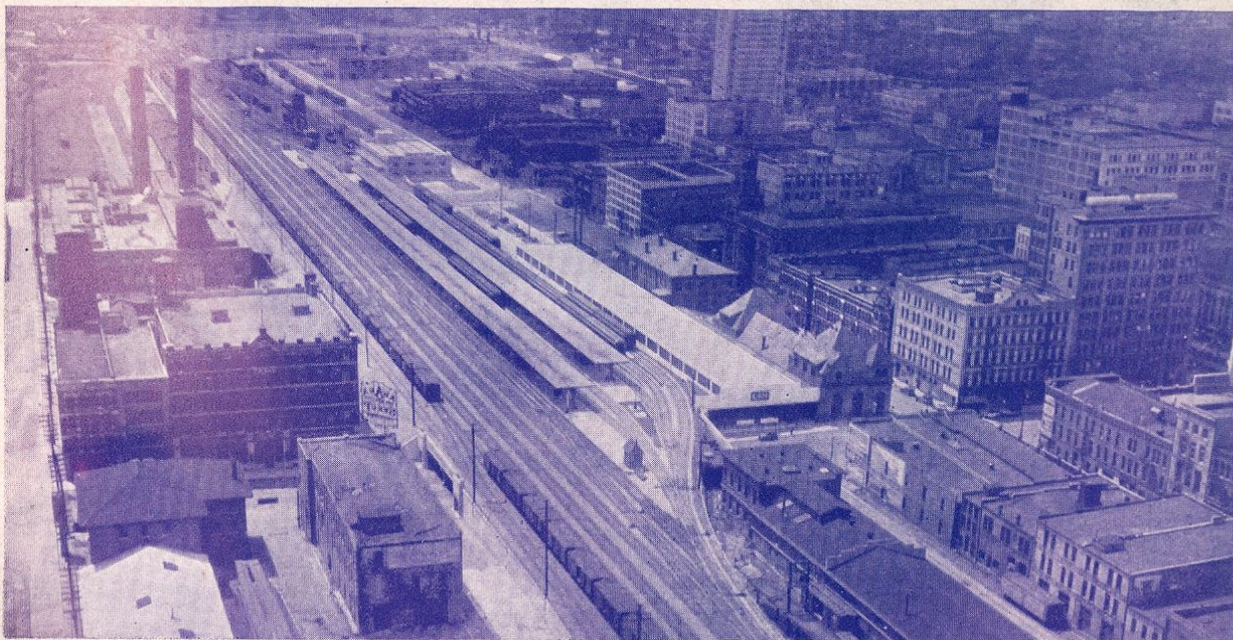


THE  
**Louisville & Nashville**  
*Employees' L&N Magazine*  
(LOUISVILLE & NASHVILLE R.R.)

**May, 1933**



NEW PASSENGER STATION FACILITIES AT BIRMINGHAM

—Photograph by 106th Photo Section, 31st Division Air Corps, Roberts Field, Birmingham, Ala.



**A**FTER nearly four and one-half years of uninterrupted labor the job of elevating L. & N. tracks above certain streets at Birmingham and of revamping the passenger station facilities, which was begun in late December 1928, was completed on April 17, 1933.

Our tracks, passenger and freight facilities, and the tracks of the A. G. S. and Southern Railway are located on very valuable property adjacent to Birmingham's business district, and three important streets connecting the north and south sides of the city originally crossed these tracks at grade. One of these thoroughfares, 20th Street, is occupied by two street car tracks of the Birmingham Electric Company.

The city of Birmingham negotiated with the railways for several years concerning the separation of the grades of the streets and tracks at 14th, 18th and 20th Streets; and numerous plans setting forth various methods of separation were brought forth. The consummation

room. The contract further provided for the replacing of the narrow, wooden viaduct at 22nd Street with a wider one of reinforced concrete; and for the revamping of the railroads' facilities made necessary by the raising of the tracks.

This revamping of facilities meant considerable work for the railroads as it was necessary to keep trains in operation while the tracks were being raised. The altering of L. & N. facilities was further complicated by the fact that certain tracks

and passenger, freight and mechanical department facilities had to be kept on the low level while certain others had to be constructed on the high level. And of course proper passageways had to be installed between the levels for the use of passengers, and for the handling of baggage, mail and express. All of this had to be done, and was done, without interruption to train service and to the conduct of our business.

The work on the project was commenced in late December 1928 and proceeded without interruption until completion on April 17, 1933. Generally speaking, the job consisted of the construction of the 14th, 18th and 20th Street underpasses, the 22nd Street viaduct and sewers for draining these structures; the construction of retaining walls to support the fills used for raising the tracks; the construction of fills, tracks and facilities for the railroads to replace those that had to be abandoned; and the construction of a modern electric interlocking plant just west of 14th Street to protect the tracks of the L. & N., A. G. S. and Southern which cross at grade.

As the result of new facilities

# Grade Separation at Bir-

By Edward Wise, Jr.,



Above: Looking south at Birmingham passenger station before the grade separation project was commenced.

Right: As the station appears now from the same viewpoint.

of negotiations resulted in a grade separation contract dated October 31, 1928, between the city of Birmingham, the Louisville & Nashville Railroad Company, the A. G. S. and Southern stipulating that the tracks of the railways be raised 14 feet and that the city streets be lowered about 4½ feet so that full width streets could be carried under the tracks at 14th, 18th and 20th Streets by means of reinforced concrete underpasses with 14 feet clear head-



# Work is Completed Birmingham

Special Engineer, Louisville, Ky.

constructed on L. & N. property we now have quite an up-to-date arrangement at Birmingham. New plants for the handling of coal and cinders, and a service building for mechanical department employees were erected near 14th Street. Retaining walls were built to hold the fill carrying the tracks 14 feet above the old level; and two concrete baggage subways, each equipped with two electrically operated hydraulic elevators for handling baggage, express, etc., were constructed between high and low levels at the passenger station. A passenger subway was also installed leading to four flights of stairs for the use of passengers getting to and from the station on the low level and the passenger tracks on the high level.

Two steel butterfly sheds were erected on the high level, with concrete roofs and platforms, accommodating four passenger trains simultaneously. Adjacent to these, two service tracks with a concrete service platform between them, were constructed on the high level. A brick telegraph office and a soil cleaning building are included in the upper level facilities. Directly beneath the high level tracks, opposite the south end of the old passenger

station building, there was installed a new service building with quarters provided for mechanical forces, a baggage room, mail room and express offices. This building is served by a concrete driveway.

The old train shed and wooden platform was removed and replaced by a new shed and concrete platform by means of which the passenger subways are reached from the station waiting rooms. This arrangement eliminates the necessity of passengers crossing tracks to get to trains, as was formerly the case.

A short distance south of the station there was erected a sizable two-story fireproof warehouse for automobiles, etc. It is equipped with an electric freight elevator and is served on each side by tracks, one of which is served by a teamway.

In the revamping and construction of water, telephone, sewer, power and steam lines all were put underground where advisable to do so.

Among the sundry other minor facilities that were revamped or constructed to replace those that had to be abandoned is a series of yard tracks on the L. & N. property about two miles west of the passenger station, near Avenue F, to replace tracks that had to be taken up in the grade separation work.

The construction of facilities of the A. G. S.-Southern property included retaining walls, raising tracks and revamping and connecting their present facilities to those created on the high level. The A. G. S.-Southern completed their work early in 1932, but since construction of fa-



Above: The train shed and platforms at Birmingham passenger station on July 29, 1929. (Looking south.)

Left: The new passenger concourse that has replaced the old train shed and platform. (Looking north.)



cilities on the L. & N. was complicated by the fact that our passenger tracks had to be changed to the high level, thereby making it necessary to carry out the work on a definite construction program so as to make the change without interfering with our passenger train service the work on the L. & N. property was not completed until April 17, 1933.

The picture reproduced on the cover of this issue gives the reader an excellent view of the new pas-



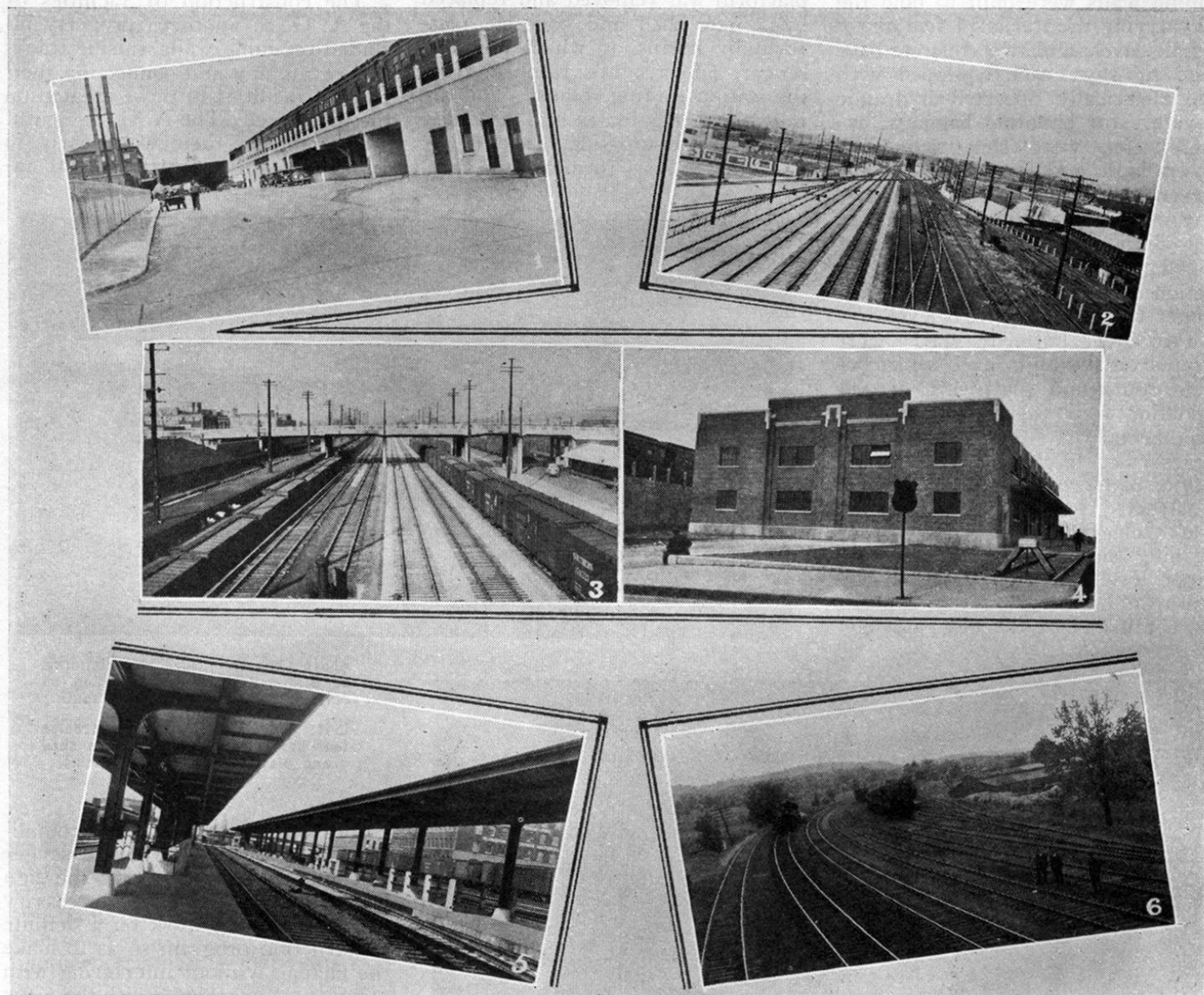
senger station layout. The L. & N. freight station appears in the foreground just to the right of where the passenger station tracks turn off the main line. In the center of the picture are the butterfly train sheds and passenger platforms, with the new concourse roof and passenger station building adjoining them at the right. The building that appears at the end of the train sheds is the new warehouse, and beyond it are the mechanical department facilities. Barely discernible in the upper left corner is the interlocking plant where the L. & N. tracks cross those of the Southern and A. G. S.

The preparation of the plans and the construction work was directed

by an engineering commission created by the grade separation contract and composed of A. J. Hawkins, Birmingham city engineer; B. Herman, chief engineer, Southern Railway, who represented that road and the A. G. S.; and the writer, representing the L. & N. The contract appointed the L. & N. agent to handle the construction of joint structures such as the viaduct, underpasses and interlocking plant. Each of the railways had charge of the construction of facilities, other than the joint work just mentioned, on its own property and the raising of the tracks was done concurrently using railway forces. The earth from the excavation of structures

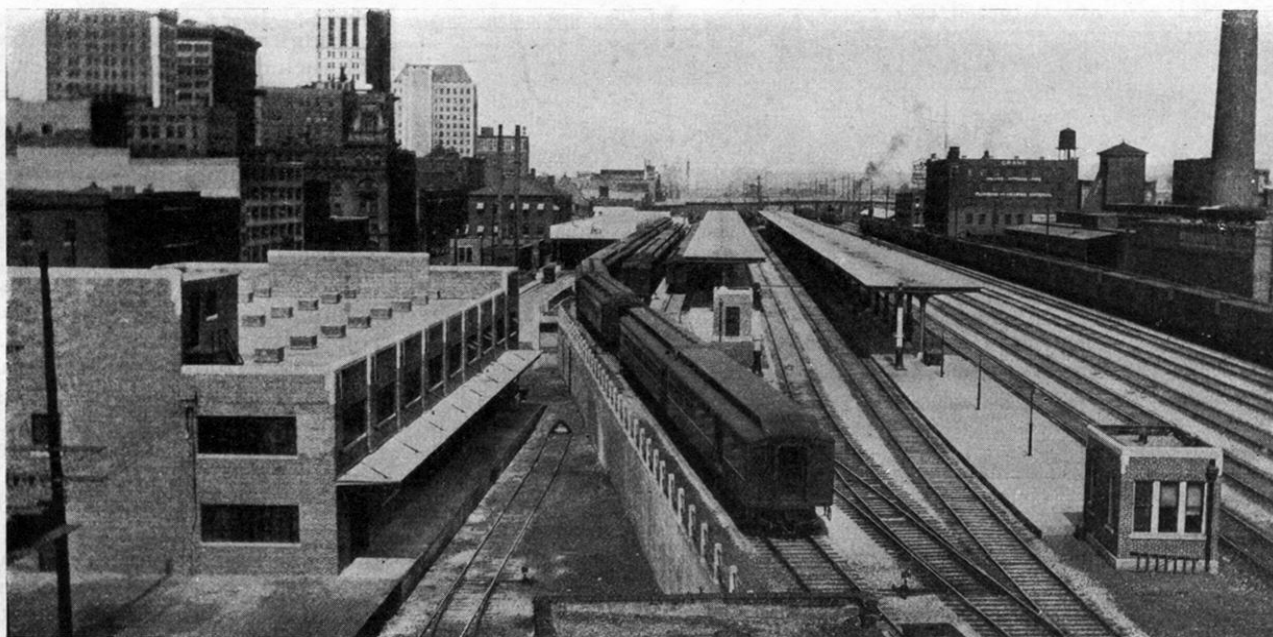
was placed in fills for tracks, but the bulk of material used for this purpose was pit run slag purchased in the Birmingham district.

The detailed plans for all the work constructed by the L. & N. were prepared under the direction of Chief Engineer W. H. Courtenay. The work in the field was handled by J. W. Hoyt, resident engineer of the L. & N., who had charge of all work constructed by the L. & N. as agent for itself and others; and by R. R. Holden, resident engineer for the A. G. S.-Southern, who had charge of work constructed by those roads. Mr. Cantey was resident engineer for the city of Birmingham.



1. Showing the new facilities built under the station tracks at Birmingham for the accommodation of baggage, express, mail and mechanical department forces. 2. L. & N. tracks crossing Southern and A. G. S. tracks at interlocking plant south of Birmingham passenger station. In the right foreground may be seen the top of the L. & N. mechanical department service building and the beginning of the run-off tracks from the new grade to the old. 3. Looking north at 22nd Street viaduct. L. & N. tracks and facilities on the left; A. G. S.

tracks at right. 4. New L. & N. warehouse at 18th St. Tracks on the new grade are at the left. 5. The new butterfly sheds and platforms at Birmingham passenger station, showing the four stairways for use of passengers. 6. New yards constructed south of Avenue F to replace trackage lost in connection with the grade separation project. The men standing in the foreground are J. C. Moreno, superintendent's office; J. W. Hoyt, resident engineer in charge of grade separation work; and R. L. Livingston, switch engine foreman.



Looking north toward Birmingham's new passenger station facilities. In the foreground are the new warehouse, service tracks, platforms, butterfly sheds and telegraph office. Adjoin-

ing the service tracks in the background is the concourse roof, with the station building just to the left of it.

## Veterans Ready for Trek to Cincinnati

**O**N SATURDAY, June 3, the hosts of the Louisville & Nashville Veterans' Club will march on Cincinnati, where their annual reunion will be observed in Coney Island Amusement Park.

The Cincinnati unit of the Veterans' Club have perfected every arrangement for the most wonderful and satisfactory day the veterans have ever spent together, and they are looking forward to the coming of the largest number of veterans that have ever been assembled on one occasion. They have arranged a program of entertainment that will far surpass anything that has ever taken place on such an occasion; and all this for the registration fee of \$1.00, which provides for a sight-seeing tour of the city, the boat-ride up the Ohio River for a distance of ten miles, for the luncheon at noon, admittance to the dance pavilion, and for admission to six concessions.

Not only are the Veterans themselves urged to gladden each other by being present on this occasion, but they are invited to bring the members of their families and all of their friends. They are assured a cordial and sincere welcome by Cincinnati, a truly hospitable city.

Cincinnati operates on Eastern Standard time and it is necessary for those coming from a distance to

**By Dr. Charles W. Welch**

System Chaplain, Louisville, Ky.

use the trains arriving Friday night or early Saturday morning. No. 4 from New Orleans would not reach Cincinnati until 11:45 a. m., which would be too late to join in some of the most interesting features provided for the day.

The Gibson Hotel has been selected as headquarters and has given a special rate whereby a room with bath may be had as low as \$1.50 an individual, provided as many as three or four occupy the same room. All those coming to the picnic are urged to be at the Gibson not later than 8:00 a. m., June 3, where the registration will take



A view of the midway at Coney Island where the Veterans' 7th Annual Reunion will be held.