NICKEL PLATE ROAD

NICKEL PLATE DISTRICT

BUFFALO
TO
CHICAGO

PHYSICAL DATA AND OTHER INFORMATION OF INTEREST

September, 1954

NICKEL PLATE ROAD

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TO
CHICAGO

PHYSICAL DATA AND OTHER INFORMATION OF INTEREST

★

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

NICKEL PLATE SYSTEM
(OWNED AND LEASED LINES)
Equipment as of September 30, 1954

STEAM LOCOMOTIVES			**CLASS**
	PASSENGER		
7	Hudson	4-6-4	L
	FREIGHT		
112	Berkshire	2-8-4	S, S-1, S-2, S-3, S-4
78	Mikado	2-8-2	H-5, H-6, M-1
12	Consolidation	2-8-0	G-2, G-7, G-8, G-9, G-10A
4	Mallet	2-6-6-2	I-3
206			
	SWITCH		
32	Eight Wheel	0-8-0	C-1, C-1A, C-17, U-2, U-3
13	Six Wheel	0-6-0	B-5, B-11
45			
258	Total		

DIESEL LOCOMOTIVES

11	Diesel-Electric Passenger
75	Diesel-Electric Freight (Road Switchers)
133	Diesel-Electric Switch
219	Total
477	Grand Total Locomotives

PASSENGER TRAIN CARS

37	Coach
9	Diner-Lounge
1	Dormitory
2	Bedroom-Buffet-Lounge
15	Bedroom-Roomette Sleeping
3	Standard Sleeping
31	Baggage, Mail and Express
98	Total

FREIGHT CARS

11,015	Box
10	Aluminum Box
6	Automobile Box
6,679	Gondola
518	Stock
8,462	Hopper
869	Covered Hopper
485	Flat
18	Flat with Auto Trailers
13	Coke
29	Rider
409	Caboose
28,513	Total

NOT INCLUDED IN FREIGHT CARS

20	Box leased to DTSL
12	Box leased from GAEX
7	Box leased to PWV
7	Auto Trailers on own wheels
41	Total

MISCELLANEOUS EQUIPMENT

7	Business Cars
9	Diesel Locomotive Cranes
9	Steam Locomotive Cranes
14	Steam Wreck Derricks: 1— 60 tons capacity; 4— 75 tons capacity; 1—100 tons capacity; 1—150 tons capacity; 2—160 tons capacity; 5—250 tons capacity
1	Dynamometer Car
1	Safety Instruction Car
3	Scale Test Cars
4	Ditching Machines
4	Fire Fighter Cars
2	Pile Drivers
1,017	Work and Camp Cars
1,071	Total

ON ORDER

150	50' 6" Box

NICKEL PLATE SYSTEM

MILEAGE AND SIDING DATA

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity
BUFFALO TO CHICAGO						
Buffalo to Buffalo Jct.	1.74	.39	1.35	--	---	---
Buffalo Jct. to Conneaut	113.50	58.29	55.21*	15	6.1	160
Conneaut to Cleveland	68.60	30.70	37.90	7	3.3	134
Cleveland to Bellevue	63.30	22.86	40.44	5	7.6	139
Bellevue to DA Tower	38.10	------	38.10	--	---	---
DA Tower to Ft. Wayne	85.29	82.18	3.11	16	6.2	172
Ft. Wayne to Calumet Yd.	139.49	119.86	19.63	19	6.6	163
Calumet Yd. to E. 71st St	4.78	------	4.78	--	---	---
E. 71st Street to Chicago (NYC)	8.41	------	8.41	--	---	---
Total	523.21	314.28	208.93			
DA TOWER TO ST. LOUIS						
DA Tower to South Lima	42.08	40.74♦	1.34#	7	4.8	116
South Lima to Frankfort	144.05	144.05	------	25	4.8	113
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	433.93	425.52	8.41			
OTHER LINES						
Sandusky to Fostoria	43.70	43.70	------	--	---	---
Toledo to Frankfort	204.96	199.93	5.03	29	6.6	56
Frankfort to East Peoria	175.87	153.30c	22.57a	21	6.4	98
Indianapolis to Michigan City	155.48	155.48	------	21	6.9	58
Ft. Wayne to Connersville	109.51	109.51d	------	4b	---	33
Rushville Branch	24.04	24.04	------	--	---	---
Minster Branch	10.00	10.00	------	--	---	---
Total	723.56	695.96	27.60			
Total Owned and Operated	1,680.70	1,435.76	244.94			

*—Buffalo to Brocton, 45.93 miles owned by P. R. R.
#—At Lima, 1.34 miles owned by B. & O.
♦—At Lima, .30 mile owned by B. & O.
**—Owned by T. R. R. A.

a—Altamont to LaFayette, 3.73 miles owned by N. Y. C.
b—All north of Muncie; none south of Muncie.
c—.30 mile owned by P. & P. U.
d—Foley to New Castle, 2.32 miles owned by P. R. R., and 1.60 mile at Ft. Wayne owned by N.Y.C.

NICKEL PLATE SYSTEM

WHEELING AND LAKE ERIE DISTRICT

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity
Toledo to Terminal Jct.	313.17	306.80	6.37	--	-----	--
Cleveland to Zanesville	191.93	189.08	2.85	--	-----	--
Total	505.10	495.88	9.22			
MAIN LINE						
Toledo Division						
Toledo to Brewster	134.07	131.14	2.93	33	3.24	92
Brewster to Terminal Jct.	75.41	71.97	3.44	18	3.36	93
Total	209.48	203.11	6.37			
Cleveland Division						
Cleveland to Harmon	72.69	69.84	2.85	13	4.98	69
Harmon to Zanesville	70.95	70.95	-----	10	6.74	40
Total	143.64	140.79	2.85			
BRANCH LINES						
Toledo Division						
Huron Jct. to Huron	13.23	13.23	-----	3	3.88	60
Orrville Jct. to Harmon	23.69	23.69	-----	2	11.47	42
Adena to Neffs	20.94	20.94	-----	3	3.49	47
Warrenton to Steubenville	13.69	13.69	-----	1	-----	57
Total	71.55	71.55				
Cleveland Division						
Cleveland Belt	5.43	5.43	-----	-----	-----	---
Falls Jct. to Chagrin Falls	8.18	8.18	-----	-----	-----	--
Canton to Carrollton	30.68	30.68	-----	2	15.06	32
Total	44.29	44.29				
Total Owned and Operated	468.96	459.74	9.22			
LINES UNDER TRACKAGE RIGHTS:						
Toledo Division						
New York Central (B-4)						
Wellington to Linndale	32.14	------	32.14			
Cleveland Division						
Newburgh and South Shore Railway-Cleveland, New Yard to E. 93rd St.	4.00	.21	3.79			
Total Under Trackage Rights	36.14	.21	35.93			
TOTAL OPERATED	505.10	459.95	45.15			
Lorain & West Virginia Railway Company	25.25	25.25				

NICKEL PLATE SYSTEM

Summary of Mileage Operated

	Miles		
	Distance	Single Track	Double Track
Buffalo to Chicago	523.21	314.28	208.93
DA to St. Louis	433.93	425.52	8.41
Other Lines—Sandusky to Fostoria, Toledo to Frankfort, etc.	723.56	695.96	27.60
Wheeling and Lake Erie District	505.10	459.95	45.15
Lorain & West Virginia Railway	25.25	25.25	-----
Total	2,211.05	1,920.96	290.09

Note: Differences in mileages shown in contents of booklets and on map due to necessity for duplicating certain territories in booklets, as well as division points beginning at yard offices, whereas division points involved in map start at stations.

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age (years)
159#	.27	4.0
132#	259.77	3.3
131#	193.90	7.9
131#SH	2.28	1.3*
115#	148.14	3.7
112#	552.19	12.1
112#SH	.96	1.7*
110#	348.55	13.2
110#SH	44.62	9.6*
105#SH	5.43	6.1*
100#	.57	20.0
100# (sawed)	95.37	16.5◊
90#	300.59	25.4
90#SH (sawed)	220.22	19.2◊
80#	54.37	32.6
75#	71.11	42.8
70#	3.31	56.7
Total	2,301.74	14.4

*Years in present location. ◊Years after sawing.

Ballast in Main Tracks as of December 31, 1953:

Stone and Slag	1,312.55
Gravel	551.03
Cinder	422.48
Open deck bridges	15.68
Total	2,301.74

Number of ties in all tracks 10,724,582

Number of ties renewed in 1953 258,731

Average number of ties renewed per mile in 1953—113, equivalent to 26 years of life.

Rail data does not include joint double track, Maumee to Toledo, maintained by Wabash Railroad, nor does it include rail laid back of turnouts on sidings, but is main track mileage only.

Centralized Traffic Control

	Miles
Brocton, N.Y., to Thornton Jct., Pa., 1942, 1943, 1945	56.2
"KG" to "NP", Ashtabula, Ohio, 1930	.9
Madison to Euclid, Ohio, 1945	28.3
Kishmans to Kimball, Ohio, 1942	21.7
"FS", Fostoria, to "DA", Arcadia, Ohio, 1953 (Double Track)	3.7
Arcadia, Ohio, to Dawkins, Ind., 1948, 1949	72.0
Dawkins to New Haven, Ind., 1947	7.0
New Haven to East Wayne, Ind., 1952	2.4
Hadley to Claypool, Ind., 1942, 1946	35.0
Claypool to Knox, Ind., 1951, 1952	40.0
Knox to Van Loon, Ind., (To be completed 1954)	45.4
Arcadia to Lima, Ohio, 1947	40.2
South Lima, Ohio, to Frankfort, Ind., 1948, 1949, 1950	144.2
Farmdale Jct. to East Peoria, Ill., 1952	4.3
Toledo to Maumee, Ohio, 1930 (Double Track)	5.1
Homestead to Bellevue, Ohio, 1949, 1950	46.2
Bellevue to Brewster, Ohio, 1947, 1948	79.7
Lonas to Adena, Ohio, 1946	53.6
Kemery to Harmon, Ohio, 1947	6.1
Total	692.0

Automatic Signals

Silver Creek, N. Y., to Stony Island, Ill., various dates starting in 1913	481.5
Arcadia, Ohio, to Frankfort, Ind., 1947, 1948, 1949, 1950	186.1
Toledo to Maumee, Ohio, 1930 (Double Track)	5.2
East end of Mellot to West end of Cayuga, Ind., 1948	30.0
Donnellson to Sorento, Ill., 1946	10.0
East end of Edwardsville to Madison, Ill., 1948	16.0
Altamont to Templeton, Ind., 1930 (Double Track)	23.4
Farmdale Jct. to East Peoria, Ill., 1952	4.3
Adena to Brewster, Ohio, 1946	56.5
Bellevue to Brewster, Ohio, 1947, 1948	79.5
Homestead to Bellevue, Ohio, 1949, 1950	46.2
Kemery to Harmon, Ohio, 1947	7.7
Mittingers to Huron Jct., Ohio, 1949	1.2
Total	947.6

NICKEL PLATE DISTRICT

Rail Laid in 1953:

	Miles
132#	38.50
131# (second-hand)	.09
112# (second-hand)	.05
Total	38.64

Rail Removed in 1953:

		Average Age (Years)
132#	.12	3.8
131#	2.54	8.1
115#	.09	5.0
112#	27.82	16.5
110#	8.07	23.8
Total	38.64	17.1

Rail in Main Tracks as of December 31, 1953:

132#	210.87	3.5
131#	174.89	7.9
115#	39.20	5.7
112#	223.21	12.9
110#	9.93	22.4
100#	7.93	15.2
90#	.31	31.0
Total	666.34	8.2

Ballast in Main Track as of December 31, 1953:

Stone and slag	627.55
Cinder	35.08
Open deck bridges	3.71
Total	666.34

Number of ties renewed in 1953—57,880. Average number of ties renewed per mile in 1953—84, equivalent to 36 years of life.

BUFFALO DIVISION

BUFFALO TO CONNEAUT

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity
Buffalo to Buffalo Jct.	1.74	.39	1.35	--	-------	---
Buffalo Jct. to Conneaut	113.50	58.29	55.21	15	6.1	160
Total	115.24	58.68	56.56	15		
				Maximum siding		342
				Minimum siding		75

Track division extends to just west of Conneaut.

Double Track:

	Miles
Buffalo (DL&W) to Buffalo Jct. (owned by DL&W)	1.35
Buffalo (Tifft Yard) to Brocton, N. Y.	45.93

The NKP and PRR have a joint double track arrangement, the eastbound track being owned and maintained by the PRR and the westbound track being owned and maintained by NKP. Expense of operation and maintenance is divided on car and engine mileage basis and is about 78% NKP—22% PRR. Trains are operated under Manual Block Rules—NKP jurisdiction.

Between Silver Creek and Plate, N. Y.—7.84 miles—NKP has two tracks and one is used as track No. 3 in the joint double track arrangement.

Thornton Junction to Conneaut	9.28
Total	56.56

Automatic Signals:

Silver Creek to Plate, N. Y. — 7.84 miles — 1952.
Plate to Brocton, N. Y. — 9½ miles — 1947.
Brocton, N. Y., to Conneaut, Ohio—67 miles { Brocton to Thornton Jct.—1930. Thornton Jct. to Conneaut—1924.

Centralized Traffic Control:

Brocton, N. Y., to Thornton Jct., Pa.—56.2 miles (Brocton to Westfield—1943. Westfield to North East—1942. North East to Thornton Jct.—1945). Operated by the Dispatcher at Conneaut.

All passing sidings in CTC territory are remotely controlled.

Cascade and Esmer to Wallace Junction, Pa.

Bessemer and Lake Erie trains use Nickel Plate tracks—about 12 miles.

Rail in Main Tracks as of December 31, 1953:

	Eastbound and Single Miles	Westbound Miles	Total Miles	Average Age Years
132#	15.13	18.36	33.49	2.96
131#	43.27	.68	43.95	8.75
115#	2.55	11.55	14.10	6.00
112#	6.43	24.62	31.05	14.85
110#	.21	-----	-----	5.91*
Total	67.59	55.21	122.80	8.29

*Years in present location.

Ballast in Main Tracks as of December 31, 1953:

	Miles
Slag	121.68
Open deck bridges	1.12
Total	122.80

Number of Curves—74.
Maximum Curve 6°24′—just west of Buffalo Creek.

Maximum Grades:
Eastbound .96 %—1.0 mile west of Angola.
Westbound .935%—1.7 miles east of Silver Creek.

Ruling or Tonnage Grades:
Eastbound—Irving to Angola—4 miles. Average grade .47%.
Westbound—Nypenn (M. P. 67 to 70)—3 miles. Average grade .56%.
Maximum grade .73%.

Bridges:

There are five long and high viaducts as follows:

Westfield, N. Y.	Girard, Pa. (Elk Creek)
State Line, Pa.-N.Y.	Conneaut, O.
Swanville, Pa.	

Westfield, Swanville, and Girard viaducts strengthened in 1943 so Class S engines could be operated. Originally built in 1902 and 1903. Conneaut viaduct had previously been partly renewed and partly strengthened. State Line viaduct was renewed in 1936.

BUFFALO, N. Y.

Population—1950 census—580,132.

Headquarters for Terminal Superintendent, General Roundhouse Foreman and General Car Foreman.

Railroads: Nickel Plate, New York Central, Erie, Baltimore & Ohio, Lehigh Valley, Pennsylvania, DL&W, C&O (P. M. District), Wabash, South Buffalo and Buffalo Creek.

Buffalo is the eastern terminus of the Nickel Plate, from which point there are fast, direct routes to eastern cities. Due to the excellent transportation facilities and the abundance of electric power, Buffalo is one of the principal centers of the coal, steel and grain elevator industries.

The Niagara Frontier Food Terminal, owned jointly by the Nickel Plate and the Erie, is served by the Erie direct. There are eight industries located at the Food Terminal. In 1953, 11,137 cars of perishables were received in the Terminal Yard, and Nickel Plate handled 8,251 of these cars. The Nickel Plate also handled 3,078 cars in the surrounding area.

NKP uses the DL&W Station for its passenger trains, paying as rental $5,000 per month, plus amounts received from U. S. Government for handling mail.

NKP uses freight house and team track facilities of the Erie at Louisiana Street, paying its proportion of cost based upon use.

Terminal facilities, in addition to those listed above, include:

		Cost
Roundhouse built in 1882		$37,430
Extended in 1919		7,850
Extended in 1924		1,360
Extended in 1934		2,975
Extended in 1945—4 stalls		89,155
Now has:	4 stalls 120 feet long	
	1 stall 105 feet long	
	1 stall 100 feet long	
	1 stall 95 feet long	
	7 stalls 65 feet long	
Total	14 stalls	

Turntable: 90 feet long, built in 1918. Converted to three point bearing in 1944.
Coal and cinder plant—electrically operated—in service in 1951.
142,000 gallon Diesel fuel oil storage tank and fueling facilities.
Water station—two 50,000 gallon wood tanks. One has steel tower.
Car Repair Yard—capacity about 90 cars.
Track scale—capacity 150 tons—installed in 1939.

There are two train yards in Buffalo—Abbott Road, with a capacity of 510 cars, east of the Buffalo Creek crossing, and Tifft Yard, with a capacity of 620 cars, west of Buffalo Creek crossing. In addition, there is West Seneca Yard, a little farther west, with a capacity of 420 cars.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
New York Central	27,561	5,984
Erie	29,371	8,468
B&O	4,169	290
Pennsylvania	17,979	3,090
DL&W	104,144	60,492
Lehigh Valley	67,731	27,825
South Buffalo	5,609	3,461
Buffalo Creek	5,861	2,892
Total	262,425	112,502

Industries served—15, including:
Ralston Purina
Pratt Food Company
Allied Mills

Buffalo Creek

The bridge over Buffalo Creek is a double track rolling lift bridge and is jointly owned with the PRR. Built in 1912. E-60. Interlocking for drawbridge installed in 1946. Bridge, interlocking and signals owned equally by Nickel Plate and PRR. The facilities are maintained and operated by Nickel Plate and expense borne equally.

FY Tower—(M. P. 3.6)—East end of joint double track with PRR, 45.93 miles.

BLASDELL, N. Y. (M. P. 6.9)

Erie RR crossing (Buffalo to Jamestown Branch). Interlocked. NKP maintains and Erie operates interlocker at joint expense. Nickel Plate ownership 30.74%, maintenance 34.61%, operation 50%. Erie is the senior road.

Rush Creek.

HAMBURG, N. Y. (M. P. 10.3)

Westward passing siding—capacity 90 cars.

LAKEVIEW, N. Y. (M. P. 15.0)

Eighteen Mile Creek (M. P. 15.8). Two concrete arches 40 ft. each, built in 1942, replacing steel viaduct. Joint with PRR.

ANGOLA, N. Y. (M. P. 22.2)

Population—1950 census—1,936.
Westward passing siding—capacity 98 cars.
Water station—50,000 gallon wood tank. Joint with PRR.

Big Sister Creek (M. P. 22.2). Solid floor deck girder, 317 ft. long—3 spans—built in 1930. E-70.

FARNHAM, N. Y. (M. P. 26.16)

48 ft. beam span bridge, rebuilt in 1953. Joint with PRR. E-72.

IRVING, N. Y. (M. P. 28.3)

Cattaraugus Creek (M. P. 28.37)—Double track truss bridge. Joint with PRR. Built in 1903. Three 150 ft. spans. E-40. Rebuilding, estimated to cost $982,000, authorized.

SILVER CREEK, N. Y. (M. P. 32.1)

Population—1950 census—3,068.

Silver Creek. Bridges over creek and streets replaced long viaduct in 1937. Solid decks. All bridges E-70.

SILVER CREEK TO PLATE

No. 3 track, 7.84 miles, used in both directions under train orders.

PLATE, N. Y. (Dunkirk) (M. P. 40.1)

Erie RR crossing (Dunkirk to Salamanca Branch). Interlocking in service in 1948. NKP ownership, 61.06%. NKP maintains. Maintenance borne on unit basis. Remote controlled from tower at NYC crossing, Dunkirk, by operators, 50% of whose wages is allocated to Plate interlocking and borne by PRR and NKP under joint double track agreement. Erie is the senior road.

Silver Creek to Plate, 8 miles. Automatic signals in service in 1952.

PLATE TO BROCTON—9½ miles. Automatic signals in service in 1947.

DUNKIRK, N. Y. (M. P. 41.7)

Population—1950 census—18,007.

NYC crossing (Old DAV&P—Dunkirk to Titusville). Interlocked. NKP maintains. NKP ownership 40.68%, maintenance 38.33%. NKP operates and 59% of wages of operators allocated to this interlocking and apportioned on combination of unit table and car mileage percentages. NYC is senior road.

Water station—50,000 gallon wood tank. Joint with PRR.

Railroads: Nickel Plate, Pennsylvania, New York Central and Erie.

Grade elimination at Central Avenue and Brigham Road completed in 1941.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
New York Central	471	199
Pennsylvania	4	2
Erie	194	90
Total	669	291

Industries served—7.

Home of Allegheny-Ludlum Steel Company.

M. P. 44.3

Passing siding—capacity 67 cars.

BROCTON, N. Y. (M. P. 50.2)

West end of joint double track with PRR, 45.93 miles. PRR goes southwest to Corry and Oil City, Pa.

East end of Centralized Traffic Control, Brocton, N. Y. to Thornton Jct., Pa., 56.2 miles. Brocton to North East, 1942, North East to Thornton Jct., 1945.

Four curves here. Reduction of two completed in 1948.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Pennsylvania	52	57
New York Central	--	5
Total	52	62

Passing siding—capacity 283 cars } Two sidings are connected between cross-

POMFRET, N. Y. (M. P. 53.3) } over. Power switches under CTC

Passing siding—capacity 162 cars.

Coal dock—300 tons capacity. Reinforced concrete, built in 1917.

Water station—100,000 gallon steel tank—erected in 1927.

WESTFIELD, N. Y. (M. P. 58.2)

Population—1950 census—3,663.

Controlled passing siding—capacity 92 cars.

Home of Welch Grape Juice Company.

Junction with bus line to Chautauqua Lake.

Chautauqua Creek, steel viaduct, 592 ft. long, 49 ft. high. One of the five bridges noted on Page 2. Built in 1903. Originally E-40. Towers strengthened in 1934, and girders in 1943. Now E-60.

Number of loaded cars interchanged with NYC in 1953: Delivered 50. Received 57.

Industries served—6.

RIPLEY, N. Y. (M. P. 66.1)

Controlled passing siding—capacity 342 cars.

STATE LINE (N. Y. & PA.)—(M. P. 69.7)

(M. P. 70.16) 20 Mile Creek—steel viaduct, 712 ft. long, 99 ft. high. Solid floor. Built in 1936. E-70. One of the five bridges noted on Page 2.

NORTH EAST, PA. (M. P. 73.9)

Population—1950 census—4,247.

Controlled eastward passing siding—capacity 126 cars.

Controlled westward passing siding—capacity 122 cars.

Water station. Two 50,000 gallon wood tanks. One on steel tower.

Bridge 74.31—Sixteen Mile Creek—65 ft. deck girder, ballast deck, erected in 1947. E-72.

Number of loaded cars interchanged with NYC in 1953: Delivered 31. Received 45.

Industries served—11.

Welch Grape Juice Company has a plant here.

Bridge 76.84—30 ft. deck girder, ballast deck, erected in 1947. E-72.

MOORESHEAD, PA. (M. P. 77.7)

Controlled passing siding—capacity 106 cars.

HARBOR CREEK, PA. (M. P. 80.5)

Controlled passing siding—capacity 105 cars.

Bridge 80.72—30 ft. deck girder, ballast deck, erected in 1947. E-72.

Bridge 84.12—65 ft. deck girder, ballast deck, erected in 1947. E-72.

DEAN, PA. (M. P. 85.5)

Controlled passing siding—capacity 150 cars.

ERIE, PA. (M. P. 87.6)

Population—1950 census—130,803.

Crossing over PRR about a mile east of station (Erie to Corry). Deck girder bridge, solid floor, 3 spans, built in 1926, E-70; 6 spans in 1916, E-60; and 1 span over highway in 1902, E-40.

Track scale—capacity 150 tons—installed in 1948.

Diesel fueling facilities in service in 1953.

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

Railroads: Nickel Plate, New York Central, Pennsylvania, Bessemer & Lake Erie and East Erie Commercial.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Bessemer & Lake Erie	260	1,226
Pennsylvania	2,506	2,140
New York Central	738	676
East Erie Commercial	5,524	5,430
Total	9,028	9,472

Industries served—82 (including Wesleyville).

General Electric Company has plant here.

CASCADE, PA. (M. P. 89.4)

Controlled eastward passing siding—capacity 95 cars.

Controlled westward passing siding—capacity 95 cars.

BESSEMER & LAKE ERIE RR (Erie to Jamestown, Pa.)

From Cascade Street on west side of city, and from Esmer, two miles west of city, to Wallace Jct., 12.0 miles, the B&LE uses the NKP tracks. B&LE pays NKP $1.945 per loaded freight car, 97.25¢ per empty freight car or caboose, $3.89 per freight locomotive and proportion of revenue from passenger trains.

SWANVILLE, PA. (M. P. 96.2)

Controlled passing siding—capacity 159 cars.

Walnut Creek (M. P. 96.7)—steel viaduct, 870 ft. long, 80 ft. high. One of the five bridges noted on Page 2. Originally built in 1903. E-40. Towers strengthened in 1933 and girders in 1943. Now E-60.

FAIRVIEW, PA. (M. P. 98.8)

Controlled passing siding—capacity 109 cars.

WALLACE JUNCTION, PA. (M. P. 102.1)

B&LE connects with NKP here and uses NKP rails to Cascade, Pa.

Number of loaded cars interchanged with B&LE in 1953: Delivered 5,616. Received 13,629.

GIRARD, PA. (M. P. 102.8)

Population—1950 census—2,141.

Controlled westward passing siding—capacity 136 cars.

Controlled eastward passing siding—capacity 75 cars.

Rice Avenue grade elimination (overhead bridge) completed in 1948 in cooperation with State.

ELK CREEK, PA. (M. P. 103.9)

Steel viaduct, 1,470 ft. long, 85 ft. high. One of the five bridges noted on Page 2. Originally built in 1902. E-40. Towers strengthened in 1934 and girders in 1943. Now E-60.

THORNTON JUNCTION, PA. (M. P. 105.6)

PRR crossing (Girard to Linesville to New Castle). Interlocked. NKP maintains and operates at joint expense. NKP ownership 68.57%, maintenance 68.37%, and operation 50%. PRR is senior road. Interlocker converted to electric plant in 1948.

East end of Thornton Jct. to Conneaut double track—9.28 miles. Automatic block.

West end of Brocton to Thornton Jct. Centralized Traffic Control—56.2 miles, 1942, 1943 and 1945.

Number of loaded cars interchanged with PRR in 1953: Delivered 732. Received 307.

CONNEAUT, O. (M. P. 115.7)

Population—1950 census—10,230.

Division Terminal: Buffalo Division on the east and Cleveland Division on the west. Headquarters for Superintendent, Dispatchers, Master Mechanic, Division Engineer, Roadmasters, Trainmasters and Road Foremen of Engines.

Conneaut Creek—steel viaduct, 1,320 ft. long, 54 ft. high. Girders new and towers reinforced in 1940. One of the five bridges noted on Page 2. Girders E-72. Towers E-70.

On the east side of Conneaut the NKP crosses over the B&LE (Conneaut to Conneaut Jct. to North Bessemer.)

Principal repair shops for NKP District (Buffalo to Chicago).

		Cost
Roundhouse—Built in	1911	$89,235
Extended in	1935	9,980
Extended in	1945	121,315
Now has:	15 stalls 127 feet long	
	1 stall 112 feet long	
	1 stall 108 feet long (Drop table installed in 1945.)	
	1 stall 100 feet long	
	10 stalls 90 feet long	
Total	28 stalls	

Six stalls in Roundhouse remodelled for Diesel passenger locomotive repairs and sanding and watering facilities installed adjacent to Roundhouse. Completed in 1949. Cost $90,000.

Diesel fuel oil storage tanks—one 100,000 and one 528,700 gallons—for reserve supply. Two 10,000 gallon tanks for regular supply.

Two Fairbanks-Morse mechanical cinder conveyors installed adjacent to Roundhouse in 1950. Cost $33,000.

Turntable (110 ft.), built in 1944.

Machine shop extended in 1945, by an addition, 55' x 175', at cost of $150,000. Originally built in 1912.

Locomotive shop and transfer table. Constructed in 1882 and remodeled in 1925.

Boiler shop. Constructed in 1912.

Car shop. Constructed in 1906.

Coal dock—capacity 500 tons. Reinforced concrete, built in 1924.

Boiler washing plant. Constructed in 1927.

Flue shop. Constructed in 1946.

Welding shop. Constructed in 1946.

Cinder handling facilities at Chestnut Street. Installed in 1946.

Coaling station (wayside) at Chestnut Street—capacity 60 tons—built in 1940. Eastbound engines are run through with 15 to 20 minute stop for coal, water and servicing.

Eastbound and westbound classification yards—capacity 1,747 cars.

Track scale—capacity 125 tons—installed in 1922.

Stock pens at west end of yard. Constructed in 1944—1945.

Water station—100,000 gallon wood tank on steel tower and several water columns.

Railroads: Nickel Plate, New York Central and Bessemer & Lake Erie.

Number of loaded cars interchanged with NYC in 1953: Delivered 10. Received 13. No interchange with B&LE at this point.

Industries served—14, including:

True Temper Corporation—formerly American Fork and Hoe Company.

General Electric Company.

CLEVELAND DIVISION

CONNEAUT TO BELLEVUE

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity
Conneaut to Cleveland	68.6	30.70	37.90	7	3.3	134
Cleveland to Bellevue	63.3	22.86	40.44	7	3.6	139
Total	131.9	53.56	78.34	14		
				Maximum siding.....		148
				Minimum siding.....		91

Double Track:

	Miles
*Conneaut to Ashtabula	9.94
*Ashtabula to Madison	14.84
#Euclid to Kishmans	46.61
Kimball to Bellevue	5.83
	77.22
Note *—Ashtabula—Single track by signal indication	.90
Note #—Lorain—Gauntlet track	.22
Total	78.34

Centralized Traffic Control:

Madison to Euclid.....28.3 miles, 1945.
Kishmans to Kimball.....21.7 miles, 1942.
Important passing siding switches in C. T. C. territory are remotely controlled.

Automatic Signals, entire distance, 1927.

Rail in Main Tracks as of December 31, 1953:

	Eastbound & Single Miles	Westbound Miles	Total Miles	Average Age Years
132#	32.68	29.35	62.03	3.6
131#	44.90	3.18	48.08	9.0
115#	6.43	8.71	15.14	6.0
112#	43.22	35.29	78.51	11.6
110#	4.04	1.79	5.83	23.4
100#	.61	-----	.61	17.0
Total	131.88	78.32	210.20	8.6

Ballast in Main Tracks as of December 31, 1953:

	Miles
Stone and slag	206.43
Cinders	1.50
Open Deck Bridges	2.27
Total	210.20

Number of Curves—66.

Maximum Curve—6° 30' just east of Cuyahoga Valley Bridge

Maximum Grades:

Eastbound—.895% near Fairmount Road, Cleveland.
Westbound—.621% at Dover Bay, west of Rocky River.

Ruling or Tonnage Grades:

Eastbound—East of Ashtabula—M.P. 128. 1 mile—0.54%.
Westbound—West of Conneaut—1.5 miles—0.60%.

M. P. 119.5

U. S. Route 20—Overhead Bridge. Constructed in 1941.

KG TOWER (M. P. 128.1)

Remote control under CTC—.90 mile of single track to NP Tower (NYC crossing) operated from NP Tower. Trains operate on signal indication.

ASHTABULA, O. (M. P. 128.8)

Population—1950 census—23,696.

Ashtabula Creek

Steel viaduct, 821 ft. long and 93 ft. high. Originally built in 1907. E-40. Towers strengthened in 1943. Girders replaced with heavier girders in 1945. E-70.

NP Tower—West end of .90 mile of single track.

Railroad crossings: New York Central (Ashtabula to Youngstown). Interlocked. PRR (Ashtabula to Warren, Pa., to Pittsburgh). Interlocked. PRR maintains and operates the interlocker which controls both crossings. NKP ownership 36.05%, maintenance 30.17%, and operation 38.84%. NYC and PRR are senior roads.

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

Ashtabula has a large number of greenhouses, producing principally vegetables.

Railroads: Nickel Plate, New York Central and Pennsylvania.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Pennsylvania	911	497
New York Central	1,714	1,590
Total	2,625	2,087

Industries served—24.

RYAN, O. (M. P. 130.7)

West Ashtabula—Eastward passing siding—capacity 114 cars.

GENEVA, O. (M. P. 138.4)

Population—1950 census—4,718.

Industry tracks.

MADISON, O. (M. P. 143.8)

Population—1950 census—1,127.

Eastward passing siding—capacity 115 cars } West ends remote controlled
Westward passing siding—capacity 105 cars } under CTC.

West end of Conneaut to Madison double track, 25.68 miles, including .90 mile of single track at Ashtabula.

Centralized Traffic Control, Madison to Euclid, 28.3 miles, operated by Dispatcher at Conneaut.

Madison interlocking placed under CTC in 1949.

PERRY, O. (M. P. 148.9)

Population—1950 census—665.

Controlled westward passing siding—capacity 142 cars.
Eastward passing siding—capacity 112 cars.

Junction with Fairport, Painesville & Eastern RR, which serves the Diamond Alkali and Industrial Rayon Companies at Fairport, Ohio.

Number of loaded cars interchanged with FP&E in 1953: Delivered 6,497. Received 10,696.

PAINESVILLE, O. (M. P. 154.5)

Population—1950 census—14,432.

Grand River—steel viaduct, 1,310 feet long and 90 feet high. Originally built in 1905. E-40. Strengthened in 1943. Girders replaced with heavier girders in 1945. E-63.

Eastward passing siding—capacity 137 cars. } Remote control at west end under
Westward passing siding—capacity 140 cars. } CTC. Interlocked at east end.

B&O (Fairport, O., to Youngstown, O.) crossing. Interlocked. NKP maintains and operates interlocker. NKP ownership 85.60%, maintenance 85.16%, and operation 100%. B&O is the senior road.

Railroads: Nickel Plate, New York Central, Baltimore & Ohio and Fairport, Painesville & Eastern.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Baltimore & Ohio	10,227	8,732
New York Central	---	---
Total	10,227	8,732

Industries served—29.

Industrial Rayon and Diamond Alkali Companies have large plants at Fairport near here.

MENTOR, O. (M. P. 160.5)

Population—1950 census—2,383.
Controlled passing siding—capacity 133 cars.
Industries served—8.

WILLOUGHBY, O. (M. P. 164.8)

Population—1950 census—5,602.
Controlled passing siding—capacity 125 cars.
Chagrin River—Bridge 320 ft. long. Deck girders on concrete piers, built in 1934. Solid floor. E-70.
Number of loaded cars interchanged with NYC in 1953: Delivered 8. Received 3.
Industries served—12.

WICKLIFFE, O. (M. P. 169.6)

Population—1950 census—5,002.
Controlled passing siding—capacity 148 cars.
Industries served—9.

WICKLIFFE TO EUCLID

Chase running track north of main, for use by yard engines in switching industry tracks.

M. P. 172

Centralized Traffic Control, Euclid to Madison, 28.3 miles, operated by Dispatcher at Conneaut.

EUCLID TO KISHMANS

46.61 miles of double track. East switch of double track remote controlled under CTC.

EUCLID, O. (M. P. 173.2)

Passing siding—capacity 131 cars. East end remote controlled under CTC.
Industry classification yard—capacity 671 cars.
Industrial switching lead track on north side between London and Catalpa Roads. Extension—6,400 ft.—east from Catalpa Road, estimated to cost $79,300, authorized.
Industrial switching lead track on south side between Lamb Avenue and Dille Road.
Freight house.
Euclid Creek.
Industries served—27.

IVANHOE ROAD (M. P. 175.7) Near easterly edge of Cleveland.

Industry classification yard—capacity 230 cars.
Freight House.
Bridge 175.90, Noble Road—ballast deck, built in 1947. E-72.

EAST CLEVELAND, O. (M. P. 177.7)

Passenger station owned 91.5% by NYC and 8.5% by NKP and used jointly. Operated and maintained by NYC. Each road owns and maintains its own platform, canopy and elevator.

NYC passenger trains run parallel with NKP to E. 9th Street. From Fairmount Road to E. 37th Street, NYC leases two tracks from NKP for its passenger trains.

Just east of East 105th Street, the Cleveland Short Line (NYC Belt) crosses over NKP.

On right-of-way and other facilities acquired from NKP, Cleveland Rapid Transit System, now under construction, will parallel NKP from Doan Avenue, East Cleveland, to East 68th Street, Cleveland, a distance of about 4.8 miles, and from Fulton Road to West 102nd Street, Cleveland, a distance of about 2.6 miles.

From East 68th Street to East 37th Street, about 1.4 miles, the Cleveland Rapid Transit will parallel the Shaker Heights Rapid Transit, and from East 37th Street to the Union Terminal Building, about 1.8 miles, will parallel both the Shaker Heights Rapid Transit and the Cleveland Union Terminals Company tracks. From the Union Terminal Building westward to Fulton Road, the Cleveland Rapid Transit will parallel the Cleveland Union Terminals Company tracks, a distance of about 1.9 miles.

CLEVELAND, O.

Population—1950 census—1,383,599 (Greater Cleveland).
Cuyahoga River (M. P. 184.50)
General Offices and Terminal Superintendent located here.

Grade crossing elimination, Ivanhoe Road, 1916, Noble Road, 1947, Coit Avenue to Quincy Avenue, 1910-1912, Superior Avenue to Quincy, rebuilt 1928-1930. East 93rd Street to East 55th Street, 1928-1930. West side, 1917-1919. While there are no grade crossings between Ivanhoe Road and Detroit Avenue, a distance of 14 miles, there are many between Detroit Avenue and Rocky River, a distance of 4.3 miles.

Railroads: NKP (NKP and W&LE Districts), B&O, PRR, Erie, NYC, NSS, RT, CV and Euclid RR.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Baltimore & Ohio	2,475	4,300
Cuyahoga Valley (Jones & Laughlin Steel)	13,077	1,454
Erie	10,426	3,299
Euclid	1,047	23
New York Central (Including B/4)	17,606	54,598
Newburgh & South Shore (U. S. Steel)	6,594	6,526
Pennsylvania	19,684	19,686
River Terminal (Republic Steel)	63,656	12,841
River Terminal (via B&O) (Republic Steel)	1,581	2
Total	136,146	102,729

Consolidated NKP—W&LE figures.

Industries served by Nickel Plate District—216.

Food Terminal

The Northern Ohio Food Terminal was constructed in 1929 by the Nickel Plate Development Company, a wholly owned subsidiary, and was subsequently sold to the Food Terminal Company.

Approximate area is 34 acres. All buildings are of steel, brick and concrete construction.

Four food terminal buildings proper have a total of 96 store units.

Other Buildings in Food Terminal:

Federal Cold Storage Company—2,900,000 cu. ft. capacity.
Quality Apple Products Company.
Food Terminal Warehouse Company.
Lederer Terminal Warehouse Company.

Consolidated Fruit Auction—floor capacity for 110 cars. Auction sales room has 235 seats. Practically all of the citrus coming into Cleveland, and much of the west coast deciduous fruit, passes through the auction.

Receiving and Hold Yard—capacity 850 cars. All yard driveways are 55 feet wide.

Year 1953—Perishables—Northern Ohio Food Terminal	Cars
Received NKP Roadhaul	17,527
Received Connecting Lines	1,264
Total Received	18,791
Reconsigned (Deduct)	789
Unloaded	18,002
Received via NKP Roadhaul	17,527
NKP Roadhaul Cars Reconsigned	488
NKP Roadhaul Cars Unloaded	17,039
Cars Handled in Surrounding Area:	
NKP Roadhaul	4,142
Connections	536
Total	4,678

Cleveland Union Terminal:

Owned 93% by NYC and 7% by NKP. Used jointly by NKP and NYC (both main line and Big Four) and by B&O and Erie as tenant lines. Used also by Shaker Heights Rapid Transit and Cleveland Rapid Transit System as tenants. Operated and maintained by CUT Company, which is controlled by NYC. NKP passenger trains are operated over CUT between East 37th Street and West 38th Street, a distance of about four miles.

West 38th Street interlocking remote controlled from East 55th Street Yard Office—1950.

Freight Stations:

Euclid
Ivanhoe Road (about 9 miles east of downtown)
East 75th Street
East 9th Street (Principal freight house)
West 25th Street
West 110th Street
Rocky River (separate agent)

Other buildings owned by NKP in vicinity of East 9th Street Freight House, known as Central Avenue group, are leased to various forwarding companies.

Water Stations:

Grand Avenue —50,000 gallon wood tank on steel tower—3 columns.
East 37th Street—50,000 gallon wood tank on steel tower—1 column.
East 34th Street—50,000 gallon wood tank on steel tower—1 column.
East 75th Street—50,000 gallon wood tank.

Team tracks:

Mayfield Road
East 75th Street
Food Terminal
East 9th Street
West 25th Street
West 42nd Street
West 74th Street
West 110th Street
Rocky River

Yards for switching and classification:	Capacity-Cars
Euclid	671
Ivanhoe Road	230
East 55th Street (Principal Yard)	630
Food Terminal	460
Concentration Yard (South of Food Terminal)	320
Broadway	380
West 110th Street	260

East 75th Street:

Small engine terminal.
Diesel Shop. Constructed in 1948.
87,000 gallon Diesel fuel oil storage tank.

Coal dock—capacity 300 tons—and cinder handling facilities. Constructed in 1949.

Car Repair Yard at East 55th Street.
Track scale—capacity 150 tons—at East 55th Street. Installed in 1953.

Coach Yard at East 9th Street. Office Building, Storehouse, Commissary and Incinerator constructed in 1946-1947.

Salvage Warehouse at Mayfield Road.

Passenger Stations:

East Cleveland (joint with NYC)

Cleveland Union Terminal. Joint with NYC. B&O and Erie Railroads and Shaker Heights and Cleveland Rapid Transit Systems tenants.

Rocky River.

There are several large bridges in Cleveland, the principal one being the Cleveland Viaduct, including the rolling lift span over Cuyahoga River. It is 3,000 ft. long, most of which was erected in 1907. Varies E-40 to E-70. Heavy pier repairs made in 1944, and 38 girder spans renewed in 1944. Replacement, jointly by Nickel Plate and U. S. Government, with a 267 foot vertical lift span double track bridge, to provide a navigable channel of 200 feet, estimated to cost $4,300,000, authorized.

West 65th Street—Westward passing siding—capacity 128 cars.

Just west of Detroit Avenue (near West 100th Street) NYC main line crosses over NKP.

West 110th Street (M. P. 188.8) Freight house and yard—capacity 260 cars.

ROCKY RIVER (M. P. 192.5)

Population—1950 census—11,237.

Rocky River—Double track steel viaduct. Girders and trusses 697 feet long. Built in 1907. E-40. Towers strengthened and girders renewed in 1953. E-72.

Industries served—13.

DOVER BAY (M. P. 195.1)—Spur track.

BAY VILLAGE (M. P. 197.1)

Population—1950 census—6,917.
Spur tracks.

AVON, O. (M. P. 202.2).

Population—1950 census—2,773.
Spur track.

Two Miles West of Avon

Spur tracks serving Cleveland Electric Illuminating Co., Avon plant, Fruehauf Trailer Company and B. F. Goodrich Chemical Co.

SHEFFIELD, O. (M. P. 205.8)

Population—1950 census—1,147.

Junction with South Lorain Branch, which runs to South Lorain (about 4 miles) and serves the National Tube Co. (U. S. Steel), which is on the Lake Terminal Railroad.

Westward passing siding—capacity 98 cars.
Yard—capacity 210 cars.

The yard at South Lorain has a capacity of 1,070 cars and is owned, operated and maintained by NKP and used by both NKP and NYC, the latter having a branch line from Elyria to a connection with this yard. The westerly end of South Lorain Yard connects with the yard of the Lake Terminal RR, which is owned by and serves the plant of the National Tube Company (U. S. Steel).

Track connection with W&LE District (L&WV), to permit coordinated use of both yards, placed in service in 1951. Cost $44,000.

Service to and from South Lorain is by yard locomotives from Sheffield and Lorain.

Water tank, wood—50,000 gallon capacity.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Lake Terminal (U. S. Steel)	31,264	38,759
New York Central	113	92
Total	31,377	38,851

Consolidated NKP-W&LE (LWV) figures.

LORAIN, O. (M. P. 210.6)

Population—1950 census—51,202.

Black River—Swing bridge, 341 ft. long, built in 1904. E-40. Trains operate over bridge on gauntlet track. Interlocked. NKP maintains and operates at its sole expense.

B&O crossing (Lorain to Sterling). Interlocked. Maintained and operated by NKP at its sole expense. The B&O is the senior road.

The Nickel Plate passenger station is a portion of a building (jointly owned with the B&O) used also by the B&O as a freight station. Each road maintains its portion of the building.

Railroads: Nickel Plate (NKP & W&LE Districts), B&O and New York Central.

Number of loaded cars interchanged with B&O in 1953: Delivered 1,184. Received 3,789.

Industries served by Nickel Plate District—23, including:

American Shipbuilding Company.
American Stove Company.
National Tube Company—U. S. Steel Corp.—(South Lorain).

Oberlin Avenue (M. P. 211.4)—Water station—50,000 gallon wood tank.

Westward passing siding—capacity 104 cars.

KISHMANS, O. (M. P. 218.7)

West end of double track, Euclid to Kishmans, 46.61 miles. Spring switch.

East end of Centralized Traffic Control, Kishmans to Kimball, 21.7 miles. Controlled from GC Tower.

Just east of Vermilion, NYC main line crosses over NKP.

VERMILION, O. (M. P. 221.2)

Population—1950 census—2,214.

Controlled eastward passing siding—capacity 113 cars.

Controlled westward passing siding—capacity 91 cars.

GC Tower (M. P. 222.0)—Location of CTC Board.

Vermillion River. Two 120 ft. deck girders, built in 1908. E-40.

Bridge 225.26—50 ft. deck girder, erected in 1902. Steel renewed in 1949 and concrete deck installed. E-72.

Water station—100,000 gallon steel tank and steel tower. Constructed in 1924.

FLORENCE, O. (M. P. 227.7)

Controlled passing siding—capacity 148 cars.

BERLIN HEIGHTS, O. (M. P. 229.1)—Spur track.

SHINROCK, O. (M. P. 230.6)

Controlled passing siding—capacity 149 cars.

Connecting track from Shinrock (NKP District) to Huron (W&LE District) in service in 1952. Cost $216,000.

HURON RIVER (M. P. 233.7)

Two 60-ft. and two 120-ft. deck girders, built in 1907. E-40.

Just east of Huron River the Nickel Plate crosses over the W&LE District (Huron to Norwalk).

AVERY, O. (M. P. 236.0)

Controlled passing siding—capacity 144 cars.

Celotex Company plant located here.

Ohio Turnpike will cross overhead just east of here.

KIMBALL, O. (M. P. 240.3)

B&O Railroad crossing (Sandusky to Willard). Interlocked. NKP maintains and operates at its sole expense. B&O is the senior road.

West end of CTC (Kishmans to Kimball, 21.5 miles) and east end of Kimball to Bellevue double track, 5.81 miles. Automatic interlocking installed in 1952. Trains operate on signal indication between Kimball and Bellevue yard.

Number of loaded cars interchanged with B&O in 1953: Delivered 777. Received 3,672.

BELLEVUE, O. (M. P. 248.0)

Population—1950 census—6,906.

Headquarters for General Superintendent and staff. Office building completed in 1947.

Single track through Bellevue Yard.

There are two yards—the principal classification yards on the railroad—an eastbound yard with a capacity of 1,500 cars, and a westbound yard with a capacity of 1,800 cars. Westbound yard rebuilt in 1945.

35 to 45 trains in and out daily.

Eastbound trains from Frankfort and Chicago are classified and consolidated here, and westbound trains are classified for Chicago and Frankfort.

Intercommunication system in both yards in service in 1951.

The principal icing station on the Nickel Plate, with an icing platform 20 cars long, serving two tracks.

Car repair and car cleaning facilities relocated and four additional tracks constructed in the eastbound yard in 1953. Cost $630,000.

Roundhouse (18 stalls), machine shop, boiler house and other facilities. Constructed in 1947.

Diesel locomotive servicing facilities. Constructed in 1951.

Turntable—110 ft.—installed in 1946.

Coal dock—capacity 500 tons—built about 1924. Reinforced concrete.

Cinder conveyors. Constructed in 1943-1944.

Track scales—capacity 150 tons—installed in 1936. Originally at Peru, 1922.

Water treating plant. Constructed in 1935.

Three 50,000 gallon water tanks on steel towers.

M of W storehouse, motor car shop, blacksmith shop and signal shop. Sixty foot extension to motor car shop and 20 ft. extension to blacksmith shop in service in 1954. Cost $91,000.

Reclamation plant for journal box packing in service in 1954. Cost $73,000

Car Inspectors and Yardmasters' building at west end of westbound yard in service in 1954. Cost $22,000.

Stock handling facilities south of eastbound yard and near east end, in service in 1944, to eliminate crossing westbound yard with stock cars.

Railroad crossings:

W&LE District (Toledo-Brewster-Terminal Jct.) } Interlocking completed
New York Central (Toledo to Norwalk to Cleveland) } in 1946. PRR main-
Pennsylvania (Sandusky to Columbus) } tains. NKP operates.

NKP proportion of ownership, including W&LE District, 64.06%, maintenance 64.48% and operation 62.5%. NYC is the senior road. NKP is senior to PRR.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
Pennsylvania	1,111	11,034
New York Central	967	1,075
Total	2,078	12,109

Consolidated NKP—W&LE figures.

Industries served—11, including plant of General Electric Company and Spencer-Kellogg Company soya bean elevator.

FORT WAYNE DIVISION

BELLEVUE TO FORT WAYNE

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity
Bellevue to DA	38.1	.04	38.12			
DA Tower to Ft. Wayne	85.29	82.12	3.11			
Total	123.39	82.16	41.23	16	6.2	172
					Maximum siding.....	280
					Minimum siding.....	84

Double Track:

	Miles
Bellevue to Arcadia	38.12
New Haven to Fort Wayne	3.11
Total	41.23

Automatic Signals: Over entire Division.
Bellevue to Arcadia — 1927.
Arcadia to Edgerton — 1930.
Edgerton to Ft. Wayne — 1913.

Centralized Traffic Control:

Arcadia, O., to Dawkins, Ind. — 72.0 miles—1949.

Dawkins to New Haven, Ind. — 7.0 miles—1947.

New Haven to E. Wayne, Ind. — 2.4 miles—1952.

Controlled by Dispatcher at Ft. Wayne, Ind. All sidings on single track which are regularly used for train movements are equipped with No. 18 turnouts and signaled as a part of the automatic block and CTC system. Movements to or from and through sidings are made by signal indication, with maximum speed of 35 miles per hour. All switches are controlled from adjacent interlockings or through CTC Board by Dispatcher.

Sidings at McComb, No. 1 track—Leipsic Jct., Goodwin, No. 1 track—Latty, and New Haven are for auxiliary purposes and normally used by local freight and switch runs. The switches are hand operated with electric switch locks. Extension of siding at New Haven authorized.

Rail in Main Tracks as of December 31, 1953:

	Eastbound & Single Miles	Westbound Miles	Total Miles	Average Age Years
132#	47.69	10.03	57.72	3.7
131#	46.01	.29	46.30	7.1
115#	1.74	2.94	4.68	5.5
112#	27.44	27.99	55.43	10.7
110#	.51	----	.51	25.9
Total	123.39	41.25	164.64	7.1

Ballast in Main Tracks as of December 31, 1953:

	Miles
Stone and slag	161.57
Cinder	2.95
Open deck bridges	.12
Total	164.64

Number of Curves—40.

Maximum Curve—6°56', near Coombs Street, Ft. Wayne, Ind.

Maximum Grades:

Eastbound—.53%, about 5 miles east of Millers City.

Westbound—.60%, near NYC crossing, Bellevue.

Ruling or Tonnage Grades:

Eastbound—Green Springs to Colby, 5 miles—.30%.

Westbound—Bellevue to Colby, 3 miles—.30%.
At M.P. 250, .75 mile—.51%.

Just West of Fostoria to DA:

Trains operate on both tracks in both directions by signal indication, 3.75 miles. "FS" and "DA" electric interlockings controlled from CTC Board at Ft. Wayne.

Townwood to Leipsic Junction:

Yellow Creek running track, about 5 miles. Automatic signals installed on running track in 1945. Interlocked at west end. East end controlled through CTC Board at Ft. Wayne.

COLBY, O. (M. P. 254.3) Spur track.

GREEN SPRINGS, O. (M. P. 260.1)

Population—1950 census—1,082.

Eastward passing siding—capacity 103 cars. } East ends controlled
Westward passing siding—capacity 113 cars. } by interlocking.

Green Creek—60 ft. deck girder. Eastbound built in 1910. E-60. Westbound built in 1924. E-70.

New York Central (Big Four) crossing (Sandusky to Bellefontaine). Interlocked. NKP maintains and operates, billing NYC 16.55% (based on units) for maintenance and 19% of the wages of operators. NYC is senior road.

Number of loaded cars interchanged with NYC in 1953: Delivered 195. Received 773.

OLD FORT, O. (M. P. 265.1)

Spur track.

Sandusky River. Solid floor deck girder bridge, 345 ft. long—4 spans. Built in 1925. E-70. Extensive repairs in 1953.

Wolf Creek—50 ft. and 75 ft. solid floor deck. Westbound built in 1924. E-70. Eastbound renewed in 1946. E-70.

Water station—50,000 gallon tank, wood on steel tower. Constructed in 1926.

NARLO, O. (M. P. 268.6)

Home of Basic Refractories, Inc. (formerly Basic Dolomite, Inc.). Large stone quarry and dolomite plant, which has its own engine for inter-plant switching.

Additional yard facilities to classify shipments to and from this plant, as well as for handling empties, completed in 1954. Cost $263,000.

MAPLE GROVE, O. (M. P. 269.4)

Eastward passing siding—capacity 96 cars.
Westward passing siding—capacity 108 cars.
PRR crossing (Toledo to Mansfield). Interlocked. PRR maintains and operates, billing NKP 63.11% (based on units) for maintenance and 50% of the wages of operators. PRR is senior road.
Number of loaded cars interchanged with PRR in 1953: Delivered 2,025. Received 1,279.

FOSTORIA, O. (M. P. 280.4)

Population—1950 census—14,351.
Passing siding—south side—capacity 95 cars. (Known as Blair).

Blair Yard:

Yard north of main tracks has capacity of 350 cars. Four additional tracks in service in 1944.
Yard south of main tracks has capacity of 400 cars.
Water station—two 50,000 gallon tanks, one wood and one steel.
Wye track and engine facilities at east end of the south yard. Completed in 1945.
Car repair facilities.
Electric cinder conveyor in service in 1948.
Diesel fuel oil storage facilities.
Yard office building of haydite block. Completed in 1946.

Railroad Crossings:

C&O—Toledo to Columbus.
NYC—(T&OC)—Toledo to Thurston.
B&O—Chicago to Baltimore.
NKP is junior road at all Nickel Plate District crossings and maintains all crossings.

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 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 the city and has a capacity of 350 cars.
Track scale—capacity 100 tons—installed in 1903.
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.
Mennell Milling Company.
Swift and Company (soya bean mill).
Ohio Farmers Grain Corp.
Baugh and Son.

Just east of FS Tower:

Passing siding—capacity 104 cars.

FS TOWER (M. P. 281.7)

Water station—100,000 gallon steel tank.
Junction with Sandusky Division—Sandusky to Frankfort. Interlocked. Electric interlocking controlled from CTC Board at Ft. Wayne.

FS TOWER TO DA—3.75 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. "FS" and "DA" electric interlockings controlled from CTC Board at Ft. Wayne.

Just east of DA:

Passing siding—capacity 101 cars.

ARCADIA (DA) (M. P. 285.7)

Population—1950 census—529.
Junction with Sandusky Division—Sandusky to Frankfort. Interlocked. Electric interlocking controlled from CTC Board at Ft. Wayne.
Westward track extended west so as to effect double track for NKP and LE&W trains. Completed in 1945.
West end of Bellevue to DA double track, 38.12 miles.
East end of CTC, DA to New Haven—Four Mile Road, 81.4 miles.
Alignment change made in 1946, reducing 4° 15′ curve to 1° 15′ curve.

NORTH FINDLAY, O. (M. P. 293.0) (Formerly Mortimer, O.)

Eastward passing siding—capacity 145 cars. } Interlocked
Westward passing siding—capacity 143 cars. } switches.
Both sidings extended in 1946 and lapped. East end of eastward siding and west end of westward siding under CTC Board at Ft. Wayne.
Spur tracks.
NYC (T&OC) crossing (Toledo to Columbus). Interlocked. NKP maintains and operates, billing NYC 61.34% (based on units) for maintenance and 50% of the wages of operators. NKP is senior road.
Old station destroyed by fire in 1945 and modern station built in 1946.
Steel Signal Maintainers Building.
Number of loaded cars interchanged with NYC in 1953: Delivered 105. Received 1,314.

McCOMB, O. (M. P. 300.6)

Population—1950 census—1,026.
Passing siding—auxiliary—capacity 107 cars. Electric locks only.
Spur tracks.
B&O crossing (Findlay to Deshler) by use of small section of NKP main track and two turnouts with signals remote controlled under CTC Board at Ft. Wayne. NKP maintains, billing B&O for one-half. NKP is senior road.

SHAWTOWN, O. (M. P. 309.9)—Spur track.

YELLOW CREEK RUNNING TRACK

Townwood (East of Yellow Creek) to Leipsic Junction, about 5 miles. Interlocked at west end. East end controlled through CTC Board at Ft. Wayne. Automatic signals installed in 1945.

YELLOWCREEK, O. (M. P. 307.8)

Coal dock—capacity 300 tons—over main track and running track. Dock loaded by locomotive crane. Constructed in 1921.
Water station—50,000 gallon wood tank. Constructed in 1919. Water obtained from large reservoir.

LEIPSIC JUNCTION, O. (M. P. 310.5)

Westward passing siding—capacity 266 cars—interlocked at east end. West end remote control under CTC.

Number 1 Track—capacity 106 cars—interlocked at west end and spring switch at east end—used as auxiliary siding.

B&O (old CH&D) crossing (Toledo to Cincinnati). Interlocked. Maintained by B&O. Operated by NKP. NKP billed portion of maintenance, or 60%, on basis of units, and B&O is billed 50% of wages and expenses of operators. B&O is senior road.

Number of loaded cars interchanged with B&O in 1953: Delivered 851. Received 1,879.

LEIPSIC, O. (M. P. 311.4)

Population—1950 census—1,706.

DT&I crossing (Detroit to Ironton). Interlocked. Maintained and operated by NKP. DT&I is billed portion of maintenance, or 40.74%, on basis of units and 50% of wages and expenses of operators. NKP is senior road.

Number of loaded cars interchanged with DT&I in 1953: Delivered 3,332. Received 8,501.

MILLERS CITY, O. (M. P. 318.4)

Controlled passing siding—capacity 155 cars.

KIEFERSVILLE, O. (M. P. 322.4) Spur track.

CONTINENTAL, O. (M. P. 325.5)

Population—1950 census—1,023.

Controlled westward passing siding—capacity 153 cars.

Controlled eastward passing siding—capacity 158 cars.

Clover Leaf District (Toledo to Delphos) crossing. Interlocked. NKP District trains not required to stop for crossing. Clover Leaf trains stop for crossing. Interlocking controlled through CTC Board at Ft. Wayne.

Water station—50,000 gallon wood tank at station, constructed in 1904; 100,000 gallon steel tank at reservoir, constructed in 1908. Water is supplied from a large reservoir, about ¾ mile south of tracks.

OAKWOOD, O. (M. P. 331.3)

Population—1950 census—542.

Controlled passing siding—capacity 144 cars.

Big Auglaize River (M. P. 331.7). Two 135-ft. through trusses, built in 1906. Strengthened in 1950. E-40.

MELROSE, O. (M. P. 333.7)

Little Auglaize River (M. P. 333.0). One 135-ft. through truss, built in 1906. Strengthened in 1950. E-40.

Spur track.

GOODWIN, O. (M. P. 335.5)

Passing siding (auxiliary)—capacity 111 cars. Electric locks only.

1 Mile East of Broughton (M. P. 338.5)

Bridge 338.53—Blue Creek—65-ft. deck girder. Renewed in 1947 with concrete ballast deck. E-72.

BROUGHTON, O. (M. P. 339.6)

Controlled east end of Latty westward siding. Capacity of siding—280 cars.

LATTY, O. (M. P. 342.0)

Controlled west end of Latty eastward siding. Capacity of siding—280 cars.

No. 1 track—capacity 100 cars—interlocked at west end and spring switch at east end, used as auxiliary passing siding.

NYC (Cincinnati Northern) crossing (Cincinnati to Jackson, Mich.) Interlocked. Maintained and operated by NKP. NYC is billed a proportion, 18.92% on basis of units, of maintenance and 50% of wages and expenses of operators apportioned on the basis of trains handled. The remaining 50% of wages and expenses of operators assigned to station operation and divided equally.

Number of loaded cars interchanged with NYC in 1953: Delivered 503. Received 760.

BRICETON, O. (M. P. 344.6) Spur track.

WORSTVILLE, O. (M. P. 346.7) Spur track.

PAYNE, O. (M. P. 349.5)

Population—1950 census—1,062.

Controlled passing siding. Rebuilt west of town in 1947 to hold 144 cars.

Bridge 348.80 (1 mile east of Payne) Flat Rock Creek—Two 65-ft. deck girders. Renewed in 1947 with concrete ballasted deck. E-72.

Water station—50,000 gallon wood tank on steel tower. Constructed in 1931.

Industries served—8.

EDGERTON, IND. (M. P. 353.8)

Siding reduced from 108 cars to 43 cars in 1948 and stub ended and used for local purposes.

DAWKINS, IND. (M. P. 358.3)

Controlled passing siding—capacity 144 cars.

CASAD, IND. (M. P. 360.5 to 362)

U. S. Ordnance Depot, occupying 650 acres. Served by NKP and Wabash.

NEW HAVEN, IND. (M. P. 364.9)

Population—1950 census—2,336.

Passing siding (auxiliary)—capacity 84 cars. Electric locks only. Extension and control of siding through CTC Board at Ft. Wayne, estimated to cost $112,000, expected to be completed before end of 1954. New capacity will be 145 cars.

Wabash RR crossing (St. Louis to Detroit and Toledo). Interlocked. NKP maintains and operates and bills Wabash its proportion. Tower and machine on lever basis. Each road maintains apparatus along its tracks. Wabash is senior road.

Number of loaded cars interchanged with Wabash in 1953: Delivered 1. Received 2.

EAST WAYNE, IND. (M. P. 366.2)

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).

Intercommunication system extended throughout yard in 1953.

New Castle Division trains terminate at East Wayne.

The east end of the yard is connected to the main track at New Haven and the west end at Four Mile Road, the latter also being the end of Four Mile Road to Hadley double track.

Four Mile Road: West end of north and south leads remote controlled under CTC, as well as east end of "WH" double track.

FORT WAYNE, IND. (M. P. 371.3)

Population—1950 census—133,607.

Headquarters for Superintendent, Trainmaster, Dispatchers, Division Engineer, Roadmasters, Signal Supervisor and Supervisor B&B.

Division Freight and Traffic Offices located downtown. Division Passenger Agent located in depot.

Fireproof building for CTC dispatchers and telegraph operators completed in 1947.

Between East Wayne and Fort Wayne, M. P. 368.5, Fort Wayne Union Railway (Belt RR) connects with NKP, and also connects with Wabash and Pennsylvania.

Fort Wayne Union, owned jointly by NKP, PRR, Wabash and NYC, serves the industries listed below:

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

NKP, PRR and Wabash operate switching service for six months in rotation and NKP maintains, billing entire expense against Ft. Wayne Union.

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

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
LE&Ft.W	470	21
Pennsylvania	1,882	2,816
New York Central	685	451
Wabash	575	664
Total	3,612	3,952

Industries served by Nickel Plate—80.

For the purpose of eliminating existing grade crossings, the elevation of the tracks of the NKP from just east of Coombs Street to St. Marys River, a distance of 1.84 miles, is now under way and expected to be completed by about January 1, 1956. The NKP, State of Indiana, City of Ft. Wayne and Allen County, Indiana, are participating in the expense, estimated to amount to $8,000,000.

WEST WAYNE, IND. (M. P. 372.5)

St. Marys River. Main tracks—through truss bridge, 185 ft. long, built in 1907. E-40.

Old passenger main track—single track through bridge, 200 ft. long, built in 1901. E-40. Not now in use.

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 the 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.

NYC (Ft. Wayne—Jackson Branch) crossing near west end of city. NKP maintains crossing. New interlocking plant constructed by NKP and placed in service in 1952. NKP owns and maintains entire plant at its expense. This and the new interlocking plant at the NKP-PRR (GR&I) crossing are operated from a cabin at Runion Avenue and 57.14% of the wages and expenses of operator-levermen is allocated to the NKP-NYC interlocker and NYC is billed for its car and engine handled proportion of one-third of such expense.

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 Railroad crossing at Hugo, Ind.

PRR (GR&I) crossing—Grand Rapids to Cincinnati—west of NYC crossing. PRR is senior road. NKP owns and maintains crossing at its expense. New interlocking plant constructed and placed in service in 1951. NKP bore 83.73% of the cost of construction and bears 85.39% of the cost of maintenance, both proportions being on A.A.R. unit basis with one-half of PRR units allocated to NKP. This and the new interlocking plant at NKP-NYC crossing are operated from a cabin at Runion Avenue and 42.86% of the wages and expenses of operator-levermen is allocated to the NKP-PRR interlocker and borne by NKP.

CHICAGO DIVISION

FORT WAYNE TO CHICAGO

	Miles			Sidings on Single Track		
	Distance	Single Track	Double Track	Number	Average Distance Apart Miles	Average Car Capacity
Ft. Wayne to Calumet Yard	139.49	119.86	19.63			
Calumet Yard to E.71st St.	4.78	------	4.78			
E.71st St. to Chicago (NYC)	8.41	------	8.41			
Total	152.68	119.86	32.82	19	6 6	163
					Maximum Siding-----	195
					Minimum Siding-----	84

Double Track

Fort Wayne to Hadley— 7.09 miles.
Van Loon to East 71st Street—17.32 miles.
Total 24.41

Automatic Signals:

Over the entire Division { Ft. Wayne to Stony Island, 1913. Renewed 1940-1946. At Stony Island, 1927.

Automatic Train Control: West Wayne to Stony Island—138.9 miles, 1926.

Centralized Traffic Control:

	Miles
Hadley to Claypool, Ind., 1942-1946	35.0
Claypool to Knox, Ind., 1951-1952	40.0
Knox to Van Loon, Ind., to be completed in 1954	45.4
Total	120.4

All sidings regularly used for movements in CTC territory are equipped with No. 18 turnouts and signaled as a part of the automatic block and CTC system. Movements to or from and through sidings are made by signal indication, with maximum speed of 35 miles per hour. Switches are controlled from adjacent interlockings or through CTC Board by Dispatcher.

Sidings at Burket and Tippecanoe are for auxiliary purposes and normally used by local freight and switch runs. The switches are hand-operated with electric switch locks.

Rail in Main Tracks as of December 31, 1953:

	Miles			
	Eastbound & Single	Westbound	Total Miles	Average Age Years
132#	52.64	4.99	57.63	3.7
131#	36.38	.14	36.52	6.7
115#	3.69	1.59	5.28	4.9
112#	46.77	11.45	58.22	14.1
110#	1.26	2.12	3.38	21.2
100#	3.51	3.85	7.36	15.0
90#	.05	.26	.31	31.0
Total	144.30	24.40	168.70	8.83

Ballast in Main Tracks as of December 31, 1953:

	Miles
Stone and slag	137.87
Cinders	30.63
Open deck bridges	.20
Total	168.70

Total Number of Curves—87.

Maximum Curve—9° 41'—Grand Crossing (under NYC and PRR) Chicago.

Maximum Grades:

Eastbound—0.60%, about 1 mile west of Claypool.
Westbound—0.87%, about 1½ miles west of Packertown.

Ruling or Tonnage Grades:

Eastbound—Clemer to Burket (M.P. 423 to 417½), 5½ miles. Average .41%.
(M.P. 420 to 417), 3 miles. Average .49%.
Westbound—South Whitley to Sidney (M.P.397 to 402), 5 miles. Average .34%.
(M.P.400 to 402), 2 miles. Average .72%.

M. P. 375.3

Pennsylvania RR (Pittsburgh to Chicago). NKP crosses overhead.

HADLEY, IND. (M. P. 377.4)

West end of New Haven to Hadley double track, 12.01 miles (spring switch).
East end of Centralized Traffic Control, Hadley to Van Loon, Ind., 120.4 miles.

DUNFEE, IND. (M. P. 381.7)

Controlled passing siding—capacity 144 cars.

RABER, IND. (M. P. 386.8) Spur track.

PEABODY, IND. (M. P. 389.9)

Controlled passing siding—capacity 143 cars.

ARNOLDS, IND. (M. P. 392.2)

Reduction of 3 curves completed in 1947.
Water station—50,000 gallon wood tank. Constructed in 1903. Artificial reservoir.

M. P. 395.7

Eel River. 80-ft. deck girder, ballast deck, erected in 1948. E-72.

SOUTH WHITLEY, IND. (SY Tower) (M. P. 397.2)

Population—1950 census—1,299.
Passing siding—capacity 144 cars. East end remote control under CTC. West end interlocked.
PRR crossing (Logansport to Columbia City to Butler, Ind.). Interlocked.

NKP maintains and operates, and bills PRR a proportion of maintenance on a unit basis and flat charge of $60.00 per month, plus 50% of remaining expense of levermen. PRR is senior road. Replacement with an automatic interlocker, to be controlled through the CTC Board at Ft. Wayne, authorized.

Number of loaded cars interchanged with PRR in 1953: Delivered 52. Received 504.

Industries served—6.

Grip Nut Company has a plant here.

SIDNEY, IND. (M. P. 403.2)

Controlled passing siding—capacity 155 cars.

Spur tracks.

PACKERTOWN, IND. (M. P. 406.2) Spur track.

CLAYPOOL, IND. (M. P. 410.8)

Passing siding—capacity 144 cars. East end interlocked. West end remote control under CTC.

NYC (Big Four) crossing (Louisville-Connersville-Benton Harbor). Interlocked. NYC maintains and operates and bills NKP for maintenance on unit basis and 62% of wages of agent and operators. NYC is the senior road.

Water station—100,000 gallon steel tank on steel tower. Constructed in 1927.

Number of loaded cars interchanged with NYC in 1953: Delivered 621. Received 1,937.

BURKET, IND. (M. P. 415.7)

Passing siding (auxiliary)—capacity 84 cars. Electric locks.

MENTONE, IND. (M. P. 419.5)

Population—1950 census—798.

Spur track.

CLEMER, IND. (M. P. 420.2)

Controlled passing siding—capacity 145 cars.

TIPPECANOE, IND. (M. P. 424.2)

Passing siding (auxiliary)—capacity 87 cars. Electric locks.

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

Tippecanoe River (M. P. 424.9). Two 75-ft. deck girders, built in 1901. E-40. Steel renewed in 1948, and concrete deck installed. E-72.

Deer Creek (M. P. 425.4), 44-ft. deck girder, built in 1912. E-60.

ARGOS, IND. (M. P. 431.3)

Population—1950 census—1,284.

Controlled eastward passing siding—capacity 157 cars.

Controlled westward passing siding—capacity 147 cars.

Indianapolis Division (LE&W Dist.) crossing—Indianapolis to Michigan City. Chicago Division trains move over crossing without stopping, and Indianapolis Division trains 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. Former eastward siding and a number of short tracks removed account necessity of eliminating switching and interchange work over city streets.

RUTLAND, IND. (M. P. 437.4) Spur track.

HIBBARD, IND. (M. P. 438.7)

Nickel Plate Station for Culver Military Academy.

Hibbard to Burr Oak—Controlled passing siding—capacity 184 cars.

PRR crossing—Logansport to South Bend. Automatic interlocker, with preference lever for NKP movements in CTC Board at Ft. Wayne, installed in 1953. NKP maintains and bills PRR 51.22% of maintenance based on units. NKP is senior road.

Number of loaded cars interchanged with PRR in 1953: Delivered 46 Received 19.

BURR OAK, IND. (M. P. 440.4) Spur track.

OBER, IND. (M. P. 446.2) Spur track.

KNOX, IND. (M. P. 451.5)

Population—1950 census—3,034.

Controlled westbound passing siding—capacity 167 cars.

Controlled eastbound passing siding—capacity 195 cars.

NYC crossing (Old Three I)—South Bend to Streeter. Interlocker. NKP maintains and operates, billing NYC a proportion of maintenance on basis of units and 35% of operation.

Water station at station—50,000 gallon wood tank on steel tower. Constructed in 1936.

Water station near Yellow River—100,000 gallon steel tank. Constructed in 1924.

Number of loaded cars interchanged with NYC in 1953: Delivered 64. Received 441.

M. P. 452.9. Yellow River. Double track through truss, 142 feet long. Originally at Buffalo. Erected here in 1914. E-40.

BREMS, IND. (M. P. 456.5) Spur track.

M. P. 458.2

Kankakee River—Three 70-ft. deck girders, solid floor, built in 1923. E-60. Bridge 461.03, 38-ft. steel beams, concrete deck, replacing 44-ft. timber trestle, completed in 1948. E-72.

THOMASTON, IND. (M. P. 463.0)

Controlled passing siding—capacity 145 cars.

C&O (P. M. District)—New Buffalo to LaCrosse. Automatic interlocking with preference lever for NKP movements in CTC Board at Ft. Wayne installed in 1953. NKP maintains and bills C&O a proportion based on units. NKP is senior road.

Number of loaded cars interchanged with C&O in 1953: Delivered 56. Received 24.

SOUTH WANATAH, IND. (M. P. 468.0)

Passing siding—capacity 142 cars. East end interlocked. West end remote control under CTC.

Water station—100,000 gallon steel tank. Constructed in 1927.

CI&L (Monon) crossing—Michigan City to Monon. Manually operated interlocking plant. Replacement with automatic plant, with preference lever for NKP movements in CTC Board at Ft. Wayne, contemplated. NKP maintains and operates and bills CI&L 25% of such expense. CI&L is senior road.

Number of loaded cars interchanged with Monon in 1953: Delivered 188. Received 307.

NICKEL, IND. (M. P. 473.8)

Controlled passing siding—capacity 152 cars.

VALPARAISO, IND. (M. P. 477.0)

Population—1950 census—12,028.

Home of Valparaiso University.

Industries served—4.

SPRIGGSBORO, IND. (M. P. 480.7)

Passing siding—capacity 171 cars. West end interlocked. East end remote control under CTC.

Grand Trunk RR crossing (Chicago to Toronto). Interlocked. Grand Trunk also crosses PRR nearby, and both interlockings controlled from one tower which is maintained and operated by Grand Trunk. NKP pays 50%. Grand Trunk is senior road.

WHEELER, IND. (M. P. 484.4) Spur track.

HOBART, IND. (M. P. 488.5)

Population—1950 census—10,244.

Eastbound passing siding—capacity 141 cars. } West ends interlocked. East ends
Westbound passing siding—capacity 145 cars. } remote control under CTC.

EJ&E crossing. Interlocked. Operated and maintained by EJ&E. NKP pays 19.3% of maintenance on a unit basis and 42.24% of the expense of operating the interlocking and agency. Interlocking tower handles remote control switch at east end of siding.

Car repair facilities.

Interchange yard with EJ&E for cars to and from west of Hobart.

Number of loaded cars interchanged with EJ&E in 1953: Delivered 13,090. Received 12,463.

SOUTH GARY, IND. (M. P. 493.0)

(Gary)—Population—1950 census—133,911.

Passing siding—capacity 89 cars. East end interlocked. West end remote control under CTC.

NYC (MC) crossing (Joliet Division). Interlocked. NKP maintains and operates and bills NYC a proportion of maintenance on a unit basis, 50% of wages of Agent and Clerk and unit proportion of wages of two levermen. NYC is senior road.

M. P. 496.7

Little Calumet River. Solid floor deck girder bridge, 180 ft. long—3 spans. Built in 1923. E-60.

VAN LOON, IND. (M. P. 497.8)

Passing siding—capacity 121 cars. West end interlocked. East end remote control under CTC.

EJ&E crossing. Interlocked. NKP owns and maintains all electrical units along its tracks. EJ&E maintains mechanical units. EJ&E operates plant at its expense, except NKP pays difference between wages of operators and operator-levermen. EJ&E is senior road.

East end of double track, Van Loon to Chicago, 25.73 miles.

West end of Centralized Traffic Control, Hadley to Van Loon, 120.4 miles.

Interchange facilities with EJ&E, to eliminate delays to coal traffic which would move through Hobart and thereby increase volume, in service in 1953. Cost $397,000.

Number of loaded cars interchanged with EJ&E in 1953: Delivered 10,057. Received 2,238.

HESSVILLE, IND. (M. P. 500.1)

NKP owns considerable property north of railroad which was purchased for sand supply for grading purposes, such as Calumet Yard.

OSBORN, IND. (M. P. 500.5)

Eastward passing siding—capacity 96 cars. East end interlocked.

Indiana Harbor Belt crossing. Used also by NYC to Danville. Interlocked. IHB operates and NYC maintains interlocker. NKP proportion is 17.17%. NKP is senior road.

Interchange yard with IHB—about 135 car capacity. Yard on south owned by NYC and interchange tracks on north owned by NKP. NKP owns car repair facilities in NYC yard on land leased to NKP. NKP delivers on north side and receives on south side.

A large amount of perishable freight is received here in interchange.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
IHB	7,791	80,378
NYC	30	22
Total	7,821	80,400

HAMMOND, IND. (M. P. 503.7)

Population—1950 census—87,594.

NYC (MC) crossing (main line), and also used for NYC and IHB movements. Interlocked and includes NYC, Erie and Monon. Operated and maintained by NYC. NKP pays 11.09%. NYC is senior road.

Industries served—7.

ERIE JUNCTION (M. P. 504.1)

(Just west of Hammond NYC crossing).

Joint track with Erie RR over Grand Calumet River. Erie joins NKP east of bridge and leaves west of bridge. Junction is interlocked and Erie maintains. NKP pays 50% of maintenance and 40% of operating expenses.

Bridge over Grand Calumet River is a swing bridge 238 ft. long. River has not been navigable for several years and all bridge machinery has been removed. Maintained by Erie RR. Built in 1904. C&O District trains use this bridge as tenant of Erie. E-40.

STATE LINE (M. P. 504.6)

CI&L (Monon), B&OCT and IHB crossings. C&WI maintains and operates joint interlocking plant which also involves Erie, C&WI, Wabash, C&O (C&O District), Belt Ry., NYC, PRR and K&E. NKP pays a flat charge as its share of the expense. NKP is senior road.

This branch of IHB extends from West Hammond yard to Indiana Harbor.

BURNHAM YARD, ILL.

Interchange with B&OCT and IHB to NKP.

BURNHAM, ILL. (M. P. 505.9)

PRR crossing. Interlocked. PRR also crosses C&WI. Interlocked. PRR maintains and operates. NKP paying unit basis proportion of maintenance and operation after certain flat charges vs. other roads, or approximately 20%. NKP is senior road.

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
B&OCT	757	1,228
IHB	---	1,187
C&CR	46	131
Total	803	2,546

TORRENCE AVENUE (M. P. 507.3)

Chicago, South Shore and South Bend RR crossing overhead.

CUMMINGS DRAWBRIDGE (M. P. 508)

Calumet River. Swing bridge 218 ft. long, built in 1901. Gasoline operated mechanism replaced with electrically operated mechanism in 1954. Cost $50,000. E-40.

Trains operated over gauntlet track across bridge by signal indication. Replacement of guantlet with single tracking and No. 18 turnouts authorized. Estimated cost $32,450.

EAST 110th STREET (M. P. 510.0)

Eastern approach to Calumet Yard. Electric interlocking, permitting switches and signals to be controlled from CTC machine in Yard Office at Calumet, installed in 1954. Cost $62,000.

CALUMET YARD (M. P. 511.2)

Terminal Superintendent is located here.

Modern yard and engine terminal completed in 1952, at a cost of approximately $5,170,000, replacing facilities at Stony Island, because the City of Chicago passed an ordinance for the opening of East 93rd Street through the latter terminal, as well as for certain grade separations, which necessitated moving to another area.

Yard—capacity 1,909 cars.
Roundhouse—8 stalls, including 2 Diesel stalls—storeroom, etc.
Boiler house.
Hostlers' building.
Diesel fuel oil and water service building.
Sand house—capacity 1,000 tons.
Coal dock—capacity 300 tons.
Cinder conveyors.
Diesel fuel storage tanks—capacity 500,000 gallons.
Yard office and locker room building.
Water station—100,000 gallon steel tank, and treater house.
Car repair facilities.
Turntable—110 feet.
Track scales—capacity 125 tons. Originally at Stony Island, 1923. Transferred to Calumet Yard in 1941.
Coach yard.
Dormitory.

Cars are received from various Chicago roads and from NKP puller runs, and are delivered in like manner.

Freight to and from connections is classified here. Cars are handled to and from connections principally as follows:

(a) By direct connections with NKP tracks:

Belt Railway—South Chicago	IC—South
B&OCT	IHB—Burnham. Receipts only.
CCR	CRI&P
CSL	CRI&P—Pullman Division.

(b) By direct connections with NKP pullers, reached by use of NYC, CR&I, CJ, IC, C&NW, or combinations thereof:

CB&Q—deliveries only	CWPS—West Pullman Division—via RI Pullman Division
CMStP&P—beyond Chicago and special city cars. Deliveries only.	IC—West
CJ	IN
C&NW, Wood Street—beyond Chicago	
CR&I	

Distances travelled by NKP pullers from Calumet Yard to reach the following:

CB&Q—Western Avenue	14.0 miles
CMStP&P—Western Avenue	19.0 miles
C&NW—Wood Street Yard	17.5 miles

(c) By delivery to intermediate railroads for further handling to connections.

via Belt Railway of Chicago

AT&SF (also via IN)	C&O
CB&Q	EJ&E
C&EI	Erie
CI&L	GM&O
CMStP&P—Chicago proper. Deliveries only	GTW
CMStP&P—all receipts	NYC
C&NW—Chicago proper	MJ
CWPS (except Pullman Division)	PRR
C&WI	Soo Line
	Wabash

via B&OCT

B&O (also via CR&I)

Number of loaded cars directly interchanged with connection roads, including cars originating at or destined to Stock Yards, in 1953:

Railroad	Delivered	Received
CRI&P	4,477	8,638
Pullman	-----	-----
Belt Railway of Chicago	33,562	27,048
IC	3,686	2,820
NYC	1	------
CWPS	-----	------
CSL	2,237	1,115
Stock Yards (via W. 43rd Street)	21,309	21,644
Total	65,272	60,265

Number of loaded cars interchanged in 1953 directly with connections and through intermediate roads in the entire Chicago territory, extending from Osborn to Chicago and including those listed immediately above and under Osborn and Burnham:

Railroad	Delivered	Received
AT&SF	3,891	10,417
B&O	5	2
B&OCT	972	1,246
Belt Ry. of Chicago	4,193	3,470
Chicago Produce Terminal	13	20
C&CR	46	131
CA&E	148	188
CB&Q	7,911	19,370
C&EI	1,685	1,301
CGW	1,990	5,388
CMSTP&P	11,569	19,508
C&NW	16,078	24,629
CRI&P	4,779	15,905
C&O (Chesapeake District)	8	173
C&O (PM District)	6	8
Chicago Jct.	1,791	6,820
CR&I	965	596
CI&L	66	120
C&IW	375	177
CSL	2,270	1,207
C&WI	171	5
CWPS	626	215
Erie	43	284
EJ&E	25	526
GM&O (Alton)	2,201	1,664
GTW	204	25
IHB	6,518	7,387
IC	4,566	14,838
IN	965	825
MStP&SSM	2,023	3,807
MJ	230	323
NYC	260	265
NYC (MC)	7	40
PRR	477	355
Pullman	------	----
PFWC	-----	485
Wabash	123	1,414
Total	77,200	143,134

E. 103rd Street Overhead. Constructed in 1938.

Stony Island Avenue Subway. Constructed in 1936.

E. 95th Street Subway. Constructed in 1935.

Just East of Stony Island (M. P. 512.2)

The following railroad crossings:

C&WI—Used by Erie, CI&L and Wabash, C&O and Belt.
CRI&P—Belt, IC, B&O, PRR and C&O.
Belt Railway of Chicago.
Not interlocked.

STONY ISLAND, ILL. (M. P. 512.5)

All yard and terminal operations, including roundhouse, turntable and car repair and coach yard facilities, discontinued at Stony Island upon completion of new yard and engine terminal facilities at Calumet in 1952, as a result of the City of Chicago passing an ordinance for the opening of East 93rd Street through the Stony Island terminal, as well as for certain grade separations, which necessitated moving to another area.

E. 82nd Street Subway. Constructed in 1923.

E. 83rd Street Subway. Constructed in 1948.

E. 87th Street Subway. Constructed in 1935.

Grade elimination and bridge over IC—from IC to E. 71st Street—1911.

Industries served—3—Verson Allsteel Press Co.
Burnside Steel Foundry Co.
Naylor Spiral Pipe Co.

Seventy-First Street (M. P. 515.2)

NKP terminates at this point.

Connection with NYC. Interlocking jointly owned. NYC maintains and operates, billing NKP 50% of the cost.

ENGLEWOOD, ILL.

NKP is a tenant of the passenger station jointly owned by PRR, NYC and CRI&P.

CHICAGO, ILL.

Population—1950 census—3,620,963.

Industries served by Nickel Plate—13.

NKP passenger trains operate between 71st Street and LaSalle Street Station over tracks of NYC between 71st Street and Englewood, 1.85 miles, and joint NYC-CRI&P tracks between Englewood and LaSalle Street Station, 6.40 miles. NKP pays $10.48 for every car into or out of station, not including equipment to and from coach yard, and $2.35 per train mile for trackage between station and 71st Street. Passenger engines and cars are serviced at Calumet Yard.

NKP uses freight house and team track facilities, north of East Randolph Street and on lake front, leased from Illinois Central, paying an annual rental of $58,400. NKP cars are handled between Calumet Yard and Illinois Central's Congress Street Yard (9th Street to 14th Street) with its own power. Illinois Central handles cars between Congress Street and its Randolph Street facilities. NKP pays trackage charges to IC as follows:

Between	Per Loaded Car	Per Empty Car or Caboose	Per Locomotive
NKP connection (82nd Street) and Congress Street Yard	$2.50	$2.00	$5.00
NKP connection (82nd Street) and Chicago Junction Ry. connection (41st Street)	1.75	1.75	3.50
Congress Street Yard and Junction with St. Charles Air Line	1.00	1.00	2.00
Congress Street Yard and Chicago Junction Ry. connection (41st Street)	2.50	2.00	5.00

Team track charges—per car: First 24 hours, $3.50 and 15¢ per hour thereafter. If cars at freight house are switched after being spotted, additional charge of 50¢ per car.

LCL freight for NKP connections is handled by dray from NKP 431 East Randolph Street Freight House. Merchandise to Universal Stations is handled by dray as follows:

To and from Belt Railway freight house at Cragin.

To and from Belt Railway freight house at Clearing.

To and from Manufacturers' Junction Railway freight house.

To and from the Chicago Tunnel Company. NKP pays 41.11 cents per hundred pounds for this service.

The entire territory between Chicago and Van Loon is known as the Chicago District and is handled by one agent located at the 431 East Randolph Street freight house, with an assistant at Calumet Yard and one at Hammond. The latter also handles Osborn and Van Loon.

The NKP right-of-way ends at 71st Street. Within the Chicago Switching District, which extends to Hessville east of Hammond, Indiana, NKP has direct connections with the Belt Railway of Chicago, the Indiana Harbor Belt and the B&OCT, through which a great volume of business comes to NKP from industrial Chicago. In addition, NKP has direct connections with the C&EI, RI, IC, C&CR, CPT, CJ, IN, CRI, CSL, C&NW via Wood Street and the CB&Q and CMSt&PP via Western Avenue.

In addition, at Hobart and Van Loon, NKP has connections with the Elgin, Joliet & Eastern (Chicago Outer Belt), through which we receive and deliver a considerable volume of business in connection with steel operations in the Gary-East Chicago territory.