NICKEL PLATE ROAD

WHEELING AND LAKE ERIE DISTRICT

and

THE LORAIN & WEST VIRGINIA

RAILWAY COMPANY

★

PHYSICAL DATA AND OTHER INFORMATION OF INTEREST

September, 1954

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OFFICE OF THE PRESIDENT
CLEVELAND, OHIO, APRIL, 1950
REVISED SEPTEMBER, 1954

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 Bogwater	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	4.96	69
Harmon to Zanesville	70.95	70.95	.....	10	6.74	46
Total	143.64	140.79	2.85			
BRANCH LINES:						
Toledo Division						
Huron Jct. to Huron	13.23	13.23	.....	3	3.58	60
Orrville Jct. to Harmon	23.69	23.69	.....	2	11.47	42
Adena to Neffs	20.94	20.94	.....	3	3.49	47
Warnerton 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	5.18	5.18	.....	--	.....	---
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-6) Wellington to Lincolnale	22.14	.....	22.14			
Cleveland Division						
Newburgh and South Shore Railway-Cleveland, New Yard to E. 93rd St.	4.00	.21	3.79			
Total under Trackage Rights	26.14	.21	25.93			
TOTAL OPERATED	503.10	459.95	45.15			
The Lorain & West Virginia Railway Company	25.25	20.20				

Rail Laid in Main Tracks in 1953:

	Miles
132#	10.55
131#SH	1.51
115#	1.39
112#SH	.89
110#SH	4.58
Total	19.31

Rail Removed From Main Tracks in 1953:

	Miles	Average Age Years
110#	13.94	13.32
90#	5.39	29.36
Total	19.33*	17.80

* .12 mile more removed than laid account shortening Cleveland (Dock St.).

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age Years
132#	33.02	2.2
131# SH	2.26	1.3*
115#	10.88	2.2
112# SH	.98	1.7*
110#	240.99	10.9
110# SH	44.62	9.6*
100#	.57	20.0
90#	76.15	18.9
90# SH	53.19	22.3*
80#	12.23	51.6
70#	3.31	56.7
Total	478.18	

* Years in present location.

Ballast in Main Tracks as of December 31, 1953:

Gravel	15.10
Slag	343.86
Cinder	114.17
Open deck bridges	5.05
Total	478.18

Number of ties in all tracks as of December 31, 1953: 2,588,100

Number of ties renewed in 1953: 35,710

Average number of ties renewed per mile in 1953—75, equivalent to 40 years of life.

Summary of Curvature, Grade and Bridge Data

Total number of curves	901
Total central angle of curvature	22,366°
Maximum degree of curvature	10°
Located at Canton, O., M.P. 59.7, Cleveland Division.	
Maximum grade eastbound	2.32%
Located at Steubenville, O., M.P. 13.0, Steubenville Branch.	
Maximum grade westbound	2.10%
Located at Cleveland, O., M.P. 4.1, Cleveland Belt Branch.	
Total length of tunnels	4,015'
Total length of wooden bridges, main track	10,366'
Total length of wooden bridges, side track	402'

Centralized Traffic Control

	Miles	
Toledo Division		
Adena to Lonas	32.6	installed in 1946.
Brewster to Bellevue	79.7	installed in 1948.
Bellevue to Homestead	46.2	installed in 1950.
Cleveland Division		
Harmon to Kenery	8.1	installed in 1947.

Automatic Block Signals

	Miles	
Toledo Division		
Adena to Brewster	56.6	installed in 1946.
Brewster to Bellevue	79.7	installed in 1948.
Bellevue to Homestead	46.2	installed in 1950.
Cleveland Division		
Harmon to Kenery	7.7	installed in 1947.

TOLEDO DIVISION

Passing sidings on single track:

	Toledo to Brewster	Brewster to Terminal Jct.
Number of sidings	33	18
Maximum car capacity	142	221
Minimum car capacity	47	20
Average car capacity	92	93
Average distance between sidings	3.24 miles	3.38 miles

MILES

	Distance	Double Track	Single Track
TOLEDO (FREIGHT HOUSE) TO TERMINAL JUNCTION	209.48	6.37	203.11
Two engine districts:			
Homestead Yard to Brewster	129.32	2.93	126.39
Brewster to Terminal Jct. (Note)	75.41	3.44	71.97
	204.73	6.37	198.36

NOTE: Through freight service is also operated between Brewster and Mingo Jct. (Steubenville) via Steubenville Branch, 79.5 miles, and between Brewster and Rook, Pa., via P&WV Railway from Pittsburgh Jct. to Rook, Pa., 102.7 miles. P&WV and NKP crews operate in joint service between Brewster and Rook, Pa., with crew mileage adjusted quarterly. Bills are rendered by each company covering the use of its crews, locomotives and cabooses while in service on the other party's line.

No scheduled passenger trains.

Toledo (Cherry Street) to Homestead Yard is yard movement, 4.75 miles.

Following bridges between Cherry Street and Front Street Yard:

M. P. 0.24 LaGrange Street Bridge over 3 tracks. Treated timber structure, 108 ft. long, owned and maintained by NKP.

M. P. 0.34 Elm Street (Sun Oil Company) Bridge over 3 tracks. Timber structure, 104 ft. long, owned and maintained by NKP.

M. P. 3.83 Maumee River, 1,244 ft. of through pin connected trusses — 5 spans 180 ft. each and 1 swing span 344 ft. and 67 feet of pile trestle approaches, built in 1898. E-35. Swing span electrically operated. Converted from steam in 1951.

Operate trains in puller service to Wabash over Toledo Belt Railway (operated by NKP as a part of its Wheeling and Lake Erie District), consisting of 2.67 miles of first main track, 3.81 miles of second main track, and 6.64 miles of yard and industrial tracks. Connects with NKP tracks at Ironville in form of a wye. Puller trains use NYC tracks and NYC Maumee River bridge for access to Wabash Yard. NYC bills Wabash $1,000 monthly for use of tracks and bridge, and Wabash bills NKP $900 of this amount monthly. Interchange with NYC, PRR, B&O and Bay Terminal is made over this belt line. All train movements are governed by yard rules.

Following bridges on Belt Line:

M. P. 0.29 NYC overhead, through plate girder, 1 span. Two NKP tracks and five NYC tracks.

M. P. 3.18 Seaman Street underpass, 63 ft., 1 span, through plate girder, ballast deck, built in 1913. E-60.

M. P. 3.65 Hocking Valley Dock track underpass, 67 ft., 1 span, through plate girder, ballast deck, built in 1913. E-60.

	Miles	Average Age Years
Double track:		
Stark to Brewster	2.93	
Brewster to Lonas	3.44	
Centralized Traffic Control:		
Homestead to Bellevue	46.2	
Bellevue to Brewster	79.7	
Lonas to Adena	58.6	
Automatic Block Signals:		
Homestead to Bellevue	46.2	
Bellevue to Brewster	79.7	
Brewster to Adena	36.3	
Rail Laid in 1953:		
132#	10.82	
131#	.37	
115#	1.34	
112# SH	.02	
110# SH	.04	
Total	12.59	
Rail Removed in 1953:		
110#	12.55	13.1
90#	.04	25.0
Total	12.59	13.1
Rail in Main Tracks as of December 31, 1953:		
132#	32.96	2.2
131#	.55	1.5*
115#	7.48	1.8
112#	.04	3.0*
110#	164.34	9.5
110# SH	3.09	6.8*
90#	5.03	28.1
90# SH	2.12	24.1
70#	.24	33.0
Total	215.85	

*years in present location.

Ballast in Main Tracks as of December 31, 1953:

Stone	
Slag	197.99
Cinder	16.52
Open deck bridges	2.24
Total	215.85

	Toledo to Brewster	Brewster to Terminal Jct.
Number of curves	95	138
Maximum curve	10°30' at MP 66.1, Norwalk.	14° at MP 205.5, Warrenton.
Maximum grade:		
Eastbound	1.20% at MP 63.8, Norwalk.	1.14% at MP 193.4, Pittsburgh Jct.
Westbound	1.10% at MP 25.2, Oak Harbor.	1.20%, MP 196.6, Mt. Pleasant, to MP 203.6, Connor.

Ruling or tonnage grades:

Eastbound	0.71% Norwalk to Hartland, 6.3 miles.	0.66% Jewett to Pittsburgh Jct., 4.13 miles.
Westbound	0.52% Fremont to Porter, 0.95 mile.	0.69% Adena to Rexford, 9.30 miles.

TOLEDO, OHIO

Population—1950 census—303,616.

Known as the "Glass Capital of the World", and in addition to being among the largest United States ports, second on the Great Lakes, is first in the world in the tonnage of bituminous coal handled. Toledo is also the leading winter wheat market of the United States and is one of the nation's leading grain, soy bean, feed, milling and food processing centers.

Western terminus of Wheeling and Lake Erie District.

Railroads: Nickel Plate (Clover Leaf and Wheeling and Lake Erie Districts), C&O (Chesapeake and PM Districts), D&TSL, NYC, PRR, B&O, Toledo Terminal, Wabash, DT&I, Ann Arbor.

W&LE District freight house operations, formerly handled in building located at Cherry and Champlain Streets, transferred to Clover Leaf District freight house located near center of city.

New Yard Office and Switchmen's Locker Room Building completed at Front Street Yard in 1949. Cost $91,385.

Homestead Yard Office, including locker rooms for switchmen and car inspectors, built in 1948. Cost $83,890.

Ironville Roundhouse Foreman's Office and Engineers' and Roundhouse Employees' Locker Room Building, built in 1946. Cost $63,750.

Front Street Yard (Ironville) located 3.23 miles east of Cherry Street.

Homestead eastbound and westbound yards located 4.75 miles east of Cherry Street.

Roundhouse and Car Shop facilities at Ironville:

Roundhouse—10 stalls. Stalls Nos. 1 to 3 extended 20 ft. in 1942. Stall No. 10 converted to Diesel Repair Room in 1942.

Small machine shop.

Heating plant for roundhouse facilities, including office and locker room, but excluding roundhouse proper. Brick building, 2 coal fired steam boilers, 29.75 h. p. each, underground steam lines, return lines, ash handling facilities, etc. New in 1946. Cost $56,675.

300,000 gallon Diesel fuel oil storage tank, pumping equipment and fire hydrant at Roundhouse, estimated to cost $46,500, authorized.

Fitting up four stalls in Roundhouse for Diesel yard locomotive repairs, estimated to cost $110,000, authorized.

Turntable—100-ft. 3-point support. Was removed from Jewett.

Coaling station—130-ton capacity. Jeffery Mfg. Co., hopper type. New in 1947. Cost $64,275.

Cinder handling facilities—Roberts and Schaefer, 50-cu. ft. crane type. New in 1946. Cost $10,215.

Sanding facilities—2 Ross & White steel 5-ton, dry tanks. Concrete block wet bin and dry house, 400 tons capacity. New in 1948. Cost $19,780.

Car Shop, including steel erecting shop, blacksmith and fabricating shop, wood mill, caboose shop, wheel room, powerhouse, transfer table, storehouse and office building. Two 250 H. P. oil-fired boilers, replacing four 175 H.P. boilers, installed in 1953. Cost $98,000.

Car repair yard.

Front Street (Ironville) Yard is an assembly yard—capacity 240 cars.

Yard inter-communication system in service in 1951.

Homestead Yard is a classification yard—capacity 1,187 cars. Floodlighted. Four additional yard tracks installed in 1953. Cost $85,000.

Track scale—75-ton capacity.

Water station—complete softening, 295,000 gallon steel tank on concrete foundation. Several penstocks. Constructed in 1942.

Bridge & Building Carpenter Shop. Constructed in 1930.

General Yardmaster's headquarters in Front Street (Ironville) Yard Office.

Puller service operated by NKP (W&LE District) between Homestead and (1) Wabash Yard via Toledo Belt and NYC, (2) DT&I Temperance Yard via Ann Arbor and Toledo Terminal, (3) D&TSL Lang Yard (Clover Leaf District cars are handled in Shore Line puller and interchanged through Lang Yard—Shore Line switches these cars), (4) MC North Toledo Yard via Ann Arbor, (5) also combined C&O (PM District) MC Puller to North Toledo Yard and return to Hallett via Ann Arbor, then to C&O (PM District) Erie, Mich., Ottawa Yard and return to Homestead via Ann Arbor. Cars to and from Ann Arbor are handled in MC puller and combined MC—C&O (PM District) puller.

C&O (PM District) also operates puller service between its Ottawa Yard and Homestead Yard via Ann Arbor. C&O operates puller service between (1) Walbridge Yard and Homestead via Toledo Terminal and (2) as required between Presque Isle Docks and Homestead and/or Front Street Yard via Toledo Terminal.

Joint switching and weighing service with Toledo Terminal Railroad is performed by NKP at plant of Interlake Iron Corporation, including plant of France Stone Co.

Joint crossing gate protection at Front Street. Toledo Terminal pays 25% of actual cost.

Interlocking Plants:

Passett Street Plant—Toledo Belt—NYC crossing, electric. Eastward automatic approach signal. Westward—none. NYC operates and maintains plant at joint expense. NYC is senior road. NKP assumes 66.67% of both maintenance and operation cost.

Manhattan Jct. Plant. Electro-mechanical. Pennsylvania (Manufacturers Ry.) Ann Arbor and NKP crossing. No approach signals. Ann Arbor is senior to NKP and NKP is senior to Manufacturers Ry. NKP operates and maintains plant at joint expense. Each Company assumes ⅓ of the expense.

Connecting track installed at Manhattan Junction in 1952 to facilitate movement of NKP-D&TSL puller runs and eliminate reverse movement through interlocking plant. Cost $40,000.

Ironville Plant. Electric. NKP and Toledo Terminal crossing. No approach signals. NKP is senior road. NKP operates and maintains. Expense of operation and maintenance is allocated to jointly owned and to solely owned (Toledo Terminal) facilities, respectively, on unit value basis. Such expense so allocated to jointly owned facilitites is divided equally between NKP and Toledo Terminal. Such expense so allocated to solely owned facilities is borne entirely by Toledo Terminal. NKP proportion of the overall expense of maintenance and operation is 32.12%.

Automatic crossing protection completed in March, 1950, to replace target governing crossing of Toledo Terminal Furnace spur track and Toledo Belt Ry. NKP is senior road. Cost of automatic crossing protection borne 50% by each company. Maintenance and operation on a unit basis.

Other railroad crossings:

Pennsylvania (Manufacturers Ry.) and Cherry Street line at Summit Street. Target set for NKP trains (switch movements). Pennsylvania trains stop and crews operate target.

NKP engine dock track and Gulf Refining lead. Crews operate target.

Toledo Belt Railway crosses under NYC main line near Passett St. and over C&O (Old HV dock track) between Consaul and Seaman Streets.

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

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

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
C&O	10,580	5,287
C&O (PM Dist.)	18,181	9,812
DTSL	24,419	11,612
NYC (Including MC & B4)	30,401	11,653
Toledo Terminal	4,471	4,743
B&O	4,420	2,950
Pennsylvania	4,331	3,894
Ann Arbor	3,517	4,922
Wabash	7,962	7,699
DTI	1,917	1,480
Bay Terminal	390	4,949
T.A.W.	102	27
Total	116,691	67,628

Consolidated for W&LE and NKP.

Industrial spur track, 3 miles in length, constructed in 1954, to serve Toledo Edison Company and intermediate industrial area. Cost $260,000.

Industries served (W&LE District)—35, including

Electric Auto-Lite Co.	Gulf Oil Co.
Interlake Iron Co.	Standard Oil Co.
Libby Plant—Owens-Illinois Glass Co.	Sun Oil Co.
National Biscuit Co.	Pure Oil Co.
	Toledo Edison Co.

HOMESTEAD YARD LIMIT BOARD (M. P. 8.0)

Automatic block signals and C. T. C. start here.

BOOTH (M. P. 9.2)

Passing siding—capacity 48 cars.
Other tracks—capacity 20 cars.
Industries served—2.

CURTICE (M. P. 11.8)

Team siding—capacity 30 cars.
Other tracks—capacity 30 cars.
Industries served—5, including Stokely-Van Camp canning plant.
Number of loaded cars interchanged with the T&E during 1953: Delivered 4,800. Received 707.

M. P. 11.99

Cedar Creek, 85-ft. 6 span pile trestle, built in 1940. E-60.

M. P. 13.17

Crane Creek, 84-ft. 6 span pile trestle, built in 1940. E-60.

WILLISTON (M. P. 13.6)

Controlled passing siding—capacity 87 cars.
Team track—capacity 23 cars.
Other tracks—capacity 12 cars.
Industries served—1.

M. P. 16.58

Turtle Creek, 56-ft. pile trestle, 4 spans, built 1942. E-60.

TROWBRIDGE (M. P. 17.2)

Team siding—capacity 21 cars.
Other tracks—capacity 4 cars.

LIMESTONE (M. P. 21.1)

Passing siding—capacity 64 cars.
Storage spur—capacity 68 cars.
Industries served—1.

M. P. 21.37

Toussaint Creek, 91-ft. deck plate girder bridge, 1 span, built 1911. E-60.

OAK HARBOR (M. P. 26.0)

Population—1950 census—2,370. Trading area for approximately 10,000 persons.
Controlled passing siding—capacity 67 cars.
Team spur—capacity 20 cars.
Other tracks—capacity 23 cars.

M. P. 25.13 over NYC, 256-ft. through plate girder and deck plate girder bridge, 4 spans, built 1910. E-60.

M. P. 26.72 over Park Street, 70-ft. steel I-beam bridge, 3 spans, with 28 feet of pile trestle approaches, built 1921. E-60.

M. P. 26.10

Portage River, 130-ft. deck plate girder, manually operated swing span bridge, with 16-ft. deck plate girder and 183-ft. pile trestle approaches, built in 1918. E-60.
Industries served—4.
Principal industry—J. Walker Co., producer of canned foods.

M. P. 26.44

Little Portage River, 57-ft. pile trestle, built in 1945. E-60.

M. P. 29.56

Mud Creek, 113-ft. pile trestle, built in 1943. E-60.

KINGSWAY (M. P. 32.4)

Passing siding—capacity 72 cars. Easterly end used as team track.
Storage spur—capacity 53 cars.

M. P. 34.62

Muskalonge Creek, 90-ft. through plate girder bridge on pile bents, built in 1897, 178-ft. of pile trestle approaches, built in 1941-1942. E-60. Replaced with 1 span, deck plate girder, and two steel beams, 145 ft. in 1953. E-72.

PORTER (M. P. 35.8)

Passing siding—capacity 67 cars.
Water station—50,000 gallon steel tank on steel tower. Wayside softening.

M. P. 37.34

NKP (LE&W District) crosses over. Through plate girder owned and maintained by LE&W District.

FREMONT (M. P. 37.7)

Population—1950 census—16,536.

County seat of Sandusky County. Considered to be trading area for approximately 30,000 persons. The basic industry is agriculture. Fremont was the birthplace of Rutherford B. Hayes.

Connection with the NKP (LE&W District).
Passing siding—capacity 47 cars.
Team spur—capacity 3 cars.
Other tracks—capacity 79 cars.

M. P. 38.11

Sandusky River, 380-ft. 4 span through plate girder bridge, built in 1911. E-60.

M. P. 38.44

Morrison Street bridge, 102-ft. overhead frame trestle.
Industries served (W&LE District)—7.

GREEN CREEK (M. P. 40.5)

Controlled passing siding—capacity 134 cars.

M. P. 41.24

Bridge over Green Creek, 102-ft. through plate girder, 1 span, built in 1918. E-60.

M. P. 44.99

(Clyde) Raccoon Creek, 71-ft. pile trestle, built in 1943. E-60.

CLYDE (M. P. 45.7)

Population—1950 census—4,082.
Passing siding—capacity 68 cars.
Storage siding—capacity 26 cars.
Other tracks—capacity 39 cars.

Crossing with NYC. Automatic interlocking plant. Automatic approach signals. NYC is senior road. Maintained and operated by NKP. Entire expense assumed by NKP.

Industries served—8, including Whirlpool Corp.
Number of loaded cars interchanged with NYC during 1953: Delivered 78. Received 478.

BELLEVUE (M. P. 52.0)

Population—1950 census—6,908.

NKP District has extensive yards and other facilities here and is headquarters for General Superintendent and staff.

Passing track—capacity 70 cars (west of railroad crossings).
Passing track—capacity 80 cars (Reservoir—east of railroad crossings).

Various yard tracks—capacity 210 cars. Capacity will be increased to 550 cars when five additional yard tracks, now under construction and estimated to cost $284,000, are completed.

Connection with PRR, NYC and NKP District.

Water station—48,000 gallon wooden tank on steel tower. Water purchased from city. Wayside softening.

Railroad Crossings:

NKP District crosses W&LE District and NYC and PRR cross NKP District, W&LE District and NYC using NKP District westbound main track for this purpose. NYC is senior road. NKP District is senior to W&LE District and PRR. PRR is junior road. Electric interlocking plant. PRR maintains and W&LE District operates. Division of expense:

	W&LE District	NKP District	P. R. R.
Maintenance	12.29%	35.53%	52.18%
Towermen	25.00%	37.50%	37.50%
Operation	12.29%	35.52%	52.19%

Number of loaded cars interchanged in 1953:

Railroad	Delivered	Received
PRR	1,111	11,034
NYC	967	1,075
Total	2,078	12,109

Consolidated for W&LE and NKP.

Industries served by W&LE District—7, including Bellevue Kraut Co. and the Fruce Store Co.

YEOMANS (M. P. 55.4)

Controlled passing siding—capacity 133 cars.

M. P. 57.76

Maggioni Creek—30 ft. 1 span steel beams with concrete abutments, built in 1951. E-72.

MONROEVILLE (M. P. 60.6)

Population—1950 census—1,275.

Passing siding—capacity 70 cars.

Other tracks—capacity 36 cars.

Joint station and freight house with B&O. B&O owns freight house track. NKP maintains buildings and furnishes supplies, billing B&O for 50% of expense. B&O maintains track and bills NKP for 50% of expense. Agents are not joint.

NKP crosses NYC and B&O. NKP is junior road. NYC and B&O also have a crossing. Automatic interlocking, jointly owned. Automatic approach signals. NKP maintains and operates plant and assumes 50.88% of the expense.

Number of loaded cars interchanged with B&O during 1953: Delivered 1,825. Received 907.

West Branch of Huron River just east of B&O crossing, M. P. 60.50, 232-ft. 4-span deck plate girder bridge, built in 1911. E-60.

M. P. 61.12

U. S. Route 20, 64-ft. overhead single span deck plate girder bridge, built in 1936. E-60.

M. P. 63.57

East Branch of Huron River, 232-ft. 4-span deck plate girder bridge, built in 1911. E-60.

NORWALK YARD (M. P. 64.6)

Terminal for local runs between Ironville and Norwalk, Brewster and Norwalk, and for short turnaround runs between Norwalk and Bellevue and between Norwalk, Hartland and Huron via Huron Branch.

Controlled passing siding—capacity 93 cars.

Headquarters for Assistant Trainmaster.

Small yard—capacity 266 cars.

Small machine shop. Wood construction.

No turntable or wye track. Locomotives requiring turning must be towed to wye at Huron Jct., a distance of 2.2 miles.

Coaling plant—Jeffery Mfg. Co. car unloader and conveyor. Storage none. Operating capacity 60 to 90 tons per hour. New in 1942.

Belt-type cinder conveyor. New in 1952.

Sanding facilities—T. W. Snow & Co. wood tank and wet bin. Vitrified tile dry house. 170-ton wet, 225-ton dry capacity. New in 1942.

Water station—62,000 gallon steel tank on steel tower, 1940. Wayside softening. City supply. NYC secures water for its penstock from this tank. NYC is billed $.25 per thousand gallons, meter basis.

Yard office.

B&B Carpenter Shop.

Signal Maintainer's steelox building.

Number of loaded cars interchanged with the NYC in 1953: Delivered 1,526. Received 210.

NORWALK (M. P. 66.3)

Population—1950 census—9,775. County seat of Huron County.

Freight house spur track—capacity 4 cars.

Team track east of Benedict Avenue—capacity 52 cars.

Other tracks—capacity 34 cars.

Freight house and office building (old passenger depot). Headquarters for Roadmaster, Toledo to Wellington.

Industries served—9, including Durkee Food Division of Glidden Company.

Bridges: M. P. 66.02, West Main Street overhead 30-ft., I-beams and concrete slab, built 1908. M. P. 66.37, Linwood Ave. overhead steel viaduct, owned and maintained by City of Norwalk.

HURON JCT. (M. P. 66.8)

Huron Branch leads off main line at this point. West leg of wye at M. P. 66.02. Electrically locked switch and east leg of wye switch at M. P. 66.85. Remote controlled under C. T. C.

Water works spur track—capacity 8 cars.

BLUE FLY (M. P. 69.5)

Spur track—capacity 53 cars.

HARTLAND (M. P. 72.2)

Controlled passing track—capacity 125 cars.

Passing track—capacity 79 cars. Electrically locked switches.

Yard tracks—capacity 210 cars. Used for a storage and pick up yard in connection with loads and empties in coal and ore traffic to and from Huron.

M. P. 74.15

Ridge Road. 95-ft. long overhead steel bridge, built 1913.

CLARKSFIELD (M. P. 75.8)

Spur track—capacity 11 cars.
Industries served—1.

M. P. 76.36

Vermilion River, 157-ft. 3 span deck plate girder bridge, built in 1911. E-60.

M. P. 76.70

Ohio Routes 18 and 60. 60-ft. overhead deck plate girder bridge, built in 1930. 95-ft. of pile trestle approaches, built in 1946. E-60. 142 ft. by 90 ft. multiplate arch, 42 ft. long, in stream under trestle.

MINER (M. P. 77.8)

Passing track—capacity 129 cars.

M. P. 79.13

Little Vermilion River, 55 ft. 1 span deck plate girder bridge, built in 1916. E-60.

BRIGHTON (M. P. 82.1)

Controlled passing track—capacity 140 cars.

Other tracks—capacity 18 cars.

Industries served—1.

M. P. 83.74

West Branch Black River, 190-ft. 3 span deck plate girder bridge, built in 1914. E-60.

HUFF (M. P. 84.4)

Passing track—capacity 84 cars.

LAKE JCT. (M. P. 86.1)

Connection with The Lorain & West Virginia Railway in form of a wye, west leg at M. P. 85.85 and east leg (main track of L&WV) at M. P. 86.31.

W&LR District crews and locomotives used in freight service between Brewster and South Lorain. Time of crews and locomotives in service on L&WV is billed against that Company.

Fast freight connection with NYC at M. P. 85.94. For several years, fast freight service has been operated between Toledo and Cleveland via NKP and via NYC from this point to Lindale (Cleveland) under trackage rights, then over this Company's Cleveland Belt Line to Cleveland Yard, a distance of 118 miles. Trackage charge over NYC $45.21 per train ($1.50 per train mile).

WELLINGTON (M. P. 86.8)

Population—1950 census—2,992.

Controlled westbound passing track—capacity 96 cars.

Eastbound passing track south of main track—capacity 74 cars.

Other tracks—capacity 123 cars.

Water station—48,000 gallon wood tank on steel tower. City supply. Wayside softening.

Signal maintainer's steelox building.

Railroad crossing with NYC. Electro-mechanical interlocking plant. Automatic approach signals. NYC is senior road and maintains and operates plant. NKP assumes 18.75% of maintenance expense and 50% of operating expense.

Number of loaded cars interchanged with NYC during 1953: Delivered 10,195. Received 4,589.

Industries served—5.

M. P. 87.90

Wellington Creek, 113-ft. 8 span pile trestle, built in 1940. E-60.

M. P. 91.68

Cattle pass and stream, 55-ft. 4 span pile trestle, built in 1945. E-60.

SPENCER (M. P. 93.5)

Passing siding—capacity 54 cars (west of AC&Y crossing).

Controlled passing siding—capacity 79 cars (east of AC&Y crossing).

Other tracks—capacity 54 cars.

Crossing with AC&Y RR. Electric interlocking remotely controlled from Brewster. Automatic approach signals. NKP is senior road. NKP maintains and operates, and assumes 63.30% of expense.

Joint car inspection with AC&Y. AC&Y assumes 36% of expense.

Number of loaded cars interchanged with AC&Y during 1953: Delivered 4,679. Received 10,550.

Industries served—1.

M. P. 96.20

Cattle pass and stream, 56-ft. 4 span pile trestle, built in 1944. E-60.

PAWNEE (M. P. 97.1)

Passing siding—capacity 130 cars.

M. P. 99.88

East Branch of Black River, 175-ft. deck plate girder bridge, 3 spans, built in 1915. E-60.

LODI (M. P. 101.2)

Population—1950 census—1,823.

Passing siding—capacity 77 cars. (West of B&O).

Controlled passing siding—capacity 107 cars. (East of B&O).

Other tracks—capacity 45 cars.

B&O crosses over NKP tracks on bridge, 80 ft. long. Owned and maintained by B&O.

Water station—46,000 gallon wood tank on steel frame. Wayside softening.

Number of loaded cars interchanged with the B&O during 1953: Delivered 89. Received 37.

Industries served—3.

M. P. 102.91

57-ft. 4 span pile trestle, built in 1946. E-60.

BURBANK (M. P. 104.7)

Passing siding—capacity 80 cars.

M. P. 108.79

56-ft. 4 span pile trestle, built in 1941. E-60. Replaced with beam spans on concrete caps and abutments with concrete filled pipe piles in 1954.

CRESTON (M. P. 108.7)

Population—1950 census—1,300.

Controlled passing siding—capacity 127 cars. (East of Erie RR.)

Other tracks—capacity 77 cars.

Station is jointly owned and operated. Erie maintains and operates station. NKP assumes 50% of expense.

Signal maintainer's steelox building.

Crossing with Erie RR. Electro-mechanical interlocking. Automatic approach signals. Erie is senior road. Maintained and operated by Erie. NKP assumes 55.42% of maintenance expense and 50% of operating expense.

Number of loaded cars interchanged with the Erie during 1953: Delivered 11,301. Received 5,206.

Industries served—2.

M. P. 111.1

Little Chippewa Creek, 50-ft. 1 span deck plate girder bridge, built 1911. E-60.

DOUGLAS (M. P. 114.7)

Controlled passing siding—capacity 142 cars.

SMITHVILLE (M. P. 117.1)

Passing siding—capacity 70 cars.

Other tracks—capacity 15 cars.

Industries served—2.

PRYOR (M. P. 120.8)

Controlled passing siding—capacity 139 cars.

ORRVILLE JCT. (M. P. 121.9)

Massillon Branch connects with main line at M. P. 121.92.

Passing siding—capacity 83 cars. West point of switch off Massillon Branch, east off main line.

Main line crosses PRR overhead at M. P. 121.86. 262-ft. 2 span truss and 1 span steel beam, built in 1953. E-72.

Water station—40,000 gallon wood tank on steel tower. Ballfeeder treatment.

ORRVILLE (M. P. 0.7)

Orrville is located on Massillon Branch and is served by Toledo Division main line crews.

Population—1950 census—8,153.

Passing track—capacity 83 cars.

House spur track—capacity 3 cars (back of freight house).

Team spur track—capacity 2 cars (at old passenger station site).

Other tracks—capacity 31 cars.

Koppers Co., Inc., Wood Preserving Division, is located on the PRR at this point and performs treating service on ties and timber used on W&LE District.

Number of loaded cars interchanged with the PRR during 1953: Delivered 1,817. Received 767.

Industries served—7.

McDOWELL (M. P. 125.2)

Controlled passing siding—capacity 120 cars.

KIDRON (M. P. 127.3)

Town spur track—capacity 6 cars.

Industries served—1.

M. P. 127.67

Sugar Creek, 67-ft. 1 span through plate girder bridge, concrete floor slab, ballast deck, built in 1906. E-50.

M. P. 129.13

Sugar Creek, 83-ft. 1 span through plate girder bridge, concrete floor slab, ballast deck, built in 1906. E-50.

SNIVELY (M. P. 130.2)

Storage spur siding—capacity 38 cars.

Farm Bureau spur off storage spur—capacity 30 cars.

M. P. 131.64

Sugar Creek, 82-ft. 1 span through plate girder bridge, concrete floor slab, ballast deck, built in 1907. E-50.

M. P. 131.96

State Route No. 241. Overhead highway bridge built in 1948.

M. P. 132.79

Sugar Creek, 83-ft. 1 span through plate girder bridge, concrete floor slab, ballast deck, built in 1906. E-50.

STARK (M. P. 132.81)

Beginning of second main track, 6.37 miles, to Louns. Switch remote controlled under CTC.

M. P. 132.9

End of CTC.

M. P. 133.8

End of ABS.

BREWSTER (M. P. 135.8)

Population—1950 census—1,618.

Headquarters of Superintendent, Chief Train Dispatcher, District Superintendent of Motive Power, Division Engineer, Trainmasters, two Roadmasters and associated office forces. Centralized Traffic Control machines are located here.

Principal division point and classification yards on the W&LE District.

Eastbound yard—capacity 715 cars.

Westbound yard—capacity 1,135 cars.

Yards are floodlighted.

Total of 50 to 75 inbound and outbound trains daily.

Trains are dispatched from Brewster to Toledo, South Lorain (L&WV Ry.), Huron (Huron Branch), Rook, Pa. (P&WV), Pine Valley, Terminal Jct., Mingo Jct. (Steubenville Branch), Cleveland and Zanesville and turnaround service to intermediate points on all divisions.

Roundhouse—26 stalls. Constructed in 1919. Drop pit table, locomotive spotter, boiler washing plant and other facilities. Stalls 4 to 18 extended 15' in 1938 and stall 26 converted to Foreman's office in 1945. Present length of stalls: 1 to 3—81', 4 to 13—108', 14—94.5', 15—112.5', 16—124.5' and 17 to 25—77'.

Diesel locomotive servicing facilities, including 300,000 gallon fuel oil storage tank, adjacent to Roundhouse—estimated to cost $146,000—authorized.

Turntable—105 ft. 3-point support. New in 1945. Cost $80,100.

Coaling plant—300-ton capacity. Frame tipple. Constructed in 1910.

Cinder handling facilities—2 cinder pit tracks, wet. Locomotive crane service.

Locomotive sanding facilities—part of coal tipple, 2 spouts. Capacity 1,122 tons wet—66 tons dry. Constructed in 1910.

Water treating facilities, complete softening, steel tank—743,000-gallon capacity—on concrete foundation. Wood tank—66,000-gallon capacity—on steel tower. Constructed in 1940.

Additional water facilities—1 steel tank—265,000-gallon capacity—on concrete foundation and 1 wood tank—50,000-gallon capacity—on steel tower. Latter tank is for fire protection. Several penstocks.

Powerhouse—2 new boilers installed in 1948—1949. Rated steam capacity per hour 25,000 pounds continuously, or 30,000 pounds for 2 hours each. All AC current purchased and DC needs are produced in the plant. Standby facilities available for generating both AC and DC. Motor driven air compressors supply terminal needs for compressed air. New 500-H.P. motor driven air compressor installed in 1954, replacing one of the old compressors. Cost $71,000. Approximate monthly current consumption for entire terminal—258,700 kilowatt hours.

Locomotive Shop, built in 1910, steel frame with brick and concrete walls, contains machine shop, erection shop, tool room, air brake room, blacksmith shop, boiler shop, tank shop, brass foundry, tin shop, pattern shop, paint and glazing shop. Eighteen tracks run crosswise of shop and are equipped with pits. Three of these tracks extend to the outside of shop, from which locomotives are handled into or taken from shop. Shop is serviced with one 150-ton overhead crane, together with several other overhead cranes of lesser capacity. Between the years 1928 and 1949, thirty 6-wheel and twenty 8-wheel switchers were built in this shop.

Three story brick storehouse (equipped with sprinkler system) and smaller store buildings adjacent. Store yard served by overhead crane and locomotive crane.

Chemical laboratory is located in Storehouse.

CTC Storehouse Building.

Small Icehouse.

Electrical and Automotive Repair Shop.

B&B Carpenter Shop.

Steel quonset buildings for M of W and automotive equipment.

Track scales—150-ton capacity—installed in 1947. Cost $38,000.

Westbound yard crosses Wabash Avenue (State Route No. 93) near Depot Office Building. M. P. 135.71, 20-span, 222-ft. concrete subway carries 15 tracks, built in 1907. E-40.

Car repair facilities.

Box car washing and cleaning track facilities—capacity 28 cars—installed in 1953. Cost $70,000. Construction of two additional tracks, one for wet cleaning and the other for dry cleaning, estimated to cost $71,000, authorized.

Car Department Office Building and Locker Room, brick. Constructed in 1948. Cost $72,575.

Car Department Steel Storehouse. Constructed in 1948. Cost $29,155.

Yard Office Building, brick, with tower and locker rooms for switchmen and car inspectors. Equipped with yard intercommunication system. Constructed in 1948. Cost $129,910.

Diesel yard locomotive servicing facilities installed at Yard Office in 1953. Cost $36,200. Two fuel oil storage tanks have capacity of 20,000 gallons.

Mechanical Department Office Building, brick and air conditioned. Constructed in 1941. Cost $85,770.

Wandle House Dormitory and Restaurant, built in 1916. Brick veneered in 1928. 54 bed capacity. New restaurant equipment and room furnishings installed in 1947.

Depot Office Building, 4 stories, brick and concrete, built in 1916.
Yardmen's and Car Inspector's Locker Building for westbound yard at subway.
Old freight station used for storage purposes and signal maintainer's headquarters.
Team siding—capacity 25 cars.
Industries served—2.

M. P. 136.1
Start of automatic block signals.

M. P. 137.3
Toledo Division crosses B&O. Automatic interlocking. Automatic approach signals. B&O is senior road. NKP maintains and operates and assumes 100% of the expense.

HARMON (M. P. 137.8)
Toledo and Cleveland Divisions connect at this point. The north end of the Cleveland Division has two connections with the westbound main track of the Toledo Division, one just west of Harmon Telegraph Office (switch remote controlled by Operator at Harmon) and the other connection is east of Harmon Telegraph Office, thus forming a wye.

The South end of the Cleveland Division is connected with the eastbound main track of the Toledo Division west of Harmon Telegraph Office.

There is also a crossover between the eastbound and westbound main tracks of the Toledo Division, just west of Telegraph Office, with both switches remote controlled by Operator at Harmon.

Remote control of signals and switches at Harmon from CTC Board at Brewster authorized.

Cleveland Division trains use Toledo Division tracks between Harmon and Brewster—2 miles.

Water station—58,000 gallon wood tank on steel tower. Ballfeeder treatment.

M. P. 138.15
U. S. Route No. 62. Overhead highway 1 span through plate girder bridge over 2 tracks.

LONAS (M. P. 139.15)
East end of second main track. Switch remote controlled under CTC.
CTC starts at M. P. 139.1.

M. P. 139.68
U. S. Route No. 21—67-ft. overhead through plate girder bridge, concrete floor slab, ballast deck, built in 1906. E-50.

M. P. 140.82
Overhead highway bridge, 153 ft. long, built in 1910.

ROCKET (M. P. 142.7)
Passing siding—capacity 67 cars.

M. P. 143.14
Tuscarawas River, 272-ft. 3 span deck plate girder bridge, built in 1909. E-50.

M. P. 144.45
Tuscarawas River, 282-ft. 3 span deck plate girder bridge, built in 1913. E-60.

M. P. 144.55
Highway, 130-ft. 2 span deck plate girder bridge, built in 1917. E-60.

BOLIVAR (M. P. 144.9)
Population—1950 census—776.
Passing siding—capacity 96 cars.
Other tracks—capacity 41 cars.
Industries served—1.

M. P. 147.02
Overhead highway bridge, 63-ft. 1 span deck plate girder, built in 1937. E-60.

M. P. 147.9
Zoar Brick Company spur.

ZOAR (M. P. 148.7)
Population—1950 census—200.
Zoar is noted from a historical standpoint, having been established in 1817 by a group of 300 Separatists from Wurttemburg, Germany, as a communal colony. Several of its original buildings and gardens are now maintained by the State of Ohio and is a favorite spot for sightseers.
House-team siding—capacity 18 cars.
Industries served—1.

M. P. 148.70
Bridge over highway—88-ft. 3 span deck plate girder, built in 1937. E-60.

M. P. 149.31
Tuscarawas River, 350-ft. 4 span deck plate girder bridge, built in 1936. E-60.

VALLEY JCT. (M. P. 151.4)
Controlled passing siding—capacity 104 cars.
Other tracks—capacity 66 cars.
Water station—50,000 gallon steel tank on steel tower. Ballfeeder treatment. Constructed in 1936.
Crossing with PRR. Electric interlocking. Automatic approach signals, remotely controlled by dispatcher at Brewster. PRR is senior road. NKP assumes maintenance and operation expense 100%.
Number of loaded cars interchanged during 1953:

Railroad	Delivered	Received
B&O	1,008	3
PRR	1,170	27
Total	2,178	30

M. P. 151.5
State Route 8—Overhead 53-ft. 1 span deck plate girder bridge built in 1936. E-60.

M. P. 151.56
Connotton Creek, 278-ft. 3 span deck plate girder bridge, built in 1936. E-60.

M. P. 151.9
Fairfield Brick Company spur.

SOMERDALE (M. P. 153.4)
Storage sidings—capacity 193 cars.
Spur track—capacity 9 cars.

M. P. 154.11
State Route No. 212—Overhead highway bridge, built in 1936. State owned.

M. P. 156.74

Bridge over highway and stream—93-ft. 1 span deck plate girder, two tracks, built in 1937. E-60.

NEW CUMBERLAND (M. P. 156.3)

Controlled passing siding—capacity 221 cars.
Storage siding—capacity 47 cars.
Clarence Mining, Inc., Green Basin Mine No. 2, load strip mine coal here—694 cars, 60,390 tons, in 1953.

M. P. 156.36

Dog Creek, 94-ft. 3 span deck plate girder bridge, 2 tracks, built in 1937. E-60.

M. P. 157.02

Bridge over highway, 61-ft. 3 span deck plate girder, 2 tracks, built in 1937. E-60.

M. P. 158.48

Ryan Run and highway—125-ft. 4 span deck plate girder bridge, built in 1937. E-60.

M. P. 158.5

Spur track—capacity 6 cars.

SHERRODSVILLE (M. P. 162.3)

Population—1950 census—426.
Passing siding—capacity 132 cars.
Other tracks—capacity 41 cars.
Signal Maintainer's steelox building.
Strasburg Clay and Coal Co. load strip mine coal here. None loaded in 1953. Track extended to serve Ten Color Stone Co.
Industries served—3.
Bridges:
162.40—Thompsons Run, 57-ft. 4 span pile trestle, built in 1942. E-60.
162.45—Connotton Creek, 140-ft. 10 span pile trestle, built in 1942. E-60.

M. P. 163.67

Creek, 57-ft. 4 span pile trestle, built in 1939. E-60. Replaced with 3 lines of 68-inch by 96-inch structural plate pipe arches in 1954.

M. P. 163.87

Connotton Creek, 141-ft. 10 span pile trestle, built in 1939. E-60. Replaced in 1954 with four steel beam spans having concrete ballasted deck.

M. P. 164.95

Creek, 71-ft. 5 span pile trestle, built in 1948. E-60.

LEESVILLE (M. P. 165.7)

Population—1950 census—297.
Controlled passing siding—capacity 128 cars.
House track spur—capacity 7 cars.
Four yard tracks south of passing track, capacity 149 cars.

M. P. 166.76

State Route No. 164—Overhead highway bridge, 127 ft. long, built in 1950.

M. P. 167.98

Creek, 56-ft. 4 span pile trestle, built in 1937. E-60.

M. P. 168.04

Connotton Creek, 84-ft. 3 span steel beams, built in 1952. E-72.

BOWERSTON (M. P. 168.4)

Population—1950 census—522.
Spur track—capacity 56 cars.
Storage siding—capacity 32 cars.
House track—capacity 12 cars.
New station for use solely by NKP authorized. Present station formerly also used by PRR and still jointly owned. PRR maintains and NKP assumes 50% of expense.
Number of loaded cars interchanged with PRR during 1953: Delivered 163. Received 98.
Industries served—2.

CONNOTTON (M. P. 170.7)

Controlled passing siding—capacity 144 cars.
Team spur—capacity 4 cars.

M. P. 171.70

Connotton Creek, 60-ft. deck plate girder bridge, 1 span, built in 1902. E-50.

SCIO (M. P. 174.5)

Passing siding—capacity 127 cars.
House siding—capacity 16 cars.
Team track—capacity 22 cars.
Spur track—capacity 5 cars.
Industries served—2.

JEWETT (M. P. 179.7)

Population—1950 census—1,019.
Controlled passing siding—capacity 177 cars.
Passing siding—capacity 83 cars.
Team spur—capacity 6 cars.
A Yard—capacity 310 cars.
B Yard—capacity 170 cars.
C Yard—capacity 200 cars.
Wye track—150 ft. tail room.
Track scale—75-ton capacity.
Water station—50,000-gallon steel tank on steel tower. Wayside softening. Converted to electrically operated plant in 1954.
Yard office.
Powhatan Mining Company—Fulton Mine—has loading tipple at this point. Loaded in 1953 1,960 cars, 130,125 tons.
Jointly owned station. Maintained and operated by PRR. NKP assumes 50% of expense. Each company maintains its own platforms.

M. P. 180.75

PRR crosses overhead on through plate girder bridge, 25 ft. long.

M. P. 182.69

Bridge over highway, 67-ft. 3 span deck plate girder, built in 1923. E-60.

PITTSBURGH JCT. (M. P. 183.4)

Main track connection with P&WV for through movement. Remote controlled under CTC.
Storage siding—capacity 20 cars.
Telegraph office joint with P&WV. Building owned by NKP. Operators employed by P&WV. NKP is billed for 50% of actual expense.

Joint car inspection maintained by NKP. P&WV is billed for 50% of expense. Any overtime assumed 100% by carrier for which work is performed.

Number of loaded cars interchanged with P&WV during year 1953, including cars handled in through trains: Delivered 63,249. Received 49,345.

M. P. 183.82

Redord Tunnel, 439-ft. long. Gunite lining and concrete portal, 1944-1945.

REXFORD (M. P. 184.5)

Controlled passing siding—capacity 84 cars.

EAST CADIZ (M. P. 185.4)

R&F Coal Company, Dale No. 2, mine spur—14-car capacity.

Team spur—capacity 6 cars.

Mine loading, year 1953, 2,815 cars, 182,815 tons.

NELMS (M. P. 187.7)

Lead to Y&O Coal Co., Nelms Mine. Mine loading, year 1953, 16,186 cars, 976,555 tons.

M. P. 188.0

Hanna Coal Co., Kenvale Mine. Most of the production of this mine is sent to Hanna Company's preparation plants. 1953 loading: Commercial shipments, 142 cars, 8,045 tons. To Georgetown Preparation Plant, 14,750 cars, 1,021,029 tons. To Piney Fork Washing Plant on NYC, 1,059 cars, 75,240 tons.

UNIONVALE (M. P. 188.1)

Spur track—capacity 4 cars. Bedway Coal Co. loads coal on this track. Ton No. 2 tipple. 1953 loading, 387 cars, 23,265 tons. Robert Coal Co. intends to load coal on this track in 1954.

KENWOOD (M. P. 189.4)

Controlled passing siding—capacity 57 cars.

Storage sidings (2)—capacity 82 cars.

Main lead to Heil Coal Co. tipple. Tipple not in operation during 1953. Turnout has been removed.

M. P. 190.67

Short Creek, 61-ft., 1 span through plate girder bridge, built in 1914. E-60.

HURFORD (M. P. 190.7)

Hurford Branch serves Tass Coal Co., Fremont Mine. Loading, year 1953, 717 cars, 43,730 tons. R & F Coal Co. will take over operation of this mine in 1954.

M. P. 0.09 (Hurford Branch)

Short Creek, 84-ft. 6 span frame trestle on concrete piers, built in 1917. E-40.

M. P. 190.87

Short Creek, 61-ft. 1 span through plate girder bridge, built in 1914. E-60.

M. P. 190.78

Short Creek, 63-ft. 1 span deck plate girder bridge, built in 1909. E-60.

M. P. 191.04

Short Creek, 89-ft. 2 span steel beams, built in 1951. E-72.

M. P. 191.96

Adena Tunnel, 699-ft. granite lining, concrete portals. Lined in 1946.

CTC ends at M. P. 192.1.

M. P. 192.13

Short Creek, 82-ft. 1 span through plate girder bridge, built in 1909. E-50.

M. P. 192.36

Short Creek, 81-ft. 1 span through plate girder bridge, built in 1909. E-50.

ABS ends at M. P. 192.5.

M. P. 192.67

Short Creek, 82-ft. 1 span through plate girder bridge. Girder new in 1906. Moved from Navarre, Ohio, in 1910. E-50.

ADENA (M. P. 192.8)

Population—1950 census—1,517.

Passing siding—capacity 43 cars.

Yard tracks—capacity 170 cars.

Adena Branch connection with main track in form of wye. West leg of wye at M. P. 192.4, east leg at M. P. 192.7. Water station at Adena is located on Adena Branch at M. P. 0.32 with penstock line to main line tracks.

The Adena, Cadiz and New Athens Railway Branch leads off Adena Branch at M. P. 0.6 and serves extensive operations of Hanna Coal Co. near Georgetown, including former Goodyear Wheeling Township Mine.

Installation of power switch machines with necessary signal changes, to be remote controlled from the CTC Board at Brewster, authorized.

Water station—195,000 gallon steel tank on concrete foundation. Complete softening. Constructed in 1946.

Bridge and Building Carpenter Shop.

Wood freight station with steeles freight house.

Bedway Coal Co. and Archer Coal Co. load strip mine coal at M. P. 193.4. Operations started in latter part of 1948. Tonl No. 1 tipple loaded, in 1953, 2,106 cars, 127,030 tons.

M. P. 193.22

Short Creek, 107-ft. 3 span deck plate girder bridge, built in 1915. E-60.

M. P. 194.93

Short Creek, 120-ft. 2 span deck plate girder bridge, built in 1913. E-60.

HERRICK YARD (M. P. 195.4)

Passing siding—capacity 52 cars.

Yard capacity—190 cars. Used mostly as storage yard for empties for No. 8 District, and as set off point for one handled by turnaround runs from Brewster.

Lead to Heil Coal Co. at M. P. 195.7. No coal loaded in 1953. Bedway Coal Co. has acquired the Heil Coal Co. tipple will renew operations.

M. P. 196.38

Short Creek, 137-ft. 2 span deck plate girder bridge, built in 1913. E-60.

M. P. 196.54

Short Creek, 133-ft. 2 span deck plate girder bridge, built in 1913. E-60.

M. P. 196.51

Short Creek, 264-ft. 4 span deck plate girder bridge, built in 1913. E-60.

M. P. 196.88

Long Run Tunnel, 717-ft. long. Gunite lined in 1942.

M. P. 197.04

Short Creek and highway—135-ft. 2 span deck plate girder bridge, built in 1913. E-60.

M. P. 197.46

Short Creek and highway—263-ft. 4 span deck plate girder bridge, built in 1913. E-60.

DUN GLEN (M. P. 197.6)

Hanna Coal Co. Mine No. 11. Main lead siding—capacity 47 cars.

House and team spur—capacity 3 cars.

Deep mine coal loaded here.

The PRR has trackage rights over NKP from Shannon Run on Steubenville Branch to Dun Glen Mine, a distance of approximately 9.64 miles, for the sole purpose of serving this mine. Covered by agreement dated November 27, 1935, which was to expire December 31, 1945. Under supplemental agreement of August 17, 1945, expiration date has been extended to December 31, 1955.

Operations at this mine were joint with PRR for many years, with NKP performing the service. Joint operation was discontinued in July 1951 and the entire production is now sent to Hanna Co.'s Georgetown Preparation Plant via NKP. Total loading, year 1953, 21,727 cars; 1,313,570 tons.

Mine Company has 75-ton capacity track scale equipped with Streeter-Amet weighing attachment, the rental for which is paid by NKP.

The Hanna Coal Co. intends to discontinue operation of this mine before the close of 1955 and install a new opening and loading facilities at approximately M. P. 5 on the Adena Railroad, which will be known as Glen Castle Mine.

M. P. 198.42

Short Creek, 134-ft. 2 span deck plate girder bridge, built 1913. E-60.

DILLONVALE (M. P. 199.2)

Population—1950 census—1,407.

Freight house spur track—capacity 16 cars.

Station is located here and yard at Pine Valley.

Industries served—4.

PINE VALLEY (M. P. 199.5)

Passing siding—capacity 44 cars.

This is a terminal for mine run crews in No. 8 District, for short turnaround crews between Pine Valley, Mingo Jct. (Steubenville) and Terminal Jct. and for local between Brewster and Dillonvale.

Connection with NYC at M. P. 200.1.

Headquarters for Assistant Trainmaster.

Piney Fork Creek—70-ft. I-beams, 2 spans, 224-ft. frame trestle, 17 spans, built in 1936. E-60.

Yard tracks—capacity 250 cars.

Track scale—75-ton capacity.

Yard Office, brick, built in 1948. Includes locker room for trainmen. Cost $35,210.

Roundhouse, 12 stalls. Stalls 1 to 7—77', stall 8—73', stalls 9 to 12—63'. Machine shop. Roundhouse constructed in 1906.

Turntable—105-ft., 3-point support. Turntable and new pit installed in 1947. Cost $60,265.

Wye track at M. P. 199.64. Tail track room, 210 feet.

Coal tipple, frame, 200-ton capacity. Constructed in 1912.

Cinder handling facilities. Roberts & Schaefer 50 cu. ft. crane type, installed in 1947. Cost $10,540.

Sanding facilities and bin—capacity 344 tons wet. Constructed in 1912. New 5-ton steel dry sand tower erected in 1953. Cost $2,705.

Water station—195,000-gallon steel tank on concrete foundation. Complete softening. Constructed in 1939.

Enginemen and Roundhouse employees' locker building, concrete block. Constructed in 1948. Cost $53,820.

Roundhouse Foreman's Office, oil house and storeroom building. Hollow tile.

Car Foreman's office and Inspectors' locker room building completed in 1954. Cost $10,300.

Car repair track.

Robert Coal Company loads coal on east leg of wye track. Loading, in 1953, 54 cars, 3,440 tons.

Number of loaded cars interchanged with NYC during 1953: Delivered 1,862. Received 1,037.

A total of 1,086 cars, 68,220 tons, of coal from Hanna Piney Fork Mine (located on NYC) received at this point in 1953, and included in above interchange. Most of this coal originated at Hanna mines on NKP and was sent to Piney Fork for washing.

M. P. 200.24

Short Creek, 266-ft. 4 span deck plate girder bridge, built 1913. E-60.

M. P. 200.95 to M. P. 203.69

1.69 miles of main line track relocated and channel of Short Creek changed in 1946 and 1947 to eliminate certain bridges.

M. P. 201.87

Short Creek, 146-ft. 2 span deck plate girder bridge, built 1948. E-60.

M. P. 202.60

Short Creek, 154-ft. 2 span deck plate girder bridge, built 1948. E-60.

M. P. 203.74

Short Creek, 150-ft. 2 span deck plate girder bridge, built 1910. E-60.

CONNOR (M. P. 203.9)

Passing siding—capacity 20 cars.

Storage track—capacity 46 cars.

Y&O Branch connection at M. P. 204.2

The Y&O Branch (Little Short Creek Branch) is jointly owned by NKP and PRR, 50% by each. NKP maintains and billing against PRR is on a loaded car mile basis, adjusted for entire calendar year. NKP operates in odd years and PRR in even years. Joint operation expense computed at $7.50 per hour for use of locomotive, all other expense actual plus usual billing percentages. Operation expense billed on a loaded car mile basis. Approximate mileage of branch 3.7 miles. Branch serves Dorothy No. 1 mine of the Y&O Coal Co., located at M. P. 3.6.

Coal loaded, year 1953: 5,054 cars, 303,966 tons, via NKP, and 6,315 cars, 379,430 tons, via PRR.

Bridges:

M. P. 0.14, Short Creek, 65-ft., 2 spans, I-beams, 87-ft. pile trestle approaches, 6 spans, built 1937. E-60.

M. P. 0.21, Highway overhead, 111-ft. frame trestle, 7 spans, built 1921.

M. P. 0.42, Stream, 98-ft. pile trestle, 7 spans, built 1928. E-50.

M. P. 0.78, Creek, 38-ft., 1 span, I-beams, 42-ft. pile trestle, 3 spans, built 1947. E-60.

M. P. 0.95, Creek, 38-ft., 1 span, I-beams, 30-ft. pile trestle, 4 spans, built 1947. E-60.

M. P. 1.13, Creek, 95-ft. pile trestle, 7 spans, built 1940. E-60.

The PRR pays the NKP yearly, $7,500 for use of NKP tracks from PRR connection at Shannon Run (north of Rayland) to Connor (M. P. 203.9), about 2.73 miles, together with certain side tracks at wye at Warrenton as a means of access to the Y&O Branch. Ownership, maintenance and operation of this branch is covered by agreement dated August 26, 1919, and supplemental agreement dated January 24, 1945. Expiration date February 29, 1960.

Number of loaded cars interchanged with the PRR during 1953: Delivered 2,832. Received 1,927.

M. P. 205.46

PRR overhead crossing. Maintained by PRR at NKP expense.

WARRENTON (M. P. 205.5)

Passing siding—capacity 46 cars.

Steubenville Branch connection. West leg of wye at M. P. 205.46 and east leg of wye at M. P. 205.54.

M. P. 205.70

Short Creek, 128-ft. 2 span deck plate girder bridge, built 1948. E-60.

Due to trouble experienced from time to time with high water at Warrenton, station consists of coach body on trucks situated on spur track, so that it can be moved when required. NKP tracks, etc., are quite close to Ohio River.

TILTONVILLE (M. P. 207.0)

Population—1950 census—2,202.

Passing siding—capacity 51 cars.

PRR connection and crossing, including target. Maintained and operated (lending lights) by NKP. PRR assumes target expense 100%, crossover 50%, crossover tracks, some 50% and some 100%.

Water station—8" standpipe. Direct connection from city main. Wayside softening.

Industries served—3.

YORKVILLE (M. P. 208.0)

Population—1950 census—1,854.

Storage track—capacity 34 cars.

House and team spur—capacity 12 cars.

The Tin Plate plant of the Wheeling Steel Corporation is serviced by joint switching operations. NKP performs switching. Billing against PRR computed at rate of $7.50 per hour for use of locomotive, plus actual wages of crews and usual billing percentages. Billing is made on a loaded car handled basis.

M. P. 208.60

Deep Run and highway—80-ft. deck plate girder bridge, 82-ft. pile trestle, built 1943. E-60.

M. P. 210.24

State Route 7—Overhead highway bridge owned by State of Ohio.

M. P. 210.91

Glen's Run, 37-ft. I-beam bridge, 82-ft. pile trestle, built 1939. E-60.

TERMINAL JCT. (M. P. 211.5) (MARTINS FERRY, OHIO)

Population of Martins Perry—1950 census—13,220.

PRR connection M. P. 210.65.

East end of Toledo Division, M. P. 211.31, joins Martins Ferry extension.

Yard tracks—capacity 175 cars.

Water station (M. P. 211.75)—4" standpipe. Direct connection to city main.

Terminal Jct. is terminal for through freight run from Brewster. Engine watchman and car inspection service only at this terminal. Station office, car inspector's building and engineman's bunk room are car bodies on trucks, so that they may be moved when necessary account of high water.

Martins Ferry extension is 2.88 miles long.

There are some joint yard tracks and connections with PRR and B&O between Tiltonville and Martins Ferry and the railroads bill each other for interest, rental, taxes and maintenance on property involved.

M. P. 211.15

Powhatan Mining Co. loads coal from river barges. Loading, in 1953, 497 cars, 28,815 tons.

M. P. 212.33

Center Street, 48-ft. 2 span I-beams, 60-ft. 2 span deck plate girder bridge, built 1920. E-45.

Center Street—lead to Newport Steel Corporation—109-ft. I-beam girder bridge, 4 spans, built 1915. E-60.

M. P. 212.96

Locust Street, 75-ft. through plate girder bridge, built 1898. E-45.

Locomotives larger than G2 class not permitted east of Terminal Jct.

Number of loaded cars interchanged during year 1953:

Railroad	Delivered	Received
B. & O.	9,511	3,174
P. R. R.	995	1,868
Total	10,506	5,042

Industries served — 9, including: Wheeling Corrugating Co.
Wheeling Steel Corporation
Newport Steel Corporation

WHEELING, W. VA.

Population—1950 census—58,891.

NKP tracks do not enter Wheeling. Freight house is owned by NKP and is located on PRR property. PRR owns and maintains sidetrack. NKP pays rental for land and track.

NKP reaches Wheeling under agreement with the Wheeling Terminal Ry. (PRR Terminal Branch). The NKP receives and delivers shipments to the Wheeling Terminal Ry. at Martins Perry, Ohio, for handling to and from facilities on the PRR Terminal Branch in Wheeling, W. Va.

Industries served—28. These industries are served by PRR under contract switching. Cars are interchanged with NKP at Martins Perry.

End of main line of Toledo Division.

HURON BRANCH

HURON JCT. (Main Line M. P. 66.8) to HURON, OHIO, 13.23 miles.

Passing sidings on single track	3
Maximum car capacity	64
Minimum car capacity	53
Average car capacity	60
Average distance between sidings	3.85 miles.

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age Years
132#	.03	1.0
131# SH	1.73	1.3*
115#	3.38	3.0
112# SH	.03	3.0*
110# SH	7.54	14.5*
90#	.52	37.0
Total	13.23	

*Years in present location.

Rail Laid in 1953:

	Miles
132#	.03
131# SH	1.14
115#	.03
Total	1.20

Rail Removed in 1953:

	Miles	Average Age Years
110#	1.20	15.0

Ballast in Main Tracks as of December 31, 1953:

	Miles
Slag	10.40
Cinder	2.75
Open deck bridges	.08
Total	13.23

Number of curves	45
Maximum curve	6° (4)
Maximum grade:	
Eastbound	1.33% M. P. 0.90, Huron Jct., and M. P. 13.00, Huron.
Westbound	0.69% M. P. 10.00, Fries.
Ruling or tonnage grades:	
Eastbound	0.87%, Milan, 1.95 miles.
Westbound	0.62%, Fries, 0.66 mile.

Automatic block signals for movement of trains from Huron Branch eastward on main line start at M. P. 1.2.

This branch is used primarily for movement of coal from Toledo Division main line to Huron, iron ore and limestone from Huron, and traffic to and from Eastern States Farmers' Exchange, Inc., at Huron.

HURON JCT. (M. P. 0.0)

Connection with Toledo Division main line in form of wye. West leg is electrically locked and east leg is remote controlled under CTC.

Storage siding—capacity 54 cars.

M. P. 0.58

U. S. Routes No. 20 and No. 18. Overhead bridge, built in 1934. Owned by State of Ohio.

M. P. 0.59

NYC crosses overhead. Through plate girder bridge, built in 1904.

M. P. 0.60

East Main St. (Norwalk) S. R. No. 61. Overhead bridge, built in 1908.

MITTINGERS (M. P. 0.90)

Passing siding—capacity 63 cars.

M. P. 3.80

Highway underpass, 79-ft. I-beams on pile bents, built in 1936. E-60.

M. P. 4.10

Rattle Snake Creek, 85-ft. 6 span pile trestle, built in 1944. E-60.

MILAN (M. P. 4.2)

Population—1950 census—846.

Passing siding—capacity 64 cars.

Team spur track—capacity 11 cars.

House siding—capacity 2 cars.

Industries served—2.

Birthplace of Thomas Edison.

M. P. 4.67

Water station—50,000 gallon steel tank on steel tower. Wayside softening. Moved from Hartland in 1944.

M. P. 4.87

Creek, 56-ft. 3 span I-beam bridge, built 1945. E-60.

M. P. 7.70

NKP District overhead crossing, 2 tracks. Owned by NKP.

FRIES (M. P. 7.8)

Passing siding—capacity 53 cars.

Spur track—capacity 3 cars.

M. P. 9.53

Swamp outlet, 71-ft. 5 span pile trestle, built 1943. E-60.

M. P. 11.0

Start of Huron terminal.

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

M. P. 12.17

NYC overhead bridge.

M. P. 12.24

U.S. Route No. 6, State Route No. 2—Overhead bridge.

HURON (M. P. 12.79)

Population—1950 census—2,515.

South Yard:

Coal and ore yard, capacity 1,230 cars. For handling inbound coal trains, outbound ore trains, weighing ore, storage of loads and empties, classifying and servicing of Eastern States Farmers' Exchange, Inc.

Car repair tracks and facilities.

Track scale—150-ton capacity, installed 1942.

North Yard:

Capacity of yard tracks, 580 cars. Hold and service yard for ore and coal shipments and for Eastern States Farmers' Exchange, Inc.

Coal dumper, lift and turnover type, normal rate fifty 70-ton capacity cars per hour. Telescopic chute control gate and trimmer capable of delivering coal to the outboard side of 70-feet beam vessels. Grade of barney haulage 13%, height of cradle above dock 28 feet 6 inches, total height of structure 120 feet. Car riders are employed in delivering loaded cars through car retarder to barney pit and in delivering empty cars to storage yard. The plant is completely electrical, having a total connected load of 2,750 horsepower. Alternating current purchased at 34,500 volts is reduced to 2,400 volts and converted to direct current by two motor generator sets housed, in addition to the barney haulage and other electrical equipment, in a steel frame, brick and tile building, 103 feet by 34 feet, equipped with overhead traveling crane. Cradle, pan and screw girder hoists are housed in a sheet metal building at the base of dumper structure. Plant includes a brick and tile building for employees. Coal dumper placed in operation July 14, 1937. Coal dumper and associated facilities cost $766,245. Coal dumped, year 1951, 1,131,476 tons, year 1952, 1,234,536 tons, year 1953, 1,312,980 tons.

Ore unloading machines—two new all-electric Hulett ore unloading machines, manufactured by Wellman Engineering Company, were installed in 1950 to replace two 15-ton steam-hydraulic machines used since 1914. Each machine has a bucket with capacity for 17-gross tons of ore, with speed arranged for 60 complete bucket cycles per hour. Machines are equipped with scales for weighing the ore loaded into cars. Two 30-ton pusher locomotives operating on 36-inch gauge tracks, located between the three yard tracks, move the empty and loaded cars under the unloaders. Alternating current purchased at 34,500 volts, reduced to 460 volts for the unloaders, and further converted to 250 volts direct current for the

pushers, is supplied through an out door substation. Plant includes a brick and tile building for employees. Cost of new machines and associated facilities, $1,092,525.

	1951	1952	1953
Ore unloaded from vessels—gross tons	2,109,195	1,901,664	2,040,136
Shipped direct in cars—gross tons	1,736,307	1,645,223	1,628,185
For storage on dock—gross tons	372,888	256,441	411,951
Number of vessels handled	206	198	199
Average tons per cargo	10,207	9,534	10,214

Ore handling bridge, steam driven, cable haulage, capacity of bucket 10 tons. Tower travels on three 4-wheel trucks, and shear leg travels on two 4-wheel trucks, both having 36-inch diameter wheels. Maximum length of bridge 396 feet 6 inches. Distance from rail to top track 71 feet 10 inches. Maximum clearances of open bucket 49 feet 2 inches. Width of tower at bottom 60 feet 6½ inches. Width of shear leg at bottom 37 feet 2 inches. Length of runway 1,300 feet. Ground storage capacity 910,000 gross tons. Built and erected by Wellman-Seaver-Morgan Company in 1906.

	1951	1952	1953
Ore loaded onto storage dock—gross tons	372,888	256,441	411,951
Ore loaded from storage dock to cars—gross tons	149,382	362,804	246,238

Concrete block repair shop building and machine shop located near ore machines.

Coal and ore loading and unloading facilities are owned by Railway and are operated by Cleveland Stevedore Co. under contract.

Railway Office and Station Building. Dock Superintendent's office in this building. Rental charge vs. Stevedore Co. $10.00 per month.

Locomotive dock facilities, installed at North Yard in 1948.

Wye track, tail room—310 feet.

Coaling station—Jeffrey Mfg. Co. car unloader and conveyor. Storage none. Operating capacity 60 to 90 tons per hour. Installed in 1942.

Cinder handling facilities—Roberts & Schaefer—80 cu. ft. crane type. New in 1948. Cost $14,605.

Concrete inspection pit. Length 90 ft. New in 1948. Cost $8,015.

Sanding facilities—T. W. Snow & Co., wood tank, concrete block wet bin and dry house. Capacity 100 tons wet, 225¢ tons dry. New in 1948. Cost $8,925.

Office and Locker Building, brick, completed in 1949. Cost $47,755.

Water station—100,000 gallon steel tank on steel tower. Wayside softening. Constructed in 1928.

Industries served—3, including:

Eastern States Farmers' Exchange, Inc. Construction of this plant was started in 1946 and completed in 1952. Inbound and outbound grain shipments started in 1948 and outbound feed shipments started in 1952 when the feed mill section was completed. Plant receives grain by vessel, as well as by rail. This industry is located on NKP, however, it is open to NYC on a reciprocal switch basis. The removal of grain doors from inbound cars after unloading and coopering of cars for outbound shipments for account of both NKP and NYC is performed by contractor on NKP property. NKP bills NYC for such work performed for account of NYC. Each road furnishes its own supply of grain doors. Industry pays for coopering under a tariff charge.

Number of inbound and outbound carloads for each company during 1953:

	NKP	NYC
Inbound	4,979	1,497
Outbound	8,744	2,295
Total	13,723	4,802

A considerable amount of fluxing stone is received in interchange from NYC at this point for delivery to various steel plants located on W&LE District.

Number of loaded cars interchanged with NYC during 1953: Delivered 3,549. Received 5,573.

MASSILLON BRANCH

West end is connected to Toledo Division main line at M. P. 121.92 (Orrville Jct.). East end is connected to Cleveland Division main track, M. P. 72.11, near Harmon. Cleveland Division track to Harmon and Toledo Division main track to Brewster are used.

Passing sidings on single track	2
Maximum car capacity	47
Minimum car capacity	37
Average car capacity	42
Average distance between sidings	11.47 miles

Rail in Main Tracks as of December 31, 1953:

	Miles	Avg. Age (years)
110#	0.07	8
90#	8.80	28
80#	11.75	52
70#	3.07	57
Total	23.69	

Ballast in Main Tracks as of December 31, 1953:

	Miles
Gravel	.65
Slag	7.40
Cinder	15.43
Open deck bridges	.20
Total	23.69

Number of curves—40.

Maximum curve—Massillon, M. P. 16.3.

Maximum Grade:

Eastbound, M. P. 9.8, East Greenville—0.99%.
Westbound, M. P. 10.3, East Greenville—1.05%.

Ruling or tonnage grades:

Eastbound, Run Jct. to Harmon, 1.30 miles—1.16%.
Westbound, Massillon to East Greenville, 3.90 miles—0.63%.

Most of the business on this branch is handled between Brewster and Massillon. Toledo Division main line crews serve Orrville and runs out of Brewster serve the branch as far west as Burton City. Entire branch is used for detour movements. Power larger than G2 class not permitted between Massillon and Orrville due to condition of certain bridges.

ORVILLE JCT. (M. P. 0.0) (Toledo Division M. P. 121.92)

ORRVILLE (M. P. 0.7)

(See Toledo Division main line for data).

M. P. 1.39

Abandonment of portion of Massillon Branch between M. P. 1.39 and M. P. 7.10, a distance of 5.71 miles, authorized.

BURTON CITY (M. P. 4.1)

Team spur track—capacity 3 cars.

M. P. 5.44
Newman's Creek, 70-ft. 5 span pile trestle, built 1927.

M. P. 5.77
Newman's Creek, 70-ft. 5 span pile trestle, built 1929.

M. P. 6.06
Newman's Creek, 83-ft. 6 span pile trestle, built 1927.

M. P. 6.44
Newman's Creek, 56-ft. 4 span pile trestle, built 1929.

M. P. 7.10
End of portion of Massillon Branch—M. P. 1.39 to M. P. 7.10, a distance of 5.71 miles, to be retired.

DALTON (M. P. 7.3)
Population—1950 census—938.
Storage spur track—capacity 13 cars.
Coal spur track—capacity 7 cars.
Industries served—3.

M. P. 7.62
Newman's Creek, 70-ft. 5 span pile trestle, built 1927.

M. P. 7.81
Newman's Creek, 71-ft. 5 span pile trestle, built 1943. E-60.

EAST GREENVILLE (M. P. 9.6)
Spur track to Massillon Refractories Co. plant.

M. P. 12.0
Sippo Creek, 57-ft. 4 span pile trestle, built 1949. E-60.

SIPPO (M. P. 12.3)
Spur track—capacity 2 cars.

M. P. 12.48
Sippo Creek, 85-ft. 6 span pile trestle, built 1945. E-60.

M. P. 12.90
Sippo Creek, 54-ft. 4 span pile trestle, built 1927. E-60.

M. P. 13.39
Sippo Creek, 58-ft. 4 span pile trestle, built 1948. E-60.

M. P. 15.20
Sippo Creek, 85-ft. 6 span pile trestle, built 1943. E-60.

M. P. 15.41
17th St., N. W., (Massillon) 5 span overhead frame trestle, built 1941.

M. P. 15.57
Sippo Creek, 84-ft. 6 span pile trestle, built 1927.

M. P. 15.73
Sippo Creek, 85-ft. 6 span pile trestle, built 1944. E-60.

MASSILLON (M. P. 16.4)
Population—1950 census—29,594.

Station and Agent's office and freight house buildings were formerly located at Lincoln Way, U. S. Route 30. Railroad crossed U. S. Route 30 and Tremont Avenue at grade. Joint crossing protection facilities were maintained with B&O and PRR. Such facilities were abandoned as a result of U. S. Government flood control project in connection with Tuscarawas River. Tracks were relocated and highway and street crossings replaced with overhead viaducts. New freight house was constructed at Walnut St., S. W., with necessary tracks.

Industry track and bridge over the Tuscarawas River are joint with B&O and are used to reach NKP freight house and industries on the east side of the river. B&O has a team track and industrial tracks east of the river. A target governs movements on B&O industry track over NKP freight house lead.

Maintenance of joint industry track, bridge and target performed by NKP. Track maintenance, excluding bridge and timber deck, on loaded car usage basis. Bridge and timber deck on a 50-50 basis. Maintenance of target on a 50-50 basis.

The joint industry bridge is 460-ft. long. 1 span through plate girder, 100-ft., 2 span through truss, 180-ft. each. Bridge is on concrete piers and abutments. Constructed in 1942. Ownership: B&O 50%, NKP 50%.

Team spur track—capacity 8 cars.

Freight house track—capacity 16 cars.

Yard tracks (Columbia Yard)—capacity 170 cars.

Yard track lead to Republic Steel Corporation (M. P. 17.4) crosses over Massillon Branch on an overhead 2 span through plate girder bridge 264 ft. long, built in 1924. E-60.

PRR lead to Republic Steel Corporation also crosses Massillon Branch on overhead bridge.

Joint switching is performed at Republic Steel Corporation, PRR, B&O and NKP each performing such service for a 4 months period each year. Operating road renders bills against the other two roads at flat rate of $7.50 per hour for use of engines and actual expense for crews and joint accountant, plus usual billing percentages. Joint Accountant is on B&O payroll and when either of the other roads is performing the service, B&O bills such road entire expense for Joint Accountant for inclusion in joint expense. Division of joint switching expense among the three roads is on a car handled basis.

Railroad crossings:

NKP—B&O (double track) at Water Street. Automatic interlocking. Approach signals, westward—operative, eastward—inoperative. B&O is senior road. Maintained and operated by B&O. NKP assumes 15.33% of the expense.

NKP—B&O joint industry lead crosses PRR, Republic Steel lead at Tremont Street. Automatic interlocking. Approach signals, westward—inoperative, eastward—operative. B&O is senior road. NKP is senior to PRR. Maintained and operated by NKP. Division of expense: PRR—37%, B&O—26% and NKP—37%.

Number of loaded cars interchanged with the B&O during 1953: Delivered 1,934. Received 313. No interchange with PRR at this point.

Industries served—14, including:

Republic Steel Corporation
Ratop Mfg. Co. Plant No. 2
Griscom Russell Co.
Massillon Rubber Company
Stark County Farm Bureau

M. P. 17.52
Oberlin Road Viaduct, owned by City of Massillon.

WARMINGTON (M. P. 19.9)
Passing siding—capacity 37 cars.

M. P. 20.67
Pigeon Run Creek, 83-ft. 6 span pile trestle, built in 1940. E-60.

M. P. 21.82
Wooster Road, 30-ft. I-beam bridge, built in 1936. Trestle approaches 28 ft. long, built in 1936. E-60.

Run Jct. (M. P. 22.15)
Massillon Branch parallels the Cleveland Division main track between this point and Harmon.

Retirement of this portion of Massillon Branch—7,050 feet—and use of Cleveland Division main track in lieu thereof, with the necessary revision in signals for single track operation, the signals to be remote controlled from the CTC Board at Brewster, estimated to cost $51,000, authorized.

ADENA BRANCH

This branch connects with Toledo Division main line at Adena in form of a wye, west leg at M. P. 102.4 and east leg at M. P. 102.7, and extends to Neffs, a distance of 20.92 miles.

Passing sidings on single track	3
Maximum car capacity	56
Minimum car capacity	43
Average car capacity	47
Average distance between sidings	6.56 miles

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age Years
132#	.03	2.0
112# SH	.02	2.0*
110# SH	14.69	9.9*
90# SH	6.20	27.7*
Total	20.94	

* Years in present location.

Rail Laid in 1953:

	Miles
110# SH	4.47

Rail Removed in 1953:

	Miles	Average Age Years
110#	.04	13.0
90#	4.43	32.8
Total	4.47	32.6

Ballast in Main Tracks as of December 31, 1953:

	Miles
Cinder	20.53
Open deck bridges	.41
Total	20.94

Number of curves	82
Maximum curve—M. P. 10.1, 1.1 miles east of Maynard	9°30'
Maximum grade:	
Eastbound M. P. 1.5, Adena, M. P. 3.2, Halls, M. P. 12.4 and 13.1, St. Clairsville	2%
Westbound M. P. 15.6, Tollesburg	1.89%
Ruling or tonnage grades:	
Eastbound, Adena to Harrisville, 3.15 miles	1.56%
Westbound, Neffs to St. Clairsville, 6.90 miles	1.15%

ADENA (M. P. 0.0)
Siding—capacity 26 cars.

M. P. 0.06
Right Fork—Short Creek, 167-ft. 12 span pile trestle, built in 1941. E-60.

M. P. 0.32
Water station—195,000 gallon steel tank on concrete foundation. Complete softening. Serves main line at Adena also. Constructed in 1946.

M. P. 0.40
Little Short Creek, 65-ft. deck plate girder bridge, 1 span, built in 1908. 140-ft. pile trestle approaches, built in 1941. E-60.

M. P. 0.50
Cadiz Pike, 72-ft. through plate girder bridge, 1 span, built in 1902. 55-ft. pile trestle approach, 4 spans, built in 1942. E-60.

A. C. & N. A. Jct. (M. P. 0.6)
Adena, Cadiz and New Athens Ry. connection.

HALLS (M. P. 2.5)
Passing siding, south of main track—capacity 56 cars.
Passing siding, north of main track—capacity 56 cars.

M. P. 3.71
Harrisville Tunnel, 1,125 ft. long, concrete portals, built in 1901. Gunite lined in 1943. U. S. Route 250 crosses overhead.

HORTON (M. P. 4.0)
Storage siding—capacity 58 cars.
R & P Coal Co., Jenny Mine, at M. P. 4.3. Loading, year 1953, 1,870 cars, 113,115 tons.

SEEBIRTS (M. P. 5.2)
Spur track—capacity 4 cars.
R & P Coal Co. Fairpoint No. 2 mine at M. P. 5.1. Loading, year 1953, 276 cars, 16,725 tons.
Track layout to serve extensive coal development by Pittsburgh Consolidation Coal Company, which will be known as Glen Castle Mine, authorized July, 1954.

M. P. 6.51
Cox's Run, 51-ft. 1 span deck plate girder bridge, built in 1902. E-60.

WHEELING VALLEY (M. P. 6.8)
Johnson Mining Co., Marjorie Mine, siding—capacity 20 cars. R & P Coal Co. and McDonnell Coal Co. load coal here. Loading, year 1953, 336 cars, 21,500 tons.

M. P. 7.27
Cox's Run, 67-ft. 1 span through plate girder bridge, built in 1902. E-60.

M. P. 7.38
Cox's Run, 52-ft. 1 span through plate girder bridge, built in 1902. E-60.

M. P. 7.87
Cox's Run, 63-ft. 1 span through plate girder bridge, built in 1902. E-60.

M. P. 8.0
Priest Mine—McConnell Coal Co. and Burns Coal Co. load coal here. Total loading, year 1953, 893 cars, 54,320 tons.

MAYNARD (M. P. 9.0)
Passing siding—capacity 43 cars.
Team spur track—capacity 3 cars.
Norton No. 3 Mine, John Yudasz and Orkis Coal Co. load coal here. Loading, year 1953, 45 cars, 2,535 tons.

M. P. 10.01

Bridges:

West approach, 83-ft. pile trestle, 7 spans, built in 1946. E-60

B&ORR, 172-ft. deck plate girder, 2 spans, built in 1915. E-60.

Wheeling Creek and highway, 153-ft. through truss span, built in 1903. E-60.

East approach, 99-ft. deck plate girder, 2 spans, built in 1903. E-60.

M. P. 10.91

Bridges:

West approach, 65-ft. deck plate girder, 1 span, built in 1915. E-60.

Jug Run and highway, 125-ft. deck plate girder, 3 spans, built in 1902. E-60.

East approach, 181-ft. pile trestle, 13 spans, built in 1947. E-60.

M. P. 12.68

Bridges:

West approach, 70-ft. deck plate girder, 1 span, built in 1922. E-60.

Jug Run and S. R. No. 9, 221-ft. deck plate girder, 5 spans, built in 1902. E-60.

East approach, 80-ft. pile trestle, 4 spans, built in 1938. E-60. Replaced with 45-ft. open deck beam span on concrete abutment in 1954.

ST. CLAIRSVILLE (M. P. 13.0)

Population—1950 census—3,040. County seat of Belmont County.

New steeloe freight house, conversion of team track to passing track, new team track and water station completed in 1954. Cost $63,000.

Spur track for H. & M. Coal Co.—capacity 2 cars. Loading, year 1953, 30 cars, 1,400 tons.

M. P. 13.44

St. Clairsville Tunnel, 532-ft., gunite lined, concrete portals, built in 1902. Lining completed in 1949. U. S. Route No. 40 crosses overhead.

TELLESBURG (M. P. 15.9)

Passing siding—capacity 43 cars.

M. P. 14.56

State Route No. 106, 68-ft. 3 span I-beam continuous girders, built in 1941. E-60.

M. P. 15.0

Saginaw Dock & Terminal Coal Co. Unit No. 1 was completed in 1940 with estimated production of 1,000 tons daily. At that time it was planned to construct Unit No. 2, which it was estimated would boost production to about 4,000 tons daily. To date, Unit No. 2 has not been constructed; however, washer has been built and changes and additions have been made in trackage and existing tipple. Some of the additions and changes made can be incorporated in Unit No. 2 if constructed at a later date. The additions and changes made to date have increased production to over 3,000 tons daily.

Loaded in 1953, 5,202 cars, 376,270 tons.

M. P. 15.01

Little McMahon Creek, 90-ft. 7 span pile trestle, built in 1948. E-60.

M. P. 16.40

Little McMahon Creek and Warnock Pike—50-ft. 1 span through plate girder bridge, built in 1902. E-60.

M. P. 16.37

Little McMahon Creek, 60-ft. 1 span through plate girder bridge, built in 1902. E-60.

JOHNSON'S CROSSING (M. P. 17.6)

Siding—capacity 22 cars.

M. P. 17.79

Little McMahon Creek, 51-ft. 1 span through plate girder bridge, built in 1902. E-60.

M. P. 18.43

Little McMahon Creek, 60-ft. 1 span through plate girder bridge, built in 1902. E-60.

M. P. 18.6

Willow Grove Mine, No. 10, of Hanna Coal Co. NKP places empties and pulls loads at this mine for B&ORR also. This is covered by a tariff charge of $4.47 plus 15% per loaded car as of December 31, 1953. Empty cars from and loads for B&O are delivered at Echo.

Loading at this mine during 1953: NKP transit coal for Georgetown Preparation Plant, 10 cars, 886 tons. Commercial shipments, 8,004 cars, 473,165 tons, via NKP, and 1,910 cars, 115,280 tons, via B&O.

There is an agreement between NKP and B&O granting each company trackage rights over certain tracks of the other company for the purpose of serving this mine. No interest rental was to be paid by either company on tracks existing and proposed for construction at time of agreement, but billing for maintenance was to be made by the respective companies on basis of loaded cars handled from mine for each company. B&O has not exercised its rights under the agreement, no billing has been made and some B&O trackage has been removed.

Connection with B&O at M. P. 19.1.

Track scale—75-ton capacity—operated by mine company.

Hanna Co. contemplates closing this mine sometime in 1954.

ECHO (M. P. 18.9)

Storage siding—capacity 20 cars.

NEFFS (M. P. 20.8)

Population-1950 census—1,024.

Storage siding—capacity 14 cars.

Team and coal spur—capacity 4 cars.

Wye track, tail room space—263 ft.

Water station—40,000 gallon tank on steel tower. Wayside softening. Constructed in 1920.

Bellaire Coal Co. and C & M Coal Co. load coal here. Loaded, year 1953, 206 cars, 13,020 tons.

Number of loaded cars interchanged with B&O during 1953: Delivered 1,354. Received 1,331.

Industries served—4.

M. P. 20.9

End of AC&NA Branch.

Adena, Cadiz and New Athens Railway starts at AC&NA Jct. on Adena Branch at M. P. 0.6 and serves extensive operations of the Hanna Coal Co. in the Georgetown area.

Two passing sidings, 80 and 98 car capacities.

	Miles	
Rail Laid in 1953	—	
Rail Removed in 1953	—	
Rail in Main Lead as of December 31, 1953:		Avg. Age (years)
110# SH	5.18	10.7*

* Years in present location.

Ballast in Main Track as of December 31, 1953:

	Miles
Slag	2.80
Cinder	2.30
Open deck bridges	.08
Total	5.18
Number of curves	28
Maximum curve, M. P. 1.22	12°
Maximum grade:	
Eastbound, start of branch	1.70%
Westbound, M. P. 2.5	1.00%
Ruling or tonnage grades:	
Eastbound, Adena to Georgetown, 2.02 miles	0.75%
Westbound	None

A C & N A JCT. (M. P. 0.0)

M. P. 1.37

Little Short Creek, 112-ft. frame trestle, 8 spans. Rebuilt in 1935. E-60.

M. P. 2.09

Little Short Creek, 72-ft. I-beam bridge, 2 spans, built in 1939. E-60.

GEORGETOWN (M. P. 2.7)

Population—1950 census—2,200.

Spur track—capacity 16 cars.

Fairview Coal Mining Co. Loaded, year 1953, 83 cars, 5,330 tons.

Number of loaded cars interchanged with the PRR during 1953: Delivered 9. Received 32.

M. P. 2.8

Lead to Hanna Coal Co. Tipple "B". Joint NKP-PRR. No coal loaded in 1953.

M. P. 2.74

Little Short Creek, 67-ft. frame trestle, 5 spans, built in 1944. E-60.

M. P. 2.87

Little Short Creek, 70-ft. pile trestle, 5 spans, built in 1948. E-60.

M. P. 2.96

Little Short Creek, 55-ft. frame trestle, 4 spans, built in 1917. E-60.

M. P. 3.7

Lead to Hanna Coal Co. Tipple "D". Joint NKP-PRR. No loading in 1953.

M. P. 4.0

Passing siding—capacity 98 cars.

M. P. 4.2

Two spur tracks, serving Hanna Coal Co. Machine Shop, etc.

Lead to Hanna Coal Co. Tipples "A" and "C". Joint NKP-PRR.

Coal loaded in 1953:

Tipple "A"

Commercial shipments, none. To Georgetown Preparation Plant, 6,220 cars, 377,630 tons. To Piney Fork Washing Plant, 20 cars, 1,200 tons.

Tipple "C"

No loading in 1953.

Lead to Bradford (Goodyear) Tipple. This is the old Wheeling Township

Mine which was closed by Goodyear Tire and Rubber Co. in 1949. Hanna Coal Co. acquired property and prepared tipple for its operations. Lead to this tipple crosses South Fork-Short Creek, 6-span frame trestle, 84 ft. long, built in 1936. E-60. Tipple is joint NKP-PRR. Loaded in 1953, all commercial: 2,524 cars, 151,240 tons, via NKP, and 771 cars, 46,260 tons, via PRR.

M. P. 6.3

Passing siding—capacity 80 cars.

M. P. 6.8

Hanna Coal Co. Tipple "E"—joint NKP-PRR. Loaded in 1953, commercial shipments, 11,304 cars, 683,550 tons, NKP, and 3,634 cars, 218,040 tons, PRR; to Georgetown Preparation Plant, 838 cars, 50,280 tons.

M. P. 8.7

End of AC&NA Ry. and start of joint ownership of track with PRR.

M. P. 9.8

Hanna Coal Co.—Georgetown Coal Preparation Plant. This plant was completed and placed in service in May, 1951—joint NKP-PRR. Loaded in 1953: 47,040 cars, 2,824,395 tons, via NKP, 24,410 cars, 1,462,040 tons, via PRR.

M. P. 11.0

End of joint ownership and point of connection to PRR Cadiz Branch.

Pine Valley, Toledo Division, Main Line, M. P. 199.6, is terminal for mine run crews operating on Adena RR and AC&NA Ry.

Railroad service for the Georgetown Coal Preparation Plant is joint with PRR. The PRR constructed approximately 1.3 miles of railroad from a point on its Cadiz Branch to the southeast side of U. S. Highway Route No. 22, near Cadiz, and approximately 2.6 miles of railroad from that point to a point at the southwest side of U. S. Highway No. 250, which is the point of connection with tracks constructed to serve the Preparation Plant. The NKP constructed approximately 2.2 miles of railroad from the former westerly end of the AC&NA Branch, in the vicinity of Tipple "E", north-westerly to a point of connection with the tracks constructed to serve the Preparation Plant. The PRR and NKP constructed, at their joint and equal expense, approximately 2.3 miles of running track connecting with the south end of the PRR extension and the north end of the NKP extension, together with such supporting tracks as were necessary in connection with railroad service associated with the Preparation Plant. The PRR and NKP each owns an undivided one-half interest in such tracks.

Any land in joint territory to be occupied by joint tracks, or to be acquired for but not occupied by such tracks, is to be so conveyed as to vest an equal interest as tenants in common in both PRR and NKP, the total cost thereof to be divided and borne equally.

The approximate car capacity of the several yards associated with this facility is as follows: Receiving Yard—280 cars, Raw Coal Yard—360 cars, Clean Coal Yard—180 cars, Assembly Yard—280 cars.

Railroad track scale—200-ton capacity.

Wye track, tail room space, 147.5 feet.

Two 50,000 gallon water tanks, wayside treatment. Penstock located on wye.

Water tanks and wye track—100% NKP ownership and use.

NKP Agent, joint railroad billing office and Coal Company's clerical forces located in one office building.

Car inspection forces, telegraph office, and car cleaning forces—joint railroad operation.

Joint switching, performed by PRR in the joint track territory, consists of switching and handling loaded and empty cars from the Clean Coal Yard and the Receiving Yard, respectively, to the Assembly Yard and the switching and classifying of cars in the latter yard.

Joint switching, performed by NKP in the joint track territory, consists of switching and handling loaded and empty cars from the Receiving Yard to the Raw Coal Yard.

The expense of maintenance of all jointly owned tracks and other facilities in the joint track territory is divided between PRR and NKP on the basis of loaded cars handled by each over such tracks, excluding, however, cars loaded with raw coal moving from any origin point to the Preparation Plant for cleaning, grading and reshipment.

Coal Company advanced funds for substantially the entire cost of construction of tracks from southeast side of U. S. Highway No. 22 to former end of AC&NA Branch in vicinity of Tipple "E", a distance of approximately 7.1 miles, plus necessary supporting tracks in joint track territory, except those in the Assembly Yard and Receiving Yard, and including cost of right of way land for NKP tracks and land for joint tracks. Such advances are refundable to the Coal Company in accordance with terms of contract covering.

PRR and NKP shall, respectively, have trackage rights over all tracks of the other mentioned herein between Archer-Green Township Line on PRR-Cadiz Branch and M. P. 1.37 on the NKP-AC&NA Branch, plus any tracks subsequently constructed in this territory to serve the Coal Company operations. This territory, together with joint track territory, is referred to as "jointly operated area". Approximate mileage at present is as follows: PRR track, 6.0 miles, NKP track, 7.3 miles, joint track territory, 2.3 miles, total 15.6 miles.

As compensation for said trackage rights, the owning railroad is to receive from tenant railroad a usage proportion, based upon the number of loaded cars handled by each thereon, of the cost of ownership and maintenance of any facility jointly used, said cost to include interest on investment at 4%, taxes and assessments, maintenance, repair and renewal. Over any such trackage section, the owning railroad furnishes the joint locomotives and joint crews and performs the necessary switching for the account of both railroads, the expense of which is divided between PRR and NKP on the basis of loaded cars handled therein for the account of each railroad.

This extension was constructed to serve a territory lying between the lines of the PRR and NKP, estimated to contain 100,000,000 tons of bituminous coal for stripping or deep mining operations.

The extension skirted the village of Cadiz and traverses no towns or villages. The area served is approximately 48 miles square and it is anticipated that the recoverable coal in the area will provide rail traffic for 35 or more years.

STEUBENVILLE BRANCH

WARRENTON TO STEUBENVILLE

One passing siding—capacity 57 cars.

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age (years)
110# SH	1.16	5.6*
100#	.57	20.0
90#	11.96	27.4
Total	13.09	

*Years in present location.

Ballast in Main Tracks as of December 31, 1953:

Cinder	13.49
Open deck bridges	.20
Total	13.69

Number of curves		43
Maximum curve	M. P. 0.0, Warrenton	11°20'
Maximum grade:		
Eastbound	M. P. 13.6, Steubenville	2.32%
Westbound	M. P. 8.0, Brilliant	0.96%
Ruling or tonnage grades:		
Eastbound	Warrenton, .47 mile	0.61%
Westbound		None

Steubenville Branch connects to main track of Toledo Division at Warrenton in form of a wye.

WARRENTON (M. P. 0.0)

Two storage sidings—capacity 23 cars each.

Passing siding—capacity 57 cars.

Team spur track—capacity 18 cars.

Station is coach body on wheels, located on spur track, account necessary to move occasionally due to high water (near Ohio River).

Straus Coal Co. Loaded in 1953, 239 cars, 14,810 tons.

M. P. 1.24

Connection with PRR. PRR crews operate over NKP westwardly from this point to Connor in connection with operation of Y&O Branch. (See data on Toledo Division main line, Connor, M. P. 203.9)

M. P. 2.00

Run and road—21-ft. 1 span through plate girder bridge, 31-ft. trestle approaches, built in 1944. E-60.

M. P. 2.21

Rush Run, 71-ft. 5 span pile trestle, built in 1942, 44-ft. deck plate girder bridge, built in 1920. E-60.

STRINGER (M. P. 3.3)

Storage siding—capacity 50 cars.

M. P. 4.20

Salt Run, 86-ft. 6 span trestle, built in 1940-1943. E-60. Replaced with two beam spans on concrete caps and abutments in 1954.

M. P. 5.84

Blackhouse Run, 96-ft. 7 span pile trestle, built in 1941-1943. E-60.

M. P. 6.5

Brilliant Sand Co. spur track—capacity 7 cars.

Two spur tracks serving Ohio Power Co. Tidd Plant (American Gas & Electric Service Corporation).

Power Company has a track scale of 100 tons capacity.

M. P. 7.04

Perry Road, 43-ft. 5 span pile trestle with 20-ft. 1 span steel I-beam, built in 1944. E-60.

BRILLIANT (M. P. 7.1)

Population—1950 census—2,000.

M. P. 7.12

Cold Spring Run and road—84-ft. 6 span pile trestle, built in 1941. E-60.

M. P. 8.97

Georges Run, 111-ft. 8 span pile trestle, built in 1943. E-60.

MINGO YARD (M. P. 9.8)

M. P. 9.81

Cross Creek, 188-ft. 3 span deck plate girder bridge, built in 1948. E-60.

M. P. 9.97

P&WV overhead bridge. Owned by P&WV.

MINGO JCT. (M. P. 10.6)

Population—1950 census—4,464.

Terminal for Brewster to Mingo runs and short turnaround runs.

Yard capacity—620 cars.

Yard office.

Roundhouse, 7 stalls, 75-ft. long. Constructed in 1908.

Wye, M. P. 9.38, tail track. Bridge on this track over Cross Creek, 108-ft. through truss, built in 1915, and 54-ft. pile trestle, 4 spans, built in 1942. E-60. This track also has connection with PRR.

Cooling plant—Jeffrey Mfg. Co. car unloader and conveyor. Storage none. Operating capacity 60 to 90 tons per hour.

No cinder handling facilities. Fires are cleaned onto ground and cinders loaded into cars by locomotive crane.

Sanding facilities. Wood wet bin—capacity 100 tons wet. Constructed in 1908. New 3-ton steel dry tower erected in 1951. Cost $2,534.

Water station—50,000 gallon steel tank on steel tower. Wayside softening. Constructed in 1938.

Roundhouse Foreman's office, locker room and storehouse building. New in 1948. Cost $22,910.

Car Department office, locker and storeroom building. New in 1948. Cost $14,815.

Car repair track.

Territory between Mingo Yard and Steubenville is a yard and industrial district. All movements are in yard service.

Ore for Wheeling Steel Corporation plant at Follansbee, W. Va., is moved by yard engines from Mingo Yard via Wheeling Steel Corporation's tracks and bridge over Ohio River from Steubenville to East Steubenville under trackage right arrangement. No charge is made for use of tracks and bridge.

Wheeling Steel Corporation has a plant at Mingo, which was formerly the Carnegie-Illinois Steel Corporation plant. Standard Slag Co. also has a plant at this location.

Storage tracks with connection to P&WV. (M. P. 10.5).

Joint car inspection with P&WV. NKP charges P&WV for 4 hours inspection service daily, plus usual percentages.

Industries served—3.

Number of loaded cars interchanged with P&WV during 1953: Delivered 925. Received 811.

LABELLE (M. P. 12.3)

Yard and storage tracks serving Wheeling Steel Corporation.

Joint car inspection with PRR and Wheeling Steel Corporation. NKP employs inspector. NKP assumes 35% of expense, PRR 35% and Steel Corporation 30%.

STEUBENVILLE (M. P. 13.6)

Population—1950 census—35,872. County seat of Jefferson County.

Freight house spur track—capacity 3 cars.

Team and storage spurs—capacity 36 cars.

Steel freight house building. Remodelled in 1953—cost $24,000—to accommodate agency forces.

Number of loaded cars interchanged with PRR during 1953: Delivered 2,895. Received 45.

Industries served—6, including Weirton Steel Co., Wheeling Steel Corporation and Standard Slag Co.

RAILROAD CROSSINGS BETWEEN MINGO AND STEUBENVILLE:

M. P. 9.87

P&WV overhead.

M. P. 10.2

P&WV, Wheeling Steel Corporation and NKP. Automatic crossing protection. No approach signals. NKP is senior road and Wheeling Steel is junior company.

M. P. 10.7

Wheeling Steel Corporation and NKP. Automatic crossing protection. No approach signals. NKP is senior road.

M. P. 11.3 (S I ROCKVILLE)

PRR, Wheeling Steel Corporation and NKP. PRR is senior company. Electro-mechanical interlocking. Westward approach signals operative, eastward inoperative. Maintained and operated by PRR. NKP assumes 14.6% of such expense.

M. P. 11.7

Wheeling Steel Corporation and NKP. Automatic crossing protection. No approach signals. NKP is senior company.

M. P. 12.2

Wheeling Steel Corporation and NKP. Automatic crossing protection. No approach signals. NKP is senior company.

End of Toledo Division, including its branch lines.

CLEVELAND DIVISION

	Cleveland to Harmon	Harmon to Zanesville
Passing sidings on single track:	13	11
Maximum car capacity	109	65
Minimum car capacity	44	14
Average car capacity	69	35
Average distance between sidings	4.96 miles	6.47 miles

	MILES		
	Distance	Double Track	Single Track
Cleveland to Zanesville	143.64	2.85	140.79
Two engine districts:			
Cleveland to Brewster:			
Cleveland New Yard to East 93rd St. via N&SS	4.00 (Note)	3.79	.21
East 93rd St. to Harmon	68.50	2.85	65.65
Harmon to Brewster (Toledo Division)	2.00	2.00	-----
Total	74.50	8.64	65.86
Brewster to Zanesville:			
Brewster to Harmon (Toledo Division)	2.00	2.00	-----
Harmon to Zanesville	70.95	-----	70.95
Total	72.95	2.00	70.95

(Note) Due to grade and congested industrial territory between Belt Line Jct.

and E. 93rd St., through freight service between Cleveland and Brewster is operated from New Yard to E. 91st St. (M. P. 5.1) via Newburgh and South Shore Ry. under trackage rights, a distance of approximately 4 miles. NKP pays $12.50 per train. Chagrin Falls Branch runs operate over old main line.

Trains operated on this division by train order except between Kemery and Harmon.

Double track:	Miles
Cleveland New Yard to East 93rd Street—Trackage rights, N&SS	3.79
Gambrinus to Kemery	2.85
Harmon to Brewster (Toledo Division)	2.00
Centralized Traffic Control:	
Kemery to Harmon	6.1
Automatic Block Signals:	
Kemery to Harmon	7.7

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age Years
115#	.02	1.5
112# SH	.87	1.0*
110#	71.06	14.6
110# SH	16.51	7.7*
90#	49.84	14.0
90# SH	7.73	14.9*
80#	.46	40.0
Total	146.49	

*Years in present location.

Rail Laid in 1953:

	Miles
115#	.01
112# SH	.87
110# SH	.07
Total	.95

Rail Removed in 1953:

	Miles
110#	.15
90# SH	.92
Total	1.07*

Average Age Years: 18.9, 13.0, 13.9

*.12 mile more removed than laid account shortening Cleveland (Dock St.)

Ballast in Main Tracks as of December 31, 1953:

	Miles
Gravel	14.50
Slag	126.54
Cinder	4.20
Open deck bridges	1.25
Total	146.49

	Cleveland to Brewster	Brewster to Zanesville
Number of curves	163	181
Maximum curve	15° at MP 59.7, Canton.	8° at MP 100.8 near Chili.
Maximum grade:		
Eastbound	1.00% MP 2.5, Cleveland.	1.40% MP 112.0, Morgan Run.
Westbound	0.80% MP 55.0, Canton and MP 68.3, Kemery.	1.40% MP 99.1, Baltic and MP 102.0, Chili.
Ruling or tonnage grades:		
Eastbound	0.90% New Yard to Miles Ave., Cleveland, 5.30 miles.	0.65% Baltic, 1.45 miles.
Westbound	0.66% Navarre to Kemery, 2.85 miles.	1.04% Chili to Baltic, 4.45 miles.

Population—1950 census—1,383,899 (Greater Cleveland).

The seventh largest city in the United States. The principal products are iron, steel, machinery, motor vehicle frames, bodies and parts, textiles, paint and chemicals. Cleveland's chief importance industrially lies in its dock and port facilities.

General offices located here.

Northern terminus of the W&LE District.

Railroads: Nickel Plate (NKP and W&LE Districts) B&O, PRR, Erie, NYC, CV, RT, and N&SS.

W&LE District freight house operations, formerly handled at West 3rd Street, transferred to NKP District freight house at East 9th Street. West 3rd Street facilities leased to Behman Lumber Co.

Team tracks at West 3rd St., Ackley Ave., East 91st, Miles Ave., West 25th and West 73rd St.

Yards:	Capacity—Cars
New Yard on Belt Line (principal yard)	1,100
Double Track Yard	180
Hump Yard	120
Coal Docks	110
Broadway (Storage)	70
93rd Street	90
West 73rd St. (Storage)	78

Terminal facilities at New Yard:

New connection tracks with River Terminal at west end. Completed in 1953. Cost $24,000.

Rearrangement of switching leads and construction of two additional tracks at east end. Completed in 1953. Cost $101,000.

Track scale—100-ton capacity. New in 1932. Relocated in 1943.

Roundhouse, 7 stalls, all 102-ft. long, with machine shop, roundhouse foreman's office, engineers' and roundhouse employees' locker room, storeroom and heating plant. Stall No. 7 equipped with overhead hoist to service Diesels. Brick and aluminum construction. New in 1948. Cost $493,320.

Turntable, 105-ft., 3-point support. New 1948. Cost $90,650.

Coaling plant—Jeffery Mfg. Co. hopper type, 120-ton capacity. New 1948. Cost $58,840.

Cinder handling facilities—Roberts & Schaefer, 50-cu. ft. crane type. New 1948. Cost $12,170.

Locomotive sanding facilities—Ross & White, steel dry tank, concrete block wet bin and dry house—capacity 270 tons wet, 10 tons dry. New 1948. Cost $9,700.

Diesel locomotive fuel oil facilities installed in 1952. Cost $9,855. Two tanks have capacity of 21,000 gallons.

Car repair tracks.

Yard office at east end. New 1946. Cost $66,325.

Yard office at west end. New 1953. Cost $33,000.

Car Department office, locker room and storeroom building, brick. New 1946. Cost $40,545.

Dormitory and restaurant, brick building, 62-bed capacity. New 1949. Cost $276,140.

Water Stations:

New Yard, 250,000-gallon steel tank on concrete foundation. Complete softening. Constructed 1947-1948. Cost $87,205.

Denison Ave., 50,000-gallon steel tank on steel tower. Wayside softening. Constructed 1920.

Broadway, M. P. 3.63. 4" standpipe, no treatment.

E. 91st St., M. P. 5.34. 4" standpipe, no treatment.

Wye tracks:

Belt Line Jct. continuous tracks.

NYC (B/4) connection with Belt Line, Linndale, continuous tracks.

Puller service operated by W&LE and NKP Districts between New Yard and E. 55 St. Yard, respectively. Connection between the two districts is via Erie RR, a distance of approximately 2.93 miles. Erie charges $.70 per car handled.

Puller service with NKP District is operated occasionally with W&LE District crews via Clogville, NYC (B/4). This involves a trackage charge of $15.00 per train.

Puller service operated between W&LE District and NYC by both roads. Movement via Cleveland Belt to Linndale. Expense is computed at rates per hour that include use of locomotives and cabooses and wages of crews. Such rates as of April 1, 1954 were as follows:—For puller service, steam locomotives $21.61 per hour, and diesel-electric locomotives $19.11 per hour; and for helper service, whether steam or diesel-electric locomotives, $14.54 per hour. Expense is divided on a car handled basis.

Interchange with Erie is handled on an alternate basis. In odd months NKP delivers and receives in Erie Literary Street Yard. In even months, Erie delivers and receives in NKP Coal Docks Yard. Erie interchange track and crossing protection at West 3rd St. is maintained and operated by Erie. Erie bills NKP for 100% maintenance and interest rental for 674 feet of interchange track and 50% of crossing watchmen expense at West 3rd St.

Joint Territory with NYC:

B-4 and NYC, by the terms of an agreement dated July 1, 1916 and a supplement thereto dated February 19, 1926, have the right to the joint use of (1) the Cleveland Belt Line of the NKP (W&LE District) from the connection thereof with the track of the B-4 near Linndale to the connection thereof with the main line of the NKP (W&LE District) north of Clark Avenue in Cleveland, together with all branches or extensions of such Belt Line and (2) so much of the main line of the NKP (W&LE District) as lies between Jefferson Avenue and a point about 4,700 feet south of the Cuyahoga River in Cleveland, together with all branches or extensions of such section of main line, for the purpose only of handling over such Belt Line and such section of main line, respectively, all classes of traffic to and from the lines of the B-4 and NYC and from and to industries, team tracks and freight houses now or hereafter located on such Belt Line or such section of main line, or extensions thereto or branches therefrom, respectively, upon which either the B-4 or NYC has a line haul, except that such right of the B-4 and NYC, in respect of the extension of such joint use of the main line as provided for in the supplemental agreement of February 19, 1926, is limited to the handling of shipments to and from the (now) Republic Steel Corporation and its subsidiaries of the character specifically defined in Section 3 of such supplemental agreement. (Note: The agreement dated July 1, 1916, runs for a term of 99 years; the supplemental agreement dated February 19, 1926, runs for a period of one year and from year to year thereafter until terminated by any one of the parties within 90 days prior to the expiration of any such year).

For such joint use of Belt Line facilities (excluding freight houses—there are none), the B-4 and NYC pay to NKP the following:

1. One-half of interest (computed at the rate of 5% per annum) on the valuation.
2. One-half of all taxes and assessments.
3. On a car handled basis for operating expenses, including maintenance.

For such joint use of such section of main line facilities (excluding freight houses—there are none), the B-4 and NYC pay to NKP the following:

1. On a car handled basis for interest (computed at the rate of 5% per annum) on the valuation, subject to a minimum payment of 25% of the total interest charge.
2. On a car handled basis for operating expenses, including maintenance, subject to a minimum payment of ⅛ of such total expenses.

Joint spotting service for the switching of cars moving from and to the industries and team tracks (there being no freight houses located on said Belt Line or said section of main line as extended) in the operation of which the NKP (W&LE District) furnishes the necessary locomotives and crews and handles all of the cars to be switched for the NKP (W&LE District), the B-4 and the NYC from and to said industries and team tracks and to and from the yard of the NKP (W&LE District), located on said Belt Line, at which cars, switched in said joint spotting service for the B-4 and the NYC, are received and delivered by the locomotives and crews which handle said cars in puller service to and from the yards of the B-4 and the NYC on the one hand, and said yard of the NKP (W&LE District) on the other hand. The cost of operating joint spotting service (based upon a flat rate of $6.50 per locomotive hour, plus actual wages of locomotive and ground crews and the usual overhead percentages) is pro-rated among the three roads in the proportion that the number of loaded and empty cars switched for the account of each road bears to the total number of all cars switched in joint spotting service.

NYC has a joint interchange clerk at Denison Ave. NKP assumes 50% of the expense.

Through freight service between Cleveland and Toledo is operated over Cleveland Belt Line to NYC (B-4) connection at Linndale, then over NYC (B-4) tracks under trackage rights to Wellington on the Toledo Division. NYC (B-4) maintains and operates switch lights at Linndale for connecting tracks. NKP pays $136.20 per year.

Joint car inspection:

Cleveland territory—Cleveland Car Inspection Association. Chief Inspector carried on PRR payroll. NKP assumes ⅛ of expense.

Railroad crossings, targets and interlockers:

B&O and NKP at Jennings Rd. S.W. target. This is also involved in joint crossing protection signals (flasher lights) at West 14th and Jennings Rd. (joint) and Denison Ave. (NKP). B&O bills NKP for 50% of maintenance and supplies furnished at West 14th St. and Jennings Rd. NKP assumes expense at Denison Ave. 100%. Three targetmen employed by NKP charged 50% to target and 50% to signals. 50% of target expense and ⅓ of signal operation billed vs. B&O.

B&O, N&SS and NKP near W. 3rd St. and Houston Ave. Target maintained and supplies furnished by NKP. Two targetmen employed by NKP. B&O is billed 33⅓% and N&SS 50% of expense. B&O employs one targetman. NKP assumes 16⅔% of this expense. NKP maintains one plain and one slip switch crossing and bills B&O 50% of expense.

Cleveland Belt Line—NKP, RT, CV and N&SS. Electric interlocking, no approach signals. NKP is senior road. Maintained and operated by N&SS. NKP assumes 11.476% of maintenance expense and 8⅓% of operation expense.

E. 49th St. RT and NKP automatic interlocking. Approach signals, eastward, operative, and westward, inoperative. NKP is senior road. Maintained and operated by NKP. RT assumes expense 100%. RT also pays NKP rental for use of land for tracks and building.

Harvard Ave.—PRR, N&SS and NKP. Electric interlocking, approach signals, inoperative. PRR is senior road, N&SS is junior road. Maintained and operated by PRR. NKP assumes 19.70% of maintenance expense and 28.333% of operating expense.

Number of loaded cars interchanged during 1953:

Railroad	Delivered	Received
B&O	2,475	4,300
Cuyahoga Valley	13,077	1,454
Erie RR	10,426	3,299
Euclid RR	1,047	23
New York Central (Inc. B4)	17,606	54,598
NSS	6,594	6,526
Pennsylvania RR	19,684	19,686
River Terminal	63,656	12,841
River Terminal (via B&O)	1,581	2
	136,146	102,729

(Consolidated for W&LE and NKP)

Industries served by W&LE District—80.

Bridges:

Cleveland Belt:

M. P. 0.59, Cuyahoga River, 197-ft. I-beams, 6 spans, built 1920. 103-ft. pile trestle, 8 spans, built 1928-1929. E-60.

M. P. 1.41, #1 Cuyahoga River, 231-ft. deck plate girder, 7 spans, built 1911. Rebuilt 1945. E-60.

M. P. 1.41, #2 Cuyahoga River, 282-ft. steel I-beams, 8 spans, built 1948. E-60.

M. P. 1.72, Denison and Harvard Ave. overhead crossing. Owned and maintained by City of Cleveland.

M. P. 2.56, Big Creek, 73-ft. deck plate girder, 1 span, built 1917. E-60.

M. P. 2.70, Pearl St. overhead, 70-ft. frame trestle, 4 span, built 1913.

M. P. 2.72, 25th St. overhead. Owned and maintained by City of Cleveland.

M. P. 2.73, Big Creek, 87-ft. deck plate girder, 1 span, built 1918. E-60.

M. P. 3.50, Brookside Drive, overhead 50-ft. stone arch, 1 span, built 1906. Owned and maintained by City of Cleveland.

M. P. 3.85, Stream and roadway. 109-ft. frame trestle, 8 spans, built 1949. E-60.

M. P. 5.15, Denison Ave. overhead crossing. Owned and maintained by City of Cleveland.

Main Line:

M. P. 1.00, Erie RR overhead, 50-ft. through plate girder, 1 span. Owned and maintained by Erie RR.

M. P. 1.18, Jefferson Ave. overhead, 80-ft. through plate girder, 1 span. Owned and maintained by City of Cleveland.

M. P. 1.99, N&SS, underpass, I-beams, 22-ft. long, ballast deck, 5 tracks, built in 1909.

M. P. 2.14, Clark Ave. viaduct overhead. Owned and maintained by City of Cleveland.

M. P. 2.22, Cuyahoga River and one River Terminal track. Vertical lift bridge, 234 ft. long, with approach spans. Total length 460 ft. E-60. In service in 1952.

M. P. 2.27, Independence Road and River Terminal Railway tracks. Two span through girder bridge, 190 ft. long. E-60. In service in 1952.

M. P. 2.98, E. 49th St. overhead. Owned and maintained by City of Cleveland.

M. P. 3.28, E. 54th St. overhead. Owned and maintained by City of Cleveland.

M. P. 5.31, NYC (Short Line) tunnel, 773 ft. long. Owned and maintained by NYC.

M. P. 5.1

N&SS connection for detour movement.

E. 93RD ST. (M. P. 5.5)

Yard storage—capacity 90 cars.

Telegraph office (old station building). Part of building is leased to Pyramid Coal Co. for office space.

Passing siding—capacity 75 cars. Spring switch at east end near Miles Ave.

M. P. 5.89

Harvard Avenue overhead bridge, 89-ft. steel beams, 3 spans. Rebuilt in 1952.

M. P. 7.43

Broadway overhead highway bridge. Owned and maintained by Cuyahoga County.

M. P. 7.97

McCrackens Run, 81-ft. steel I-beam bridge on pile bents, 3 spans, built in 1947. E-60.

M. P. 9.13

Dunham Road steel overhead viaduct. Owned and maintained by Cuyahoga County.

OAKLAND (M. P. 10.2)

Passing siding—capacity 60 cars.

GLENDALE (M. P. 11.4)

Storage siding—capacity 23 cars.

BEDFORD (M. P. 11.9)

Population—1950 census—9,105.

House track—capacity 8 cars.

Spur track—capacity 2 cars.

Number of loaded cars interchanged with PRR during 1953: Delivered 58. Received 5.

Industries served—10.

M. P. 12.17

Washington Street underpass, 94-ft. steel I-beams, 3 spans, built in 1925. E-60.

M. P. 16.0

Connection—Chagrin Falls Branch.

M. P. 16.06

30-ft. span steel beams, built in 1951. E-72.

FALLS JCT. (M. P. 16.4)

Passing siding—capacity 60 cars.

Storage siding—capacity 8 cars.

Water station—100,000-gallon steel tank on steel tower. No treatment necessary. Constructed in 1915.

Industries served—1.

TWINSBURG (M. P. 20.0)

Team spur tracks—capacity 10 cars.

Industries served—4.

MORAN (M. P. 24.3)
Team spur track—capacity 5 cars.

M. P. 25.85
Small stream, 56-ft. 2-span steel beam bridge, built in 1932. E-72.

STREETSBORO (M. P. 26.0)
Team spur track—capacity 3 cars.

M. P. 26.76
Tinkers Creek, 57-ft. pile trestle, 4 spans, built in 1943. E-60.

EARLVILLE (M. P. 28.4)
Passing siding—capacity 80 cars.
Overhead bridge. Owned by PRR.

M. P. 29.29
Turkey Point Road, overhead bridge, 155 ft. long, frame bents, built in 1909.

M. P. 29.74
Overhead bridge. Through plate girder. Owned by NYC.

KENT (M. P. 32.2)
Population—1950 census—12,418.
Site of Kent State University.
Passing siding—capacity 44 cars.
Erie transfer track.
B&O transfer track.
Team spur track—capacity 10 cars.
Other tracks—capacity 170 cars.
Wye (M. P. 31.65) tail track, 165 ft. long.
Water Station—48,600-gallon wood tank on steel tower. Wayside softening.
Number of loaded cars interchanged during 1953:

Railroad	Delivered	Received
Erie	6,058	4,806
B&O	1,315	469
Total	7,373	5,367

Industries served—5, including Twin Coach Company.

M. P. 32.78
Cuyahoga River and B&O RR, 325-ft. deck plate girder and deck truss bridge, 3 spans, built in 1919. E-60.

M. P. 33.68
Erie RR, 117-ft. through plate girder bridge, 1 span, built in 1910. E-50.

M. P. 33.00
Cherry St. underpass, built in 1941. E-60. Through plate girder 80 ft. long, 2 tracks.

M. P. 33.93
Plum Creek, 85-ft. pile trestle, 6 spans, built in 1945. E-60.

BRIMFIELD (M. P. 35.9)
Team spur track—capacity 18 cars.
Industries served—1.

PORTAGE (M. P. 37.5)
Passing siding—capacity 45 cars.

M. P. 39.36
Hale Creek, 183-ft. pile trestle, 13 spans, built in 1939. E-60.

M. P. 39.62
Spring Street (Mogadore), 63-ft. I-beams and stringers on pile bents. Rebuilt in 1929. E-60.

MOGADORE (M. P. 39.9)
Population—1950 census—1,518.
Passing siding—capacity 83 cars.
Team spur track—capacity 5 cars.
House track—capacity 9 cars.
Other tracks—capacity 104 cars.
Number of loaded cars interchanged with AC&Y during 1953: Delivered 3,328. Received 4,018.
Industries served—4.

SUFFIELD (M. P. 42.4)
House spur track—capacity 9 cars.
Industries served—1.

MISHLER (M. P. 44.1)
Passing siding—capacity 108 cars.
House spur track—capacity 3 cars.
Industries served—1.

M. P. 45.66
State Route No. 43—Overhead highway through concrete girder bridge, 1 span, built in 1929. Owned by State of Ohio.

CONGRESS LAKE (M. P. 46.3)
Passing siding—capacity 45 cars.
Spur track—capacity 3 cars.

HARTVILLE (M. P. 47.4)
House spur track—capacity 5 cars.
Team spur track—capacity 5 cars.
East end spur track—capacity 15 cars.
Industries served—3.

GEIBE (M. P. 48.2)
Passing siding—capacity 64 cars.

M. P. 51.8
Industry tracks serving Diamond Portland Cement Company.

MIDDLEBRANCH (M. P. 52.6)
Passing siding—capacity 109 cars.
House spur track—capacity 10 cars.
Industries served—2.

M. P. 56.04
Nimishillen Creek, 82-ft. deck plate girder and I-beam bridge, 3 spans. Rebuilt in 1949. E-60.

M. P. 58.92
State Route No. 62—Overhead highway bridge.

M. P. 57.51

Nimishillen Creek, 97-ft. pile trestle, 7 spans, built in 1917. E-60.

M. P. 58.0 (Maple Ave., Canton, Ohio)

Passing track—capacity 58 cars.

Team spur track—capacity 5 cars.

CANTON (M. P. 59.6)

Population—1950 census—116,912.

County seat of Stark County and was the home of President McKinley.

Yards:	Capacity—Cars
Canton Yard	325
Freight house group, including team tracks	60
Dueber Ave. (Joint with Timken)	85
Warner Road	250
East End, Canton Belt	220

Yard Office—telegraphic and clerical service only. Operations controlled from Gambrinus Yard. New in 1953. Cost $42,000.

Canton freight house is principal freight and transfer point on W&LE District. Part of freight house is leased to McKinley Storage and Transfer Co.

Office of Roadmaster, territory Cleveland to Harmon, located here.

B&O and PRR have track connections with NKP at Canton Yard.

Carrollton Branch connection at M. P. 59.89.

Crossing with PRR, M. P. 59.9. Electric interlocking. Approach signals, eastward inoperative, westward none. PRR is senior road. Plant known as "Wandle" interlocking. PRR maintains and operates. NKP assumes ⅓ of maintenance, and 50% of operating expense.

Targets:

B&O and NKP crossing near 4th and Mulberry Streets, S. E. NKP maintains and operates. B&O assumes 50% of expense, including crossing frogs.

B&O and NKP crossing near 15th and Allen Avenue. Maintained and operated by B&O and NKP assumes 50% of expense.

Targets for both crossings are set for NKP trains, which must approach crossing under full control and may proceed over crossing without stopping if target is in proceed position and way is clear. Targets are set by B&O crews.

There is a target governing movements over crossing of freight house lead and main track.

Joint industry yard tracks at Aultman Avenue with PRR and B&O. Maintained by NKP. Expense divided on car handled basis.

Yard tracks between Harrison Avenue and Miller Place, S. W., are joint with Timken Roller Bearing Co. Tracks owned and maintained by NKP. Timken pays interest rental, taxes and maintenance expense, 100% on certain tracks, 50% on others. Interest rental and taxes during 1953 amounted to about $950.

Timken also has a long term lease for a parcel of land, containing 1.47 acres, for location of its track from a point easterly of Harrison Avenue to Gambrinus. NKP pays taxes on land. Timken pays rental of $450 per annum.

Joint crossing protection at Harrison Avenue. Watchmen employed by NKP. PRR and Timken Roller Bearing Co. participate in expense. Each assumes ⅓.

Joint switching service with PRR is maintained at several plants of Republic Steel Corporation:

Furnace Plant—NKP furnishes power.
U. S. Division—PRR " "
Berger and
Stark Division—PRR " "
South Division—PRR " "

There is a joint facility clerk at U. S. Division Plant. Employed by PRR and included in joint expense.

Switching expense is computed at $7.50 per hour for use of power, plus actual wages of crews. Expense is divided on a car handled basis.

Water station (M. P. 60.05)—50,000-gallon steel tank on steel tower. Wayside softening. Constructed 1941.

Wye (M. P. 60.10)—tail track is continuous (Carrollton Branch).

Interchange with B&O is made at Allen Ave. PRR delivers cars in NKP Canton Yard, NKP delivers cars through Canton Belt, East End Yard, into PRR No. 6 Yard.

Number of loaded cars interchanged during 1953:

Railroad	Delivered	Received
B&O	1,178	7,339
PRR	2,349	3,390
Total	3,527	10,729

Industries served in Canton area—105, including:

Republic Steel Corp.—Several plants	Metropolitan Paving Brick Co.
Timken Roller Bearing Co.—Several plants	Belden Brick Co.
Union Metal Mfg. Co.	Babcock Printing Press Co.
Hercules Motors Corp.	Barium Steel Co.
Diebold Safe & Lock Co.	Carnegie Illinois Steel Corp.
Ashland Oil & Refining Co.	Poor & Co.
Ford Motor Co.	

M. P. 61.47

Nimishillen Creek, 79-ft. pile trestle, 6 spans, built in 1931. E-60.

M. P. 62.3

O.K. Coal Co.—Imperial Mine. Loading for 1953, 3 cars, 180 tons. Loading discontinued at this location and facilities dismantled.

GAMBRINUS (M. P. 63.0)

Terminal for Canton area.

Roundhouse—7 stalls, 97'5" long. Constructed in 1920.

Diesel yard locomotive repair and fueling facilities installed in 1953. Cost $77,000. Two fuel oil storage tanks have capacity of 20,000 gallons.

Turntable—100-ft. 3-point support.

Locomotive sanding facilities—Ross & White, steel dry tank, concrete block wet bin and dry house. Capacity 108 tons wet, 10 tons dry. New 1948. Cost $6,485.

Water station—195,000 gallon steel tank on concrete foundation. 96,500 gallon wood tank on steel tower. Complete softening.

Car Department Office and Locker Room Building, brick. New 1948. Cost $54,400.

Repair tracks.

New Yard Office Building completed in 1954. Cost $57,000.

Track scales—150-ton capacity. New 1949. Cost $54,000. Relocation of scales with appropriate grade changes, estimated to cost $52,000, authorized.

Yards:

"A" Yard—225 cars.

"B" Yard—195 cars.

One floodlight tower.

Railroad crossing and target with Timken Roller Bearing Co. at Gambrinus. Timken track crosses NKP lead to Ashland Oil & Refining Co. Target and crossing maintained and operated by NKP. Timken assumes expense 100%.

M. P. 63.5
Gambrinus passing siding—capacity 60 cars.

M. P. 65
Retirement of portion of second main track between Gambrinus and Kemery—8,000 feet—and extension of CTC, estimated to cost $55,000, authorized.

RICHVILLE (M. P. 66.4)
Team spur track—capacity 6 cars.

M. P. 66.6
Automatic block signals start here for eastward movements and end for westward movements.

KEMERY (M. P. 67.47)
End of second main track from Gambrinus.
CTC starts here for eastward movements and ends for westward movements.

M. P. 67.81
County Road—71-ft. overhead frame trestle, built in 1923.

M. P. 69.4
Massillon State Hospital, Asylum spur.

M. P. 69.32
Creek, 57-ft. 4 span pile trestle, built in 1946. E-60.

M. P. 69.81
Creek, 70-ft. 5 span pile trestle, built in 1941. E-60.

NAVARRE (M. P. 71.5)
Population—1950 census—1,763.
House spur track—capacity 9 cars.
Team spur track—capacity 4 cars.
Massillon Washed Gravel Co. spur track. Other industries have spur tracks leading from this track. Nickles Bakery Co. receives service from this spur and is one of the largest bakeries in this area.
Industries served—4.

M. P. 71.86
Tuscarawas River, 206-ft. deck plate girder bridge, 3 spans, built in 1914. E-60.

RUN JCT. (M. P. 72)
Massillon Branch parallels the Cleveland Division main track between this point and Harmon.
Retirement of this portion of Massillon Branch—7,050 feet—and use of Cleveland Division main track in lieu thereof, with the necessary revision in signals for single track operation, the signals to be remote controlled from the CTC Board at Brewster, estimated to cost $51,000, authorized.

HARMON (M. P. 73.6)
Connects with double track of Toledo Division and trains use Toledo Division tracks for all movements between Harmon and Brewster. So-called north end of Cleveland Division connects with westbound main of Toledo Division just east of and west of Telegraph Office in the form of a wye. Switch west of telegraph office is remote controlled by operator. South end of Cleveland Division connects with eastbound main of Toledo Division just west of telegraph office in form of a wye.
Remote control of signals and switches at Harmon from CTC Board at Brewster authorized.

JUSTUS (M. P. 74.8)
Connection with B&O. Clerical work on interchange performed by Clerk from Agent's office at Brewster, 3 hours each work day. B&O assumes 50% of expense.

Crossing at grade with B&O south of Justus. Target unattended and set for B&O trains. B&O trains are permitted to pass over crossing at a speed not to exceed 15 miles per hour. NKP crews operate target for NKP movements. Target and crossing maintained and operated by NKP. B&O assumes 50% of expense.
Number of loaded cars interchanged with B&O during 1953: Delivered 12. Received 1,059.

M. P. 76.28
Stream, 57-ft. 4 span pile trestle, built in 1942. E-60.

M. P. 77.49
Sugar Creek, 238-ft. 3 span deck plate girder bridge, built 1936. E-60.

BEACH CITY (M. P. 78.5)
Population—1950 census—940.
Passing siding—capacity 33 cars.
House track—capacity 6 cars.
Team track—capacity 6 cars.
Industries served—2.

M. P. 79.96
Overhead farm crossing. Old turntable girder, 60-ft.

M. P. 82.2
Creek, 88-ft. 3 span deck plate girder bridge, built 1937. E-60.

M. P. 83.9
Industrial Silica Corp. spur track.

M. P. 84.26
Walnut Creek, 125-ft. deck plate girder bridge, 4 spans, built 1937. E-60.

DUNDEE (M. P. 84.7)
Passing siding—capacity 21 cars.
Team spur track—capacity 4 cars.
Industries served—1.

BARRS MILLS (M. P. 87.6)
Elevator spur—capacity 5 cars.
Copperhead Coal Co. Dundee Mine. Loaded in 1953, 1 car, 70 tons. Harta Coal Mines also loaded 27 cars, 1,765 tons, at this location in 1953.
Industries served—2.

M. P. 87.74
South Fork Creek, 88-ft. 3 span deck plate girder bridge, built 1937. E-60.

SUGAR CREEK (M.P. 91.0)
Population—1950 census—889.
Passing siding—capacity 37 cars.
House siding—capacity 22 cars.
Water station—50,000-gallon steel tank on steel tower. No treatment necessary. Constructed 1926.
Industries served—3.

M. P. 93.71
Creek, 70-ft. steel I-beam bridge on pile bents, built in 1939. E-60.

BALTIC (M. P. 96.7)
Population—1950 census—493.
Passing siding—capacity 51 cars.
House spur track—capacity 11 cars.
Storage siding—capacity 15 cars.
Industries served—3.

M. P. 129.00

Wakatomika Creek, 152-ft. through pin truss bridge, built in 1901. E-60.

DRESDEN (M. P. 129.8)

Population—1950 census—1,310.

House siding—capacity 16 cars.

Dresden Paper Mill Co. Industry tracks joint with PRR. NKP maintains and PRR assumes 50% of expense.

Industries served—2.

M. P. 130.08

Over PRR. 64-ft. through plate girder bridge, built in 1901. E-60.

STONY POINT (M. P. 130.9)

Passing siding—capacity 47 cars.

ELLIS (M. P. 136.9)

Passing siding—capacity 28 cars.

Number of loaded cars interchanged with PRR during 1953: Delivered 7. Received 116.

M. P. 137.3

Spur track—capacity 3 cars.

M. P. 137.39

Stream and road—169-ft. pile trestle, 12 spans, built in 1920. E-60. Replaced with 28-ft. steel beam spans on concrete filled pipe piles and fill in 1953. E-65.

MADDENS (M. P. 137.9)

Spur track—coal loading operations.

Dresden Mining Co., K&K mine. No loading in 1953.

M. P. 139.58

Stream and road—141-ft. pile trestle, 10 spans, built in 1939. E-60. Replaced with 4 span steel bridge on concrete caps in 1954.

ZANESVILLE (M. P. 143.6)

Population—1950 census—40,517. County seat of Muskingum County. Capitol of Ohio at one time.

Office building (old passenger station).

Freight house and platform.

Bridge (M. P. 143.23) Monroe Street, overhead steel viaduct. Owned and maintained by City of Zanesville.

Bridge (M. P. 143.68) Fifth Street, overhead steel viaduct. Owned and maintained by City of Zanesville.

End of main track, M. P. 144.17. Connects with B&O.

Freight house track—capacity 28 cars.

Yard—capacity 150 cars.

Track scale—100-ton capacity.

Locomotive Terminal (M. P. 142.5)

Roundhouse, 5 stalls, all 73-ft. long. One stall used for machine shop. Constructed in 1914.

Wye track, (M. P. 142.31) tailtrack, 502-ft.

Coaling plant—Fairfield Engr. Co. car unloader and conveyor. Storage none. Operating capacity 60 to 90 tons per hour. New 1947.

Cinder handling facilities, none. Fires cleaned on to ground. Cinders loaded into cars by hand.

Sanding facilities—T. W. Snow & Co., wood tank, concrete block wet bin and dry house. Capacity 100 tons wet, 22½ tons dry. New 1947.

Water station—48,000 gallon wood tank on steel tower. Wayside softening.

Belt Line (former Zanesville Belt and Terminal Railway) is on east side of Muskingum River and connection with Cleveland Division is via B&O tracks and River Bridge. Approximately 1.24 miles under trackage arrangement. B&O charges $5.00 for each NKP locomotive movement and $6.10 for each car so handled.

Belt Line has approximately 3.95 miles of track and serves industries only, except that interchange with NYC is made through the Belt Line. Industries on the Zanesville Terminal RR (operated for 2 year periods alternately by NYC and PRR) are open to NKP under reciprocal switching and cars to and from such industries are delivered by either NYC or PRR to regular interchange track. When PRR operates ZTRR, NYC charges PRR $.25 per car for each car moving over said tracks (a small portion of which is assigned exclusively to NYC) to interchange track. PRR counterbills NKP. When NYC operates ZTRR no charge is made to NKP by NYC. In this interchange, the NKP assumes the B&O charge of $6.10 per car for each loaded car receiving roadhaul on both NKP and NYC. Each company pays direct to the B&O $6.10 for each empty car delivered to the other when such cars are moving in home route movement only, not having been previously received through Zanesville under load in road haul movement. NYC pays NKP $.50 for each car receiving road haul on both NYC and NKP tracks.

Team track—3 car capacity—is located on Belt Line between Howard and Zane Streets.

Belt Line bridges over 50-ft. in length:

M. P. 0.48, Underwood Street, 162-ft. frame trestle, 11 spans, restricted to 3900 class power.

M. P. 0.92, Hall Ave., 60-ft. deck plate girder bridge, 1 span, built 1913, 94-ft. frame bents, 7 spans, built 1926. E-40.

M. P. 1.68, Stream and road, 136-ft. frame trestle, 9 spans, restricted to 3900 class power.

M. P. 2.09, Small stream, 64-ft. frame trestle, 4 spans, restricted to 3900 class power.

M. P. 2.64, Small stream, roadway and belt line, 249-ft. pile and frame trestle, 16 spans, built 1926, restricted to 3900 class power. This bridge is on a switch-back track.

M. P. 2.9

B. H. Swaney & Sons, Inc., Braden Mine. Loaded in 1953, 7 cars, 435 tons.

Zanesville industries served—14, including:

Main Line	Belt Line
Roseville Pottery Inc.	Wise Foundry, Machine & Supply Co.
Timken Roller Bearing Co.	Farmers' Implement Co.
Shawnee Pottery	Ayers Mineral Co.
General Electric Co.	Chicago Trans. Corp. Div'n. Essex Wire Corp'n.
Armco Steel Corp.	Texas Co.

Interchange with PRR is made through B&O. NKP pays B&O $6.10 per car.

Number of loaded cars interchaged during 1953:

Railroad	Delivered	Received
B. & O.	1569	2961
N. Y. C.	1363	3409
P. R. R.	21	12
Total	2944	6382

End of Cleveland Division main line.

CHAGRIN FALLS BRANCH

West end is connected to Cleveland Division at M. P. 13.96, Falls Jct. Length of branch, 8.18 miles.

Passing sidings	1
Number of curves	36
Maximum curve	12° at M. P. 3.5, Solon.
Maximum grade:	
Eastbound	1.87% M. P. 6.4
Westbound	1.77% M. P. 5.0
Ruling or tonnage grades:	
Eastbound	1.52%, Chagrin Falls—0.86 mile.
Westbound	1.67%, Solon —1.60 miles.

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age (Years)
110#	0.09	12.0
90# SH	8.09	11.9*
Total	8.18	

* years in present location.

Ballast in Main Tracks as of December 31, 1953:

Cinder	8.11
Open deck bridges	.07
Total	8.18

Railroad service on this branch is furnished by so-called "Suburban Turn" (local) out of Cleveland. This run normally operates daily, except Sunday, out of New Yard Terminal on Belt Line via old main line.

FALLS JCT. (M. P. 0.0)
Passing siding—capacity 66 cars.

SOLON (M. P. 3.6)
Population—1950 census—2,570.
Industrial spur, 1.15 miles in length, constructed in 1953, to serve future industrial developments.
Team track—capacity 5 cars.
Crossing with Erie RR. Electric interlocking. Inoperative approach circuits. Erie is senior road. Erie maintains and operates plant. NKP assumes 77.46% of such expense. Crossing frogs are maintained by Erie at the sole expense of NKP.
Industries served—4, including:
Zirconium Corp.
Cyril Bath Co.
Adams Engineering Co.

M. P. 6.86
Aurora Creek, 120-ft. deck plate girder bridge, 3 spans, rebuilt 1930, and 94-ft. pile trestle, 7 spans, built 1944, restricted to G-2 class power.

M. P. 7.80
Roadway, 123 ft. 3 span deck plate girder, built in 1952. E-70.

CHAGRIN FALLS (M. P. 8.5)
Population—1950 census—2,083.
Freight house and office.
Freight house, team and yard tracks—capacity 15 cars.
Water station (M. P. 8.90)—4" standpipe direct connection to City main.
Industries served—12, including:

Chase Bag Co.	C. & S. Farmers' Exchange
Marshall Coal Co.	Hardware, Supply & Coal Co.
Weber Hardware Co.	Snider Coal Co.

Main line ends at M. P. 8.2.

CARROLLTON BRANCH

West end connected to Cleveland Division at Canton Yard, M. P. 59.89. Several years ago the east end of this branch connected with the Toledo Division at Sherrodsville. Present terminus is at Carrollton with branch extending from Minerva Jct. to Minerva, Ohio. Miles operated 30.68.

Passing sidings	2
Maximum car capacity	32
Minimum car capacity	16
Average car capacity	32
Average distance apart	15.06 miles
Number of curves	59
Maximum curve	14°14' at M. P. 16.8, Oneida.
Maximum grade:	
Eastbound	1.33%, M. P. 24.0, Stemples.
Westbound	1.19%, M. P. 7.3, East Canton.
Ruling or tonnage grades:	
Eastbound	1.33%, Stemples, 1.20 miles.
Westbound	1.03%, East Canton, 2.15 miles.

	Miles
Rail Laid in 1953	—
Rail Removed in 1953	—

Rail in Main Tracks as of December 31, 1953:

		Average Age (years)
110#	1.63	13.0
90# SH	29.05	26.0*
Total	30.68	

*years in present location.

Ballast in Main Tracks as of December 31, 1953:

Slag	2.43
Cinder	28.07
Open deck bridges	.18
Total	30.68

Service on this branch is furnished by so-called Branch Local (turn-around service) operating out of Gambrinus Terminal daily, except Sundays. When traffic conditions require, additional turn-around runs out of Gambrinus and/or Brewster Terminals are operated.

CANTON YARD (M. P. 0.0)
Former Canton and Waynesburg Branch, which was connected to Carrollton Branch in Canton Yard, is no longer operated as a branch. Part has been retired and the remainder has been converted to spur tracks serving various industries. One spur has a 150-ft. 10 span pile trestle over Nimishillen Creek. E-40.

M. P. 0.44
Nimishillen Creek, 121-ft. pile trestle, 9 spans, built in 1945. E-60.

M. P. 1.58
Canton Belt connects with Carrollton Branch at this point. Belt is used to reach plants of Republic Steel Corp. (Furnace and U. S. Divisions), other industries and the so-called East End Yard. All cars delivered to PRR in interchange move over the Belt Line. East End Yard at M. P. 2.2.
Bridges: (Belt Line)

M. P. 1.24, Tuscarawas Street, 93-ft. reinforced concrete overhead highway bridge, built in 1917.

M. P. 2.98, Nimishillen Creek, 119-ft. steel I-beam bridge, 6 spans, built in 1917. E-60.

M. P. 3.55, Nimishillen Creek, 128-ft. steel I-beam bridge, 7 spans, built in 1917. E-60.

Passing track at Georgetown Road, M. P. 3.0—capacity 20 cars.

End of Belt connects with tracks of Republic Steel Corp., M. P. 3.74.

EAST CANTON (M. P. 5.0 Carrollton Branch)

Population—1950 census—1,001.

Team track—capacity 9 cars.

Industrial spur tracks.

Industries served—4:

Stark Ceramics, Inc. (Stark Brick Co.)
National Fireproofing Co.
Kagey Lumber Co.
East Canton Supply.

M. P. 8.8

Spur track—serves Mapleton Clay Products Co. at Mapleton, Ohio.

M. P. 9.88

Creek, 76-ft. pile trestle, 6 spans, built in 1944. E-60.

M. P. 10.3

Passing siding—capacity 32 cars.

ROBERTSVILLE (M. P. 11.0)

House spur track—capacity 4 cars.

Spur track (M. P. 11.4) serves Robertsville Brick Co.

Industries served—1.

M. P. 11.70

Robertsville tunnel, timber lined, 701-ft. long. Restricted clearances.

M. P. 16.66

Waterway and cattle pass—56-ft. pile trestle, 4 spans, built in 1928. E-60.

M. P. 16.78

Big Sandy Creek, 129-ft. through pin truss bridge, 1 span, built in 1912. E-35.

MINERVA JCT. (M. P. 16.0)

Passing siding—capacity 16 cars.

ONEIDA (M. P. 16.8)

Crossing and target with PRR. Owned, maintained and operated by NKP 100%. Target operated by crews of respective companies.

Number of loaded cars interchanged with PRR during year 1953: Delivered 0. Received 0.

M. P. 17.89

Pipe Run—56-ft. pile trestle, 5 spans, built in 1949. E-60.

M. P. 17.9

Malvern spur serves Y Clay Co., Malvern, Ohio. This spur is one mile long. At M. P. 0.06 there is a 56-ft. pile trestle, 4 spans, built in 1928. E-60. (Pipe Run)

HIBBETS (M. P. 21.3)

Team spur track—capacity 2 cars.

STEMPLES (M. P. 23.5)

Team track—capacity 2 cars.

CARROLLTON (M. P. 26.9)

Population—1950 census—2,658. County seat of Carroll County.

Storage siding—capacity 18 cars.

Other tracks—capacity 20 cars.

Industries served—7, including:

Carroll Co. Farm Bureau Cooperative Assn.
Carroll Co. Farmers' Exchange.
Surety Rubber Co.
U. S. Plug and Fitting Co.

End of main track, M. P. 27.72.

MINERVA BRANCH

Connection to Carrollton Branch in form of a wye at Minerva Jct. (M. P. 16.0).

M. P. 0.25

Hughes Run, 80-ft. pile trestle, 7 spans, built in 1943. E-60.

MINERVA (M. P. 2.9)

Population—1950 census—3,280.

Transfer track with NYC.

Two team tracks—capacity 8 cars.

Various industrial spurs.

Agent's office and freight house, brick building.

Water station (M. P. 2.81)—4" standpipe. Direct connection to City main. No treatment.

Joint car inspection with NYC. NYC employs inspector. NKP assumes 25% of expense.

Railroad crossing and target with NYC. NKP is senior road. NYC maintains and operates. NKP assumes 50% of expense.

Railroad crossing and target with PRR. PRR is senior road. NKP maintains and operates and assumes expense 100%.

Both targets are unattended and set for the trains of the foreign roads. PRR and NYC trains are permitted to pass over crossings at a speed not to exceed 15 miles per hour. NKP crews operate targets for NKP movements.

End of Branch, M. P. 3.96.

Number of loaded cars interchanged with NYC during 1953: Delivered 250. Received 1,153.

Industries served—3:

Minerva Wax Paper Co.
S. W. Hart & Sons.
Good Roads Machinery Co.

End of Cleveland Division main line and its Branches.

THE LORAIN & WEST VIRGINIA RAILWAY COMPANY

This railroad extends from its Lake Jct. connection with the Wheeling and Lake Erie District to South Lorain, Ohio. No cars or locomotives are owned by The Lorain & West Virginia Railway Company. Road freight service is furnished by power and crews operating out of Brewster, Ohio, on the Wheeling and Lake Erie District. The Nickel Plate Road charges the L&WV for the use of power, crews and freight cars while in use on the L&WV. This includes power and crews used in yard service at South Lorain as well. Material, coal, rail and ties are shipped

to L&WV by W&LE District and billed to L&WV at actual cost, plus 15% for accounting and handling on all items except fuel. No percentages are added to fuel. NKP also bills L&WV for superintendence, dispatching, stationery, general office expenses, etc.

Miles of main line track owned and operated—25.25.

Number of curves	19
Total central angle of curvature	588°
Maximum curve, M. P. 23.99	10°
Maximum grade:	
Eastbound—M. P. 19.9, 20.2 and 21.60	0.70%
Westbound—M. P. 4.0	0.30%
Ruling or tonnage grades:	
Eastbound—Ferguson, 2.5 miles	0.61%
Westbound—Pitts, 1.15 miles	0.30%

Rail in Main Tracks as of December 31, 1953:

	Miles	Average Age (years)
119# SH	5.36	4.0*
90#	19.89	26.0
Total	25.25	

*Years in present location.

Ballast in Main Tracks as of December 31, 1953:

Cinder	24.99
Open deck bridges	.26
Total	25.25

Operating District for Road Crews:

Brewster to Lake Jct., Ohio (Wellington, O.) via NKP Road	49.5
Lake Jct. to South Lorain, Ohio	25.3
Total	74.8

Trains are operated between Lake Jct. and South Lorain by train orders.

LAKE JCT. (M. P. 0.0)

L&WV is connected to NKP in form of a wye, east leg to NKP track at M. P. 86.3 and west leg at M. P. 85.9.

Storage siding parallel to west leg of wye—capacity 29 cars.

Yard tracks—capacity 150 cars.

Car repair spur track—capacity 5 cars.

Clerk from Wellington Station performs yard clerical work at Lake Jct. (3 hours per day). NKP bills expense vs. L&WV.

M. P. 2.10

West Branch—Black River, 150-ft. deck plate girder bridge, 2 spans, built in 1907. E-50.

M. P. 8.12

L&WV crosses over NYC, 125-ft. through plate girder bridge, 3 spans, built in 1907. E-50.

WEST OBERLIN (M. P. 9.3)

Team track—capacity 8 cars.

QUARRY JCT. (M. P. 10.0)

No facilities.

TROXEL (M. P. 12.4)

No facilities.

M. P. 15.13

Highway underpass, 103-ft. 1 span through plate girder bridge, steel floor, built in 1907. E-50.

M. P. 16.40

NYC, 4 tracks, underpass, 123-ft. 1 span through plate girder bridge, steel floor, built in 1907. E-50.

M. P. 16.68

Highway underpass, 89-ft. 1 span through plate girder bridge, built in 1907. E-50.

FERGUSON (M. P. 18.6)

Passing siding—capacity 77 cars.

M. P. 19.58

Highway underpass, 79-ft. 1 span through plate girder bridge, steel floor, built in 1907. E-50.

M. P. 20.03

B&O, 2 tracks, underpass, 71-ft. 1 span through plate girder bridge, steel floor, built in 1907. E-50.

M. P. 20.78

Old Lake Shore Electric underpass, 70-ft. 1 span through plate girder bridge, steel floor, built in 1907. E-50.

M. P. 22.16

Black River, steel viaduct, 760 ft., 15 spans, built in 1907. E-50.

SOUTH LORAIN (M. P. 25.0)

Population—Lorain—1950 census—51,202.

Agency is joint with NKP District, NYC and B&O.

Agent's office is located in Lorain near office of National Tube Co.

Joint agency and yard clerical forces are carried on L&WV payrolls. Actual expense is divided on a car handled basis. B&O participates in only a part of the joint operation and shares expense accordingly. NKP is billed for differential in rate paid two yard clerks as operator-clerks. NKP bills L&WV $8.10 monthly for electric current furnished.

Yard tracks—capacity 580 cars.

Wye (M. P. 22.79), tail track—306 feet long. Not now maintained for service.

Sanding facilities—T. W. Snow & Co. Wood tank, concrete block wet bin and dry house. Capacity 100 tons wet, 22½ tons dry. New 1947. Cost $5,790.

Water station (M. P. 25.19)—48,000-gallon wood tank on steel tower. Relocated in 1948. Ballfeeder treatment. Water purchased from City. 2,500 feet of 12" line, carried across river on City's 31st Street Bridge. 6" line from 12" line to water station, installed in 1948. L&WV contributed $12,000 for city water line extension service.

Hostler's office, oil house and locker room building, steelox construction. New 1948. Cost $7,230.

Car Repairmen's building, steelox construction. New 1948. Cost $3,150.

Track connection with NKP District placed in service in 1951.

Track connection with Lake Terminal Railway.

South Lorain is L&WV terminal for Lorain, Ohio. L&WV obtains most of its business from the National Tube Co. Cars handled to and from the plant by the Lake Terminal.

Number of loaded cars interchanged with Lake Terminal during 1953: Delivered 31,264. Received 38,739. Consolidated figures for W&LE and NKP.

Industries served by L&WV—2