

# SMOKE

## & Cinders

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## Equipment Acquisition

The spring of 2019 has seen several items added to the TVRM rolling stock collection. Although not all are yet on the property we expect to see them over the next few months.

**Southern Dining Car 3307-**Acquired from Amtrak through the generous contributions of several TVRM members and Southern Railway fans, the car will be used in Dinner train service at TVRM.

**Louisville and Nashville Alco S1 24-** Acquired from a private collector this is believed to be the only surviving non re-engined Alco locomotive. It is the first piece of L&N motive power in our collection and will complement other Alco locomotives in our fleet. TVRM has a long history with Alco first generation locomotives as our first "big" power were former Army Alco RSD1's.

**Walking Horse and Eastern EMD FP7 806-** Donated by Iron Horse Resources, the new owners of the Walking Horse and Eastern,

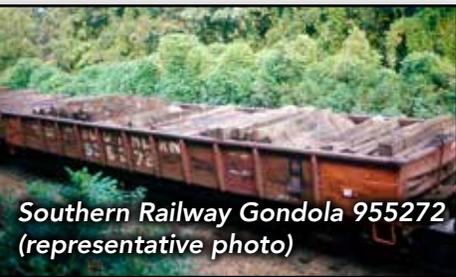


Louisville and Nashville Alco S2 24

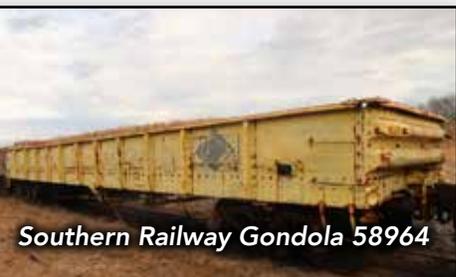




*Walking Horse and Eastern EMD FP7  
806- Donated by Iron Horse Resources*



*Southern Railway Gondola 955272  
(representative photo)*



*Southern Railway Gondola 58964*

the former Milwaukee Road locomotive was used to pull excursion trains from Shelbyville Tennessee in the early part of this century.

**Amtrak Baggage Cars 1221 and 1235-** Purchased for a nominal charge from Amtrak these two cars will be used for storage.

**Southern Railway Gondolas-** Finding operable and available 1920's era freight cars in 2019 is difficult at best, yet we have acquired two 40' low side gondolas. Used as idler cars at the car ferry across the Chesapeake

Bay from Little Creek (Norfolk area) to Cape Charles on the eastern shore of Virginia, the cars were orphaned a number of years when the ferry service was discontinued. The shutdown of the railroad put these rare cars in jeopardy of being scrapped so TVRM, again with support of TVRM members and Southern Railway fans, stepped in to preserve two of the cars. They have been trucked to TVRM and added to our vintage freight car collection. If all goes according to plan three other similar cars will be rescued by other railroad museums. ☒



*Southern Dining Car 3307*



2019 Day Out with Thomas brought lots of smiles and joy to our visitors.

## Day Out With Thomas Wrap

Day Out With Thomas 2019 was a great success and TVRM would like to thank everyone who attended. We would especially like to thank all of our staff and volunteers who make this event memorable for so many families.

This was our first year featuring Thomas' best friend Percy leading a second train all on his own. Not only did TVRM staff think Percy did a great job, the thousands of passengers that rode his train agree as well. We look forward to having both Thomas and Percy at TVRM in future years.

The other highlight of this year's



event was the arrival of our new passenger equipment from the Western Maryland Scenic Railroad. Cars 726 and 100 arrived just in time to go into service for the second weekend of Day Out With Thomas. This increased our ability to carry more happy passengers behind Thomas and Percy.

Over four days, TVRM safely carried 13,727 passengers behind Thomas and Percy. This year marked TVRM's 19th annual Day Out With Thomas event and Thomas the Tank Engine's 73rd birthday. TVRM is proud to be a part of such a long-lasting tradition and we look forward to creating life-long memories with Thomas and Percy for thousands of young railfans. Thank you again to our

guests, staff and volunteers for helping TVRM create 19 years of wonderful experiences. ☒

## Thank you to our Generous Supporters

### Division Engineer . \$1,000 - \$5,000

Wes Hicks

Bill & Linda Schafer

### Train Master . . . . . \$250 - \$1,000

Don Graab

Frank Patty

### Conductor . . . . . up to \$250

Robert Antoine

John R. Brooks

Network for Good

Charles Tomei

William Wanstreet

*Donate online at [www.tvrail.com](http://www.tvrail.com) and help TVRM continue to preserve history for future generations.*



SEASON OPENED  
MAR 23



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SEASON OPENED  
MAR 9



THROUGH  
SEPTEMBER



OCTOBER AND  
NOVEMBER



STARTS NOV 17

## Do you know?

With the most recent acquisitions TVRM now has 133 pieces of rolling stock in our collection:

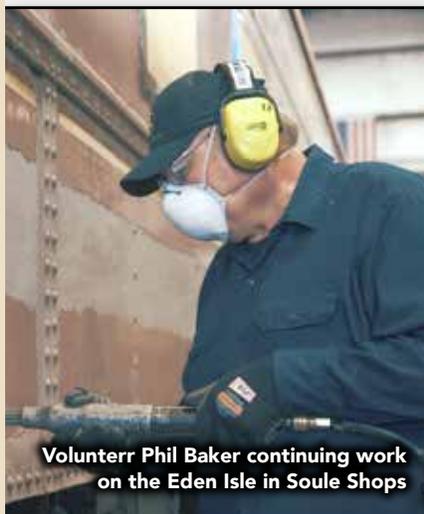
Steam Locomotives . . . . .	6
RDC . . . . .	1
Diesel Locomotives . . . . .	24
Passenger Cars . . . . .	41
Freight Cars . . . . .	33
Other on track Equipment . . . .	19
Total . . . . .	133

While a considerable portion of this equipment is used in our far flung operations, the vast majority is stored, both at TVRM and at two remote storage locations. With the exception of the few pieces in the shop at any time, or under the now 50 year old East Chattanooga shed, the equipment sits outside exposed to the elements. As TVRM closes in on our 60 year anniversary we will be working toward our goal of getting more of our equipment under cover whether in storage or public display buildings. A restricted fund is being set up for that purpose and donations will be gladly accepted.



Travis Gordon and Joseph Randall operating steam engine #630 on the Missionary Ridge Local

## TVRM's Many Facilities



Volunterr Phil Baker continuing work on the Eden Isle in Soule Shops



Vehicle and Maintenance shop

In each month of Smoke and Cinders we highlight some of the work in Soule Shops during the prior few months. We talk about the output of the shop but probably haven't ever explained "what is Soule Shops?". And note that Shops is plural, not singular. As was the custom, railroads often referred to their shop facilities as plural because there were many sub shops all working together to maintain the rolling stock. TVRM is no exception.

When people think of our shop in East Chattanooga they are probably thinking of the big building with the sign on the front. And they should. Built in 1981 with part of the funds from an Industrial Development Bond this structure replaced the pole shed that had been the site of TVRM's restoration efforts for almost ten years. The importance of being able to work out of the weather was not lost on TVRM leadership at the time. Built with two tracks that could hold up to four pieces of equipment there was also space for air brake and machine shops, locker and break rooms, offices and storage.



Steve Griffith working on needed items in our sheet metal shop

Over the next twenty years the shop was expanded to hold the wheel working equipment, additional machine shop space and an overhead crane, yet many functions were still crammed into corners or fought for space on the main shop floor. The availability of the adjoining warehouse, and later with the addition of the attached (but separately owned) vehicle shop, made curing those problems possible.

The Warehouse now holds separate shop facilities for sheet metal, wood working, vehicle and engine repair, Christmas light construction and our newest addition, upholstery. Each of these disciplines now has space to work without overrunning another, increasing our ability to get things accomplished efficiently. And that is what makes Soule Shops, a team of greatly skilled individuals working together to meet TVRM's mission, ...to operate vintage railroad equipment. ☒



Evan Johnson prepping the Cross Keys Tavern for new paint.



Mike Barnard working on needed items in our wood shop.

## Elsewhere in steam preservation:

### Union Pacific "Big Boy"

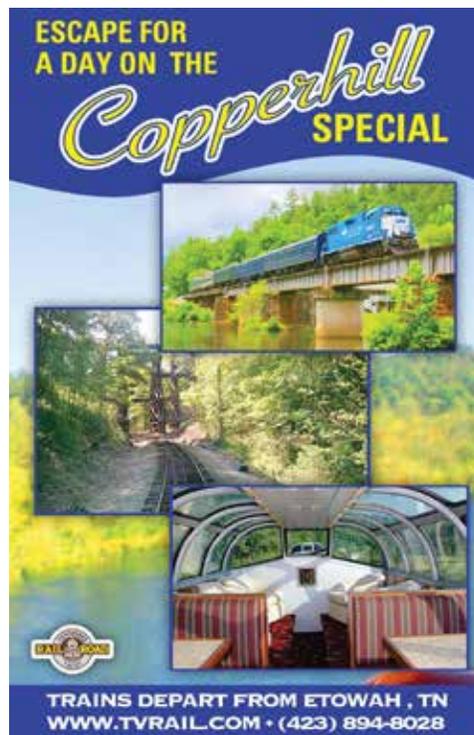
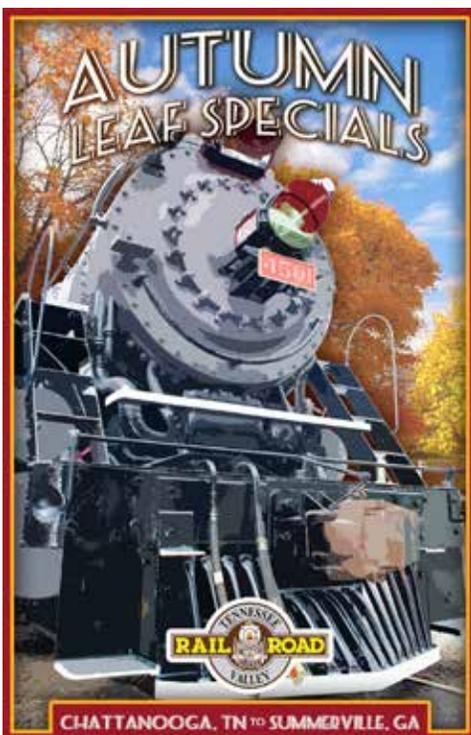
**#4014** – For many years, the long-departed "Big Boy" was a source of countless conversations. Most discussions ended with an expectation that, unless you remembered it from the 1950's, you'd never see one run again.

Well, Union Pacific Railroad has proved that the "impossible" is in fact possible after all. On May 4, UP's gigantic 4-8-8-4 locomotive #4014 steamed from Cheyenne,



Wyoming, toward a special ceremony in Ogden, Utah. An improbable reality, the 4014 was restored to operation in less than three years and headed to celebrate the sesquicentennial of America being tied together with completion of the Transcontinental Railroad. A milestone in our nation's transportation history, the Golden Spike was driven by Union Pacific and Central Pacific at Promontory Summit, Utah, on May 10, 1869, to ceremonially complete the railroad envisioned by President Abraham Lincoln. The contemporary UP event was held in Ogden, Utah, on May 9, with "Big Boy" and stablemate #844 (4-8-4) appearing nose-to-nose, mimicking famous photos from 150 years ago featuring UP #119 and CP "Jupiter". Due to the rebuilding of #4014 and its traveling to the subsequent celebration, UP received untold media coverage, not only nationally, but also internationally. "Big Boy" then headed back to Cheyenne for follow up maintenance and a deserved rest. It will be appearing at special events and is scheduled to pull several public excursions system-wide throughout this year. Details are available soon at [www.upsteam.com](http://www.upsteam.com). Twenty-five of UP's 4000-series engines were outshopped by ALCO between 1941 and 1944, ending their revenue service in 1959. Weighing in at over a million pounds, the locomotive and tender are over 130-feet-long and provide the equivalent of almost 6,300 horsepower. Why "Big Boy"? Because a worker chalked "Big Boy" on the smoke box. The huge locomotives were some of the biggest steam locomotives ever built. As such, #4014 is currently the largest, heaviest, and most powerful steam locomotive operating in the world!

## Mark Your Calendar for These Beautiful Autumn Rides!



## History is in the details

### Pullman Berth Key

TVRM Rail Camp 2019 has been our biggest year yet, but one of the smaller artifacts at TVRM plays a “key” role in making our residential camps successful. This Pullman berth key came to me through Penelope Gault from her father, Bob Soule’s, collection. I received it in about 2014, the first year we did a residential camp, and it made it possible for our campers to sleep in a real 1925 Pullman car. I always enjoy turning down the berths for camp and thinking about how many thousands or even millions of times this simple action has been repeated across North America, but I never knew anything about my Pullman key until recently.

In the chaos of preparing for residential camp, I turn down the berths several times and I have been known to mislay my berth key a time or two, but luckily it has never been far away and always quickly finds its way back. This year I mislaid the key as we prepared for our health inspection

and it didn’t dawn on me until the following week that it was missing. I tracked it down to our Vice President, Jim Miller, who had found it and was keeping it until its owner was found.

When Jim found out it was me, he said “that looks like one of the keys that Bob Soule had made.” I was intrigued. I knew it wasn’t cast in brass like others

I had seen, but I didn’t know anything else about it. Jim

told me how Bob

had contacted Adams and Westlake, the

company that made the original Pullman berth

keys, and received

some

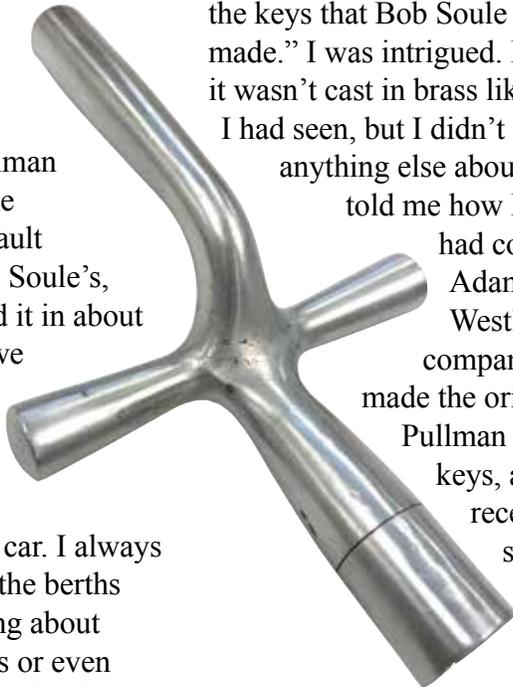
new-

old stock

of the

barrel portion of the keys, and then had the handle portion cast at a local foundry. He had a handful of them made in the late 1970s because berth keys were so hard to find. They still are.

I always enjoy preparing the berths for summer camp, but I appreciate it even more now knowing the simple story behind the key that is such a central part of the ritual. ☒



## In the Gift Shop

Available in our gift shop located in Grand Junction (4119 Cromwell Road, Chattanooga, TN 37421) or call 423.894.8028 to order by phone.

### Die Cast Metal Classic Loco Diesel \$14.00



### Mint Tins featuring TVRM engines \$2.75



### It's A Train Thing T-shirt \$15.95





Frank Welsh setting the governor for the steam air compressor on the 4501.

## Soule Shops: Preserving History

This spring and summer has brought intensified efforts to restore former Southern Railway coach 832, a 1949 product of the Budd Company. This Coach came to TVRM as a donation from the Bluewater Michigan NRHS Chapter. It is receiving: window replacement, floor repair, new upholstery, and paint. The stainless steel exterior will get an acid bath to make it gleam like 1949. We are installing a 480v diesel power plant and new heat and air conditioning systems for passenger comfort as well as self contained toilets.

Work is continuing on Office Car 98 and will continue on this jewel of our fleet through the coming winter.

Bob Ralph is making great progress on one of TVRM's newest acquisitions. Former L&N dining car 2728, the *Cross Keys Tavern* has had considerable work in the kitchen and dining area. The exterior of the car is

being prepped for the blue and gray L&N color paint scheme.

June brought daily steam operations along with necessary periodic maintenance on locomotives 630 and 4501. We operate each locomotive for 31 "Service Days" and then perform a boiler wash and other maintenance as required. A service day is defined by the FRA as "anytime the locomotive has steam pressure in the boiler with a fire in it."

630 is our daily power for the Mission Ridge Local with 4501 substituting during 630 boiler wash week. 4501 also handles the Summerville Steam Specials each month. June brought our first "double-header" of the year on the Summerville train. This rare treat thrills our happy passengers as they enjoy riding and dining on our train, from the golden era of railroad travel. ☒



Al Phillips working on the roof of our newest dining car the *Cross Keys Tavern*.

### This Quarter in TVRM History: 1999

As Robert M. Soule so insightfully wrote in *Smoke & Cinders*: "1999 will see the beginning of a new era in our history, replete with a greater sense of accomplishment and enjoyment than many thought possible." Riding on the heels of the successful resolution of Chapter 11

bankruptcy, Year 1999 was looking up! Locomotive #610 was entering her tenth season of operation after receiving winter repairs. Missionary Ridge Tunnel had been gutted and the roadbed completely renewed, and many ties "under the skies" had been replaced as well. Press kits had been compiled and mailed to regional media soliciting print and broadcast coverage. A 30-second commercial had even been filmed for local television. Shop work

continued posthaste including machine restoration, wheel work, coach mechanical refurbishing, floor replacement in GP7s, and much more. The season's Downtown Arrow began with a new arrangement allowing tickets to be sold at the Chattanooga Choo Choo Complex inside one of the retail shops (rather than trackside by train crew). Grand Junction Station received a new roof while a new telephone system was installed at the TVRM office. Membership upgrades

were put in place including unlimited rides on Missionary Ridge Local trains for the first time. Planning was on track for the first Day Out With Thomas and Christmas-themed train events in our history. Again, as Mr. Soule penned: "So, one might ask, what is next? More of the same, no doubt, but as we climb the ladder of success (albeit slowly) we can all look forward to a stable of live steam and a fleet of cars to match, and in all likelihood about the best there is!"



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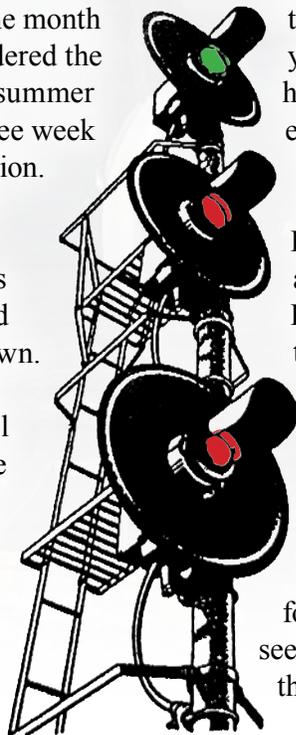
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The Mission of The Tennessee Valley Railroad Museum is to collect for preservation, operation, interpretation, and display railroad artifacts in an authentic setting to educate the public concerning the role of railroads in the history and development of our region.

# SMOKE & Cinders

## From the President's Desk

We have reached the end of August as this is written, the end of the 2019 summer season. The month of August is often considered the heart of the dog days of summer and this year with its three week heat wave was no exception. During this August, like every year, schools re-opened, swimming pools closed, the flowers wilted and the grass turned brown. For TVRM, August and September are a brief lull as we reduce the days we are open each week and give our operating crew and depot staff a bit of a break before the hectic Fall and Christmas seasons descend upon us.



Rule 301  
Clear

For the shop, they are in high gear preparing equipment for the three-month portion of the year that generates almost half of our income. For the event staff they are making lists and checking them twice. For the Christmas Light builders the circuits and bulbs are being tested. For the grounds crew its time to put away the mowers and weed eaters and bring in a big supply of plastic cable ties. For the office staff the phone calls come closer together. For all of TVRM we are moving forward every day. Come see us, it's an amazing time of the year. ☒

## Meet the TVRM Team:



Char Drake was born in Chattanooga and grew up in Tiftonia. She attended the original Central High School (on Dodds Avenue) and attended college locally before entering the workforce. Initially working in accounting, she later moved into retail merchandising. Taking a second job at TVRM in 2001, Char originally worked at Grand Junction Station only on Sundays. This eventually grew into several days a week, and eventually, a full time position. She has worked most retail positions at TVRM including gift shop sales, ticket agent, commissary car, and even worked as car host on Christmas-themed trains. At some point splitting her time between the depot and office, she later transitioned to full time in the office returning to her accounting background. Many of her coworkers through the years have also been good friends and she stays in touch with several even though they have retired. Char enjoys taking short trips with her adult daughter, Lori, to quaint towns such as Leipers Fork, Tennessee, to see the sights and take in the local flavor.