



November 2020

THE MID-SOUTH FLYER



Entering a New Decade of Service

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

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Saturday, November 7
(RSVP Required)

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CHAPTER NEWS

UPCOMING TOUR

Due to the COVID-19 restrictions and recommendations, the Chapter is still not having in-person, regular chapter meetings with presentations by speakers. However, we already had planned for the November Chapter meeting to be a tour of Sloss Furnaces National Historic Landmark and the newly painted locomotives on display there. Sloss Furnaces currently can accommodate a limited number of people attending the outdoor tour and all wearing face masks, so we plan to have that tour on November 7, but, in order to keep the attendance below the maximum allowed, we are requiring RSVP from anyone interested in coming. An announcement and request for attendance confirmation has been emailed by James Lowery (JLowery2@gmail.com).

OTHER UPDATES AND NEWS

The Trains Are Coming to McWane Science Center!

Watch for the details in one of the chapter's upcoming e-Newsletters, but be thinking about visiting the annual model trains layouts that will open in November. Even if you have been to see it in the past, there always is something new on the layout or something to see that you may have missed during past visits. And...invite someone to go see it who has never seen it before.

"Kymulga Grist Mill—An Operating Mid-Nineteenth Century Alabama Watermill" - The fall issue of *Alabama Heritage* magazine, published by The University of Alabama, includes a 12-page feature and photo essay on Kymulga Grist Mill, an early commercial-scale watermill served by a rail siding along one of the oldest and most historic railroads in the State of Alabama. The feature is authored by Mid-South Chapter Board member and *MID-SOUTH FLYER* editor, Ken Boyd. Copies are available from <https://www.alabamaheritage.com/online-store.html>.

e-Newsletter

The Chapter is continuing to send its e-Newsletter to members and to people on the Chapter's email mailing list. Remember to send us material or online links to railroad and railroad history information that we can share with other members via the e-Newsletter. Several members already have sent such material, and we appreciate that. Please send Warren Jones (wjones1302@gmail.com) or James Lowery (JLowery2@gmail.com) material you know about or come across as you explore the Internet or find resources that can be shared with others.

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 and the *MID-SOUTH FLYER*. Contributions, article ideas and reader comments are welcome.

Ken Boyd, Editor

kenboydphotography@yahoo.com

Member Moment

The Member Moment this month features Stan Sims. If you would like to be featured and tell your story, please contact Warren Jones (wjones1302@gmail.com). The story should total 400 words or less and ideally include a photo or drawing.



CHAPTER UPDATE

James Lowery, President

HISTORIC BIRMINGHAM MINERAL RAILROAD SIGNS PROJECT CONTINUES WITH MORE INSTALLATIONS

As a project of the Mid-South Chapter of the Railway & Locomotive Historical Society, the Historic Birmingham Mineral Railroad Signs Project continues to install signs throughout the six county area served by the BMRR. Most recently, sign numbers 159 and 160 were installed in Blount County near Oneonta at the Champion Mines site. Thanks to Van Gunter for permission to install the signs there following a tour of the extensive property that was the Champion Mines. The wording from the BMRR website at <https://bham-mrr.com/sign/installed-signs-by-location/> about those sign installations is as follows:

159. Sign Location: Oneonta — Champion Mines two miles east of downtown Oneonta. Sign is located where the siding to ore washers and loading facilities connected to the mainline BMRR (originally known as "Oneonta & Attalla Railroad" and later changed to be part of the BMRR Huntsville Branch No. 2). **NOTE:** This sign is on private property that must not be entered without permission of the owner. **Latitude/Longitude:** N 33 56 35 W 86 26 17 **BMRR Branch:** Huntsville Branch No. 2

160. Sign Location: Oneonta — Champion Mines entrance road on Highway 231 at mile marker 252 east of downtown Oneonta. **NOTE:** The private property here is gated and must not be entered without permission of the owner. **Latitude/Longitude:** N 33 56 21.8 W 86 26 36.7 **BMRR Branch:** Huntsville Branch No. 2

Those two signs are in addition to other signs already installed in Oneonta and other parts of Blount County. Additional signs are scheduled to be installed in other areas of Blount County, which has a rich mining, limestone quarrying, and railroad history.

REMINDER TO USE AMAZON SMILE TO BENEFIT THE BMRR SIGNS PROJECT

With holiday shopping coming, remember to use Amazon SMILE instead of regular Amazon when ordering from Amazon. As we have explained before, **your regular Amazon online purchases** through AmazonSmile can benefit the BMRR Signs Project with a donation by Amazon without costing you anything. **Ordering through AmazonSmile is the same as ordering through Amazon, and NO additional amount will be added to your order. Amazon makes the donations to charity through its associated foundation. Please bookmark and use the following link if you order anything from Amazon so the donation by Amazon will go to the BMRR Signs Project:** <https://smile.amazon.com/ch/46-4903587> Thank you.

PLANS FOR BIRMINGHAM TERMINAL STATION DISPLAY AT THE LEEDS DEPOT

At the end of the wonderful Birmingham Terminal Station exhibit that was on display last year at Vulcan Park and Museum, the display was donated to the Mid-South Chapter, and plans are underway to re-install it in one of the Chapter's rooms at the historic Leeds Depot.

NATIONAL RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY SCHOLARSHIP RECIPIENT

Congratulations again to Katie Tiepel, a graduate student in civil engineering at The University of Alabama. The Mid-South Chapter is providing a chapter and national membership to Katie, and we look forward to her participation in the chapter and a possible presentation at a chapter meeting next year.

RIDEABLE, NARROW-GAUGE TRAIN IS OPERATIONAL AGAIN AT HEART OF DIXIE RAILROAD MUSEUM!

The narrow-gauge steam train (designated the "Shelby & Southern Railroad") has been restored and is running at the Heart of Dixie Railroad Museum. Take a trip back to the days of steam! Enjoy the sights and sounds of an authentic steam locomotive pulling its coaches on a round trip full of adventure! See "Shiner's Holler" and listen as the engineer blows a low mournful whistle as the train passes the grave of Casey Jones.



HEART OF DIXIE RAILROAD MUSEUM

OFFICIAL RAILROAD MUSEUM FOR THE STATE OF ALABAMA

In October, the museum ventured away from the traditional *Pumpkin Patch Express* to offer a new event called *Scarecrow Junction*. Nearly 50 Scarecrows were scattered around the grounds for families to locate. Other Fall displays, pumpkins, and outdoor activities were also included. Some weekends were at or near capacity, while two weekends were effected by heavy rains. Fall events include a *Fall Foliage Special* the first three Saturdays in November. On November 1, tickets went on sale for a new *Christmas at The Station* event. This event will take the place of our popular *North Pole Express* and will only include night runs; currently no daytime runs are scheduled for December. Please continue to support our efforts through these trying times.



Current Restoration Projects

- ◆ 1926 L&N RR Tavern/Lounge Car "Alabama Club" HVAC & generator work continue.
- ◆ 1952 CB&Q RR dining car "Silver Cuisine" roof repairs & cleaning continue. Grant from Shelby County recently approved.
- ◆ 1951 MOW Flat Car (former DODX) work started on the installation of new wood decking.

City of Calera Study

The city is conducting a new comprehensive study that will include both Calera Main Street and HoD. The city is also proposing changes to the zoning ordinances for the historic downtown and the HoD museum areas. Thoughts of a new entertainment and shopping district are being discussed.

HoD Member Picnic

Picnic was held on October 24, with nearly 40 in attendance. Everyone enjoyed fellowship, food, and S&S train rides!

Upcoming 2020 Train Rides:

Ozan Winery Departures

Select Saturdays through November.

- ◆ Departs from Ozan Winery boarding location.
- ◆ *Departure Times:* 10:10 am and 1:10 pm.
- ◆ Visit Ozan Winery website for tickets and info.

Fall Foliage Special

Saturdays, November 7, 14, 21

- ◆ *Departure Times:* 10:00 am & 1:00 pm.
- ◆ Stunning Shelby County forest Fall colors.
- ◆ S&S train departing every 20 minutes.

Christmas at the Station

Friday & Saturday nights December 4, 5, 11, 12, 18, 19.

- ◆ Leading into the Magical Christmas season, come celebrate around the station.
- ◆ Event time runs from 4 pm – 9 pm.
- ◆ *Departure Times:* 5 pm, 6 pm, 7 pm, 8 pm.
- ◆ S&S train departing every 20 minutes.

2021 Season

Planning has started with the hopes of an early kickoff to the 2021 season.

Visit www.hodrrm.org to learn more about our events.

HISTORIC RAILROAD OPERATING PRACTICES AND EQUIPMENT

TRAIN ORDER OFFICES

Marvin Clemons

In the earliest days of railroading before the Civil War, trains operated on simple timetables and used line-of-sight to avoid collisions. As more trains began to operate, a system of train order offices was established all across North America. For years these offices used telegraph and later telephone for communications. Train orders and time tables were used for years to establish and communicate which trains had priority over a block of track. It was the office operators' responsibility to prevent collisions on their block of track. Today, almost all train order offices have been replaced with automated and centralized traffic control.

Train order offices were often one-room buildings beside the tracks, sometimes in remote locations. These offices could be, but were not necessarily, located at passenger or freight stations. They were classified as either "day" (meaning they were open only during the day when the agent/operator was on duty) or "continuous" (meaning manned by an operator 24 hours a day).



**Chetopa Train Order office, Cain Creek Branch,
Birmingham Mineral Railroad.**

In both instances, the train order signals or "boards" (short for semaphore board) usually were positioned in the "clear" or green vertical position unless a train was to receive orders at that station in which case the board was lowered 45 degrees to display yellow. If the train was required to stop and sign for the order, the signal would be lowered to horizontal, or red indication.

With regards to day stations, when such a station was closed, the agent/operator would leave the board in the clear (green) position, and trains would receive their orders at other open stations.

MONTGOMERY UNION STATION AND RIVERFRONT

A REGIONAL DAY TRIP ON YOUR OWN

Ken Boyd

For November, the “Day Trip on Your Own” column visits the historic Union Station and Riverfront area at Montgomery, Alabama. The Union Station is clearly visible from I-65 along the Alabama River in downtown Montgomery. The address is 300 Water Street. The station sits on a high bluff overlooking the river in an area of the city that has been revitalized in recent years to include hotels, an amphitheater and a professional baseball stadium. This should be an enjoyable and convenient day trip for many readers of *The Mid-South Flyer*. Be sure to bring a few quarters for parking meters.

The Union Station was built in 1898 by the Louisville and Nashville Railroad (L&N). The massive and architecturally beautiful structure is constructed of brick and limestone and in the Richardson Romanesque Revival style. The station includes a 600-foot shed that featured six tracks and a coach yard at the south end as well as a Railway Express Agency operation. As was the practice of the day, the station was designed to segregate passengers by race.

By the mid-1880s, Montgomery had become a major rail center. In 1895, the city was served by more than ten railroads, and 44 passenger trains visited the city every day. The L&N Railroad was the principal carrier, and it operated a regional headquarters at Montgomery. Famous L&N trains using the station included the *Azalean*, *Florida Arrow*, *Humming Bird*, *Pan-American* and *South Wind* (later the *Floridian*). Southern Railway's *Crescent* and *Piedmont Limited* also made stops at the station. In addition, the station served passenger trains of Atlantic Coast Line, Western Railway of Alabama, Seaboard Air Line, Central of Georgia, and Gulf, Mobile and Ohio Railroad.



Union Station, Montgomery. An Embassy Suites Hotel is just out of view to the left but the parking garage can be seen at the end of the street. Photo by Ken Boyd.

The Union Station remained a very busy operation through the first few decades of the 20th century. However, by the 1950s and as at stations across the country, the number of passenger trains had significantly declined.

From 1971 until 1979, Amtrak continued passenger service with a single train, the *South Wind / Floridian* that ran between Chicago and Miami. When the service ended; the station closed. The Amtrak *Gulf Breeze* through Montgomery between Birmingham and Mobile ran from 1989 to 1995 but did not use the station. Discussions and studies continue about possible future passenger service to the city as an average of almost 50,000 people travel between Birmingham and Montgomery on a given day.

The station was added to the National Register of Historic Places in 1973 and was named a National Historic Landmark in 1976. Today, it houses the Montgomery Area Visitor Center and several commercial tenants. The shed remains as a rare example of a gable-roofed station shed, but the tracks in the shed have been replaced with a parking lot.

A busy CSX mainline runs between the station shed and the river. For railfans, expect to see several trains pass over a period of an hour or two. A walking tunnel under the rail lines leads to the Riverfront development with a festive Riverwalk, an amphitheater, riverboat, restrooms and other venues. The Montgomery Biscuits baseball team plays at Riverwalk Stadium about two blocks from Union Station; an old train shed makes up a part of the stadium. Several large hotels are located adjacent to the station. An early Montgomery trolley car is displayed in front of the station, and the Hank Williams Museum is just up the street.



1915 Postcard, Union Station, Montgomery (Public Domain Image).



Union Station Train Shed and the Busy CSX Mainline, Montgomery. The Riverwalk and the Alabama River Can Be Seen at the Far Right of This Image. Photo by Ken Boyd.



The Historic Gabled-Roofed Train Shed, with Stained Glass as it Looks Today, Union Station, Montgomery.

Pre-1900 *Lightning Route* Trolley Exhibit. Note Union Station in the Background.

Riverfront Tunnel below CSX Tracks Leads to the Riverfront with Amphitheater, Baseball Stadium, Riverboat and other Attractions.

Photos by Ken Boyd.



SOURCES:

https://en.wikipedia.org/wiki/Montgomery_Union_Station.

<https://visitingmontgomery.com/meet/union-station>.

<http://www.encyclopediaofalabama.org/article/m-8996>.

<https://exploringmontgomery.com/the-union-station-and-train-shed/>.

MEMBER MOMENT

TRAINS, TRAINS, TRAINS!

Stan Sims

My fondness for trains began around 1934 when I was four years old. At that time, trains transported our intercity mail and brought news from neighboring towns. My father, an RFD (Rural Free Delivery) mail carrier, would quite often meet the train when it arrived at my hometown, Centreville, Mississippi, located about 50 miles north of Baton Rouge, Louisiana. Daddy would let me accompany him to the depot. I loved to visit the depot and later commissioned a watercolor which hangs in my den as a daily reminder. I remember Daddy carried a railroad-type pocket watch, and he would check "the time" with Mr. Cotton, the Flagman. The smell of hot valve oil and coal smoke "got in my blood" and I've never recovered. At 90 I'm still "hooked."

I grew up on a farm with no electricity, so for my toy trains early on, I had to settle for a clock-works wind-up Marx train. Finally, when I was about ten years old, the Mississippi Power & Light Company lines came to our farm, and we had power for an electric water pump, lights and "juice" to operate an electric train! That Christmas, I received a

Marx electric train that was featured in the Montgomery Ward Christmas "Wish Book." My little New York Central engine and passenger train were recently refurbished to run on our train layout for my 90th birthday.

I've built many model train layouts as I transferred with my job. A permanent 25' x 32' around-the-wall multi-level layout has evolved. Although essentially complete, it's always "a work in progress!" The theme of the layout is "All of the Great Trains that I wish had run through Centreville."

I love the sight, smell and sounds of real steam engines. I've had the chance to visit many static display museums such as Steamtown and the RMP museum (Railroad Museum of Pennsylvania). I've traveled to visit operating steam railfan lines highlighted by Cass, Durango and Silverton, and East Broad Top. For me, nothing compares to mainline steam engines and I've seen many that operate today such as Reading 2101, N&W 611 and 1218, SP 4449, and most recently the 150 year celebration of the driving of the golden spike and return of UP's magnificent 4014.

The accompanying array of photographs tells the story of our 90-year "father and son (Tom), grandson (Cragon) and great grandson (Adam)" train interest and hobby.



HISTORIC THOMAS FURNACES

PRESERVED REPUBLIC STEEL LOCOMOTIVES

Ken Boyd



**Koppers-Becker Coke Ovens at Thomas Furnaces. View from Rooftop.
The Birmingham Skyline is Faintly Visible in the Background.
Photo by Ken Boyd.**

Each day, many thousands of vehicles travel Interstate 20/59 past the Arkadelphia Exit just southwest of downtown Birmingham. Few, if any, realize that a fascinating historic industrial complex is just out of view behind a hill across the freeway from Birmingham Southern College. Now overgrown, a number of towering and impressive abandoned structures remain as a dramatic landscape only visible from within the expansive site. The interiors of some buildings are undisturbed and still look almost as if the workers just walked away after their last shift – 50 years ago!

In 1886, the Pioneer Mining and Manufacturing Company, founded by the David Thomas family from Pennsylvania, purchased a 2,000-acre plantation along Village Creek as the Birmingham area was just beginning to develop into what would soon be known as *The Magic City*. This plantation property included signifi-

cant deposits of coal, iron ore and limestone – the raw materials for industry.

By 1888, the original furnace opened at the site, and the first installment of a complex called Thomas Furnaces began ironmaking. A second furnace was completed in 1890. At heights of 75 feet and with a 17-foot open hearths, these furnaces were massive. To support the operation, additional coal was brought in from nearby mines and a company town, known as Thomas, was set up to provide living accommodations for workers. Additional homes were built nearby in an area that became known as East Thomas. (Today, East Thomas is home to the BNSF Railway's sprawling East Thomas Railyard, their southeastern-most operation.)

In 1898 and 1899, Republic Steel & Iron Company (later Republic Steel Corporation) acquired Thomas Furnaces and added a 90-foot furnace in 1902. The

first two furnaces were also enlarged, making Thomas Furnaces the largest ironmaking works in the Birmingham District. The furnaces continued to operate successfully through the 1920s and into the 1930s. In 1930, Republic Steel began using iron from the Thomas Furnaces for its more modern steel plant in Alabama City (Gadsden).

Significantly, in 1925, a massive Koppers-Becker coke oven facility was added at Thomas Furnaces. In firing an iron furnace, coke is preferred over coal because it provides a higher operating temperature to produce a cleaner and higher-quality product. Before this time, coke had been supplied from numerous smaller “beehive” cookers from across the area. The coke produced at the facility was more than needed for the furnaces and also supplied the company’s steel plant in Gadsden, with additional coke sold to other area blast furnaces including historic Sloss Furnaces.

The Koppers-Becker ovens proved to be very success-

ful technology. In addition to coke, they produced other saleable products including coal gas, ammonia, benzene, naphthalene and light oils. The installation of the coke ovens generally marked the end of most beehive coke ovens in the Birmingham District.

The furnaces at Thomas continued to operate until 1971. By this time, increasing labor costs, environmental regulations and foreign competition forced an end to open hearth ironmaking, but some other operations continued at the site until 1982. Although the furnaces have been removed, a number of other structures remain at the site including the coke ovens.

The property was subsequently transferred to Wade Sand & Gravel Company. The Wade company continues to operate a large quarry at the site. The Birmingham area art community has been fortunate to have the local patronage and support of Carolyn and Robin Wade. In 1993, they began to host and house a number of artist studios within the old industrial struc-



Republic Steel Locomotives No. 902 and No. 910 in the Locomotive Shop at Thomas Furnaces. Since Operations Ended at Thomas Furnaces, the Shop Has Become Somewhat Cluttered as a Storage Area.

Photo by Ken Boyd.



**Abandoned Structures at Historic Thomas Furnaces.
Photos by Ken Boyd.**

tures. The setting provides a very inspirational and creative environment for artists working in a number of mediums.

In terms of locomotive history, three Republic Steel locomotives have been preserved and remain at the Thomas Furnaces site. One is an electric locomotive that powered the “hot rail.” This locomotive moved hot coke from the ovens over a monorail, a single massive rail beneath the engine, to a cooling tower where the coke was washed. The washed and cooled coke was then transported over the same monorail and unloaded at a storage area for use at the furnaces or transport to other locations. This locomotive still sits on a monorail at the base of the coke ovens but is little more than a shell with electrical components removed.

The other two locomotives are diesel-electric and have been stored out of the weather and in a substantial and locked garage/shop since 1982. Both appear complete and in good cosmetic condition. Interestingly, because these locomotives have been locked away for so many years, they do not appear on familiar lists or databases of surviving or preserved engines. Information is very sketchy on both locomotives. Few people even know that they exist.

The newer locomotive is Republic Steel No. 910. This is a General Electric 80-Tonner that was built in April of 1956. It was operational when it was parked in the shop in 1982 and would probably run today with some basic maintenance, a tune-up, and cleaning. Even the paint and logo look good.

The other locomotive is Republic Steel No. 902. This is thought to be a General Motors EMD NW2 that was originally purchased by Tennessee Coal, Iron & Railroad Company in 1948. This larger and older locomotive shows more signs of use, but is complete and could also be made operational.

The Thomas Furnaces site is not currently open to the public. Truck traffic in and out of the quarry makes some areas hazardous. Some access to artists’ studios is permitted with escort and permission. Access to the locomotives is even more limited, although discussions are underway with the Heart of Dixie Railroad Museum for the possible transfer of the two diesel-electric locomotives to the Calera museum.



**Republic Steel Electric Locomotive Just Barely Visible in the Overgrowth on the “Hot Rail” Below the Koppers-Becker Coke Ovens.
Photo by Ken Boyd.**

EDITORS NOTE: Mrs. Carolyn Wade died in September 2020. She is survived by her husband, Robin Adair Wade Jr., two sons and daughters in law, four grandchildren and three great grandchildren.

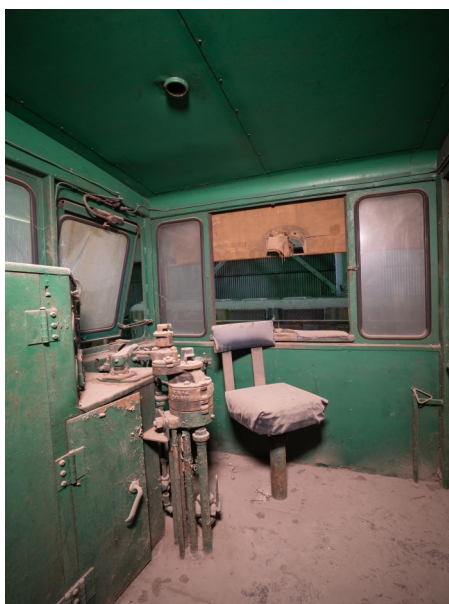
SOURCES:

Timothy Poe, Artist in Residence at Thomas Furnaces and Nephew of Locomotive Engineer, Republic Steel Locomotive No. 910. Personal Visits and Discussion.

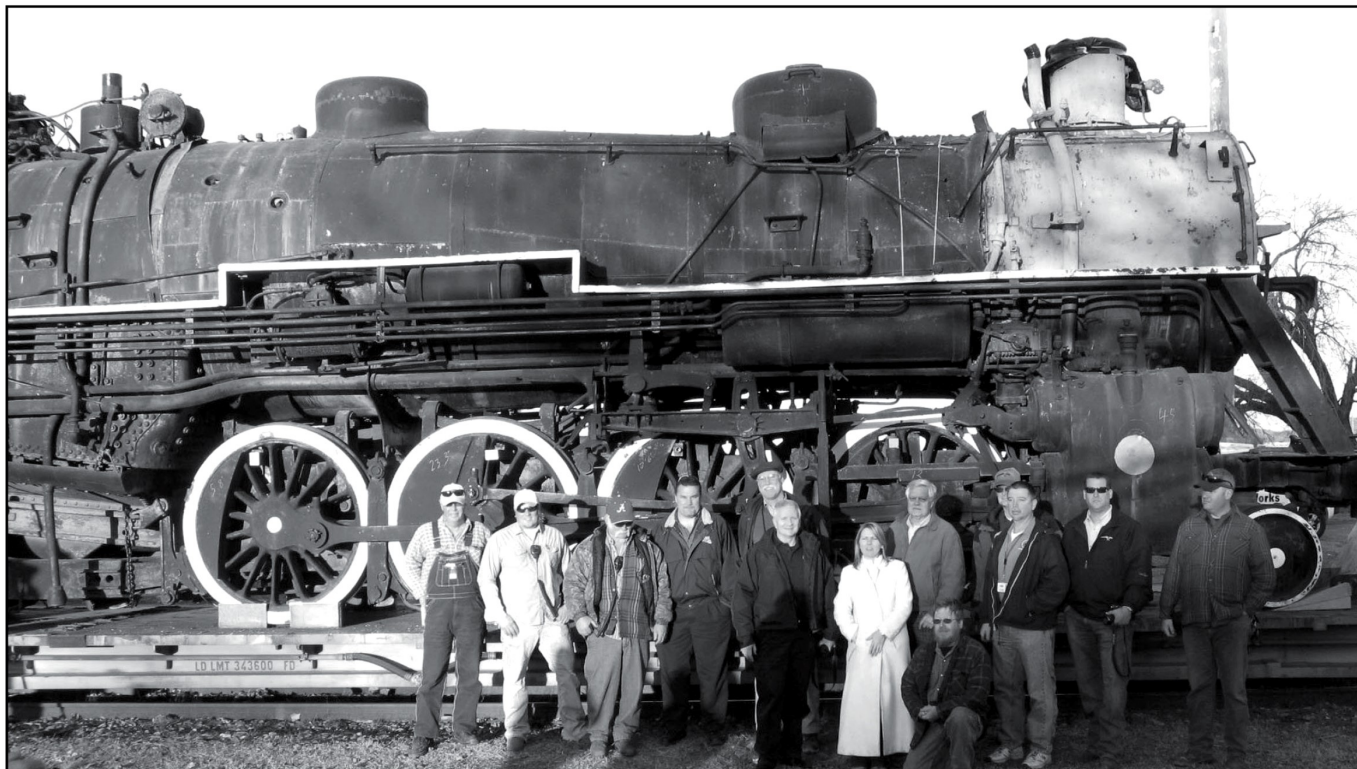
https://www.bhamwiki.com/w/Thomas_Furnaces.

<https://abandonedseast.com/2017/10/06/republic-steel/>.

<http://www.thomasproject.org/>.



**Republic Steel Locomotive No. 910 with
Views Inside the Cab and of One of the Two
Diesel Engines.
Photos by Ken Boyd**



*left to right; 1st four are CSX crew John Stewart, Man in front of John ??, Woman in white ??, Bob Rathburn, Sloss Furnaces NHL
Bob Yuill, HMSC, next two ??, Wayne Cornelius, Crane Works, Jason Lamb, HMSC*

THE FRISCO 4018 Move

The Rest of the Story

By E.W. Stevenson, with Terry Oden

The story of exactly how the massive Frisco 4018 locomotive and tender were moved across the city from the fairgrounds to Sloss Furnaces National Historic Landmark has not been told. In the 2015 Summer edition Tom Badham wrote a very complete history of the train engine, "The Mighty Mikado, Frisco 4018". In the Fall 2019 edition, Dr. Richard Neely wrote "The Mikado", a follow-up article describing the present problems of deterioration of the engine, and the painting and other steps being done to preserve it.

When Larry Langford was Mayor of Birmingham, the Birmingham Crossplex was proposed as a multipurpose sports center to be built at the site of the previous "KiddieLand" at Fair Park. No definite plan had been made for the Frisco 4018 locomotive and tender, which

had been a favorite item of children and adult train buffs at that location since 1952. Mayor Langford and then Sloss Director Robert Rathburn were in agreement that the train could be permanently housed at Sloss Furnaces.

The Crossplex project budget did not include moving it; Mayor Langford advised that it was to be scrapped. Mountain Brook Mayor Terry Oden was familiar with the affectionate feelings for the train by several generations of children and adults, so he approached Mayor Langford about considering some alternative to the scrapping plan.

Mayor Langford was in basic agreement, if a viable alternative could be accomplished without costing the city of Birmingham any money. The contracts for the Crossplex had been signed with no provision for the locomotive and tender to stay at the site after construction

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started. He put a definite date, February 20, 2009, as the scrap deadline. So, the ball was in Mayor Oden's court.

Mayor Oden had to consider a number of factors, all of which had to fit together like a jigsaw puzzle. First, was an appropriate future location, which would be secure from vandals and, at the same time, accessible to the public. Sloss Furnace was his choice, so their agreement and permission were sought and was obtained.

Once that had been secured, then preliminary plans for actual physical movement the 146-ton loco and tender had to be formalized with several entities, including appropriate moving contractors, the Alabama Power Company for overhead electrical utility movement, various city and state departments such as Alabama Highway Department (ALDOT), Birmingham's Public Works Department, Police Department, Fire & First Responders Department, the CSX Railroad and others.

When these issues had been generally settled, a cost could be approximated. This was a major hurdle. Mayor Oden, whose background as a former federal secret service agent, and as mayor of a city, was familiar with various methods and sources for financing projects. His

knowledge, experience and doggedly persuasive abilities finally obtained financing. Quite a few services, expertise and items of equipment were donated.

The old saying that "a picture is worth a thousand words" applies to the actual move, and a professional video was made of that event. The detailed planning, the expertise of the participants, and the very special equipment were like a military operation. Each step required precision in time and space. This was done in eight major phases:

1. The careful simultaneous lifting and moving by one 400-ton capacity crane and one 200-ton capacity crane of the 175-ton (350,000 pounds) engine. (The CraneWorks of Birmingham, owned by David and Steve Uptain, had the only 400-ton crane in Alabama.) They also used 4 heavy-duty flat-bed trucks.
2. Turning the engine 180 degrees in the air by the simultaneous coordinated action of the two cranes.
3. Gently placed on a special 12-axle modular, articulated lowboy trailer, the "Goldhoffer" wheels have their own power, and all of the axles can turn 360 degrees.

(continued on page 8)



The 350,000-pound Locomotive Was Lifted with a 200-ton Capacity Crane and a 400-ton Capacity Crane, the only 400-Ton Crane in Alabama.



4018 on the CSX flatcar ready to be moved to Sloss.

(Frisco continued from page 7)

4. Turning that trailer with the engine aboard 180 degrees in an open field.
5. Driving the trailer with the engine aboard for 3 city blocks on a specially prepared road to railroad tracks where a special CSX lowboy rail car awaited.
6. Gently lifting the loco off of the trailer by the Crane Works cranes, and placing it on the rail car.
7. Taking it by rail from the fairgrounds in west end Birmingham to Sloss Furnace by CSX Railway.
8. Lifting it off of the rail car by the cranes, which had been moved to Sloss, and placing it precisely and gently on the prepared track, where it sits today.

The 30-minute video of the move shows the operation which took 20 or more agencies and/or corporations from dawn to dusk. There was always danger of injury to the people, as well as danger of catastrophic failure of some phase of the operation. Careful planning by numerous experts resulted in no injuries or accidents. (The video and Terry Oden would make a good program for a future JCHA meeting.)

Former Mountain Brook Mayor Lawrence Terry Oden deserves the credit for the preservation of this historical train engine. Terry recognized its value for future generations of Alabamians and Americans.



4018 tinder being placed on the flatcar to be moved to Sloss.

Architect and locomotive 4018 history buff John Stewart gave very valuable logistics expertise on site throughout the move. Also giving valuable knowledge and assistance was Bob Yuill who is one of the few remaining steam train engine mechanics and drivers in the country. (Historic Machinery, Steele, Alabama).

Former Congressman Spencer Bachus was able to obtain the services of the CSX Railway to move Frisco 4018 from Fair Park to Sloss Furnace without charge.

The result is the permanent location at the entrance to the Sloss Furnace. Sloss's Interim Director Karen Utz and Education Coordinator, Ty Malugani, submitted a grant to BNSF in 2017. With the money received from the grant (\$8000 to bring in Vulcan Painting to handle rust/paint issues), a generous donation from Mr. Oden, and the willingness of Dr. Neeley to handle the painting, Director Utz kickstarted the restoration project in 2018 with the new paint job applied by Dr. Richard Neely, the paint being donated personally by Terry Oden.

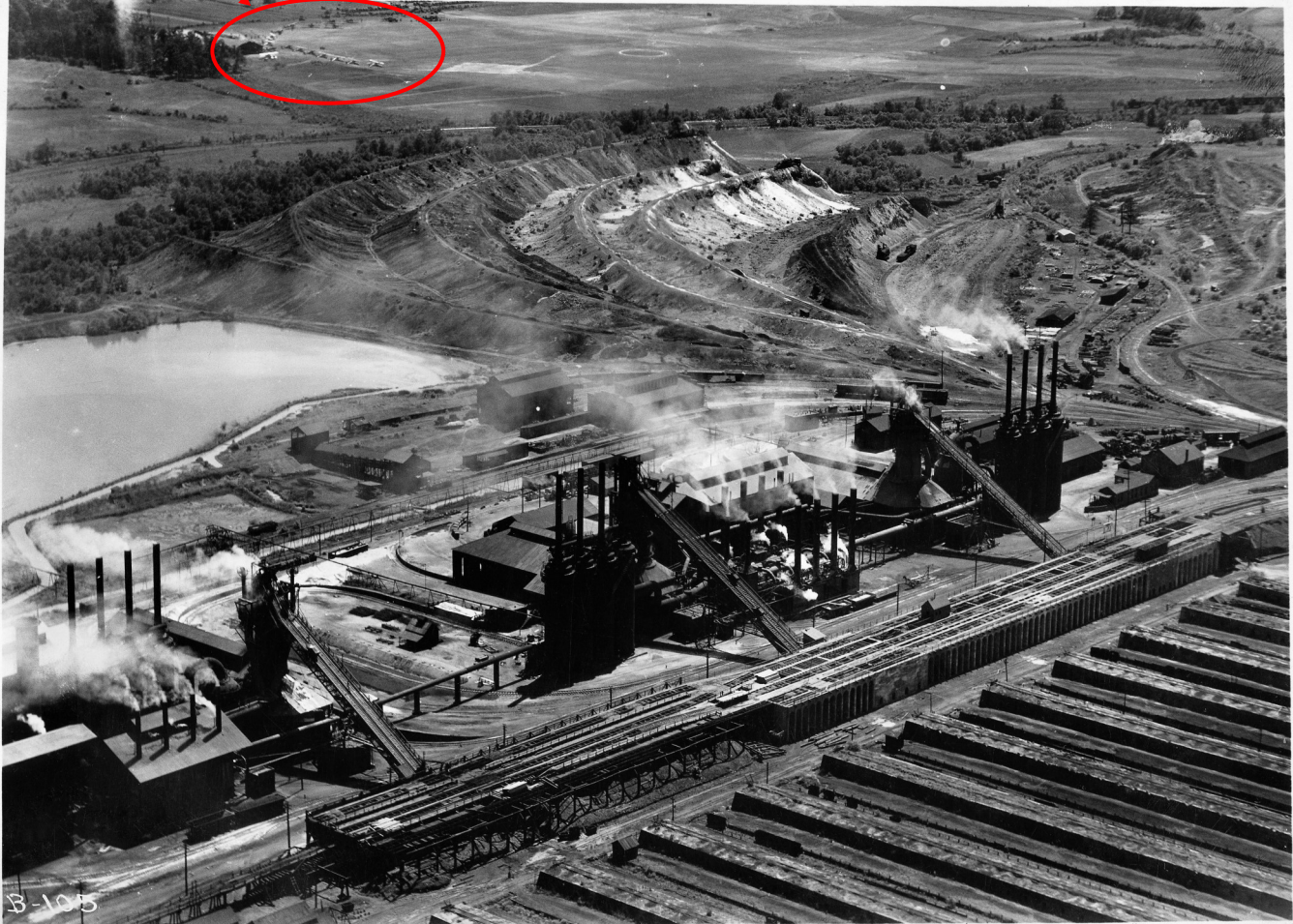
Terry Oden's next project regarding Frisco 4018 is the necessity of having it covered with an appropriate shed to slow the deterioration described by Dr. Neely. The Sloss Furnace budget does not include upkeep nor maintenance, nor was that ever a part of their agreement in accepting it. Any reader who may have ideas for sponsoring this project, please share them.

THE MID-SOUTH FLYER

Print rec'd in AAF Photographic Library,
date & source unknown. Copied 10 May 1946.
Released 14 June 1946 by JLR

Biplanes

(O-1-704-S-4) Steel Wks. Birmingham, Ala.



31285 A.C.

From Birmingham's History – Thomas Furnaces and Roberts Field (Airport) During the 1920s. Note the Three Furnaces in the Foreground and the Line of Biplanes at the Airport in the Background.