



Dearborn Division

2008

***This book is intended for
GENERAL REFERENCE ONLY
and is NOT to be used for operational purposes.***

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

Engineering D&C Database:

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

MAIL: Engineering D&C FAX: (404) 529-1369
1200 Peachtree St, NE - Box 7-142
Atlanta, GA 30309-3579

<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

NS Corporate Track Database (CTRK):

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:

Rail, T&S, Surfacing:

Engineering MW&S Department
Leonard H. Patrick, Manager Program & Schedules
MEMO: LHPATRIC PH. (404) 529-1456
E-MAIL: leonard.patrick@nscorp.com

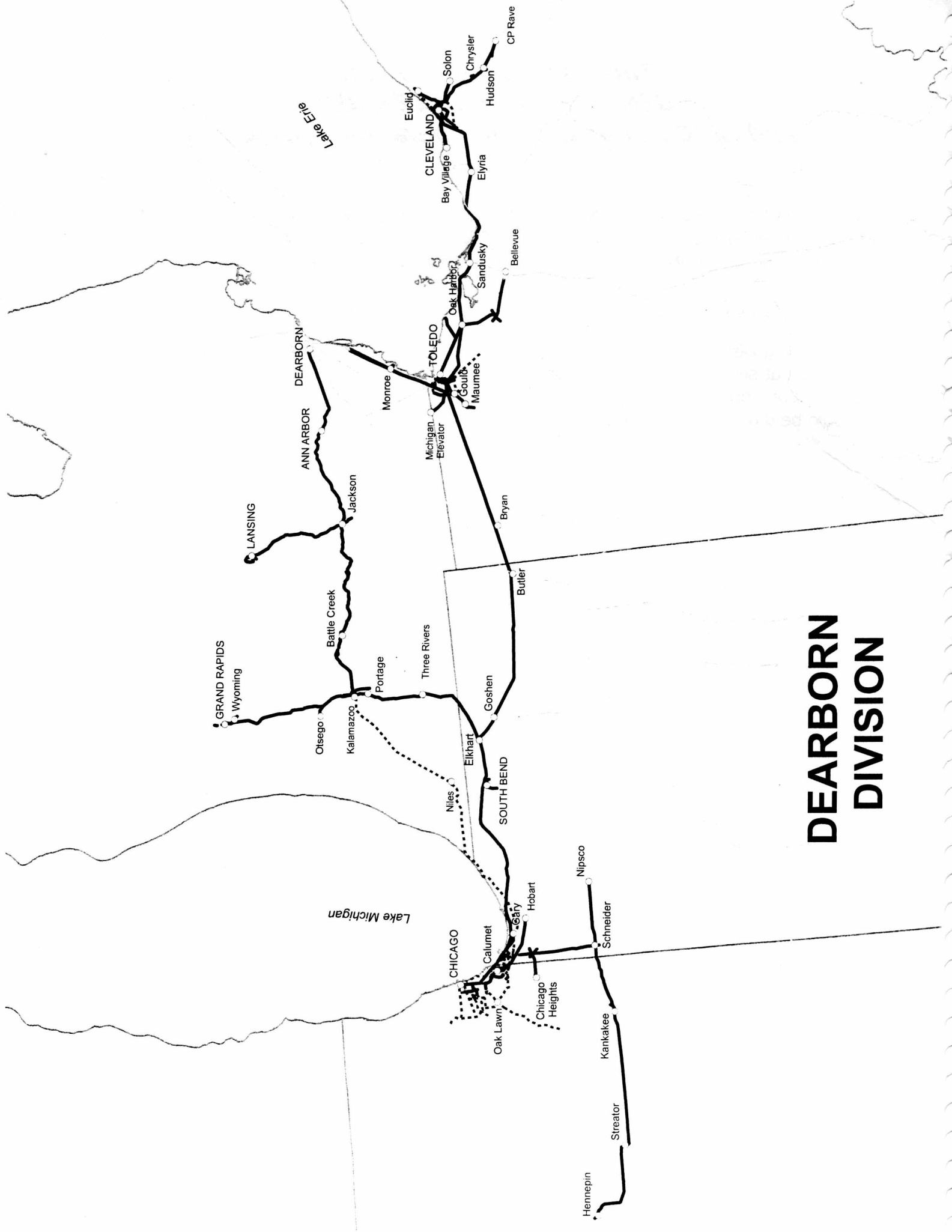
Curves, Elevations
And Curve Speeds:

Engineering D&C Department
J. C. Bamert, System Track Analyst
MEMO: JCBAMERT PH. (404) 529-1204
E-MAIL: joe.bamert@nscorp.com

Operating Speeds &
Speed Restrictions:

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

DEARBORN DIVISION



Contents & Indices

DEARBORN DIVISION

TABLE OF CONTENTS

DESCRIPTION	FROM	TO	LINE	PAGE
CP RAVE-DRAWBRIDGE	RD - 085.90 -	123.21	CLEVELAND LINE	1
CLEVELAND-CHICAGO	CD - 181.20 -	523.30	CHICAGO LINE	9
EUCLID-BAY VILLAGE	B - 172.00 -	197.30	LAKE ERIE DISTRICT	78
HOBART-FOREST HILL	B - 486.50 -	518.70	CHICAGO DISTRICT	84
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HUGO-BRADY LAKE	OJ - 025.50 -	027.40	HUGO I.T.	204
CP HUDSON-END	AI - 000.00 -	001.44	AKRON I.T.	205
TWIN-CROWN(CHRYSLER YD)	ZC - 000.00 -	002.40	CHRYSLER LEAD	206
CP 9-WHITE	PN - 000.00 -	001.80	HARVARD CONN.	207
BROADWAY-SOLON	RH - 002.20 -	014.80	RANDALL SEC.	208
ERIE CROSSING-CP 5	KE - 000.00 -	001.02	KINSMAN CONN.	211
CLEVELAND	IX - 000.00 -	001.50	SILVER PLATE I.T.	212
CLOGGSVILLE-CP MAX	GZ - 485.46 -	493.35	CLOGGSVILLE LINE	213
MAHONING RD-KNOB	CB - 000.00 -	006.70	CLEVELAND BELT	215
OAKDALE-WALBRIDGE	DK - 001.80 -	005.30	STANLEY SEC.	217
CP 286-CP OAK	XA - 286.90 -	287.80	OAKDALE CONN.	219
FASSETT-IRONVILLE	TB - 001.24 -	005.37	TOLEDO BELT	220
CHERRY STREET-IRONVILLE	CS - 001.26 -	003.68	CHERRY STREET BR.	222
OLIVE-GALENA	GY - 085.40 -	087.70	GALENA YARD TRACK	223
MAUMEE-STANLEY	DY - 001.20 -	004.00	MIAMI CUT BR.	224
TOLEDO-WATERVILLE	IW - 105.89 -	118.20	MAUMEE BRANCH	225
NS-GOULD	TM - 005.00 -	012.70	TOLEDO/MAUMEE BACK SIDE	228
LIMESTONE-LOCUST POINT	TE - 000.00 -	008.00	DAVIS BESSE LEAD	230
FREMONT	EW - 020.38 -	025.50	FREMONT SWITCH LEAD - NKP	232
FREMONT	NS - 265.60 -	267.95	FREMONT SWITCH LEAD - CR	234
VULCAN-MICHIGAN ELEVATOR	XK - 299.30 -	308.60	CLINTON I.T.	235
BRYAN	IV - 058.70 -	059.90	NORTHERN I.T.	238
SOUTH BEND-OLIVERS	VO - 000.50 -	002.70	OLIVERS I.T.	239
SOUTH BEND (SS&S JCT)	PY - 000.00 -	002.60	SS&S CONN. TRACK	240
SOUTH BEND	PM - 181.00 -	181.80	PLYMOUTH I.T.	241
SOUTH BEND	SK - 000.00 -	004.00	SOUTH BEND BRANCH	242
CP518-WOOD	UW - 000.00 -	005.30	C.R. & I. I.T.	243
ASHLAND-CORNWITH	KN - 000.00 -	003.00	KENWOOD LINE (CR&I)	245
47TH STREET-CHICAGO	BK - 305.77 -	309.00	WESTERN AVENUE I.T.	246
PULLMAN JCT-130TH ST	PB - 000.00 -	005.50	PULLMAN BRANCH	247
AETNA-CLARKE JCT	TC - 240.30 -	246.60	GARY BRANCH	249
RIVER BRANCH JCT-HEGEWISCH	RU - 000.00 -	004.40	CALUMET RIVER I.T.	251
HEGEWISCH-CALUMET PARK	GJ - 003.80 -	005.50	SC&S I.T.	252
DOLTON-CALUMET RIVER	QP - 293.40 -	294.30	BERNICE R.T.	254
GRIFFITH-CHICAGO HEIGHTS	JH - 011.00 -	020.30	HARTSDALE I.T.	255
SCHERERVILLE-HARTSDALE	MQ - 280.15 -	283.10	CROWN POINT I.T.	258
KANKAKEE	YK - 000.00 -	000.60	EAST BRADLEY I.T.	259
JACKSON-VANDERCOOK LAKE	VJ - 000.70 -	004.20	NORTHERN I.T.	260
JACKSON-JACKSON JCT	JJ - 096.50 -	097.40	JACKSON I.T.	261
NORTH LANSING	UA - 060.70 -	061.40	LANSING I.T.	262
CEDAR RIVER	XM - 057.10 -	058.90	LANSING I.T.	263

ALBION	VP - 021.60 - 023.40	LANSING I.T.	264
LANSING	XF - 000.00 - 005.10	LANSING MFRS.RR.	265
KALAMAZOO-HTSW	KY - 000.00 - 003.20	B O SEC.	267
GIBSON-AUSTIN LAKE	UP - 000.00 - 006.70	UPJOHN SEC.	268
PLAINWELL-OTSEGO	OW - 066.60 - 070.24	PLAINWELL I.T.	270
BOWEN-TERMINUS	XH - 088.10 - 092.40	HASTINGS R.T.	272
GRAND RAPIDS	KZ - 094.25 - 095.00	KALAMAZOO I.T.	274
FULLER-COMSTOCK PARK	VW - 106.00 - 106.90	COMSTOCK I.T.	275

LAKE DIVISION LINES MAINTAINED BY DEARBORN DIVISION FORCES

GOSHEN-ANDERSON	MP - 000.00 - 110.98	MARION BR.	276
HARTFORD CITY-SWEETSER	RK - 138.60 - 162.00	RED KEY SEC.	299
DOW-FLORIDA	IK - 124.80 - 127.20	INDIAN CREEK I.T.	305

EXPLANATION OF GRAPHIC DISPLAY CONVENTIONS	307
APPENDIX - 3RD & 4TH MAIN MAINTENANCE DATA	311

DEARBORN DIVISION

INDEX BY LINE NAME

DESCRIPTION	FROM	TO	LINE	PAGE
CP HUDSON-END	AI - 000.00 - 001.44		AKRON I.T.	205
KALAMAZOO-HTSW	KY - 000.00 - 003.20		B O SEC.	267
DOLTON-CALUMET RIVER	QP - 293.40 - 294.30		BERNICE R.T.	254
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FREMONT	EW - 020.38 - 025.50		FREMONT SWITCH LEAD - NKP	232
OLIVE-GALENA	GY - 085.40 - 087.70		GALENA YARD TRACK	223
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LANSING	XF - 000.00 - 005.10		LANSING MFRS.RR.	265
JACKSON-LANSING	LZ - 000.00 - 038.30		LANSING SEC.	196
TOLEDO-WATERVILLE	IW - 105.89 - 118.20		MAUMEE BRANCH	225
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TOLEDO-BELLEVUE
NS-GOULD
GIBSON-AUSTIN LAKE
47TH STREET-CHICAGO

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TB - 001.24 - 005.37
T - 005.37 - 050.70
TM - 005.00 - 012.70
UP - 000.00 - 006.70
BK - 305.77 - 309.00

SS&S CONN. TRACK 240
STANLEY SEC. 217
TOLEDO BELT 220
TOLEDO DISTRICT 103
TOLEDO/MAUMEE BACK SIDE 228
UPJOHN SEC. 268
WESTERN AVENUE I.T. 246

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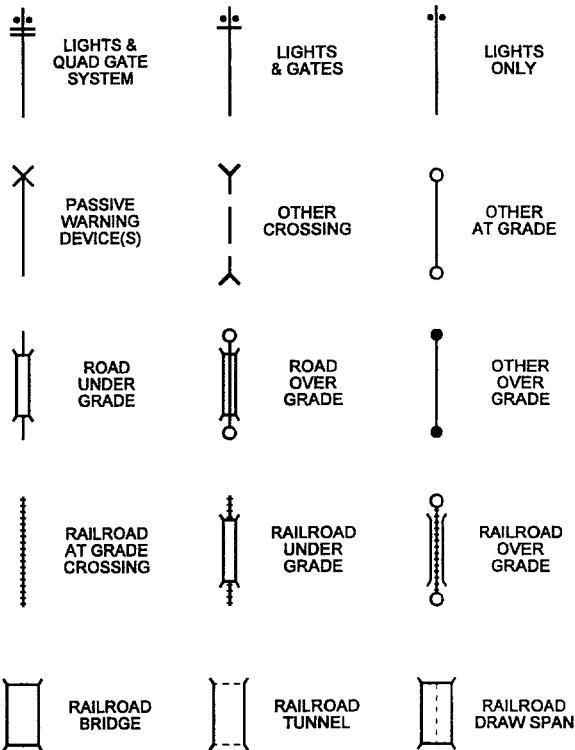
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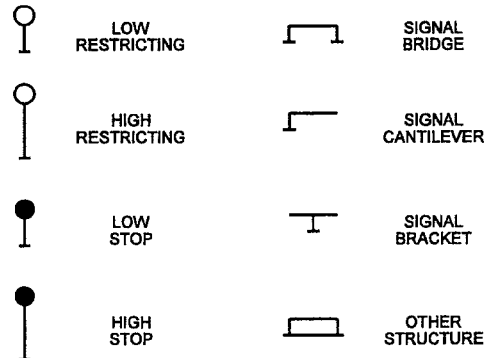
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TRACK CHART SYMBOL LEGEND

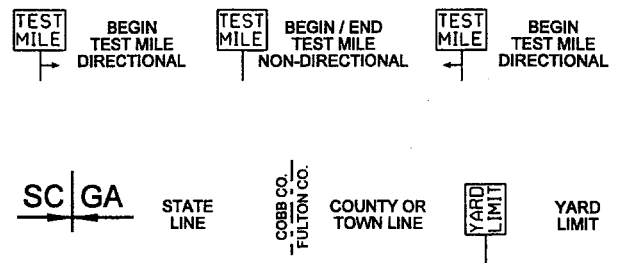
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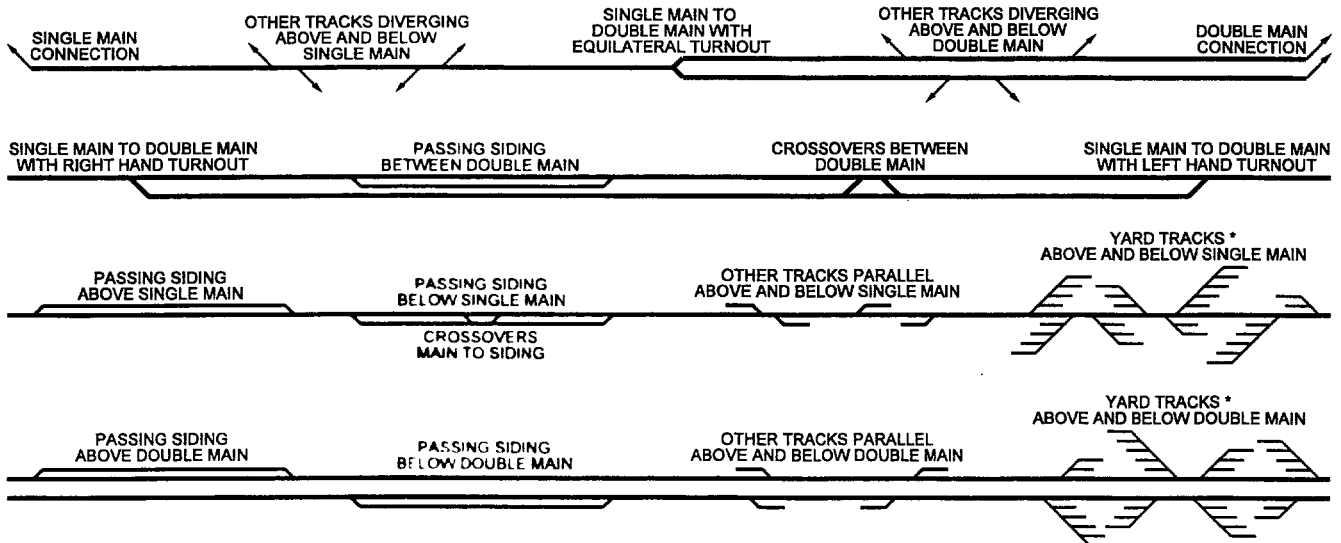
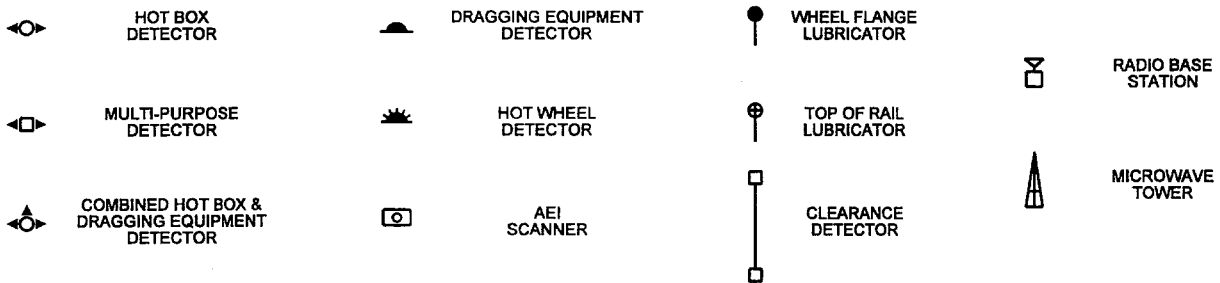
SIGNAL TYPES & SIGNAL STRUCTURES



TERRITORY MARKERS



TRACK & COMMUNICATION EQUIPMENT



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

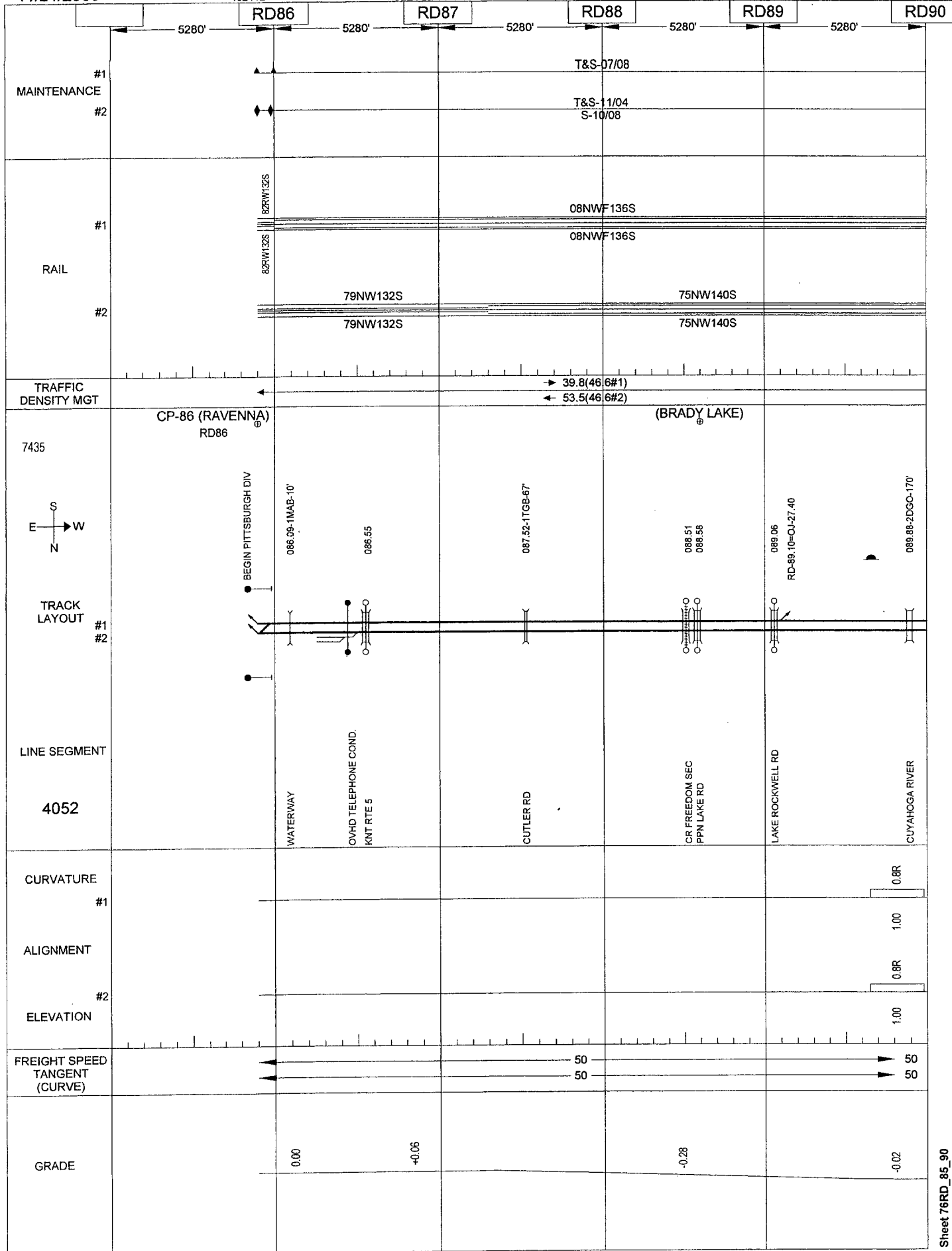
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



11/24/2008

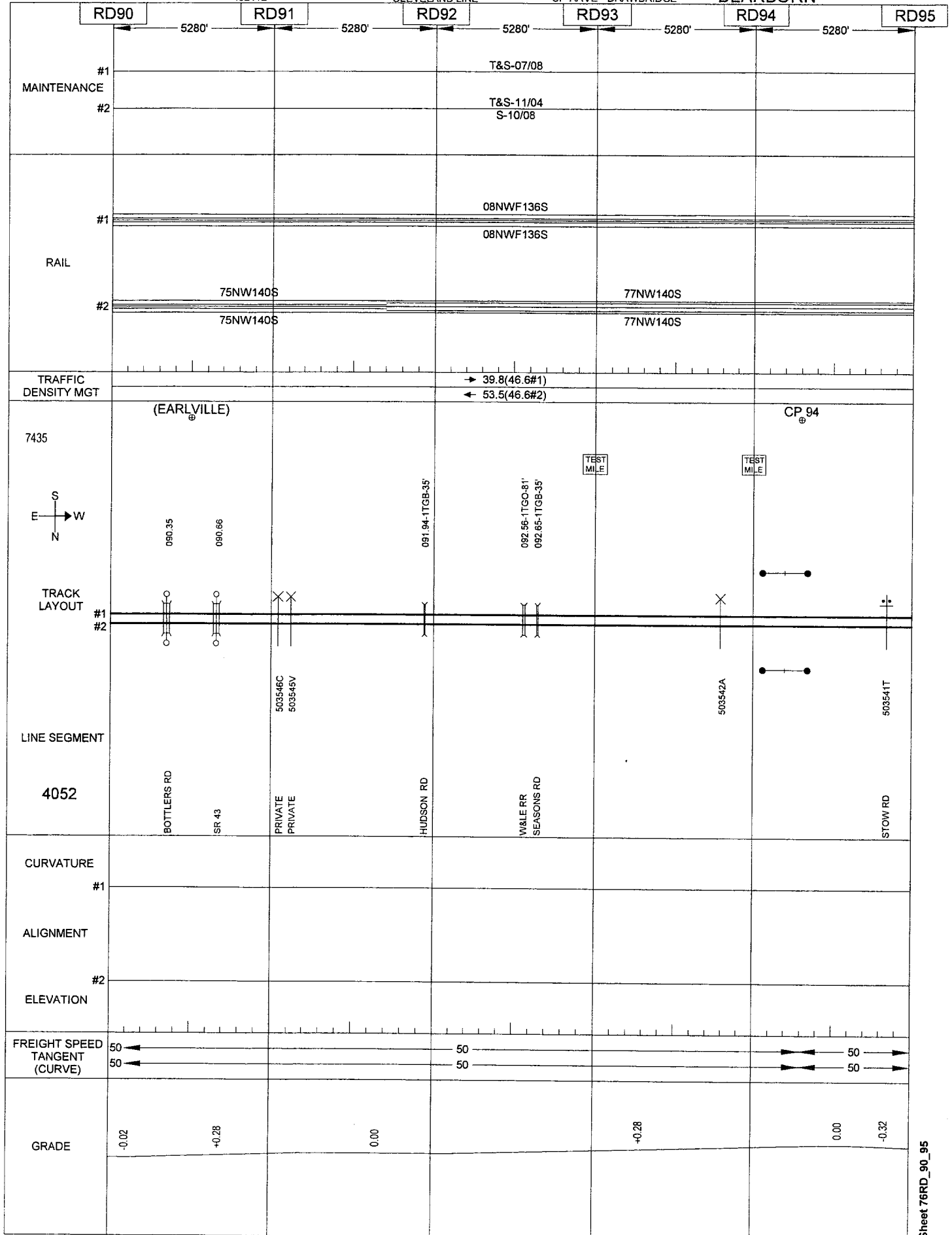
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



11/24/2008

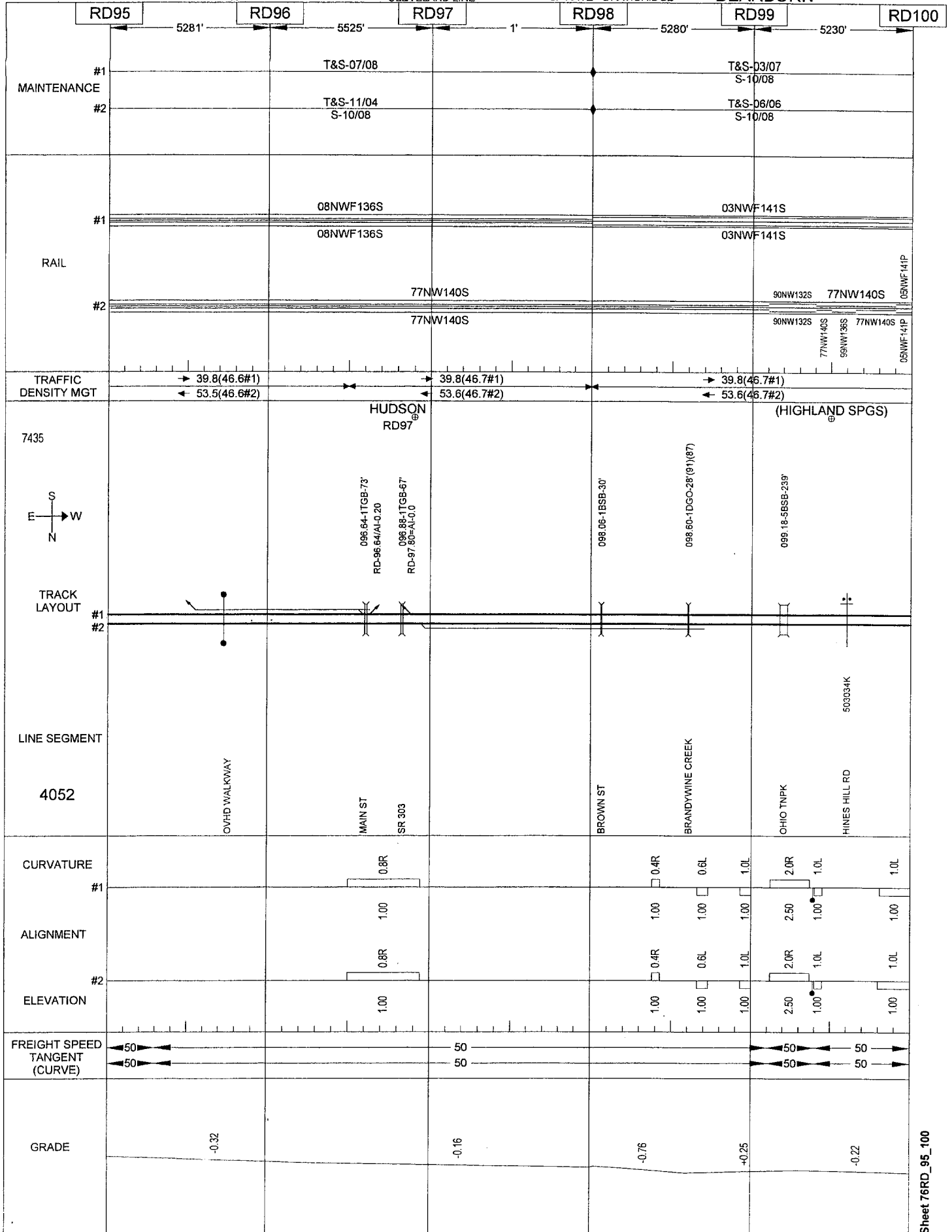
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



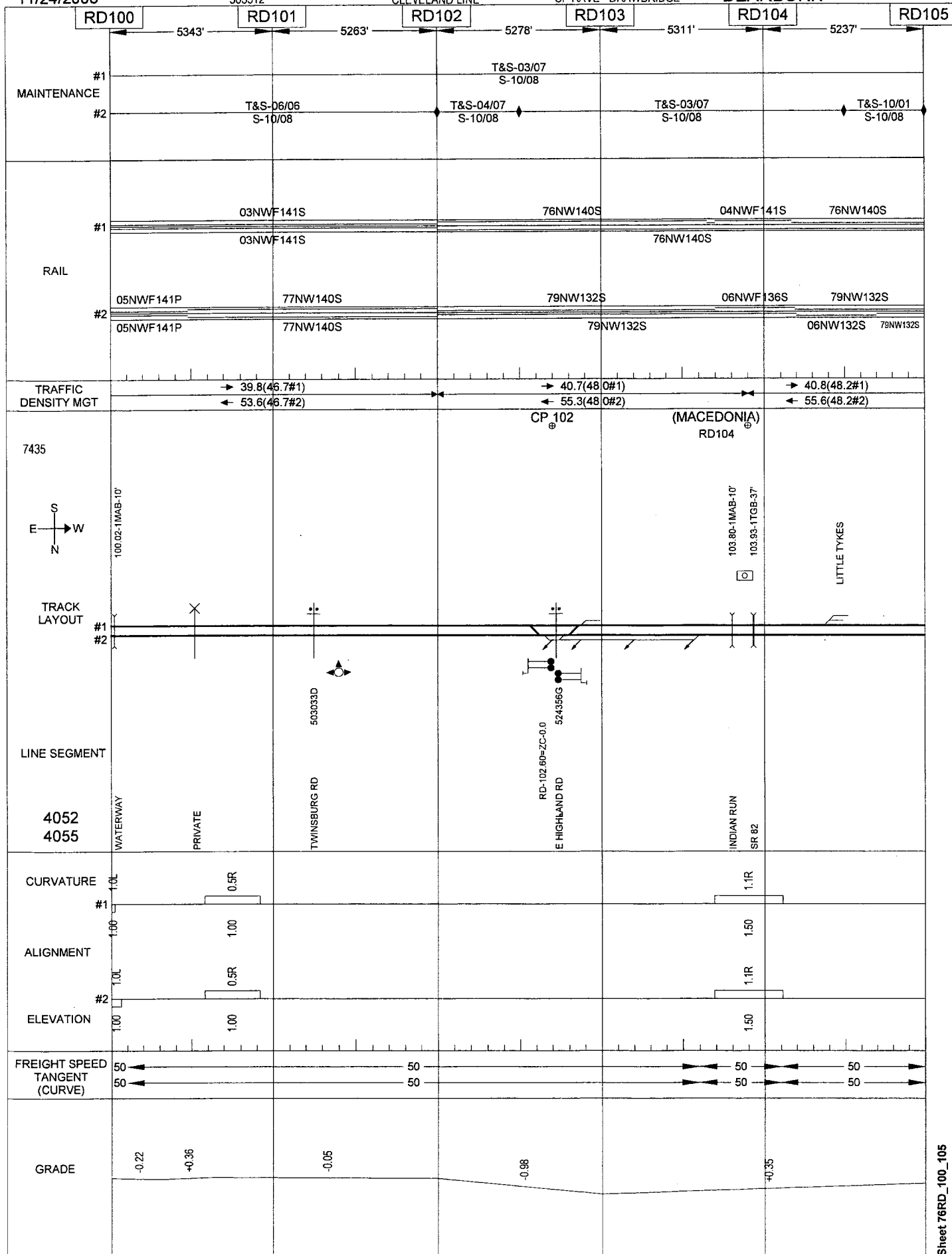
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



11/24/2008

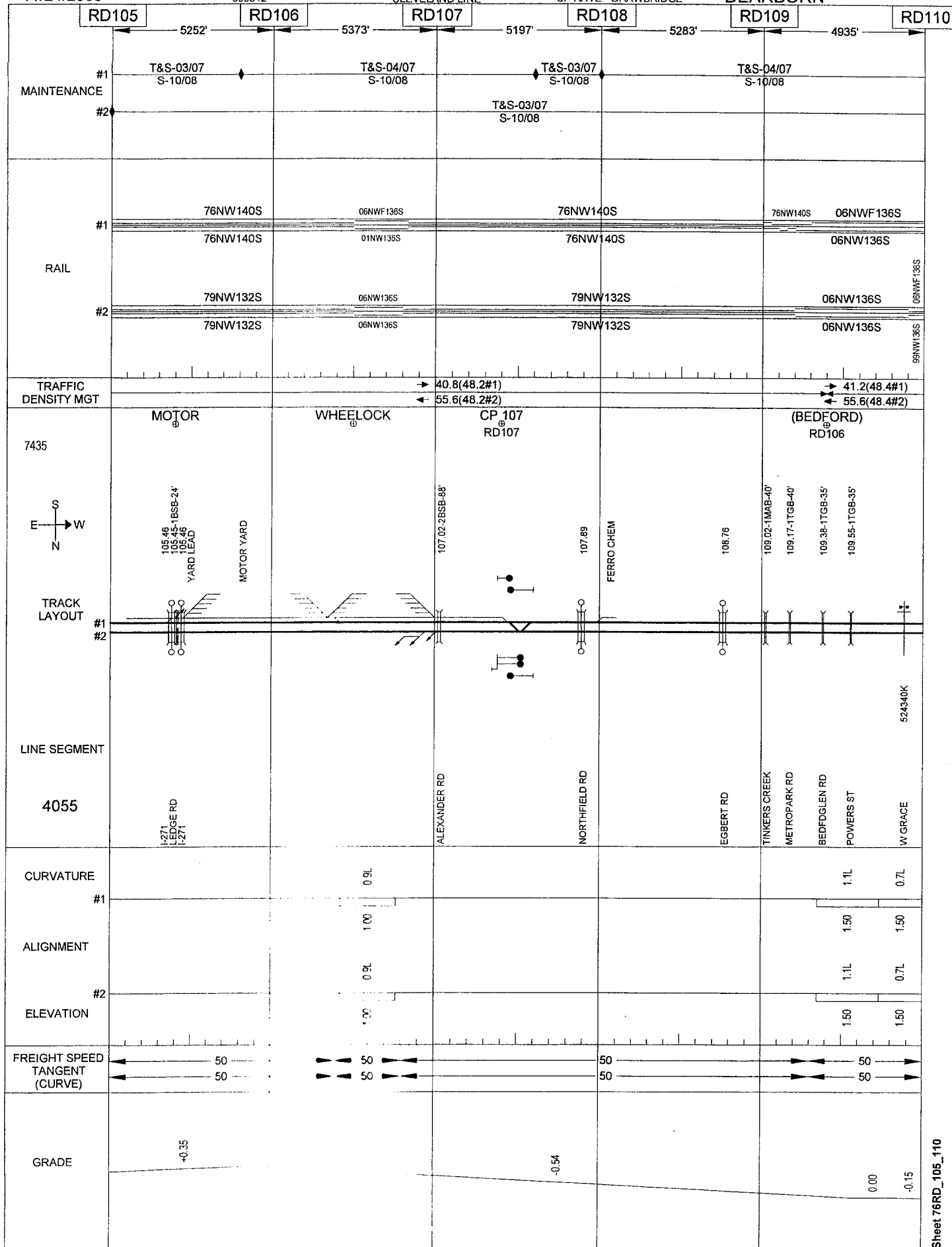
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



11/24/2008

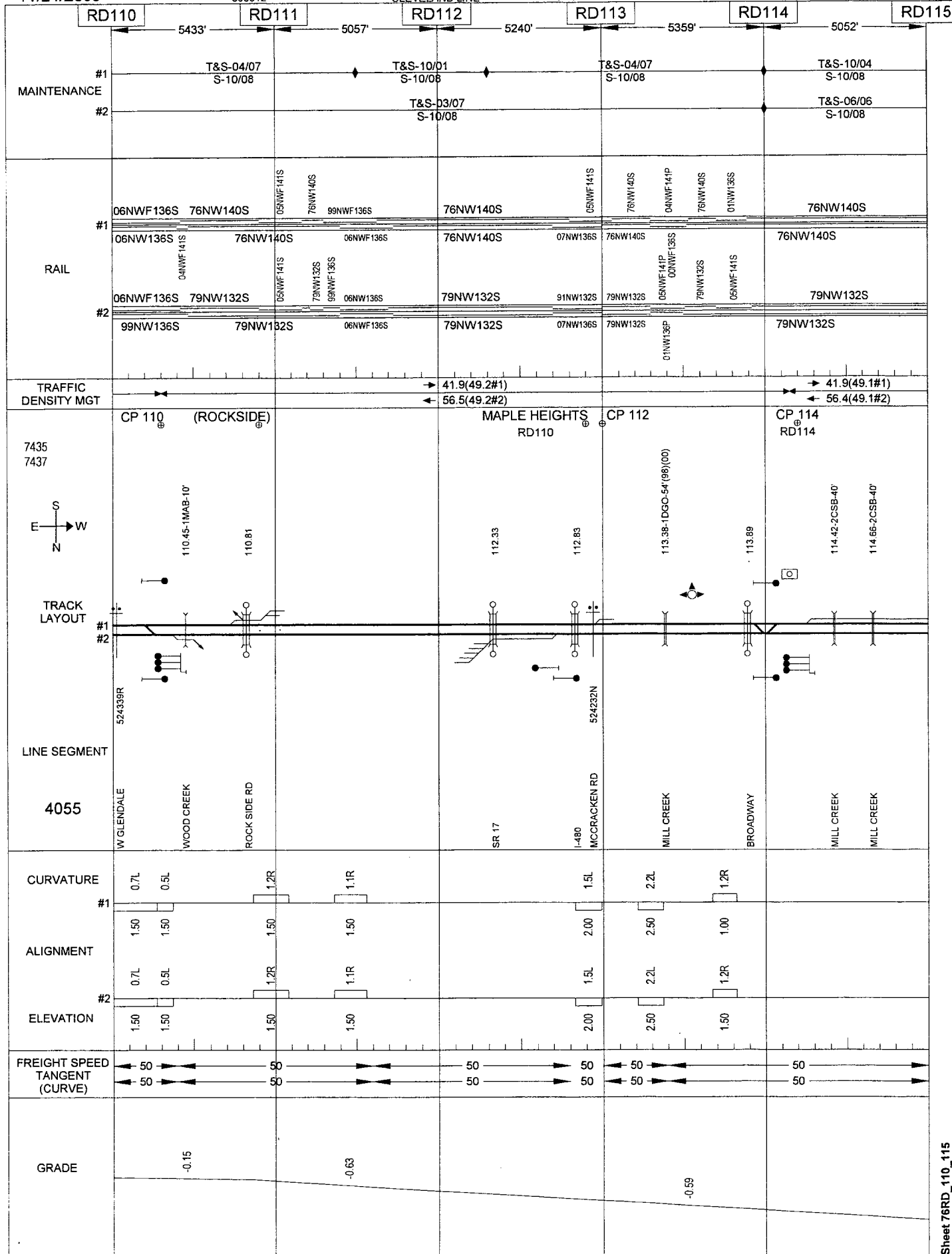
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



DEARBORN

RD120

#

T&S-06/06
S-10/08

T&S-07/06
\$-10/08

RAIL

#

TRAFFIC
DENSITY MGT

41.9(49.1#1)
56.4(49.1#2)

→ 40.6(47.8#1
← 55.0(47.8#2

7437

CF
RDCP 117
RD117[⊕]

TRACK LAYOUT

LINE SEGMENT

4055

CURVATURE

#

ALIGNMENT

和

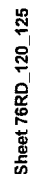
ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

Sheet 76RD_115_120

DEARBORN



DEARBORN

CD185

— 5280' —

CE
#

T&S-04/07

RAIL

#

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

40.7(47.9#2)	
55.1(47.9#1)	

→ 42.0(48.7#2)
← 55.4(48.7#1)

2040

CP 181
CD[⊕]181

DRAWBRIDGE

TRACK LAYOUT

LINE SEGMENT

3842

CURVATURE

#

ALIGNMENT

#

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

0.30

0.10

1

77

11/24/2008

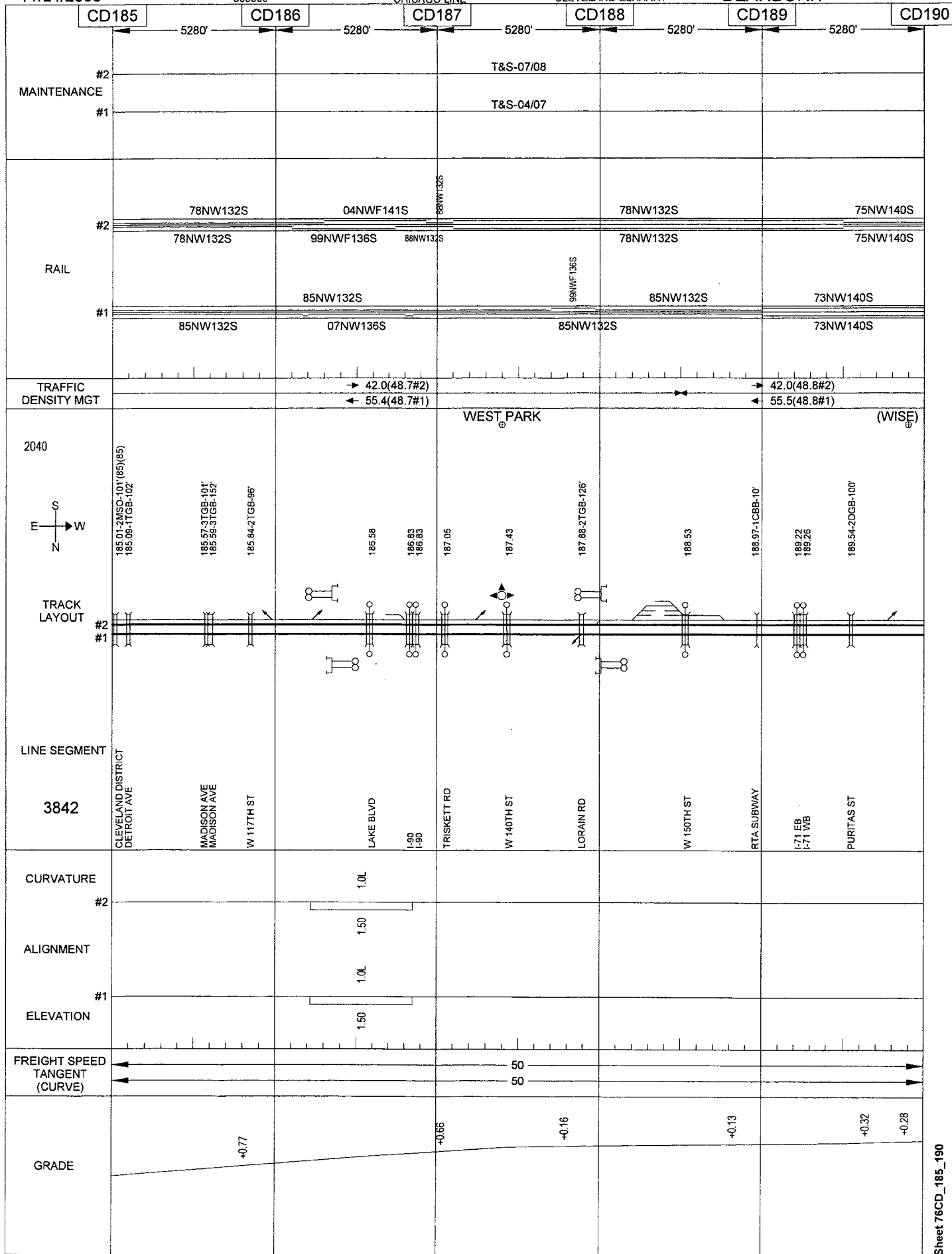
503500

010

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



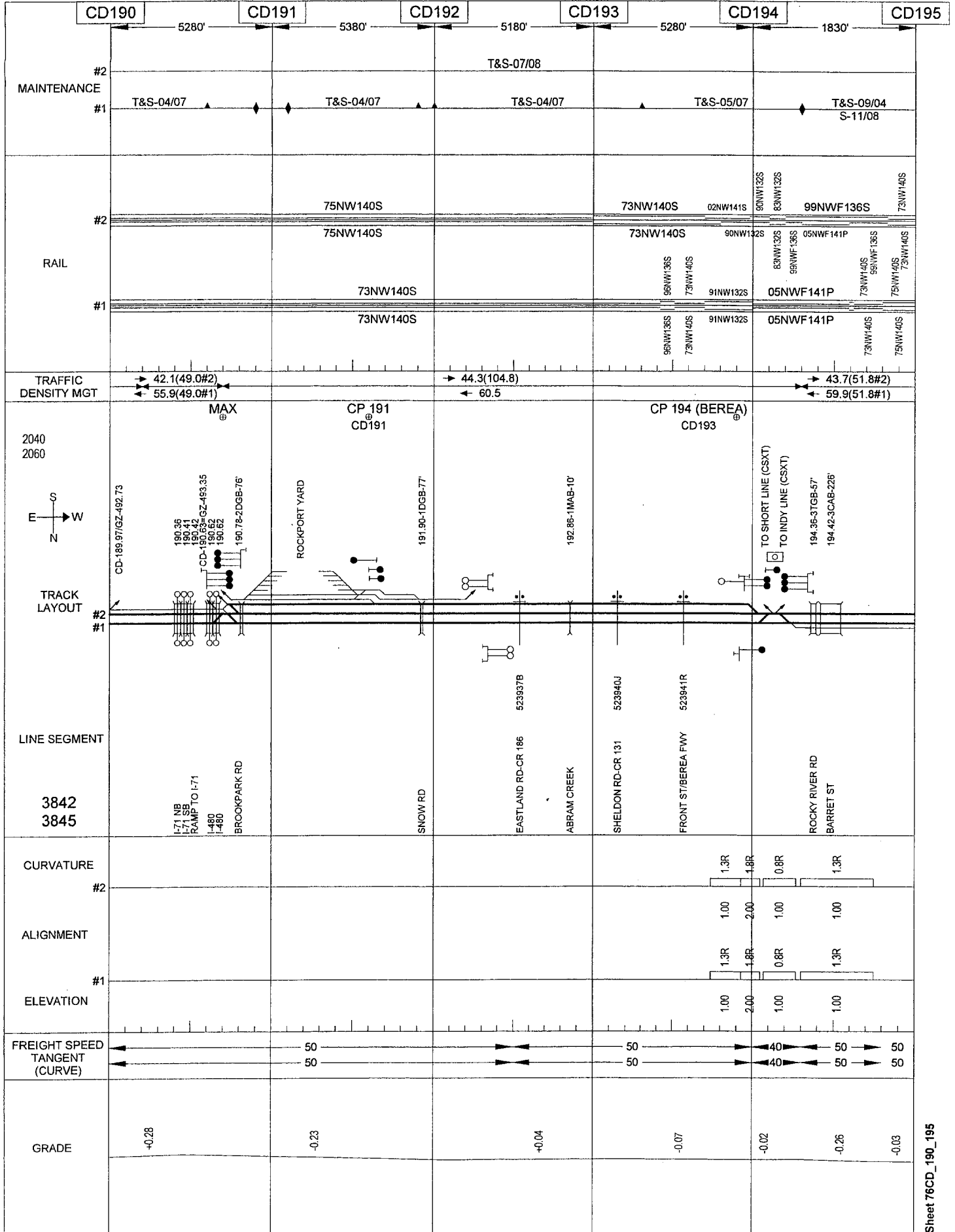
11/24/2008

503600

011
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



	CD195	CD196	CD197	CD198	CD199	CD200
MILEAGE	5193'	5367'	5280'	5280'	5380'	
MAINTENANCE	#2 #1	T&S-07/08 T&S-09/04 S-11/08				
RAIL	#2 #1	73NW140S 75NW140S	73NW140S 75NW140S	73NW140S 75NW140S	95NW136S 75NW140S	
TRAFFIC DENSITY MGT			→ 43.7(51.8#2) ← 59.9(51.8#1)			
2060		(OLMSTED FALLS) CD199	CP 197 CD197			
E	S E → W N	196.28+6MAB-248' 196.39+1'MAB-12'	TEST MILE	TEST MILE		
TRACK LAYOUT	#2 #1	523835H 523836P 523837W 523838D	523839K	523840E	X	523841L
LINE SEGMENT		LEWIS RD ROCKY RIVER COLUMBIA RD PLUM CREEK BROOKSIDE DR MAPLEWAY DR	FITCH RD	STEARN RD	PRIVATE	BRONSON RD
3845						
CURVATURE	#2					
ALIGNMENT	#1					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)		50 50	50 50	50 50	50 50	
GRADE	-0.03 -0.46	+0.04	+0.22	+0.16	-0.02	-0.29

Sheet 76CD_195_200

11/24/2008

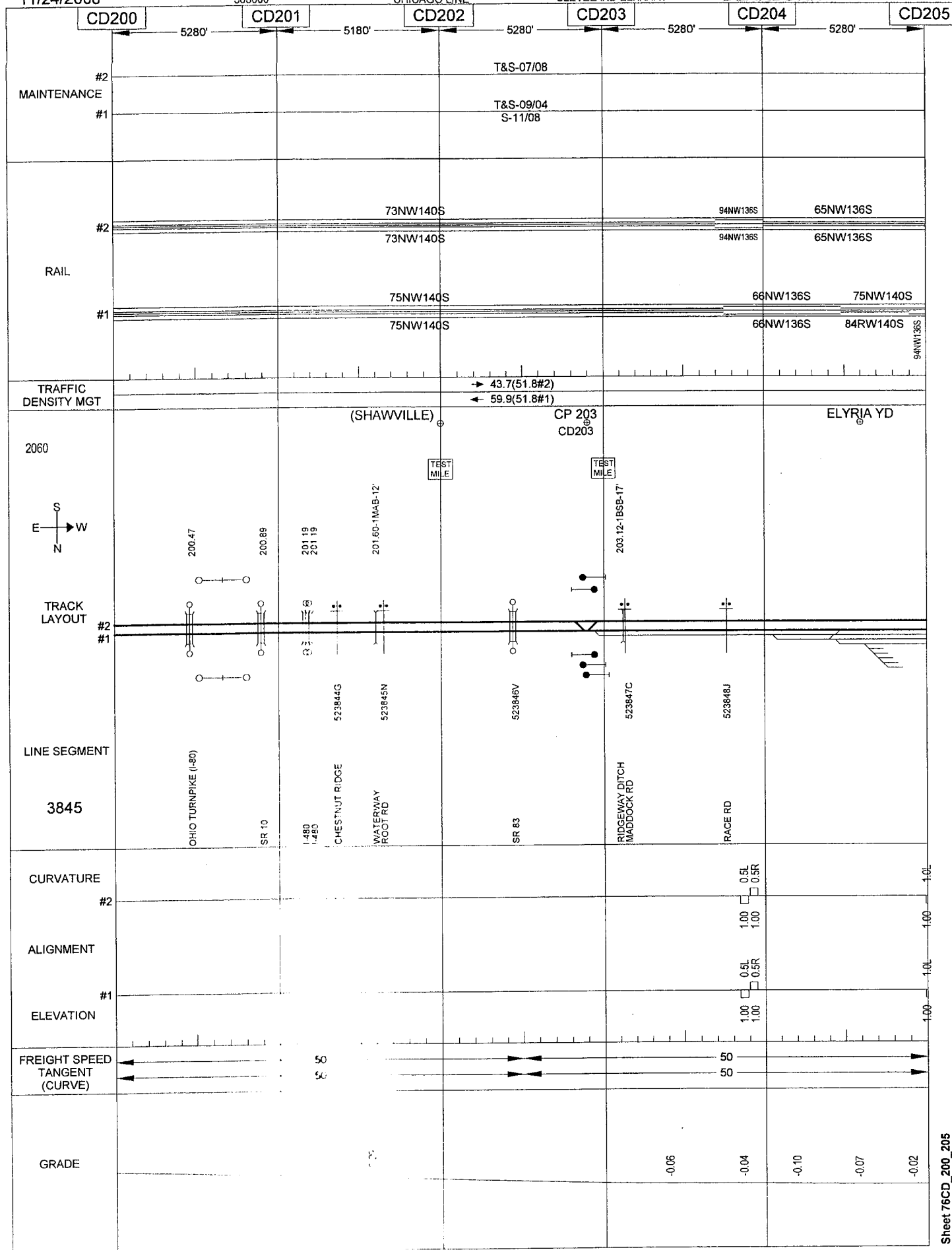
503600

013

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

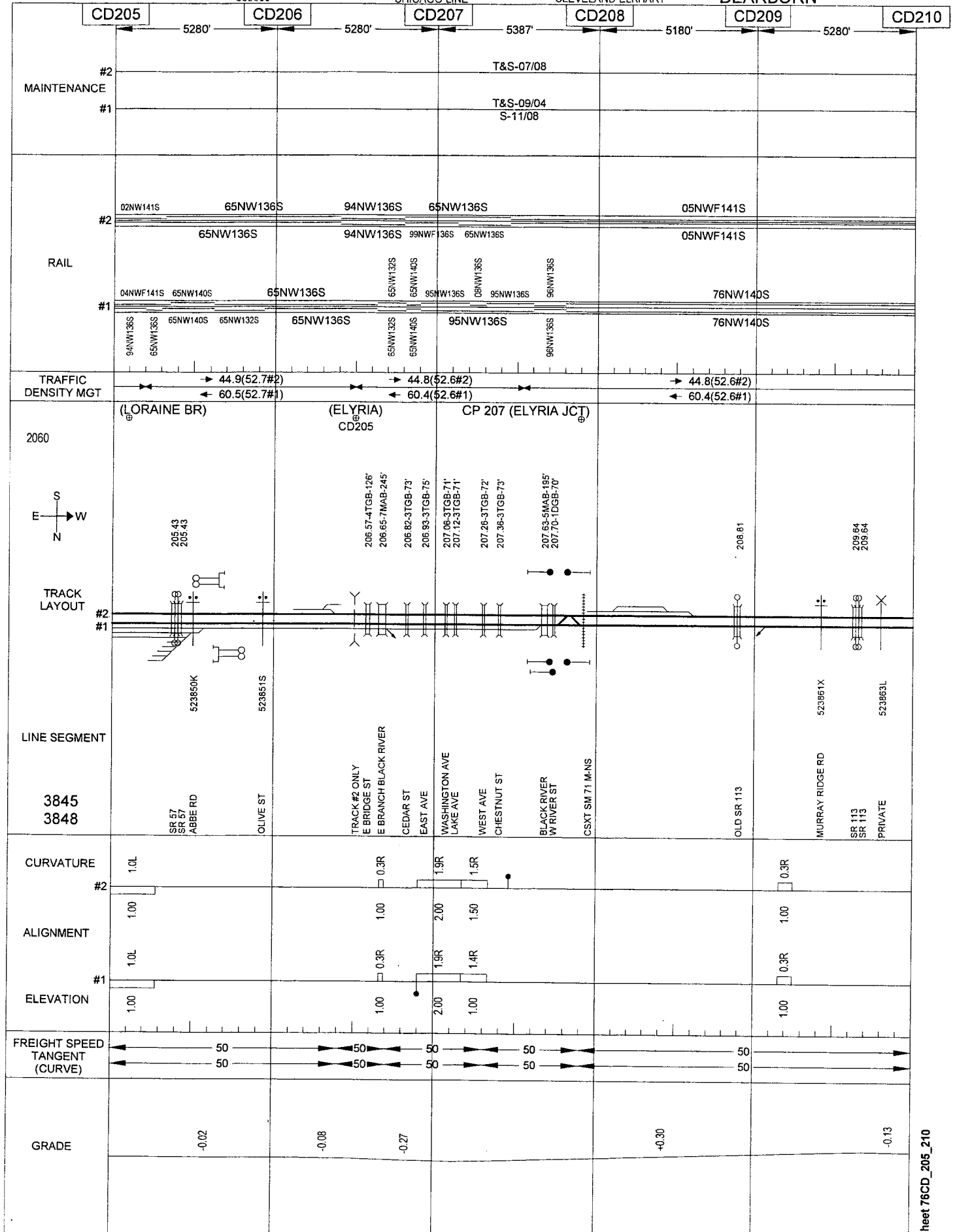
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014

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



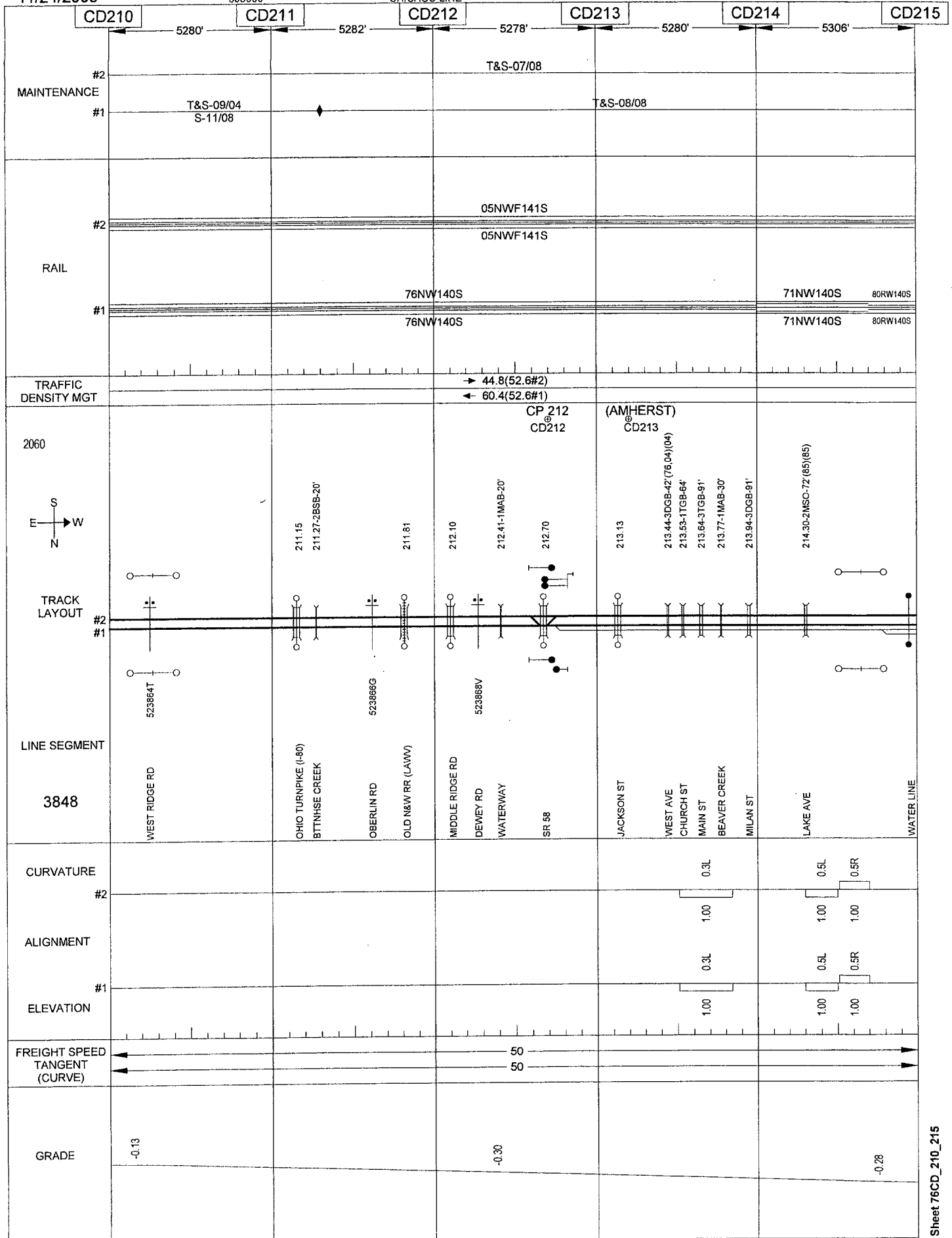
11/24/2008

503600

015
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

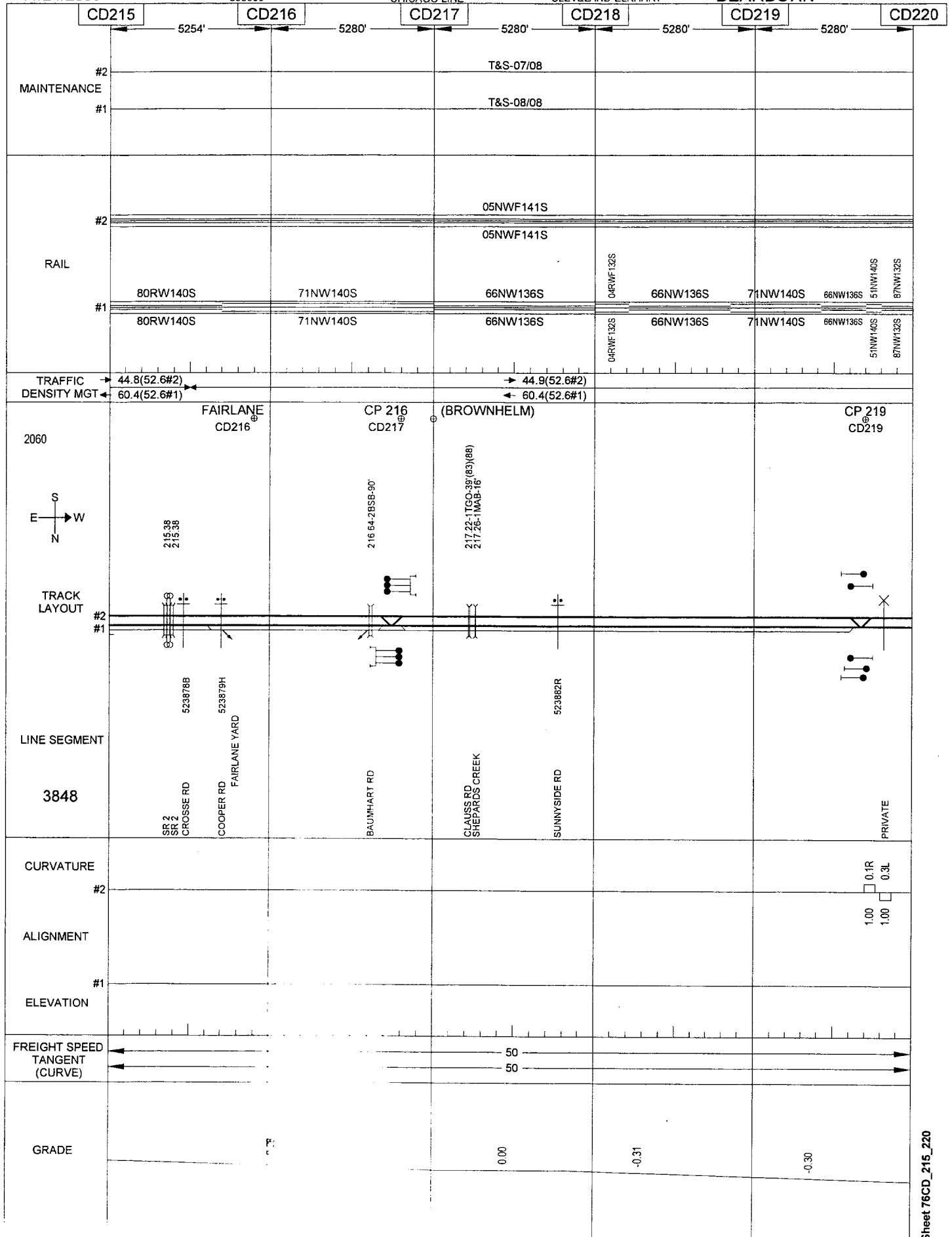
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016

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

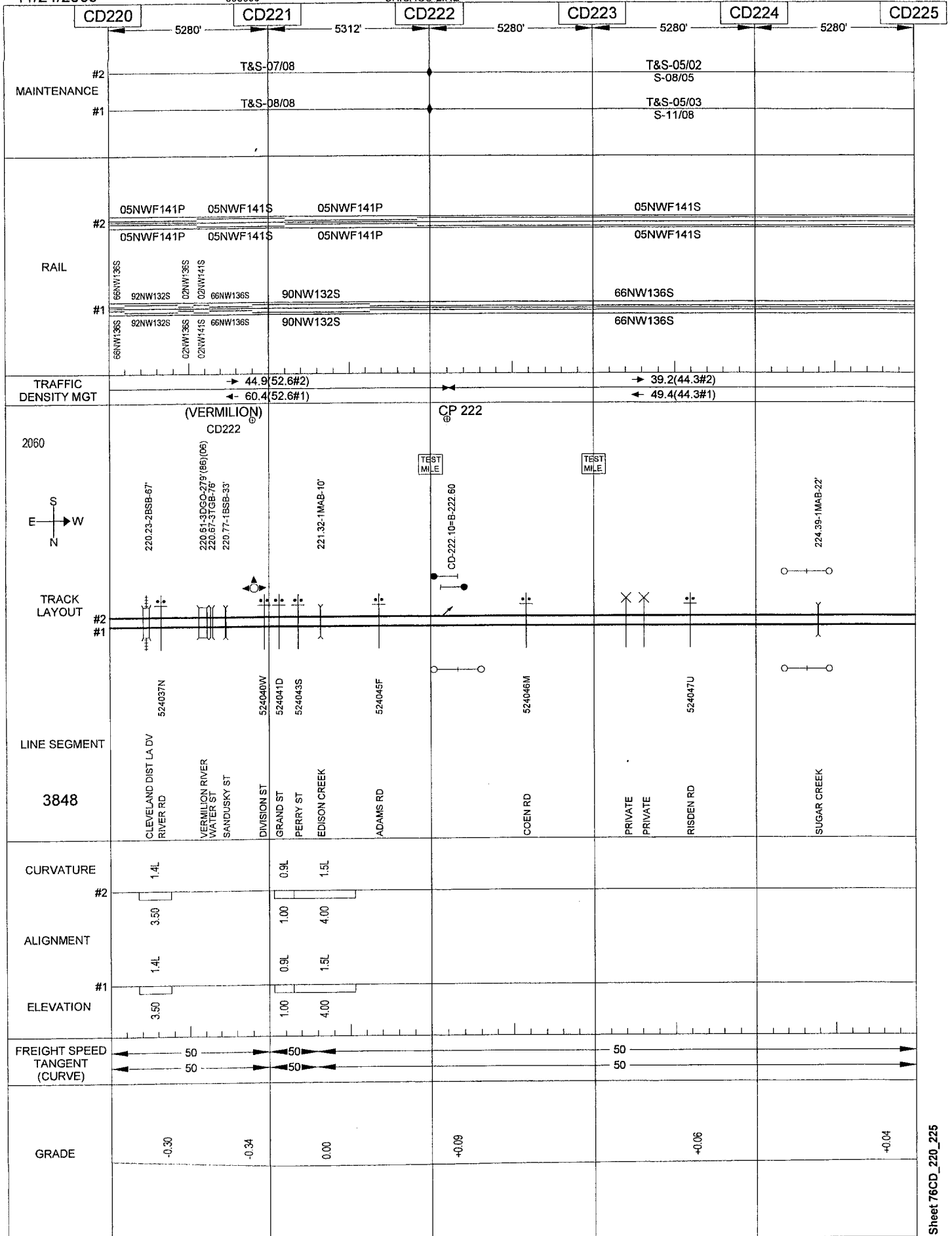
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017

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



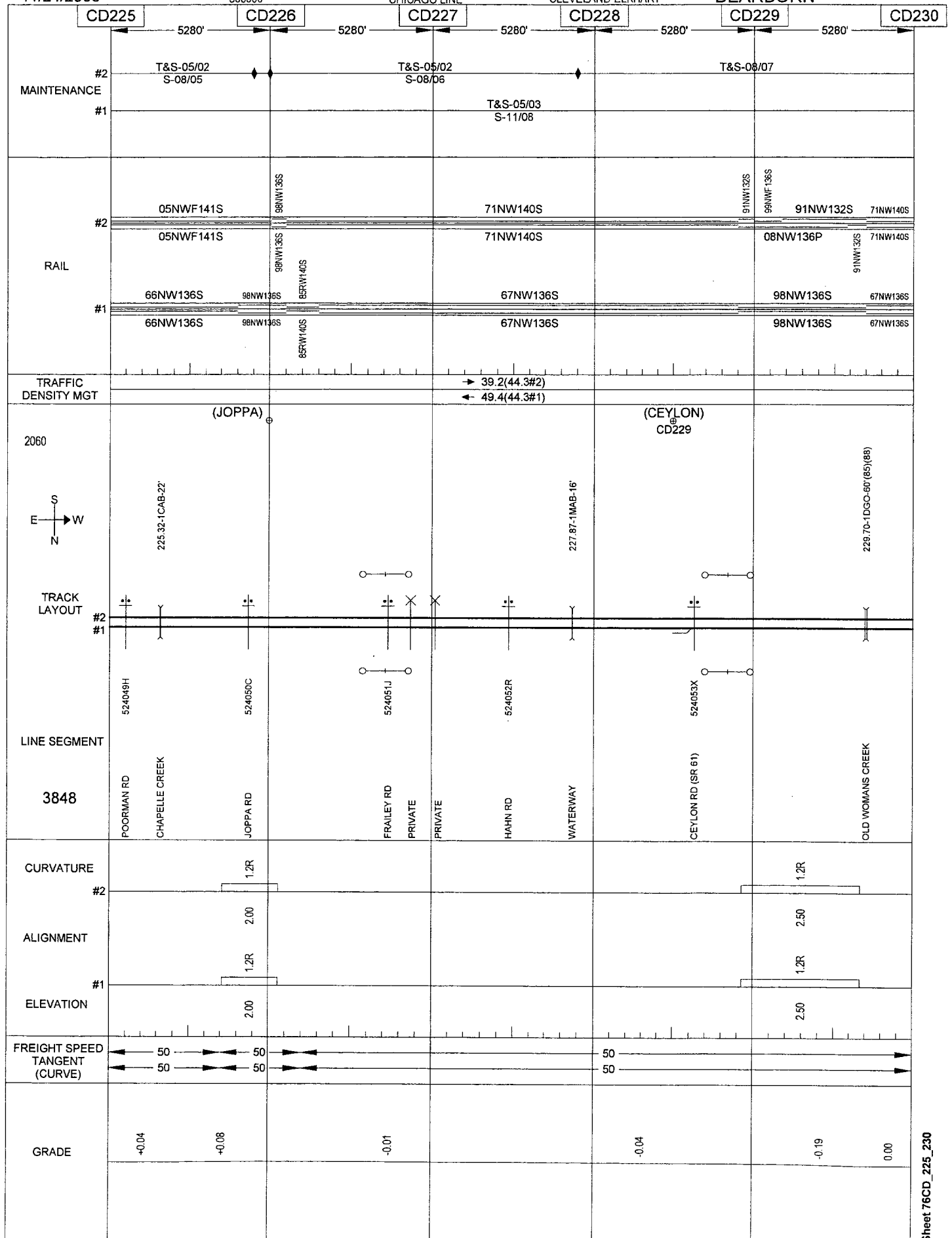
11/24/2008

018

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



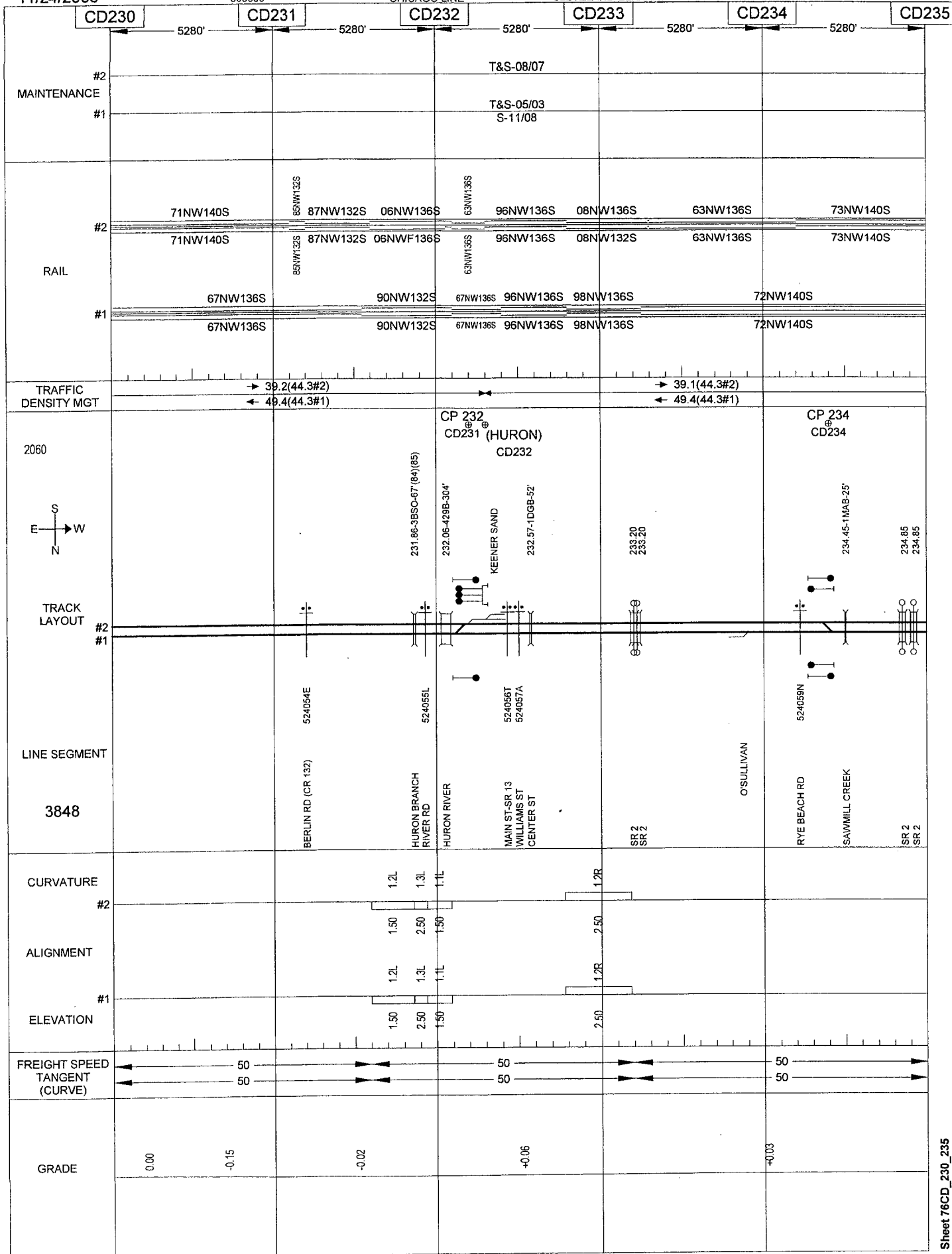
11/24/2008

503600

019
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

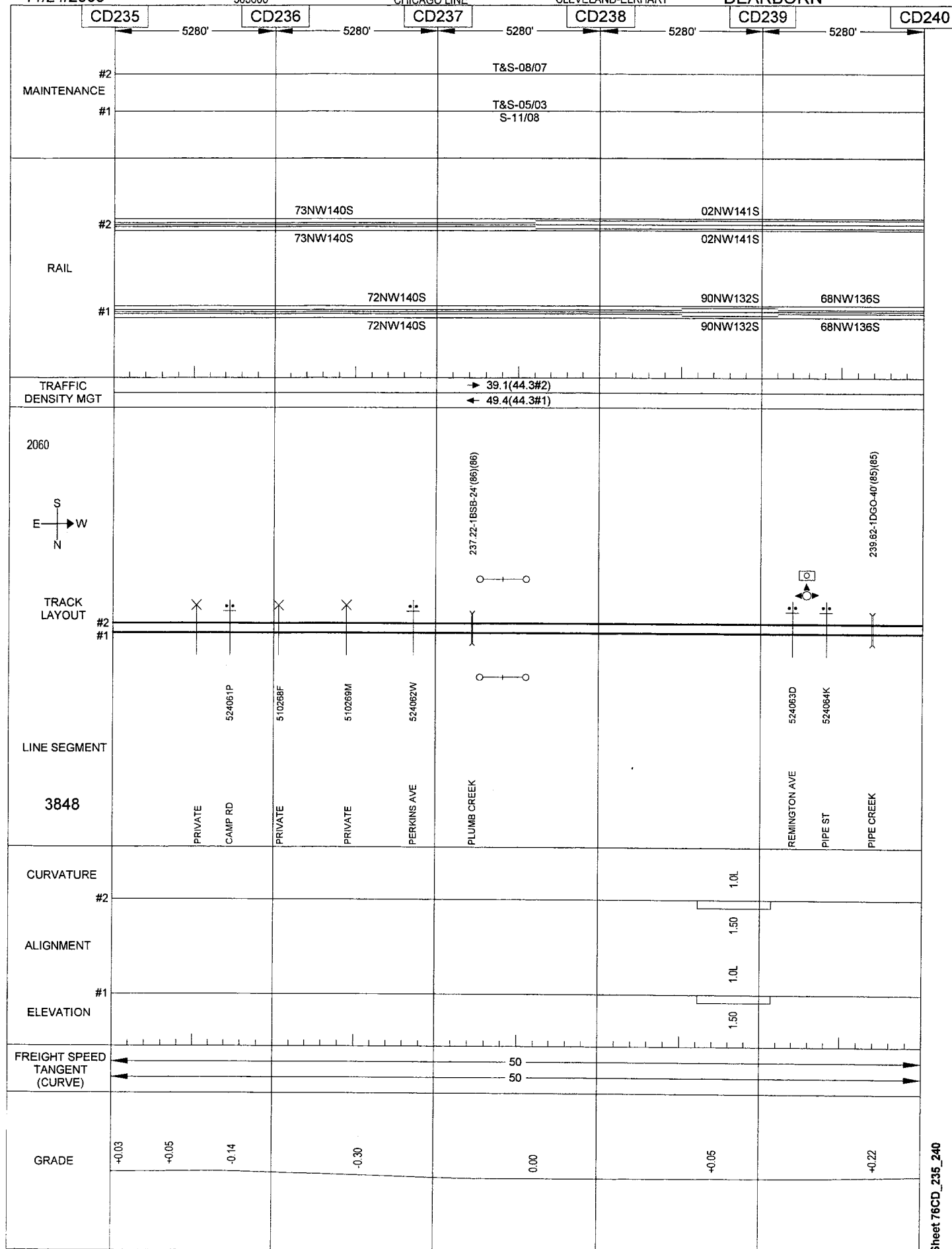
503600

020

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

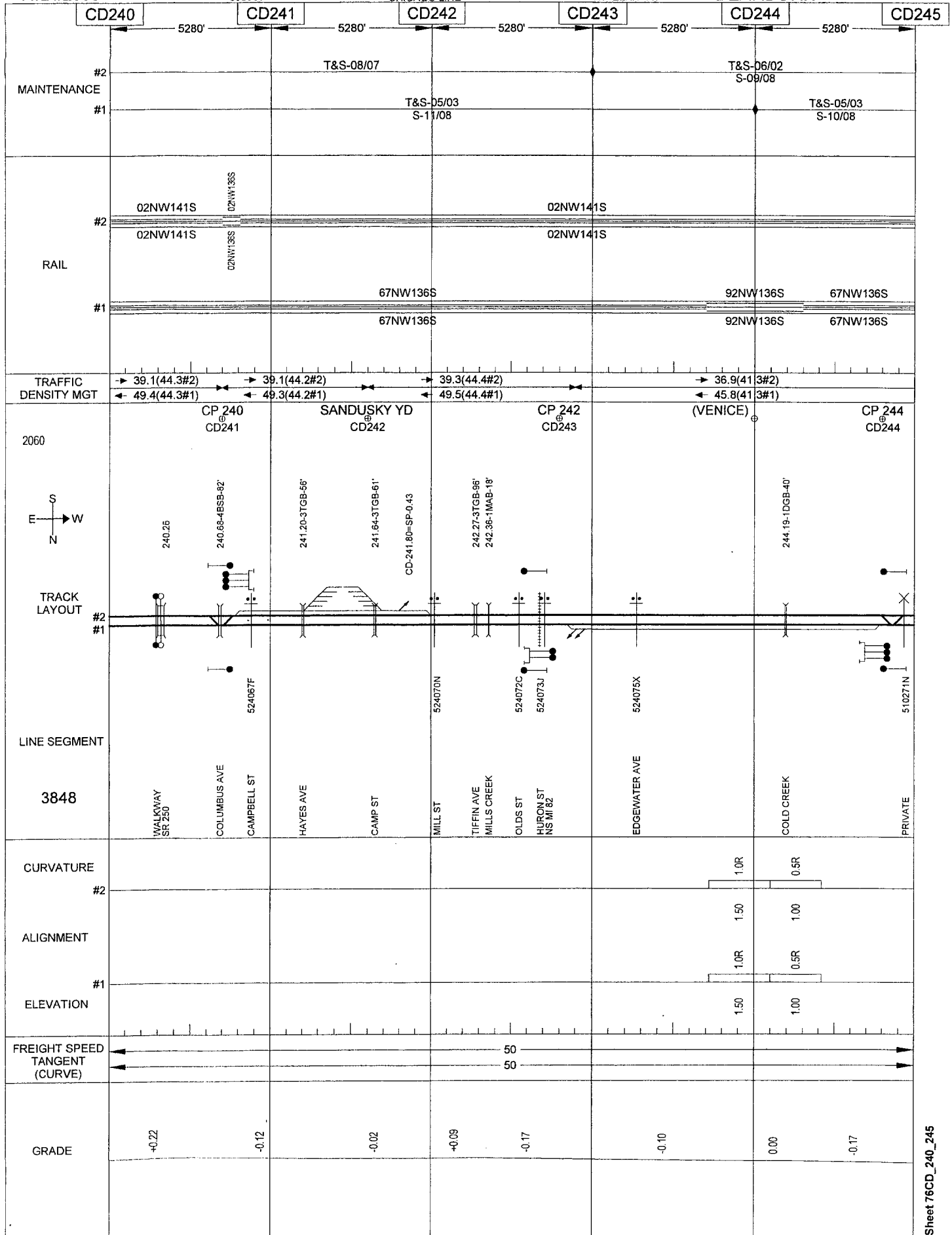
503600

021

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

503600

022

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD245

CD246

CD247

CD248

CD249

CD250

5380'

5180'

5280'

5280'

5280'

#2
MAINTENANCE
#1

T&S-06/02
S-09/08
T&S-05/03
S-10/08

RAIL

#2
#1

02NW141S

02NW141S

66NW136S

89NW132S

66NW136S

94NW136S

66NW136S

67NW136S

94NW136S

67NW136S

94NW136S

TRAFFIC
DENSITY MGT

→ 36.9(41.3#2)
← 45.8(41.3#1)

2060

S
E → W
N

BAY BRIDGE

CP 248
CD248

(DANBURY)

247.28-9BSB-418'

247.56-17BSB-724'

248.00-9MSC-402 (07)(07)

248.30-6BSB-282'

249.10

249.35

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3848

SANDUSKY BAY

SANDUSKY BAY

SANDUSKY BAY

SUNDUSKY BAY

509250Y

CR 255

SR 269

SR 2

CURVATURE

#2

1.0R

1.1L

0.8L

0.9L

1.0L

0.7L

ALIGNMENT

#1

1.50

1.50

1.00

1.00

1.00

1.00

ELEVATION

1.50

1.50

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50
50

50
50

GRADE

-0.17

0.00

+0.02

+0.05

-0.14

-0.06

+0.01

		CD250	CD251	CD252	CD253	CD254	CD255
		5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	#2			T&S-06/02 S-09/08			
	#1	T&S-05/03 S-10/08			T&S-09/04 S-10/08		
RAIL	#2	02NW141S		75NW140S			01NW136S
		94NW136S		75NW140S			01NW136S
	#1	02NW141S		67NW136S			07NW136S
		94NW136S		67NW136S			07NW136S
TRAFFIC DENSITY MGT		→ 36.9(41.3#2) ← 45.8(41.3#1)			→ 36.5(41.0#2) ← 45.6(41.0#1)		
2060		(GYPSUM) 71936			CP 253 CD253	(PORT CLINTON) CD255	
E S N W		US GYPSUM			253.35 253.35	254.45-1CBB-15' 254.45-3TGB-64' 254.57-3TGB-63' 254.66-1TGB-36' 254.77-3TGB-54' 254.86-4TGB-108' 254.95-3TGB-56'	
TRACK LAYOUT		#2 #1					
LINE SEGMENT		509253U PRIVATE GYPSUM RD		509255H PLASTER BED	509256P SR 2 SR 2 NISSAN PRIVATE	509260E FOOT SUBWAY FULTON ST WASHINGTON ST ADAMS ST JEFFERSON ST MADISON ST MONROE ST	
3848							
CURVATURE		0.7L				0.5R	
ALIGNMENT		1.00				1.00	
ELEVATION		0.7L 1.00				0.5R 1.00	
FREIGHT SPEED TANGENT (CURVE)		50 50		50 50	50 50		
GRADE		-0.01 -0.15		-0.16 -0.09	-0.04 -0.30	+0.16 -0.02	

Sheet 76CD 250_255

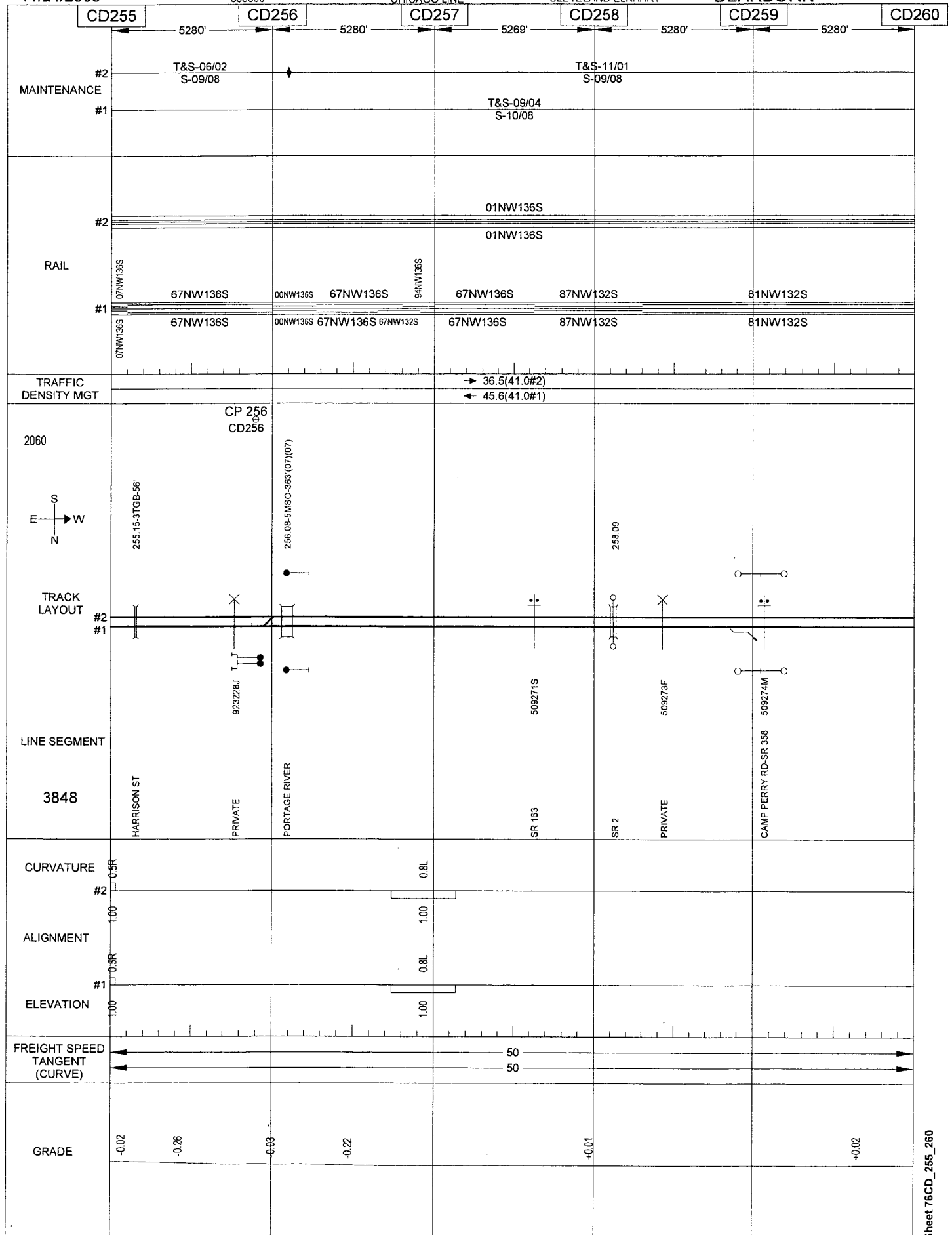
11/24/2008

024

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



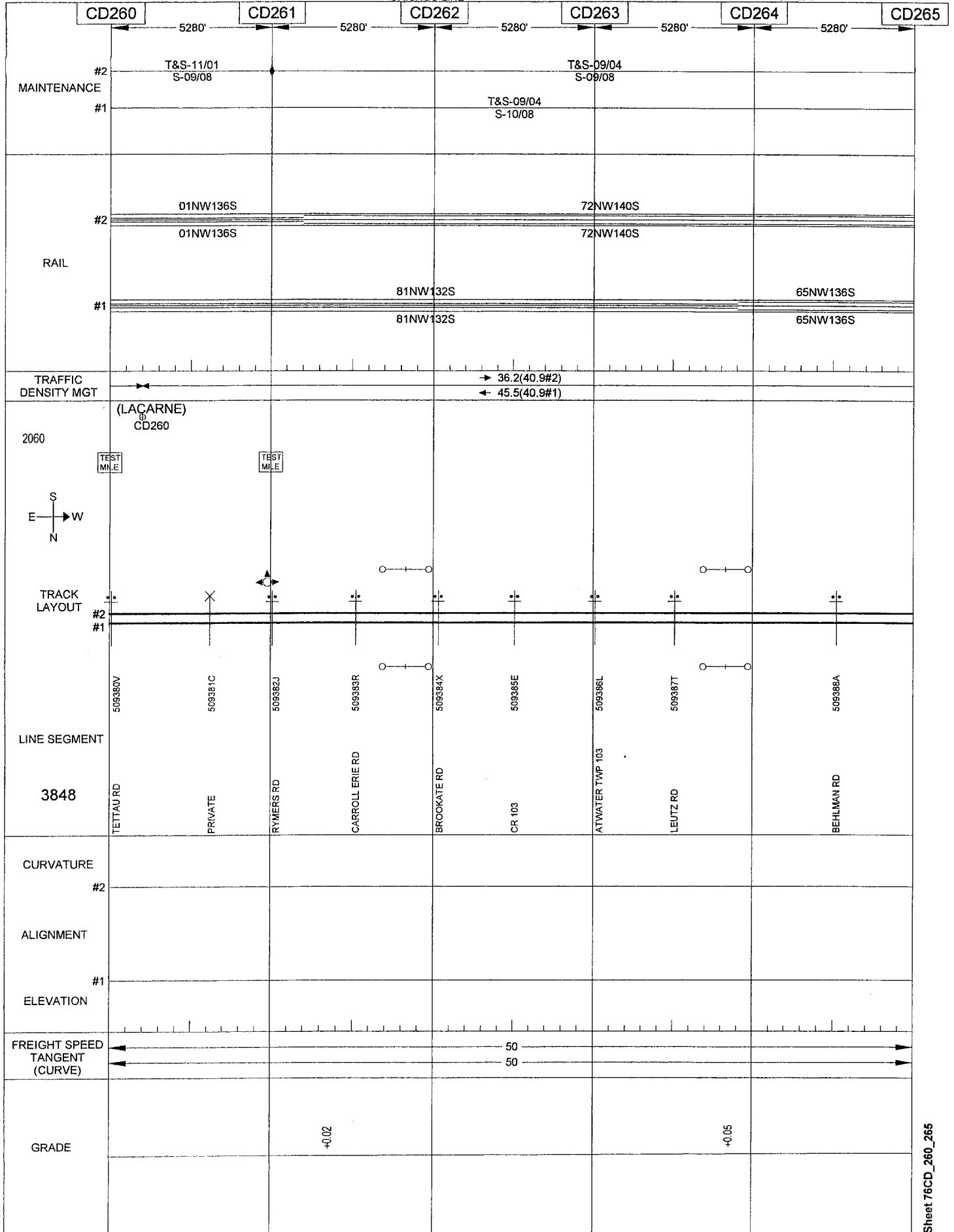
11/24/2008

503600

025
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



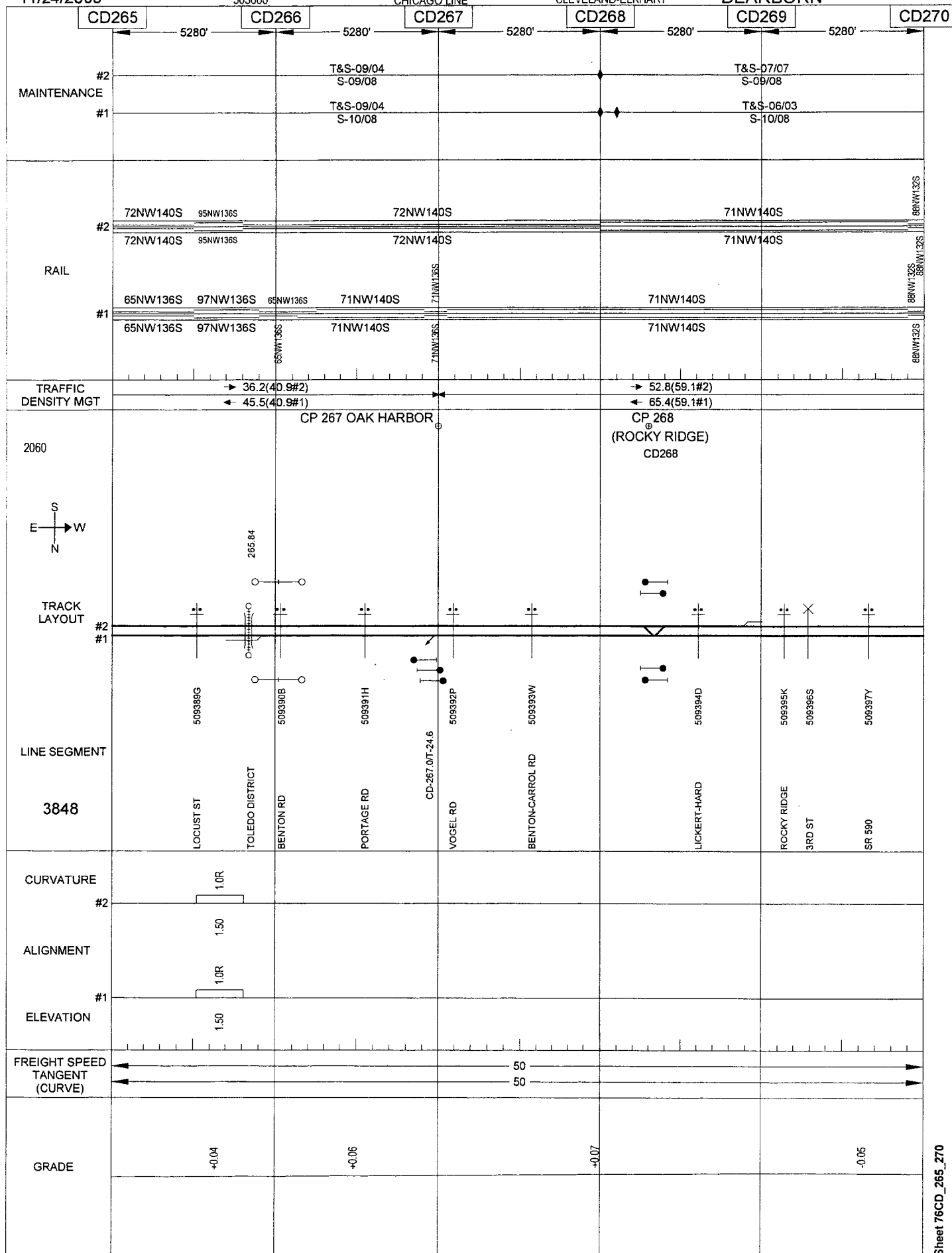
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026

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



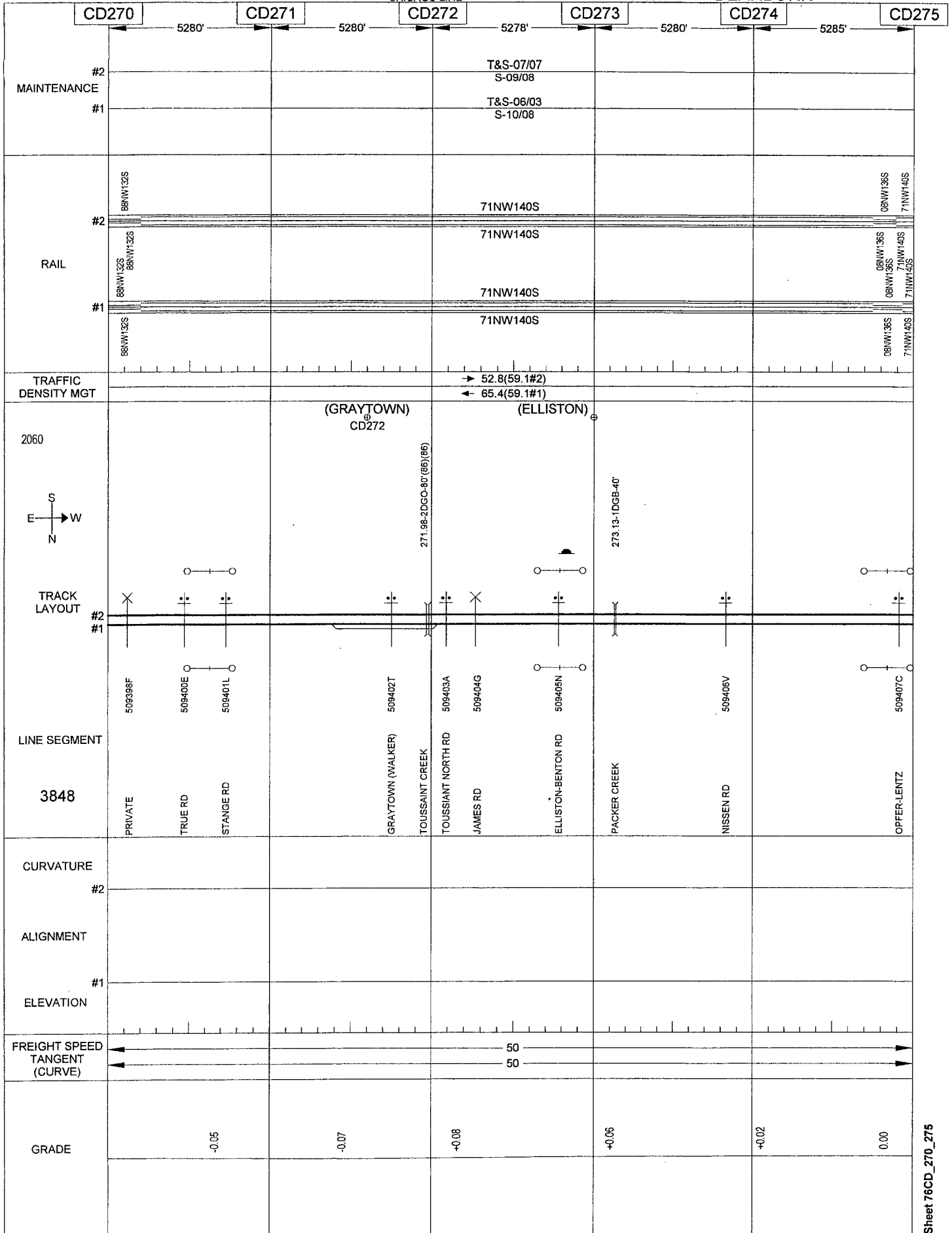
11/24/2008

503600

027
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



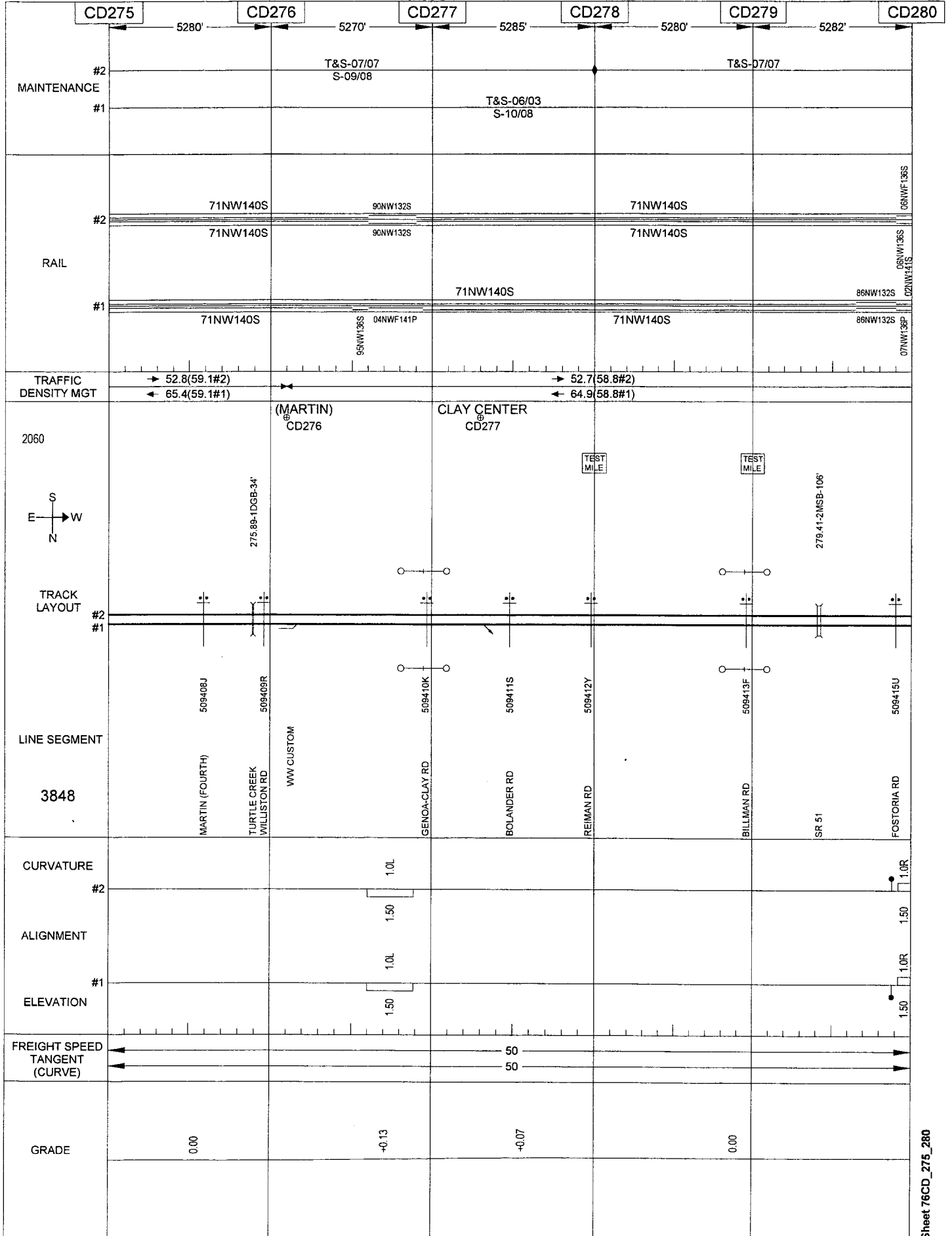
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028

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

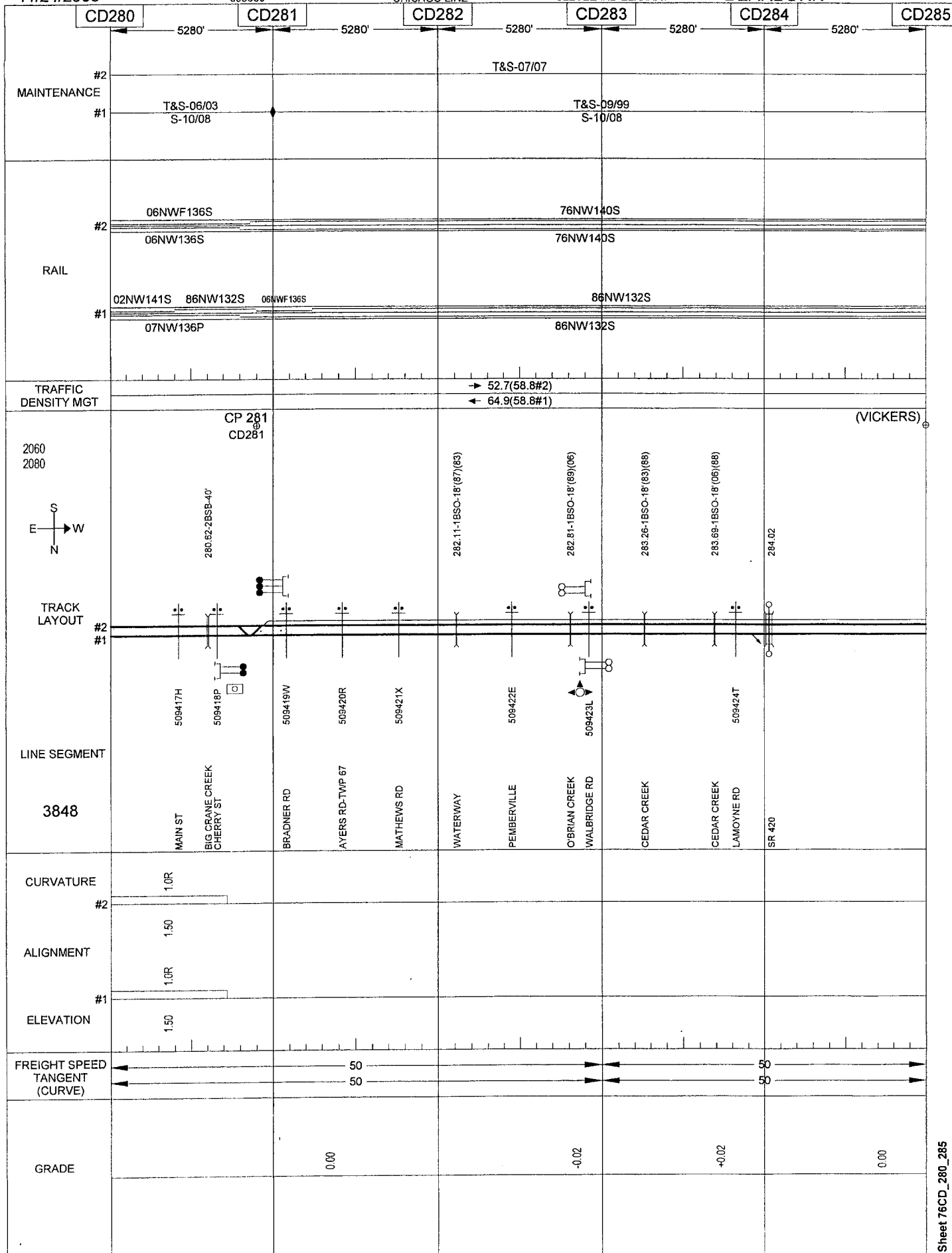
503600

029

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

503600

030

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD285

CD286

CD287

CD288

CD289

CD290

5280'

5280'

5283'

5280'

5432'

#2

T&S-07/07

T&S-07/07

T&S-05/07

MAINTENANCE

#1

S-09/08
T&S-10/05
S-10/08

S-09/08

#2

RAIL

#1

TRAFFIC
DENSITY MGT→ 52.7(58.8#2)
← 64.9(58.8#1)→ 53.3(60.2#2)
← 67.1(60.2#1)→ 53.2(59.9#2)
← 66.7(59.9#1)

2080

(VICKERS)
CP 285
CD285CP 286
CD286MAUMEE
CD287CP 287
CD288TOLEDO
CP 288
CD289CP 289
CD290S
E → W
NTRACK
LAYOUT

#2

#1

LINE SEGMENT

3848
3851509854D
509855KCSXT SM 47 M-NS
CSXT SM 47 M-NS

285.77-1CAB-10'

CD-286.53-DK-1.80

286.66-2TGB-82'

CD-286.75-XA-286.90

286.97-1TGO-36'

287.18

287.38

CD-287.65-DY-1.20

287.62

287.65-4TTO-759(00)(00)

CD-287.88-W-105.89

288.55

288.62

288.82

289.08

289.14

289.46-2DGO-116(95)(95)

289.73-3BSB-42'

509436M

OAKDALE AVE
E BROADWAY
TOLEDO BELT
CD-287.15-TB-1.24
FASSETT ST
OAK ST
MIAMI ST
MAUMEE RIVER
PRIVATE
WALKWAY
L-75
BROADWAY ST
MAUMEE AVE
WALKWAY
N&W RR
ANTHONY WAYNE TR
PEDESTRIAN ACCESS
SWAN CREEK
CD-289.49-DR-57.70
HAWLEY AVE

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

30

30

30

30

25

25

30

30

50

50

GRADE

0.00

-0.11

-0.32

-0.58

-0.12

-0.08

-0.13

-0.28

+0.34

-0.33

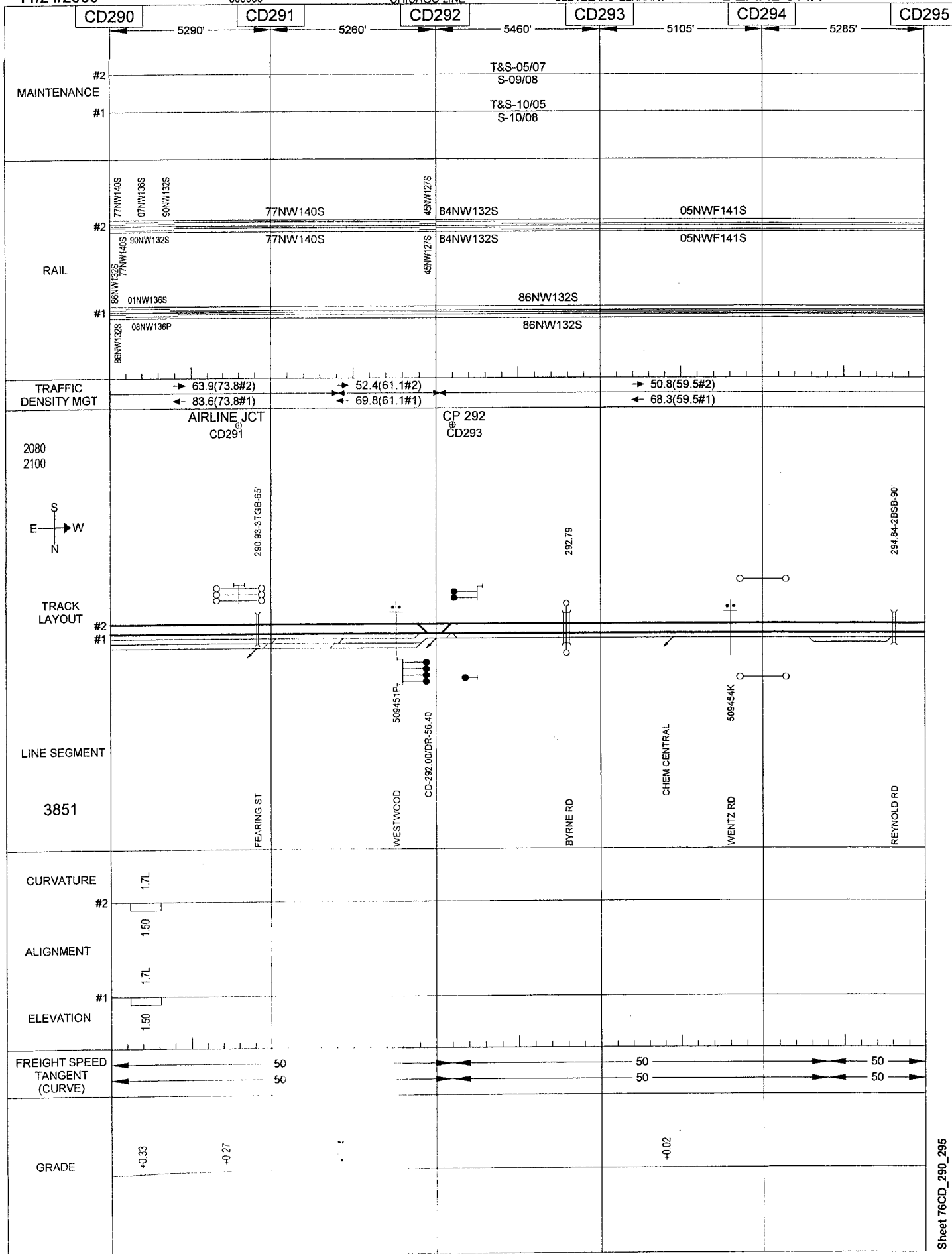
11/24/2008

031

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

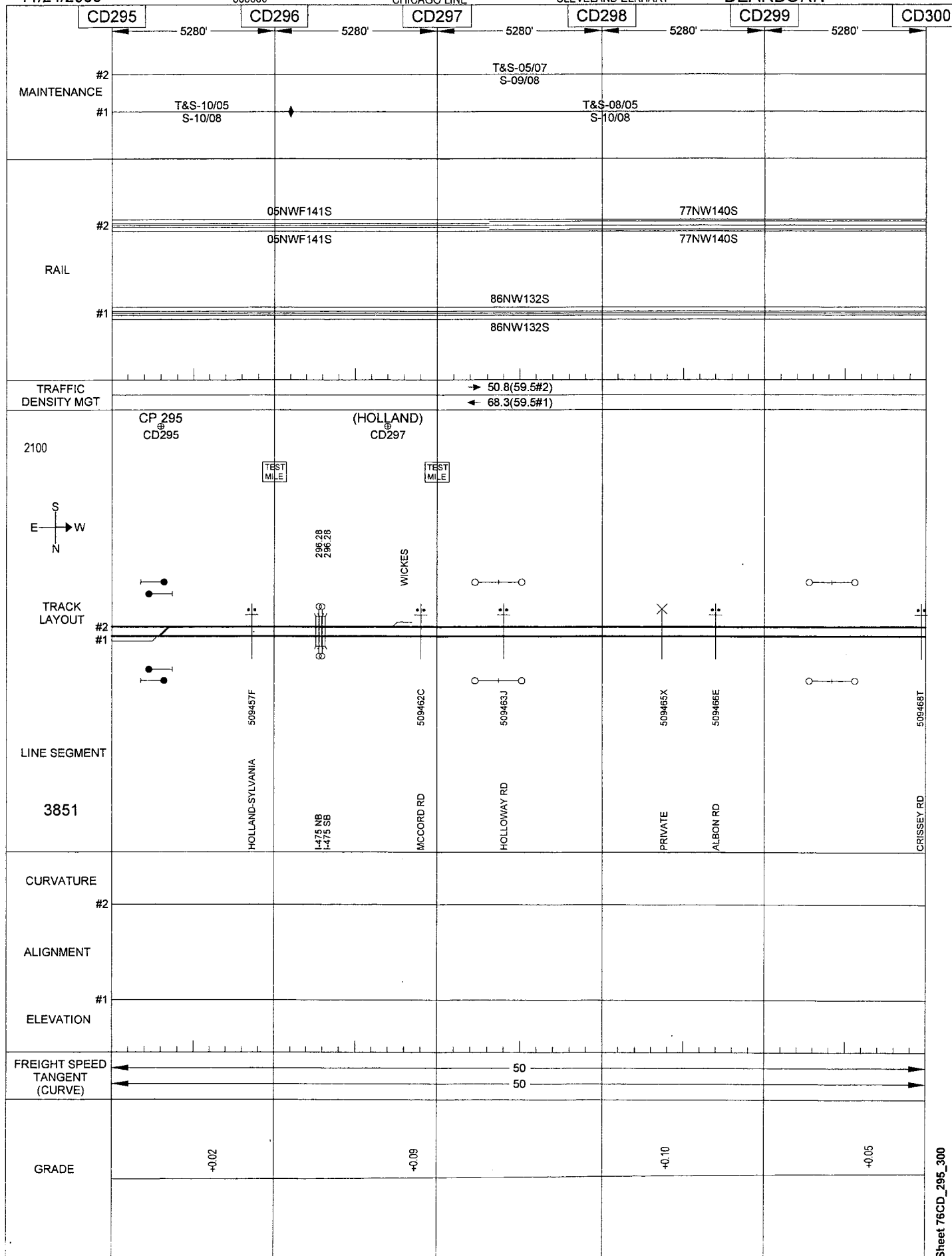
503600

032

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

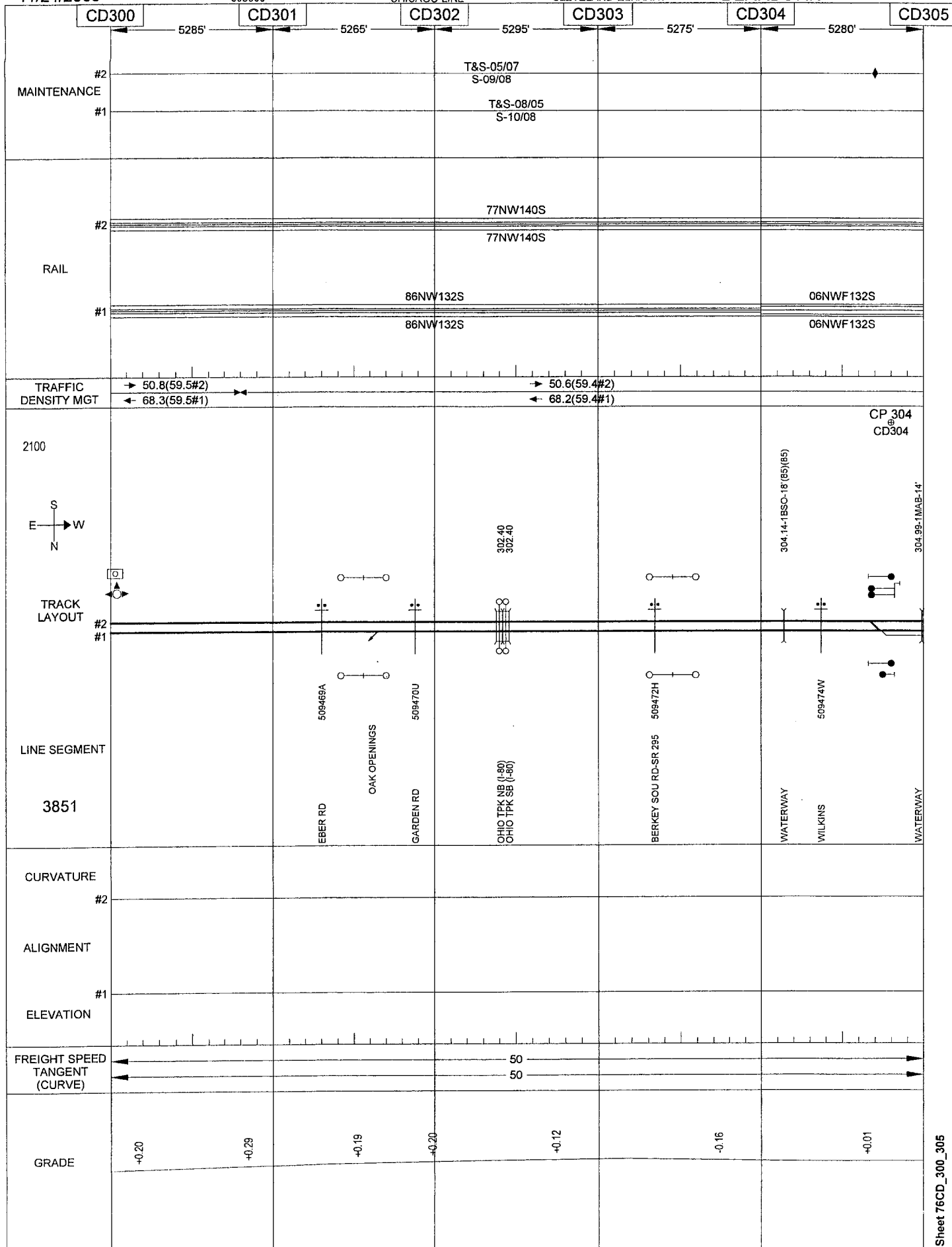
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033

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

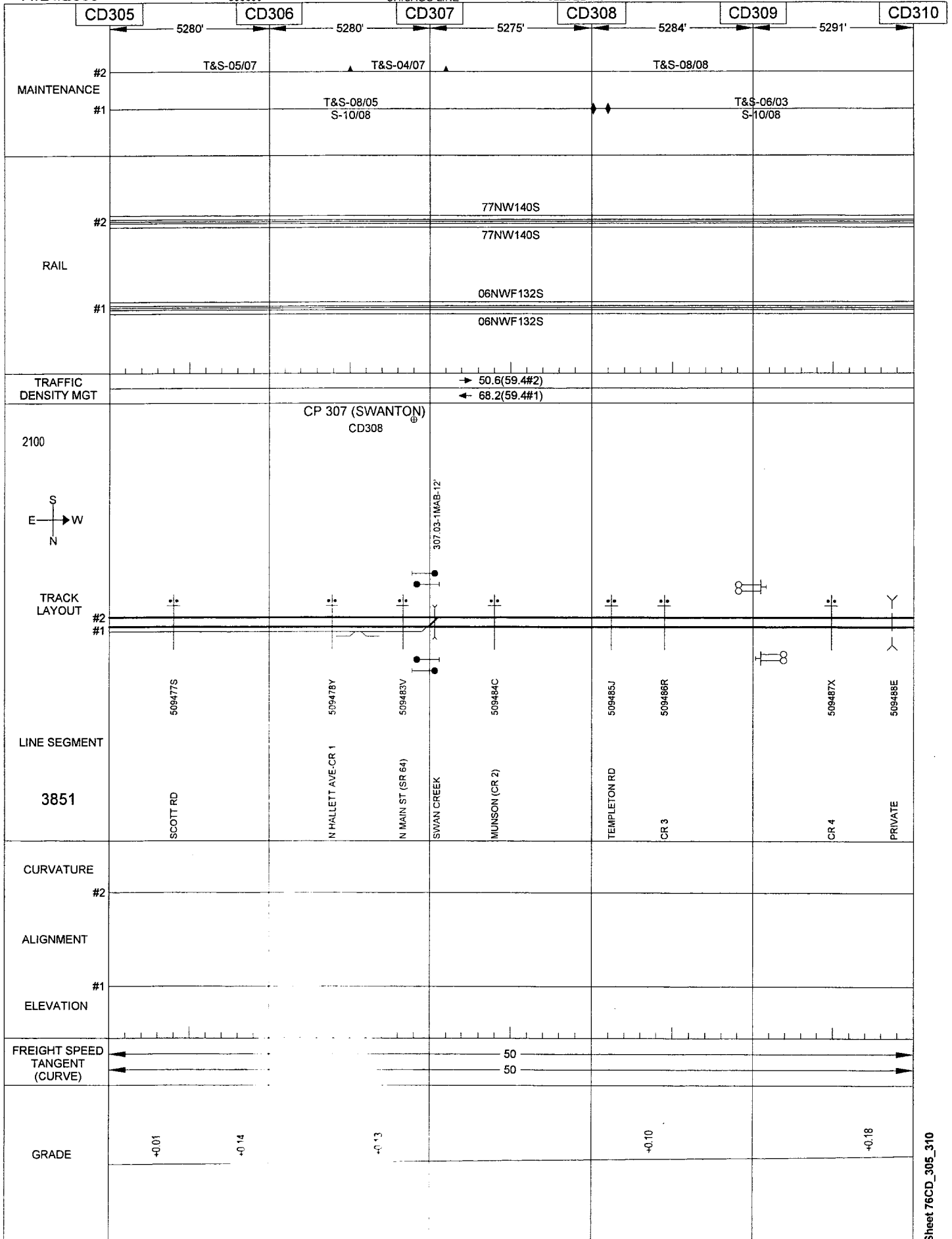
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034

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

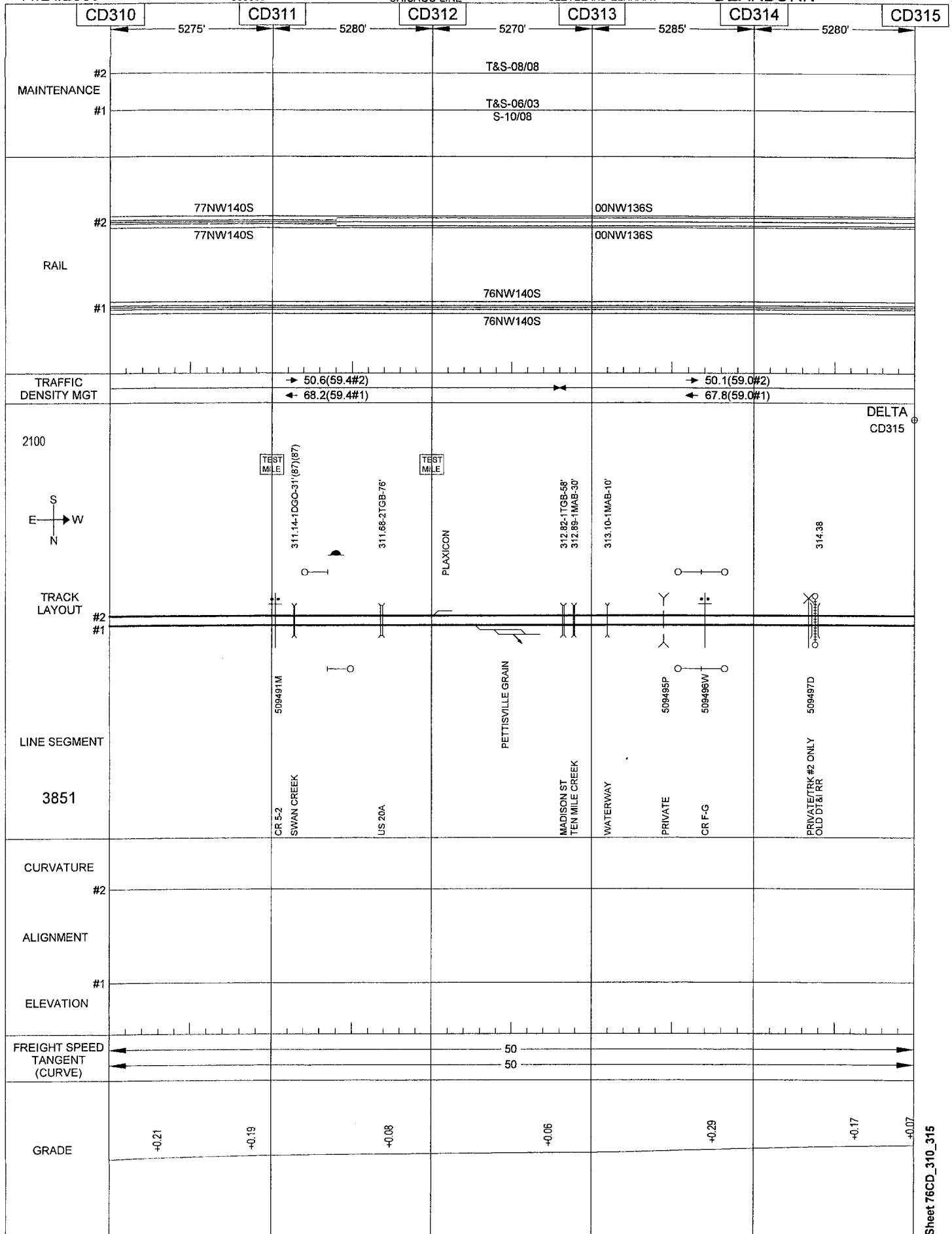
503600

035

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

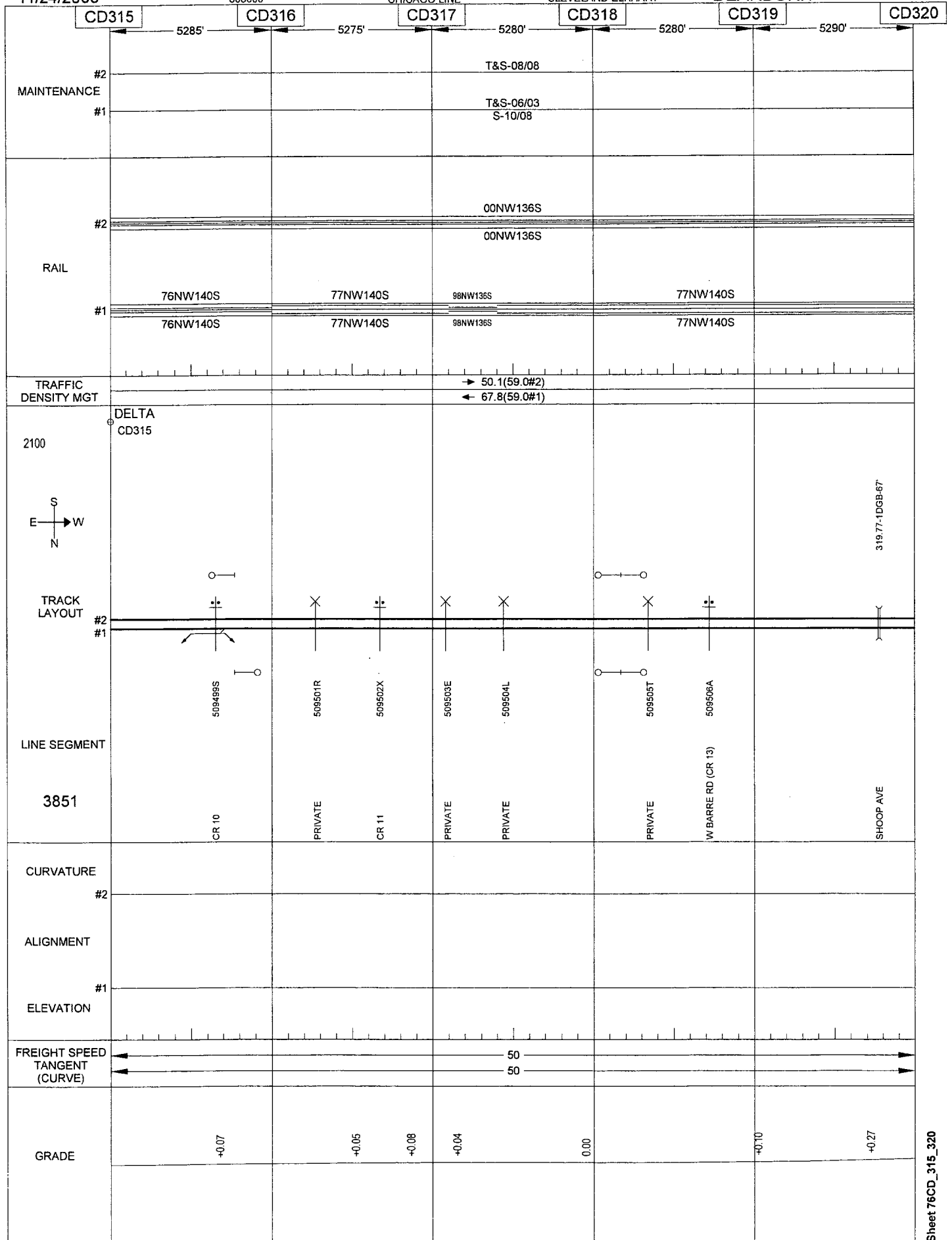
503600

036

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



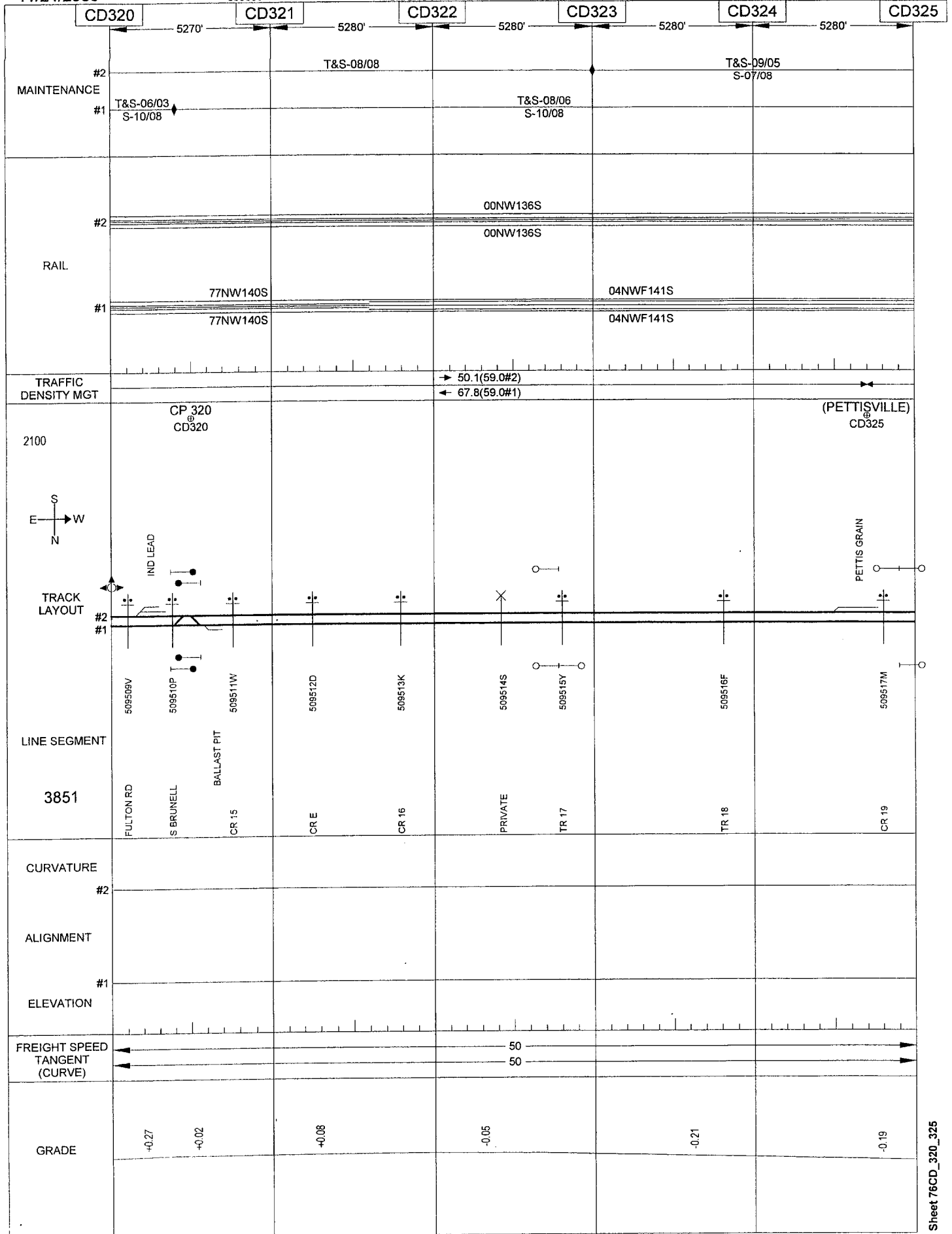
11/24/2008

503600

037
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



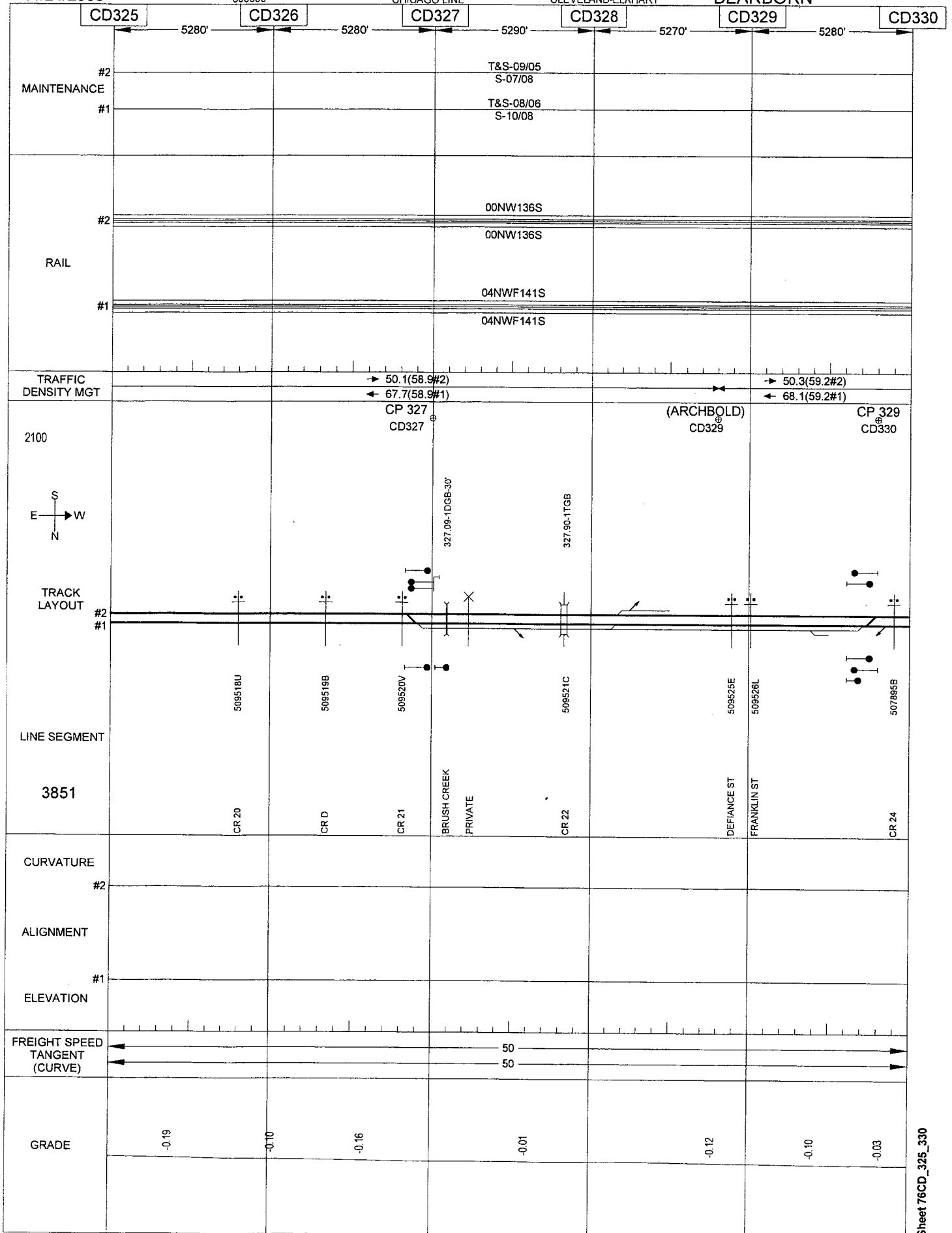
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038

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



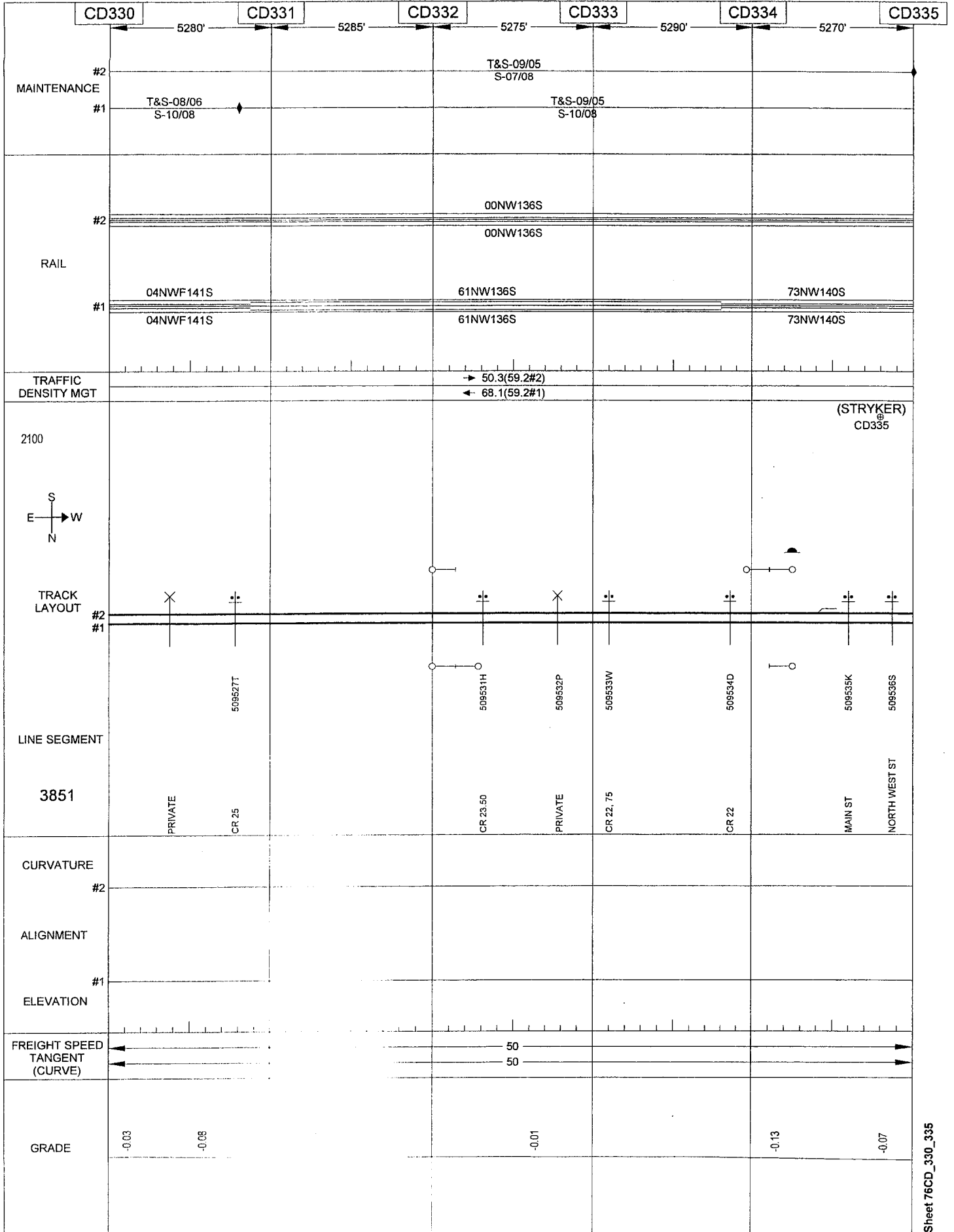
11/24/2008

503600

039
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

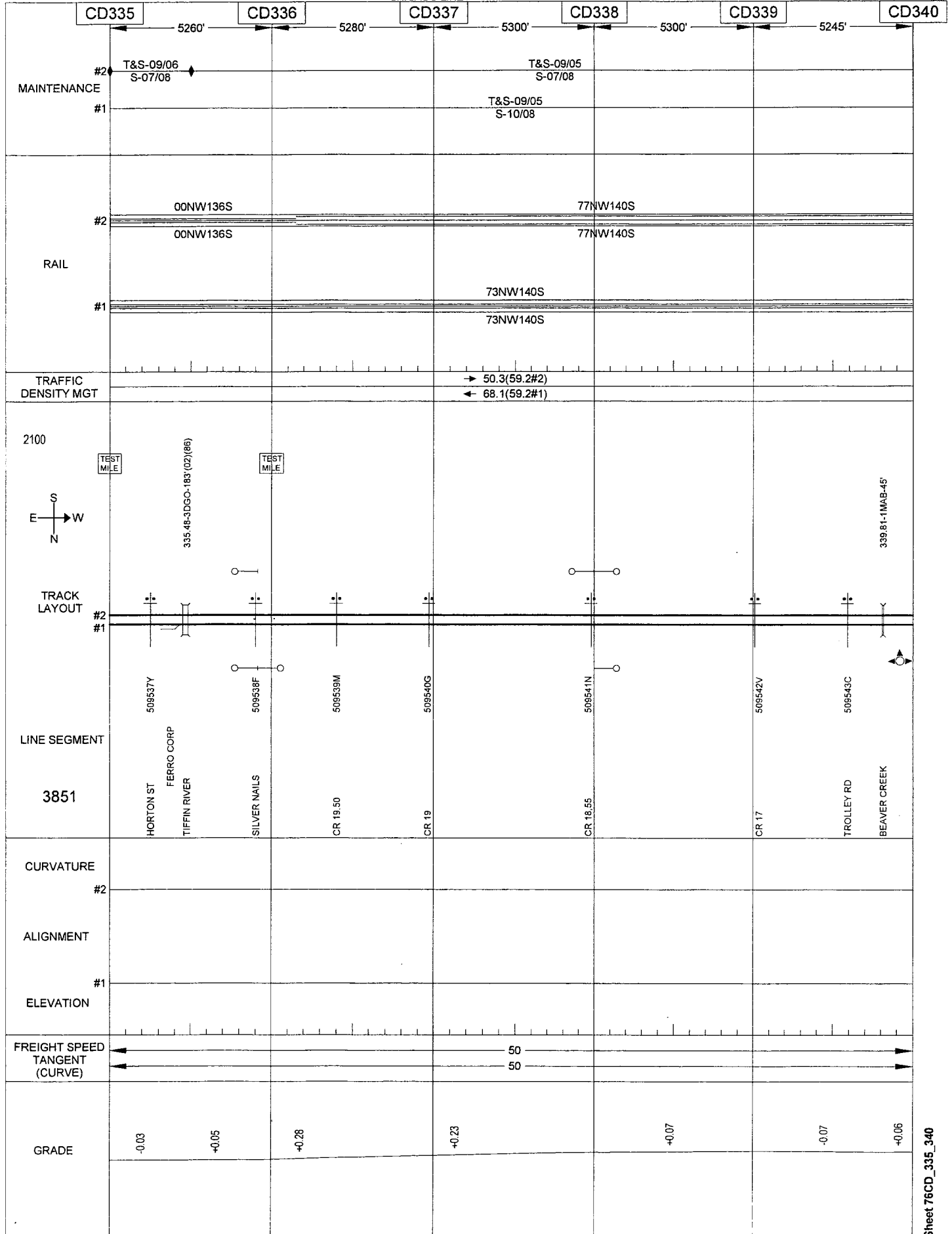
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040

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

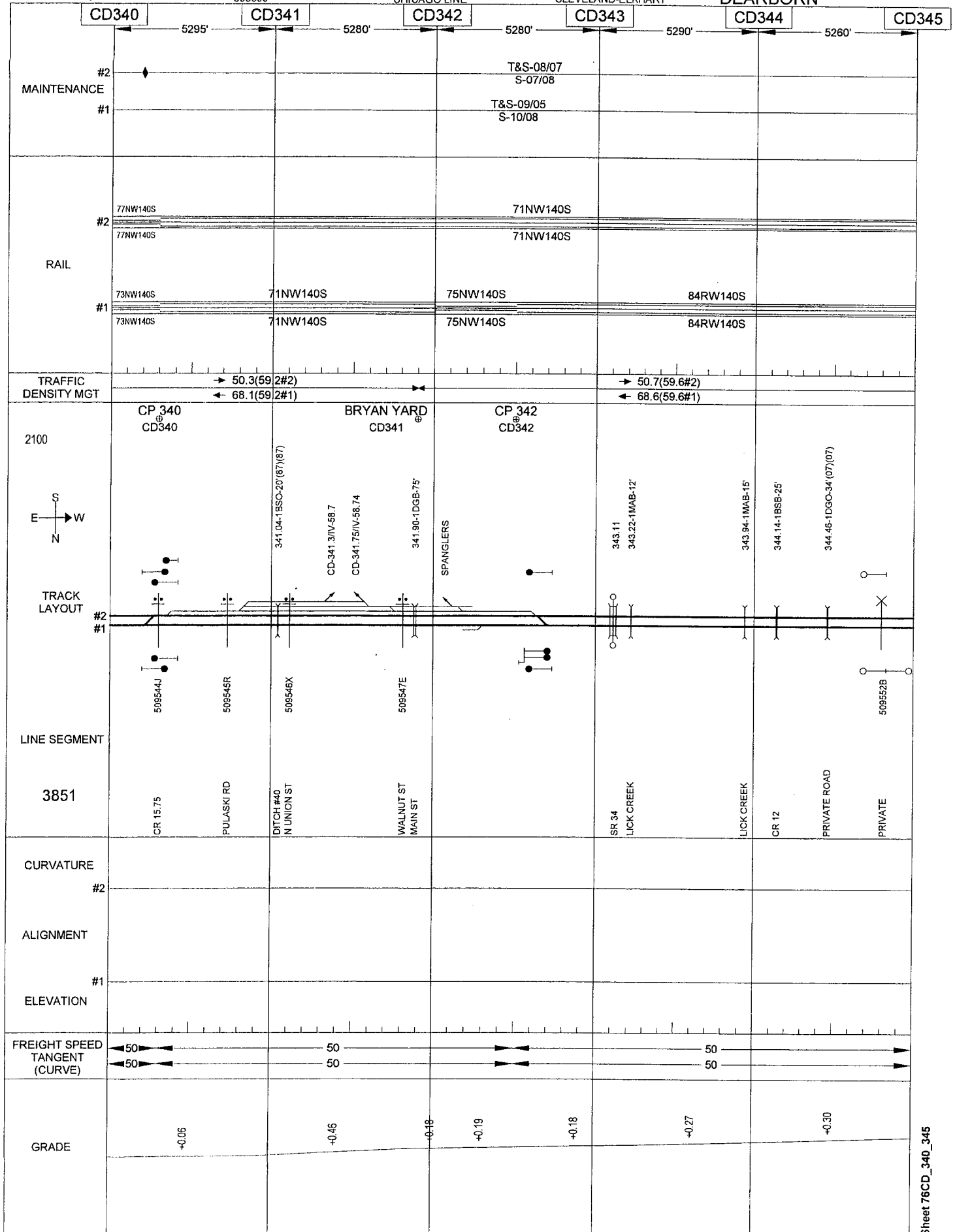
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041

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

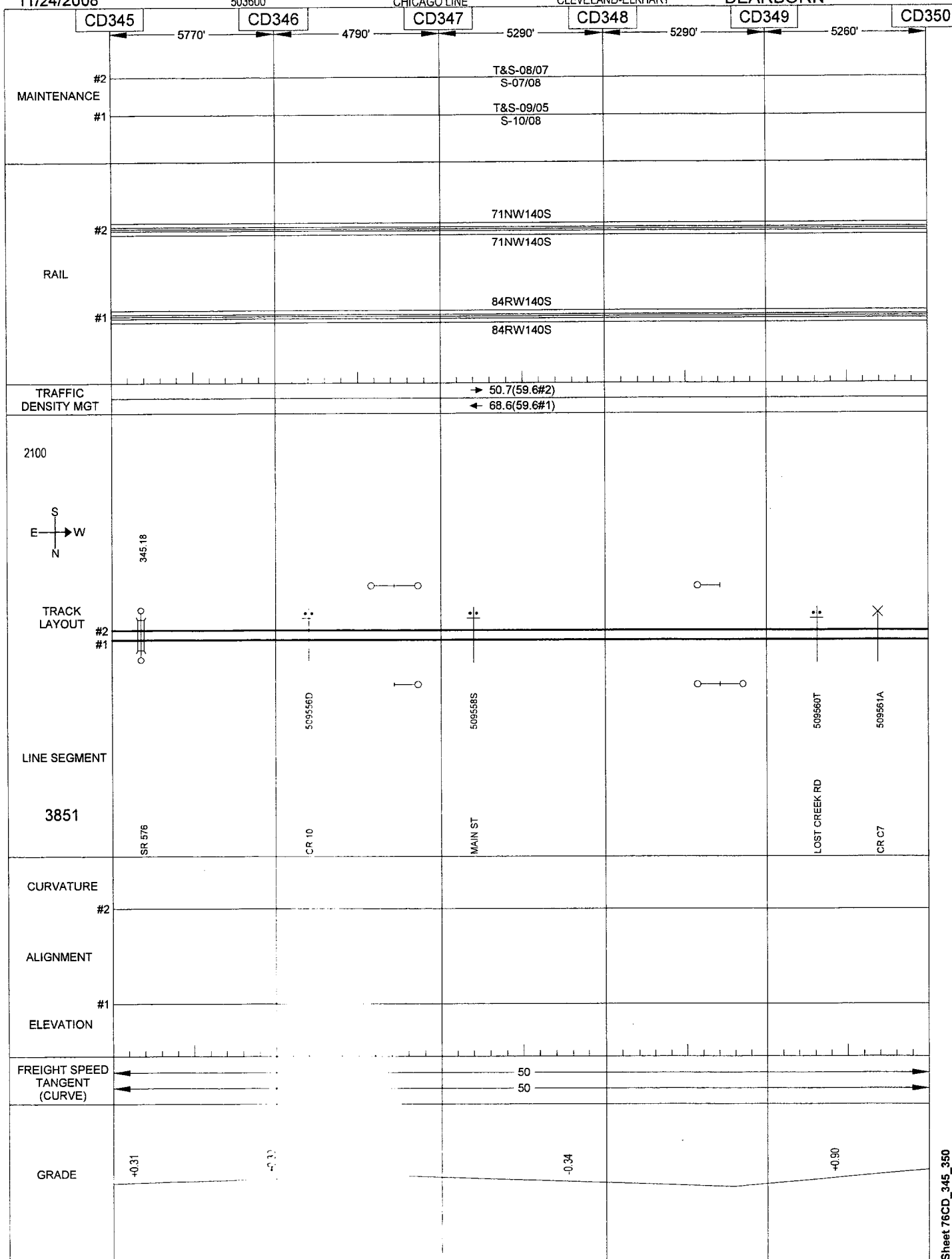
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042

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

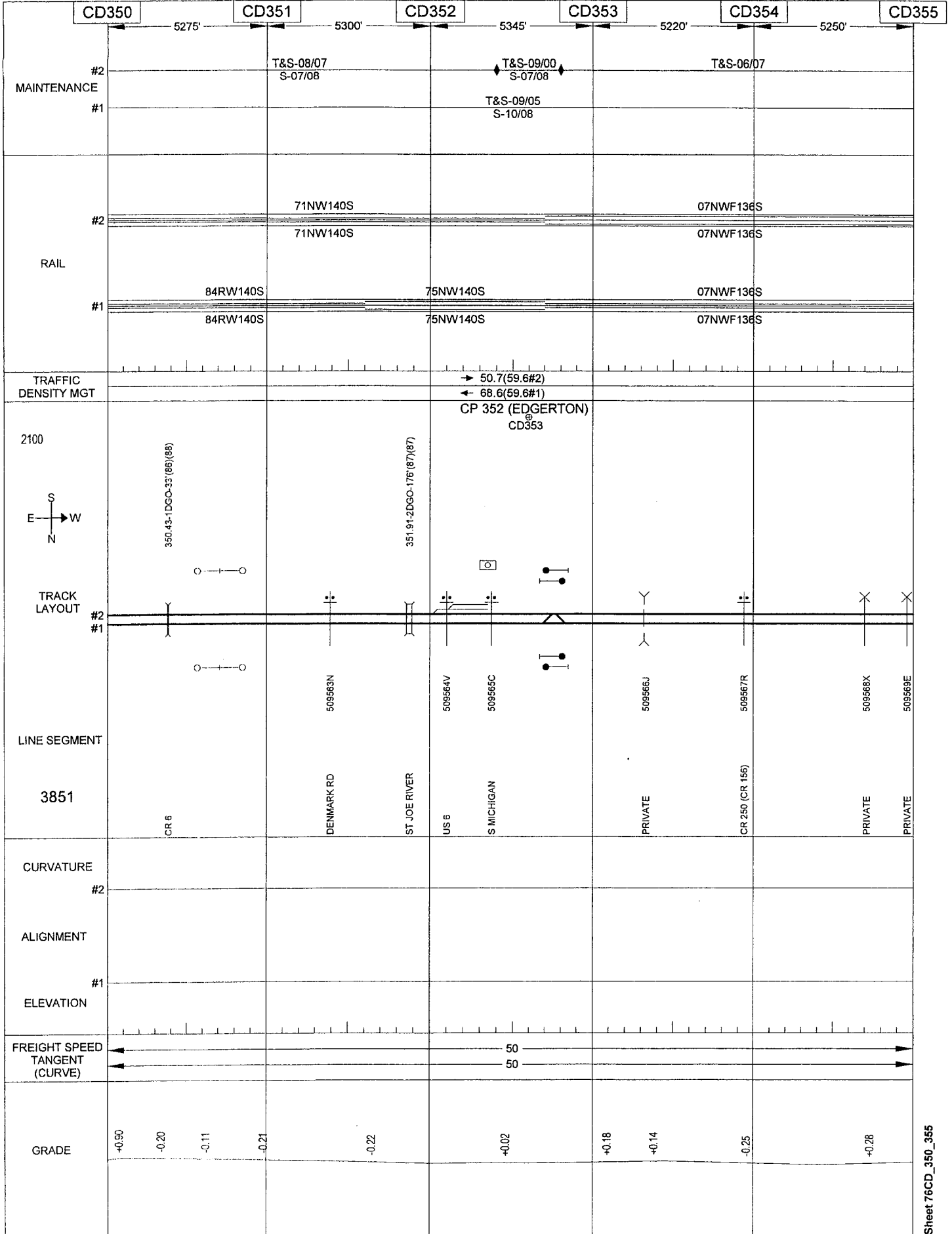
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043

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

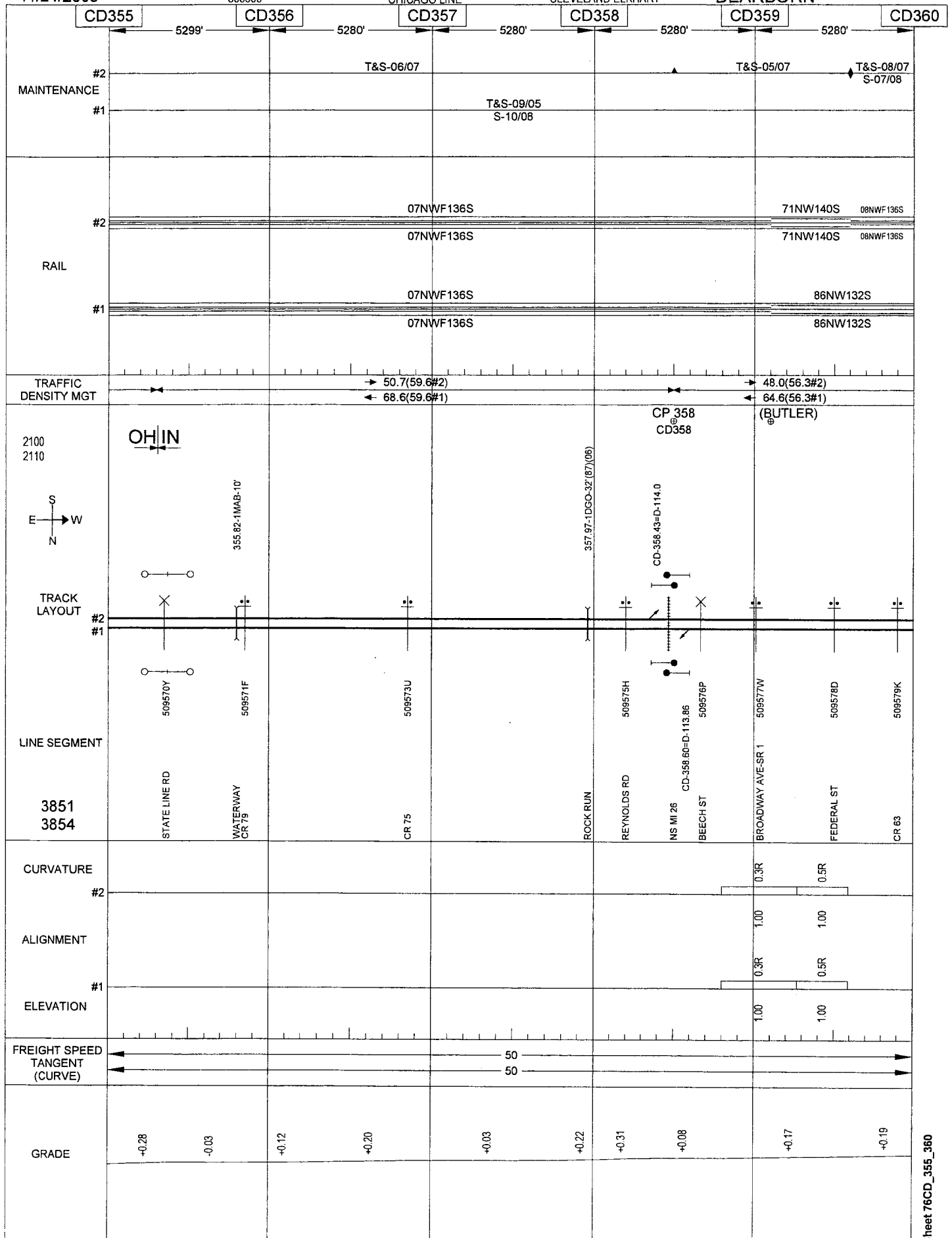
503600

044

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



DEARBORN

CD365

- 5280'

#1

T&S-09/05

RAIL

#1

08NWF136S

86NW132S

TRAFFIC
DENSITY MGT

← 64.6(56.3#1)

2110

CP 360

360.10-1CMB-18"

360.32

TRACK LAYOUT

#1

ANDERSONS

LINE SEGMENT

3854

WATERWAY

CURVATURE

#2

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 50

GRADE

♀

-10

1.04

88

5.11

60

D.12

11/24/2008

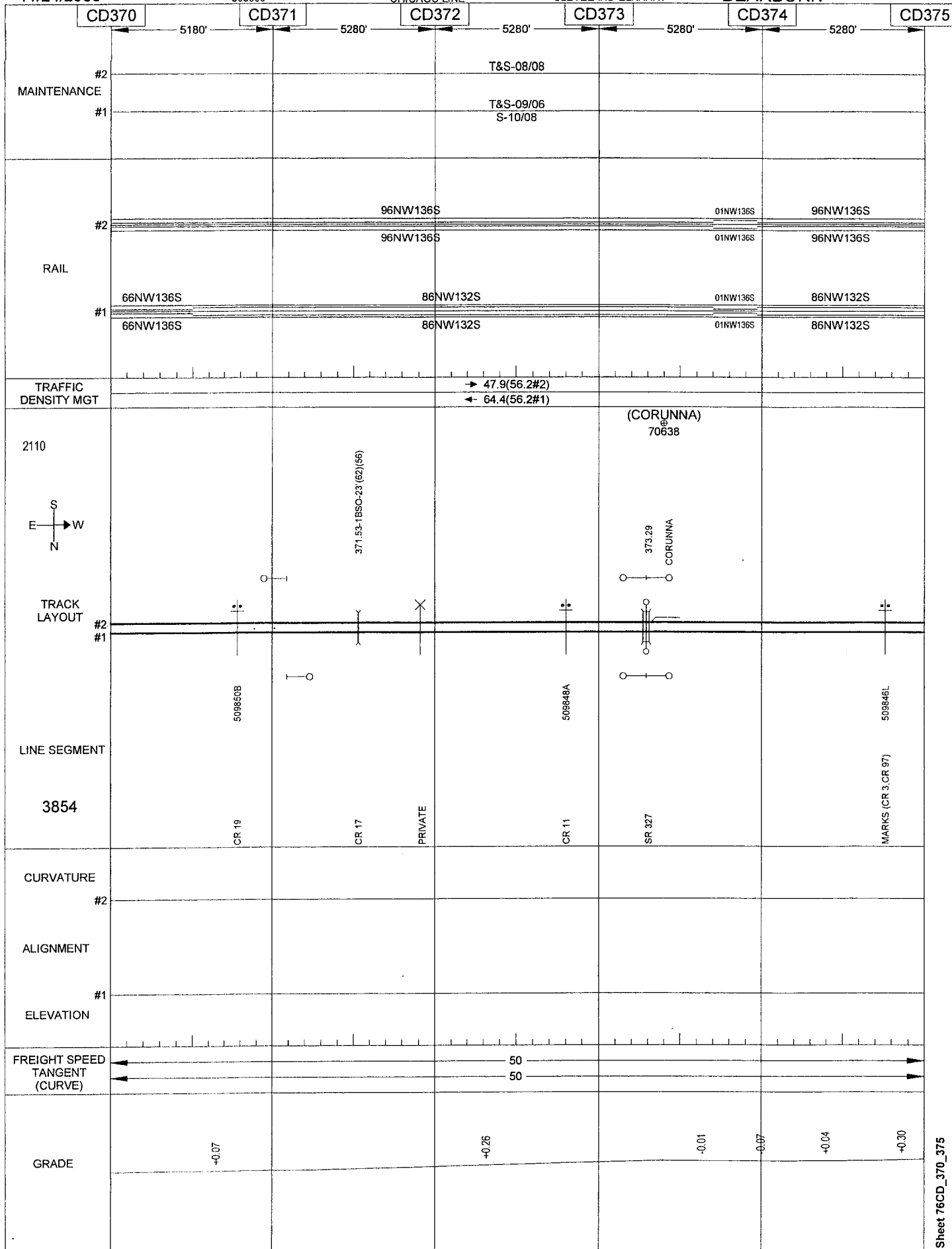
503600

047

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

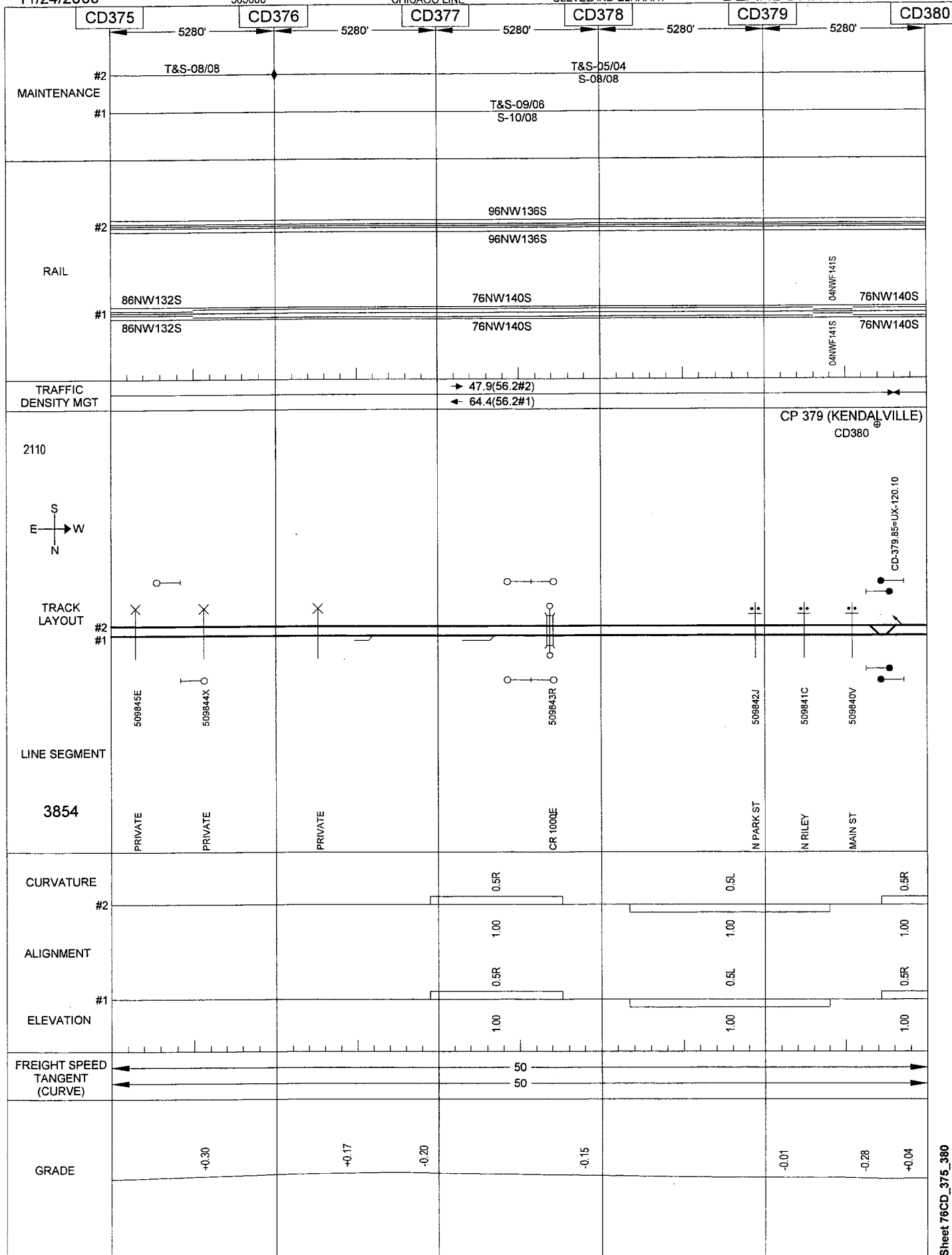
503600

048

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

503600

049

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD380

CD381

CD382

CD383

CD384

CD385

5280'

5280'

5280'

5280'

5280'

MAINTENANCE
#2
#1

T&S-09/06
S-10/08

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

T&S-05/04
S-10/08

RAIL

#2

96NW136S

85NW132S

96NW136S

85NW132S

#1

76NW140S

95NW136S

76NW140S

95NW136S

TRAFFIC
DENSITY MGT

→ 47.8(56.1#2)
← 64.4(56.1#1)

2110

S
E → W
N

380.25-1BSB-25'(85)(85)

380.48
380.48

384.30-1MAB-20'

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3854

WATERWAY
SR 3
PRIVATE

509350D

CR 500E

DEKKO

GRETZINGER DITCH

509348C

CR 300E

CURVATURE

#2

0.5R

ALIGNMENT

#2

1.00

ELEVATION

#1

0.5R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

+0.04

+0.30

0.00

-0.30

-0.32

-0.02

11/24/2008

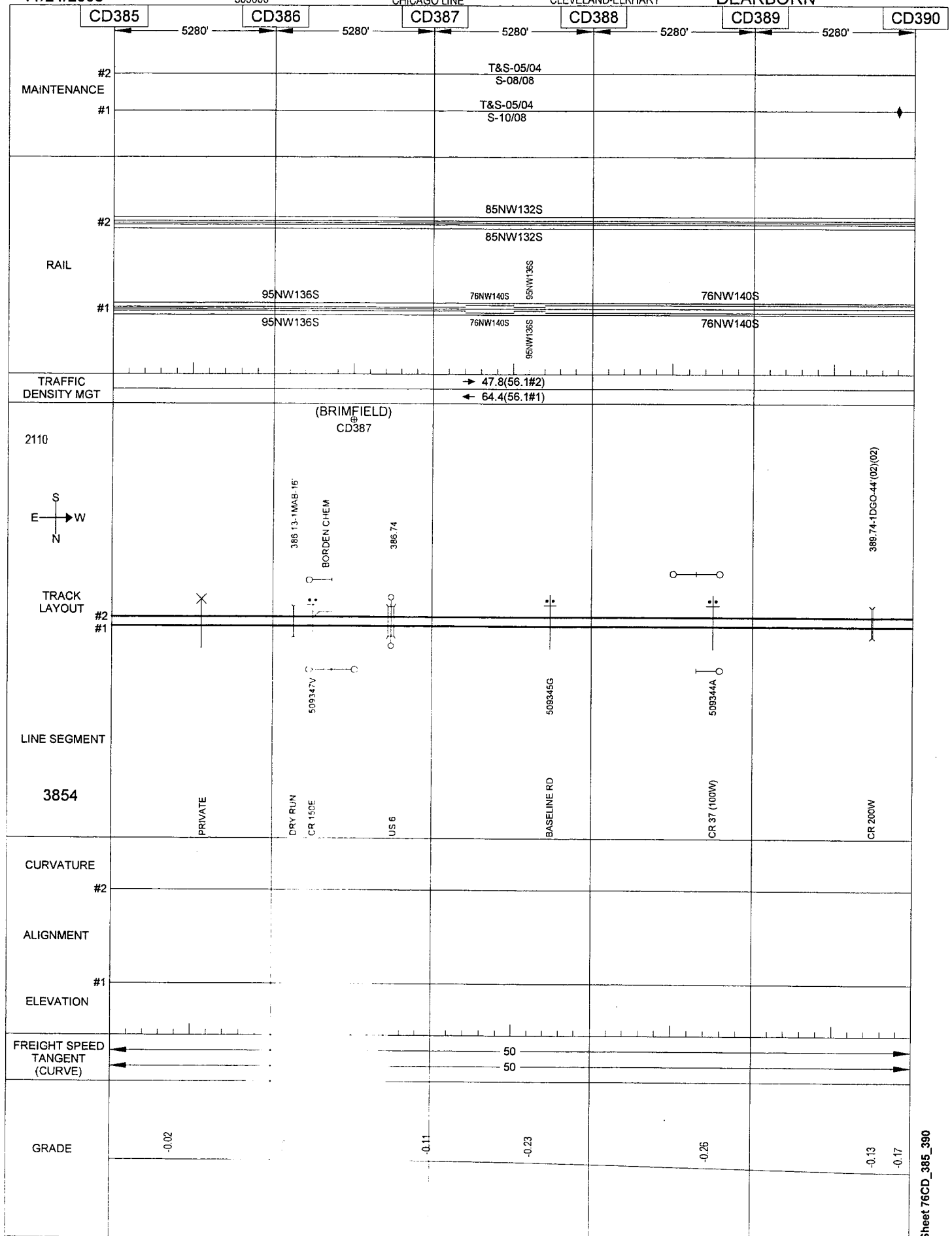
503600

050

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



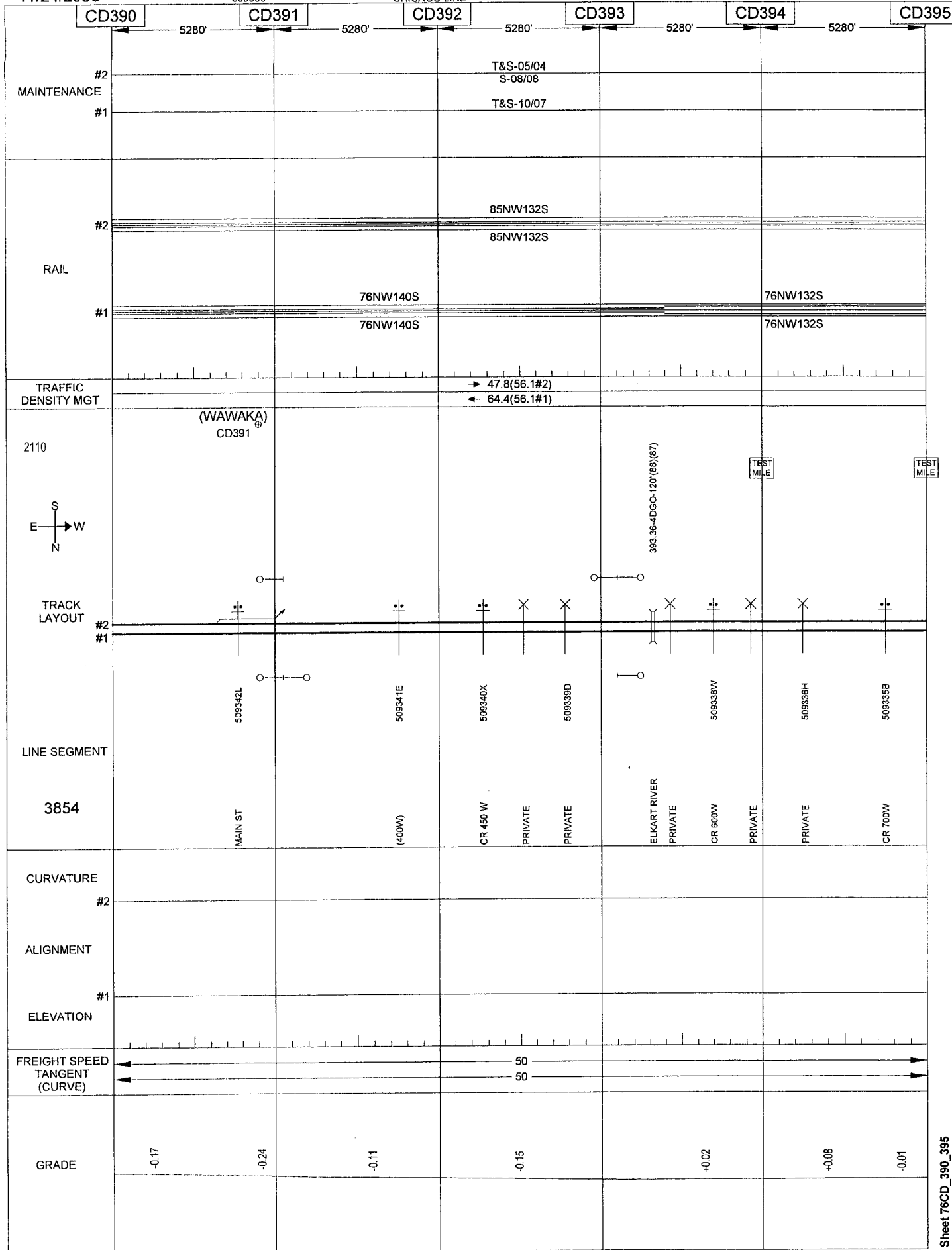
11/24/2008

503600

051
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

503600

052

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD395

CD396

CD397

CD398

CD399

CD400

5280'

5280'

5280'

5320'

5240'

#2
MAINTENANCE
#1

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

T&S-10/07

T&S-08/07
S-08/08

RAIL

#2

85NW132S

63RW127S

85NW132S

81NW132S

#1

85NW132S

63RW127S

85NW132S

81NW132S

#2

76NW132S

86NW132S

#1

76NW132S

86NW132S

TRAFFIC
DENSITY MGT

→ 47.8(56.1#2)
← 64.4(56.1#1)

2110

CP 395
CD395

LIGONIER
CD396

CP 397
CD397

S
E → W
N

396.34-3TGB-53'

MONSANTO

398.37-3MSB-156'

399.86-1MAB-10'

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3854

CAVIN ST

947020X

509330S

ELKART RIVER

CR 1050 W

PRIVATE

CR 1100 W

WATERWAY

CURVATURE

#2

0.5R

ALIGNMENT

#1

0.5R

ELEVATION

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.01

-0.06

+0.08

+0.03

+0.17

-0.12

-0.30

-0.19

-0.15

0.00

11/24/2008

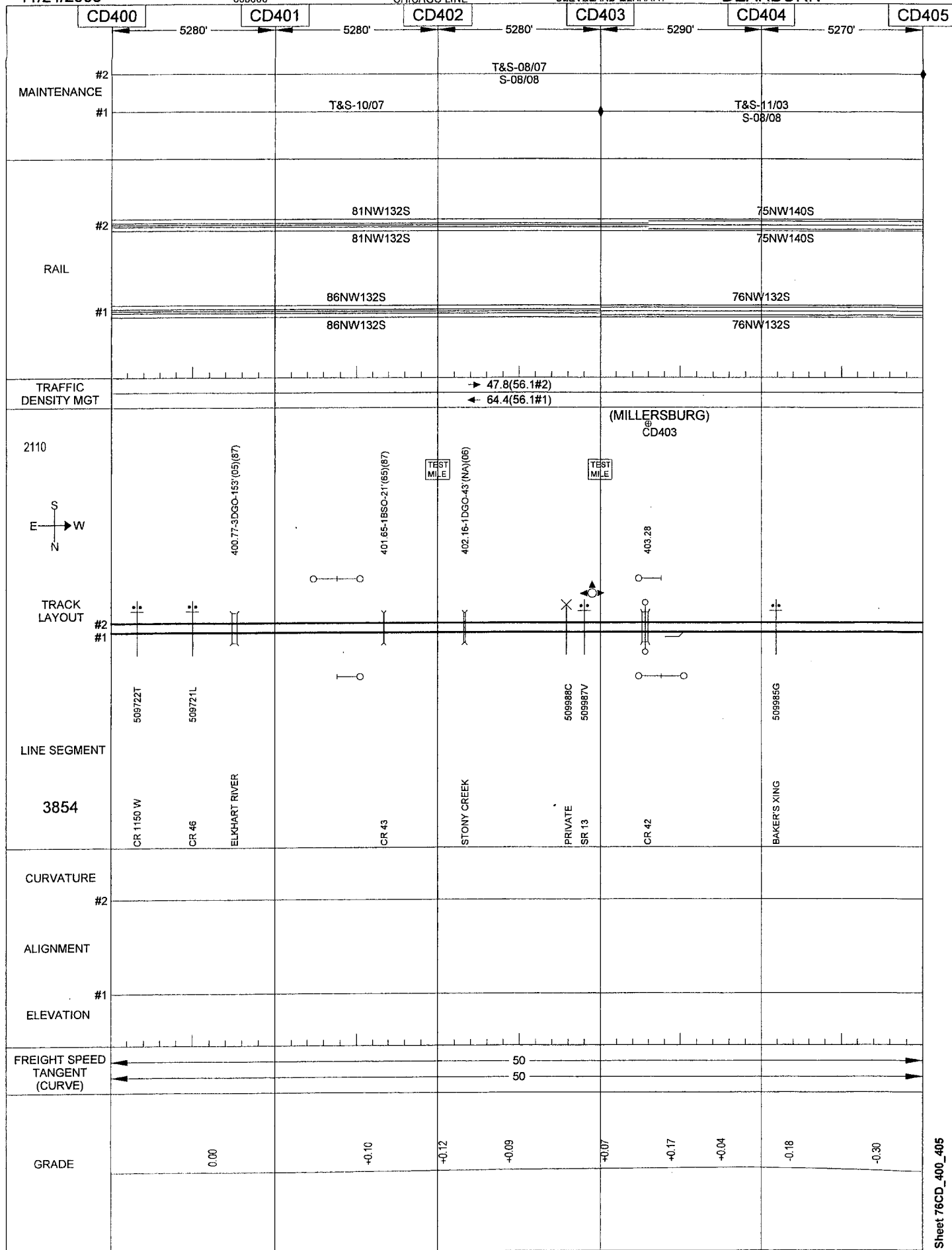
503600

053

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

503600

054

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD405

CD406

CD407

CD408

CD409

CD410

5290'

5280'

5270'

5274'

5286'

MAINTENANCE

#2

#1

T&S-08/07

T&S-11/03
S-08/08

RAIL

#2

#1

75NW140S

80NW140S

75NW140S

80NW140S

76NW132S

76NW132S

TRAFFIC
DENSITY MGT

→ 47.8(56.1#2)
← 64.4(56.1#1)

2110

S
E → W
N

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

406.45-1MAB-12'

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

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3854

CR 40

HORN DITCH
CR 33

CR 38

HORN DITCH
CR 31

COLLEGE AVE

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.30

-0.18

-0.31

-0.30

-0.13

11/24/2008

503600

055

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD410

CD411

CD412

CD413

CD414

CD415

5286'

5285'

5270'

5280'

5280'

#2
#1

T&S-08/07

T&S-11/03
S-08/08

T&S-08/07
S-09/08

RAIL

#2
#1

80NW140S

80NW140S

86NW132S

86NW132S

76NW140S

77NW140S

06NWF132S 02NW141P

95NW136S

76NW140S

77NW140S

08NWF132S

07NW136S

04NWF141S

95NW136S

TRAFFIC
DENSITY MGT

→ 47.8(56.1#2)
← 64.4(56.1#1)

→ 47.8(56.1#2)
← 64.5(56.1#1)

→ 58.8(65.5#2)
← 72.3(65.5#1)

→ 58.9(65.7#2)
← 72.4(65.7#1)

2110

S
E → W
N

410.33-3850-84'

MARION BRANCH

411.67

CP 412 GOSHEN
CD412

412.72-4DGO-208'(06)(06)

TEST
MILE

TEST
MILE

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3854

ROCK RUN CREEK

E MONROE ST

SHIPSHEWANA

9TH ST

E LINCOLN AVE

510035J

510034C

510033V

5TH ST

510032N

510031G

925341A

SR 15

1ST ST

510021B

INDIANA AVE

510020U

ELKHART RIVER

510019A

BEAVER LANE

510018T

GREEN ST

510017L

PEDDLERS VLGE CR 28

510017L

CR 17

CURVATURE

#2

0.5R

0.7L

1.0L

0.5R

1.0R

ALIGNMENT

#1

0.5R

0.7L

1.0L

0.5R

1.0R

ELEVATION

1.00

1.00

1.50

1.00

1.50

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.13

-0.14

-0.13

-0.18

-0.03

+0.02

0.00

-0.07

-0.14

-0.15

11/24/2008

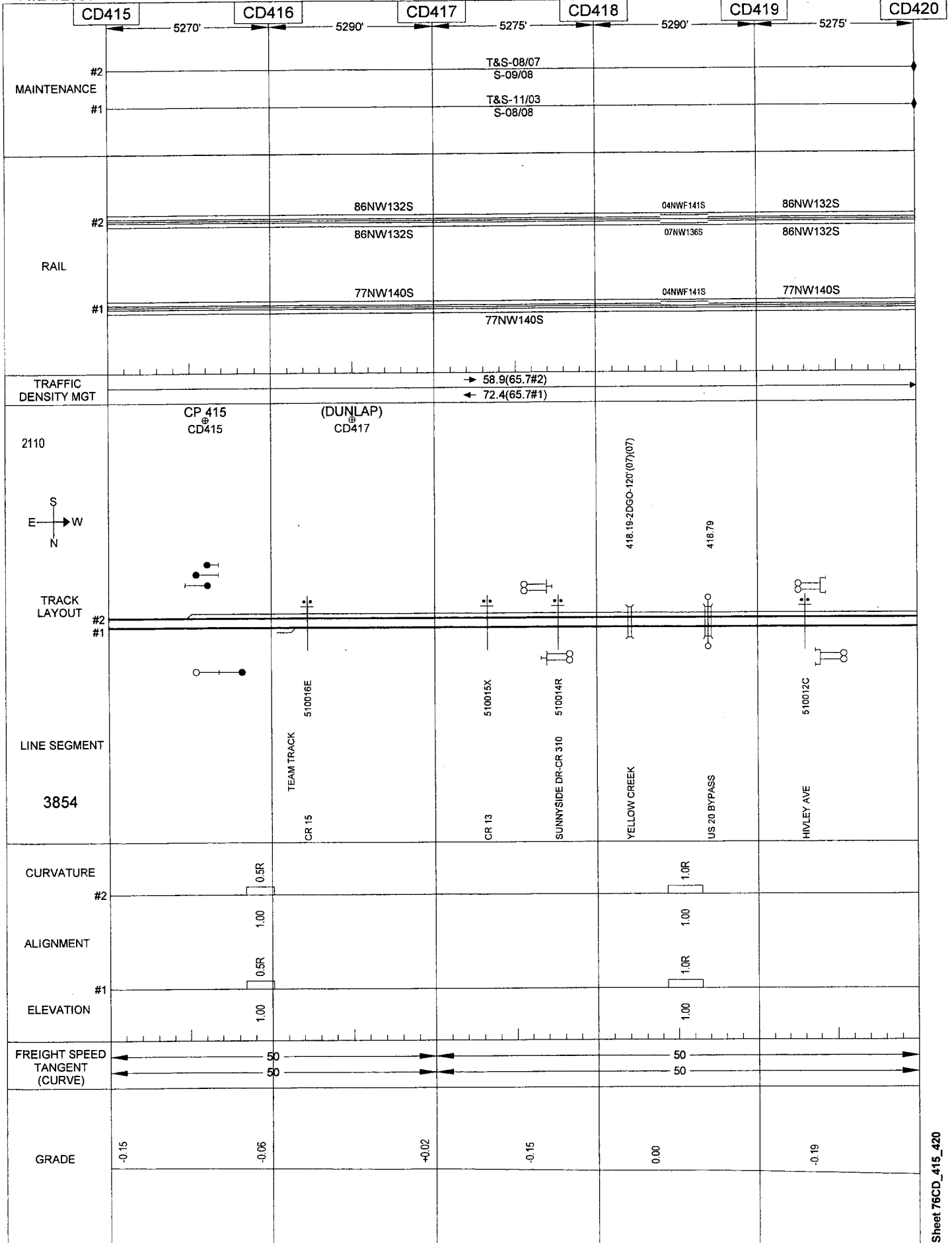
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056

CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN



11/24/2008

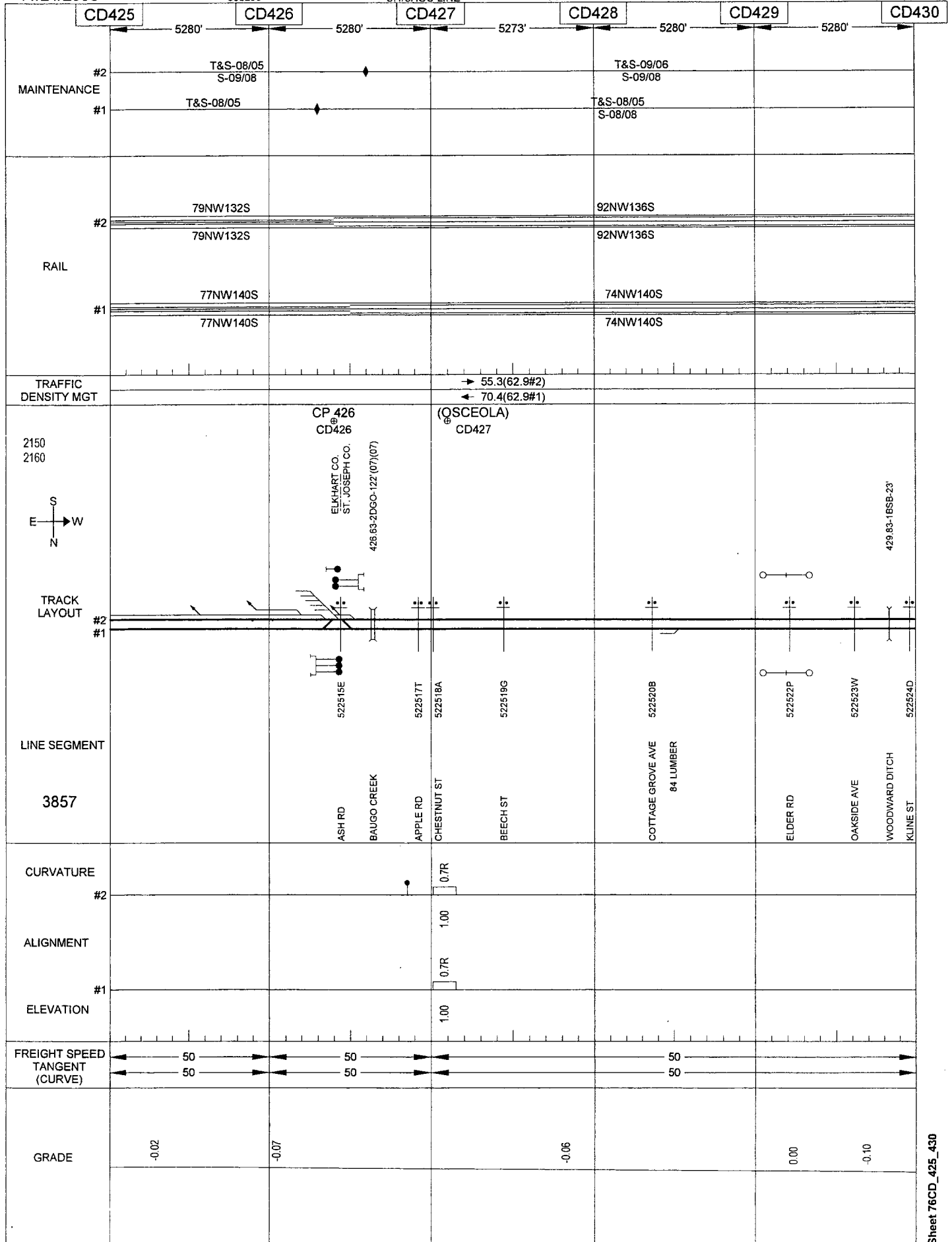
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058

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



11/24/2008

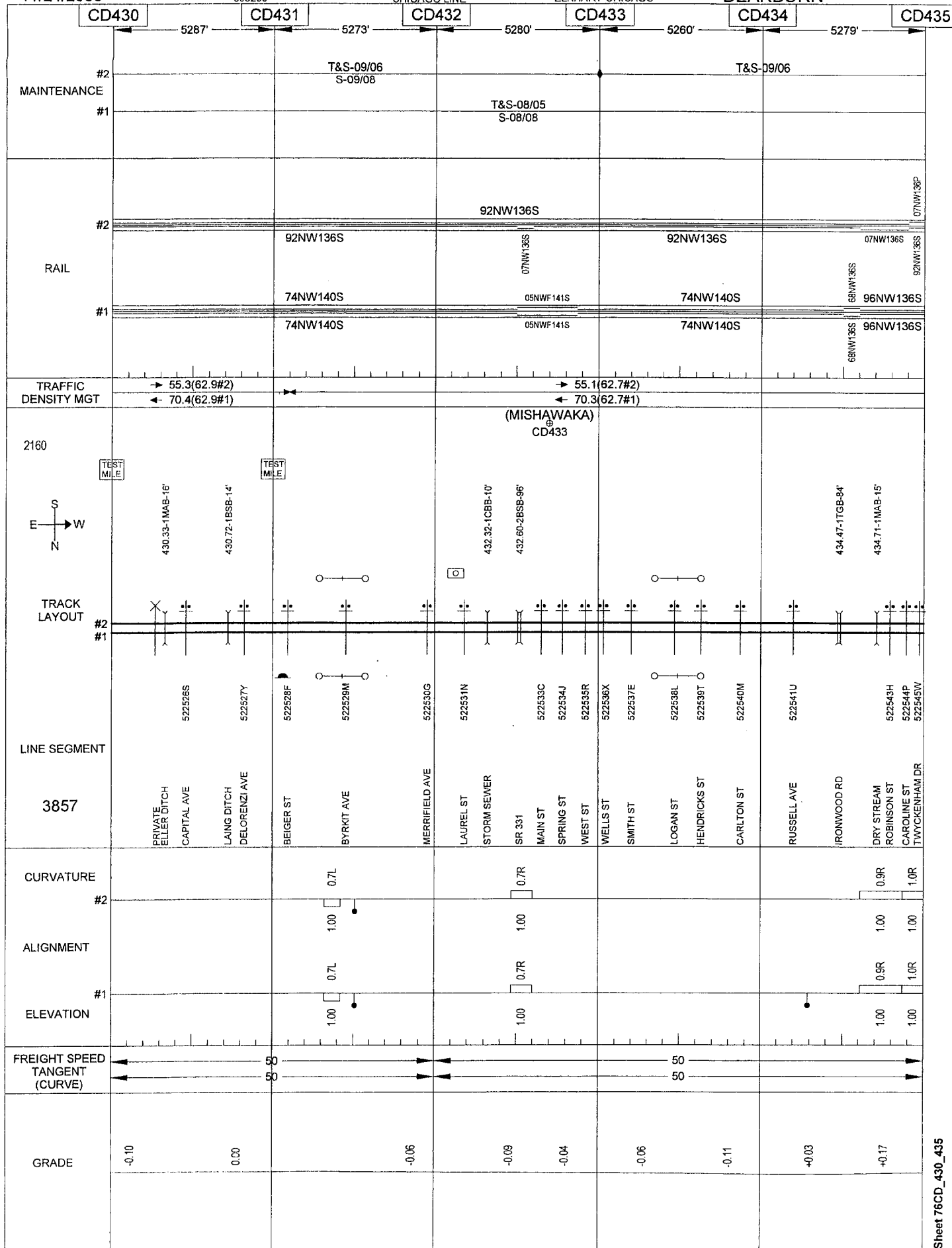
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059

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



11/24/2008

503200

060

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD435

CD436

CD437

CD438

CD439

CD440

5280'

5290'

5265'

5272'

5280'

MAINTENANCE
#2
#1

T&S-09/06

T&S-10/06

T&S-10/03

T&S-08/05
S-08/08T&S-07/05
S-08/08

RAIL

#2

#1

07NW136P

92NW136S

60NW136S

67RW136S

87NW132S

89NW132S

92NW136S

07NW136P

92NW136S

06NWF132S

92NW136S

60NW136S

67RW136S

87NW132S

89NW132S

92NW136S

92NW136S

06NWF132S

96NW136S

68NW136S

67RW127S

92NW136S

67RW127S

87NW132S

08NWF136S

68NW136S

07NW136S

77NW140S

06NWF136S

96NW136S

68NW136S

67RW127S

92NW136S

67RW127S

87NW132S

08NWF136S

68NW136S

05NWF141S

77NW140S

06NWF136S

TRAFFIC
DENSITY MGT→ 55.1(62.7#2)
← 70.3(62.7#1)→ 54.3(61.9#2)
← 69.6(61.9#1)

2160

CP 435
CD435CP 437
CD436

(SOUTH BEND)

S
E
N
WTRACK
LAYOUT

#2

#1

LINE SEGMENT

3857

522546D

522547K

522548M

522549U

522550U

522551U

522552U

522553U

522554U

522555U

522556U

522557U

522558U

522559U

522560U

522561U

522562U

522563U

522564U

522565U

522566U

522567U

522568U

522569U

522570U

VERNON ST

LEER ST

MIAMI ST

BOWMAN DITCH

HIGH ST

MARIETTA ST

SAMPLE ST

FELLOW ST

BRONSON ST

MICHIGAN ST (US 31)

MAIN ST

LAFAYETTE ST

PRAIRIE ST

SCOTT ST

CHAPIN ST

WESTERN AVE

OLIVE ST

MEADE ST

AMTRAK PLATFORM WALK

BENDIX TO CSS&SB

GRANDVIEW AVE

522564B

522565B

522566B

522567B

CURVATURE

#2

1.0R

1.0L

1.0R

2.4L

1.0R

0.5R

0.7R

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

ALIGNMENT

#1

1.0R

1.0L

1.0R

2.4L

1.0R

0.5R

0.7R

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

0.7L

ELEVATION

1.00

0.00

0.00

4.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

50

GRADE

-0.17

+0.27

-0.26

-0.30

-0.14

-0.27

-0.04

-0.03

+0.10

+0.28

11/24/2008

503200

061

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD440

5280'

CD441

5280'

CD442

5280'

CD443

5280'

CD444

5280'

CD445

#2
MAINTENANCE
#1

T&S-10/03
S-06/06
T&S-07/05
S-08/08

RAIL

#2
#1

06NWF132S
06NWF136S
77NW140S
06NWF136S

TRAFFIC
DENSITY MGT

→ 54.3(61.9#2)
← 69.6(61.9#1)

2160

S
E → W
N

PORTAGE TWP.
WARREN TWP.

(LYDICK)
CD448

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

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3857

SR 123

US 2031 BYPASS

PINE RD

COUNTRY CLUB RD

QUINCE RD

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

11/24/2008

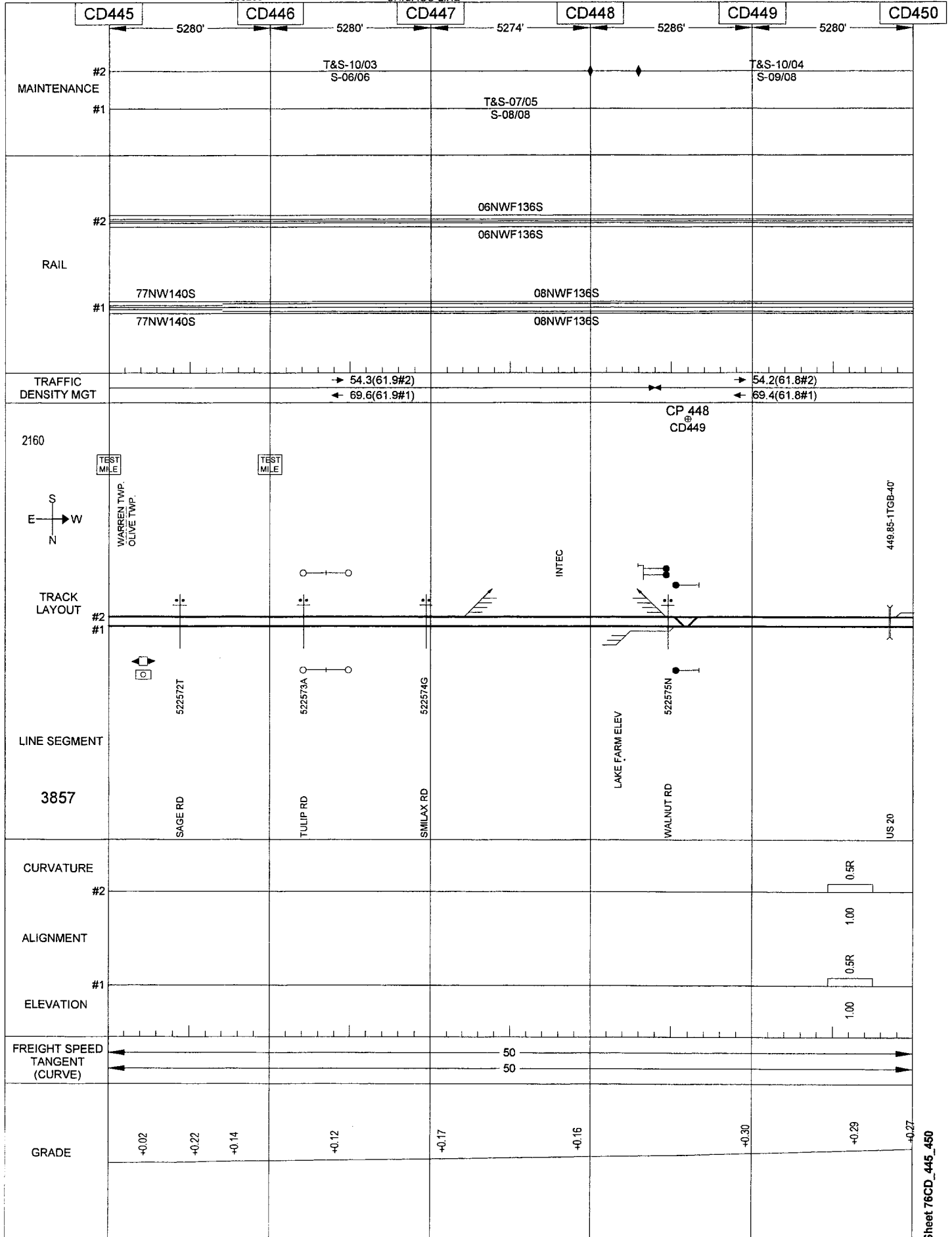
503200

062

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



11/24/2008

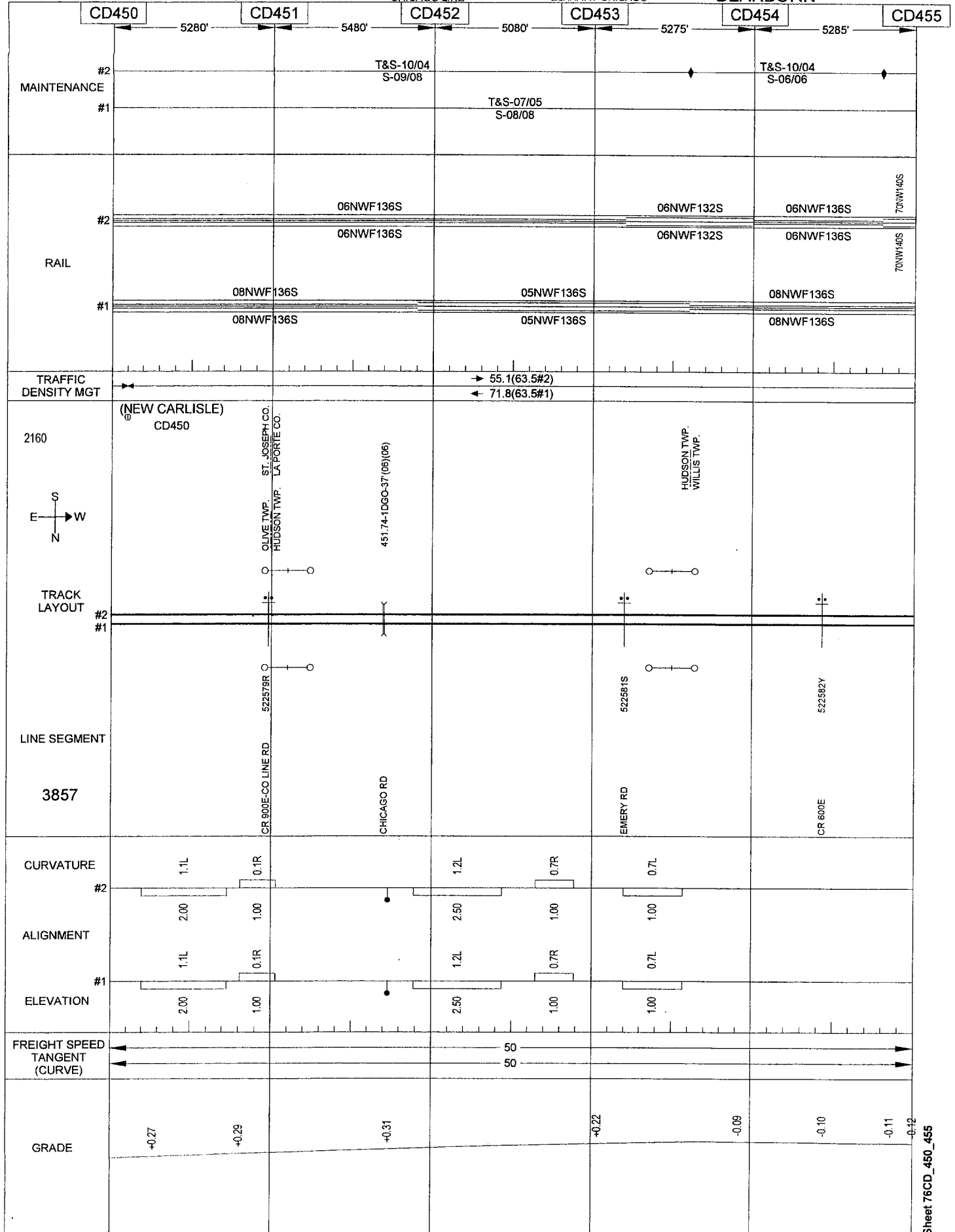
503200

063

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



11/24/2008

503200

064

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD455

CD456

CD457

CD458

CD459

CD460

5280'

5280'

5280'

5302'

5258'

MAINTENANCE
#2
#1

T&S-10/04
S-06/07

T&S-10/03
S-06/07

T&S-07/05
S-08/08

RAIL

#2

70NW140S

70NW140S

07NWF136S

07NWF136S

#1

08NWF136S

08NWF136S

TRAFFIC
DENSITY MGT

→ 55.1(63.5#2)
← 71.8(63.5#1)

2160

S
E
N
W

WILLIS TWP.
KANKAKEE TWP.

455.87-1TGB-31'

(ROLLING PRAIRIE)
CD456

455.58

TEST
MILE

TEST
MILE

459.23-1MAB-12'

TRACK
LAYOUT

#2

#1

LINE SEGMENT

3857

WILEY RD

PRAIRIE ST

US 20

LAPORTE FARM

522584M

522586B

BYRON RD

522587H

CR 350E

522589W

CR 300E

COLLINS DITCH

CURVATURE

#2

0.3R

1.00

ALIGNMENT

#1

0.3R

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.12

-0.19

-0.10

-0.05

-0.31

-0.17

+0.02

+0.26

+0.16

Sheet 76CD_455_460

11/24/2008

503200

065

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD460

CD461

CD462

CD463

CD464

CD465

5280'

5280'

5280'

5301'

5280'

MAINTENANCE
#2
#1

T&S-10/03
S-06/07

T&S-07/05
S-08/08

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

T&S-10/03
S-08/08

RAIL

#2

07NWF136S

07NWF136S

#1

08NWF136S

08NWF136S

07NWF136S

08NWF136S 07NWF136S

TRAFFIC
DENSITY MGT

→ 55.1(63.5#2)
← 71.8(63.5#1)

CP 462
CD462

(LAPORTE) CP 463
72035 CD463

2160

S
E
N
W

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3857

460.05

460.65

NATIONAL CAN

BOISE

522593L
522594T
522595A

522596G

463.20

522597N
522598C

464.22-2TGB-48'

CENTER TWP.
SCIPIO TWP.

522601B

522602H

CURVATURE

#2

0.3R

1.00

ALIGNMENT

#1

0.3R

1.00

ELEVATION

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

50

50

GRADE

+0.16

-0.21

+0.35

+0.06

+0.01

-0.07

+0.07

+0.31

11/24/2008

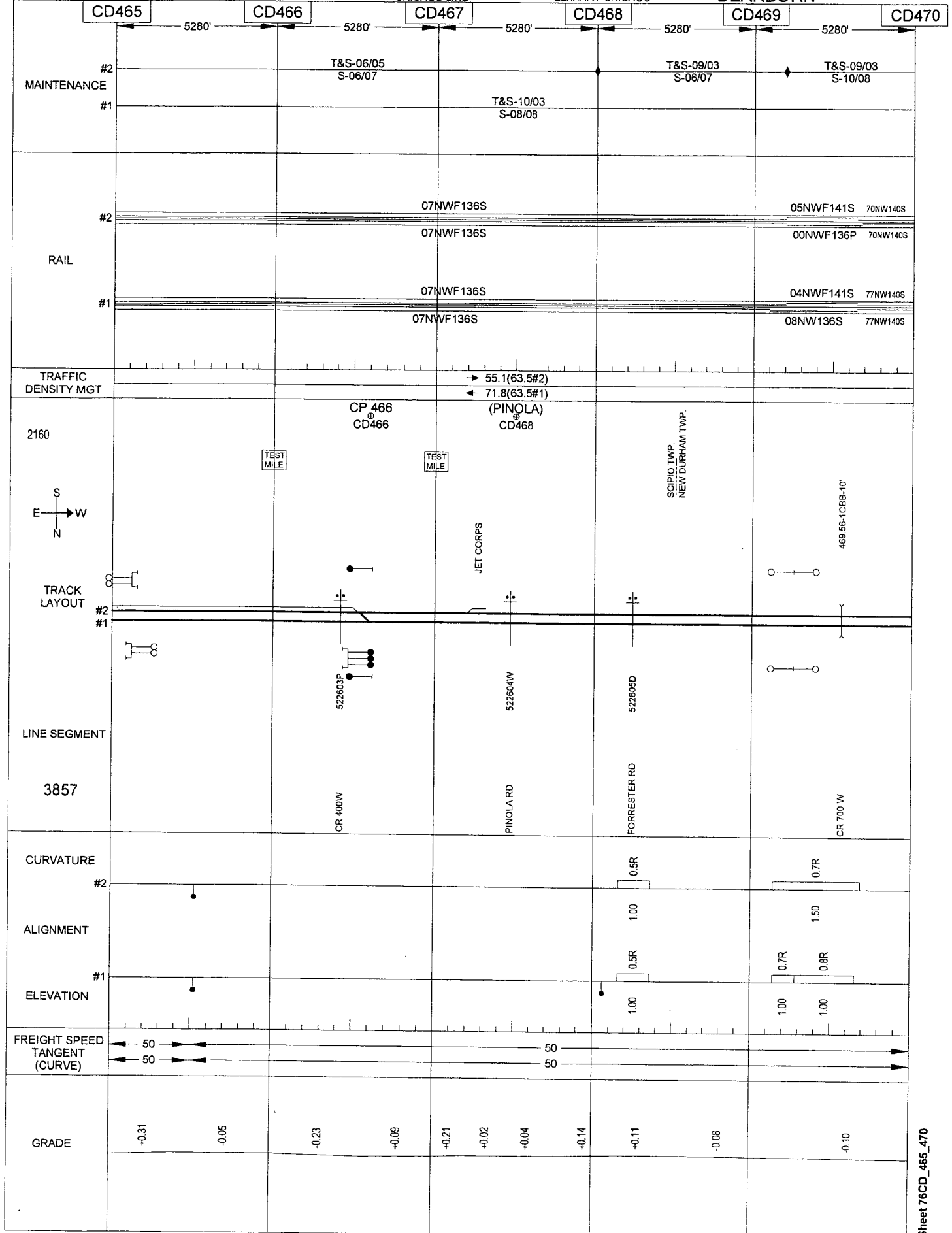
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066

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



11/24/2008

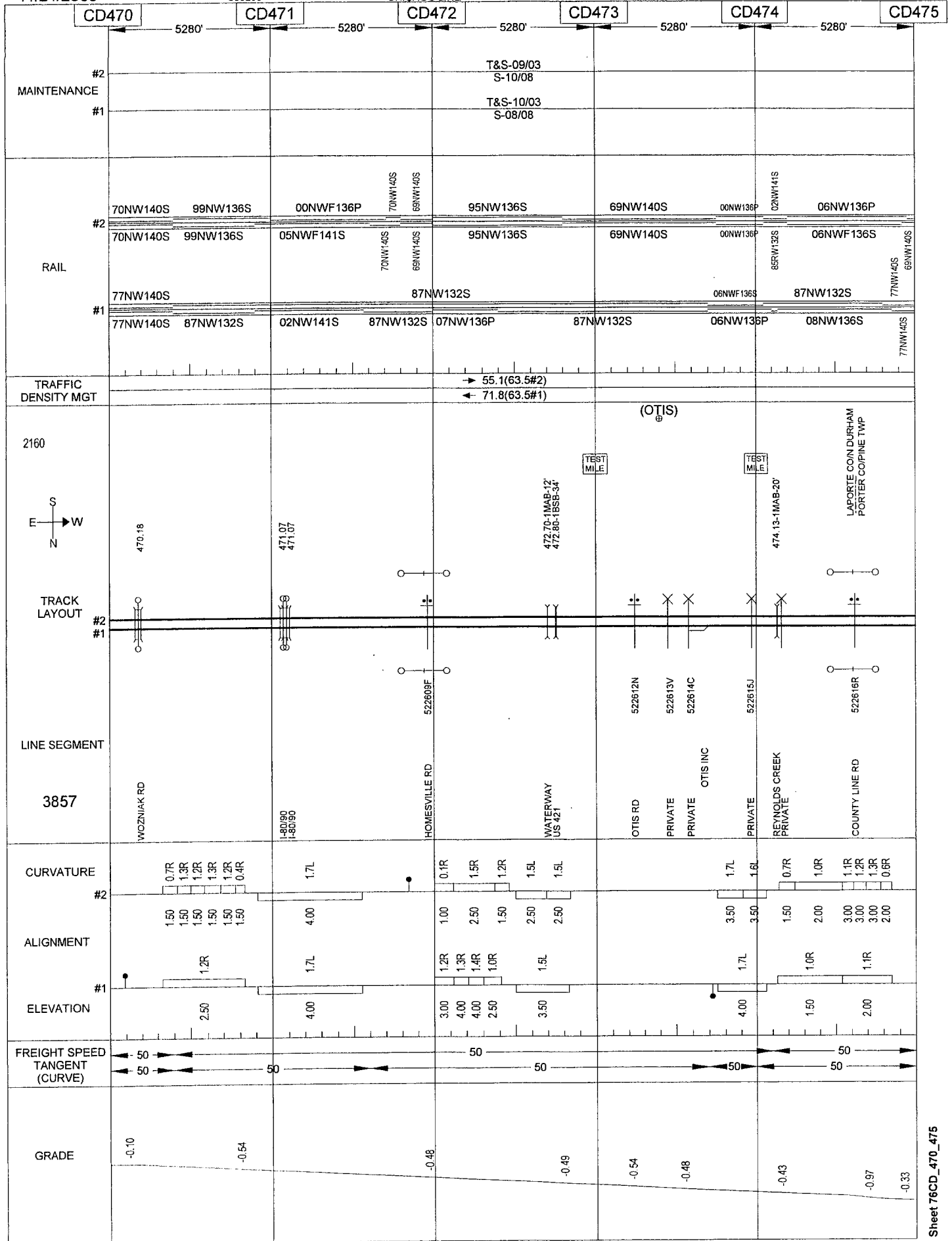
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067

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



11/24/2008

503200

068

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD475

CD476

CD477

CD478

CD479

CD480

5280'

5280'

5280'

5280'

5280'

MAINTENANCE
#2
#1

T&S-09/03
S-10/08

T&S-09/03
S-09/08

T&S-10/03
S-08/08

RAIL

#2

69NW140S

69NW140S

#1

77NW140S

77NW140S

69NW140S

69NW140S

TRAFFIC
DENSITY MGT

→ 55.1(63.5#2)
← 71.8(63.5#1)

→ 55.6(64.0#2)
← 72.4(64.0#1)

2160



(BURDICK)

PINE TWP
JACKSON TWP

TEST
MILE

TEST
MILE

JACKSON TWP
WESTCHESTER TWP

BURDICK

477.59-1MAB-12'

479.65-1MAB-10'

TRACK
LAYOUT

#2
#1

LINE SEGMENT

3857

522617X

522618E

522620F

522621M

522622U

522623V

BURDICK RD (CR 76)

MAR-MAC DITCH
CR 400E

FRIDAY RD-CR 250 E

BLNGTILK DITCH

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

0.2L

1.00

0.2L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.33

+0.02

-0.29

-0.22

-0.07

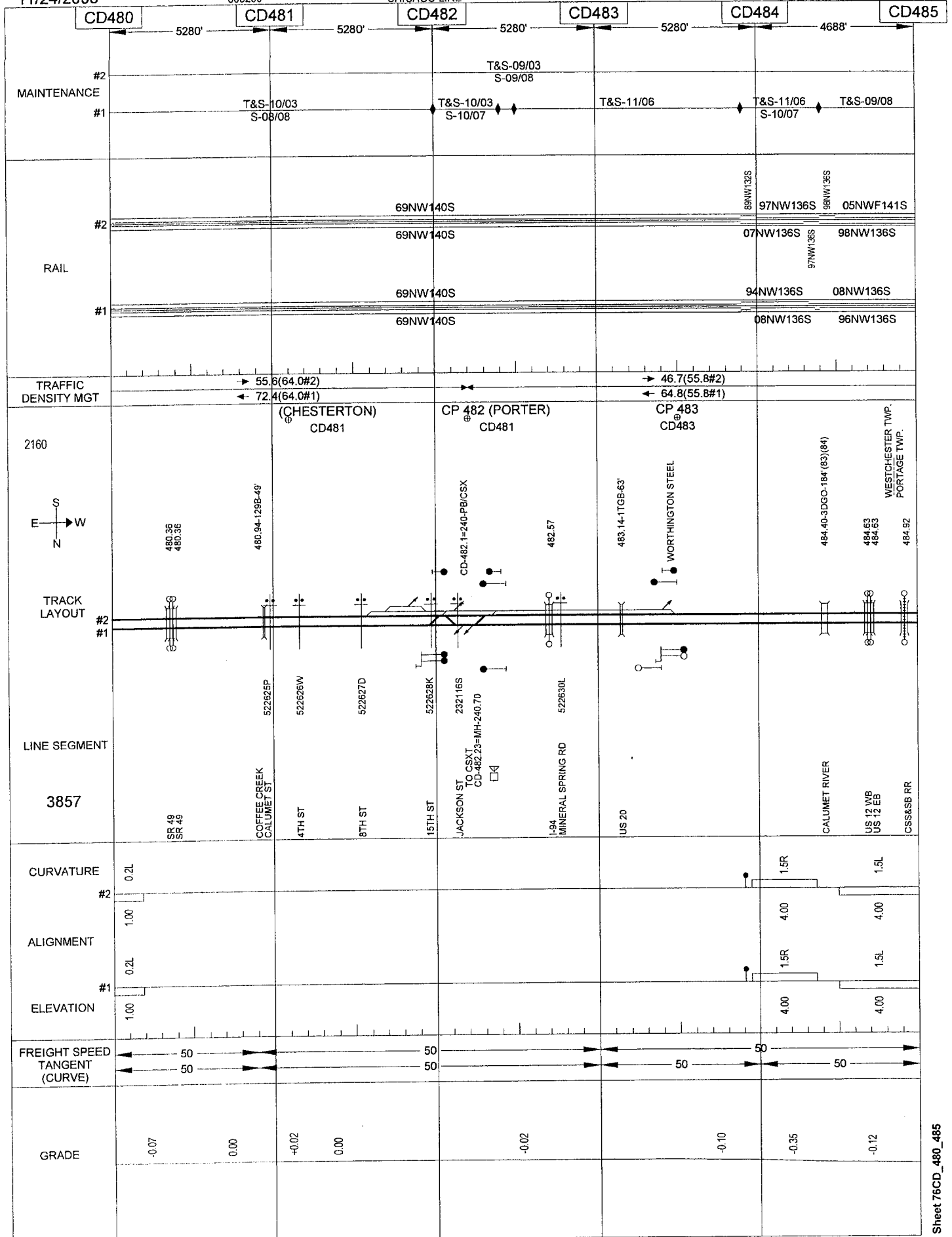
11/24/2008

503200

069
CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



	CD485	CD486	CD487	CD488	CD489	CD490
MAINTENANCE	#2 #1	T&S-09/03 S-09/08	T&S-09/08	T&S-06/08		
RAIL	#2 #1	66NW136S 66NW136S 66NW136S	95NW136S 08NW136S 66NW136S 08NW136S 66NW136S 08NW136S 66NW136S	76NW140S 76NW140S 76NW140S 76NW140S 76NW140S 76NW140S 76NW140S	05NWF141S 06NWF136S 06NWF136S 06NWF136S 06NWF136S 06NWF136S 06NWF136S	05NWF141S 76NW140S 76NW140S 76NW140S 76NW140S 76NW140S 76NW140S
TRAFFIC DENSITY MGT	2160	46.7(55.8#2) 64.8(55.8#1)	45.1(54.7#2) 64.3(54.7#1)			
TRACK LAYOUT	2160	(BURNS HARBOR YD) CD486	CP 487 CD487			
LINE SEGMENT	3857	STEEL MILL RD PIPELINE	BURNS HARBOR YD SR 249 PRIVATE MIDWEST STEEL US 12/MIDWEST STEEL BURNS DITCH	TEST MILE	TEST MILE	
CURVATURE	#2	1.5L	1.0L		0.4L	
ALIGNMENT	#1	4.00	2.00		1.00	
ELEVATION	#1	1.5L	1.0L		0.7L	
FREIGHT SPEED TANGENT (CURVE)		50	50		50	
GRADE		-0.12	-0.01		0.00	

11/24/2008

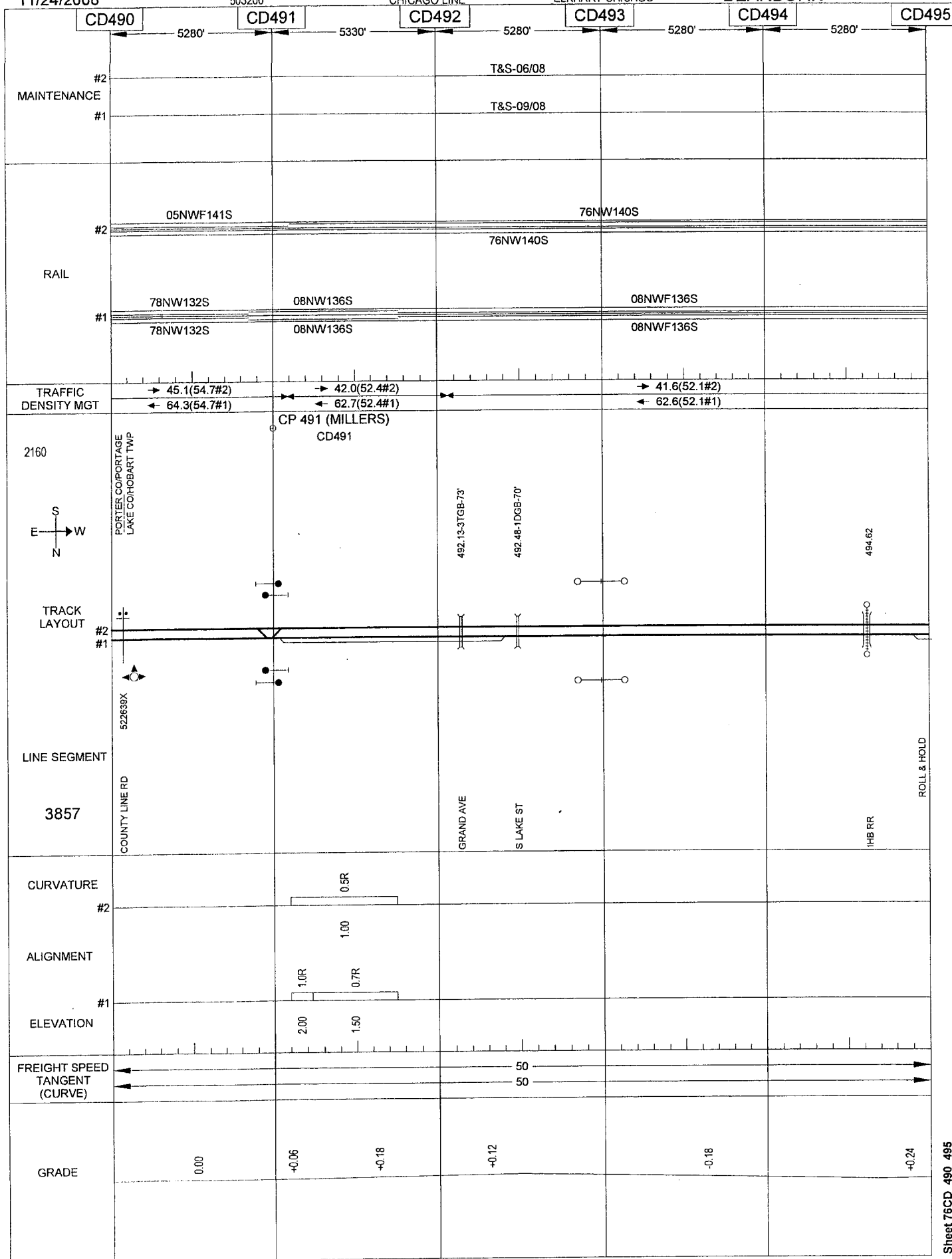
503200

071

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



11/24/2008

503200

072

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN

CD495

CD496

CD497

CD498

CD499

CD500

5280'

5280'

5280'

5280'

5280'

MAINTENANCE
#2
#1

T&S-06/08

T&S-09/08

RAIL

#2

76NW140S

97NW136S

76NW140S

#1

76NW140S

97NW136S

76NW140S

08NWF136S

08NWF136S

TRAFFIC
DENSITY MGT→ 41.6(52.1#2)
← 62.6(52.1#1)→ 52.7(63.1#2)
← 73.6(63.1#1)→ 51.4(61.3#2)
← 71.2(61.3#1)

2160

S
E → W
N

(GARY)

CP 497
CD497PINE YARD
CD498TEST
MILETEST
MILE

D4

TRACK
LAYOUT
#2
#1

495.17-1DGO-62'

495.69-4BSB-84'

496.07-4BSB-86'

496.71-2DGO-114'(04)(04)

496.81-1DGB-32'

496.89-1BSB-50'

TO CSXT

LINE SEGMENT

3857

TENNESSEE ST

VIRGINA ST

BROADWAY ST

CALUMET RIVER

CL&E RR

BUCHANAN ST

CLARK RD (US 12)
TO E&E RR

CURVATURE

#2

0.7R

0.5R

0.7R

0.5R

0.5R

0.5R

0.5R

0.5R

0.2R

ALIGNMENT

#1

1.50

1.50

1.50

1.50

1.50

1.50

1.50

1.50

1.50

ELEVATION

0.5R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.24

0.04

-0.24

-0.18

-0.20

-0.15

-0.01

-0.09

11/24/2008

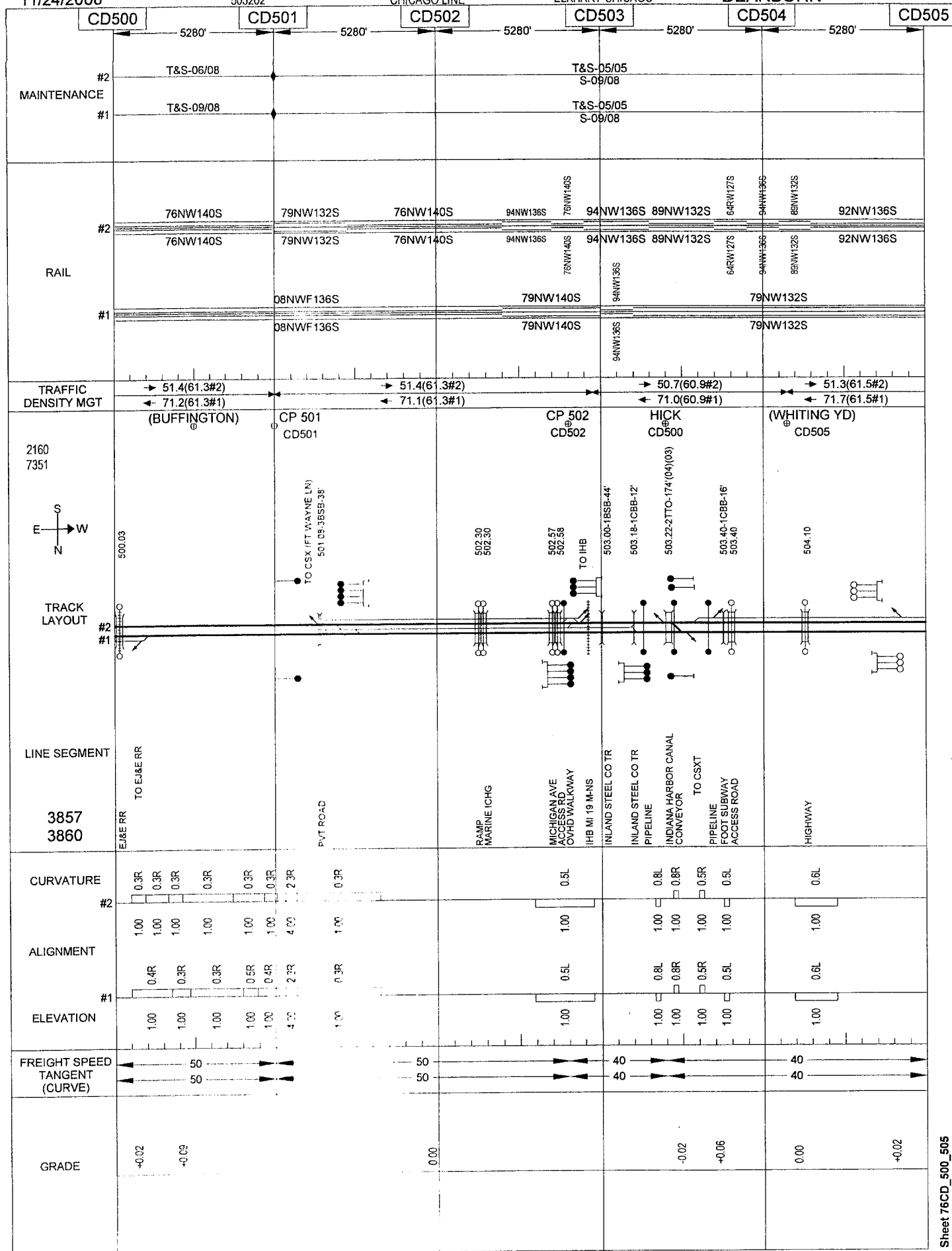
503202

073

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



11/24/2008

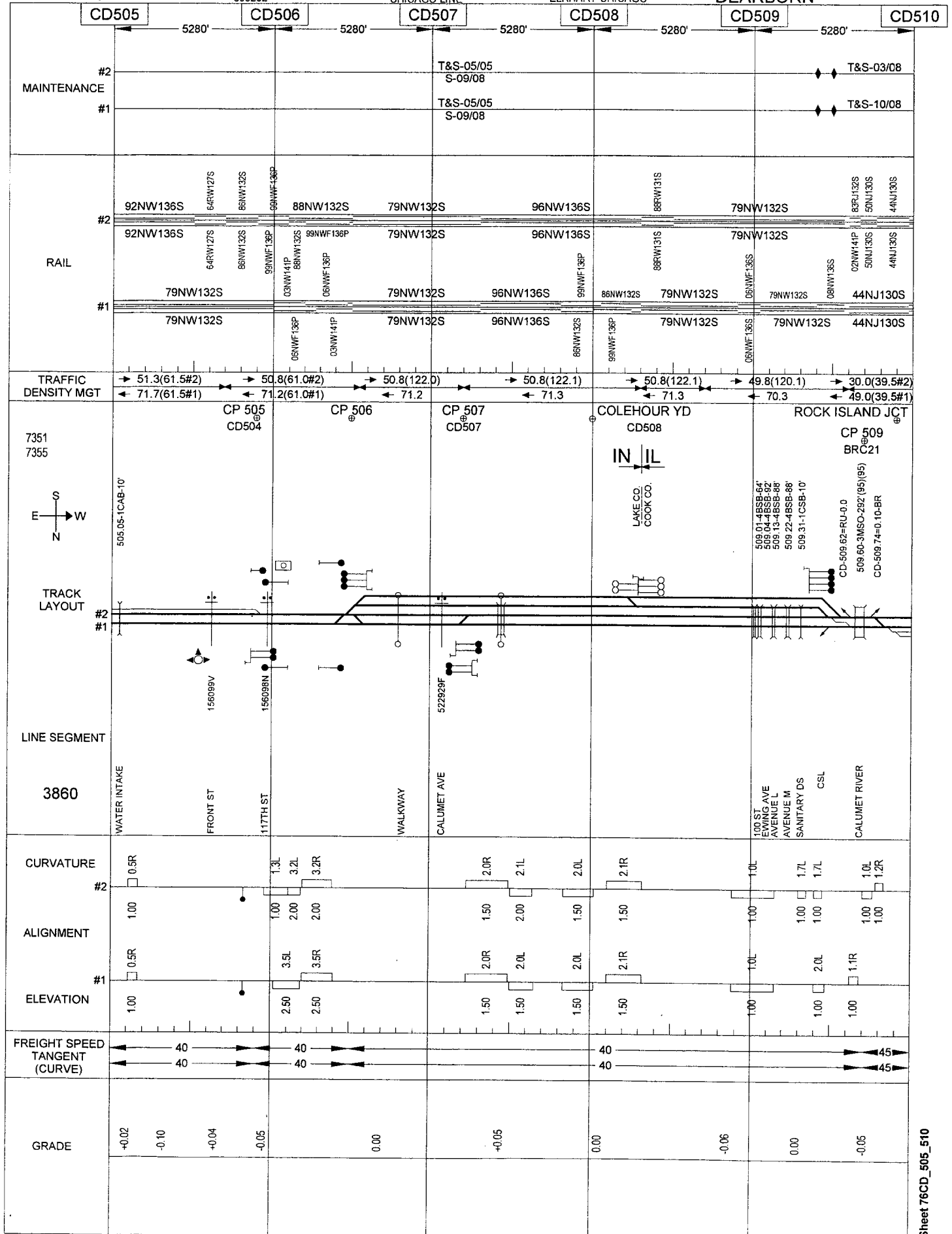
503202

074

CHICAGO LINE

ELKHART-CHICAGO

DEARBORN



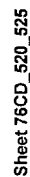
DEARBORN

Sheet 76CD_510_515

DEARBORN

Sheet 76CD_515_520

DEARBORN



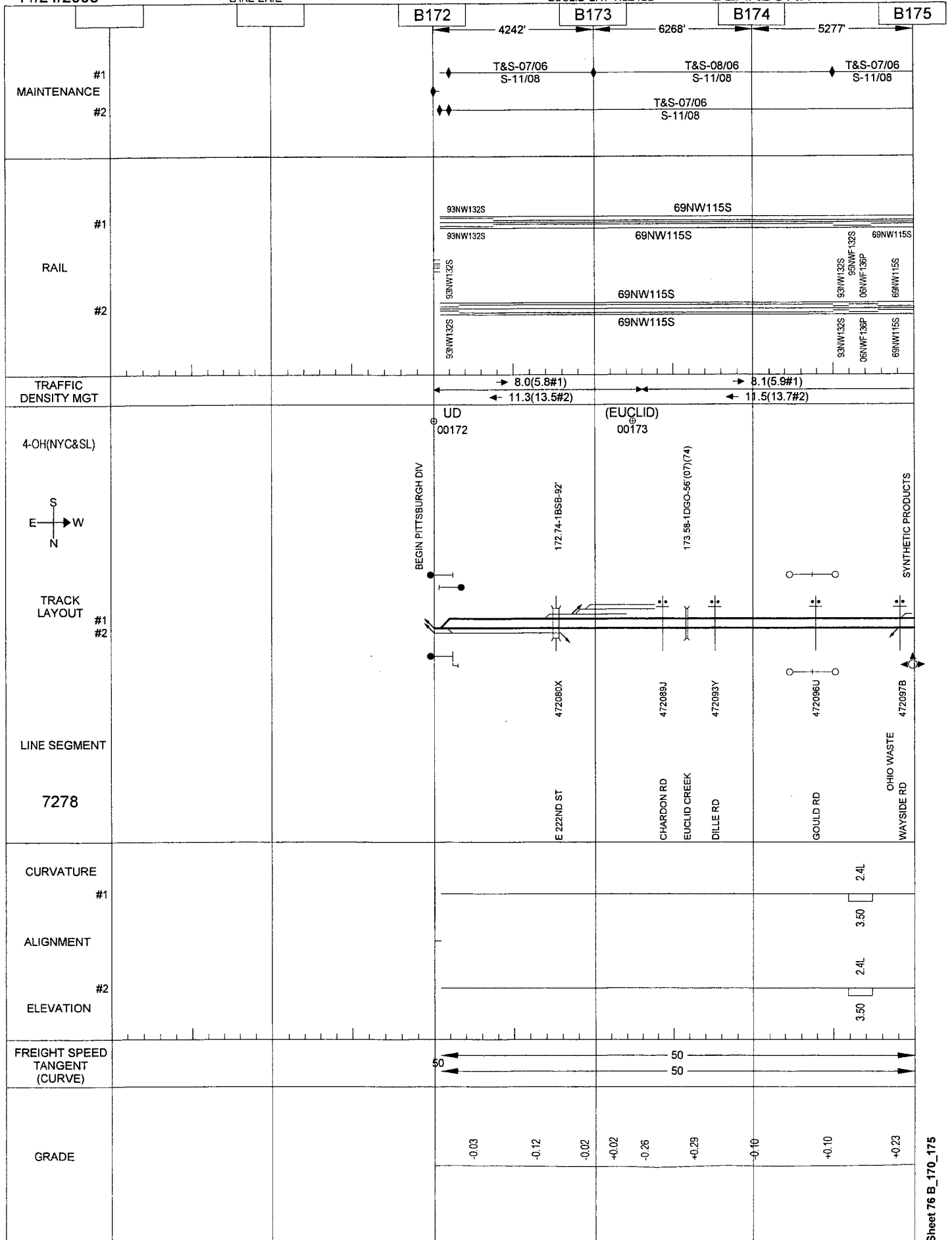
11/24/2008

LAKE ERIE

078

EUCLID-BAY VILLAGE

DEARBORN



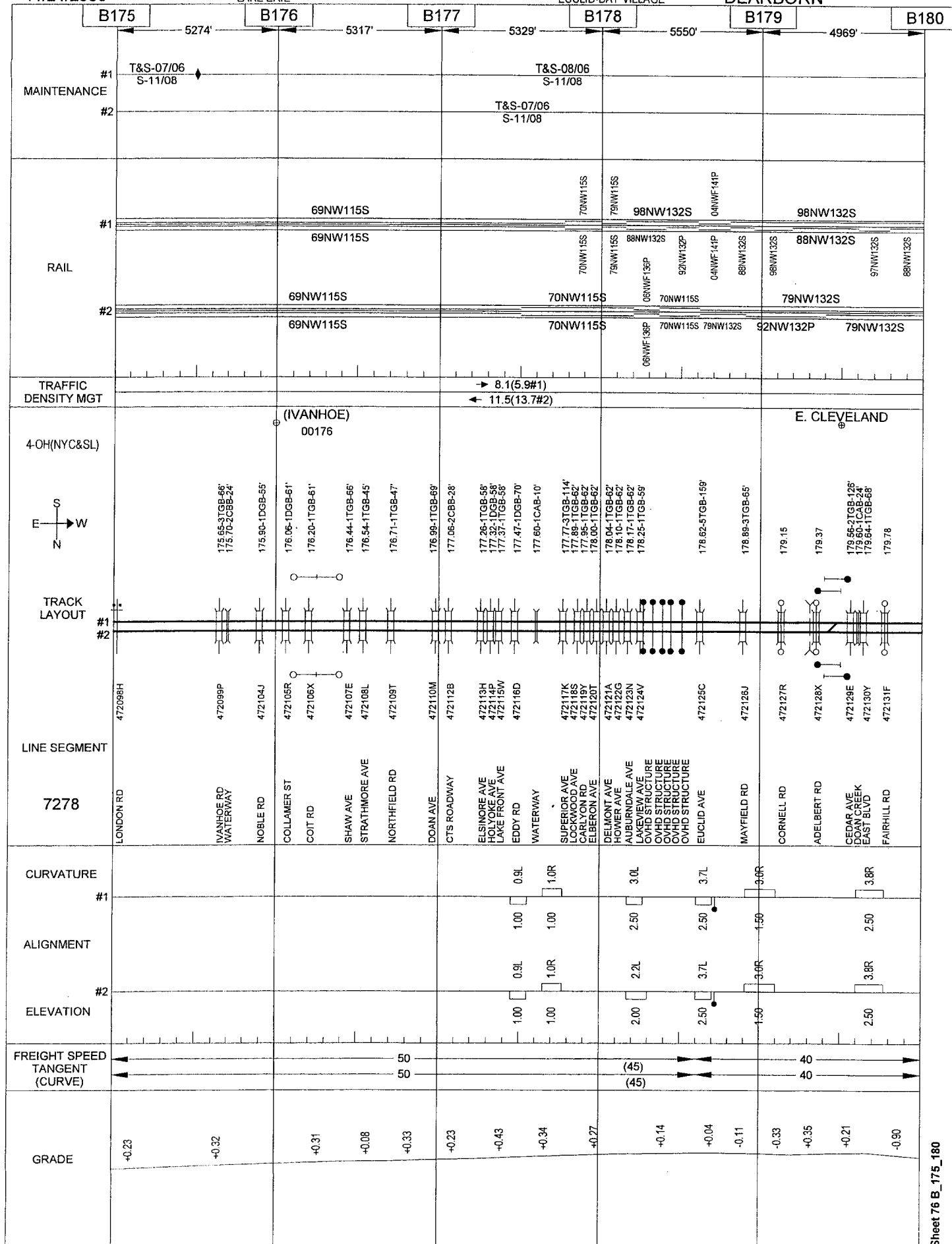
11/24/2008

079

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



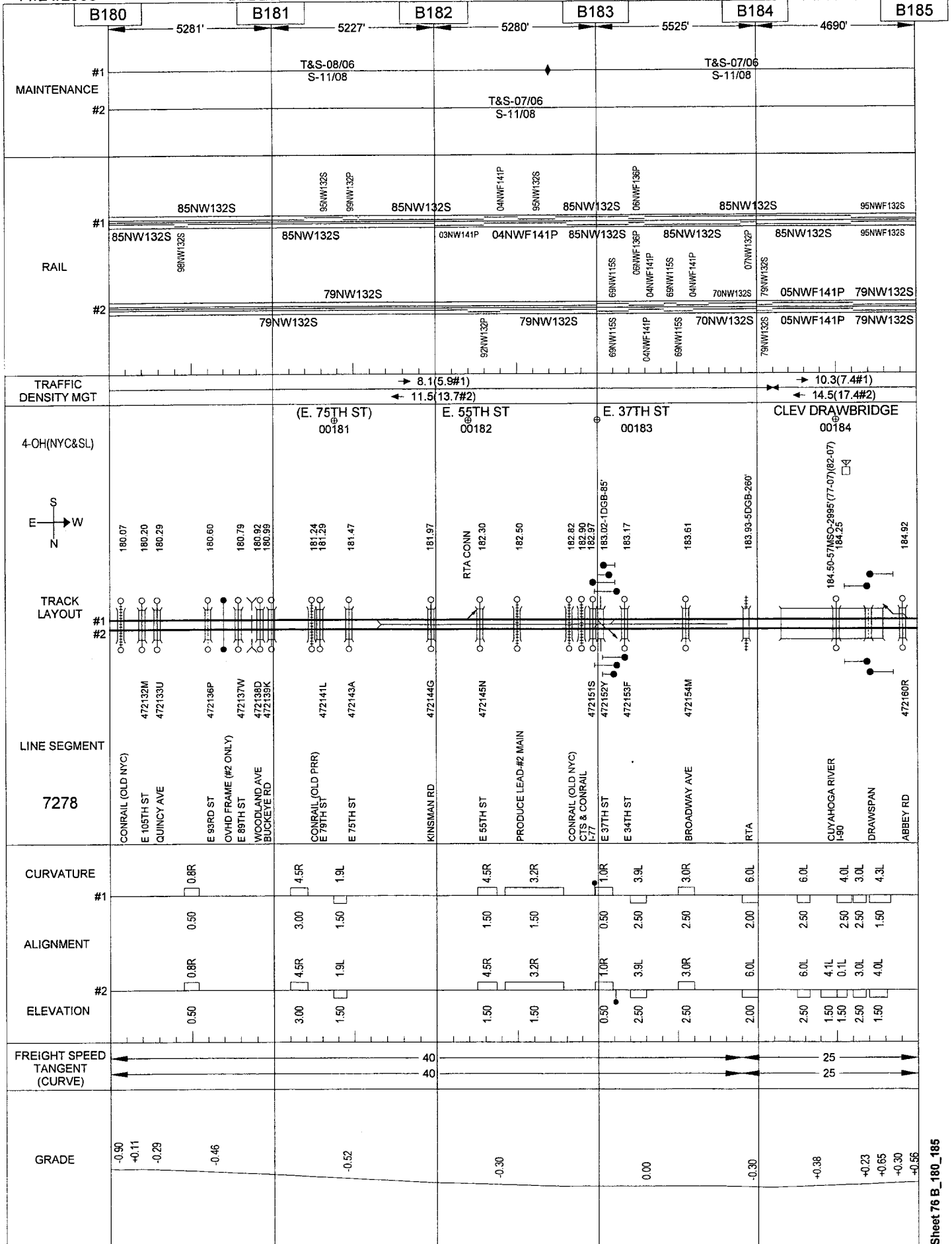
11/24/2008

080

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



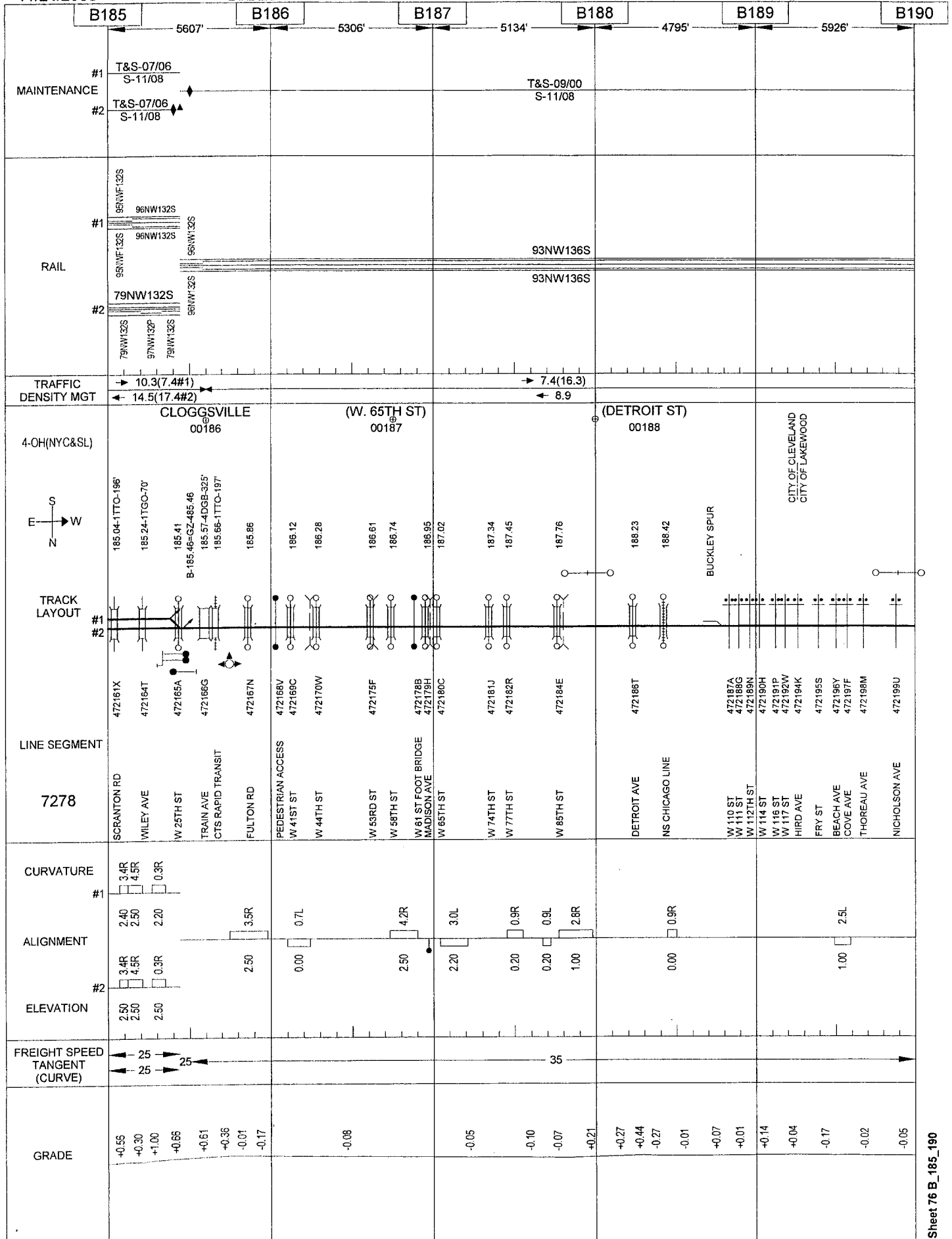
11/24/2008

081

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



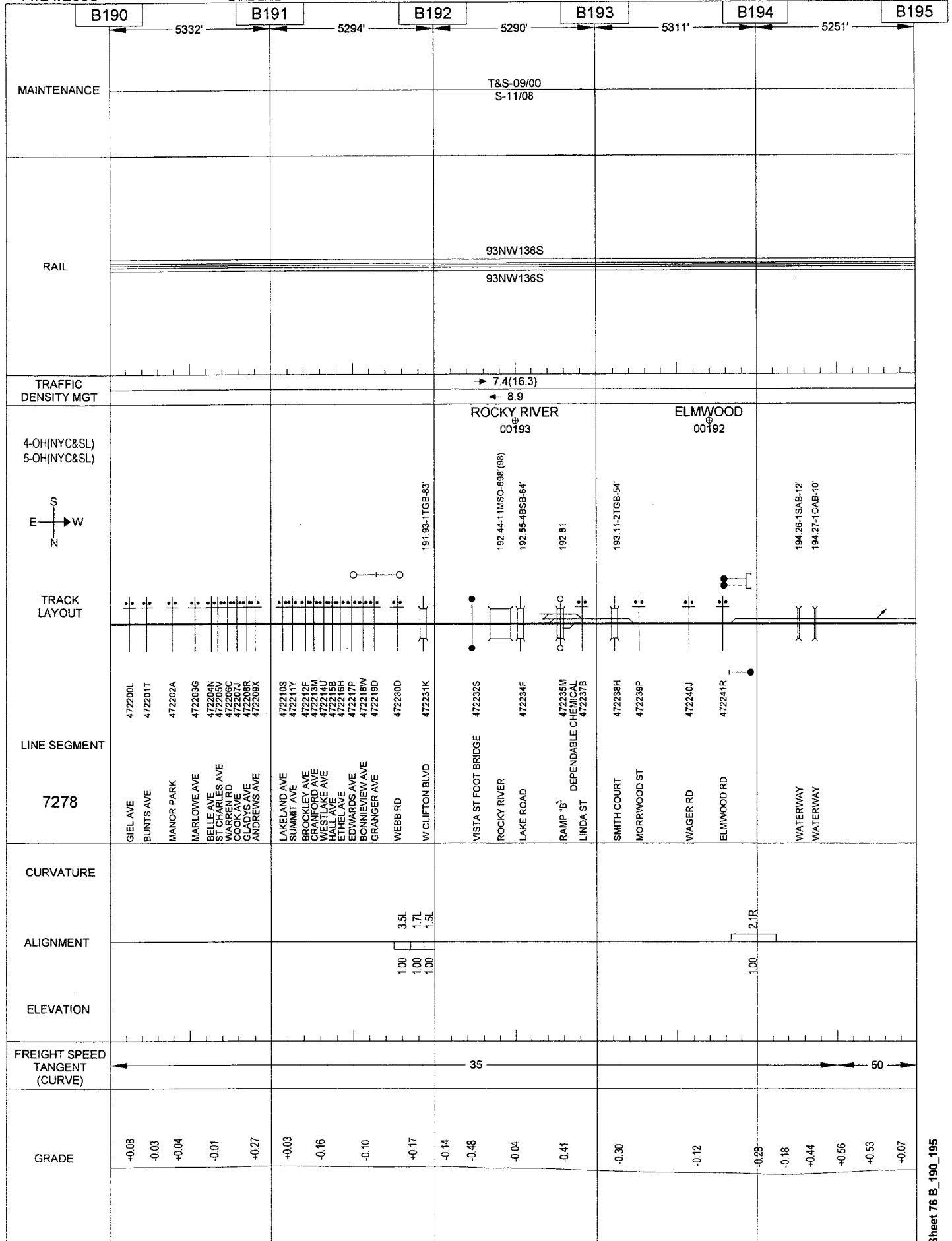
11/24/2008

082

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



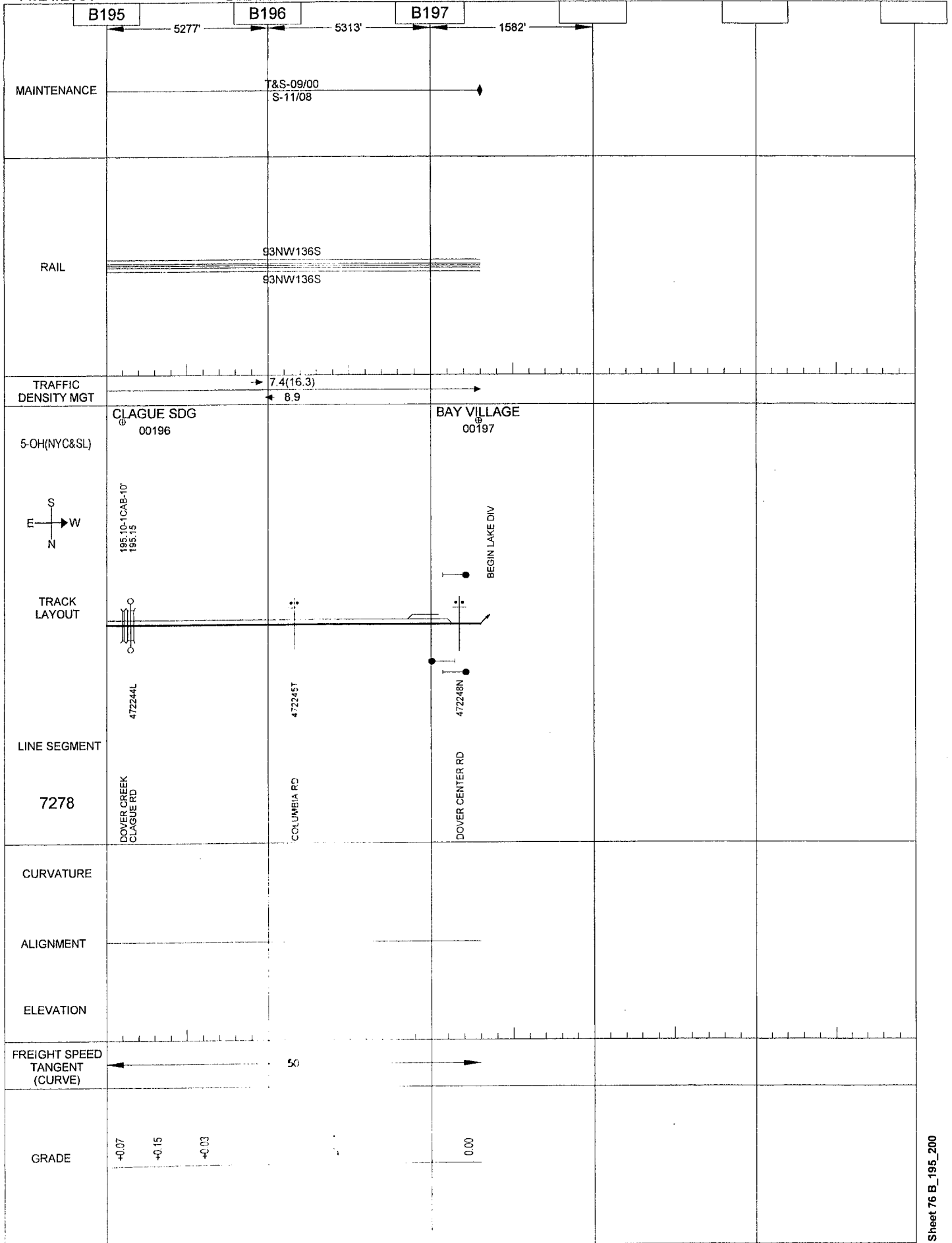
11/24/2008

083

LAKE ERIE

EUCLID-BAY VILLAGE

DEARBORN



11/24/2008

CHICAGO

084

HOBART-FOREST HILL

DEARBORN

B487

B488

B489

B490

2646'

5250'

5310'

5294'

MAINTENANCE

T&S-10/07

RAIL

89NWF132S

89NWF132S
99NWF132P

89NWF132S

89NWF132S

89NWF132S

TRAFFIC
DENSITY MGT

19.3(45.0)
25.8

19.4(45.3)
25.9

4-IN(NYC&SL)

S
E → W
N

TRACK
LAYOUT

HOBART
00488

PORTER CO.
LAKE CO.

TO LAKE DIVISION

478651K
B-486.99=PC-433.14

488.40-1CBB-16'

488.67-1DGB-55'

LINE SEGMENT

7698

478652S
478653Y
478654F

478656U

478657B

478658H

478659P

478660J

INDIANA ST
DUCK CREEK
CENTER ST
MAIN ST

DUCK CREEK

LAKE PARK AVE

ASH ST

WISCONSIN ST

W 3RD ST
PEDESTRIAN CROSSING

COLORADO AVE

NIPSCO

CURVATURE

ALIGNMENT

ELEVATION

3.1L

3.00

2.1R

2.00

FREIGHT SPEED
TANGENT
(CURVE)

50
(45)

45
(45)

GRADE

+0.06

-0.17

-0.01

-0.18

-0.26

-0.08

+0.04

+0.43

+0.37

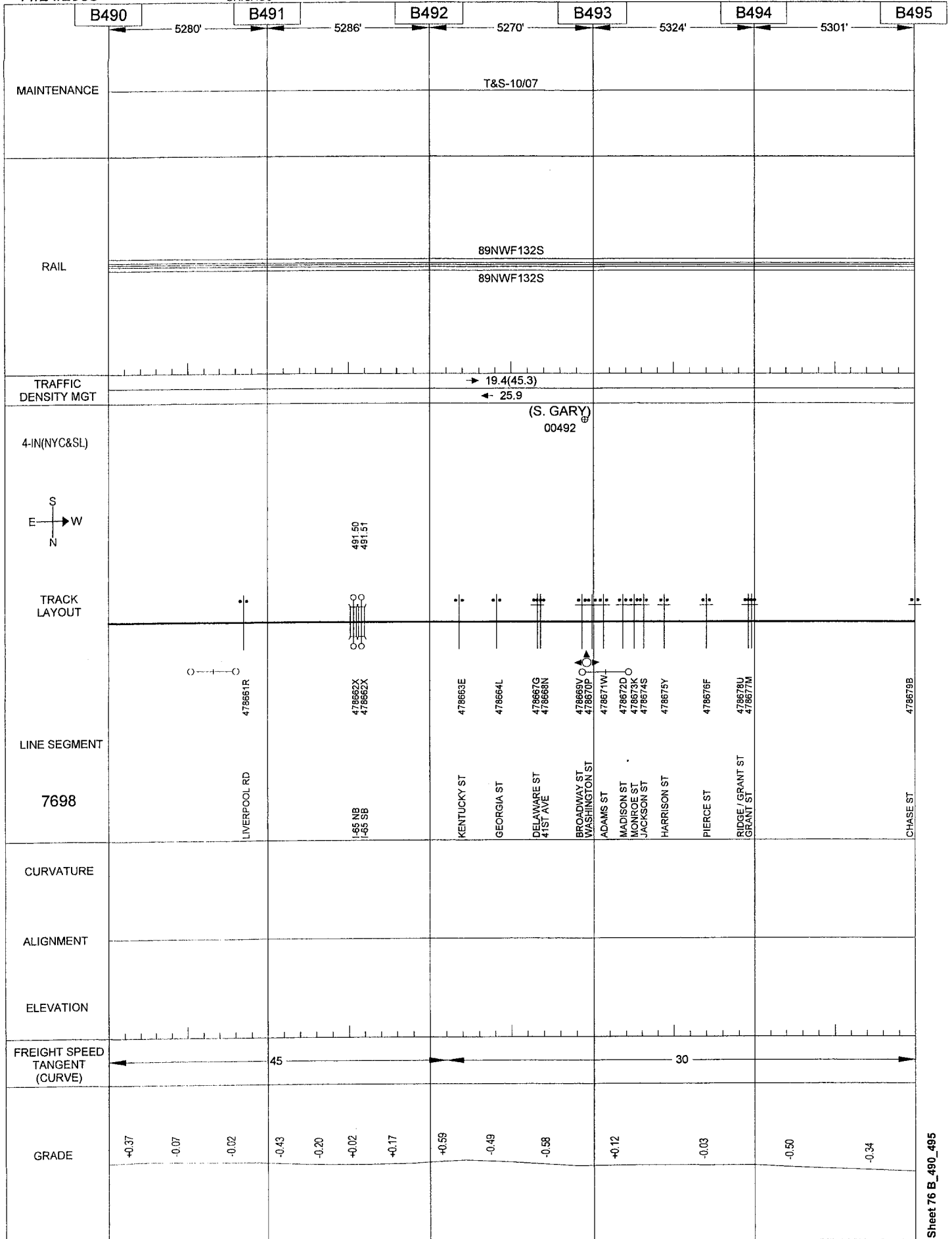
11/24/2008

CHICAGO

085

HOBART-FOREST HILL

DEARBORN



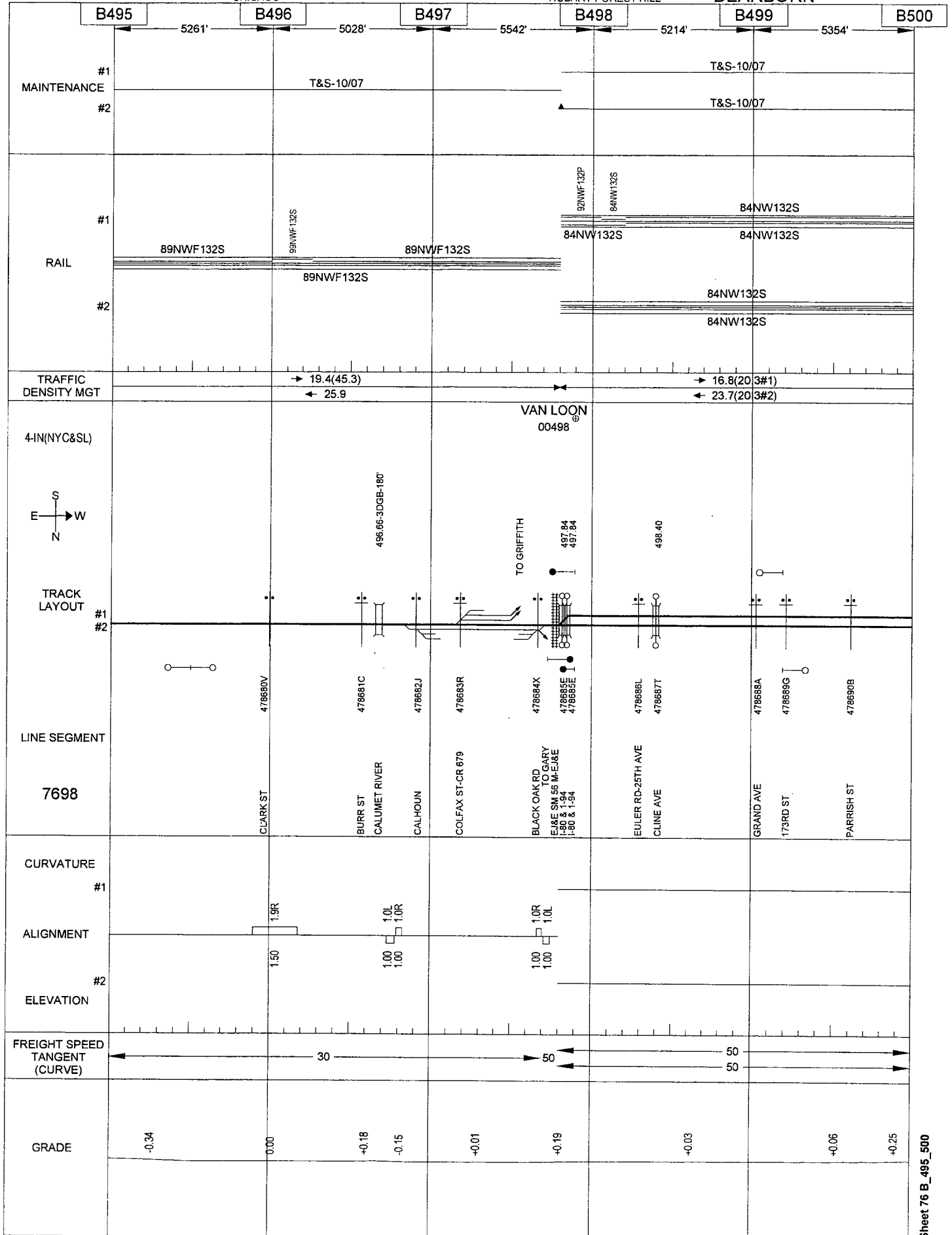
11/24/2008

086

CHICAGO

HOBART-FOREST HILL

DEARBORN



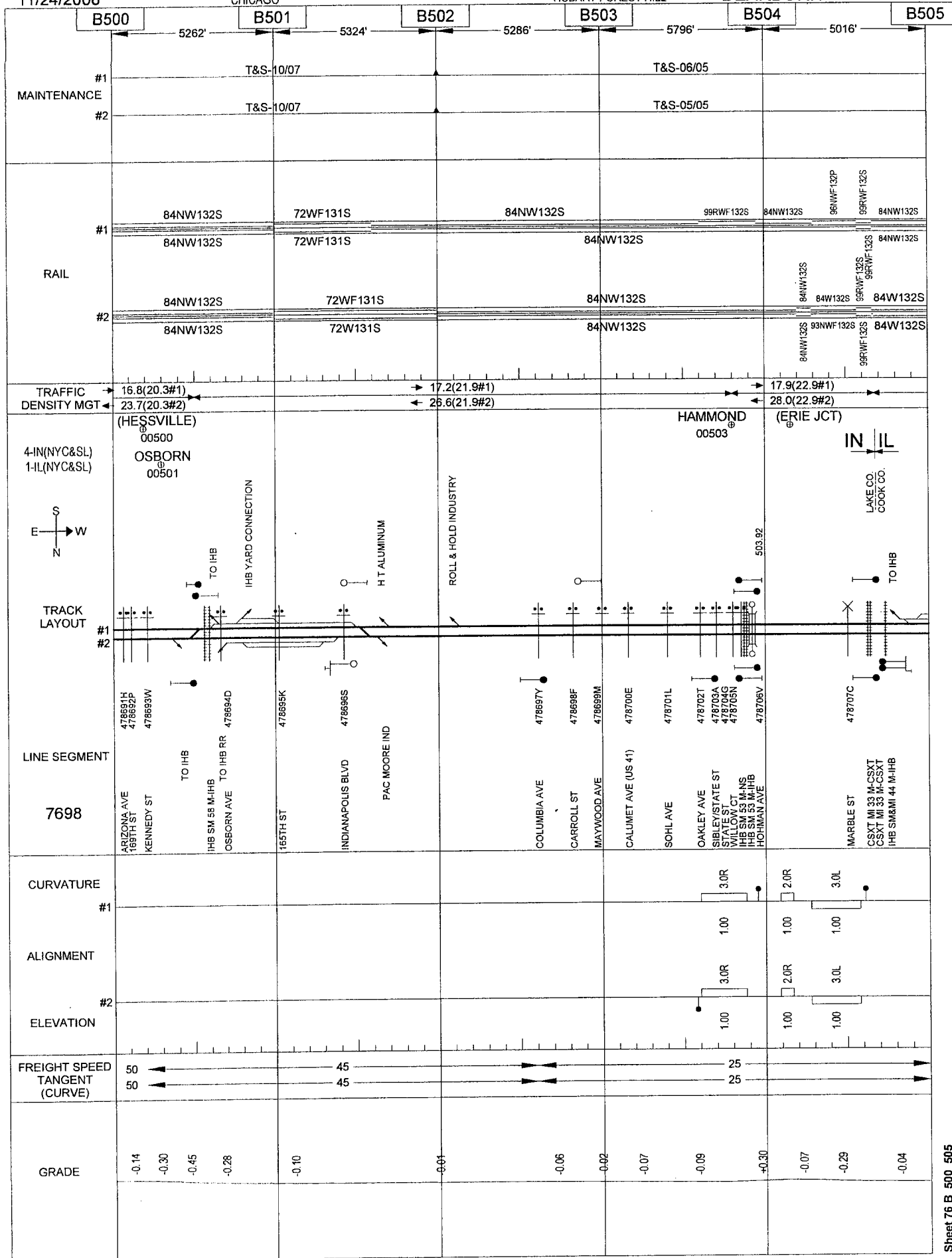
11/24/2008

087

CHICAGO

HOBART-FOREST HILL

DEARBORN



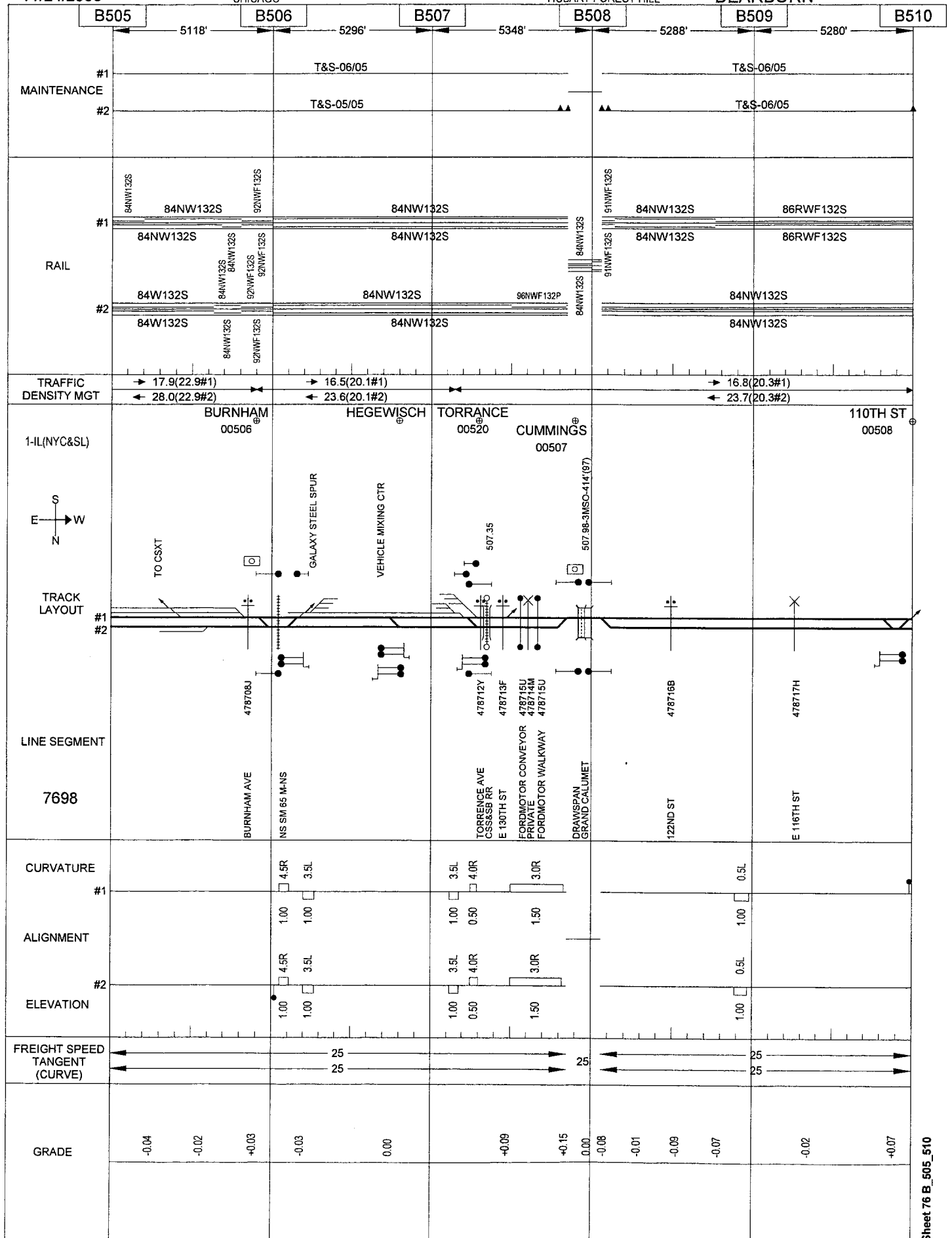
11/24/2008

088

CHICAGO

HOBART-Forest Hill

DEARBORN



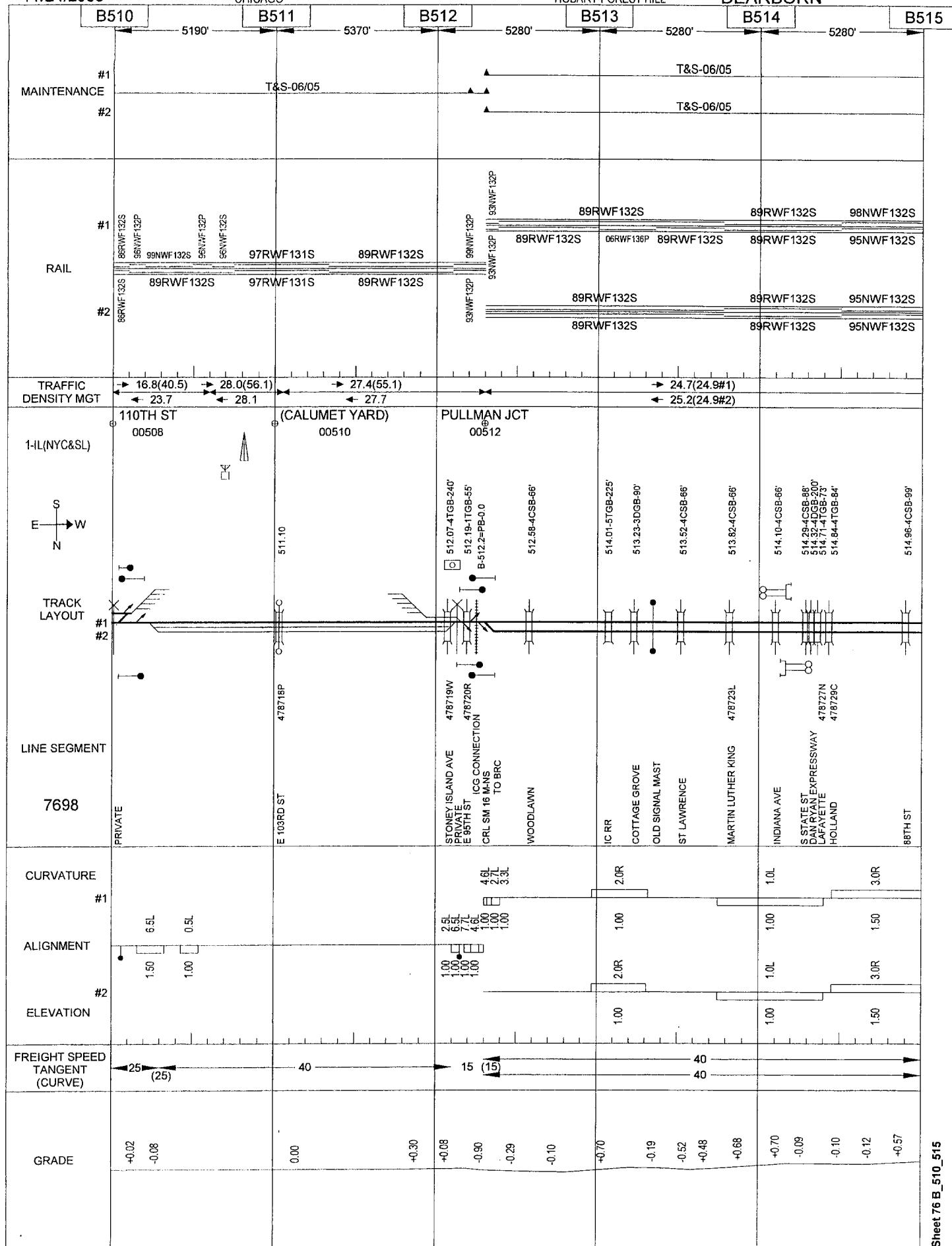
11/24/2008

CHICAGO

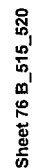
089

HOBART-FOREST HILL

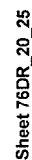
DEARBORN



DEARBORN



DEARBORN



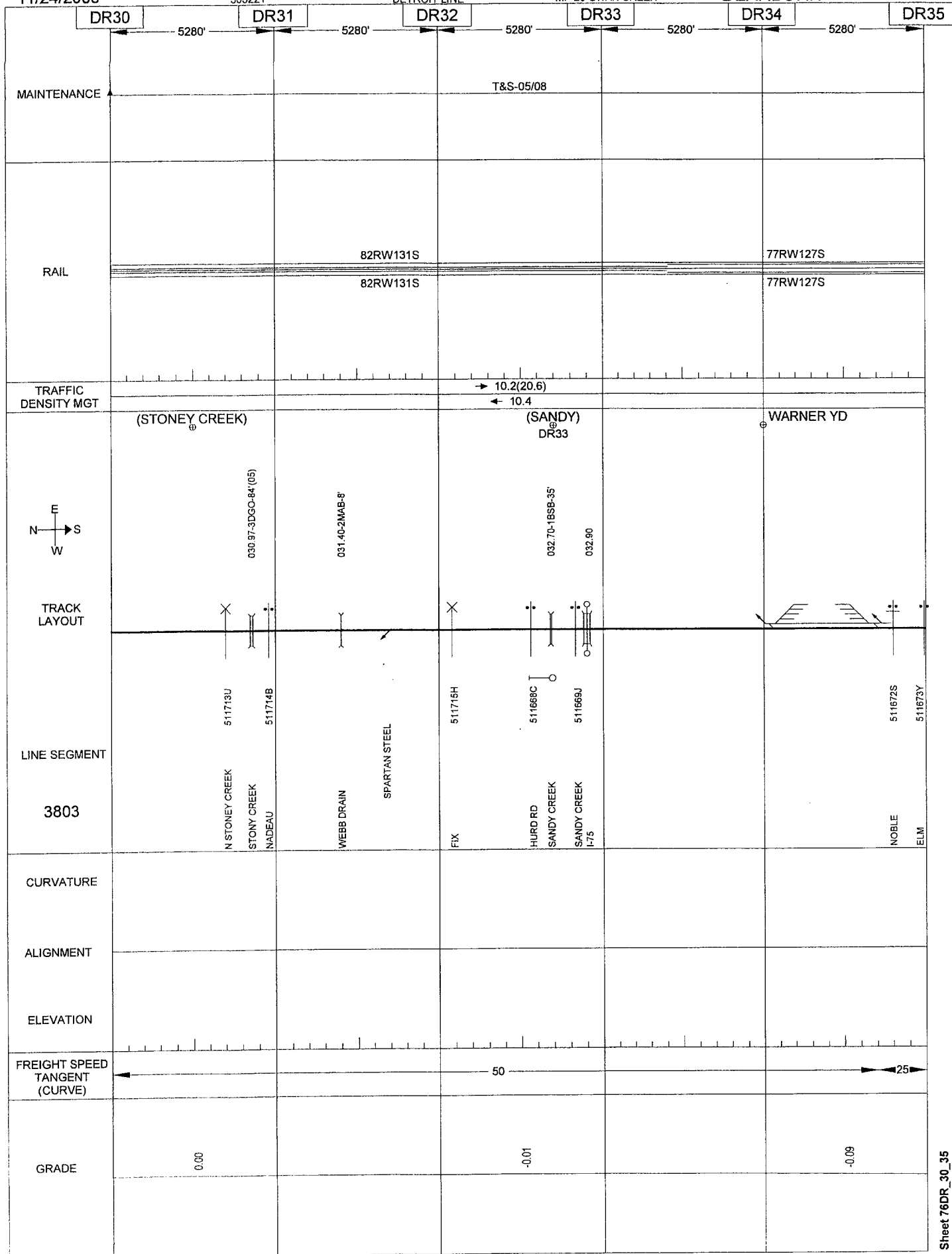
11/24/2008

505221

093
DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



11/24/2008

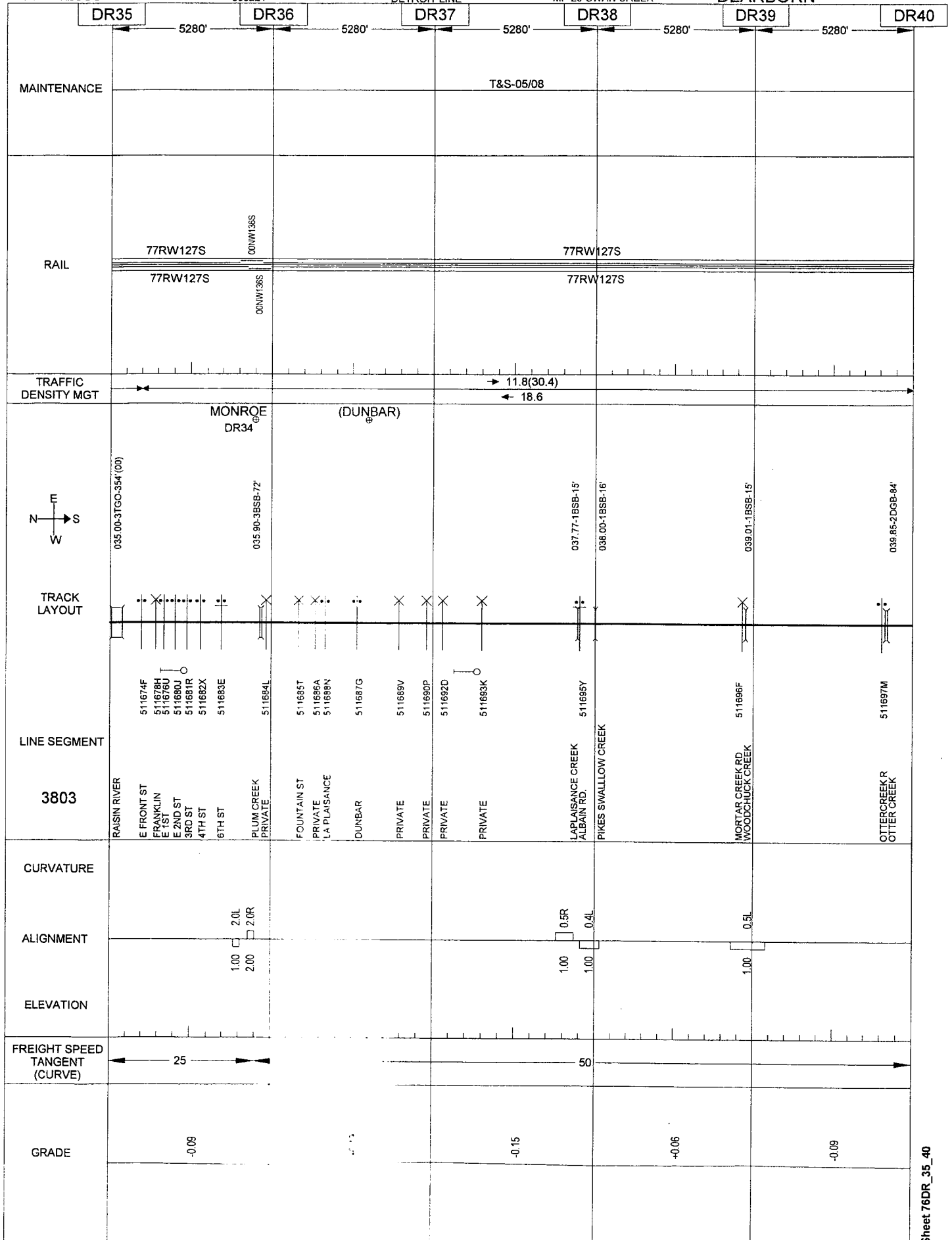
505221

094

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



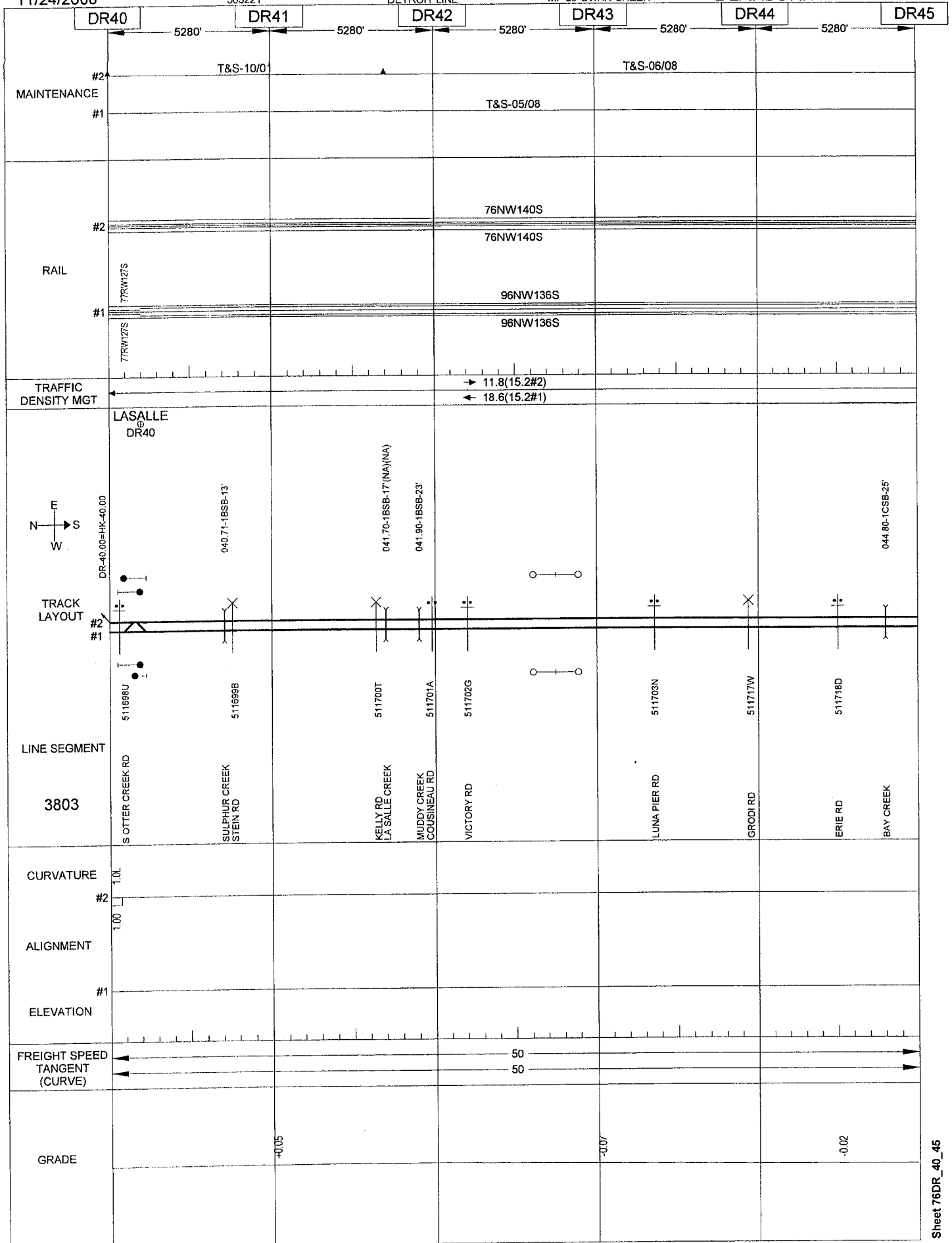
11/24/2008

505221

095
DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



11/24/2008

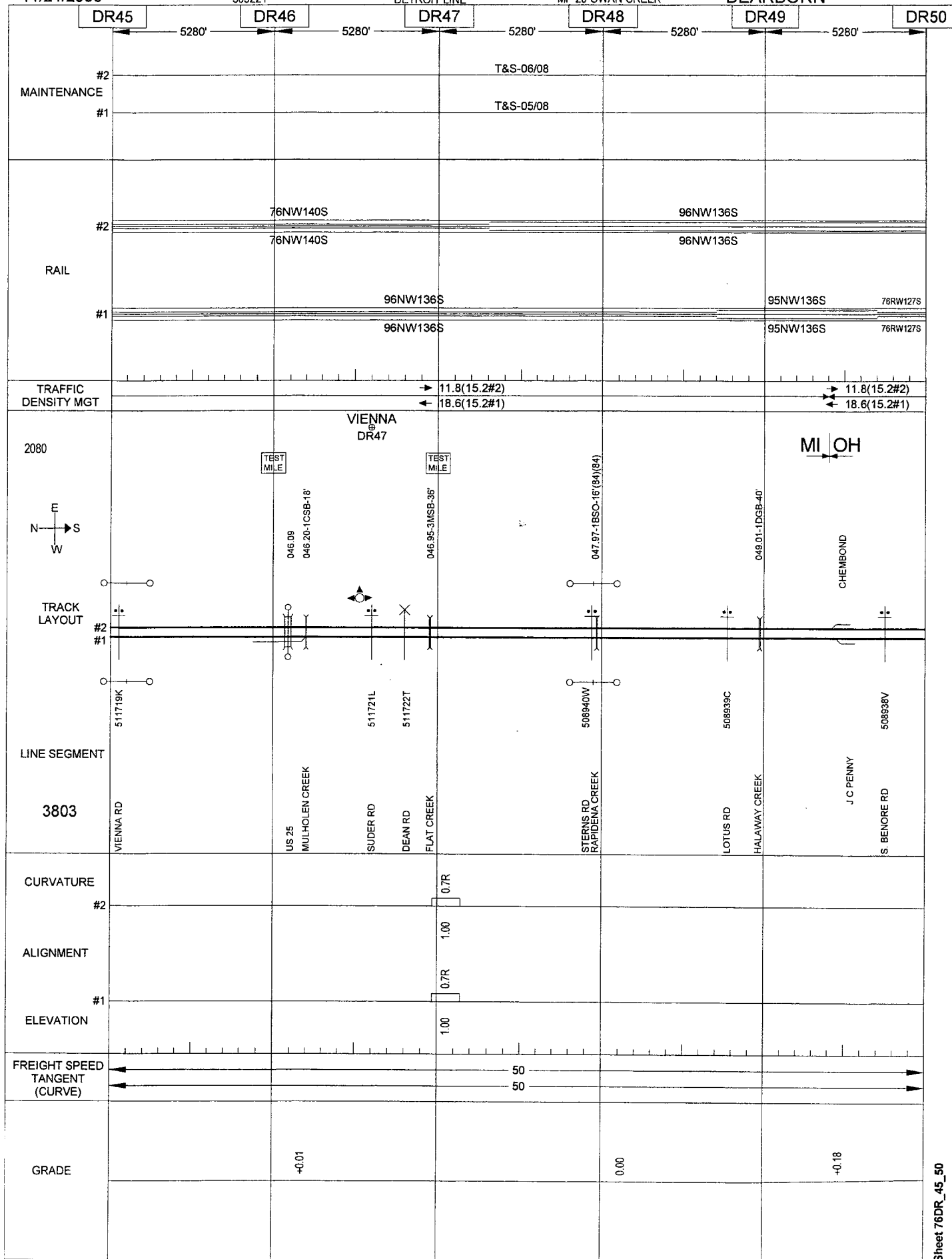
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096

DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



11/24/2008

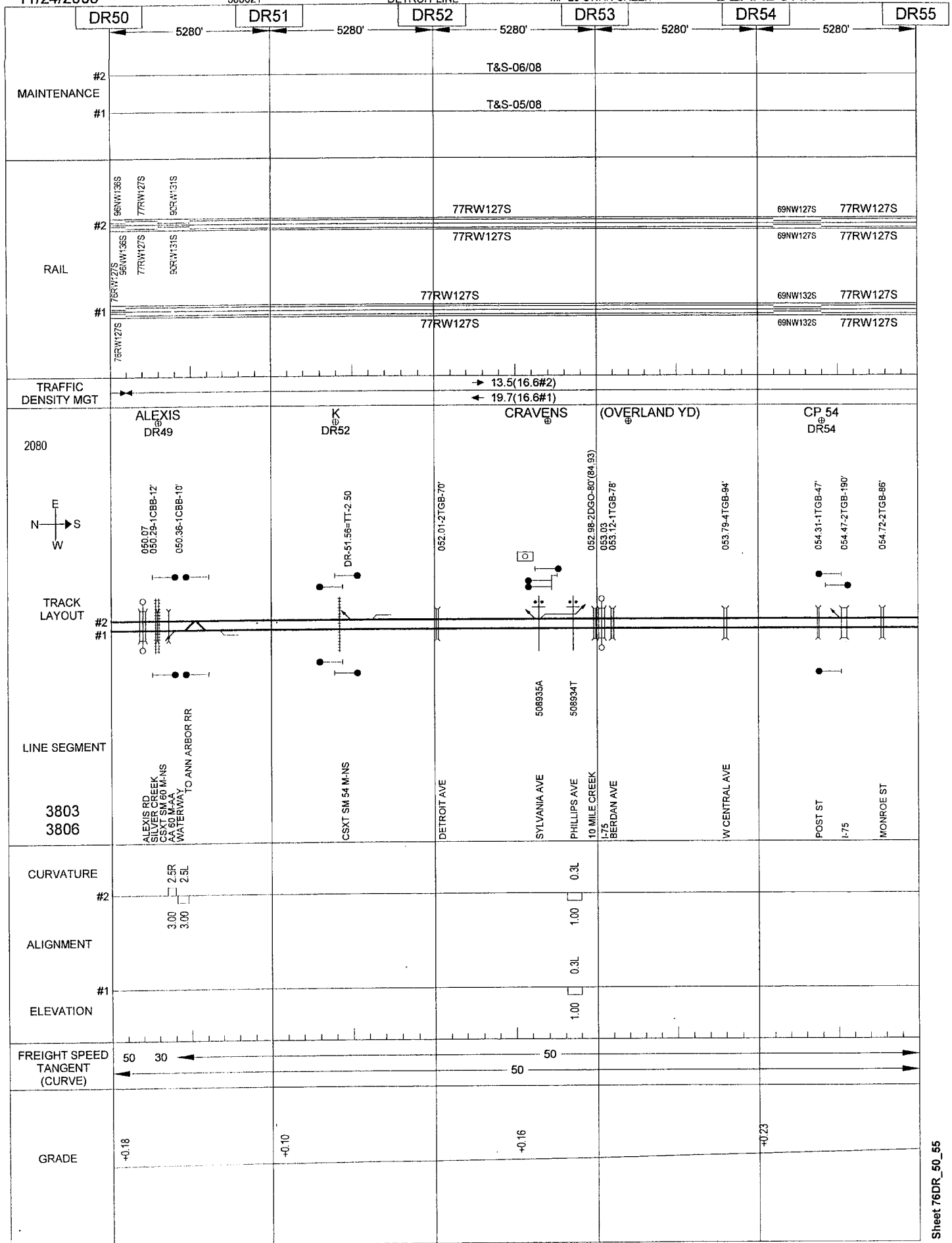
503621

097

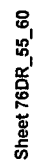
DETROIT LINE

MP 20-SWAN CREEK

DEARBORN



DEARBORN



11/24/2008

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

(CALGON)
HK22

ROCKWOOD

E
N → S
W

BEGIN SHARED ASSETS

TRACK
LAYOUT

021 40-1BSB-20'

021 90-1BSB-20'

022 75-3DGB-177'

511755F

WOODRUFF

SMITH CREEK

SILVER CREEK

867559P

N HURON RIVER DR

511753S

HURON RIVER
S HURON RIVER DR

512103P

READY RD

511751D

PRIVATE

511750W

PRIVATE
DIXIE HWY

511749C

SIGLER RD

LINE SEGMENT

3812

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.02

+0.19

11/24/2008

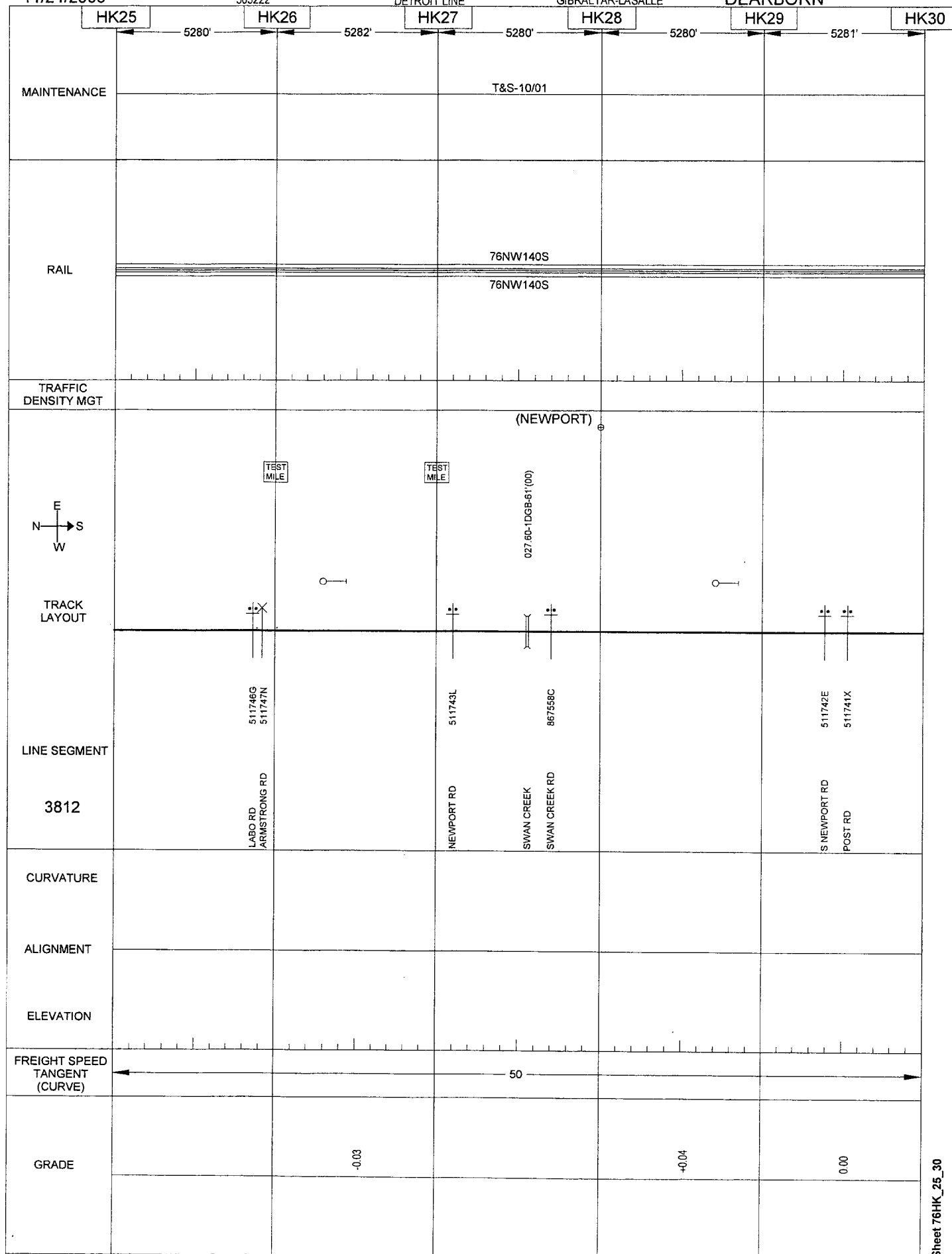
505222

100

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



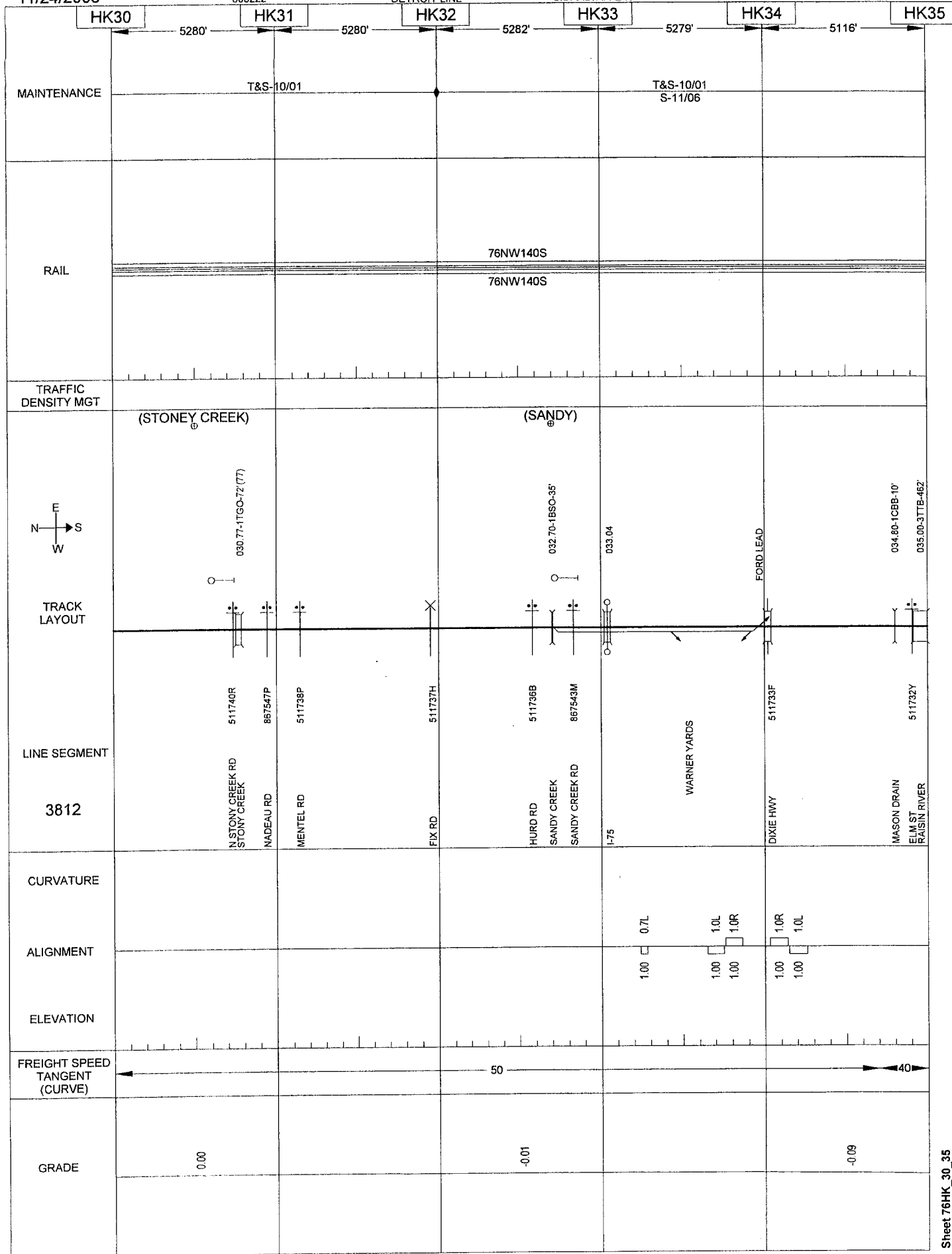
11/24/2008

505222

101
DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



11/24/2008

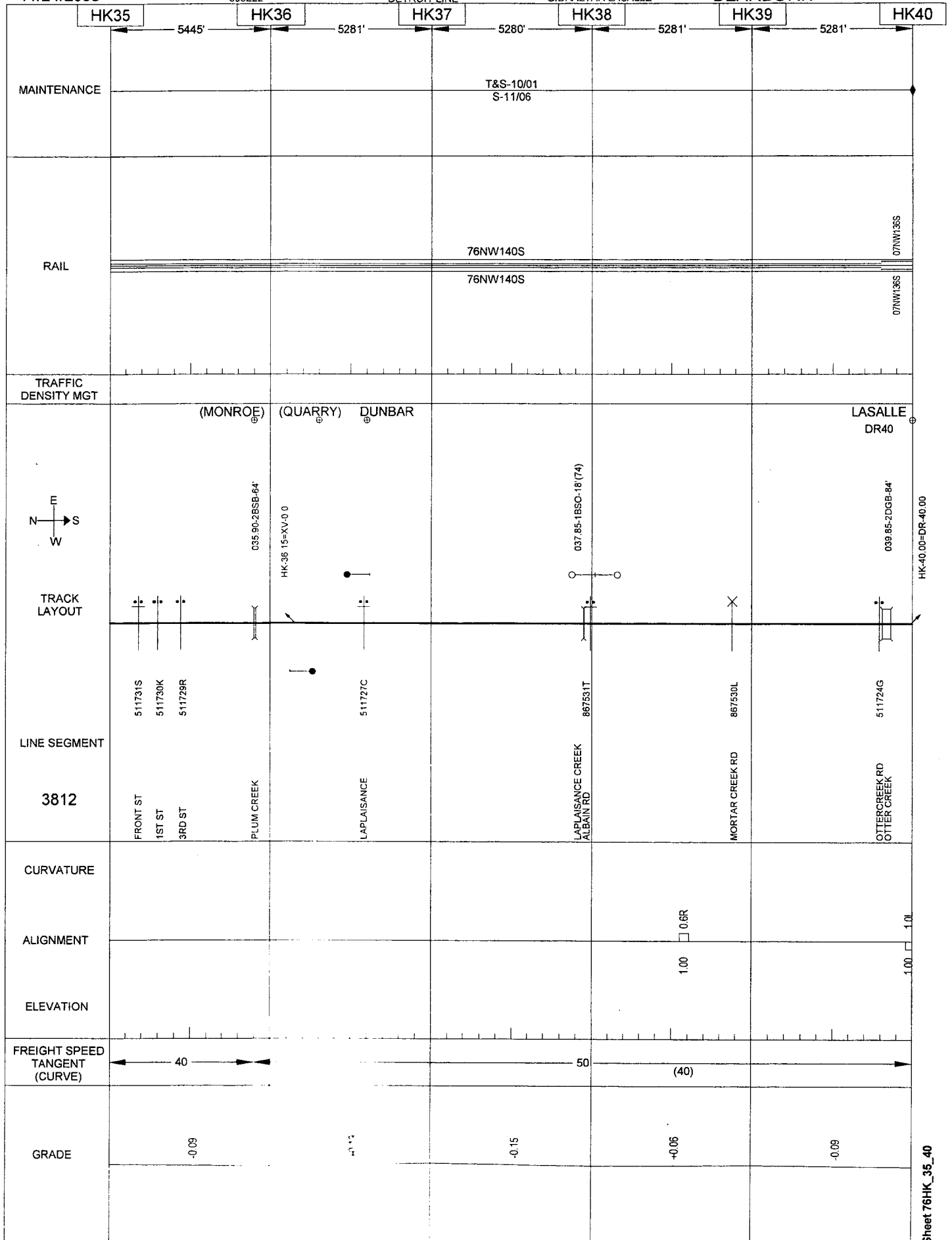
505222

102

DETROIT LINE

GIBRALTAR-LASALLE

DEARBORN



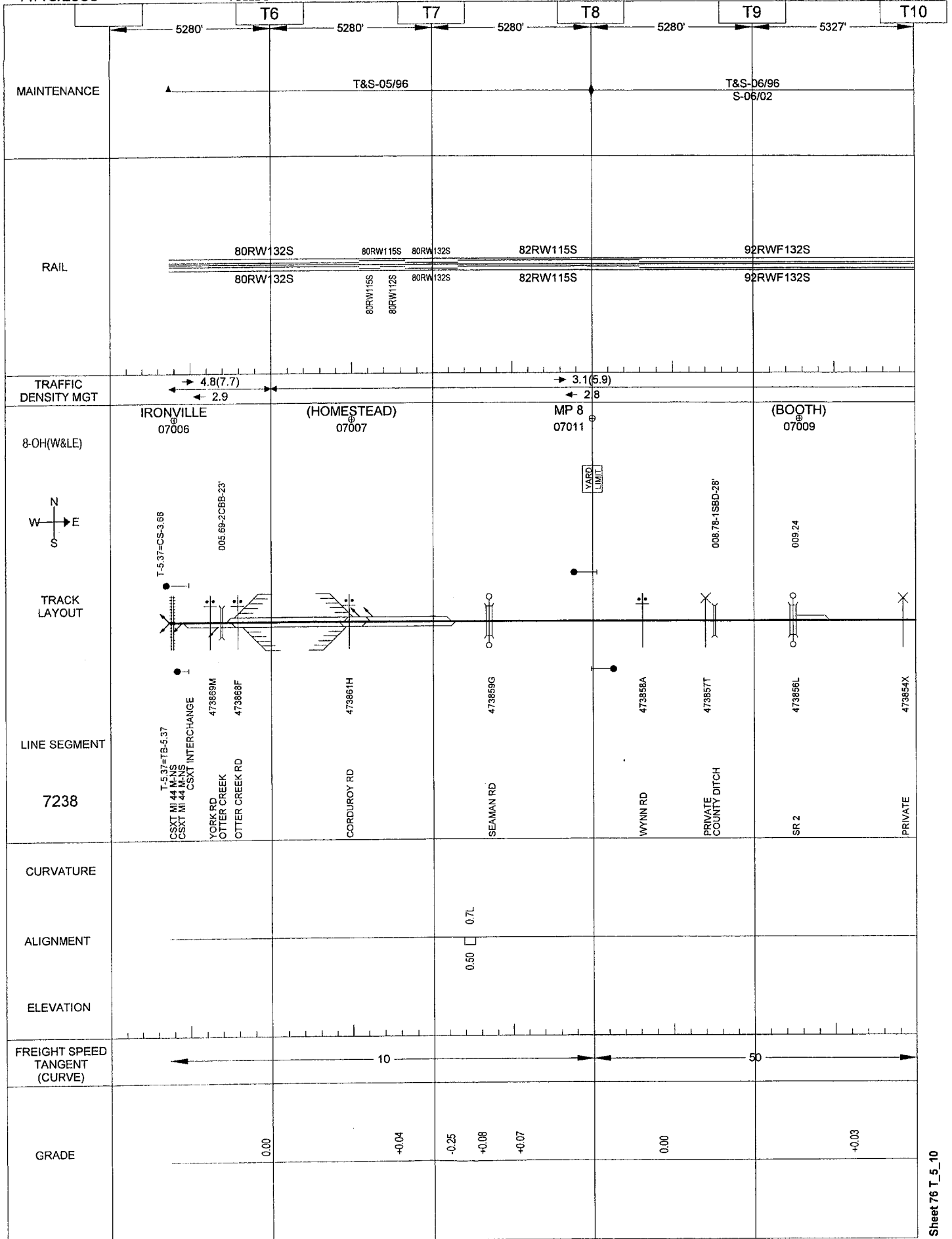
11/18/2008

103

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



DEARBORN

Sheet 76 T_10_15

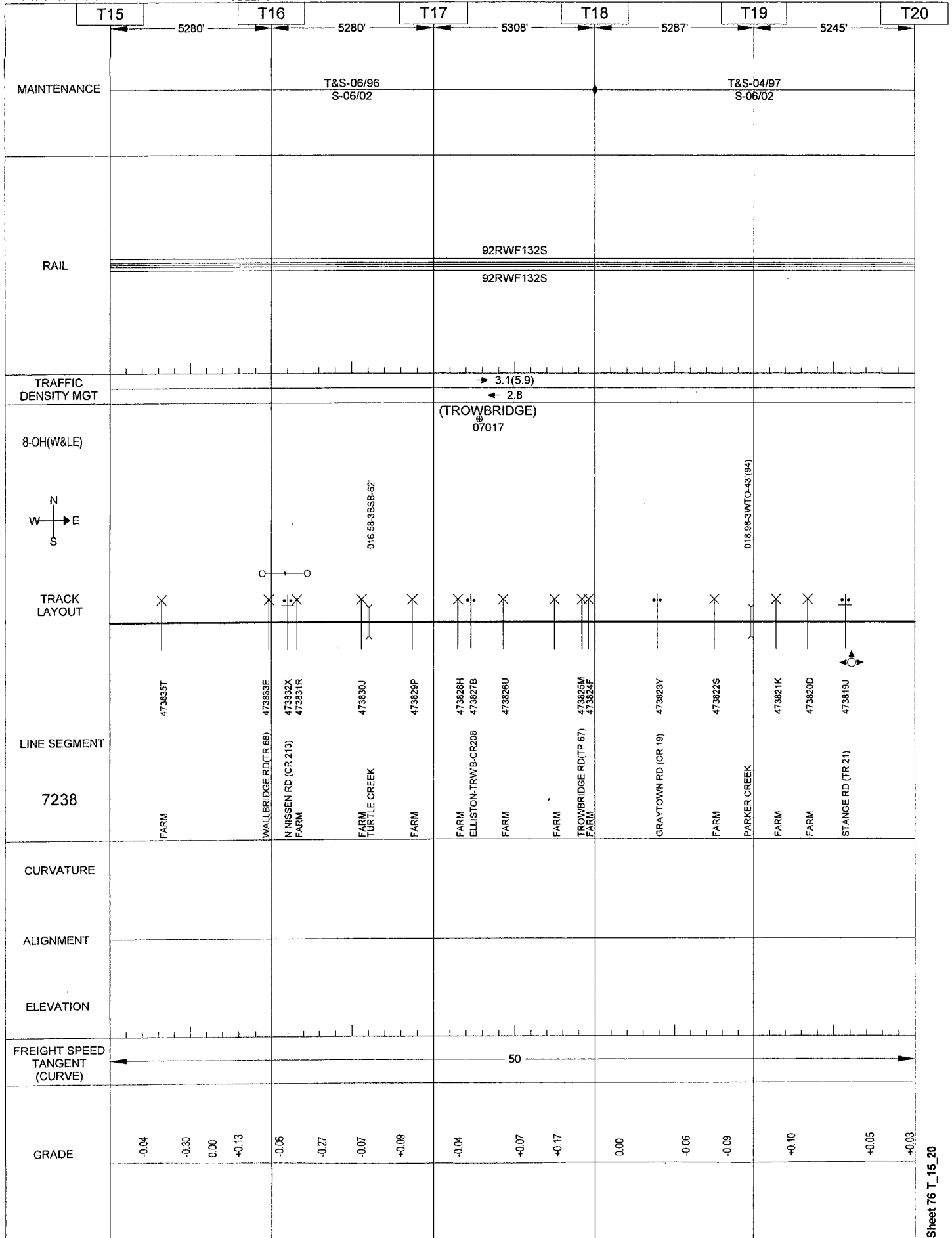
11/18/2008

105

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



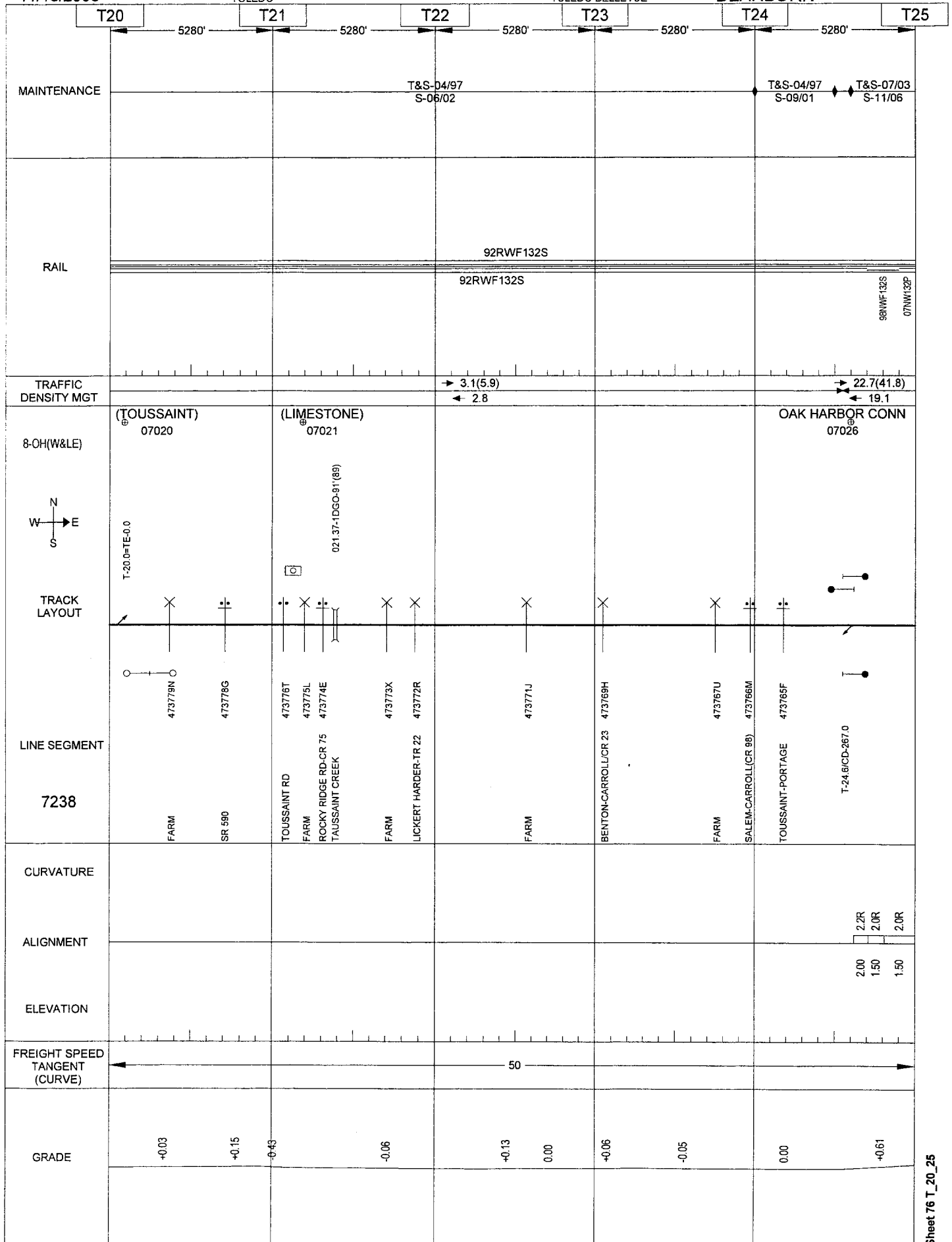
11/18/2008

106

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



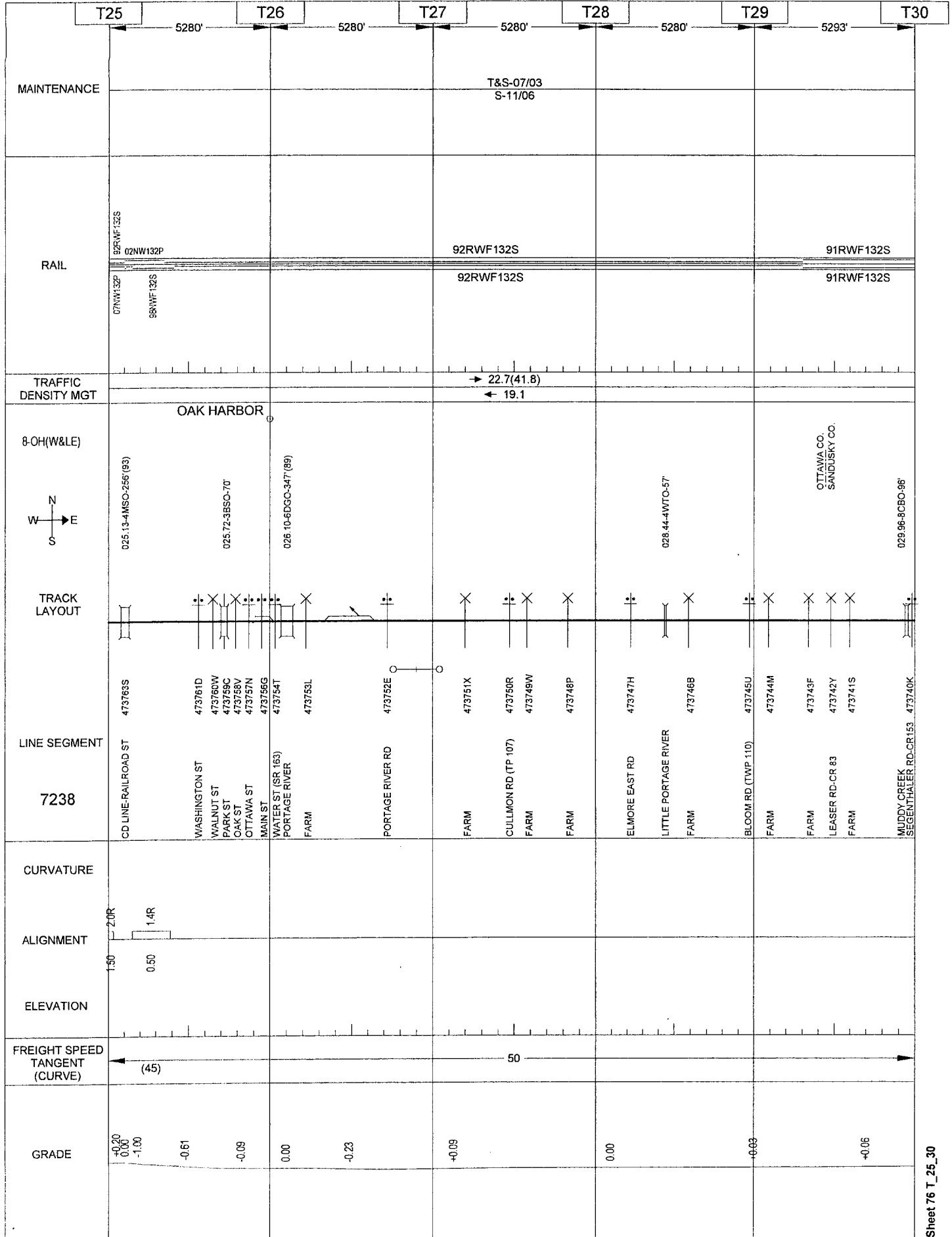
11/18/2008

TOLEDO

107

TOLEDO-BELLEVUE

DEARBORN



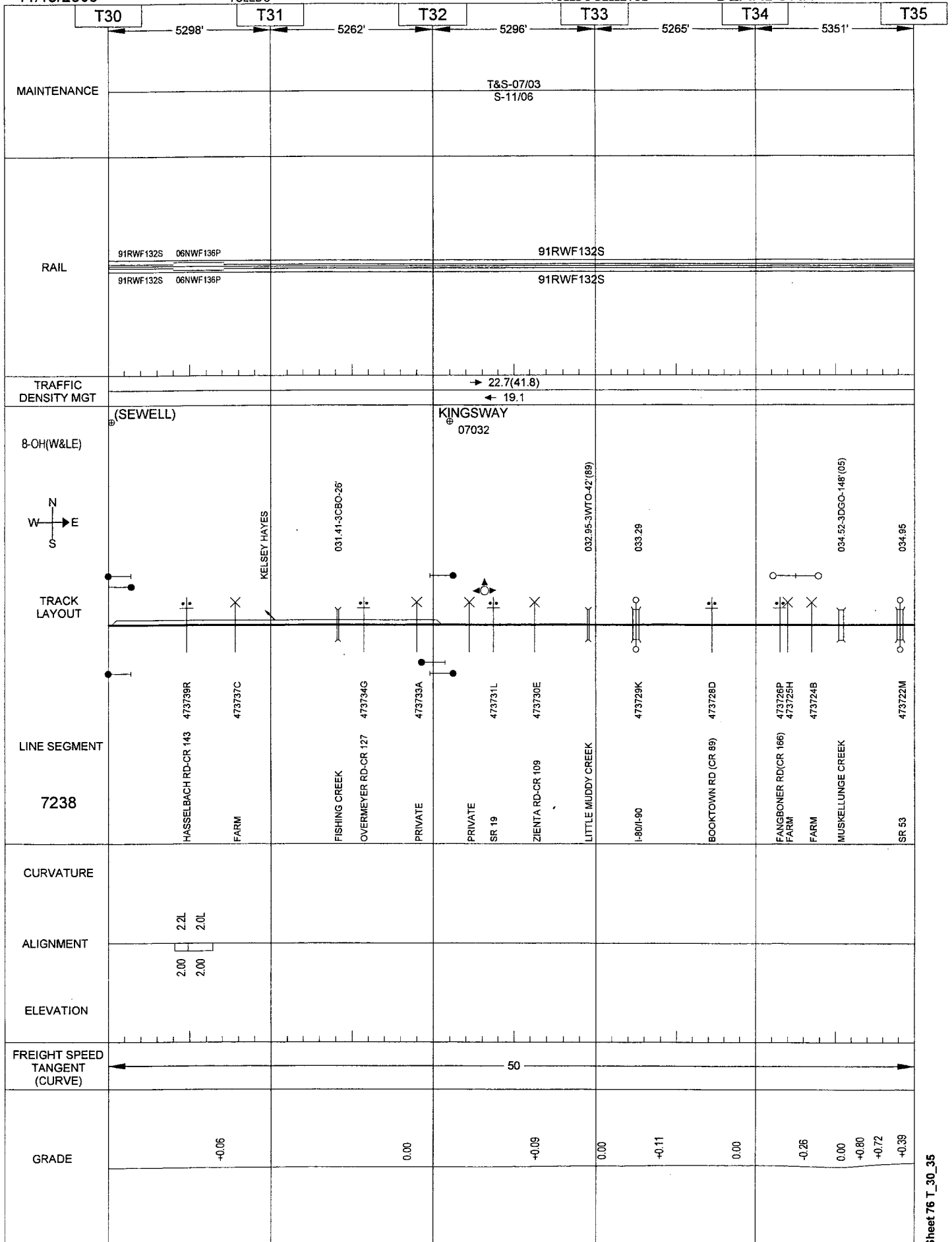
11/18/2008

108

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



DEARBORN

Sheet 76 of 35_40

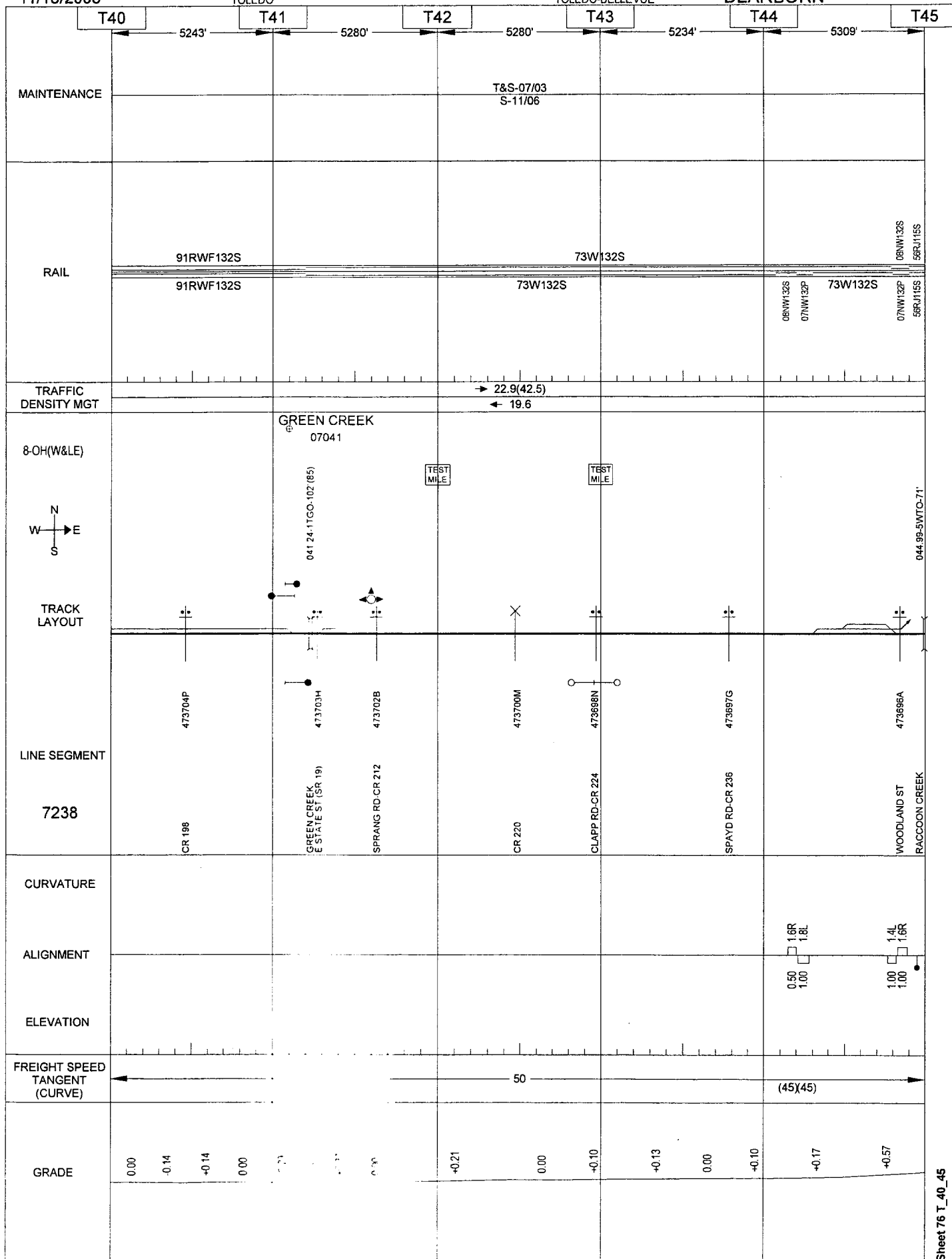
11/18/2008

110

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



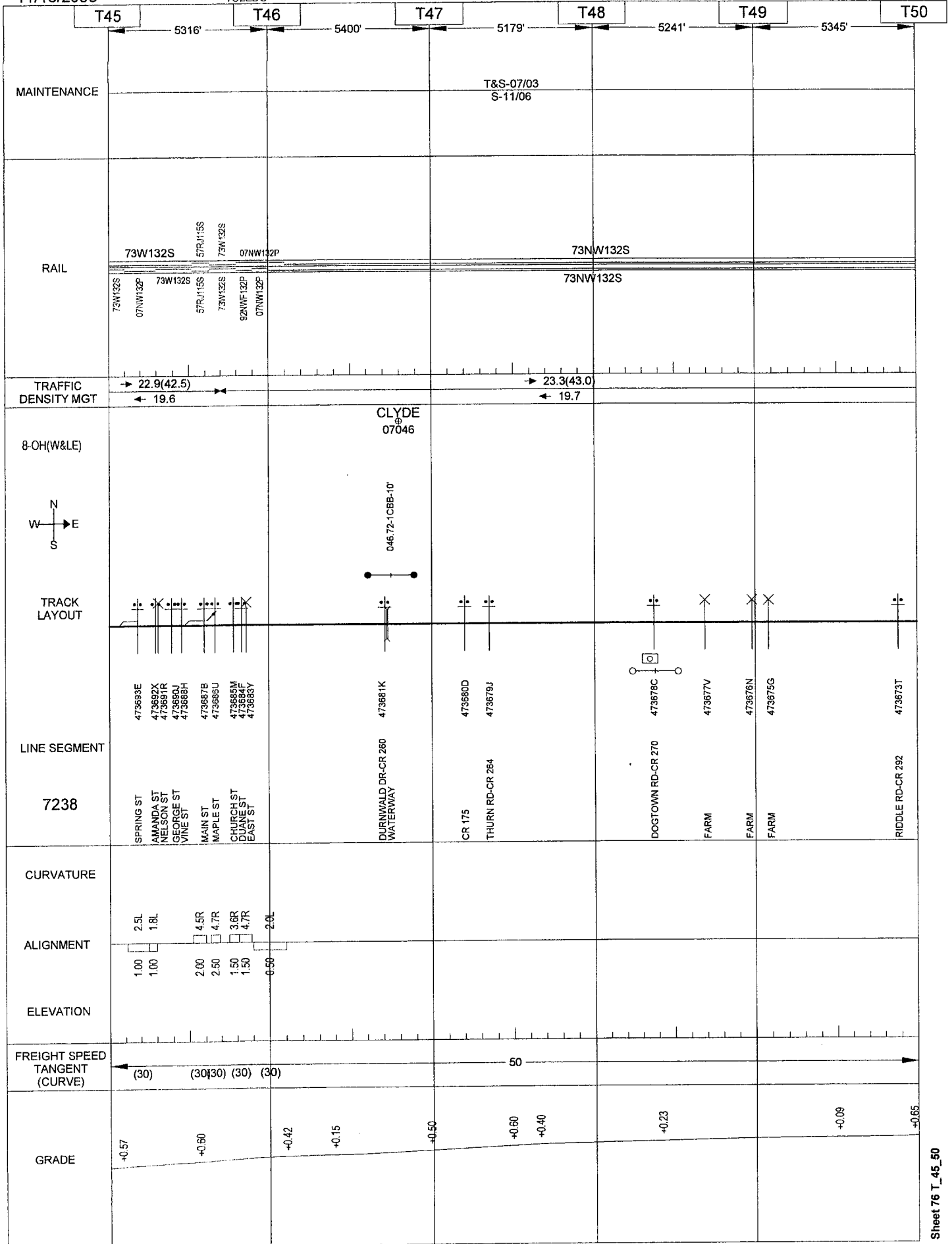
11/18/2008

TOLEDO

111

TOLEDO-BELLEVUE

DEARBORN



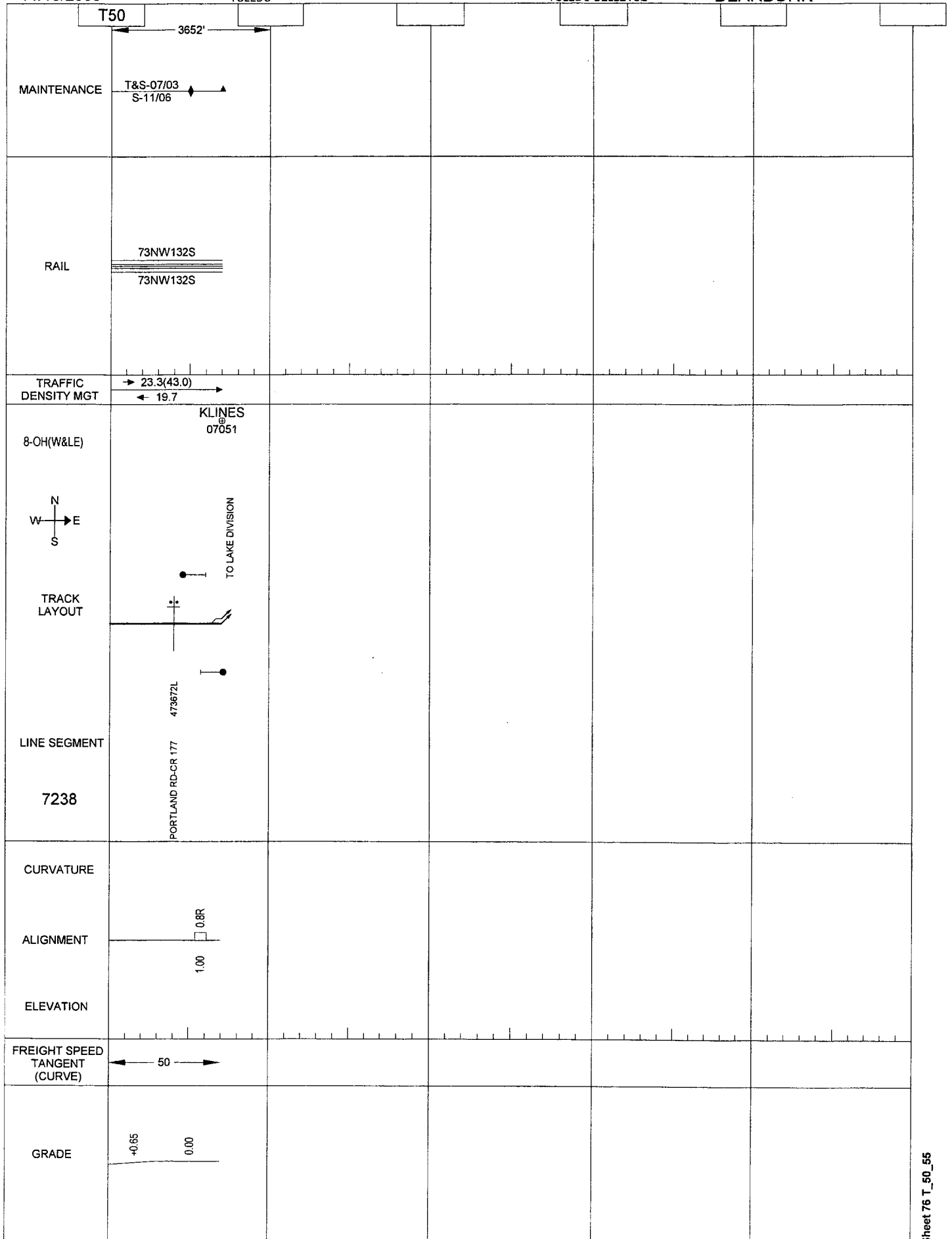
11/18/2008

112

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



11/24/2008

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

#2
RAIL
#1

88RW127S

88RW127S

88RW127S

88RW127S

88RW127S

88RW127S

TRAFFIC
DENSITY MGT

1.9(2.1#1)

2.4(2.1#2)

1.8(4.2)

2.4

4012

TOWNLINE
MH7
(DEARBORN)
09866MORT
MH9S
E
N
WTRACK
LAYOUT
#2
#1

TO SHARED ASSETS

008 16-1CBB-12'
008 17-2CBB-34'
008 16-1CBB-10'

008 50-6BSB-160'

008 90-5DGO-359' (01)(01)

GREENFIELD VIL SD

009 93-4BSB-70'

LINE SEGMENT

3866

PRIVATE
SEWER
HUBBELL SEWER
SANITARY SEWER

SOUTHFIELD RD

ROUGE RIVER

545167T

ELM ST

OAKWOOD BLVD

CURVATURE

#2

ALIGNMENT

#1
ELEVATION

0.9L

2.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

50

50

GRADE

0.00

-0.59

11/24/2008

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

69RW127S

67RW127S

88RW127S

69RW127S

67RW127S

88RW127S

TRAFFIC
DENSITY MGT

→ 1.8(4.2)

← 2.4

4012

(MASON ST)

(INKSTER)
MH14

S
E → W
N

010.40-2TGB-92'

010.79-3BSSB-66'

011.09-3TGB-99'

011.51-2TGB-108'

TEST
MILE

TEST
MILE

HAMLER

013.55-1TGB-60'

014.57-1DGB-63'

TRACK
LAYOUT

LINE SEGMENT

3866

545165G
545170B

545176S
545177Y

545178F
545180G

MONROE ST
MASON ST

MILITARY AVE

NOWLIN AVE

OUTER DRIVE

TELEGRAPH RD

GULLEY RD

BEECH DALY RD

JOHN DALY RD

INKSTER RD

HARRISON RD

MIDDLE BELT RD

CURVATURE

0.3L
1.00

1.0R
2.00

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.04

+0.03

+0.14

11/24/2008

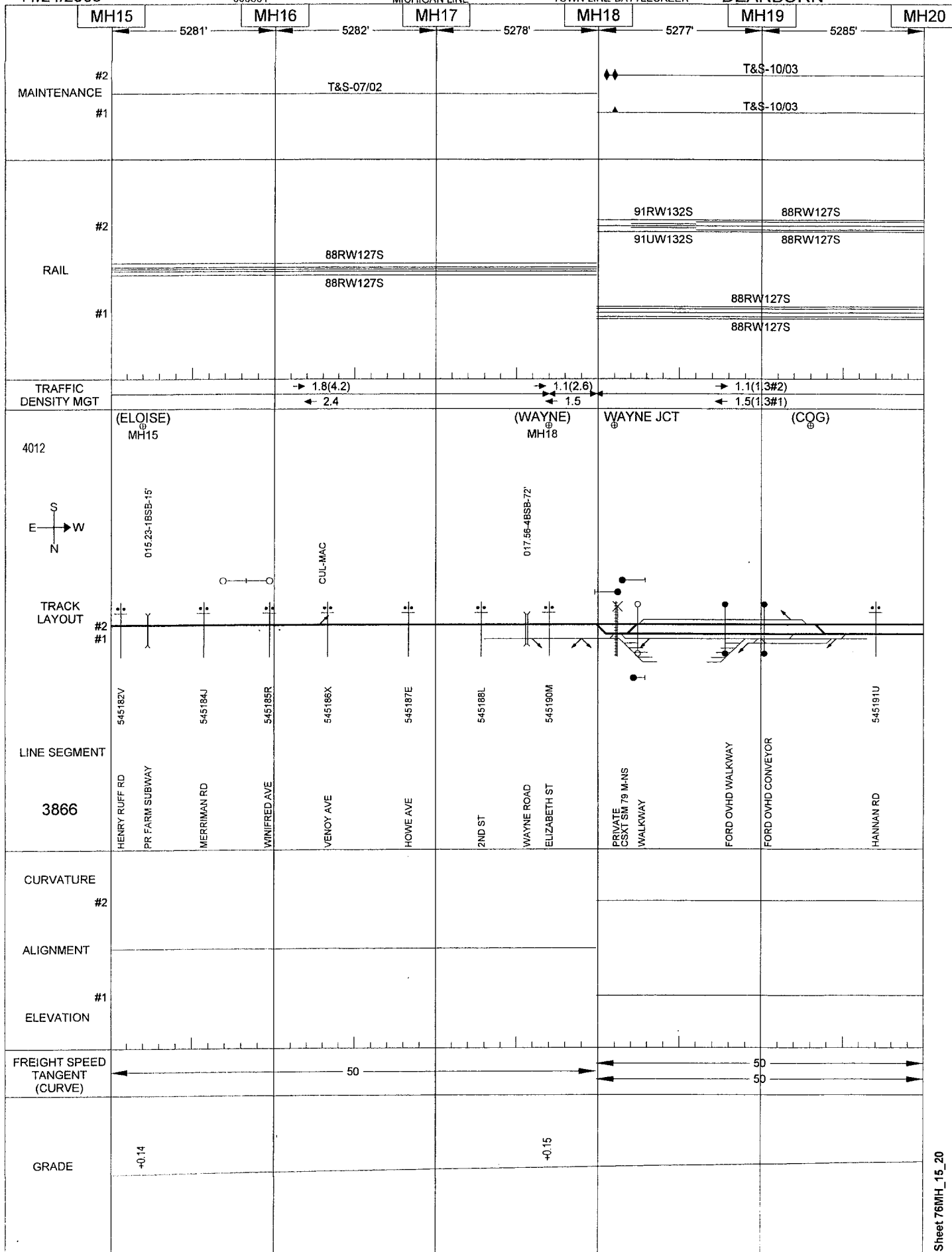
505304

115

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

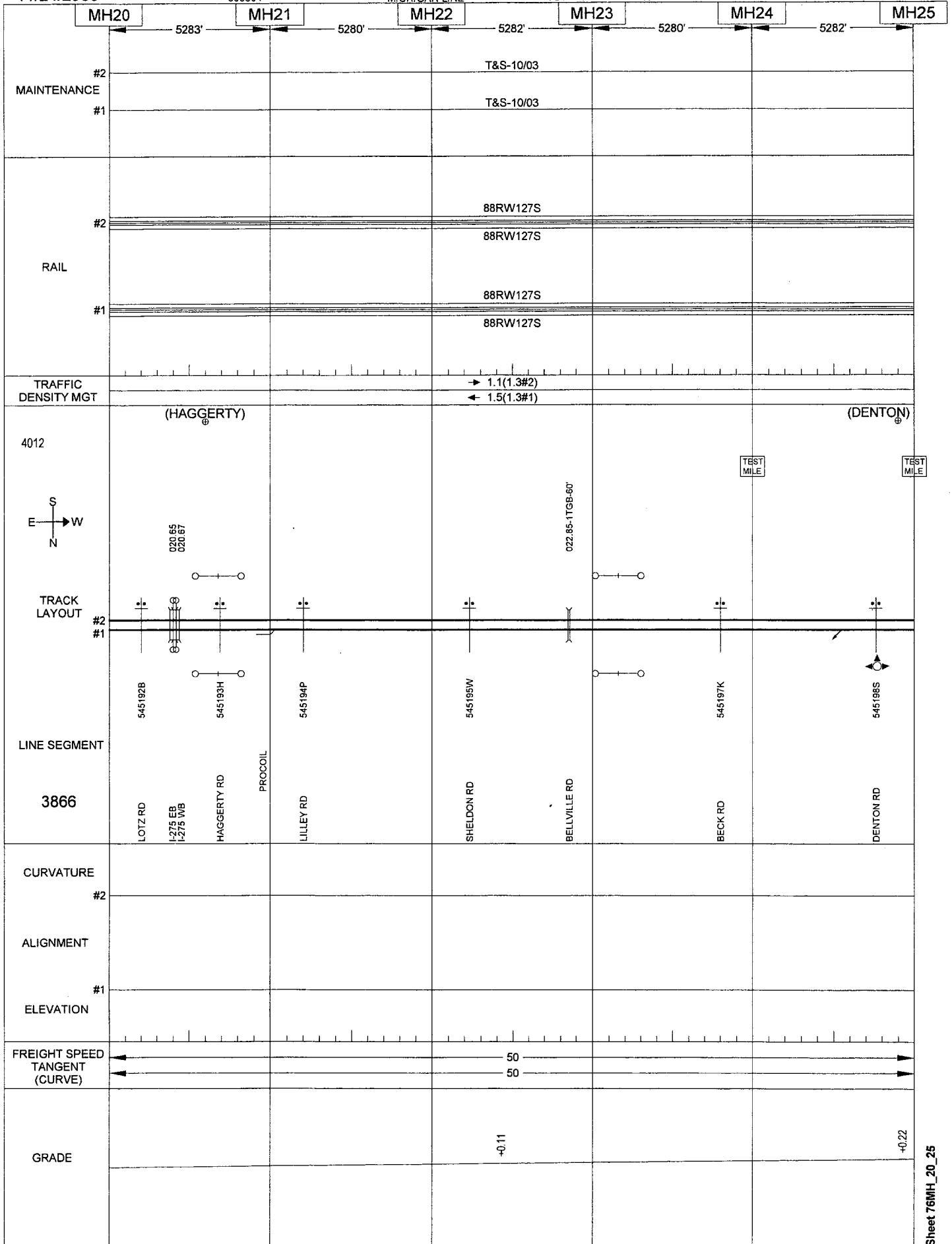
505304

116

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

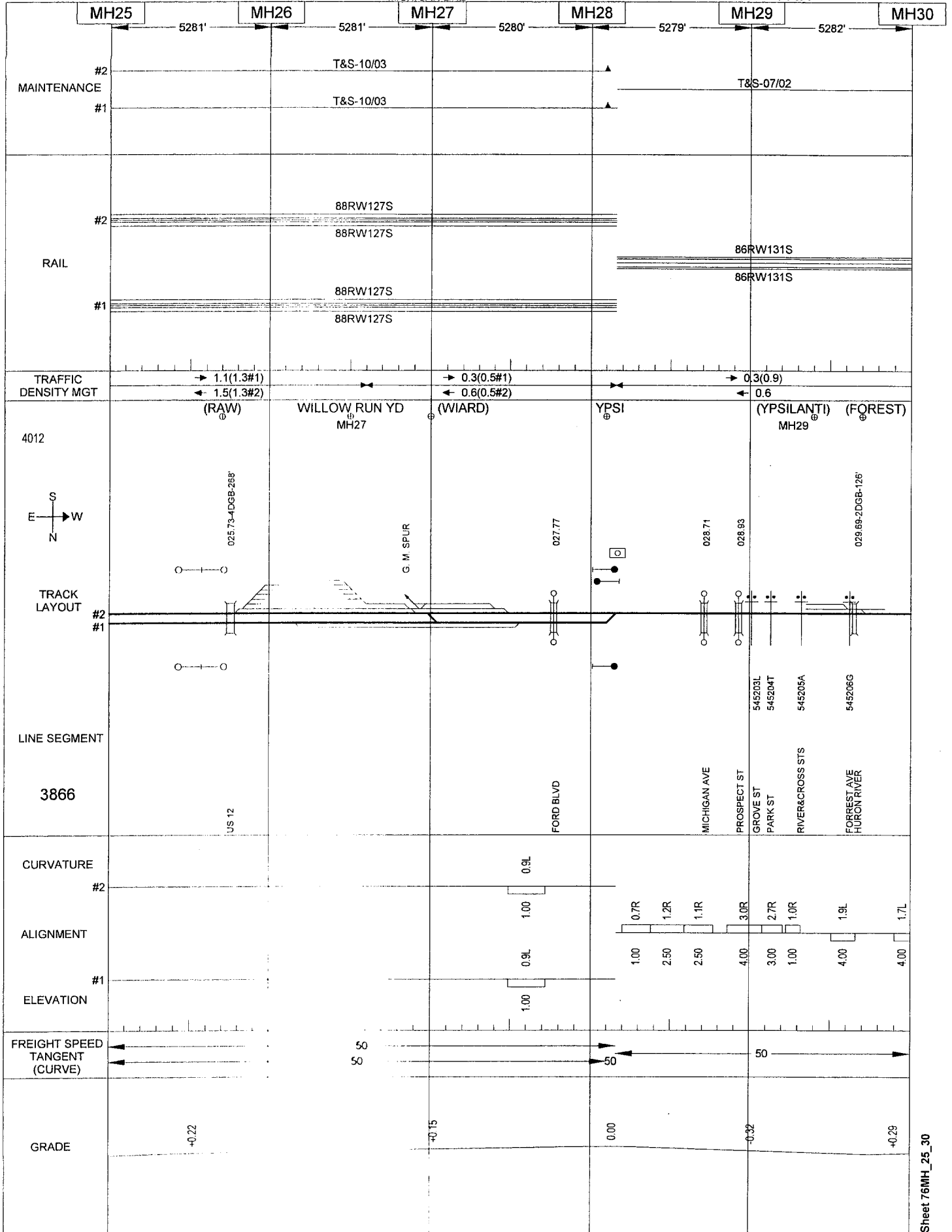
505304

117

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

505304

118

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN

MH30

MH31

MH32

MH33

MH34

MH35

5281'

5280'

5282'

5280'

5283'

MAINTENANCE

T&S-07/02

RAIL

86RW131S

86RW131S

86RW133S

86RW133S

86RW140S

86RW140S

TRAFFIC
DENSITY MGT

→ 0.3(0.9)
← 0.6

4012

S
E → W
N

(GEDDES)

TRACK
LAYOUT

LINE SEGMENT

3866

545209C

030.94-3DGB-156'

545211D

031.71-2DGB-171'

032.46-2DGB-122'

032.76-1MAB-20'

033.14-2DGB-116'

033.25

033.52

033.54

034.80

LEFORGE ST

HURON RIVER

SUPERIOR ST

HURON RIVER

HURON RIVER

DYBOROUGH 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

11/24/2008

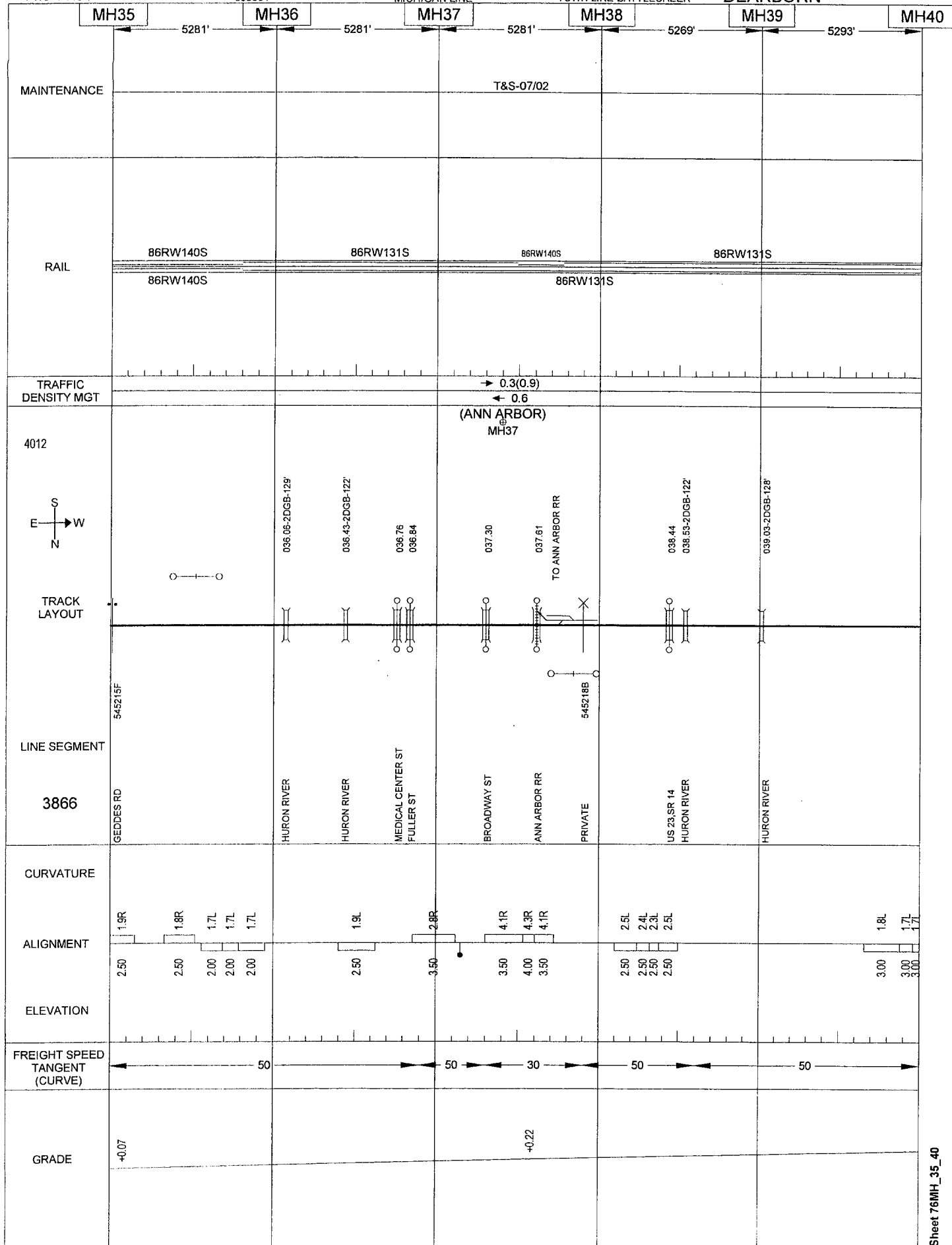
505304

119

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

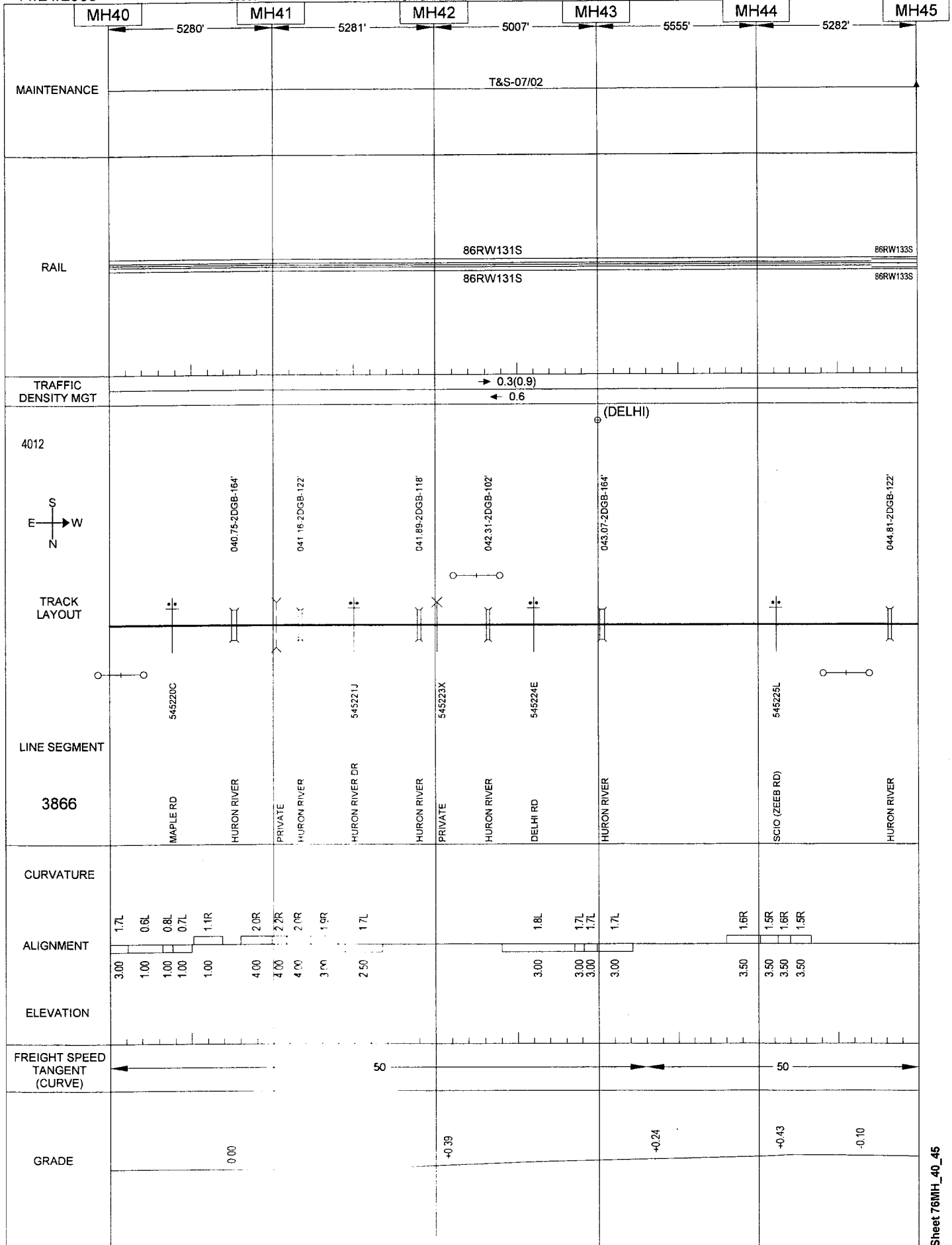
505304

120

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



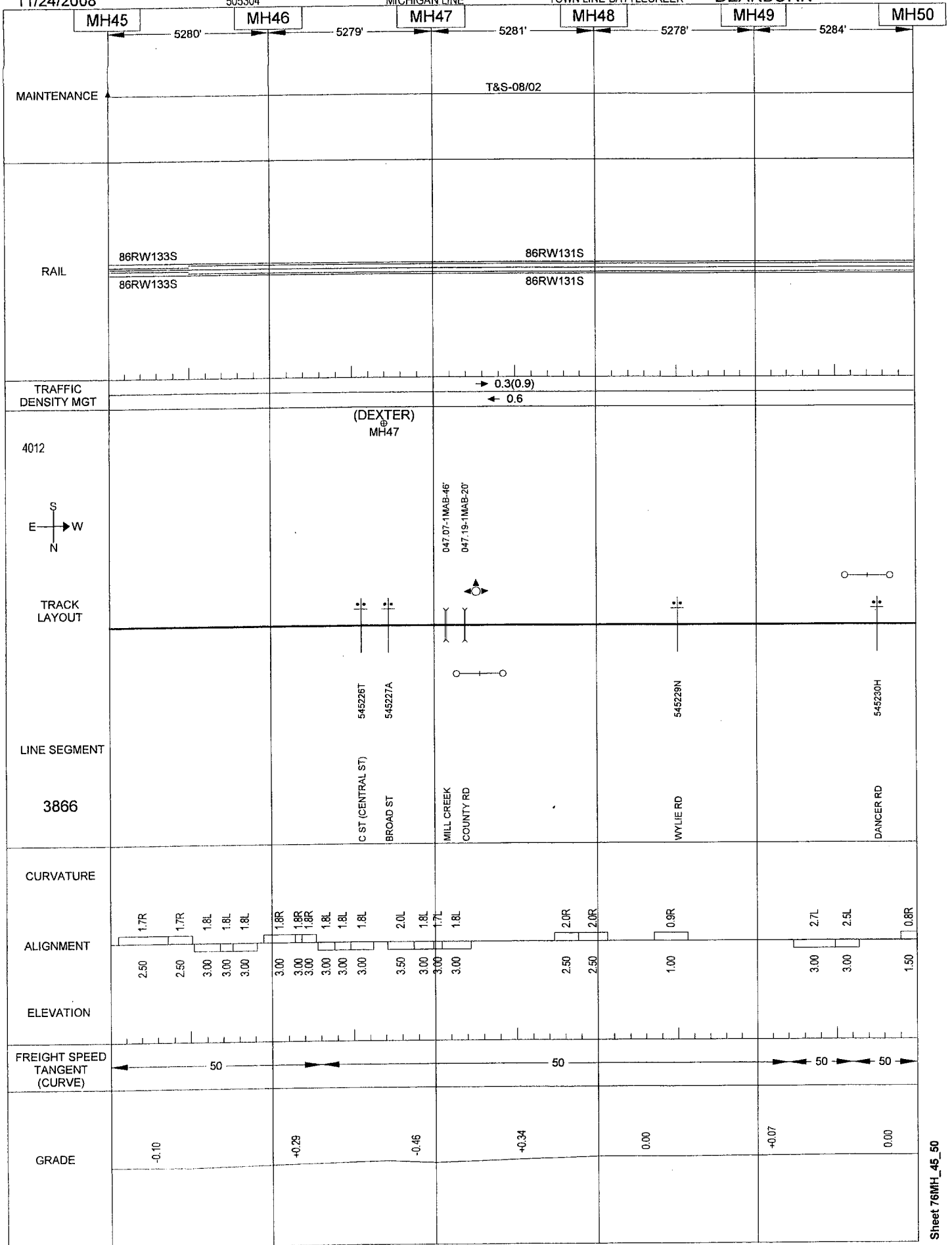
11/24/2008

505304

121
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

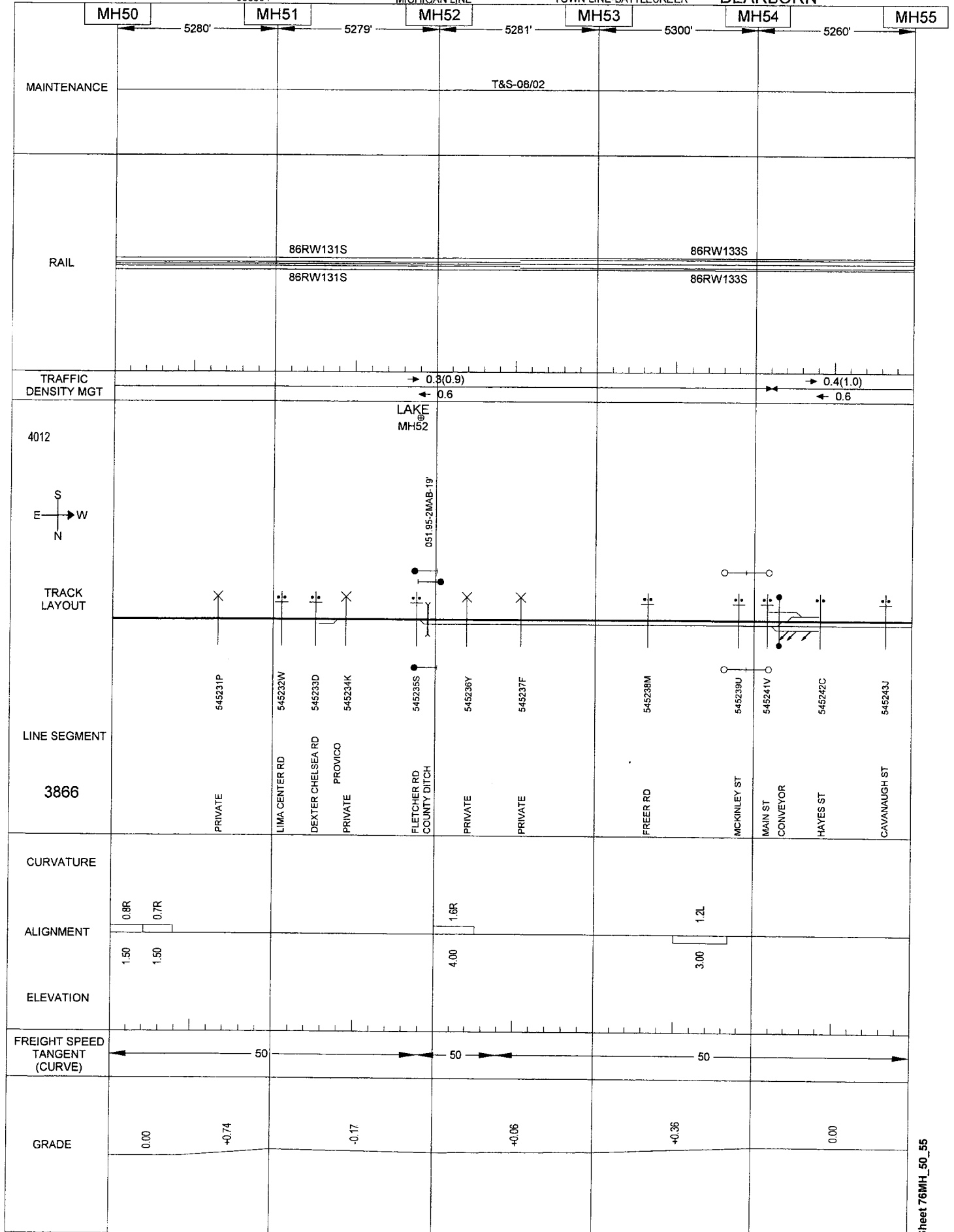
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122

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



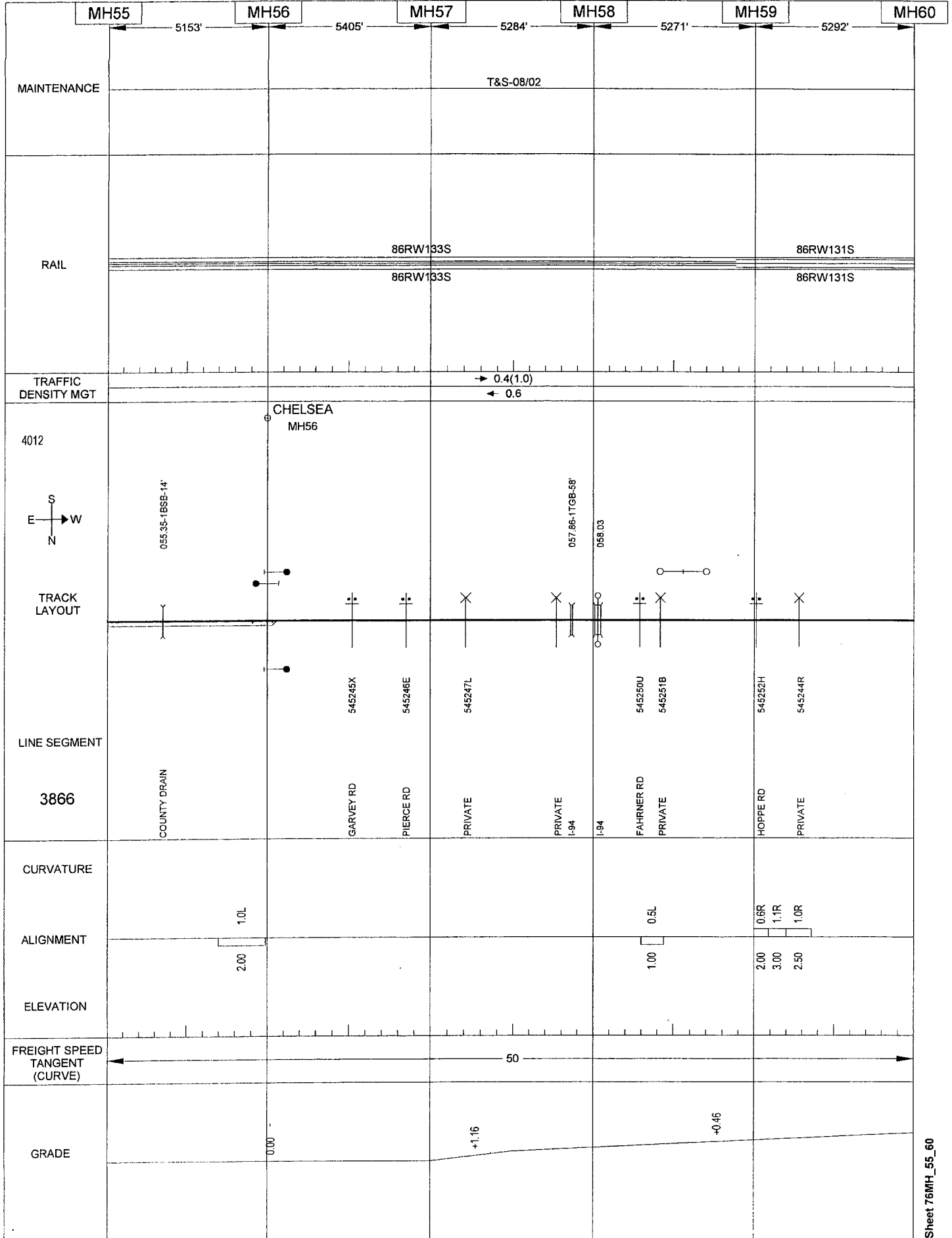
11/24/2008

505304

123
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



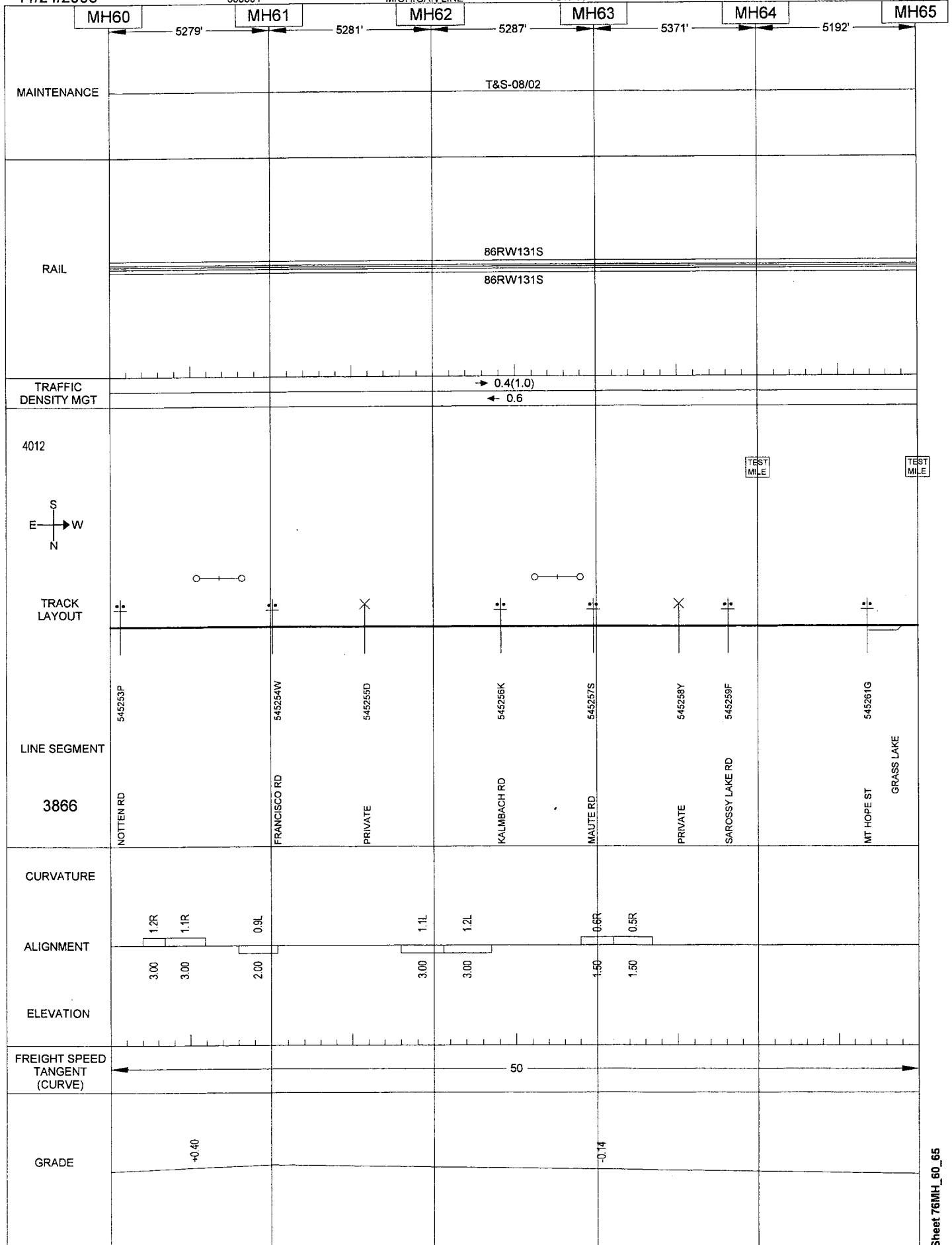
11/24/2008

505304

124
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

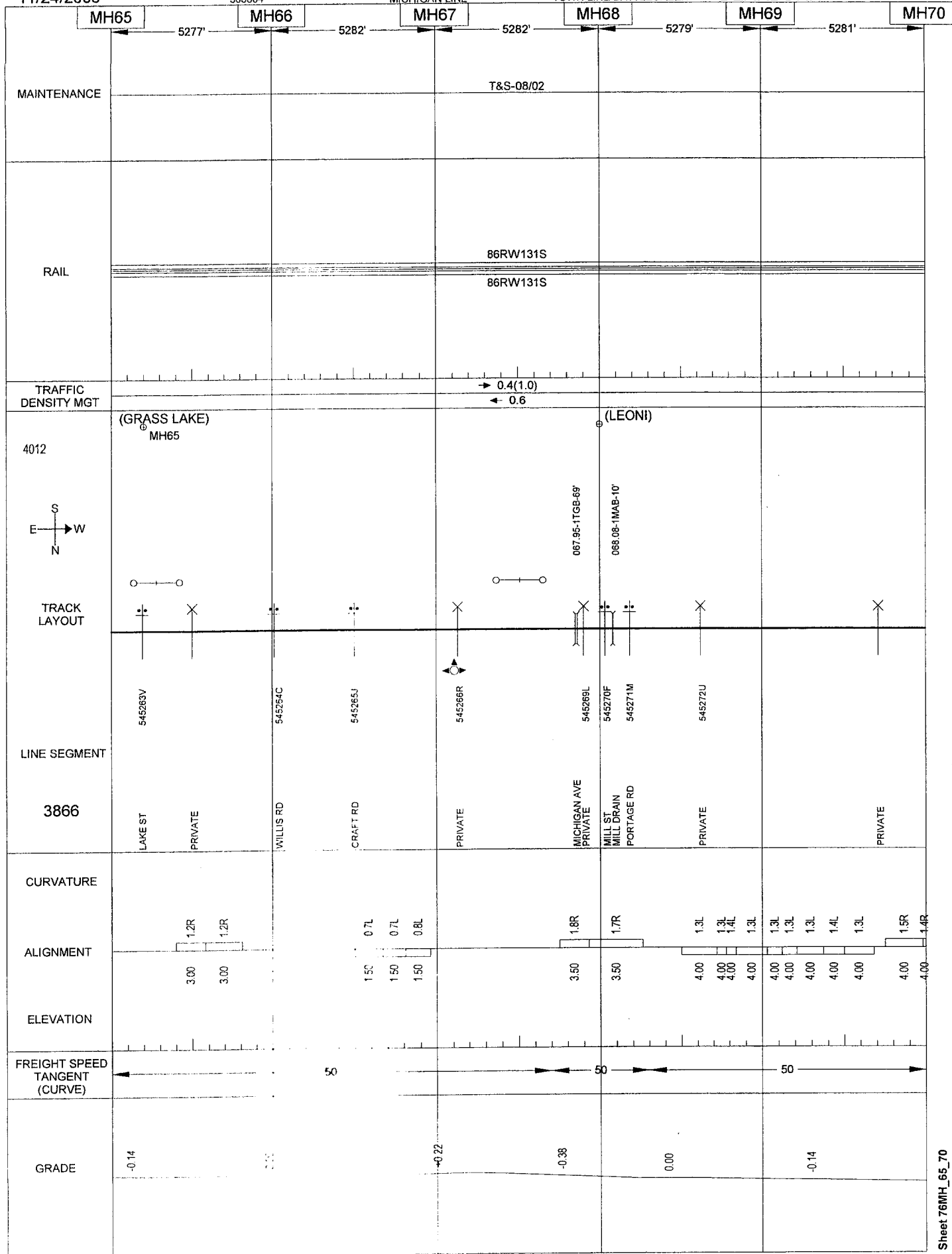
505304

125

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



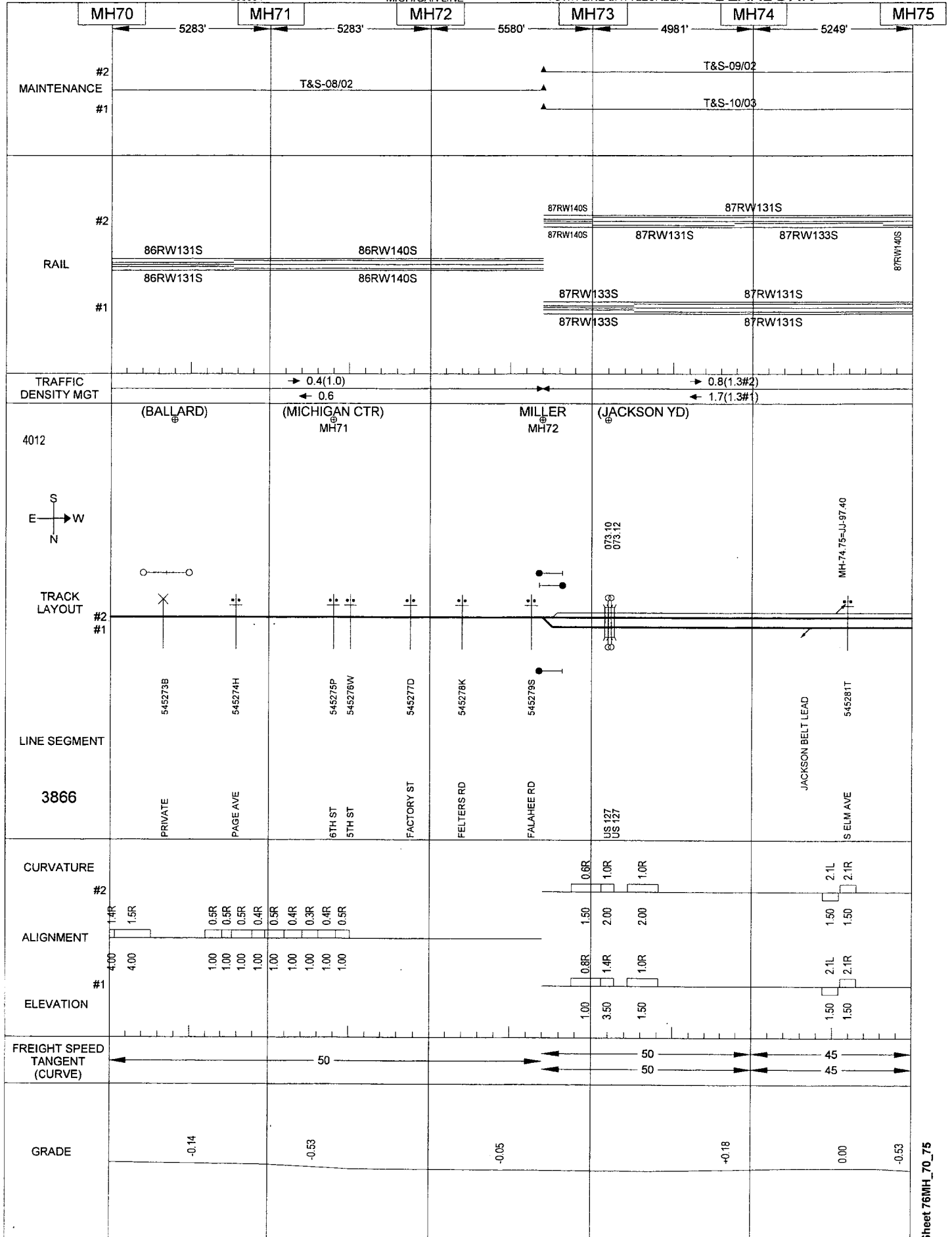
11/24/2008

505304

126
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



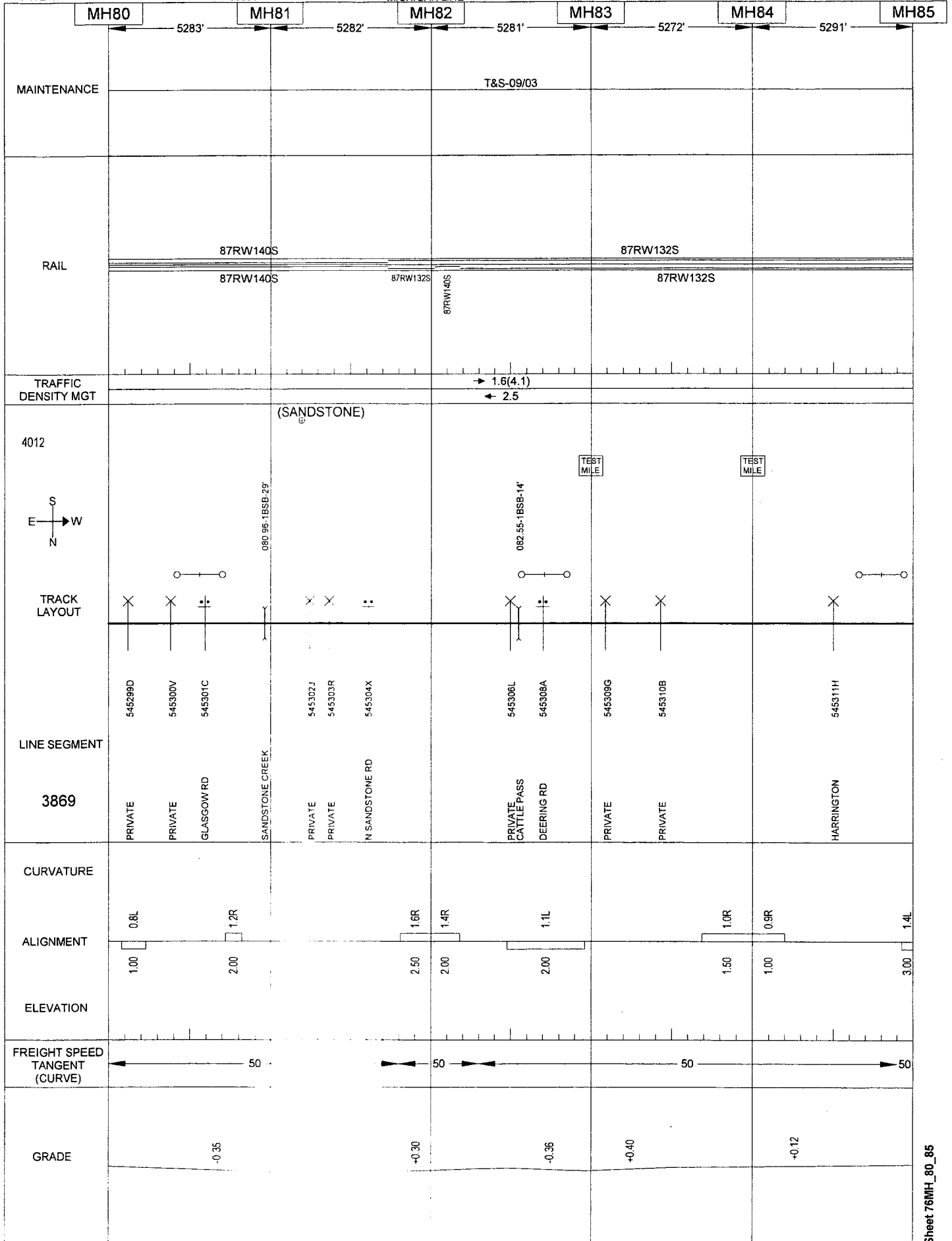
11/24/2008

505304

128
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



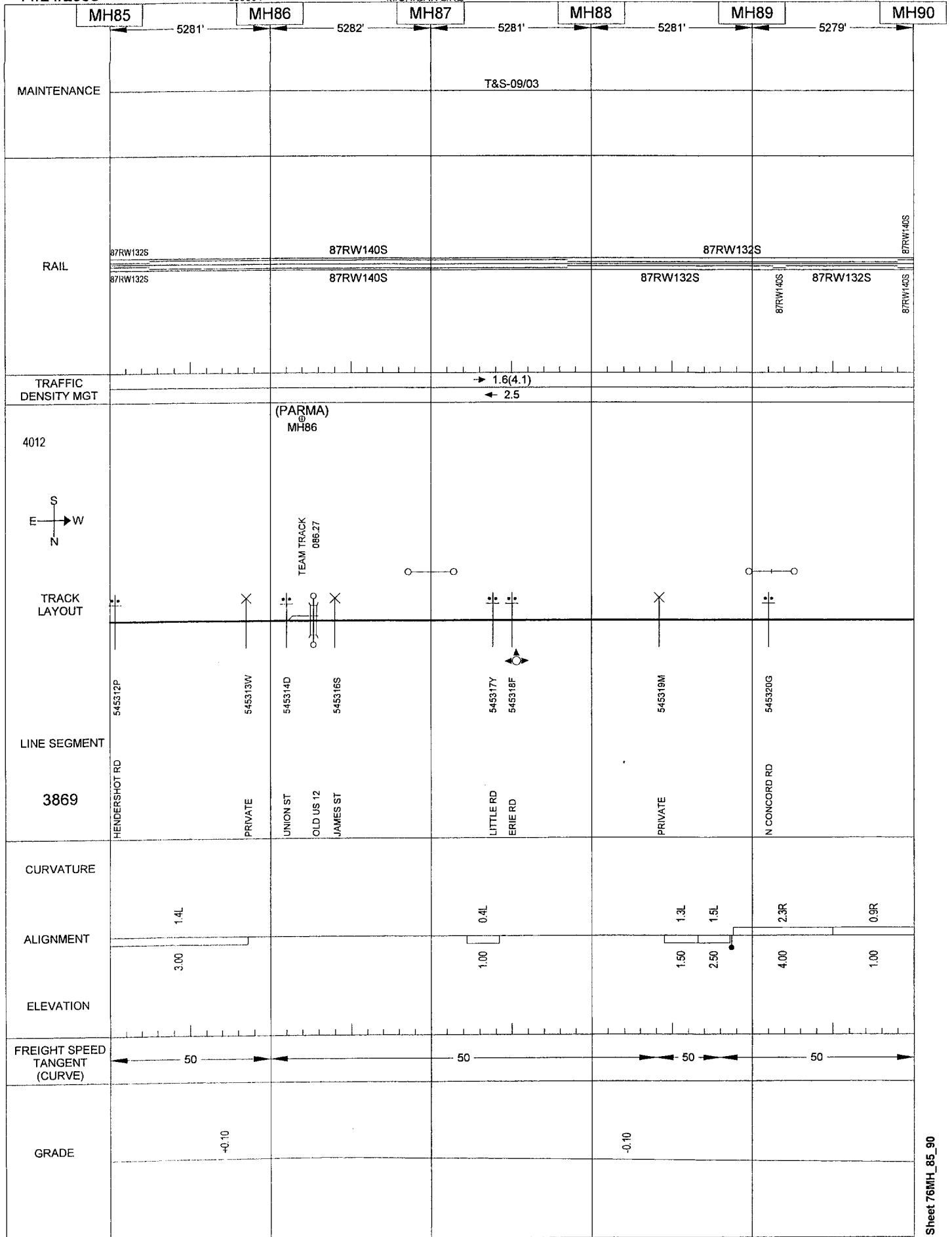
11/24/2008

505304

129
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

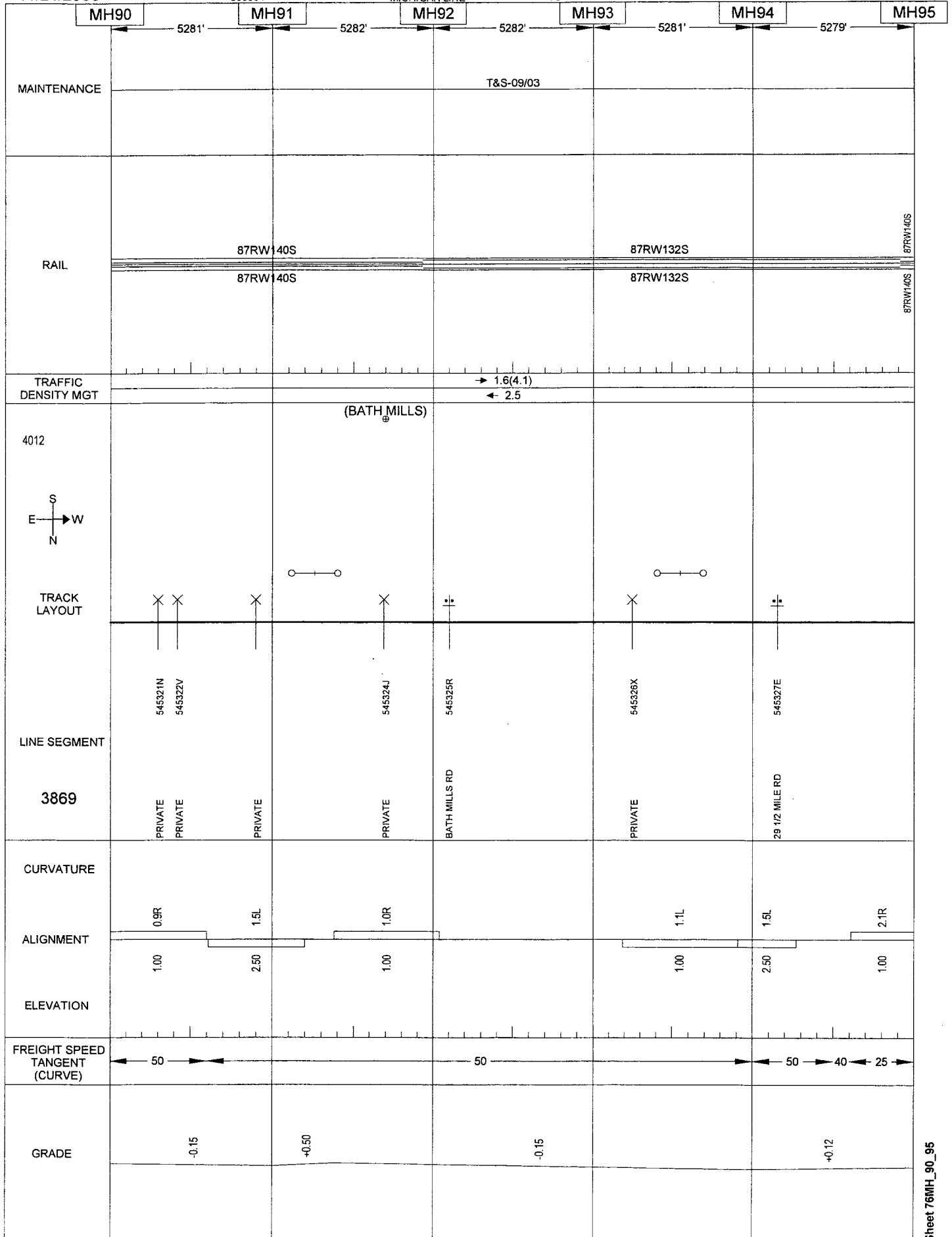
505304

130

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



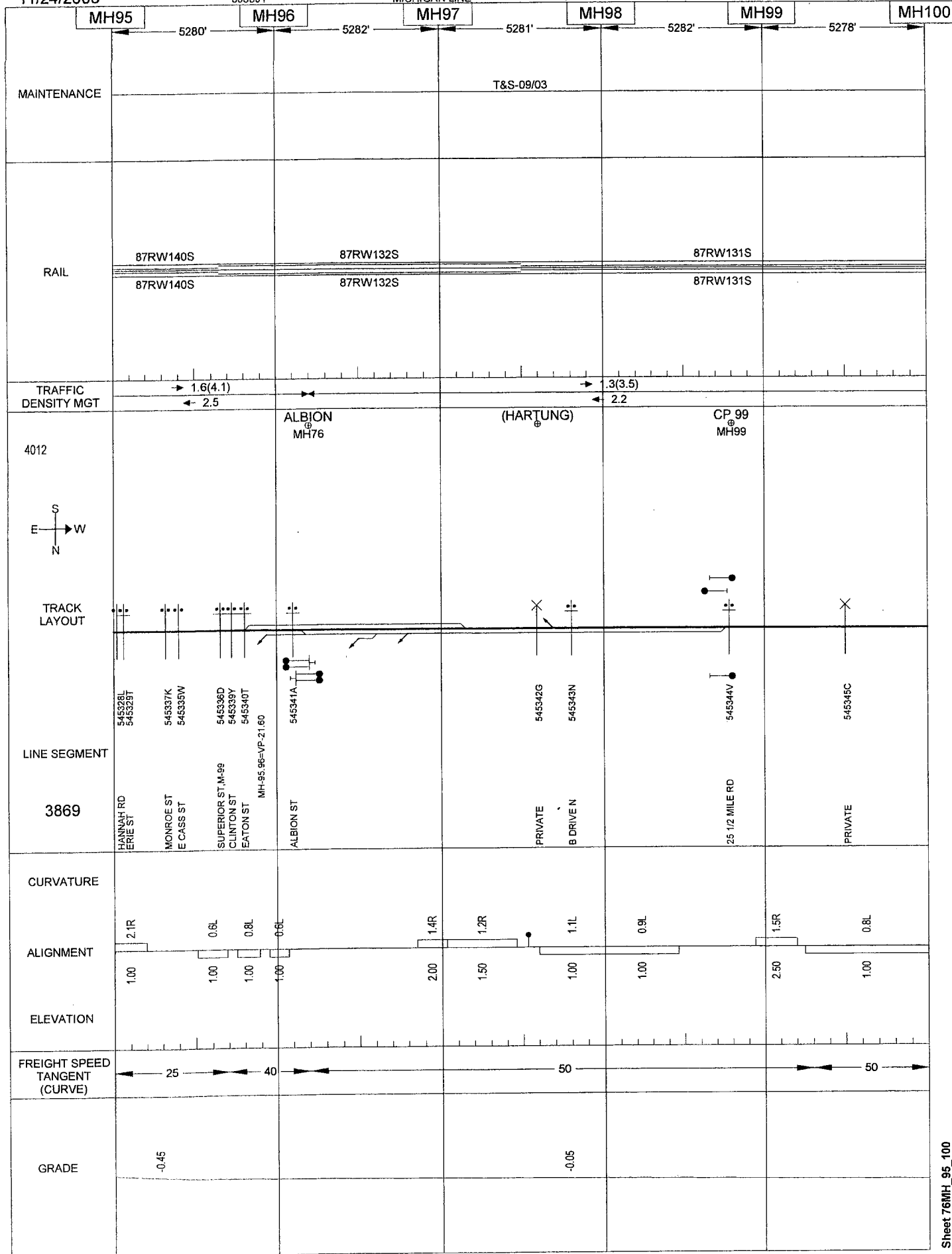
11/24/2008

505304

131
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

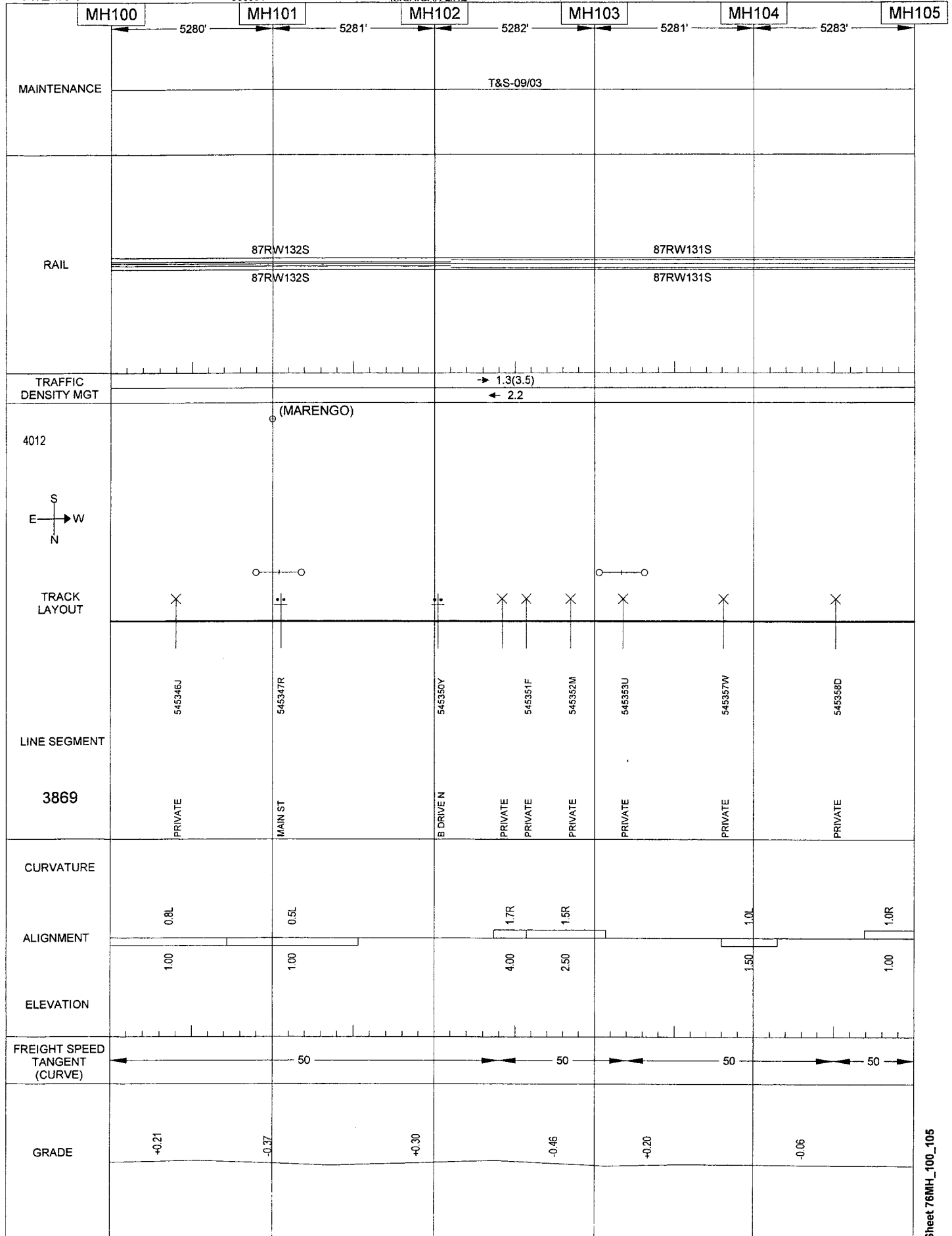
505304

132

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



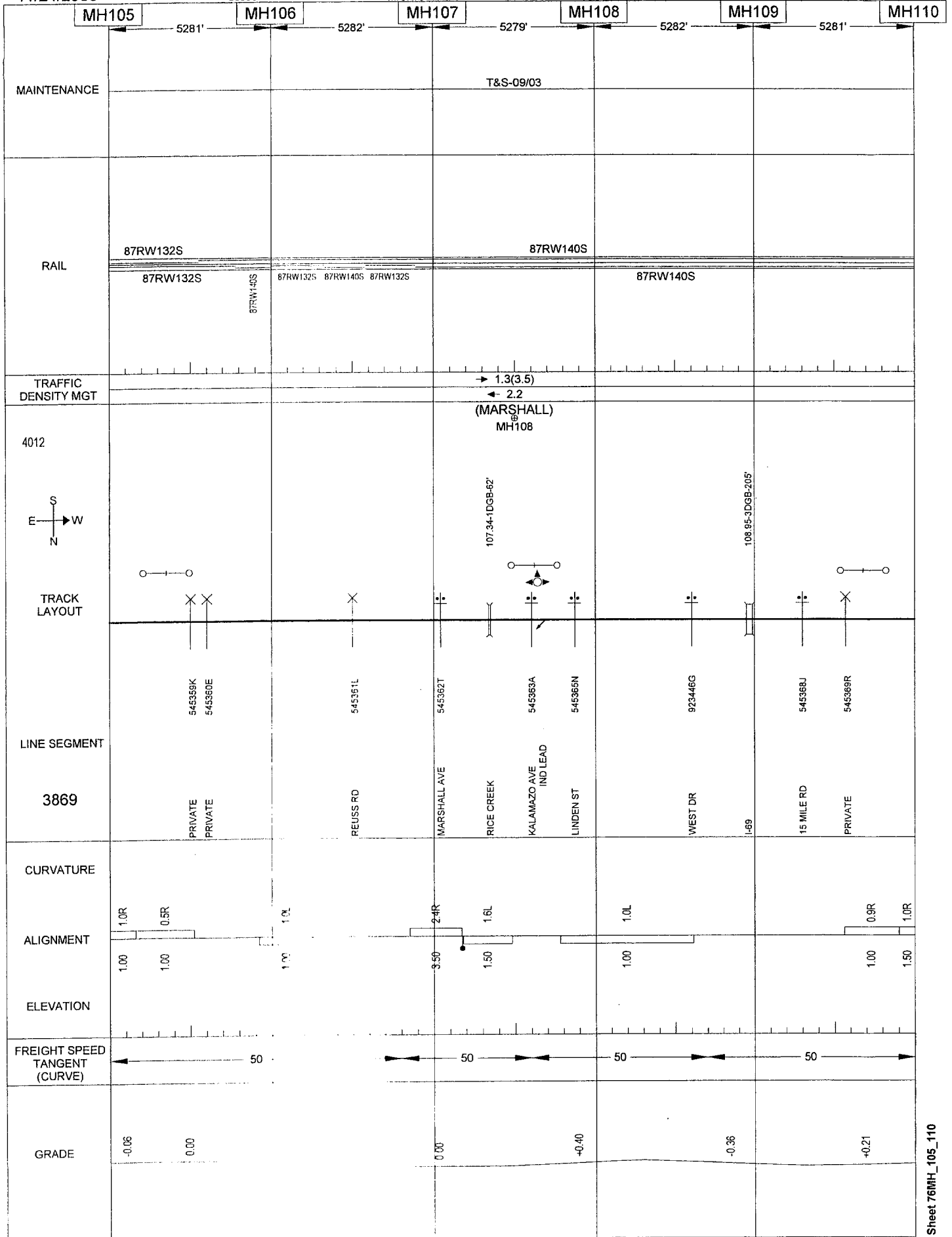
11/24/2008

505304

133
MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

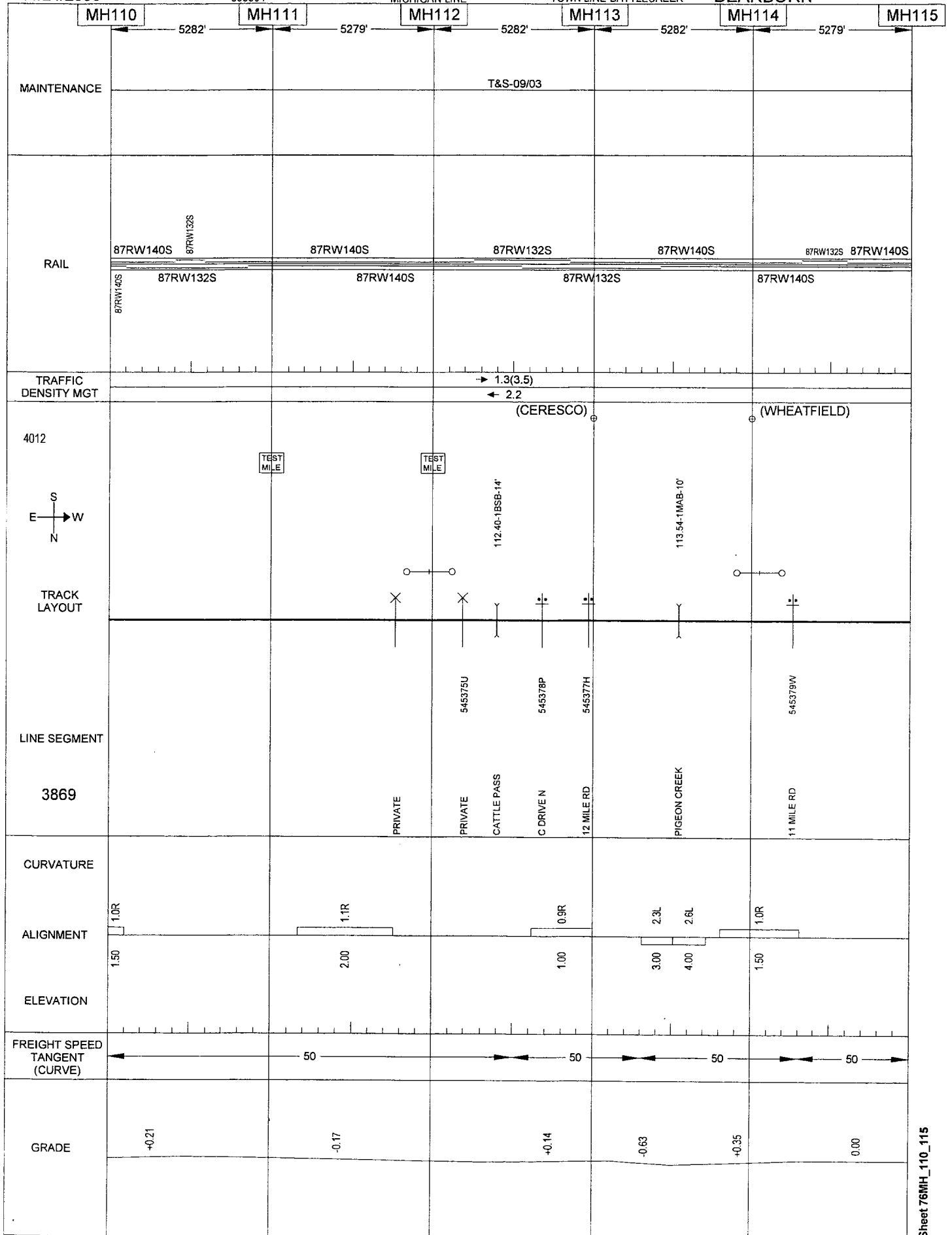
505304

134

MICHIGAN LINE

TOWN LINE-BATTLECREEK

DEARBORN



11/24/2008

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

T&S-10/02

#2
RAIL
#1

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

TRAFFIC
DENSITY MGT

1.6(2.1#1)
2.6(2.1#2)
1.6(4.2)
2.6

4012

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

S
E → W
N

TRACK
LAYOUT
#2
#1

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

LINE SEGMENT

3872
3875

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

6.6R
1.00
5.8L
1.00
6.6R
1.00
5.8L
1.00
0.6L
0.7L
0.7L
1.00
0.7L
1.00
0.8R
1.00
1.0R
1.00
1.0L

FREIGHT SPEED
TANGENT
(CURVE)

20 40 50 50

GRADE

0.00
+0.15
0.00

11/24/2008

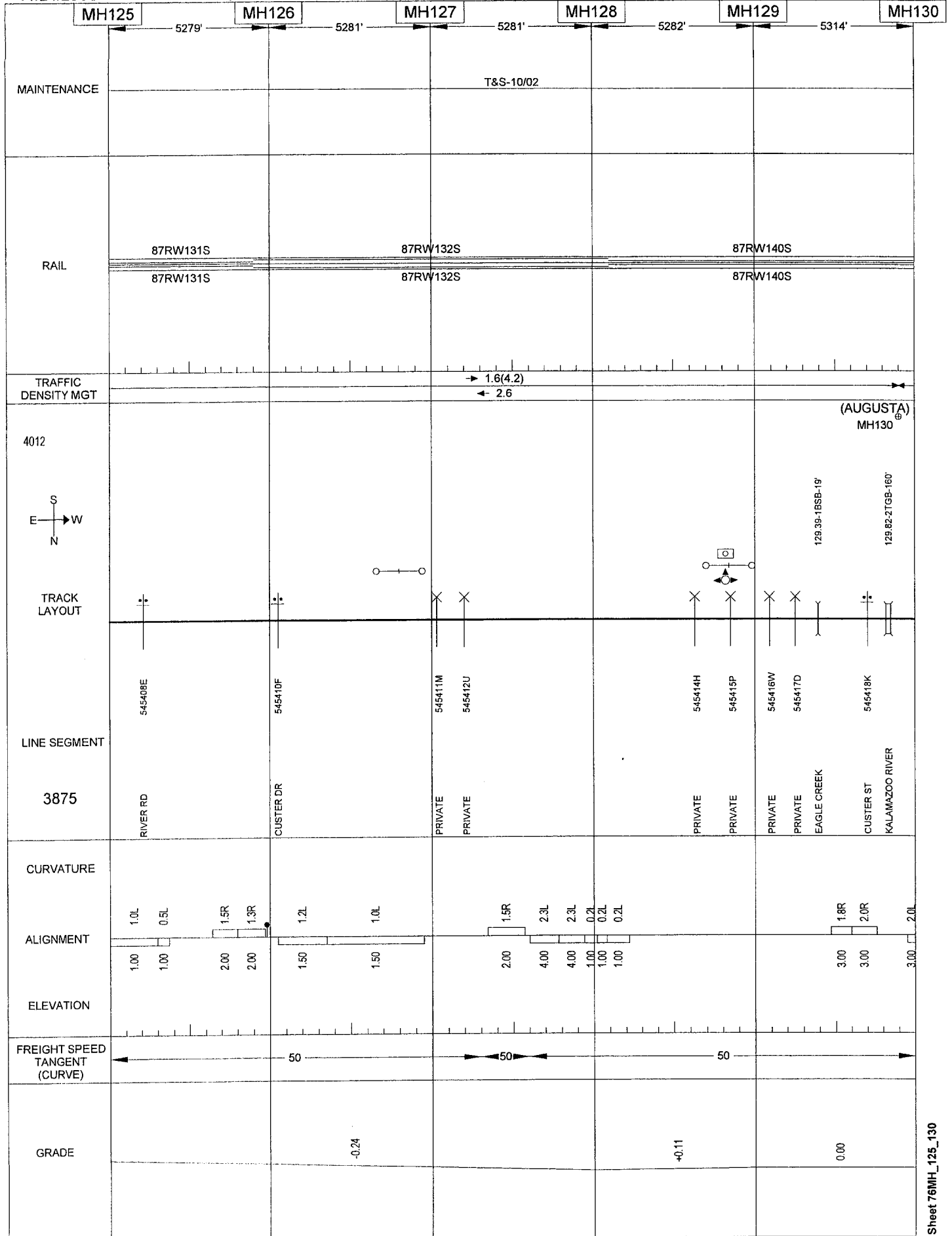
505304

137

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



11/24/2008

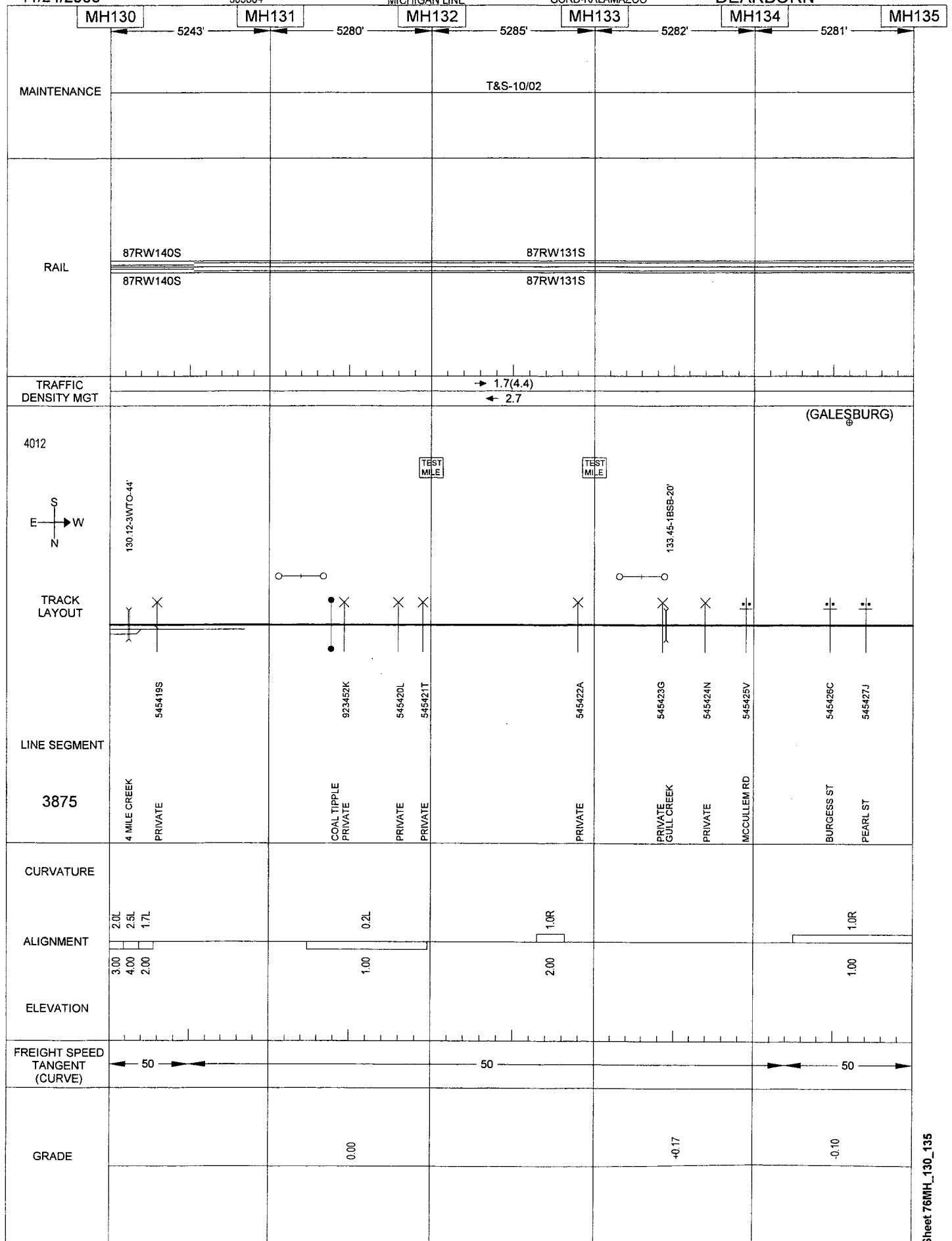
505304

138

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



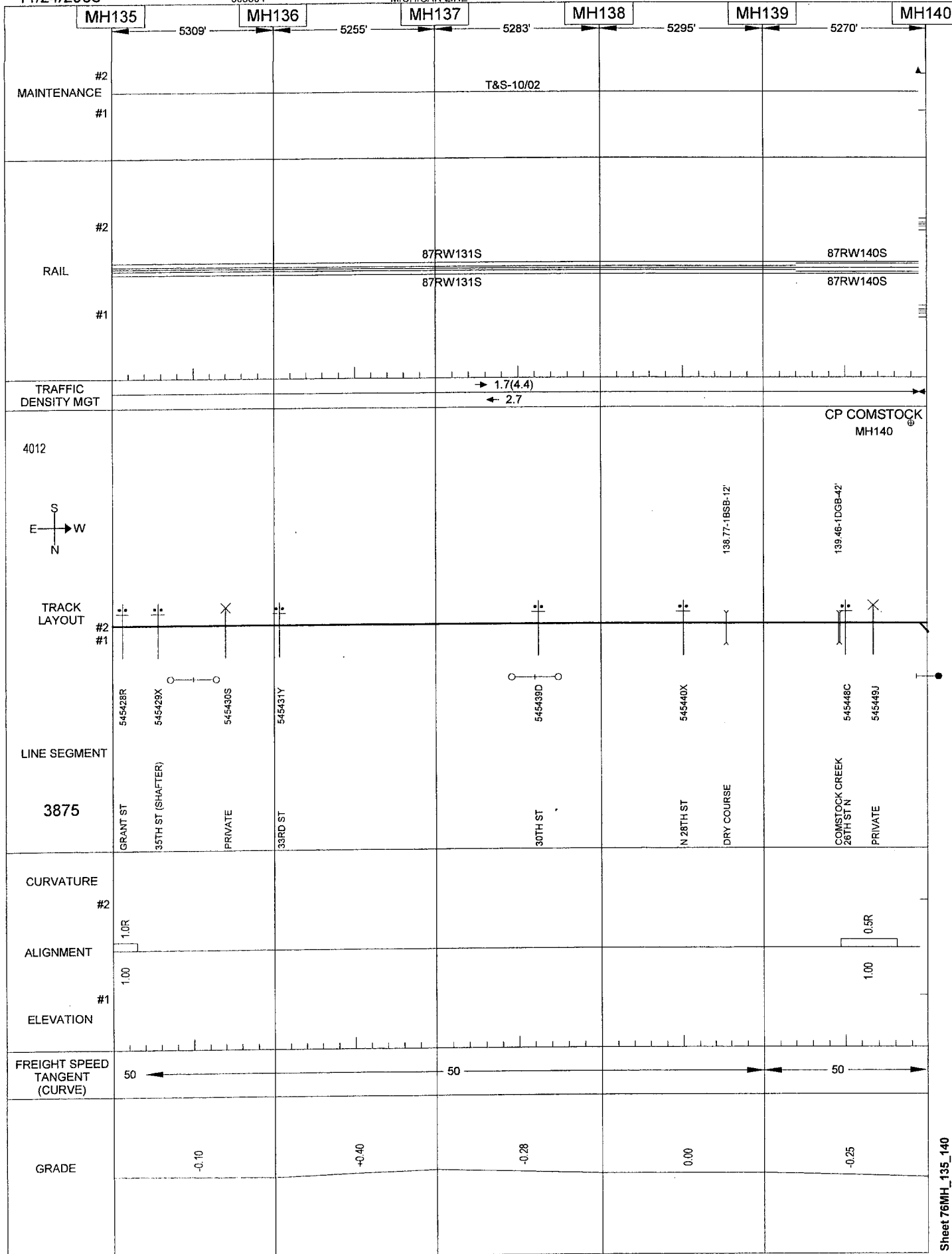
11/24/2008

505304

139
MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



11/24/2008

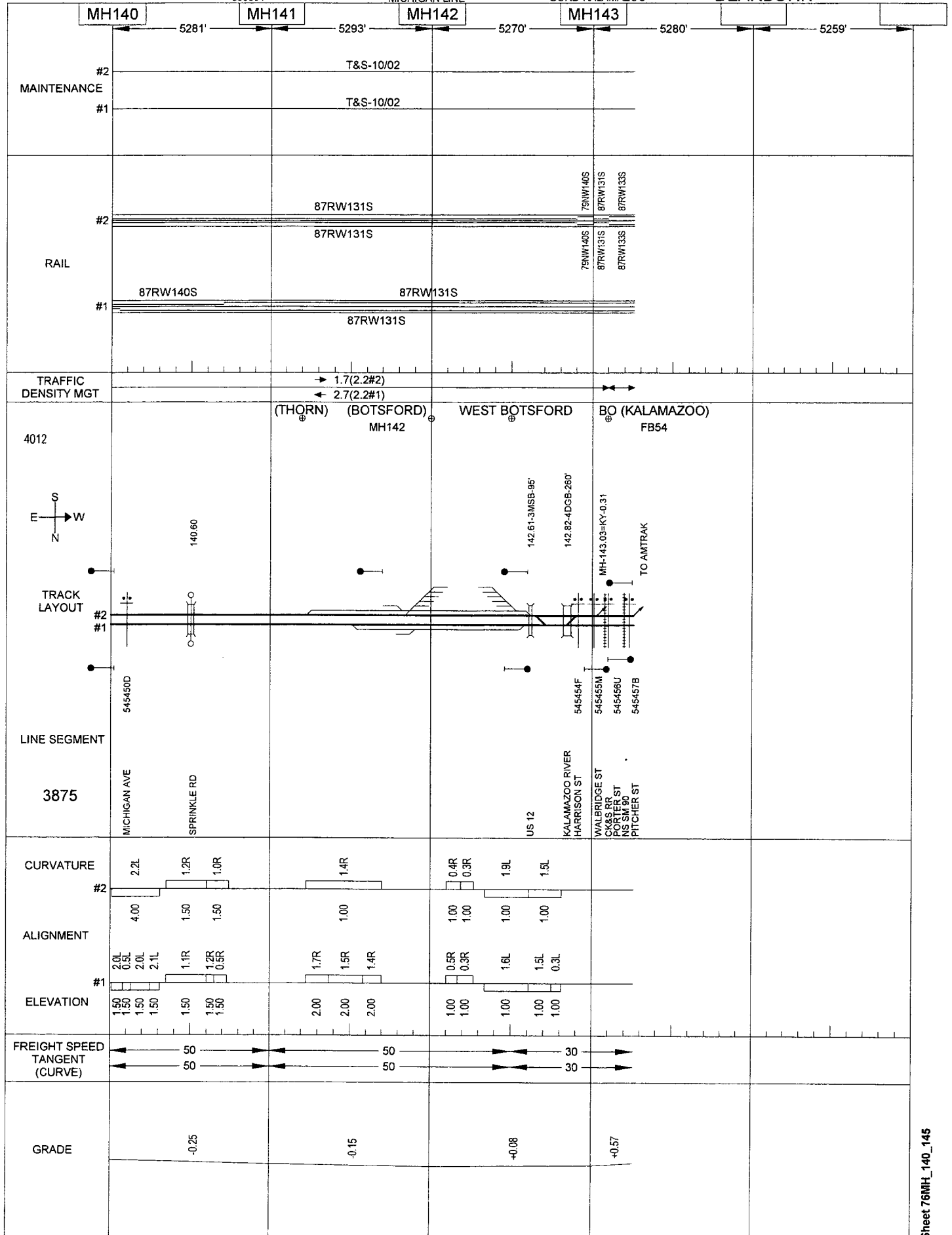
505304

140

MICHIGAN LINE

GORD-KALAMAZOO

DEARBORN



11/24/2008

508431

141

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN

LK7

LK8

LK9

LK10

3752'

5291'

5271'

5286'

#2
MAINTENANCE
#1

T&S-10/06
T&S-10/06

T&S-10/06

#2
RAIL
#1

79RW127S
79RW127S
79RW127S
79RW127S

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

6.3(6.0#1)
5.8(6.0#2)

6.3(12.1)
5.8

2500

S
E → W
N

TRACK
LAYOUT

#2
#1

HIGHLAND
LK7

HAYS
LK9

TO IHB RR
006.46-56SO-120'(82)(82)

007.68

007.88-1CBB-15'

009.26-1CBB-15'

LITTLE CALUMET

546322Y

545881V

545883J

545114U

545884R

545885X

LINE SEGMENT

3938

GRAND AVE

HIGHWAY AVE
US 6

LINCOLN ST

CADY MRS DITCH

HART ST

45TH ST

CN SW 71 MNS
SCHWAB DITCH

MAIN ST

CURVATURE

#2

ALIGNMENT

#1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30
30

30

GRADE

0.00

+0.31

+0.29

+0.04

+0.41

11/24/2008

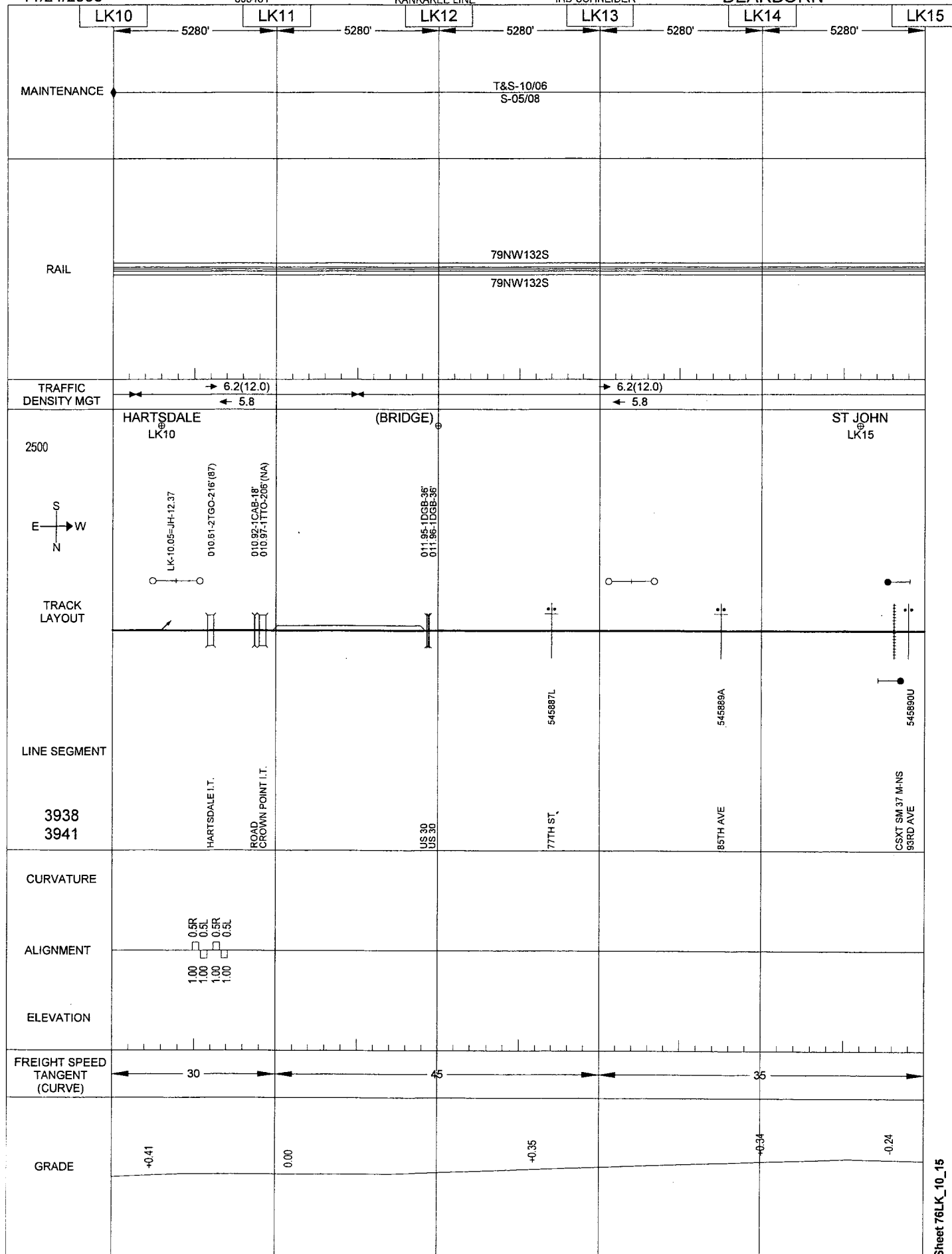
508431

142

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



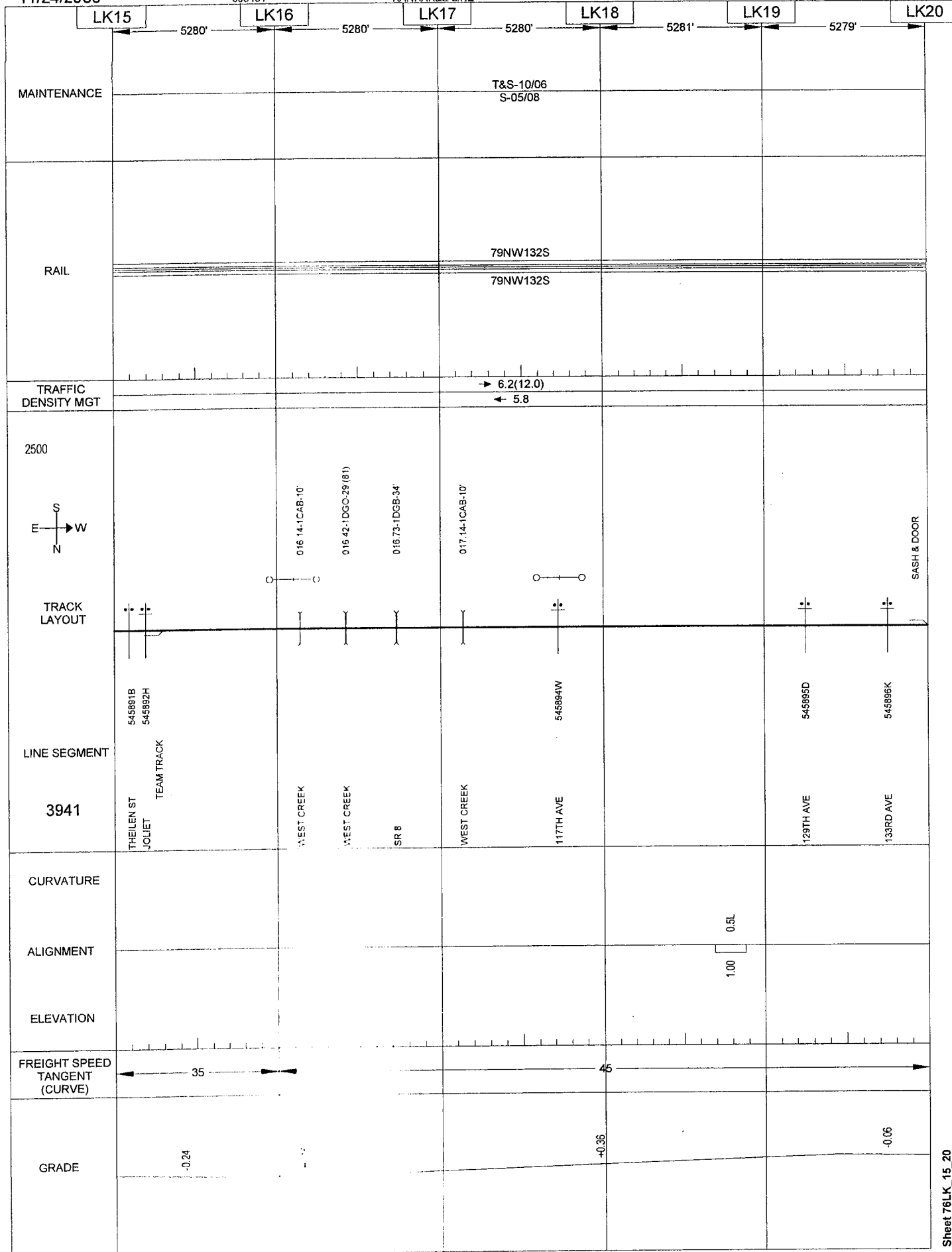
11/24/2008

508431

143
KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



11/24/2008

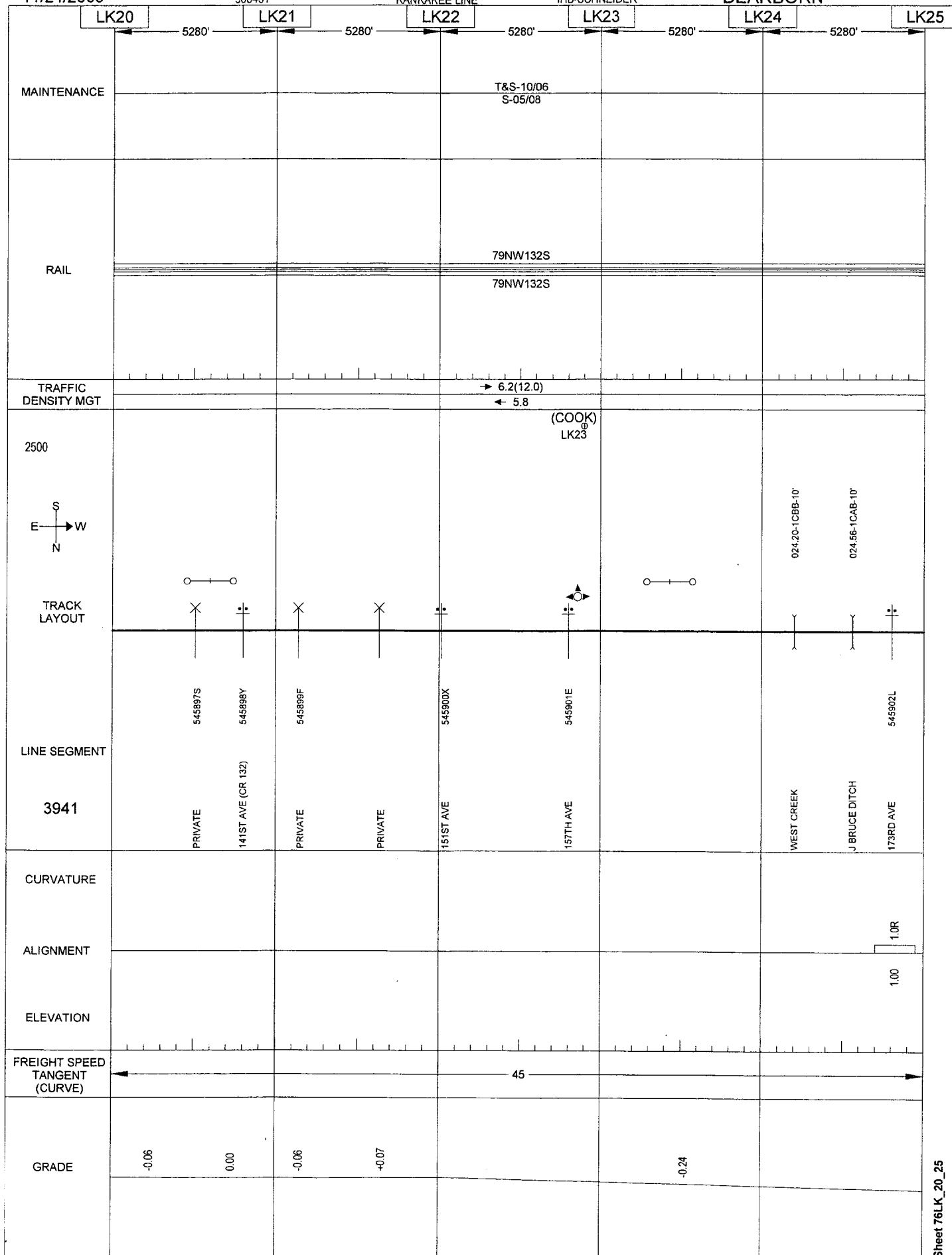
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144

KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



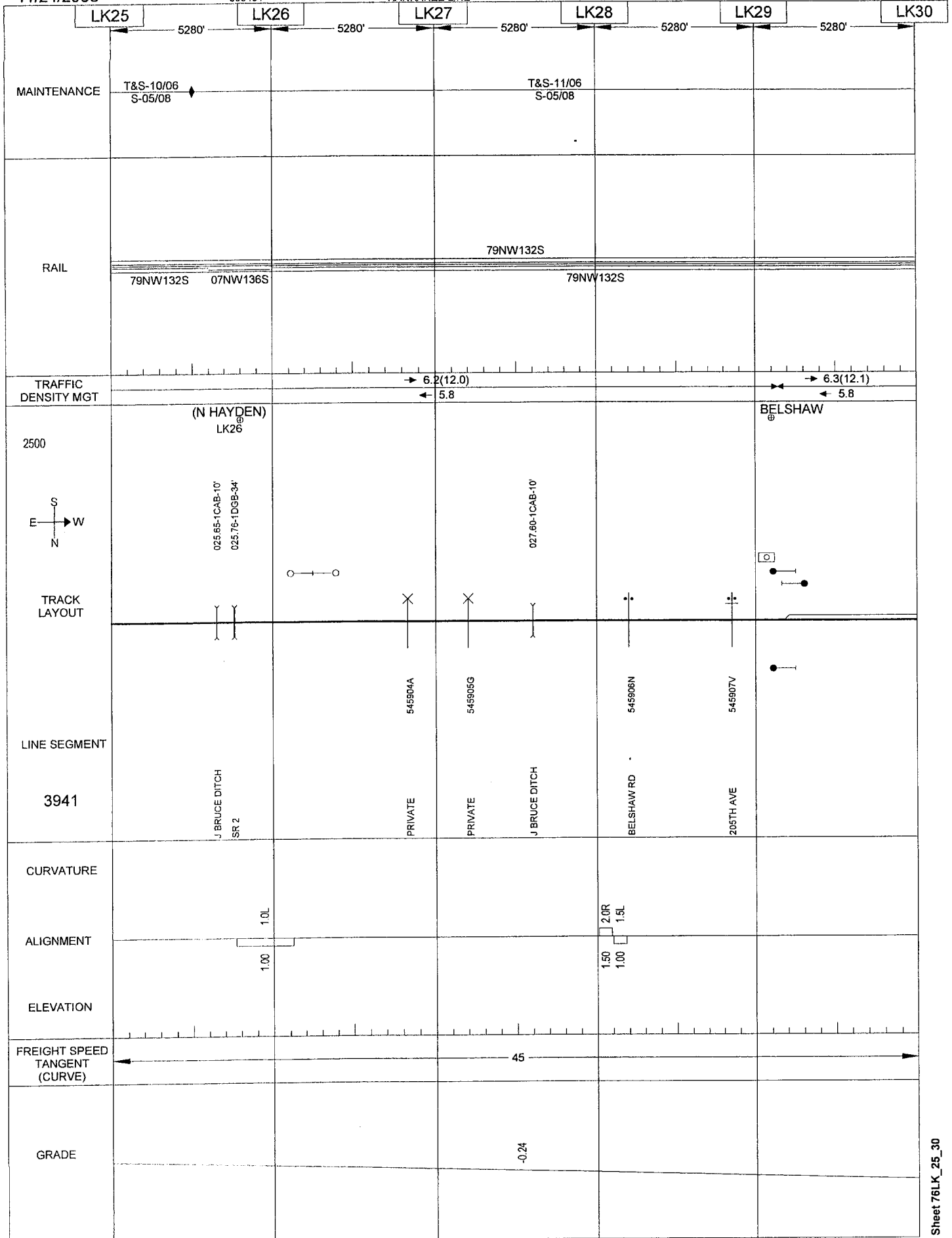
11/24/2008

508431

145
KANKAKEE LINE

IHB-SCHNEIDER

DEARBORN



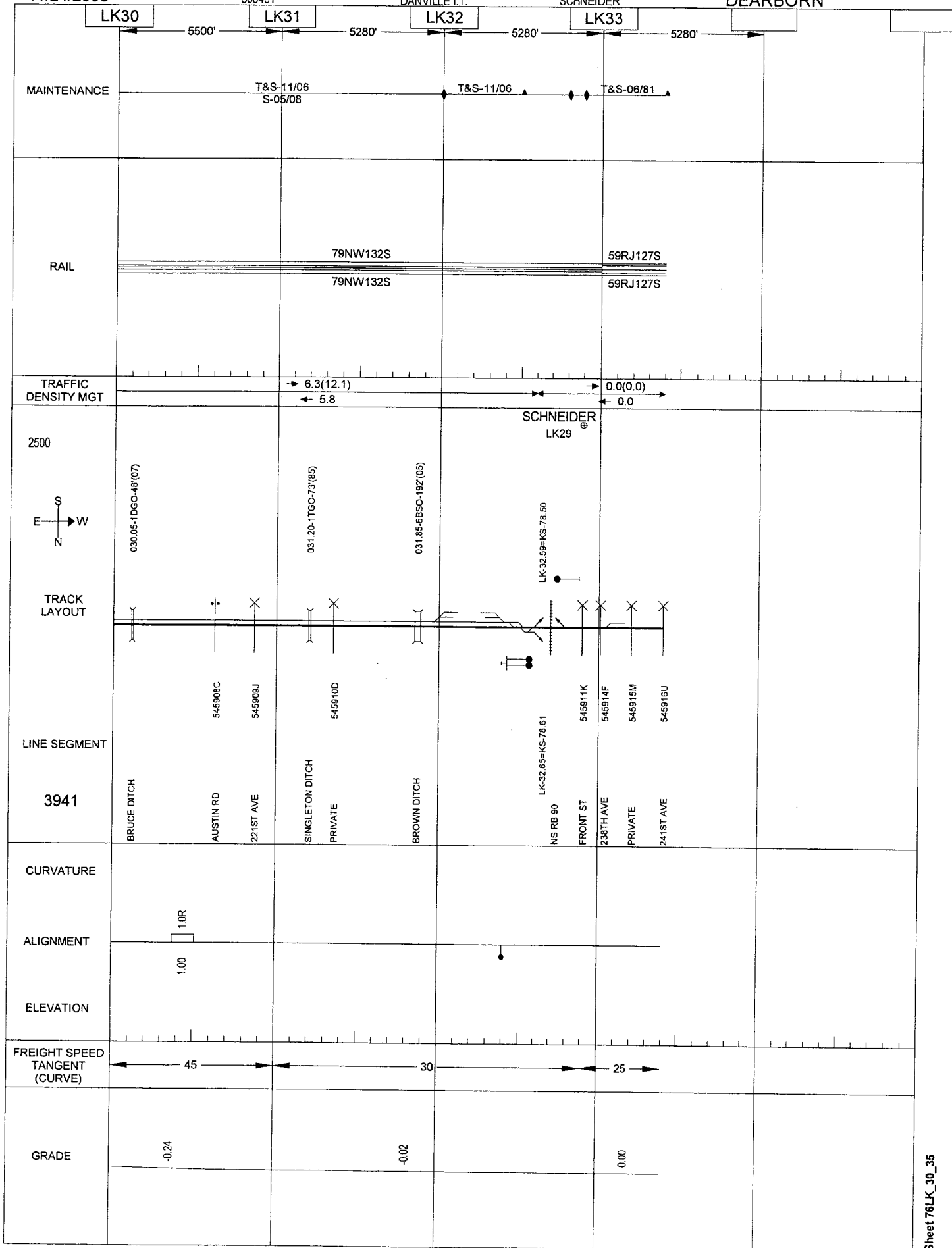
11/24/2008

508431

146
DANVILLE I.T.

SCHNEIDER

DEARBORN



KS60

KS59

T&S-12/03

RAIL

82RW112S

82RW112S

82RW112S

74RW152S

74RW131S

82RW112S

82RW112S

82RW112S

74RW152S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

→ 1.1(7.4)

2470

NIPSCO

WHEATFIELD

KS56



TRACK LAYOUT

LINE SEGMENT

3953

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 10

— 30

GRADE

-0.06

-0.09

+0.02

+0.09

11/24/2008

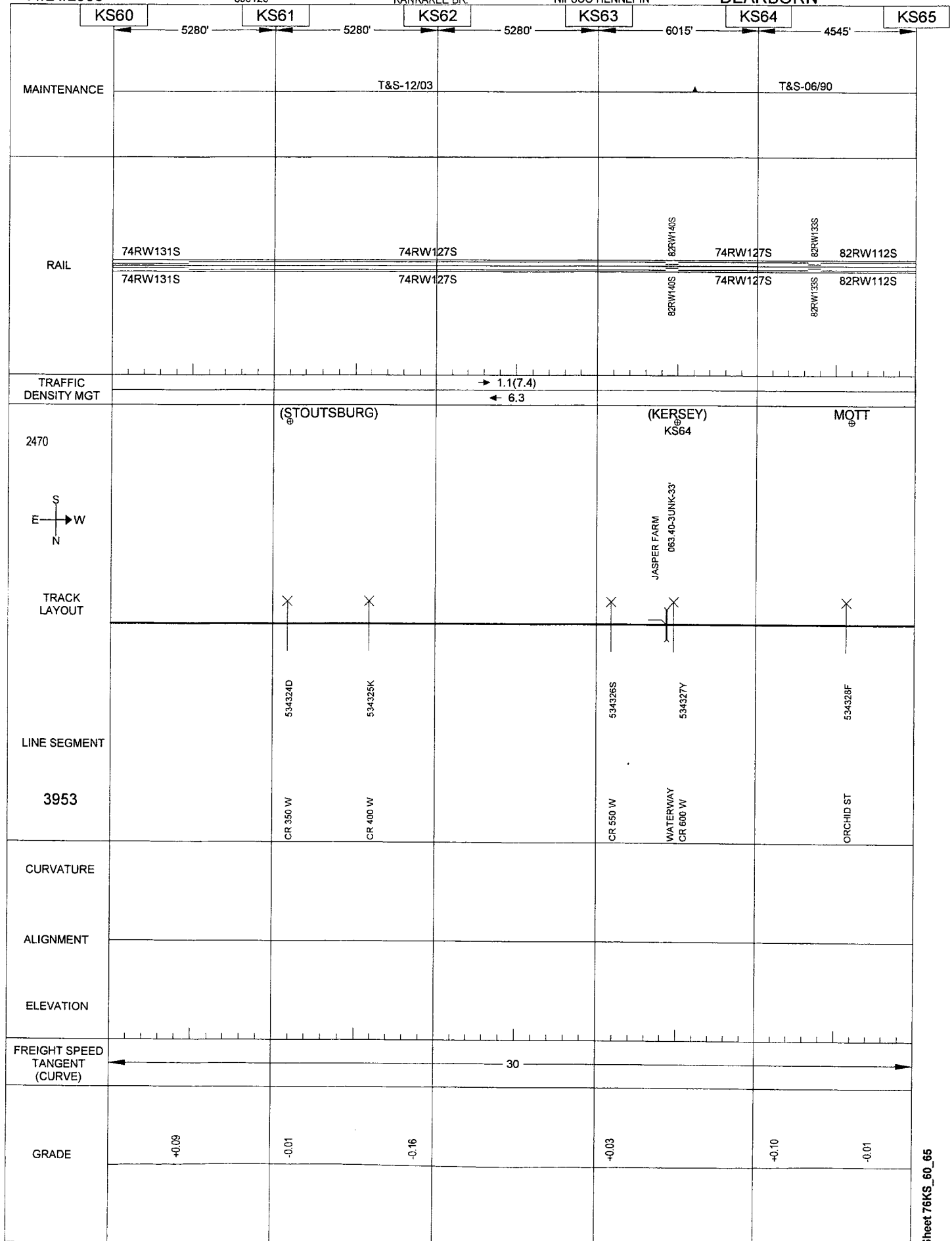
148

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



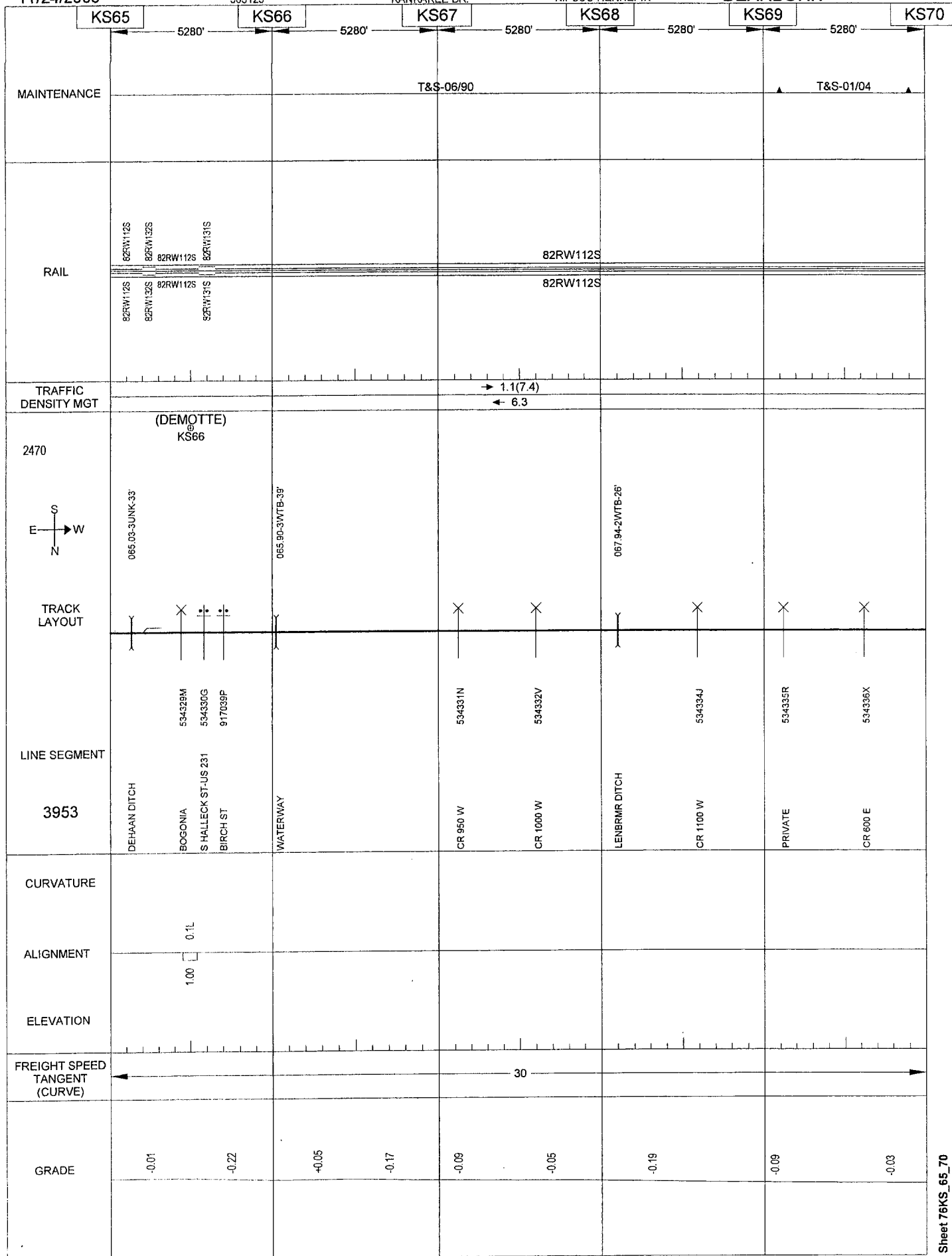
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503123

149
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

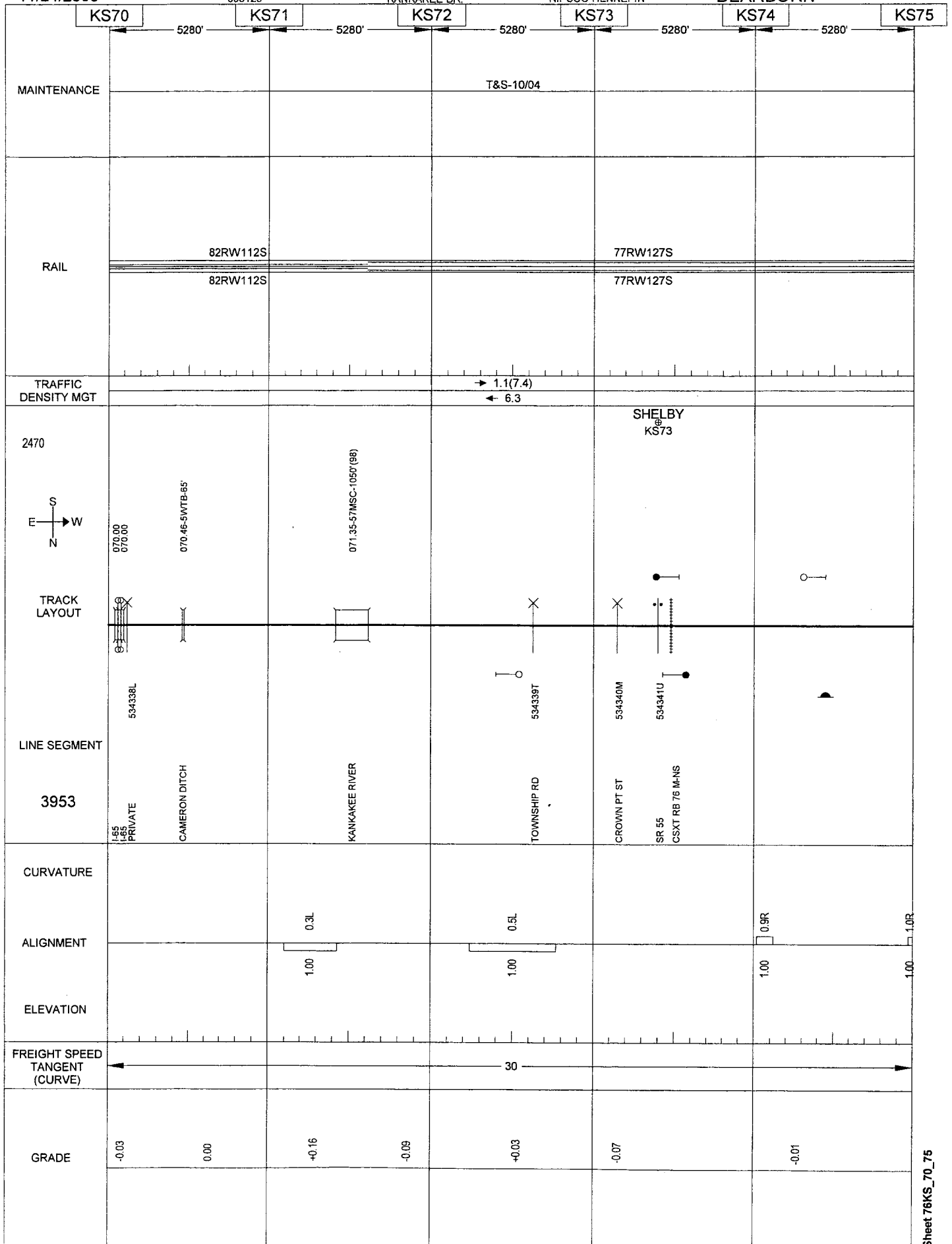
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150

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



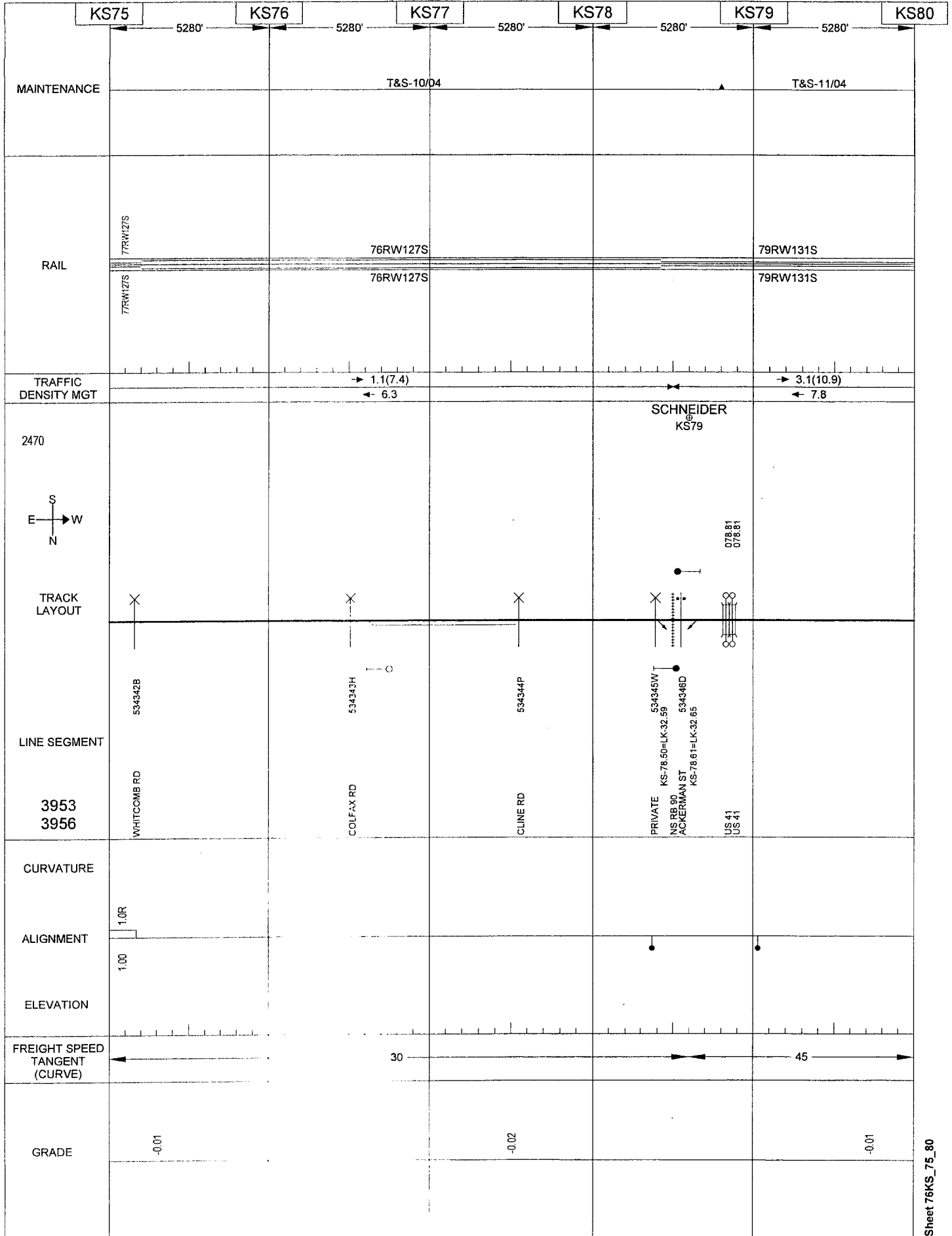
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503123

151
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NIPSCO-HENNEPIN

DEARBORN



11/24/2008

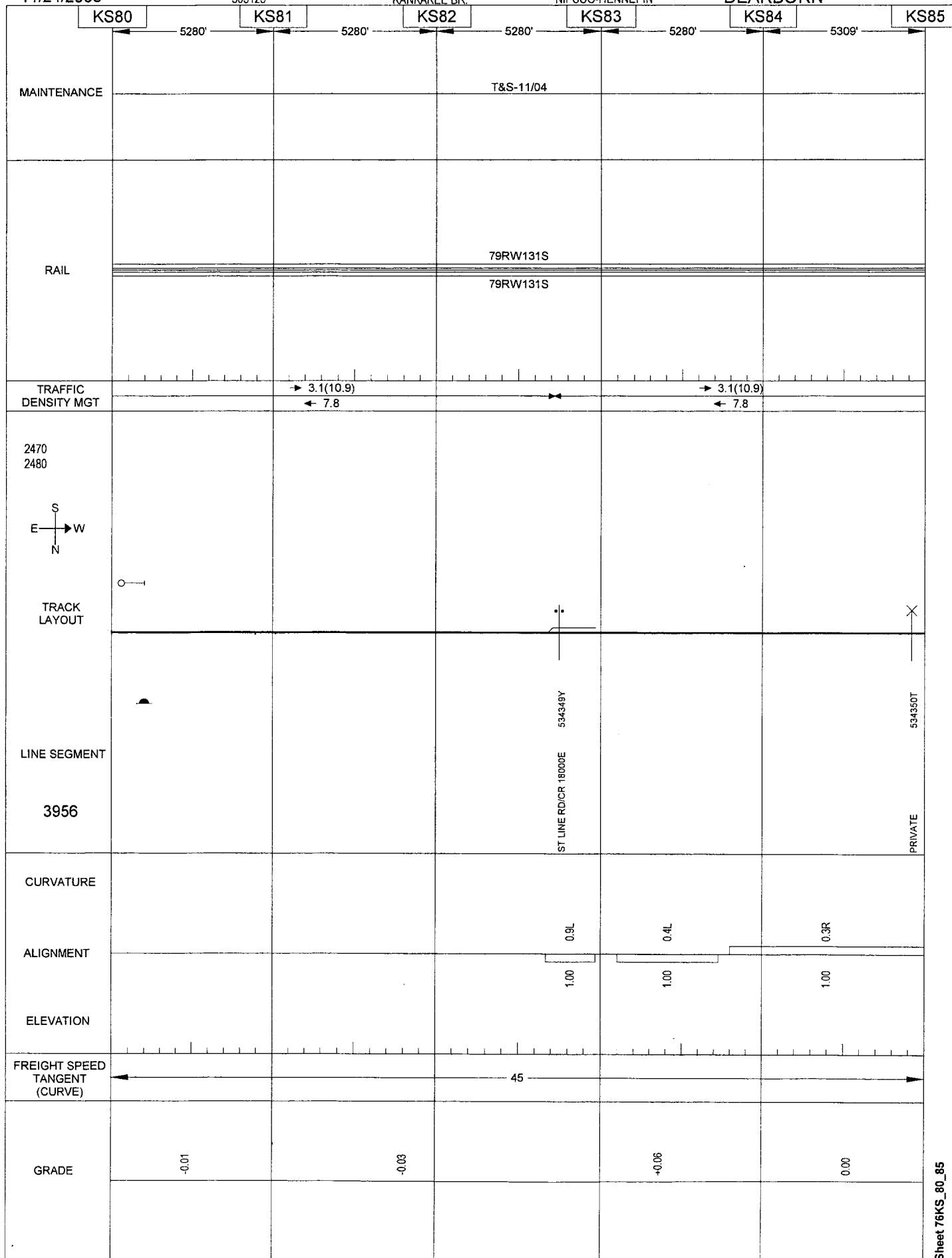
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152

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

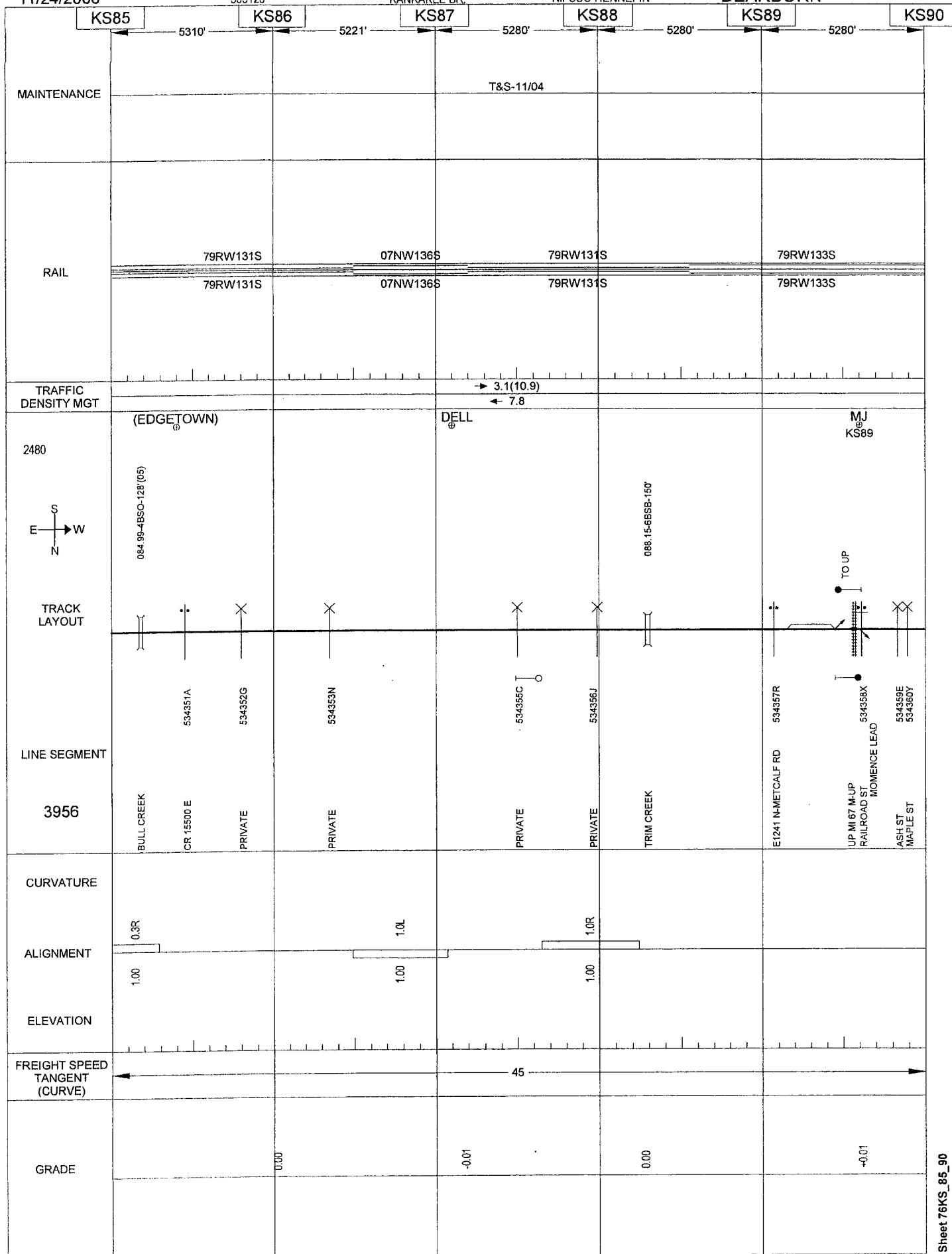
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153

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

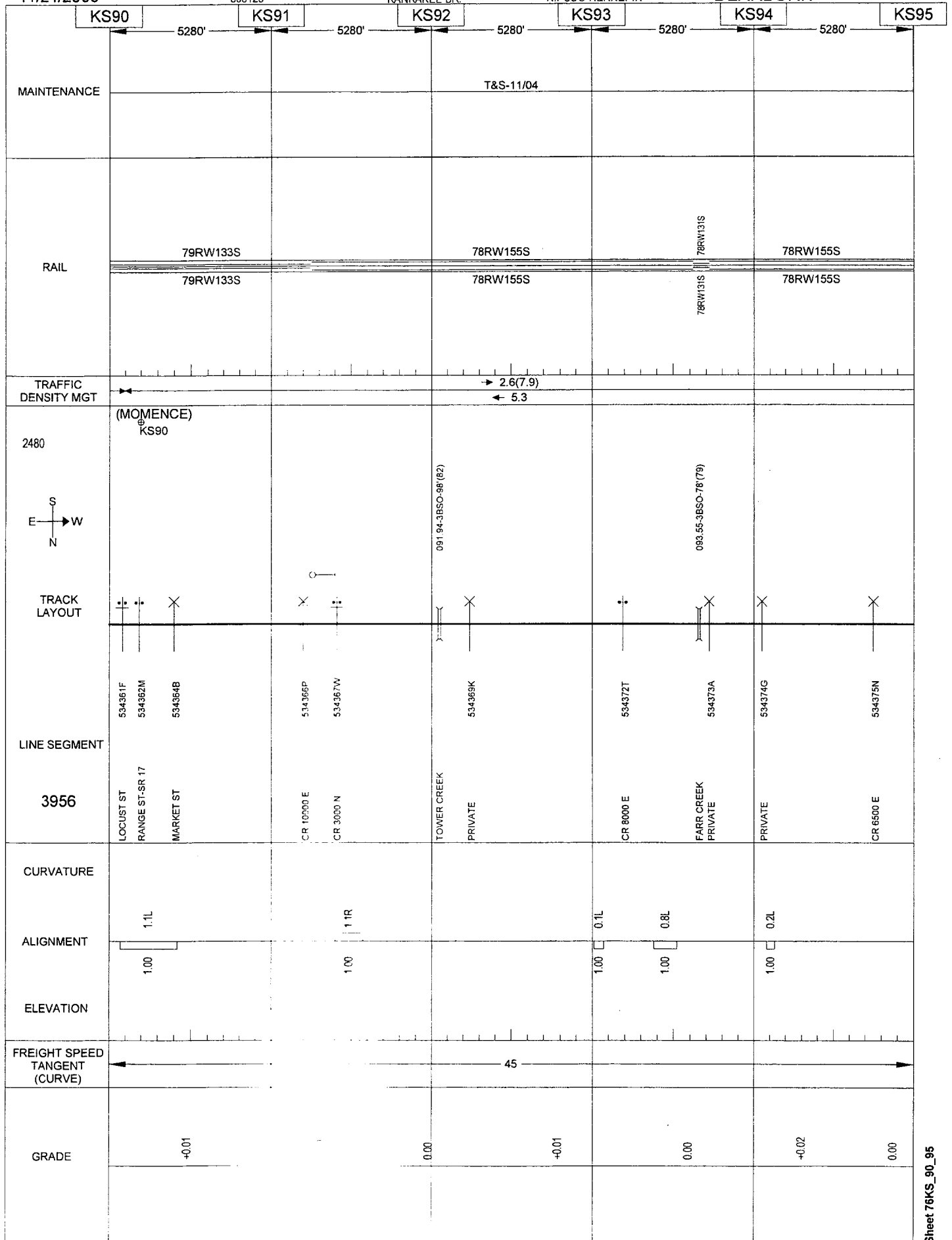
503123

154

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



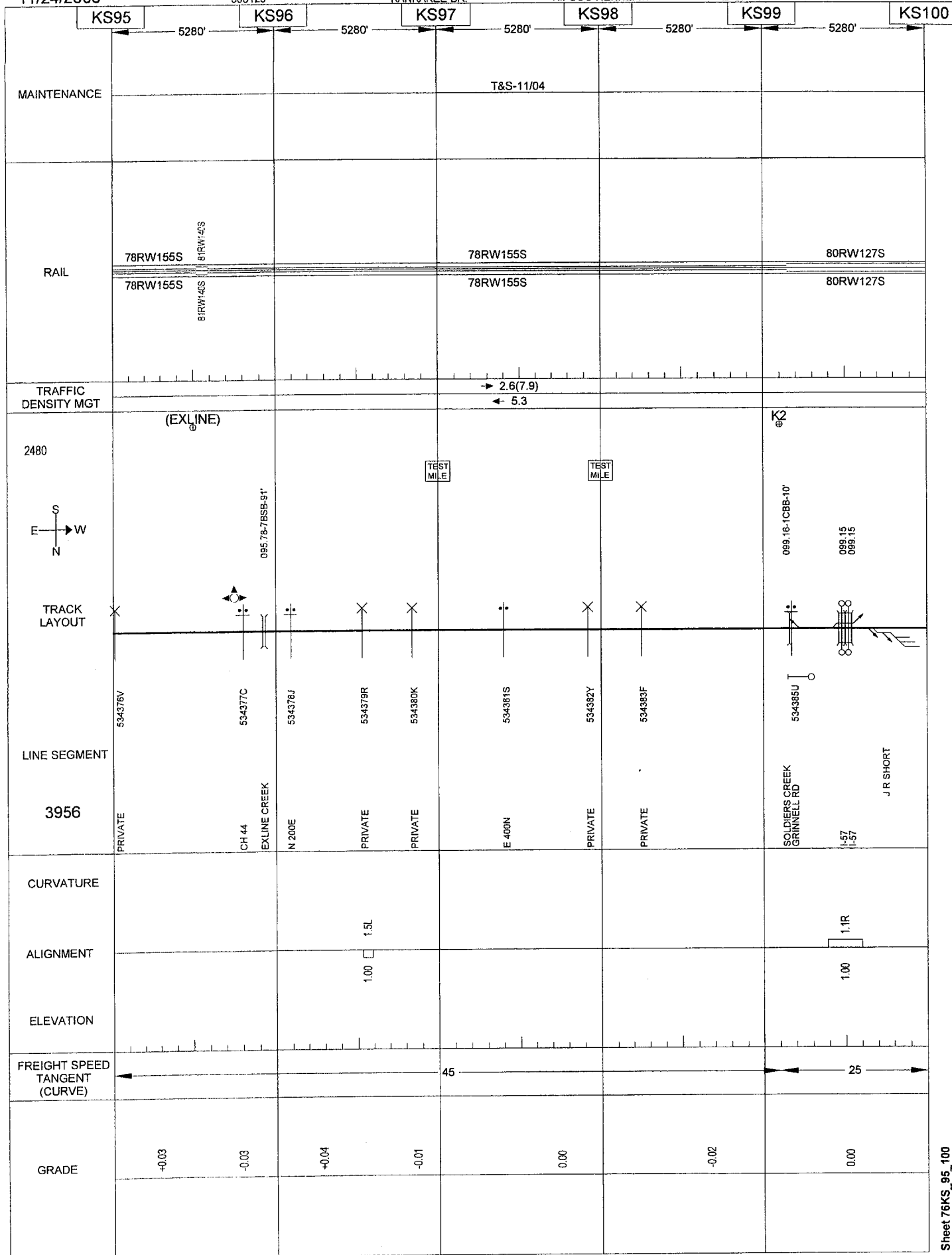
11/24/2008

503123

155
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

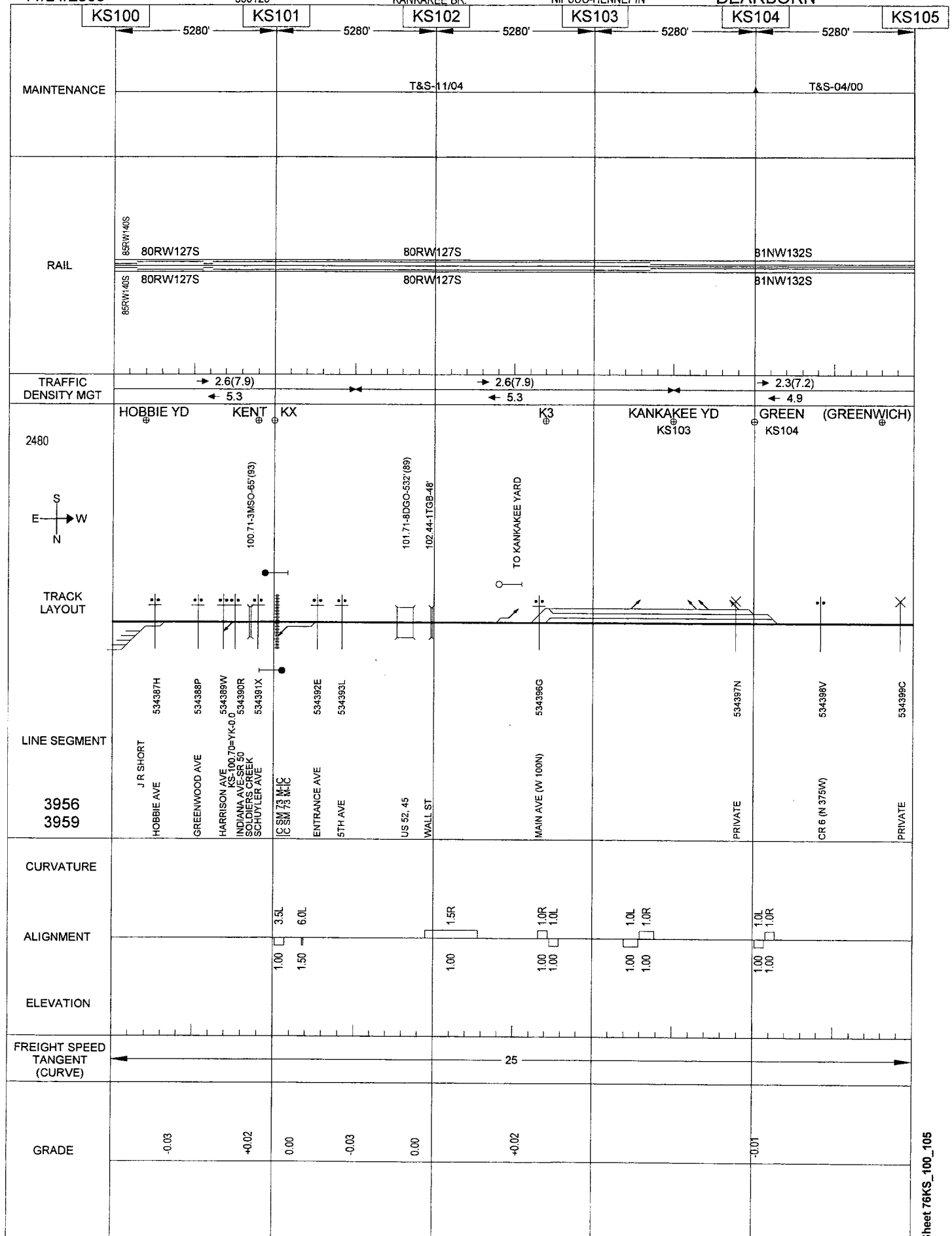
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156

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

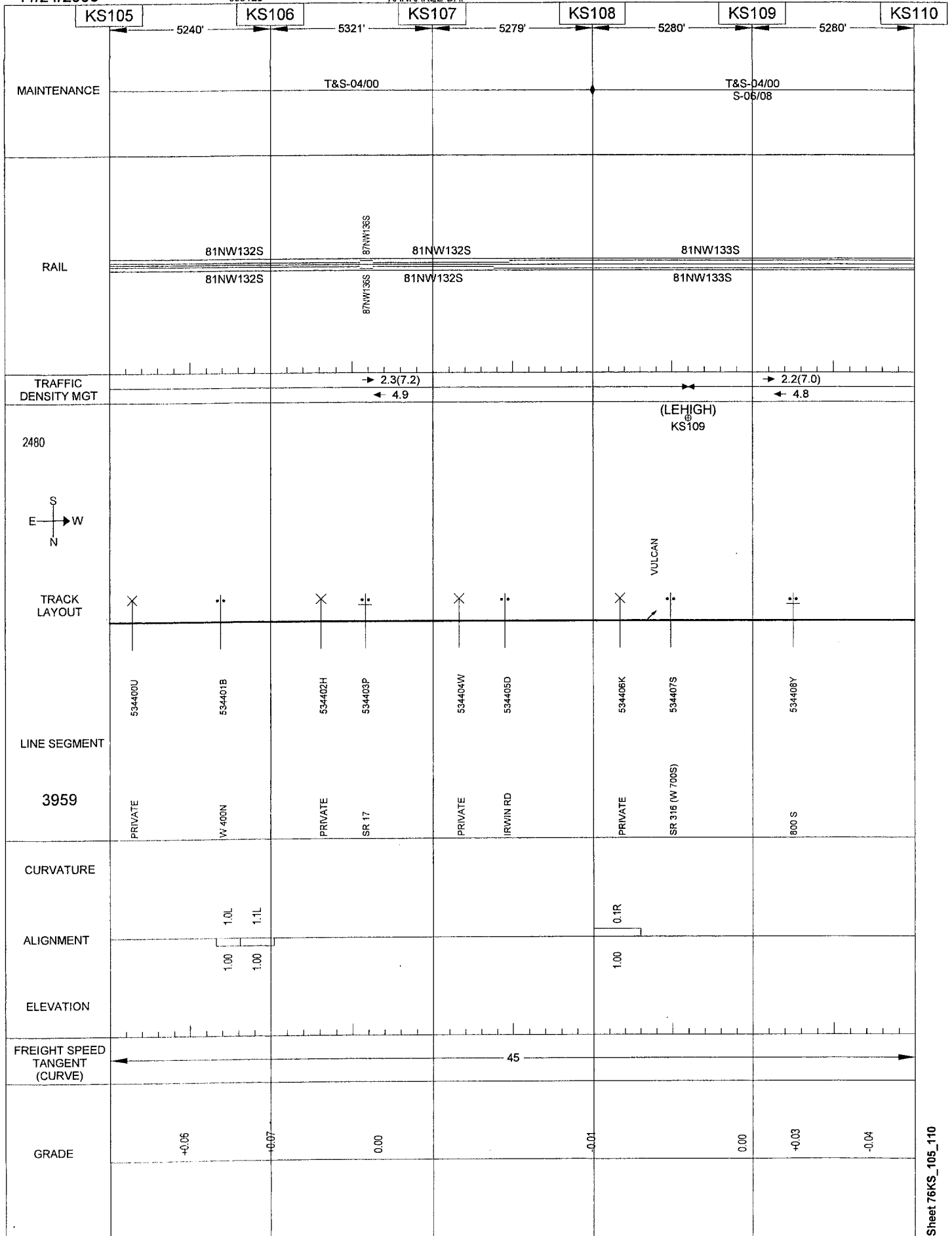
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157

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

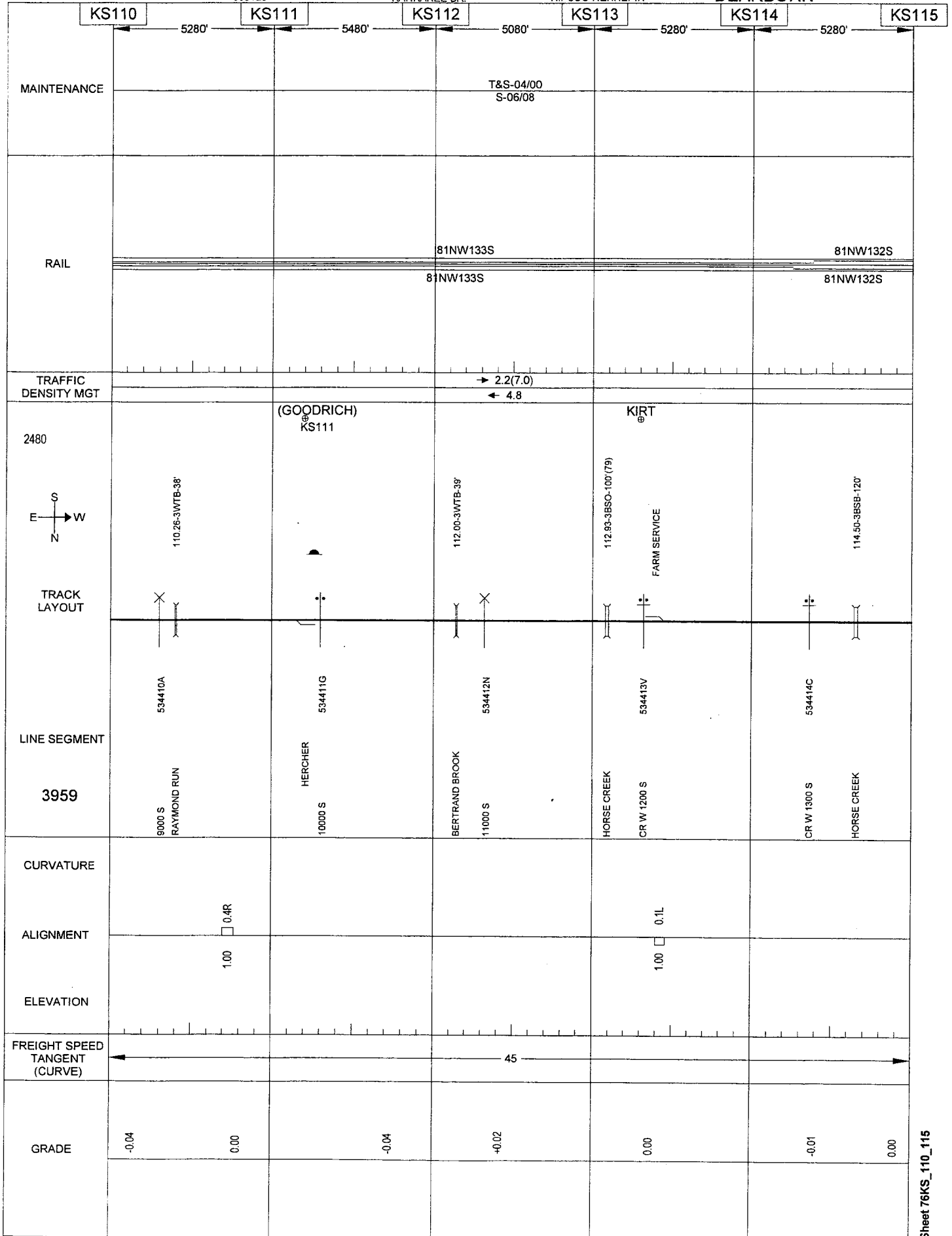
503123

158

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



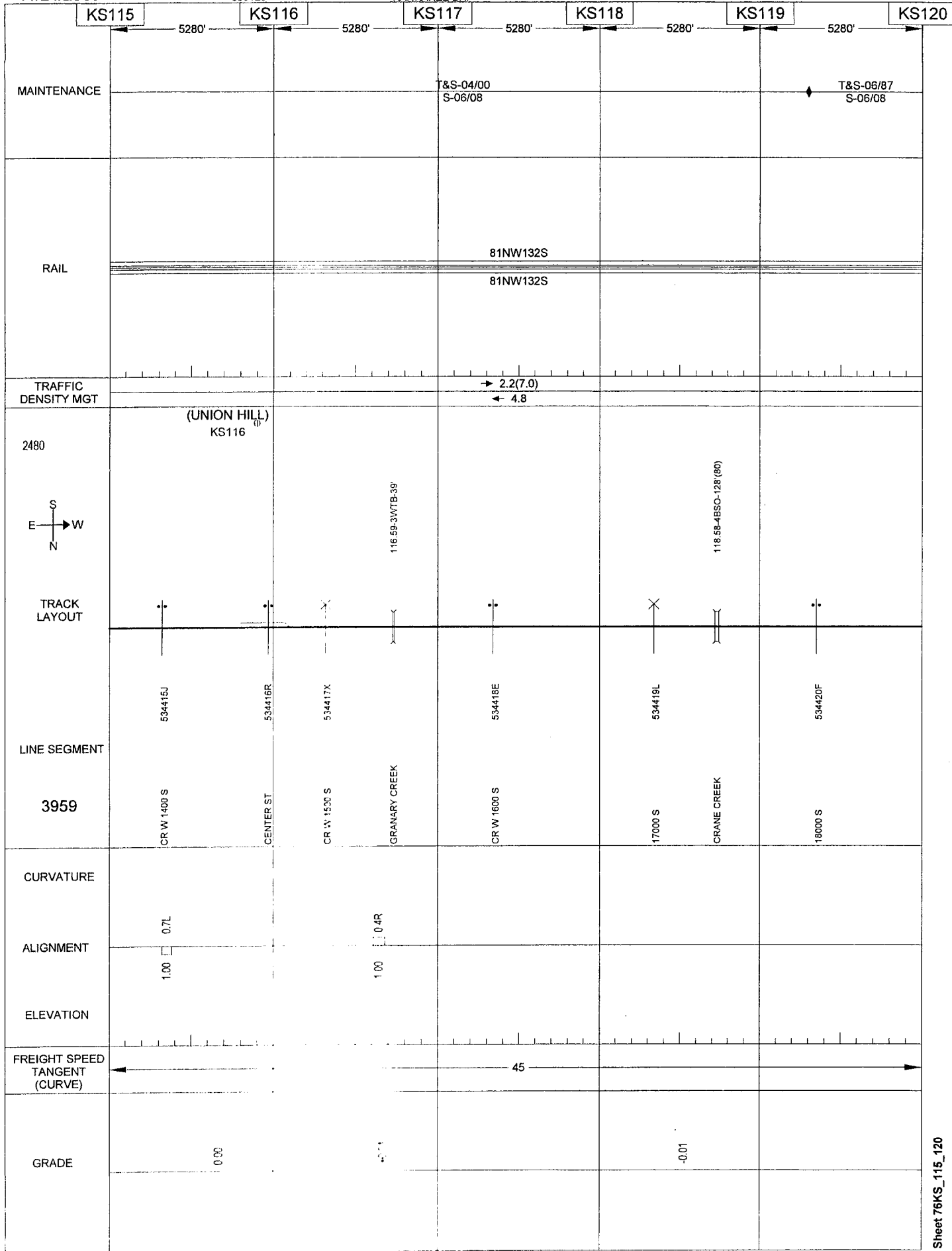
11/24/2008

503123

159
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

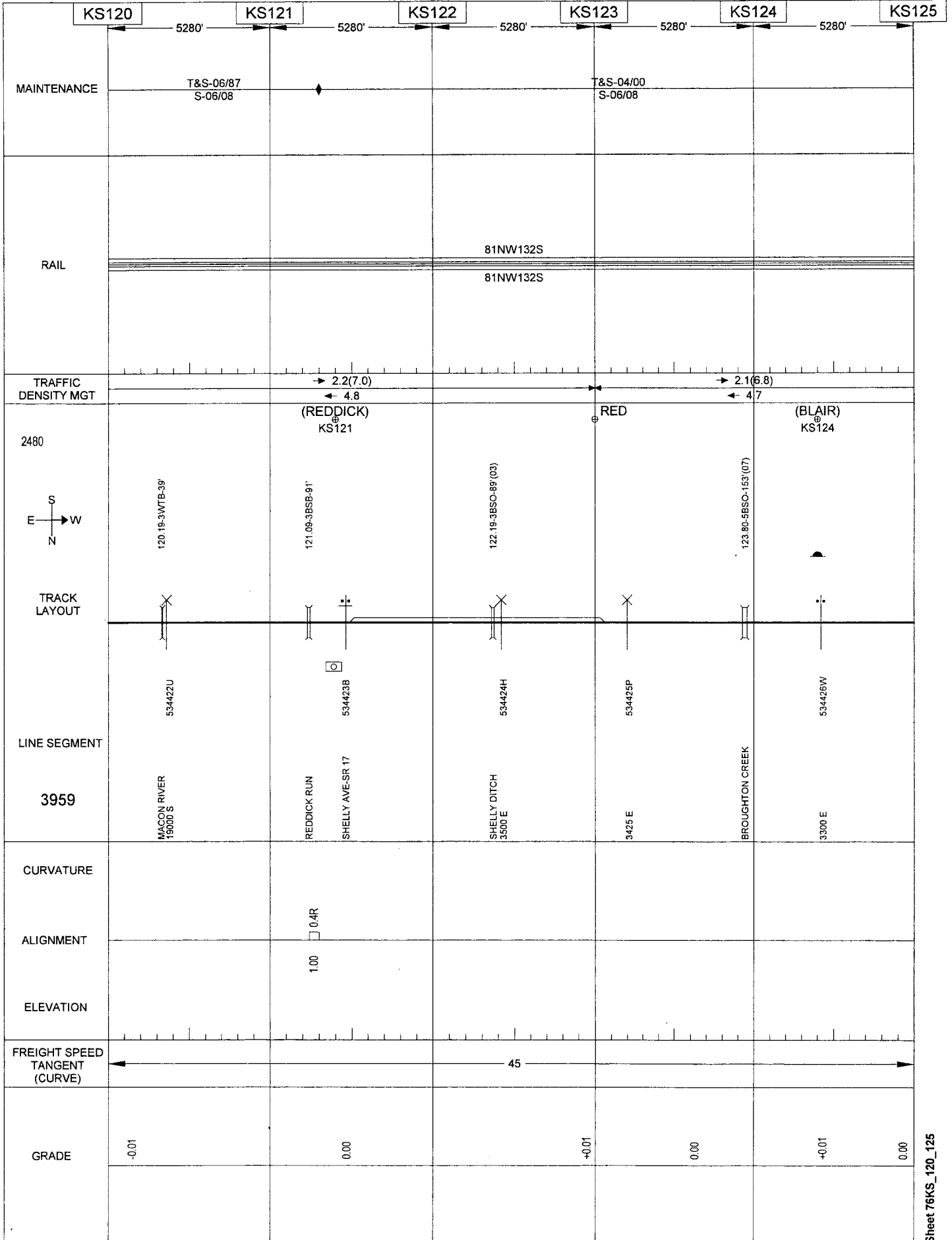
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160

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



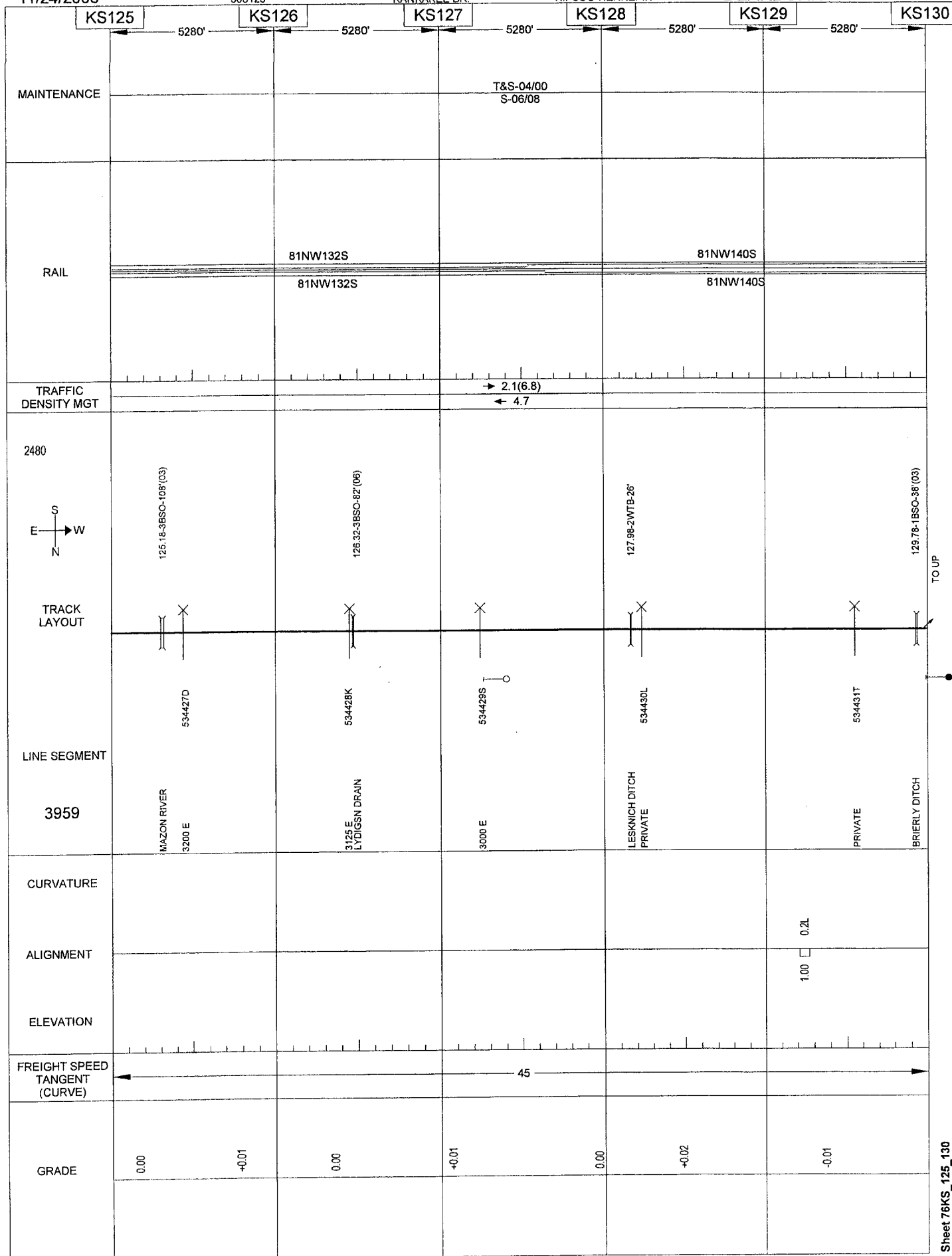
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503123

161
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NIPSCO-HENNEPIN

DEARBORN



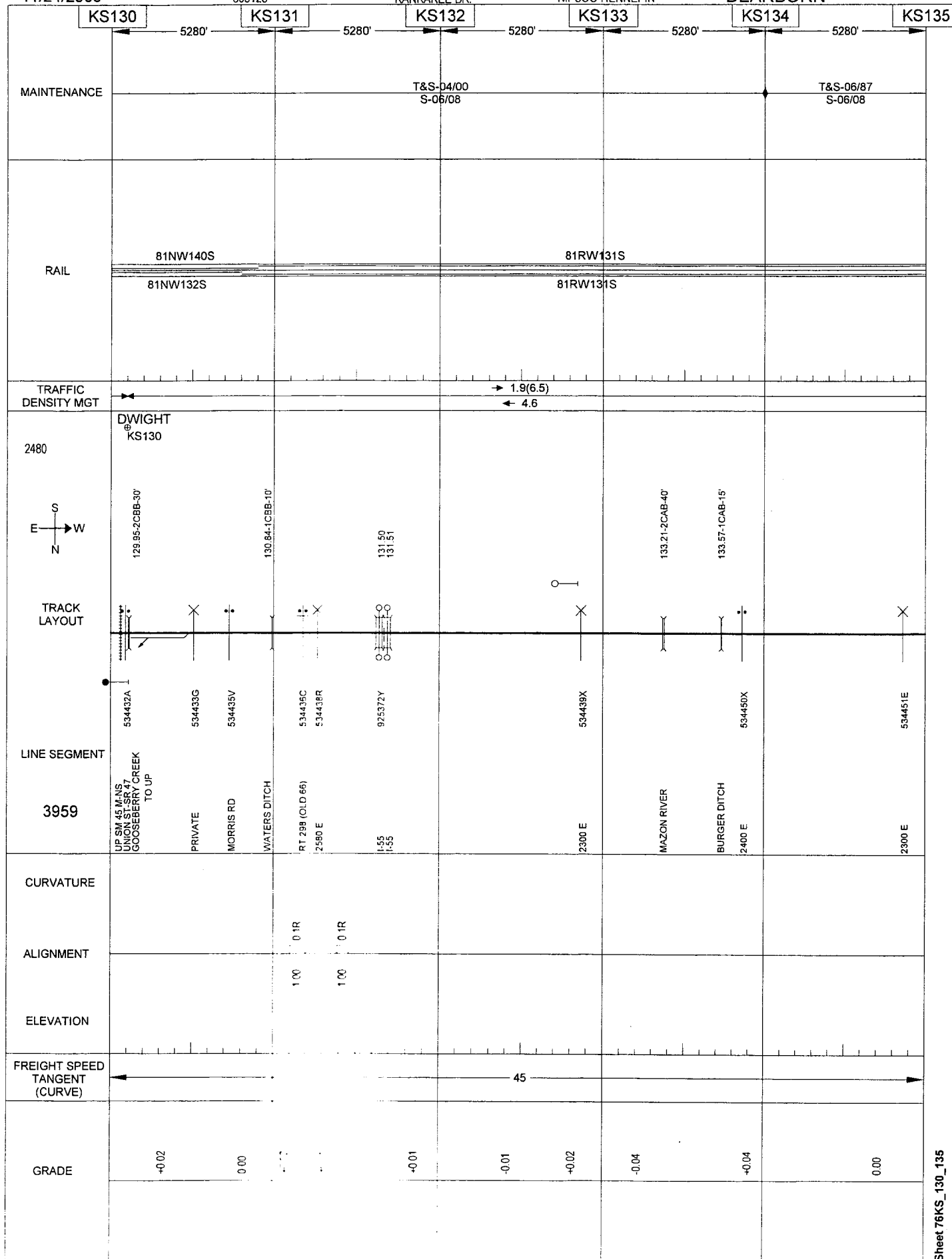
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503123

162
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



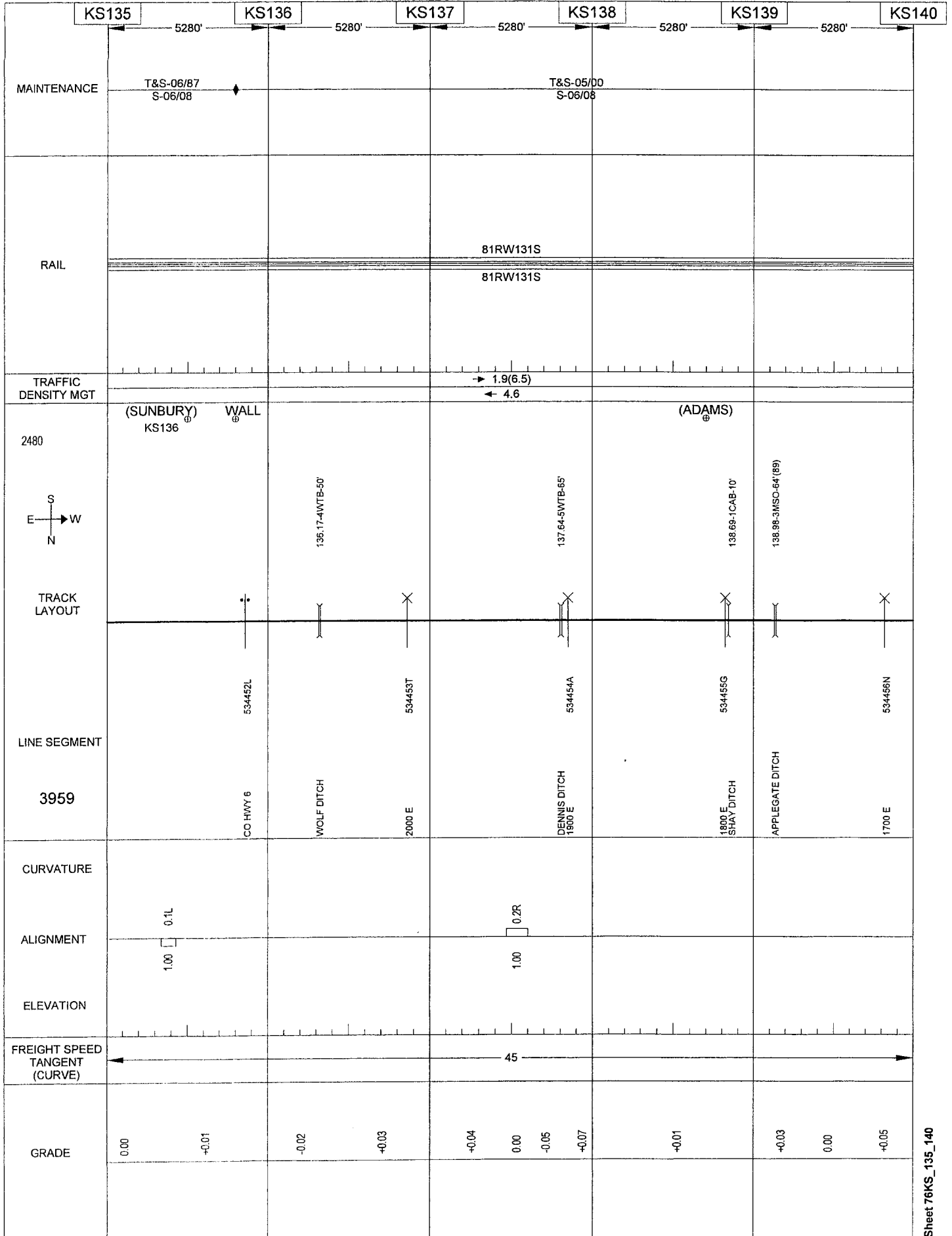
11/24/2008

503123

163
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

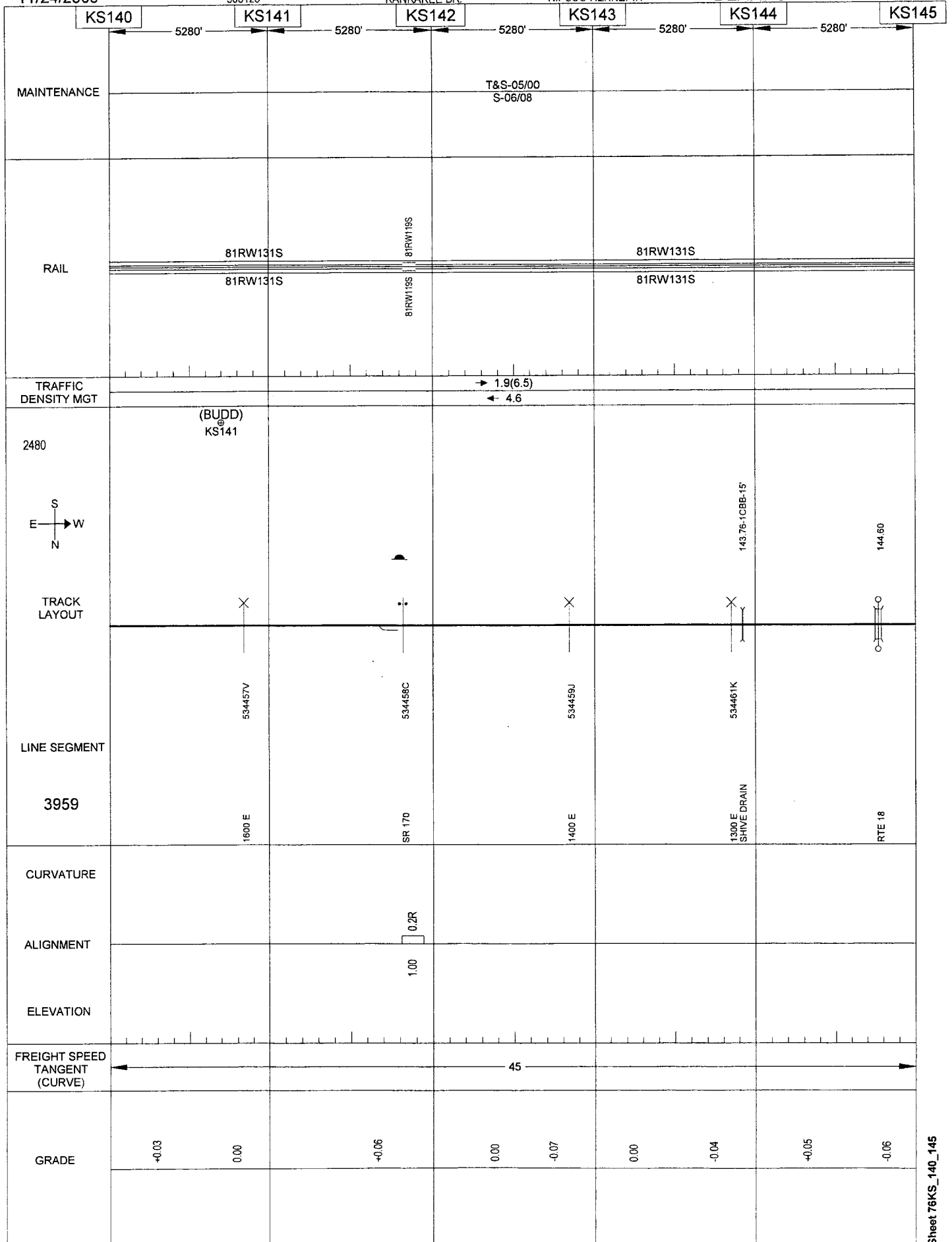
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164

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



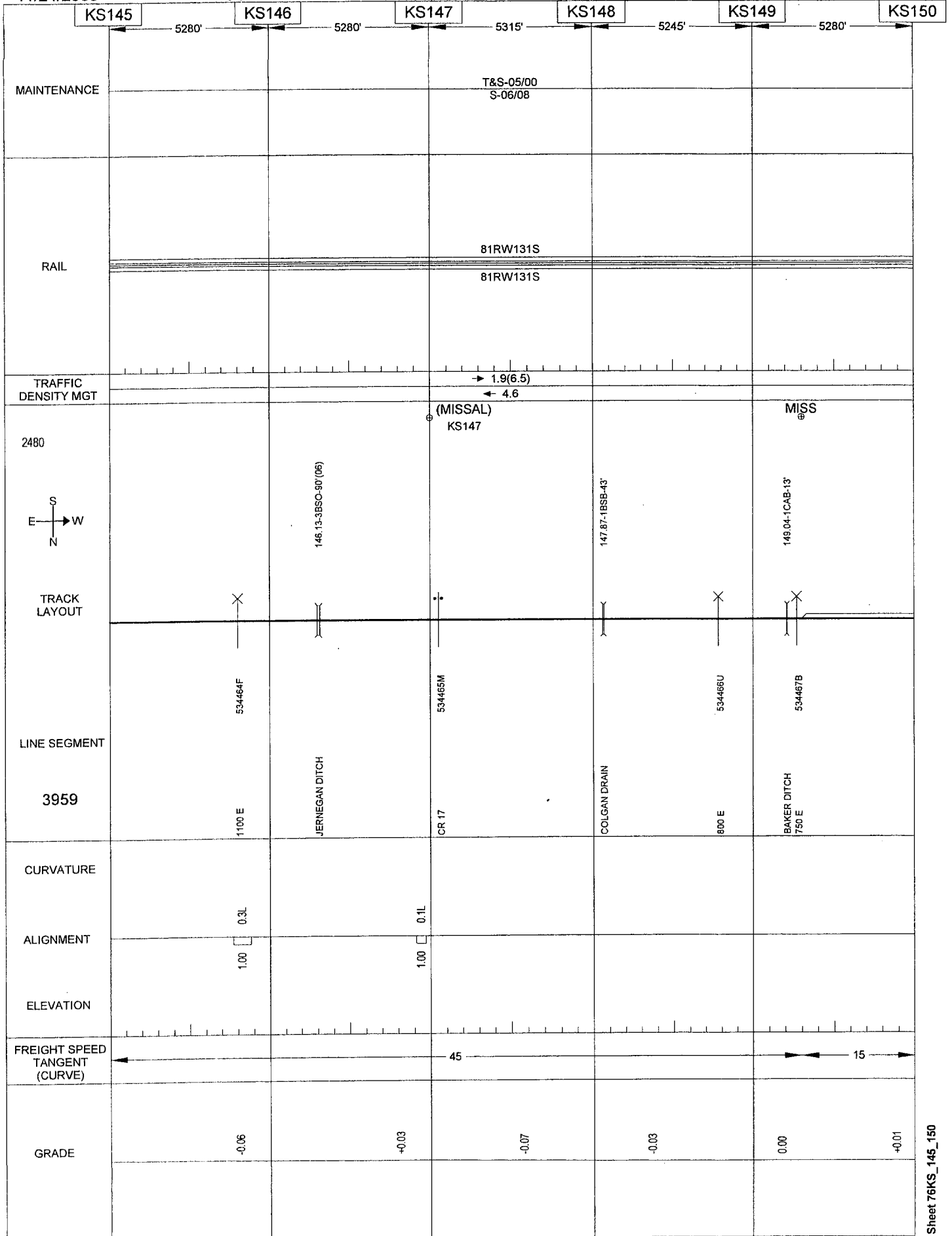
11/24/2008

503123

165
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

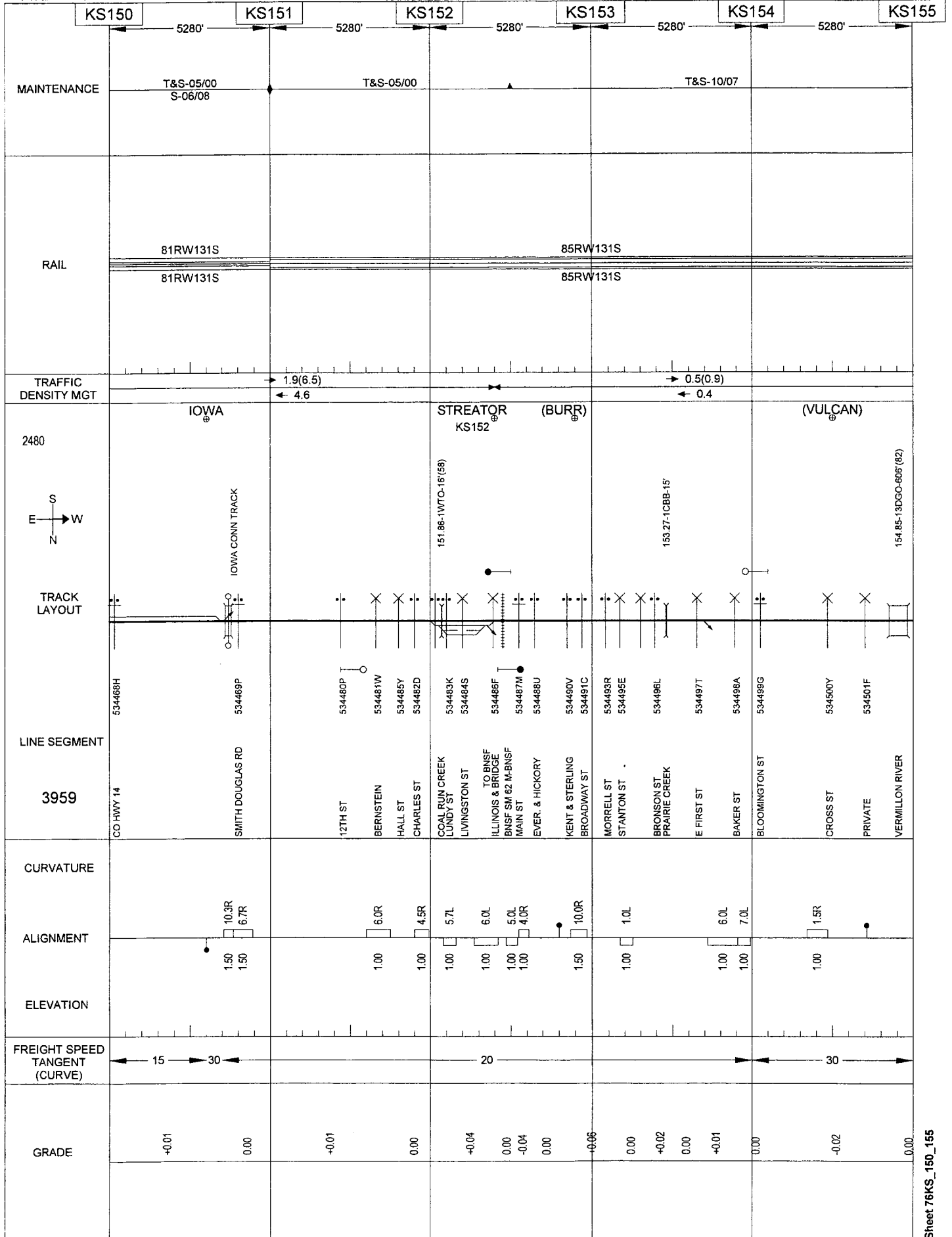
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166

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



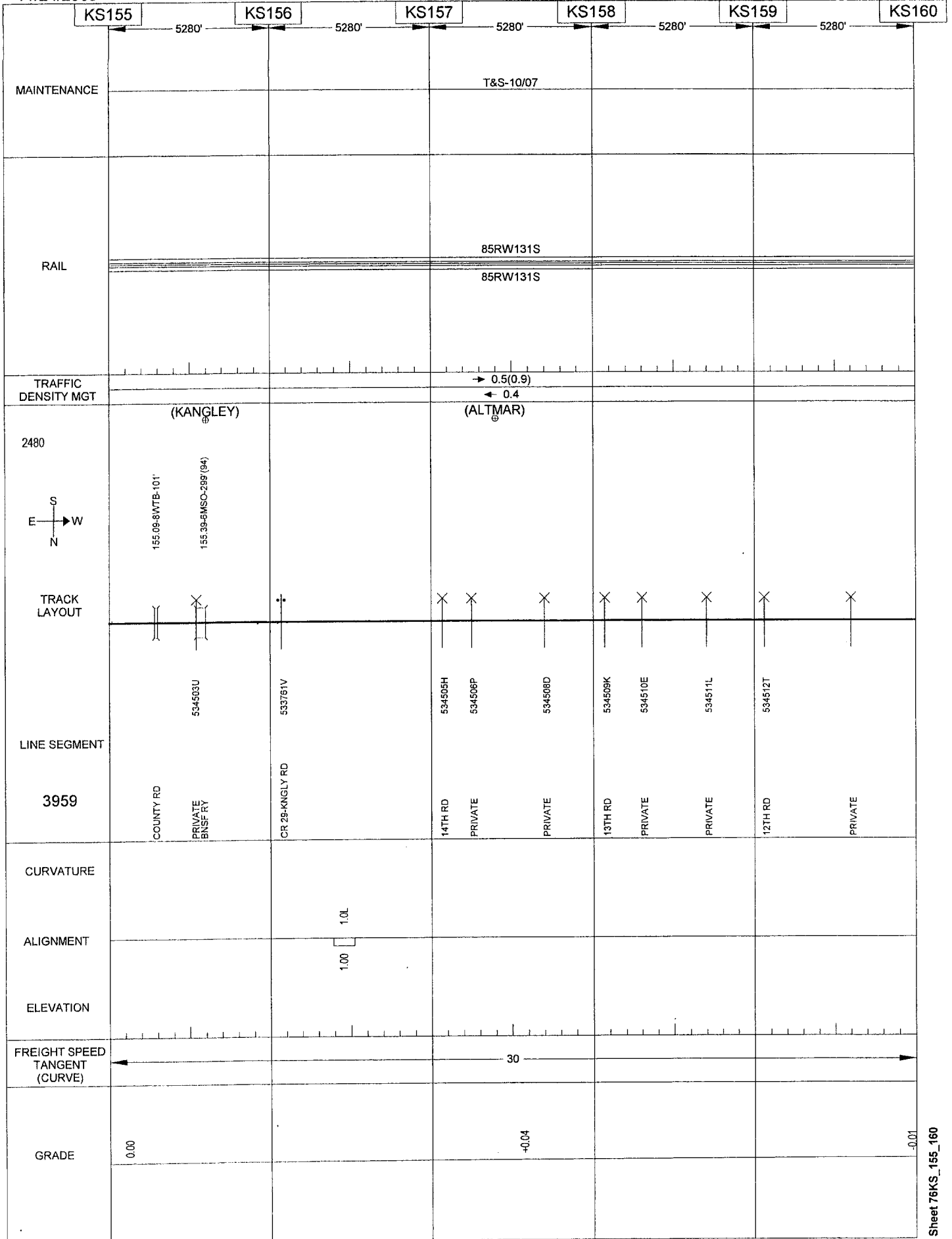
11/24/2008

503123

167
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

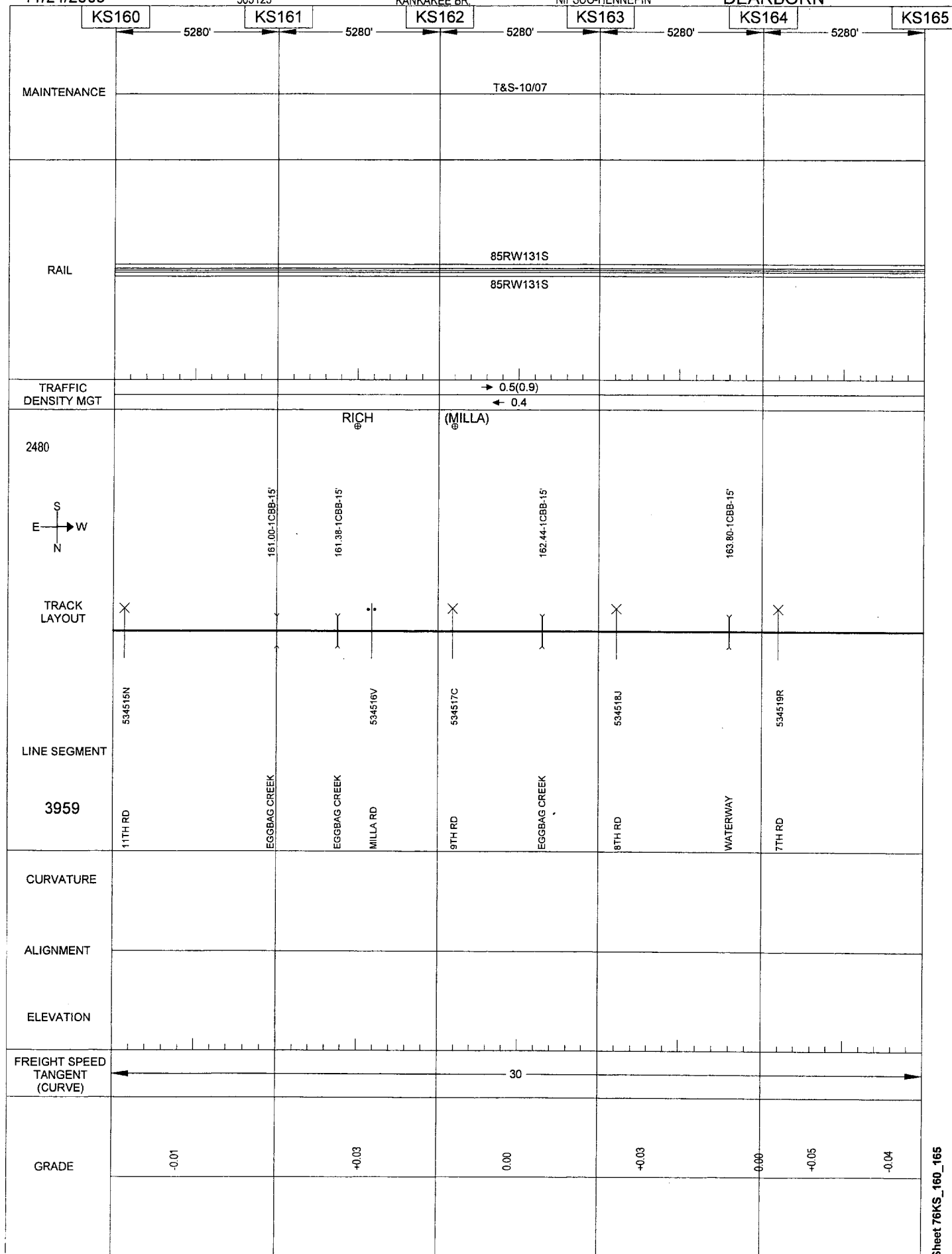
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168

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

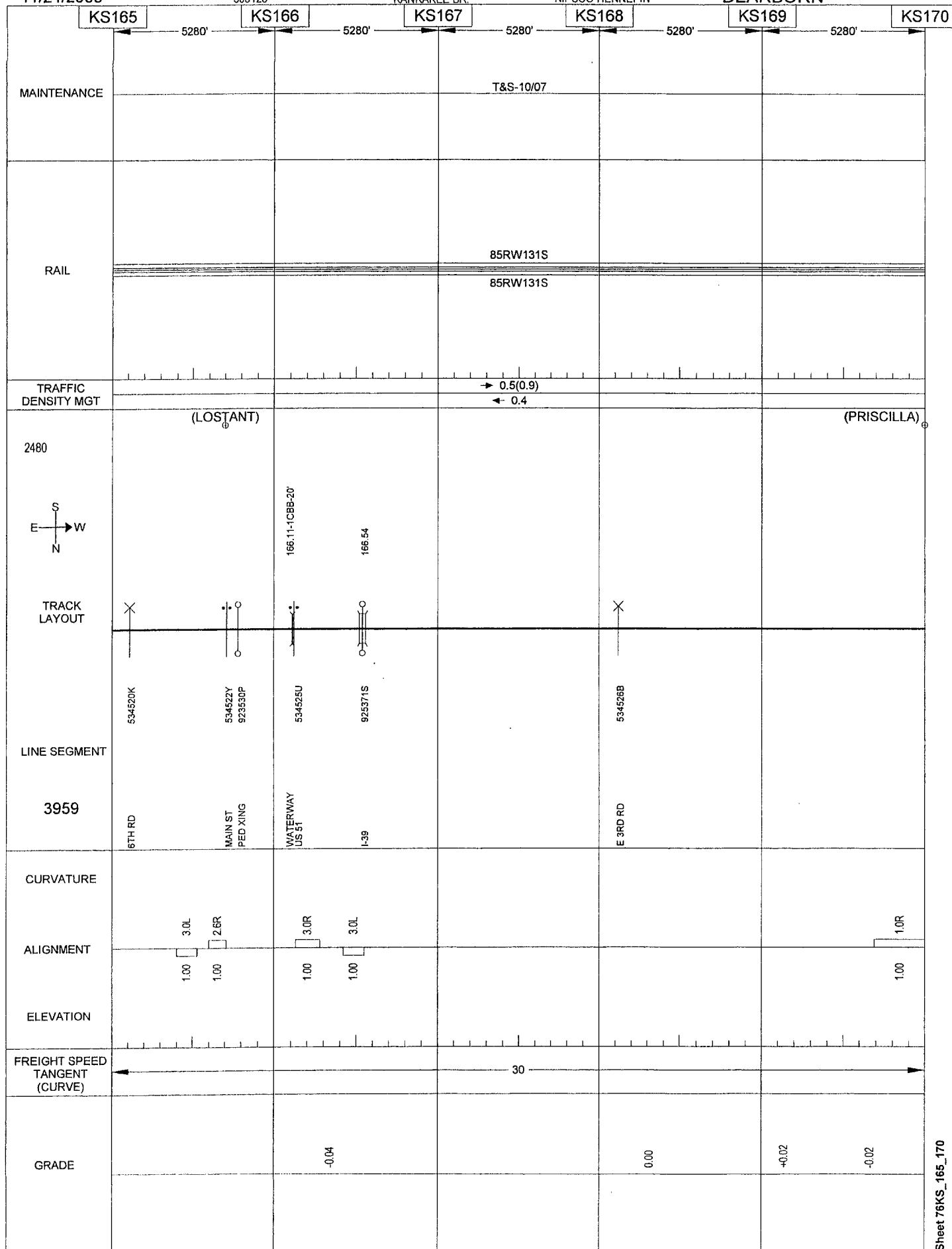
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169

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



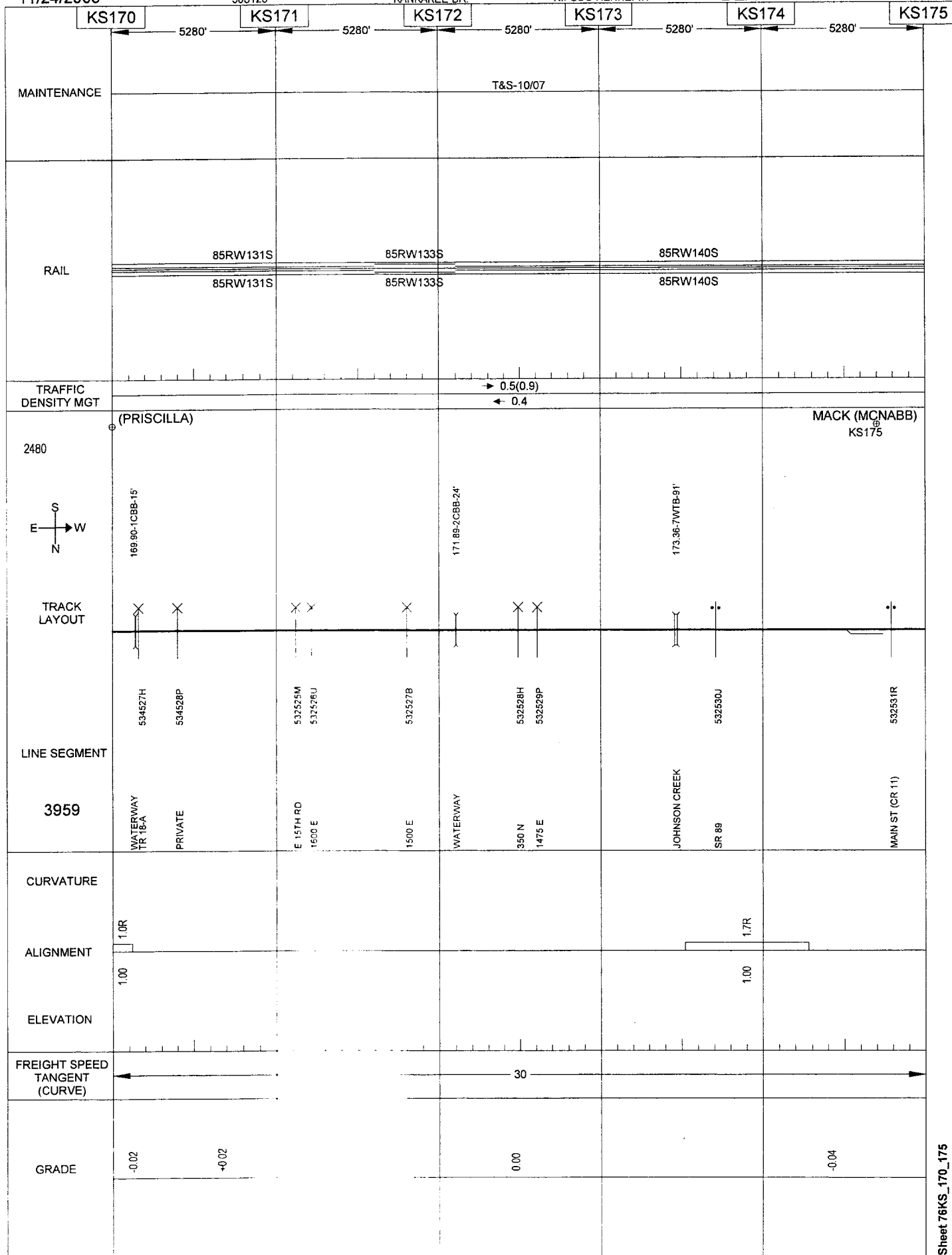
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503123

170
KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



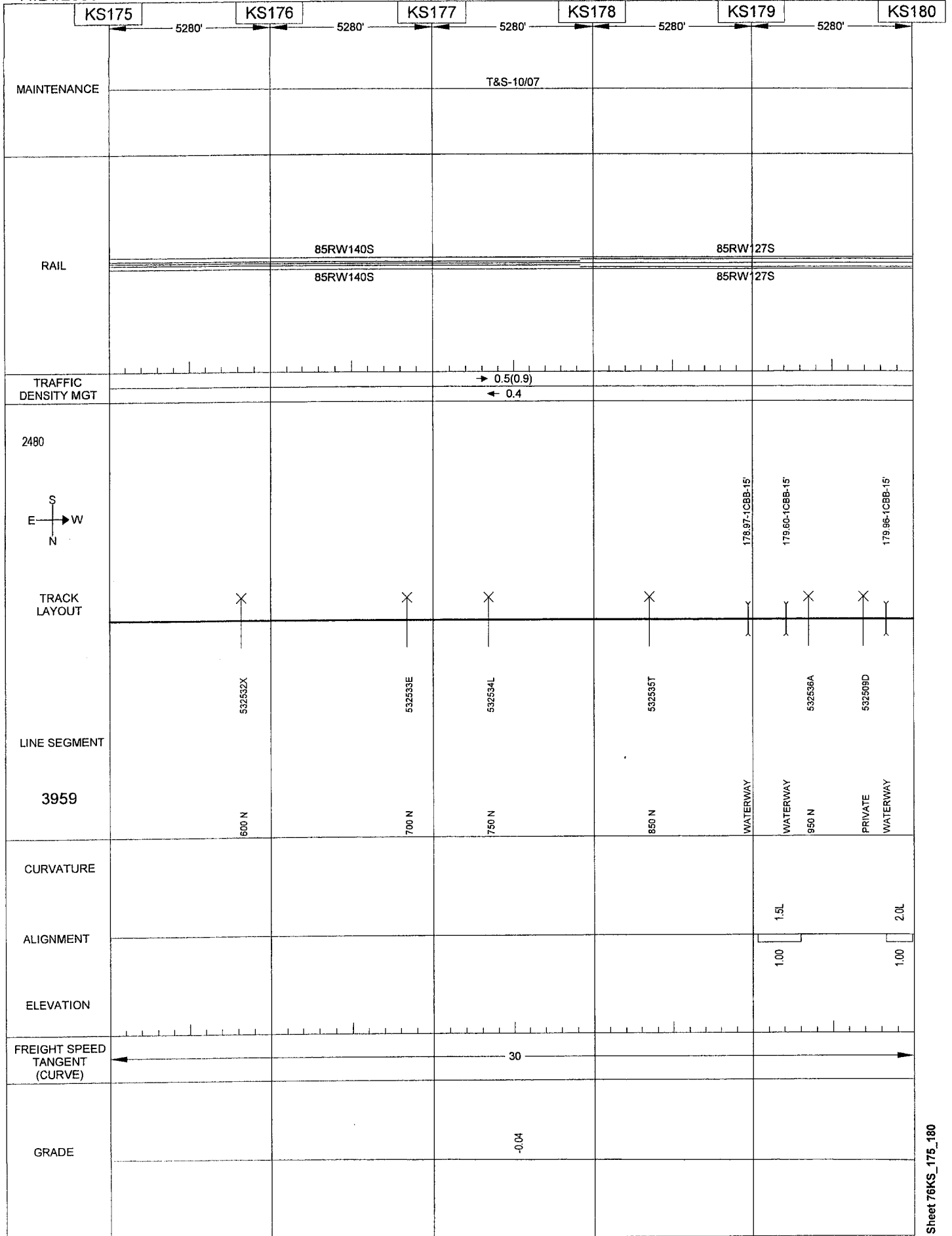
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503123

171
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NIPSCO-HENNEPIN

DEARBORN



11/24/2008

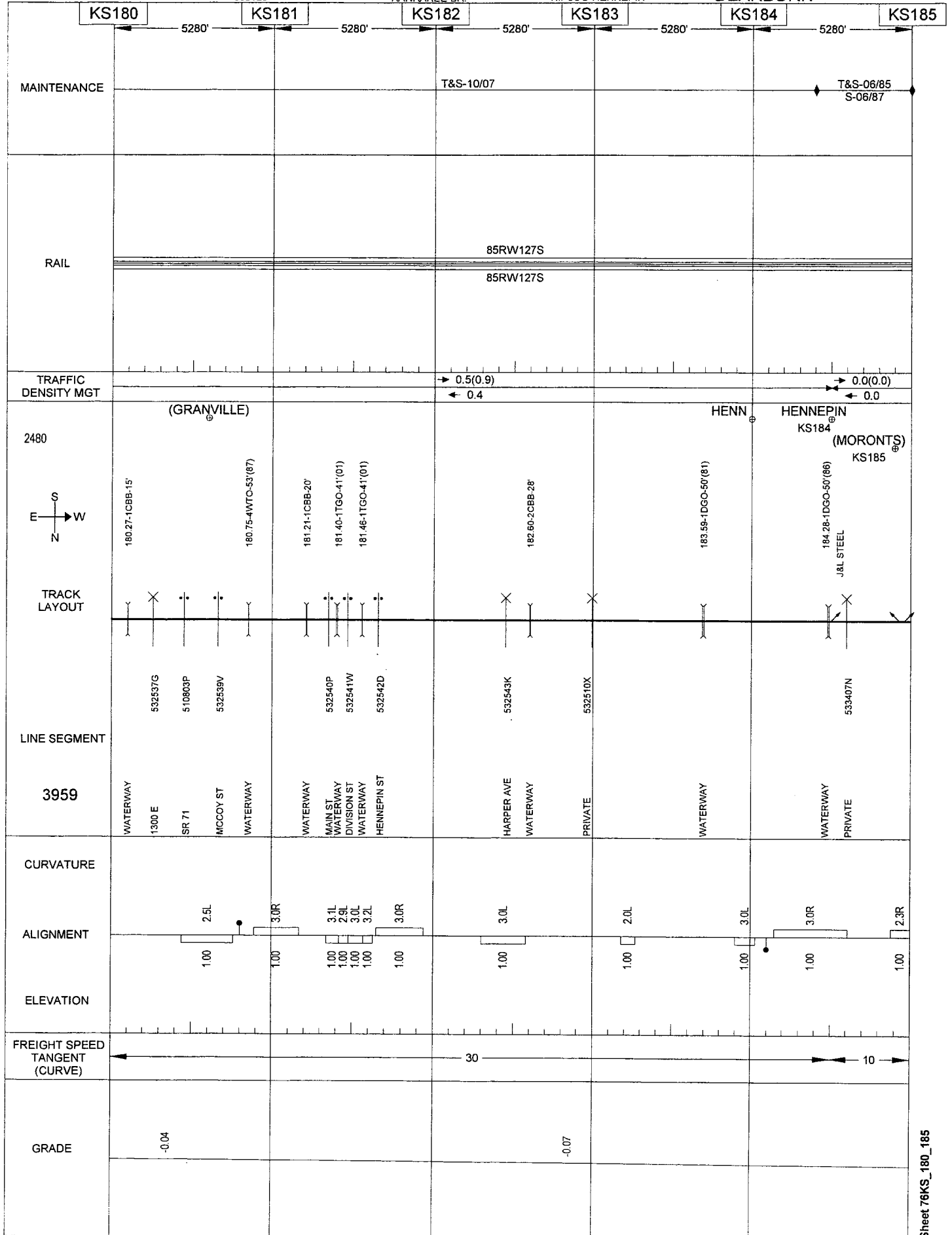
172

503123

KANKAKEE BR.

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

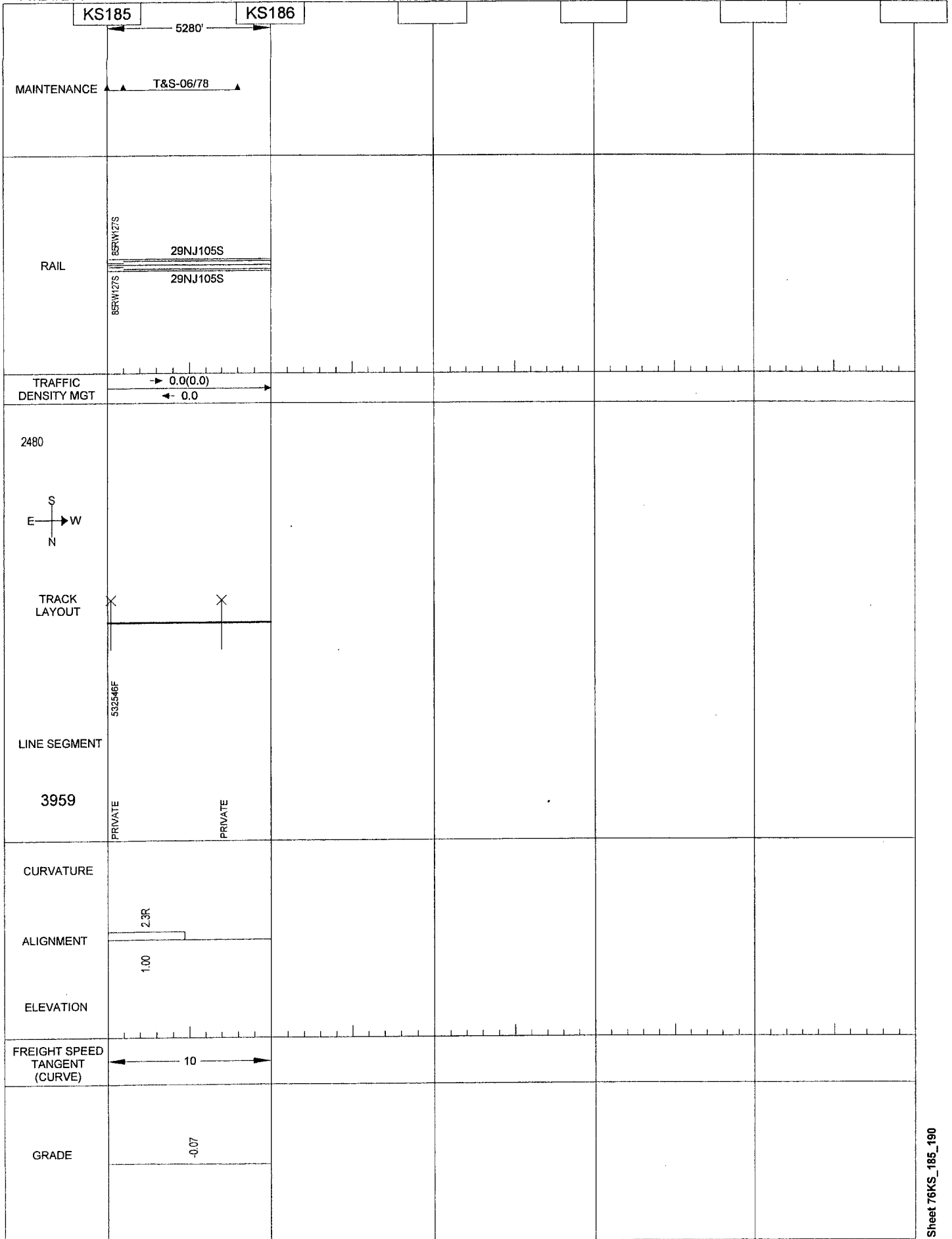
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173

KANKAKEE BR

NIPSCO-HENNEPIN

DEARBORN



11/24/2008

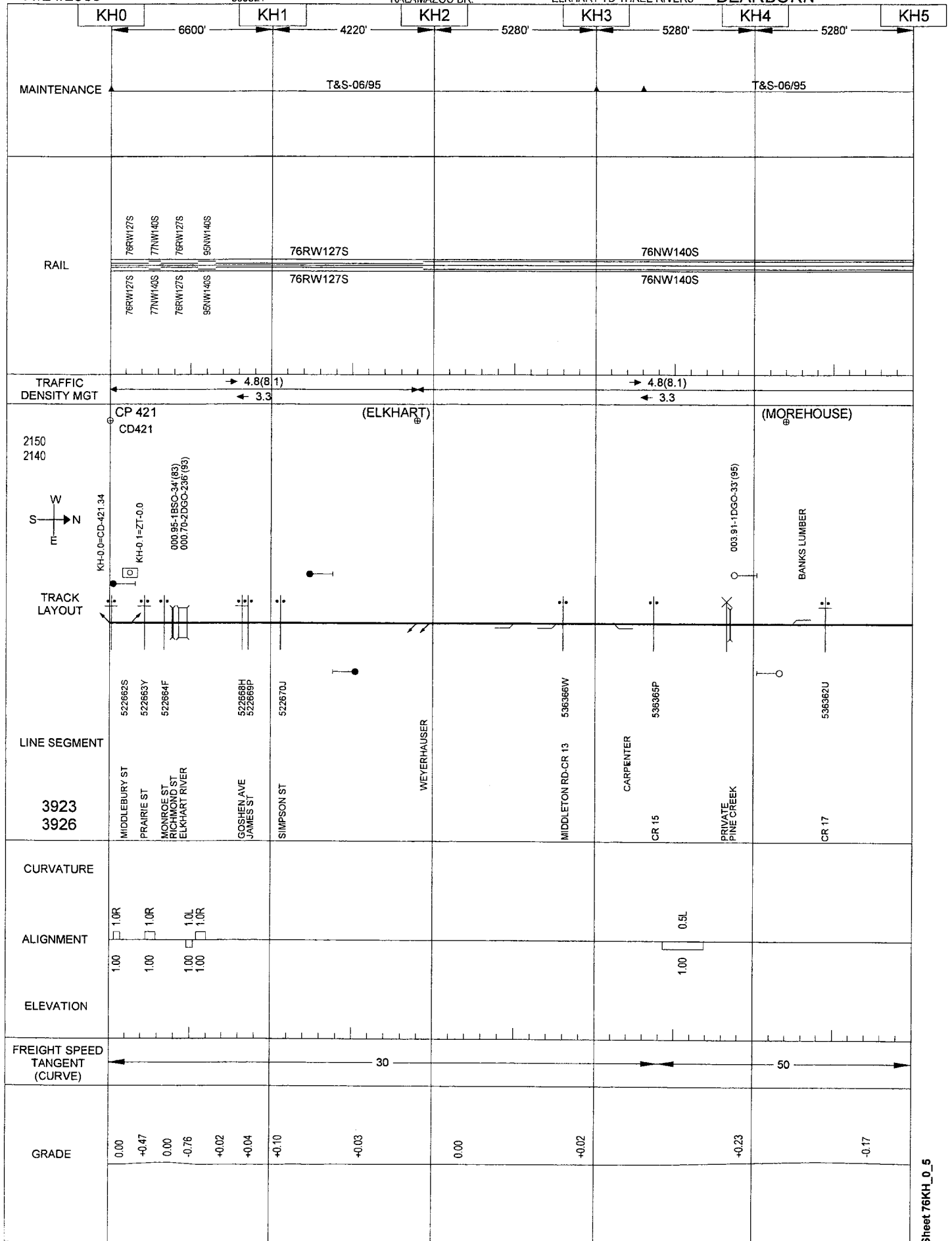
505321

174

KALAMAZOO BR

ELKHART YD-THREE RIVERS

DEARBORN



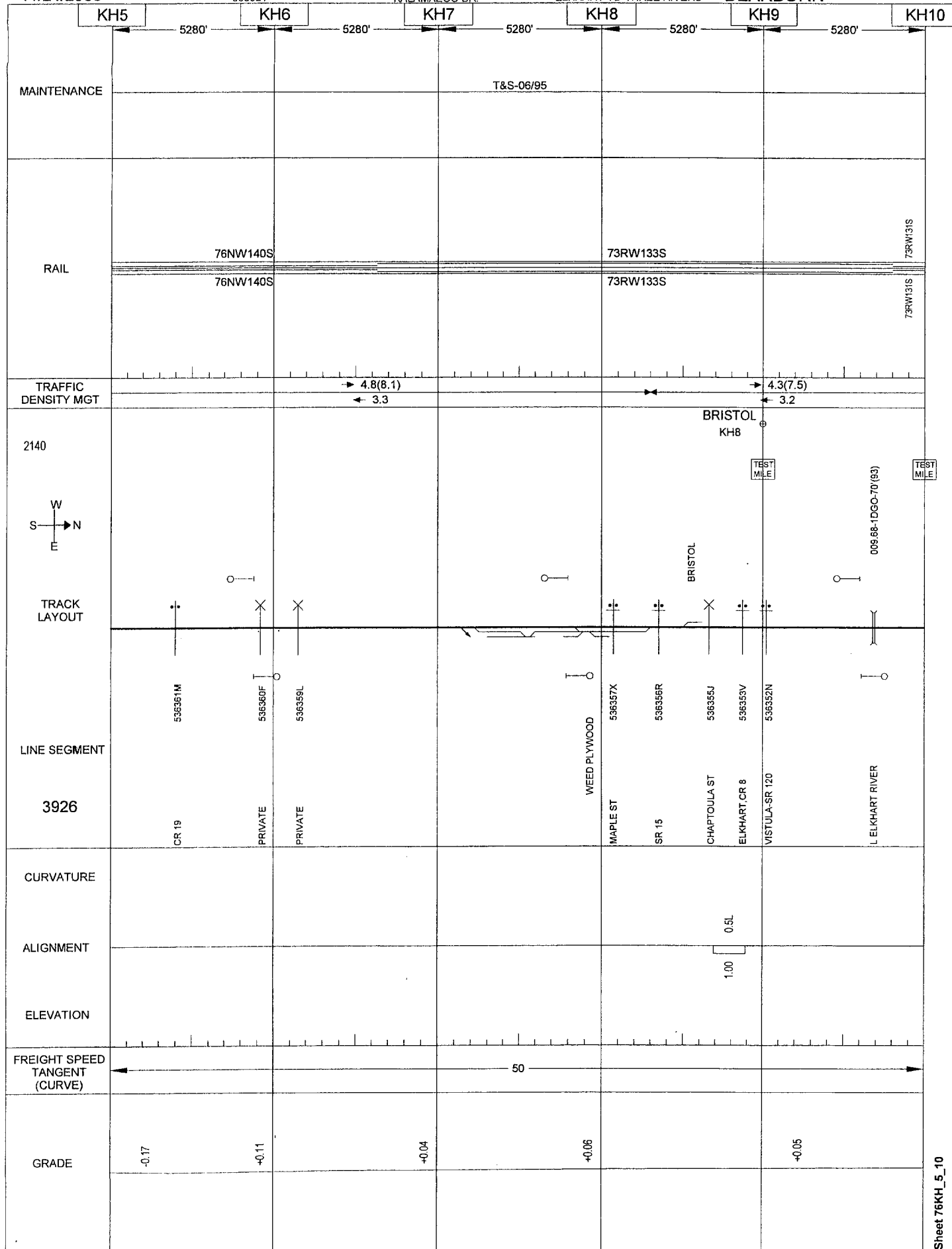
11/24/2008

505321

175
KALAMAZOO BR

ELKHART YD-THREE RIVERS

DEARBORN



11/24/2008

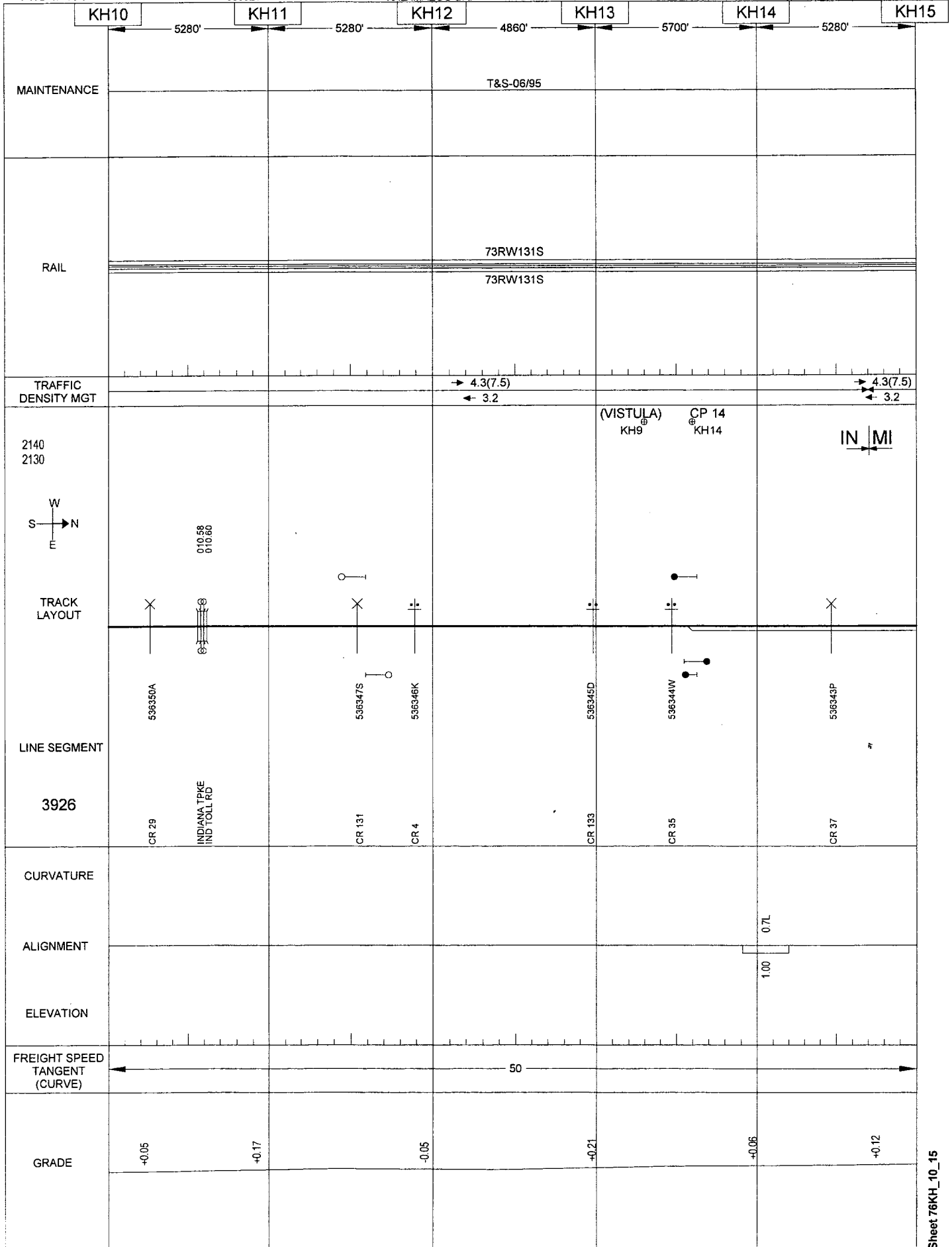
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176

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



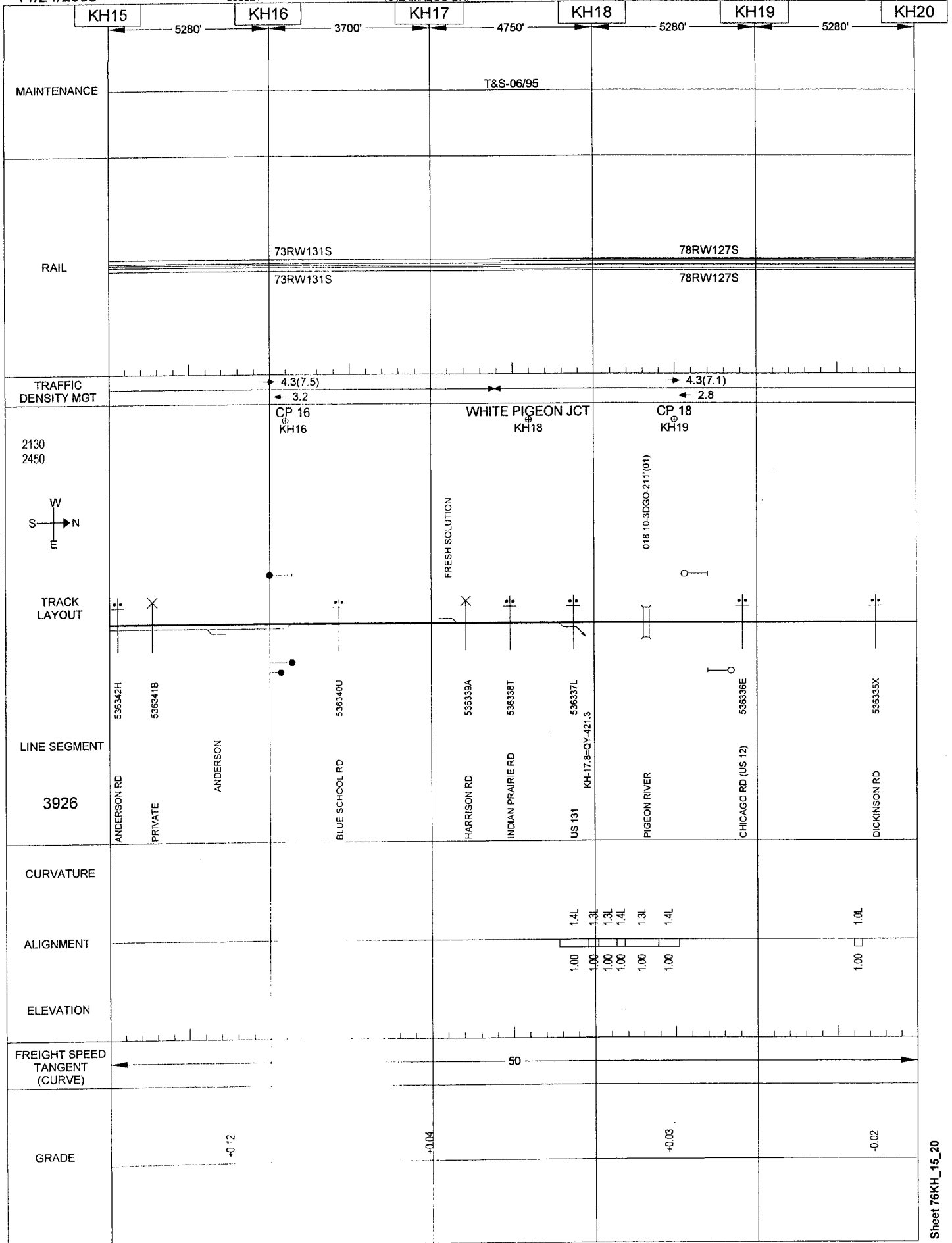
11/24/2008

505321

177
KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



11/24/2008

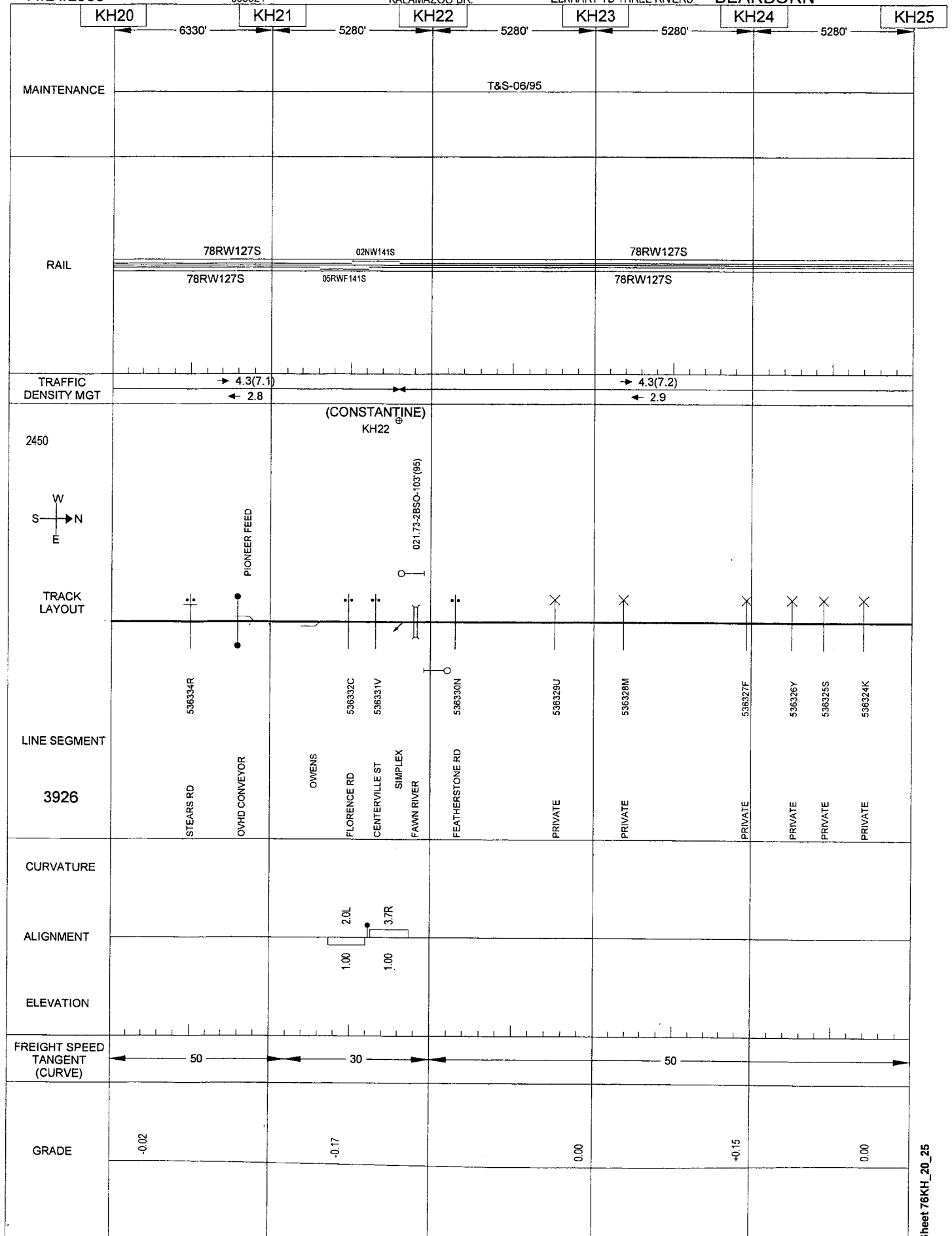
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178

KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



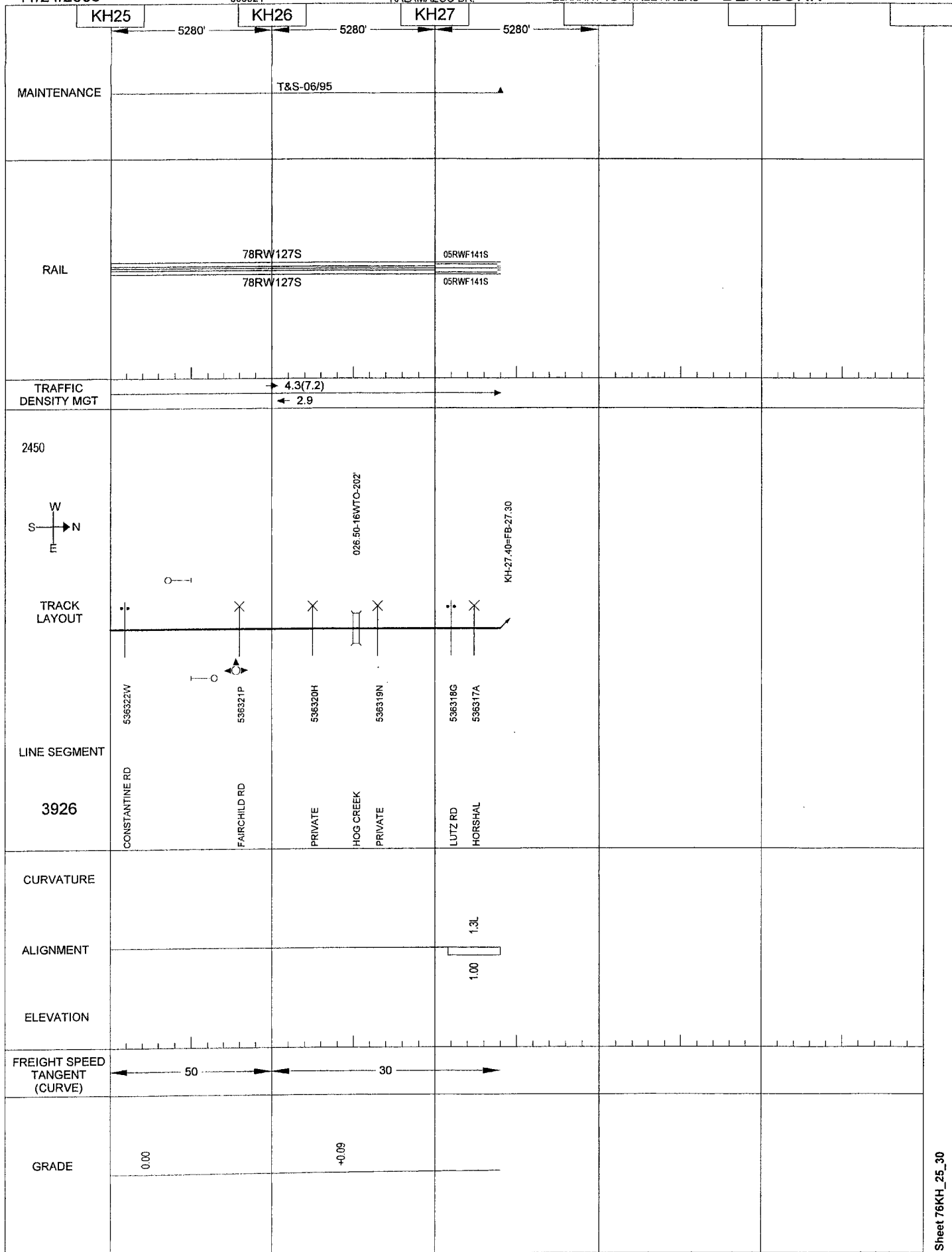
11/24/2008

505321

179
KALAMAZOO BR.

ELKHART YD-THREE RIVERS

DEARBORN



11/24/2008

505341

180

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN

FB28

FB29

FB30

5280'

5888'

5280'

MAINTENANCE

T&S-04/05

RAIL

79RW127S
79RW127S

79RW112S

79RW112S

03NWF 141S
03NWF 141S

79RW112S

79RW112S

TRAFFIC
DENSITY MGT

→ 4.3(7.2)

← 2.9

2450

W
S → N
EFOURTH ST
FB28
(THREE RIVERS)
FB29

FB-27.30=KH-27.40

FB-28.72=AZ-69.60

029.02-4DGO-216'(03)

029.33

TRACK
LAYOUT

LINE SEGMENT

3917

536473L
M-86536474T
536475A536477N
536478V536479C
536480W536481D
536482K536483S
536484Y536487U
536488BMICHIGAN STREET
MAIN STBROADWAY ST
STATE ST

PLEASANT ST

FOURTH ST
PRIVATE
PRIVATEST JOE RIVER
MICHIGAN AVE
CITY WALKWAY
CITY PARKING LOT
MOORE STCUSHMAN ST
HOFFMAN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.3L

1.00

1.3L

1.00

1.0R

1.00

3.5R

1.00

30

+0.11

-0.32

+0.42

+0.15

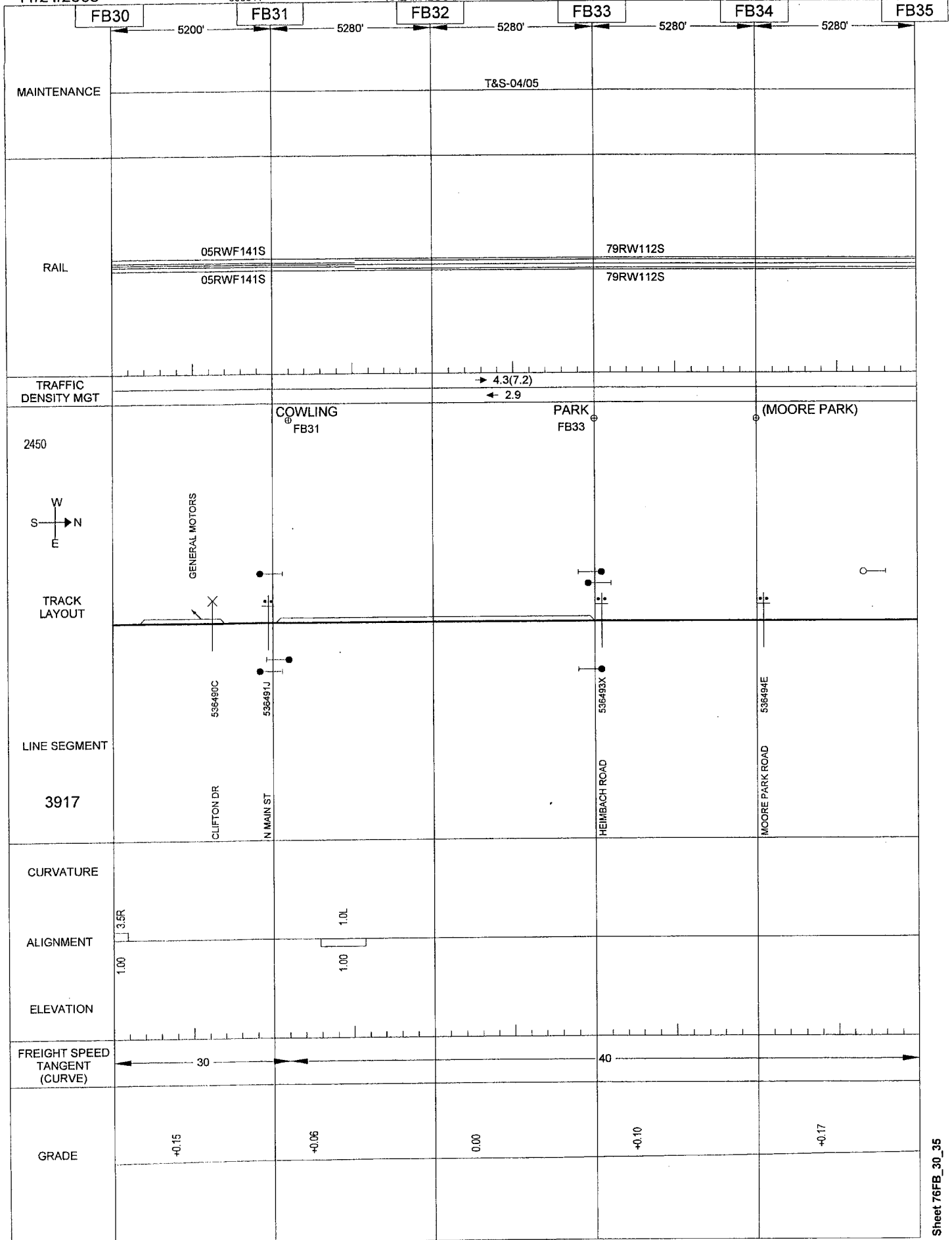
11/24/2008

505341

181
KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



11/24/2008

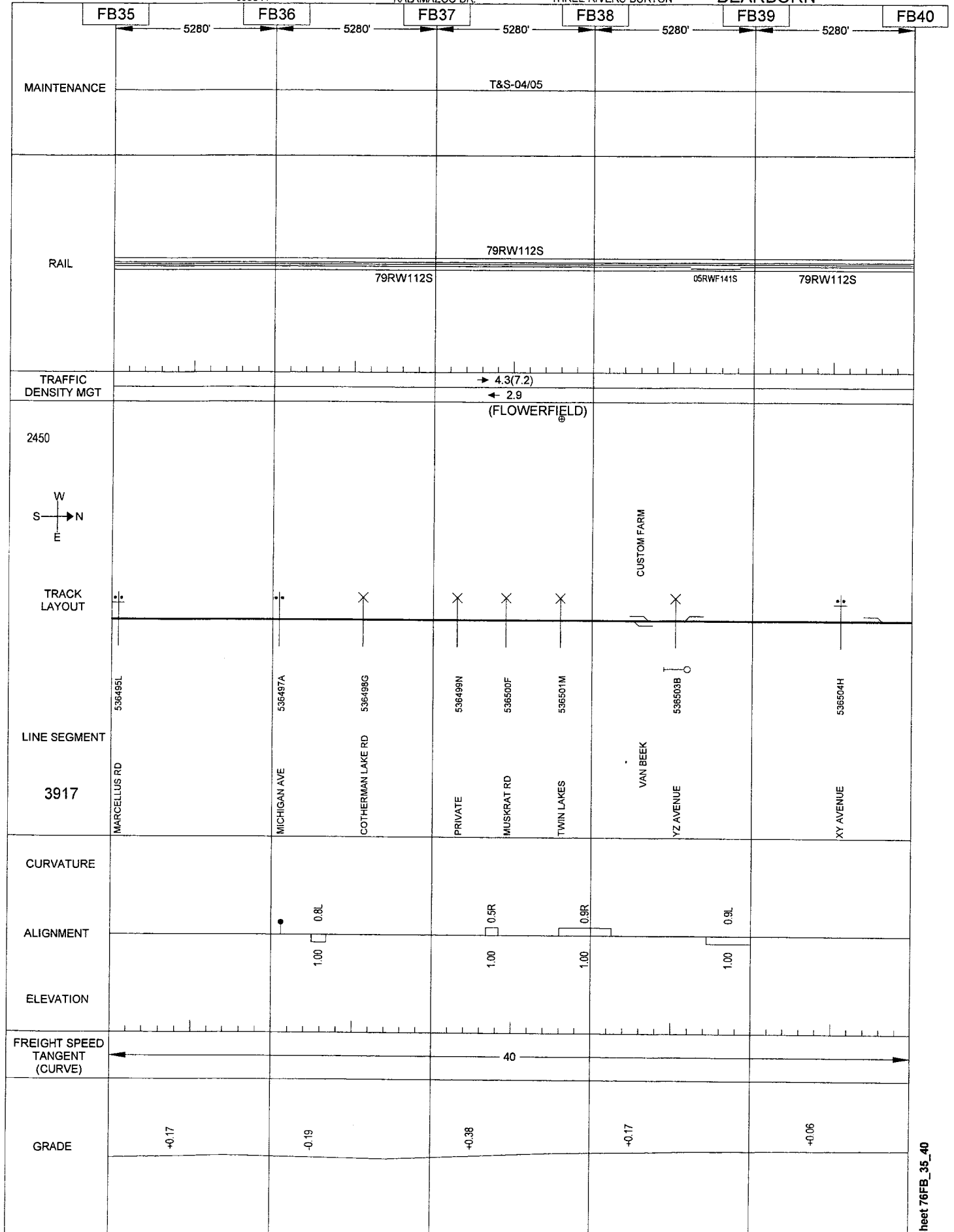
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182

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



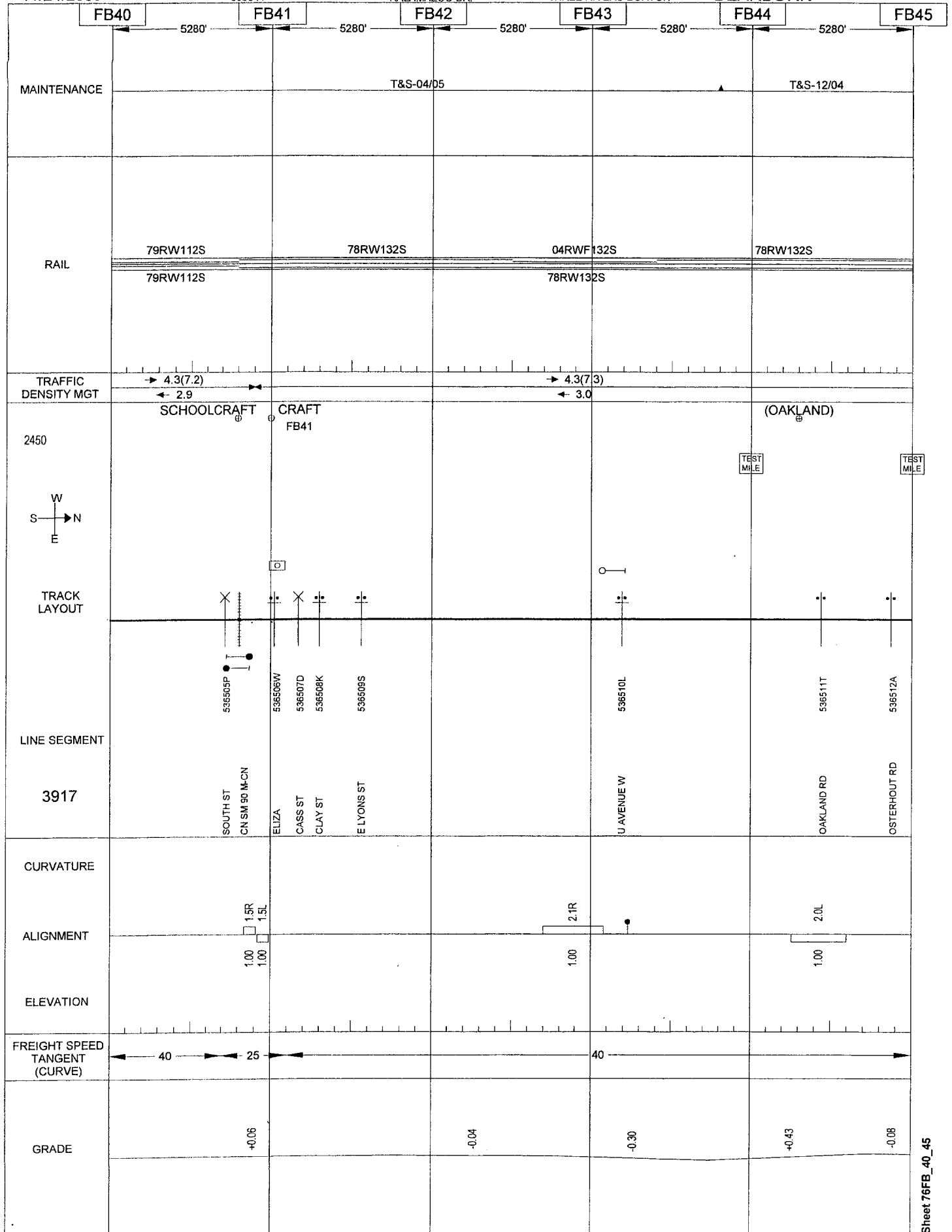
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505341

183
KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



11/24/2008

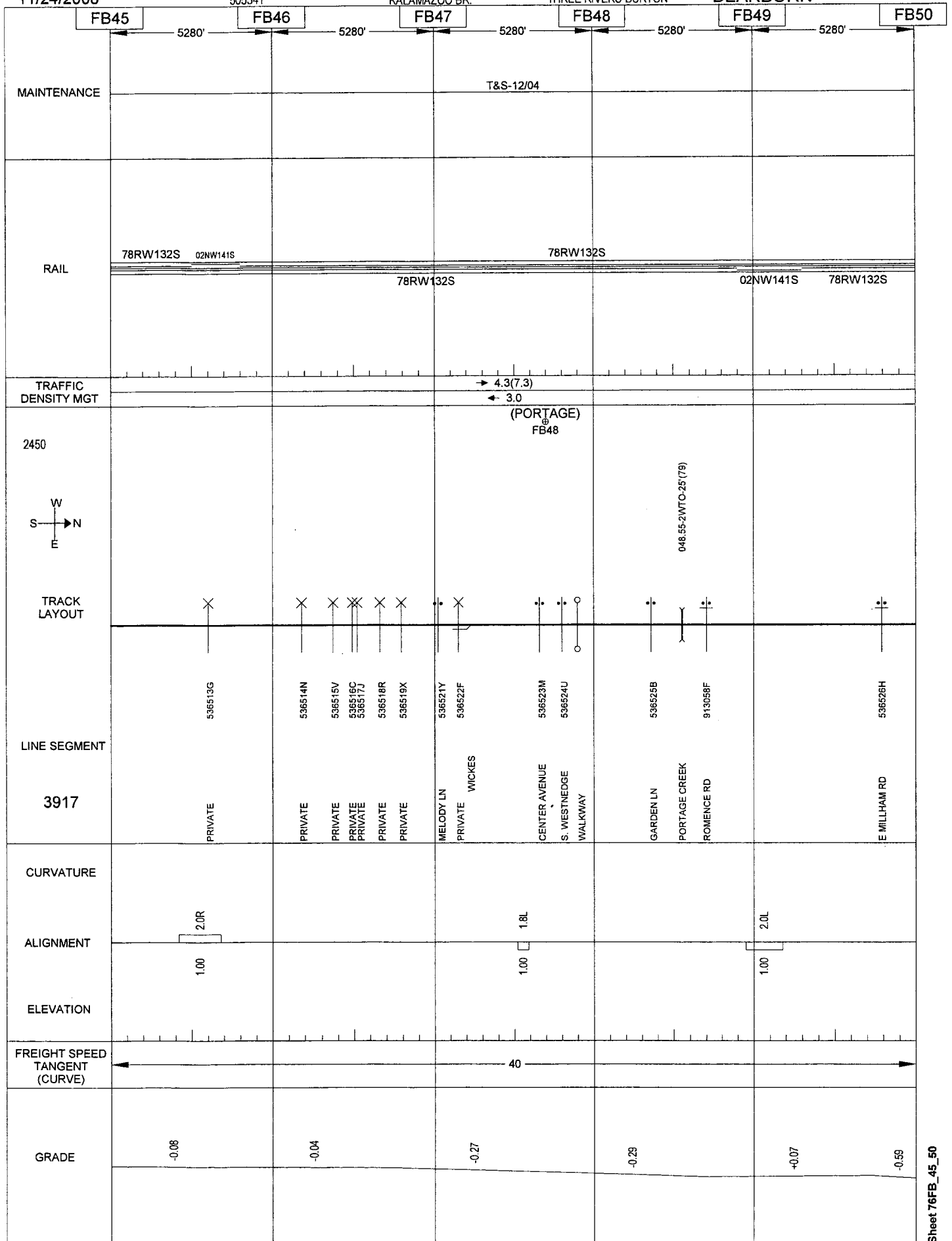
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184

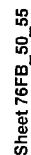
KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



DEARBORN



11/24/2008

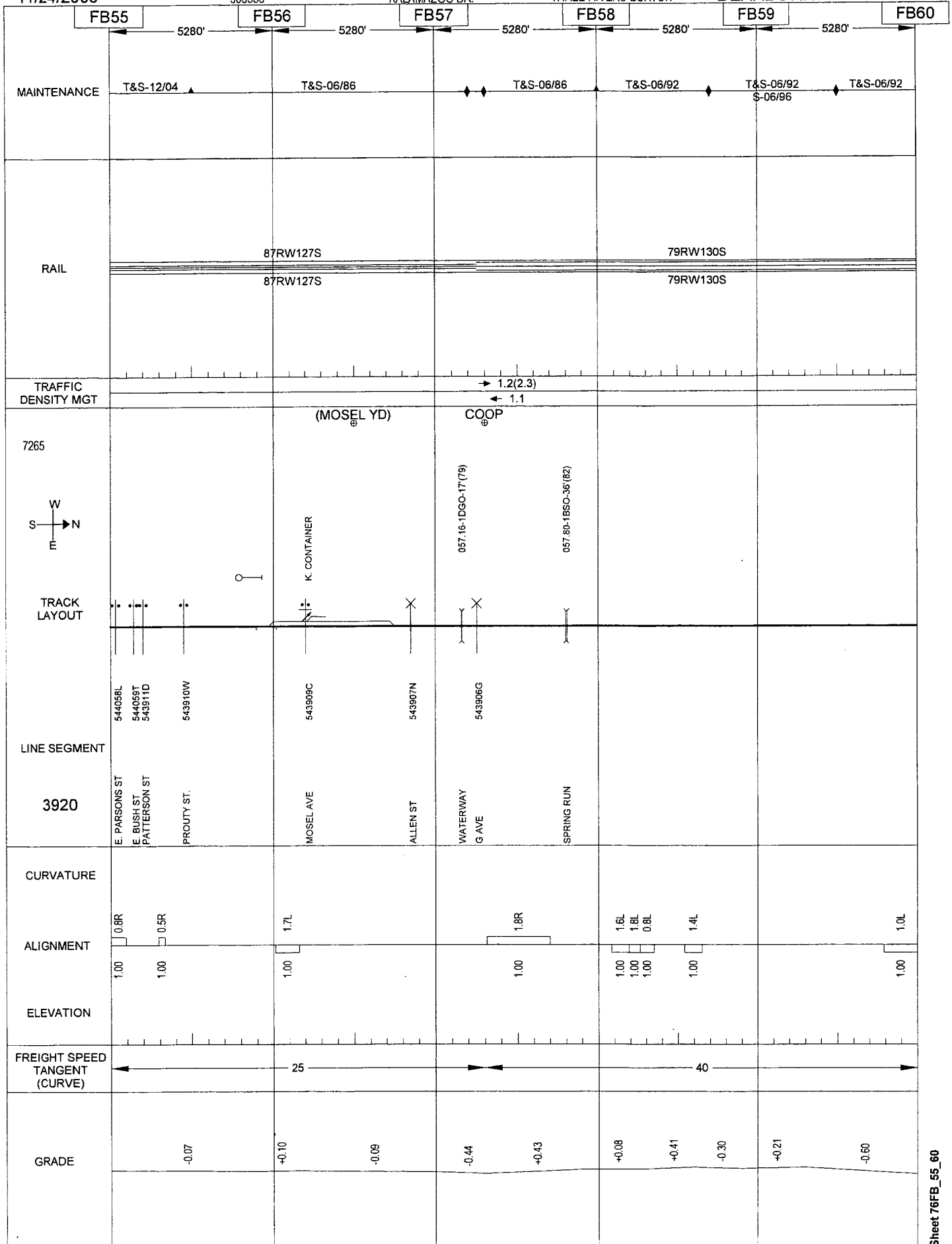
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186

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



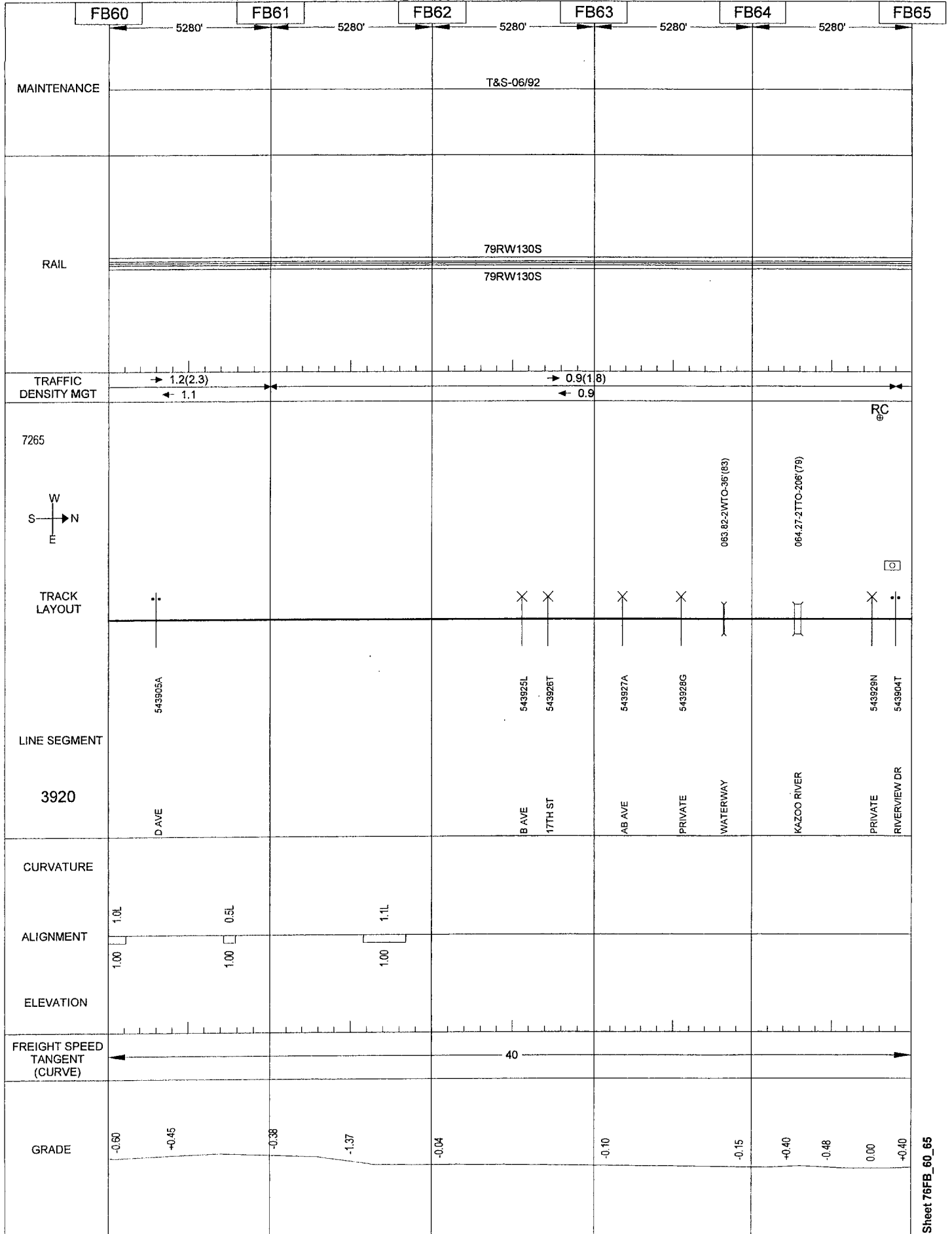
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505338

187
KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



11/24/2008

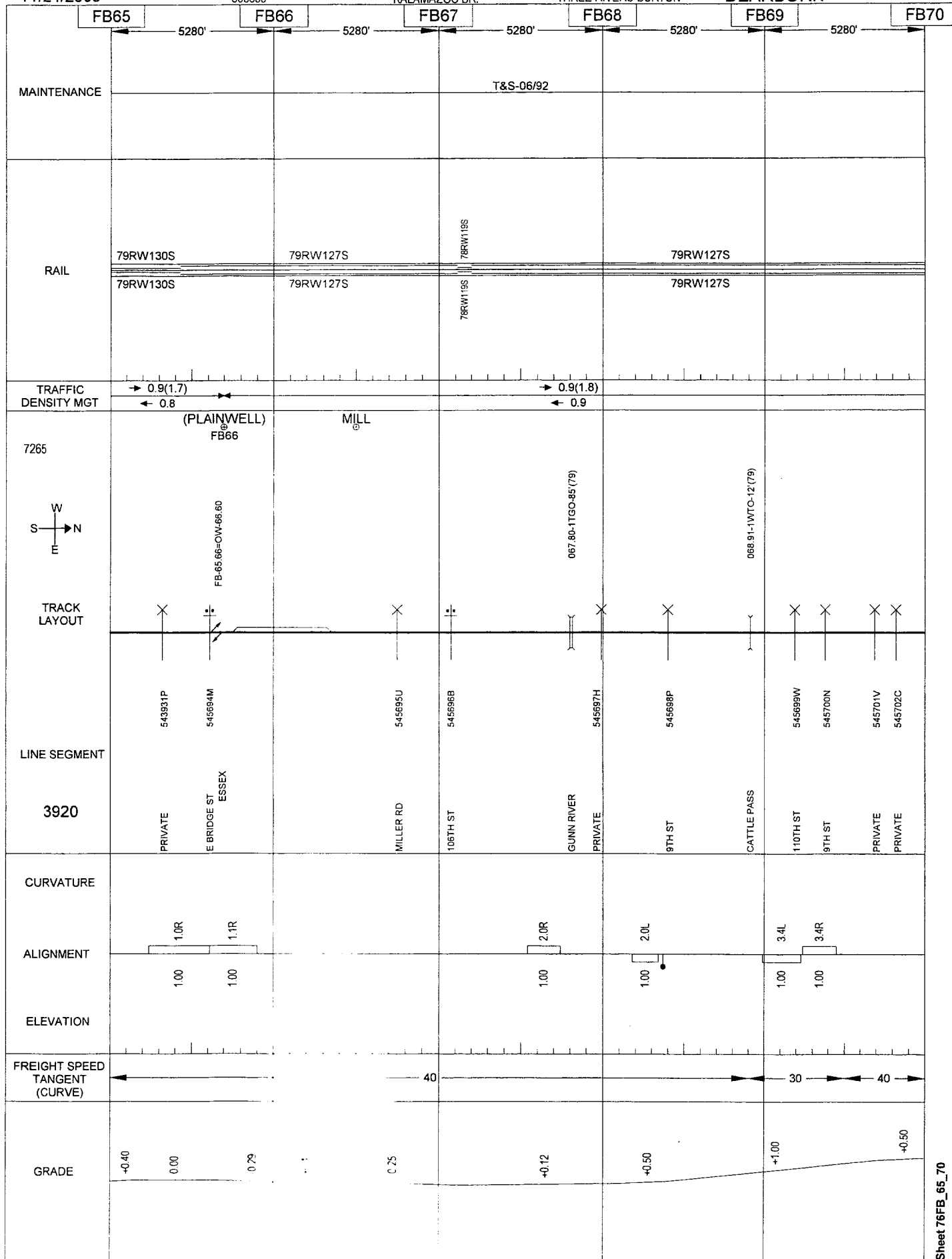
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188

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



11/24/2008

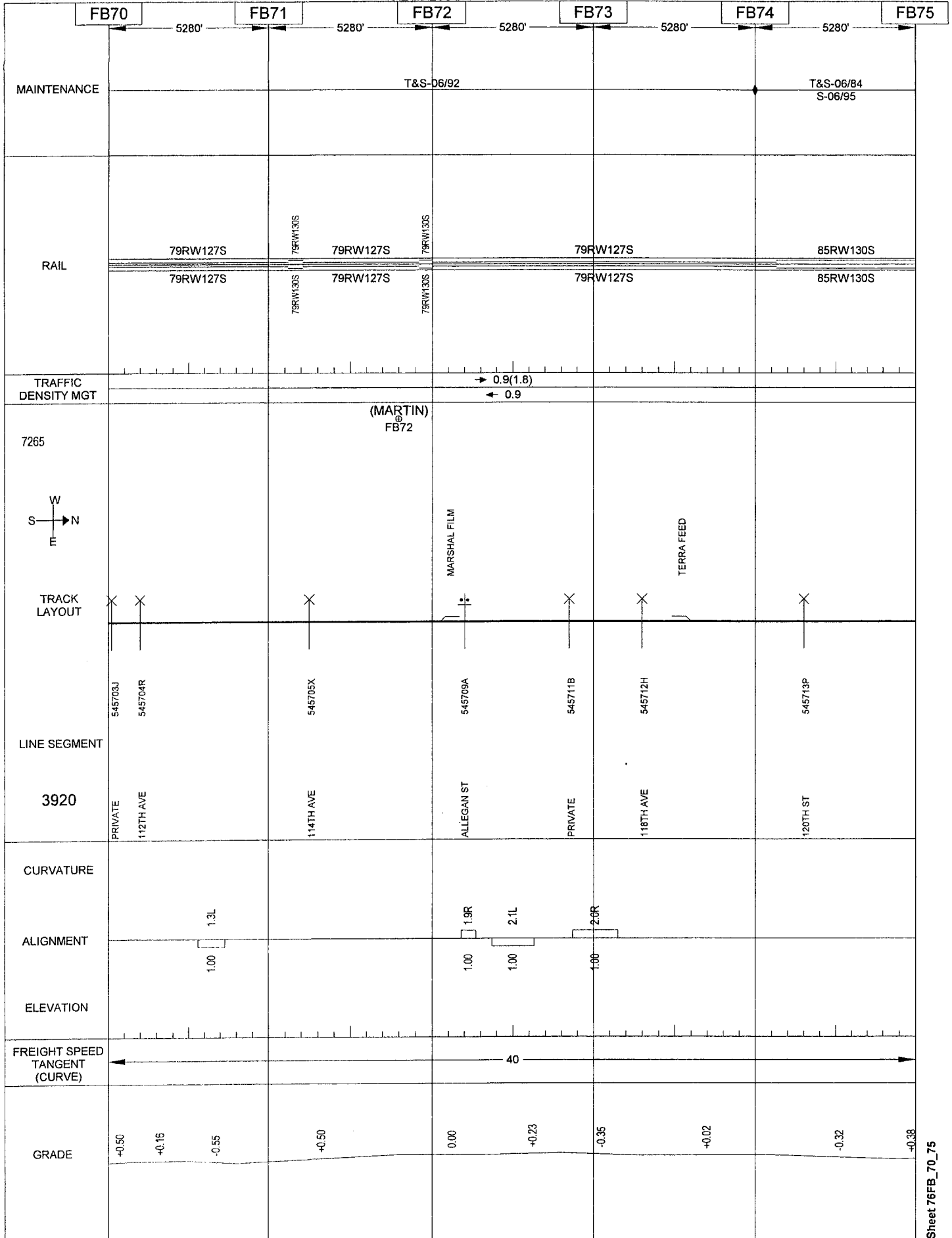
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189

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



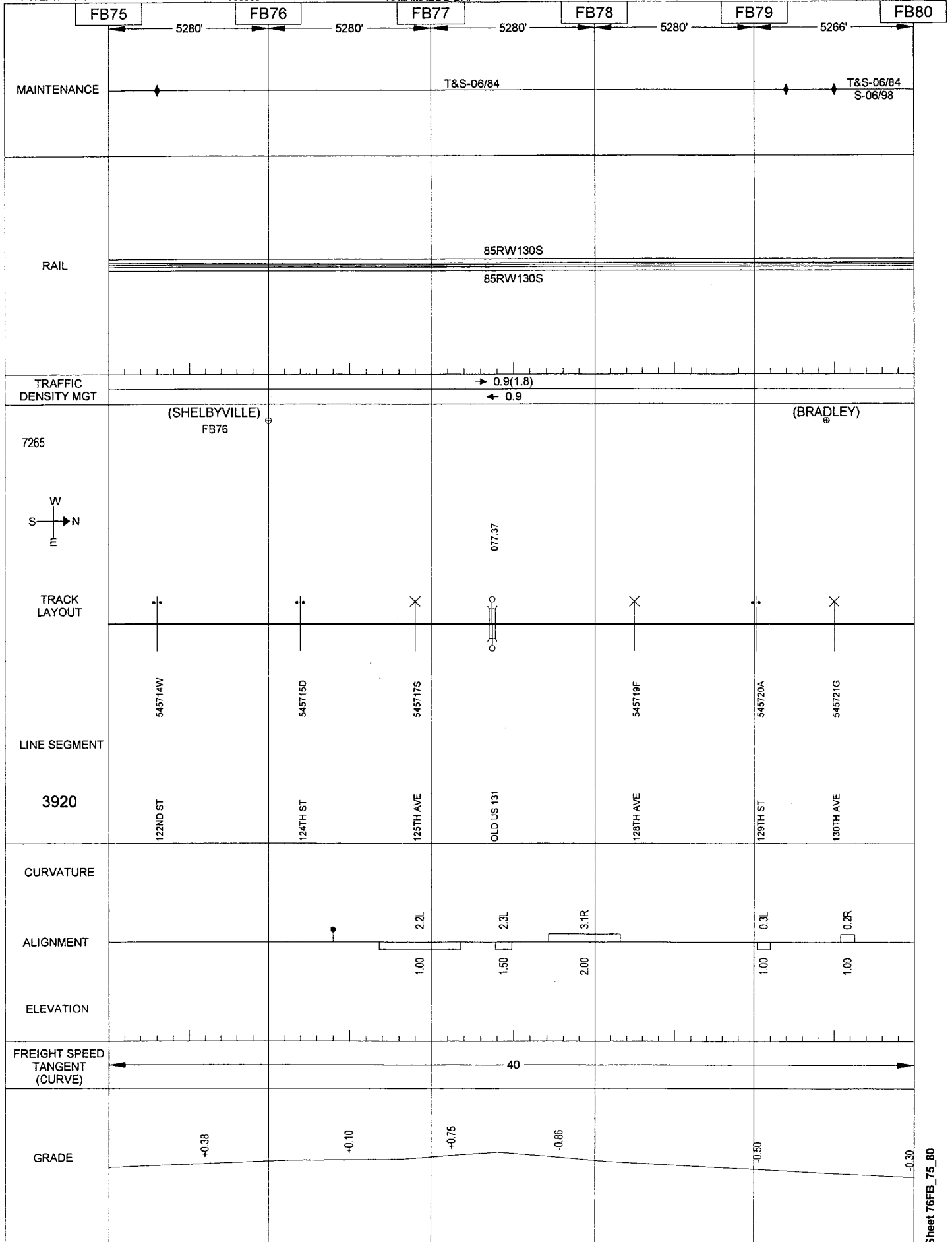
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505338

190
KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



11/24/2008

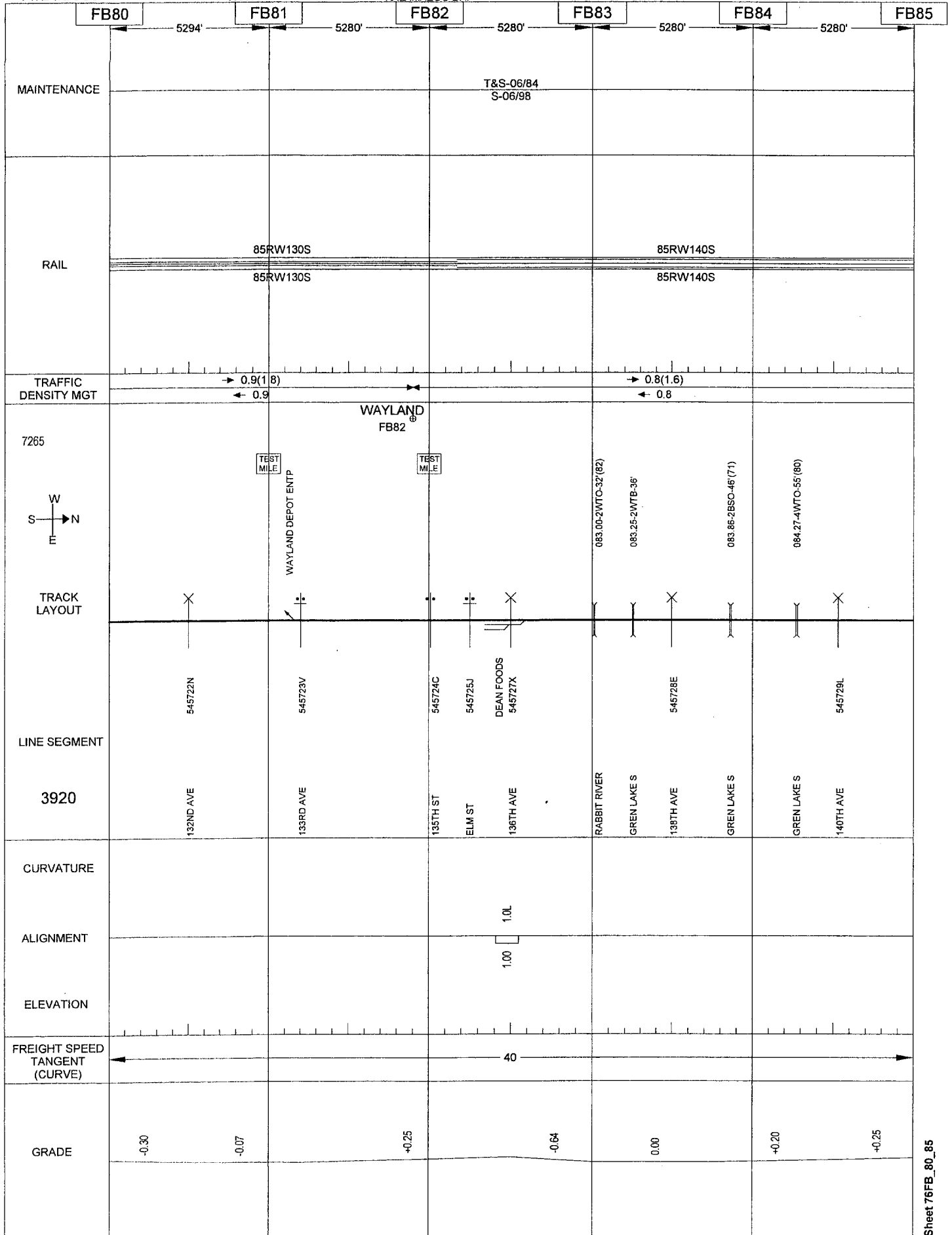
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191

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



11/24/2008

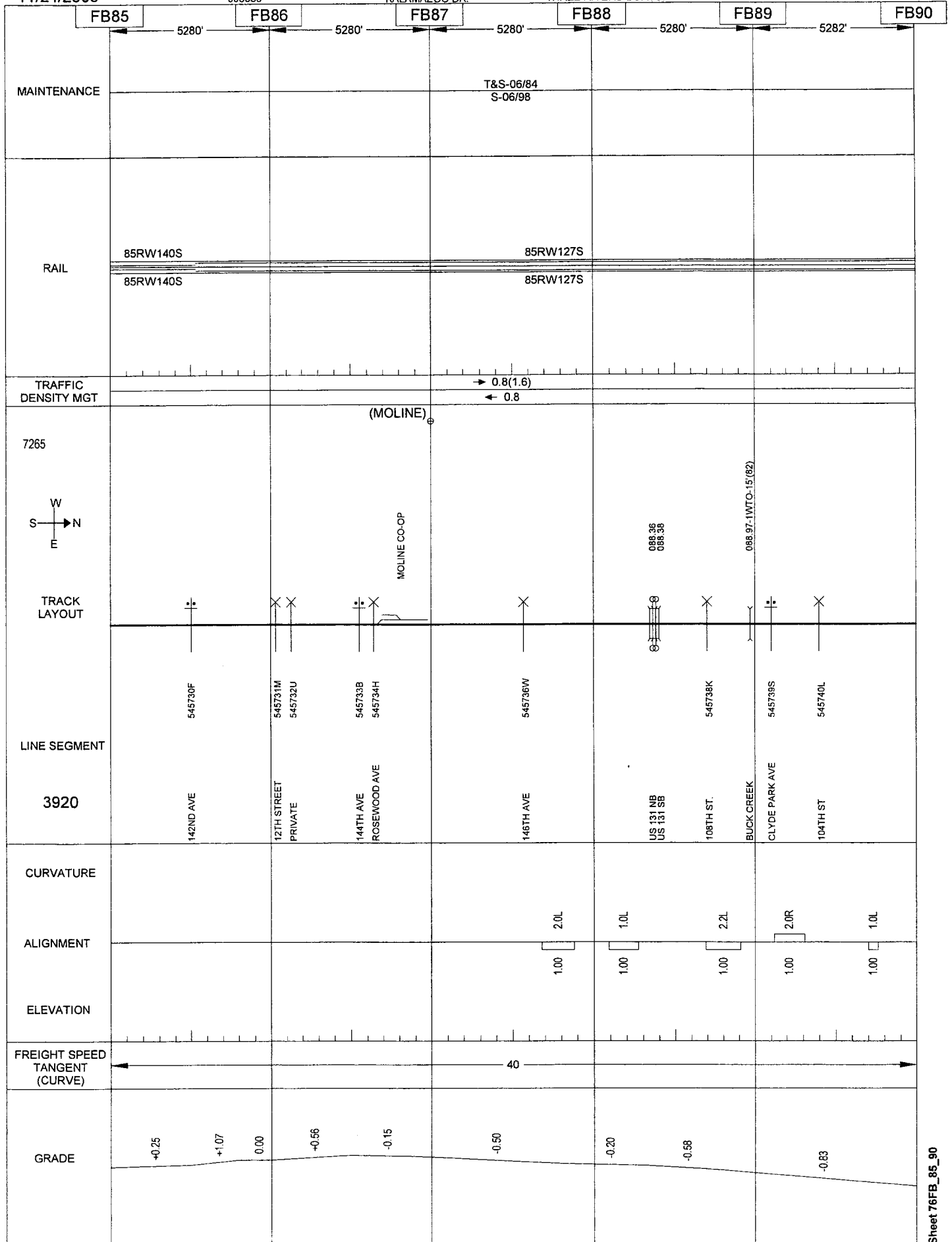
505338

192

KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



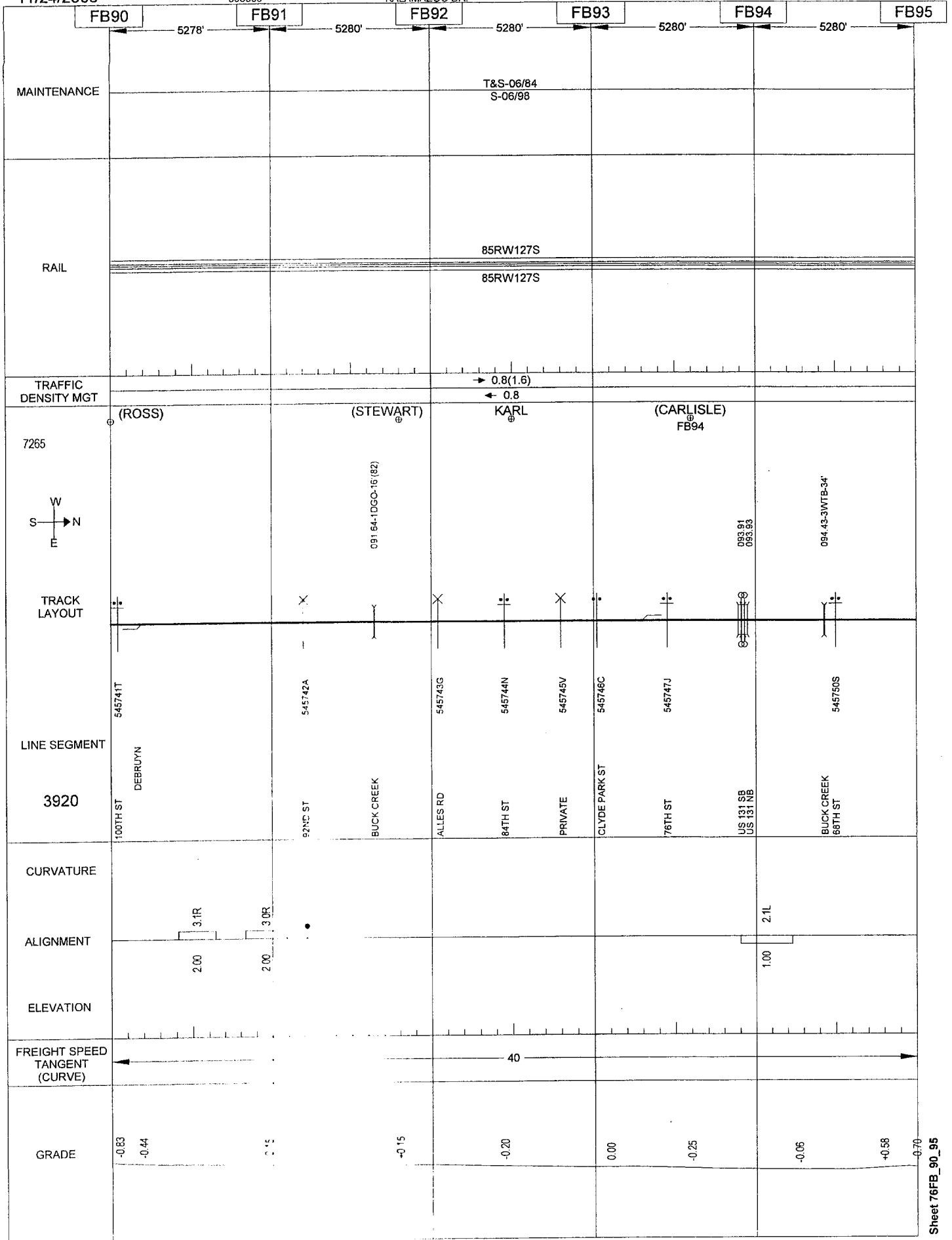
11/24/2008

505338

193
KALAMAZOO BR.

THREE RIVERS-BURTON

DEARBORN



DEARBORN

FB100

- 5280'

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

85RW112S

85RW112S

→ 0.8(1.6)

(44TH ST YD)

95.10

STEEL

96.07-2WTO-36"(82)

96.47-1CBB-12'

99.54

TRACK LAYOUT

3920

FREEWAY

45753M

15755B

CHEM

GROCERS

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 40

GRADE

0.70

21

0.24

8

20

94

50

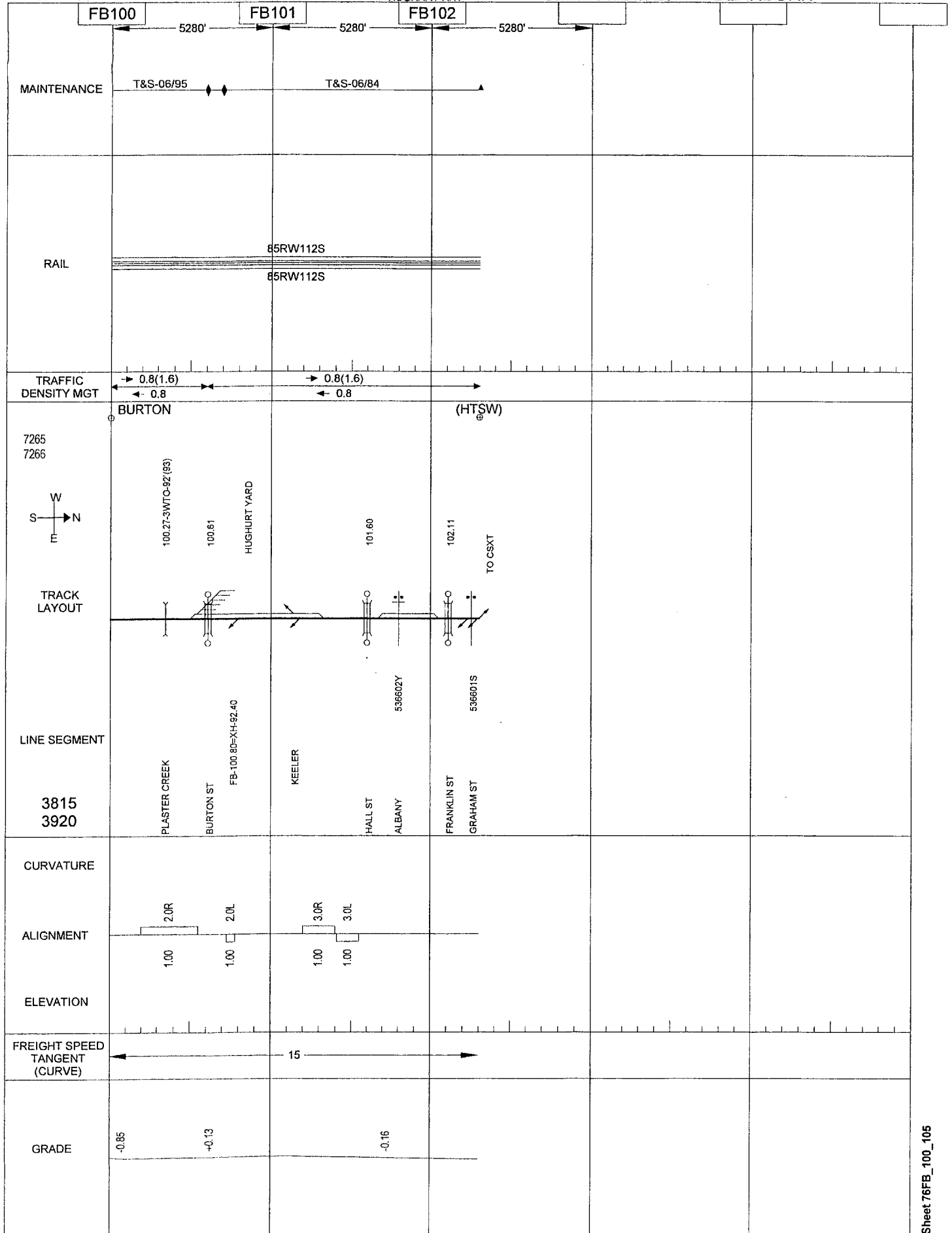
11/24/2008

505338

195
HUGHART R.T.

BURTON-GRAND RAPIDS

DEARBORN



11/24/2008

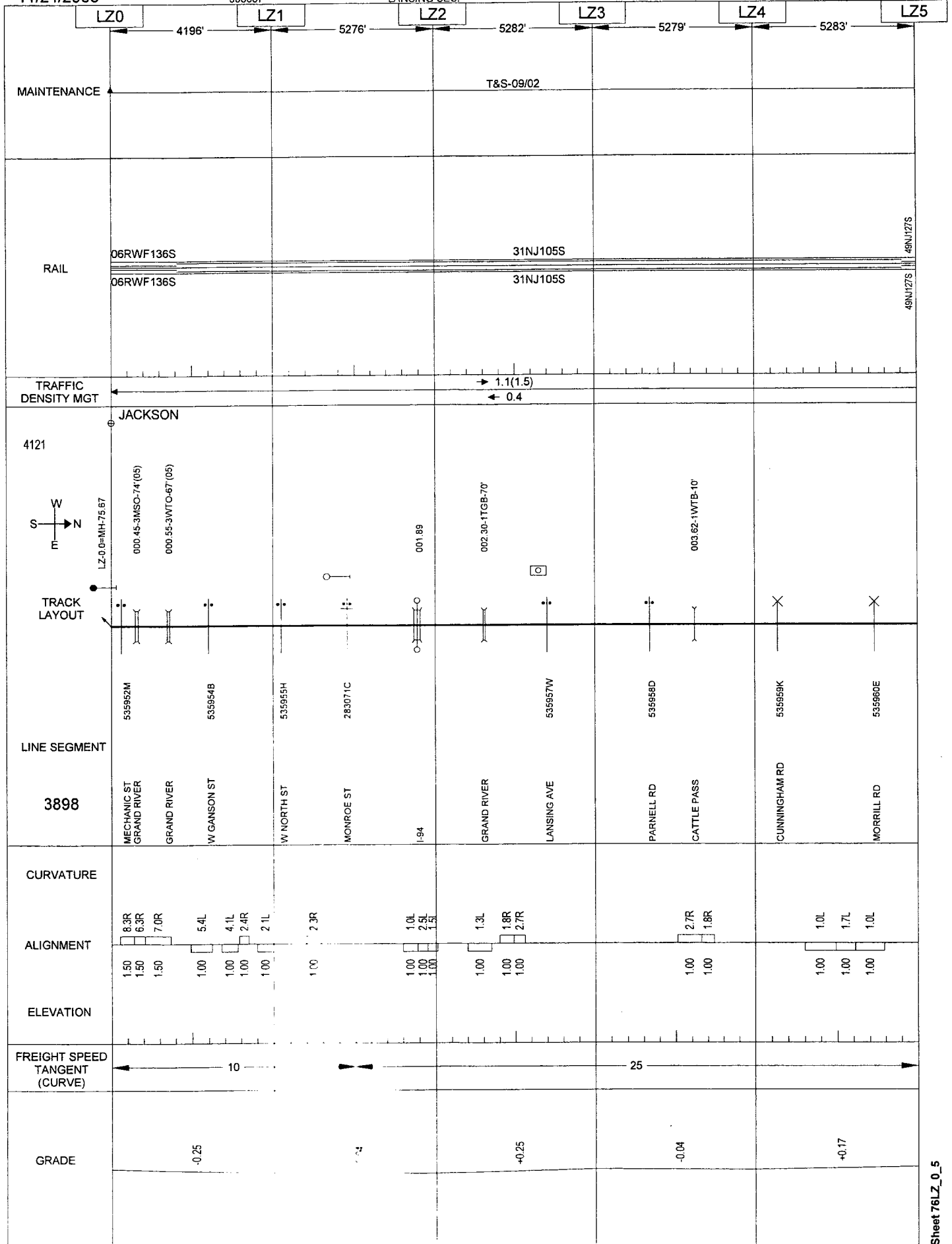
505337

196

LANSING SEC.

JACKSON-LANSING

DEARBORN



11/24/2008

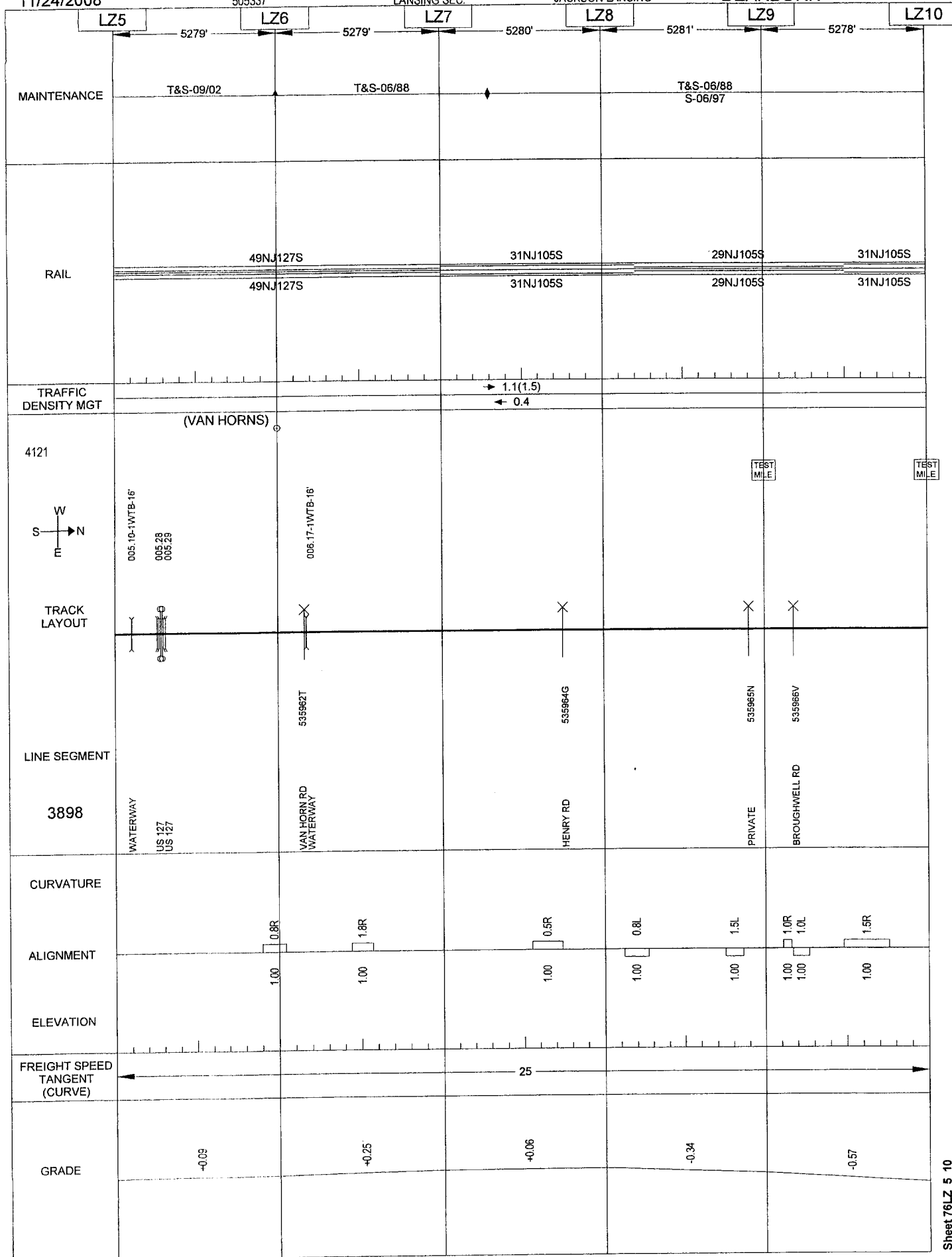
505337

197

LANSING SEC.

JACKSON-LANSING

DEARBORN



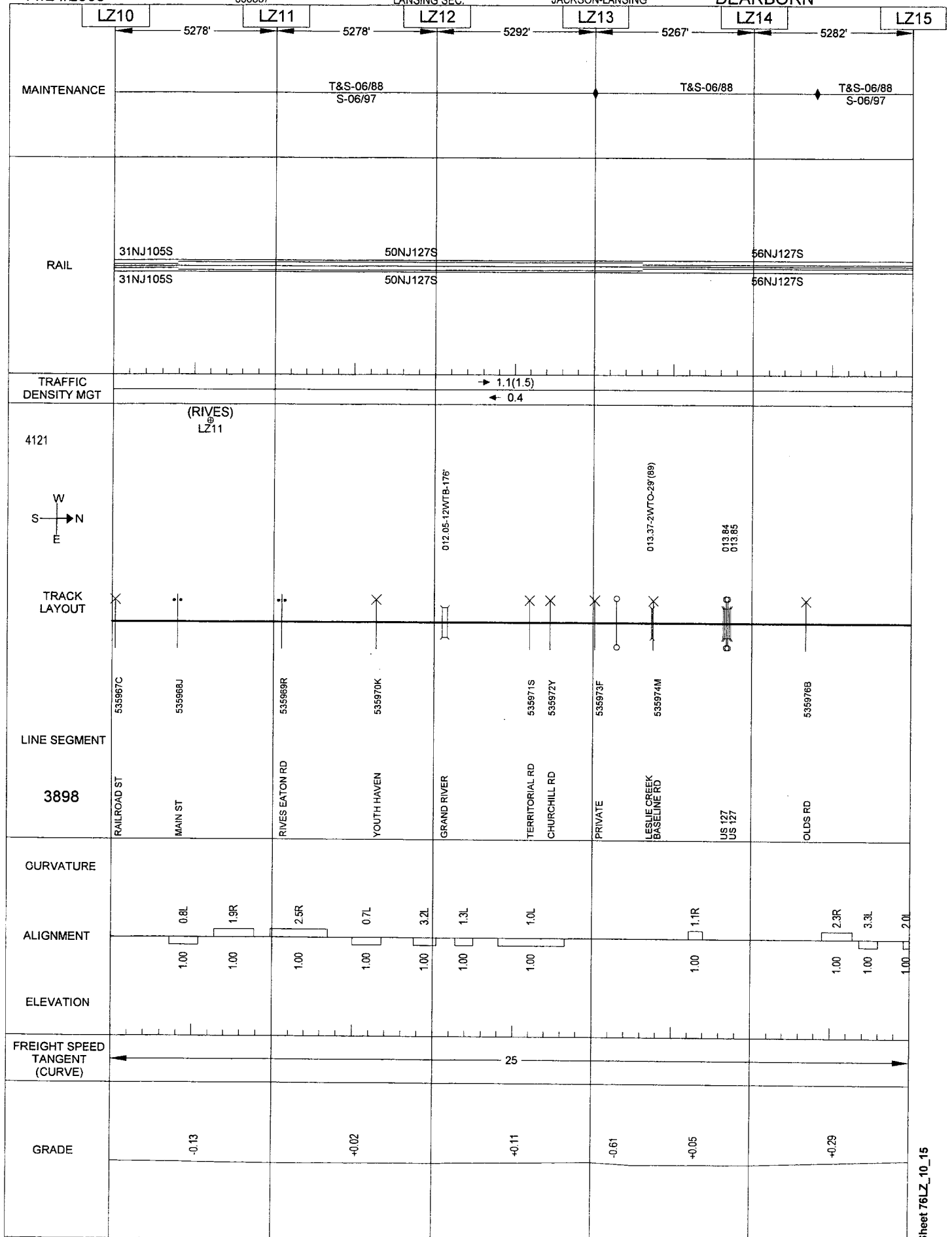
11/24/2008

198

LANSING SEC.

JACKSON-LANSING

DEARBORN



11/24/2008

505337

199

LANSING SEC.

JACKSON-LANSING

DEARBORN

LZ15

LZ16

LZ17

LZ18

LZ19

LZ20

5280'

5282'

5279'

5291'

5261'

MAINTENANCE

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

T&S-06/88

RAIL

56NJ127S 31NJ105S
56NJ127S 31NJ105S
56NJ127S 31NJ105S
56NJ127S 31NJ105S

50NJ127S

50NJ127S

27NJ105S

27NJ105S

51NJ127S

51NJ127S

TRAFFIC
DENSITY MGT

→ 1.1(1.5)
← 0.4

(LESLIE)
LZ16

W
S → N
E

015.40-1MAB-18"

TRACK
LAYOUT

LINE SEGMENT

3898

535977H

535978P

535979W

535982E

535983L

535984T

535985A

535986G

535987N

535988V

535989C

535990W

MILL ST

LESLIE CREEK
BELLEVUE RD

RACE RD

KIRBY RD

KINNVILLE RD

EDEN RD

PRIVATE

PRIVATE

COVERT RD

INGALLS RD

UNDERWOOD

PLAINS RD

EDEN RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

2.0L

2.0R

2.4L

2.0L

1.1R

2.8R

0.2R

3.0R

2.0L

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

25

-0.29

-0.38

+0.09

-0.15

+0.15

11/24/2008

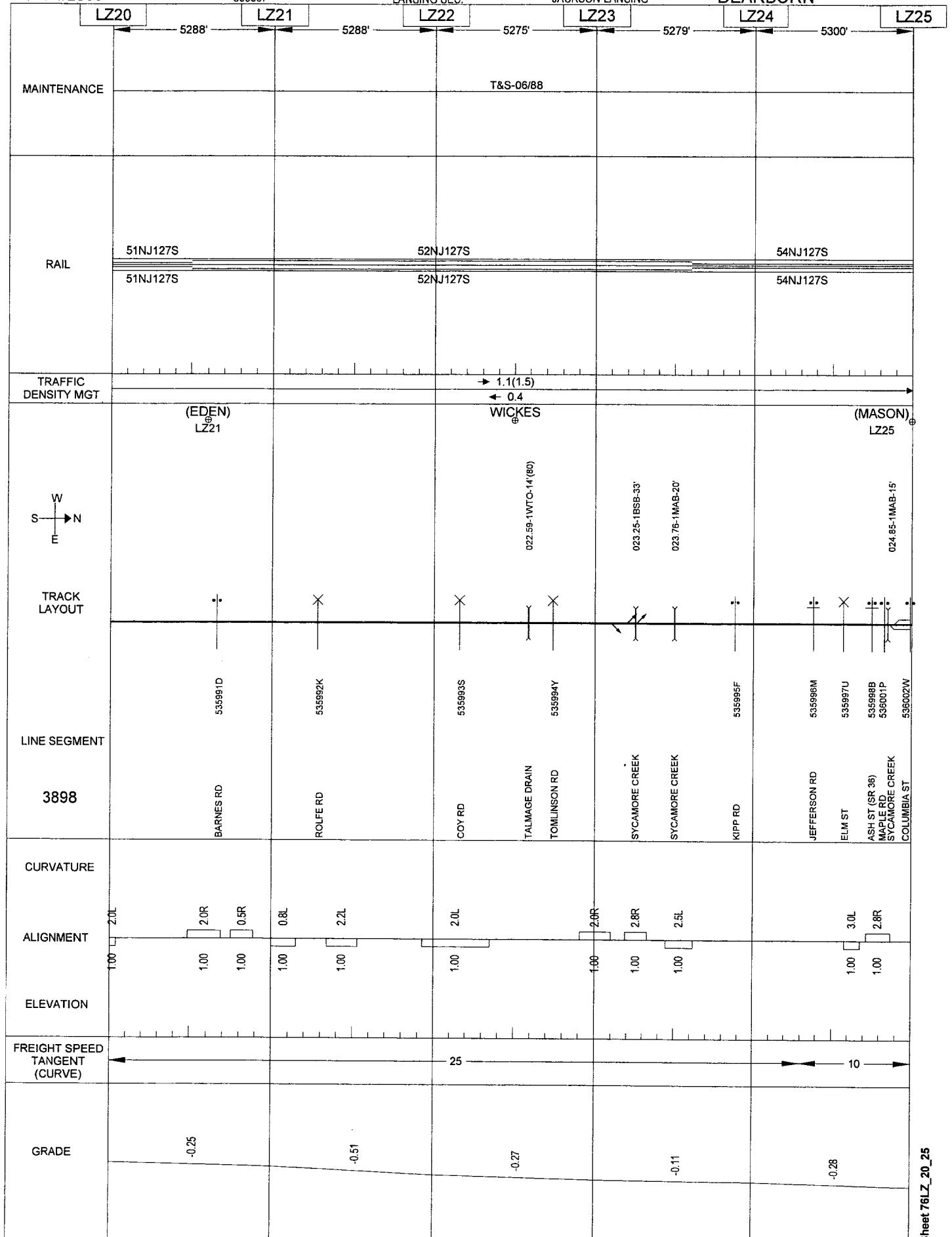
505337

200

LANSING SEC.

JACKSON-LANSING

DEARBORN



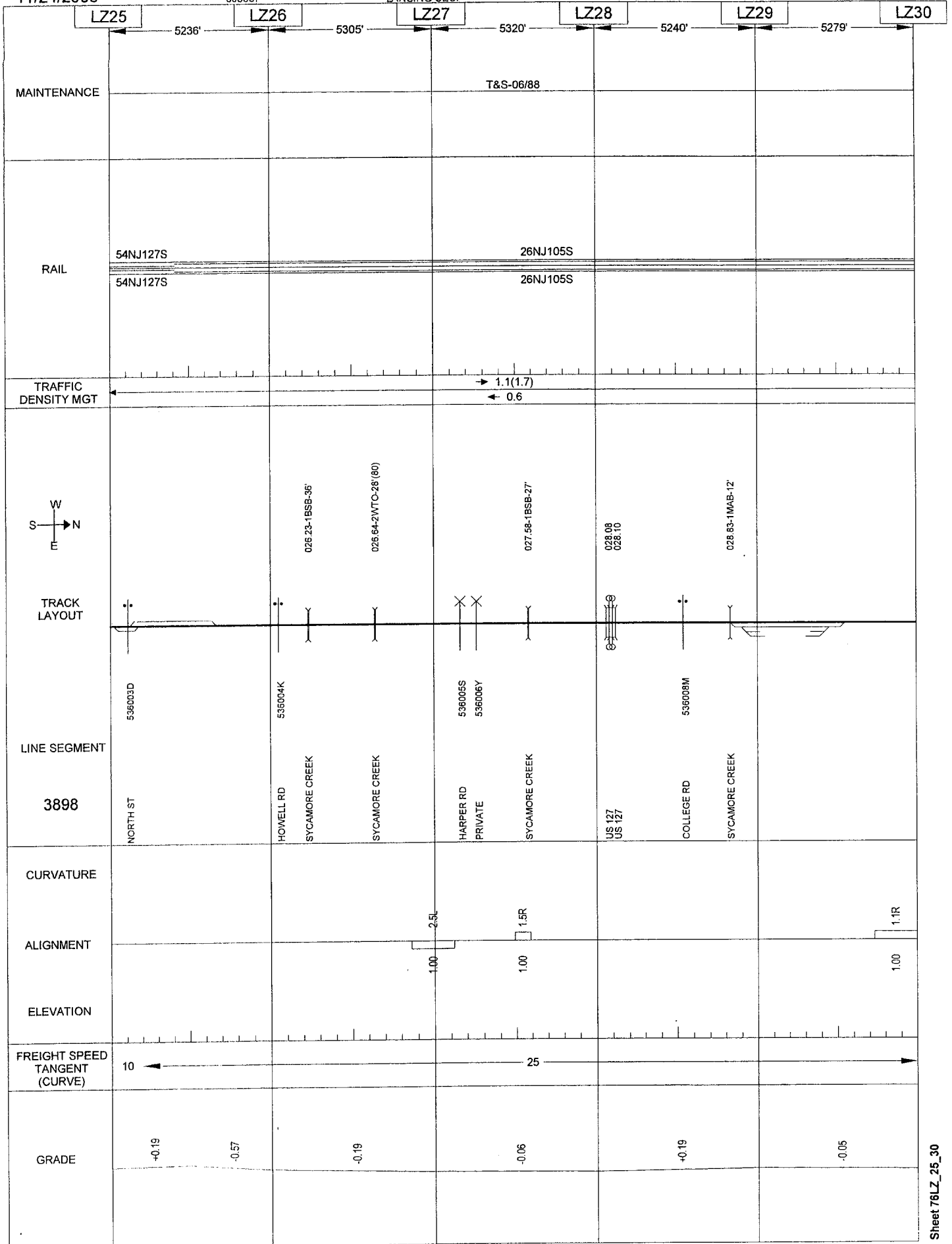
11/24/2008

505337

201
LANSING SEC.

JACKSON-LANSING

DEARBORN



11/24/2008

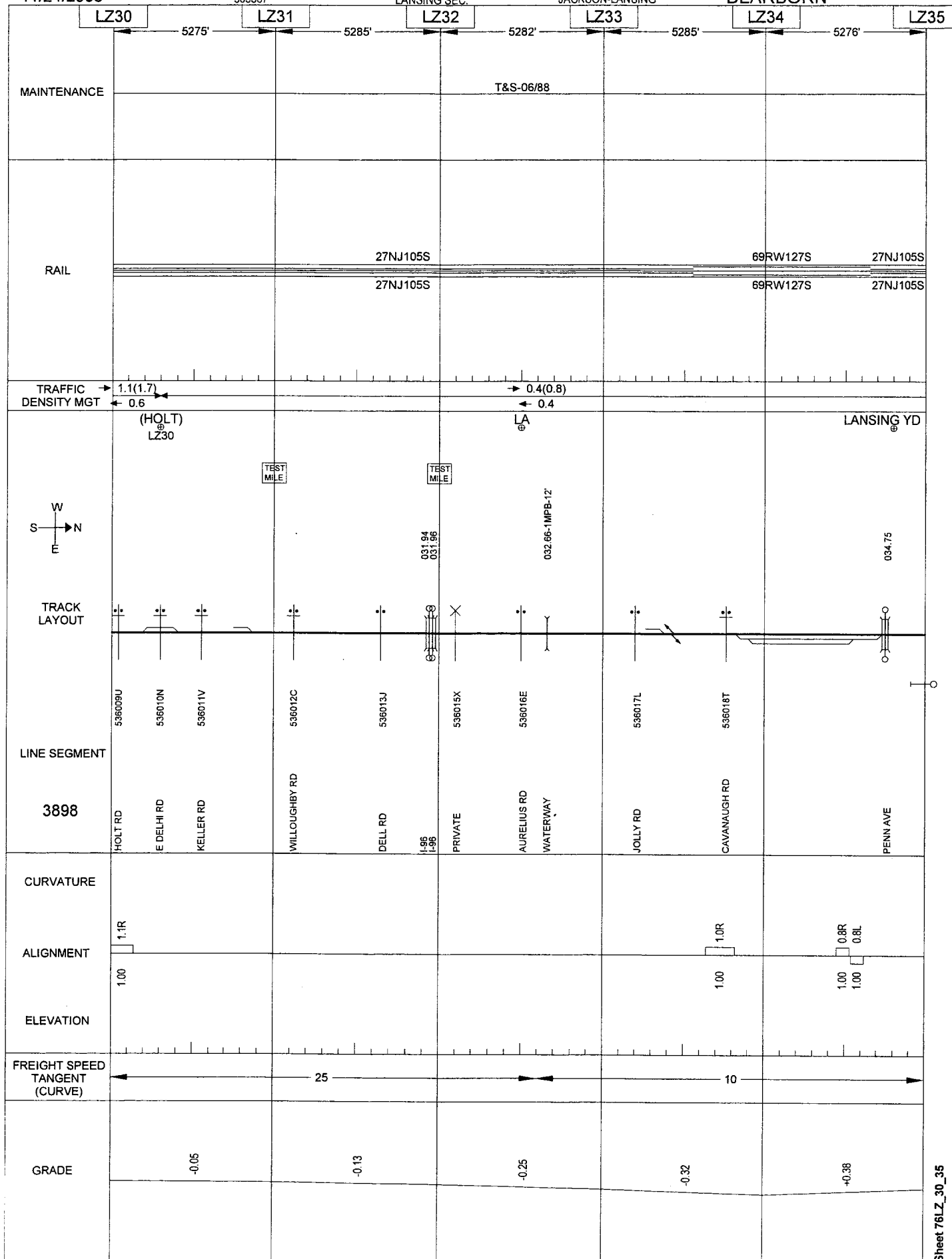
505337

202

LANSING SEC.

JACKSON-LANSING

DEARBORN



11/24/2008

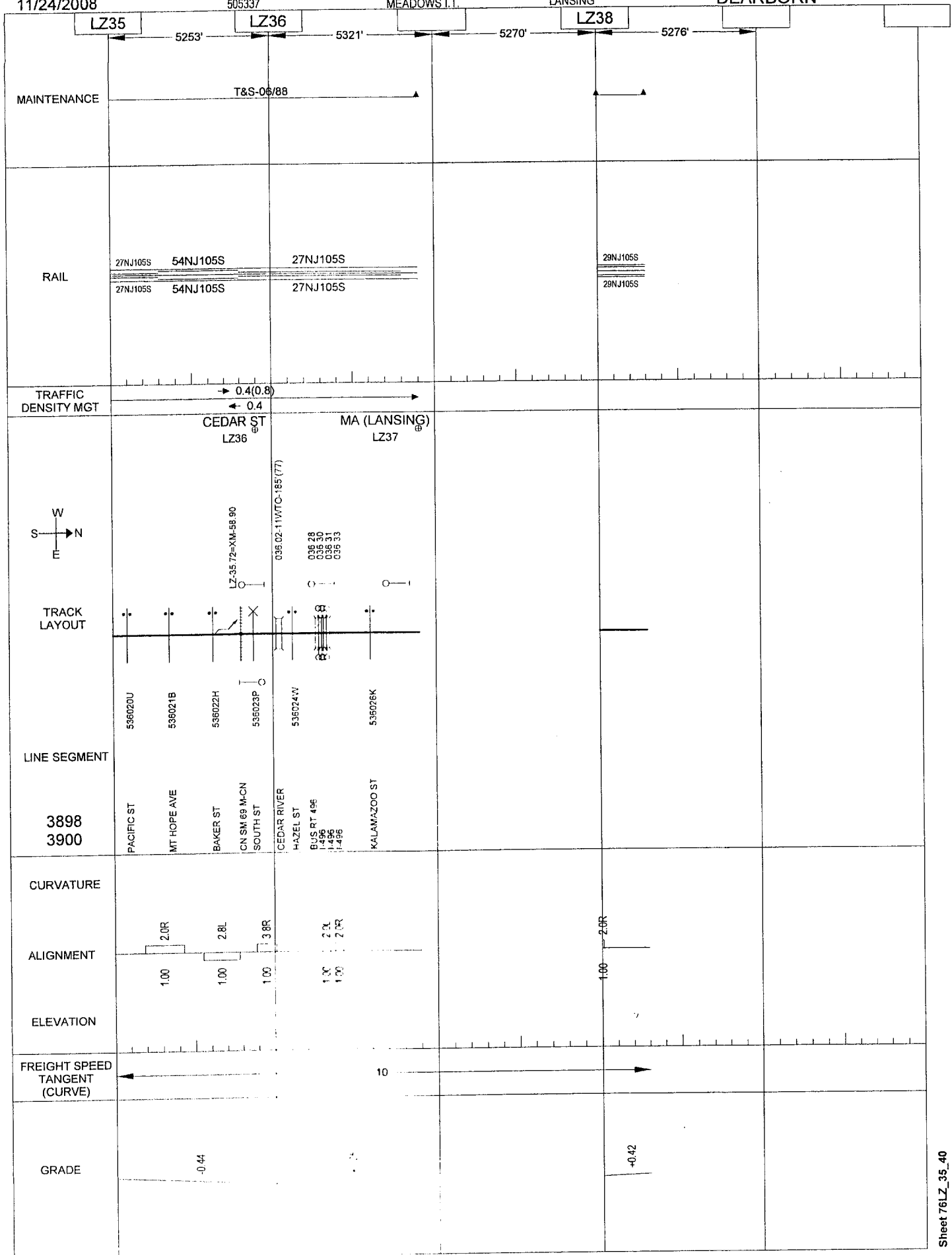
505337

203

MEADOWS I.T.

LANSING

DEARBORN



11/24/2008

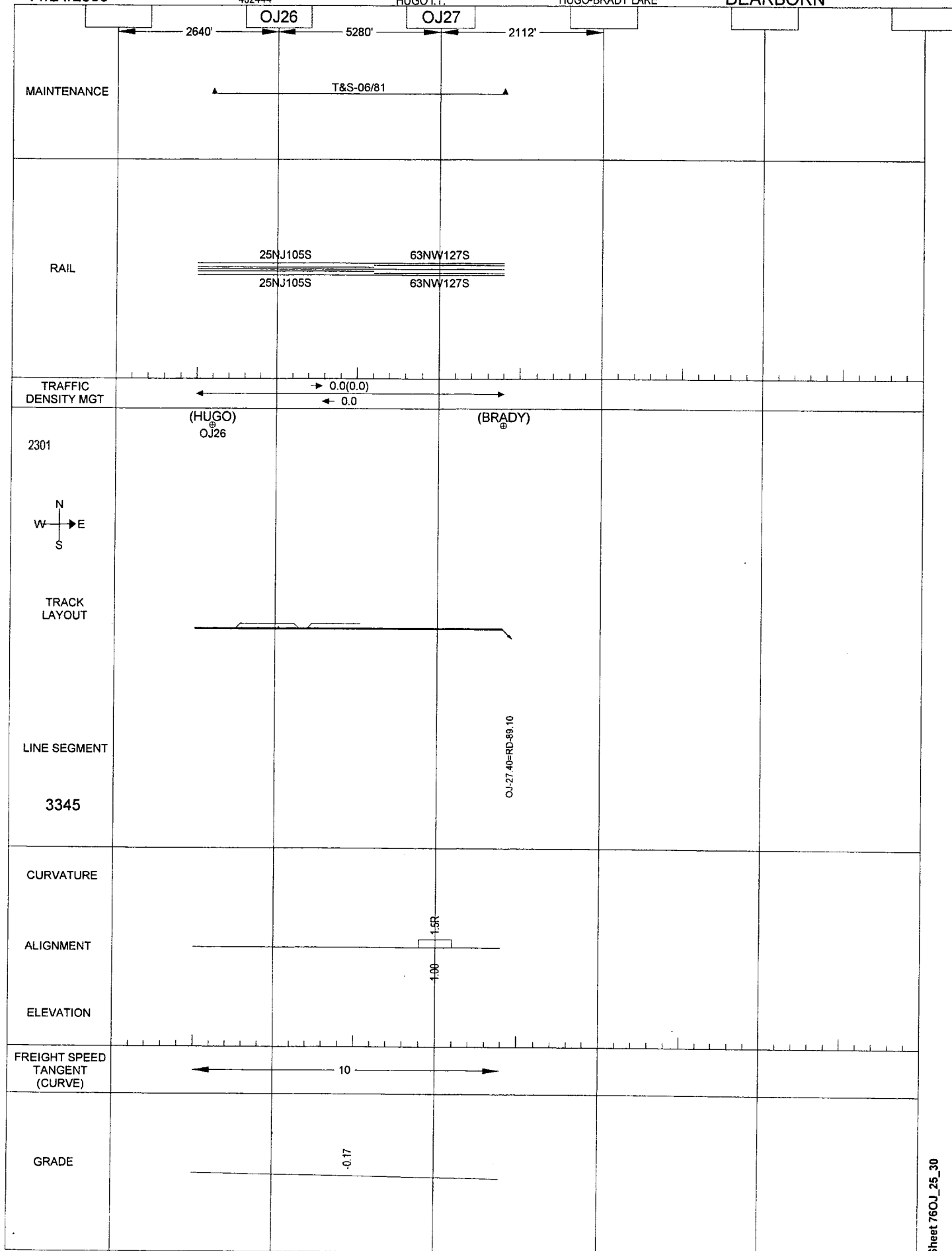
402444

204

HUGO I.T.

HUGO-BRADY LAKE

DEARBORN



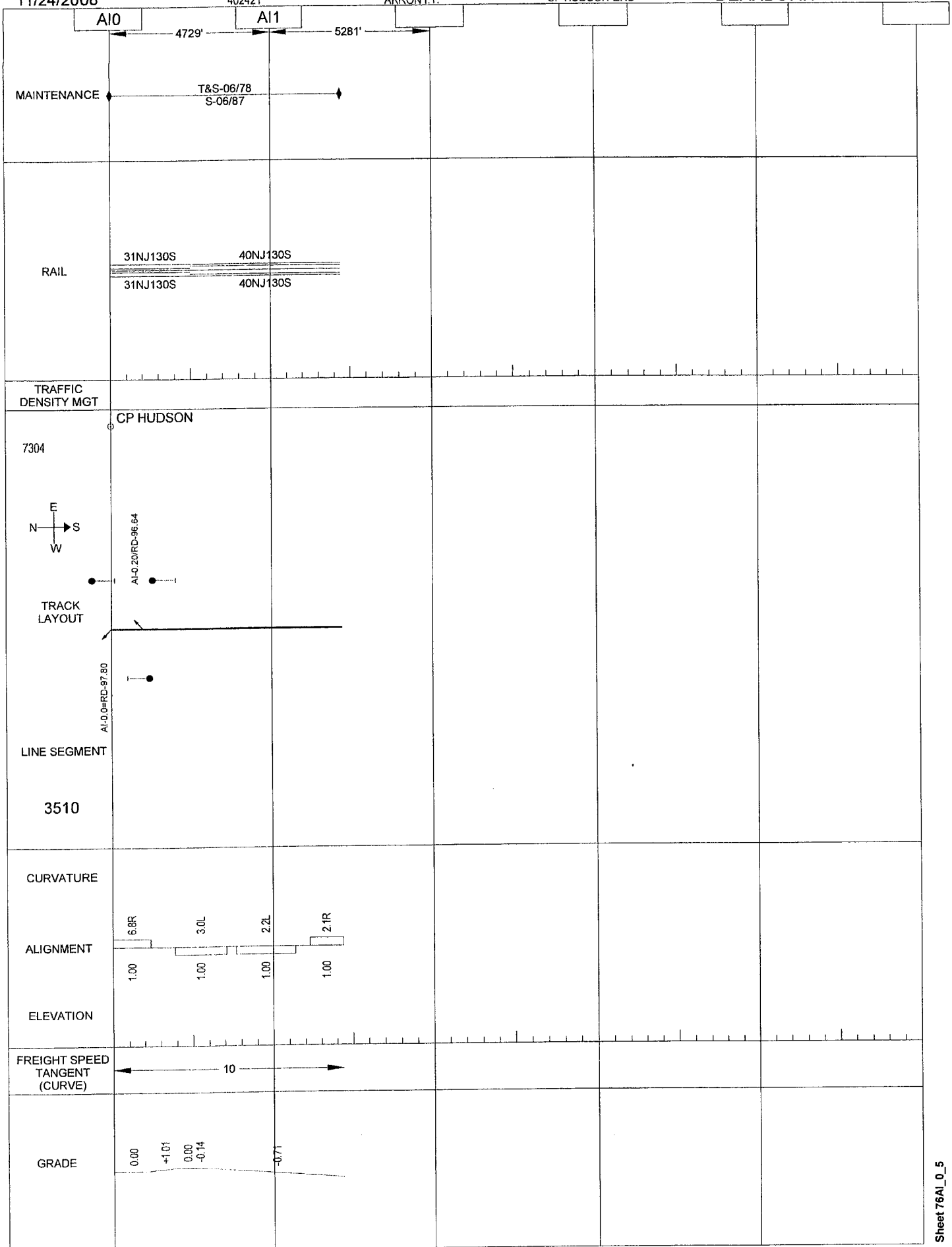
11/24/2008

402421

205
AKRON I.T.

CP HUDSON-END

DEARBORN



11/24/2008

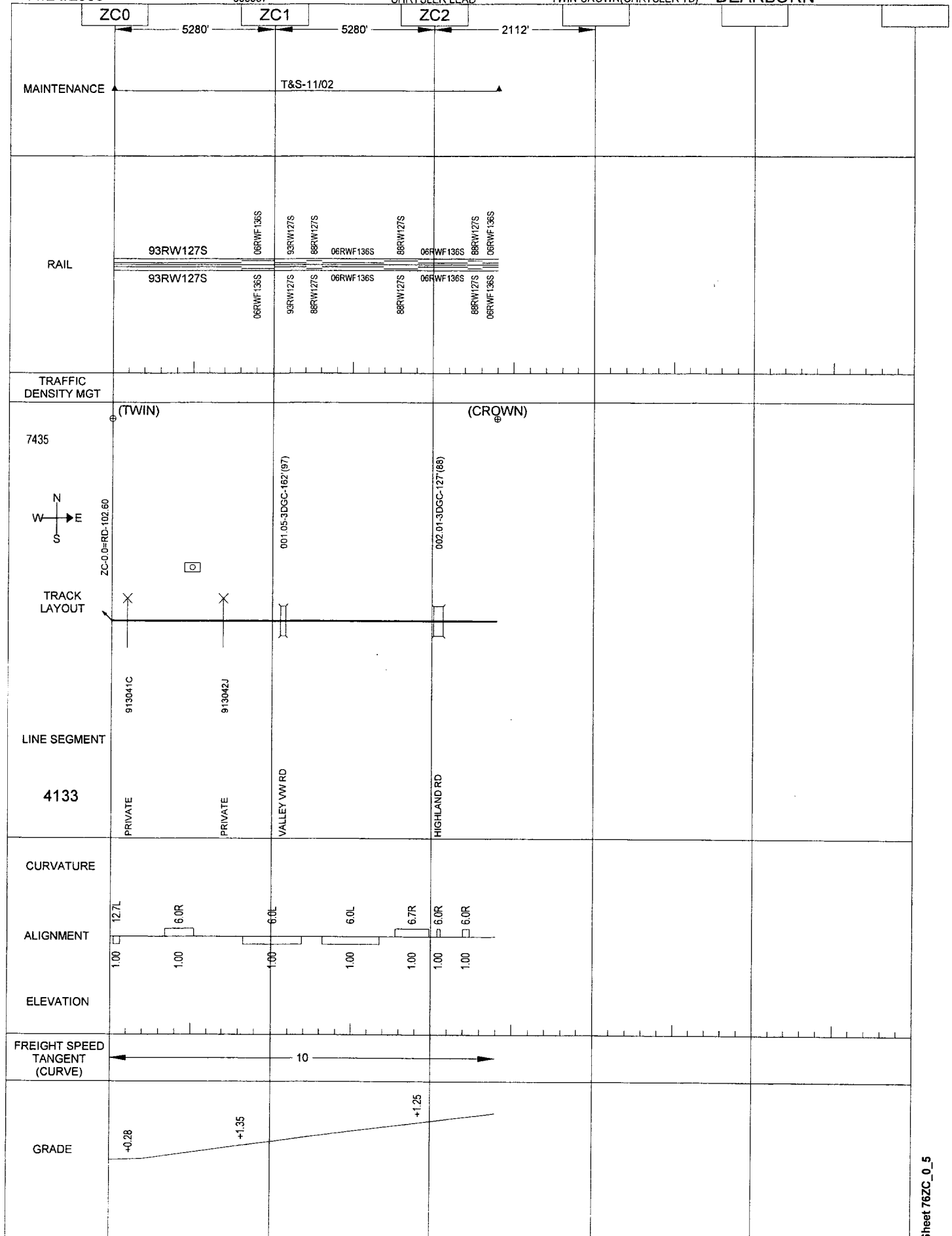
503537

206

CHRYSLER LEAD

TWIN-CROWN(CHRYSLER YD)

DEARBORN



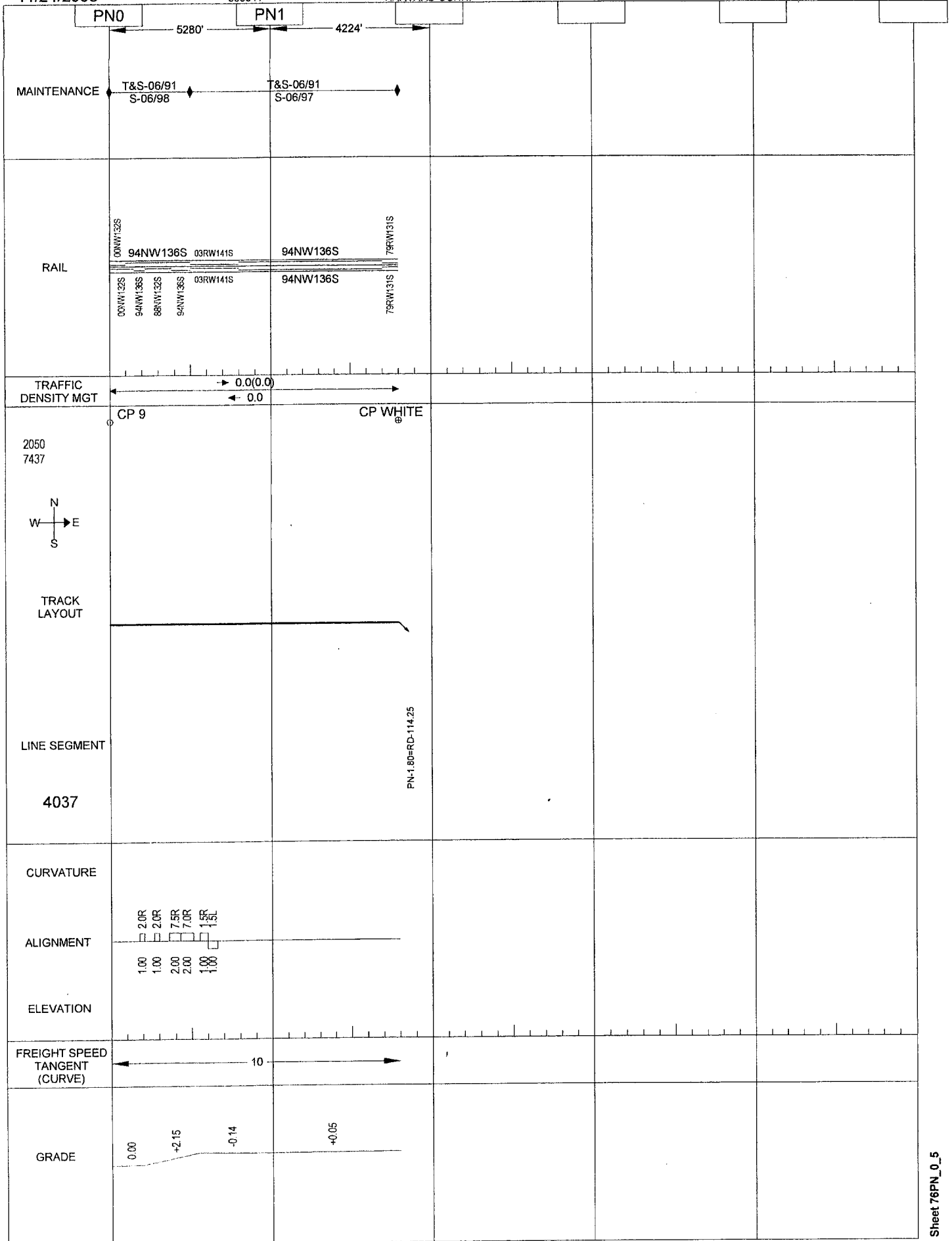
11/24/2008

503541

207
HARVARD CONN.

CP 9-WHITE

DEARBORN



11/24/2008

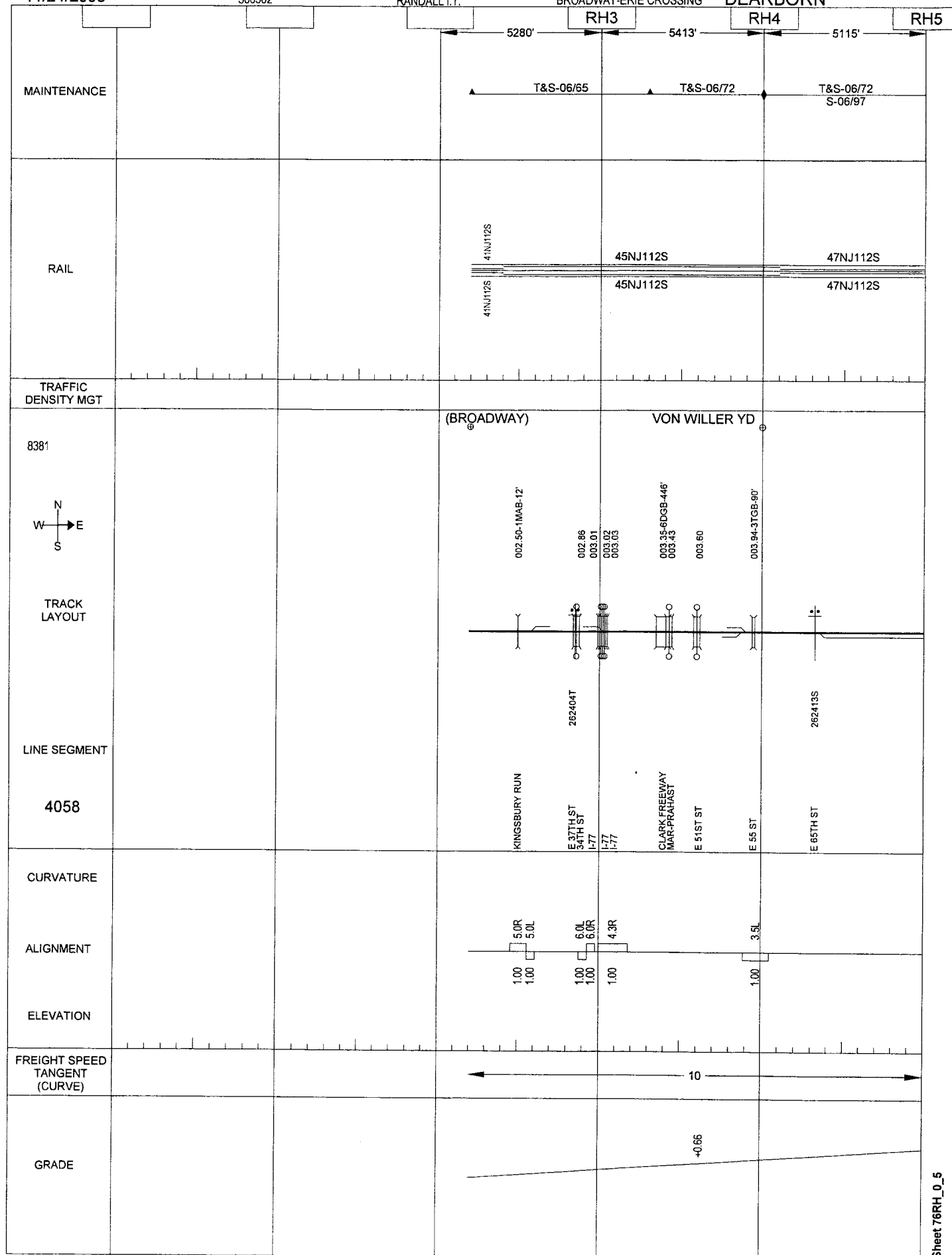
506502

208

RANDALL I.T.

BROADWAY-ERIE CROSSING

DEARBORN



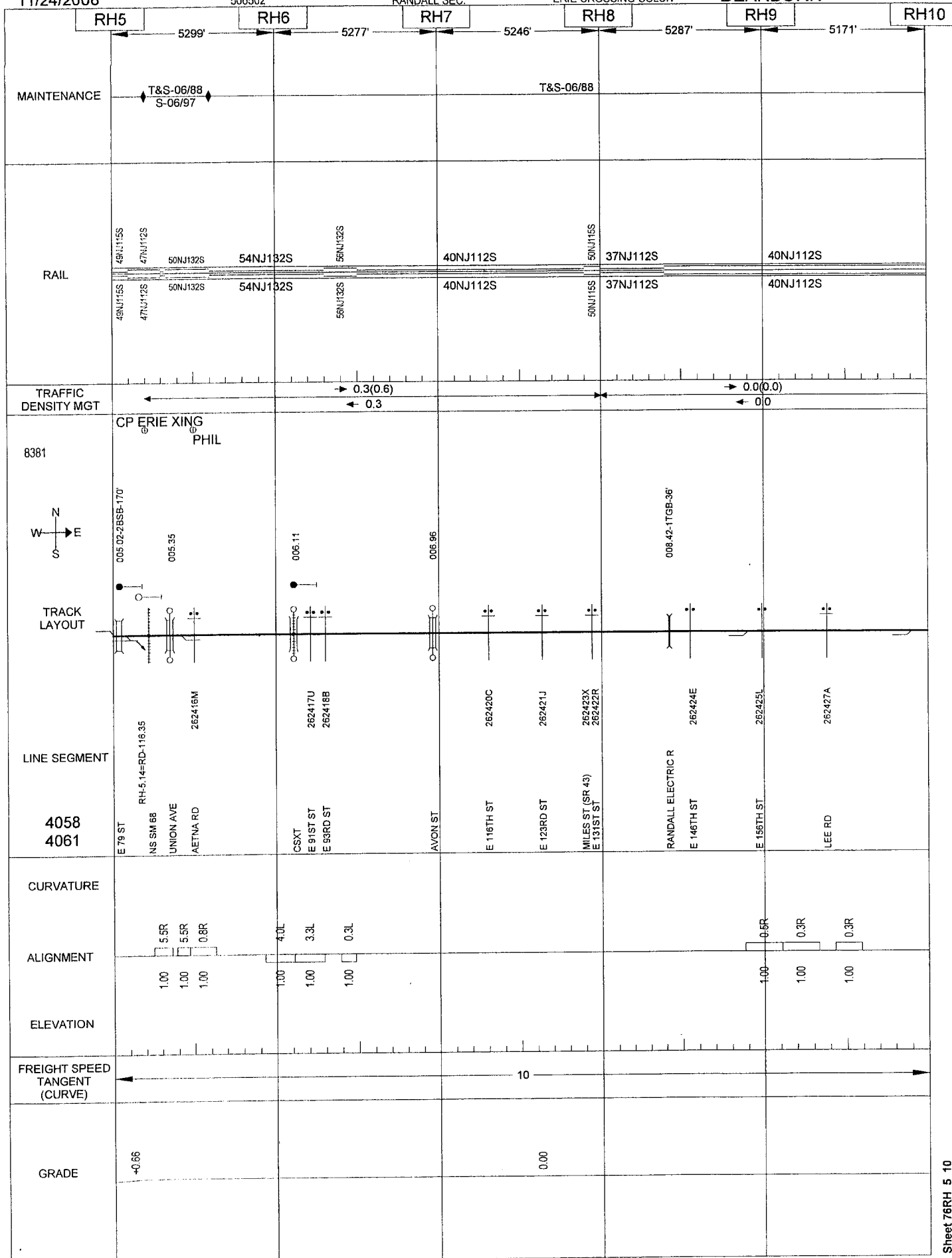
11/24/2008

506502

209
RANDALL SEC.

ERIE CROSSING-SOLON

DEARBORN



11/24/2008

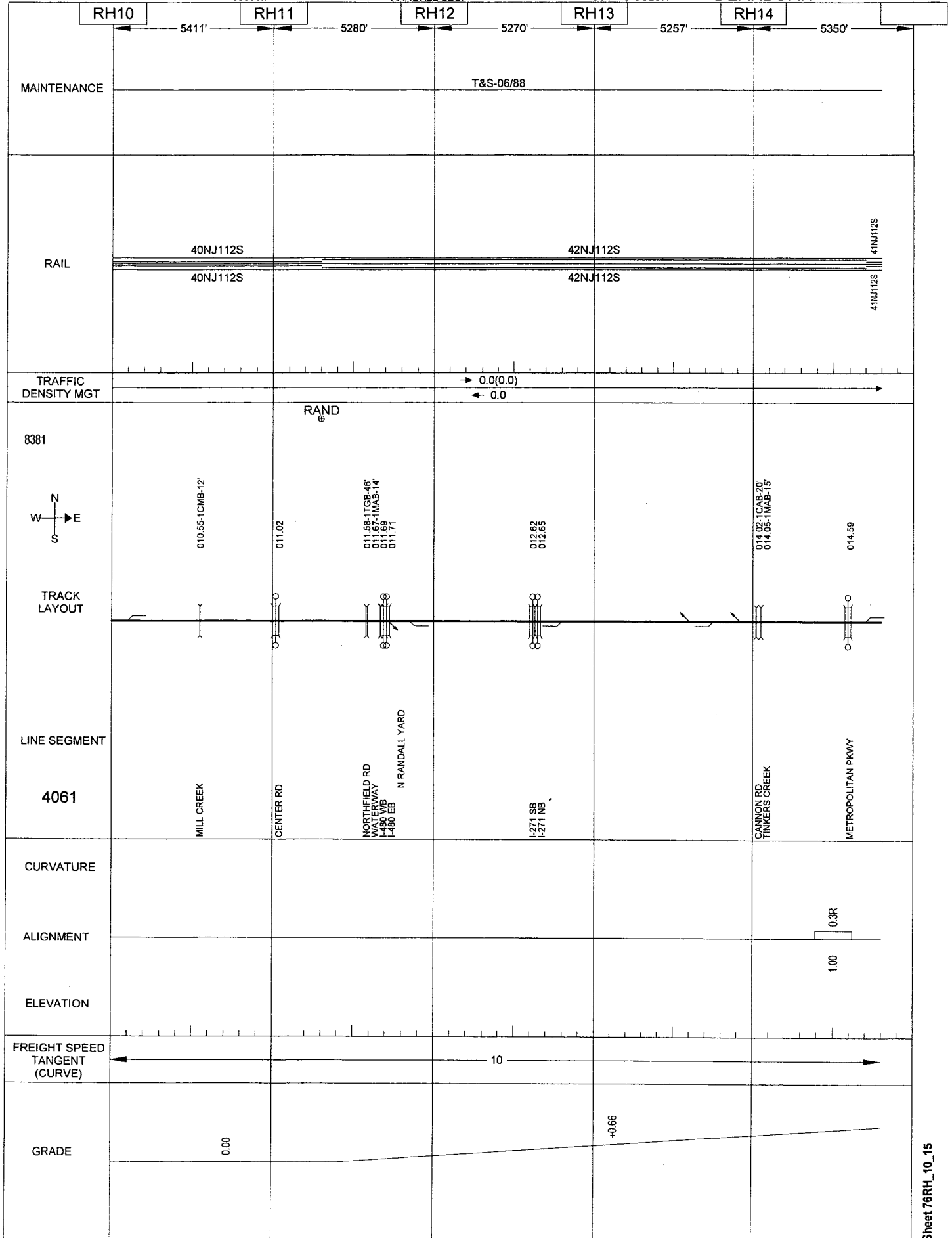
506502

210

RANDALL SEC.

ERIE CROSSING-SOLON

DEARBORN



11/24/2008

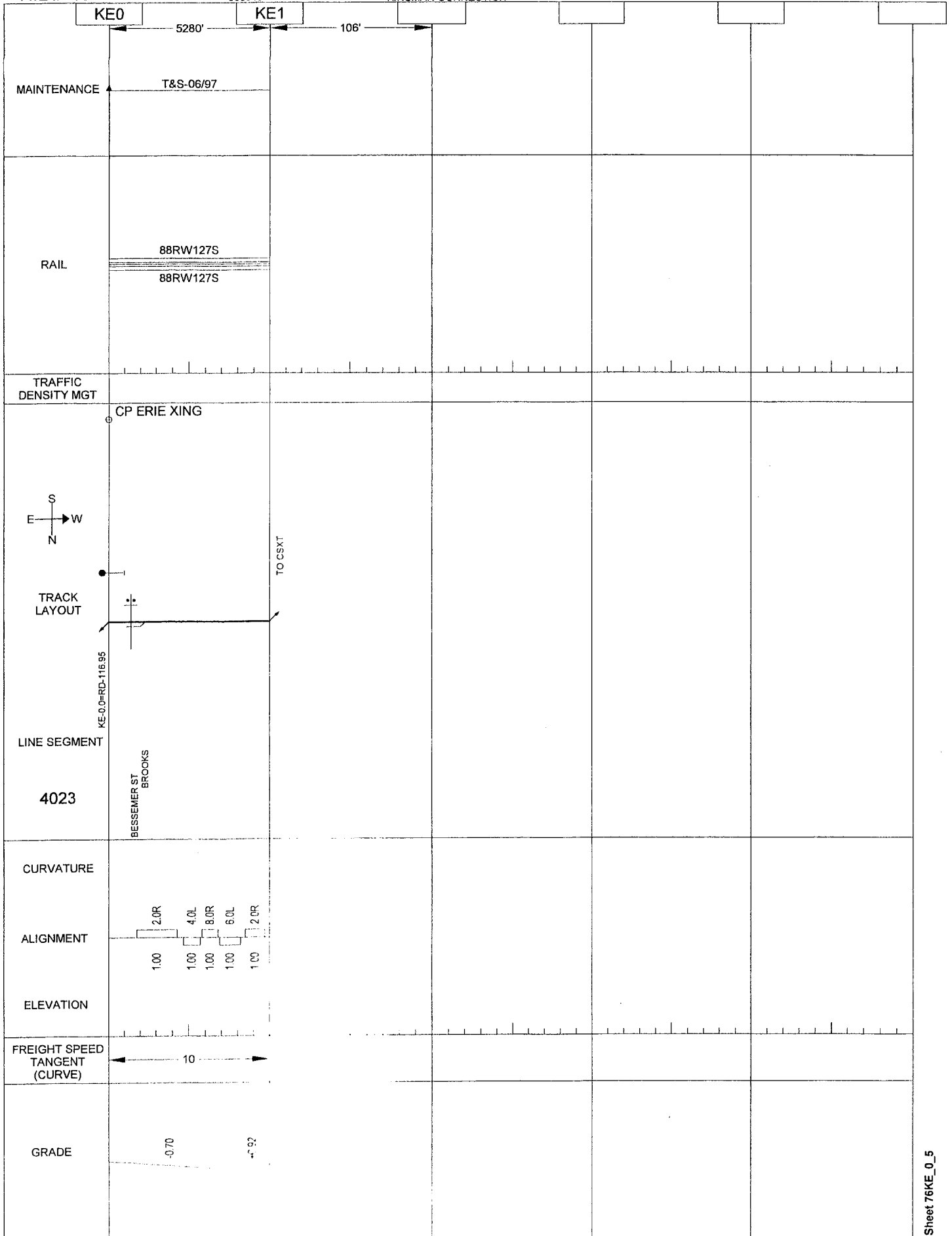
503545

211

KINSMAN CONNECTION

ERIE CROSSING-CP 5

DEARBORN



11/24/2008

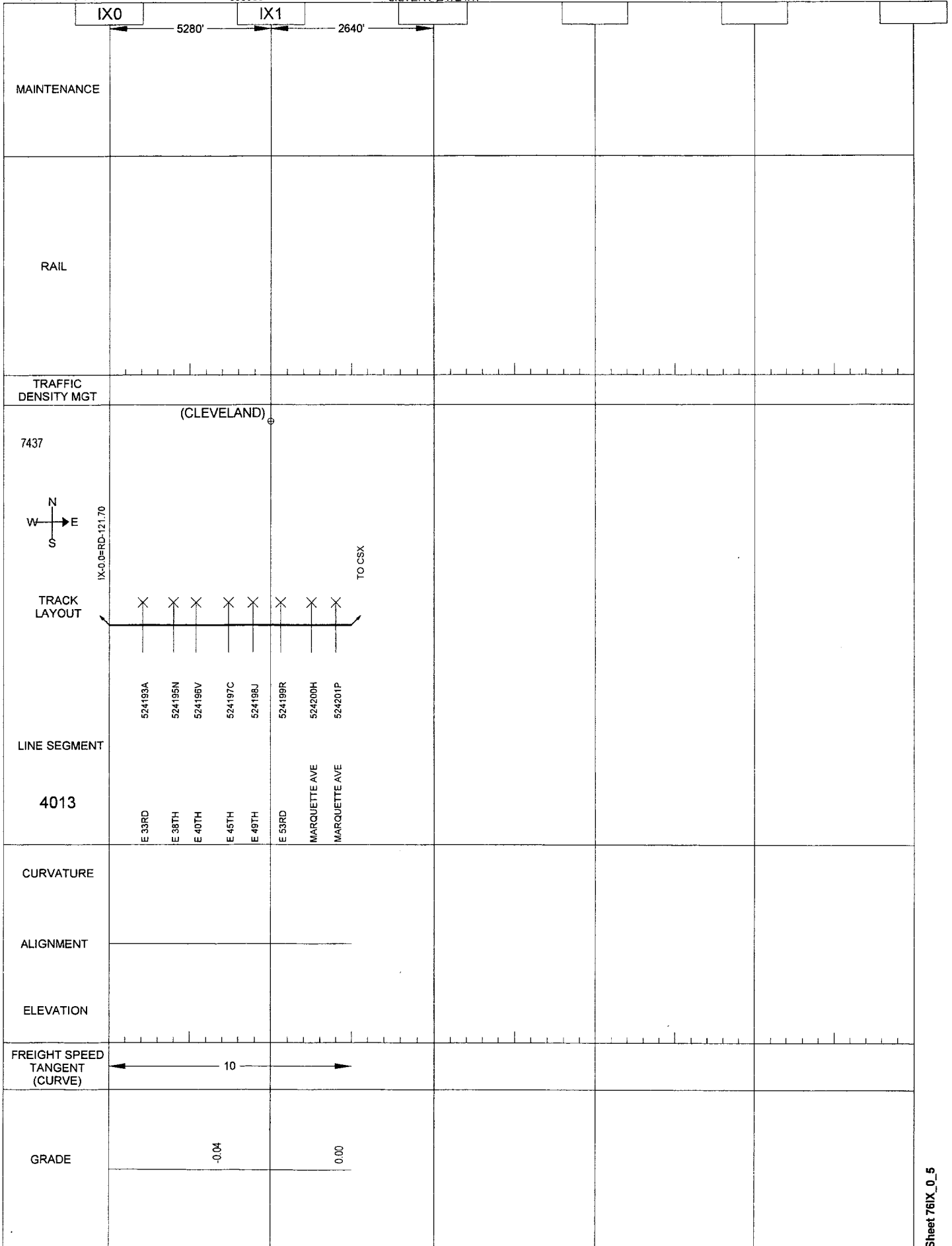
503538

212

SILVER PLATE I.T.

CLEVELAND

DEARBORN



11/24/2008

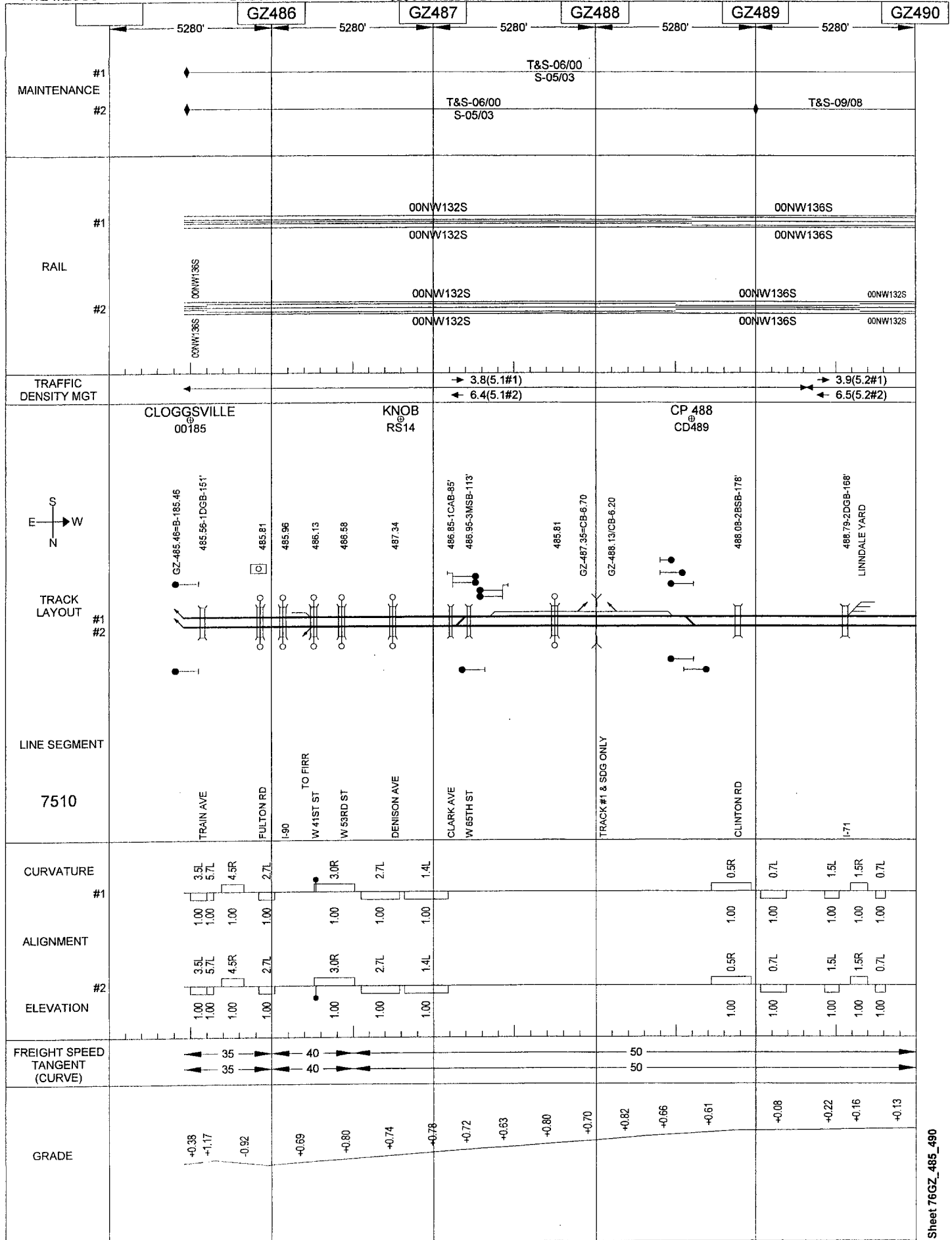
LAKE ERIE

213

CLOGGSVILLE LINE

CLOGGSVILLE-CP MAX

DEARBORN



11/24/2008

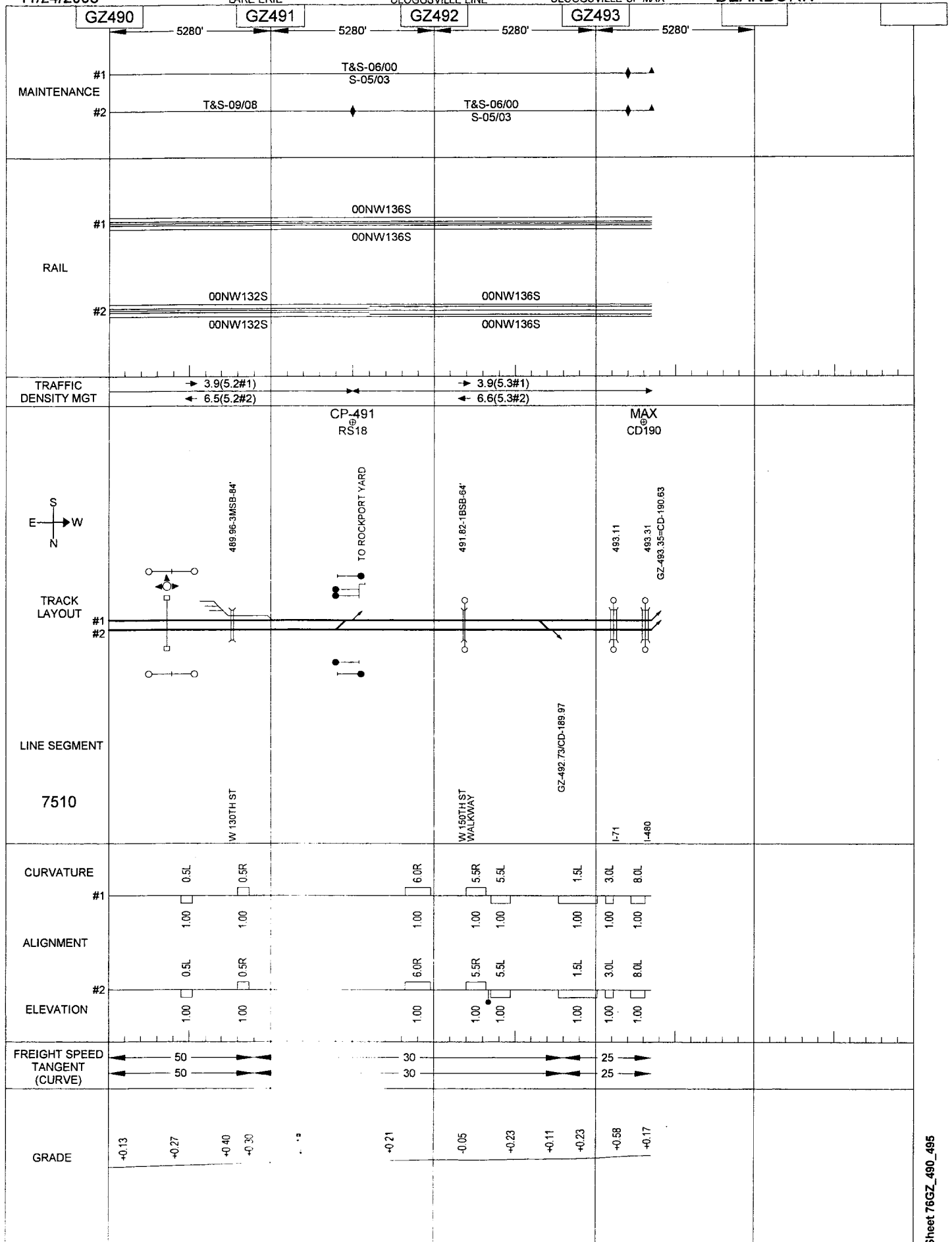
LAKE ERIE

214

CLOGGSVILLE LINE

CLOGGSVILLE-CP MAX

DEARBORN



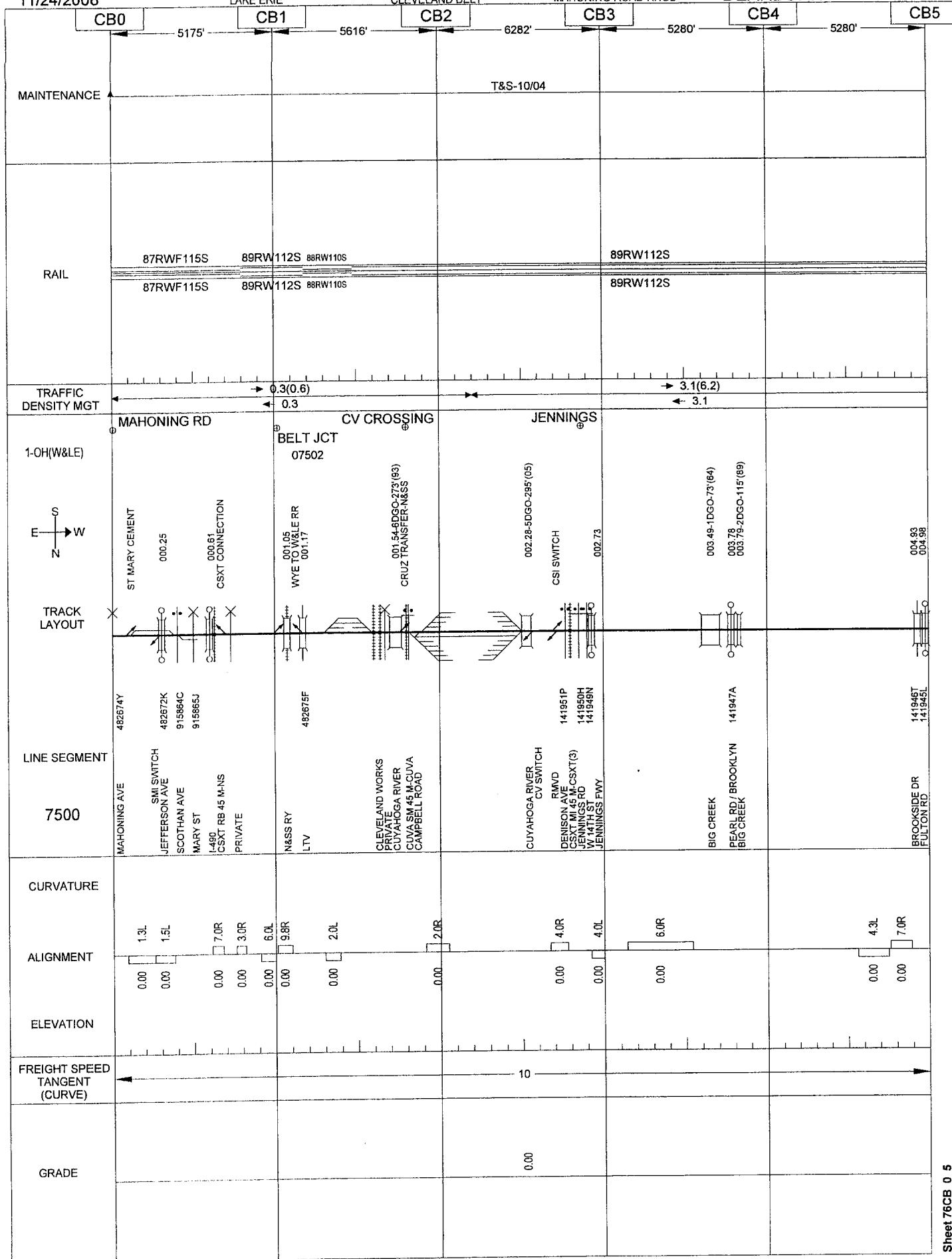
11/24/2008

LAKE ERIE

215
CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



11/24/2008

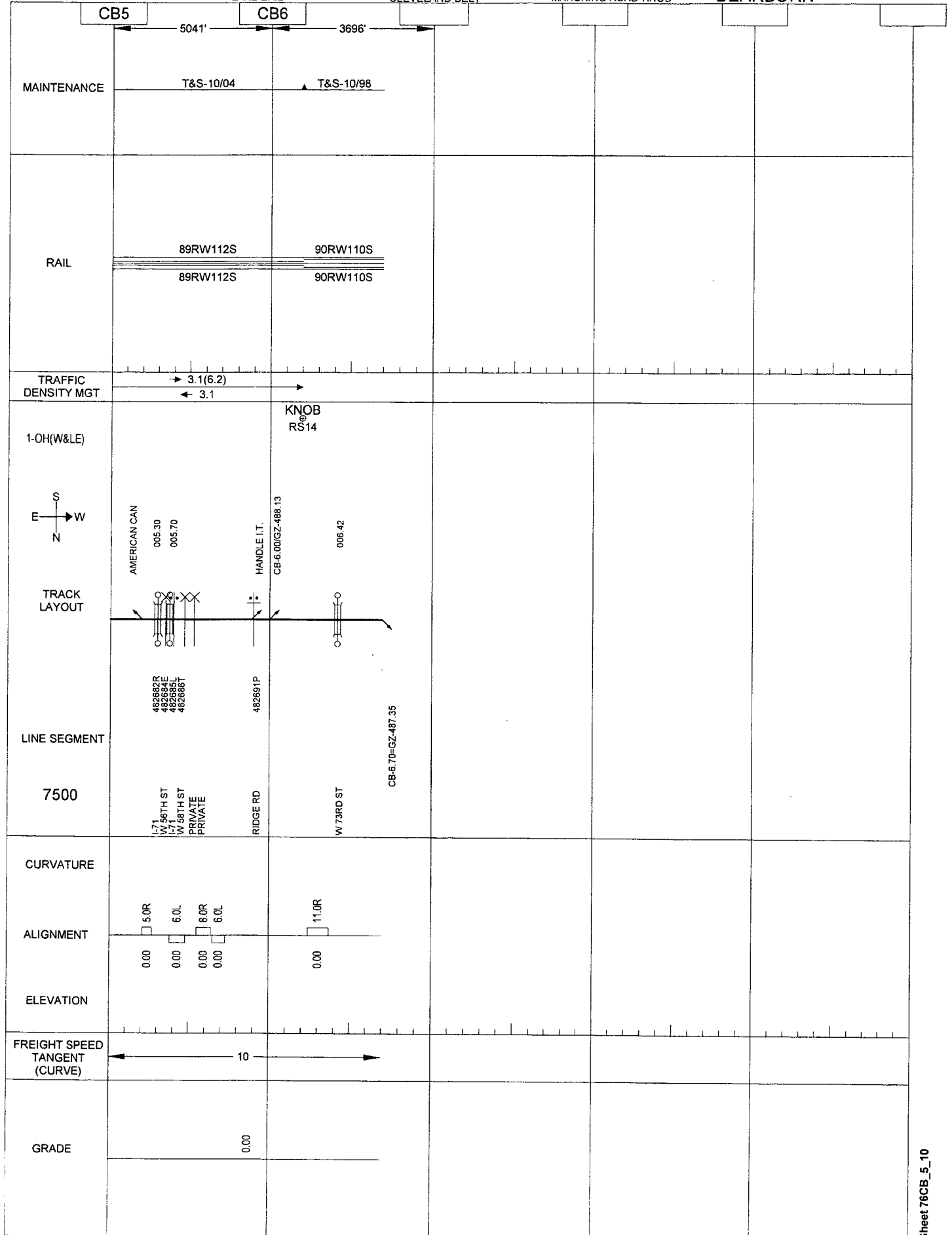
LAKE ERIE

216

CLEVELAND BELT

MAHONING ROAD-KNOB

DEARBORN



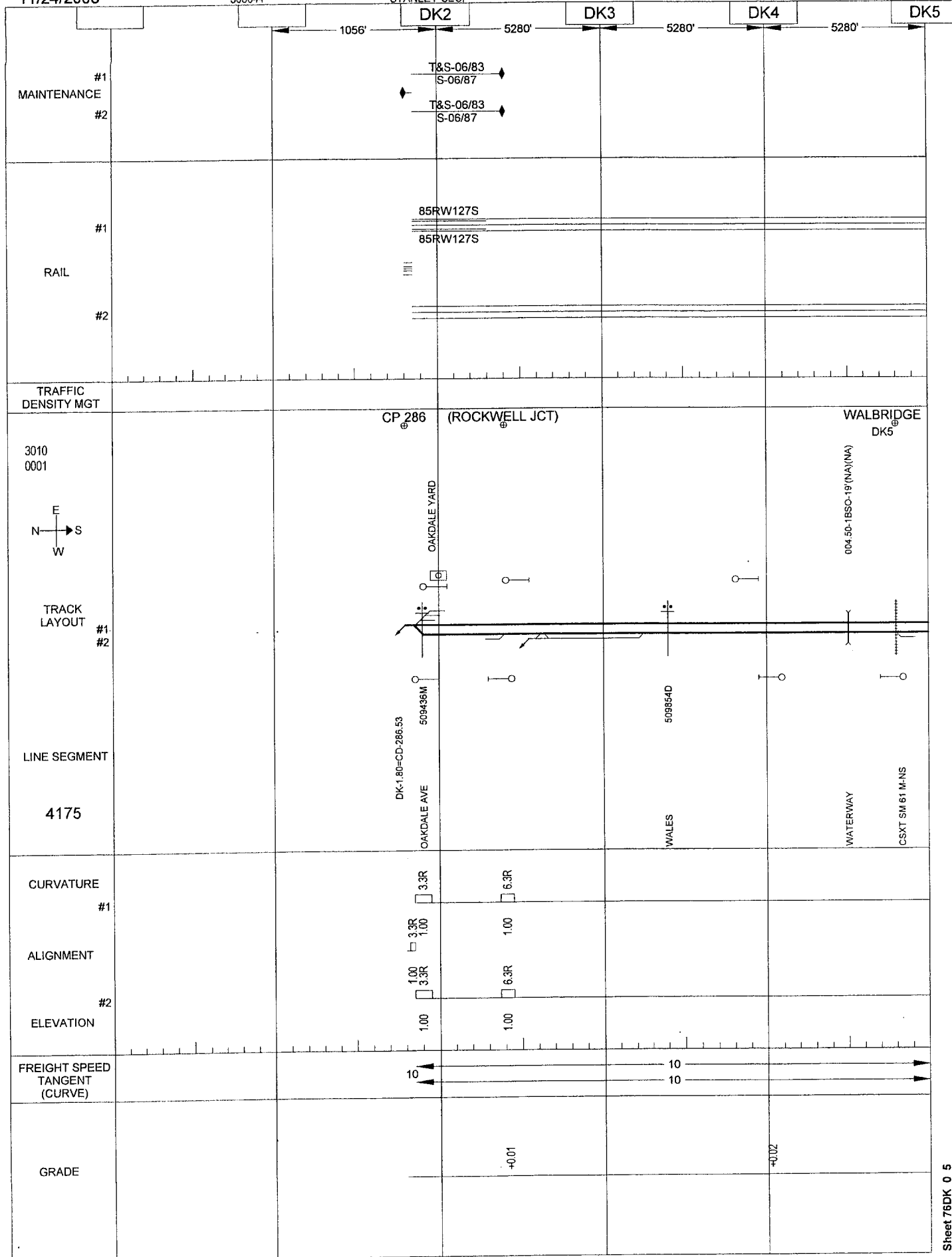
11/24/2008

503644

217
STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN



11/24/2008

503644

218

STANLEY SEC.

OAKDALE-WALBRIDGE

DEARBORN

	DK5					
MAINTENANCE	1584'					
RAIL						
TRAFFIC DENSITY MGT						
0001						
<div style="text-align: center;">E N — S W</div>						
TRACK LAYOUT	<div style="text-align: center;">TO CSXT #1 #2</div>					
LINE SEGMENT						
4175						
CURVATURE	#1					
ALIGNMENT						
ELEVATION	#2					
FREIGHT SPEED TANGENT (CURVE)	<div style="text-align: center;">10 10</div>					
GRADE	<div style="text-align: center;">+0.02</div>					

11/24/2008

503630

219
OAKDALE CONN.
XA287

CP 286-CP OAK

DEARBORN

5280'

4224'

MAINTENANCE

T&S-06/97

RAIL

97NW136S

97NW136S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

4224

CP 286

(TOLEDO)
XA286

CP OAK

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

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

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.90
+0.14
0.00
-1.10

11/24/2008

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-1.24=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

4.0L

4.0R

3.5L

4.0L

7.5R

1.6L

5.0R

6.0R

FREIGHT SPEED TANGENT (CURVE)

20

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

E BROADWAY

WOODVILLE

NAVARRE AVE

NEVADA

GREENWOOD

STARR ST

KELSEY ST

DEARBORN ST

SEAMAN ST

I-475 CSXT

BURGER MILFORD

CONSAUL ST

PAINE

WHEELING

YORK

11/24/2008

221

TOLEDO TERMINAL

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&E)

IRONVILLE
07006

N
W → E
S

TRACK
LAYOUT



LINE SEGMENT

7445

PRIVATE

TB-5.37=T-5.37

CURVATURE

ALIGNMENT

6.0R
1.00
7.7R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 20 →

GRADE

0.00
-0.48
-0.30
-0.15

11/24/2008

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



TRACK
LAYOUT

(TOLEDO) (DRAWBRIDGE) (IRONVILLE)
(SUMMIT ST) 07016 07006

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

LINE SEGMENT

7460

473902K
473903S
916984W
473904Y
473905F
BUCKEYE ST
1-280
GALENA ST
CHICAGO ST
COLUMBUS ST

473906M
473907U
473894V
473893N
CLEVELAND ST
NS MI M-NS
CHASE & ALBANY
ERIE ST
SUMMIT ST

MAUMEE RIVER
DRAWSPAN (W&LE)

473892G
CS-3.2/TB-4.9
FRONT ST

E LEG TB-LINE WYE

CURVATURE

ALIGNMENT

ELEVATION

3.0R
1.00
1.00
1.00
7.0R
2.0L

9.5R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

11/24/2008

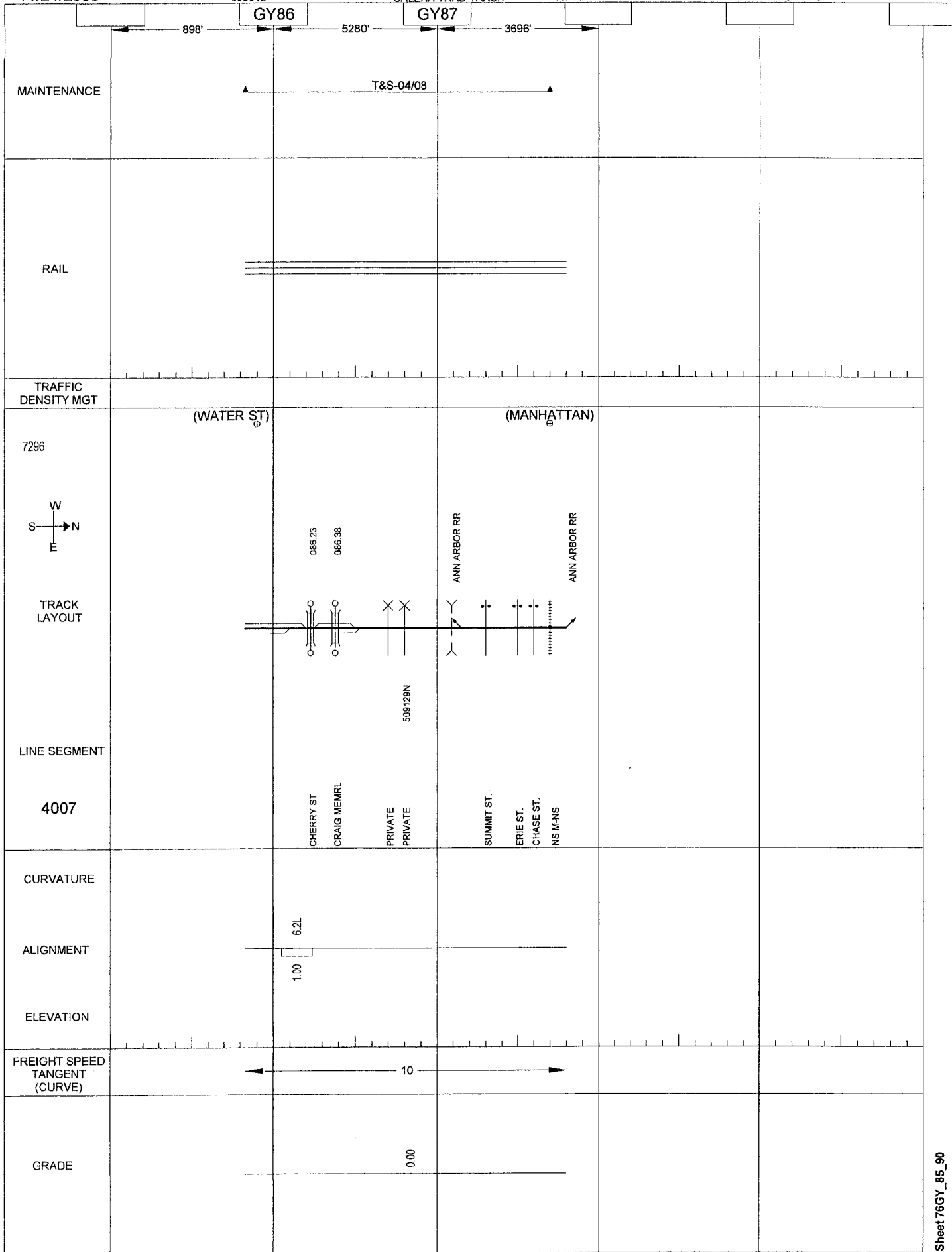
503612

223

GALENA YARD TRACK

OLIVE-GALENA

DEARBORN



11/24/2008

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

E
N → S
W

MAUMEE

OAK
DY3

(ANDREWS RD)
DY1

(WALES RD)
DY5

STANLEY
DY4

002.10-1TTB-131'

DY-2.35-XA-287.80

TO CSX

TRACK
LAYOUT

LINE SEGMENT

DY-1.20-CD-287.65

505136Y

912966K

505139U

505140N

505358H

3977

FASSET ST

CXST

UTAH ST

OAKDALE AVE

OAK

ANDRUS RD

WALES RD

CSXT 061

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

-0.03

11/24/2008

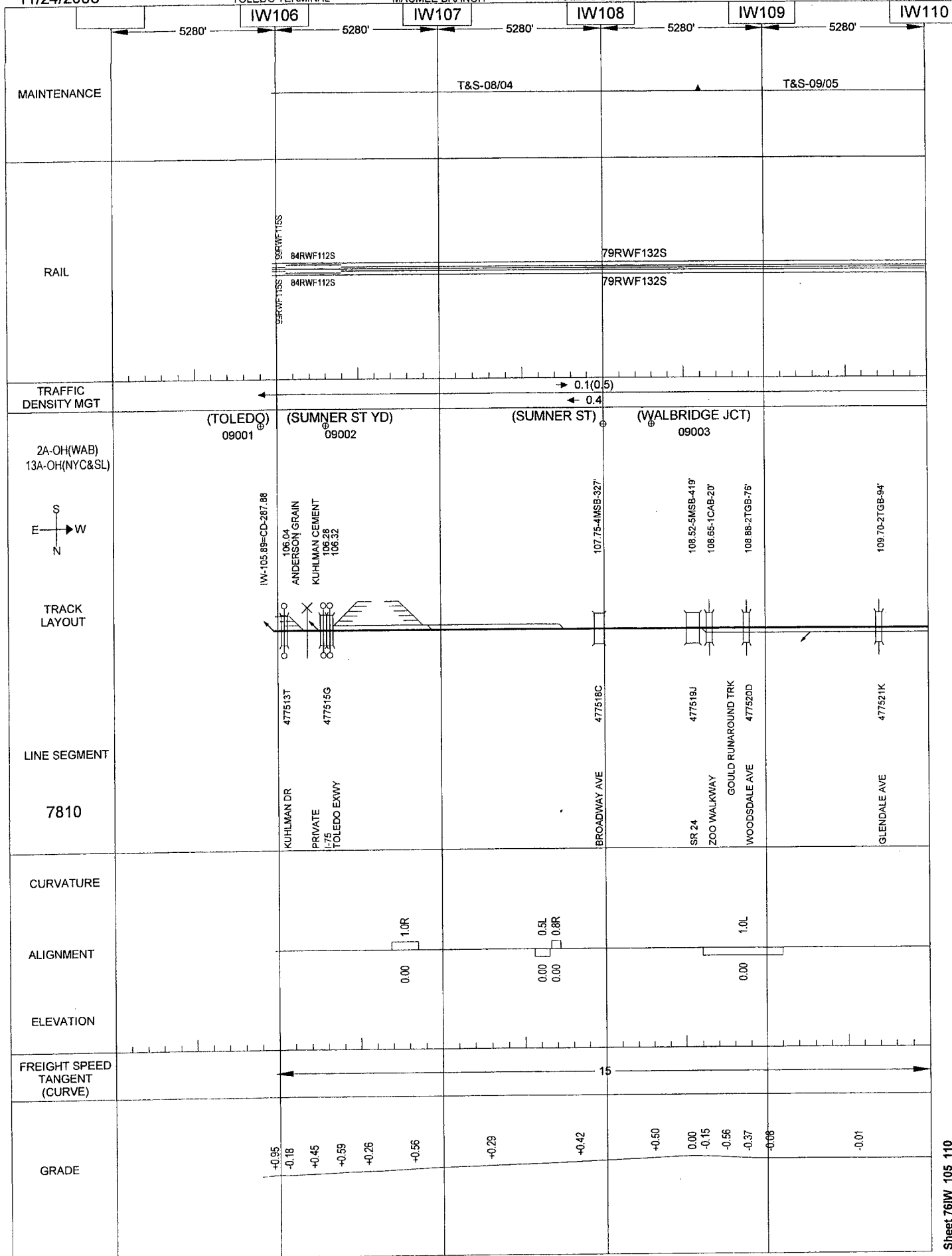
225

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



11/24/2008

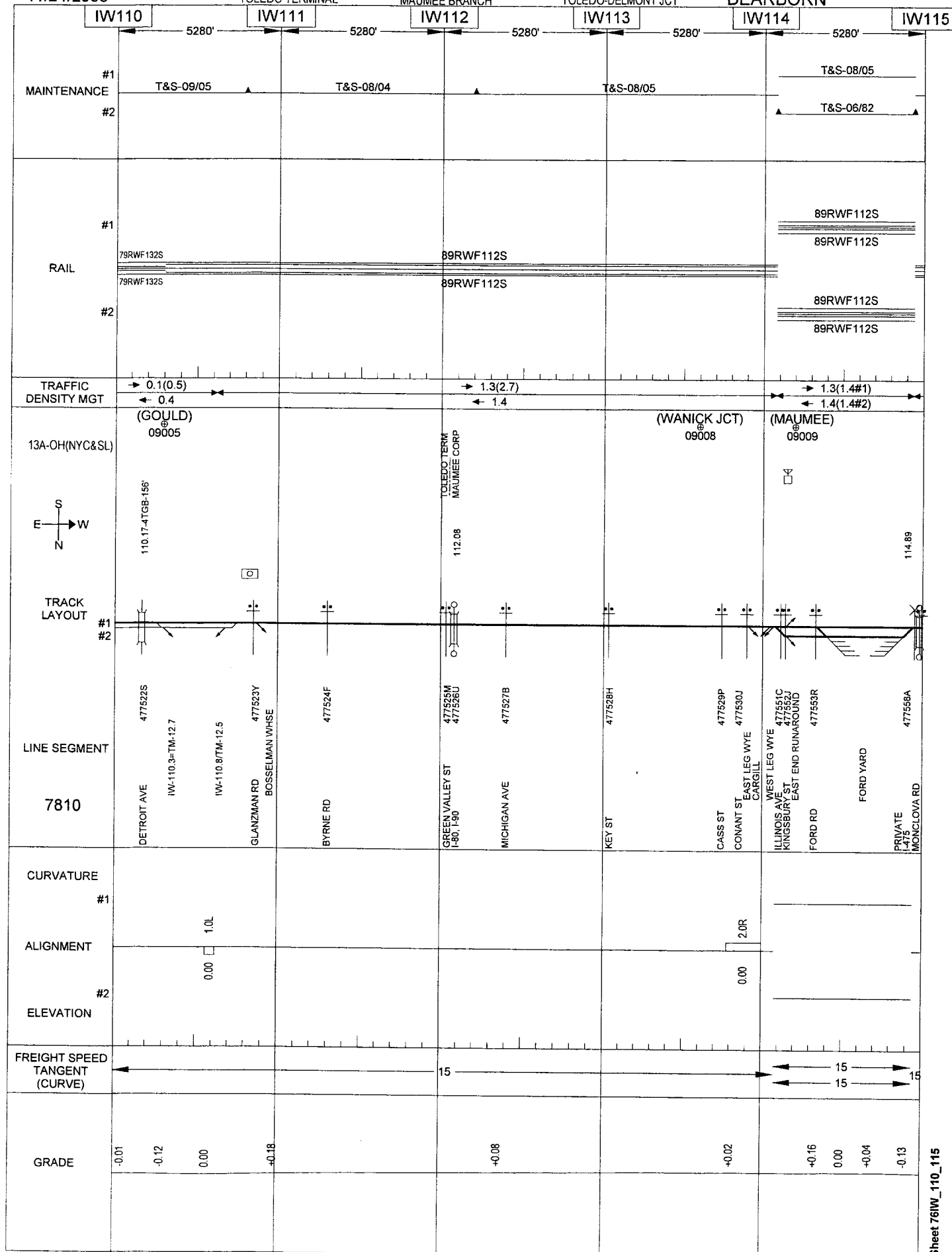
226

TOLEDO TERMINAL

MAUMEE BRANCH

TOLEDO-DELMONT JCT

DEARBORN



11/24/2008

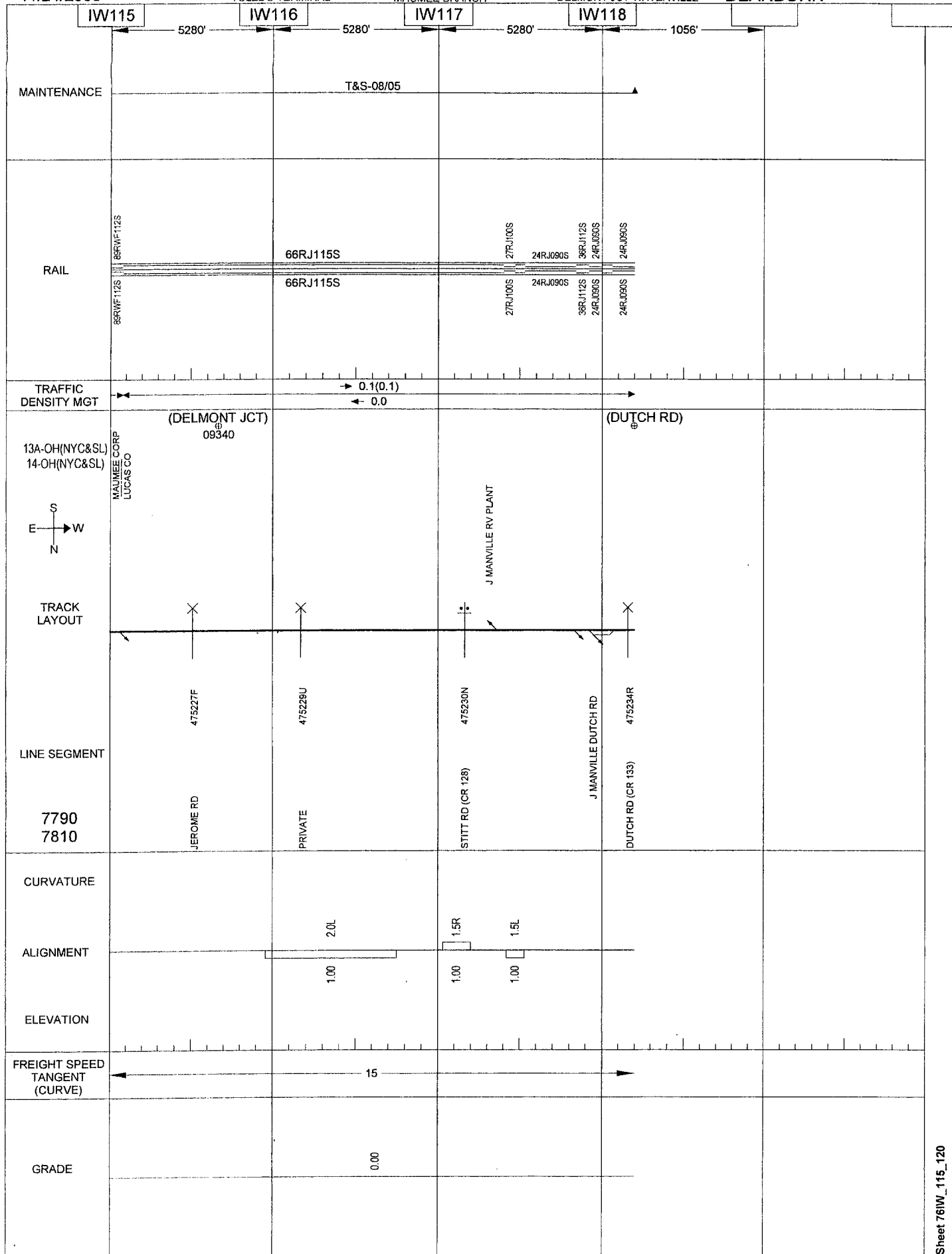
227

TOLEDO TERMINAL

MAUMEE BRANCH

DELMONT JCT-WATERVILLE

DEARBORN



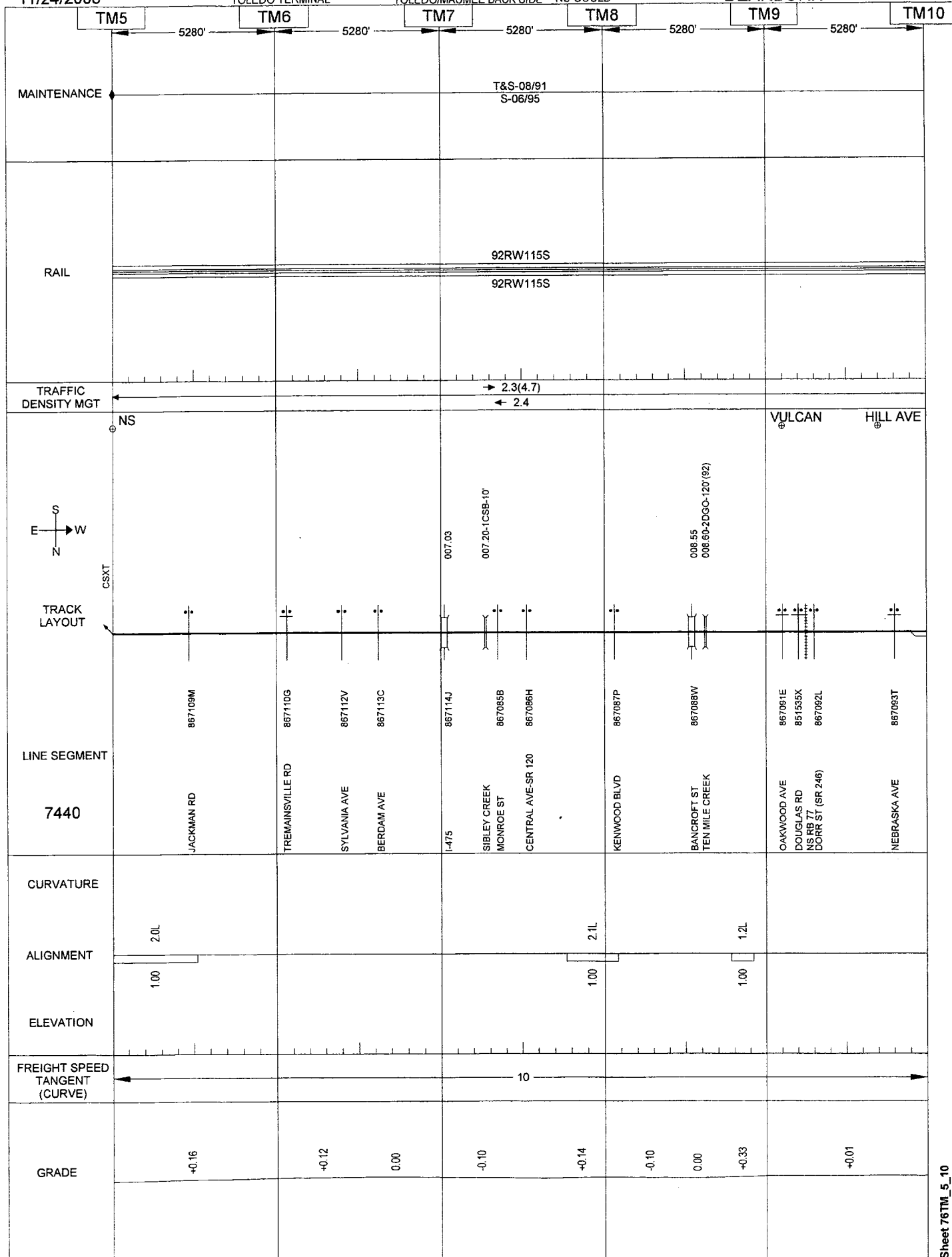
11/24/2008

228

TOLEDO TERMINAL

TOLEDO/MAUMEE BACK SIDE NS-GOULD

DEARBORN

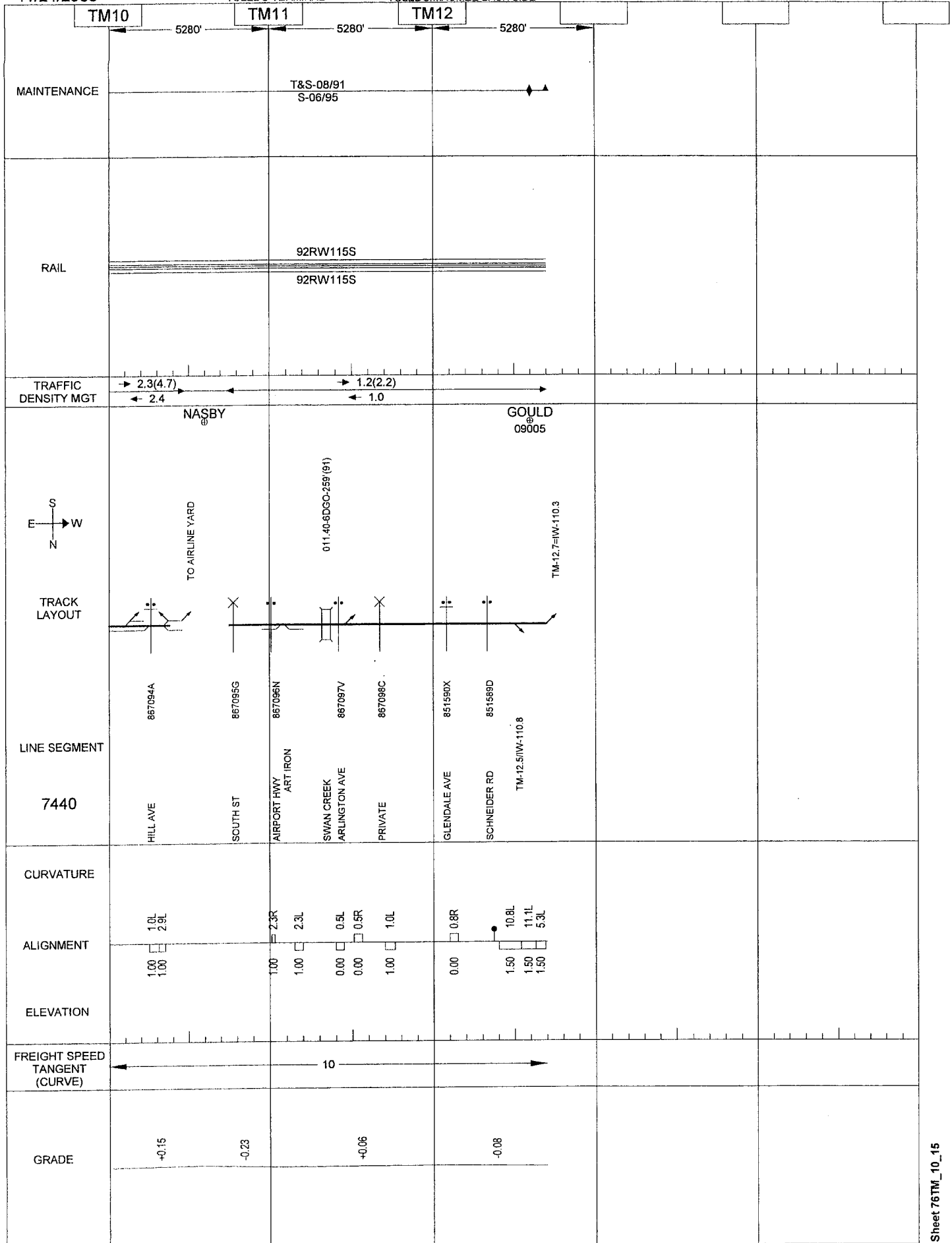


11/24/2008

TOLEDO TERMINAL

229
TOLEDO/MAUMEE BACK SIDE NS-GOULD

DEARBORN

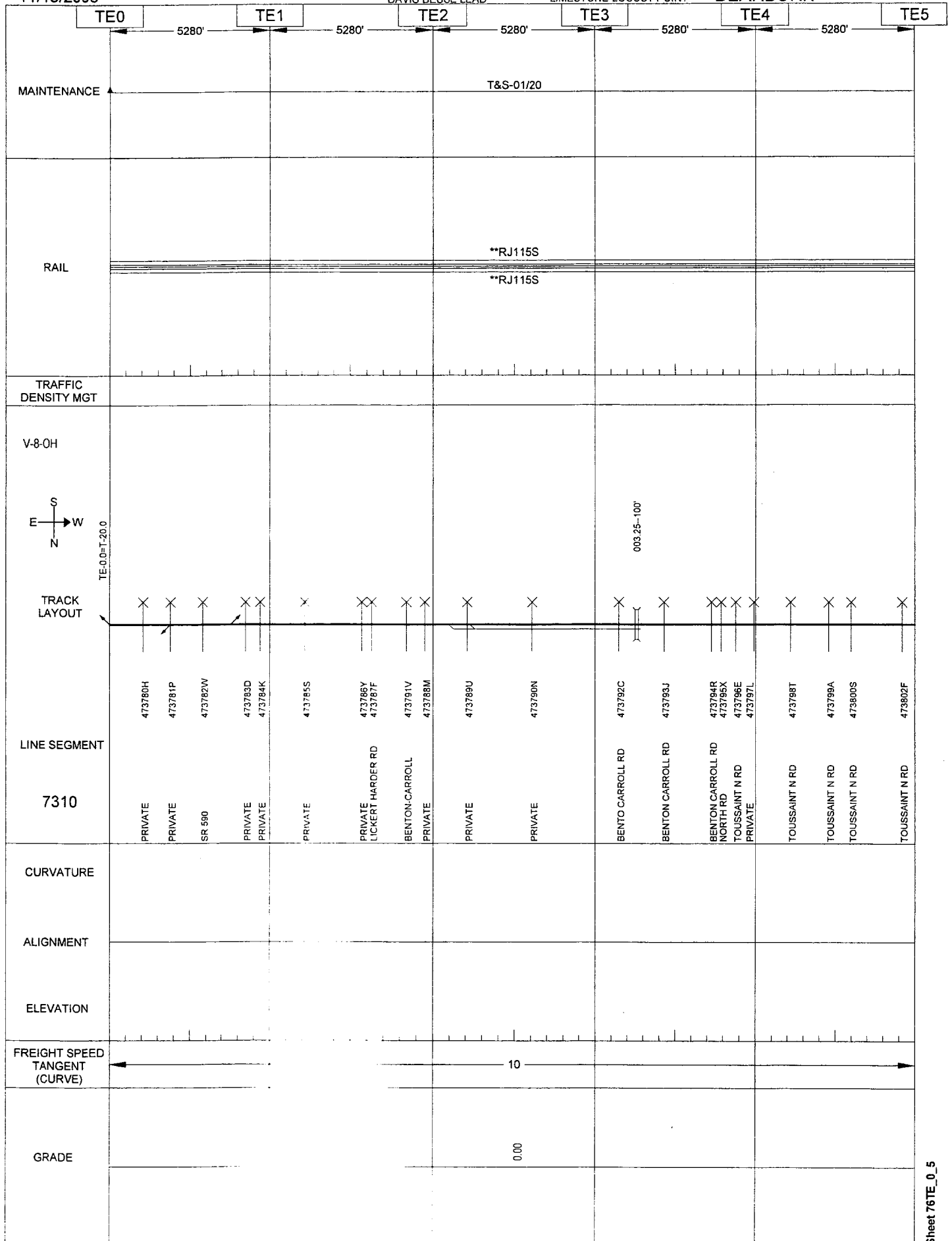


11/18/2008

230
DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

DEARBORN

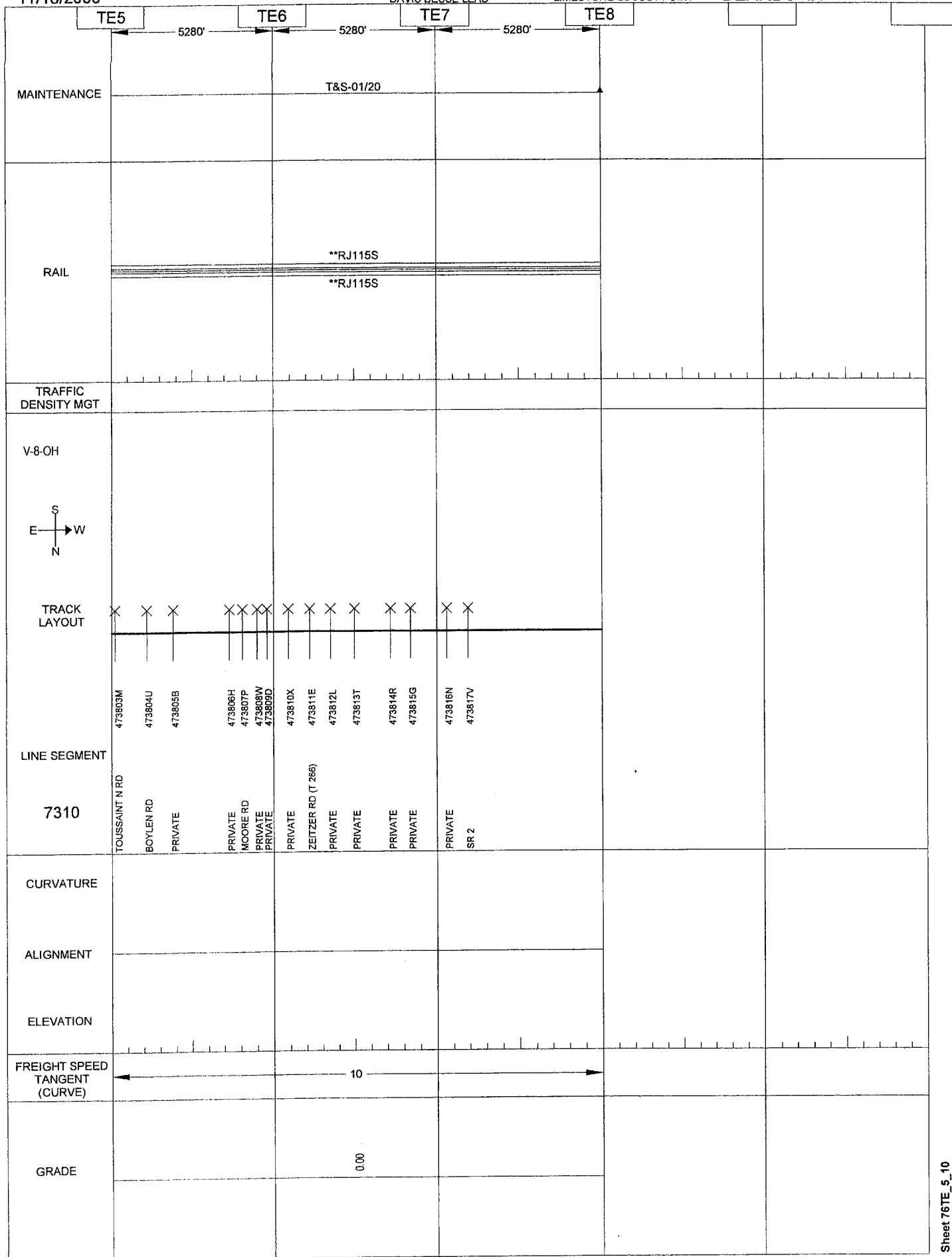


11/18/2008

231
DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

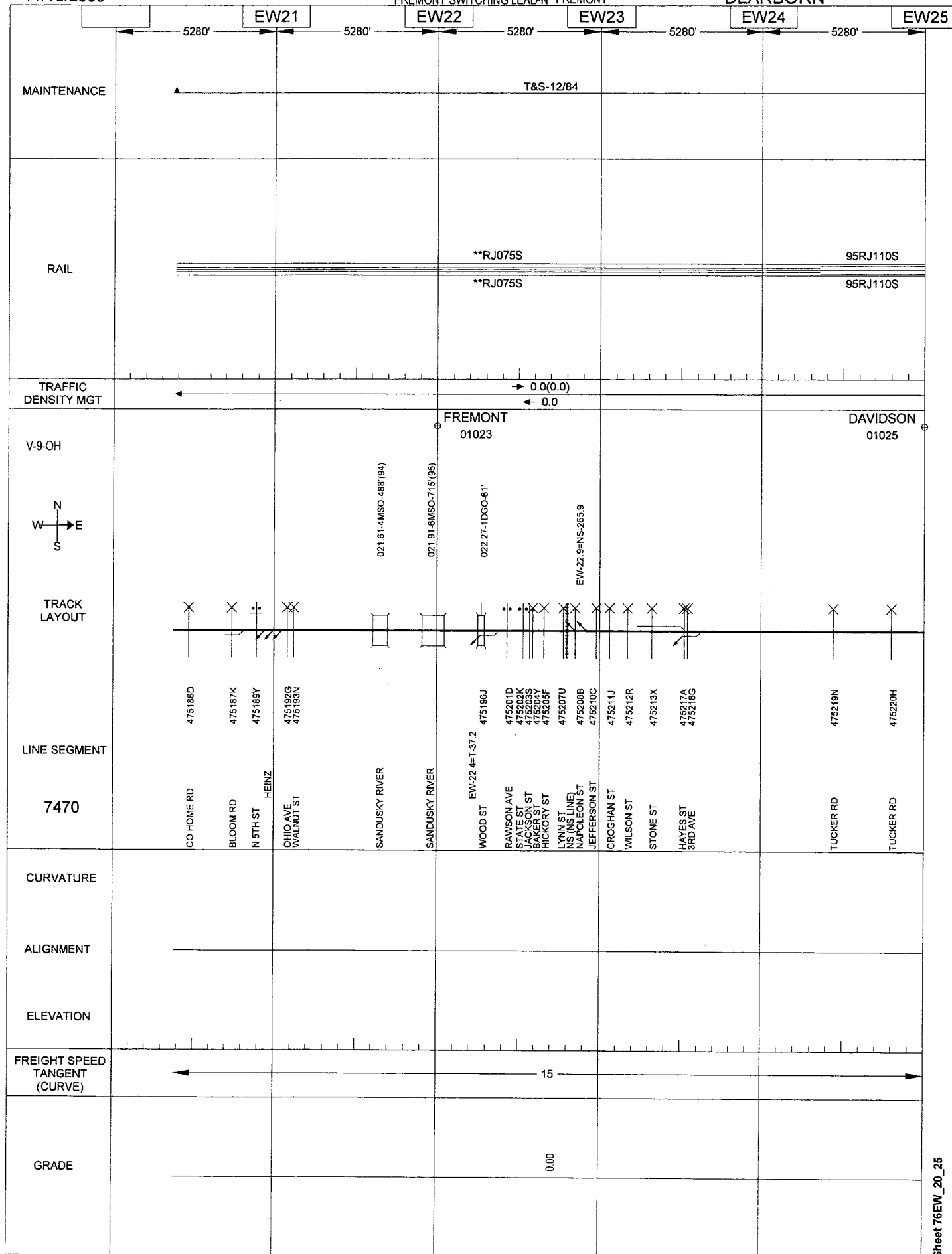
DEARBORN



11/18/2008

232
FREMONT SWITCHING LEAD-N FREMONT

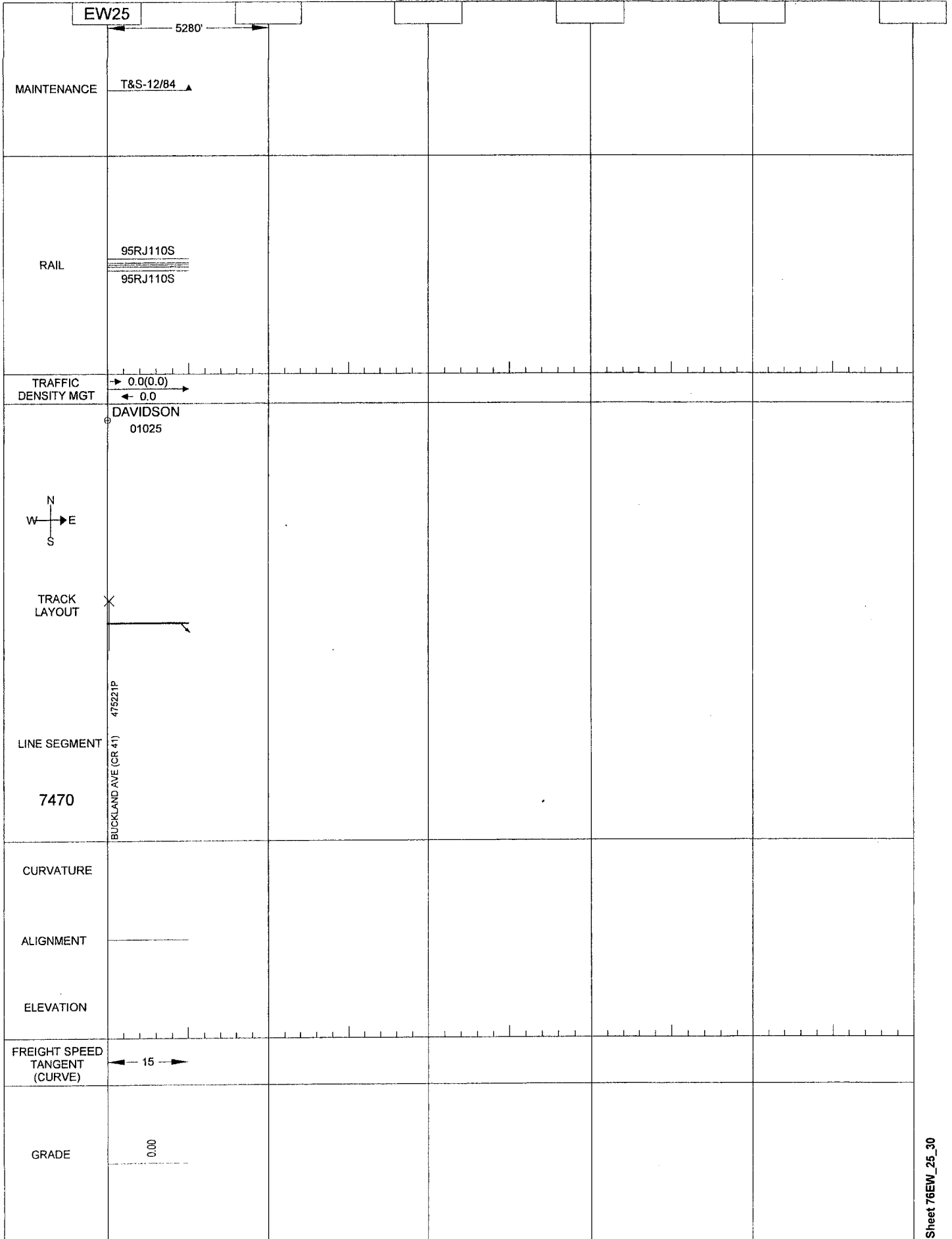
DEARBORN



11/18/2008

233
FREMONT SWITCHING LEAD-N. FREMONT

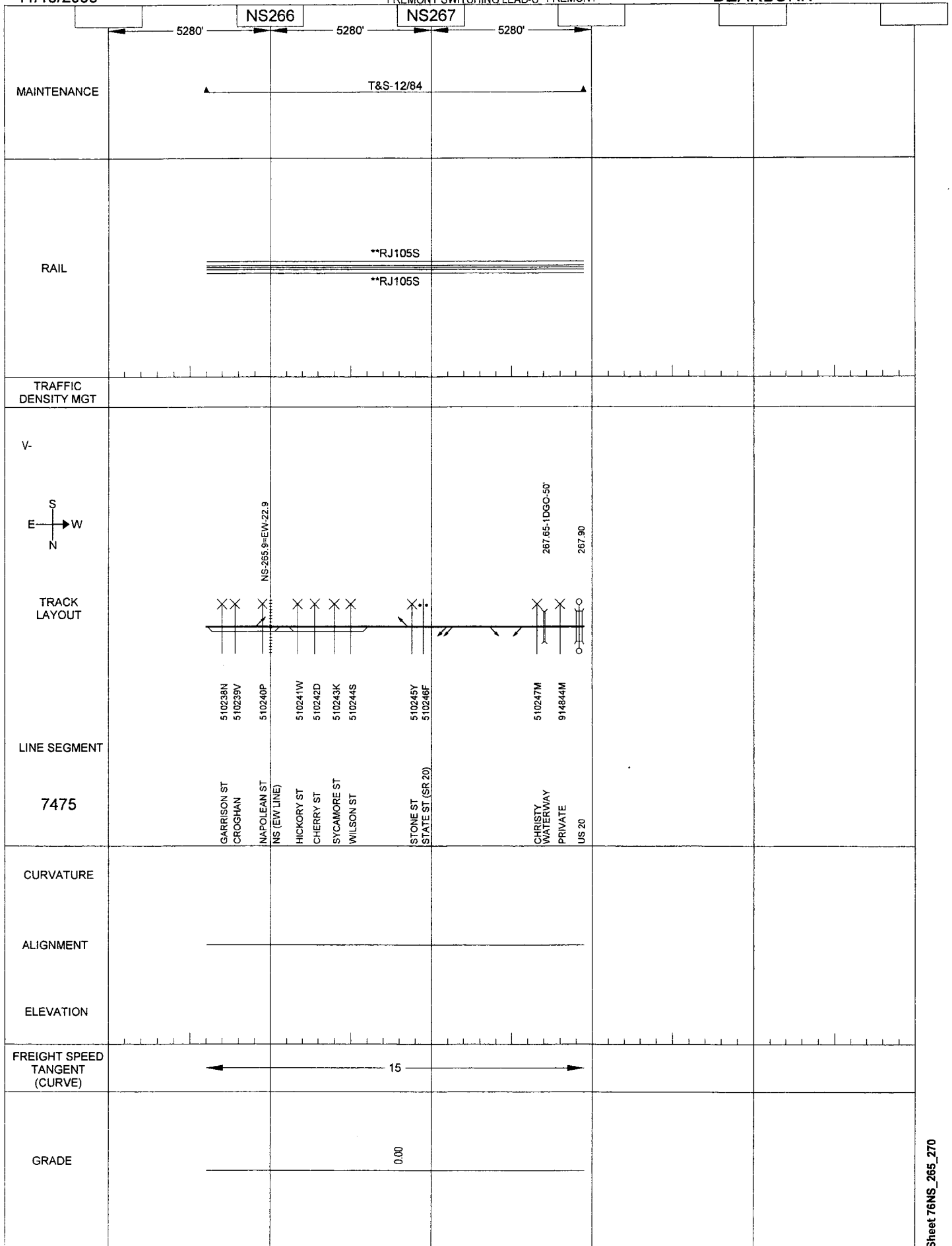
DEARBORN



11/18/2008

234
FREMONT SWITCHING LEAD-C. FREMONT

DEARBORN



11/24/2008

503635

235
CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR

DEARBORN

XK300

5280'

T&S-05/02

55NU127S

55NU127S

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2080



TRACK
LAYOUT

LINE SEGMENT

4118

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

→ 0.1(0.5)
← 0.4

(AIR)

XK-299.30/CD-292.00

508963D
508964K

PRIVATE
NEBRASKA AVE
PARKSIDE BLVD

PELEE ST

1.00
1.00

10

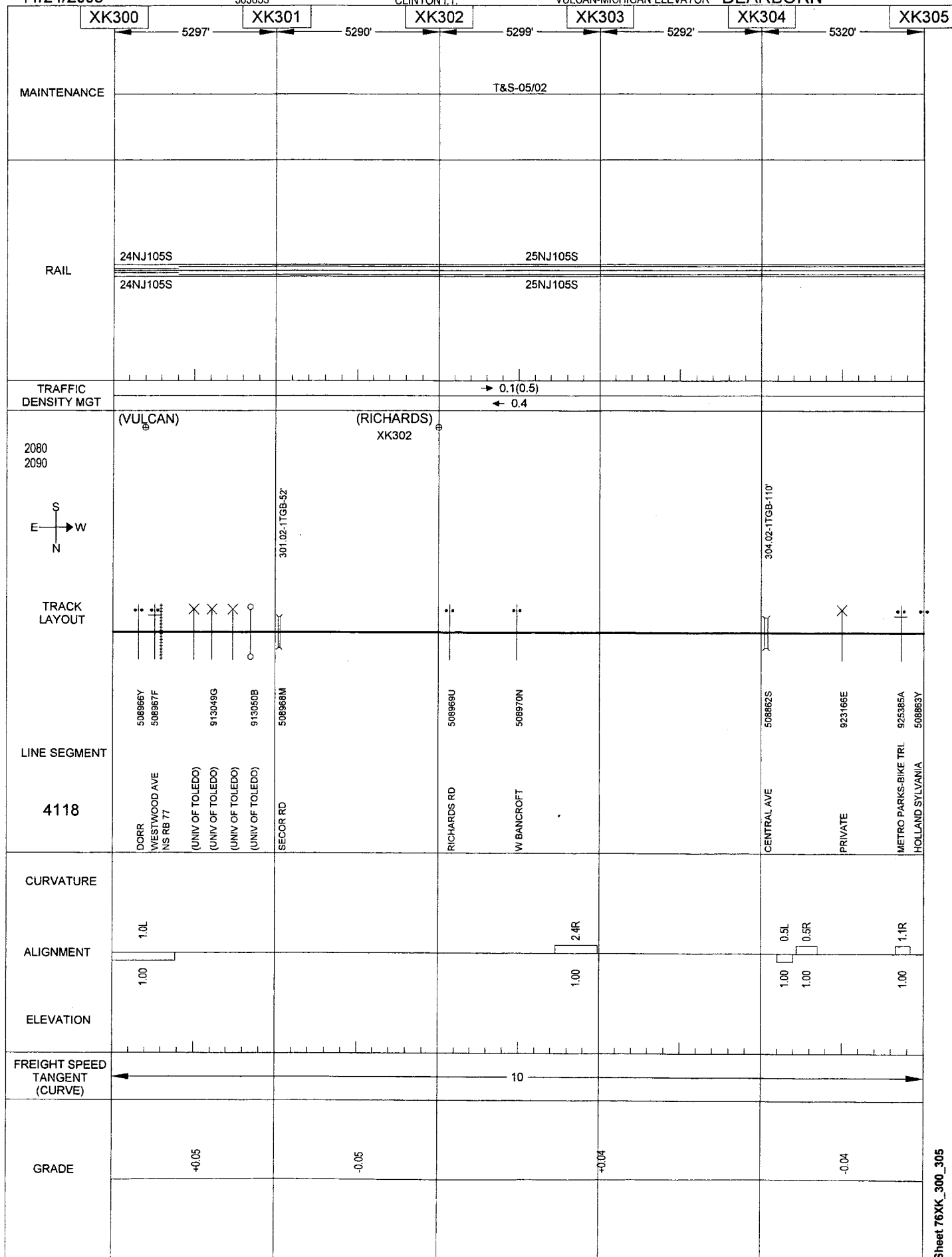
-0.03

11/24/2008

503635

236
CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR DEARBORN

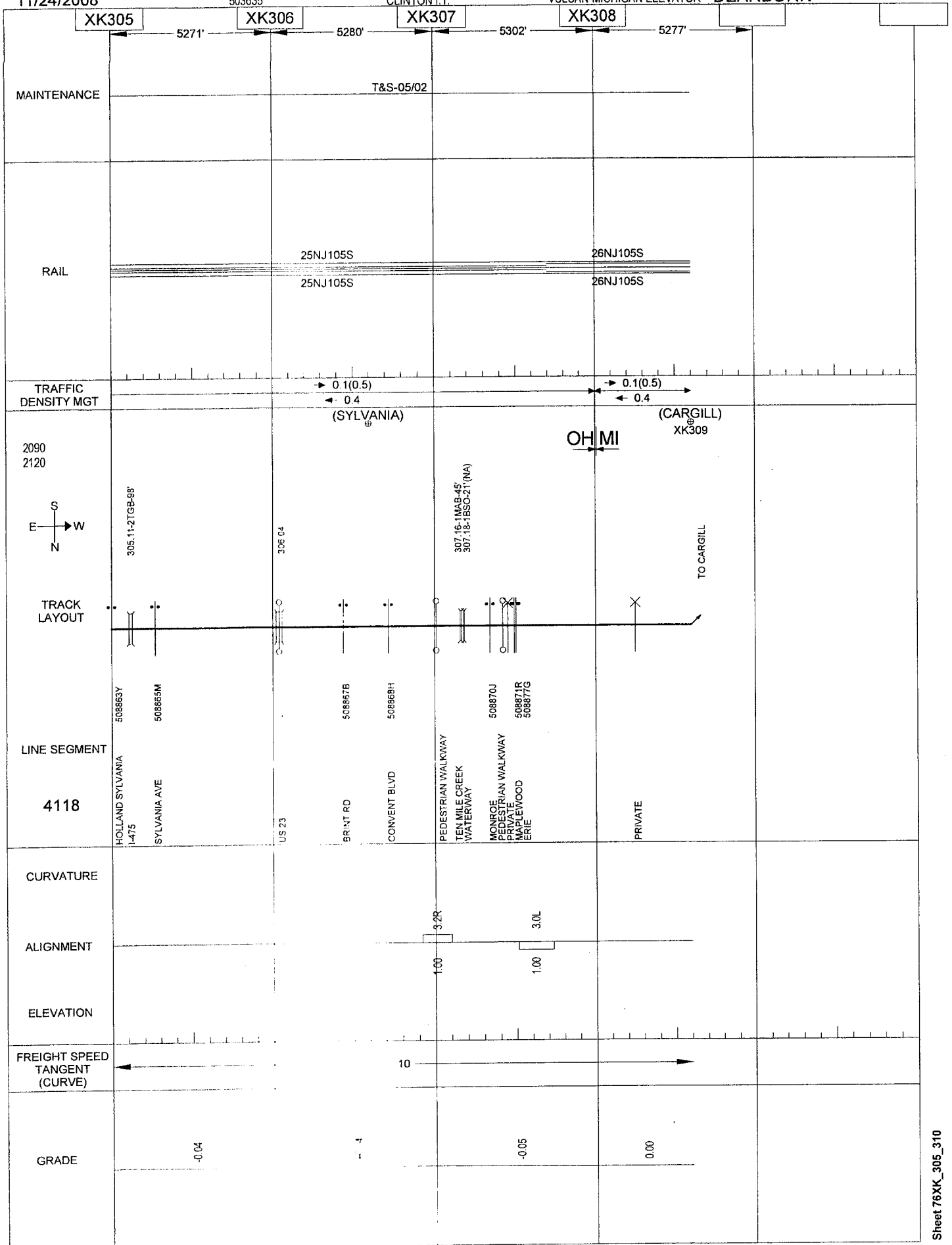


11/24/2008

237

CLINTON I.T.

VULCAN-MICHIGAN ELEVATOR DEARBORN



11/24/2008

508248

238
NORTHERN I.T.

BRYAN

DEARBORN

IV59

1584'

5280'

T&S-06/H3 T&S-06/58

27NU090S

27NU090S

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

5510

W
S → N
E

TRACK
LAYOUT

LINE SEGMENT

4010

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

(BRYAN)

IV-58 7/CD-341.3

IV-58 7/CD-341.75
E TREVITT ST 54431DX
E MULBERRY ST 544311E
E BRYAN ST 544312L
E HIGH ST 544313T
E WILSON ST 544314A
PERRY ST 523644X
SOUTH ST 523643R

4.0R

1.00

10

0.00

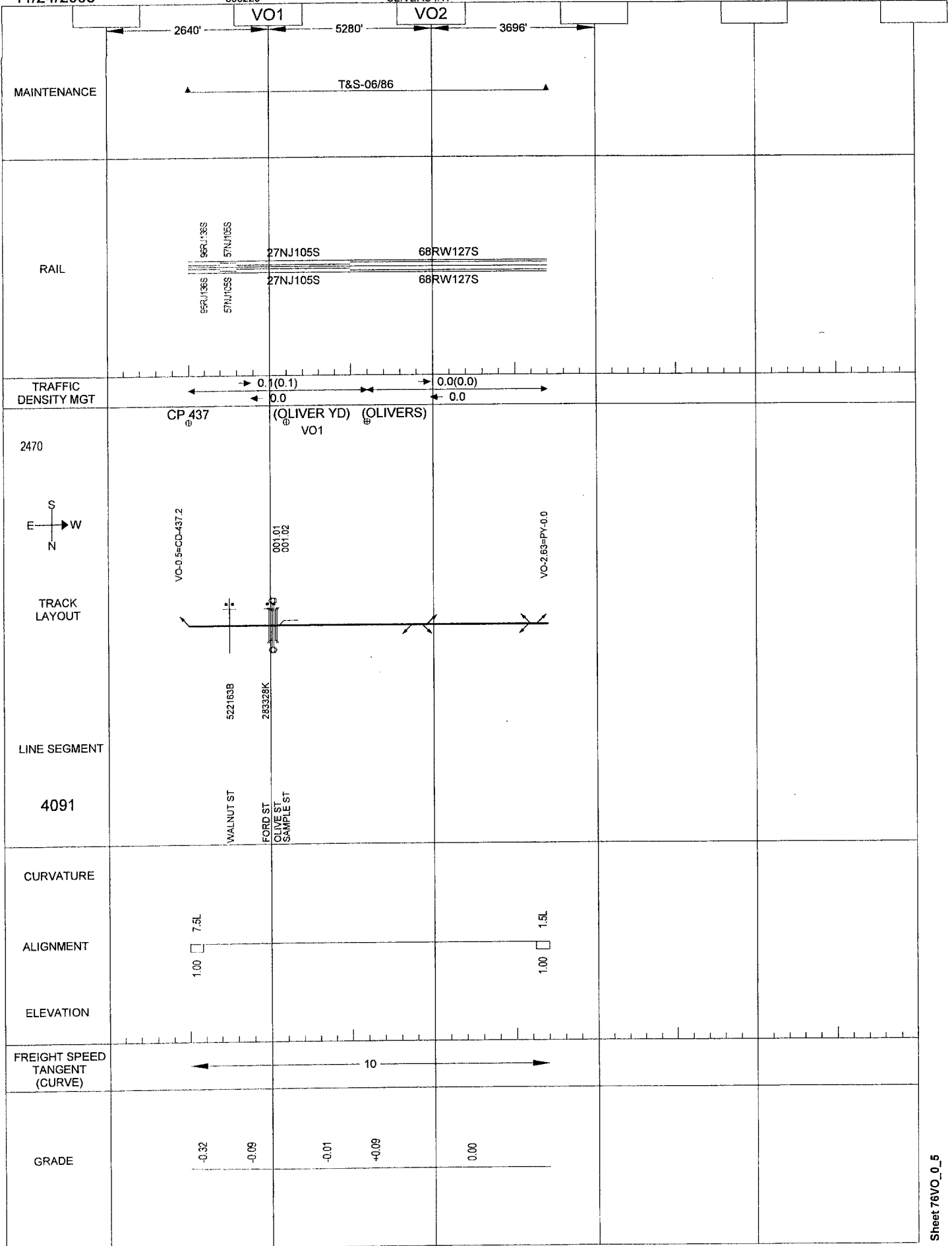
11/24/2008

503223

239
OLIVERS I.T.

SOUTH BEND-OLIVERS

DEARBORN



11/24/2008

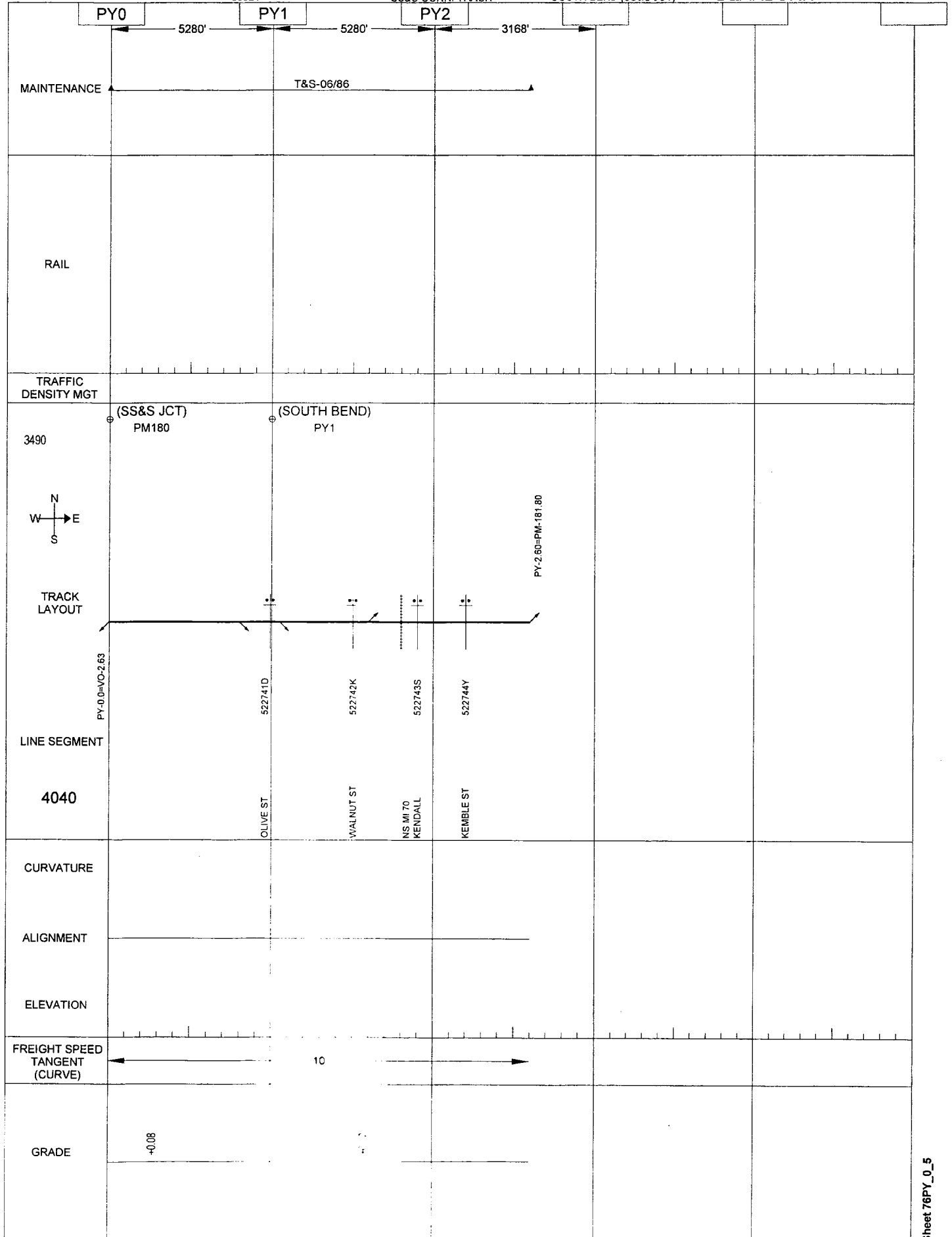
503237

240

SS&S CONN. TRACK

SOUTH BEND (SS&S JCT)

DEARBORN



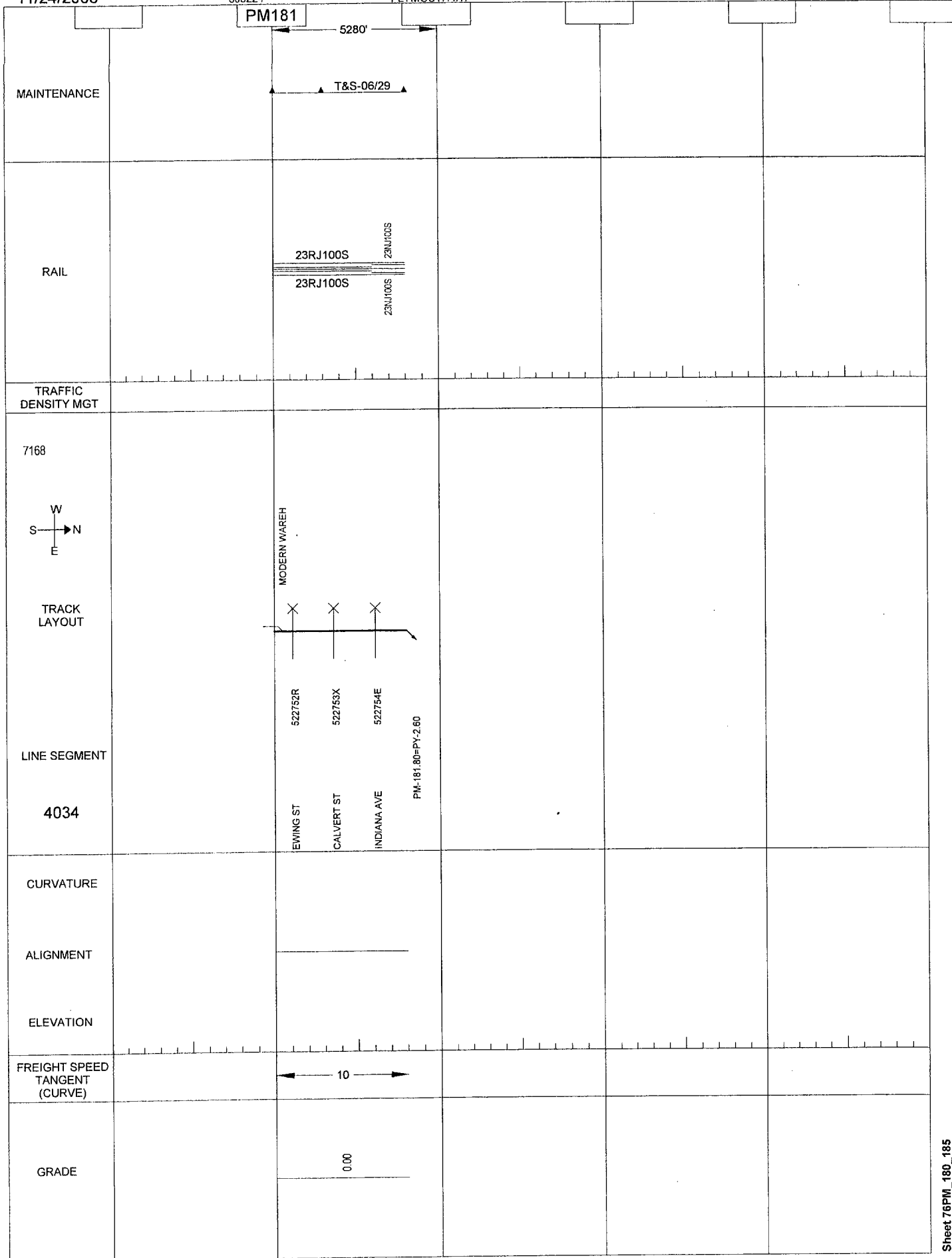
11/24/2008

503224

241
PLYMOUTH I.T.

SOUTH BEND

DEARBORN



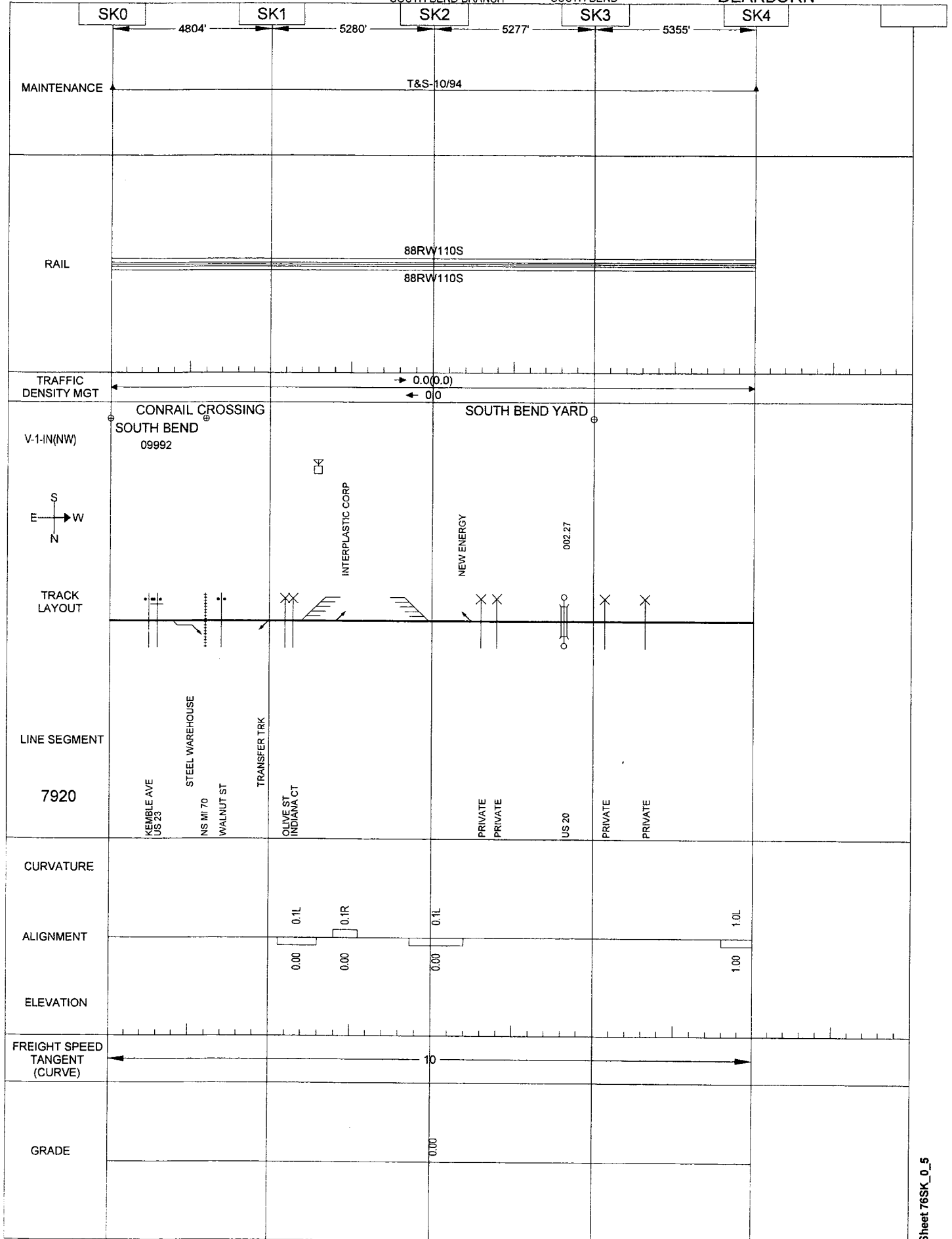
11/24/2008

242

SOUTH BEND BRANCH

SOUTH BEND

DEARBORN



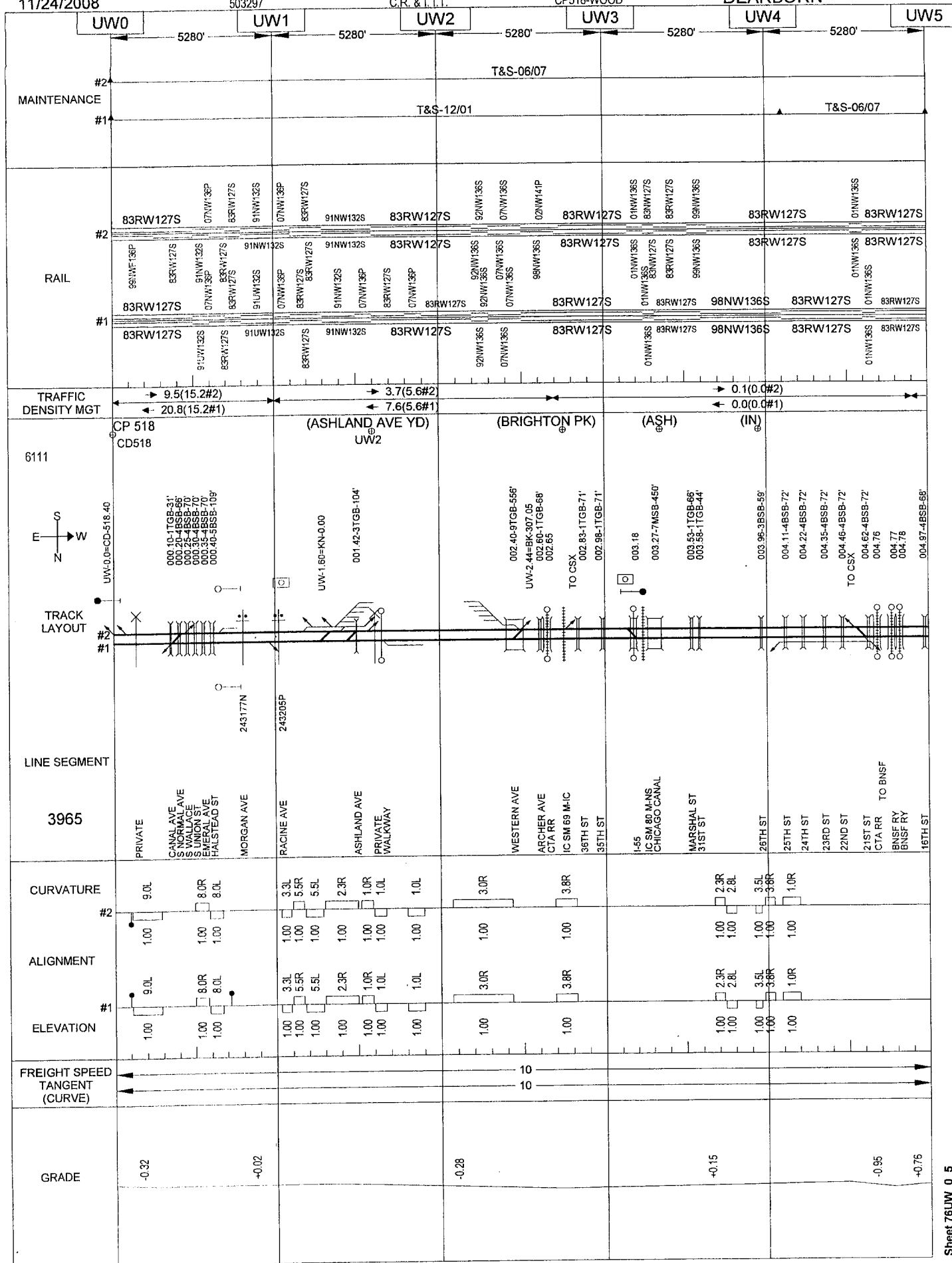
11/24/2008

503297

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

CP518-WOOD

DEARBORN



DEARBORN

- 5560'

A diagram showing two horizontal lines representing energy levels, labeled #1 (bottom) and #2 (top). A vertical line on the left is labeled CE. Arrows indicate transitions: a vertical arrow pointing up from level #1 to level #2, and two horizontal arrows pointing right, one from level #1 and one from level #2.

RAIL

Station	Station	Station
83RW127S	83RW127S	83RW127S
94NW136S	94NW136S	94NW136S

TRAFFIC
DENSITY MGT

(WOOD)

6111

005.09-4BSB-68*

TO UP

TRACK LAYOUT

A logic diagram of a 2x2 multiplexer. It has two data inputs labeled #1 and #2, and a select input. The output is shown as a single line. The diagram shows the internal routing where the select line controls which input is connected to the output.

LINE SEGMENT

3965

5TH ST

CURVATURE

#2

10.31

ALIGNMENT

#1

10.3L

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+0.76

11/24/2008

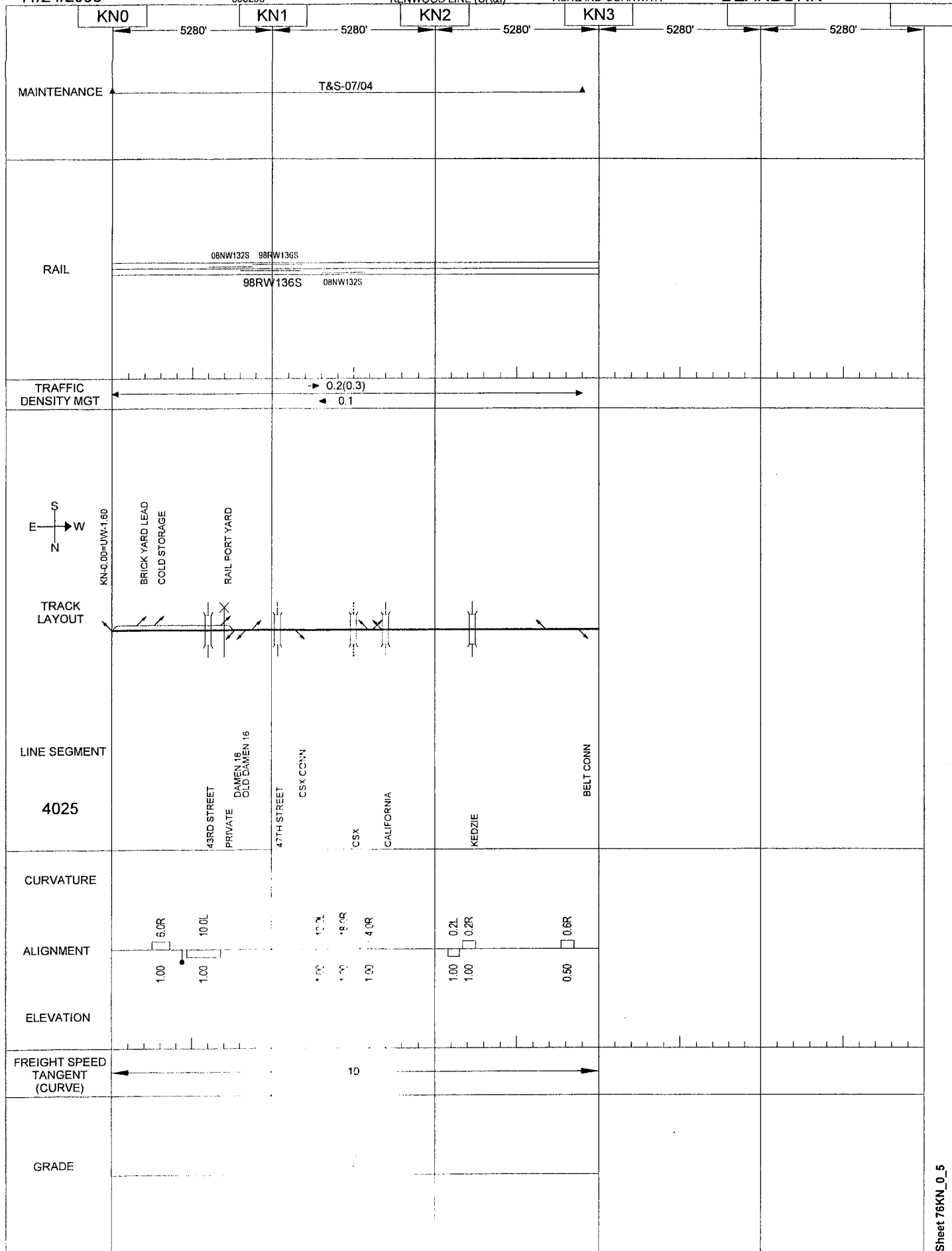
503298

245

KENWOOD LINE (CR&I)

ASHLAND-CORNWITH

DEARBORN



11/24/2008

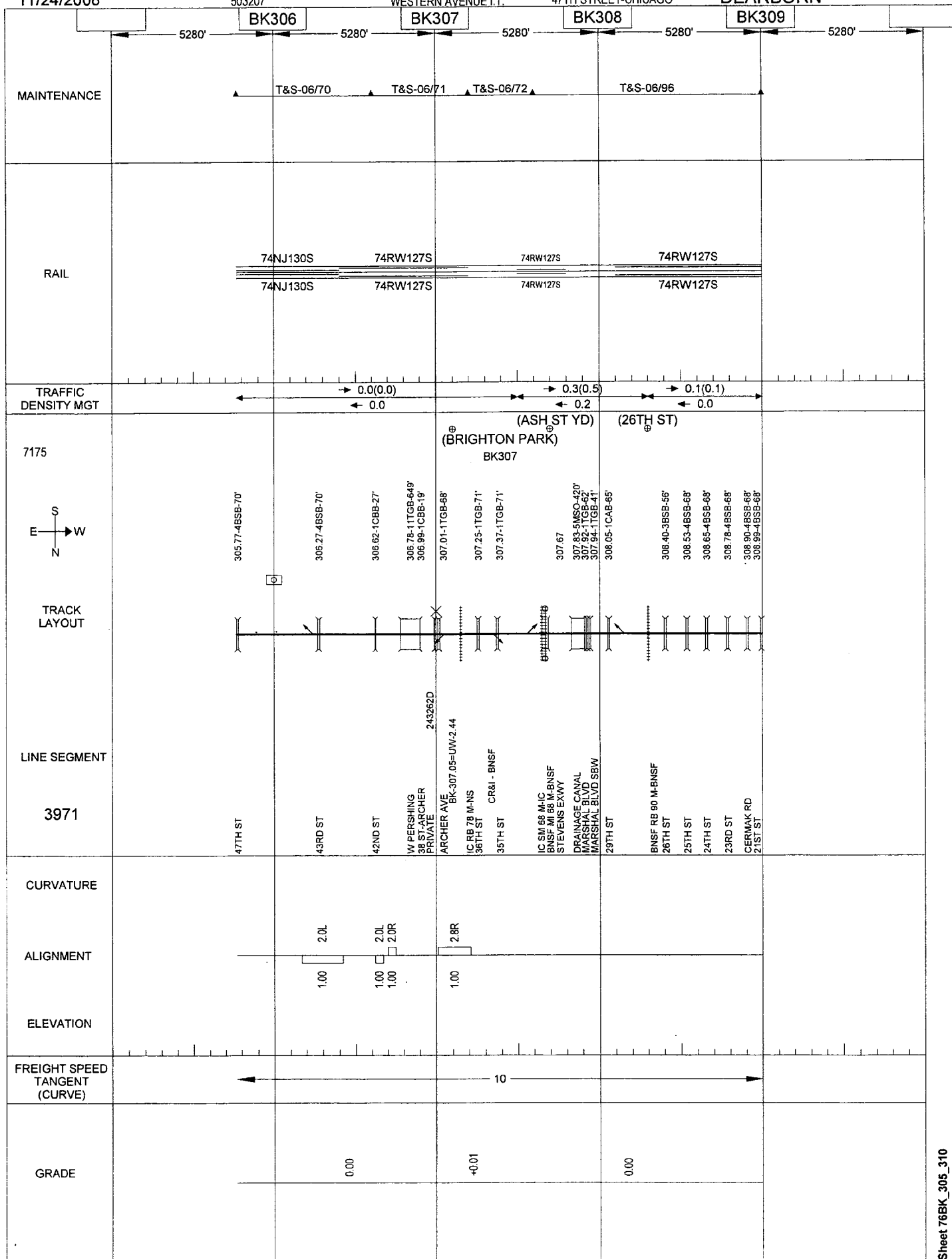
503207

246

WESTERN AVENUE I.T.

47TH STREET-CHICAGO

DEARBORN

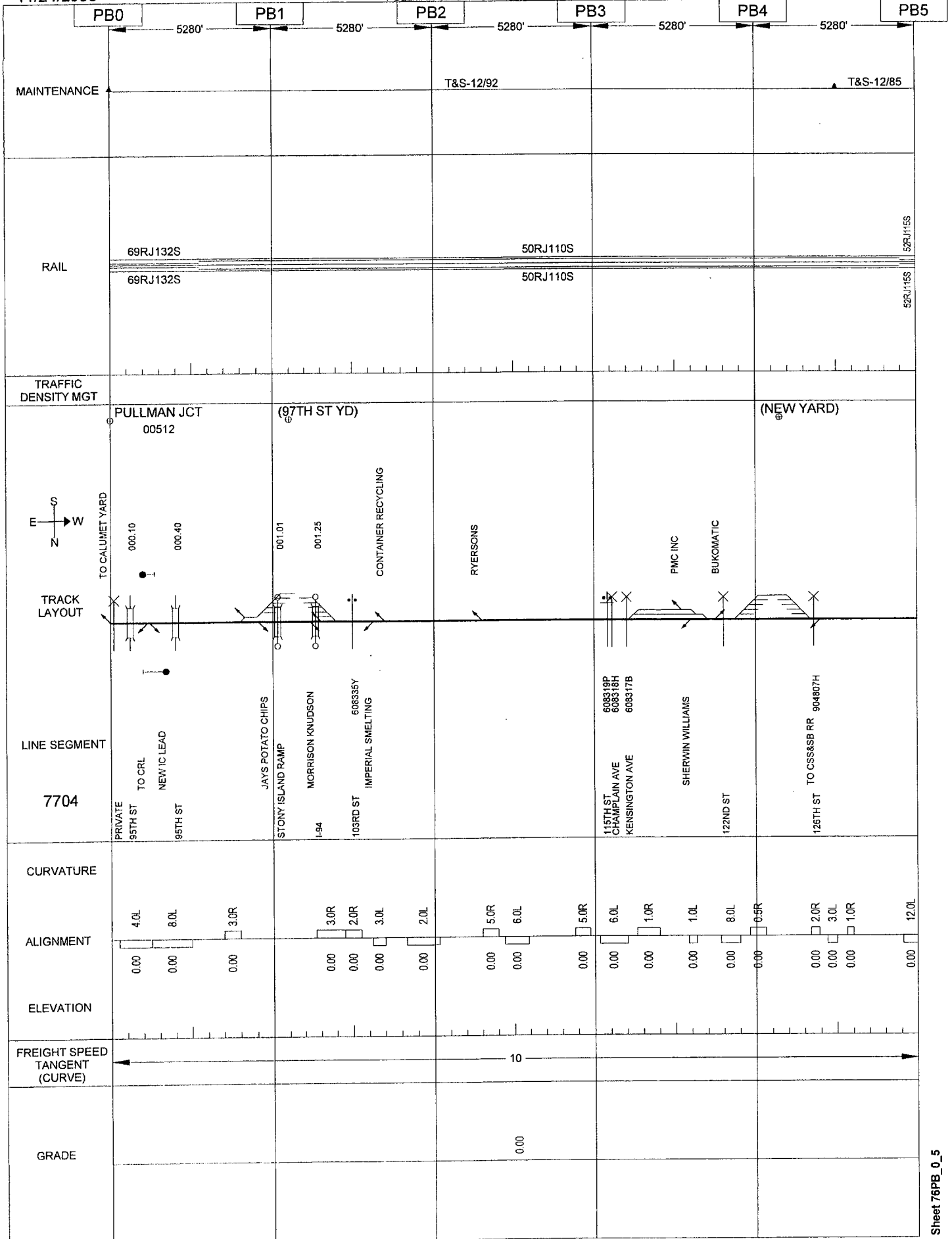


11/24/2008

247
PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN

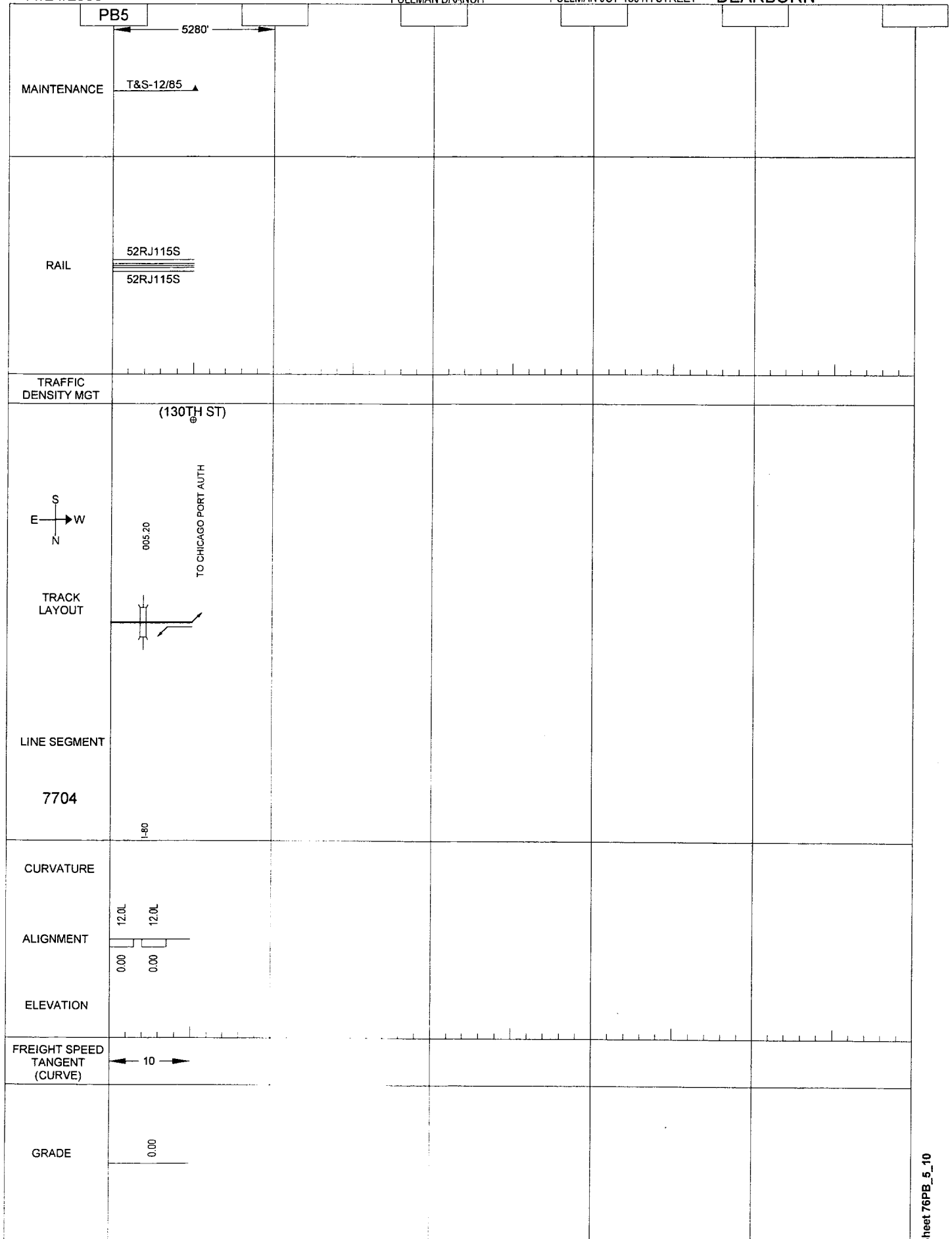


11/24/2008

248
PULLMAN BRANCH

PULLMAN JCT-130TH STREET

DEARBORN



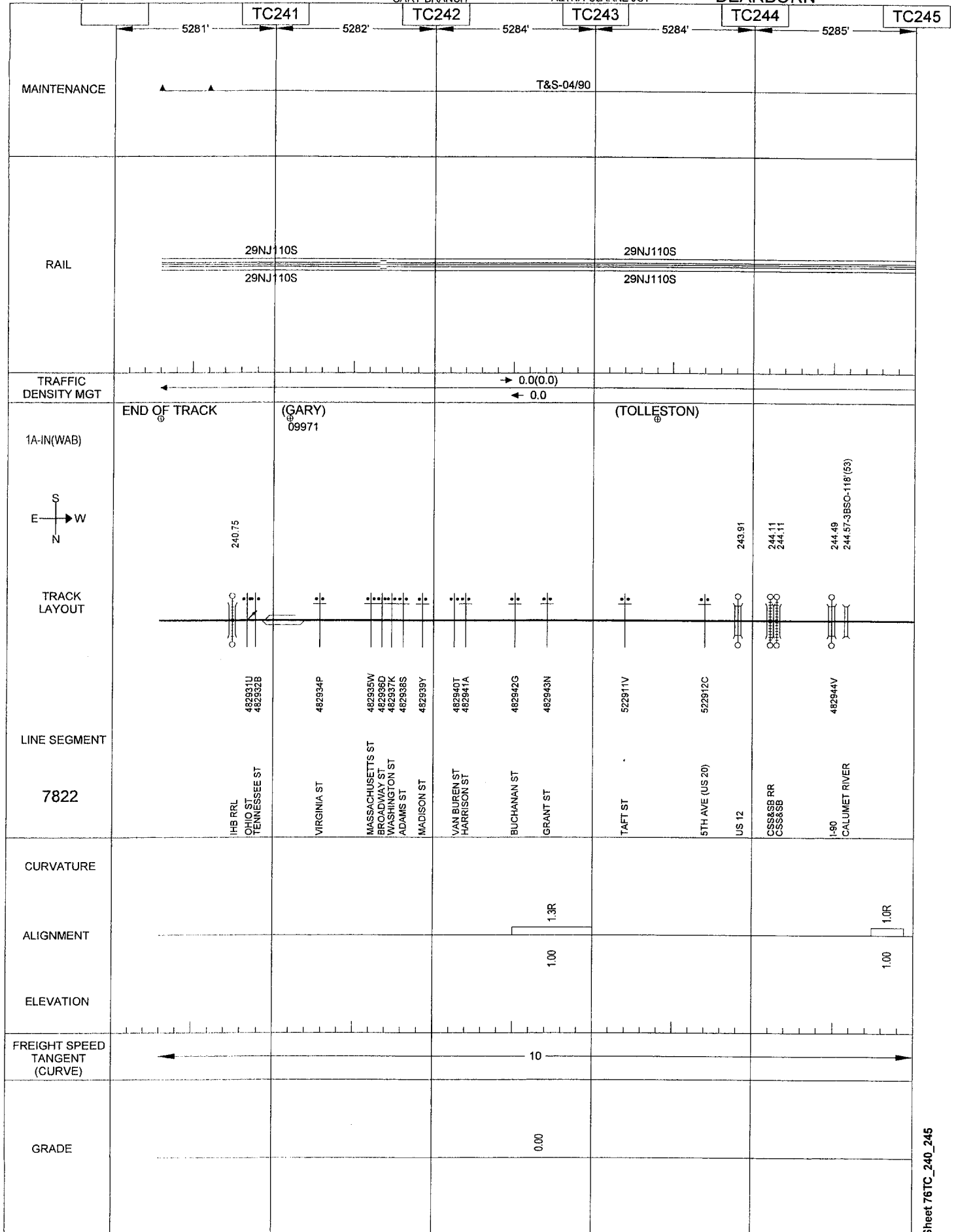
11/24/2008

249

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



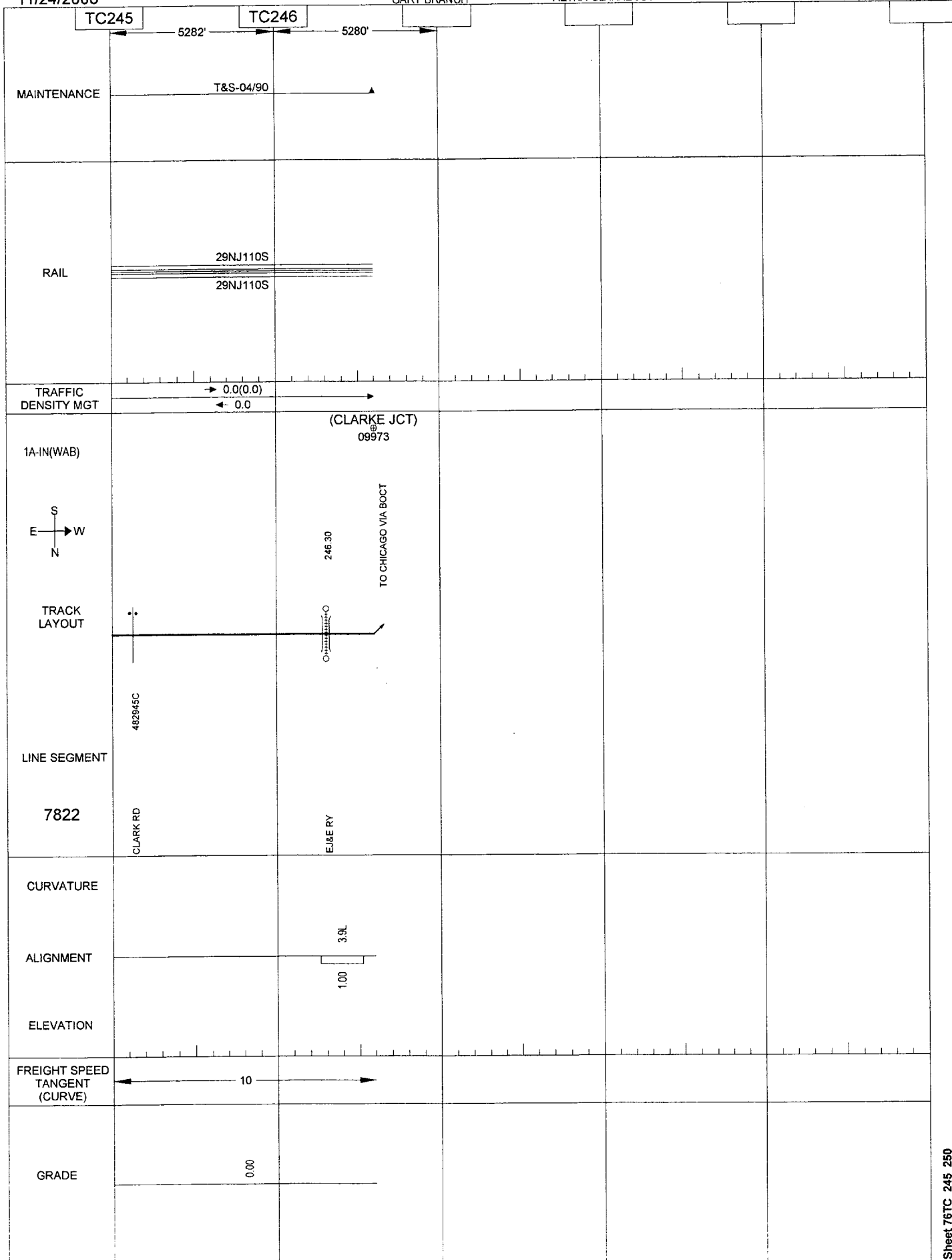
11/24/2008

250

GARY BRANCH

AETNA-CLARKE JCT

DEARBORN



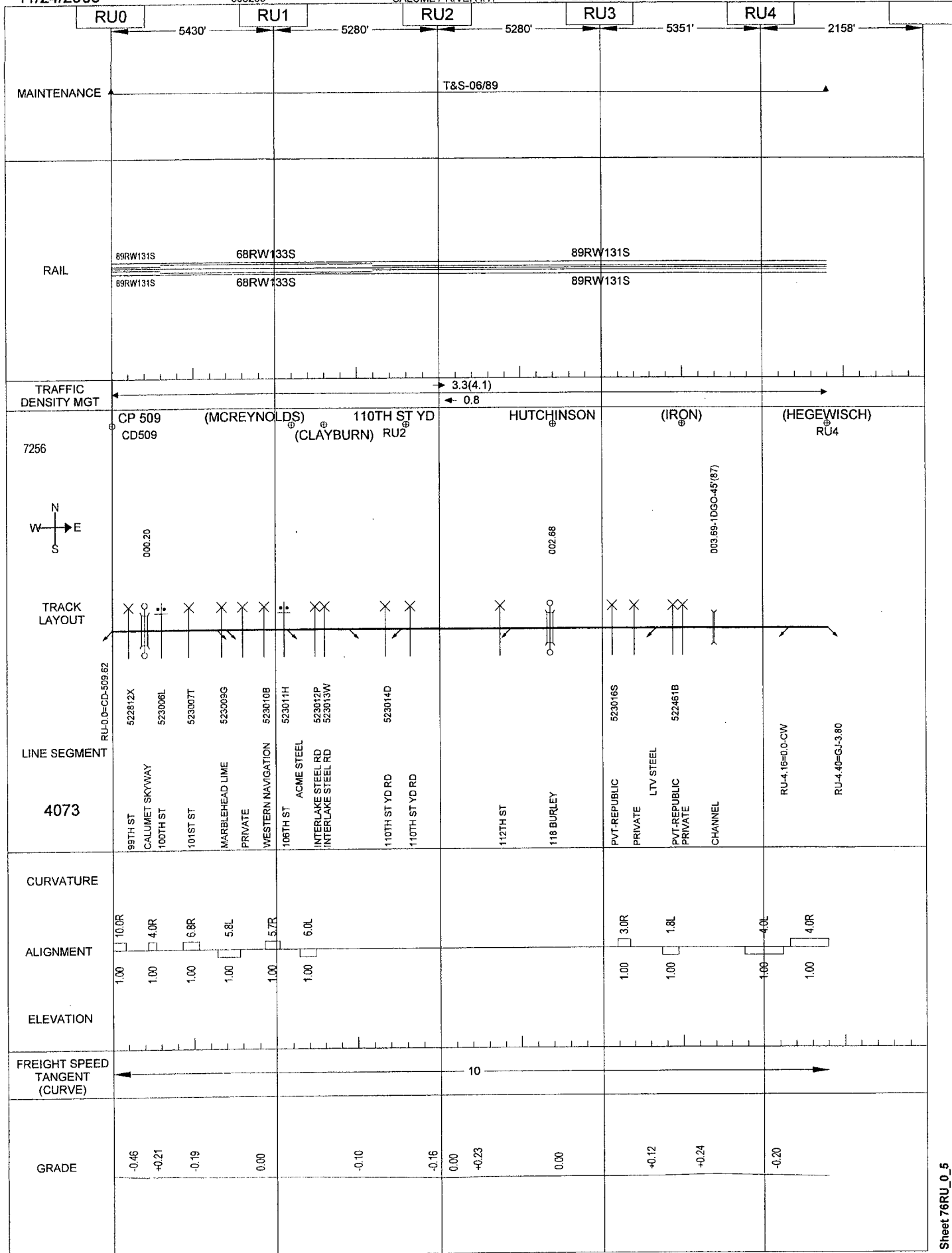
11/24/2008

503235

251
CALUMET RIVER I.T.

RIVER BRANCH JCT-HEGEWIS

DEARBORN



11/24/2008

503246

252
SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN

GJ4

GJ5

5280'

5261'

MAINTENANCE

T&S-06/85

RAIL

50UJ130S
50UJ130S

68RW131S
68RW131S
01RW132S
01RW132S
68RW131S
68RW131S
01RW132S
01RW132S

TRAFFIC
DENSITY MGT

7256



TRACK
LAYOUT

(HEGEWISCH)

(BURNHAM)
(WOLF LAKE JCT)
GJ4

GJ-4.17=UO-0.0

004.76-5B50-182'(01)

LINE SEGMENT

4004

GJ-3.80=RU-4.40

133RD ST
522460U

134TH ST
522459A

135TH ST
522458T

BRAINARD AVE
522456E

NICTD SM 58 M-NS
522455X

CHIPPewa ST
522454R

CSS SM 57 M-CSS

GREEN BAY AVE

CALUMET RIVER

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

+0.25

0.00

+0.45

+0.34

+0.29

0.00

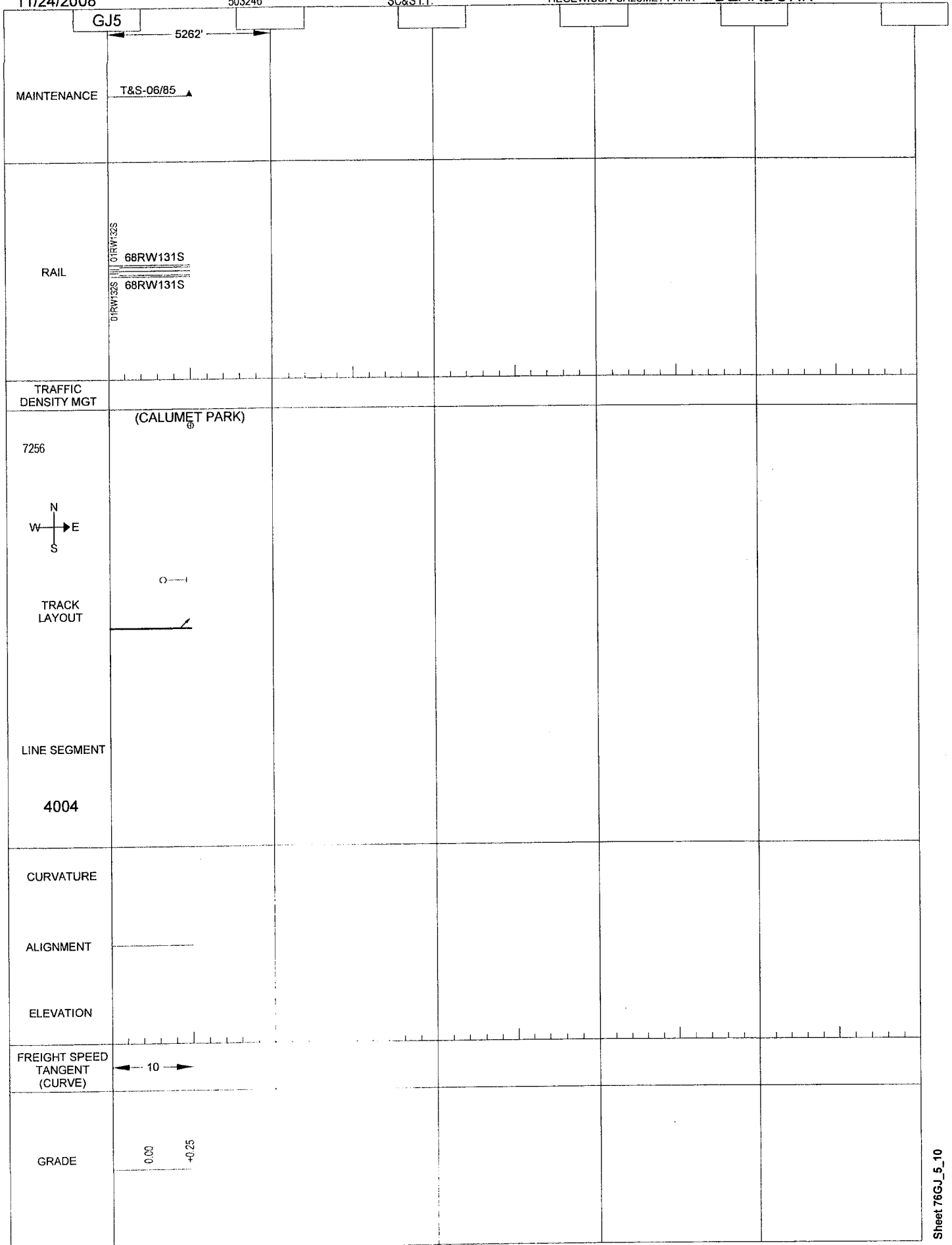
11/24/2008

503246

253
SC&S I.T.

HEGEWISCH-CALUMET PARK

DEARBORN



11/24/2008

503207

254
BERNICE R.T.

DOLTON-CALUMET RIVER

DEARBORN

QP294

5280' 5283'

MAINTENANCE

T&S-06/76

RAIL

53UJ131S
53UJ131S
66NJ130S
66NJ130S

TRAFFIC
DENSITY MGT

0.0(0.0)
0.0

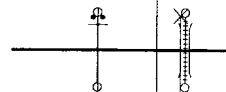
7175

(DOLTON)
QP293

(RIVERDALE)
QP294

S
E → W
N

TRACK
LAYOUT



522338C
522339J

522340D

294.12

LINE SEGMENT

138TH ST
137TH PL

137TH ST
IC RR

4043

CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.04

+0.02

0.00

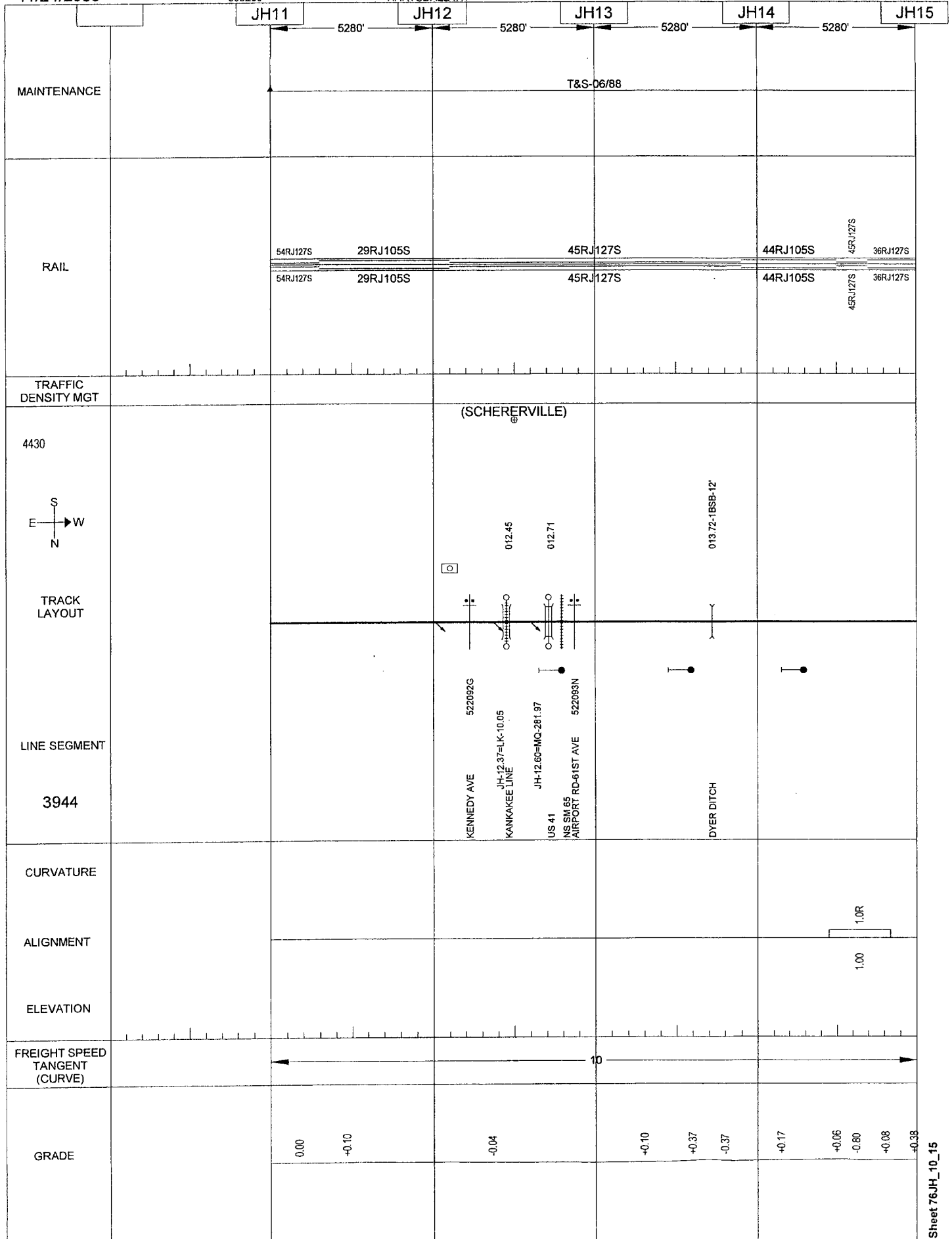
11/24/2008

503233

255
HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN



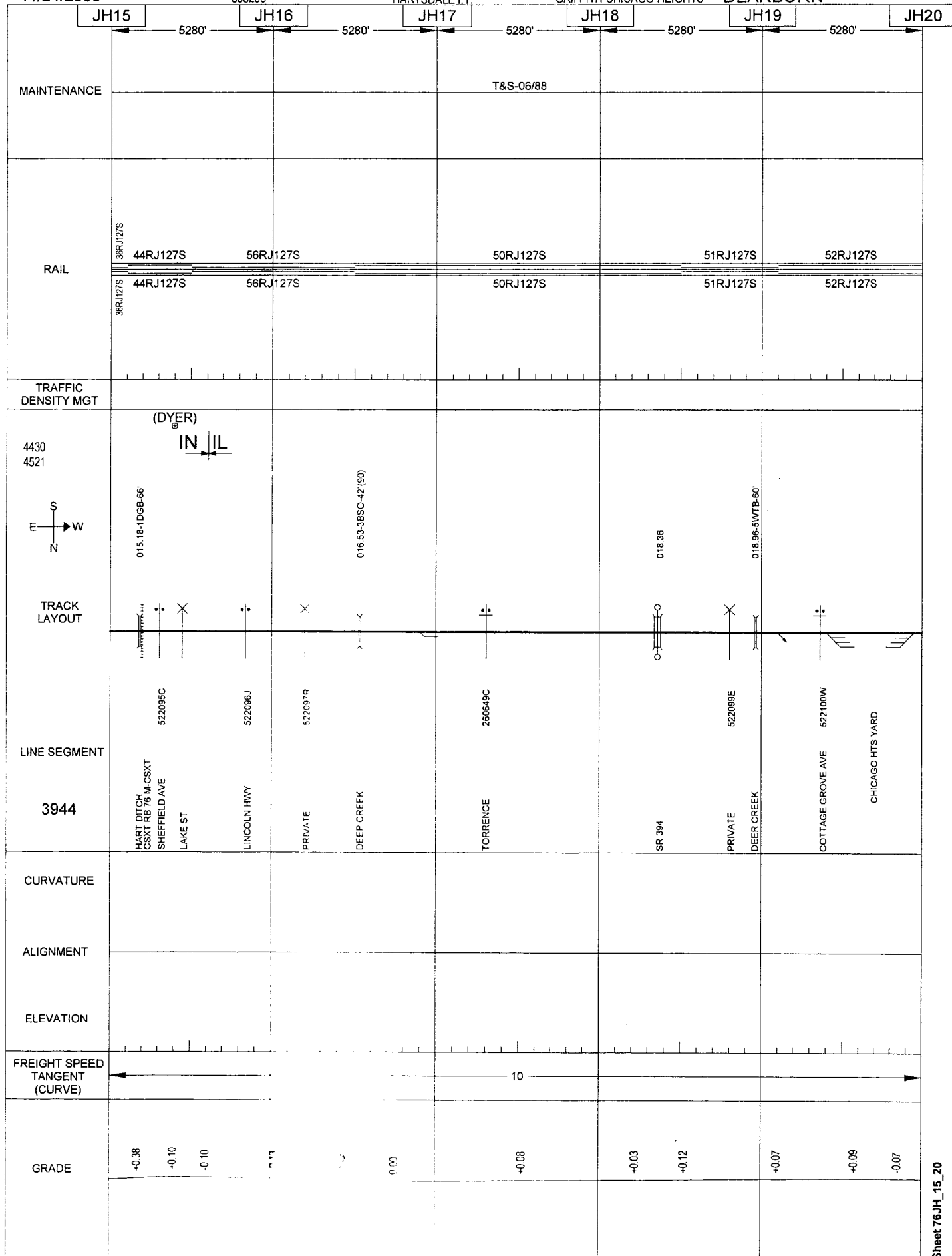
11/24/2008

503233

256
HARTSDALE I.T

GRIFFITH-CHICAGO HEIGHTS

DEARBORN



11/24/2008

503233

257
HARTSDALE I.T.

GRIFFITH-CHICAGO HEIGHTS

DEARBORN

JH20

5280'

MAINTENANCE

RAIL

37NJ105S
37NJ105S

TRAFFIC
DENSITY MGT

4521

S
E—W
N

020.14-1CBB-10'

TRACK
LAYOUT

Y

LINE SEGMENT

3944

THIRD CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.07
-0.55

11/24/2008

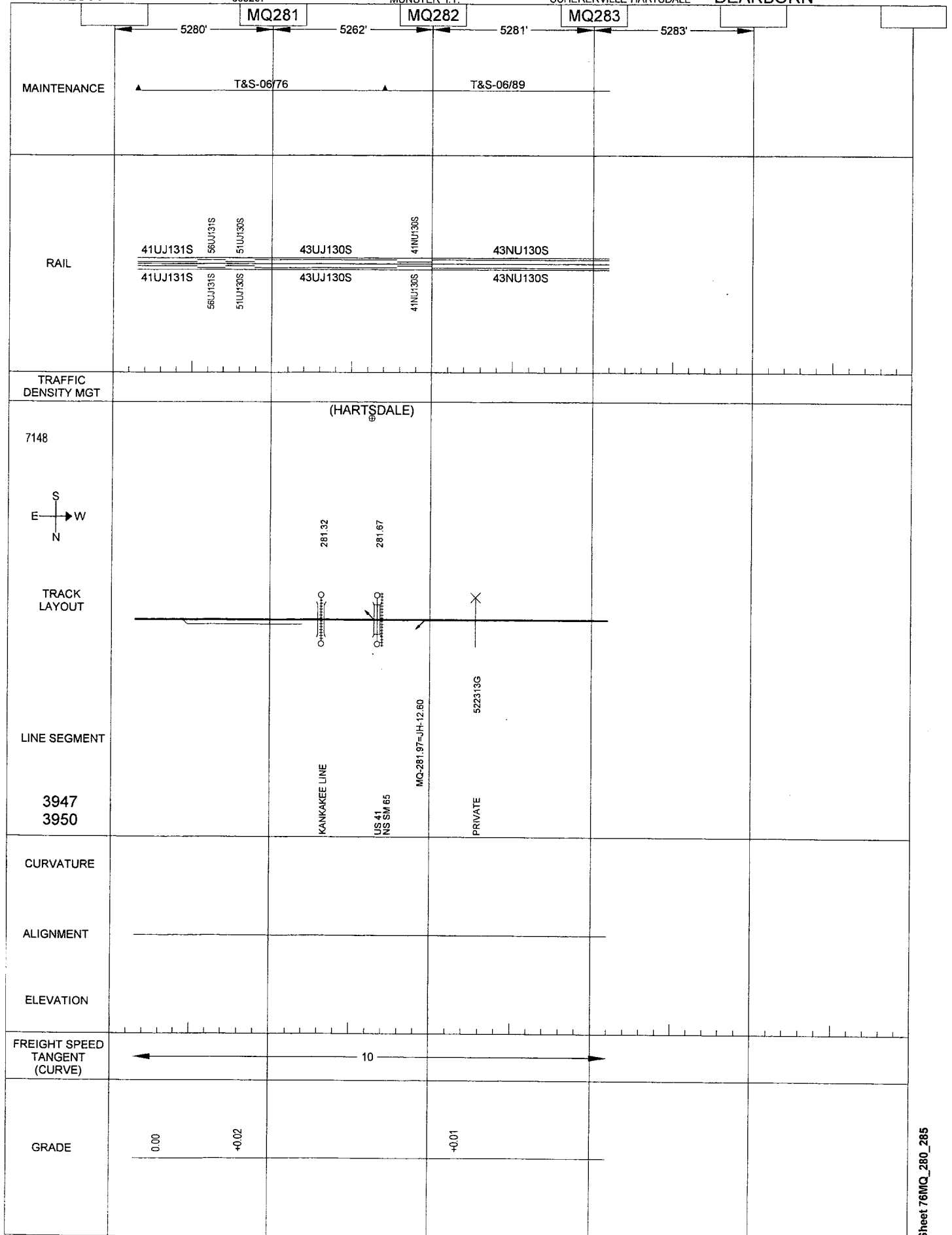
503207

258

MUNSTER I.T.

SCHERERVILLE-HARTSDALE

DEARBORN



11/24/2008

503124

259
EAST BRADLEY I.T.

KANKAKEE

DEARBORN

YK0

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2480

(KANKAKEE)



YK-0.0-KS-100.70

TRACK
LAYOUT



533154H
507894U

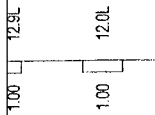
LINE SEGMENT

4127

FAIR, RT 50
BROOKMONT

CURVATURE

ALIGNMENT



ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.02

11/24/2008

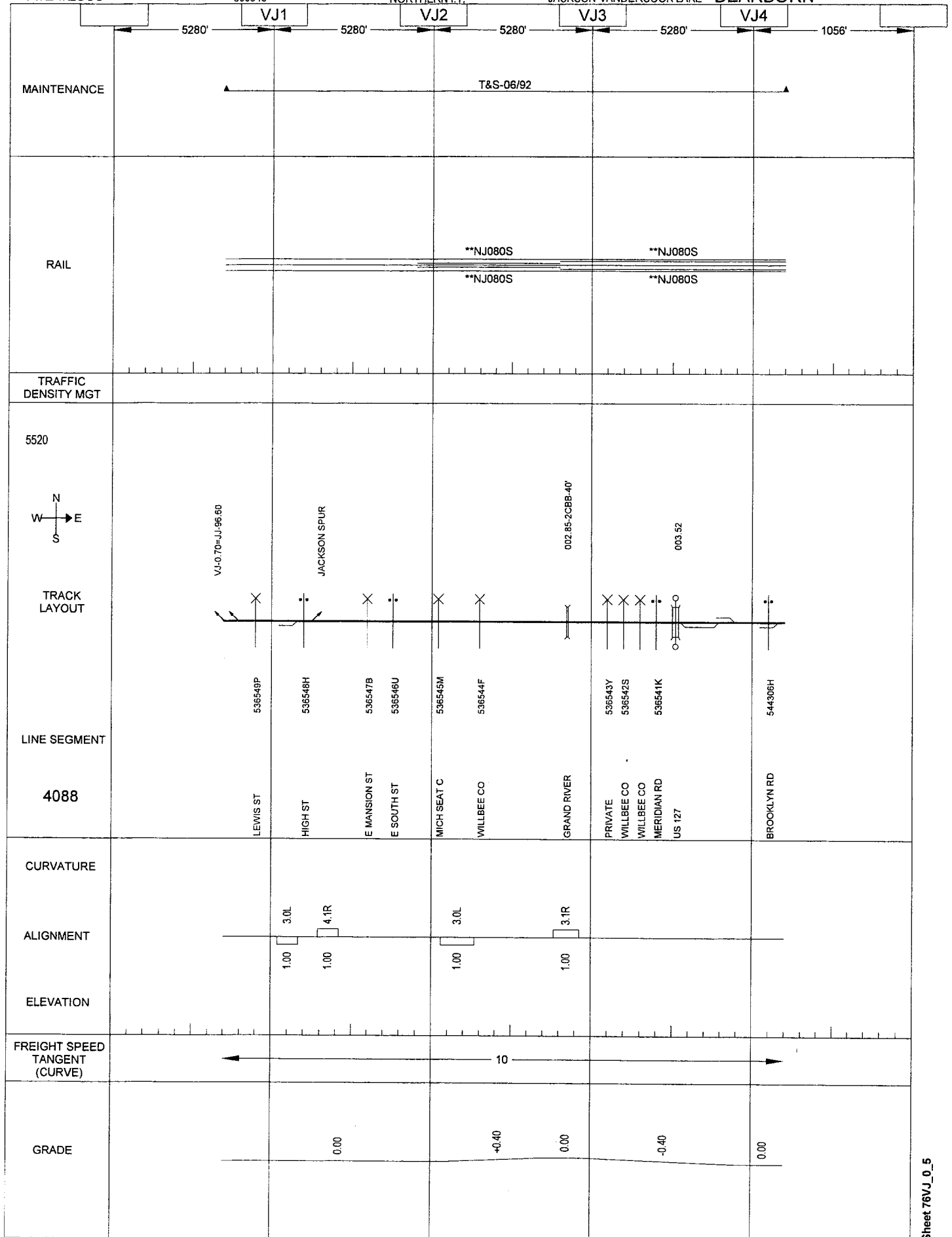
505348

260

NORTHERN I.T.

JACKSON-VANDERCOOK LAKE

DEARBORN



11/24/2008

505321

261

JACKSON I.T.

JACKSON-JACKSON JCT

DEARBORN

JJ97

2640'

1868'

MAINTENANCE

T&S-06/73

RAIL

57NJ127S

57NJ127S

TRAFFIC
DENSITY MGT

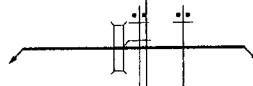
(JACKSON JCT)

2390

W
S → N
E

096.87-3BSB-98'

TRACK
LAYOUT



LINE SEGMENT

JJ-96.60=VJ-0.70

536176T
GRAND RIVER
BRIDGE ST

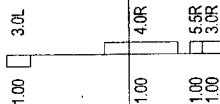
536175L
ELM ST

JJ-97.40=MH-74.75

4016

CURVATURE

ALIGNMENT



ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.38

+0.19

11/24/2008

505352

262

LANSING I.T.

NORTH LANSING

DEARBORN

UA61

5280'

2112'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2410

W
S → N
E

TRACK
LAYOUT



(N. LANSING)

535389D
535390X
535391E
535392L
535393T
535394A

LINE SEGMENT

3908

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

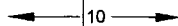
CURVATURE

ALIGNMENT

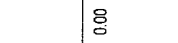


ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)



GRADE



11/24/2008

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

CEDAR ST XM-58 90-LZ-35.72

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

3.1L
1.00

11/24/2008

505352

264
LANSING I.T.

ALBION

DEARBORN

VP22

VP23

2112'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.3(0.7) ← 0.0(0.0)
← 0.4 ← 0.0

2410

CP ALBION
MH96

(ALBION)
VP22

W
S → N
E

VP-21.60-MH-95.96

TRACK
LAYOUT

903794F
536464M
536465U
536466B
536467H
536468P
536469W
536470R
536471X
903795M

LINE SEGMENT

3902

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

CURVATURE

ALIGNMENT

ELEVATION

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

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

11/24/2008

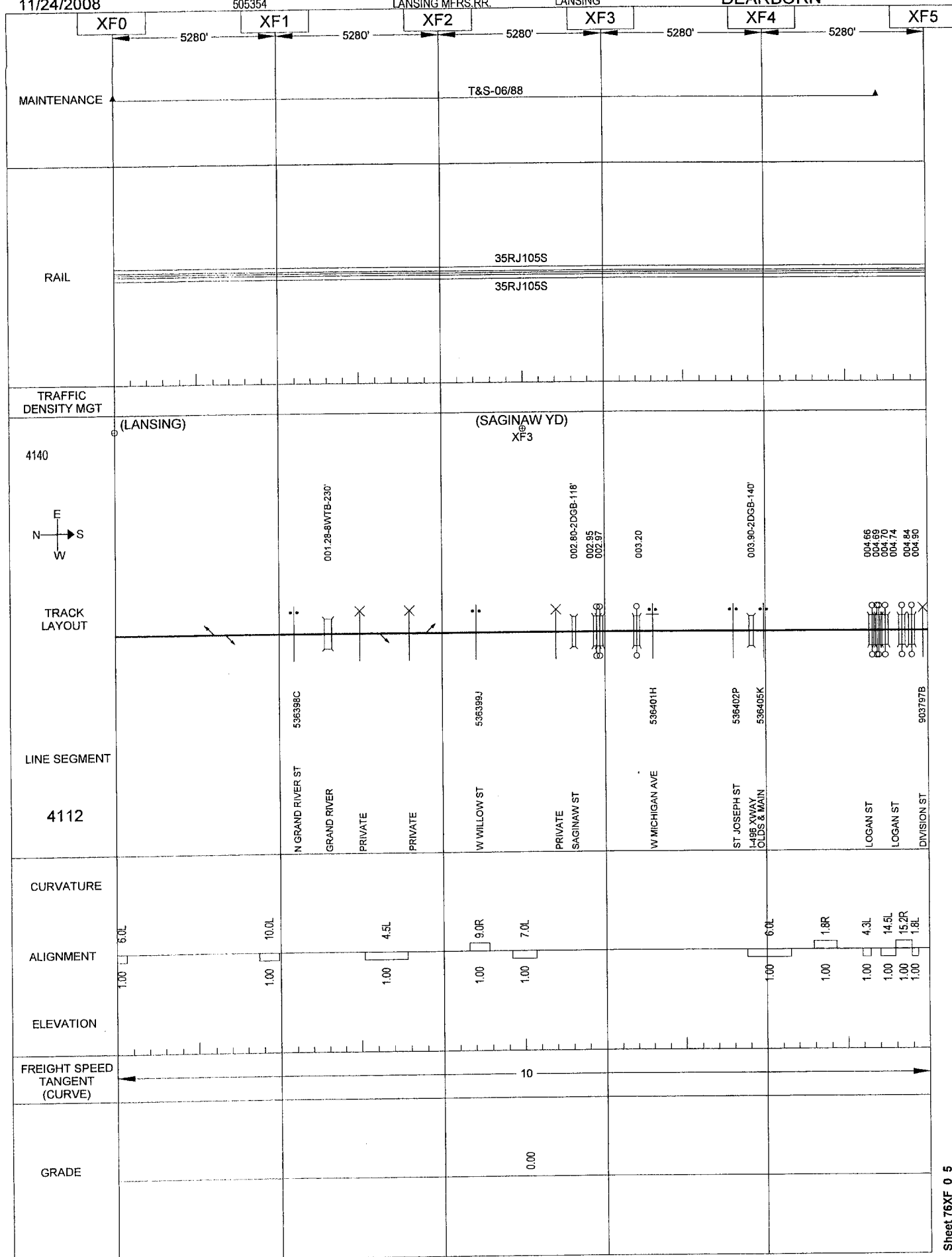
505354

265

LANSING MFRS.RR.

LANSING

DEARBORN



11/24/2008

505354

266

LANSING MFRS. RR.

LANSING

DEARBORN

XF5

720'

MAINTENANCE

RAIL

35RJ05S
39RJ05S

TRAFFIC
DENSITY MGT

4140



TRACK
LAYOUT



LINE SEGMENT

4112

PINE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

11/24/2008

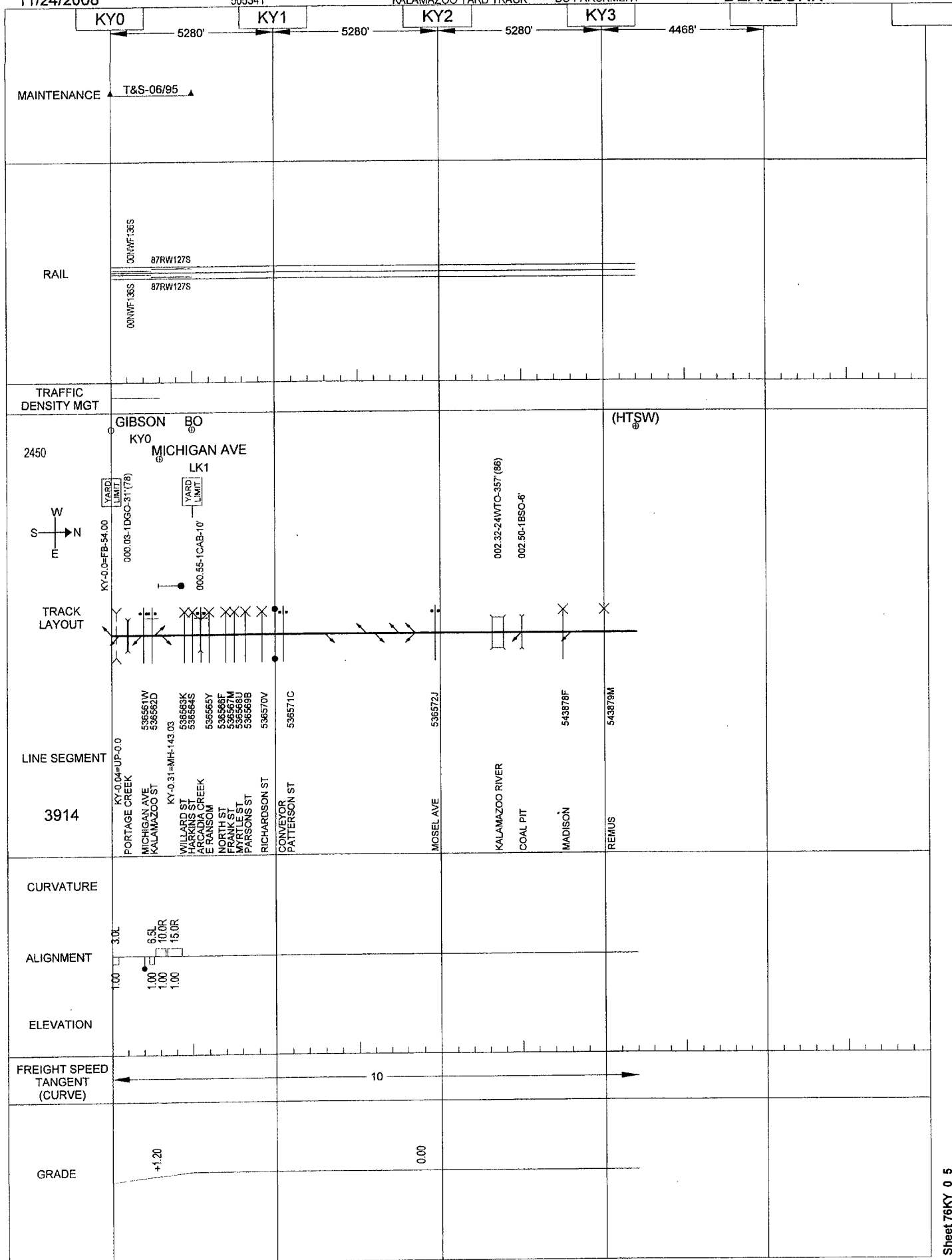
505341

267

KALAMAZOO YARD TRACK

BO-PARCHMENT

DEARBORN



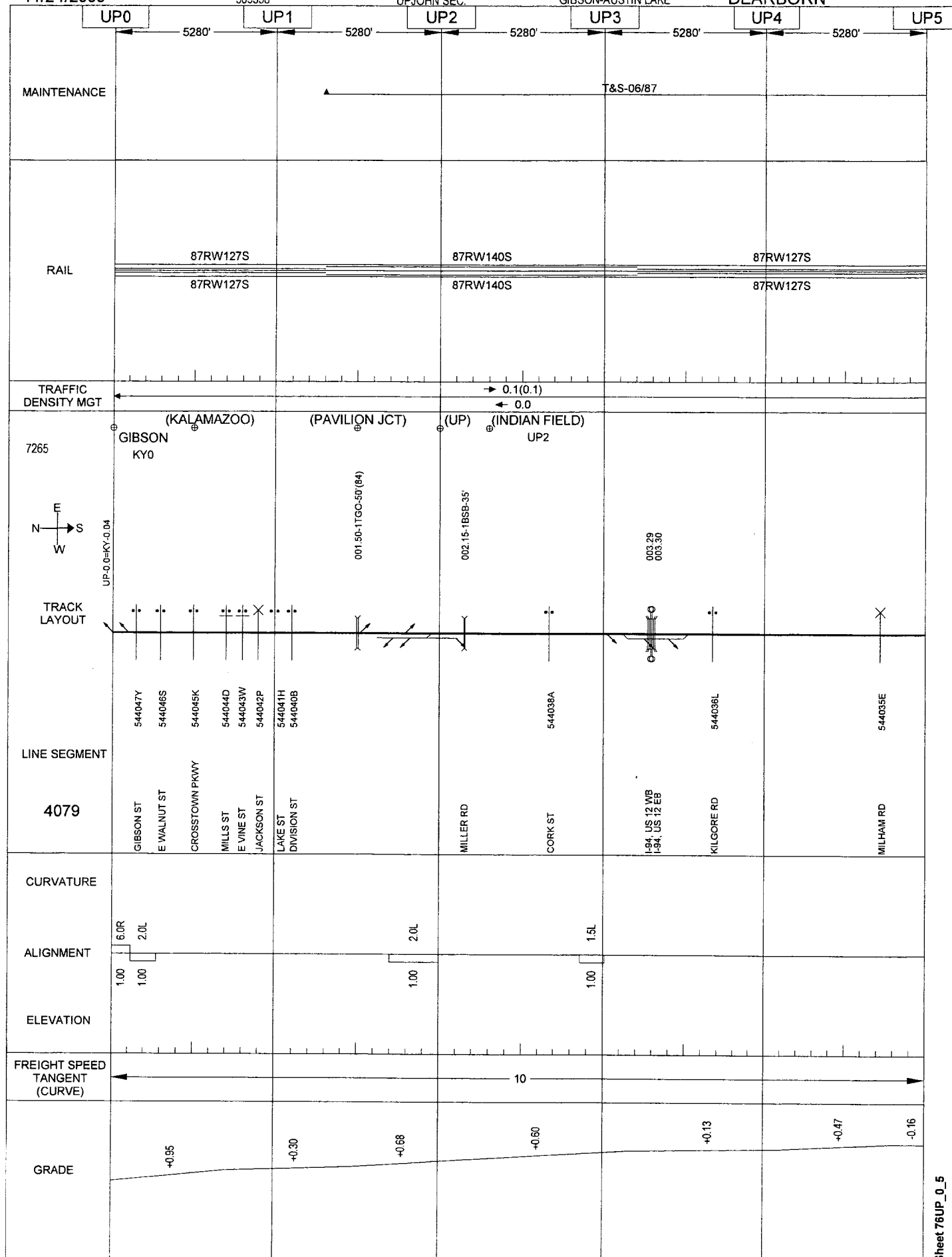
11/24/2008

505338

268
UP JOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN



11/24/2008

505338

269

UPJOHN SEC.

GIBSON-AUSTIN LAKE

DEARBORN

UP5

UP6

5280'

5136'

MAINTENANCE

T&S-06/87

RAIL

87RW127S

87RW127S

TRAFFIC
DENSITY MGT

→ 0.1(0.1)
← 0.0

7265

(AUSTIN LAKE)
(UPJOHN)
UP7

E
N → S
W

TRACK
LAYOUT

LINE SEGMENT

4079

544034X

ROMENCE RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.16

+0.40

-0.35

11/24/2008

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

(OTSEGO)

W
S → N
E

OW-66 60=FB-65 66
PLAINWELL PAPER
066 76-1850-10'(85)

068 01
068 03

069 30-6WTO-90'(84)

TRACK
LAYOUT

LINE SEGMENT

3932

543885X
903772F

543889T

543891U

543892B

543893H

543894P

543895W

543896D

543897K

545535K

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

0.1R

1.00

0.1L

1.00

0.3R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.04

-0.20

-0.51

0.00

+0.14

11/24/2008

505341

271
PLAINWELL I.T.

PLAINWELL-OTSEGO

DEARBORN

OW70

1265'

MAINTENANCE

RAIL

87RW127S

87RW127S

TRAFFIC
DENSITY MGT

W
S → N
E

TRACK
LAYOUT

070.03-1BSO-24' (NA)
070.15-1BSO-15'



543896S

LINE SEGMENT

3932

PRIVATE
COAL PIT
PIPELINE
COAL HOPPER

CURVATURE

ALIGNMENT

0.8R

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.14

11/24/2008

505340

272
HASTINGS R. T.

BOWEN-TERMINUS

DEARBORN

XH89

XH90

4752'

5280'

MAINTENANCE

T&S-06/90

RAIL

29NJ105S

29NJ105S

TRAFFIC
DENSITY MGT

4160

(BOWEN)
XH88

S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

4115

543866L
543867T
543868A
543869G
CONVEYOR
PRIVATE
PRIVATE
CONVEYOR
38TH ST SE
EASTERN AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.65

-0.47

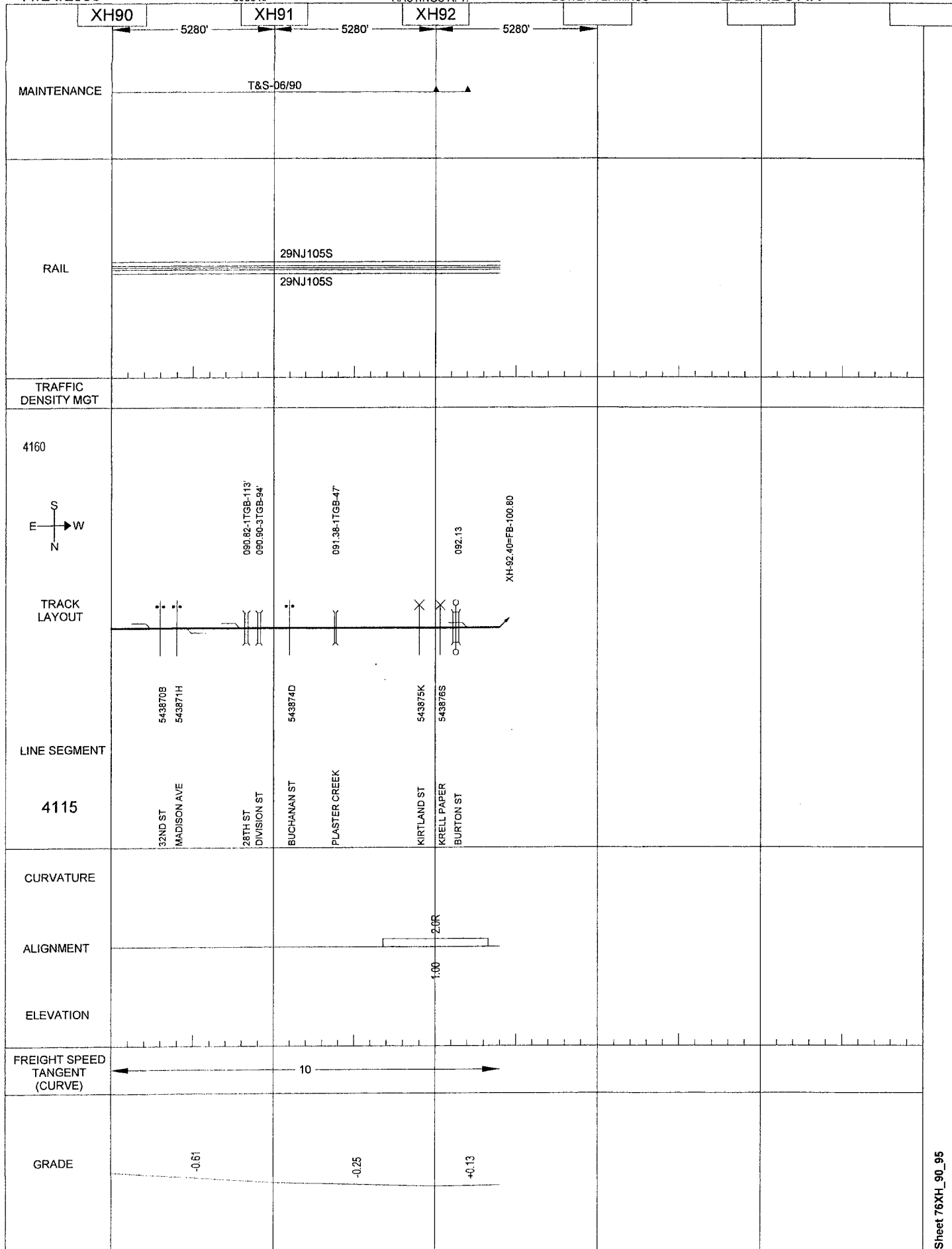
11/24/2008

505340

273
HASTINGS R.T.

BOWEN-TERMINUS

DEARBORN



11/24/2008

505341

274
KALAMAZOO I.T.

GRAND RAPIDS

DEARBORN

KZ95

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

2460

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

3911

CURVATURE

ALIGNMENT

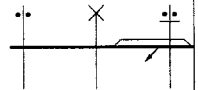
ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

→ 0.8(1.6)
← 0.8

(GRAND RAPIDS)
KZ94



545659Y

545657K

BUTTERWORTH ST

WATSON ST

TO CSXT
FULTON ST

4.3L
1.00

← 10 →

0.00

11/24/2008

505338

275
COMSTOCK I.T.

FULLER-COMSTOCK PARK

DEARBORN

VW106

5280'

MAINTENANCE

RAIL

86RW112S

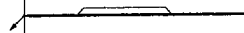
86RW112S

TRAFFIC
DENSITY MGT

7266



TRACK
LAYOUT



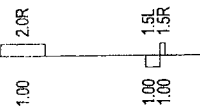
LINE SEGMENT

4097

TO CSXT

CURVATURE

ALIGNMENT



ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.19
+0.04

11/10/2008

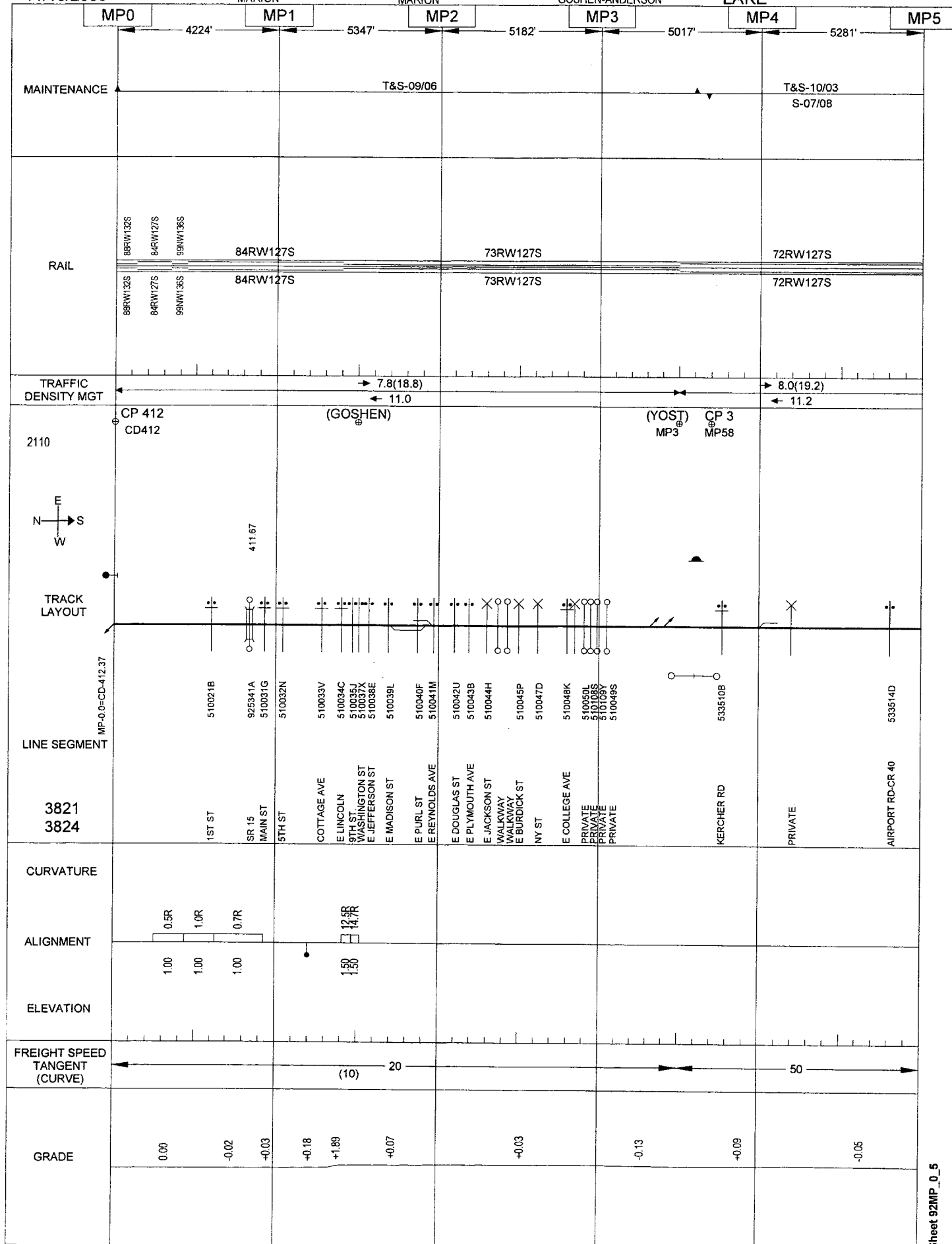
276

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

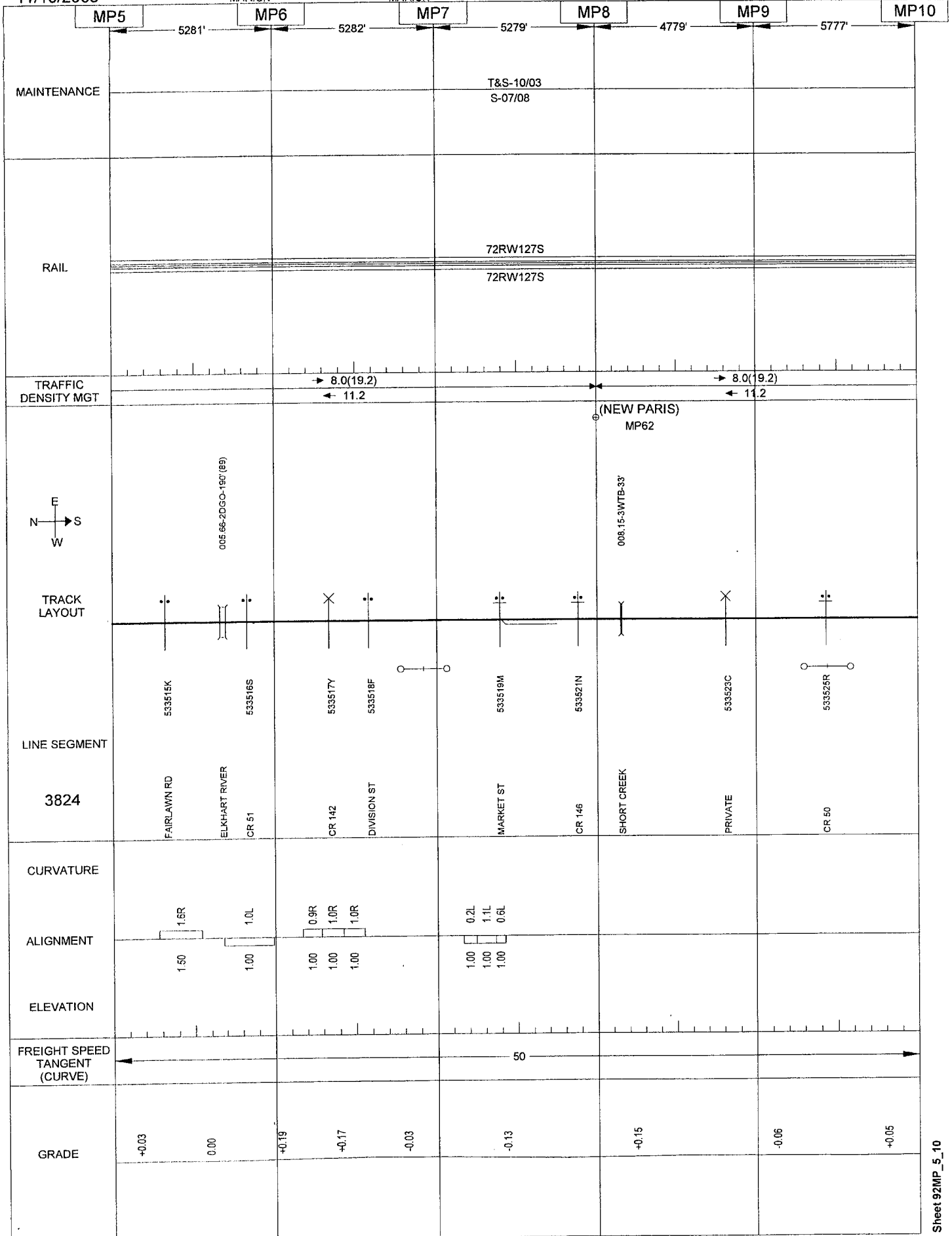
277

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

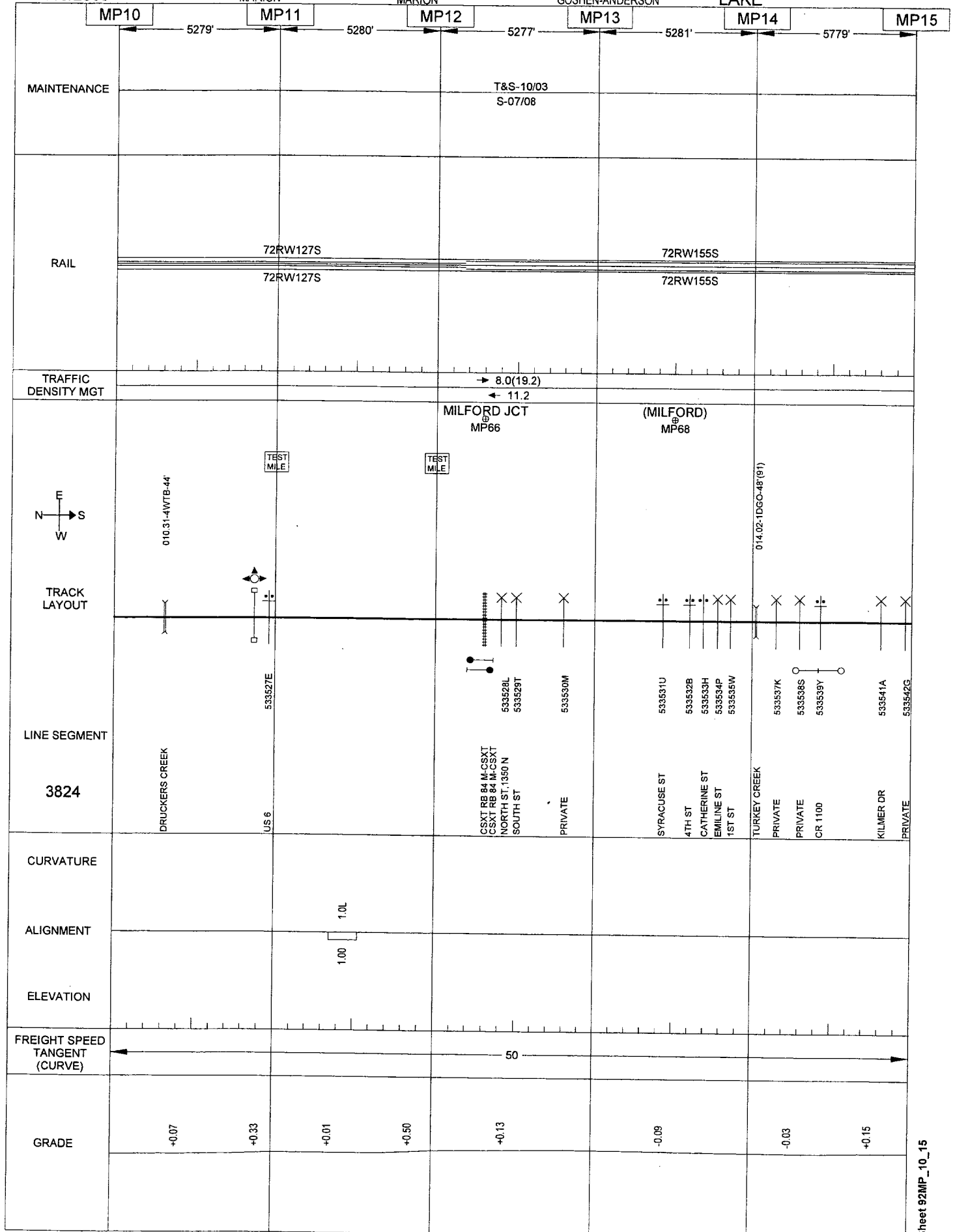
278

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

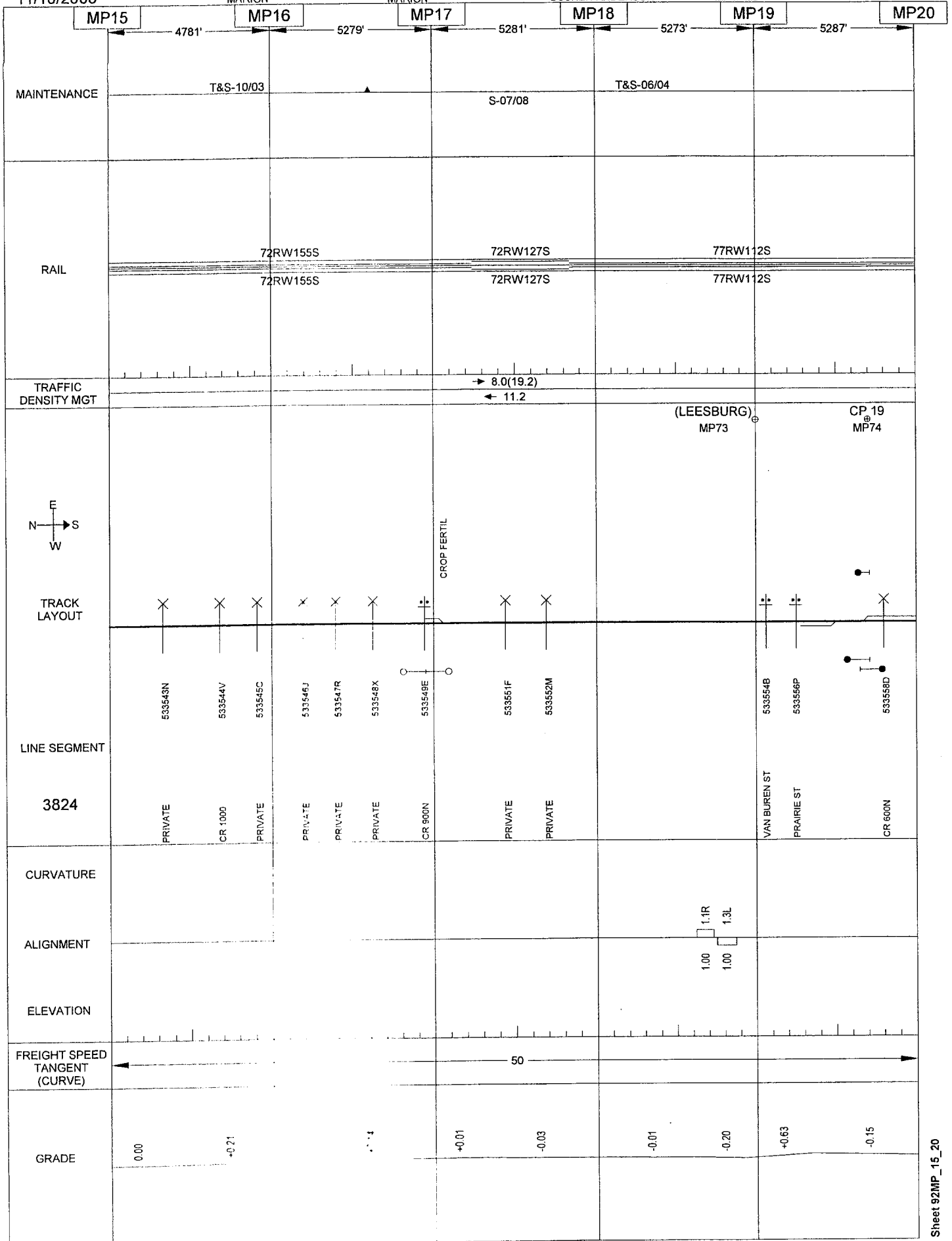
279

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

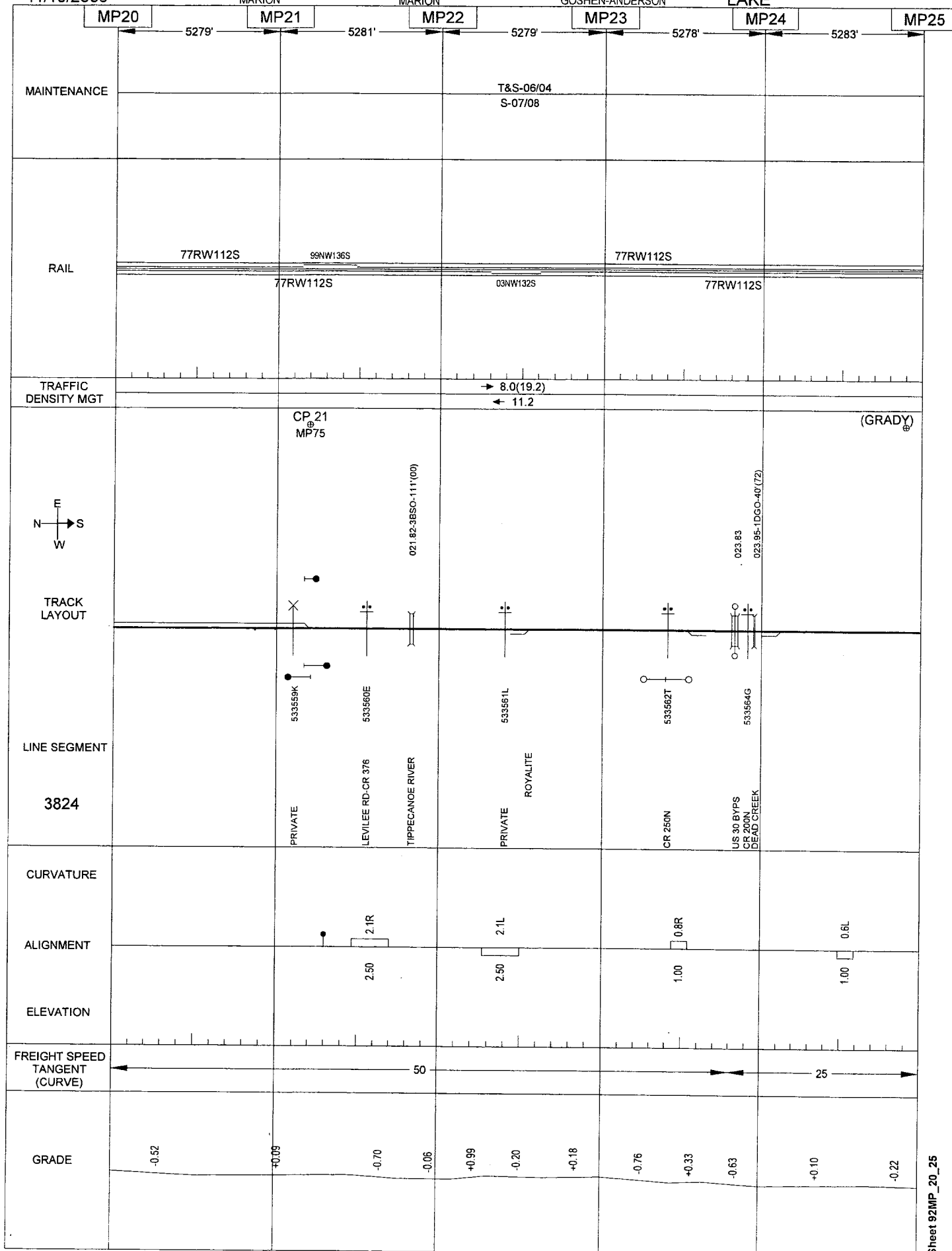
280

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

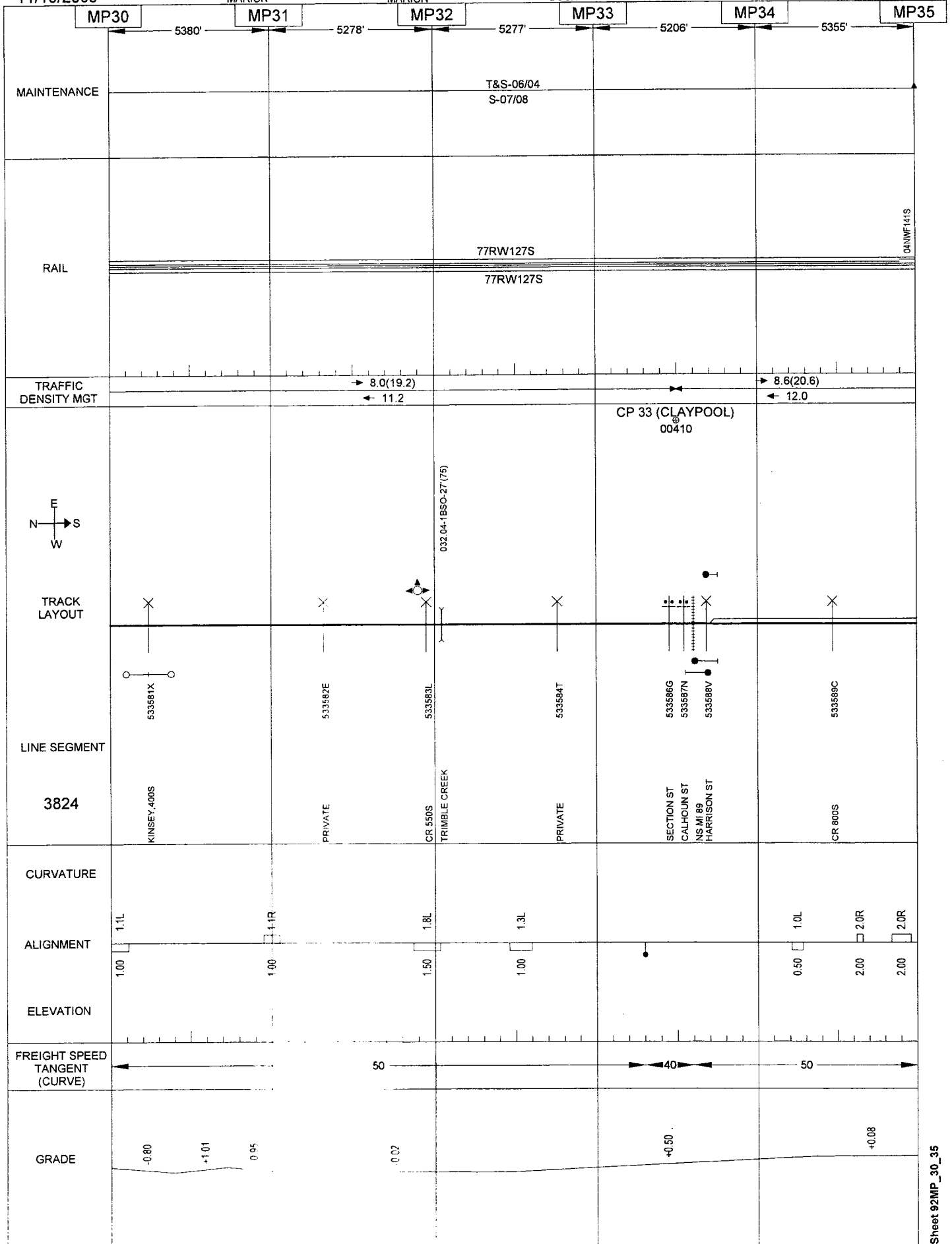
282

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

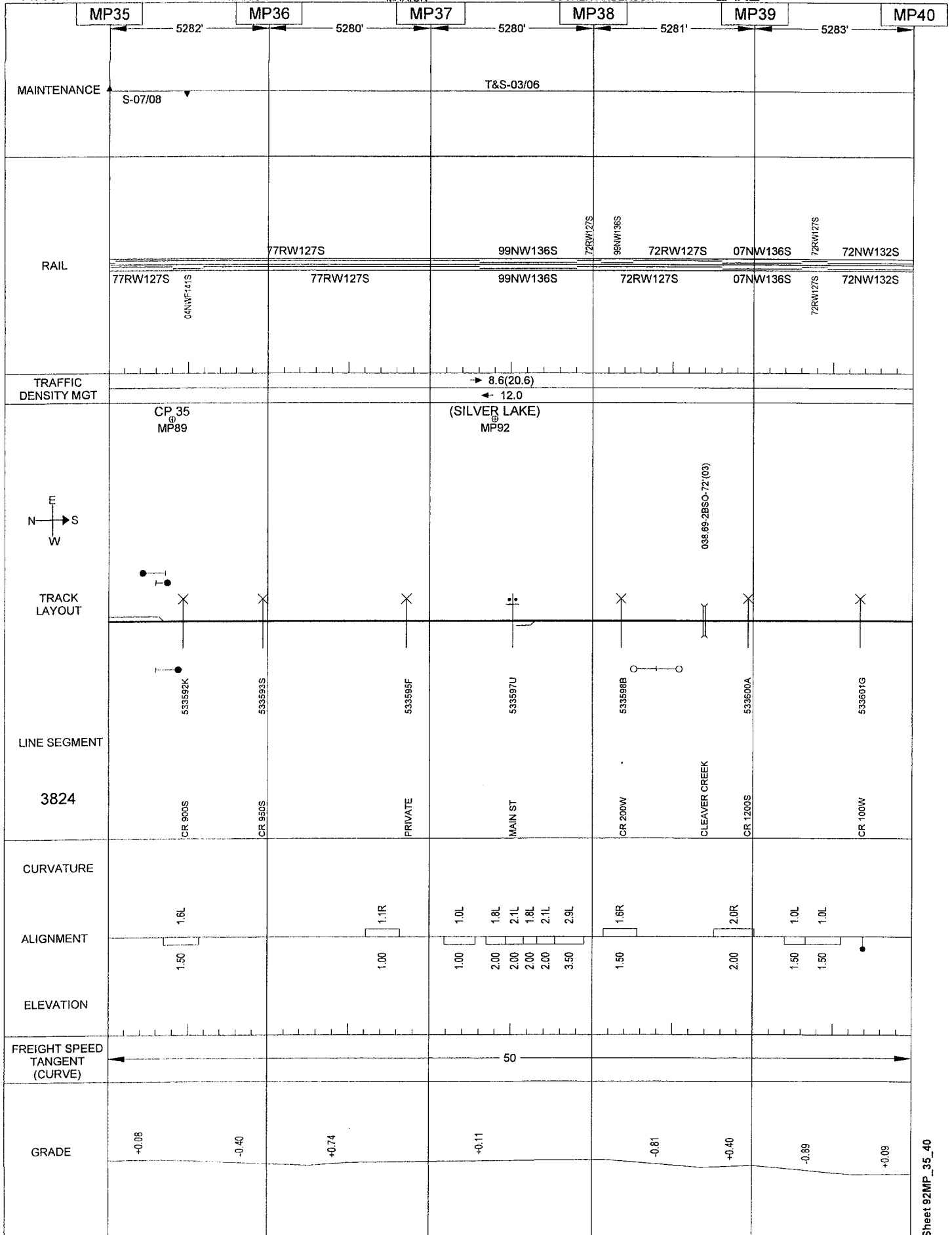
283

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

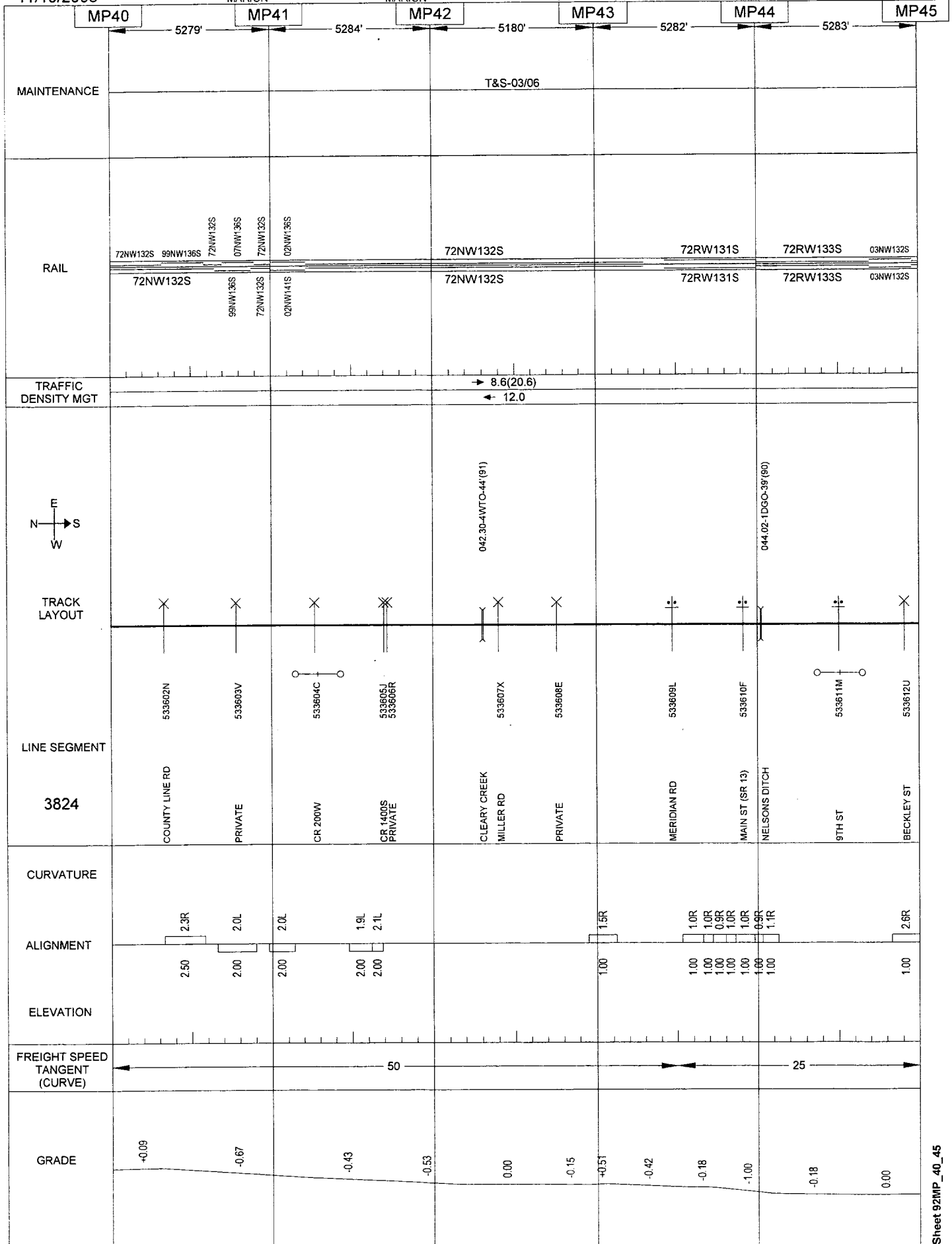
284

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

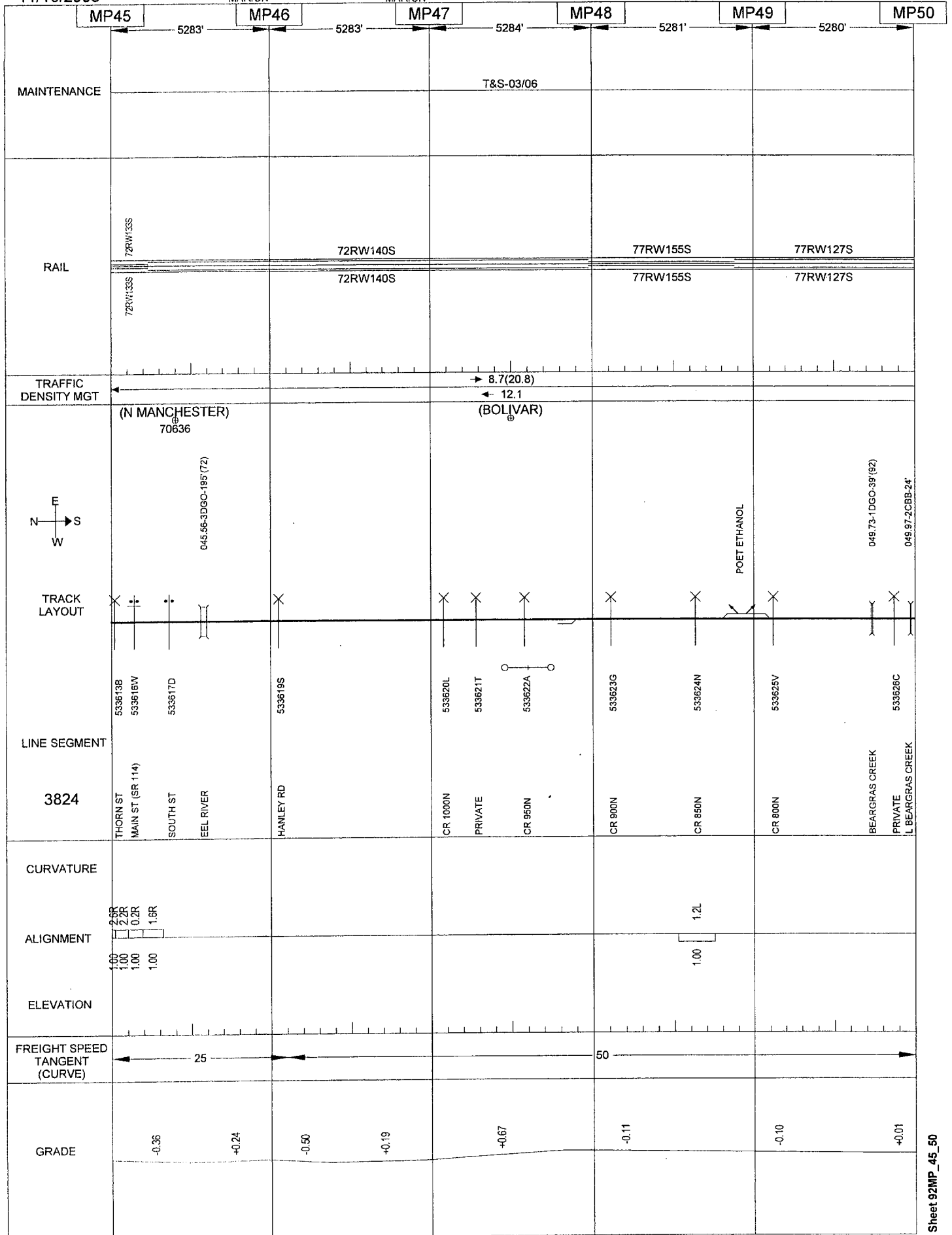
285

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

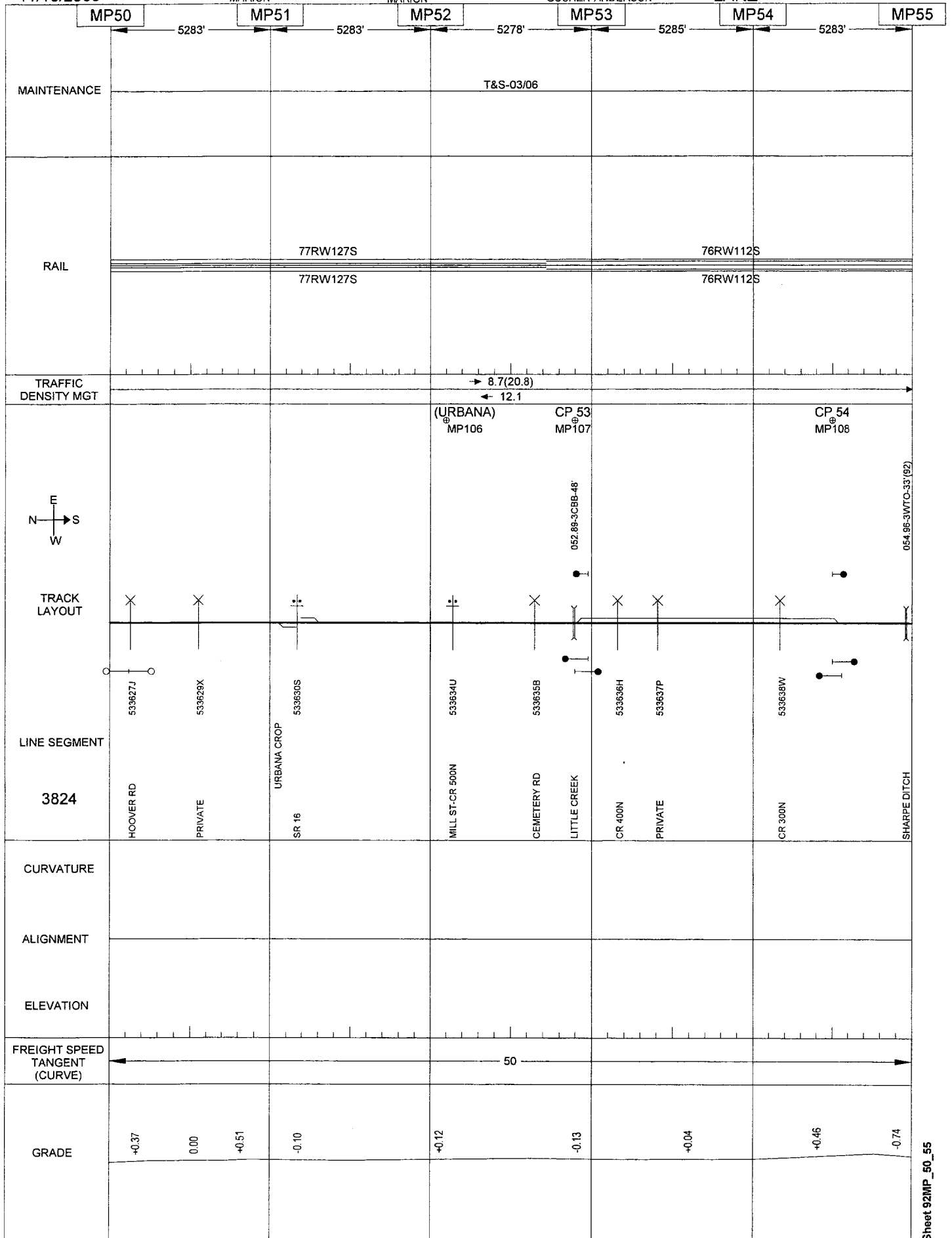
286

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

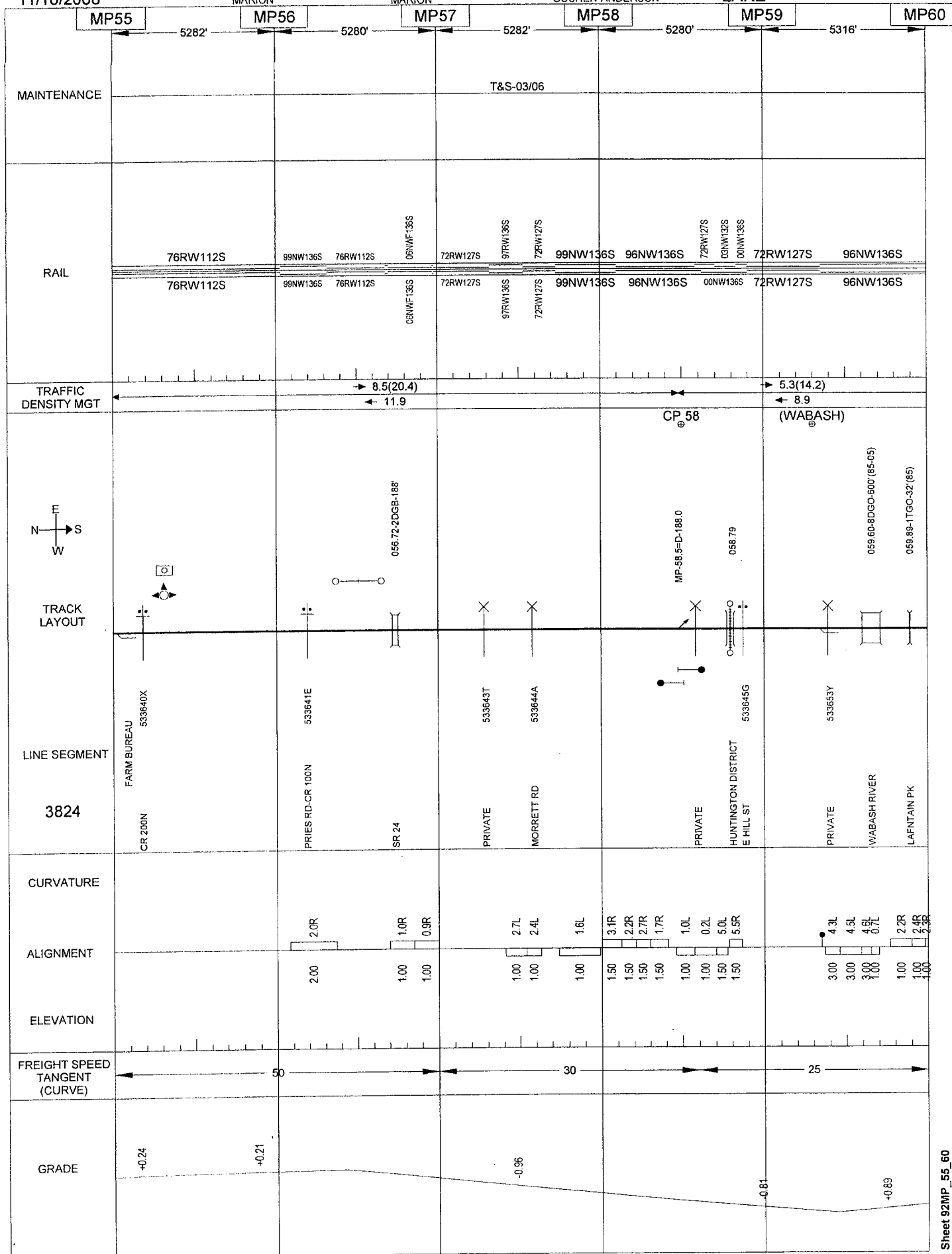
287

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

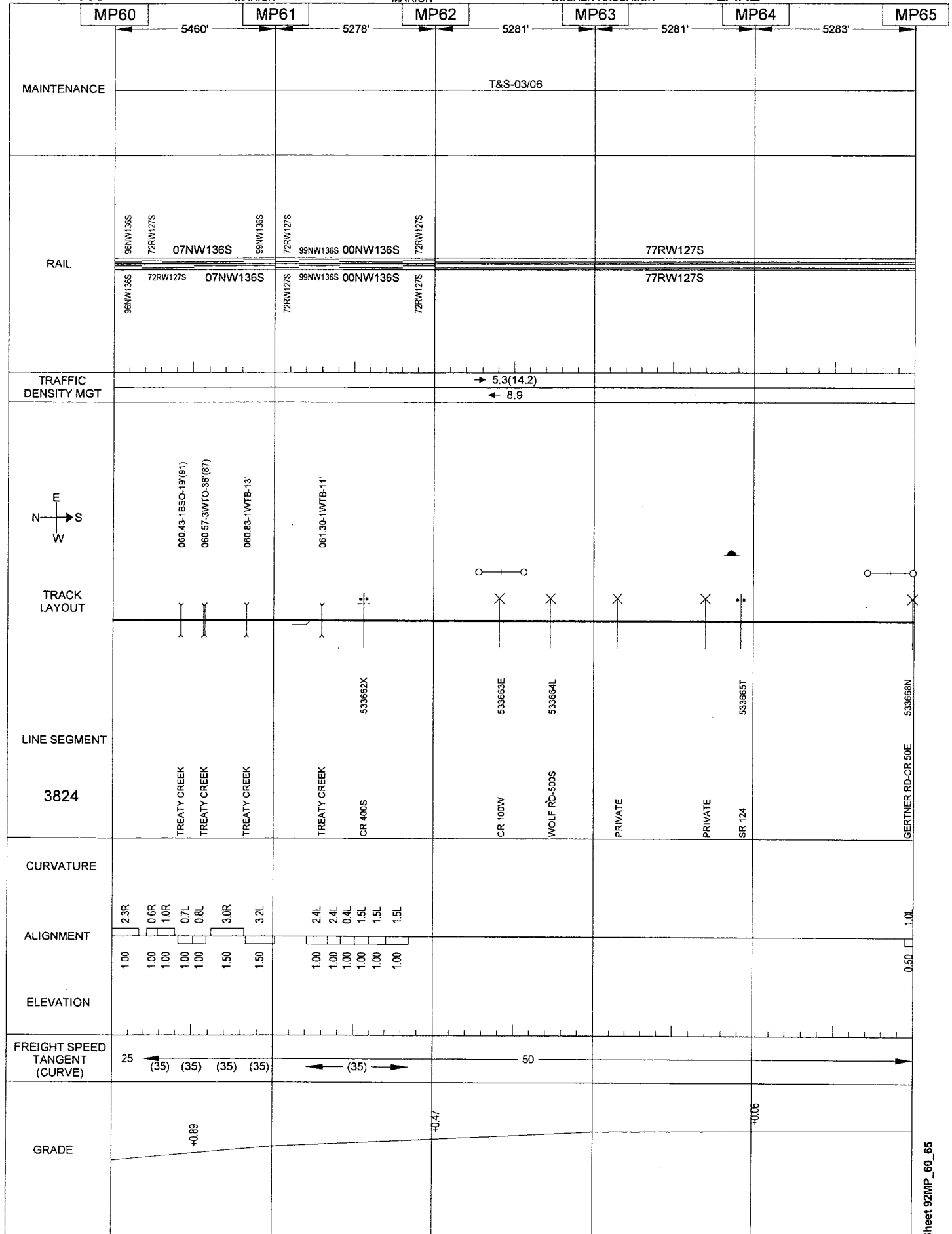
288

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

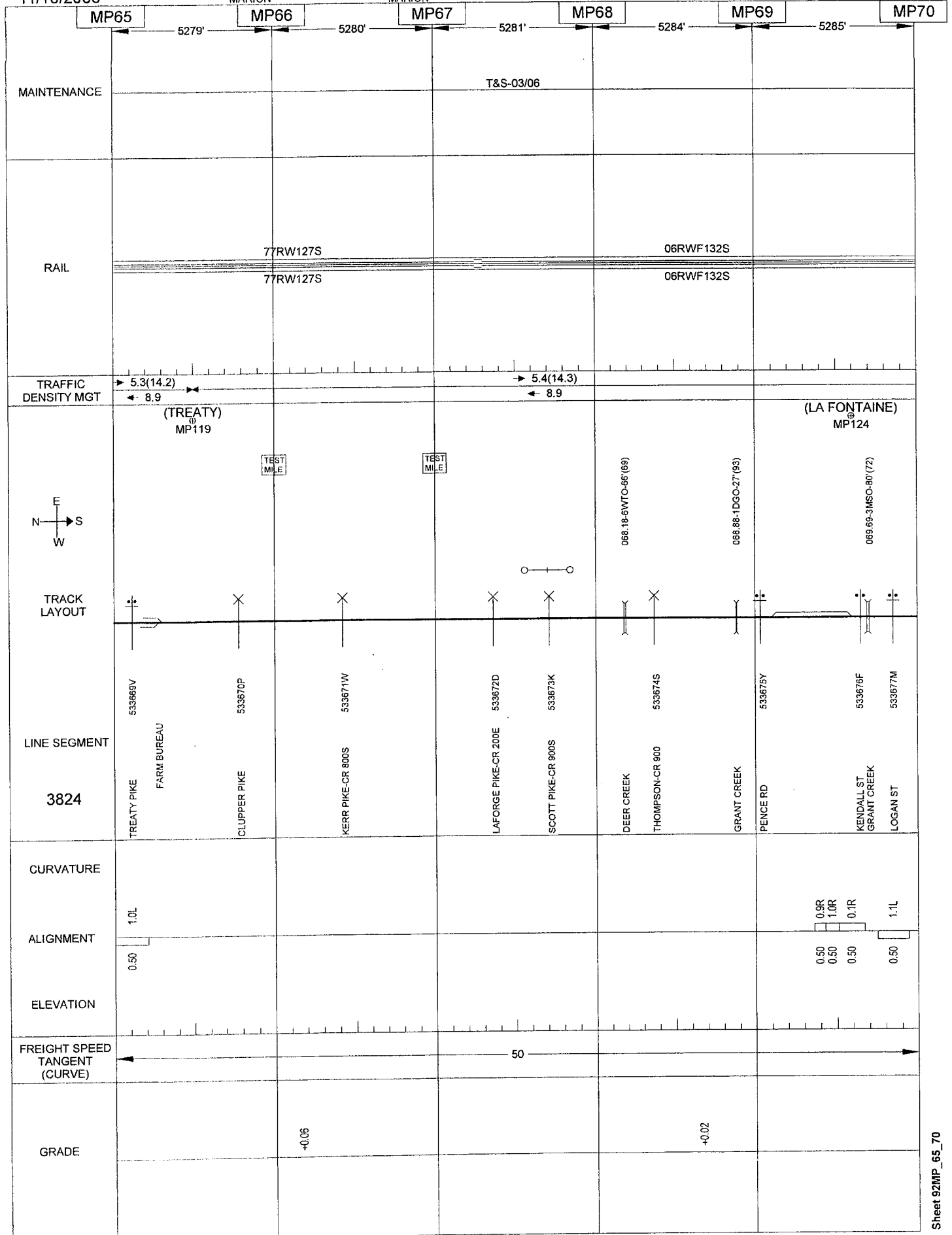
289

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

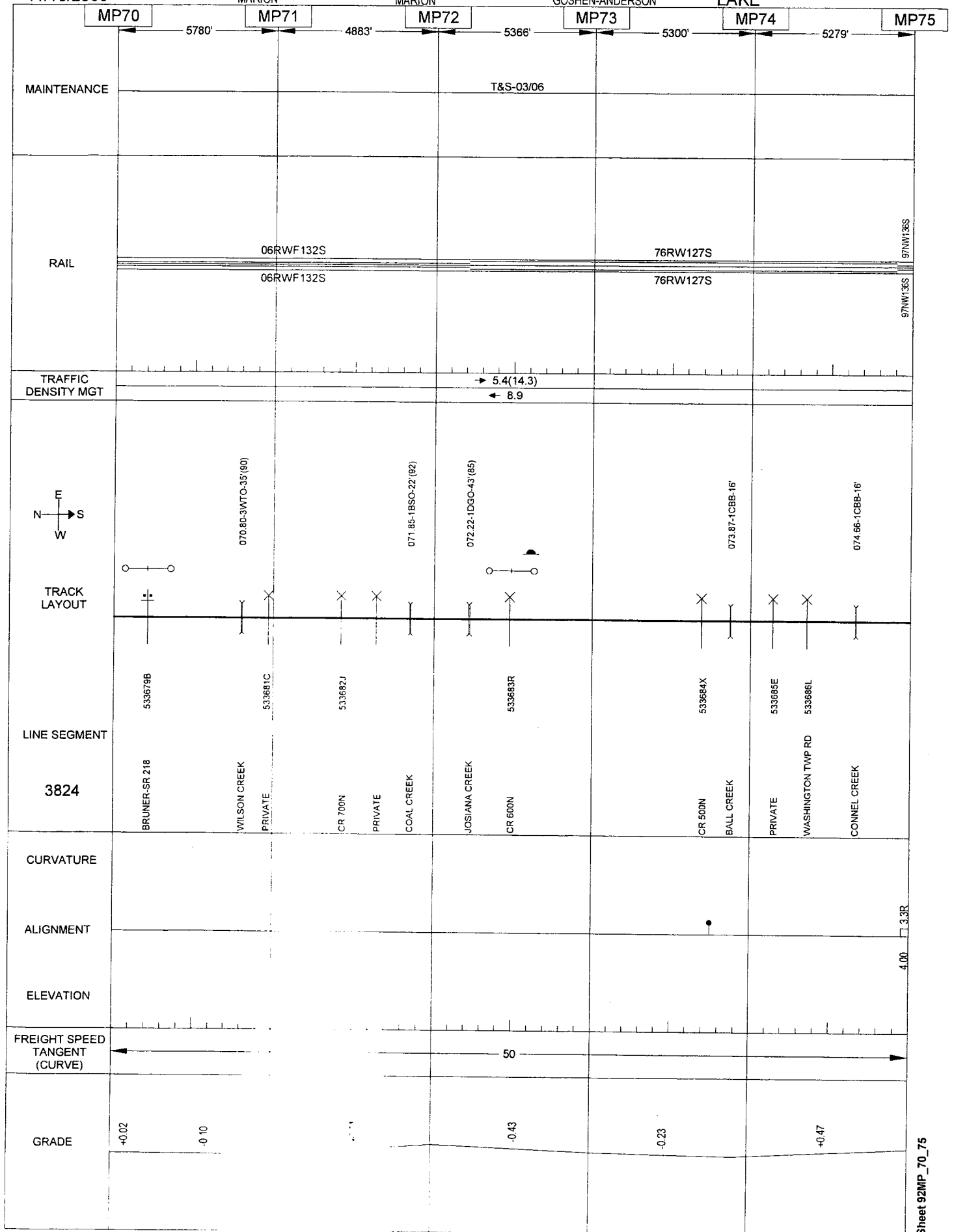
290

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

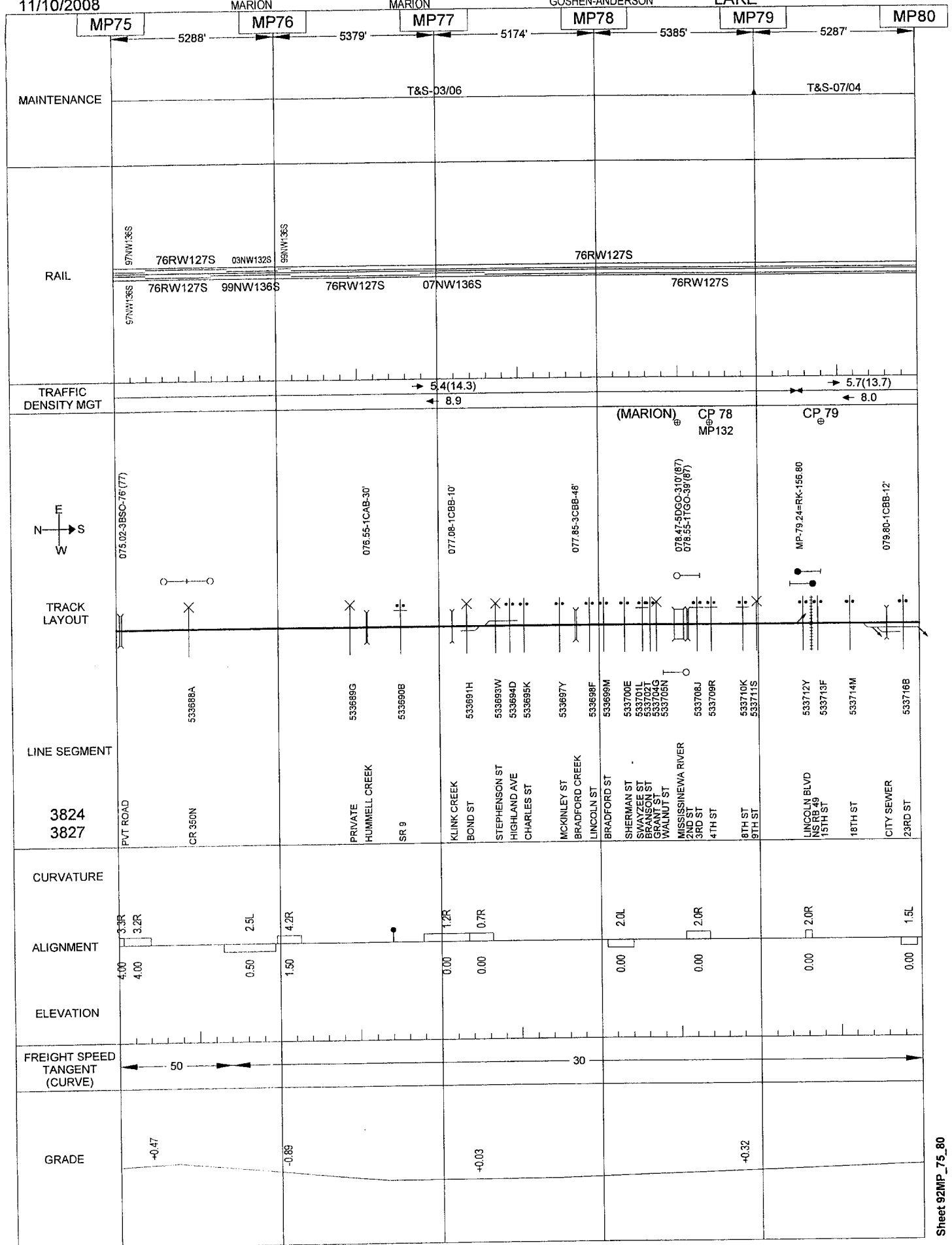
MARION

MARION

GOSHEN-ANDERSON

LAKE

291



11/10/2008

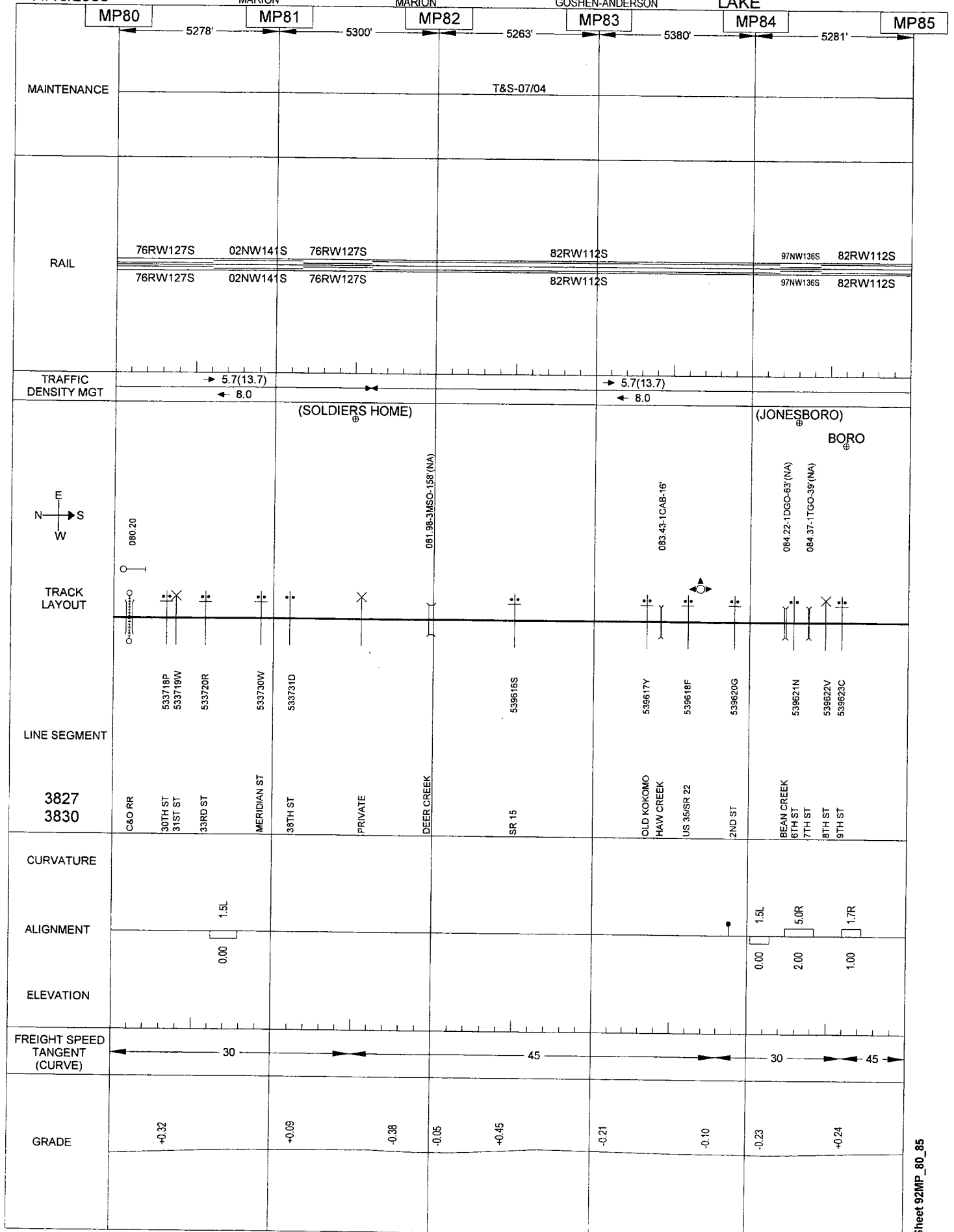
292

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

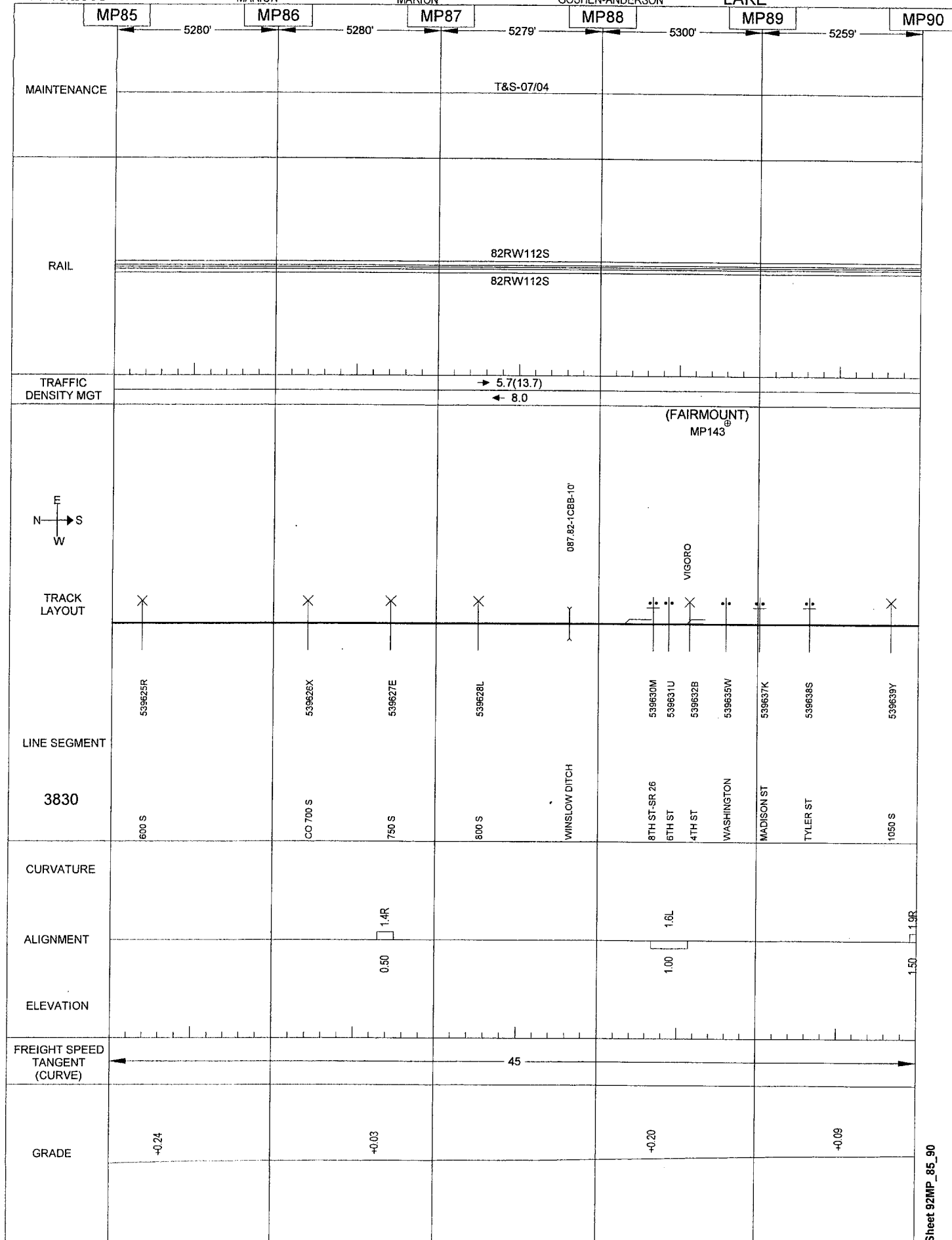
293

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

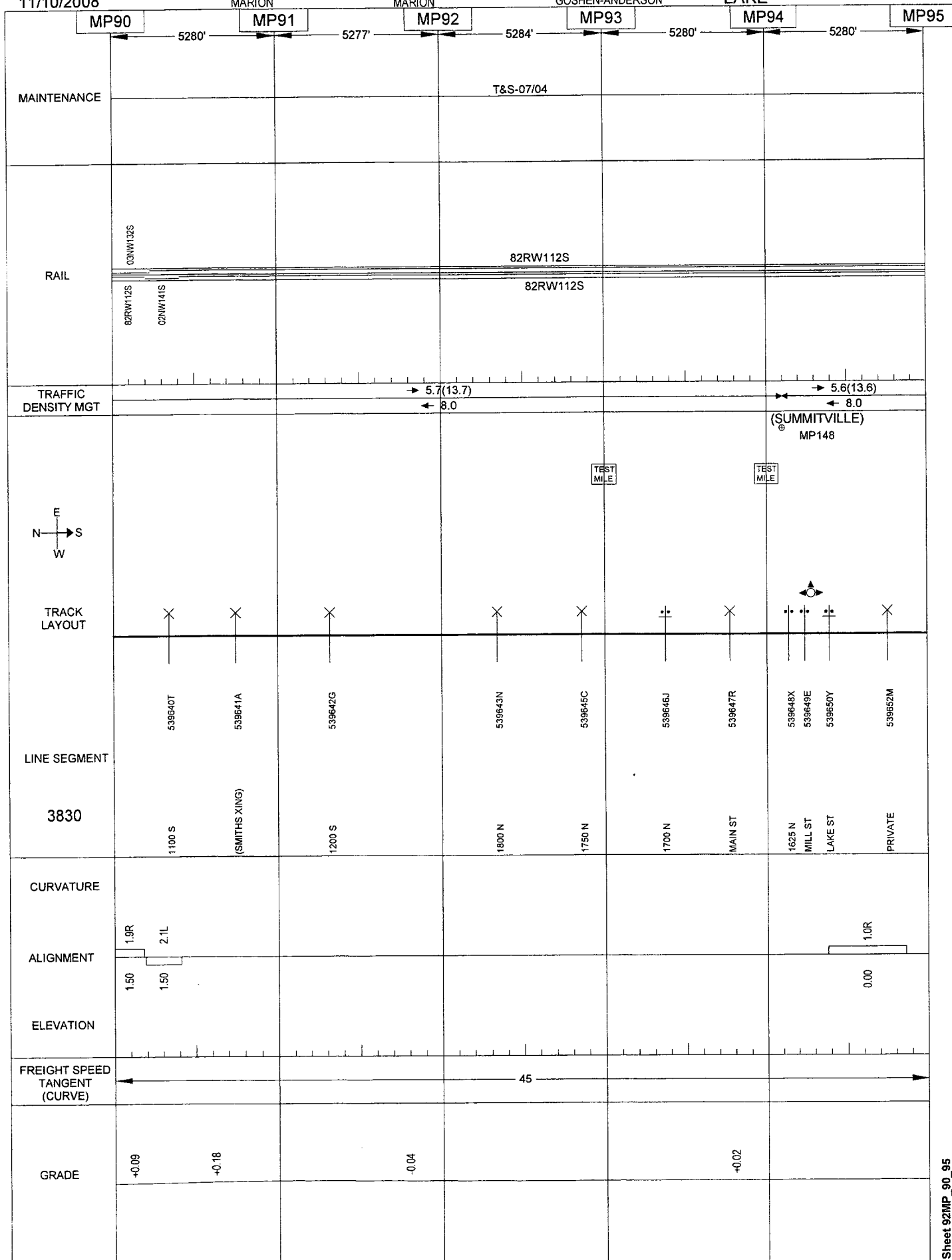
294

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

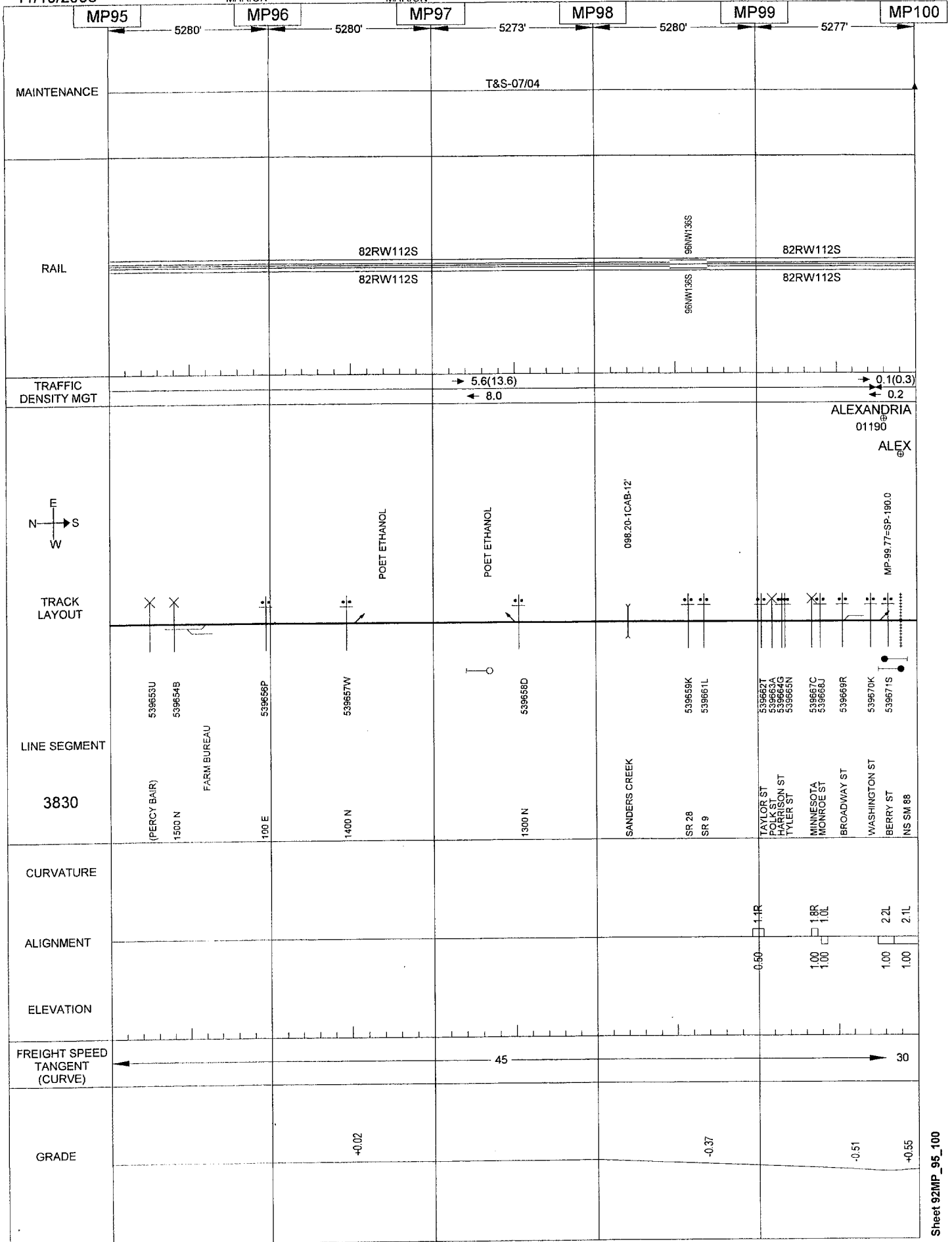
295

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

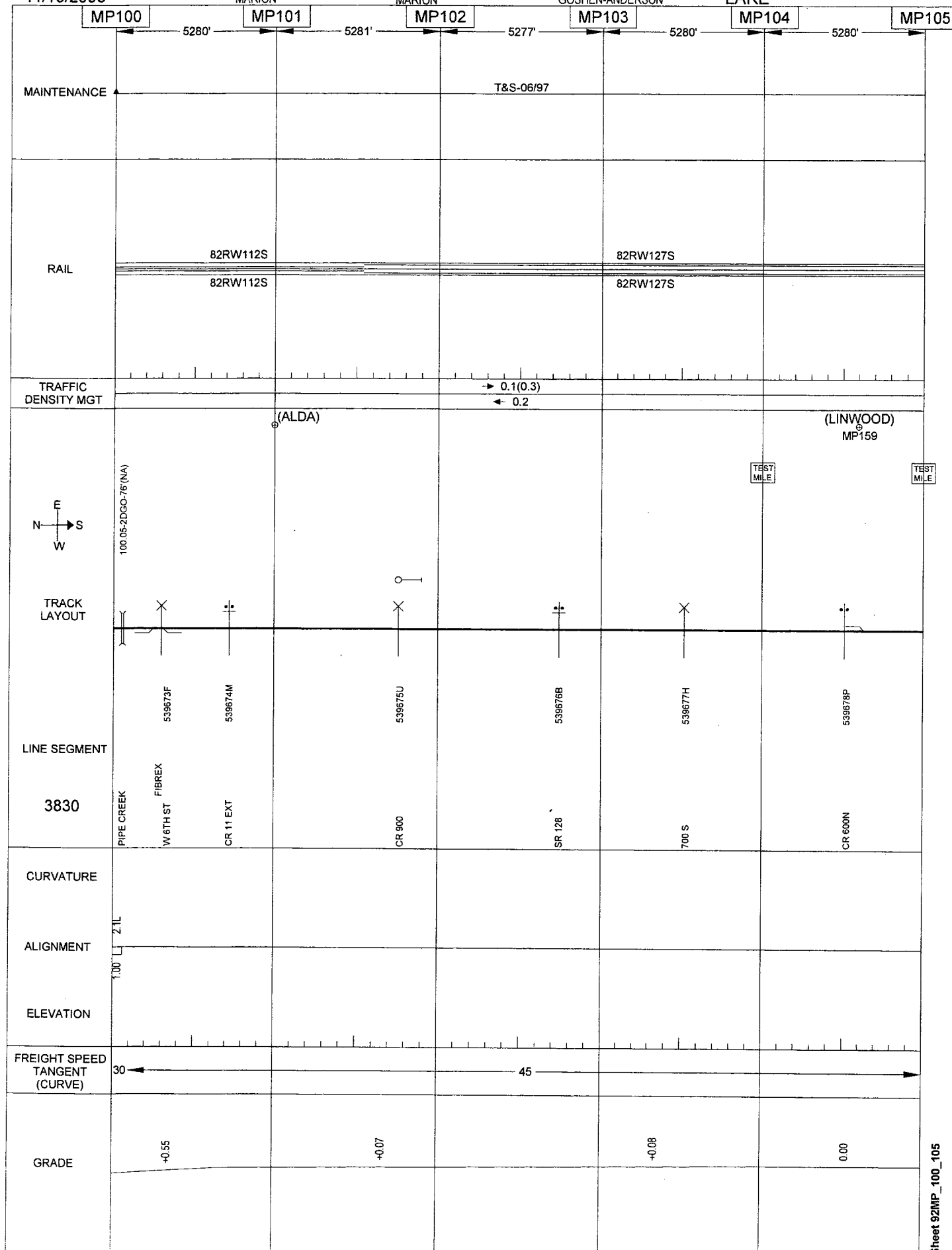
296

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

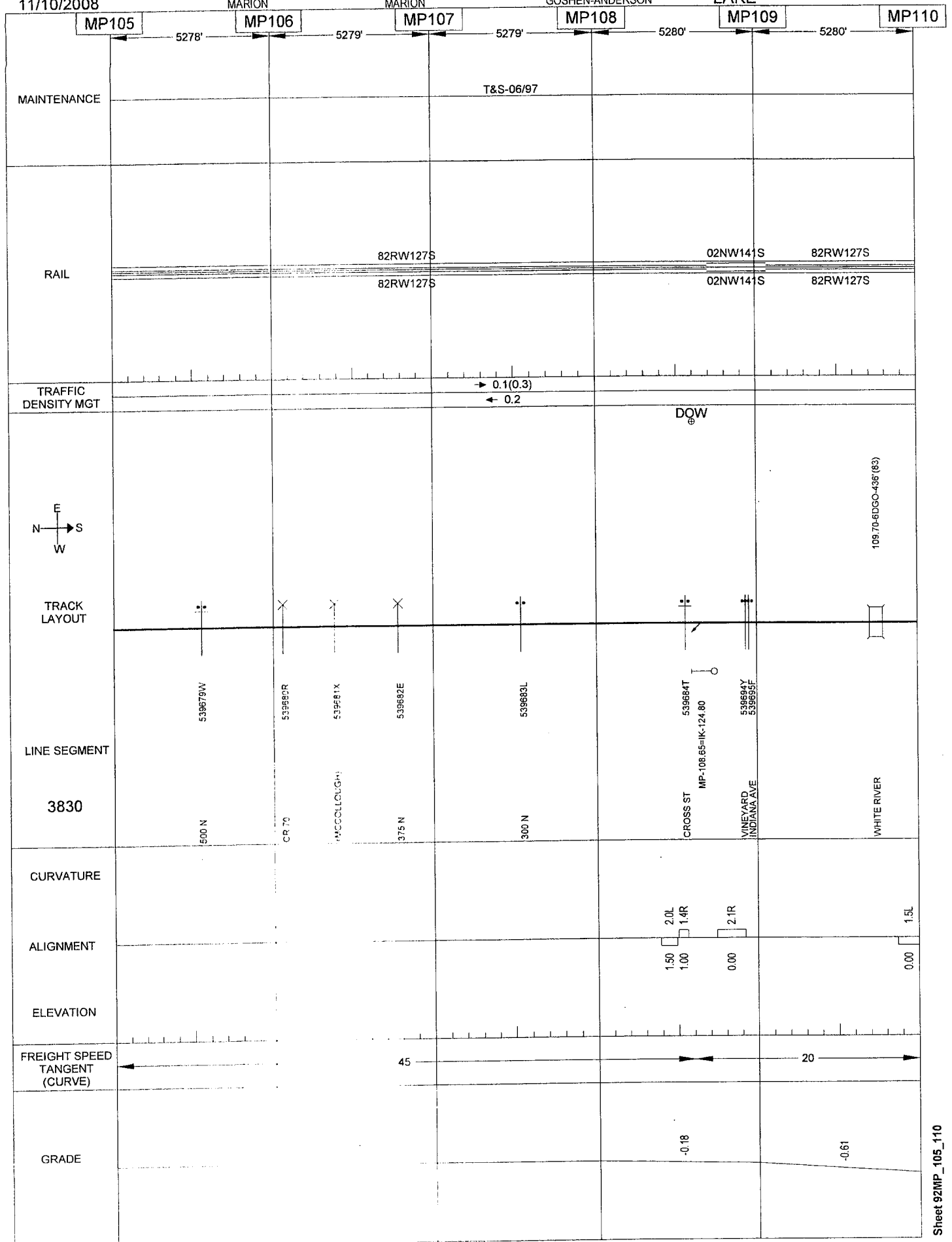
297

MARION

MARION

GOSHEN-ANDERSON

LAKE



11/10/2008

298

MARION

MARION

GOSHEN-ANDERSON

LAKE

MP110

5331'

MAINTENANCE

T&S-06/97

RAIL

82RW127S

82RW127S

95NW136S
95NW136S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)
← 0.2

DIVIDE

E
N → S
W

TRACK
LAYOUT

TO CSX

LINE SEGMENT

3830

539698B
539699H
539700A
539701G
539702N
539703V
539704C
539705J
539707X
539708E
539709L
539710F
539711M
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST (HISTORICAL)
9TH ST
10TH ST
11TH ST-NICHOL AVE
12TH ST
13TH ST
14TH ST-SR 32

CURVATURE

ALIGNMENT

ELEVATION

1.5L
0.00

8.8L
1.00
2.00
11.5L

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

+0.39

11/10/2008

603107

299
REDKEY SEC.

HARTFORD CITY-GOODMAN

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

TRACK
LAYOUT

ST JOE PAPER

LINE SEGMENT

3836

INDUSTRY PARK DR

CURVATURE

ALIGNMENT

ELEVATION

1.00 1.0L

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.08

11/10/2008

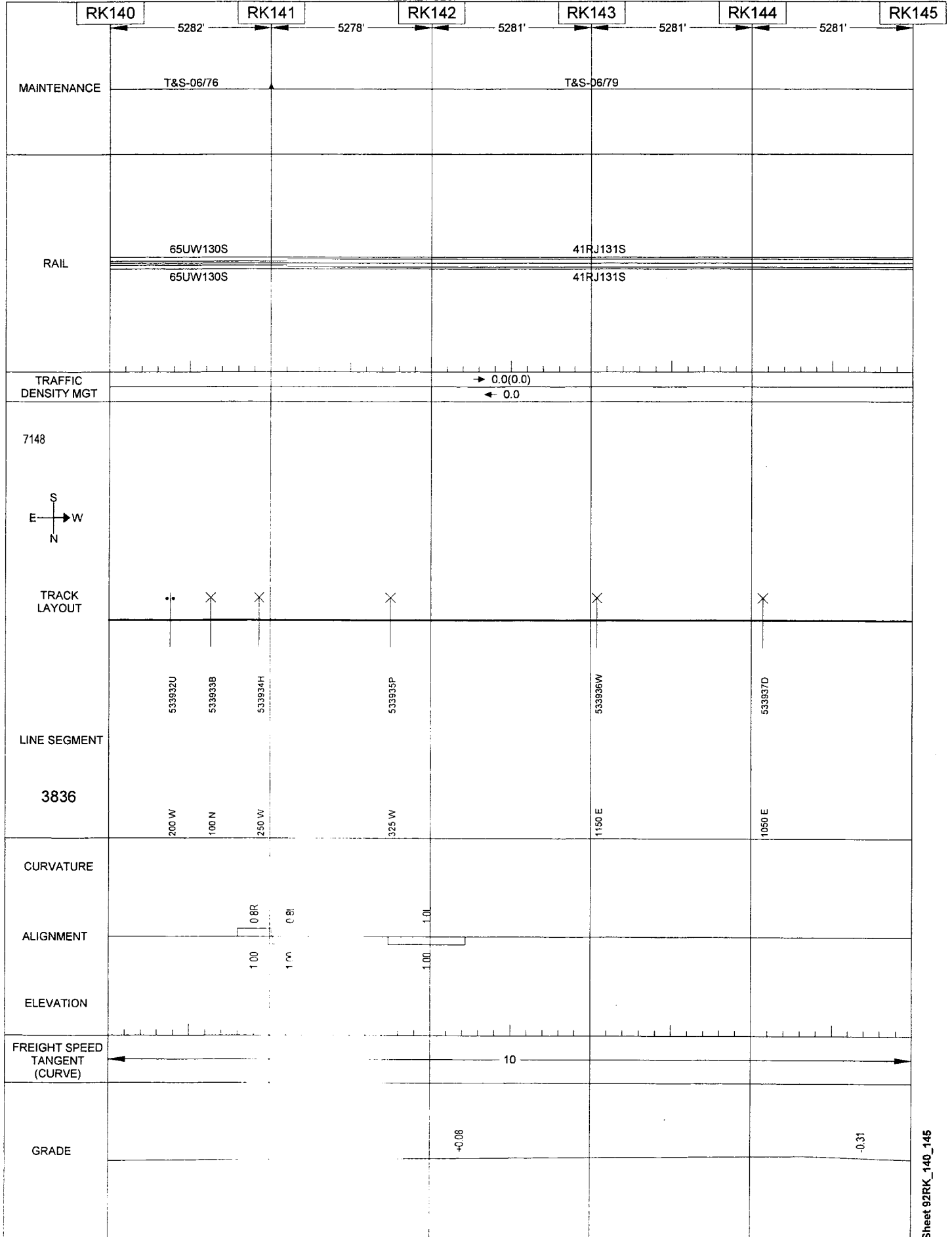
603107

300

REDKEY SEC.

HARTFORD CITY-GOODMAN

LAKE



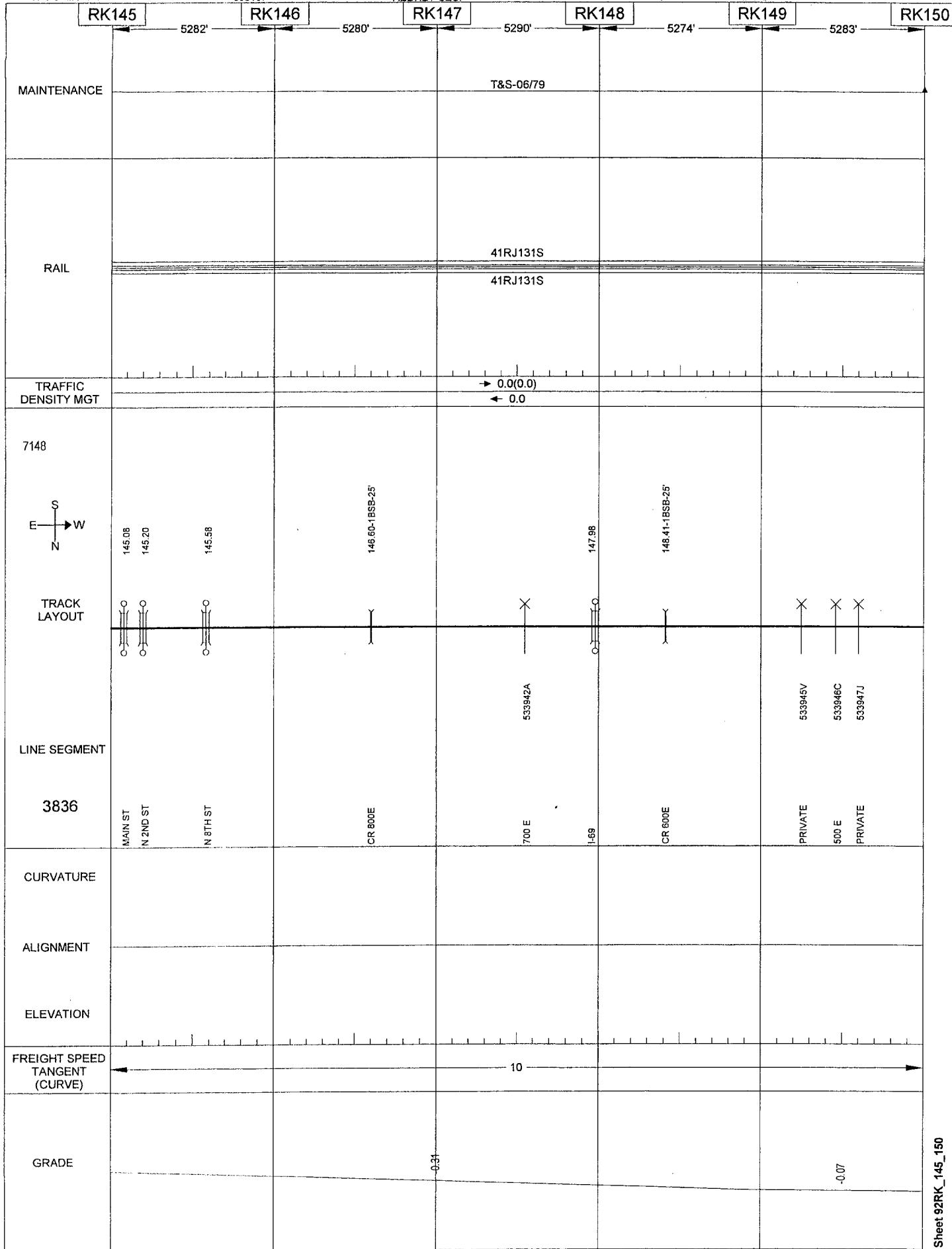
11/10/2008

603107

301
REDKEY SEC.

HARTFORD CITY-GOODMAN

LAKE



11/10/2008

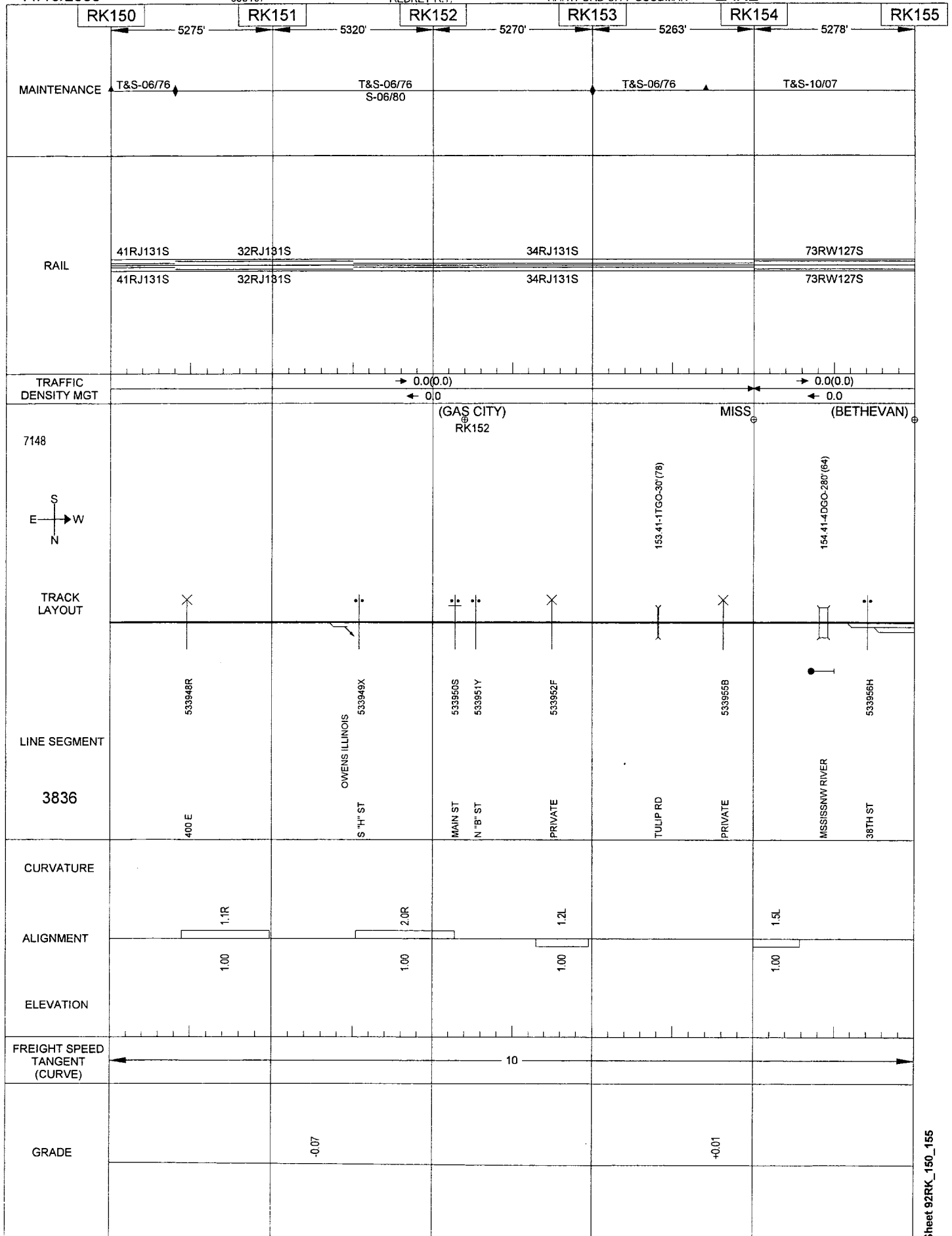
603107

302

REDKEY R.T.

HARTFORD CITY-GOODMAN

LAKE



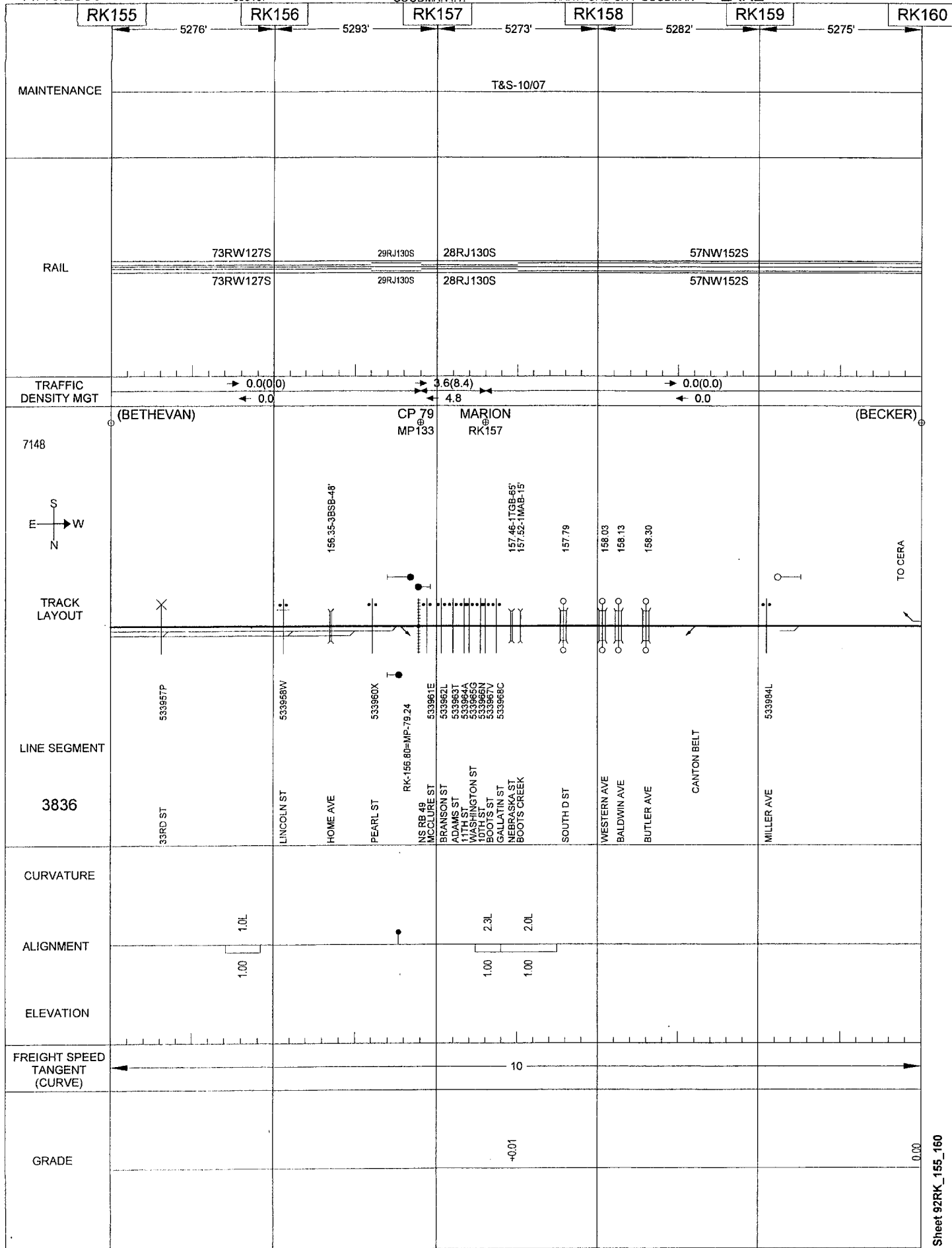
11/10/2008

603107

303
GOODMAN I.T.

HARTFORD CITY-GOODMAN

LAKE



11/10/2008

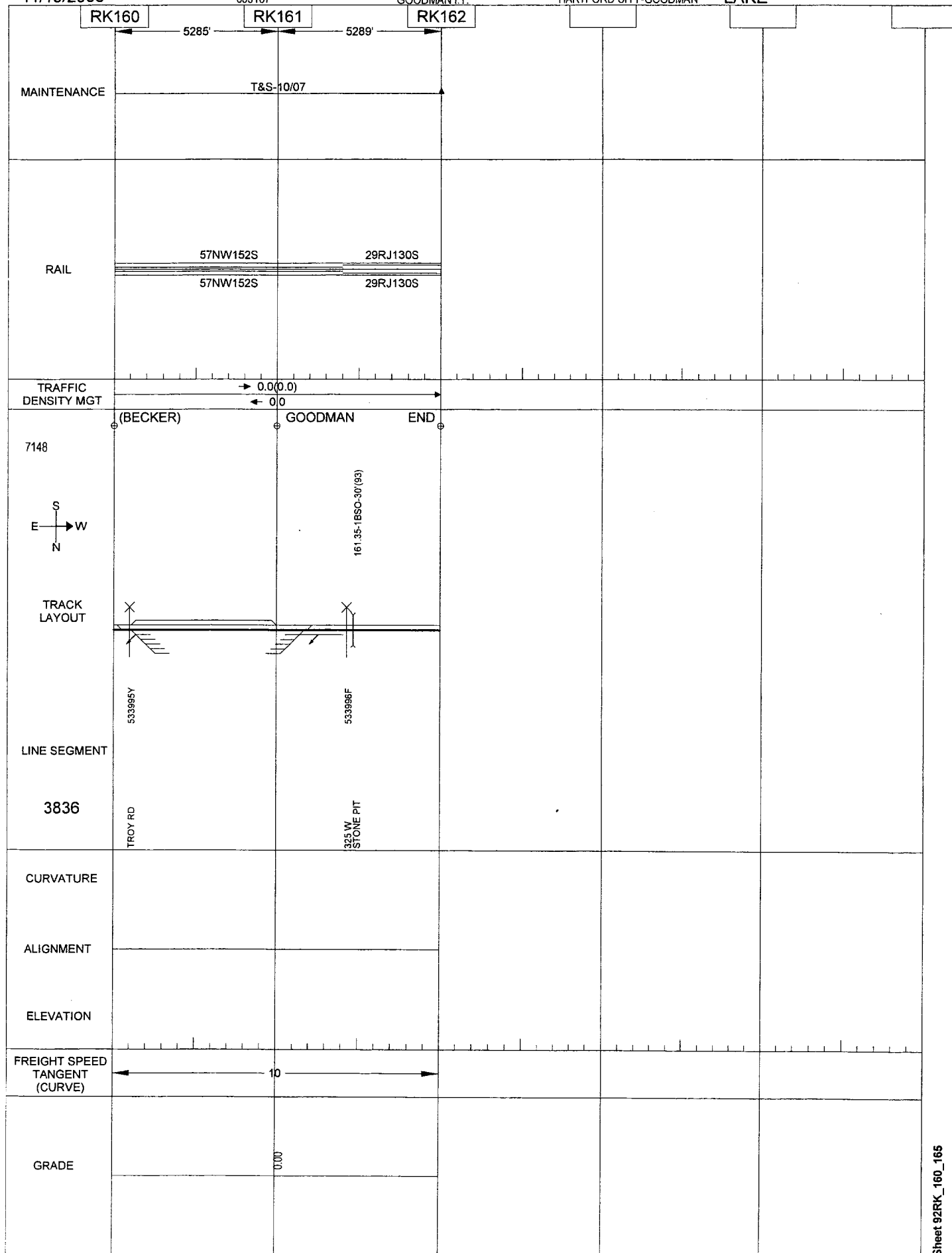
603107

304

GOODMAN I.T.

HARTFORD CITY-GOODMAN

LAKE



11/10/2008

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

(DOW)

IK-124.80-MP-108.65

52799D

CROSS ST

1.00
1.0L

10

+0.23

11/10/2008

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

(REY)

(FLORIDA)
IK127

7152



TRACK
LAYOUT

TO INDIAN CREEK RR

LINE SEGMENT

4181

527798W

527797P

527796H

527795B

527794U

BARBER

MADISON RD

300 N

200 N

375 N

CURVATURE

ALIGNMENT

1.0L

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.23

-0.05

-0.02

$\frac{1}{2} \sqrt{2} \approx 0.707$
 $\frac{1}{2} \sqrt{3} \approx 0.866$
 $\frac{1}{2} \sqrt{4} = 1$
 $\frac{1}{2} \sqrt{5} \approx 1.118$

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: The = symbol indicates that the lines connect directly and the / symbol indicates that the lines connect indirectly through a yard or side track.

Alignment Section -

- 1) Graphic representation is given for curve direction, length, and super-elevation for each main.
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication. Super-elevation 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 Rail
R	Relay 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

11/26/2008

503600

312
CHICAGO LINE

CLEVELAND-ELKHART

DEARBORN

CD191

CD192

CD193

CD194

5280'

5380'

5180'

5280'

1830'

MAINTENANCE
#3

T&S-07/08

RAIL #3

79RW127S

79RW127S

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

LINE SEGMENT

3845

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

11/26/2008

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

98NW135S

98NW135S

86RW132S

86RW132S

92RW130S

92RW130S

26NJ130S

26NJ130S

44NJ130S

80RJ131S

44NJ130S

TRAFFIC
DENSITY MGT

S
E → W
N

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	2007
78	B-173.58	173.58	02	1974
80	B-184.15	184.50	01	2007
			01	2003
			01	2002
			01	1986
			01	1984
			01	1982
			01	1977
80	B-184.15	184.50	02	2007
			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	1985
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	2007
24	CD-256.06	256.08	BOTH	2007
27	CD-271.97	271.98	BOTH	1986

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
29	CD-282.11	282.11	01	1987
29	CD-282.11	282.11	02	1983
29	CD-282.81	282.81	01	1989
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	02	2007
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	02	2006
56	CD-418.19	418.19	02	2007
57	CD-422.43	422.43	BOTH	1989
58	CD-426.63	426.63	01	2007
58	CD-426.63	426.63	02	2007
61	CD-444.74	444.74	01	1982
61	CD-444.74	444.74	02	1984
63	CD-451.70	451.74	BOTH	2006
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
96	DR-047.97	047.97	BOTH	1984
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	2007
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
172	KS-181.56	181.46	01	2001
172	KS-183.69	183.59	01	1981
172	KS-184.48	184.28	01	1986
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	2007
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
270	OW-066.76	066.76	01	1985
270	OW-069.30	069.30	01	1984
271	OW-070.09	070.09	01	NA
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