Northern Kentucky Views Presents:

Progress Report

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The L & N Magazine

By Lou Nash
Photos by C. Norman Beasley

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PROGRESS REPORT

With most of the grading done, the Dixie Line's latest super freight yard, at DeCoursey, Ky., has about reached its half-way marker

JUST stick to the facts, Ma'am!"—the terse demand of TV's Sergeant Friday of a few seasons ago—urged brevity. So does a picture story like this one.

But *the facts themselves* are rather picturesque, so far as the L. & N.'s latest super freight yard, now a-building, is concerned. Located at DeCoursey, Ky., in an area that has served as an L. & N. freight yard since 1917, the new facility promises to be really "somethin'."

Figured to cost an estimated $11 million, the DeCoursey project was started in the spring of 1960. By early winter, 1961—when the pictures on these pages were made—nearly all the grading had been completed, as well as much other work. A lot remains to be done, however, in order for the yard to be finished by sometime in 1963.

By Lou Nash

Photos by C. Norman Beasley

Come spring, the Spike Master—*pictured on page 12*—will be worked hard in the mass production of 39-foot track panels. These pre-fabricated lengths of trackage are to be joined by others being taken up on the Birmingham Division and at various points. All this track will ultimately be laid (in a unique way, to be discussed in a future article) at DeCoursey. About 56 miles of additional track is to be constructed.

The completed yard will have 89 tracks, space enough to accommodate 7370 standard freight cars. Maximum working capacity of the strategic yard is 7,000 cars daily.

The tracks are to be utilized as follows . . . Four tracks for southbound receiving will hold 838 cars; 20 existing tracks for northbound classification will admit 1393 cars; 20 no-bill storage tracks —863 cars; eight for northbound receiving—1310 cars; 11 for northbound departure and empty storage—1795; 24 southbound-classification tracks—1171 cars; and four open tracks.

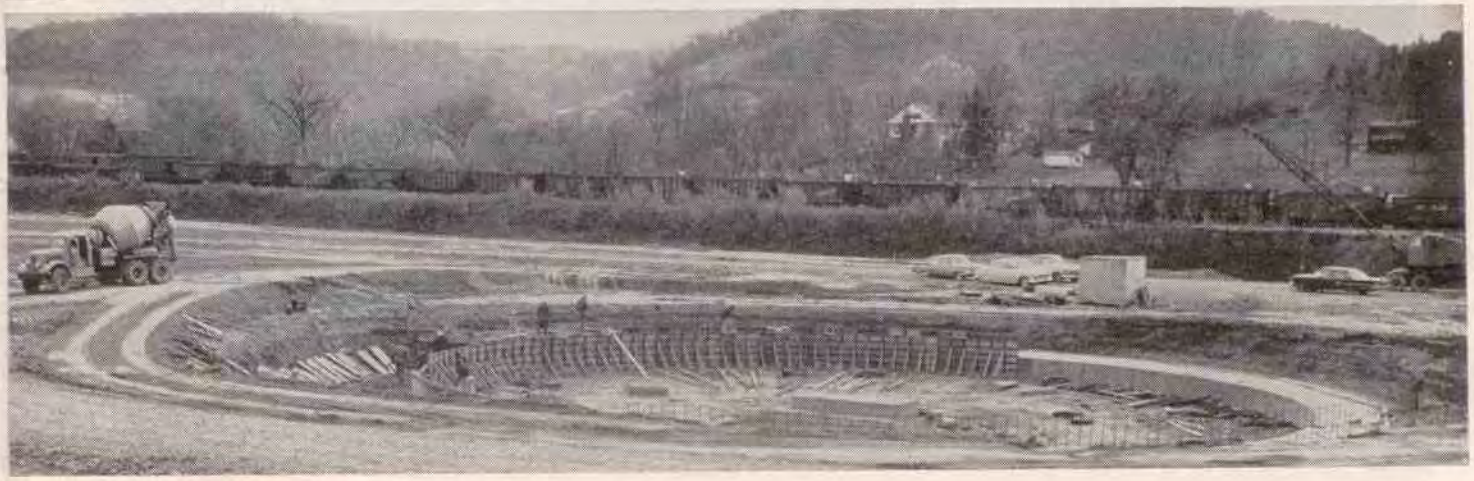
Besides the great amount of carefully planned track for classification and other car handling, the new DeCoursey Yard will boast the latest and best equipment of various types. At the present time, quite a bit of "inside" work is being progressed, notably the pre-wiring of relay cases. Communications and signals of all kinds are being carefully planned.

Some of the yard's special features will include: manually operated southbound retarders; flood lighting for ease of night operations; retarder and yardmaster's towers; remote-controlled interlocking, with power switches at yard entrances and exits. In the plans, too, are freight-car-repair facilities and a modern diesel shop with locomotive

Right-center photo: At time of installation, pipe underpass for diesel locomotives, *on right,* was largest of its type in world. It is 168 feet long; 26 feet, five inches high; 21 feet, seven inches wide. Yet it is fabricated of galvanized copper-bearing pure iron just *nine-thirty-seconds of an inch thick!* Smaller vehicular underpass on left is made of same material, developed by Armco Drainage & Metal Products. *Immediate right photo:* Turntable with center pivot pedestal.

Looking either to the north, as did the camera's eye when the photo *at left* was taken; or south from the hump, the viewing direction of the *right* picture, new DeCoursey, Ky., Yard conveys a feeling of great expanse. And it *is* big. When completed, sometime in 1963, the yard will embrace about 415 acres of land. By the end of 1961, 90% of the grading was completed, with giant equipment such as that shown in these pictures moving earth and rock. Work on project started in spring, 1960.

T *on new DeCoursey Yard*



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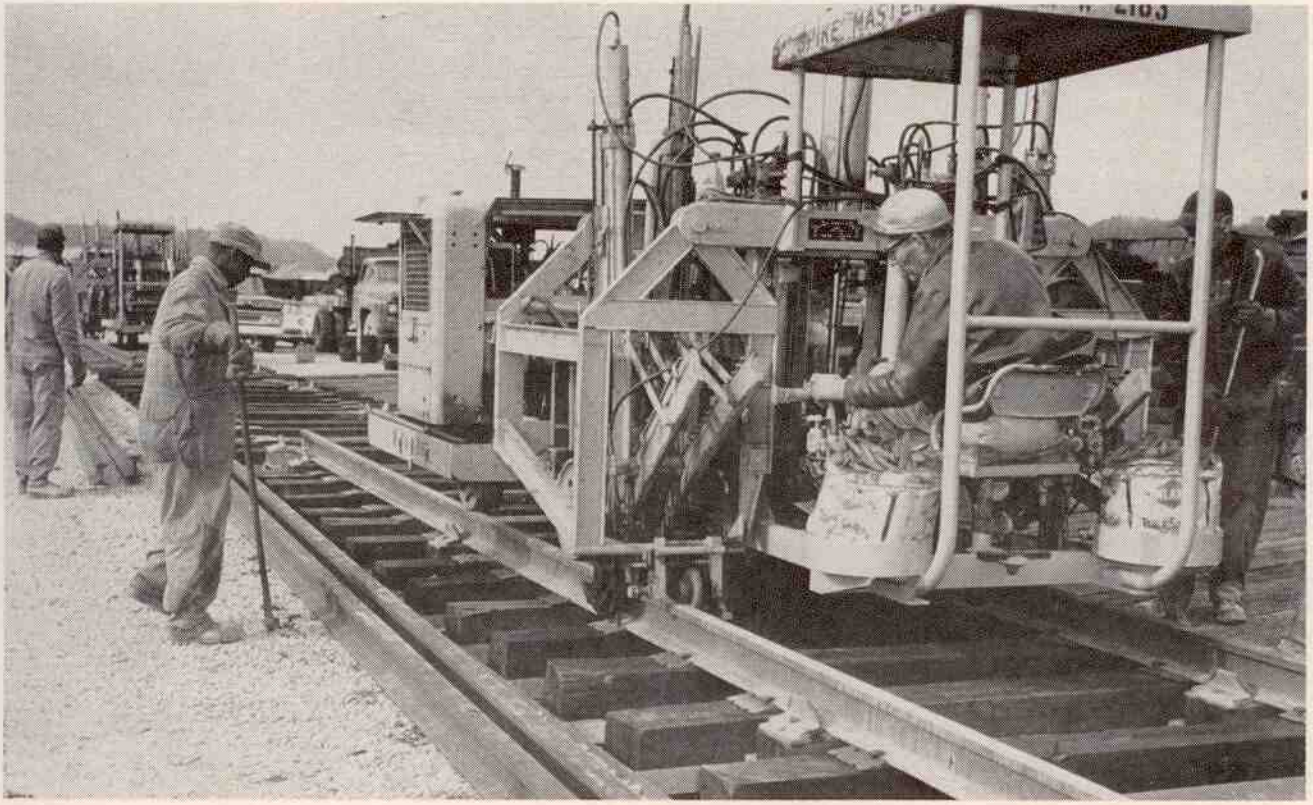
serving platforms and pits. Other features of the yard will be disclosed in future Magazine articles.

For the rest of the construction story to date, we recommend a thorough reading of the various photo captions.

As for the personal aspect, a corps of L. & N.'ers—some "transplanted" from other locations—has been assembled and assigned to the DeCoursey project. Specialists in the various engineering fields have been called in as need for their particular talents has arisen. Some have been on the job nearly two years now. These men work as a unit, collaborating with Cincinnati Division forces in progressing the new yard with a minimum of interference with the current operations.

Overall supervision is being handled by Engineer of Construction N. C. Kieffer, assisted by Supervisor of Construction W. A. Reade; Supervisor of Communications and Signals Harold Dorsey; Assistant Supervisor of Communications Jack Tinsley; Resident Engineer R. P. Hadden and others.

Traveling Accountants J. A. Bergkessel and O. W. Steffey of the auditor of disbursements office, Louisville, are assigned to the DeCoursey job, keeping record of all material and labor expenditures on the multimillion-dollar project.



Above: **Close-up view of work progressing on turntable gives some idea of both machine and hand work needed for such construction. Also note great size of concrete mixer in background. Before project is complete, 2.8 million cubic yards of earth and rock will have been moved. Many materials, metals, concrete—as well as technical equipment—must be bought and installed.** ***Below:*** **Track pre-fabrication in action. Operating *Spike Master* is W. G. Wynn, as men on ground assist as needed. Machine is making 39-foot panels of track to be transported to site of permanent use when required. Another view of this operation is on front cover.**

Above: Laying cable to interlocker is made a simpler operation, thanks to remarkable machine. As Signalman G. H. Webster operates tractor (Fordson Trench Hog) and Signal Foreman J. J. Hacker, *right*, helps direct operation, machine "back fills" over cable laid by signal department employes. The same tractor, using a different attachment, had earlier dug trench it is now filling. Devices such as this have cut down on much heavy work which was once performed manually; are saving manpower for special-skill duties.

Above: Telephone Installer W. D. McGill is shown testing new communications equipment. DeCoursey Yard will have the latest in this field: numerous telephones; talkback and paging speakers; and radio.

Another machine—O'Bear Rail Saw—is performing valued service. Sam Sturgill, *left*, demonstrates saw as Supervisor of Construction W. A. Reade and William Robinson, *right*, watch.