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INDUSTRIAL AND SHORTLINE RAILROADS



⤴ **HOSTLER ON THE HIGH LINE** - A hostler with three U. S. Steel engines in tow is headed northbound (to the right) across the company's "High Line" bound for the locomotive terminal at Ensley in this February 1974 scene. The smokestacks of the Fairfield open hearth shop are in the background. Sneaking into view at the lower right is AS616 #165 making a switch in the lower end of the coke works yard at Fairfield. As for the three units that have been swapped out for servicing, RS-1m #135 came from the company's ore conditioning plant at Wenonah, SW1 #64 had been picked up in the coke works, and NW2 #17 was retrieved off the Fairfield blast furnace slag pot job. *(Thomas Lawson, Jr.)*

BIRMINGHAM INDUSTRIAL RAILROADS, 1946-1971

by Thomas Lawson, Jr.

By the end of 1945, dieselization barely had touched the industrial railroad scene in the Birmingham area. The only large local iron industry plant to have dieselized by the beginning of 1946 was American Cast Iron Pipe Company which had replaced its Lima-built 2-6-0 with an 80-ton General Electric center-cab diesel locomotive in 1941. The Mogul subsequently found work during World War II at the Rocky Mountain Arsenal near Denver, Colorado.

The huge Tennessee Coal, Iron & Railroad Company ("TCI") complex west of downtown Birmingham had received six 1,000

horsepower Alco locomotives (two RS-1 road-switchers and four S-2 yard switchers) by early 1942 shortly after the outbreak of WW-II. However, the U. S. Government confiscated the two RS-1's later in 1942 for military railroading in Iran but "allowed" the steel company to order two new smaller 660 horsepower Model S-1 switchers from Alco as replacements. Two more S-2's were allocated to TCI in the fall of 1942. But overall, TCI still would run a big fleet of 0-6-0, 2-8-0 and 2-10-2 steam locomotives in its Rail Transportation Department until mid-1946. The in-plant Open Hearth Department railroad in the company's Ensley Works had its own group of ten standard-