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The Special Daily

MONDAY, MAY 22, 1989 VOLUME 1, NUMBER 1 FIRST ALABAMA BANK



Captioning the Huntsville Depot complex with its 13-story roundhouse for servicing locomotives gave Union engine control of the Memphis & Charleston Railroad, the Confederacy's major east-west supply line. Today, Interstate 56 is being constructed over the site of the roundhouse.

ALABAMA'S FIRST RAILROAD

State's Railroad History Began Near Muscle Shoals

Perhaps it's safe to say that the Alabama Reunion Special's journey begins in Sheffield, for it was in this part of Alabama near the Muscle Shoals rapids of the Tennessee River that the state's railroad industry began more than 150 years ago.

Alabama's first railroad — and, in fact, the first track laid west of the Allegheny Mountains — was a two-mile line for horse-drawn cars which ran from Tusculum to the Tennessee River. Major David Hubbard, a Virginia-born lawyer who had migrated to Huntsville, suggested building a railroad as a means of bypassing the rocky barrier of Muscle Shoals and speeding the transportation of goods along the Tennessee, the region's major highway. After traveling to Pennsylvania to investigate this new method of transportation, Hubbard succeeded in obtaining a charter from the Alabama Legislature to build a railroad in January, 1830.

December, 1834, the 43-mile Tusculum, Courtland and Decatur Railroad (T.C.&D.) began offering the first steam-powered transport of goods in the Tennessee Valley.

As a part of the century historian wrote: "The passage of the first through train was given a great greeting all down the line." The George Stephenson locomotive — complete with a copper fire box — which Hubbard and Hubbard had purchased in anticipation of the completion of the line, "made full ten miles an hour pulling cars laden hayrack high with cotton bales."

This maiden run of north Alabama's first steam locomotive caused other types of excitement. At the Hubbard family farm, which was located in Lawrence County halfway between Tusculum and Decatur, the first train was to have caused nine hours to run away with their plans.

The locomotive was frequently in a state of disrepair, according to one account, "because of a failure at the throttle, and the T.C.&D. continued to employ mule-power until 1856."

From its humble beginnings, the Tusculum, Courtland and Decatur formed the nucleus of a great trunk line that one day would connect the lower Mississippi Valley to the eastern Seaboard. By 1853, the railroad had been absorbed by the Memphis & Charleston, whose tracks eventually ran from Memphis on the Mississippi River to the Atlantic port of Charleston.

ONE OF THE OLDEST SURVIVING RAILROAD DEPOTS IN THE U.S.

Huntsville depot tells the story of north Alabama and its people

"See, if only these walls could talk," people often say when they walk through a building of historical significance. At the Huntsville Depot Transportation Museum, the walls do talk — through the graffiti left by people who lived, worked and sometimes died within their more than hundred years ago.

Today Huntsville is a fast-growing city of more than 100,000 people, known throughout the world as the birthplace of America's space program. But the town is actually older than the state of Alabama itself, having been founded in 1681 by John Hunt when this section of the Tennessee River valley was still part of the Mississippi Territory.

By the 1820s, Huntsville had become the center of a prosperous cotton-farming region, but northern Alabama planters were at disadvantage when it came to transporting their crop to market. In 1822, Alabama's first railroad had been constructed near Fayetteville to the west to facilitate the transportation of cotton bales around the rocky Muscle Shoals of the Tennessee River, then on to the Mississippi and the port of New Orleans. The planters wanted an alternate market for their cotton on the East Coast, they spearheaded the drive to charter an east-west railroad that would connect Memphis on the Mississippi River with Charleston on the Atlantic Ocean.

The Memphis & Charleston Railroad was chartered through the act in 1830, and grading of

the roadbed began in 1832. The work was slow — the crews averaged only five miles of track per month. Finally, the first locomotive-driven train arrived in Huntsville in 1835.

Huntsville was selected as the M&C's Eastern Division headquarters, not to say, in reward the local people who had sweated heavily in the railroad beginning in 1832. The M&C constructed a number of buildings at its Huntsville stop. The two of these still standing are considered to be some of the oldest railroad buildings in the United States.

The brick freight house, built in 1854, is still used by Southern Railway. The oldest railroad building in Alabama, the Huntsville freight depot is considered to be the oldest railroad building in common use on a railroad facility in the United States.

The three-story Huntsville Depot, which was completed in 1860 at a cost of \$10,000, was immense large and fine for its time. It boasted heart pine floors and indoor "waiting rooms," the first indoor restrooms in a public building in Huntsville. The first floor included separate waiting rooms for men and women — especially to shelter the fair sex from such disagreeable behavior as scholars, cheating, spitting and rough language.

A wide entrance led to the second floor, where the Eastern Division of the M&C had its administrative offices. Two rooms will soon add concrete doors were used to store company

parcels and baggage each that was taken off the train at night. Until the 1870s, trains didn't run after dark, nighttime travel wasn't considered safe. The third floor was used as sleeping quarters for the railroad crews.

Just over a year after the passenger depot was completed, the Civil War broke out and the

continued on page 2



The Nashville and Decatur Railroad Locomotive Number 2

Decatur An Important Railroad Center

Civil War left railroads devastated but undefeated

Decatur will be celebrating state of the state's 160th railroad history as the Alabama Reunion Special draws to a close.

The community that began as a site for a Tennessee River ferry crossing in 1818 was helping develop sites of the nation's pioneer railroads only a few years after its formal incorporation in 1828 and railroads have been an important part of Decatur's life ever since.

Members of the Tusculum, Courtland and Decatur Railroad Company, which began in 1830 as the first railroad west of the Allegheny Mountains, was the spark that made Decatur grow. The first railroad came to life in 1830 as the T.C.&D. was set a

continued on page 2

Names:

Decatur Railroad Center

First Alabama Bank

Huntsville Railroad Depot

The Special Daily

Places:

Huntsville, AL

Types:

newspaper

Dates:

May 22, 1989

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Alabama Celebration Spreads Pride

Their rousing show is a tribute to the state

Opening and closing the festivities at each of the Birmingham Special's whistle stops in the Alabama Celebration, an eight-member troupe of singers and dancers who honor the state in a 30-minute Broadway-style show.

The troupe is composed of young professionals — every one a native Alabamian — who have performed at a variety of conventions, state fairs and special events in Alabama since the group was formed in 1986. They have presented their fall 10-minute show at the Library of Congress in Washington, D.C., and at the National Transportation Association convention in opening ceremonies for the Blue OVA exhibit in Mobile and at the National Republican Governor's Conference in Pontchartraine, Louisiana, before 2000.

For the sake of simplicity, most of them live in Montgomery and tour the state in a van accompanied by their production manager, Lenore Davis, and two crew members. Hours are long with time for sleep often elusive. There are no understudies, but back-ups. If someone becomes sick, the others take up the slack.

Even though they sleep just five hours last night, they bubble on their make-up throughout the afternoon, the best they've had to date. The rehearsal that's expected on stage is still alive.

The Birmingham Special is especially exciting to this group not just because they've heard good things about the similar train that toured Tennessee during its Homecoming, but because it will bring them closer to their hometown and closer to more people in Alabama. It's the people who watch these performers who keep them going.

The Alabama Celebration's performances throughout the state over the last year have consistently brought audiences to their feet and more than one audience member to tears. What's been especially fulfilling, the cast members will tell you, is when an audience member comes up to them after the show to thank the cast for reminding them of the accomplishments of the state's native sons and daughters and for renewing their pride in Alabama. The cast members, in return, admit that they're moved by their audience's reactions. Although the country and modern music they sing is popular, the troupe's performers have been the spiritual and gospel heart of the show. The show's ending, however, is the rouser.

Davis, who's toured with groups like this before, agrees that audience reactions are moving the everyone involved. When he received a sign of approval they're tough critics — he was another crowd member at the end of one concert, moved and gave him a thumbs up sign — he knew they had a winner.

The show itself was written,



Choreographed and staged by native Alabamians, Lenore Davis of Montgomery wrote the Birmingham Special's 10-minute show. The show that includes some 30 songs and is set to music by Broadway's hit — a Tennessee-based company headed by Birmingham native Gary Minkoff.

After the Alabama Celebration concludes at the end of this year, there are no plans for the Alabama Celebration to continue as a performing troupe. Some may stay together to form their own group, which will look into some of the interesting offers they are receiving. One thing is for sure: Some of these cast members may soon be scattered among the famous celebrities from Alabama they honor in this show.

Florence Native Sings Across State

Member of Alabama Celebration singers

A recent graduate of the University of North Alabama, 29-year-old Dedra Eastland has enjoyed touring across Alabama as part of a member of the Alabama Celebration.

"It has been a great learning experience for me," says Eastland. "I want to go into the music business later in my career and I thought this would be the perfect training ground for me to see if I could handle the rigors of the road."

Just Eastland certainly has been tested. After one of the performers dropped out in October, Eastland became part of the group. Traveling in a cramped van all over the state has definitely given her a taste of road experience.

"One night they were broke down on the side of the road for three hours. It was cold and pitch black and everybody was being ghost stories. The five or six people who stayed all weekend in Charles Eastland had finally one get somebody," she says.

Performing for audiences in

Alabama has been exciting for the Florence native and she says each audience is different.

"I go out on stage with a kind of negative feeling at first. I have the feeling that I have to win over every audience and I think it has helped me," she says.

Eastland has enjoyed audiences in the past and one of her most fond memories is of performing at the W.C. Handy Festival with an appreciation crowd and her father in the audience.

"I just love the Muscle Shoals area. After this experience, I hope to get back to record a solo album at the Muscle Shoals. It's a good time for it since they are trying to get R&B and soul back into the area," she says.



Dedra Eastland

Oldest Surviving Railroad Depot

(continued from page one)



Completed in 1868, the Huntsville Depot is one of the few railroad buildings in Alabama which survived the Civil War. Today, it is a transportation museum where new generations can learn about the state's railroad past. Above, the first floor of the depot has been restored to look much as it did in 1912.

Memphis & Charleston Railroad became a prime military target in the struggle between the North and the South. As the only railroad in the south which ran east and west, the M&C was a vital supply line for the Confederacy. With its headquarters for servicing locomotives and building freight cars, the Huntsville facility was the key in controlling more than 1,500 miles of track. It was only a matter of time before the conflict reached Huntsville.

In the hours before dawn on April 14, 1862, 4,000 Union troops under the command of General Ormsby M. Mitchell captured the city of Huntsville, capturing the depot and its surrounding buildings. 15 locomotives, a number of freight cars and 200 Confederate soldiers who were on a train which was enroute to the depot.

The walls of the depot sat level till the study during the years of Union occupation. There was the second and third floors in the graffiti which was scrawled when the depot's restoration began — words and pictures, cartoon sketches and commentary scribbled there first by the 300 Confederate soldiers

who were imprisoned on the third floor and then later by the Union soldiers who were billeted there.

"May the Lord God bless us all and save our country," reads one inscription. "Happy New Year to all in the Year of Our Lord, 1864," is scrawled nearby. There are lists of hundreds of soldiers' names, their hometowns and their regiments, and the unhappy author of one cartoon added a caption "cursing Alabama."

On one wall is an epigraph for Harris Greener, written by a friend, Greener, who was among the Union soldiers who occupied the depot. He was killed at the battle of Atlanta.

The Memphis & Charleston Railroad was bought over during the remaining three years of the war, and by the time it was returned to its owners, the railroad was in shambles. Most of the tracks west of Decatur had been completely damaged. Bridges were gone, rolling stock was scattered or destroyed, and the depot's restoration began — words and pictures, cartoon sketches and commentary scribbled there first by the 300 Confederate soldiers



Country Hardware Library Heritage House

The M&C never completely recovered from the financial losses it suffered as a result of the war, and in 1868 the line was sold to the Southern Railway. It is now part of the Norfolk Southern system.

The Huntsville Depot served the people of this north Alabama town for more than 100 years, playing host to everyone from P. T. Barnum to Teddy Roosevelt. In 1969, the last passenger train passed through Huntsville and shortly thereafter, the depot was closed.

In the 1970s, a group of train buffs known as the North Alabama Railroad Club spearheaded the drive to save the depot. They were able to preserve the property and, preserving its historic site, the first building in the north Alabama city to be listed on the National Register of Historic Places.

Now completely restored, the Huntsville Depot is a transportation museum that tells the story of the city's role as a major railroad center. The first floor has been restored to look much as it did in 1912 after Southern Railway completed the

last major renovation of the building. Sparks, a robotic interrogator, and his companion, Andy, a mechanical ticket agent, give visitors a taste of what railroading was all about.

The depot's original baggage room has been converted into a small theater where visitors can watch a multi-media presentation about the history of Huntsville and the Memphis & Charleston Railroad.

The second floor exhibits include a scale model of the depot complex, circa 1965, a general store and a cotton press.

On the second and third floors where layers of paint were peeled away to reveal the graffiti, sheets of parchment, preserved these messages from the past, reminding that these walls will continue to "speak" for years to come.

The Huntsville Depot Transportation Museum is located on Church Street near the heart of the city. The museum is open to the general public, Wednesday through Sunday, from 11 a.m. to 5 p.m. Admission is \$2.50 for adults and \$1.50 for children and senior citizens.

Today's Route

All About PEOPLE OF

From the Shoals region of Sheffield, across the bridge Tennessee Valley down through the Black Belt region, on to the Wiggins and through to water's edge in Mobile, the Alabama Reunion Special is chugging along to visit you.

There are 15 "legs" in our journey south through the state. The first is from Sheffield to Tusculum, where the train will be greeted by hot air balloons and a marching band. Leg two takes us from Decatur over the Tennessee River to Huntsville's pre-Civil War depot.

The third leg of our journey begins in Fort Payne, home of the country music group Alabama, where we'll stop beyond the clock for our facilities. Then it's on to Atlanta, the first stop in the state where hydroelectric power was generated. Leg four sees the train travel from Atlanta into

What's The

IT'S A CHANCE FOR OTHERS TO GET TO KNOW US TO GET TO KNOW EACH OTHER

The Alabama Reunion Special is just one of more than 700 events held throughout the state during 1989 that celebrate The Alabama Reunion.

Just past what many call "The Reunion's Reunion Home," the Birmingham Special is making a stop in Tusculum, a small town in Tennessee called Tusculum, Homecoming '89. The Alabama Reunion is a promise and plan to increase tourism and economic development in the state while celebrating the state's unique heritage. It's it's a month-long

Names:
 Alabama Celebration
 Eastland, Dedra

Types:
 newspaper

Huntsville Railroad Depot


UAH SALMON LEGACY
 ROBERTS COLLECTION
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Alabama has been recruiting for the Frisco train and she sees each audience is different.

"I go on an train with a kind of regular feeling at first. I have the feeling that I have to win over every audience and I think it has faded out," she says.

Eachday has enjoyed audience in the past and one of the most last memories is of performing at the W.C. Handy Festival with an appreciation crowd and her father in the audience.


"I just love the Mobile Alabama area. After this experience, I hope to get back to record a solo album at the Shanks studios. It's a great time for it since they are trying to get K&N and head back into the area," she says.



Debra England

Welcome To The Alabama Reunion Special

At look at our 15 cars



Today's Route

The Alabama Reunion Special's 15 cars stretch more than a quarter mile. Car by car, here's what you see:

Two Diesel-powered Locomotives

In the northern half of the state, Norfolk Southern Railroad will furnish these two powerful locomotives. In the southern half of our journey, CSX Rail Transportation has the honors.

Norfolk Southern's 2,000-horsepower GP58 series locomotives each weigh in at 273,000 pounds, carry a 3600-gallon fuel tank and are a full 59'2" long. When not in service pulling the Alabama Reunion Special, these workhorses are in service on Norfolk Southern's regular freight lines.

CSX's 1971 diesel locomotives, built between 1948 and 1952 in Lagnage, Illinois, each have the pulling power of two horses. Originally built to be used in passenger service with the Chicago and North Western Railroad, the locomotive weighs 242,000 pounds and has a fuel capacity of 1,500 gallons.

Norfolk Southern Exhibit Car

A rebuilt railroad passenger car, Norfolk Southern's Exhibit Car features hands-on exhibits illustrating operation of a modern transportation system.

"Since 1971 more than a third of a million people in 300 cities have viewed the car's modern-powered model railroad, computer display and other exhibits.

Operation Lifesaver Exhibit Car

Originally intended for use as an Army hospital car in 1953, this car served over a quarter-century to go into action saving lives. But that's exactly what it's doing now as a rolling museum and exhibit center. This unique car travels thousands of miles across CSX territory each year as it introduces visitors to "Operation Lifesaver," a joint state and industry program aimed at reducing grade crossing accidents.

Exhibits include an elaborate 24-foot diorama, scale models and graphics panels.

History Car

Created by the Heart of Dixie Railroad Museum in conjunction with the Alabama Humanities Council, this converted military baggage car is a must-see for the whole family. Filled with artifacts and photographs, it tells the story of railroading in Alabama from its inception to the present.

Commissary Car

A converted baggage car, the special's commissary car is the place to go to buy refreshments, souvenirs and railroad artifacts. There's also a special U. S. Post Office set up to mail postcards and letters about the train. The Postal Service's Doug Roth predicts that the special Alabama Reunion car and train cancellations will soon become collectors' items.

Frisco Line Passenger Coach

This beauty was built around the turn of the century and was used in this area by the Frisco Line. Lovingly restored by the Heart of Dixie Railroad Museum, the coach represents a different generation in rail car construction. Do try to get a glimpse of the appointments enjoyed by travelers of a different time.

Dome Car

Built in the late '40s or early '50s, this car is popular that tickets aren't sold for the observation section at top. Passengers book seats in the 50 or so seats in the front and rear of the car — management recommends short visits up top so that everyone gets a crack at the view.

Norfolk Southern Passenger Cars

These three stainless steel passenger cars were built in 1958 by Pullman-Standard. With a seating capacity of 32 people and men and women's bunks, each makes for a smooth, comfortable ride.

Columbus & Greenville Passenger Car

Built for long distance travel, this car gets the comfort of the traveler's grill and restaurant. Offering plenty of leg room and seating for 41 passengers, this car was built in 1954 by the Chicago-Northwest Railroad and was part of its regular run from Chicago to Los Angeles. It was acquired in 1982 by the Columbus & Greenville Railway after service with Amtrak, Southern Pacific and CANW.

Media Car

This business conference car, owned by CSX was built in 1952 by the St. Louis Car Company as an ambulance car for the Army. In the early '70s, it was given to the State of West Virginia for use as a coach in tourist train service. The car, which is now owned by the Chesapeake System, was converted in 1987 to its present use as a business conference car.

First Alabama Car

Norfolk Southern's car number 19 is a V19 car for First Alabama Bank and its related groups. Actually a converted dining car, it was built in 1949 by Pullman-Standard. It features a full kitchen in addition to a spacious seating area.

Governor's Car

At the rear of the Alabama Reunion Special is the car used by Governor Guy Hunt, his staff and guests along the train's route. This beautiful Norfolk Southern office car, built by the Pullman Company between 1928 and 1929, has work rooms, a kitchen, a dining room and an observation room. Its rear observation platform recalls the overnight of Alabama-wide-judging political speeches of an earlier era.


All Aboard, Alabama

PEOPLE OF ALABAMA, THIS TRAIN IS ALL YOURS

From the Shanks region of Birmingham, across the fertile Tennessee Valley, down through the Black Belt region, on to the Wiregrass and through to water's edge in Mobile, the Alabama Reunion Special is chugging along by your side.

There are 15 "legs" to our journey south through the state. The first leg from Birmingham to Decatur, where the train will be greeted by hot air balloons and a marching band. Leg two takes us from Decatur over the Tennessee River to Huntsville's eye-Civil War Depot.

The third leg of our journey begins in Fort Payne, home of the country music group Alabama, where we'll stop beneath the stars for our favorites. Then it's on to Atlanta, the first stop in the nation where hydroelectric power was generated. Leg four sees the train travel from Atlanta into



Birmingham, Alabama's largest city. Leg five begins bright and early Wednesday morning as the Special takes a 30-minute run to nearby Bessemer. From Bessemer, leg six takes us into Tuscaloosa, home of the Crimson Tide and a former state capital. Leg seven takes us out of Tuscaloosa, past ancient Indian mounds, over the Black Warrior River through DeKalb and Dinwiddie to Lenoir.

Leg eight of our journey begins in Calera, home of the Heart of Dixie Railroad Museum, where the train heads north through Childersburg, then turns south to take us through Sylacauga and Alexander City before arriving in Opelika, next door neighbor of the Auburn Tigers. From Opelika, leg nine takes us west into the state capital of Montgomery to spend the night beneath the old main station's historic arch.

The next morning, we'll pull out of the station to visit Troy, home of Troy State University and the fascinating Pike Planet Museum, on leg ten and then on to the peacock capital of Dothan on leg 11. Leg 12 traces our route straight back to Montgomery, where the city's native "hibiscus" will be in full swing.

The next morning, we'll leave Montgomery bright and early as we head south through Greenville to Evergreen, industrial home of cultured William Travis, hero of the Alamo. Our next leg takes us through Anniston to beautiful Florissant, where portions of the movie "Case Enclosure" of the "Third Kind" were filmed.


And the final leg transports the Reunion Special over the Tennessie River to Mobile, where a colorful water hose will send a greeting from Mobile Bay.

What's The Alabama Reunion?

IT'S A CHANCE FOR OTHERS TO GET TO KNOW US, FOR US TO GET TO KNOW EACH OTHER.

Created by a 1986 resolution in the state legislature, the Reunion was originally to be held during 1987. When Governor Guy Hunt assumed office, however, he postponed and expanded the program to run from 1988 to 1989.

The first year was spent primarily in planning the events you are enjoying during 1989. Local committees in more than 300 communities throughout Alabama developed their own programs with three primary objectives in mind: pride (Reactivation project).



It's welcoming people home (Reestablishing contact with those we may have lost touch with over the years). It's letting the rest of the world know what's special about Alabama while we learn a little bit more about ourselves.

Honorary co-chairpersons of The Alabama Reunion are all Alabama natives, actor and businessman Wayne Rogers (best known for his role as "M*A*S*H" psy singer Lionel Richie), the country music group Alabama and astronaut Jan Davis.

The Alabama Reunion is a non-profit corporation funded primarily with corporate and private contributions.

Names:

Alabama Reunion

Alabama Reunion Train

Hunt, Guy, Governor
 Rogers, Wayne

Types:

newspaper



Names:

Chase Nursery Co.
Chase Union Station
Dunnivant, Bob, Jr.

Hawkins, Kevin
Jones, Nancy L.
Martin, Kathie

Smallest Union
Station
Terry, Betty

Welbourn, Richard
The Daily Special

Places:

Huntsville, AL

Types:

newspaper

...his line to return for wedding against Frank James in Alabama.

Frank James, however, had an ace up his sleeve. One of the officers was General Leroy Pope Walker, a general hero of the Confederacy, and the law was made up of 25 Confederate veterans. They listened with respect as Walker gave an impassioned and much embellished account of Frank James' life — how the Confederate soldier had turned to crime after Yankee militia had kidnapped his 15-year-old brother Jesse, hung his aged stepfather from a tree, hauled and granades into the James' family home which blew off his mother's arm.

On April 18, the jury fled out of the Huntsville courtroom to deliberate their verdict and returned almost immediately. The verdict: Not guilty. The courtroom burst into shouts and applause and then across the street, the historic sound of a fired yell was heard.

The next day Frank James was hauled onto a train to be returned to Missouri to stand trial for another charge. Once there, public sentiment swung in his favor and the charge was eventually dropped. He lived the rest of his life as a free man. By 1915 at the age of 73, the last member of the notorious James gang.

Decatur An Important Railroad Center

(continued from page one)

...half mile long Tusculum Railway Company between Tusculum's warehouse and the Tennessee River wharfs where merchants waited to take southern Alabama's cotton, corn and hemp south to New Orleans. Harrow pulled the first freight cars along the route on wooden rails.

Decatur investors were among those who quickly saw an extension of the railroad as an all-weather route around the river's treacherous Moccasin Shoals and two years later — on January 13, 1852 — the state legislature chartered the Tusculum, Courtland and Decatur Railroad Company (TC&D) to extend east to Decatur where they arrived on December 15, 1854.

The TC&D's "sain home," as locomotive was named Fulton for steamboat inventor Robert Fulton. It was shipped on the Tennessee by muleback in 1853 and quickly began taking over the work done in dirt and blood by oxen. Two other locomotives, named Comet and Triumph, were joined Fulton on the line — what investors hoped would become one of the state's premier enterprises.

Having a railroad proved more demanding than investors had foreseen. TC&D president Benjamin Sherrod of Courtland, one of the region's leading planters, personally paid off 250,000 in company debts and loaned it more money to keep going. When he died in 1847, the company was sold to settle a mortgage, and remained the Tennessee Valley Railroad. Harrow were called back into service to pull cars on locomotives hauled, and by 1852 most of the rails had been removed — but area railroad advocates weren't ready to give up.

In 1850 Decatur investors had

joined in organizing the Memphis and Charleston Railroad (M&C) to build rails between the Mississippi River at Memphis, Tennessee, and the port of Charleston, on the Atlantic coast. By 1852 the M&C had paid 275,000 for the new 260-mile Tennessee Valley Railroad and began restoring the impacted right of way.

Construction crews began building pillars that year for what was to become the first bridge across the Tennessee River at Alabama. With completion of the structure, the rails were pushed toward Huntsville, Watauga, another year, rails went on to Chattanooga and the relatively new small community of Marietta (Atlanta).

"Decatur," wrote diarist Thomas Hobbs of Asholt, "has the appearance of a business town, and the steam whistle's thrilling music is heard and signs of progress are made."

While the M&C was under construction, another project that would make Decatur an important rail crossroads was being organized. The Tennessee and Alabama Central Railroad (T&A) was chartered by the legislature in 1853 to create a route between Marietta and the Tennessee state line as a way to both improve transportation and open up north central Alabama's mineral rich but relatively unmined "wilderness." Dr. A. A. Burlison of Decatur was elected first president of the T&A, and city residents voted in 1856 to levy a special real estate tax to raise 11,000 to invest in T&A stock. Neighborhood Limestone County raised 120,000 through a special "railroad tax."

Work on the first 27 miles of the new railroad began at the north end of the M&C bridge at Decatur in 1856 with all 20 people present driving down a



The Memphis and Charleston Railroad depot at Decatur in 1865. These are Union soldiers you see.



Fannie Flagg Is Reunion Special's Guest

It wouldn't be a reunion without her

Alabama's own Fannie Flagg, accomplished actress, recording artist and writer, is the Alabama Reunion Special's Train Master — she is riding the train all the way from our roll out in Sheffield to journey's end in Mobile.

As many Alabamians know, Flagg got her start in show business right here in her home state. In her early years she appeared in Town and Gown Theatre productions in her native Birmingham and toured the South. In the Miss Alabama contest, she won a scholarship to the Pittsburgh Playhouse. She left Pittsburgh to return to Birmingham where she co-hosted WBRC's Morning Show with Tom York. While at the WBRC, she wrote and produced specials for the television station.

In terms of versatility, Fannie's got it all. She's a busy actress with Broadway and regional theatre credits, some of which include the lead in "Pete Perch" and "Sassy," co-starring in "Come Back to the Five and Dime, Jimmy Dean, Jimmy Dean," and the starring role in "The Best Little Whorehouse in Texas." She has played Miss Hamilton in the musical "Hairspray" and the lead in "The Supporting Cast" at the Best Reynolds Dinner Theatre. As co-star with John Carradine in "Tobacco Road," Flagg became the first woman to receive the Eugene O'Neill Honorarium Award for her portrayal of Sister Deane.

She has appeared in more than 500 major television shows including "The Tonight Show," "The Dick Van Dyke Show" and "Harper Valley PTA."

Flagg has published two novels, *Coming Attractions* (a Book-of-the-Month selection) and *Fred Goes Tomatoes*. At The Wildlife Stop Café (currently under renovation for a future film), she established comedy writer, she served as hotel writer for Daily Party's recent variety series.

Order Form

Use this form to order your Reunion Special items. These items will be delivered to you in approximately four weeks. Circle a size if appropriate.

Qty	Total Price
Bandanna	\$5
Belt Buckle	\$10
Button	\$1
Cookbook	\$4
Panstick (4 to a pack)	\$1
Railroad Cap	\$8
Reunion T-shirts (XL, L, S)	\$10
Seymour (9 inches)	\$12
Train T-shirts (XL, L, S)	\$10
Total amount enclosed	\$

Please indicate the quantity of each item you want to order. This form is valid while quantities last. If the item you order is not available, your money will be refunded.

Name _____
 Address _____
 City _____ State _____ Zip _____
 Telephone phone number _____



...in 1830, this building still at the Huntsville.

...method. But in earlier days, the roughly-squared brick walls impounded waters waiting to be transferred to the public square — for being held in reserve for the future.

As cotton became king in Huntsville, the stone of stone of the bank came to be known as Cotton Row and tales of King Cotton checked the square every second day.

All Huntsville's economy relied upon cotton and the riverway to the sea. It took the high technology, what was then known as the First National Bank of Huntsville, kept its deep bank president Robert Leroy Walker a grinning man behind the barometer of First Alabama Bankers in 1971.




...1850 Decatur investors had

...1850 Decatur investors had

Names:

Burlison, A. A., MD

Flagg, Fannie

Fulton, Robert

Hobbs, Thomas

Sherrod, Benjamin

York, Tom

Types:

newspaper

1850 Decatur Investors
 PROJECT COLLECTION
 4418-10

UAH Student Using
 Roberts' Collection
 4A18-F10

Postal Cachet A One-Of-A-Kind Item

Collectors Won't Want To Miss This

There's a little bit of history on sale about the Alabama Reunion Special. And it's only one of a kind.

They're right up and get yours.

A postal cachet (stamp developed exclusively to commemorate the Alabama Reunion Special) will be available on board the Alabama Reunion Special and at each of its seventeen stops by its trip south through the state.

The cachet features a drawing of a whole oak tree, a swing hanging from one of its massive limbs. The design was the outgrowth of a discussion by four Postal Service marketing directors who had had meetings of just war: a swing from their own childhoods. It represents, according to Doug Ruth, director of marketing at the Montgomery Service Center for the Postal Service, peaceful recollections of family and

togetherness — a natural tribute to Alabama.

Visitors to the train will be able to purchase the cachet, imprinted on a post card and its accompanying revenue stamp by just 6:25. The card features a gold imprint of the Alabama state seal on a green background. The date and cause/fellow location will correspond to each stop on the train's route. Section collectors who want to get the whole set will be able to order sets for \$20 at each stop (cash only) following the train's journey.

Of course the cachet will be available for those who would like to mail their own letters and postcards at the train site.

Ruth anticipates selling 50,000 cachets the week of the state ride and has already received orders from collectors across the country.



Newark Southern's CP38 sleeping car was built about 1911.

THEY SHARE A LOVE FOR TRAINS

Members of the Heart of Dixie Railroad Museum will be your hosts

As the Alabama Reunion Special departs Birminghams today, May 22, and continues its journey to Decatur and Huntsville, 30 dedicated railroad fans will be on board. Members of the Heart of Dixie Railroad Museum, a nonprofit organization which works to preserve Alabama's rail heritage, those fans, and women will be serving as our hosts for the Special's return Monday, May 22.

They're the friendly folks dressed in blue, the men wearing authentic conductor's caps with Reunion Special brass plates, the women wearing jaunty hats. If you have tickets to ride with us today, perhaps you'll have a chance to talk with one of them. They may tell you how the need to keep trains running on time

led to the development of modern time zones. Or how a feud between Chattanooga printer John U. Haines and John Milner, the chief engineer of the South & North Railroad, determined the site of our state's largest city, Birmingham. The car hosts will be happy to answer your questions or help you in any way they can.

If you have a chance to tour one of its shops, you won't want to miss the Heart of Dixie's history car, where the story of trains in Alabama is told through photographs and authentic railroad memorabilia. Once the Reunion Special's journey is over, these exhibits will be in permanent display at the Heart of Dixie Railroad Museum in Gadsden, which opened on May 11.



First Alabama Awards \$25,000 In Scholarships

Academic Performance, Community Record, Earn Awards

Five high school seniors in Alabama have been named to receive \$2,000 college scholarships from First Alabama Bank. Names of the winners, however, were not available at press time.

The scholarships, which were announced earlier this month, can be redemmed at any four-year college or university in Alabama.

Those selected to receive the honor were chosen by the Citizens Scholarship Foundation of America, a nonprofit organization that manages scholarships for corporations and community organizations nationwide.

In order to qualify for the scholarship, applicants must have averaged 80 hours per month in verifiable community service. Academic merit and financial need were also considered in selecting the scholarship winners.

In addition to the scholarship, the First Alabama Bank may give the opportunity for part-time year-round and full-time summer employment with the bank.



The design for the cachet on board the Alabama Reunion Special was unveiled at a May press conference. Pictured with the design are First Alabama senior vice president Arthur Waster, Montgomery Postmaster Mike Keene and Alabama Reunion chairman David Burroughs.

Alabama's Own Notorious Criminal

State's Rebe Burrows Was Among Country's Most Notorious Train Robbers

He was 23. He was six feet tall, 180 pounds, didn't smoke, gambled (well, only an occasional game of seven-up) and drank but not to excess. A former employee of the Mexican Central Railroad and a member of the Maximo Yarnamby, he was married and had two children, both of whom lived with their maternal grandfather at his home in Alabama.

His "lover" would stretch like a man with a cane on his back, but Reuben Houston Burrows was among the most notorious of train robbers. A life he shared with the likes of Jesse and Frank James and the Dalton brothers. There and raised in Lenoir County, he was an Alabama boy gone wrong.

The Jacksonville National Detective Agency tracked Burrows through Texas, Mississippi, Florida and Alabama in the late 1890s, after his company stole \$200,000 in bonds. He was arrested in 1900, but his capture was a mere footnote in the long, colorful life of the man who was the epitome of newspaper headlines about train robbery.

Burrows had his preferences when it came to train robbery:

the Southern Express Company was his favorite victim and he preferred night time robberies. He would hop in engines as they pulled out at night, later during

the engineer to stop the train, stop a tender over a stream. He would create an impression of several parties by firing shots along both sides of the train.

But here the engineers to open the express car and empty its contents into Burrows' waiting bag. A Victorian gentleman, Burrows' robber's habits added, "The daring, skill and self-confidence of this criminal, broke wonder."

Although Rebe started his life of crime alongside his brother Jim, he preferred working alone or with few accomplices after his brother was captured. He was captured (but he killed only once) in an angry onslaught when he and his brother were about to be arrested in Montgomery in 1900. The train he was on was a Montgomery Advertising employee who had been called to bring the robbery loot.

Burrows' career ended in 1900 when he was executed in a prison cell in Huntsville, Alabama. His body was returned to his native Lenoir County for burial.

The locomotive with Burrows' remains was later used in the movie "The Great Train Robbery" as the engine that was shot at by the robbers.



Shedding Light On the Subject

The First Night Trains Arrive

In the early and mid 1800s, engineers made short trips with steam locomotives and could ride the rails only during daylight. As railroad lines grew longer, however, they needed to travel by night as well. The only problem was they didn't have a good method of lighting up the tracks in front of them — a difficult necessity at the time.

A young railroader named Horatio Allen had one solution: cover a wooden barrel with a thick bed of coal. This made a bright fire of coal wood on the road and push the barrel ahead of the train. Many locomotives replaced the idea but it proved to be too inefficient at providing directed light on the tracks.

Someone then came up with the idea of putting a candle in a glass protector. As the train was placed behind the candle to direct the light forward, lanterns came all lamps and when that came tomorrow.

- Names:**
- Alabama Reunion Stamp
 - Allen, Horatio
 - Baxter, Arthur
 - Burrows, Jim

- Burrows, Reuben Houston
- Dalton,
- First Alabama Scholarships

- Heart of Dixie Railroad Museum
- James, Frank
- James, Jesse
- Keene, Miles

- Milner, John
- Night Trains
- Pinkerton,
- Rumbarger, David
- Stanton, John C.

Types:
newspaper

FRANCES CABANISS ROBERTS COLLECTION
4A18 F10



The Special Daily

TUESDAY, MAY 23, 1989

VOLUME 1, NUMBER 2

FIRST ALABAMA BANK

Attalla Has Rich Railroad History

Once Major Iron Ore Center

Attalla is probably best known for its history with Alabama Power. The company was founded there and operated the world's first hydroelectric power plant nearby.

What many people don't know is that at one time, during the late 1800s, Attalla was known as the largest iron ore shipping point in Alabama. Ore was hauled from local mines by wagons and piled into 1000-tonne units it was later taken in cars on the Alabama Great Northern Railroad Line. It was there taken to feed the heavy furnaces in Birmingham, Chattanooga and, finally, in Gadsden, Tenn.

Attalla's very own first railroad, which ran to Gadsden, was the East Alabama & Cincinnati Railroad. The Tennessee and Chattanooga Railroad came through later and by 1890 the town's "double" Downey Line was added.

The Louisville and Nashville Railroad, the first railroad from Attalla to Birmingham, was first built to Attalla and then reconstruction was halted for a time. After completion, its first run through to Birmingham was May 23, 1905, exactly 88 years ago to the date the Special is due to pull into Attalla.

The following is an excerpt from an article printed in the Attalla Herald in 1893.

"Attalla is a city made by the railroad. It grew because it had to grow, and the railroads came

because they had to, and will have to come to get away from the mountains. Its destiny is fixed by its location, and its people are able to face, and the active building town is a living example of present progress."

The town was incorporated in February 5, 1872, a year after Gadsden's incorporation, but Attalla was actually founded several years earlier. Its population in 1872 was about 340. Today, the town contains about 8,000 residents.

Many people came to the town after the railroads came. One of the most notable was

Commodore Ebenezer Farrand, who arrived in both the U.S. Navy and the Confederate States Navy. After the Civil War ended, Farrand went to Montgomery as an insurance representative and in 1879 he made his home in Attalla where the "Attalla Road" Southern Railroad was built through the town. He became the first person to operate a hotel built on the railroad property to serve as a depot and restaurant.

The hotel, a replica of Chattanooga's famous Martin House, was one of Attalla's most outstanding landmarks. At his death, Farrand was buried in the old Attalla Cemetery, which was later abandoned. Eighty-eight years later, Farrand's remains were reinterred on April 26, 1967, with full Naval honors adjacent to the intersection of Fourth Street and U.S. Highway 11. A marker stands at the site.



The Fort Payne Depot is an excellent example of Richardsonian Romanesque architecture.

Old "Fortress" Still Stands

Classic Structure Now a Museum

When the Indians who settled the area now known as Fort Payne first arrived, they must have thought it was a perfect site to make a home for themselves. Located in a fertile valley between two ridges of the Southern Appalachian Mountains, it was an ideal setting for a settlement. A sense of history is immediately apparent when one drives into town. A mixture of old and new buildings line the streets in both sides, creating a corridor of changing times.

Nowadays in the history of the town's depot. The noble three-story structure, with its peaked copper tower looks more like a fortress than a depot — probably because of its unique architecture. Built in 1893 by a Cincinnati architect, the depot is a perfect example of Richardsonian Romanesque architecture that was popular in

the Victorian era. The style was borrowed from Roman fortresses of old. A member of the same group Alabama never liked the look of the depot so much that he had his own "castle" built in the same style. Not many Alabama towns have such fanciful structures, especially depots. And the depot shows what high expectations the people in the early years had for the valley town.

During the town's early history in the late 1800s, Fort Payne seemed destined to become another Birmingham. It had all the ingredients for an iron industry — coal, iron ore and limestone. Wealth abounded in the area with the Alabama Great Southern Railway taking away iron products and bringing in more wealth. Then, when the veins of coal ran out, so did prosperity. Beautiful structures remained but not many people.

Buildings like the old DeBolt Hotel, a jewel among the hotels of its time, survived for a time until fire took its toll, but some of the classic structures, like the people who stayed behind, survived. One such example is the Fort Payne Opera House. Not only is it a national landmark, it's also the oldest theatre in Alabama still in use.

The depot, however, remains the town's best example of longevity.

It was the hub of activity throughout most of the town's history. The mail newspapers, almost all contact with the outside world came through the depot. Moments of life in Fort Payne are tied to it. Boys went off to serve their country in two world wars, some coming back in wooden boxes destined for hollowed ground, others for victory celebrations. Events held at the depot over the years include a wedding, court trials and many social gatherings. On February 28, 1989, the museum issued a party in celebration of Fort Payne's 100th birthday in conjunction with kick-off of the Alabama Reunion.

The building was sold in special to the residents of Fort Payne. This building became available when the railroad company wanted to tear it down after it seemed no longer useful. Through the Landmarks Historical Group, the local people banded together and managed to come up with \$100,000 to save their treasure. Though no longer useful to the railroad, the depot provides a home to many donated exhibits and private collections, serving as a historical museum. Some of the rare exhibits include an 1830 collage in honor of George Washington constructed with gold leaf and other intricate

Continued on page seven

Birmingham's History Is Tied To Trains

Intersection Of Railroads Marked The Spot For A City Built On Steel

Birmingham's beginnings are so closely connected with the arrival of railroads to Jones Valley that it's almost like the age old question of which came first, the chicken or the egg?

Early pioneer John Jones, for whom the valley is named, and others came down the old Huntsville Road from the north, an Indian trail turned wagon road that was as rough and muddy as the way they walked to the north was Paul Mountain, though the mountains of Paul and Jack seemed a

convenient site for the men's knives and saws of iron and powder to color the women's faces. Only later would the significance of the mountain's beauty, combined with the nearby abundance of limestone and coal be realized.

Elton Village, west of Birmingham's current downtown district, the area where Arlington, Attalabama. Here one stands near the first real city of the area. It served as a county seat of Jefferson County for 20 years.

As early as 1840 a University of Alabama professor, aware of the rich mineral deposits in the Jones Valley (Red Mountain area), suggested that the state build a line to tap these



A different kind of railroad was this dummy line — a trolley line that followed main power and provided electric power.

resources. The project was given attention, with plans for a railroad tunnel the South and North Alabama to connect the Alabama River at Montgomery with the Tennessee River at Decatur — down the present

city in north Alabama. But the War between the States brought a path cut in an earlier plan. For railroads that operated in Alabama prior to the war were still in operation at the conclusion

By the late 1860s, however the Alabama and Chattanooga Railroad became the first railroad to enter Jones Valley with stops in Tyngsboro and

Continued on page five

Names:

Attalla Ore Center
Birmingham Railroad
History

Farrand, Ebenezer
First Alabama Bank
Fort Payne Museum

Jones, John
The Special Daily

Places:

Huntsville, AL

Types:

newspaper

Dates:

May 23, 1989



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Alabama Celebration Spreads Pride

Their rousing show is a tribute to the state

Opening and closing the tributes at each of the Reunion Special's whistle stops is the Alabama Celebration, an eight-member troupe of singers and dancers who honor the state in a 30-minute Broadway-style show.

The troupe is composed of young professionals — every one a native Alabamian — who have performed at a variety of conventions, dedications and special events in Alabama since the group was formed in 1986. They have presented their full 30-minute show at the Library of Congress in Washington, D. C., in Kansas City at the National Teachers Association convention, in opening ceremonies for the Miss USA contest in Mobile and at the National Republican Governor's Conference at Point Clear, Alabama. Before 1989 ends, they will have completed at least 100 performances.

For the sake of simplicity, most of them live in Montgomery and tour the state in a van, accompanied by their production manager, Jimmy Davis, and two crew members. Hours are long, with time for sleep after shows. There are no salaries, no back-ups. If someone becomes sick, the others take up the slack.

Even though they sleep just five hours last night, they bubble as they talk about their last audience, the best they've had to date. The enthusiasm that's apparent on stage is still alive.

The Reunion Special is especially exciting to this group not just because they've heard good things about the musical treat that toured Tennessee during its Homecoming, but because it will bring them closer to their hometown and closer to more people in Alabama. Because in the people who watch them perform who keep them going.

The Alabama Celebration's performances throughout the

state over the last year have consistently brought audiences to their feet and more than one audience member to tears. What's been especially inspiring, the cast members will tell you, is when an audience member comes up to them after the show to thank the cast for reminding them of the accomplishments of the state's native sons and daughters and for recognizing their pride in Alabama. The cast members, in return, admit that they're moved by their audience's reactions. Although the country and western music they sing is popular, the true crowd pleasers have been the spiritual and gospel sections of the show. The show's ending, however, is the caper.

Davis, who's toured with groups like this before, agrees that audience reactions are moving the everyone involved. When he received a sign of approval from a tough critic — his own mother stood up at the end of one concert, turned and gave him a thumbs up sign — he knew they had a winner.

The show itself was written, photographed and staged by native Alabamians. Lisa Lewis of Montgomery served as choreographer. Birmingham's Bill Patton wrote the show that includes some thirty songs and it was staged by Bookends, Inc., a Tennessee based company headed by Birmingham native Gary Musick.

After the Alabama Reunion concludes at the end of this year, there are no plans for the Alabama Celebration to continue as a performing troupe. Some may stay together to form their own group, some will look into some of the interesting offers they are receiving. One thing's for sure: Some of these cast members may soon be mentioned among those famous celebrities from Alabama that they honor in this show.



Alabama group members believe in helping local charities.

ALABAMA'S ROOTS STRONG IN FORT PAYNE

Group Goes Above and Beyond in Giving

Whether in the music industry or the movies, many who attain star status often decide to tack up their bags and move to a major metropolitan area, especially after they've become superstars.

Luckily for the people of Fort Payne, this isn't true for the music group Alabama. After earning more than 125 music awards — including two Grammys and the prestigious Country Music Entertainer of the Decade award, 21 consecutive number one singles — and selling more than 20 million albums, the group still prefers to stay near its roots in Fort Payne.

Members of the group say they stay because it allows them to keep their head on straight and reminds them of where they came from. Fort Payne residents say you can see the band members living their shopping and taking their children to school in blue jeans and t-shirts just like anyone else. Unlike many people in the entertainment world, however, they give back as much or more than they take. Since the band started the annual "Jate Jan"

celebration in 1985, they have donated more than \$1.75 million to various charities and organizations in the Fort Payne area. The Jate Jan concert series is a benefit concert in which all proceeds are donated to the community. Besides Alabama, various other entertainers donate their time and music to the cause. The money has helped area schools and improved basic necessities of life in this town of about 11,000.

The group has strong family ties in the area and the mountains themselves draw them back, according to members of the band's ever-growing fan club.

"Our album is a dedication to the people we admire most: the working people," explains band member Randy Owen in a talk with his club members.

"They are the kind of people who, when they tell you something, they mean it. People who do their work and live by their word. That's the kind of people that raised us, picking cotton and working in the mills. We come from people that worked hard for a living and

we're proud of them." It is this sense of roots, this sense of belonging, that gives the music and the character of Alabama its special flavor and credibility. According to local residents and fans, everything the band does, musically or otherwise, has a special sense of purpose and deliberation that goes much deeper than the merely practical.

"All these awards we've won are really a great honor, just as it's a great honor to have many people appreciate what we're doing musically," explains Owen to fan club members. "And in us, all this is something to live up to. We try to conduct our lives, do our shows, and do our business accordingly — all these things are important. But the main thing is doing what we do with dignity."

With their music enjoyed world-wide and their contributions close to home, Alabama has touched the lives of many in a positive way.

First Alabama Awards \$25,000 In Scholarships

Academic Performance, Community Record Earn Awards

Five high school seniors in Alabama have been named to receive \$5,000 college scholarships from First Alabama Bank. Names of the winners, however, were not available at press time.

The scholarships, which were announced earlier this month, can be redemmed at any four-year college or university in Alabama.

Those selected to receive the honor were chosen by the Citicorp Scholarship Foundation of America, a non-profit organization that manages

scholarships for corporations and community organizations nationwide.

In order to qualify for the scholarship, applicants must have served 10 hours per month in verifiable community service. Academic merit and financial need were also considered in selecting the scholarship winners.

In addition to the scholarship, the First Alabama Scholars may be given the opportunity for part-time year-round and full-time summer employment with the bank.

What's

IT'S A CHANCE OTHERS TO GET TO KNOW US. FOR US GET TO KNOW OTHER.

The Alabama Reunion is just one of more than 20 events held throughout the state during 1989 that celebrate Alabama Reunion.

But just what, exactly? Welcome Someone Home Reunion's familiar stage

reunited after a visit in Tennessee called Time Homecoming '86. The Alabama Reunion is a promotional increase tourism and economic development in the state while showcasing the state's big workable. Yes it's so nice.

Names:

Davis, Jimmy
 Dunnivant, Bob, Jr.
 First Alabama
 Scholarships

Hawkins, Kevin
 Jones, Nancy L.
 Lewis, Lisa
 Martin, Kathie

Musick, Gary
 Owen, Randy
 Patton, Bill
 Terry, Betty


Alabama Music
 Group
 The Special Daily

Places:

Huntsville, AL

Types:

newspaper



**ITS STRONG IN
LYNE**

eyond In Giving

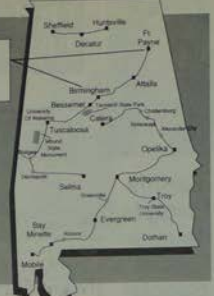
...we're proud of them."

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With their music enjoyed worldwide and their contributions close to home, Alabama has touched the lives of many in a positive way.

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Today's Route



Grasshoppers Grease Rails

Early Attempts to Provide Friction to Rails

On a rail made slick by rain or oil, locomotive wheels would have spun and stalled without pulling the train forward.

In 1868, they year of the great grasshopper plague in Pennsylvania, a railroad used the first good anti-slipping device. One summer day millions of grasshoppers swarmed across the rails. When a train ran over them, the scurried grasshoppers made the track as slick as if it had been oiled. The locomotive barely moved, although its wheels were turning at full speed. At last one of the crew hopped out and shoveled sand onto the rails, and the engine moved just fine.

The news about the sand spread quickly. Engineers began to carry along a bucket of sand to use on wet or oily tracks. Then the holders of locomotives heard of the idea. Soon all of their engines were equipped with a sand dome -- a special container built up top of the locomotive near the windshield. Now, instead of stopping to shovel sand onto the tracks, engineers could squirt it out through pipes which opened in front of the wheels. A squirt or two of sand also made it easier for a locomotive to pull a heavy train up a steep slope. To this day, locomotive engineers will use sand. No one has ever thought of a better remedy for slick rails.

All Aboard, Alabama

PEOPLE OF ALABAMA, THIS TRAIN IS ALL YOURS

From the Shoals region of Sheffield, across the fertile Tennessee Valley, down through the Black Belt region, on to the Wiregrass and through to water's edge in Mobile, the Alabama Reunion Special is chugging along its wild ride.

There are 15 "legs" to our journey south through the state, the first at Birmingham in Decatur, where the train will be greeted by local business and a marching band. Leg two takes us from Decatur over the Tennessee River to Huntsville's own Cool War depot.

The third leg of our journey begins at Fort Payne, home of the country music group Alabama, where we'll stop beneath the elms for our historians. Then it's on to Atlanta, the first spot in the nation where hydroelectric power was generated. Leg four sees the train travel from Atlanta into

Birmingham, Alabama's largest city. Leg five begins bright and early Wednesday morning as the Special takes a 30-minute run to nearby Tusculum. From Tusculum, leg six takes us into Tusculum, home of the Crisswell-Cole and a former state capital. Leg seven takes us out of Tusculum, past ancient Indian mounds, over the Black Warrior River through Douglas and Montgomery to Selma.

Leg eight of our journey begins in Cahaba, home of the Heart of Dixie Railroad Museum, where the train heads north through Childersburg, then turns south to take us through Wetumpka and Alexander City before arriving in Opelika, one-door neighbor of the Auburn Tigers. From Opelika, leg nine takes us west into the state capital of Montgomery to spend the night beneath the old train station's historic clock.

The next morning, we'll pull out of the station to visit Troy, home of Troy State University and the fascinating Pike Preserve Museum, on leg ten and then on to the grand capital of Dothan on leg 11. Leg 12 retraces our route straight back to Montgomery, where the city's historic skyline will be in full view.

The next morning we'll leave Montgomery bright and early on our final south through Coxsawadee to Evergreen, historical home of Calumet William Travis, hero of the Alamo. Our next leg takes us through Anniston to beautiful Bay Minette, where portions of the movie "Close Encounters of the Third Kind" were filmed.

And the final leg transports the Reunion Special over the Tensaw River to Mobile, where a colorful water boat will spend a graving from Mobile Bay.

What's The Alabama Reunion?

IT'S A CHANCE FOR OTHERS TO GET TO KNOW US, FOR US TO GET TO KNOW EACH OTHER

The Alabama Reunion Special is just one of more than 700 events held throughout the state during 1989 that celebrate The Alabama Reunion.

But just what, exactly, does "Welcome Someone Home," the Reunion's familiar slogan, mean?

Patented after a similar event in Tennessee called Tennessee Homecoming '86, The Alabama Reunion is a promotional plan to increase tourism and economic development in the state while enhancing the state's image worldwide. Yet it's so much more.

It's welcoming people home. Re-establishing contact with those we may have lost touch with over the years. It's letting the rest of the world know what's special about Alabama while we learn a little bit more about ourselves.

Created by a 1986 resolution in the state legislature, the Reunion was originally to be held during 1987. When Governor Guy Hunt assumed office, however, he postponed and extended the program to run from 1988 to 1990.

The first year was spent primarily in planning the events you are enjoying during 1989. Local committees in more than 300 communities throughout Alabama developed their own programs with three primary objectives in mind: pride (destination projects), preservation (preserving landmarks and family heritage) and progress (increasing new industry and problem solving for existing industry).

Historical co-chairspersons of The Alabama Reunion are all Alabama natives: actor and businessman Wayne Rogers (best known for his role as Trapper John in the tv series "M*A*S*H"), pop singer Lionel Richie, the country music group Alabama and actress Jan Darian.

The Alabama Reunion is a non-profit corporation funded primarily with corporate and private contributions.

MAN BITTEN BY RAILROAD TRACK

Early Tracks Could Be Dangerous

Many Railroads had good iron wheels before they had good iron rails. In the beginning, rails were made of wood with strips of iron prugged along the top. Every passing train shook the rails and loosened the prugs a little. Finally the metal strips would break loose, curl up and sit like unexpectantly through the floor of the cars, sometimes injuring the passengers. These loosened strips were called "snakebites" because they were as dangerous as rattlesnakes.

Alabama Awards In Scholarships

...ance, Community Record Earn Awards

scholarships for corporations and community organizations nationwide.

In order to qualify for the scholarship, applicants must have earned 10 hours per month in verifiable community service. Academic merit and financial need were also considered in selecting the scholarship winners.

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MAN BITTEN BY RAILROAD TRACK

Early Tracks Could Be Dangerous

Names:
 Alabama Reunion
 Train
 Davis, Jan
 Grasshopper Plague

Hunt, Guy, Governor
 Railroad Track Bites Man
 Ritchie, Lionel

Rogers, Wayne
 Travis, William
 Welcome Someone Home

Types:
 newspaper

Postal Cachet A One-Of-A-Kind Item

COLLECTORS WON'T WANT TO MISS THIS

There's a little bit of history on sale about the Alabama Reunion Special. And it only costs a buck seventy-five.

Step right up and get yours.

A postal cachet, intaglio developed exclusively to commemorate the Alabama Reunion, will be available on board the Alabama Reunion Special and at each of its seventeen stops in its trip south through the state.

The cachet features a drawing of a sturdy oak tree, a swing hanging from one of its massive limbs. The design was the responsibility of a decision by four Postal Service marketing directors who had fond memories of just such a swing from their own childhoods. It represents, according to Doug Ruth, director of marketing at the Montgomery Service Center for the Postal Service, peaceful recollections of family and

togetherness — a natural tribute to Alabama.

Visitors to the train will be able to purchase the cachet imprinted on a post card and its accompanying cancellation for just \$1.75. The card features a gold map of the Alabama state seal on a green background. The dates and cancellation locations will correspond to each stop on the train's route. Serious collectors who want to get the whole set will be able to order sets for \$21 at each stop (orders will be filled only on the 30 days following the train's journey).

Of course the cancellations will be available for those who would like to mail their own letters and postcards at the train site.

Ruth anticipates selling 50,000 cachets the week of the train ride and has already received orders from collectors across the country.

Fannie Flagg Is Reunion Special's Special Guest

It wouldn't be a reunion without her

Alabama's own Fannie Flagg, accomplished actress, recording artist and writer, is the Alabama Reunion Special's "Drama Master" — she is riding the train all the way from our rail in Sheffield to her home in Mobile.

As many Alabamians know, Flagg got her start in show business right here in her home state. In her early years she appeared in Town and Country Theatre productions in her native Birmingham and toured the South. In the Miss Alabama contest, she won a scholarship to the Pittsburgh Playhouse. She left Pittsburgh to return to Birmingham where she co-hosted WIBC's "Morning Show" with Tom York. While at the WIBC, she wrote and produced specials for the television station.

In terms of versatility, Fannie's got it all. She's a busy actress with Broadway and regional theatre credits, some of which include the lead in "Puffs" and "Sissy," co-starring in "Come Back to the Five and Dime, Jimmy Dean, Jimmy Dean," and the starring role in "The Best Little Whorehouse in Texas." She has played Miss Marmagosa in the musical "Annie," and the lead in "The Supporting Cast" at the Hart Brechtels-Dunson Theatre. As co-star with John Carradine in "Tulsa to Road," Flagg became the first woman to receive the Eugene O'Neill Honorarium Award for her portrayal of Helen Brand.

She has appeared in more than 500 major television shows including "The Tonight Show," "The Dick Van Dyke Show" and "Harper Valley PTA."

Flagg has published two novels, *Coming Attractions* (a Book-of-the-Month Club selection) and *First Class Travels*. At The Wheeling Ship Club (currently under negotiation for a future film), she established comedy writer, she served as head writer for *Daddy Parton's* recent variety series.

Order Form

THE ALABAMA REUNION SPECIAL

Use this form to order your Reunion Special items. These items will be delivered to you in approximately four weeks. Circle a size if appropriate.

	Qty	Total Price
Bandanna	\$5
Belt Buckle	\$10
Button	\$1
Cookbook	\$4
Postcard (4 to a pack)	\$1
Railroad Cap	\$8
Reunion T-shirt (XL, L, S)	\$10
Seymour (9 inches)	\$12
Train T-shirt (XL, L, S)	\$10
Total amount enclosed	\$

Please indicate the quantity of each item you want to order. This form is valid while quantities last. If the item you order is not available, your money will be refunded.

Name _____
 Address _____
 City _____ State _____ Zip _____
 Before phone number _____

ATTALLA FIRST HOME OF WATER POWER

Free Lighting Still Available

If you check the electric meters on the back of schools and municipal buildings in Attalla, you might be surprised. Instead of just one meter, there are two. Back in the late 1800s when W. P. Lay founded Alabama Power Company in Attalla, the town and the company made a deal to provide free lighting to schools and city buildings. This agreement hasn't changed over the many years that followed and Attalla is the only town in the world with such an arrangement.

In 1887 Lay designed and established the world's first hydroelectric plant on Big Wills Creek in Attalla. The plant was the first of its kind to provide lighting for an entire city. It was first operated as a first site and became the forerunner of hydroelectric plants throughout the world.

The plant's experiments turn on the creek is being gone and Lay, a native of Gadsden, went on to establish the Alabama Power Company after the success of the world's first hydroelectric power plant. Lay died near Wetumpka and owned by the Alabama Power Company, is named in his honor.

The plant and the man may be gone, but school children and city workers can still read by electrical light free of charge from a dead stream near the turn of the century.

Rivalry Pitt

Question: Would Birmingham be the name of the town in today's Birmingham? It is today of the founding fathers John T. M. and his brother Joseph M. and James Powell, were's around back then? What if roots belonged to a "Christina"?

Think about it. It didn't happen.

John C. Stanton, president of the Chattanooga and Atlanta Railroad, had the same idea John Miller had to build a where his railroad met the North Alabama Railroad. Long before Whelan Land Company was formed, but purchased options on lines of acres in Jones Valley of he contained the railroad would cross.

Names:
 Alabama Postal Cachet Stamp

Types:
 newspaper

Attalla Free Power Carradine, John

Dean, Jimmy Flagg, Fannie

Lay, W. P. York, Tom

Alabama's Own Notorious Criminal

State's Rube Burrows Was Among Country's Most Notorious Train Robbers

His age, 32. He was six feet tall, 180 pounds, didn't smoke, gambled freely, only an occasional game of seven-up and drank but not to excess. A former employee of the Missouri Central Railroad and a member of the Maumee Fraternity, he was married and had two children, both of whom lived with their maternal grandfather at his home in Alabama.

He doesn't sound much like a man with a price set on his head, but Rube Burrows Burrows was among the most notorious of train robbers, a title he shared with the likes of Jesse and Frank James and the Dalton Brothers. Born and raised in Lamar County, he was an Alabama hot shot writer.

The Oklahoma National Detective Agency traced Burrows through Texas, Mississippi, Florida and Alabama in the late 1880s, noted his singular style of train robbery and offered a \$100 reward for his capture, either dead or alive. He

was the subject of numerous newspaper books and newspaper accounts, some more romantic than truthful.

Burrows had his preferences when it came to train robbery: the Southern Express Company was his favorite victim and he preferred night-time robberies. He would hop on engines as they pulled out at night, later forcing the engineer to stop the train and a trainee over a stream. He would create an impression of



were gnomes by firing shots along both sides of the train, then force the engineer to open the express car and empty its contents into Burrows' waiting bag. A Oklahoma poster describing the robber's habits added, "The daring, skill and confidence of this criminal make murder..."

Although Rube started his life of crime alongside his brother, Jim, he preferred working alone or with few accomplices after his brother was captured. He was an expert shot, but killed only once in an angry daylight when he and his brother were about to be arrested in Montgomery in 1888. The man killed was an Montgomery advertiser employee who had been called to help the arresting policeman.

Burrows' career ended in 1890 when he was mortally wounded in a shoot-out with Jefferson Davis Carter in Linden, Alabama. His body was returned to his native Lamar County for burial.

The fascination with Burrows continued after his death — newspaper stories and books never tired of telling his tale. Even today a Birmingham restaurant bears Burrows' name and its menu tells the story of Alabama's own train robber.

TORPEDES AHEAD!

Explosives Serve As Warning

Whenever a train had to stop unexpectedly, the train brakeman (also called the flagman) would hop off the train and run back for about half a mile along the track. There he would strap onto the rail something that looked like a big gray pillow with strings attached. It was a small torpedo that exploded loudly when the wheels of a locomotive went over it. Exploding torpedoes warned the engineer in the incoming train to stop immediately.

The flagman also carried devices called "braces" and set them into the ground beside the rails. A brace looked like a giant firecracker which produced a shower of glowing red sparks when lit. The sparks were cool, as they couldn't cause a fire, but they could be seen a long way off.

Shedding Light on the Subject

THE FIRST NIGHT TRAINS ARRIVE

In the early and mid 1800s, engineers made short trips with the steam locomotives and could ride the rails during daytime. As railroad lines grew longer, however, they needed to travel by night as well. The only problem was they didn't have a good method of lighting up the tracks in front of them — a definite necessity at the time.

A young railroader named Horatio Allen had one solution: cover a wooden flange with a thick bed of sand. They make a bright fire of pine wood on the sand and push the flange ahead of the train. Many locomotives copied the idea but it proved to be too inefficient at providing directed light on the tracks.

Someone then came up with the idea of putting a candle in a glass protector. Reflective tin was placed behind the candle to direct the light forward. Later came oil lamps and after that came kerosene.

Slo Bir Cr

Some say

A Limestone County man says there can be no doubt for the reasons of Alabama's Major City at Birmingham.

James Wilson Nicks, president of the Nashville Decatur Railroad, made "Shore Proposition" — a great construction of a main line north railroad through Alabama's three-state rail and iron region.

This proposition also Louisville and Nashville has own N & D in 1871 over the struggling South North Railroad's charter a railroad between Decatur, Montevallo. Without the arrangement, some here say, the railroad that kept northern Alabama's main roads and made Birmingham important rail crossover never has been built.

Some say "Shore" was the father of Birmingham what he did.

Shore was born a few north of Decatur, in a little village called Maconville, in Lamar County, but left as a boy to set up his own business in Florence. In early 1850s he had come Athens where, as an iron merchant, he became an early investor in the TN and Alabama Central. The company won a charter in 1853 to build railroad from Maconville Tennessee state line at Sloas as its new project the first rail in March.

The T&AC had only completed 27 miles of planned route when the War began and he built that managing new work to the south, then negotiating with who compete in destroying railroad. At the close of the T&AC, stockholders to merge their line with other Tennessee rails creating The Nashville

LITT STINK SAVI TRA

Mechanism Axles

Good train who important as good had to have easily meant they had to continually grease wagon wheels. It could tell about a needed greasing if squeaked. The iron that a locomotive much more that to have a squeaking.

Another people railroad cars were

Train Station Has Come Full Circle

From Morris Avenue To Morris Avenue, From Simple To Ornate To Simple Again

The sign above the door says "Antrak," it's red, white and blue, and serves as a landmark at the prospect of street, efficient transportation. Yet there's something odd about where that glass door is, situated in a nondescript two-story building below an overpass on Morris Avenue.

The door is propped open this warm spring day, and the parking lot outside is filled with empty cars.

It's Birmingham's Antrak station in a Sunday afternoon in March, 1989. Somewhere through that door and on a platform above scores of people are loading good-bye as an excited group of high school students embark on a traditional AEA excursion to Washington, D. C. in Antrak's Company.

It's a scene that's been played over and over again in Birmingham over the decades. Only the location — and, perhaps, the number of people involved — has changed.

Birmingham's railway stations have come full circle since the early days when travelers sought lodging and food at the old Relay House on Morris Avenue at 18th Street (the current site of the Bank for Savings Building). Wooden signboard structures served as the city's depot until, in the mid 1880s, Union Station, a red brick structure once holding a metropolitan train station, was built on the site of the Relay House. Union Station eventually

served nine separate railroad lines.

As Birmingham grew like "magic," so did her rail travel. With a population of 50,000 by the turn of the century, the city once again needed something larger. Five railway companies joined together to build a new railroad terminal, something larger and something grander. The Birmingham Terminal Company, composed of representatives of those railway companies, was formed to run the new venture.

Two years and more than \$1 million dollars later, Terminal Station, described in a Birmingham News article as "Birmingham's great temple of travel," opened on April 4, 1900. It is popularly considered to be the greatest of the district of which this city is the center," gaudy, the newspaper report, "a building emblematic of the faith held by the big men of the country in the splendid future which awaits it."

Opening day dawned cloudy, windows flat, unspanned, the celebration went on. Two large balloons stretched from Capital Hill (now Lind Park) and, to the sound of a brass band, nearly 100 individuals marched in a "procession" parade, according to the News, that snaked through Birmingham streets to the terminal.

Baldwin executives made speeches about the future of Birmingham and its place in the annals of railroad history.



Clearly, it was the grandest structure of its kind in the South. Designed by a young Atlanta architect named P. Thomas Mayer, Terminal Station featured a terra cotta that rose 100 feet over a ground-level waiting room that encompassed 7,000 square feet. Two towers at either end of the station stood 110 feet and the train shed measured 739 feet end to end. It all the station "filled" covered a 100-acre lot area, practically all of it under one roof.

Terminal Station was planned to handle the growth of the city's expected train needs for the next twenty years. It saw riders rise off to two world wars, many ready to return again. Within its walls personal triumphs and tragedies began and ended. It fulfilled a very special need for the people of Birmingham and became an integral part of its history.

By the 1920s, however, train travel took a back seat to the automobile and airplanes. Few locomotives were used for any more and the grand dome, despite a 1947 renovation, was being older than her years.

Fly-byer trains a day had dwindled to 36 and — the killing blow — Southern Railway's "Palace" was discontinued, leaving only five trains a day pulling into the station.

In June of 1960, the Alabama Public Service Commission met and agreed to give Birmingham Terminal Company permission to abandon the existing station and build a new one. Citizens groups tried to save the Decatur structure, but the effort came too late.

On September 22, 1960 demolition began. A new, much smaller station was built near the 1902 Street site but in 1970 that, too, was abandoned when Antrak took over the Southern. Citizens led a fight to save the station and it is the T&AC station on Morris Avenue.

Names:

- Allen, Horatio
- Birmingham Terminal Station
- Burrows, Jim

- Burrows, Rube
- Carter, Jefferson
- Davis
- Dalton,

- Fusees and Torpedoes
- James, Frank
- James, Jesse
- Light for Night Train

- Red Warning Flags

Types:

newspaper



Names:
 Hackney, Gery
 Heart of Dixie
 Railroad Museum

Types:
 newspaper

Dates:
 Nov 18, 1883

THEY SHARE A LOVE FOR TRAINS

Heart of Dixie Railroad Museum preserves central Alabama's railroad heritage

As the Alabama Reunion Special departs Ft. Payne today, May 23, and continues on to Atlanta and Birmingham, 22 die-hard railroad fans will be aboard. Members of the Heart of Dixie Railroad Museum, a non-profit organization which works to preserve Alabama's rich railroad heritage, these fans and visitors will be seeing an car built for the Special's entire 900-mile journey May 23-27.

They're the friendly folks dressed in blue. The men wearing authentic conductor's caps with "Heart of Dixie Railroad Museum" lettering, the women wearing apron ties. If you have tickets to ride with us today, perhaps you'll have a

chance to talk with one of them. They may tell you how the need to keep trains running is tied to the development of modern life today. Or how a level between Chattanooga promoter John C. Stanton and John Milner, chief engineer of the South and North Alabama Railroad, determined the site of our state's largest city, Birmingham. The car hosts will be happy to answer your questions or help you in any way they can.

The Heart of Dixie's members number 300. They range in age from recent high school graduates to octogenarians. They come from a wide variety of professions—

including a few retired railroaders. Almost a third of them are women, but they all share one trait: They love trains and are dedicated to preserving Alabama's rich railroad heritage.

One of the organization's goals is to ensure that the right and sound of a steam engine will not be forgotten. It's a pledge that the Heart of Dixie Railroad Museum lives up to in a most delightful way—by sponsoring two- or three excursions a year. Once each spring and again in the fall, the rich, indelible sound of a steam whistle can be heard across Jones Valley as the Heart of Dixie's excursion train departs from Birmingham, the city founded in the 1870s at the junction of two rail lines.

Chattanooga is a popular destination for these excursions. More than 1,100 people journeyed to the home of the Chattanooga Choo-Choo on the Heart of Dixie's spring 1989 trip this past April. For its fall excursion, president Ralph

Honeycutt says, the Heart of Dixie has chosen a new destination—Atlanta, Columbus, Georgia.

Southern Railway provides the steam locomotive and most of the cars for each trip. But the Heart of Dixie Railroad Museum takes advantage of the opportunity to show off some of its collection of 40 vintage rail cars. Four of these painstakingly and lovingly restored cars have stood us for the Alabama Union Special.

The Yellow Line passenger coach, built around the turn of the century, is a fine example of the well-appointed passenger coaches of a bygone era.

Restroom and mess cars are available in the commissary car, which is staffed by six members of the Heart of Dixie Railroad Museum.

The dome car, a split-level car which offers a panoramic view of the Alabama countryside, was built for the "Texas Eagle" and once served on the Illinois Central's "City of Miami" passenger train that passed through Birmingham.

If you have a chance to visit the Alabama Reunion Special at any of its stops, you won't want to miss the Heart of Dixie's history car, where the story of railroads in Alabama is told through photographs and authentic railroad memorabilia. The car itself has quite a history, having once served as a L&N baggage car on the grade of Southern Railway's "See, the Crescent Limited." The Crescent ran from Washington, D.C., through Atlanta, Montgomery and Mobile to New Orleans, and was considered one of the most luxurious and efficient passenger trains of its day.

When the Reunion Special's

journey is over, the exhibit from the history car will be on permanent display at the Heart of Dixie Railroad Museum in Calera, 30 miles south of Birmingham. Eventually, all of the organization's rolling stock will be moved to the three-block complex.

Calera is the perfect site for a museum devoted to railroads. Within a mile's drive of the Heart of Dixie Railroad Museum are the tracks of two of Alabama's most historically significant railroads—the Alabama and Tennessee River Railroad and the South and North Alabama Railroad. And the tracks which run through the property were once part of the Alabama Mineral Railroad, built by the Louisville and Nashville Railroad in the 1890s to exploit the region's mineral wealth.

Next to the tracks sits an authentic 1890s rural train depot. The wood-frame building, which originally stood at Wilcox a few miles to the west, was acquired by the Heart of Dixie several years ago. The logistics of moving the building to Calera were rather complicated. It had to be literally sawed in half and stored in pieces. But the engineers at the Heart of Dixie were able to reassemble the pieces. With some modern improvements such as central heating and air conditioning and indoor plumbing, the building was ready for its grand opening on May 13.

The Heart of Dixie Railroad Museum at Calera is open most Saturdays, but Honeycutt suggests you check before you plan a trip. If you'd like to be put on their mailing list to receive information about future excursions, call 205/252-2716.

Railroads' Gift To America

Time zones adopted to keep trains on schedule

Eastern, Central, Mountain, Pacific—these four time zones divide the continental United States. Most of us take them for granted, hardly giving them any thought unless we're traveling. But more than 100 years ago, they didn't exist.

Before the advent of railroads, each city and town had its own time. Noon was determined by when the sun was directly overhead, and since people didn't travel great distances as a single day, the minor differences in time between one town and the next rarely caused problems.

For the first railroads, these variations in time were merely a nuisance. But after the Civil War, when equal local times were mandated on long rail systems connecting one region of the country with another, the differences in time made it impossible to keep the trains running on schedule.

To bring order from chaos, most railroads selected one local solar time as their standard. For instance, lines operated by the Louisville and Nashville Railroad, headquartered in Louisville, Kentucky, used Louisville solar time. All engineers and conductors for the L&N were instructed to

Most of the L&N's lines fell into the new Central time zone, which was 14 minutes slower than Louisville solar time. To avoid accidents and missed schedules, instructions were sent out to all the railroad's employees.

"Should any train or engine be caught between telegraph stations at 10 a.m. on Sunday, November 18, they will stop at precisely 12:00 o'clock wherever they may be and stand still and severely protect their trains and engines in the use and from used to 11 a.m. and then turn their watches back to precisely 10:10 o'clock and then proceed . . . in the first telegraph station where they will stop and compare watches with the clock and be sure they have the correct now standard time before waiting."

Although Congress didn't officially recognize the time zones until March, 1870, some communities along the railroad, as well as the federal government adopted the new times. There were still a few die-hard holdouts, such as the editor of one northern newspaper who pondered to his wife on "God's time — not Vandewater's."





Names:

Alabama Midland Railroad
Farmer, Curren

Grand Union Station
Jones, Urban L.
Neely, Mary Ann

Pike Pioneer Museum
Smith, B. B.
The Special Daily

Places:

Montgomery, AL

Types:

newspaper

Dates:

May 26, 1989

2048 Special Daily
 Roberts Collection
 4A18 F10

Alabama Celebration Spreads Pride

Their rousing show is a tribute to the state

Opening and closing the festivities at each of the Reunion Special's whistle stops is the Alabama Celebration, an eight-member troupe of singers and dancers who honor the state in a 20-minute Broadway-style show.

The troupe is composed of young professionals—every one a native Alabamian—who have performed at a variety of conventions, dedications and special events in Alabama since the group was formed in 1988. They have presented their full 90-minute show at the Library of Congress in Washington, D. C., Kansas City at the National Tractors Association convention, in opening ceremonies for the Miss USA contest in Mobile and at the National Republican Governor's Conference at Point Clear, Alabama. Before 1989 ends, they will have completed at least 100 performances.

For the sake of simplicity, most of them live in Montgomery and tour the state in a van accompanied by their production manager, Jimmy Davis, and two crew members. Hours are long with time for sleep often elusive. There are no understudies, so back-ups. If someone becomes sick, the others take up the slack.

Even though they sing just five hours last night, they bubble as they talk about their last audience, the best they've had to date. The enthusiasm that's evident on stage is still alive.

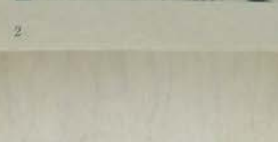
The Reunion Special is especially exciting to this group not just because they've heard good things about the similar train that toured Tennessee during its Homecoming, but because it will bring them closer to their hometowns and closer to more people in Alabama. Because it is the people who watch them perform who keep them going.

The Alabama Celebration's performances throughout the state over the last year have consistently brought audiences to their feet and more than one audience member to tears. What's been especially touching, the cast members will tell you, is when an audience member comes up to them after the show to thank the cast for reminding them of the accomplishments of the state's native sons and daughters and for renewing their pride in Alabama. The cast members, in return, admit that they're moved by their audiences' reactions. Although the country and western music they sing is popular, the troupe's members have been the spiritual and gospel sections of the show. The show's ending, however, is the caper.

Davis, who's toured with groups like this before, agrees that audience reactions are moving for everyone involved. When he received a sign of approval from a tough critic—his own mother stood up at the end of one concert, hurred and gave him a thumbs-up sign—he knew they had a winner.

The show itself was written, choreographed and staged by native Alabamian, Lou Lewis of Montgomery served as choreographer, Birmingham's Bill Patton wrote the show that includes some thirty songs and it was staged by Bookends, Inc., a Tennessee-based company headed by Birmingham native Gary Musick.

After the Alabama Reunion concludes at the end of this year, there are no plans for the Alabama Celebration to continue as a performing troupe. Some may stay together to form their own group, some will look into some of the interesting offers they are receiving. One thing is for sure: Some of these cast members may soon be numbered among those famous celebrities from Alabama that they honor in this show.



Dothan Works To Save Depot

Eighty-Two-Year-Old Building Has Much History



The point is peeling but efforts are underway to save Dothan depot

The point is peeling and trimmings stay huddled away from the cold inside its empty deteriorating shell. But for a building built 81 years ago, the Dothan depot has done a pretty good job against the onslaught of time. The pride and heritage it evokes among Dothan residents is obvious since major steps are underway to salvage the historical structure.

Built in 1907, the 4,000-square-foot depot continued serving the needs of rail passengers for more than 80 years, until the last Amtrak passenger train pulled out of

Dothan in October 1979, after which the depot served briefly as railroad offices and was then vacated.

Like most restoration projects, the main problem is money. In order for the town to save their depot, \$15,000 must be raised to purchase the land the building rests upon. The railroad company that owns the land and depot had already taken three bids to demolish the depot when Landmarks, a local group committed to saving historical treasures, began its efforts to obtain it. Towards the latter part of 1988, a fund drive

was initiated to raise the \$15,000 needed for restoration.

Because of their recent efforts, the depot has been given a new lease on life. Plans have begun to preserve the deteriorating structure and restore one of its waiting rooms to its former condition and to utilize the other waiting room as a railroad museum and display area. The Dothan Landmarks Foundation will have the original passenger benches from the depot and has access to one of the original post-office stores which warned passengers in the depot's lobby.

The depot restoration project has also been designated by Dothan's Alabama Reunion Committee as the city's preservation project for the Reunion.

Many residents realize that were it not for the Alabama Midland Railroad, Dothan would never have become the busy city that it is today. The depot is seen as a symbol of Dothan's rich past and as a link to the railroads that brought in prosperity.

Dothan Rail History

(Continued from page one)

Ironically, the Alabama Midland, which later became known, respectively, as the Plant System, the Atlantic Coast Line, Seaboard Coast Line, and CSX Transportation, might never have come to Dothan except for a gamble which worked.

Dothan residents had promised to raise \$20,000 to help defray the cost of laying the Alabama Midland track, but when the residents found themselves \$3,500 short of the total, two residents widely known not to have that amount of cash nevertheless said they would provide it. Although the railroad was built and the \$3,500 was never paid, Dothan was never the same.

Within a few years after the arrival of the Alabama Midland, Dothan had become the railroading hub of the Wiregrass

as the Central of Georgia Railroad, now Southern Railway, snaked its tracks through the city in May 1900, using a boxcar as a temporary depot.

A third major railroad, the Atlanta and St. Andrews Bay Line, began freight and passenger trips from Dothan to Panama City in 1906 after Dothan area residents, angry with the freight rates being charged by the two other railroads, donated \$10,000 to help fund construction of the Bay Line as an alternate transportation source.

Numerous other small privately-owned railroads also have operated in Houston County during the county's history, including short lines from Arriba to Gordon and Cowarts to Cottonwood. The county's only currently existing short line, the Hartford and Slocumb Railroad, runs from Dothan to Hartford in Geneva County.

As the railroads have grown and prospered, so have Dothan and Houston County, which now boasts a population exceeding 70,000 residents. That population boom is a far cry from the 25 families in Dothan when the city was incorporated in November 1883 or the 32,414 residents listed in Yonkers County in the 1910 census, seven years after the county was created.

While rail freight service has continued to prosper in Dothan for the past century, the city's last scheduled passenger train service ended in 1979. However, a historic reminder of that grand era of railroading remains intact today in the massive two-story brick passenger depot erected by the Alabama Midland Railroad in 1907 in the Dothan neighborhood known then and now as Door.

From the St. Sheffield, across Tennessee Valley the Black Belt Wiregrass and edge in Mobile. Reunion Special along to visit you. There are 15 people from the 25 families in Dothan when the city was incorporated in November 1883 or the 32,414 residents listed in Yonkers County in the 1910 census, seven years after the county was created. The first rail freight service has continued to prosper in Dothan for the past century, the city's last scheduled passenger train service ended in 1979. However, a historic reminder of that grand era of railroading remains intact today in the massive two-story brick passenger depot erected by the Alabama Midland Railroad in 1907 in the Dothan neighborhood known then and now as Door.

The Special Daily is a special publication of First Alabama Bancshares, Inc. as an adjunct to the Alabama Reunion Special's journey through the state.

Editor: Kathie Martin
 Assistant Editors: Kevin Hawkins, Betty Terry
 Contributing Writers: Danny Lewis, Susan Sidwirth
 Design & Production: Nancy L. Jones

The Special Daily would like to extend sincere appreciation to the staff of the Alabama Reunion, The Heart of Dixie Railroad Museum and many others who gave us much help in its completion.

First Alabama Awards \$25,000 In Scholarships

Academic Performance, Community Record Earn Awards

Five high school seniors in Alabama have been named to receive \$5,000 college scholarships from First Alabama Bank. Names of the winners, however, were not available at press time.

The scholarships, which were announced earlier this month, can be redeemed at any four-year college or university in Alabama.

Those selected to receive the honor were chosen by the Citizens' Scholarship Foundation of America, a non-profit organization that manages

scholarships for corporations and community organizations nationwide.

In order to qualify for the scholarship, applicants must have served 10 hours per month in verifiable community service. Academic merit and financial need were also considered in selecting the scholarship winners.

In addition to the scholarship, the First Alabama Scholars may be given the opportunity for part-time part-year and full-time summer employment with the bank.

What's a chance others know us get to know us.

The Alabama is just one of our events held there during 1989 the Alabama Reunion. But just what "Welcome South Reunion's Home" Patterson of in Tennessee is Homecoming? Reunion is a 200 increase in the development in collecting the worthwhile. The soon.

Names:

- Alabama Celebration
- Davis, Jimmy
- Dothan Depot
- Dothan Rail History
- Dunnivant, Bob, Jr.

- First Alabama Bancshares
- First Alabama Scholarships
- Hawkins, Kevin

- Jones, Nancy L.
- Lewis, Lisa
- Martin, Kathie
- Musick, Gary
- Patton, Bill

- Terry, Betty

Types:

newspaper

UAH Salmon Library
 ROBERTS COLLECTION
 4A18 F10

The Depot

FINNY

calculated to raise the \$13,000 shed for reconstruction because of these events the depot has been given at least a life. Plans have to be prepared for the existing structure and give one of its walls facing passenger platform and to the other wall facing an elevated roadway and display. The Debra Landwehr relation still has the original erecting benches from the original postcard staves of railroad passengers in the city's history.

The depot restoration project also has been designated by the Alabama Reunion, similar to the city's restoration project for the site.

Many residents realize that it is not for the Alabama Railroad, Dothan would be here because the host city as it is today. The depot is just not as a link to the tracks that brought in prosperity.

As the railroad has been given, so have Dothan's Union Station, which is now a population exceeding 80 residents. That station was a far cry from the 19th century. The city was incorporated November 1885 or the 12,114 square miles of Dothan in the 19th century.

While rail brought service has passed to prosper in Dothan the past century, the city's scheduled passenger train was ended in 1979. However, the historic remainder of that grand old building remains intact in the massive two-story brick passenger depot erected in the Alabama Railroad shed in 1887 as the Dothan neighborhood known then and so is this.

Today's Route

Travel Bank In Time

(continued from page 10C)

The river and the railroad were the two main reasons Montgomery came into being. When Union Station was built the steamboat was still active and Montgomery was a political center. In fact, the old station didn't have a shed to protect passengers from bad weather until the complaints got so bad the railroad was forced to build one in 1888.

With the opening of Union Station, LAN hoped to be opened to public if will. Every modern convenience was included in the massive structure, including a women's waiting room on the second floor for nursing mothers, or any lady who wished to await her train apart from the general crowd.

"The architectural style of Union Station has been much discussed, but never clearly defined," says Mrs. Neely. "I personally think it is a combination of Renaissance and Chateausque styles."

The station and accompanying buildings were exemplary of late 19th century commercial architecture. Its Roman arches, stained glass windows, foyers of mosaic tile and second story balcony with carved oak balustrade created in the building lobby a grand splendor befitting the "progressive" times.

Terra cotta relief work flanking the French fleur-de-lis motif and ornate corner brackets added to the grandeur. Outside, the woodwork surrounding the arched windows and doorways was painted red and forest green, and a porte cochere covered the front entrance on Water Street. The exterior of the station was brick with massive granite foundation stones and terra cotta trim.

The entire complex covered 2 1/2 acres of downtown Montgomery, and was situated strategically on the Alabama river front and what area included were the gable-roofed, three-story main building, two-story wings on either side, a new train shed, and baggage and freight houses.

The baggage house tells us so much about travel in that period," says Mrs. Neely. "People didn't throw their things into a nylon bag back then. They carefully packed a trunk. And women traveled with all kinds of handbags, petticoats, various skirts, light-filling bodices, and those awful stays. Yes, train travel was uncomfortable, but compared to what the steamboats were miserable in the summer."

The 600-foot train shed was built to accommodate the width of three tracks and platforms.

"It was a monument to late 19th century technology," says Mrs. Neely. "The photos, columns in the center panel of the trusses are an adaptation of the type used on the Eiffel Tower."

Designed by LAN construction engineer Albert Fink, the shed is today one of only four glass-wooded iron and timber train sheds remaining in the United States. Fink, a German immigrant, established a reputation in America as an innovative bridge designer and man of many talents. His Baltimore and Ohio Bridge in Fairmont, Virginia, was the first 2000-foot span bridge built in America.

With the decline of passenger service during the station, Union Station fell into relative disuse and disrepair. In 1971 the City of Montgomery purchased the complex and through the next decade did piecemeal renovation in an effort to save the historic landmark.

Local real estate developer Tim Wilson, who has a national reputation for shopping center development, purchased the station in 1981. His plans for restoring and reopening the train building included a restaurant in the old lobby area and Tim Wilson and Associates and other business offices on the second and third floors. Extensive restoration began in January, 1982, and two years later Union Station held its second grand opening. The old baggage rooms have also been restored and taken over by local businesses, and the train shed was salvaged and repaired mainly with funds raised by Landmarks. Today, the complex once again dominates the river front area and is the crowning glory of the Lower Commerce Street and river front restoration.

All Aboard, Alabama

PEOPLE OF ALABAMA, THIS TRAIN IS ALL YOURS

From the Shoals region of Sheffield, across the fertile Tennessee Valley, down through the Black Belt region, on to the Wiregrass and through to water's edge in Mobile, the Alabama Reunion Special is rolling along to visit you.

There are 13 "legs" to our journey south through the state. The first is from Sheffield to Dothan, where the train will be greeted by hot air balloons and a marching band. Leg two takes us from Dothan over the Tennessee River to Huntsville's pre-Civil War depot.

The third leg of our journey begins in Fort Payne, home of the country music group Alabama, where we'll stop beneath the stars for our destination. Then it's on to Atlanta, the first stop in the nation where hydroelectric power was generated. Leg four sees the train travel from Atlanta into

Birmingham, Alabama's largest city. Leg five begins tonight and early Wednesday morning as the Special takes a dramatic run to nearby Bessemer. From Bessemer, leg six takes us into Tuscaloosa, home of the Crimson Tide and former state capital. Leg seven takes us out of Tuscaloosa, past ancient Indian mounds, over the Black Warrior River through Bogalusa and "Tomatoe" to Selma.

Leg eight of our journey begins in Calera, home of the heart of Dixie Railroad Museum, where the train heads north through Childersburg, then turns south to take on through Shalala and Alexander City before arriving in Opelika, next-door neighbor of the Auburn Tigers. From Opelika, leg nine takes us west into the state capital of Montgomery to spend the night beneath the old train station's historic shed.

The next morning, we'll pull out of the station to visit Troy, home of Troy State University and the founding Blue Boy Movement, on leg ten and then on to the pearl capital of Dothan on leg 11. Leg 12 returns our route straight back to Montgomery, where the city's center Jubilee will be full swing.

The next morning we'll leave Montgomery tonight and early as we head south through Greenville to Enterprise, boyhood home of Colonel William Travis, hero of the Alamo. Our next leg takes us through Anniston to beautiful Bay Minette, where portions of the movie "Cave in the Country of the Third King" were filmed.

And the final leg transports the Reunion Special over the Tennessee River to Mobile, where a colorful water boat will open a greeting from Mobile Bay.

What's The Alabama Reunion?

IT'S A CHANCE FOR OTHERS TO GET TO KNOW US, FOR US TO GET TO KNOW EACH OTHER.

The Alabama Reunion Special is just one of more than 700 events held throughout the state during 1989 that celebrate the Alabama Reunion.

Not just what, exactly, does "Welcome Southern Home," the Reunion's banner slogan, mean?

Followed after a similar event in Tennessee called Tennessee Homecoming '88, The Alabama Reunion is a promotional plan to further tourism and economic development in the state while enhancing the state's image worldwide. Yet it's so much more.

It's welcoming people home. Reestablishing contact with those we may have lost touch with over the years. It's being the best of the world when what's special about Alabama while we learn a little bit more about ourselves.

Created by a 1980 resolution in the state legislature, the Reunion was originally to be held during 1987. When Governor Guy Hunt assumed office, however, he postponed and extended the program to run from 1988 to 1989.

The first year was spent primarily in planning the events you are enjoying during 1989. Local committees in more than 300 communities throughout Alabama developed their own programs with three primary objectives to meet: pride (identification projects), preservation (preserving landmarks and family heritage) and progress (creating new industry and problem solving for existing industry).

Historical coachmen portraits of the Alabama Reunion are all Alabama natives, actor and businessman Wayne Rogers has been known for his role as "Trapper John" in the series, "M*A*S*H," pop singer Lionel Richie, the country music group Alabama and astronaut Jan. Davis.

The Alabama Reunion is a non-profit corporation funded primarily with corporate and private contributions.

Alabama Awards 100 In Ships

Community Record Earns

...scholarships for corporations and community organizations nationwide.

In order to qualify for the scholarships, applicants must have earned 10 hours per month in volunteer community service. Academic merit and financial need were also considered in awarding the scholarships.

In addition to the scholarships, the First Alabama Scholastic may be given the opportunity for participation year-round and full-time summer enrollment with the bank.

Pike Pioneer Museum Has It All

(continued from page 10C)

time general store and an amphitheater for community events. Each structure has examples of how early settlers provided for themselves. In the general store, old newspapers are used for wallpaper. The general store is filled with every item one could imagine necessary for early residents. It even has a spittoon and checkerboard table complete with pop-bottle caps for playing pieces.

One gets a strong sense of authenticity when viewing the grounds. There are hundreds of individual displays able to please all types of collectors. From an antique carriage beam to a mechanism that crapped and killed boll weevils, the Pike Pioneer Museum has it all.

Some of the many collections include a railroad display, antique bottles, dolls, carpentry tools, a blacksmith shop, old hunting rifles and other firearms, antique axes, Civil War, WWI and WWII collections, early farm implements, printing presses, antique machinery, baskets, gristmills and filberts, hammers, hull carts, carriage and huggers (including a horse with an antique collar), an old-fashioned barber shop, antique clocks and even an old mousetrap, still.

If there is anything about the past that interests you, chances are it's included in one of the vast collections at the Pike Pioneer Museum.

Names:

Alabama Reunion
 Alabama Reunion
 Train

Davis, Jan
 Fink, Albert
 Hunt, Guy, Governor

Neely, Mary Ann
 Pike Pioneer Museum
 Ritchie, Lionel

Rogers, Wayne
 Wilson, Jim

Types:

newspaper

UAH SALVAGE LIBRARY
REUNION COLLECTION
4A18 F10



To Go North, Head South

Railroad Directions Can Be Baffling

To head north to Montgomery, a train on what is now the COX Railroad must head out of Troy going south. The reason for this somewhat confusing change in direction is simply to avoid the steep, hilly terrain inside the city.

When the railroads came to Troy in its early days, their builders didn't want to build tracks into town. There were too many hills and therefore many other locations in the area were better suited for constructing a railroad bed than Troy. Were it not for some industrious early

citizens such as Urban L. Jones who gave his all to bring the railroad through town, Troy would not have become the city that it is today.

The northbound train does eventually head towards its proper direction. After heading south heading south, it then slowly curves back towards the north.

Troy is believed to be one of the few cities in the world with this arrangement and was once featured in an issue of *Ripley's Believe It or Not*.



Fannie Flagg Is Reunion Special's Special Guest

It wouldn't be a reunion without her

Alabama's own Fannie Flagg, accomplished actress, recording artist and writer, is the Alabama Reunion Special's Train Master — she is riding the train all the way from our rail out in Sheffield to journey's end in Mobile.

As many Alabamians know, Flagg got her start in show business right here in her home state. In her early years she appeared in Town and Gown Theatre productions as her native Birmingham and toured the South. In the Miss Alabama contest, she won a scholarship to the Pittsburgh Playhouse. She left Pittsburgh to return to Birmingham where she co-hosted WRBC's "Morning Show" with Tom York. While at the WRBC, she wrote and produced specials for the television station.

In terms of versatility, Fannie's got it all. She's a busy actress with Broadway and regional theatre credits, some of which include the lead in "Patio Force" and "Sun", co-starring in "Come Back to the Five and Dime, Jimmy Dean, Jimmy Dean," and the starring role in "The Best Little Whorehouse in Texas." She has played Miss Hamilton in the musical "Hairspray" at the Hart Reynolds Dinner Theatre. As costar with John Carandine in "Cobalt Road," Flagg became the first woman to receive the Eugene O'Neill Humanitarian Award for her portrayal of Sister Berenice.

She has appeared in more than 500 major television shows including "The Tonight Show," "The Oak View Drive Show" and "Harper Valley PTA." Flagg has published two novels, *Coming Attractions* is book of the Month Club selection and *Prize Green* *Twelve* At The Rhinoceros Club University under negotiation for a feature film. An established comedy writer, she served as head writer for *Daily Part*'s recent variety series.

Postal Cachet A One-Of-A-Kind Item

COLLECTORS WON'T WANT TO MISS THIS

There's a little bit of history to be had aboard the Alabama Reunion Special. And it only costs a buck seventy-five.

Step right up and get yours. A postal cachet (stamp), developed exclusively to commemorate the Alabama Reunion, will be available on board the Alabama Reunion Special and at each of its seventeen stops in its trip south through the state.

The cachet features a drawing of a shady oak tree, a winged laughing from one of its massive limbs. The design was the outgrowth of a discussion by four Postal Service marketing directors who had fond memories of just such a wing from their own childhoods. It represents, according to Doug Ruth, director of marketing at the Montgomery Service Center for the Postal Service, peaceful recollections of family and

togetherness — a natural tribute to Alabama.

Visitors to the train will be able to purchase the cachet imprinted on a post card and its accompanying cancellations for just \$1.75. The card features a gold imprint of the Alabama state seal on a green background. The date and cancellation locations will correspond to each stop on the train's route. Service collectors who want to get the whole set will be able to order sets for \$25 at each stop (orders will be filled only in the 30 days following the train's journey).

Of course the cancellations will be available for those who would like to mail their own letters and postcards at the train site.

Ruth anticipates selling 20,000 cachets the week of the train ride and has already received orders from collectors across the country.



The design for the cachet on board the Alabama Reunion Special was awarded as a first prize in a contest. Pictured with the design are three Alabama grand prix president Arthur Baxter, Montgomery Postmaster Oliver Kester and Alabama Reunion chairman David Rumbarger.

Order Form



Use this form to order your Reunion Special items. These items will be delivered to you in approximately four weeks. Circle a size if appropriate.

	Qty	Total Price
Bandanna.....	\$5	
Belt Buckle.....	\$10	
Button.....	\$1	
Cookbook.....	\$4	
Postcard (4 to a pack).....	\$1	
Railroad Cap.....	\$8	
Reunion T-shirt (XL, L, S).....	\$10	
Seymour (9 inches).....	\$12	
Train T-shirt (XL, L, S).....	\$10	
Total amount enclosed.....	\$	

Please indicate the quantity of each item you want to order. This form is valid while quantities last. If the item you order is not available, your money will be refunded. Orders must be received by June 30, 1989.

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Afternoon phone number: _____



George Lindsey's Home, Alabama

Alabama Native Hasn't Forgotten His Roots

In a career that's spanned more than two decades, entertainer George Lindsey has appeared in movies, television, on Broadway and as emcee of numerous awards programs and shows throughout the country. But among his most important work has been the work he's done to help the handicapped live a better, richer life. And

much of it he's done right here at home.

Lindsey, a native of Jasper, Alabama, has raised more than \$1 million for the Special Olympics. The George Lindsey Celebrity Golf Tournament in Montgomery raised money 15 years running for thousands of mentally retarded children in Alabama. He also helped raise \$450,000 to build the George Lindsey Aquatic Center at the Alabama State Hospital for the Mentally Retarded.

A graduate of the American Theatre Wing in New York, Lindsey's theatrical career started in 1962 when he was signed to do his first film, "Ensign Pulver" for director Joshua Logan. In the two years that followed, he appeared in some 40 television shows before landing the role of Goober on "The Andy Griffith Show" and later "Mayberry, RFD." He has appeared as a regular on "Hoe Down" since 1971, and has hosted his own Showtime cable special.

Lindsey appeared in numerous pictures in all and in two Broadway musicals.

A member of the Alabama Sports Hall of Fame, he has lectured in the drama departments of the University of Alabama and Texas Christian University. In 1987 he served as co-host of the Alabama Music Hall of Fame.

Early Tracks Could Be Dangerous

Main railroads had good iron wheels before they had good iron rails. In the beginning, rails were made of wood with strips of iron pegged along the top. Every passing train shook

the rails and loosened the pegs a little. Finally the world came up with iron wheels, and iron wheels would break loose, rattle up and strike unsuspectingly through the floor of the cars, sometimes injuring the passengers. Those ironed strips were called "nails" because they were as dangerous as nails.

The James Brothers in Alabama

Old west's most famous train robbers wrote a page in Alabama history



Frank and Jesse James — these outlaw brothers gained fame in the years following the Civil War as robbers of trains a banks in Kansas and Missouri. Few people realize that the notorious pair once visited Alabama and, according to legend, committed a robbery in the northern part of the state.

The story of the James brothers in Alabama begins in March, 1861, when two gentlemen farmers from Tennessee slipped into Selma checked into the old St. James Hotel, a steamboat hotel on Water Street. During the day, they shared a game of two of billiards with the locals at night they visited their boyhood friend a local contractor and builder named John Green Norris.

The hotel manager later described the pair as "perfect gentlemen of polished manners. They were, in fact, Frank and Jesse James on the run from Missouri."

During the Civil War, the James brothers had taken well Confederate guerrillas in Kansas

Union Its S TRAINS B

What do Touhy Berenshaw, Sarah Bernhardt, John Wilkes Booth and Clark Gable all have in common?

They have all visited Montgomery, arriving here by train at Union Station. Hundreds of passengers traveled through Montgomery's depot every day during the peak years of train travel, some of those notable, indeed.

In 1888, shortly after Union Station opened, President William McKinley came through

Names:

Alabama Postal Cachet Stamp
Baxter, Arthur
Carridine, John


Dean, Jimmy
Early Tracks
Dangerous
Flagg, Fannie

Goober,
Keene, Miles
Lindsey, George
Logan, Joshua

Rumbarger, David

Types:

newspaper




These items will be available for approximately four weeks. Circle the items you want to order. In the right-hand column, check the items you want to order. In the left-hand column, check the items you want to be refunded. Orders must be received by 5:00 p.m. on the day of the reunion.

Item	Qty	Total Price
\$5		
\$10		
\$1		
\$4		
\$1		
\$8		
\$10		
\$12		
\$		

The James Brothers in Alabama

Old west's most famous train robbers wrote a page in Alabama history



Frank and Jesse James — three outlaw brothers gained fame in the West following the Civil War as robbers of trains and banks in Kansas and Missouri. Few people realize that the notorious pair once visited Alabama and, according to local legend, committed a robbery in the northern part of the state.

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The hotel manager later described the pair as "perfect specimens of polished rascals."

They were, in fact, Frank and Jesse James on the run from the law.

During the Civil War, the James brothers had ridden with Confederate guerrillas in Kansas and Missouri. After the war, they turned to outlawing, which included Coleman Younger and others.

In 1873 the James gang made history when they pulled off the first train robbery, holding up the Rock Island Express at Adair, Iowa. Then in 1874 they tried to rob a bank in Northfield, Minnesota. The townspeople fought them off, killing three of the eight member gang and capturing three others. Only Frank and Jesse James escaped.

The James brothers fled to Tennessee, settling near Nashville. Frank assumed the guise of B. J. Woodson, a quiet spoken big farmer, and Jesse became J. D. Howard, a respected farmer and cattle trader and a member of the Methodist choir. Hearing that their boyhood friend, Norris, had married and settled in Selma, they decided to pay him a visit.

After several days in Selma, the James brothers slipped out of town almost quietly as they had come. But they had not finished writing their page in Alabama history.

On March 11, 1881, a US Army paymaster named Alexander E. Smith walked out of a bank in Florence carrying a heavy satchel. Snapping it over his shoulder, he galloped down the street and out of town, heading for the Engineer's Camp at Shewanee Creek on the Tennessee River.

Ten miles east of town near what is now Wilson Dam, Smith was stopped by three masked men on horseback. Taking \$2,000 from the satchel and \$500 from the paymaster, the trio rode south to ride north with them through the Tennessee line.

One of the men threatened to kill their captives, but another man angrily told him they were not killers, that he would not permit him to harm Smith.

Finally, the three men stopped to divide their loot. Tossing Smith his overcoat and his S&W, they rode off into the night.

The mysterious outlaws were Frank and Jesse James, accompanied by Wild Bill Ryan, also Tom Hill. Ryan was later identified as the man who threatened to kill Smith, and Jesse James is thought to have been his partner. Ryan and the James brothers separated, returning to Nashville by different routes.

About two weeks later, Wild Bill Ryan got drunk in a Nashville saloon and shot up the place. He was arrested, carrying incriminating evidence — a sack full of gold, two tin snappers and a handful of \$50 and \$20 bills.

Fearing that Wild Bill would talk, the James brothers fled to Missouri. Within a year, Jesse was dead — shot in the back as he hung a picture on the wall of his house in St. Joseph, Missouri, by Bob Ford, a former member of the James gang.

Shortly after Jesse's death, Frank surrendered and was brought by train to Huntsville, where his trial before the army paymaster began on April 17, 1882.


When Alexander Smith was called to the stand, he failed to identify Frank James, saying that he thought he was one of the men who had robbed him but he couldn't be "positive."

But the government had a surprise witness — James Andrew Liddell, a former member of the James gang. Liddell swore that he had heard the James brothers and Wild Bill Ryan plan the robbery and later heard them boast that they had done it. Under oath, Liddell admitted that he had made a deal with the authorities in Missouri to go easy on him in return for testifying against Frank James in Alabama.

Frank James, however, had an ace up his sleeve. One of his lawyers was General Leroy Pope Walker, a genuine hero of the Civil War, and the jury was made up of 12 Confederate veterans. They listened with respect as Walker gave an exaggerated and much embellished account of Frank James' life — how the Confederate soldier had turned to crime after Yankee soldiers had horsewhipped his 15-year-old brother Jesse, hung his aged grandfather from a tree, and tossed hand grenades into the James' family home which blew off his mother's arm.

On April 18, the jury filed out of the Huntsville courtroom to deliberate their verdict and returned almost immediately. The verdict: Not guilty. The courtroom burst into shouts and applause and from across the street, the midnight sound of a Robert yell was heard.

The next day Frank James was headed onto a train to be returned to Missouri to stand trial for another charge. Once there, public sentiment swung in his favor and the charge was conveniently forgotten. He lived the rest of his life a free man, dying in 1913 at the age of 73, the last member of the notorious James gang.



Today the Troy main office still enjoys the traditional look and principles of old.

Chicagoan With Dream Starts Troy Bank

Bank Helped Town Attain Progress

In 1877, out of the Midwest, came a man by the name of John Butterfield. He then tried his hand at banking in Chicago. He had had a vision for the development of this town in Pike County.

The following announcement was published in the local newspaper in 1877:

"Mr. John Butterfield, Banker from Chicago, arrived here last Sunday night. He will open a banking house on the East side of the square about the first of October next. We welcome him to our midst."

Thus the history of banking in Troy had its beginning.

Butterfield organized the Pike County Bank as a private bank, and opened it from 1877 until he sold it in 1880. Afterwards, the bank moved to a building on the north side of Court Square in downtown Troy. It was then operated by bank president Fox Henderson until his death in 1901. His son operated the bank until its consolidation with the First National Bank of Troy in 1931.

After the merger, the bank's name was changed to First Farmers and Merchants National Bank of Troy and commenced business with a capital of over \$200,000 and a surplus of over \$400,000.

The newly consolidated bank continued to occupy the building formerly called the Farmers and Merchants National Bank until November 24, 1931.

In 1982, the bank joined the First Alabama Bank family. Today, two bank offices serve the citizens of Troy with over 200 employees committed to providing the best in consumer service.

Since the founding of the bank 112 years ago, there have been social, political and economic upheavals which have changed the character of Troy and the rest of the country. There have been periods encompassing both the heights of prosperity and the depths of depression. But through it all, the development of the Troy bank has gone faithfully on. This is the main fact in which the bankers of Troy take pride in today.

Union Station Has Seen Its Share Of Celebrity

TRAINS BROUGHT FAMOUS AND INFAMOUS TO MONTGOMERY

What do Teddy Roosevelt, Saml Bernhardt, John Wilkes Booth and Clark Gable all have in common?

They have all visited Montgomery, arriving here by train at Union Station. Hundreds of passengers crowded through Montgomery's depot every day during the peak years of train travel, some of them notable indeed.

In 1899, shortly after Union Station opened, President William McKinley came through

on his way to visit Southern strategists Mark Hanna in Thompsonville, and later returned to issue Alabama soldiers who had fought in the Spanish American War.

President Theodore Roosevelt came to Montgomery several times. He passed through the first time in 1901 on a political tour and was honored with a parade up Dexter Avenue. Because his visit a few years earlier with Theodore's brother T.

Washington had ruffled a few feathers, he seized the opportunity to make amends, telling the crowd his mother was from Russell County, and praising the bravery of Southern military leaders like Robert E. Lee.

Other arrivals who have arrived by train to visit Montgomery include Howard Tull, Woodrow Wilson, Franklin D. Roosevelt and his wife, Eleanor.

A member of leading stage

actors played here during the heyday of the local opera houses, all of them traveling by train, some of them in great care. The French actress Sarah Bernhardt played here, as did Elmer Bernaysmore, Lillian Russell, Gertrude Lawrence and others.

A young actor devotedly billed as John Wilkes opened in a play here in December, 1880.

A young actor devotedly billed as John Wilkes opened in a play here in December, 1880.

Local banking agents took advantage of the fact that Montgomery was on a direct rail route from Atlanta to New York, bringing in numerous big name

stars for one-night stands on their way through between engagements in big cities.

"We were on the regular theater tour in the late forties and up into the fifties," Woodford says. "The great Shakespearean actor Maurice Evans played 'Hamlet' here in 1947, and in 1950 Charles Laughton was here as director 'Franklin D. Roosevelt' in 'The Court Martial.' By then the old theater houses were closed and Lister Hill School had the best stage in town."

Clark Gable arrived by train at Union Station after he finished officer training and was assigned to Maxwell Air Force Base. Great pains were taken to keep his arrival a secret, so he was one famous visitor who arrived without fanfare.

Names:

Barrymore, Ethel
 Bernhardt, Sarah
 Booth, John Wilkes
 Butterfield, John
 Corey, Wendell
 Douglas, Paul
 Evans, Maurice
 First Alabama Bank
 First Farmers and Merchants Bank

Ford, Bob
 Gable, Clark
 Hanna, Mark
 Hill, Tom
 Howard, J. D.
 James, Frank
 James, Jesse
 Laughton, Charles
 Lawrence, Gertrude
 Lee, Robert E.

Liddell, James
 Andrew
 McKinley, William
 Norris, John Green
 Pike County Bank
 Roosevelt, Eleanor
 Roosevelt, Franklin
 Roosevelt, Teddy
 Russell, Lillian
 Smith, Alexander G.

Swafford, Allen
 Taft, Howard
 Walker, Leroy Pope, General
 Washington, Booker T.
 Wilson, Woodrow
 Woodson, B. J.
 Younger, Coleman

Types:
 newspaper

Alabama's Own Notorious Criminal

State's Rube Burrows Was Among Country's Most Notorious Train Robbers

His age, 32. He was six feet tall, 140 pounds, didn't smoke, gambled well, only an occasional drink of seven-up and drank but not to excess. A former employee of the Mexican Central Railroad and a member of the Maanick Fraternity, he was married and had two children, both of whom lived with their paternal grandfather at his home in Alabama.

He doesn't sound much like a man with a price on his head, but Rube Burrows was among the most notorious of train robbers, a title he shared with the likes of Jesse and Frank James and the Dalton Brothers. Born and raised in Lanes County, he was an Alabama boy gone wrong.

The Federal National Detective Agency traced Burrows through Texas, Mississippi, Florida and Alabama in the late 1880s, noted his singular style of train robbery and offered a \$700 reward for his capture, either dead or alive. He

was the subject of numerous paperback books and newspaper accounts, some more romantic than realistic.

Burrows had his preference when it came to train robbery: the Southern Express Company was his favorite victim and he preferred night-time robberies.

He would hop on engines as they pulled out at night, later forcing the engineer to stop the train along a trestle over a stream. He would create an impression of



several gunmen by firing shots along both sides of the train, then leave the engineer to open the express car and empty its contents into Burrows' waiting bag. A Pickerton poster, describing the robber's habits, added, "The daring, skill and self-confidence of this criminal smoke-walker."

Although Rube started his life of crime alongside his brother Jim, he preferred working alone or with few accomplices after his brother was captured. He was an expert shot, but killed only once in an angry gunfight when he and his brother were about to be arrested in Montgomery in 1886.

The man killed was an Montgomery Advertiser employee who had been called to help the arresting policeman.

Burrows' career ended in 1890 when he was mortally wounded in a shoot-out with Jefferson Davis Carter in Lanes, Alabama. His body was returned to his rural Lanes County farm.

The fascination with Burrows continued after his death — newspaper stories and books never tired of telling his tales. Even today a Birmingham restaurant bears Burrows' name and its menu tells the story of Alabama's own train robber.

TORPEDOES AHEAD! Explosives Serve As Warning

In the early days of railroading, whenever a train had to make an unscheduled stop the tracks for repairs, warning signals had to be devised to keep one train from plowing into another. Red warning flags were used for a daytime warning but at night, another method of warning had to be devised.

When an engineer had to stop unexpectedly, the crew headman (also called the flagman) would leap off the train and run back for about half a mile along the track. There he would strap onto the rail something that looked like a tiny gray pillow with strings attached. It was a small torpedo that exploded loudly when the wheel of a locomotive went over it. Exploding torpedoes warned the engineer in the oncoming train to stop immediately.

The flagman also carried devices called "buses" and set them into the ground beside the rails. A hose looked like a giant firecracker which produced a shower of glowing red sparks when lit. The sparks were cool so they couldn't cause a fire, but they could be seen a long way off.

Shedding Light On the Subject

THE FIRST NIGHT TRAINS ARRIVE

In the early and mid 1800s, engineers made short trips with the steam locomotives and could ride the rails only during daylight hours. As railroad lines grew longer, however, they needed to travel by night as well. The only problem was they didn't have a good method of lighting up the tracks in front of them — a definite necessity at the time.

A young railroader named Horatio Allen had one solution: cover a wooden flatcar with a thick bed of sand. Then make a bright fire of pine wood on the sand and push the flatcar ahead of the train. Many locomotives copied the idea but it proved to be too inefficient at providing overhead lights on the tracks.

Someone else came up with the idea of putting a candle in a glass protector. Reflective tin was placed behind the candle to direct the light forward. Later came oil lamps and after that came kerosene.

Capitol R True To Struc

Lost Structure

One of the top, if not the top, tourist attractions in Montgomery is the 128-year-old State Capitol building. Rising on a slightly elevated site in the heart of the city at the end of Dexter Avenue to overlook the downtown area, the Greek Revival-style structure has been the scene of such disparate historic events as the inauguration of the president of the Confederacy and, little more than a century later, the final step of the Selma to Montgomery civil rights march.

The central portion of the Capitol was built in 1855, apparently the design of a special committee "strongly influenced" by master builder Daniel Pratt and superintendent of construction Baruchus Hall, according to Tom Dolan, coordinator of the current Capitol restoration. It has been enlarged several times, in 1855, 1866 and 1911-12, an East, South and North wings were added. Today's Capitol replaced Alabama's first statehouse where the Legislature met for only two sessions before it was destroyed by fire in 1849. That first building was built by the city of Montgomery, which had not yet been incorporated. Seaboard's passenger train service from Montgomery via Troy and Headville to Thomasville, Georgia, was discontinued in 1975 when Seaboard joined Amtrak.

Twenty years after the new Capitol was built, it became the scene of a wild and woolly Secession Convention. On January 11, 1861, Alabama seceded from the Union. And on February 4, delegates from throughout the South gathered in the Senate chamber to organize the Confederate States of America. Jefferson Davis took the oath of office as the first and only president of the new government February 18 on the front porch. A bronze star, donated by the Sophie Bibb Chapter of the Daughters of the Confederacy, still marks the spot at the top of the steps where Davis stood. The Capitol served as the provisional seat of the Confederacy until the government moved to Richmond three months later.

Through the years, the additional wings were added as the need for space for the Alabama Legislature and state government grew. The rotunda was retrofitted in 1926-28, including the installation of eight large wall paintings of episodes in state history by Frederick MacKenzie, a Mobile artist. More remodeling took place in 1940-41 and the present marble front steps were built in 1949-50.

It wasn't until some 30 years later that an extensive restoration of the Capitol exterior was begun, finishing in 1981 under the direction of

Troy Railroading Story Begins In 1870

(Continued from page 1)

length of the bonds issued by the city to finance the project. Jones, in a partnership with Homer Blackman, a third businessman withdrew from the partnership shortly thereafter, purchased the remaining bonds so that construction could begin. To do so, they pledged all their own property.

A second railroad — the Alabama Midland Railroad Company — came to Troy in 1880, the realization of a company formed in 1867 by a group of businessmen from Montgomery and Troy. The same group also incorporated the Alabama Terminal and Improvement Company, a construction company to build the railway. The railroad's route ran between Montgomery and Troy with later plans to extend to Rainier, Georgia where it would connect with lines to the East and North.

By this time Troy's first railroad, the Mobile & Girard, was controlled by the Central Railroad and Banking Company of Georgia, a concern which was less than happy to see a second railroad muscle in on their Troy business. Through Central's efforts, the Alabama Midland Railway Company found financing for construction of the proposed new railroad blocked. It was only through Henry Bradley Plant, owners of the Plant system of railroad and steamships, that the necessary funds were found in exchange for a control allowing Plant Investment Company to operate the railroad when it was completed.

Despite other difficulties during construction — a conflict with the federal government over placement of a bridge, continued harassment in the form of lawsuits, opposition,

pillaged houses and the threat of violence by the Central Railroad and Banking Company — the Midland completed its track and began service from Troy to Oakes in February of 1880.

Three months later Alabama

Midland Railway took over management of the line from the company that built it, in 1901 it was consolidated with the Savannah, Florida and Western Railway as Plant System line. The following year it was consolidated into the Atlantic Coast Line Railroad Company,

which later became the

Seaboard Coast Line.

Bank Traces Roots to 1910

Gave Dothan its First Drive Up Teller And ATM



Archie's remodeling of First Alabama's main office in Dothan

First Alabama Bank of Dothan was originally organized in 1910 by A. J. Malone. It was then known as the Dothan Mortgage and Trust Company and was located at the corner of East Troy and North Foster Street diagonally across the street from the old post office.

The name of the bank was changed to the Dothan Bank & Trust Company in 1916 when John J. Flowers and E. K. Porter bought the bank. In 1918 the bank had \$40,000 in deposits, \$60,000 as capital and \$10,000 in surplus.

In 1928, the bank had three pieces of modern technology at the time: a hand-operated adding machine at the teller window, a bookkeeping machine

that didn't have an electric carriage return and an old-fashioned typewriter. The assets by then were up to \$200,000.

The present building where the main office is located was acquired in 1930 from the Houston National Bank, which had failed during the hard times of the Depression.

The bank went through four remodeling and expansions from 1935 to 1972. Its first drive up (John Dohlan's first) was located beneath the sidewalk on North St. Andrews Street in 1932 and the first branch office was opened in 1963 at Parker Square. The bank now has eight branches and 40 teller windows.

On November 20, 1982, Dothan Bank and Trust

Company merged with First Alabama Bancshares, Inc., the state's first multibank holding company. In 1975, the name was officially changed to First Alabama Bank of Dothan.

First Alabama Bank was the first bank in Dothan to offer 24-hour banking through Night Place banking machines.

The history of First Alabama Bank in Dothan is a long one. From the early beginning in 1910 to the modern main office building at 2021 East Clark Circle, N.W., one thing has remained the same: First Alabama Bank is an important part of Dothan and the Wiregrass area and remains dedicated to serving its customer's needs.

Names:

- Alabama Midland Railroad
- Blackman, Homer
- Burrows, Reuben
- Houston

- Burrows, Rube
- Carter, Jefferson
- Davis
- First Alabama Bancshares

- First Alabama Bank of Dothan
- Flowers, John J.
- Fusees and Torpedoes
- Jones, John

- Malone, A. Y.
- Mobile and Girard Railroad
- Porter, E. R.
- Red Warning Flags

Types:

newspaper

Shedding Light On the Subject

THE FIRST NIGHT TRAINS ARRIVE

In the early and mid 1800s, governors made short trips with steam locomotives and could be seen only during light hours. As railroad lines grew longer, however, they had to travel by night as well. A major problem was they had to have a good method of lighting the tracks in front of them — a failure especially at night.

A young railroadman named John Allen had one solution: use a wooden derrick with a k. bed of sand. Then make a light of pine wood on the end of the derrick and place it behind the train. Many locomotives used the idea but it proved to be too inefficient at providing good light on the tracks.

Someone then came up with the idea of putting a candle in a glass protector, reflective in a glass behind the candle to reflect the light forward. Later on all lamps and after that on kerosene.

... later became the Board of State.

... passenger train from Montgomery via ... and ... to ... Georgia was ... in 1971 when ...

to 1910

of ATM

... merged with First ... Bank ... the ... building ... 1910, the name was ... changed to First ... Bank of ...

... First Alabama Bank was the ... in ... after 24 ... through Right ...

... history of First Alabama Bank in ... is a long one. From the early ... to 1910 the ... office ... at 201 ... Clark ...

... use ... from the ... First Alabama Bank is an important part of ... and the ... area and remains ... in ...

Capitol Restoration True To Original Structures

Lost Treasures Uncovered

One of the top, if not the top, tourist attractions in Montgomery is its 18-year-old State Capitol building. Rising in stately splendor from its hillside location at the crest of Dexter Avenue to overlook the downtown area, the Greek Revival structure has been the scene of such disparate historic events as the inauguration of the president of the Confederacy and, little more than a century later, the final step of the Reconstruction of the Alabama Historical Commission is overseeing the restoration and has taken pains to see that all historical material made has been treated properly, while at the same time getting the anticipated heating and cooling systems. As layers of ceilings and walls have been knocked down and peeled away, Dolan and others have uncovered a number of historic features. In the 1860s East Wing, for example, workers knocked down the walls of a dining office to find two rows of cast iron columns that once supported the oak bookshelves of the Supreme Court Library. In the central section of the 1851 building, the outlines of a "bronze floor" or "oil the eye" painting were discovered under the wallpaper. When restored, the painting, which Dolan says was done between 1840-70, will make the rooms look like they have three-dimensional parliors.

The Supreme Court Library will be restored to its former appearance, but will be used as a museum tracing the history of the Capitol. The rest of the building will be filled with historical items including authentic furniture or reproductions. Dolan and his staff are still appealing to local residents who may have some of the original furnishings in their homes to let him know of their whereabouts, not necessarily to have them returned but at least to be photographed so an accurate reproduction can be made.

Interestingly, each part of the Capitol will be restored to its specific period of history, from 1813 and including 1885, 1899 and 1912.

The governor and constitutional officers of state government, who have been working since 1986 out of refurbished quarters in the former State Highway Department building, are expected to move back to the newly restored Capitol when work is complete. And that could be as early as late 1991, says Dolan, but more than likely it will be 1992 before Alabama's citizens get a close-up view of their historic statehouse once again.

Alabama's Capitol is one of only a very few in the country that has been named "National Historic Landmarks" by the U. S. Secretary of the Interior.

Welcome To The Alabama Reunion Special

At look at our 15 cars

The Alabama Reunion Special's 15 cars stretch more than a quarter mile. Car by car, here's what you see:

Two Diesel-powered Locomotives

In the northern half of the state, Norfolk Southern Railroad will furnish these two powerful locomotives. In the southern half of our journey, CSX Railroad Transportation has the honors.

Norfolk Southern's 2,000 horsepower GP38 series locomotives each weigh in at 273,000 pounds, carry a 3000-gallon fuel tank and are a full 59 feet, 2 inches long. When not in service pulling the Alabama Reunion Special, these workhorses are in service on Norfolk Southern's regular freight lines.

CSX's FP7 diesel locomotives, built between 1948 and 1952 in Lansing, Illinois, each have the pulling power of 1500 horses. Originally built to be used in passenger service with the Clinchfield Railroad, the locomotives weigh 212,000 pounds and has a fuel capacity of 1,200 gallons.

Norfolk Southern Exhibit Car

A rebuilt railroad passenger car, Norfolk Southern's Exhibit Car features hand-drawn exhibits illustrating operation of a modern transportation system.

Since 1971 more than a third of a million people in 300 cities have viewed the car's solar-powered model railroad, computer display and other exhibits.

Operation Lifesaver Exhibit Car

Originally intended for use as an Army hospital car in 1953, this car was used over a quarter century to go into action saving lives. But that's exactly what it's doing now as a rolling museum and exhibit center. This unique car travels thousands of miles across CSX territory each year as it introduces visitors to "Operation Lifesaver," a joint state-federal industry program aimed at reducing grade-crossing accidents.

Andrews To Make Troy And Dothan Appearance

COMEDY IS HIS SPECIALTY

Comedian Andy Andrews of Gulf Shores will appear on the Alabama Reunion Special on Friday, May 26 in Troy and Dothan.

Andrews has become one of the most popular frequent guests on "The Nashville Network's" highly acclaimed "Nashville Now," where the versatile performer combines a unique blend of down-home humor with a current, savvy spin.

When not touring on the national college circuit, Andrews frequently appears with such stars as Joan Rivers and The Judds from Las Vegas to Atlantic City.

7.044 Shannon Liskow
 7.0418-110

Names:

Alabama Reunion Train
 Andrews, Andy
 Dolan, Tom

Hold, Barachias
 Holmes, Nicholas
 Judds,
 MacKenzie, Roderick

Pratt, Daniel
 Rivers, Joan
 Seay & Seay

State Capitol Building

Types:

newspaper



2/14/14 Stoughton Library
 PROJECT COLLECTION
 4A18 #10

THEY SHARE A LOVE FOR TRAINS

Heart of Dixie Railroad Museum preserves central Alabama's railroad heritage

As the Alabama Reunion Special departs Montgomery today, May 26, and continues on to Troy and Dublin, 22 die-hard railroad fans will be on board. Members of the Heart of Dixie Railroad Museum, a non-profit organization which works to preserve Alabama's rich railroad heritage, these men and women will be serving as car hosts for the Special's entire 300-mile journey May 23-27.

They're the friendly folks dressed in blue, the men wearing authentic conductor's caps with "Heart of Dixie Railroad Museum" brass plates, the women wearing jaunty hats. If you have tickets to ride with us today, perhaps you'll have a

chance to talk with one of them. They may tell you how the need to keep trains running on time led to the development of modern time zones. Or how a level between Chattanooga promoter John C. Stanton and John Milner, chief engineer of the South and North Alabama Railroad, determined the site of our state's largest city, Birmingham. The car hosts will be happy to answer your questions or help you in any way they can.

The Heart of Dixie's members number 200. They range in age from recent high school graduates to robust octogenarians. They come from a wide variety of professions—

including a few retired railroaders. Almost a third of them are women. But they all share one trait: They love trains and are dedicated to preserving Alabama's rich railroad heritage.

One of the organization's goals is to ensure that the sight and sound of a steam engine will not be forgotten. It's a pledge that the Heart of Dixie Railroad Museum lives up to in a most delightful way: by sponsoring two steam excursions a year. Once each spring and again in the fall, the rich, unobscured sound of a steam whistle can be heard across Jones Valley as the Heart of Dixie's excursion train departs from Birmingham, the city founded in the 1870s at the junction of two rail lines.

Chattanooga is a popular destination for these excursions. More than 1,000 people journeyed to the town of the Chattanooga Choo-Choo on the Heart of Dixie's spring 1989 trip, this past April. For its fall excursion, president Ralph Honeycutt says, the Heart of Dixie has chosen a new destination — historic Columbus, Georgia.

Southern Railway provides the steam locomotive and most of the cars for each trip. But the Heart of Dixie Railroad Museum takes advantage of the opportunity to show off some of its collection of 40 vintage rail cars. Four of these painstakingly and lovingly restored cars have joined us for the Alabama Union Special.

The Frisco Line passenger coach, built around the turn of the century, is a fine example of the well-appointed passenger coaches of a bygone era.

Refrigerators and suitcases are available in the commissary car, which is staffed by six members of the Heart of Dixie Railroad Museum.

The dome car, a split-level car which offers a panoramic view of the Alabama countryside, was built for the "Texas Eagle" and once served on the Illinois Central's "City of Miami" passenger train that passed through Birmingham.

If you have a chance to tour the Alabama Reunion Special at one of its stops, you won't want to miss the Heart of Dixie's history car, where the story of railroads in Alabama is told through photographs and authentic railroad memorabilia. The car itself has quite a history, having once served as a L&N baggage car on the pride of Southern Railway's fleet, the "Crescent Limited." The Crescent ran from Washington, D.C., through Atlanta, Montgomery and Mobile to New Orleans, and was considered one of the most luxurious and efficient passenger trains of its day.

Railroads' Gift To America

Time zones adopted to keep trains on schedule

Eastern, Central, Mountain, Pacific — these four time zones divide the continental United States. Most of us take them for granted, hardly giving them any thought unless we're traveling. But more than 100 years ago, they didn't exist.

Before the advent of railroads, each city and town had its own time. Noon was determined by when the sun was directly overhead, and since people didn't travel great distances in a single day, the time differences in time between one town and the next rarely caused problems.

For the first railroads, these variations in time were merely a nuisance. But after the Civil War, when small, local lines were consolidated into large rail systems covering one region of the country with another, the differences in time made it impossible to keep the trains running on schedule.

To bring order from chaos, most railroads selected one local time as their standard. For instance, lines operated by the Louisville and Nashville Railroad, headquartered in Louisville, Kentucky, used Louisville solar time. All engineers and conductors for the L&N were instructed to

Most of the L&N's lines fell into the new Central time zone, which was 18 minutes slower than Louisville solar time. To avoid accidents and missed schedules, instructions were sent out to all the railroad's employees.

"Should any train or engine be caught between telegraph stations at 10 a.m. on Sunday, November 18, they will stop at precisely 10:00 o'clock wherever they may be and stand still and accurately protect their trains and engines in the fire and frost until 10:18 a.m., and then turn their wheels back to precisely 10:00 o'clock new standard time, and then proceed . . . in the first telegraph station where they will stop and compare watches with the clock and be sure they have the correct new standard time before leaving . . ."

Although Congress didn't officially recognize the time zones until March, 1918, most communities along the railroads as well as the federal government adopted the new times. There were only a few disgruntled voices, such as the editor of one northern newspaper who preferred to run his watch on "God's time — and Yankee-like."



Names:
 Dixie Railroad
 Museum of Calera
 Hackney, Gery

Types:
 newspaper

Dates:
 Nov 18, 1883

Heart of Dixie
 Railroad Museum
 Honeycutt, Ralph

Milner, John
 Standardized Time
 Stanton, John C.

**Frances Cabaniss Roberts Collection: Series 4, Subseries A, Box 18, Folder 10
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Frances Cabaniss Roberts Collection

Preferred Citation: Frances Cabaniss Roberts Collection, Archives and Special Collections, M. Louis Salmon Library, University of Alabama in Huntsville, Huntsville, AL.

Collection Scope and Content: The Collection of 114 Linear ft. includes a total of 156 Archival Boxes. The Frances Cabaniss Roberts collection covers the historical records of the Cabaniss Roberts family. This collection contains extensive correspondence records of the Cabaniss Roberts family circa 1830 to 1930.

Archives/Special Collections Access Restrictions: None

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