



The Mid-South Flyer

January 2018



A Publication of the Mid-South Chapter of the Railway & Locomotive Historical Society, Inc

January program

Georgia rail historian and author Larry Goolsby to present on the “AB&C’s” of railroading

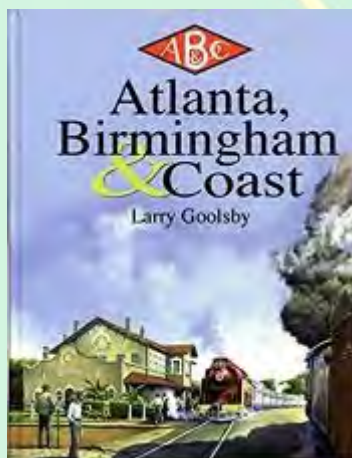
When it comes to knowing your AB&C’s, probably no one can recite more on the subject than MidSouth Chapter member Larry Goolsby.

You see, Larry grew up in Woodland, Georgia, literally a stone’s throw from the former Atlanta, Birmingham & Coast Railroad, later to become part of the Atlantic Coast Line and today’s CSX. A boy’s curiosity and love for his native railroad became a life-long pursuit of learning about the AB&C, and resulted in his authoring the first book-length history of the road. Published to great acclaim in 2001, including a nomination for the Railway & Locomotive Historical Society’s prestigious George Hilton book award, ***Atlanta, Birmingham & Coast*** has become the gold standard for historical research on the line.

As an outgrowth of his interest in passenger trains, Larry has also written two well-received books on passenger train service of the ACL and Seaboard Air Line (SAL). Both books detail these railroads’ highly regarded passenger operations with emphasis on the postwar period of 1940s through 1960s. More recently, Larry co-authored a new history of Midwest-to-Florida passenger service, published by the Pennsylvania Railroad Technical & Historical Society.

In his spare time, Larry edits, and writes extensively for the ACL & SAL Historical Society’s magazine ***Lines South***. His articles have covered topics such as ACL and Seaboard motive power and practices; the context of the Seaboard Coast Line merger; freight and passenger equipment of both railroads; and personal accounts of trips and photography. He is a charter member of the Society and has served on its board of directors since the group formally organized.

Other railroad publication work to his credit includes Associate Editor of ***Railroads Illustrated*** magazine; editor of three books written by Pullman and passenger train expert Theodore Shradly and published by the ACL & SAL Historical Society; contributor to the ***Encyclopedia of North American Railroads***; and contributor of information and photos to a number of other books and articles on southeastern railroad history.



Of special note, Larry is a long-time MidSouth Chapter member and was a speaker at the 2012 R&LHS convention in Birmingham. We are delighted to have Larry back to kick off the Chapter’s 10th anniversary with a program entitled “*The Atlanta, Birmingham & Coast: Birmingham’s New Route to the Sea (Via Chelsea, Chandler Springs, Standing Rock, & Points East)*,” highlighting the history of the AB&C and its role in the development of the Birmingham industrial district.

Please join Larry on Saturday, January 27th at 2:00PM at the Historic Leeds Depot for his PowerPoint presentation. For those interested in obtaining a copy of the book or having their copy signed, Larry will be available in the agent’s office for a book signing beginning at 1:00PM, and again briefly following the meeting.



Larry Goolsby

Time to renew your R&LHS membership! [Click on here](#) for quick and easy on-line renewal.



Dropping down from the AB&C — Following the merger of ACL into the Seaboard Coast Line (SCL) and the demise of the AB&C's original main line into Bessemer and Elyton Yard, SCL freights began operating over the L&N (also an SCL-controlled property) via a new junction at Parkwood, AL, south of Birmingham. On a hazy June day in 1979, inbound SCL Train #334 led by SD45 #2053, drops onto the L&N main en route to Birmingham's Boyles Yard. We can't say for sure, but we wouldn't be surprised if MidSouth member and former SCL engineer, "Fast Eddie" Cook, isn't at the throttle after another hot run from Manchester, Georgia. (Marvin Clemons collection)

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The Mid-South Flyer is published quarterly by the Mid-South Chapter of the Railway & Locomotive Historical Society (R&LHS), Inc. The R&LHS is a non-profit educational organization dedicated to the study and preservation of railroad history. National and chapter dues are \$50 and include subscriptions to the Society's twice-yearly magazine Railroad History and quarterly newsletter, and the chapter's e-newsletter, the Mid-South Flyer. Contributions, article ideas and reader comments are welcomed.

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Editor's Corner

With this edition of the *MidSouth Flyer*, we kick off a year-long celebration of our Chapter's 10th anniversary. In honor of reaching this important milestone, throughout the year we'll be featuring highlights from past newsletters, along with lots of new material and a few choice articles from other historical publications you might have missed.

Also, in keeping with the board's decision to return to bi-monthly meetings, the newsletter will publish bi-monthly beginning with this issue. We're also rolling out a new "flip page" format to give the newsletter a fresh magazine look and feel. No more scrolling through a PDF one page at a time.

We're also excited about the anticipated lineup of outstanding historical programs and presenters from around the MidSouth region during our anniversary year. Beginning with Larry Goolsby and the AB&C, in coming months we look forward to programs by other MidSouth members and subject-matter experts that will make your membership well worth it, and encourage those who haven't yet joined to come on board.

As you will hopefully enjoy the newsletter articles, programs and events planned for the coming year, you might keep in mind that a handful of fellow members are making it all possible. If you truly appreciate their efforts in making your Chapter go, I strongly encourage you to give something back by volunteering a small portion of your time and talent to serve as a board member, and help keep the MidSouth Chapter moving forward for another ten years.



Mid-South Chapter Update

Reported by James Lowery, Chapter President

Looking Back and Looking Forward

As the year 2017 has come to an end and as we begin 2018, we as a Chapter of the Railway & Locomotive Historical Society have a lot to celebrate and a lot to look forward to!

Looking back over the past year, I am glad to report that we continue to be a strong and effective Chapter. Our Chapter membership has increased; our finances are strong; we have raised money for, and have implemented, a significant historical railroad signage project that is going well and is benefitting the general public as well as the historical railroad community; our Chapter meetings have featured outstanding presentations and speakers many of whom are Chapter members; our Chapter has been a significant part of a new digital archive of Alabama railroad history and images; our Chapter continues to publish an excellent newsletter that not only contains information for members but also articles about many aspects of railroad history (many of the articles are authored by Chapter members); our Chapter's website is excellent and provides our members with up-to-date information; and our Chapter has continued to be involved in the Leeds community and in preservation of the Historic Leeds Depot by featuring the area's rich railroad history.

And... you may have noticed that, thanks to the City of Leeds, the viewing platform at the Historic Leeds Depot is being re-built and will be an excellent place for viewing the many trains that run through Leeds and beside the Depot.

WOW! With all that going on, what is coming up in the year 2018? First and foremost, 2018 is the Chapter's 10th Anniversary! Have you noticed our new Chapter logo for 2018? We are planning to "celebrate all year long" in the sense that the newsletter issues in 2018 will help us remember those 10 years, and we are making plans for a celebratory event in November.



Also, look for more Chapter program meetings in 2018 – every other month instead of quarterly. We have excellent presenters already scheduled for the first half of the year and are working on scheduling additional high-quality presentations for the last half of the year. The schedule of our 2018 meetings is as follows – please add them to your calendar and look for program announcements as they are confirmed.

- January 27– Annual Meeting - Featured speaker, Larry Goolsby on the Atlanta, Birmingham & Coast
- March 17 (Program TBA)
- May 19—Featured speaker, Regional Photographer David Hurt
- July 21 – Annual Picnic followed by Program TBA
- September 15—Program TBA
- November 17 – Open House and 10th Anniversary Celebration

As we move into the Chapter's 10th Anniversary year, we want our Chapter members to be an integral part of all that we do as a Chapter. We value your attendance at the Chapter meetings, and without your help we cannot do all that we want and need to do. Consider becoming more involved in your Chapter's work in 2018 through membership on the Board of Directors or by assisting with our upcoming events in 2018. *Let's talk!*

From the Archives

*(Editor's note: The following article by MidSouth member David Payne first appeared in the April-May edition of **The Right Way**, the Central of Georgia Railway Historical Society's magazine. Our thanks to editor Allen Tuten and photographer Parker Lamb for granting permission to reprint David's article in **The MidSouth Flyer** (© 2014 Central of Georgia Railway Historical Society, Inc.)*

A Long Day on a "Through-Local" in 1960

by David Payne

During my time in the Navy, I eagerly looked forward to the photo section in *Trains* magazine, hoping that a few railroads from the southeast would be represented. I was especially pleased with the April 1974 issue, as it included a downward view of three Central of Georgia RS-3s with an eastbound train in Newnan, Ga., an important junction between Atlanta, Chattanooga, and Columbus.

I was later able to contact the photographer, J. Parker Lamb. From him, I learned that he had followed the train through Newnan that day and had recorded two pairs of coming-going views of the train, which I knew immediately was No. 90, a Cedartown to Columbus freight, as it passed the Central of Georgia freight station on the west end of town.

Recently, the date of these four photographs was confirmed as Monday, June 27, 1960, and No. 90 was arriving at Newnan about 2:30 p.m. The three RS-3s were No. 112 (Pullman green), No. 152 (Pullman green), and No. 135 (blue, gray, and black). The crew consisted of Engineer Hill, Fireman Careathers, Conductor O. A. Williamson, Brakeman Whitfield, and Flagman McLendon. They had gone on

duty in Cedartown at 6:00 a.m. and had departed at 6:40 a.m. with 23 loads and 43 empties—a train of 2,385 tons.

Train No. 90

No. 90 was consistently shown as a Third Class train, and by 1960, identified as a "Local Freight" serving the Cedartown and Greenville Districts. But it also handled "through" business between Cedartown and Columbus. Later, No. 90 would be identified as a



(right) The first of a series of four photographs from Monday, June 27, 1960, was made from the 2nd Avenue bridge looking west as No. 90 arrived at Newnan, Ga. CofGa RS-3 No. 112 is passing over the first turnout that splits the single-track mainline into four tracks just west of the CofGa freight station. The telltale warns of the upcoming overhead bridge. Note the tank car and the box car ahead of the woodracks—switching at Newnan will place other cars immediately behind the locomotives. (Photograph by J. Parker Lamb)

"Thru Freight" on these districts, although the change in description didn't affect the actual operation.

On that June day in 1960, the crew on No. 90 worked at Bowdon Junction (10 minutes switching) and Carrollton (1 hour, 40 minutes switching) before waiting at Clem (1 hour, 10 minutes) for two trains: No. 89 (engines 128-116-111), its counterpart operating from Columbus to Cedartown as a Second Class "Local Freight" and No. 29 (engines 130-137-129-141-142-118), the Griffin-Cedartown (and on to Chattanooga) "Thru Freight," also a Second Class train.

No. 90 went by the Yates depot at 12:17 p.m. and the crew then spent 40 minutes switching at the east end of the yard—likely picking up several cars and reblocking the train.

Sargent was passed at 1:02 p.m., with 15 minutes

spent switching the mill at Arnco, about a mile to the east, before working for another 15 minutes at County Spur, located at the west city limits of Newnan, with the train then coming into Newnan proper.

Entering Newnan from the west, No. 90 passed the CofGa freight depot and came around to the east end of the Newnan "yard." (The single-track mainline split into four tracks to the west of the freight depot—house track, mainline, passing track, and "Dead Track.") It likely worked both the A&WP transfer and the "New Track" where cars destined for the transfer and turn-back cars would be left. It was about 2:40 p.m. as No. 90 pulled east toward the passenger station and the joint operator's office where the train order signal indicated that orders were to be picked up. With orders in hand, the train then departed Newnan.



(left) The second photograph was also made from the 2nd Avenue bridge, but looks east as No. 90 approaches the CofGa freight station. At the far left is the Georgia Belle Fertilizer Company. The track entering the building was used to keep bulk commodities dry as they were unloaded from boxcars while the outside track was the "Lime Door" where boxcars of bulk lime were unloaded.

A Central of Georgia Motor Transport Company truck is backed up to the freight station platform to deliver LCL (less-than-carload) freight, which was handled at that time by truck. Note the "shelter" cover which allowed safe unloading in all weather.

A Soo Line box car is spotted at the platform. Out of sight beyond the boxcar is a track scale which was located in the passing track just beyond the 1st Avenue crossing. Cars for both local delivery and for routing to the West Point Route were sometimes weighed here.

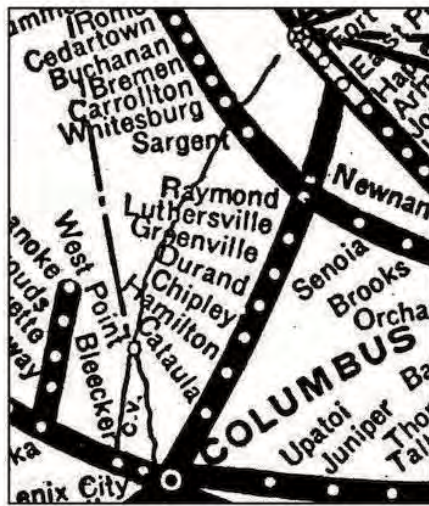
The last track on the right was called the "Dead Track" because it had been used to set out "dead freight" to reduce tonnage. By the time of this photograph, Royal Molded Products was using the west end to receive coal (the dark spot beyond the cars is the trestle) and wood flour (fine wood dust). They would occasionally ship "Royal Seats" (toilet seats).

(Photograph by J. Parker Lamb)

No. 90 arrived at Raymond at 2:55 p.m. with 14 loads and 45 empties. After the switching was completed (20 minutes) and the crew went to the nearby store for something to eat (15 minutes), the train departed at 3:35 p.m. with 13 loads and 35 empties.

The trip down the Greenville District, which No. 90 had entered at Raymond, included a quick stop at Luthersville (5 minutes). Between 4:20 p.m. and 4:59 p.m., there was switching at Greenville (15 minutes)

(right) Map of the route of No. 90 from Cedartown to Columbus. (Collection of the Central of Georgia Railway Historical Society)



and a meet with No. 19 (Man O' War with engine 803), which included a 25-minute delay for No. 90 and a five-minute delay for No. 19—Greenville's 30-car siding would not hold No. 90's train.

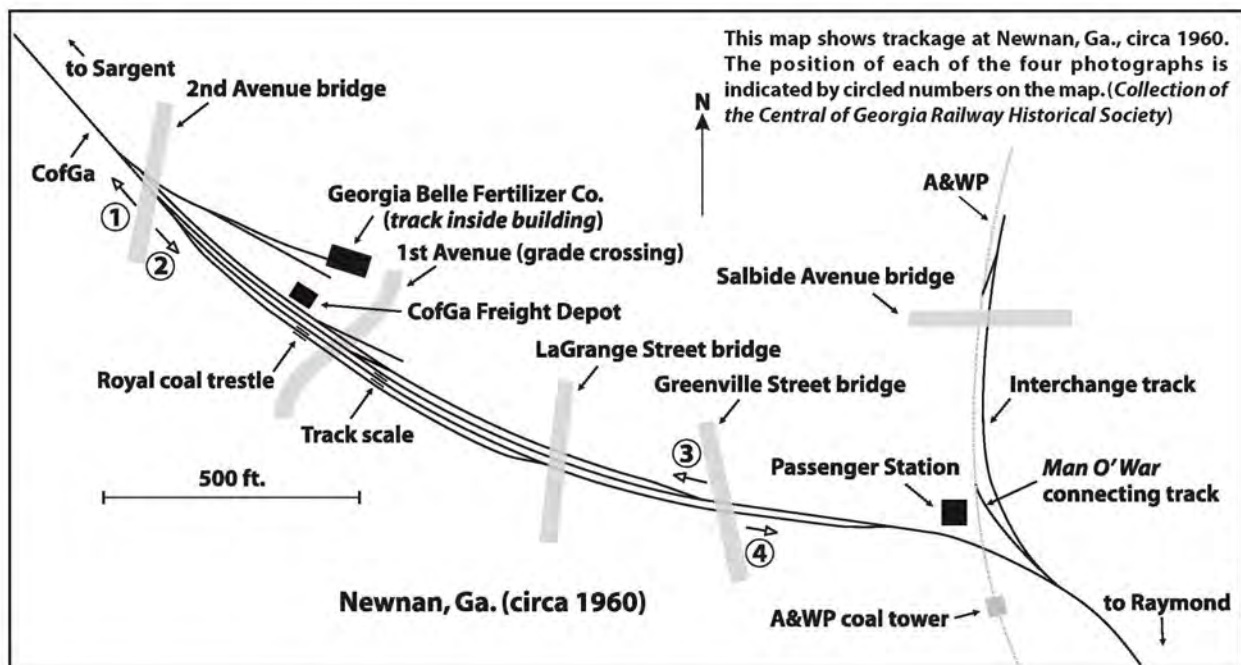
Next stop was the Durand woodyard (15 minutes switching), then Pine Mountain for 20 minutes of work, before No. 90 finally arrived at Columbus at 7:35 p.m. with 18 loads and 39 empties.

The crew went off at 7:46 p.m. with two hours, 15 minutes overtime. It was a long day on a "through local" in 1960!



(left) The third photograph was made from the Greenville Street bridge looking west after No. 90 had completed its switching at the east end of the Newnan "yard." The locomotives have been coupled back to the train and No. 90 is ready to head east. Note the nine additional cars between the locomotives and the tank car and box car ahead of the woodracks, as compared to the consist shown in photographs made from the 2nd Avenue bridge (previous page). The bridge shown here is LaGrange Street. (Photograph by J. Parker Lamb)

(right) The fourth and final photograph from Newnan on Monday, June 27, 1960, was made from the Greenville Street bridge looking east as No. 90 approaches the passenger station. The crew is preparing to flag the A&WP crossing (located just past the station) and, presumably, pick up train orders. Newnan was a 9:00 a.m. to 6:00 p.m. daily train order office manned by a West Point Route operator who also served as the passenger ticket agent. (Photograph by J. Parker Lamb)



Personal Recollection

How to lose...and abuse...an ALCO S-2

By Tom Lawson (email cabbagestkpub@att.net)



In January 1980, I was Locomotive Sales Manager at Birmingham Rail & Locomotive Company when a Model S-2 Alco diesel yard switcher was purchased by the dealer from the Savannah State Docks R.R. in Garden City, Georgia. The 115-ton locomotive, numbered 9059, was to be shipped to Birmingham with delivery by the Louisville & Nashville R.R. to the dealer's yard in North Birmingham.

Though I no longer recall the exact dates of the subsequent telephone conversations in which I participated regarding the No. 9059 locomotive, I remember the details of these calls fairly vividly. They began on or about January 26, 1980, when the yardmaster at L&N's Boyles Yard phoned and said he had a locomotive in from Savannah which he saw was supposed to be delivered just two miles away at Birmingham Rail's yard.



Errant locomotive ALCO S-2 #9059 at Birmingham Rail & Locomotive yard

The dealer's yard was at the end of an obscure industrial branch which served a couple of customers along 35th Ave., North, near the large North Birmingham coke works. The yardmaster stated that he had nothing else on hand for delivery on that branch, and asked if he could wait a couple of days to see if he could put something else to go with the locomotive delivery to make a trip out that way worthwhile. I told him that would be "okay" and he said he would deliver the locomotive to Birmingham Rail in three days whether he had anything to go with it or not.

On or about January 29th, the telephone calls then took a whole new direction.

Lawson: Hello!

L&N man: Hey. This is L&N in Louisville. Are you looking for a locomotive number 9059 to be delivered to your yard in North Birmingham?

Lawson: Yeah. I was kind of looking for it today as the Boyles yardmaster told me a couple of days ago he had it ready to come out to us.

L&N man (mumbling to himself - barely audible): Why the hell is it in Louisville?

Lawson (stunned!): Did you say it was in Louisville? Are you sure?

L&N man: Is it painted black with a white 9059 on the side of the cab?

Lawson: Yes sir.

L&N man: Well....it's in Louisville because I'm looking straight at it!

Lawson: Awww, geez...! Now just how did that happen?

L&N man: I dunno! But you're sure the locomotive is supposed to be delivered to your place in North Birmingham?

Lawson: Absolutely!

L&N man: Okay. I'll start it back in your direction. Sorry for the delay.

End of story? Not even close! The telephone conversations pick up again on or about January 31st.

Lawson: Hello!

L&N man: Hey. This is L&N in Louisville. That 9059 locomotive that was supposed to be delivered to you there in north Birmingham has been set out at Bowling Green, Kentucky, with a hot box and a burned axle journal.

Lawson: Ohh, NO! It wasn't ever supposed to have been in Bowling Green in the first place!

L&N man: I know, I know! We're going to send the Nashville wrecker up to Bowling Green and picked up the front end of the locomotive and change out the front wheel-and-axle set. Give us a couple of days and we'll get the locomotive on down to you

Lawson: Okay.

Eventually, on or about February 4, 1980, the ever-wandering "lost" Alco S-2 was indeed delivered by the L&N to Birmingham Rail's facility in North Birmingham, Alabama. So now you think THIS is the end of the story? Oh, no! Inspection of the 9059 upon its arrival at the dealer's yard showed that the front wheelset had been replaced with an axle that had brand new wheels mounted on it, obviously a replacement right out of L&N's locomotive parts stock. While that is good news, the bad news is there is no Model GE731 traction motor mounted on that replacement axle! Where is the GE731 traction motor that belongs to the locomotive and should be hung on that axle? The telephone calls continue.

Lawson (to L&N man/Louisville): Say.. .thought you might like to know we finally got that 9059 locomotive delivered here at Birmingham Rail. But there is still a problem. There is no traction motor mounted on the axle set you folks replaced at Bowling Green. Can you call Nashville and ask them to send us the traction motor they removed from the 9059?

L&N man: Good lord! Will this mess never end? Okay, I'll call Nashville and get them to send you a traction motor.

Lawson: Thanks. That would be great! I'd like to get this fiasco over with myself.

Approximately four days later, a freshly shipped and painted 50-foot L&N gondola car shows up in the Birmingham Rail yard and setting square in the middle of that 50-foot car is a single Model GE752 rebuilt traction motor! Now in 1980, the GE752 motor was the current production, high demand locomotive traction motor, whereas the GE731 motor under the old Alco switchers had been discontinued for almost 20 years. Birmingham Rail had no need for a GE752 motor so it was quickly resold for a nice chunk of change. *Thanks L&N!* In the meantime, the dealer had scrapped an old Alco diesel so there were extra GE731 traction motors already on hand there to put one back under the 9059.

Three years later, in 1983, No. 9059 was sold by Birmingham Rail to a gravel pit railroad in North Carolina and was successfully shipped out to that new owner. At last, this story does finally end!



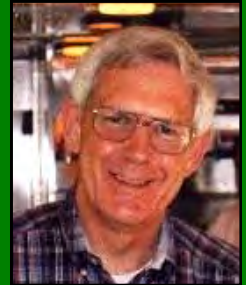
BIRMINGHAM RAIL & LOCOMOTIVE

SERVING THE INDUSTRY SINCE 1899

Personal Reflection

Memories of bygone days on Bessemer's railroads

Article & Photo by Lyle Key (cdkrlk@comcast.net)



Bessemer was a blue-collar town situated 11.4 miles southwest of Birmingham Terminal Station via Southern Railway's main line to New Orleans. In a sense, railroading in Bessemer was a microcosm of railroading in Birmingham since with just one exception, every Class I railroad that operated through Birmingham also operated through Bessemer. That one exception was the Central of Georgia. Bessemer had quite a bit of industry, but the single biggest attraction was the huge Pullman-Standard plant that built railroad freight cars. In addition to the seven Class I carriers that operated through Bessemer (ACL, Frisco, GM&O [overhead trackage rights only], IC, L&N, SAL, and Southern), Birmingham Southern served Bessemer, and Woodward Iron used trackage rights on ACL's line through Bessemer to reach its Pyne Mine.



Southern's impressive Bessemer Depot, a station stop for the Pelican

By some quirk of fate, I spent most of my early childhood along Southern's rail corridor between Birmingham's West End and Bessemer. Our house on Munger Avenue in West End was across the street from the railroad, and when I visited my great-grandmother's house on Pearson Avenue, I could watch streetcars in addition to trains on the same Southern Railway main line. We also made frequent trips to Bessemer to visit Aunt Patsy, Aunt Judy, and Aunt Sallie, my three elderly great-aunts who lived on Clarendon Avenue. Their house wasn't too far from the Southern passenger station, but it was even closer to the ACL main line that crossed Clarendon Avenue and the parallel streets on a high fill. Years later, that ACL fill would save Bessemer from considerable destruction by deflecting a tornado that was bearing down on the community from the southwest.

Southern Railway's old passenger station in Bessemer now serves as a local museum – the Bessemer Hall of History – but back in 1949, it was a daily stop for three northbound and three southbound passenger trains. In fact, the only passenger train that didn't stop in Bessemer was the streamlined *Southerner*. One of the trains that served Bessemer was Southern #41, the southbound *Pelican*, and it was scheduled to make its nightly run from Birmingham to Bessemer in 26 minutes. That was much faster than it sounded since #41 had to back out of Terminal Station 'til it reached the main line on the other side of Sloss Furnace.



*Southbound **Pelican** backing onto the mainline near Sloss furnace. Next stop, Bessemer! Marvin Clemons collection*

The *Pelican* wasn't one of Southern's premier streamliners, but back in the late '40's and early '50's, it still was quite an impressive train. When #41 left Birmingham for its overnight run to New Orleans, its consist included through coaches from Washington to New Orleans and through sleepers from New York to New Orleans, New York to Shreveport (via a connecting IC train west of Meridian, Mississippi), Washington to New Orleans, and Atlanta to Shreveport (from a connecting Southern train east of Birmingham). The southbound *Pelican* was due to arrive in Bessemer at 8:56 in the evening, and several minutes typically were required for the station stop. A few passengers might board and detrain, and some checked baggage might be loaded and unloaded, but most of the time spent in Bessemer was devoted to handling mail and express. In any event, a Bessemer resident could leave home around 8:30 in the evening, climb aboard one of the *Pelican's* sleepers, and sleep until around 6:30 when the Pullman porter would announce "We're coming into New Orleans."

My grandfather Tom Scruggs hadn't followed his dad into railroading, but he still loved to watch and ride trains. He often took me to visit my great-aunts in Bessemer in the evening, and it seemed that he invariably said "Good night" to them just in time for us to get down to the passenger station for the *Pelican's* arrival. Long before the train came over the vertical curve to the north, one could hear its whistle blowing and see its Mars Light oscillating through the darkness. The anticipation would build as #41 got closer, and finally, two sleek green E-units would come roaring out of the night and spot the train alongside the platform amid the sounds of ringing bells, melodious whistles, and groaning brake shoes. The conductor and Pullman porters would step onto the platform to greet passengers, and men with baggage carts would set about loading and unloading baggage, mail, and express. From my vantage point, there seemed to be a well-orchestrated sense of urgency about the whole exercise.

"Would the boy like to come up in the cab?"

One balmy summer night, after witnessing the *Pelican's* dramatic arrival in Bessemer, I was standing beside my grandfather near the front of the train's lead unit. The engineer looked down with a smile and said, "Would the boy like to come up in the cab?" I was struck speechless, but granddad knew the right answer. "He sure would," he said as he handed me up to the fireman. The engineer gave me a quick tour of his domain, and then he asked a fateful question, "Would you like to blow the whistle?" "Yes sir," I said with great excitement, so he lifted me up to pull the whistle cord. When I pulled the cord, the sound of the whistle seemed to penetrate every fiber of my being. Simply stated, the noise scared the heck out of me, and for a fleeting moment, I wondered if it had blasted out my eardrums. My eardrums were still intact, but I wanted to get out of the cab before anyone blew that whistle again. Departure time was at hand in any event, so the engineer obligingly handed me down to my waiting grandfather.

Moments later, the conductor gave the highball, traps folded shut, and the old engineer gave two short blasts on his whistle. He eased out on his throttle and then gave my grandfather and me a last wave as the train slowly began moving forward. The train accelerated very quickly, and it was rolling along at a rapid clip when the lighted markers on the last Pullman flashed by us. The show was over for that evening, but it would play out again the following morning at 6:32 when the northbound *Pelican* arrived in Bessemer.

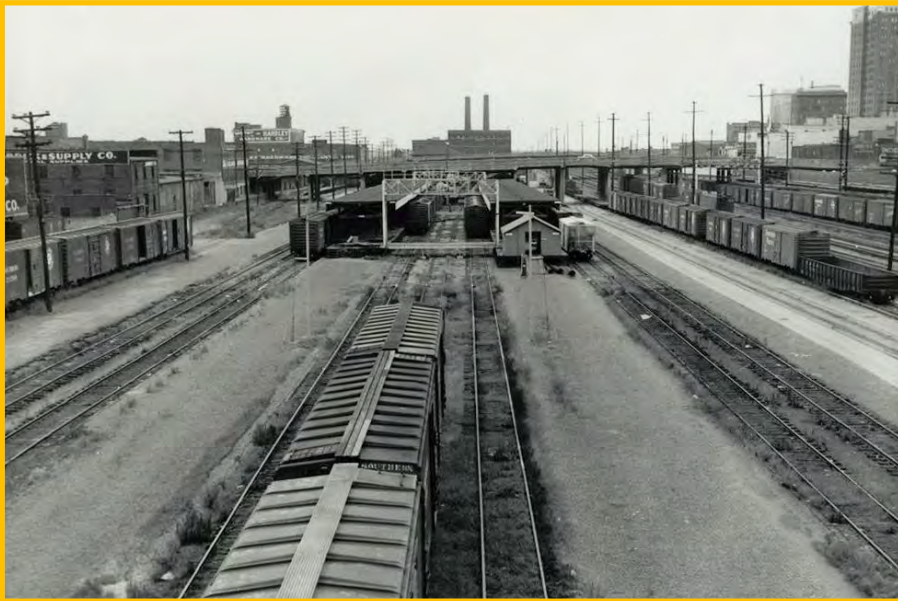
[Click on here](#) for a clip of the "*Pelican*" and "*Southerner*" passenger trains at speed south of Birmingham. These action scenes, along with dozens of others from the 1960s film from Lyle Key and Marvin Clemons, will appear in the new video

"Birmingham Rails — The Last Golden Era of Passenger Trains"

Featuring multiple runbys and station scenes of all 26 passenger trains operating through Birmingham in the early 1960s on Southern, Frisco, L&N, Seaboard, Central of Georgia, and Illinois Central.

Planned release for late 2018 by MidSouth Media LLC

Golden Era Classics



A changing cityscape — A U.S. Presidential Commission was established on November 1, 1960, to consider a controversy between the railroads and their operating unions. The carriers were asserting that firemen were not needed on diesel locomotives, whereas the unions maintained that firemen were necessary to ensure safety. The labor unions asked their members to photograph yards, stations and terminals, and other locations to help illustrate the need for firemen to assist when working in locations with close clearances and difficult sightlines. This request yielded over 1,655 photographs of railroad facilities across the United States by more than 30 railroad employees, the majority of whom were employed as firemen and engineers. The two accompanying photos, taken by union member L.A. Dubose, were shot from the 24th Street viaduct looking southwest. The top photo, taken from the south end of the viaduct, shows the original AGS freight houses and car terminal, now part of the Railroad Reservation. The photo below, taken from the north end of the viaduct, shows the warehouse tracks that extended down Morris Avenue from the L&N's former 18th Street yard. All tracks and facilities have long since been removed. These and other photos from the Birmingham District may be viewed at the Cornell University Digital Library's website at <https://digital.library.cornell.edu/>

