

On the Road to Louisville

DR. WENDELL H. McCHORD

The story of the C&O's Lexington Subdivision

The Virginia Central Railroad, as did most railroads in the South, emerged from the Civil War in a state of deterioration and destruction amid a collapsing economy. In just a few short years, though, the VC rebuilt itself, was reorganized as the Chesapeake & Ohio Railroad, and through a vigorous building program of westward expansion finished a line to the Ohio River, thus fulfilling the dream of the James River & Kanawha Canal Company for a transportation route linking Richmond to the Ohio. The western terminus, on the banks of the Ohio, was Huntington, West Virginia, and through trains were arriving from Richmond by late January, 1873.

Huntington was named after capitalist Collis P. Huntington, one of the principal builders of the Central Pacific and Southern Pacific Railroads, and the man responsible for the recently-completed C&O extension. Mr. Huntington envisioned a rail line from coast to coast, controlled by himself, and was expanding the C&O as part of this dream. So upon reaching Huntington, he once more looked west for further expansion possibilities. The "White Collar Line", a company owning six Ohio River packets and financed in part by Mr. Huntington, was to substitute for a rail line west along the Ohio River for more than a decade, connecting Cincinnati and Huntington. Plans were being made, however, for the actual extension of the rail line west through the heart of the Bluegrass as part of the coast-to-coast railroad.

What we now know as the Lexington Subdivision was incorporated on January 9, 1852, as the Lexington & Big Sandy Railroad, chartered by the State of Kentucky with rights to "build a rail line east from Lexington to a point on the Big Sandy River near the town of Catlettsburg." The plan was stopped by the Panic of 1857, with no tracks being laid. The Elizabethtown, Lexington & Big Sandy Railroad was incorporated on January 29, 1869, and on February 6, 1871, it bought the rights of the Lexington & Big Sandy. By 1872, the EL&BS had constructed 33 miles of track east from Lexington to the town of Mt. Sterling, and had built the masonry for a bridge over the Big Sandy near Catlettsburg. Another financial depression caused the work to stop, and the line never got further than Mt. Sterling. Since there was a physical connection in Lexington with the Lexington, Cincinnati & Louisville Railway, the

recently-finished 33-mile line was leased to that company for some years, thus allowing trains to run from Mt. Sterling to Louisville. The piers built for the Big Sandy bridge were to stand until 1880 without superstructure.

General I. M. St. John, who had become the chief engineer of the C&O at this time, wanted to build the railroad up the Big Sandy River from the bridge a short distance, then up a tributary of that stream northward, and over a divide to the town of Denton, Kentucky. The masonry for the bridge was located to suit such a route.

Mr. Huntington, it should be pointed out, was interested in building his coast-to-coast rail line with as little first cost as possible. Seeing a finished line from Ashland to Coalton, Kentucky—the Ashland Coal & Iron Railroad—already in operation, he called on the Means brothers of Ashland, owners of the AC&I. The Means brothers used this railroad to connect their coal mines in Coalton with their iron furnaces in Ashland. Mr. Huntington made arrangements with the Means brothers, whereby he would extend his C&O tracks from Huntington to the Big Sandy bridge, and the EL&BS, which he also controlled, was to lay tracks from the bridge downstream through the town of Catlettsburg to Ashland for a connection with the AC&I. This was in contradiction to the St. John plan, which was to take the line up the Big Sandy, and it necessitated a long, high trestle curving more than ninety degrees to correct for the bridge piers being constructed for the proposed upstream route. The Means brothers were to extend the AC&I ten miles beyond Coalton to Denton, Kentucky, and give trackage rights for 25 years to the EL&BS to permit them to operate trains between Denton and Ashland. This arrangement left open the possibility of the EL&BS building its own line from Denton to the Big Sandy bridge at some future date, but this never happened. The 25-year lease was extended at its expiration, and before the second term was completed the C&O had acquired control of the AC&I.

Surveying of the line from Mt. Sterling to Denton was resumed in 1879 under the supervision of General St. John, but upon his death the following year, Huntington employed M. L. Lum as chief engineer for the EL&BS Railroad. Lum pro-

ceeded to break up the location of the line St. John was building, and build a less costly line more to the liking of his boss. He abandoned the plan for a long tunnel at Olive Hill in favor of a line of high gradients over Corey Hill. Huntington had remarked of tunnels that he was "tired of building monuments to engineers", but the line as built has been expensive to operate ever since—more so than the line of the "monument builders" would have been.

When the EL&BS was opened for traffic, the 33-mile section from Mt. Sterling to Lexington was returned to the EL&BS by the Louisville & Nashville, successor to the Lexington, Cincinnati & Louisville. This action made possible the ar-

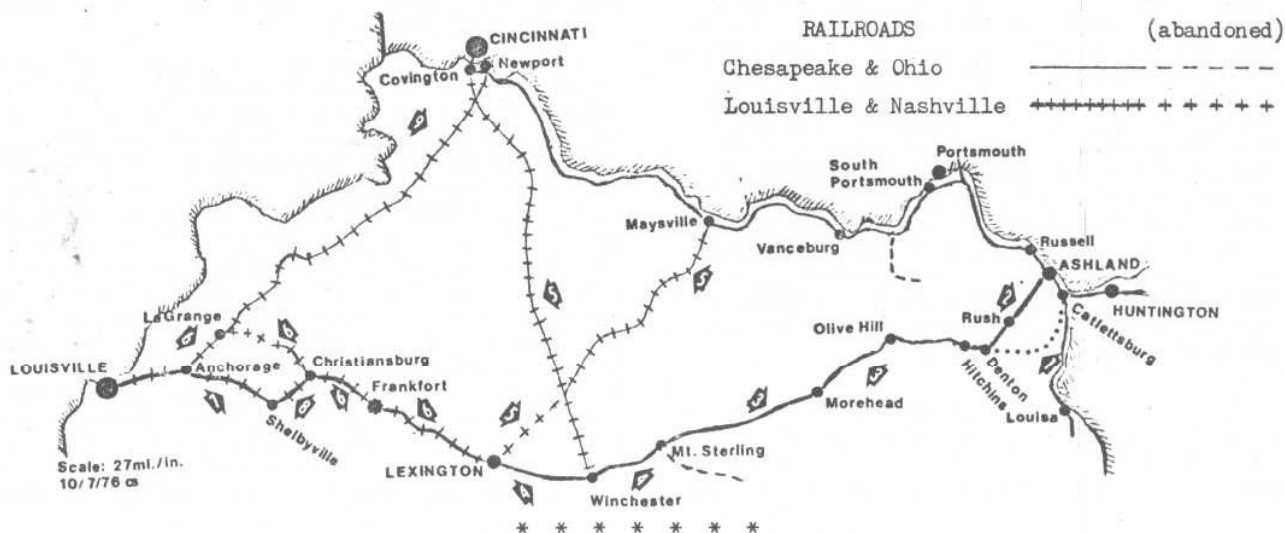
rival of the first C&O train into Lexington on December 12, 1881. The Kentucky Central Railway, an unimportant line from Lexington to Covington, Kentucky, at the time, passed into the hands of the Huntington interests. Through C&O passenger cars from the East were delivered at Covington for Cincinnati over this line.

In 1882, the C&O opened a two-story red brick passenger station on South Limestone and Water Streets in Lexington, in back of the old Phoenix Hotel. In the same year, the KC abandoned its station at the west end of Short Street (near Payne and Dodge Streets) and moved into the new C&O station. Suitable terms were also arranged whereby all C&O trains to Louisville and

MAP SKETCH OF NORTHERN KENTUCKY (showing Chesapeake & Ohio and Louisville & Nashville railroad lines)

LEGEND

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| 1 General St. John's proposed route for the EL&BS. | 5 Kentucky Central Railway. |
| 2 The Ashland Coal & Iron Railroad [a more detailed map and story appears in the September, 1976, issue of the Newsletter]. | 6 Louisville, Cincinnati & Lexington Railroad (comprised of the Lexington & Frankfort [originally Lexington & Ohio] and Louisville & Frankfort Railroads). |
| 3 The Elizabethtown, Lexington & Big Sandy Railroad (chartered to build from Lexington to the Big Sandy River). | 7 Shelby Railroad Company. |
| 4 33-mile section (Lexington to Mt. Sterling) leased to the LC&L (L&N) in the early 1870s. | 8 8.51-mile Christiansburg cut-off (1896). |
| | 9 Covington branch of the LC&L, between La-Grange and Newport. |



We have an 1876 map of Kentucky showing the AC&I extending only from Ashland to "Rush Sta.", but also showing a branch from Kilgore to a place called "Star Furnace", which was northwest of Rush

by a little more than a mile. This map also projected the line of the EL&BS north of its actual route from Olive Hill—through Grayson and due east to Rush, instead of via Hitchins and Denton.

"Union" Station in Frankfort, Kentucky, on the L&N. This station was used by C&O and L&N trains, as well as those of the Frankfort & Cincinnati Railroad. This 1933 photo looks east toward the tunnel mentioned in Dr. McChord's article.

William Monypeny, collection of C. L. Andrews

the West were delivered to the L&N at Lexington (the C&O had not yet arranged for trackage rights over the L&N). The L&N station in Lexington where C&O trains were delivered was a large, three-story brick structure at the east corner of Mill, Water, and Vine Streets. Built in 1835 for the Lexington & Ohio Railroad, it was, when demolished in June, 1959, the second oldest passenger station in the U.S. — the B&O's Mount Clare Station in Baltimore was four years its senior.

By this time the dream of a coast-to-coast rail line had become a reality for Mr. Huntington — if only for a short time. As the Cincinnati *Enquirer* of Sunday, January 3, 1886, stated:

C. P. Huntington, the Railroad King who owns or controls more miles of road than any one man in the United States, having a line extending from the Atlantic Ocean on the east to the Pacific Ocean on the west and broken only between Louisville and Lexington, Ky., which piece of road, about ninety miles in length, is operated over under a traffic arrangement with the Louisville & Nashville Company, will consolidate all his property east of the Mississippi River, and that, too, most likely, this month; at least all plans will be perfected as soon as possible. The Newport News and Mississippi Valley Company is to be the title of this company, which will embrace the Chesapeake & Ohio, extending from Newport News to Huntington, W. Va., 511 miles; the Elizabethtown, Lexington & Big Sandy, Huntington to Lexington, 139 miles; the Chesapeake, Ohio & Southwestern, Louisville to Memphis, 392 miles; Louisville, New Orleans & Texas, Memphis to New Orleans, 533 miles, and the Kentucky Central, 253 miles. These roads, with an aggregate of 1,823 miles, are to be consolidated under the name of the Newport News & Mississippi Valley Company, as previously stated, and due to be under one management.

By 1888 this consolidated railroad was in financial trouble, as was the C&O. The relationship between the Huntington interests and M. E. Ingalls was not always pleasant after Mr. Ingalls

became president of the C&O in 1888. As has already been pointed out, Mr. Huntington owned and operated the Kentucky Central, and disputes which raged between the KC and C&O over rights of way, especially in the Covington area, frequently culminated in blows and cracked heads. At the suggestion of Mr. Ingalls, Mr. Milton H. Smith, then president of the L&N, bought the KC from Mr. Huntington for his company. The sale of the KC to the L&N tended to formalize their relationship with the C&O, and a friendly association emerged. The acquisition, on September 22, 1891, gave the L&N a major entrance into Cincinnati at Covington by way of the new bridge the C&O had opened in 1888, over which the KC had trackage rights. In return, the L&N would soon give the C&O trackage rights into Louisville.

The Elizabethtown, Lexington & Big Sandy was not taken over by the C&O at the time Mr. Ingalls became president of the Company. Instead, the EL&BS had rights to run its trains over the C&O tracks from the Big Sandy bridge to Huntington, and the C&O had similar rights to operate over the EL&BS from the bridge to Ashland. The arrangement proved to be unsatisfactory, and in February, 1892, the C&O acquired control of the EL&BS, operating it as the C&O's Lexington Division. In 1895, the C&O acquired its trackage rights over the L&N from Lexington to Louisville, a distance of 94 miles.

This 94-mile stretch of crooked track from Lexington west to Louisville is of ancient vintage and deserves more treatment here. It was one of the real pioneer roads of the country, having its inception on January 27, 1830, as the Lexington & Ohio Railroad. It has been referred to as the "first railroad west of the Alleghenies". In true pioneer fashion, it started life with iron strap rail imbedded in limestone sills, which were laid in the direction of the track. Horses were used to draw the double-deck passenger coaches. It was this same right-of-way that later carried the Louisville section of the *George Washington*, the pride of the C&O, through the Kentucky countryside. It was intended to build the railroad from Lexington to some point on the Ohio River, but for many years the line got no closer to the Ohio than Frankfort, the state capital, 29

The Winchester (Kentucky) Union Station was a classic C&O Georgian-style building used by the L&N and the C&O. Constructed in 1907 at a cost of \$10,206.06, this station was built on the site of the original EL&BS depot there. The C&O's single-track main is seen at the lower left of the picture. The L&N's double-track main between Cincinnati and Corbin crosses just left of the building.

W. H. McChord





"She'll distance the wind, and the highest-bred cyclone..." J-2 Mountains were often seen on the Louisville trains in the later days of steam, as attested to by this photo of Train #23, the Kentucky section of *The FFV*, making speed near Winchester, Kentucky, on February 10, 1952, with a mixed consist of lightweight and heavyweight equipment. This is probably one of the last photos of a steam-powered C&O passenger train.

(COHS 1791)

C&O Historical Society collection

miles from Lexington.

Frankfort was reached on January 30, 1834, but the track did not enter the city itself, coming to an end at the top of a large hill. Here, cars were handled by a stationary engine that let them down an inclined plane of 40 degrees onto Broadway. In 1848 a 500-foot tunnel was built, enabling the railroad to enter directly into the city and onto Broadway. This tunnel is still in use today, and has seen many a C&O train in its time.

On September 8, 1851, Louisville and Frankfort were connected by rail. This railroad—the Louisville & Frankfort—was consolidated with the Lexington & Frankfort (successor to the Lexington & Ohio) on September 7, 1869, to form the Louisville, Cincinnati & Lexington Railroad. This was the company that leased the 33-mile EL&BS line from Lexington to Mt. Sterling. Prior to this consolidation, the Louisville & Frankfort had built a branch from LaGrange to Covington—which forced the road into bankruptcy. Since Covington, for the selfish reason of wanting to remain the terminus of the road, would not allow a bridge to be built across the Ohio into Cincinnati, the L&F extended its line four more miles to Newport, which allowed the building of a bridge to Cincinnati. It is this line that crosses the C&O at the Newport depot.

A line from Anchorage, Kentucky (12 miles from Louisville on the LC&L), had been finished to Shelbyville in 1871 by the Shelby Railroad Company. On April 1, 1896, an 8.51-mile cut-off was completed between Christiansburg and Shelbyville, shortening the Lexington-Louisville route by ten miles. This cut-off was used by some L&N and all C&O passenger and freight trains. [In 1960, the portion of the original line between Eminence and LaGrange was abandoned, and all C&O and L&N trains used the cut-off—*ed.*]

From old timetables we know that "solid" or complete C&O trains from Washington were delivered at Louisville in 1882, soon after the Lexington Subdivision was opened. These trains were delivered by L&N power from Lexington to Louisville until 1895. Trackage rights for the C&O began in 1895, but from all indications C&O power

did not go into use until the completion of the "Christiansburg cut-off" on April 1, 1896.

The C&O annual report for the fiscal year ending June 30, 1896 (page 6) stated, "The Company has also operated its own line by way of Lexington into Louisville since the first of April, but the earnings and expenses of that division have been kept separately. So far the contract has not proved a burden, and we believe that it will be a profitable one in the future."

The report for 1897 went on to say, "The Company has also operated (under trackage contracts) a line from Lexington to Louisville, but its earnings and expenses have been kept separately. The cost of getting that line fairly opened has been \$129,195.64 due to two causes—first, large repairs to track on account of serious damage by freshets and improvements in condition; second, to the large expense that always attends the opening of a new line before any considerable traffic can be developed. Judged by the traffic of the last four months, the line in the future will be profitable of itself in addition to the traffic it brings the main line."

1895 was a busy year for the C&O in this part of the country. As well as obtaining trackage rights over the L&N, the C&O bought the 4.2-mile Passenger Belt Railway that connected the EL&BS with the Cincinnati Southern Railway at Lexington, and secured the Louisville & Jeffersonville Bridge Company, which owned a bridge connecting those two cities.

The impressive Union Station in Lexington was opened on August 5, 1907, and the C&O, along with the L&N and the Lexington & Eastern (later a part of the L&N) moved into the facility. The C&O used Union Station until May 9, 1957, when the eastbound *George Washington* was the last train out (the L&N had discontinued passenger service to Lexington for good the previous year). The C&O, which had at one time operated eight trains in and out of Union Station daily, had only two trains left, with a declining business—the Union Station was just too large, so it was closed. The C&O built a waiting room in their freight station at Water and Rose Streets, and conducted passenger business from this building until 1968,

"Grand creature of beauty, long life to her glory..." Mountain #544 is shown here at Louisville's engine terminal. The short 85-foot turntable (pit in foreground) made the short tender necessary.

M. D. McCarter

when it was forced to move again. This move was caused by the city's urban renewal plan, which called for the removal of the passenger tracks through the business section of town. On December 17, 1968, the C&O opened its new depot on Delaware Avenue, which was used until May 1, 1971, when Amtrak sealed the fate of Trains 21 and 22.

In Louisville, the C&O used L&N's Union Station for a brief period during the 1890s. Traditionally, however, C&O trains used Central Station (Union Depot), at Seventh Street and the Ohio River. This station was built in the 1880s for C. P. Huntington's Chesapeake, Ohio & Southwestern (later to become part of the Illinois Central), and was used by the C&O until 1963. This riverfront station had been shared with the IC and the B&O, but from 1961 to 1963 the C&O operated the only passenger trains from the station.

On May 31, 1963, a small gathering of the faithful witnessed the departure of the eastbound *George Washington* from Central Station for the last time. The next day, June 1, the westbound *George* was the first C&O train into L&N's Union Station.

Through the years, the consists of the C&O passenger trains have been influenced by the stations they used in Louisville. In the days of steam, trains from Ashland were pulled forward into Central Station, and the engine and cars were turned on the IC's turntable nearby. When diesels took over as power, trains to Louisville could be seen being pulled backwards by a pair of E8s, so that no turning was needed at Central; the train was ready to return to Ashland in a forward position. When the switch to Union Station occurred, the trains were again pulled forward into Louisville. The usual procedure for arriving trains required them to turn on the L&N's wye near Fourth and Gaulberts Streets, then back into the station.

Motive power on the Ashland-Louisville line has varied through the years. 2-8-2s were used exclusively on freights until the 2-8-4s were received. The tonnage rating for Corey Hill was 1650 tons on Mikes, and was increased to 1850 for the Kanawhas. Passenger trains were pulled by J2 Mountains with short tenders (because of the 85-foot turntable at Louisville) until replaced by ex-RF&P Pacifics. F-16s were doubleheaded beyond Lexington until the RF&P engines were bought, both because of the rolling topography on the L&N between Lexington and Louisville and weight limits on the IC trestle in Louisville. In earlier days, 4-4-0s and 4-4-2s serviced the line.

In this Bicentennial year, it is worth mentioning that the most famous "passenger" to travel this road to Louisville was the U. S. Declaration of Independence. At the outbreak of World War II, the Declaration was secretly sealed in a Pullman and shipped to Louisville over the C&O, and beyond to the gold depository at Fort Knox for safekeeping during the War, out of fear of

Washington being bombed and the possible loss of the irreplaceable document.

These days, there aren't many trains on the old Lexington Subdivision. Chessie System operates one manifest east and one west [Trains 392 and 391, respectively], and the only freight service left for once-important towns like Morehead and Olive Hill is a local "switcher" train east and westbound daily. This is a far cry from the days when passenger stations were beehives of day-long activity and merchants came to the stations to collect their freight. Sam Cassity, editor of Morehead's first newspaper (the *Mountain Scorchers*) collected most of his news by meeting every passenger train, or at the freight station. He often wrote editorials—giving names, I might add—about citizens who "got off the train in an apparent inebriated condition."

The line at one time or another boasted thirty agency stations that, for this type of rough terrain, acted as an outpost of the outside world at train time. Sometimes trains stopped, and sometimes they didn't, but it didn't make any difference to the populace gathered on the platforms of these small stations. If the train stopped, there was the thrill of seeing the train and who was boarding or getting off. When it passed by with a swirl of dust and cinders, and the *thump* of a mail pouch landing on the platform, this was at least evidence enough that the express was not entirely unaware of the town's existence. These 124 miles of railroad in the scenic land of moonshine stills and family feuds are a small, but once-important, part of a railroad that was as good as the best.

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The author wishes to extend special thanks to Boyce F. Martin, of Louisville, for his superb pictures of C&O trains on the L&N. Thanks also go to Charles Castner of the public relations department of the Louisville & Nashville Railroad Company, for opening his archives for information pertaining to this subject. And, as usual, to Gene Huddleston for his excellent photography of C&O subjects.

Following is a summary of manifest activity on the C&O's line to Lexington and Louisville. Schedules are current as of September 29, 1976.

Eastbound, Train 392 leaves Louisville at 12:01 a.m. daily. It makes set-offs and pickups at Lexington from 3:45 to 4:30 p.m. East of Lexington, it handles local work to Ashland, and arrives at Russell at 9:00 a.m.

Train 391, westbound, leaves Russell daily at 5:30 a.m. It picks up cars at Ashland from 5:45 to 6:15, and arrives at Lexington at 9:30. After making setoffs and pickups, it departs Lexington at 10:15 a.m. A set-off of L&N cars is made at East Louisville from 1:15 to 1:35 p.m., and the train arrives at Louisville at 2:00.

All-time Station Listing (Lexington and Louisville Subdivisions)

This list was compiled from "List of Officers, Agents, Stations, Etc." of the Chesapeake & Ohio Railway Company, dated 1892 through 1957. Names in brackets, as well as tunnel locations, were inserted by the editor. Capital letters denote agency stations. Mileposts (from Fort Monroe) are of 1930 to current vintage. Previous names and calls of certain stations are shown in parentheses.

STATION NAME	CALL	MILEPOST	STATION NAME	CALL	MILEPOST
ASHLAND	AU (AK) ¹	519.2	Hayward		567.4
AX Cabin (Ashland Jct.)	AX	519.5	Bradmeier		567.9
[Ashland Tunnel]		520.2	SOLDIER	SF	568.2
Gulfco		520.6	[Triplett Tunnel (daylighted)]		569.0
Winslow		522.1	HALDEMAN (Heilman)	HN [HM]	569.8
Summit		524.3	Hayes Crossing (Dickson)		571.2
Meads	[MX]	526.3	GATES		572.3
Hicarbon		527.9	Rodburn (East Rodburn)		575.6
Bartell		528.2	Christy (West Rodburn)		576.5
[Princess Tunnel]		528.6	MOREHEAD	RY	577.7
Princess		528.8	Brady (Brady's)		578.5
Coalton		530.4	Egypt		582.0
Bailey Mine		531.5	Bluestone (Rockville)		583.2
KILGORE	KS	532.3	Freestone		583.8
RUSH [Rush Station]	KS	532.8	VanAntwerp (Lacy)		584.8
Norton Branch		534.7	FARMER	FB	585.7
Grant		536.1	Licking		586.2
Music		536.9	Midland		588.0
Williams Creek		538.2	Swindell		588.5
[Williams Creek Tunnel]		538.7	SALT LICK	ME	589.4
Burdette		539.0	OLYMPIA	PA	594.2
DENTON	DF	540.6	Mine Track		594.5
[Seaton]		[541.1]	PRESTON	PN	597.6
Strait Creek (Strait Creek Mines)		541.4	Slate Creek		599.6
MT. SAVAGE	MG	542.5	STEPSTONE	PW	602.1
Little Fork		544.1	EWINGTON		606.4
HITCHINS (EASTERN KY. JCT.)	JX (JN)	544.7	MT. STERLING	GR	609.5
LEON	OB	547.7	New Market		610.4
Pope		549.0	Prewitt		612.7
Fultz		549.8	Klondike		613.6
ADEN	A (AJ)	552.0	THOMSON		615.5
[Aden Tunnel]		552.5	HEDGES		616.8
Oates		553.0	L&E JUNCTION (KY. UNION JCT.)	KU	617.8
GRAHN		553.5	Fox		620.3
Corey		555.5	Hanshaw		622.4
Mountain Top		556.7	WINCHESTER	W	624.4
Highland		558.6	Quinsensberry		625.3
Atlas		558.8	Nelson		626.5
OLIVE HILL	OV	559.4	Colby (PINE GROVE) ²		629.3
Hoblitzell		559.6	Tebbs		630.2
Parks		560.5	PINE GROVE (COMB'S FERRY)	CF	632.2
Limestone		562.8	CHILESBURG (ATHENS DEPOT)		634.8
Lawton (Berry)		563.8	Walnut Hill		636.1
Silica (Tygart)		564.2	Brighton (Cadentown)		637.9
Tavern Rock (Lawton Junction)		564.7	Sharon		638.6
ENTERPRISE	RS	565.7	Propane		639.3
Shay		566.8	LEXINGTON PASSENGER STATION (1968-71)		641.5
			NETHERLAND	NS	641.9

¹ The old Ashland station had call letters AK. Ashland Union Station (AC&I) had call letters AU. When the present station was built in the 1920s, it went by AU.

² The original station of Pine Grove was abandoned in the 1880s, at which time the name of Comb's Ferry was changed to Pine Grove.

STATION NAME	CALL	MILEPOST	STATION NAME	CALL	MILEPOST
LEXINGTON FREIGHT STATION	"7"	642.6	Pleasureville		692
(passenger station, 1957-1968)			Bellevue		694
LEXINGTON UNION STATION	VX	642.9	Eminence		696
(1907-1957)			Smithfield		701
LEXINGTON PASSENGER STATION	VX	643.1	Jericho		704
(1882-1907)			Lexington Junction		708
TRACKAGE RIGHTS			LaGrange		709
over Louisville & Nashville Railroad			Pewee Valley		720
Viley		646.4	Shelbyville Junction		723
[Narco]		649.2	Anchorage		724
Yarnallton		649.9	Ormsby's		726
Paynes		653.5	Woodlawn		729
MIDWAY	SU	657.0	Market Street		735
Spring Station		660.9	LOUISVILLE UNION STATION		736
Duckers		663.9	AFTER APRIL 1, 1896		
Jetts		666.4	(via Christiansburg cut-off)		
Cliffside	SF	671.3	SHELBYVILLE	SV	695.8
[Tunnel]		671.4	Scotts		699.7
FRANKFORT	F	671.6	[Fields]		701.7
West Frankfort		672.5	Simpsonville		703.7
Benson		677.3	Long Run		707.8
Hatton		680.5	Eastwood		709.5
Gath		681.0	Avoca		712.5
Bagdad		685.0	ANCHORAGE	B	714.9
Christiansburg (Lewis)	CB	687.5	Lakeland		715.7
PRIOR TO APRIL 1, 1896			St. Matthews	MA	721.4
Cropper's		690	[Crescent Hill]		722.9
			East Louisville	MN	725.2
			LOUISVILLE CENTRAL STATION	JA	726.9

The "fireless" locomotive #11 of the Ashland Coal & Iron Railway, pictured on the back cover of the September issue of the Newsletter, was the subject of considerable interest. First of all, it was not a fireless cooker in the true sense—the source of power was compressed air, rather than steam. The staff of *Extra 2200 South*, who set us straight on this, pointed out that this engine has no insulation on its "boiler"—a must for a steam locomotive of any type.

Compressed-air engines of this type, writes X 2200, originated in about 1880 and continued to about World War I. They also sent a picture and description of similar engines built by the H. K. Porter Company. "This design," says the Porter catalogue, "is especially intended for hauling a very large tonnage daily, on main entries or branch entries laid with very light rail, and for extra steep grades and quite sharp curves with hauls averaging say two miles and return trip at one charge of air. These locomotives run very steadily, are very easy on the rail, pass curves easily, and surmount grades as steep as are practicable for any locomotive on ordinary rail. They haul a greater tonnage and run a longer time

with less repairs and less lost time than any other mechanical haulage. The machinery is heavier, the bearings larger, and the weight greater than of steam locomotives of the same size cylinders."

As to the AC&I #11, it was built by Baldwin in July, 1896 (builder's number 14975). The cylinders had a 9-inch bore and 14-inch stroke, and the four drivers were 28 inches in diameter. The engine was constructed for use on 43½"-gauge trackage.

Where on the old AC&I could such an engine have been used? The compressed-air engines were designed for use in mines. Gene Huddleston speculates, "Perhaps it would have been used in a coal mine, although as far as I know the thickness of the seams mined in that section of eastern Kentucky was insufficient to permit the use of such bulky machinery. The only other possibility would be for use around iron furnaces, which was a principal business, I assume, of the AC&I. Clay mining, too, is a possibility, for I recall years ago a small railroad serving the firebrick clay mines in the vicinity of Aden, Kentucky."