

Northern Kentucky Views Presents:

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# We Change Our Line

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# We Change Our Line

THE NATION'S LARGEST MULTI-PLATE PIPE IS INSTALLED ON THE CINCINNATI DIVISION AS PART OF A RECENT TRACK RELOCATION

**T**HE L. & N. recently "lost" one 180-foot tunnel and two bridges, but in doing so it smoothed out a wrinkle in its line and additionally gained the nation's largest multi-plate pipe.

All of this, among other things, was involved in the just-completed relocation of 2,213 feet of track on the Cincinnati Division near Independence, Ky. The pipe, which has a diameter of 20 feet and is 100 feet long, giving it dimensions somewhat comparable to a giant redwood, was substituted for Bridge No. 39. The latter, a 77-foot steel,

open-deck structure, spanned the waters of Bank Lick Creek, which meanders through the countryside. This stream was also spanned by 78-foot-long Bridge No. 38, a steel, through-girder structure. It has been replaced by a concrete pipe, 48 inches in diameter.

Replacing the bridges with the pipes necessitated a change of about 700 feet in the channel of Bank Lick Creek.

Our champion pipe, a product of the Armco Drainage Metal Products Company, is made of galvanized, copper-bearing pure iron, is more than one-quarter of an inch thick, and was as-

sembled in sections on the ground. There is an over-burden of about 12 feet of earth and rock between it and the road-bed.

Work on the relocation began in August, 1960 and trains were able to move over the new line—which is somewhat to the west of the original trackage—by the early part of November. The construction was done under contract by R. C. Durr, Walton, Ky., with the L. & N.'s own forces handling the track work.

Total cost of the project was in the neighborhood of \$165,000. It was necessitated by the fact that brick-lined Tunnel No. 5 was creating a hazardous operating condition and it and the two bridges would soon have required extensive repairs. Two earth fills and the pipes were the solution to the dual problem of grade and drainage and the need for the tunnel was eliminated by an open cut. After the tunnel was abandoned, it was "blown in" and then filled up. The two bridges will be salvaged and used elsewhere.



*Left:* Earth-moving machines have here made a good start in grading for relocating line. Former trackage was to the left, just out of camera range. *Below, left:* Workmen have assembled big, multi-plate pipe and it is now ready to receive over-burden of earth and rock. *Below, right:* With pipe in place and work of relocating line completed, a freight train passes over new track.

