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L&N MAGAZINE

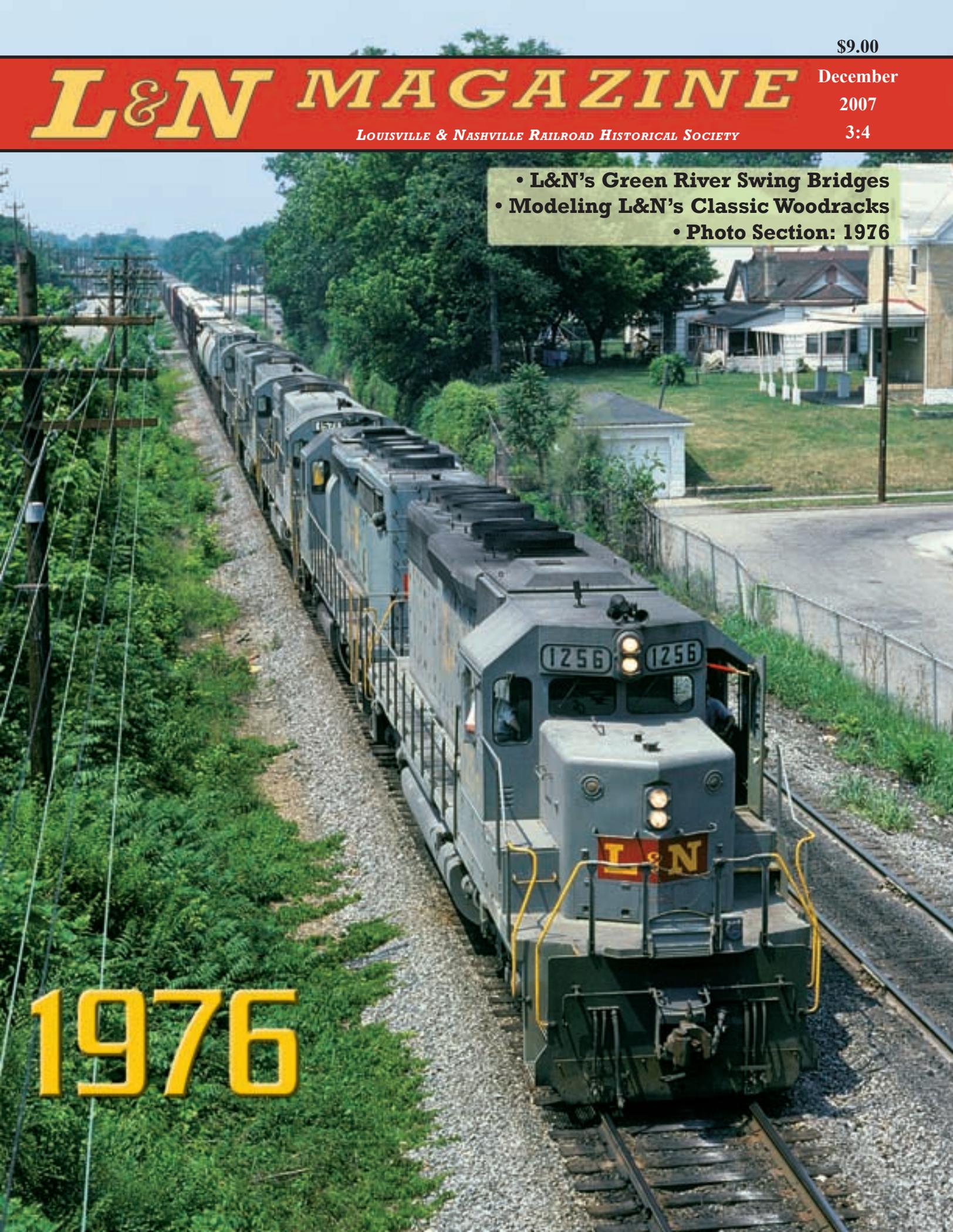
December

2007

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LOUISVILLE & NASHVILLE RAILROAD HISTORICAL SOCIETY

- L&N's Green River Swing Bridges
- Modeling L&N's Classic Woodracks
- Photo Section: 1976



1976

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L&N MAGAZINE

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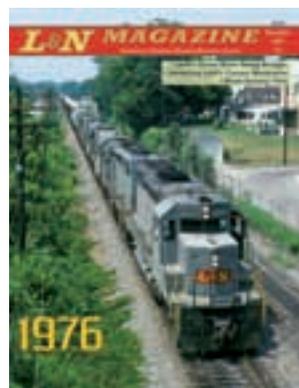
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The year 1976 is about half gone on June 12 as SD40 1256 leads a southbound freight through Covington, Kentucky. A rolled-up red flag has the front door propped open, providing a breeze for the crew on what is likely a sultry early summer day. The two EMDs and three GEs have plenty of muscle for the trip south with a freight that includes open auto racks — an item that have long-since disappeared in the U.S. — Dave Oroszi photo

The L&N's acquisition of part of the C&EI is discussed in some detail on page 32 in the presentation from the L&N Group discussions. Though Dennis Mize provides some interesting information the question of exactly how the two railroads (MoPac and L&N) determined who got which locomotives is not really answered.

My own *Missouri Pacific Diesel Power* sheds only a little more light on the subject. The late Ray Curl, who worked for the C&EI at the time of the merger, and following the merger went to work for the MoPac, wrote the following:

"The three E7As, C&EI-1100-1102, were renumbered and repainted at the St. Louis shop of the MoPac. The remaining units, including some later sold to the L&N in June 1969 were repainted at various MoPac facilities, though all were renumbered at Danville."

This implies that as part of the merger negotiations the MoPac was required to sell a portion (this turned out to be 50 percent, but how that was measured is unclear) of the C&EI fleet to the L&N. The sale of the eastern leg of the C&EI to the L&N occurred on June 6, 1969.

Ray goes on to say: "C&EI's diesel fleet was split, and a number of the locomotives were sold to the L&N with the eastern portion of the railroad." Because this was a sale, one would assume that the MoPac offered the L&N certain units and the L&N purchased them. Unfortunately, at least one person with the complete



answer (Ray) is no longer with us, emphasizing again the importance of gathering as much information as we can before the details of history get away from us. Interestingly, the C&EI continued on paper for several years after MoPac control, and a number of locomotives wore the C&EI reporting marks, the last of which were five GP15-1s (1570-1574) delivered in July 1976. A complete list of the renumbered units and renumber dates for the C&EI fleet appears on page 117 of *Missouri Pacific Diesel Power*. Half of these units later went to the L&N.

Missouri Pacific Diesel Power covers all the C&EI units that went to the L&N in each roster section as dispositions from the MoPac roster, making a complete list easy to obtain. 

 **GP30 1060 is an example of a unit that was acquired by the MoPac from the C&EI and the later transferred to the L&N. It was originally C&EI 241, and was renumbered by the MoPac to C&EI 592, still in black and white C&EI paint. It officially went to the L&N on February 7, 1968. This photograph was taken in Birmingham, Alabama on May 5, 1979. —Doc Clements photo**

L&N L&NHS 2008 CONVENTION UPDATE

Mark your calendars! Current plans indicate that the convention for 2008 will be in the Etowah, Tennessee, area on Thursday September 18 through Sunday September 20, 2008. The plans are tentative and we are still working out the lodging and prices, but we wanted to let everyone know of the dates so you can make plans.

TENTATIVE SCHEDULE:

Thursday, September 18, 2008

- Convention Registration Opens
- Railroad Prototype Modelers (RPM) meeting and display — schedule to be announced
- Clinics — to be announced
- Open Slide Show

Friday, September 19, 2008

- 9:30AM- 5:40PM • Ride the Hiwassee River Rails
- Adventure train from a boarding point near Etowah to Copperhill, Tennessee—McCaysville, Georgia and return. Shuttle busses leave from and return to the Etowah depot. On your own for lunch during the 1-hour 25-minute layover. See <http://www.tvrail.com/hiwassee/>

- Railroad Prototype Modelers (RPM) meeting and display — schedule to be announced
- Clinics — to be announced
- Open Slide Show

Saturday, September 20, 2008

- Railfanning
- Clinics — to be announced
- Railodiana/Model Train Show and Sale
- L&NHS Banquet Dinner and Program
- Open Slide Show

Sunday, September 21, 2008

- Optional extra fare — Photo train on the Southern Appalachia Railway Museum in Oak Ridge, Tennessee, using former L&N power. See: <http://www.techscribes.com/sarm/>

L&N AT THE THROTTLE

When I first became interested in the L&N there were very few books about or containing Lyle to do a second volume. More information is available at: www.birminghamrails.com

—Lee Singletary, President



L&N BOWLING GREEN CONVENTION • REPORT BY KEVIN EUDALY

The convention in Bowling Green, Kentucky began on Thursday, October 4, 2007, with registration opening at noon. Clinics started in the mid-afternoon, including *Prototype Places* by Jeff Kuebler, *Gray and Yellow Diesels* by Stuart Thayer and Patrick Tillery, *Modeling the L&N in CSX Era* by Anthony Hardy, and *Forward to the Past, an L&N Modeler's Journey to the 1950s* by Lee Singletary. A modelers round table was held that evening.

On Friday there were two morning modeling clinics; *Upgrading a Westside Emma* by Bob Chapman and *Signaling with Digitrax* by Patrick Tillery. The afternoon had the swap meet open and tours of the sHOW Modular Model Railroad, and the Rocky Hill Depot was open for tours provided by the Rocky Hill Historical



L&N This tail sign greeted convention attendees at the Bowling Green depot. —John Landrum photo



L&N The beautiful L&N depot in Bowling Green basks in mid-day sunshine on October 6, 2007. The banquet was held inside that evening. —Kevin EuDaly photo

L&N This group shot shows the convention attendees that rode the RJ Corman excursion on the Memphis line on Saturday morning. —Kevin EuDaly photo





L&N Left and below: A family gets aboard a Pullman in these views from the night photo shoot at the depot. — Ron Flanary photos



L&N Two RJ Corman Geeps on the Saturday morning excursion pull around the wye at Russellville, Kentucky, getting ready to return to Bowling Green. —Kevin EuDaly photo

Society. That evening was the night shoot photo session at the depot. Later in the evening programs included *History of the Bowling Green Depot* by Jonathan Jeffrey, *RJ Corman Operations on the Memphis Line* by Chris Gadbois, and *Working on an L&N RPO* by Ed Grimes.

Saturday morning and afternoon included a excursions on the Memphis Line provided by RJ Corman, and the Rocky Hill depot was open for tours. The annual banquet was held in the Bowling Green depot that evening, with a presentation by keynote speaker Ron Boles, president of RJ Corman. Dennis Mize presented *L&N in Bowling Green and the Memphis Line*, Charles Bogart presented *Civil War Railroads in Kentucky*, and Jim Herron presented the first cut of *Reflections of the L&N II*.

All in all it was a very successful and enjoyable convention, with plenty of activities and time to meet new people and renew old friendships. If you've never attended the annual meet, mark your calendar early for next year. 🚂

L&N The Saturday evening banquet took place in the main waiting room of the depot. —Kevin EuDaly photo



L&N The drop step of observation car Kentucky. —Chris Gadbois photo



L&N'S GREEN RIVER

SWING

by Bill Grady

On the southern end of the L&N system along the Gulf Coast — the old MNO&P Division — a “swing” bridge to cross the frequent inlets, rivers, and other navigable waterways was quite commonplace. However, this style of bridge is somewhat more unique in Western Kentucky. Serving in this region of the Bluegrass State, the L&N had to cross the Green River, which begins near Liberty, Kentucky (Casey County) in South Central Kentucky. This river winds its way to the Northwest to where it empties into the Ohio River just above Henderson, Kentucky. The Green River is not totally navigable to barge traffic, as only about 110 miles is used by barges to move coal and grain into and out of Western Kentucky.

Swing bridges are built because the terrain on both sides of the river is very flat. It would be cost prohibited to build embankments on both sides to cross a river. It is much easier for the railroad to maintain as flat of a profile as possible to limit the grade.

L&N tracks cross the Green River not just once, but four times. The most famous crossing is the Green River bridge at Munfordville, Kentucky (Hart County). This bridge was one of the major obstacles in the initial building of the L&N's main line to Nashville, Tennessee. When completed in 1859, it linked the L&N's namesake cities. This bridge though is not a swing bridge, however, but a deck bridge that crosses a large valley.

BRIDGES

IN WESTERN KENTUCKY



Therefore this article will deal with the Green River's swing bridges, all three of which were located in Western Kentucky on the L&N's Evansville Division, yet none were on the same subdivision. All three were located within a 40 mile radius. Let's take a look at each bridge working upstream from the mouth of the river near Henderson, Kentucky.

SPOTTSVILLE BRIDGE

The bridge at Spottsville in Henderson County is located at river mile 8.3 and at railroad mile HR 133.0 on the L&N's Louisville, Henderson, and St. Louis (LH&StL) Subdivision. This bridge was built by the Keystone Bridge Company in 1888 for the Louisville,

St. Louis & Texas Railroad. As this bridge neared completion, the Keystone Company became ensnared in a contract dispute with the LStL&T. The railroad sent a gang of men to take possession of the bridge but the steel workers became enraged, turned the bridge and began to remove the rails in protest. Since they removed the heavy rail to one side, the center span fell in the river. With the railroad fearing a lawsuit, they rebuilt the bridge and the first train crossed on March 11, 1889. In 1890 the line became the Louisville, Henderson, & St. Louis Railway.

The bridge was rebuilt to its current appearance by the Louisville Bridge Company and reopened on June 30, 1926. L&N already owned much of the stock in the

 **The only active remaining swing bridge on the former L&N in western Kentucky is this one at Spottsville in between Henderson and Beals. It was photographed on May 13, 2007. — Bill Grady photo**

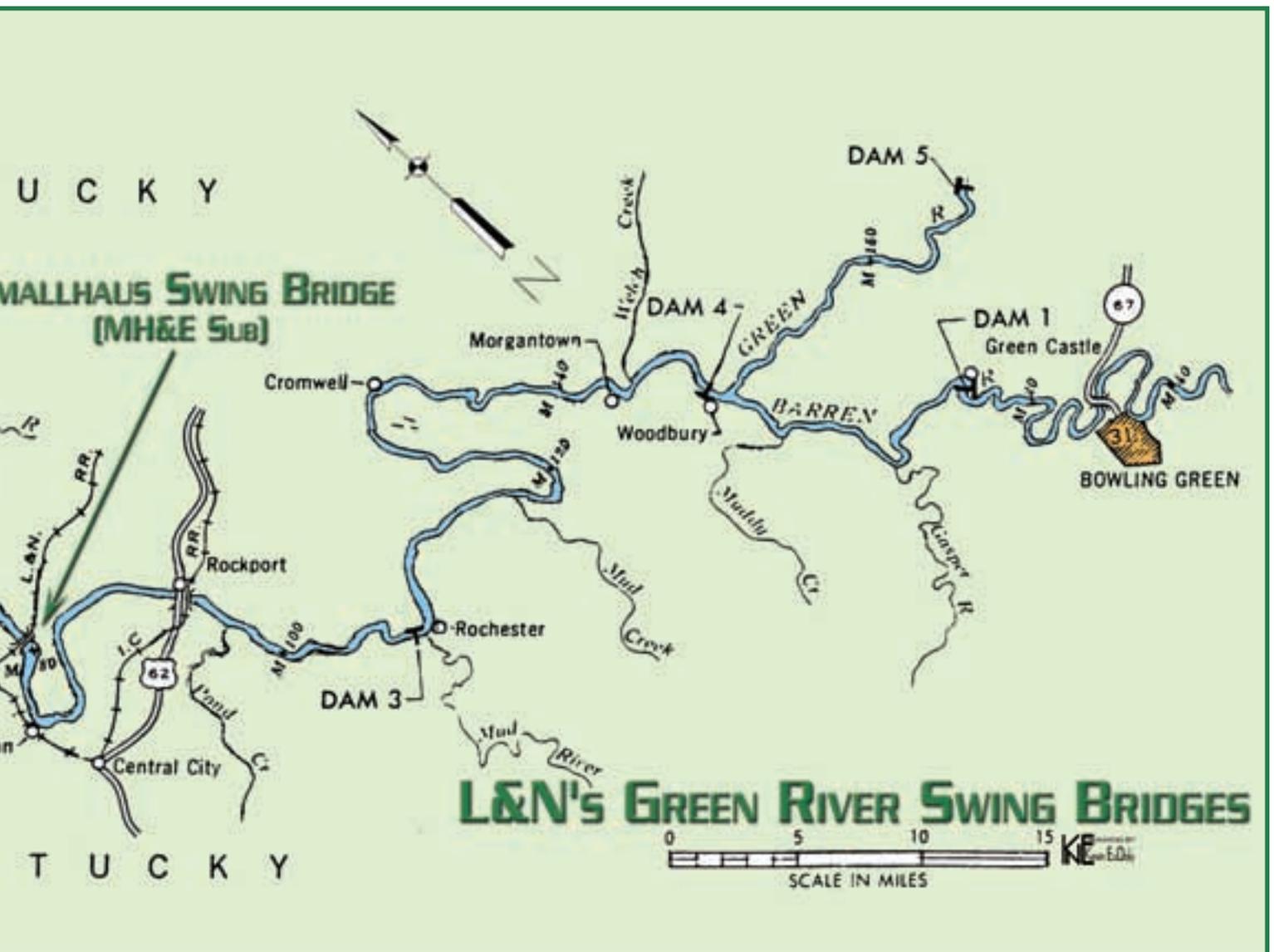


 This Corps of Engineers map shows only the navigable portion of the Green River. —Bill Grady collection

 This page from Timetable No. 8 dated September 1, 1972, shows the section of trackage where the Spottsville swing bridge is located on the Howell and Louisville Subdivision. —Bill Grady collection

SOUTHWARD				HOWELL AND LOUISVILLE				NORTHWARD			
SECOND CLASS				Miles from Louisville	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time	Miles from Louisville	SECOND CLASS				
761	743	763	735				748	760	734	782	
Freight	Freight	Freight	Local Freight				Freight	Freight	Local Freight	Freight	
Daily P.M.	Daily A.M.	Daily A.M.	Daily A.M.	STATIONS	Daily A.M.	Daily P.M.	Daily P.M.	Daily P.M.			
3.00		7.00							153.2	L HOWELL	AO
	7.00			143.0	HENDERSON	O 85	10.00				
				131.9	BEALS	66					
				119.0	MATTINGLY	64					
			1.00	113.6	OWENSBORO	1.00					
				112.1	DOYLE	O 865					
				103.9	MACEO	69					
				96.4	LEWISPORT	93					
				87.2	GRAVEL PIT	63					
				82.0	SKILLMAN	O 150					
				76.0	SHOPS	73					
				74.6	CLOVERPORT	64					
				65.4	STEPHENSPOINT	64					
				55.9	LODIBURG	65					

Spottsville Swing Bridge Between Henderson and Beals at Mile 133



LH&StL and in 1929 took total control and absorbed the entire railroad.

The center swing span of the current bridge at Spottsville stretches 257 feet and weighs 485.3 tons. Each end span measures 152 feet. The west approach is constructed on timber deck piles, stretching 324 feet; the east approach stretches 532 feet on concrete pillars.

The Spottsville bridge has a bridge tender 24 hours a day. It is the busiest of the three. Under CSX, it currently sees five scheduled trains per day.

LIVERMORE BRIDGE

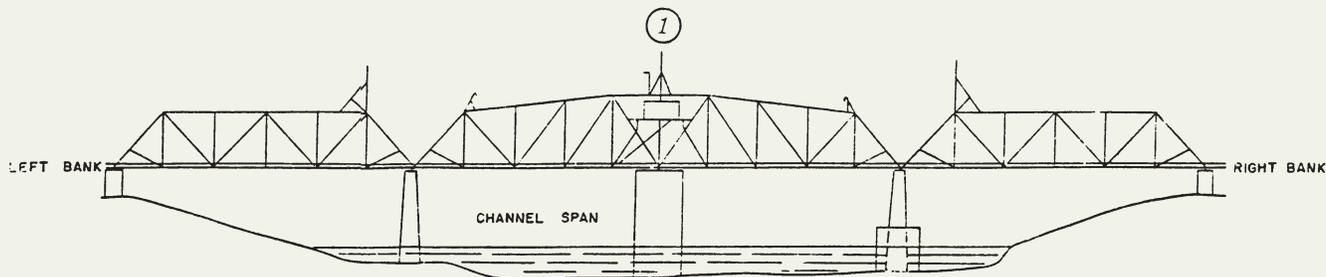
Continuing upstream you reach the second swing bridge which was located at river mile 71.3 and at railroad mile D194.0 on the L&N's Owensboro and Nashville (O&N) Subdivision at Livermore in McLean County.

The L&N took over the Owensboro & Russellville Railroad in the early 1880s. This bridge opened for traffic on July 31, 1872, at a cost of \$106,827.62. The

original bridge consisted of a 254-foot through-truss swing span, and two 120-foot through-truss approach spans on each side of the swing span. It was supported on three masonry piers and two masonry abutments on each side of the river. The 254-foot swing span was fabricated by the Louisville Bridge and Iron Company about 1908. Two 129-foot approach spans were fabricated by the Virginia Bridge and Iron Company in 1923.

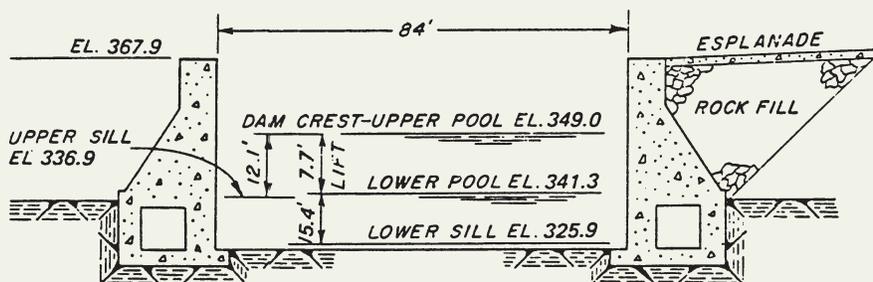
With the arrival of Seaboard System Railroad in 1983, it was decided that the O&N Subdivision had lost its importance as an alternative route for getting coal out of Western Kentucky. The bridge then saw only one train every other day. The bridge at Livermore saw its final train, a southbound to Madisonville, Kentucky, at 12NOON on April 6, 1983. At 12:30PM, the bridge was turned to the open position for barge traffic and locked down, never to be turned again.

The bridge survived until August 1988 when CSX tried to find a buyer. There were no offers. The bridge was scrapped later that same year, forever severing



**L&N RAILROAD BRIDGE
CENTER PIER SWING SPAN**

ELEVATION OF LOW STEEL	383.6
VERTICAL CLEARANCE AT POOL STAGE	42.3'
VERTICAL CLEARANCE 1937 H.W.	-3.4'
HORIZONTAL CLEARANCE	108.5'



SECTION THRU NEW LOCK NO. 1

SCALE: 1 = 40'

LOCK CHAMBER 84' X 600', MILE 9.1

GAGES LOCK NO. 1	
UPPER GAGE:	
ZERO ELEV =	340.0'
N.P. =	9.0'
LOWER GAGE:	
ZERO ELEV =	328.2'
N.P. =	13.0'

STAGE AT WHICH LOCKING IS
DISCONTINUED = 25.9' UPPER GAGE

(3) (5)

AERIAL POWER AND TELEPHONE CROSSINGS

ELEVATION LOW POINT OF SAG	437.2
VERTICAL CLEARANCE AT POOL STAGE	95.9'
VERTICAL CLEARANCE 1937 H.W.	49.8'



These two views show the Livermore swing bridge on August 18, 1988, the day before it was dismantled. —Bill Grady photos

the O&N Subdivision. Today, the north approach masonry abutment serves as a public overlook.

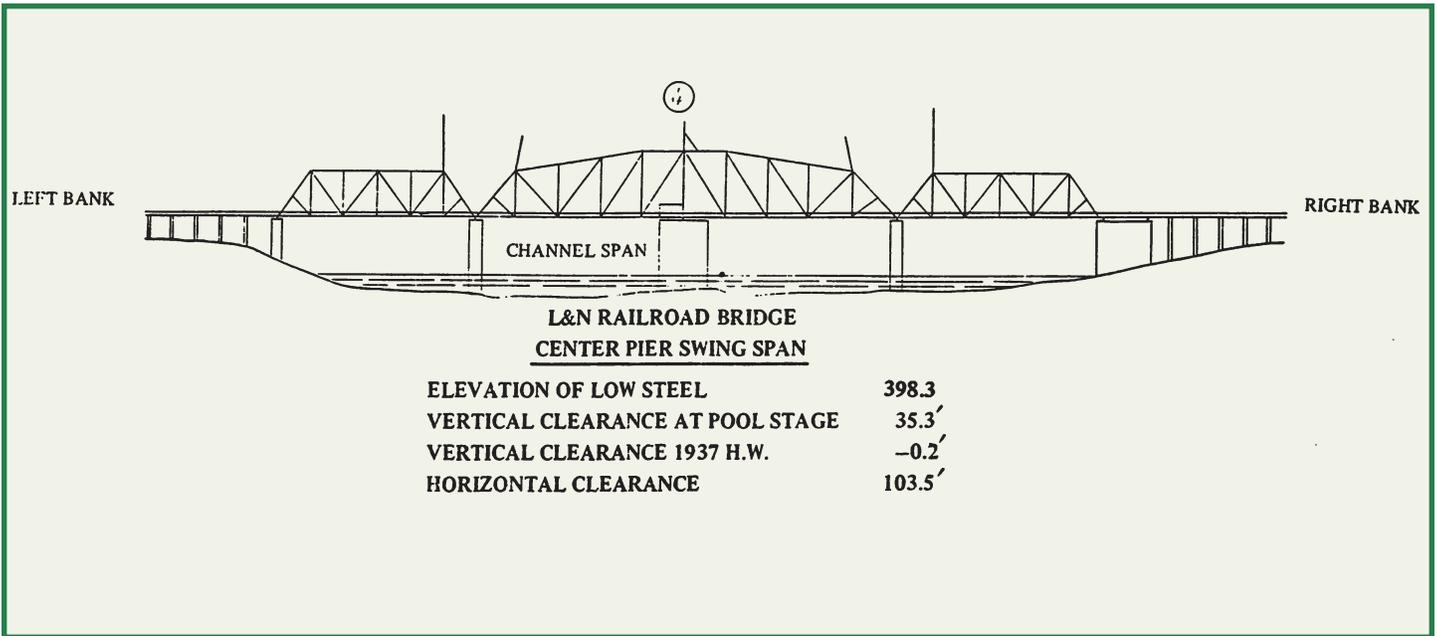
SMALLHAUS BRIDGE

The bridge at Smallhaus (pronounced small house) is located in Ohio County at river mile 79.7 and at railroad mile HE 116.4 on L&N's Madisonville, Hartford and Eastern (MH&E) Subdivision. This bridge was constructed in 1906 and 1909 by the Louisville Bridge and Iron Company. Its center span is 300 feet long with the total length of the bridge being 855 feet with a deck-girder approach on each side.

L&N acquired the MH&E when it took over the LH&StL in 1929. This subdivision was also an alternate route to get Western Kentucky coal to Louisville and points northeast. But grades and poor construction further east of the bridge on this subdivision towards Louisville did not warrant the movement of the heavy coal trains on this line. Thus, the line eastward was abandoned in segments to a few miles east of the bridge by the mid 1970s.

Even as the coal mines played-out to the east of the bridge, the early 1980s saw the construction of the D.B Wilson Steam plant on the east side of the river. This created two coal trains per day on the line. These trains ran on the second trick (3PM to 11PM) and a bridge tender usually worked this shift only. Otherwise, the ten-





OWENSBORO AND RUSSELLVILLE SOUTHWARD		TIME-TABLE No. 8		NORTHWARD	
SECOND CLASS	Distance from Louisville via Russellville	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time	Car Capacity at Stations Based on 55 feet per car	SECOND CLASS	
Local Freight Daily ex. Sunday				Local Freight Daily ex. Sunday	
A.M.		STATIONS		A.M.	
6.30	214.91	L OWENSBORD A		11.15	
6.52	209.64	5.27 PETTIT	37	10.40	
6.58	205.99	3.65 BROWNS VALLEY	20	10.30	
7.08	203.24	2.75 UTICA		10.20	
7.18	200.15	3.09 LIVIA	21	10.10	
7.33	194.55	5.60 LIVERMORE O		9.55	
7.43	191.06	3.49 ISLAND		9.35	
7.51	187.89	3.17 VICKS	37	9.20	
7.56	186.41	1.48 MOORMAN		9.10	
8.20 ^{PM}	179.80	6.61 CENTRAL CITY O	31	8.20 ^{PM}	
9.04	175.61	4.19 BEVIER	40	6.30	
9.10	172.91	2.70 DRAKESBORD O	45	5.35	
	171.12	1.79 BROWDER	32		
	169.38	1.74 BEECH CREEK JCT.	Branch		
	161.59	7.79 DUNMOR	24		
	154.45	7.10 LEWISBURG			
	149.94	4.51 EPLEYS	31		
	143.66	5.82 A RUSSELLVILLE OL	Yard		
A.M. Daily ex. Sunday				A.M. Daily ex. Sunday	
748				748	

Livermore Swing Bridge Between Livia and Livermore at Mile D-194

HARTFORD AND TRIDENT SOUTHWARD (MH&E BRANCH) NORTHWARD		TIME-TABLE No. 8		SECOND CLASS	
SECOND CLASS	Distance from Louisville via Amqui	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time	Car Capacity at Stations Based on 55 feet per car	SECOND CLASS	
Local Freight Daily ex. Sunday				Local Freight Daily ex. Sunday	
A.M.		STATIONS		A.M.	
	311.48	L HARTFORD A	19		
		5.6			
	305.88	CENTERTOWN	24		
		4.7			
	301.18	KRONOS	20		
		5.0			
	296.18	MOORMAN	32S 22N		
		4.0			
	292.18	BREMEN			
		15.00			
	281.18	ANTON	39		
		4.4			
	276.78	ATKINSON O	Yard		
		0.4			
	276.38	A TRIDENT L	Wye		

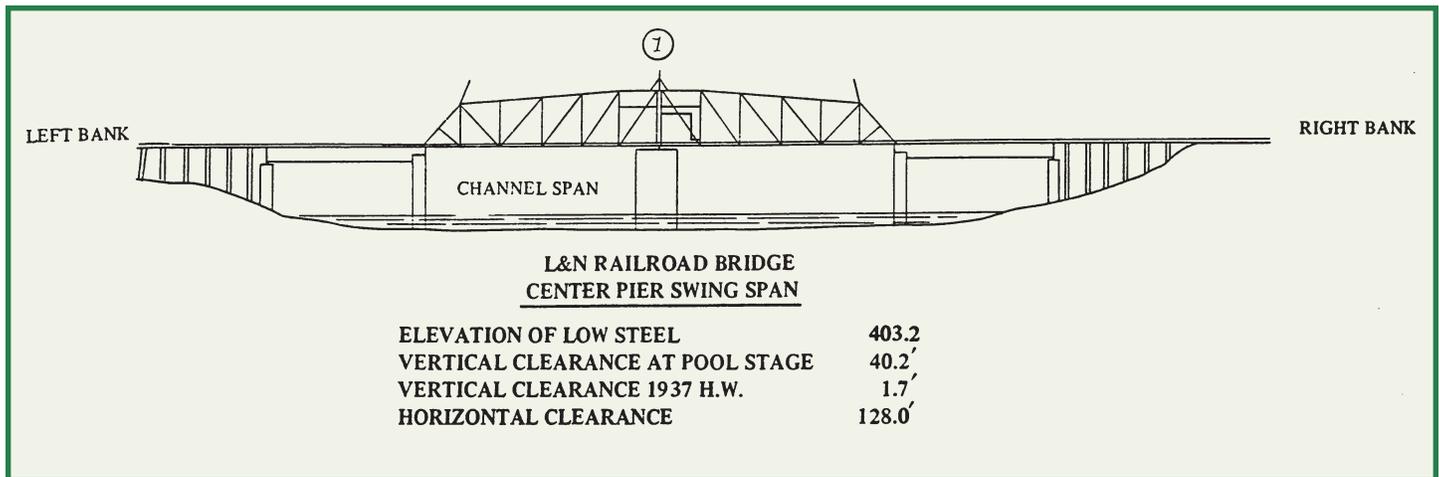
Smallhaus Swing Bridge Between Kronos and Moorman at Mile HE 299.4

This page from Timetable No. 8 dated September 1, 1972, shows the section of trackage where the Smallhaus swing bridge is located on the Hartford and Trident Subdivision. —Bill Grady collection

This page from Timetable No. 8 dated September 1, 1972, shows the section of trackage where the Livermore swing bridge is located on the Owensboro and Russellville Subdivision. —Bill Grady collection

der would leave the bridge open the rest of the time to allow the passage of barge traffic. When the utility changed coal contracts and started receiving coal by barge in 2003, the bridge was mothballed for the future. But in the fall of

2004 vandals burned the east approach timbers, thus severing the line. CSX abandoned the line on May 26, 2005, from Moorman, Kentucky (HE 119.3) to the power plant (HE 114.3). The rails are gone but the bridge still stands.



A LOOK AHEAD

Since swing bridges are designed to provide passage to either train or barge traffic, one-at-a-time, you might ask who has the right of way? The railroad has first choice, but if the bridge is already open, it is easier to stop the train than the barge. Today's radio communications helps this situation by providing information to the bridge tender well in advance of what is happening.

The fate of the one remaining bridge at Spottsville appears to be safe for the foreseeable future. It is located on an ever developing east-west main line, the LH&StL subdivision of CSX's Louisville Division..

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Employee Timetable, L&N Evansville Division No. 8, September 1, 1972.

Employee Timetable, L&N Owensboro Division No. 1, May 31, 1929.

L&N Condensed Profile Diagram, Owensboro Division and Branches 1929.

Thanks are also extended to Ron Flanary and Lee Gordon for some fine-tuning. 🇺🇸

 **The Smallhaus swing bridge is located in Ohio County and was photographed on March 25, 2001. — Bill Grady photo**



Tender brimming and white flags flying, J-3 2-8-2 1548 accelerates from Pensacola's Goulding Yard with a pulpwood "local" circa 1950; a likely destination is the huge St. Regis mill 15 miles north at Cantonment, Florida. Note the variety of L&N pulpwood cars in the consist. —Grady Roberts, L&N Collection, University of Louisville Archives

MODELING L&N'S CLASSIC WOODRACKS

INTRODUCTION — PULPWOOD AND THE L&N

BY BOB CHAPMAN

Author's Note: This seven part series will overview L&N's pulpwood business, with background and modeling tips for each of L&N's late steam era pulpwood car classes.

My formative years in Cincinnati brought me up close-and-personal to L&N's Big Show — main-line passenger trains at CUT led by paired slant-nosed E6s, and mile-long trains of red hoppers lugged up the EK to DeCoursey by L&N's largest and latest steam power, the Big Emma 2-8-4s. But summer vacation visits with a favorite aunt and uncle in Pensacola would expose me to a different L&N — the South End. Here, the passenger trains were shorter and simpler, and steam still ruled on most of them.

Mike-powered freights were heavily populated with strange cars not seen back home — a special type of flat car loaded with logs. I soon noticed that these cars were not all alike. Many had their slatted bulkheads

flush with the ends of the flat car body, while others had bulkheads inset, with diagonal braces propping them from the flat car's ends. Some had metal ends like box cars, and newer cars began to show up with fancy steel bulkheads featuring a vertical trio of window-like cutouts — the latter special enough to merit an allowance-funded photo. The best thing was the scent of fresh-cut pine as I walked between strings of the loaded cars baking silently in the Pensacola yard's humid afternoon sun. I was hooked — someday I would model these cars.

A LOOK AT THE SOUTHEASTERN PULPWOOD INDUSTRY

Throughout the steam era, lumber and forest products represented a key component of L&N's traffic mix, along with minerals, agricultural products, and manufactured goods. Through most of L&N's first century, paper was a relatively minor traffic component, as



This string of loaded ACL pulpwood cars illustrates the typical pulpwood load, over 1,000 five-foot logs ranging in diameter from 4 inches to 12 inches. Logs extending beyond the 10-foot 8-inch AAR clearance diagram width were trimmed before the cars could move in a train. —L&N Collection, University of Louisville Archives

much of the paper industry was concentrated in such northern states as Maine, New York, and Wisconsin, close to the hardwood forests that the industry required.

As the paper industry entered the 20th century, a promising new paper chemistry, the Kraft process, was showing signs of laboratory success, and in 1911, the first U.S. Kraft mill was completed in Pensacola, Florida. The Kraft process held many advantages over the earlier sulfite process, but important among them was its ability to pulp softwood. With much of the South blanketed with dense softwood forests of fast-growing southern pine and spruce, a seismic shift occurred in the industry. By the late 1930s the Kraft process had become dominant, and much of the new investment in the paper industry was occurring below the Mason-Dixon Line.

Whether North or South, shipping economics dictated that paper mills be sited near their source of pulp-



Tall stands of fast-growing Southern Pine and the advanced chemistry of the Kraft paper-making process ignited growth of the paper industry in the southeastern U.S. in the 1930s. Soon logs from this Alabama tree farm will be riding L&N rails to a nearby paper mill. —M. J. RoBards photo, L&N Collection, University of Louisville Archives



 **Nearly 14,000 cords of pulpwood line the L&N spur at the Gulf States Paper Corporation plant in Tuscaloosa, Alabama. This sizeable inventory assured continuous operation of the plant's capital-intensive paper-making equipment. —M. J. RoBards photo, L&N Collection, University of Louisville Archives**

wood. Pulpwood logs, ranging from 4 inches to 12 inches in diameter, were normally harvested in five-foot lengths. Specialized trucks, rickety older models consisting of little more than a cab and a frame, were loaded cross-ways; a pair of tall vertical stakes at each end of the frame kept the logs from rolling off.

In some cases trucks could deliver pulpwood directly to the paper mill, but more often they delivered to a pulpwood yard where the logs were marshaled for rail transport. The wood yard was a simple affair. A siding, usually buried to its railheads in dirt and debris, branched from the mainline to hold a handful of pulpwood cars; in some cases this might be a small town's team track, shared with the pickup or delivery of LCL freight. Arriving trucks would load their wood directly onto the cars, or into stacks for later shipment.

Until the 1950s pulpwood was typically hand-loaded. As labor costs increased, mechanized loaders became more common; similar to forklifts, they lifted the logs in bundles using cable slings. By the 1970s, loaders had evolved to impressive large machines with articulated wheels and clamshell grapples. A small ramshackle shed provided shelter and office space.

Should the wood yard become dormant, it was a simple matter to move the loader and shed to a new siding where logging was more active.

Pulpwood cars were loaded with a row of five-foot logs on either side of the car's centerline. Since the typical pulpwood car was about nine feet wide, care had to be taken that no logs extended more than 10 inches beyond the side of the car to fit within the total 10-foot 8-inch load width allowed by the AAR clearance diagram. The railroads were understandably picky about such matters, and an inspection by the local's conductor would assure that applicable rules were met; a saw was maintained at the wood yard to trim offending logs as needed. Some cars had a painted white line near the top of their end bulkheads indicating a maximum height for the log load.

Since the paper mills were sited near the forests, pulpwood cars usually spent their lives on home rails, cycling relatively short distances between a home-base paper mill and its supplying wood lots. They were often found in blocks in a consist, reflecting the fact that they were usually picked up loaded in groups and returned empty in groups; conversely, it would

be unlikely to find a complete consist of pulpwood cars. On the L&N, pulpwood cars clustered around the South End's piney forests and mills; sightings north of Tennessee were rare.

L&N SERVES THE FOREST PRODUCTS INDUSTRY

The forest products industry has always been important in the South. In 1954 for example, Alabama's forests produced over one billion board feet of pine lumber, nearly a half-billion board feet of hardwood lumber, nearly two million cords of pulpwood and chemical woods, over a million ties, over a million mine props, a half-million poles and piles, 337,000 tons of stumpwood, and 39,000 barrels of turpentine. These totals would get the strong attention of the traffic department of any railroad.

Within the southern forest products industry, paper was the fastest growing segment, growing tenfold from the mid-1930s (when the Kraft process became predominant) to 1955. By the 1950s, L&N's South End was humming with paper mills, all capable of digesting nearby stands of fast-growing southern pine.

The greatest concentration of L&N-served mills surrounded Mobile within a 100-mile radius. In Mobile proper were a newsprint plant of International Paper Company, a paper products plant of Hollingsworth & Whitney Division of Scott Paper, a building board plant of National Gypsum, and a boxboard plant of Stone Container. Nearby on the MNO&P Division were the Container Corporation of America box plant at Brewton, Alabama; the Moss Point kraft plant of International Paper at Kreole, Mississippi; the St. Regis Paper Company's kraft plant at Cantonment, Florida; and the Armstrong Cork insulation plant at Pensacola.

Further north were National Gypsum's wallboard plant at Coldwater, Alabama; Gulf States Paper Corporation's kraft plant near Tuscaloosa, Alabama; Mead Corporation plants at Knoxville, Nashville, and Harriman, Tennessee and Krannert and Macon, Georgia; Coosa River Newsprint Company at Coosa Pines, Alabama; Bowaters Southern Paper Corporation at Calhoun, Tennessee; and St. Joe Paper Company at Port St. Joe, Florida. Smaller plants and plants on connecting railroads also generated pulpwood traffic on the L&N.

L&N encouraged the growth of the pulp and paper industry with an ever-increasing fleet of pulpwood cars, a multitude of sidings often within a few miles of major wood lots, and industrial development sites for the growing number of paper mills in the region.

WHAT IS A PULPWOOD CAR?

Specialized cars for hauling pulpwood were rare on U.S. railroads in the 1930s. Depression-era labor was cheap, and mechanized loaders were largely a future dream.

Pulpwood could be (and was!) hauled in a variety of car types, including gondolas, box cars, stock cars,



and standard flat cars. The 1931 *Car Builders Cyclopedia* entry for class LP, the class that ultimately would evolve to represent the pulpwood flat car, was defined as "an open top car with solid bottom and fixed sides and ends (either slatted or solid) and provided with side door openings... suitable for handling pulpwood." The definition clearly describes a roofless box or stock car.

As labor costs increased and mechanized loaders became available, the railroads found that the logs could be more efficiently carried in cars specially designed for the purpose. By the 1940s, class LP had been redefined by AAR to cover a flat car with fixed bulkhead ends, and a solid floor which was either a sloped V-deck, or edged with risers to tilt the load toward the center of the car. In general, pulpwood cars were ill-suited for other types of lading.

By January 1953, the *Official Railway Equipment Register* listed 20,258 cars in class LP. Most were bulkhead flat cars designed for pulpwood service, but there were exceptions such as bulkhead flat cars for wallboard lading, or open-top box cars for pulpwood lading. A strong majority of the cars was owned by railroads serving the southern paper industry; Southern Railway was the largest 1953 owner at 3,264 cars, with L&N in seventh place at a respectable 926 cars, as seen in the table at right.

Note that the huge freight car fleets of such prominent roads as Pennsy (191,639), B&O (94,242), and Union Pacific (49,646) included no class LP cars.

Bulkhead flat cars (AAR class FB) were similar to pulpwood cars, but differed due to their flat decks. Designed for such loads as finished lumber, plywood, and wallboard, their lack of an inward-sloping deck made them a dangerous and unacceptable alternative for transporting pulpwood.

Pulpwood cars worked their miles on home rails in rough service hauling a low value commodity. Thus many roads minimized their investment by rebuilding pulpwood cars from other car types which were aging, obsolescent, or no longer needed for their origi-

 **Neatly-stacked pulpwood cribbing contains a mountain of logs in this 1957 photo at the International Paper Company's mill at Kreole, Mississippi, near Pascagoula. It is little wonder that L&N welcomed this impressive traffic volume! —J. G. Lachaussee photo**

CLASS LP CAR OWNERSHIP, JANUARY 1953	
SR	3,264
SAL	3,007
ACL	2,946
IC	1,323
GM&O	1,108
CofG	982
L&N	926
MP	836
SP	634
Others (44)	5,232
Total	20,258

nally intended service. It seemed that any car with wheels and a floor, ranging from box cars to gondolas to flat cars, was a candidate for rebuilding as a pulpwood car. Because of this, a block of pulpwood cars would often feature no two cars alike, adding to their interest and charm. A later notable exception diminished this diversity — the standardized pulpwood car kit offered by General Steel Castings in 1951, which allowed many roads to acquire impressive fleets of new and identical pulpwood cars for the first time.

While officially known as pulpwood cars, they had other names. In the dialect of the deep south they were “Pu’pwood Cars,” or simply “Woodracks.”

L&N’S PULPWOOD CAR FLEET

The L&N appears to have rostered no dedicated AAR class LP pulpwood cars prior to 1940. The Kraft process and softwood pulping increasingly dominated the southeast’s paper industry in the 1930s, and as L&N entered 1940, it developed plans to rebuild several types of obsolete freight cars into pulpwood cars.

L&N’s first rebuilds in 1940 were 100 pulpwood cars (20000–20099) from coke cars, slatted open-top box car-

straight sides with a fishbelly center sill; to restrict their pulpwood load within the cars’ rated capacity of 40 tons, their new bulkhead ends were inset about five feet from the carbody ends, presenting a compact, stubby appearance unlike any other woodrack in L&N’s fleet.

Pulpwood car construction then paused until 1948, when 150 double-sheathed box cars were rebuilt into the 20350–20499 series. Unique in L&N’s woodrack fleet, these cars retained their tall, corrugated, box car-type ends as bulkheads.

In the early 1950s, General Steel Castings introduced a standardized all-steel pulpwood car design, and in 1951 and 1952 L&N bought 450 kits and assembled them at South Louisville Shops. L&N’s first all-new pulpwood cars were numbered into the 20500–20949 series. NC&StL acquired 32 similar cars (80500–80531) in 1954 and 1955, that were renumbered after the 1958 merger into L&N’s fleet as 20950–20981.

Pulpwood car construction again paused, this time until 1955 when the first of 900 new all-steel cars from ACF entered L&N service between 1955 and 1957. The 1955 cars mirrored the specifications (but not the appearance) of the 1951 GSC

cars, while the 1956–1957 cars opened a new era — the high capacity pulpwood car, with a load limit upped to 140,000 pounds and a cubic capacity increased to 27 cords. L&N continued to order new all-steel cars until 1980.

With steam virtually extinct on L&N’s south end by the end of 1952, it is unlikely that any of the ACF cars were ever

dusted by coal smoke. By 1961, only two of L&N’s pulpwood car rebuilds survived on the roster. The classic era for L&N’s pulpwood cars had ended.

REFERENCES AND CREDITS

A Reproduction of the Official Railway Equipment Register, January 1953, National Model Railroad Association, June 1996.

Pulpwood and Rails, Mike Small and Chuck Yungkurth, *Railroad Model Craftsman*, January 1986.

The Pine Tree Isn’t Lonesome Any More, The L&N Employees’ Magazine, May-June, 1956.

The author is indebted to L&NHS historian and archivist Charlie Castner and “South End” specialist Jerry Lachaussee for their assistance in preparing this series; Dick Scott for technical support with the prototype photos; and L&NHS president Lee Singletary for the inspiration to model some woodracks.

L&N PULPWOOD CARS: 1940–1952								
Number Series	Type	Rebuilt From			Capacity Weight (pounds)	Capacity (Cords)	Number Rebuilt	Number Remaining 1953
		Number Series	Date Built	Date Rebuilt				
20000-20099	Coke Car	30300-30594	1921	1940	80,000	19	100	99
20300-20349	Gondola	26300-26599	1921	1940	100,000	22 1/2	50	50
20200-20299	VentBox	7200-7254 17600-969	1918	1941	80,000	19	100	88
20100-20199	VentBox	15000-16999	1899?	1943	80,000	14	100	89
20350-20499	DS Box	11000-11999	1923	1948	80,000	20 1/2	150	150
20500-20949	(New)		1951-2		100,000	22	450	450

like cars with three sliding doors per side. During rebuilding, the cars lost their sides but retained their ends and floor. Stubby bulkheads only 6 feet high assured that the pulpwood load would not exceed the car’s restrictive 40-ton capacity.

Also rebuilt in 1940 were 50 low-side gondolas into series 20300–20349. In this case, sides and ends were removed, and new bulkhead ends fabricated. Their remaining flat car-like fishbelly sides belied their gondola-car origin.

The year 1941 brought rebuilding of 100 ventilated box cars, some with sharply-tapered fishbelly side sills and some with straight-channel side sills, into series 20200–20299. The box cars were stripped to their floor and new bulkhead ends fabricated. The sharply-tapered or channel side sills remained, a lasting reminder of early-century box car architecture.

In 1943, an additional 100 ventilated box cars were rebuilt into series 20100–20199. These cars featured

A GALLERY OF CLASSIC L&N WOODRACKS

Roster photos of L&N's classic woodracks are rare, but they can be spotted in consists or lurking in the backgrounds of photos taken on L&N's South End. We'll enlarge some of these photos later to aid modeling. —Grady W. Robarts photos, J. G. Lachaussee collection

 Leaving Cantonment, Florida on February 3, 1951, is southbound freight 51, a local led by 2-8-2 1562. Visible in the consist are woodracks from the 20300–20349 and 20350–20499 series, departing empty from Cantonment's large St. Regis paper mill.



 Led by class J-3 2-8-2 1534, freight train 23, the Pensacola-Opp Turn, heads east from Pensacola's P&A Yard on August 12, 1950. At the right are woodracks from the 20000–20099 and 20350–20499 series.

 Action abounds as class K-5 4-6-2 282 accelerates northbound from Flomaton, Alabama, with train No. 8 on December 17, 1950. A switcher is in motion on the adjacent track, while another steamer reposes at the left. At the far right are two classic L&N woodracks — a 20000–20099 series car rebuilt from a coke car, and behind it a 20350–20499 series car rebuilt from a ventilated box car.





 With paint, lettering, and detail modifications, the Atlas GSC Pulpwood Car can become a near-match for the L&N prototype.

MODELING L&N's CLASSIC WOODRACKS

PART 1 — THE GSC 20500—20949 SERIES

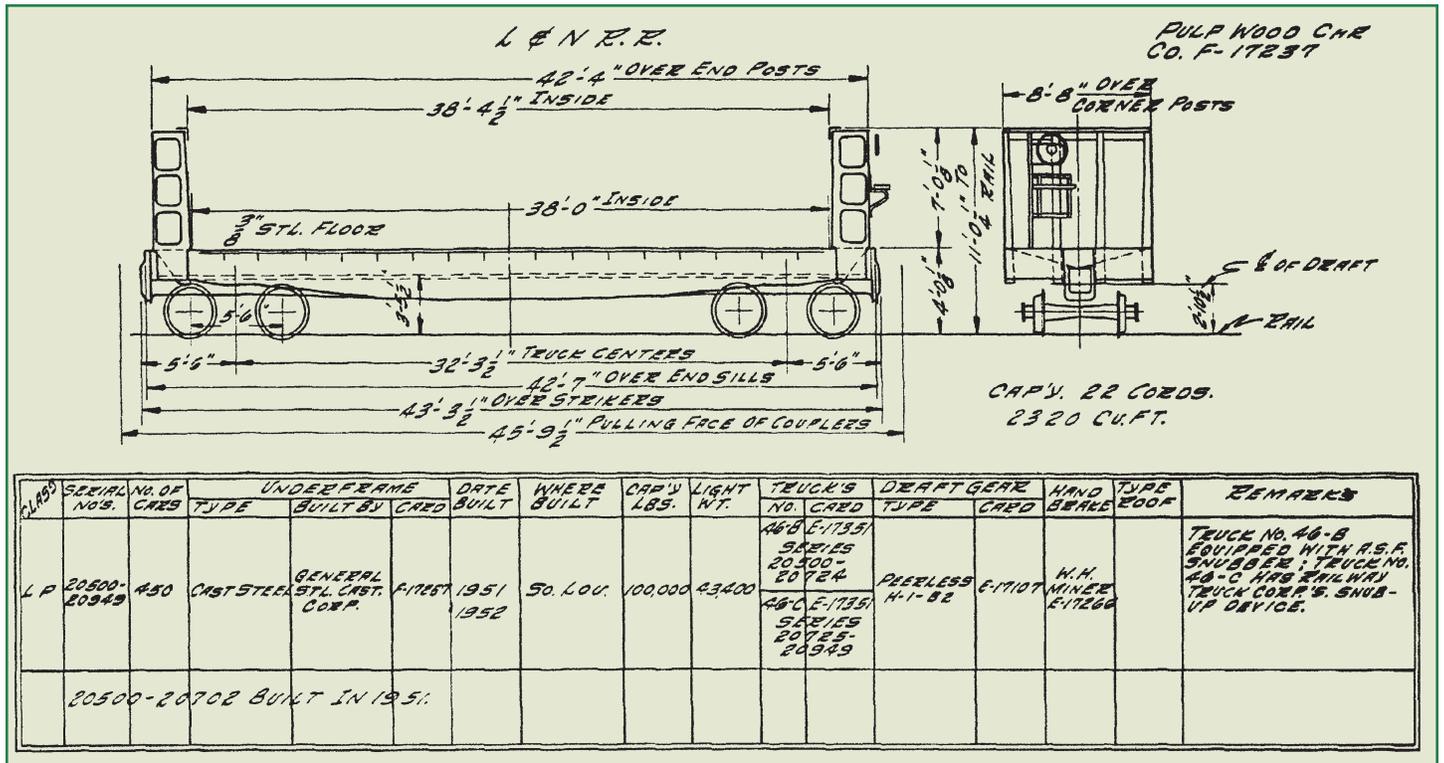
BY **BOB CHAPMAN**
MODEL PHOTOS BY THE AUTHOR

THE PROTOTYPE

Until 1951, L&N had created its pulpwood car fleet by rebuilding obsolete ventilated box cars, double-sheathed box cars, gondolas, and coke cars. By the late

1940s, it had amassed a 500-car fleet of pulpwood car rebuilds.

As the southern paper industry continued its explosive growth into the 1950s, it was apparent that pulpwood would be an important component of





L&N's traffic mix for many years to come. At the same time, General Steel Castings Corporation was shopping to the southern railroads an attractive, all-new design for a pulpwood car, which could either be bought ready-to-run or as a kit to be assembled in the railroad's shops. All-steel construction promised durability and low maintenance. Able to load 22 cords, the cars would be second only to L&N's 20300-series cars in hauling capacity.

L&N ordered 450 kits, and assembled them in South Louisville Shops; 20500–20702 were completed in 1951 and 20703–20949 in 1952. In 1958, L&N merged into its fleet 32 nearly-identical GSC cars acquired by NC&StL in 1954 and 1955; originally numbered 80500–80531, L&N renumbered them at the end of its own series, 20950–20981.

The new cars were a far cry from L&N's previous pulpwood cars. Inward-slanted decks of steel plate rode on a cast steel underframe. A snubber replaced the right-hand spring in each truck to add stability. And each two-foot-thick bulkhead end featured three oval cutouts — a weight-saving spotting feature unique to the GSC carbody.

GSC's design proved popular, and other roads such as ACL, GM&O, SLSF, IC, MP, C&O, MEC, and T&NO

acquired similar cars. The design also proved durable, with much of L&N's fleet remaining intact well into the 1970s.

MODEL REVIEW

As the GSC pulpwood flat car design was purchased by several roads, it was natural that it would become a mass-produced model. In 1999, Atlas introduced its HO-scale model in two versions — open-end and closed-end; if buying an undecorated car, L&N modelers will want the open-end version. Soon to follow was an N-scale version, and more recently one in O-scale.

The Atlas model nicely captures the look of the GSC car, and many modelers will be very happy with its off-the-shelf execution. But in the modeling hobby, Atlas has the reputation of getting its models "almost right," and a close look reveals both good news and bad.

Several good things can be said about the Atlas model. All major dimensions are within a few inches of the prototype. The in-gauge metal-wheeled AAR trucks are a close match to the prototype; they lack the snubbers which appear in the L&N builders photos of the prototype, but this is not a serious problem, since L&N removed the snubbers sometime after the cars entered service.

 **L&N woodrack 20500, the class car for the 20500–20949 series, poses for her builder's photo in Louisville in July 1951. South Louisville Shops built the 450-car run from kits supplied by General Steel Castings Corporation. That pristine paint on the deck will be short-lived in the rough service of hauling pulpwood! —L&N Collection, University of Louisville Archives**

 **This is the L&N diagram for the 20500–20949 series pulpwood cars. —Bob Chapman collection**

The cast metal flat car bed weights the car at 2 1/2 ounces empty and 3 1/2 ounces with its plastic pulpwood load; although slightly under the NMRA recommendation of 4 ounces, the car should track well on most layouts.

Now the bad news. While the car is represented as ready-to-run, a bag of 32 loose grabs says otherwise; fortunately, the holes and grabs are properly sized, speeding the process. Paint is a brownish oxide red, somewhat darker than L&N's typical freight car red but passable.

At this writing, Atlas offers the car in four correct car numbers; mine was 20572. For lettering, Atlas selected the odd combination of italicized 1960s-era L&N initials with a 1950s-era Roman road number. As the saying goes, "there's a prototype for everything," and it's possible that somewhere in the remote reaches of L&N land this combination appeared on a prototype GSC pulpwood car. But a quick look through both *L&N Color Guide* volumes revealed only two examples of this lettering combination — both on nonrevenue maintenance-of-way equipment. At best, Atlas's lettering choice makes the model an odd-ball; at worst, it lacks a prototype. More clearly incorrect are the 1960s slanted initials on a body still displaying the "New 7/51" of a car which had never been shopped. With this much lettering trauma, I elected to repaint and reletter the car.

While much of the carbody is nicely executed, the car's Miner brakewheel is a toylike caricature of the prototype. Underbody detailing is crude, but is fortunately hidden in normal operation. Plastic Accumate couplers are provided; a drooping knuckle and bent shank at one end nicely illustrated one of the many disadvantages of molded plastic couplers. As with most mass-produced cars, uncoupling levers were not included.

Also toylike is the pulpwood load, with logs arranged in perfect symmetry across the car's centerline. The logs range in diameter from 9" to 27", about twice the size of the 4-12" typical in prototype photos; in the real world, the larger logs would have been diverted to a sawmill to be cut as lumber. As if to add an exclamation point to the load's unrealistic effect, it is about a foot shorter than the car, leaving a visible gap at each end between the load and bulkhead.

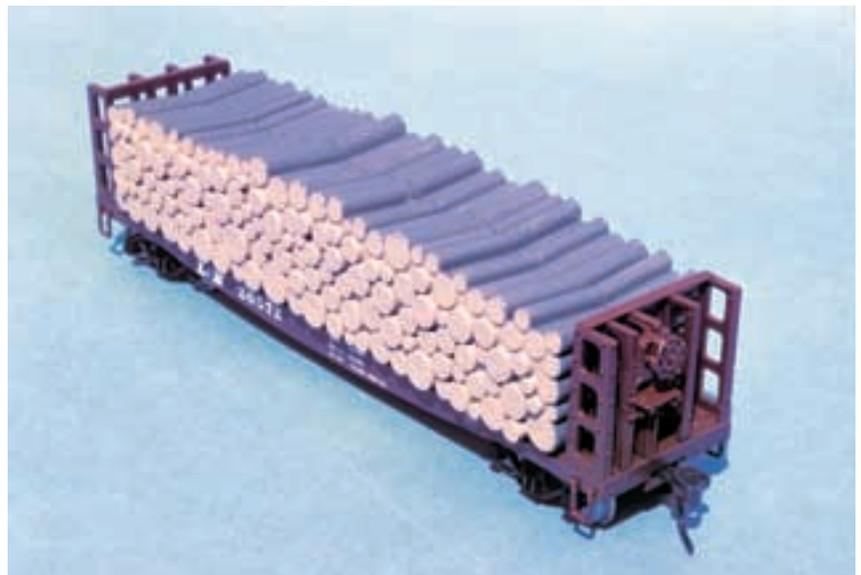
In comparing the car to L&N photos, several other differences can be spotted which may be peculiarities of the L&N prototype rather than deficiencies in the model. The model's sloped V-deck is a cool-looking open grid, while the L&N prototype's is a solid steel



As supplied by Atlas, the model features slanted L&N initials with Roman-font numerals — an unlikely combination!



A toy-like load features logs too large, stacked symmetrically across the car's centerline.



To better match the L&N prototype, we'll add a ladder support to the non-brakewheel end, and replace the open-grid deck with a solid plate.

sheet. Missing are the small wooden tackboards visible near each end of the prototype L&N car's sides.

On the A (non-brakewheel) end, the Atlas model has long 33-inch grabs extending to the inner bulkhead brace, while L&N prototype has standard 18-inch grabs supported by a light vertical angle at their right-hand ends. Strangely, while the model's end and side grabs at the B (brakewheel) end corner are properly aligned with each other, the end grabs at the A-end corner are offset 3 inches below the corresponding grabs on the side. Since AAR standards allow a maximum 2-inch deviation, a prototype car with this alignment would be sidelined by car inspectors for correction.

In summary, except for its inaccurate lettering and unrealistic load, the Atlas pulpwood car presents a good curb-appeal, and many modelers will be happy to run the car as-is or with minimal modification. For modelers who enjoy the fun and challenge of more closely modeling the prototype, the model is a great starting point for detail addition and revision.

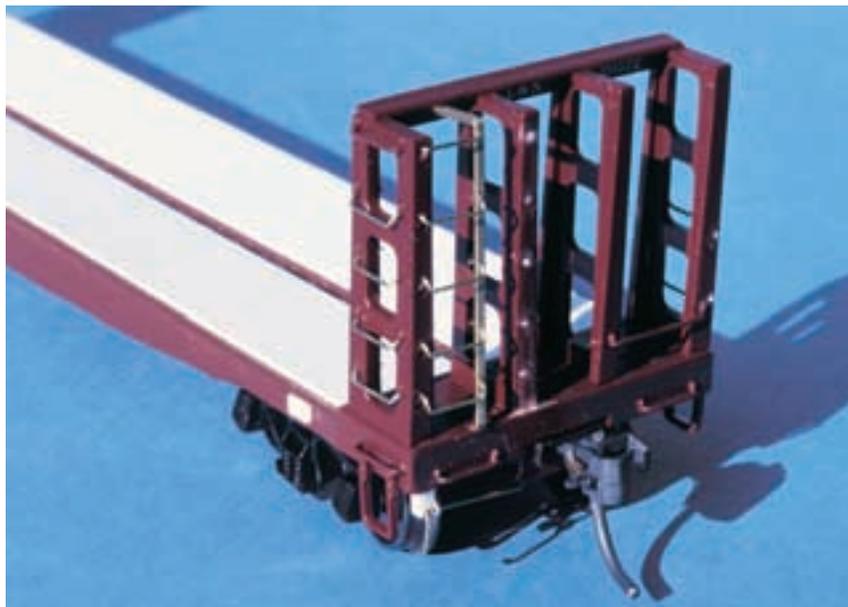
UPGRADING THE ATLAS MODEL

The improvement opportunities offered by the model are not difficult, and most modelers will find them achievable. All are small and independent tasks, allowing each modeler to choose which ones to undertake.

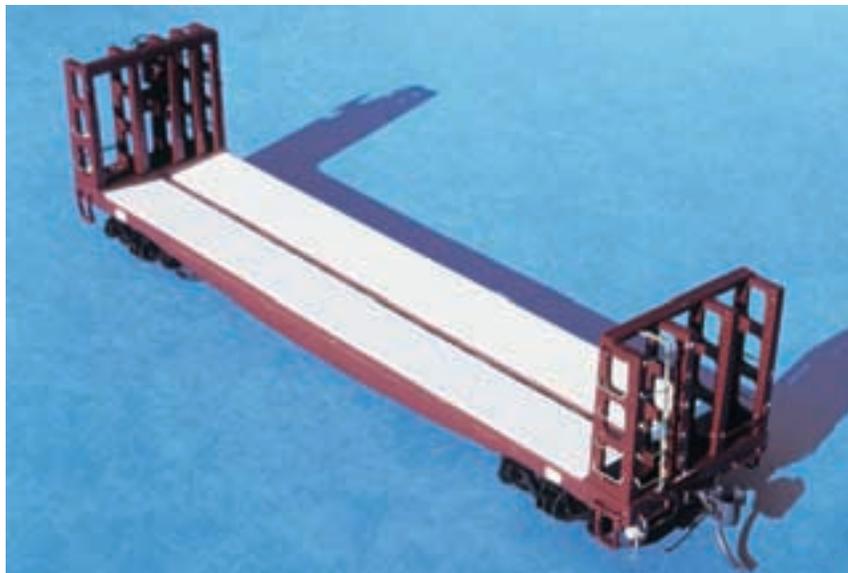
Remove the trucks and couplers, then remove the floor grids (four screws). If you plan to reletter the car, wipe away unwanted lettering with a mild stripper such as Scalecoat; too late I realized that I should have left the "IL 38 FT" lettering in place, an unusual dimension not commonly found on a decal sheet.

We'll begin by correcting the A-end grabs. On the left-most bulkhead support, correct the misaligned grab holes by drilling above each rivet; when finished, scrape away the rivets to allow the grabs to properly seat. Form a ladder support from K&S No. 15001 1/32" brass angle stock; the 90-degree bend at the top of the ladder support is easily formed by filing a notch in one side of the angle, then bending at the notch. Trim the ends of the ladder support so that it matches the fit of the bulkhead supports. Drill (No. 76) grab holes, matching each to the location of the corresponding hole in the left bulkhead support.

On the side and end ladders, the L&N prototype uses drop grabs in place of the Atlas model's straight grabs for grab Nos. 2 through 5, counting from the top. Note that NC&StL's GSC pulpwood flat uses straight grabs in these locations, the only noticeable difference from the L&N car. Where drop grabs are needed, install Westerfield No. 1197 grabs, bending them slightly wider or narrower as needed; for other grabs, use those supplied by Atlas. Omit the two vertically-oriented grabs — the L&N prototype lacks



 **A new ladder support from brass angle stock matches the L&N prototype, and unused holes have been filled with modeling putty. Note also added uncoupling levers and tackboards.**



 **The open-grid floor has been replaced with 0.015-inch styrene sheet.**

 **The crude Atlas brakewheel has been replaced, and end grabs moved upward for proper alignment.**

these. Shave off rivet heads next to any unused holes, and fill the holes with modeling putty such as Squadron brand.

Replace the Atlas open grid floor with Evergreen No. 9015 0.015-inch styrene sheet, cut to 3 feet 9 inches by 36 feet 11 inches. Glue to the carbody, matching the location of the Atlas floor sheets, and leaving the "rain drain" open along the center of the car.

Since the prototype's brake reservoir, valve, and cylinder are only partially visible in normal viewing, I elected to install them on the model without any further detailing. The needed parts may be available from your scrapbox, or from an AB brake sprue from any of a number of parts suppliers. Install the components in the same locations as on the molded Atlas grid, using scraps of styrene to suspend them below the floor and make them partially visible below the carbody side.

Cut four tackboards from Evergreen No. 113 0.015-inch by 0.060-inch strip, 9 inches long. Their location varies slightly on the prototype, but in general appear near each end of the side in the vicinity of the bolster.

Twist off the brakewheel, and cut away the molded gearbox, leaving a flat surface. Install a Detail Associates No. 6402 Miner gearbox and brakewheel.

Cut a pair of uncoupling lever supports from Evergreen No. 144 0.040-inch by 0.060-inch styrene 8 inches wide; glue below the end sill at the left side of each end. Drill (No. 76) each support for a Detail Associates No. 2206 eyebolt. Using photos as a guide, bend a pair of uncoupling levers from 0.015-inch wire, suspending one end from the eyebolt and inserting the other into a hole drilled into bottom of the coupler box cover plate.

Paint the carbody L&N freight car red; a blend of Floquil Oxide Red and Zinc Chromate Primer lightened with a bit of Reefer White will closely match the color typically seen in photos. If you saved any of the original Atlas lettering, mask it before painting.

A good source of L&N steam-era freight car lettering is the L&N hopper car decal set developed by Curt Fortenberry, and now available from Great Decals (www.greatdecals.com). Using prototype photos as a guide, letter the car. Representative values for dimensional data are CAPY 100,000, LD LMT 125,600, and LT WT 43,400; other values for the latter two are possible in the same range, as long as they add to 169,000. If desired, replace the Accumate couplers with Kadees, and she is ready to roll.

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L&N Color Guide to Freight and Passenger Equipment, Volume 1, Steven D. Johnson, Morning Sun Books, Inc., 2000. 

 This view shows the "B" end of the completed car with the brake wheel.

 Since the fishbelly side hides much of the underbody, only those brake components visible in normal layout viewing were modeled.

 This broad-side view shows the completed model.



The L&N in 1976



The year 1976 was one of promise, but included its share of disasters. On the technology front, 1976 saw the introduction of the largest supercomputer to date, the Cray-1. It used integrated circuits, and was roughly equivalent to the 386 processor of the 1980s. It weighed in at 5.5 tons, and included a freon cooling system. The first laser printer also arrived on the scene in 1976. As computer systems improved, they found their way into more applications, eventually including motive power for railroads. For U.S. railroading, however, that would have to wait. Microsoft was formed in November 1976, and that same year Apple Computer Company was formed on April 1. Ironically, that same day the U.S. government formed Conrail out of the bankrupt ashes of 13 northeast carriers.

On the transportation front, 1976 saw the first flight of the Concorde, one of only two commercial supersonic aircraft. The aircraft had a maximum speed of

Mach 2.2 (1,447 mph) and could fly at 60,000 feet. A single crash on July 25, 2000, contributed to the end of Concorde service. The final flight left Washington, D.C. on October 14, 2003. On March 9, 1976, the worst cable car disaster ever recorded occurred when a cable broke in Cavelese, Italy, killing 42 people on board. Further abroad, the *Viking II* entered orbit around Mars and subsequently landed on the red planet.

Closer to home, the U.S. was in the midst of celebrating the bicentennial, and literally hundreds of locomotives were repainted in variations of the red, white, and blue (or in some cases, many other colors). The L&N was marching steadily under the banner of Seaboard Coast Line Industries, which had owned all the L&N stock since 1971, the same year the L&N merged the Monon into the system. The L&N would last another six years until its absorption into the Seaboard System Railroad on December 31, 1982.

 **GP7 390 works southbound past Hulman Street at the north end of Terre Haute, Indiana on September 13, 1976. The venerable Geep is a veteran from March 1950, originally built as C&EI 206.**
—Dave Oroszi photo







 **C-630 1427 and C-628 1403 roll loads northbound into Cincinnati at RH Tower on June 20, 1976. Over the next several years the L&N became a prime target for Alco hunters as Alcos fell off Class 1 rosters across the country. In 1976, however, the big Alcos were the norm on L&N coal in Kentucky. —Mike Leach photo**



 **One of the great faces of the L&N, Alco C-630 1425 is ready to roll at DeCoursey yard in Latonia, Kentucky, just south of Cincinnati. This particular C-630, bespeckled with the oil and dirt typical of railroading, is the class unit from the original L&N group that included 1425–1432. The L&N also had three additional C-630s that came from the SCL (8007–8009) that were former ACL units (2011–2013). —Mike Leach photo**

 **Several weeks after the photo at the top of the page was taken, C-630 1427 was on the transfer table at South Louisville while undergoing some work. The date is July 31, 1976, and the handsome Alco's career is not over yet. —Dave Oroszi photo**





 A U25B slug set with another GE trailing work northbound through Latonia, Kentucky on June 12, 1976. — Dave Oroszi photo

 Running caboose-hop southbound through Covington, Kentucky on August 8, 1976, this light move includes C-630 1430 on the point and a pair of GEs. In the distance a black SCL unit waits for its turn through the interlocking plant. — Dave Oroszi photo

 On October 1, 1976, GP38-2 4111 leads an all-EMD lashup southbound through Parkwood, Alabama, on the southwest side of Birmingham. — Doc Clements photo

 This beautiful fall day photograph has ex-Monon high hood C-420 kicking up leaves leading a northbound through Crescent Hill, Kentucky on October 17, 1976. The Monon contributed two black and gold high-hood C-420s to the L&N as a result of that merger. Both were originally equipped with steam generators in their high hoods which had long since become irrelevant. — Charles Buccola photo

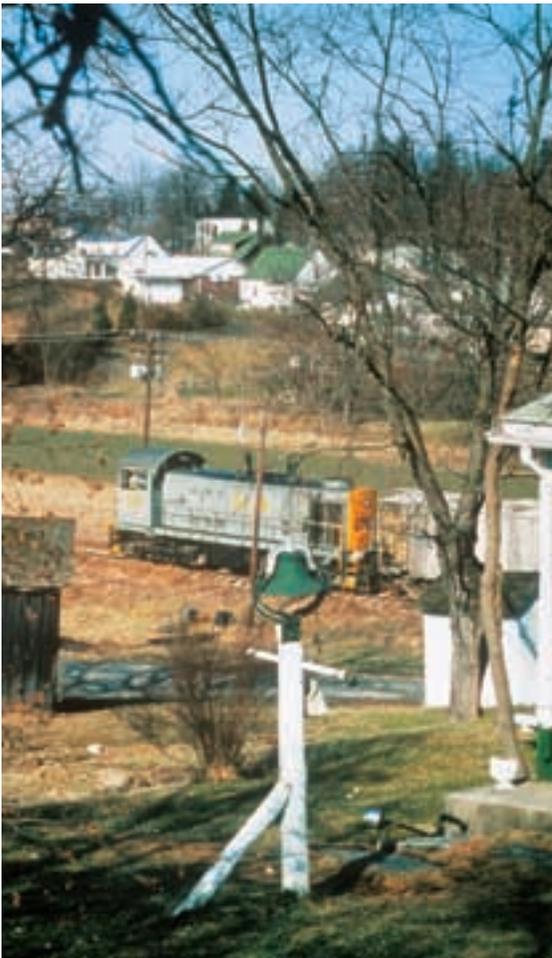




 The engine terminal in Nashville in September 1976 has L&N and MoPac power on hand, and includes a variety of unit types and paint schemes. — Allen Hicks photo

 A pair of C-420s are parked at DeCoursey yard on November 14, 1976, waiting for their next call to action. —Mike Leach photo





 GP9 459 and C-20 1311 sit in Gallatin, Tennessee in February 1976. Both units were L&N originals. — *Allen Hicks photo*

 Alco S-1 50 rolls through Carlisle, Kentucky on January 24, 1976, in this interesting composition including a classic green dinner bell and a woodshed to the left. The Alco has been re-engined with an EMD prime mover. — *Garland McKee photo*

 In 1976 cabooses were still in full use, and this U25B-caboose combination rolls through Latonia, Kentucky on August 22. The crew on the caboose appear to be enjoying the day. — *Dave Oroszi photo*



L&N → A slightly shorter-than-usual Santa Clause Special — the 2007 edition, and 65th anniversary running of the train — rolls northbound at Winegar, Virginia, on the former Clinchfield main line. The next day, country music star Patty Lovelass was on board as nearly 15 tons of toys, candy, and other holiday gifts were distributed all the way back to Kingsport, Tennessee. Notably, the lead unit is an ex-L&N SD40-2. —Ron Flanary photo



L&N → The Amqui, Tennessee depot, in somewhat derelict condition, stands by as orders are hooped up to a passing caboose in October 1973. — Allen Hicks photo

DEPOT RESTORATIONS

The Athens, Alabama depot is getting some restoration work. Damaged wood is being replaced on the exterior and the depot is being repainted. For a long time the depot has been a maroon color, but it is getting repainted green. The Limestone County Archives (located in the depot) contacted the staff at the Foley, Alabama depot for color information. —Bryan Turner

The Amqui, Tennessee depot is also being restored. This depot and tower combination was situated at the junction of L&N's main line and the Henderson Subdivision north of Nashville. After the depot had been retired it was purchased by Johnny Cash and moved to Hendersonville, Tennessee. It was restored and used as part of a complex Cash owned. A recent article indicates that over \$500,000 has been allocated to restore the depot. —John Landrum, Bryan Turner



L&N THIS QUARTER ON THE L&N GROUP

C&EI DIESELS TO THE L&N

How was determined how the locomotives, rolling stock and other equipment were split between the L&N and MoPac after MoPac acquired the C&EI and conveyed the Evansville Division to the L&N? When it was decided the MoPac had to sell off the Evansville Division to the L&N as a condition of the merger with the C&EI, did the L&N immediately send a team to the C&EI and MoPac properties to assess and determine what equipment they wanted as part of the deal? In judging from the way the locomotives were split, it seems that there must have been some "horse trading."

In looking at the locomotives sent to the L&N; 3 of 6 NW2s, 3 of 8 SW7s, both E7As, no remaining F3As and F3Bs (both designated as F5s by C&EI), 8 of 10 FP7As, 12 of 28 GP7s, 4 of 6 GP9s, neither of the GP9ms, all three GP30s, and 13 of the 31 GP35s, the newest 13 of the fleet. MoPac kept the only E9Am. This is a total of 102 locomotives with L&N getting 48 of them. —Joseph Santucci

The April 1968 *L&N Magazine* outlines the agreement reached on March 8, 1968, by the C&EI and L&N providing for the sale of C&EI's Evansville line to L&N. On March 21 L&N's board of directors approved and filed with the ICC for merger with the Monon and acquisition of the C&EI line. On February 7, 1967, the ICC order authorized MoPac to acquire control of C&EI, and required it to negotiate the sale of the Eastern Illinois and Indiana line to L&N. The Monon objected to this order on the grounds it would cause injury to Monon's business. The Monon merger eliminated this objection.

The C&EI agreement called for L&N to own the Evansville-Woodlawn Jct. track and joint ownership of the track from Woodlawn Jct. to Dolton Jct., and half ownership of the C&EI's interest in

the C&WI and BRC in Chicago. The L&N was to acquire 50 percent of the C&EI's locomotive fleet, 37.5 percent of its freight cars, and 86 percent of its passenger cars on which there was \$10 million of outstanding equipment debt.

On June 6, 1969, L&N ran its first trains into and out of Chicago. On that day, operations began on the Evansville-Chicago line newly acquired from the C&EI. Included in the acquisition were 48 diesel locomotives and 1,495 freight cars and cabooses.

The *L&N Power Shortages* articles in the *Dixie Line Magazine* in March and June 2005 pointed out that the power acquired from C&EI was not well suited to a busy mainline. L&N added 374 miles, much of which was mainline and L&N had to supply a lot of power to go with the track. —Dennis Mize