

SMOKE & Cinders

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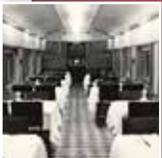
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Thirty Tons of Archives

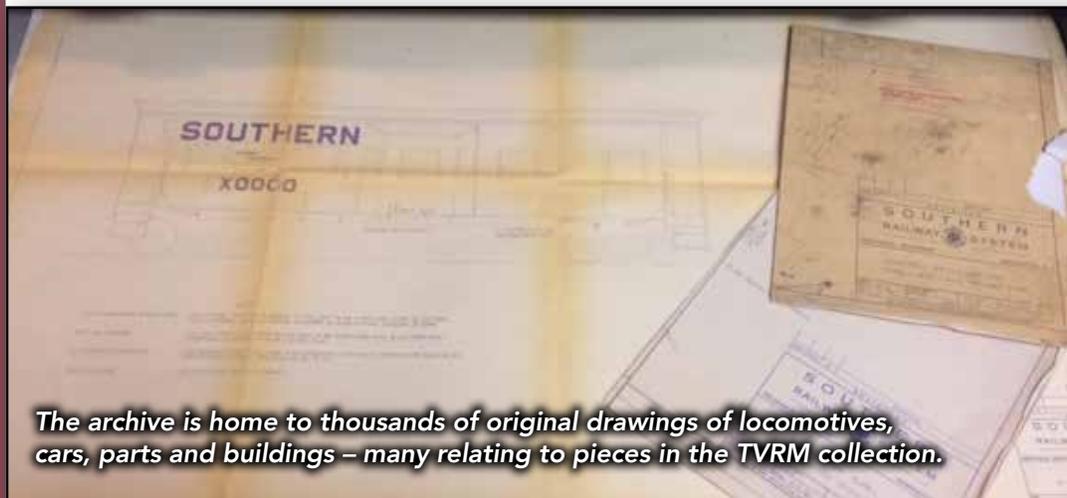
George Eichelberger, SRHA Archive Director and TVRM Member

The Southern Railway Historical Association was formed at the former Southern Railway's Spencer Shops, now The North Carolina Transportation Museum, in 1986. Almost immediately individuals and Norfolk Southern recognized "SRHA" as a group that was strongly focused and interested in preserving the history of Southern Railway. TVRM and SRHA's mutual interest in the Southern has led to many people with memberships in both.

The merger of Southern and Norfolk & Western in 1982 led to many changes in both railroads. Company records were reviewed for future use with many moved to different NS offices or identified as

not being needed. Fortunately, both SRHA and the Norfolk & Western Historical Society were available and ready to receive and preserve drawings and files for "their" railroads.

As the SRHA collection grew (and grew) we had to keep looking for places to store everything that also provided access and work areas. The collection grew again when NS closed Hayne Shop in Spartanburg and Coster Shop in Knoxville. At that time the archives were in a warehouse in High Point, NC that the owner wanted to sell so we moved everything to TVRM. For several years the SRHA archives resided in the semi trailer and container still parked



The archive is home to thousands of original drawings of locomotives, cars, parts and buildings – many relating to pieces in the TVRM collection.





car to Savannah in an equipment sale SRHA knew we had to make another move. At that same time, a museum/archive in Cobb County, GA was constructing a large addition to their building. Discussions and negotiations led to SRHA relocating their archives where they resided for about thirteen years. To put it kindly, in 2014 our relationship soured to the

Serendipity happened the very same day we started to load containers for the move. TVRM's President, Tim Andrews noticed a "For Sale By Owner" sign on a building on Turntable Road adjacent to Grand Junction. He stopped in, spoke to the building tenant and began the process that resulted in TVRM along with donations from several SRHA-TVRM members, buying out the tenant's lease-purchase agreement and purchasing the entire building.

behind the TVRM headquarters building and a Central of Georgia railway post office car parked at East Chattanooga. The acquisition of half of Conrail in 1982, and the prospect of adding many more employees in the NS Atlanta office made it necessary to clear the space where the Executive Department files of every President of the Southern, since its formation, were kept. Through the foresight of NS management wanting to see so much Southern Railway history preserved, more material came to the trailers, containers and the RPO car at TVRM.

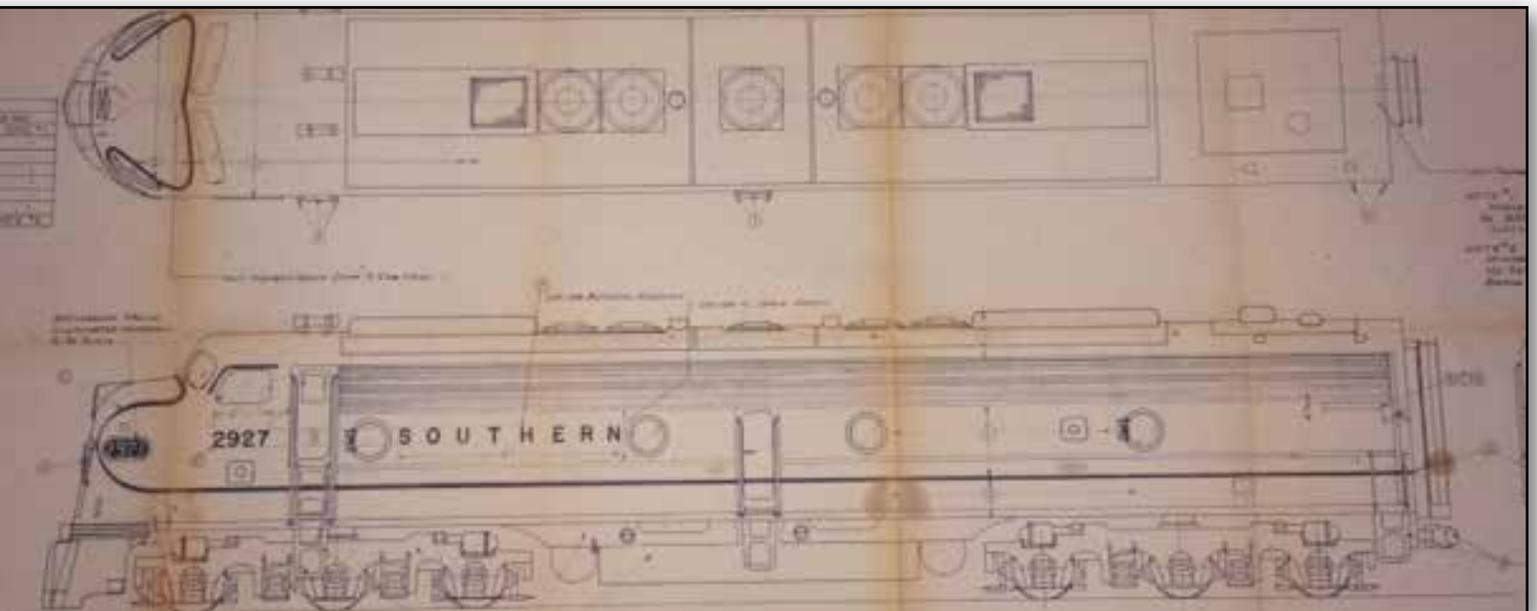
point SRHA filed suit to remove our collection before the agreement's end in 2023. Nearly one year of legal arguments convinced our "host" that SRHA would prevail in court and they agreed to stop fighting our departure. This past January SRHA volunteers and contractors packed everything to be moved with no real idea of where we were moving.

In the eight months since the move, the building has been transformed into an archives storage and work area to be known as "The Center for Southeastern Railroad Research at TVRM". In addition to the SRHA materials that already include books and photos from many other railroads, other Southeastern railroad historical groups have been invited to move their archives to the building.

Always looking for a "permanent" archive (preferably without all the wasps that inhabited the RPO car) when TVRM planned to send the

The moving phase began in mid February. The idea was to load everything in about a dozen containers and pay to have them stored in Chattanooga until we could construct a new archives building at TVRM in the area behind the headquarters building.

Our hope is that the new archives will expand TVRM's status as THE operating railroad museum and railroad history center in the Southeast. TVRM members and all railroad researchers are welcome to visit and use the facility. ☒





Dining car Cross Keys Tavern arrives on its specialized transport truck.

New (To Us) Dining Car

Dinner train service at TVRM has grown quickly from 1,965 in 2014 to an expected 3,500 after our sold out Christmas Dinner and New Year's trains completed the season for 2018. The popular trains utilize our ex-Southern Railway Dining Car 3158 and Pullman Clover Colony, supplemented by leased Dining Car 899 and our office Car 98 on particularly heavily patronized days. An additional leased former Southern Railway was in the shop this fall being spiffed up for service as well.

Earlier this year TVRM learned that there might be a former Louisville and Nashville Dining Car at a railroad museum in Indiana that was being evicted from the leased space of many years.

The car was built by American Car and Foundry in 1930 for the Louisville and Nashville Railroad. It was modernized at South Louisville Shop and was named the *Cross Keys Tavern*. It was used on most L&N trains throughout their system until retired and donated to the Indian Transportation Museum and seats 36 diners.

Due to legal judgements there was only a short period of time to act and thanks to the generosity of a long time TVRM member and volunteer it was possible to make an acceptable offer to purchase the car and plan for relocation. At the appointed hour, movement of equipment from the site stopped and planning with the City of Noblesville, who owned the land, began.

Almost three months passed before we were able to conclude the

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JAN 5, 12, 19, 20, 21, 26,
FEB 2, 3, 9, 10, 16, 17, 18,
23, 24, OPEN FULL
SEASON MAR 1



FEB 8, 9, 10,
14, 15, 16



APR 6, 7, 13,
14, 19, 20



NEW THIS YEAR - PERCY!
MAY 11, 12, 18 & 19

Do you know?

How many lights TVRM puts up to welcome our holiday guests?

Well, we don't either but it's in the tens if not hundreds of thousands. Beginning with our first holiday trains nineteen years ago with trains from the Chattanooga Choo-Choo out to Grand Junction, decorative light displays have been an important part of the festive atmosphere. In the early days Grand Junction served as the North Pole and the single nightly train circled the lighted building and grounds before returning downtown.

With the end of reliable service to downtown the focus turned to Grand Junction and East Chattanooga became the North Pole. Additional departures were added and now our Christmas Season North Pole Limited and Dinner Trains are a major undertaking.

Beginning in 2017 TVRM began experimenting with construction of our own animated light displays. Additional toy soldiers greeted arriving passengers and the entrance drive and East Chattanooga fence line got stars, candy canes and Christmas Trees. This year there are moving signs pointing to the North Pole, jumping rain deer and an animated dump truck of wrapped gifts that unloads them onto the ground at the base of a Christmas tree.

None of this would have been possible without the year(s) long efforts of volunteer Dennis Heimbrook and shop worker Martin Roberson. They have designed the exhibits, procured the needed materials and constructed them in a Christmas Light workshop set up in the East Chattanooga Warehouse. We don't know what they have in mind for 2019 but we do know they will be wonderful.

necessary agreements to bring the car home. Because of the work needed to make the car rail worthy and the fact that the car and railroad were both landlocked it was decided to bring the car back to Chattanooga by truck. While somewhat more expensive the over the road move would shorten the time before the car would be back on TVRM rails by a considerable period, and we would avoid having to prep the car

in the cold Indiana winter weather as well.

In the space of only four days the car was loaded on the specialty truck belonging to Schumann Transportation Services, driven to Chattanooga, unloaded on the East Chattanooga Belt Railway and moved into the East Chattanooga shop, at least for its first night at its new home. Shop work to return the car to service will begin 2019. ☒



Two large cranes place the Cross Keys Tavern back on its trucks at the Allied Wrecker Team Track.



Examples of the new lights at Grand Junction



Transportation Equity Fund for distribution by TDOT to TVRM

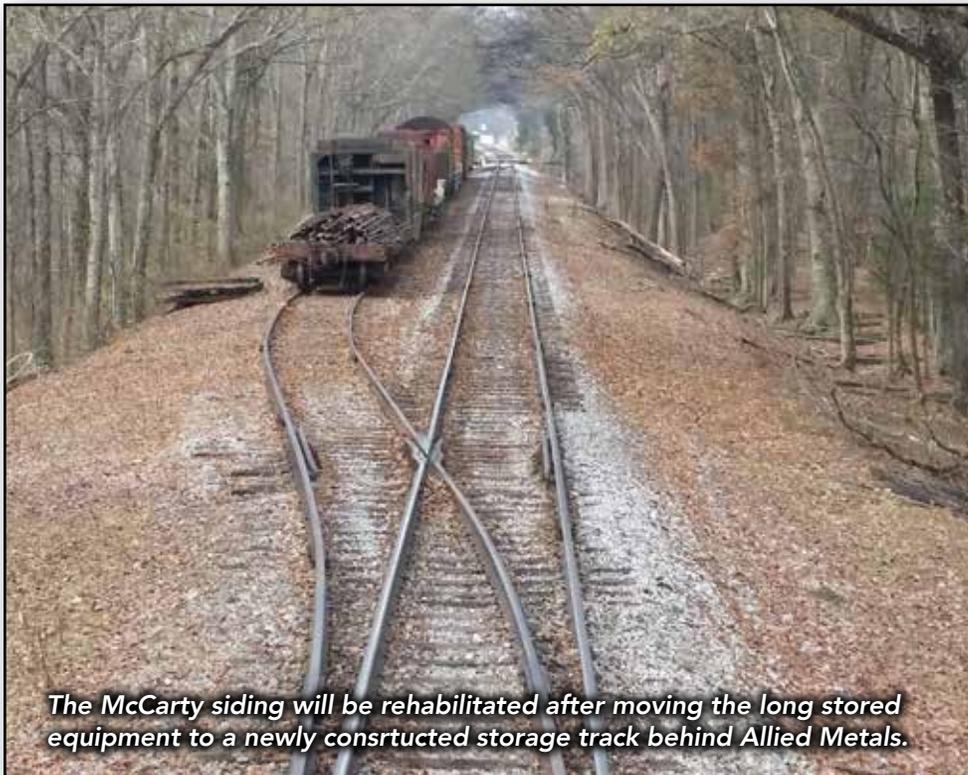
For many years the State of Tennessee has collected taxes on diesel fuel used by railroads in the state and deposited that money into the Transportation Equity Fund for distribution by TDOT to shortline railroads through local Railroad Authorities. As a result of legal challenges those funds were frozen in 2013 but some have now been released. The Hamilton County Railroad Authority has voted to distribute funds to each of the three shortlines in the County with funds being made available to both TVRM and our subsidiaries East Chattanooga Belt Railway (ECTB) and Tyner Terminal Railway (TNT).

At TVRM the McCarty siding will be improved and lengthened to allow improved operational efficiency while

switching cars at Allied Metals at mile post two. This siding will also allow passenger trains to pass each other, away from the two end point stations for the first time. A switching lead will be constructed at Allied Metals and a number of ties will be replaced in the mainline.

On the ECTB the Polk Street siding will be lengthened to improve service to M&M Industries and their new plant on Holtzclaw Avenue, and returning service to Sphere One at Citico Ave. Ties will be replaced along most of the mainline and a portion of small 85 pound rail will be replaced with larger rail to accommodate the heavy hopper cars.

Other funding will be used at Enterprise South Industrial Park which is operated by our Tyner Terminal Railway subsidiary. Most of this work will involve tie replacement, rail upgrades and elimination of rail joints by welding. This work supports the increasing rail needs of VW, ADM and TAG manufacturing. ☒



The McCarty siding will be rehabilitated after moving the long stored equipment to a newly constructed storage track behind Allied Metals.

Elsewhere in steam preservation:

Dollywood Railroad

www.dollywood.com

Dollywood Railroad (Pigeon Forge, Tennessee) – Opened in 1961 by the Robbins Family who also started Tweetsie Railroad in Blowing Rock, NC, Dollywood has been through several name and ownership changes to become today’s “Dollywood”. The theme park has always revolved around its narrow gauge railroad which features several locomotives imported from the White Pass & Yukon Railroad in Alaska. The operating locomotives include WP&Y #192 (Baldwin, 1943) and #70 (Baldwin, 1938), both 2-8-2 Mikados. The railroad transports park visitors on a 20-minute, steep and winding route into the Smoky Mountain foothills including a balloon track on both ends of the line. Another notable locomotive owned by Dollywood is ex-ETV&G #107 which is a standard gauge display locomotive. It at one time operated over the current TVRM route for ETV&G and Southern, and even suffered a boiler explosion near Missionary Ridge Tunnel! <https://www.dollywood.com/themepark/Rides/Dollywood-Express>

Soo Line #1003

www.steamlocomotiveheritage.org

Hartford, Wisconsin – Built by the American Locomotive Company in Schenectady, NY, for the Minneapolis, St. Paul & Sault Ste. Marie Railroad (Soo Line) in 1913, #1003 is very similar in size to TVRM’s #4501. Both locomotives are 2-8-2 Mikados with 63-inch drivers and approximately 53,000 pounds of tractive effort. Soo #1003 was retired in 1959, to a city park in Superior, WI. Restoration for excursion purposes began in 1993 and the locomotive is now owned by the Steam Locomotive Heritage Association, Inc., and kept serviceable and on display at the Wisconsin Automobile Museum in Hartford, WI. It is typically featured at Christmas events each year in neighboring towns such as Hartford, Plymouth, and Elkhart Lake, however it did make a trek to Chicago during the summer of 2017 for a special charity event.



Highlights of the collection

Diner 3164 Introduces a New Ticket Option on The North Pole Limited

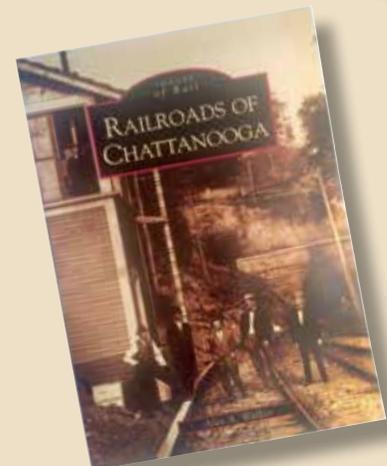
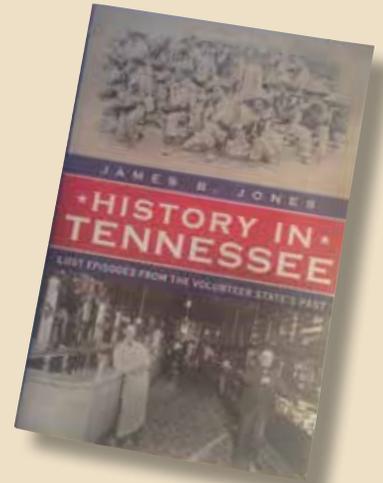
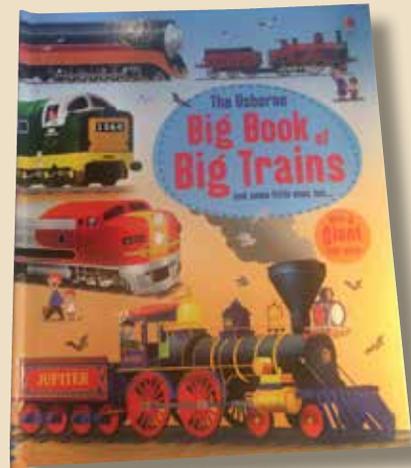
On November 30, 2018 TVRM put Southern Railway diner 3164 into service on the North Pole Limited carrying passengers in the Elves and Bells class of service. The 3164 is on lease to TVRM from East Tennessee Railcar and is a twin to TVRM's 3158. The greatest difference between the two cars is that the 3164 has its original kitchen, a historic artifact from a bygone era, while 3158 has a modern kitchen in which we prepare thousands of meals each year. To the right are three photos of the 3160, a sister to 3158 and 3164, showing it in three eras of its history. The first is from approximately 1924 when Pullman built these cars, showing the original interior. The second is from the 1930s after the cars' first update, and the third is from 1949 showing

the cars as they appear today. Come ride in TVRM's Southern Railway diners and experience the golden age of rail travel! ☒



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Available in our gift shop located in Grand Junction
4119 Cromwell Road,
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Call 423.894.8028
to order by phone

Great Winter Reading:





Joseph Randall drilling and cleaning the staybolt holes on 630 firebox as part of 630's annual inspection

Soule Shops: Preserving History

It's a busy time in the Soule Shops maintaining all of our equipment involved in the fall color season. Each fall we have every available coach in service to accommodate our most popular rides. This continues all the way through the North Pole Limited trips. Each year we assist with preparing the coaches for the Halloween Erie Express, then immediately following, they are redecorated for the North Pole theme which starts in mid-November. Our Grounds Maintenance crew led by Mike Smith starts in the middle of October to install many of the large North Pole decorations around the property. It's a team effort to make all of it happen.

In the shop we have been continuing work on GP38 5044 which will join our fleet soon handling freight moves. We have been conducting some preliminary tear down of locomotive 610, our ex US Army consolidation type, in preparation to full evaluation for return to service. During the month of October, the

shop remained busy with inspections of our diesel units which are used on the Christmas schedule. We use a total of five diesel units on the North Pole Limited, Summerville Santa, and Christmas Special Dinner Trains.

We had to replace a radiator cooling fan on dependable ex- US Army EMD GP-7L 1829. This locomotive has been a stalwart member of the TVRM fleet since the mid 1990's. We acquired it from Holston Army Ammunition plant in Kingsport, Tennessee. It is unique with switcher type trucks rather than standard EMD Blomberg trucks. Combined with a smaller 750 gallon fuel tank specified by the Army, these locomotives carried less weight than a conventional GP7, allowing movement over lighter rail and bridges without fear of damage to the track structure.

Work has begun to winterize and evaluate repairs required over the winter months on steam locomotives 630 and 4501. The boilers are pressurized with compressed air and all remaining water is blown from the boiler and steam operated appliances. This prevents freezing to plumbing and equipment over the cold winter. Next comes interior inspections and repairs. ☒

This Quarter in History: Fourth Quarter 1999

As the 20th season of TVRM Christmas-themed trains is taking place in 2018, we look back at the fourth quarter of 1999. TVRM was expanding its event portfolio and had settled on offering both the "Day Out with Thomas" event earlier in the year, and rail excursions to the "North

Pole" during the holiday season. The Christmas trains were created as a partnership with the Chattanooga Choo Choo Hotel and almost 100% of the tickets were pre-sold to the venue. At the time, the Choo Choo was offering "Victorian Christmas" lodging packages, so the evening train rides were a perfect fit for marketing. Since the trains originally picked up and dropped off passengers at the Choo Choo complex downtown, this required time-consuming

deadhead moves in both directions (for positioning), and only allowed one round trip per evening. The passengers rode from downtown to Grand Junction Station (the "North Pole") and back. This procedure remained in place until 2004 when the entire ride experience was moved to TVRM property in order to eliminate deadhead moves, have tighter control over the schedule, and provide a minimum of two public round trips per evening. Grand Junction Station

served as the "home terminal", while East Chattanooga became the "North Pole". As the North Pole Limited event grew through the years, additional dates were added, as well as multiple departures on certain days (up to five per day). Whereas only nine trips were offered in 1999, a total of 63 trains over 20 dates will operate in 2018. That is a 700% increase over 1999!



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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

As this is written we are closing in on Thanksgiving, the start of the North Pole Limited service, Christmas dinner trains and the sprint to the end of the year. And what a year it has been so far. As you have followed in this and the last three issues of Smoke and Cinder it has been an amazing year.

Ridership is up in most areas, with overall ridership up over 8% through October. We acquired and reconstructed a light industrial building into a major southeastern railroad archive facility and acquired additional adjoining properties in East Chattanooga, and a new (to us anyway) dining car. And after many years we completed the cosmetic restoration of Southern Railway E8 6914.

None of this could have been accomplished without the hard work of our dedicated staff and volunteers who put in incredible hours to make sure we operate safely for the enjoyment of our visitors. Nor could it have been accomplished without the generous donors who have contributed to many of our projects this year.

We hope you will continue to support our efforts as we wind up 2018 and embark on 2019. It will be interesting to see what we have to talk about this time next year. ☒

Meet the TVRM team:

Peggy Moore hired on at TVRM in 1990. Working in the "Depot Deli" was an ideal second job on weekends and during the summer. Peggy has enjoyed her time at TVRM and finds meeting customers from all over very interesting. She treats the staff here like family, while some of her actual family have worked at TVRM through the years including husband, Bob, and daughter, Cindy. Many things have changed in 28 years, especially growth of the company and sharply increased ridership. Highlights have been her friendship with the Soule family, and "Day Out With Thomas" with the onslaught of visitors it brings (the first event in 1999 was unlike anything TVRM had ever experienced). Although not in a rush to do so, we expect Peggy will surely one day slow down and retire away from working multiple jobs. To Peggy, that sounds boring!

