



**SOUTHERN RAILWAY**  
HISTORICAL ASSOCIATION

**TIES**

East Tennessee & Georgia  
Railroad  
and the  
**Civil War**



- **Bill Purdie's Favorite Locomotive** ● **The Yadkin Hotel**
- **Early Career Days at Greensboro**
- **Collecting Southern Railway Police Memorabilia**





The Southern Railway Historical Association, Inc., is a non-profit educational/historical organization chartered in North Carolina for the preservation and dissemination of information related to the Southern Railway, its predecessors, and its affiliates. SRHA is not affiliated with any railroad company. It is recognized as the official historical body dealing with the Southern Railway, its predecessors, and its subsidiaries.

#### How to contact the SRHA

Communications to the Association addressing issues other than membership may be sent by U.S. Mail to:

**Southern Railway Historical Association**  
P.O. Box 33  
Spencer, NC 28159

#### Our mission: To preserve the history of Southern Railway

The Association publishes a quarterly magazine, *TIES*; holds an annual meeting in locations of historical significance to Southern Railway, and makes available special offerings of books, videos, and other similar items to its members and to the public.

#### Archives

The Association has established and maintains a comprehensive research Archives in cooperation with the Southern Museum of Civil War & Locomotive History at Kennesaw, Ga. For information on available material and funding aids, visit the Museum website:

[www.southernmuseum.org/archives/catalog/](http://www.southernmuseum.org/archives/catalog/)

Work sessions to help process archival material are held periodically at the Museum. For a schedule of upcoming sessions, go to [www.srha.net](http://www.srha.net). For questions about the SRHA Archives, please contact [Archives@srha.net](mailto:Archives@srha.net)

#### How to join the SRHA

You can join the SRHA two ways: electronically and through the mail. To join electronically, please go to our website, [www.srha.net](http://www.srha.net), click on "Membership Info", and follow the instructions on the page. To join by mail, download and print out the membership form from the Membership Info area of the website, fill out the required information, and mail with your check (payable to "SRHA") to:

**SRHA Membership Department**  
P.O. Box 1077  
Duluth, GA 30096

There are three classes of membership:

**Regular - \$35/year**  
**Sustaining - \$60/year**  
**International - \$53/year**

Contributions above the regular membership level are gratefully received and are fully tax-deductible. Questions about your membership can be sent electronically to [Membership@srha.net](mailto:Membership@srha.net), or to the Duluth, Ga., postal box address (above).

#### The Grab

The "Grab" is the SRHA company store, which offers a goodly selection of Southern Railway items, including models, books, annual reports, and more. Go to [www.srha.net](http://www.srha.net) and click on the "The Grab Store" link.

#### Check out the SRHA website

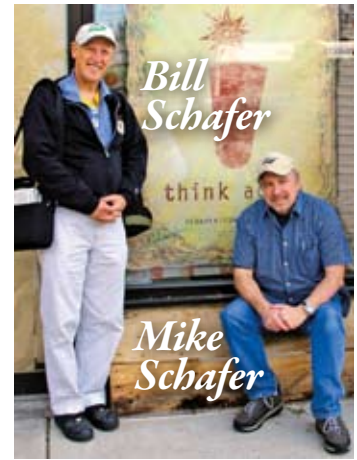
The official SRHA website ([www.srha.net](http://www.srha.net)) contains many useful and informative categories of information as well as links to areas of interest to those who are partial to the Premier Carrier of the South. You can see the latest offerings in the "Grab" (the SRHA store) or note the schedules of work sessions at the SRHA archives in Kennesaw or just enjoy the photo galleries. The SRHA website also features current news concerning the SRHA or the former Southern Railway.

### Officers and Board of Directors

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## Letter(s) from the editor(s)



LINDA SCHAFFER

The year 2013 marks one of the sesquicentennial anniversaries of the Civil War. Mark Brainard, a keen Civil War historian (and re-enactment participant), is also a volunteer at the Tennessee Valley Railroad Museum in Chattanooga. TVRM owns and operates three miles of former Southern Railway right-of-way that, it turns out for Civil War aficionados, is hallowed ground. TVRM's main line was originally constructed as the "Chattanooga Branch" of the East Tennessee & Georgia in the 1850s, and for years, Mark has been scouring ancient regional records for tidbits that explain how those three miles fit into the War.

While Mark's researches are far from complete, he has generously shared his findings with us. Turns out that the most intensive use of TVRM's track occurred after the ET&G was commandeered by the U. S. Military Railroad in early 1864 and used as a major supply line for General W. T. Sherman's army. Comparatively little is known about how the USMRR operated its railroads during the War, so if you or anyone you know can illuminate us, please drop us an e-mail or letter. In the meantime, we hope you enjoy the fruits of Mark's research.

\* \* \*

A few clarifications and corrections concerning Second Quarter 2013 *TIES*:

- In the article on the Babahatchie Inn, page 23, caption to the "reading room" picture, we mention that annual membership of the Oakdale Association was "about \$8 a pop." Although we still don't know the exact cost of membership, we figure it was closer to "\$4 a pop."
- In Ed King's article on Southern's first Mountain-type locomotives, at the bottom of the table on page 8, we state that the number series of Southern Ts-class engines was 1450–1473. The correct series is 1450–1472.
- In my reminiscence of the night I spent at Salisbury's Yadkin Hotel, I mentioned that the Alexandria–Salisbury–Atlanta steam ferry trip I was working occurred in the summertime. I have since determined that it took place in October 1971.

### "... I have finished my course ..."

This is the genteel column heading, appearing in old *TIES* magazines, for the list of Southern Railway employees or retirees who recently passed away. With regret, we bring news of three individuals who have died since the Second Quarter 2013 *TIES* was printed and whose names will be familiar to some SRHA members.

**Clyde Reeves ("Dick") Anthony**, whom many of us met in the pages of Second Quarter 2013 *TIES* in a profile authored by David Lester (pp. 10–13). David notified me that Dick had passed away on June 30, but not before he was able to see his name, story, and picture in print.



Clyde B. Bailiff Sr.

**Clyde B. Bailiff Sr.**, retired Southern Railway and Norfolk Southern Division Superintendent, died on June 29 at the age of 77 at a hospice in Somerset, Ky. He was born in 1935 in Greensboro, and he began working for Southern in 1954. By the time he retired, Clyde had come up through the ranks of the operating department, finishing his career as Division Superintendent at Greensboro and, later, at Somerset, where he retired in the 1990s.

**William Donald Cogdell**, known to his friends as "Don", was born in Inverness, Ala., in 1921. He served in the U. S. Army in World War II, after which he began a long railroad career with the Savannah & Atlanta, Central of Georgia, Southern Railway, and Norfolk Southern. When he retired in the 1980s, he had



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**FRONT COVER: Modern power, circa 1864. United States Military Rail Road locomotive 137 was purchased new from Danforth, Cooke & Co., Paterson, N.J., and delivered on July 8, 1864, for the Division of the Mississippi. The 137's 2-inch diameter flues were 11 feet long. Firebox: 60 inches long by 34 inches wide, 60 inches deep; less than 15 square feet. Cylinder and stroke: 16 x 24 inches. Drivers: 61¾ inches. Weight: a hefty 29 tons. This view was made in Chattanooga. Note ornateness of locomotive, the troops and tent in background, and light rail and hand-hewn ties. Number 137 probably powered supply trains via the East Tennessee & Georgia and Western & Atlantic railroads between Chattanooga and Atlanta until November 1864, when Sherman left Atlanta for the coast and the W&A was torn up to prevent the Confederates from using it. The ET&G continued to be operated by the USMRR to support Federal troops in Knoxville and Bulls Gap until August 1865, when the line was returned to ET&G's owners. USMRR locomotive 131, a virtual twin of 137, was sold after the War to the ET&G. The editors have never seen a photograph of an engine in ET&G service and figure that this image is as close as they will ever get. MATHEW BRADY PHOTO, NATIONAL ARCHIVES & RECORDS ADMINISTRATION COLLECTION.**



William Donald Cogdell

been Superintendent of Terminals in Savannah for many years. His outside interests included his church, the Savannah Rotary Club, and other civic groups. He is credited with strong support of the Coastal Heritage Society and the Georgia State Railroad Museum in Savannah. Many SRHA members had the privilege to know Don Cogdell, who conducted an in-depth tour of Savannah at (and was speaker at) SRHA's Savannah Convention in 1997. He was lined up to speak at SRHA's 2013 Savannah Convention, but unfortunately passed away on May 17.

*Bill Schafer*

## An invitation to join the Southern Railway Historical Association . . .

Southern Railway Historical Association Membership Application Form		Membership:	Quantity:
Name		Regular – \$35	
Address		Sustaining – \$60	
City/State/Zip		International – \$55	
Home Phone	Alt. Phone	Total:	
E-mail Address		Renewal? y/n	
<b>Please mail completed application, along with a check or money order payable to SRHA, to:</b>			
<b>SRHA Membership Department</b> <b>P.O. Box 1077</b> <b>Duluth, GA 30096</b>		<i>Note: SRHA will use your personal information only to contact you about your membership (including renewal), and SRHA events and special offers. We will not share it with outside parties.</i>  <i>If you wish to pay your membership dues with a credit card, please apply on our website, www.srha.net. Thanks!</i>	
Year you were born?			
Do you model? What scale?			

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**How to contribute to *TIES*:** Please send editorial submissions to be considered for publication to [Contributions@srha.net](mailto:Contributions@srha.net) (preferred) or via U.S. Mail to:

*TIES*  
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Problems with website: [webmaster@srha.net](mailto:webmaster@srha.net)

For dealer sales, call White River Productions, Dan Hansen, 1-866-451-7234

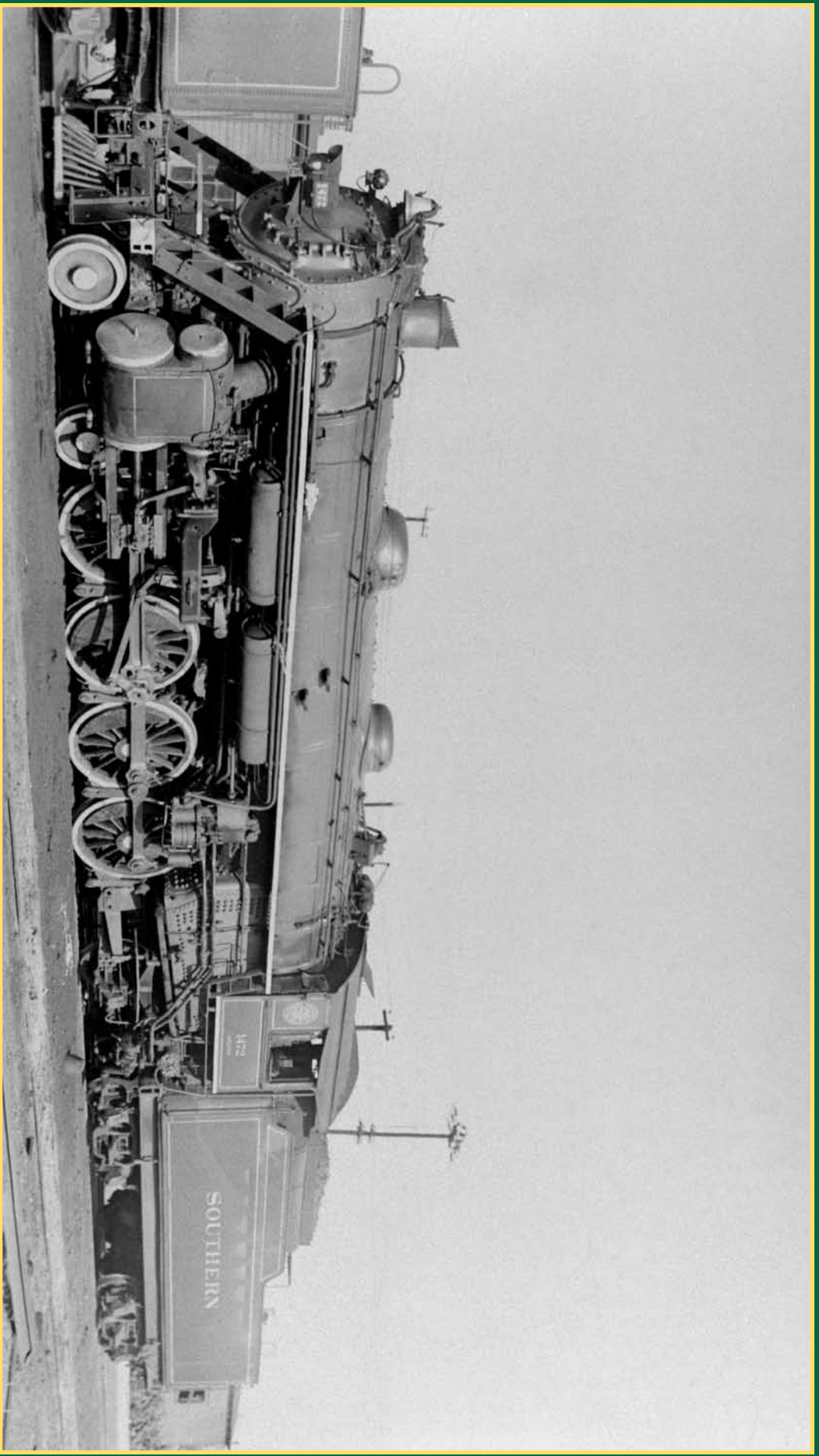
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Here's 1472 in Atlanta in 1939, not long after Bill Purdie went to work for Southern Railway (see "Bill's Engine", pp. 4-5). Atlanta Division 1472 has received many improvements so far in her 22-year life. She's got Pegram's handsome front end, with its centered headlight with "fingernail" visor; bell mounted on an angle bracket in the "blessing" position; platform under the smokebox front; ladders up to a high, straight running board. She's got a Worthington SA feedwater heater ahead of her smokestack with the hot water pump on her pilot beam; her Southern valve gear has been replaced with Walschaerts with a fabricated hanger, and the cylinder heads for her Standard Stoker show under her cab. The sides of the coal bunker of her tender have been built up to increase capacity. Other beauty treatments include Babbit-plate cylinder and valve head covers, a short saw-tooth "cockscorb" on her smokestack, and Pegram's generous white trim. ФОТОГРАФІЯ УЖКІВНИ, COLLECTION OF B. F. ROBERTS, SPHA ARCHIVES