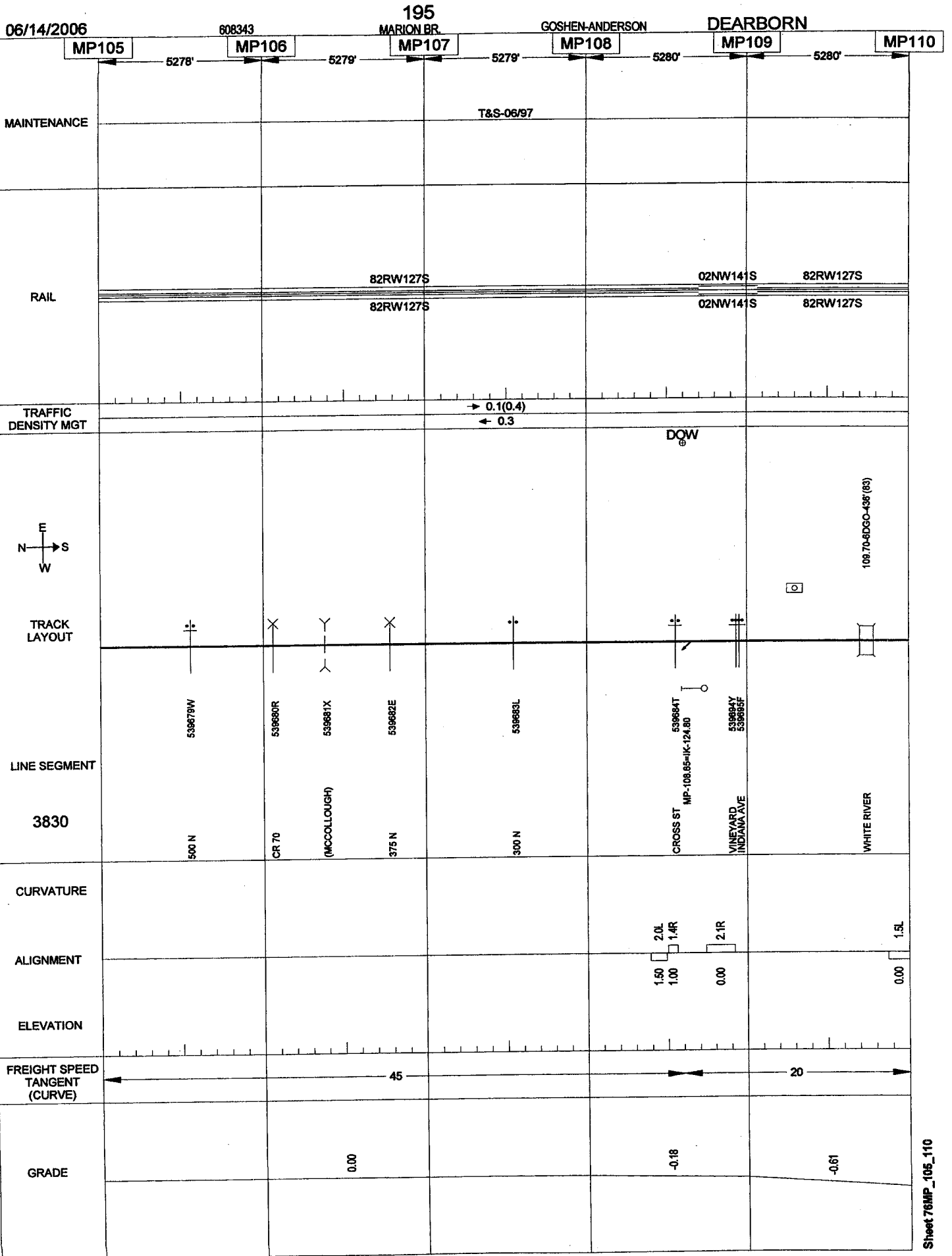
608343

194
MARION BR.

GOSHEN-ANDERSON

DEARBORN





06/14/2006

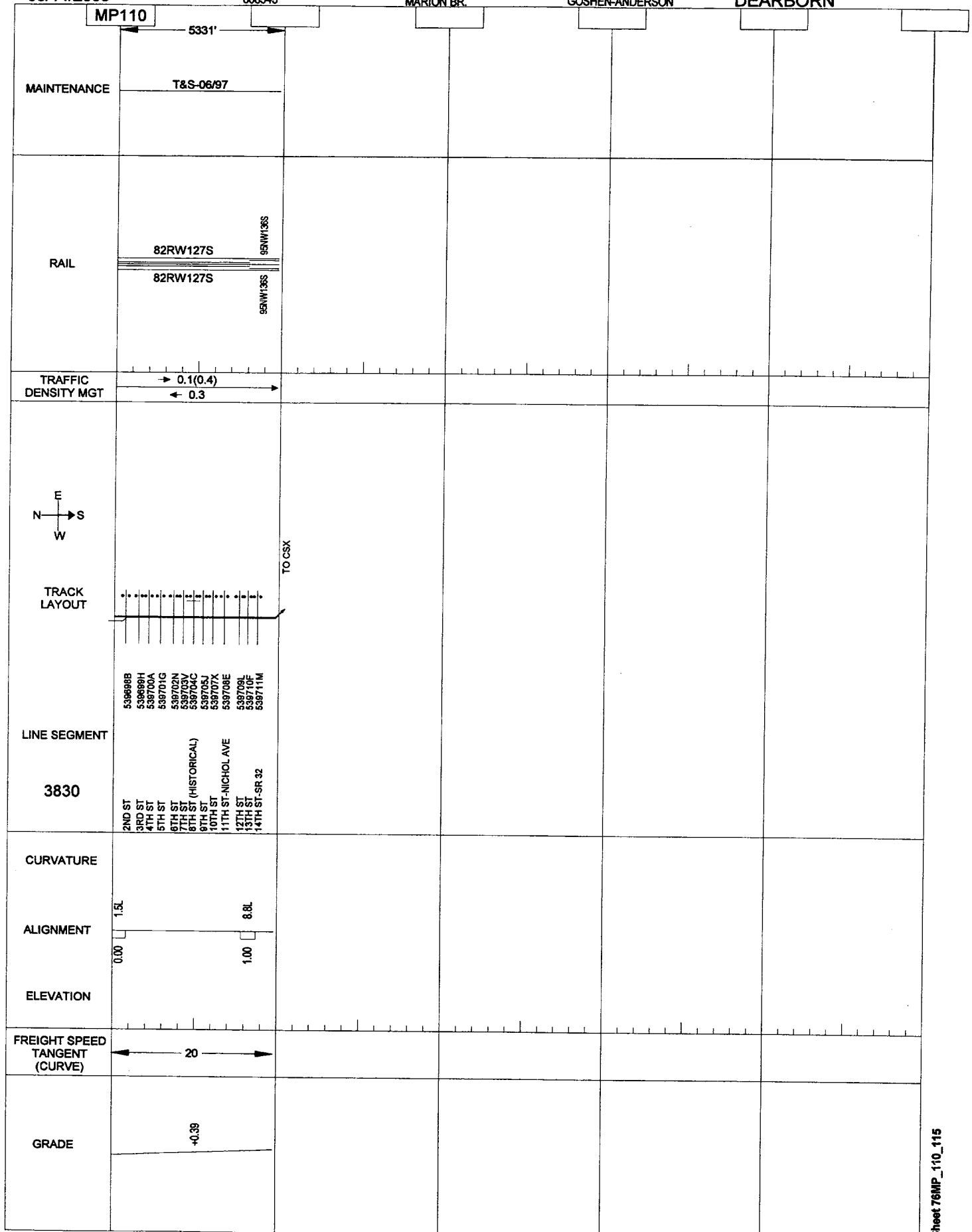
608343

196

MARION BR.

GOSHEN-ANDERSON

DEARBORN



	KH0	KH1	KH2	KH3	KH4	KH5
MAINTENANCE	6600'		4220'	5280'	5280'	5280'
RAIL	T&S-06/95		T&S-06/95			
TRAFFIC DENSITY MGT	→ 5.5(9.3) ← 3.8		→ 5.5(9.2) ← 3.7		→ 5.5(9.2) ← 3.7	
TRACK LAYOUT	CP 421 CD 421 KH-0.0=CD-421.34 KH-0.1=ZT-0.0 000.95-1850-34 (63) 000.70-2030-236 (65)		(ELKHART)		(MOREHOUSE)	
LINE SEGMENT	522662S 522663Y 522664F 522668H 522669P 522670J Weyerhaeuser		536368W CARPENTER 536365P PRIVATE PINE CREEK 536362U		BANKS LUMBER	
CURVATURE	3923 3926					
ALIGNMENT	1.00 1.00 1.00 1.00		1.00 0.5L 1.00			
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	30		50			
GRADE	0.00 +0.47 0.00 -0.76 -0.02 -0.04		+0.10 -0.03 0.00 -0.02		-0.23 -0.17	

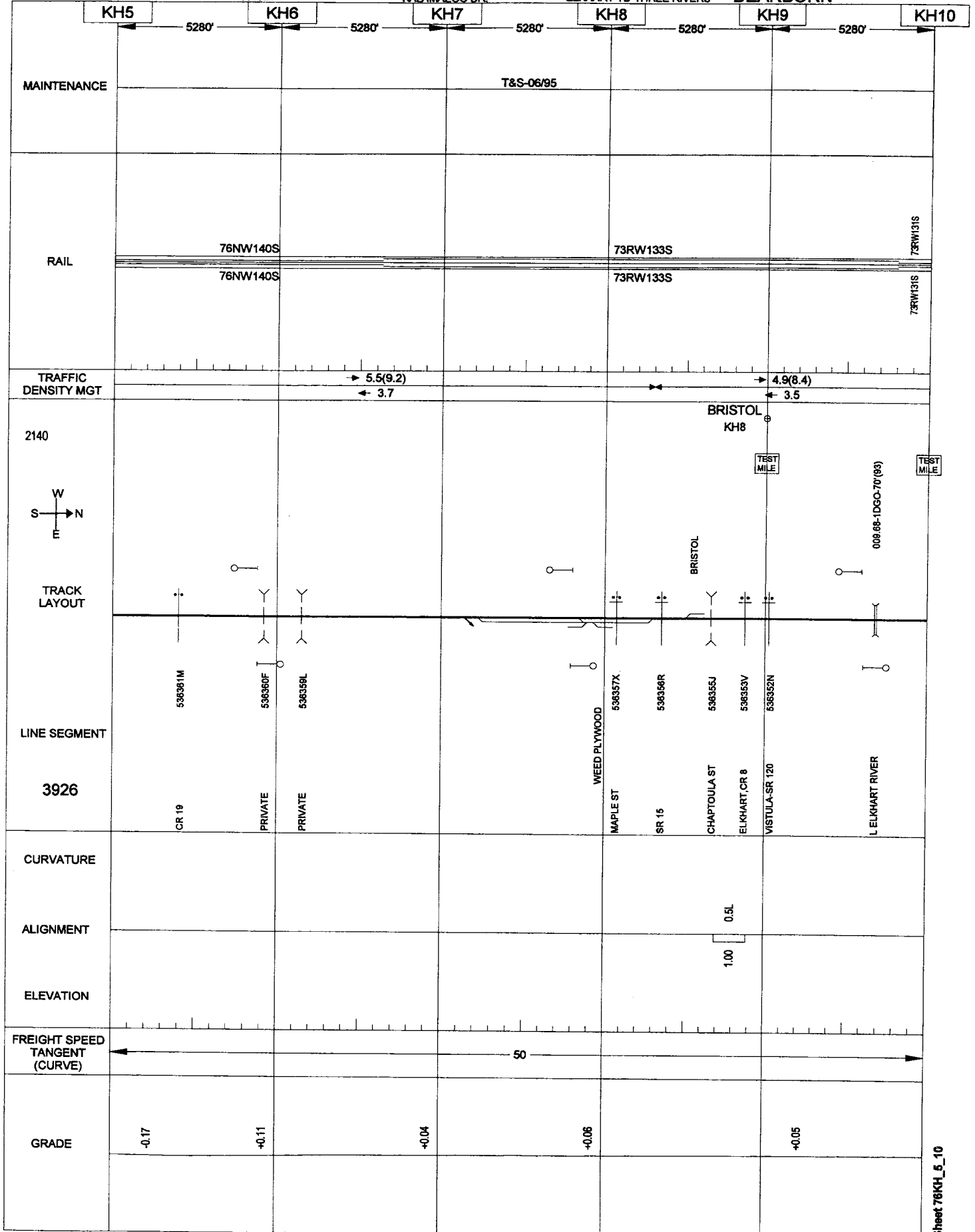
06/15/2006

198

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



06/14/2006

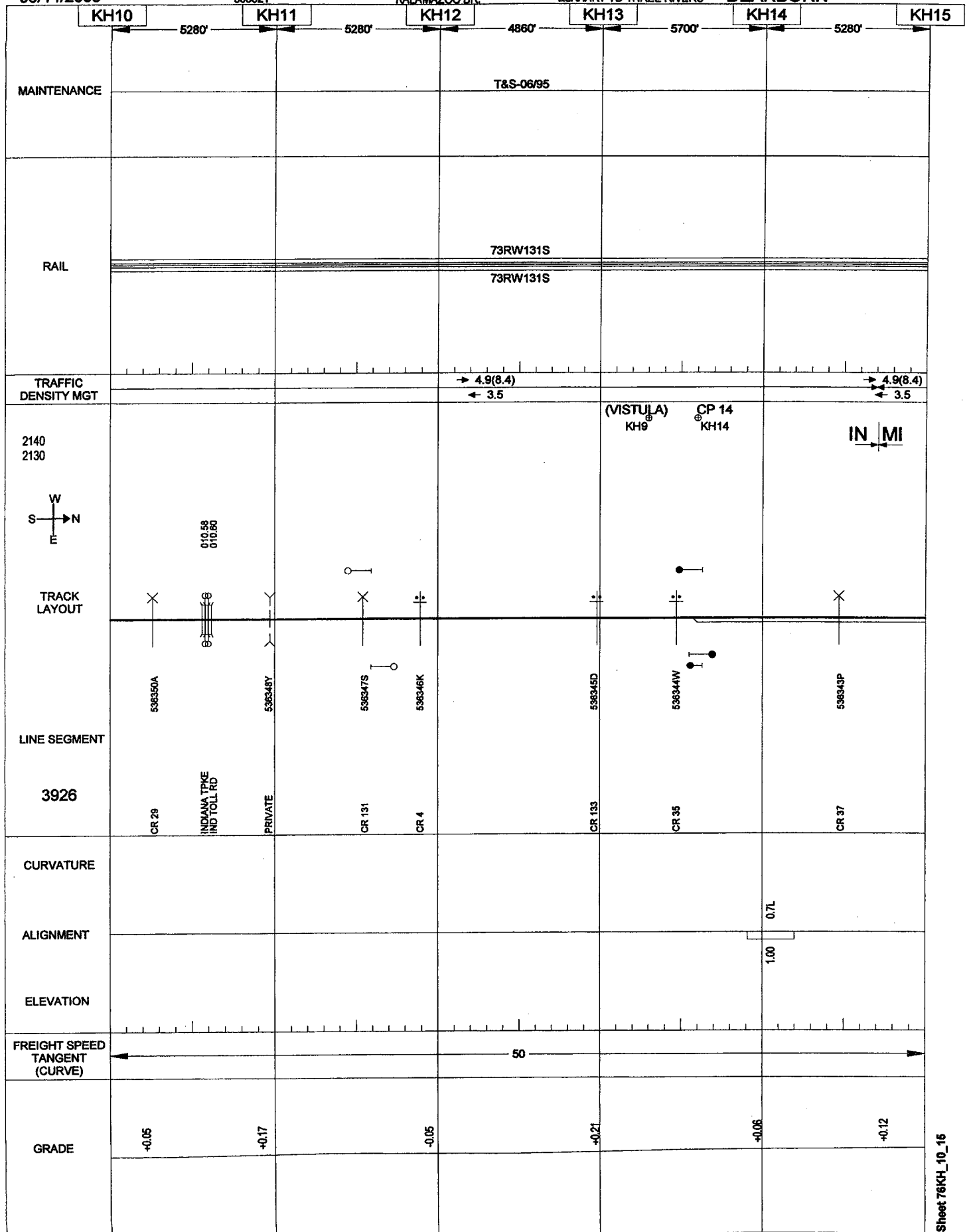
505321

199

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



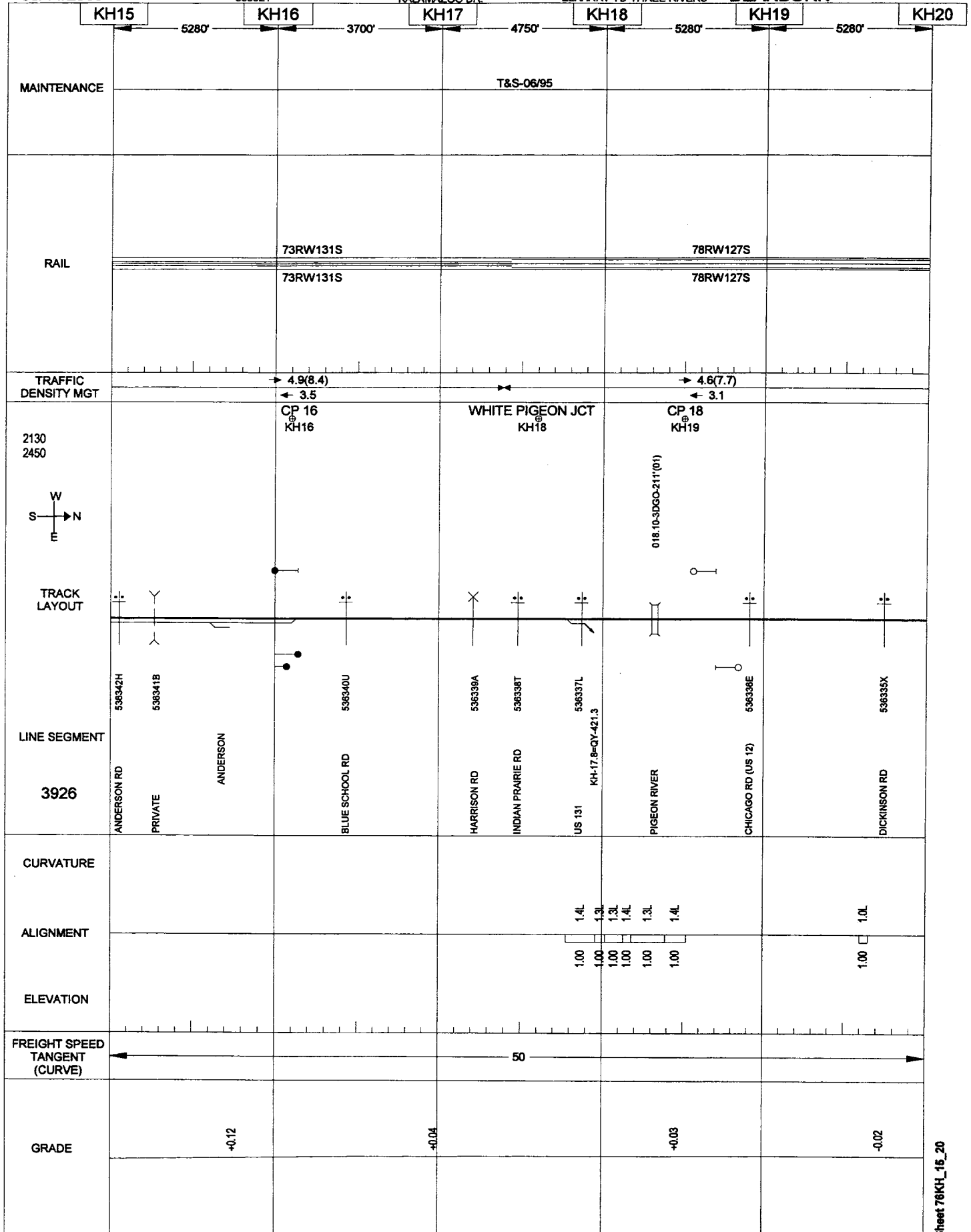
06/14/2006

505321

200
KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



06/14/2006

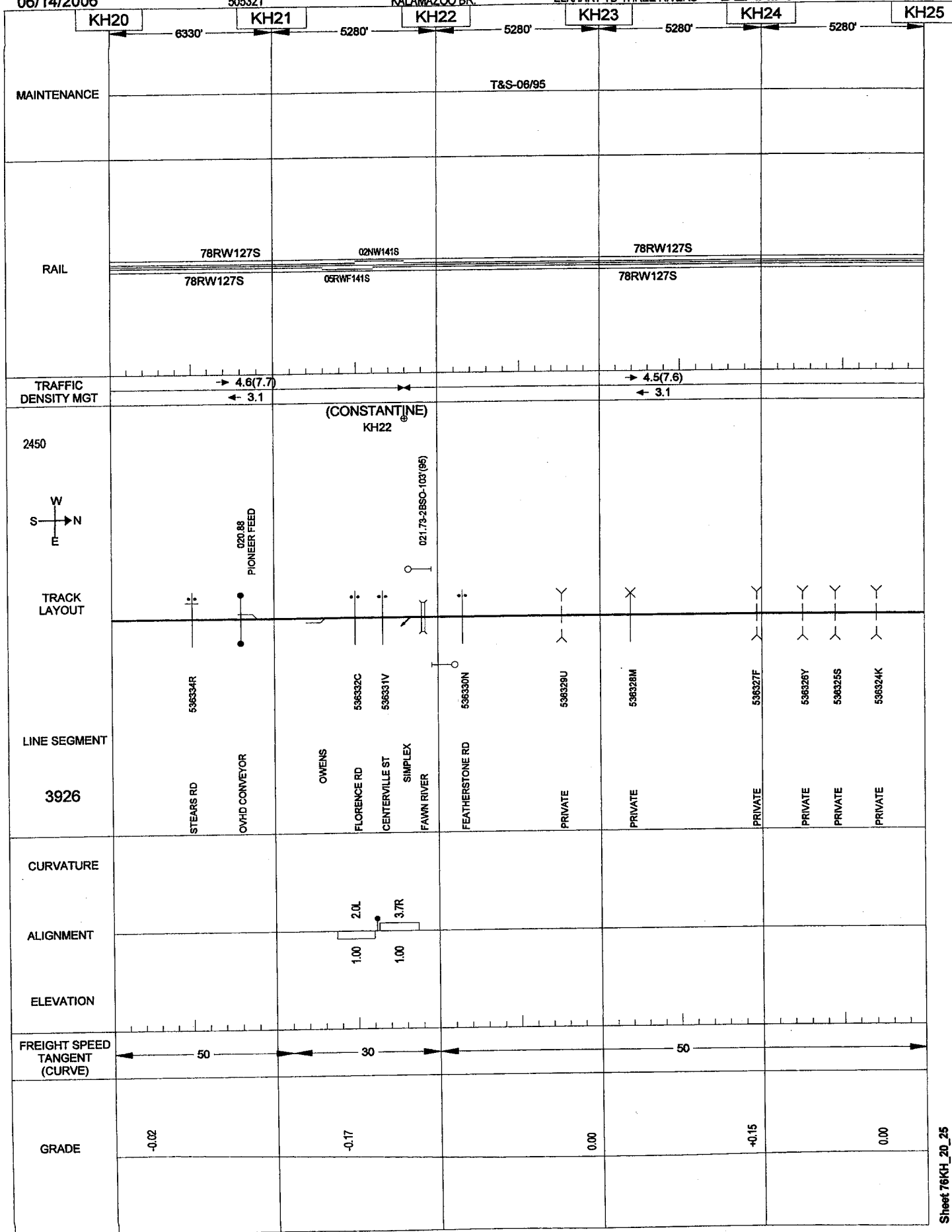
505321

201

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



06/14/2006

505321

202

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN

KH25

KH26

KH27

5280'

5280'

5280'

MAINTENANCE

T&S-06/95

RAIL

78RW127S

05RWF141S

78RW127S

05RWF141S

TRAFFIC
DENSITY MGT4.5(7.6)
3.1

2450

TRACK
LAYOUT

025.50-16WFO-202

KH-27.40-FB-27.30

LINE SEGMENT

3926

CONSTANTINE RD

FAIRCHILD RD

PRIVATE

HOG CREEK

PRIVATE

LUTZ RD

HORSHAL

CURVATURE

ALIGNMENT

ELEVATION

1.3L
1.00FREIGHT SPEED
TANGENT
(CURVE)

50

30

GRADE

0.00

+0.09

06/14/2006

505341

203
KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB28

FB29

FB30

5280'

5888'

5280'

MAINTENANCE

T&S-04/05

RAIL

79RW12/S

79RW112S

79RW112S

03WVF41S

79RW112S

79RW112S

TRAFFIC
DENSITY MGT

→ 4.5(7.6)

← 3.1

→ 4.4(7.4)

← 3.0

2450

W
S — N
ETRACK
LAYOUT(THREE RIVERS)
FB29
CP FOURTH ST
FB28

FB-27.30=KH-27.40

FB-28.72=AZ-69.60

HUDDLESTON

028.02-4DGO-216'(03)

029.33

LINE SEGMENT

3917

536473L

536474T
536475A536477N
536478V

536479C

536480W
536481D
536482K

536483S

536484Y

536487U

536488B

M-86

MICHIGAN STREET
MAIN STBROADWAY ST
STATE ST

PLEASANT ST

FOURTH ST
PRIVATE
PRIVATEST JOE RIVER
MICHIGAN AVE
CITY PARKING LOT

MOORE ST

CUSHMAN ST

HOFFMAN ST

CURVATURE

ALIGNMENT

ELEVATION

1.3L

1.00

1.3L

1.00

1.0R

1.00

3.5R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

30

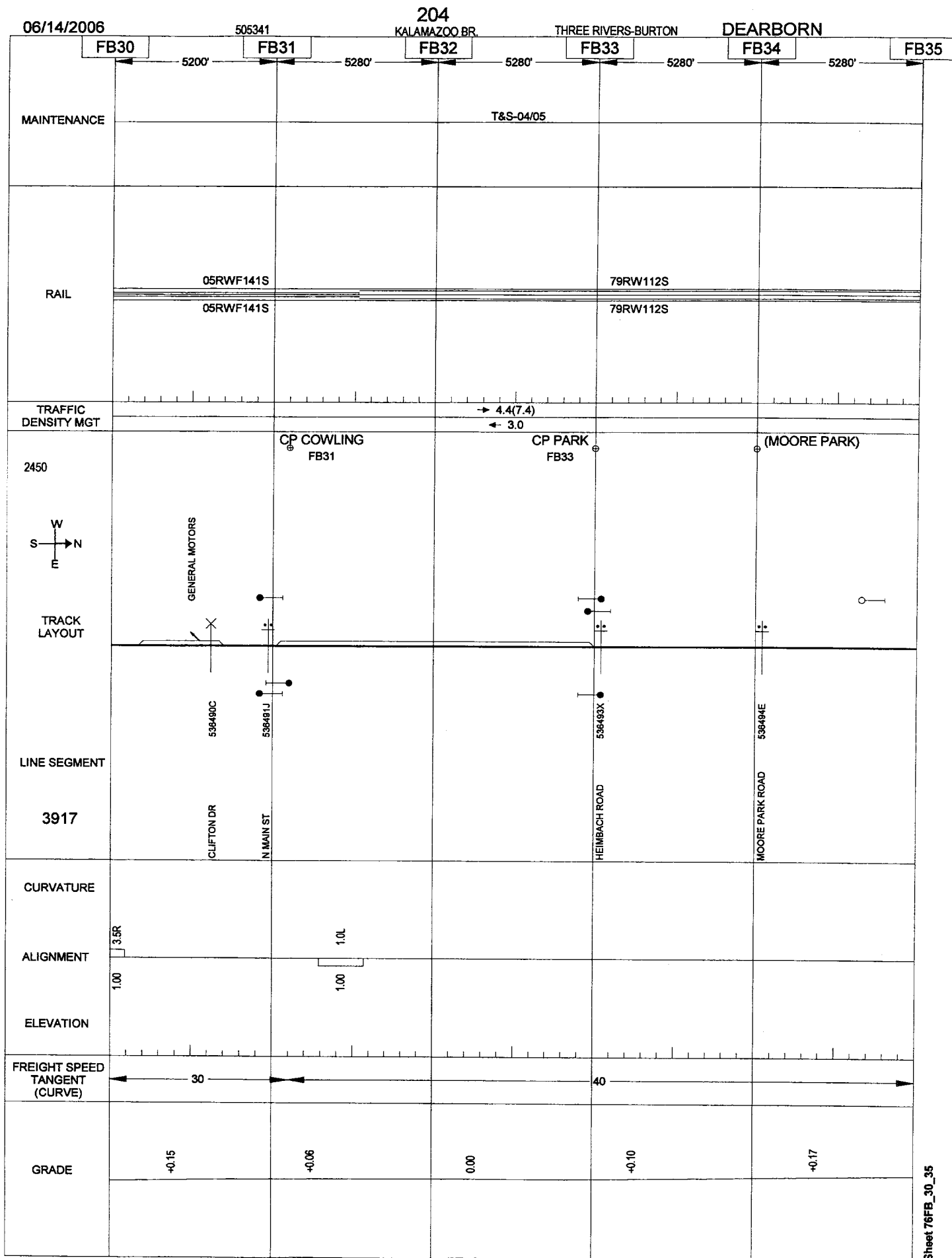
GRADE

+0.11

-0.32

+0.42

-0.15



FB40

- 5280'

T&S-04/05

79RW112S

79RW112S

05RWF141S

79RW112S

→ 4.4(7.4)
← 3.0

(FLOWERFIELD)

TRACK LAYOUT

CUSTOM FARM

LINE SEGMENT

3917

MARCELLUS RD 536495L

MICHIGAN AVE 536497A

COTHERMAN LAKE RD 538498G

PRIVATE
536499N

MUSKRAT RD
536500F

TWIN LAKES 536501M

V7 AVENUE
K36503R

XX AVENUE 538504H

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

- 40

GRADE

0.17

-0.15

+0.38

0.17

90

06/14/2006

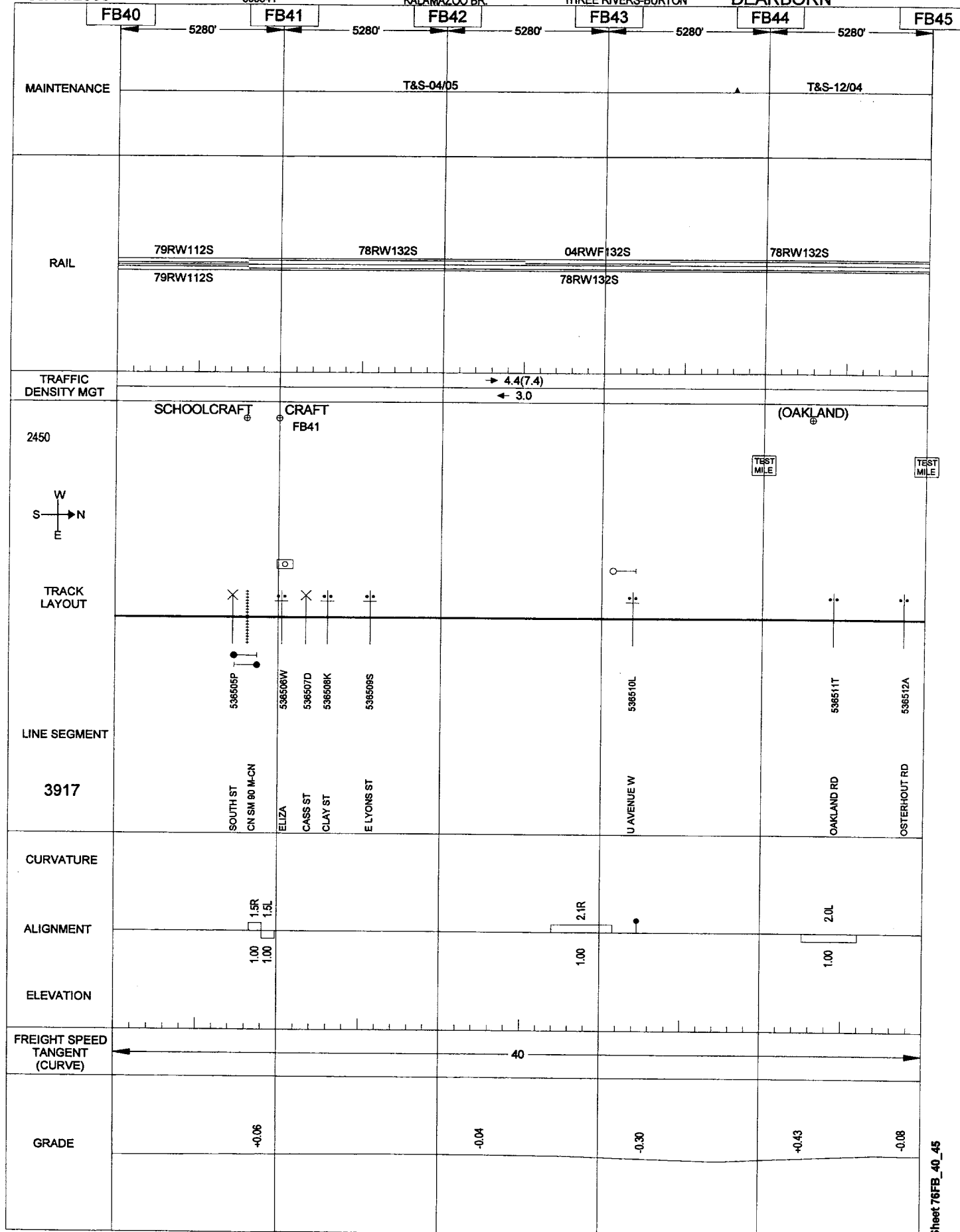
505341

206

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



06/14/2006

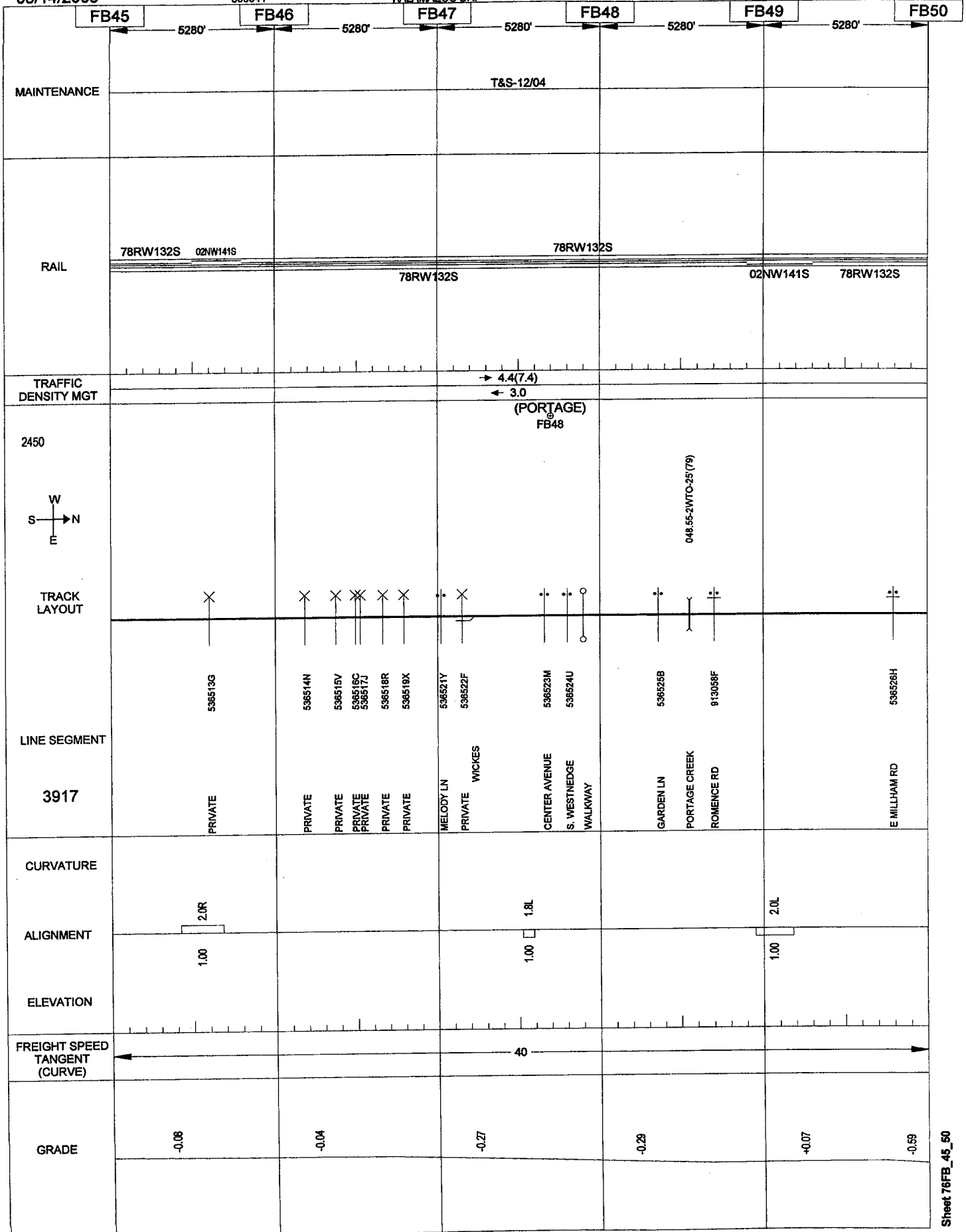
505341

207

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



06/14/2006

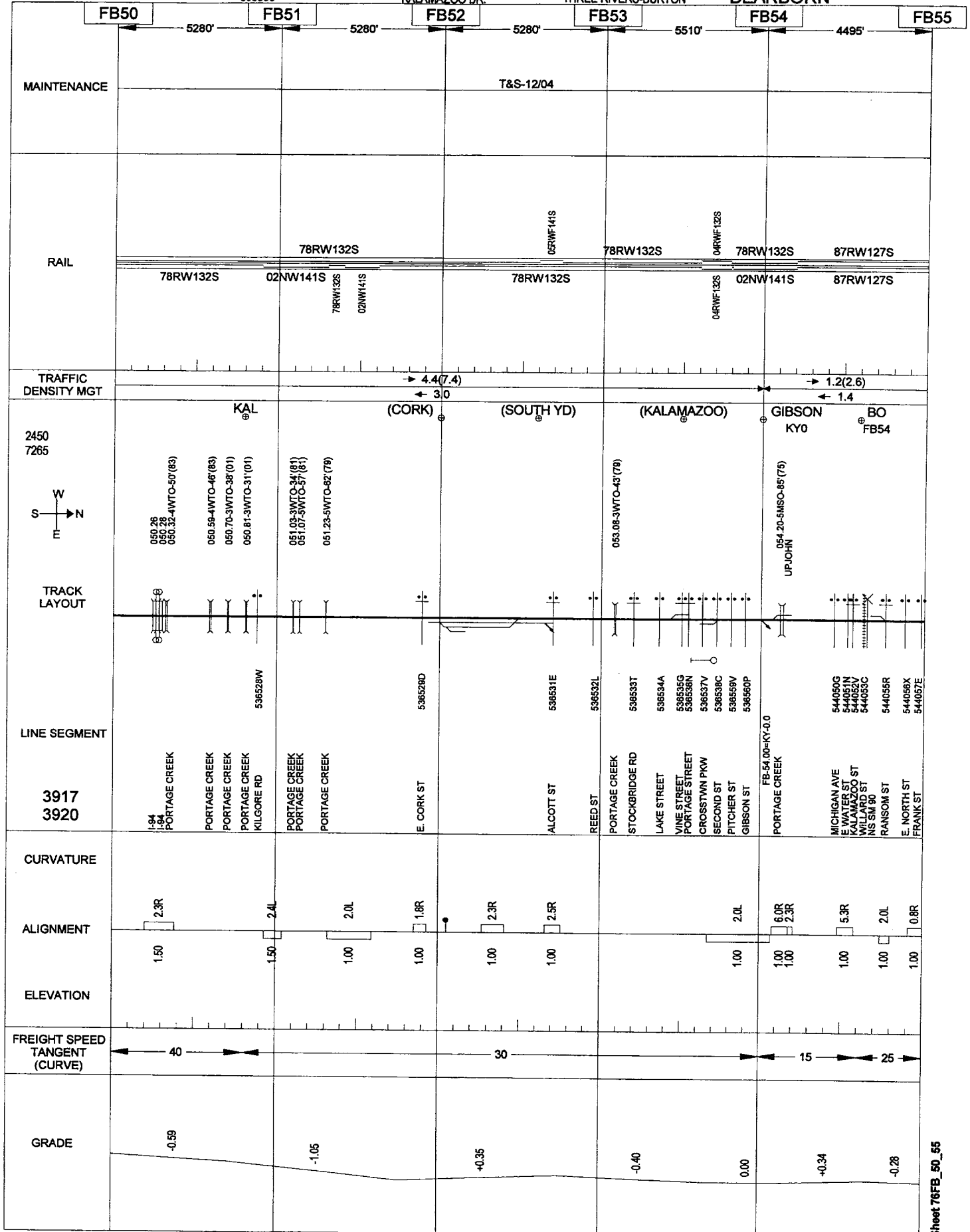
505338

208

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



06/14/2006

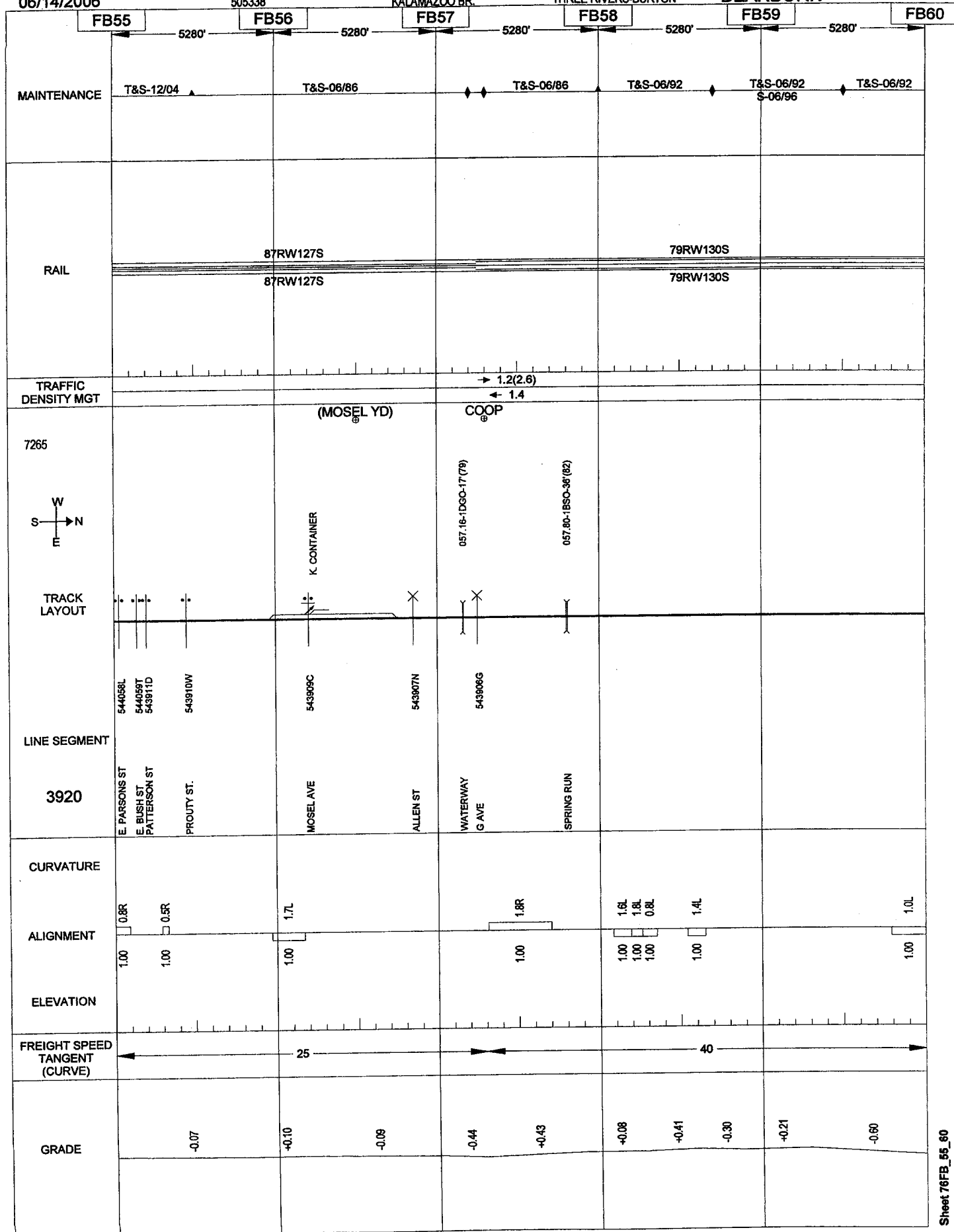
505338

209

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



06/14/2006

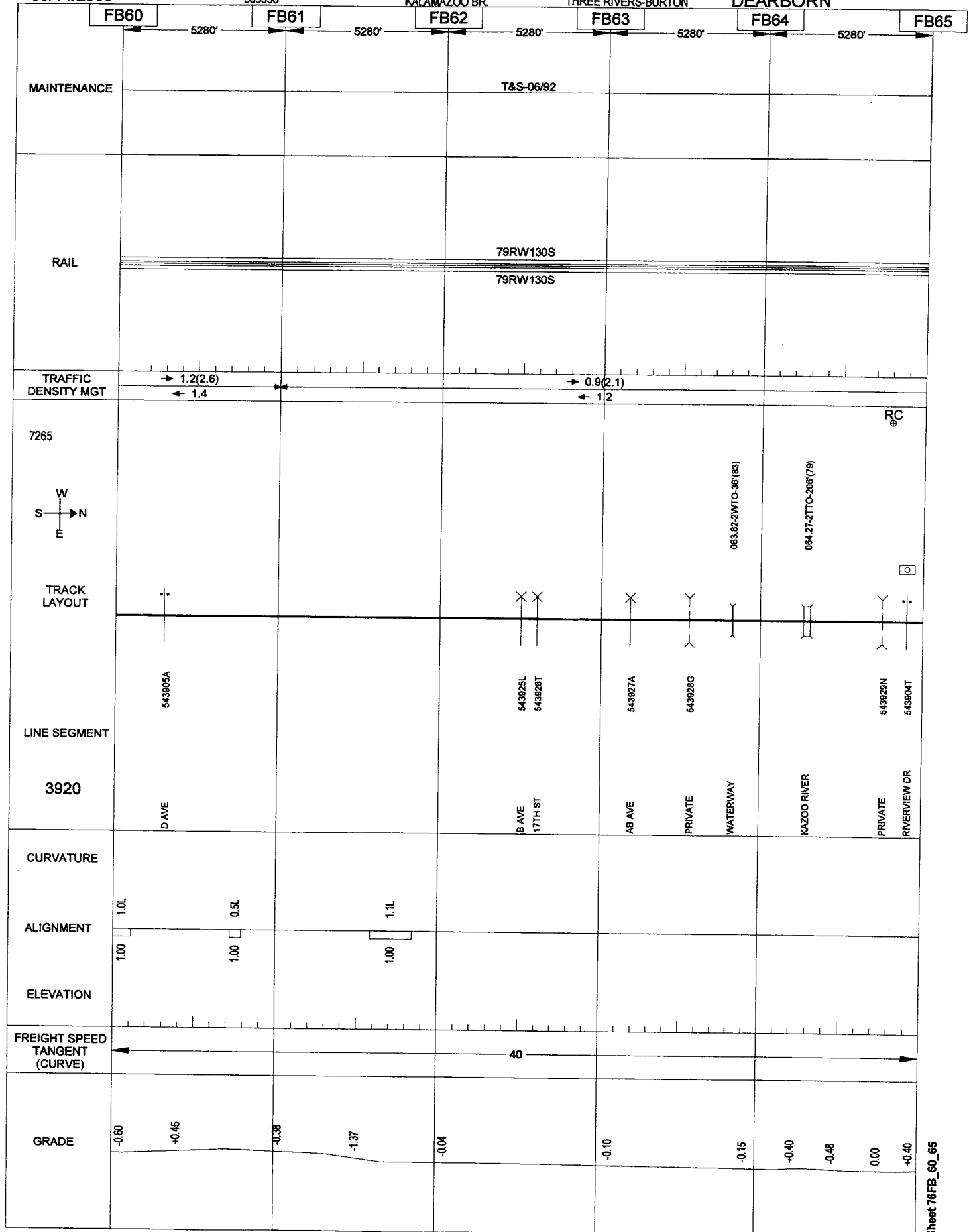
505338

210

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



06/14/2006

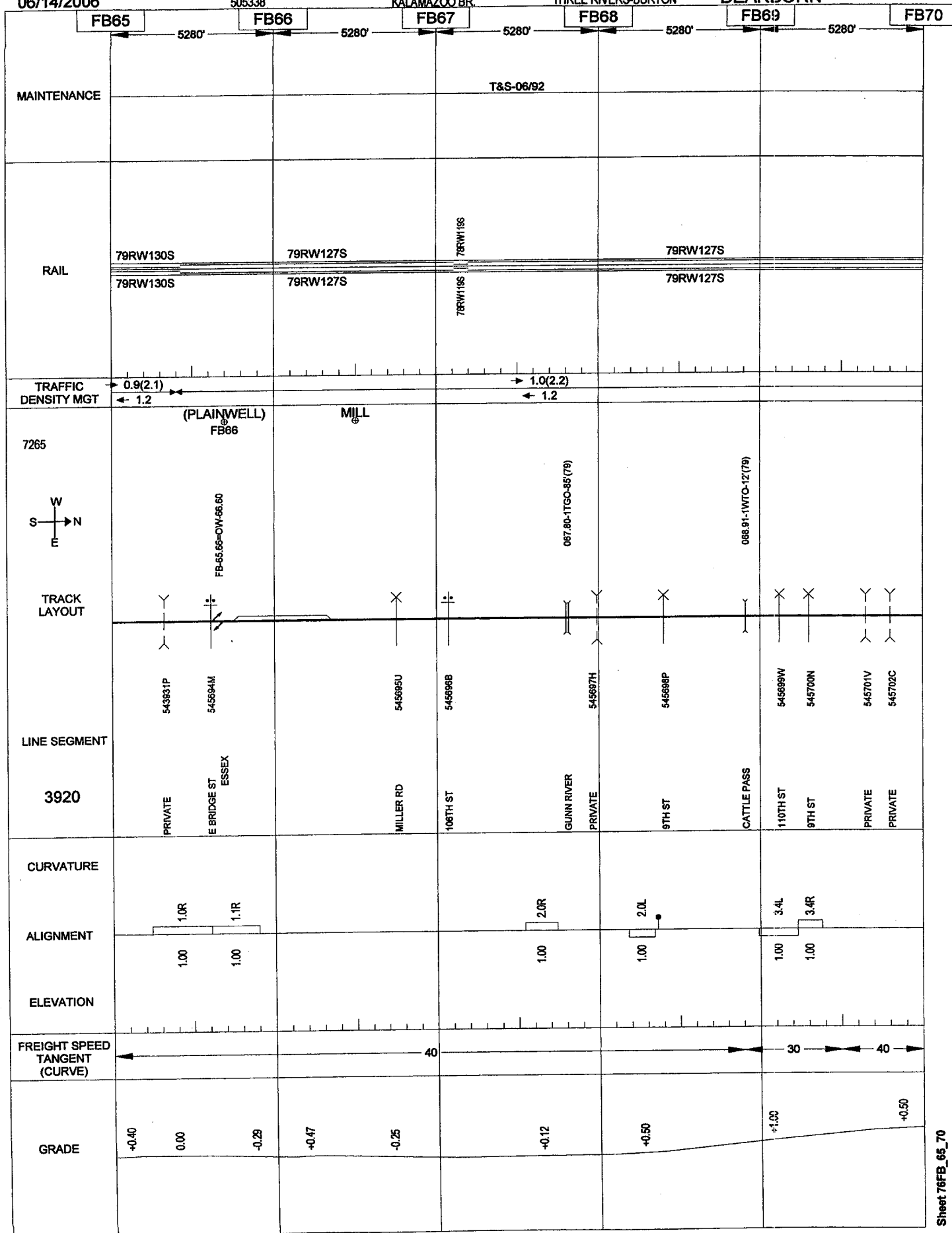
505338

211

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



06/14/2006

505338

212

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB70

FB71

FB72

FB73

FB74

FB75

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/92

T&S-06/84
S-06/95

RAIL

79RW127S

79RW130S

79RW127S

79RW130S

79RW127S

85RW130S

79RW127S

79RW130S

79RW127S

79RW130S

79RW127S

85RW130S

TRAFFIC
DENSITY MGT

→ 1.0(2.2)

← 1.2

7265

(MARTIN)
FB72W
S → N
E

MARSHAL FILM

TERRA FEED

TRACK
LAYOUT

X

X

X

X

X

X

X

LINE SEGMENT

545703J

545704R

545705X

545706A

545711B

545712H

545713P

3920

PRIVATE
112TH AVE

114TH AVE

ALLEGAN ST

PRIVATE

116TH AVE

120TH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

+0.50

+0.16

-0.55

+0.50

0.00

+0.23

-0.35

+0.02

-0.32

+0.38

06/14/2006

505338

213

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB75

FB76

FB77

FB78

FB79

FB80

5280'

5280'

5280'

5280'

5286'

MAINTENANCE

T&S-06/84

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

RAIL

85RW130S

85RW130S

TRAFFIC
DENSITY MGT→ 1.0(2.2)
← 1.2

7265

(SHELBYVILLE)
FB76

(BRADLEY)

W
S → N
E

077.37

TRACK
LAYOUT

LINE SEGMENT

3920

545714W

545715D

545717S

545719F

545720A

545721G

122ND ST

124TH ST

125TH AVE

OLD US 131

128TH AVE

129TH ST

130TH AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

+0.38

+0.10

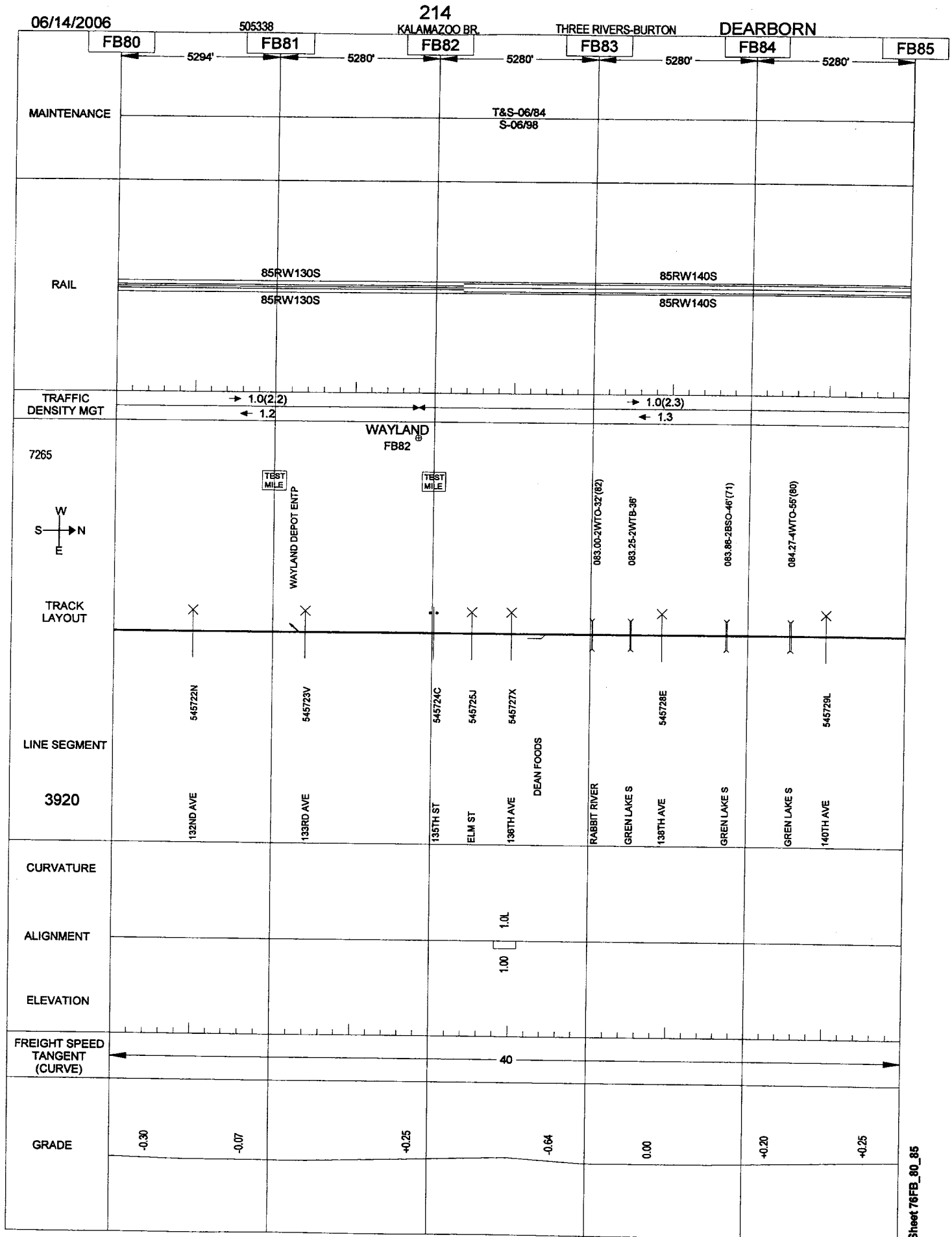
+0.75

-0.86

-0.50

-0.30

Sheet 76FB_75_80



06/14/2006

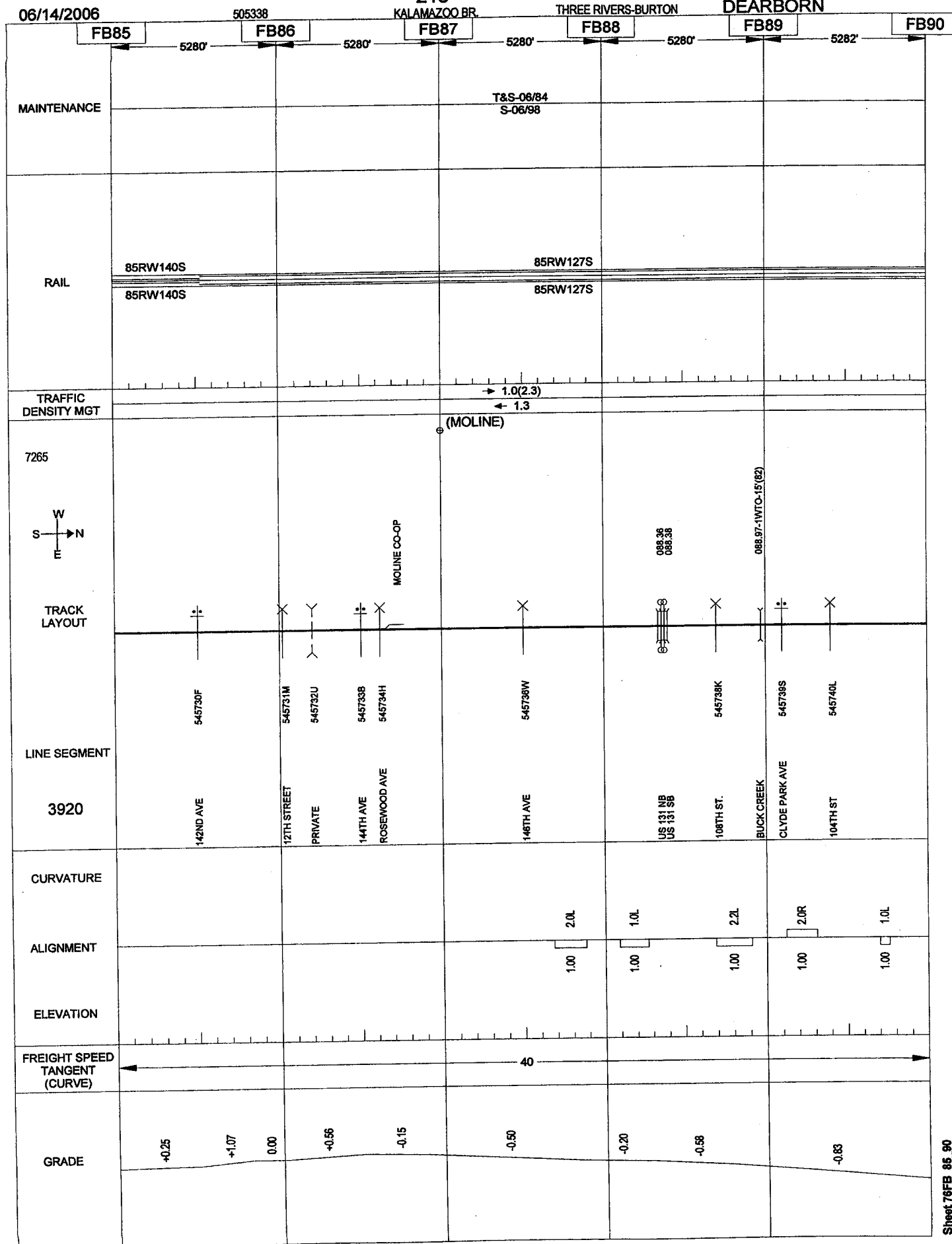
505338

215

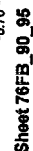
KALAMAZOO BR.

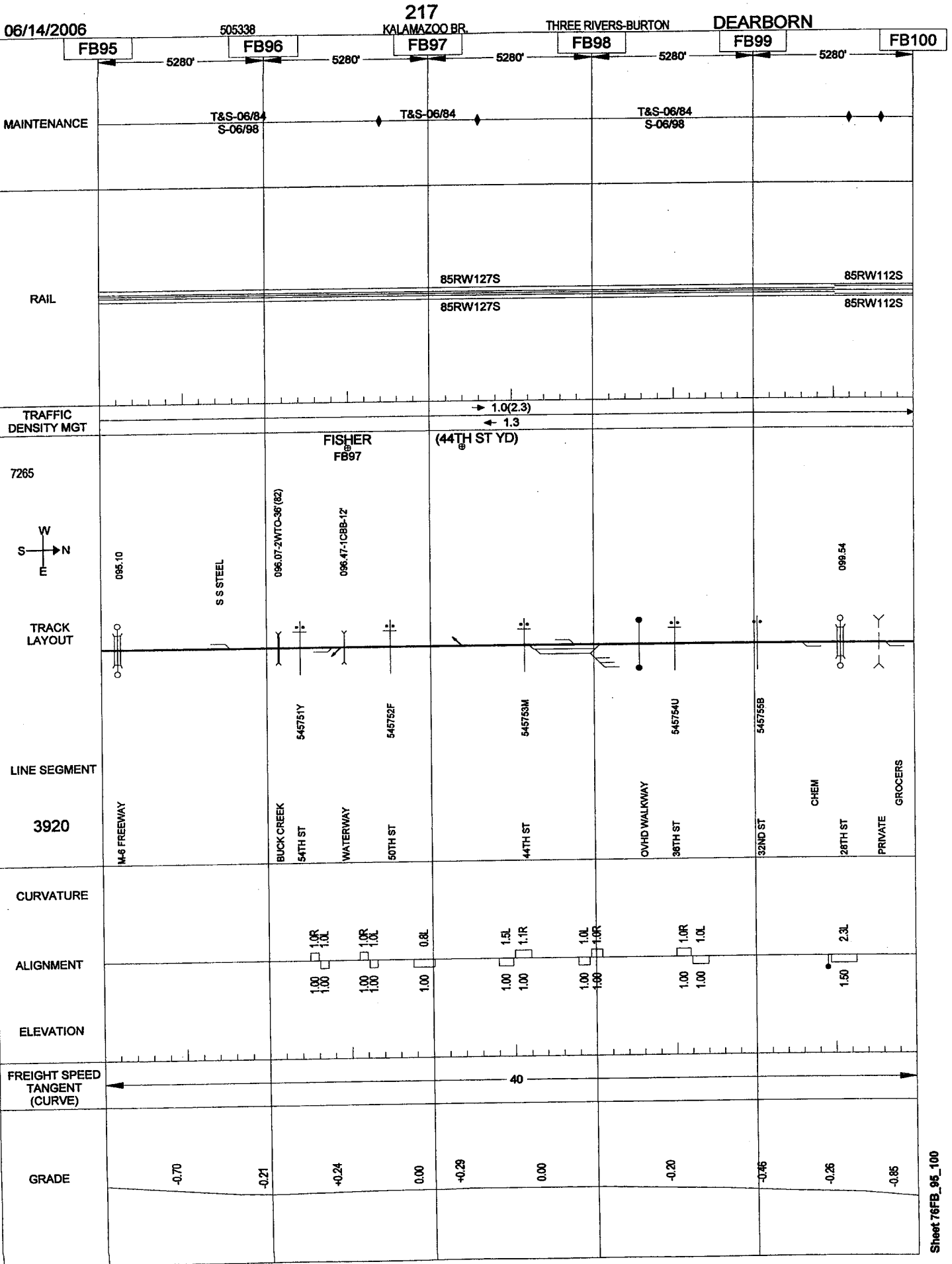
THREE RIVERS-BURTON

DEARBORN



DEARBORN





06/14/2006

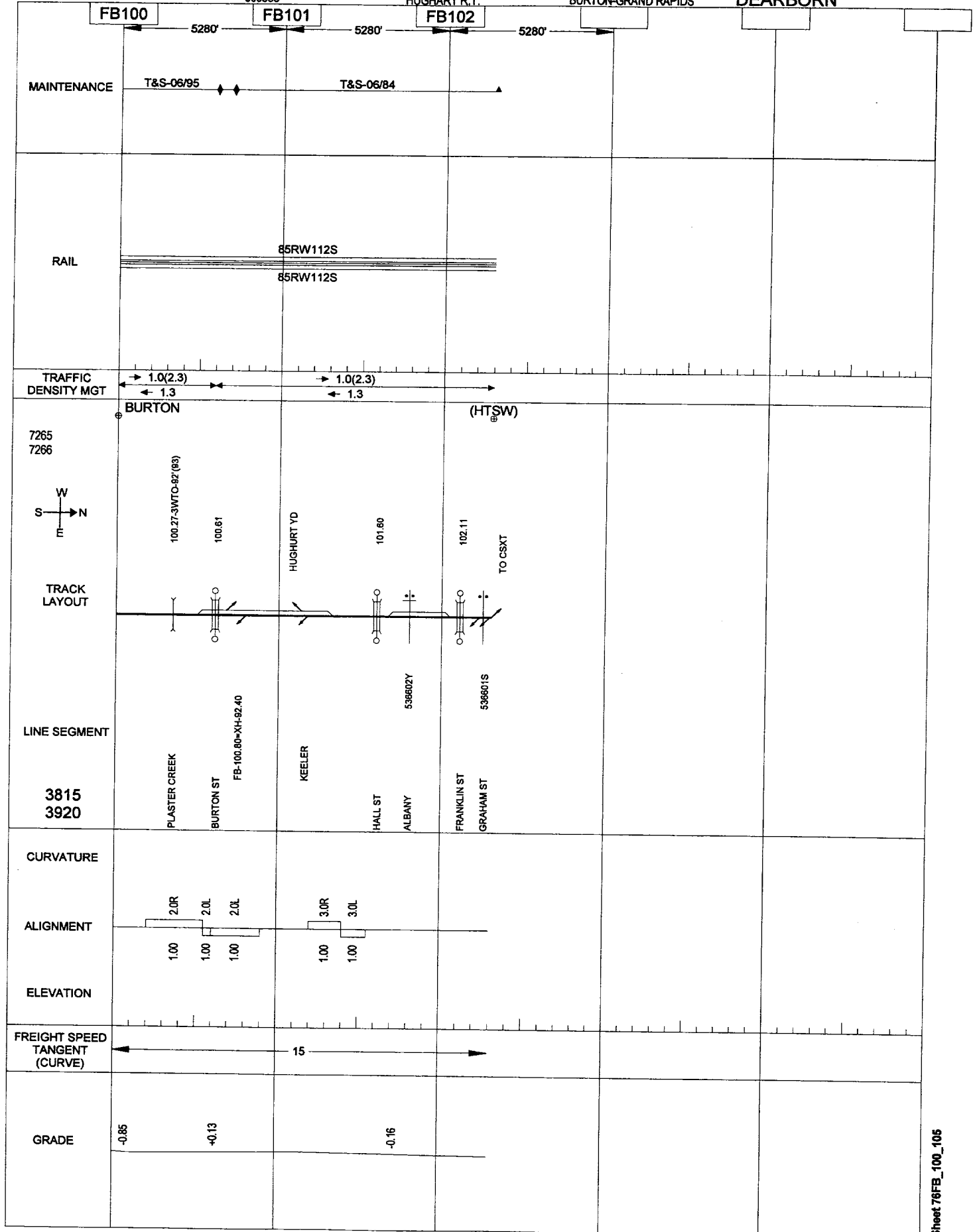
505338

218

HUGHART R.T.

BURTON-GRAND RAPIDS

DEARBORN



06/14/2006

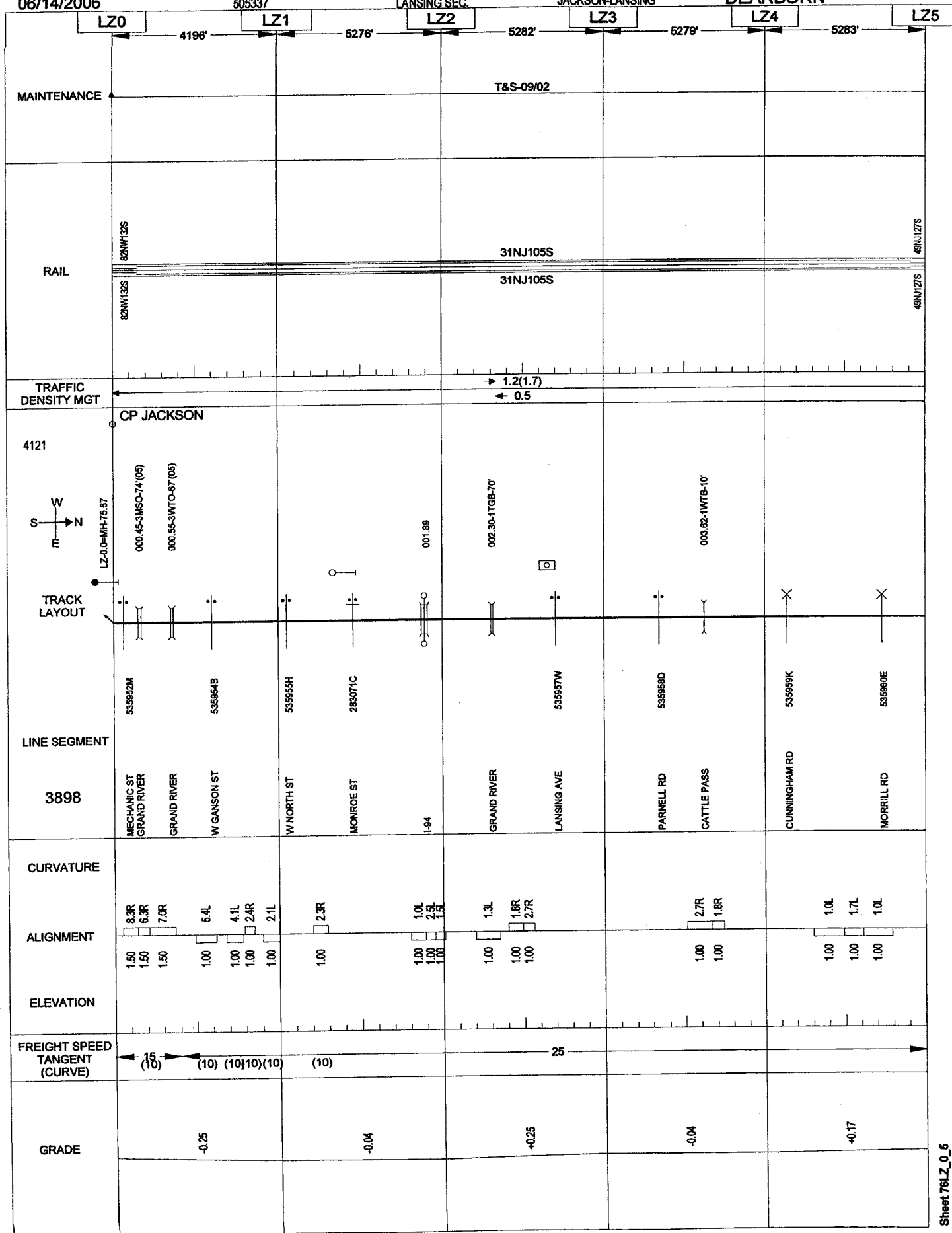
505337

219

LANSING SEC.

JACKSON-LANSING

DEARBORN



06/14/2006

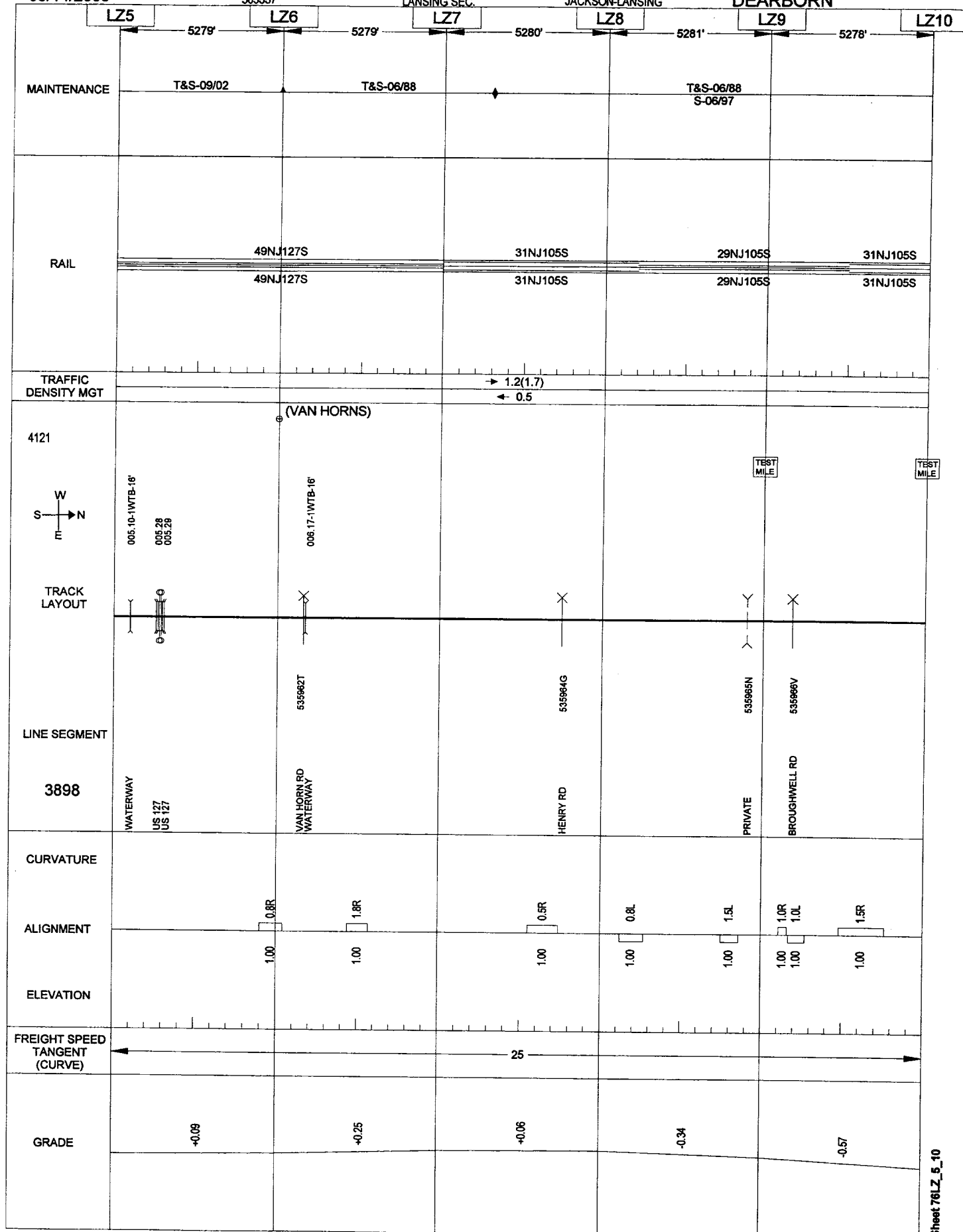
505337

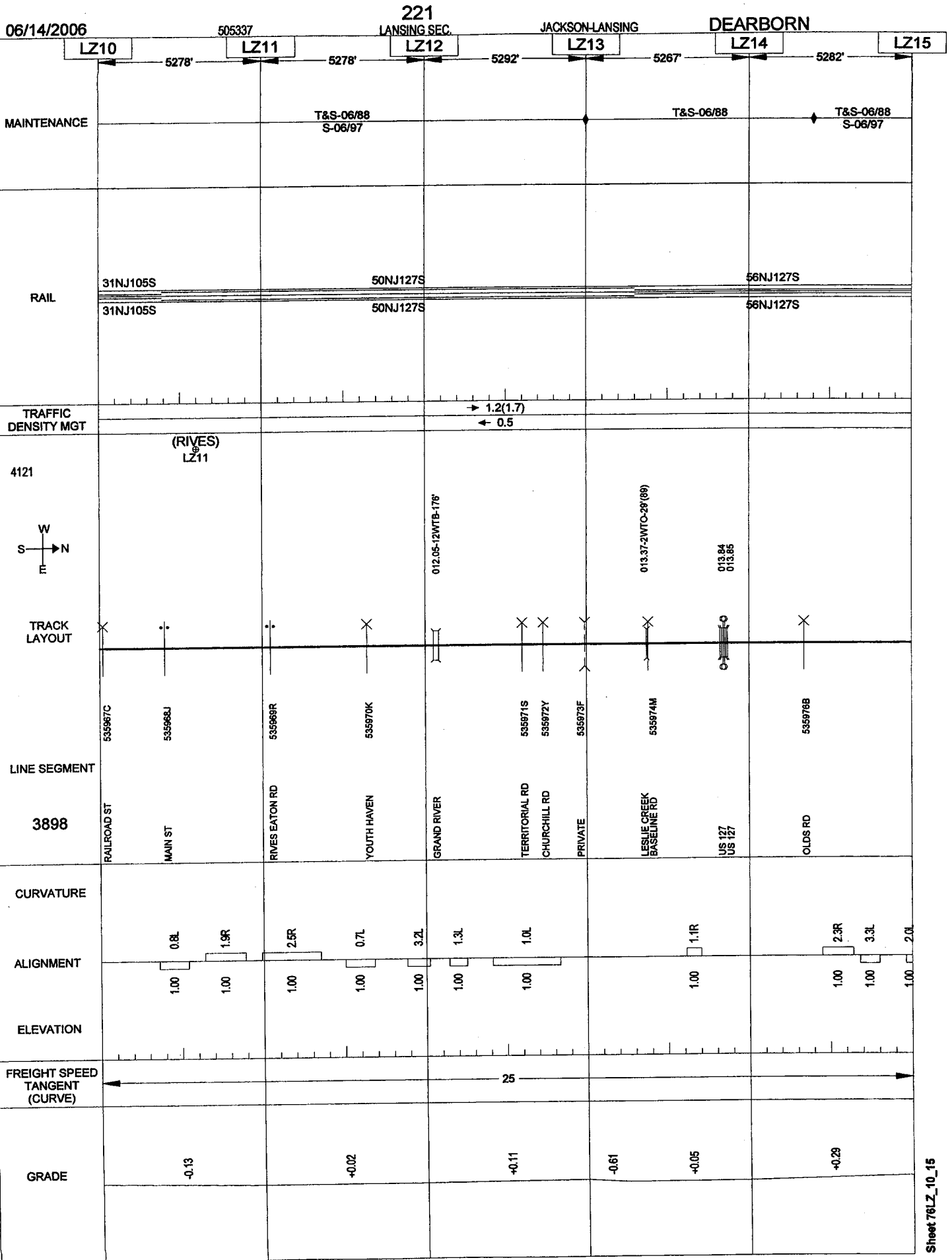
220

LANSING SEC.

JACKSON-LANSING

DEARBORN





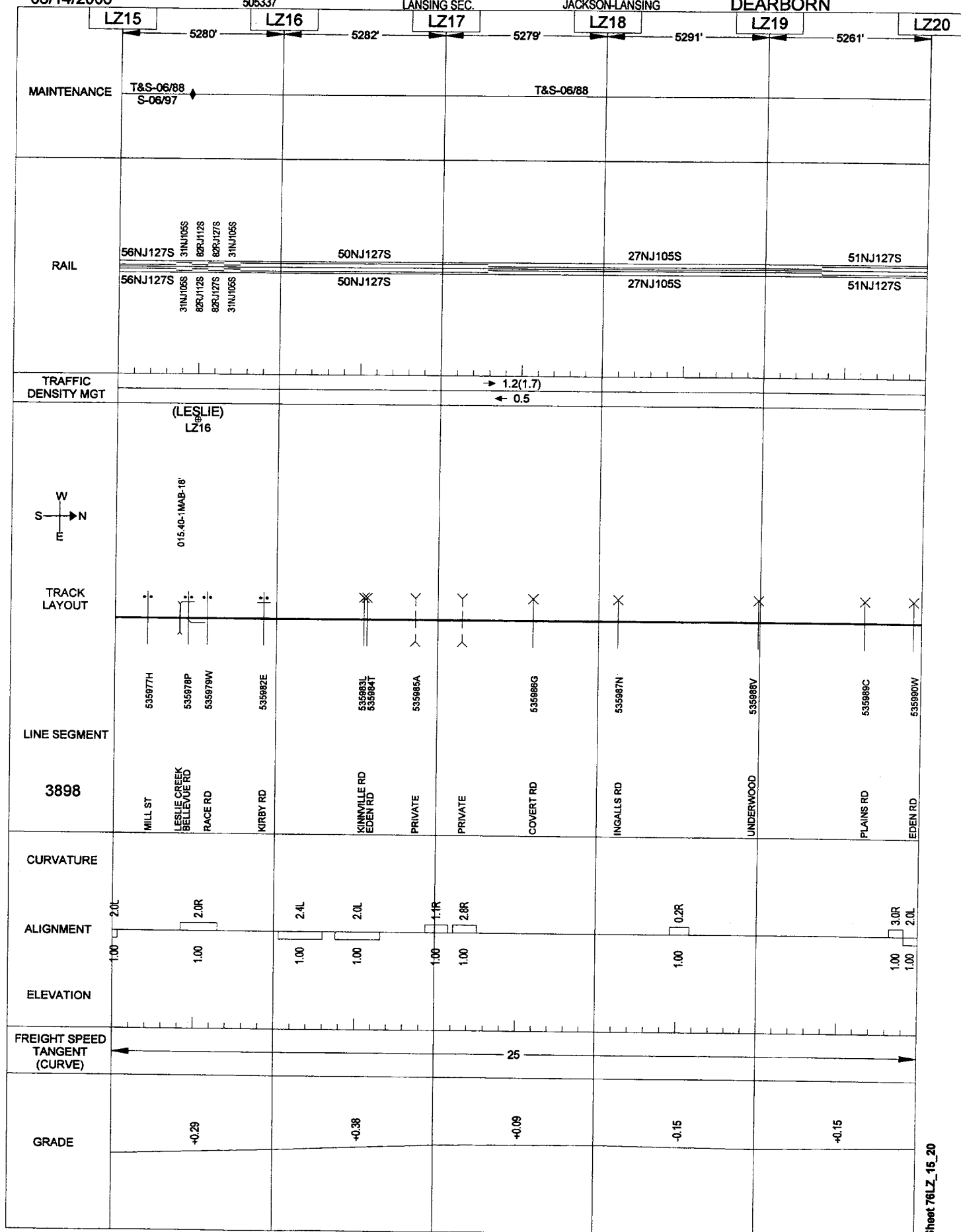
06/14/2006

222

LANSING SEC.

JACKSON-LANSING

DEARBORN



06/14/2006

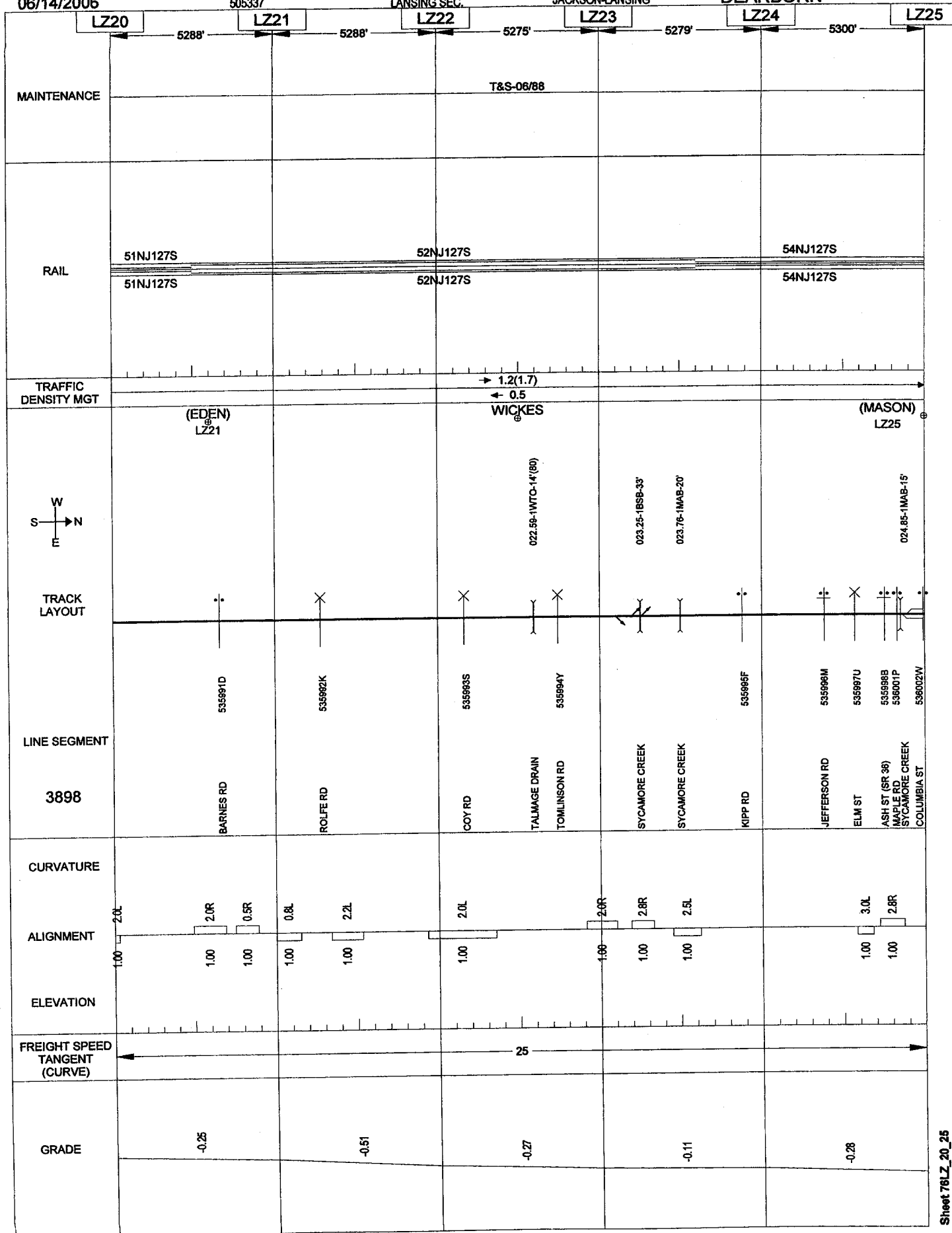
505337

223

LANSING SEC.

JACKSON-LANSING

DEARBORN



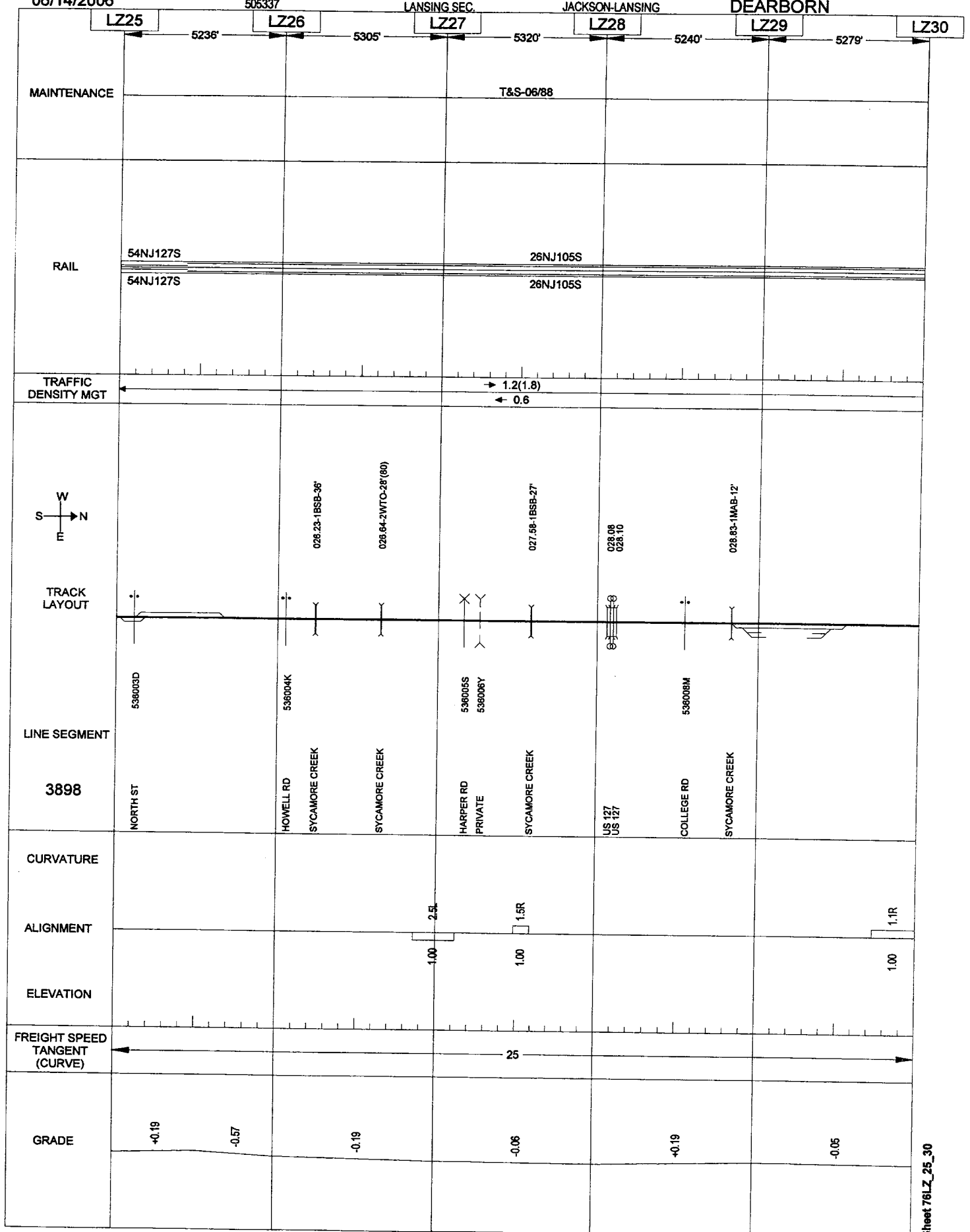
06/14/2006

224

LANSING SEC.

JACKSON-LANSING

DEARBORN



06/14/2006

505337

225

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

→ 1.2(1.8)

← 0.6

→ 0.4(0.8)

← 0.4

(HOLT)
LZ30

LA

LANSING YD

TEST
MILETEST
MILE031.94
031.96

032.66-1MPB-12

034.75

W
S → N
ETRACK
LAYOUT

LINE SEGMENT

3898

536009U

536010N

536011V

536012C

536013J

536015X

536016E

536017L

536018T

HOLT RD

E DELHI RD

KELLER RD

WILLOUGHBY RD

DELL RD

1-96
1-96

PRIVATE

AURELIUS RD

WATERWAY

JOLLY RD

CAVANAUGH RD

PENN AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.1R

1.00

-0.05

-0.13

25

-0.25

1.0R

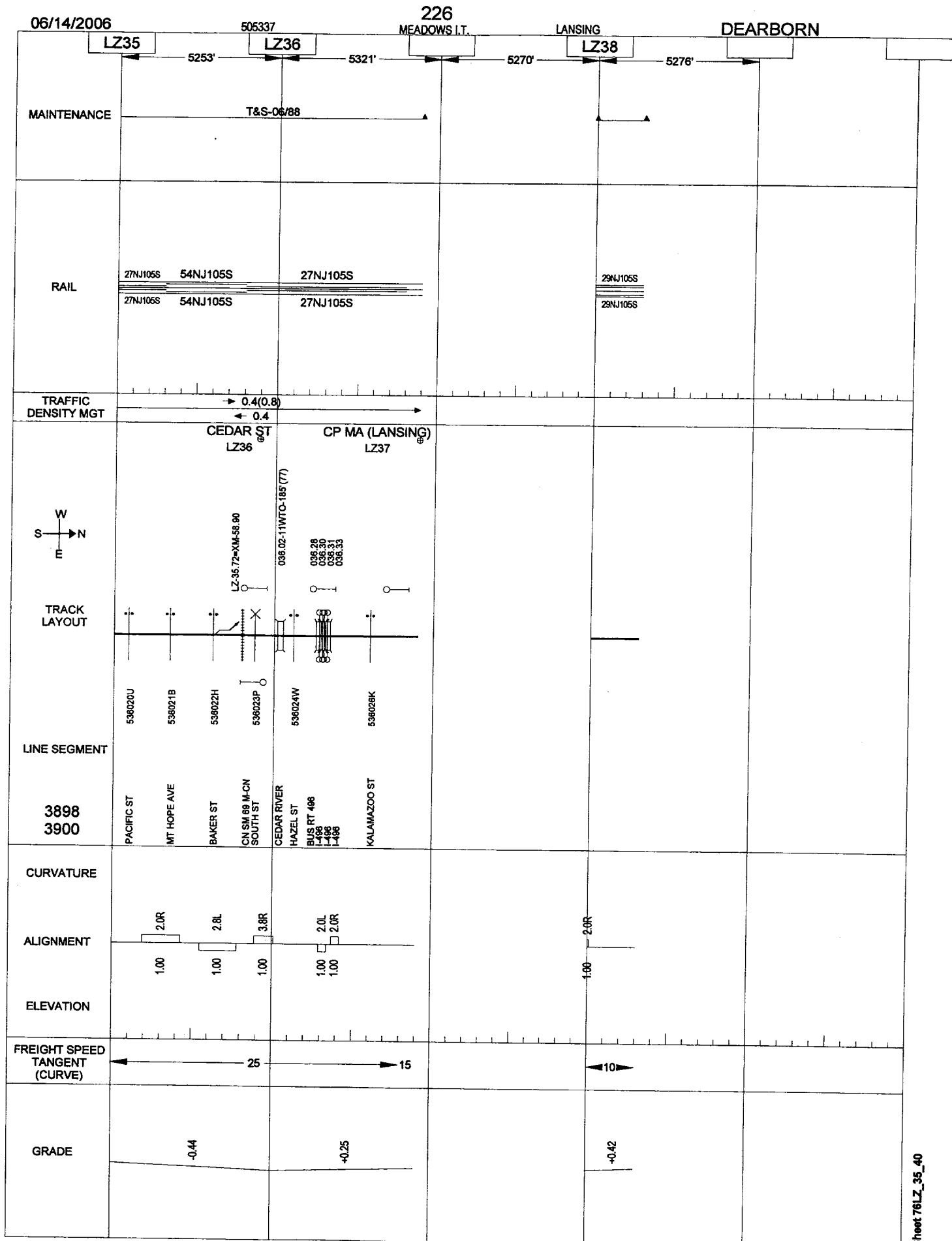
1.00

-0.32

0.8R

1.00

+0.38



06/14/2006

402444

227

HUGO I.T.

HUGO-BRADY LAKE

DEARBORN

OJ26

OJ27

2640'

5280'

2112'

MAINTENANCE

T&S-06/81

RAIL

25NJ105S

63NW127S

25NJ105S

63NW127S

TRAFFIC
DENSITY MGT

→ 0.0(0.1)

← 0.1

(HUGO)
OJ26

(BRADY)
OJ27

2301



TRACK
LAYOUT

LINE SEGMENT

3345

OJ-27.40-RD-88.10

CURVATURE

ALIGNMENT

ELEVATION

1.5R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.17

06/14/2006

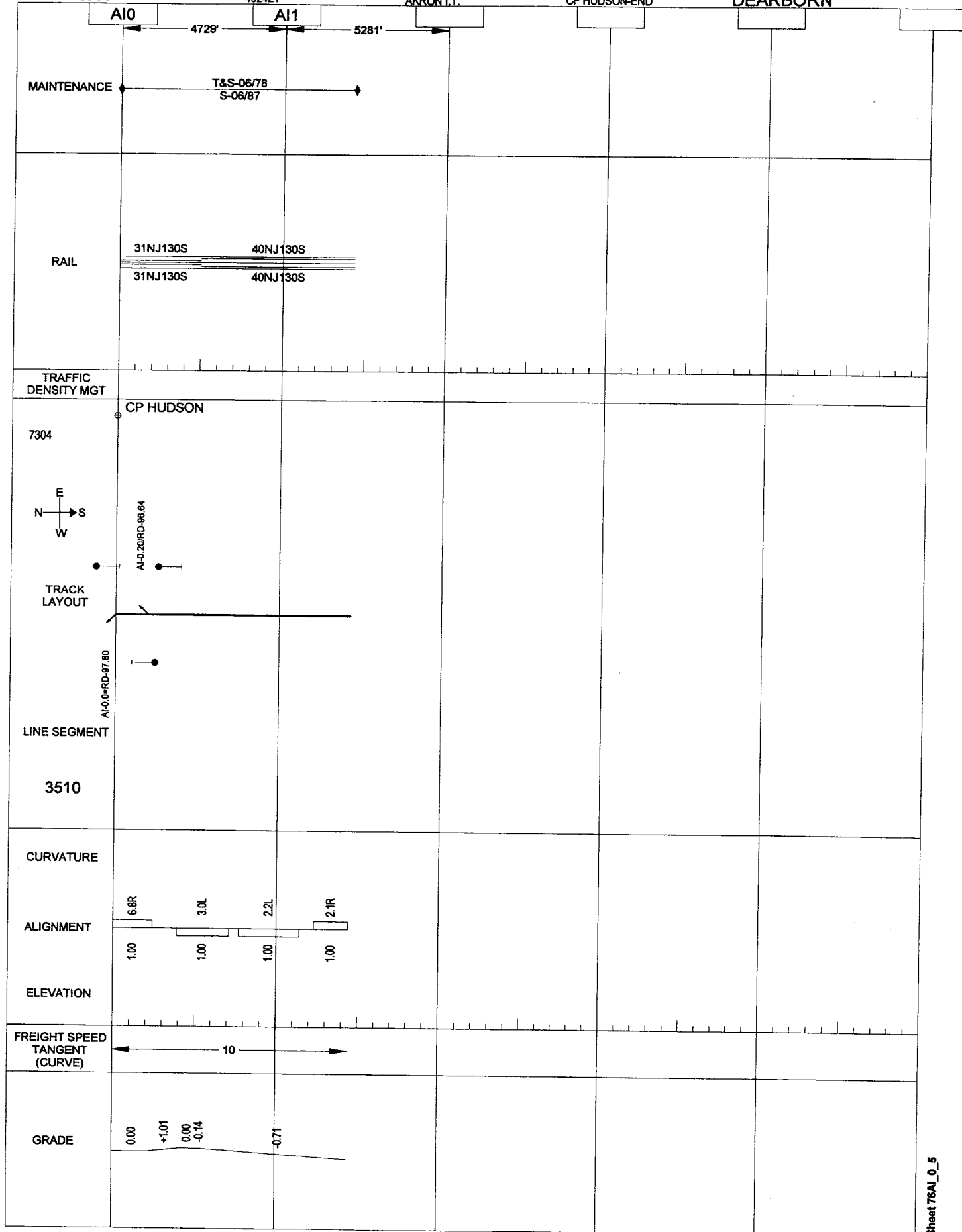
402421

228

AKRON I.T.

CP HUDSON-END

DEARBORN



06/14/2006

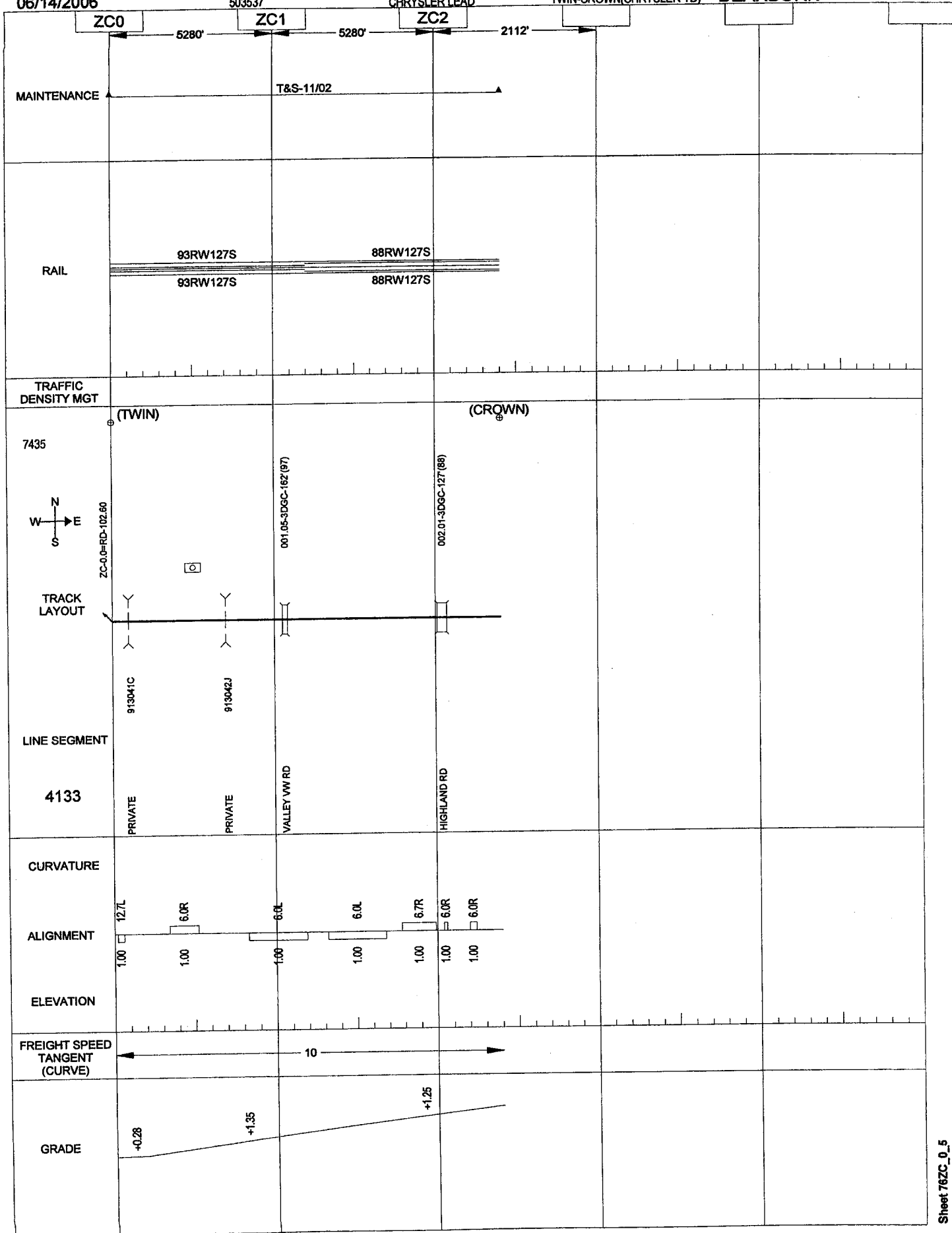
503537

229

CHRYSLER LEAD

TWIN-CROWN(CHRYSLER YD)

DEARBORN



06/14/2006

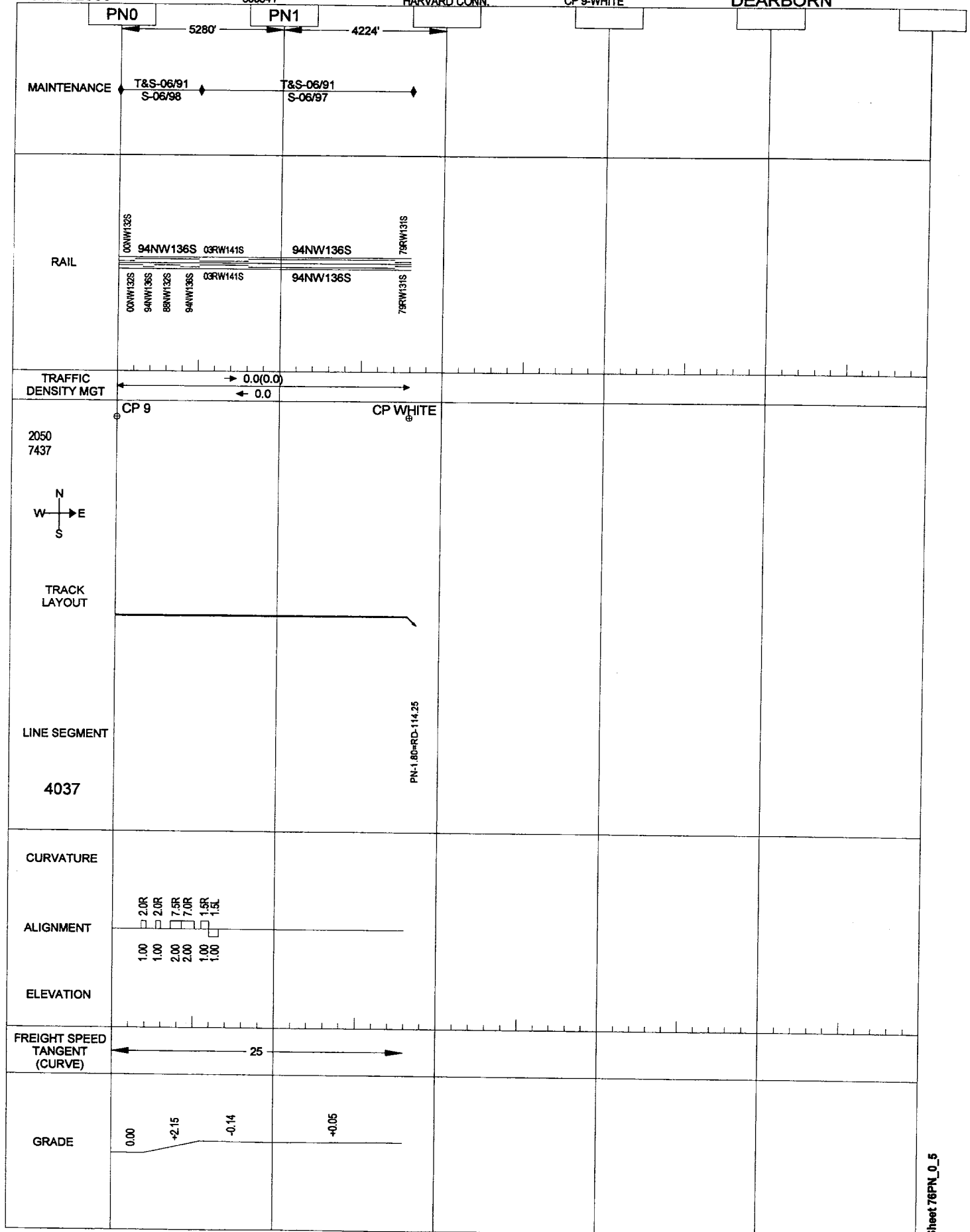
503541

230

HARVARD CONN.

CP 9-WHITE

DEARBORN



06/14/2006

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

41NJ12S
41NJ12S

45NJ112S

45NJ112S

47NJ112S

47NJ112S

TRAFFIC
DENSITY MGT

(BROADWAY)

VON WILLER YD

8381

TRACK
LAYOUT

002.50-1MAB-12'

002.86

003.01

003.02

003.03

003.35-6DGB-448'

003.43

003.60

003.94-3TCB-90'

282404T

282413S

LINE SEGMENT

4058

KINGSBURY RUN

E 37TH ST

34TH ST

1-77

1-77

CLARK FREEWAY
MAR-PRAHAST

E 51ST ST

E 55 ST

E 65TH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.66

06/14/2006

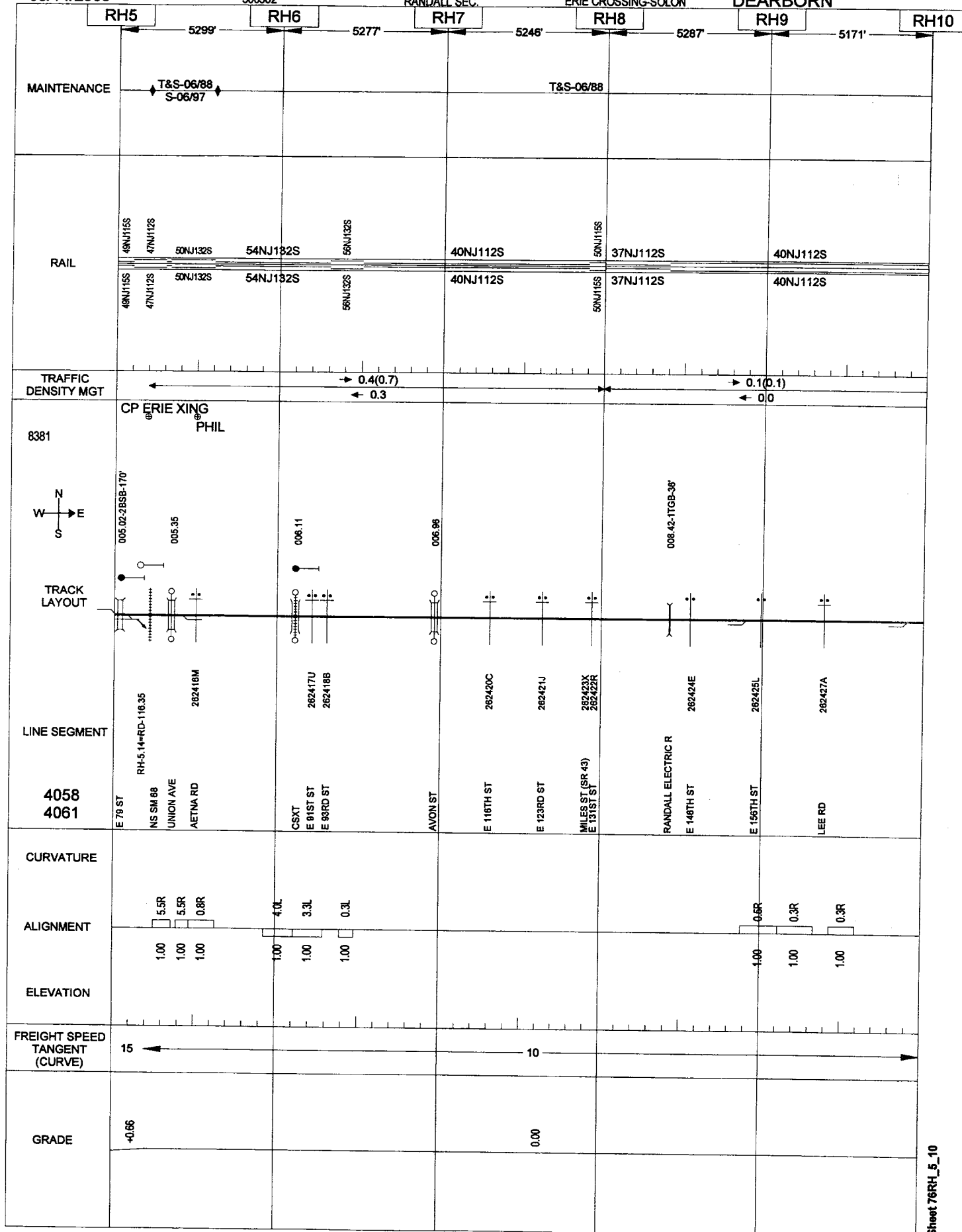
506502

232

RANDALL SEC.

ERIE CROSSING-SOLON

DEARBORN



06/14/2006

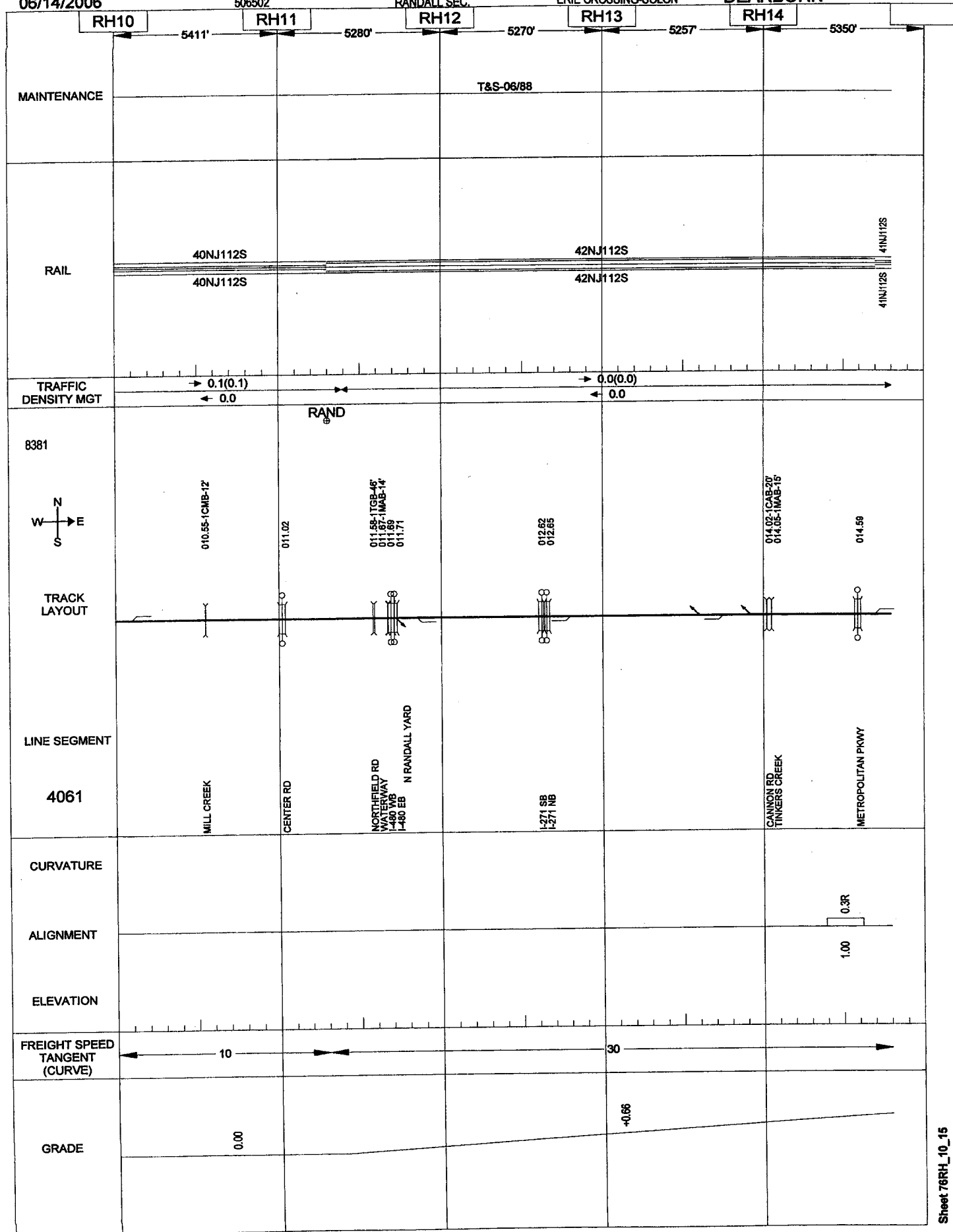
506502

233

RANDALL SEC.

ERIE CROSSING-SOLON

DEARBORN



06/14/2006

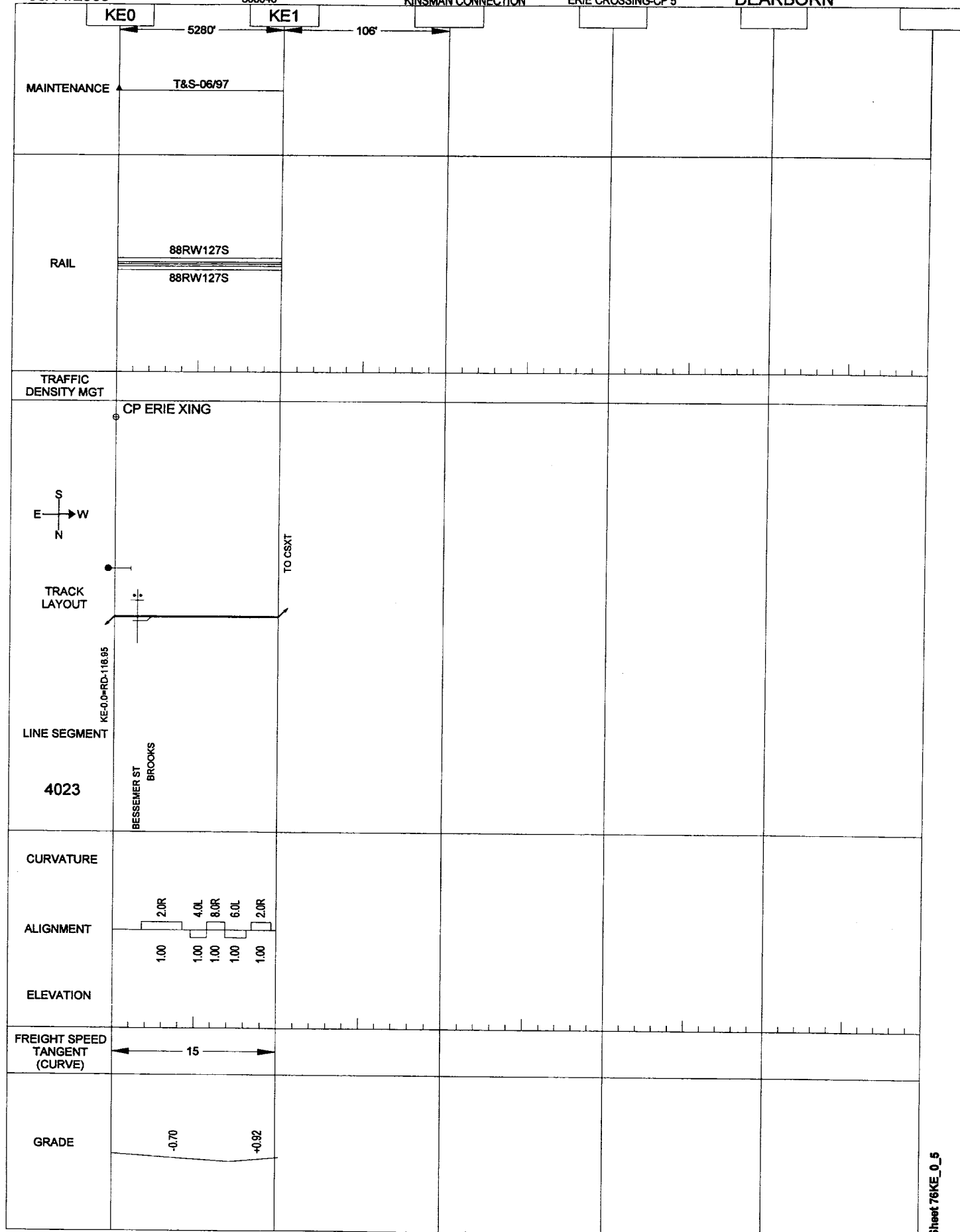
503545

234

KINSMAN CONNECTION

ERIE CROSSING-CP 5

DEARBORN



06/14/2006

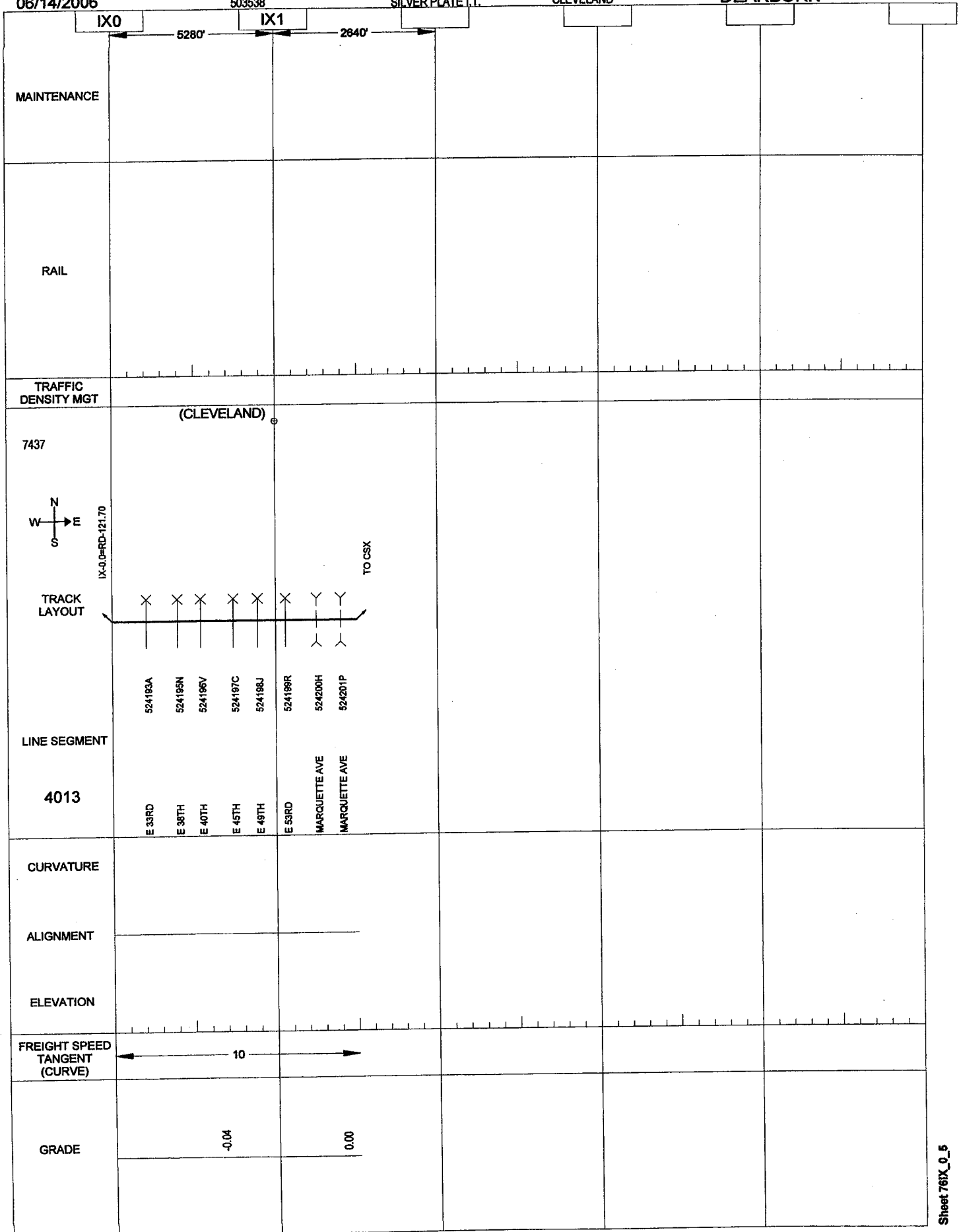
503538

235

SILVER PLATE I.T.

CLEVELAND

DEARBORN



GZ490



06/14/2006

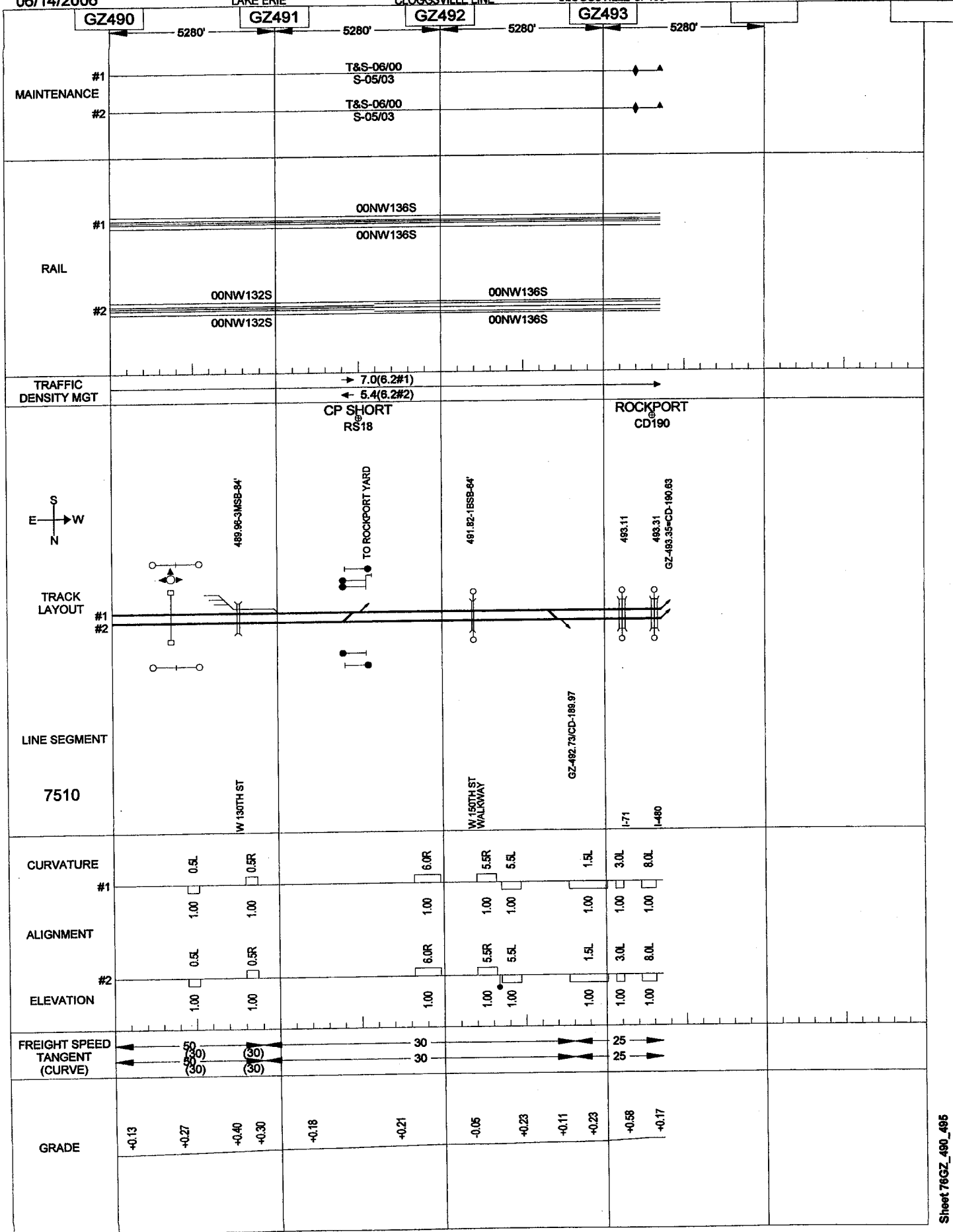
LAKE ERIE

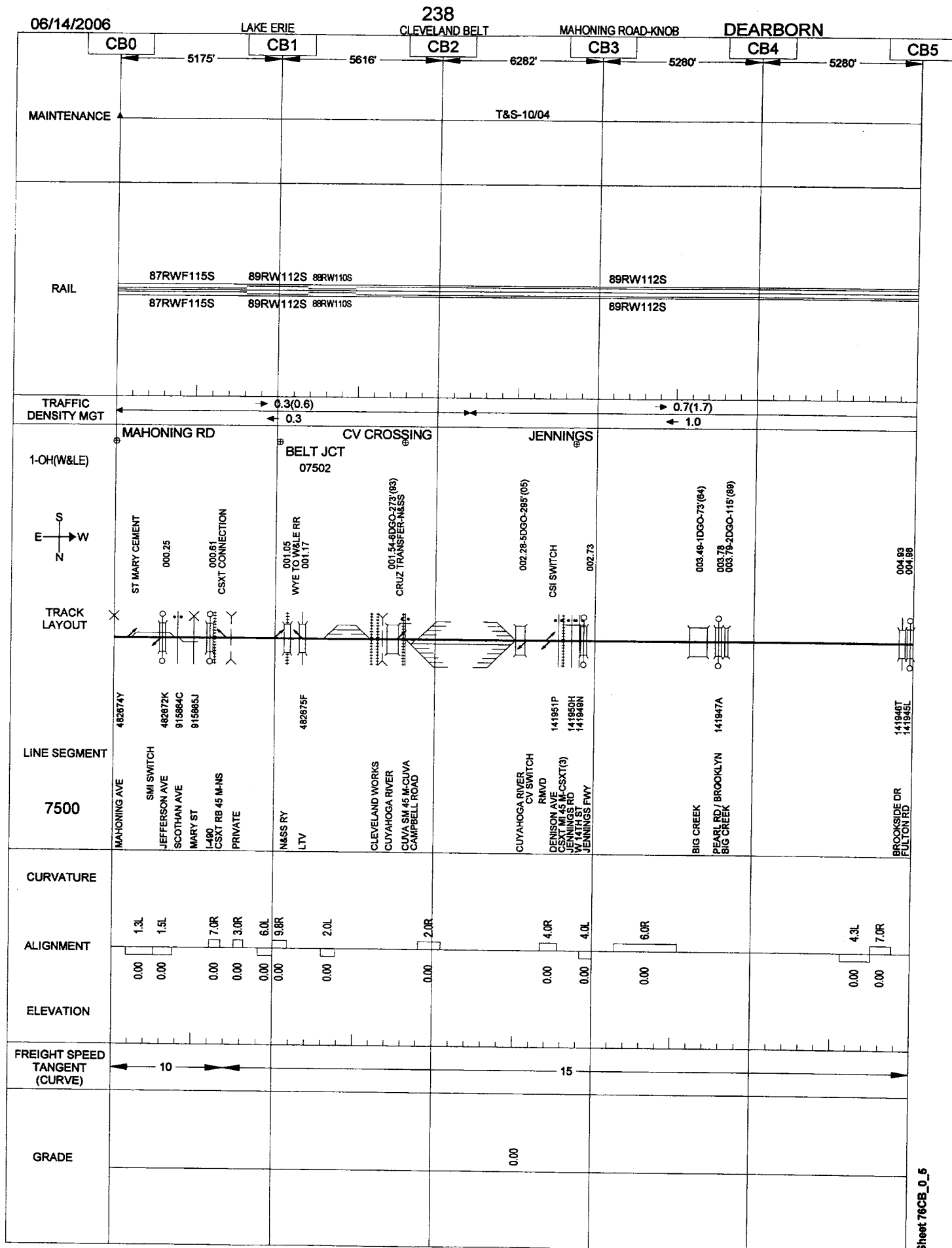
237

CLOGGSVILLE LINE

CLOGGSVILLE-CP190

DEARBORN





06/14/2006

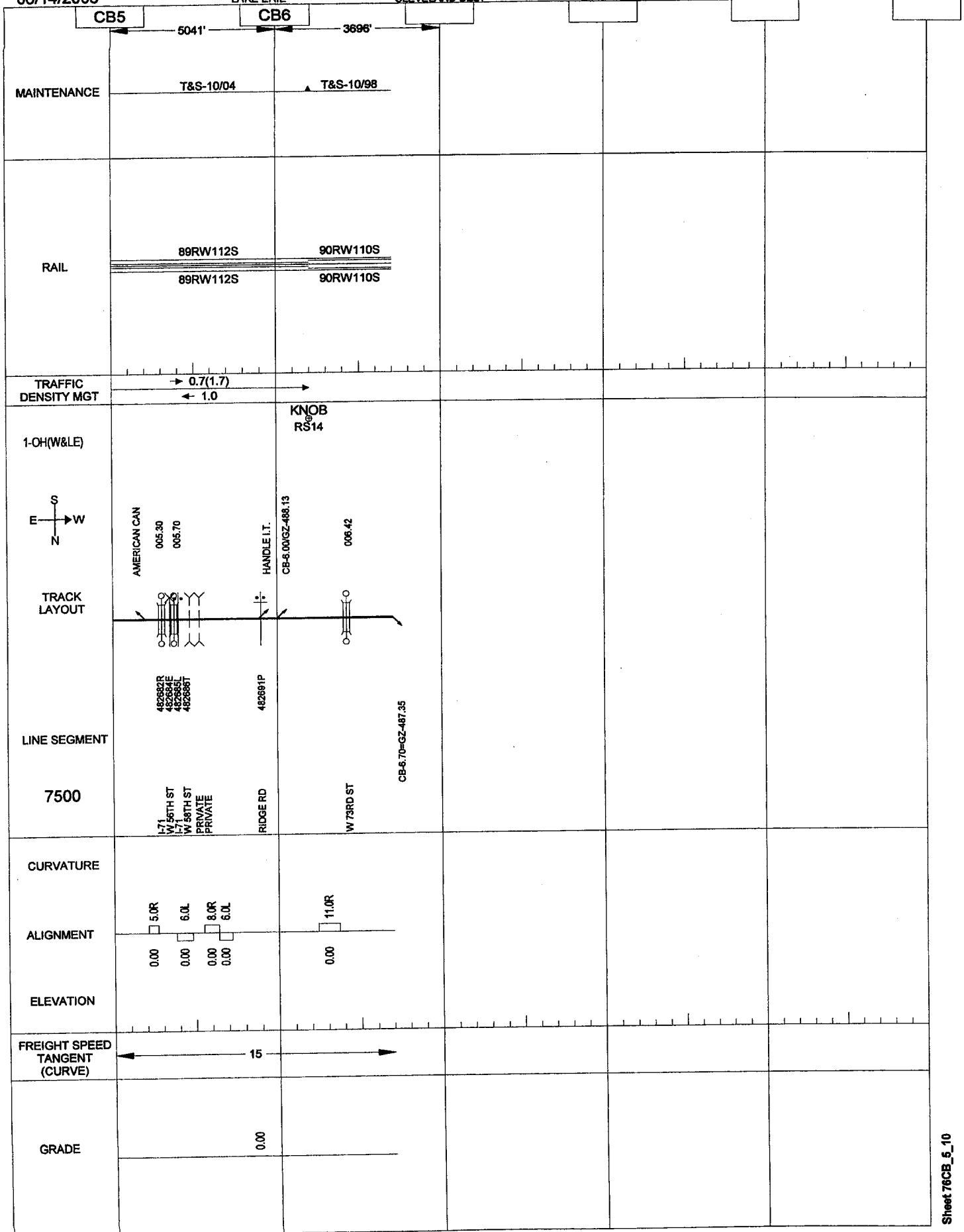
LAKE ERIE

239

CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



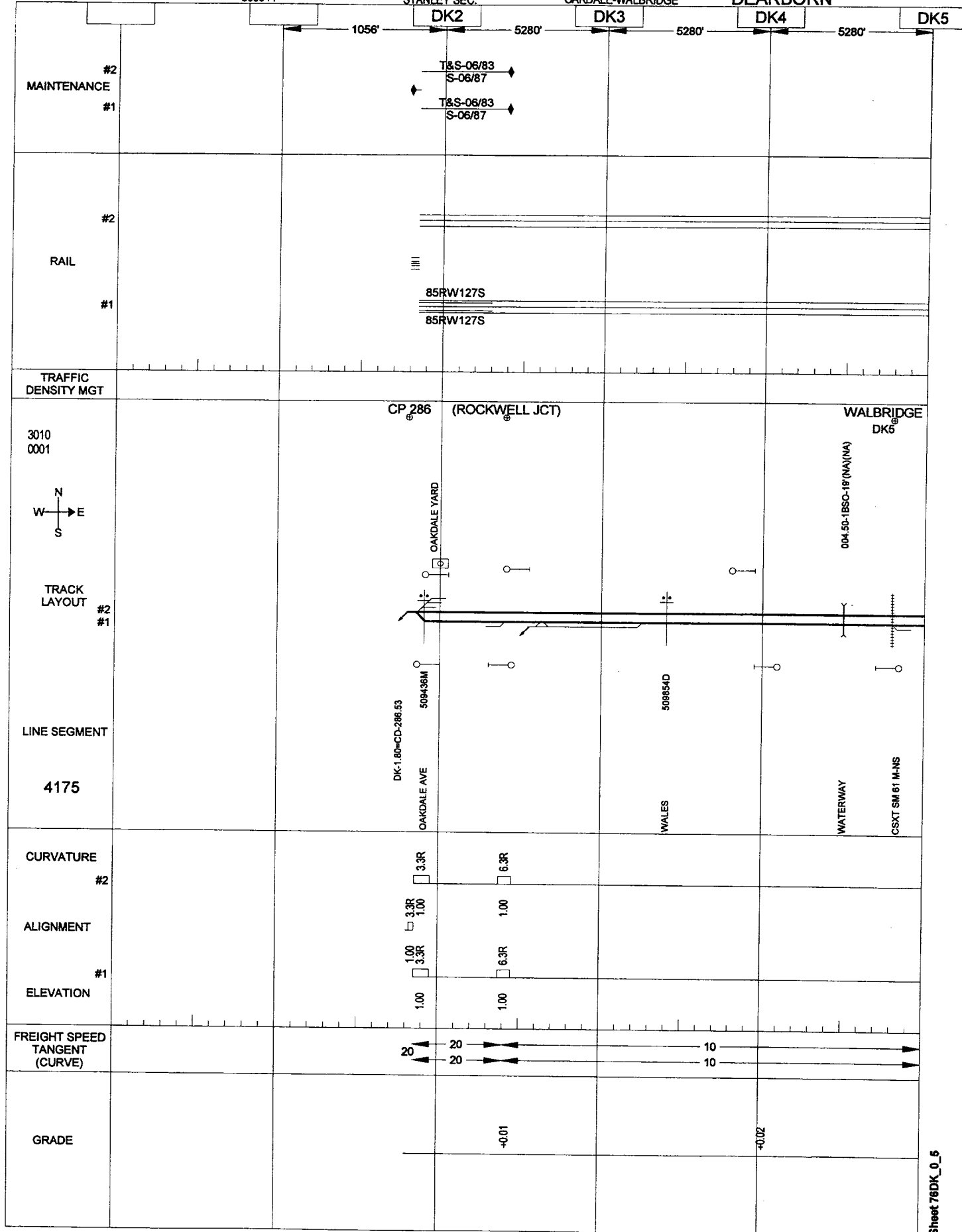
06/14/2006

503644

240
STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN



06/14/2006

503644

241

STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN

DK5

1584'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

0001



TO CSXT

TRACK
LAYOUT#2
#1

LINE SEGMENT

4175

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)10
10

GRADE

+0.02

06/14/2006

503630

242
OAKDALE CONN.
XA287

CP 286-CP OAK

DEARBORN

5280'

4224'

T&S-06/97

MAINTENANCE

RAIL

97NW136S

97NW136S

TRAFFIC
DENSITY MGT

CP 286

(TOLEDO)
XA286

CP OAK

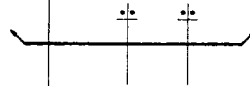
4224



TRACK
LAYOUT

XA-286.90=CD-286.75

XA-287.80=DY-2.35



LINE SEGMENT

4109

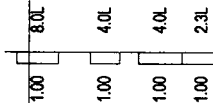
OAK ST

OAKDALE AVE

CURVATURE

ALIGNMENT

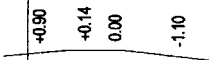
ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE



06/14/2006

243

TOLEDO TERMINAL

TOLEDO BELT

FASSETT-IRONVILLE

DEARBORN

TB2

TB3

TB4

TB5

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-05/00

T&S-12/93

RAIL

00NW136S

00NW136S

TRAFFIC
DENSITY MGT

1.8(2.4)

0.6

6-OH(W&LE)

CP 286

SUN

DEARBORN

BERGER

PAINE

YORK



TRACK
LAYOUT

TB-124-CD-287.15

TB-4.9/CS-3.2

LINE SEGMENT

7445

473870G

473871N

473872V

473873C

473874J

473875R

473876X

473877E

473878L

473879T

473880M

473881U

473882B

473883H

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.44

-1.35

+0.30

-0.06

+1.20

+0.61

0.00

-0.43

+0.50

-0.20

0.00

-0.17

0.00

Sheet 76TB_0_5

06/14/2006

244

TOLEDO TERMINAL

TOLEDO BELT

FASSETT-IRONVILLE

DEARBORN

	TB5	5280'					
MAINTENANCE	T&S-12/93						
RAIL	00NW136S 00NW136S						
TRAFFIC DENSITY MGT	1.8(2.4) 0.6						
6-OH(W&LE)	IRONVILLE 07006						
TRACK LAYOUT							
LINE SEGMENT	TB-537-T-537						
7445							
CURVATURE							
ALIGNMENT	6.0R 1.00	7.7R 1.00					
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	0.00 -0.48 -0.30 -0.15						

06/14/2006

TOLEDO TERMINAL

245

CHERRY STREET BR.

CHERRY STREET-IRONVILLE

DEARBORN

CS2

CS3

5280'

5280'

6997'

MAINTENANCE

T&S-09/86

T&S-05/96

RAIL

30NJ090S
57RJ112S

30NJ090S

21RJ090S

93RWF132S

91RWF115S

48RJ112S

30NJ090S
57RJ112S

30NJ090S

21RJ090S

48RJ112S

91RWF115S

48RJ112S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

0.1(0.2)

0.1

V-17-WV

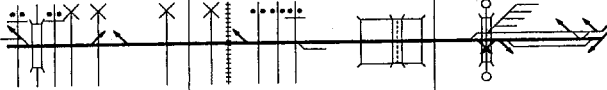
TRACK
LAYOUT(TOLEDO) (DRAWBRIDGE)
(SUMMIT ST)
07016(IRONVILLE)
07006YARD
LIMIT

CS-2.3=AA-30.8

002.83-10MSO-1311'(80)

003.21

CS-3.68=T-5.37

473902K
473903S
918664W

473904Y

473905F

473906M

473907U

473894V

473893N

473892G

LINE SEGMENT

7460

BUCKEYE ST
1-280

GALENA ST

CHICAGO ST

COLUMBUS ST

CLEVELAND ST
AA MI M-NS

CHASE & ALBANY

ERIE ST

SUMMIT ST

MAUMEE RIVER
DRAWSPAN (W&LE)

FRONT ST

CS-3.2/TB-4.9

E LEG TB-LINE WYE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)3.0R
1.007.0R
1.002.0L
1.009.5R
1.00

10

GRADE

0.00

DEARBORN

OLIVE GREENA

RAIL

**TRAFFIC
DENSITY MGT**

7296

TRACK LAYOUT

LINE SEGMENT

4007

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

(WATER ST)

(MANHATTAN)

509131P

509129N

CHERRY ST
CRAIG MEMRL

PRIVATE
PRIVATE

SUMMIT ST.

ERIE ST.
CHASE ST.

100

Category	Value
13.5R	1.00
4.0R	1.00
4.5L	1.00

1.00	6.2L

10

0.00

06/14/2006

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)
← 0.1→ 0.0(0.0)
← 0.0

3010

CP 286
(MAUMEE)CP OAK
DY3 (ANDREWS RD)
DY1(WALES RD)
DY5STANLEY
DY4

E
N → S
W

TRACK
LAYOUT

002.10-1TTB-131'
DY-2.35-XA-287.80
□

LINE SEGMENT

3977

DY-1.20=CD-287.65

FASSET ST

UTAH ST

OAKDALE AVE
CX ST

OAK

ANDRUS RD

WALES RD

CSXT 061

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

-0.03

06/14/2006

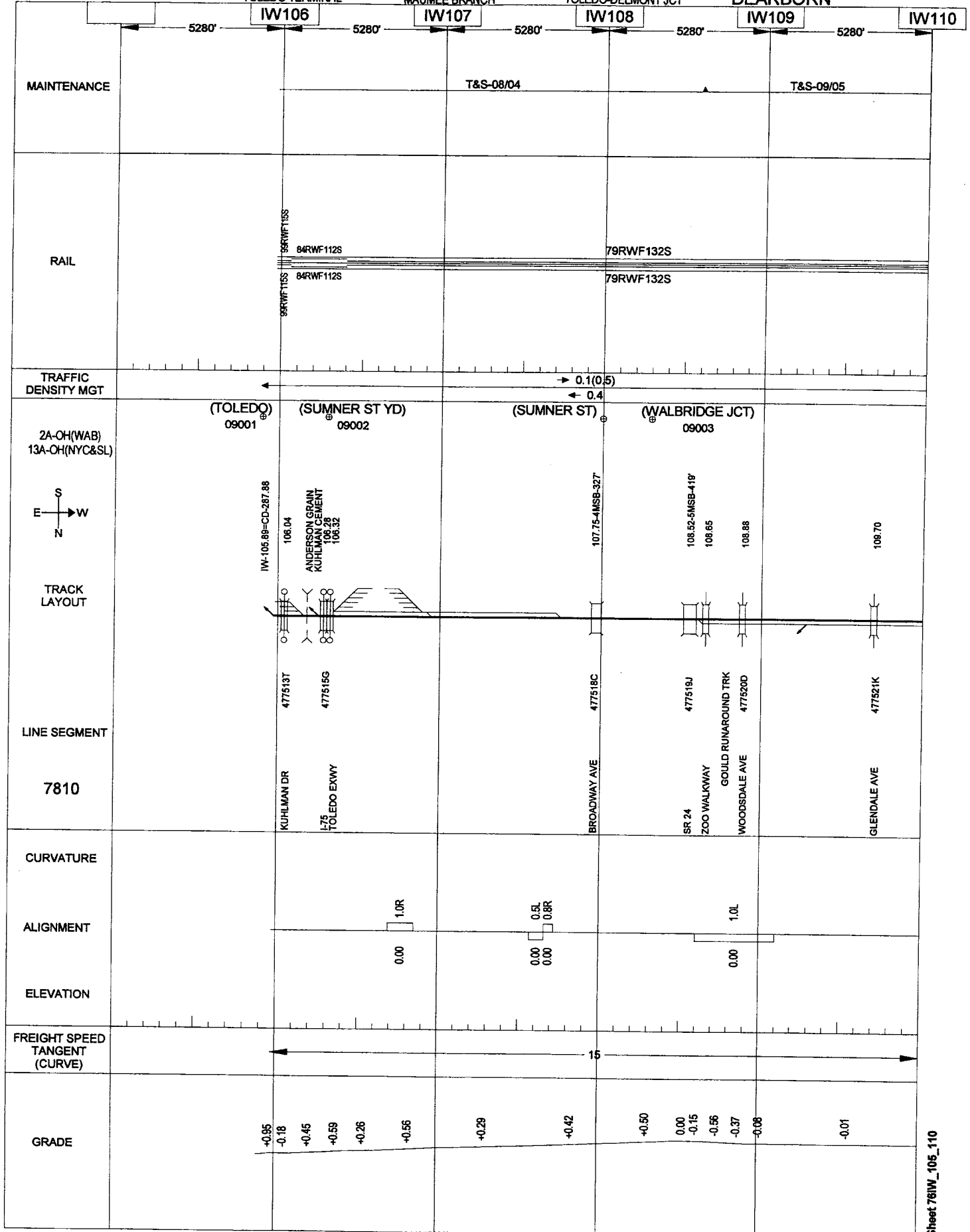
248

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



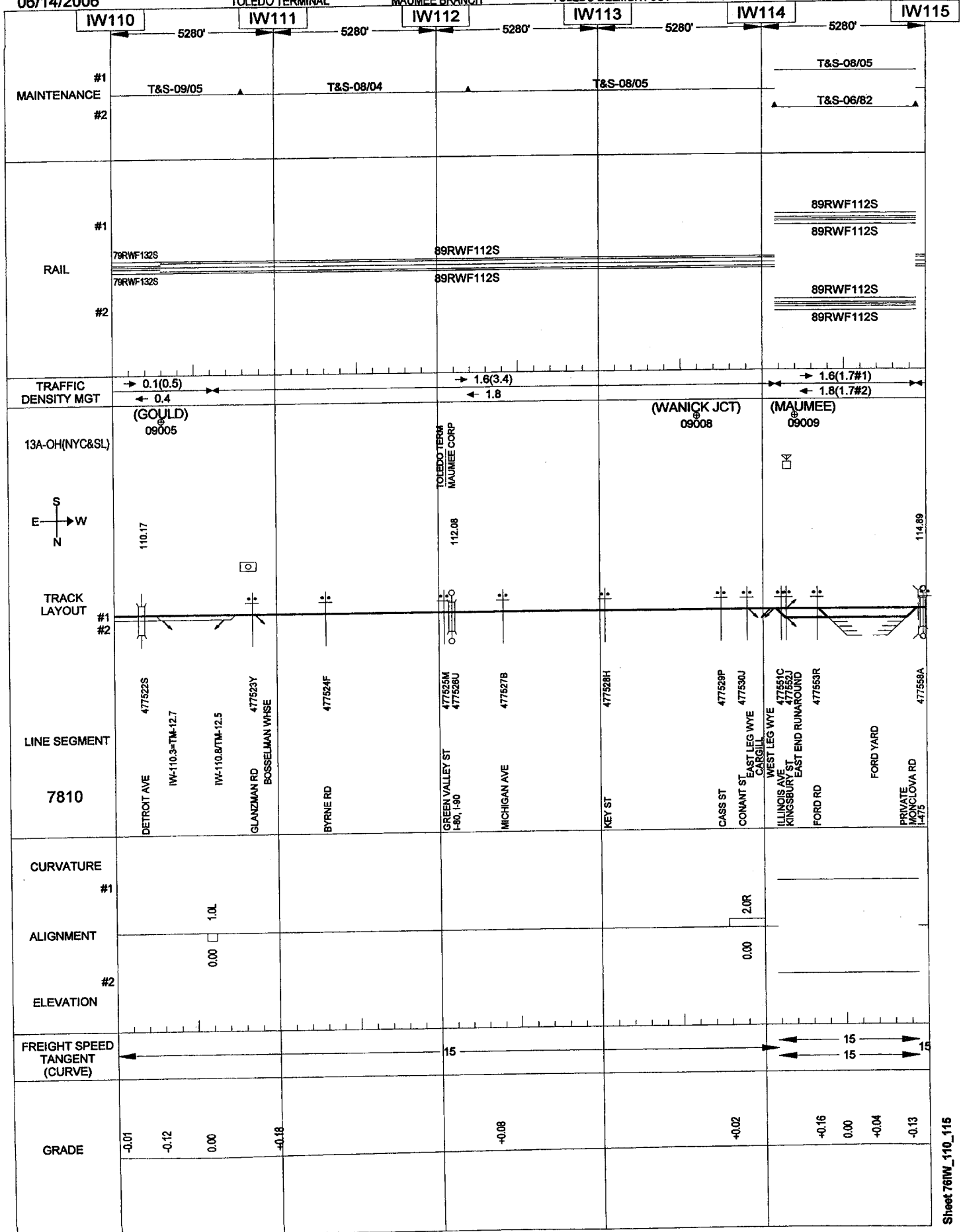
06/14/2006

TOLEDO TERMINAL

249
MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



06/14/2006

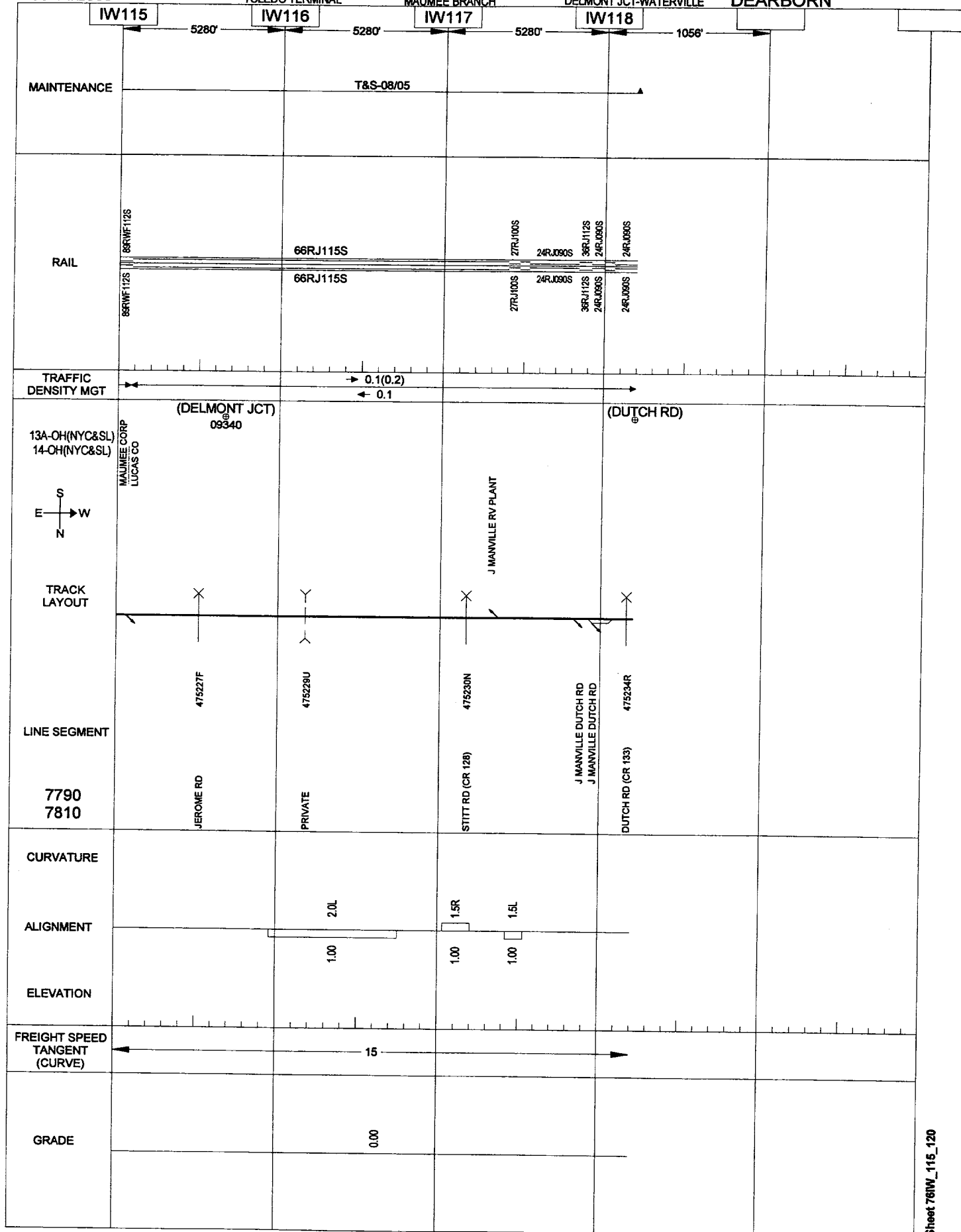
250

TOLEDO TERMINAL

MAUMEE BRANCH

DELMONT JCT-WATERVILLE

DEARBORN



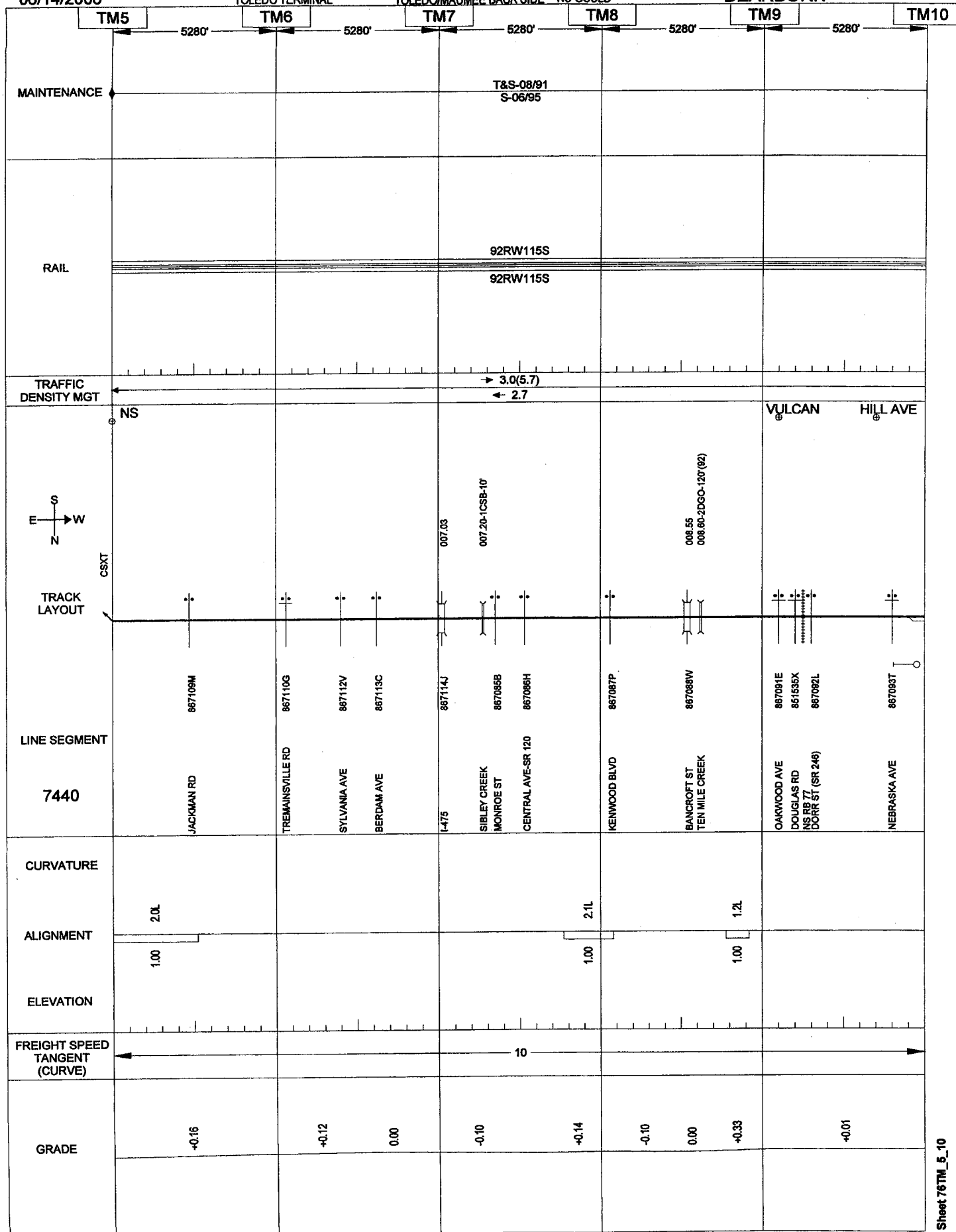
06/14/2006

TOLEDO TERMINAL

251

TOLEDO/MAUMEE BACK SIDE NS-GOULD

DEARBORN



06/14/2006

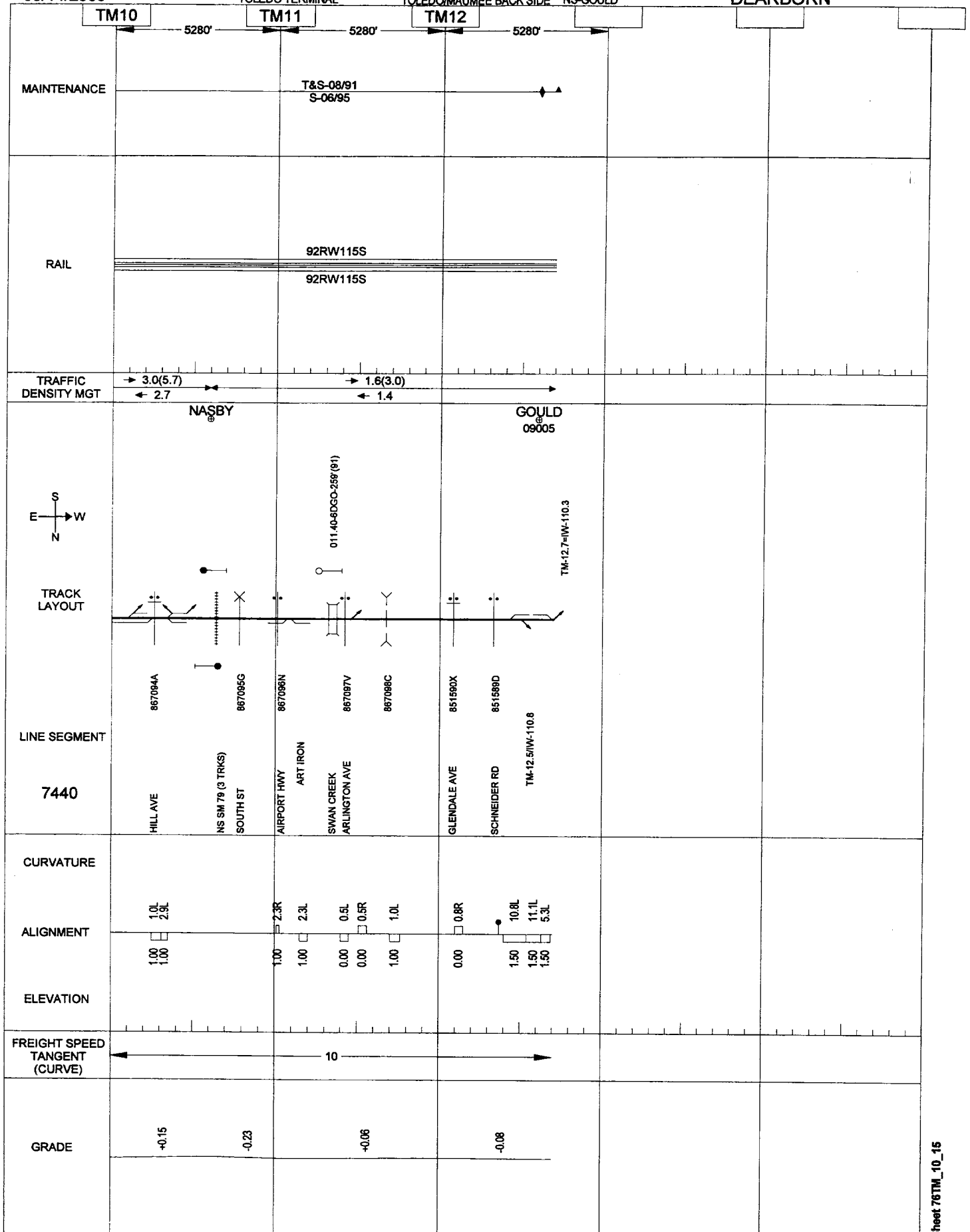
252

TOLEDO TERMINAL

TOLEDO/MAUMEE BACK SIDE

NS-GOULD

DEARBORN



04/24/2006

253
DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

DEARBORN

	TE0	TE1	TE2	TE3	TE4	TE5
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-01/20					
RAIL	**RJ115S					
	**RJ115S					
TRAFFIC DENSITY MGT						
V-8-OH						
S E N W						
TRACK LAYOUT	TE-0.0-T-20.0					
LINE SEGMENT	473780H 473781P 473782W 473783D 473784K	473785S	473786Y 473787F 473791V 473788M	473789U 473790N	473792C 473793J 473794R 473795X 473796E 473797L	473798T 473799A 473800S 473802F
7310	SR 590		LICKERT HARDER RD BENTON-CARROLL	BENTO CARROLL RD BENTON CARROLL RD	BENTON CARROLL RD NORTH RD TOUSSAINT N RD	TOUSSAINT N RD TOUSSAINT N RD TOUSSAINT N RD TOUSSAINT N RD
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

04/24/2006

254
DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

DEARBORN

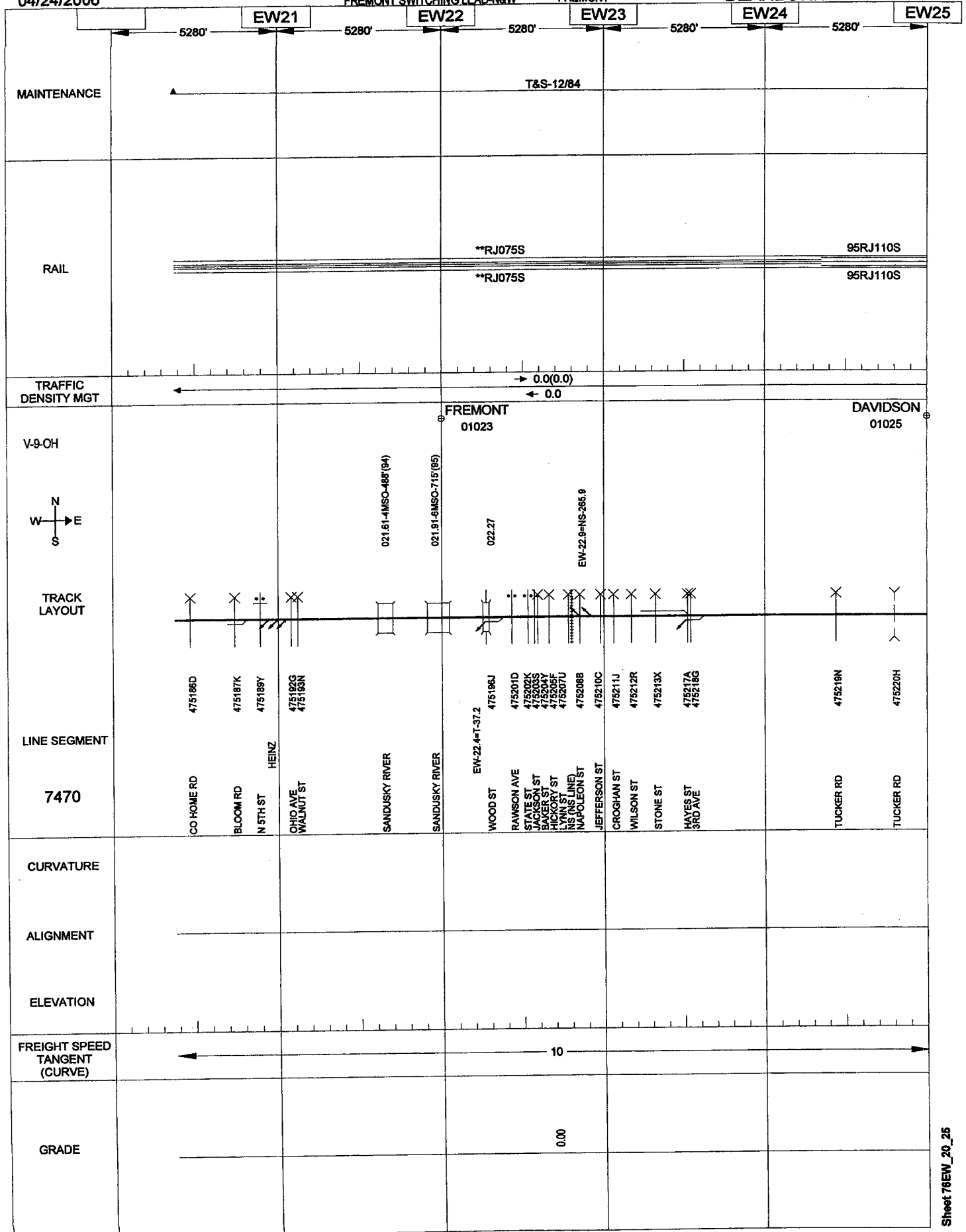
		TE5		TE6		TE7		TE8					
		5280'		5280'		5280'							
MAINTENANCE		T&S-01/20											
RAIL		**RJ115S											
		**RJ115S											
TRAFFIC DENSITY MGT													
V-8-OH													
S E N W													
TRACK LAYOUT		Y X Y											

04/24/2006

255
FREMONT SWITCHING LEAD-N&W

FREMONT

DEARBORN



04/24/2006

256

FREMONT SWITCHING LEAD-N&W

FREMONT

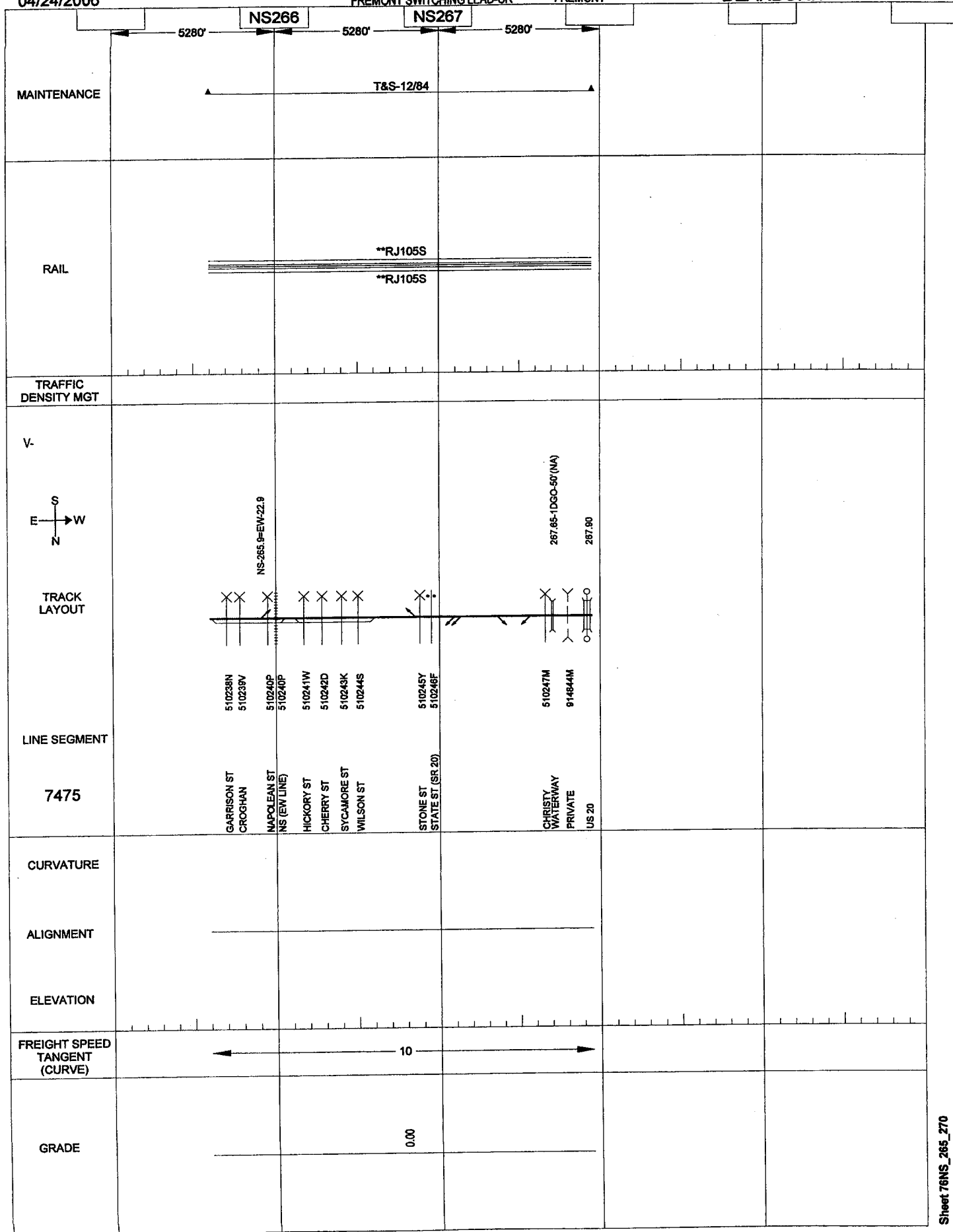
DEARBORN

	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	X						
LINE SEGMENT	BUCKLAND AVE (CR 41) 475221P						
7470							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 10 →						
GRADE	0.00						

04/24/2006

257
FREMONT SWITCHING LEAD-CR
FREMONT

DEARBORN



06/14/2006

503635

258
CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

XK300

5280'

T&S-05/02

MAINTENANCE

RAIL

55NU127S

55NU127S

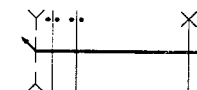
TRAFFIC
DENSITY MGT→ 0.1(0.4)
← 0.3

2080

S
E → W
NTRACK
LAYOUT

(A/R)

XK-298.30/CD-292.00

50983D
50984K

LINE SEGMENT

4118

PRIVATE
NEBRASKA AVE
PARKSIDE BLVD

PELEE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.03

06/14/2006

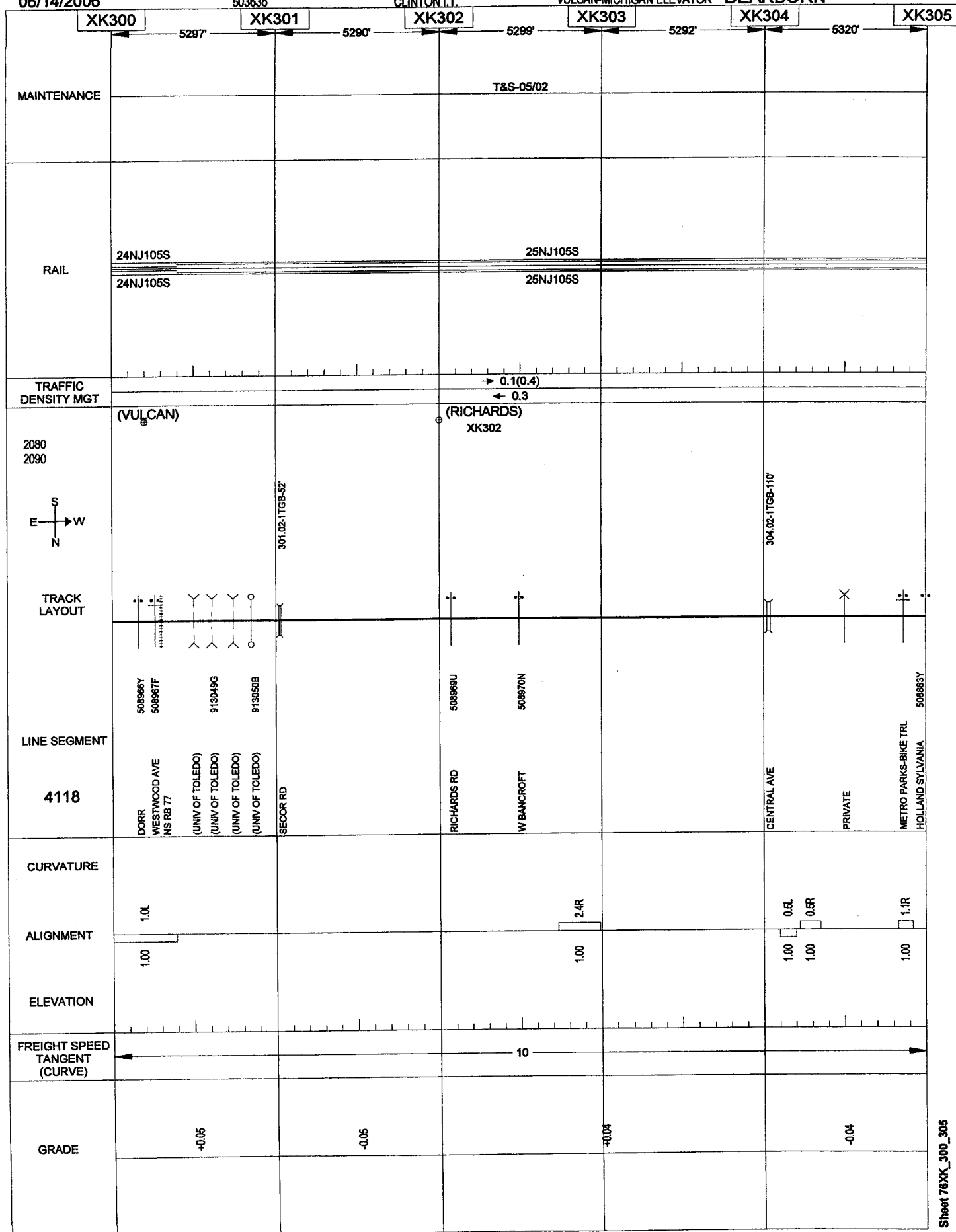
503635

259

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN



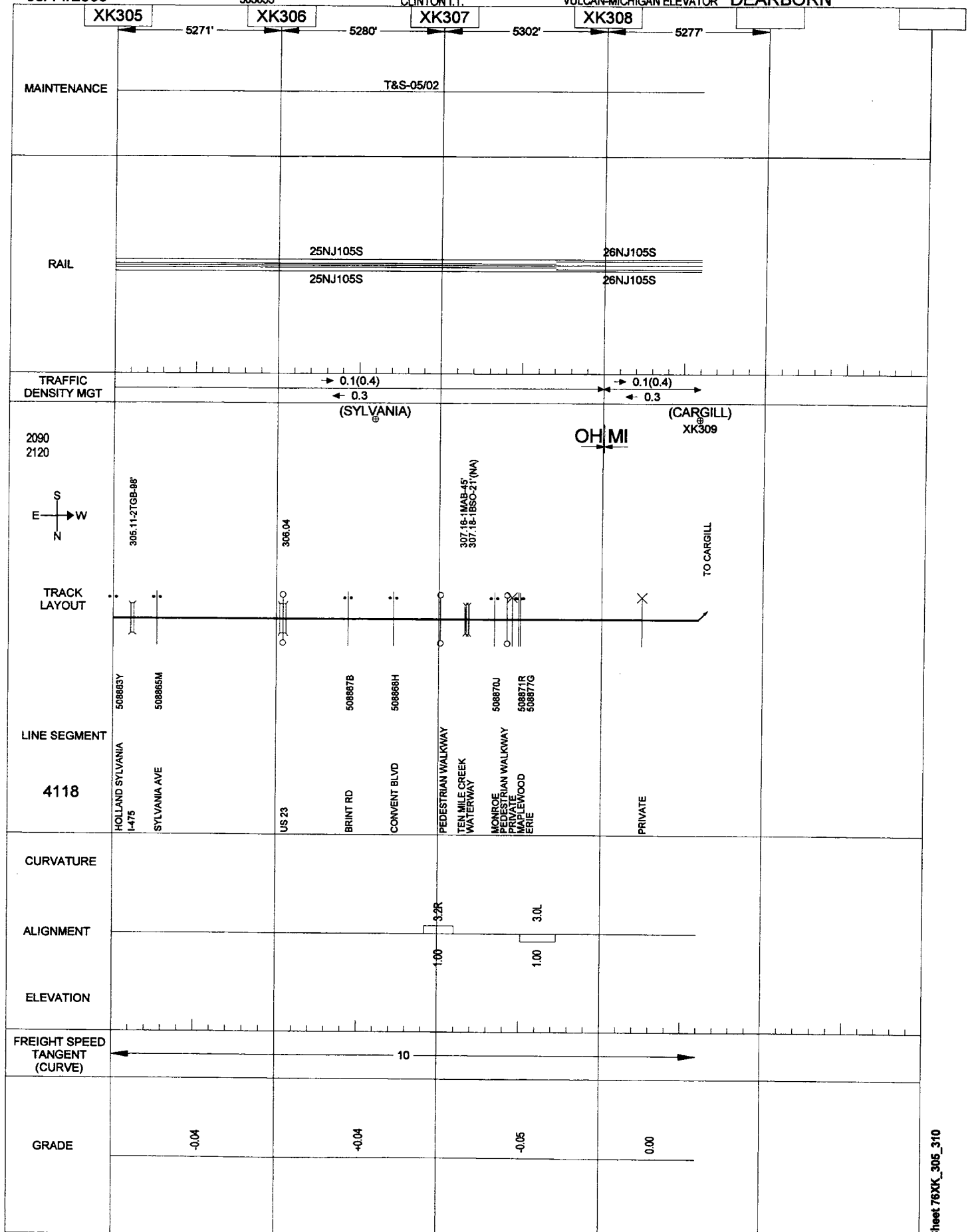
06/14/2006

503635

260
CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN



06/14/2006

508248

261
NORTHERN I.T.

BRYAN

DEARBORN

IV59

1584'

5280'

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

MAINTENANCE

RAIL

27NU090S

27NU090S

TRAFFIC
DENSITY MGT

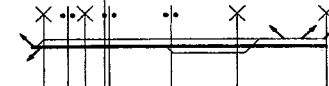
(BRYAN)

5510



TRACK
LAYOUT

IV-58.7/CD-341.3



LINE SEGMENT

4010

IV-58.74/CD-341.75
E TREVITT ST 544310X
E MULBERRY ST 544311E
E BRYAN ST 544312L
E HIGH ST 544313T
E WILSON ST 544314A
PERRY ST 523644X
SOUTH ST 523643R

CURVATURE

ALIGNMENT

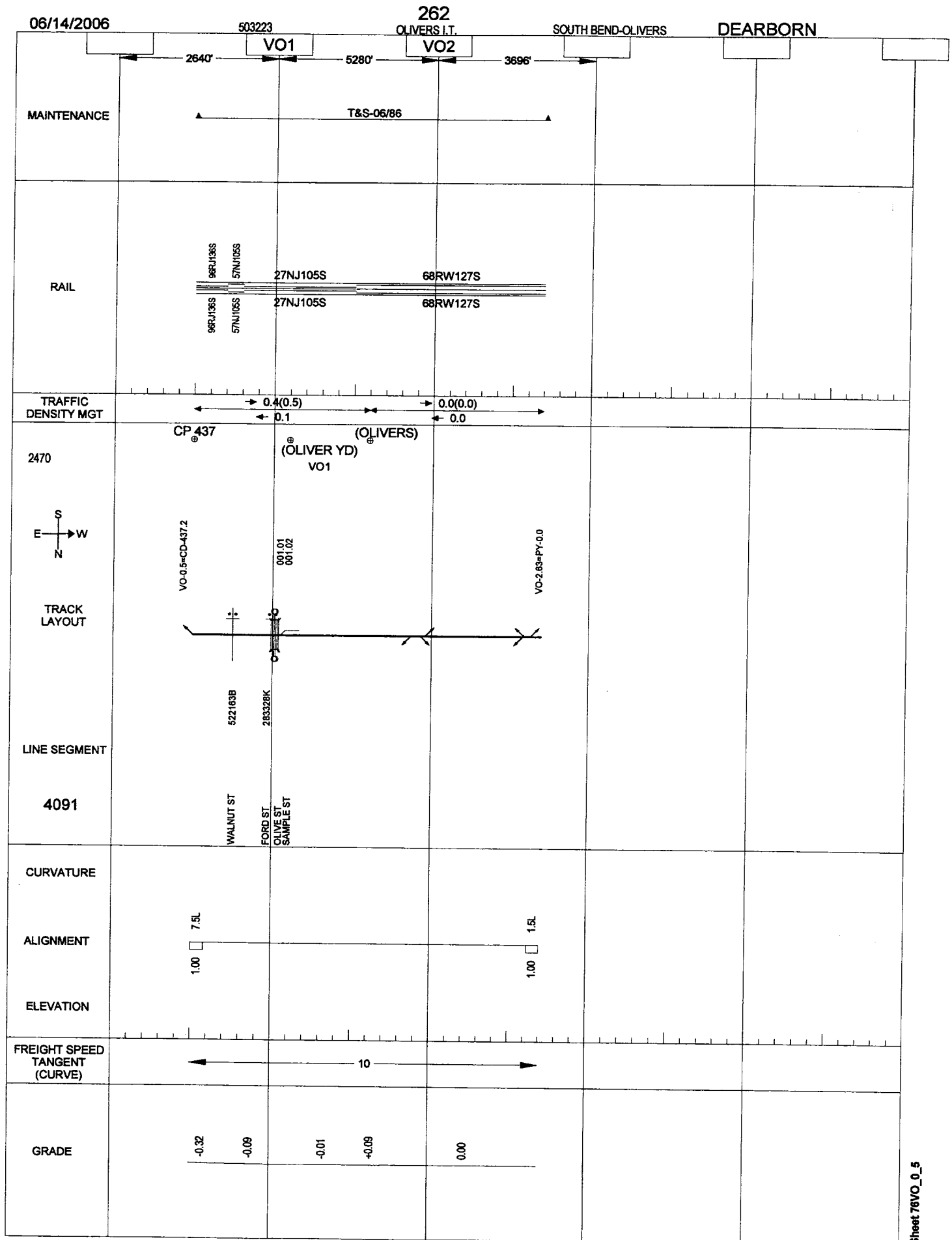
ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00



06/14/2006

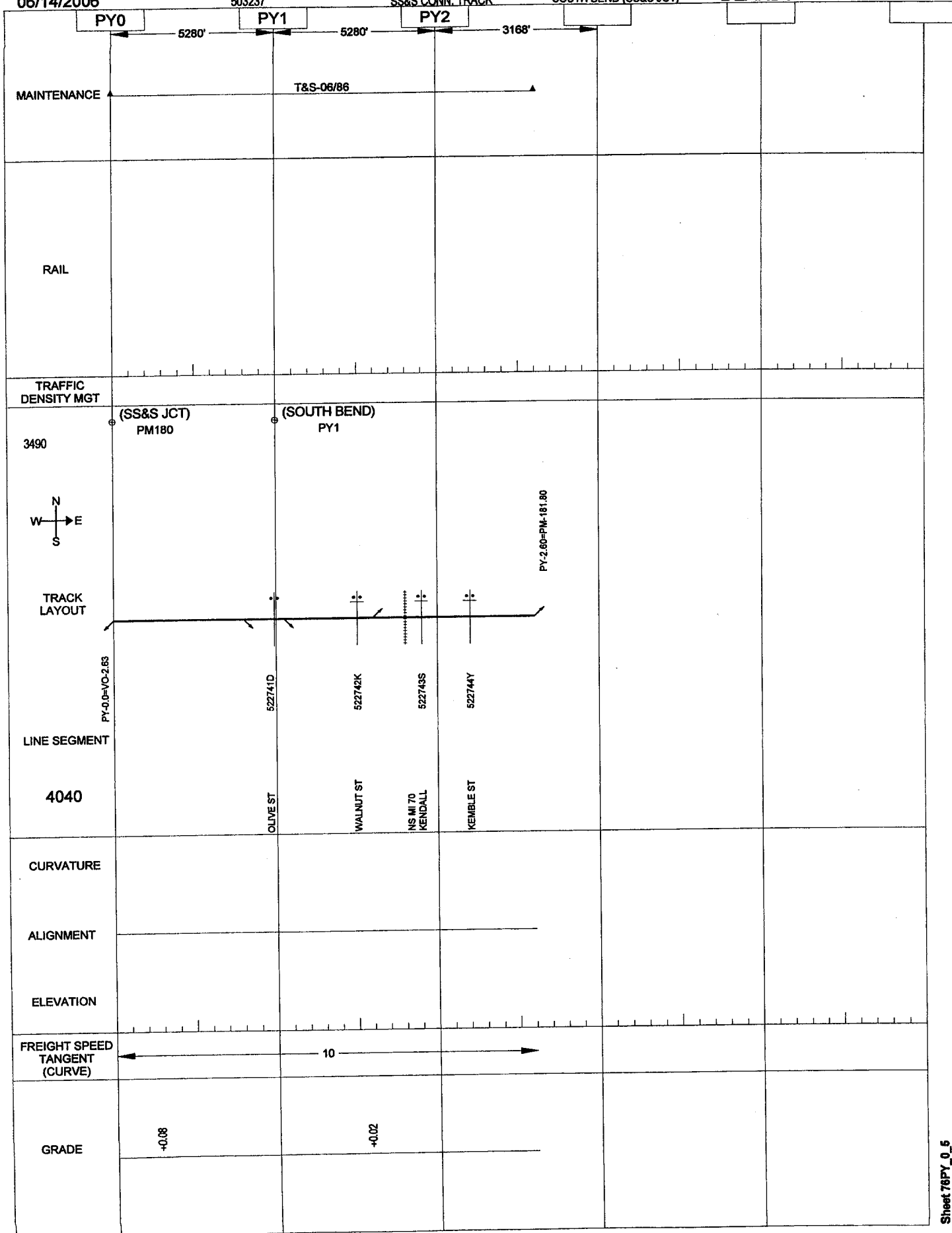
503237

263

SS&S CONN. TRACK

SOUTH BEND (SS&S JCT)

DEARBORN



06/14/2006

503224

264

PLYMOUTH I.T.

SOUTH BEND

DEARBORN

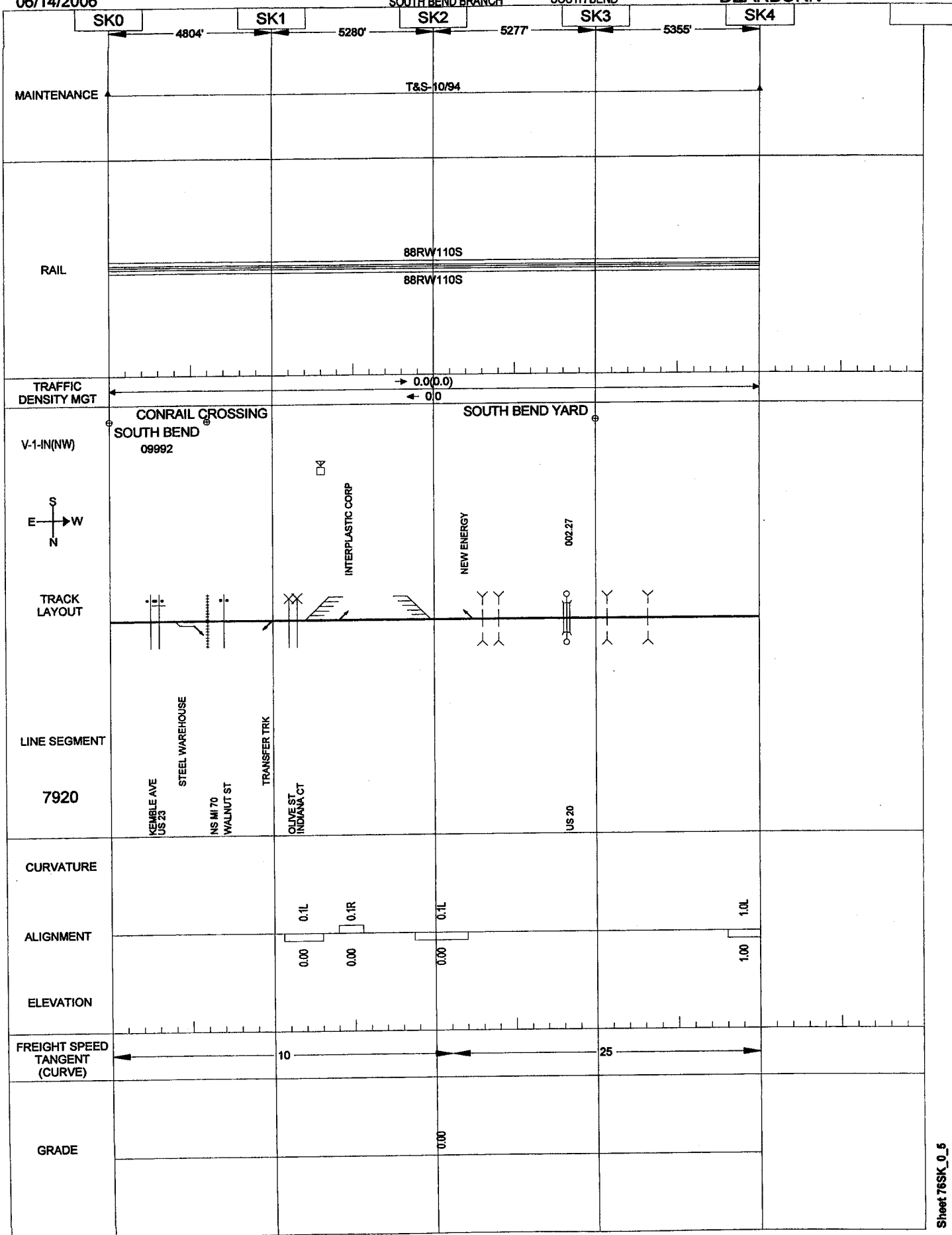
		PM181	5280'			
MAINTENANCE			T&S-06/29			
RAIL		23RJ100S 23RJ100S	23NJ100S 23NJ100S			
TRAFFIC DENSITY MGT						
7168						
W S — N E						
TRACK LAYOUT		MODERN WAREH				
LINE SEGMENT		X X X				
4034		EWING ST CALVERT ST INDIANA AVE PM-181.80-PY-2.80				
CURVATURE						
ALIGNMENT						
ELEVATION				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

06/14/2006

265
SOUTH BEND BRANCH

SOUTH BEND

DEARBORN



06/14/2006

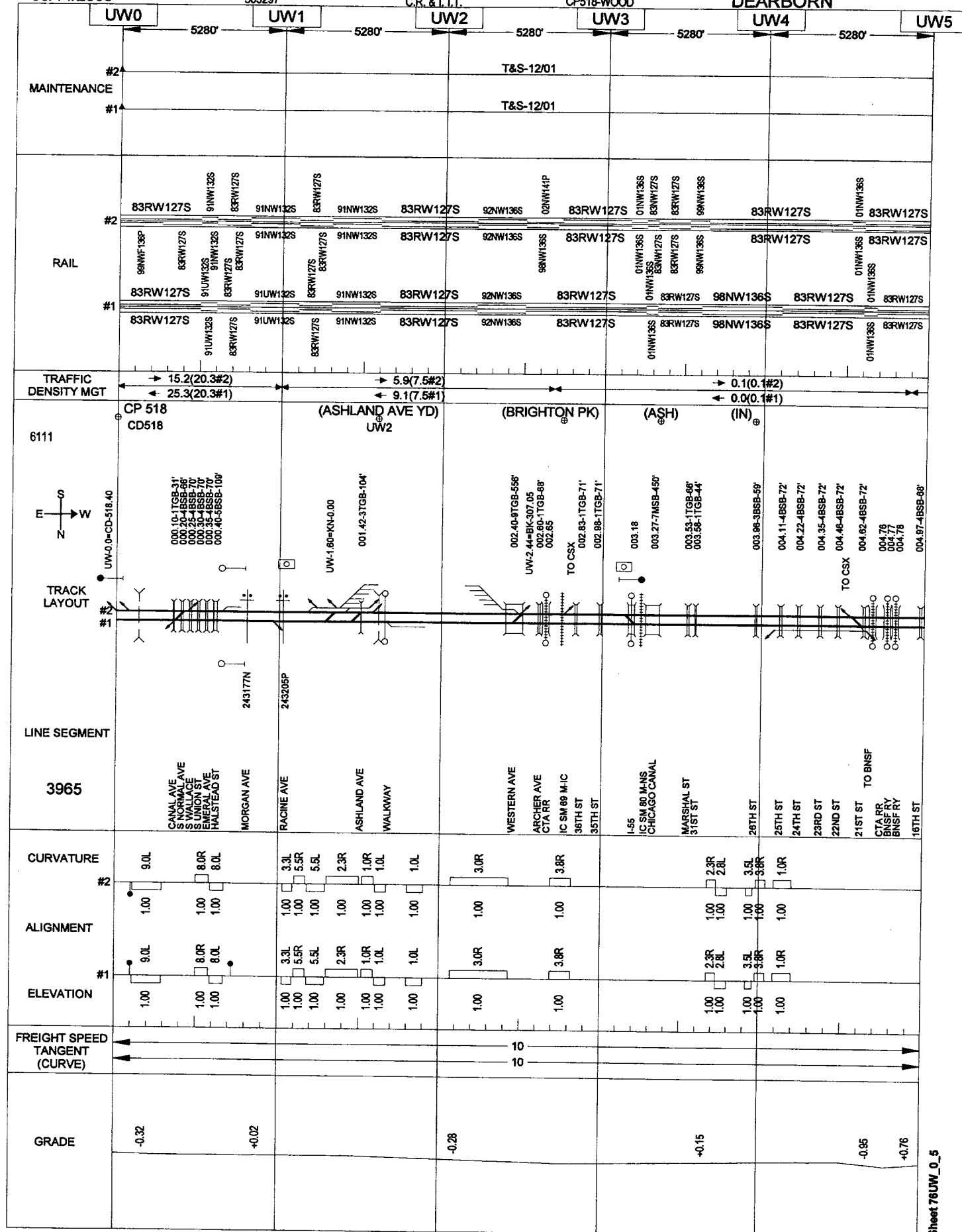
503297

266

C.R. & L.I.T.

CP518-WOOD

DEARBORN



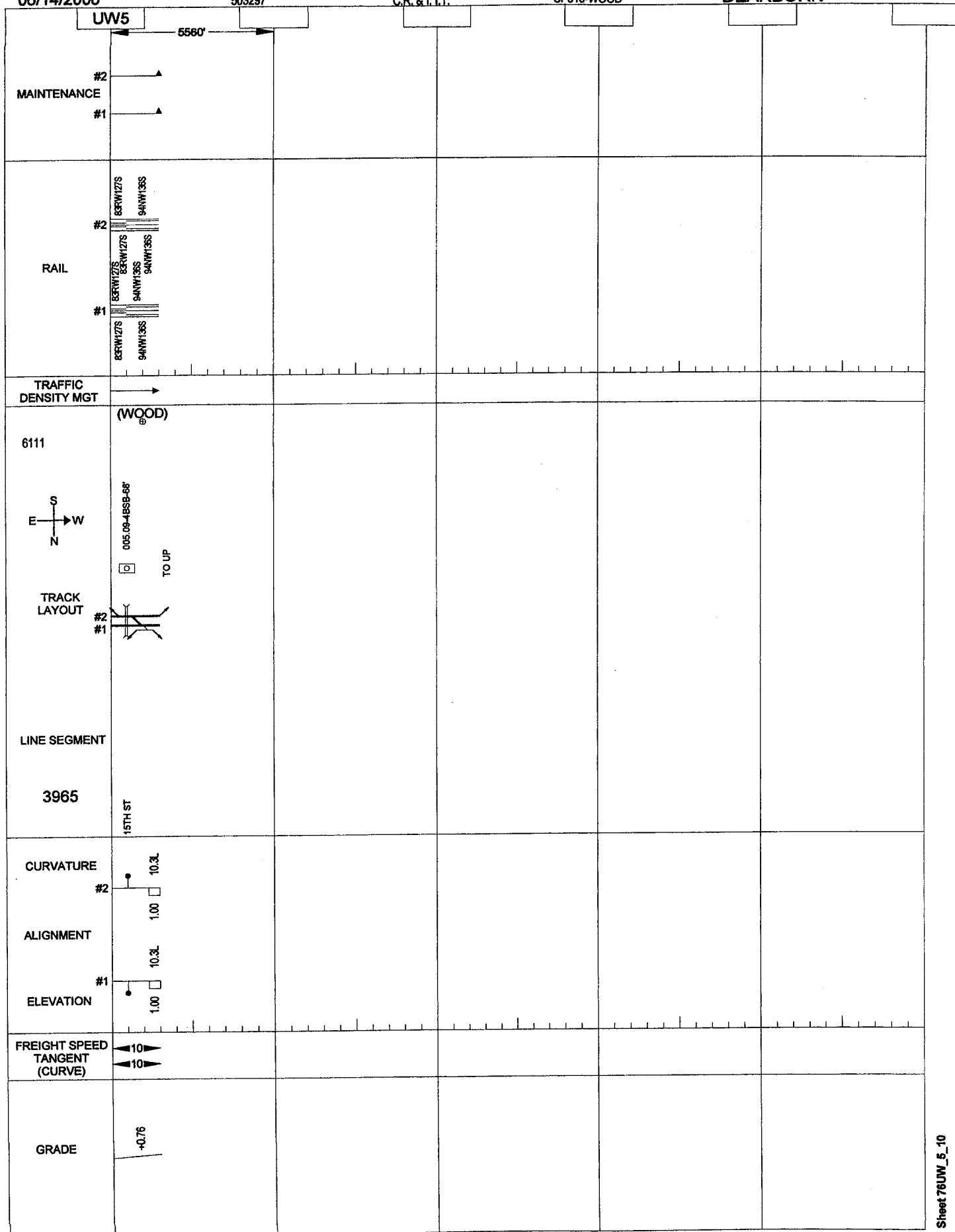
06/14/2006

503297

267
C.R. & I.L.T.

CP518-WOOD

DEARBORN



06/14/2006

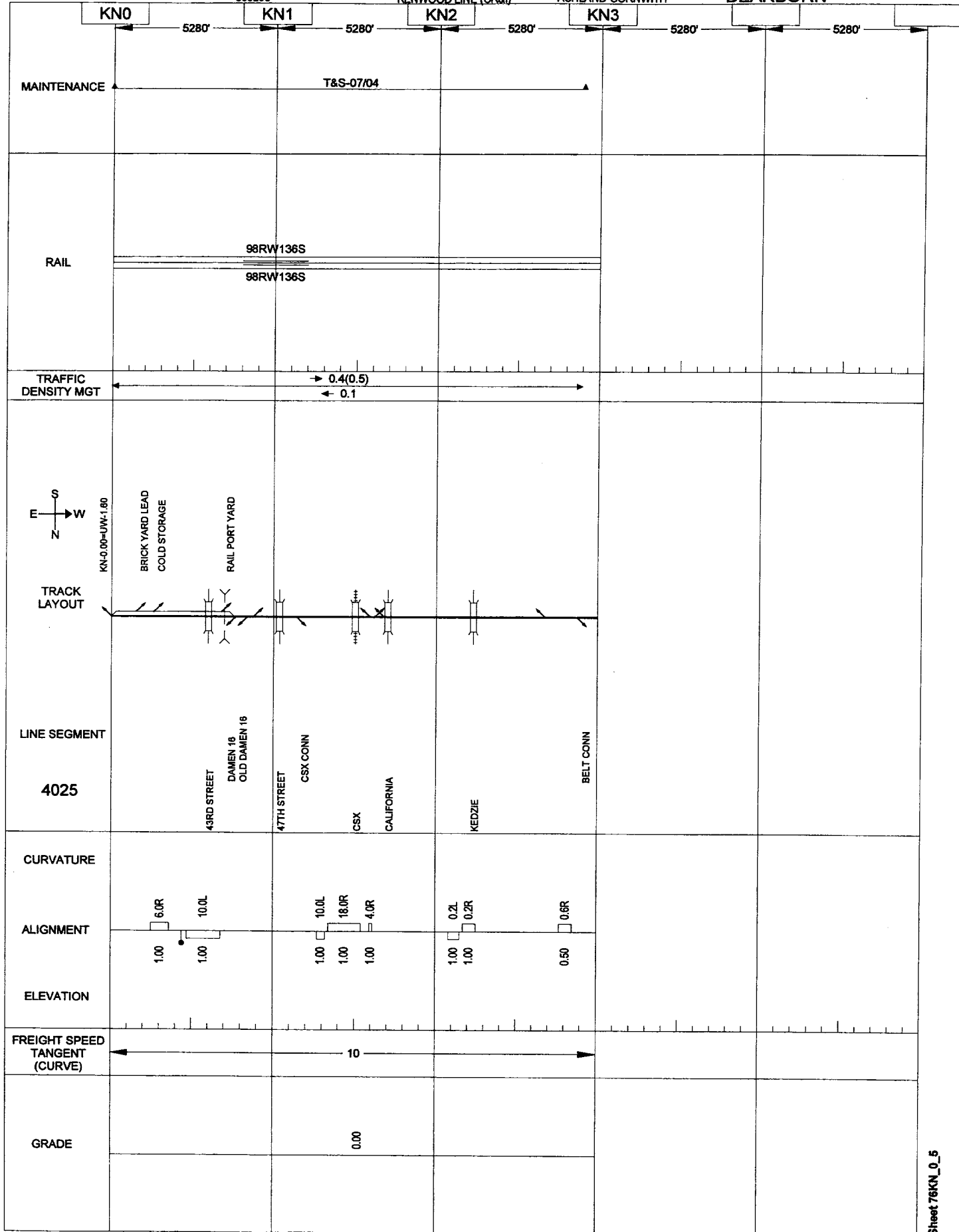
503298

268

KENWOOD LINE (CR&I)

ASHLAND-CORNWITH

DEARBORN



06/14/2006

503207

269

WESTERN AVENUE I.T.

47TH STREET-CHICAGO

DEARBORN

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

0.4(0.6)

0.2

0.3(0.3)

0.0

7175



TRACK
LAYOUT

(BRIGHTON PARK)
BK307

(26TH ST)

305.77-4BSB-70'

306.27-4BSB-70'

306.62-1CBB-27'

306.78-11TGB-64'

306.98-1CBB-19'

307.01-1TGB-68'

307.25-1TGB-71'

307.37-1TGB-71'

307.67

307.85-5MGO-420'

307.85-1TGB-68'

307.84-1TGB-71'

308.05-1CAB-45'

308.40-3BSB-56'

308.53-4BSB-68'

308.65-4BSB-68'

308.78-4BSB-68'

308.90-4BSB-68'

308.98-4BSB-68'

LINE SEGMENT

3971

47TH ST

43RD ST

42ND ST

W PERSHING

34 ST-ARCHER

PRIVATE

ARCHER AVE

BK-307.05-UW-2.44

IC RB 78 M-NS

35TH ST

CR&I - BNSF

IC SM 68 M-IC

STEVENS EXWY

BNSF MI 68 M-BNSF

DRAINAGE CANAL

MARSHAL BLVD

MARSHAL BLVD SBW

28TH ST

BNSF RB 90 M-BNSF

26TH ST

25TH ST

24TH ST

23RD ST

CERMAK RD

21ST ST

CURVATURE

ALIGNMENT

2.0L

1.00

2.0L

1.00

2.0R

1.00

2.8R

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

+0.01

0.00

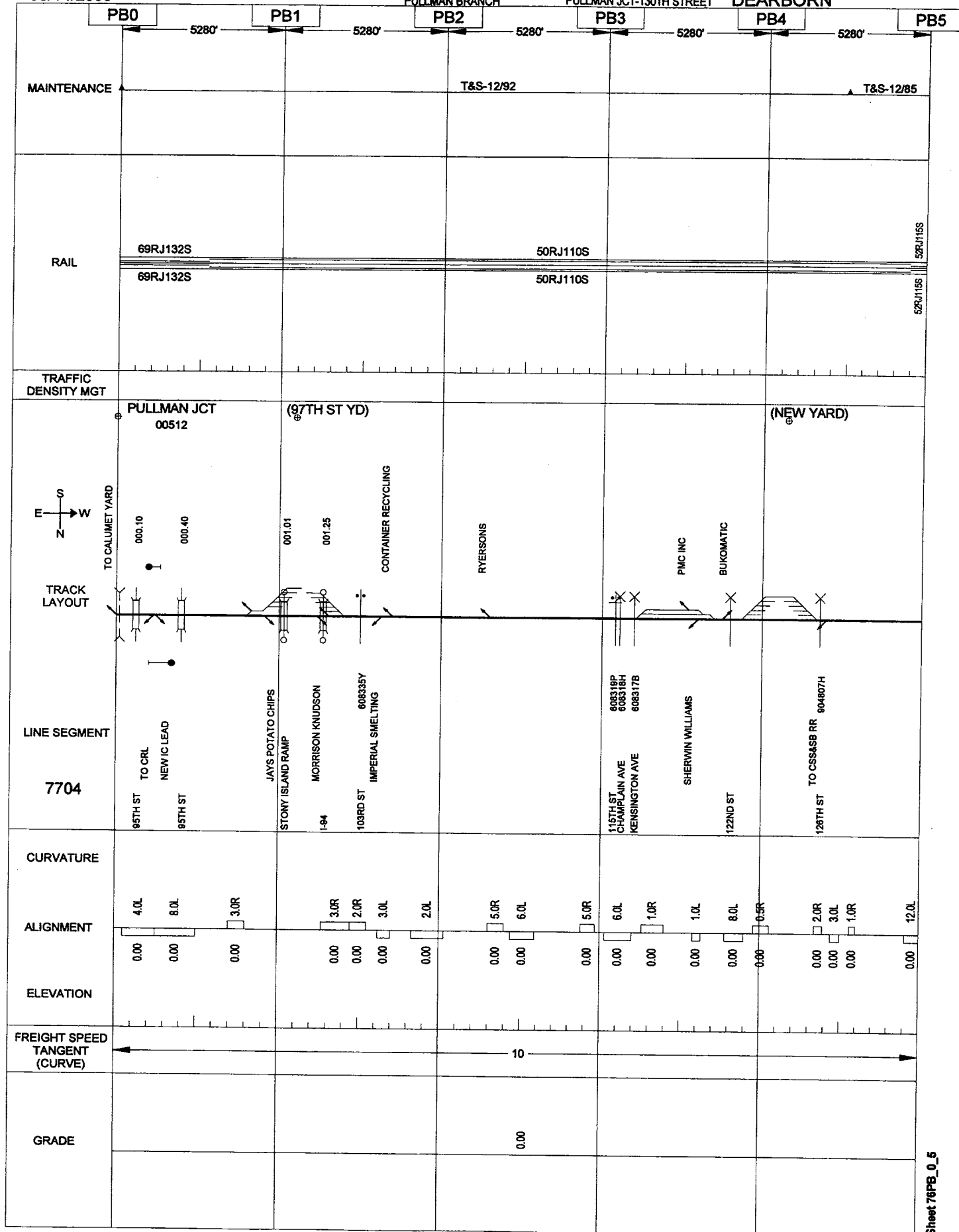
06/14/2006

270

PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN



06/14/2006

271
PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN

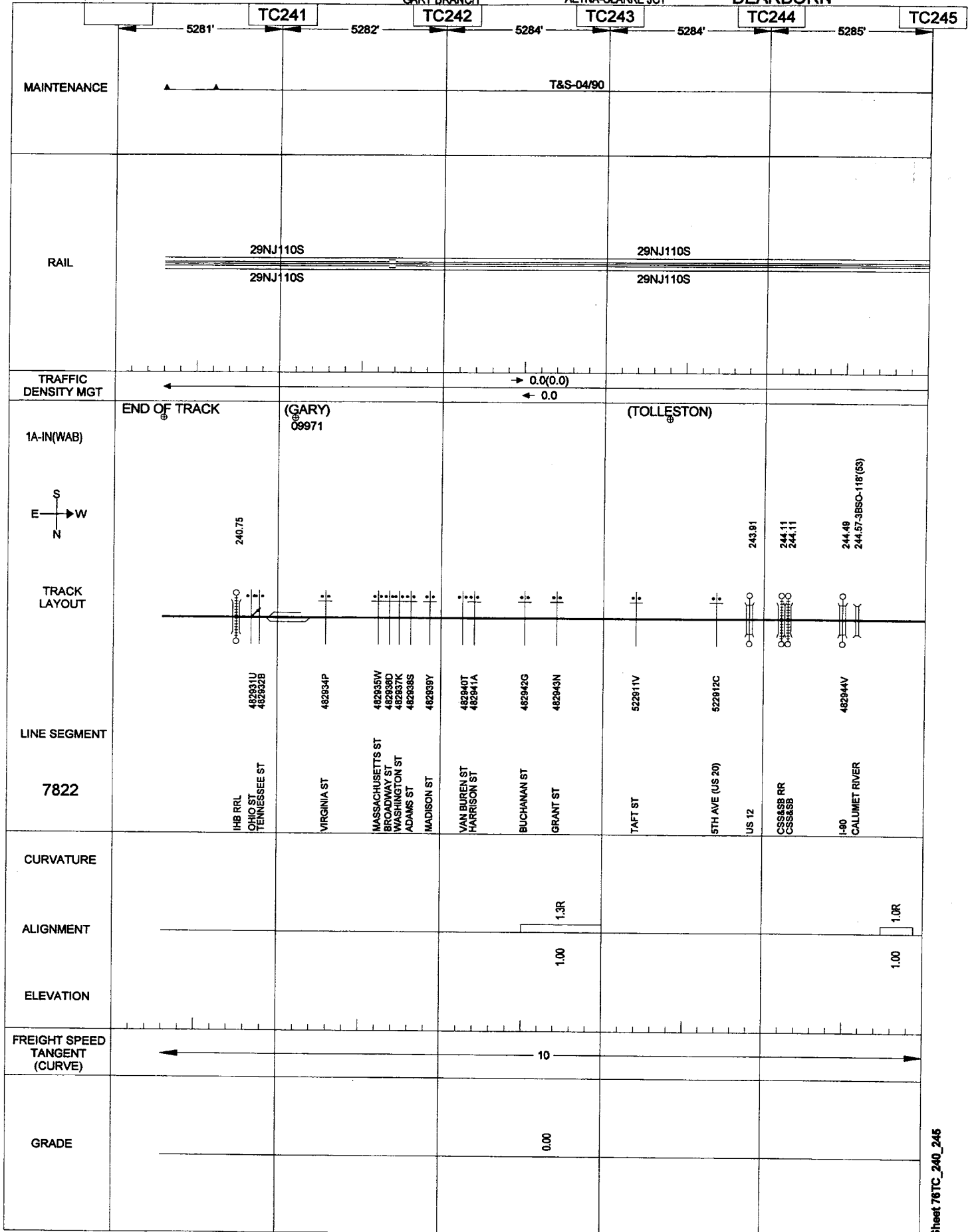
	PB5	5280'				
MAINTENANCE	T&S-12/85 ▲					
RAIL	52RJ115S 52RJ115S					
TRAFFIC DENSITY MGT						
TRACK LAYOUT	(130TH ST) TO CHICAGO PORT AUTH 005.20					
LINE SEGMENT	7704 I-80					
CURVATURE						
ALIGNMENT	12.0L 12.0L 0.00 0.00					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	← 10 →					
GRADE	0.00					

06/14/2006

272
GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



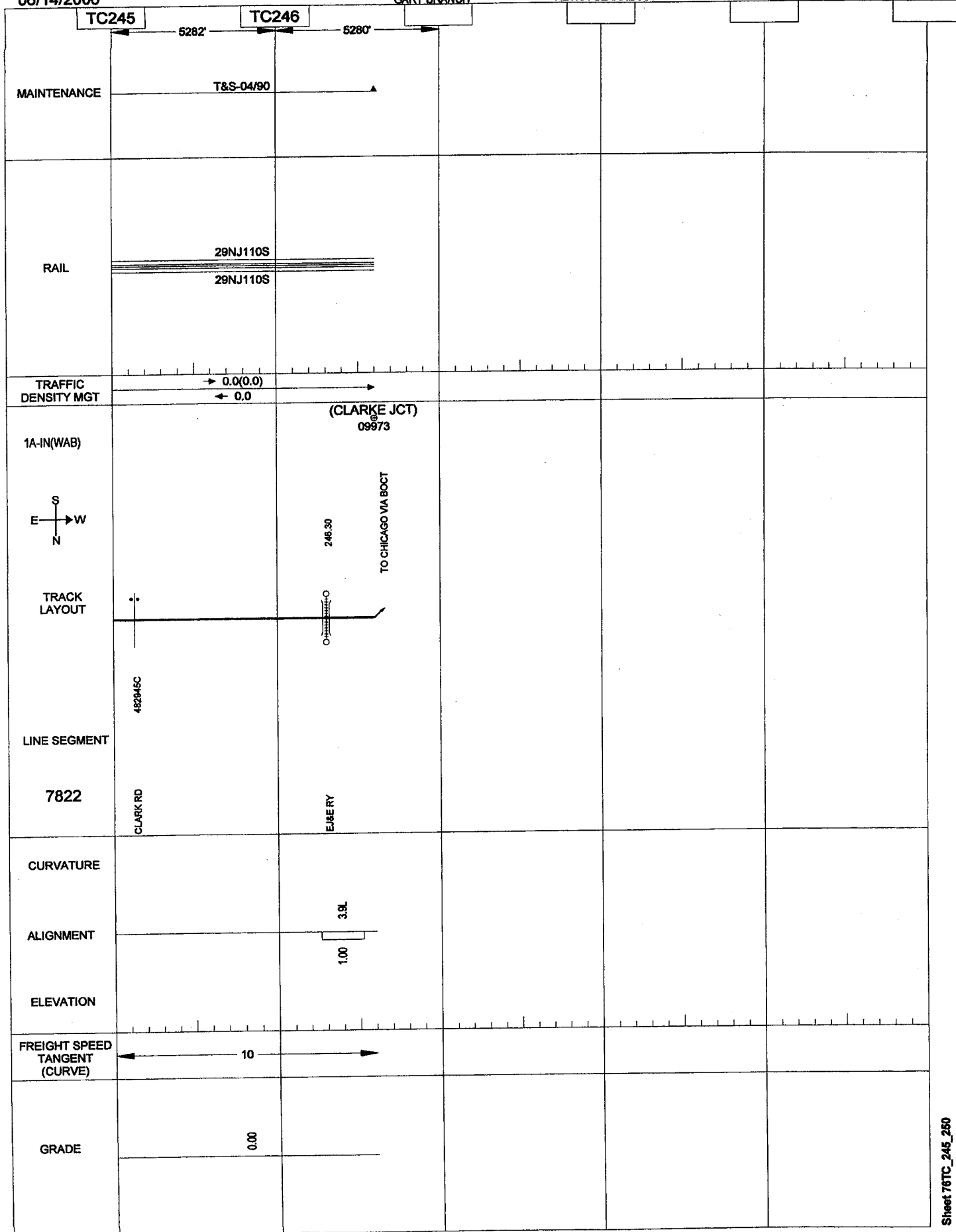
06/14/2006

273

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



06/14/2006

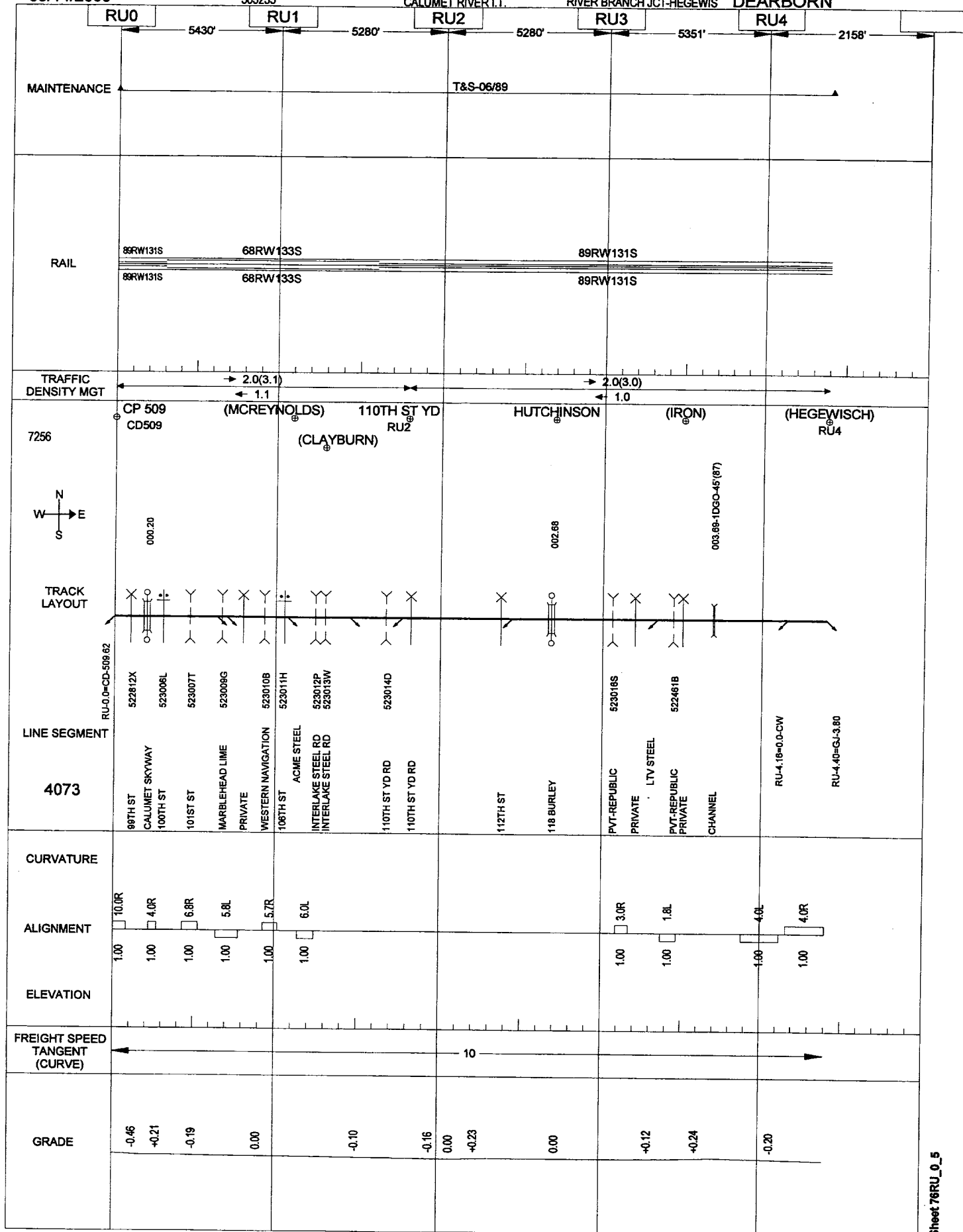
503235

274

CALUMET RIVER I.T.

RIVER BRANCH JCT-HEGEWIS

DEARBORN



06/14/2006

503246

275
SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ4

GJ5

5280'

5261'

T&S-06/85

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

7256

TRACK
LAYOUT

LINE SEGMENT

4004

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

(HEGEWISCH)

(BURNHAM)
(WOLF LAKE JCT)
GJ4

GJ4.17=UO-0.0

004.78-SBSO-182(01)

GJ3.80=RU-4.40

133RD ST

134TH ST

135TH ST

522460U

522458A

522458T

522458E

522455X

522454R

BRANARD AVE
NICTD SN 53 M-NS
NICTD SN 54 M-NS
CSS SN 57 M-CSS
CSS SN 57 M-CSS
GREEN BAY AVE
CALUMET RIVER

4.3R

1.00

4.0L

1.00

25

0.00

-0.25

0.00

-0.45

+0.34

-0.29

0.00

06/14/2006

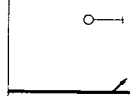
503246

276

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

MAINTENANCE	GJ5 5262'					
RAIL	T&S-06/85 ▲ 01RW132S 68RW131S 68RW131S 01RW132S					
TRAFFIC DENSITY MGT		(CALUMET PARK) 7256  TRACK LAYOUT  LINE SEGMENT 4004				
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	← 25 →					
GRADE	0.00 +0.25					

06/14/2006

503207

277
BERNICE R.T.

DOLTON-CALUMET RIVER

DEARBORN

QP294

5280'

5283'

MAINTENANCE

T&S-06/76

RAIL

53UJ131S

53UJ131S

66NJ130S

66NJ130S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

7175

S
E → W
NTRACK
LAYOUT(DOLTON)
QP293(RIVERDALE)
QP294

294.12

LINE SEGMENT

4043

522338C
522338J

522340D

136TH ST
137TH PL137TH ST
ICRR

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.04

-0.02

0.00

06/14/2006

503233

278

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

013.72-1BSB-12'

KENNEDY AVE
522092GJH-12.37=LK-10.05
KANKAKEE LINEJH-12.80=MQ-281.97
US 41
NS SM 65
AIRPORT RD-81ST AVE
522093N

DYER DITCH

LINE SEGMENT

3944

CURVATURE

ALIGNMENT

ELEVATION

1.0R
1.00FREIGHT 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

06/14/2006

503233

279

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

JH15

JH16

JH17

JH18

JH19

JH20

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/88

RAIL

36RJ127S
36RJ127S

44RJ127S

56RJ127S

50RJ127S

51RJ127S

52RJ127S

44RJ127S

56RJ127S

50RJ127S

51RJ127S

52RJ127S

TRAFFIC
DENSITY MGT4430
4521S
E → W
N

(DYER)

IN IL

015.18-1DGB-65'

016.53-3BSC-42' (90)

018.36

018.95-5WTE-60'

TRACK
LAYOUT

LINE SEGMENT

3944

HART DITCH
CSXT RB M-CSXT
SHEFFIELD AVE

LAKE ST

522095C

522096J

522097R

PRIVATE

DEEP CREEK

260849C

TORRENCE

SR 394

522098E

PRIVATE

DEER CREEK

522100W

COTTAGE GROVE AVE

CHICAGO HTS YARD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.38

-0.10

-0.10

-0.13

-0.56

0.00

+0.08

+0.03

-0.12

-0.07

+0.09

-0.07

06/14/2006

503233

280

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

	JH20	5280'							
MAINTENANCE	→								
RAIL	37N105S 37N105S								
TRAFFIC DENSITY MGT									
4521									
S E → W N	020.14-10BB-10'								
TRACK LAYOUT	+								
LINE SEGMENT									
3944	THIRD CREEK								
CURVATURE									
ALIGNMENT	—								
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	10								
GRADE	-0.07 +0.55								

06/14/2006

503207

281

MUNSTER I.T.

HARTSDALE-AIRLINE

DEARBORN

	MQ281	MQ282	MQ283	MQ284	MQ285
	5280'	5262'	5281'	5283'	5282'
MAINTENANCE	T&S-06/76		T&S-06/89		
RAIL	41UJ131S 41UJ131S 55UJ131S 51UJ130S	43UJ130S 43UJ130S 41NU130S	43NU130S 43NU130S		
TRAFFIC DENSITY MGT		(HARTSDALE)			CP MAYNARD
7148		281.32 281.87		283.60-1DGO-70'	
TRACK LAYOUT					
LINE SEGMENT	3947 3950	KANKAKEE LINE US 41 NS SM 65 MQ-281.97=JH-12.60	PRIVATE 522313G	MAIN ST 522314N	CALUMET AVE 522315V
CURVATURE				0.5L	
ALIGNMENT				1.00	
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)			10		
GRADE	0.00 -0.02		-0.01		0.00

06/14/2006

503207

282
MUNSTER I.T.

HARTSDALE-AIRLINE

DEARBORN

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

06/14/2006

503124

283
EAST BRADLEY I.T.

KANKAKEE

DEARBORN

YK0

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

(KANKAKEE)

2480



YK-0.0=KS-100.70

TRACK
LAYOUT

533154H

507884U

LINE SEGMENT

4127

FAIR, RT 50

BROOKMONT

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.02

06/14/2006

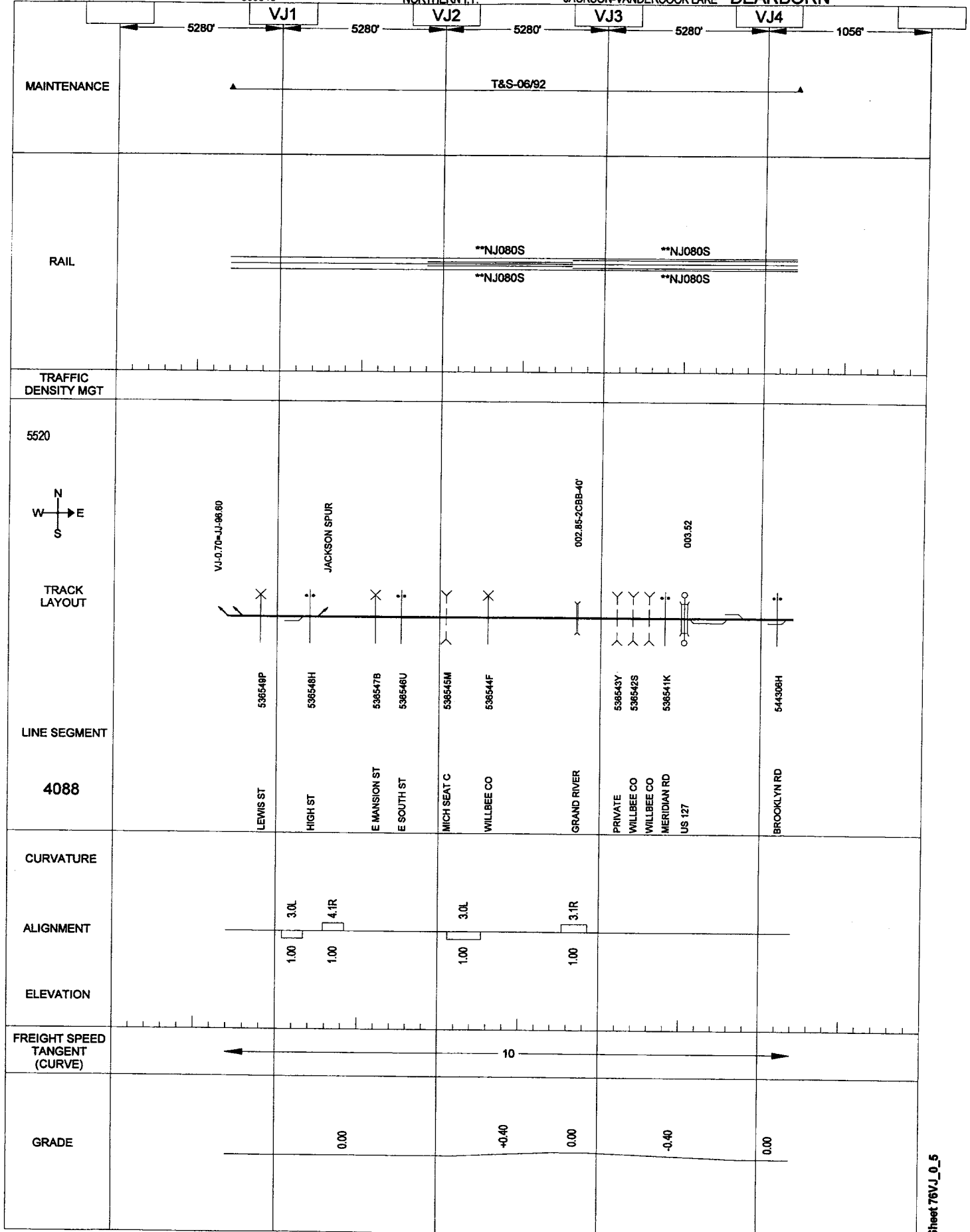
505348

284

NORTHERN I.T.

JACKSON-VANDERCOOK LAKE

DEARBORN



06/14/2006

505321

285
JACKSON I.T.
JJ97

JACKSON-JACKSON JCT

DEARBORN

2640' 1888'

MAINTENANCE

T&S-06/73

RAIL

57NJ127S

57NJ127S

TRAFFIC
DENSITY MGT

(JACKSON JCT)

2390

W
S → N
E

098.87-3BSB-08'

TRACK
LAYOUT



LINE SEGMENT

JJ-96.60-VJ-0.70

GRAND RIVER
BRIDGE ST

538176T

538175L

ELM ST

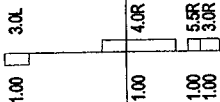
JJ-97.40-MH-74.75

4016

CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.38

+0.19

06/14/2006

505352

286

LANSING I.T.

NORTH LANSING

DEARBORN

	5280'	UA61	2112'					
MAINTENANCE								
RAIL								
TRAFFIC DENSITY MGT								
2410								
								
TRACK LAYOUT								
LINE SEGMENT								
3908								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)								
GRADE								

(N. LANSING)



536389D
536390X
536391E
536392L
536393T
536394A

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

5.0L
1.00

10

0.00

06/14/2006

505352

287
LANSING I.T.

CEDAR RIVER

DEARBORN

XM58

5280'

5280'

T&S-06/86

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410



TRACK
LAYOUT

LINE SEGMENT

3905

(CEDAR RIVER)
XM58

058.89

536387D

S LOGAN ST

536388K

536389S

536370L

536372A

MT HOPE

S WASHINGTON ST

ISBELL ST

BAKER ST

XM-58.89-LZ-35.72

CURVATURE

ALIGNMENT

ELEVATION

3.1L
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

06/14/2006

505352

288

LANSING I.T.

ALBION

DEARBORN

VP22

VP23

2112'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.3(0.7) → 0.0(0.0)
← 0.4 ← 0.0

2410

CP ALBION
MH96

(ALBION)
VP22

W
S → N
E

VP-21.80=MH-95.96

TRACK
LAYOUT

LINE SEGMENT

3902

903784F
538464M
538465J
538468B
538467H
538468P
538469W
538470R
538471X
803785M
EATON ST
CLINTON
SUPERIOR ST
N IONIA ST
N MONROE ST
N BERRIEN ST
N HURON ST
BIDWELL ST
BURR OAK ST
N CLARK ST

CURVATURE

ALIGNMENT

ELEVATION

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

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

06/14/2006

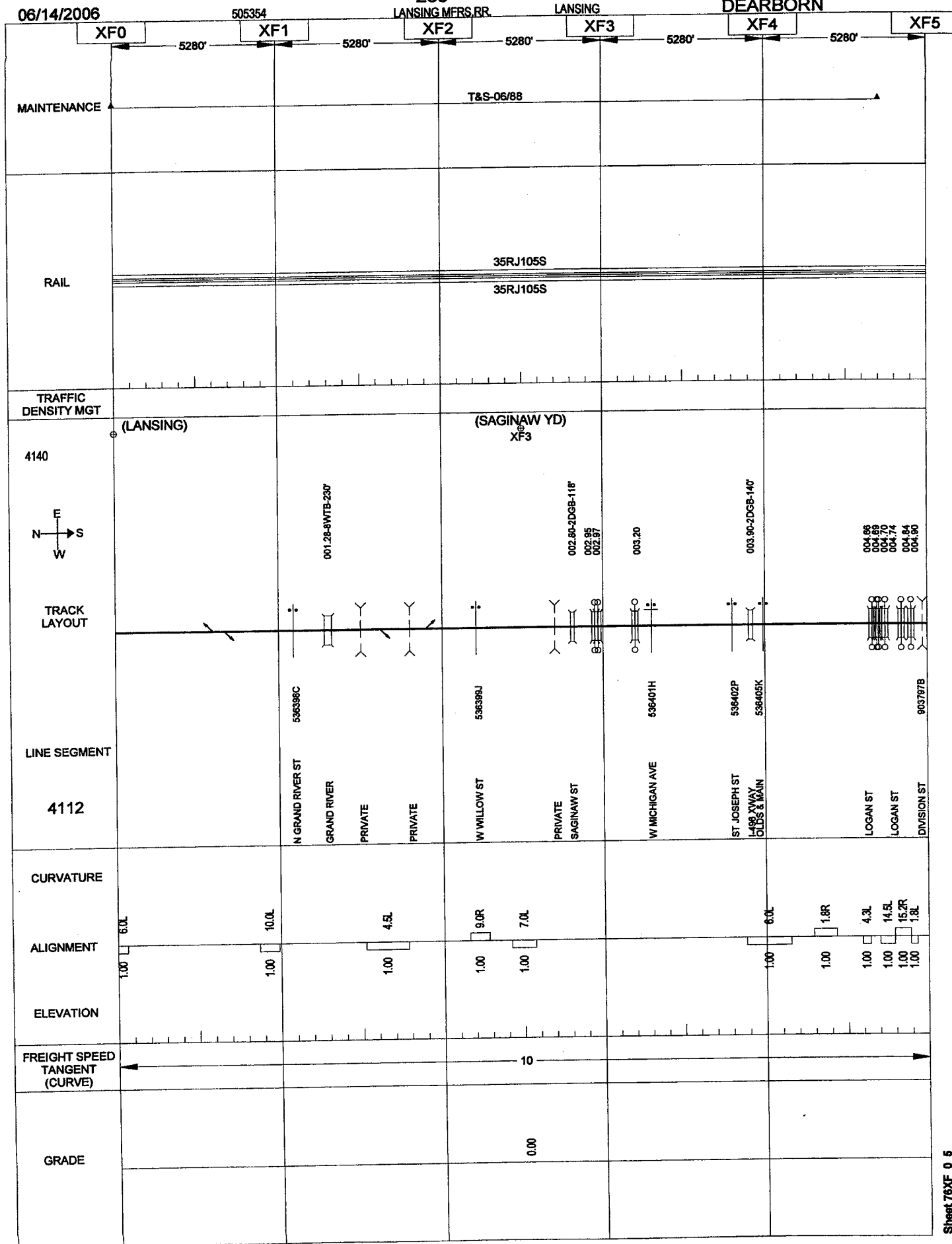
505354

289

LANSING MFRS. RR.

LANSING

DEARBORN



06/14/2006

505354

290

LANSING MFRS.RR.

LANSING

DEARBORN

	XF5					
	720'					
MAINTENANCE						
RAIL	35R105S 35R105S					
TRAFFIC DENSITY MGT						
4140						
E N S W						
TRACK LAYOUT	Y Y					
LINE SEGMENT						
4112	PINE ST					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

06/14/2006

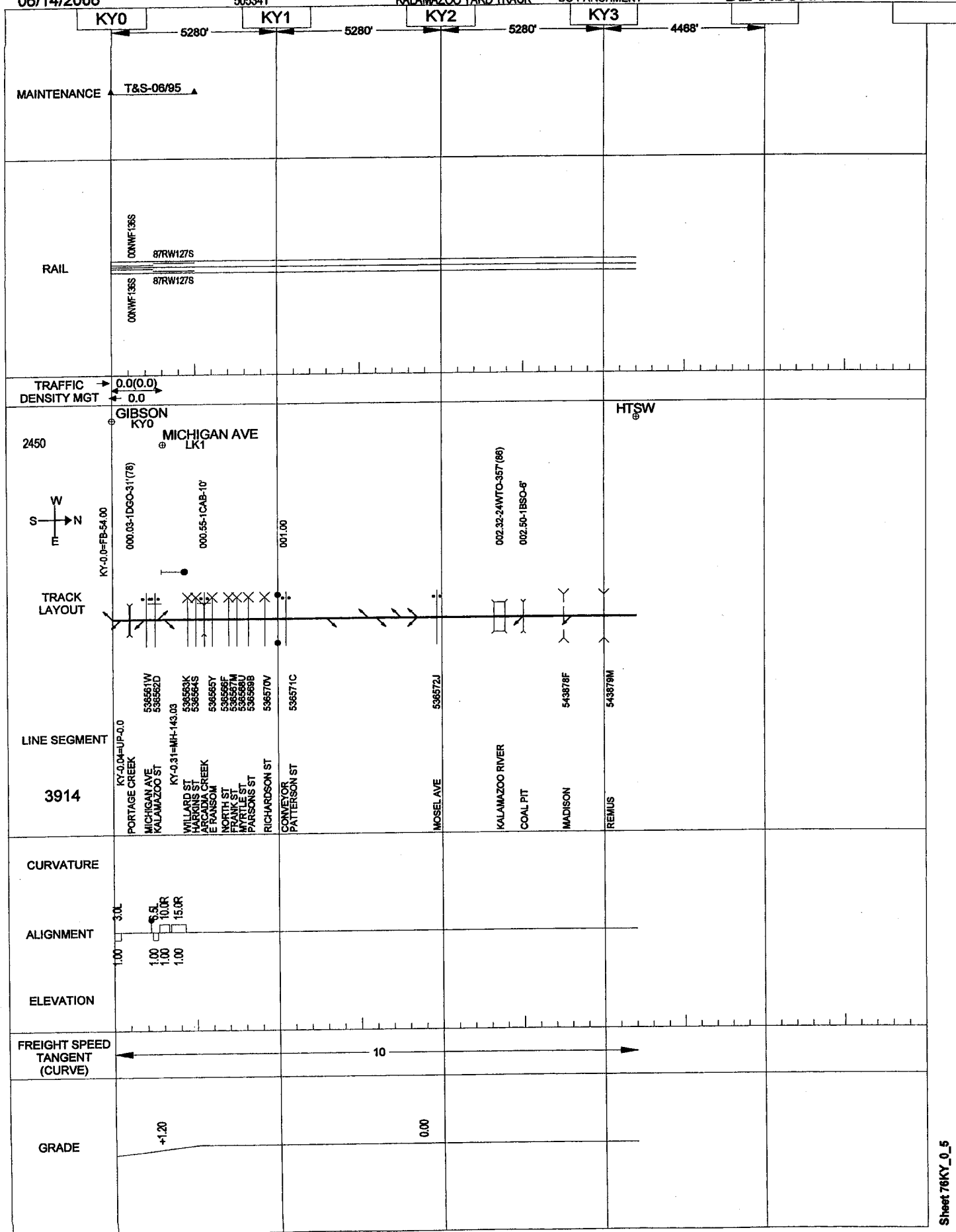
505341

291

KALAMAZOO YARD TRACK

BO-PARCHMENT

DEARBORN



06/14/2006

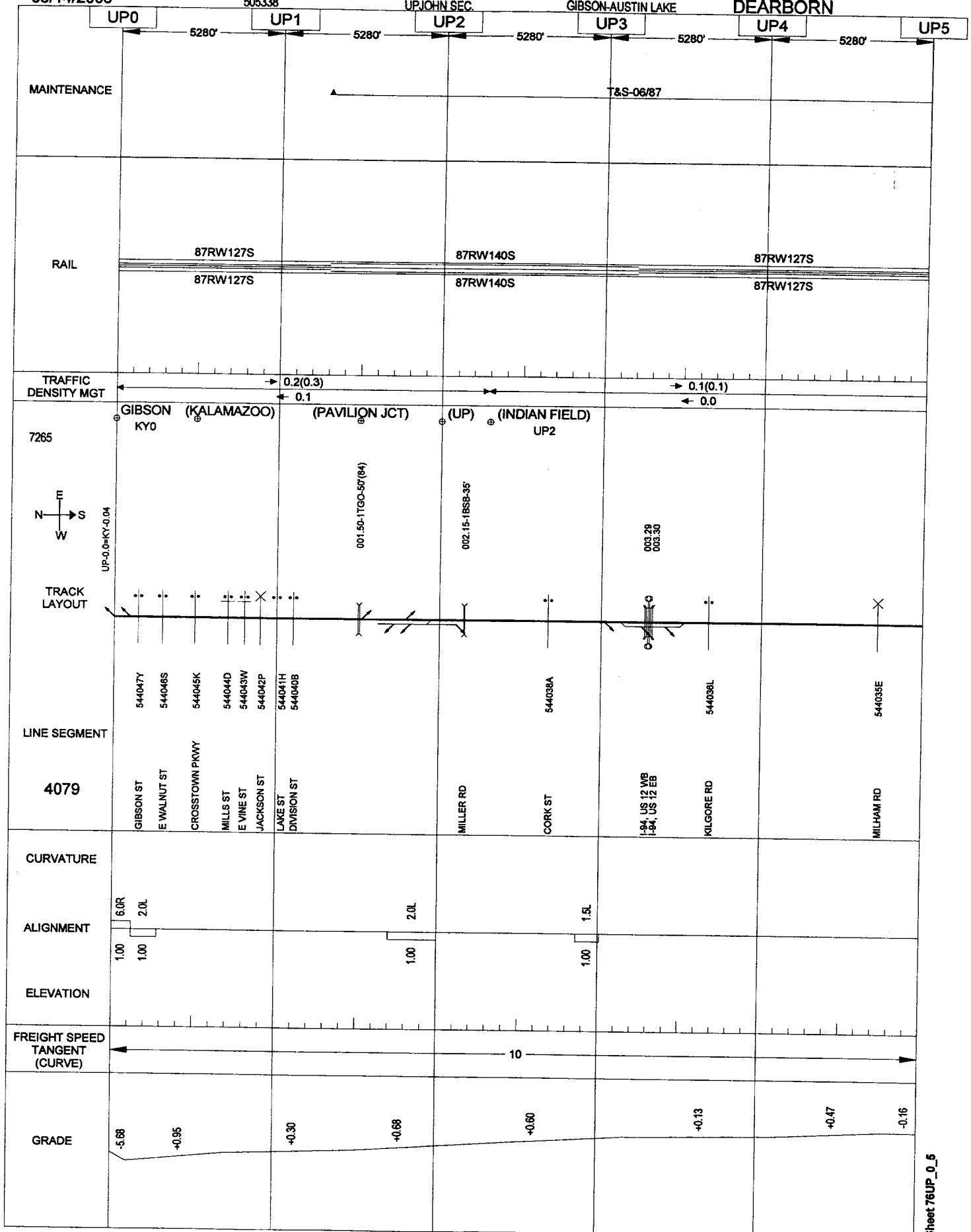
505338

292

UP JOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



06/14/2006

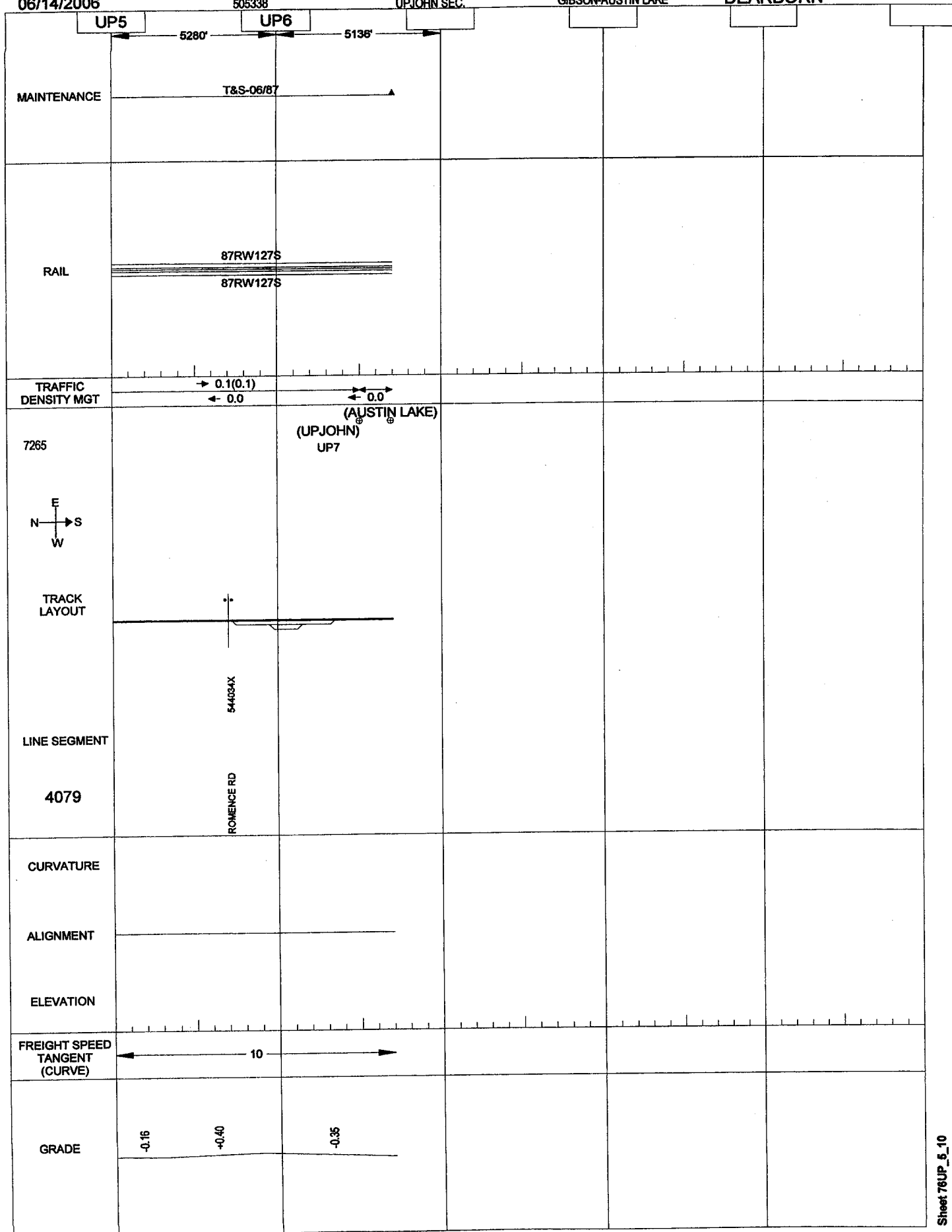
505338

293

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



06/14/2006

505344

294

CK&S I.T.

PARCHMENT-PAVILION

DEARBORN

CQ42

CQ43

3696'

5280'

5280'

MAINTENANCE

T&S-06/93

RAIL

**NJ100S

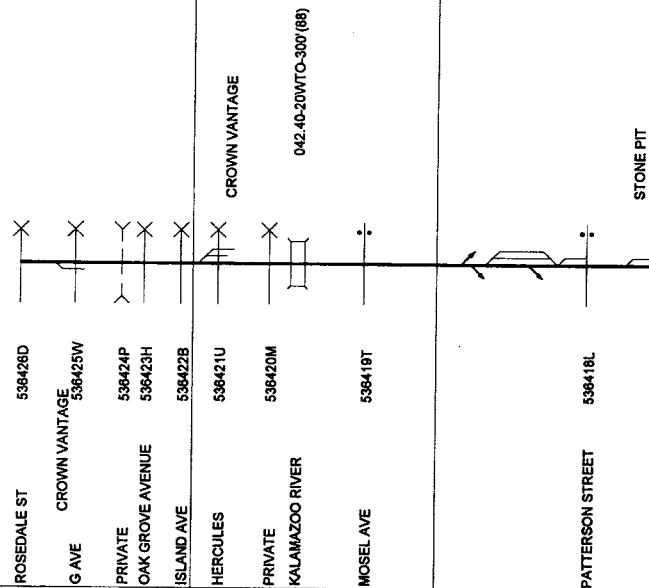
**NJ100S

TRAFFIC
DENSITY MGT

(PARCHMENT)

(NORTH YD)

4290

TRACK
LAYOUT

LINE SEGMENT

4337

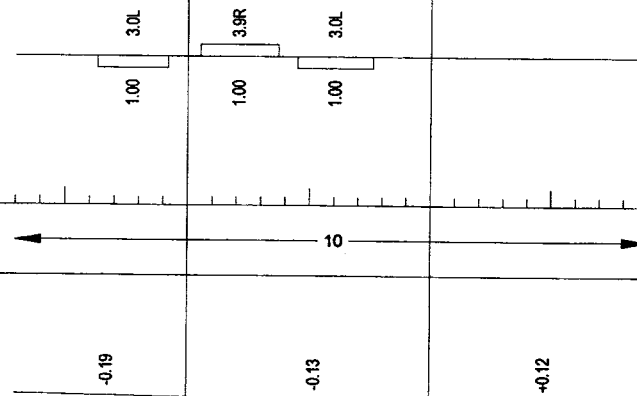
CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE



06/14/2006

505341

295

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

OW67

OW68

OW69

OW70

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/87

RAIL

87RW12S
87RW12S

87RW127S

87RW127S

TRAFFIC
DENSITY MGT

(OTSEGO)

W
S — N
ETRACK
LAYOUTOW-66.60-FB-65.66
PLAINWELL PAPER
066.76-1850-10'(66)066.01
066.03

066.30-6WTO-60'(64)

LINE SEGMENT

3932

543886X
903772F

543889T

543891U

543892B

543893H

543894P

543895W

543896D

543897K
545635KBROAD ST
OAK ST
CATTLE PASS

MAIN ST (10TH ST)

ST M 131
ST M 131
PRIVATE

MILLER RD

MILLER RD

108TH AVE

GUN RIVER

HILL ST

RIVER RD

PRIVATE
21ST ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.04

-0.20

-0.51

0.00

-0.14

0.1R

1.00

0.1L

1.00

= 0.3R

1.00

15

06/14/2006

505341

296

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

	OW70	1265'					
MAINTENANCE							
RAIL	87RW127S 87RW127S						
TRAFFIC DENSITY MGT							
 TRACK LAYOUT  LINE SEGMENT 543886S 3932 PRIVATE COAL PIT INCLUDING COAL HOPPER 070.08-1850-24 (NA) 070.10 070.15-1850-15							
CURVATURE							
ALIGNMENT	0.8R						
ELEVATION	1.00						
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	+0.14						

06/14/2006

505340

297
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

CONVEYOR
PRIVATEPRIVATE
CONVEYOR

36TH ST SE

EASTERN AVE

LINE SEGMENT

4115

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.65

-0.47

06/14/2006

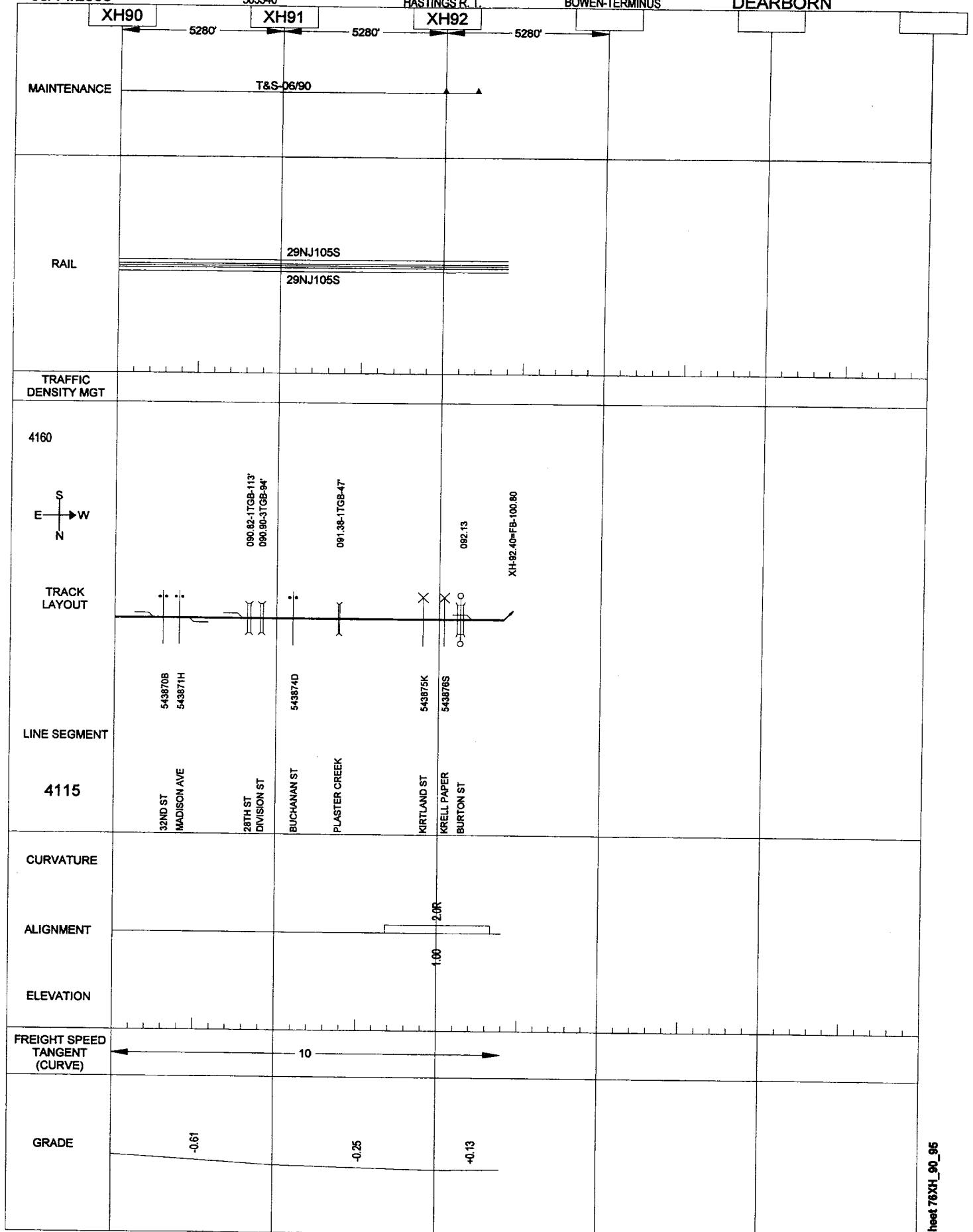
505340

298

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN



06/14/2006

505341

299
KALAMAZOO I.T.

GRAND RAPIDS

DEARBORN

KZ95

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2460

TRACK
LAYOUT

LINE SEGMENT

3911

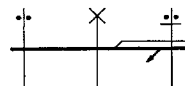
CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

(GRAND RAPIDS)
KZ94


545659Y

545657K

BUTTERWORTH ST

WATSON ST

TO CSXT
FULTON ST4.3L
1.00

10

0.00

06/14/2006

505338

300

COMSTOCK I.T.

FULLER-COMSTOCK PARK

DEARBORN

VW106

5280'

MAINTENANCE

RAIL

86RW112S

86RW112S

TRAFFIC
DENSITY MGT

7266

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

4097

TO CSXT

CURVATURE

ALIGNMENT

ELEVATION

2.0R
1.00
1.5L
1.5R
1.00
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.19
-0.04

06/14/2006

603107

301
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

ELEVATION

1.00 1.0L

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

-0.08

06/14/2006

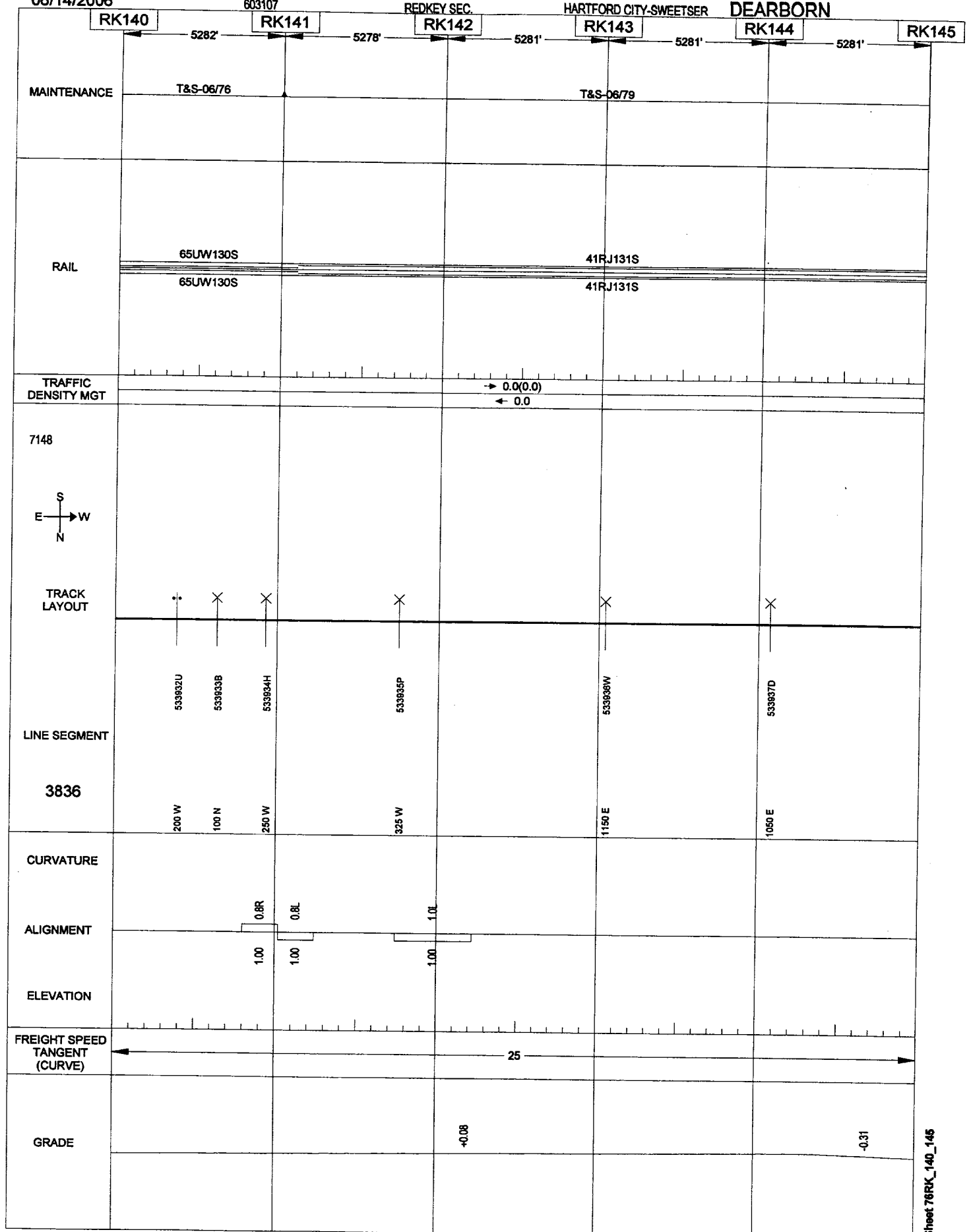
603107

302

REDKEY SEC.

HARTFORD CITY-SWEETSER

DEARBORN



06/14/2006

603107

303

REDKEY SEC.

HARTFORD CITY-SWEETSER

DEARBORN

	RK145	RK146	RK147	RK148	RK149	RK150
	5282'	5280'	5290'	5274'	5283'	
MAINTENANCE	T&S-06/79					
RAIL	41RJ131S 41RJ131S					
TRAFFIC DENSITY MGT	→ 0.0(0.0) ← 0.0					
7148	UPLAND					
						
TRACK LAYOUT	145.08 145.20 145.58	146.90-1BSB-25'	147.98	148.41-1BSB-25'	533945V 533946C 533947J	
LINE SEGMENT	MAIN ST N 2ND ST N 8TH ST	CR 800E	700 E 148	CR 600E	PRIVATE 500 E PRIVATE	
3836						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	25					
GRADE	-0.31 -0.07					

06/14/2006

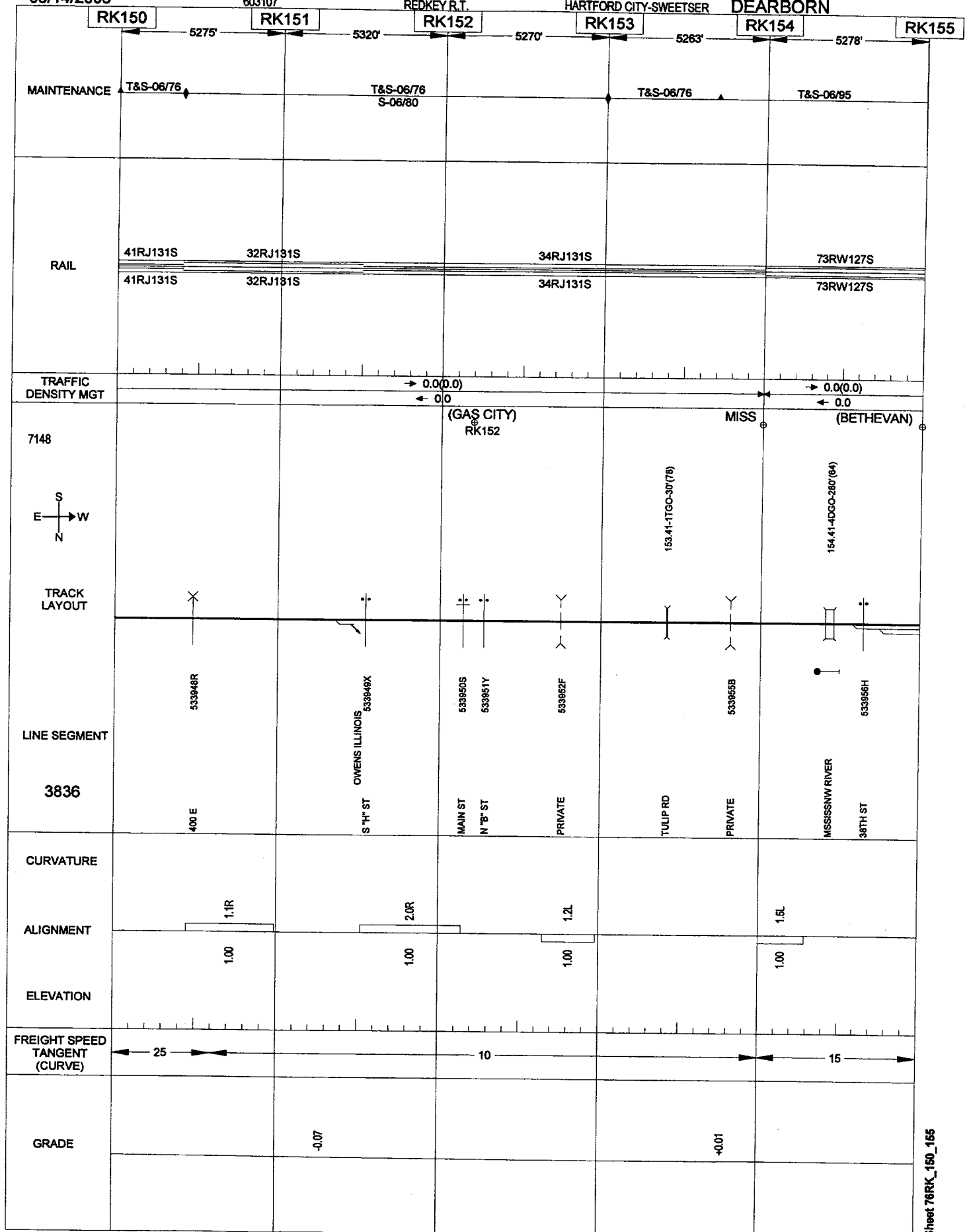
603107

304

REDKEY R.T.

HARTFORD CITY-SWEETSER

DEARBORN



06/14/2006

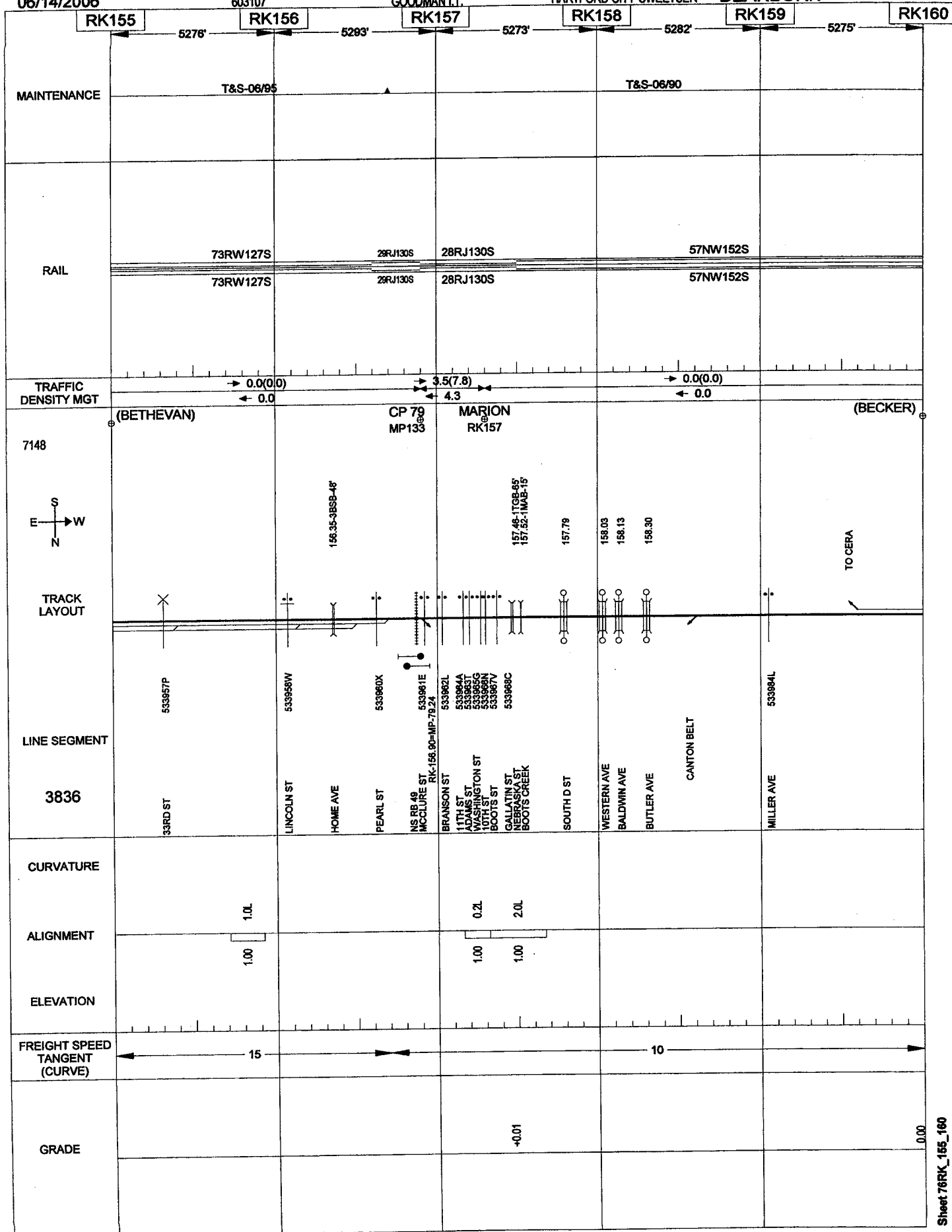
603107

305

GOODMAN I.T.

HARTFORD CITY-SWEETSER

DEARBORN



06/14/2006

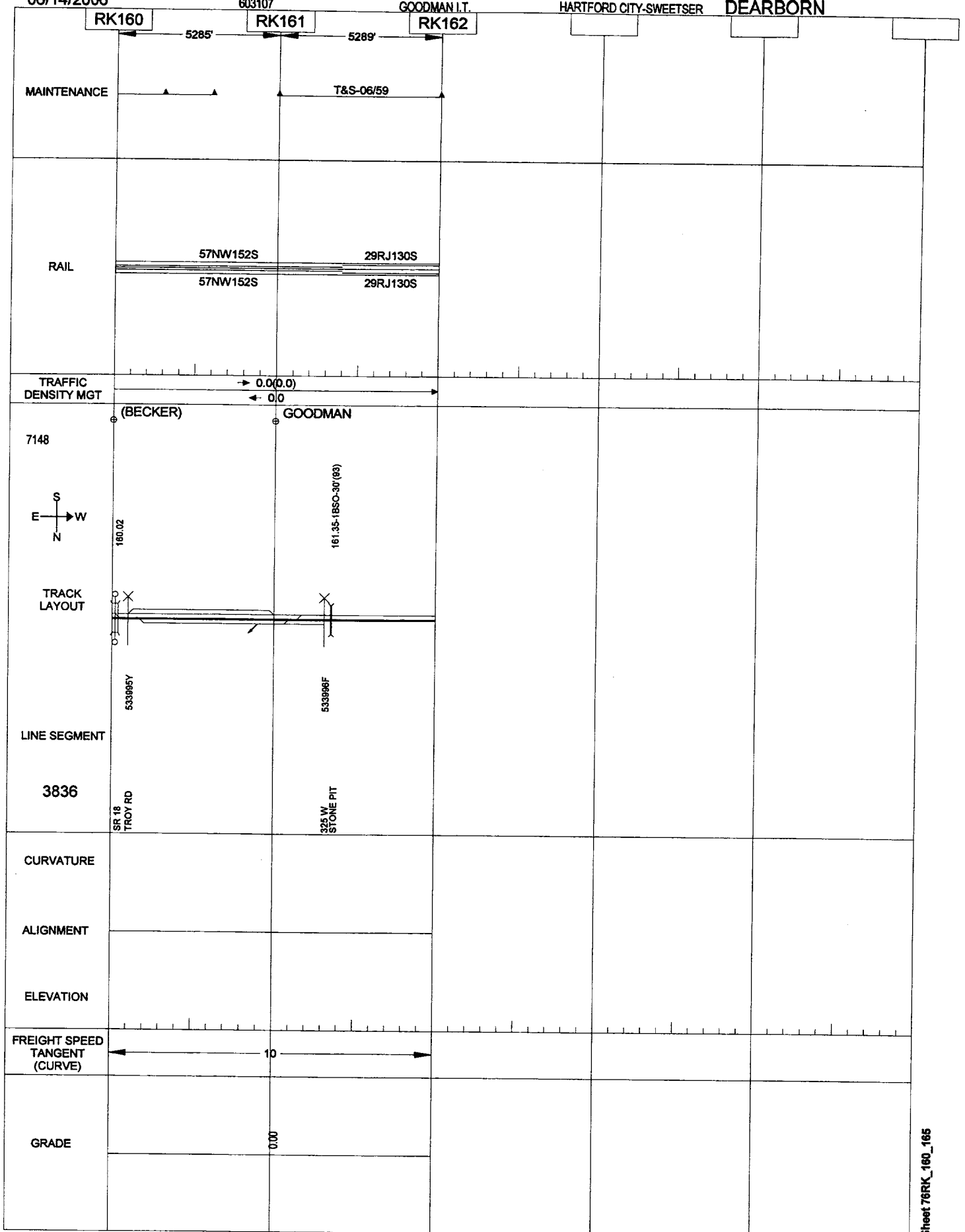
603107

306

GOODMAN I.T.

HARTFORD CITY-SWEETSER

DEARBORN



06/14/2006

608222

307
INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN

IK125

5280'

MAINTENANCE

RAIL

54U130S
54U130STRAFFIC
DENSITY MGT

(DQW)

7152

TRACK
LAYOUT

IK-124.80=MP-108.65

527796D

LINE SEGMENT

4181

CROSS ST

CURVATURE

ALIGNMENT

ELEVATION

1.0L
1.00FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.23

06/14/2006

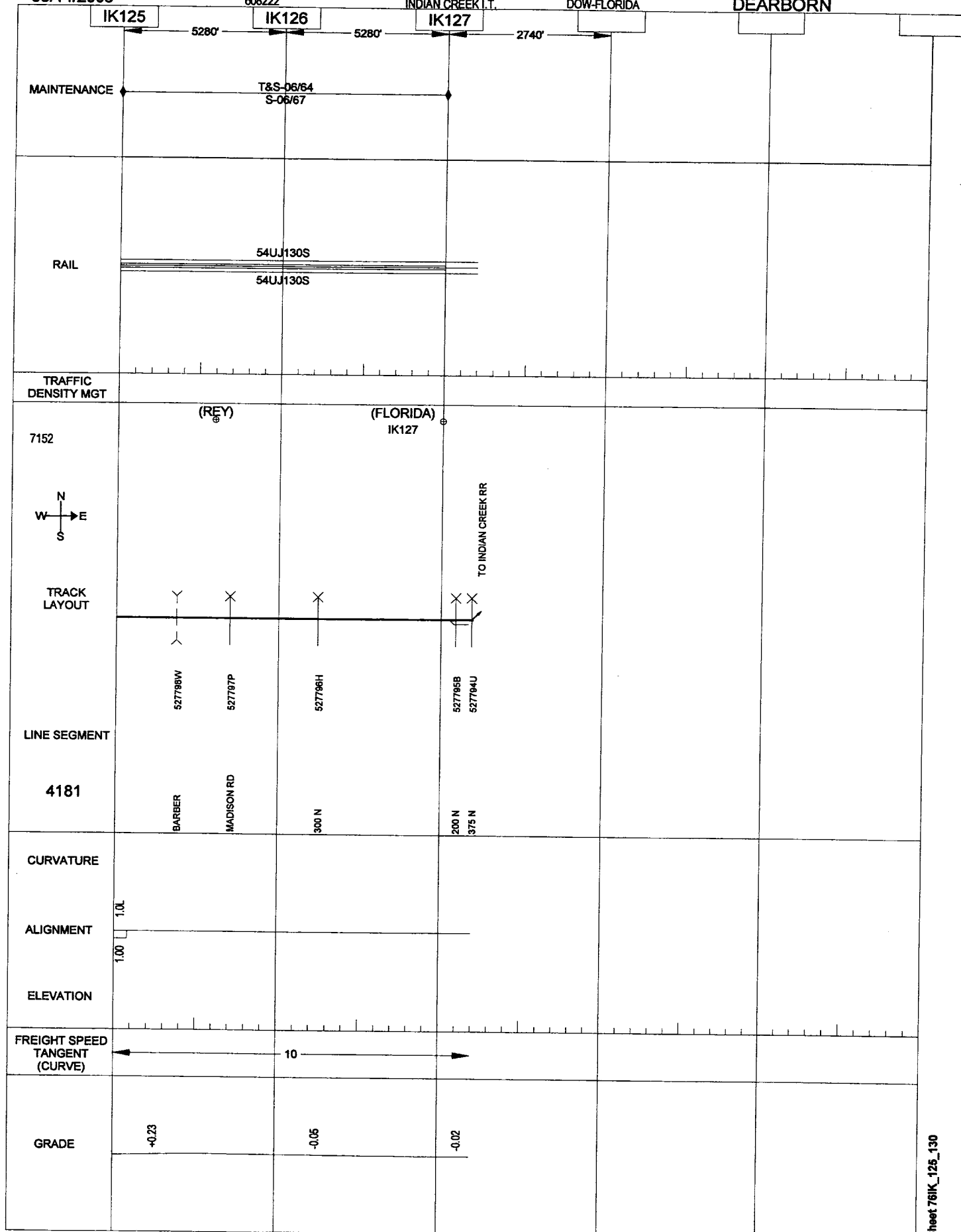
608222

308

INDIAN CREEK I.T.

DOW-FLORIDA

DEARBORN



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: Owning Road, Crossing Type, Angle, and Maintaining Road. Crossing types are:

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

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

Alignment Section -

- 1) Graphic representation is given for curve direction, length, and superelevation for each main. Note: Representation is now provided for both tracks 1 and 2. In prior volumes representation was provided for track 1 only. In double track sections track 2 was only a copy of track 1 and did not necessarily represent actual conditions.
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication. Superelevation is specified in inches.
- 3) Location of wheel flange and top of rail 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	314
CP 506-CP509	CD 506.55-509.60	315

06/16/2006

503600

314

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

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

06/16/2006

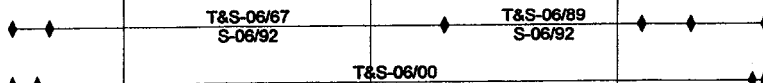
503202

315
CHICAGO LINE
CD507

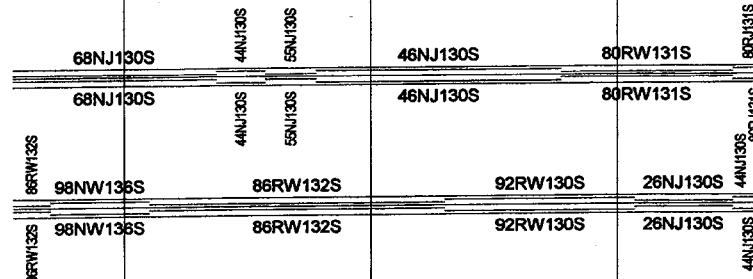
ELKHART-CHICAGO
CD508

DEARBORN
CD509

#3
MAINTENANCE
#4



#3
RAIL
#4



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-025.08	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	2005
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-001.70	001.54	01	1993
238	CB-002.50	002.28	01	2005
238	CB-003.60	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	01	1983
9	CD-184.84	184.84	02	2005
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
29	CD-282.11	282.11	02	1983
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	2005
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
294	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	2005

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
94	DR-035.01	035.00	01	2000
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
255	EW-021.61	021.61	01	1994
255	EW-021.91	021.91	01	1995
255	EW-022.27	022.27	01	1972
203	FB-029.03	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
275	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
279	JH-016.53	016.53	01	1990
197	KH-000.43	000.70	01	1993
197	KH-000.39	000.95	01	1983
197	KH-003.85	003.91	01	1995
198	KH-009.68	009.68	01	1993
200	KH-018.30	018.10	01	2001
201	KH-021.90	021.73	01	1995
150	KS-071.42	071.35	01	1998
153	KS-085.17	084.99	01	2005
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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
172	KS-184.48	184.28	01	1986
291	KY-000.10	000.03	01	1978
291	KY-002.32	002.32	01	1986
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	2005
219	LZ-000.15	000.45	01	2005
219	LZ-000.35	000.55	01	2005
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
257	NS-267.70	267.65	01	NA
295	OW-066.76	066.76	01	1985
295	OW-069.30	069.30	01	1984
296	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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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
304	RK-153.41	153.41	01	1978
304	RK-154.41	154.41	01	1964
306	RK-161.35	161.35	01	1993
274	RU-003.69	003.69	01	1987
272	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
292	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