

FREIGHT CARS

JOURNAL N^o 63



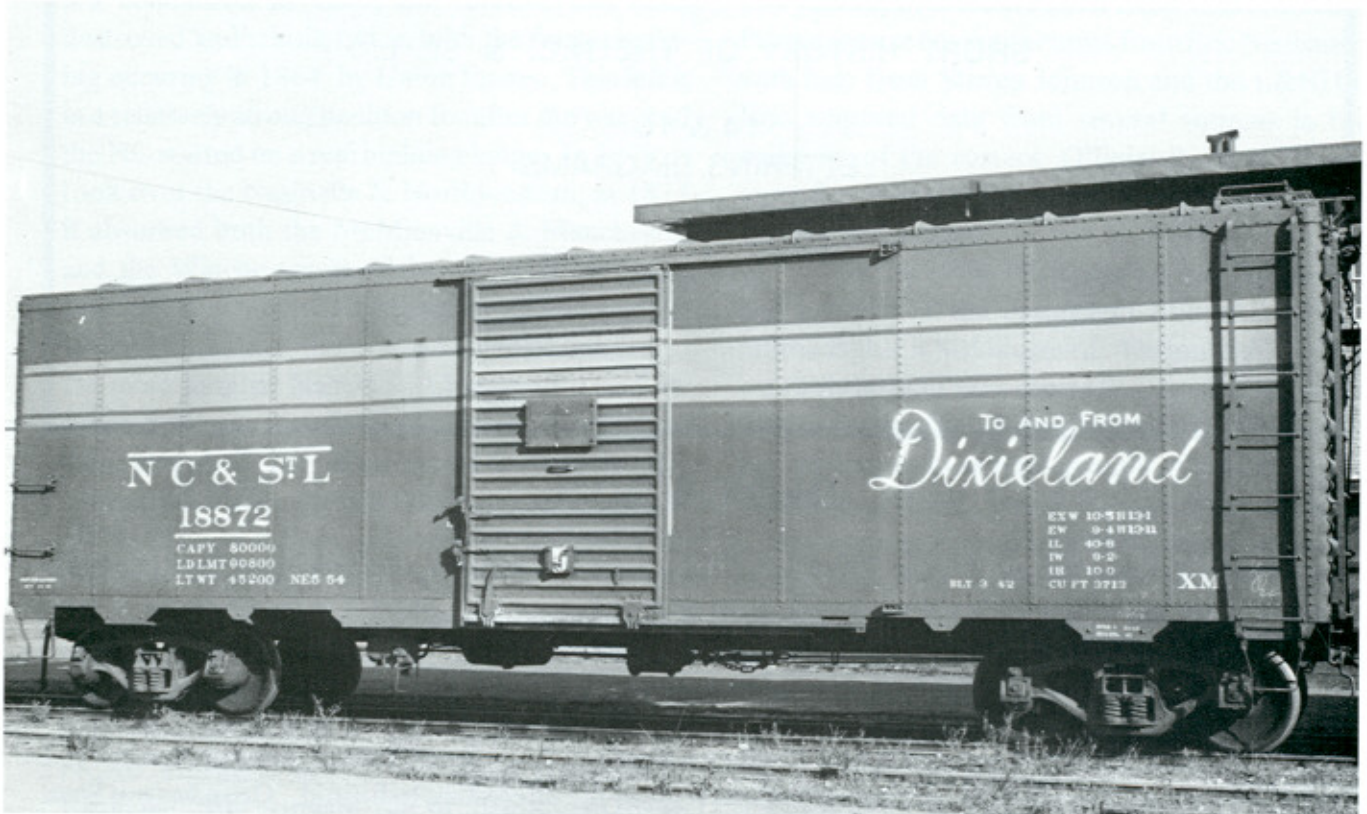
NASHVILLE, CHATTANOOGA & St. LOUIS RAILWAY

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THE NASHVILLE, CHATTANOOGA & St. LOUIS RAILWAY



- ABOVE: Built to the AAR 1937 design by Pullman, car 18872 was found in San Francisco in February of 1955. *photo courtesy W.C. Whittaker*
- COVER: Showing off her lines in this Pullman-Standard builder's portrait, N.C.&St.L 19399 is quite the classic. *photo courtesy The University of Louisville*

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by JAMES KINKAID

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DEDICATION

This issue is dedicated to all of those "Dixie Line" folks, past and present, who combined their talents to make this one of the more interesting Railroads to be found.

ACKNOWLEDGEMENTS

The Nashville, Chattanooga and St. Louis Railway was one of those lesser known railroads that proved to be, upon closer examination, a railroad that was really quite interesting to behold. There has not been any kind of a real accounting of the freight car fleet on this railroad that we are aware of, and locating the necessary information has proven to be a most interesting endeavour. I have had to rely pretty heavily on some very nice people, and I would like to thank them here if I may:

Howard Ameling
Craig Bossler
Lon Coone
Rich Burg
Ed Hawkins
Steven Johnson
Gavin Matlock
M.D. McCarter

Eric Neubauer
Al Westerfield
Charles Winters
Chuck Yungkurth
American Car & Foundry
The Louisville and Nashville Historical Society
The University of Louisville
The Smithsonian Institution

I would also like to extend particular thanks to Mr. Charles Castner. Charles has the very tough job of trying to get all of the L&N historical information sorted out for the University of Louisville, to be preserved for future usage. Thanks so much for your time, Charlie!

BACKGROUND

In 1845, the Nashville and Chattanooga Railroad was first organized, to run from Nashville, TN. south. However, actual track laying did not occur until 1848. By 1855, the "NC" was growing, with the absorption of the Hickman & Obion. In 1860, the Civil War intervened, and by its conclusion in 1865, the railroad had been destroyed and rebuilt twice, with the final rebuilding occurring in 1864, by Union forces. This left it in a relatively strong position for after the war, and the NC started on a real building binge. In 1870, it took over the Nashville & Northwestern; in 1871 it absorbed both the McMinnville & Manchester and the Winchester & Alabama; in 1873 it also acquired the Nashville, Memphis and St. Louis. With this addition, the railroad's name changed to the more familiar Nashville, Chattanooga and St. Louis Railway. Continuing to grow, the railroad then absorbed the Western and Atlantic, the Sequatchie Valley and the Tennessee and Pacific in 1877. (The W&A was probably most famous for the great "locomotive chase" during the Civil War.)

In 1879, the Louisville and Nashville had become aware of how strong the NC was becoming, and by virtue of threatening to build a parallel line, assumed control of the railroad, though the NCStL's general offices and shops remained in Nashville. Still growing, the NC then acquired the Duck River Valley, a narrow gauge road, in 1887, along with the Tennessee Coal and Iron Railroad that same year. The TC&I RR was the road of the car builder by the same name, which was located at Tracy City, TN. This railroad, also a narrow gauged line, was standard-gauged in 1886. In 1891, the Paducah, Tennessee and Alabama was taken over; in 1892 the Nashville and Tuscaloosa also was brought under NC's control. This was another of those narrow gauge railroads, and was initially leased by the NC in 1878. And finally, in 1893, the Tennessee Midland was taken over, producing the 1259 route miles of the Nashville, Chattanooga and St. Louis railway, nicknamed "The Dixie Line".

ROSTER INFORMATION

In support of this issue, we've supplied four rosters: circa 1900; the 1922 roster, which was during the general renumbering of that period; a general roster of equipment from 1947-57; and the renumbering from the NCStL over to the L&N. Because the older rosters involve cars from over 100 years ago, there are most likely inaccuracies. Primary roster coverage comes from Eric Neubauer, with help from Steven Johnson and the L&NHS. Eric acquired data from several sources in the make-up of the rosters: Official Railway Equipment Registers, ICC reports, railway trade publications, and others.

By the 1900-1910 time period, the NCStL had assimilated the equipment from the various railroads that it had acquired. Undoubtedly, many cars only lasted a very short time, mostly due to the weak construction and materials of the time. By this period, only several groups of cars from the predecessor roads could be accurately defined. Cars also came from at least two equipment "lines" of the time, The Southern Iron Car Line, (SICL), and the South Eastern Line, (SEL) These "lines" were car lines that supplied freight cars to a pool of member railroads, (the Empire Line, of Pennsy heritage, is probably the most visible example). For example, the SEL was advertised as routing its cars over the following railroads: Cincinnati, Hamilton & Dayton; the L&N; the Southern Railway; the Port Royal & Augusta; the Georgia Railroad; and the Nashville, Chattanooga and St. Louis Railway.

In the early part of the century, there were no "big" freight car builders-but there were a great many smaller ones. In the notes at the ends of the rosters can be found the listings of all known applicable car builders, some probably familiar and some probably not. The NCStL employed a quite fancy paint scheme on many of their boxcars in later years. These cars were freight car red with yellow stripes and lettering. The railroad also originated the slogan, "The Dixie Line", which was

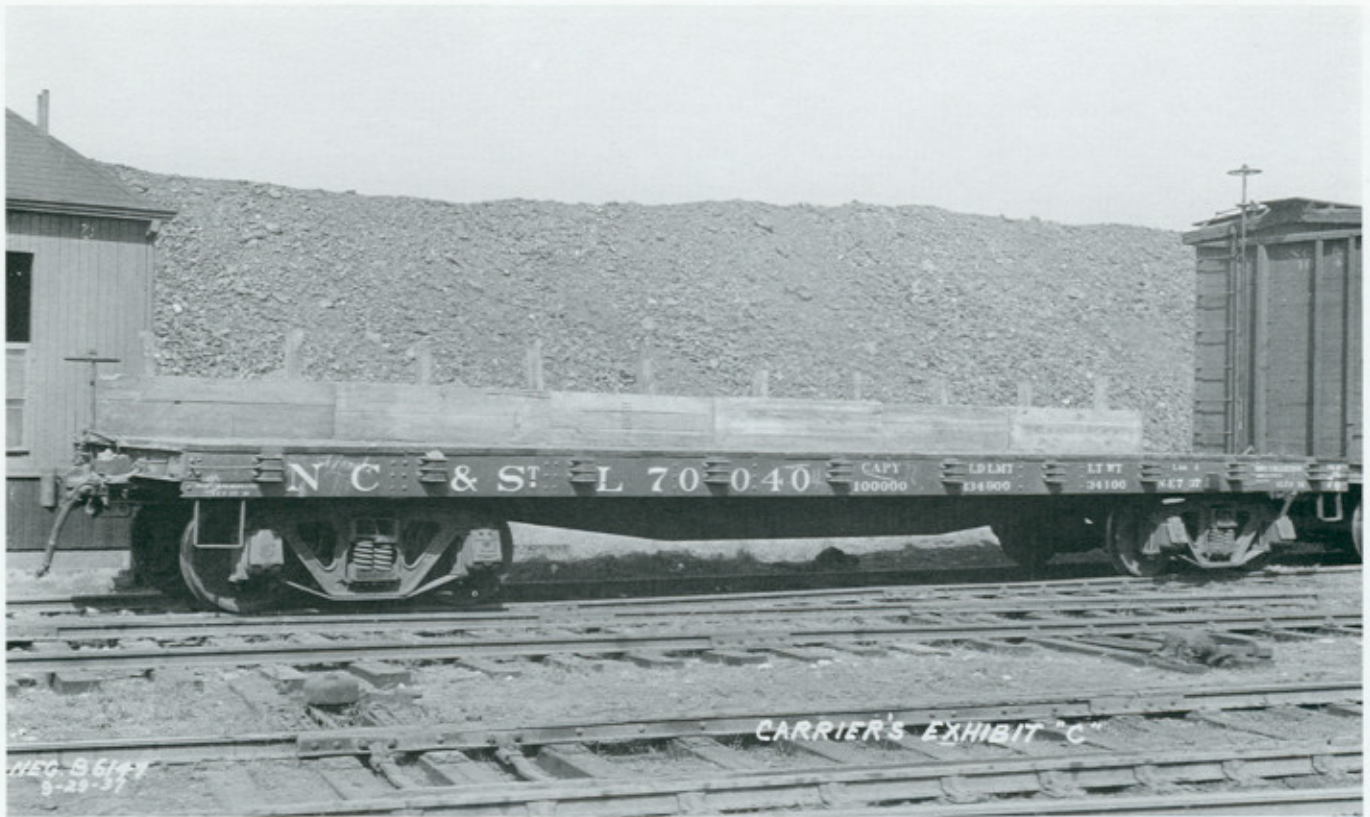
utilized quite extensively by their parent road, the L&N. Another noteworthy feature of the NC was the fact that they assigned their own class system to the various cars. Although it is not known at present if all cars were to be classed, those that are known are presented in the 1947-57 roster. Some of the boxcars were simply classed as "XM", instead of an XM with a sequential number. When the railroad began buying the LO type of covered hopper in the 1950's, at first they began to differentiate between the various orders with differing class numbers, but gave up on this order quite early. Either there wasn't enough differences between the various cars to justify new numbers, or perhaps with the looming takeover by the L&N, the railroad simply didn't feel it to be a worthwhile effort.

In 1957, when the NCStL was formally taken over by the L&N, the better equipment was assigned into new number groups within the L&N system. However, few cars were repainted, espe-

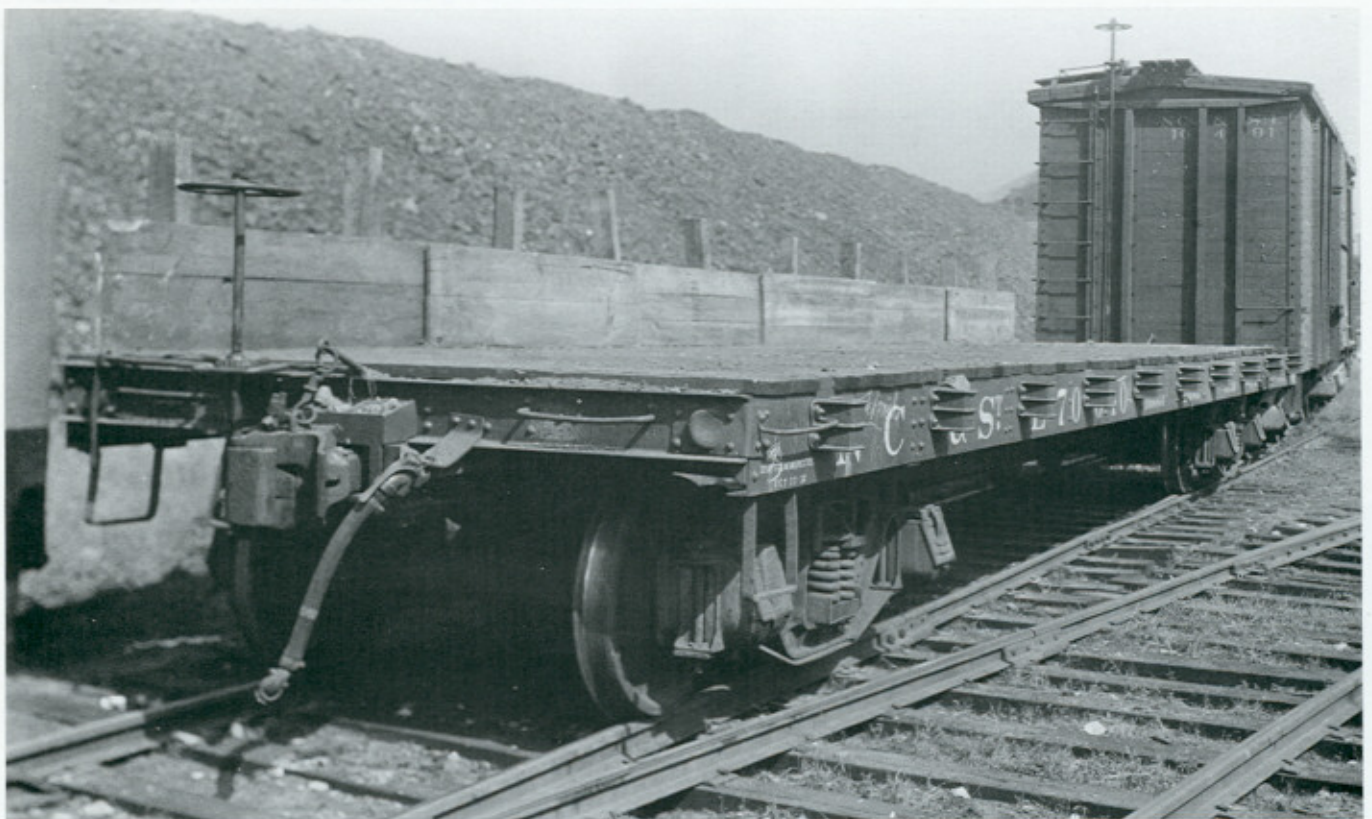
cially at first. Twenty six years later, when the L&N was incorporated into the Seaboard system, there were still 38 cars that had not even been remarked with L&N reporting marks, much less repainted. Unbelievably there is still one car left on the CSXT roster in the original paint and markings of the NCStL: 40 foot boxcar 22524. The company computer still has this car as "loaded" even though it is in MofW service, at Bruceton, TN. Though still recorded as loaded, it sits in a dead line: after it's MofW service stint, it had never been swept out, so could not be transferred into empty status. (Should it ever get cleaned, and therefore transferred into the empty status, surely it's days would be over. If this occurs, wouldn't it be so nice of CSX to donate it to some historical entity for preservation?) So, after all of these years, the Nashville, Chattanooga and St. Louis Railway lives on, even if only via a single freight car listing in the Official Railway Equipment Register.

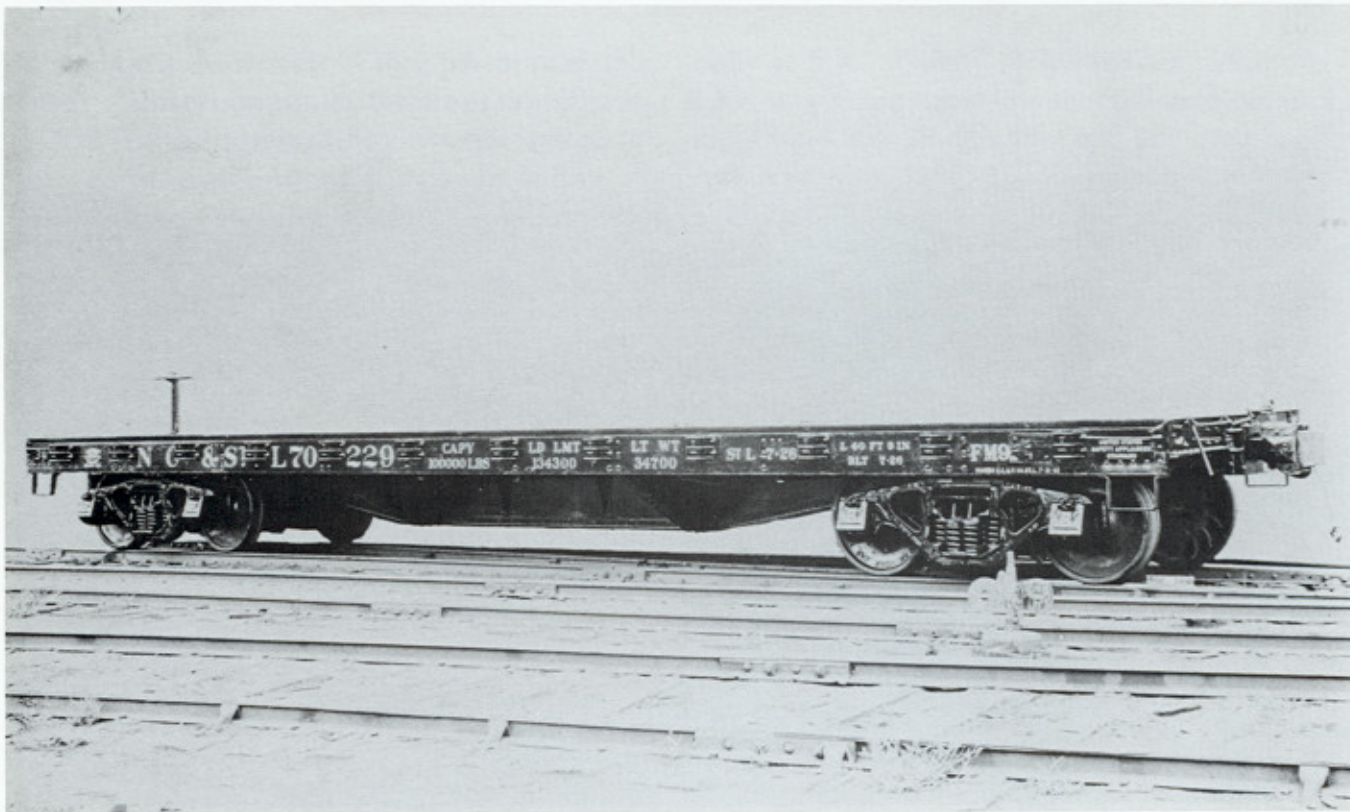
NC 70138, an ACF product of 1923, was very similar to the later group of cars built by them in 1926. These later cars, class FM-9, are the prototypes for the Gould HO kit, and are very similar to other cars made for the TP and CN railroads. *photo courtesy Ed Hawkins and the ACF Company.*



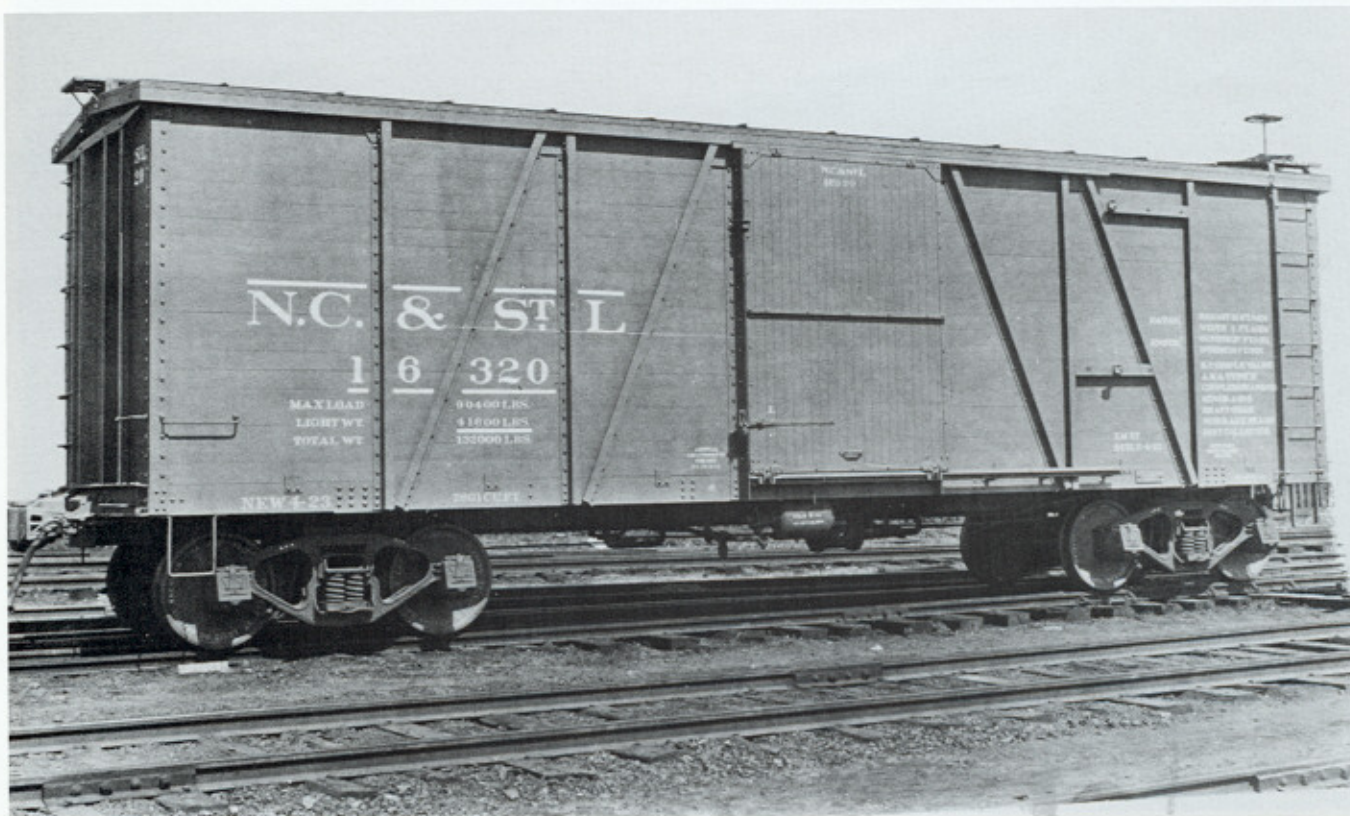


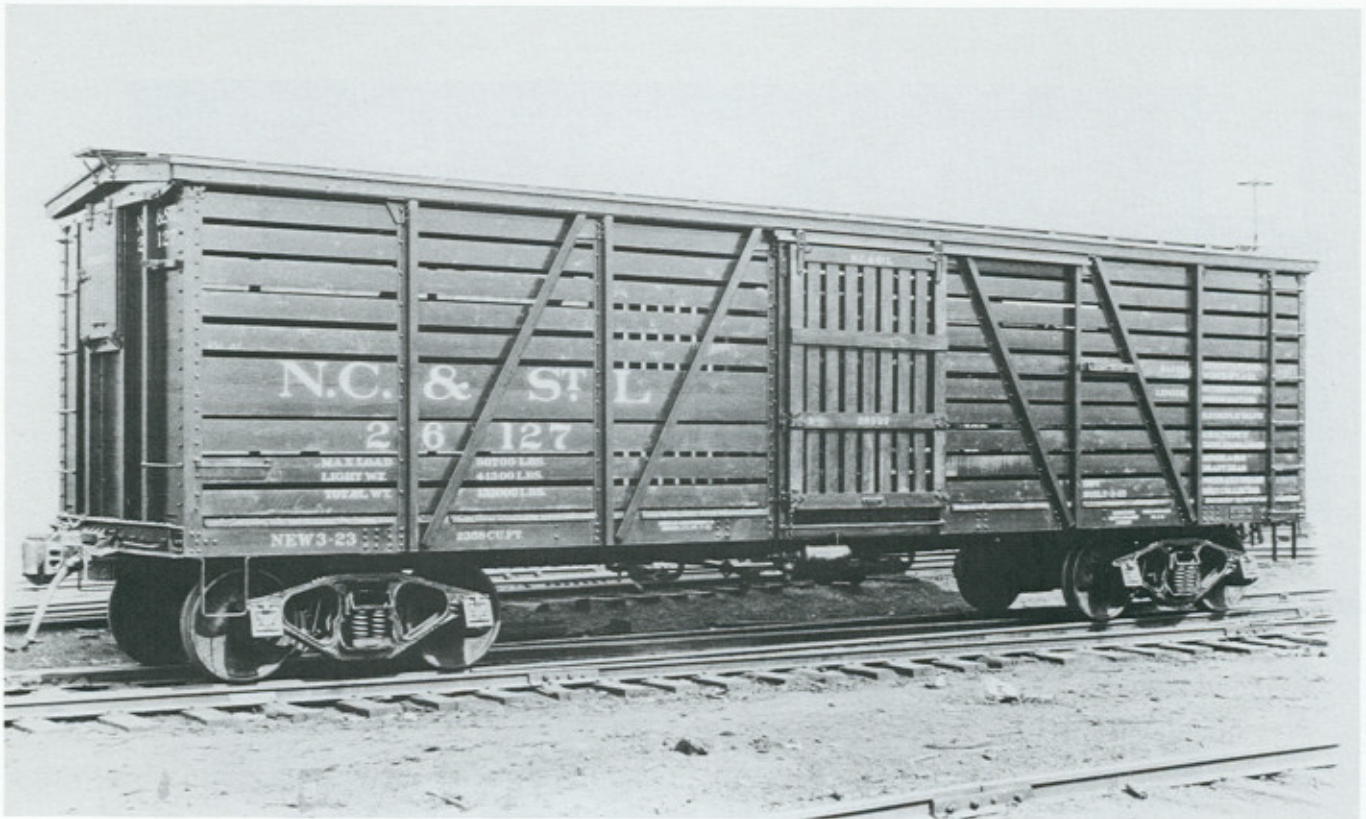
Flatcar 70040 is also an ACF-built car, made in 1912. These two views clearly show the differences in build design from the later 1920's ACF cars. Also note the ten stake pockets on this car versus the 12 on the later cars. Not much else had changed though, excepting of course the arch bar trucks. *photos courtesy the University of Louisville*





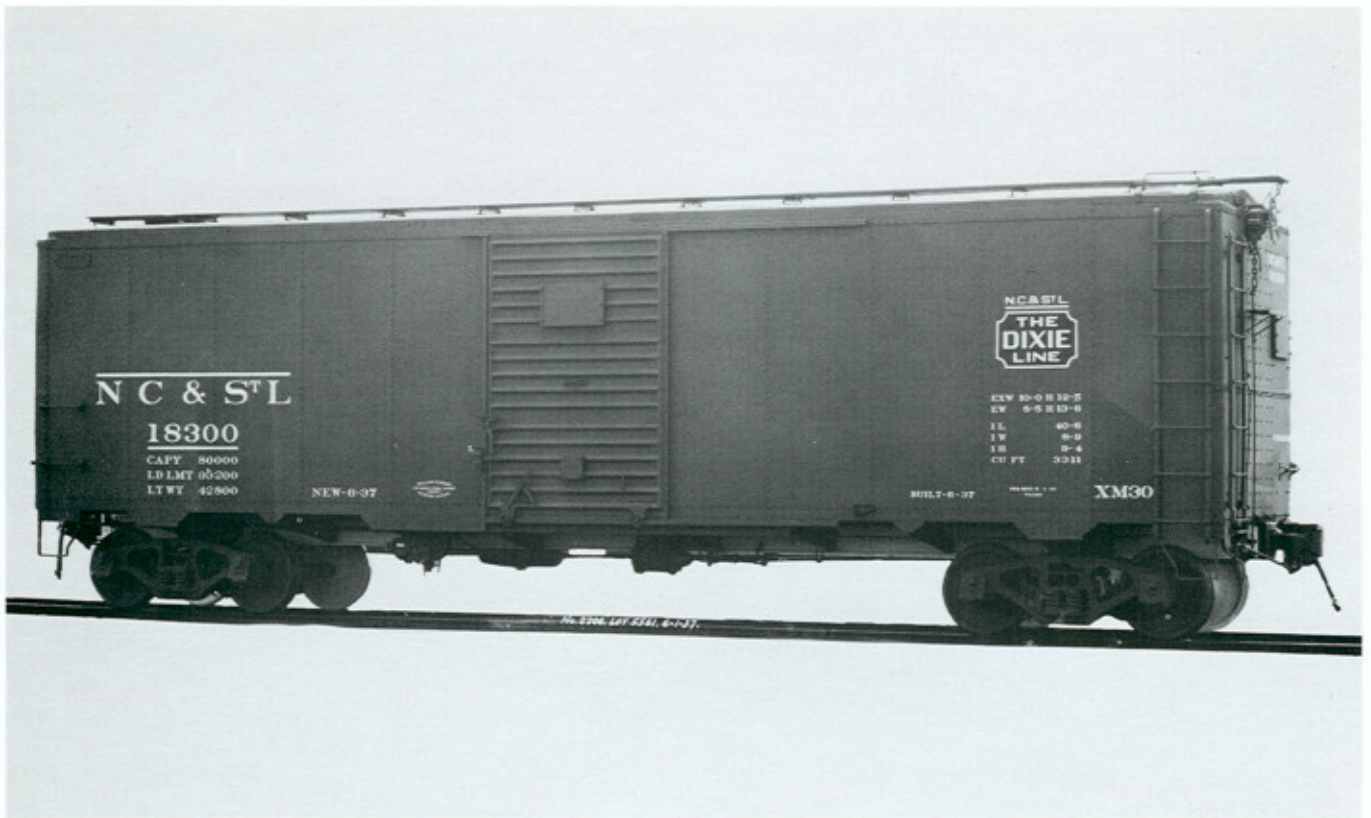
TOP: NC 70229. This is the car that Gould patterned their molds after. Built by ACF in 1926, drawings of this car may be found in the 1931 Car Builder's Cyc., or the reprint in the Train Shed Cyc. #46. *photo courtesy Ed Hawkins and ACF* BOTTOM: NC 16320 is also an ACF design from 1923. Road class XM-27, it was built at St. Louis, as lot number 9384, a 500 car order. These cars were painted in a boxcar red scheme. Stencilling was likely white. *photo courtesy Ed Hawkins and ACF*





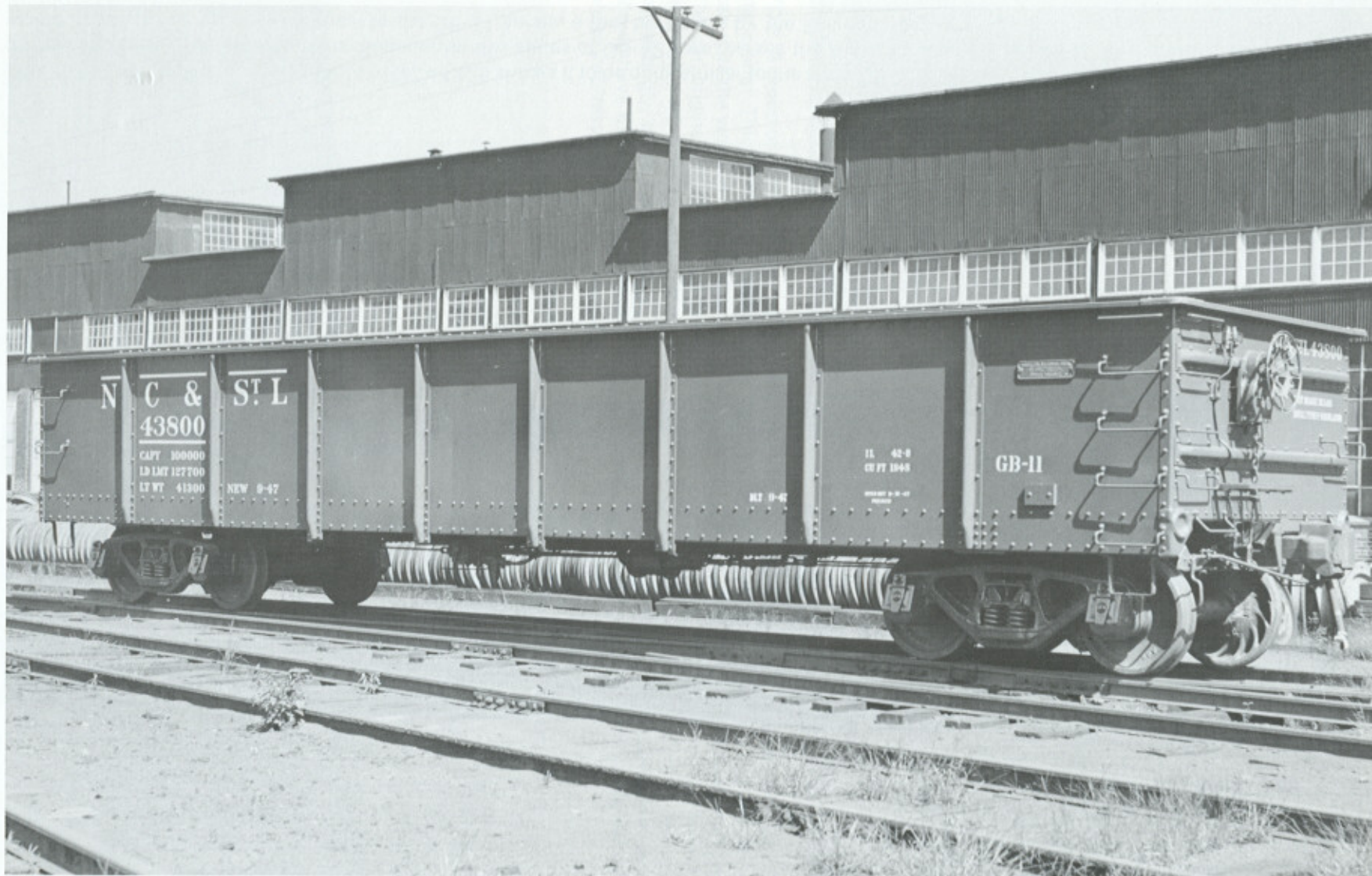
Stock car 26127 is from American Car and Foundry, part of their lot 9385. Railroad classed SM-2, this car was part of the series 26000-26149. Probably the biggest surprise about these cars is that five of them managed to survive long enough to be transferred into the L&N series 19495-19499 during the 1957 renumbering. It is unknown whether these cars actually were still on the rails, or whether this was just a paperwork exercise. *photo courtesy Ed Hawkins and the ACF Company* BOTTOM: NC 20472 definitely appears top-heavy due to the narrow truck spacing. This car was built in 1909 as part of the 13500-15099 series, and was rebuilt in 1940. These cars were railroad classed XM-32, though not so stencilled on this car. *photo courtesy Chuck Yungkurth/Rail Data Services*



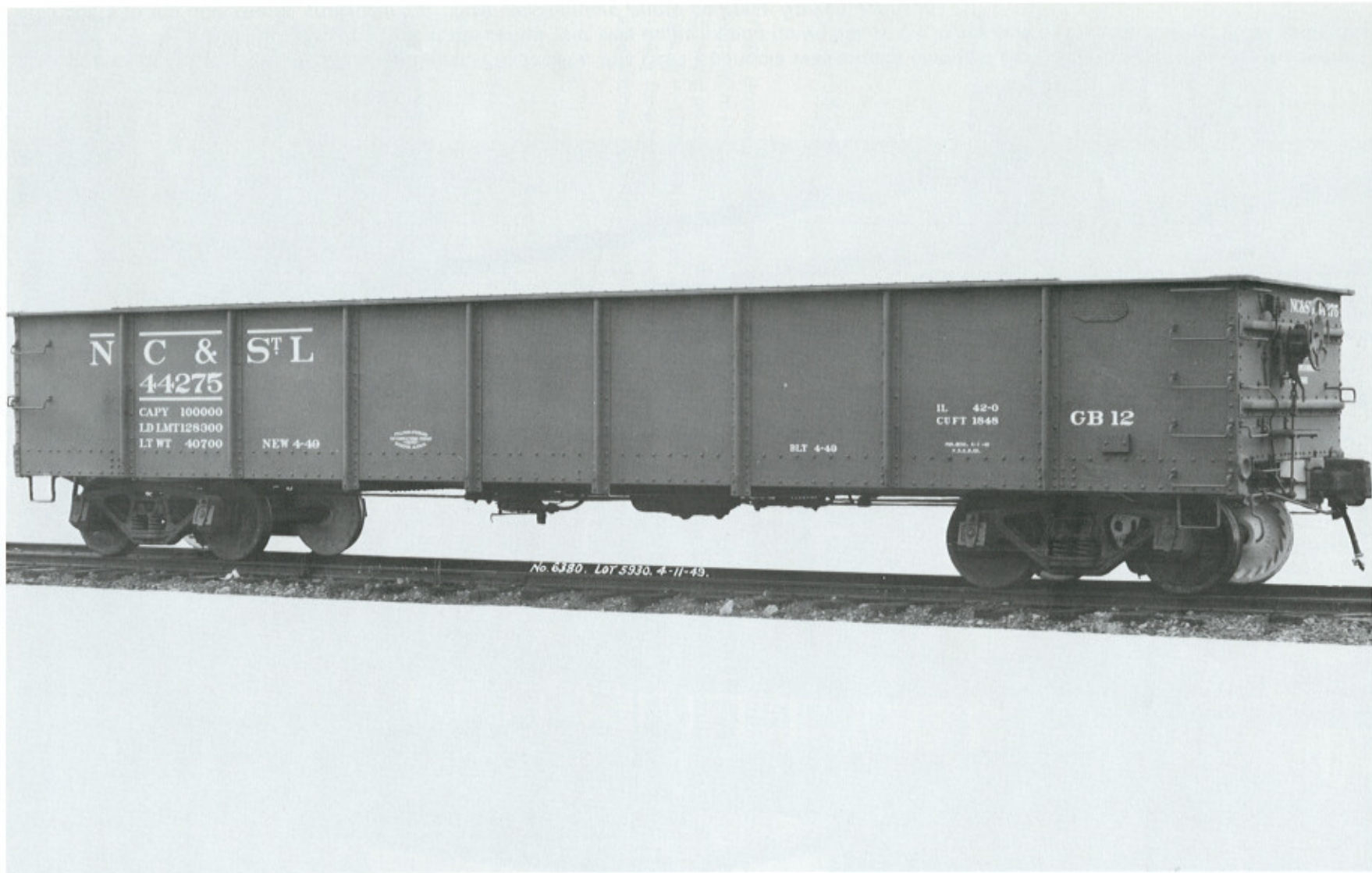


TOP: Boxcar 18300 was one of 500 cars built by Pullman to the AAR 1932 design. Built in 1937, they were from Pullman's lot 5561. The paintwork on this car is very similar to that shown in the lower stenciling drawing on pages 16-17. *photo courtesy The Smithsonian neg # 2206 frame 43617* BOTTOM: NC 42400, rebuilt in 1939 at Nashville, is a class GK-6 car. Built originally at ACF in 1919, these cars were rebuilt thru 1940, for a total of 200 cars. Notice the tiedown anchor holes and reinforcement plates alongside the top side chords. *photo courtesy The University of Louisville*

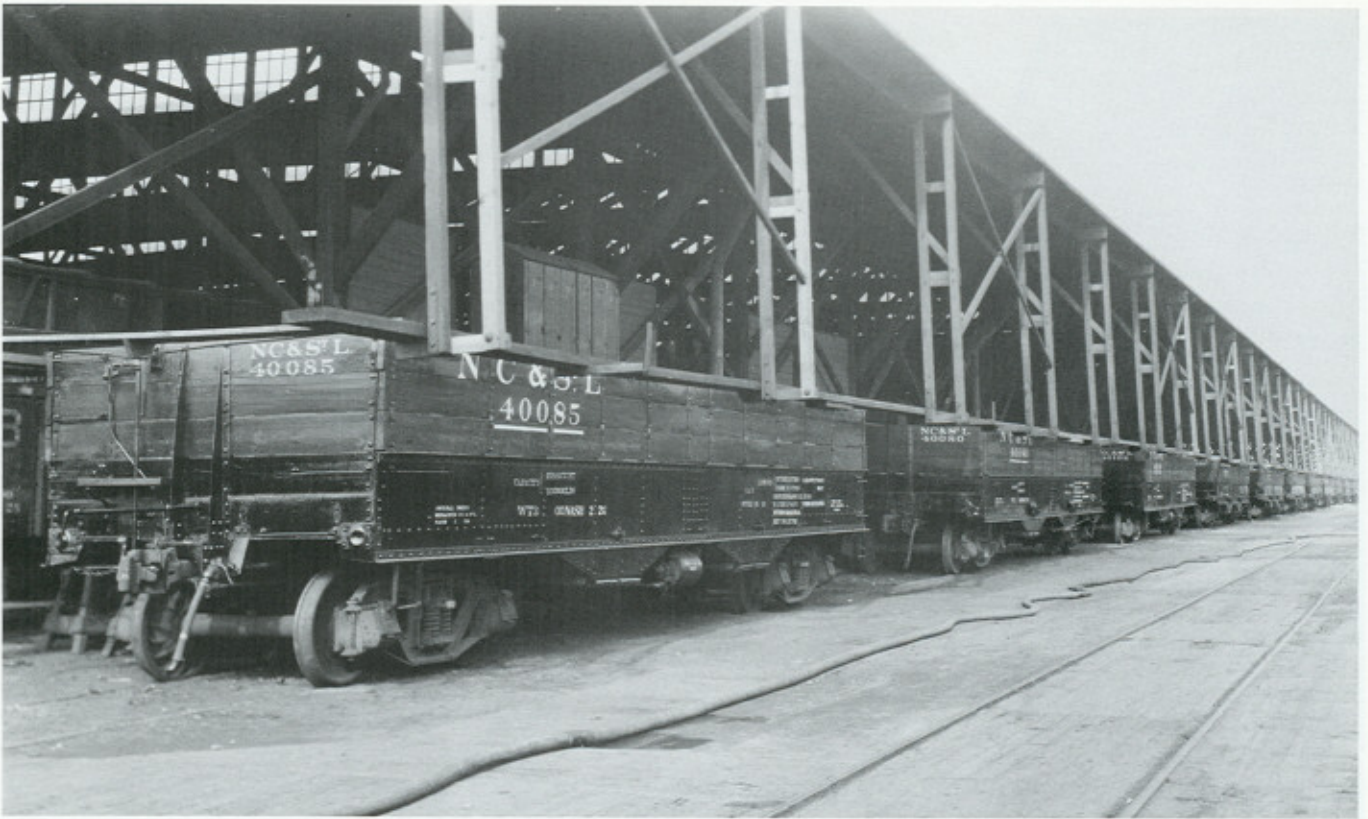




Built in September of 1947 at Pullman's Butler, PA. facility, this GB-11 gondola was a quite standard design of the era. Besides the normal flat steel ends of the period, also notice that the center four side posts extend down below the lower side of the side sheets, so as to tie the side posts to the underframe crossbearers. *Pullman-Standard photo courtesy Steven Johnson*



This Pullman-Standard builder's photo of NC 44275 shows it to be quite similar to the class GB-11 43800 pictured on page 9. With the exception of the hand brake, (either a Minor or Superior on this series of GB-12 cars, verses the Ajax brand on the GB-11's), and the trust plate, all else would appear to be virtually identical to the GB-11 series, a fact borne out by the Railroad diagrams. *photo courtesy The Smithsonian neg #6380 frame 46555*



TOP: A group of cars from the GA-3 class, these cars are apparently being rebuilt, based on their incomplete stencilling. This photograph, taken at the NC's Nashville shops in 1926, illustrates a quite unusual type of car: note the wooden upper sides, along with the splice plate situated in the middle of the lower, steel sides. This car, originally built 10-13, probably entered into coal service. *photo courtesy The University of Louisville*
 BOTTOM: NC 42199 shows off more conventional lines in her ACF builder's portrait, taken in 1919. Most interestingly, these cars are ALSO marked as GA-3 class. Just why such two totally different car designs should have the same class rating is quite confusing, though an explanation probably did exist at the time. *photo courtesy Ed Hawkins and ACF*





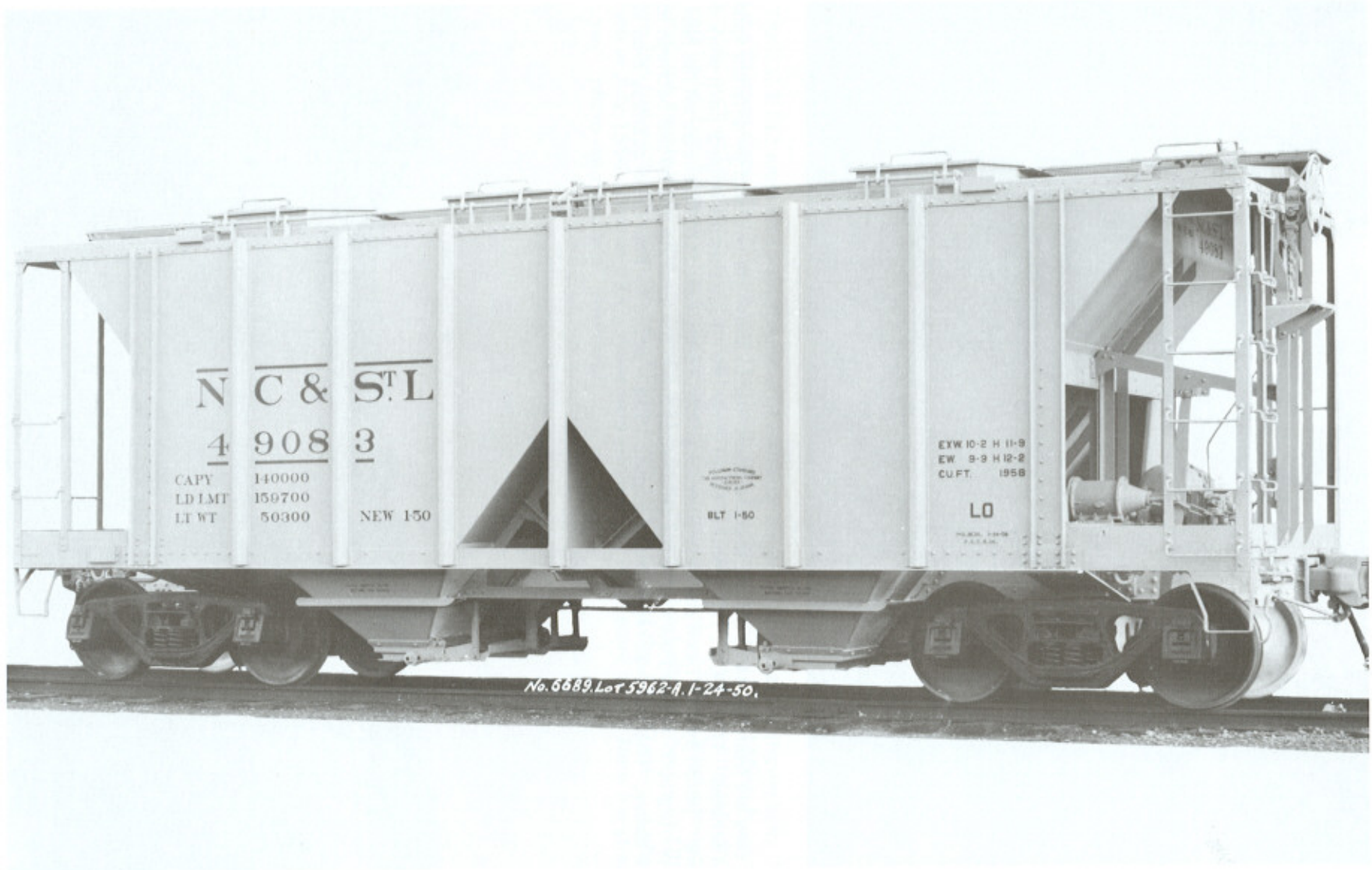
TOP: The N.C. & St.L employed a small number of container equipped gondolas, as shown here. These cars, out of the Railroad class GB-12, were fitted out with ten Youngstown Steel Door 145 cu.ft. containers for commodities such as limestone, silica and other items used in the foundry trade. Interestingly, by 1952, these cars had not been listed in the *Official Railway Equipment Register* as having been converted, though the photograph clearly shows the conversion was accomplished at Nashville in February of 1950. *photo courtesy The University of Louisville* BOTTOM: NC 18339, out of the XM-30 class, is shown in San Francisco in July 1954. Built in 1937, these cars survived for quite some time. Note the streaking from the slogan. *photo courtesy W.C. Whittaker*





These two cars are from the same series, and are presented to show the two slightly different variations on the paint scheme. TOP: NC 18749's photo, taken circa 1951 illustrates the original paint work on this series of cars. *photo by Paul Dunn courtesy Rich Burg* BOTTOM: Here, 18708 shows off her new paint in a 1961 photograph. Notice how subtle the differences are in the lettering and stripes between this car and the one above. This car was repainted in August 1955. *photo by Paul Dunn courtesy Rich Burg*





This official Pullman portrait, taken at Bessemer, AL., is painted according to the stencilling arrangement drawing shown opposite. By 1950, when it was built, the class numbering system, at least for these cars, had fallen out of favor, and they were simply marked with the required AAR "LO".
photo courtesy The Smithsonian neg #6689 frame 46914

2-286 7118 C THE NASHVILLE CHATTANOOGA & ST. LOUIS RAILWAY
 MECHANICAL DEPARTMENT
 STENCILING
 NASHVILLE, TENN. APRIL 20, 1948

4900-49024
 49025-49074
 49075-49141

B.M. Darden
 SUPT. MACH.

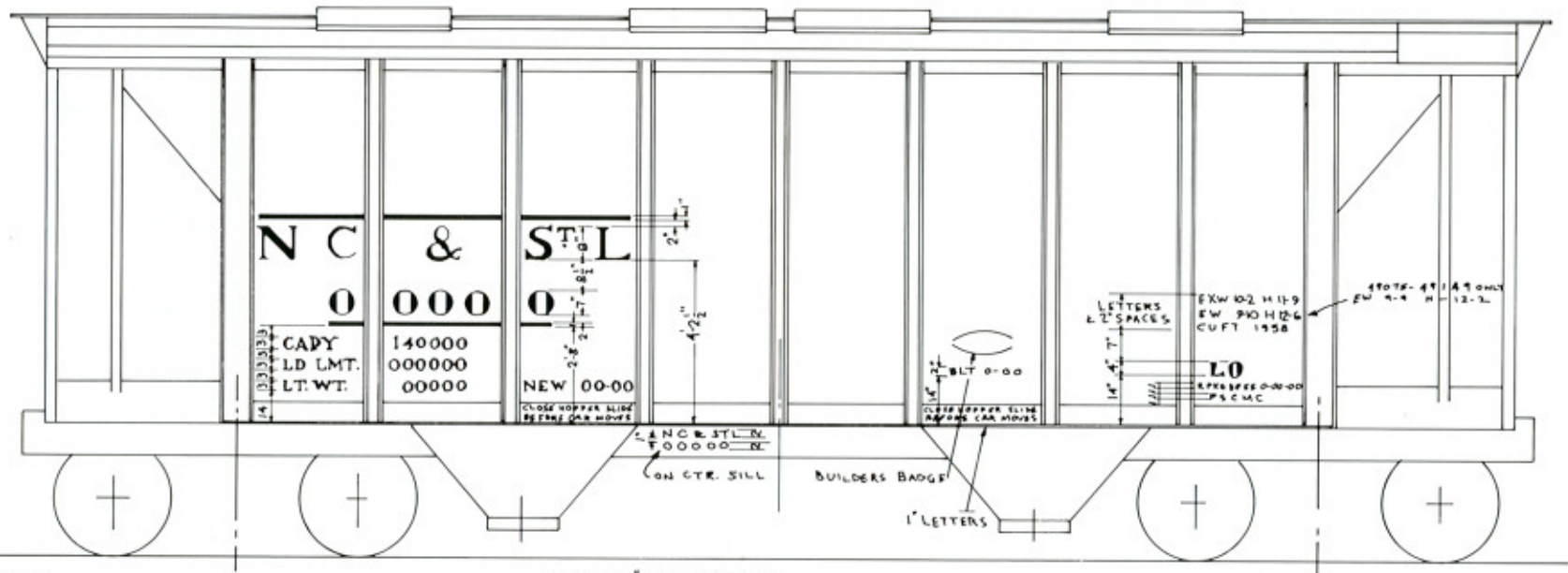
CLOSE AND LATCH DOORS BEFORE CAR MOVES

STENCIL ALL DOORS AS SHOWN - 1" LETTERS

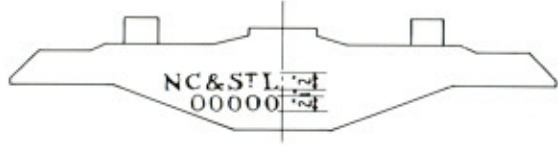
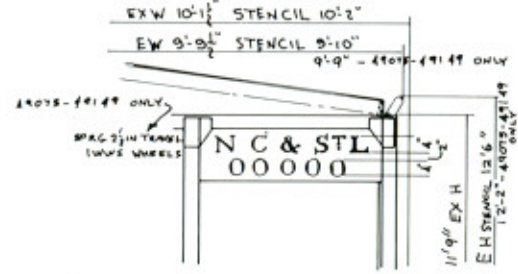
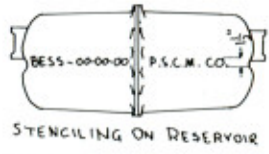
CLOSE AND LATCH DOORS BEFORE CAR MOVES

ADD 49075-49094
 ADD 49104-49124
 ADD 49125-49141
 ADD STENCIL TO TOP OF DOORS (LOCATION OF HOPPER SHEET STENCIL MOVED TO SIDE WALL

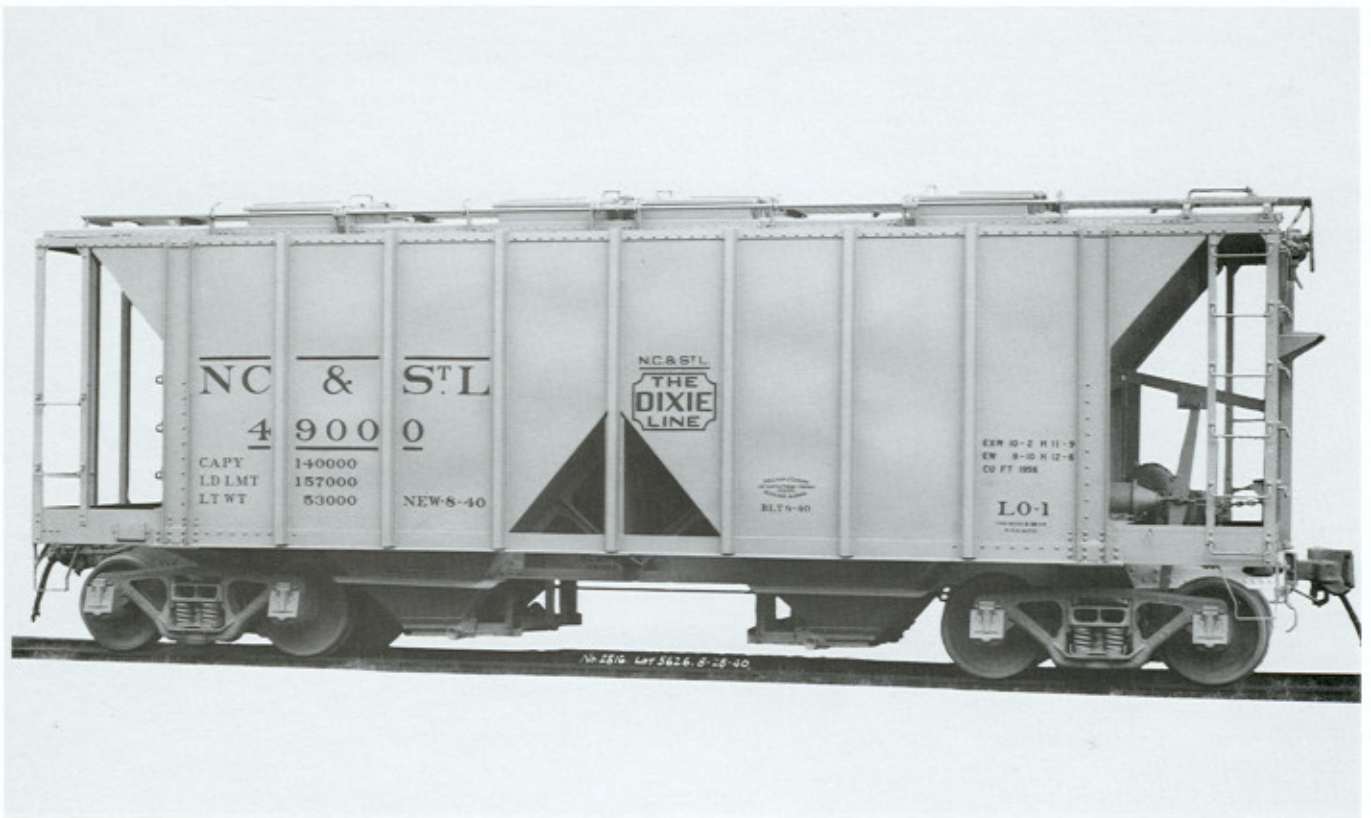
| | |
|---|-------|
| A | 1-10- |
| B | 2-13 |
| C | 3-2 |



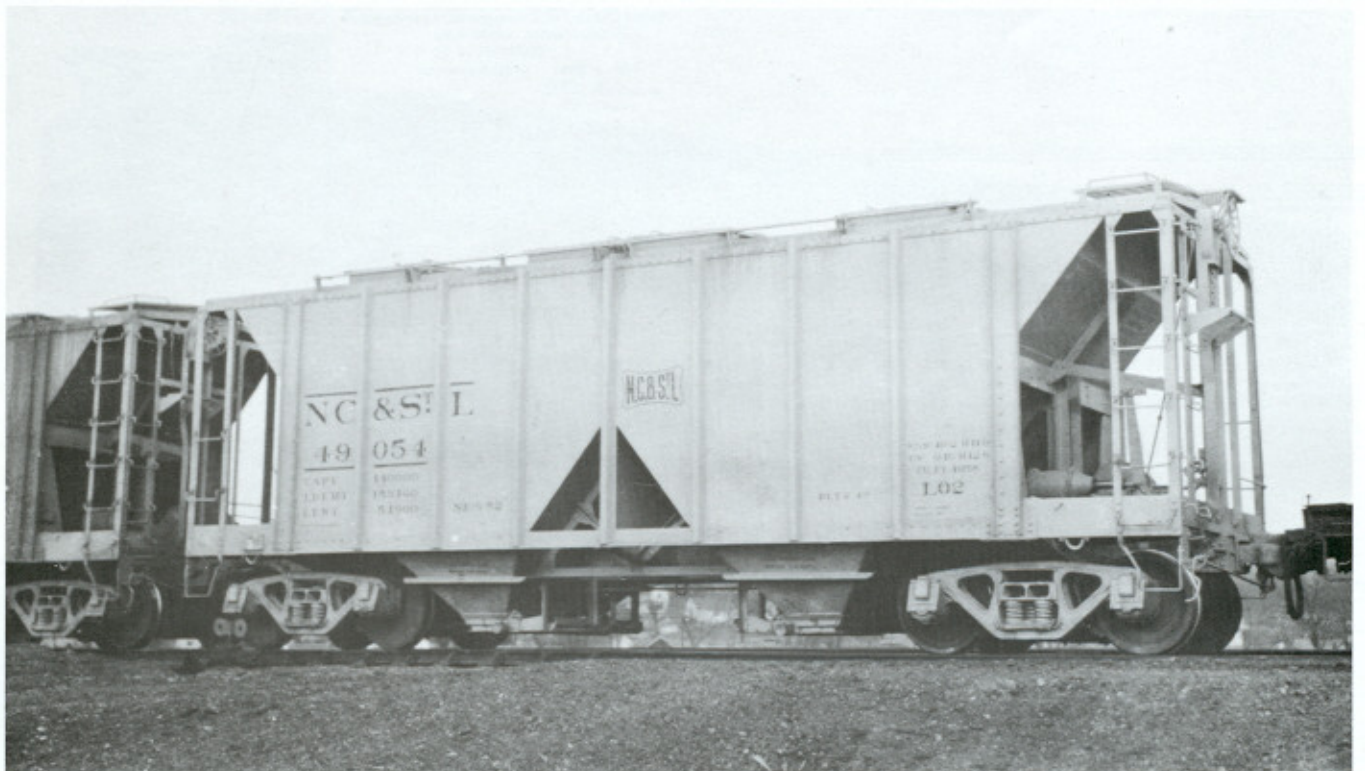
NOTE - FOR LOAD LIMIT SUBTRACT LIGHT WEIGHT FROM FULL AXLE CAPACITY, 210 000 LBS.



This stenciling arrangement drawing was redrawn from a copy of the original for this issue. It replicates the original as far as possible. Unfortunately, the original could not be located, and the copy did not have all of the data in the upper corners. Therefore, the tracing number and the revision block are both incomplete. However, based on the photograph on page 14, it can be assumed that this drawing dates from 1940. redrawn by James Kinkaid from artwork provided by Gavin Matlock

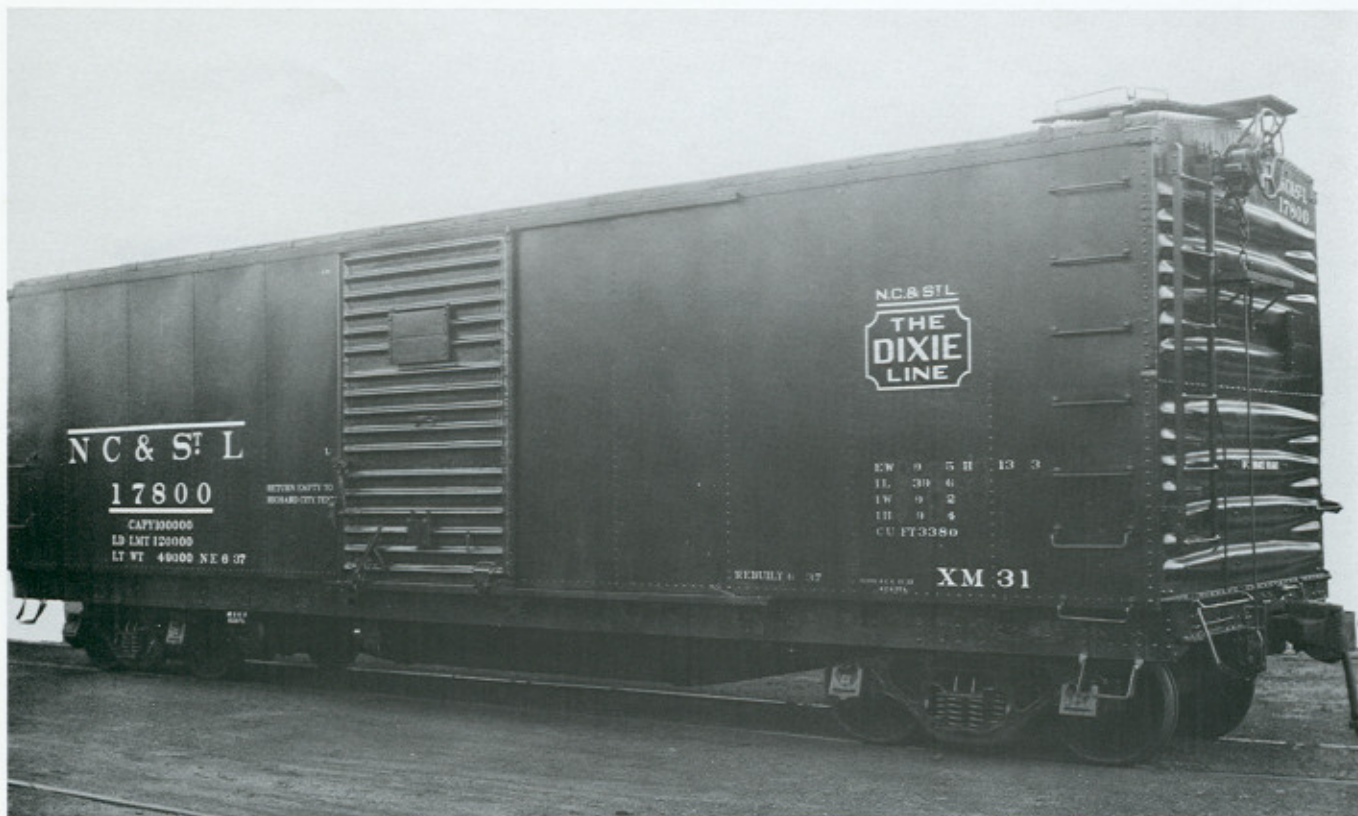


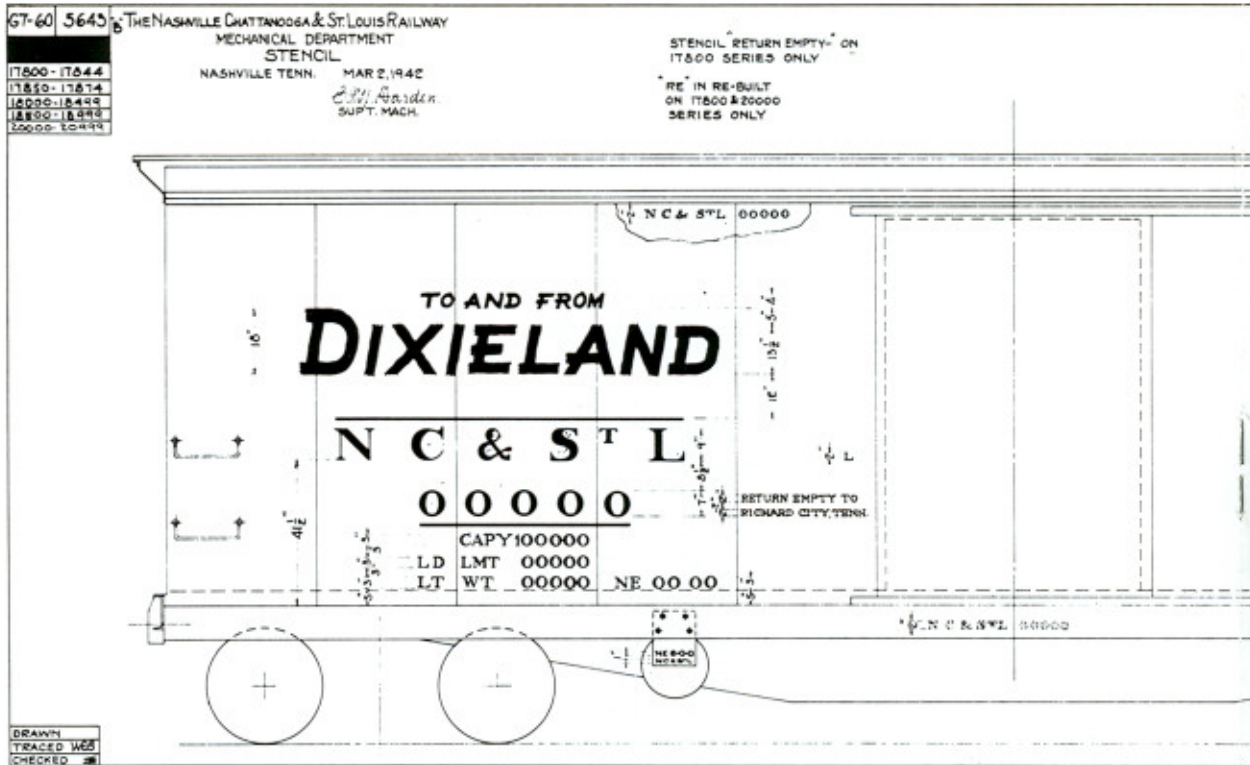
TOP: This builder's portrait of 49000 illustrates another painting variation for these covered hoppers. Though the first of a small 25 car order from Pullman-Standard, this car would be the forerunner of several hundred similar cars to be acquired. *photo courtesy The Smithsonian neg #2816 frame 44077* BOTTOM: This in service shot of 49054 shows just how close the cars from two different builders, some three years apart could be. Built at ACF in 1943, and classed LO-2, this car sports yet another paint variation, probably applied at Nashville when the car was repainted in 1952. *photo courtesy Charles Winters, C.T. Bossler collection*



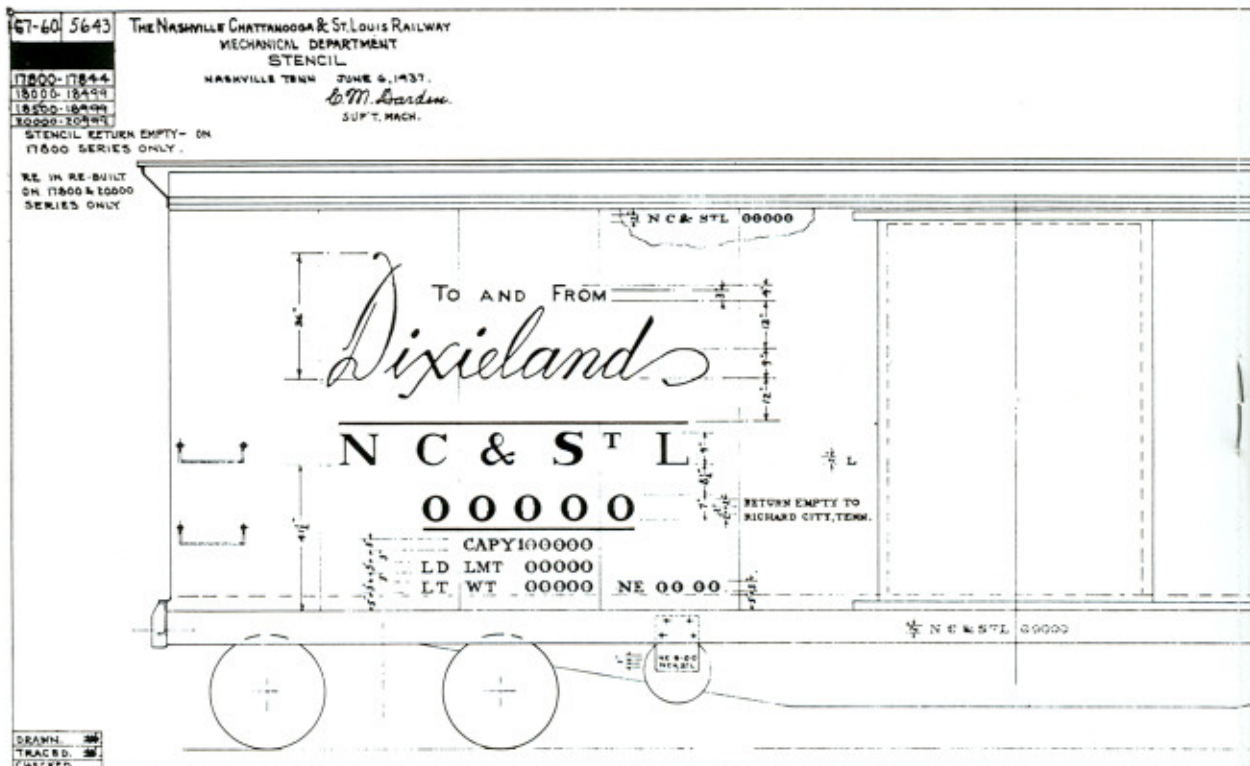


TOP: This photo of XM-34 was the only boxcar that we could locate that incorporated the bold brushstroke style of "To and From Dixieland" logo. Built by Pullman in March of 1942, it does match the stencilling arrangement's March 2, 1942 issue date. The logo to the right of the car on the stencil view is not on the car, due to the fact that it wasn't incorporated into the paint scheme until 4-22-44. *photo courtesy The University of Louisville* Here is another paint version, sans bold script logo, and with an earlier version of the road's logo. Built originally by ACF in 1926, these cars were converted by the NC in Nashville in 1936 & 37. *photo courtesy The University of Louisville*

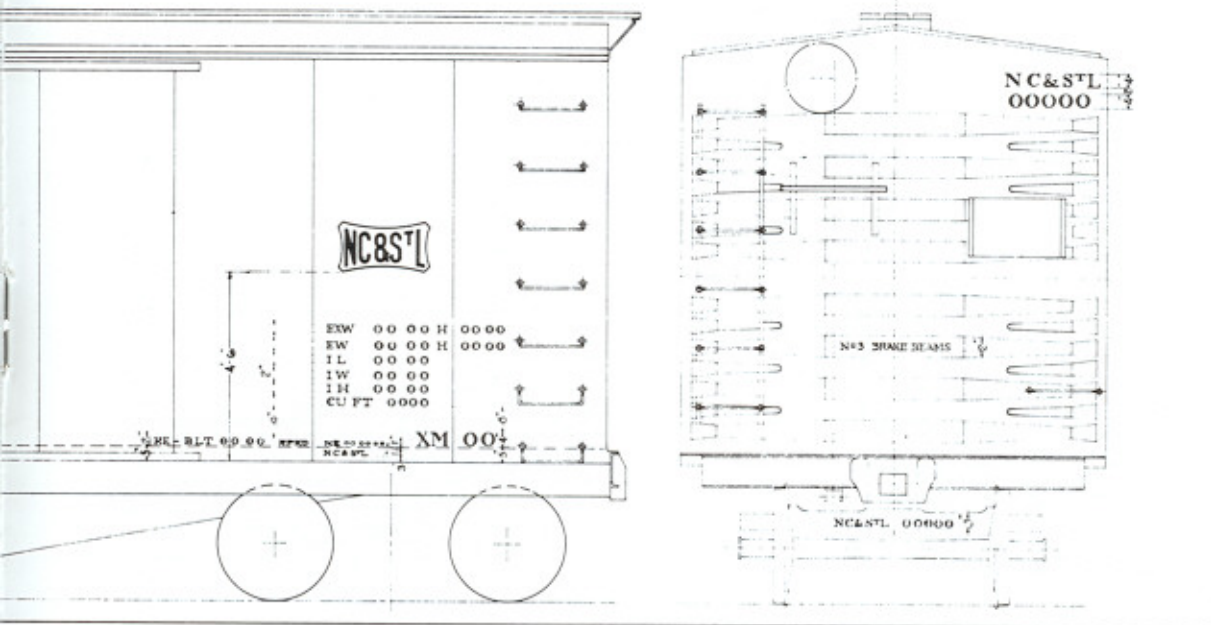




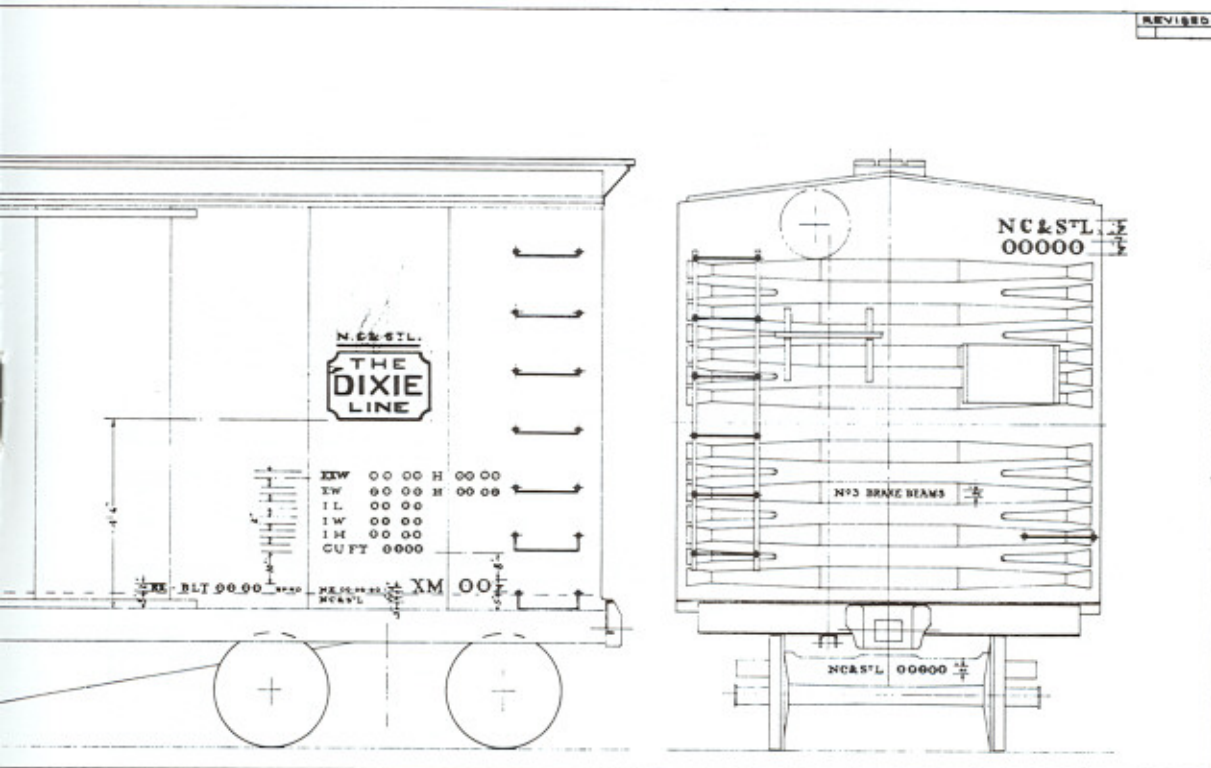
The stenciling diagrams shown on these two pages are copies of the originals. The one above may have been an interim arrangement, as no boxcar photographs have been located that accurately matches it. The one below does fairly accurately follow that as shown on car 20000, on page 17A, though not exactly so. However, many examples can be located that incorporated elements of these drawings, and so they are probably quite useful as a reference and scaling tool for modelers. No diagrams for the "speed stripe" scheme has surfaced yet, and we do not know just when it was introduced. *both courtesy Steven Johnson*



REVISED
 TO AND FROM DIXIELAND
 EMBLEM ADDED
 RJS-2-42
 D-4-22-44



TOP: This stencilling arrangement drawing is from 1942. It was revised in 1944 to add the slogan above the reporting marks. BOTTOM: From 1937, this drawing illustrates the script version of the slogan. It must have been quite a bear to stencil this on the side of the cars. Possibly for this reason, it was replaced by the one shown above. *both courtesy Steven Johnson*



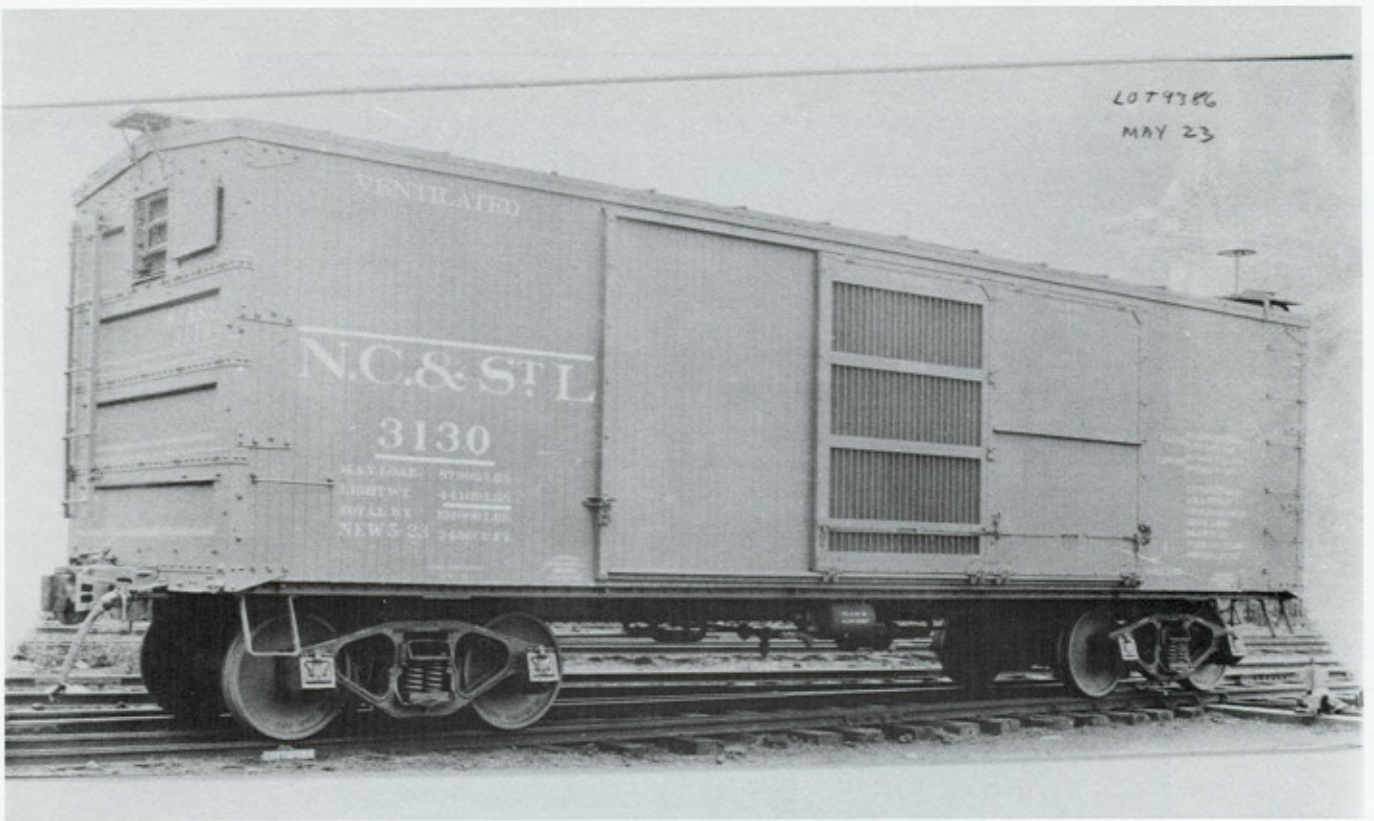


This Railroad builder's portrait, taken on August 8th, 1939, illustrates the stencilling arrangement that is shown on page 17 lower. The flowing script made for a beautiful, if perhaps a little hard to read, slogan, and was quite a nice change from the usual. *photo courtesy The University of Louisville*



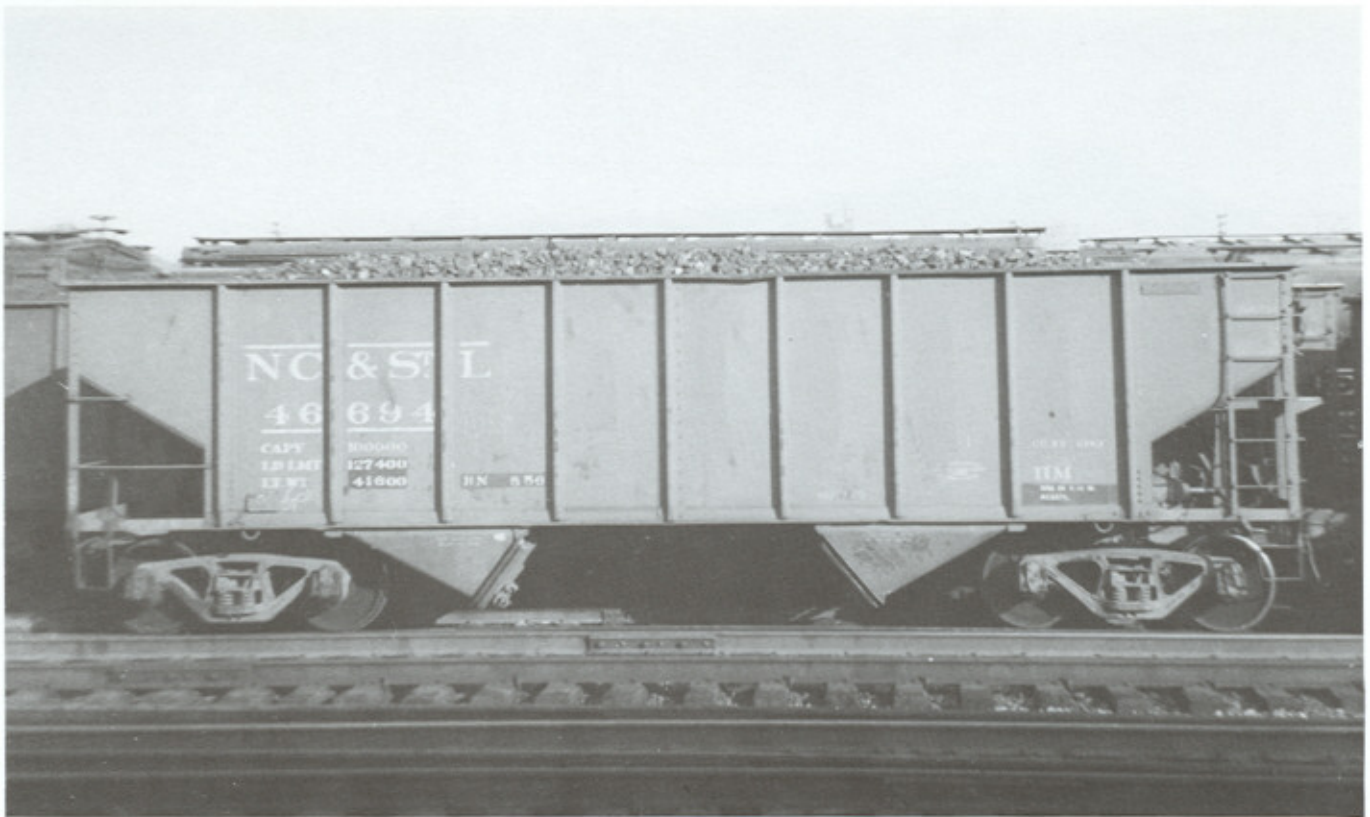
These two cars illustrate the paint scheme worn by the NC's boxcars to the end of the Railroads' days. Both cars are out of the 22000-22649 series, built at Pullman-Standard in 1952. 642 cars survived to be transferred to the L&N 13950-14592 number series. Both of these cars were photographed by Paul Dunn around 1960-61, locations unknown. *both photos courtesy Rich Burg*





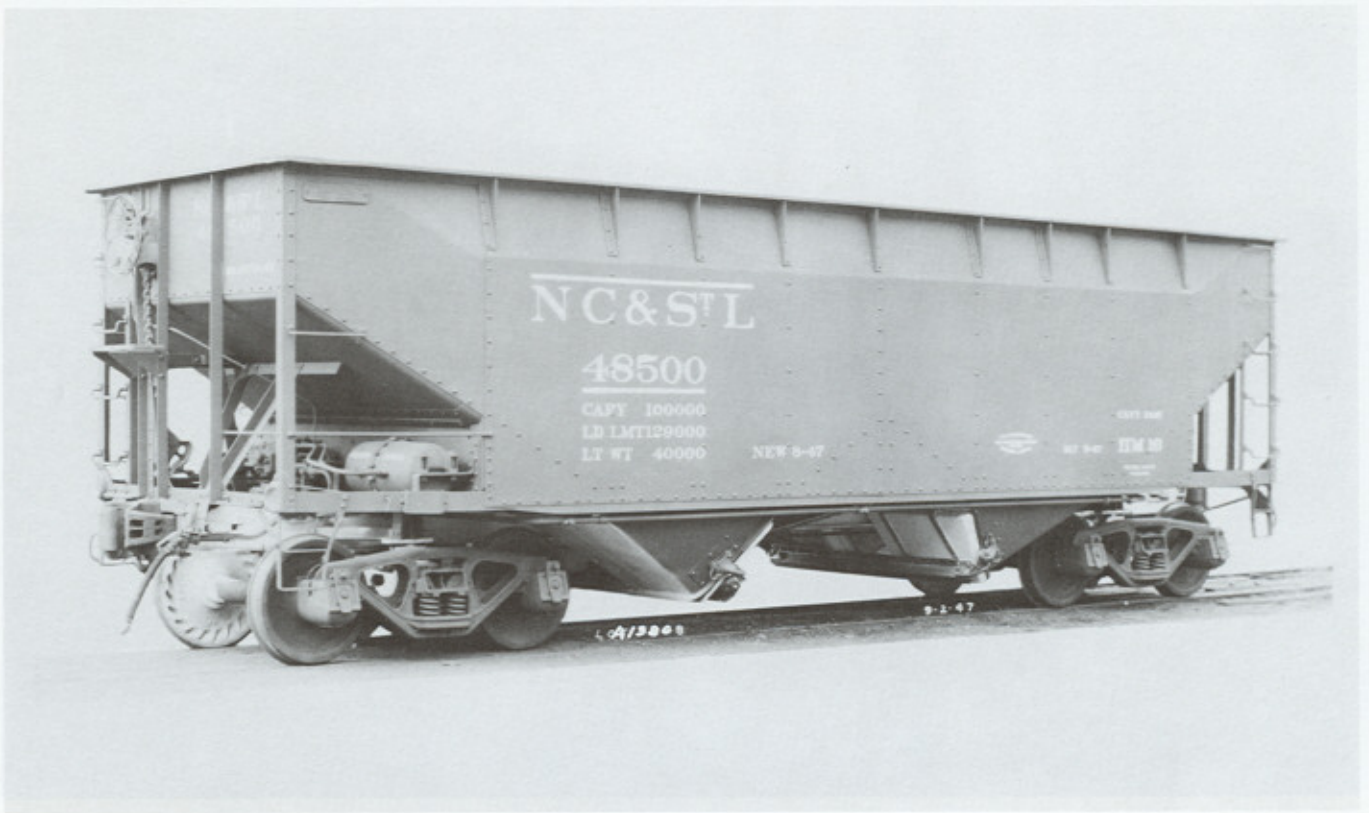
TOP: NC 3130 is on of the unusual "XV" class of ventilator class of boxcars that were on the roster. Featuring a 6' door, these cars were painted a boxcar red color, with (presumably) white stencilling. They also incorporated an unusual type of end, which also had an end door built into it, possibly for lumber service on a return haul? *photo courtesy Ed Hawkins and ACF* BOTTOM: This view of NC 20846, taken on October 28, 1946 at Peru, IN., clearly shows that these unusual ends must have been satisfactory for the NC, as they were incorporated on the XM-32 rebuilds. This car was built 8-12, and rebuilt in 9-41. *photo courtesy M.D. McCarter*



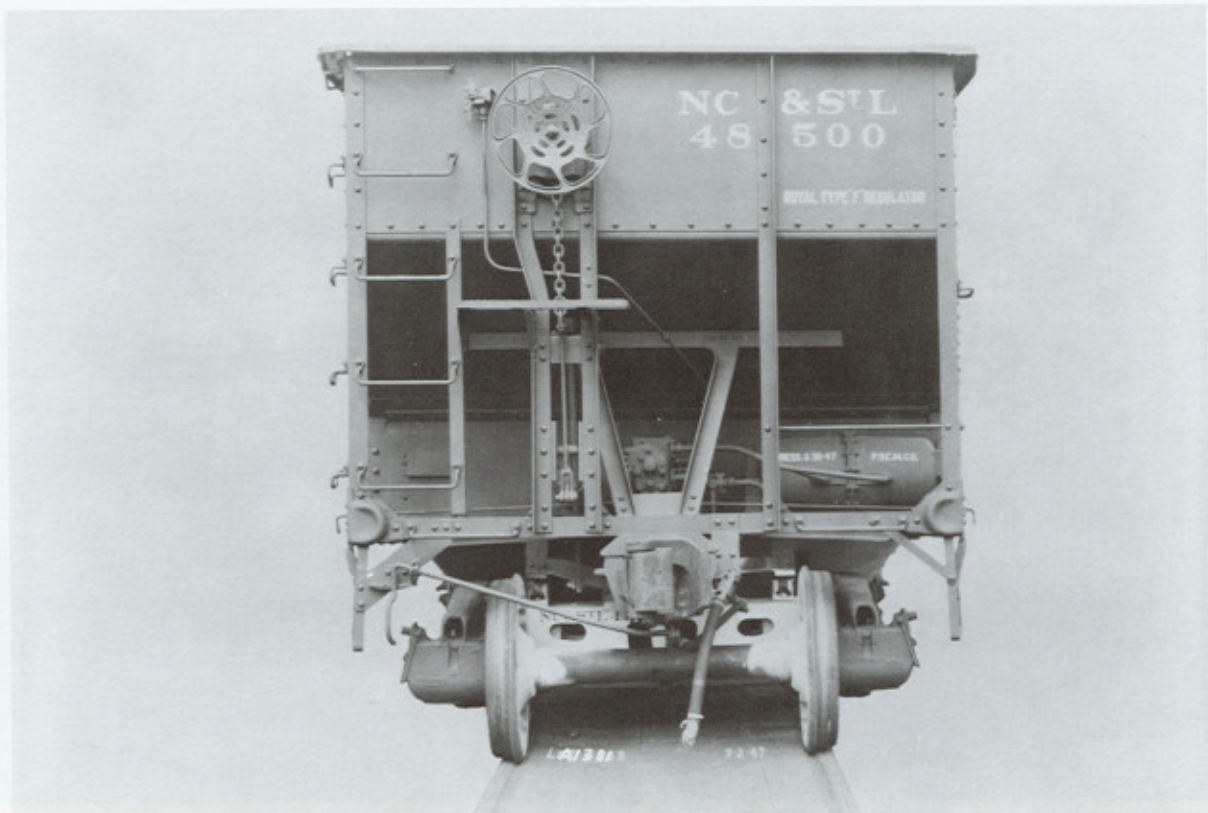


Two views of the series 46500-46899 built by Pullman-Standard in 1953 at Bessemer. These cars were not assigned NC class numbers by the railroad. TOP: 46694 is shown in coal service in the late 1950's. Looking closely, the slight dishing out of the side sheets may be seen. These were incorporated to strengthen the sheets somewhat. *photo courtesy Chuck Yungkurth/Rail Data Services* BOTTOM: NC 46571, also in coal service, location unknown, probably in the early 1960,s. *photo courtesy Jay Williams/Jay Williams collection*



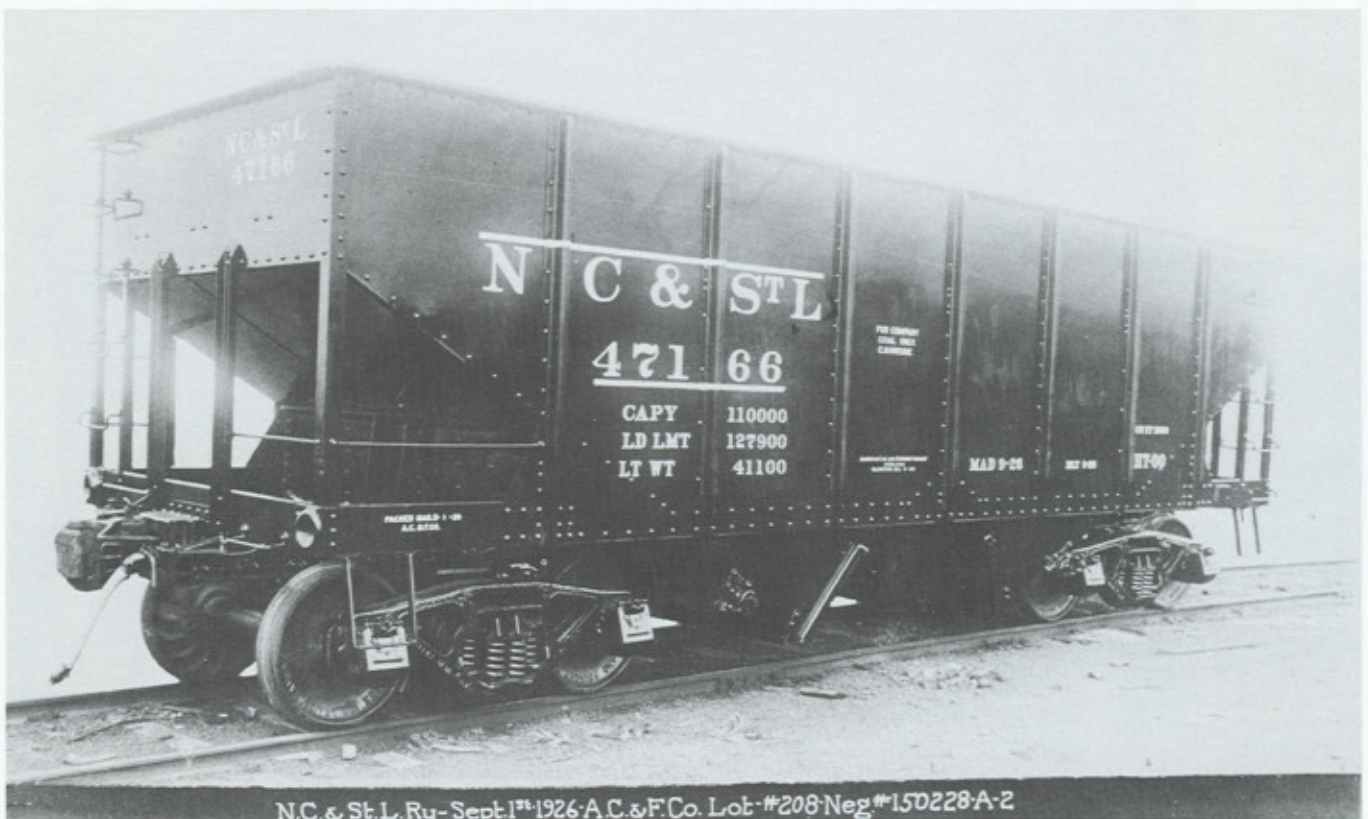


N.C. & St. L 48500 is the quintessential twin pocket coal hopper. Shown here in her official Pullman-Standard builder's photo, she was road classed HM-16. This car was one of 300 built under the PS order lot #5868 at Bessemer. Notice that in those days, builders routinely whitewashed certain items on a car, so as to make them stand out: wheel backsides; hopper outlet gates, slope sheets and bolsters, for example. This car is truly a classic design. *both photos courtesy the University of Louisville*





TOP: Though having seen fresher days, NC 47917 is still in the paint that she was manufactured in when built at Pullman's Bessemer plant in May 1949. One of the HM-17 class, and 500 strong, this was the largest single order of coal twins procured by the NC. *Paul Dunn photo courtesy Rich Burg* BOTTOM: From a much earlier time, #47166 shows quite a different set of lines. ACF built in 1926 at ACF's Madison, IL. plant, it was road classed as HT-00, "HT" being the MCB car class for twin hoppers at the time. The car is marked "for company coal only E.M. Wrenne". *photo courtesy Ed Hawkins and ACF*



NC. & St. L. Ry - Sept 1st 1926 A.C. & F. Co. Lot #208 Neg #150228A-2



TOP: When stencilled "Hide Service", it can be assumed that the car bearing the stencil is nearing the end of it's useful life. L&N 14280 is originally out of the NC series 22000-22649, built at Pullman-Standard in 1952. This car was spotted at Reading, PA., far from it's assigned territory on the L&N. *photo courtesy C.T. Bossler.* BOTTOM: NC 46684 has obviously seen better days when here photograph was taken at Willow Run, MI. in March 1978. One of the few cars to still sport its original marks and number at that date, it also acquired an ACI label. *photo courtesy Rich Burg*





NC 20034 had been converted into a maintenance of way car by the time Lon Coone found it at Cookville, TN. Note that the unusual ends had survived thru the years, and actually, the car is in quite good shape, considering. Note the brackets under the sides, where the car had been converted from wooden sheathing. *photo courtesy Lon Coone*



TOP: This car is one of the maintenance of way air-activated dump cars that the NC owned. Though not much is known about these cars, they certainly are a breed apart from the norm!. *photo courtesy The University of Louisville* BOTTOM: This photograph of NC "20000" is a little strange. Though marked quite similar to the original 20000 shown elsewhere in this issue, this car obviously is not the original item. Looking carefully, side-mounted steps can be seen on the opposite side, suggesting that this car is, (or was) in maintenance of way service. Because the origin of the photograph is unknown, there is also the possibility that this car is also at a museum. *photo courtesy Gavin Matlock*



ROSTERS

Following are the rosters in support of this issue. There are four rosters provided: circa 1900; a circa 1922 renumbering effort by the railroad; a general 1945-55 era roster and a roster of renumberings into the L&N Railway. Most of the roster information has been supplied by Eric

Neubauer, with help from Steven Johnson of the L&N Historical Society. Many of the early items are quite vague, and many are undoubtedly missing, or perhaps somewhat in error. However, most should have some basis in fact, as they were taken from numerous sources, many from the period involved.

CIRCA 1900 ROSTER

| SERIES | QTY | TYPE | LENGTH | NOTES |
|-----------|-----|----------|--------|---------------------------------------|
| 1-19 | 19 | 40XI | | FROM W&A, BUILT BEFORE 1898, ICE CAR |
| 12-60 | 7 | 50 COAL | | FROM PT&A, BUILT BEFORE 1898 |
| 62-81 | 10 | 50 DUMP | | FROM PT&A, BUILT BEFORE 1898 |
| 88-210 | 5 | 50 COAL | | FROM PT&A, BUILT BEFORE 1898 |
| 100-199 | 90+ | 40XM | 30 | BUILT BEFORE 1898 |
| 201-289 | 22 | 50FM | 34 | FROM PT&A, BUILT BEFORE 1898 |
| 600-699 | 87+ | 40XM | 30 | BUILT 1881 |
| 900-914 | 15 | 40MWB | 30 | BUILT BEFORE 1898 |
| 900-990 | 80 | 40MWB | | BUILT BEFORE 1909 |
| 915-1099 | 185 | 40COAL | | ALSO 60T, BUILT BEFORE 1898 |
| 970-1099 | 101 | 40COAL | | ALSO 60T, BUILT BEFORE 1909 |
| 1000-1199 | 15 | 50XM | | FROM PT&A, BUILT BEFORE 1898 |
| 1000-1199 | 50 | 50XM | | FROM TM, BUILT BEFORE 1898 |
| 1001-1019 | 2 | 50SM | | FROM PT&A, BUILT BEFORE 1898 |
| 1100-1199 | 75+ | 30,60FM | | BUILT 1896 + 13 MORE BEFORE 1898 |
| 1141-1165 | 25 | 40GRAVEL | | ALSO 60T, BUILT BEFORE 1898 |
| 1142-1172 | 18 | 40GRAVEL | | ALSO 60T, BUILT BEFORE 1909 |
| 1200-1299 | 100 | 40COAL | | ALSO 60T, BUILT 1881 + 13 BEFORE 1898 |
| 1200-1699 | 14 | 50XM | | FROM PT&A, BUILT BEFORE 1898 |
| 1300-1399 | 60 | 40COAL | | ALSO 60T, BUILT 1881 + 13 BEFORE 1898 |
| 1700-1799 | 86+ | 40,60FM | | BUILT 1891 + 13 BEFORE 1898 |
| 1710-2030 | 316 | 60XV | | FROM SICL, BUILT BEFORE 1898 |
| 1779,1783 | 2 | 40GRAVEL | | BUILT BEFORE 1909 |
| 1787 | 1 | 40GRAVEL | | BUILT BEFORE 1909 |
| 1800-1899 | 100 | 40COAL | | ALSO 60T, BUILT 1881 + 13 BEFORE 1898 |
| 2000-2099 | 77+ | 40,60FM | | BUILT 1898 + 9 BEFORE 1898 |
| 2074-2097 | 24 | 40FM | 34 | BUILT BEFORE 1898 |
| 2065 | 1 | 40GRAVEL | | |
| 2096,2092 | 2 | 40GRAVEL | | |
| 2100-2199 | 94+ | 40XM | 29 | BUILT BEFORE 1898 |
| 2201-2300 | 96 | 60XV | | FROM SICL, BUILT BEFORE 1898 |
| 2300-2399 | 93+ | 40XM | 29 | BUILT 1872 + 88 BEFORE 1898 |
| 2301-2400 | 96 | 60XV | | FROM SICL, BUILT BEFORE 1898 |
| 2501-2600 | 99 | 60XV | | FROM SICL, BUILT BEFORE 1898 |
| 2600-2606 | 6+ | 40COAL | 30 | BUILT BEFORE 1898 |
| 2650-2655 | 6 | 40FM | 30 | BUILT BEFORE 1898 |
| 2901 | 1 | 60R | | FROM SICL, BUILT BEFORE 1898 |
| 3001-3100 | 88 | 60GA | | FROM SEL, BUILT BEFORE 1898 |
| 3200-3231 | ? | 40GRAVEL | 34 | BUILT BEFORE 1898 |
| 3200-3243 | 42+ | 40COAL | | ALSO 60T, BUILT BEFORE 1909 |

| SERIES | QTY | TYPE | LENGTH | NOTES |
|------------|------|---------|--------|---------------------------------------|
| 3500-3599 | 93 + | 40XM | 29 | BUILT BEFORE 1898 |
| 3900-3999 | 93 + | 40XM | 29 | BUILT 1872 + 88 BEFORE 1898 |
| 4600-4699 | 90 + | 40XM | 29 | BUILT BEFORE 1898 |
| 4611 | 1 | XI | 29 | BUILT BEFORE 1909, ICE |
| 5000-5099 | 21 | 50XM | | FROM TM, BUILT BEFORE 1898 |
| 5100-5199 | 92 + | 40XM | 30 | BUILT BEFORE 1898 |
| 7400-7490 | 45 | 40COAL | 34 | BUILT BEFORE 1898 |
| 7400-7499 | 65 + | 40COAL | | BUILT 1890 + 12 BEFORE 1909 |
| 8601-8730 | ? | GONDOLA | | FROM SICL, BUILT BEFORE 1898 |
| 9000-9200 | 198 | 60XM | | FROM SEL, BUILT BEFORE 1898 |
| 12001-1200 | 4 | 40XM | 30 | EX W&A 12000-12007, BUILT BEFORE 1898 |
| 12099 | 1 | 40XM | 30 | BUILT BEFORE 1898 |

NOTES:

W&A Western and Atlantic
 TM Tennessee Midland
 PT&A Paducah, Tennessee & Alabama

SEL South Eastern Lines
 SICL Southern Iron Car Line

CIRCA 1922 RENUMBERING

| SERIES | QTY | AAR | BLT | NOTES |
|-------------|-------|-----------|-------------|-------------------------------------|
| 200-299 | 267 + | 40XM 28' | BEFORE 1898 | NOT RENUMBERED INTO NEW SYSTEM |
| 410 | 1 | 40XI | | BUILT BEFORE 1909 |
| 500-599 | 8 + | 40XM 28' | BEFORE 1898 | NOT RENUMBERED INTO NEW SYSTEM |
| 1030 | 1 | 40XM1342 | | |
| 1062 | 1 | 40XM1436 | | |
| 1400-1599 | 200 | 60COAL34' | 1881 + 1913 | |
| 1600-1699 | 100 | 40GC30' | 1878 | |
| 2400-2499 | 96 + | 40GC30' | 1889 + 92 | |
| 2420-2424 | 4 + | 40SM30' | BEFORE 1898 | |
| 2481-2499 | 7 | 40CHARCOL | BEFORE 1898 | 30' |
| 2700-2710 | 10 | 40GC30' | BEFORE 1898 | |
| 2800-2899 | 78 + | 40,60XM | BEFORE 1898 | NOT RENUMBERED INTO NEW SYSTEM, 34' |
| 2900-2999 | 62 + | 40,60XM | BEFORE 1898 | NOT RENUMBERED INTO NEW SYSTEM, 34' |
| 3000-3099 | 88 + | 40,60XM | BEFORE 1898 | NOT RENUMBERED INTO NEW SYSTEM, 34' |
| 3000-3249 | 250 | 80XV2500 | | |
| 3100-3199 | 58 + | 40,60XM | BEFORE 1898 | NOT RENUMBERED INTO NEW SYSTEM 34' |
| 3900-3999 | 100 | 60XV1793 | 1887-88 | FROM 700-799 |
| 4100-4150 | 51 | 80COAL | 1910-11 | |
| 4200 + 4831 | 600 | 60XV1810 | 1891 + 98 | FROM 5200-5799 |
| 4200 + 4831 | 41 | 60XV1810 | 1891 + 98 | FROM 6200-6240 |
| 5450 | 1 | 60XM1338 | | |
| 5500-5599 | 100 | 60XM1799 | 1883 + 93 | FROM 800-899 |
| 5649 | 1 | 60XM1799 | | |
| 5800-6199 | 400 | 60XM1810 | 1891 + 98 | |
| 6241-6285 | 45 | 60XM1810 | 1891 + 98 | |
| 6292-6294 | 1 | 60XM1866 | | FROM 2842 |
| 6300-6999 | 656 + | 60XM1900 | 1891 + 1900 | |
| 7000-7349 | 348 + | 60COAL34' | 1890 | NOT RENUMBERED INTO NEW SYSTEM |
| 7000-7599 | 390 + | 60COAL | 1890 | NOT RENUMBERED INTO NEW SYSTEM |
| 7000-7099 | 72 + | 60XM1900 | 1901-02 | FROM 4000-4099 |
| 7100-7299 | 183 + | 60XM1900 | 1900-01 | FROM 4400-4599 |
| 7349-7399 | 49 + | 80COAL | 1890 | NOT RENUMBERED INTO NEW SYSTEM |
| 7300-7699 | 371 + | 60XM1900 | 1900-01 | FROM 4700-5099 |
| 7500-7599 | 100 | 60COAL34' | 1890 | NOT RENUMBERED INTO NEW SYSTEM |
| 8800-8803 | 3 | 60XM1902 | 1909 | |
| 8900 | 1 | 80FM40-0 | BEFORE 1909 | |

| SERIES | QTY | AAR | BLT | NOTES |
|---------------|-------|-----------|----------------|--|
| 8952 | 1 | 80FM | 1911 | |
| 9000-9099 | 100 | 60SM34' | | CONVERTED TO GC CLASS |
| 9100-9199 | 11 | 40SM34' | | CONVERTED TO GC CLASS |
| 9200-9899 | 700 | 60XM2448 | 1902 + 04 | |
| 10100-10999 | 881 + | 60XM2448 | 1904 + 07NCSTL | |
| 11000-11999 | 987 + | 60XM2448 | 1904-07 | |
| 12004-12090 | 15 + | 40XM | 1881 + 13 | NOT RENUMBERED INTO NEW SYSTEM |
| 12200-12216 | 13 + | 40XI 30' | BEFORE 1909 | NOT RENUMBERED INTO NEW SYSTEM, ICE |
| 12400-12599 | 85 + | 60XM2448 | 1907 + 17 | |
| 12500-12562 | 63 | 60XM2448 | 1907 | |
| 12600-12649 | 50 | 60XM2448 | 1912 | |
| 13500-13999 | 439 + | 80XM2448 | 1910-11 | 25 CARS "XA", STEEL UNDERFRAME |
| 14100-15099 | 922 + | 80XM2448 | 1911 + 13ACF | STEEL UNDERFRAME |
| 16000-16050 | 2 + | 40GC | 1877 + 80 | NOT RENUMBERED INTO NEW SYSTEM |
| 16100-16599 | 500 | 80XM2600 | | |
| 16952-16979 | 11 + | 40FM | 1887 + 1910 | NOT RENUMBERED INTO NEW SYSTEM |
| 17325-17550 | 2 + | 40XM | 1875 + 78 | NOT RENUMBERED INTO NEW SYSTEM |
| 18000-18852 | ? | 60COAL | 1888 + 13 | NOT RENUMBERED INTO NEW SYSTEM |
| 19002-19050 | 3 + | 60XM | 1891 + 98 | NOT RENUMBERED INTO NEW SYSTEM |
| 19051 | 1 | 60XM | 1883 + 93 | FROM 800-898? NOT RE# INTO NEW SYSTEM |
| 19230-19256 | 4 + | 40XM | 1887PULL | NOT RENUMBERED INTO NEW SYSTEM |
| 19527-19557 | 3 + | 40XM 29' | 1872 + 78 | NOT RENUMBERED INTO NEW SYSTEM |
| 19602-19675 | 6 + | 40XM | 1872 + 81 | NOT RENUMBERED INTO NEW SYSTEM |
| 20364 | 1 | 80XM3275 | 1913NCSTL | FROM 13500-15099, REBUILT 1940 |
| 23700-23799 | 50 | 60XF3118 | 1898 | FROM 9900-9949 |
| 23900-23999 | 50 | 60XI2448 | 1905,07NCSTL | FROM 4300-4349, BEER & ICE |
| 24000-24099 | 23 | 80RB2395 | 1907 | ICE |
| 24100-24174 | 75 | 60RM2077 | | MARSH |
| 24200-24224 | 25 | 80RM2395 | | |
| 24300-24399 | 100 | 60RM2077 | | MARSH |
| 24500-24599 | 25 | 80XA2448 | | FROM 14000-14024, STEEL UNDERFRAME |
| 25000-25099 | 100 | 80SM2446 | 1912 + 13 | 50 FROM ACF IN 1913, STEEL UNDERFRAME |
| 28200-28399 | 140? | 60SM2200 | | MATHER, LEASED? |
| 28500-28599 | 100? | 60SM2714 | | MATHER, LEASED? |
| 29600-29899 | 300? | 60SM2446 | 1904 + 11 | FROM 3600-3899 |
| 31000-31089 | 55 + | 60GB908 | | COAL |
| 31092 | 1 | 60GB912 | | COAL |
| 32200-32431 | 189 + | 60GB1014 | | |
| 32432-32476 | 37 + | 60GB1014 | | |
| 32477-32509 | 30 + | 60GB1014 | | |
| 32510-32948 | 339 + | 60GB1014 | | |
| 32950-32995 | 41 + | 60GB1014 | | 32996 ADDED 1927/30 |
| 34200-34299 | 19 + | 60GB1045 | | |
| 35000-35099 | 100 | 80GA1332 | 1906 + 07NCSTL | FROM 2500-2799 |
| 35100-35199 | 100 | 80GA1332 | 1906 + 07NCSTL | FROM 3300-3499 |
| 35200-35299 | 100 | 80GA1332 | 1906 + 07NCSTL | |
| 35300-35399 | 100 | 80GA1332 | 1906 + 07NCSTL | |
| 35400-35499 | 100 | 80GA1332 | 1907 + 07NCSTL | |
| 35500-35599 | 69 + | 80GA1332 | 1905 + 09 | FROM 4200-4299 |
| 35600-35999 | 400 | 80GA1332 | 1903 + 05 | FROM 7600-7999 |
| 36000-36099 | 45 + | 80GA1391 | | |
| 38000-38099 | 18 + | 80GA1328 | | |
| 40000-40199 | 150 | 100GA1588 | 1912-13ACF | FROM 30000-30199, STEEL UNDERFRAME |
| 40005 + 40196 | 30 | 100COKE | | CONVERTED BEFORE 1917 |
| 42000-42199 | 200 | 100GA1770 | 1919ACF | |
| 43000-43199 | 200 | 100GA1590 | | |
| 45000-45099 | 10 | 80HT1235 | 1909ACF | FROM 13000-13009 S.U. (MAYBE ALL STEEL?) |
| 46100-46199 | 100 | 100HT1590 | 1910ACF | FROM 13100-13199, STEEL UNDERFRAME |
| 47000-47099 | 100 | 110HM1880 | 1921PSC | |
| 47100-47224 | 125 | 110HT1880 | 1926ACF | |
| 54300-54306 | 6 + | 40GC1908 | 1887 + 90 | FROM 9100-9111, COKE |
| 54500-54599 | 94 + | 60GC1836 | 1891 | FROM 2200-2299, COKE |
| 54600 | 1 | 60GC1836 | | |
| 55000-55099 | 50 + | 60HM500 | 1888 | FROM 1900-1950, ORE |

| SERIES | QTY | AAR | BLT | NOTES |
|-------------|-------|-----------|-----------|------------------------------------|
| 60600-60649 | 50? | 40FM 30' | | |
| 60661-60666 | 3 | 40FM31-10 | | |
| 61000-61250 | 56 + | 60FM31-10 | | |
| 62000-62299 | 127 + | 60FM31-10 | 1891 | FROM 8000-8399 |
| 62400-62599 | 60 + | 60FM37-10 | 1899 | FROM 8400-8531 |
| 68900-68999 | 69 + | 80FM37-10 | 1909 + 11 | FROM 8900-8999 |
| 70000-70099 | 50 | 100FM39-3 | 1912 | FROM 20000-20049, STEEL UNDERFRAME |
| 99991-99999 | 9 | 60HD | 1892 | FROM 7491-7499, SIDE DUMP CAR |

NOTE; During the early 1920's, the N.C.&St.L was involved with a massive and total renumbering effort. Unfortunately, we have not been able to pinpoint exactly when the railroad first began this effort, but by late 1922, most of the railroad's equipment had been renumbered, and by the 1930's, the effort was completed. This roster is a generalized effort: some cars appeared during this time frame, and others dissappeared. It is very doubtful if all of the cars listed in the roster ever were actually all on the railroad at the same time. The cars listed under the series column represent their final numbering disposition.

CIRCA 1955

| SERIES | QTY | AAR | BLT | NOTES | CLASS |
|---------------|--------|------------|-----------|---|-------|
| 3000-3249 | 250! | 80VA2500 | 1923ACF | S.U., ACF LOT 9386 | XM29 |
| 3900-3919 | 20 | 100BR2852 | c1930 | | |
| 8000-9299 | 1259 + | 60XM2448 | 1927 = 30 | S.C.S. | |
| 12100-12199 | 168 + | 60XM2448 | 1927 = 30 | S.C.S. | |
| 12600-12799 | 148 + | 60XM2448 | 1927 = 30 | S.C.S. | |
| 12800-12999 | 195 + | 60XM2448 | 1927 = 30 | S.C.S. | |
| 15100-15599 | 500 | 80XM2460 | 1916 | S.U. BUILT NCSTL | XM27 |
| 15600-16099 | 500 | 80XM2460 | 1916 | S.U. BUILT NCSTL | XM27 |
| 16100-16599 | 500! | 80XM2600 | 1923ACF | S.U., ACF LOT 9384 | XM27 |
| 17800-17844 | 45 | 100XM3380 | 1926ACF | CONVERTED FROM 70200'S IN 1936 = 37 | XM31 |
| 18000-18499 | 500! | 80XM3311 | 1937PS | STEEL, AAR 1932 DESIGN, PS LOT 5561 | XM30 |
| 18500-18999 | 500! | 80XM3714 | 1-42PS | STEEL, AAR 1937 DESIGN, PS LOT 5694 | XM34 |
| 19000-19499 | 500! | 100XM3899 | 1947PS | STEEL, PS LOT 5866 | XM35 |
| 20000-20999 | 930 + | 80XM3275 | 1913 | STEEL REBLT 1939 = 45 FROM 13500-15099 SERIES | XM32 |
| 20000-21399 | 1190 + | 80XM3275 | BY 1951 | STEEL, ADDITIONAL TO THE ABOVE ENTRY | |
| 20364 | 1 | 80XM3275 | 1913 | BUILT NCSTL | |
| 22000-22649 | 650! | 100XM3888 | 1952PS | STEEL, PS LOT 8015 | |
| 23723,23739 | 2 | 60XF3118 | | CONVERTED FROM 10' TO 6' DOOR | |
| 23800 + 23899 | 38 + | 60XF3118 | | REBUILT FROM 23700'S 1927/30 = 33 | |
| 26000-26149 | 150! | 80SM2358 | 1923ACF | S.U., ACF LOT 9385 | SM2 |
| 26200-26299 | 15 + | 80SC2358 | 1951 | CONVERTED TO SC FROM ? | |
| 28600-28799 | 174 + | 60SM2446 | | REBUILT S.C.S. FROM 29600'S 1927/30 = 33 | |
| 36950-36999 | 42 + | 80GK1391 | | REBUILT S.C.S. FROM 36000'S 1927/30 = 33 | |
| 37000-37899 | 767 + | 80GK1332 | | REBUILT S.C.S. FROM 35000'S 1927/30 = 33 | |
| 38100-38119 | 18 + | 80GA1328 | | REBUILT S.C.S. FROM 38000'S 1927/30 = 33 | |
| 39000-39099 | 57 + | 80GB1498 | 1941 | STEEL | GB8 |
| 39950 | 1 | 100GK1780 | 1927 + 30 | | |
| 39951 | 1 | 100GK1830 | 1927 + 30 | | |
| 40000-40199 | 200 | 100GA1588 | 1912-13 | BLT ACF, S.U. | GA3 |
| 41000-41005 | 6 | 100GB660 | 1933 + 41 | S.U. | |
| 41000-41024 | 25! | 140GB1777 | 1-49PSC | MILL, DROP ENDS | GB20 |
| 42400-42599 | 200 | 100GB1900 | 1919ACF | STEEL REBUILT 1939-40 | GK6 |
| 43000-43198 | 199! | 100GA1590 | 1923ACF | STEEL | GA5 |
| 43040-43199 | 158 + | 100GB1575 | 1920ACF | ? CONVERTED 1933 + 41 | GB5 |
| 43200-43349 | 150! | 100GB18487 | 5-29 | BUILT PULLMAN, PS LOT 5458 | GB3 |
| 43500-43799 | 300! | 100GB1848 | 10-41PS | STEEL, PS LOT 5695 | GB10 |
| 43800-43999 | 200! | 100GB1848 | 1947PS | STEEL, PS LOT 5867 | GB11 |

| SERIES | QTY | AAR | BLT | NOTES | CLASS |
|---------------|------|-----------|-----------|---|-------|
| 44000-44499 | 500! | 100GB1848 | 5-49PS | STEEL, PS LOT 5930 | GB12 |
| 44011 + 44481 | 17 | 100LG1848 | | CONVERTED 2-50 NOTE #1 | GB12 |
| 46000-46049 | 50! | 100HK1630 | 10-24 | BUILT TC&I, STEEL | |
| 46200-44629 | 35 + | 100HM1880 | 1924 | TC&I, STEEL | HM13 |
| 46500-46899 | 400! | 100HM2143 | 10-53PS | STEEL, PS LOT 8095 | |
| 46518 + 46610 | 15 | 100LO2143 | 1953PS | CONVERTED 4-56, NOTE #2 | |
| 47000-47099 | 100! | 110HM1880 | 1921PSC | STEEL | HM10 |
| 47100-47224 | 125! | 100HM1880 | 8=9-26 | STEEL, BLT ACF, LOT 208 | HM11 |
| 47500-47999 | 500! | 100HM2145 | 3-49PS | STEEL, PS LOT 5929 | HM17 |
| 47586 + 47926 | 3 | 100HMR214 | 1949PS | CONVERTED 1949 & 54, NOTE #3 | HMR |
| 48000-48049 | 50! | 100HM2230 | 9-29PS | STEEL, LOT 5452A | HM12 |
| 48100-48299 | 200! | 100HM2191 | 7-41PS | STEEL, LOT 5656-A | HM14 |
| 48300-48499 | 200! | 100HM2145 | 9-44PS | STEEL, LOT 5776 | HM15 |
| 48500-48799 | 300! | 100HM2145 | 1947PS | STEEL, LOT 5868 | HM16 |
| 49000-49024 | 25! | 140LO1958 | 8-40PS | LOT 5626 | LO1 |
| 49024-49074 | 50! | 140LO1958 | 1943ACF | LOT 2490 | LO2 |
| 49075-49099 | 25! | 140LO1958 | 1950PS | LOT 5962-A | |
| 49100-49124 | 25! | 140LO1958 | 1950PS | LOT 8006 | |
| 49125-49149 | 25 | 140LO1958 | 1953PS | LOT 8085 | |
| 49150-49224 | 75! | 140LO1958 | 2-53PS | LOT 8116 | |
| 54000-54005 | 6 | 80GBC2446 | | S.U. | |
| 54000-54025 | 22 | 80GBC2446 | | S.U. | |
| 54000 + 54014 | 3 | 80GBC2990 | | S.U. | |
| 54000-54049 | 1? | 80GC2446 | 1916 | FT 2460? S.U. FROM 151000-16099 45 + 47 | GBC2 |
| 54301,54302 | 2 | 60GC1908 | | | |
| 62599 | 1 | 60FM37-3 | | S.U. | |
| 68800-68899 | 40 + | 80FM40-0 | | S.C.S. FROM 68900'S ABOUT 1930 | |
| 68999 | 1 | 80FM36-10 | | S.U. | |
| 70000-70049 | 50 | FM | 1912ACF | | FM7 |
| 70050 | 1 | 252FD57-9 | 1953SLS | GSI | |
| 70100-70199 | 100! | 100FM40-4 | 1923&26 | BLT ACF S.U. LOT 9387 | FM8 |
| 70200-70274 | 75! | 100FM40-4 | 7-26 | BLT ACF S.U. LOT 207 | FM9 |
| 70183 + 70209 | 3 | 100FMS | | | |
| 80000-80005 | 6 | 80LP34-0 | 4-23ACF | S.U. FROM 16100-16599, CONV 1952, ACF LOT9384 | |
| 80006-80031 | 16 | 80LP34-0 | 1923ACF | S.U. FROM 16100-16599, CONV 1953, ACF LOT9384 | |
| 80500-80531 | 32! | 100LP38-0 | 1954 + 55 | BLT NCSTL FROM GSI KITS? | |
| 95100-95101 | 2 | 80MWD | 1947PSC | 20 YARD CAPY NOTE #4 | MWD20 |
| 95120-95149 | 30 | 60MWD432 | 1915 = 16 | BLT K&J NOTE #5 | MWD16 |
| 97000-97014 | 15? | | 1924 | BUILT PULLMAN NOTE #6 | MWB |
| 97100-97199 | 100! | 100MWB198 | 8-26ACF | RODGERS CAR | |

NOTES:

1. Cars carry 10 145 cu.ft. containers. Containers built by Youngstown Steel Door Company 1950+55. Car numbers:44011, 44048, 44069, 44119, 44164, 44171, 44222, 44235, 44266, 44299, 44300, 44305, 44329, 44345, 44371, 44383, 44400 & 44481.
2. Car numbers: 46518, 46545, 46550, 46552, 46554, 46556, 46561, 46563, 46564, 46565, 46567, 46569, 46570, 46602 & 46610. Some wound up in engine sand service.
3. Cars converted from HM-17 group. Car numbers: 47856, 47609 & 47926.
4. Probably a replacement for earlier-built dump cars:45140-159, built 1916.
5. Probably renumbered from an earlier series; 45100-139.
6. possibly renumbered from an earlier series; 46000-49.

General Notes: S.C.S. = Steel Center Sill; S.U. = Steel Underframe

1957 L&N RENUMBERING

| NCSTL | L N SERIES | QUANTITY | TYPE |
|---------------|-------------|----------|------|
| 17800-17844 | 13900-13942 | 39 | XM |
| 18000-18499 | 13000-13373 | 374 | XM |
| 18500-18999 | 13400-13884 | 484 | XM |
| 19000-19499 | 18400-18888 | 486 | XM |
| 20000-21399 | NOTE | | |
| 22000-22649 | 13950-14592 | 642 | XM |
| 26000-26199 | 19495-19499 | 5 | SM |
| 41000-41024 | 26200-26224 | 25 | GB |
| 42400-42599 | 48150-48179 | 30 | GK |
| 43200-43399 | 48000-48145 | 146 | GB |
| 43500-43799 | 47700-47990 | 291 | GB |
| 43800-43999 | 47500-47695 | 28 | GB |
| 44000-44499 | 47019-44499 | 480 | GB |
| 44011 + 44481 | 47000-47016 | 17 | LG |
| 46200-46299 | NOTE | | |
| 46500-46899 | 85200-85582 | 383 | HM |
| 46518 + 46610 | 38525-38539 | 15 | LO |
| 47000-47224 | 76000-76106 | 107 | HM |
| 47500-47999 | 88000-88494 | 494 | HM |
| 47586 + 47926 | 88492-88494 | 3 | HMR |
| 48000-48049 | 85600-85648 | 49 | HM |
| 48100-48299 | 72200-72397 | 197 | HM |
| 48300-48499 | 88800-88994 | 195 | HM |
| 48500-48799 | 88500-88793 | 294 | HM |
| 49000-49024 | 38300-38324 | 25 | LO |
| 49025-49074 | 38325-38373 | 49 | LO |
| 49075-49099 | 38375-38399 | 25 | LO |
| 49100-49124 | 38400-38424 | 25 | LO |
| 49125-49149 | 38425-38449 | 25 | LO |
| 49150-49224 | 38450-38524 | 75 | LO |
| 54000-54049 | 30085-30099 | 15 | GBC |
| 70050 | 24996 | 1 | FD |
| 70100-70299 | 24200-24296 | 97 | FM |
| 80000-80005 | 20283-20288 | 6 | LP |
| 80006-80031 | 20289-20299 | 16 | LP |
| 80500-80531 | 20950-20981 | 32 | LP |
| 97000-97014 | 45100-45109 | 10 | MWB |
| 97100-97199 | 45115-45199 | 85 | MWD |

NOTE: New L&N numbers are unknown, (they may or may not have been transferred over to the L&N). However, it is doubtful if any cars were actually transferred into the L&N, since both groups of cars were extremely old by 1957.

BUILDERS NOTES: ACF: American Car and Foundry; PS: Pullman-Standard; K&J: Kilborne and Jacobs; PSC; Pressed Steel Car Company; PULL: Pullman Steel Car Manufacturing; TC&I: Tennessee Coal and Iron; GSI: General Steel Industries, best known as makers of the Commonwealth line of cast steel underframes for flat cars; SLS: The Nashville, Chattanooga & ST. Louis's South Louisville Shops.



BELOW: The Tennessee Midland was one of the predecessor roads that combined to make up the Nashville, Chattanooga and St. Louis Railway. This official Pullman Company photograph vividly illustrates the basic car design from the turn of the century. Besides the link and pin couplers and the arch bar trucks, also notice how far safety standards have come. *photo courtesy The Smithsonian, neg #9 frame 12*



To wrap up our issue, we thought it worth noting that the Louisville and Nashville Railroad was quick to appropriate the Nashville, Chattanooga and St. Louis's slogan. Here, the Pullman-Standard built L&N 150000 is shown wearing the banner logo: DIXIE LINE. This car was built in January 1959, the first of 3000 cars of this production run alone, and was only one of a large number of cars to feature the NC's motto. The L&N used this slogan up until around 1963. P-S lot 8472. *Pullman-Standard photo, Freight Cars Journal collection*



TO AND FROM
Dixieland