

Among Ourselves

The newsletter of the Southern Railway Historical Association
PO Box 33
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November-December 2009

In this Issue ...

we killed a couple of trees. First up is a reminder of the 2010 Archives Work Sessions that will be held at the museum in Kennesaw.

Following that, we have a report from Chris Starnes of the Gulf & Ohio Railways regarding the restoration of 2-8-0 #154 in Knoxville. Between Monticello's #401, TVRM's #630, and the #154, it is possible that THREE 2-8-0's of Southern heritage will be in steam by the end of the year.

Don't miss Dan Spark's president letter and the exciting convention news for this year, and pay special attention to the convention flyer at the end of the newsletter.

And in between, Greg Soots provides a superb article regarding the SRHA Gathering held last October in Bristol. See what you've been missing?

SRHA Archives Work Sessions

The following dates have been set for archives work sessions at Kennesaw. The days are:

March 20th
April 21/22 with convention
June 5th
August 28th
October 23rd

Make plans now to attend. The camaraderie is great and you never know what treasures might be found!

Restoration of SR #154

In August 2008, Gulf & Ohio Railways acquired former Southern Railway 2-8-0 #154 from the Old Smokey Railway Museum. The locomotive had spent 55 years on public display in Chilhowee Park in Knoxville after being retired by the Southern Railway in 1953. Number 154 was moved to the G&O's Knoxville Locomotive Works shop later that month where restoration work began immediately. Since the move in 2008, work has progressed on the many steps required to restore an engine to operating condition.

As of January 2009, the wheels and running gear have been rebuilt and placed back under the locomotive. Also, rebuild work on the boiler is approximately 85% complete. The hundreds of appliances, valves, accessories related to the locomotive's operation have also been inspected and rebuilt as necessary. Remaining work will focus on the remainder of the boiler work as well as the reinstallation of plumbing, hardware and electrical work required to make the locomotive operational once again. Number 154's tender frame has been rebuilt and the rebuild of the tender tank is approximately 75% complete.

During the course of the restoration project, status updates have been posted to our website at www.southern154.com. Those interested in the project are invited to keep tabs on the progress on the web. It is anticipated that 154 will be ready for operation sometime later in 2010.

-Chris Starnes