NICKEL PLATE ROAD

LAKE ERIE AND WESTERN DISTRICT

SANDUSKY, OHIO to PEORIA, ILLINOIS
ST. MARYS to MINSTER, OHIO
INDIANAPOLIS to MICHIGAN CITY, INDIANA
FT. WAYNE to CONNERSVILLE, INDIANA
NEW CASTLE to RUSHVILLE, INDIANA

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

LAKE ERIE AND WESTERN DISTRICT

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity
Sandusky to FS Tower	43.70	43.70	------	---	------	---
FS Tower to DA Tower	(4.09—NKP Dist.)			1	------	101
DA Tower to So. Lima	42.08	40.74	1.34(B&O)7		4.8	116
So. Lima to Frankfort	144.05	144.05	------	25	4.8	113
Frankfort	(1.42—CL Dist.)		------	---	------	---
Total	229.83	228.49	1.34			
Minster Branch	10.00	10.00	------	---	------	---
Frankfort to Peoria	175.87	153.30	22.57	21	6.4	98
Indianapolis to Michigan City	155.48	155.48	------	21	6.9	58
West Wayne to Connersville	109.51	109.51	------	4 sidings, 47, 18, 45 and 23 cars capacity		
New Castle to Rushville	24.04	24.04	------	---	------	---
Total	704.73	680.82	23.91			

Through freight trains from Lake Erie and Western District operate over Nickel Plate District between Arcadia (DA) and Bellevue.

Local service only:

Sandusky to FS Tower (Fostoria)
Minster Branch (St. Marys to Minster)
West Wayne to Connersville
New Castle to Rushville

Sandusky to Frankfort is known as Sandusky Division. Trains operating between South Lima and Bellevue are considered as Sandusky Division trains in relation to gross-ton miles, etc.

Rail Laid in 1953:

	Miles
115#	18.94
112# (Second Hand)	1.38
110# (Second Hand)	.57
90# (Second Hand)	.70
Total	21.59

Rail Removed in 1953:

	Miles	Average Age (years)
115#	.01	2.00
112#	.92	14.54
110#	3.58	19.82
100#	.06	17.00
90#	15.98	23.84
75#	.70	50.07
Total	21.25	23.63

Note: .34 mile laid more than removed due to Muncie relocation.

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age (years)
159#	.27	4.00
132#	11.26	3.09
131#	17.88	7.58
115#	50.39	2.20
112#	179.43	13.34
110#	41.94	11.80*
105# (Second Hand)	5.43	6.11
100# (Second Hand)	42.58	15.46
90# RA	80.96	26.01
90# AS	19.10	33.47
90# RA (sawed and second hand)	118.56	19.11*
90# AS (sawed)	36.95	17.72*
Total 90#	255.57	
80#	42.03	27.05
75#	71.11	42.80
Total	717.89	19.10

Note:*—Years in present location.

Ballast in Main Tracks as of December 31, 1953:

	Miles
Stone	193.54
Gravel	329.30
Cinder	192.01
Open deck bridges	3.04
Total	717.89

Number of main track ties renewed in 1953—95,763.

Average number of main track ties renewed per mile in 1953—133, equivalent to 23 years of life.

Centralized Traffic Control	Miles
Arcadia to South Lima, Ohio—1947	40.2
South Lima, Ohio to Frankfort, Ind.—1950	144.2
Farmdale Jct. to E. Peoria, Ill.—1952	4.3
Automatic Signals	
Arcadia to South Lima, Ohio—1947	40.2
South Lima, Ohio to Frankfort, Ind.—1950	144.2
Altamont to Templeton, Ind.—1930	22.3
Farmdale Jct. to E. Peoria, Ill.—1952	4.3

SANDUSKY TO FS TOWER, FOSTORIA (Portion of Sandusky Division—LE&W District)

43.71 miles—All single track.

Movement of trains is governed by train orders.

Rail in Main Track as of December 31, 1953:

	Miles
110#	.04
105#	.15
100#	.11
90#	20.09
80#	5.25
75#	18.07
Total	43.71

Ballast in Main Track as of December 31, 1953:

	Miles
Stone	40.76
Gravel	—
Cinder	2.63
Open deck bridges	.32
Total	43.71

Total Number of Curves—15.

Maximum Curve—5° 30′ just west of Sandusky.

Maximum Grades

Eastbound—0.5%, about .40 mile long, located at M.P. 39, about 5 miles east of Fostoria.

Westbound—0.7%, about .80 mile long, located at Fremont.

SANDUSKY, O.

Population—1950 census—29,375.

Railroads: NKP, NYC (Main line and Big Four), B&O and PRR.

Sandusky is the eastern terminus of the LE&W District main line extending from Sandusky to Peoria, Ill., a distance of 415 miles.

Freight station and team track are owned by NYC and used jointly by NKP and NYC. NYC appoints joint agent.

Train yard is operated by NYC and used jointly. NKP owns westerly from center line of Camp Street (subway just west of passenger station).

Roundhouse (8 stalls—92 ft. long) built in 1911.

Turntable (85-ft.), built in 1911.

Coaling station—capacity 300 tons. Constructed in 1914.

Water station—100,000 gallon steel tank. Constructed in 1921.

All locomotive servicing facilities are operated by NKP and are jointly used by NKP and NYC. Expenses divided on various bases.

Car repair facilities (tracks and land) owned by NKP and leased to NYC. Operated by and for NYC.

PRR crossing (Sandusky to Columbus). NKP is senior road.

NYC (Big Four) crossing (Sandusky to Springfield, O.). NYC is senior road.

Interlocking protects both crossings, and the NYC (main line). NYC maintains and operates interlocker. NKP pays proportion of maintenance and operation on basis of units, or approximately 4%. No westbound approach signals (yard). Eastbound approach signals inoperative.

Tiffin Avenue. 43 ft. deck plate girder bridge, 3 spans. E-60.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
NYC	552	1,174
NYC (Big Four)	486	459
B&O	0	0
PRR	104	13
Total	1,142	1,646

CASTALIA, O. (M.P. 5.6)

Blue Hole located here.
Loading track.

WHITMORE, OHIO (M.P. 10.0)

Loading track.

VICKERY, O. (M.P. 12.3)

Loading track.

ERLIN, O. (M.P. 16.4)

Elevator track.

FREMONT, O. (M.P. 22.8)

Population—1950 census—16,537.
Railroads: NKP (NKP and W&LE Districts) and NYC.
Junction with Toledo Division of W&LE District (Toledo-Brewster-Terminal Junction).

Sandusky River (East Branch). One 50 ft. girder and three 147 ft. truss spans, built in 1907. E-50.

Sandusky River (West Branch). One 35 ft. girder, four 140 ft. and one 130 ft. through truss spans, built in 1907. E-50. W&LE District crosses under west end of bridge.

NYC crossing (Norwalk Division from Toledo to Cleveland). Protected by target.

Water station—water supply from city mains.

Number of loaded cars interchanged with NYC in 1953: Delivered 281. Received 502.

Industries include:

Great Lakes Sugar Company.
H. J. Heinz Company.

West of Fremont—Davidson switch serving Ohio Power Company, which handles cars with electric engine.

HAVENS, O. (M. P. 27.2) Spur track.

BURGOON, O. (M. P. 31.2)

Elevator track.
PRR crossing (Toledo-Toledo Jct. on main line). NKP is senior road. Crossing interlocked. PRR operates and maintains plant. NKP pays its proportion of maintenance on basis of units and 50% of wages of leverman. Inoperative approach signals.

Number of loaded cars interchanged with PRR in 1953: Delivered 359. Received 242.

KANSAS, O. (M. P. 33.5) Spur tracks.

AMSDEN, O. (M. P. 36.5) Spur tracks.

FOSTORIA, O. (M. P. 42.6)

Population—1950 census—14,351.
C&O crossing (Toledo to Columbus). NKP is the senior road.
NYC (T&OC) crossing (Toledo to Thurston, O.). NKP is the senior road.
B&O crossing (Chicago to Baltimore). NKP is the senior road.

Interlocking plant protecting crossings of all railroads was constructed jointly with C&O, NYC and B&O and placed in service on June 27, 1949, replacing all former crossing protection, including the interlocking plant at the NKP (LE&W)-B&O crossing. NYC constructed and maintains plant. NKP's share of ownership, 20.94%, and of maintenance, 20.13%, on basis of units. B&O operates the plant, NKP's proportion, on basis of units, 20.81%.

LE&W (Wilson Yard), west of city, has capacity of 350 cars.

Track scale—100-ton capacity—installed in 1903, on NKP side.

Blair Yard (On Nickel Plate District)

Yard north of main tracks has capacity of 350 cars. Four tracks in service in 1944.

Yard south of main tracks has capacity of 400 cars.
Passing siding—capacity 95 cars.
Yard office building of Haydite block completed in 1946.
Water station—Two 50,000 gallon tanks, one wood and one steel.
Wye track and engine facilities in the east end of the south yard.
Car repair facilities.
Electric cinder conveyor in service in 1948.
Diesel fuel oil storage facilities.
Track scale—100-ton capacity—(NKP District).
Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
C&O	12,108	94,498
NYC	1,550	3,121
B&O	3,880	5,757
Total	17,538	103,376

Industries served—28, including:
National Carbon Company.
Mennel Milling Company.
Swift and Company (Soya bean mill.)
Ohio Farmers Grain Corporation.
Baugh and Son.

FS TOWER (M. P. 44.4)

Junction with Fort Wayne Division, Nickel Plate District (Buffalo to Chicago).
Electric interlocking, controlled from CTC machine at Ft. Wayne, Ind. Installed in 1953.

Water station—100,000 gallon, steel tank. Constructed in 1922.

FS TOWER TO DA—4.09 miles.

Eastbound track is original NKP main track, and westbound track is original LE&W main track. Trains operate on both tracks in either direction by signal indication. Remote control under CTC machine at Ft. Wayne.

Just East of FS Tower
Passing siding—capacity 104 cars, on NKP District.

Just East of DA
Passing siding—capacity 101 cars.

DA (M. P. 48.4)

LE&W District leaves NKP District, the former extending to South Lima, Frankfort and Peoria; the latter to Ft. Wayne and Chicago. Remote control under CTC machine at Ft. Wayne. Westbound track extended so as to have double track to LE&W connection.

ARCADIA (DA) TO SOUTH LIMA, O. (Portion of Sandusky Division—LE&W District)—CTC.

42.08 miles—40.74 miles single track and 1.34 miles double track. (NOTE: NKP owns 41.78 miles of first main track. B&O owns 0.30 miles of first main track and 1.34 miles of second main track used jointly as double track at Lima, Ohio).

Double Track:

Lima—Joint with B&O (Just east of PRR crossing to just east of Erie RR) and 1.34 miles owned by B&O. Expense is apportioned on wheelage basis.

Passing siding—8—Average distance apart ..... 4.8 miles
Average capacity ..... 116 cars
Maximum siding ..... 150 cars
Minimum siding ..... 56 cars

Automatic Signals

On double track at Lima.

Centralized Traffic Control

Arcadia, Ohio, to Frankfort, Ind.—1950—184.4 miles.

Rail in Main Tracks as of December 31, 1953:

	Miles
131#	1.10
115#	.75
112#	39.95
Total	41.80

Ballast in Main Tracks as of December 31, 1953:

Stone	41.23
Cinder	.49
Open deck bridges	.08
Total	41.80

Number of Curves—10.

Maximum curve—3° 00′ at Morris siding.

Maximum Grades:

Eastbound—.8%—East of Morris.
Westbound—.8%—East of Morris.

Ruling or Tonnage Grades

Eastbound—Findlay to Weidlers (M.P. 57 to 55) 2 miles—.6%.
Westbound—W. of Bluffton (M.P. 74 to 75) 1 mile—.5%.

ARCADIA, O. (M. P. 48.6) Spur track.

WEIDLERS, O. (M. P. 54.3)

Controlled passing siding—capacity 145 cars.

FINDLAY, O. (M. P. 57.6)

Population—1950 census—23,845.

NYC (T&OC) crossing (Toledo to Columbus)—Interlocked. Operated and maintained by NYC. NKP pays a proportion of maintenance on basis of units and its proportion of the expense in excess of targetmen on the basis of units. NKP is senior road.

B&O junction near Main Street (B&O from Findlay to Deshler).
Blanchard River—147-ft. through girder bridge, 2 spans, built in 1902. E-42.
Track scale—125 ton capacity—installed in 1928.
Small engine house.

Railroads: Nickel Plate, New York Central, Baltimore & Ohio.

OA passing siding—capacity 70 cars (manual).

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
New York Central	739	323
Baltimore & Ohio	175	156
Total	914	479

Industries served—25, including:
Great Lakes Sugar Company.
National Refining Company.
Ohio Oil Company (headquarters).
Radio Corporation of America.

EVANS, O. (M. P. 59.6)
(2 miles west of Findlay).
Controlled passing siding—capacity 150 cars.
Water station—50,000 gallon tank. Constructed in 1937.

RAWSON, O. (M. P. 66.5) Spur track.

MT. CORY, O. (M. P. 69.2)
Controlled passing siding—capacity 139 cars.

AU TOWER (M. P. 73.0)
(Bluffton)—AC&Y crossing (Akron to Delphos). Interlocked. NKP operates and maintains interlocker and bills AC&Y a proportion of maintenance on basis of units and 50% of operators. NKP is senior road.

Number of loaded cars interchanged with AC&Y during 1953: Delivered 1,321. Received 941.

BLUFFTON, O. (M. P. 73.6)
Passing siding—capacity 56 cars. (Manual).
Several small industries, including stone quarry and elevator.
Riley Creek at west end of town.

BEAVER DAM, O. (M. P. 79.7)
Controlled passing siding—capacity 131 cars.
Elevator track and team track.

MORRIS, O. (M. P. 87.4)
(About 1½ miles east of Lima).

DT&I crossing (Detroit to Ironton). Automatic interlocker. DT&I maintains and NKP pays its proportion on basis of units. NKP is senior road.

Interchange with DT&I here and with B&O near here.

Passing siding—capacity 120 cars. East end remote control under CTC.

Republic Creosoting Co. has timber treating plant adjacent to Morris, and treat a large number of NKP ties.

LIMA, O. (M. P. 88.8)
Population—1950 census—50,246.

MO Tower—PRR crossing (Main line Pittsburgh to Chicago). Interlocked, and maintained and operated by PRR. NKP pays a proportion of maintenance on basis of units and 25% of the operators. PRR is senior road.

Passenger station—joint with B&O. B&O owns, maintains and operates. Expense is divided on train basis.

Double track from just east of PRR to just east of Erie R. R., both ends being junction points with B&O. Operation joint with B&O—1.34 miles in length. Expense is divided on wheelage basis. Each road serves its own industries exclusively, except B&O has access to scrap yard on NKP side.

NKP owns south track and B&O owns north track from east of PRR to North Street, and vice versa from North Street to east of Erie R. R. Both ends of double track interlocked and signals govern operation.

NKP and B&O cross over Ottawa Creek between PRR and Erie R. R. Deck girder bridge, 164 ft. long—2 spans—built in 1927. E-70.

West of west end of double track (So. Lima): 1.34 miles.

Erie R.R. crossing (Main line New York to Chicago). Electric interlocker. joint with B&O and Erie, in service 1951. Operated and maintained by B&O, Maintenance divided on AAR unit basis. NKP pays 24.67% of expense of operating plant.

Railroad: NKP, PRR, B&O, Erie and DT&I.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
PRR (via DT&I)	2,273	1,329
B&O	5,562	13,295
Erie	16,862	23,468
DT&I	2,082	3,856
Total	26,779	41,948

Industries served—28, including:

Baldwin-Lima-Hamilton Corp.
Lima Tank Depot.
Lima Union Stock Yards.
Ohio Power Company.
Republic Creosoting Company.
Shell Petroleum Corporation.
Standard Oil Company (Solar Refining plant).
Ohio Steel Foundry Company (on B&O RR).

SOUTH LIMA, O. (M. P. 90.3)

Engine terminal between Bellevue and Frankfort.

Asst. Master Mechanic, Roadmaster, Trainmaster and Dispatchers located here.

Dispatchers handle territory Sandusky to Frankfort.

Yard office and Dispatchers' Building.

Building to house C. T. C. completed in 1947. Cost $47,000.

Master Mechanic's Office building.

Roundhouse (13 stalls, 100 ft. each, and 8 stalls, 115 ft. each)—

Built in 1919 ..... Cost $157,220

Extended 1935 ..... Cost $ 7,400

Machine shop. Constructed in 1880. Extended in 1925.

Locomotive shop.

Diesel locomotive servicing facilities.

Enlarged boiler house, with three 250 H.P. stationary oil-fired boilers, completed in 1953. Cost $149,000.

Car repair facilities.

Turntable (90 ft.), built in 1919.

Car shop.

Steel coal dock—300 ton capacity—built in 1943.

Track scale—150 ton capacity—installed in 1917.

Water treating plant complete (30 ft. x 53 ft. steel standpipe, 158,000 gallon available capacity). Constructed in 1937.

Cinder conveyor.

New fire proof storehouse building completed in 1949. Cost $528,000.

Steel building for track, bridge and mechanical departments.

Yard office—west end—and locker and wash room facilities for yard crews, in service in 1952.

Water station—two 50,000 gallon tanks. Constructed in 1918 and 1919.

Yard of 10 tracks used for both east and westbound classification—capacity 550 cars.

B&O Belt, known also as Lima Belt, crosses NKP at South Lima. Partially interlocked. Normally set for NKP and operated by B&O Belt crews. Signals are maintained by B&O and NKP pays a proportion based on units. NKP is senior road. Crossing consists of turnouts and crossovers. No approach signals.

W. O. Siding opposite oil loading tracks at west end. Passing siding for two trains. West end remote control under C.T.C.

Grade improvement in 1945, M.P. 92 to M.P. 94, reduced three small humps.

SOUTH LIMA TO FRANKFORT

144.05 miles—All single track, C.T.C.

Controlled passing sidings—24—Average distance apart ..... 4.8 miles
Average capacity ..... 113 cars
Maximum siding ..... 157 cars
Minimum siding ..... 28 cars

Branch Lines—St. Marys to Minster—10 miles (80# rail). Cinder ballast.

Double Track—None.

Rail in Main Tracks as of December 31, 1953:

	Miles
132#	.60
131#	.12
115#	16.05
112#	125.39
110#	1.89
Total	144.05

Ballast in Main Tracks as of December 31, 1953:

	Miles
Stone	104.94
Gravel	37.65
Cinder	.98
Open deck bridges	.48
Total	144.05

Number of Curves—71

Maximum curve—6° 00′ at St. Marys

Maximum Grades

Eastbound—0.9%—about ¼ mile long—4½ miles east of Celina.

Westbound—1.00%—about ¼ mile long—4½ miles east of Celina.

Ruling or Tonnage Grades

Eastbound—Frankfort to Boyleston, 2 miles.

Westbound—East of Oakland (M. P. 128 to 131), 3 miles—.6%.

HUME, O. (M. P. 96.9)

Spur track.

Team tracks.

Two Mile Creek—Deck girder bridge 45 ft. long, built in 1906. E-50.

BUCKLAND, O. (M. P. 101.0)

Auglaize River. Bridge 177 ft. long—1 deck girder 50 ft. Built in 1908. E-50. 2 through girders each 63′6″—built in 1902. E-42. Rebuilt in 1954. 178 ft. long—2 DPG spans 63′7″ and 1 open deck span 50′2″. E-72.

Controlled passing siding—capacity 150 cars.

ST. MARYS, O. (M. P. 110.1)

Population—1950 census—6,208.

NYC(T&OC) crossing (St. Marys to Bellefontaine). Automatic interlocker. Maintained by NYC and NKP pays 75%. NKP is senior road.

Controlled passing siding—capacity 145 cars.

Miami and Erie Canal. 66 ft. through girder bridge, built in 1902. E-42.

Auglaize River. E-50 Deck girder bridge, 185 ft. long, 2 spans, each 70 ft., built in 1903; 1 span, 45 ft. built in 1908.

Water station—50,000 gallon wood tank on steel tower. Constructed in 1930.

Number of loaded cars interchanged with NYC during 1953: Delivered 144. Received 473.

Industries served—17, including:

Auglaize Box Board Company.
Goodyear Tire and Rubber Company.
St. Marys Union Stock Yard.

MINSTER BRANCH

St. Marys to New Bremen to Minster—10 miles—serving two towns.

Elevators, coal yards, machine company and brewery located on this branch south of St. Marys.

ROSE, O. (M. P. 118.1)

Controlled passing siding—capacity 146 cars.

CELINA, O. (M. P. 119.9)

Population—1950 census—5,703.

Passing siding—capacity 47 cars (Manual).

Water station—50,000 gallon wood tank on steel tower. Constructed in 1914.

NYC(CN) crossing (Jackson, Mich., to Franklin, O.). Automatic interlocker. NKP maintains and assumes 100%. NKP is senior road.

Number of loaded cars interchanged with NYC during 1953: Delivered 319. Received 859.

Beaver Creek.

COLDWATER, O. (M. P. 125.6)

Population—1950 census—2,217.

Passing siding—capacity 92 cars (Manual).

Junction with NYC (CN)—Jackson, Mich., to Franklin, O.

Number of loaded cars interchanged with NYC during 1953: Delivered 198. Received 104

New Idea, Division of Avco Mfg. Corporation, has a large plant on Nickel Plate.

OAKLAND, O. (M. P. 130)

Controlled passing siding—capacity 147 cars.

OAKLAND to FT. RECOVERY to HALES SIDING (M. P. 130 to 137)

Grade and line revision over 7 mile territory completed 1947, reducing grades and curves.

FT. RECOVERY, O. (M. P. 134.8)

Population—1950 census—1,231.

About 1½ miles west is Wabash River, just a little west of its source. Deck girder bridge 114 ft. long—3 spans built 1902. E-40. Strengthened to E-70 in 1940.

There was an old fort here in the early days of the country.

Spur tracks and 31 car siding (Manual).

Steelox building for track forces.

HALES, IND. (M. P. 137.5)

2½ miles west of Ft. Recovery

Controlled passing siding—capacity 144 cars.

BRICE, IND. (M. P. 141.0)

Spur track.

Salamonie River.

PORTLAND, IND. (M. P. 145.8)

Population—1950 census—7,050

PRR (GR&I crossing (Grand Rapids to Richmond). PRR is senior road. Interlocked and maintained and operated by NKP. Maintenance assumed on basis of units and wages of operators divided equally.

Controlled passing siding—capacity 144 cars.

Salamonie River (just west of PRR). Through girder bridge, 140 ft. long—2 spans, built in 1910. E-60.

Number of loaded cars interchanged with PRR during 1953: Delivered 359. Received 440.

Several small industries here, such as canning factory, body works, etc.

TWO MILES WEST OF PORTLAND (M. P. 147.8)

Salamonie River—Deck girder solid floor bridge, 110 ft. long, two spans, built in 1927.

BLAINE, IND. (M. P. 151.89)

Division point, Eastern and Middle Divisions, for Roadmasters.

REDKEY, IND. (M. P. 156.7)

Population—1950 census—1,639.

Passing siding—capacity 84 cars. East end interlocked. West end remote control under CTC.

PRR crossing (Logansport to Columbus, O.). Interlocking automatic. PRR maintains. Maintenance is divided on basis of units. PRR is senior road.

Number of loaded cars interchanged with PRR during 1953: Delivered 400. Received 481.

NILES, IND. (M. P. 161.3)

During 1944 large grade and line improvements were completed.

ALBANY, IND. (M. P. 162.5).

Population—1950 census—1,846.

Siding—28 car capacity (Manual).

Mississinewa River—Deck girder bridge, 210 ft. long. Two 70-ft. spans built in 1903. E-50. One 70-ft. span built in 1935. E-70.

AYERS, IND. (M. P. 164.5)

Controlled passing track—capacity 145 cars.

DeSOTO, IND. (M. P. 167.2) Spur track.

LIBERTY, IND. (M. P. 172.2). East side of Muncie.

Controlled passing siding—capacity 147 cars.

Water station—201,000 gallon steel tank on steel tower. Constructed in 1945. All freight trains take water here.

New C&O interchange facilities, consisting of two interchange tracks, wye leading off of interchange track No. 1 and track extending across new bridge over White River, connecting into C&O side track just east of the C&O-New Castle Division crossing. New Castle Division main track (new) leading from this yard and new interchange tracks with C&O placed in service in July, 1953, upon removal of former New Castle Division main track from Madison Street, Muncie. New Castle Division trains to and from Ft. Wayne now use Sandusky Division between Liberty and Muncie.

Construction of three yard tracks on north side of main track authorized. Estimated cost $102,000. Present yard on west side of Muncie inadequate and part of program to provide yard and engine terminal facilities at Liberty.

MUNCIE, IND. (M.P. 173.7)

Population—1950 census—58,479.

Headquarters for LE&W District Superintendent and Asst. Superintendent and Dispatchers.

White River (just west of Liberty)—Deck grider bridge 250 ft. long. One 40 ft. and one 70 ft. span, built in 1935. E-70. Two 70 ft. spans, built in 1903. E-40.

NKP crosses over C&O. (Chicago Division).

PRR crossing (Industrial lead track). Interlocked (just west of C&O) and the facility also protects the crossing of the PRR and NYC. Maintenance and operation by NYC and it assumes 33⅓% of the wages of operators and the remaining expense is borne on basis of units, NKP proportion amounting to 9.43%. NKP is senior road.

New Castle Division crossing just east of station. Sandusky Division trains do not stop. New Castle Division trains stop. Governed by signals.

New Castle Division crosses NYC (Big Four)—Cleveland to Indianapolis.

Junction with New Castle Division, extending from Ft. Wayne to Muncie to New Castle and Connersville, with a branch line New Castle to Rushville.

Industrial and interchange classification yard. West yard—capacity 187 cars. South yard (N.C. Div.)—capacity 144 cars.

Roundhouse (11 stalls 74½ ft. each), including small shop, built in 1909. Cost $11,555. Extended in 1913. Cost $14,170.

Turntable (90 ft.) installed in 1921.

Coal dock—300 ton capacity—built in 1917. Rebuilt in 1935.

Track scale—125-ton capacity. Originally purchased in 1923 for New Castle and installed here in 1947.

Cinder conveyor.

There are two industrial belt tracks at Muncie:

1. Track, 9,278 feet long, owned by the NKP, extends from New Castle Division at a point about two miles south of Sandusky Division intersection, easterly, and terminates in the vicinity of Ball Brothers plant at Macedonia Avenue.

2. Big Four Belt, owned by the NYC (Big Four) starts at a connection with the Central Indiana near Hinde and Dauch Plant, south of Muncie near the New Castle Division, extends easterly, crossing the New Castle Division a few hundred feet from where NKP Belt starts, parallels it, and crosses NKP Belt near Ball Brothers plant, and extends to a connection with the NYC main line.

White River, just west of roundhouse. Railroad again crosses this river here. Deck girder bridge 231 ft. long, 3 spans, built in 1935. E-70.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
C&O	12,759	14,179
NYC (Big Four)	1,004	1,648
PRR	44	304
Muncie Western	919	1,035
Total	14,726	17,166

Industries served—80, including:
Ball Brothers Company (Glass jars).
Goodyear Tire and Rubber Company.
Indiana Steel and Wire Company.

VERNON, IND. (M. P. 176.2)
About 1 mile west of roundhouse at Muncie.
Controlled passing siding—capacity 145 cars.

CAMMACK, IND. (M. P. 179.5)
Passing siding—capacity 59 cars. (Manual)

GILMAN, IND. (M. P. 184.4)
Controlled passing siding—capacity 152 cars.

ALEXANDRIA, IND. (M. P. 189.9)
Population—1950 census—5,147.
Siding—capacity 53 cars (Manual).
Pipe Creek—East Side—75 ft. through girder bridge, built 1942. E-70.
Mud Creek on west side. 70-ft. through girder bridge, built 1931. E-50. Steel from old bridge 1012, originally produced in 1906.

NYC (Big Four) crossing (South Bend to Anderson). NYC is senior road. Automatic interlocker. NKP maintains and assumes such expense.

Number of loaded cars interchanged with NYC during 1953: Delivered 213. Received 130.

Industries served—8, including:
Haynes Stellite Division of Union Carbide & Carbon Company.
Johns-Manville Products Corporation.
National Gypsum Company.

ORESTES, IND. (M. P. 192.7)
Loading track.

DUNDEE, IND. (M. P. 194.2) Spur track.

WALLACE, IND. (M.P. 196.2)
Just east of Elwood.
Controlled passing siding—capacity 144 cars.

ELWOOD, IND. (M. P. 198.7)

Population—1950 census—11,362.

Duck Creek at west end of city.

PRR crossing (Chicago to Cincinnati). Interlocked in 1945. PRR maintains and operates. NKP pays a proportion of maintenance on basis of units and 50% of wages of leverman. PRR is senior road.

Number of loaded cars interchanged with PRR during 1953: Delivered 126. Received 1,128.

Stokley Brothers Company has a plant here.

Industries served—25.

HOBBS, IND. (M. P. 204.4)

Grain and loading track.

Controlled passing siding—capacity 146 cars.

TIPTON, IND. (M. P. 209.3)

Population—1950 census—5,633.

Formerly division point for Sandusky and Peoria Divisions and had complete engine terminal and classification yard. Abandoned as such in 1933 when division point was moved to Frankfort.

Roadmaster's headquarters—Middle Division.

Indianapolis Division crossing (Indianapolis to Michigan City). Governed by semaphore signals. Sandusky Division trains do not stop for crossing.

Classification yard—capacity 783 cars—used for handling the interchange from Indianapolis Division. Formerly used for westbound classification, but this is now done at Frankfort.

Track scale—150 ton capacity—installed 1916.

Diesel yard locomotive servicing facilities.

Water station—100,000 gallon steel tank (yard). Constructed in 1912.

Freight cars washed and cleaned here.

ZA controlled passing siding at west end of Tipton—capacity 147 cars. (M.P. 210.3).

Industries served:
Oakes Manufacturing Co.
Stokely Brothers Co.

GOLDSMITH, IND. (M. P. 215) Spur track.

KEMPTON, IND. (M. P. 219.2)

Controlled passing siding—capacity 145 cars.

SCIRCLEVILLE, IND. (M. P. 222.9) Spur track.

HILLISBURG, IND. (M. P. 225.1)

Controlled passing siding—capacity 145 cars.

BOYLESTON, IND. (M. P. 228)

Controlled passing siding—capacity 157 cars.

Large grade reduction made in 1945, maximum cut 19 feet, eliminating ½ mile of 1.2% westbound grade and reducing ½ mile of 1.0% eastbound grade to 0.083%.

FRANKFORT, IND. (M. P. 234.2)

Population—1950 census—15,028.

West end of CTC, Arcadia to Frankfort, 184.4 miles.

Headquarters for Clover Leaf District Superintendent, Chief Dispatcher, Master Mechanic, Division Engineer, etc., and Peoria Division Trainmaster and LE&W District Division Engineer.

Prairie Creek—56-ft. deck girder, built in 1940. E-50.

Junction with Clover Leaf District. Division point for four divisions, Toledo, St. Louis, Sandusky and Peoria.

NKP crosses the following railroads, the crossings being between the station and the yard:

PRR (Indianapolis to Chicago). PRR is senior road.

CI&L (Monon)-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.

Facilities under Clover Leaf District jurisdiction:

Office building.

Roundhouse—11 stalls of 100 ft. each, and 16 stalls of 111½ ft. each. Roundhouse built in 1924. Cost $252,055. Extended in 1934. Cost $15,270.

Diesel locomotive servicing facilities, including two 500,000 gallon storage tanks, estimated to cost $156,000, authorized.

Three point turntable (100-ft.), built in 1924.

Coal dock, 500-ton, reinforced concrete, 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 store house.

Ice house alongside icing track with long platform.

Cinder conveyors. Constructed in 1928.

Complete water treating plant: 158,000 gallon tank. Constructed in 1934. 100,000 gallon 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 westbound and eastbound yards. 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 approximately 25 to 35 trains in and out of Frankfort daily.

Interlocking at west end of yard in service in 1946.

Railroads: Nickel Plate, Pennsylvania and 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 Company (Enamelware).

Kemp Brothers Packing Company.

G. R. Mallory Company (Electronics).

Stark-Wetzel Provision Company (Packing House).

Swift & Co. (Soy bean refinery).

PEORIA DIVISION

Frankfort to East Peoria. Distance 175.87 miles. Single track 153.30 miles. Double track 22.57 miles.

Sidings: On single track 21
Average distance apart ..... 6.4 miles
Average capacity ..... 98 cars
Capacity of sidings: Maximum ..... 138 cars
Minimum ..... 42 cars

Double Track:

Altamont to Lafayette—3.73 miles. Eastbound track is owned by NYC and westbound track by NKP.

Lafayette to Templeton—18.84 miles. Both tracks are owned by NKP but NYC (Big Four) has trackage rights. Both tracks between Altamont and Templeton are operated as joint double tracks under NKP jurisdiction.

Automatic Signals

Altamont to Templeton { Altamont to Lafayette, constructed in 1930.
Lafayette to Templeton, constructed in 1912 and 1930.

Farmdale Jct. to East Peoria—4.60 miles. 4.3 miles CTC in service 1952.
PRR has trackage rights over NKP. 4.3 miles automatic signals in service 1952.

P&PU Junction to E. Peoria—.30 mile.
NKP uses P&PU tracks.

Rail in Main Tracks as of December 31, 1953:

	Miles
132#	10.66
131#	16.63
115#	33.51
112#	12.29
110#	33.54
100#	24.59
90#	62.75
Total	193.97

Ballast in Main Tracks as of December 31, 1953:

	Miles
Stone	6.12
Gravel	186.99
Cinder	—
Open Deck Bridges	.86
Total	193.97

Total number of curves—90.
Maximum curve—10° 30′ east of Wabash River bridge—Lafayette.

Maximum grades:
Eastbound—1.47%—Hoopeston.
Westbound—1.19%—East of Elliott, about M.P. 334½.

Ruling or Tonnage Grades
Eastbound—Farmdale to Crandall (M. P. 410 to 401), 9 miles. Average .75%.
Westbound—Lafayette to Balls (M. P. 259 to 263½), 4½ miles. Average .92%

DENISTON, IND. (M. P. 238.6)
Doubling track—capacity 36 cars.

M. P. 240.2
Bridge 601—68 ft. through girder—built in 1898. Rebuilt in 1950. E-65.

M. P. 241.2
Wild Cat Creek. Bridge 605—three 66 ft. deck girders—built in 1909. E-50.

MULBERRY, IND. (M. P. 243.3)

Passing siding—capacity 100 cars.

M. P. 248.4

Wild Cat Creek. Bridge 631—three 75 ft. deck girders—built in 1899. E-30. Renewed with concrete deck in 1949. E-65.

ALTAMONT, IND. (M. P. 254.8)

Eastern terminus of joint double track, 22.57 miles. NKP owns westbound main track and NYC owns eastbound main track, between Altamont and Lafayette, 3.73 miles. NKP owns both tracks Lafayette to Templeton. Each road maintains its own facilities and bills the other for its equipment-mileage proportions of interest-rental (5%), maintenance and other expenses.

Interlocking plant is jointly owned and is maintained and operated by NKP. Maintenance is borne on basis of units. The maintenance allocated to joint double track and the expense of operation are borne on the basis of equipment-mileage over joint tracks. NKP is senior road.

Coal dock is owned by NYC—capacity 500 tons. Expense divided on basis of coal handled for each road. (Not now used by NKP).

Water station, owned and maintained by NYC. (Not used by NKP).

NYC (Big Four—Indianapolis to Chicago) operates over joint double track, Altamont to Templeton, 22.57 miles, under NKP jurisdiction.

East end of automatic signals.

Eastbound siding—capacity 92 cars. Westbound siding—capacity 136 cars.

LAFAYETTE, IND. (M. P. 258.5)

Population (including West Lafayette)—1950 census—47,441.

Purdue University is located here.

Wabash RR crossing (Detroit to Kansas City). Wabash is senior road.

CI&L (Monon) crossing (Chicago to Louisville). NKP is senior road. Interlocking operated and maintained by NYC and owned jointly by NKP, NYC, Wabash and CI&L. Maintenance divided on basis of units for each road and maintenance applicable to joint NKP NYC tracks allocated on equipment-mileage. The cost of operation borne equally, or NKP 25%.

All facilities (excluding NYC enginehouse) of NKP and NYC between Walnut and South streets are used jointly under an agreement cancellable on one year's notice. Each pays the other interest-rental at 2½% per year and user-basis proportions of costs of maintenance and operation. NKP owns and maintains both main tracks and passenger station. Ticket Agent appointed by NKP. NYC owns and maintains freighthouse. Freight Agent appointed by NYC.

Water station is operated by NYC. (Not now used by NKP).

Track scale—150-ton capacity—installed 1916.

Wabash River (just west of station)—Bridge 657, 650 ft. long, built in 1906. 4-deck girder spans of 81 ft. 8 in. each and 2 through truss spans of 162 ft. each. E-60.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
NYC (B/4)	2,597	1,135
CIL (Monon)	3,257	3,927
Wabash	716	520
Total	6.570	5,582

Industries served—13, including:

Continental Freezers—Cold Storage House.
Fairfield Manufacturing Company.
Minardo Brothers—Produce.
Western Indiana Gravel Company.
Aluminum Company of America (on Wabash R.R.).
National Homes (on Wabash Railroad).
Ralston Purina Company (on CI&L RR).

NKP owns both main tracks and all other facilities between Lafayette and Templeton, 18.84 miles. Used jointly by NYC (Big Four—Indianapolis to Chicago) under NKP jurisdiction. NKP maintains and operates. NYC pays proportion (car mileage) of interest-rental (5%) and of expenses of maintenance and operation.

SUMMIT, IND. (M. P. 260.3)
Two large gravel pits. Property on north side owned by NKP. Property on south side owned by NYC. This is source of considerable gravel used by NKP in this territory.

BALLS, IND. (M. P. 263.0)
Passing siding—capacity 67 cars (westbound).

MONTMORENCI, IND. (M. P. 267.4)
Passing sidings—capacity 58 cars (westbound) and 98 (eastbound).

OTTERBEIN, IND. (M. P. 271.2)
Passing siding—capacity 138 cars (westbound).

TEMPLETON, IND. (M. P. 277.3)
Pine Creek. Bridge 700, built 1930—70 ft. deck girder, concrete deck.
West end of joint double track—Altamont to Templeton, 22.57 miles. NYC (Big Four) trains leave Nickel Plate. Interlocking is owned jointly. NKP operates and maintains. NKP bears proportion of maintenance on unit basis and its equipment-mileage proportion of maintenance of units assigned to joint tracks. First trick operator acts as agent, ⅓ of wages being assumed by NKP, together with equipment-mileage proportion of wages for 2⅔ operators.
West end of automatic signals.
Passing siding—capacity 57 cars.
Water station—100,000 gallon wood tank on steel tower. (Not in service).
Roadmaster's Division point (Middle and Western).

OXFORD, IND. (M. P. 279.2)
Chicago, Attica & Southern formerly crossed here. Road abandoned and crossing removed in 1946.

FARGO, IND. (M. P. 280.8)
Passing track—capacity 65 cars.

CHASE IND. (M. P. 284.1)
Spur track.
Mud Pine Creek. Bridge 713, built in 1908, 62-ft. deck girder. E-50.

BOSWELL, IND. (M. P. 286.6)
Passing track—capacity 110 cars.

TALBOT, IND. (M. P. 290.2)
Loading track.

HANDY, IND. (M. P. 291.3)
NYC (Chicago to Danville) crossing. NKP is senior road. Operative approach signals. Interlocker and station owned, operated and maintained by NYC. NKP pays 50% of the difference between wages of 3 operators and wages of 3 levermen.
Number of loaded cars interchanged with NYC during 1953: Delivered 657. Received 448.

AMBIA, IND. (M. P. 293.7)
Passing track—capacity 56 cars.

CHENEYVILLE, ILL. (M. P. 297.8)
Passing track—capacity 92 cars.
Water station—50,000 gallon wood tank on steel tower. (Not in service).
CMStP&P crossing (Chicago to Terre Haute). NKP is senior road. Interlocking owned, maintained and operated by CMStP&P at no expense to NKP. Operative approach signals.
Number of loaded cars interchanged with CMStP&P during 1953: Delivered 9,648. Received 12,425.

M. P. 298.9
North Fork—Bridge 747, built in 1911. Two 70 ft. through girders. E-60.

HOOPESTON, ILL. (M. P. 302.4)
Population—1950 census—5,992.
Passing siding—capacity 96 cars.
C&EI (Chicago to Evansville) crossing. NKP is senior road. Interlocking and station facilities are owned jointly. Eastward approach signal operative. Westward approach signal inoperative. C&EI operates and maintains interlocking and NKP pays 50% of maintenance and ⅓ of wages of levermen.
Number of loaded cars interchanged with C&EI during 1953: Delivered 3,449. Received 2,423.
Stokely Brothers, American Can Company and others have large canning plants here.

EAST LYNN, ILL. (M. P. 309.2)
Spur track.
Bridge 766—50 ft. through girder, built in 1903. E-50.

HUSTLE, ILL. (M. P. 311.2)
C&EI (Chicago to St. Louis) crosses overhead.

RANKIN, ILL. (M. P. 314.2)
Population—1950 census—737.
Formerly division point for train and engine crews and had engine terminal and classification yard. Abandoned as such in 1933 when Peoria Division crews began operating in and out of Frankfort.
Passing siding—capacity 94 cars.
Steel coal dock—capacity 200 tons. (Not in use.)
Track scale—capacity 100 tons—built in 1907. Remodeled in 1923.
Water station—50,000 gallon wood tank constructed in 1945, replacing 100,000 gallon steel tank. (Not now in use.)
Carter Ditch west of town.

CLARENCE, ILL. (M. P. 318.2)
Loading track.

M. P. 319.8
Bridge 783½—32 ft. deck girder—1909. E-50.

PAXTON, ILL. (M. P. 324.7)
Population—1950 census—3,795.
Passing track—capacity 92 cars.
Roadmaster's headquarters—Western Division.
Passenger station and telegraph office owned jointly and operated by Illinois Central. NKP pays 25% of operating and maintenance expenses.
Illinois Central (Chicago to New Orleans) crosses under NKP.
Number of loaded cars interchanged with IC during 1953: Delivered 212. Received 1,318.

PERDUEVILLE, ILL. (M. P. 329.2)
Elevator track.

M. P. 331.0
West Branch—Bridge 807, built in 1904. 68-ft. through girder. E-50.

ELLIOTT, ILL. (M. P. 334.1)
Loading track.

M. P. 338.2
Bridge 821½, 30 ft. deck girder, built in 1911. E-60.

GIBSON CITY, ILL. (M. P. 339.4)
Population—1950 census—3,029.
Storage track—capacity 46 cars.
Wabash RR (Chicago to St. Louis) and IC (Chicago to St. Louis) crossings. Interlocking plant, maintained and operated by IC, protects these crossings and IC-Wabash crossing. NKP pays proportion of maintenance on unit basis and ⅓ of wages and expense of leverman. NKP is senior road. Operative approach signals.

Soya Bean Mill—Central Soya Company—located on Illinois Central here.
Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Wabash	138	184
Illinois Central	1,793	2,405
Total	1,931	2,589

CENTRAL (M. P. 340.1)
Passing track—capacity 95 cars.

M. P. 340.4
Bridge 826—75 ft. through girder erected in 1900. E-30. Girders renewed in 1948. E-65.

M. P. 341.3
Bridge 827—40 ft. through girder—1899. E-30. Girders renewed in 1948. Solid deck. E-65.

DERBY, ILL. (M. P. 343.4)
Loading track.

SAYBROOK, ILL. (M. P. 348.7)
Population—1950 census—758.
Passing track—capacity 103 cars.
Water station—50,000 gallon wood tank on steel tower. Constructed in 1935. (Not in service.)
Sangamon River crosses twice—Bridges 849 and 851.
Bridge 849—Two 55 ft. deck girders, built in 1896. E-30. Renewed in 1949. E-65.
Bridge 851—75 ft. through girder, built in 1899. E-30. Renewed in 1949. E-65.

M. P. 351.2
Bridge 855—I-Beam, ballast deck—1931. E-70.

ARROWSMITH, ILL. (M. P. 354.8)
Passing track—capacity 68 cars.

ELLSWORTH, ILL. (M. P. 359.2)
Passing track—capacity 93 cars.

PADUA, ILL. (M. P. 361.7)
Loading track.

HOLDER, ILL. (M. P. 364.0)
Loading track.

M. P. 367.5
Bridge 898—60 ft. through girder, solid floor—1926. E-60.

BROKAW, ILL. (M. P. 368.9)
Passing track—capacity 98 cars.
Loading track.

DEAN, ILL. (M. P. 373.3)
Illinois Central (Madison, Wis. to main line at Centralia, Ill.) crossing. NKP is senior road. Crossings are interlocked and the crossing of the IC and NYC (P&E) included in the facility. IC maintains and operates and NKP pays proportion of maintenance on unit basis and ⅓ of wages of operators. Eastward approach signal operative. Westward approach signal inoperative.

BLOOMINGTON, ILL. (M. P. 374.7)
Population—1950 census—34,163.
Passing track—capacity 61 cars.

NYC (P&E—Indianapolis to Peoria) parallels NKP on south side through Bloomington. Various street crossings are protected by flashing light signals or watchmen at joint expense. NKP bears 50% of joint expense.

Track scale—capacity 125 tons—owned by NKP and NYC equally. NKP maintains and bills NYC for 50% of expense. Built in 1924.

NYC owns passenger station, the use of which has been discontinued by both roads. NKP owns most of land.

Freight house owned and operated solely by NKP.

GM&O (St. Louis—Kansas City Divisions) crosses NKP on west side of city. NKP is senior road. Crossing signals are operated and maintained by GM&O at the equal expense of NKP, NYC and GM&O.

NYC (P&E) spur track crosses west of Alton crossings. NYC is senior road. Not protected.

West side passing track—capacity 42 cars.

Bridge 918—50 ft. through girder—built in 1901. E-50.

Bridge 918½—76 ft. through girder—built in 1896. E-30. Renewed in 1949. E-65.

Bridge 920—60 ft. deck girder—built in 1895. E-30. Renewed in 1950. Solid deck. E-65.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
IC	355	742
GM&O	2,368	4,475
NYC (P&E)	174	63
Ill. Term.	—	—
Total	2,897	5,280

Industries served—9.

YUTON, ILL. (M. P. 380.3)

Passing track—capacity 92 cars.

Coaling station—capacity 300 tons—built in 1912. Rebuilt in 1933. (Not in service.)

CARLOCK, ILL. (M. P. 385.4)

Loading track.

CONGERVILLE, ILL. (M. P. 389.9)

Passing track—capacity 98 cars.

Water station—50,000 gallon tank on steel tower. Constructed in 1910. (Not in service.)

M. P. 392.0

Mackinaw River—Bridge 995, 590 ft. long, erected in 1947 on old abutments and piers. One 60 ft. deck girder; 3 159 ft. deck trusses and 1 54 ft. deck girder. East span 60 ft. concrete ballast deck; balance open deck. E-60. Replaced old E-30 bridge.

GOODFIELD, ILL. (M. P. 394. 2)

Loading track.

DEER CREEK, ILL. (M.P. 397.1)

Passing track—capacity 55 cars.

CRANDALL, ILL. (M. P. 402.5)

AT&SF (main line, Streator to Pekin, Ill.) crossing. AT&SF senior road. Automatic interlocking. Maintained by AT&SF, and NKP pays proportion on basis of units. Inoperative approach signals.

Passing track—capacity 90 cars.

Number of loaded cars interchanged with AT&SF in 1953: Delivered 438. Received 303.

FARMDALE JCT, ILL. (M. P. 406.9)

Farmdale Jct. to E. Peoria, CTC—4.3 miles—1952.

Junction with PRR (Terre Haute to Peoria) which has trackage rights over NKP to Wesley Jct. Mileage for freight trains to East Peoria Yard of P&PU (including 0.30 mile over P&PU) 4.60.

Switch and signals at Farmdale Junction are maintained by NKP at PRR expense and operated by P&PU operators at Washington Street, East Peoria. PRR pays $2.00 per train-mile and 50% of amount paid by NKP to P&PU for wages of operators and other expenses at Washington Street.

M. P. 407.1

Bridge 1002—50 ft. ballasted concrete deck through plate girder span. Rebuilt in 1950. E-65.

M. P. 408.8

Bridge 1005—50 ft. ballasted concrete deck through plate girder span. Rebuilt in 1950. E-65.

FARMDALE, ILL. (M. P. 409.8)

TP&W RR (Peoria to Effner, Ill.) overhead crossing (Bridge 1008).

Number of loaded cars interchanged with TP&W during 1953: Delivered 4,686. Received 9,512.

EAST PEORIA, ILL. (M. P. 411.8)

Population—1950 census—8,698.

TP&W (Peoria to Effner, Ill.) crossing. Automatic interlocker, maintained by TP&W. NKP bears 30% of maintenance. TP&W is senior road.

In 1931 NKP, as a part of a flood control project, abandoned operation of its line between the TP&W crossing and a point 0.30 mile easterly of the eastern entrance to the P&PU classification yard, a distance of about two miles, and substituted a new right-of-way along the northerly bank of the new drainage canal, joining the P&PU on the north side of the canal about 800 feet north of West Washington Street.

NKP has trackage rights over P&PU between the end of its new line referred to above and the easterly end of its old line, a distance of 0.49 mile. NKP and PRR freight trains use 0.30 mile of this trackage to the eastern entrance of the P&PU's classification yard. No rental is paid by NKP. Expenses of maintenance and taxes, and 71% of wages and of other expenses at Washington Street, East Peoria, are assumed on the basis of cars and engines handled by P&PU and NKP (PRR counted as NKP).

P&PU has trackage rights over NKP between the easterly end of its old line and the westerly end of NKP (where connection is made with P&PU) at Wesley Jct., 1.26 miles. No rental is paid. (Rentals on this item and the preceding item are considered as offsets.) P&PU maintains. Expenses of maintenance and taxes are assumed by P&PU as NKP does not use tracks.

ILLINOIS RIVER

PEORIA, ILL. (M. P. 415.3)

Population—1950 census—111,850.

Western terminus of Peoria Division. Principal facilities are owned by P&PU. Ownership of this railway is as follows:

NKP	15.00%
IC	38.53%
NYC	17.30%
C&NW	12.50%
PRR	8.34%
C&IM	8.33%

GM&O is a tenant line only.

NKP pays $1,875 per month for use of P&PU facilities.

In addition, NKP pays P&PU on basis of:

Coaling station	Tons handled
Dispatching	Train basis
Enginehouse	Engines handled
Police protection	One-eighth
Freight office	Bills handled
Car record office	Cars handled
Freight house	Tonnage handled
Car inspection	Cars inspected

P&PU charges for handling cars:

Make-up and break-up charge on freight cars upon which P&PU also receives tariff charge	$1.25 per car
Freighthouse, team track or stock yard cars	1.60 per car
Intermediate switching	Tariff rate

Number of loaded cars interchanged in 1953 was:

Railroad	Delivered	Received
Federal Barge	15	5
Illinois Terminal	2,545	2,649
T. P. & W.	9	99
P. & P. U.	2,207	5,882
G. M. & O.	44	133
C. B. & Q.	2,603	6,955
C. & N. W.	1,088	532
C. & I. M.	1,725	1,645
C. R. I. & P.	1,751	1,890
N. Y. C. (P. & E.)	1	4
Illinois Central	88	394
M. & St. L.	6,960	7,815
P. R. R.	4	8
Peoria Terminal (R. I.)	143	204
Total	19,183	28,215

INDIANAPOLIS DIVISION—(All in Indiana)

Indianapolis to Michigan City

Indianapolis Station to Michigan City.....157.74 miles
Indianapolis (22nd St.) Roundhouse to Michigan City....155.48 miles
22nd Street to Indianapolis Station is not main track.
Number of sidings.....21
Average distance between sidings... 6.9 miles
Average car capacity of sidings.....58
Maximum car capacity siding.....84
Minimum car capacity siding.....35
All single track.

Rail and Ballast in Main Track as of December 31, 1953:

Rail	Miles
159#	.27
131#	.03
115#	.08
112#	.54
110#	6.43
105#	5.20
100#	17.65
90#	121.51
80#	3.77
Total	155.48

Ballast	Miles
Gravel	104.17
Cinder	50.49
Open deck bridges	.82
	155.48

Total Number of Curves—95
Maximum curve—6° 33′—(Indianapolis).

Maximum Grades:
Northbound—1.15% (M. P. 84) North of Denver.
Southbound—1.01% (M. P. 150) North of Belfast.
and (M. P. 109) South of Argos.

Ruling or Tonnage Grades

Indianapolis to Peru
Northbound—North of Noblesville (M. P. 136¼ to 131¼), 5 miles ½ mile at .7%, balance at .4%.
Southbound—Peru to Bunker Hill (M.P. 87 to 90½), 3½ miles, .8%.

Peru to Michigan City
Northbound—Peru to Deeds (M.P. 84 to 82), 2 miles, average 1.2%.
Southbound—Michigan City to Belfast (M.P. 5 to 9½), 4½ miles, average 1.0%.

INDIANAPOLIS, IND. (M. P. 159.0)

Population—1950 census—427,173.

The Indianapolis Union Railway (owned 60% by PRR and 40% by NYC) owns and operates the Union Station, Union Tracks and Belt Railroad. The owners and tenant lines pay proportions of a fixed rental of 7% on the valuation and user-basis proportions of all other expenses, including taxes.

The Nickel Plate's share of the fixed rental is about 6.4%, which is 0.783 share of a total of 12,283 shares.

The Union Tracks and Belt Railroad are used by NKP yard runs operating to and from the I.C.-NKP joint freighthouse, Kingan Packing Company, certain other industries and other railroads.

Freight house is owned and operated by Illinois Central and is used by IC and Nickel Plate. NKP pays 3% interest rental on valuation and 50% of cost of maintenance and taxes on IC main track; $2.83 per loaded car switched; 50% of Agent's salary and freight office expenses on user basis (number of freight bills and waybills); proportion (tonnage) of interest rental (6% of valuation), maintenance and operation of freight house; and proportion (cars) of interest rental (6% of valuation), maintenance and operation of team track.

NKP and NYC (Big Four) each owns one of the jointly used main tracks between I. U. connection at Washington Street and Massachusetts Avenue, where NYC diverges, a distance of 1.05 miles. These tracks are used by NYC and CI&L passenger trains to and from Union Station and by yard engines of all three railroads. CI&L is a tenant and pays NKP and NYC each about $8,400 per annum for interest-rental, maintenance, depreciation and taxes. NYC operates street crossing protection and automatic signals, expenses of which are apportioned ⅓ each to NKP, NYC, and CI&L.

Interlocking at junction of NYC, NKP, and CI&L with joint main tracks at Massachusetts Avenue is owned jointly and is operated and maintained by NYC at joint expense. The NKP pays a proportion of maintenance on basis of units and ⅓ of wages of operator-levermen. Interlocker rebuilt in 1950.

Street crossing protection between 13th and 30th Streets (where NKP and CI&L tracks are adjacent) is owned jointly and operated and maintained at equal expense.

Small yard is located at Belt Jct. (22nd Street).

CI&L connection with Belt Railroad is at Belt Jct. Not protected by signals.

Roundhouse—7 stalls, each 90 feet, built in 1918. Cost $23,445. In 1951, inside and outside facilities remodeled and modern equipment installed to service and repair Diesel locomotives. Diesel fuel oil storage and sanding facilities also installed. Cost $196,000.

Turntable, 90 foot, installed in 1917.

Track scale—capacity 150 tons—installed in 1920.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
NYC (B/4 & P&E)	2,515	7,858
B&O	281	1,891
CIL (Monon)	122	181
Illinois Central	1,640	9,367
PRR	2,730	5,740
Indianapolis Belt	4,552	7,259
Total	11,840	32,296

FALL CREEK (M. P. 154.3) (North Yard)

Near 38th Street.

Yard office and classification yard—capacity 275 cars.

In 1954, new car repair facilities, including the necessary buildings, were completed at the North Yard and the car repair facilities at 22nd Street discontinued. Cost $145,000.

MALOTT PARK (M. P. 151.6)

Passing track—capacity 72 cars.

CASTLETON (M. P. 146.8)
Team track.

FISHERS (M. P. 142.8)
Passing track—capacity 84 cars.

NOBLESVILLE (M. P. 136.8)
Population—1950 census—6,567.

Passing track—capacity 78 cars.

Central Indiana RR crossing protected by target and gate normally set for NKP by CI trainmen. NKP is senior road.

Track, 2½ miles in length, to serve new power plant of Indiana Public Service Company and as industrial lead. Completed in 1948.

Number of loaded cars interchanged with CI during 1953: Delivered 784. Received 1,021.

White River crosses at north side of City. Three 85-ft. girder spans erected in 1945. E-60.

Ball Brothers Company have a paper and strawboard plant here.

CICERO (M. P. 130.4)
Passing track—capacity 68 cars.
Cicero Creek.

ARCADIA (M. P. 127.4)
Team track.

ATLANTA (M. P. 124.5)
Passing track—capacity 62 cars.

TIPTON (M.P. 119.3)
Population—1950 census—5,633.

Passing track—capacity 53 cars.

Roadmaster's headquarters—Indianapolis Division.

Formerly division point for Sandusky and Peoria Divisions and had complete engine terminal facilities and classification yard. Abandoned as such in 1933 when division point was moved to Frankfort.

Sandusky Division crossing (Sandusky to Frankfort). Governed by semaphore signals. Sandusky Division trains do not stop for crossing.

Classification yard, capacity 783 cars, is located on Sandusky Division and is now used for handling the cars interchanged between the Sandusky and Indianapolis Divisions.

Diesel yard locomotive servicing facilities.
Track scale—capacity 150 tons—installed in 1916.
Water station—100,000 gallon steel tank (in yard). Constructed in 1912.

Industries:
Oakes Manufacturing Company.
Stokely Brothers Company.

JACKSON (M. P. 116.5)
Loading track.

SHARPSVILLE (M. P. 112.7)
Passing track—capacity 46 cars.

FAIRFIELD (M. P. 109.8)
Loading track.

MARSHALL (M. P. 106.8) (South Side of Kokomo).
Passing track—capacity 64 cars.
Track scale—capacity 125 tons—installed in 1927.

KOKOMO (M. P. 104.6)
Population—1950 census—38,672.
Junction with Clover Leaf District.
Railroads: Nickel Plate and Pennsylvania.

Kokomo Belt extending from the PRR at a point opposite Marshall, south on the Indianapolis Division across the Indianapolis Division to Shambaugh and west on 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.

Kokomo Belt track (joint NKP and PRR) crossing at Marshall. Protected by target. Ownership and maintenance of target, NKP 75%. All trains stop for crossing. NKP is senior road.

Clover Leaf District (Toledo-Frankfort) crossing. Non-interlocked. All trains stop for crossing.

PRR crossing (Cincinnati to Chicago). Protected by target. All trains stop for crossing. NKP is senior road.

Wild Cat Creek (just south of business district). 115 ft. through truss, built in 1904. E-50.

Freight station.

Track scale—capacity 125 tons—installed in 1927.

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)

KIRBY (M. P. 103.3)

Passing track on north side of city—capacity 68 cars.

CASSVILLE (M. P. 99.8)

Loading track.
Deer Creek.

BENNETTS (M. P. 98.0)

Passing track—capacity 33 cars.

MIAMI (M. P. 96.0)

Loading track.

BUNKER HILL (M. P. 92.7)

Passing track—capacity 50 cars.

PRR (Columbus-Chicago) crossing. Automatic interlocker. Maintained by PRR and NKP pays proportion on basis of units. Automatic approach signals.

Pipe Creek (Bridge 1347)—Two 35 ft. and two 128 ft. deck girder spans, erected in 1940. E-60.

Number of loaded cars interchanged with PRR during 1953: Delivered 5. Received 34.

PERU (M. P. 86.2)

Population—1950 census—13,308.

Trainmaster's headquarters.

Wabash River. Bridge 1369, erected in 1940—587 ft. long. 3 133 ft. through trusses; 2 67 ft. deck girders; 1 20 ft. and 1 33 ft. spans. E-60.

C&O crossing (Cincinnati-Chicago). NKP is senior road. Interlocker, in service in 1952, operated from C&O-Wabash tower at no expense to NKP. Automatic approach signals.

Division point for train and engine crews.

NKP has rights over C&O tracks to serve NKP Woolen Mill track, due to removal of C&O-NKP Woolen Mill track crossings, which C&O must replace when requested by NKP.

Street crossing protection at Union, Grant, and Fremont Streets, joint with Wabash. Each railroad pays 50% of watchmen's wages.

Wabash RR crossing (Detroit-St. Louis). Automatic interlocker. Wabash maintains and expense divided on unit table basis—NKP 35.385%. Inoperative approach signals.

Peru Belt tracks are owned equally by NKP and Wabash. Each switches its own cars and has access to industries. Wabash maintains and expense is divided on basis of loaded cars handled.

In order to re-establish independent operations, instead of joint with the C&O, and to provide for Diesel operation, instead of steam, the following, under a $340,000 improvement program, were placed in service in 1952:

Remodeled freight station, including office and locker room.

Diesel locomotive servicing facilities, including service building, sand house and two 20,000 gallon Diesel fuel oil storage tanks.

Car repair tracks.

Wheel storage tracks.

Classification yard—five tracks—capacity 152 cars.

Track scale—capacity 150 tons—and scale track.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
C&O	503	2,175
Wabash	940	223
Total	1,443	2,398

Stokely Brothers Company has canning plants here.

DENVER (M. P. 77.1)

Passing track—capacity 43 cars.

Eel River. Bridge erected in 1894. Five 62-ft. deck girders. Total length 310 feet. E-30.

PRR crossing (Logansport-Butler, Ind.). Target and gate operated by joint agent and train crews. All trains stop.

Station buildings owned equally by NKP and PRR. PRR operates and maintains. Expense is divided equally.

Number of loaded cars interchanged with PRR in 1953: Delivered 8. Received 0.

DEEDS (M. P. 73.6) Elevator track.

MACY (M. P. 70.0)

Passing track—capacity 58 cars.

ROCHESTER (M. P. 61.3)

Population—1950 census—4,673.

Passing track—capacity 70 cars.

Mill Creek—40 ft. deck girder, built in 1909. E-50.

Erie RR crossing (Chicago to Youngstown). NKP is senior road. Interlocking operated and maintained by Erie and NKP pays a proportion of maintenance on basis of units and 21.6% of wages of levermen. Inoperative approach signals.

Number of loaded cars interchanged with Erie during 1953: Delivered 191. Received 287.

M. P. 57.2

Tippecanoe River. Bridge 1463—three 66-ft. deck girders, built in 1909. Total length 200 feet. E-50.

TIOSA (M. P. 55.0) Loading track.

ARGOS (M. P. 48.9)

Passing track—capacity 71 cars.

Nickel Plate District (Chicago Division) crossing. Interlocked. Chicago Division trains move over crossing without stopping. Indianapolis Division trains must stop.

Four tracks—capacity 230 cars—for joint use and interchange of cars between the two divisions constructed east of Indianapolis Division crossing in 1952 to expedite movements. Coaling facilities relocated and changed from steam locomotive crane to electrically operated unloader.

PLYMOUTH (M. P. 40.7)

Population—1950 census—6,704.

Passing track—capacity 72 cars.

Yellow River. Bridge 1507. Two 66-ft. deck girder spans. Old bridge erected in 1891. Since strengthened by putting in center pile supports and reinforcing. Now four 33-ft. spans.

PRR crossings (two divisions: Indianapolis-South Bend and Pittsburgh-Chicago). Interlocking is maintained and operated by PRR and NKP pays proportion of maintenance and proportion of operating expense on basis of units after certain charges for exclusive service are allocated. PRR is senior road. Inoperative approach signals.

Interchange track (excluding crossing in PRR South Bend Branch) is owned by NKP to LaPorte Street, 906 feet.

Number of loaded cars interchanged with PRR during 1953: Delivered 143. Received 283.

TYNER (M. P. 34.0)

Loading track.

Between Tyner and Walkerton NKP crosses Pine Creek six times.

WALKERTON (M. P. 28.3)

Population—1950 census—2,102.

Passing track—capacity 41 cars.

B&O (Pittsburgh-Chicago) and NYC (South Bend-Kankakee) crossings. Interlocking operated and maintained by B&O. NKP pays a proportion of maintenance and operation on basis of units. Inoperative approach signals. NKP is senior road.

Number of loaded cars interchanged during 1953:

Railroad	Delivered	Received
B&O	159	463
NYC	125	294
Total	284	757

KINGSBURY (Dillon) (M. P. 22.1)

Kingsbury Ordnance Plant (Shell loading). Now operated by American Safety Razor Company, and served by NKP, B&O, Wabash and GTW railroads.

Passing siding—capacity 41 cars.

Wabash RR crossing (Chicago-Toledo). NKP is senior road. Automatic interlocker. Wabash maintains and operates. Expense is divided on basis of units.

Number of loaded cars interchanged during 1953:

Railroad	Delivered	Received
B&O	0	0
Wabash	0	1
Total	0	1

STILLWELL (M. P. 19.4)

Passing track—capacity 35 cars.

Grand Trunk Western crossing (Chicago-Toronto). NKP is senior road. Interlocking maintained and operated by GTW. NKP pays proportion of maintenance on basis of units and 50% of wages and expenses of agent and operators. Northward approach signal operative. Southward approach signal inoperative.

Station building is owned jointly. GTW maintains building and operates joint agency at equal expense of both railroads.

Number of loaded cars interchanged with GTW during 1953: Delivered 1,929. Received 1,082.

LaPORTE (M. P. 12.7)

Population—1950 census—17,882.

Passing siding—capacity 68 cars.

Bridge 1556. 87 ft. through plate girder span. Concrete deck. Rebuilt in 1954. E-60.

NYC crossing (Chicago-New York). NKP is senior road. Interlocking is maintained and operated by NYC. NKP pays proportion of maintenance on basis of units and 25% of operating expense. Inoperative approach signals.

Two team tracks, owned by NYC and used by NKP, are located on NKP land. Team track driveway, owned by NKP, is used jointly and is located on NKP land between the team tracks used by NKP and the NYC. NYC furnishes street crossing protection for both railroads.

C&O (PM District) New Buffalo-LaCrosse branch enters LaPorte but does not cross Nickel Plate.

Number of loaded cars interchanged with NYC in 1953: Delivered 358. Received 2,350.

Industries served—3:

Allis-Chalmers.

Plimpton Press

U. S. Slicing Machine Company.

BELFAST (M. P. 9.5)

C&O (PM District) New Buffalo-LaCrosse branch crossing. NKP is senior road. Gate across tracks is operated by C&O trainmen.

Number of loaded cars interchanged with C&O (PM District) during 1953: Delivered 1,759. Received 2,133.

Proposed Indiana Turnpike will cross both NKP and C&O (PM District) overhead.

TWO MILES SOUTH OF MICHIGAN CITY

Trail Creek.

C&O (PM District) Chicago-Detroit crosses overhead.

MICHIGAN CITY

Population—1950 census—28,395.

Chicago, South Shore & South Bend (electric) crossing. Not protected.

Harbor Trail Creek.

Northern terminus of Indianapolis Division.

NKP connects with, but does not cross NYC (MC line between Chicago and Detroit) and CI&L (Michigan City to Louisville).

Diesel fueling facilities in service in 1951.

Track scale—capacity 150 tons—installed in 1948.

Haydite block building for enginemen and Mechanical Department employees.

Train yard—capacity 216 cars.

Engines are turned on a wye track.

Number of loaded cars interchanged during 1953:

Railroad	Delivered	Received
CSS&SB	11,805	8,048
NYC (MC)	843	1,637
CI&L	484	105
C&O (PM Dist.)	14	0
Total	13,146	9,790

Pullman-Standard Mfg. Co. has a large plant here.

NEW CASTLE DIVISION—(All in Indiana)

FORT WAYNE TO CONNERSVILLE
and
NEW CASTLE TO RUSHVILLE

WEST WAYNE to CONNERSVILLE—109.51 miles, all single track, made up as follows:

	Miles	
West Wayne to PRR crossing	1.00	(NYC)
PRR crossing to Muncie	62.64	
Muncie relocation (moving track from Madison Street)	.07	
	.22	(Joint with C&O)
	1.03	
	1.24	(Sandusky Div., LE&W)
	.03	
Muncie to Foley	15.58	
Foley to New Castle	2.32	(PRR)
New Castle to Connersville	25.38	
	109.51	
of which Nickel Plate owns	104.84	
NEW CASTLE TO RUSHVILLE	24.04	
Total Nickel Plate owned	128.88	

Operated by Signal Indication

Foley (Fayne) to New Castle	2.32	(PRR)

Rail in Track as of December 31, 1953:

112#	1.26
110#	.04
100#	.14
90#	51.15
80#	23.25
75#	53.04
Total	128.88

Ballast in Track as of December 31, 1953:

Stone	.49
Gravel	—
Cinder	127.91
Open deck bridges	.48
Total	128.88

Total number of curves—44.

Maximum Curve—9° 00′ (Connersville)

Maximum Grades	West Wayne to Connersville	New Castle to Rushville
Northbound	1.18% south of Foley	0.68% Rushville.
Southbound	0.91% south of Springport	0.938% New Castle.

Ruling or Tonnage Grades

West Wayne to Muncie

Northbound—Eaton, M.P. 55, 1½ miles—.6%.

Southbound—North of Eaton, M.P. 52, 1 mile—.6%.

Muncie to Connersville and Rushville

Northbound—South of Foley (M. P. 82½ to 81), 1½ miles—1.1%.

Southbound—Springport to Mt. Summit (MP 75 to 79), 4 miles—Average .52%, mostly—.8% and .9%.

On account of so many light bridges, light power will be used on this division for many years.

EAST WAYNE

Modern yard and engine terminal, completed in 1951 at a cost of approximately $2,300,000, replacing facilities at West Wayne because of inability to expand at latter point.

Yard—capacity 1,493 cars.
Roundhouse—5 stalls, including 2 Diesel stalls—storeroom, etc.
Yard office and locker room building.
Sand house—1,500 ton capacity.
Coal dock—500 ton capacity.
Cinder conveyor.
Water Station—100,000-gallon steel tank—and treater house.
Hostlers' building.
Turntable—110 feet.
Car repair facilities.
Track scale—capacity 150 tons.
Floodlights.
Diesel fuel storage tanks—capacity 20,000 gallons (Two tanks of 10,000 gallons each).

New Castle Division trains terminate at East Wayne.

FORT WAYNE

Population—1950 census—133,607.

Between East Wayne and Fort Wayne on Nickel Plate District the Fort Wayne Union Railway (Belt RR) connects with NKP, and serves International Harvester and other industries, and also connects with Wabash and PRR. Operated by each of three railroads for six months in rotation. NKP maintains and bills Fort Wayne Union for entire expense.

Railroads: Nickel Plate, Pennsylvania, New York Central, Wabash, Lake Erie and Ft. Wayne (Wabash control) and Ft. Wayne Union.

Industries served by Nickel Plate—82.

Fort Wayne Union, owned jointly by NKP, PRR, Wabash and NYC, serves following industries:

Farnsworth Radio and Television Co.
Inca Mfg. Division of Phelps Dodge Copper Products Corporation.
Magnavox Corp.
International Harvester.
United States Rubber Co.
Rea Magnet Wire Co.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
LE&FtW	470	21
PRR	1,882	2,816
NYC	685	451
Wabash	575	664
Total	3,612	3,952

WEST WAYNE

All yard and terminal facilities, such as roundhouse, turntable, car repair and diesel fueling facilities and office, replaced in 1951 with new facilities at East Wayne because of inability to expand at West Wayne.

Some yard tracks eliminated and others rearranged to avoid use of main track for switching operations and yard now used as industrial and interchange yard—capacity 147 cars.

Part of yard area now available for industrial development. Large coal company located on ground formerly occupied by roundhouse.

Wye track between NYC and NKP constructed in southeast quadrant of crossing to permit head-on yard and road movements to New Castle Division, avoiding delays encountered in backing through north wye.

NKP New Castle Division trains use NYC south of this point for a distance of one mile to PRR crossing, where NYC connects with NKP New Castle Division. NYC uses New Castle Division main track southerly to NKP (New Castle Division).—Wabash crossing at Hugo, Ind.

Pennsylvania RR crossing (Pittsburgh to Chicago). PRR is senior road. Interlocked. PRR maintains and operates at joint expense with NYC and NKP paying a proportion on basis of cars handled over tracks used jointly with NYC. Northward approach signal inoperative. No southward approach signal.

HUGO (M. P. 3.9)

Wabash crossing (Detroit to St. Louis). Interlocked. Wabash maintains and operates and NKP pays proportion of maintenance and operation on basis of units. Inoperative approach signals. NKP is senior road.

Interchange for 1953 included in Ft. Wayne data.

WAYNEDALE (M. P. 6.0) Spur track.

FERGUSON (M. P. 8.3)

Formerly the site of Baer Air Field—U. S. Army.

Siding—capacity 47 cars.

Kresge Company District Warehouse located here.

YODER (M. P. 12.1) Spur track.

OSSIAN (M. P. 15.6) Spur track.

KINGSLAND (M. P. 19.0)

Erie crossing (Youngstown to Chicago). Interlocked. Erie maintains and operates and NKP pays unit basis proportion of expense. Inoperative approach signals. NKP is senior road.

Siding—capacity 18 cars.

Number of loaded cars interchanged with Erie during 1953: Delivered 32. Received 138.

NORTH OF BLUFFTON—Wabash River—Four 70 ft. deck girders, built in 1903. E-30.

BLUFFTON (M. P. 25.4)

Population—1950 census—6,076.

Clover Leaf District (Toledo Division, Toledo to Frankfort) crossing. Protected by target and gates. LE&W District trains must stop. Clover Leaf District trains can proceed over crossing at 10 miles per hour.

France Stone Co. located here (on New Castle Division).

Industries served—36, including:

Hoosier Gas Company.

Hoosier Condensed Milk Company.

Libby, McNeil and Libby.

PONETO (M. P. 31.5) Spur track.

KEYSTONE (M. P. 36.3) Spur track.

MONTPELIER (M. P. 39.3)

Passing siding—capacity 45 cars.

Salamonie River—Two 70 ft. deck girders, 1 35 ft. through girder, built in 1903. E-30.

HARTFORD CITY (M. P. 47.4)

Population—1950 census—7,253.

Passing siding—capacity 23 cars.

PRR crosses overhead (Columbus to Chicago).

Number of loaded cars interchanged with PRR during 1953: Delivered 66. Received 31.

Fort Wayne Corrugated Paper Company has a plant here.

EATON (M. P. 55.0)

Spur track.

Mississinewa River—Two 82 ft. deck girders and two 55 ft. deck girders, originally at Lima and Portland. Installed here in 1927. E-42.

Sangamon Paper Company has a plant here.

SHIDELERS (M. P. 57.4) Spur track.

ROYERTOWN (M. P. 60.3) Spur track.

MUNCIE (M. P. 65.7)

Population—1950 census—58,479.

Headquarters for LE&W District Superintendent, Assistant Superintendent and Dispatchers.

White River—Bridge 1700—261 ft. long. Three 71 ft. DPG spans—open deck. One 39 ft. beam span—open deck. Built 1954. E-60.

New Castle Division main track from a point south of PRR crossing to a point north of Sandusky Division crossing removed from Madison Street in 1953 and replaced with a new main track between a point north of the C&O crossing and a connection with the Sandusky Division at Liberty (east of Muncie).

C&O crossing (Chicago Division) of portion of old New Castle Division main track. Dwarf signals. NKP is senior road.

PRR crossing of former NKP-C&O interchange track. Target operated by trainmen.

Sandusky Division crossing—semaphores. New Castle Division trains stop. Sandusky Division trains do not stop and are governed by signals.

NYC crossing (Big Four—Cleveland to Indianapolis). Semaphores are operated by NYC. NKP pays ½ of levermen and maintenance of watchhouse. Each road maintains certain semaphores at its expense. NYC is senior road. New Castle Division trains stop. NYC trains do not stop.

Industrial and interchange classification yards. West yard—capacity 187 cars. South yard—capacity 144 cars.

Turntable, 90-ft., built in 1921.

Roundhouse (11 stalls 74½ ft. each), including small shop. Built in 1909 at cost of $11,555. Extended in 1913 at cost of $14,170.

Steel coal dock—capacity 300 tons—built in 1917. Rebuilt in 1935.

Track scale—capacity 125 tons. Originally purchased for New Castle in 1923. Installed here in 1947.

Water station.

There are two belt lines at Muncie:

1. Track, 9,278 feet long, owned by the NKP, extends from New Castle Division at a point about two miles south of Sandusky Division intersection, easterly, and terminates in the vicinity of Ball Brothers plant.

2. Big Four Belt, owned by the NYC (Big Four), starts at a connection with the Central Indiana near Hinde and Dauch plant, south of Muncie near the New Castle Division, extends easterly, crossing the New Castle Division a few hundred feet from where NKP Belt starts, parallels it, and crosses NKP Belt near Ball Brothers plant, and extends to a connection with the NYC main line.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
C&O	12,759	14,179
NYC (Big Four)	1,004	1,648
PRR	44	304
Muncie Western	919	1,035
Total	14,726	17,166

Industries served—80, including:
Ball Brothers Company (Glass jars).
Goodyear Tire and Rubber Company.
Indiana Steel and Wire Company.

COWAN (**M. P. 71.6**) Spur track.

OAKVILLE (**M. P. 73.5**) Spur track.

SPRINGPORT (**M. P. 75.7**) Spur track.

MT. SUMMIT (**M. P. 78.6**) Spur track.

RHEIN (**M. P. 80.8**) Spur track.

FOLEY (**or Fayne**) (**M. P. 81.4**)

Junction with PRR (Chicago-Logansport-Cincinnati). NKP trains use PRR track for 2.32 miles to Broad (New Castle) and operate on signal indication. Switch remote controlled from New Castle. Inoperative southward approach signal. No northward approach signal. PRR maintains and NKP pays PRR $2.00 per train mile.

Blue River.

NEW CASTLE (**M. P. 84.0**)

Population—1950 census—18,271.

Junction with Rushville Branch.

NYC (Big Four) undercrossing. (Indianapolis to Springfield, O.)

Junction with PRR. Interlocked. PRR maintains and operates. NKP pays 50% of cost of operating telegraph office. Inoperative northward approach signal. No southward approach signal.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
PRR	77	108
NYC (Big Four	46	101
Total	123	209

Chrysler Corporation has a large plant here.

NEW LISBON (**M. P. 91.1**) Spur track.

CAMBRIDGE CITY (**M. P. 97.2**)

Population—1950 census—2,559.

PRR crosses overhead (Pittsburgh to St. Louis).

Number of loaded cars interchanged with PRR during 1953: Delivered 101. Received 33.

MILTON (**M. P. 99.0**) Spur track.

BEESONS (**M. P. 103.7**)

Spur track.

Junction with NYC (Big Four)—Cincinnati to Beesons.

Number of loaded cars interchanged with NYC during 1953: Delivered 694. Received 2,101.

CONNERSVILLE (**M. P. 109.0**)

Population—1950 census—15,550.

South end of New Castle Division.

Junction with B&O (Cincinnati to Indianapolis).

Number of loaded cars interchanged with B&O during 1953: Delivered 760. Received 1,845.

Bendix and Philco Corporations have plants located here.

RUSHVILLE BRANCH (New Castle Division)

New Castle to Rushville—24.04 miles

SPICELAND (M. P. 7.7) Spur track.

DUNREITH (M. P. 10.1)

PRR crossing (Pittsburgh to St. Louis). Interlocked. PRR maintains and operates and NKP pays a flat charge of $40.00 per month. Inoperative approach signals. PRR is senior road.

MAYS (M. P. 14.2)

Spur track.

Little Blue River.

SEXTON (M. P. 17.2) Spur track.

RUSHVILLE (M. P. 23.9)

Population—1950 census—6,761.

South end of Rushville Branch.

Junction with NYC (Big Four)—Louisville to main line at Anderson.

B&O crossing (Cincinnati to Indianapolis). Semi-automatic interlocking. B&O maintains at its expense. No approach signals. NKP is senior road.

PRR crossing (Columbus to Cambridge City, Ind.). No protection. All trains stop.

Joint water station with NYC. (Not now used by NKP).

NYC uses 3,573 feet of NKP main track, and pays user basis proportion of interest-rental (5% per annum), maintenance, crossing protection and taxes.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
NYC (B/4)	177	252
B&O	—	—
PRR	13	95
Total	190	347