



Busy Carrollton Railroad diesel at Fifth & Polk crossing, near office, right. In cab: Engineer J. E. Pryor; center, from left:

L. & N.'s J. A. Gruver; Carrollton R. R.'s Bob Booth; L. & N.'s W. W. Carter, W. J. McDonald; Conductor G. B. Taylor.



Plant Manager William M. Garmer, center, discusses collapsible-tube business of A. H. Wirz, Inc., with four railroaders named above.



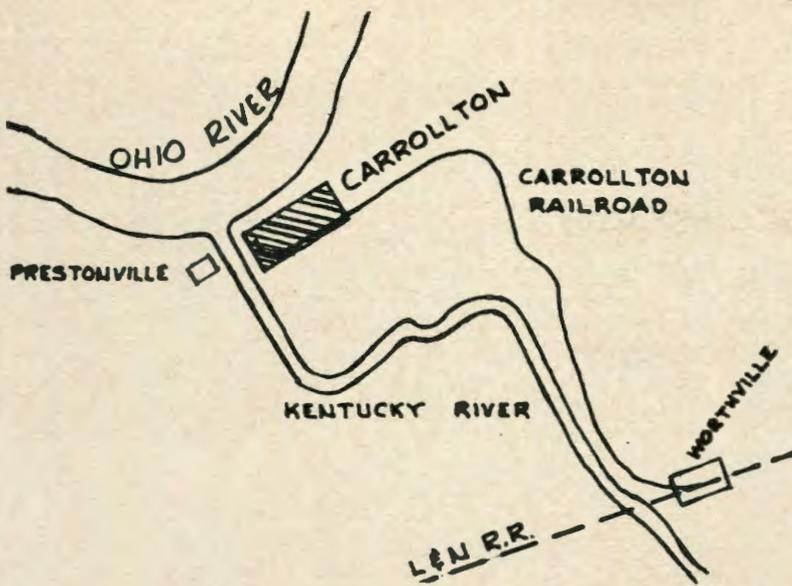
President J. G. Hamburg, right, Carrollton Cabinet Co., shows chairs to secretary, Mary Mifford; Mr. Booth.



Four railroaders, left, admire Eisen Bros. maple hutch-buffet, shown by General Manager Everett Knights; and, at right, Al Garrett, Jack Dickman.



Don Thomas, left, of Howard B. Rich, points as Fred Culver, rear, assembles aluminum ladder.



How city of Carrollton and its surrounding community obtain main-line service via the Carrollton Railroad's connection with the L. & N. at Worthville, Ky., is shown by map at left. Carrollton's site is at confluence of Kentucky and Ohio rivers. Worthville is on Cincinnati Division, halfway between Louisville and Cincinnati.

By *Martin J. RoBards*

Carrollton, Ky.

L. & N. "Cousin City," once removed

Just nine miles from the L. & N. main line, Carrollton, Ky., is both good customer and protege of the Dixie Line—thanks to the busy little Carrollton Railroad

A RECENT Dixie Line industrial-development advertisement stressed the merits of six flood-free commercial sites presently available on the Ohio River. Five of these choice areas—blessed with top transportation, labor, power and water facilities—are at Paducah, Owensboro, Hawesville, Cloverport and Doe Run, Ky., respectively. All are served directly by the L. & N.

The sixth site boasts 1,000 acres of top industrial land—near Carrollton, Ky., and the meeting of the Kentucky and Ohio rivers, on but above those waters; fronting on U. S. Highway 42, about equidistant from Louisville and Cincinnati. Finally, states the ad, this land has access by rail to all parts of this country. Actively promoted by the Dixie Line and its industrial department, the choice site and the city just west of it are located on a rail line that is a subsidiary of the L. & N., which provides it with main-line service.

Serving site and city is the short but busy Carrollton Railroad, certainly a close first cousin to the Dixie Line. This road—successor to the long-defunct Carrollton & Worthville which gave the community its first rail service beginning in 1905—came into being in 1930. The C. & W. had had serious financial difficulties in the '20's and was operated by a receiver from 1926 to 1929. The L. & N. acquired the physical property of C. & W. in 1930 and the "& Worthville" was dropped from the name. Today the Dixie Line owns all the stock, though the road maintains an entity of its own.

President W. H. Kendall of the L. & N. is also top officer of the Carrollton Railroad, with Robert L. Booth—vice president and treasurer of the line since November, 1932—serving as man in charge. Mr. Booth has been with the road some 43 years.

Despite such close ties with the L. & N., the Carrollton Railroad is referred to in the current station list by its individual name. Worthville, Ky., about half way between Cincinnati and Louisville on the Cincinnati Division, is the point of system interchange for L. & N. and Carrollton rail traffic.

The advertised boast of the little road's service via the Dixie Line is no Madison-Avenue dream. Though the Carrollton has only 8.8 miles of main track and 1.89 miles of side track, its freight service is excellent. The 3,500-population city of Carrollton has full advantage of the L. & N. main line, thanks to busy 1200 h.p. general-purpose diesel unit No. 2294, owned by the Dixie Line, leased to the Carrollton Railroad. On regularly scheduled runs, this diesel shuttles between Carrollton and Worthville. Both incoming and outgoing cars carry a surprising variety of commodities, evidence of the area's prosperity and healthy industrial diversification. Pictures and text of this short article can but point briefly to major factors of the economy and the pleasant civic picture presented.

Laid out in 1794 on a flat plain just east of the meeting of the Kentucky River with the Ohio, Carrollton was first named Port William. In 1838, when Carroll County was carved out of Gallatin County, the town was re-named Carrollton, in honor of Charles Carroll of Maryland, one of the signers of the Declaration of Independence. Near the center of Carrollton stands the historic and picturesque Carroll County Court House, shown on page 13.

As county seat and as a busy river town located at the joining of two major streams, Carrollton was a busy commercial center in its early and intermediate history. Today the city is no longer "tied to the rivers"—as one historian once stated the situation—but has a varied industrial complex.

CARROLLTON *Continued*

Vice President and Treasurer Robert L. Booth, left, talks Carrollton Railroad business with short line's agent, Frank J. Moorman. L. & N. owns all stock in the small railroad, but line maintains its own entity as separate operation.



Closely linked to the area's agriculture are Carrollton's tobacco-handling facilities. Ranked as one of Kentucky's top four in the sale, storage and handling of green burley tobacco, Carrollton benefits both from furious seasonal activity and from over-the-year, steady employment. Prominent in the field are: the *Carroll Storage Company*—warehousing; the *Carrollton Redrying Company*, which furnishes its several processing facilities to some of the nation's top tobacco concerns; and three tobacco firms—*American Suppliers, Inc.*, *R. J. Reynolds* and *Southwestern Tobacco Company*—which maintain their own rehandling facilities.

A major Carrollton employer is *Eisen Brothers, Inc.*, operating a sizable plant which turns out beautiful maple living-, bed-, and dining-room furniture. The Eisen firm has been running this plant—built some while ago—for two years and presently employs about 200 workers.

Smaller in size, but growing right along is the *Carrollton Cabinet Company, Inc.*, which specializes in making modern chairs, occasional furniture, and stereo hi-fi and intercom cabinets. Only two years in operation, this company is proud of the wide distribution of its products through a large New York firm. Carrollton Cabinet has only 21 employes at present, but is planning to expand its facilities.

Another busy, modern plant is that of *A. H. Wirz Company*, which makes collapsible tubes. Plant Manager William M. Garner points out that employes now number 130, working on three shifts.

In the relatively new field of inorganics and organometallic chemistry is the Carrollton plant of *Metal & Thermit Corporation*, whose headquarters are at Rahway, N. J. This impressive, \$3.5-million structure, opened in 1958, is one of the area's finest. At its Carrollton location M. & T. produces various tin chemicals. The firm has plants in several American cities and is in seven separate fields—chemicals, ceramics, welding, plating, coatings, minerals and detinning. The M. & T. plant at Carrollton employs around 50.

Though not exactly an old organization, *Howard B. Rich, Inc.*, feels that it has "been around quite awhile," according to young Vice President Don Thomas. Manufacturer of wood and metal ladders, the Rich firm has been in Carrollton 16 years. The hemlock and fir used in its wood ladders come

Left: Choice 1,000-acre industrial site, short distance from Carrollton, is now available. *Below:* On grounds of Metal & Thermit Corp., brief industrial-prospects meeting is held. *From left:* L. & N. Division Freight Agent W. J. McDonald, Louisville; Carrollton Mayor C. W. Webster; L. & N. Industrial Agent W. W. Carter; M. & T. Plant Manager Arthur A. Mandell; Dr. Harry J. Flotemersch, president, Carroll County Industrial Foundation; E. R. Wallace, district manager, Kentucky Utilities; L. & N. Traveling Freight Agent J. A. Gruver, Louisville; and Carrollton Railroad's Bob Booth.



all the way from the West Coast and Canada. The company, which keeps around 40 workers busy, is especially proud of its aluminum-ladder-building department, a growing segment of its over-all operations.

The *Standard Materials Corporation*, with headquarters in Indianapolis, deals in sand and gravel in the Carrollton area. The company expects to move around 100,000 tons of its products by rail in 1962. This business will prove a boon to the Carrollton Railroad as well as to the L. & N., since our lines will be the principal carriers to destination of this increased production.

Besides commercial advances in recent years, Carrollton and its surrounding community are proud of civic achievements: a fine new hospital; excellent high school; public and parochial elementary schools; and, in the planning stage, a county high school.

Now under construction at nearby General Butler Memorial State Park (a prime area attraction) are a 25-room hotel and a nine-hole golf course. The park also has a well-stocked fishing lake. Adjacent to the park is Camp KYSOC, operated by the Kentucky Society for Crippled Children. This unique resident camp is the first of its kind for physically handicapped and blind children in Kentucky. Operated on a limited basis last year, Camp KYSOC (to which L. & N.'ers have given some direct financial support) expects to open its doors to many children this summer. Besides its fine location, excellent

transportation and water advantages, Carrollton, then, is a good place to live.

Veteran residents such as Carrollton Railroad's Bob Booth are joining the so-called "younger generation"—Mayor Charles W. Webster, Dr. Harry J. Flotemersch, president of the Carroll County Industrial Foundation; and business leaders—in a campaign to attract new concerns to the area. In this endeavor these men are joined by the Dixie Line in the persons of W. W. Carter, industrial agent; W. J. McDonald, division freight agent; and J. A. Gruver, traveling freight agent—all working out of Louisville; Cincinnati Division Superintendent **M. R. Black** and his staff, Latonia; and others.

Right now a lot of effort is being put forth to promote the 1,000-acre industrial site mentioned at this article's outset. The aforesaid Carroll County Industrial Development Foundation has been formed to interest outsiders in coming to the community, perhaps locating on this or some other desirable site.

The spirit of community cooperation is running high. In each weekly issue of Carrollton's lively *News-Democrat* there is word of further area progress. The new firms are doing well; the tobacco business—the old standby—is very strong. Last year, as one example, 22 million pounds of Kentucky burley went through the facilities of the Carrollton Redrying Company. And the future of the community—tied closely to the Carrollton Railroad and the Dixie Line—looks good indeed.



Above: One of community's newer and most useful structures is Carroll County Memorial Hospital, which serves Carrollton and surrounding area. *Left:* One of the oldest, most revered landmarks is the Carroll County Court House, which stands at the center of town square. It was built in 1884. Chief recreation attraction of community is General Butler Memorial State Park, located just outside Carrollton, with many outdoor attractions. Currently a 25-room hotel and a nine-hole golf course are being added.

Right: L. & N. and Carrollton Railroad men watch at left as truck unloads sand from Standard Materials Corporation operations at Carrollton. Sand is being conveyed by belt to Dixie Line car, left rear. This corporation is having one of its busiest years.

