NICKEL PLATE ROAD

CLOVER LEAF DISTRICT

TOLEDO, OHIO
TO
ST. LOUIS, MO.

PHYSICAL DATA AND OTHER INFORMATION OF INTEREST

September, 1954

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★

OFFICE OF THE PRESIDENT
CLEVELAND, OHIO, MAY, 1945
REVISED APRIL, 1948
REVISED SEPTEMBER, 1954

CLOVER LEAF DISTRICT

TOLEDO TO ST. LOUIS

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity Number
Toledo to Frankfort	204.96	199.93	5.03	--	-------	---
Frankfort to St. Louis	247.80	240.73	7.07	--	-------	---
Total	452.76	440.66	12.10			
Toledo to Delphos	70.57	65.54	* 5.03	8	7.7	50
Delphos to Frankfort	134.39	134.39	------	21	5.5	63
Frankfort to Charleston	111.09	111.09	------	19	5.0	93
Charleston to Madison	128.65	128.65	------	19	6.0	90
Madison to St. Louis	8.06	.99	@7.07	--	-------	---
Total	452.76	440.66	12.10			

*—Jointly owned and operated with Wabash R. R. (Wabash maintains).
@—Owned by Terminal Railroad Association of St. Louis.

Rail Laid in 1953:	Miles
132#	.01
131#	.01
115#	4.93
Total	4.95

Rail Removed in 1953:	Miles	Average Age Years
112#	.12	10.33
110#	4.83	20.99
Total	4.95	20.73

Rail in Main Tracks as of December 31, 1953:	Miles	Average Age Years
132#	4.62	4.11
131#	1.26	7.94
115#	47.67	3.88
112#	149.55	9.87
110#	55.69	22.26
100# Sawed	44.82	17.66*
90# RA Sawed	11.21	10.81*
90# RA	124.38	27.74
80#	.13	31.00
Total	439.33	15.87

* Years after sawing.

Ballast in Main Tracks as of December 31, 1953:	Miles
Stone	147.00
Gravel	206.63
Cinder	81.82
Open deck bridges	3.88
Total	439.33

Number of ties renewed in 1953—69,372.

Average number of ties renewed per mile in 1953—158, equivalent to 19 years of life.

Rail data does not include joint track between Maumee and Toledo, maintained by Wabash, nor .18 mile of track at Marion maintained by N. Y. C. (Big Four).

NOTE: 1.25 miles of LE&W District main track at Frankfort are maintained by Clover Leaf District and included in Clover Leaf District data.

Summary of Curvature, Grade and Bridge Data

Total number of curves---323
Total central angle of curvature---6722°—54′
Maximum degree of curvature (Delphos depot)---18°—50′

Maximum grade eastbound---1.55%
Located about M. P. 402.7, Panama. This grade is about 1200′ long and is a part of a grade, of lesser rates, about 2.3 miles long.

Maximum grade westbound---1.57%
Located at M. P. 405.1, about 0.6 of a mile west of bridge No. 405. This grade is about 600′ long and is a part of a grade, of lesser rates, about 1.2 miles long.

Total length of wooden bridges, main track---11,260 feet
Total length of wooden bridges, side track---1,222 feet
Of the 11,260 feet of main line timber bridges,
10,560 feet are treated pile trestles,
648 feet are ballasted deck,
135 feet are untreated pile trestles.

Automatic Signals

Walbridge Jct. to Wanick Jct., O., 5.1 miles double track (also CTC), joint with Wabash.
East of Mellott, Ind., to West of Cayuga, Ind., (M. P. 239 to M. P. 269) 30 miles.
Donnellson, Ill., to West of Sorento, Ill., (M. P. 399 to M. P. 409) 10 miles.
East of Edwardsville, Ill., to Madison, Ill., (M. P. 430 to M. P. 446) 16 miles.

TOLEDO DIVISION—CLOVER LEAF DISTRICT

Passing sidings on single track:

	MC Junction to Delphos	Delphos to Frankfort
Number of sidings	8	22
Maximum car capacity	63	120
Minimum car capacity	45	49
Average car capacity	50	63
Average distance between sidings	7.7 miles	5.5 miles

	Miles	Double Track Miles	Single Track Miles
TOLEDO (FREIGHT HOUSE) TO FRANKFORT	207.00	5.03	201.97
Two Engine Districts:			
MC Junction Yard to Delphos	70.57	5.03	65.54
Delphos to Frankfort	134.39		134.39
Total	204.96	5.03	199.93

MC Junction Yard to Toledo is yard movement for freight service.
No scheduled passenger trains on this division.

Double track
Walbridge Jct. (Toledo) to Maumee—5.03 miles.
Jointly owned with Wabash Railway and maintained by Wabash, except that NKP maintains all signaling.

Centralized Traffic Control—5.1 miles.
Joint double track territory with Wabash—near Toledo.
Trains operate on signal indication. Switches at each end are remotely controlled.

Joint single track—.18 mile.
Over NYC (Big Four) track at Marion across bridge over the Mississinewa River.

Rail in Main Tracks as of December 31, 1953:
(Excluding joint double track with Wabash—90# rail—maintained by Wabash and joint track with N.Y.C. at Marion.)

	Miles
132#	.01
131#	.01
112#	3.27
110#	17.09
100#	44.08
90#	135.34
80#	.13
Total	199.93

Ballast in Main Tracks as of December 31, 1953:

	Miles
Stone	118.00
Gravel	3.83
Cinder	77.02
Open deck bridges	1.08
Total	199.93

	Toledo to Delphos	Delphos to Frankfort
Number of Curves	45	103
Maximum Curve	6° 00′ Just east of Grand Rapids	18° 50′ Delphos Station
Maximum Grade		
Eastbound	.59% Jennings Creek east of Delphos.	.76% East of Willshire.
Westbound	.47% Jennings Creek east of Delphos.	.84% Marion, just east of C&O overhead.
Ruling or Tonnage Grades		
Eastbound	Pleasant Bend, M.P. 49—1 mile .42%	East of Marion, M.P. 153½ to 149—4½ miles .39%
Westbound	M. C. Jct. to Walbridge—1 mile .5%.	Marion to Kiley, M.P.153½ to 155½—2 miles .52%.

TOLEDO, OHIO

Population—1950 census—303,616.
Eastern terminus of Clover Leaf District.
Railroads: Nickel Plate, C&O (Chesapeake and P.M. Districts), D&TSL, NYC, Pennsylvania, B&O, Toledo Terminal, Wabash, DT&I and Ann Arbor.
Nickel Plate Office Building located near end of line and near center of city.

NKP freight house at same location used jointly by NKP—Clover Leaf and W&LE Districts—D&TSL and C&O (Chesapeake and P.M. Districts). Expense divided on user basis.

New building for switchmen and inspectors completed in 1947.
Train yard at MC Junction (M. P. 2.2), about 1.5 miles from freight house.
Diesel servicing facilities.
Turntable (70 ft. hand turning), installed in 1907.
Car repair yard.
Yardmaster's office.
Classification yard—530-car capacity.
Track scale—capacity 125 tons.

Puller service operated by NKP between MC Junction Yard and C&O (PM District) Yard at Ottawa; also between MC Junction Yard and NYC (MC) and D&TSL (which service also handles cars interchanged between Clover Leaf and W&LE Districts), using Toledo Terminal tracks. NKP pays TTRR 5¢ per car-mile, with a minimum of $1.50 per train-mile, locomotive counted as 2 cars and caboose as one. Interchange between Clover Leaf District and W&LE District via NKP puller service is handled by each of those districts into and out of D&TSL Lang Yard in their respective puller runs. D&TSL bills at rate of $1.00 per car vs NKP for handling service in Lang Yard. W&LE has a direct connection with with D&TSL.

Just east of MC Junction yard and west of freight house, NKP crosses over New York Central main line.

Toledo Terminal Railroad Company ownership: NYC 29.04% (NYC, T&OC, MC, each 9.68%), C&O 25.80%, B&O 16.12%, GTW 9.68%, PRR 9.68%, NKP 9.68%.

The Detroit and Toledo Shore Line ownership: NKP 50%, GTW 50%.

Industries served—63.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
C&O	10,580	5,287
C&O (PM District)	18,181	9,812
D&TSL	24,419	11,612
NYC (including MC & B4)	36,401	11,053
Toledo Terminal	4,471	4,743
B&O	4,420	2,950
Pennsylvania	4,331	3,694
Ann Arbor	3,517	4,922
Wabash	7,962	7,099
DT&I	1,917	1,480
Bay Terminal	390	4,949
TAW	102	27
Total	116,691	67,628

Consolidated Clover Leaf and W&LE figures.

MC JUNCTION (M. P. 2.2)
NYC (MC branch line) crossing. Tilting target. NYC is senior road. Maintained by NKP.

WALBRIDGE JCT. (M. P. 3.1)
Junction with Wabash and beginning of joint double track (5.03 miles long) with Wabash. Each road owns an undivided one-half interest in right-of-way and tracks. Trains operate under Centralized Traffic Control from interlocking tower at Gould. Wabash maintains both tracks and bills NKP for its proportion of car and locomotive mileage. NKP maintains signals, which are operated from interlocking tower at Gould.

GOULD, OHIO (M. P. 5.1)
Toledo Terminal R. R. crossing. Interlocked. NKP maintains interlocker. Wabash in charge of operation; however, NKP employs part of force. All expense borne jointly by Wabash, NKP and Toledo Terminal Railroad as follows: Maintenance allocated on basis of units and the part assigned to Wabash and NKP divided on basis of equipment—mileage upon joint double main track. Operation two-thirds assigned to Wabash and NKP and divided on equipment mileage. NKP is senior to TTRR.

Small yard on north side for cars to and from connections—capacity 100 cars.

WANICK JCT., OHIO (M. P. 8.4)
West end joint double track with Wabash, 5.1 miles long, and end of CTC.

MAUMEE, OHIO (M. P. 8.5)
Population—1950 census—5,548.
Spur track to old station at Maumee. Originally this was a part of main line through Maumee to Walbridge Junction, but alignment was changed and new track built adjacent to Wabash in 1930, the City of Toledo bearing a large portion of the expense.

WATERVILLE, OHIO (M. P. 14.6)
Population—1950 census—1,110.
Passing siding—capacity 59 cars.
Stone quarry and crushing plant located here.

BAILEY, OHIO (M. P. 19.0) Spur track.

M. P. 24—(East edge of Grand Rapids)
Maumee River. 901-ft. steel truss bridge, 6 150 ft. spans, built in 1916. E-60.

GRAND RAPIDS, OHIO (M. P. 24.5)
Population—1950 census—657.
Passing siding—capacity 45 cars.

McCLURE, OHIO (M. P. 29.3) Spur tracks.

GRELTON, OHIO (M. P. 32.9)
Passing siding—capacity 60 cars.

MALINTA, OHIO (M. P. 35.0)
DT&I RR crossing. Interlocked. Automatic approach signals. NKP is senior road. NKP maintains and operates interlocker at joint expense, NKP assuming unit basis proportion of maintenance and 50% of wages of agent and two levermen.

Number of loaded cars interchanged with DT&I during 1953: Delivered 1,357. Received 1,369.

ELERY, OHIO (M. P. 37.6) Spur track.

HOLGATE, OHIO (M. P. 42.2)
Population—1950 census—1,092.
B&O crossing (Main line to Chicago). Interlocked. Inoperative approach signals. B&O is senior road. B&O operates and maintains interlocker at joint expense and NKP assumes unit basis proportion of maintenance and 50% of operation.
Passing siding—capacity 62 cars.
Number of loaded cars interchanged with B&O during 1953: Delivered 33. Received 193.

NEW BAVARIA, OHIO (M. P. 45.9) Spur track.

PLEASANT BEND, OHIO (M. P. 47.9) Spur track.

NORTH CREEK, OHIO (M. P. 50.7)
Passing siding—capacity 61 cars.
Powell Creek.
North Creek.

CONTINENTAL, OHIO (M. P. 54.9)
Population—1950 census—1,023.
Passing siding—capacity 61 cars.
NKP District (Fort Wayne Div.) crossing. Interlocking. No approach signals. All Clover Leaf District trains stop for crossing. NKP District trains do not stop.
Two connecting tracks with NKP District.

DUPONT, OHIO (M. P. 58.3) Spur track.

M. P. 59 (About ⅔ mile west of Dupont.)
Auglaize River. Two 90 ft. pony trusses and 1 141 ft. through truss—wrought iron and steel bridge—total length 321 ft. Built in 1886. E-30. H-5 and H-6 and heavier engines not permitted on this bridge.

CLOVERDALE, OHIO (M. P. 60.8)
Passing siding—capacity 54 cars.

MUNTANNA, OHIO (M. P. 63.8) Spur track.

DOUGLAS, OHIO (M. P. 66.1) Spur track.

FT. JENNINGS, OHIO (M. P. 68.8)
Passing siding—capacity 63 cars.

M. P. 70.
Jennings Creek. 13-panel treated timber bridge, 161 ft. long, on concrete foundation—4 bents are piling. Constructed in 1942.

DELPHOS, OHIO AND DELPHOS YARD (Delphos M. P. 73.8 and Delphos Yard M. P. 72.7)
Population—1950 census—6,220.
Roadmaster's and Trainmaster's Headquarters.
Engine terminal.
Home terminal Toledo to Delphos crews.
Car repair yard.
Classification yard—capacity 385 cars.
Track scale—capacity 125 tons—installed in 1929.
Junction with AC&Y RR at Delphos yard.
PRR crossing (Pittsburgh to Chicago). Interlocked. Eastward approach signal automatic. Westward approach signal operative non-automatic. PRR is senior road. PRR maintains and operates interlocker at joint expense and NKP assumes 12.7% of maintenance and 33⅓% of operation.
Just west of PRR crossing is station and freight house.
Between PRR crossing and station is an 18° 50′ curve, the sharpest main line curve on the railroad.
Just west of station is the old canal, with drawbridge, built in 1907. Machinery removed.
Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
AC&Y	12,977	9,370
PRR	836	854
Total	13,813	10,224

Industries served—16, including:
Delphos Bending Company.
St. Marys Packing Company.

M. P. 74.14
Jennings Creek. 60 ft. through girder bridge, solid floor, built in 1926. E-70.

NOWLAN, OHIO (M. P. 74.7) West edge of Delphos.
Storage track—capacity 62 cars.

LANDECK, OHIO (M. P. 77.3) Spur track.

VENEDOCIA, OHIO (M. P. 81.2)
Passing siding—capacity 60 cars.

JONESTOWN, OHIO (M. P. 84.4)
Spur track
Little Auglaize River. 6-panel treated pile trestle, 90 ft. long on 7° curve, built in 1934.

OHIO CITY, OHIO (M. P. 89.7)
Population—1950 census—861.
Passing siding—capacity 69 cars.
NYC (CN) crossing (Cincinnati to Jackson). NYC is senior road.
Erie crossing (Youngstown to Chicago). NKP is senior road. Interlocking. Inoperative approach signals. Erie maintains and operates interlocker at joint expense and NKP pays a proportion of maintenance on basis of units and 33% of expense of operation.
Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
NYC (B/4)	108	327
Erie	122	444
Total	230	771

SCHUMM, OHIO (M. P. 95.8)
Passing siding—capacity 62 cars.

WILLSHIRE, OHIO (M. P. 99.5)
Passing siding—capacity 65 cars.
M. P. 99—Bowen Ditch—4-panel treated pile trestle, 58 ft. long, ballast deck, built in 1936.
M. P. 99.34—St. Marys River—Through girder bridge, 200 ft. long. Three spans of 50, 70 and 80 ft. each, built in 1909. E-55.
M. P. 100.70—Blue Creek—8-panel treated pile trestle, 114 ft. long, built in 1937.

PLEASANT MILLS, IND. (M. P. 102.7) Spur track.

M. P. 104
Yellow Creek. 5-panel treated pile trestle, 71 ft. long, built in 1937.

M. P. 107.33
Born Run. 7-panel treated pile trestle, 89 ft. long, built in 1938.

DECATUR, IND. (M. P. 108.2)
Population—1950 census—7,271.
Passing siding—capacity 60 cars.
PRR (GR&I) crossing (Ft. Wayne to Cincinnati). Interlocked and the facility includes PRR crossing with Erie. Inoperative approach signals. PRR is senior road. Erie maintains and operates interlocker at joint expense and NKP pays unit proportion of maintenance and flat charge of $17.50 per month of wages of operators.
Large processing plant of Central Soya Company located here.
Number of loaded cars interchanged with PRR during 1953: Delivered 3,106. Received 4,676.

PETERSON, IND. (M. P. 113.1)
Passing siding—capacity 66 cars.
Holthouse Ditch—Two 26 ft. deck girders, built in 1901. E-40. Strengthened in 1936 to E-60.

CRAIGVILLE, IND. (M. P. 117.8)
Passing siding—capacity 66 cars.

M. P. 121.2
Johns Creek. 4-panel treated pile trestle, 52 ft. long, built in 1938.

M. P. 121.4
Johns Creek. 4-panel treated pile trestle, 52 ft. long, built in 1938.

M. P. 121.65
Johns Creek. 8-panel treated pile trestle, 101 ft. long, built in 1938.

BLUFFTON, IND. (M. P. 123.4)
Population—1950 census—6,076.
Passing siding—capacity 69 cars.
Wabash River. Four 60 ft. deck girders, total length 240 ft., built in 1886. E-30.
LE&W District (New Castle Division, Ft. Wayne to Muncie) crossing. Protected by target and gates. Clover Leaf trains may proceed over crossing at 10 miles per hour. LE&W District trains must stop.
Ten degree main line curve west of LE&W District crossing.
France Stone Co. located here (on New Castle Division).
Industries served—36, including:
Hoosier Condensed Milk Company.
Hoosier Gas Company.
Libby, McNeil and Libby.

M. P. 128.5
Rock Creek—7-panel treated trestle, 104 ft. long, built in 1936.

LIBERTY CENTER, IND. (M. P. 129.4)
Passing siding—capacity 63 cars.

BUCKEYE, IND. (M. P. 133.4)
Passing siding—capacity 65 cars.

WARREN, IND. (M. P. 137.2)
Passing siding—capacity 45 cars.
M. P. 137.58—Salamonie River. Three 80 ft. deck girder spans, 1 E-70 girder, and 2 old girders from Willoughby, O., cut from 100 ft. to 80 ft. and good for E-50, erected in 1938. Stone abutments and piers encased in concrete in 1945.

VAN BUREN, IND. (M. P. 143.9)
Passing siding—capacity 120 cars.
Coal dock (timber)—100-ton capacity—built about 1906. (Not in service.)

LANDRESS, IND. (M. P. 146.5) Spur track.

DAVIS, IND. (M. P. 151.6)
Passing siding—capacity 56 cars.

MARION, IND. (M. P. 153.5)
Population—1950 census—30,081.
On east or north side (about M. P. 152.30) is connection with North Marion Belt, owned by NKP and NYC (Big Four), serving several industries. Extends for about a mile and also connects with NYC (Big Four).
Junction with NYC (Big Four)—Louisville to Elkhart—and joint single track across two bridges over Mississinewa River and Second Street (.18) mile. Interlocked. Maintained and operated by NYC and NKP assumes 50% of expense. NYC is senior road. NKP and NYC cross by means of turnouts at each end of joint single track.
NYC crossing (to NYC freight house). Target is operated by yard crews and after each move is returned to normal position to permit NKP road movements. NYC is senior road.
PRR crossing (Chicago to Columbus). Interlocked. Eastward approach signal operative non-automatic. No westward approach signal. PRR is senior road. NYC maintains and PRR operates interlocker. Maintenance expense divided on basis of units and NKP assumes 25% of the wages of levermen.

C&O crosses overhead about ¾ mile west of PRR.
Track scale—capacity 150 tons—installed in 1928. Joint with NYC (Big Four).
Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
C&O	1,092	3,913
PRR	275	366
NYC (B/4)	265	1,110
Total	1,632	5,389

Industries served—20, including:
Bell Fibre Products Corp.
Chicago Malleable Company
Dana Corp.
Foster-Forbes Glass Company
Paranite Wire
Swift Company

KILEY, IND. (M. P. 156.3)
Passing siding—capacity 57 cars.
About a mile west of the west end of Kiley, or at M. P. 157.4, is the connection with the West Marion Belt, owned by NKP and PRR. Two connections forming a wye, go north to C&O; one connection with PRR. NKP maintains and expense is divided between NKP, PRR and C&O on basis of cars handled.

ROSEBURGH, IND. (M. P. 158.9) Spur track.

HERBST, IND. (M. P. 162.0) Spur track.

SWAYZEE, IND. (M. P. 164.2) Spur track.

SIMS, IND. (M. P. 165.9)
Passing siding—capacity 62 cars.
Division point for Roadmasters' territory.
Division A—Sims to Toledo.
Division B—Sims west to 6 miles east of Charleston, Ill.

SYCAMORE, IND. (M. P. 169.2) Spur track.

GREENTOWN, IND. (M. P. 171.9)
Passing siding—capacity 56 cars.
Armour and Company (live stock) located here.

VERMONT, IND. (M. P. 175.7) Spur track.

KOKOMO, IND. (M. P. 181.1)
Population—1950 census—38,672.
Passing siding—capacity 60 cars.
Junction and crossing with LE&W District.
Railroads: Nickel Plate and Pennsylvania.
PRR crossing (Cincinnati to Chicago). Protected by gate. All trains stop for crossing. PRR is senior road.
LE&W District crossing (Indianapolis to Michigan City). Non-interlocked. All trains stop for crossing. Target at crossing.
Freight station about two blocks south on Indianapolis Division.
Kokomo Belt extending from the PRR at a point opposite Marshall, south to and across the Indianapolis Division to Shambaugh, and west to the Clover Leaf, about 3 miles. Owned jointly by NKP and PRR and operated by NKP, which furnishes yard engines for joint switching at Continental Steel Corp., and some other industries. Expense divided on basis of cars handled.
Track scale—capacity 125 tons—installed in 1927 on LE&W (South Side).
Number of loaded cars interchanged with PRR during 1953: Delivered 1,352. Received 222.

Industries served—58, including:
Continental Steel Company
Globe American Company
Kokomo Sanitary Pottery
Cuneo Press (On PRR)

SHAMBAUGH, IND. (M. P. 182.4)
About a mile west of LE&W District crossing.
Passing siding—capacity 63 cars.

M. P. 183
Wild Cat Creek. Two 75-ft. deck girder spans, 150 ft. long, built in 1886.
Bridge 183.62—I Beams. Rebuilt in 1947.

M. P. 186.2
Wild Cat Creek. Combination steel and timber bridge, 305 ft. long.
Steel: Two 59 ft. deck girders, built in 1935. E-55.
One 54 ft. deck girder, built in 1935. E-60.
One 42 ft. deck girder, built in 1911. E-55.
One 21 ft. I-beam span, built in 1935.
Timber: 70 ft. treated pile trestle, built in 1935.

MIDDLETONS, IND. (M. P. 187.0) Spur track.

RUSSIAVILLE, IND. (M. P. 190.4)
Passing siding—capacity 62 cars.

FOREST, IND. (M. P. 194.6)
Passing siding—capacity 63 cars.

MICHIGANTOWN, IND. (M. P. 199.0)
Passing siding—capacity 49 cars.

FRANKFORT, IND. (M. P. 206.2)
Population—1950 census—15,028.
Prairie Creek. 58 ft. deck girder, built in 1901. E-40.
NKP crosses the following railroads, the crossings being between the station and the yard:
Pennsylvania RR (Indianapolis to Chicago). PRR is senior road.
CI&L (Monon) RR (Indianapolis to Chicago). NKP is senior road.
Both crossings are governed by semaphore signals and all trains are required to come to a full stop before proceeding over crossing.
Division point for four divisions, Toledo, St. Louis, Sandusky and Peoria.

FRANKFORT YARD (M. P. 206.7)
Headquarters for Clover Leaf District Superintendent, Chief Dispatcher, Master Mechanic, Division Engineer, Roadmaster, etc., and Peoria Division Trainmaster and LE&W Division Engineer.
Office building.
Roundhouse, built in 1924. Cost $252,055. Extended in 1934. Cost $15,270. 11 stalls of 100′ each, and 16 stalls of 111½′ each.
Diesel locomotive servicing facilities, including two 500,000 gallon storage tanks, estimated to cost $156,000, authorized.
100-ft. three point turntable, built in 1924.
Coal dock—capacity 500 tons—built in 1937.
Locomotive shop.
Machine shop. Constructed in 1927. Cost $84,385.
Caboose shop.
Car shop. Constructed in 1890.
Blacksmith shop. Constructed in 1890.
Car repair yard.
Division storehouse.
Ice house alongside icing track with long platform.
Cinder conveyors. Constructed in 1928.
Complete water treating plant: 158,000 gallon steel tank. Constructed in 1934. 100,000 gallon steel tank for water station. Constructed in 1924.

Track scale—capacity 125 tons—installed in 1924.
Boiler house and boilers. Constructed in 1946. Cost $275,000.
Boiler washing plant. Constructed in 1946.
Trains from St. Louis and Peoria are classified and consolidated at Frankfort for points on the Sandusky and Toledo Divisions and beyond. Trains from the east are classified and consolidated for points on the St. Louis and Peoria Divisions and beyond.

The classification yard at Frankfort was enlarged in 1944 and is divided into a westbound and eastbound yard. The westbound yard has a capacity of 636 cars, and the eastbound yard a capacity of 638 cars. Extension of westbound yard tracks 3, 4, 5 and 6, estimated to cost $72,000, authorized.

There are about 25 to 35 trains in and out of Frankfort daily.
Interlocking at west end yard in service in 1946.
Railroads: Nickel Plate, Pennsylvania and CI&L (Monon).
Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
PRR	988	767
CI&L (Monon)	961	1,722
Total	1,949	2,489

Industries served—22, including:
Frankfort Grain and Feed (Elevator).
Ingram-Richardson Manufacturing Co. (Enamelware).
Kemp Brothers Packing Co.
G. R. Mallory Co. (Electronics).
Stark-Wetzel Provision Company (Packing House).
Swift and Co. (Soybean Refinery).

ST. LOUIS DIVISION—CLOVER LEAF DISTRICT

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity Number
Frankfort to Charleston	111.09	111.09	------	19	5.0	93
Charleston to Madison	128.65	128.65	------	19	6.0	90
Madison to St. Louis	8.06	.99	7.07	--	---	--
Frankfort to St. Louis	247.80	240.73	7.07			

Maximum Siding—Cars
Frankfort to Charleston—133
Charleston to Madison—127

Minimum Siding—Cars
Frankfort to Charleston—57
Charleston to Madison—48

Automatic Signals
East of Mellott to West of Cayuga (M. P. 239 to M. P. 269).
Donnellson to West of Sorento (M. P. 399 to M. P. 409).
East of Edwardsville to Madison (M. P. 430 to M. P. 446).

FRANKFORT TO CHARLESTON
111.09 miles—All single track.

Automatic Signals
East of Mellott to West of Cayuga (M. P. 239 to M. P. 269) in service Feb. 1948.

Rail in Main Tracks as of December 31, 1953:

	Frankfort to Cayuga	Cayuga to Charleston	Total Miles
	Miles		
132#	2.85	40	3.25
115#	18.31	11.73	30.04
112#	27.34	29.58	56.92
110#	11.20	9.68	20.88
Total	59.70	51.39	111.09

Ballast in Main Tracks as of December 31, 1953:

Stone	2.33	4.17	6.50
Gravel	56.59	46.98	103.57
Cinder	.20	—	.20
Open deck bridges	.58	.24	.82
Total	59.70	51.39	111.09

	Frankfort to Cayuga	Cayuga to Charleston
Number of Curves	48	26
Maximum Curve	5° 23′ West of Veedersburg	6° 49′ Humrick

Maximum grade

Eastbound .93%, east of Silverwood .99%, west of Mortimer.
Westbound 1.09%, east of Mackie 1.29%, west of Cayuga.

Ruling or Tonnage Grades—Frankfort to Charleston

Eastbound—Cayuga to Cates (M.P. 263½ to 259) 4½ miles, average .58%, maximum .93%.
Westbound—Cayuga West (M.P. 266½ to 272½) 6 miles, average .5%, for 3 miles .83%, maximum 1.29%.

JEFFERSON, IND. (M. P. 210.3)
Passing siding—capacity 88 cars.
Elevator.

CLARKS HILL, IND. (M. P. 217.8)
Passing siding—capacity 84 cars.
NYC (Big Four) crossing (Indianapolis to Chicago—the same line that uses NKP between LaFayette and Templeton). Interlocked. NYC is senior road. NYC maintains and operates interlocker at joint expense and NKP assumes unit proportion of maintenance and 50% of the wages of operators. Automatic approach signals.
Alignment changed early in 1946, eliminating curve at crossing.
Number of loaded cars interchanged with NYC during 1953: Delivered 17. Received 322.

KIRKPATRICK, IND. (M. P. 233.7)
Storage track—capacity 61 cars.
Elevator and stock track.

LINDEN, IND. (M. P. 228.5)
Passing siding—capacity 123 cars.
CI&L (Monon) crossing (Chicago to Louisville). Electric interlocker placed in service in September, 1948. Automatic approach signals. CI&L maintains and operates interlocker. NKP bears 50% of operation and 48.72% of maintenance. NKP is senior road.
Number of loaded cars interchanged with CI&L during 1953: Delivered 4,895. Received 6,874.

NEW RICHMOND, IND. (M. P. 232.4)
Passing siding—capacity 88 cars.
Water station—100,000 gallon steel tank. Constructed in 1922.

WINGATE, IND. (M. P. 237.7)
Passing siding—capacity 62 cars.

M. P. 239 to 269 (East of Mellott to west of Cayuga)
East end of automatic signals—30 miles—in service in 1948.

MELLOTT, IND. (M. P. 241.7)
Passing siding—capacity 74 cars.
Spur tracks.

VEEDERSBURG, IND. (M. P. 249.1)
Population—1950 census—1,719.
Passing siding—capacity 133 cars. Spring switch—east end.
Coal Creek about midway of siding. 15-panel treated pile trestle, 188 ft. long, built in 1939.
NYC (P&E) RR crossing (Indianapolis to Peoria). Interlocked. NYC is senior road. NYC maintains and operates at joint expense and NKP assumes proportion on a unit basis.
Chicago, Attica & Southern RR formerly crossed here, but was abandoned in 1946.
Nickel Plate purchased old CA&S property and uses for industrial tracks.
Brick yard and one or two other industries here.
Coal Creek again at west end of town. Deck girder bridge, 211 ft. long. Two 60-ft. and 1 90-ft. spans, built in 1907. E-50.
Number of loaded cars interchanged with NYC (P&E) in 1953: Delivered 114. Received 328.

MACKIE, IND. (M. P. 252.9)
Storage track—capacity 62 cars.
Bridge 255.10. 61 ft. deck girder, 1 span, built in 1908. E-55. Raised about 3½ ft. in 1946 to improve the grade.

CATES, IND. (M. P. 258.5)
Passing siding—capacity 123 cars. Spring switch—west end.

COAL CREEK (M. P. 262.33)
Deck bridge, 314 ft. long. One 55 ft. girder and 2 125-ft. trusses, built in 1903. E-50.

SILVERWOOD, IND. (M. P. 263.2)
Storage track—capacity 65 cars.

WABASH RIVER BRIDGE (M. P. 264.10)
879 ft. of steel and 423 ft. of timber.
Steel: One 35 ft. girder and 4 211 ft. through trusses, built in 1918. E-60.
Timber: Treated pile trestle, west end, built in 1940.

CAYUGA, IND. (M. P. 266.5)
Population—1950 census—1,022.
Passing siding—capacity 64 cars. Extension authorized.
Water station—100,000 gallon steel tank. Constructed in 1919.
C&EI crossing (Chicago to Evansville). Interlocked. C&EI maintains tower and machine at joint expense and NKP pays 50% of expense. Each road maintains apparatus on its tracks. Operated jointly and NKP pays 50% of the expense. Automatic approach signals. C&EI is senior road.
Large gravel pit (Neal Gravel Co.) located here and is the source of a considerable portion of the ballast between Frankfort and Madison.
Brick kiln also located here.
Number of loaded cars interchanged with C&EI during 1953: Delivered 910. Received 3,514.

M. P. 270.4
Little Vermilion River. Deck girder viaduct, 344 ft. long, built in 1909. E-50.
Cayuga to Humrick—Automatic block signals authorized.

HUMRICK, ILL. (M. P. 271.9)
Passing siding—capacity 122 cars.

CMStP&P crossing (Chicago to Terre Haute). Interlocked. NKP is senior road. CMStP&P maintains interlocker at its sole expense and operates it and NKP pays 50% of wages of second and third trick operators. Operative non-automatic approach signals.

Number of loaded cars interchanged with CMStP&P during 1953: Delivered 7,365. Received 4,202.

RIDGE FARM, ILL. (M. P. 277.8)
Population—1950 census—905.

Passing siding—capacity 120 cars.

NYC (Big Four) crossing (Danville to Terre Haute). Interlocked. Operative non-automatic approach signals. NKP is senior road. NKP maintains and operates interlocker at joint expense. NKP assumes unit proportion of maintenance, $41.70 a month flat charge for agency work and 50% of remaining amount for operators-levermen.

50,000 gallon water station, wood tank. Erected in 1945.

Number of loaded cars interchanged with NYC during 1953: Delivered 2. Received 597.

MABEL, ILL. (M. P. 280.4) Spur track.

MORTIMER, ILL. (M. P. 282.5) Spur track.

METCALF, ILL. (M. P. 288.5)
Passing siding—capacity 126 cars.

B&O crossing (Indianapolis to Springfield). Automatic interlocker. Operative approach signals. B&O is senior road. NKP maintains interlocker at joint expense on a unit basis.

Number of loaded cars interchanged with B&O during 1953: Delivered 95 Received 413.

MELWOOD, ILL. (M. P. 292.4) Spur track.

BROCTON, ILL. (M. P. 297.3)
Passing siding—capacity 133 cars.
Water station—100,000 gallon steel tank. Constructed in 1927.

OAKLAND, ILL. (M. P. 303.6)
Population—1950 census—980.

Passing siding—capacity 57 cars.

PRR crossing (Terre Haute to Peoria). Automatic interlocker and expense borne on a unit basis. Operative approach signals. PRR is senior road.

Number of loaded cars interchanged with PRR during 1953: Delivered 50. Received 507.

M. P. 306.99
Embarras River—Deck girder and deck truss viaduct, 560 ft. long. 1 deck truss 150 ft., 10 deck girders, built in 1906. E-50.

RARDIN, ILL. (M. P. 309.1)
Passing siding—capacity 95 cars. Extension authorized.

BUSHTON, ILL. (M. P. 311.3)
Spur track.

Roadmaster's division point. Division B and C.

FAIR GRANGE, ILL. (M. P. 313.4)
Passing siding—capacity 63 cars.

CHARLESTON YARD (M. P. 318.2)

CHARLESTON, ILL. (M. P. 319.0)
Population—1950 census—9,164.

Engine terminal and sub-division point.

Trainmaster, Roadmaster and Roundhouse Foreman located here.

NYC (Big Four) crossing (Indianapolis to St. Louis). Interlocked. No westward approach signal. Eastward approach signal is automatic. NYC is senior road. Interlocker is maintained by NYC and is operated by NKP. NKP assumes a proportion of maintenance on a unit basis and flat charge of $50 per month and 35% of remaining wages of operators.

Freight station.

Passenger station.

Yard office.

Roundhouse, built in 1918. Cost $19,965—6 stalls of 96 ft. each.

Small machine shop. Constructed in 1918. Cost $12,286.

Diesel yard locomotive servicing facilities in service in 1952.

90 ft. turntable, installed in 1944. Cost $37,462.

Steel coal dock—capacity 300 tons—built in 1922. Coal bin rebuilt in 1937.

Cinder conveyors. Constructed in 1929.

Car repair yard.

Classification yard—capacity 517 cars.

Water station—100,000 gallon steel tank. Constructed in 1930.

Track scale—capacity 125 tons—installed in 1930.

Number of loaded cars interchanged with NYC during 1953: Delivered 73. Received 212.

Industries served—18.

CHARLESTON TO MADISON—TRRA Connection.
128.65 miles—All single track.

19 Sidings:

Average distance apart	6 miles
Average car capacity	90
Maximum car capacity	127
Minimum car capacity	48

Automatic Signals
Donnellson to West of Sorento (M. P. 399 to M. P. 409).

East of Edwardsville to Madison (M. P. 430 to M. P. 446).

Rail in Main Tracks as of December 31, 1953:

	Charleston to Ramsey Miles	Ramsey to Madison Miles	Total Miles
132#	—	1.36	1.36
131#	—	1.25	1.25
115#	13.03	4.60	17.63
112#	44.06	45.29	89.35
110#	2.51	15.21	17.72
100#	—	.74	.74
90#	—	.60	.60
Total	59.60	69.05	128.65

Ballast in Main Tracks as of December 31, 1953:

Stone	1.00	22.10	23.10
Gravel	57.29	41.94	99.23
Cinder	—	4.35	4.35
Open deck bridges	1.31	.66	1.97
Total	59.60	69.05	128.65

MADISON TO EAST ST. LOUIS—3.42 Miles. (Rated as side track.)
.52 mile 90# rail and .10 mile 100# rail, all cinder ballast.
2.80 miles 110# rail.

	Charleston to Ramsey	Ramsey to Madison	Total
Number of Curves	38	50	88
Maximum Curve—6° 40', Charleston		6° 04', west of I.C.—Ramsey.	

Maximum grade

Eastbound—1.26%, west of Herrick.	1.55%, east of Panama.
Westbound—1.18%, east of Ramsey.	1.57%, west of Panama.

Ruling or Tonnage Grades—Charleston to Madison

Eastbound—Glen Carbon to Edwardsville (M. P. 439 to 434).
5 miles—Average .5%—Maximum .77%

Westbound—East of Lerna (M. P. 322 to 325)
3 miles—Average .67%—Maximum 1.25%.

ROSS, ILL. (M. P. 319.9)
Storage track—capacity 60 cars.

LERNA, ILL. (M. P. 327.6)
Passing siding—capacity 87 cars. Extension authorized. Spring switch—west end—installed October 1945.

Illinois Central crossing (Peoria to Evansville). Automatic interlocker. Operative approach signals. Maintained by NKP and expense borne on unit basis with one-half of IC units allocated to NKP. IC is senior road.

Number of loaded cars interchanged with IC during 1953: Delivered 371. Received 78.

TRILLA, ILL. (M. P. 332.1)
Storage track—capacity 52 cars.

NEOGA, ILL. (M. P. 338.6)
Population—1950 census—1,125.
Passing siding—capacity 85 cars. Spring switch—west end—installed in 1945.
Illinois Central crossing (Chicago to New Orleans). Interlocked. Non-automatic westward approach signal. Automatic eastward approach signal. IC is senior road. IC maintains and operates interlocker. NKP assumes unit proportion of maintenance and 65% of operation.
Number of loaded cars interchanged with IC during 1953: Delivered 2,232. Received 3,864.

M. P. 341.6—Little Wabash Creek. Deck girder bridge, 246 ft. long, 6 spans. One 56 ft. and two 20 ft. spans, built in 1907. E-50. Three 50 ft. spans built in 1939 (second hand girders). E-54. 63 ft. pile trestle.

TROWBRIDGE, ILL. (M. P. 342.4) Spur track.

M. P. 343.7
Wolf Creek or Little Wabash—Combination steel and timber bridge, 550 ft. long—340 ft. treated pile trestle, built in 1938. Two 30 ft. and 1 60 ft. span (steel), built in 1907. E-50. Three 30 ft. spans (steel), built in 1939. E-60.

KINGMAN, ILL. (M. P. 344.8)
Water station—100,000 gallon steel tank. Constructed 1935. Electrified in 1953.

STEWARDSON, ILL. (M. P. 349.4)
Passing siding—capacity 120 cars.

M. P. 352.5
Three span trestle replaced with 30 ft. steel beam span in 1951.

MODE, ILL. (M. P. 355.1)
C&EI crossing (Thebes to Findlay Jct.). NKP is senior road. Interlocked. Operative approach signals. C&EI maintains interlocker (except approach signals) at sole expense and operates it and NKP assumes 50% of operating expense.

Number of loaded cars interchanged with C&EI during 1953: Delivered 397. Received 576.

MILNE, ILL. (M. P. 358.1)
Passing siding—capacity 126 cars.

M. P. 362
Kaskaskia River, known locally as the "Okaw".
Combination steel and timber bridge, 2,083 feet long:
Timber: 300 ft. treated pile trestle, built in 1937.
Steel: 810 ft. deck girder viaduct, built in 1941. E-72.
630 ft. deck girder viaduct, built in 1905. E-50.
250 ft. (two 125 ft. deck trusses), built in 1905. E-50.
90 ft. deck girder (2 spans), built in 1941. E-72.

COWDEN, ILL. (M. P. 362.7)
Passing siding—capacity 122 cars.

B&O crossing (Springfield to Flora). Automatic interlocker. Operative approach signals. B&O is senior road. Interlocker is maintained by Nickel Plate, which assumes a proportion on a unit basis.

Number of loaded cars interchanged with B&O during 1953: Delivered 20. Received 128.

M. P. 366.2
Mitchell Creek. 38-panel treated pile trestle, 468 ft. long, built in 1940.

M. P. 366.9
Spring Creek. Two 40 ft. deck plate girders on pile bents, built in 1941. E-70.

M. P. 369.2
Section Creek. 17-panel treated pile trestle, 195 ft. long, built in 1943.

HERRICK, ILL. (M. P. 369.8)
Passing siding—capacity 120 cars.
This is quite a dog kennel section. Dogs are shipped from Herrick to all parts of the country.

M. P. 371.3
Long Hollow. 18-panel treated pile trestle, 196 ft. long, built in 1943.

M. P. 372.33
Becks Creek. Steel and timber bridge, 388 ft. long:
Timber: 12-panel treated pile trestle, 150 ft. long, east end, and 11-panel treated pile trestle, 138 ft. long, west end, built in 1939.
Steel: 100 ft.—3 spans deck girder, built in 1905. E-50.

M. P. 372.7
Stafford Branch. 29-panel treated pile trestle, 361 ft. long, built in 1940.

DRESSOR, ILL. (M. P. 374.6) Spur track.

M. P. 376.1
Morrison Creek. 17-panel treated pile trestle, 211 ft. long, built in 1939.

M. P. 376.8
Ash Creek. Eight 40 ft. steel deck girder spans on timber bents, built in 1941. E-70. An additional 25 ft. steel beam was placed at each end of the bridge in 1946.

RAMSEY, ILL. (M. P. 378.6)
Population—1950 census—808.
Passing siding—capacity 124 cars. Spring switch—east end.
Coal dock, timber—capacity 100 tons—built in 1914.
Water station—100,000 gallon steel tank. Constructed in 1925.
Illinois Central crossing (Clinton to Carbondale). Interlocked. Automatic approach signals. IC maintains interlocker and NKP assumes a proportion on unit basis. NKP operates and assumes 50% of operation. IC is senior road.
Number of loaded cars interchanged with IC during 1953: Delivered 121. Received 64.
Dog kennel section similar to Herrick.

M. P. 380
Ramsey Creek. Viaduct, 519 ft. of 60-ft. and 30-ft. steel girders, built in 1942. E-72. Previous to reconstruction was an untreated timber bridge, 1,561 feet long.

BAYLE, ILL. (M. P. 382.5)
Storage track—capacity 54 cars.

M. P. 384.6
Hurricane Creek. 25-panel treated pile trestle, 309 ft. long, built in 1941.

FILLMORE, ILL. (M. P. 388.5)
Passing siding—capacity 123 cars.

NEW HARVEY, ILL. (M. P. 391.6)
Passing siding—capacity 80 cars.

M. P. 392.9
East Fort Creek. Deck girder bridge, solid floor, 330 ft. long. Three 90-ft. and 1 60-ft. steel spans. Concrete piers built in 1930. E-70.

COFFEEN, ILL. (M. P. 394.8)
Passing siding—capacity 100 cars.

M. P. 399
East end, automatic signals, (Donnellson to west of Sorento) 10 miles, in service in 1946.

DONNELLSON, ILL. (M. P. 400.7)
Passing siding—capacity 123 cars. Spring switch—west end.

M. P. 403.25
Panama, Ill. NKP served coal mines at Panama at one time and had track to mine operated by Cosgrove and Company. Operations now abandoned.

M. P. 404.34
Middle Fork. Steel and timber bridge, 978 ft. long. Timber pile portion built in 1933. Steel originally built in 1887 and girders doubled in 1933. 194 feet of treated pile trestle at east end, then 75 feet of steel, and then 785 feet of treated pile trestle. Steel portion renewed in 1950. E-72.

SORENTO, ILL. (M. P. 406.8)
Passing siding—capacity 73 cars.
CB&Q RR crossing (Beardstown to Centralia). Interlocked. Eastward automatic approach signal. NKP is senior road. CB&Q maintains and operates interlocker at its sole expense.
Water station—100,000 gallon steel tank. Constructed in 1919. Electrically operated.
Number of loaded cars interchanged with CB&Q during 1953: Delivered 217. Received 881.

M. P. 409—West end of automatic signals (Donnellson to west of Sorento), 10 miles, in service in 1946.

GILMORE, ILL. (M. P. 410.1) Spur track.

M. P. 411.6
Timber pile trestle. Replacement with structural pipe, estimated to cost $33,000, authorized.

NEW DOUGLAS, ILL. (M. P. 412.6)
Passing siding—capacity 73 cars. Extension authorized.

ALHAMBRA, ILL. (M. P. 418.8)
Illinois Central crossing (Chicago to St. Louis). NKP is senior road. Interlocked. Eastward approach signal automatic. Westward approach signal operative non-automatic. IC maintains tower and machine at its sole expense and operates tower at equal joint expense. Each road maintains apparatus along its tracks.
Number of loaded cars interchanged with IC during 1953: Delivered 6. Received 0.

KAUFMAN (M. P. 421.9)
Passing siding—capacity 125 cars.

M. P. 424.9
Silver Creek. 19-panel treated pile trestle, 270 ft. long, built in 1933, replaced with nine 30-ft. steel spans in 1951. E-72.

M. P. 429.59
White passing track—capacity 118 cars—authorized.

M. P. 430 to M. P. 446
Automatic signals in service in 1948, 16 miles.

EDWARDSVILLE, ILL. (M. P. 432.1)
Population—1950 census—8,776.
Passing siding—capacity 75 cars.
Illinois Terminal RR crosses NKP twice. Crossings interlocked. NKP maintains at its sole expense units on its side. IT maintains at its sole expense mechanical units on its side. IT operates and NKP pays 6.91% for operating switch serving Kettle River plant. Westward operative approach signals. NKP is senior road.
Water station—100,000 gallon steel tank. Constructed in 1918.
Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Litchfield & Madison	2,103	2,559
Ill. Terminal	382	837
Total	2,485	3,396

A few industries at Edwardsville.
A portion of NKP ties are treated at the Kettle River Plant of the American Creosoting Company.
The L&M parallels the Nickel Plate from Edwardsville to Madison.

GLEN CARBON, ILL. (M. P. 436.6)
Illinois Central crossing (Chicago to St. Louis). Interlocked. Automatic approach signals. NKP is senior road. IC maintains tower and machine at its sole expense. Each road maintains apparatus along its track.

M. P. 440
Cahokia Creek. 80 ft. through steel girder, built in 1907. E-50.

STALLINGS, ILL. (M. P. 441.3)
Passing siding—capacity 88 cars.

A. & S. JUNCTION (M. P. 445.6)
Crossing with Alton & Southern, which is an outer belt around E. St. Louis. Interlocked. Eastward inoperative approach signal. Westward automatic approach signal. NKP maintains and operates interlocker and assumes proportion on basis of units. NKP is senior road.
Number of loaded cars interchanged with A&S in 1953: Delivered 31,145. Received 32,164.

M.P. 446.0
West end of automatic signals.

MADISON, ILL. (M. P. 446.5)

Population—1950 census—7,963.

Western terminus for Clover Leaf District road trains.

Terminal Trainmaster and Roundhouse Foreman located here.

Office building. Was raised and extended in 1944 to provide additional locker room and office space.

Roundhouse, built in 1893. Cost $12,300. Extended in 1935. Cost $8,520. 5 stalls of 72 ft. and 3 of 110 ft. Small shop included.

Diesel yard locomotive servicing facilities.

90-ft. turntable, installed in 1933. Cost $20,290. Originally at Peru, Indiana.

Coal dock—capacity 300 tons—installed about 1922. Heavy repairs made in 1939.

Cinder conveyors.

Track scale—capacity 125 tons—installed in 1923.

Water station—100,000 gallon steel tank. Constructed in 1918.

Car repair yard.

Eastbound and westbound classification yard—capacity 750 cars. Rearrangement of tracks in eastbound yard and rearrangement of and extension of tracks in westbound yard, estimated to cost $811,400, authorized.

Interchange with Merchants Bridge Division of the Terminal Railroad Association of St. Louis at Madison.

TRRA crossing (Merchants Division) with NKP is owned and maintained 100% by NKP. No operating expense involved.

EAST ST. LOUIS, ILL. (M. P. 450.1)

Population—1950 census—82,295.

NKP freight house and team tracks serving the St. Louis area are located at East St. Louis and are reached over NKP rails. LCL service is provided by various draymen between NKP freight house and off-line stations in the St. Louis-E. St. Louis area.

Except for the line to the East St. Louis freight house, the Nickel Plate terminates at Bridge Junction, East St. Louis, where it connects with the TRRA and Wiggins Ferry tracks.

The National Stock Yards and TRRA icing stations are located here.

Cars interchanged between Eads Bridge and Wiggins Ferry Divisions of the TRRA, GM&O, Southern, Illinois Terminal and L&M are handled between Junction and our Madison Yard by our own power.

NKP has direct interchange facilities with the A&S, L&M, GM&O, East St. Louis Jct. Ry. (Stock Yards) and Illinois Terminal Company. Interchange with all other railroads is handled between Madison and yards of the TRRA.

Passenger trains 9 and 10 use Merchants Bridge to and from St. Louis.

Number of loaded cars directly interchanged with connecting roads in 1953:

Railroad	Delivered	Received
East St. Louis Junction	146	6,249
Wiggins Ferry	208	5,700
TRRA	15,688	26,983
TRRA (Merchants Bridge)	29,742	14,446
Illinois Terminal	802	378
GM&O	2,328	4,415
B&O	0	0
Total	48,914	58,171

Number of loaded cars interchanged in 1953 directly with connections and through intermediate roads in the entire St. Louis territory, extending from A&S Junction to St. Louis and including those listed immediately above and under A&S Junction:

Railroad	Delivered	Received
A&S	6,732	4,153
B&O	0	0
CRI&P	1,745	902
CBQ	330	1,164
NYC (B4)	0	0
C&EI	5	268
EStLJ	146	6,249
IC	1,131	1,837
L&N	95	216
GM&O	2,037	3,970
MP	16,572	36,117
MKT	11,143	3,892
Mfgrs	528	801
PRR	0	0
StLOF	5	88
StL&SW	8,345	12,230
StL&SF	3,168	8,572
SOU	154	101
TRRA	15,688	1,344
TRRA (MB)	15,946	5,062
WAB	1,232	1,961
WF	200	1,499
L&M	76	4
Ill. Terminal	802	378
Fed. Barge	29	10
Total	86,109	90,818

Population of St. Louis proper—1950 census—856,796.

Population of Greater St. Louis—1950 census—1,681,281.

Union Passenger Station—owned, maintained and operated by the Terminal Railroad Association of St. Louis. Rental, taxes, maintenance and operating expenses divided among the owner and tenant lines on a car basis.

Our only regular trains using Union Passenger Station are trains 9 and 10, which move between Madison and Union Station over TRRA tracks via Merchants Bridge, trackage per car $1.80; per passenger locomotive $2.40. Locomotive and passenger train cars of trains 9 and 10 are given terminal servicing by the TRRA at the Union Station on user basis.

The Nickel Plate owns no interest in the TRRA, which is owned by sixteen other railroads entering St. Louis district.

The Nickel Plate has access to all TRRA team tracks on both sides of river, paying a charge (according to commodity) for cars handled across Mississippi River and a switching charge for East side cars.

The Nickel Plate also has access to team tracks of various other railroads at St. Louis, but pays those lines a switching charge in addition to paying the TRRA for handling the cars across the river.

The Nickel Plate reaches Manufacturers Railroad through either A&S or TRRA. Nickel Plate pays river transfer plus Manufacturers switching charges.