

land, and who, to some extent, became the victim of his own fame. The volume will prove helpful to all who seek the truth about Col. David Crockett of Tennessee and Texas.

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History of the Louisville and Nashville Railroad

Klein, Maury

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Have you ever traveled down the interstate at 65 mph with several 18-wheel behemoths surrounding you about 6 feet away, wondering why their merchandise wasn't safely on a nearby railroad track which parallels so many of our interstate highways? Reading this book by Professor Klein will give you a glimpse at the answer(s) to such musings and contribute to an understanding of why most travel today is not by railroad.

At the apex in 1916 there were 1,243 rail companies of all classes owning some 254,000 miles of track throughout the country. Today there are only four main systems, two west of the Mississippi (Union Pacific and Burlington Northern Santa Fe) and two east of the Mississippi (CSXT and Norfolk Southern). This book traces the glorious history of one component of the CSXT system, The Louisville and Nashville Railroad Company (L&N), from its beginnings in the 1850's until the present.

This book was first published in 1972 by the Macmillan Company. It offers the reader a detailed and descriptive story of this railroad's founding through the centennial year 1959 in twenty carefully researched chapters with ample documentation in the form of end notes. The "Epilogue into the Maw of Progress" offers a summary of major developments in the company from 1959 to 1972, the year the first edition was released. The author has provided a six-page "Introduction to the New Edition" to bring the reader up to the present.

Agitation for a railroad from Louisville to the South began as early as the 1830's, but it was only in 1850 that sufficient pressure from citizens in Louisville and other communities along the supposed right-of-way, as well as commercial competition from Nashville, brought matters to a head in the seeking of a charter from the Kentucky General Assembly. This was granted perfunctorily and efforts began immediately to raise funds and select a route. No federal funds were available, so the majority of monies for the rail line were from private citizens and local counties and communities. The major routing competition was between Bowling Green (the lower route) and Glasgow (the upper or "air-line" route). On August 10, 1859, the first train passed from Louisville to Bowling Green. On October 27, more than nine years after receiving its charter, a special train with 200 dignitaries left Louisville for the first run to Nashville.

From these early beginnings until January 1983 when the L&N ceased to exist as a separate entity, Klein takes the reader through much of the history of the line, including many of its challenges, opportunities, and successes as it became, over time, the premiere railroad company of the South. He does this chronologically by following the tenure of each of the L&N's presidents, from its first, L. L. Shreve (9/27/1851 to 10/2/1854), to its last, Prime F. Osborn III (4/1/1972 to 1/1983). Both financial and technological issues are discussed throughout the book. Also, two chapters, "The Sinews of Transportation, Part I and Part II," are devoted to a review of engines, rolling stock, and track developments.

Mileage expansion occurred both by construction and acquisition. One such acquisition, that of the Jellico, TN-Atlanta, GA line in 1902, led abruptly to a change of ownership and loss of its independence. Through stock manipulation and chicanery involving John W. "Bet-A-Million" Gates and Edwin Hawley, J. P. Morgan was able to acquire a controlling interest in L&N stock and immediately sold his shares to the Atlantic Coast Line. The "gobbler" had finally become the "□obble".

Throughout its history, the L&N promoted industrial development within its service areas. Notable in the discussion is the involvement of the L&N in the long term growth of the iron and steel business in and around Birmingham, and coal mining in Kentucky, especially eastern Kentucky. As the rail business became more complicated over time and many competing interests came into play, it was to be expected that politics would enter into the L&N story. Of especial interest to Kentuckians is the William Goebel affair in the 1896-1900 period and the railroad's involvement in this.

More particularly to local interest, this book details very little of direct bearing on the Jackson Purchase area of Kentucky and Tennessee. Aside from the Bowling Green to Memphis branch and the Nashville, Chattanooga, and St. Louis (NC&StL) line from Paris to Paducah, the L&N's history only occasionally crossed paths with that of the region. (The L&N acquired the NC&StL in 1880, though the latter continued to operate throughout most of its history as an independent line.) For a specific history of the L&N story in Paducah, the reader may be referred to *The Paducah Gateway: A History of Railroads in Western Kentucky*, by Donald E. Lessley, Troll Publishing, 1978.

The book is well constructed with solid binding, the print is very readable with no noticeable typographic errors, and the appendices contain voluminous data on L&N finances and operations from 1859 through 1969. It is a "must-have" book for the railroad buff and would serve as an excellent reference or text book describing a marvelous story of transportation and industrial development in the southern United States.

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