



THE MID-SOUTH FLYER

January 2019



Entering a New Decade of Service

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

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First Meeting and Program of a New Decade—January 19, 2019

President's Report

Proposed Board Member and Officer Slate of Candidates for Election at the January 2019 Annual Meeting

Proposed 2019 Officers

President – James Lowery – (In 2019, will be serving second year of 2-year term)

Vice President – Carl Marbury

Secretary – John Troulias

Treasurer – James Lowery

Non-Officer Positions

Immediate Past President (Ex-officio non-elected position) – John Browning

Mid-South Flyer Editor – Ken Boyd

Membership Chair – Warren Jones

Model Railroads Liaison (PROPOSED non-officer position OR Board member) –
Gene Clements and/or Jason Parham?

Board Members for Reelection, Election, and Vacant Positions

Position 1 – Peggy Lowery (PROPOSED – Two-year term)

Position 3 – Ken Boyd (PROPOSED – Two-year term)

Position 4 – Tim Smith (PROPOSED – Two-year term)

Position 6 – _____ VACANT – (Second year of 2-year term)

Position 7 – _____ VACANT – (Second year of 2-year term)

Position 8 – _____ VACANT – (Second year of 2-year term)

Additional Board Members Continuing to Serve Current Term on the Board

Warren Jones (See also Membership Chair position above.)

James Lowery (See also President position above.)

Brad Watson

Vulcan Park to Host Terminal Station Exhibit for Alabama Bicentennial

Regional Locomotive History

One Day at Birmingham, Alabama

CHAPTER NEWS



Donnie Strickland

2019 Chapter Program Meetings

January 19, 2019, at 2:00 p.m.

March 16, 2019, at 2:00 p.m.

May 18, 2019, at 2:00 p.m.

July 20, 2019, PICNIC,
beginning at 12:00 Noon
and program afterward.

September 14, 2019, at 2:00 p.m.

November 16, 2019, at 2:00 p.m.

Donnie Strickland Remembrance

The Mid-South Chapter and the Birmingham rail fan community have lost a valuable member and friend.

Mid-South Board member Donnie Strickland passed away unexpectedly on November 11, 2018. Donnie had been active in the Chapter for many years, serving on the Board's depot restoration committee and more recently as the Chapter archivist. Donnie's contribution to historic preservation included scanning and cataloguing hundreds of images from the Frank Ardrey photographic collection and setting up the Chapter's archives website on Flickr.

But of all of his many contributions to the Mid-South Chapter, Donnie was best known and respected for his encyclopedic knowledge of current and past rail operations in the Birmingham District and surrounding area. He was an avid fan of the former Central of Georgia "P-line" from Birmingham to Columbus, Georgia, and he stayed abreast of train movements over the line and the "east end" of the Norfolk Southern through Leeds. During Chapter meetings, Donnie and his son Everette were regular fixtures on the Leeds depot platform, where Donnie would hold court on the latest news in local train operations.

On a personal level, Donnie was quiet-spoken, though he could charm you with his dry wit. He was always ready to lend a hand and was a great companion for anyone who loved to chase trains. Donnie was unassuming and never wanted to be the center of attention, but for those who knew and loved him, his quiet presence, gentle humor and wry smile will greatly be missed.

God speed, Donnie. We'll fondly remember you with every train that passes by Leeds depot.

(Contributed by Marvin Clemons)

Editor's Comment

MID-SOUTH FLYER

The *MID-SOUTH FLYER* is published bi-monthly 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 annually and include subscriptions to the Society's twice-yearly magazine *Railroad History*, quarterly newsletter, and the chapter's e-newsletter, the *MID-SOUTH FLYER*. Contributions, article ideas and reader comments are welcome.

As the Mid-South Chapter begins a second decade of service, I am very honored to have been asked to serve as the new editor for the *MID-SOUTH FLYER* publication.

No way can I do this job as well as Marvin Clemons, but I will always do my best. Marvin was editor for 10 years and produced an amazing library of publications for the chapter.

The *MID-SOUTH FLYER* is produced six times each year and distributed about a week in advance of chapter meetings.

I will need your help to produce the best-possible issues. Some of you submit materials regularly and I bet others have ideas, stories, photographs and other resources that we can use and share. Let's work together to make Marvin proud! Contributions are always welcome.

Ken Boyd, Editor
email: kenboydphotography@yahoo.com



PRESIDENT'S REPORT

James Lowery

As we look forward to the new year, it is important to reflect on the Chapter's work and accomplishments during 2018.

10th Anniversary

First and foremost in 2018 was the Chapter's celebration of its 10th Anniversary! Throughout the year, many of the programs and *MID-SOUTH FLYER* articles reflected and celebrated that 10-year history, culminating at the November Chapter meeting with two celebratory cakes bearing the Chapter's 10th Anniversary logos that had been used throughout the year. Thanks and appreciation is extended to founder Marvin Clemons and the charter members of the Chapter for their foresight in creating a wonderful chapter 10 years ago.

National Involvement

As you are aware, the Chapter is part of the national Railway & Locomotive Historical Society, and, in 2018, the Chapter's involvement extended beyond just being a chapter of the national organization.

Your Chapter President is a member of the national Board of Directors, and represents the Chapter at those Board meetings. In addition, during 2018, he provided assistance to the national Board of Directors by reviewing the national Bylaws and providing major revisions to bring those Bylaws in line with current practice and future directions of the organization. Likewise, he provided revisions to the draft Chapter Affiliation Agreement which will be considered by the national Board of Directors and the chapters during 2019. Going forward, he will continue to provide that type of assistance as a member of the national Board.

Five members of the Mid-South Chapter attended the excellent national Railway & Locomotive Historical Society Convention held in 2018 in St. Louis. The Chapter President made a report during that convention about the Chapter's Historic Birmingham Mineral Railroad Signs Project which is being supported by donations from individuals all across the United States, many of whom are members of the national organization and were present at the convention.

Outreach to the Railroad History Community

A major focus of the Chapter continues to be one of providing information and resources to people interested in historic railroads. Throughout the year, presentations at the Chapter meetings have focused on historic railroads and various aspects of historic railroading.

During 2018, the Center for Alabama Railroad History and Archives along with its digital Alabama Railroad Archives component was well underway and is based at the Heart of Dixie Railroad Museum. That museum is the primary supporter of the Center, and the Mid-South Chapter has been heavily involved in the creation of, and ongoing plans for, the Center and its digital archives. Scanning of already-acquired images is continuing, and the Center welcomes additional photographs for loan or donation to the Archives.

As in the past, a member of the Chapter Board of Directors attended local model train shows and provided information there about the Mid-South Chapter and the national Railway & Locomotive Historical Society. Visits to model train shows will continue and will expand in 2019.

The 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.) Also, the Chapter's website is excellent and provides Chapter members with up-to-date information.

Outreach to the Broader Community

The Mid-South Chapter is involved in several efforts that focus on providing historic railroad information to the general public and to the broader (often non-railroad-related) community.

The Mid-South Chapter President was a leader and resource person on the Alabama Geological Society's 2018 Field Trip and served as one of the tour guides as the attendees visited historic iron industry and railroad sites throughout the Birmingham District.

The President also was a resource person on the Freshwater Land Trust's "Too Hot to Hike" 2018 bus tour of iron industry and railroad locations around Birmingham that have been made into walking trails.

A major project of the Mid-South Chapter is the Historic Birmingham Mineral Railroad Signs Project which is designed to educate the general public about locations throughout six counties in central Alabama where the Historic Birmingham Mineral Railroad (BMRR) ran. The project has been accomplishing this by installing signs at historic railroad roadbed locations; providing a website containing historic maps, photographs, and information; making PowerPoint presentations to school and civic groups as well as to historic societies; providing tours of historic railroad sites to individuals and groups when requested; providing resource information to local historians researching historic mining and its connection to the railroads; and raising money from people interested in seeing this part of our area's local history featured. To date, a total of 138 BMRR signs have been installed in all six counties in central Alabama that were served by the Birmingham Mineral Railroad. Additional signs will be installed as additional donations are received for this important project.

The Chapter has moved the John Henry materials and images to the foyer of the Historic Leeds Depot so that everyone who attends an event at the Depot (the general public) will be able to view the materials and learn about this fascinating aspect of local history. The Leeds Historical Society has additional images and materials that the Chapter will be adding to this display.

Chapter members (primarily Marvin Clemons) have been involved with a Vulcan Park committee that is planning an exhibit for May through December of 2019 at Vulcan Park that will feature the Birmingham Terminal Station and will be open to the public for learning about that historic structure.

Tax Exempt Status

Thanks to the efforts of, and funding by, the national Railway & Locomotive Historical Society of which we are a part, the Mid-South Chapter is now a separate IRS 501(c)(3) tax exempt organization! From now on, any donation of funds, materials, or artifacts made to the Chapter will be tax deductible by the donor for income tax purposes.

Recommended New Year's Resolutions

It is never too late to make your New Year's resolutions! If you have not done so already, we recommend the following resolutions for 2019 that will benefit you and the Mid-South Chapter:

- Renew your membership in the Mid-South Chapter and in the national Railway & Locomotive Historical Society.
- Make a donation to the Historic Birmingham Mineral Railroad Signs Project.
- Volunteer to serve on the Mid-South Chapter Board of Directors.
- Attend as many of the Mid-South Chapter program meetings as possible.
- Invite others to attend the Mid-South Chapter program meetings or to join the Chapter.
- Locate photographs (hard copy, slides, digital, etc.) that you have taken through the years of trains and railroads in Alabama, and loan or donate them to the Alabama Railroad Archives for scanning and making available through the online archives.
- Write an article for the *MID-SOUTH FLYER* Chapter newsletter.

VULCAN PARK TO HOST TERMINAL STATION EXHIBIT FOR ALABAMA BICENTENNIAL

Nearly a half century has passed since Birmingham's iconic Terminal Station was razed for a failed real estate development, leaving only a vacant lot as a sad reminder of the once "Great Temple of Travel."



Fifty years later, the loss of such a significant part of Birmingham's historical heritage is still felt by many as keenly as if it happened only yesterday.

While nothing will ever heal the scar left on Birmingham's architectural landscape by the station's removal, after a half century it would seem only fitting that Terminal Station should be recognized for its singular importance to Birmingham's history and development.

With that goal in mind, Mid-South Chapter member Marvin Clemons, author of "Great Temple of Travel, A Pictorial History of Birmingham Terminal Station" (MidSouth Media, 2016), approached the Jefferson County Historical Association with a proposal for an exhibit commemorating the 50th anniversary of the station's removal in 1969. JCHA president Alice Williams enthusiastically endorsed the project and recommended it to the JCHA board, which voiced support for an exhibit at Birmingham's Vulcan Park & Museum (VPM).

As it turned out, VPM was in the process of selecting an exhibit honoring Alabama's 2019 Bicentennial, and the proposed Terminal Station exhibit was adopted as the museum's offering.

Entitled "Terminal Station: Birmingham's Great Temple of Travel," the exhibit will open in Vulcan's Linn-Henley Gallery on May 17 and run through December 2019. The multimedia presentation will encapsulate the history of the station under four main themes focused on the station's architecture, its social and cultural history, its impact on local historic preservation, and its contribution to the "golden age" of rail travel.

The centerpiece of the exhibit will be an 8-foot, custom-built scale model of Terminal Station, complete with models of passenger trains that operated through Birmingham. Donated by Alabama Power Company, the station model is the creation of railroad model craftsman Gene Clements, who is also a member of the Mid-South Chapter.

In advance of the main exhibit, a "tickler" exhibit has been placed in the lobby of UAB's Kirklin Clinic. On display are several artifacts from the station, including a section of colored leaded glass from the station's dome, architectural drawings, and other artifacts representing the "golden age" of passenger rail travel.

Under the direction of Jennifer Watts, Vulcan's director of museum programs, a steering committee including Marvin Clemons and Mid-South president James Lowery, was formed to bring together ideas and funding support for the exhibit. The committee is networking to locate available artifacts for the exhibit, with a number of prized items already identified. Any Mid-South members who own or have access to any station artifacts or memorabilia are asked to contact Marvin or James.

A variety of collaborative events will be held throughout the exhibit, including book signings, historical presentations, panel discussions, and children's educational activities. At the conclusion of the exhibit, it is anticipated that the Terminal Station model and other exhibit materials will be donated to the Mid-South Chapter for permanent display in the Historic Leeds Depot.



Regional Locomotive History

SUMTER AND CHOCTAW RAILWAY NO. 102

by Ken Boyd

Sumter and Choctaw No. 102 is a preserved 2-8-2 Mikado-type logging locomotive that was ordered by Allison Lumber Company in Bellamy, Alabama, from Baldwin Locomotive Works in 1924. The cost was \$23,300. This is the smallest standard-gauge Mikado ever erected. The little engine weighed only about 122,000-pound empty with about 96,000 pounds on the 44-inch drivers. It was coal fired and the boiler was rated at 180 psi.

No. 102 retired in 1961 with a boiler crack and was transferred to the National Railway Museum in Green Bay, Wisconsin. At the museum, the tender was rebuilt/replaced with two hidden diesel engines to provide train rides by pushing the locomotive with several coaches in tow behind the tender. Recently, a larger and more powerful diesel was installed. Cosmetically, the attractive engine looks great in red, silver and black.

Sumter and Choctaw Railway was known as *The Route to Short Leaf Yellow Pine* and operated out of Bellamy, Alabama, off U.S. Highway 80 west of Demopolis over about 30 miles of track from Lilita to Whitfield, Alabama. Although this was primarily a lumber line, the railroad did provide freight, passenger and mail services and connected with Southern Railway at Lilita. The line featured one 1,500-trestle.

Sumter and Choctaw also operated a second Baldwin steam locomotive, No. 103, that was ordered in 1925 as a 2-6-2 Prairie-type design, and it is preserved today in Connecticut. In addition, the railroad owned a General Electric 44-Tonner and at least one or two motorcars for passenger service.



Sources:

<https://hawkinsrails.net/shortlines/sc/sc.htm>

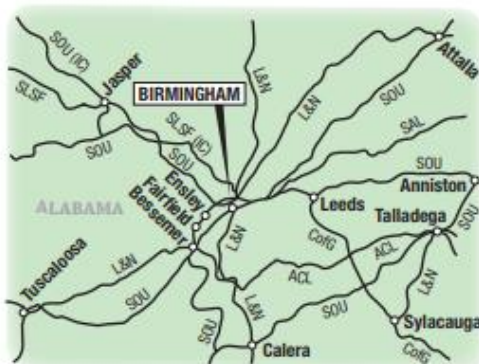
http://www.msrailroads.com/Sumter_and_Choctaw.htm

https://en.wikipedia.org/wiki/Sumter_%26_Choctaw_102

Ken Boyd, *Historic North American Locomotives*, Kalmbach Media, Waukesha, Wisconsin, 2018.

Reprint from *Classic Trains*

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One day at ... Birmingham, Ala.

By J. David Ingles • Photos by the Author



On weekends during my year of senior and graduate studies at the University of Tennessee, I had explored all the good railroad locations in the immediate Knoxville area, and a few beyond. I'd been to the Clinchfield in Erwin and environs; the East Tennessee & Western North Carolina, which still operated two ex-Southern 2-8-0's at Elizabethton (we'd come to know them as, again, Southern 630 and 722 in the steam-excursion program); Oakdale and Harriman Junction, on Southern's "Rat Hole"; the Tennessee Central at Emory Gap, its eastern terminal; points along Louisville & Nashville's "K&A" (Knoxville and Atlanta) main line, north to Oak Ridge and south to Etowah; the Alcoa Terminal in its namesake town; and the Southern down to Chattanooga and up to Greenville and Bulls Gap, Tenn., and Appalachia, Va.

In late February 1966, railfan friend Jerry Jarrett, a fellow transportation student who lived in the same old house-turned-two-flat at 1516 Highland as I did, invited me to go home with him to Birmingham, Ala., for the weekend, which offered me another new rail horizon. On Friday afternoon,



February 25, we took Southern train 41, the *Pelican*, from Knoxville at 2:10 to the Steel City of the South, arriving at 8:30. (This was one of two Southern trains between Washington and Birmingham via Knoxville, which used the Norfolk & Western between Lynchburg and Bristol, Va.; as you'd guess from the names, the *Pelican* went on to New Orleans, while the *Birmingham Special* did not.) The game plan for our

U.S. Pipe & Foundry Baldwin DS-44-660 No. 30, built for predecessor Sloss Sheffield Steel & Iron in 1948, works the City Foundry just east of downtown early in the morning.

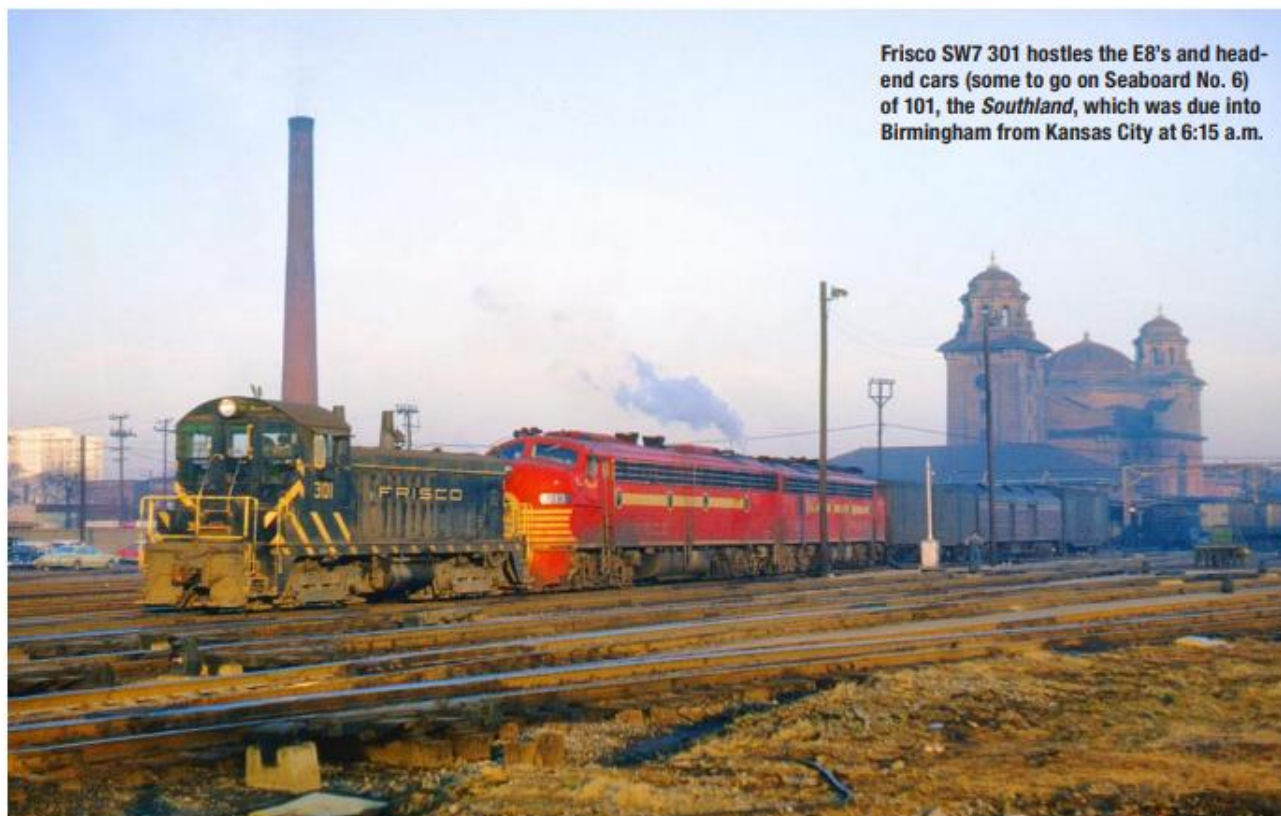
"city tour" was to concentrate on roads new to me, which meant any industrial pikes plus the Class 1's other than Southern, L&N, and Illinois Central, which were familiar.

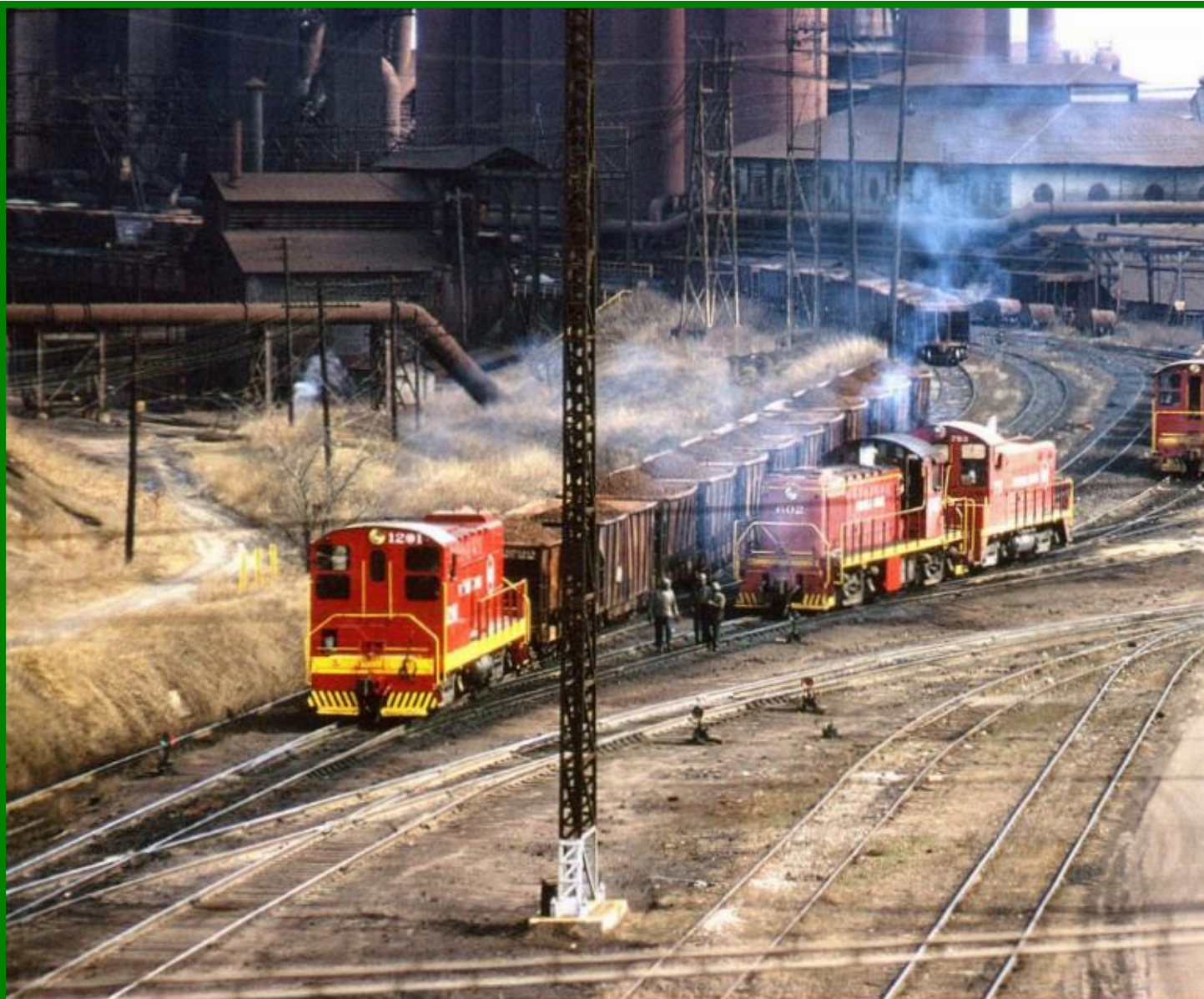
Anyone's passenger train would do

Train 6, once named the *Cotton Blossom* but now just the "Seaboard local," leaves Terminal Station at 7:30 behind SDP35 1108. This was my first photograph of an SAL train.



Frisco SW7 301 hostles the E8's and head-end cars (some to go on Seaboard No. 6) of 101, the *Southland*, which was due into Birmingham from Kansas City at 6:15 a.m.





A telephoto lens reveals six units—an Alco RS1, EMD SW's, and Baldwin switchers and a road-switcher—in U.S. Steel's Ensley plant. Today *nothing* is here but trees and one road.

Four ACL F7's pull a freight into small and about-to-close Elyton Yard southwest of downtown. Visible behind the freight cars are light towers at Rickwood Field ballpark.

nicely, though, so next morning first found us at Terminal Station, which served all remaining Birmingham passenger trains except those of the L&N. That is to say, Southern, Frisco, IC, and Seaboard Air Line. The day began sunny, and the first activity we saw was engine and car movements following the arrival of the northbound *Pelican*, behind an E7A/F3A duo. Frisco's *Southland*—with the last sleeping-car line on the road, a 14&4 car—was already in, and SW7 301 was hostling its road units,



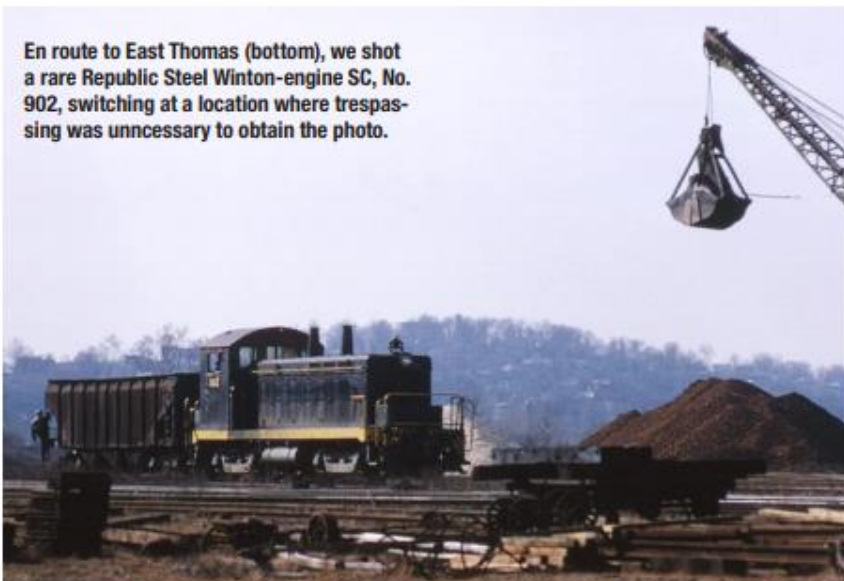
E8's 2013 *Sea Biscuit* and 2022 *Champion*, and some head-end cars, which it set over for Seaboard train 6. Soon, SAL GP7 1768 shoved in the road unit for No. 6, once upon a time named the *Cotton Blossom* but now just an all-day, maid-of-all-work local for Hamlet, N.C., and an overnight jaunt to Washington, D.C.

The unit was 1108, one of SAL's 20 SDP35's bought in 1964 for trains just such as this one. These were the first Seaboard diesels I'd ever seen and photographed; the train departed at 7:30.

U.S. Pipe & Foundry, which loved Baldwin diesels, still worked its City Foundry, popularly called "Sloss Fur-



En route to East Thomas (bottom), we shot a rare Republic Steel Winton-engine SC, No. 902, switching at a location where trespassing was unnecessary to obtain the photo.



Frisco Baldwin V0-1000 215, built in 1943 and re-engined with a 12-cylinder 567C by EMD in 1959, switches on SLSF's Birmingham Belt subsidiary north of downtown.



A laborer sands Illinois Central SW9 452 at the East Thomas yard roundhouse. IC reached Birmingham on Frisco trackage, and their yards northwest of downtown were adjacent.



Southern's premier train in Birmingham was the *Southerner*. Westbound No. 47 arrives behind E8 6915 a bit after noon, and eastbound 48 leaves behind sibling 2925 a little after 3.

"Local roads" were always important to me, and we were able to photograph some Birmingham Southern units at their shop. Behind RS3 151 is the line's only RSD5, 160.



nace" (for predecessor firm Sloss-Sheffield Steel, merged in 1952) near downtown, just southeast of Terminal Station, and my pictures of its 1948 DS-4-4-660 No. 30 were the first of more than a dozen of the firm's Baldwins I'd shoot, on this weekend and a couple of Birmingham visits in the 1970's. (The two City Foundry furnaces were deced by USP&F successor Jim Walter Resources to the City of Birmingham in 1972, and as the oldest furnaces in the area, are a prime example of industrial preservation. Baldwin 30 is included in the display!)

Our next target was East Thomas, where the Frisco and IC had parallel yards. In the vicinity we also nabbed a rare Republic Steel Winton-engine SC, No. 902. At the yards, Frisco stabled Geeps and EMD-re-engined Baldwin switchers, and Illinois Central had some SW7's and 9's.

West of downtown at Ensley was U.S. Steel's giant Fairfield Works, and while most steel mills were impenetrable for visiting photographers, this one had a great viewing platform in the form of the 20th Street viaduct. From there, with a telephoto lens, we were able to get some great views of the works' bright-red diesels. I've always



been interested in seeing new "local" roads, so we next dropped by the headquarters of the Birmingham Southern, a USS-controlled common carrier whose facility was publicly accessible (well, we worked fast, anyway).

At Elyton Yard, the westernmost outpost of the Atlantic Coast Line,

another "new road" for me, we found some mixed road power. Further, we lucked out as a freight came in from Manchester, Ga., behind a "perfect" A-B-B-A quartet of F7's. Interestingly, the westbound train was traveling northeast by compass as it pulled in. ACL units had been black, not purple



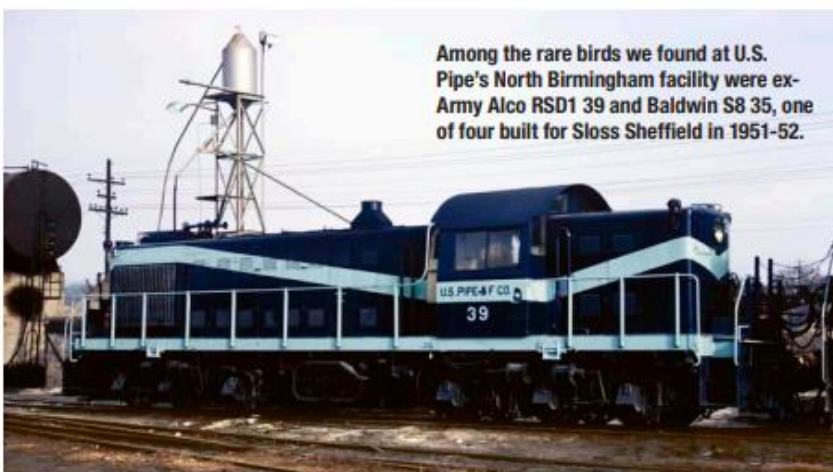
A grubby New Haven sleeper and 42-year-old heavyweight diner 226 grace the rear of Seaboard No. 34 as it passes the 32nd Street yard office (above) and gains SAL's main line (right).

and silver, for a decade, but that didn't matter to me. Soon, on May 1, ACL would vacate this yard in favor of Boyles Yard of ally L&N.

Seaboard train 34, the *Silver Comet*, was due out of Terminal Station at 1:35 p.m., so we shot it leaving along Powell Street, where we also saw SAL freight Geeps working and a pair of IC GP9's from a Southern transfer. Southern's crack, all-coach *Southerner* between Washington and New Orleans via Atlanta was due through town in both directions in midday (12:35-12:45 for westbound 47 and 2:50-3:05 for counterpart 48), so we made sure to be on hand for both. (Southern's other Washington-Atlanta-New Orleans premium train, the *Crescent Limited*, went via Montgomery, Ala., using the West Point Route and L&N west of Atlanta.)

The sky had clouded up, so we concluded the day's shooting up at USP&F's facility in North Birmingham, headquarters for its "Mary Lee Railroad," which had an 8-mile or so road-haul up to the Mary Lee coal mines area. At North Birmingham we found some unusual units, including an Alco RSD1, some Baldwin S8's, and a Lima switcher, all very rare in the South.

We resumed our tour on late Sunday morning, and found some interesting items including two Alco RS3's of BS sibling Federal Barge Line, plus more ACL, Frisco, and U.S. Pipe units. At 3:45 in what had become a dark, gray afternoon, we boarded Southern 18, the *Birmingham Special*, whose two E6A's, 2902 and 2800, got us back to Knoxville just before midnight to conclude an enlightening weekend. ■



Among the rare birds we found at U.S. Pipe's North Birmingham facility were ex-Army Alco RSD1 39 and Baldwin S8 35, one of four built for Sloss Sheffield in 1951-52.



THE MID-SOUTH FLYER



No. 2716—Steaming into the Evening Light
Ken Boyd