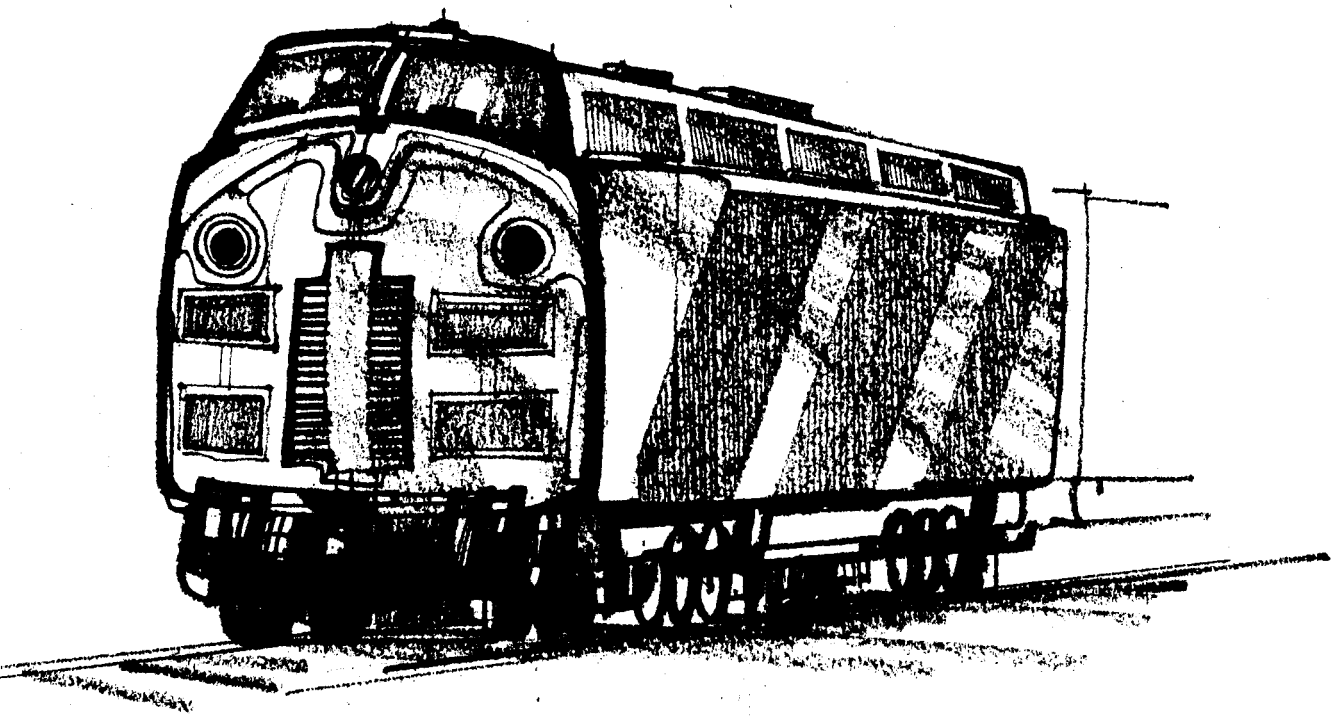
Oakland Co., Mich.
Planning Commission.

Railroad data: Oakland County

RAILROAD DATA
OAKLAND COUNTY 1971

OAKLAND COUNTY PLANNING COMMISSION



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RAILWAY DATA 1971 OAKLAND COUNTY

OAKLAND COUNTY PLANNING COMMISSION

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DONDERO

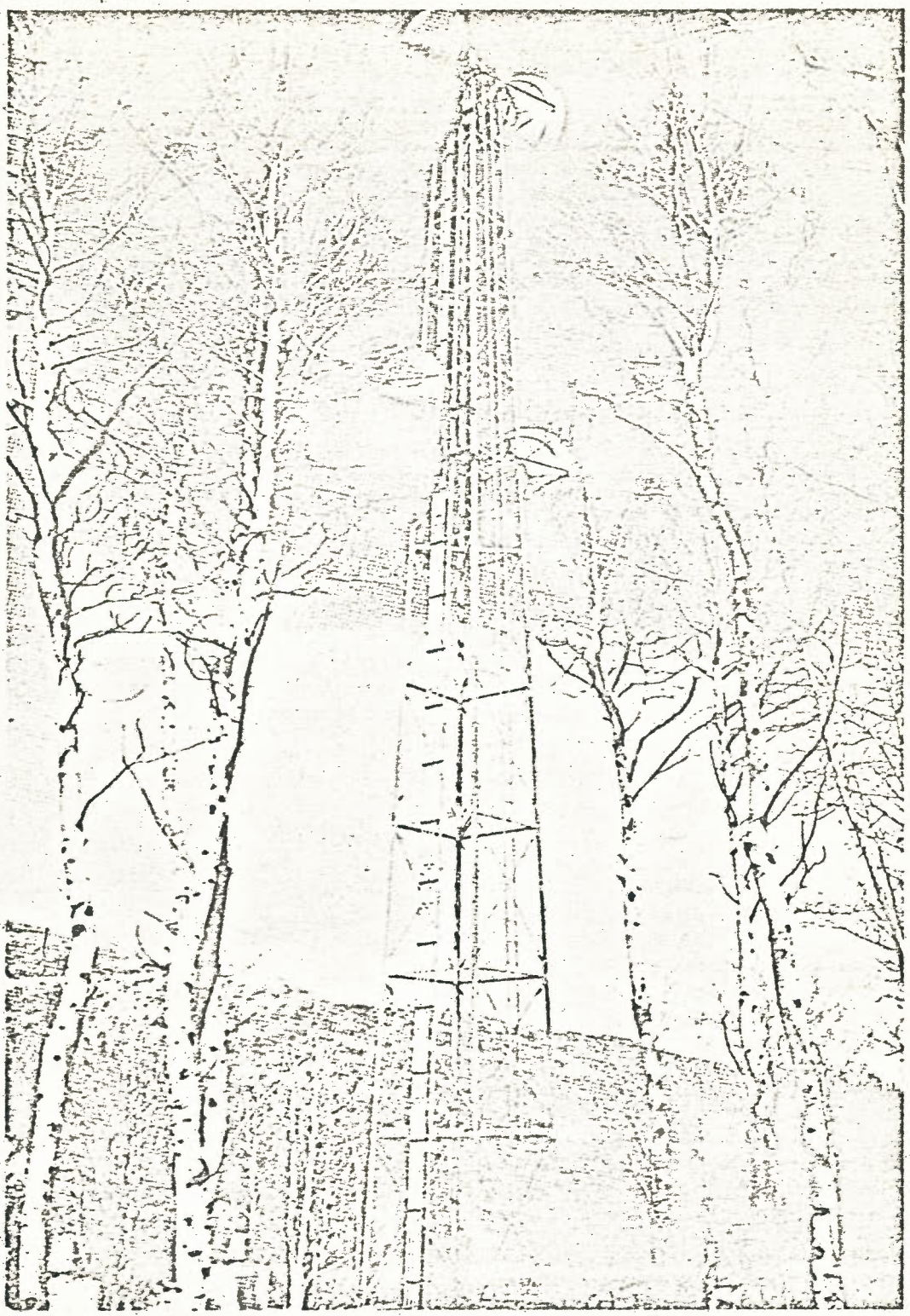
TRANSPORTATION OF FREIGHT IN THE YEAR 2000

WITH PARTICULAR REFERENCE TO

GREAT LAKES AREA

BY SIR JAMES EASTON
CONSULTANT TO THE DETROIT EDISON COMPANY
GREAT LAKES AREA TRADE DEVELOPMENT

Frontispiece



Automatic Car Identification (ACI) Scanner. Now in extensive use along railroad tracks to record each passing railcar. Combined with other data systems and rapid communications, this enables quick determination of the whereabouts of a cargo consignment. (See page 21.)

Photograph, courtesy of American Railroad Association.

CHAPTER II

RAILROADS--THEIR PAST, PRESENT AND FUTURE

This chapter only dwells on the past to illustrate how legislation and restrictions on railroads which were introduced years ago have survived into the present as anachronisms. Also, the developing inroads which other modes of transportation have made into the railroads' earlier prosperity are mentioned. It also attempts to show the main problems to be faced now and in the future and the prospects for alleviating or solving them. Other forms of transport, the automobile and the airplane, have pushed the train out of the passenger market, but this does not mean that the railroads' systems are outmoded for freight movements. The basics of a railroad are still the ability to move heavy loads efficiently in terms of low manpower and motive power per ton-mile compared with other overland transportation modes. Given this economic advantage, this chapter considers the railroads' chances of increasing their share of freight movement over the next thirty years.

Their Image

American railroads compared with all other major forms of transportation have the worst public image. This is true not only among the general public, but they are relatively neglected in thinking at government levels: local, state and federal. It is not easy to pinpoint definitely why this is so, but there are a number of factors which obviously contribute. Firstly, railroads represent a long-established means of overland transportation from the time they ousted the horse and mule. Then, for about seventy-five years, railroads had a virtual monopoly on overland passenger and freight carriage. The advent of the automobile, its increasing ownership, and new or improved highways made passenger transportation a personal or family affair. Then the arrival of the airplane and eventually the high-speed jets virtually put the rail passenger service out of business. There is more glamour and convenience in personal ownership in the use of an automobile and in air travel which railroads could not match. Notwithstanding, road congestion, parking problems, airport congestion and delays are reducing the convenience and tarnishing the glamour. While railroad passenger service declined, trucking also made a deep penetration of the freight market formerly held by the railroads to break overland freight monopoly.

Nevertheless, so far the government seems to continue to regard the railroads as a quasi-public service in the passenger field and expects them to continue unprofitable passenger services which are likely to be fully used only on emergency occasions (usually weather conditions or strikes) when other modes of transportation cannot operate effectively. Such services have become more uneconomical by the diversion of much of the mail-carrying to airlines. The general public with a lack of understanding of the railroads' problems still tend to

criticize them for inadequate and poor passenger service, but have little realization of the major importance of the railroads in the movement of freight. This thinking seems to permeate statements emanating from government sources which continue to put undue emphasis on the movement of people by rail. Yet, for every passenger carried in the United States by all modes of transportation, the railroads still move 54 tons of freight.

It is probably fair to say that the railroads have failed to do enough in the way of education to correct this image. Nevertheless, it is galling to them to think that thousands of dignitaries will turn out, many pages will be printed in the press, and publicity given on radio and television at the running of a modern Metroliner passenger train while innovations of freight movement such as unit trains, piggyback, multi-level cars, etc., pass completely unnoticed by the general public.

Perhaps the answer to this is publicity by the whole national railroad system combined to explain the facts and the reasons for the discontinuance or decline in passenger train service and to tell the public of their considerable progress in the technological, operational and marketing fields which have been made in the last ten years and which continues. The message should also be got across of the important strategic and economic role of the national railroad systems in movement of freight. More is certainly being done about this now than in the past by the Association of American Railroads on radio and television and individual railroads are making more use of magazines. However, much of this advertising tends to be absorbed by those who are fairly well informed rather than the mass of people whose knowledge of modern railroads is fragmentary.*

Their Problems

The railroads feel that they have grown up as private enterprises paying for what they have built up and being heavily taxed while other modes of transport have received government handouts that are by no means fully recovered by taxation or by user charges. There has been no overall national transportation policy even though a policy existed and aid was provided for highways, airports and inland waterways all of which received enormous government grants. For example, the use of trucking for road transportation and the widespread use of the personal automobile could not possibly have reached the stage it has unless there had been massive injections of government funds in the construction of superhighways. The financing, construction and continued improvement of the network of airports across the country as well as the government operation of the air traffic control system has relieved the airline companies of the need for major capital invest-

* Since this sentence was first written, the build up of repeated advertising seems to be having a good effect on a wider public. In a recent local opinion poll in Detroit, nearly 54 percent thought the government should help the railroads by a subsidy.

ment for these facilities. Similarly, government funds used through the U. S. Army Corps of Engineers have done much to improve inland waterways including port facilities.

Improvement in commercial aircraft has been greatly influenced by the by-product of defense and even space research, while the development in automobiles and trucks has been aided by the enormous mass demand of an ever-growing market. The railroads, alone, have had to rely on their own efforts and those of their suppliers for technological research and development.

When railroads were first constructed and progressively improved across the country, highways, as we know them today, did not exist nor was there much demand for the heavy use of roads. As a result, level crossings of rail and road became numerous and commonplace across the country. Today, where heavily used roads meet these rail crossings, the accident rate reaches serious proportions; and yet, there is no set pattern for local, state and federal governments to relieve the railroads from the high cost of grade separation between road and rail.

Another serious operating limitation is that of old-fashioned terminals and yards. In many cases yards for classifying, receiving and dispatching trains were built in open country but have since been crammed in by industrial, commercial and residential building. Often freight trains arriving in such yards can straddle several level crossings at the same time. In any case, these yards are quite unsuitable for the rapid and labor-saving handling for classifications and dispatching to meet today's requirements. Major railroad companies are, however, taking steps to develop super-yards of much greater capacity than in the past; and the classification is done electronically in the make-up of a train. Wherever possible, improvements are also being made at terminals.

Antiquated regulations, so far, prevent railroad companies from entering into a flexible transportation system by permitting multi-modal ownership which would enable them to carry freight and interchange it between modes to give the best customer service and price. Such restrictions do not prevail in Canada where the outstanding example of flexibility is the Canadian Pacific which owns and operates railroads, trucks, ships and airplanes.

In the past the federal government tried to encourage consolidation of railroad companies, but today the initiative is left to companies to make merger suggestions and applications. However, the negotiations for mergers are unduly slow and laborious and there are often too many obstacles and untenable arguments against the completion of such mergers. To an unbiased student or observer looking at the future role of railroads it would seem that consolidation ought to be encouraged and expedited and should include end-to-end as well as side-by-side mergers. While mergers bring their initial problems which could be alleviated if the prospects of definite and quicker approval could be anticipated,

they can eventually save operating costs. If, for instance, two sizable companies can link together and eventually reduce operating costs, why could not the merging of four sizable companies bring even greater rewards and better service. The attitude of some companies seems to be that "our merger is good for us, but those of other railroads are bad for us." During the earlier years of the railways where there was a virtual overland transportation monopoly, healthy competition between railroad companies stimulated progress and helped lower rate structures. Some continuing inter-railroad competition is probably still good today; but the problem has changed. In the total transportation concept it has become more of a question of larger railway groupings competing in the market with other forms of overland transport. It may well be desirable that consolidation ought to be on a larger scale to form companies with, say, 50,000 miles or more of right-of-way. It is hard to see why such large groupings could be other than economically beneficial to the national railroad system and to shippers in the long term. They should also reduce the chances of nationalization which has been the fate of many railroads in other countries. Much more drastic consolidation of large companies would enable duplicate or parallel rights-of-way to be eliminated on a selective basis. This, in turn, would allow capital improvements on the main routes to be devoted to the improvement of the fixed plant such as the provision of heavier rail, the straightening of track curvature and the reduction of grades, and possibly in certain areas, a speed-up in electrification where this is desirable. At present, capital expenditures between rolling stock and fixed plant are somewhat unbalanced to the detriment of the fixed plant.

To meet the demands of the future and ensure prosperity for the companies and employees, there will obviously have to be the closest cooperation and understanding between railway management and labor. Railway labor practices, like those of the dockers, became progressively established a long time ago in history before modern equipment and labor-saving practices were developed. The classic case of restrictive labor practices and over-manning came about on the railroads as steam locomotives were replaced by diesels. This began the struggle by the railroad unions for the continued use of firemen who had become redundant. Even today, this argument has not been finally settled, and there are other cases of the underuse of manpower, such as the unnecessarily frequent changing of crews, which continue because of historic practices even though the reasons today are no longer valid. If the railroads are to meet the challenge of the next thirty years and beyond and still remain profitable and competitive, a much greater productivity must be obtained from the labor force. It is in the long term interest of the United Transportation Union and the Brotherhood of Locomotive Engineers to help to achieve this. It would be shortsighted of them to do otherwise.

Their Prospects

Although the general public, because they are mainly automobile owners, are aware of and interested in development of the wonderful interstate highway systems (albeit very heavily congested near urban centers), they are not usually conscious of the enormous asset of the comprehensive national and international railway system in North America comprising

United States' and Canadian railroads. For overland freight movement of the future, this basic system seems to offer the only capacity and capability to meet the greater part of the enormous growth in freight movement between now and the year 2000. There must be an ultimate limit to the amount of land covered with concrete for highways. As highways, both those existing and those to be built in the future, become more and more congested by the higher density of private automobiles and commercial traffic, it is probable that there will be a growing resentment and opposition from the general public to heavy commercial vehicles having a bigger share than they do already in causing highway congestion. This will make it probably more difficult for the trucking industry to expand indefinitely or get permission to carry heavier loads. No such limitation faces the railroads which have already come a long way in the last ten years in technological improvements in rolling stock, with a variety of specialized cars, and in their communication, marketing and operating techniques. This process is continuing.

However, because their position as regards the need for capital outlays is uncomparably worse than that of the other modes of transport, railroads are faced with the need to expend billions of capital dollars without government help to continue this improvement in plant and rolling stock and data equipment. Yet, unlike other businesses, they only succeed in a return on their capital of about $2\frac{1}{2}$ percent. It is, perhaps, partly for this reason that if these financial conditions continue technological and operational development on the railroads is more likely to be evolutionary and gradual rather than revolutionary. In any case, what seems clear and fundamental is that the railroads in continually improved form will be needed for freight movement a good deal more in the future than they have in the past, and the government will have to face up in some way to the financial implications of the capital investment necessary to achieve this. This might be by low interest loans and generous depreciation allowances or other methods coupled with the underwriting of losses on passenger trains.

Demands for many types of railroad cars tend to reach seasonal peaks. For example, farmers all tend to require fertilizer deliveries in a concentrated period of a few months. Because of the enormous capital outlays, it is impractical to have a big surplus of rail cars which may be fully occupied only at peak demands and idle for much of the rest of the time. This rail car shortage has been accentuated because of the under utilization of existing cars partly due to inadequate means of tracing the whereabouts of cars and reallocating them. Great strides have been made by individual railroad companies to set up electronic data systems and communications. The individual company's systems allow tracing of individual cars loaded and empty at frequent intervals based on actual sighting. These individual company systems are being supported by additional measures which include:

a. ACI - Automatic Car Identification

b. UMLER - Universal Machine Language Equipment Register

c. TRAIN - Tele-rail Automated Information Network

UMLER is codified registration of all railway cars and special equipment in the United States and Canada. ACI operates by means of scanners which are built along the tracks in North America and which read the coded symbols and numbers of cars and other equipment as the train passes. This can be done rapidly at high speed. TRAIN is the telecommunication connected with computers which records the information obtained by ACI and checks it against the records of UMLER. TRAIN will be located in the Washington headquarters of the Association of American Railroads. It has already started on some lines and will be extended as more ACI scanning equipment is provided.

The trends in ocean shipping design and operating techniques and the growing use of special-purpose container ships may well tend to favor the railroads in the future as against inland waterways. The tendency throughout the world is for these highly capitalized all-container ships to operate to specialized ports developed and equipped for the most efficient handling of containers. It appears that such ports will be comparatively few in number and are most likely to be situated on the coast than on inland waterways so as to enable the ships to turn around quickly, ensure them a return load, and get the maximum economic utilization on a time/cost basis.

By using the TOFC* and the COFC*, perhaps sometimes coupled with the unit train technique, railroad companies appear to have an increasingly advantageous position to exploit the container age. Indeed, this prospect has already given rise to ambitious talk and even to moves to set up a rail land bridge across the continent both in Canada and the United States to move containers from coast-to-coast and then ship them from these coasts to and from the Orient and European countries. Although plans for such an operation are advanced, particularly in Canada, it would appear that if started soon such a venture, judged against economic criteria, would be some years ahead of its time.

It is in freight movement that the foreseeable and potentially prosperous future of railroads lies, and certainly not yet in any major reentry into passenger traffic. Later on in this century as certain areas become denser by the linking-up of urban areas and by major population growth, the medium-distance (300 miles) high speed passenger trains might be popular as well as profitable. But even to achieve this possibility, great capital investment would be necessary to make the right-of-way suitable and safe for high speeds. This would mean, for fast passenger trains, elimination of unseparated grade crossings and general improvement in the track by reducing curvature and grades.

Coupled with the improvements of the fixed plant on the rights-of-way and continued improvement in rolling stock there will be parallel improvements in locomotive power. At present the diesel electric locomotive is predominant, and possibly for the next ten to fifteen years, improvements in this form of locomotive will keep it in front. However, as the century progresses it appears that the all-electric locomotives may become the diesel's biggest competitor. If all-electric locomotives are introduced, it is probable that they and diesels would both operate

* Trailer/Container on flat car.

Railroads in the Great Lakes Area

Most of the considerations that have been discussed so far apply generally to railroads across North America, including those having their origins and terminals in the Great Lakes Area. Some of the problems are not so severe in the case of Canadian railroads, which face the same technological and operating problems but are not handicapped by lack of consolidation or too much restrictive legislation.

The Great Lakes Area is a very important region for the railroads having many centers which are major switching points such as Chicago, Detroit, Toledo and Buffalo. Generally speaking, consolidations and mergers or railroads in the Great Lakes are moving in the right direction although very slowly. The position in the area east and south of Chicago is such that there is a reasonable expectation that within a very few years this region will be served by virtually two major railroad groupings. This will be: the Penn Central, which has already resulted from the mergers of the Pennsylvania and the New York Central, and the other grouping should be the Chesapeake and Ohio (controlling the Baltimore and Ohio) and finally merged with the Norfolk and Western. The hearings for this latter merger closed in April 1968 and the examiner recommended approval which is now awaiting I.C.C. action. In the other part of the Great Lakes Area concerned the merger proposals and counter-proposals have been subject to hearings and reports, but the outcome is still in doubt. It would seem probable, however, that within five to ten years much wider consolidation in the Minnesota-Wisconsin-Illinois area will have taken place and only a few major controlling systems will remain.

The railroad traffic in much of the Great Lakes Area is considerably denser than in other parts of the country. Consolidation of companies should enable the larger resultant companies to upgrade the condition of the main rights-of-way and reduce the amount of parallel tracks and branch lines and thus operate more efficiently at a better return on capital.

The Provinces of Ontario and Quebec are, of course, served by the two major companies, the Canadian Pacific and Canadian National railroads, which link up with the United States railroad networks at strategic points. There is no shortage of railroads in the Great Lakes Area and, indeed, with increasing consolidation it is probable that some near duplication of track can be eliminated.

CONCLUSIONS

2. Railroads

The main problems of the railroads in the United States are:

a. Financial. Railroads are averaging annual capital expenditure of between one and one and one-half billion dollars, but to meet the needs of super railroads of the future, they should be investing at least three billion dollars annually over a long period. Their return on capital is poor and they are faced with continuing losses on passenger services. They are in competition with other modes of transportation all of which benefit directly or indirectly from government research and subsidies.

b. Arising from this financial situation improvements in fixed plant, track, yards, terminals, grade crossings are not taking place fast enough. Car shortages are also aggravated by too little capital investment, inspite of improving techniques in tracing and better utilization.

c. Insufficient mergers and slow negotiations. Although some mergers can produce initial dislocation, there is little doubt that their long term effect is good. To meet the needs of the year 2000, mergers should be encouraged and accelerated.

d. Restrictive labor practices still plague the railroad in certain areas.

e. Multi-modal ownership restrictions. This is a controversial issue between modes. The railroads contend that they could operate with greater efficiency if they were allowed to own trucks, ships and barges.

In Canada some of these problems do not exist since there are virtually only the two big companies, the Canadian Pacific and the Canadian National, so that the question of mergers does not arise. Multi-modal ownership already exists. Canadian railways are however faced with unprofitable passenger traffic which they are having difficulty in discontinuing.

Railroads

Railroads' problems are far from being solved and their complete correction is bound to be somewhat long term. On page 21 of Chapter II reference was made to the basic need for good railroads to meet the future "and the government will have to face up in some way to the financial implications to achieve this." There has been a certain ambivalence in the attitude of railroad management to some forms of possible government aid. At one time, they would have opposed any aid except tax reliefs or incentives and depreciation allowances. There are signs that the understanding of the railroads' problems by the government are better, and the industry is becoming less rigid about the forms of government aid or cooperation that would be paletable. On the government side, there have been the following signs:

a. When the seven percent rebate on capital expenditures by industry was stopped in 1969, the government recognized the special hardships on railroads and introduced a faster depreciation scheme for them.

b. After many years of railroads' deficits in passenger traffic, and much argument and investigation into these losses, the government recognized their existence and have put forward a proposal to buy up the passenger services, on a lease-back scheme. This has yet to materialize.

c. When the Penn Central applied for relief under Clause 7 of the Bankruptcy Act, the government moved quickly initially to suggest a 600 million dollar support guarantee to the Company and other railroad companies in similar straits. This proposal did not go through for reasons that are still somewhat foggy. However, Secretary of Transportation made a statement to the effect that rather than let railroads fail nationalization would have to be the answer. It is possible that the financial plight of the big Penn Central has given a jolt in government quarters which will, in the long run, be to the benefit of all railroads, and without outright nationalization.

d. A senatorial proposal has been put forward for the government (D.O.D.) to purchase its own rail cars for about 120 million dollars and thus ease the railroads own car shortage problem.

e. There are many ways and combinations by which the government could help to increase the railroads efficiency and service and they all boil down to financial relief. Perhaps the best and most logical way would be for the government to own, maintain and improve the fixed plant or rights-of-way and then charge the railroads for their use. This would at least be consistent with what happens with other modes of transportation.

f. It is much more likely that a plan of this sort (e) would meet with much less opposition from the industry today than it would have even two years ago.

Appendix Table 10

INTERCITY FREIGHT TRANSPORTATION, 1950, 1960, 1968
AND PROJECTIONS FOR 1980 AND 2000
(Billion Ton-Miles)

Mode	1950	1960	1968*		1980	2000
Rail	597	579	757	L	611	755
				M	912	1,593
				H	1,384	3,192
Truck	173	299	396	L	526	974
				M	753	1,671
				H	1,119	3,192
Inland Waterways	163	233	287	L	306	487
				M	447	900
				H	663	1,702
Oil Pipelines	129	229	391	L	331	528
				M	523	1,092
				H	746	2,128
Air	.33	.69	2.9	L	1.70	2.30
				M	2.70	6.30
				H	4.20	25.30
Total	1,063	1,331	1,834	L	1,854	2,842
				M	2,641	5,268
				H	3,813	9,789

L = Low Projection M = Medium H = High

Totals for 1980 and 2000 are not sum of details, but have been independently projected.

The provisional figures for freight ton-miles 1968 have only become available since the publication of Resources in America's Future. They have been inserted in the Table by the author of this report to bring the trends as up to date as possible. Further comments on these latest trends and on the projection figures will be found on page 118 of Chapter VIII.

SOURCES: Actual figures, Interstate Commerce Commission Projections for 1980 and 2000 courtesy of The Johns Hopkins Press publishers for Resources in America's Future by H. H. Lansberg, L. L. Fischman, and J. L. Fisher, page 141, Table 5-5.

percentage rates of change for selected ten-year periods up to the year 2015. The percentage rates are shown as declining considerably after 1975. If no improvements are made to the Seaway and in the light of threatened withdrawals of conventional ocean vessels from direct Seaway trade this projected decline in growth rate could be even greater and come sooner. On the other hand, if measures being pursued, such as the introduction of a feeder system, the improvement in lock dimensions, and extension of the navigation season take place, the decline could probably be arrested and a healthy growth rate could continue throughout this century and beyond.

b. Appendix Figures 8 and 9 - Appendix Table 10 Appendix Figure 8 includes projections by the American Trucking Association for the percentage of intercity ton miles between modes for the year 1980.

Appendix Table 10 gives similar projections for intercity ton miles for 1980 and 2000. The projections in this table are by the authors of Resources in America's Future.

Appendix Figure 9 gives the projected division of freight revenue between modes for 1980; a division arising from the projection in Appendix Figure 8.

These three projections are discussed together as they bear a direct relation to one another. The authors of Resources in America's Future have without question done a very thorough basic research job, and in their text have warned of the unreliability of long-range projections, and particularly of the shares of each mode in the long-term growth in freight movement. They have also projected high, medium and low figures but with the medium ones being more probable. However, since the publication of this study which was based mainly on 1960 figures, population growth has been at a lower rate and population projections for the year 2000 are being modified. This means that the labor force, and G.N.P. for the year 2000 will now probably be lower than has hitherto been generally forecast. To cater for these latest population trends the author of this report has made new projections of population and G.N.P. for the year 2000 both for America and Canada. These new projections and the assumptions on which they are based are given later in this Chapter. From these new figures, freight ton mileage growth for the year 2000 has been extrapolated. The 1980 ton mileage projections by the American Trucking Association give a single figure projection with no high or low figure. It is somewhat higher than the 1980 medium projection in Appendix Table 10, being 2,968 as against 2,641 billion ton miles total for all modes. It seems that these figures are more in line with the earlier population forecasts rather than the latest trends.

For 1980 there is close agreement between the A.T.A. projection and the medium projection in Resources in America's Future on the railroads' percentage share. The A.T.A. projects the railroads' share declin-

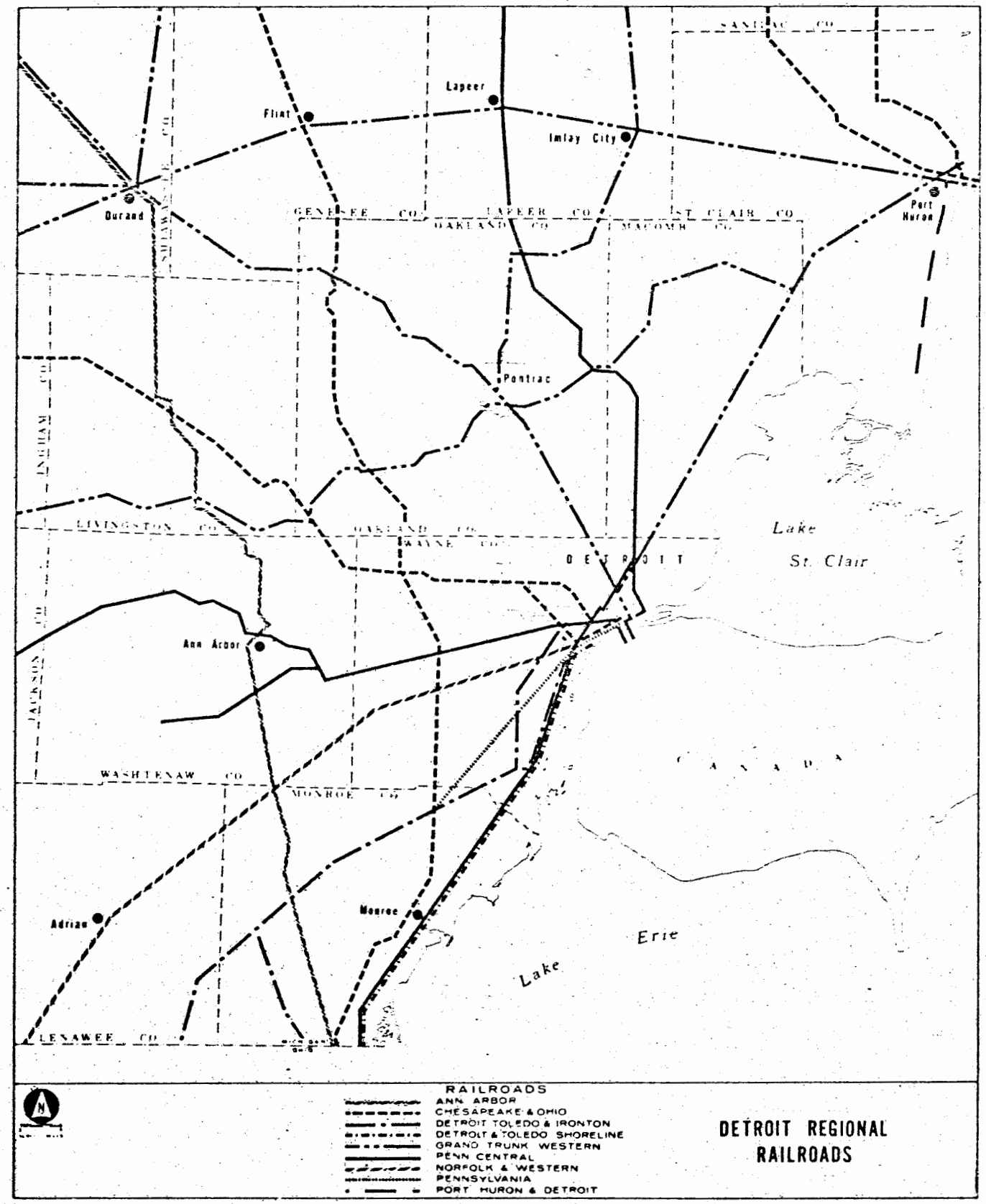
ing to 34.6% and Resources in America's Future to 34.5%. The year 2000 projected share for the railroads shows a further decline to 30.2% for the medium projections. The authors of Resources in America's Future note and refer in their text to the slowing up in the rate of decline of the railroads' share of traffic. Attention has also been drawn to this in this report in the footnote of Appendix Table 6, Chapter VII. This footnote shows that from 1960-1968 the railroads' share declined at an average percentage rate of 0.35 a year, only a quarter of the average rate of decline of 1.4% over the previous 18 years, 1942-1960. If the reduced rate of decline of about 0.35% annually were maintained until the year 2000 the railroads' share by the end of the century would indeed be close to the medium projection of 30.2%. However, there are certain considerations which can only be classified as intuitive which could further slow up the rate of the railroads' declining share, and these considerations are discussed further.

It has become hackneyed to hear or read of the locomotive efficiency of "the flanged wheel on a steel track," but it is nevertheless true. If logic prevails and there is better accommodation and arrangements between government and railroads there seem to be many compelling reasons to strive for the railroads to move a relatively greater share of total freight in the future than they do at present. Railroads have surplus capacity, and given an improvement in the rolling stock availability and utilization this extra capacity could be used to move the ever-growing volume of freight without having a major impact on highway congestion. The railroads on their part would have to continue to do everything possible to improve service to customers. This would mean the railroads endeavouring to give quick intercity freight service for piggyback trailers or containers and even less-than-carload general cargo for distances of 200 miles upwards. Such a service would justify better freight rates and would encourage the trucking industry to increase its use of piggybacking especially as the century advances and highway congestion intensifies. Such an outcome is bound to be conjectural but it is compelling and logical to assume that government transportation policy will move sooner or later towards the maximum exploitation of the great asset of the nation's railroads. Air pollution is another factor where railroads have an advantage over trucking, and with the probability that busier sections of the national railroad system will become electrified this advantage would be further enhanced. Based on these intuitive considerations the author feels that there will be, or certainly ought to be, a further slowing down in the rate of decline of the railroads' share of the growing ton mileage. If so it seems probable that this improvement is likely to be most pronounced after 1980, by which time some formula for government/railroad cooperation should become effective.

GRAND TRUNK WESTERN RAILROAD COMPANY

The Grand Trunk Western Railroad Company has two rail lines which serve Oakland County. One line runs diagonally from the southeast corner of the County, parallel to the Woodward Corridor, to Pontiac, and thence northwesterly through Holly. The other line enters the County in the southwest corner and runs diagonally to Pontiac. At Pontiac this line divides into two; one line extending northward and the other running northeasterly towards Port Huron.

Currently, operations include both freight and passenger service. Data gathered from the offices of the Grand Trunk for passenger-commuter trips between Pontiac and Detroit is found in Figures One and Two. Data regarding industrial service is presented in Figure Three.



DETROIT REGIONAL RAILROADS

FIGURE ONE

GRAND TRUNK WESTERN RAILROAD COMPANY

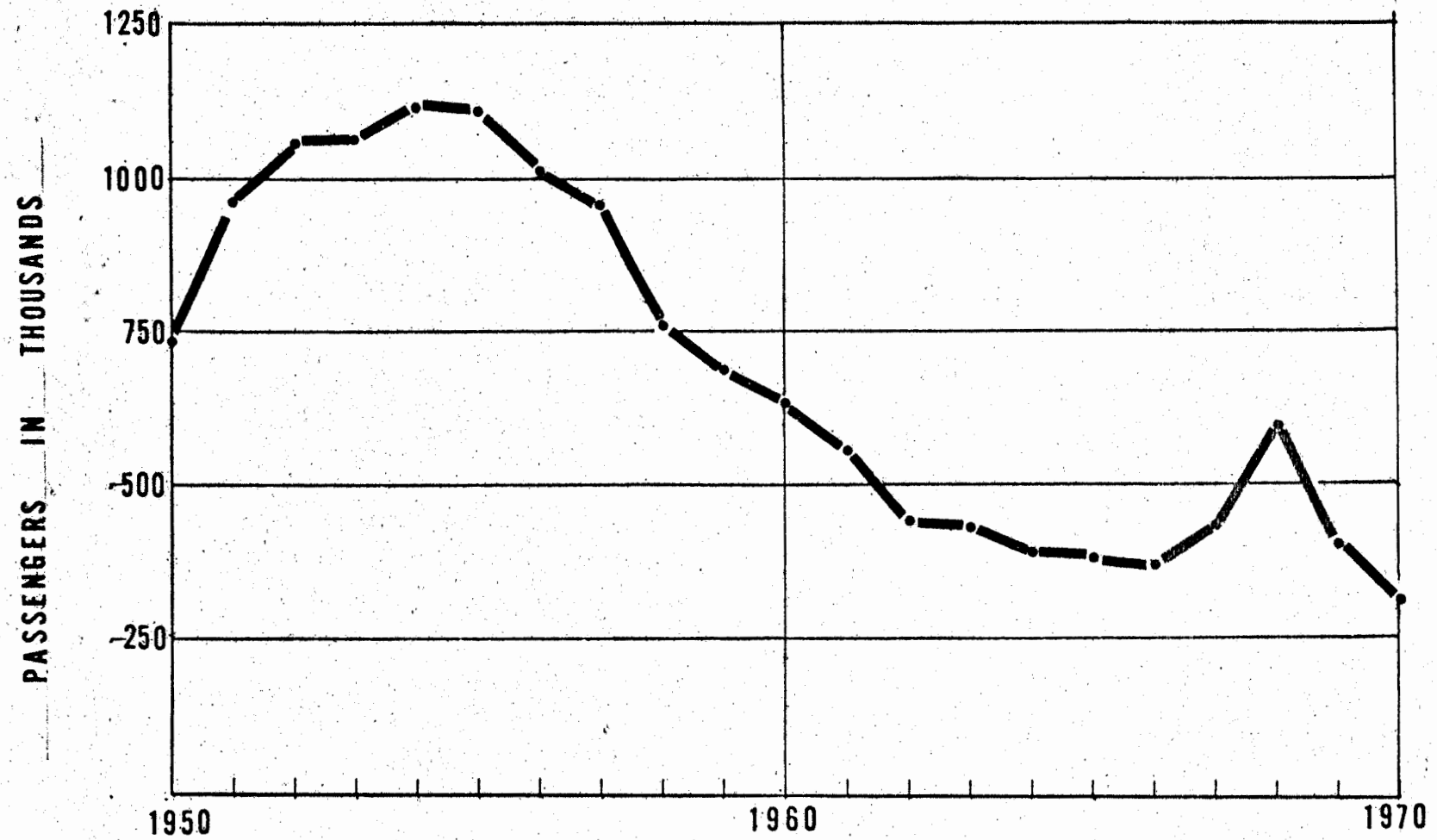
Total Passengers Carried
(Round Trip)

Detroit - Pontiac Commuter

YEAR	TOTAL ROUND TRIP PASSENGERS
1950	733,991
1951	970,069
1952	1,053,129
1953	1,065,961
1954	1,113,419
1955	1,108,793
1956	1,018,254
1957	966,514
1958	758,799
1959	694,717
1960	635,809
1961	564,372
1962	447,786
1963	433,624
1964	396,352
1965	384,636
1966	374,998
1967	433,940
1968	601,513
1969	409,672*
1970	323,138

FIGURE ONE

* I-75 Freeway Opening January



PASSENGERS CARRIED BY THE DETROIT PONTIAC COMMUTER

FIG. 2

INDEX FOR FIGURE THREE

PRIVATE SIDINGS

Listed alphabetically by location and Industry.

Pages 1 through 142

TEAM TRACKS

Listed alphabetically by location.

Pages 143 through 151

AUBURN HEIGHTS, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Adams Avon Corporation (Harold Paper Company)	Romeo	30.96	2201 2201-A	4-1-64 4-1-64	1	580	200	380		Jt. Use
Auburn Lumber Company	"	31.74	720	1-2-53	1	427	143	284		
Churches Inc. (Construction Products Dist. Co.)	"	31.82	721 721-A	1-3-49 7-28-59	1	656	143	513		Jt. Use

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Berry Doors Div. of Stanley Works	Holly	17.13	2056	6-20-66	1	448	108	340		
City of Birmingham	"	17.36	1929	5-31-68	1	271	108	163		
Beech Enterprises, Inc.	"	17.58	1951	1-3-49	1	790	143	647		
Byrne Plywood Company	"	17.15	2250	11-1-66	1	287	110	177		
Custom Builders Supply Co.	"	17.29	1997	10-1-67	1	318	108	210		
Erb Restrick Lumber Company (Mayfair Plastics, Inc. Gay Toys)	"	17.42	1906 1906-B	5-2-60	1	540	108	432		 Jt. Use
Erb Restrick Lumber Company (Suburban Wholesale Co.)	"	17.40	1906-1 1906-1-A	1-1-63 12-8-67	1	928		928		 Jt. Use
Ford Motor Company	"	17.23	1962	10-1-60	4	3852	80	3772		
Lawson Rental Company (Spaulding & De Decker & Assoc. Inc. Birmingham Lumber & Supply Co)	" " "	17.46	16.88 1688-A 1688-B	8-27-62 8-27-62 3-4-63	1	583	108	475		Jt. use Jt. Use Jt. Use
Lockwood, Rooney M. (Lincoln Lumber & Supply Co)	"	17.01	2018 2018A	8-1-52 12-20-55	1	552	108	444		 Jt. Use
Mayfair Plastic Inc & Gay Toys (Potter Moving & Storage Co) Berry Industries Inc. Staunton Industries Inc.	" " " "	17.31	2000 2000-A 2000-B 2000-D	11-5-51 3-19-55 6-21-63 1-19-70	1	518	108	410		 Jt. Use Jt. Use Jt. Use
Murocom Corp.	"	17.30	1687	3-15-67	2	752	108	536		
Rosso & Son Inc.	"	17.26	2034	9-1-53	1	603	108	495		
Torrence Oil Company	"	17.43	1871	5-31-60	1	150	75	75		

CLARKSTON, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Price Brothers Company	Holly	35.55	2197	1-15-64	1	1400	170	1230		

DRAYTON PLAINS, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Burke Lumber Company, Inc.	Holly	31.3	2264	8-11-67	1	603	253	350		

FERNDALE, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Allegheny Ludlum Steel Co.	Holly	10.41	1585	1-2-63	1	647.5	119.5	528		
Amche Products Inc.	"	11.13	1946	1-1-58	1	345	108	237		
Bill's Waste Oil Service	"	11.11	1921	9-20-47	1	228	108	120		
Byrne Doors Inc.	"	10.53	1939	5-17-68	1	412	143	269		
Chemetron Corporation (Sandringham Corporation)	"	10.47	1711 1711-A	5-5-68 7-31-64	1	896	108	788		Jt. Use
Gage Products Company (Shell Chemical Co.)	"	10.07	1996 1996-1	1-3-50 1-1-60	1	363	108	255		Jt. Use
Great Scott Properties (Great Scott Supermarkets Inc)	"	9.91	307 307-A	5-13-62 2-1-65	1	791	213	578		Jt. Use
Frisco Fruits	"	10.64	1925	11-1-47	1	358	108	250		
Jarvis Investment Inc.	"	10.47	1964	7-31-64	1	896	108	788		
Kalts Fuel Company (Red C. Oil Company)	"	10.58	371 371-A	1-1-59 1-1-59	2	1644	135	1509		Jt. Use
MacDermid Inc.	"	10.49	2249	11-11-66	1	550	140	410		
Mid West Wire Products	"	11.21	1886	2-11-66	1	400	143	257		
Overhead Conveyor Company	"	10.5	1908	3-1-56	1	250	108	142		
Reichhold Chemicals Co.	"	11.47	373-A	8-1-59	1	1200	600	600	$200 Per Annum	
Reichhold Chemicals Co.	"	11.63	372	3-15-60	1	873	143	587		
Reichhold Chemicals Co.	"	11.25	373	1-1-61	1	958	158	800		

FERNDALE MICHIGAN (2)

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Reichhold Chemicals Co.	Holly	11.67	372-A	7-15-48	1	1642	286	1356		
Reichhold Chemicals Co.	"	11.67	372-B	1-2-70	1	1747	286	1461		
Republic Lumber Company (Alfred A. Smith)	"	10.68	374 374-A	12-19-58 12-19-58	1	731	144	587		Jt. Use
Republic Steel Corp.	"	10.35	1533-1	3-1-59	1	1278	143	1135		
S. W. Sorenson Jr.	"	7.93	2271	2-5-68	1	564		564		
Steel & Tubes Inc.	"	10.32	1533	9-18-28	1	2850.47	439.97	2436.5		
Squirt Detroit Bottling Co.	"	10.01	1979	4-9-57	1	434	150	284		
Udylite Corp.	"	10.85	1986	3-1-51	1	278	108	170		

FERNDALE MICHIGAN (2)

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Reichhold Chemicals Co.	Holly	11.67	372-A	7-15-48	1	1642	286	1356		
Reichhold Chemicals Co.	"	11.67	372-B	1-2-70	1	1747	286	1461		
Republic Lumber Company (Alfred A. Smith)	"	10.68	374 374-A	12-19-58 12-19-58	1	731	144	587		Jt. Use
Republic Steel Corp.	"	10.35	1533-1	3-1-59	1	1278	143	1135		
S. W. Sorenson Jr.	"	7.93	2271	2-5-68	1	564		564		
Steel & Tubes Inc.	"	10.32	1533	9-18-28	1	2850.47	439.97	2436.5		
Squirt Detroit Bottling Co.	"	10.01	1979	4-9-57	1	434	150	284		
Udylite Corp.	"	10.85	1986	3-1-51	1	278	108	170		

HOLLY, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Adelphian Mill Dept. Adelphian Academy	Holly	47.47	1934	3-1-55	2	890	143	747		
Fre Bar Inc.	"	46.53	2184	5-6-63	1	50	50		$24 Per Annum	
Grinnell Brothers	"	46.19	423	11-15-62	2	1387	163	1224	$100 Per Annum	

NEW HUDSON, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Detroit Edison Co.	Jackson	54.765	1575	9-14-29	1	1030		1030		
New Hudson Lumber Co.	"	55.14	1840	1-1-65	1	484	143	341		

ORCHARD LAKE, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
S. S. Cyril & Methodius Seminary & St. Mary's College, St. Mary's High School	Jackson	39.62	1632	1-2-51	1	442	143	299		

OXFORD, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
American Aggregates Co. (Oxford Asphalt Co.)	Cass City	13.92	742 742-A	5-20-31 5-1-43	4	13,176	1128	12,048		Jt. Use
American Aggregates Co.	"	14.11	1591	1-2-57	2	6377	3700.5	2676.5		
Koenig Coal & Supply Co.	"	15.73	1702	1-3-56	6	8720.7	833	7877.7		
Pontiac Hide Company	"	14.37	1841	1-1-65	1	976	155	821		

PONTIAC, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Allen & Sons, Inc. Sam	Cass City	32.0	2229	1-1-66	6	6729	435	6294		
Allen & Sons Inc. Sam (Universal Processing Inc.)	Holly	25.87	1489 1489-A	9-1-64 9-1-64	2	1365	110	1255		Jt. Use.
Benson Co. Inc. M. A.	Cass City	0.89	754	1-2-53	1	910	92.5	817.5		
Benson M. A. Lumber Co.	Cass City	0.80	752	1-3-49	1	417	140	277		
Berger J. L. & Florence S. (Michigan Bell Telephone)	Jackson	36.14	2101 2101-A	9-15-58 9-15-58	1	443	143	300		Jt. Use
Blaylock C. A. & Co.	Holly	25.89	397	6-19-63	1	399	141	258	$25 Per	Annum
Boice Builders Supply (Socony-Mobil Oil Co. Inc.)	Jackson	36.94	697 697-A	8-1-57 8-1-57	1	833	218	615		Jt. Use
John E. & Helen E. Buckley	Jackson	34.97	691-A	5-15-67	1	266		266		
Bo ratan Company	Holly	24.24	399	2-3-66	1	964	141	823		
Consumers Power Co.	Jackson	35.61	689	1-2-51	1	805	164	641		
Consumers Power Co.	Holly	5.95	2242	6-20-66	1	1280	270	1010		
Crescent Machine Co. (C&W Engineering Co.)	Holly	29.26	1491 1491-A	1-15-65 6-1-65	1	803	143	680		Jt. Use
Detroit City Ice & Fuel Co.	"	26.48	1843	1-1-58	2	1025	143	882	$18 Per	Annum
Detroit Edison	Jackson	37.39	1576	1-3-55	1	809	143	666		
Donaldson Lumber Co. (Inland Plywood Co.)	Holly	27.0	400 400-A	1-2-68 1-2-68	1	568	287	281		Jt. Use

PONTIAC, MICHIGAN (2)

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Donaldson Lumber Co Inc. (Seaman Manufacturing Co.)	Cass City	.087	753 753-A	3-15-54 3-15-54	1	728	192	536		Jt. Use
Franklin Warehouse & Realty (Simon Bros. Inc.)	Jackson	35.36	700 700-A	1-4-68 1-4-68	1	483	100	383		Jt. Use
Fredman J. A. Inc.	Holly	24.59	1490	1-2-62	1	948	143	505		
Gee-Clark Oil Co.	Jackson	36.05	1420	1-3-56	1	416	136	280		
General Motors Corp. Truck Div.	Holly	23.96	1691	4-15-70	16	25,426	5640	19,786		
GMC Truck & Coach Div.	"	25.03	404	4-1-63	1	479	140	339		
GMC Truck & Coach Div.	"	25.08	410	5-14-65	11	6435		6435		
GMC Fisher Body Div.	Cass City	0.00	1446	4-1-62	10	6050		6050		
GMC Pontiac Motor Div.	"	2.20	1631	6-14-54	35	42,213		42,213		
GMC Pontiac Motor Div.	"	0,42	1631-A	10-28-63	4	3494.5	1305	2189.5		
Gibbons Company	Holly	24.68	416	1-?-65	1	818.5	155.5	663		
Hubert Distributors	Cass City	2.30	1433	8-17-59	1	473	143	330		
A. C. Kirby	Jackson	34.97	691-A-1	7-16-52	1	183		183		
Max Lyn Company (Mult-A-Frame Corporation)	Holly	24.24	399-1 399-1-A	2-3-66 2-3-66	1	702	141.1	560.9		Jt. Use
Meagher Lumber Company	"	26.34	1551-1	3-1-59	1	134		134		
Monson Scrap Iron & Metal Co.	"	25.7	1800	1-3-50	1	632	175	457	$20.00	Per Annum

PONTIAC, MICHIGAN (3)

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Nusholts, Phillip (Pontiac Scrap Co.)	Jackson	35.77	1902 1902-A	12-30-65 12-30-65	1	447	143	304		Jt. Use
Oakland Fuel & Paint	"	36.46	1686	9-1-56	1	630	191.5	438.5	$18 Per	Annum
Oakland Iron & Metal	"	34.97	691	6-1-54	1	345	138	207		
150 Branch Street Corp.	"	35.88	686	5-12-64	2	1079	114	965		
Pontiac Press (Gaukler Storage Co.)	Cass City	0.79	2269 2269-A	8-24-67 8-24-67	1	371	163	208		Jt. Use
Pontiac Press	Jackson	34.96	1784	1-2-62	1	213	150	63	$12 Per	Annum
Pontiac Varnish Co.	"	35.36 35.38	696	1-1-64	2	783	245	538		
Poole Dickie Lumber Co.	Cass City	0.29	1455	1-3-49	2	705	111	594		
Poole Dickie Lumber Co. (Imperial Propane-Pontiac)	Jackson	3.16	698 698-A	11-1-49 4-1-69	1	797	143	654		Jt. Use
Pure Oil Co.	"	38.09	1532	5-1-47	1	337	143	194		
Scott H. G.	Cass City	10.21	749	6-1-54	1	608	157.8	450.2	$21 Per	Annum
Staley Manafacturing Co.	Holly	26.34	1561	1-2-59	1	538	119	419		
Tex Coal Co.	Jackson	33.70	1602	1-2-51	1	430	143	287		
Thomas Catherine M. (Harold Paper Co.)	"	35.19	1865 1865-A	5-15-60 5-15-60	1	504	188	316	$14 Per	Annum Jt. Use

PONTIAC, MICHIGAN (4)

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Webb Fuel Co.	Jackson	34.18	1437	1-1-59	2	1013	345	668	$35 Per	Annum

RANDALL BEACH, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Village Acres Inc.	Cass City	8.26	743	1-3-56	1	462	144.5	317.5		0.94 miles south of Randall Beach

ROCHESTER, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Harry & Ruth Littell	Romeo	26.39	2287	1-20-70	1	208		208		
Rochester Paper Company	"	26.08	718	1-1-64	1	456	143	313	$20 Per	Annum

ROYAL OAK, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Consumers Power Company	Holly	16.90	1660-A	2-15-61	1	350	315	35	$50.00	Per Annum
Direct Process Labeling	"	12.45	2226	9-1-65	1	478	339	139	$18.00	Per Annum
Erb-Restrick Lumber Co. (Redford Lumber Co.)	"	12.56	385 385-A	1-4-60 4-14-64	1	300	110	190	$44.00	Per Annum Jt. Use
Fishmen, Morris & Sons	"	12.95	1399	12-1-60	1	1216	95	1121		
Foamade Industries	"	12.13	2151	6-1-67	1	601	135	466	$30.00	Per Annum
Ford Motor Company	"	16.68	2148	9-15-61	1	281	108	173		
Gergian Pacfic Investment Co. (Georgia Pacfic Corp.)	"	12.4	2082 2082-A	11-15-56 8-24-59	1	368	108	260		Jt. Use
Hawthorne Metal Products Co.	"	16.56	1652	8-1-56	1	4019	2315	1704		
Jardine Donald & Evelyn (Intenational Industrial Contracting Co.)	"	11.95	384 384-A	9-21-65 9-21-65	1	884	93	791		Jt. Use
Kenneth A. Lapham (Royal Oak Waste Paper & Metal Co.) (A & F Wood Products, Inc.)	"	12.36	386 386-B 386-A	12-15-55 6-15-70 6-15-70	1	553	75	478		Jt. Use Jt. Use
Kresge Co., S.S.	"	17.005	2054	9-26-66	2	2556	143	2413		
Lawson Lumber & Coal Co.	"	12.95	1406	1-3-55	1	921.6	135.2	786.4		
Lombardi Food Company	"	12.13	1655	10-1-56	1	415	120	295		
P. H. R. Associates (Quality Park Products)	"	12.25	212 212-A	9-1-64 3-1-70	1	100	100		$42.00	Per Annum Jt. Use

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Rivest, Leo A.	Holly	12.25	382	7-15-53	1	951	339	612		
Royal Gas & Oil Company	"	12.95	387	6-15-53	1	523	143	380		
Shumacher Fuel Company (Paramount Plywood Co.)	"	11.88	2222 2222-A	7-1-65 3-30-68	1	200	100	100	$25.00	Per Annum Jt. Use
2700 Buchanan Co. (Englander Tri-Angle Furniture) (Door-Man Mfg.)	"	12.24	383 383-A 383-B	12-1-65 8-30-68 8-30-68	1	868	166	702		 Jt. Use Jt. Use
Walker Wire & Steel Co.)	"	11.71	1458-1	8-1-64	1	641	125	516		

SOUTH LYON, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Hayes, Joesph C.	Jackson	59.10	1839	6-20-67	1	373	176	176	$12.00	Per Annum
Michigan Seamless Tube	"	59.54-59.83-60.18	1478	12-22-66	2	4292	429	3863		

WALLED LAKE, MICHIGAN

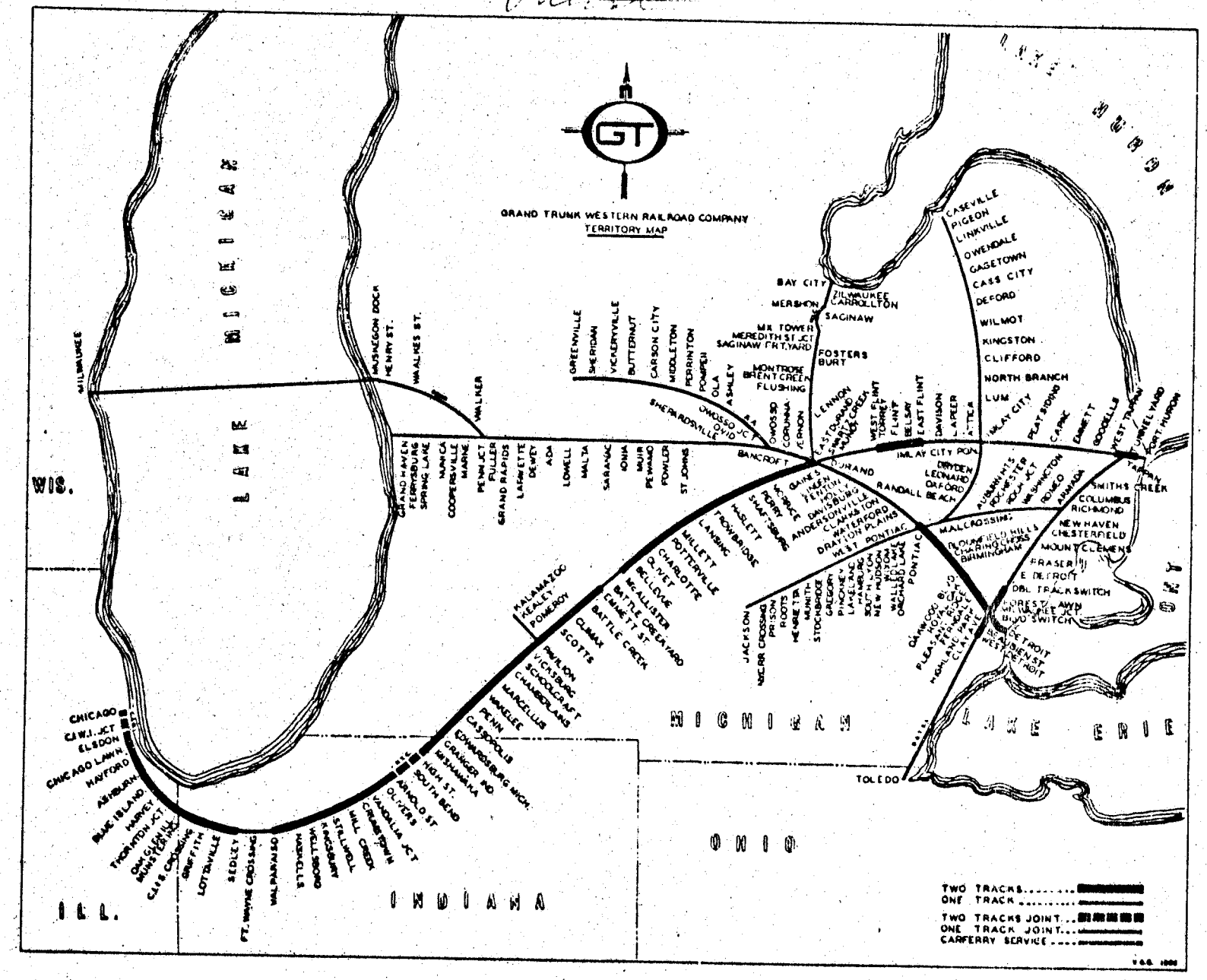
NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Beatty Lumber Company	Jackson	46.73	2257	5-1-67	1	640	180	460		
Haggerty Lumber Company	"	45.53	2278	11-15-68	1	937	148	789		
Jebco Corporation	"	47.44	2237	5-10-66	1	100	100		$25.00	Per Annum
Markey Brothers Company	"	45.42	1989	3-13-70	1	560	143	417		
Mc Envoy Door Company	"	46.43	2193	6-1-63	1	348	108	240		
Metal Building Specialities, Inc.	"	46.97	1911	7-1-47	1	513	143	370		
Michigan Building Components	"	46.92	2233	3-15-66	1	524	193	330		
National Lumber Company	"	46.80	2296	3-2-70	1	728	143	585	$50.00	Per Annum
Rex Roto Corporation	"	46.96	2084	8-1-56	1	389		389		
Walled Lake, The City of	"	47.06	2061	4-1-55	1	100	50	50	$12.00	Per Annum

WATERFORD, MICHIGAN

NAME	SUBDIVISION	MILEAGE	AGREEMENT NUMBER	DATE	NO. TKS.	LENGTH	MAINTENANCE RLY.	MAINTENANCE IND.	RENTAL	REMARKS
Buick Motor, Div. of G.M.C.	Holly	32.77	2025	3-16-56	1	1407	336	1091		
Dundee Cement Company (Michigan Consolidated Gas Co.	"	31.98 - 32.31	2144 2147-A	7-24-61 12-26-68	4	4886	286	4600		Jt. Use
G.M.C.	"	33.14	2294	9-1-69	4	8185	7504	681		
Waterford Cabinents, Inc.	"	32.99	2140	6-1-61	1	457	108	349		

GRAND TRUNK WESTERN EXISTING TEAM TRACKS

LOCATION	SUBDIVISION	STATION MILEAGE	CAR CAPACITY	RAMP & SIDE DOCK	RAMP & END DOCK	CRANES
Auburn Heights	Romeo	31.7	3	-	-	-
Birmingham	Holly	17.8	20	-	-	-
Clarkston	Holly	35.2	10	-	-	-
Davisburg	Holly	41.5	15	-	-	-
Drayton Plains	Holly	31.1	5	-	-	-
Holly	Holly	26.5	6	Yes	-	-
Leonard	Cass City	21.3	2	-	-	-
New Hudson	Jackson	55.1	4	-	-	-
Orchard Lake	Jackson	40.0	3	-	-	-
Oxford	Cass City	15.2	5	-	-	-
Pontiac	Holly Holly	26.3	Jackson-15 Sanderson-25	- -	- -	- -
Rochester	Romeo	26.3	26	-	-	-
Royal Oak	Holly	13.2	Harrison-30 7th St.-1	- -	- -	- -
South Lyon	Jackson	59.0	2	-	Yes	-
Walled Lake	Jackson	47.6	8	Yes	-	-
Waterford	Holly	33.3	14	-	-	-
Wixom	Jackson	50.7	2	-	-	-



Industrial Development Dept. **Grand Trunk Western Railroad Co.,**

Detroit, Michigan 48226

PENN CENTRAL RAILROAD COMPANY

The Penn Central Railroad has one line in the County and runs northwestwardly through the northeast quadrant of Oakland County. There are four stations in the County; serving the communities of Rochester, Goodison, Lake Orion, and Oxford.

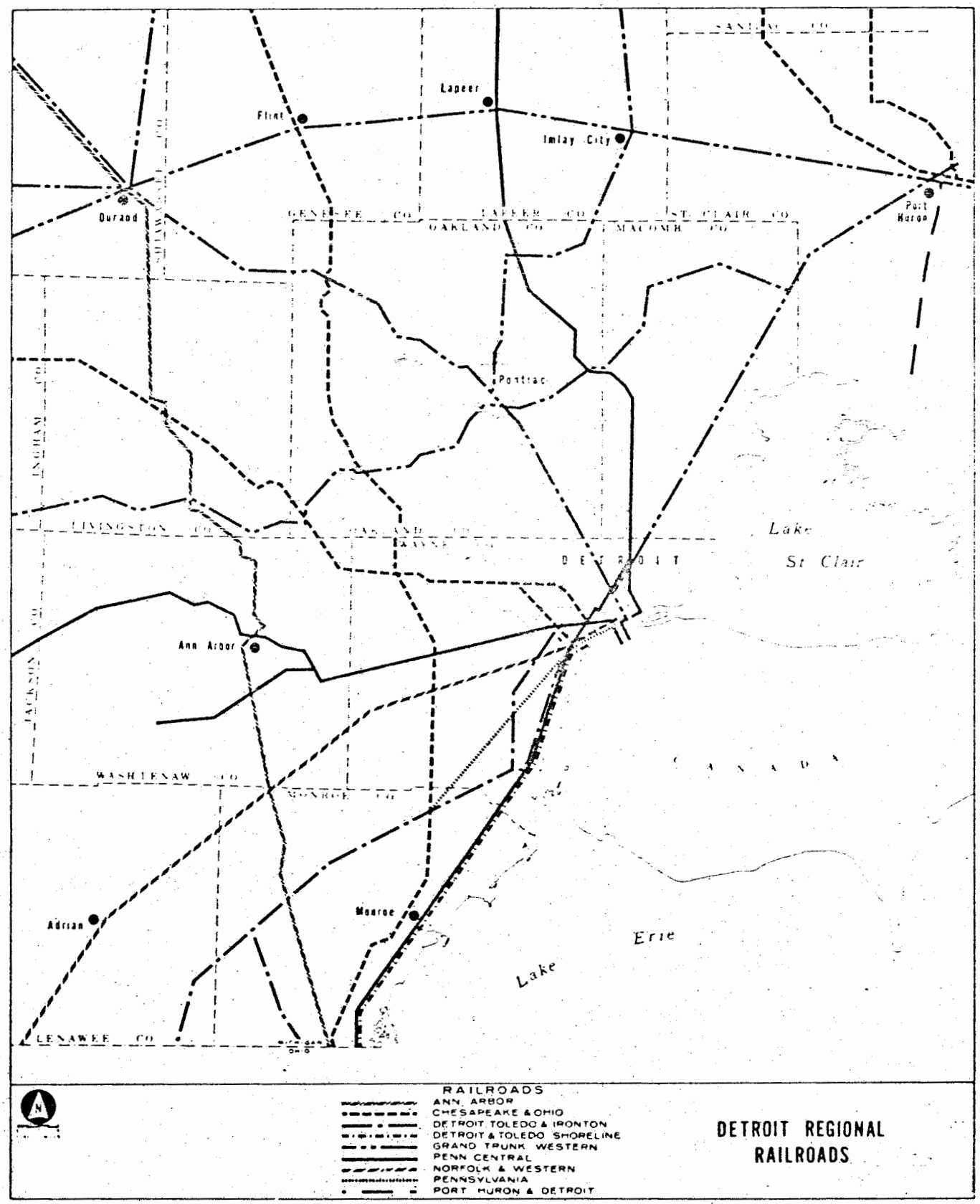
Currently, operations include only for freight service. This service is provided daily to and from four points outside Oakland County: Detroit, Bay City, Sterling Heights, and Lapeer.

From Bay City to Detroit - Except Monday
From Detroit to Bay City - Except Sunday
From Sterling Heights to Lapeer - Except Sunday
From Lapeer to Sterling Heights - Except Sunday

There are approximately 1200 one-way trips through the County annually.

Key industries which are presently served by the Penn Central are as follows:

STATION	INDUSTRY NAME
Oxford	Church & Church Lumber Oxford Lumber
Lake Orion	Lake Orion Lumber
Rochester	Knowles Lumber

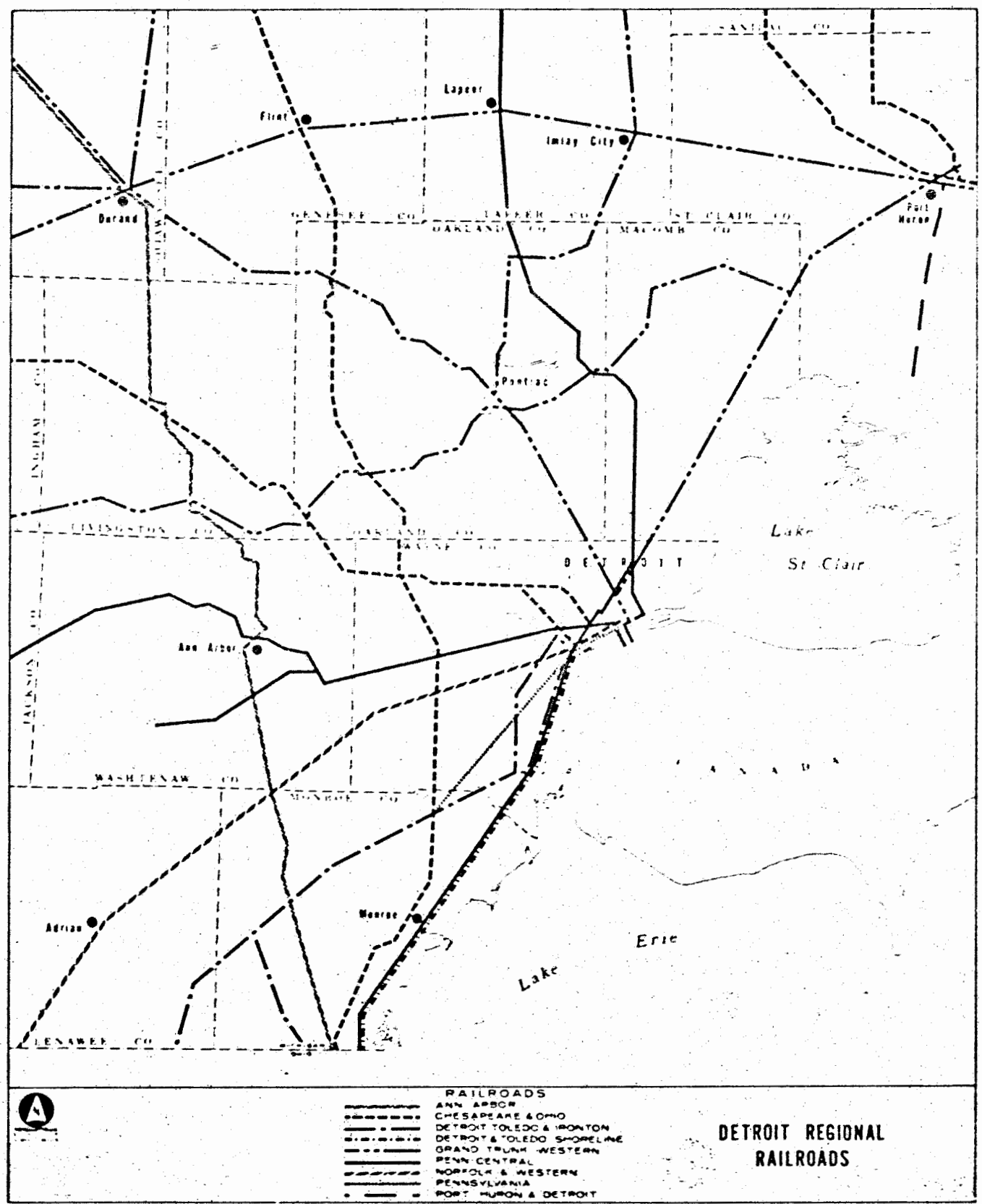

Lapeer
Flint
Imlay City
Durand
Port Huron
GENESEE CO
LAPEER CO
ST CLAIR CO
OAKLAND CO
MACOMB CO
Pontiac
INGHAM CO
LIVINGSTON CO
WAYNE CO
DETROIT
Lake St Clair
Ann Arbor
JACKSON CO
WASHTENAW CO
MONROE CO
CANADA
Adrian
Monroe
Erie
Lake
LENAWEE CO
OHIO
RAILROADS
ANN. ARBOR
CHESAPEAKE & OHIO
DETROIT TOLEDO & IRONTON
DETROIT & TOLEDO SHORELINE
GRAND TRUNK WESTERN
PENN CENTRAL
NORFOLK & WESTERN
PENNSYLVANIA
PORT HURON & DETROIT
DETROIT REGIONAL
RAILROADS

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

The Chesapeake and Ohio Railway Company (C&O) has two rail line which serve Oakland County. One line runs north and south through the western portion of the County serving the communities of Holly, Milford, and Wixom. The Ford-Lincoln plant in Wixom is the main industrial unit serviced by this line. Approximately twenty-four (24) trains use this line each day and carry between 75% and 80% of the automobiles manufactured there.

The second line runs from Plymouth to Grand Rapids and cuts through the extreme southwest corner of Oakland County, passing through the Village of South Lyon. Approximately twenty (20) trains a day run on this line.

The C & O has about 150 employees in Oakland County and produces an annual payroll of 1.5 million dollars.


Lapeer
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Durand
Pontiac
DETROIT
Lake St Clair
Ann Arbor
Adrian
Monroe
Lake Erie
CANADA
RAILROADS
ANN ARBOR
CHESAPEAKE & OHIO
DETROIT TOLEDO & IRONTON
DETROIT & TOLEDO SHORELINE
GRAND TRUNK WESTERN
PENN CENTRAL
NORFOLK & WESTERN
PENNSYLVANIA
PORT HURON & DETROIT
DETROIT REGIONAL
RAILROADS