

**Application for Membership in the
NC&StL Preservation Society**

Name _____

Spouse _____

Address _____

City _____

State _____ ZIP _____

How did you hear about us ?

Type of membership:

____ Single \$20

____ Family \$25

____ Student \$10

____ Sustaining Member \$50

____ Honorary (former NC employee)

Title, location and employment dates:

Note: Initial membership fee is an application fee. Thereafter, dues are payable annually on May 1st. There are no dues for Honorary members.

We value your privacy, and will never release personal information without your specific authorization. Periodically, we publish a member directory which is available to members only. May we include your information in the directory? Yes ____ No ____

Make checks payable to:

NC&StL Preservation Society, Inc.

Mail to: NCPS Treasurer, Chuck Higdon
189 Foxtrot Lane, Jasper, TN 37347-1729

We also accept credit cards through

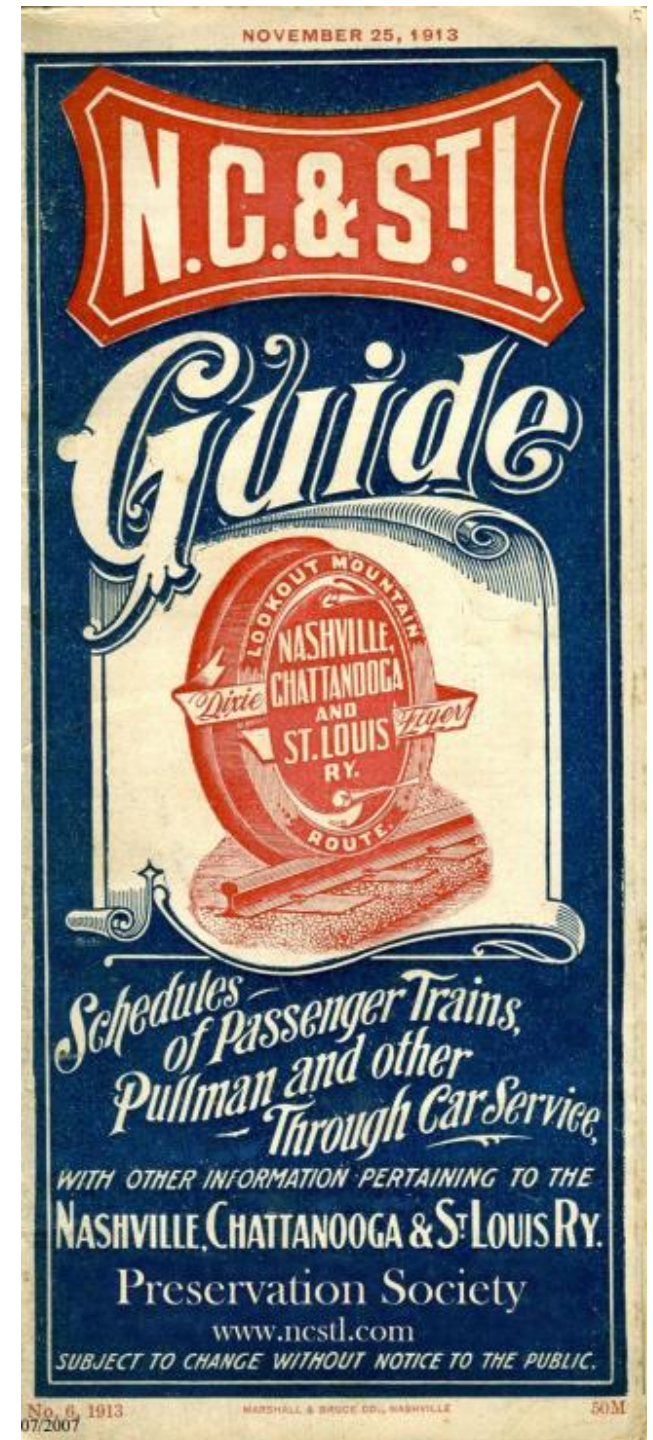
www.paypal.com

Payable to treasurer@ncstl.com

Add \$1.25 to cover the processing fee

"The Dixie Line"

NC&StL Preservation Society
Chuck Higdon, Secretary/Treasurer
189 Foxtrot Lane
Jasper, TN 37347-1729





NC 576 waiting for her next assignment in 1946

The Nashville, Chattanooga and St. Louis Railway ("NC&StL" and "NC") was the original "Dixie Line" since its start in 1845 as the "Nashville & Chattanooga Railroad". Through the late 1800's, the NC expanded to provide service from Hickman, KY to Atlanta, GA, from Memphis, TN to Paducah, KY, and to Huntsville, AL and Gadsden, AL. As well as extending over 12 branches.

Until it was fully merged into the Louisville and Nashville Railroad in 1957, the NC was recognized as one of the premier railroads, not just in the South, but in the country.

The NC was the heart of the routes for such crack passenger trains as the Dixie Flyer, the Dixie Limited, the Dixieland, the Lookout, the Volunteer, the Dixie Flagler, the Georgian and the City of Memphis.

A proud part of the heritage of the NC was its distinctive 4-8-4 steam engines. Known on the NC as "Dixie" class engines, the last remaining 4-8-4 engine #576 was donated by the NC&StL to the City of Nashville in September 1953, and was placed in Centennial Park, where it remained for the next 66 years.



Streamliner #535 on the City of Memphis near Bruceton Tennessee in the 1950s. (H.C.Hill Sr. Photo)

In 2001, a group of concerned NC&StL rail fans met at Union Station in Nashville to discuss the fate of the fast-deteriorating engine. At that meeting the NC&StL Preservation Society (NCPS) was founded, and set as our first priority the preservation of engine #576.

One of NCPS's first initiatives was to seek the installation of a protective shed over the locomotive and its tender, to slow the process of deterioration, a structure that was eventually completed.

In addition to our initial goal, we also set the objective of the perpetuation of any and all things associated with the NC&StL Railway.

The NC&StL has a vivid and colorful history, and though it has been gone for over 65 years, the society is dedicated to preserving the memory and history of this remarkable rail line.

NCPS's most valuable assets are the people who formerly worked for the NC&StL. These former employees are eligible for a free Honorary membership in NCPS. We strongly encourage these people to share their knowledge and memories, whether in person, in writing, or through audio and video tape.

We also encourage NCPS members to get actively involved contributing articles to our website and newsletter, scanning and photographing artifacts or memorabilia for the digital archives, assisting with the employee database project, or speaking with local and historical organizations, genealogical groups, or train enthusiasts about the NC&StL.

The Society is a non-profit Tennessee corporation seeking donations to aid in restoration of #576. NCPS is also dedicated to preserving all other artifacts of the railroad, be it buildings, rolling stock, timetables, etc.

More recently, a new group of well-funded railroad enthusiasts was formed, the Nashville Steam Preservation Society (NSPS), and in 2019, #576 was removed from the park, and was moved to a new location to undergo a complete rebuild and restoration. Current estimates are that 576 will be back on the rails pulling excursion trains in 2027.



Bill Carroll and two other NC&StL employees pose with F-3 Engine #800 in Nashville Tennessee shortly after its delivery to the NC&StL Railway in 1948.

(H.C.Hill Sr. Photo)

Since its inception, NCPS has held an annual membership Reunion in various cities along the tracks, featuring clinics, speakers, displays, model competition, as well as railroad related activities.

We maintain a website at **www.ncstl.com** featuring photographs as well as profiles of persons, places and items connected to the NC&StL. The website also provides members with on-going updates on #576, and all NCPS preservation projects.

NCPS publishes a newsletter several times a year, the *Dixie Flyer*, which includes informative articles on history, current events, and modeling prototype NC&StL cars, locomotives and structures. Members share their latest NC related finds, plus there are articles written by former NC employees about their days working on the railroad. The newsletter is available online for all NCPS members who have Internet access.

If you have an interest in the NC&StL Railway in any way, and want to help us preserve and perpetuate its memory, we welcome you to join the society today.

You may join NCPS by sending back the attached application. Additional applications are available on the NCPS website at **www.ncstl.com**.