



# THE MID-SOUTH FLYER



January – February 2022

Entering a New Decade of Service

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

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# CHAPTER NEWS

## CHAPTER MEETING AND MEMBERSHIP UPDATE

**Mid-South Chapter Meeting Update** — The Mid-South Chapter is still working through the new uncertainties of the COVID-19 resurgence (Omicron variant), and, as of the *Flyer* publication date, we still are not certain when we will be able to safely return to having in-person Chapter meetings and events. Even so, a lot is going on with the Chapter, some of which is reported elsewhere in this issue of the *Flyer*. During these uncertain times we will continue to stay in touch with you via the digital e-Newsletters which are being used to communicate Chapter news as well as general historic railroading information and online links to resources. Kudos to *Flyer* editor Ken Boyd for continuing to provide, throughout the Pandemic, excellent issues of the *Flyer* on the same publication schedule as was in place before the virus situation started in Spring of 2020.

**Mid-South Chapter Board of Directors Elections** — Every year, the January Chapter Membership meeting is the Chapter's Annual Meeting at which Board members and officers are elected to fill expiring terms or vacancies on the Board. Because of the continuing uncertainty about having in-person meetings, those Board and Officer elections may not be able to be conducted in January as normally would be the case. If elections are not able to be held in January, there is no need to be concerned about the make-up of the Board because Alabama State law specifies that existing Board members and officers continue to serve until their successors are elected. Furthermore, in our case, all the Board members whose terms expired at the end of December have agreed to being re-elected, so most likely they would have been continuing in their current positions after the elections. So, the bottom line is that your Mid-South Chapter and its Board of Directors are doing well and continue to be strong and to serve you during these uncertain times.

## Member Moment

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

## OTHER CHAPTER NEWS

**Terminal Station Exhibit at Leeds Depot** — The planned Terminal Station exhibit for Leeds Depot received a big boost with the award of a \$15,500 grant from the Alabama Historical Commission. The grant will allow expansion of the exhibit theme to include a tribute to other depots in the Birmingham District, and particularly Bessemer as the District's only other surviving depot. A preliminary design concept for the exhibit is currently in progress with plans to have the exhibit ready to open by late 2022 or early 2023.

**Terminal Station Historical Marker** — Plans for a historical marker commemorating Terminal Station are moving forward. Funds have been raised to purchase the marker and the Chapter is working with the Jefferson County Historical Association and the City of Birmingham to purchase the marker and erect it along 5th Avenue North in sight of the station's original location.

## 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

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# 2021 NATIONAL ANNUAL MEETING REPORT

**Richard Morris**

(All Photos by Richard Morris Unless Noted.)

Our president, Robert (Bob) Holzweiss, was our host and arranged two days packed with trips to the Temple Railroad and Heritage Museum, the Brayton Fire School at Texas A&M and the Texas State Railroad.

At Temple, we toured the Temple Railroad and Heritage Museum located in the former Santa Fe depot and still an active Amtrak stop for the *Texas Eagle*. There are both inside displays and equipment displayed outside at the museum. An added attraction was the BNSF servicing facility across the tracks. We ate lunch, and got to see several trains, one with a former Burlington Northern engine still in green and black paint. The Amtrak *Texas Eagle* arrived a bit late, but gave us time to finish lunch. The train had a heavyweight ex-Santa Fe private car behind the locomotive, and two more bringing up the rear! Next door in a depot that was moved in from another location was a large HO-scale layout, as well as N and Lionel layouts. Members of the club were present to run trains and answer questions.



**Paul Gibson and Bob Holzweiss at the banquet.**



**Looks like BNSF 2749 has avoided the paint shop!**

On Thursday, we visited the Texas State Railroad (TSRR), first touring the shop at Rusk, where we viewed the amount of work to get a steam locomotive inspected and overhauled. We saw TSRR No. 30, a 2-8-2 that had worked the previous day but was unavailable for the train we later rode from Palestine to Rusk, where we enjoyed box lunches, then returned to Palestine. At Palestine we toured the building that houses Texas & Pacific Railroad No. 610 and the TSRR 1316, a 4-6-2. We were briefed by the staff both at the shops at Rusk and Palestine.

Next, we loaded back on the bus and traveled to the Texas A&M Brayton Fire School, where we learned how they train first responders and firemen to deal with fires in various industrial sites, collapsed buildings and when responding to a train wreck. The “train wreck” is located at “Disaster City” and consists of a number of retired Amtrak cars and a GM EMD General Purpose (GP) locomotive unit that were positioned in realistic simulation of a wreck.

The banquet and annual meeting were held on Wednesday evening, with the meeting lasting maybe 10 minutes for those who dislike meetings! We met at the Texas Cotton Exchange building for a fajita meal and a presentation by Tyson Moeller, Union Pacific General Director of Network Development/Network Planning and Operations. No, not computer networking, but networking with UP's partners in providing rail service.



**Amtrak's *Texas Eagle* arriving at Temple Station.**



If you have not been to an annual meeting, you have missed out on some very interesting visits. I have been to Birmingham, where I learned about the railroads and steel industries that are there or were there; Altoona, Pennsylvania, where we toured the Norfolk Southern shops, rode on a train on the Everett Railroad and visited the East Broad Top; Moscow, Idaho, where we visited a lumber mill and various railroad sites; and St Louis, where we visited the National Museum of Transportation and got a tour by rail of the Terminal Railroad Association in East St Louis.

Next year's meet will be in Rochester, New York, either the first or second week of June 2022. Be sure to check the website for more information on next year's meeting as updates are provided.



Some of the attendees at the shop at Texas State Railroad Museum at Palestine, Texas.



Disaster City, the site of the simulated Amtrak wreck.  
(Photo by Ron Goldfeder)



Amtrak cars simulating a wreck. Looks like some autos got involved, too.



Some of the Amtrak cars positioned to simulate a wreck for training first responders.



## MEMBER MOMENT

### HOOSIER IN MANHATTAN

Scott Evenbeck

I grew up in Fostoria, Ohio, a railroad town. Fostoria was named for a governor of Ohio who took office in 1854 when the first railroad was laid through the town. When I grew up the C&O, the B&O, the Nickel Plate, and the New York Central went through town. There were nearly 200 trains a day. Now the count remains more than 120. The “iron triangle” located within sets of tracks is a major destination for train lovers today. I have fond memories of watching the steam engines pull trains across my grandfather’s fields. Cousins reported they couldn’t sleep due to the train whistles during the night. I have always welcomed and celebrated the sounds of trains. We used to watch terrifying films in grade school of children being crushed as they crawled under trains, meant to give us warning. It was great to walk the railroad tracks out toward my grandfather’s farm, the creek under the railroad bridge being our favorite place.

I went to college in Indiana and was able to take the New York Central home for vacation one time. After grad school in North Carolina, I moved back to Indianapolis and built my house on the Monon Trail, the only house whose front yard was on the trail and celebrated the rich history (including all the times my son and I took the *Fair Train* to the State Fair before the tracks were taken up). He and I also made many day-trips to Chicago on the *Hoosier State*; and we’d take the South Shore from the Dunes in Indiana into Chicago.

After working many years in Indiana, I was recruited to New York City and able to make much use of public transportation—the trains in the city (what New Yorkers call the subways), Metro North to many destinations, Amtrak up to Albany, Rhode Island, and Boston and down to Washington, and the Long Island Railroad to points on the island (what New Yorkers call Long Island).

With my son living in California and me in New York City, I made trips on the *Empire Builder*, the *California Zephyr*, and the *Southwest Chief* to visit at holiday time. I took another trip from NYC to Waterloo in Indiana on the *Lakeshore Limited* last month, staying a week to visit friends, and then boarded the *Southwest Chief* on to Los Angeles. My home in California is in Claremont where I learned about this organization when researching the trains out at the Fairflex. I am so eager to visit. My fondness for train whistles is rekindled in Claremont where trains from San Bernardino to Los Angeles run regularly.

I am also interested in canals, my great-grandfather having driven mules along the canal; and I celebrate the history of the canals and of the railroads in building the country. I am so glad the nation is awakening to the importance of mass transit and hope the aspirations to support Amtrak are fulfilled.



Scott Evenbeck, Grand Central Terminal, site of great train sets during the holidays.

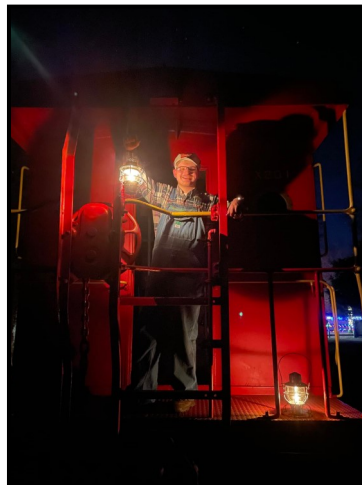


# HEART OF DIXIE RAILROAD MUSEUM

*OFFICIAL RAILROAD MUSEUM FOR THE STATE OF ALABAMA*

The HoD has wrapped up our 2021 season with successful “North Pole Express” and “Christmas at the Station” events. The year 2021 saw the return of many popular events, along with event upgrades that were learned during COVID. Many special events had near-full to full trains. Volunteers contributed many tireless hours that made events such a success. Thank you to everyone!

Wishing all of you a prosperous and happy 2022. Happy New Year to ALL!



Top two photos and bottom right photo courtesy of Alan Dismukes. Taken during North Pole Express runs.

Headlight photo, sun highlighting our 2022!

## ***HoD Annual Membership Meeting***

The meeting date is set for January 29 but no further details are available at this time. If you are a member, please plan to attend.

January is a great time to join the HoD volunteers. Whether assisting on one of our trains, in our ticket office, at our gift shop, with the library, in the restoration shop, or on the grounds.

## ***Train Crew Training***

No dates set, but hoping for late January and early February for crew safety training.

## ***Upcoming 2022 Train Rides:***

Planning has started on our 2022 operating season. The team is currently reviewing a number of events for early Spring. Our hope is to start regular runs in early March. You can stay up to date on our events by following us on Facebook or Twitter. You can also check for updates on our main webpage and our webpage calendar of events.

Visit [www.hodrrm.org](http://www.hodrrm.org) to learn more.



# ALDRIDGE GARDENS

## *A REGIONAL DAY TRIP ON YOUR OWN*



3530 Lorna Road  
Hoover, AL 35216

Aldridge Gardens is a 30-acre regional botanical park and cultural art center located in Hoover, Alabama. The gardens include a large lake with walking trails throughout the property and the Aldridge House, a cultural art center. The gardens also include a special area dedicated to military veterans and a large pavilion for receptions and special events. Sculptures and other special features are displayed throughout the park.

The gardens are located at 3530 Lorna Road in Hoover, and the park is open daily from 8:00 am – 5:00 pm. Admission to the gardens and parking are free. Fishing in the lake and walking of dogs are permitted Monday through Thursday, but not over the weekends when the park is busier. ROOTS, a garden and gift shop, is open Monday through Friday from 10:00 am – 3:00 pm. Special events are often scheduled in the evenings.

As a part of the concept as an art and culture center, Aldridge House is host by invitation to gallery exhibits by regional artists. Gallery exhibits are typically hung on display for two months with a special public reception to meet the artist scheduled during the show.

For January and February of 2022, the gallery will feature a special show by Mid-South Chapter and board member Ken Boyd. The show will feature fine-art images on canvas and in classic wooden frames. The images in this show will include historic locomotive art from his collection. A public reception is scheduled for Thursday evening, February 24.

For general questions or comments about the gardens, events or this show, please call (205) 682-8019 or email [info@aldrigegardens.com](mailto:info@aldrigegardens.com). The executive director's office can be reached at (205) 739-6552 or [rip.weaver@hooveralabama.gov](mailto:rip.weaver@hooveralabama.gov).







Images from January – February Gallery Show at Aldridge Gardens. Photos by Ken Boyd.



# TIMOTHY HACKWORTH

## HISTORIC ENGLISH LOCOMOTIVE ENGINEER AND DESIGNER

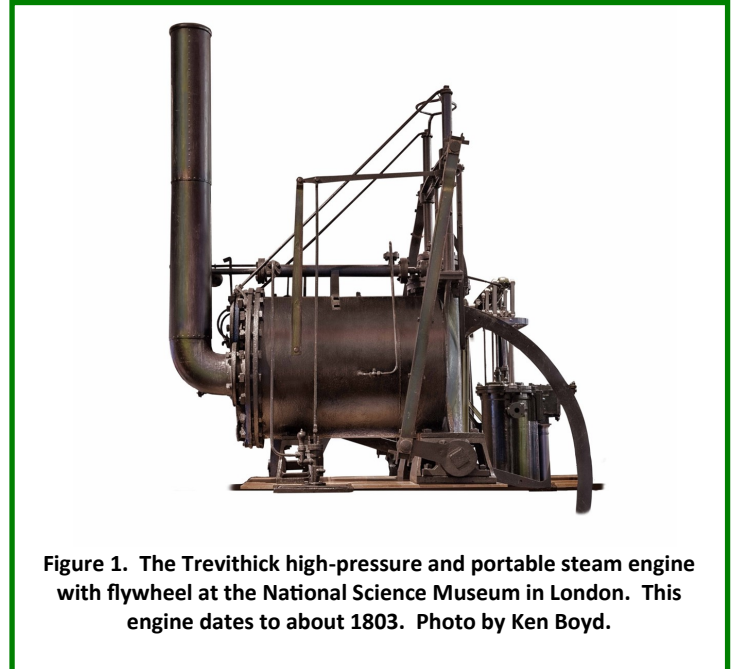
Ken Boyd

By 1800, the Industrial Revolution was poised for what would emerge as perhaps the greatest technological development of the era — the locomotive. Based on the earlier stationary steam boiler work of Thomas Savery, Thomas Newcomen and James Watts, the potential for a small, higher-pressure and “portable” steam engine was now possible. This steam engine could be mounted on wheels and rails and applied to power a steam traction machine that would soon replace the horse-drawn railways.

While Richard Trevithick and George Stephenson receive much of the credit for the invention of the steam locomotive, and rightly so, others also made significant contributions. Among the others who were fundamental in early locomotive development, Timothy Hackworth is worthy of recognition.

Hackworth was born and grew up in the same area of Northeast England as George Stephenson and was about five years younger. They may have known each other while growing up in this coal-producing region. Hackworth’s father was a blacksmith, mechanical designer and boiler maker, and Hackworth learned the trade and craft at an early age and later assumed his father’s position at the Wylam Colliery.

In 1808, he became part of a team to study conversion of the colliery’s horse-drawn railway to steam traction. This

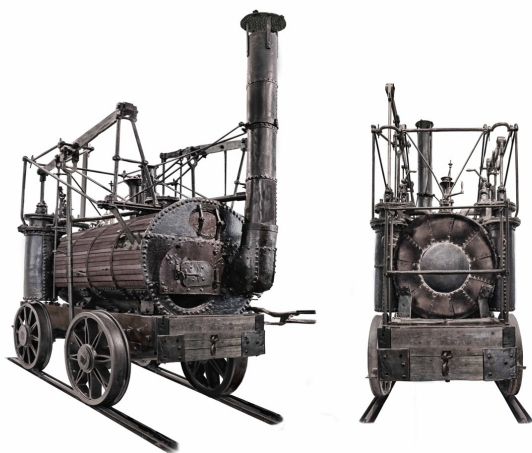


**Figure 1. The Trevithick high-pressure and portable steam engine with flywheel at the National Science Museum in London. This engine dates to about 1803. Photo by Ken Boyd.**

team also included William Headley, later credited as the inventor of the *Puffing Billy*, the first successful locomotive in 1813 – 14. Hackworth is generally acknowledged as the engineer and ultimate operator of this historic locomotive, which is preserved today at the Science Museum in London.

By 1820, George Stephenson was familiar with Hackworth’s engineering skills and recruited him in 1824 to work on locomotives for the Stockton and Darlington Railway. Their work together led to the development of the *Locomotion* in 1825, another early historic locomotive design that is displayed today at the Darlington Railway Centre and Museum. After an initial explosion that killed the driver, the *Locomotion* was rebuilt based on an enlarged boiler with a return fire tube concept, vertical outside cylinders, six wheels, and pistons and connecting rods to drive the rear wheels. Although these design elements are familiar today, they were revolutionary at the time.

In 1825, Hackworth became superintendent of the Stockton and Darlington Railway in Shildon, the world’s first public railway to use steam locomotives. In 1827, he and Stephenson introduced the *Royal George*, an early 0-6-0



**Figure 2. *Puffing Billy* as displayed at the National Science Museum in London. This is the world’s oldest surviving locomotive, dating to 1813–14. Photo by Ken Boyd.**

locomotive that updated *Locomotion's* design with a properly aligned blast pipe to effectively draft the firebox. Hackworth is credited with this development that was subsequently employed in steam locomotive design. Documentation at the National Railway Museum in York confirms that he was indeed the inventor of this fundamental steam-engine concept.

By 1829, the Liverpool and Manchester Railway, the world's first intercity railway was under construction and Stephenson became the engineer. This was a larger operation with more financial resources than the Stockton and Darlington. In October of that year, the famous *Rainhill Trials* were hosted with five locomotives competing to provide the best locomotive design for the almost completed Liverpool and Manchester line. Stephenson entered the world-famous *Rocket*. With more limited resources and materials, Hackworth entered the *San Pareil*.

The *San Pareil* was an 0-4-0 locomotive with a U-tube boiler arrangement to increase the heating surfaces, two vertical cylinders and the Hackworth blast pipe design mentioned earlier. The cylinders were connected directly to one pair of wheels and the other wheels were driven with connecting linkage. The drivers were 54 inches in diameter and the locomotive weighed about 4.25 tons, making it just over weight for the Rainhill Trials. Regard-

less, it was allowed to compete, and it competed well with the *Rocket* until a cylinder cracked. At this point, Hackworth cried foul because Stephenson had provided the cylinders, which were found to be too thin for high-pressure operation.

The *Rocket* was declared the winner of the Trials, but the Liverpool and Manchester Railway also bought the *San Pareil*, and operated it in rail service for several years before its wheels were removed and it became a stationary steam engine. After retirement in 1863, the locomotive was restored and donated to what became the National Science Museum, and it is now on limited display at the Shildon Locomotion Museum.

After the Rainhill Trials, Hackworth continued his duties at the Stockton and Darlington Railway and in 1833 set up his own locomotive works in Shildon with his son and brother. Locomotives were produced for English, Russian and Canadian railways.

In 1838, the Hackworths built the *Samson* for the Albion Mines Railway in Nova Scotia. This 0-6-0 design featured vertical cylinders, and as a coal-fired engine it was considered to be a highly successful and a strong puller but slow; its maximum speed was about 8 miles per hour. With this locomotive, the engineer worked from one end

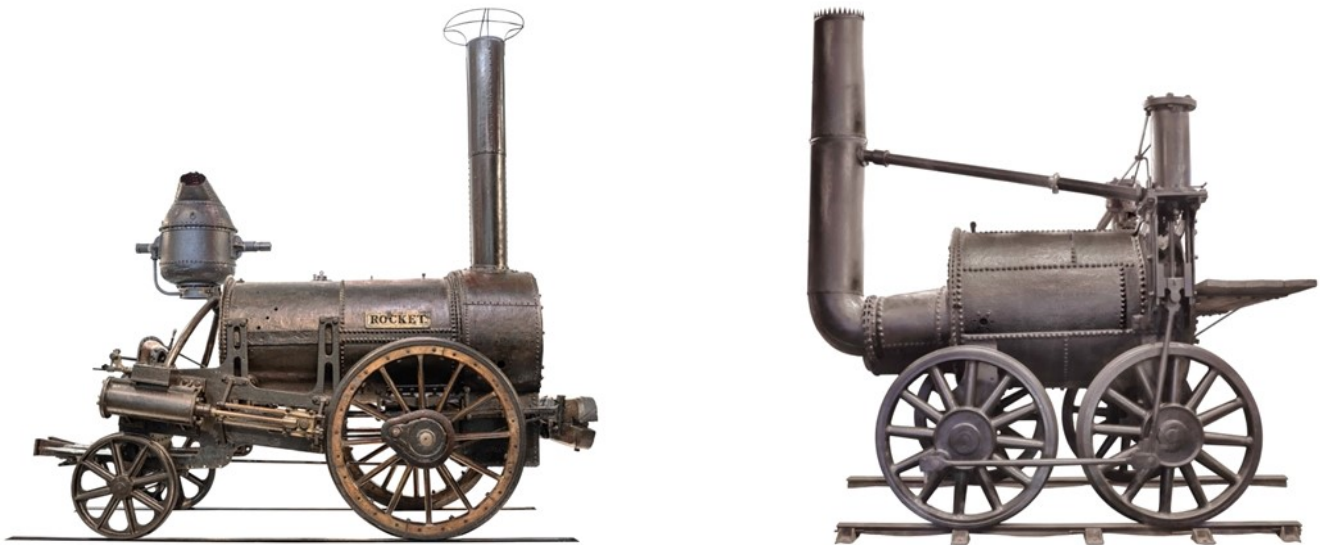


Figure 3. Both the original Stephenson *Rocket* (left) and the Hackworth *San Pareil* (right) are now preserved in museums in London and Shildon, United Kingdom, respectively.

Photos by Ken Boyd.



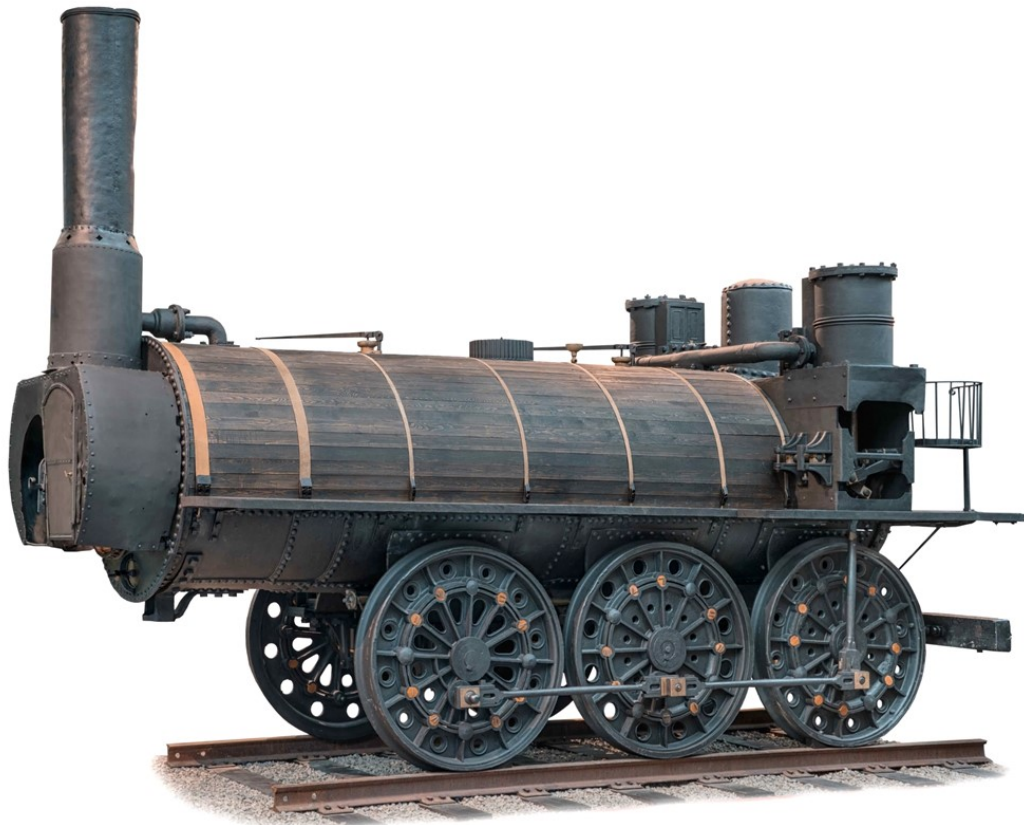


**Figure 4. Stockton and Darlington Railway Coaling Area at the Shildon Railway that dates to the time of Hackworth.**  
Photo by Ken Boyd.

and the fireman from the other end, an arrangement that dated to the *Puffing Billy* in 1813 – 14. The locomotive pushed the tender, and as with many early locomotives and in keeping with British tradition, there was no cab to protect the driver or fireman from the elements in the sometimes harsh Atlantic Maritime weather. The unusual looking locomotive had no frame; everything was just bolted to the boiler. With the vertical cylinders, it rocked from side to side as it waddled down the tracks limiting the speed.

The *Samson* spent its working career transporting coal from mine to pier in the Stellarton and New Glasgow area for the Albion Mines Railway. It also saw some duty transporting miners and passengers. The *Samson* remained in regular service until 1867 and then continued to operate as needed until the mid-1880s. Today, it can be seen in beautifully restored condition at the Nova Scotia Museum of Industry in Stellarton.

The *Nelson*, the first locomotive with replaceable wheel rims and dating from about 1840, is thought to have been designed by Thomas Hackworth, brother of Timothy Hack-



**Figure 5. The Samson, a preserved 1838 0-6-0 Hackworth locomotive on display in Nova Scotia.**  
Photo by Ken Boyd.





Figure 6. The historic engine house at Shildon where Hackworth, his son and brother designed and built locomotives.  
Photo by Ken Boyd.



Figure 7. Early 1800s wooden rail cauldron wagon from Northeast England. Photo by Ken Boyd.

worth. This locomotive is preserved in unrestored but cleaned-up condition in an engine house at the Shildon Locomotion Museum.

Along with the *Nelson*, three Timothy Hackworth locomotives survive today. In addition to the *San Pareil* and the *Samson*, the *Derwent* is an 1845 design that is preserved at the Darlington Railway Centre and Museum with the *Locomotion*. The *Derwent* used outside cylinders and six-coupled wheels, each four feet in diameter. In 1925 and after restoration, it ran under steam at 12 miles per hour during a procession before retiring to display.



Figure 8. Darlington Station today.  
Photo by Ken Boyd.



Figure 9. The *Nelson*, the first locomotive with replaceable wheel rims, from about 1840, is thought to have been designed by Thomas Hackworth, brother of Timothy Hackworth. Photo by Ken Boyd.

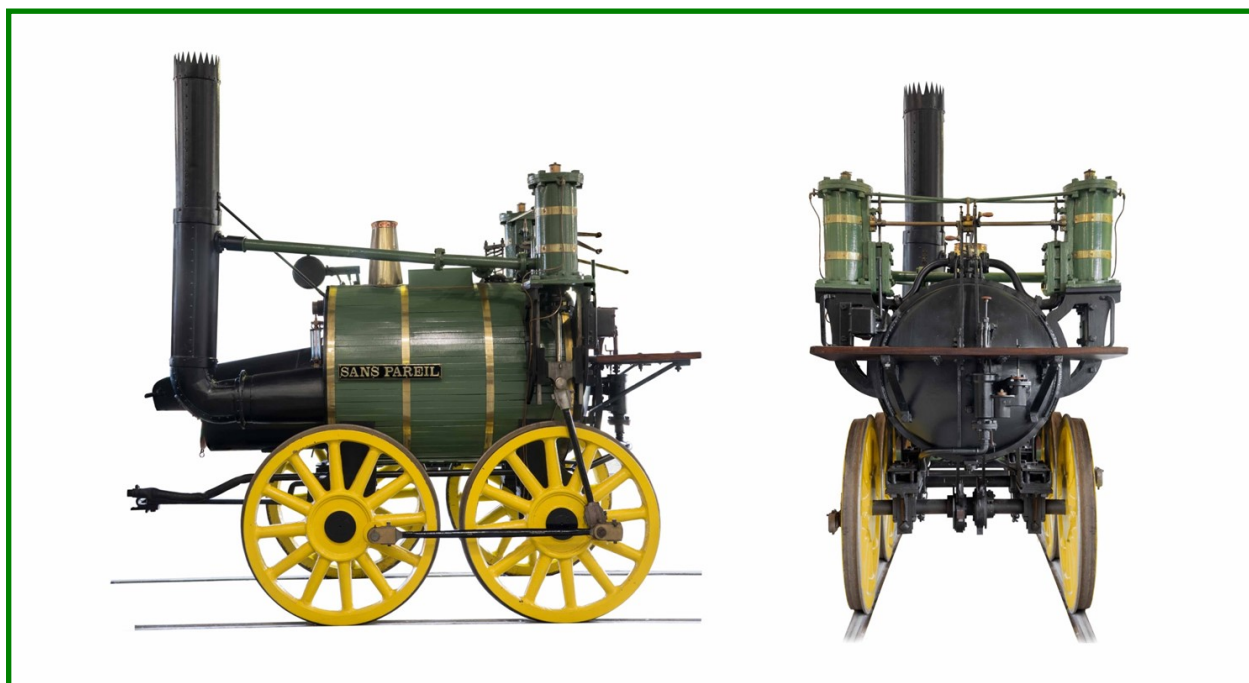




**Figure 10.** The Hackworth home, now furnished and open as a period museum in Shildon.  
Photo by Ken Boyd.

Timothy Hackworth died in 1850 at the age of 63. His son carried on the family business and in 1859 patented their unique Hackworth Gear Work. Hackworth was a lifelong devout Methodist. He and his wife had three sons and six daughters.

Today, their home in Shildon is preserved as a museum. A school, park and street are named in his memory. His significant contribution to early locomotive design is widely recognized among locomotive engineers and historians.



**Figure 11.** An operational 1980 replica of the *San Pareil*. Photo by Ken Boyd.

#### SOURCES:

Boyd, Ken, *Historic North American Locomotives*, Kalmbach Media (*Trains*), 2018.  
 Greggio, Luciano, *Steam Locomotives*, Crescent Books, 1985.  
 Locomotion Museum (National Railway Museum), Shildon, UK.  
[https://en.wikipedia.org/wiki/Timothy\\_Hackworth](https://en.wikipedia.org/wiki/Timothy_Hackworth).



# THE MID-SOUTH FLYER



## The Leeds Depot on a Lonely Winter Afternoon.

The Leeds Southern Railway Depot at Leeds, Alabama, is home to the Mid-South Chapter of the Railway & Locomotive Historical Society. The Chapter has not met in the depot since the outbreak of COVID, but plans are to return to the historic structure as soon as possible.

The depot was built by Richmond & Danville Railroad Company in 1883-84 following the completion of the Georgia & Pacific Railroad line between Birmingham and Atlanta, three years before the Town of Leeds was incorporated. Richmond Terminal Company operated the Georgia & Pacific lines until 1885 when Richmond & Danville Railroad took over, succeeded by Southern Railway in 1894.

Efforts to save the historic building began in 1980 after Southern Railway merged into Norfolk Southern Railway. The restoration project was completed in 1984, 100 years after the depot was built. It was added to the National Register of Historic Places in 1983 and is listed in the Register of the Jefferson County Historical Commission and in the Alabama Historical Commission's Register of Landmarks and Heritage.

The active Norfolk Southern mainline between Birmingham and Atlanta is located literally feet from the depot with a viewing platform provided on the east end of the structure. The Amtrak *Crescent* uses this line. The Central of Georgia Birmingham/Columbus/Macon mainline passes overhead just east of the depot and is visible in the background of this image.

Today, the depot is maintained by the City of Leeds and hosts numerous events throughout the year, subject to COVID. The depot features a number of historic railroad exhibits with plans to complete a Birmingham Terminal Exhibit in 2022. (Photo by Ken Boyd.)