

SMOKE & Cinders

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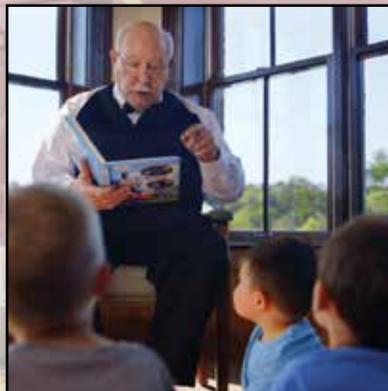


What it takes to put on an event

While about 70% of our ridership comes from passengers on our “regular” trains (Missionary Ridge Local, Hiwassee and North Georgia), the remaining 30% come from special events. Those 30% of our riders represent 57% of our passenger revenue due to the higher prices charged for the

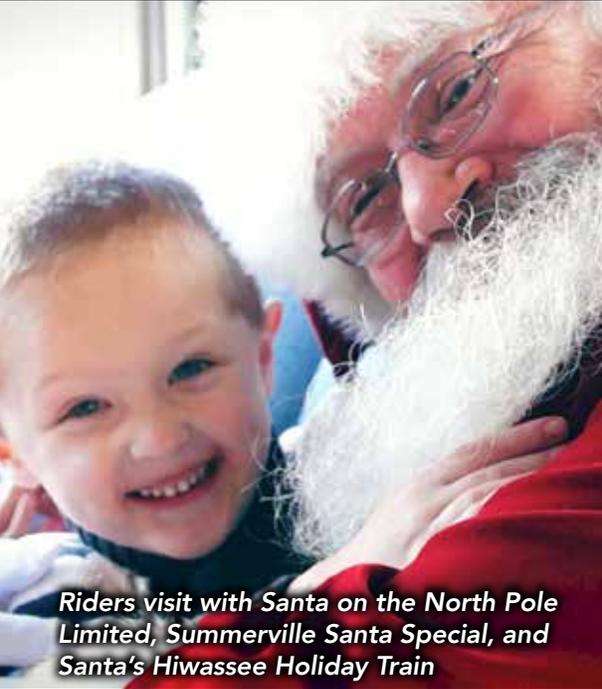
events. Each special event requires a high level of advance planning and close supervision to ensure an extraordinary experience for our guests.

At TVRM each special event has an event coordinator. Whether it be Steve Freer for Day Out With Thomas or Jennifer Ennis



Kids young and old taking part in activities during Day Out With Thomas





Riders visit with Santa on the North Pole Limited, Summerville Santa Special, and Santa's Hiwassee Holiday Train



The Lawmen performing at 2016 Railfest

for the Bunny Trains, each event coordinator takes a personal interest in the success of the event and invests hundreds of hours before the final curtain falls.

Day Out With Thomas is a licensed event which comes with an event guide that is several inches thick of specific plans for all aspects of the event. North Pole Limited and our other Christmas themed rides have our own guide that includes photos showing placement of decorations. For event coordinator Trevor Lanier booking entertainment and other critical personnel begins in the late Spring even as he packs the last of the DOWT merchandise.

Upcoming events already under planning and production include Railfest in September, Halloween Eerie Express in October and

North Pole Limited in November and December. Utilizing feedback from the staff and visitors from past years the event coordinators are making adjustments to the operating plans to make each of those events even better. ☒



2016 Visitors enjoying the Halloween Eerie Express "fun house"



Passengers waiting to ride behind visiting engines during Railfest 2016



King Tut and the Eden Isle

Lord Carnarvon looked anxiously over Howard Carter's shoulder. "Can you see anything?" he said nervously.

"Yes. Wonderful things," was Carter's response as he peered through a small opening in the tomb wall.

On November 26, 1922, Howard Carter and Lord Carnarvon first looked into the outer chamber of King Tut's tomb and beheld the many objects and treasures that had been buried with the young pharaoh. It was the archeological find of a lifetime: an undisturbed tomb, from which we could learn so much through the artifacts that were left inside.

Artifacts provide a link to the past, a portal through which we can

travel back in time and connect to the stories they tell. This is what makes museums like TVRM so important. We are the repository of artifacts, stories, journeys and experiences in which our visitors can participate. TVRM's private car "Eden Isle," the artifacts of Tut's tomb and all other museum pieces tell stories, and in so doing, move us into another time and space, allowing us to learn more about who and why, we are.

In 1917, the Pullman Company built #99 for the president of the Baltimore and Ohio (B&O) Railroad. The car was fairly standard as private cars go (much like saying a Gulf Stream V is a fairly standard private plane today): it featured three bedrooms, two of which connected with a full bathroom in the middle. The third bedroom was smaller and more austere, reserved

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Kurt Wegelius



JULY 22, 29,
AUG 12, 26,
SEPT 9, 23 & 30



JULY 15, AUG 5, 19,
SEPT 2 & 16, OCT 7, 14, 21,
22, 28, 29, NOV 4, 11 & 12



SEPT 9 & 10



OCT 7, 13, 14, 20,
21, 27, 28



STARTS NOV 24

Do you know What has been invested in TVRM?

The railroad industry is capital intensive and TVRM is no exception. From 2007 to 2016 TVRM has invested \$10,296,613 in additions and improvements.

Buildings
and Grounds \$4,974,228
Historical
Railway Equipment . 4,002,411
Other
Capital Assets 1,319,974

This has been funded by:

Operating Income 65%
Debt 24%
Donations
(cash and gifts in kind). . . . 11%



for the (male) secretary. In the hallway was another restroom for other passengers. At the rear of the car, was the lounge, which could comfortably seat 8 people. The lounge opened onto the rear platform, which was exposed to the wind, cinders, dust and other elements of rail travel in the early 20th century. Forward of the bedrooms was the dining room and ahead of it were the trunk room, crew quarters, pantry and kitchen. All of these elements made the car completely self reliant, meaning passengers on board did not rely on another dining car or other supporting cars for food, beds or other amenities.

The interior of #99 featured standard Pullman appointments for the era: mahogany paneling, brass fixtures, silver hardware, stained glass windows in interior and buffet doors, writing desk, gauges displaying speed, air brake pressure and time, and a barometer. Walls throughout the car featured sets of two call buttons: one button



to summon the secretary, and another to summon the porter. An annunciator in the crew section of the car would alert the staff as to which button had been rung, and telling them where to go. Guests on the car received first-class treatment from the porters on board, and the president could summon his secretary to take notes or access files as needed to continue the operation of the railroad even while traveling.

Less than a year after construction, the B&O assigned #99 to a vice president and renumbered it #98, and over the years passed it down to district superintendents and lesser railroad officials, before being retired by the B&O and sold to the first of two private owners in the mid-1960s. It eventually came to Chattanooga in the hands the second of those private owners (a local Industrialist), and he donated it to TVRM in December 1977. After its arrival, TVRM added the name "Eden Isle."



This brief history does not even scratch the surface of the Eden Isle's life. It has so many more important stories to tell us: about the world in which it was built, the people it carried, the journeys it took, the role it played in railroad history. All history museums exist to preserve artifacts, stories and places for the public trust. Our visitors rely on us to save these stories for their benefit, and to tell the stories as honestly and meaningfully as we can. The Eden Isle is one of our most important artifacts, one of our most important storytellers. Like the 4501, 630, dining car 3158, and other artifacts, we need to work to preserve it, so that those stories are not lost.

The Eden Isle is one of the most significant pieces in TVRM's collection, and it turns 100 this year. After forty years of faithful service it is time to bring it into Soule Shops and renew many of its operating systems, body and

roof, and we are beginning a 100th birthday campaign to raise funds for restoration of the Eden Isle ensuring its 200th birthday and preservation of the many stories it has to tell. ☒



Elsewhere in steam preservation:

C&O #1309

<http://www.movingfullsteamahead.com/> Soon to be the largest steam locomotive operating in the US, Chesapeake & Ohio Railway 2-6-6-2 #1309 was built in 1949 for "coal drag" service in West Virginia and Kentucky. With its articulation, it is essentially two locomotives in one. Displayed at the B&O Museum in Baltimore for 40 years, it was purchased in 2014 for restoration and operation is expected later this year on the Western Maryland Scenic Railroad.

UP #844

<http://www.upsteam.com/> Famous 4-8-4 #844 is a living legend, having been built for the Union Pacific Railroad in 1944 for hauling fast passenger trains. It was later downgraded to freight service and eventually selected for excursion use in 1960. It continues to be an ambassador for UP and has never been retired from the UP roster. After its most recent restoration last year, it ran from Denver for Cheyenne Frontier Days, and made an 18-day, long distance round trip trek from Wyoming to Memphis, Tennessee. Union Pacific's next big project? Restore their monstrous "Big Boy" 4-8-8-4 locomotive #4014.

Steam Into History

<http://www.steamintohistory.com> Headquartered in New Freedom, Pennsylvania, Steam Into History is a 501(c)3 non-profit educational corporation highlighting the route used by Abraham Lincoln on his way to deliver the Gettysburg Address. One of the oldest looking steam locomotives operating today, Northern Central #17 (named York) is actually the newest! The "American type" 4-4-0 locomotive is a faithful 1860's replica built by Kloke Locomotive Works in 2013. Featuring plenty of polished brass, its classic lines are a sight to behold.



Highlights of the collection

Coaches 726, 540 and 100

For over twenty years the RDCs (Rail Diesel Cars) have been used at TVRM to provide high capacity seating for special events and heavily visited days. Originally envisioned to be self propelled, as designed and built, for service to Chickamauga or downtown Chattanooga they have proven to be difficult to keep running as they have aged. And they don't really fit into the vintage railroad theme at TVRM.

This past fall TVRM was given the opportunity to trade three of the RDCs for two coaches.

Coupled with the additional purchase of a third car TVRM is sending the RDCs back to their Northeastern roots while repatriating three Southeastern cars:

- Combine 726, ACF built 1947 for Central of Georgia



(sister to our coach 907) this car was best known as the sound recording car on the Southern/1982-1994 NS steam excursions

- Coach 540, PS built 1949 for Norfolk & Western it was also used in the first NS steam excursion program.
- Coach 100, Budd built 1954 for Norfolk & Western as the sleeper Randolph Macon College. It was later a New Jersey Transit and MARC commuter coach.



All three cars come from the Western Maryland Scenic Railroad in Cumberland, the new home of the three RDC cars. All of these cars are expected to be in service at TVRM during 2017. ☒

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.

TVRM

4501 T-shirt



TVRM

Engineer Bear



Soule Shops: Preserving History

Early spring activity has revolved around diesel work. While the TAG 80 was mechanically ready to go when it arrived from the NS the condition of the electrical system was still a question. It was decided that the old wiring should be removed and replaced with new wiring throughout. This process took Mike Little and Brandon Tate almost a year of work between other projects, and TVRM now has a reliable locomotive for use as needed on local and North Georgia trains.

The purchase of former Southern 5000 from NS in the summer of 2016 started the process of turning the clock back to its appearance as a Southern locomotive. A roof top air conditioning unit was installed and the engine is now back to the

“Tuxedo” Southern paint scheme. After a period of operation around TVRM to shake out any kinks it will be assigned to TVRM’s freight operations at Enterprise South.

In preparation for their impending departure the shop made the three RDC cars ready for travel to Cumberland Maryland. Work included changing two wheels, brake inspection and attention to other items that might cause issues with their travel.

Recent closures of the Alstom plant in Chattanooga and two TVA steam plants gave TVRM an opportunity to replace older tools in the machine shop, and purchase a variety of shop fixtures and equipment. In addition we purchased furniture for the renovated General Office Building at reasonable auction prices. ☒



Eric Warren is taking the waterline off to repair the air compressor inner cooler on the TAG 80.



This Quarter in History

(1962) Much planning was going into the “Copper Basin Special” excursion during the second quarter of 1962. The May 19 trip consisted of chartered Southern Railway passenger equipment and was led by SR diesel locomotives from Terminal Station in Chattanooga. It traveled over SR’s Knoxville line as far as Calhoun before

L&N locomotives took over in Athens to lead the train to Englewood, Etowah, and over L&N’s “Hook & Eye” line for passage to Copperhill. It ran at less than 50% capacity, partially caused by an “unseasonable heat wave” and “a name band performance at a nominal cost in the city auditorium.” Also during the second quarter of 1962, Locomotive “General” made an under-steam appearance in Chattanooga

during its Centennial tour, giving select few riders a short round trip ride from Union Station to Wauhatchie. A proposed TVRM museum site was dedicated on April 30 in Warner Park, with a ceremonial groundbreaking attended by railroad officials, city leaders, and TVRM officers. Although the site featured a “future home of TVRM” sign, it was never utilized for displays.



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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

It has been customary to draw from the report given at the annual membership meeting and provide information about the recently closed year in the following issue of Smoke and Cinders. While the numbers presented are the latest estimates available at the time of the meeting they are typically revised as the result of the annual audit which is completed in early summer. The most recent audited financial report (at this point 2015) is available by contacting the office if you would like a copy.

Highlights from the report (subject to revision)

Revenue . . . \$7.7 million in 2016 vs \$7.7 million in 2015

Operating Income \$ 562,000 in 2016 vs \$782,000 in 2015

Most of the decrease was the result of the discontinuance of the 21st Century Steam Program

Operating cash flow was positive for the year.

Refinancing of the Cromwell Road property and office loan led to a lower interest rate for a longer term.

Purchased two GP38-2 locomotives replacing leased units for a net lower monthly payment

Largest two capital projects:

Office Renovations \$102,858

E8A 6914 \$ 48,378

Membership 1,204 in 2016 vs 1,237 in 2015

Freight carloads . . . 8,569 in 2016 vs 8,013 in 2015

Looking forward to 2017:

Shipments of new VW Atlas SUV will improve cash flow

Retirement and replacement of three RDC cars

Planning, and if cash flow allows, for further improvements to Grand Junction grounds and Office Building.

Meet the TVRM team:

George Walker grew up with a strong interest in railroading. Louisville & Nashville Railroad's Sequatchie Valley branch line ran through his family's property in Whitwell, Tennessee. In 1970, his father took him on his first excursion behind Locomotive #4501 at age six. He graduated from high school in 1982 and hired on with the company that was a part of Norfolk Southern's steam excursion program based out of Birmingham. In 1989, he moved back to Chattanooga after accepting the shop foreman position at TVRM. George says, "One thing that has always benefited TVRM is the strong leadership it has had over the years. Leadership that was able to focus on the museum's goals and actually get things done". He feels TVRM has always had a philosophy of growing from within, as whole families have supported and volunteered to make TVRM succeed. Keeping up the tradition is his college-aged son Andrew who is now one of the staff members in the shop and on the dining car.

