

CORPORATE REAL ESTATE SERVICES

Location Project No.: BMA9900209  
OCCPT/RX No.: RX694C  
Railroad Invoice 1320012  
RFW 191819

Date: July 20, 1999  
To: Phillip Martin  
Records Center  
From: Tom Wilson, SR/WA JW  
Subject: Overhead Line Wire Crossing of Railroad Land

Attached are papers related to a new agreement between Detroit Edison and Grand Trunk Western Railroad, Inc., 2800 Livernois, Suite 300, Troy, Michigan 48007-5025. The right of way is located N of 27 Mile and S. of New Haven Roads, at MP 31.89, more or less, on the railroads Mt. Clemens Subdivision, SW ¼ of Section 33, Village of New Haven, Lennox Township, Macomb County, Michigan.

This agreement was required for an overhead crossing of the railroad land. Detroit Edison check of a total of \$3,000.00, One-time Payment for the processing was sent to Grand Trunk on June 30, 1999. The MIK used was User No. E0334, Source No. E0563, Standard Activity No. 001230, Resource No. 122, Subproject No. E000191819.

The Service Center, is hereby notified to do the requested work. **Note: All construction work associated with crossings of or near railroad tracks requires that you notify the operating railroad as to the actual date of construction, in part to arrange a flagging person to be on site, in advance of any work.**

The agreement dated June 30, 1999 required a one time total payment of \$3,000.00 for the agreement.

Please incorporate copies of these papers into railroad Records Center recorded ROW File R34636P97.

Attachments

cc: George H. Hathaway  
Tom Muszynski (Mt. Clemens SC)

## **EASEMENT**

**CN PIN No. 4770044 File No. L-132-12**

Grand Trunk Western Railroad Incorporated (the "Railroad") a Delaware corporation, with offices at 2800 Livernois, Troy, Michigan 48007-5025, and The Detroit Edison Company ("the Grantee"), with offices at 2000 Second Avenue, Detroit, Michigan 48226-1279, enter into the following agreement:

WHEREAS, the Grantee desires to plan, install, construct, use, maintain, inspect, repair, renew and remove, as the case may be, an overhead wire crossing ("the Facility") along the route and parcels of land hereinafter described; and

WHEREAS, the Railroad is willing to grant to the Grantee a non-exclusive easement for the Facility on, along, above or underneath the Railroad's right-of-way and property at such location hereinafter described at Railroad Mile Post 31.89, Mt. Clemens Subdivision, Township of Lenox (near New Haven), Macomb County, and State of Michigan.

NOW, THEREFORE, in consideration of the sum of Three Thousand Dollars (\$3,000.00), the receipt of which is hereby acknowledged by the Railroad, the Railroad grants to the Grantee, its successors and assigns, a perpetual non-exclusive easement for the sole purpose of installing, constructing, using, maintaining, inspecting, repairing, renewing or removing, as the case may be, the Facility on, along, above or underneath the Railroad's right-of-way and premises described as follows:

**An aerial utility easement in the Southwest  $\frac{1}{4}$  of Section 33, T4N, R14E, Lenox Township, Macomb County, Michigan, more particularly described as crossing Grantor's 99 foot wide right of way in an East-West direction at a point 70 feet south of the East-West  $\frac{1}{4}$  Line of said Section 33.**

The foregoing easement is granted on the following terms and conditions:

1. Prior to any installation being undertaken, the Grantee shall furnish the Railroad the plans and details of the proposed construction which shall be subject to the acceptance and written approval of the Railroad's District Engineer. Any underground Facility shall be at a minimum depth of 5 feet 6 inches below the base of rail and 4' below bottom of any ditches or drainage culverts. Any overhead Facility shall have a minimum clearance of 25 feet above the top of rail.

2. All the planning, installing, construction, maintenance, repair, renewal or removal, as the case may be, of the Facility, including the furnishing

of all labor, materials, tools and equipment, shall be performed by the Grantee at its sole cost and expense.

3. Any planning, installing, construction, maintenance, repair, renewal or removal shall be performed without any damage to the Railroad's property, including, but not by way of limitation, changes to the roadbed or surface, subsidence of its lands, and without any interference with the operation of the Railroad.

4. Neither the Grantee nor its contractors shall cross over the Railroad's tracks with any equipment except at public crossings. The Grantee shall not allow any equipment, including crane booms, to work any closer than twenty (20) feet from the nearest rail.

5. The Grantee shall give notice to the Railroad's Engineer in Troy, MI at 248.740.6540 or 248.740.6278 not less than seventy-two (72) hours, excluding Saturdays, Sundays and holidays, before beginning any work or making any inspections, repairs, replacements, renewals or removals to the Facility to allow Railroad to assign a flagman; provided, however, that emergency repairs required to preserve life or property may be made with notice less than seventy-two (72) hours. Grantee shall not perform any work on Railroad property unless a flagman is present or deemed not necessary by Railroad. All inspections, repairs, replacements, renewals or removals of the Facility shall be conducted in such manner as in the sole judgment of the

Railroad's District Engineer will in no way interfere with the proper and safe operation, use and enjoyment of the property and railroad of the Railroad or the poles, wires, conduits or other equipment located on the property of the Railroad. Upon completion of the work, Railroad property disturbed during the work shall be restored to the same or as good a condition as it was prior to doing such work.

6. During the installation, maintenance, inspection, repair, renewal and removal of the Facility and during any activity involving the easement conveyed, the Grantee, at its own cost and expense, shall reimburse the Railroad for inspection, flagging expenses and any other expenses resulting from the construction, maintenance, repair, replacement, renewal or removal of the Facility, on receipt of bills therefor.

7. If the Grantee has any work permitted herein performed by a contractor, the dealings of the contractor shall be handled through the Grantee and not directly with the Railroad; and contracts entered into by and between the Grantee and the contractor relative to said work shall be subject to all the terms and conditions of this easement agreement.

8. To the extent permitted by law, the Grantee hereby agrees to indemnify, defend and to hold the Railroad harmless against any and all construction liens, and all other claims, liabilities, damages and expenses asserted against Railroad as a result of, or in any way related to, the Grantee's

occupation and use of the easement area and operations conducted thereon by or on behalf of the Grantee pursuant to the easement agreement; provided, however, that the Grantee shall not be responsible for any claims, liabilities or damages resulting solely from the intentional or negligent acts of the Railroad.

9. The Grantee acknowledges that installing its Facility on the right-of-way of the Railroad provides some risk that the Facility may be damaged in the course of train operations. Therefore, notwithstanding any other language in this easement agreement to the contrary, the Grantee releases the Railroad from any loss, damage and/or claim the Grantee may have against the Railroad resulting from derailments or other accidents of a similar catastrophic nature, from vibration or other activities of the Railroad in the ordinary course of its operations.

10. Upon the request of Railroad, the Grantee shall deliver or cause to be delivered to the Railroad a certified copy of an insurance policy or policies naming Grand Trunk Western Railroad Incorporated as additional insured and containing terms acceptable to the Railroad prior to the commencement of any work on Railroad property. Coverage shall be provided with limits of liability in the amount of Two Million Dollars (\$2,000,000.00) combined single limit per occurrence for bodily injury, death and property damage with an aggregate limit of Six Million Dollars (\$6,000,000.00) per year to insure the obligations for indemnity assumed by the Grantee under the provisions of this agreement.

The insurance herein specified shall be with an acceptable insurance company authorized to do business in the state in which the Facility is located and shall be kept in effect until all work required to be performed under the terms of this easement agreement is completed to the satisfaction of the Railroad's District Engineer. The insurance coverage shall contain the following endorsement:

"It is hereby agreed that thirty (30) days' prior written notice of cancellation, expiration, or termination of coverage provided by this policy shall be given to the Grand Trunk Western Railroad Incorporated, Property Management Department, 2800 Livernois, Suite 300, Troy, MI 48083-1222."

If the insurance is canceled, the Grantee shall cease operations as of the date of cancellation, remove all of its equipment and materials from Railroad property and shall not resume operations until a new insurance policy is in force and delivered to the Railroad. It is agreed that the furnishing of the insurance shall not be deemed to be a limitation of the liability of the Grantee, but shall be deemed additional security to the Railroad. The Railroad reserves the right to change the insurance requirements contained herein to reflect changes in laws, claims and accident experiences.

The Grantee may, at its option, self insure the foregoing insurance requirement and if it chooses to do so shall provide the Railroad with a self insurance certificate.

11. The parties agree to the following environmental indemnification language:

## A. Definitions

1. "Hazardous Materials," as used in this article, is as defined in 42 USC 6901 et seq, and any regulations promulgated pursuant thereto.

2. "Pollutants," as used in this article, is as defined in 33 USC 1251 et seq, and any regulations promulgated pursuant thereto.

3. "Contamination" includes both Hazardous Materials and Pollutants.

B. Grantee agrees to indemnify and save harmless the Railroad, its officers and directors, employees and agents (each and all hereinafter "Indemnitees"), from and against any and all liabilities, penalties, fines, forfeitures, demands, claims, causes of action, suits, and costs and expenses incidental thereto (including cost of defense, settlement, and attorneys' fees), which Indemnitees may hereafter suffer, incur, be responsible for or pay out as a result of any governmental or private order, directive, administrative proceeding, rule, regulation, law, statute, ordinance or suit to cease, desist and refrain from all activities relating to the handling, treatment, storage, removal, extraction and disposal of pollutants or hazardous materials in the water or soil and/or ground water of the Easement area, or as a result of bodily injuries (including death) to



any person, damage (including loss of use) to any property (public or private), pollution or contamination of or adverse effects on the environment, or any violation or alleged violation of laws, statutes, ordinances, orders, rules or regulations of any governmental entity or agency, caused by or arising out of any Pollutants or Hazardous Materials in the water or soil or ground water of the Railroad's right-of-way and caused by Grantee's acts or omissions or Grantee's Facility.

12. It is expressly understood and agreed that the easement herein granted shall in no way preclude the full, free and complete use of the right-of-way and property of the Railroad for the installation and maintenance of railroad tracks thereon and the operation of locomotives, trains and cars thereover; and for any other purpose or use by the Railroad that does not interfere with the Grantee's ability to install, operate and maintain the Facility, and that the Railroad shall at all times have the full, free and unobstructed use of the said right-of-way and property.

13. If the Grantee abandons this Easement, it shall provide written notice to the Railroad of such abandonment and furnish to the Railroad a recordable release of easement.

14. In the event of abandonment or discontinued use of the Facility, the Railroad shall have the right to determine which, if any, of the abandoned

Facility may be allowed to remain on the Railroad's premises and under what circumstances or which must be removed from the Railroad's premises. In any event, the Grantee will, at its sole cost and expense, comply with the Railroad's written determination and restore the land to a neat and level condition satisfactory to the Railroad's District Engineer within sixty (60) days following such delivery of written determination.

15. If Railroad changes the grade or alignment of its tracks, installs new tracks or makes additions to or modifications to its existing tracks, Railroad shall notify Grantee in writing of such changes, installations, additions, or modifications, as the case may be. Grantee shall, at its sole cost and expense, and within 30 days from the date of such notice or such longer period of time as may be reasonably necessary for Grantee to acquire approval from an appropriate regulatory agency for a line relocation, commence to relocate, strengthen, support, or otherwise protect or modify the Facility and thereafter promptly complete such work, (any such requested action hereinafter referred to as "Modifications"). Where available, and if necessary, Railroad shall provide so much of its land to Grantee for such Modifications without additional compensation from Grantee. If any governmental agency requires the Grantee to make temporary or permanent Modifications, such Modifications shall be done at no expense to Grantor. All construction in

connection with any Modifications shall comply with the terms and condition of this Agreement.

With respect to Modifications, the cost and expense of which is Grantee's responsibility, Railroad agrees that Grantee shall be given an opportunity to seek alternative methods, reasonably acceptable to Railroad, which would eliminate the necessity of relocating the Facilities, or reduce the cost and expense thereof, including but not limited to the acquisition of additional land at Grantee's sole cost and expense, which could accommodate the relocation or improvement of Railroad's operations.

16. a. This Inductive Interference paragraph applies solely to inductive interference between Grantee's Facility and Railroad's railroad track(s), structures, power lines or poles, train control system, communication, signal or other wires, electrical or electronic apparatus ("Railroad's Equipment").

b. Grantee at its own expense, will at all times, maintain in the electrical system in which Grantee's Facility is a part, the general coordinative methods which are applicable to supply circuits and their equipment as prescribed or specified, as follows:

- i. The latest existing amendment or successor publication to the Association of Principles and Practices for Inductive Coordination of electric Supply and Communications Systems;

- ii. The latest applicable publication of Electrical Power Research Institute (EPRI);
- iii. Applicable data or conclusions from the AAR/EPRI Corridor or other applicable EPRI computer Program; and
- iv. Data or conclusions produced jointly by the AAR and EPRI.

In all cases, the latest of the above will prevail, provided it has been made known to Grantee.

c. If Railroad believes these general coordinative methods are not sufficient to avoid inductive interference by Grantee, Railroad shall cooperate with Grantee to determine what specific coordinative methods of providing the best engineering solutions are required. The specific methods so determined shall be put into effect and Grantee shall bear the cost of the methods, irrespective of whether the methods are applied to the supply, communication or signal circuits.

d. This agreement does not require methods be applied to preclude occasional disruption to Railroad's Equipment from events such as power system faults, except if the methods are jointly prescribed or specified by the Association of American Railroads and the Electric Power Research Institute. Nevertheless, Grantee is responsible for the cost of repairing damage to Railroad's Equipment directly caused by these events.

e. If Grantee's Facility is proven, according to paragraph b, to cause disruptive inductive interference to Railroad's equipment, then Grantee shall promptly remedy disruptive inductive interference as a result of the presence of Grantee's Facility. If Grantee fails to do so immediately, then Railroad may do so in the most cost effective way, and Grantee agrees to reimburse to Railroad the full cost and expense of the remedy.

17. The Grantee shall have the right, from time to time and at no additional cost, to cut, trim remove, destroy, or otherwise control any trees and brush that may, in Grantee's opinion, interfere or threaten to interfere with or be hazardous to the Facilities. All trees and brush cut or trimmed by Grantee shall be removed from the premises by Grantee. The method used by Grantee to destroy and control trees and brush shall be approved by the Railroad's District Engineer. Grantee shall not use spraying as a method for tree and brush control.

18. All notices required to be given by this Easement agreement shall be given to the parties as follows or as the parties may otherwise advise in writing:

Grantee

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

and Manager, Asset Management  
Real Estate Department  
Grand Trunk Western Railroad Inc.  
2800 Livernois  
Troy, MI 48007-5025

19. The rights herein granted and the terms and conditions hereof shall inure to the benefit of and be binding upon the respective successors and assigns of the parties hereto and are deemed to run with the land.

20. This Easement Agreement shall be construed, governed and enforced in accordance with the laws of the state in which the Facility is located.

21. This Easement will cancel and supercede license agreement dated March 1, 1928 between the parties hereto.

IN WITNESS WHEREOF, this Agreement is effective on June 30, 1999.  
WITNESSES

C. J. Tucker  
C. J. TUCKER  
J. A. Brewer  
J. A. BREWER

Xiangming He  
XIANGMING (ELLEN) HE  
Thomas Wilson  
THOMAS WILSON

GRAND TRUNK WESTERN  
RAILROAD INCORPORATED,  
a Delaware corporation

By: T. J. Rigley  
T. J. Rigley  
Its: Manager, Asset Management

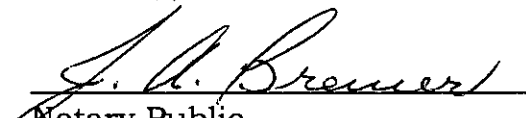
THE DETROIT EDISON COMPANY

By: Paul W. Potter  
Its: Paul W. Potter, Director -  
Corporate Real Estate

APPROVED AS TO FORM 6/30/99 DATE  
LEGAL DEPARTMENT [Signature]


STATE OF MICHIGAN )  
                          ) ~~WAYNE~~ ) ss  
COUNTY OF ~~WAYNE~~ )

The foregoing instrument was acknowledged before me on July 13, 1999, by T. J. Rigley, Manager, Asset Management of Grand Trunk Western Railroad Incorporated, a Delaware corporation, on behalf of the said corporation.

  
Notary Public  
Wayne County, State of Michigan  
My Commission Expires: 7-31-02

STATE OF MICHIGAN )  
                          ) ss  
COUNTY OF WAYNE )

The foregoing instrument was acknowledged before me on June 30, 1999, by Paul W. Potter, Director, of The Detroit Edison Company, a Michigan corporation, on behalf of said corporation.

  
Notary Public **THOMAS WILSON**  
Wayne County, State of Michigan  
My Commission Expires: \_\_\_\_\_

Document prepared by:  
Kevin M. Stanko, Esq.  
Hopkins & Sutter  
Suite 220  
2800 Livernois  
Troy, MI 48083-1220

**THOMAS WILSON**  
Notary Public, Wayne County, MI  
My Commission Expires Oct. 11, 2002



**Detroit Edl**  
A DTE Energy Company

The Detroit Edison Company  
2000 2nd Ave., Detroit, Michigan 48226  
1.800.477.4747

Comerica Bank Detroit

9-9/720

**BUSINESS EXPENSE ACCOUNT**

NUMBER	DATE	AMOUNT
000075126	06/30/99	*****\$3,000.00

PAY: *Three thousand and 00/100 Dollars*

TO THE ORDER OF: Grand Trunk Western Railroad Inc.

CHECK VOID AFTER 90 DAYS

*[Signature]*  
AUTHORIZED SIGNATURE

⑈0000075126⑈ ⑆072000096⑆ 1840287882⑈

PLEASE DETACH BEFORE DEPOSITING AND RETAIN FOR YOUR RECORDS.

**Detroit Edison**  
2000 Second Avenue  
Detroit, Michigan 48226  
**BUSINESS EXPENSE REPORTING**

CHECK INFORMATION	
CHECK NUMBER:	000075126
CHECK DATE:	06/30/99
AMOUNT PAID:	3,000.00

STATEMENT OF REMITTANCE
ATTACHED IS OUR CHECK IN FULL PAYMENT OF ITEMS LISTED BELOW
<b>BUSINESS EXPENSE REIMBURSEMENT</b>
09409640328-01
Grand Trunk Western Railroad Inc. 2300 WCB T. WILSON

*Copy  
T.W*

Grand Trunk Western Railroad Inc.  
2300 WCB  
T. WILSON





2000 Second Avenue  
Detroit, Michigan 48226  
(313) 237-8000

## CORPORATE REAL ESTATE SERVICES

March 16, 1999

Mr. M.J. Dupuis  
Engineer of Design Construction  
Grand Trunk Western Railroad Company  
2800 Livernois, 3<sup>rd</sup> Floor  
Troy, Michigan 48007-5025

Re: Wire Crossing Revision Notification

Dear Mr. Dupuis:

This letter is your notice of the planned reconstruction of an overhead wire crossing, by The Detroit Edison Company, in the SW ¼ of Section 33, Village of New Haven, Lennox Township, Macomb County, Michigan, as described on the enclosed drawings and information forms.

1. Location: 640 feet south of MP 32.
2. Detroit Edison Project and Crossing Nos.: BM3146, RX694C
3. This is a reconstruction of a crossing (Reference Previous Grand Trunk Permit 1320012/Date:March 1, 1928. Information on this crossing is retained in Edison ROW File No. R7549 & R34636P97.
4. Please indicate your:
  - R.R. Valuation Station No. \_\_\_\_\_
  - R.R. Mile Post No. \_\_\_\_\_
  - Will a Flagman or Inspection be required? \_\_\_\_\_

All construction will be done in accordance with specification of the Michigan Public Service Commission and all applicable codes and laws.

**Michigan law requires you to respond within 30 calendar days of the receipt of this notification. In the event you do not respond within 45 days of the receipt of this letter, our crews will be instructed to begin work.**

Please contact me on (313) 235-8314 if you have any questions.

Sincerely,

Thomas Wilson, SR/WA  
Real Estate Associate II  
Room 2310 WCB

cc: Tom Muszynski (Mt. Clemens SC)  
Attachments

Railroad Name <b>GRAND TRUNK</b>			Department Order <b>RFW# 191819-04</b>		
Row No. (Information on existing rights of way available from Record Center) <b>3463697</b>		New or existing RX No. <b>694C</b>		Encroachment (Length in Feet)	
Location City/Township(s) <b>LENOX (NEW HAVEN)</b>		Town(s) <b>T-4N</b>	Range(s) <b>R-14E</b>	County(s) <b>MACOMB</b>	1/4 Section(s) <b>S.W. 1/4</b>
Location Description of Encroachment <b>PRIV. PROP. @ E. &amp; W. 1/4 LINE, SECT. 33, 640' S. OF MILE POST #32</b>		Section(s) <b>33</b>			
Check appropriate box					
<input type="checkbox"/> Crosses tracks within the public road right-of-way		<input checked="" type="checkbox"/> Crosses railroad land		<input type="checkbox"/> Is longitudinally on or over railroad land,	
<input type="checkbox"/> Provides service to the railroad					

**Facility Data (also detailed on attached drawing)**

Nature of required tree rights

Existing State Permit No.	Date	Railroad Mile Post (Number)	Distance to Crossing from Mile Post (in feet) Ft.
---------------------------	------	-----------------------------	--

Existing								Proposed																
Type of Structure								Type of Structure																
<input checked="" type="checkbox"/> Wood				<input type="checkbox"/> Steel				<input checked="" type="checkbox"/> Wood				<input type="checkbox"/> Steel												
Conductors				Poles				Cross-Arms				Conductors				Poles				Cross-Arms				
Span.	No./Size	Kind	Voltage	Loc.	Height	Class	Size	Span.	No./Size	Kind	Voltage	Loc.	Height	Class	Size	Span.	No./Size	Kind	Voltage	Loc.	Height	Class	Size	
B-C	3-1/0	CU	40kV	B	55	1	96	B-C	3-1/0	CU	40kV	B	60	1	96									
	3-350	B	13.2kV	C	50	1	96		3-350	B	13.2kV	C	55	1	120									
	3-2	CU	4.8kV						3-336.4	ACSR	4.8kV													
	1-1/0	ACSR	NEUT.						1-1/0	ACSR	NEUT.													

Explanation of Line Changes (continue on separate sheet if necessary)

**REPLACE EXISTING POLES B-C WITH TALLER POLES - RECONDUCTOR**

**EXISTING 4.8KV PRIMARY CONDUCTORS WITH 3-336.4 ACSR**

Clearances		
Tolerance	Clearances	Height
Nearest 0.1 foot with lowest conductor or wire at 60° final sag. (If different indicate on drawing)	From Top of Rail to Final Sag	<b>34</b> Ft.
	From Detroit Edison wire to Railroad Communication or Signal Lines	Ft.

\* Materials and clearances shall be as noted in the current revision of Detroit Edison's Overhead Lines Construction Standards Manual at Railroad Crossings. Due to field conditions actual dimension may vary from those indicated.

Designed By <b>T. MUSZYNSKI</b>	Date <b>03-03-99</b>	Checked By	Date
Company Location	Phone No.		

Proposed Line Crossing Over GRAND TRUNK R.R. DO 191819 RX 694C  
 In PRIVATE PROPERTY @ E. & W. 1/4 LINE, SECT. 33, Existing Permit Number ED2-8-2509  
640' S. OF MILE POST #32 City of NEW HAVEN  
 Section 33 S.W. 1/4 Township LENOX T 4N. R 14E. County MACOMB

Refer to Section 12 of Overhead Lines Construction Standards for minimum clearance chart. The Railroad Permit Application (DE 963-6064) shall be submitted along with this velium.

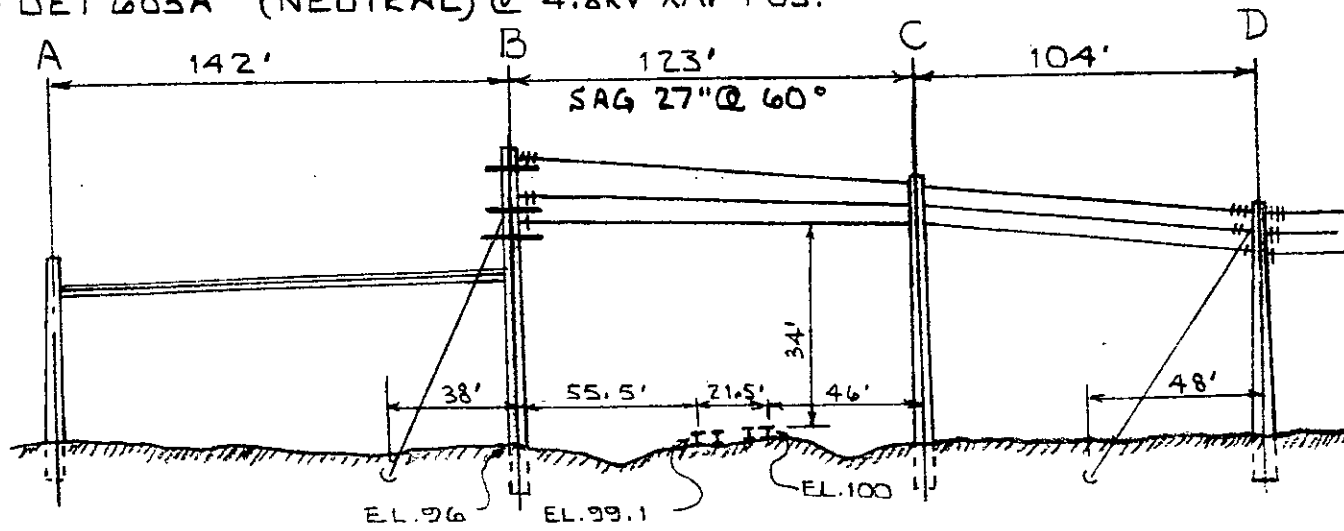
Span	Span Length	Lowest Conductor Over R.R. Tracks	Stringing Sag At 60°F	Sag Table	Rule Span	Final Sag Ratio
B-C	123'	1-1/0ACSR(N)	27"	1		1.5

Designed By T. MUSZYNSKI Division MT CLEMENS S.C.  
 Checked By \_\_\_\_\_ Date \_\_\_\_\_

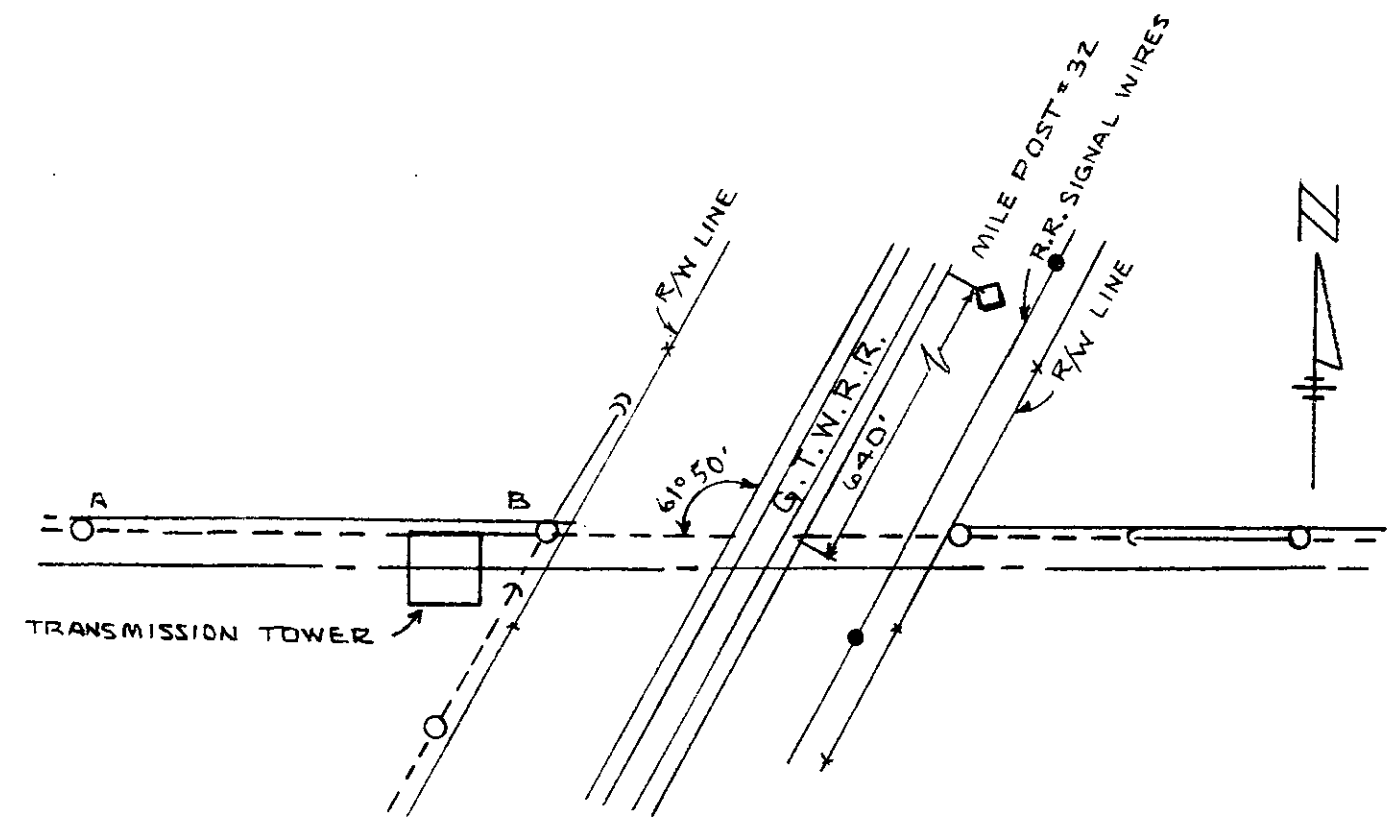
**CONSTRUCTION SUMMARY**

**POLE B 60-1 SET 8'**  
 DET. 1948 (40KV)  
 DET 13X32 QUAD 96 HVY (13.2KV)  
 DET. 13X32 QUAD 96 HVY (13.2KV)  
 2- DET 605A (NEUTRAL) @ 4.8KV XAR POS.

**POLE C 55-1 SET 7'-6"**  
 DET 1945A (40KV)  
 DET 13X38 (13.2KV)  
 DET 13X38 (13.2KV)  
 2- DET 605A (NEUTRAL) @ 4.8KV XAR POS.



ELEVATION LOOKING NORTH



**THE DETROIT EDISON COMPANY**  
MICHIGAN PUBLIC SERVICE COMMISSION  
AUG 27 1951  
SECRETARY'S OFFICE

**DETROIT EDISON COMPANY**  
2000 SECOND AVENUE  
DETROIT 26, MICHIGAN

**PUBLIC UTILITIES**  
Tel. \_\_\_\_\_ Gas \_\_\_\_\_  
Elec. \_\_\_\_\_ Adm. \_\_\_\_\_  
AUG 27 1951  
August 24, 1951<sup>R</sup> and V. \_\_\_\_\_  
File \_\_\_\_\_

Michigan Public Service Commission  
Lansing 13, Michigan

Gentlemen:

The Detroit Edison Company, Detroit, Michigan, hereby makes application for authority to string the following wires over the tracks of the Grand Trunk Western Railroad in the S.W. 1/4 of Section 33 Lenox Township, T-4N, R-14E, Macomb County.

3 #0 bare copper - 40,000 volt wires, 3 #2 wpx - 4800 volt wires, and 4 #8 bare copper - system communication wires over the tracks of the Grand Trunk Western Railroad located in private property at a point approximately 1400' west of New Haven Road and 640' south of Mile Post #32 at the south limits of the Village of New Haven.

The proposed wire crossing will be constructed in accordance with specifications of the Michigan Public Service Commission and the construction standards of The Detroit Edison Company, approved by the Michigan Public Service Commission on July 19, 1939, File ED 2-9.01.

- Enclosed is a waiver of hearing granted by the Railroad Company.
- Waiver of hearing by the Railroad Company is covered by blanket waiver.
- This application covers reconstruction of existing crossing and will cancel and supersede wire crossing permit No. ED 2-8-2509 dated 3-24-50
- This is a new crossing.

Reference number of construction drawing is RX-694B

G.T.W.R.R. File 4730-4-55  
dated 8/23/51

Yours very truly,

*R. H. Taylor*  
R. H. Taylor  
Right of Way Agent

Permit No. ED2-8-2851

Date August 27, 1951

By *J. W. [Signature]*

✓ Check in square indicates statement applicable.

RECORDED  
AUG 28 1951/2  
RIGHT OF WAY DIV. 30  
JP

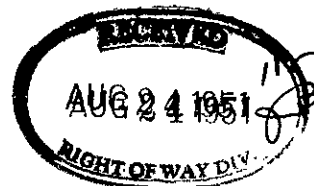
RECORDED HIGHWAY NO. 344-56  
464

# GRAND TRUNK WESTERN RAILROAD COMPANY

DETROIT DIVISION

V. C. PALMER  
SUPERINTENDENT

7350 ORLEANS STREET,  
DETROIT 11, MICH.



August 23, 1951

File: 4730-4-55

The Detroit Edison Company  
2000 Second Avenue  
Detroit 26, Michigan

Gentlemen:

Kindly refer to your letter of July 31 requesting a waiver of hearing before the Michigan Public Service Commission in connection with your desire to add two #8 system communication wires to the existing crossing (span B-C) including three #0 40,000 volt, three #2 4800 volt and two #8 system communication wires over our tracks and private property, approximately 1400 ft. west of New Haven Road and 640 ft. south of Mile Post 32 at the south limits of the Village of New Haven in the Southwest Quarter of Section 33, Lenox Township, Macomb County, Michigan.

As you have stated that this work to be done will be in accordance with the rules and regulations of the Michigan Public Service Commission and as we have no objection to this crossing, you may consider this letter as an acknowledgment of a waiver of hearing.

The present license with your Company dated March 1, 1928 adequately covers.

Yours very truly,

Superintendent

A/1

RECORDED RIGHT OF WAY NO.

34656  
664

THE DETROIT EDISON COMPANY

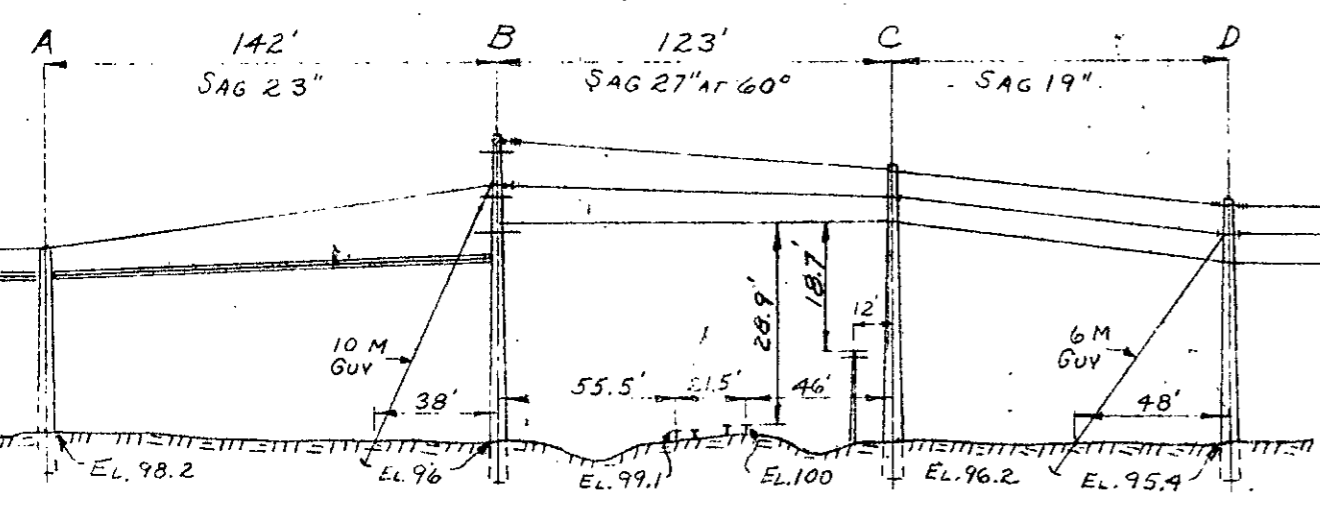
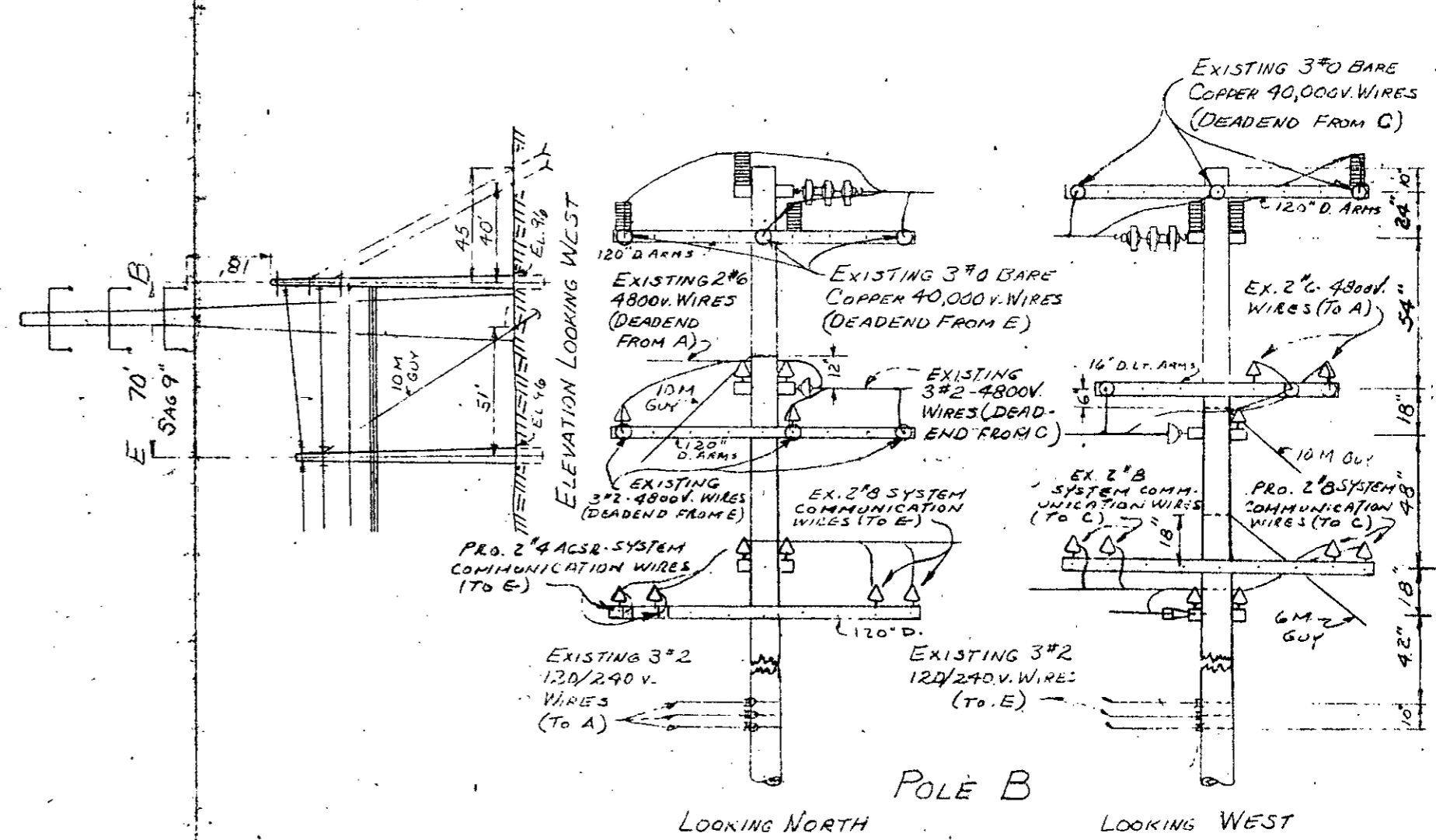
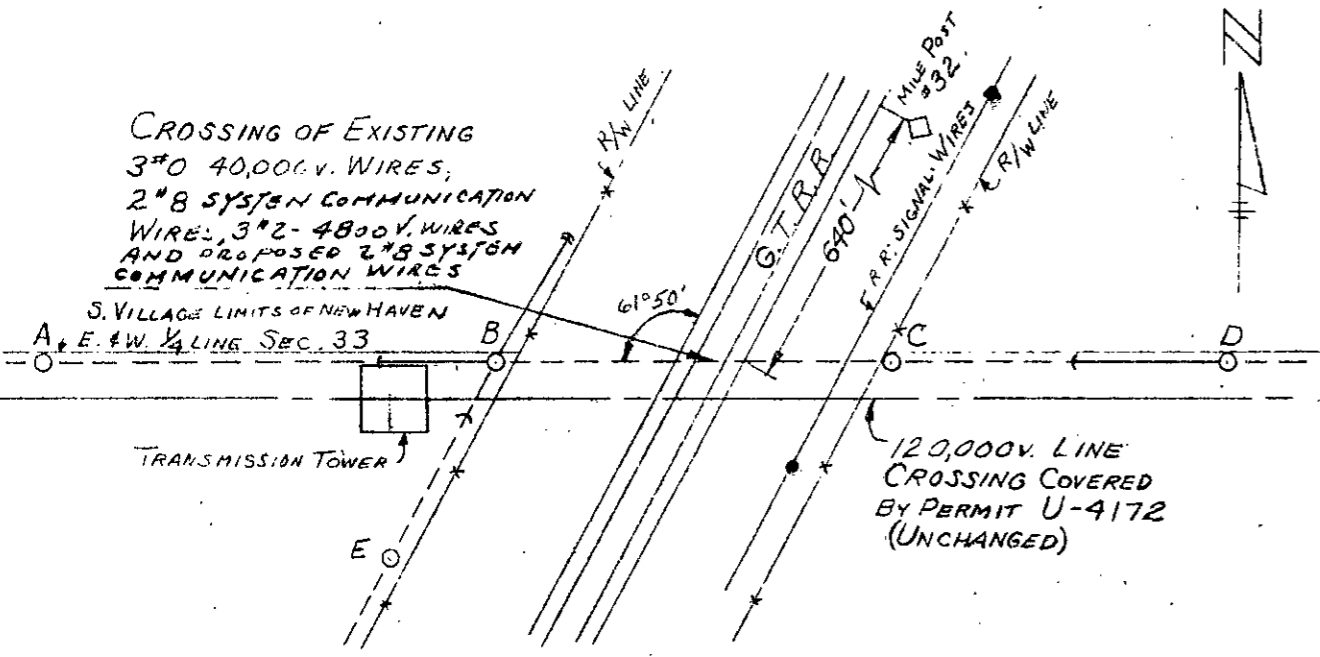
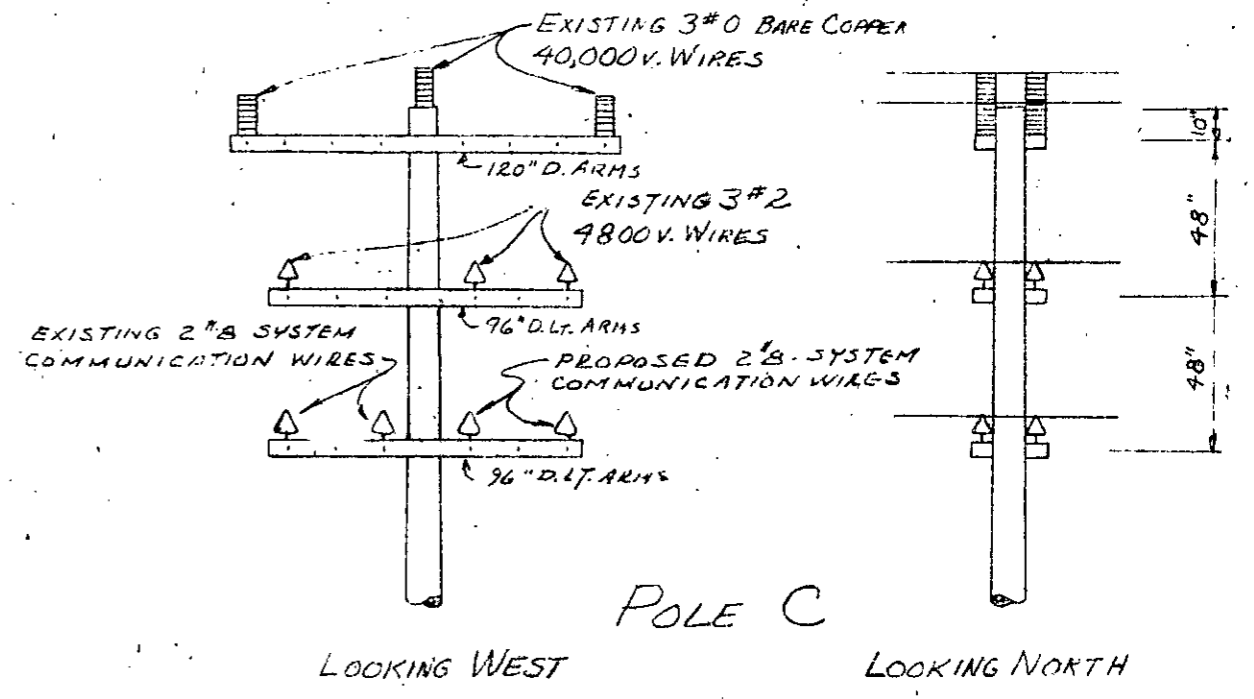
RX 694 B

PROPOSED LINE CROSSING OVER S.R. TRUNK RAILROAD EXI. IG PERMIT NUMBER ED2-B-2509

IN PRIVATE PROPERTY AT E. 1/4 LINE, SEC 33, 640' S. OF MILE POST #32 - CHANG SOUTH VILLAGE LIMITS OF NEW HAVEN

SECTION 33 S.W. 1/4 TOWNSHIP LENEX T 4N R 14E COUNTY MACOMB

NOTES		CONDUCTORS			POLES				
MATERIALS SHALL BE AS NOTED IN THE DETROIT EDISON COMPANY'S STANDARD SPECIFICATIONS FOR OVERHEAD LINE CONSTRUCTION AT RAILROAD CROSSINGS DATED MARCH 1947.		NUMBER	SIZE	KIND	VOLTAGE	LOCATION	LENGTH	CLASS	TYPE
ACTUAL FIELD DIMENSIONS MAY VARY SOMEWHAT FROM THOSE SHOWN BUT THE REQUIREMENTS OF ORDER NO. 1679 OF MICHIGAN PUBLIC SERVICE COMMISSION, AS REVISED JAN. 1, 1944, WILL BE COMPLIED WITH.		3	0	BARE COPPER	40,000	A	35	5	W. CEDAR
<b>MINIMUM CLEARANCES</b>		3	2	WPK COPPER	4800	B	55	1	"
NEAREST POLE TO RAIL	SIDING 7 FT. MAIN LINE 12 FT.	4	8	BARE COPPER	375,8M COMM.	C-E	50	3	"
WIRES OVER TRACKS	0 - 500 VOLTS 27 FT. 500 - 7500 VOLTS 28 FT. 24000 VOLTS 30 FT.					D	45	3	"
WIRES OVER R. R. SIGNAL	0 - 500 VOLTS 2 FT. 500 - 7500 VOLTS 4 FT. 24000 VOLTS 6 FT.								
DRAWN BY <u>J. WHYTE</u> ENGINEERING DIVISION DATE <u>7-26-51</u>									
ESTIMATOR <u>HOLDEN</u> OVERHEAD LINES DEPT. <u>MT. CLEMENS</u>									



ELEVATION LOOKING NORTH

RECORDED RIGHT OF WAY NO. 34636

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