



Dearborn Division

2007

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:

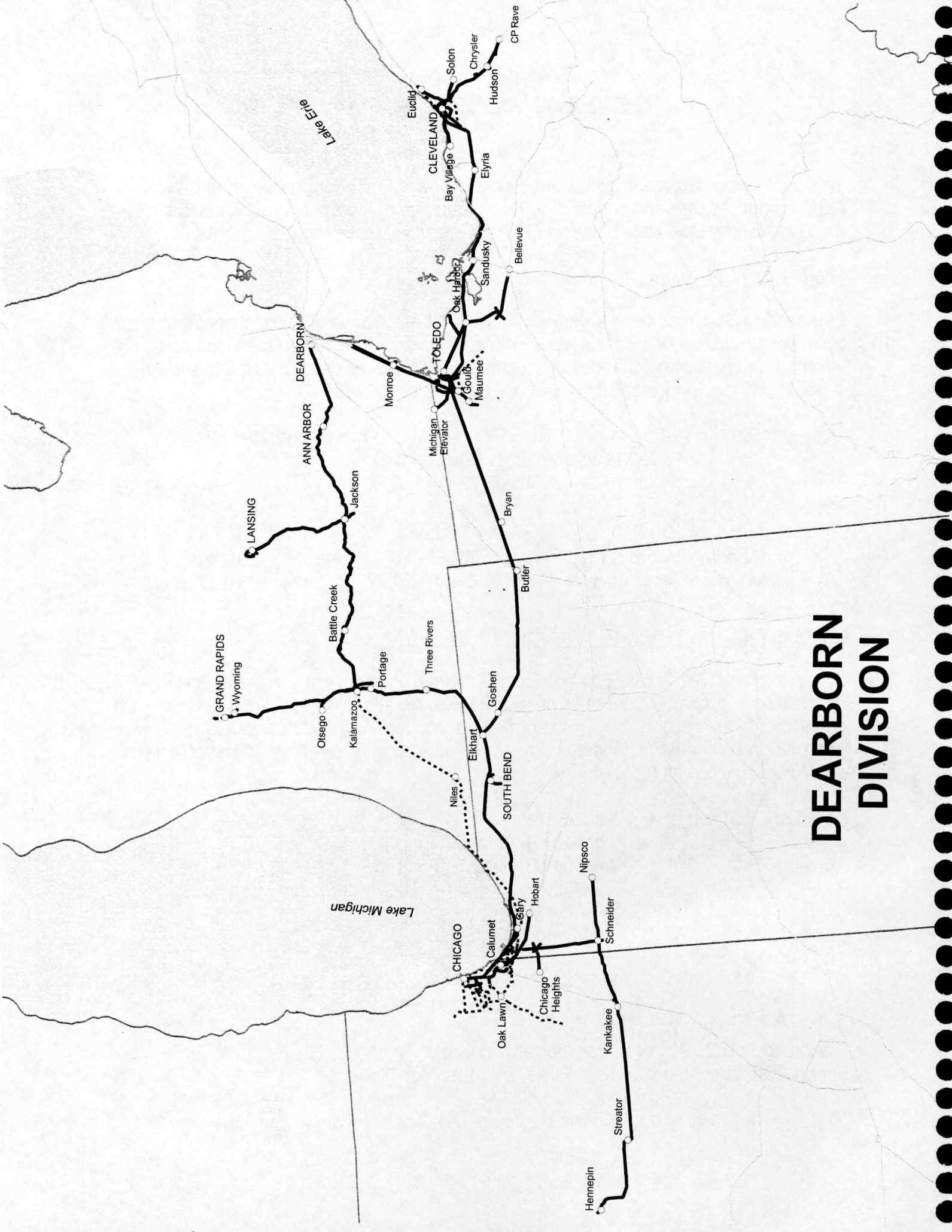
<u>E MAIL:</u>	<u>MEMO:</u>	<u>PHONE:</u>
tom.berry@nscorp.com	TJBERRY	(404) 529-1949
owen.russell@nscorp.com	ORRUSSEL	(404) 529-2222

Information related to rail, T&S, surfacing, curves, elevation, speeds, and, speed restrictions is obtained from the Corporate Track Database (CTRK). Various departments are responsible for maintaining their data in this database. Questions or information concerning changes, corrections, additions, or deletions to these records should be directed as follows:

Operating Speeds &
Speed Restrictions:

Transportation Dept.
K. L. Ricks, Systems Mgr. Trans.
MEMO: KLRICKS PH. (404) 529-2298
E-MAIL: kevin.ricks@nscorp.com

DEARBORN DIVISION



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DEARBORN DIVISION

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DEARBORN DIVISION

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NS-GOULD
GIBSON-AUSTIN LAKE
47TH STREET-CHICAGO

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TB - 001.24 - 005.37
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TM - 005.00 - 012.70
UP - 000.00 - 006.70
BK - 305.77 - 309.00

SS&S CONN. TRACK
STANLEY SEC.
TOLEDO BELT
TOLEDO DISTRICT
TOLEDO/MAUMEE BACK SIDE
UPJOHN SEC.
WESTERN AVENUE I.T.

240
217
220
103
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246

DEARBORN DIVISION

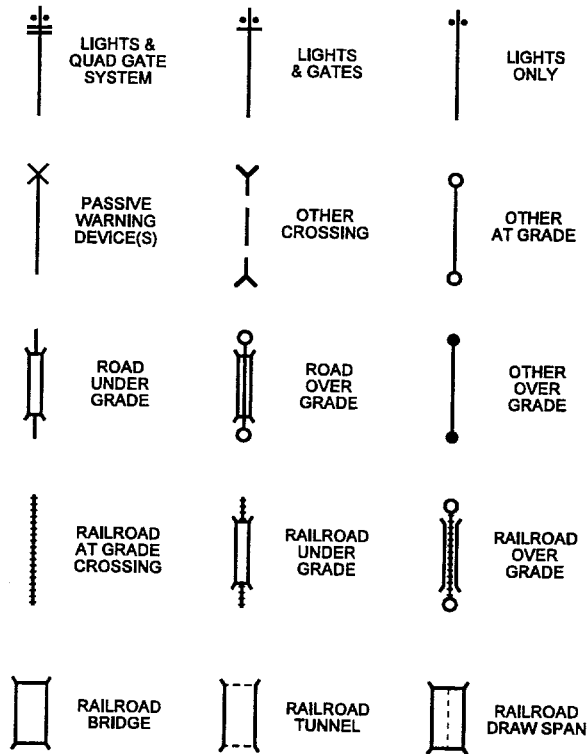
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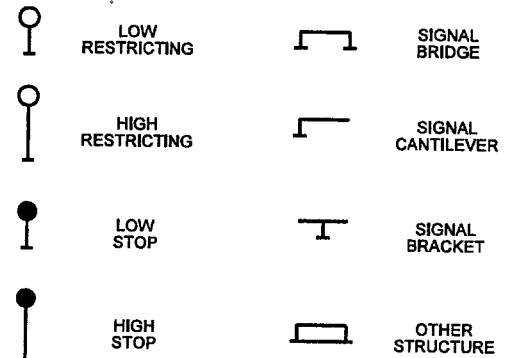
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TRACK CHART SYMBOL LEGEND

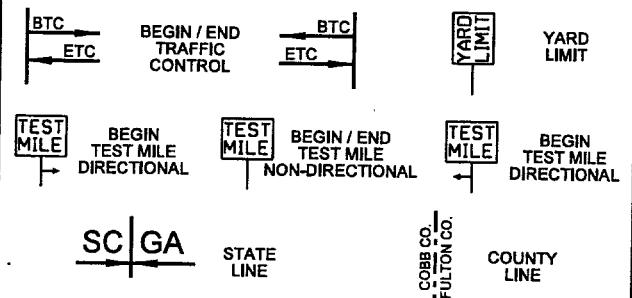
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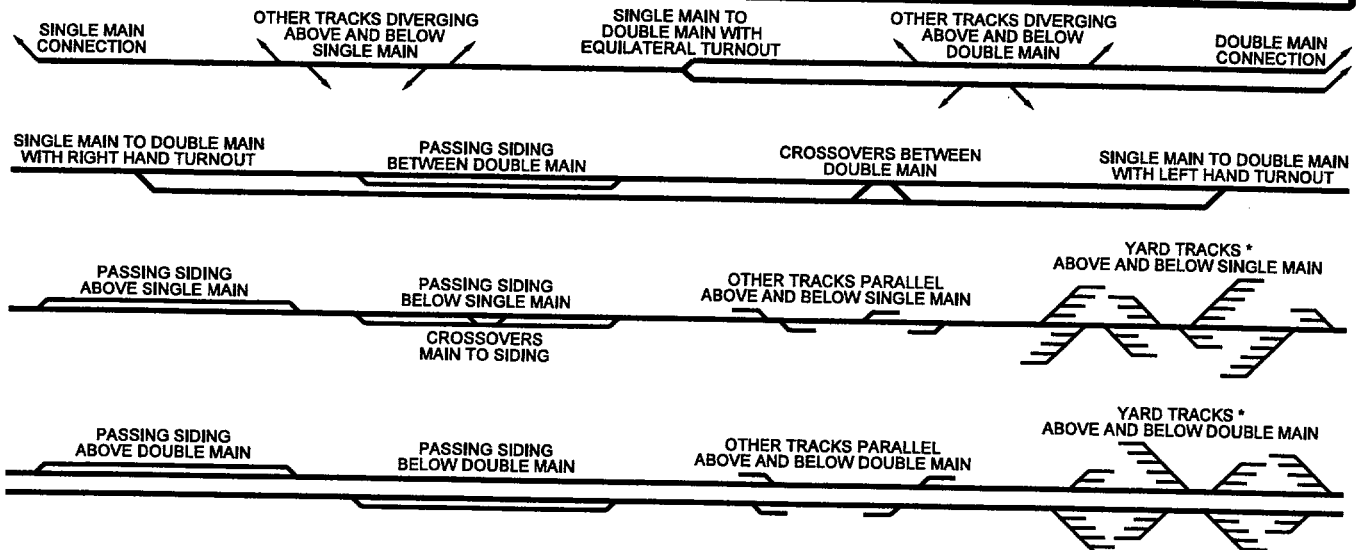
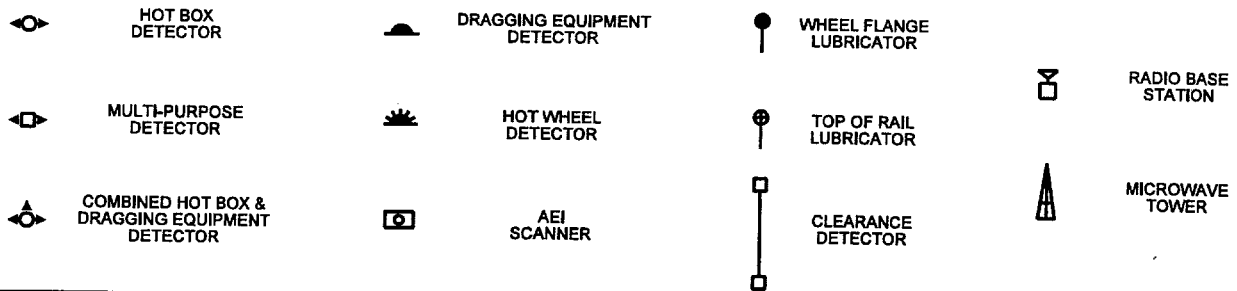
SIGNAL TYPES & SIGNAL STRUCTURES



TERRITORY MARKERS



TRACK & COMMUNICATION EQUIPMENT



*YARD TRACK SYMBOLS MAY BE USED TO INDICATE MULTIPLE TRACKS TOO COMPLEX TO SHOW IN DETAIL

08/16/2007

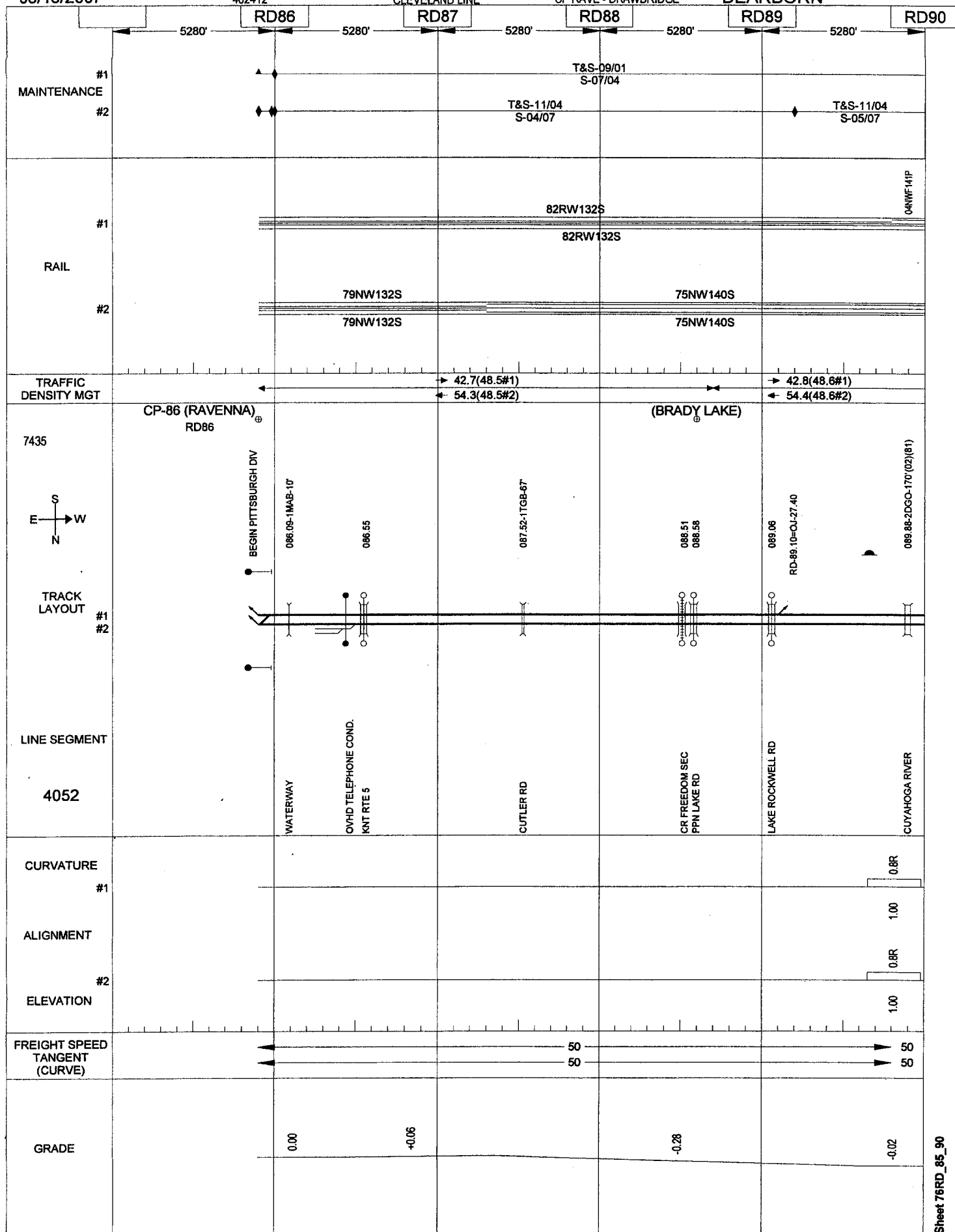
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



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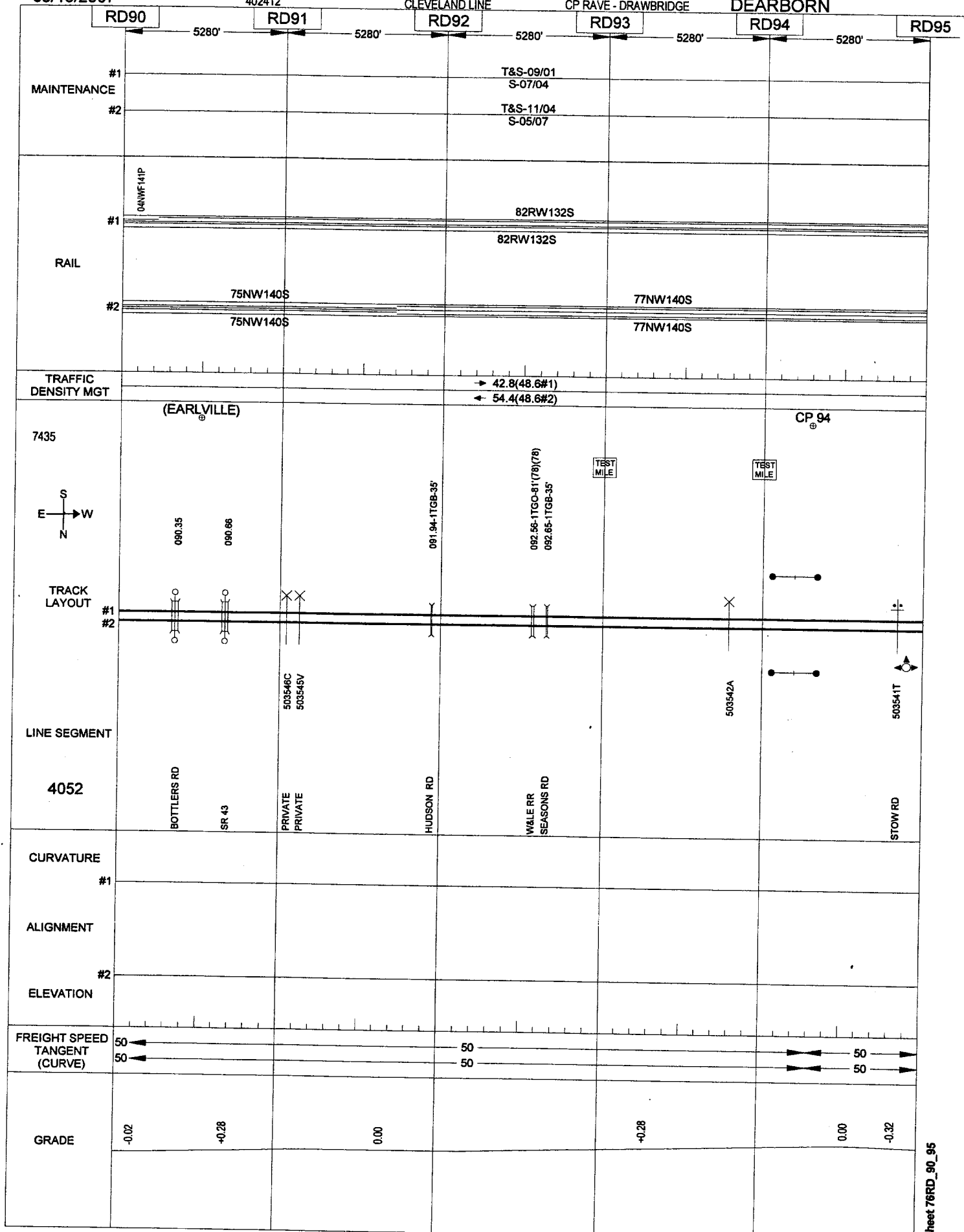
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



08/16/2007

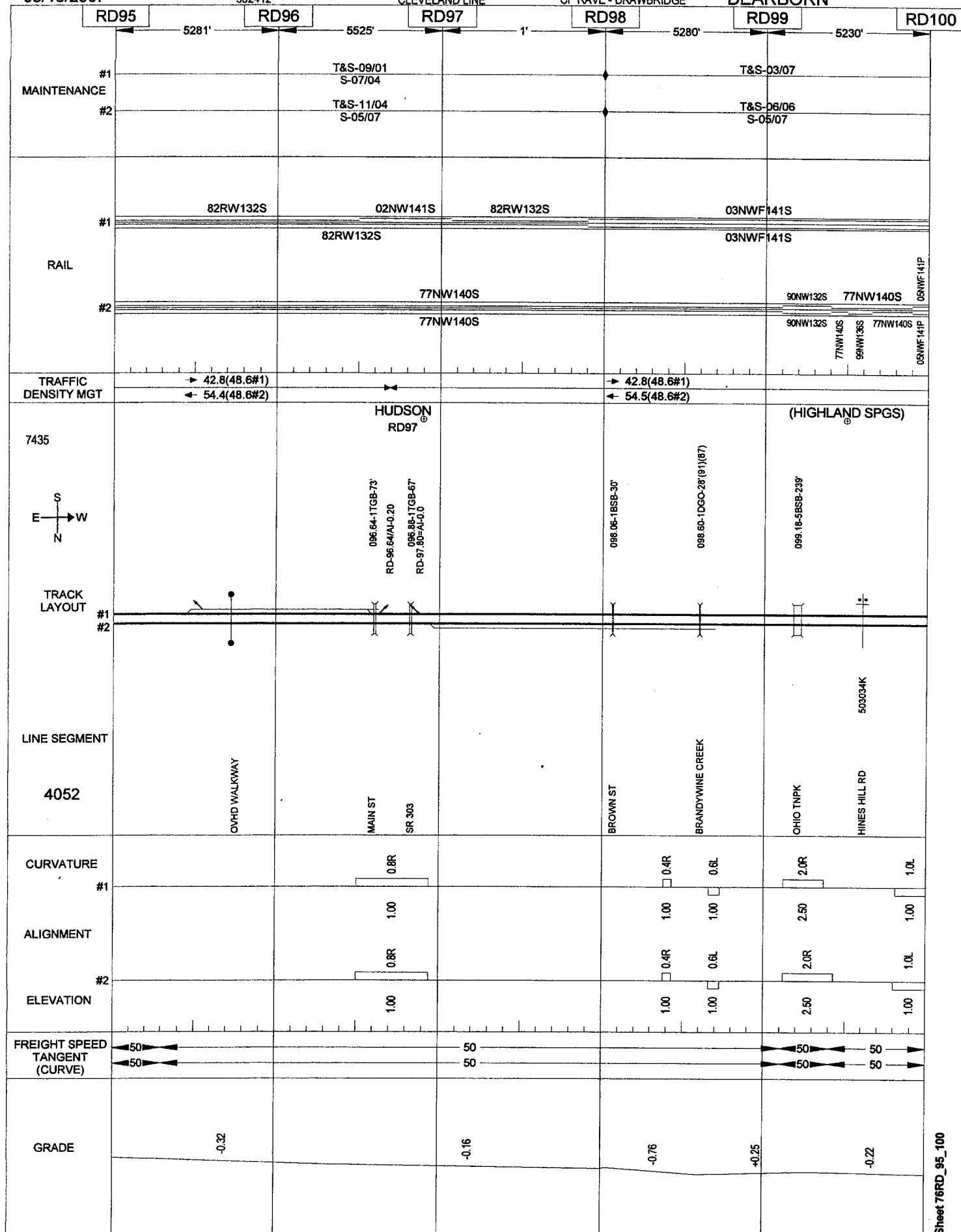
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



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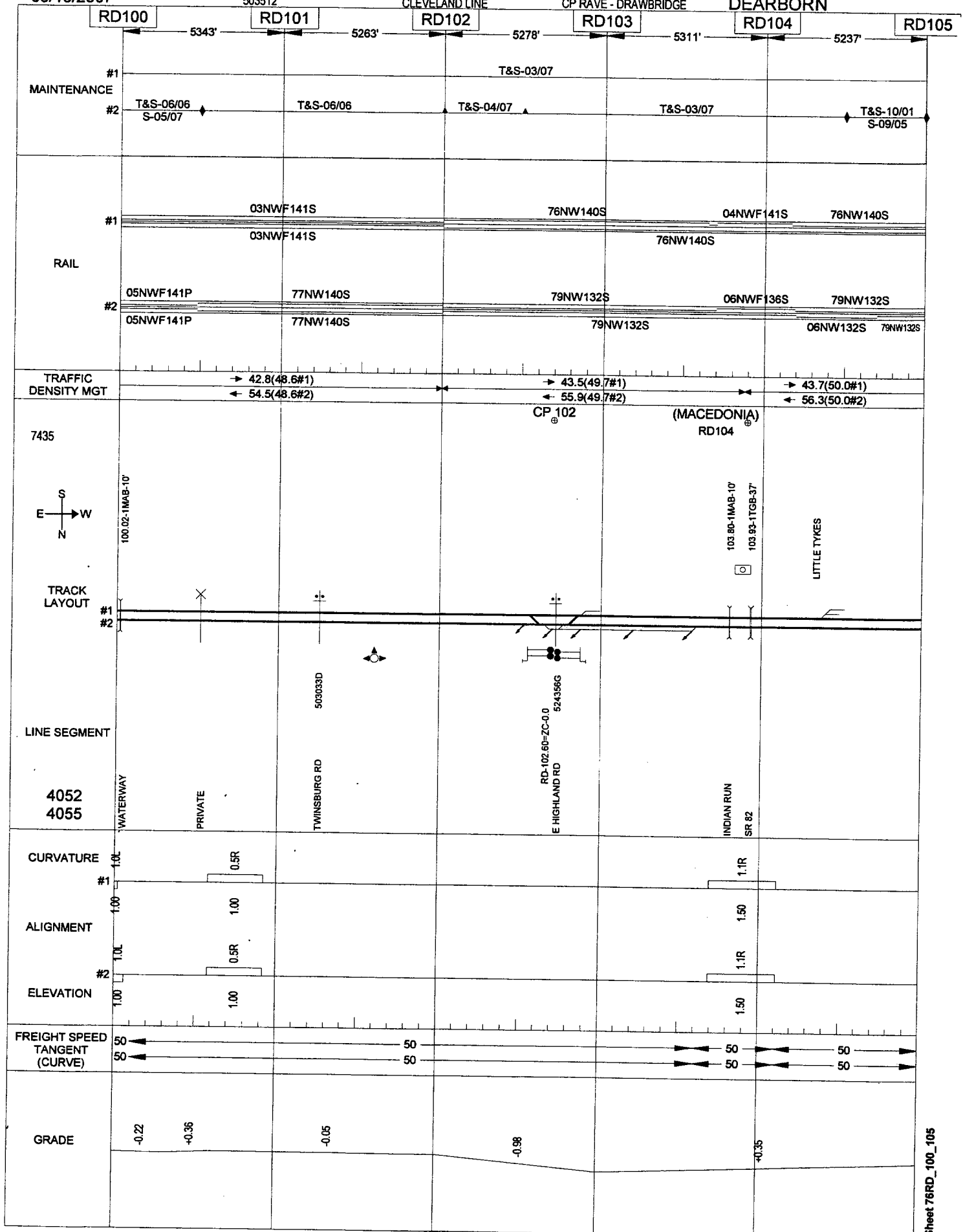
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



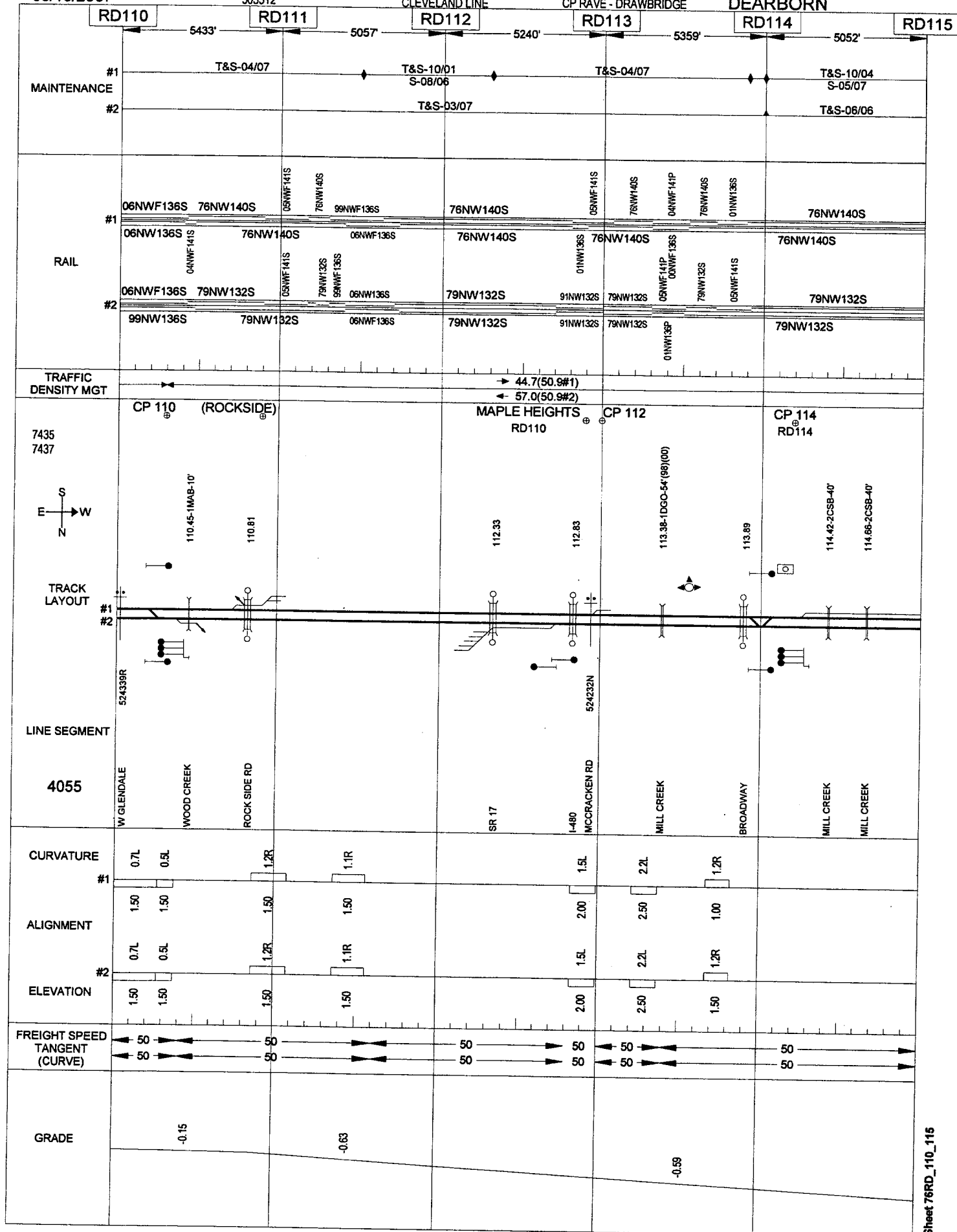
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



08/16/2007

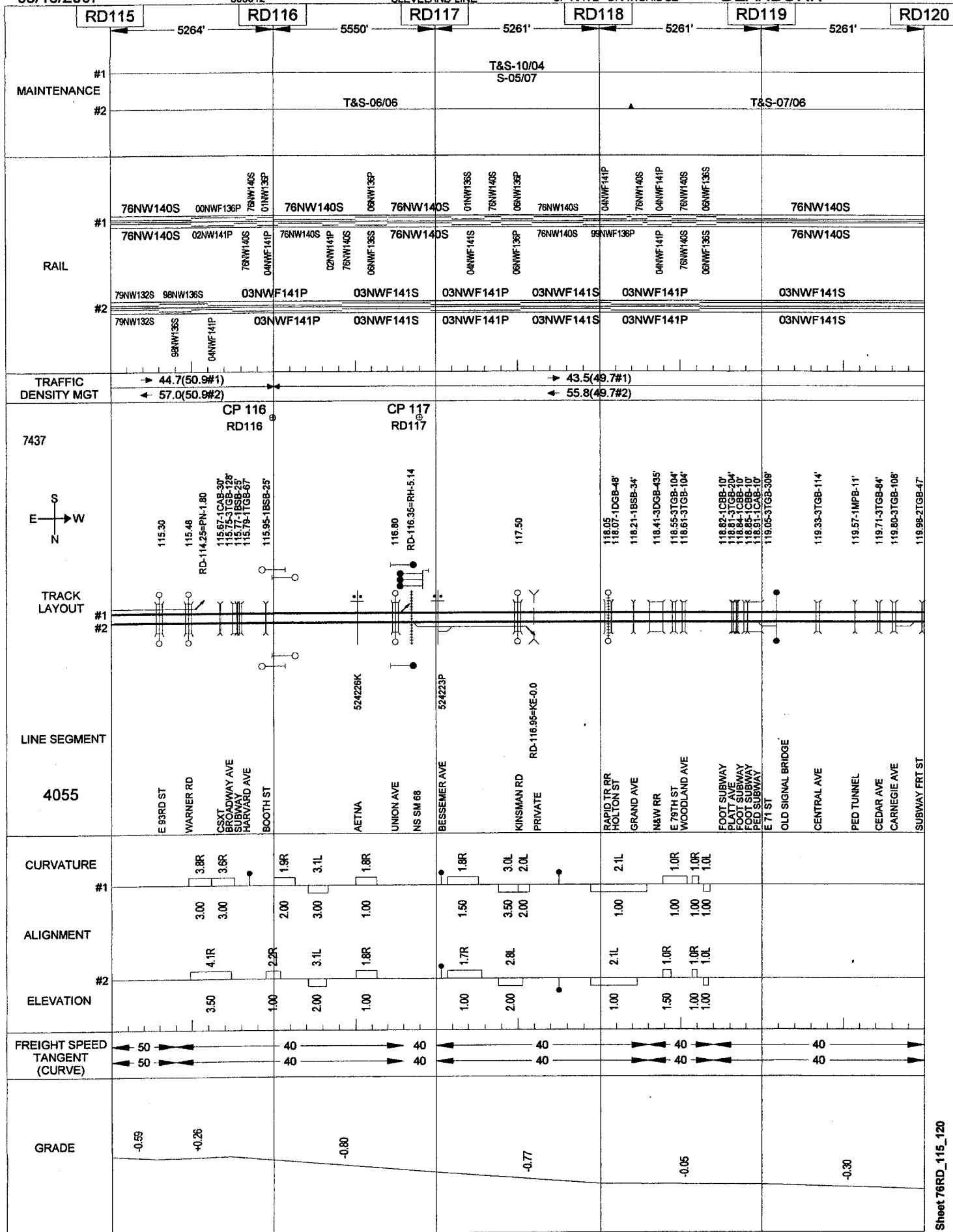
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

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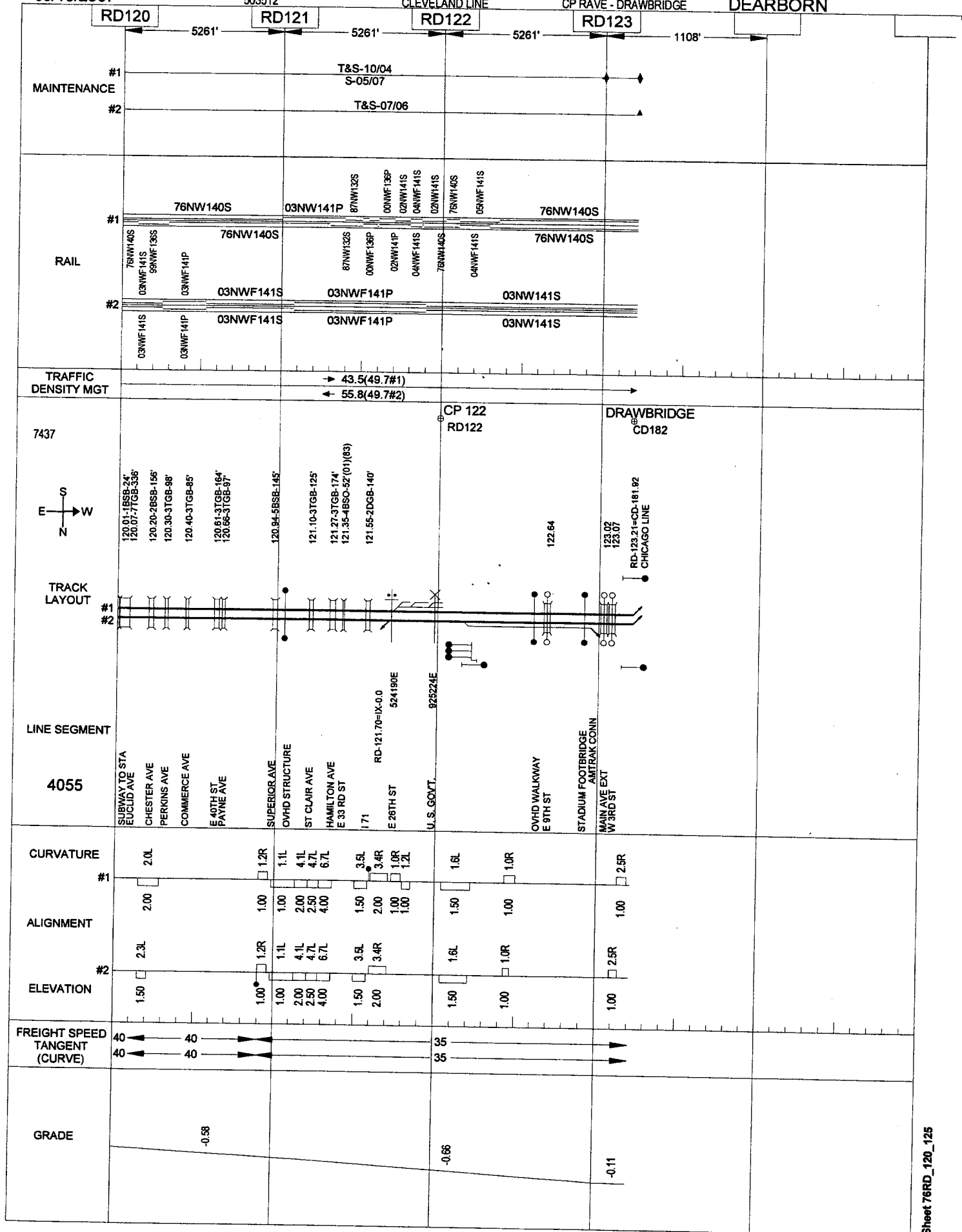
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008

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



08/16/2007

503500

009

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD182

CD183

CD184

CD185

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1T&S-05/02
S-05/07

T&S-04/07

RAIL

#2

#1

79NW132S

02NW141S

78NW132S

02NW136S

78NW132S

78NW132S

91NW132S

92NW140S

78NW132S

79NW132S

78NW132S

02NW136S

78NW132S

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85NW132S

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85NW132S

85NW132S

TRAFFIC
DENSITY MGT→ 19.2(43.9)
← 24.7→ 19.2(21.9#2)
← 24.7(21.9#1)→ 44.9(50.6#2)
← 56.4(50.6#1)

2040

S
E → W
NTRACK
LAYOUT#2
#1CP 181
CD181

DRAWBRIDGE

TO CSXT

181.32

181.68

181.75

CD-181.92-RD-123.21

CLEVELAND LINE

182.00

182.18

182.30-3MSO-339(00)(99)

CD-182.33-ZG-123.90

182.81-2BSB-50'

183.24-1BSB-36'

183.40-2BSB-128'

183.84-1CBB-10'

184.03-1CBB-10'

184.44-3TGB-131'

184.66-1MAB-16'

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

LINE SEGMENT

3842

WALKWAY
E 9TH STWALKWAY
WALKWAY
MAIN AVE

W 3RD ST

WHISKEY ISLE

W 9TH 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

1.00

1.0L

2.5R

1.00

2.5L

1.00

1.1L

1.00

1.1R

1.00

0.2R

1.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

1.1R

2.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

(40/40)

40

40

40

40

40

40

40

40

40

40

40

40

40

40

40

40

40

40

40

40

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40

40

40

40

40

40

40

40

40

40

40

40

40

GRADE

-0.30

-0.28

-0.10

-0.54

-0.91

+0.79

+0.77

		CD185	CD186	CD187	CD188	CD189	CD190
		<div> <div>5280'</div> <div>5280'</div> <div>5280'</div> <div>5280'</div> <div>5280'</div> <div>5280'</div> </div>					
MAINTENANCE	#2	T&S-05/02 S-05/07					
	#1	T&S-04/07					
RAIL	#2	78NW132S	04NW141S	88NW132S	78NW132S	75NW140S	
		78NW132S	99NW136S	88NW132S	78NW132S	75NW140S	
	#1	85NW132S	01NW136S	85NW132S	85NW132S	73NW140S	
		85NW132S	01NW136S	85NW132S	85NW132S	73NW140S	
TRAFFIC DENSITY MGT		<div> <div>44.9(50.6#2)</div> <div>56.4(50.6#1)</div> <div>44.9(50.7#2)</div> <div>56.5(50.7#1)</div> </div>					
2040		<div> <div>WEST PARK</div> <div>(WISE)</div> </div>					
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div>		<div> <div>185.01-2MSC-101' (65/03)</div> <div>185.09-1TGB-102'</div> <div>185.57-3TGB-101'</div> <div>185.59-3TGB-152'</div> <div>185.84-2TGB-96'</div> <div>186.58</div> <div>186.83</div> <div>186.83</div> <div>187.05</div> <div>187.43</div> <div>187.88-2TGB-126'</div> <div>188.53</div> <div>188.97-1CBB-10'</div> <div>189.22</div> <div>189.26</div> <div>189.54-2DGB-100'</div> </div>					
TRACK LAYOUT							
LINE SEGMENT		<div> <div>3842</div> <div>CLEVELAND DISTRICT DETROIT AVE</div> <div>MADISON AVE MADISON AVE</div> <div>W 117TH ST</div> <div>LAKE BLVD</div> <div>TRISKETT RD</div> <div>W 140TH ST</div> <div>LORAIN RD</div> <div>W 150TH ST</div> <div>RTA SUBWAY</div> <div>PURITAS ST</div> </div>					
CURVATURE		<div> <div>1.0L</div> <div>1.50</div> <div>1.0L</div> <div>1.50</div> </div>					
ALIGNMENT		<div> <div>1.0L</div> <div>1.50</div> <div>1.0L</div> <div>1.50</div> </div>					
ELEVATION		<div> <div>50</div> <div>50</div> <div>30</div> <div>30</div> </div>					
FREIGHT SPEED TANGENT (CURVE)		<div> <div>50</div> <div>50</div> <div>30</div> <div>30</div> </div>					
GRADE		<div> <div>+0.77</div> <div>+0.65</div> <div>+0.16</div> <div>+0.13</div> <div>+0.32</div> <div>+0.28</div> </div>					

08/16/2007

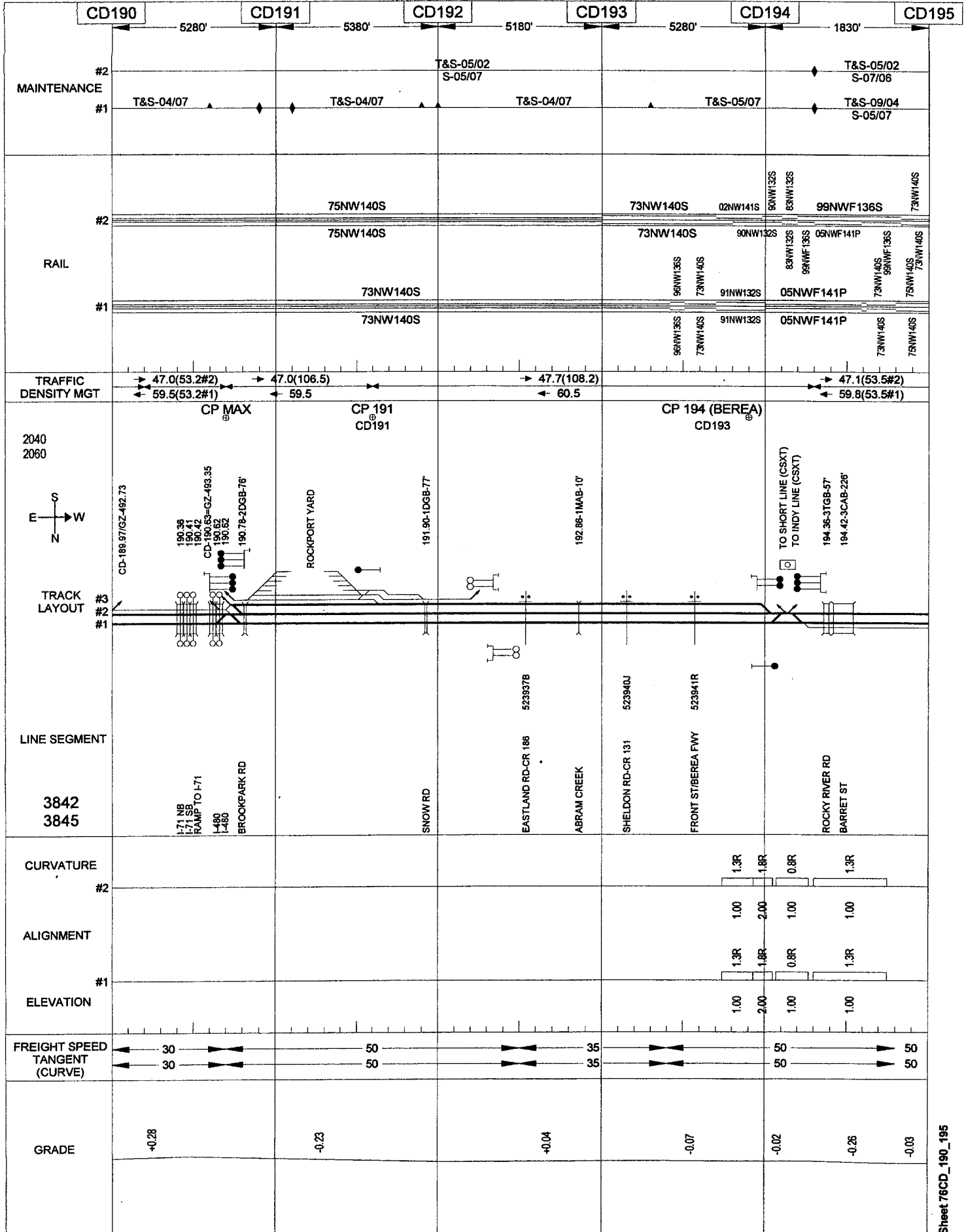
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011

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



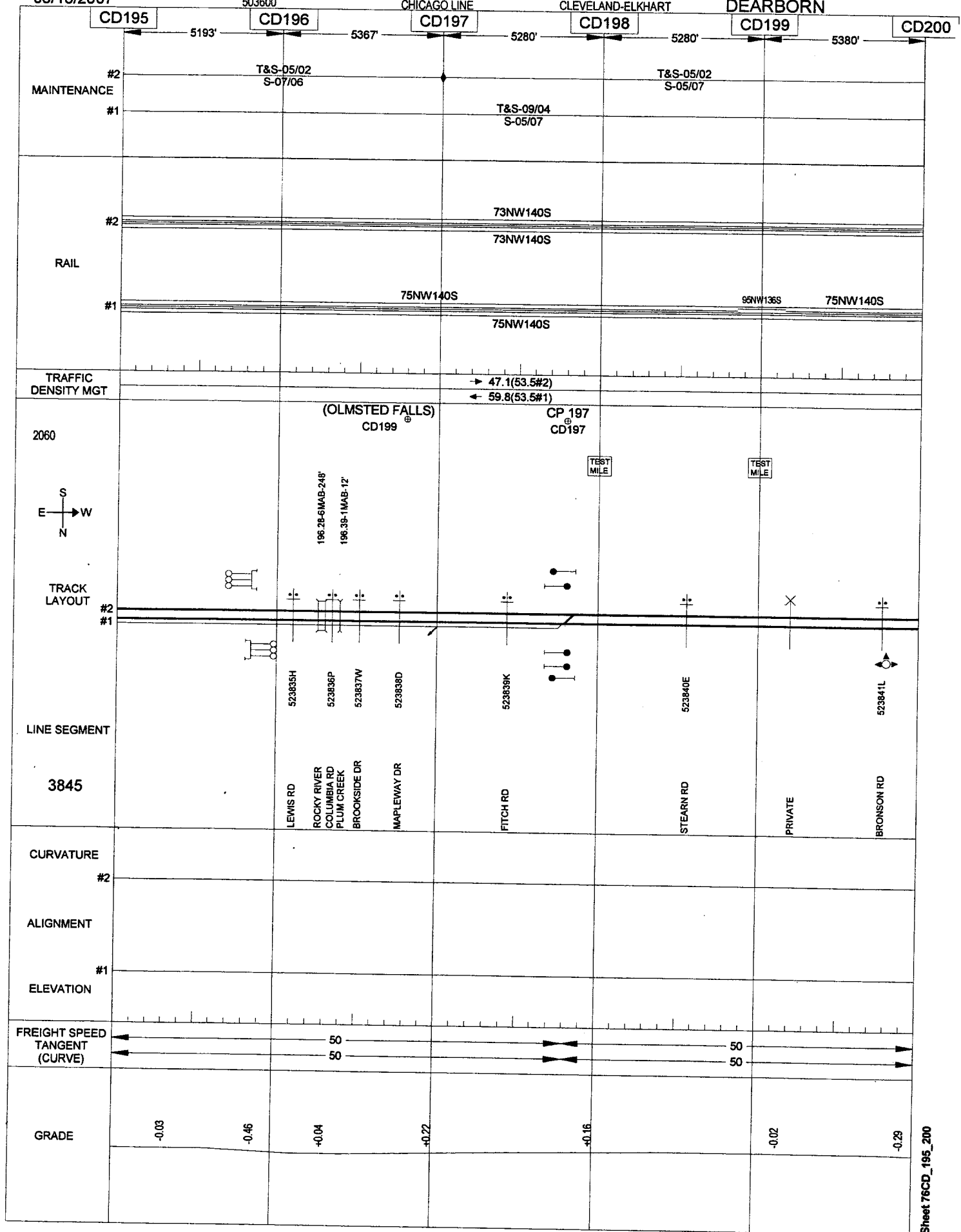
08/16/2007

012

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

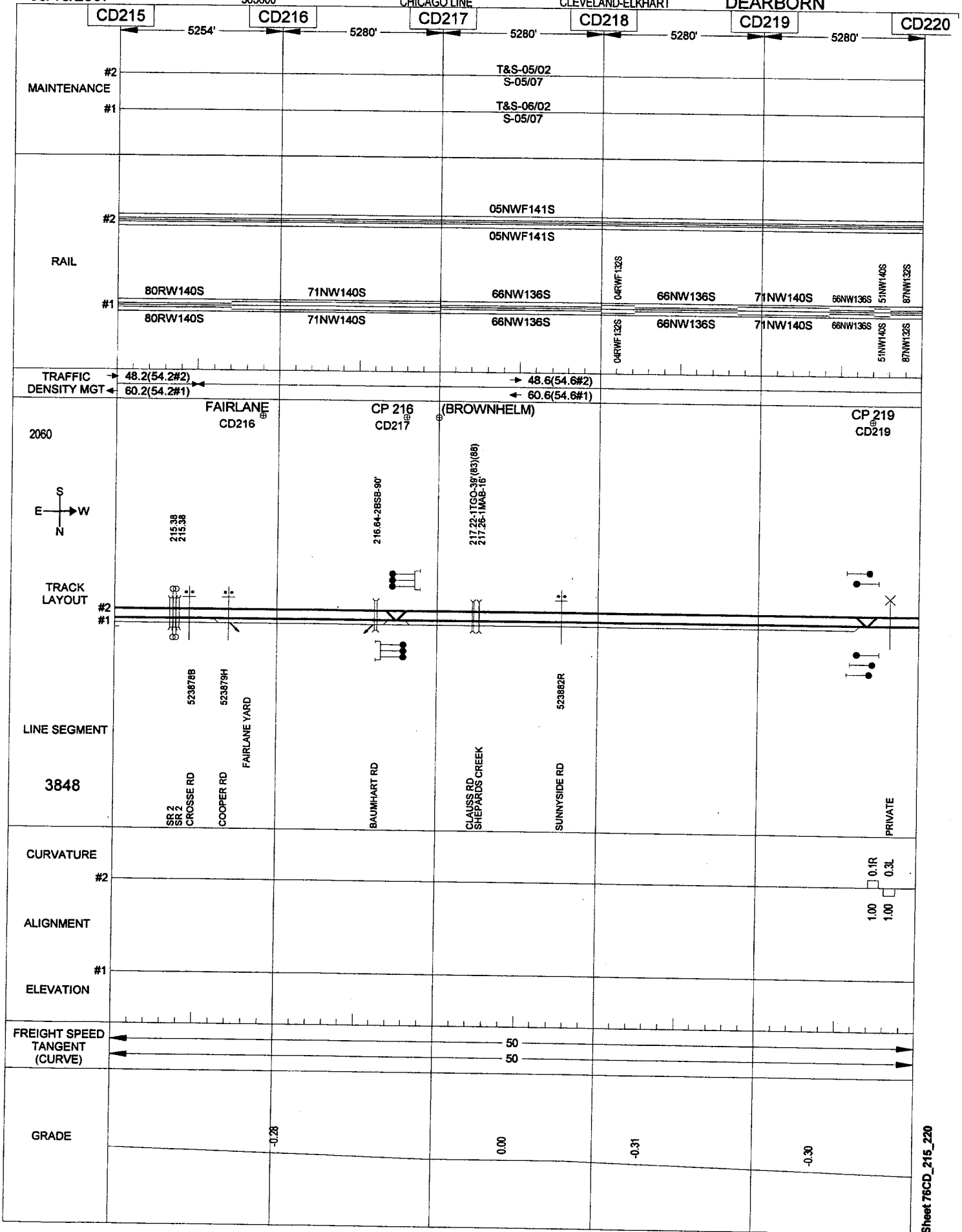
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016

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

503600

017

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

	CD220	CD221	CD222	CD223	CD224	CD225
	5280'	5312'	5280'	5280'	5280'	
MAINTENANCE	#2	T&S-05/02 S-05/07		T&S-05/02 S-08/05		
	#1	T&S-06/02 S-05/07	T&S-06/02 S-04/07		T&S-05/03 S-08/05	
RAIL	#2	05NWF141P 05NWF141S	05NWF141P		05NWF141S	
		05NWF141P 05NWF141S	05NWF141P		05NWF141S	
	#1	66NW136S 92NW132S 02NW136S 02NW141S 66NW136S	90NW132S		66NW136S	
		66NW136S 92NW132S 02NW136S 02NW141S 66NW136S	90NW132S		66NW136S	
TRAFFIC DENSITY MGT		→ 48.6(54.6#2) ← 60.6(54.6#1)		→ 41.0(45.9#2) ← 50.7(45.9#1)		
2060		(VERMILION) CD222	CP 222			
		220.23-285B-47' 220.61-3DGO-275(86)(06) 220.67-37GB-76' 220.77-1BSB-33'	TEST MILE CD-222.10=B-222.60	TEST MILE		224.38-1MAB-22'
TRACK LAYOUT	#2					
	#1					
LINE SEGMENT		524037N CLEVELAND DISTRICT RIVER RD	524040W 524041D 524043S PERRY ST EDISON CREEK ADAMS RD	524046M COEN RD	524047U PRIVATE PRIVATE RISDEN RD	SUGAR CREEK
3848						
CURVATURE	#2	1.4L	0.9L			
ALIGNMENT		3.50	1.00			
	#1	1.4L	0.9L			
ELEVATION		3.50	1.00			
			4.00			
FREIGHT SPEED TANGENT (CURVE)			50	50		
GRADE		-0.30	-0.34	0.00	-0.09	+0.06
						+0.04

08/16/2007

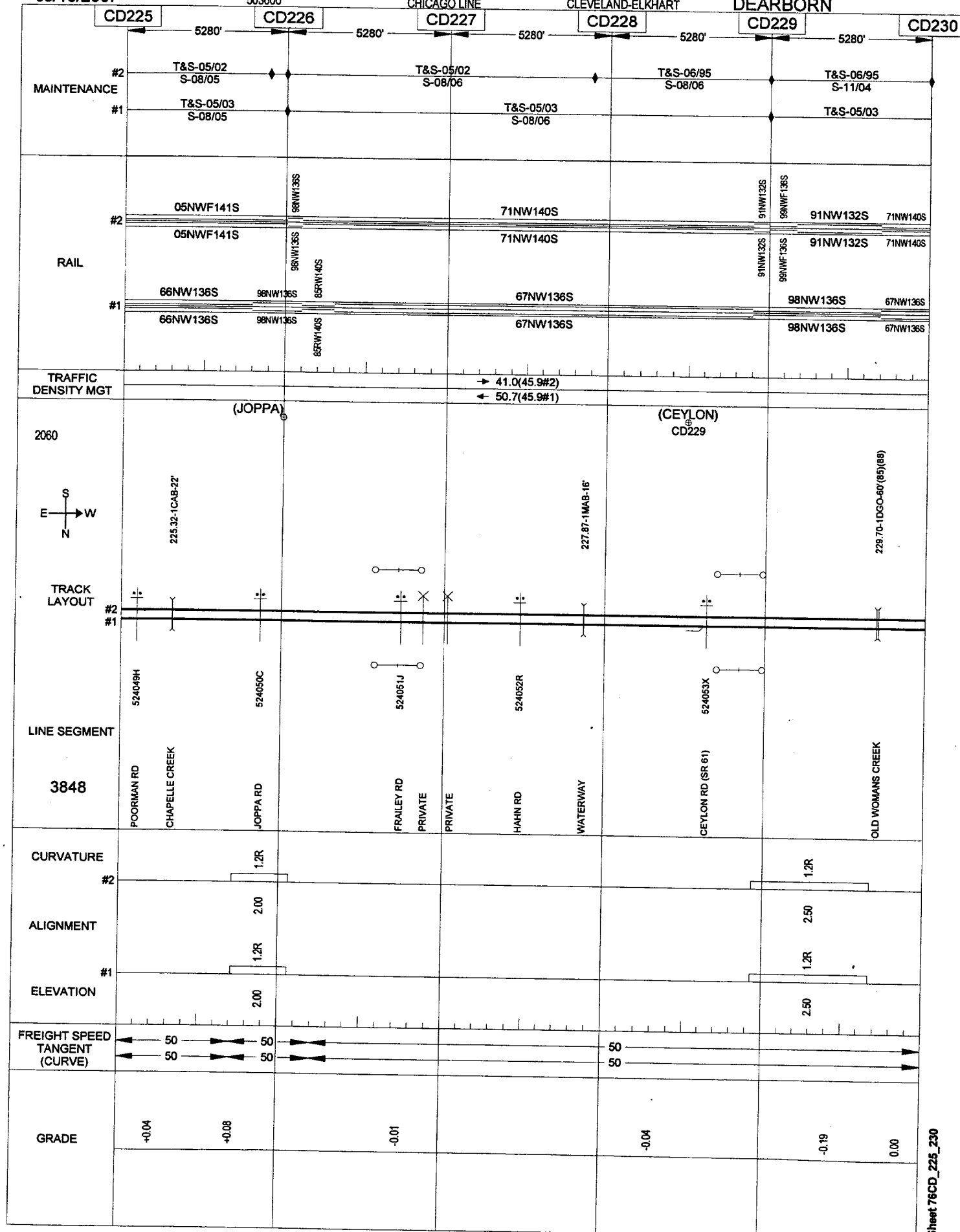
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018

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



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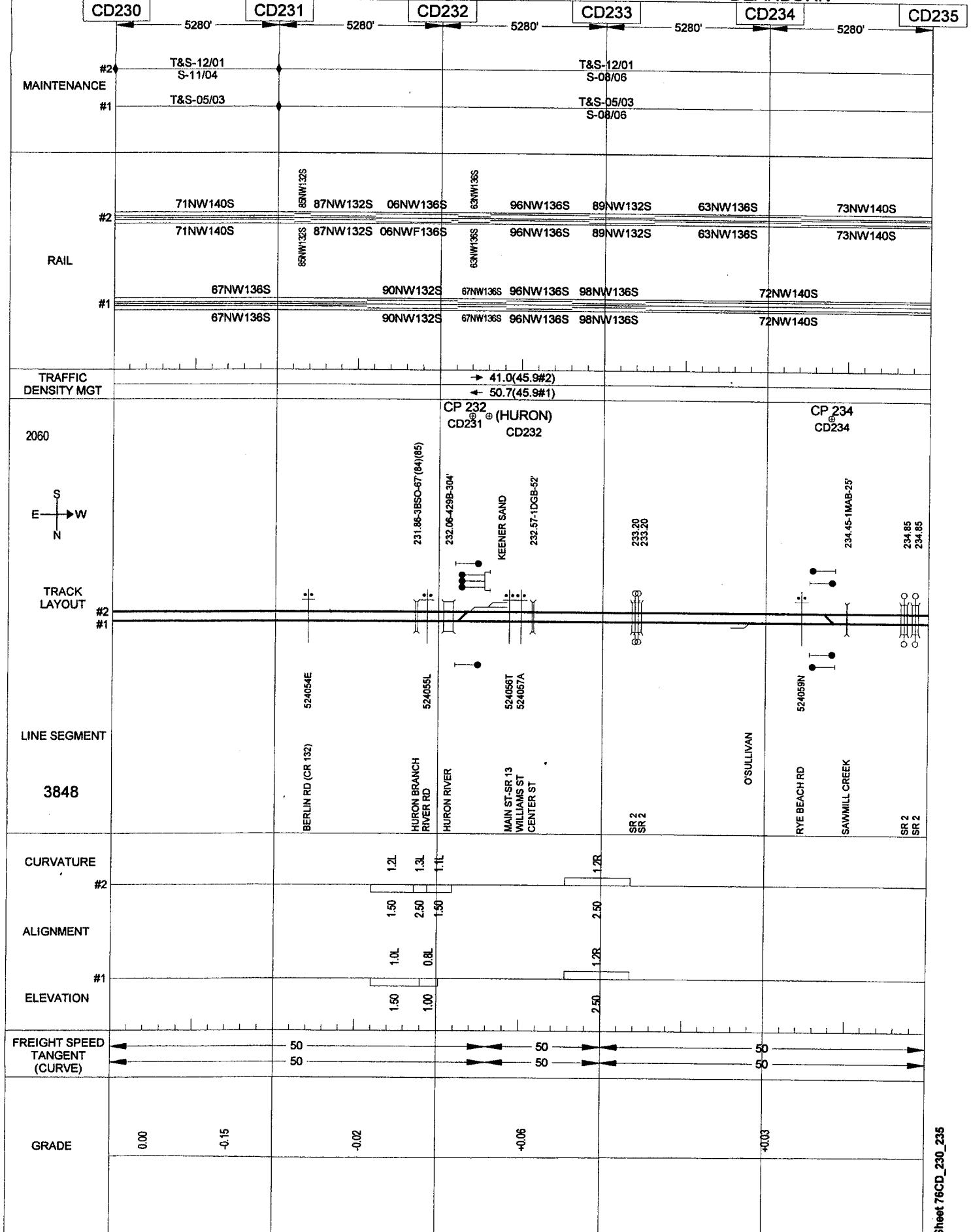
503600

019

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



		CD235	CD236	CD237	CD238	CD239	CD240
		5280'		5280'		5280'	
MAINTENANCE	#2	T&S-12/01 S-08/06		T&S-12/01 S-11/04		T&S-12/01	
	#1	T&S-05/03 S-08/06		T&S-05/03			
RAIL	#2	73NW140S				02NW141S	
		73NW140S				02NW141S	
	#1	72NW140S				90NW132S	
		72NW140S				90NW132S	
TRAFFIC DENSITY MGT				→ 41.0(45.9#2) ← 50.7(45.9#1)			
2060							
TRACK LAYOUT	#2						
LINE SEGMENT	#1	PRIVATE 524061P CAMP RD PRIVATE 510268F PRIVATE 510269M PERKINS AVE 524062W		PLUMB CREEK 237.22-1BSB-24'(86)(86)		REMINGTON AVE 524063D PIPE ST 524064K PIPE CREEK 239.62-1DGO-40'(85)(85)	
CURVATURE	#2					1.0L	
ALIGNMENT	#1					1.50	
ELEVATION						1.0L	
FREIGHT SPEED TANGENT (CURVE)				50		50	
GRADE		+0.03 +0.05 -0.14		-0.30 0.00		+0.05 +0.22	

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503600

021

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD240

CD241

CD242

CD243

CD244

CD245

5280'

5280'

5280'

5280'

5280'

MAINTENANCE
#2
#1T&S-12/01
S-08/06T&S-05/03
S-08/06T&S-06/02
S-04/07T&S-05/03
S-04/07

RAIL

#2

02NW141S

02NW136S

02NW141S

02NW141S

#1

67NW136S

67NW136S

92NW136S

92NW136S

67NW136S

67NW136S

TRAFFIC
DENSITY MGT→ 41.0(45.9#2)
← 50.7(45.9#1)→ 41.5(46.3#2)
← 51.1(46.3#1)→ 37.0(42.4#2)
← 47.7(42.4#1)

2060

SANDUSKY YD
CD242CP 242
CD243

(VENICE)

CP 244
CD244S
E → W
NTRACK
LAYOUT#2
#1

240.26

240.68-485B-82'

241.20-3TGB-56'

241.64-3TGB-61'

CD-241.80=SP-0.43

242.27-3TGB-96'

242.36-1MAB-18'

244.19-1DGB-40'

LINE SEGMENT

3848

WALKWAY
SR 250

COLUMBUS AVE

CAMPBELL ST

HAYES AVE

CAMP ST

MILL ST

TIFFIN AVE

MILLS CREEK

OLDS ST

HURON ST
NS MI 82

EDGEWATER AVE

COLD CREEK

PRIVATE

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

1.0R

1.50

1.0R

1.50

0.5R

1.00

0.5R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

40

40

50

50

GRADE

+0.22

-0.12

-0.02

+0.09

-0.17

-0.10

0.00

-0.17

08/16/2007

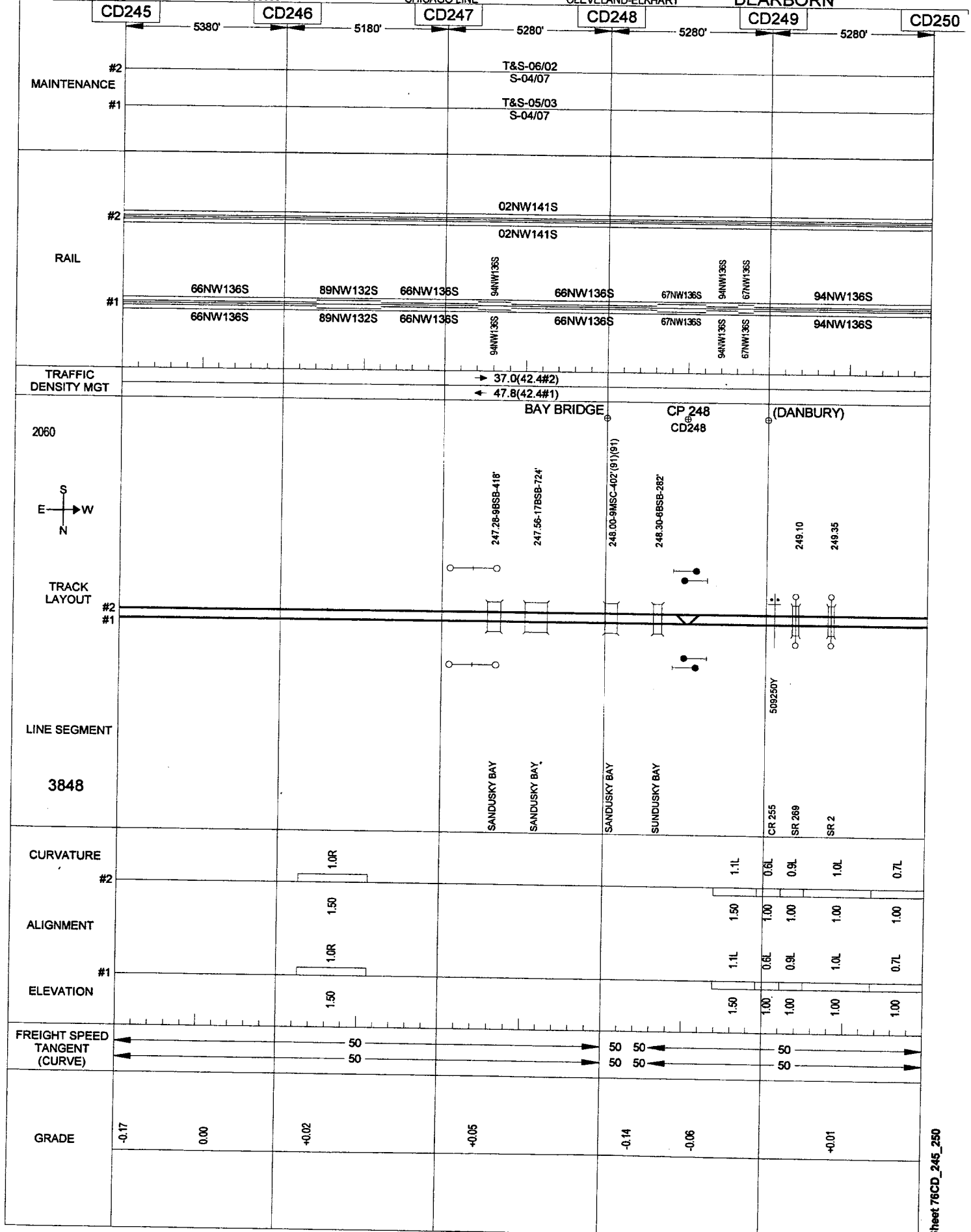
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022

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

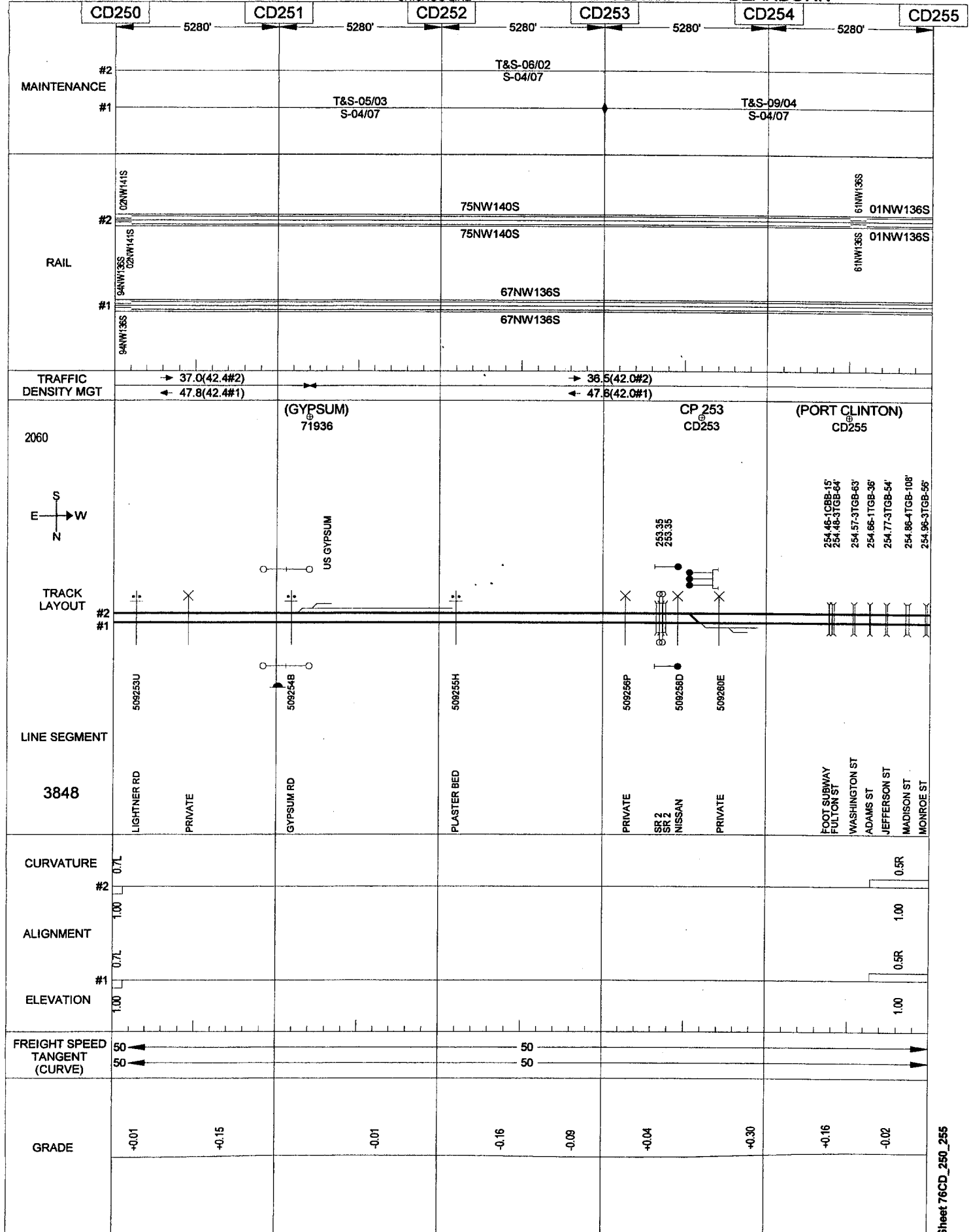
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023

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

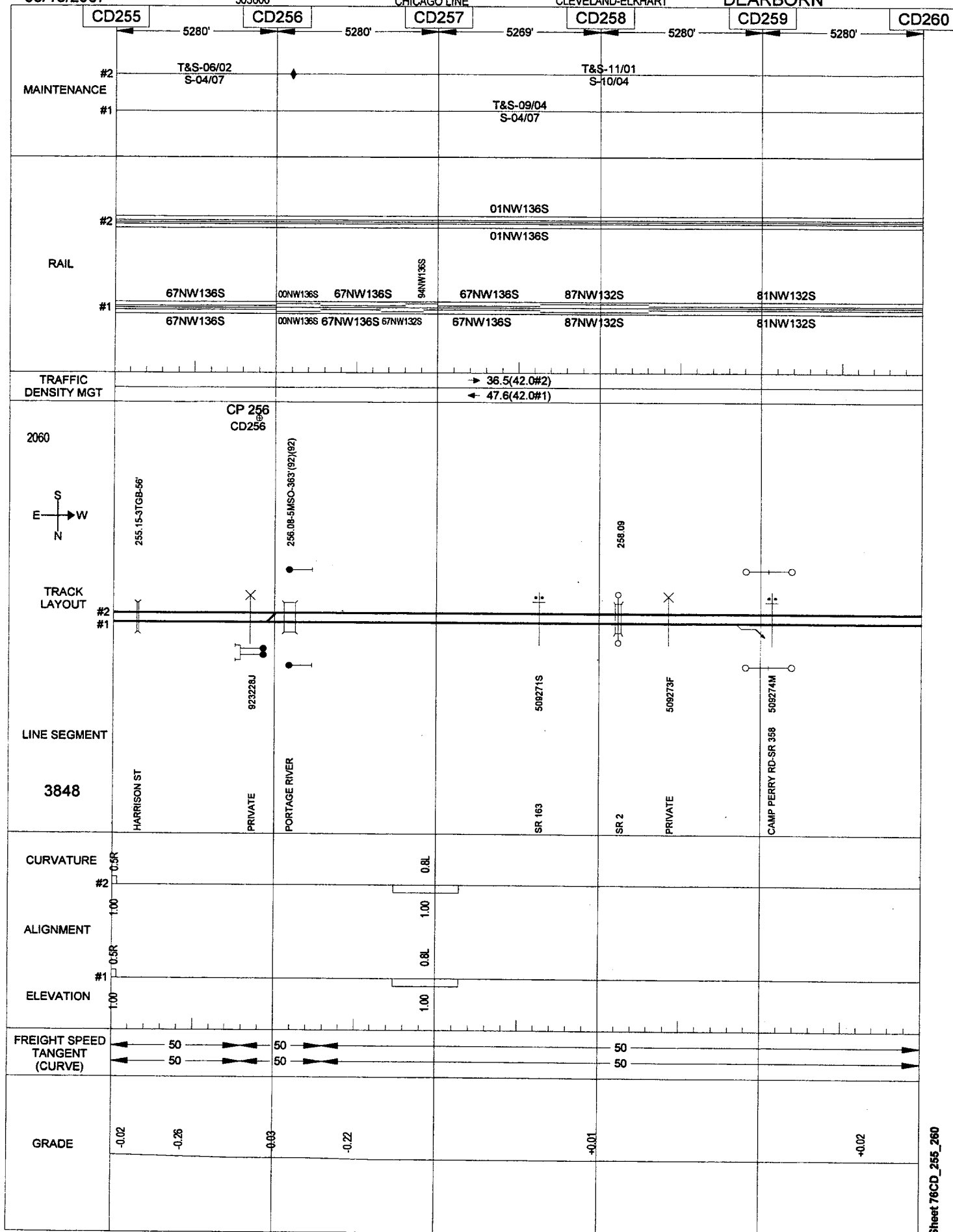
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024

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



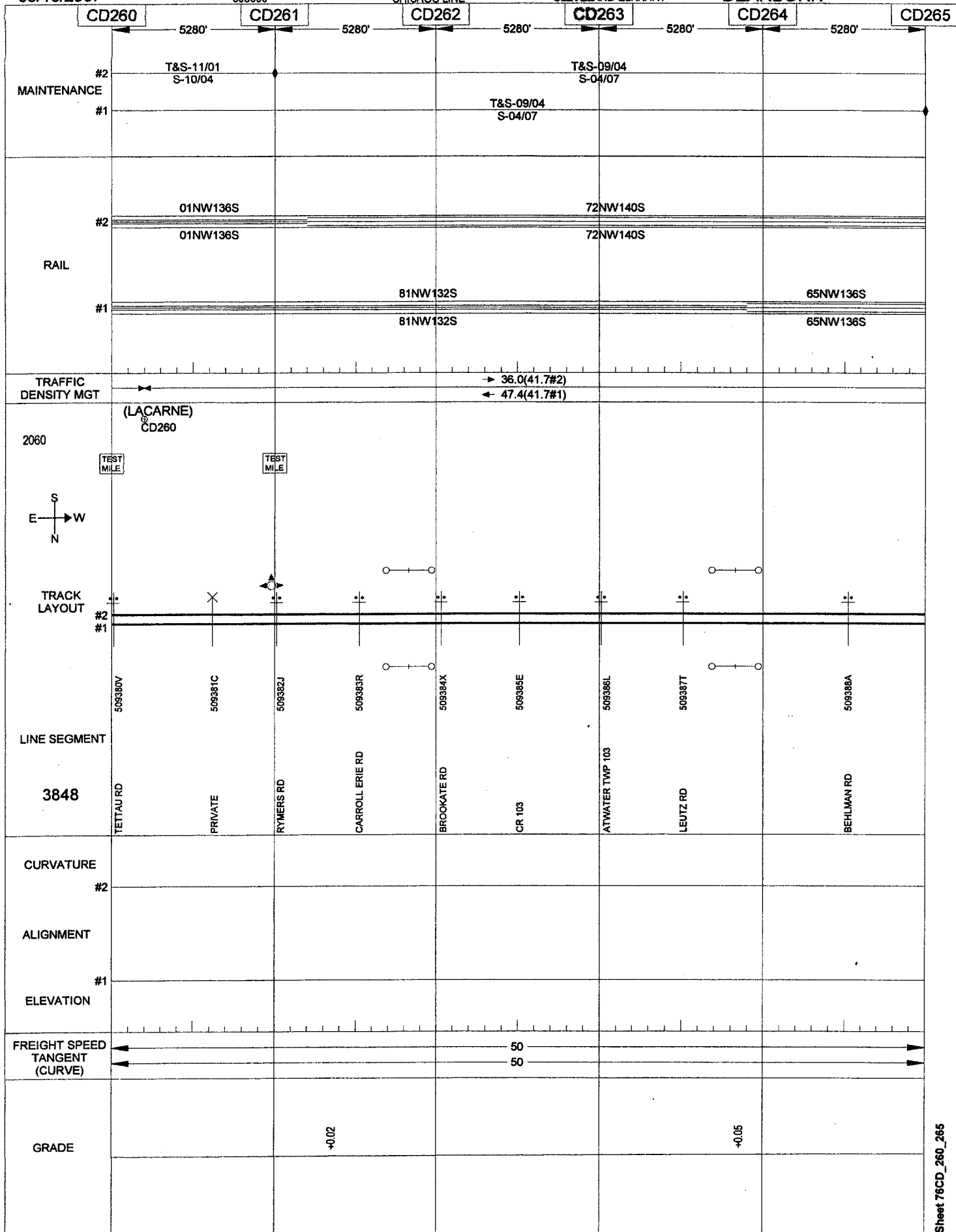
08/16/2007

025

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

026

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD265

503600

CD266

CD267

CD268

CD269

CD270

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE

T&S-09/04

S-04/07

T&S-11/01

S-11/05

#1

T&S-09/04

S-04/07

T&S-06/03

S-11/05

RAIL

#2

72NW140S 95NW136S

72NW140S

71NW140S

88NW132S

#1

72NW140S 95NW136S

72NW140S

71NW140S

88NW132S

65NW136S 97NW136S 65NW136S

71NW140S

71NW140S

88NW132S

65NW136S 97NW136S

71NW140S

71NW140S

88NW132S

TRAFFIC
DENSITY MGT

→ 36.0(41.7#2)

← 47.4(41.7#1)

→ 54.6(61.1#2)

← 67.6(61.1#1)

2060

(OAK HARBOR)
07026

OAK HARBOR CONN.

CP 268 (ROCKY RIDGE)
CD268

S
E → W
N

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3848

509389G

509390B

509391H

509392P

509393W

509394D

509395K

509396S

509397Y

LODUST ST

TOLEDO DISTRICT

BENTON RD

PORTAGE RD

VOGEL RD

BENTON-CARROL RD

LICKERT-HARD

ROCKY RIDGE

3RD ST

SR 580

CURVATURE

#2

1.0R

1.50

ALIGNMENT

#1

1.0R

1.50

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.04

+0.06

+0.07

-0.05

Sheet 76CD_265_270

08/16/2007

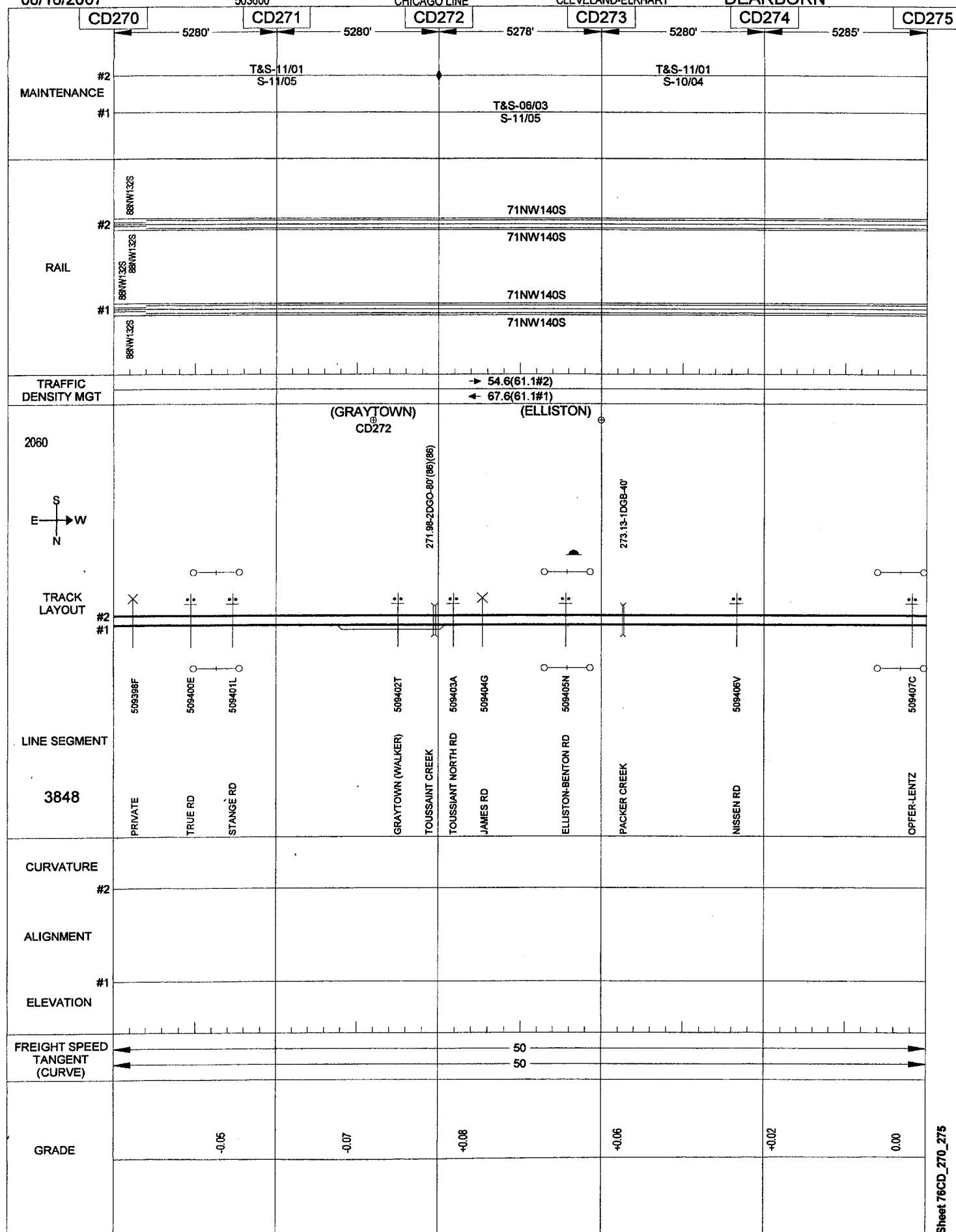
503600

027

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

503600

028

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD275

CD276

CD277

CD278

CD279

CD280

5280'

5270'

5285'

5280'

5282'

#2
MAINTENANCE
#1

T&S-11/01

S-10/04

T&S-06/03

S-11/05

RAIL

#2

71NW140S

90NW132S

71NW140S

06NW136S

#1

71NW140S

90NW132S

71NW140S

06NW136S

71NW140S

86NW132S

71NW140S

95NW136S

04NW141P

71NW140S

86NW132S

TRAFFIC
DENSITY MGT

→ 54.6(61.1#2)

← 67.6(61.1#1)

→ 54.6(61.0#2)

← 67.3(61.0#1)

2060

(MARTIN)
CD276CLAY CENTER
CD277TEST
MILETEST
MILE

S
E → W
N

275.89-1DGB-34'

279.41-2MSB-106'

TRACK
LAYOUT

#2
#1

509408J

509409R

509410K

509411S

509412Y

509413F

509415U

LINE SEGMENT

3848

MARTIN (FOURTH)

TURTLE CREEK
WILLISTON RD

VW CUSTOM

GENOA-CLAY RD

BOLANDER RD

REIMAN RD

BILLMAN RD

SR 51

FOSTORIA RD

CURVATURE

#2

1.0L

1.0R

ALIGNMENT

1.50

1.50

ELEVATION

#1

1.0L

1.0R

1.50

1.50

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

0.00

+0.13

+0.07

0.00

08/16/2007

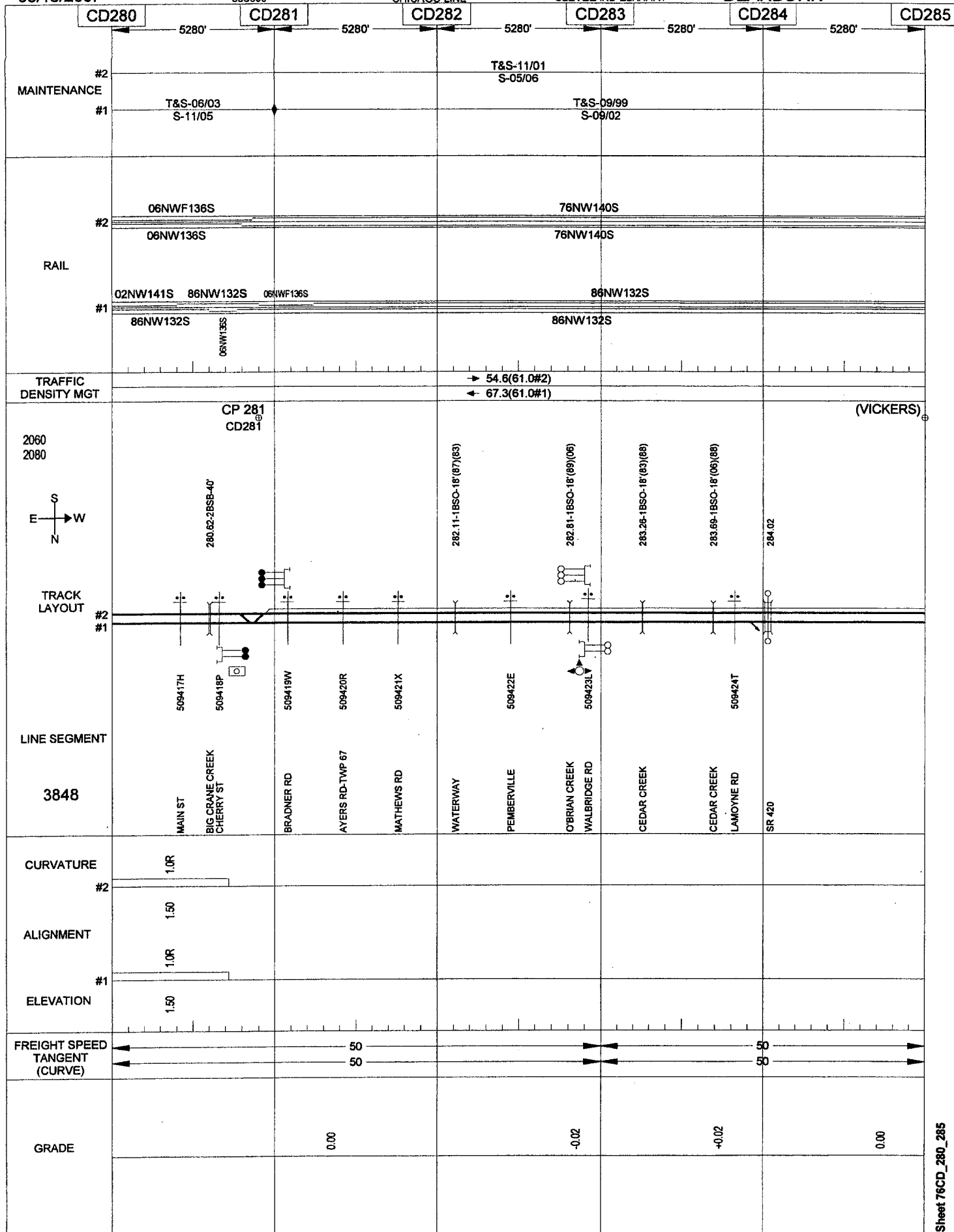
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029

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



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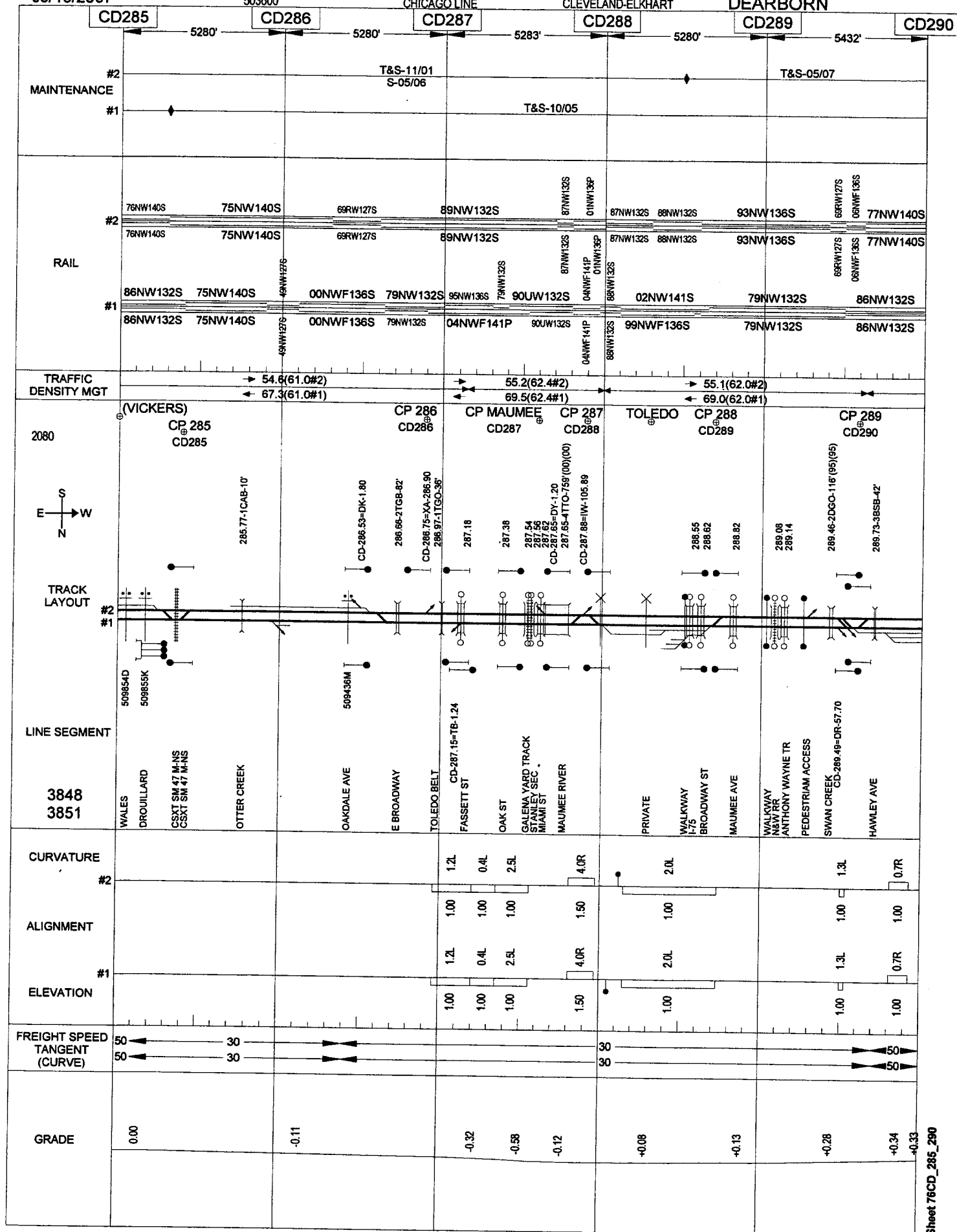
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030

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



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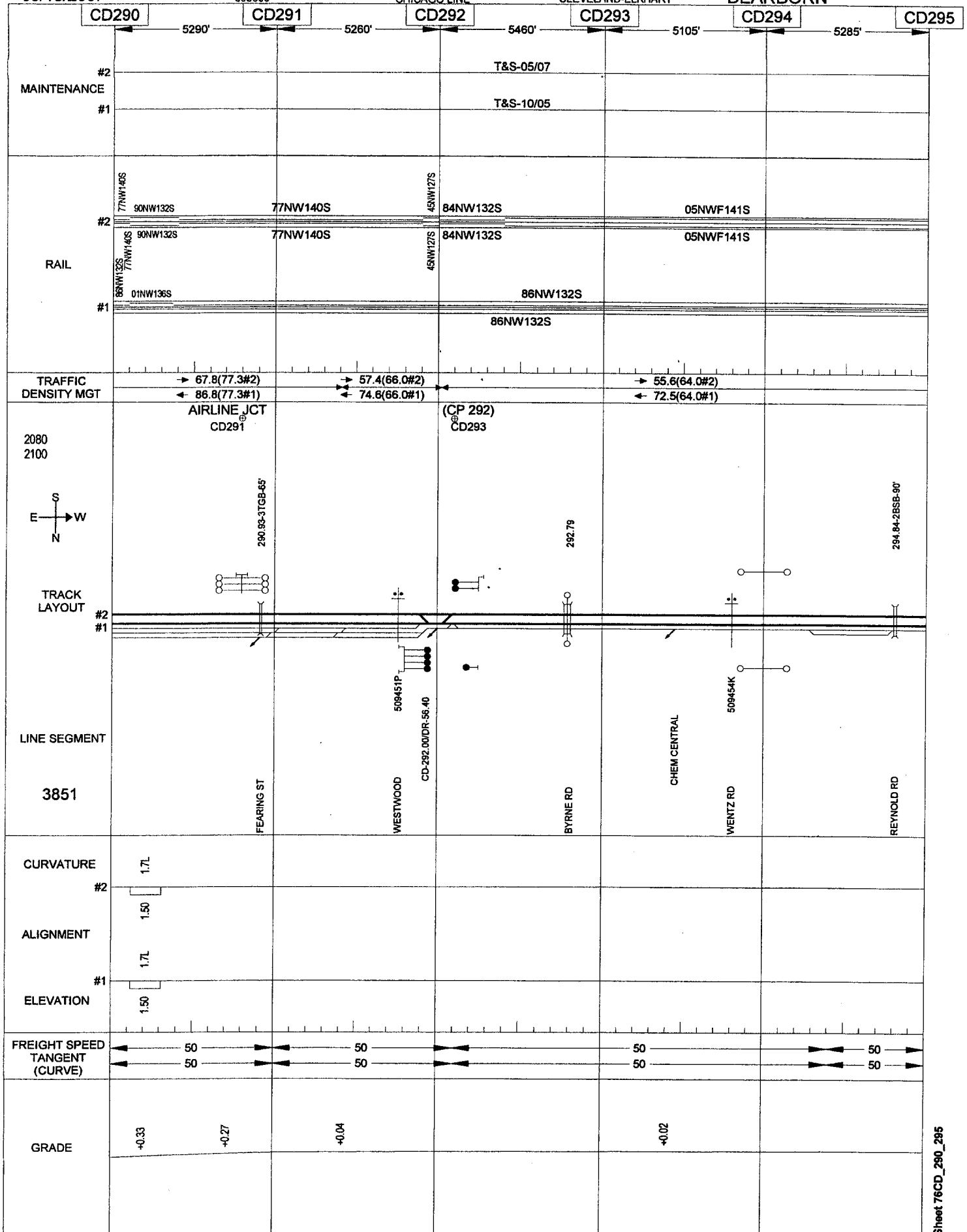
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031

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

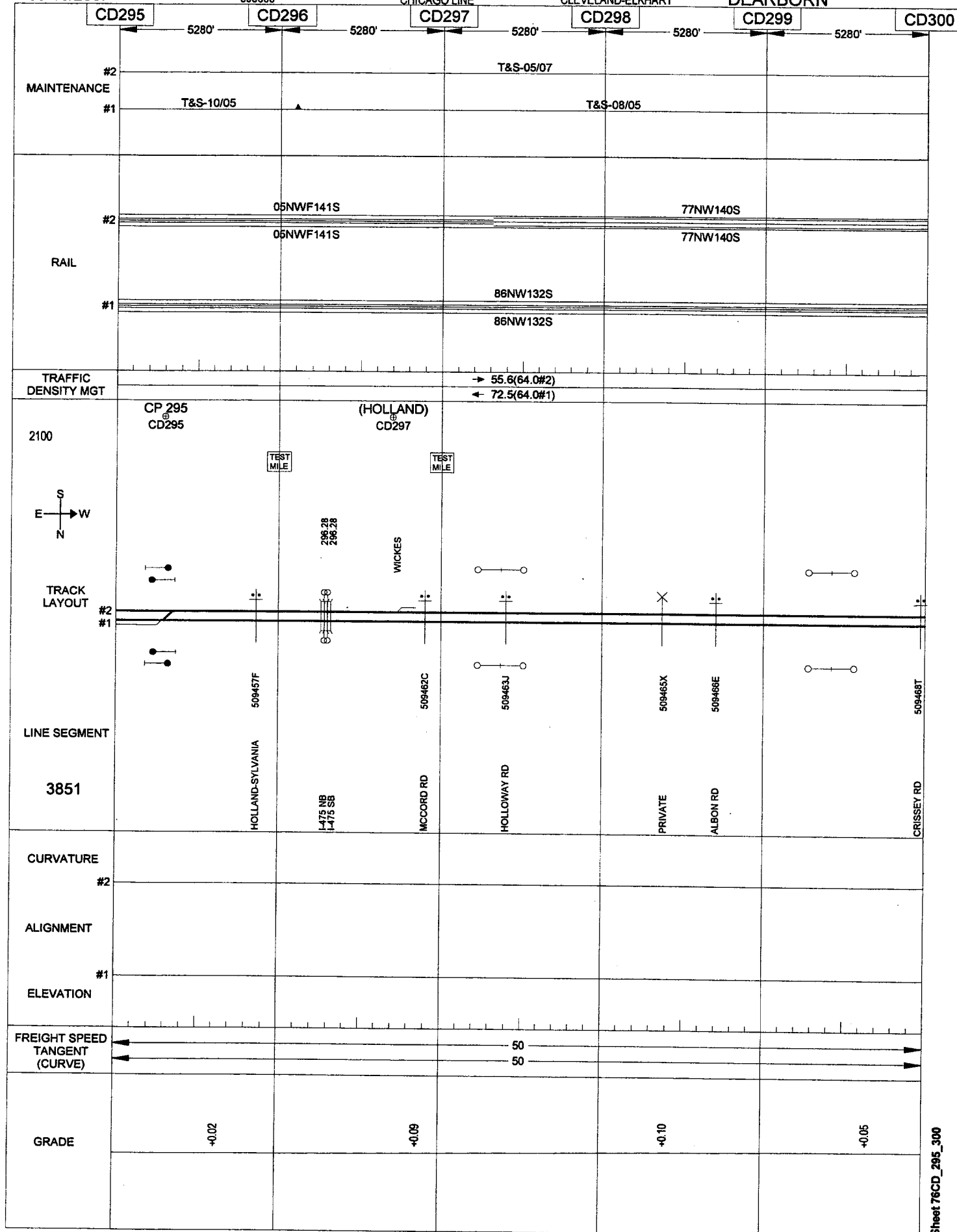
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032

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

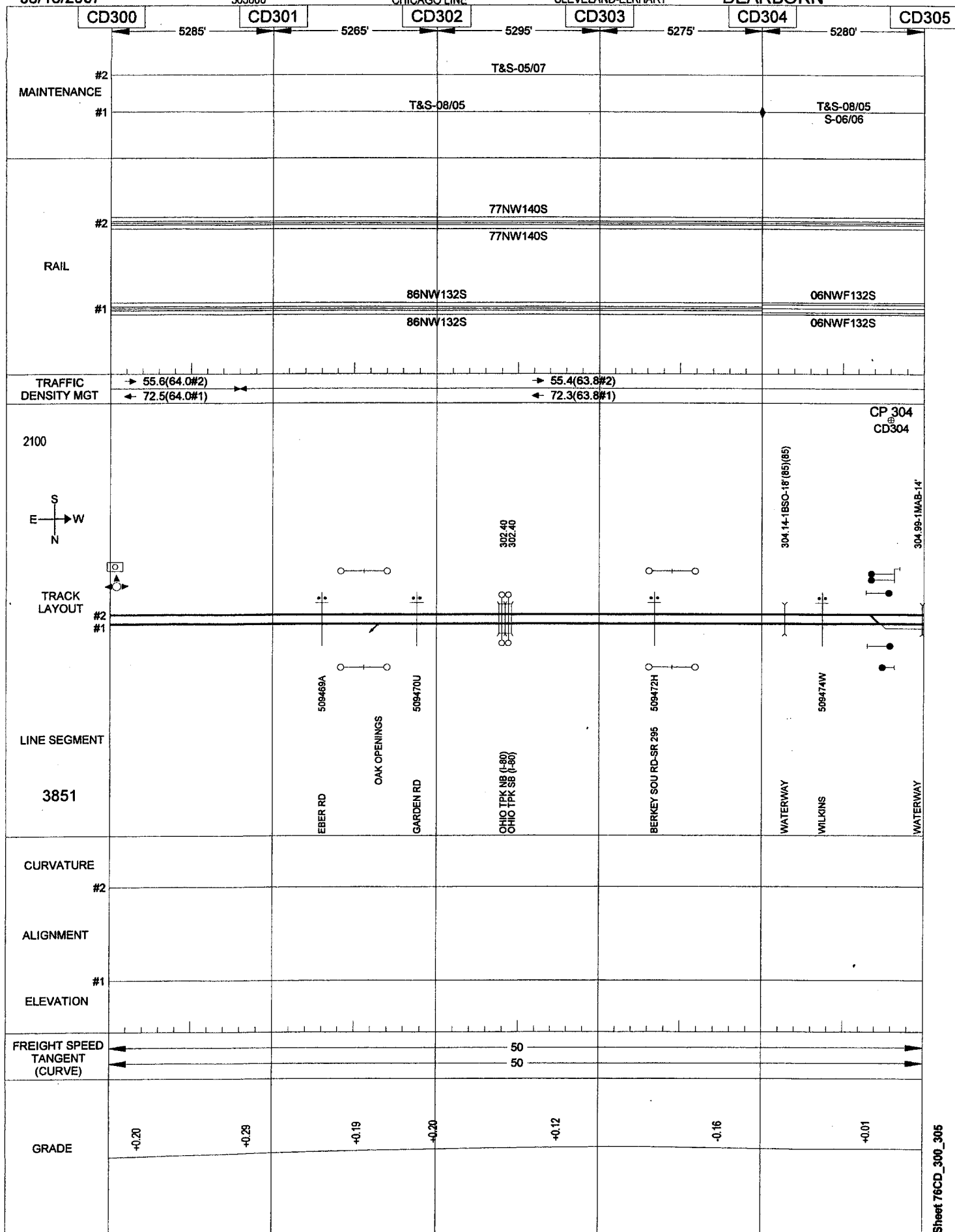
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033

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



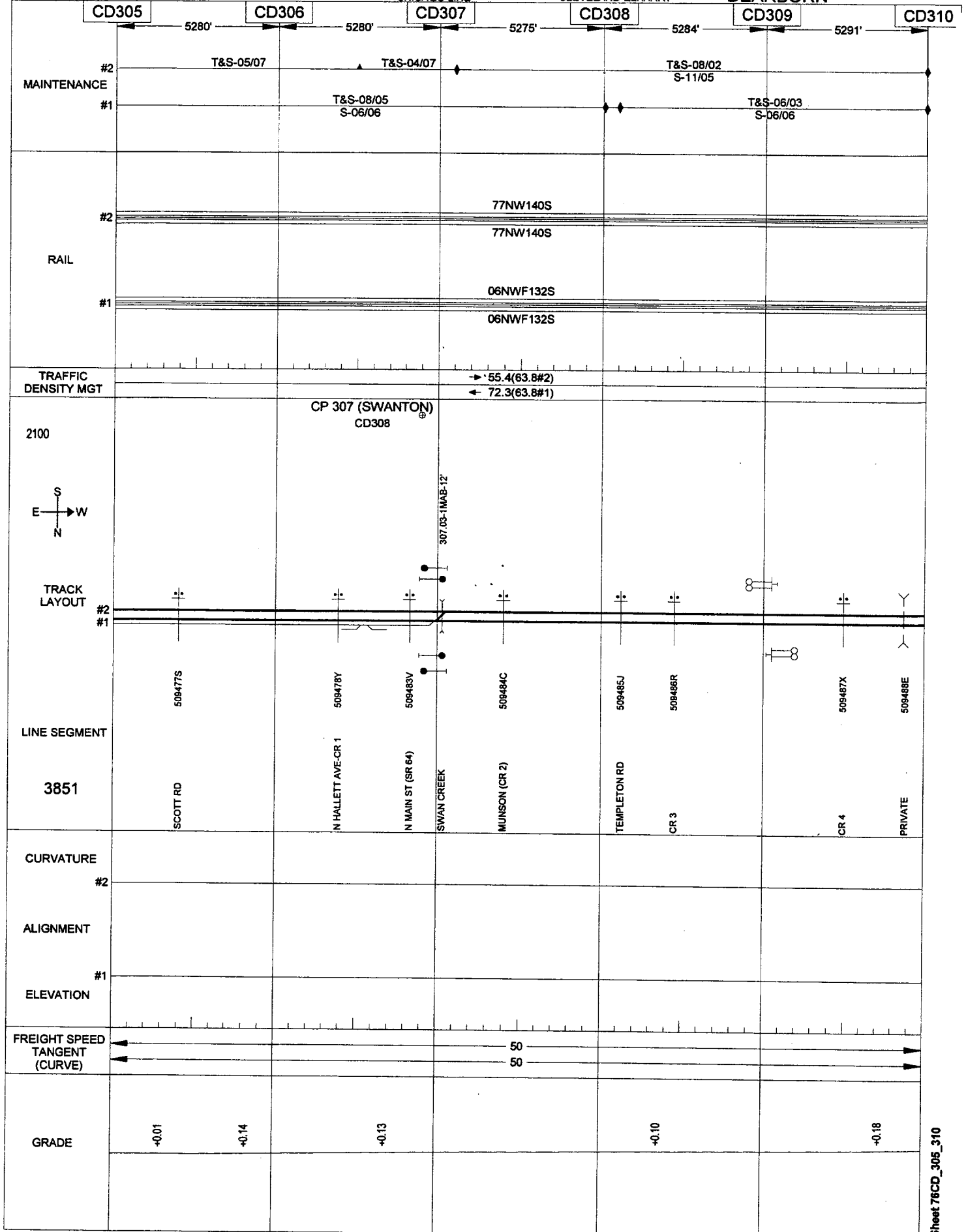
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034

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



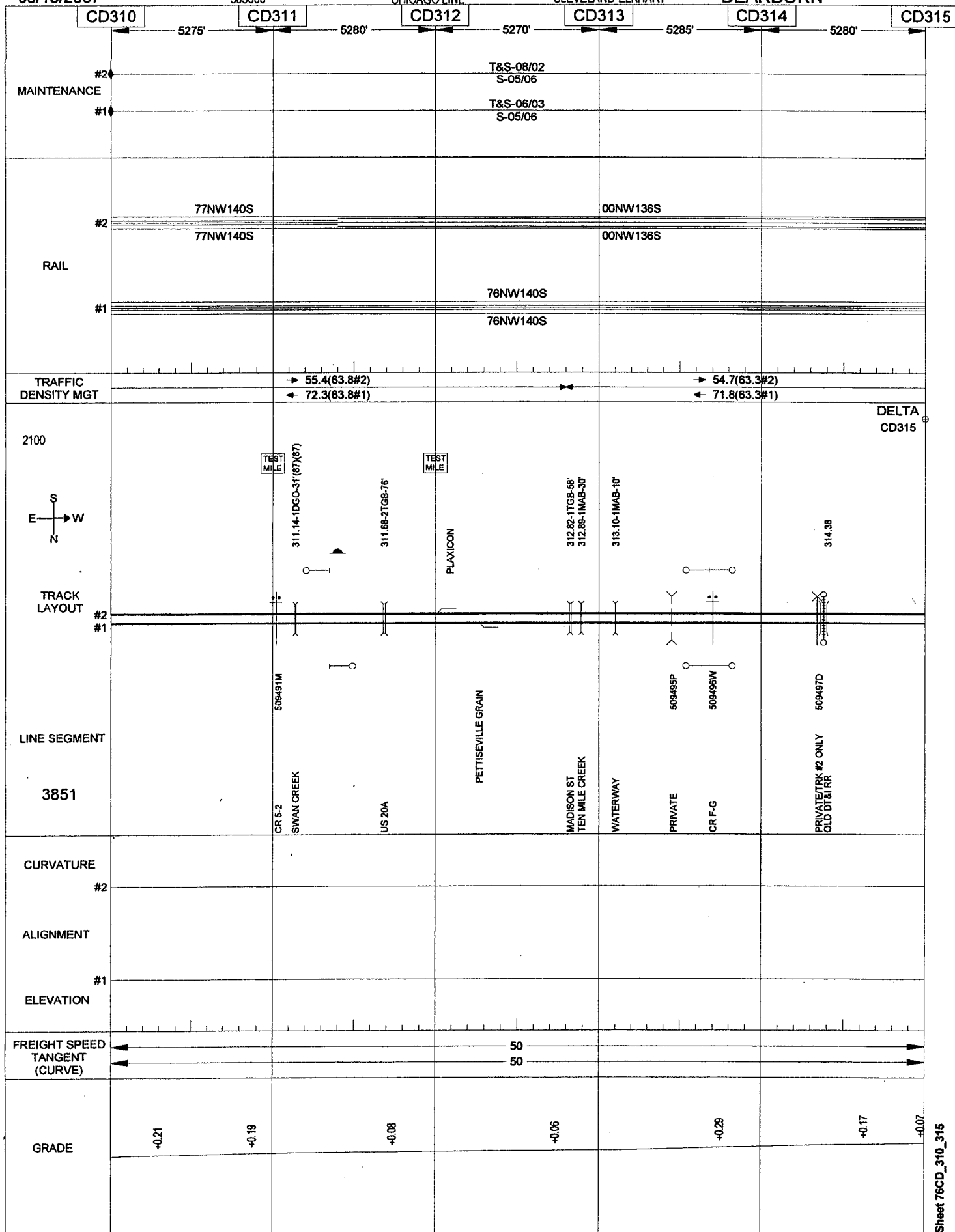
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503600

035
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

503600

036

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD315

CD316

CD317

CD318

CD319

CD320

5285'

5275'

5280'

5280'

5290'

#2
MAINTENANCE
#1

T&S-08/02
S-05/06T&S-06/03
S-05/06

RAIL

#2

00NW136S

00NW136S

#1

76NW140S

77NW140S

98NW136S

77NW140S

76NW140S

77NW140S

98NW136S

77NW140S

TRAFFIC
DENSITY MGT

→ 54.7(63.3#2)

← 71.8(63.3#1)

2100

DELTA
CD315

S
E → W
N

TRACK
LAYOUT

#2
#1

319.77-1DGB-67

LINE SEGMENT

3851

509499S

509501R

509502X

509503E

509504L

509505T

509506A

CR 10

PRIVATE

CR 11

PRIVATE

PRIVATE

PRIVATE

W BARRE RD (CR 13)

SHOOP AVE

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.07

+0.05

+0.08

+0.04

0.00

+0.10

+0.27

08/16/2007

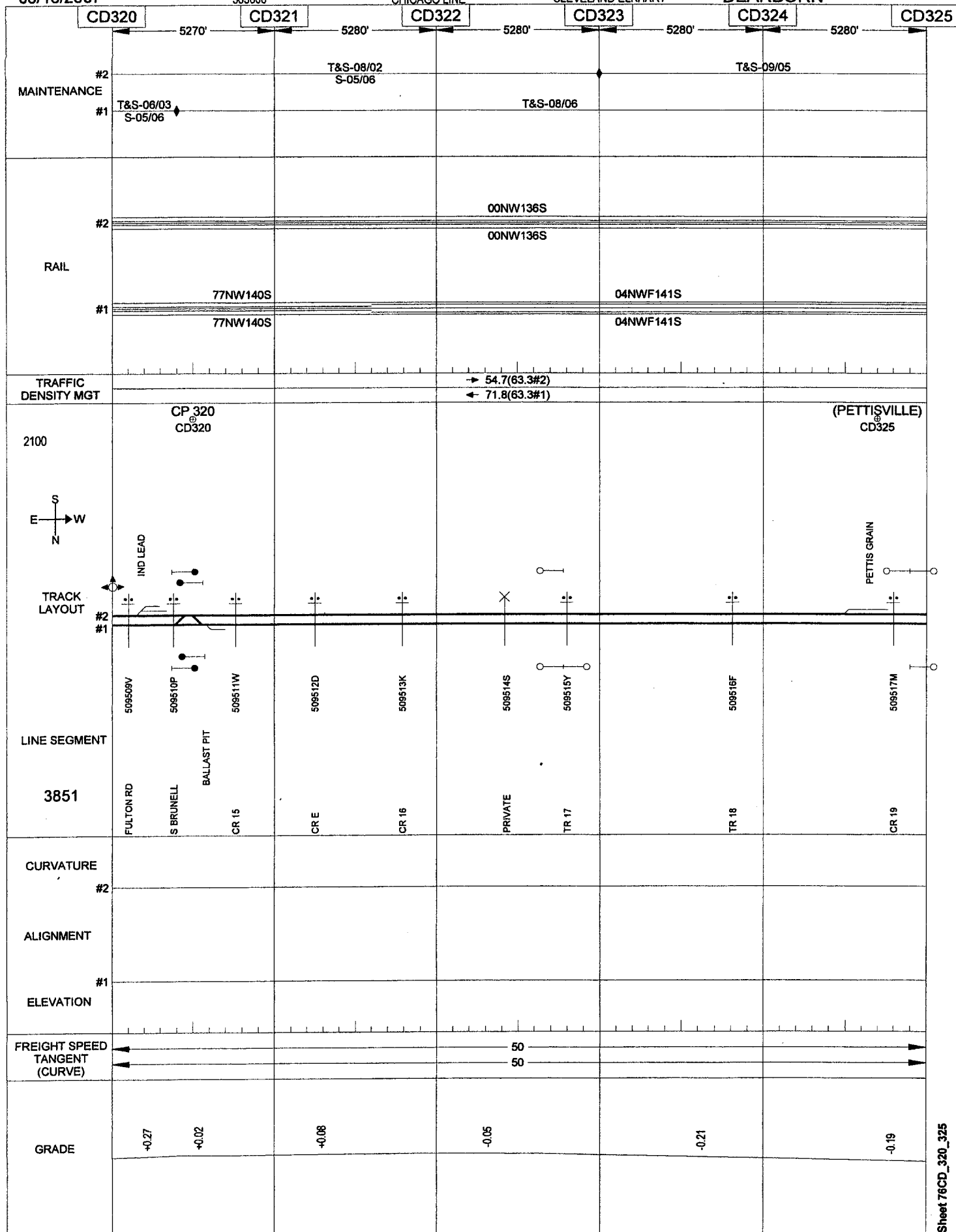
503600

037

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

038

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD325 5280' CD326 5280' CD327 5290' CD328 5270' CD329 5280' CD330

MAINTENANCE
#2
#1

T&S-09/05
T&S-08/06
T&S-08/06 S-03/07
T&S-08/06
T&S-08/06 S-03/07
T&S-08/06

RAIL
#2
#1

00NW136S
00NW136S
04NWF141S
04NWF141S

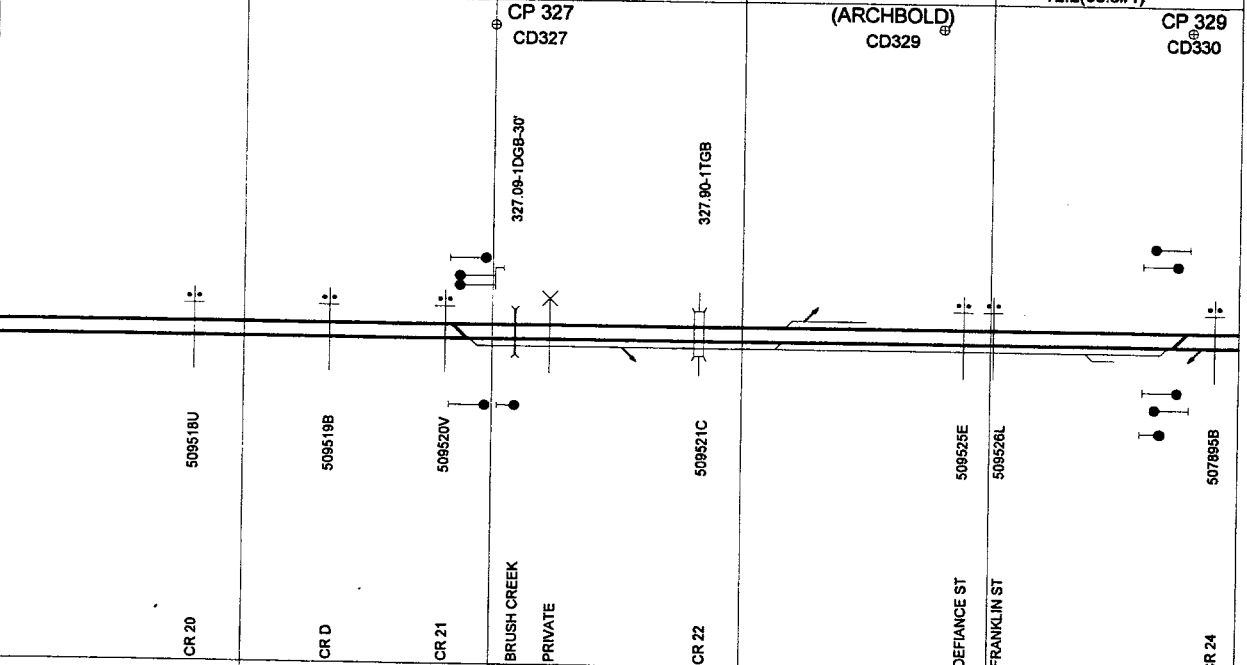
TRAFFIC DENSITY MGT

→ 54.7(63.3#2)
← 71.8(63.3#1)
→ 54.9(63.5#2)
← 72.2(63.5#1)

2100



TRACK LAYOUT
#2
#1



LINE SEGMENT

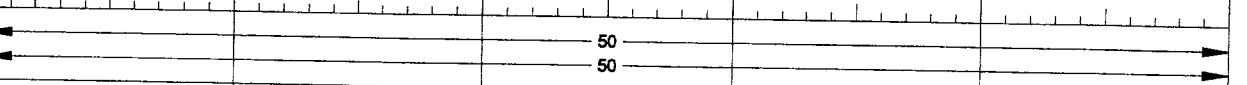
3851

CURVATURE
#2

ALIGNMENT
#1

ELEVATION

FREIGHT SPEED TANGENT (CURVE)



GRADE

-0.19 -0.10 -0.16 -0.01 -0.12 -0.10 -0.03

08/16/2007

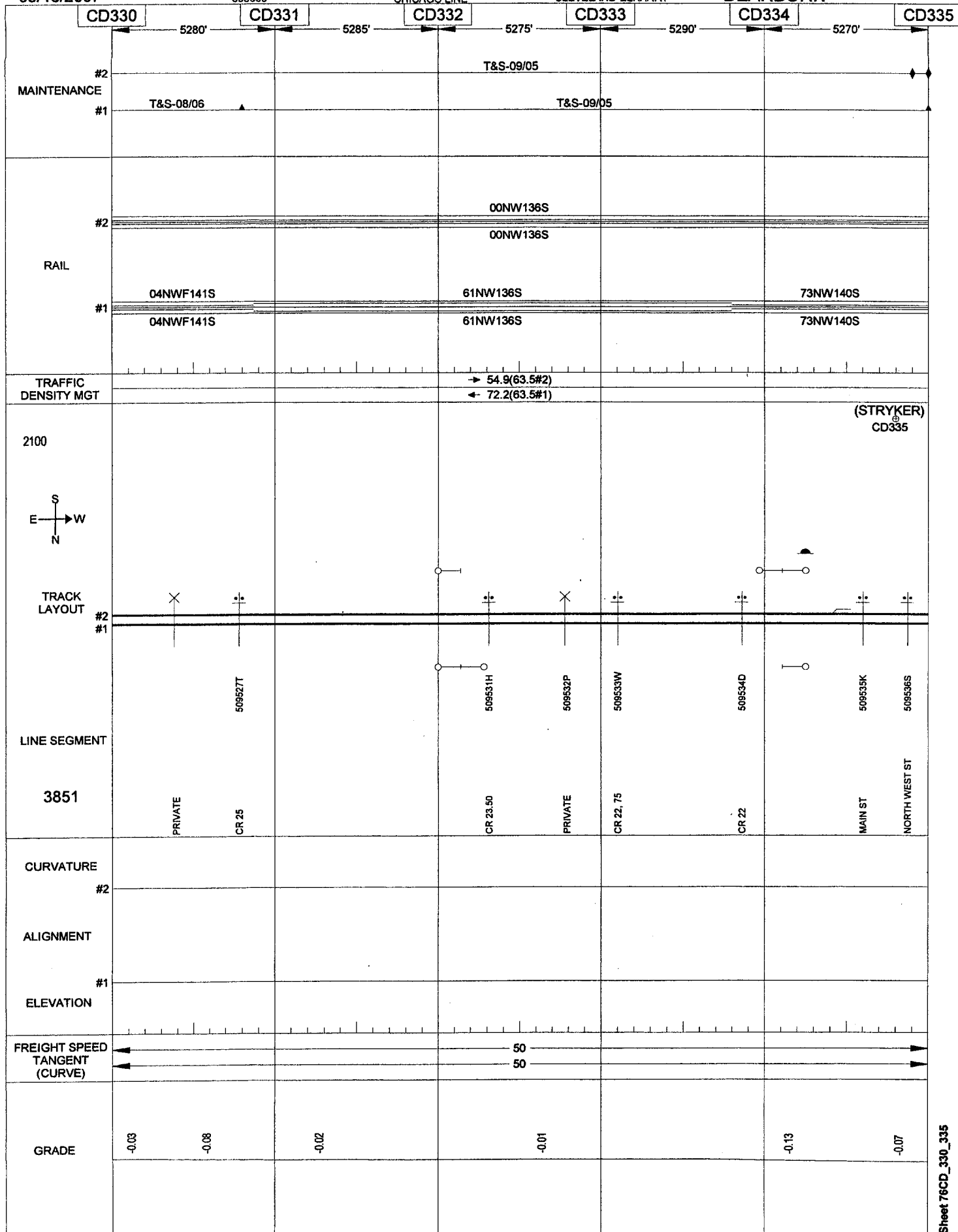
503600

039

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



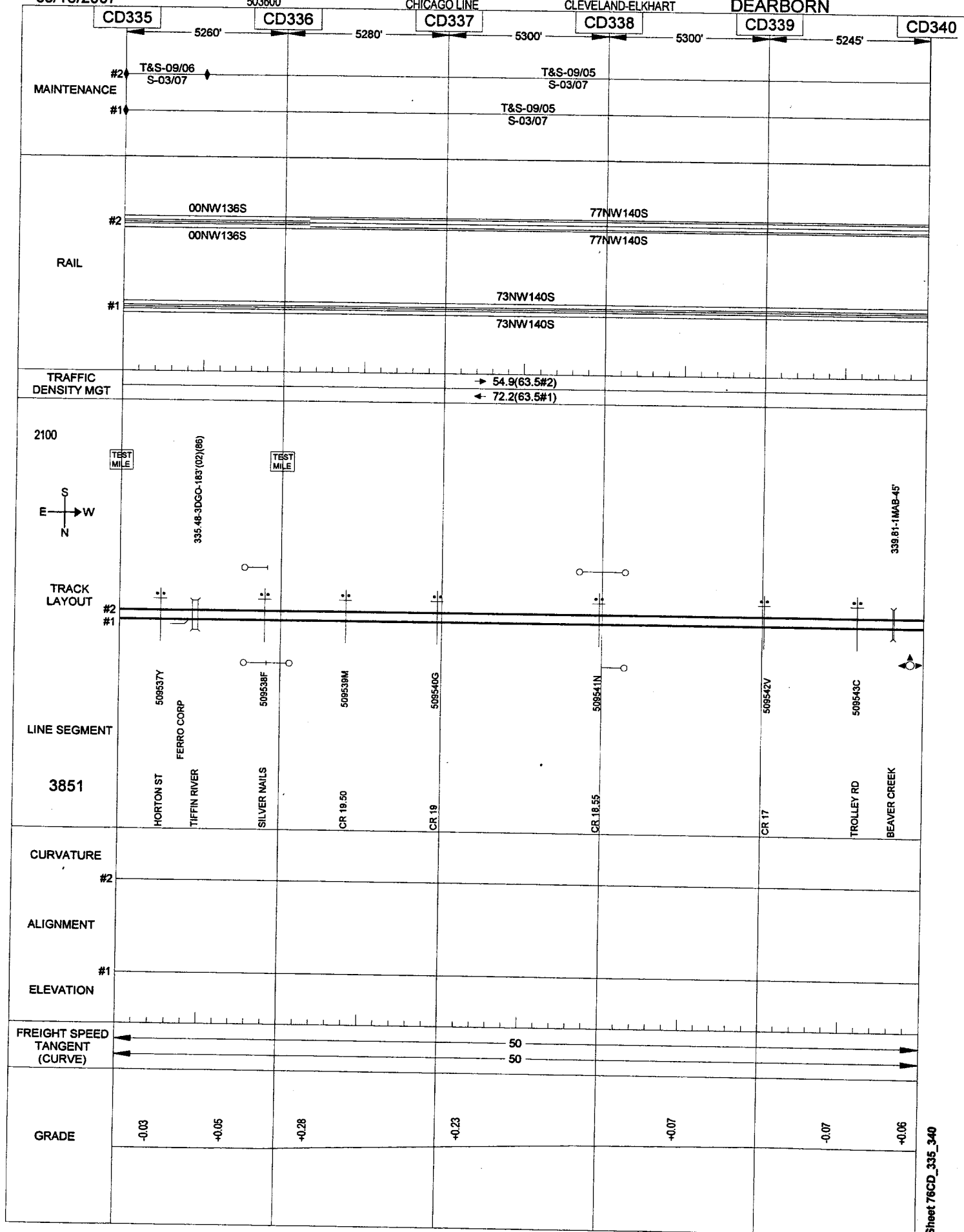
08/16/2007

040

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



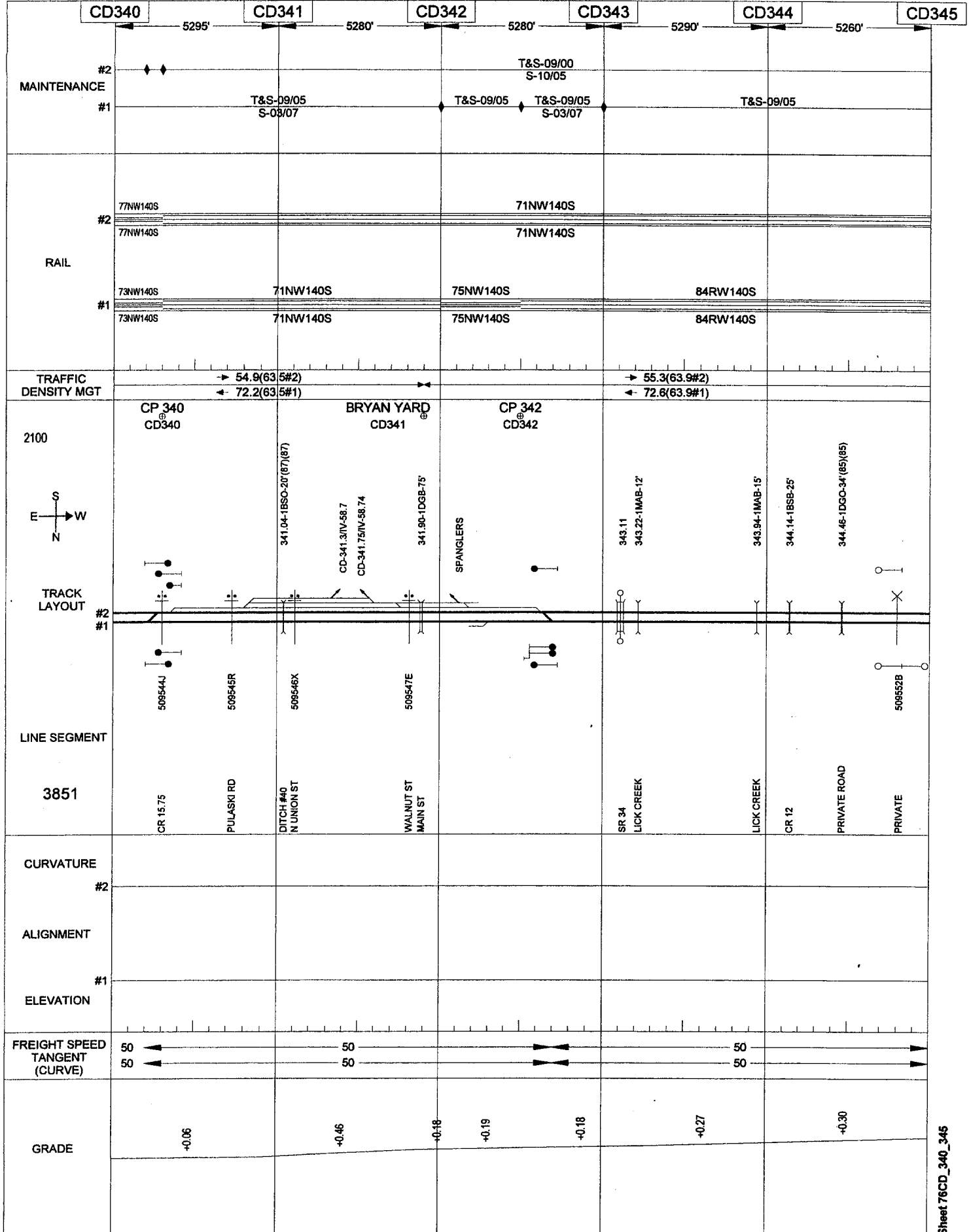
08/16/2007

041

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

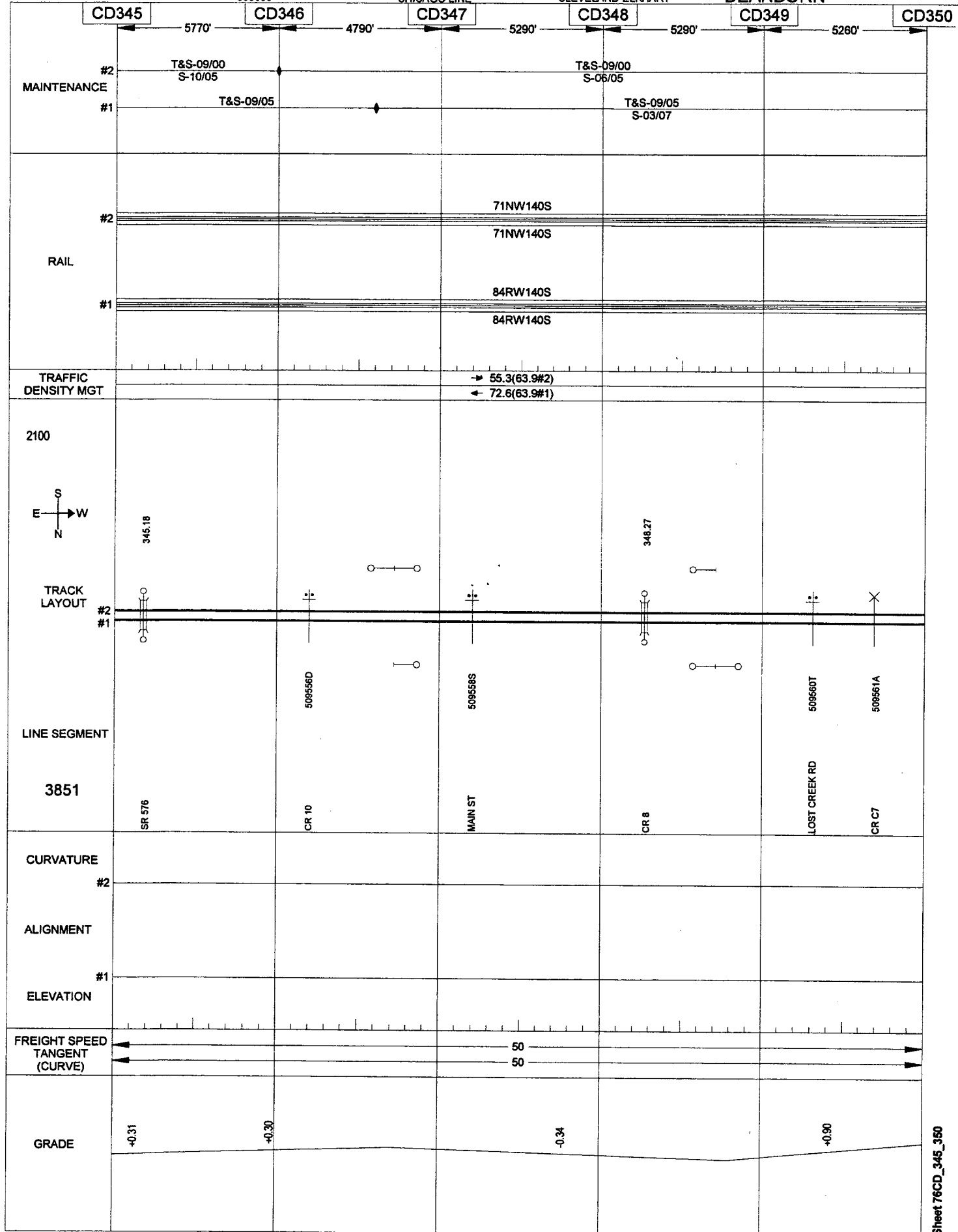
503600

042

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

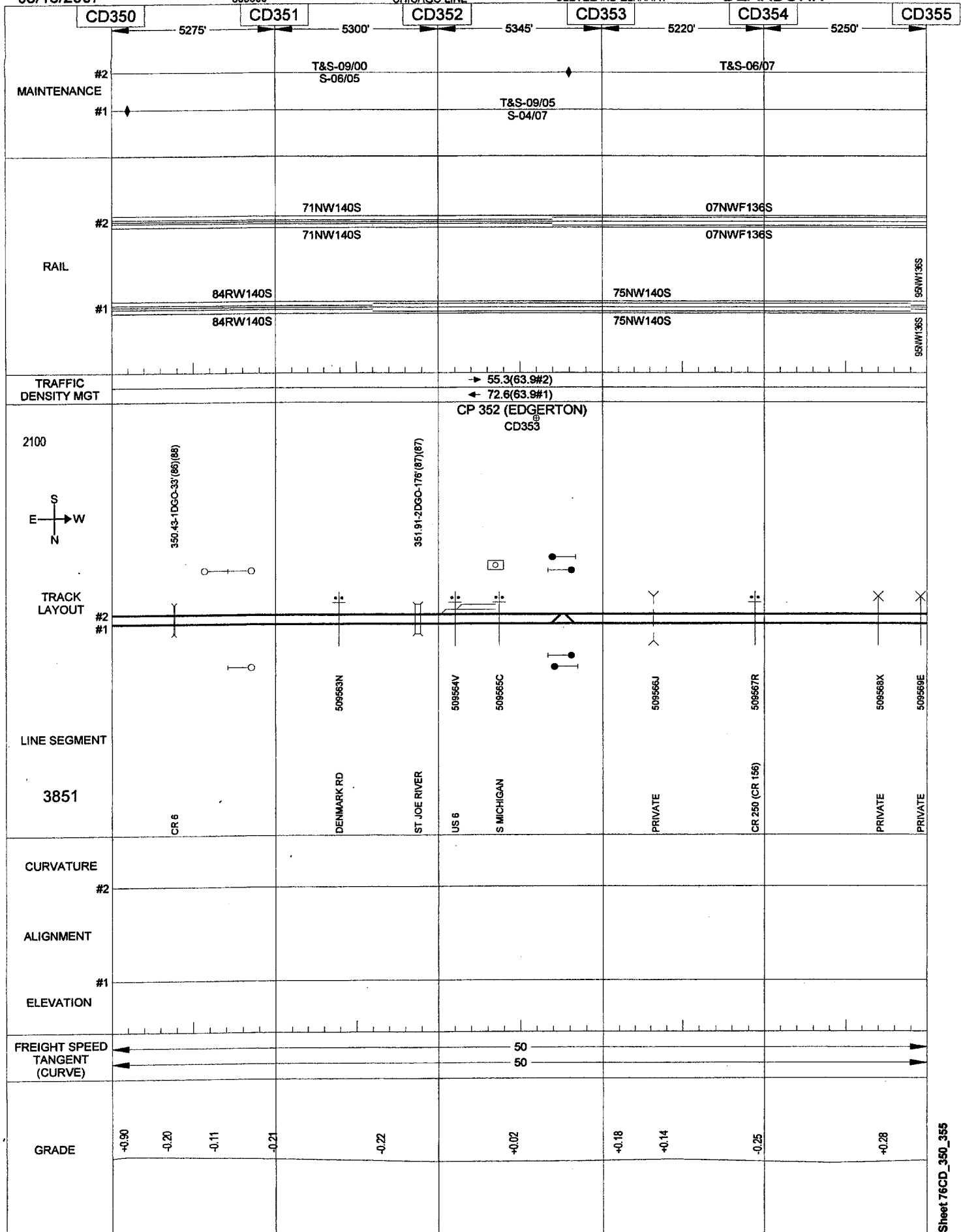
503600

043

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

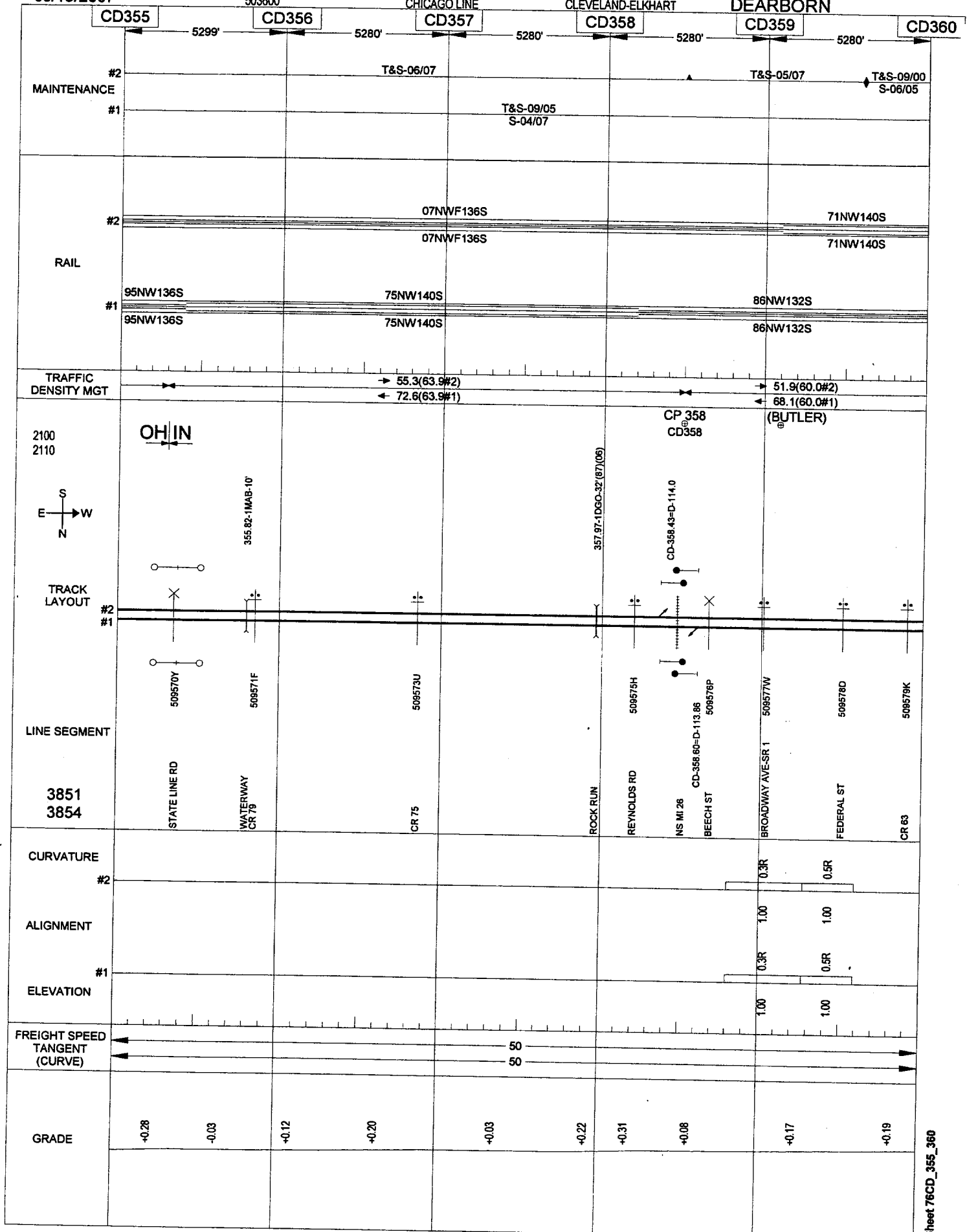
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044

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

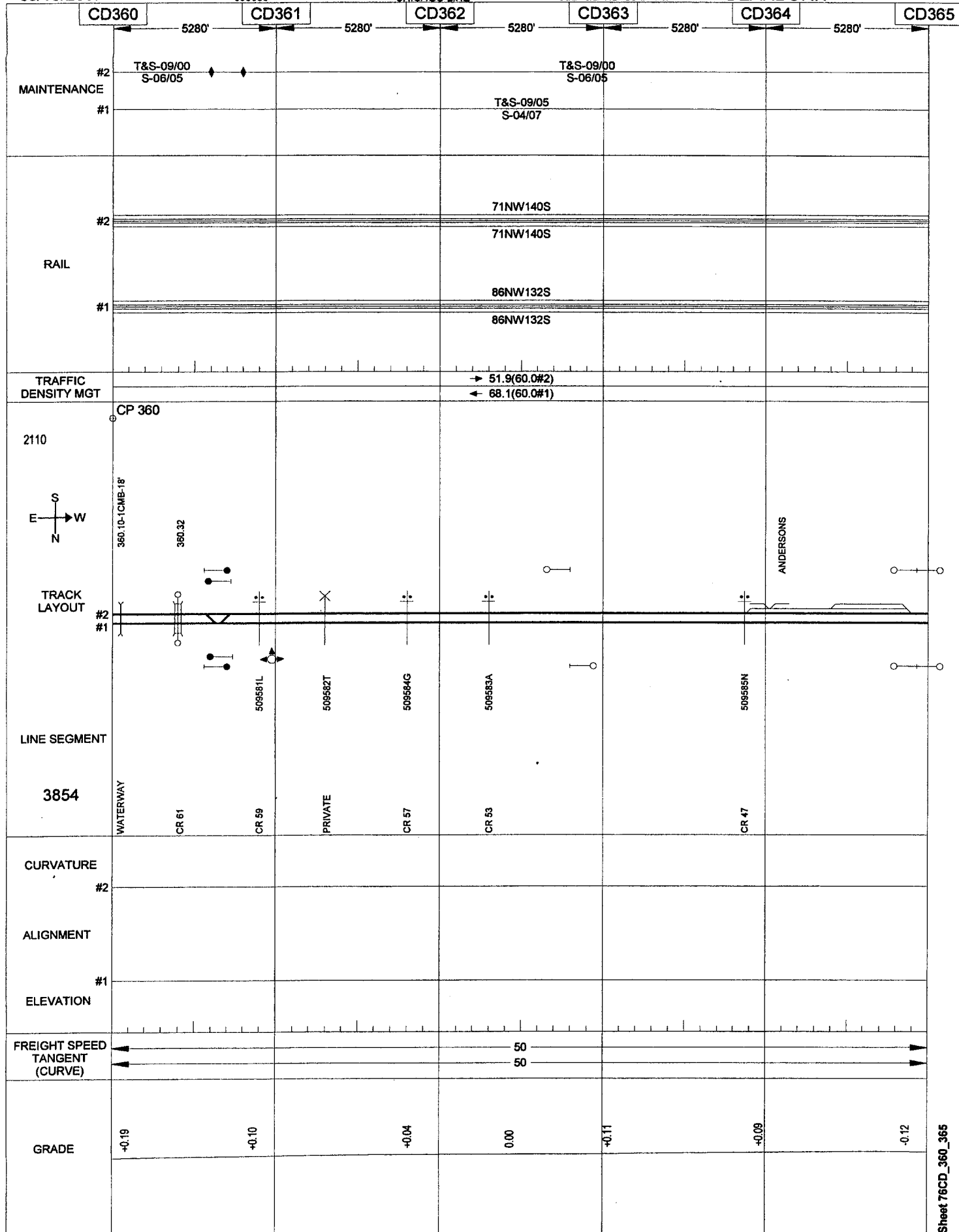
503600

045

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



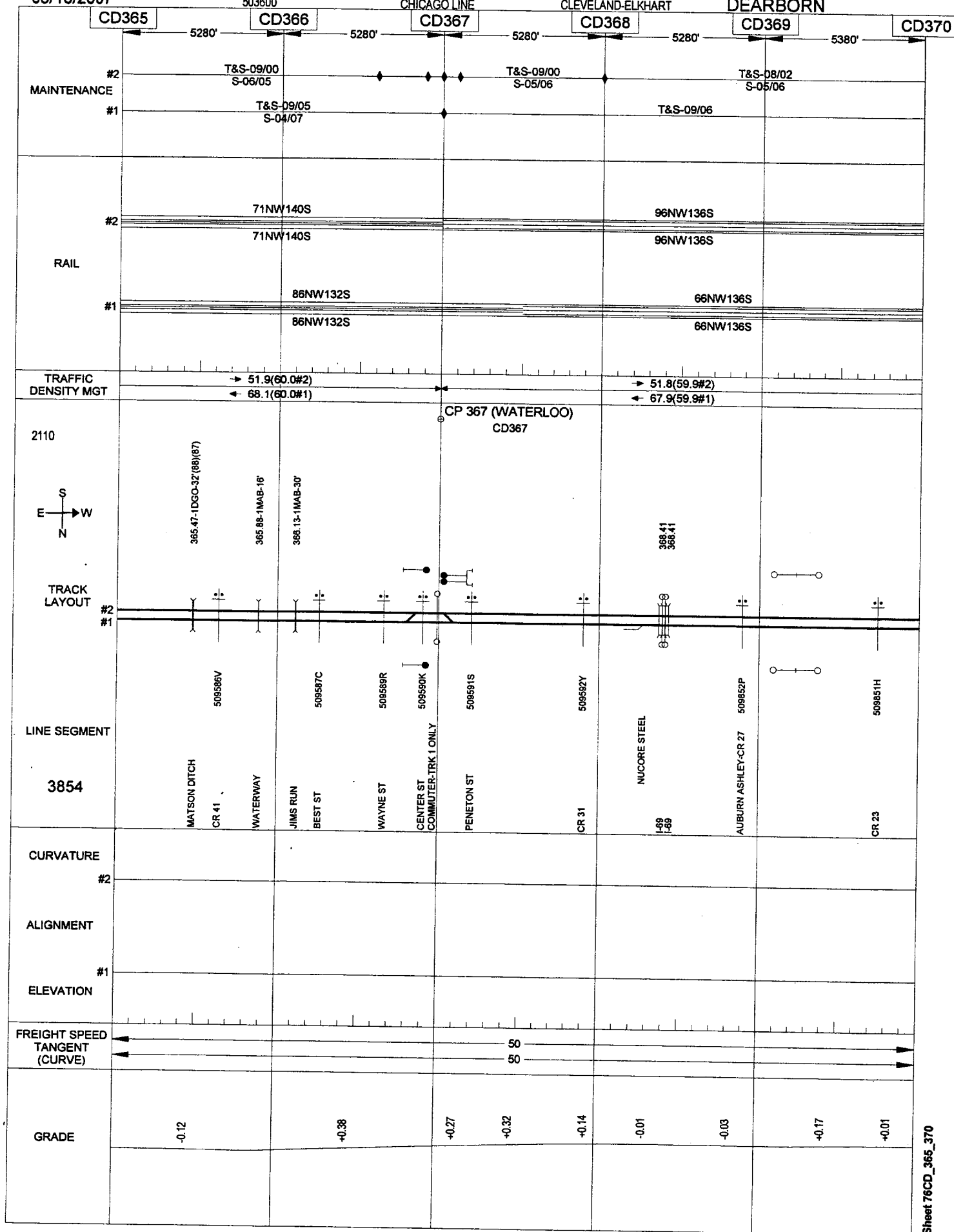
08/16/2007

046

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

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 S-05/06		
	#1			T&S-09/06		
RAIL	#2		96NW136S		01NW136S	96NW136S
			96NW136S		01NW136S	96NW136S
	#1	66NW136S	86NW132S	01NW136S	86NW132S	
		66NW136S	86NW132S	01NW136S	86NW132S	
TRAFFIC DENSITY MGT				→ 51.8(59.9#2) ← 67.9(59.9#1)		
2110				(CORUNNA) 70638		
TRACK LAYOUT	#2					
	#1					
LINE SEGMENT						
3854						
CURVATURE	#2					
ALIGNMENT	#1					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)				50		
				50		
GRADE						

08/16/2007

503600

048

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD375

CD376

CD377

CD378

CD379

CD380

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

T&S-09/06

MAINTENANCE
#2
#1

RAIL

#2

96NW136S

96NW136S

#1

86NW132S

76NW140S

04NW141S

76NW140S

86NW132S

76NW140S

76NW140S

TRAFFIC
DENSITY MGT

→ 51.8(59.9#2)

← 67.9(59.9#1)

2110

CP 379 (KENDALVILLE)
CD380S
E → W
NTRACK
LAYOUT#2
#1

509845E

509844X

509843R

509842J

509841C

509840V

CD-379.85=UX-120.10

LINE SEGMENT

3854

PRIVATE

PRIVATE

PRIVATE

CR 1000E

N PARK ST

N RILEY

MAIN ST

CURVATURE

#2

0.5R

0.5L

0.5R

ALIGNMENT

1.00

1.00

1.00

ELEVATION

#1

0.5R

0.5L

0.5R

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.30

+0.17

-0.20

-0.15

-0.01

-0.28

+0.04

08/16/2007

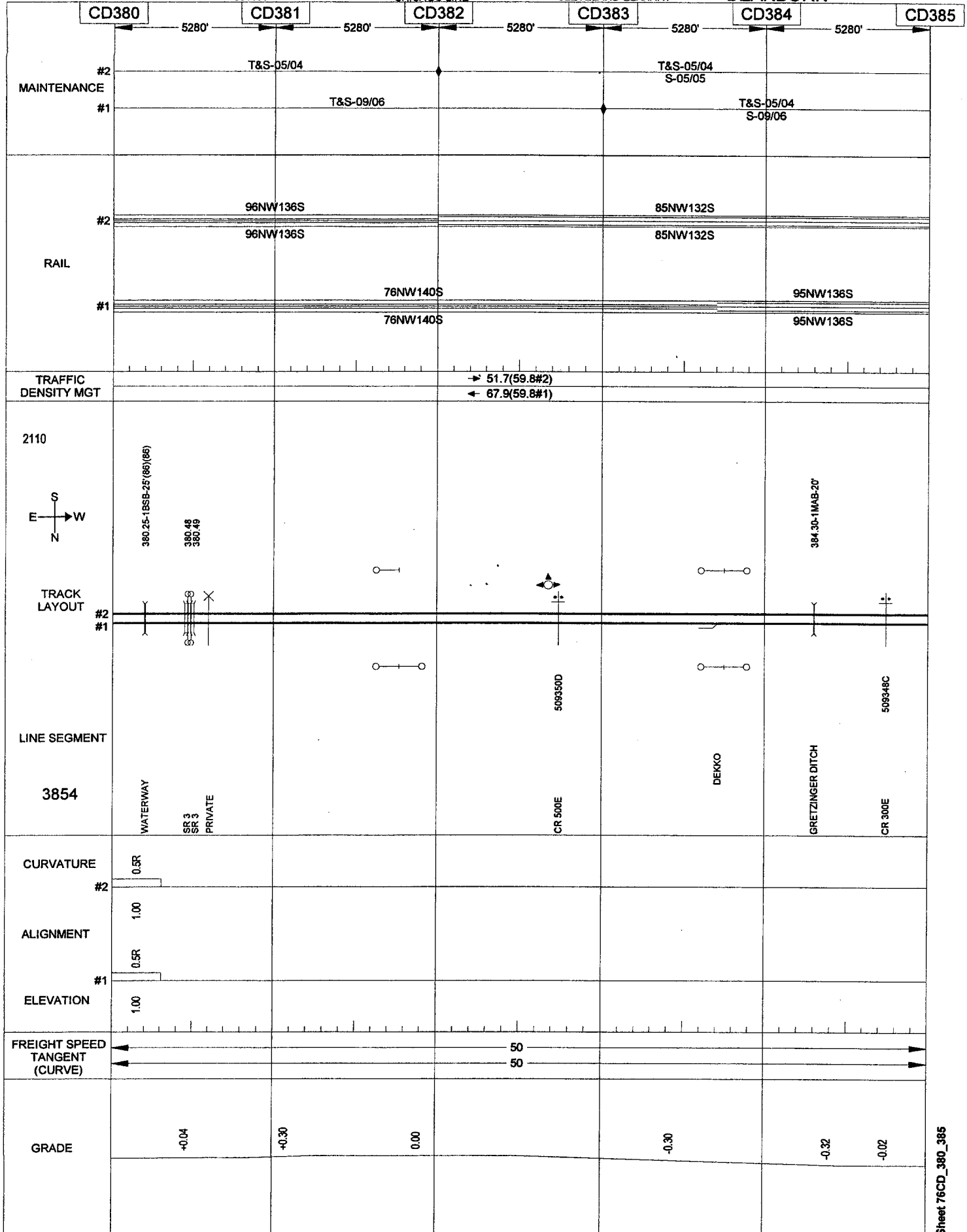
503600

049

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



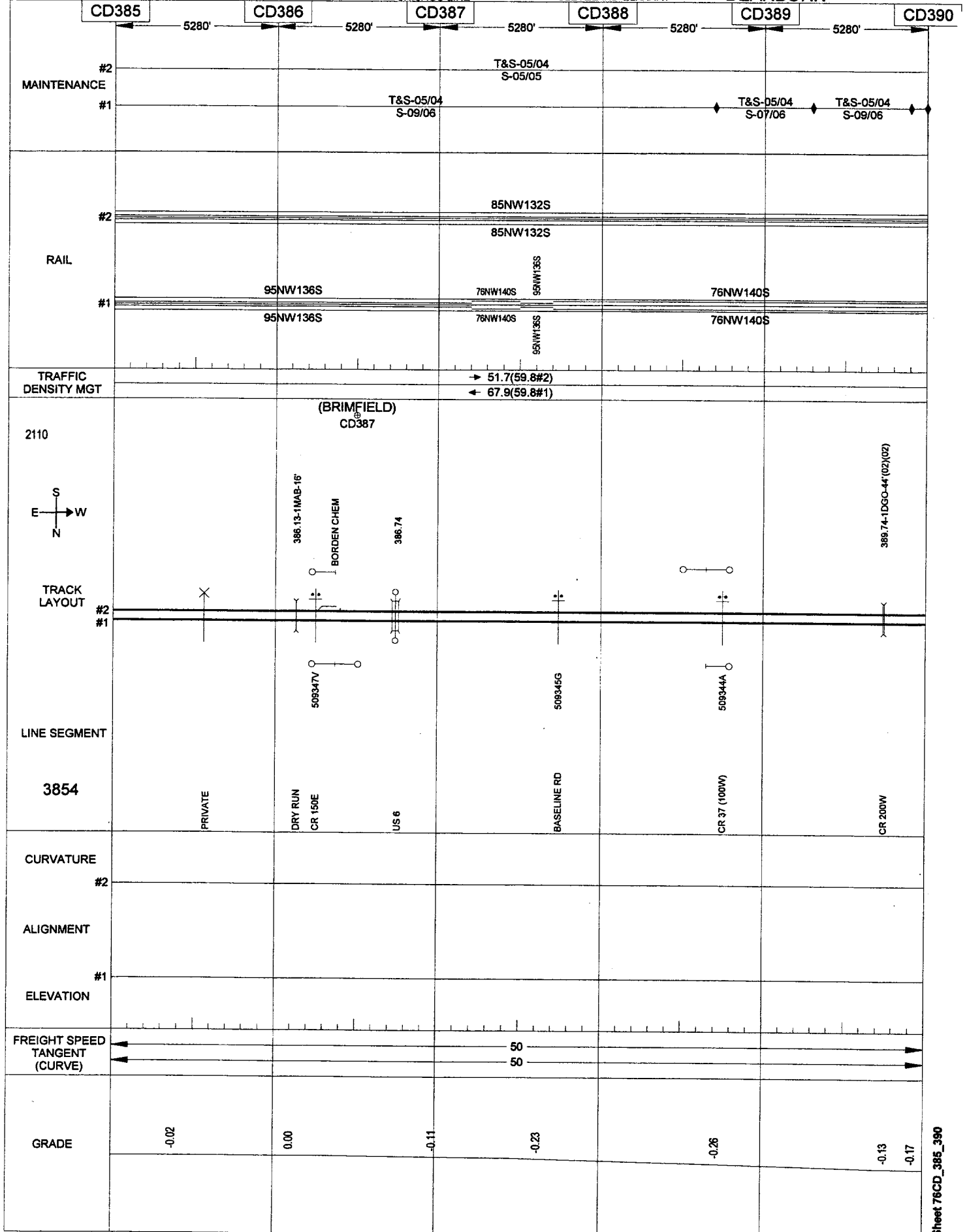
08/16/2007

050

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

503600

051

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

	CD390	CD391	CD392	CD393	CD394	CD395
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
#2				T&S-05/04 S-05/05		
#1		T&S-08/00 S-07/06			T&S-06/92 S-07/06	
RAIL						
#2			85NW132S	85NW132S		
#1		76NW140S	76NW140S		76NW132S	76NW132S
TRAFFIC DENSITY MGT				→ 51.7(59.8#2) ← 67.9(59.8#1)		
2110		(WAWAKA) CD391				
				393.38-400-120'(89)(87)	TEST MILE	TEST MILE
TRACK LAYOUT						
#2						
#1						
LINE SEGMENT						
3854						
	509342L	509341E	509340X	509339D	509338W	509336H
						509335B
	MAIN ST	(400W)	CR 450 W	PRIVATE	PRIVATE	ELKART RIVER
						PRIVATE
						CR 600W
						PRIVATE
						PRIVATE
						CR 700W
CURVATURE						
#2						
ALIGNMENT						
#1						
ELEVATION						
FREIGHT SPEED				50		
TANGENT				50		
(CURVE)						
GRADE	-0.17	-0.24	-0.11	-0.15	+0.02	+0.08
						-0.01

08/16/2007

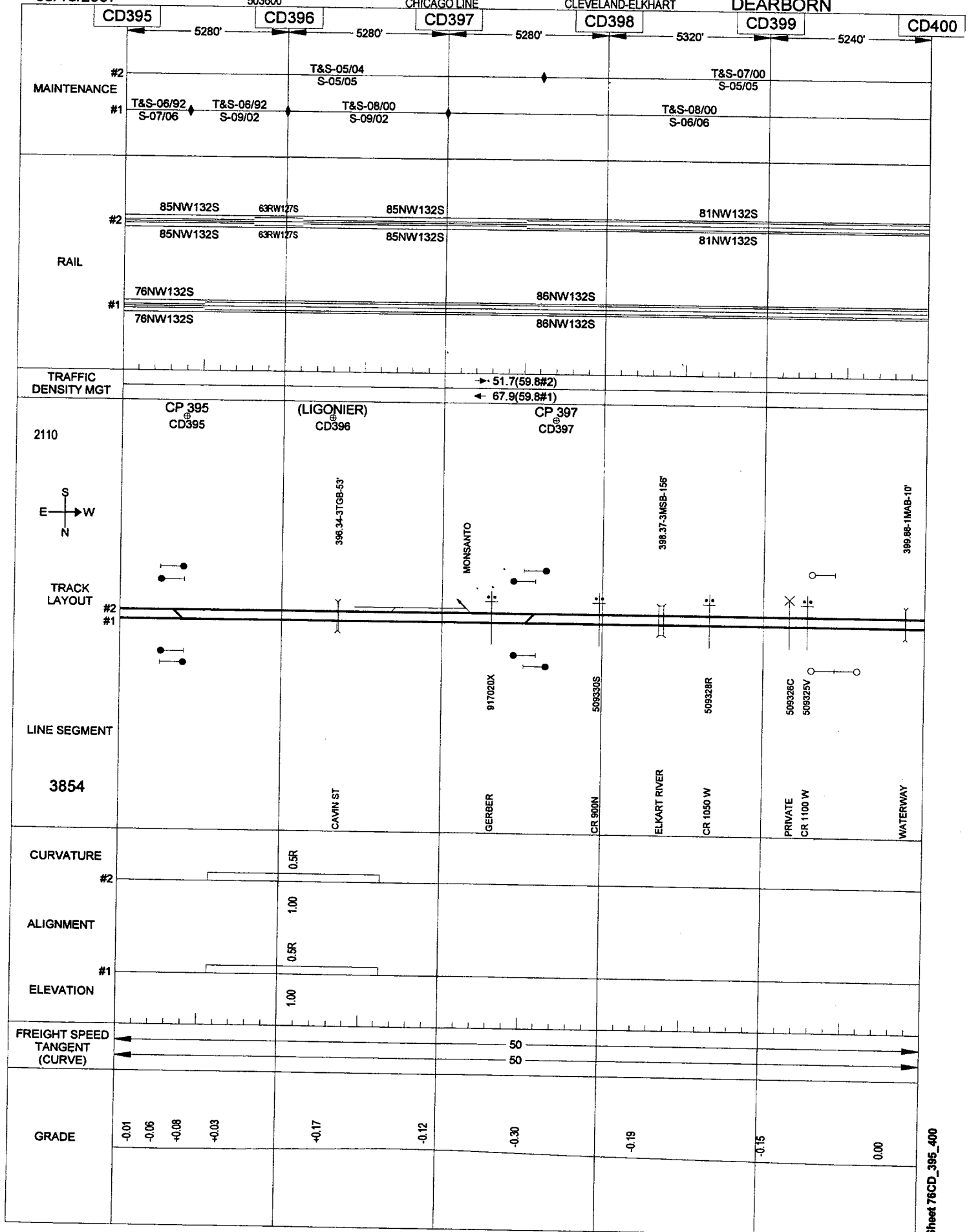
503600

052

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

503600

053
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD400

CD401

CD402

CD403

CD404

CD405

5280'

5280'

5280'

5290'

5270'

#2
MAINTENANCE
#1

T&S-07/00
S-05/05

T&S-08/00
S-06/06

T&S-11/03
S-06/06

RAIL

#2

81NW132S

75NW140S

81NW132S

75NW140S

#1

86NW132S

76NW132S

86NW132S

76NW132S

TRAFFIC
DENSITY MGT

→ 51.7(59.8#2)
← 67.9(59.8#1)

2110

S
E → W
N

400.77-3DGO-153'(05)(87)

401.65-1BSO-21'(65)(87)

TEST
MILE
402.16-1DGO-43'(NA)(06)

(MILLERSBURG)
CD403

TEST
MILE

403.28

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3854

509722T

509721L

ELKHART RIVER

CR 43

STONY CREEK

PRIVATE
SR 13

CR 42

509985G

BAKER'S XING

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

0.00

-0.10

-0.12

-0.09

-0.07

-0.17

-0.04

-0.18

-0.30

08/16/2007

503600

054

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD405

CD406

CD407

CD408

CD409

CD410

5290'

5280'

5270'

5274'

5286'

MAINTENANCE

#2

#1

T&S-07/00
S-05/05

T&S-11/03
S-06/06

T&S-06/93
S-05/05

RAIL

#2

#1

75NW140S

75NW140S

80NW140S

80NW140S

76NW132S

76NW132S

TRAFFIC
DENSITY MGT

→ 51.7(59.8#2)

← 67.9(59.8#1)

2110



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

406.45-1MAB-12'

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

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3854

CR 40

HORN DITCH
CR 33

CR 38

HORN DITCH
CR 31

CR 31

COLLEGE AVE

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.30

-0.18

-0.31

-0.30

-0.13

08/16/2007

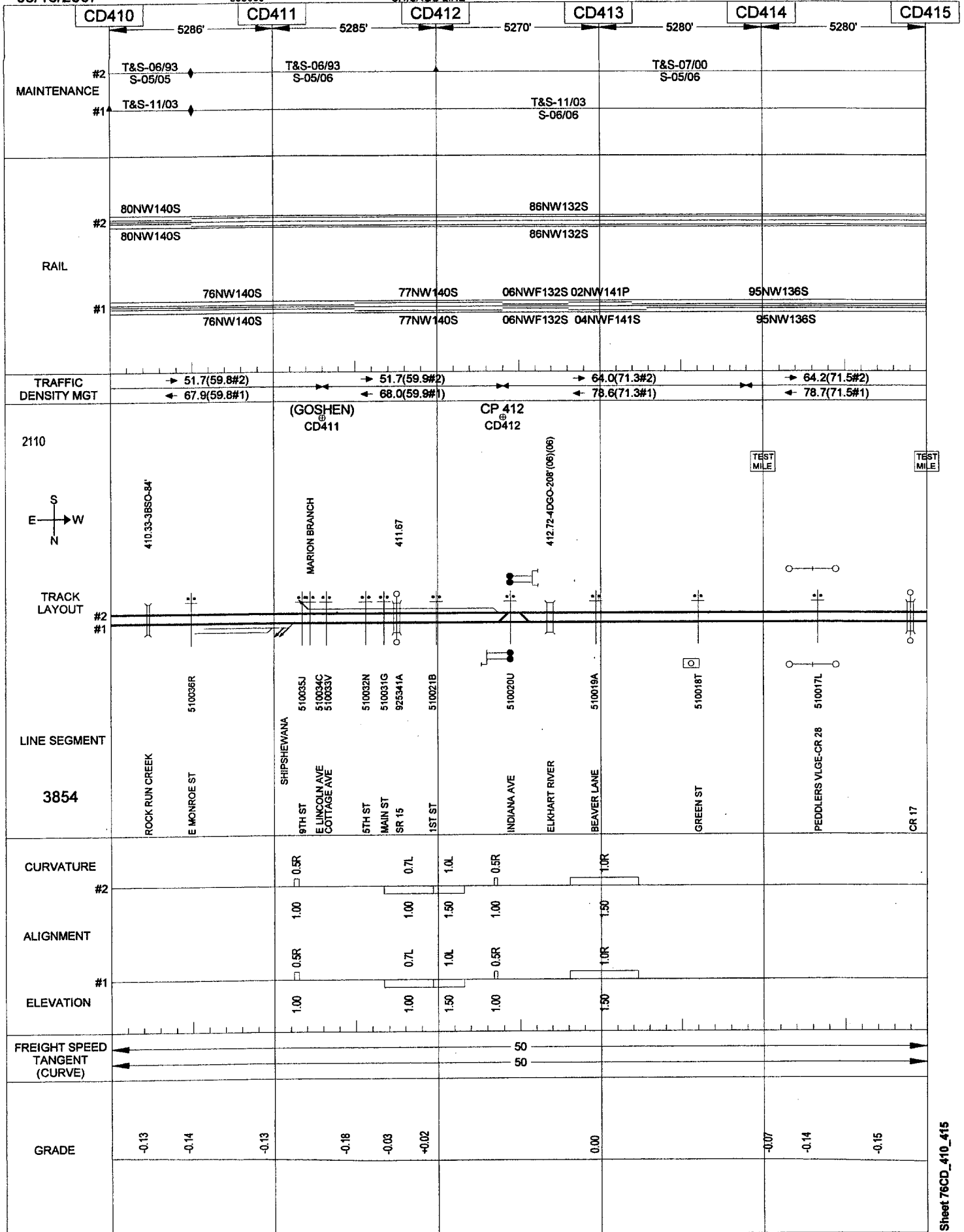
503600

055

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

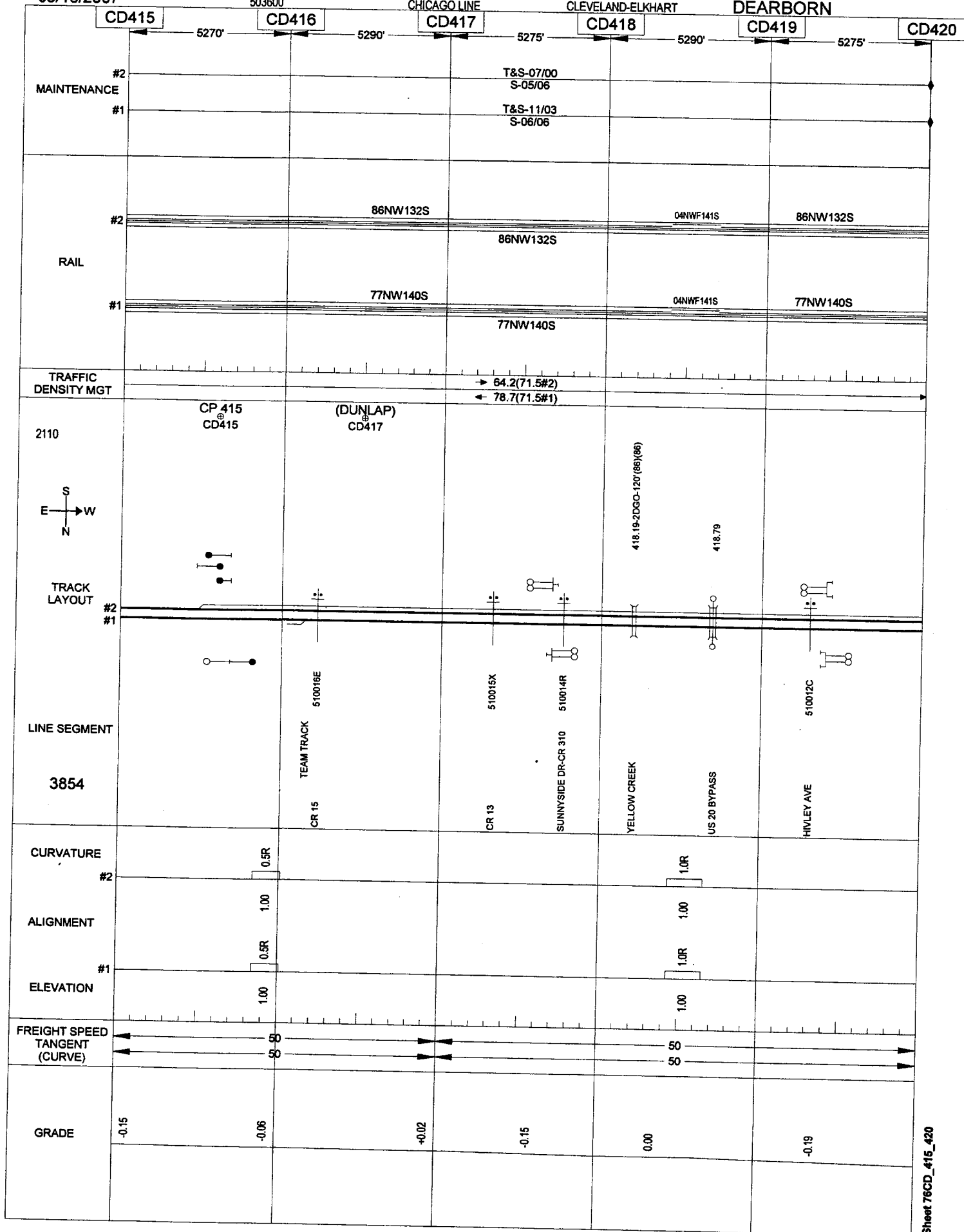
503600

056

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



08/16/2007

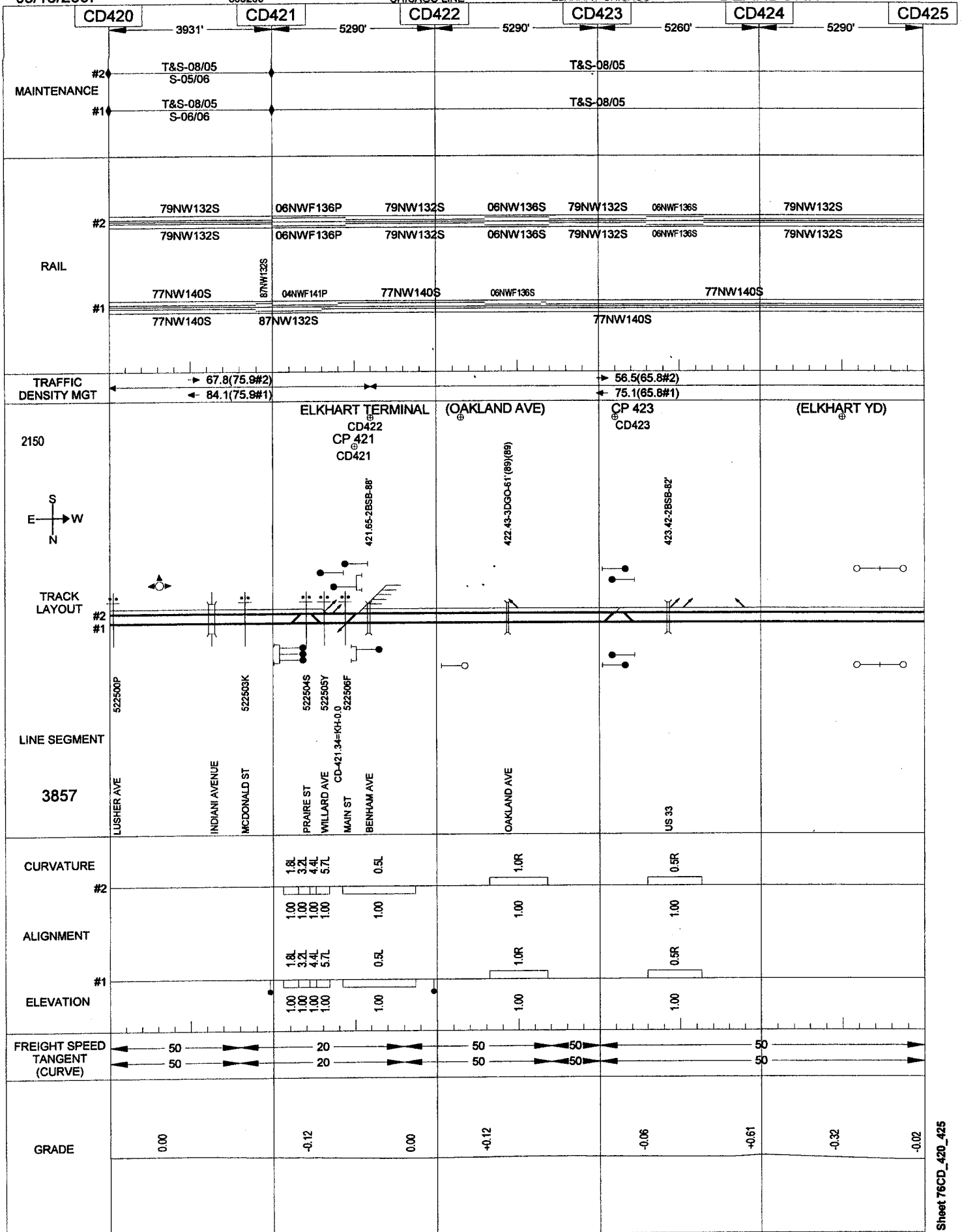
503200

057

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

503200

058

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD425

CD426

CD427

CD428

CD429

CD430

5280'

5280'

5273'

5280'

5280'

#2
MAINTENANCE
#1

T&S-08/05

T&S-09/06

T&S-08/05

RAIL

#2

79NW132S

92NW136S

#1

79NW132S

92NW136S

77NW140S

74NW140S

77NW140S

74NW140S

TRAFFIC
DENSITY MGT

→ 56.5(65.8#2)

← 75.1(65.8#1)

2150
2160

S
E → W
N

CP 426
CD426

ELKHART CO.
ST. JOSEPH CO.
428.83-2DGO-122'(83)(84)

(QSCEOLA)
CD427

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3857

522515E
ASH RD
BAUGO CREEK

522517T
APPLE RD
CHESTNUT ST

522518A
BEECH ST

522519G
COTTAGE GROVE AVE
84 LUMBER

522520B
ELDER RD

522522P
OAKSIDE AVE

522523W
WOODWARD DITCH
KLINE ST

522524D

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

0.7R

1.00

0.7R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

50

50

50

50

GRADE

-0.02

-0.07

-0.06

0.00

-0.10

08/16/2007

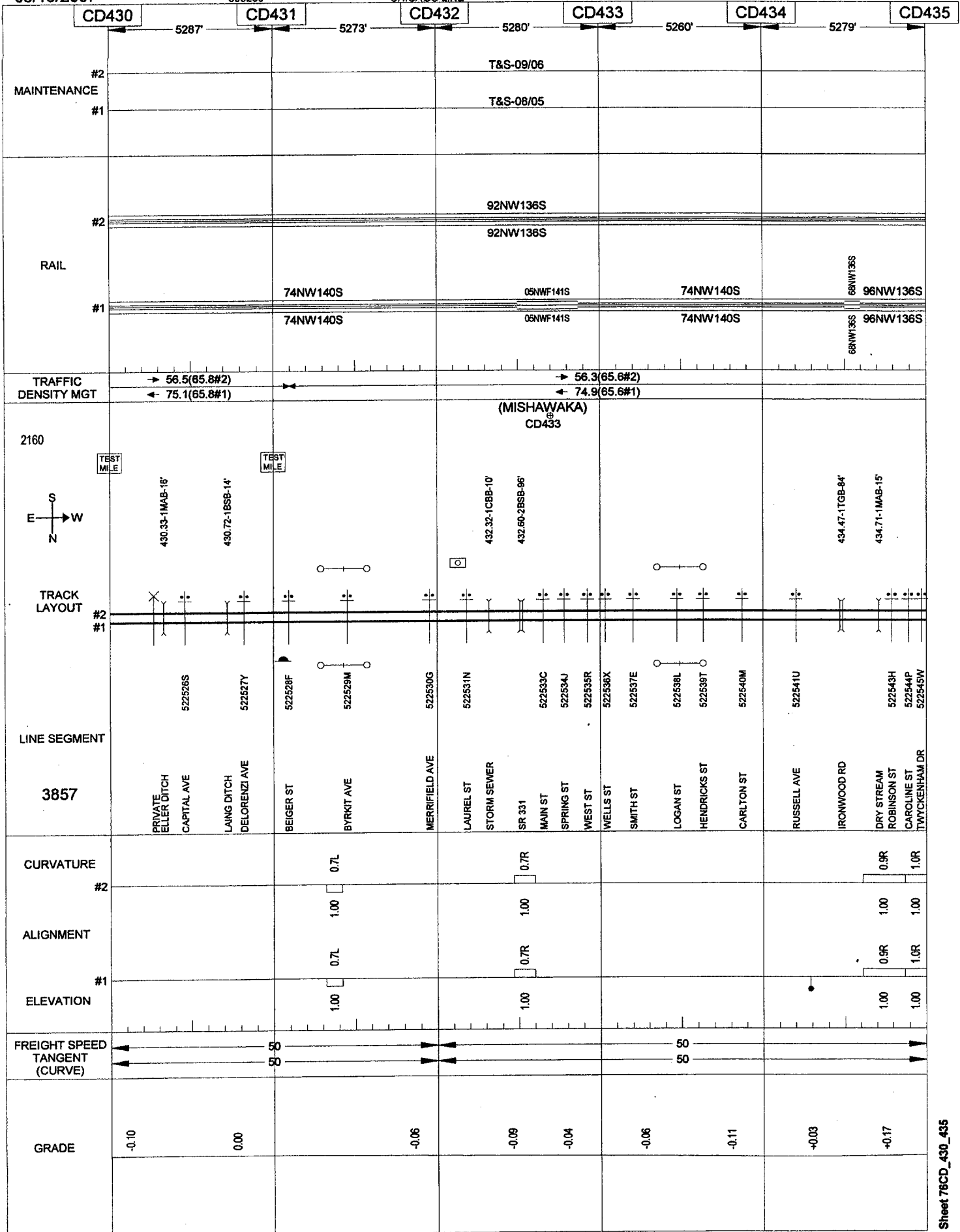
503200

059

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

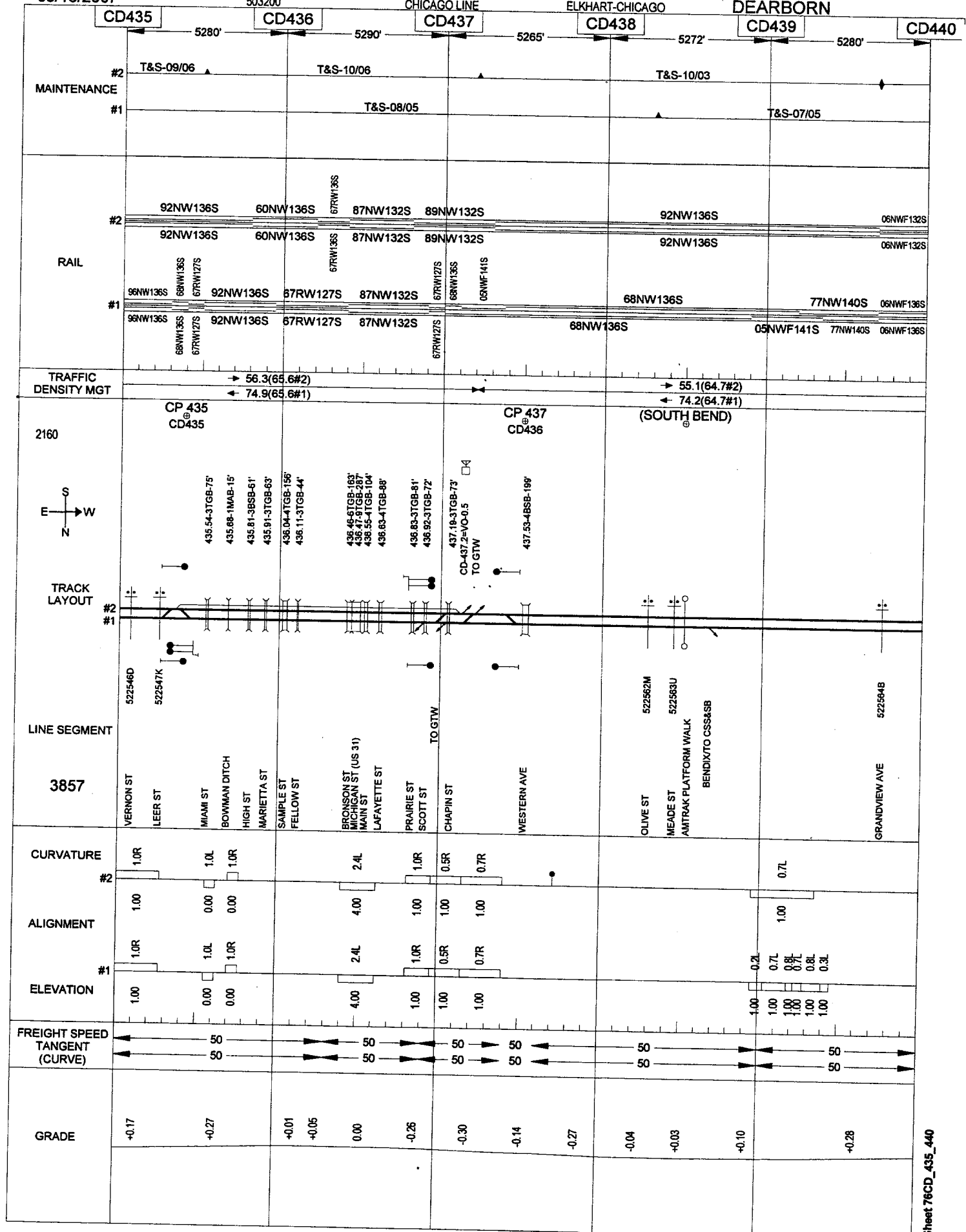
503200

060

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

503200

061
CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD440

CD441

CD442

CD443

CD444

CD445

5280'

5280'

5280'

5280'

5280'

MAINTENANCE
#2
#1

T&S-10/03

S-06/06

T&S-07/05

RAIL

#2

06NWF132S

06NWF136S

#1

06NWF136S

77NW140S

06NWF136S

77NW140S

TRAFFIC
DENSITY MGT

→ 55.1(64.7#2)

← 74.2(64.7#1)

2160

TRACK
LAYOUT

#2

#1

PORTAGE TWP.
WARREN TWP.

440.41

441.36

522567W

522568D

522570E

522571L

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

LINE SEGMENT

3857

SR 123

US 2031 BYPASS

PINE RD

COUNTRY CLUB RD

QUINCE RD

LYDICK STUB

PEAR RD

GRAPEVINE CREEK

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

0.2L

1.00

0.2L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.28

0.00

-0.06

-0.12

-0.14

-0.07

-0.18

-0.01

+0.11

+0.02

		CD445	CD446	CD447	CD448	CD449	CD450
		5280'	5280'	5274'	5286'	5280'	
MAINTENANCE	#2	T&S-10/03 S-06/06				T&S-10/04 S-06/06	
	#1	T&S-07/05					
RAIL	#2	06NWF136S					
		06NWF136S					
	#1	77NW140S			76NW140S		
		77NW140S			76NW140S		
TRAFFIC DENSITY MGT		→ 55.1(64.7#2) ← 74.2(64.7#1)			→ 55.1(64.6#2) ← 74.1(64.6#1)		
2160		CP 448 CD449					
TRACK LAYOUT							
LINE SEGMENT							
3857							
CURVATURE							
#2							
ALIGNMENT							
#1							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE							

08/16/2007

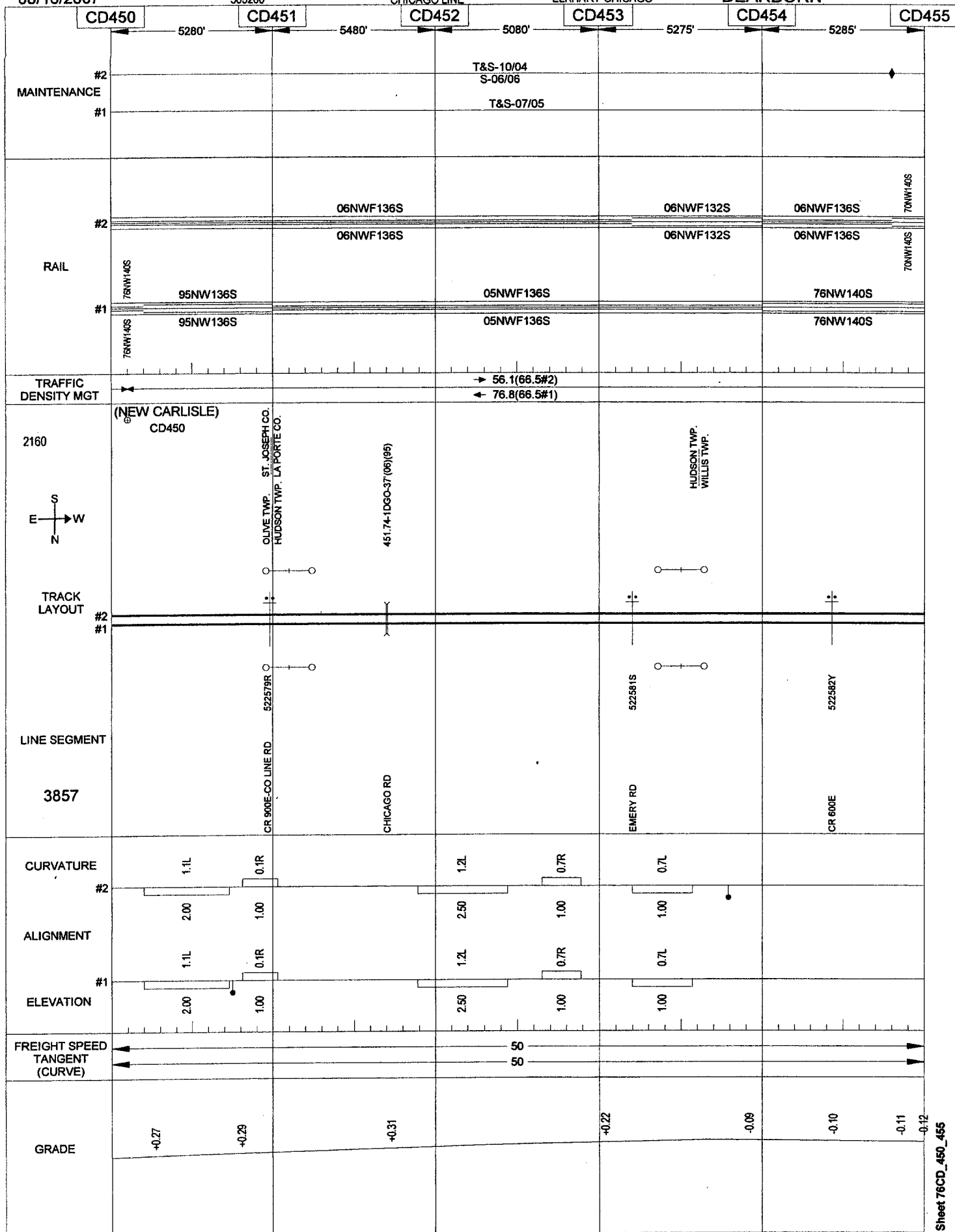
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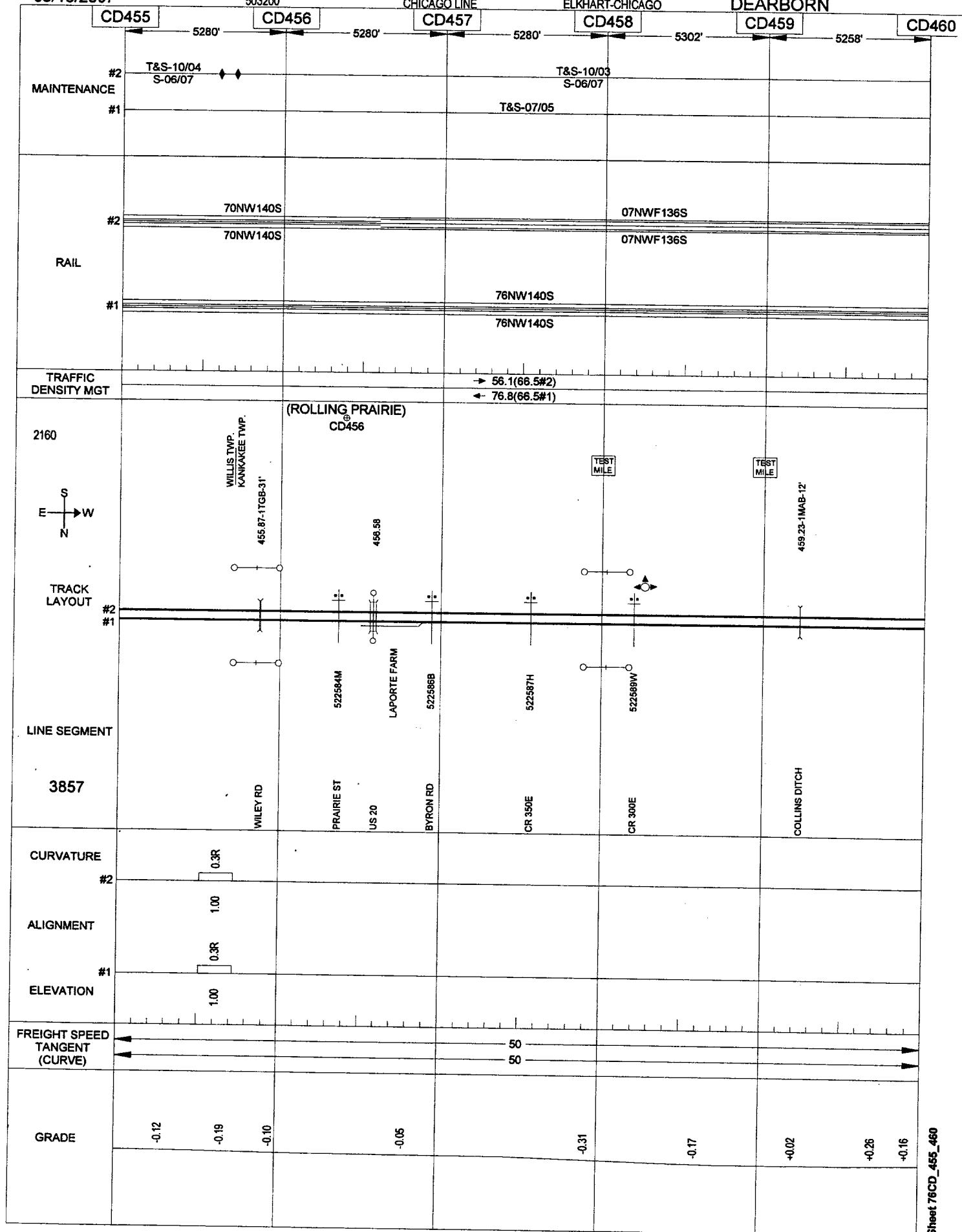
063

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN





08/16/2007

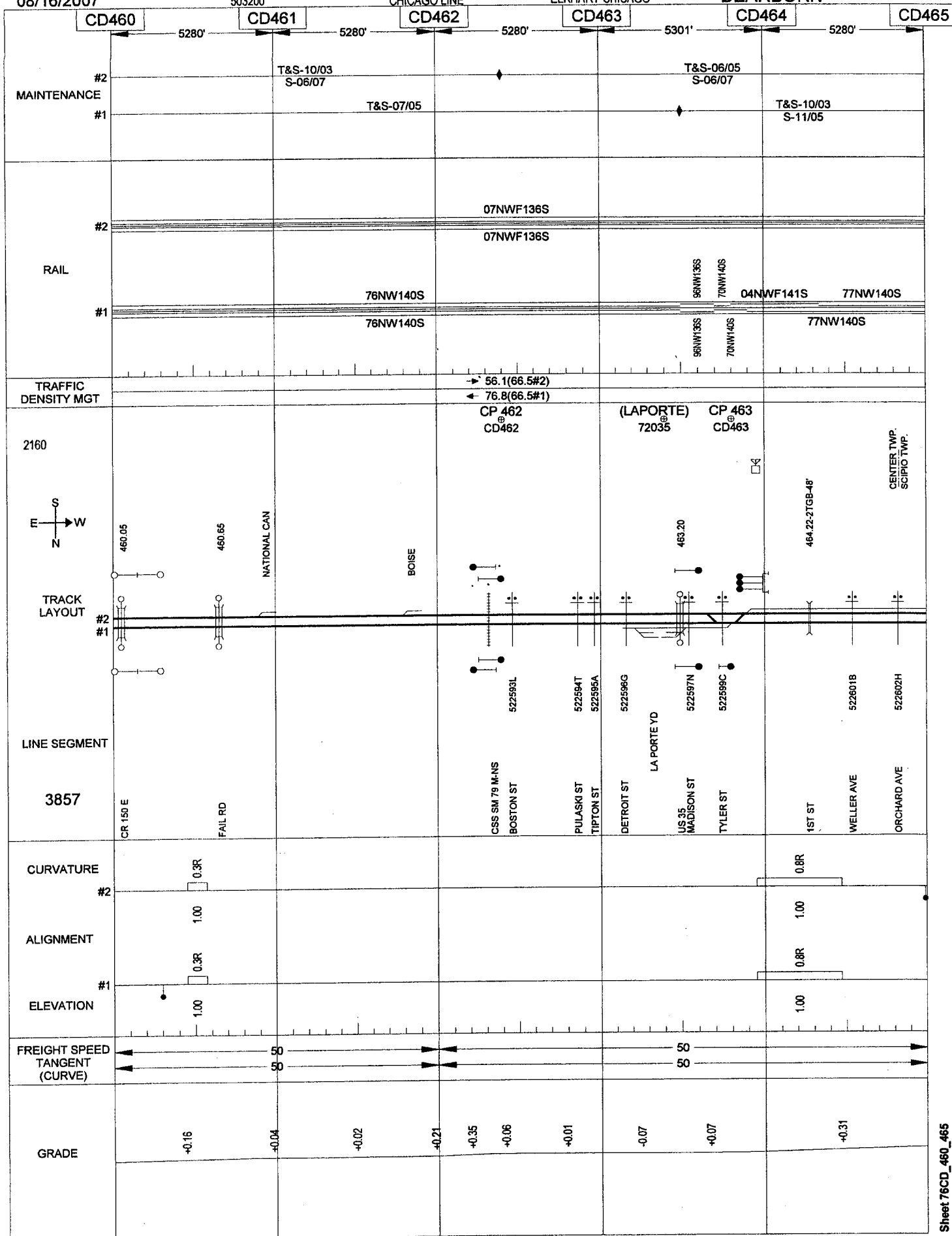
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065

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

503200

066

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD465

CD466

CD467

CD468

CD469

CD470

5280'

5280'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-06/05
S-06/07

T&S-10/03
S-11/05

T&S-09/03
S-06/07

T&S-09/03
S-11/05

RAIL

#2

07NWF136S

05NWF141S 70NW140S

07NWF136S

00NWF136P 70NW140S

#1

77NW140S

04NWF141S 77NW140S

77NW140S

TRAFFIC
DENSITY MGT

→ 56.1(66.5#2)
← 76.8(66.5#1)

2160

CP 466
CD466

(PINOLA)
CD468

TEST
MILETEST
MILE

SCIRO TWP.
NEW DURHAM TWP

489.56-1C8B-10'

S
E → W
N

TRACK
LAYOUT

#2
#1

JET CORPS

CR 400W

PINOLA RD

FORRESTER RD

CR 700 W

LINE SEGMENT

3857

CURVATURE

#2

0.3R
0.5R

0.7R

ALIGNMENT

1.00
1.00

1.50

ELEVATION

#1

0.5R
1.000.7R
0.8R
1.00
1.00

FREIGHT SPEED
TANGENT
(CURVE)

← 50 →
← 50 →

50
50

GRADE

-0.31

-0.05

-0.23

-0.09

-0.21

-0.02

-0.04

-0.14

-0.11

-0.08

-0.10

08/16/2007

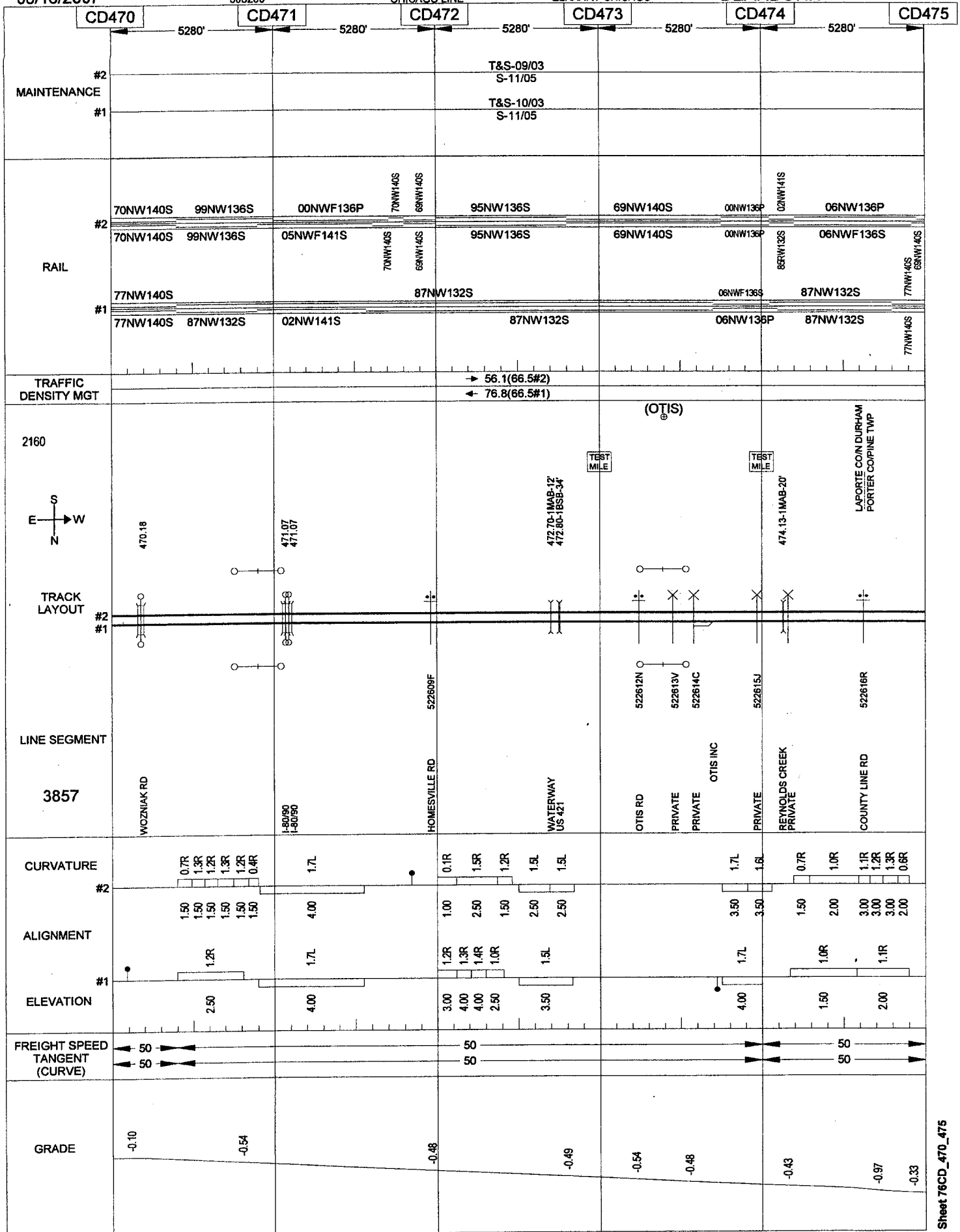
503200

067

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

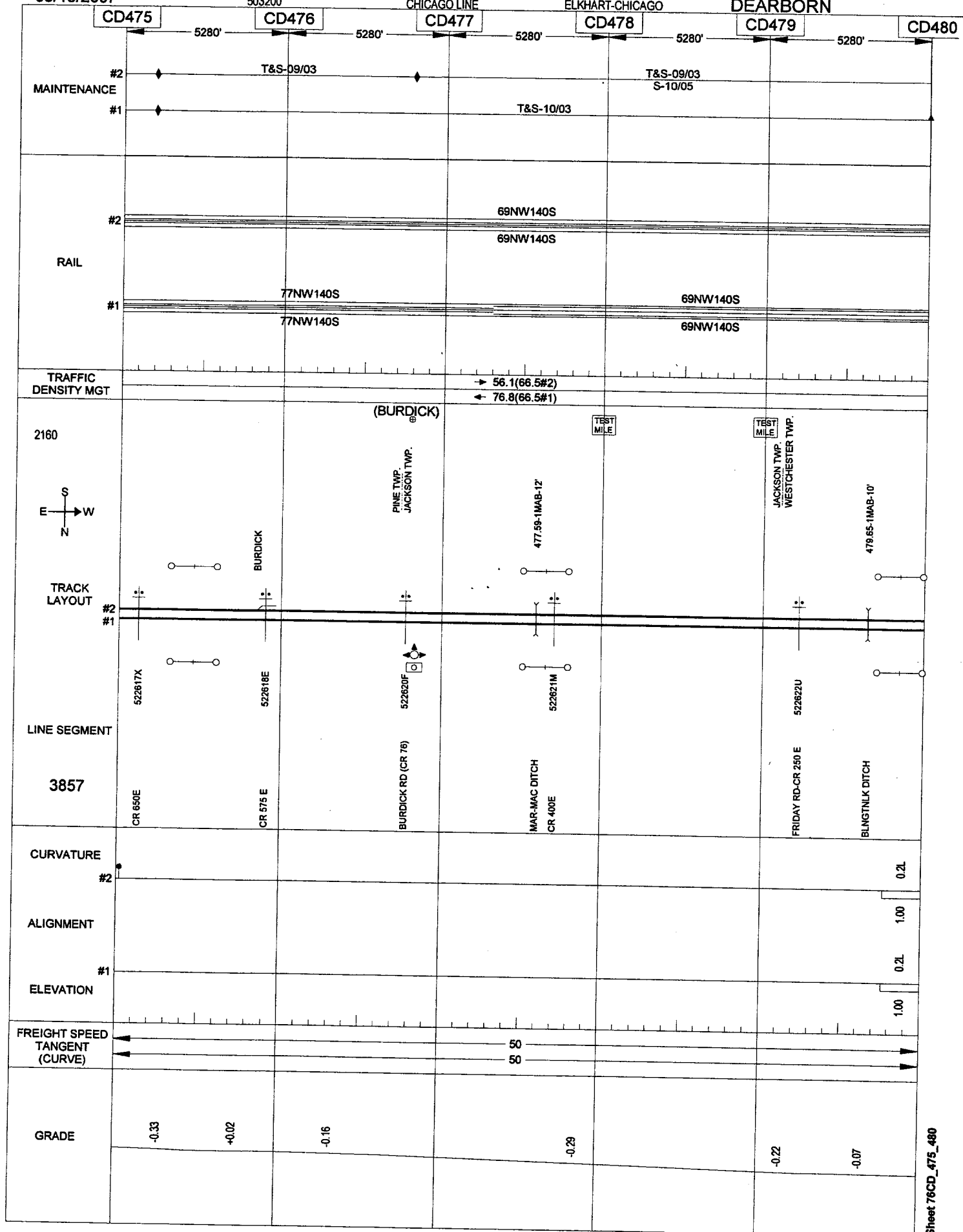
503200

068

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

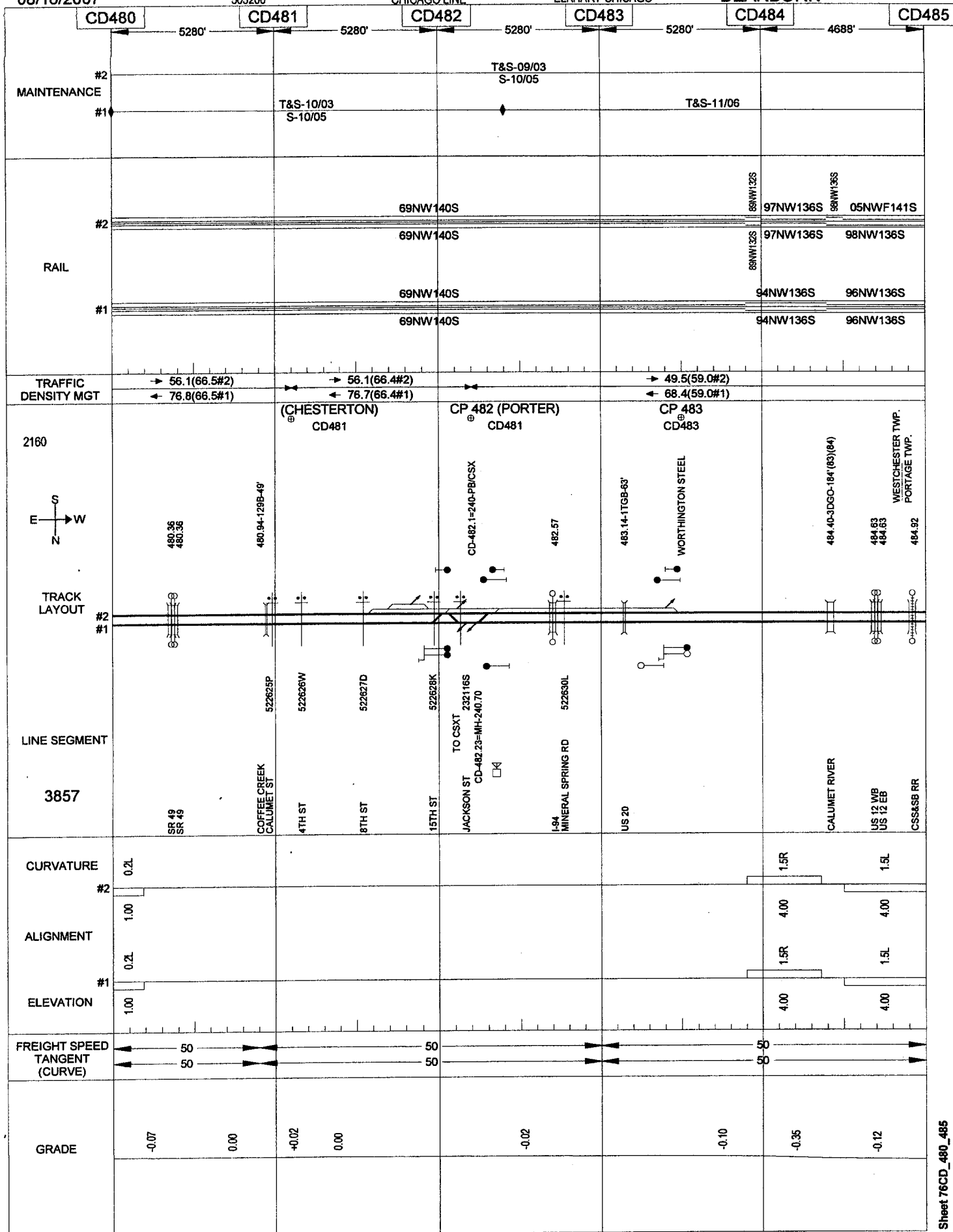
503200

069

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

503200

070

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD485

CD486

CD487

CD488

CD489

CD490

5280'

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

#2

T&S-09/03
S-10/05T&S-09/02
S-10/05

#1

T&S-09/02
S-10/05

RAIL

#2

66NW136S

95NW136S

66NW136S

76NW140S

05NWF141S

06NWF136P

05NWF141S

#1

66NW136S

95NW136S

66NW136S

76NW140S

06NWF136S

76NW140S

66NW136S

78NW132S

66NW136S

78NW132S

TRAFFIC DENSITY MGT

49.6(59.0#2)
68.5(59.0#1)47.5(57.6#2)
67.8(57.6#1)

2160

BURNS HARBOR YD
CD486CP 487
CD487S
E
N
W

485.18-1088-20'

486.71

TO CSS&SB RR

487.48

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

TEST
MILETEST
MILE

TRACK LAYOUT

#2

#1

LINE SEGMENT

3857

STEEL MILL RD

PIPELINE

BURNS HARBOR YD

SR 249

PRIVATE

MIDWEST STEEL

US 12/MIDWEST STEEL

BURNS DITCH

OGDEN DUNES RD

522638R

CURVATURE

#2

1.5L

4.00

ALIGNMENT

#1

1.5L

4.00

ELEVATION

#1

4.00

2.00

2.00

1.50

3.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.12

-0.01

0.00

08/16/2007

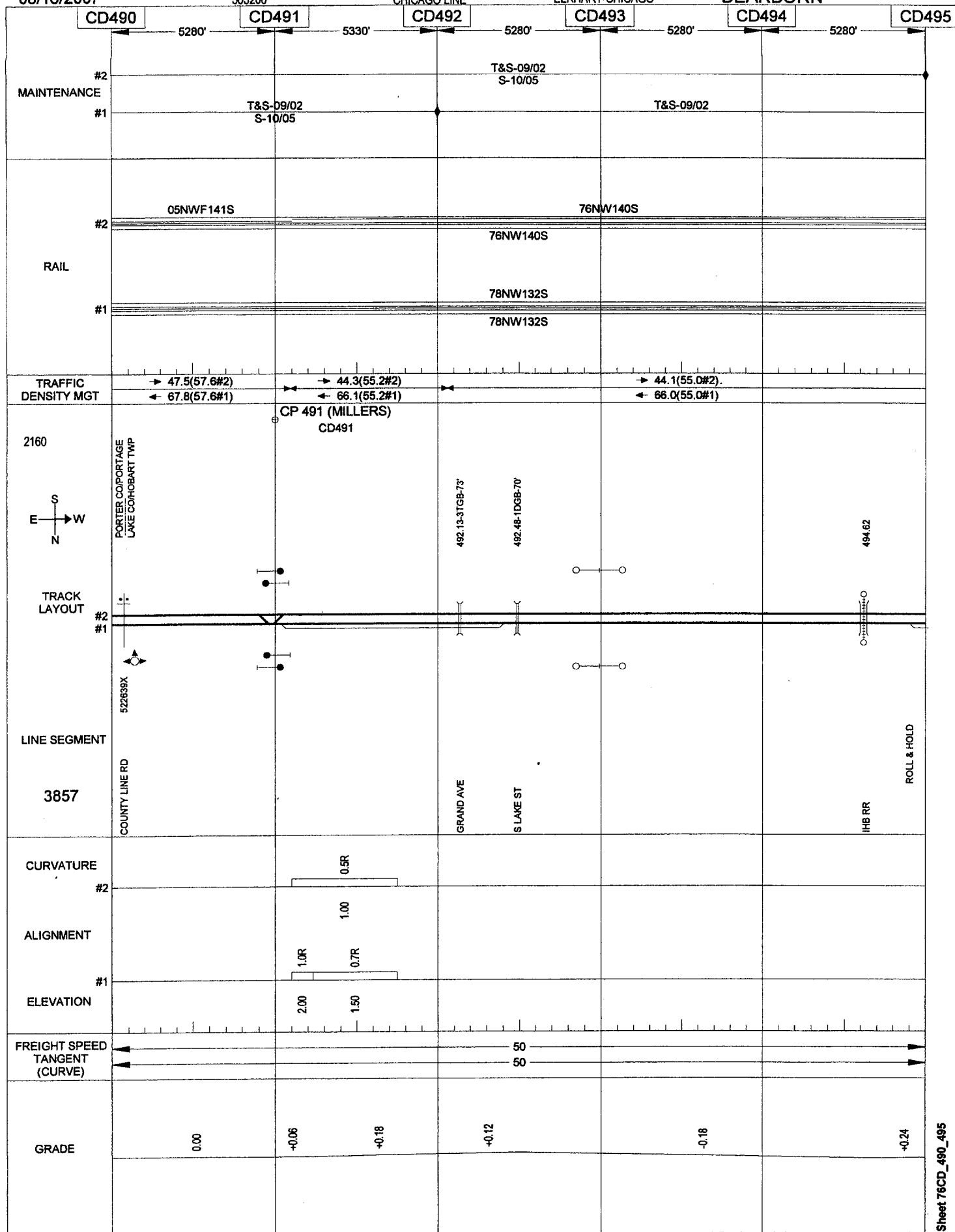
503200

071

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

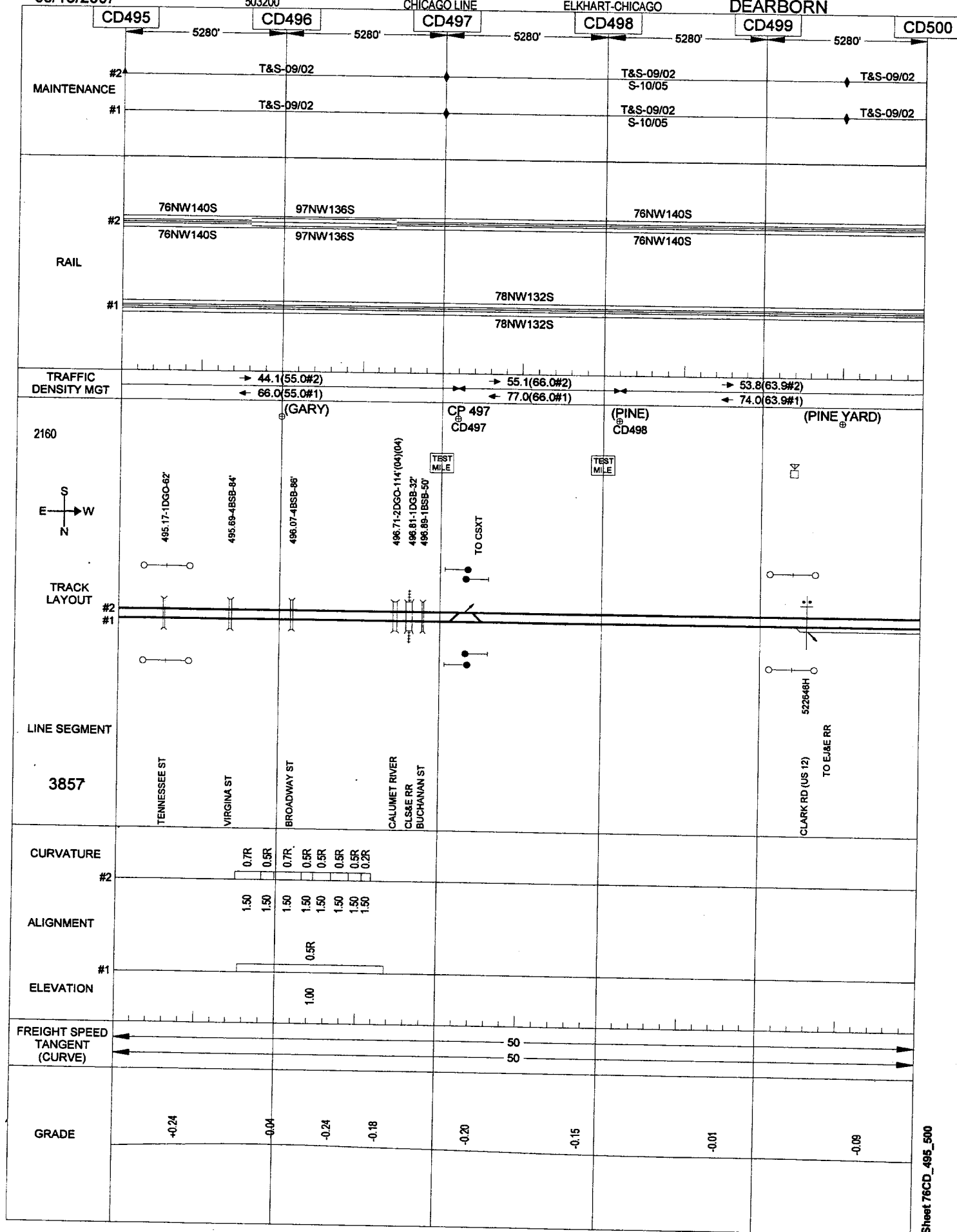
503200

072

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

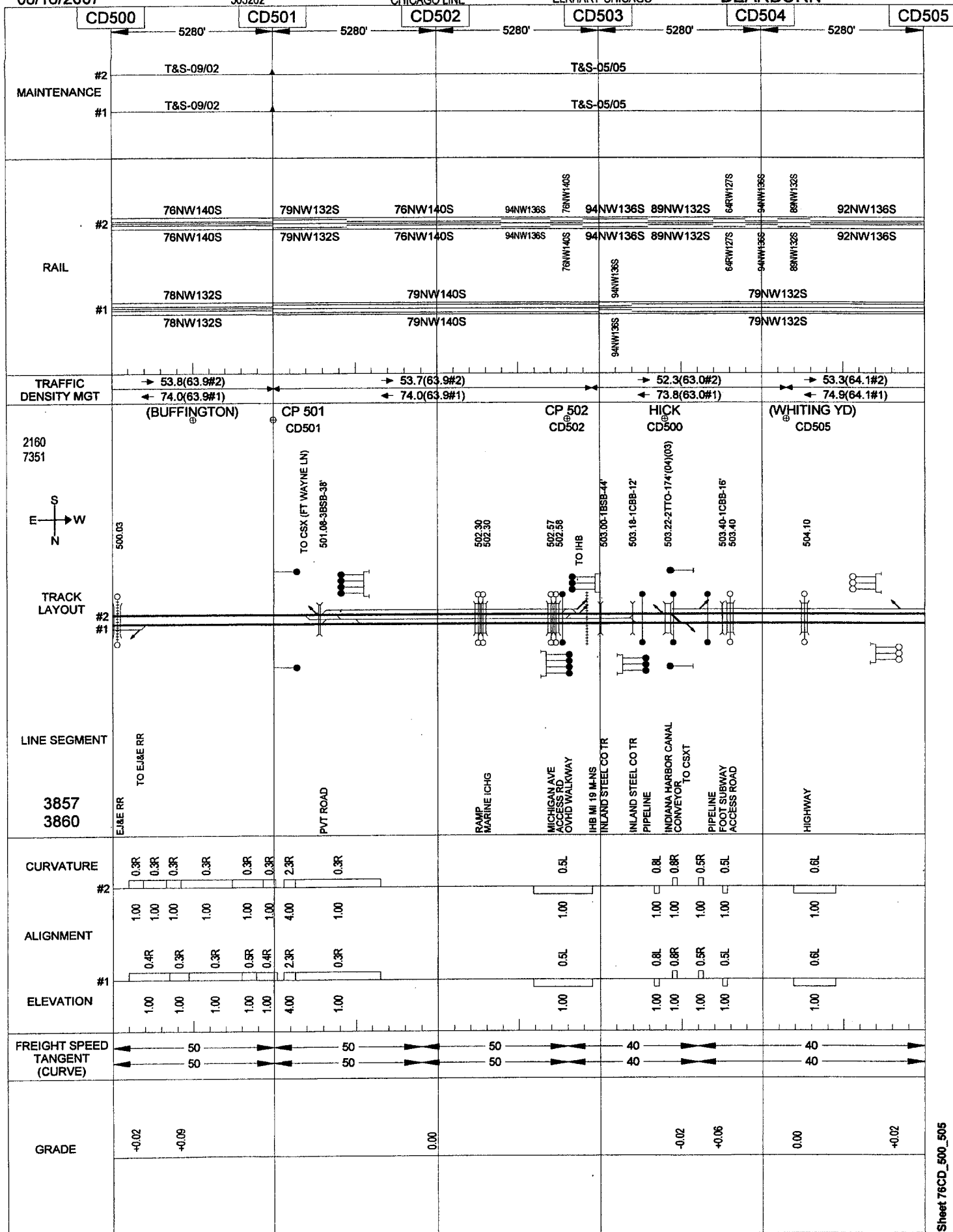
503202

073

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



08/16/2007

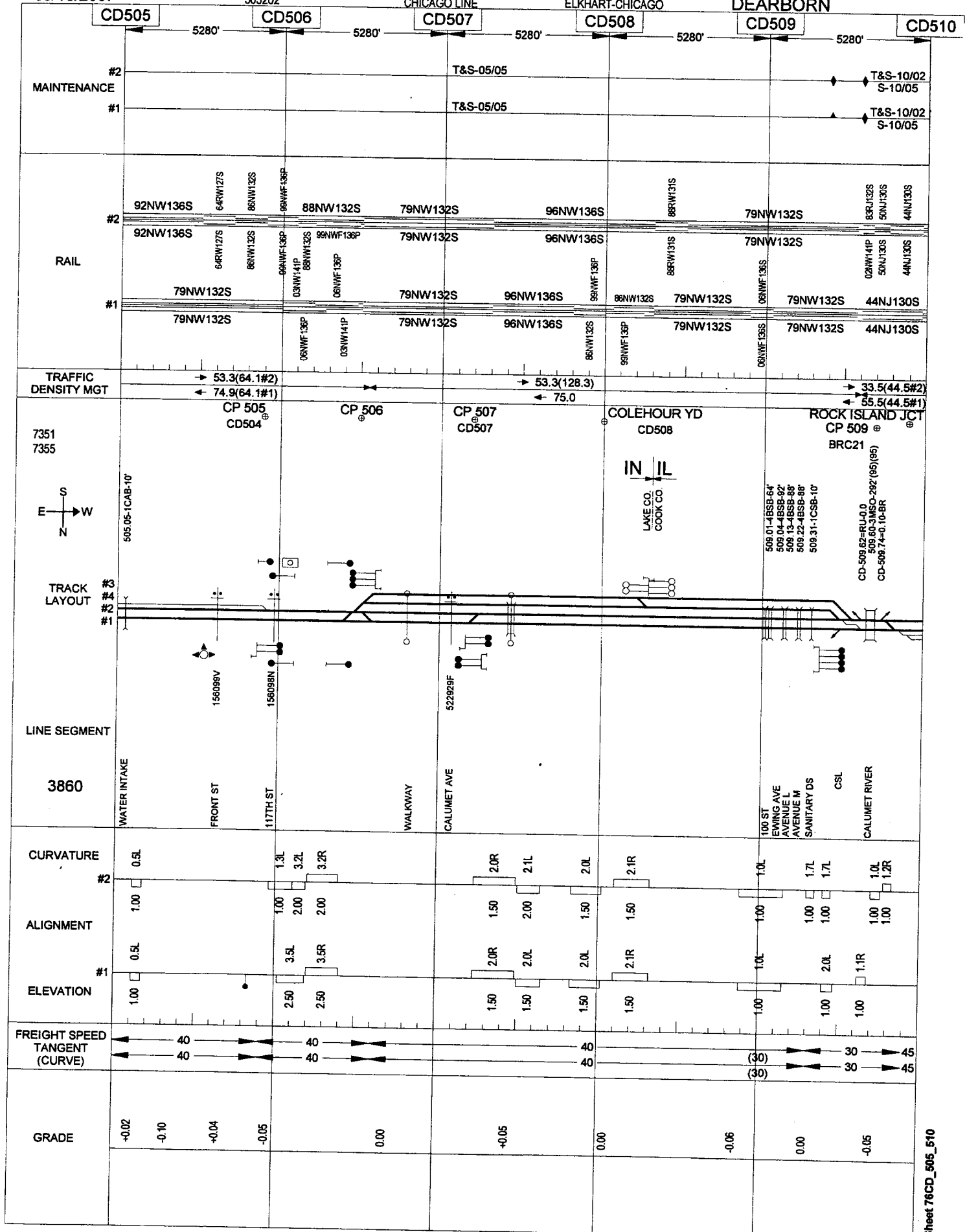
503202

074

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



DEARBORN

CD515

CE

T&S-10/02	S-10/05
T&S-10/02	S-10/05

T&S-10/02

T&S-10/02

RAIL

#2

83RW131S

83RW131S

88NW132S

88NW132S

83RW131S

B3RW131S

TRAFFIC
DENSITY MGT

→ 33.5(44.5#2)
← 55.5(44.5#1)

→ 32.6(43.5#2)
← 54.5(43.5#1)

7355

(S. CHICAGO)

CP 513
⊕
CD513

TRACK LAYOUT

LINE SEGMENT

3860

CURVATURE

#2

ALIGNMENT

#1

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

40

0.00

-0.05

+0.05

+0.01%

+0.02

Sheet 76CD_510_515

08/16/2007

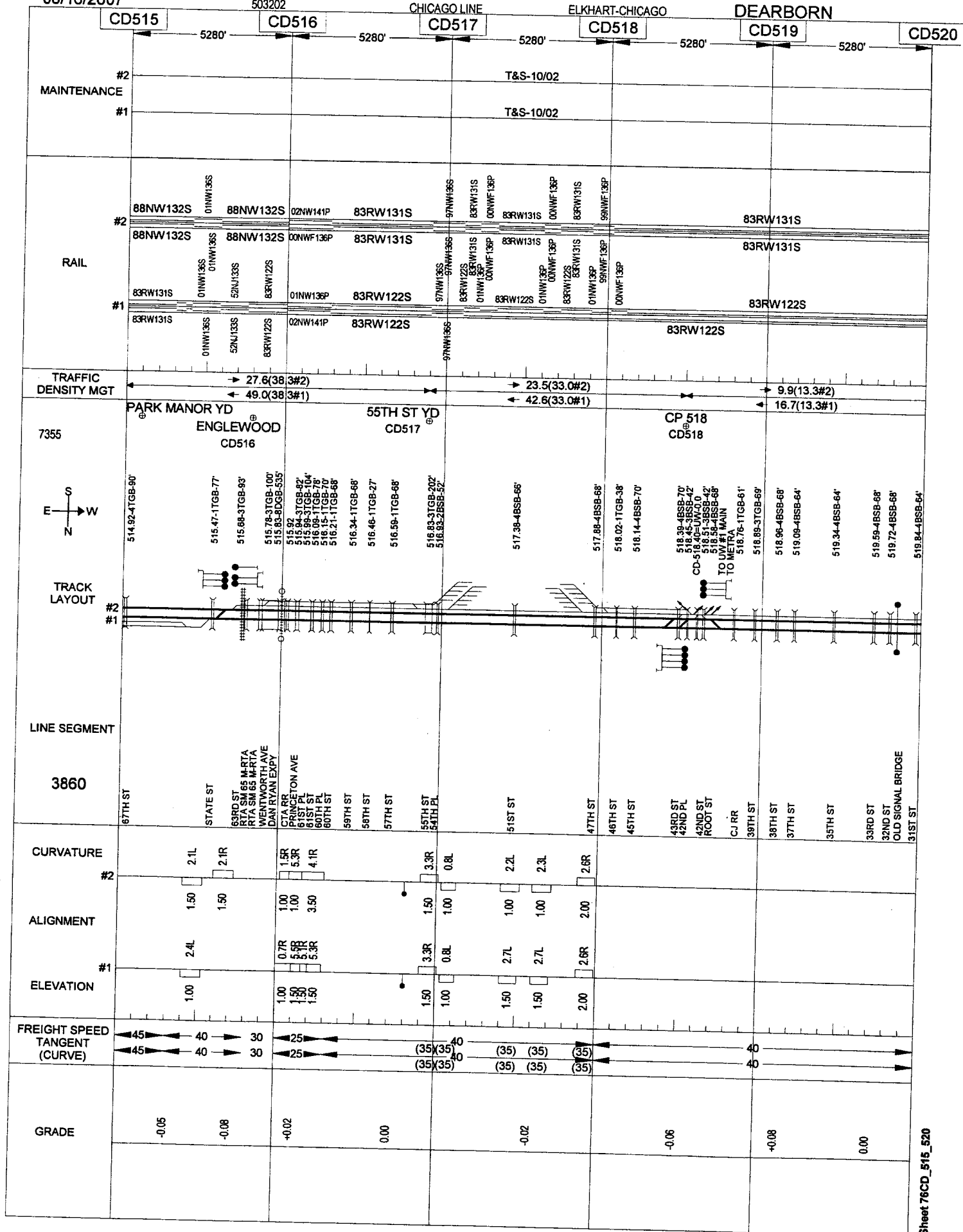
503202

076

CHICAGO LINE

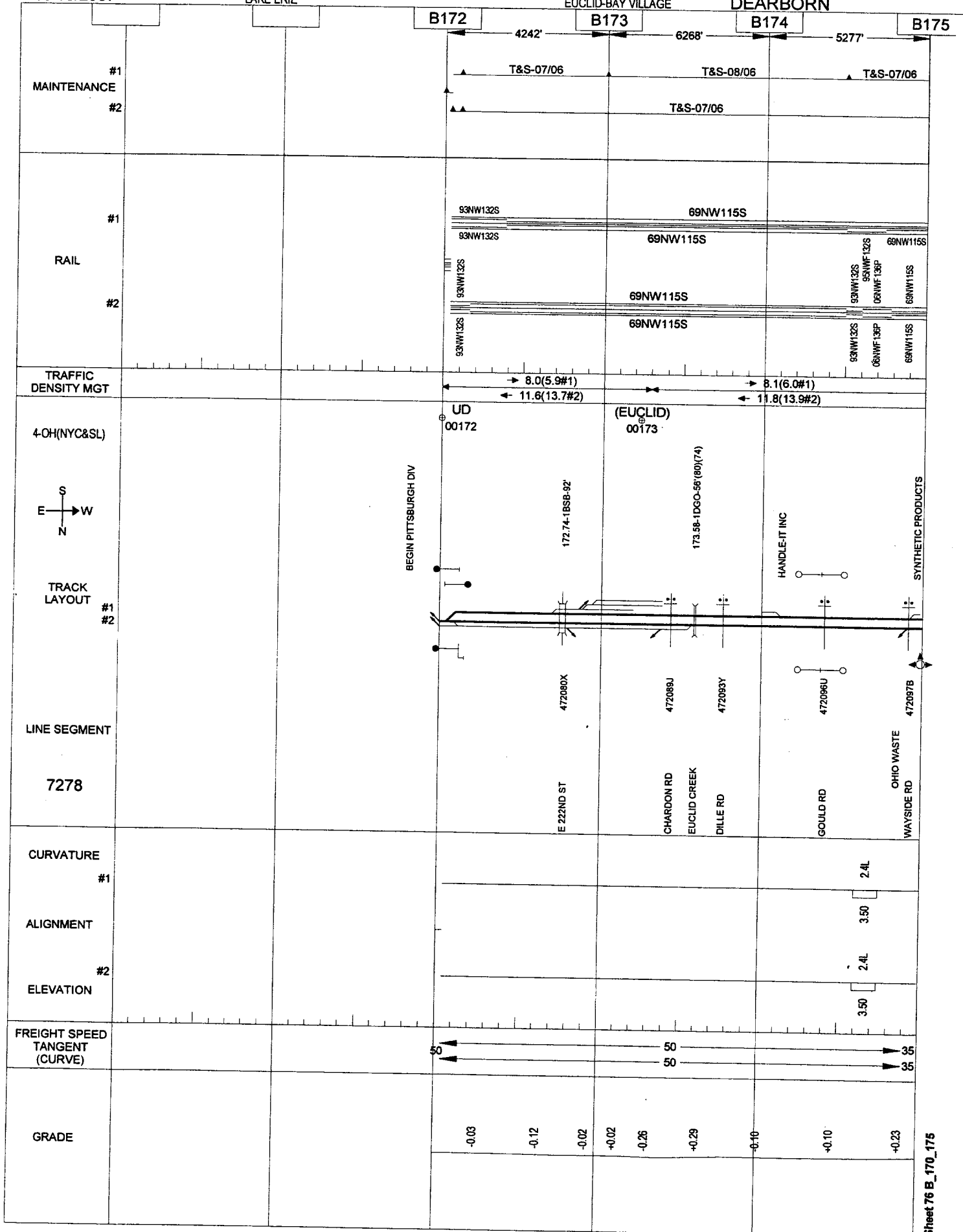
ELKHART-CHICAGO

DEARBORN



DEARBORN

Sheet 76CD_520_525



DEARBORN

Sheet 76 B 175 180

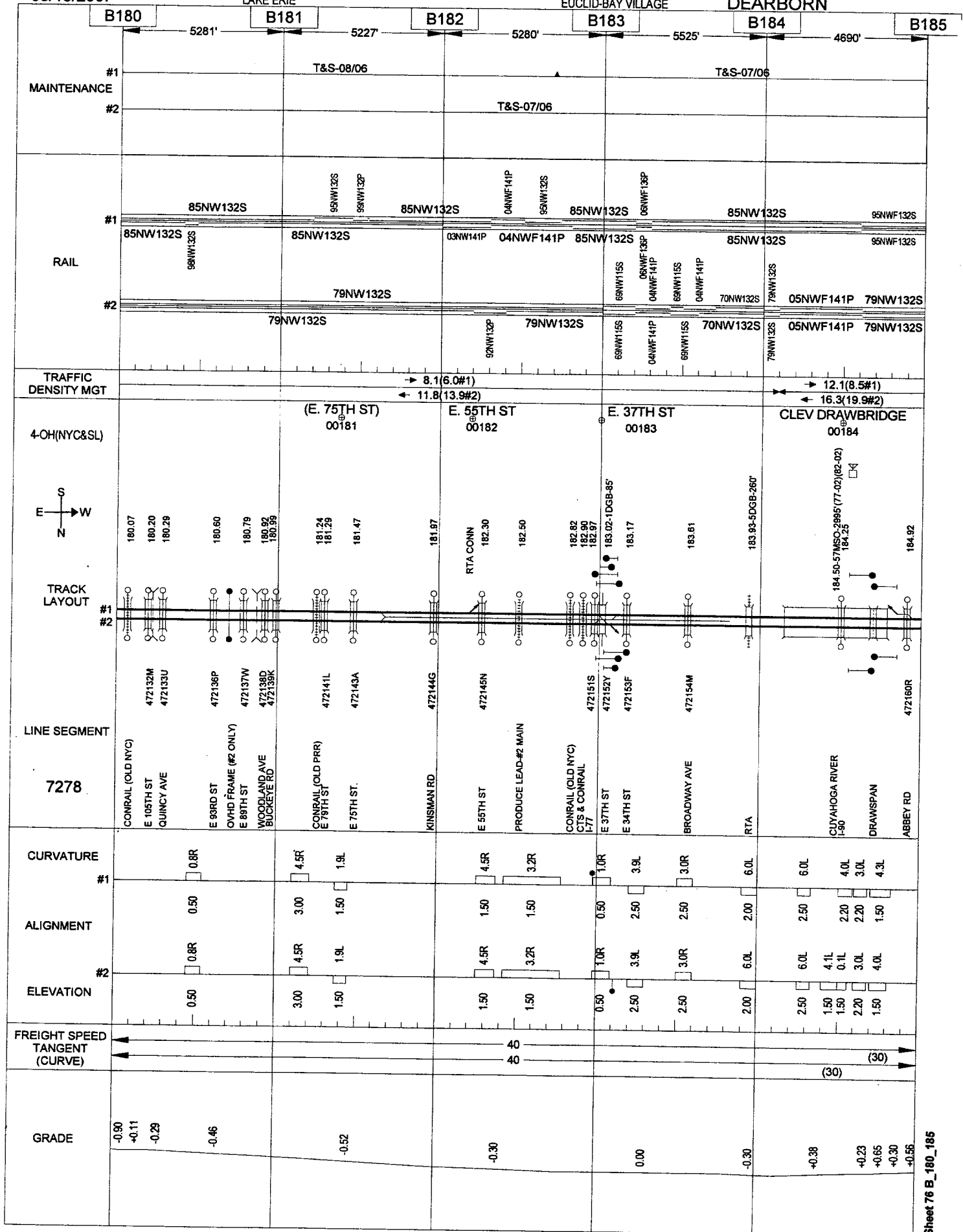
08/16/2007

080

LAKE ERIE

EUCUID-BAY VILLAGE

DEARBORN



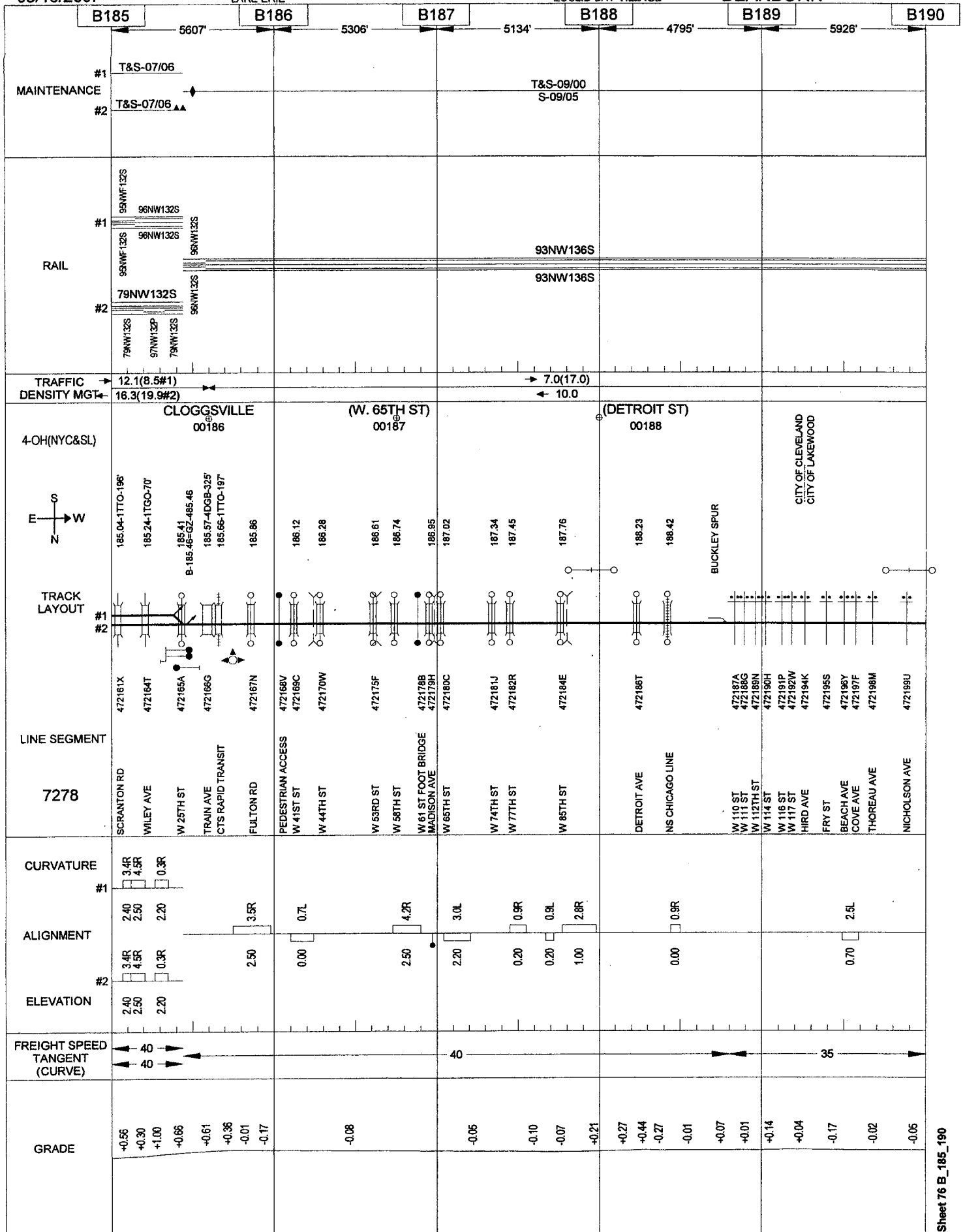
08/16/2007

081

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



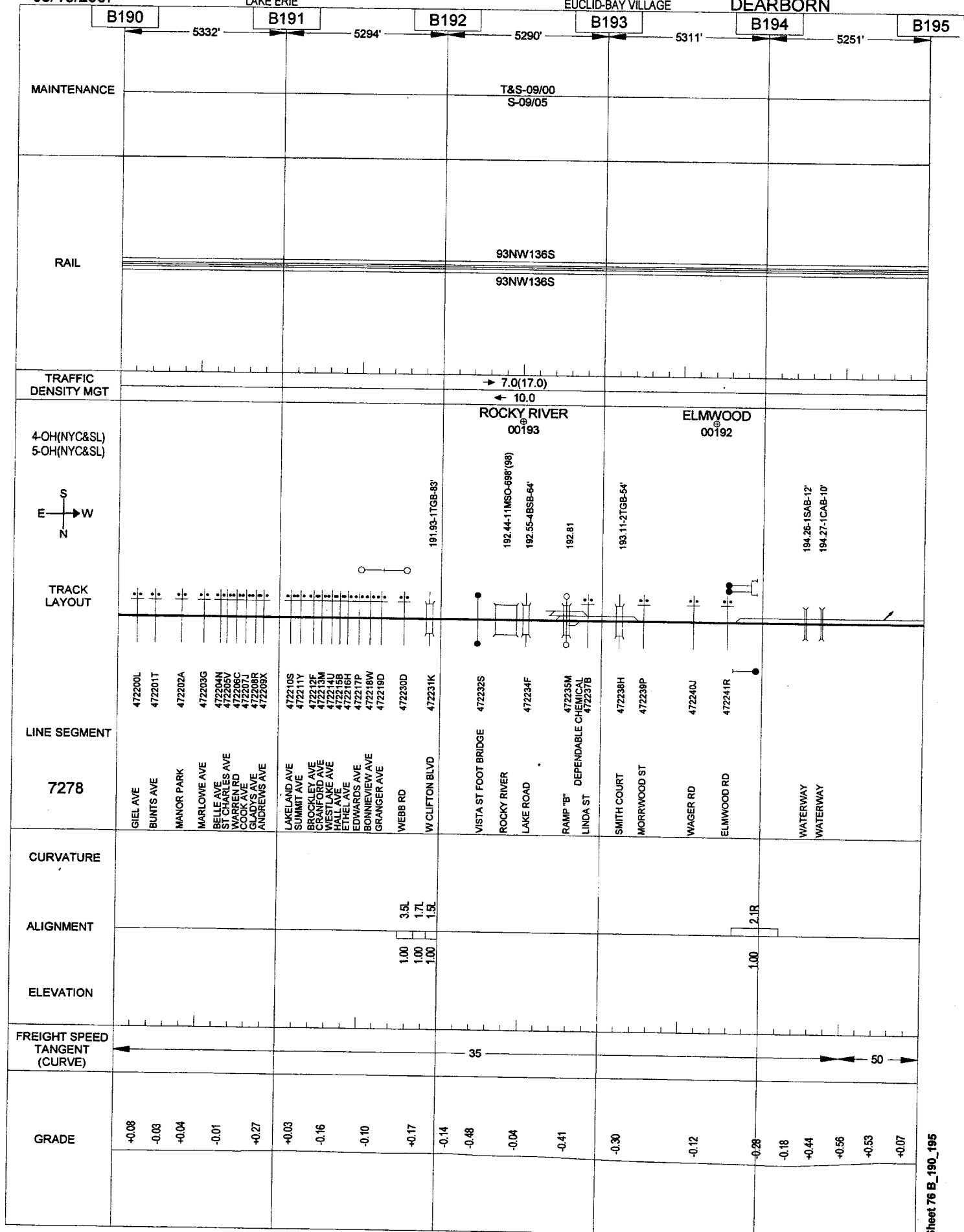
08/16/2007

082

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



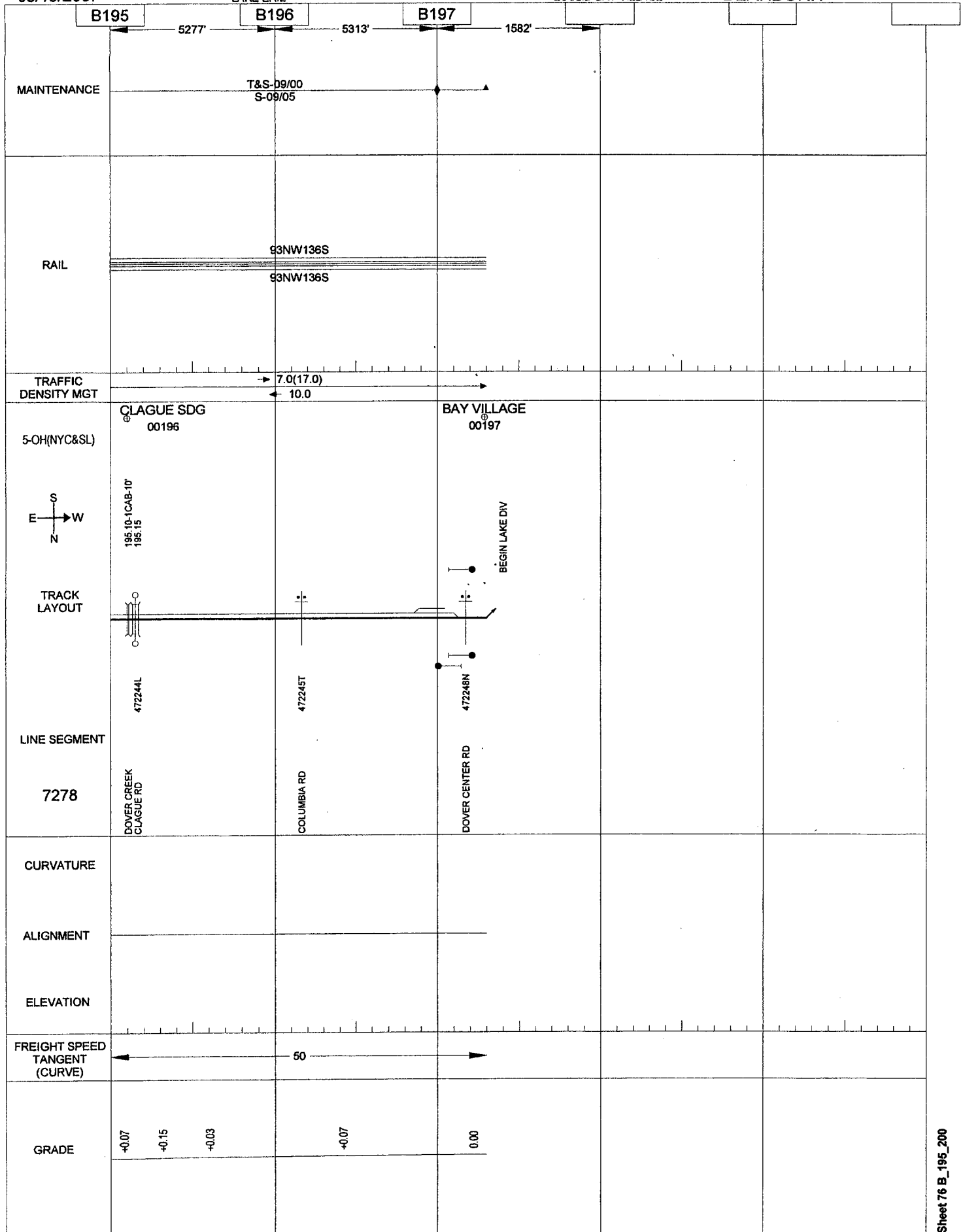
08/16/2007

083

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



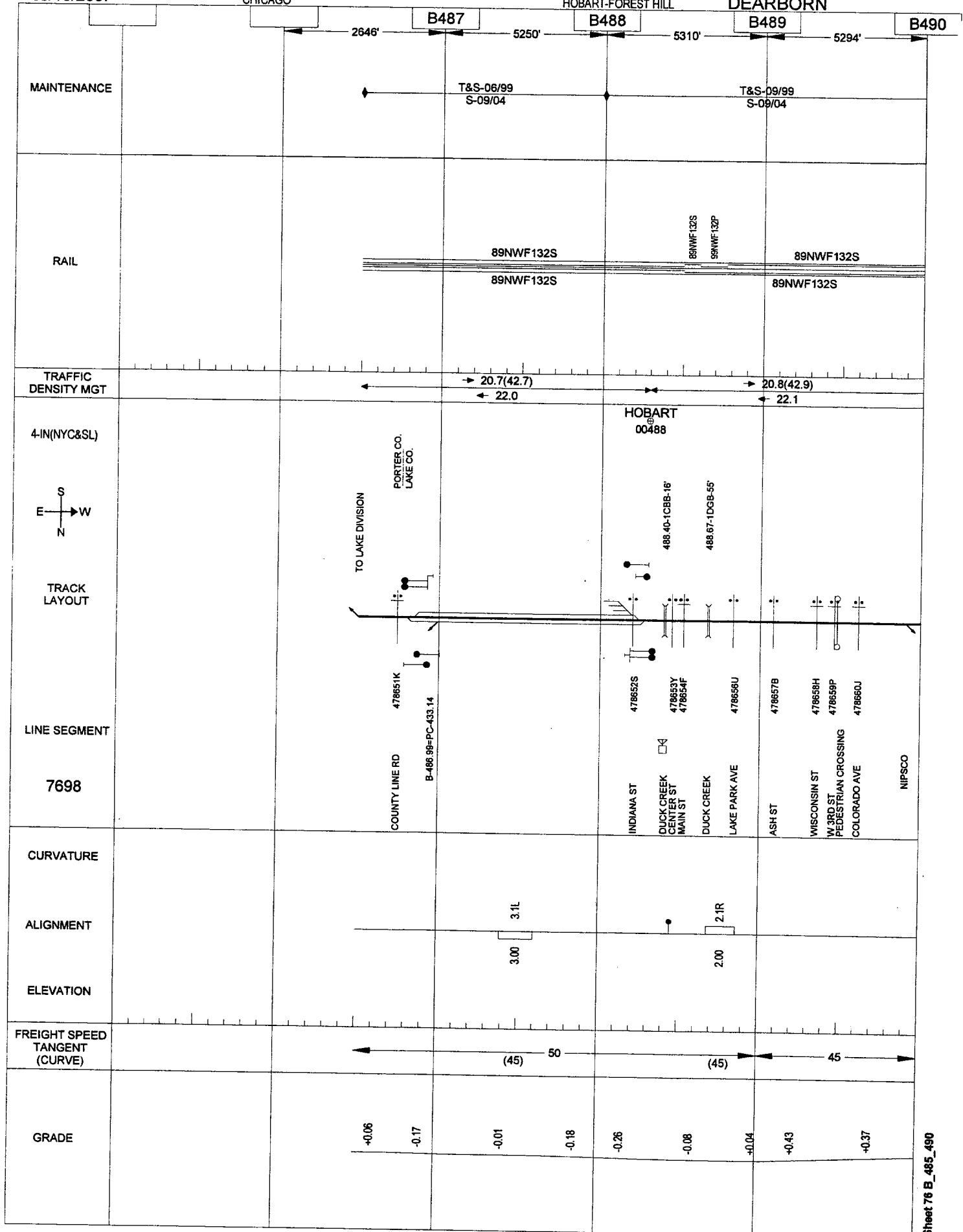
08/16/2007

CHICAGO

084

HOBART-FOREST HILL

DEARBORN



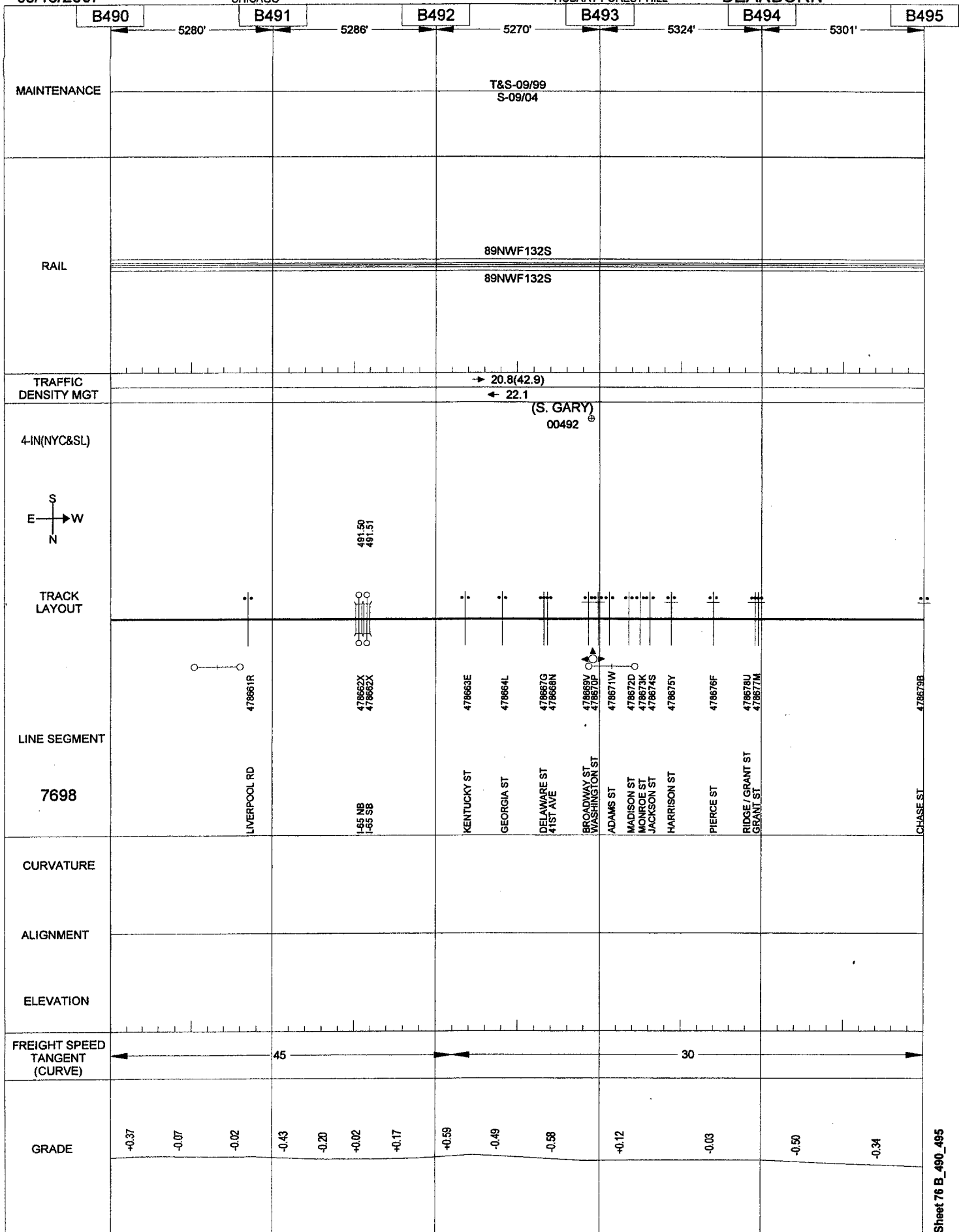
08/16/2007

085

CHICAGO

HOBART-FOREST HILL

DEARBORN



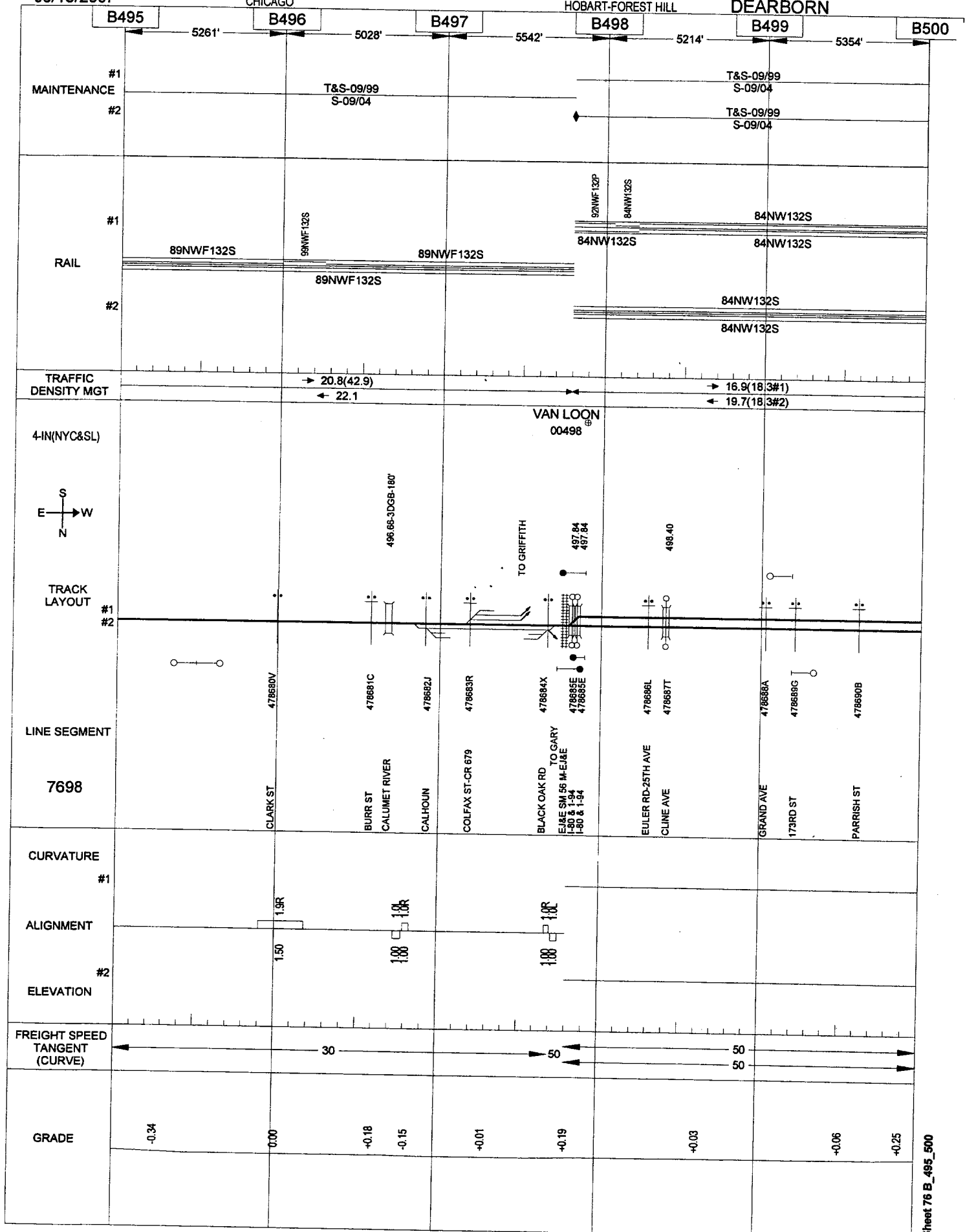
08/16/2007

CHICAGO

086

HOBART-FOREST HILL

DEARBORN



DEARBORN

B505

T&S-06/05

T&S-05/05

#1

16.9(18.3#1)
19.7(18.3#2)
(HESSVILLE)

→ 15.0(19.1#1)
← 23.2(19.1#2)

HAMMO
00503[⊕]

(ERIE JCT)

4-IN(NYC&SL)
1-IL(NYC&SL)

TRACK LAYOUT

LINE SEGMENT

7698

CURVATURE
ALIGNMENT
ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.14

-0.45

-0.10

-0.06

495

1

-0.29

-0.04

0_505

Sheet 76 B_500_505

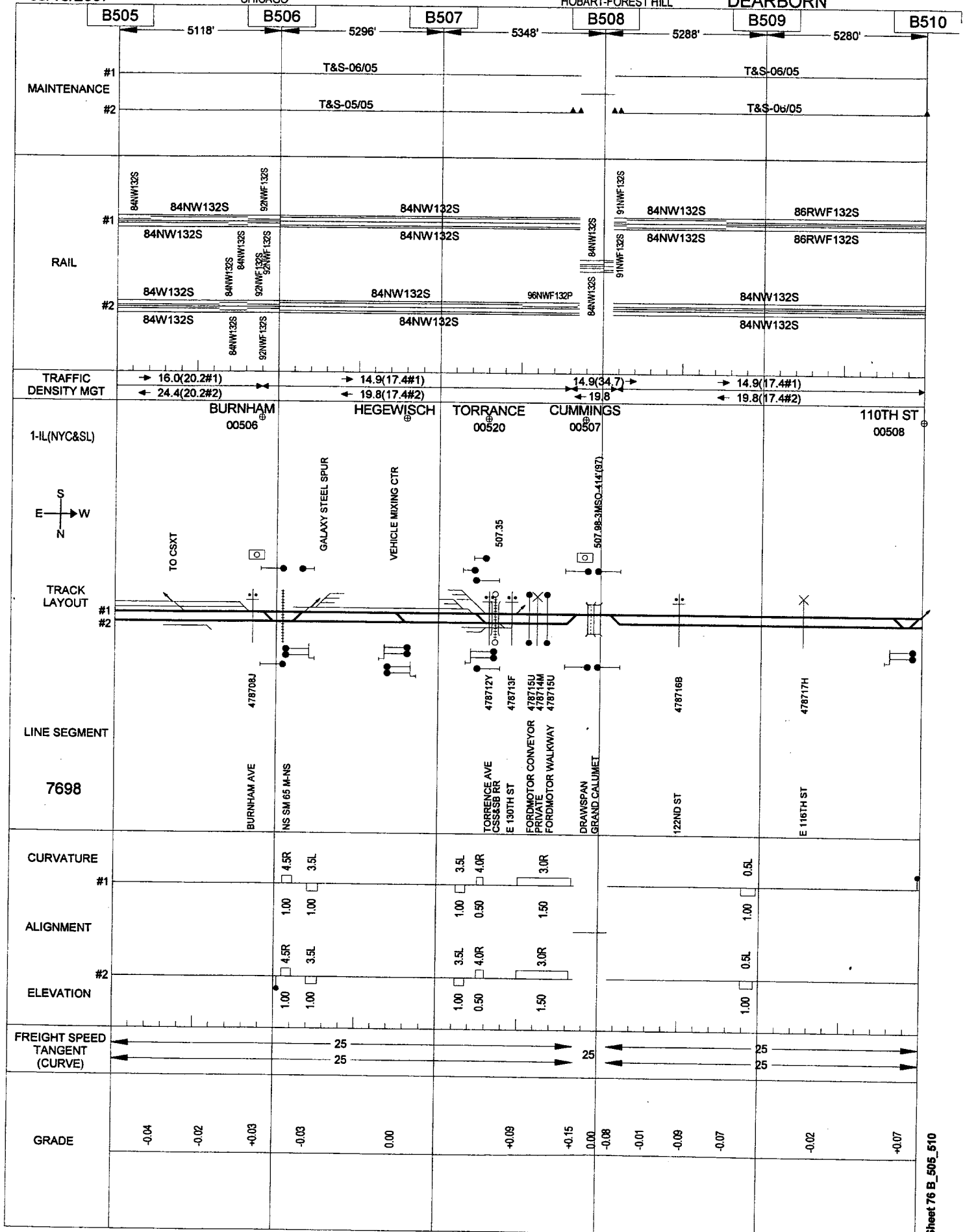
08/16/2007

CHICAGO

088

HOBBART-Forest Hill

DEARBORN



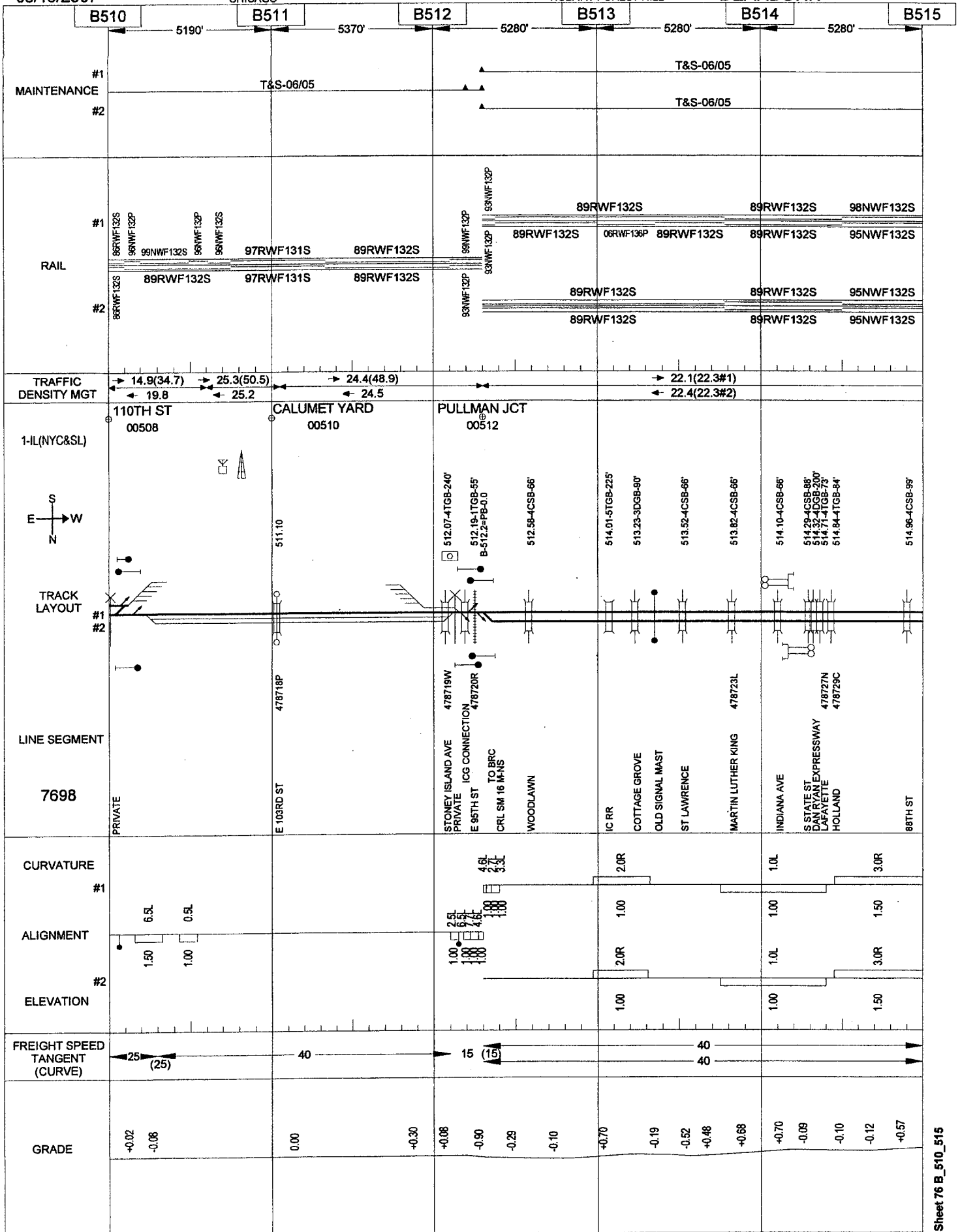
08/16/2007

CHICAGO

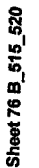
089

HOBART-FOREST HILL

DEARBORN



DEARBORN



08/16/2007

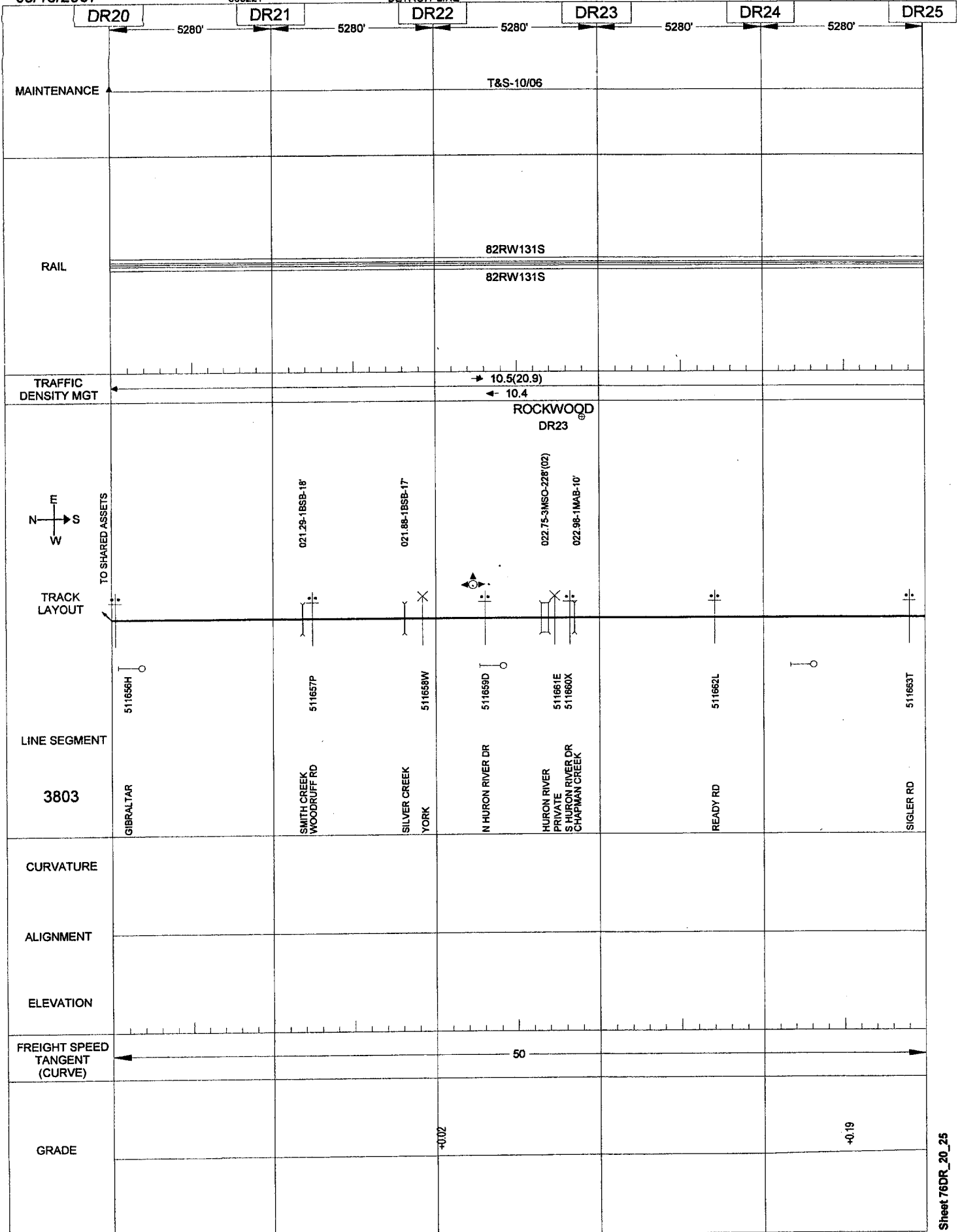
505221

091

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



08/16/2007

505221

092

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

DR25

DR26

DR27

DR28

DR29

DR30

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/06

RAIL

82RW131S

82RW131S

TRAFFIC
DENSITY MGT

→ 10.5(20.9)
← 10.4

E
N → S
W

TRACK
LAYOUT

TEST
MILE

TEST
MILE

027 80-2DGO-80'

(NEWPORT)
DR28

028 23-2MAB-8'

511684A

511665G

511667V

511705C

511706J

511709E

511710Y

511712M

LINE SEGMENT

3803

ARMSTRONG

LABO RD

NEWPORT RD

PRIVATE

SWAN CREEK
SWAN CREEK

LITTLE STONY CREEK

PRIVATE

PRIVATE

POST RD

CURVATURE

ALIGNMENT

0.3L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.03

-0.04

0.00

08/16/2007

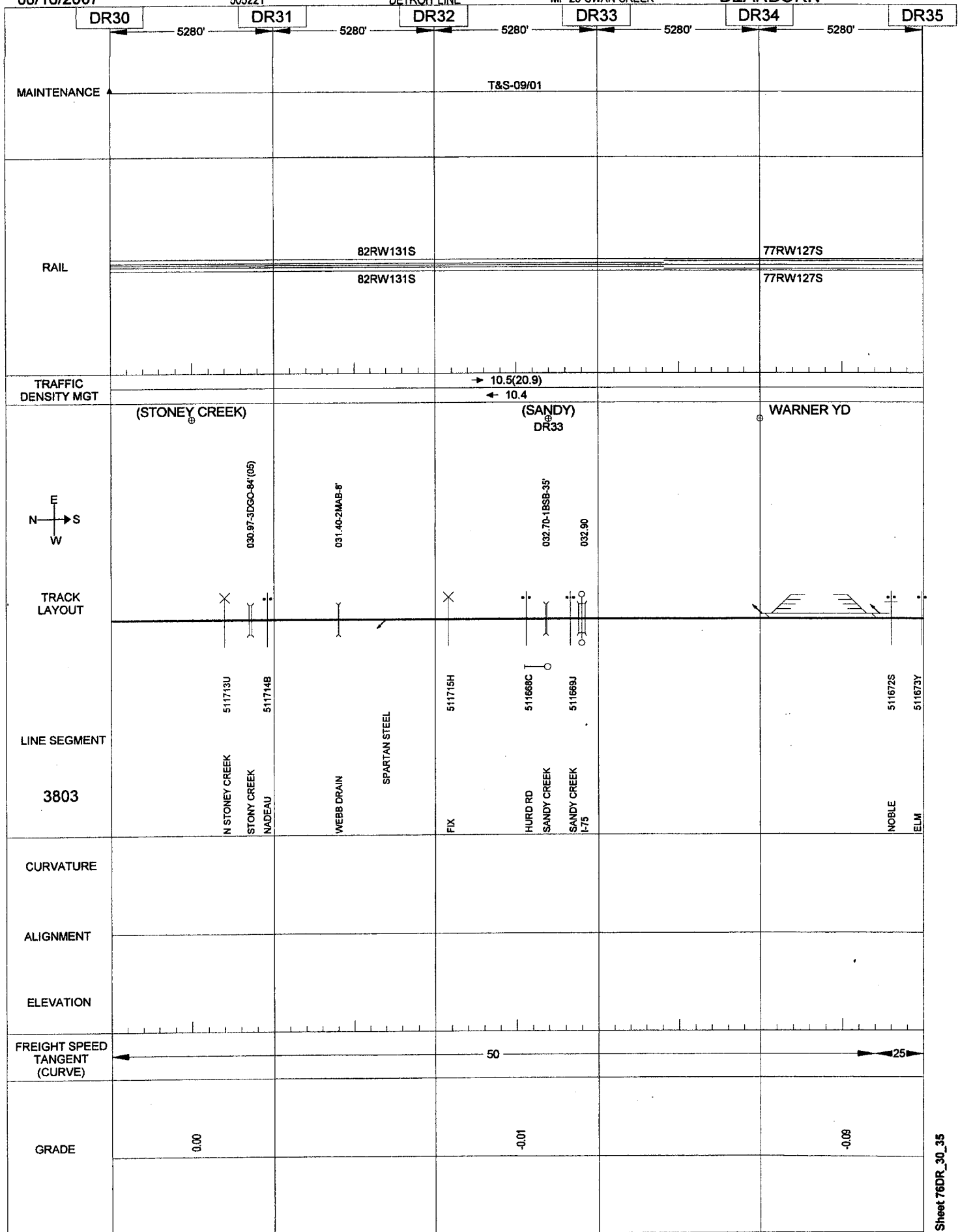
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093

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



08/16/2007

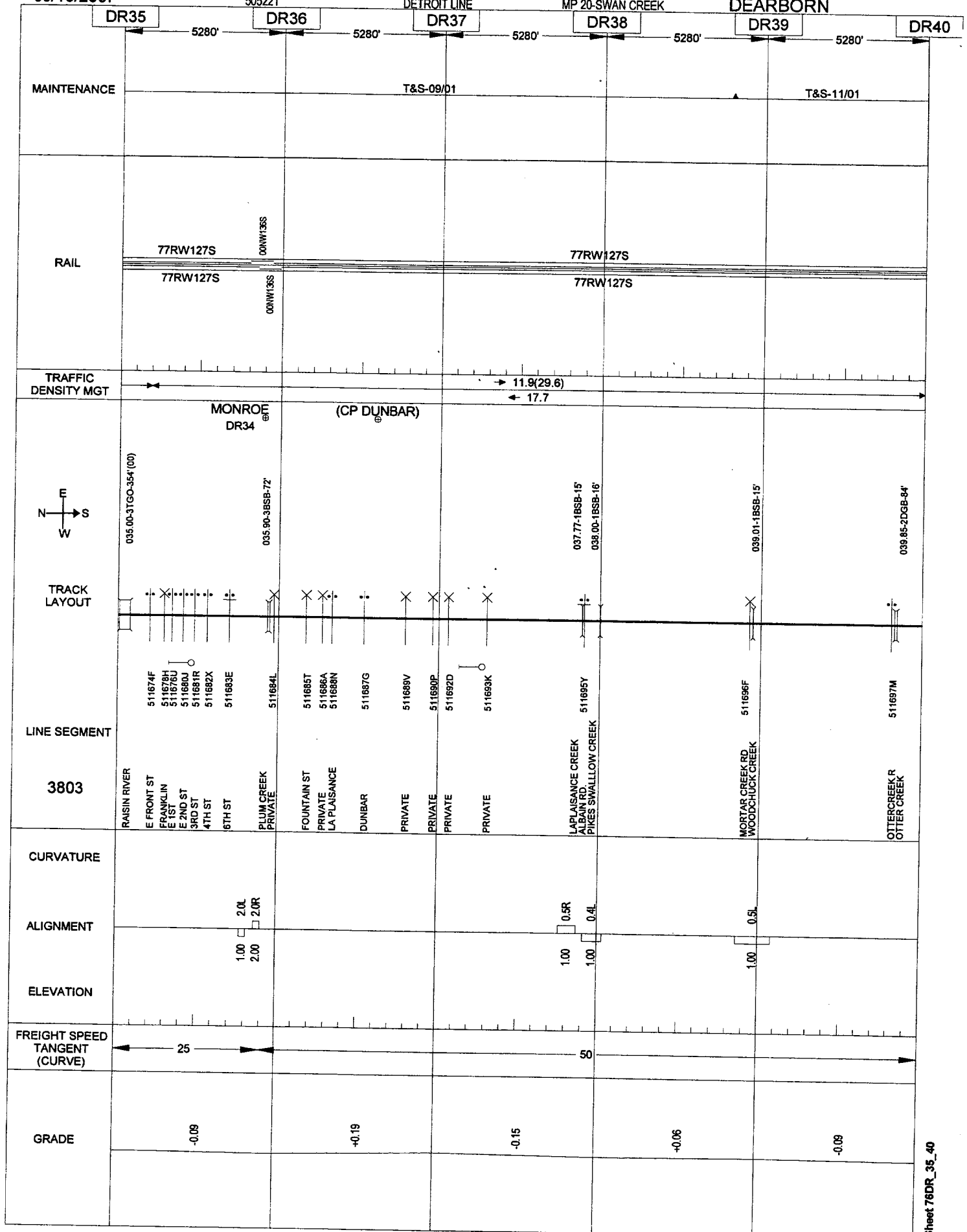
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094

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



08/16/2007

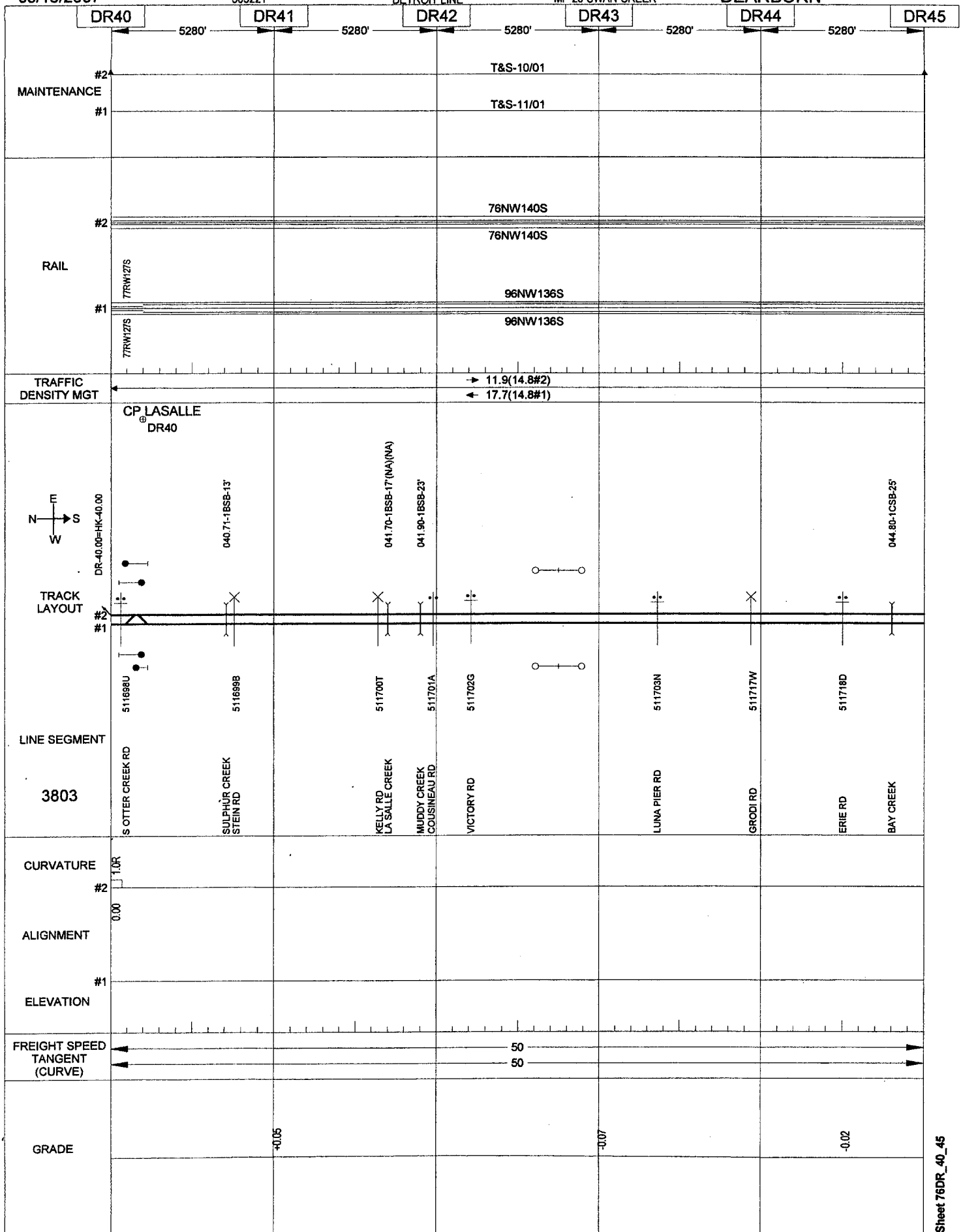
505221

095

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



08/16/2007

505221

096

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN

DR45

DR46

DR47

DR48

DR49

DR50

5280'

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

#2

#1

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

T&S-11/01

RAIL

#2

#1

76NW140S

76NW140S

96NW136S

96NW136S

96NW136S

96NW136S

95NW136S

95NW136S

76RW127S

76RW127S

TRAFFIC
DENSITY MGT

→ 11.9(14.8#2)

← 17.7(14.8#1)

2080

VIENNA
DR47

MI OH

TEST
MILE

TEST
MILE

046.09
046.20-1CSB-18'

046.95-3MSB-36'

047.97-1BSO-16'(84)(84)

049.01-1DGB-40'

CHEMBOND



TRACK
LAYOUT

#2

#1

LINE SEGMENT

3803

VIENNA RD

US 25
MULHLEN CREEK

SUDER RD

DEAN RD

FLAT CREEK

STERN RD
RAPIDENA CREEK

LOTUS RD

HALAWAY CREEK

J C PENNY

S. BENORE RD

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

0.7R

1.00

0.7R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.01

0.00

-0.18

08/16/2007

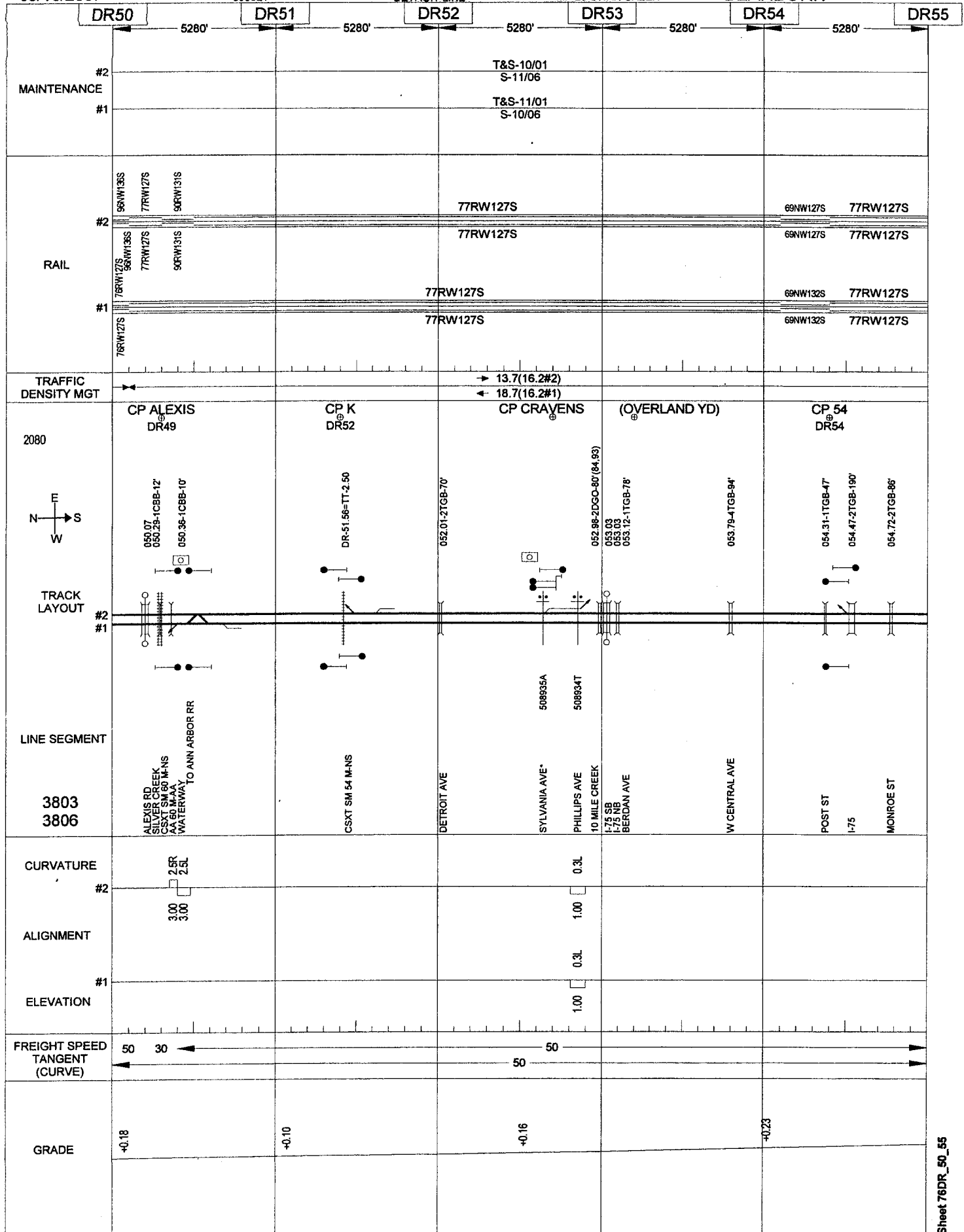
503621

097

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



08/16/2007

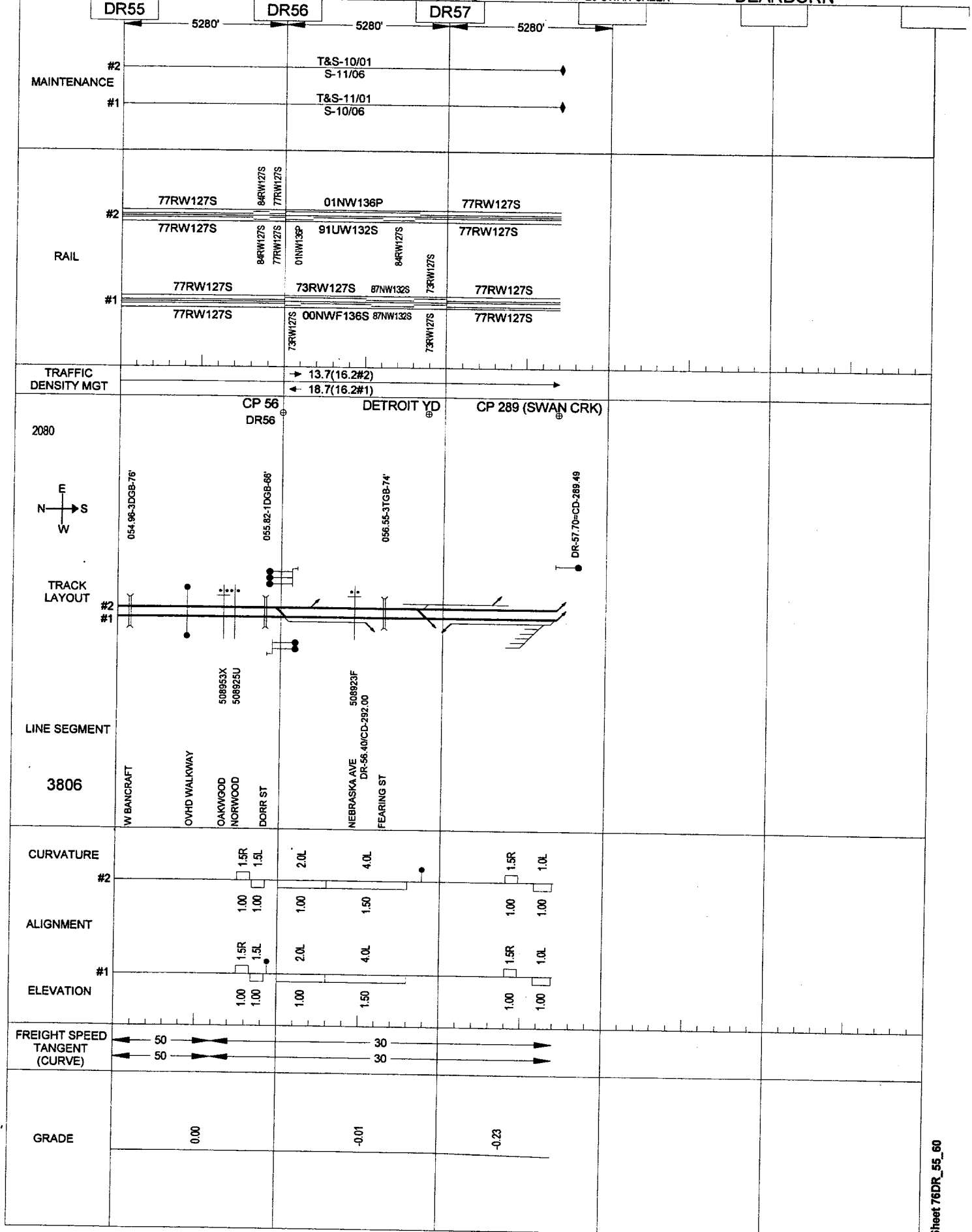
503621

098

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



08/16/2007

505222

099

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN

HK20

HK21

HK22

HK23

HK24

HK25

5336'

5226'

5284'

5279'

5281'

MAINTENANCE

T&S-10/01

RAIL

76NW140S

76NW140S

TRAFFIC
DENSITY MGT

BEGIN SHARED ASSETS

TRACK
LAYOUT(CALGON)
HK22

ROCKWOOD

021.40-18SB-20'

021.90-18SB-20'

022.75-3DGB-177

WOODRUFF
511755F

SMITH CREEK

SILVER CREEK

N HURON RIVER DR
867569PHURON RIVER
S HURON RIVER DR
511753SREADY RD
512103PPRIVATE
511751DDIXIE HWY
511750WSIGLER RD
511749C

LINE SEGMENT

3812

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.02

+0.19

08/16/2007

505222

100

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN

HK25

HK26

HK27

HK28

HK29

HK30

5280'

5282'

5280'

5280'

5281'

MAINTENANCE

T&S-10/01

RAIL

76NW140S

76NW140S

TRAFFIC
DENSITY MGT

(NEWPORT)

TEST
MILE

TEST
MILE

027.50-IDGB-61'00)

E
N → S
W

TRACK
LAYOUT

LINE SEGMENT

3812

511746G
511747N

LABO RD
ARMSTRONG RD

511743L

NEWPORT RD

867558C

SWAN CREEK
SWAN CREEK RD

511742E
511741X

S NEWPORT RD
POST RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.03

+0.04

0.00

08/16/2007

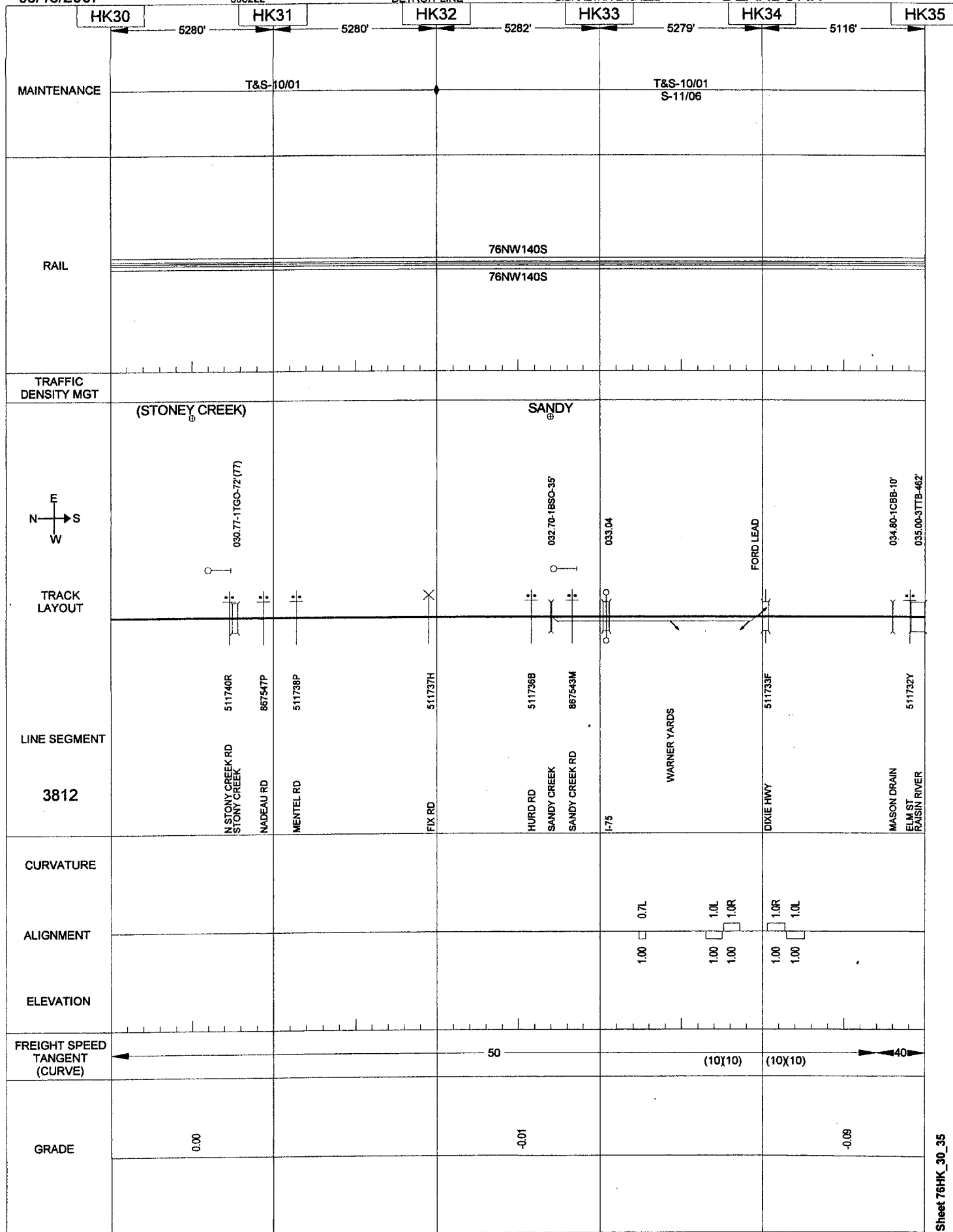
505222

101

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



08/16/2007

505222

102

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN

HK35

HK36

HK37

HK38

HK39

HK40

5445'

5281'

5280'

5281'

5281'

MAINTENANCE

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

RAIL

76NW140S

76NW140S

TRAFFIC
DENSITY MGT

(MONROE)

(QUARRY) CP DUNBAR

CP LASALLE
DR40



TRACK
LAYOUT

035.90-2BSB-84'

HK-36.15=XV-0.0

037.85-1BSO-18'(74)

039.85-2DCB-84'

HK-40.00=DR-40.00

LINE SEGMENT

3812

511731S
511730K
511729R
FRONT ST
1ST ST
3RD ST

PLUM CREEK

LAPLAISANCE

LAPLAISANCE CREEK
ALBAIN RD

867530L
MORTAR CREEK RD

511724G
OTTIER CREEK RD
OTTIER CREEK

CURVATURE

ALIGNMENT

ELEVATION

1.00
0.8R

1.00
1.00

FREIGHT SPEED
TANGENT
(CURVE)

40

50

GRADE

-0.09

+0.19

-0.15

+0.06

-0.09

Sheet 76HK_35_40

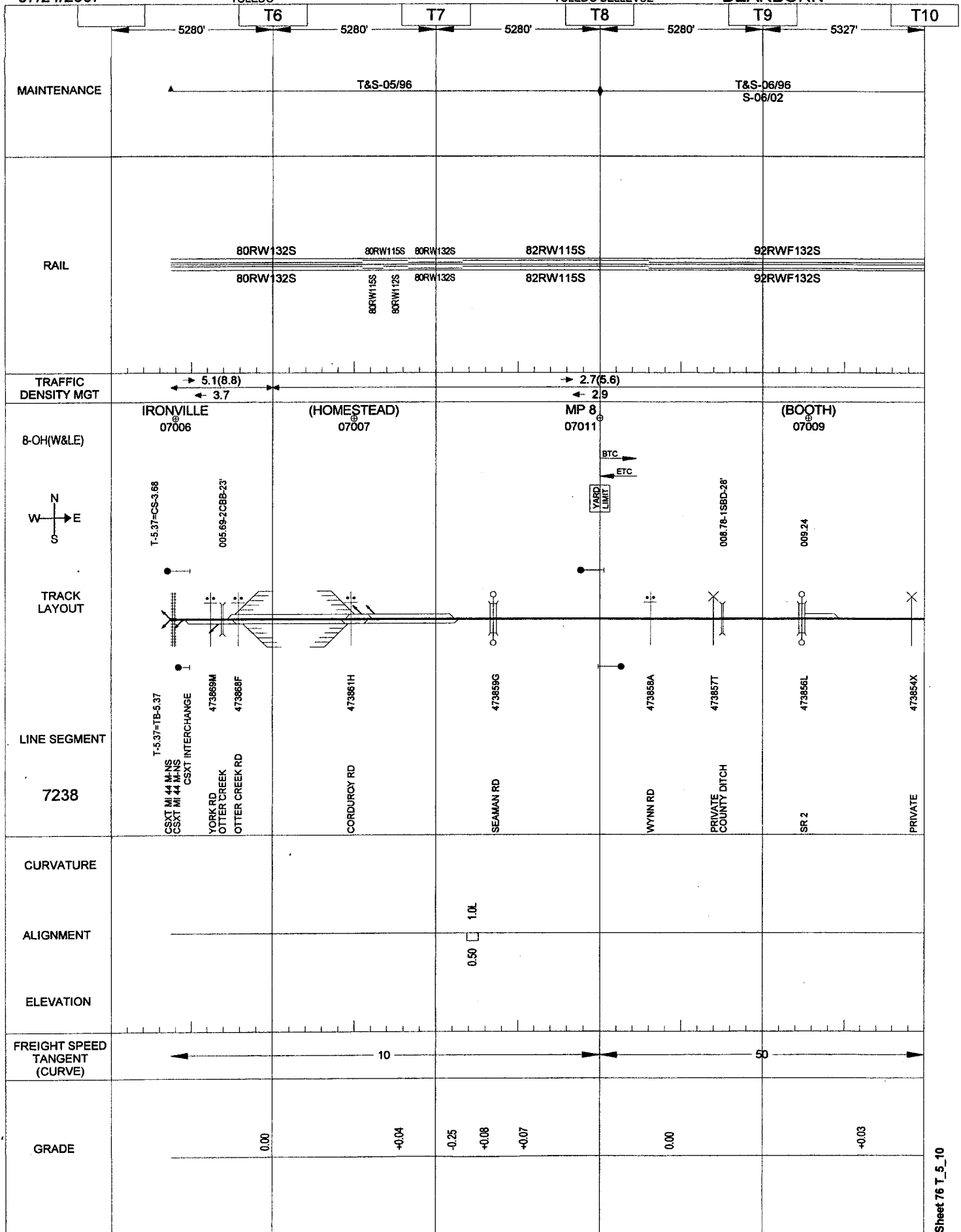
07/24/2007

103

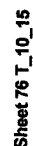
TOLEDO

TOLEDO-BELLEVUE

DEARBORN



DEARBORN



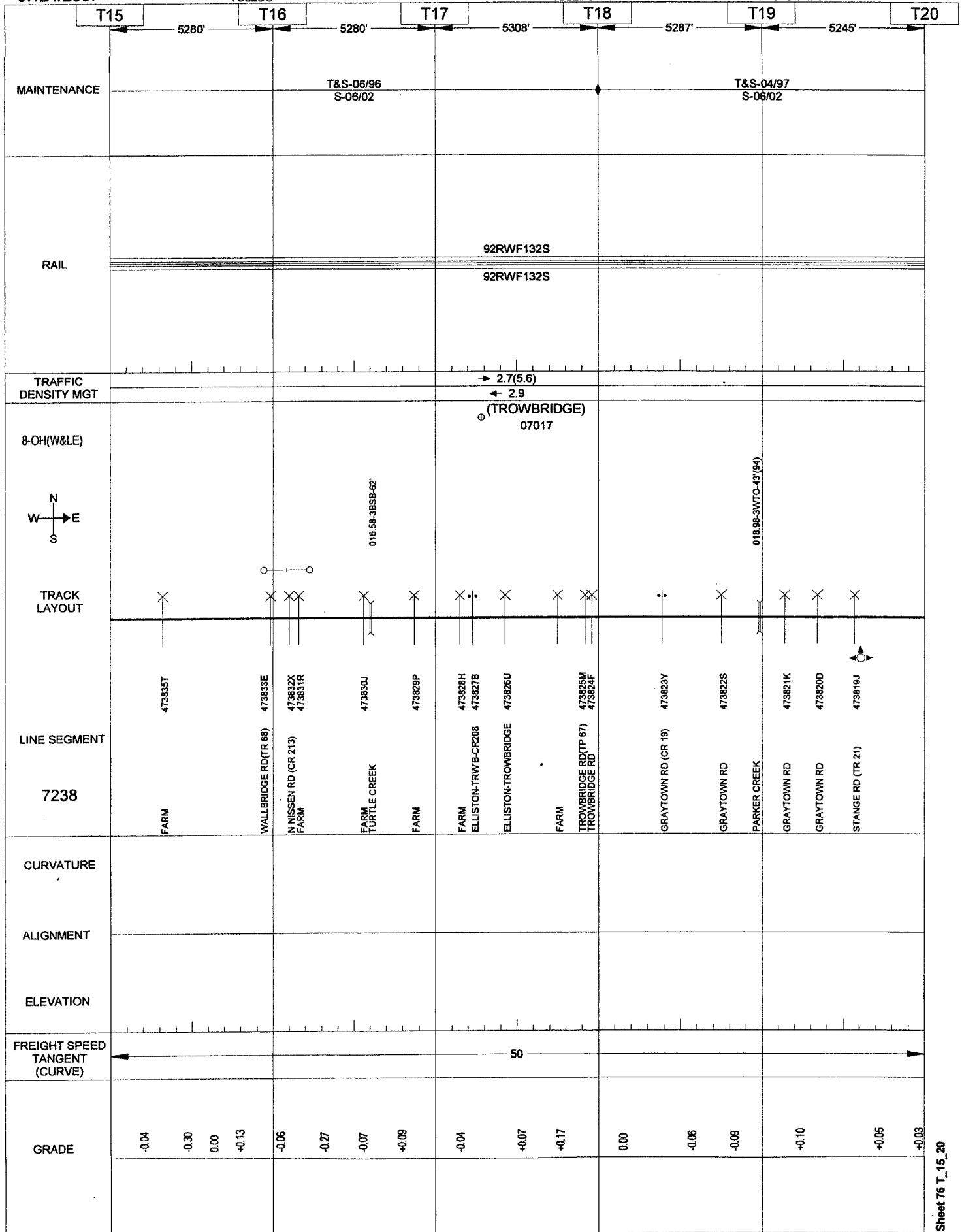
07/24/2007

105

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



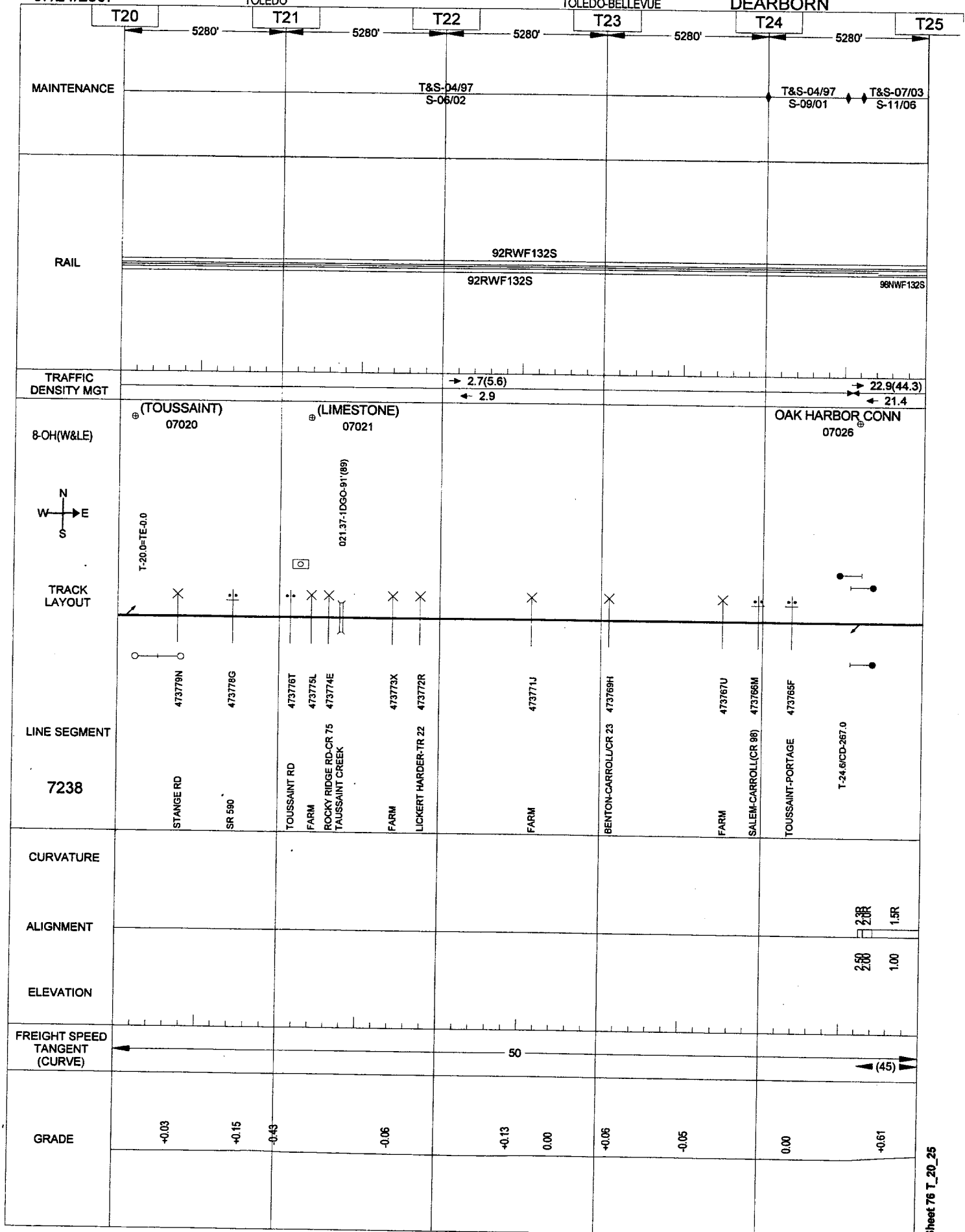
07/24/2007

106

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



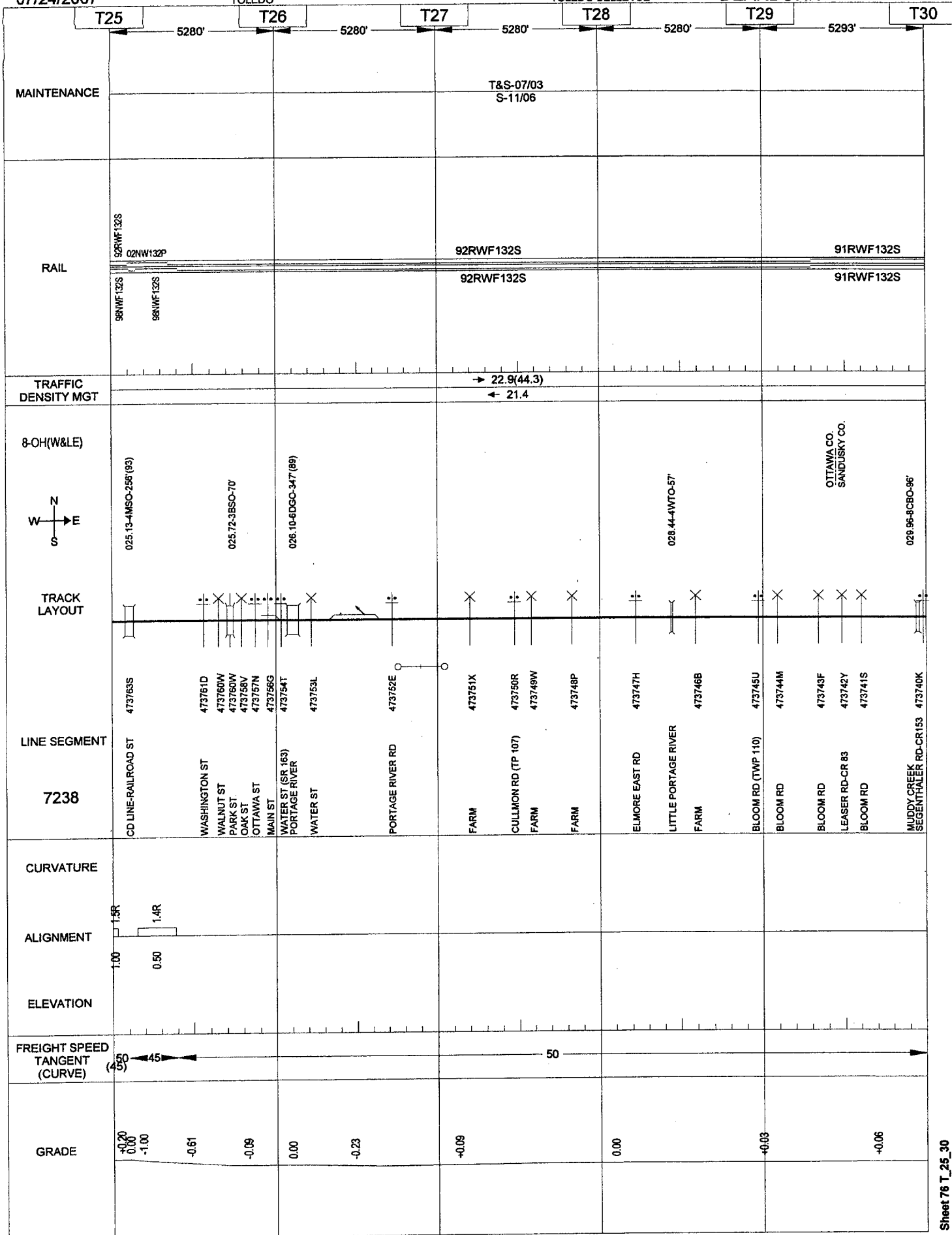
07/24/2007

107

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



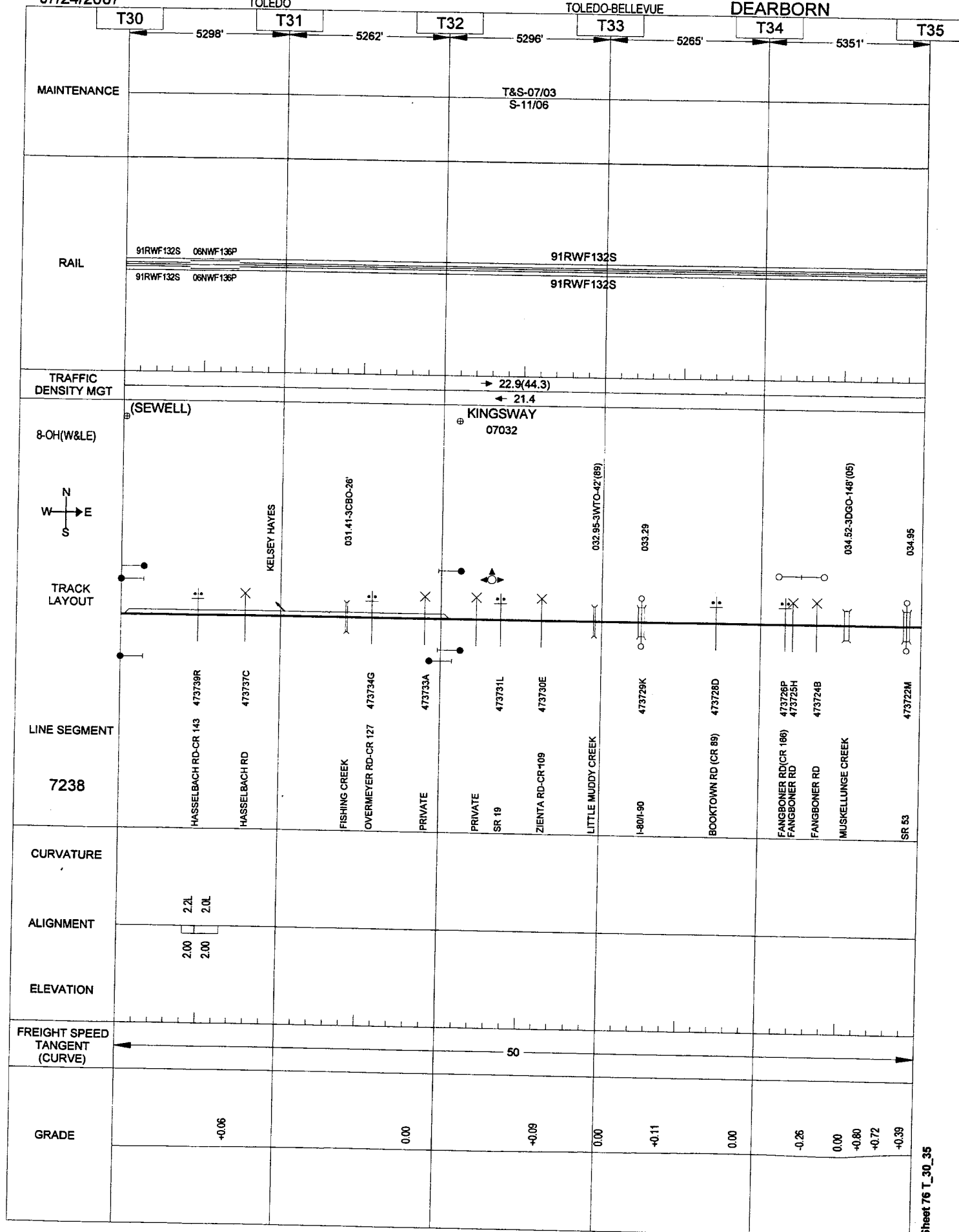
07/24/2007

108

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



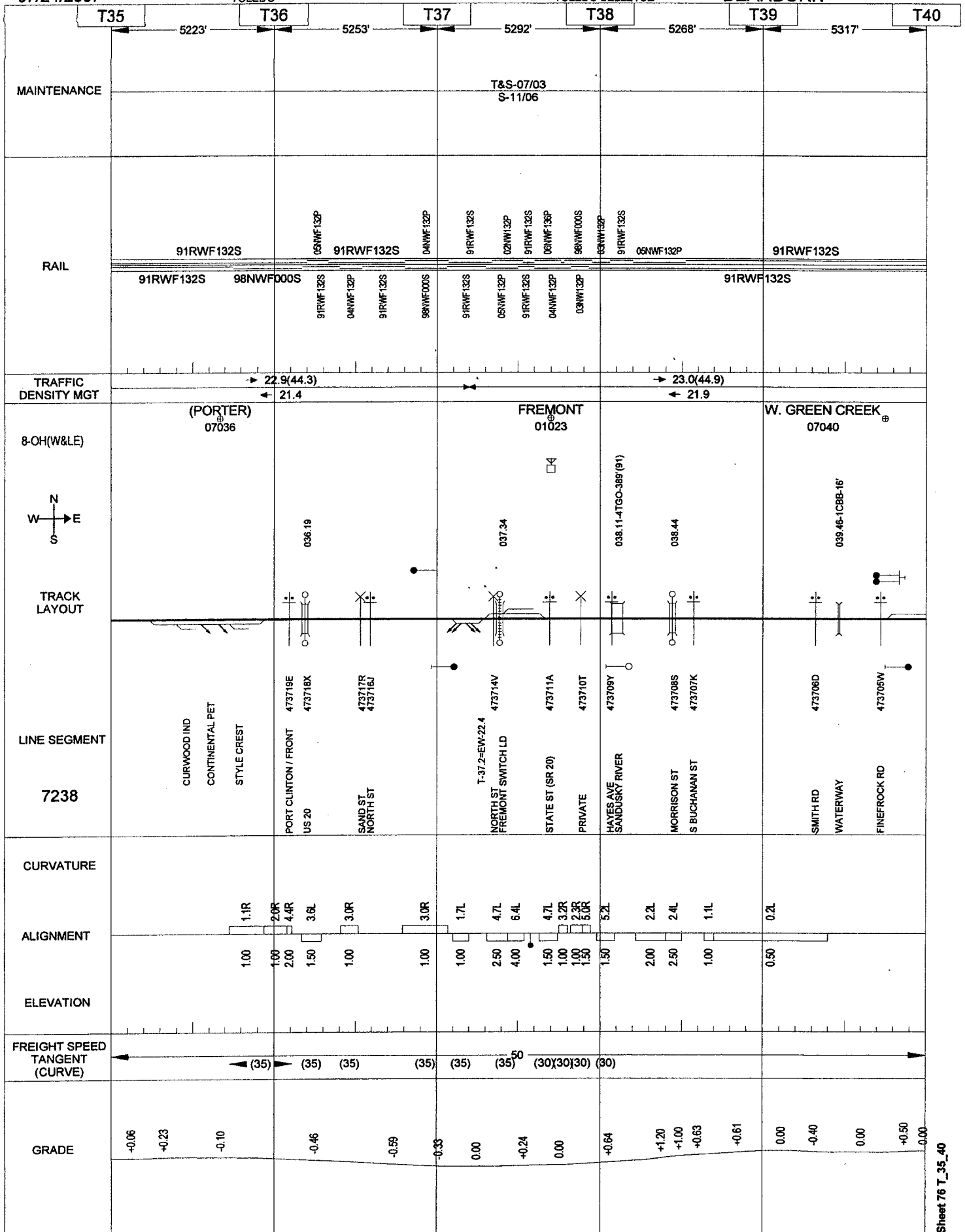
07/24/2007

109

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



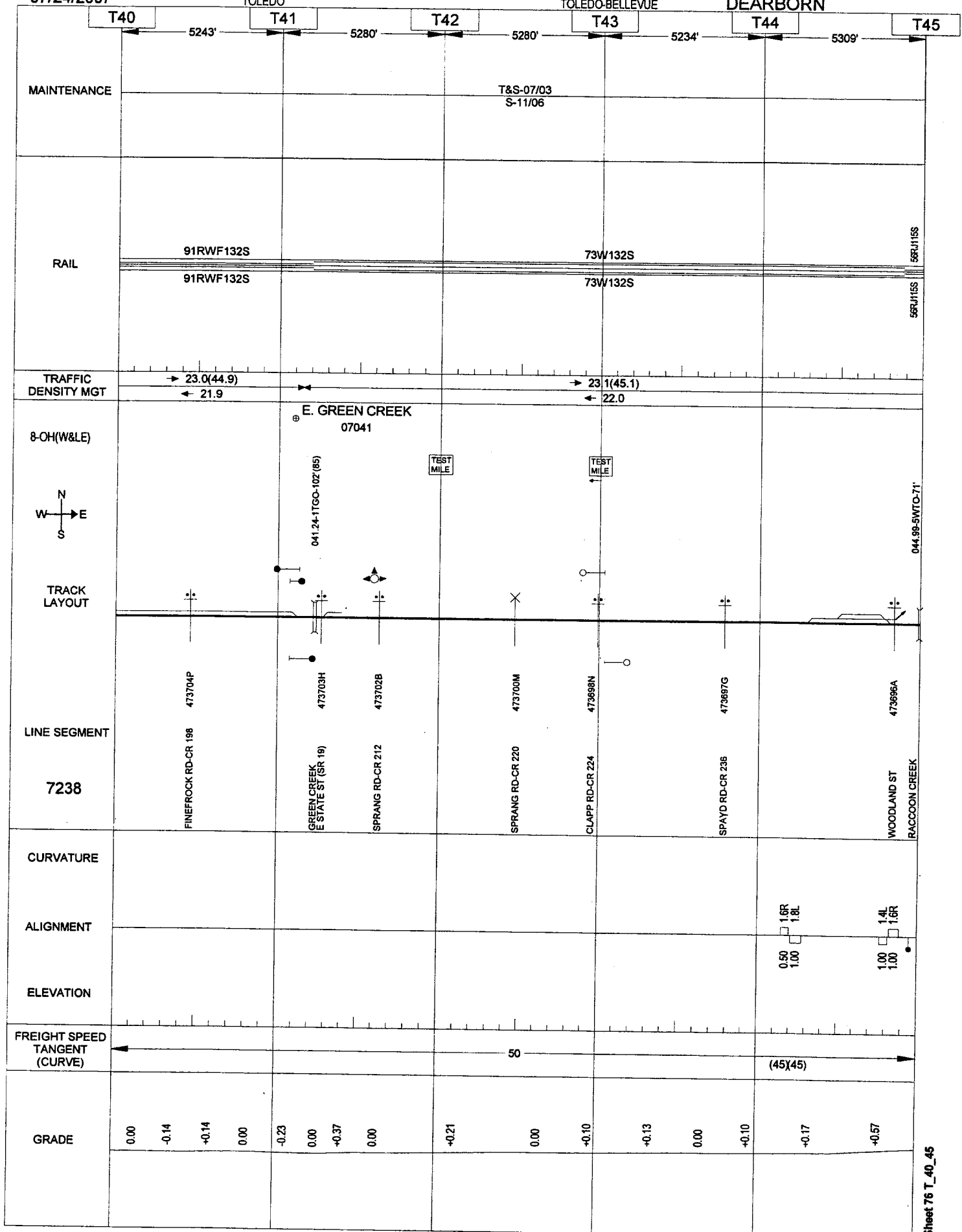
07/24/2007

110

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



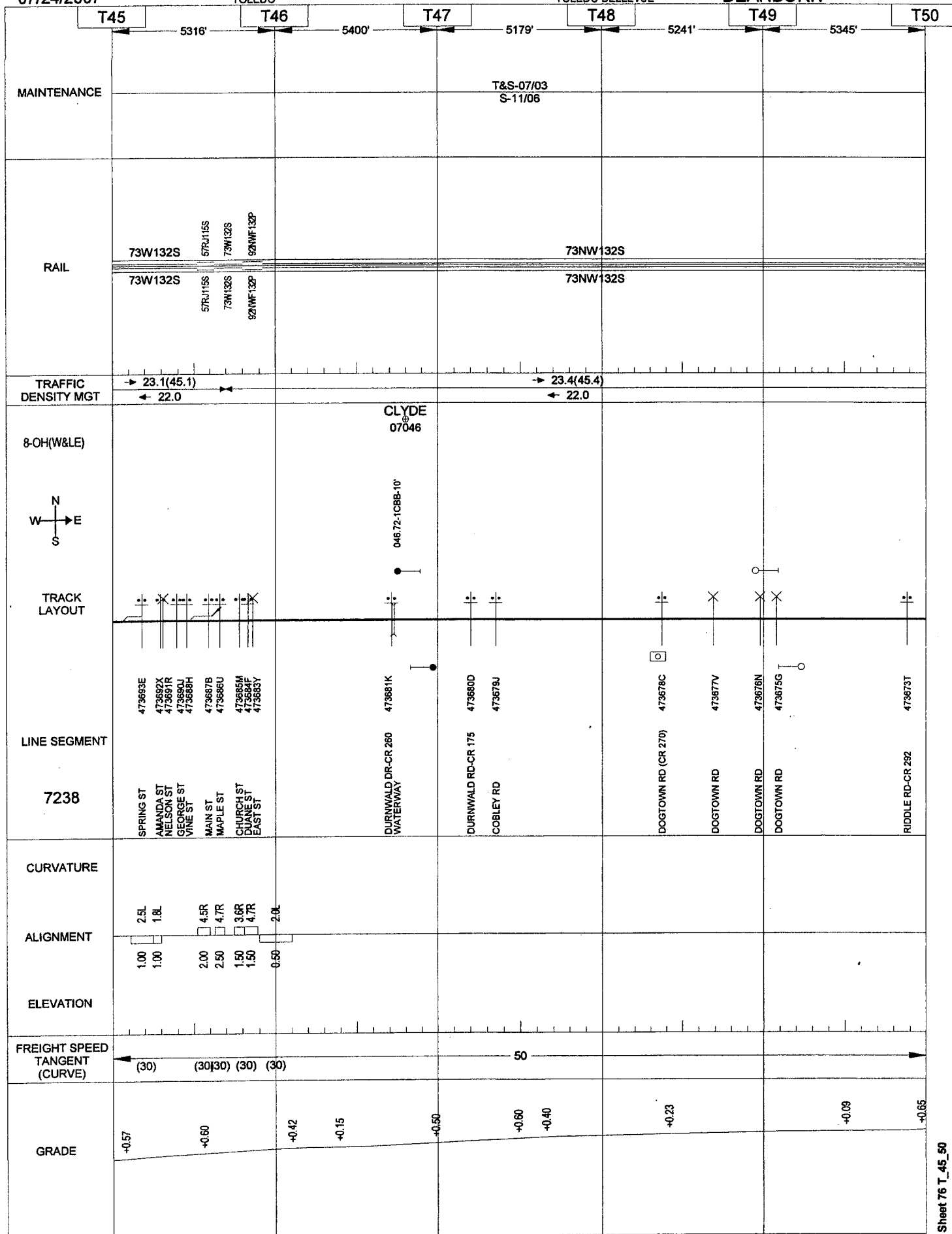
07/24/2007

111

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



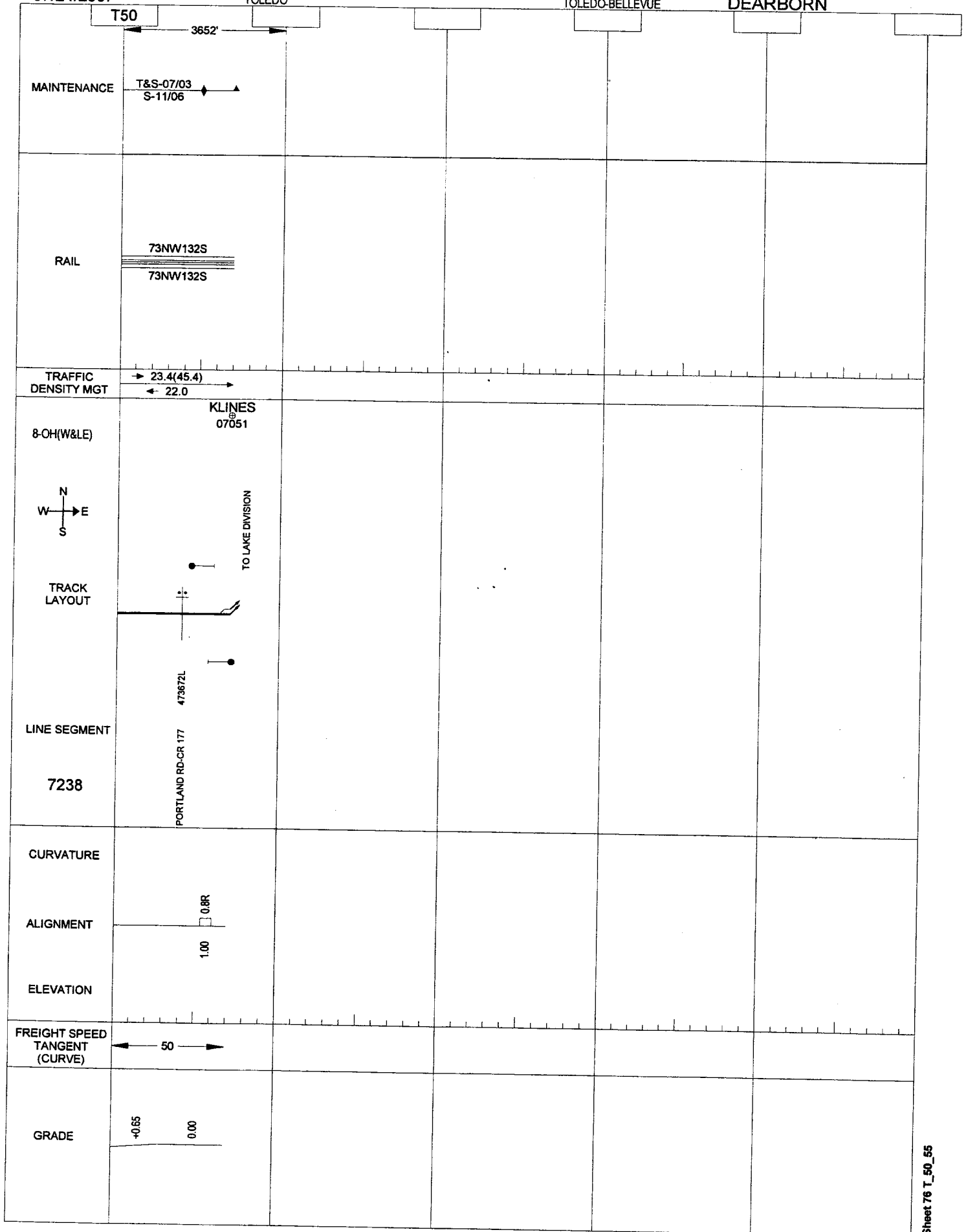
07/24/2007

TOLEDO

112

TOLEDO-BELLEVUE

DEARBORN



08/16/2007

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

#1

88RW127S

88RW127S

88RW127S

88RW127S

88RW127S

88RW127S

TRAFFIC
DENSITY MGT

→ 1.1(1.6#1)

→ 1.0(3.1)

← 2.1(1.6#2)

← 2.1

4012

CP TOWNLINE
MH7
(DEARBORN)
09866CP MORT
MH9S
E → W
NTRACK
LAYOUT#2
#1

TO SHARED ASSETS

008.18-1CSB-12'
008.17-2CSB-34'
008.18-1CSB-10'

008.50-6BSB-160'

008.90-5DCO-359'(01)(01)

GREENFIELD VIL SD

009.93-4BSB-70'

LINE SEGMENT

3866

PRIVATE
TOWNLINE
HUBBLE SEWER
SANITARY SEWER

SOUTHFIELD RD

ROUGE RIVER

545167T

OAKWOOD BLVD

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

FREIGHT SPEED
TANGENT
(CURVE)

50

50

50

GRADE

0.00

+0.59

Sheet 76MH_5_10

08/16/2007

505304

114

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH10

MH11

MH12

MH13

MH14

MH15

5303'

5275'

5286'

5279'

5280'

MAINTENANCE

T&S-07/02

RAIL

66RW127S

67RW127S

68RW127S

66RW127S

67RW127S

68RW127S

TRAFFIC
DENSITY MGT→ 1.0(3.1)
← 2.1→ 1.1(3.2)
← 2.1

4012

(MAISON ST)

(INKSTER)
MH14S
E → W
N

010.40-2TGB-92'

010.79-3BSB-66'

011.09-3TGB-99'

011.51-2TGB-108'

TEST
MILETEST
MILE

013.55-1TGB-60'

014.57-1DGB-63'

TRACK
LAYOUT

LINE SEGMENT

3866

MONROE ST
MAISON ST

MILITARY AVE

NOWLIN AVE

OUTER DRIVE

TELEGRAPH RD

545176S

545177Y

545178F

545180G

GULLEY RD

BEECH DALY RD

JOHN DALY RD

INKSTER RD

HARRISON RD

MIDDLE BELT RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.04

+0.03

+0.14

08/16/2007

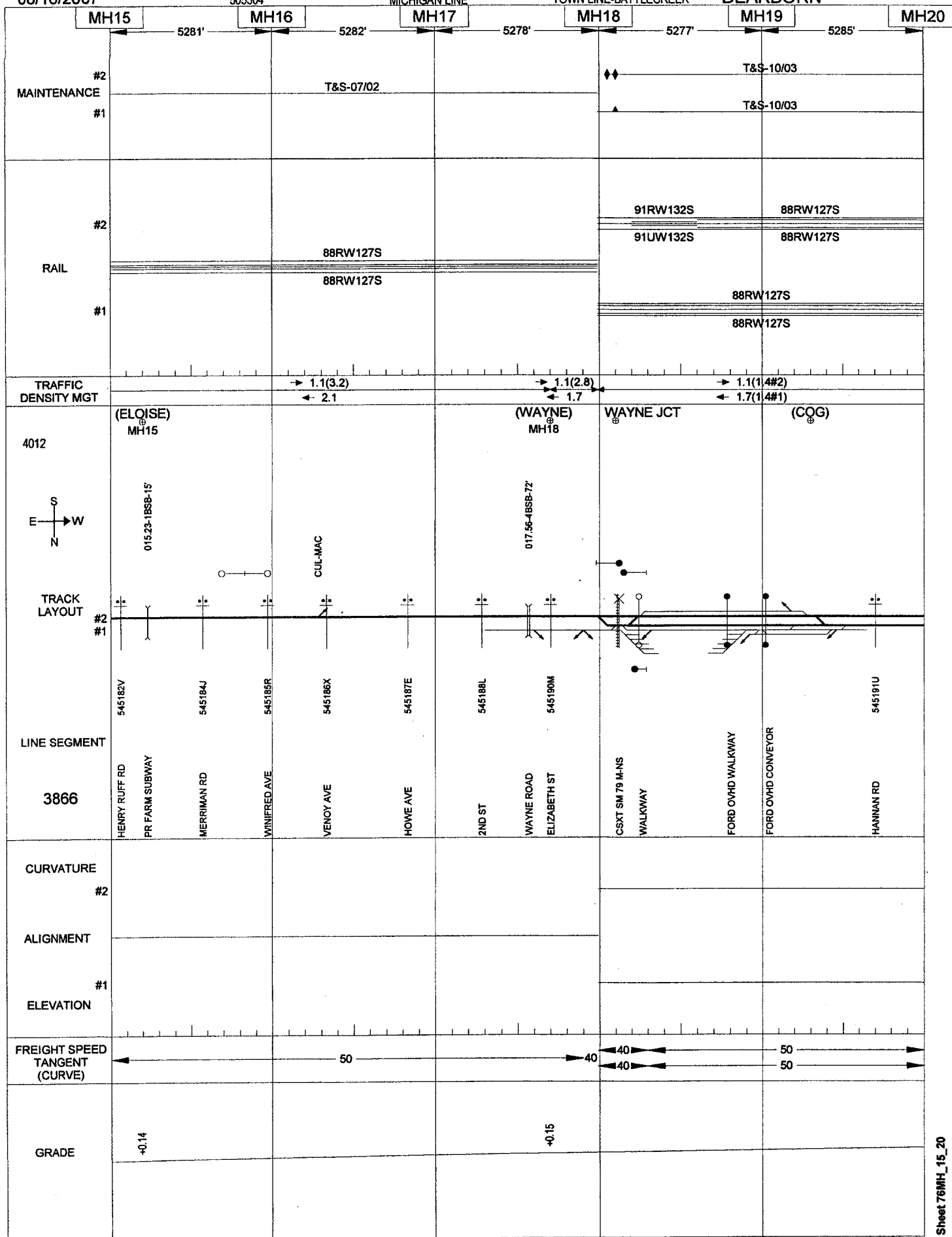
505304

115

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

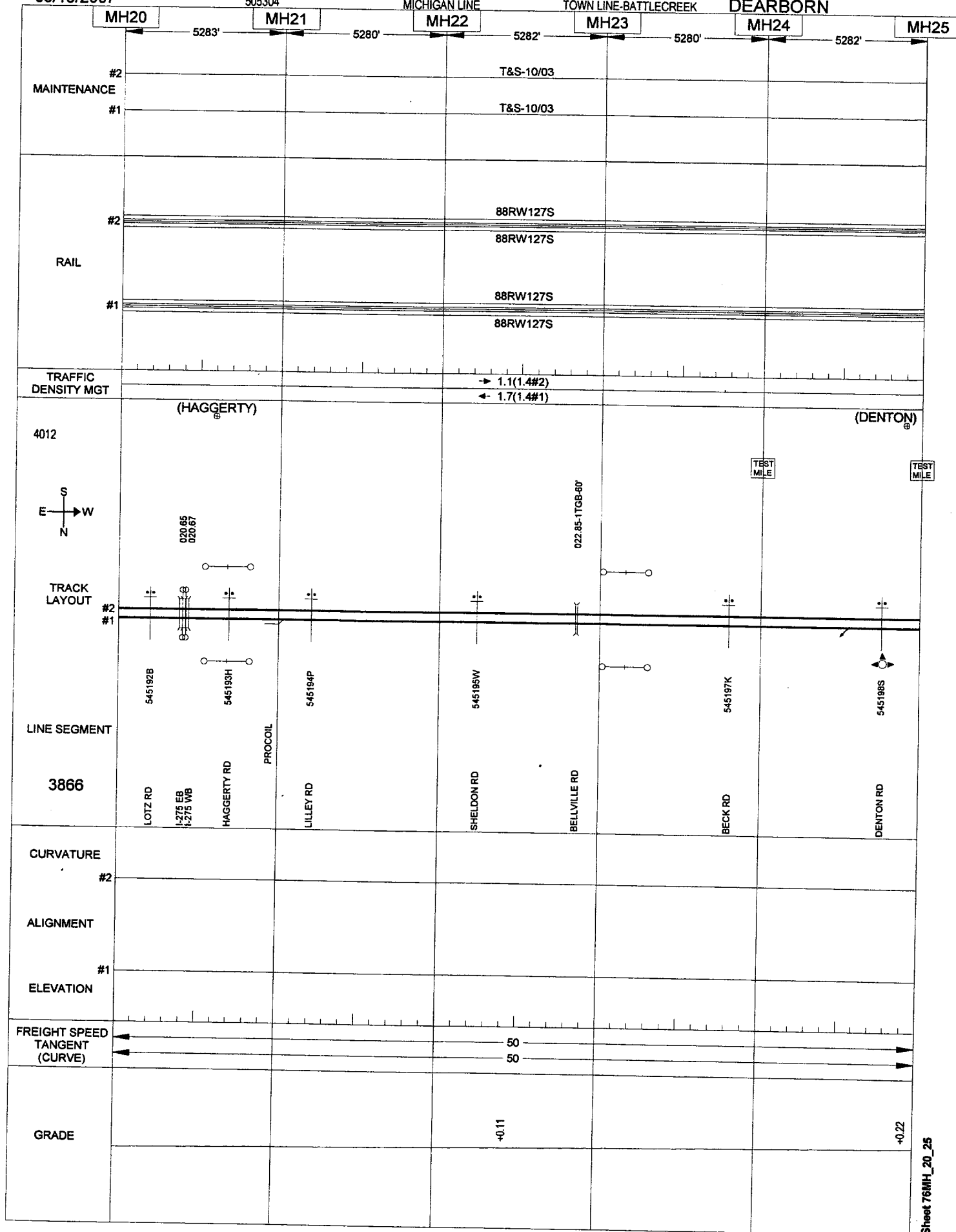
505304

116

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

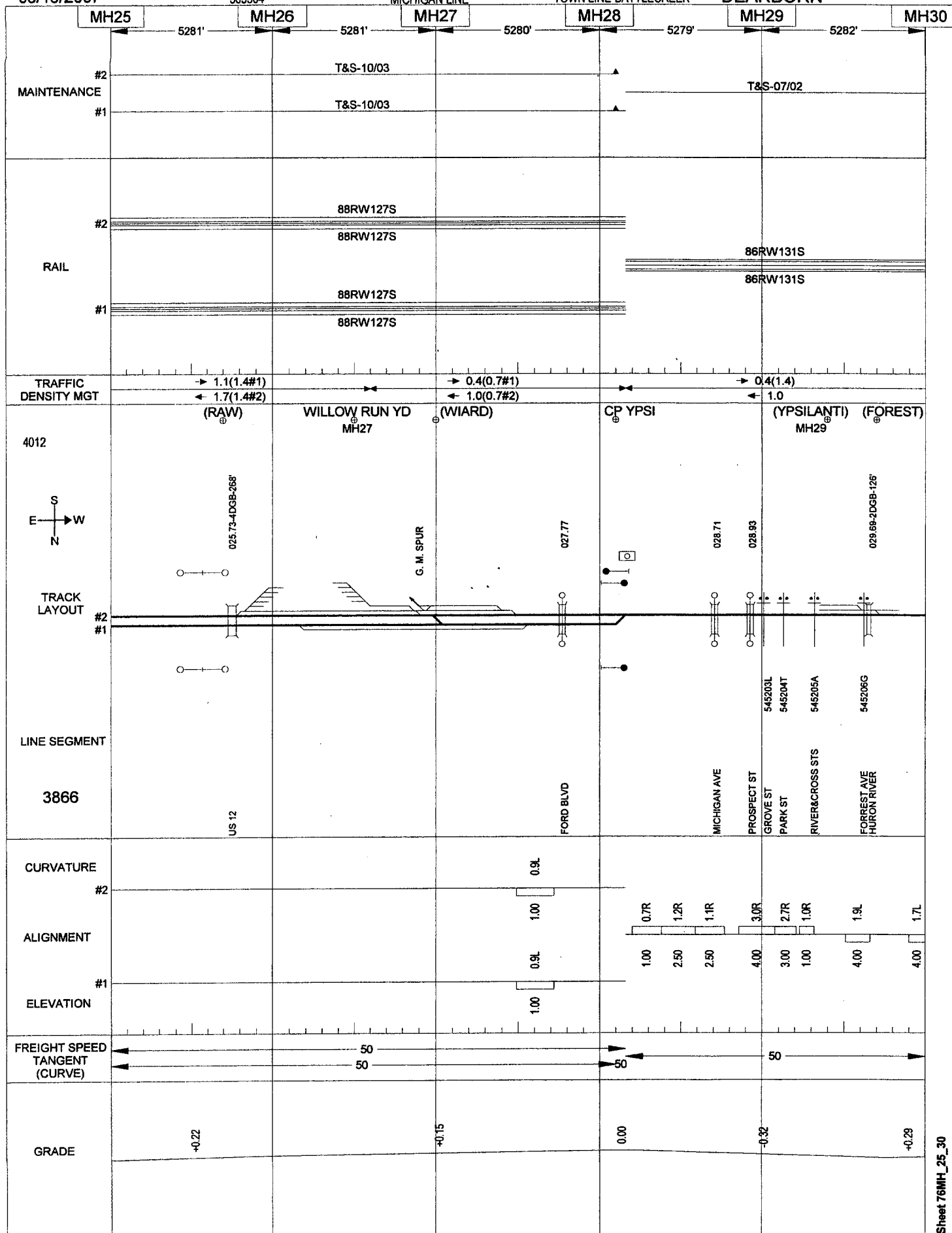
505304

117

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

118

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH30

MH31

MH32

MH33

MH34

MH35

5281'

5280'

5282'

5280'

5283'

MAINTENANCE

T&S-07/02

RAIL

86RW131S

86RW133S

86RW140S

86RW131S

86RW133S

86RW140S

TRAFFIC
DENSITY MGT

→ 0.4(1.4)
← 1.0

4012

(GEDDES)



TRACK
LAYOUT

030.94-3DGB-156'

031.71-2DGB-171'

032.46-2DGB-122'

032.76-1MAB-20'

033.14-2DGB-116'

033.25

033.52

033.54

034.80

LINE SEGMENT

3866

545209C

545211D

545212K

LEFORGE ST

HURON RIVER

SUPERIOR ST

HURON RIVER

HURON RIVER

DXBOROUGH CREEK

HURON RIVER

DIXBORO RD

US 23

US 23

HURON PKWY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.7L

2.6R

0.5R

1.1R

2.5L

2.6L

2.5L

0.5L

2.0R

1.9R

2.1R

2.5L

1.9R

4.00

4.00

1.50

1.50

4.00

4.00

4.00

1.00

3.50

3.50

4.00

4.00

2.50

50

35

50

50

50

50

+0.29

0.00

+0.37

-0.35

+0.07

08/16/2007

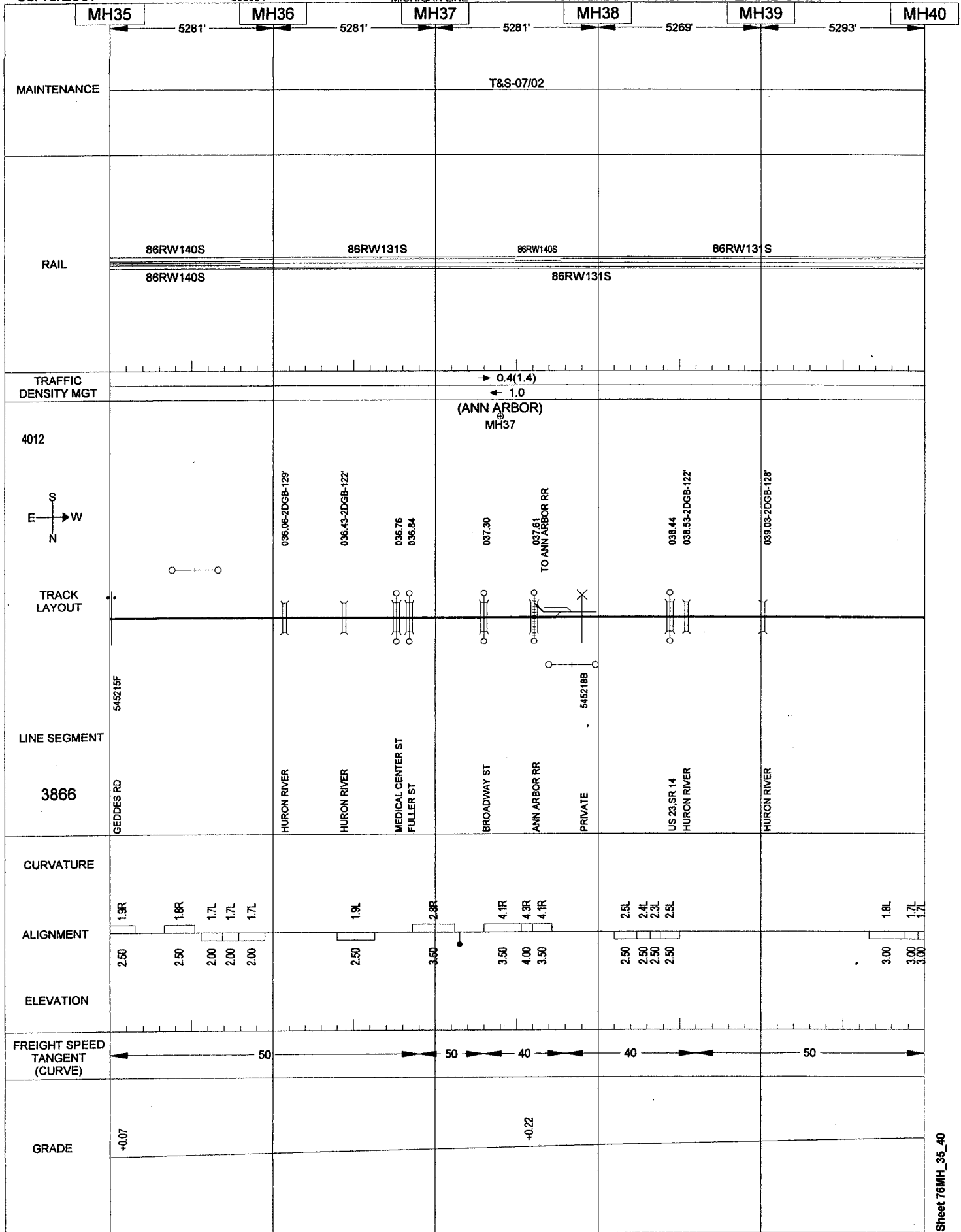
505304

119

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

505304

120

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH40

MH41

MH42

MH43

MH44

MH45

5280'

5281'

5007'

5555'

5282'

MAINTENANCE

T&S-07/02

RAIL

86RW131S

86RW133S

86RW131S

86RW133S

TRAFFIC
DENSITY MGT

→ 0.4(1.4)
← 1.0

4012

(DELHI)



040.75-2DGB-164'

041.16-2DGB-122'

041.89-2DGB-118'

042.31-2DGB-102'

043.07-2DGB-164'

044.81-2DGB-122'

TRACK
LAYOUT

545220C

545221J

545223X

545224E

545225L

LINE SEGMENT

3866

MAPLE RD

HURON RIVER

PRIVATE

HURON RIVER

HURON RIVER DR

HURON RIVER

PRIVATE

HURON RIVER

DELHI RD

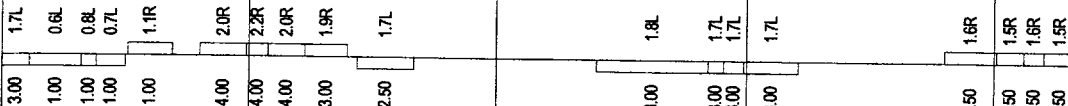
HURON RIVER

SCIO (ZEEB RD)

HURON RIVER

CURVATURE

ALIGNMENT



ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

0.00

-0.39

-0.24

-0.43

-0.10

08/16/2007

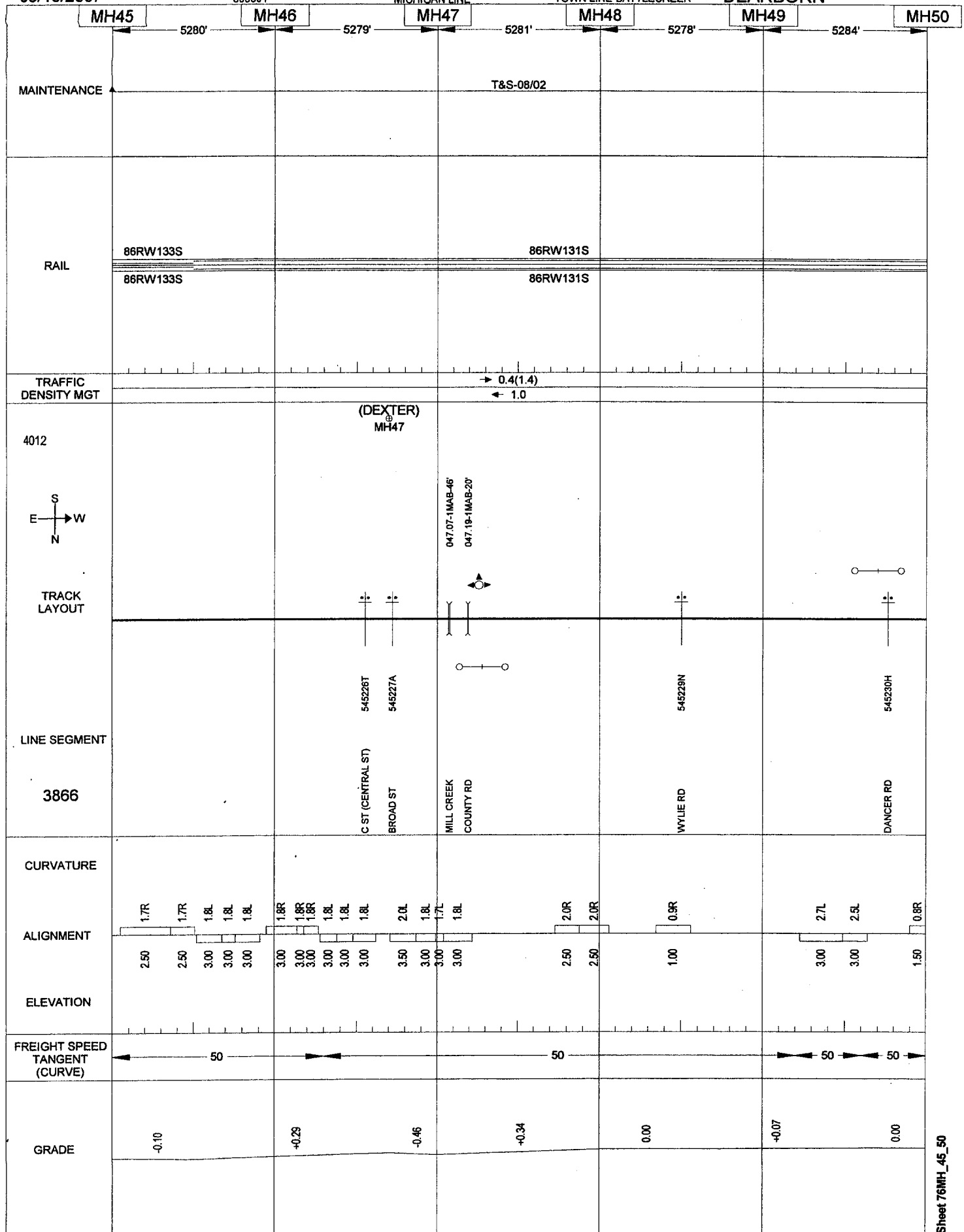
505304

121

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

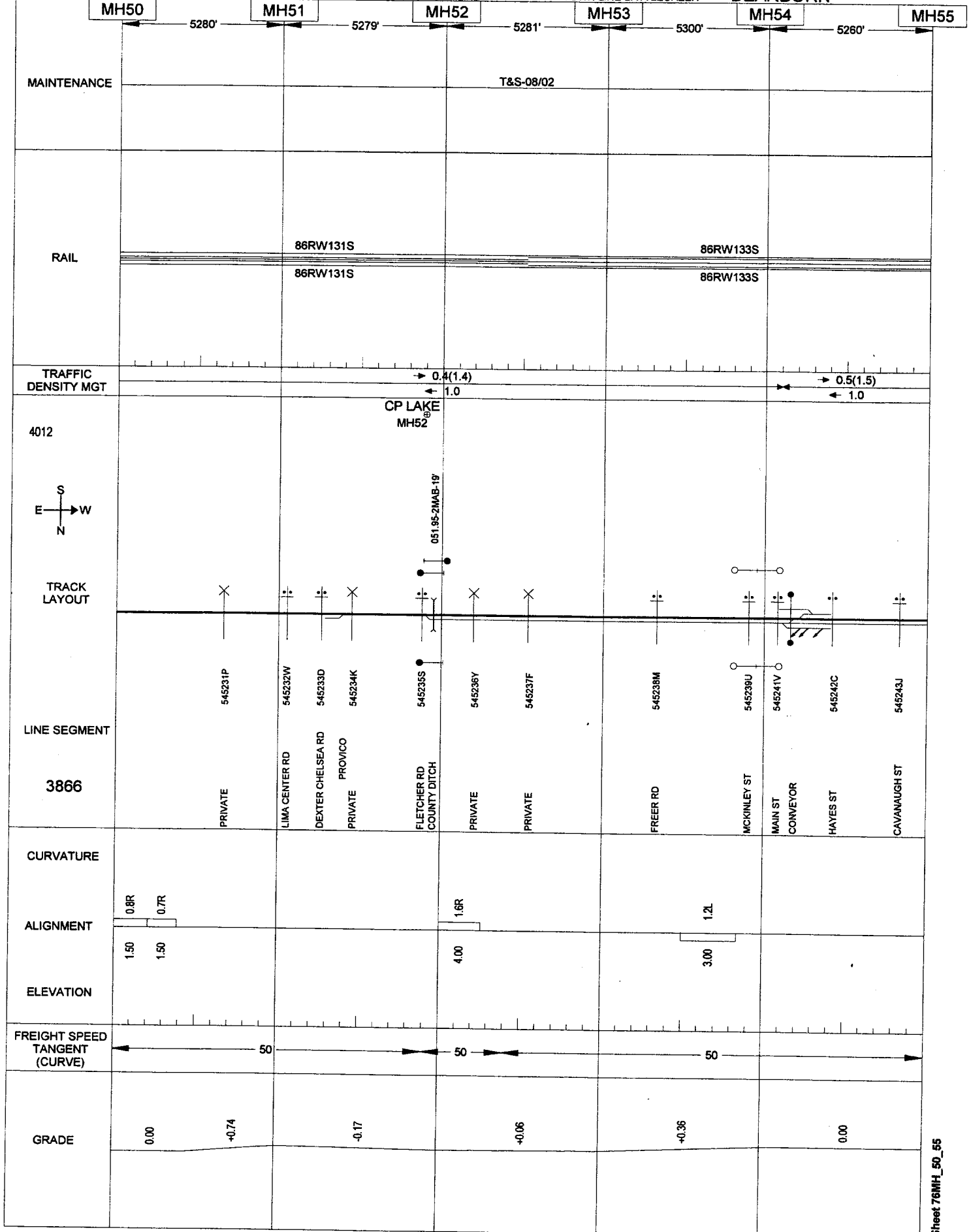
505304

122

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

505304

123

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH55

MH56

MH57

MH58

MH59

MH60

5153'

5405'

5284'

5271'

5292'

MAINTENANCE

T&S-08/02

RAIL

86RW133S

86RW131S

86RW133S

86RW131S

TRAFFIC
DENSITY MGT

→ 0.5(1.5)
← 1.0

4012

CP CHELSEA
MH56

S
E → W
N

055.35-1BSB-14'

057.86-1TGB-58'

058.03

TRACK
LAYOUT

LINE SEGMENT

3866

COUNTY DRAIN

GARVEY RD

PIERCE RD

PRIVATE

PRIVATE
1-94

1-94

FAHRNER RD

PRIVATE

HOPPE RD

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.0L

2.00

0.5L

1.00

0.6R

1.1R

2.50

50

0.00

+1.16

+0.46

08/16/2007

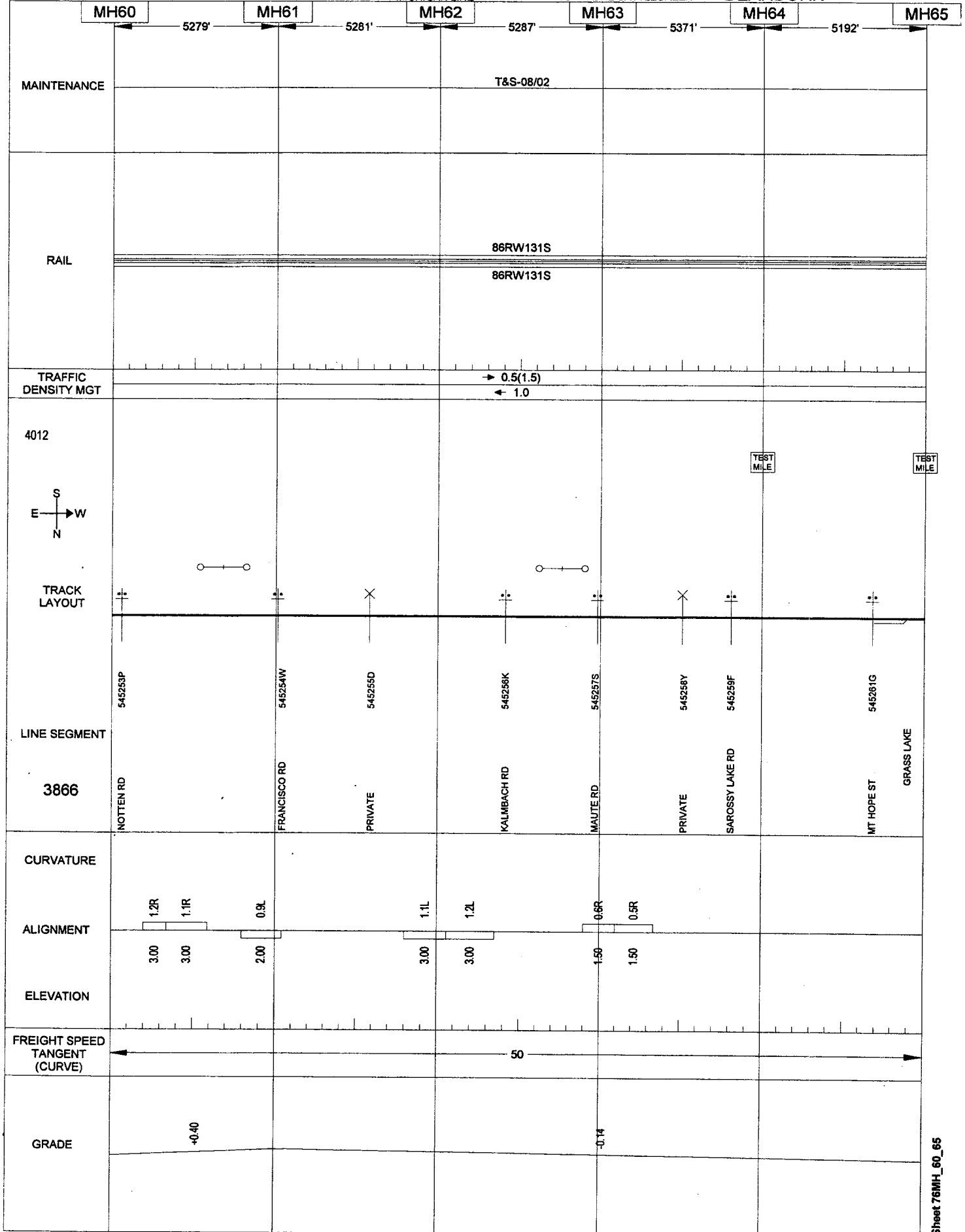
505304

124

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

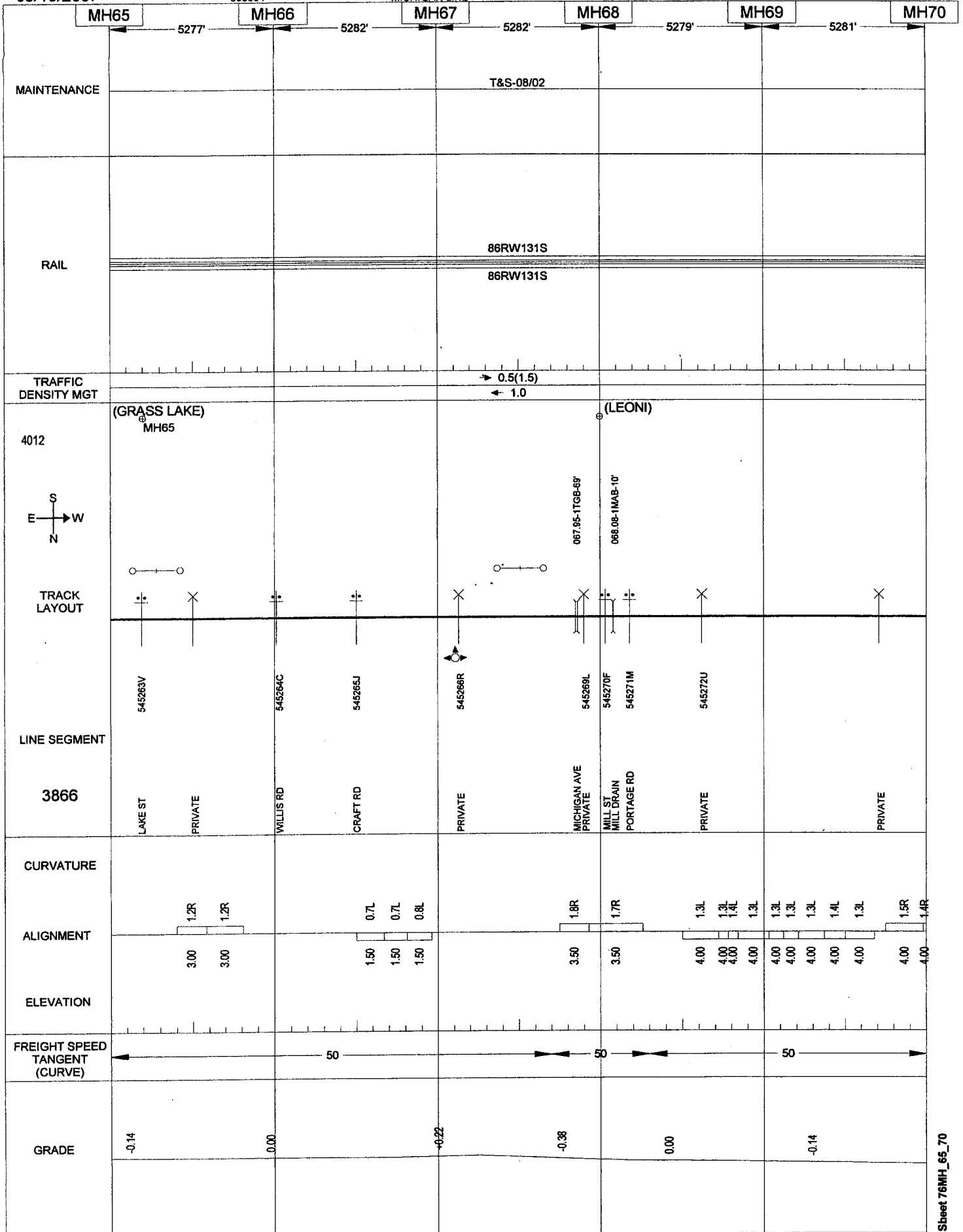
505304

125

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

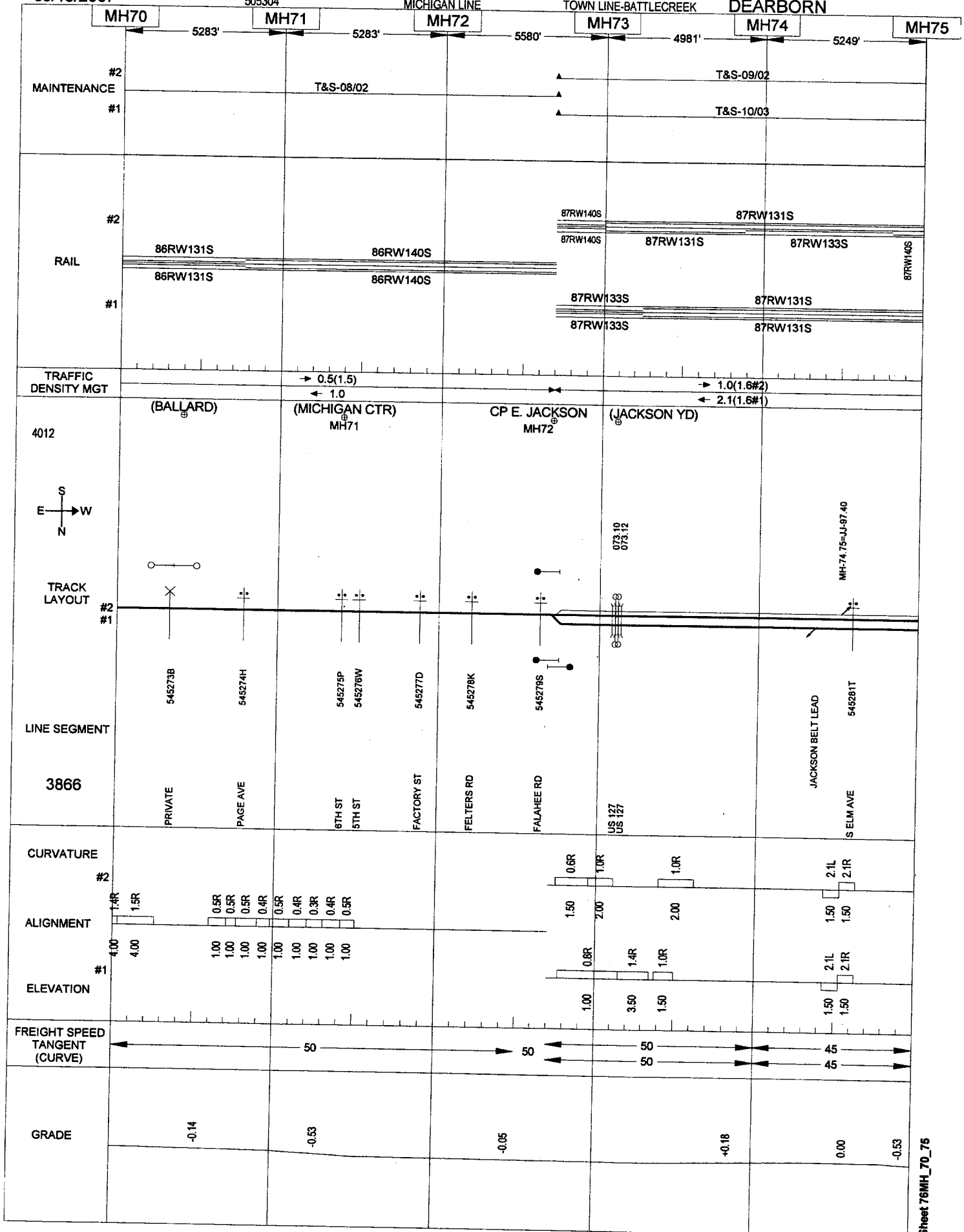
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126

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

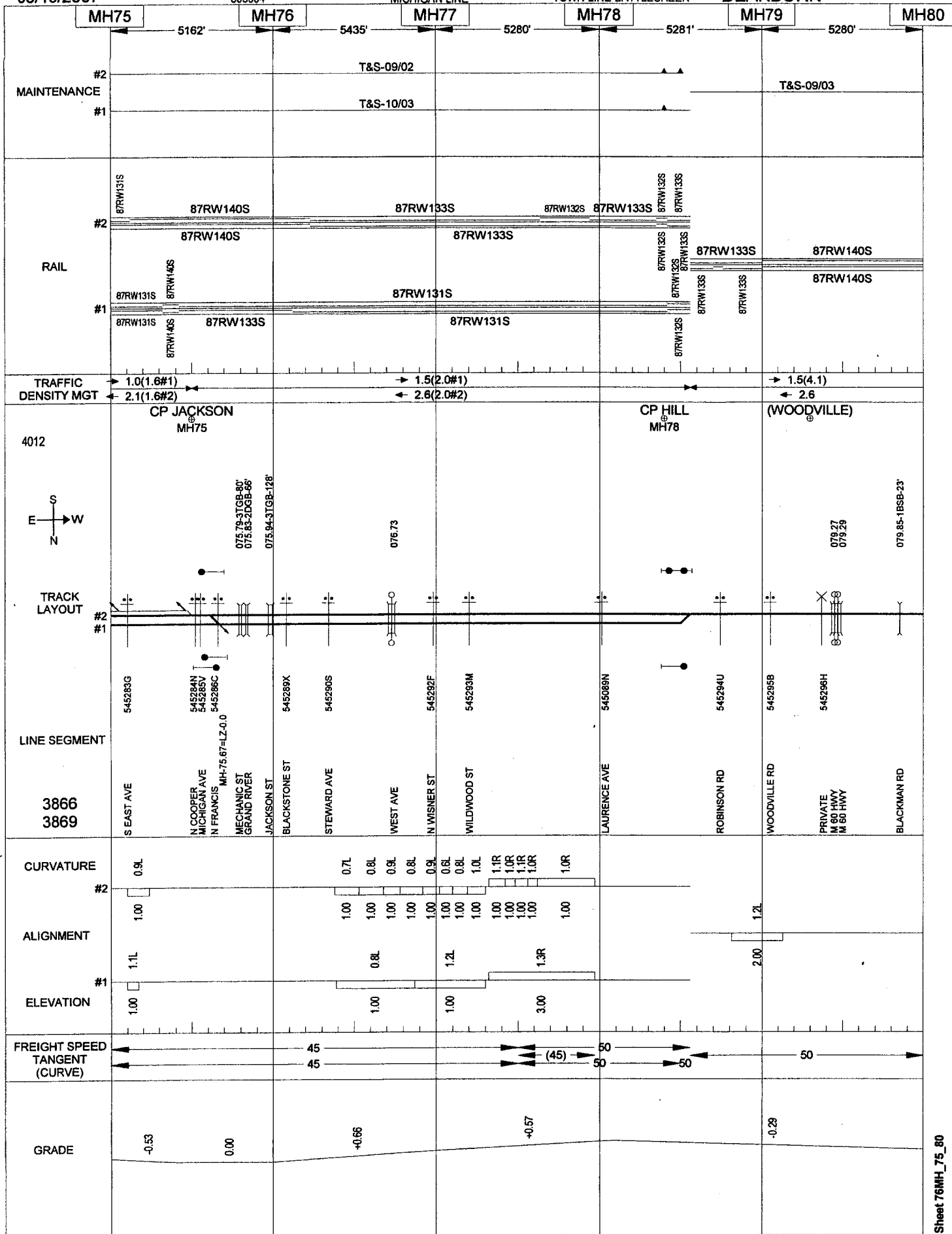
505304

127

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

128

505304

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH80

MH81

MH82

MH83

MH84

MH85

5283'

5282'

5281'

5272'

5291'

MAINTENANCE

T&S-09/03

RAIL

87RW140S

87RW132S

87RW140S

87RW132S

87RW140S

87RW132S

TRAFFIC DENSITY MGT

→ 1.5(4.1)

← 2.6

4012

(SANDSTONE)



080.96-18SB-29'

082.55-18SB-14'

TEST MILE

TEST MILE

TRACK LAYOUT

X

X

+

X

X

+

X

+

X

X

X

+

LINE SEGMENT

545299D

545300V

545301C

545302J

545303R

545304X

545306L

545308A

545309G

545310B

545311H

3869

PRIVATE

PRIVATE

GLASGOW RD

SANDSTONE CREEK

PRIVATE

PRIVATE

N SANDSTONE RD

PRIVATE

CATTLE PASS

DEERING RD

PRIVATE

PRIVATE

HARRINGTON

CURVATURE

ALIGNMENT

0.8L

1.2R

1.6R

1.4R

1.1L

1.0R

0.9R

1.4L

ELEVATION

1.00

2.00

2.50

2.00

2.00

1.50

1.00

3.00

FREIGHT SPEED TANGENT (CURVE)

50

GRADE

-0.35

-0.30

-0.36

-0.40

-0.12

08/16/2007

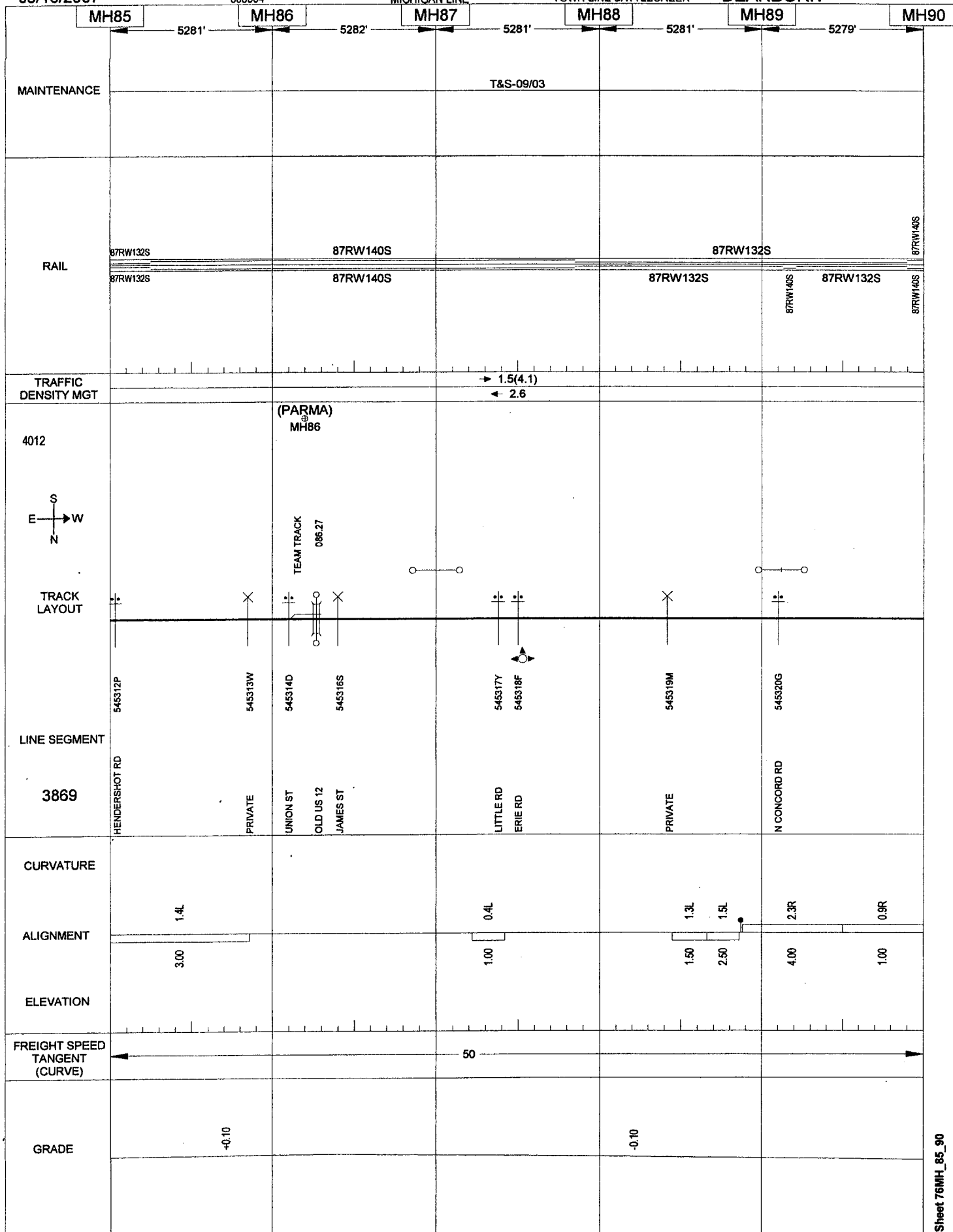
505304

129

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

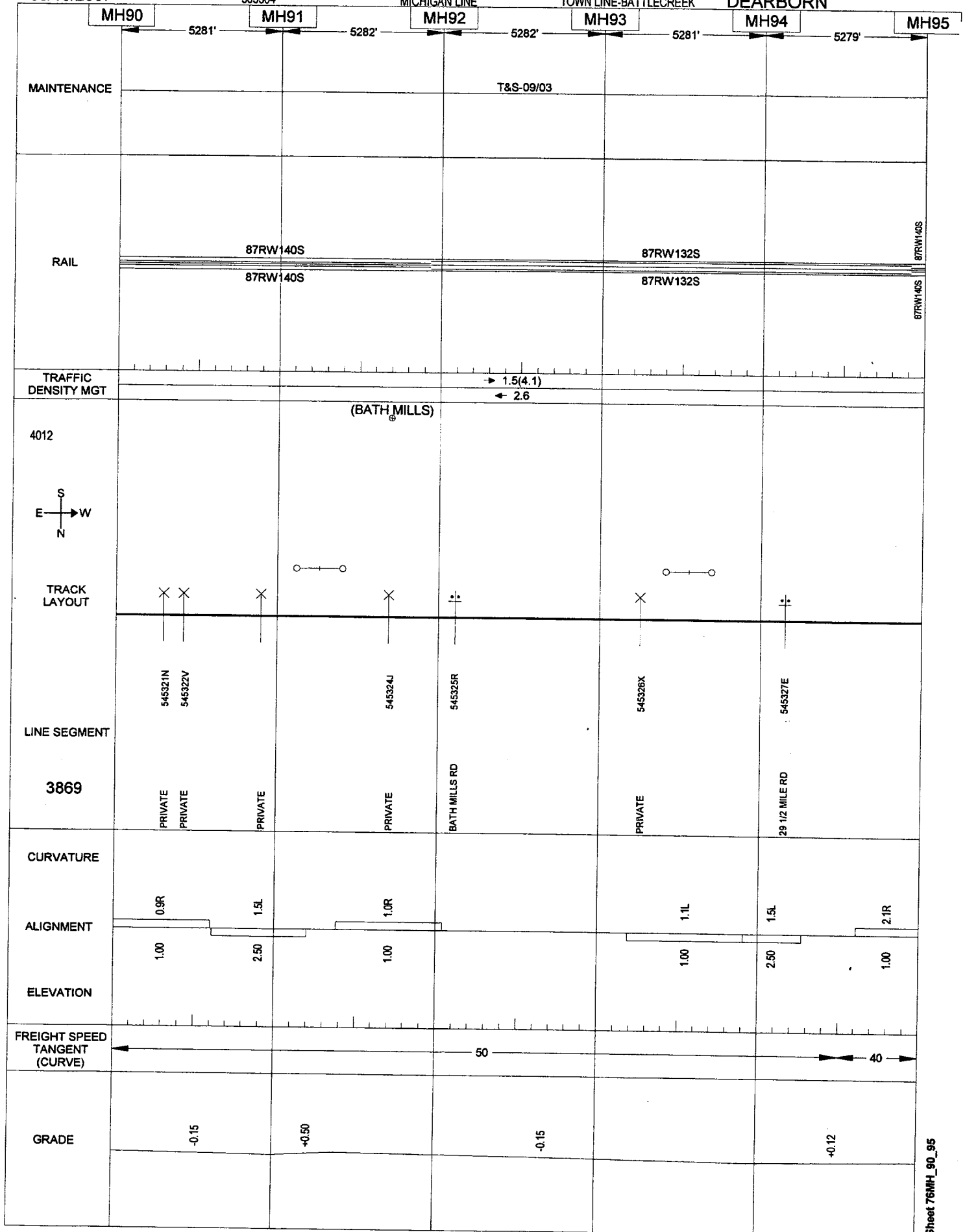
505304

130

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

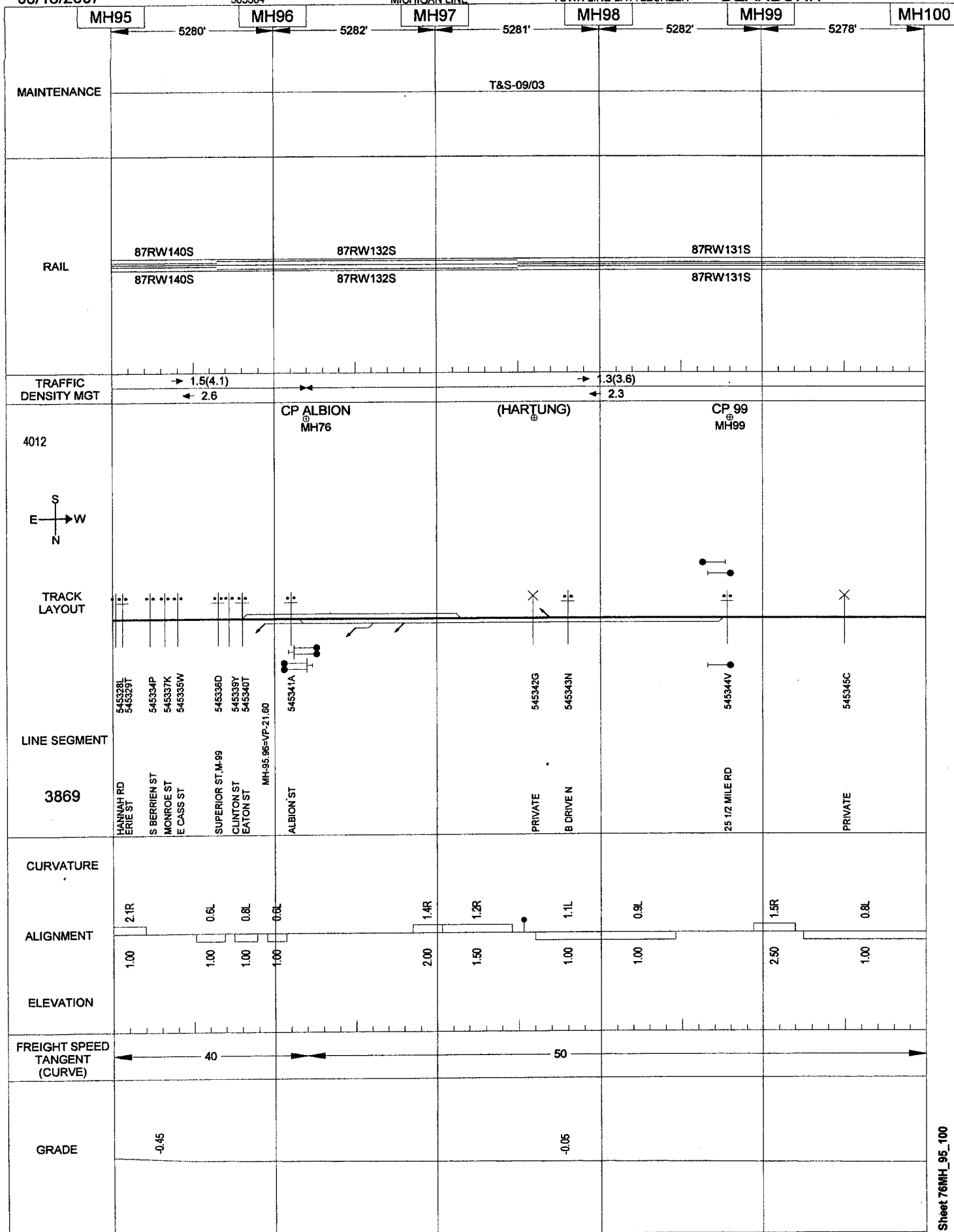
505304

131

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

505304

132

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH100

MH101

MH102

MH103

MH104

MH105

5280'

5281'

5282'

5281'

5283'

MAINTENANCE

T&S-09/03

RAIL

87RW132S

87RW131S

87RW132S

87RW131S

TRAFFIC
DENSITY MGT

→ 1.3(3.6)
← 2.3

4012

(MARENGO)



TRACK
LAYOUT

LINE SEGMENT

3869

545346J

545347R

545350Y

545351F

545352M

545353U

545357W

545358D

PRIVATE

MAIN ST

B DRIVE N

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

CURVATURE

0.8L

0.5L

1.7R

1.5R

1.0L

1.0R

ALIGNMENT

1.00

1.00

4.00

2.50

1.50

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.21

-0.37

+0.30

-0.46

+0.20

-0.06

08/16/2007

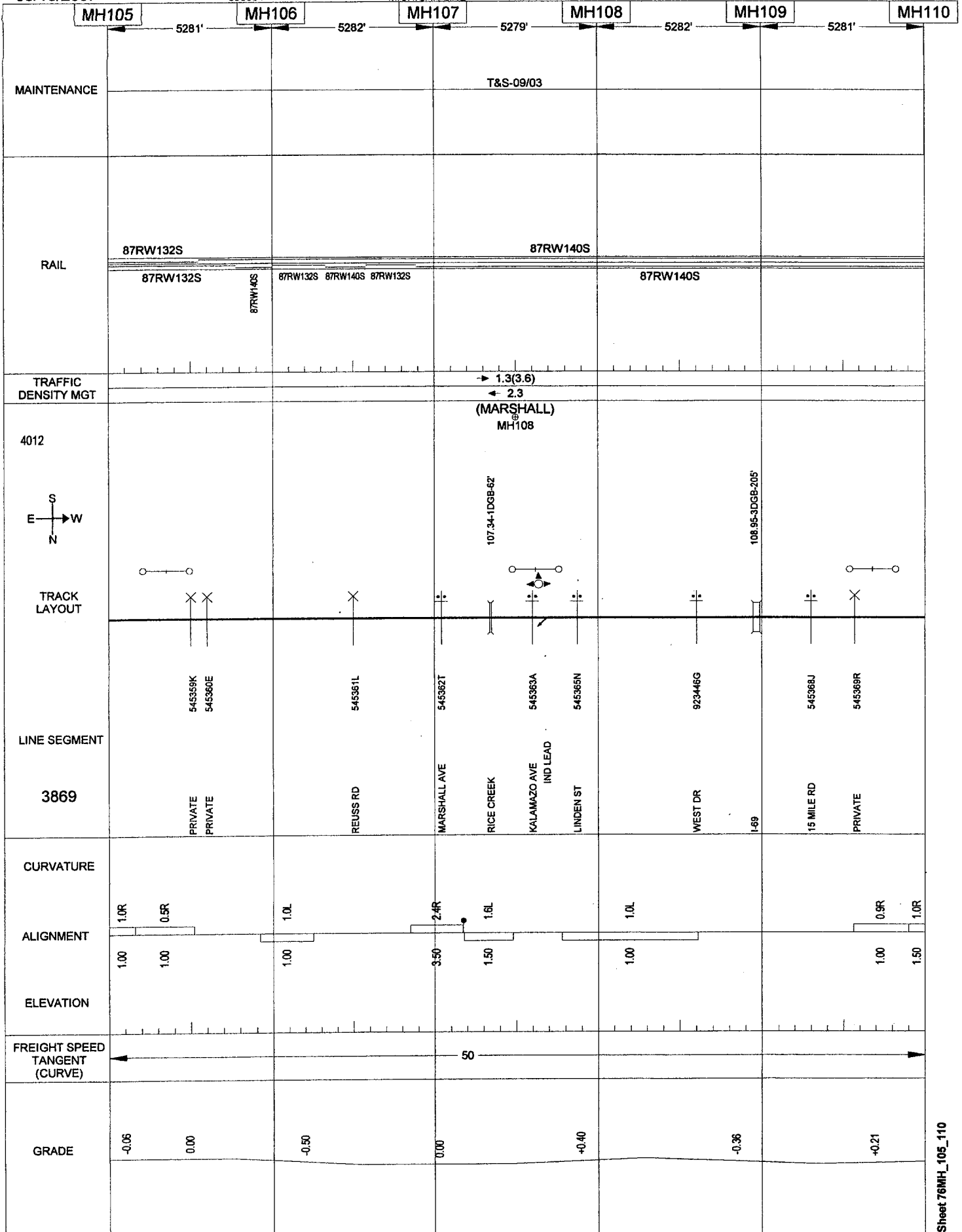
505304

133

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

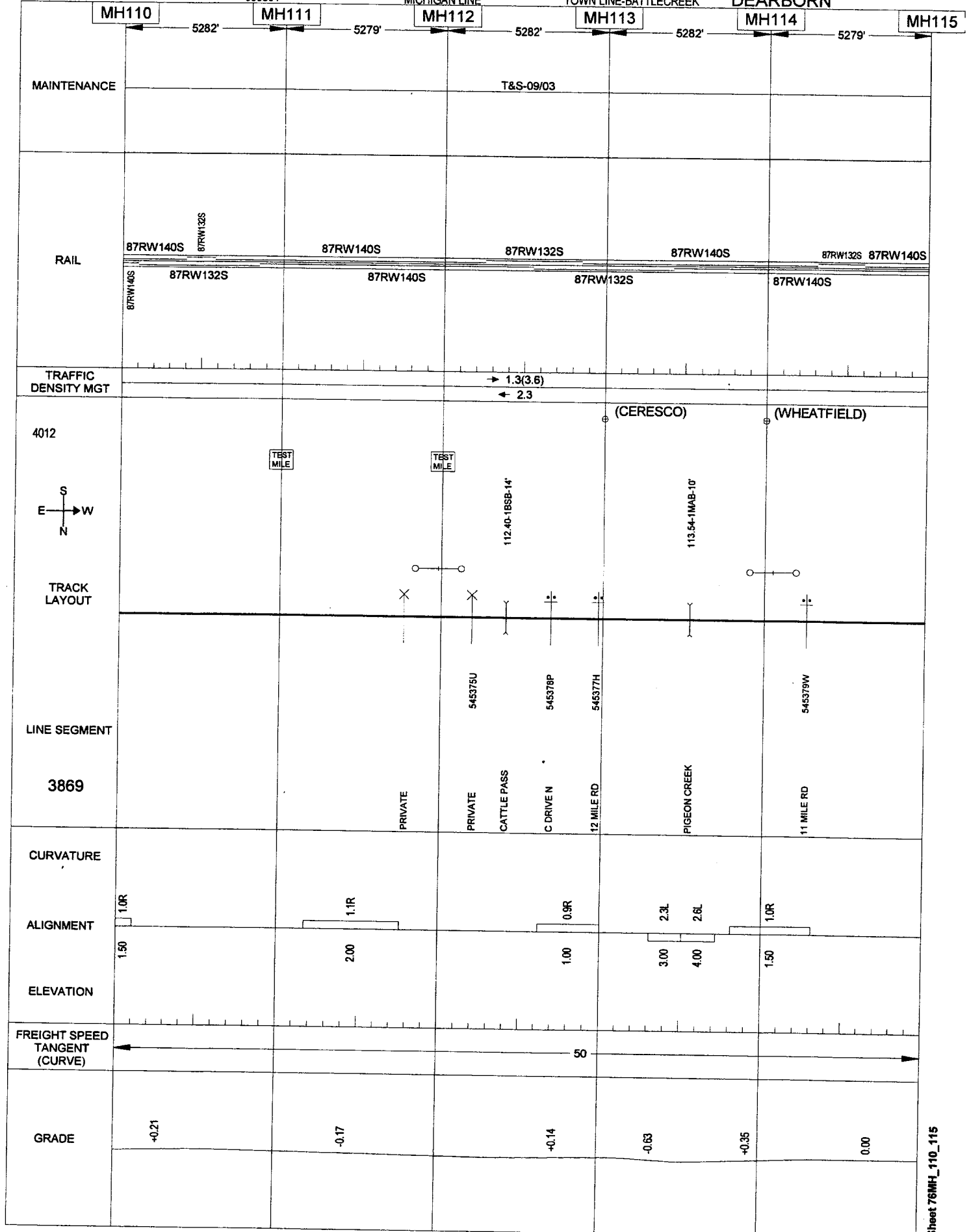
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134

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

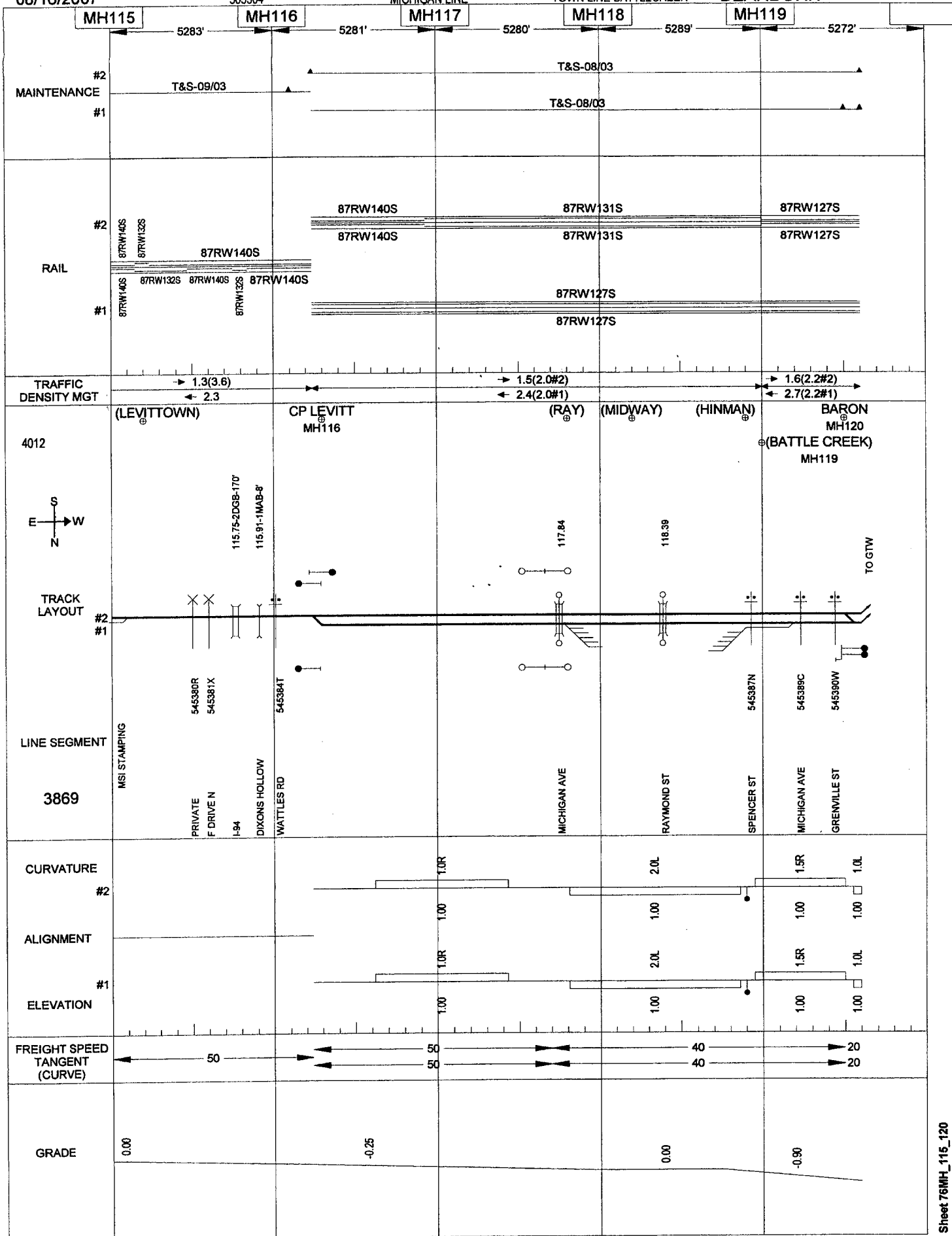
505304

135

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



08/16/2007

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

#2
RAIL
#1

87RW131S
00NW136S
87RW131S
87RW127S
87RW127S
87RW131S
87RW131S

TRAFFIC
DENSITY MGT

1.6(2.2#1)
2.8(2.2#2)
1.6(4.4)
2.8

4012

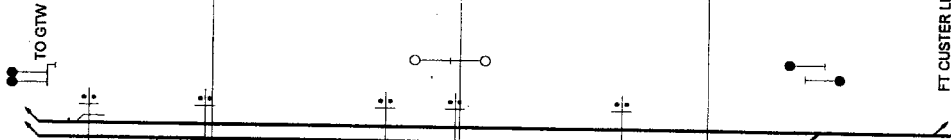
GORD (RUMLEY)
MH121

(SPRINGFIELD)

CP CUSTER
MH124

S
E
N
W

TRACK
LAYOUT
#2
#1



LINE SEGMENT

3872
3875

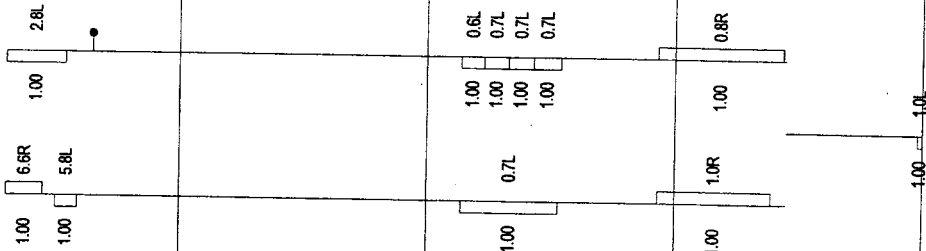
CURVATURE

#2

ALIGNMENT

ELEVATION

#1



FREIGHT SPEED
TANGENT
(CURVE)

20 40 50 50 50

GRADE

0.00

+0.15

0.00

08/16/2007

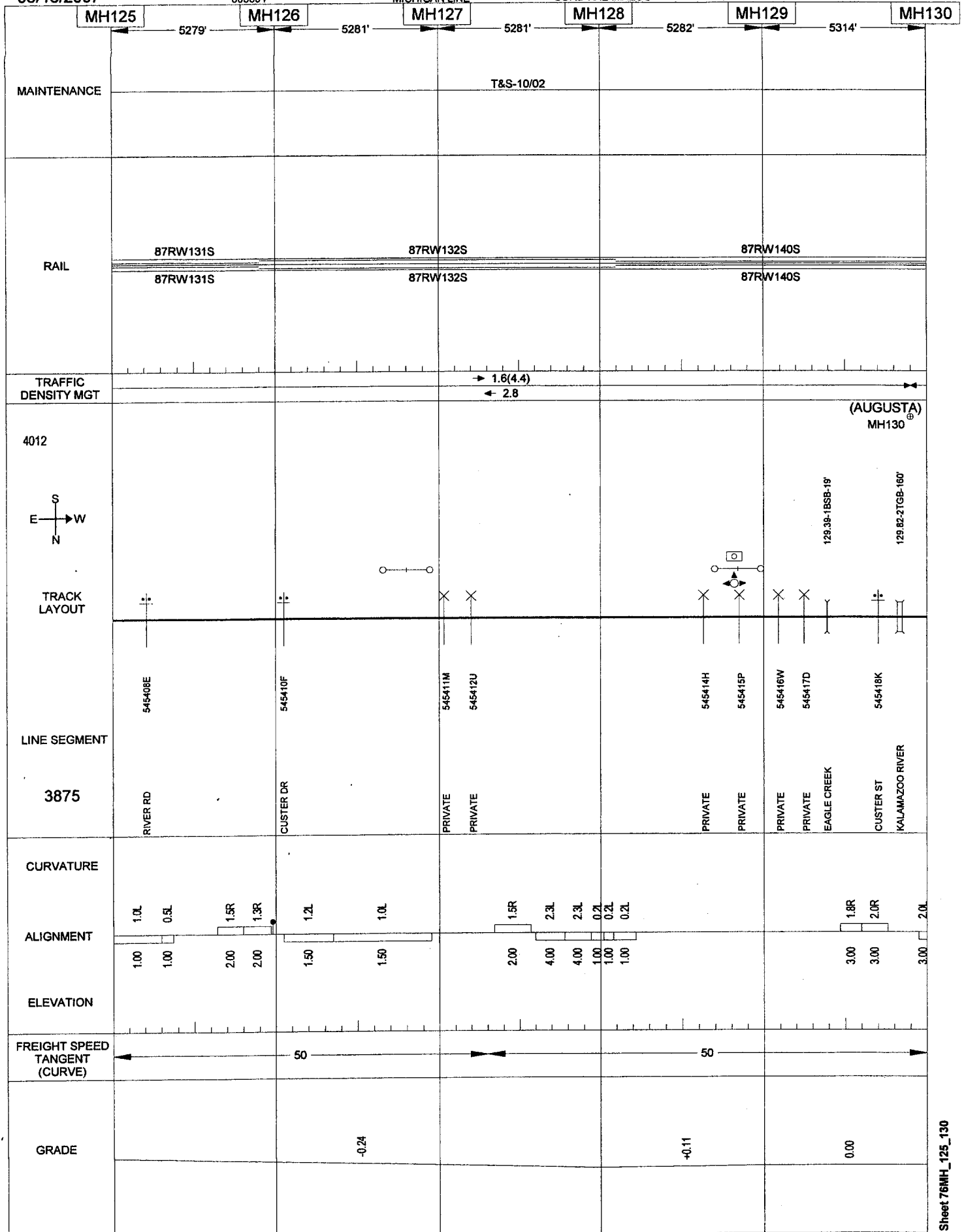
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137

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



08/16/2007

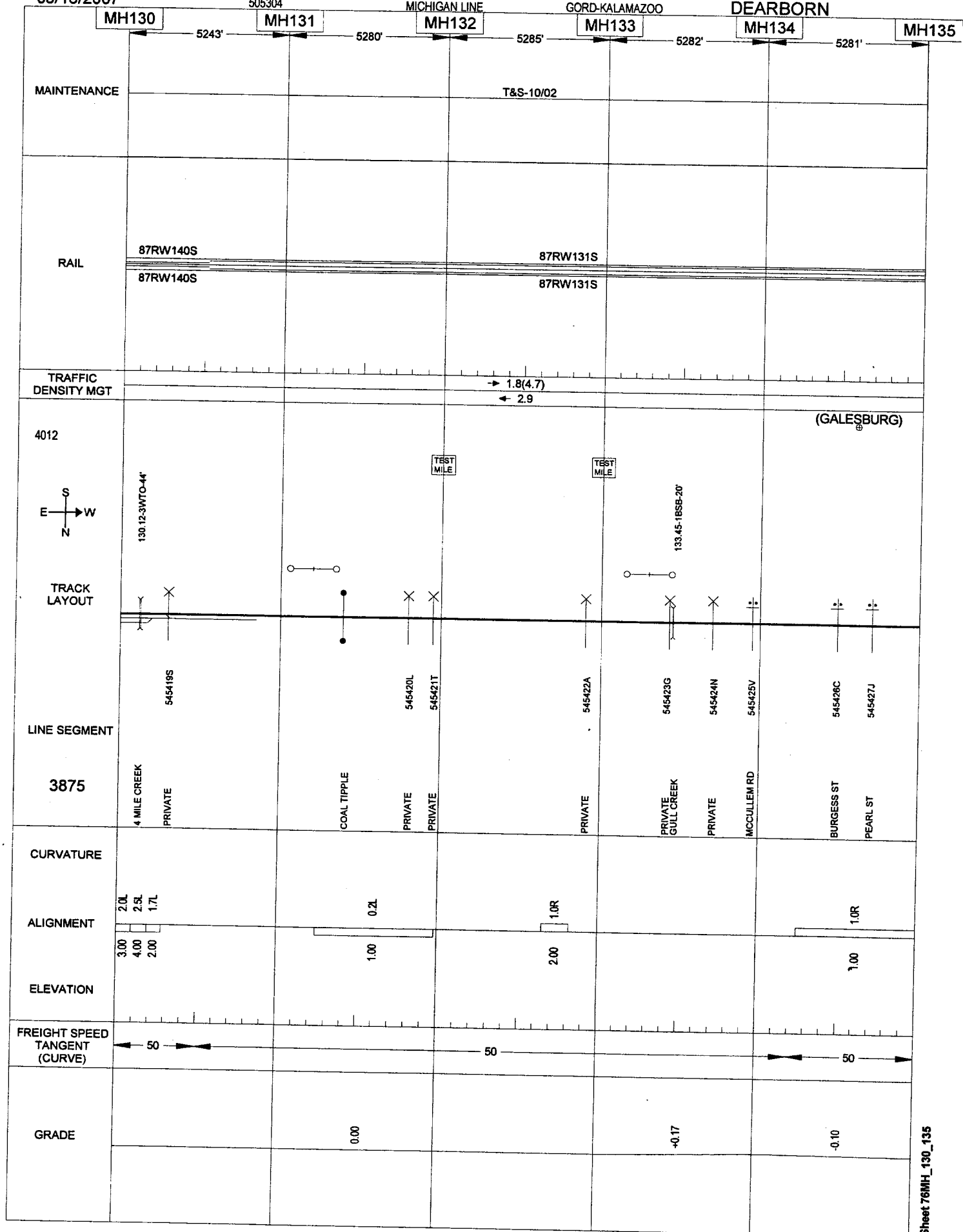
505304

138

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



08/16/2007

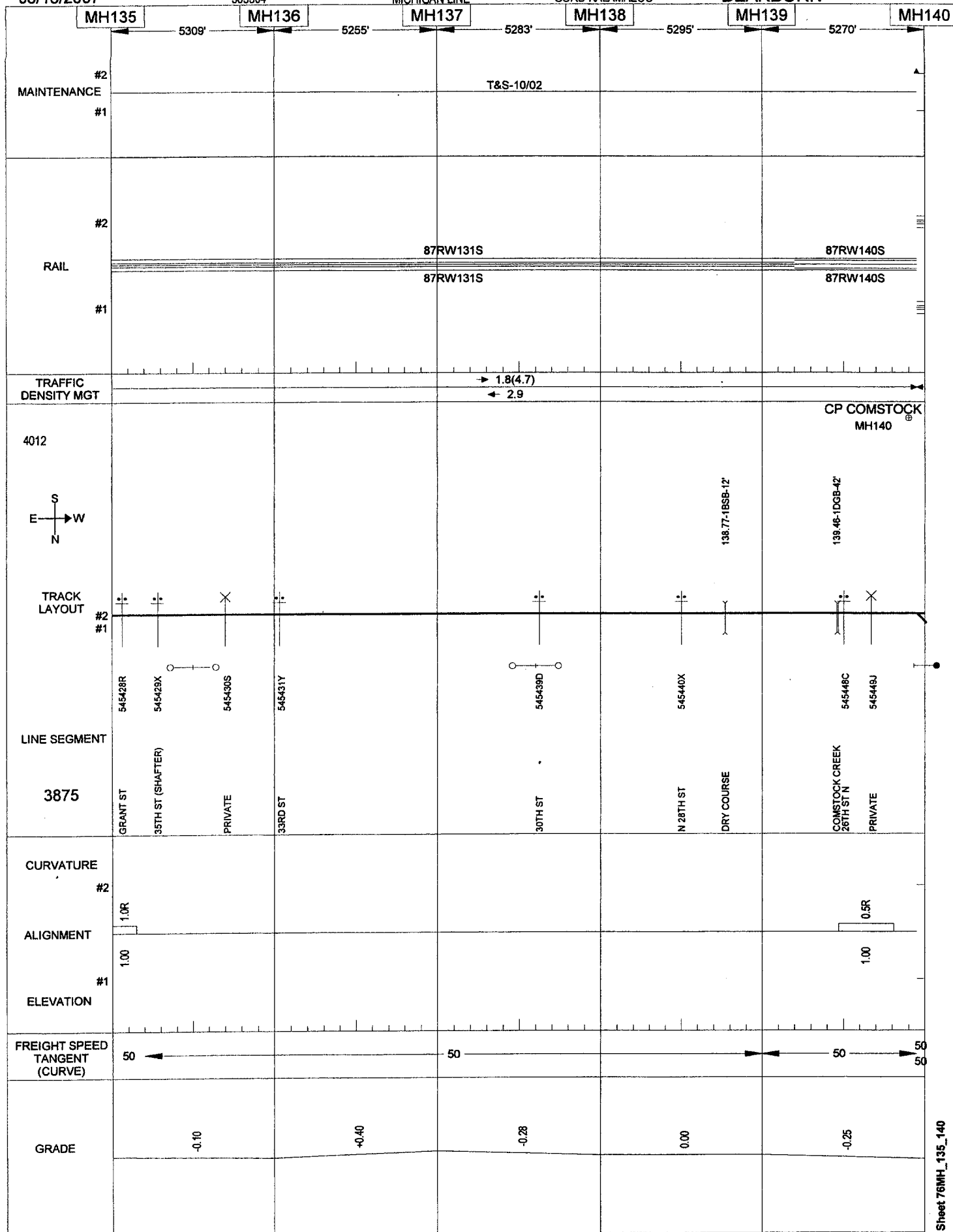
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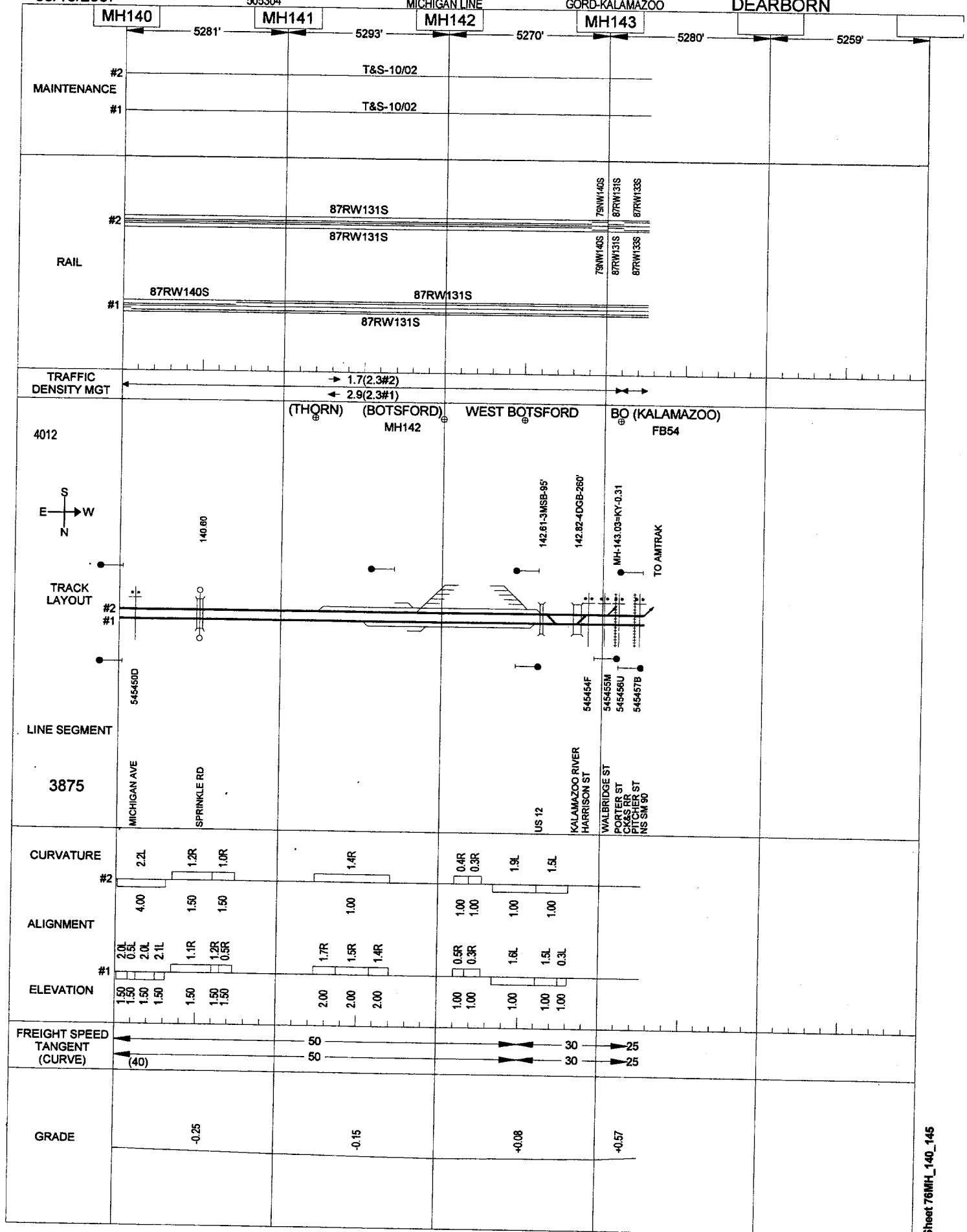
139

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN





08/16/2007

508431

141

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK7

LK8

LK9

LK10

3752'

5291'

5271'

5286'

#2
MAINTENANCE
#1T&S-10/06
T&S-10/06

T&S-10/06

RAIL

#2
#179RW127S
79RW127S
79RW127S
79RW127S79RW127S
79RW127S

79NW132S

79NW132S

TRAFFIC
DENSITY MGT→ 7.6(7.2#1)
← 6.7(7.2#2)→ 7.6(14.3)
← 6.7

2500

S
E → W
NTRACK
LAYOUT#2
#1TO IHB RR
006 46-58SO-120'(62)(62)CP HIGHLAND
LK7

007 68

007 88-1CBB-15'

HAYS
LK9

009 26-1CBB-15'

LINE SEGMENT

3938

LITTLE CALUMET

GRAND AVE

HIGHWAY AVE
US 6

LINCOLN ST

CADY MRS DITCH

HART ST

45TH ST

CH SW 711 MNS
SCHWYLS
SCHWYLS DITCH

MAIN ST

CURVATURE

#2

ALIGNMENT

#1
ELEVATIONFREIGHT SPEED
TANGENT
(CURVE)30
30

30

GRADE

0.00

+0.31

+0.29

+0.04

+0.41

08/16/2007

508431

142

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK10

LK11

LK12

LK13

LK14

LK15

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/06

RAIL

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

→ 7.5(14.2)
← 6.7

2500

HARTSDALE
LK10

(BRIDGE)

ST JOHN
LK15

S
E → W
N

LK-10.06-JH-12.37

010.61-2TGO-216'(87)

010.92-1CAB-18'
010.97-1TTO-206'(NA)

011.95-1DGB-36'
011.96-1DGB-36'

TRACK
LAYOUT

LINE SEGMENT

3938
3941

HARTSDALE I.T.

ROAD
CROWN POINT I.T.

US 30
US 30

77TH ST

85TH AVE

CSXT SM 37 M-NS
93RD AVE

CURVATURE

ALIGNMENT

0.5R
0.5L
1.00
0.5R
0.5L
1.00
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

45

35

GRADE

+0.41

0.00

+0.35

+0.34

-0.24

08/16/2007

508431

143
KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK15

LK16

LK17

LK18

LK19

LK20

5280'

5280'

5280'

5281'

5279'

MAINTENANCE

T&S-10/06

RAIL

79NW132S

79NW132S

TRAFFIC
DENSITY MGT→ 7.5(14.2)
← 6.7

2500

S
E → W
NTRACK
LAYOUT

SASH & DOOR

LINE SEGMENT

3941

545891B
545892H

TEAM TRACK

THEILEN ST
JOLIET

016.14-1CAB-10'

016.42-1DGO-29'(81)

016.73-1DGE-34'

017.14-1CAB-10'

545894W

117TH AVE

545895D

129TH AVE

545896K

133RD AVE

CURVATURE

ALIGNMENT

ELEVATION

0.5L
1.00FREIGHT SPEED
TANGENT
(CURVE)

35

45

GRADE

-0.24

-0.16

-0.35

-0.06

08/16/2007

508431

144

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK20

LK21

LK22

LK23

LK24

LK25

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/06

RAIL

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

→ 7.5(14.2)

← 6.7

2500

S
E → W
N

(COOK)
LK23TRACK
LAYOUT

024.20-1C8B-10'

024.56-1CAB-10'

LINE SEGMENT

3941

545897S

545898Y

545899F

545900X

545901E

545902L

PRIVATE

141ST AVE (CR 132)

PRIVATE

PRIVATE

151ST AVE

157TH AVE

WEST CREEK

J BRUCE DITCH

173RD AVE

CURVATURE

ALIGNMENT

ELEVATION

1.0R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

-0.06

0.00

-0.06

+0.07

-0.24

08/16/2007

508431

145

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK25

LK26

LK27

LK28

LK29

LK30

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/06

T&S-11/06

RAIL

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

→ 7.5(14.2)

← 6.7

2500

(N HAYDEN)
LK26

(BELSHAW)

CP BELSHAW

S
E → W
N

025 65-1CAB-10'
025 76-1DGB-34'

027 60-1CAB-10'

TRACK
LAYOUT

LINE SEGMENT

3941

J BRUCE DITCH
SR 2

PRIVATE

PRIVATE

J BRUCE DITCH

BELSHAW RD

205TH AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

-0.24

08/16/2007

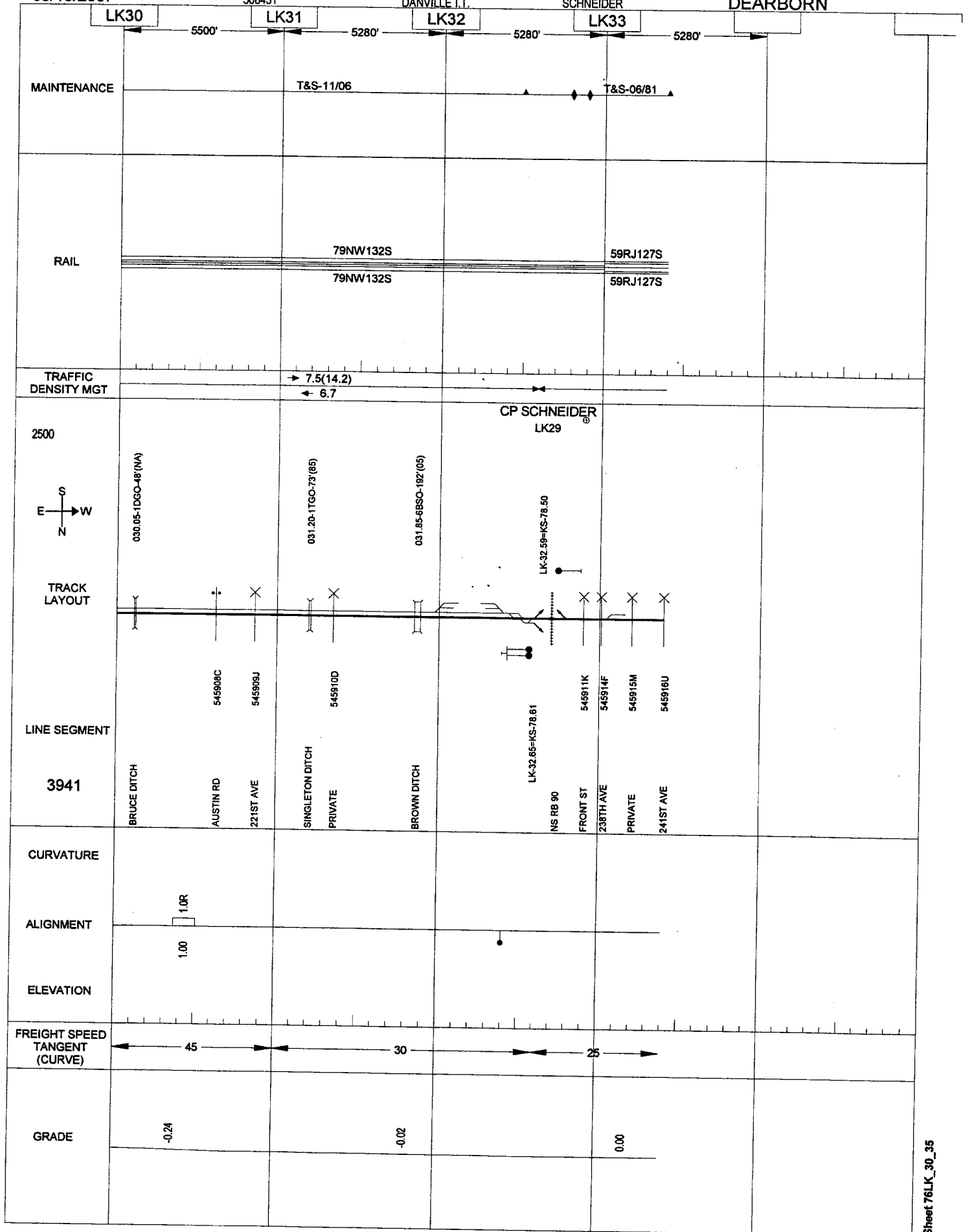
508431

146

DANVILLE I.T.

SCHNEIDER

DEARBORN



08/16/2007

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

→ 1.4(8.9)

← 7.5

2470

NIPSCO

WHEATFIELD
KS56

S
E → W
N

057.28-2BSB-69'

058.50-1BSB-52'

TRACK
LAYOUT

LINE SEGMENT

3953

534320B
MARION OWES 100E

534321H
MABLE DITCH
KNAPP RD-SR 49

534322P
MAIN ST

DITCH

534323W
STUPPY RD - CR 200W

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

30

GRADE

-0.06

-0.09

+0.02

+0.09

08/16/2007

503123

148

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS60

KS61

KS62

KS63

KS64

KS65

5280'

5280'

5280'

6015'

4545'

MAINTENANCE

T&S-12/03

T&S-06/90

RAIL

74RW131S

74RW127S

74RW127S

82RW112S

74RW131S

74RW127S

74RW127S

82RW112S

82RW140S
82RW140S82RW133S
82RW133STRAFFIC
DENSITY MGT

→ 1.4(8.9)

← 7.5

2470

(STOUTSBURG)

(KERSEY)
KS64

MOTT

S
E → W
NTRACK
LAYOUT

X

X

X

X

X

534324D

534325K

534326S

534327Y

534328F

LINE SEGMENT

3953

CR 350 W

CR 400 W

CR 550 W

WATERWAY
CR 600 W

ORCHID ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

+0.09

-0.01

-0.16

-0.03

-0.10

-0.01

08/16/2007

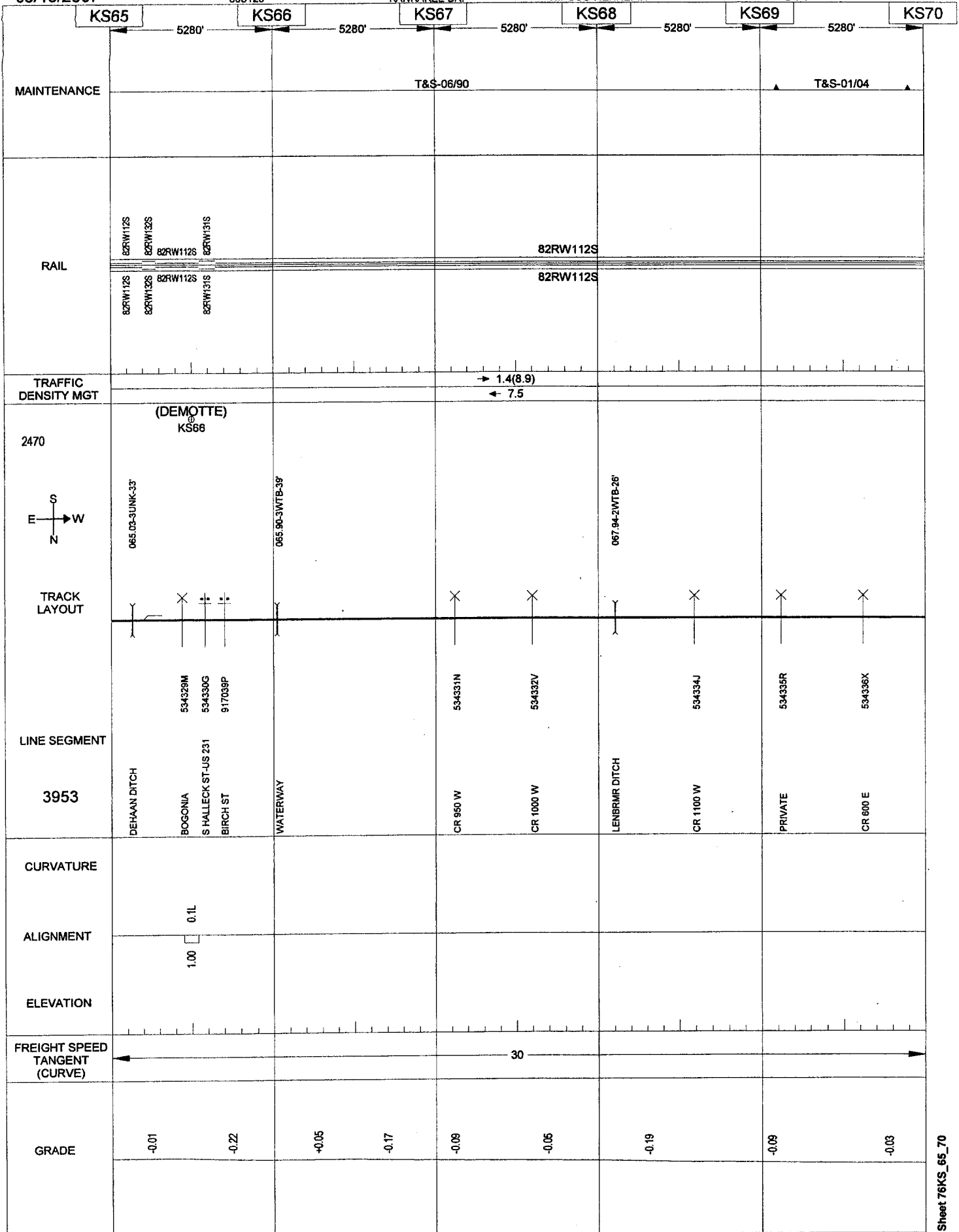
503123

149

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

503123

150

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS70

KS71

KS72

KS73

KS74

KS75

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/04

RAIL

82RW112S

77RW127S

82RW112S

77RW127S

TRAFFIC
DENSITY MGT

→ 1.4(8.9)

← 7.5

2470

SHELBY
KS73



TRACK
LAYOUT

070.00
070.00

070.46-5WTB-85'

071.35-57MSC-1050'(98)



LINE SEGMENT

3953

534338L

534339T

534340M

534341U

1-55
1-55
PRIVATE

CAMERON DITCH

KANKAKEE RIVER

TOWNSHIP RD *

CROWN PT ST

SR 55
CSXT RB 76 M-NS

CURVATURE

ALIGNMENT

ELEVATION

0.3L

0.5L

0.9R

1.0R

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

30

20

30

GRADE

-0.03

0.00

+0.16

-0.09

+0.03

-0.07

-0.01

08/16/2007

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→ 1.4(8.9)
← 7.5→ 2.9(11.1)
← 8.2

2470

S
E → W
NTRACK
LAYOUTCP SCHNEIDER
KS79078.81
078.81

LINE SEGMENT

3953
3956534342B
WHITCOMB RD534343H
COLFAX RD534344P
CLINE RD534345W
PRIVATE
KS-78.50=LK-32.59
NS 85 90
ACKERMAN ST
534346D
KS-78.61=LK-32.65US 41
US 41

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

45

GRADE

-0.01

-0.02

-0.01

08/16/2007

503123

152

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS80

KS81

KS82

KS83

KS84

KS85

5280'

5280'

5280'

5280'

5309'

MAINTENANCE

T&S-11/04

RAIL

79RW131S

79RW131S

TRAFFIC
DENSITY MGT

→ 2.9(11.1)
← 8.2

2470
2480

S
E → W
N

IN IL

TRACK
LAYOUT

○

LINE SEGMENT

3956

ST LINE RD/CR 1800E 534349Y

534350T

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

0.9L

0.4L

0.3R

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

-0.01

-0.03

-0.06

0.00

08/16/2007

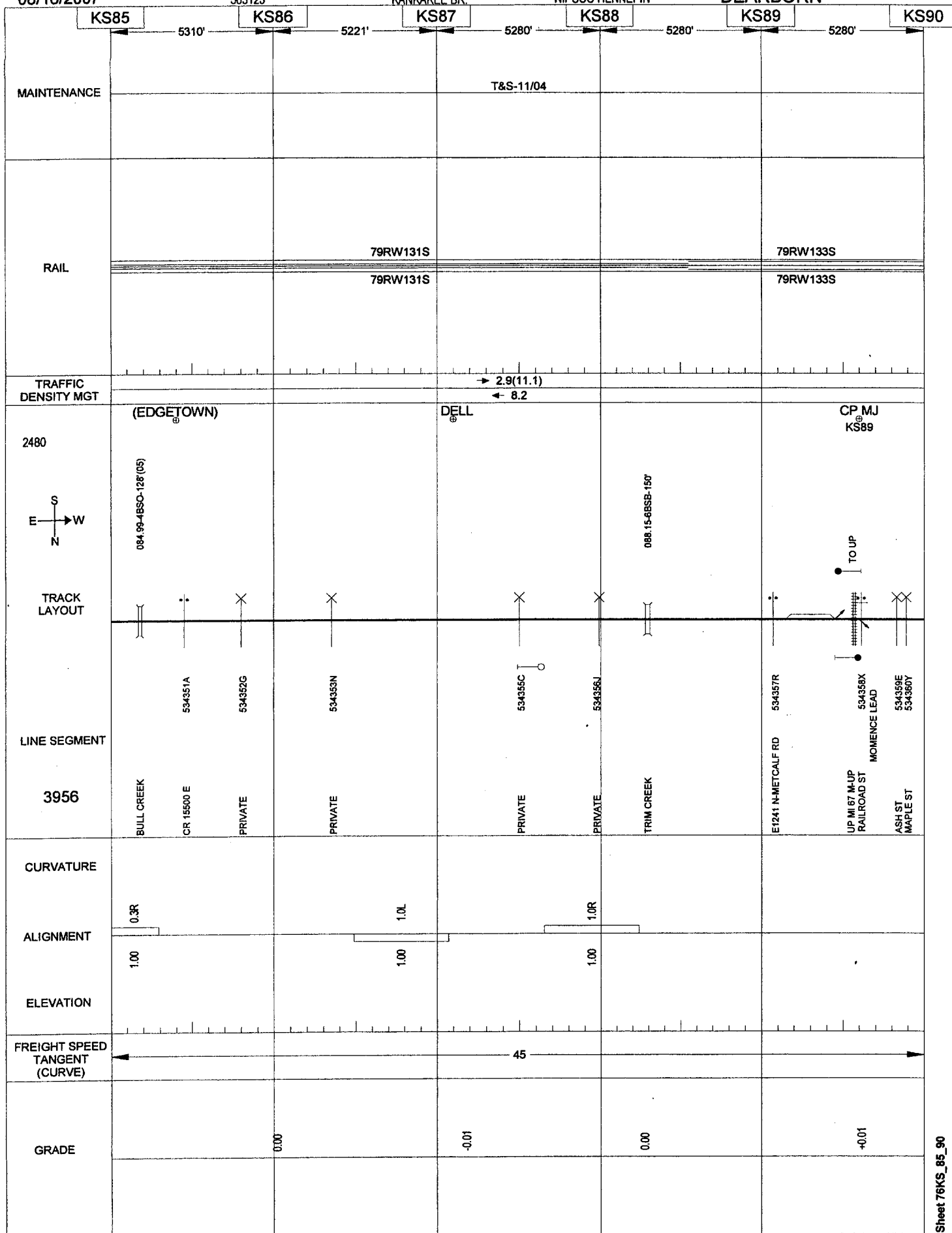
503123

153

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

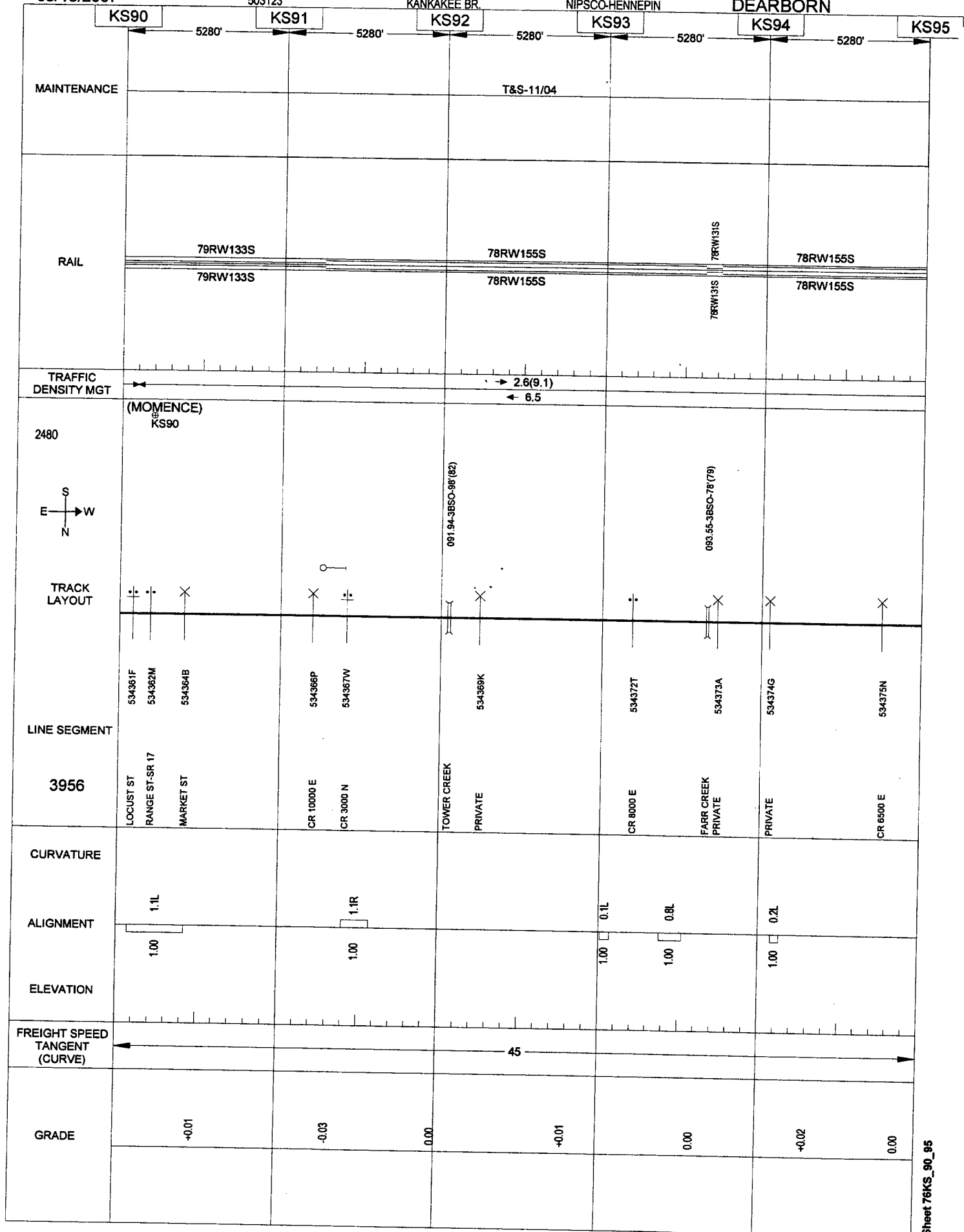
503123

154

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

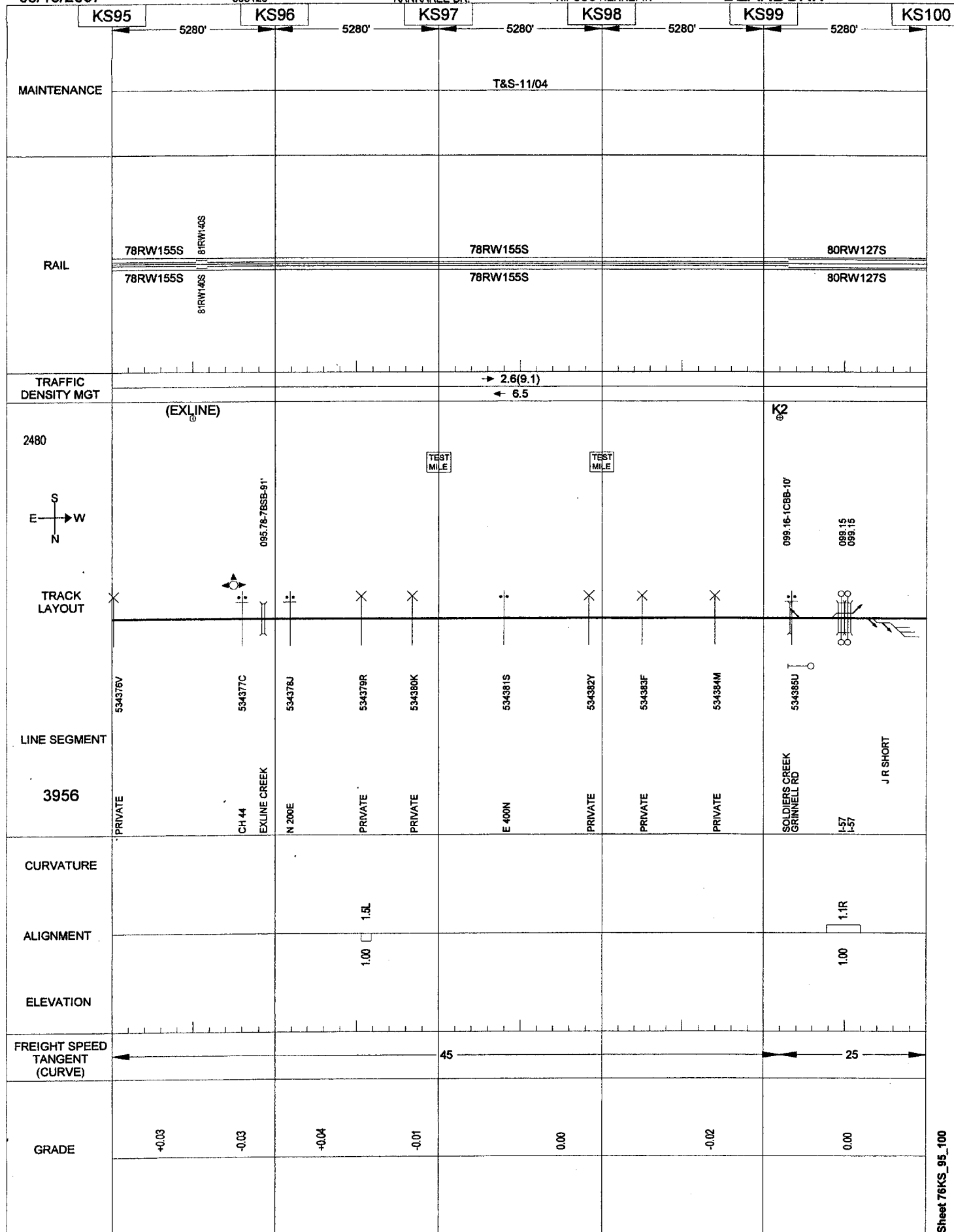
503123

155

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

156

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS100

KS101

KS102

KS103

KS104

KS105

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-11/04

T&S-04/00

RAIL

85RW140S
85RW140S

80RW127S

80RW127S

80RW127S

80RW127S

81NW132S

81NW132S

TRAFFIC
DENSITY MGT

→ 2.6(9.1)
← 6.5

→ 2.0(7.6)
← 5.6

2480

HOBBIE YD

KENT

KX

K3

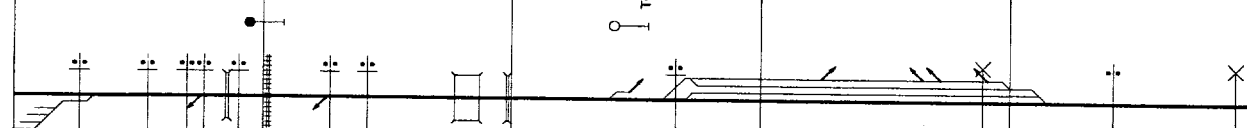
KANKAKEE YD
KS103

GREEN
KS104

(GREENWICH)

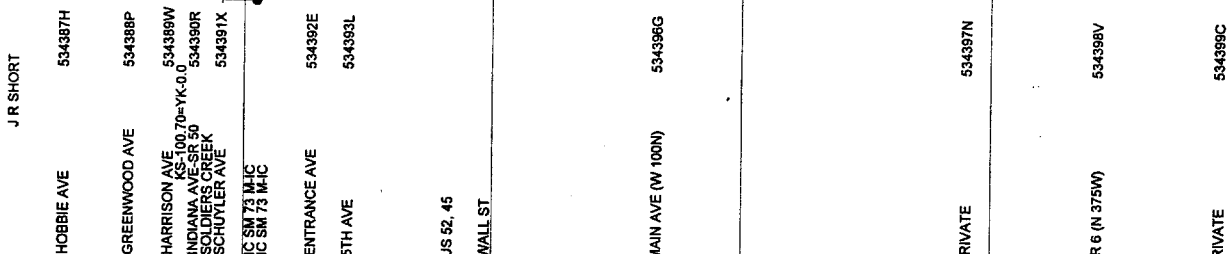
S
E → W
N

TRACK
LAYOUT



LINE SEGMENT

3956
3959



CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

20

25

GRADE

-0.03

-0.02

0.00

-0.03

0.00

-0.02

-0.01

08/16/2007

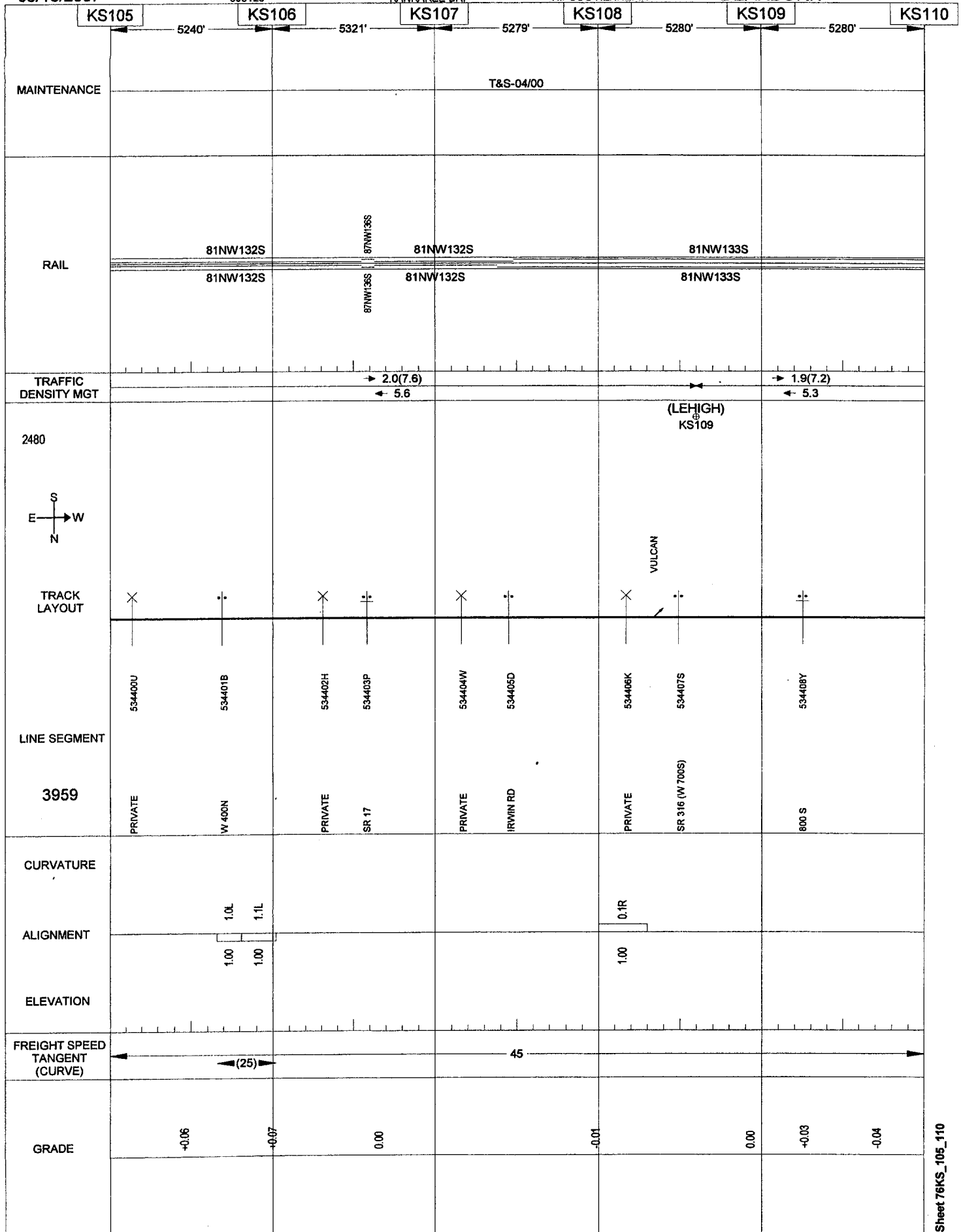
503123

157

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

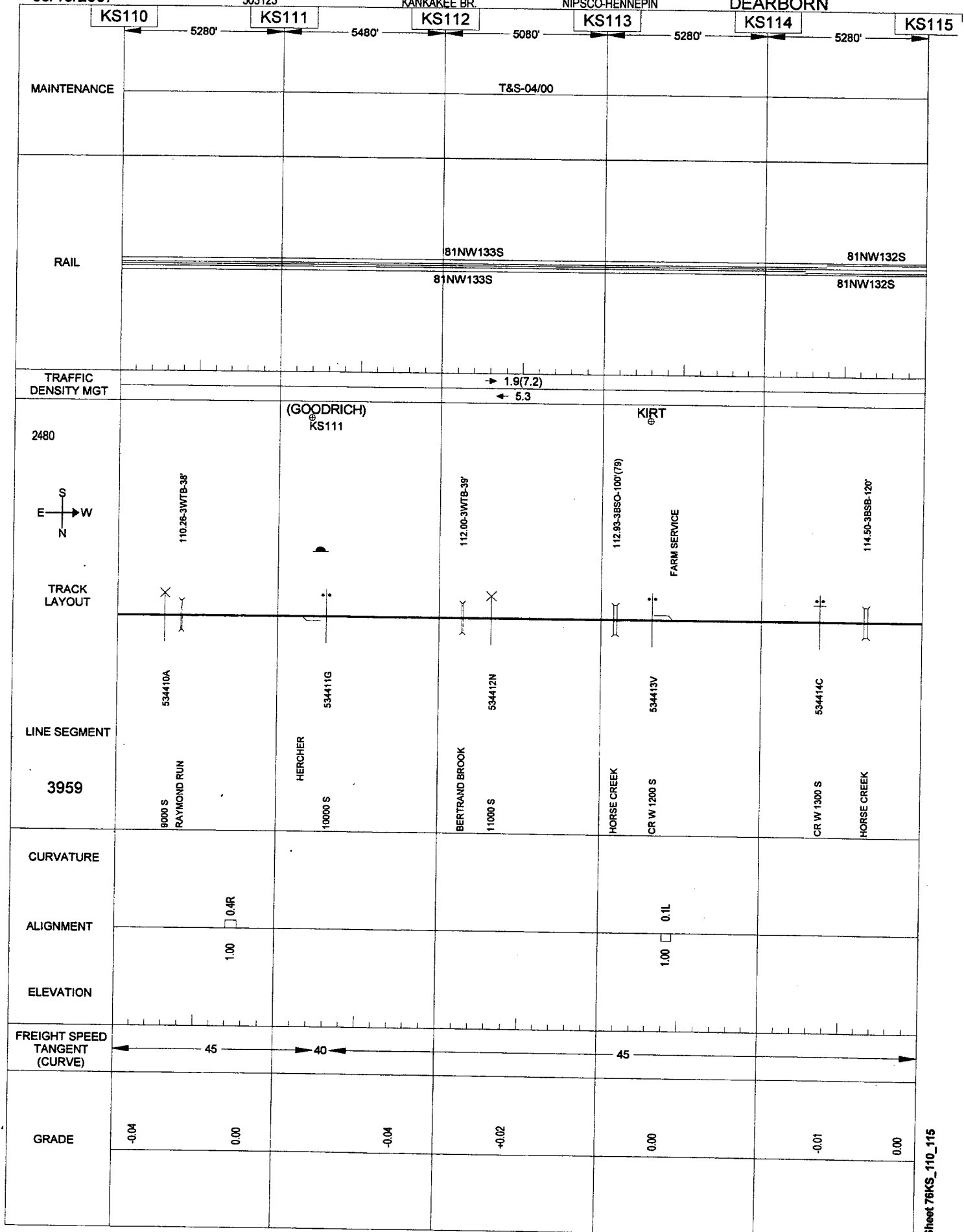
503123

158

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

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→ 1.9(7.2)
← 5.3

2480

(UNION HILL)
KS116TRACK
LAYOUT

116.58-3WTB-39'

118.58-4BSO-128'(80)

LINE SEGMENT

3959

534415J

534416R
CENTER ST

534417X

CR W 1500 S

534418E

CR W 1600 S

GRANARY CREEK

534419L

17000 S

CRANE CREEK

534420F

18000 S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

0.7L

1.00

0.4R

1.00

45

40

45

40

45

GRADE

0.00

-0.01

-0.01

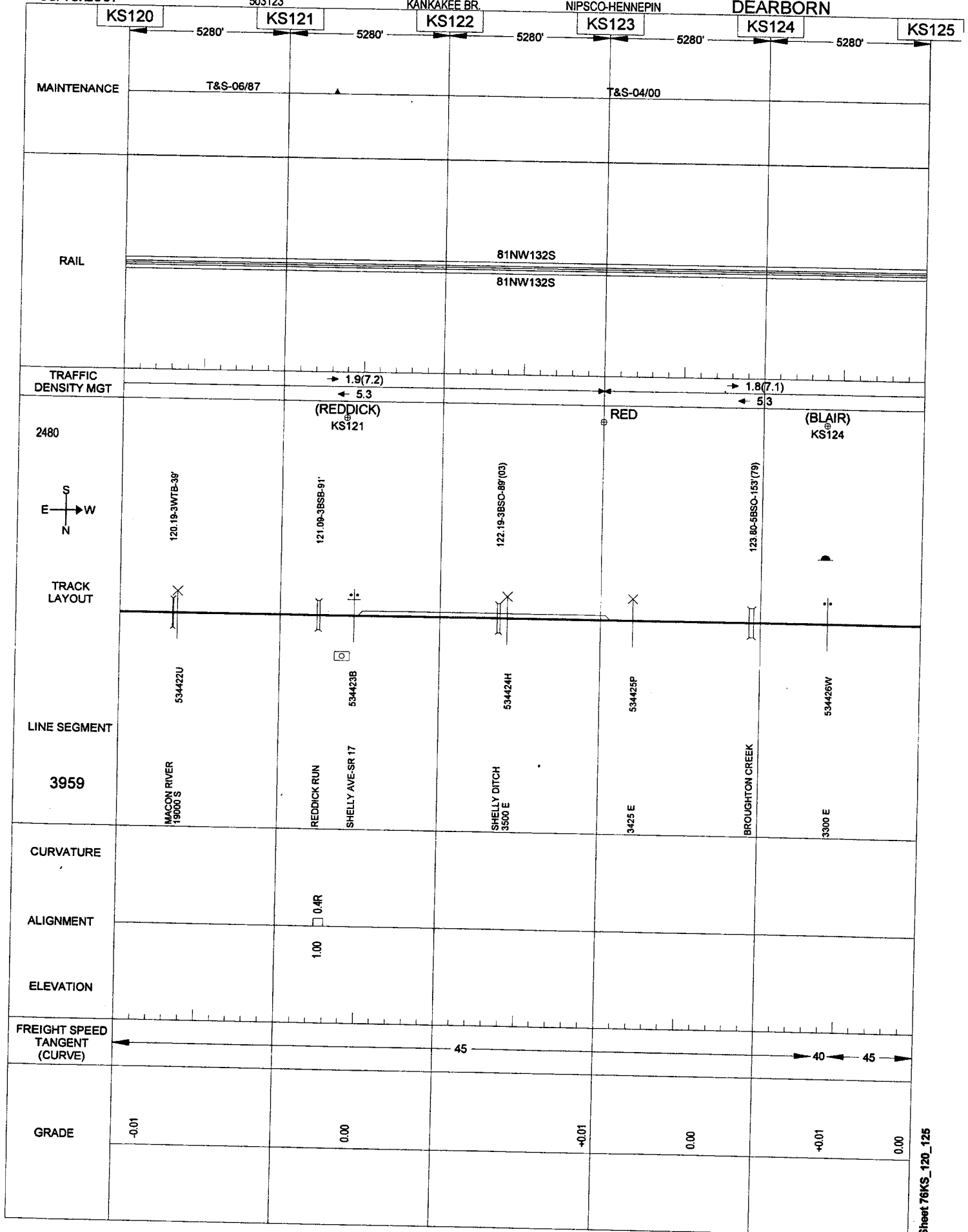
08/16/2007

160

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

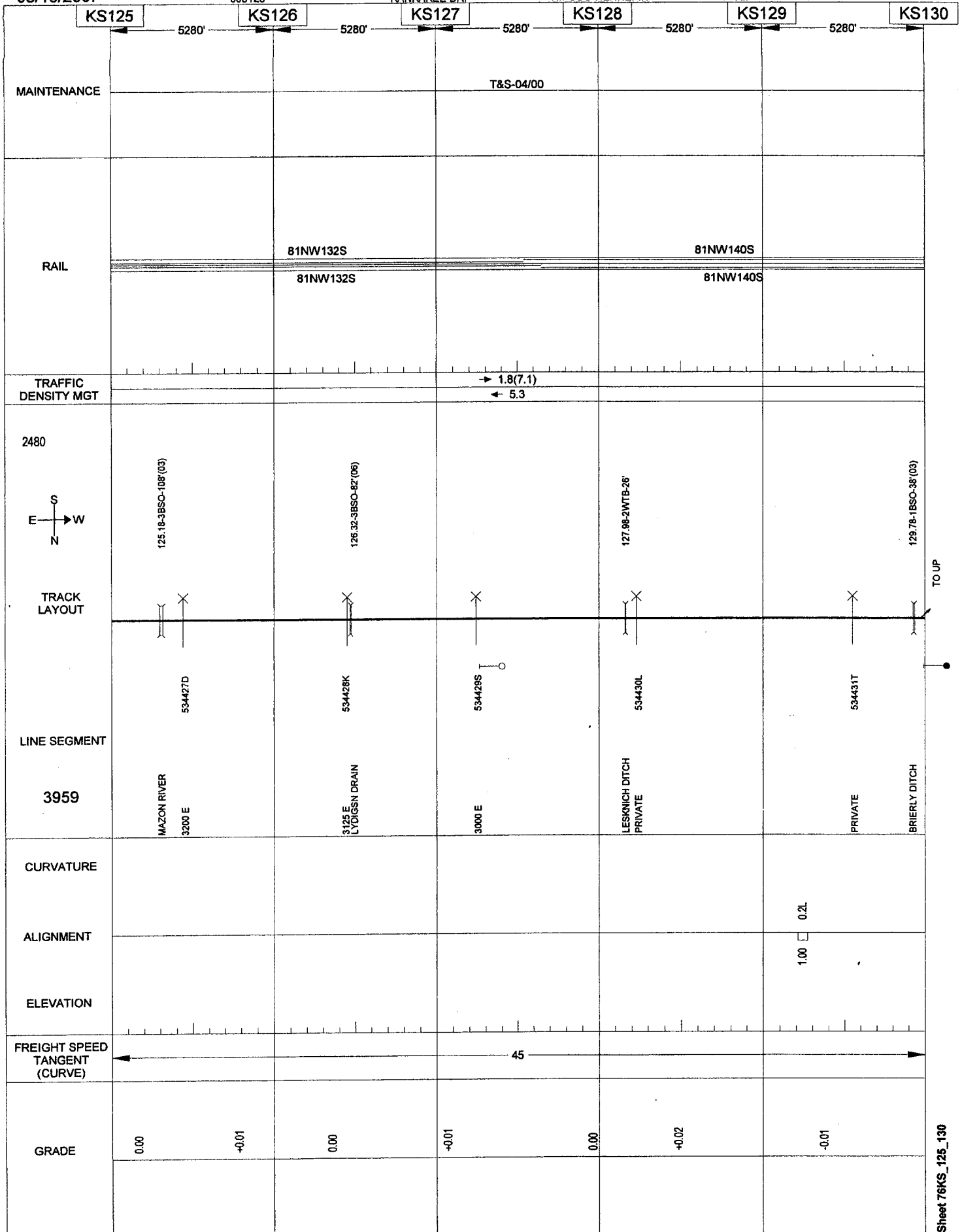
503123

161

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

503123

162

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS130

KS131

KS132

KS133

KS134

KS135

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-04/00

T&S-06/87

RAIL

81NW140S

81RW131S

81NW132S

81RW131S

TRAFFIC
DENSITY MGT→ 1.6(6.8)
← 5.2

2480

DWIGHT
@
KS130S
E → W
N

129.94-2CBB-30'

130.84-1CBB-10'

131.50
131.51

133.21-2CAB-40'

133.57-1CAB-15'

TRACK
LAYOUT

534432A

534433G

534435V

534436C

534438R

925372Y

534439X

534450X

534451E

LINE SEGMENT

3959

UP SM 45 M-NS
UNION ST-SR 47
GOOSEBERRY CREEK
TO UP

PRIVATE

MORRIS RD

WATERS DITCH

RT 298 (OLD 66)

2580 E

I-55
I-55

2300 E

MAZON RIVER

BURGER DITCH

2400 E

2300 E

CURVATURE

ALIGNMENT

ELEVATION

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

+0.02

0.00

+0.02

+0.05

+0.01

-0.01

+0.02

-0.04

+0.04

0.00

08/16/2007

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

→ 1.6(6.8)

← 5.2

2480

(SUNBURY)
KS136

WALL

(ADAMS)

S
E → W
N

TRACK
LAYOUT

136.17-4WTB-50'

137.64-5WTB-65'

138.69-1CAB-10'

138.98-3MSO-64'(89)

LINE SEGMENT

3959

534452L

534453T

534454A

534455G

534456N

CO HWY 6

WOLF DITCH

2000 E

DENNIS DITCH
1500 E1800 E
SHAY DITCH

APPLEGATE DITCH

1700 E

CURVATURE

0.1L

0.2R

ALIGNMENT

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

45

GRADE

0.00

+0.01

-0.02

+0.03

-0.04

0.00

-0.05

-0.07

+0.01

+0.03

0.00

+0.05

08/16/2007

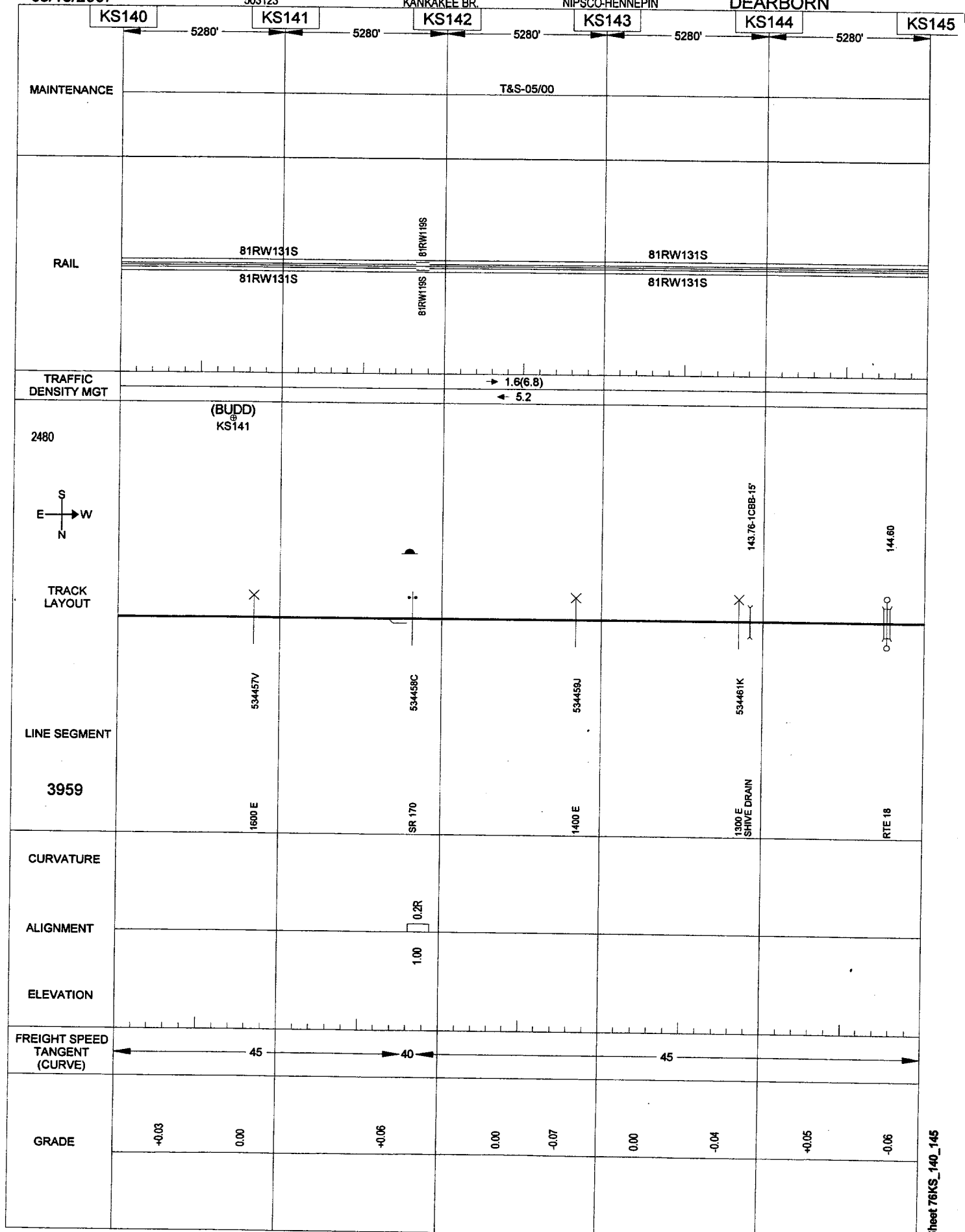
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164

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

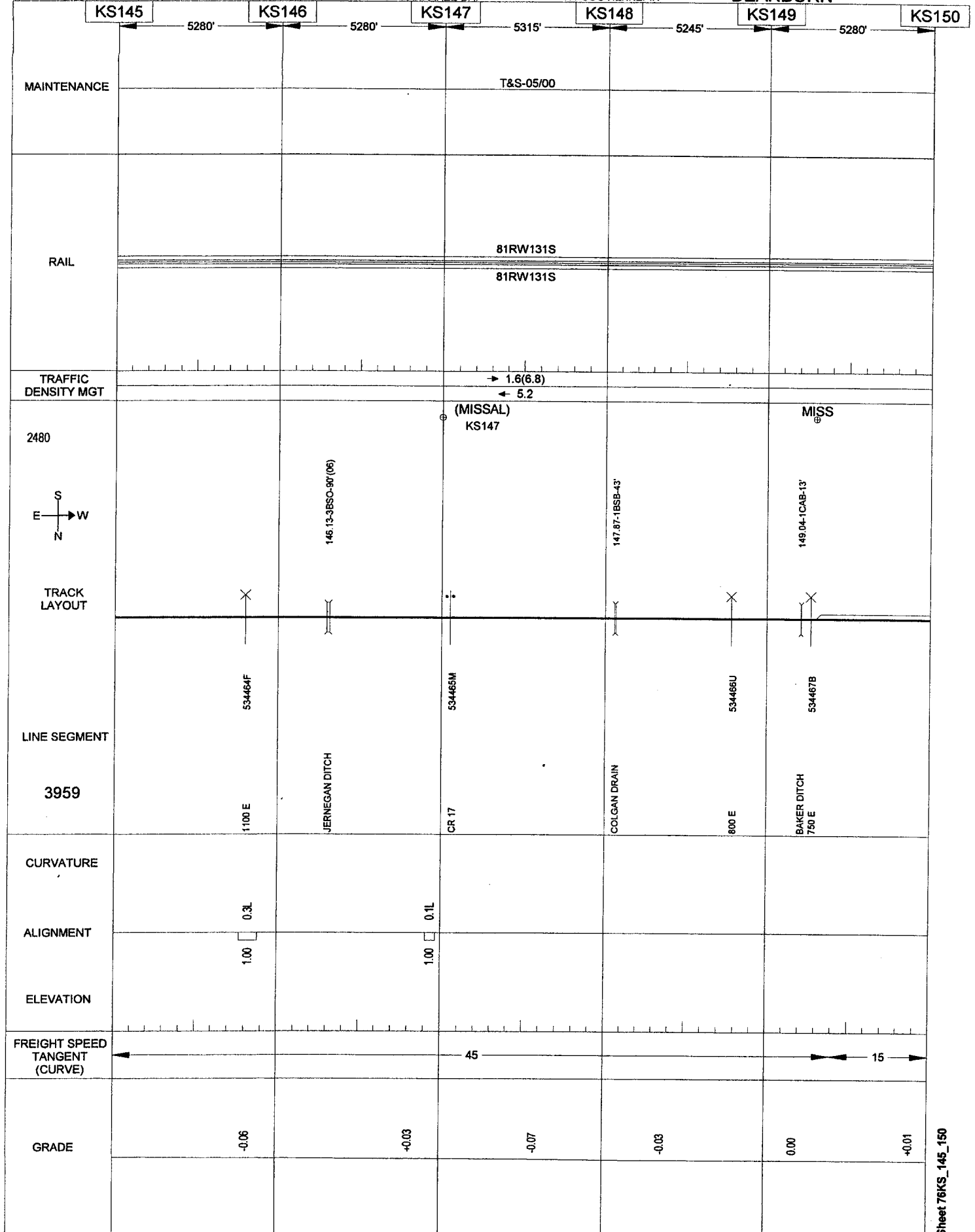
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165

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

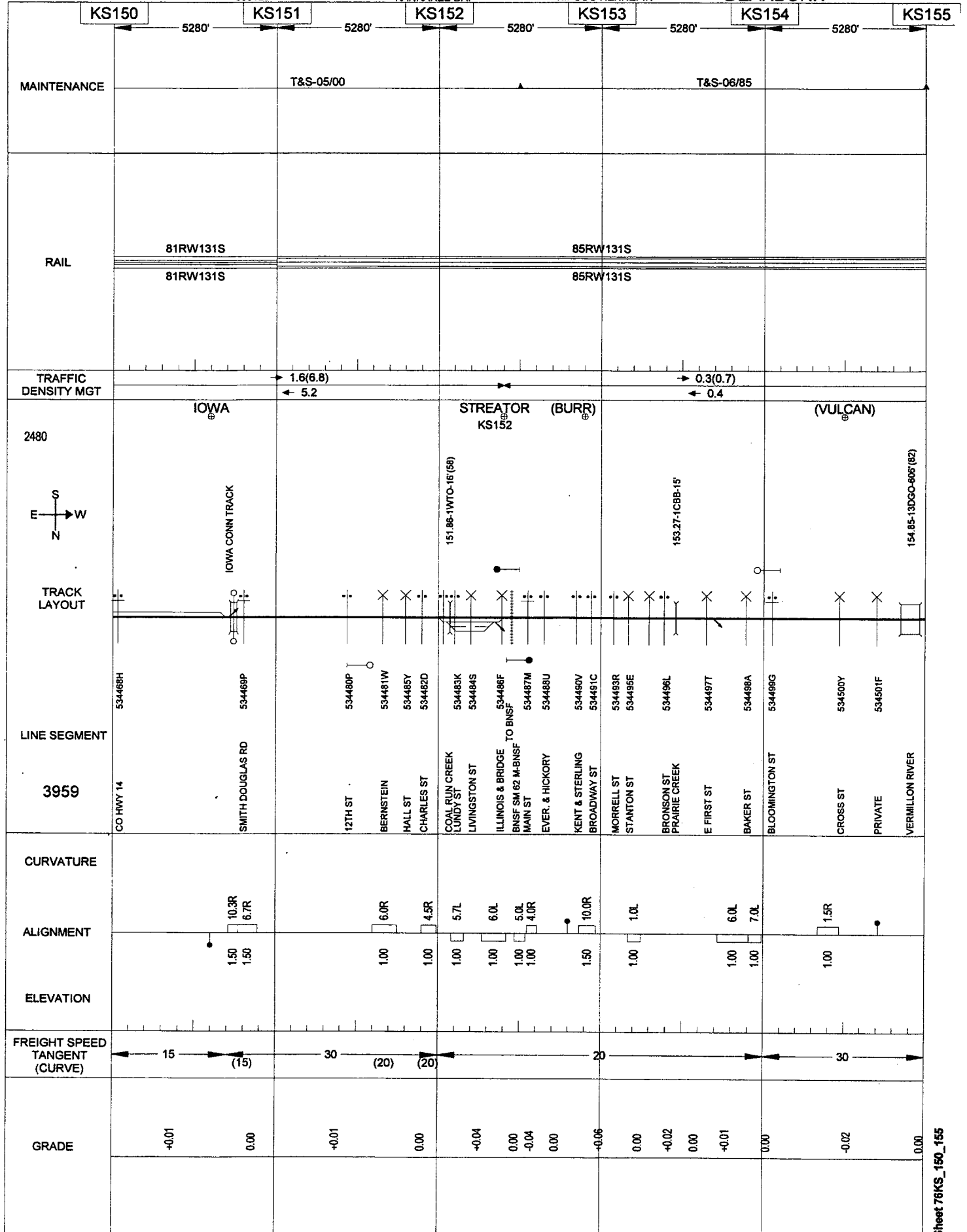
503123

166

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

503123

167

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

	KS155	KS156	KS157	KS158	KS159	KS160
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-06/85 S-06/87			
RAIL			85RW131S 85RW131S			
TRAFFIC DENSITY MGT			→ 0.3(0.7) ← 0.4			
2480	(KANGLEY)		(ALTMAR)			
E S N W	155.09-8WTB-101' 155.39-6MSO-299'(94)					
TRACK LAYOUT						
LINE SEGMENT	COUNTY RD PRIVATE BNSF RY	CR 29-KNGLY RD	14TH RD PRIVATE PRIVATE	13TH RD PRIVATE PRIVATE	12TH RD PRIVATE	
3959						
CURVATURE						
ALIGNMENT		1.0L				
ELEVATION		1.00				
FREIGHT SPEED TANGENT (CURVE)			30			
GRADE	0.00		+0.04			-0.01

08/16/2007

503123

168

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS160

KS161

KS162

KS163

KS164

KS165

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

85RW131S

85RW131S

TRAFFIC
DENSITY MGT

→ 0.3(0.7)
← 0.4

2480

RICH

(MILLA)

S
E → W
N

161.00-1CBB-15'

161.35-1CBB-15'

162.44-1CBB-15'

163.80-1CBB-15'

TRACK
LAYOUT

X

+

X

X

X

LINE SEGMENT

534515N

534516V

534517C

534518J

534519R

3959

11TH RD

EGGBAG CREEK

EGGBAG CREEK

MILLA RD

EGGBAG CREEK

EGGBAG CREEK

8TH RD

WATERWAY

7TH RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

-0.01

+0.03

0.00

-0.03

0.00

-0.05

-0.04

08/16/2007

503123

169

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS165

KS166

KS167

KS168

KS169

KS170

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

85RW131S

85RW131S

TRAFFIC
DENSITY MGT→ 0.3(0.7)
← 0.4

(LOSTANT)

(PRISCILLA)

2480

S
E → W
NTRACK
LAYOUT

X

+

+

+

X

534520K

534522Y
923530P

534525U

925371S

534526B

LINE SEGMENT

3959

6TH RD

MAIN ST
PED XINGWATERWAY
US 51

I-39

E 3RD RD

CURVATURE

ALIGNMENT

3.0L
1.002.6R
1.003.0R
1.003.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

-0.04

0.00

+0.02

-0.02

08/16/2007

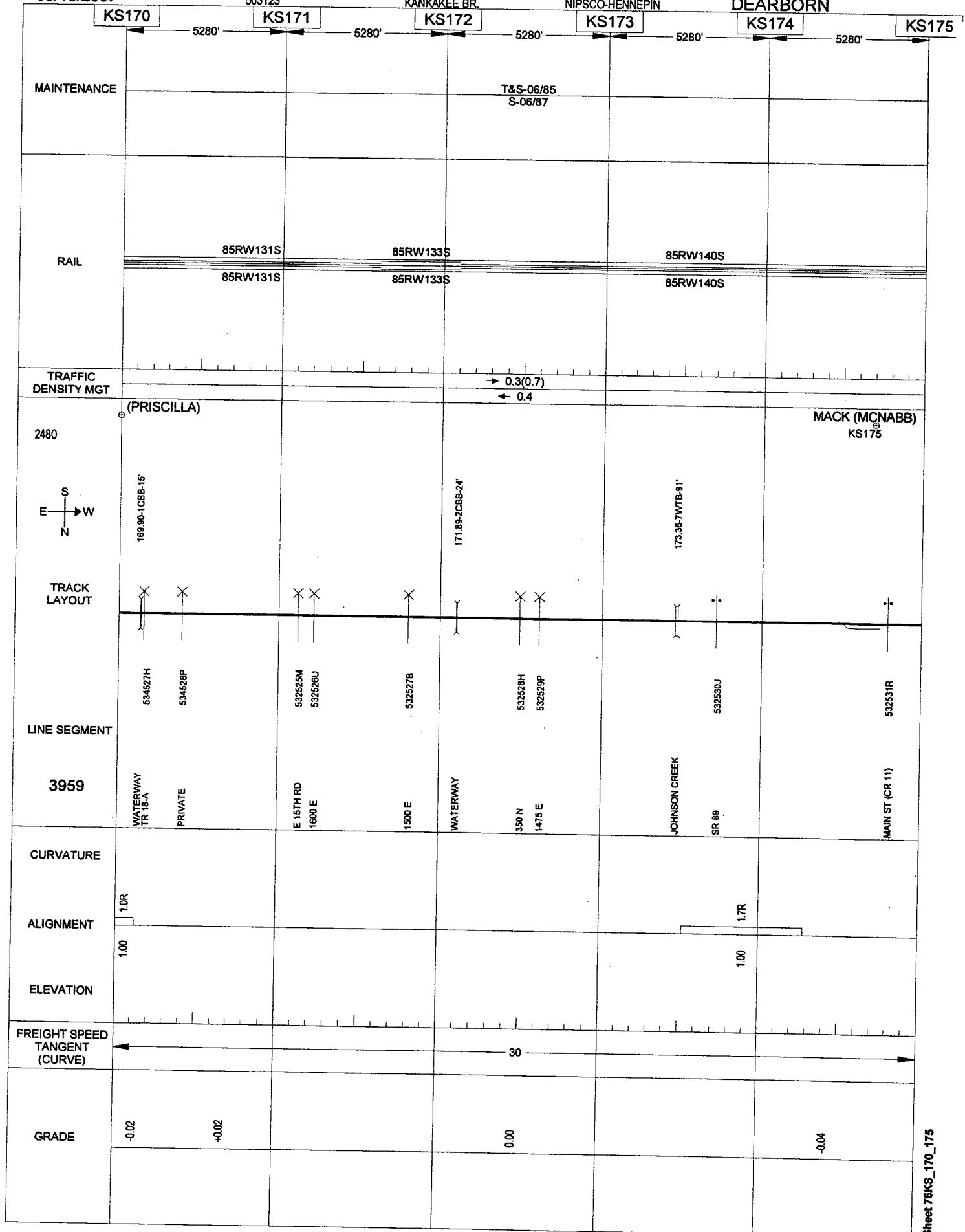
170

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

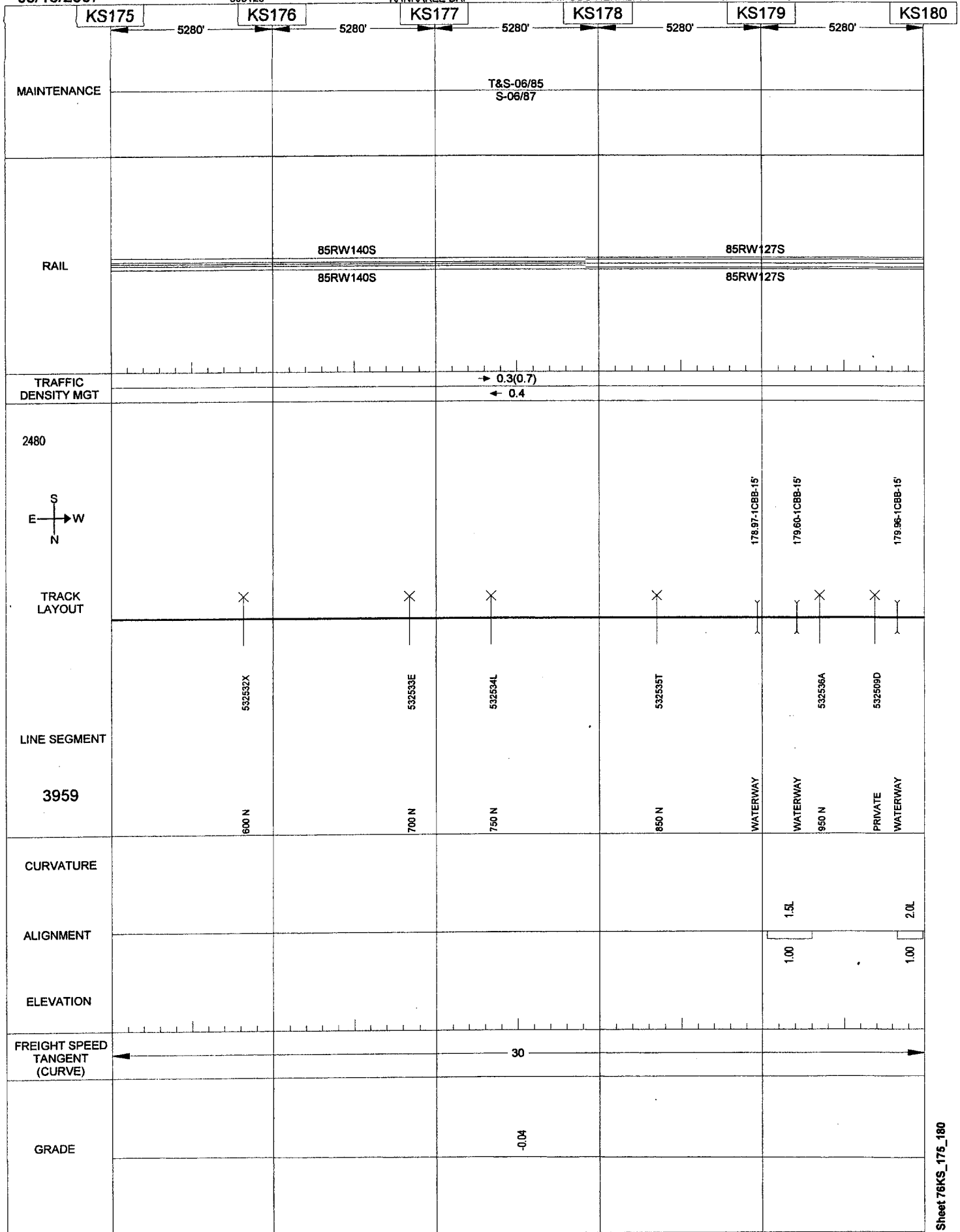
503123

171

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

503123

172

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN

KS180

KS181

KS182

KS183

KS184

KS185

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

85RW127S

85RW127S

TRAFFIC
DENSITY MGT→ 0.3(0.7)
← 0.4→ 0.0(0.0)
← 0.0

(GRANVILLE)

HENN

HENNEPIN
KS184 (MORONTS)
KS185

2480

S
E → W
N

180.27-1CBB-15'

180.75-4WTD-53'(87)

181.21-1CBB-20'

181.40-1TGO-41'(01)

181.46-1TGO-41'(01)

182.80-2CBB-28'

183.59-1DGO-50'(81)

184.28-1DGO-50'(86)

J&L STEEL

TRACK
LAYOUT

Y

X

•

•

Y

Y

•

•

•

X

Y

X

Y

Y

X

Y

Y

LINE SEGMENT

532537G

510803P

532539V

532540P

532541W

532542D

532543K

532510X

533407N

3959

WATERWAY
1300 E

SR 71

MCCOY ST

WATERWAY

WATERWAY

MAIN ST

WATERWAY

DIVISION ST

WATERWAY

HENNEPIN ST

HARPER AVE

WATERWAY

PRIVATE

WATERWAY

WATERWAY

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

2.5L

3.0R

3.1L

2.9L

3.0L

3.2L

3.0R

3.0L

2.0L

3.0L

3.0R

2.3R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

30

10

GRADE

-0.04

-0.07

08/16/2007

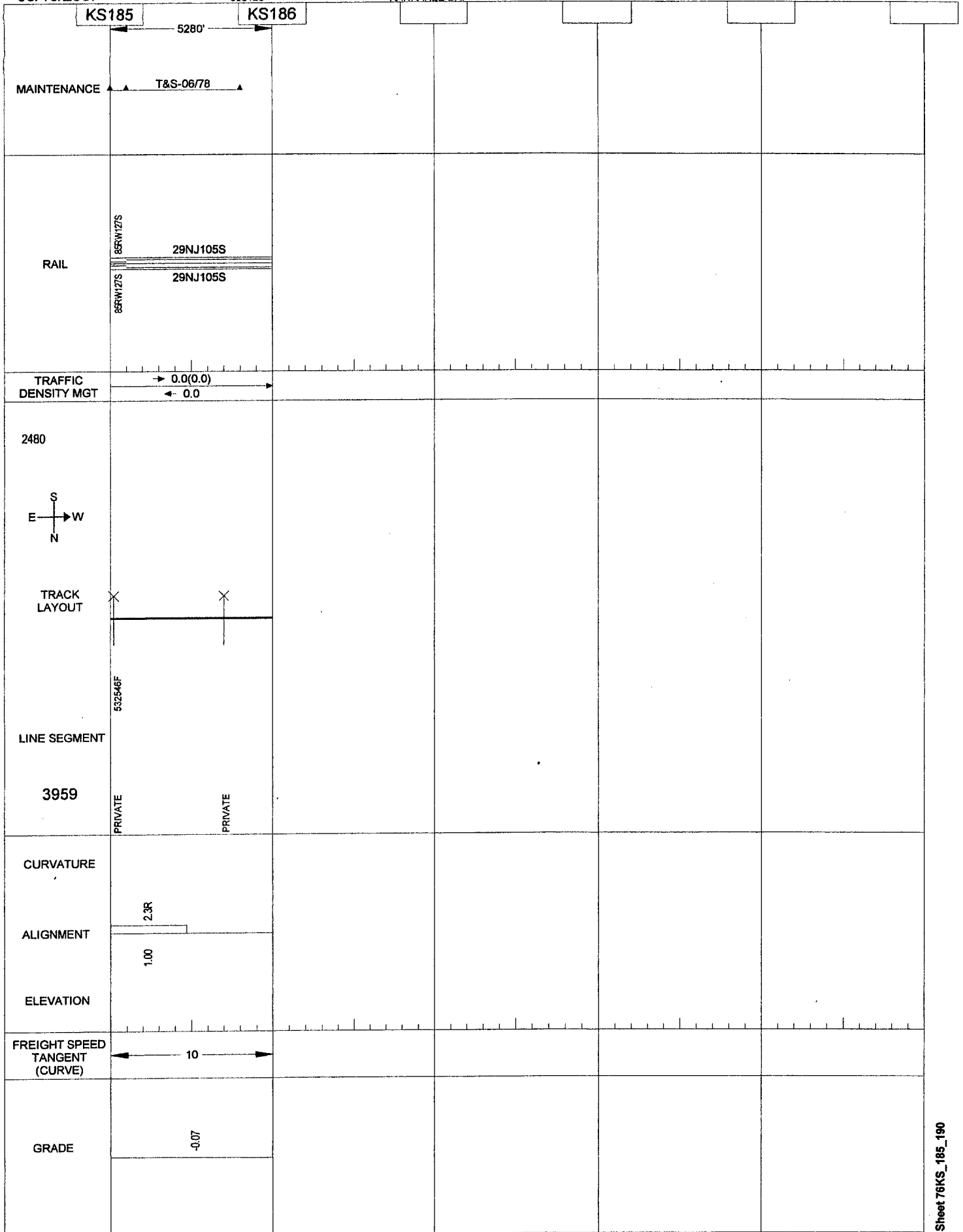
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173

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



08/16/2007

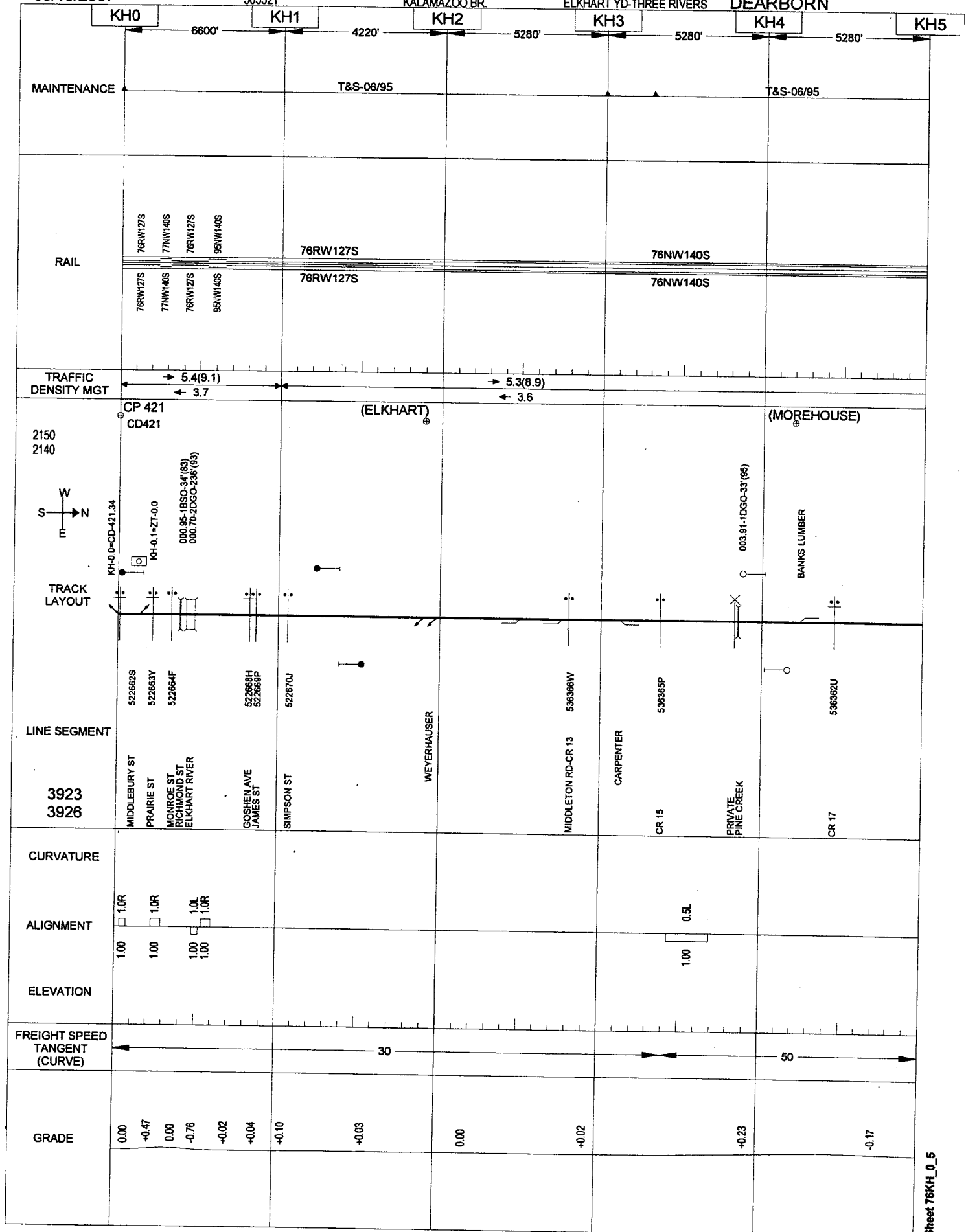
505321

174

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



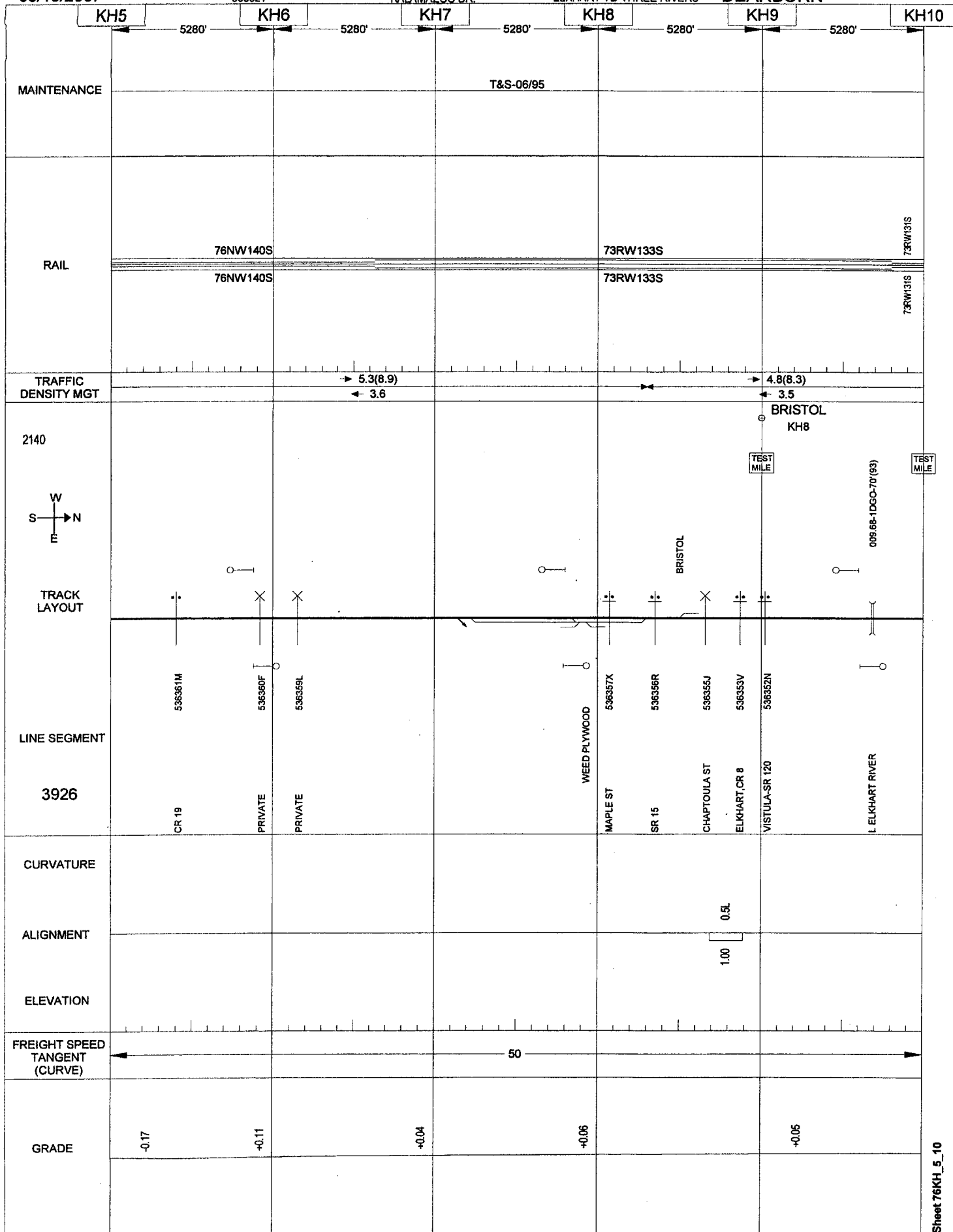
08/16/2007

505321

175
KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



08/16/2007

505321

176

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN

KH10

KH11

KH12

KH13

KH14

KH15

5280'

5280'

4860'

5700'

5280'

MAINTENANCE

T&S-06/95

RAIL

73RW131S

73RW131S

TRAFFIC
DENSITY MGT

→ 4.8(8.3)
← 3.5

2140
2130

(VISTULA) CP 14
KH9 KH14

IN MI

W
S → N
E

010.58
010.60

TRACK
LAYOUT

LINE SEGMENT

3926

536350A

536348Y

536347S

536346K

536345D

536344W

536343P

CR 29

INDIANA TPKE
IND TOLL RD

PRIVATE

CR 131

CR 4

CR 133

CR 35

CR 37

CURVATURE

ALIGNMENT

ELEVATION

0.7L
1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.05

+0.17

-0.05

+0.21

+0.06

-0.12

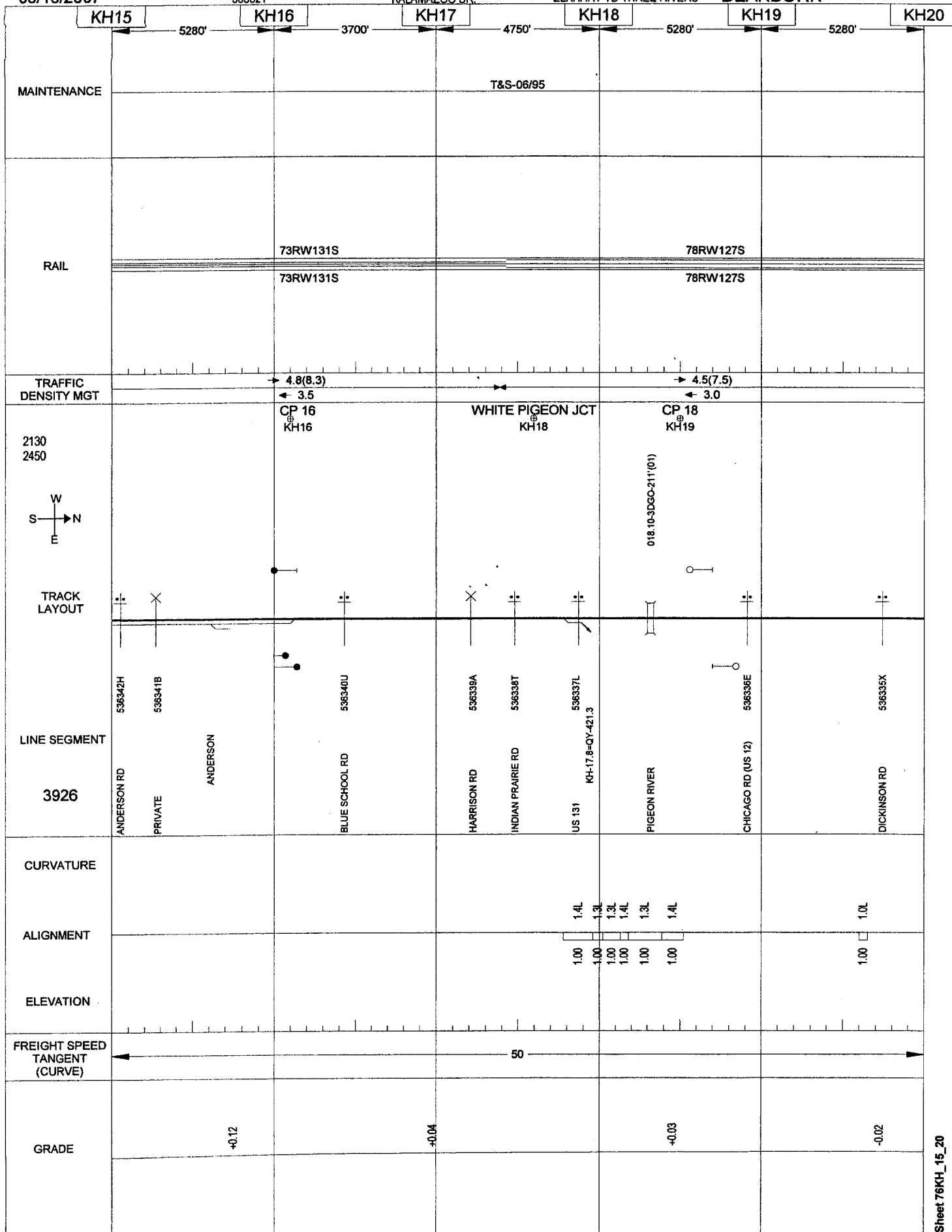
08/16/2007

505321

177
KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



08/16/2007

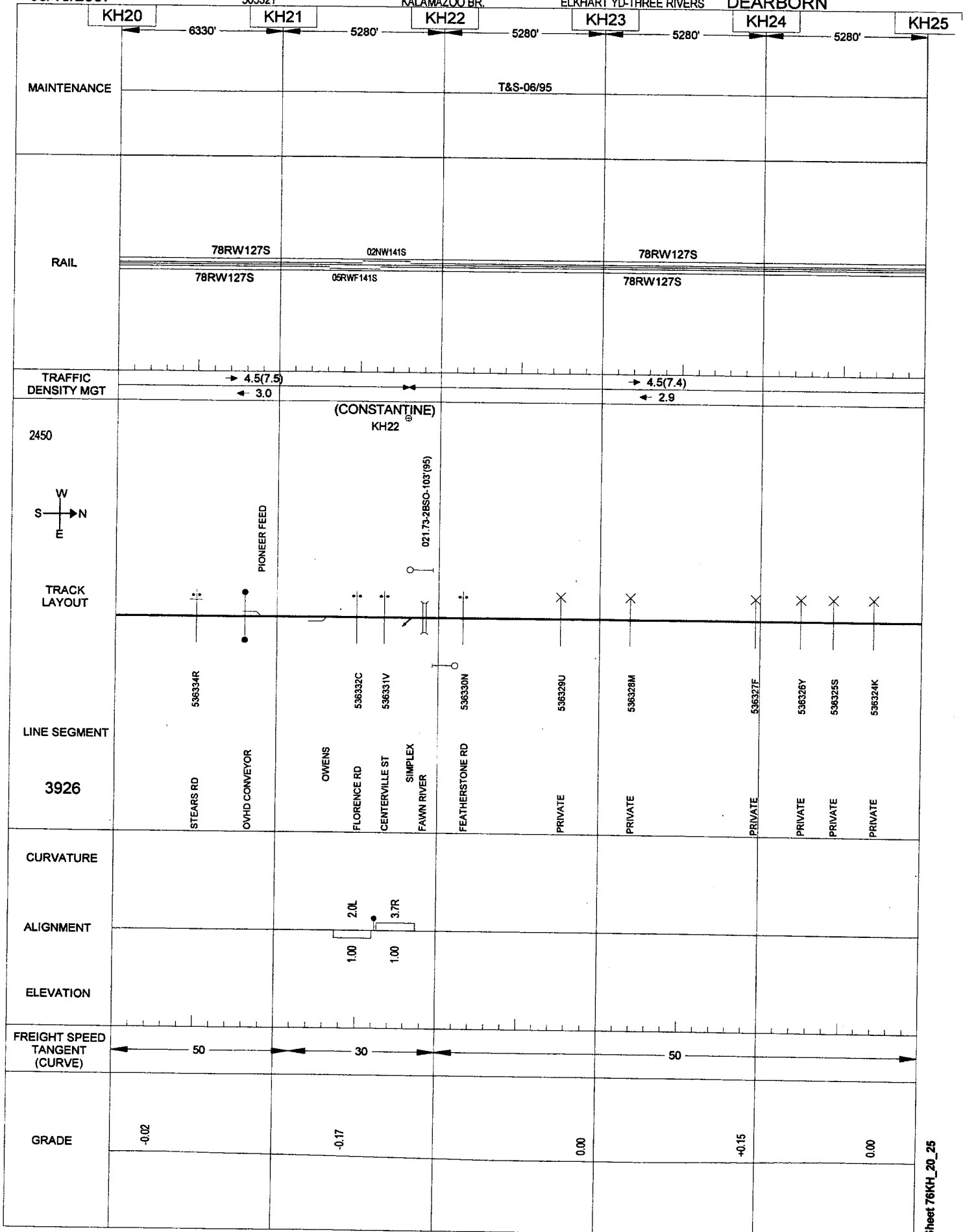
505321

178

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



08/16/2007

505321

179

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 MGT→ 4.5(7.4)
← 2.9

2450

W
S → N
ETRACK
LAYOUT

026.50-18WTO-202'

KH-27.40-FB-27.30

LINE SEGMENT

3926

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

CURVATURE

ALIGNMENT

ELEVATION

1.3L
1.00FREIGHT SPEED
TANGENT
(CURVE)

50

30

GRADE

0.00

-0.09

08/16/2007

505341

180

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB28

FB29

FB30

5280'

5888'

5280'

MAINTENANCE

T&S-04/05

RAIL

79RW12S
79RW12S

79RW112S

79RW112S

03WVF14S
03WVF14S

79RW112S

79RW112S

TRAFFIC
DENSITY MGT

→ 4.5(7.4)
← 2.9

→ 4.3(7.2)
← 2.9

2450

(THREE RIVERS)
FB29

CP FOURTH ST
FB28

FB-27.30=KH-27.40

FB-28.72=AZ-89.60

029.02-4DGO-216'(03)

029.33



TRACK
LAYOUT

LINE SEGMENT

3917

536473L

M-86

536474T
536475A

MICHIGAN STREET
MAIN ST

536477N
536478V

BROADWAY ST
STATE ST

536479C

PLEASANT ST

536480W
536481D
536482K

FOURTH ST
PRIVATE
PRIVATE

536483S
536484Y

ST JOE RIVER
MICHIGAN AVE
CITY WALKWAY
CITY PARKING LOT

536487U

MOORE ST

536488B

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

08/16/2007

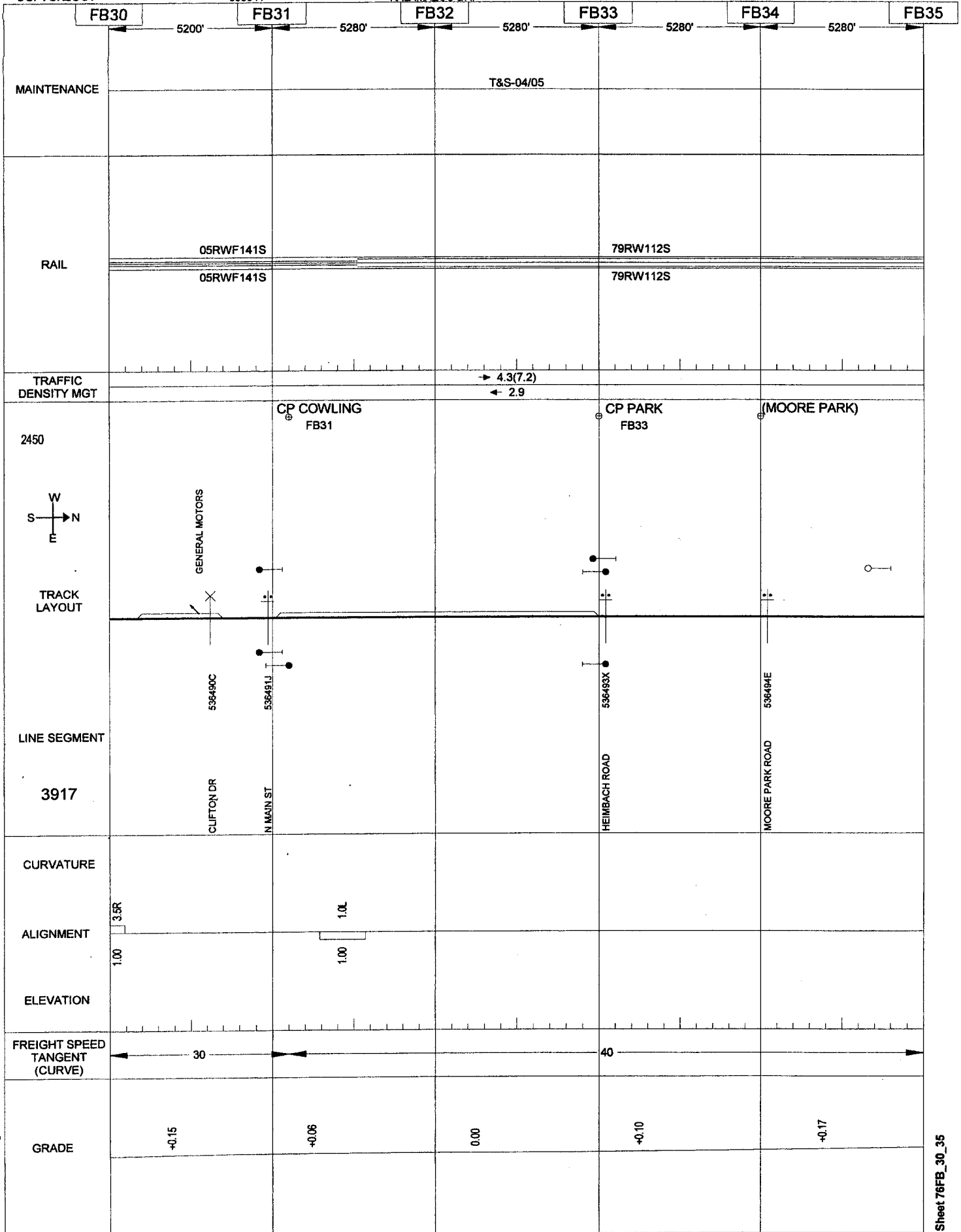
505341

181

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

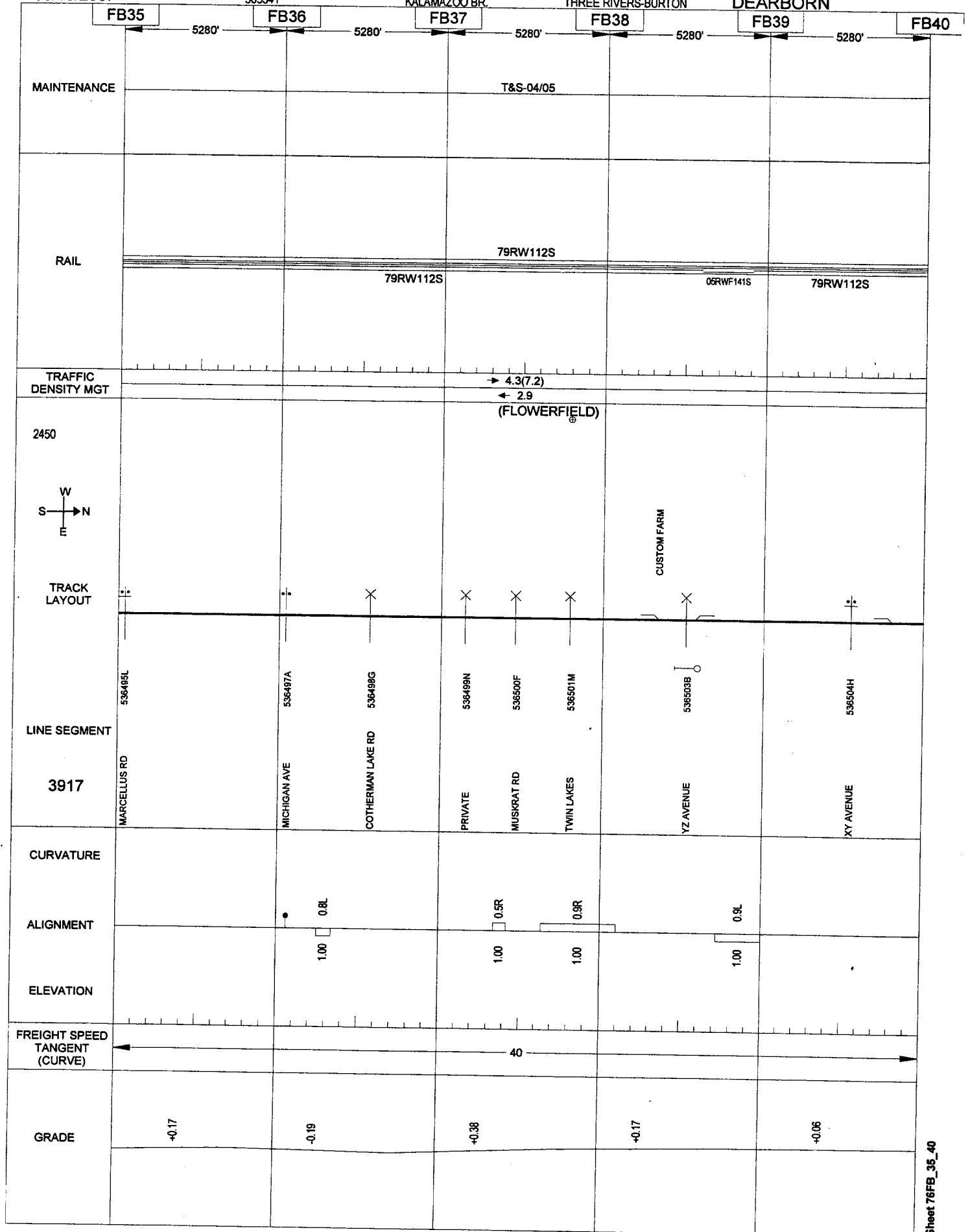
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182

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

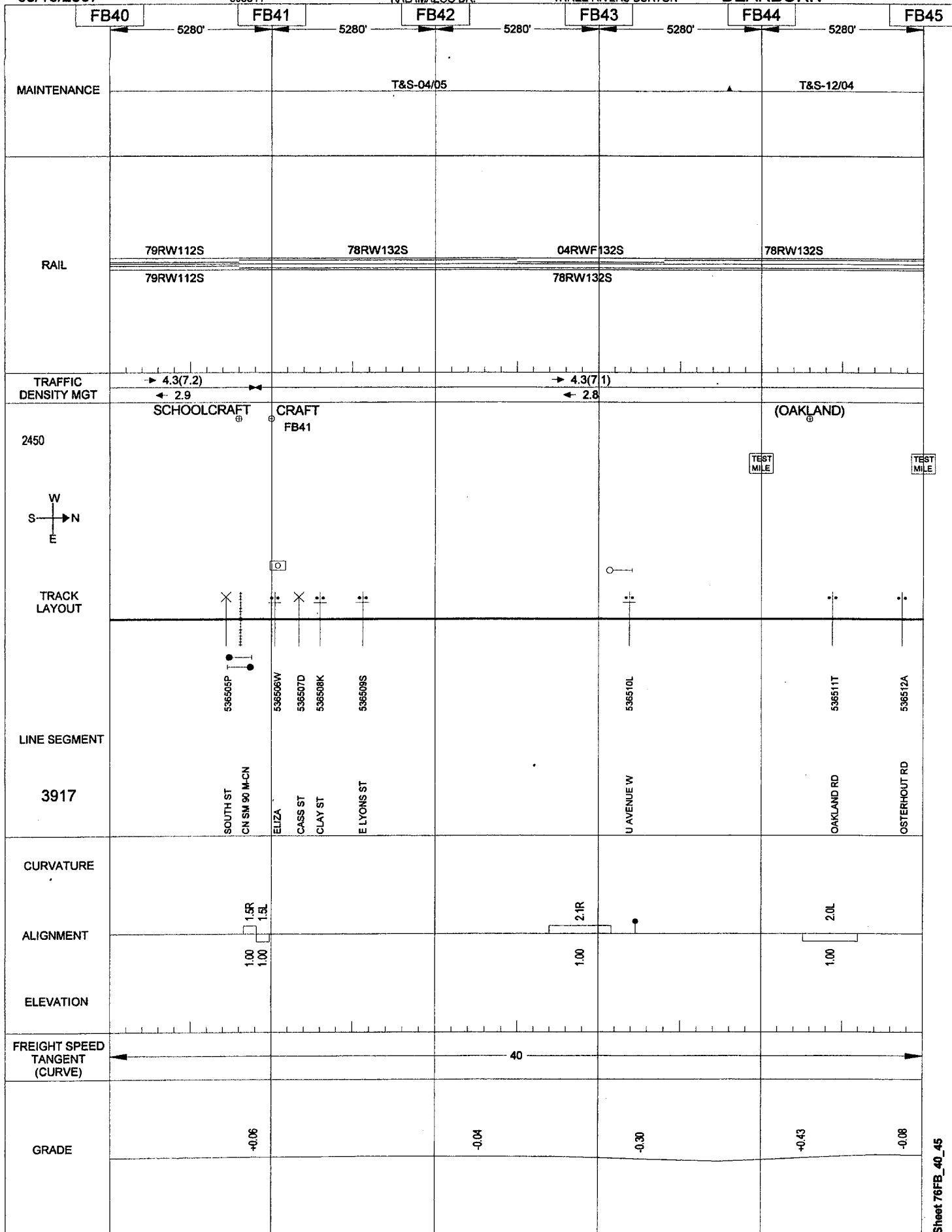
505341

183

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

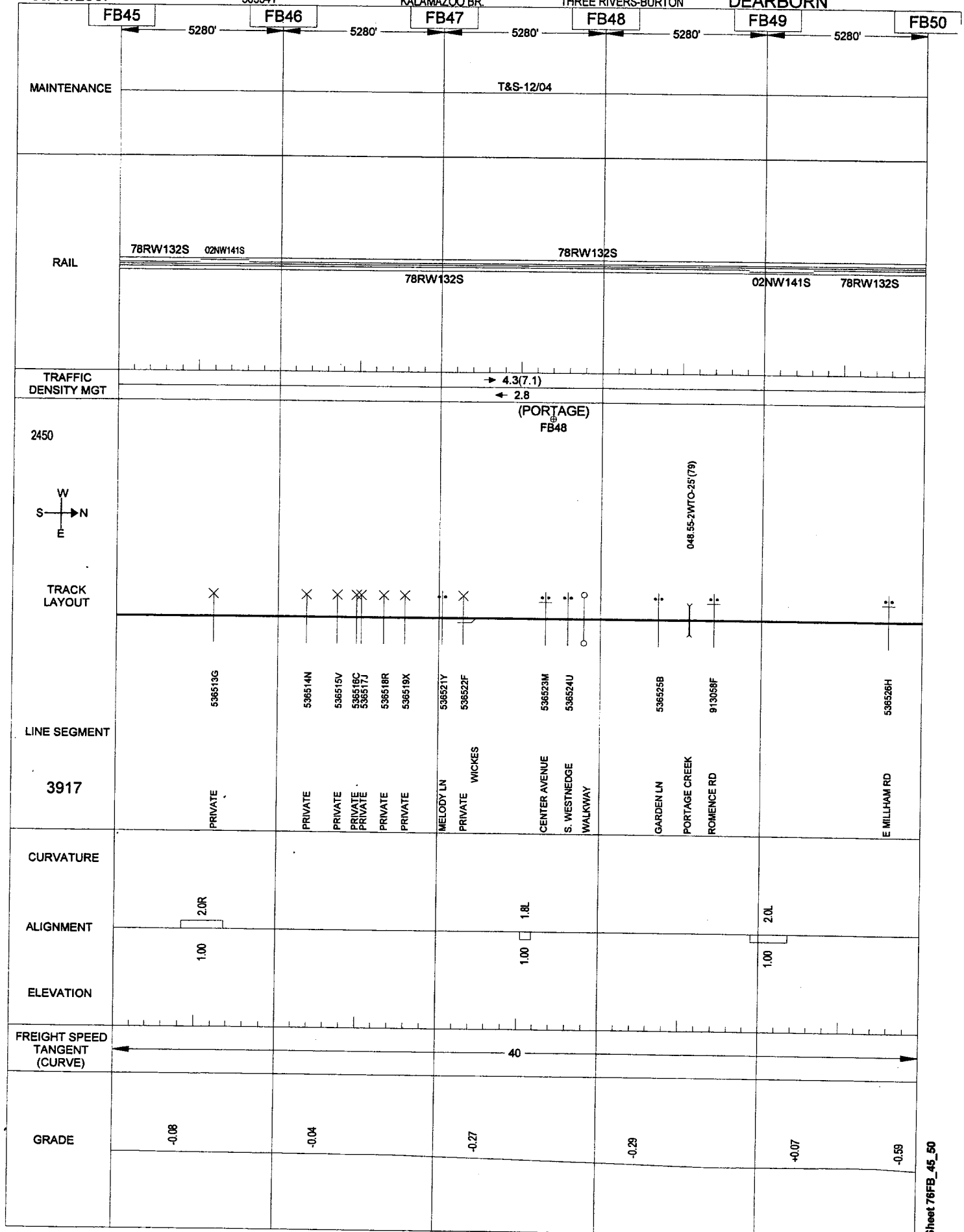
505341

184

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

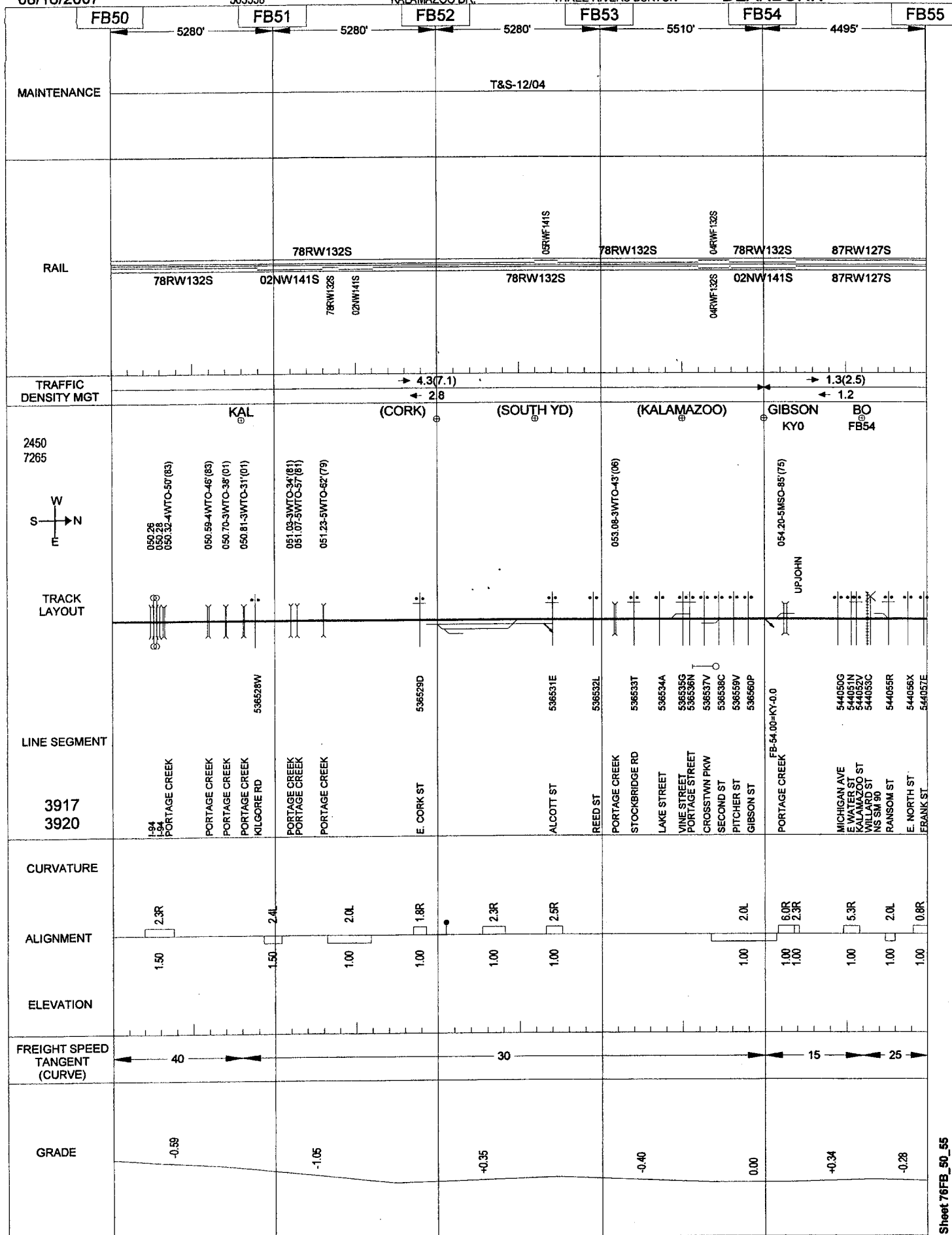
505338

185

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

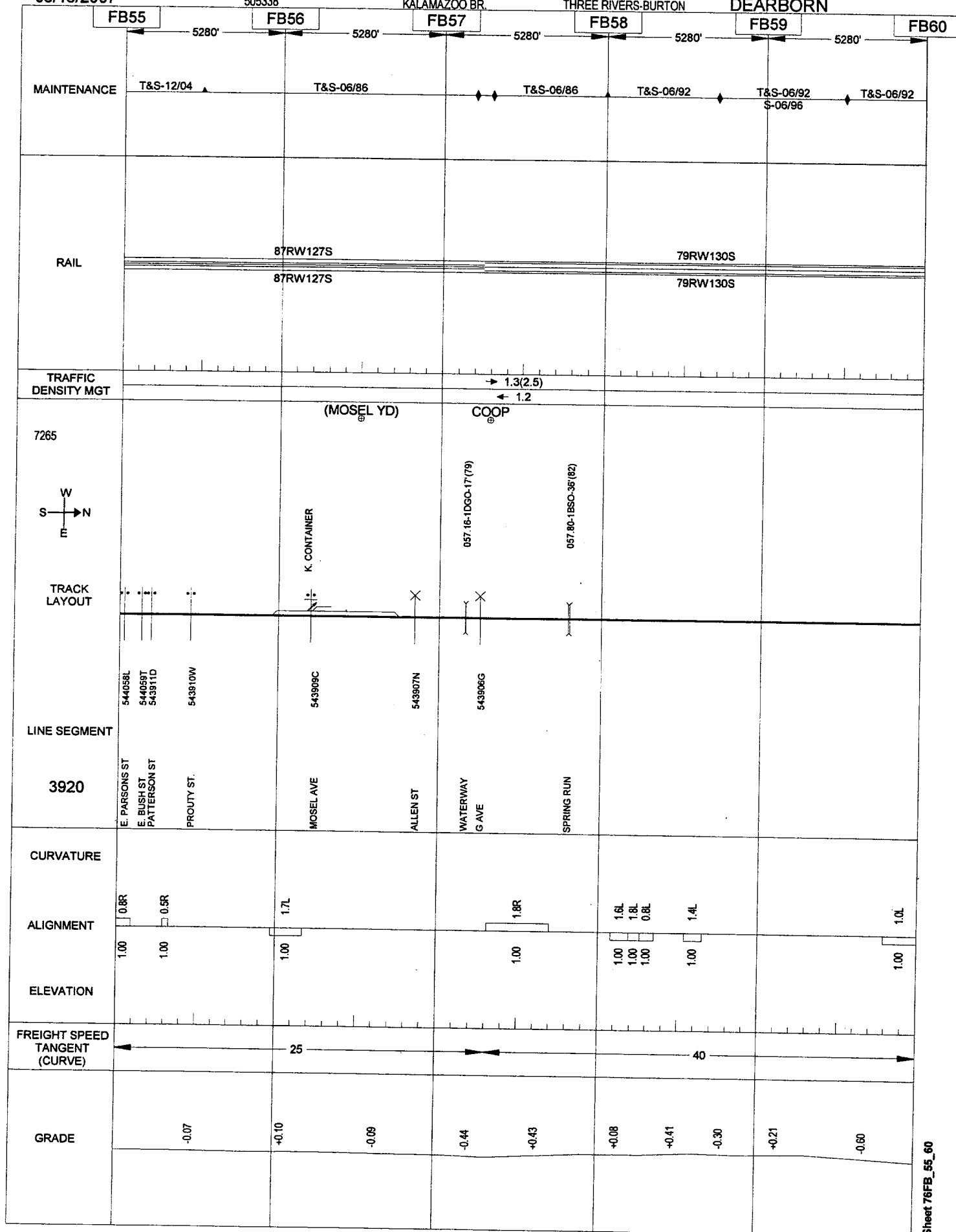
505338

186

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

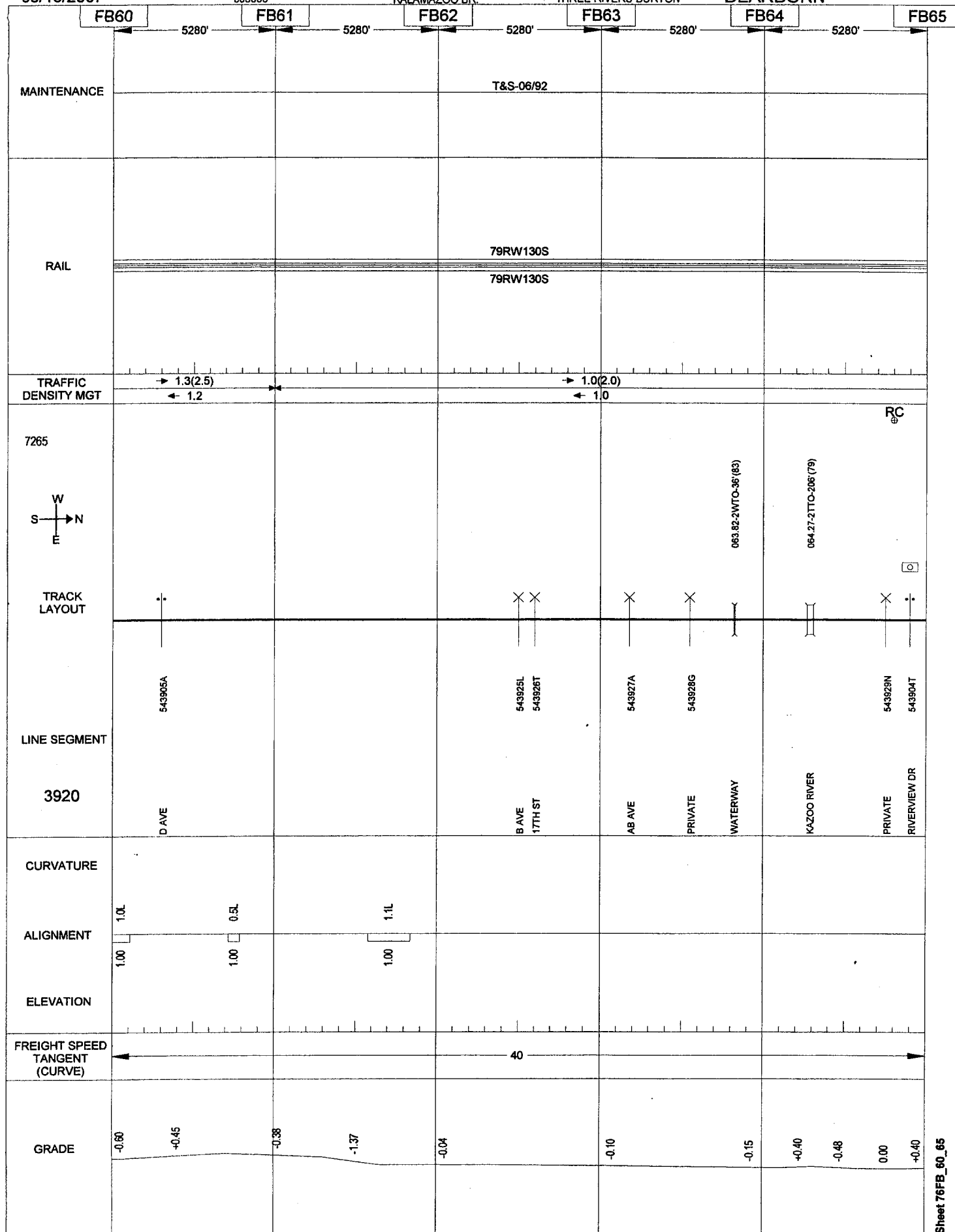
505338

187

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

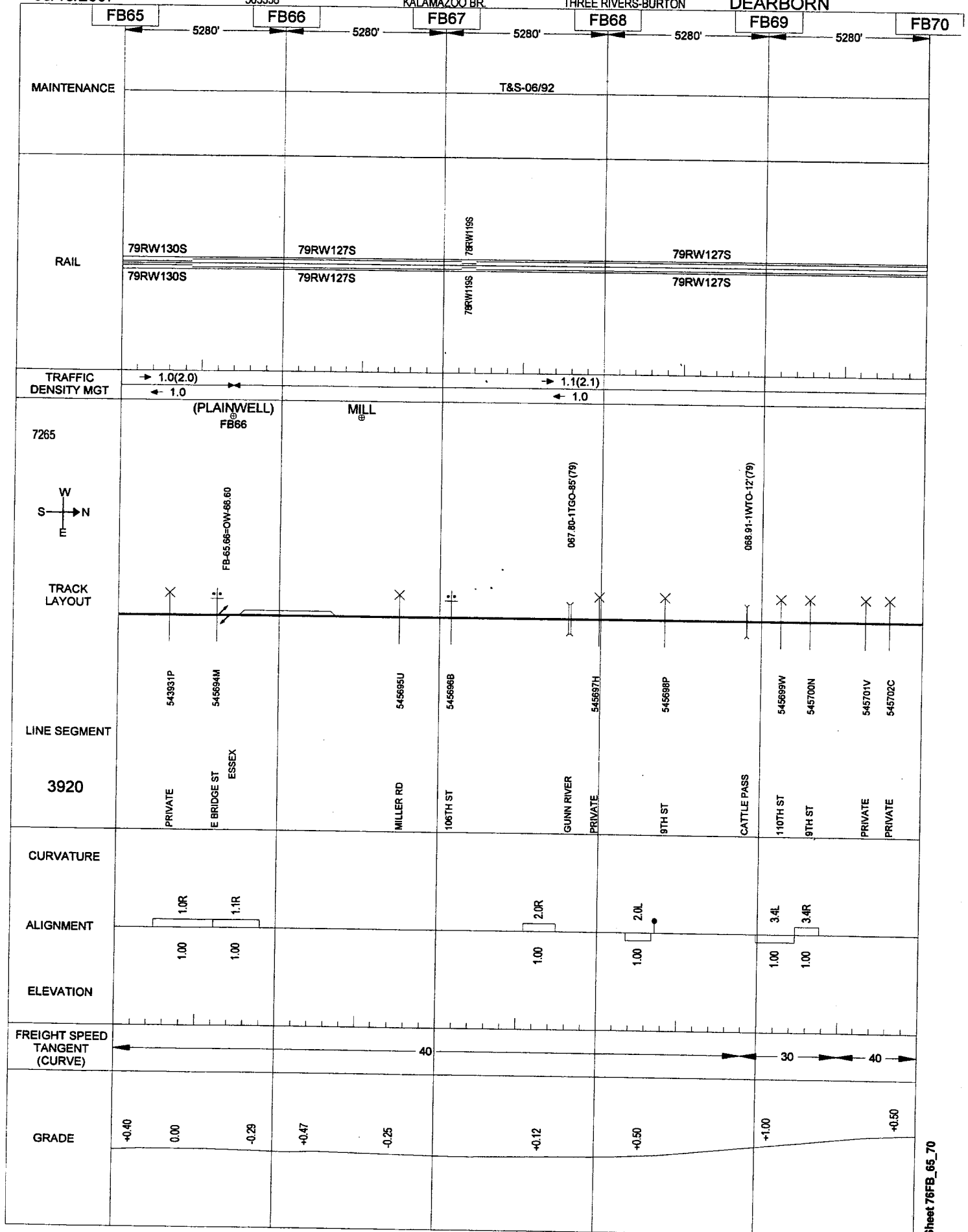
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188

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

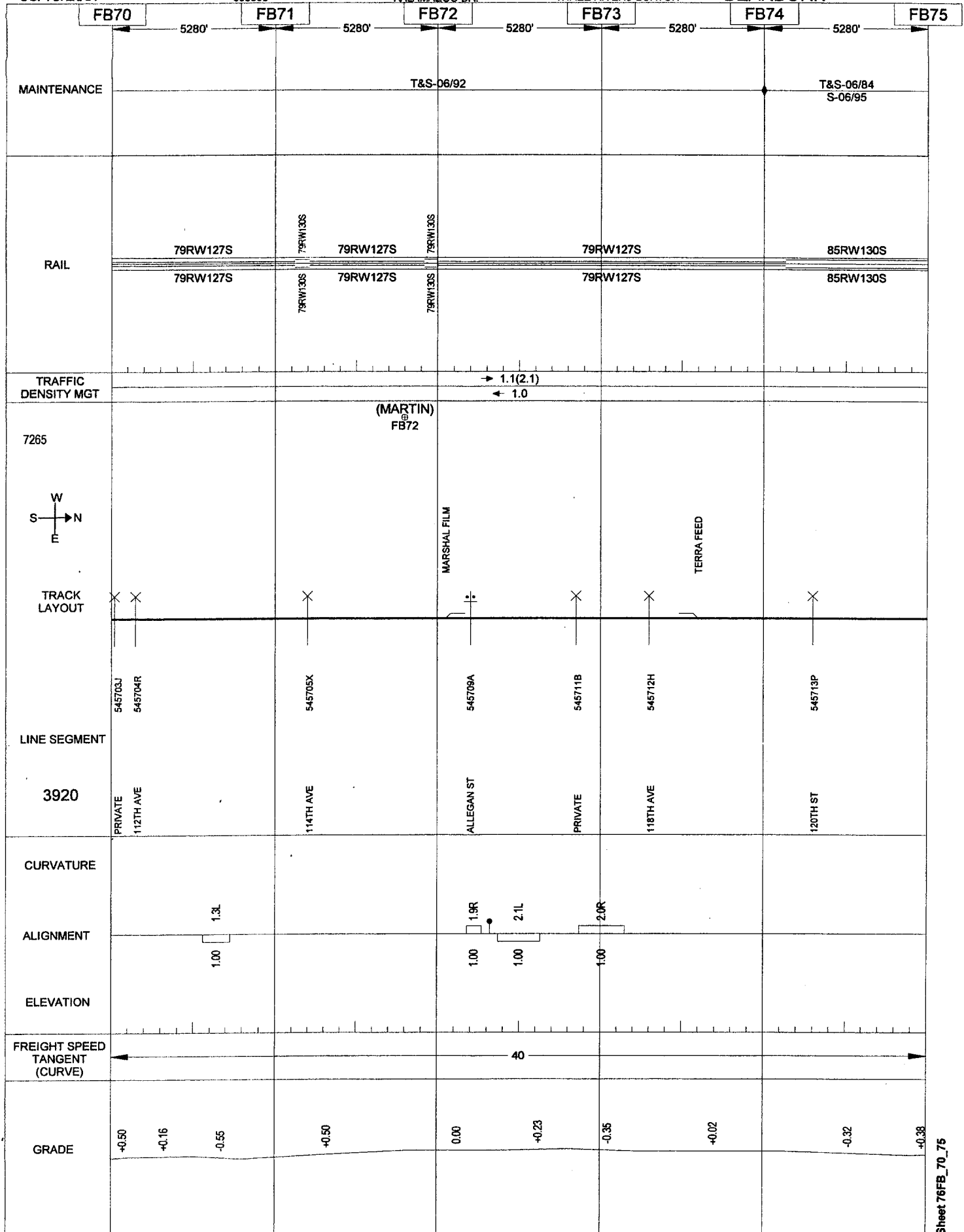
505338

189

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

505338

190

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB75

FB76

FB77

FB78

FB79

FB80

5280'

5280'

5280'

5280'

5266'

MAINTENANCE

T&S-06/84

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

RAIL

85RW130S

85RW130S

TRAFFIC
DENSITY MGT

→ 1.1(2.1)
← 1.0

7265

(SHELBYVILLE)
FB76

(BRADLEY)

W
S → N
E

077.37

TRACK
LAYOUT

+

+

X

+

X

+

X

545714W

545715D

545717S

545719F

545720A

545721G

LINE SEGMENT

3920

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

08/16/2007

505338

191

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB80

FB81

FB82

FB83

FB84

FB85

5294'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

85RW130S

85RW140S

85RW130S

85RW140S

TRAFFIC
DENSITY MGT→ 1.1(2.1)
← 1.0→ 1.0(2.1)
← 1.1

7265

W
S — N
EWAYLAND
FB82TEST
MILETEST
MILE

WAYLAND DEPOT ENTP

TRACK
LAYOUT

X

X

X

X

X

X

X

X

545722N

545723V

545724C

545725J

545727X

545728E

545729L

LINE SEGMENT

3920

132ND AVE

133RD AVE

135TH ST

ELM ST

136TH AVE

DEAN FOODS

RABBIT RIVER

GREEN LAKE S

138TH AVE

GREEN LAKE S

GREEN LAKE S

140TH AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.30

-0.07

+0.25

-0.64

0.00

+0.20

+0.25

08/16/2007

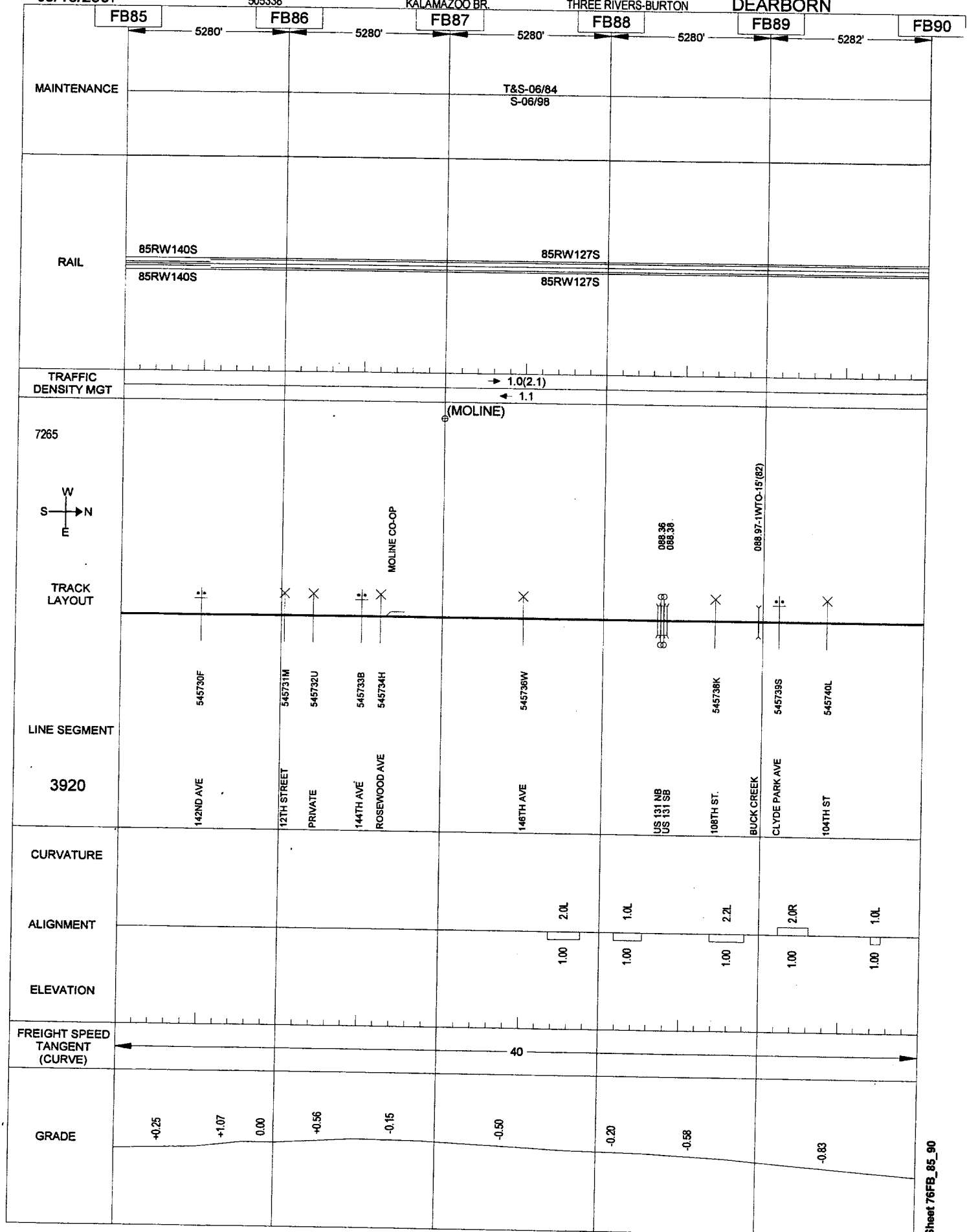
505338

192

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



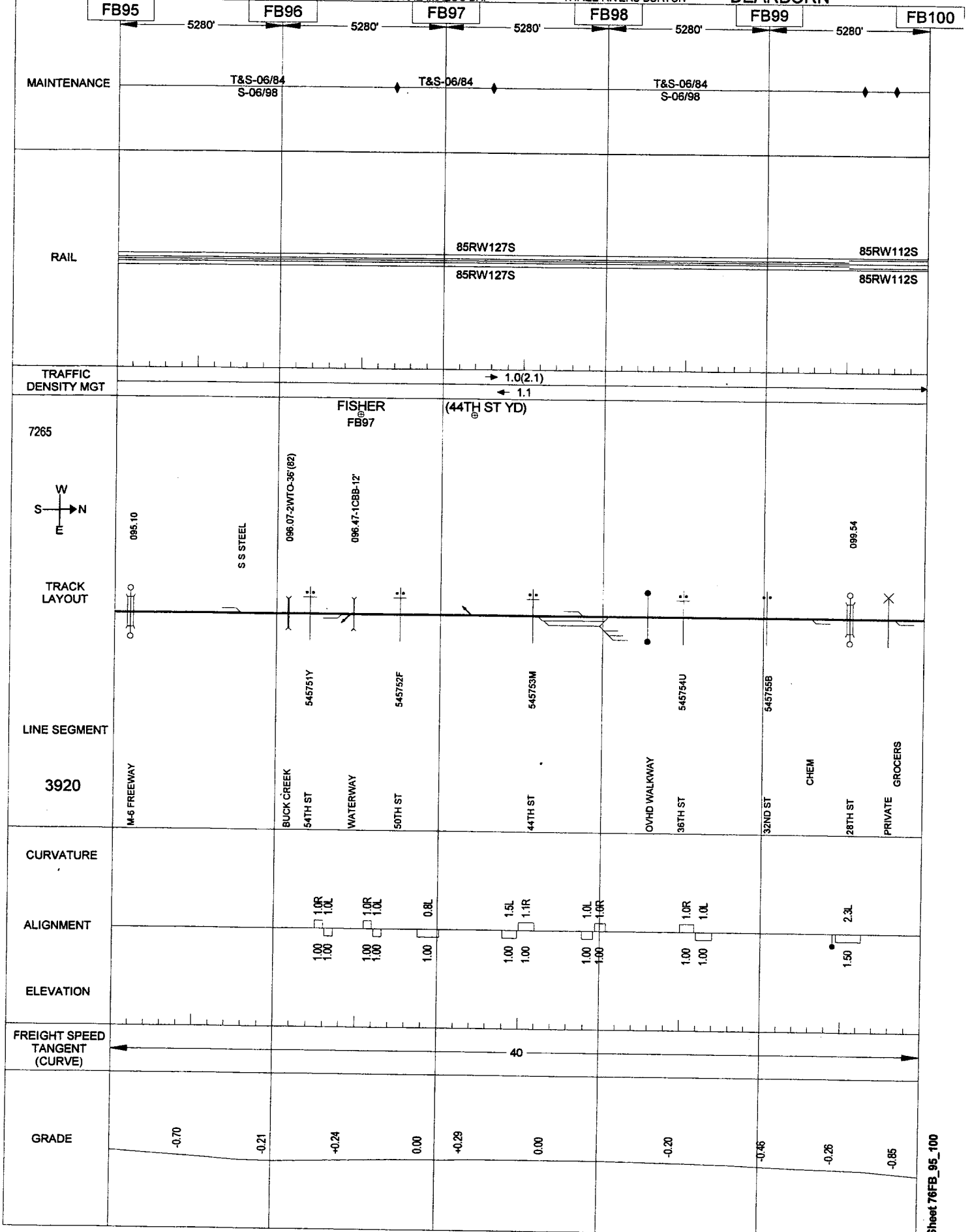
08/16/2007

194

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



08/16/2007

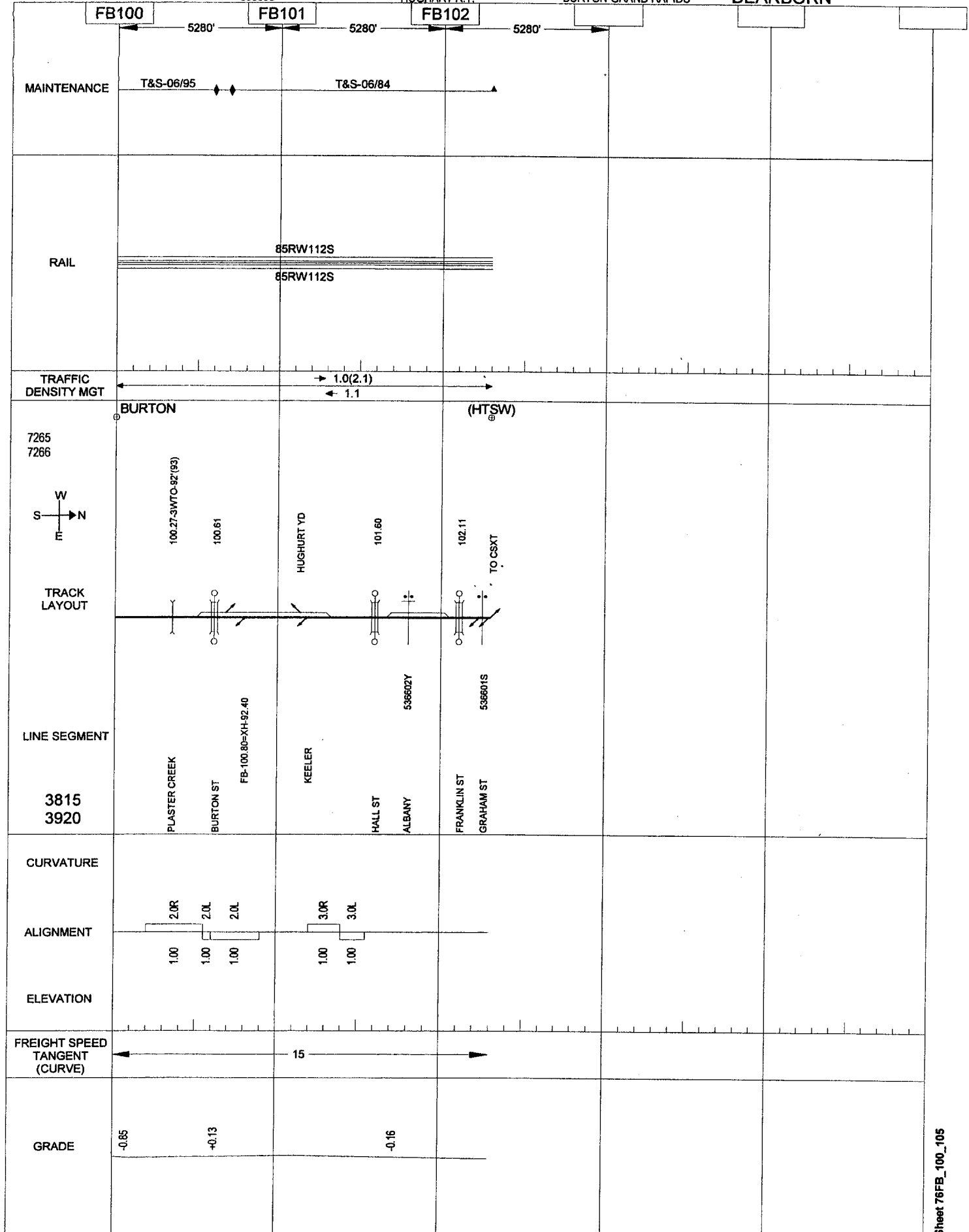
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195

HUGHART R.T.

BURTON-GRAND RAPIDS

DEARBORN



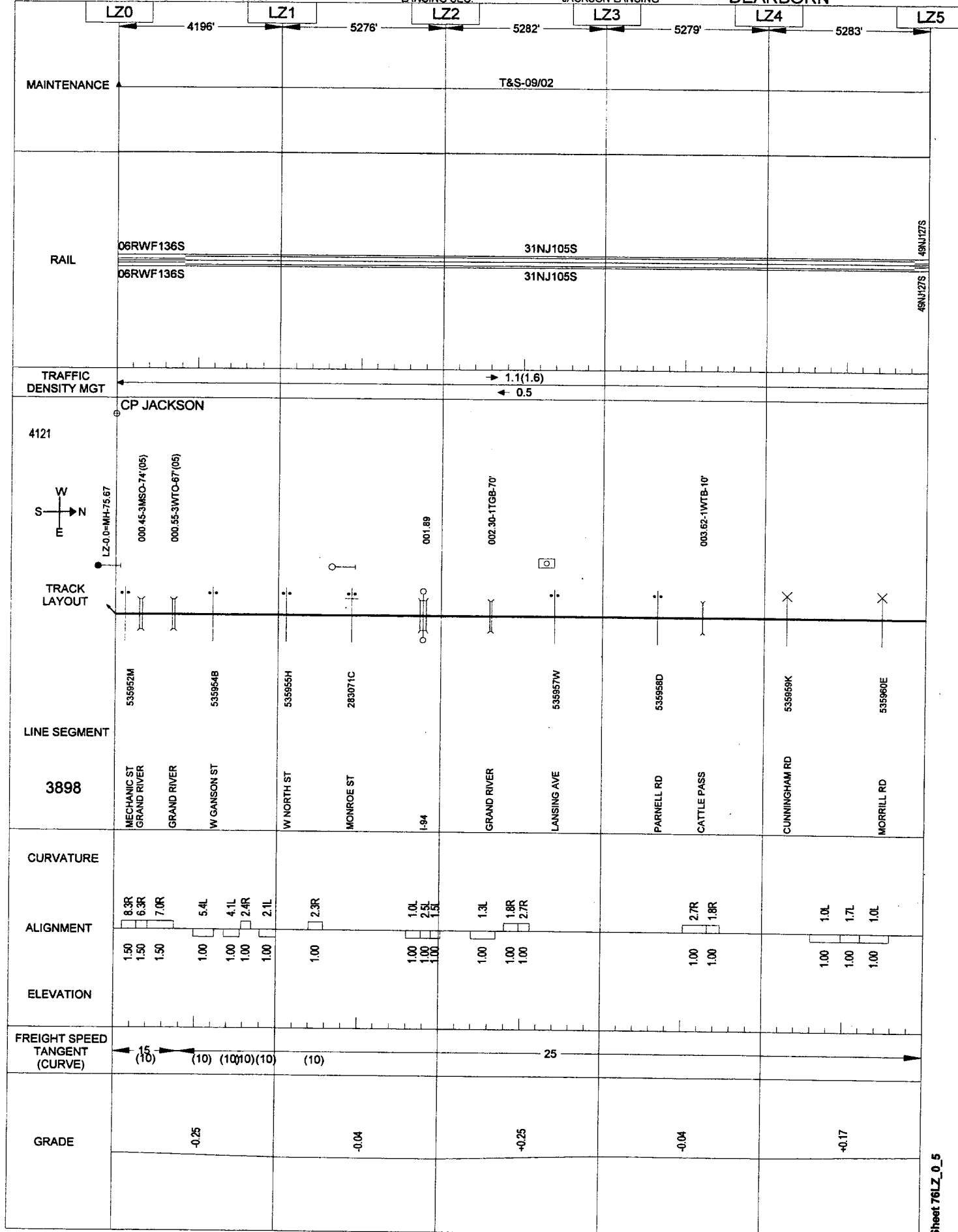
08/16/2007

196

LANSING SEC.

JACKSON-LANSING

DEARBORN



08/16/2007

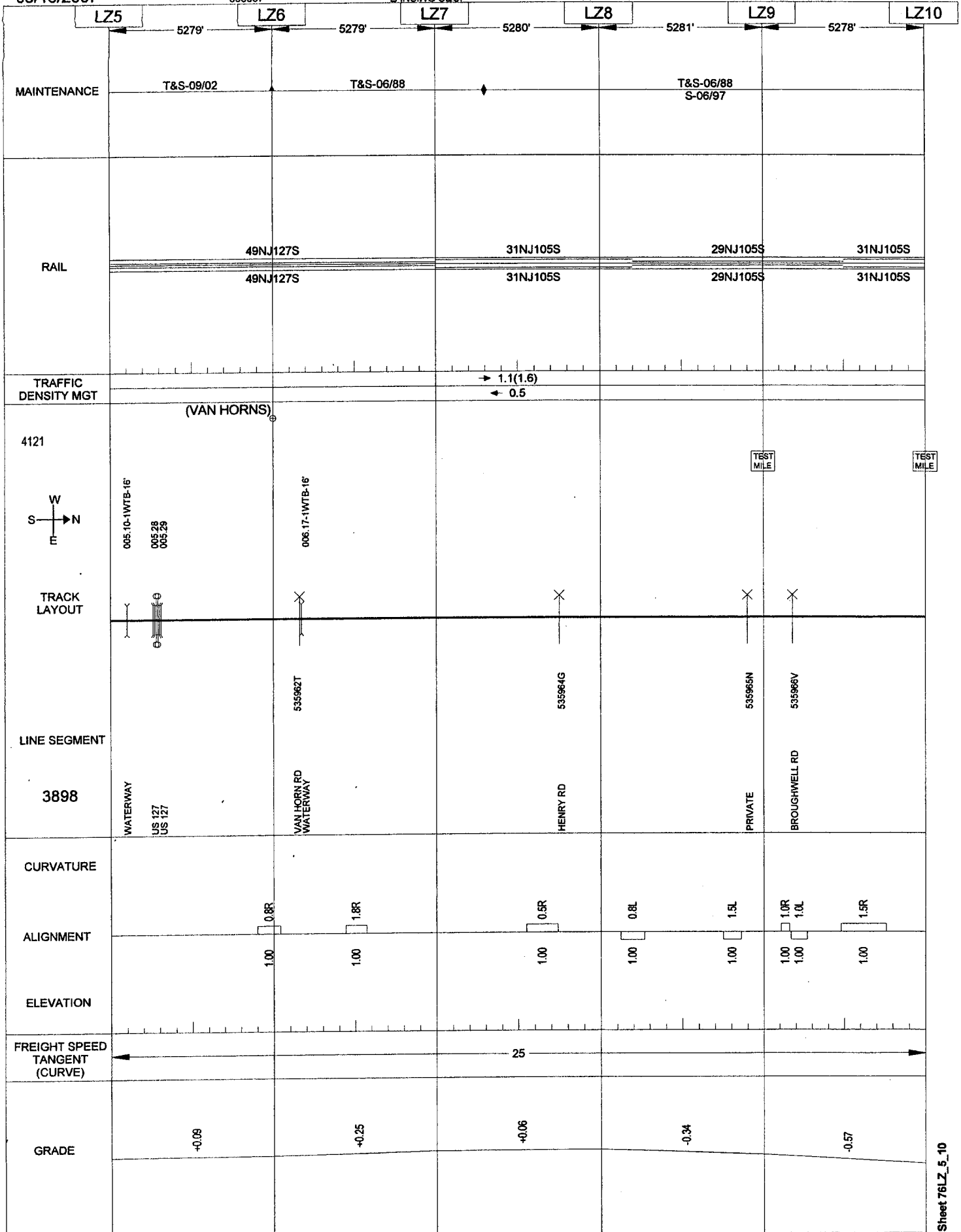
505337

197

LANSING SEC.

JACKSON-LANSING

DEARBORN



08/16/2007

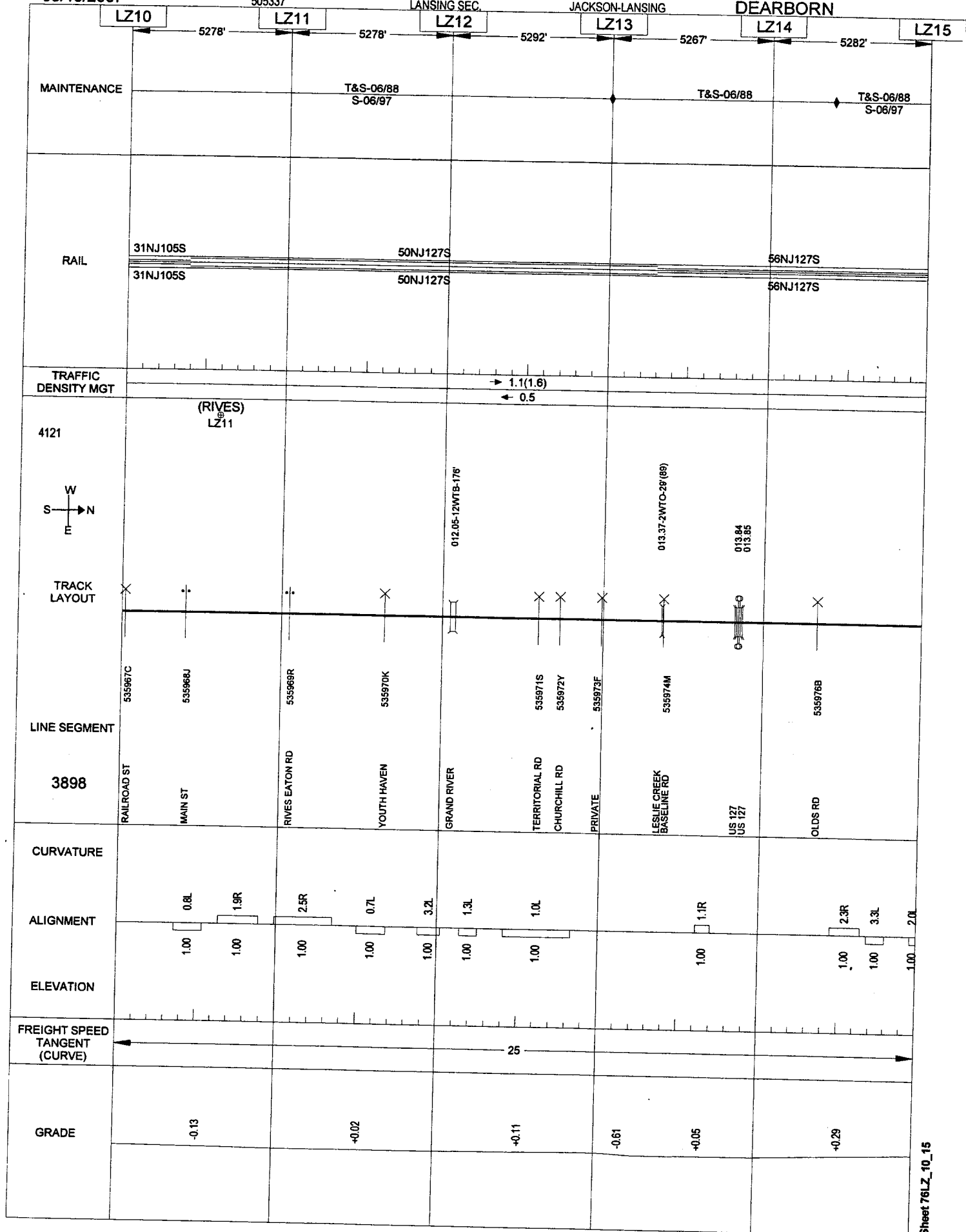
505337

198

LANSING SEC.

JACKSON-LANSING

DEARBORN



08/16/2007

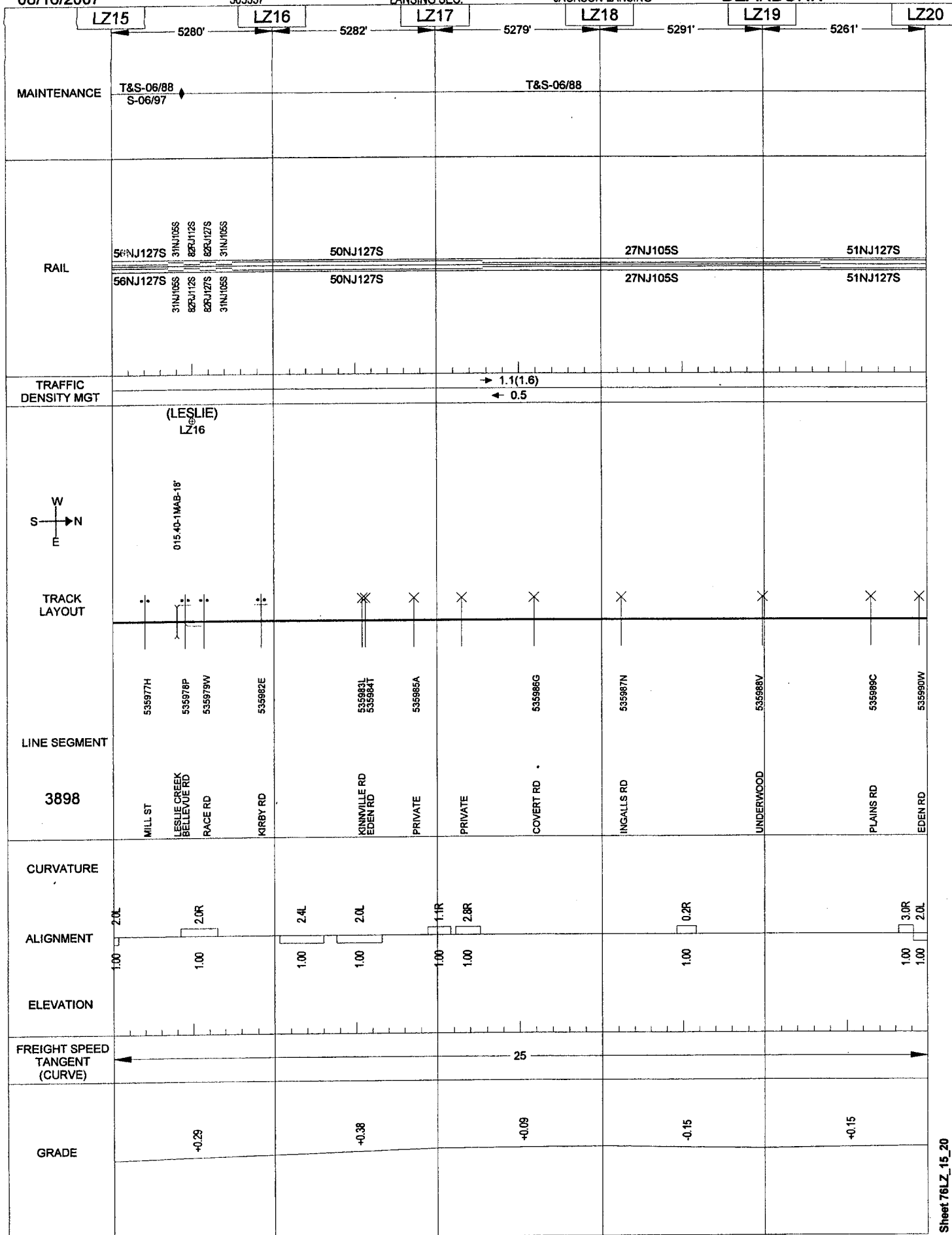
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199

LANSING SEC.

JACKSON-LANSING

DEARBORN



08/16/2007

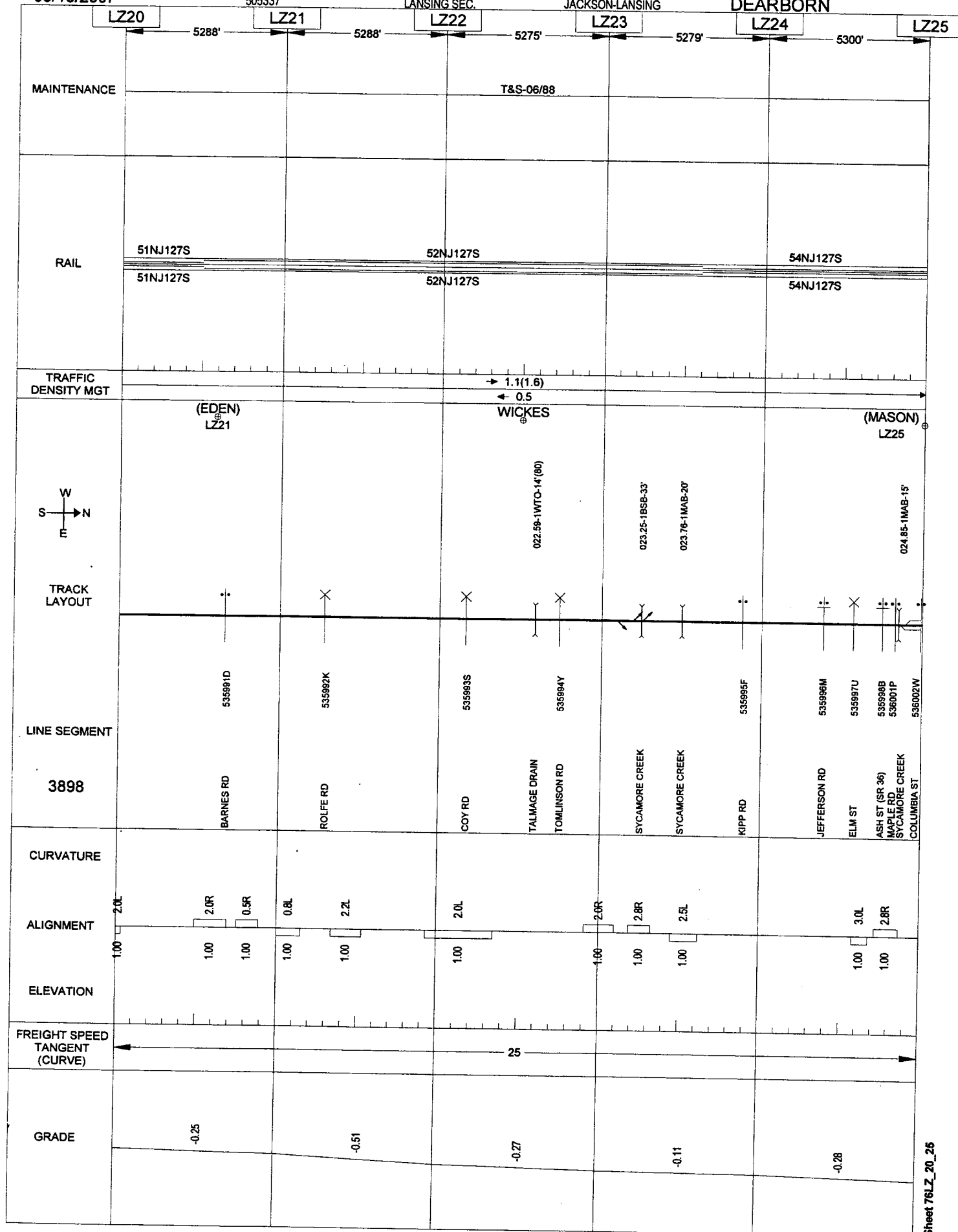
505337

200

LANSING SEC.

JACKSON-LANSING

DEARBORN



08/16/2007

505337

201

LANSING SEC.

JACKSON-LANSING

DEARBORN

LZ25

LZ26

LZ27

LZ28

LZ29

LZ30

5236'

5305'

5320'

5240'

5279'

MAINTENANCE

T&S-06/88

RAIL

54NJ127S

26NJ105S

54NJ127S

26NJ105S

TRAFFIC
DENSITY MGT→ 1.1(1.7)
← 0.6W
S → N
ETRACK
LAYOUT

LINE SEGMENT

3898

536003D

NORTH ST

536004K

HOWELL RD
SYCAMORE CREEK

026.23-1BSB-36'

026.64-2WTO-28'(90)

SYCAMORE CREEK

536005S

536006Y

HARPER RD
PRIVATE

027.58-1BSB-27'

SYCAMORE CREEK

028.08
028.10US 127
US 127

536008M

COLLEGE RD

028.93-1MAB-12'

SYCAMORE CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+0.19

-0.57

-0.19

-0.05

+0.19

-0.05

2.5L
1.001.5R
1.001.1R
1.00

25

08/16/2007

505337

202

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

→ 1.1(1.7)

← 0.6

→ 0.4(0.9)

← 0.5

(HOLT)
LZ30

LA

LANSING YD

W
S → N
ETEST
MILETEST
MILE031.84
031.86

032.66-1MPB-12'

034.75

TRACK
LAYOUT

LINE SEGMENT

3898

536009U

536010N

536011V

536012C

536013J

536015X

536016E

536017L

536018T

HOLT RD

E DELHI RD

KELLER RD

WILLOUGHBY RD

DELL RD

I-96
I-96

PRIVATE

AURELIUS RD
WATERWAY

JOLLY RD

CAVANAUGH RD

PENN AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.1R

1.00

1.0R

1.00

0.8R

1.00

0.8L

25

-0.05

-0.13

-0.25

-0.32

-0.38

08/16/2007

505337

203

MEADOWS I.T.

LANSING

DEARBORN

LZ35

LZ36

LZ38

5253'

5321'

5270'

5276'

MAINTENANCE

T&S-06/88

RAIL

27NJ105S

54NJ105S

27NJ105S

27NJ105S

54NJ105S

27NJ105S

29NJ105S

29NJ105S

TRAFFIC
DENSITY MGT

→ 0.4(0.9)

← 0.5

CEDAR ST
LZ36CP MA (LANSING)
LZ37W
S → N
ETRACK
LAYOUT

LZ-35.72=XM-58.90

035.02-11WTC-185(77)

035.28
035.30
035.31
035.33

LINE SEGMENT

3898
3900PACIFIC ST
536020UMT HOPE AVE
536021BBAKER ST
536022HCN SM 69 M-CN
SOUTH ST
536023PCEDAR RIVER
HAZEL ST
536024WBUS RT 496
1-496
1-496
1-496KALAMAZOO ST
536026K

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)2.0R
1.002.8L
1.003.8R
1.002.0L
1.002.0R
1.002.0R
1.00

25

15

10

GRADE

-0.44

+0.25

-0.42

08/16/2007

402444

204

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

2301

(HUGO)
OJ26

(BRADY)

N
W — E
S

TRACK
LAYOUT

LINE SEGMENT

3345

OJ-27.40=RD-88.10

CURVATURE

ALIGNMENT

1.5R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.17

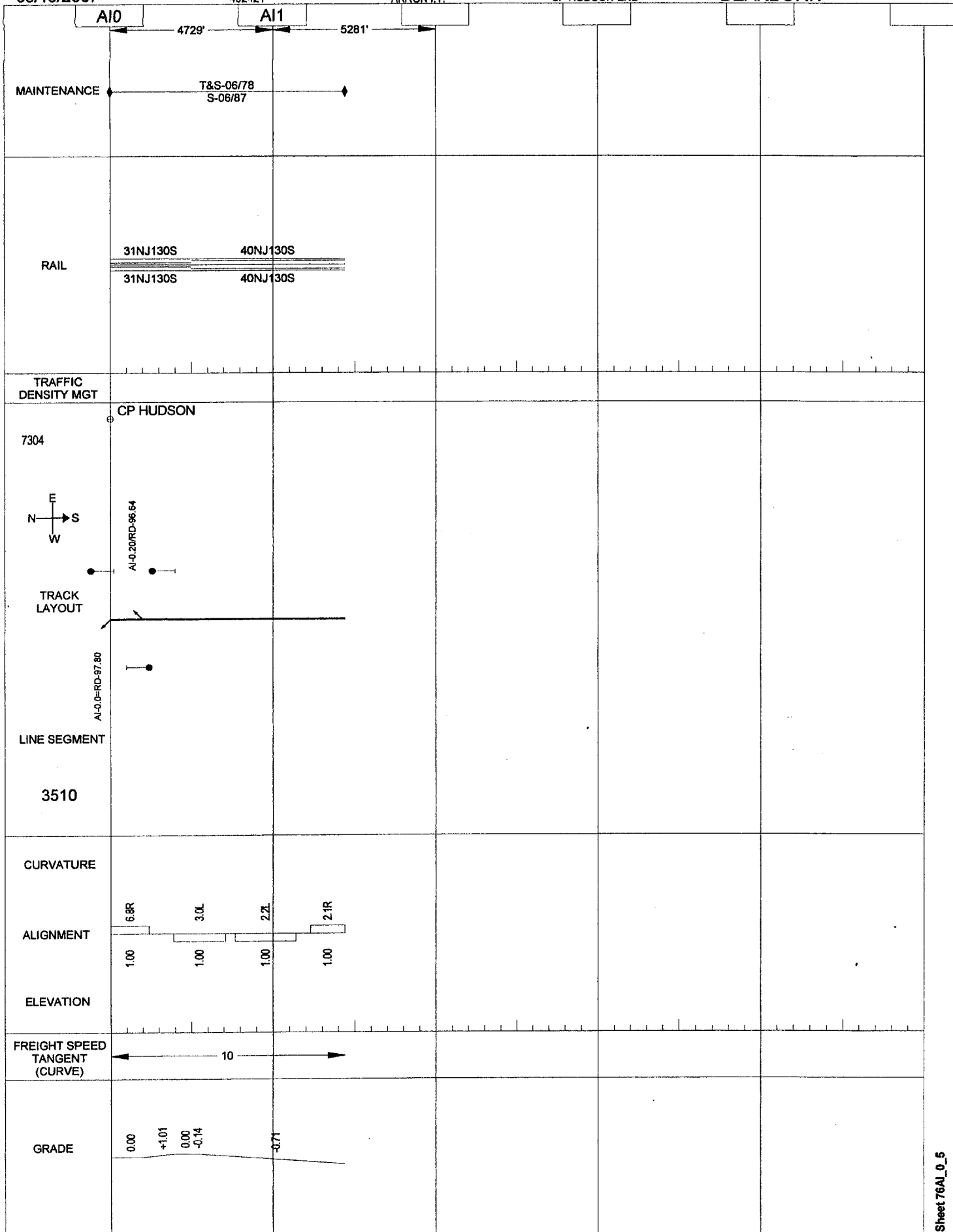
08/16/2007

402421

205
AKRON I.T.

CP HUDSON-END

DEARBORN



08/16/2007

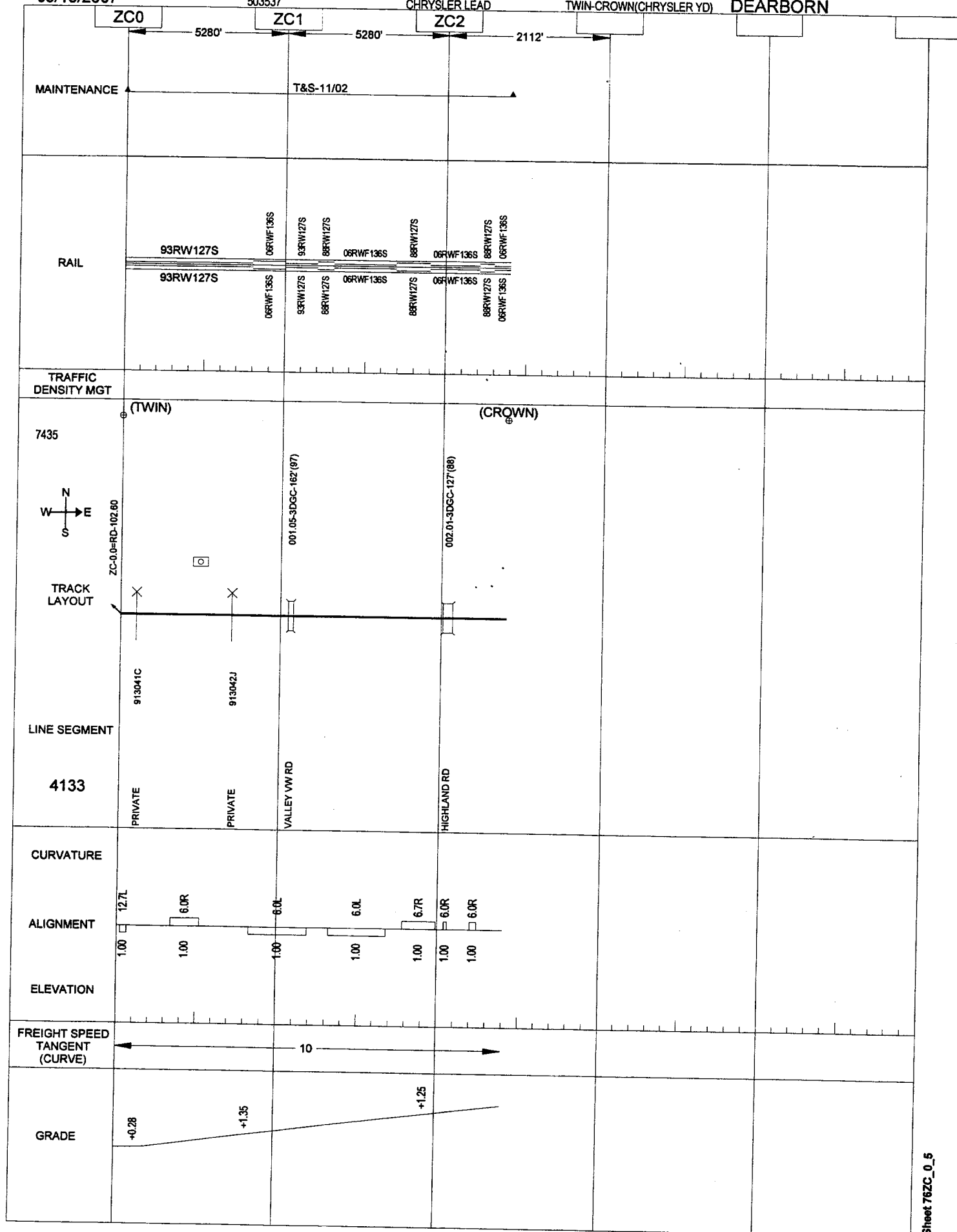
503537

206

CHRYSLER LEAD

TWIN-CROWN(CHRYSLER YD)

DEARBORN



08/16/2007

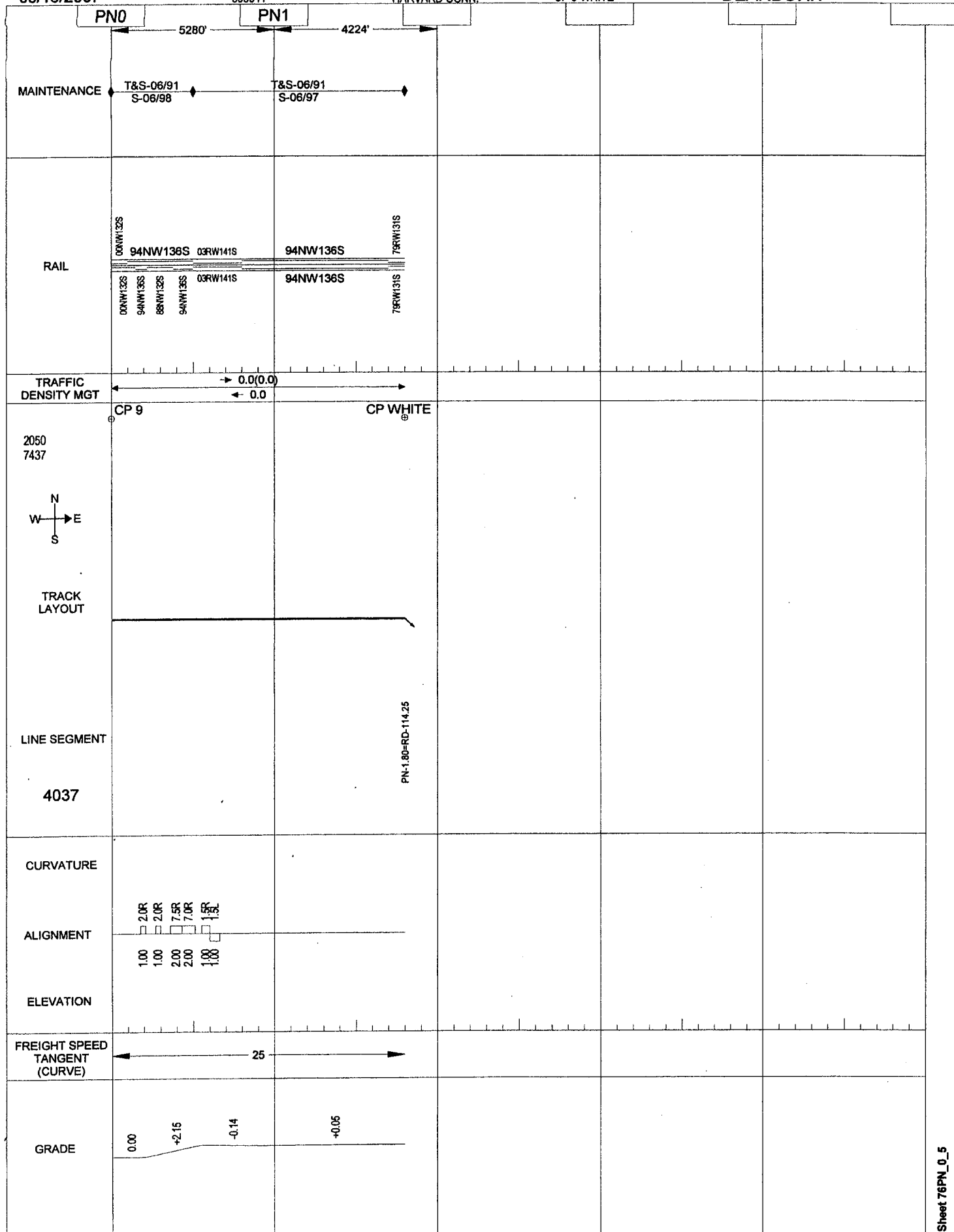
503541

207

HARVARD CONN.

CP 9-WHITE

DEARBORN



		BROADWAY-ERIE CROSSING		DEARBORN		RH5	
		5280'		5413'		5115'	
MAINTENANCE		T&S-06/65		T&S-06/72		T&S-06/72 S-06/97	
RAIL		41NJ112S 41NJ112S		45NJ112S 45NJ112S		47NJ112S 47NJ112S	
TRAFFIC DENSITY MGT							
8381		(BROADWAY)		VON WILLER YD			
TRACK LAYOUT							
LINE SEGMENT							
4058							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)		15					
GRADE		+0.66					

Sheet 76RH_0.5

08/16/2007

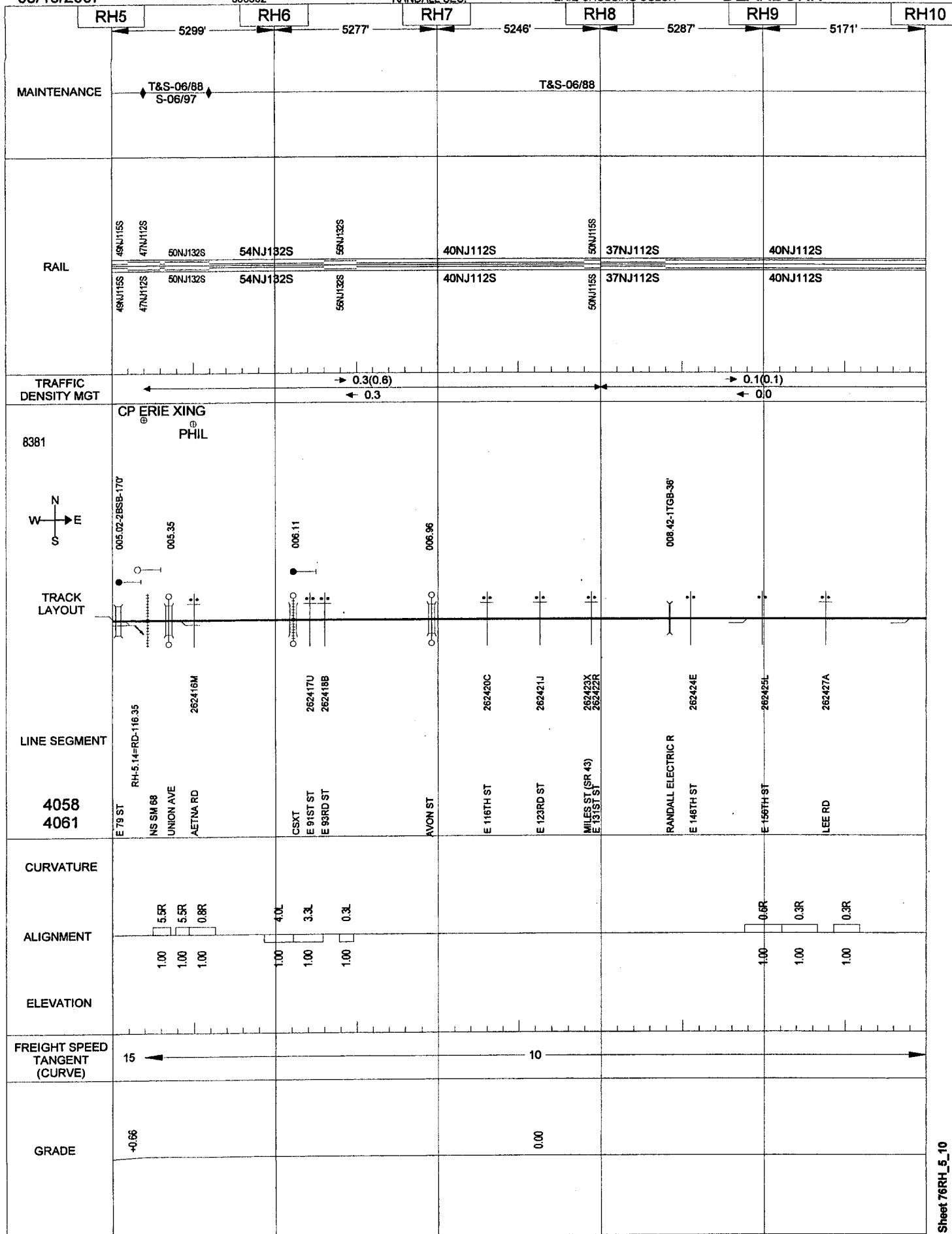
506502

209

RANDALL SEC.

ERIE CROSSING-SOLON

DEARBORN



08/16/2007

506502

210

RANDALL SEC.

ERIE CROSSING-SOLON

DEARBORN

RH10

RH11

RH12

RH13

RH14

5411'

5280'

5270'

5257'

5350'

MAINTENANCE

T&S-06/88

RAIL

40NJ112S

42NJ112S

41NJ112S

40NJ112S

42NJ112S

TRAFFIC
DENSITY MGT

→ 0.1(0.1)
← 0.0

→ 0.0(0.0)
← 0.0

8381

RAND



010.55-1CMB-12'

011.02

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

012.62
012.65

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

014.59

TRACK
LAYOUT

LINE SEGMENT

4061

MILL CREEK

CENTER RD

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

I-271 SB
I-271 NB

CANNON RD
TINKERS CREEK

METROPOLITAN PKWY

CURVATURE

ALIGNMENT

ELEVATION

0.3R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

30

GRADE

0.00

+0.66

08/16/2007

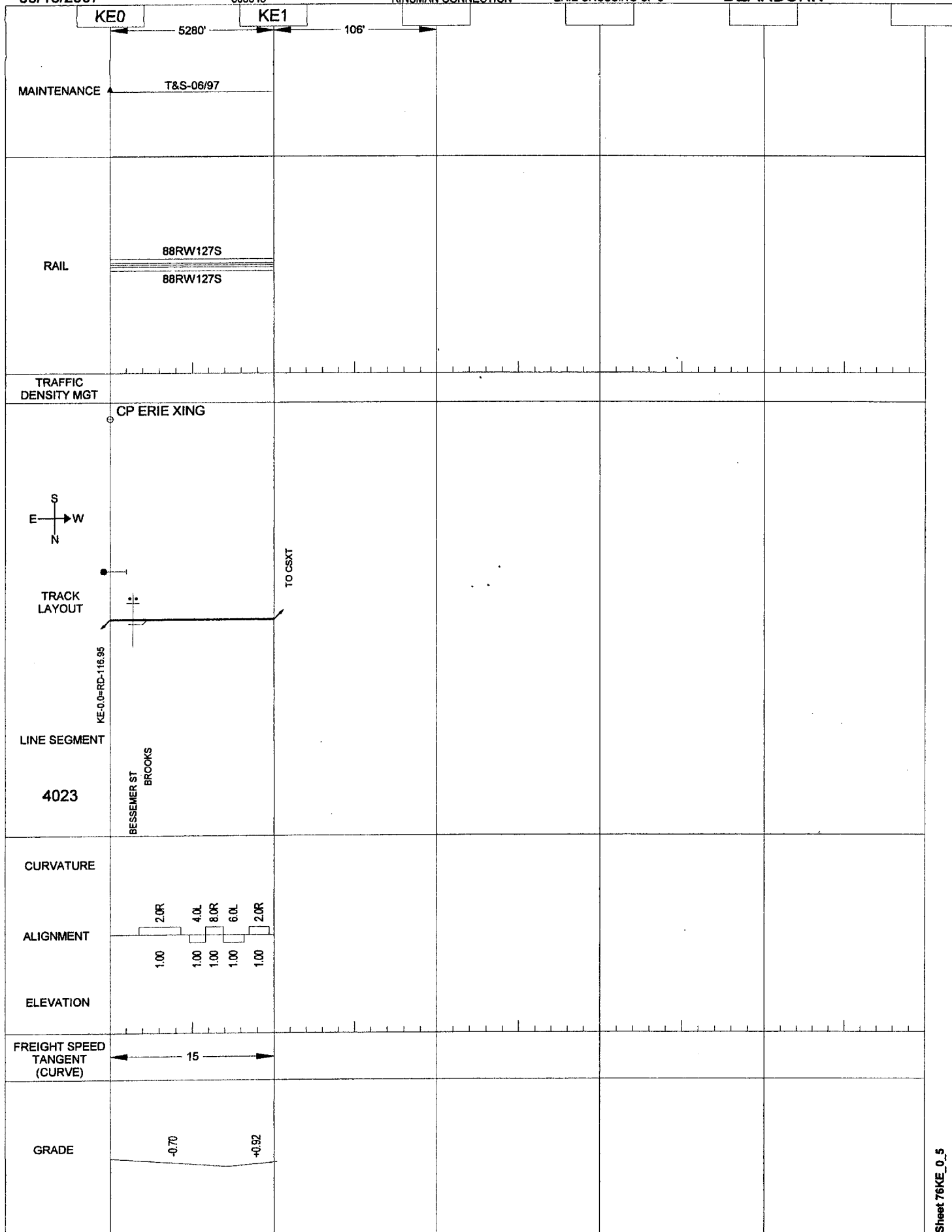
503545

211

KINSMAN CONNECTION

ERIE CROSSING-CP 5

DEARBORN



08/16/2007

503538

212

SILVER PLATE I.T.

CLEVELAND

DEARBORN

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

7437



TRACK
LAYOUT

IX-0.0=RD-121.70

(CLEVELAND)

TO CSX

LINE SEGMENT

4013

524193A

524195N

524196V

524197C

524198J

524199R

524200H

524201P

E 33RD

E 38TH

E 40TH

E 45TH

E 49TH

E 53RD

MARQUETTE AVE

MARQUETTE AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.04

0.00

GZ490

GZ489

#2

T&S-06/00
S-05/03

T&S-06/00
S-05/03

#2

CP 40
CD48

TRACK LAYOUT

7510

#1

#2

ED

GRADE

Sheet 76GZ_485_490

08/16/2007

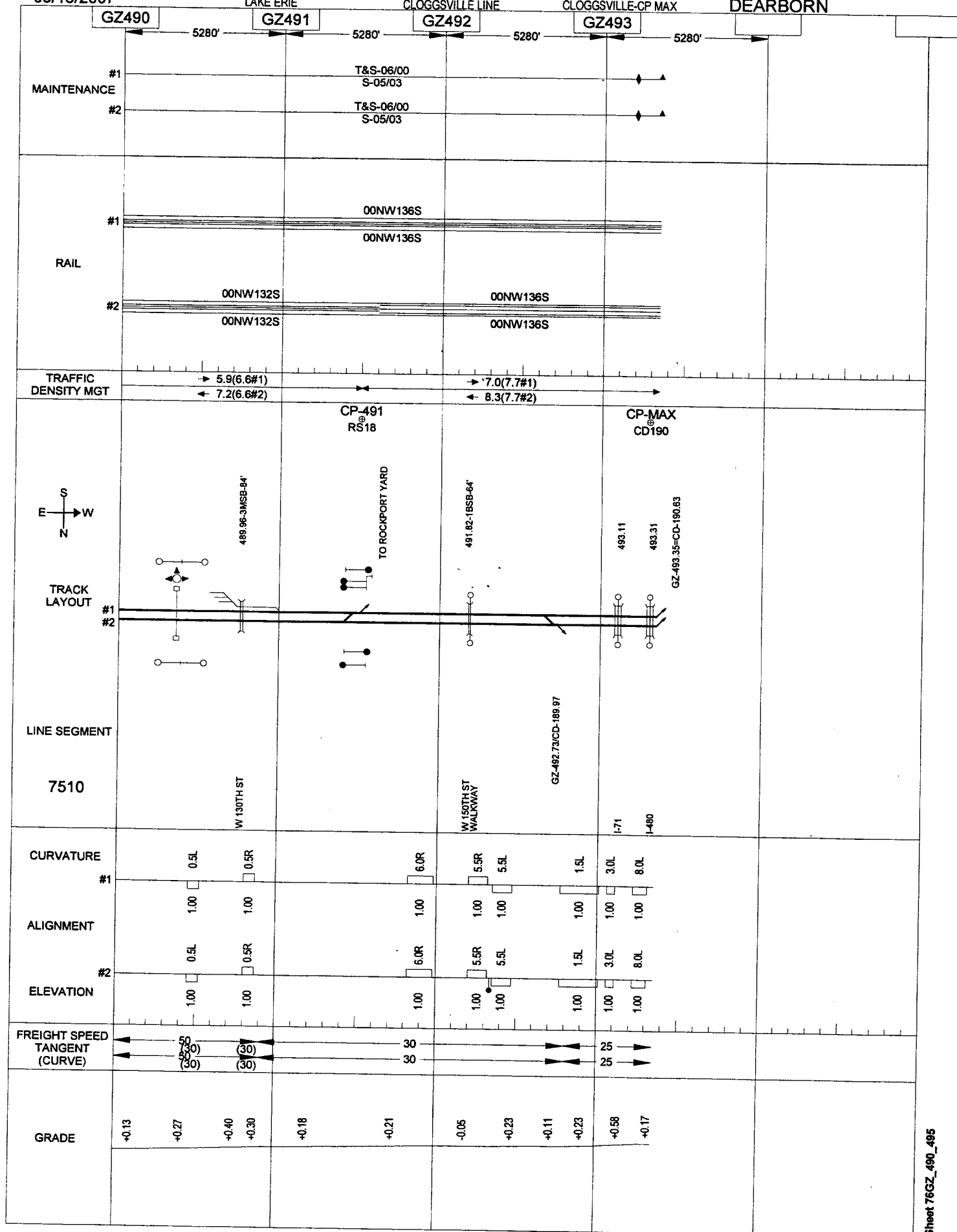
LAKE ERIE

214

CLOGGSVILLE LINE

CLOGGSVILLE-CP MAX

DEARBORN



08/16/2007

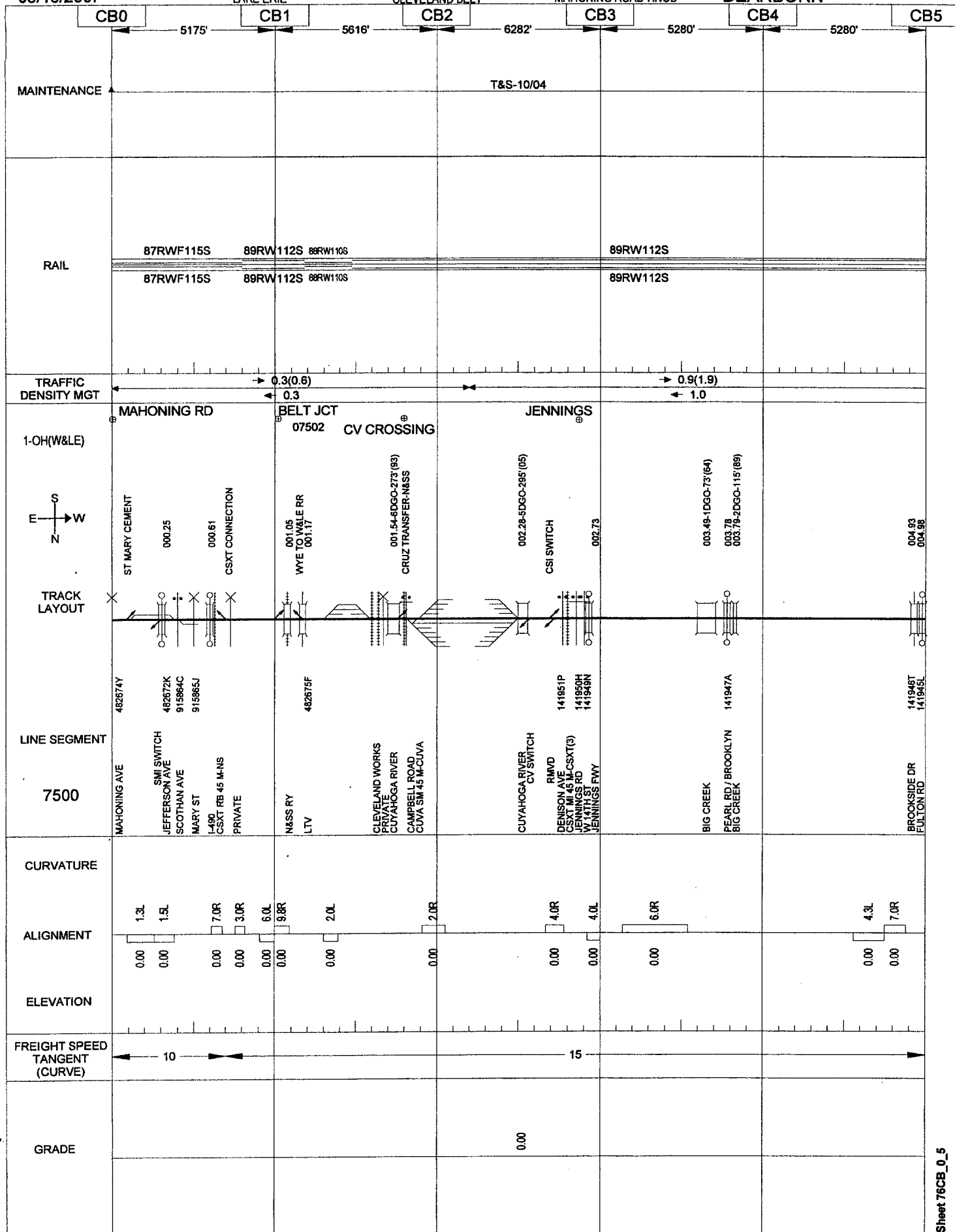
215

LAKE ERIE

CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



08/16/2007

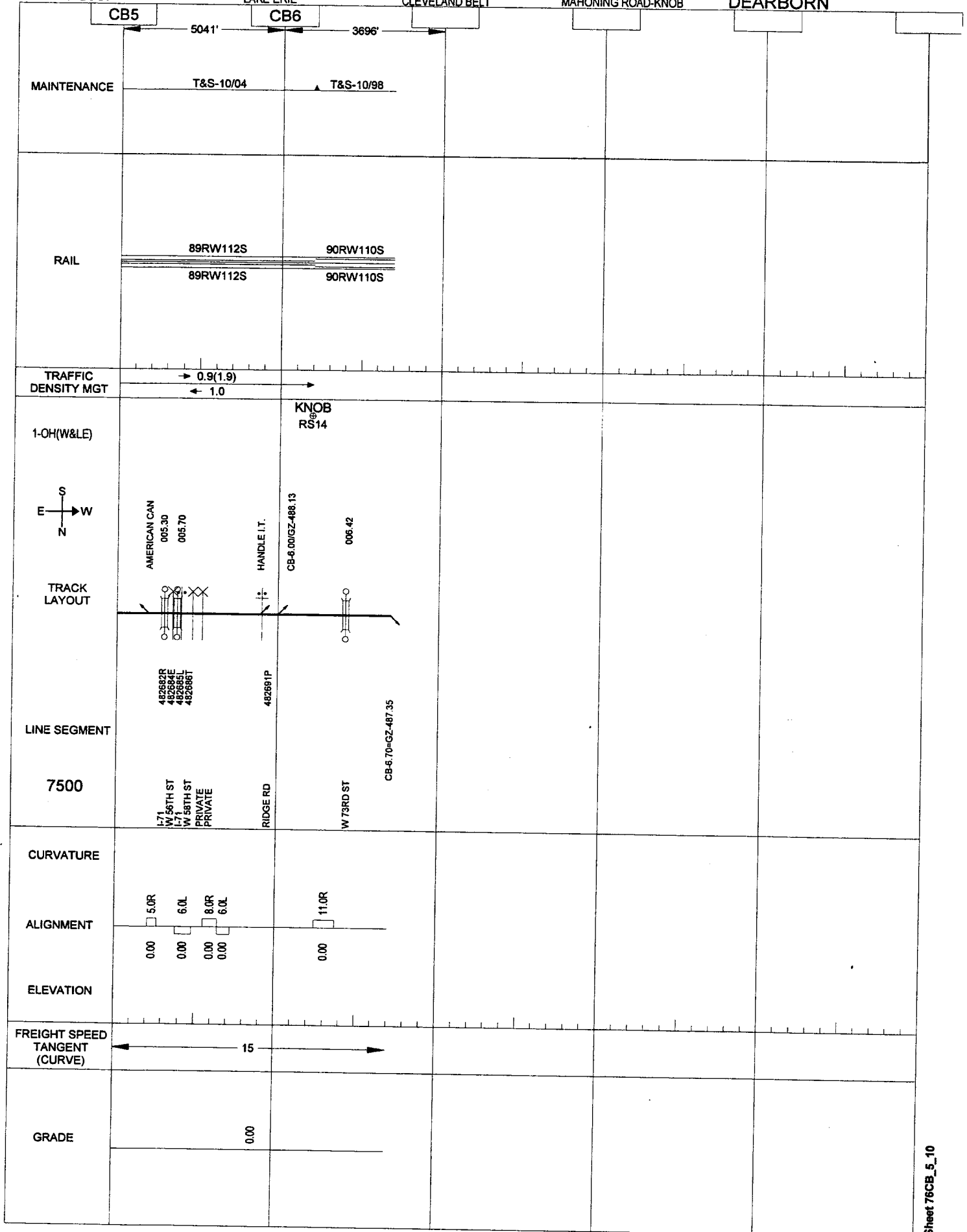
LAKE ERIE

216

CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



08/16/2007

503644

217

STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN

DK2

DK3

DK4

DK5

1056'

5280'

5280'

5280'

#1
MAINTENANCE
#2

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

#1
RAIL
#2

85RW127S
85RW127S

TRAFFIC
DENSITY MGT

CP 286 (ROCKWELL JCT)

WALBRIDGE
DK5

3010
0001

N
W — E
S

TRACK
LAYOUT
#1
#2

OAKDALE YARD
DK-1.80-CD-286.53
509436M
OAKDALE AVE

004.50-1BSO-18'(NA)(NA)

LINE SEGMENT

4175

509854D

WALES

WATERWAY

CSXT SM 61 M-HS

CURVATURE
#1

ALIGNMENT

ELEVATION
#2

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

FREIGHT SPEED
TANGENT
(CURVE)

20 20 10 10

GRADE

-0.01

+0.02

08/16/2007

503644

218

STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN

DK5

1584'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

0001



TRACK
LAYOUT

#1
#2

TO CSXT

LINE SEGMENT

4175

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10
10

GRADE

+0.02

08/16/2007

503630

219
OAKDALE CONN.
XA287

CP 286-CP OAK

DEARBORN

MAINTENANCE

5280'

4224'

T&S-06/97

RAIL

97NW136S

97NW136S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

CP 286

(TOLEDO)
XA286

CP OAK

4224

S
E → W
N

XA-286.90=CD-286.75

XA-287.80=DY-2.35

TRACK
LAYOUT

LINE SEGMENT

4109

OAK ST

OAKDALE AVE

CURVATURE

ALIGNMENT

ELEVATION

8.0L 4.0L 4.0L 2.3L
1.00 1.00 1.00 1.00

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

+0.90 -0.14 0.00 -1.10

08/16/2007

220

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

2.3(2.9)
0.6

6-OH(W&LE)

CP 286

SUN

DEARBORN

BERGER



TRACK
LAYOUT

TB-124=CD-287.15

003.18-1TGB-63'

003.48-2BSB-94'

003.55-2TGO-134'

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

9.0L
1.00

4.0L
1.00

4.0R
1.00

3.5L
1.00

4.0L
1.00

7.5R
1.00

1.6L
1.00

5.0R
1.00

6.0R
1.00

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

08/16/2007

TOLEDO TERMINAL

221
TOLEDO BELT

FASSETT-IRONVILLE

DEARBORN

TB5

5280'

MAINTENANCE

T&S-12/93

RAIL

00NW136S

00NW136S

TRAFFIC
DENSITY MGT

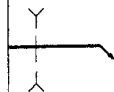
2.3(2.9)
0.6

6-OH(W&LE)

IRONVILLE
07006

N
W — E
S

TRACK
LAYOUT



LINE SEGMENT

7445

TB-5.37-T-5.37

PRIVATE

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

08/16/2007

TOLEDO TERMINAL

222

CHERRY STREET BR.

CHERRY STREET-IRONVILLE

DEARBORN

CS2

CS3

5280'

5280'

6997'

MAINTENANCE

T&S-09/86

T&S-05/96

RAIL

30NJ090S 21RJ090S 93RWF132S 91RWF115S 48RJ112S
 30NJ090S 21RJ090S 48RJ112S 91RWF115S 48RJ112S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

V-17-WV

(TOLEDO) (DRAWBRIDGE)

(SUMMIT ST)

07016

(IRONVILLE)

07006

TRACK
LAYOUT

001.26-2TGB-151'

YARD
LIMIT

CS-2.3-AA-30.6

002.83-10MSO-1311'(80)

003.21

CS-3.68-T-5.37

473902K
473903S
916984W

473904Y

473905F

473906M

473907U

473894V

473893N

473892G

LINE SEGMENT

7460

BUCKEYE ST

I-280

GALENA ST

CHICAGO ST

COLUMBUS ST

CLEVELAND ST

AA MI M-NS

CHASE & ALBANY

ERIE ST

SUMMIT ST

MALMEE RIVER
DRAWSPAN (W&LE)

FRONT ST

CS-3.27TB-4.9

E LEG TB-LINE WYE

CURVATURE

ALIGNMENT

3.0R
1.007.0R
1.002.0L
1.009.5R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

08/16/2007

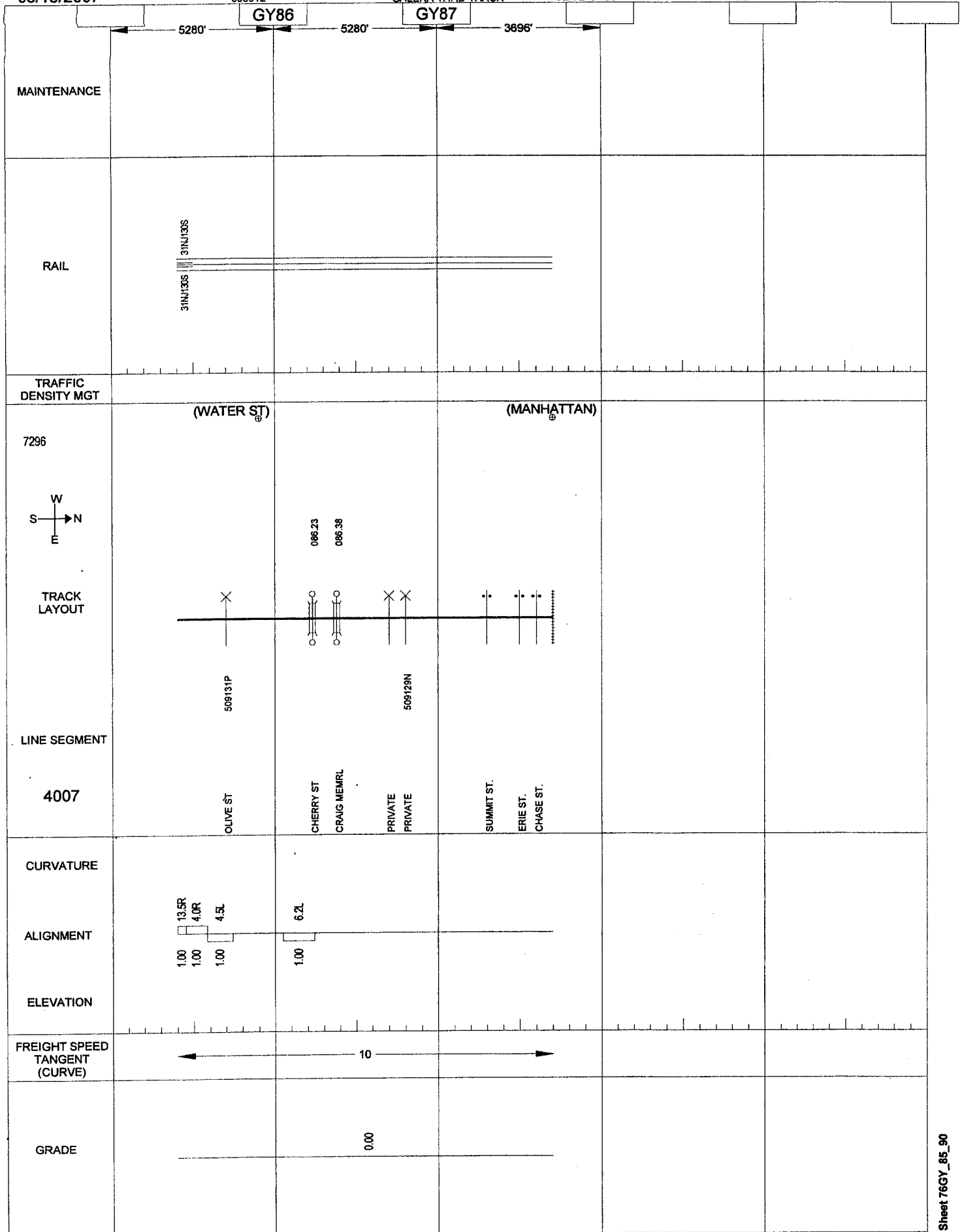
503612

223

GALENA YARD TRACK

OLIVE-GALENA

DEARBORN



08/16/2007

503632

224

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

→ 0.0(0.0)

← 0.0

3010

CP-MAUMEE

CP OAK (ANDREWS RD)

(WALES RD)

STANLEY

DY3

DY1

DY5

DY4

E
N → S
W

TRACK
LAYOUT

002 10-1TTB-131'
DY-2.35-XA-287.80

TO CSX

LINE SEGMENT

3977

DY-1.20-CD-287.65

509138Y

FASSET ST

912966K

UTAH ST
OAKDALE AVE
CXST

509139U

OAK

509140N

ANDRUS RD

509358H

WALES RD

CSXT 061

CURVATURE

ALIGNMENT

ELEVATION

13.0R

4.0R

1.3L

4.9L

0.9L

4.0R

2.50

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

-0.03

08/16/2007

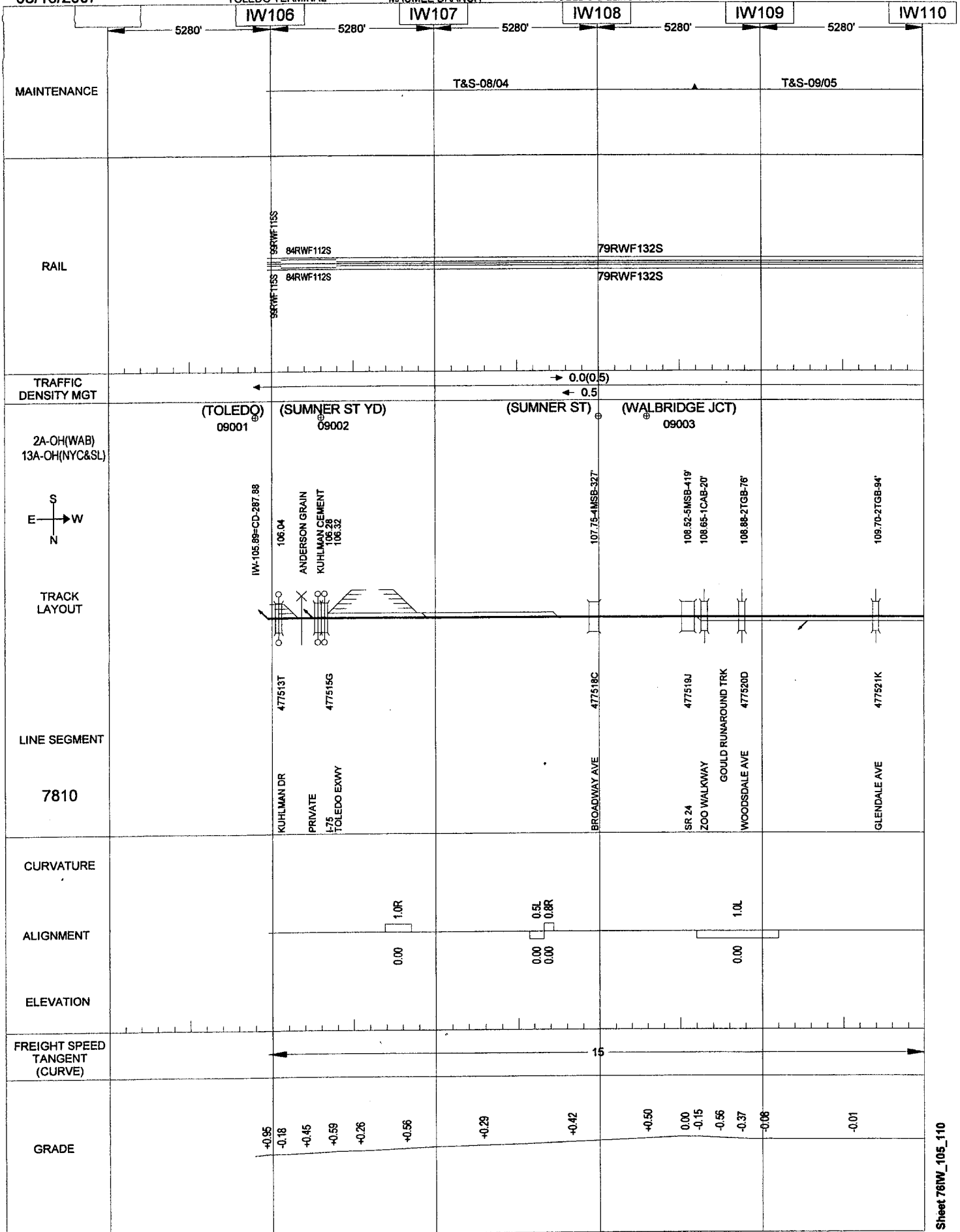
TOLEDO TERMINAL

225

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



08/16/2007

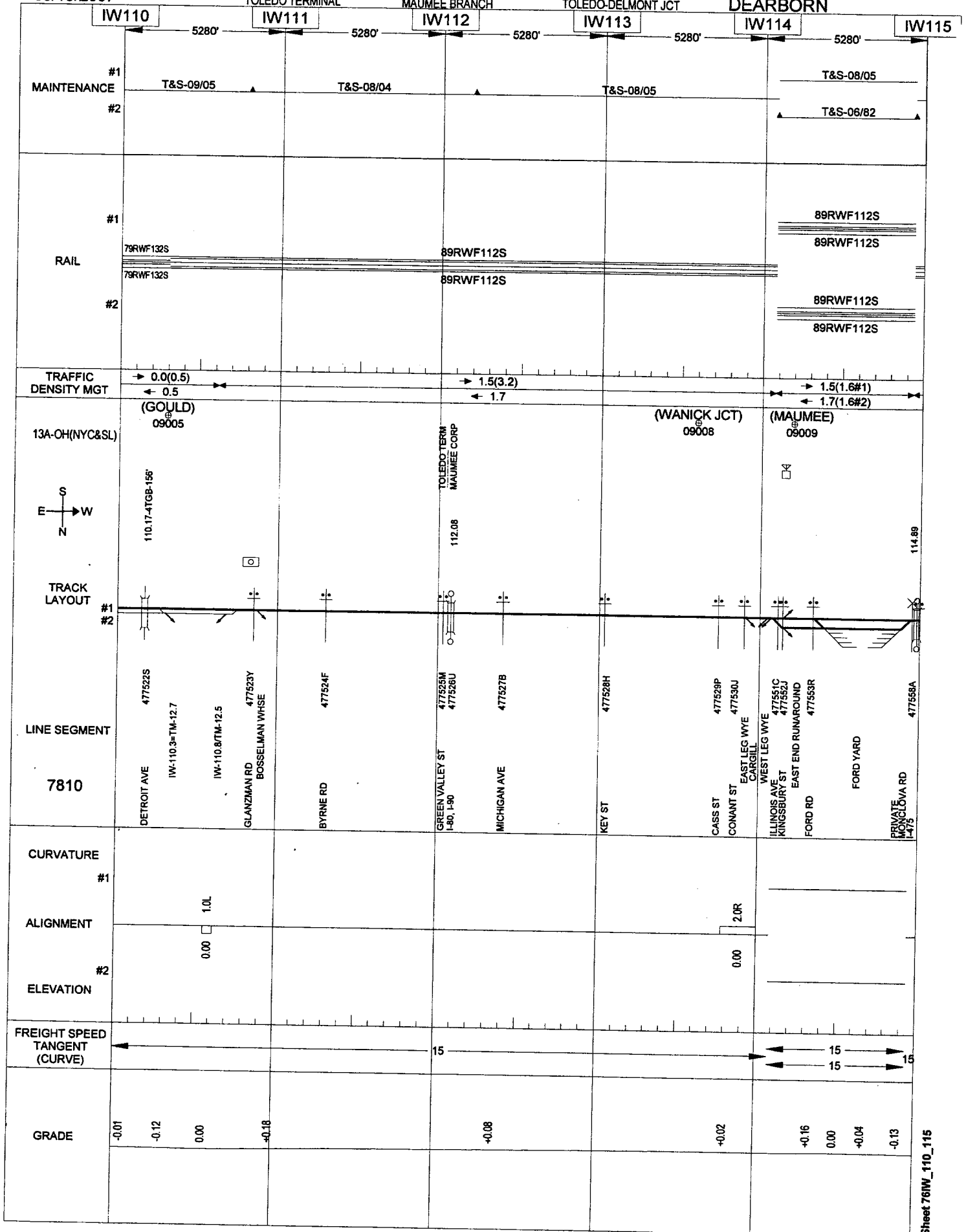
226

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



08/16/2007

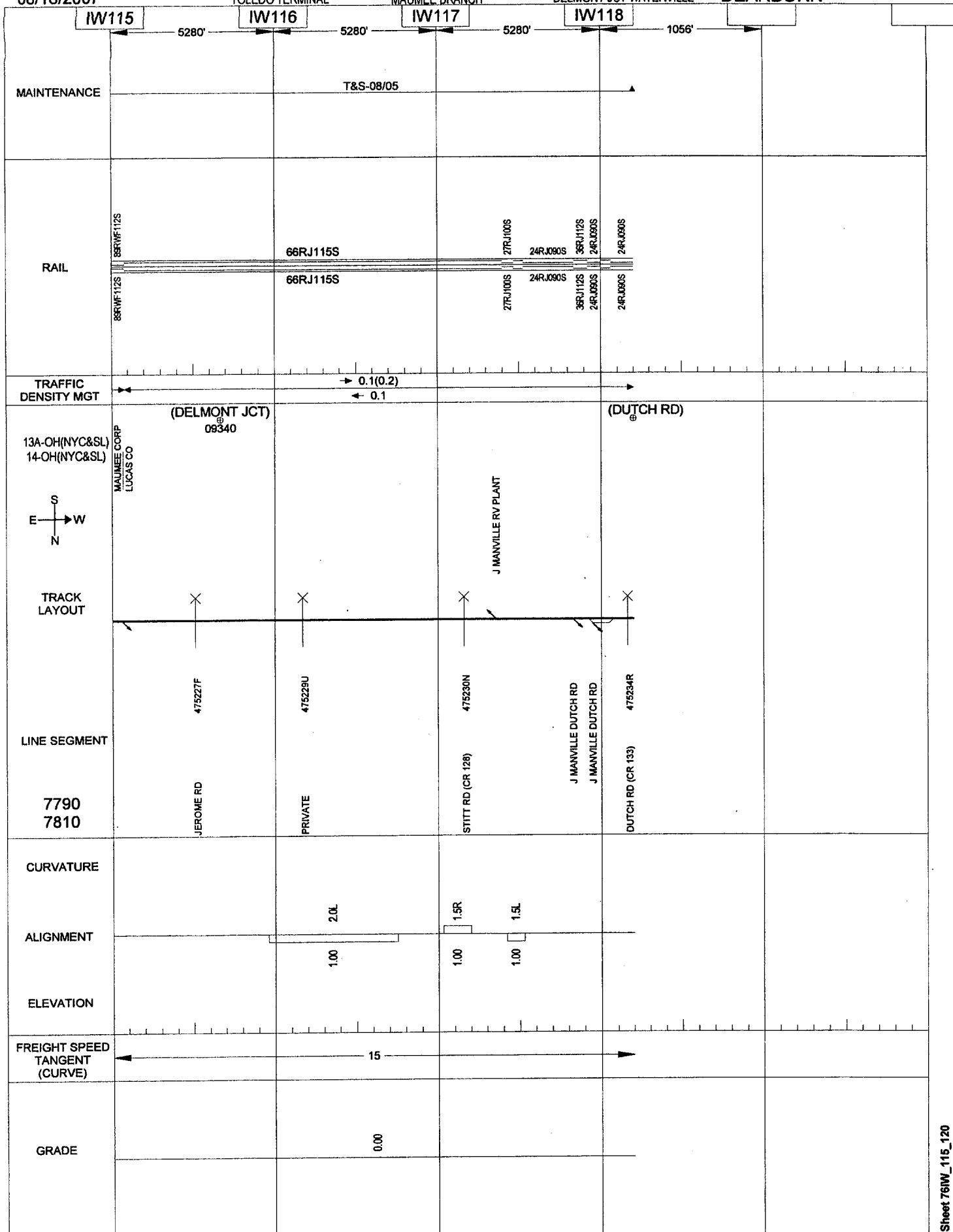
227

TOLEDO TERMINAL

MAUMEE BRANCH

DELMONT JCT-WATERVILLE

DEARBORN



08/16/2007

228

TOLEDO TERMINAL

TOLEDO/MAUMEE BACK SIDE

NS-GOULD

DEARBORN

TM5

TM6

TM7

TM8

TM9

TM10

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-08/91
S-06/95

RAIL

92RW115S

92RW115S

TRAFFIC
DENSITY MGT→ 3.1(6.0)
← 2.9

NS

VULCAN HILL AVE

S
E → W
NTRACK
LAYOUT

CSXT

LINE SEGMENT

7440

867109M

867110G

867112V

867113C

867114J

867085B

867086H

867087P

867088W

867091E

851535X

867092L

867093T

JACKMAN RD

TREMANSVILLE RD

SYLVANIA AVE

BERDAM AVE

I-475

SIBLEY CREEK

MONROE ST

CENTRAL AVE-SR 120

KENWOOD BLVD

BANCROFT ST

TEN MILE CREEK

OAKWOOD AVE

DOUGLAS RD

NS RR 77

DOERR ST (SR 246)

NEBRASKA AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.16

+0.12

0.00

-0.10

+0.14

-0.10

0.00

+0.33

+0.01

08/16/2007

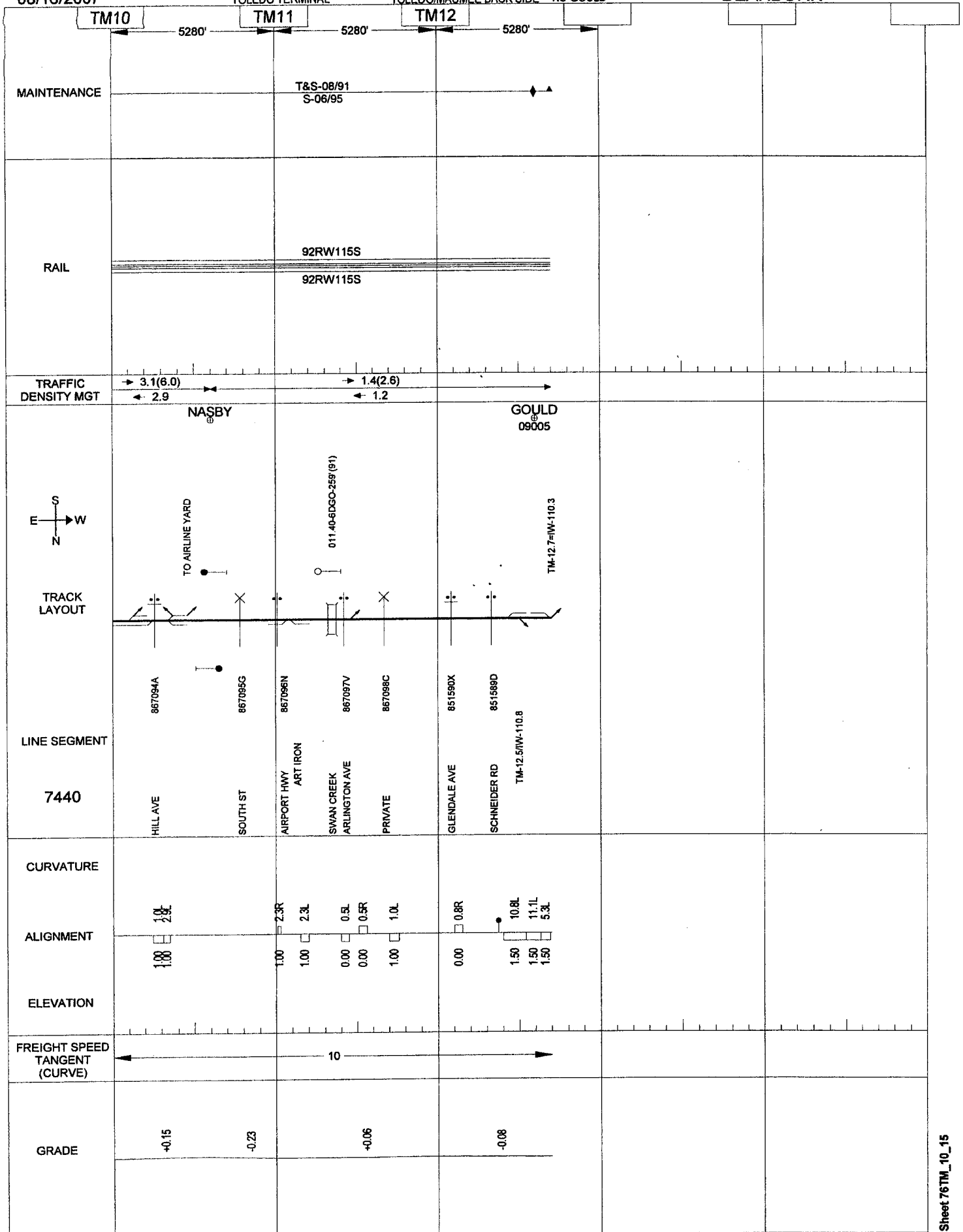
TOLEDO TERMINAL

229

TOLEDO/MAUMEE BACK SIDE

NS-GOULD

DEARBORN



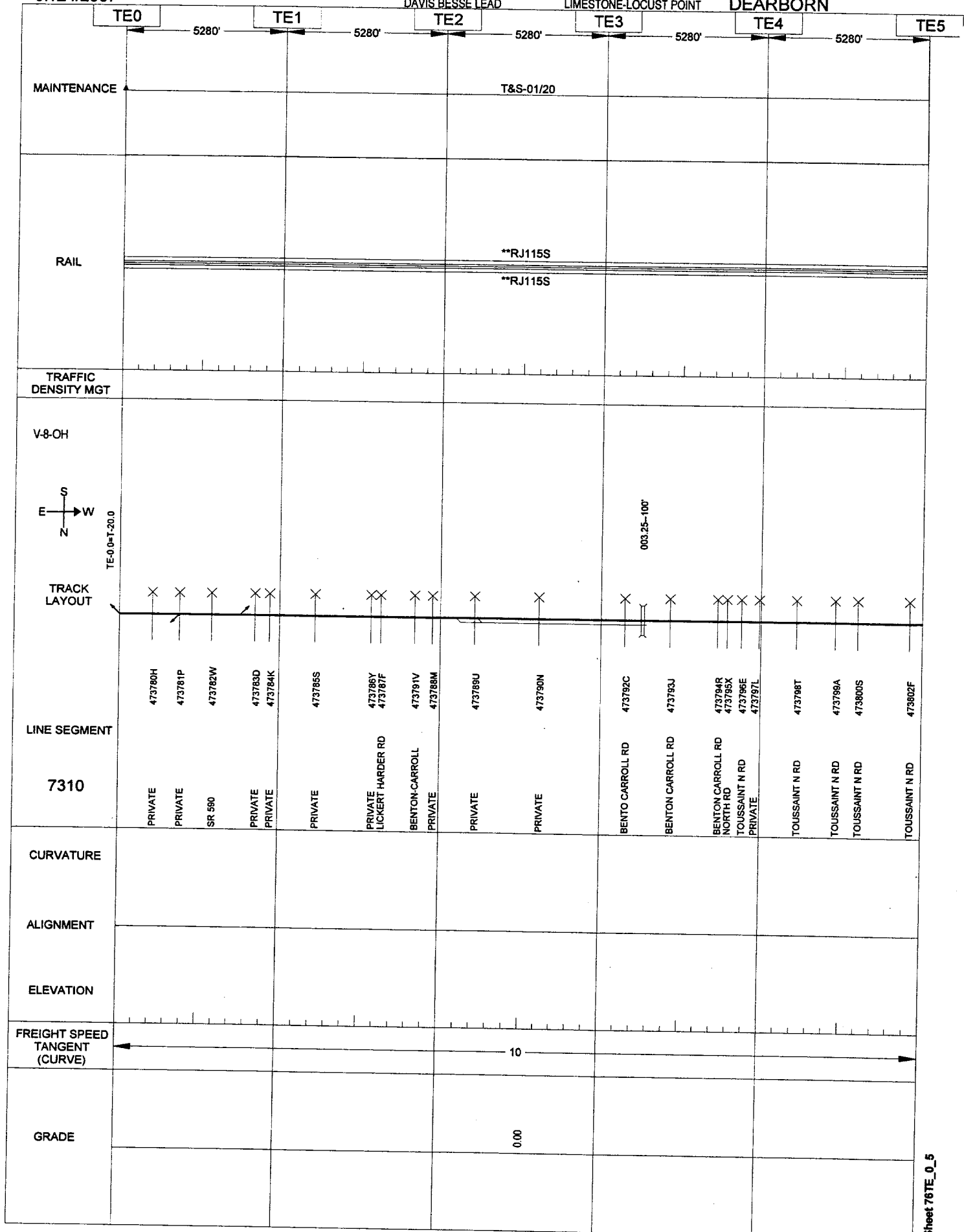
07/24/2007

230

DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

DEARBORN



07/24/2007

231

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						
<div style="text-align: center;"> S E —> W N </div>						
TRACK LAYOUT	X	X	X	X	X	X
LINE SEGMENT	473803M	473804U	473805B	473806H	473807P	473808W
7310	TOUSSAINT N RD	BOYLEN RD	PRIVATE	PRIVATE	MOORE RD	PRIVATE
				473809D	473810X	473811E
					473812L	473813T
					473814R	473815G
					473816N	473817V
					SR 2	
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

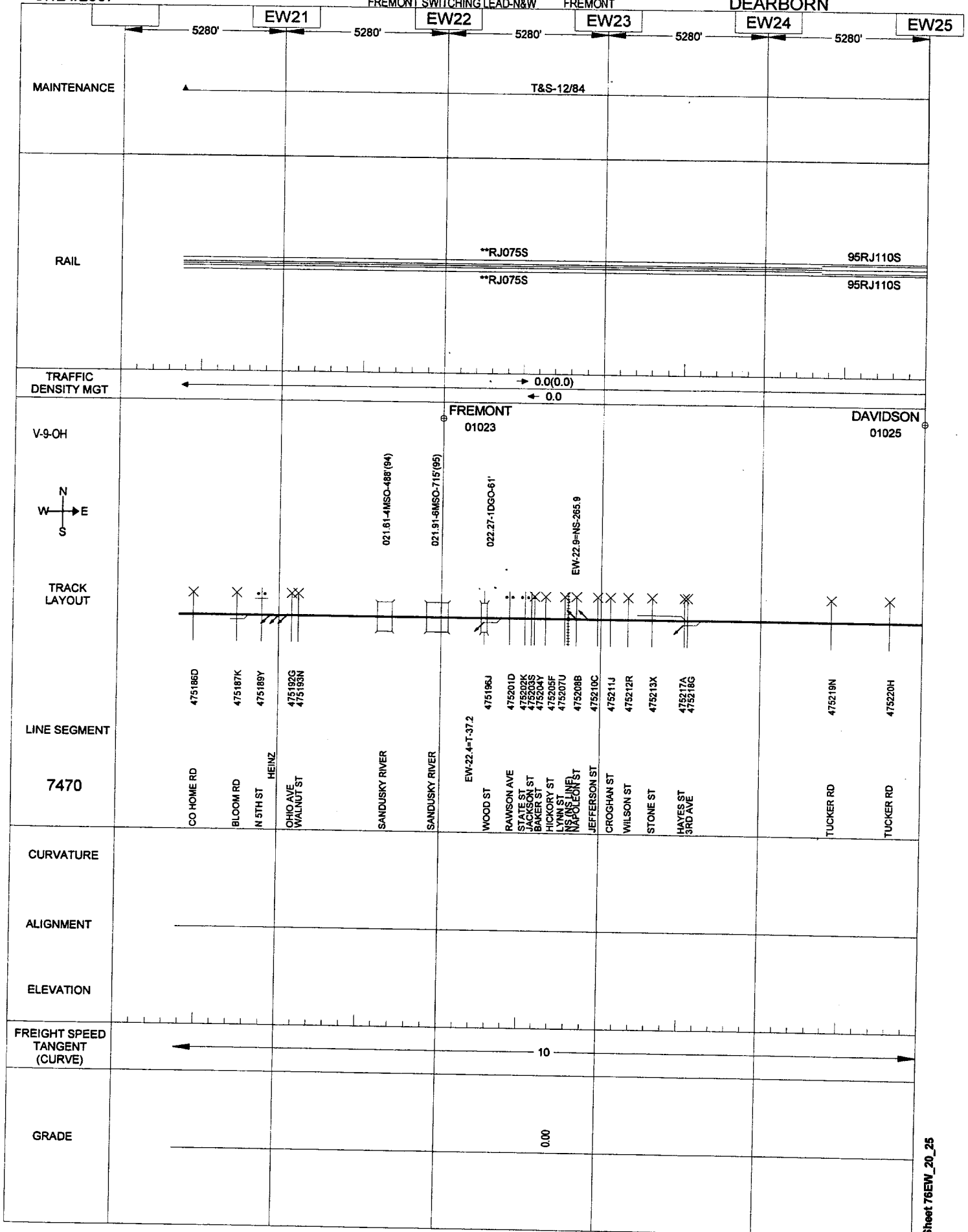
07/24/2007

232

FREMONT SWITCHING LEAD-N&W

FREMONT

DEARBORN



07/24/2007

233

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



LINE SEGMENT

BUCKLAND AVE (CR 41) 475221P

7470

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

07/24/2007

234

FREMONT SWITCHING LEAD-CR

FREMONT

DEARBORN

NS266

NS267

5280'

5280'

5280'

MAINTENANCE

T&S-12/84

RAIL

**RJ105S

**RJ105S

TRAFFIC
DENSITY MGT

V-

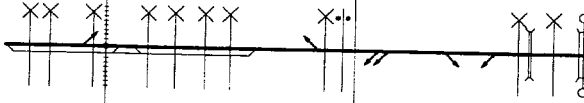


TRACK
LAYOUT

NS-265.9-EW-22.9

267.85-1DGO-50'(NA)

267.90



510238N
510239V

510240P

510241W

510242D

510243K

510244S

510245Y
510246F

510247M
914844M

LINE SEGMENT

7475

GARRISON ST
CROGHAN

NAPOLEON ST
NS (EW LINE)

HICKORY ST

CHERRY ST

SYCAMORE ST

WILSON ST

STONE ST
STATE ST (SR 20)

CHRISTY
WATERWAY
PRIVATE
US 20

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

08/16/2007

503635

235
CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

XK300

5280'

MAINTENANCE

T&S-05/02

RAIL

55NU127S

55NU127S

TRAFFIC
DENSITY MGT→ 0.1(0.5)
← 0.4

2080

S
E → W
NTRACK
LAYOUT

(AIR)

XX-299.30/CD-292.00

X X . . X

508963D
508964KPRIVATE
NEBRASKA AVE
PARKSIDE BLVD

PELEE ST

LINE SEGMENT

4118

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

-0.03

1.00 1.00

08/16/2007

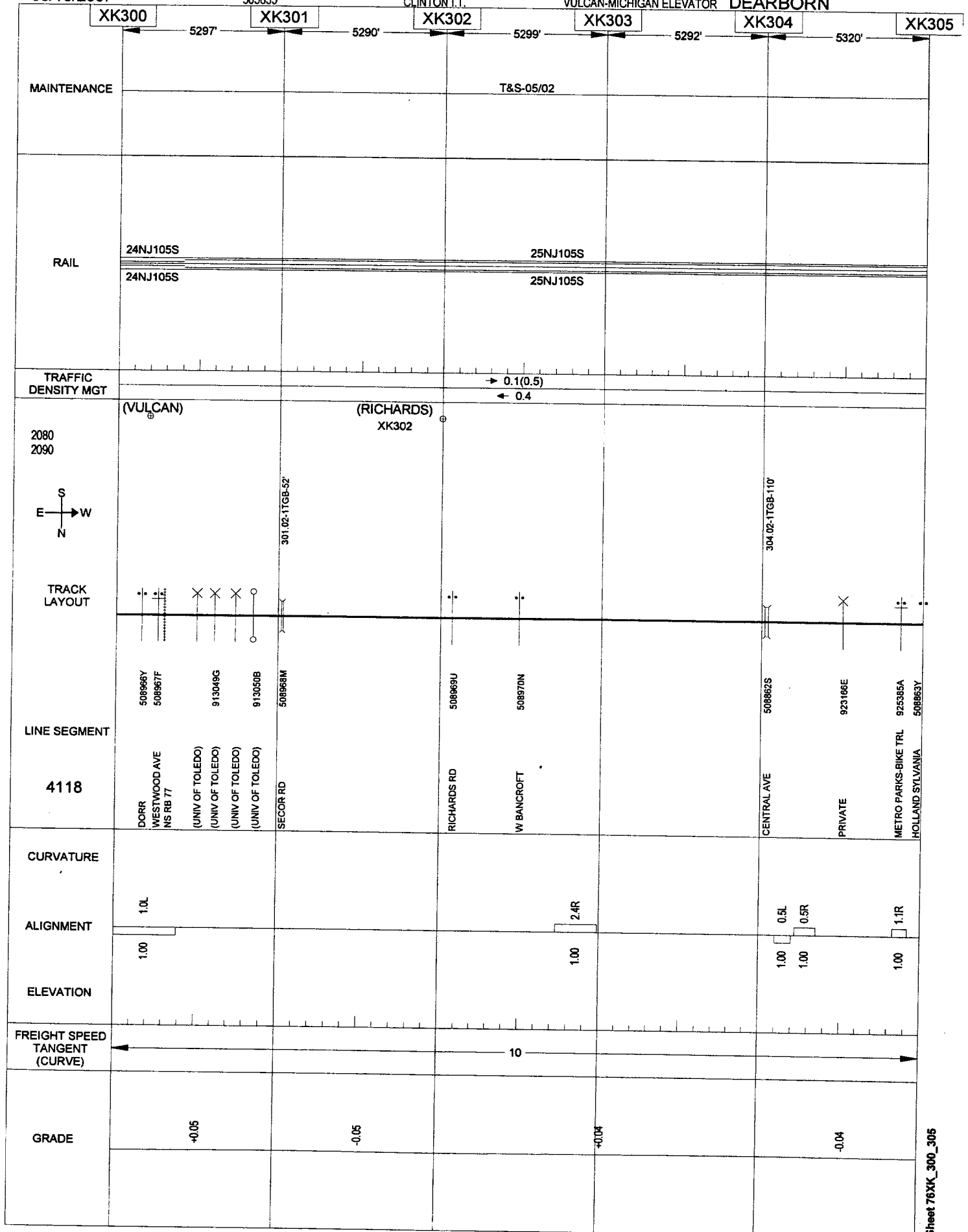
503635

236

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN



08/16/2007

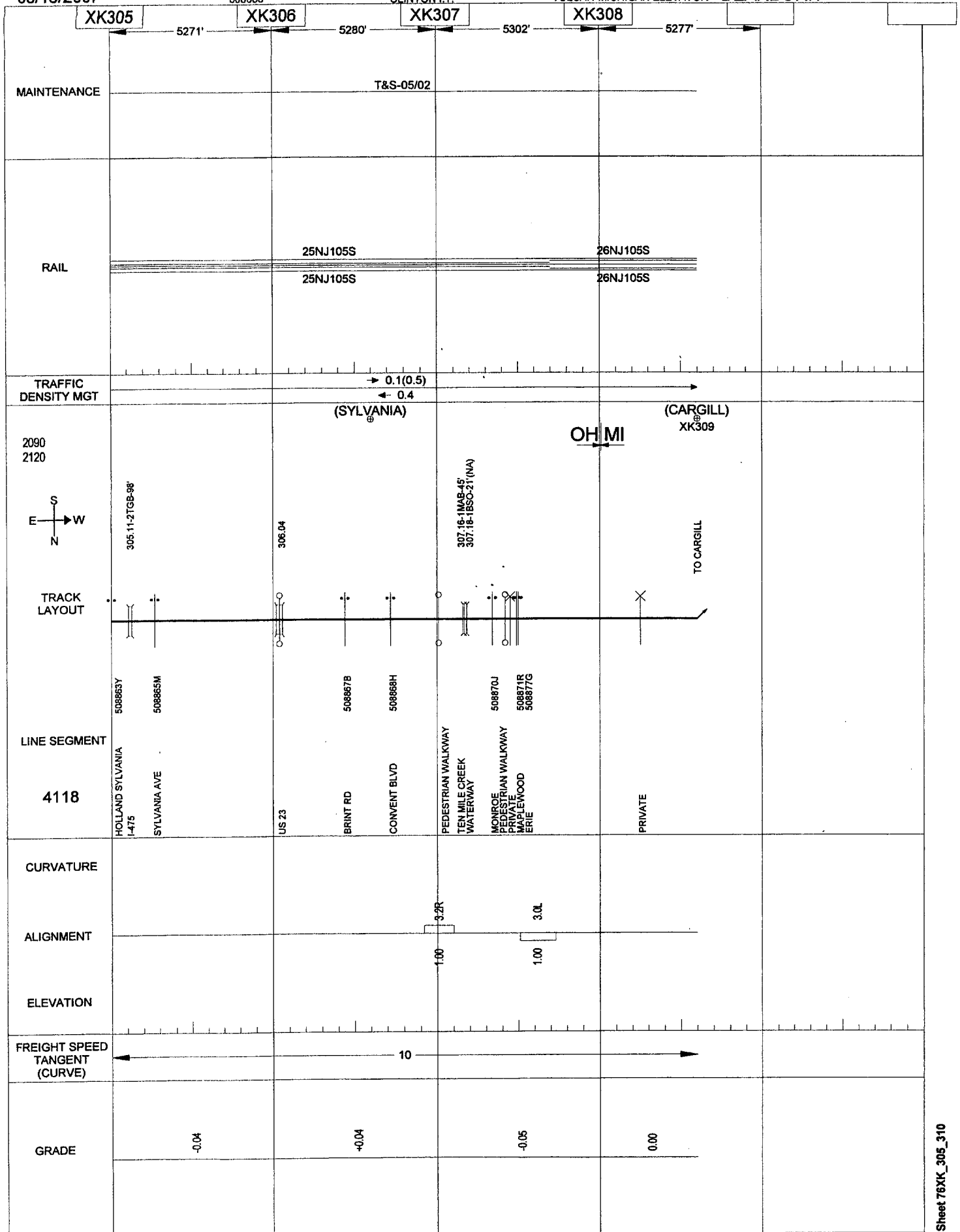
503635

237

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN



08/16/2007

508248

238

NORTHERN I.T.

BRYAN

DEARBORN

IV59

1584'

5280'

MAINTENANCE

▲ T&S-06/43 ▲ T&S-06/58 ▲

RAIL

27NU090S

27NU090S

TRAFFIC
DENSITY MGT

5510

(BRYAN)

W
S — N
E

TRACK
LAYOUT

IV-58.7/CD-341.3



LINE SEGMENT

4010

IV-58.74/CD-341.75

544310X

544311E

544312L

544313T

544314A

523644X

523643R

E TREVITT ST

E MULBERRY ST

E BRYAN ST

E HIGH ST

E WILSON ST

PERRY ST

SOUTH ST

CURVATURE

ALIGNMENT

ELEVATION

4.0R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

08/16/2007

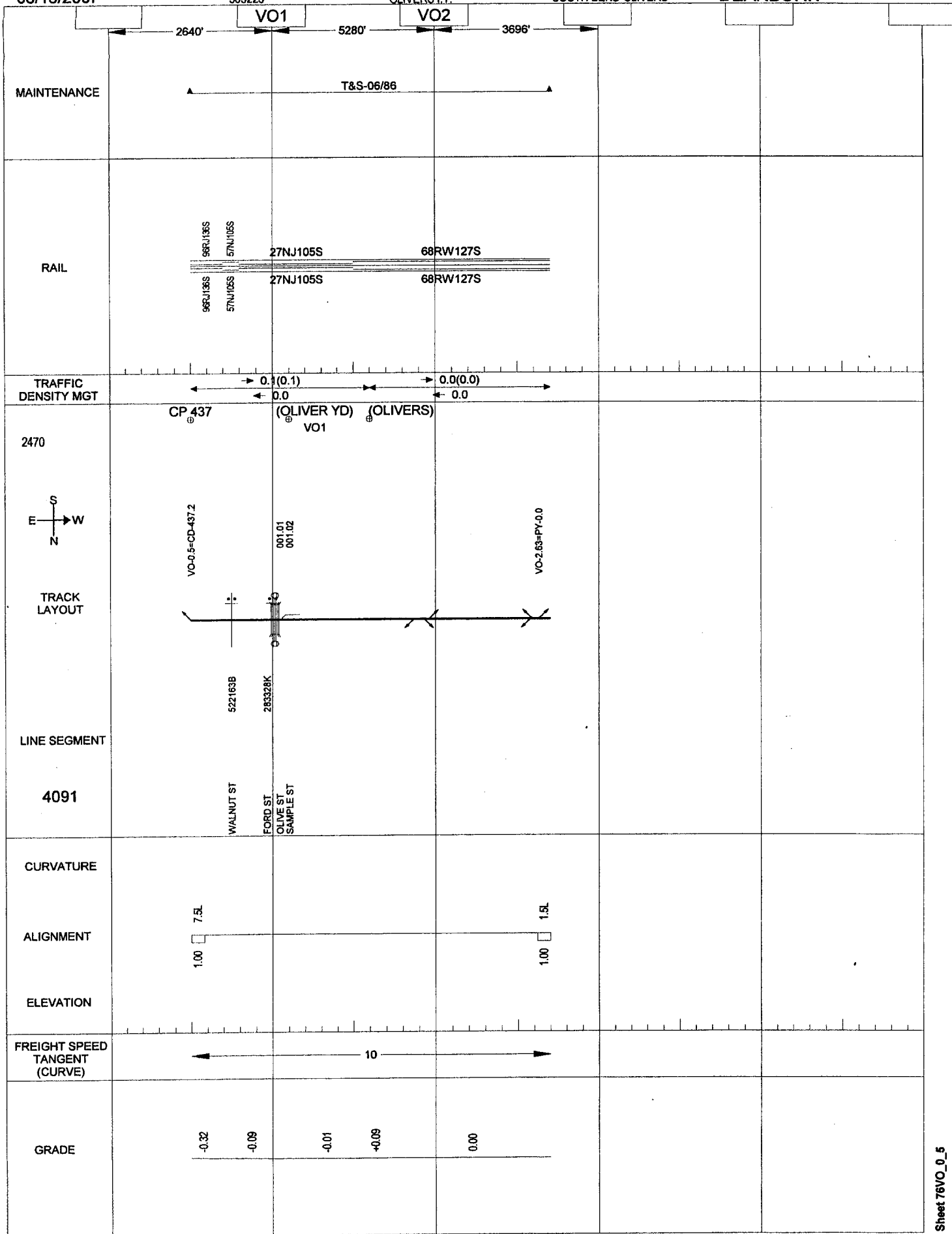
503223

239

OLIVERS I.T.

SOUTH BEND-OLIVERS

DEARBORN



08/16/2007

503237

240

SS&S CONN. TRACK

SOUTH BEND (SS&S JCT)

DEARBORN

PY0

PY1

PY2

5280'

5280'

3168'

MAINTENANCE

T&S-06/86

RAIL

TRAFFIC
DENSITY MGT

3490

(SS&S JCT)
PM180

(SOUTH BEND)
PY1



TRACK
LAYOUT

PY-0.0=VC-2.63

PY-2.60=PM-181.80

LINE SEGMENT

4040

OLIVE ST
522741D

WALNUT ST
522742K

NS MI 70
KENDALL
522743S

KEMBLE ST
522744Y

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.08

+0.02

08/16/2007

503224

241

PLYMOUTH I.T.

SOUTH BEND

DEARBORN

PM181

5280'

T&S-06/29

MAINTENANCE

RAIL

23RJ100S

23NJ100S

23RJ100S

23NJ100S

TRAFFIC
DENSITY MGT

7168

W
S → N
ETRACK
LAYOUT

MODERN WAREH



522752R

522753X

522754E

PM-181.80=PY-2.60

LINE SEGMENT

4034

EWING ST

CALVERT ST

INDIANA AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

08/16/2007

242

SOUTH BEND BRANCH

SOUTH BEND

DEARBORN

SK0

SK1

SK2

SK3

SK4

4804'

5280'

5277'

5355'

MAINTENANCE

T&S-10/94

RAIL

88RW110S

88RW110S

TRAFFIC DENSITY MGT

→ 0.0(0.0)

← 0.0

V-1-IN(NW)

CONRAIL CROSSING
SOUTH BEND
09992

SOUTH BEND YARD

S
E → W
N

TRACK LAYOUT

LINE SEGMENT

7920

KEMBLE AVE
US 23

STEEL WAREHOUSE

NS MI 70
WALNUT ST

TRANSFER TRK

OLIVE ST
INDIANA CT

INTERPLASTIC CORP

NEW ENERGY

002.27

PRIVATE
PRIVATE

US 20

PRIVATE
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

0.1L

0.1R

0.1L

1.0L

0.00

0.00

0.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

25

GRADE

0.00

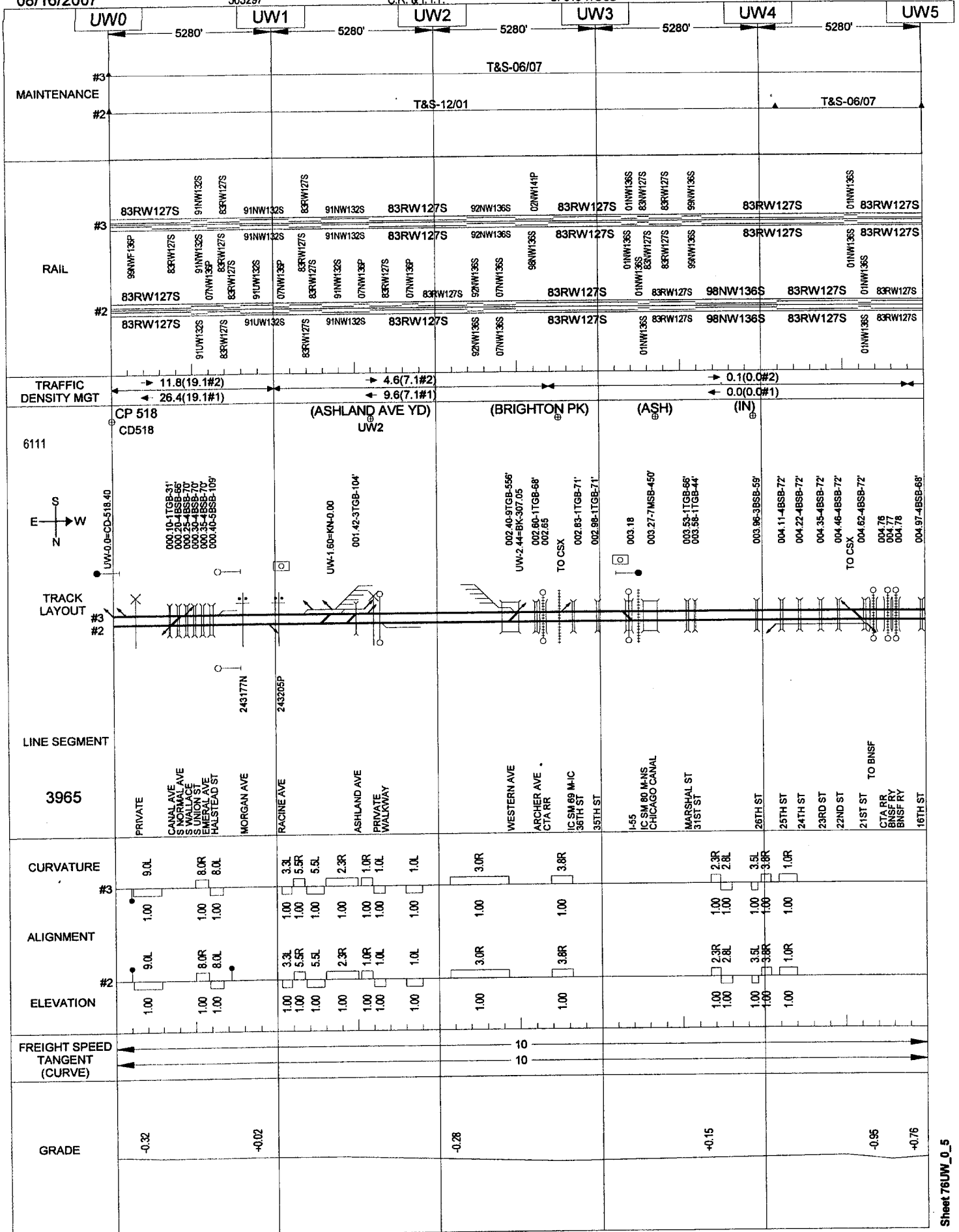
08/16/2007

503297

243
C.R. & I.I.T.

CP518-WOOD

DEARBORN



08/16/2007

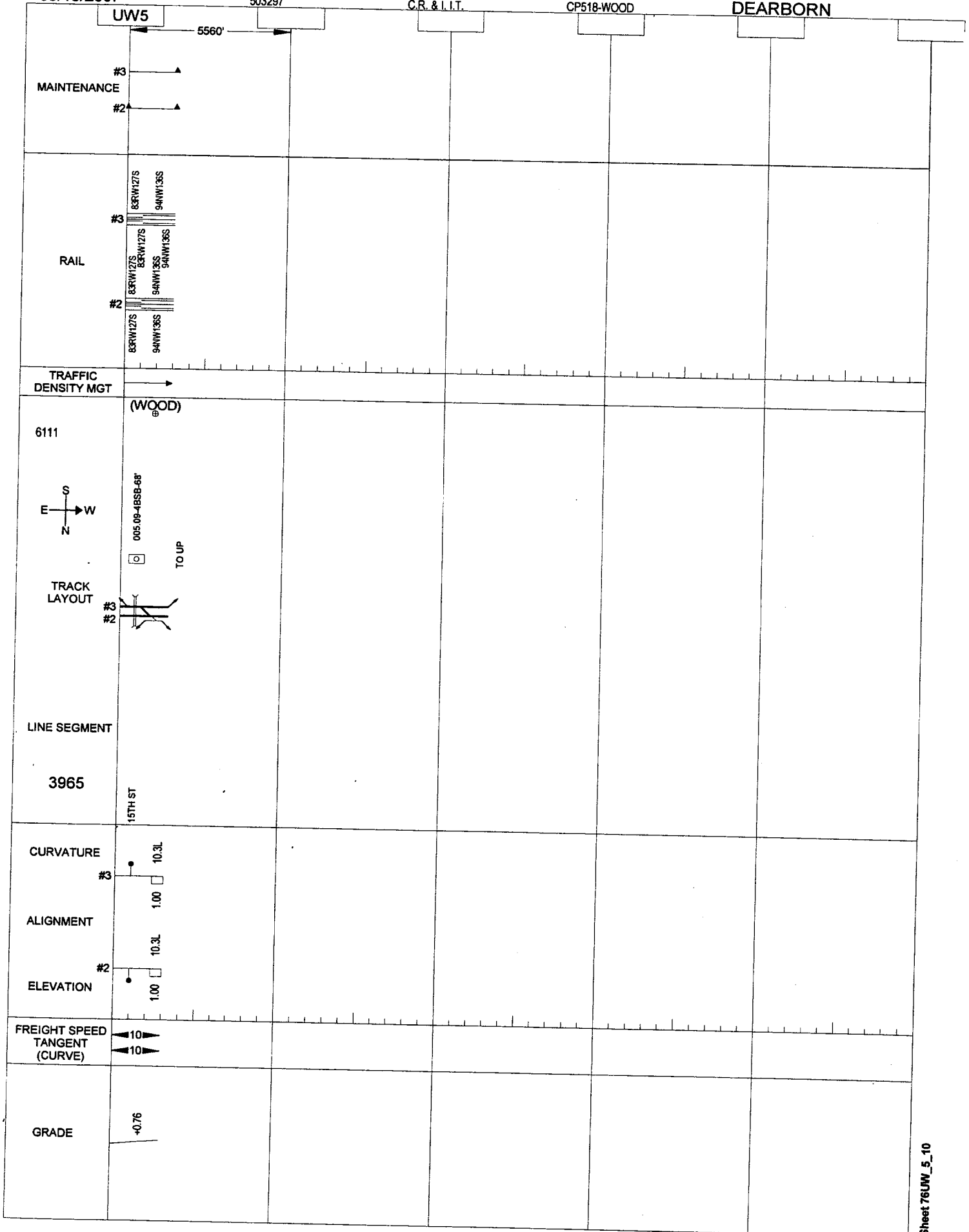
503297

244

C.R. & I.I.T.

CP518-WOOD

DEARBORN



08/16/2007

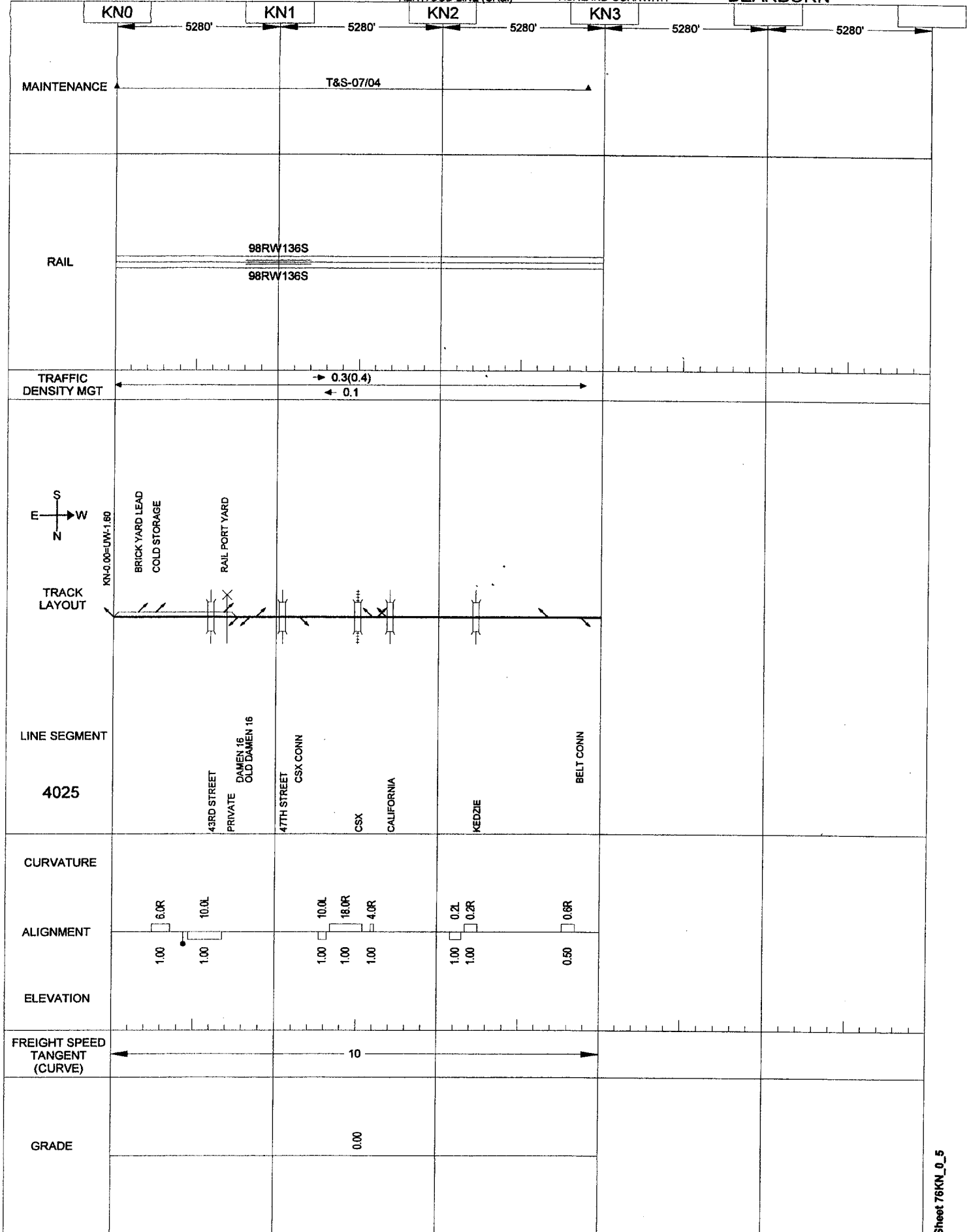
503298

245

KENWOOD LINE (CR&I)

ASHLAND-CORNWITH

DEARBORN



08/16/2007

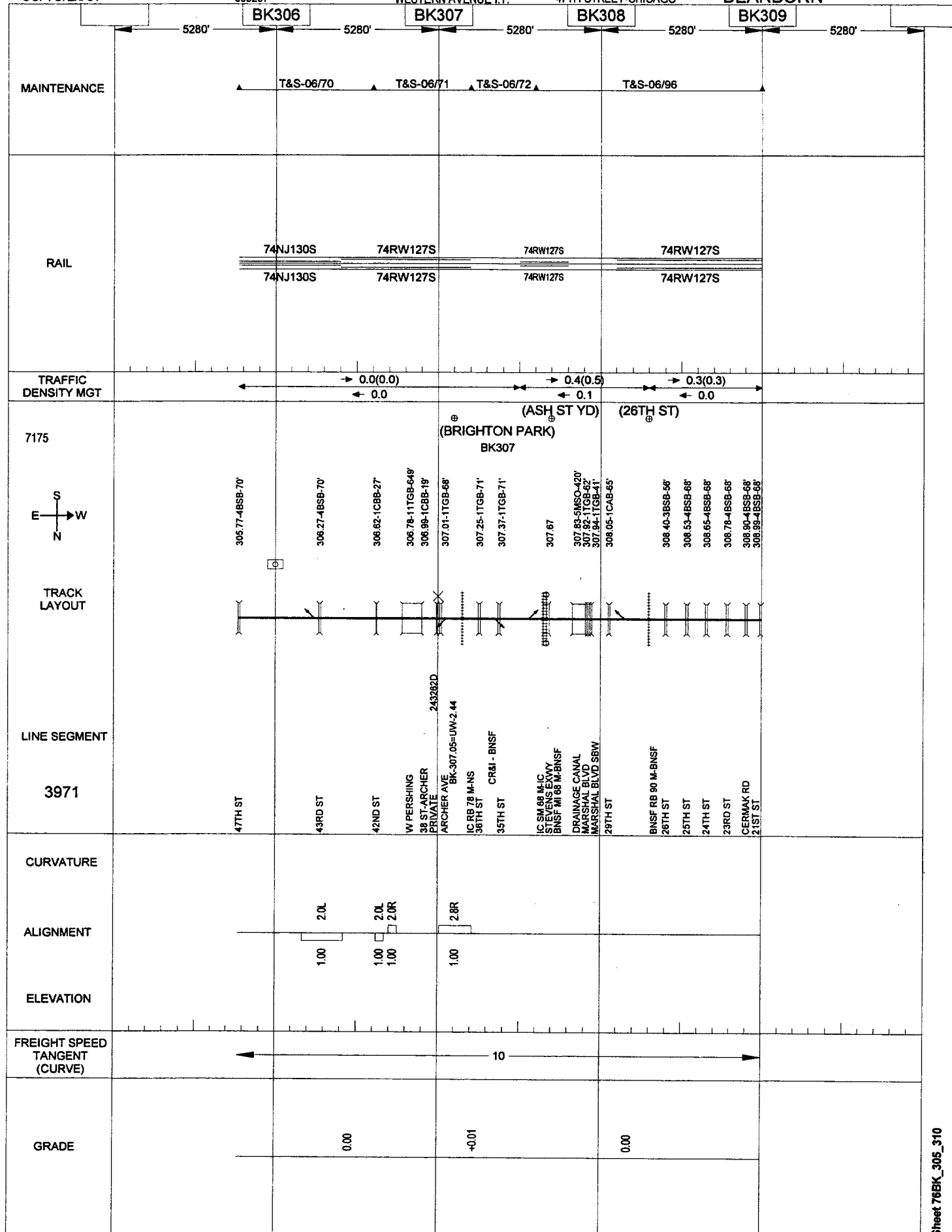
503207

246

WESTERN AVENUE I.T.

47TH STREET-CHICAGO

DEARBORN



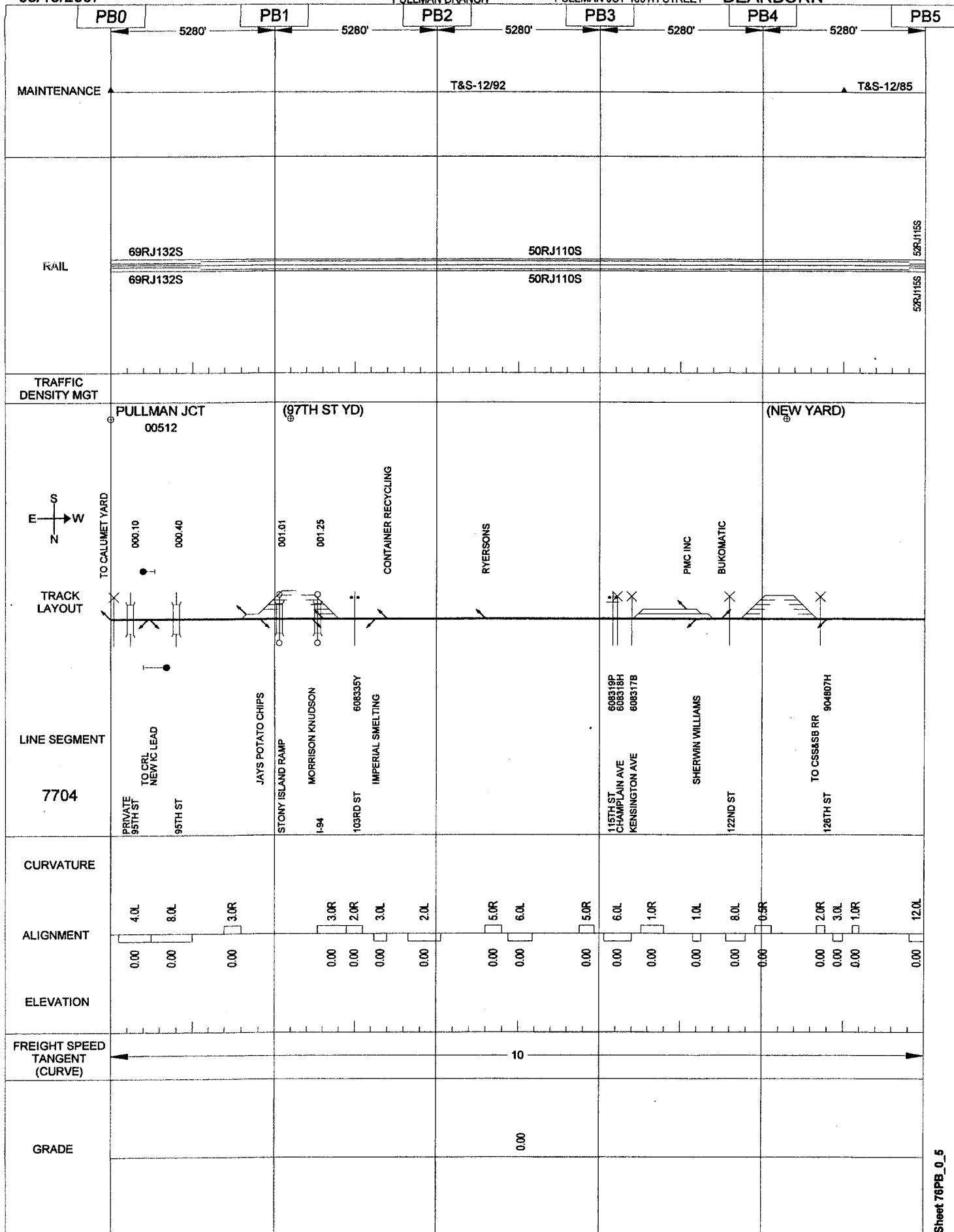
08/16/2007

247

PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN



08/16/2007

248

PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN

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

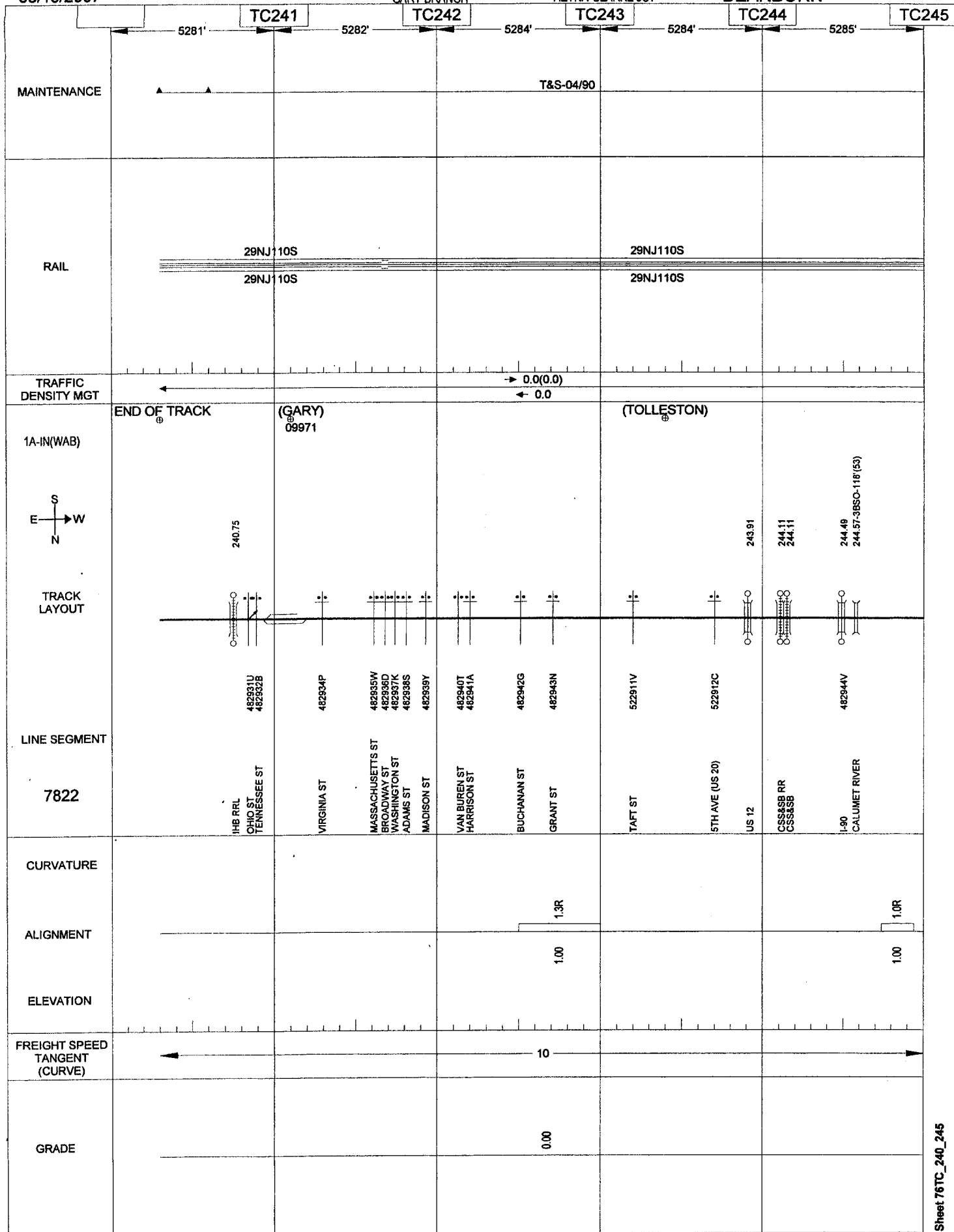
08/16/2007

249

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



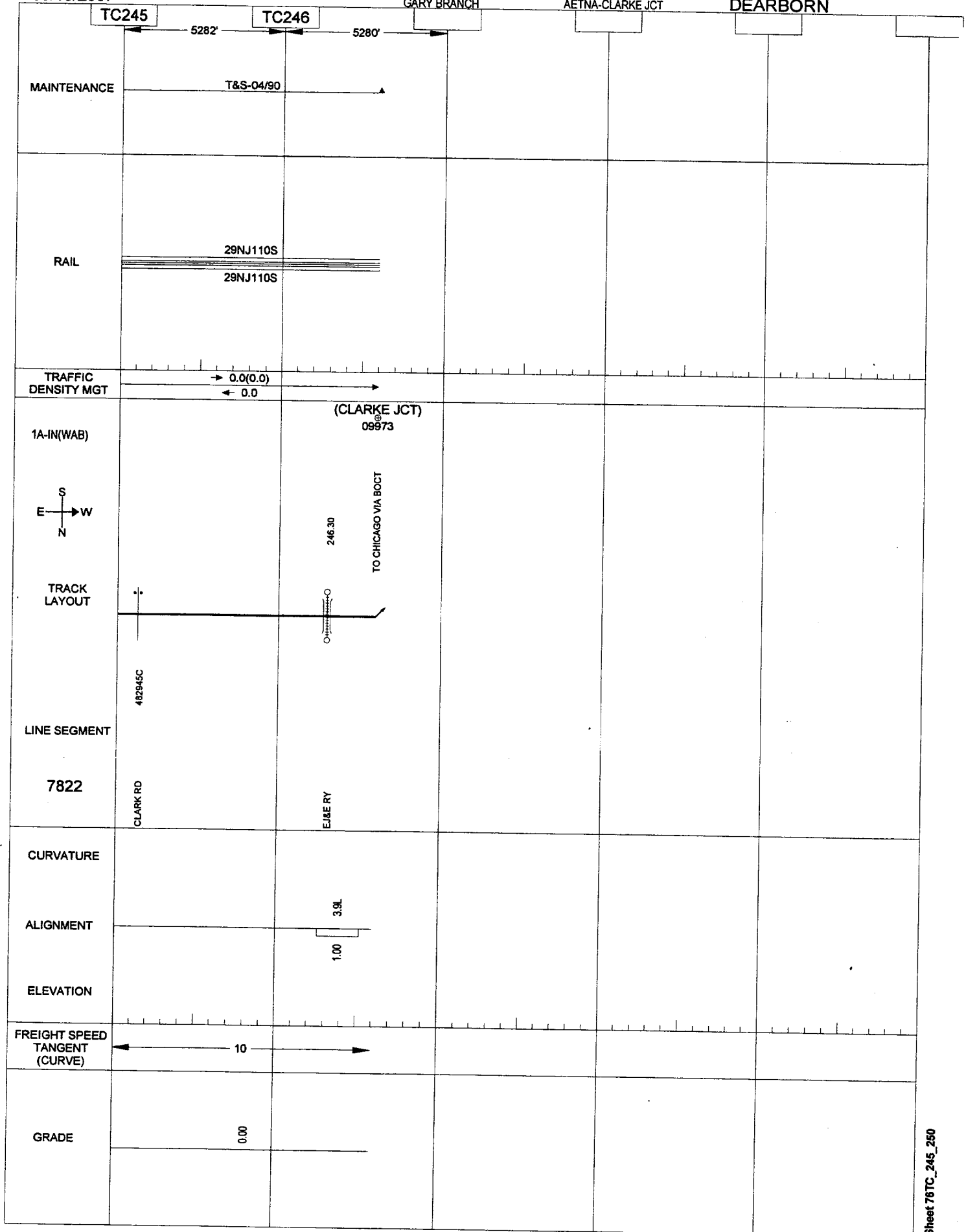
08/16/2007

250

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



08/16/2007

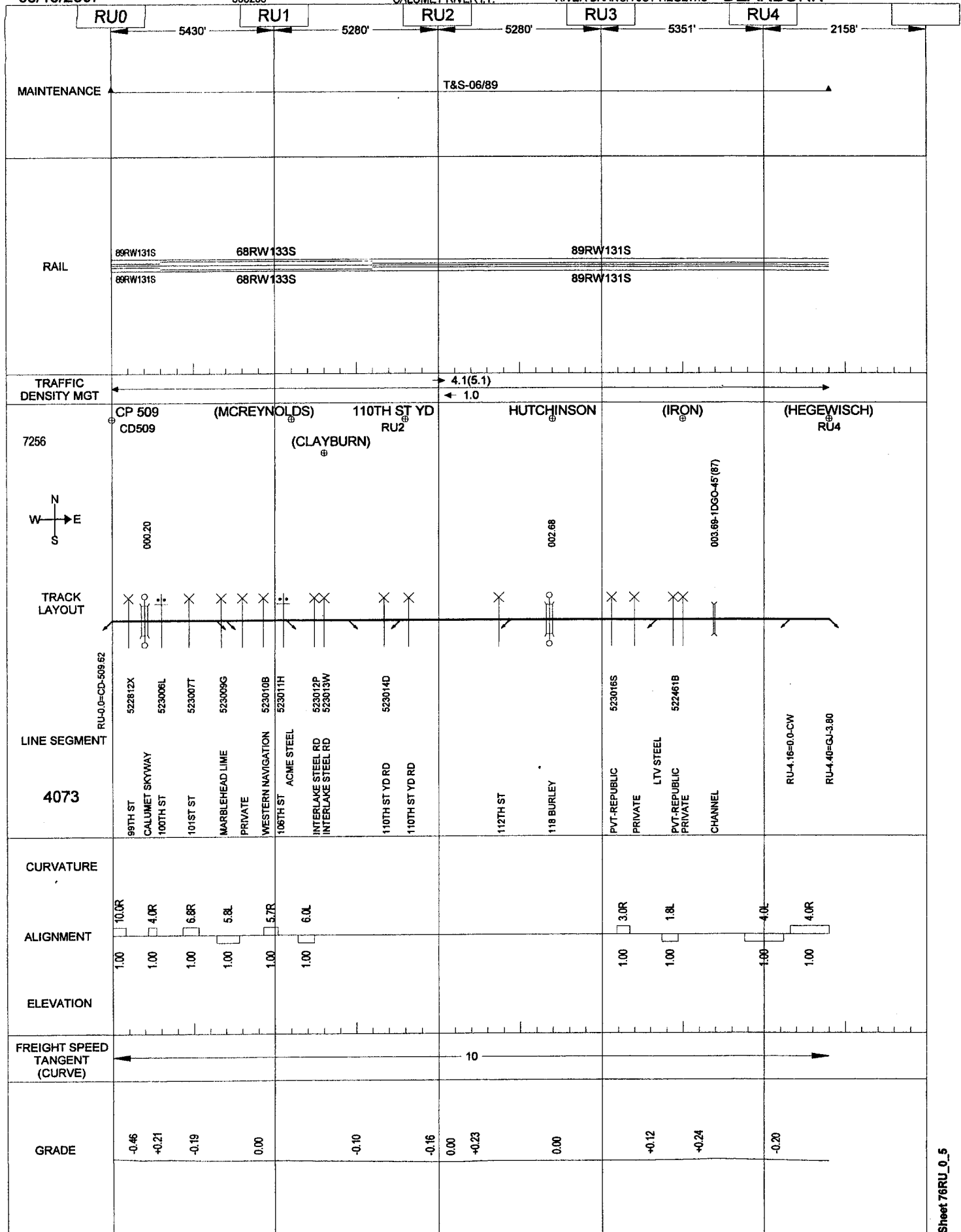
503235

251

CALUMET RIVER I.T.

RIVER BRANCH JCT-HEGEWIS

DEARBORN



08/16/2007

503246

252
SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ4

GJ5

5280'

5261'

MAINTENANCE

T&S-06/85

RAIL

50U130S

68RW131S

01RW132S

68RW131S

01RW132S

50U130S

68RW131S

01RW132S

68RW131S

01RW132S

TRAFFIC
DENSITY MGT

7256



TRACK
LAYOUT

(HEGEWISCH)

(BURNHAM)

(WOLF LAKE JCT)

GJ4

GJ-4.17=UO-0.0

004.76-5BSO-182 (01)

LINE SEGMENT

4004

GJ-3.80=RU-4.40

522460U

522459A

522458T

522458E

522455X

522454R

133RD ST

134TH ST

135TH ST

BRAINARD AVE

NICTD SM 58 M-HS

CHIPPewa ST

CSS SM 57 M-CSS

CSS SM 57 M-CSS

CALUMET RIVER

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

25

25

25

GRADE

0.00

+0.25

0.00

+0.45

+0.34

+0.29

0.00

08/16/2007

503246

253

SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ5

5262'

MAINTENANCE

T&S-06/85 ▲

RAIL

01RW132S
01RW132S

68RW131S

68RW131S

TRAFFIC
DENSITY MGT

(CALUMET PARK)

7256

N
W — E
STRACK
LAYOUT

○ —

LINE SEGMENT

4004

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 25 →

GRADE

0.00
+0.25

08/16/2007

503207

254

BERNICE R.T.

DOLTON-CALUMET RIVER

DEARBORN

QP294

5280'

5283'

T&S-06/76

MAINTENANCE

RAIL

53UJ131S

53UJ131S

68U130S
68U130STRAFFIC
DENSITY MGT

0.0(0.0)

0.0

7175

(DOLTON)
QP293(RIVERDALE)
QP294S
E → W
NTRACK
LAYOUT

294.12

LINE SEGMENT

4043

522338C
522339J

522340D

137TH ST
137TH PL137TH ST
IC RR

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.04

-0.02

0.00

08/16/2007

503233

255

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

013.72-185B-12'

LINE SEGMENT

3944

KENNEDY AVE 522092G

JH-12.37=LK-10.05

KANKAKEE LINE

JH-12.60=MQ-281.97

US 41

NS SM 65

AIRPORT RD-61ST AVE 522093N

DYER DITCH

CURVATURE

ALIGNMENT

ELEVATION

1.0R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

+0.10

-0.04

+0.10

+0.37

-0.37

+0.17

+0.06

-0.80

+0.08

+0.38

08/16/2007

503233

256

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
4521(DYER)
IN IL

015 18-1 DGB-68'

016 53-3 BSO-42' (90)

018 36

018 96-5 WTB-60'

TRACK
LAYOUT

LINE SEGMENT

3944

HART DITCH
CSXT RB 78 M-CSXT
SHEFFIELD AVE
LAKE ST522095C
522096J
LINCOLN HWY522097R
PRIVATE

DEEP CREEK

260649C
TORRENCE

SR 394

522099E
PRIVATE
DEER CREEK522100W
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

08/16/2007

503233

257

HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

JH20

5280'

MAINTENANCE

RAIL

37NJ105S
37NJ105STRAFFIC
DENSITY MGT

4521

S
E — W
N

020.14-1CBB-10'

TRACK
LAYOUT

LINE SEGMENT

3944

THIRD CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.07
+0.55

08/16/2007

503207

258

MUNSTER I.T.

SCHERERVILLE-HARTSDALE

DEARBORN

MQ281

MQ282

MQ283

5280'

5262'

5281'

5283'

MAINTENANCE

T&S-06/76

T&S-06/89

RAIL

41UJ131S

56UJ131S

51UJ131S

43UJ130S

41NU130S

43NU130S

41UJ131S

56UJ131S

51UJ130S

43UJ130S

41NU130S

43NU130S

TRAFFIC
DENSITY MGT

7148

(HARTSDALE)



TRACK
LAYOUT

281.32

281.67



LINE SEGMENT

3947
3950

KANKAKEE LINE

US 41
MS SH 65

MQ-281.97=JH-12.60

522313G

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

+0.02

+0.01

08/16/2007

503124

259

EAST BRADLEY I.T.

KANKAKEE

DEARBORN

YK0

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

(KANKAKEE)

2480



TRACK
LAYOUT

YK-0.0=KS-100.70



533154H

507894U

LINE SEGMENT

4127

FAIR, RT 50

BROOKMONT

CURVATURE

ALIGNMENT

12.9L

12.0L

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.02

08/16/2007

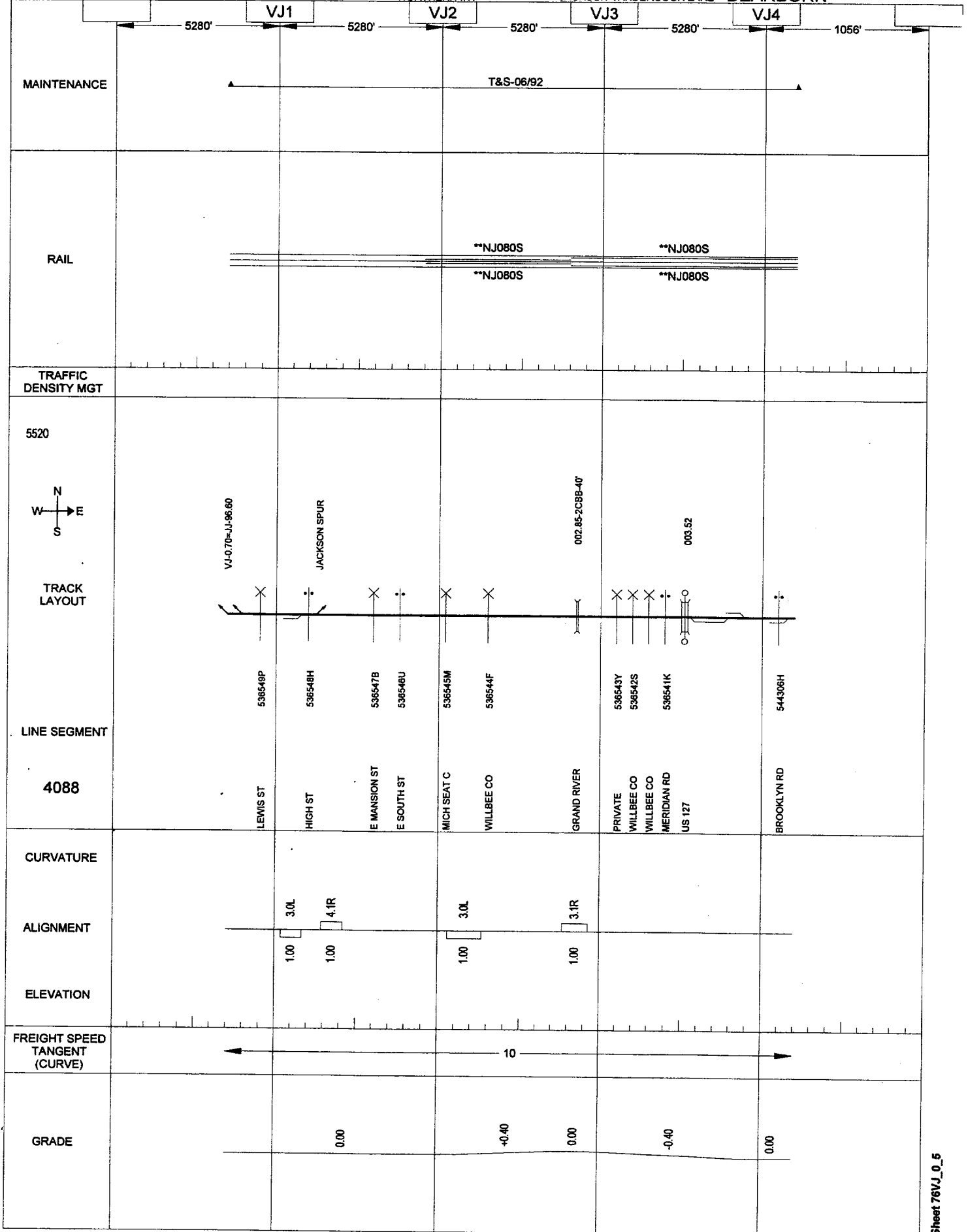
505348

260

NORTHERN I.T.

JACKSON-VANDERCOOK LAKE

DEARBORN



08/16/2007

505321

261

JACKSON I.T.

JACKSON-JACKSON JCT

DEARBORN

JJ97

2640'

1868'

MAINTENANCE

T&S-06/73

RAIL

57NJ127S

57NJ127S

TRAFFIC
DENSITY MGT

(JACKSON JCT)

2390

W
S → N
E

086.87-39SB-98'

TRACK
LAYOUT

LINE SEGMENT

4016

JJ-96.60=VJ-0.70
GRAND RIVER
BRIDGE ST
536176T
ELM ST
536175L
JJ-97.40=MH-74.75

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

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

10

-0.38

+0.19

08/16/2007

505352

262

LANSING I.T.

NORTH LANSING

DEARBORN

UA61

5280'

2112'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410



TRACK
LAYOUT



(N. LANSING)

LINE SEGMENT

3908

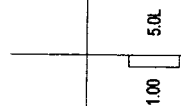
536388D
536390X
536391E
536392L
536393T
536394A

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

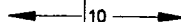
CURVATURE

ALIGNMENT

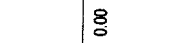
ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)



GRADE



08/16/2007

505352

263

LANSING I.T.

CEDAR RIVER

DEARBORN

XM58

5280'

5280'

T&S-06/86

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410

W
S → N
E

TRACK
LAYOUT

LINE SEGMENT

3905

(CEDAR RIVER)
XM58

058.89

536367D

S LOGAN ST

536368K

MT HOPE

536369S

S WASHINGTON ST

536370L

ISBELL ST

536372A

BAKER ST

XM-58.90-LZ.35.72

CEDAR ST

CURVATURE

ALIGNMENT

ELEVATION

3.1L
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

08/16/2007

505352

264

LANSING I.T.

ALBION

DEARBORN

VP22

VP23

2112'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.3(0.7) ←
← 0.4 →

→ 0.0(0.0) ←
← 0.0 →

2410

CP ALBION
MH96

(ALBION)
VP22

W
S → N
E

VP-21.60=MH-95.96

TRACK
LAYOUT



LINE SEGMENT

3902

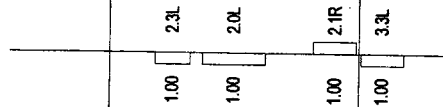
903794F
538464M
538465U
538466B
538467H
538468P
538469W
538470R
538471X
903795M

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

CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

08/16/2007

505354

265

LANSING MFRS. RR.

LANSING

DEARBORN

XF0

XF1

XF2

XF3

XF4

XF5

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/88

RAIL

33RJ105S

35RJ105S

TRAFFIC
DENSITY MGT

(LANSING)

(SAGINAW YD)

XF3

4140



001.28-8WTB-230'

002.80-2DGB-118'

002.95
002.97

003.20

003.90-2DGB-140'

004.66

004.69

004.70

004.74

004.84

004.90

TRACK
LAYOUT

LINE SEGMENT

4112

N GRAND RIVER ST
536338C

GRAND RIVER

PRIVATE

PRIVATE

W WILLOW ST
536339J

PRIVATE

SAGINAW ST

W MICHIGAN AVE
536401HST JOSEPH ST
536402PL486 XWAY
536405KLOGAN ST
903797B

LOGAN ST

DIVISION ST

CURVATURE

ALIGNMENT

6.0L
1.0010.0L
1.004.5L
1.009.0R
1.007.0L
1.006.0L
1.001.8R
1.004.3L
1.0014.5L
1.0015.2R
1.001.8L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

08/16/2007

505354

266
LANSING MFRS. RR.

LANSING

DEARBORN

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

08/16/2007

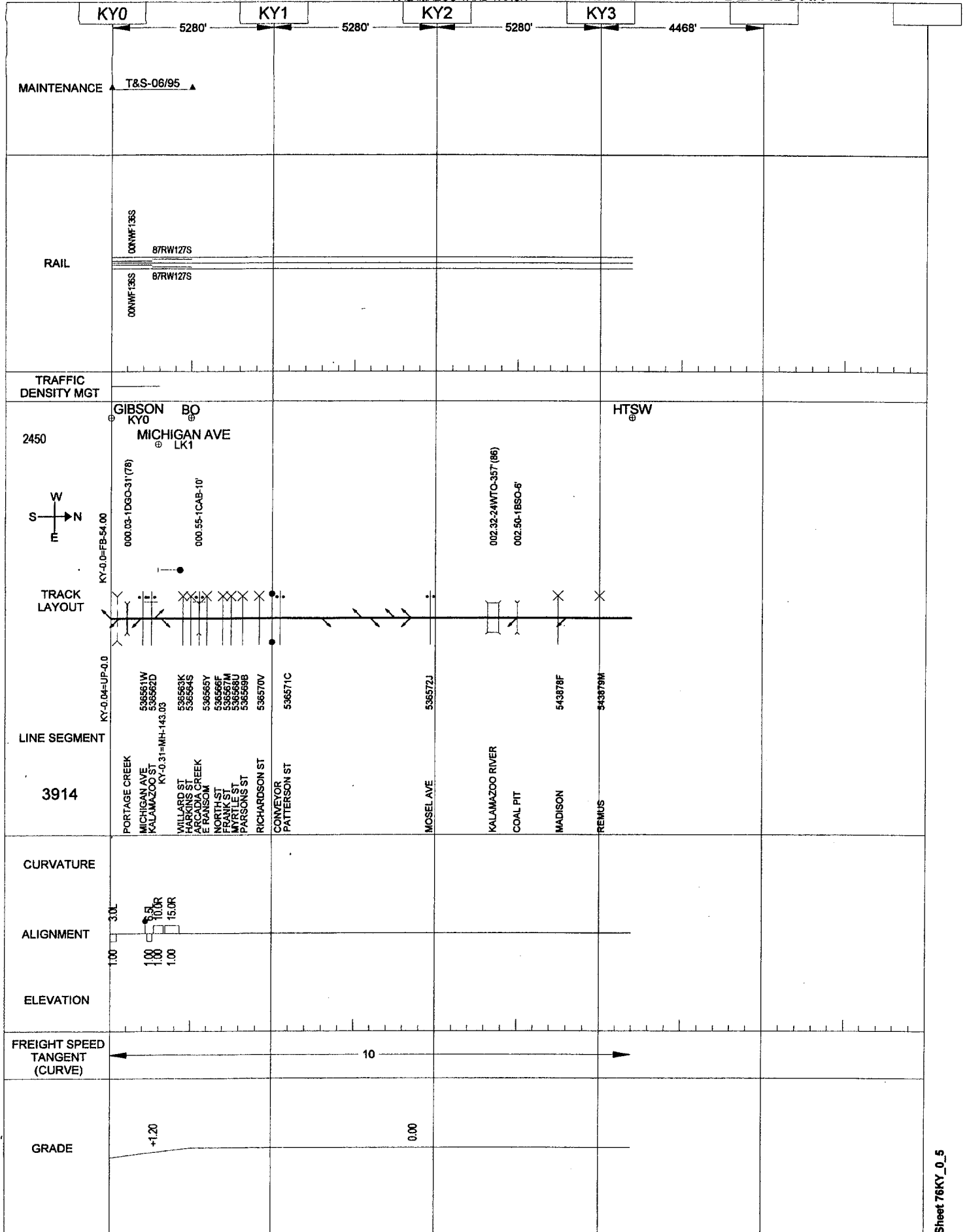
505341

267

KALAMAZOO YARD TRACK

BO-PARCHMENT

DEARBORN



08/16/2007

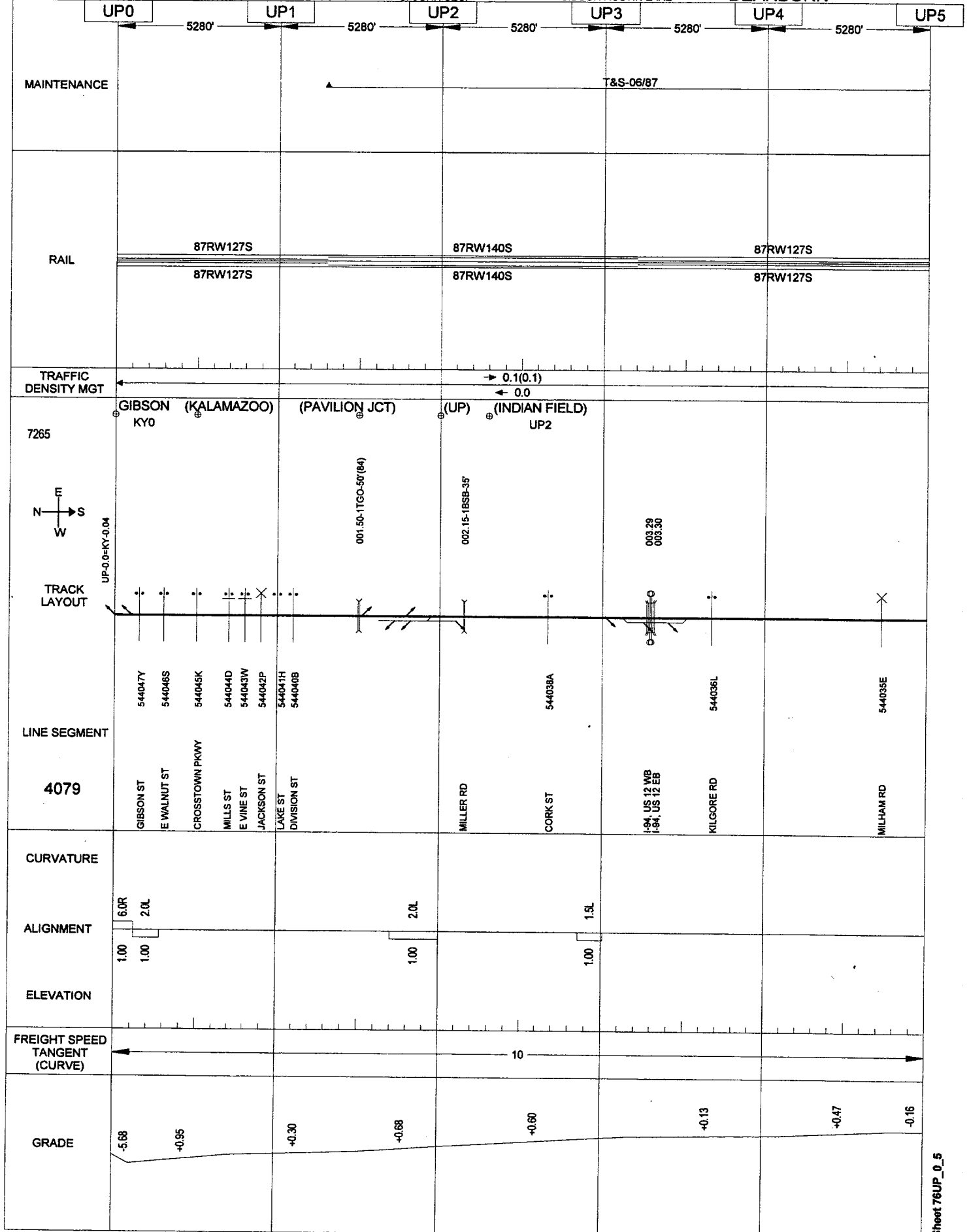
505338

268

UP JOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



08/16/2007

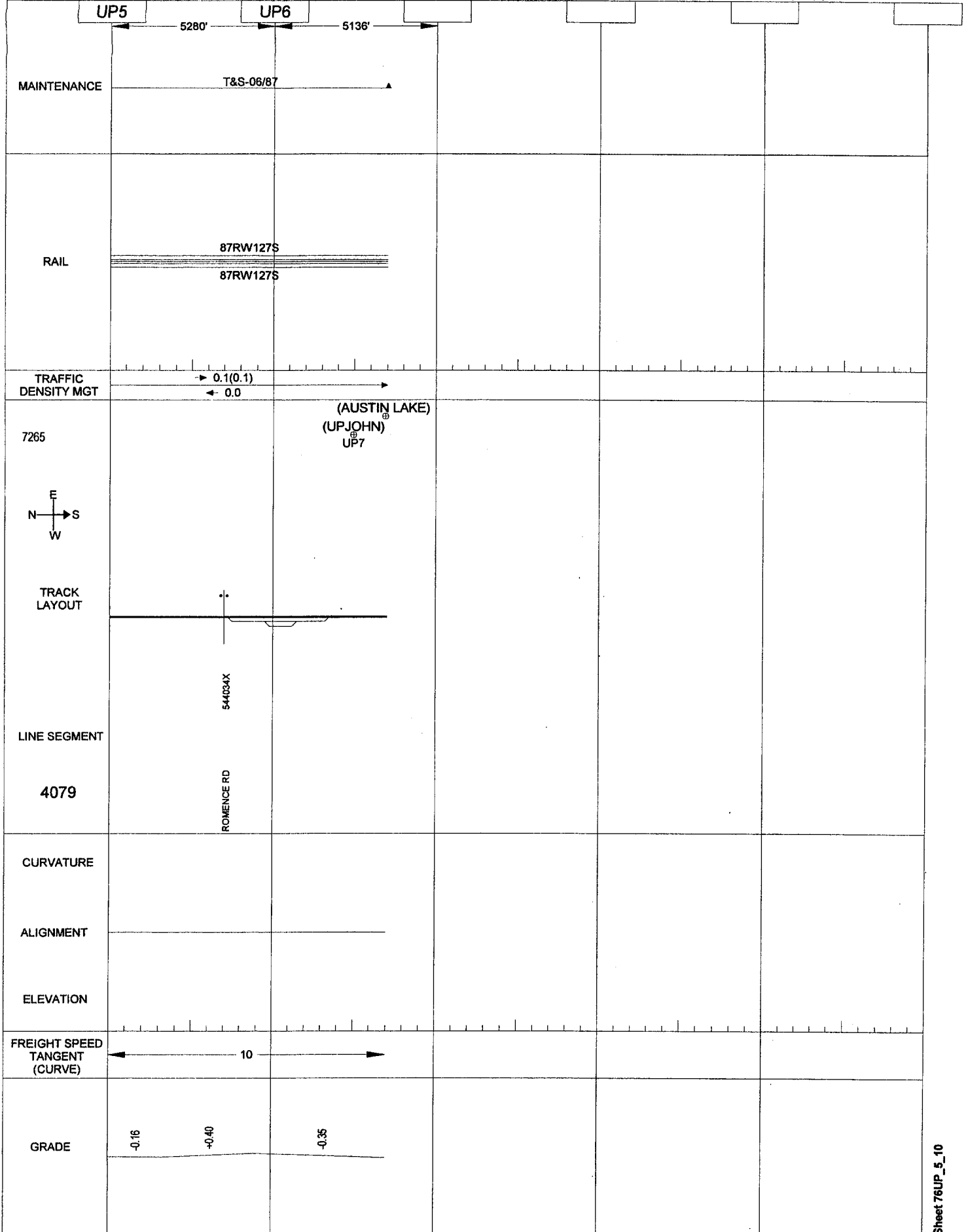
505338

269

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



08/16/2007

505341

270

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



TRACK
LAYOUT

OW-66.80-FB-65.66
PLAINWELL PAPER
066.78-1BSO-10'(85)

066.01
066.03

(OTSEGO)

069.30-6WTO-90'(84)

LINE SEGMENT

3932

543886X
903772F

543889T

543891U

543892B

543893H

543894P

543895W

543896D

543897K
543895K

BROAD ST
OAK ST
CATTLE PASS

MAIN ST (10TH ST)

RT M 131
RT M 131
PRIVATE

MILLER RD

MILLER RD

106TH AVE

GUN RIVER

HILL ST

RIVER RD

PRIVATE
21ST ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

0.1R

1.00

0.1L

1.00

0.3R

1.00

15

-0.04

-0.20

-0.51

0.00

+0.14

08/16/2007

505341

271

PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

OW70

1265'

MAINTENANCE

RAIL

87RW127S
87RW127STRAFFIC
DENSITY MGTW
S — N
ETRACK
LAYOUT070.05-1850-24' (NA)
070.15-1850-15'

543898S

LINE SEGMENT

3932

PRIVATE
COAL PIT
PIPELINE
COAL HOPPER

CURVATURE

ALIGNMENT

0.8R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.14

08/16/2007

505340

272

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

LINE SEGMENT

4115

543866L
543867T
543868A
543869G

CONVEYOR
PRIVATE
PRIVATE
CONVEYOR
36TH ST SE
EASTERN AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.65

-0.47

08/16/2007

505340

273

HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN

XH90

XH91

XH92

5280'

5280'

5280'

MAINTENANCE

T&S-06/90

RAIL

29NJ105S

29NJ105S

TRAFFIC
DENSITY MGT

4160



TRACK
LAYOUT

090.82-1TGB-113'
090.90-3TGB-94'

091.38-1TGB-47'

092.13

XH-92.40-FB-100.80

LINE SEGMENT

4115

54387DB
543871H

543874D

543875K
543876S

32ND ST
MADISON AVE

28TH ST
DIVISION ST

BUCHANAN ST
PLASTER CREEK

KIRTLAND ST
KRELL PAPER
BURTON ST

CURVATURE

ALIGNMENT

2.0R

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.61

-0.25

+0.13

08/16/2007

505341

274
KALAMAZOO I.T.

GRAND RAPIDS

DEARBORN

KZ95

5280'

MAINTENANCE



RAIL

TRAFFIC
DENSITY MGT

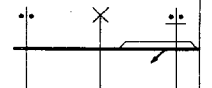
1.1(2.1)
1.0

2460

(GRAND RAPIDS)
KZ94



TRACK
LAYOUT



LINE SEGMENT

3911

545659Y
BUTTERNORTH ST
545657K
WATSON ST
TO CSXT
FULTON ST

CURVATURE

ALIGNMENT

ELEVATION

4.3L
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

08/16/2007

505338

275

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

TO CSXT

4097

CURVATURE

ALIGNMENT

2.0R
1.00
1.00
1.5R

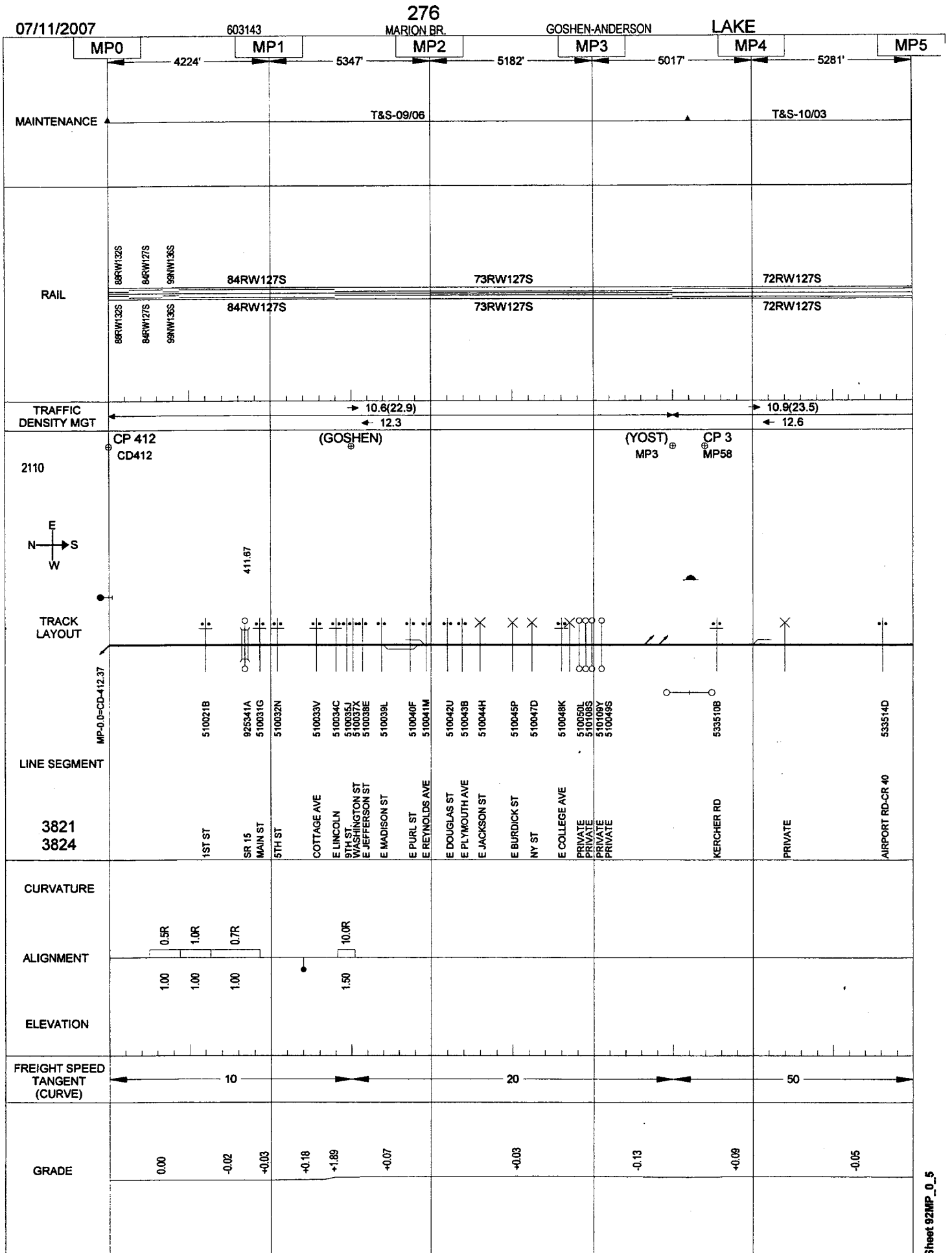
ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.19
+0.04



07/11/2007

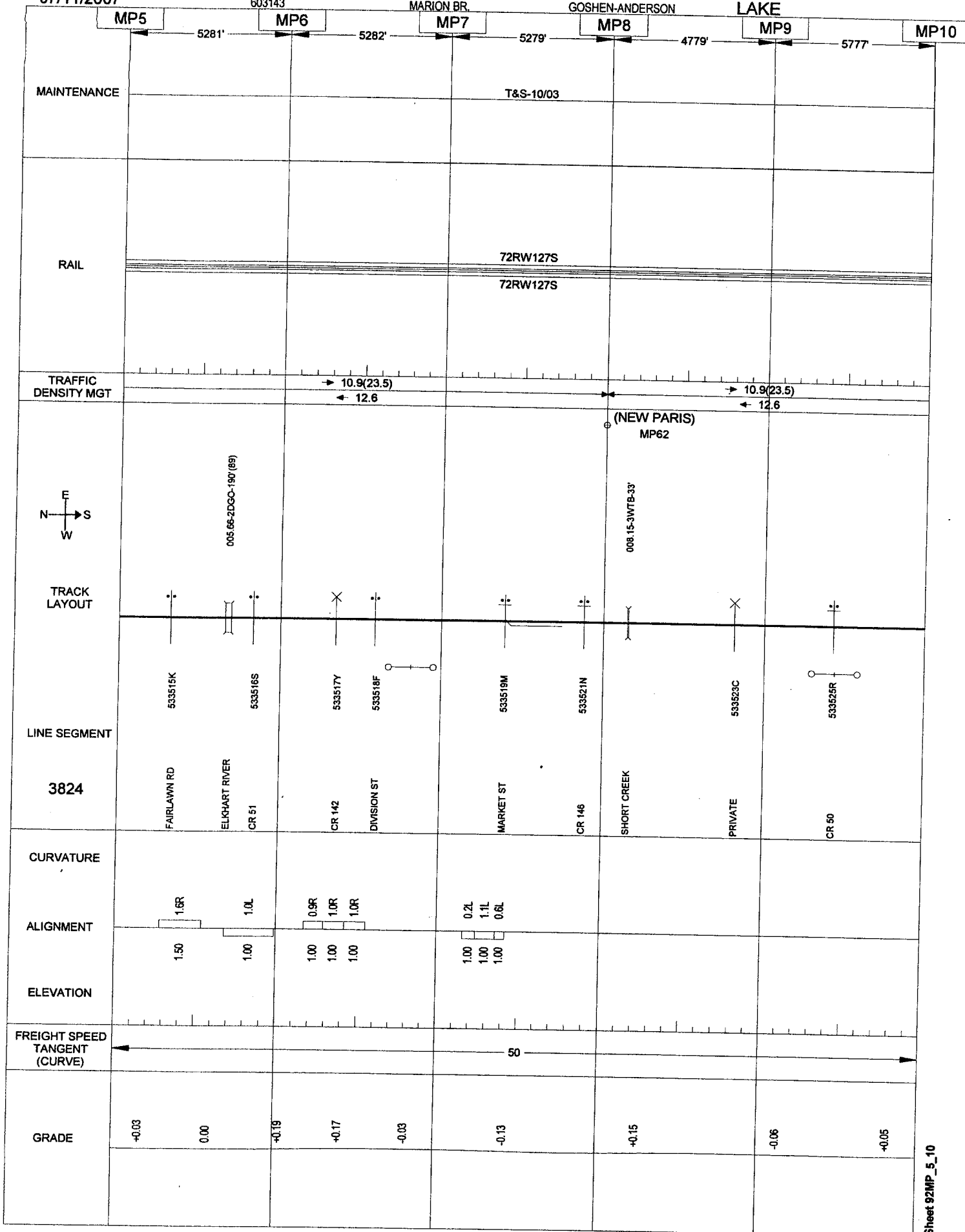
603143

277

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

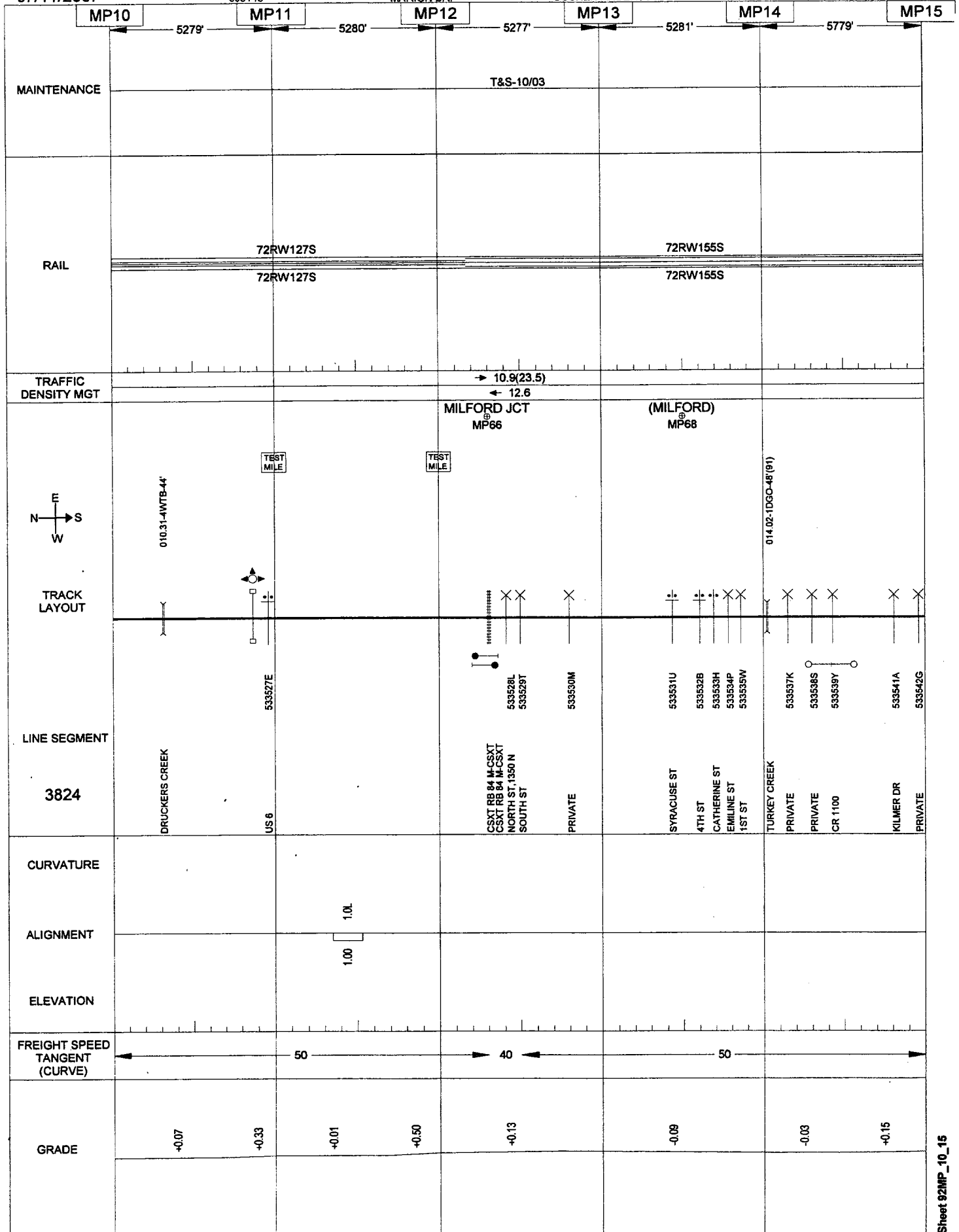
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278

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

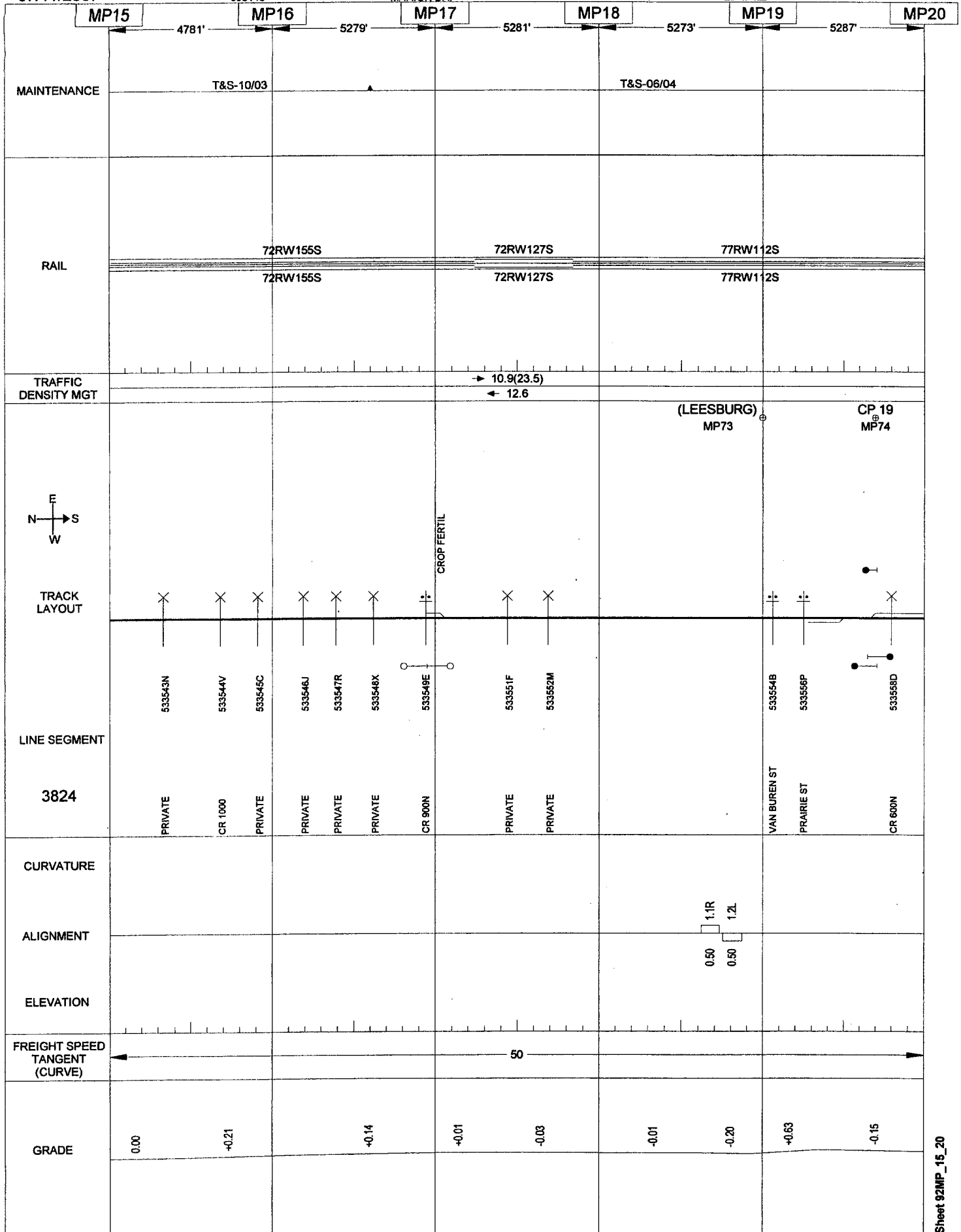
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279

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

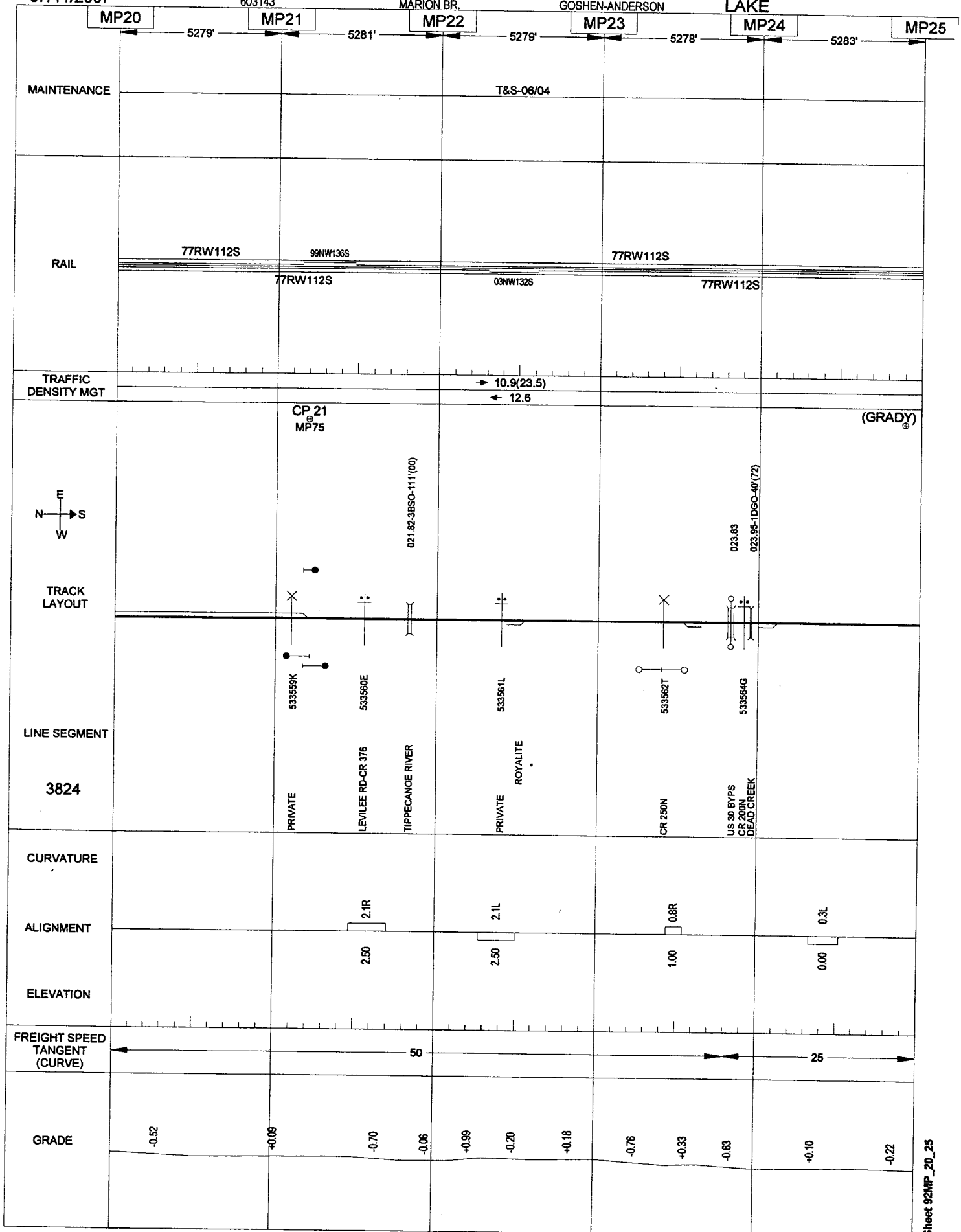
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280

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

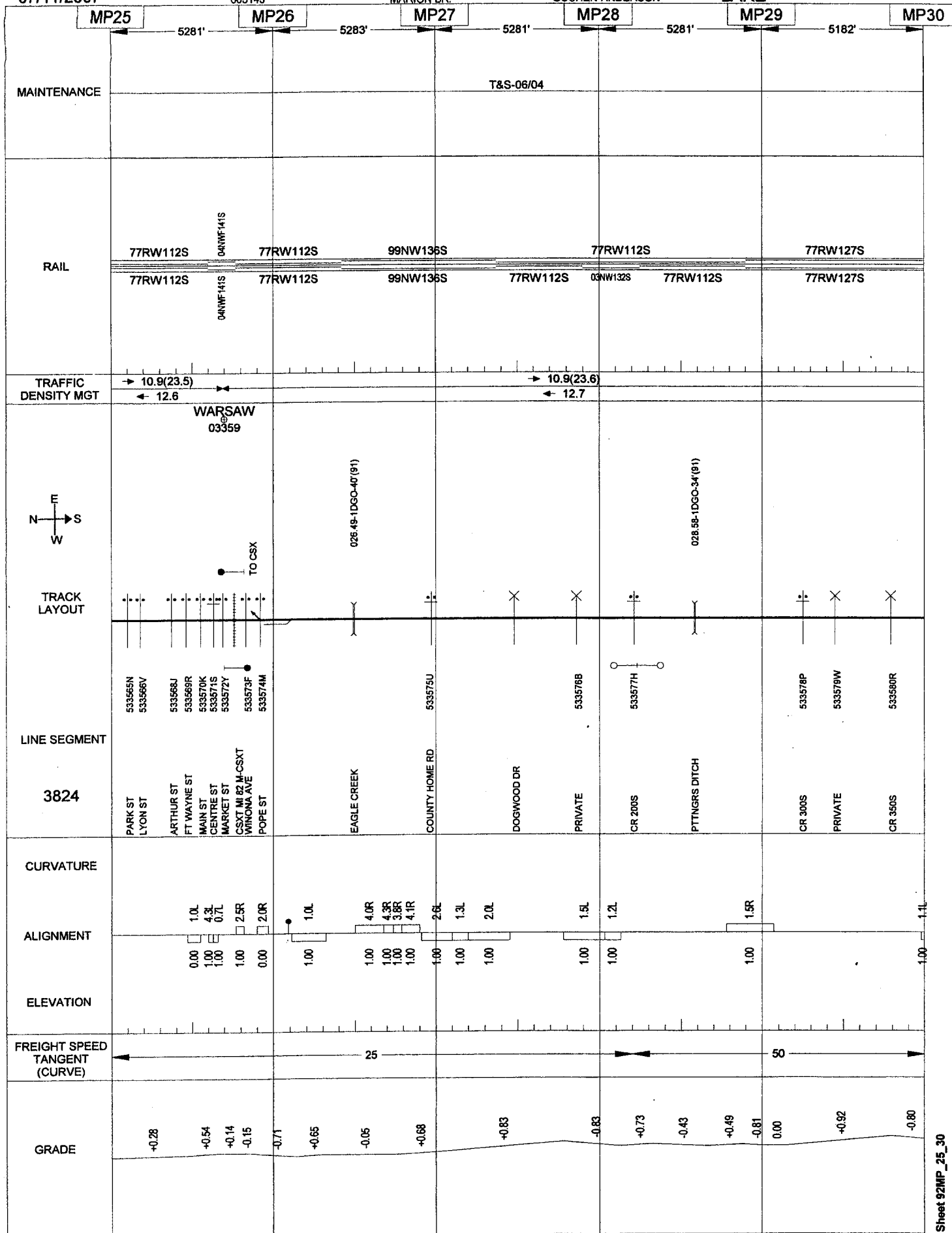
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281

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

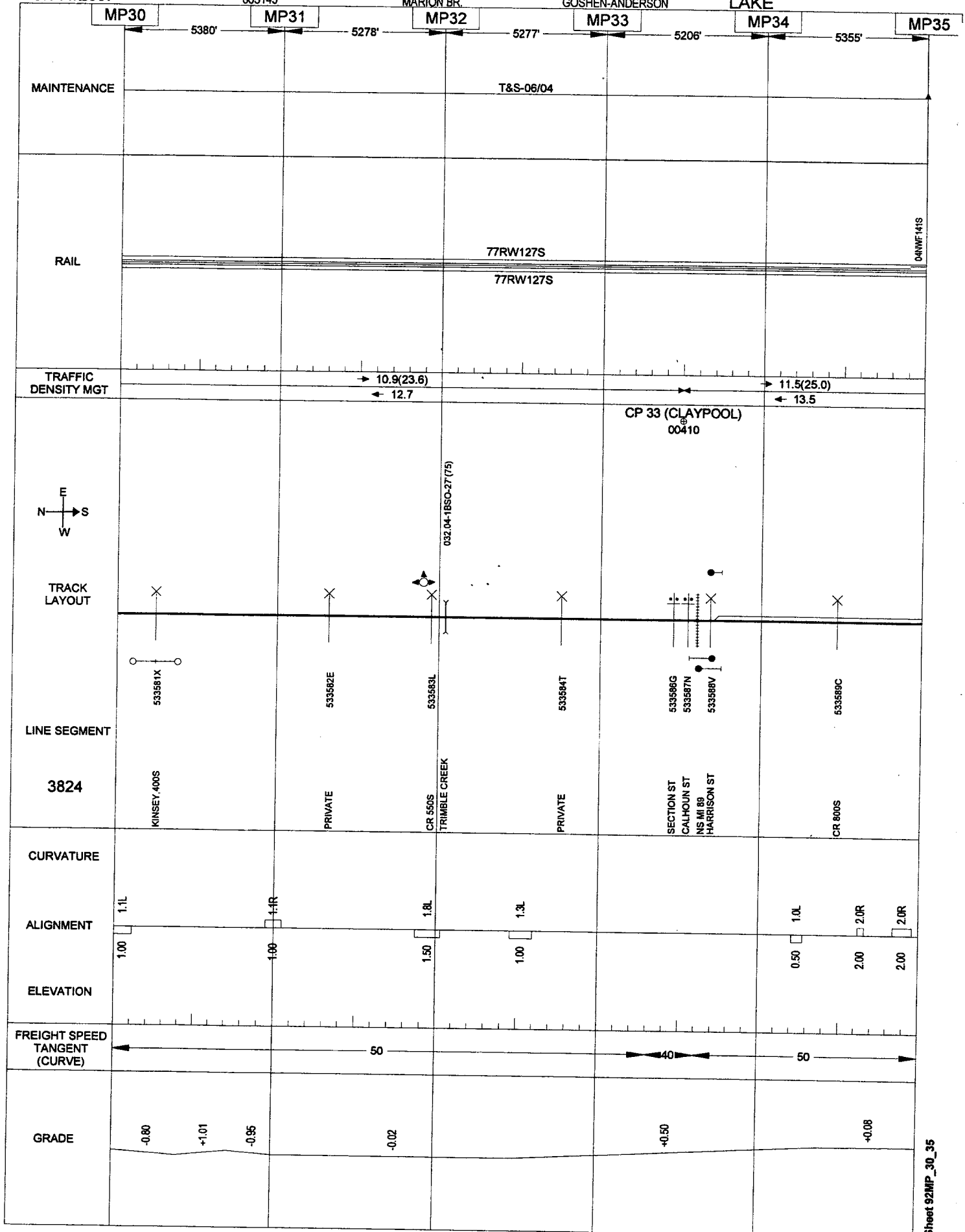
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282

MARION BR

GOSHEN-ANDERSON

LAKE



07/11/2007

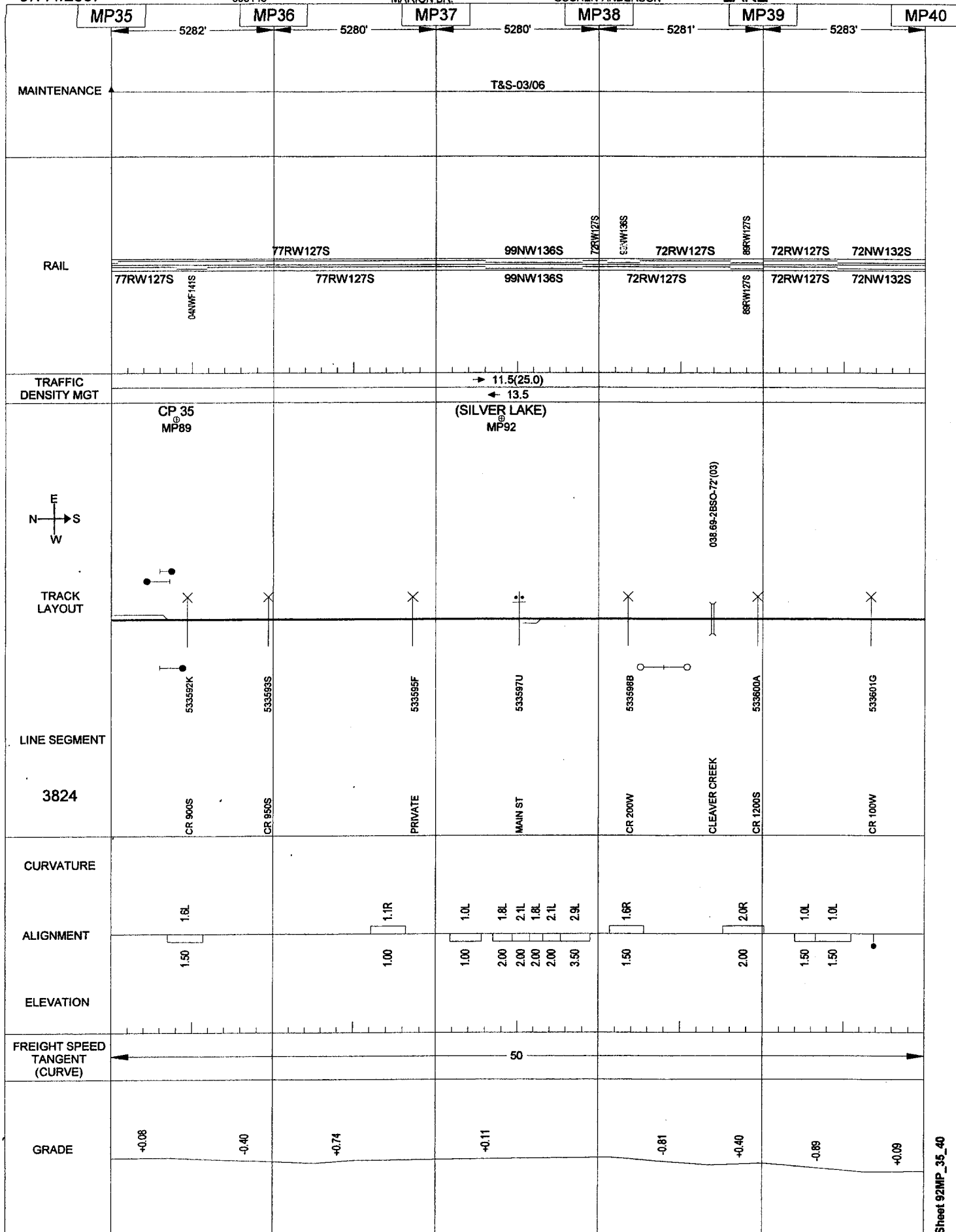
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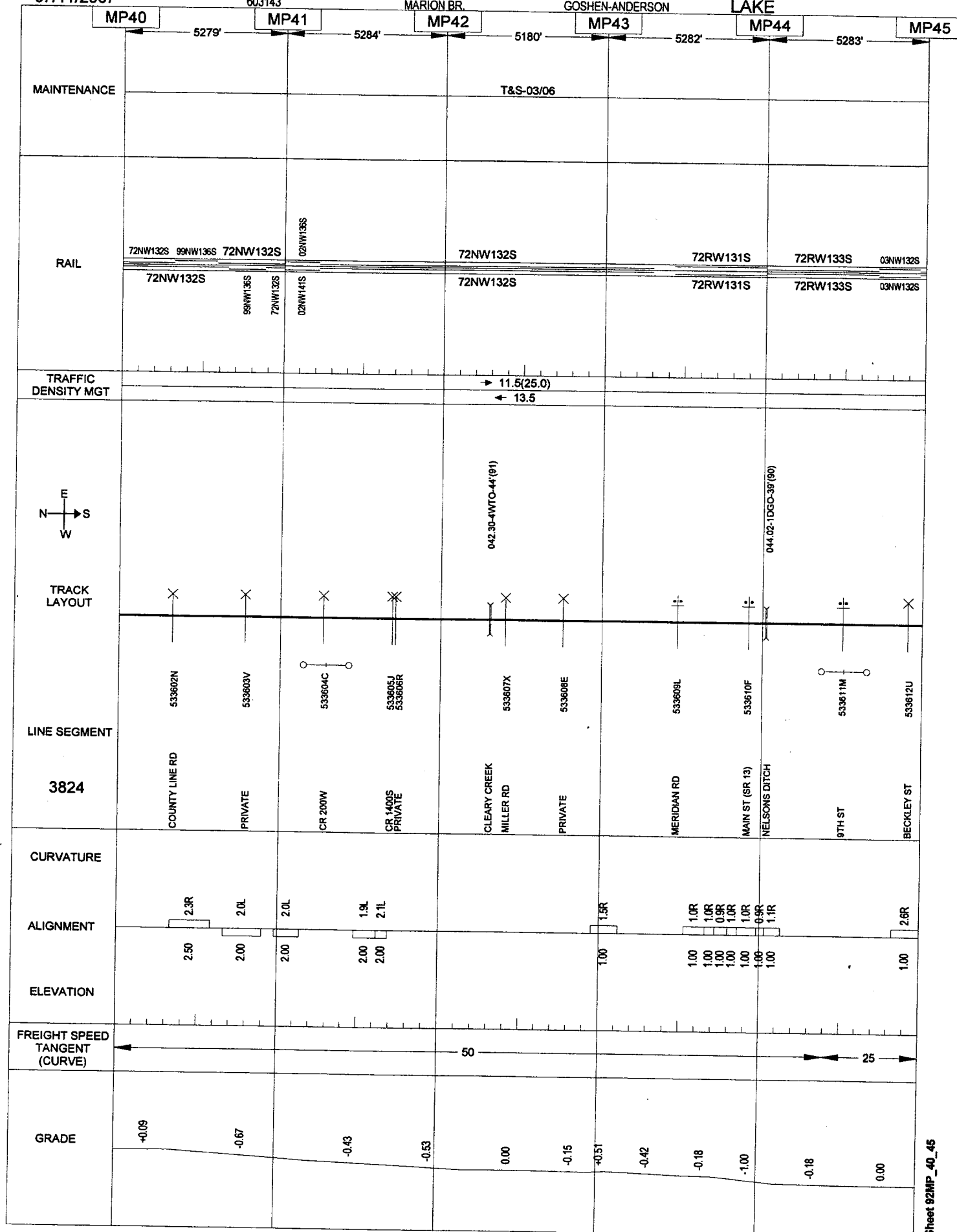
283

MARION BR.

GOSHEN-ANDERSON

LAKE





	MP50	MP51	MP52	MP53	MP54	MP55
MAINTENANCE	T&S-03/06					
RAIL	77RW127S 76RW112S					
TRAFFIC DENSITY MGT	→ 11.5(25.0) ← 13.5					
TRACK LAYOUT	(URBANA) MP106 CP 53 MP107 CP 54 MP108 052.88-3CBB-48' 054.96-3WTO-33'(92)					
LINE SEGMENT	3824 HOOVER RD PRIVATE URBANA CROP SR 16 MILL ST-CR 500N CEMETERY RD LITTLE CREEK CR 400N PRIVATE CR 300N SHARPE DITCH					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50					
GRADE	-0.37	0.00	-0.51	-0.10	-0.12	-0.13

07/11/2007

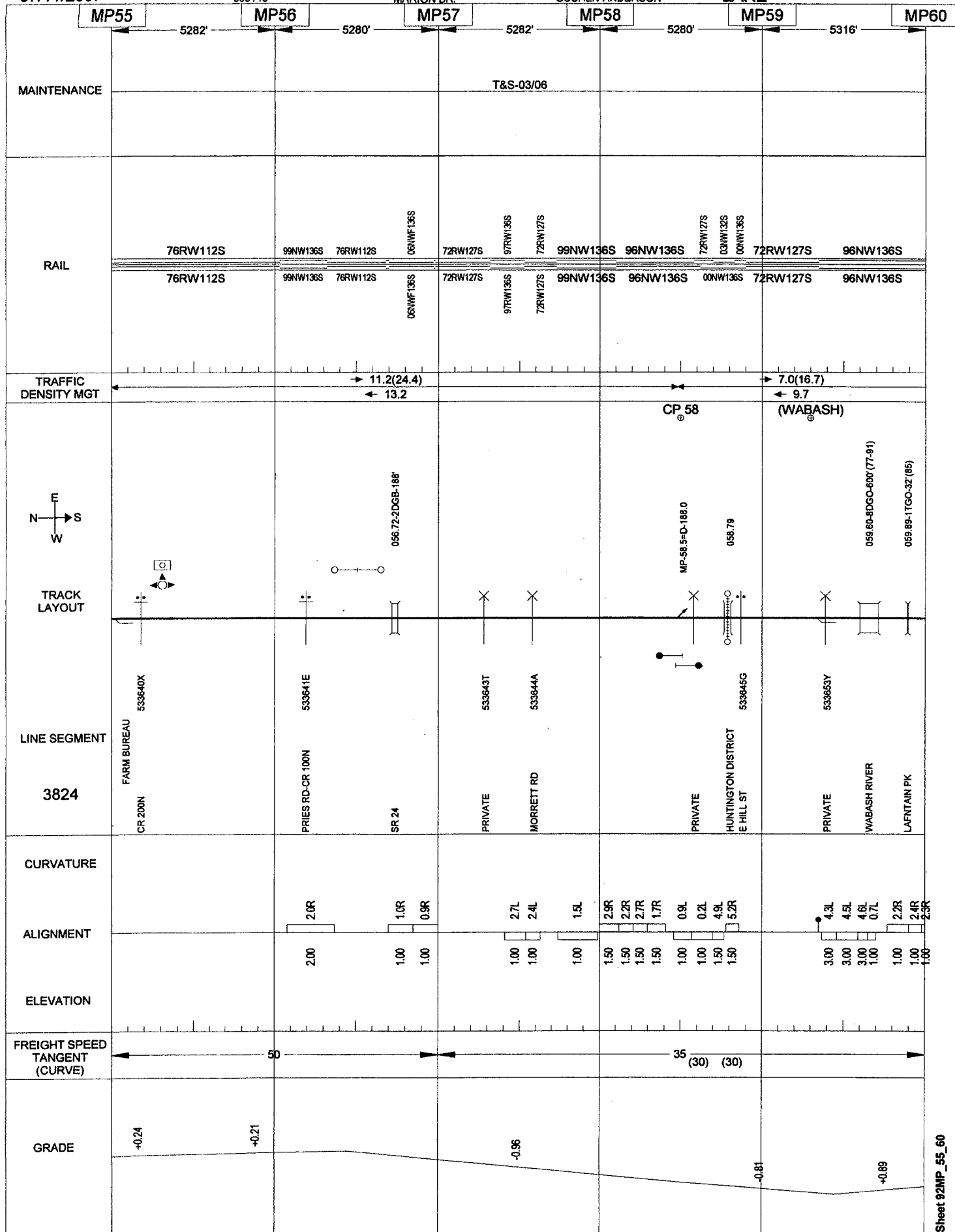
603143

287

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

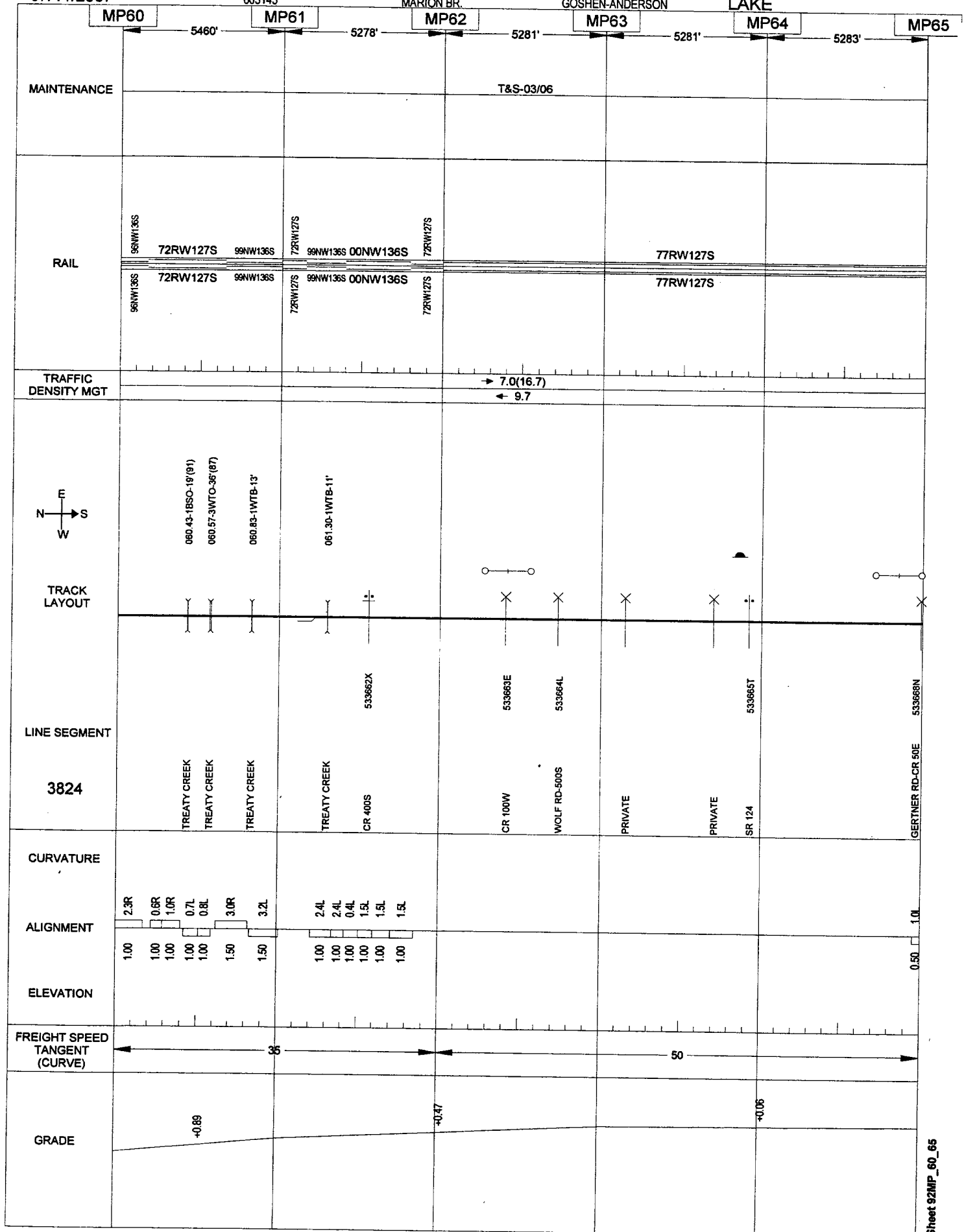
603143

288

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

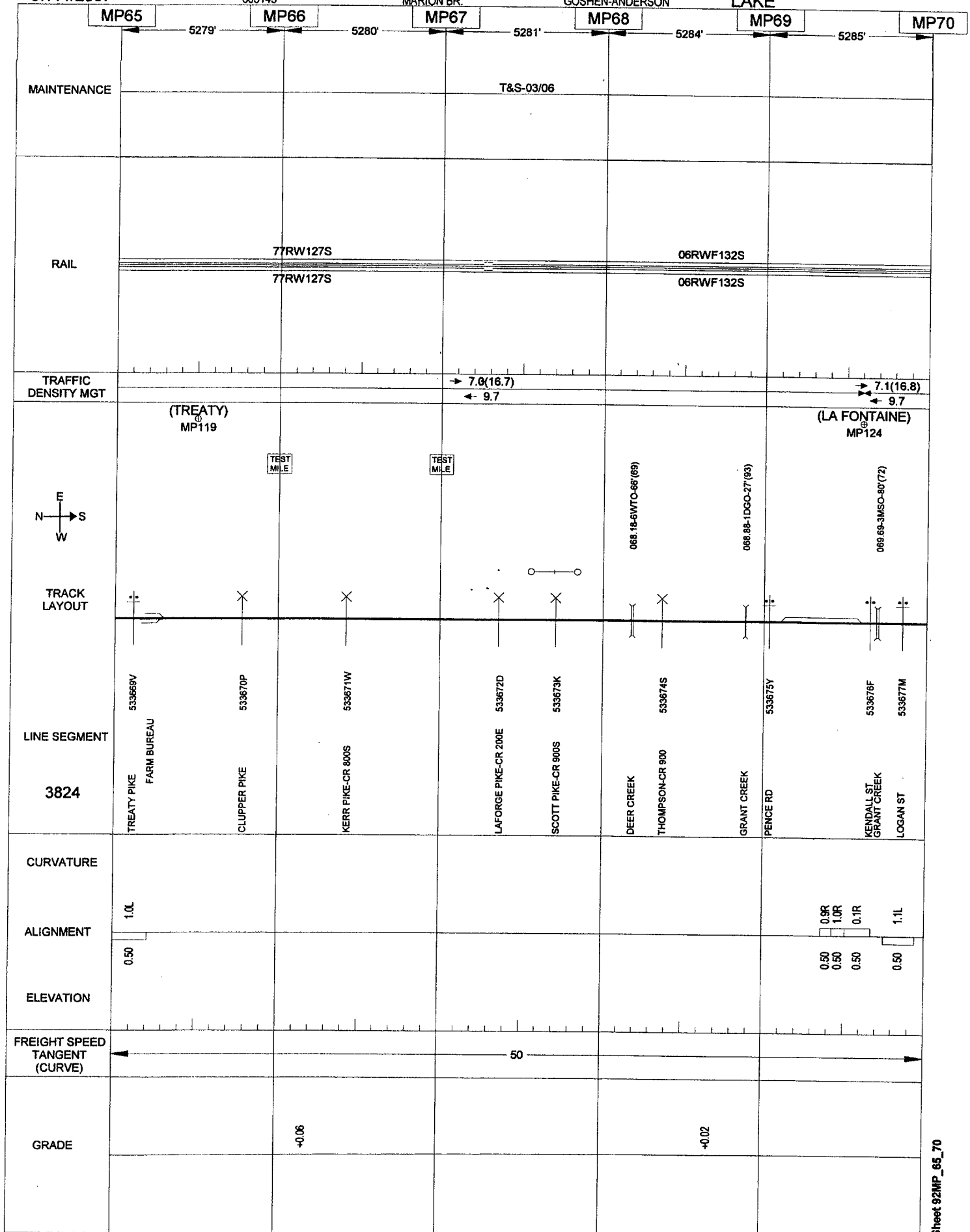
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289

MARION BR.

GOSHEN-ANDERSON

LAKE



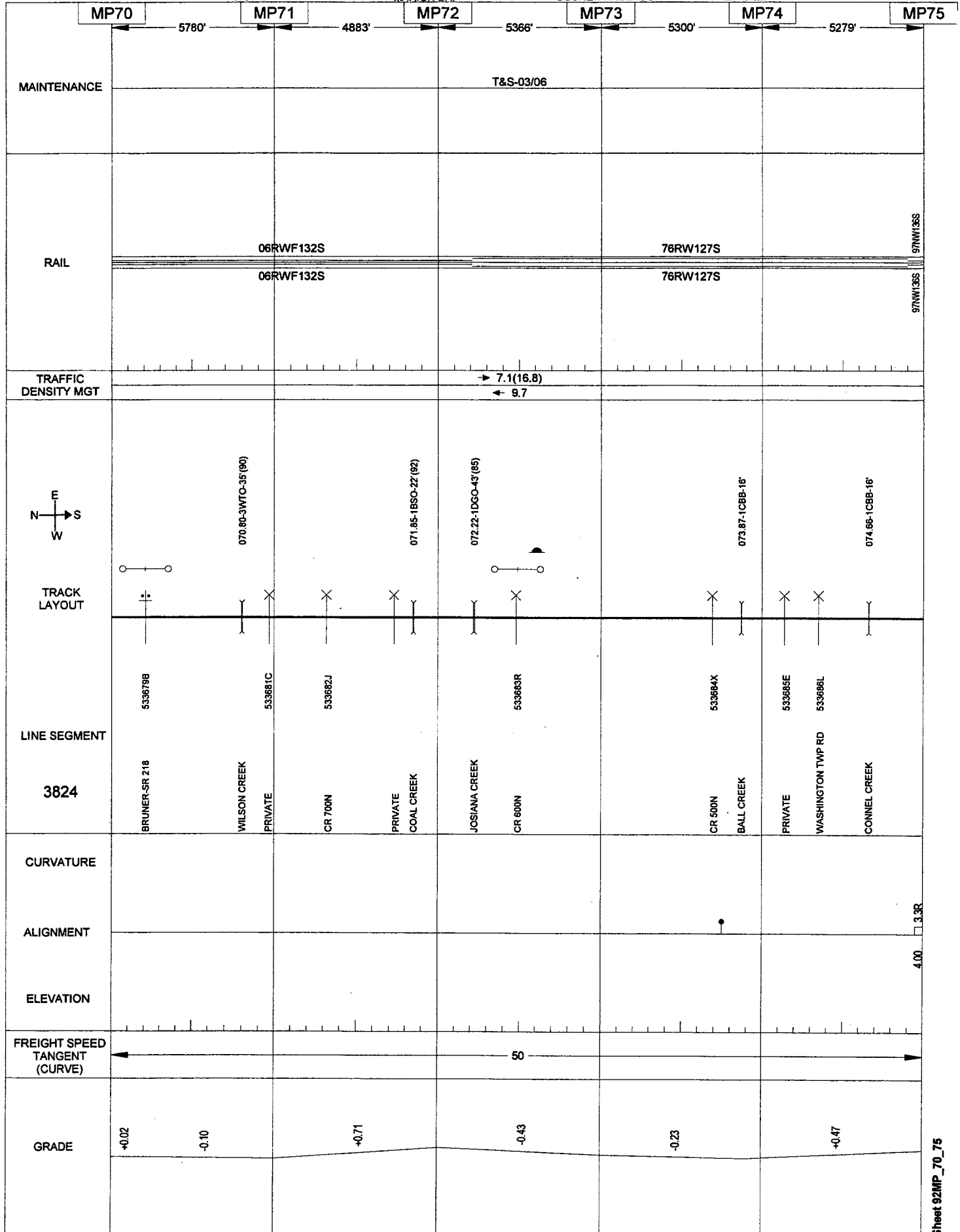
07/11/2007

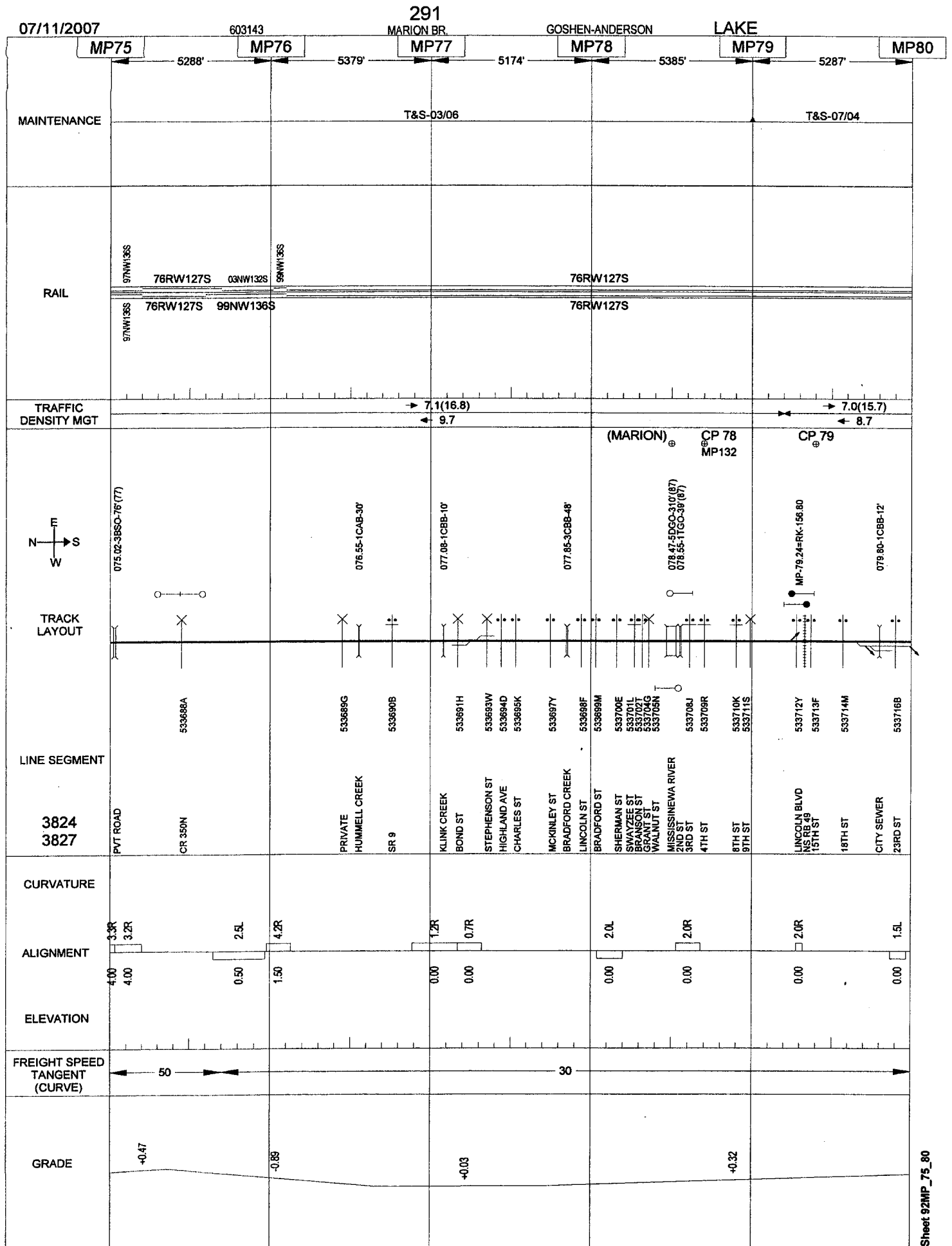
603143

290
MARION BR.

GOSHEN-ANDERSON

LAKE





	MP80	MP81	MP82	MP83	MP84	MP85
MILEAGE	5278'	5300'	5263'	5380'	5281'	
MAINTENANCE	T&S-07/04					
RAIL	76RW127S 76RW127S	02NW141S 02NW141S	76RW127S 76RW127S	82RW112S 82RW112S	97NW136S 97NW136S	82RW112S 82RW112S
TRAFFIC DENSITY MGT	→ 7.0(15.7) ← 8.7					
(SOLDIERS HOME)				(JONESBORO)		
N E W S						
TRACK LAYOUT						
LINE SEGMENT	C&O RR 30TH ST 31ST ST 33RD ST MERIDIAN ST 38TH ST PRIVATE DEER CREEK	SR 15	OLD KOKOMO HAW CREEK US 35/SR 22 2ND ST	BEAN CREEK 6TH ST 7TH ST 8TH ST 9TH ST		
3827 3830						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	30 45 30 45					
GRADE	+0.32 +0.09 -0.38 -0.05 -0.45 -0.21 -0.10 -0.23 +0.24					

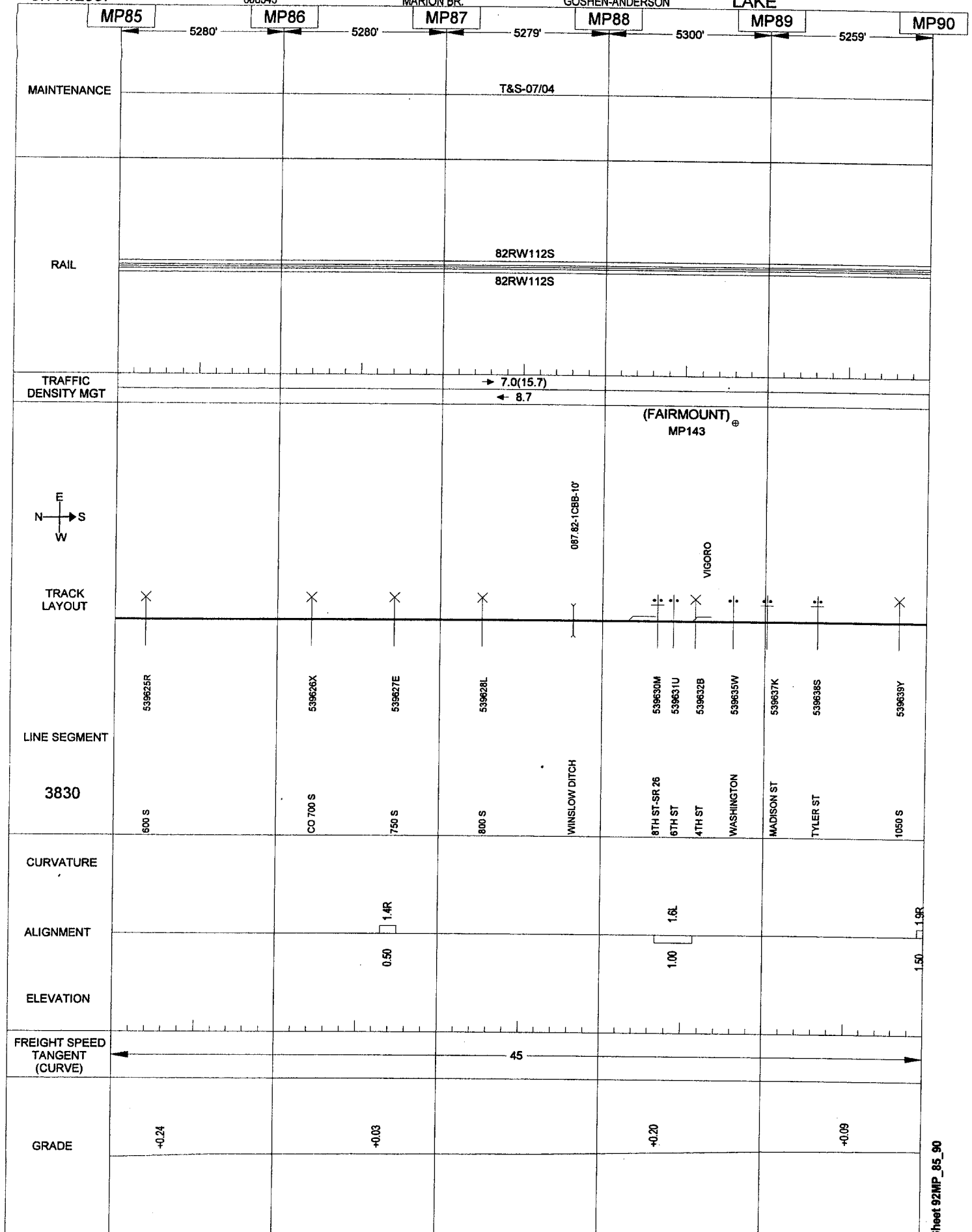
07/11/2007

608343

293
MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

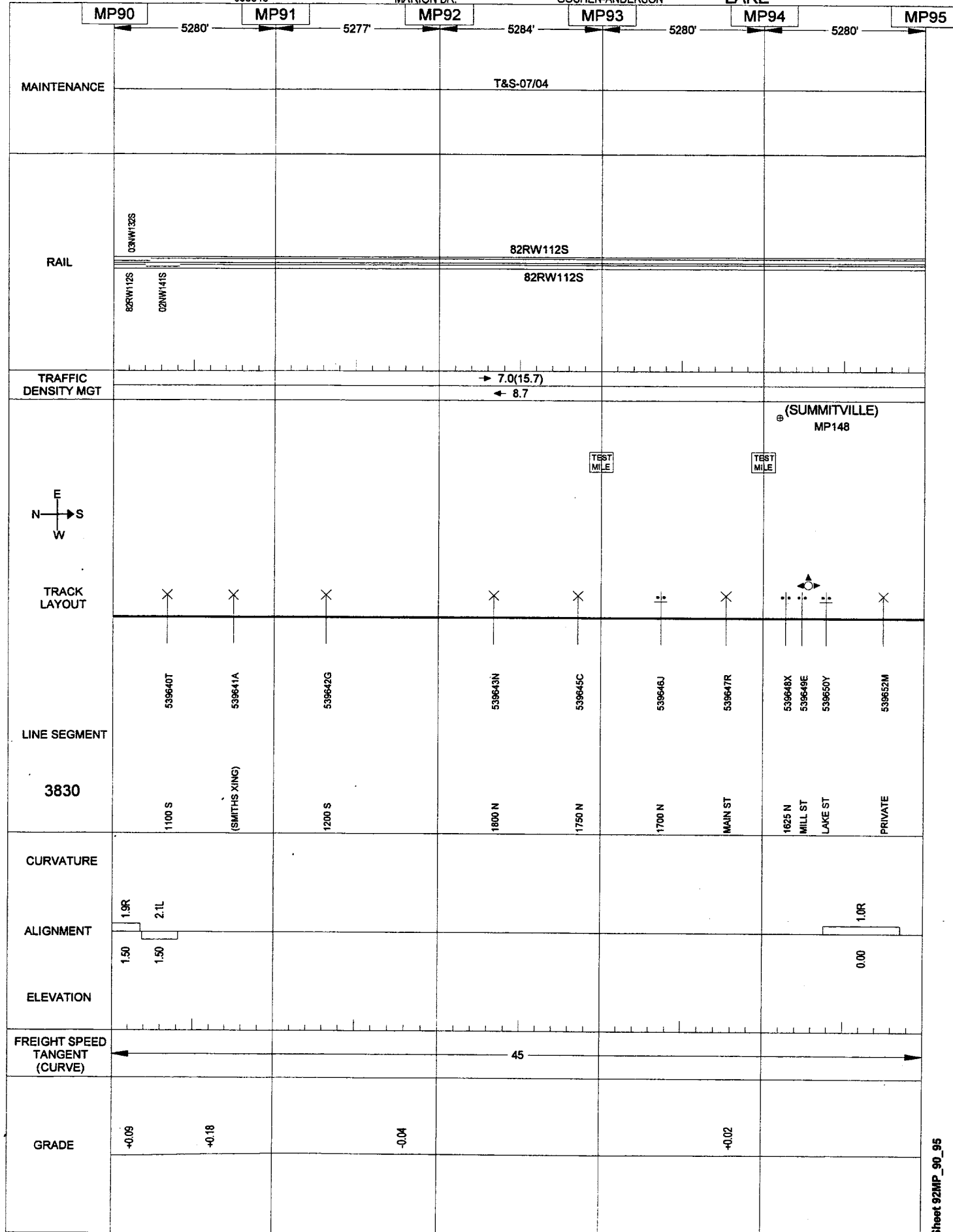
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294

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

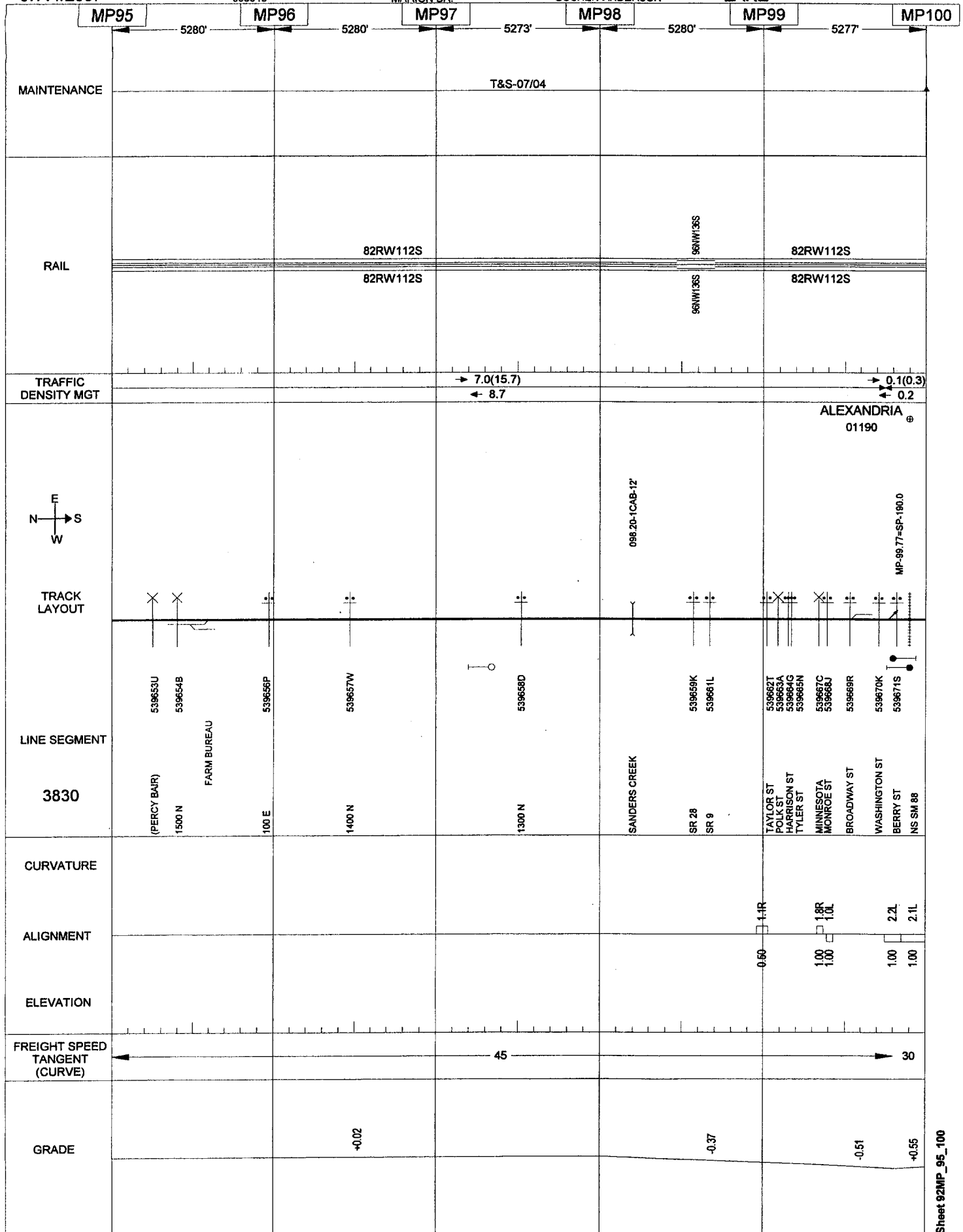
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295

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

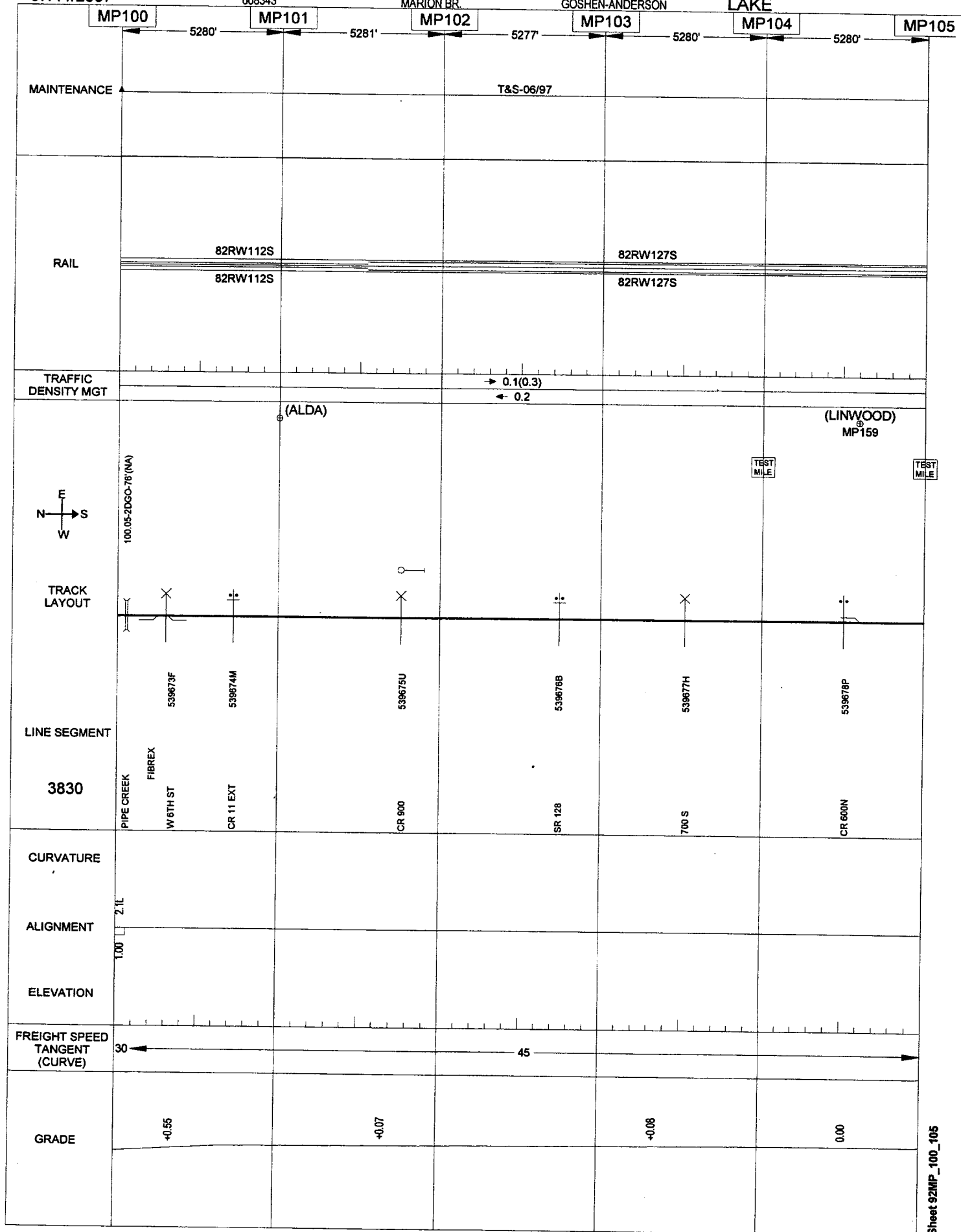
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296

MARION BR.

GOSHEN-ANDERSON

LAKE



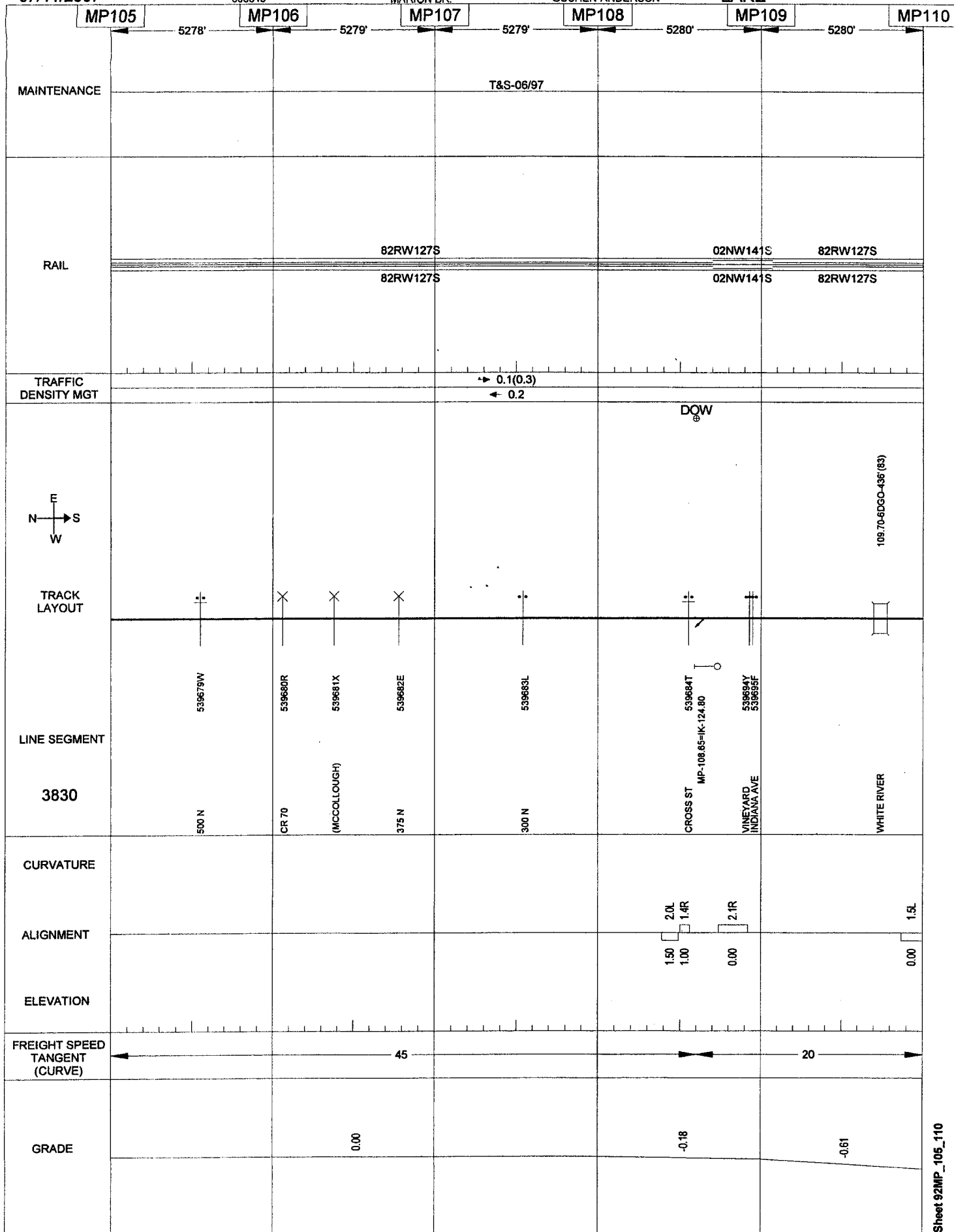
07/11/2007

608343

297
MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

608343

298

MARION BR.

GOSHEN-ANDERSON

LAKE

MP110

5331'

MAINTENANCE

T&S-06/97

RAIL

82RW127S

95W136S

82RW127S

95W136S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)

← 0.2

DIVIDE

E
N — S
W

TRACK
LAYOUT

TO CSXT

LINE SEGMENT

3830

539698B
539699H
539700A
539701G
539702N
539703V
539704C
539705J
539707X
539708E
539709L
539710F
539711M

2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST (HISTORICAL)
8TH ST
9TH ST
10TH ST
11TH ST-NICHOL AVE
12TH ST
13TH ST
14TH ST-SR 32

CURVATURE

1.5L

ALIGNMENT

0.00

8.8L

11.5L

ELEVATION

1.00

2.00

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

+0.39

07/11/2007

603107

299

REDKEY SEC.

HARTFORD CITY-SWEETSER

LAKE

RK139

RK140

5273'

5281'

5288'

5275'

5281'

MAINTENANCE

T&S-06/76

RAIL

65UW130S

65UW130S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

UPLAND

7148

S
E → W
N

ST JOE PAPER

TRACK
LAYOUT

LINE SEGMENT

INDUSTRY PARK DR

3836

CURVATURE

ALIGNMENT

1.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.08

07/11/2007

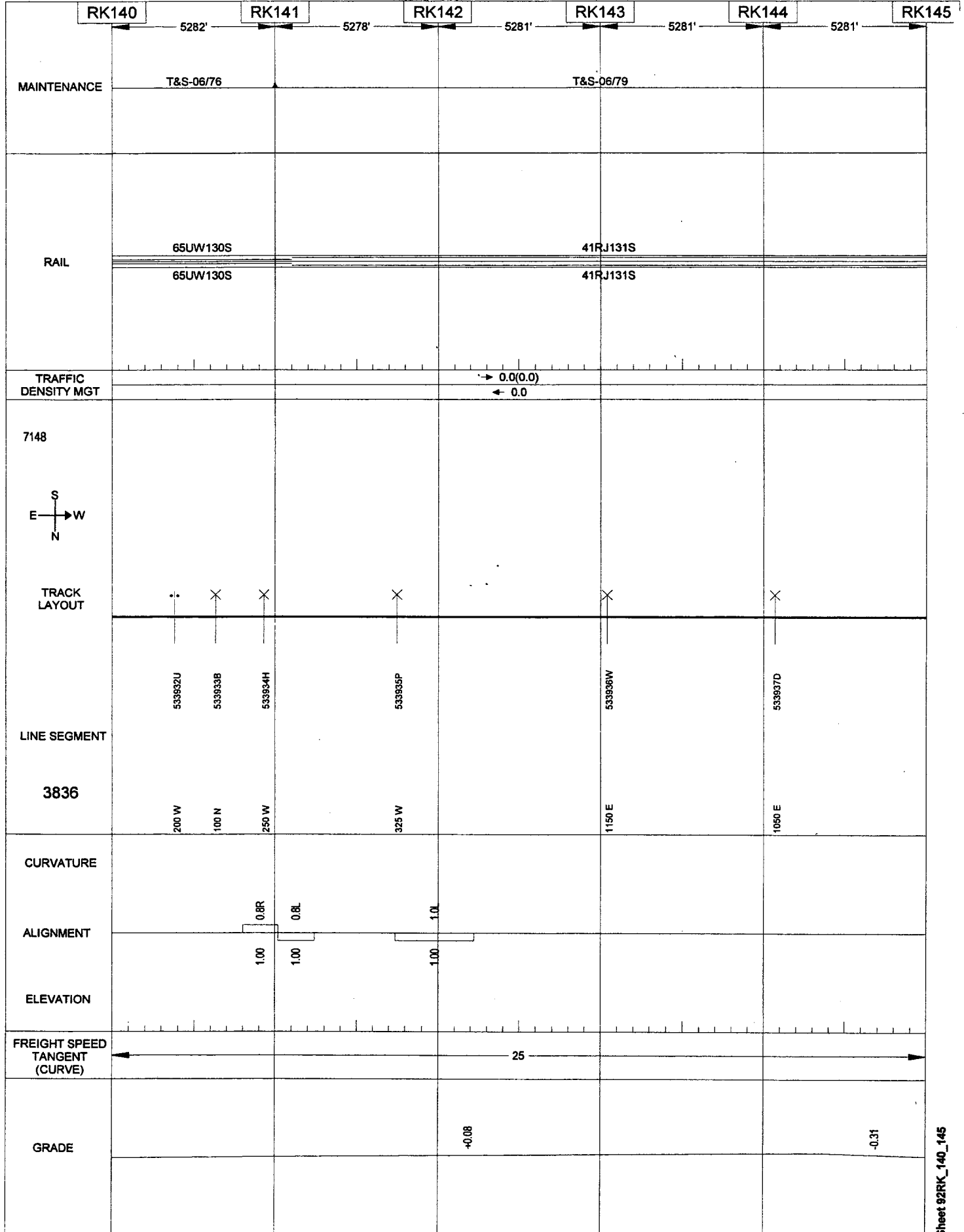
603107

300

REDKEY SEC.

HARTFORD CITY-SWEETSER

LAKE



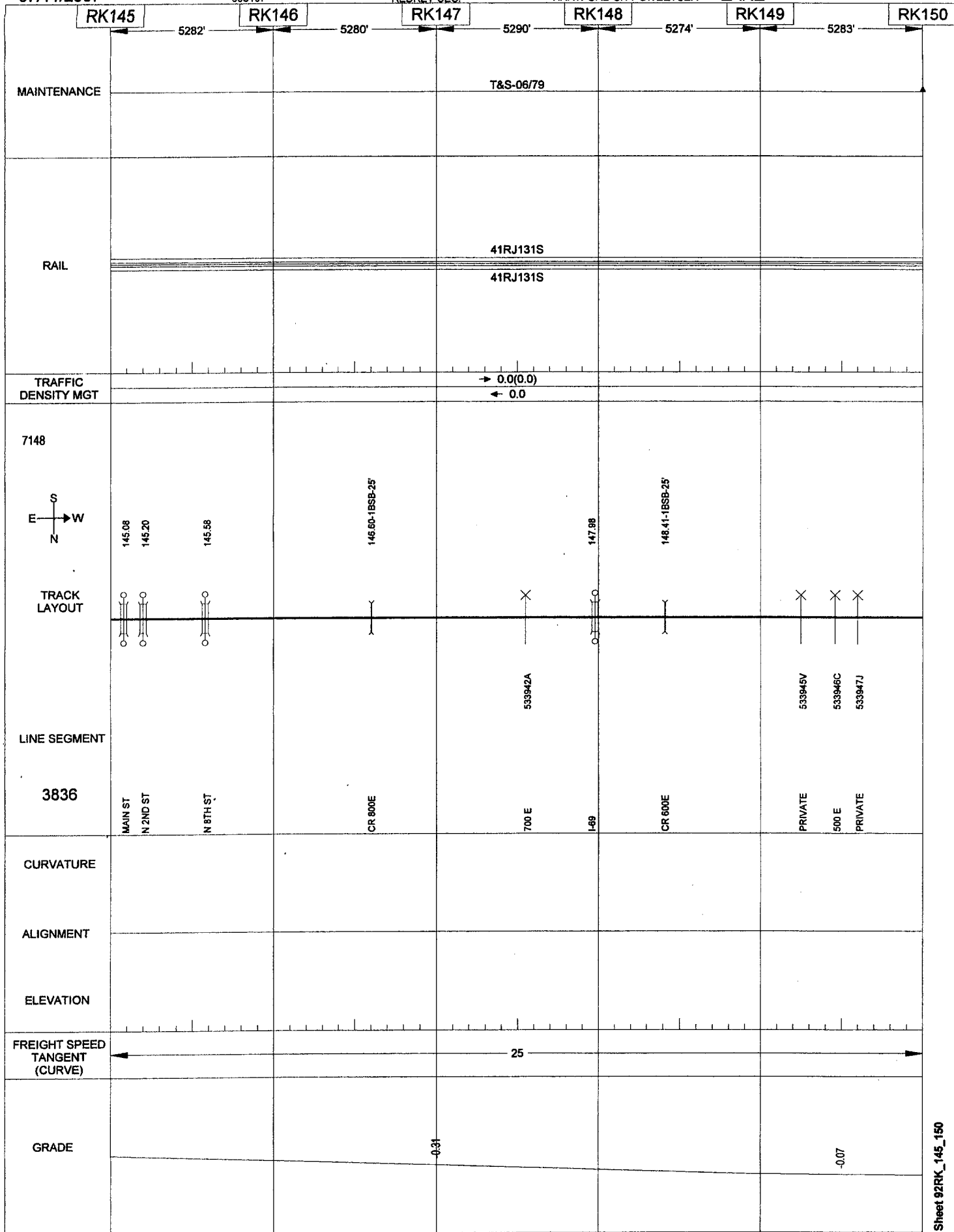
07/11/2007

603107

301
REDKEY SEC.

HARTFORD CITY-SWEETSER

LAKE



07/11/2007

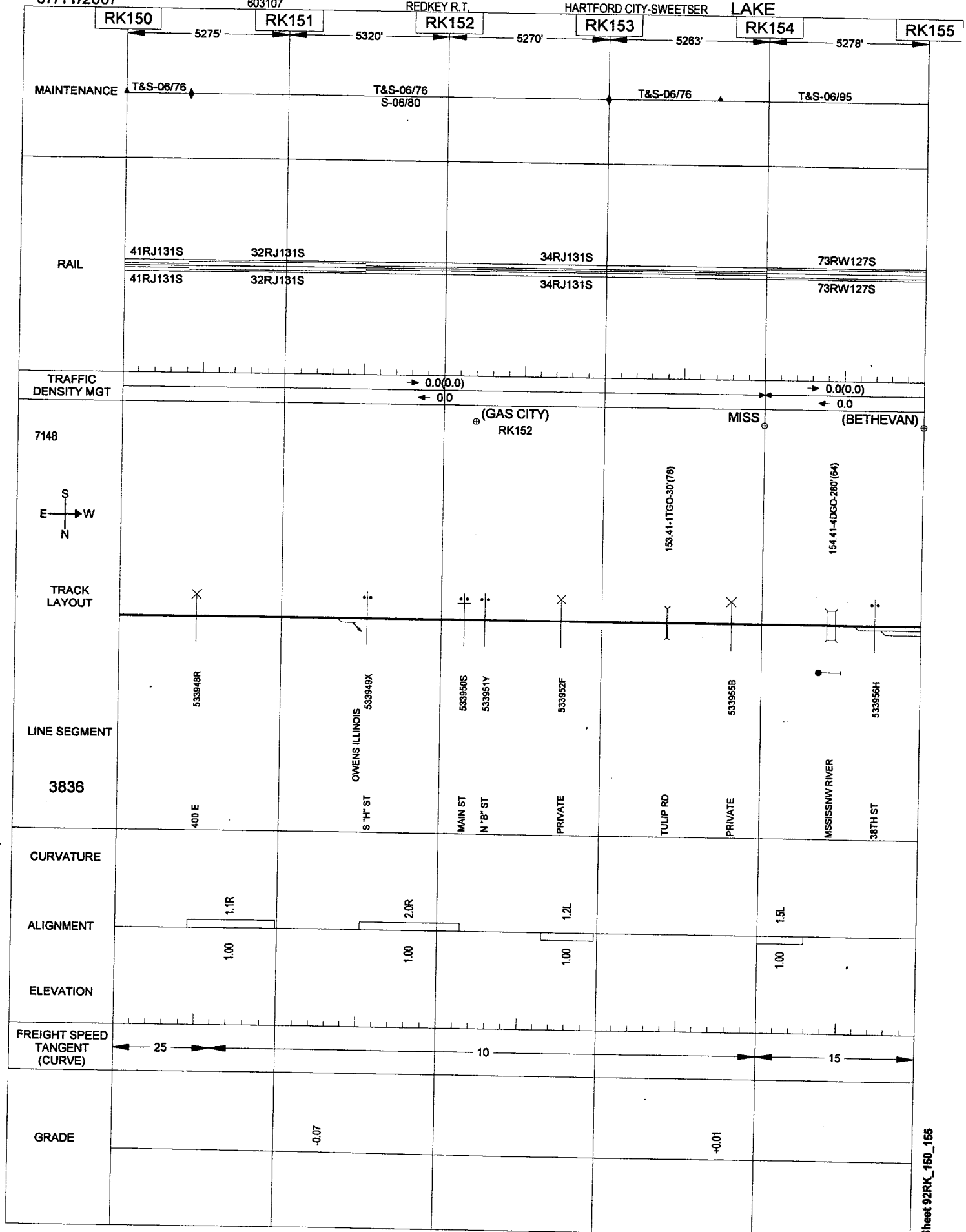
603107

302

REDKEY R.T.

HARTFORD CITY-SWEETSER

LAKE



07/11/2007

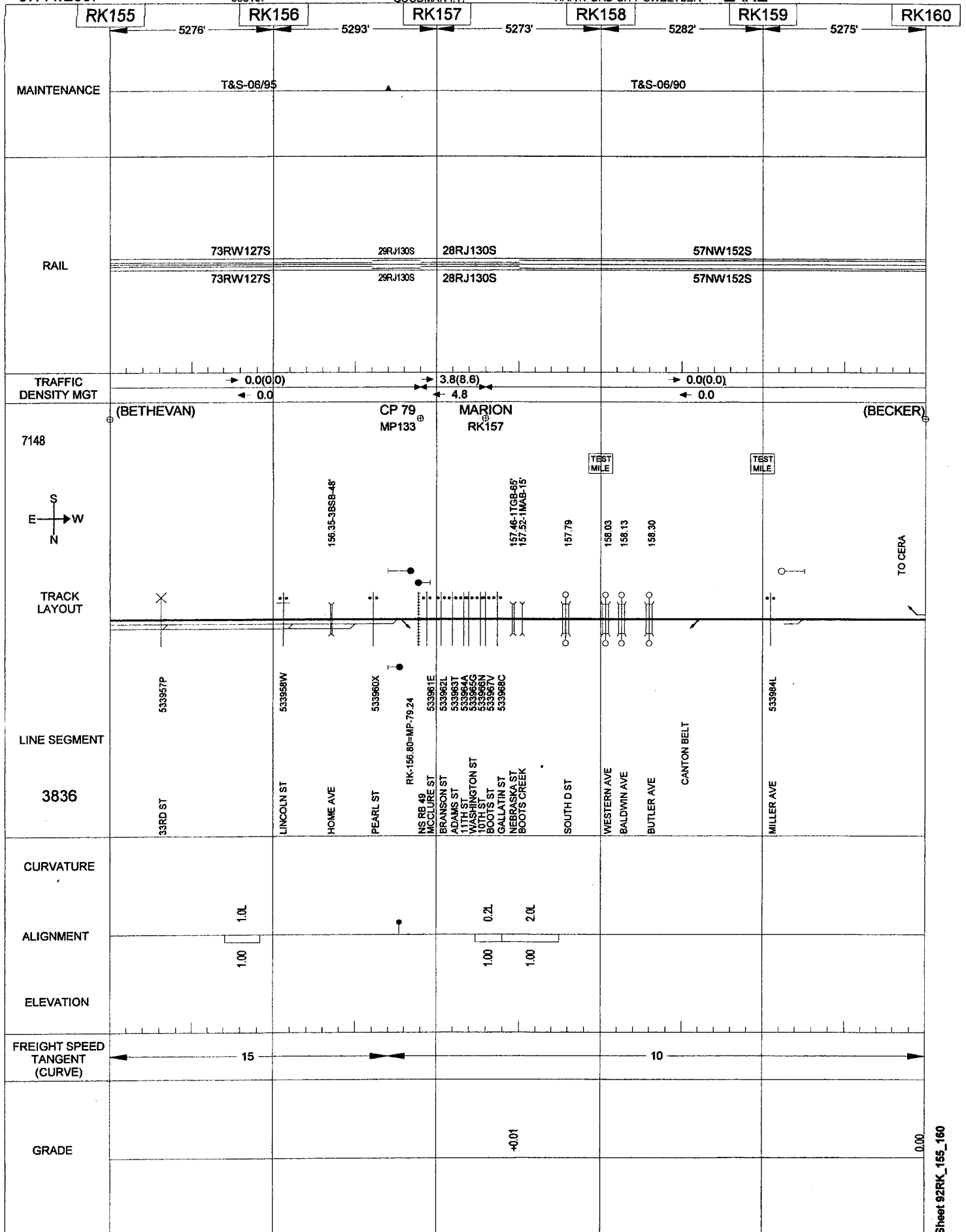
603107

303

GOODMAN I.T.

HARTFORD CITY-SWEETSER

LAKE



07/11/2007

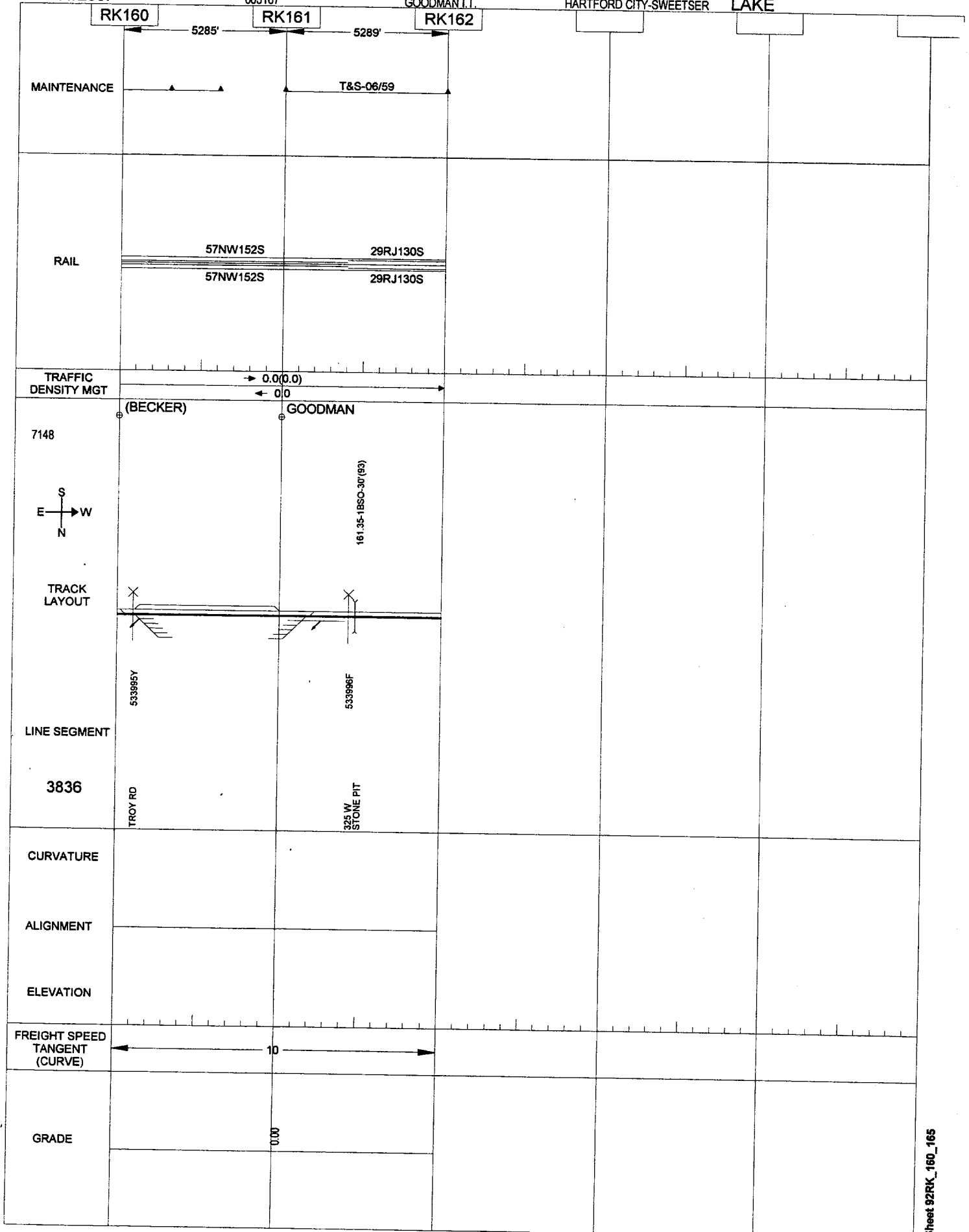
603107

304

GOODMAN I.T.

HARTFORD CITY-SWEETSER

LAKE



07/05/2007

608222

305
INDIAN CREEK I.T.

DOW-FLORIDA

LAKE

IK125

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

7152



TRACK
LAYOUT

LINE SEGMENT

4181

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

54U130S
54U130S

(DOW)

IK-124, 80=MP-108.65

527790D

CROSS ST

1.0L
1.00

10

+0.23

07/05/2007

608222

306

INDIAN CREEK I.T.

DOW-FLORIDA

LAKE

IK125

IK126

IK127

5280'

5280'

2740'

MAINTENANCE

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

RAIL

54UJ130S

54UJ130S

TRAFFIC
DENSITY MGT

7152

(REY)

(FLORIDA)
IK127



TRACK
LAYOUT

TO INDIAN CREEK RR

X

X

X

X

X

527798W

527797P

527796H

527795B

527794U

LINE SEGMENT

4181

BARBER

MADISON RD

300 N

200 N

375 N

CURVATURE

ALIGNMENT

1.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.23

-0.05

-0.02

Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

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

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

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

Milepost Data Band -

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

Maintenance Section -

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

Rail Section -

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

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

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

Traffic Density Section -

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

Track Layout Section -

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose), and line segment reporting number.
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes. For open deck bridges, tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of () containing track 1 data, the second set of () containing track 2 data, the third set of () etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.
- 5) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.
- 6) The track diagram for main line, side tracks, crossovers, leads, and yard track, including types of turnouts between single main and double main territory is displayed in the center of the track layout section. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. Connections with other lines are typically indicated by a milepost equation (see item 8) or the identity of the connecting line (for example, "Begin Piedmont Division" or "To CSX"). Details of this display are limited to switches on main track and adjacent track. In some cases yard track symbols are used to indicate the presence of multiple tracks too complex to show in detail. 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.
- 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	312
CP 506-CP509	CD 506.55-509.60	313

08/16/2007

503600

312

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD191

CD192

CD193

CD194

5280'

5380'

5180'

5280'

1830'

MAINTENANCE
#3

T&S-12/01

RAIL #3

79RW127S

79RW127S

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

LINE SEGMENT

3845

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

08/16/2007

503202

313

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD507

CD508

CD509

5280'

5280'

5280'

5280'

5280'

#3
MAINTENANCE
#4

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

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

T&S-06/00

RAIL

#3
#4

68NJ130S

44NJ130S

55NJ130S

46NJ130S

80RW131S

80RJ131S

68NJ130S

44NJ130S

55NJ130S

46NJ130S

80RW131S

80RJ131S

86RW132S

98NW136S

86RW132S

92RW130S

26NJ130S

44NJ130S

86RW132S

98NW136S

86RW132S

92RW130S

26NJ130S

44NJ130S

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

LINE SEGMENT

3860

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

TABLE 3
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
78	B-173.58	173.58	01	1980
78	B-173.58	173.58	02	1974
80	B-184.15	184.50	01	2002
			01	1986
			01	1984
			01	1982
			01	1977
80	B-184.15	184.50	02	2002
			02	1995
			02	1986
			02	1982
81	B-185.04	185.04	BOTH	1980
81	B-185.21	185.24	BOTH	1996
81	B-185.66	185.66	01	1997
82	B-192.34	192.44	01	1998
88	B-507.92	507.98	01	1997
104	T-013.14	013.17	01	1983
105	T-018.98	018.98	01	1994
106	T-021.38	021.37	01	1989
107	T-025.08	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
215	CB-001.17	001.17	01	1967
215	CB-001.70	001.54	01	1993
215	CB-002.50	002.28	01	2005
215	CB-003.60	003.49	01	1964
215	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	2006
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	2006
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
22	CD-248.00	248.00	BOTH	1991
24	CD-256.06	256.08	BOTH	1992
27	CD-271.97	271.98	BOTH	1986
29	CD-282.11	282.11	01	1987
29	CD-282.11	282.11	02	1983
29	CD-282.81	282.81	01	1989

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
29	CD-282.81	282.81	02	2006
29	CD-283.26	283.26	01	1983
29	CD-283.26	283.26	02	1988
29	CD-283.69	283.69	01	2006
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-344.46	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	2006
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	2006
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	2006
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	01	2006
63	CD-451.70	451.74	02	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
222	CS-002.70	002.83	01	1980
217	DK-004.50	004.50	BOTH	NA
91	DR-022.65	022.75	01	2002
93	DR-030.85	030.97	01	2005
94	DR-035.01	035.00	01	2000
95	DR-041.70	041.70	BOTH	NA
96	DR-047.97	047.97	BOTH	1984

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
97	DR-052.98	052.98	BOTH	1993
			BOTH	1984
232	EW-021.61	021.61	01	1994
232	EW-021.91	021.91	01	1995
232	EW-022.27	022.27	01	2006
180	FB-029.03	029.02	01	2003
184	FB-048.55	048.55	01	1979
185	FB-050.32	050.32	01	1983
185	FB-050.59	050.59	01	1983
185	FB-050.70	050.70	01	2001
185	FB-050.81	050.81	01	2001
185	FB-051.10	051.03	01	1981
185	FB-051.14	051.07	01	1981
185	FB-051.30	051.23	01	1979
185	FB-053.08	053.08	01	2006
185	FB-054.12	054.20	01	1975
186	FB-057.16	057.16	01	1979
186	FB-057.80	057.80	01	1982
187	FB-063.82	063.82	01	1983
187	FB-064.27	064.27	01	1979
188	FB-067.80	067.80	01	1979
188	FB-068.91	068.91	01	1979
191	FB-083.01	083.00	01	1982
191	FB-083.86	083.86	01	1971
191	FB-084.27	084.27	01	1980
192	FB-088.97	088.97	01	1982
193	FB-091.64	091.64	01	1982
194	FB-096.07	096.07	01	1982
195	FB-100.35	100.27	01	1993
252	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
256	JH-016.53	016.53	01	1990
174	KH-000.43	000.70	01	1993
174	KH-000.39	000.95	01	1983
174	KH-003.85	003.91	01	1995
175	KH-009.68	009.68	01	1993
177	KH-018.30	018.10	01	2001
178	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	2006
161	KS-129.93	129.78	01	2003
163	KS-139.13	138.98	01	1989
165	KS-146.30	146.13	01	2006
166	KS-152.07	151.86	01	1958
166	KS-154.85	154.85	01	1982
167	KS-155.54	155.39	01	1994
172	KS-180.85	180.75	01	1987
172	KS-181.40	181.40	01	2001
172	KS-181.56	181.46	01	2001

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
172	KS-183.69	183.59	01	1981
172	KS-184.48	184.28	01	1986
267	KY-000.10	000.03	01	1978
267	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
196	LZ-000.15	000.45	01	2005
196	LZ-000.35	000.55	01	2005
198	LZ-013.37	013.37	01	1989
200	LZ-022.59	022.59	01	1980
201	LZ-026.64	026.64	01	1980
203	LZ-036.02	036.02	01	1977
113	MH-008.82	008.90	BOTH	2001
234	NS-267.70	267.65	01	NA
270	OW-066.76	066.76	01	1985
270	OW-069.30	069.30	01	1984
271	OW-070.09	070.09	01	NA
1	RD-089.88	089.88	01	2002
1	RD-089.88	089.88	02	1981
2	RD-092.56	092.56	BOTH	1978
3	RD-098.60	098.60	01	1991
3	RD-098.60	098.60	02	1987
6	RD-113.38	113.38	01	1998
6	RD-113.38	113.38	02	2000
8	RD-121.41	121.35	01	2001
8	RD-121.41	121.35	02	1983
251	RU-003.69	003.69	01	1987
249	TC-244.57	244.57	01	1953
228	TM-008.54	008.55	01	1992
228	TM-008.62	008.60	01	1992
229	TM-011.32	011.40	01	1991
268	UP-001.50	001.50	01	1984
237	XK-307.18	307.18	01	NA
206	ZC-001.05	001.05	01	1997
206	ZC-002.01	002.01	01	1988