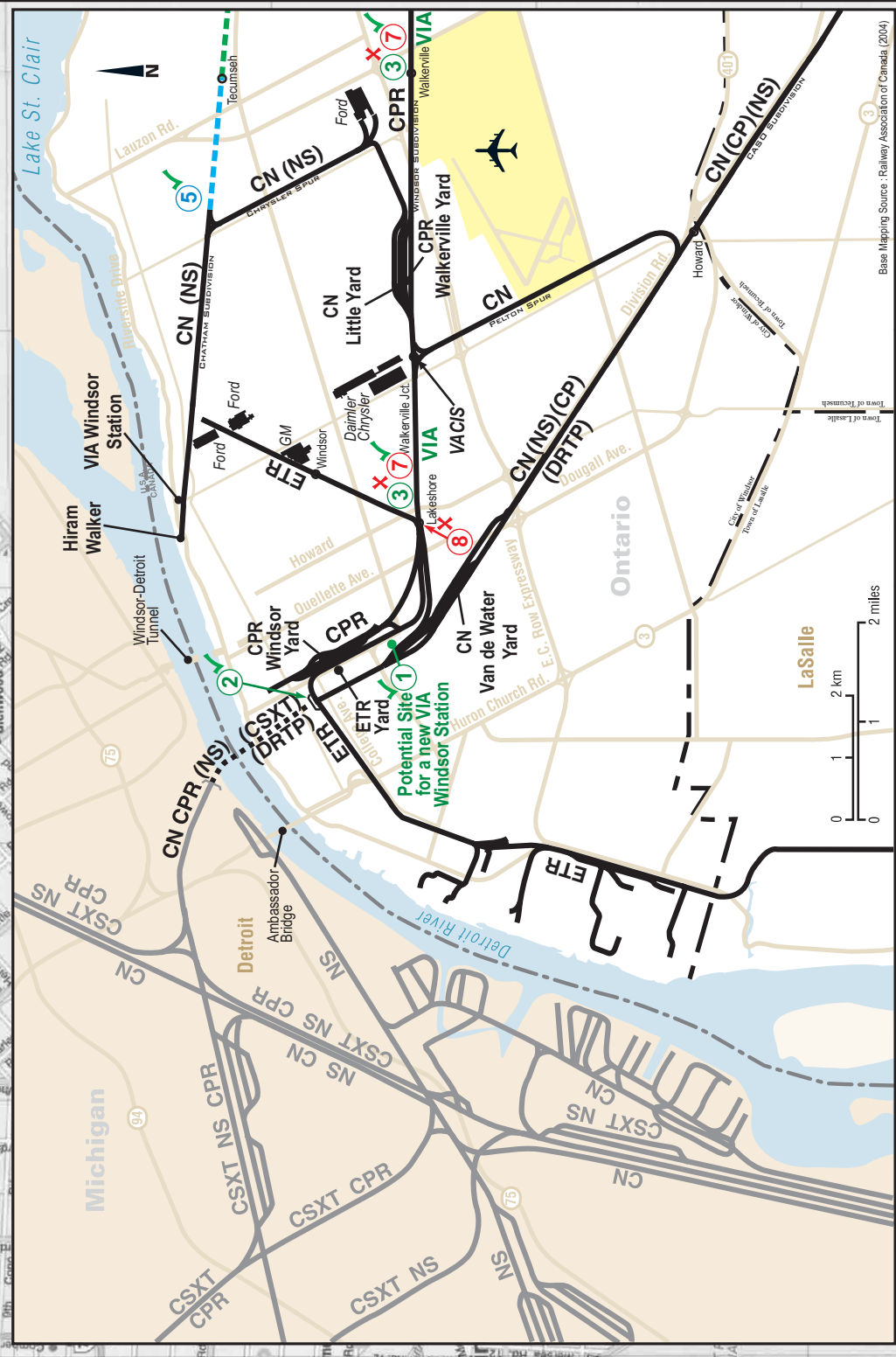
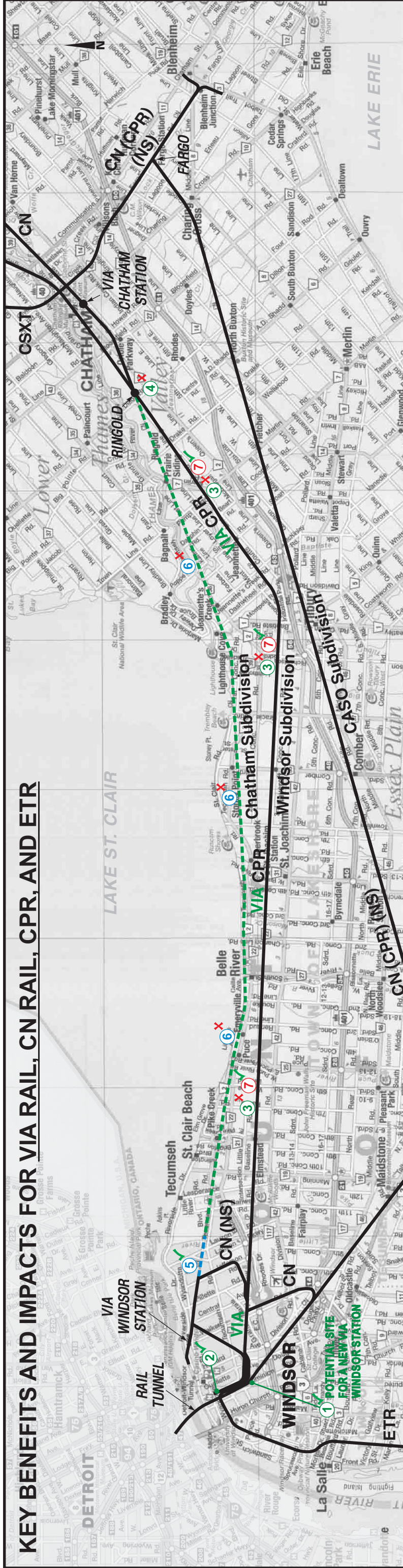

APPENDIX A

Rail Line Rationalization and Rail Yard Relocation Alternatives

KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR



Key Benefits / Impacts X Associated with Option L1A

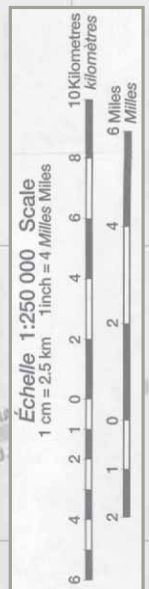
Windsor Community
See the corresponding "Windsor Community" exhibit for a list of benefits/impacts

- 1 **VIA** New Downtown Windsor station
- 2 Direct connection to Tunnel
- 3 Requires track upgrades (double tracking or sidings) along Windsor Subdivision between Tunnel and Ringold (70km)
- 4 Requires track connection with CPR near Ringold
- 5 **CN** Less track maintenance (Chrysler Spur to Tecumseh = 4km)
- 6 Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
- 7 **CPR** Track upgrades (double tracking or sidings) along Windsor Subdivision between Tunnel and Ringold (70km)
- 8 Additional traffic through the complex Lakeshore Interchange due to the addition of VIA trains

ETR
No changes to ETR for this alternative

Railways	Color
CN Rail	Blue
CPR	Red
CSXT	Green
DRTP	Orange
ETR	Yellow
NS	Purple
VIA	Light Blue

Track colour indicates ownership
CSXT indicates use of track
(CSXT) indicates track running rights, but no current use



Base Mapping Source: MapArt Southwestern Ontario 2006 Map



COMMUNITY BASED STRATEGIC RAIL STUDY

- o Remove Chatham Subdivision between Chrysler Spur and Ringold
- o Relocate VIA to CPR Windsor Subdivision
- o Construct new VIA Station near Downtown Windsor

RAIL RATIONALIZATION ALTERNATIVES

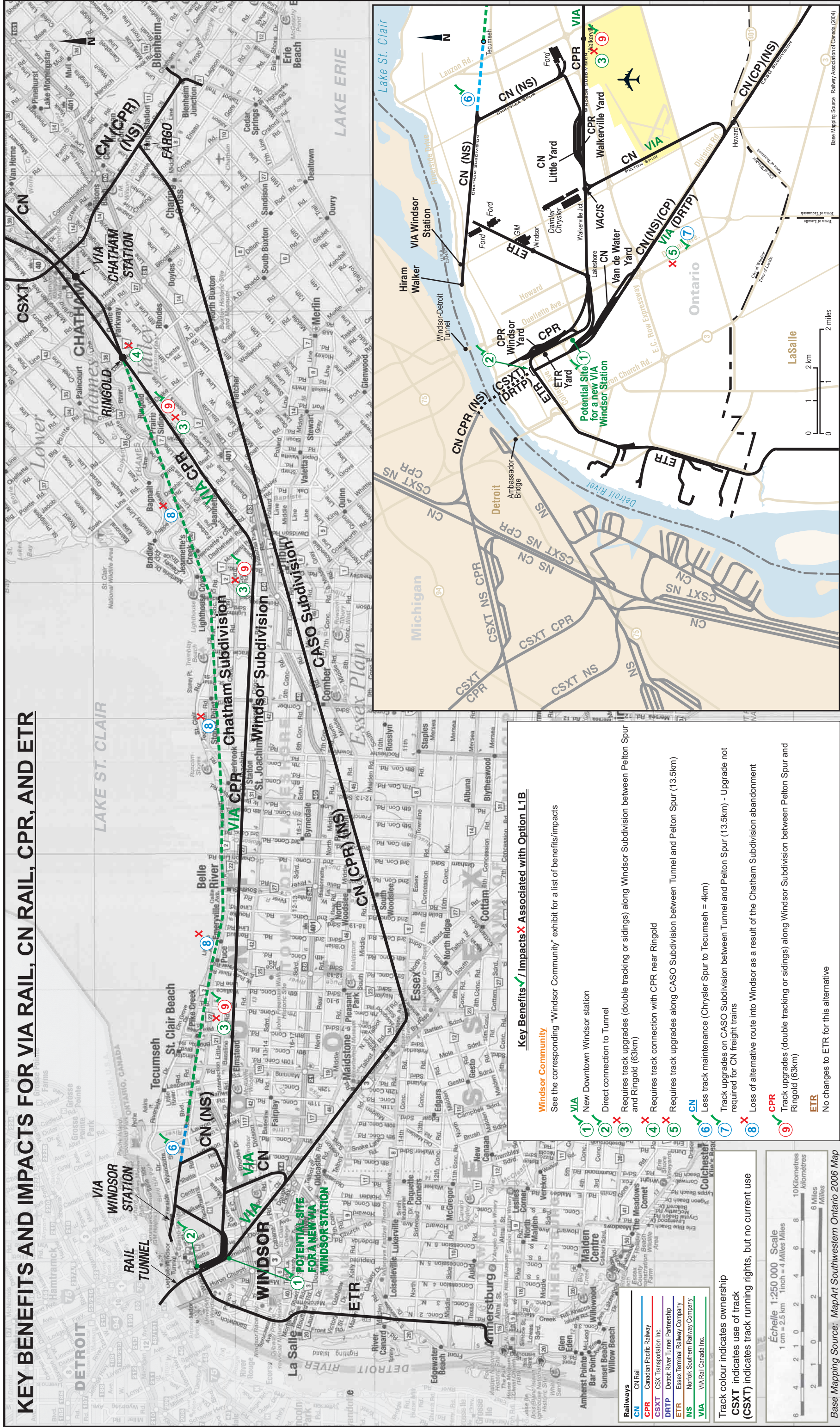
OPTION L1A

EXHIBIT

2.1

2007-04-30

KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR



Key Benefits ✓ / Impacts ✗ Associated with Option L1B

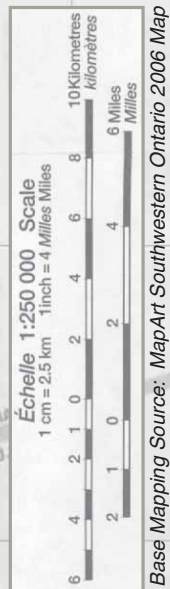
Windsor Community
See the corresponding "Windsor Community" exhibit for a list of benefits/impacts

- 1 **VIA** New Downtown Windsor station
- 2 **VIA** Direct connection to Tunnel
- 3 **CPR** Requires track upgrades (double tracking or sidings) along Windsor Subdivision between Pelton Spur and Ringold (63km)
- 4 **CPR** Requires track connection with CPR near Ringold
- 5 **CPR** Requires track upgrades along CASO Subdivision between Tunnel and Pelton Spur (13.5km)
- 6 **CN** Less track maintenance (Chrysler Spur to Tecumseh = 4km)
- 7 **CN** Track upgrades on CASO Subdivision between Tunnel and Pelton Spur (13.5km) - Upgrade not required for CN freight trains
- 8 **CPR** Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
- 9 **CPR** Track upgrades (double tracking or sidings) along Windsor Subdivision between Pelton Spur and Ringold (63km)

ETR
No changes to ETR for this alternative

Railways	Color
CN Rail	Black
Canadian Pacific Railway	Blue
CPR	Red
CSX Transportation Inc.	Grey
DRTP	Light Blue
ETR	Dark Blue
Essex Terminal Railway Company	Light Green
NS	Dark Green
Norfolk Southern Railway Company	Light Blue
VIA Rail Canada Inc.	Green

Track colour indicates ownership
 CSXT indicates use of track
 (CSXT) indicates track running rights, but no current use



COMMUNITY BASED STRATEGIC RAIL STUDY

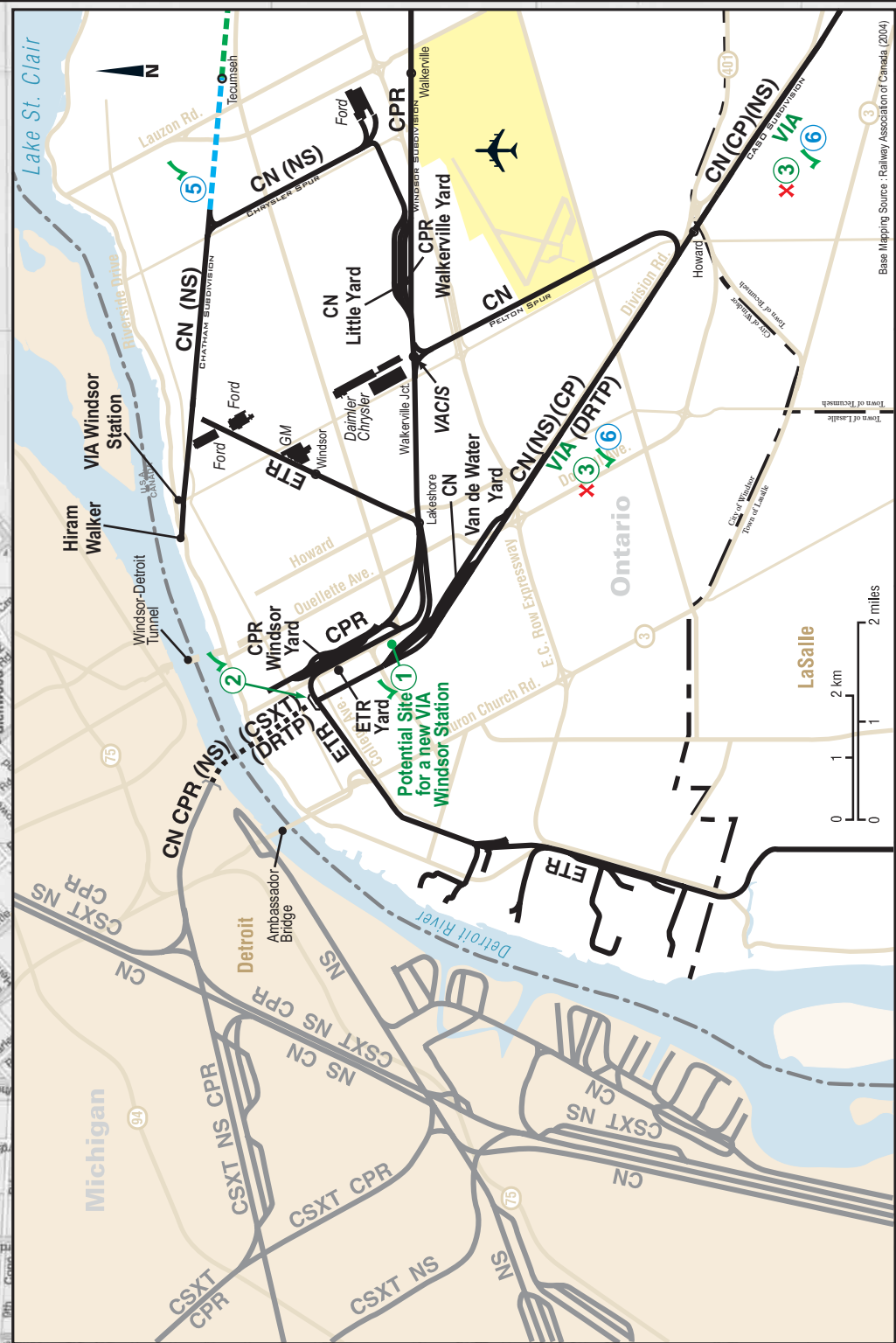
2007-04-30

- Remove Chatham Subdivision between Chrysler Spur and Ringold
- Relocate VIA to Windsor Sub - Pelton Spur - CASO Sub
- Construct new VIA Station near Downtown Windsor

RAIL RATIONALIZATION ALTERNATIVES OPTION L1B

EXHIBIT
2.2

KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR

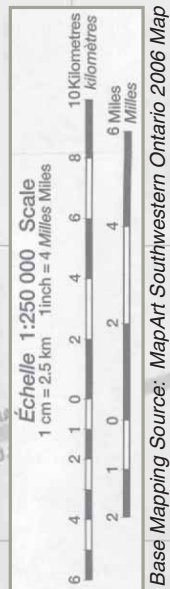


Key Benefits / Impacts X Associated with Option L2

- Windsor Community**
See the corresponding "Windsor Community" exhibit for a list of benefits/impacts
- VIA**
 - 1 New Downtown Windsor station
 - 2 Direct connection to Tunnel
 - 3 Requires track upgrades along CASO Subdivision between Tunnel and Fargo (90km)
 - 4 Requires relocation of VIA Chatham Station
 - CN**
 - 5 Less track maintenance (Chrysler Spur to Tecumseh = 4km)
 - 6 Track upgrades on CASO Subdivision between Tunnel and Chatham via Fargo (90km) - Upgrade not required for CN freight trains
 - 7 Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
- CPR**
No changes to CPR for this alternative
- ETR**
No changes to ETR for this alternative

Railways	Color
CN Rail	Blue
CPR	Red
CSXT	Green
DRTP	Orange
ETR	Purple
NS	Yellow
VIA	Light Blue

Track colour indicates ownership
CSXT indicates use of track
(CSXT) indicates track running rights, but no current use



Base Mapping Source: MapArt Southwestern Ontario 2006 Map



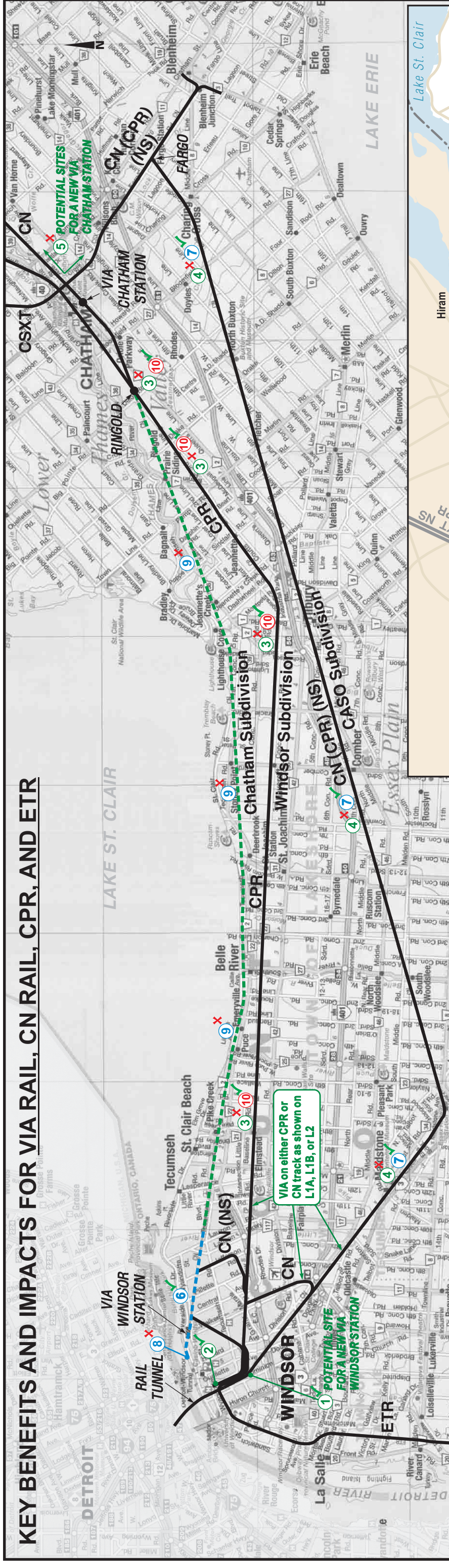
COMMUNITY BASED STRATEGIC RAIL STUDY

- o Remove Chatham Subdivision between Chrysler Spur and Ringold
- o Relocate VIA to CN CASO Subdivision
- o Construct new VIA Station near Downtown Windsor

RAIL RATIONALIZATION ALTERNATIVES

OPTION L2

KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR

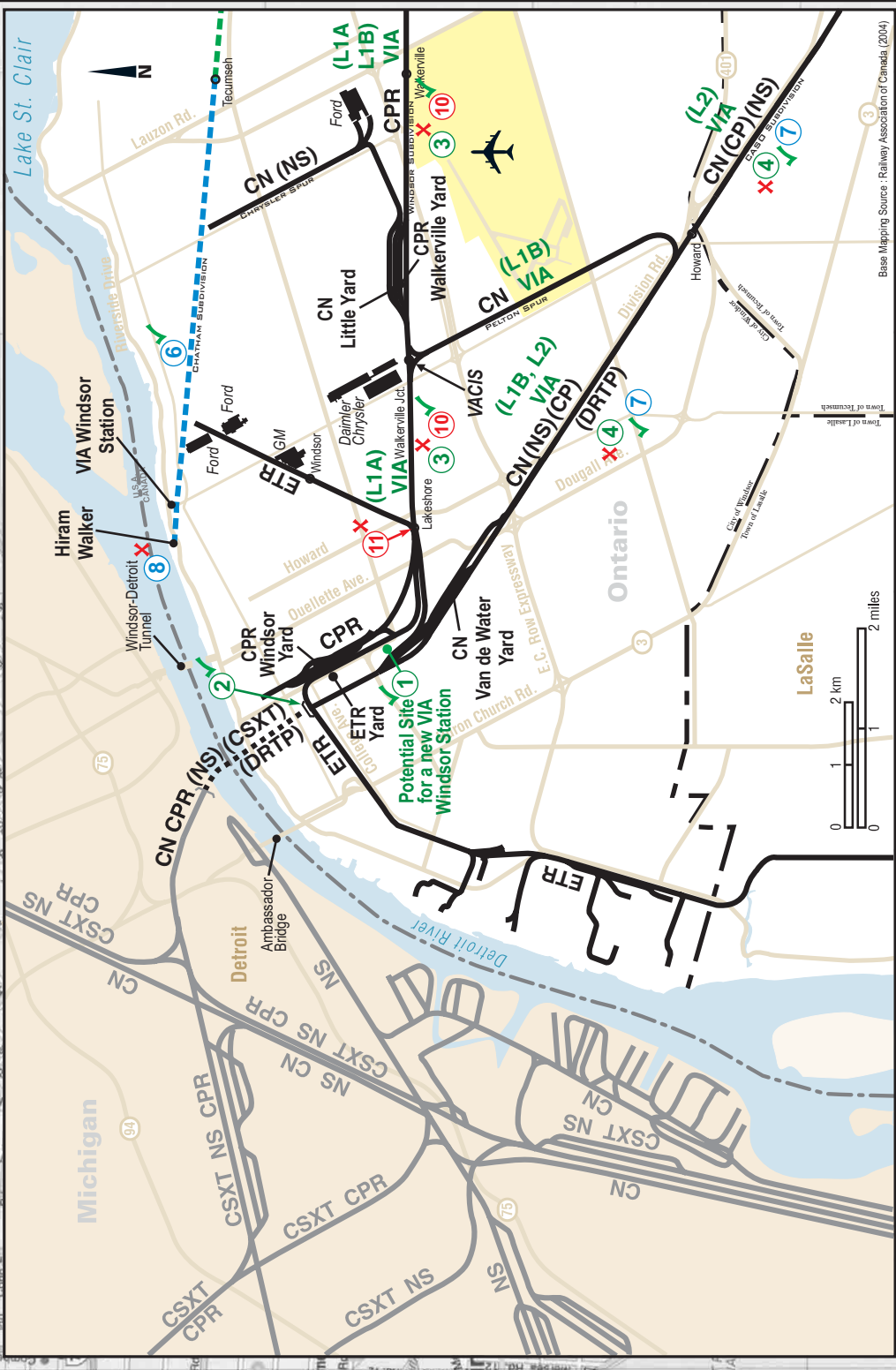
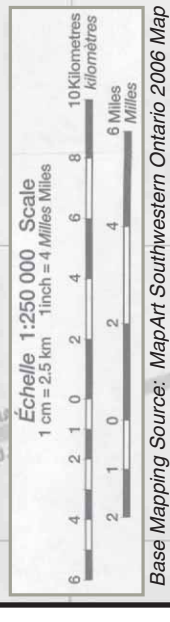


- Key Benefits ✓ / Impacts ✗ Associated with Option L3**
- Windsor Community**
See the corresponding "Windsor Community" exhibit for a list of benefits/impacts
- VIA**
 - 1 New Downtown Windsor station
 - 2 Direct connection to Tunnel
 - 3 Requires track upgrades (double tracking or sidings) along Windsor Subdivision
 - 4 Between Tunnel and Ringold (70 km) if VIA follows Option L1A
 - 5 Between Peitlon Spur and Ringold (63 km) if VIA follows Option L1B
 - 6 Requires track connection with CPR near Ringold if VIA follows Options L1A or L1B
 - CN**
 - 7 Requires track upgrades along CASO Subdivision
 - 8 Between Tunnel and Peitlon Spur (13.5 km) if VIA follows Option L1B
 - 9 Between Tunnel and Chatham via Fargo (90 km) if VIA follows Option L2
 - 10 Requires relocation of VIA Chatham Station if VIA follows Option L2
 - ETR**
 - 11 Less track maintenance (Detroit River to Tecumseh = 9km)
 - 12 Track upgrades along CASO Subdivision - Upgrade not required for CN freight trains
 - 13 Between Tunnel and Peitlon Spur (13.5 km) if VIA follows Option L1A
 - 14 Between Tunnel and Chatham via Fargo (90 km) if VIA follows Option L2
 - 15 Loss of direct rail connection to Hiram Walker would result in a competitive and commercial impact for CN
 - 16 Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
 - 17 Track upgrades (double tracking or sidings) along Windsor Subdivision
 - 18 Between Tunnel and Ringold (70 km) if VIA follows Option L1A
 - 19 Between Peitlon Spur and Ringold (63 km) if VIA follows Option L1B
 - 20 Additional traffic through the complex Lakeshore Interchange if VIA follows Option L1A
- ETR**
No changes to ETR for this alternative

Railways

CN	CN Rail
CPR	Canadian Pacific Railway
CSXT	CSX Transportation Inc.
DRTP	Detroit River Tunnel Partnership
ETR	Essex Terminal Railway Company
NS	Norfolk Southern Railway Company
VIA	VIA Rail Canada Inc.

Track colour indicates ownership
CSXT indicates use of track
(CSXT) indicates track running rights, but no current use



RAIL RATIONALIZATION ALTERNATIVES
OPTION L3
(in conjunction with L1A, L1B or L2)

- o Remove Chatham Subdivision between Detroit River and Ringold
- o VIA in conjunction with L1A, L1B or L2
- o Construct new VIA Station near Downtown Windsor

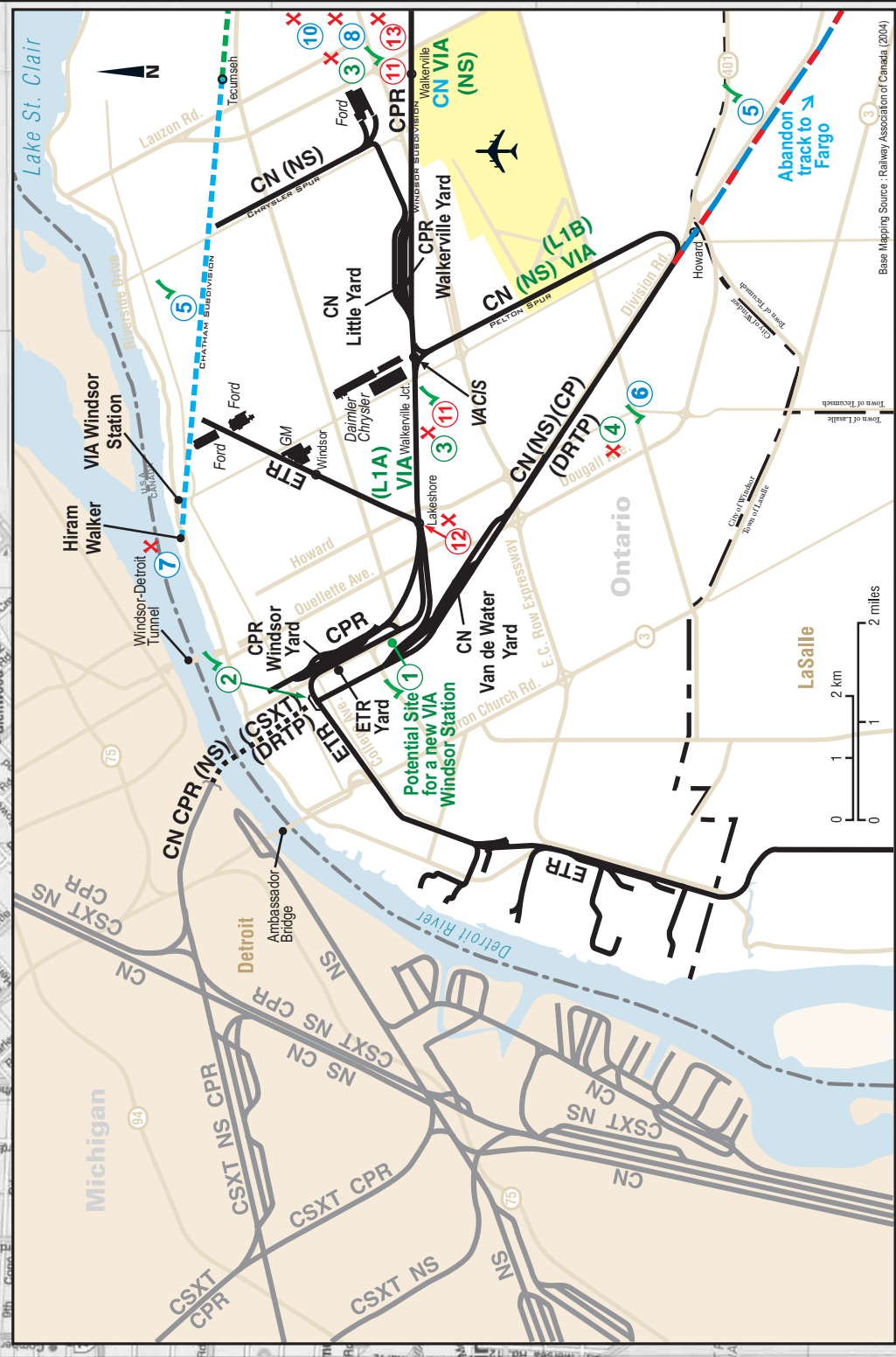
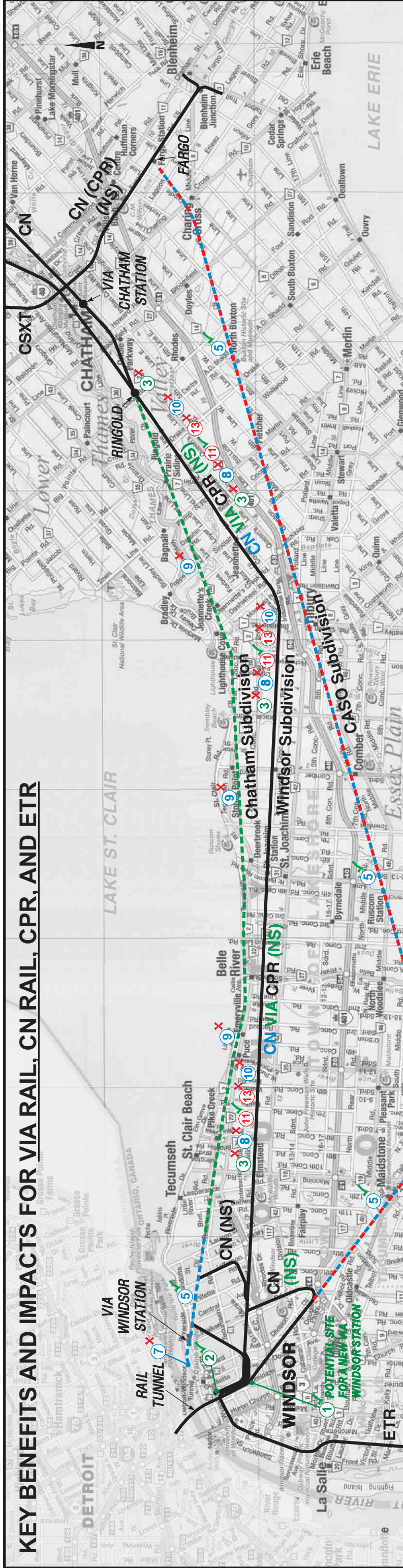
COMMUNITY BASED STRATEGIC RAIL STUDY



2007-04-30

EXHIBIT
2.4

KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR



Key Benefits / Impacts X Associated with Option L4

Windsor Community
See the corresponding "Windsor Community" exhibit for a list of benefits/impacts

VIA

- 1 New Downtown Windsor station
- 2 Direct connection to Tunnel
- 3 Requires track upgrades (double tracking or sidings) along Windsor Subdivision
 - ◆ Between Tunnel and Ringold (70 km) if VIA follows Option L1A
 - ◆ Between Pelton Spur and Ringold (63 km) if VIA follows Option L1B
 - ◆ Requires track connection with CPR near Ringold
- 4 Requires track upgrades along CASO Subdivision between Tunnel and Pelton Spur (13.5km) if VIA follows Option L1B
- 5 Less track maintenance (Detroit River to Tecumseh = 9km, Pelton Spur to Fargo = 76km)
- 6 Track upgrades along CASO Subdivision between Tunnel and Pelton Spur (13.5km) - Upgrade not required for CN freight trains if VIA follows Option L1B
- 7 Loss of direct rail connection to Hiram Walker would result in a competitive and commercial impact for CN
- 8 Track-sharing with CPR will reduce CN's current operating flexibility and could create operating issues
- 9 Loss of alternative routes into Windsor as a result of the Chatham Subdivision abandonment
- 10 Additional cost paid to CPR for running rights on the Windsor Subdivision

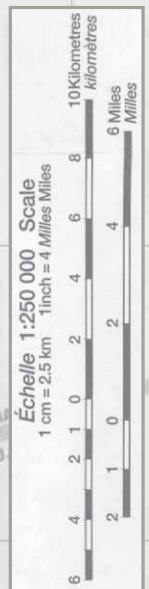
CPR

- 11 Track upgrades (double tracking or sidings) along Windsor Subdivision
 - ◆ Between Tunnel and Ringold (70 km) if VIA follows Option L1A
 - ◆ Between Pelton Spur and Ringold (63 km) if VIA follows Option L1B
- 12 Additional traffic through the complex Lakeshore Interchange if VIA follows Option L1A
- 13 Track-sharing with CN could create operating issues

ETR
No changes to ETR for this alternative

- Railways**
- CN CN Rail
 - CPR Canadian Pacific Railway
 - CSXT CSX Transportation Inc.
 - DRTP Detroit River Tunnel Partnership
 - ETR Essex Terminal Railway Company
 - NS Norfolk Southern Railway Company
 - VIA VIA Rail Canada Inc.

Track colour indicates ownership
CSXT indicates use of track
(CSXT) indicates track running rights, but no current use



COMMUNITY BASED STRATEGIC RAIL STUDY

- Remove Chatham Subdivision between Detroit River and Ringold
- Remove CASO Subdivision between Pelton Spur and Fargo
- VIA in conjunction with L1A or L1B
- CPR shares track with CN between Pelton Spur and Ringold
- Construct a new VIA Station near Downtown Windsor

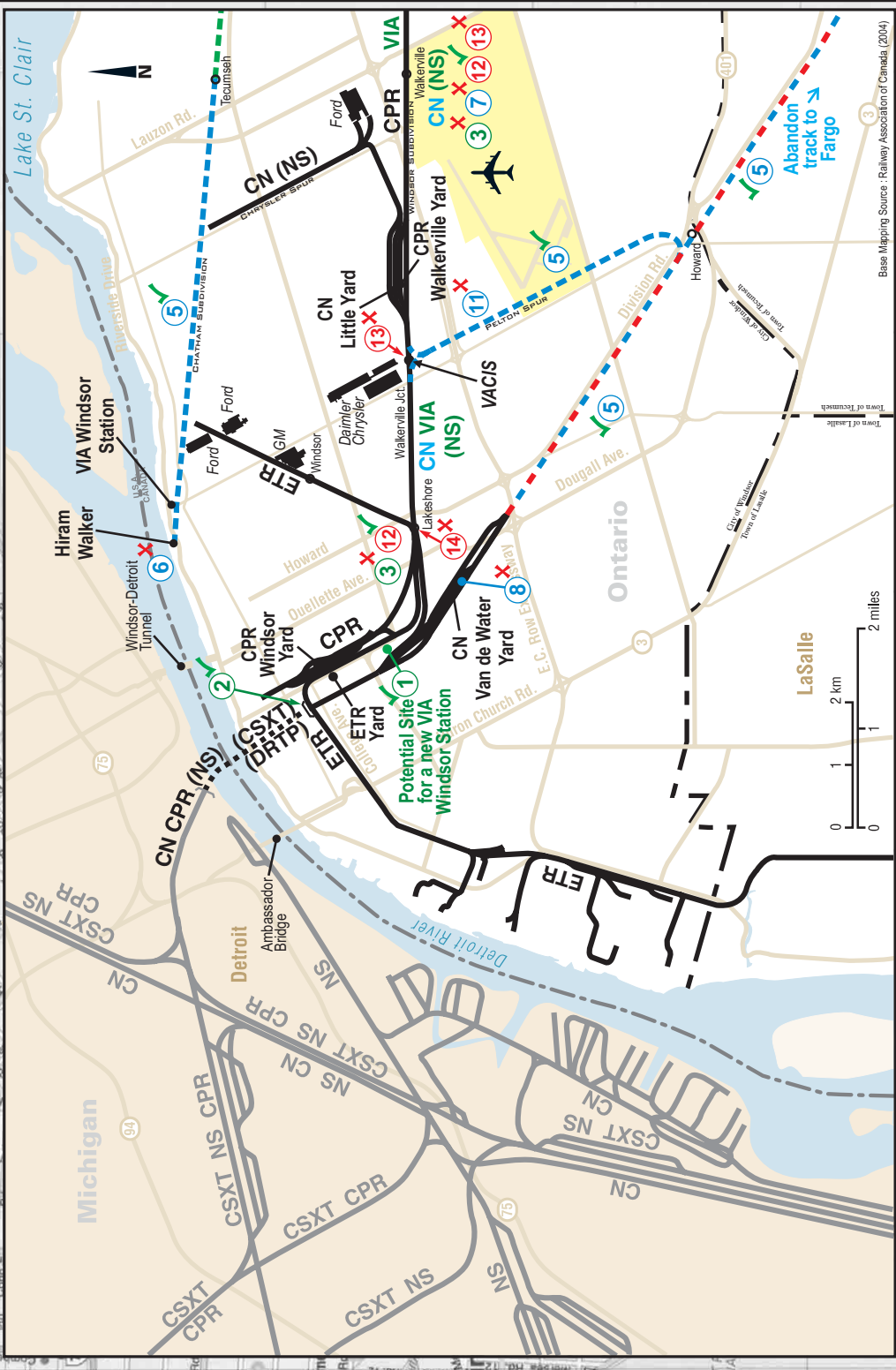
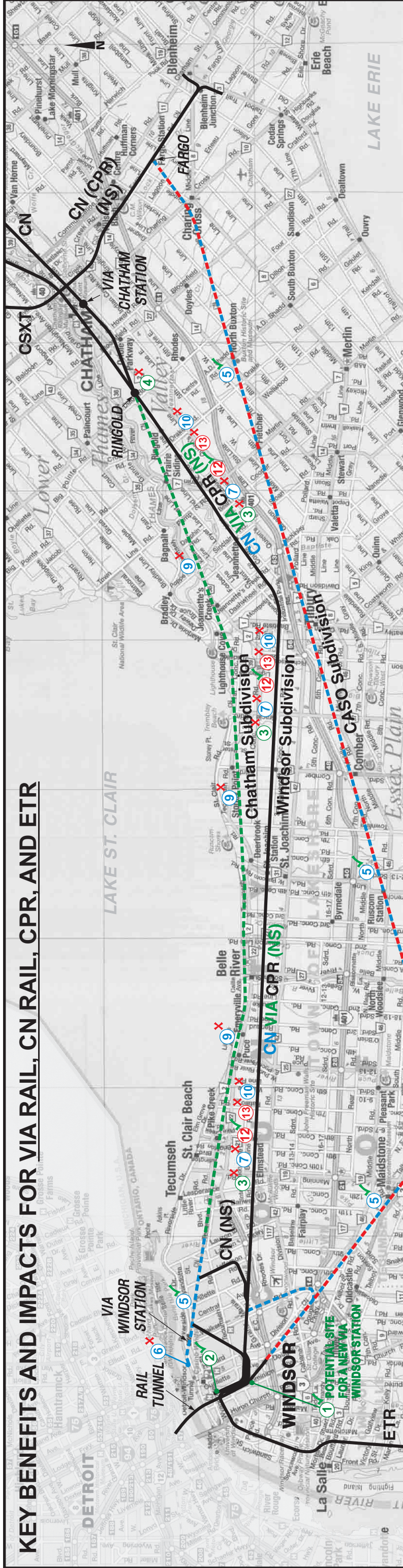
RAIL RATIONALIZATION ALTERNATIVES

OPTION L4 (in conjunction with L1A or L1B)

EXHIBIT

2.5

KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR



Key Benefits / Impacts x Associated with Option L5

Windsor Community
See the corresponding "Windsor Community" exhibit for list of benefits/impacts

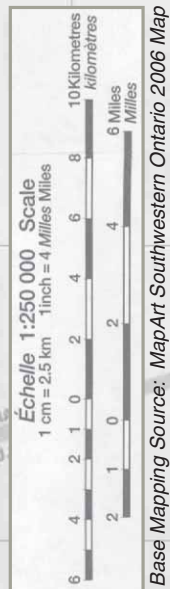
- 1 **VIA** New Downtown Windsor station
- 2 Direct connection to Tunnel
- 3 Requires track upgrades (double tracking or sidings) along Windsor Subdivision between Tunnel and Ringold (70km)
- 4 Requires track connection with CPR near Ringold
- 5 **CN** Less track maintenance (Detroit River to Tecumseh = 9km, Van de Water to Fargo = 90km, entire Pelton Spur = 6.8km)
- 6 Loss of direct rail connection to Hiram Walker would result in a competitive and commercial impact for CN
- 7 Track-sharing with CPR will reduce CN's current operating flexibility and could create operating issues
- 8 Accessibility of Van de Water Yard from Windsor Subdivision
- 9 Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
- 10 Additional cost paid to CPR for running rights on the Windsor Subdivision
- 11 Loss of direct rail connection to existing customers on the Pelton Spur would result in a competitive and commercial impact for CN
- 12 **CPR** Track upgrades (double tracking or sidings) along Windsor Subdivision between Tunnel and Ringold (70km)
- 13 Track-sharing with CN could create operating issues
- 14 Significant increase in rail traffic through the Lakeshore interchange

ETR
No changes to ETR for this alternative

Railways

- CN Rail
- CPR Canadian Pacific Railway
- CSXT CSX Transportation Inc.
- DRTP Detroit River Tunnel Partnership
- ETR Essex Terminal Railway Company
- NS Norfolk Southern Railway Company
- VIA VIA Rail Canada Inc.

Track colour indicates ownership
CSXT indicates use of track
(CSXT) indicates track running rights, but no current use



RAIL RATIONALIZATION ALTERNATIVES

OPTION L5
(in conjunction with L1A)

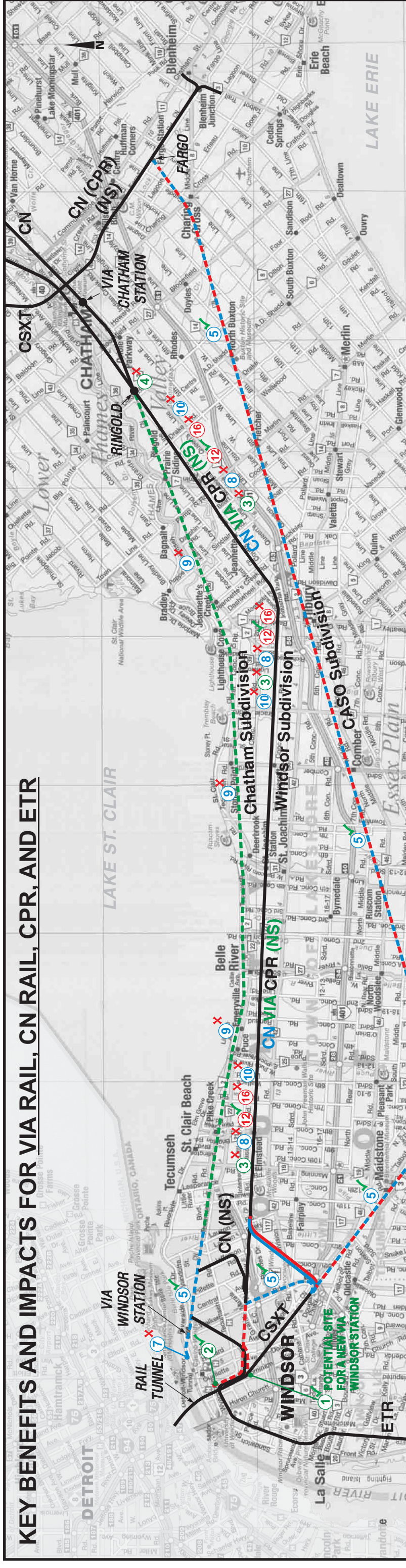
EXHIBIT

2.6

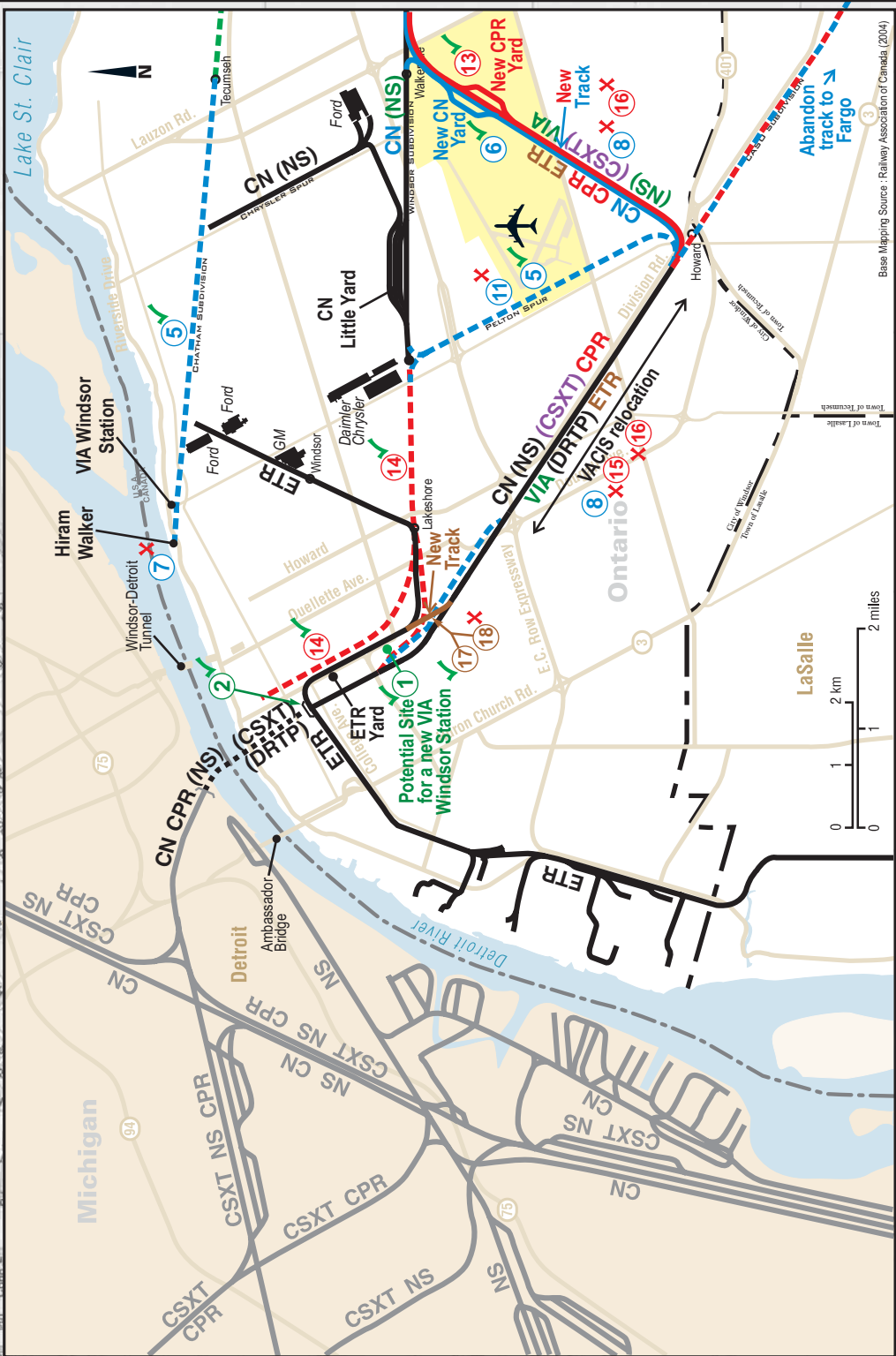
- o Remove Chatham Subdivision between Detroit River and Ringold
- o Remove CASO Subdivision and Pelton Spur
- o Shift VIA and CN to Windsor Subdivision
- o Construct a new VIA Station near Downtown Windsor

2007-04-30

KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR



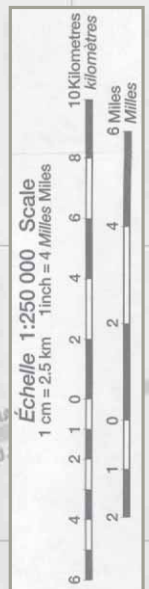
- Key Benefits / Impacts x Associated with Option L6**
- Windsor Community**
See the corresponding "Windsor Community" exhibit for list of benefits/impacts
- 1 **VIA** New Downtown Windsor station
 - 2 Direct connection to Tunnel
 - 3 Requires track upgrades (double tracking or sidings) along Windsor Subdivision
 - 4 Requires track connection with CPR near Ringgold
 - 5 **CN** Less track maintenance (Detroit River to Tecumseh = 9km, Pelton Spur to Fargo = 76km, entire Pelton Spur = 6.8km)
 - 6 New yard facility constructed on airport land
 - 7 Loss of direct rail connection to Hiram Walker would result in a competitive and commercial impact for CN
 - 8 Track-sharing with CPR will reduce CN's current operating flexibility and could create operating issues
 - 9 Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
 - 10 Additional cost paid to CPR for running rights on the Windsor Subdivision
 - 11 Loss of direct rail connection to existing customers on the Pelton Spur would result in a competitive and commercial impact for CN
 - 12 **CPR** Track upgrades (double tracking or sidings) along Windsor Subdivision
 - 13 New yard facility constructed on airport land
 - 14 Less track to maintain (Windsor Subdivision west of CN Little Yard)
 - 15 Relocation of the recently installed VACIS facility
 - 16 Track-sharing with CN on CASO Subdivision could create operating issues
 - 17 **ETR** New track required to connect to CASO Subdivision
 - 18 Longer travel to access new CN and CPR yards



Railways

CN	CN Rail
CPR	Canadian Pacific Railway
CSXT	CSX Transportation Inc.
DRTP	Detroit River Tunnel Partnership
ETR	Essex Terminal Railway Company
NS	Norfolk Southern Railway Company
VIA	VIA Rail Canada Inc.

Track colour indicates ownership
 CSXT indicates use of track
 (CSXT) indicates track running rights, but no current use



Base Mapping Source: MapArt Southwestern Ontario 2006 Map



COMMUNITY BASED STRATEGIC RAIL STUDY

2007-04-30

- Remove Pelton Spur
- Remove CASO Subdivision east of Pelton Spur
- Remove Windsor Subdivision west of CN Little Yard
- Remove CPR Windsor Yard and CN Van De Water Yard
- Remove Chatham Subdivision between Detroit River and Ringold
- Construct a new VIA Station near Downtown Windsor
- Construct new CN/CPR airport by-pass and new train yards
- VIA, CN, AND CPR on CPR Windsor Subdivision between Windsor Airport and Chatham
- VIA, CN, ETR, AND CPR on CASO Subdivision between tunnel and new airport by-pass

RAIL RATIONALIZATION ALTERNATIVES

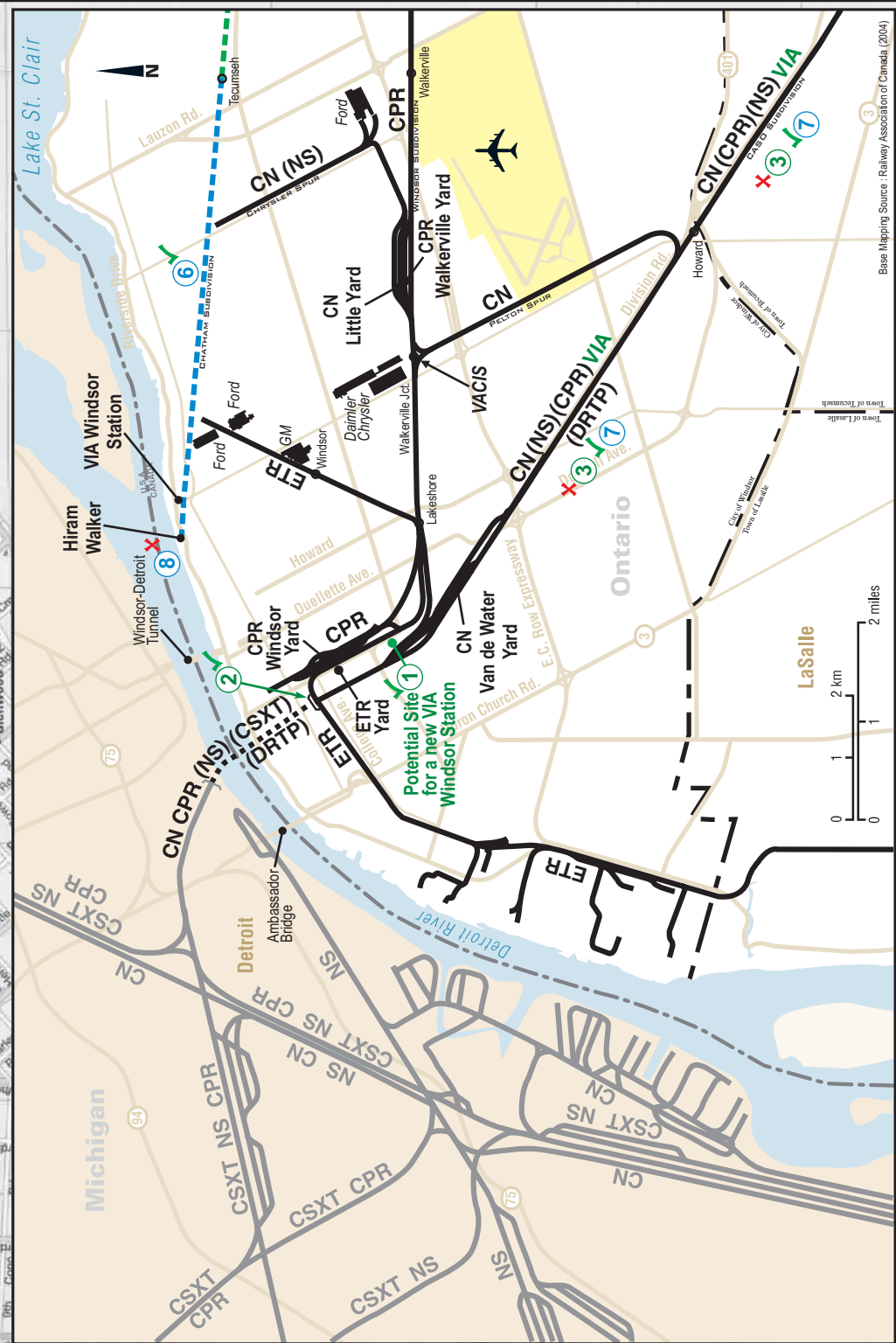
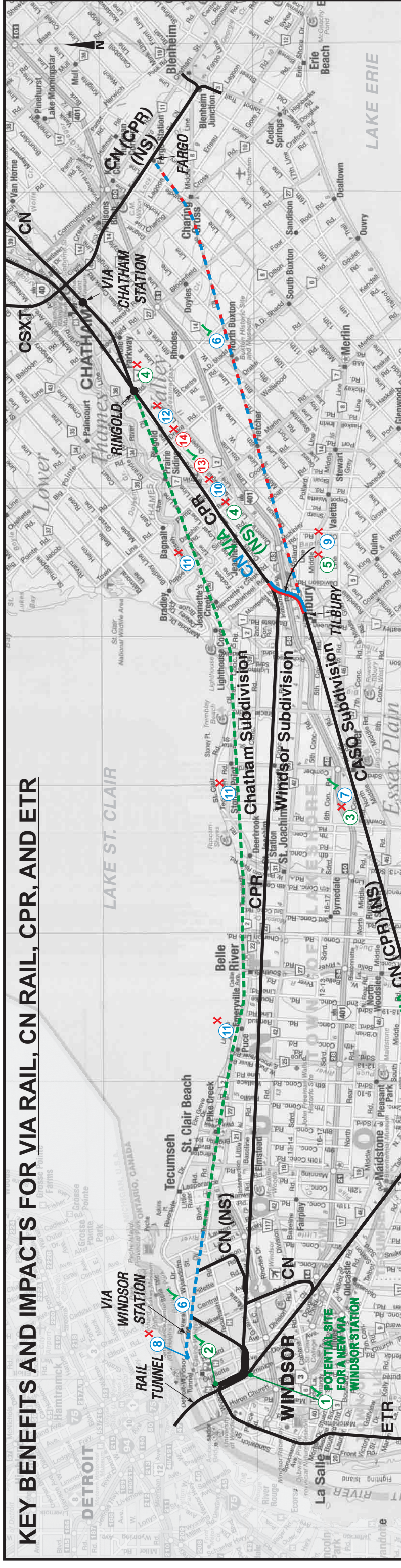
OPTION L6

EXHIBIT

2.7

Base Mapping Source - Railway Association of Canada (2004)

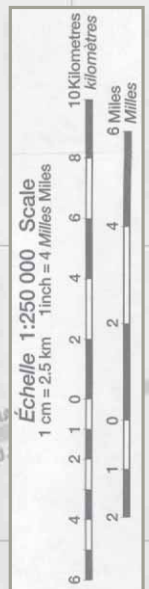
KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR



- Key Benefits / Impacts X Associated with Option L7A**
- Windsor Community**
See the corresponding "Windsor Community" exhibit for a list of benefits/impacts
- 1** **VIA** New Downtown Windsor station
 - 2** Direct connection to Tunnel
 - 3** Requires track upgrades along CASO Subdivision between Tunnel and Tilbury (60km)
 - 4** Requires track upgrades along Windsor Subdivision between Tilbury and Ringold (20km), and track connection with CPR near Ringold
 - 5** Requires new track connecting Windsor Subdivision and CASO Subdivision across Highway 401 near Tilbury
 - 6** **CN** Less track maintenance (Detroit River to Tecumseh = 4km, Tilbury to Fargo = 30km)
 - 7** Track upgrades on CASO Subdivision between Tunnel and Tilbury (60km) - Upgrade not required for CN freight trains
 - 8** Loss of direct rail connection to Hiram Walker would result in a competitive and commercial impact for CN
 - 9** Requires new track connecting Windsor Subdivision and CASO Subdivision across Highway 401 near Tilbury
 - 10** Track-sharing with CPR will reduce CN's current operating flexibility and could create significant operating issues
 - 11** Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
 - 12** Additional cost paid to CPR for running rights on the Windsor Subdivision
 - 13** **CPR** Track upgrades along Windsor Subdivision between Tilbury and Ringold (20km)
 - 14** Track-sharing with CN could create significant operating issues
- ETR**
No changes to ETR for this alternative

Railways	Color
CN Rail	Blue
CPR	Red
CSXT	Green
DRTP	Black
ETR	Orange
NS	Yellow
VIA	Light Blue

Track colour indicates ownership
 CSXT indicates use of track
 (CSXT) indicates track running rights, but no current use



Base Mapping Source: MapArt Southwestern Ontario 2006 Map



COMMUNITY BASED STRATEGIC RAIL STUDY

- o Remove Chatham Subdivision between Detroit River and Ringold
- o Remove CASO Subdivision between Tilbury and Fargo
- o Construct a new connector across Highway 401 near Tilbury
- o Construct a new VIA Station near Downtown Windsor

RAIL RATIONALIZATION ALTERNATIVES

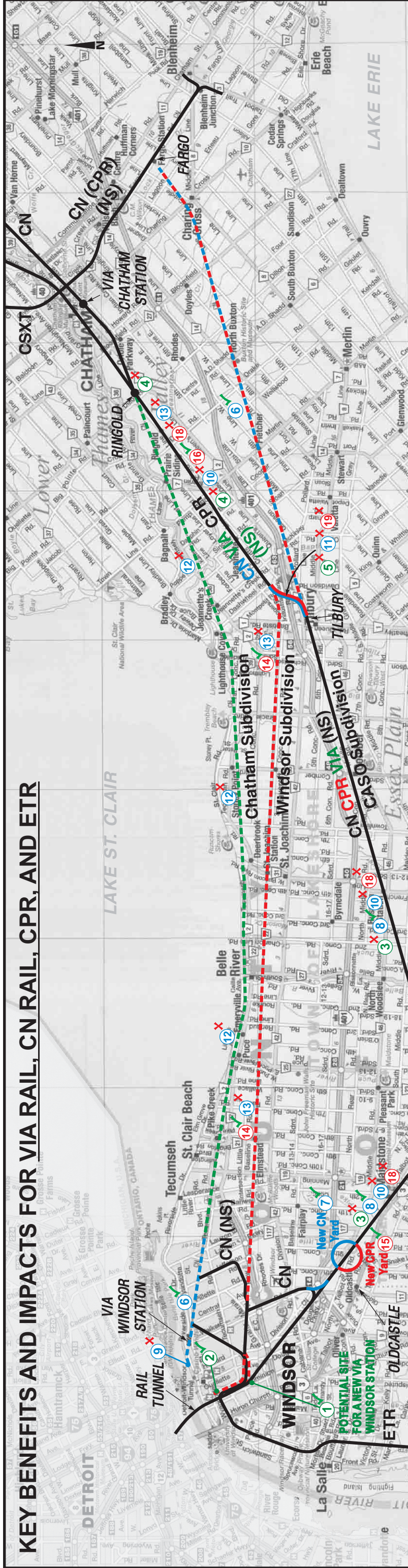
OPTION L7A

EXHIBIT

2.8

2007-04-30

KEY BENEFITS AND IMPACTS FOR VIA RAIL, CN RAIL, CPR, AND ETR

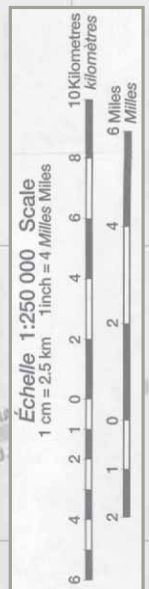


Key Benefits / Impacts X Associated with Option L7B

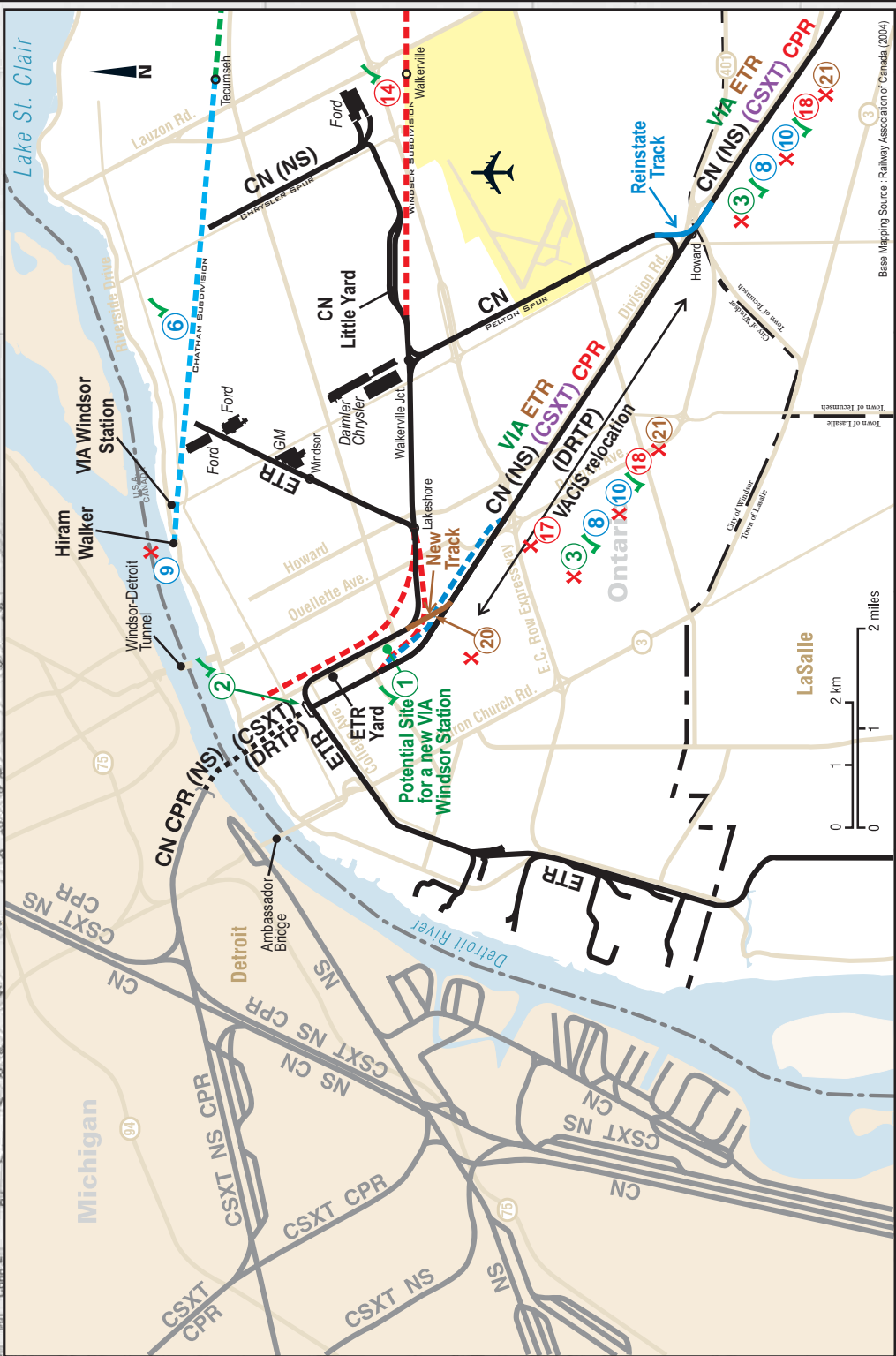
- Windsor Community**
See the corresponding "Windsor Community" exhibit for a list of benefits/impacts
- 1 **VIA** New Downtown Windsor station
 - 2 Direct connection to Tunnel
 - 3 Requires track upgrades along CASO Subdivision between Tunnel and Tilbury (60km)
 - 4 Requires track upgrades along Windsor Subdivision between Tilbury and Ringold (20km), and track connection with CPR near Ringold
 - 5 Requires new track connecting Windsor Subdivision and CASO Subdivision across Hwy 401 near Tilbury
 - 6 **CN** Less track maintenance (Detroit River to Tecumseh = 4km, Tilbury to Fargo = 30km)
 - 7 New yard facility with close proximity to Highway 401
 - 8 Track upgrades on CASO Subdivision between Tunnel and Tilbury (60km) - Upgrade not required for CN freight trains
 - 9 Loss of direct rail connection to Hiram Walker would result in a competitive and commercial impact for CN
 - 10 Track-sharing with CPR will reduce CN's current operating flexibility and could create operating issues
 - 11 Requires new track connecting Windsor Subdivision and CASO Subdivision near Tilbury
 - 12 Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
 - 13 Additional cost paid to CPR for running rights on the Windsor Subdivision
 - 14 **CPR** Less track to maintain (Walkerville Yard to Tilbury = 52km)
 - 15 New yard facility with close proximity to Highway 401
 - 16 Track upgrades on Windsor Subdivision between Tilbury and Ringold (20km)
 - 17 Relocation of the recently installed VACIS facility
 - 18 Track-sharing with CN could create operating issues
 - 19 Requires new track connecting Windsor Subdivision and CASO Subdivision near Tilbury
 - 20 **ETR** New track required to access new CN and CPR yards
 - 21 Longer travel to access new CN and CPR yards

Colour	Ownership
Black	CN Rail
Blue	Canadian Pacific Railway
Red	CSX Transportation Inc.
Green	DETROIT RIVER TUNNEL PARTNERSHIP
Orange	Essex Terminal Railway Company
Purple	Norfolk Southern Railway Company
Light Blue	VIA Rail Canada Inc.

Track colour indicates ownership
 CSXT indicates use of track
 (CSXT) indicates track running rights, but no current use



Base Mapping Source: MapArt Southwestern Ontario 2006 Map



- Windsor Community**
See the corresponding "Windsor Community" exhibit for a list of benefits/impacts
- 1 **VIA** New Downtown Windsor station
 - 2 Direct connection to Tunnel
 - 3 Requires track upgrades along CASO Subdivision between Tunnel and Tilbury (60km)
 - 4 Requires track upgrades along Windsor Subdivision between Tilbury and Ringold (20km), and track connection with CPR near Ringold
 - 5 Requires new track connecting Windsor Subdivision and CASO Subdivision across Hwy 401 near Tilbury
 - 6 **CN** Less track maintenance (Detroit River to Tecumseh = 4km, Tilbury to Fargo = 30km)
 - 7 New yard facility with close proximity to Highway 401
 - 8 Track upgrades on CASO Subdivision between Tunnel and Tilbury (60km) - Upgrade not required for CN freight trains
 - 9 Loss of direct rail connection to Hiram Walker would result in a competitive and commercial impact for CN
 - 10 Track-sharing with CPR will reduce CN's current operating flexibility and could create operating issues
 - 11 Requires new track connecting Windsor Subdivision and CASO Subdivision near Tilbury
 - 12 Loss of alternative route into Windsor as a result of the Chatham Subdivision abandonment
 - 13 Additional cost paid to CPR for running rights on the Windsor Subdivision
 - 14 **CPR** Less track to maintain (Walkerville Yard to Tilbury = 52km)
 - 15 New yard facility with close proximity to Highway 401
 - 16 Track upgrades on Windsor Subdivision between Tilbury and Ringold (20km)
 - 17 Relocation of the recently installed VACIS facility
 - 18 Track-sharing with CN could create operating issues
 - 19 Requires new track connecting Windsor Subdivision and CASO Subdivision near Tilbury
 - 20 **ETR** New track required to access new CN and CPR yards
 - 21 Longer travel to access new CN and CPR yards

RAIL RATIONALIZATION ALTERNATIVES

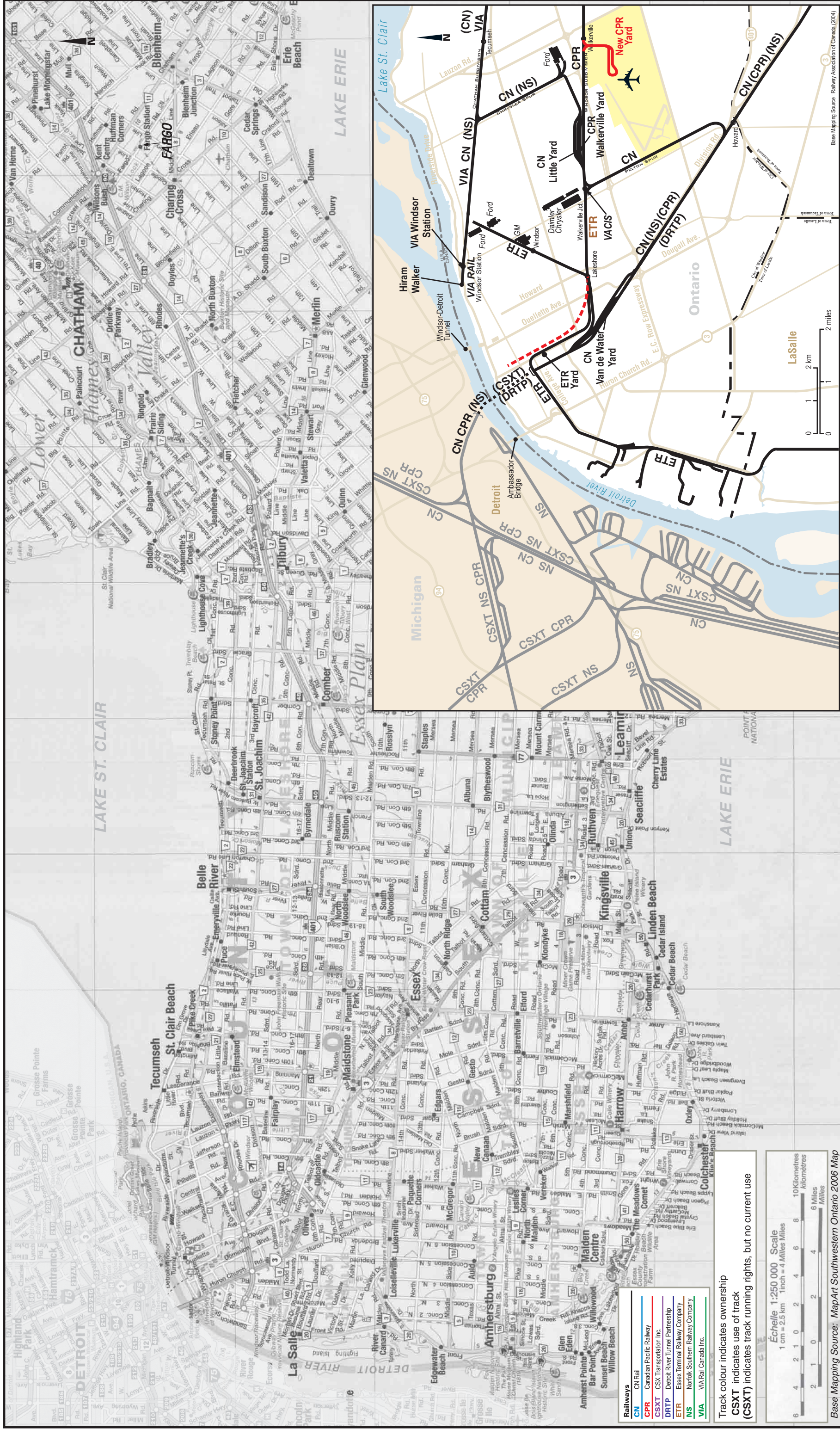
OPTION L7B

- Abandon CPR Windsor Yard, CPR Walkerville Yard, and CN Van de Water Yard
- Remove CASO Subdivision between Tilbury & Fargo
- Remove Windsor Subdivision between Walkerville Yard & Tilbury
- Construct new CPR and CN yards outside of Windsor, possibly between Oldcastle and Essex
- Construct a new connector across Highway 401 near Tilbury
- Construct a new connector between the ETR mainline and CASO Subdivision
- Remove Windsor Subdivision between Pelton Spur and southern CASO Subdivision
- Reinststate connector between Walkerville Yard & Tilbury
- Construct a new VIA Station near Downtown Windsor

2007-04-30

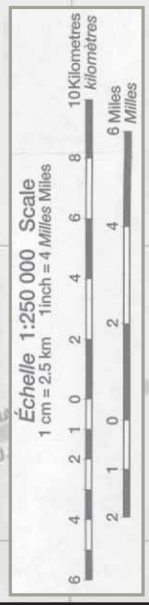


COMMUNITY BASED STRATEGIC RAIL STUDY



- Railways**
- CN Rail
 - CPR
 - CSXT
 - DTRP
 - ETR
 - NS
 - VIA

Track colour indicates ownership
 CSXT indicates use of track
 (CSXT) indicates track running rights, but no current use



Base Mapping Source: MapArt Southwestern Ontario 2006 Map



COMMUNITY BASED STRATEGIC RAIL STUDY

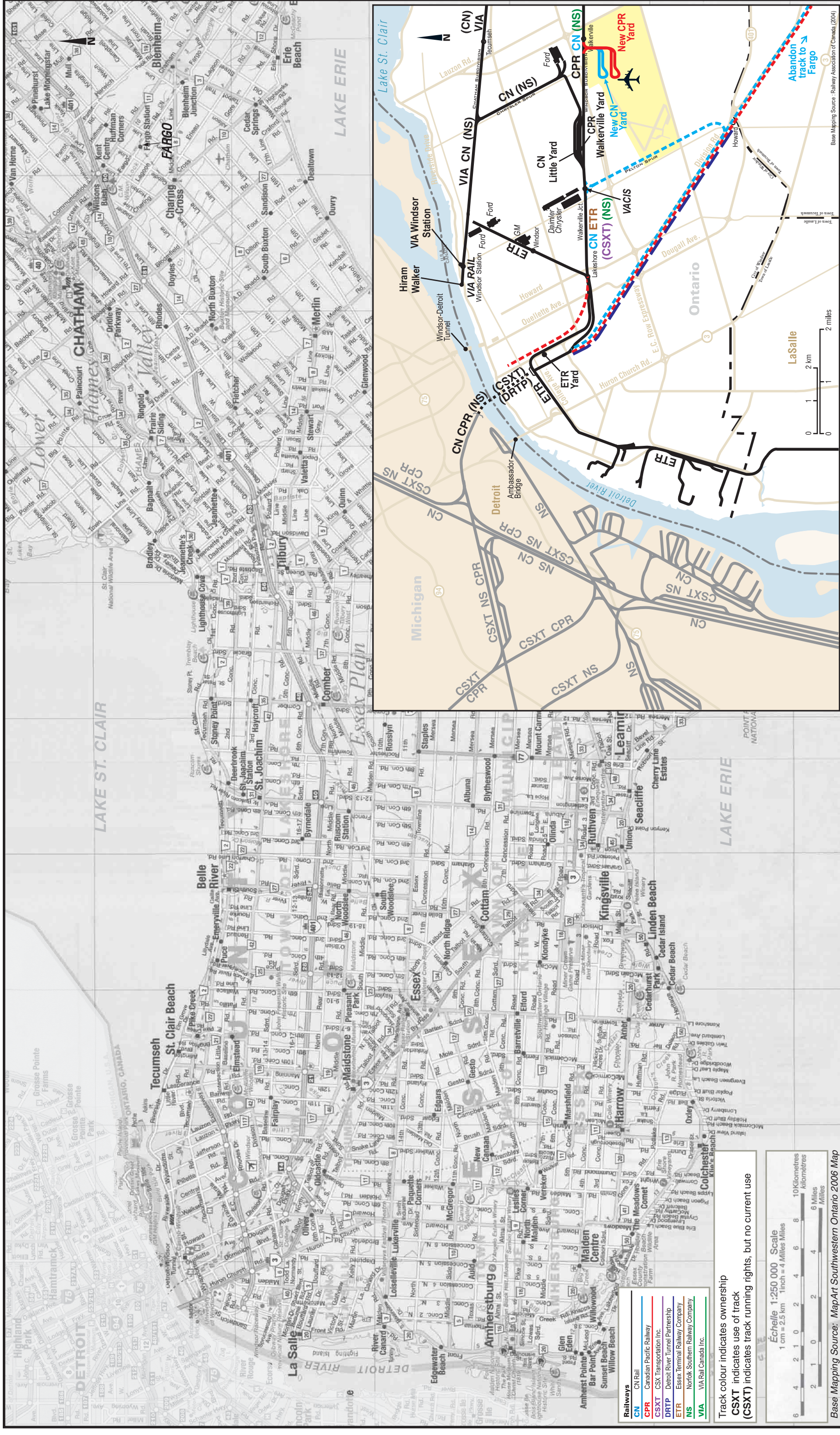
RAIL RATIONALIZATION ALTERNATIVES

OPTION Y1

EXHIBIT

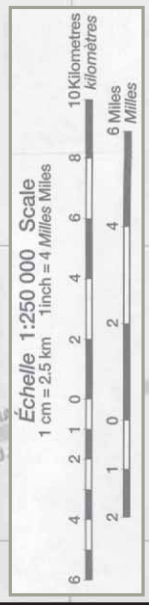
2.10

2007-04-30



- Railways**
- CN Rail
 - Canadian Pacific Railway
 - CSX Transportation Inc.
 - DRTP - Detroit River Tunnel Partnership
 - ETR - Essex Terminal Railway Company
 - NS - Norfolk Southern Railway Company
 - VIA - VIA Rail Canada Inc.

Track colour indicates ownership
 CSXT indicates use of track
 (CSXT) indicates track running rights, but no current use



Base Mapping Source: MapArt Southwestern Ontario 2006 Map



COMMUNITY BASED STRATEGIC RAIL STUDY

CPR YARD & CN YARD TO AIRPORT, CASO SUB & PELTON SPUR REMOVAL

RAIL RATIONALIZATION ALTERNATIVES

OPTION Y2

EXHIBIT

2.11

2007-04-30