



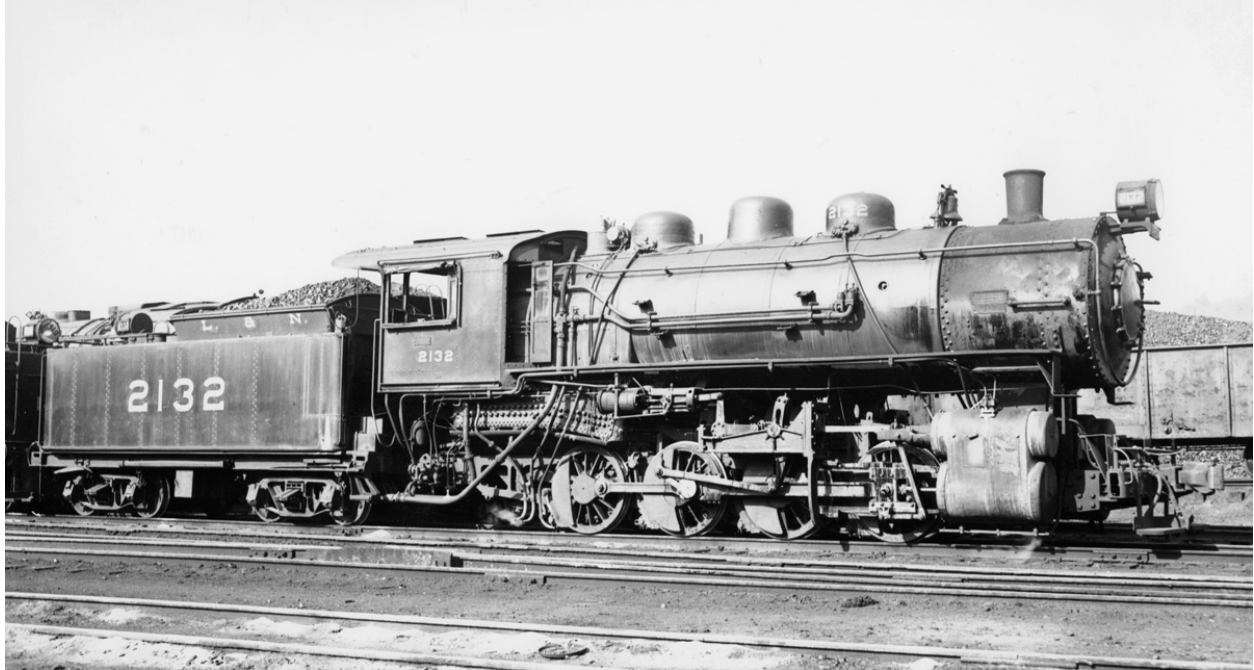
Louisville & Nashville Railroad Historical Society Electronic Newsletter

Volume 1, Issue 1 - February 2015

Welcome to the first edition of the electronic newsletter of the Louisville & Nashville Railroad Historical Society. The newsletter is being created in an effort to better engage with the members of the society. The newsletter will be published quarterly: roughly halfway between issues of the print magazine. If we don't have a valid email address associated with your society membership, you will not receive this newsletter. Please spread the word among your L&NHS friends.

Unlike the society's print magazine, which can be bought in stores or from the society's website, the electronic newsletter will only be available to active members of the society. This will provide the board with a mechanism to communicate directly with members that cannot be done with the print magazine. For instance, we plan on reporting membership numbers each quarter along with the number of members whose membership expire each quarter; hopefully this will be a gentle reminder for members to check his or hers expiration date and renew as needed.

The electronic newsletter also provides an opportunity for society members to contribute. If you have a few photos or a short article that might be hard to place in the print magazine, please feel free to contribute them for publication in the newsletter. Each quarter the newsletter will contain a photo or two, a longer feature article, a smaller feature or two, reports from some of the society's committees, and perhaps some L&N trivia. In our first edition of the newsletter we will look at the fate of L&N 0-8-0 steam locomotive 2132. Please enjoy.



L&N 2132 at DeCoursey Yard. Circa 1938. Collection of the L&N Railroad Historical Society

L&N Steam Locomotive 2132 Coming “Home” to Corbin

Since 1980, an L&N steam locomotive has sat on display at Earle May Boat Basin park in Bainbridge, Georgia—a town never served by the L&N. On February 17, the Bainbridge city council approved a deal that allows the 2132 to be moved to a new railroad museum in Corbin, Kentucky—a locale where this very locomotive once worked as a switching locomotive.

Locomotive 2132 was built in the company shops of the L&N at South Louisville. One of 400 steam locomotives built by the company itself (instead of being built by and purchased from a commercial builder), the 2132 carried construction number 396 when it rolled off the shop floor and first had a fire built and steam pressure raised in late 1922. The engine was L&N class C-1, and it's identified as an 0-8-0 wheel arrangement (no front, or engine truck wheels, eight driving wheels, and no trailing or “pony” truck wheels). The 2132 is a yard switcher, and that's the type of service in which it spent its entire career on the L&N. This particular type of locomotive requires no leading or trailing wheels to help in weight distribution and “tracking” while running at speed on a main line, because it did all its work at slow speed in a railroad yard. Instead, the design purposely concentrates all the weight of the locomotive on the eight driving wheels, which maximizes its traction and power to switch long and heavy strings of cars.

The 2132 spent most of its service years on the L&N working in the DeCoursey, KY/Cincinnati, OH area, and also at Corbin, KY, where four different divisions of the L&N converged in a major railroad center that still functions in that capacity today for CSX.

While no photographs have yet surfaced of the 2132 at Corbin, the historical society does have images of the engine in service at DeCoursey.

As diesel-electric locomotives began to replace steam on the L&N, the 2132 became surplus. Rather than go to scrap, as did virtually every other locomotive on the railroad's steam roster, the 2132 was sold to Gulf Power Company at Sneeds, FL on June 27, 1951. When it was no longer needed there, it was retired and shoved off into a forgotten side track. Over 30 years ago, it was donated to and transported to Bainbridge for display when the mayor at that time thought an "old steam locomotive" in the park would be a nice addition. And, it's been there ever since, with a minimal amount of attention to its condition.

So, what makes the 2132 unique among the many old steam locomotives that are "stuffed and mounted" in parks all around the country? It is only one of three former L&N steam locomotives still in existence, and that alone makes it remarkable to anyone interested in the history of the L&N Railroad.

And, of 400 steam locomotives built by the craftsmen at South Louisville Shops between 1905 and 1923, it is the only one to still exist. In that sense, it is a treasure to Kentucky, and particularly to Corbin, KY, where the engine and its sister locomotives worked for so many years. Incidentally, the huge shops at South Louisville were closed by CSX 1987 and subsequently demolished. Today, the University of Louisville Cardinals play football at Papa John Stadium—located on the very spot where 2132 was first built nearly 93 years ago.

Contributors: Ron Flanary, Sid Johnson, Jeffrey Carlyle

The Old Reliable Modeler

2015 promises to be an exciting year for L&N modelers as we embark on some new projects to enhance the ability to model the L&N. But first, thank the past members of the modeling committee for their longstanding efforts to promote L&N modeling which has resulted over the years in a broad selection of L&N rolling stock to choose from and most recently, the tool shed that is currently available from the society's company store.

Our first effort for 2015 will be to conduct a survey of our membership and interested modelers to help better identify our modeling priorities and to provide us with some good market data ammunition to approach producers. Be on the lookout for the survey which will be sent out in electronic form...don't forget to give your email contact to the society so we can hear from you whether you are a modeler or not. (Non-modelers like desk models too.)

A primary focus will be to "show the flag" for the society through several means of modeling communication. Bob Chapman, a member of the modeling committee, runs the

“Modelers’ Corner” on the society website. That is a primary source of L&N modeling information. He needs photos of your models, finished or unfinished, good or bad, to post on the website to motivate others. The L&N/NC Yahoo website is also another important source for obtaining help with your efforts or questions so get online and let us help you!

Train shows and prototype modeler seminars are another important opportunity to promote the society. The modeling committee has committed to develop at least two L&N based clinic presentations that can be given by volunteer presenters when a show is in their region. We are fortunate to have experienced authors Stuart Thayer, Bob Chapman, Ed Mims, and Bill McCoy on board to help in this effort so look for good, informative results.

A new point of attack to incent society membership will be to focus on scenic areas of the L&N that beg to be modeled. There are younger modelers out there that have never seen an L&N train run, but they have seen CSX freights operate over former L&N track. For example, near Morley TN on the KD sub, there are seven bridges and two tunnels in two miles! The area looks like a model railroad. Why not belong to the society so you can learn more about such places?

We do need help! The modeling committee needs additional members who can speak for N scale, O scale and L&N layout building/operations so that we fairly represent all aspects of the hobby. Contact chairman David Orr through the society email address, lnhsarchives@gmail.com.

L&N models on the way!

Atlas is releasing an assembled version of the former Branchline Models L&N heavyweight coaches with improved dark blue color in HO. See: <http://www.atlasrr.com/HOFreight/hohwpassenger1.html>

Atlas is releasing an L&N 40’ PS-1 blue DF box car with 8’ door in N. See: <http://www.atlasrr.com/NFreight/n40ps1boxcar4.htm#.VOS73tJ4rYg>

Broadway Limited is releasing an L&N heavy mike in HO. See: <http://www.broadway-limited.com/2885usraheavymikado2-8-2landn1762paragon2soundddcdcho.aspx>

Intermountain Railway is releasing an L&N 40’ PS-1 box car with 6’ door in Old Reliable and a NC&StL 40’ 1937 AAR box car with 6’ door, both in HO. See: <http://www.intermountain-railway.com/newshocomingsoon.html>

These are all ready to run.

Of course this is a partial list of what's coming or is available now so contact your favorite dealer. If you are a "rivet counter" and you turn your nose up if the models are not exact, these can be "good stand-ins" to challenge your modeling skills. Producers respond to the market so let's be good responders on behalf of the L&N.

Contributor: David Orr

Upcoming Events

May 9, 2015 - L&N Depot, 101 N Depot St, Corbin, KY - 1pm - Corbin Rail Museum dedication

Oct. 1-3, 2015 - Birmingham, AL - L&N Railroad Historical Society Annual Convention - <http://www.lnrr.org/Convention.aspx>

Historical Society Membership Report

As of February 17, 2015, the historical society has **584** members-**185** of which are sustaining members. If not renewed, **74** memberships will expire in the first quarter of 2015. Please check your most recent issue of the historical society magazine to see when your membership expires. You can renew online anytime on the society's website at: <http://www.lnrr.org/Members.aspx>

Historical Society Officers, Directors & Chairmen

Name	Title	Committee
Sid Johnson	President	
David Orr	Vice President	Modeling
Lee Gordon	Secretary	Company Store
John Landrum	Treasurer	Finance
Mike Dowell	Director	Bowling Green
Keith Kittinger	Director	Conventions
Al Oswald	Director	Membership Services
Lee Singletary	Director	Model Train Shows South
Stu Thayer	Director	Model Train Shows North
Jeff Carlyle		Internet Services
Ron Flanary		Publications

Lyle Key

Dave Oroszi

Chuck Peck

Legal and Archives

Website

Rail Museum Liaison

The historical society's officers and directors can be reached at lnhsarchives@gmail.com.

Call for Contributions

Have a short article, event, or other tidbit you would like to see published in the electronic newsletter? Please contact the newsletter's editor Jeffrey Carlyle at jccarlyle@gmail.com. The next newsletter will be published the first week of May 2015.

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