

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Kentucky
COUNTY: Jefferson
FOR NPS USE ONLY
ENTRY DATE

1. NAME

COMMON: L & N Steam Locomotive #152
AND/OR HISTORIC: Same

2. LOCATION

STREET AND NUMBER: 1837 East River Road			
CITY OR TOWN: Louisville		CONGRESSIONAL DISTRICT: 03	
STATE: Kentucky	CODE: 021	COUNTY: Jefferson	CODE: III

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input checked="" type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
		<input type="checkbox"/> Comments _____ _____ _____	

4. OWNER OF PROPERTY

OWNER'S NAME: Kentucky Railway Museum, Incorporated		
STREET AND NUMBER: 1837 East River Road		
CITY OR TOWN: Louisville	STATE: Kentucky	CODE: 021

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Louisville & Nashville Railroad		
STREET AND NUMBER: 908 West Broadway		
CITY OR TOWN: Louisville	STATE: Kentucky	CODE: 021

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Survey of Historic Sites in Kentucky (Supplement)			
DATE OF SURVEY: 1974 <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local			
DEPOSITORY FOR SURVEY RECORDS: Kentucky Heritage Commission			
STREET AND NUMBER: 401 Wapping Street			
CITY OR TOWN: Frankfort	STATE: Kentucky	CODE: 021	

SEE INSTRUCTIONS

STATE

COUNTY

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DATE

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7. DESCRIPTION

CONDITION

(Check One)

 Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

 Altered Unaltered

(Check One)

 Moved Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

L & N steam locomotive #152 is a class K-2A Pacific. This classification refers to the locomotive's wheel arrangement which consists of four small wheels at the front (the pilot truck), six large drivers (the large powered wheels), and two small trailing wheels at the rear which help support the weight of the firebox and cab. This versatile 4-6-2 wheel arrangement proved to be one of the railroad's most popular classes. They were in service from the turn of the century until they were phased out in the 'fifties by the more efficient and less colorful diesels.

The overall length of the locomotive, from the front of the pilot (cowcatcher) to the rear of the knuckle coupler on the tender is 70'-1 1/2". Maximum height (from top of rail to top of stack) is 15'-5 3/4". The distance from the top of the rail to the centerline of the boiler is 9'-8 3/8" with boiler diameter measuring 63 3/4". The measurement from top of rail to eaves of cab is 12'-10" with the width over eaves being 10'-1 1/2".

The centers of the axles comprising the pilot truck are spaced at 6'-4" with the four wheels being 30" in diameter. Load bearing for each of these two axles is 19,900 pounds. The pair of 49" trailing wheels are spaced 7'-6" center-to-center from the rear pair of drivers, with the load bearing for the set being 35,300 pounds. All six drivers are 69" in diameter and spaced 6'-0" on center. The overall load-bearing distance of locomotive #152 and tender is 61'-7". This is the distance from the center of the front pilot axle to the center of the rear axle of the tender. The individual overall load-bearing measurements are 30'-2" for the locomotive and 21'-0" for the tender. The weight on the front set of drivers is 40,800 pounds. The middle set bears 46,600 pounds, the rear set 39,000 pounds. This brings the total weight resting on drivers to 126,400 pounds.

Steam locomotive #152 was designed for 200 p.s.i. boiler pressure with Walschaert valve gear. Her cylinders were built to a diameter of 20 1/2" and pulled a 28" stroke.

Boiler tubes are 2 1/4" in diameter and are 18'-6" long. They total 32 in number. The total heating surface of these tubes is 1,432 square feet. Flues number 21, are 5 1/2" in diameter, 18'6" long, and have a total heating surface of 557 square feet. An additional 20 square feet of heating surface is developed by the locomotive's arch tubes while the superheater contains 440 square feet of heating surface. #152's firebox heating surface consists of 214 square feet which brings her total heating surface to 2,663 square feet. The firebox is 90 1/8" long by 72 5/16" wide with a grate area of (continued)

S E E I N S T R U C T I O N S

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1905

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | | _____ |

STATEMENT OF SIGNIFICANCE

Steam locomotive #152 was built by the Rogers Locomotive Works at Patterson, New Jersey, and assigned Rogers Construction Number #A 6256. She came out of the shops in 1905, ready for road service, at a cost of \$13,406. This makes #152 the oldest existing Pacific-type locomotive in the world. Originally designed and constructed for high-speed passenger service, she did her job well. When #152 and her four identical sister locomotives arrived at the Louisville and Nashville Railroad, their efficiency was readily apparent. The Pacific design was believed so superior that the railroad requested construction of an additional forty of the same class. These were turned out between the years of 1906 and 1909.

Around 1910, #152 underwent some minor improvements at an estimated cost of \$4,000. These included new boiler tubes, superheater, valve gear, and cylinders. All work was conducted at the L & N Railroad south Louisville shops.

At this point, an historical sketch of the locomotive's service should be presented. As stated above, her original assignment was to high-tonnage, mainline passenger trains on the major L & N arteries through Georgia, Alabama, Tennessee, and Kentucky. These routes were Cincinnati-Louisville-Montgomery and also Cincinnati-Corbin-Knoxville-Atlanta. This service continued to be provided by #152 until the 1920's, when she, along with others in her class, were being replaced by heavier and larger passenger locomotives. The L & N then assigned these locomotives to flatter terrain, specifically the divisions of the Gulf Coast. Between the years of 1930 and 1950, #152 and sister locomotives of the same class were degraded one step further. This was a new assignment not only to remain in this flat country, but now to pull only secondary trains and locals. They saw service on branch lines into Chattanooga and Pensacola, Florida. Back on the main line, passengers were now rushed to their destination on the L & N limiteds and expresses pulled by a more modern and heavier development of the steam passenger locomotive. It was February 17, 1953, that

(continued)

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Castner, Charles. "Reports of My Demise are Greatly Exaggerated.." The L & N Magazine, July 1970, p. 26.

_____. "Collectors' Items." The Courier-Journal (Louisville), March 2, 1958.

(continued)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		38°	16'	9"
NE	° ' "	° ' "		85°	42'	54"
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: (Mobile Object)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: David F. Tagliarino, President FTW

ORGANIZATION Kentucky Railway Museum and Louisville Chapter, National Railway Historical Society DATE August 5, 1974

STREET AND NUMBER: 1837 East River Road or Post Office Box 295

CITY OR TOWN: Louisville STATE: Kentucky CODE: 021

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Cledek W. Melton

Title State Liaison Officer

Date 10-26-74

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

Date _____

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
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L & N Steam locomotive #152

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7. Description (continued)

45 square feet. Additional computations show that the ratio of the firebox heating surface to the total heating surface is 8% while the ratio of the heating surface to the grate area is 53.2%.

The two essential ingredients for the operation of a steam locomotive were carried in #152's tender. Capacity of her tender was 15 tons of coal and 7,000 gallons of water. When loaded as such, the tender weighed 143,400 pounds while only 55,300 pounds light. These weights are evenly distributed among the four axles of the tender.

Locomotive #152 has a total engine weight of 201,500 pounds with an impressive tractive effort of 29,000 pounds. Her factor of adhesion is 4.36. As designed, she was able to negotiate a maximum curve of 16 degrees.

Today #152 rests near the banks of the Ohio River at the Kentucky Railway Museum in Louisville, the state's only transportation museum. She has undergone a few modernizations since she rolled out of the Rogers Locomotive Shops in 1905. Basically, these changes consist of safety features and appliances added as they were adopted by the Louisville and Nashville Railroad. A steel pilot has replaced the original wooden one and modifications have been made to both the cylinders and valve gear. She is, however, approximately 99% original as constructed. This is the result of the excellent design of the K-2A Pacific. As a class, they simply never required much attention.

As can be seen by the enclosed photographs, the exterior appearance of the locomotive is excellent. A high-gloss black finish is predominant with walkway edges, cylinder facings, wheel rims and air pump bands being highlighted in silver. The bell, whistle, headlight, domes, number plate, classification marker lanterns, and other brightwork of the locomotive has been obviously well cared for.

Unfortunately, her internal workings are not in this same fine condition. #152 is currently disassembled with extensive restoration repair work being done on her boiler tubes. Although very costly, this and other services should put the #152 back in road service. When this is accomplished, the Kentucky State Railway Museum plans to operate steam excursions behind this locomotive in an effort to bring a glimpse of the past to the old and provide initial exposure of an integral part of American history to the young.

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L & N Steam locomotive #152

8. Significance (continued)

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#152, the last surviving "K" class Pacific passenger locomotive, was withdrawn from active service. She was stored at Mobile awaiting some decision of her fate.

#152 also has direct association with the Pan American, the L & N's famous passenger train. The railroad log of this train confirms the use of locomotive #152 on the Mobile and New Orleans division. A L & N Railroad poster of 1924 advertises the Pan American as follows: "The Train Deluxe, The Most Satisfying Service Between Cincinnati, Louisville, Birmingham, and New Orleans and between Cincinnati, Louisville, and Memphis. Observation Car, Parlor Cars, Drawing Room and Compartment, Sleepers, Dining Cars and Coaches. No Extra Fare."

Although these locomotives were once the pride of the railroad, and the best at performing demands placed on them, like all others operating under the force of steam, they were later confronted with something new. The diesel could do essentially the same task, but in a cheaper, cleaner, and generally more efficient manner. This marked the beginning of the end for the steam locomotives, and they have since vanished from the American scene. These were the iron horses which played such a vital role in the expansion, settlement, and development of this country.

#152 would have been included in this massive, nation-wide scrapping operation had it not been for one individual. Mr. John E. Tilford, President of the L & N railroad from 1950 to 1959, who made the decision for the L & N to dieselize, was directly responsible for rescuing #152 from the torches. Mr. Tilford sent a personal order to the Master Mechanic instructing him not to scrap this locomotive.

This particular locomotive also has a number of recorded historical associations. Teddy Roosevelt's campaign train of 1912 was furnished motive power by locomotive #152 while Roosevelt made his speeches between Louisville and Cincinnati. Officials of the L & N state that #152 also pulled notorious gangster Al Capone during his transfer to Alcatraz Prison in the 'thirties. This would have been the portion of his trip from Mobile to New Orleans. Owing to the fact that this was a classified operating order for high security purposes, no written accounts are available. Locomotive #152 was, however, assigned to this division at that time, making its participation

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L & N Steam locomotive #152

8. Significance (continued)

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very likely.

L & N steam locomotive #152 represents the most active and colorful era of American railroading. This was one of the locomotives that provided the "lonesome" whistle, the synchronized blasts of steam exhaust, and a sense of apprehensive fascination with its mechanical movements.

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STATE Kentucky	
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(Number all entries)

L & N Steam locomotive #152

9. Major Bibliographical references (continued)

Page 2

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Louisville: L & N Public Relation Dept., First printing
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_____. "The Story of L & N Motive Power," L & N History.
Louisville: L & N Public Relations Dept., 1959.

Klein, Maury. History of the Louisville & Nashville Railroad.
New York: Macmillan Company, 1972.

L & N archives. L & N offices, Louisville.

"Old No. 152 to Continue to 'Ride' the Rails." L & N Magazine,
July, 1956, p. 33.

" 'Stubborn' Old 152 Gives in as Railway Museum Takes Shape,"
L & N Employees' Magazine, February, 1958, p. 46.

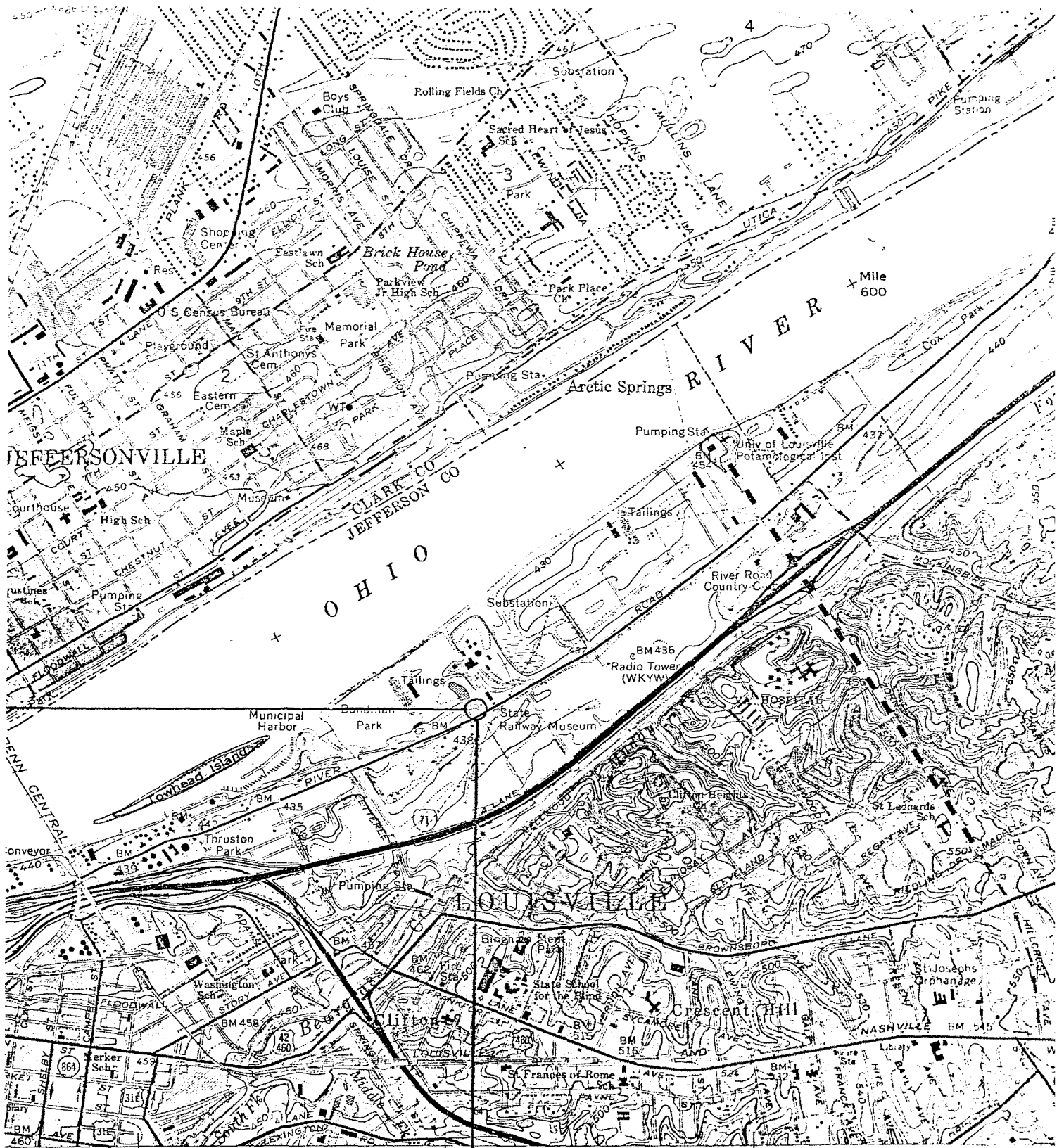
Penn, Lincoln. "L & N Contributes to Rail Museum," L & N
Employees' Magazine, November, 1957, pp. 24-26.

Prince, R. E. Louisville & Nashville Steam Locomotives. Green
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Trains Magazine, February, 1958, p. 52.

Tilford, John E. Personal Notes on Saving #152, July 14, 1974.

Yater, George. "Heading for the last Round-Up," Now
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pp. 6-7.



Published by the Geological Survey
 Indiana Department of Natural Resources
 Aerial Survey
 with Kentucky Geological Survey
 U.S. USCE, and the City of Louisville
 from planimetric surveys 1937. Topography in
 this map is derived from aerial photographs
 obtained 1950. Entire map revised 1965
 based on the 1927 North American datum. 10,000-foot grids
 are shown in the east zone, and Kentucky coordinate
 3-meter Universal Transverse Mercator grid ticks,

LOCOMOTIVE #152

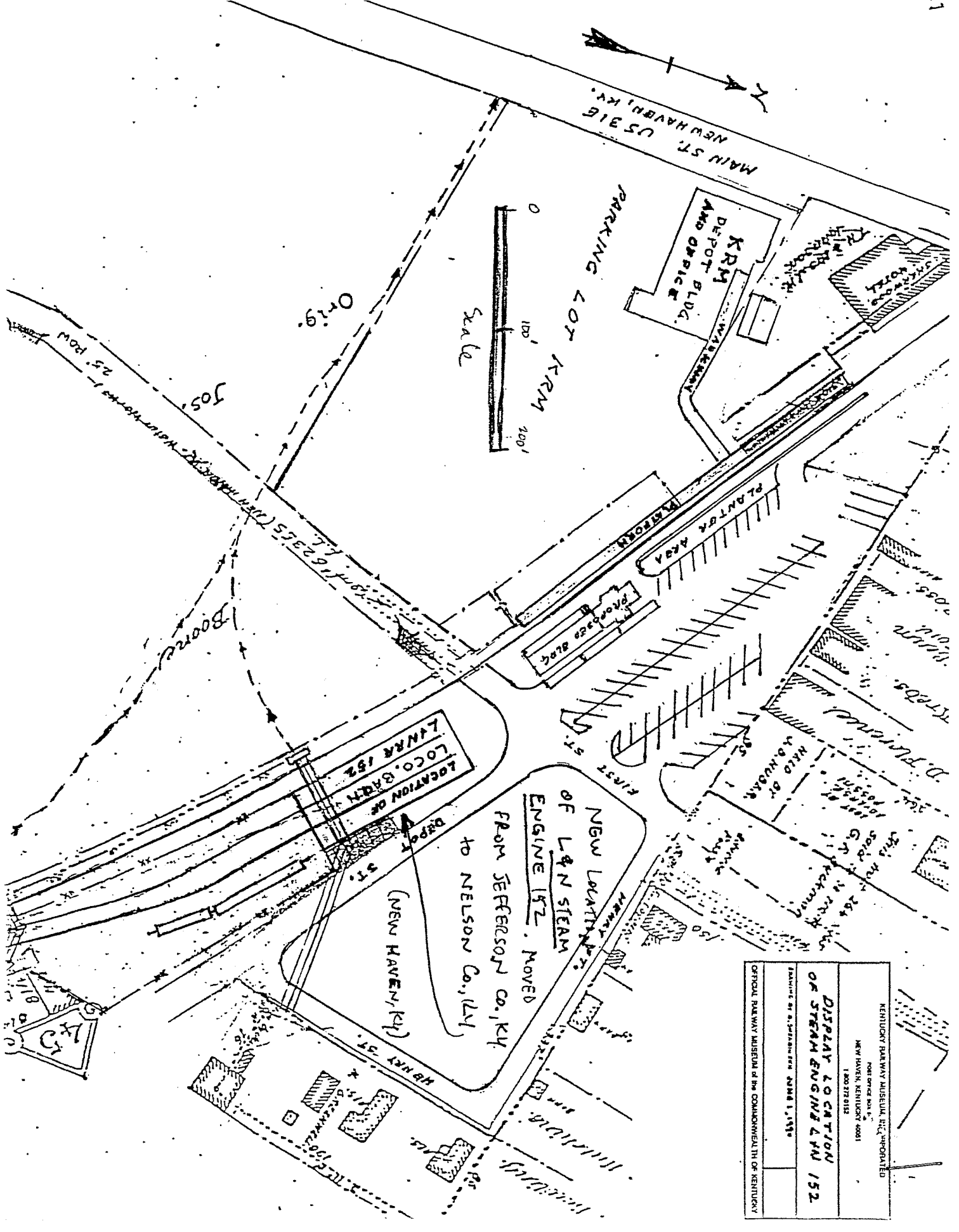
SCALE 1:24,000

LAT: 38° 16' 9"

LONG: 85° 42' 54"

CONTOUR INTERVAL 10 FT
 DOTTED LINES REPRESENT 5-FOOT
 DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP A
 FOR SALE BY U.S. GEOLOGICAL SURVEY, V



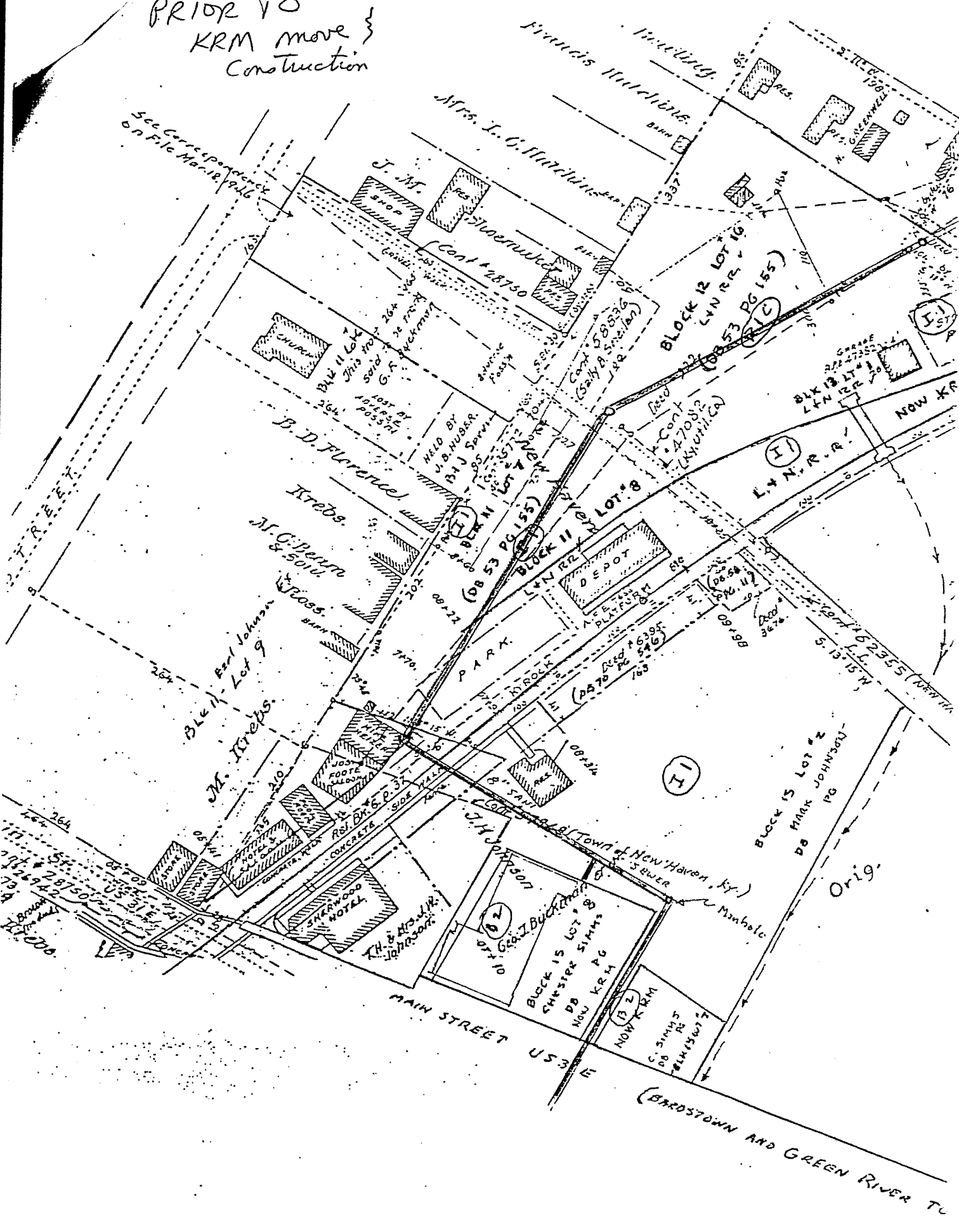
KENTUCKY RAILWAY MUSEUM, INC., INCORPORATED
 HOME OFFICE BOX 1
 NEW HAVEN, KENTUCKY 40051
 1-800-378-0132
 DRAWING BY R. SPANBERGER, JANUARY 1, 1998

**DISPLAY LOCATION
 OF STEAM ENGINE L&N 152**

OFFICIAL RAILWAY MATERIAL OF THE COMMONWEALTH OF KENTUCKY

PRIOR TO
KRM move }
Construction

See Correspondence
on file Mar. 12, 1916



Finch's Millstone

Building

RES.
RES.
RES.

Mrs. J. C. Millington

J. M. Shop

(Cont 428750)

Block 12 Lot 16
L.V.N.R.R. -
(DB 53 PG 155)

CHURCH

Block 11 Lot 7
L.V.N.R.R. -
(DB 53 PG 155)

B. D. Florence

HELD BY
J. B. HUBER

DEPOT

M. C. Gilbert
& 501 N.

M. Krebs
Bleil, Earl Johnson
Lot 9

Block 11
L.V.N.R.R. -
(DB 53 PG 155)

L.V.N.R.R. -

Block 15 Lot 2
DB MARK JOHNSON
PG

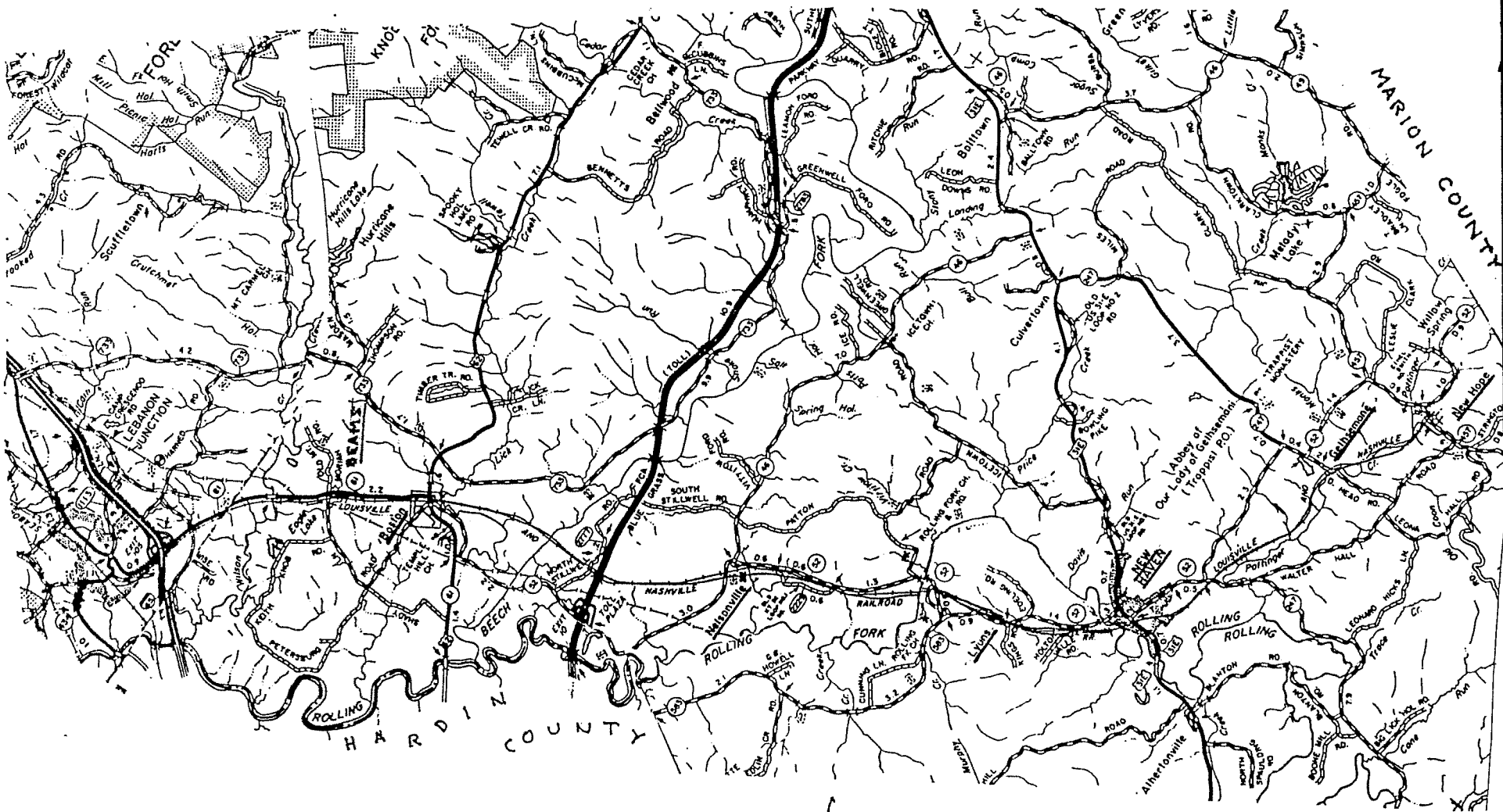
M. Krebs

Geo. Z. Buckner
Block 15 Lot 8
SHEPHERD SIMMS
DB NOV KR 11

Orig.

MAIN STREET US 31 E

(BROOKSTOWN AND GREEN RIVER TO)



THE ROUTE OF 152



TRACK MAP OF THE
 KENTUCKY RAILWAY MUSEUM
 THRU LARUE AND NELSON COUNTIES
 BEAMS-BOSTON-NELSONVILLE-LYONS
 NEW HAVEN-GETHSEMANE-NEW HOPE