



July – August 2022

# 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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# CHAPTER NEWS

## Chapter Update

**James Lowery, President**

A big Thank You to Richard Morris for his report of the Railway & Locomotive Historical Society annual meeting and convention. My wife Peggy and I thoroughly enjoyed the opportunity the convention provided for learning about the extensive historical railroads and trains in west central New York state, riding excursion trains, and visiting shops and repair facilities. We are looking forward to next year's convention in Reno, Nevada.

As for our local Chapter update, you may be wondering when the Mid-South Chapter will return to having regular in-person Chapter meetings. Before the Chapter can start meeting again, the Board of Directors will need to consider the following:

1. Meetings of many other organizations have not been well attended recently, and attendance at their meetings disappointingly has not returned to pre-COVID levels. It is hard for an organization to schedule a speaker when it is likely that there will be low attendance at the meeting.
2. Recent high gasoline prices can pose an additional constraint for our out-of-town members, and the Chapter needs to be cognizant of that.
3. The Leeds Depot where we normally hold Chapter meetings is still closed to events and to anyone while repairs are being assessed and subsequently made. We appreciate other facilities that have been suggested or offered as venues for our Chapter meetings until the Depot is opened again. Certainly, the Chapter Board of Directors will consider all of those location suggestions as it deliberates return to regular meetings.
4. The Chapter meeting that is held during the Summer normally is a picnic at the Depot. Again, that location is out of the question for this Summer.

The Chapter Board of Directors will be convened soon to deliberate about Chapter meetings, the picnic, outings, etc., for the remainder of the year and how to structure those events.

Meanwhile, the Chapter will continue to stay in touch with you through regular publication of *THE MID-SOUTH FLYER* and continuing distribution of the MSC e-Newsletter.

## Member Moment

The Member Moment this month features Mid-South Chapter member, Ken Mosby. The Member Moment page is very popular with readers — 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 News

### Membership Information

The web address to join or renew membership in the Mid-South Chapter either online or by printing an application form is as follows: <http://rlhs.org/Membership/index.shtml>. If you have any questions about membership or joining, contact Warren Jones (Membership Chair) at [wjones1302@gmail.com](mailto:wjones1302@gmail.com).

### Trains Magazine Back Issues

Greg Allison, Mid-South Chapter member, has all issues of *Trains* for 2005 through 2021. If you or someone you know would like these, please contact the editor.

### Chapter Membership Meeting

The Mid-South Chapter met on Saturday, June 18, at 2:00 pm at the Southern Vintage Fire Apparatus Association Museum. With the Leeds Depot still closed and remaining concerns for COVID, this large open space proved to be a great and historic location for a chapter meeting. Please see the meeting report on pages 7 and 8 of this newsletter.



**Ken Boyd, Editor**

*THE MID-SOUTH FLYER*

[kenboydphotography@yahoo.com](mailto:kenboydphotography@yahoo.com)

*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. Contributions, article ideas and reader comments are welcome.

## *RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY – 2022 CONVENTION – ROCHESTER RAILS*

By Richard Morris, Byrdstown, Tennessee  
Member, Mid-South Chapter

The Railway & Locomotive Historical Society 2022 annual convention was held in central western New York state, June 1 through June 5. The convention hotel was the Hilton Garden Inn in downtown Rochester, within walking distance of several former historic train stations, some of which have been converted to other uses.

### **Wednesday, June 1**

The convention began at the Hilton Garden Inn in Rochester, New York, with registration and a social hour. At 6:00 pm, our host, Paul Barnes, led a group of us a couple blocks over to visit the Rochester Model Railroad Club. It is an HO model layout representing the Lehigh Valley with scenes from New Jersey to Rochester. For you modelers, the mainline is run using NCE DCC and straight DC on the streetcar lines. Later that evening, the Board of Directors met as it usually does at the beginning of the annual convention.

### **Thursday, June 2**

There was a slight delay to our early morning departure due to late arrival of the buses and construction near the hotel. The short delay did not affect the day's schedule which began at American Motive Power at Dansville, New York. We had a great tour there seeing where they perform contract repair of locomotives, doing what the railroad needs to be done to engines from swapping or repairing engines, generators, or other components, up to complete frame-up overhauls. They also perform steel fabrication. One item we saw being built was expansion joints to be set into concrete bridges.

From American Motive Power, we went to the Rochester & Genesee Valley Railroad Museum in Rush, New York. We were met by Otto Vondrak and other museum volunteers. After a good box lunch, one half of our crew boarded the train consisting of an open-air car and two cabooses for a trip to the end of their line, then back to their upper yard and repair shop. While waiting for the next train, the rest of the group toured the restored station and a baggage car with various artifacts. In the repair shop is the sole remaining Rochester Subway car, currently being restored.

After everyone had dinner on their own, we gathered for a presentation by Mr. Vondrak about the railroad history of Rochester and that area.



**We were welcomed at the Rochester & Genesee Valley  
Museum with a sign by the door.**



**Our host at the R&GV was  
Otto Vondrak.**



## IMAGES FROM THE ROCHESTER CONVENTION

(All photographs by Richard Morris.)



The Finger Lakes Railway provided outstanding equipment for our trip over their line. I caught the engines on our train on their regular eastbound the next day.



Our train on the Arcade and Attica Railroad.



The Colonial Belle, our dinner cruise on the Erie Canal.

**Friday, June 3**

Friday, the buses were on time, and we departed the station (hotel) on time. We headed to Arcade, New York, to ride the Arcade & Attica train. En route, rail lines and former rail lines were pointed out with former and current owners mentioned.

The Arcade & Attica is the oldest continually operating railroad under the same corporate identity in New York State and one of the last private railroads offering both freight and passenger service.

Our train consisted of three passenger coaches and a converted open-air car bookended by 44-ton locomotives. Normal trips are from the station in Arcade to the station in Curriers and return. For the R&LHS, the trip started in Arcade, traveled to the NS interchange, then back to Arcade to Curriers and beyond to the end of track several miles further at a pet food plant, then returned to Arcade.

The buses took us back through Rochester to Fairport, on the Erie Canal, where we had a dinner cruise on the riverboat *Colonial Belle*, passing through a lock before turning around and heading back to Fairport.

**Saturday, June 4**

We started off a little later Saturday morning traveling to Geneva, New York, and the headquarters of the Finger Lakes Railway. We toured the shop and boarded the train for a trip to Martisco and the Martisco Railroad Museum over a former New York Central line. We learned that, when Finger Lakes Railway took over the line, it rebuilt the track in the shop area and the east end of the yard using steel crossties.

The Finger Lakes Railway president and crew went all out making us feel welcome, with informative handouts including what they called the “LEFT AND RIGHT” REPORT which details customers along the line. It is called the “LEFT AND RIGHT” REPORT because it lists features and railroad customers all along the route of the excursion that you could see out the left side of the train and the right side of the train.

At Martisco, 40 miles down the line, we toured the museum of the Central New York chapter of the National Railway Historical Society in the former passenger station. We assembled outside for a couple of photo run-bys before re-boarding for the return to Geneva. Onboard, they brought out our box lunches. Yes, box lunches each day, but they were some of the best ever!

Back at the hotel, we gathered for a social hour before our annual banquet. Our speakers were Dan Pavick of the Genesee & Wyoming (G&W), Mike Smith of the Finger Lakes Railway, and David Monte Verde of the Genesee Valley Transportation Company (GVTR). Each spoke about his railroad and business. They discussed challenges facing shortline railroads and changes they would like to see. Taxes seemed to be a major challenge to the bottom line for both shortlines and the major railroads. A question-and-answer session followed.

**Sunday, June 5**

Sunday was breakfast and the General Membership Meeting that is held each year. We voted to approve the slate of directors. Bob Holzweiss discussed some of the reasoning that led to selecting Reno, Nevada, as the site of next year’s convention, which will be held the first weekend of May 2023. Sacramento, California, had been discussed but would have been an expensive convention. After some questions and answers, the meeting was adjourned.

## MEMBER MOMENT

*GROWING UP BETWEEN THE PENNSYLVANIA RAILROAD  
AND THE READING RAILROAD**Ken Mosby*

I was born in Philadelphia, and we lived on Erie Avenue where those fascinating trolleys would rumble up and down the tracks, between the cobble stones and among all those neat cars and trucks! It was all so fascinating to me that my mom would put my highchair in front of the living room window of our third floor apartment. I would be content for hours just watching all the action.

We moved to Levittown when I was five years old. Levittown was built between the Pennsylvania Railroad and the Reading Railroad. I couldn't hear or see any trolleys, but I could hear passenger and freight trains from our house. My dad surprised me with the Lionel Berkshire #736 freight set at Christmas. I would hang out with my Dad at Old Star Airport where he worked on and flew airplanes.

When we weren't flying, I would go across the field to watch the freight trains speeding by. And when we were flying, I could see the trains below us! We built and flew airplane models, and I started building car models in my teenage years. I could ride my bike to the tracks to watch trains. I got more involved in the automotive hobby with my friends when we all started driving.

It was on my son's third Thanksgiving when I took him to the freight yard to get him out of my wife's way so she could cook. They were doing a lot of switching that night. I had him on my shoulders. It was cold, and he was shivering, but when I tried to leave the yard he would tighten his legs around my neck! Having a toddler got me more cab rides!

We were watching freight trains at a car show in Macungie, when he spotted a Lionel Blue Comet set in the flea market. So I had to promise to get the Berkshire out of the attic when we got home. This rejuvenated my interest in trains. We were regulars on the Santa Trains in New Hope, Pennsylvania. I volunteered at the Black River & Western Railroad in New Jersey, the Wilmington & Western Railroad in Delaware and the Allentown & Auburn Railroad in Pennsylvania.

I'm a member of the R&LHS and the NRHS. Now I am in search of railroad action in the South. My two year old grandson has the bug now! I hope more cab rides are in my future!



**Ken's trainman duty at Wilmington & Western Railroad with Princess Elsa and the full cast from the movie *Frozen*.  
My wife couldn't understand my sudden enthusiasm for the movie!**



**Trainman duty with Wilmington & Western engine #98 a 4-4-0.  
I was trying to take a selfie when a *Trains* magazine editor helped me out!**



# MID-SOUTH CHAPTER MEETING

## *SOUTHERN VINTAGE FIRE APPARATUS ASSOCIATION*

### JUNE 18, 2022



On Saturday, June 18, the Mid-South Chapter met at the Southern Vintage Fire Apparatus Association (SVFAA) museum in the Avondale area of Birmingham. This was the first in-person meeting for the chapter since the beginning of the COVID pandemic. The meeting location was selected in part because of ongoing issues with meeting at the Leeds Depot and also because the fire museum is a large, well ventilated and open space for any members concerned about meeting during ongoing COVID risks.

The SVFAA is one of the five largest fire museums in the United States and currently houses about 70 vintage fire engines along with an extensive collection of additional firefighting equipment and items. The meeting was hosted by SVFAA member and retired firefighter, Mr. Bill Graham, with assistance from other museum members, including Jerry and Gene Northington.

The meeting began with a walking tour throughout the expansive museum. SVFAA members were available for questions and many exhibits were labeled with explanations. The display of vintage fire engines and other firefighting items is absolutely spectacular.

After everyone had time to roam throughout the museum and socialize with members they had, in some cases, not seen since before the pandemic, the chapter convened for a presentation and discussion. Bill Graham did an excellent job of explaining the museum and discussing firefighting history, while also establishing a connection between firefighting and railroading. He discussed steam engines, which were used extensively by both fire departments and, of course, the railroads. He explained various water pump designs and how hand pumps and steam pumps were used to fight fires, including on the railroads, and also to pump water into railroad water tanks out along the rail lines, sometimes in areas where water was scarce.

The museum is located at 4500 5th Ave South, Building F, and it is open on Sunday afternoons. Interestingly, the museum is located in the former Continental Gin Company complex, which is on the National Register of Historic Places. Dating back to 1840, Alabama was the world leader in cotton gin production.





Mid-South Chapter Meeting at the SVFAA with Bill Graham leading an interesting program.  
(All Photos by Jerry Northington.)





# HEART OF DIXIE RAILROAD MUSEUM

OFFICIAL RAILROAD MUSEUM FOR THE STATE OF ALABAMA

Hard to believe that 2022 is halfway complete. The months of May and June produced steady ridership numbers each Saturday. Ozan Winery patrons continue to fill many seats on our trains. Weekday charter trips (schools, churches, special groups) have also increased. Recent *Stars & Stripes* event displayed historic military jeeps from the Dixie Division Military Vehicles Club.

Shelby & Southern No. 3 has passed boiler inspection and had its first fire up by our volunteer on July 2. Photo below, taken on July 2, showing steam pressure. We are hopeful to have her operational soon. Many visitors are asking about her and waiting patiently for her return. In other news, the model train project continues to gain support. Our hope is to conduct a professional master site plan this fall.

## Current Restoration Projects

- ◆ 1926 L&N RR Tavern/Lounge Car “Alabama Club” interior painting of walls nearing completion. Volunteers starting to reassemble interior fixtures.
- ◆ 1952 CB&Q RR dining car “Silver Cuisine” – summer heat has slowed progress.
- ◆ 1910 Frisco coach wheel replacement and truck work has started.
- ◆ 1948 Silver Maple coach will receive new seat upholstery in the coming months.



## Upcoming 2022 Train Rides

### Train Rides Every Saturday

Now - December

- ◆ C&S Departure Times: 10:00 am & 1:00 pm
- ◆ Regular Ticket Price \$15 for adult or child
- ◆ S&S Train departs every 20 minutes
- ◆ S&S ticket price \$3.50; or All Day pass \$10
- ◆ Special events may alter price, dates & times

### Wild West Day

July 23

- ◆ C&S Departure Times: 10:00 am, 1:00, 3:00 pm
- ◆ C&S Special Event Ticket Price \$18 adult or child
- ◆ Ole Wild West reenactment track side
- ◆ Ride takes approximately 75 minutes

### North Pole Express Tickets On Sale SOON

July

- ◆ July 11, 9:00 am Group Tickets (20+ people)
- ◆ July 25, 9:00 am Individual Tickets
- ◆ Visit web site for details and tickets
- ◆ Tickets sell quickly!

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

## VOLUNTEERS NEEDED

As with all non-profit volunteer organizations, volunteers are the driving force behind the museum. Without them, there would be no Heart of Dixie Railroad Museum. If you enjoy railroading or know of someone who does; come and join us. We have many areas to volunteer: Train Crews for both the C&S and S&S railroads are the most popular. However, volunteers fill many more roles: Ticket Agent, Librarian, Gift Shop, Car Shop/restoration, Track Gang, Signal Maintainer, Grounds Keeper, Fundraising, Marketing, Safety Team, IT/Radio Communications, and Special Events. Our board of directors and officers also volunteer their time. Whether you can volunteer a few hours or a lot. Thanks

## A REGIONAL DAYTRIP ON YOUR OWN

*The JSTOR Online Database and the R&LHS*

Ken Boyd



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Images

Search Journals, books, images and primary sources



JSTOR

For this issue of *THE MID-SOUTH FLYER*, as editor, I have opted for a somewhat different “daytrip.” This is a daytrip readers can take from the comfort of their own homes, especially during the hot summer weather! No automobiles with high gasoline prices are required – just a computer with internet access, a username and a password.

As part of your membership with the Railway & Locomotive Historical Society, you should have received an email with a username and password for the **JSTOR** online database. **JSTOR** is an incredibly comprehensive, international digital library of academic journals, books, and primary sources. The materials available are absolutely incredible, fascinating and almost unlimited in scope. This extensive database exceeds the resources of any personal book collection, detailed internet search or even the resources of world’s finest university libraries.

The database hosts millions of searches each month with almost 1,000 major publishers, professional societies and numerous other sources represented. The only limitation is that recent publications are often temporarily not included to protect and limit the distribution of new and current materials over this free resource. For example, all R&LHS publications, except for the last five years, are in the **JSTOR** system for your reference.

To access the database, go to the weblink provided in the email from the R&LHS, click “login” and then enter the username and password. The homepage will show the R&LHS logon and header, but other subjects can also be researched.

For any Mid-South Chapter member interested in historic railways and locomotives, the publications and materials are beyond anything imagined before – locomotive designs, historic railroads, railroad infrastructure, books and book reviews, photographs and drawings are all there for members to study and enjoy.

If you lost the email or have forgotten the password, please contact the editor or James Lowery, chapter president.

**JSTOR / R&LHS Homepage:**

[Workspace](#) [Browse](#) [Tools](#)

**Railway & Locomotive Historical Society (R&LHS)**

## Publisher Description

The Railway & Locomotive Historical Society, founded in 1921, is the first organization to focus on railroad history. Its purpose is to promote research, writing, and public knowledge about all aspects of railroading, including its development, operation, motive power, workforce, and cultural impact.





## *SOME OF BIRMINGHAM'S RAILROAD HISTORY IN AMERICA'S RAINBOW VIADUCT SURROUND*

John Troulias



**Seven Consecutive Trains Left; Three Trains Returned to Montgomery in 1918.**

(Alabama Department of Archives and History)

The closing of the Rainbow Viaduct prompted me to revisit and share some information about the area. Local historian John Stewart's [BhamRails.info](http://BhamRails.info) site has an 1880 map identifying the planned east-west rail corridor as the "Railroad Reservation." The Viaduct and its sister overpasses changed the town to a city! The last time I was on the Viaduct (on foot) was Memorial Day 2012 when my wife and I attended the re-dedication ceremony. The bridge was closed with chairs and a mic set up. There were short speeches by Governor Bentley, Mayor Bell and other dignitaries, a color guard marching to bagpipes, and a wreath laying. Our appreciation to long-time Mid-South Chapter member, former Congressman Spencer Bachus, who was instrumental in the restoration of the memorial along with

Susan Todt of *I Believe in Birmingham*. The concrete eagles deteriorated and were replaced with replicas cast by Lee McKee at Sloss Furnaces (1882) which you see to the east of the Viaduct. The plaques listing names of Jefferson County men of the 167<sup>th</sup> Regiment who were killed in World War One (WWI) were illegible and were remade.

Why "RAINBOW"? Major Douglas MacArthur (later five-star general) recommended to President Wilson that the National Guard be drawn from to create one division. This would enable a large army to be sent to France and allow soldiers representing the entire USA to be the first to fight. (Hence, a RAINBOW across the USA.) The 167<sup>th</sup> Regiment made up a large part of the



Rainbow Division. Units that fought each other at Gettysburg would now fight together in peace. Joyce Kilmer was killed fighting with the Rainbow. Known for his poem “Trees” he should be remembered for battlefield valor. Kilmer volunteered for high-risk duty leading several patrols into enemy territory where he was killed by a sniper. The 167<sup>th</sup> lost 616 men in WWI. Known as “The Alabama” it was the only regiment referred to by its home state and today consists of six posts in central Alabama. It fought with the Confederacy during the War Between the States, against Pancho Villa in 1916, in Europe in WWI, and in the Philippines in WWII.

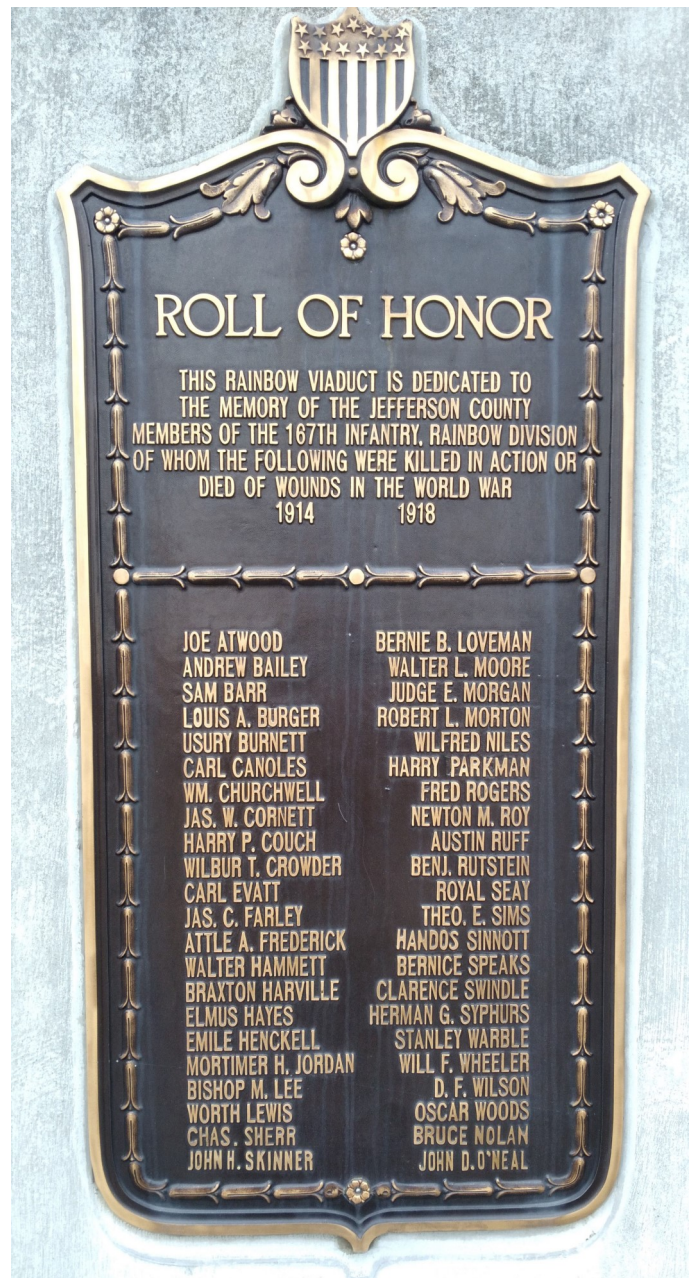
*“...the 167th Alabama assisted by the left flank of the 168th Iowa had stormed and captured the Croix Rouge Farm in a manner which for its gallantry I do not believe has been surpassed in military history. It was one of the few occasions on which the bayonet was decisively used.”*

Douglas MacArthur in his handwritten autobiography, *Reminiscences*.

Although “the railroads were here first,” they agreed



**Commentative Monument on Rainbow Viaduct with  
1962 Two North Twentieth Building,  
formerly Bank for Savings, in Background.  
(Photo by John Troulias)**



**Solders of the 167th Who Did Not Return to  
Jefferson County.**

to pay most of the construction costs. This would allow trains to operate unencumbered and eliminate constant maintenance of grade crossings. The bridge was dedicated as the “Rainbow Viaduct” May 1919. The first national Rainbow Veterans Reunion was held in Birmingham July 12-14, 1920, ending with a parade over the bridge.

In 1965 three spans were damaged by a fire on Morris Avenue. Repairs were made but due to further aging, a NO TRUCKS posting was done. It was mostly ignored so continual stressing forced the closing of the 102-year-old structure January 2022. It is still





★★★★★ **MEDIA ALERT** ★★★★★

**WHO:** Command Group of the 1<sup>st</sup> Battalion of the 167<sup>th</sup> Infantry Regiment, the famed “Fourth Alabama,” which served as part of the Rainbow Division during World War I

**WHAT:** A Memorial Day wreath-laying ceremony in conjunction with other Rainbow Division units honoring the fallen

**WHEN:** May 27, 2013, at 9:30 a.m.

**WHERE:** Rainbow Viaduct, 21<sup>st</sup> Street (Richard Arrington Jr. Blvd.) between First Ave. South and First Ave. North  
Downtown Birmingham, AL

**WHY:** Memorial Day ceremony in which Alabama’s 167<sup>th</sup> Infantry, which just returned from a deployment in Afghanistan, commemorates its historic part as the U.S.’s first “All-American Division” with units from 26 states and the District of Columbia

**CONTACT:** Major Mike Tomberlin  
1<sup>st</sup> of the 167<sup>th</sup> Infantry Public Affairs Officer  
(205) 260-8821  
michael.s.tomberlin.mil@mail.mil

Rainbow Bridge, Memorial Day, 2013, Ceremony Announcement.



**Art Deco Entrance. Reservation Passes Over Four Streets Which Have Sidewalks Illuminated by Color-Changing LEDs.**  
(Photo by John Troulias)

open to pedestrians and bicycles, making it safer to view the busy rail lines below. Various locomotive livery pass under the Viaduct frequently and the Amtrak Crescent stops at the Intermodal Facility. To specifically see a passenger train I suggest you confirm the train is on schedule at <https://www.amtrak.com/track-your-train.html> The Crescent's frequency was reduced due to COVID-19 but its average ridership for long-distance trains should return it to daily service soon.

The ten-story building one block east of the Rainbow Viaduct is the Southern Railway Building (1925). (aka Transportation Building, it has been converted to condos.)

The Frisco had a single-story building at the east end of what is now Railroad Park. When I hired in, it had mainly become the Frisco Traffic office, the railroad point-of-contact with customers. My only time to enter the building was to be finger-printed for employment. In earlier days, subsidiary Birmingham Belt RR had a small office nearby and Frisco maintained a passenger sales office at First Avenue North in the Morris Hotel (1891). New York's later Waldorf-Astoria was larger but no classier than the Morris.

On the east side are two smokestacks on Powell Avenue. Birmingham Railway Light & Power's steam plant provided steam and power to downtown businesses & streetcars. Alabama Power ran the 1895 plant from 1952-2009. The Alabama Theatre (1927) and the Medical Center were two of its last steam customers.

Consignees would often reject a carload of products claiming damage. I suspect sometimes they just did not have a market for it. We (Frisco) would eat the freight and dispose of the lading best way. At least once we ate the freight and lading. A car of potatoes was rejected after the customer opened it so we spotted it beneath the Rainbow Viaduct and sold them at 5 cents/lb. I bought 50 lbs. The well-known Alex Kontos Fruit Company began on Morris Avenue in the 19<sup>th</sup> Century specializing in bananas but has since moved to a larger facility near the Finley Roundhouse. Some other businesses under the Viaduct were a fishmonger and a Morton Salt warehouse (no pink Himalayan).

I was grand-sitting one day while the adults were in an office building. I walked two eight-year-olds, a boy and a girl, across 24<sup>th</sup> Street overpass and back over the Rainbow hoping they would burn a little energy. They paused for a freight to pass under us and enjoyed the engineer blow and give them a billow of warm smoke. We finished up at the Peanut Depot on Morris Avenue. I would encourage you to do the same -- only they are much older.

Not to miss:

The Seaboard Air Line Cut ran under the Viaduct to serve the warehouse district. It was up to 14 ft. below ground and is now the Rotary Trail.

Walk Morris Avenue – Beneath the Viaduct is a caboose which was one of the dining rooms of the late 1970s Victoria Station. The caboose is now a business office along with the former McLester and Van Hoose Produce warehouse (1885).

A popular photographic site is the LED sidewalks (see photo of an entrance this page). Artist Bill Fitz-Gibbons named the project "Light Rails in Alabama" but skateboarders and other locals call it the *Rainbow Tunnel*. It must be viewed at night. You may see a few friendly homeless people resting from their day.



## SOURCES:

City Directory

CroixRougeFarm.org (Red Cross Farm)

MacarthurMemorial.com

## SUGGESTED READING:

*TRAIN WATCHING FROM THE HISTORIC DOWNTOWN BIRMINGHAM VIADUCTS*, A regional Day Trip on Your own, Ken Boyd. The *Mid-South Flyer*, March 2021

*SEND THE ALABAMIANS*, *WWI Fighters in the Rainbow Division*, Nimrod T. Frazer

Ken Boyd, *BIRMINGHAM'S RAILROAD RESERVATION*, *Alabama Magazine*, May – June 2022.



On January 21, 2022, the bridge was closed to automobiles and trucks, but remains open to pedestrians, bicycles, children's scooters, etc., making this an ideal platform for train watching.  
(Photo by John Troulias)

# THE MID-SOUTH FLYER



**The Future and Promise of a Rainbow.**

**Image from over the Norfolk Southern Mainline in Bessemer, Alabama.**

**(Photo by John Troulias)**