

At peak production, this plant received 10 to 11 carloads of coal a day plus occasional transformers, generators, and other replacement parts.

The steam coal was purchased from a variety of sources including mines on the Chesapeake & Ohio, Clinchfield, Louisville & Nashville, New York Central, and Nickel Plate. The coal moved through interchanges to the ACY for final delivery to the power plant.

Plant features. The Woodcock Station has masonry construction with steel-framed windows that are typical of 1930s utilities. A separate two-story wing along the south side of the plant was provided for the offices.

Coal was delivered on what appears to be a double-ended siding parallel to the ACY main line. The railroad would deliver the loads at the east (right) end. Hopper cars have roping staples under each corner. A heavy rope was hooked into the nearest staple on a loaded car and the rope was then looped around a capstan-type car puller to move the car into the dump house and spot it over a receiving hopper.

Then the hopper doors were opened to dump the coal into the conveyor system for transfer to the plant's internal bunkers or out to the reserve coal pile. A vacuum system controlled the dust. In most cases, the coal was pulverized just before it was fed into the boilers.

Finally, the empty hopper was pushed out to roll down a gentle grade to the west end, where its hand brake would be applied to hold the car as a bumper to stop the following empties.

A separate spur track entered the main building from the east end to receive heavy components. Power plants have internal heavy-duty overhead cranes to service the heavy equipment.

Finally, there's a transformer yard at the east end where the power is modified for transmission to the customers. This area includes circuit breakers and automated switch gear to route the electricity and protect the plant. Of course, this high-voltage yard is fenced for safety and security. — *Jim Hediger, senior editor*

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