

SMOKE

& Cinders

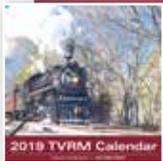
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Doubleheading at TVRM

If there's anything more exciting than a train powered by a steam locomotive, it's a train powered by two steam locomotives. Some of our most popular excursions include TVRM's Summerville Steam Specials, when Southern 630 and 4501 are on the point. While these trips provide a lot of sensory stimulation, a more sober-minded observer might ask: do TVRM's doubleheaders accurately reflect regional history – the way Southern Railway deployed its locomotives back in the day – or does TVRM just want to sell more tickets?

Yes to the second question; the answer to the first is a bit more nuanced. For the sake of

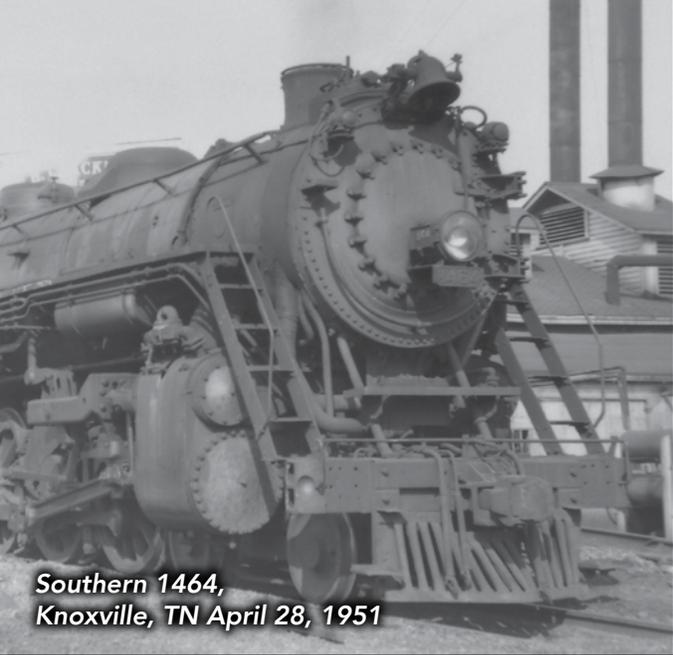
our discussion, let's look at the Southern from, say, the 1930s until dieselization in the early-1950s between Knoxville and Chattanooga, when all trains to/from the east operated over what is now TVRM's main line.

Southern Railway, similar to other railroads in the South, operated its trains with one steam locomotive and 40 to 60 freight cars, or a dozen or so passenger cars. The length of trains was limited by the steepness of grades, the power of the standard locomotives, the length of passing sidings, the amount of time a train needed to complete its assignment (i.e., its schedule), or all of the above.



Southern 1465 - Memphis, TN May 29, 1938





*Southern 1464,
Knoxville, TN April 28, 1951*

For example, between Knoxville and Chattanooga, grades were moderate, and passing tracks were about 90 cars long (measured in 40' car-lengths) – short by today's standards. A single 5200-class "Santa Fe"-type 2-10-2 could handle a 50-car, 2000-ton train with ease. If more freight needed to move than one engine could handle, the railroad would just run an extra train with another 2-10-2 or maybe a 2-8-2, similar to 4501.

Passenger trains of the era, however, were different. The Tennessean streamliner, which ran with a fixed consist, operated between Bristol and Memphis behind two diesels. All other

passenger trains throughout most of the 1940s were powered by Ts- and Ts1-class "Mountain" type 4-8-2s. The principal trains were Nos. 17-18, the Birmingham Special, between New York and Birmingham, and Nos. 41 and 42, identified in the timetable as the "New York-Washington-Chattanooga-Birmingham-Shreveport-New Orleans" trains (everybody knew them as just 41 and 42; it wasn't until late-1946 that they were given a real name: the Pelican).

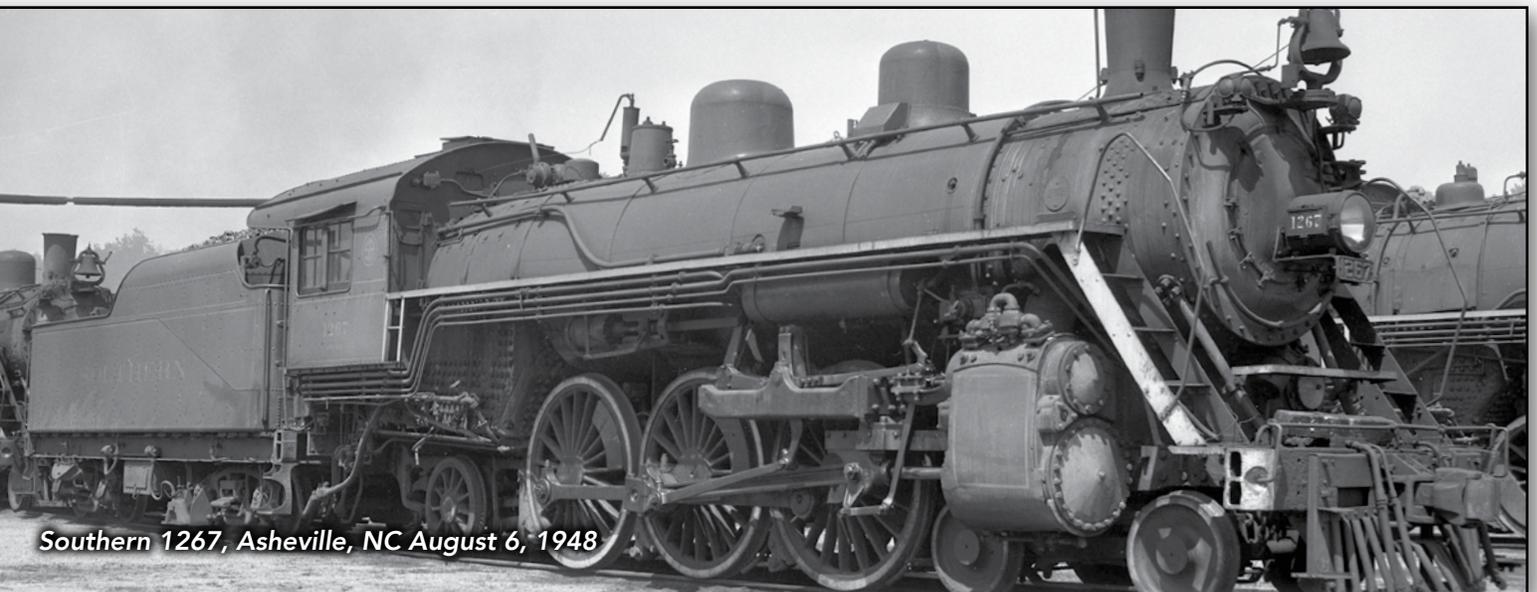
The consists of trains 17-18 and 41-42 varied considerably with the seasons and even during the week. They carried mail and express, in addition to passengers, and when each train exceeded 12 or 13 cars, Southern would either operate a second section or doublehead in order to maintain the advertised schedules. When 41-42 was doubleheaded, for example, it ran with a "road engine" (its regularly-assigned 4-8-2) and a smaller "helper", more often than not a light 4-6-2 "Pacific" type. Many's the time that a doubleheaded 41 or 42 (or 17-18, for that matter) slipped

through our Missionary Ridge tunnel 75 years ago.

Southern would also sometimes doublehead a train as a simple way to ferry a locomotive to or from a shop for heavy maintenance. Coster Shop in Knoxville was one of Southern's major shops, and often a short freight would be doubleheaded out of Citico Yard as a way to get one of the two engines to Coster for repairs.

So when TVRM runs a doubleheader to Summerville, is it portraying an extra-heavy 41-42, or is it ferrying one of the two engines to a "shop" for repairs? For now, we can imagine that one of the engines is being ferried somewhere. But when a Summerville Steam Special exceeds 12 cars, the second engine may actually be needed to get the train over the road on the advertised schedule – just like in 1942.

P.S.: Yes, we know that Southern 630 and 4501 are nominally freight locomotives; we'll address the subject of freight engines on passenger trains in a future S&C. ☒



Southern 1267, Asheville, NC August 6, 1948



Showcasing Steam Engines #630 and #4501 alongside E8 Diesel 6914

Railfest Recap

It's not the heat but the humidity. Railfest weekend had to be one of the muggiest, most humid weekends of the year, but it was a great weekend nonetheless. For the eighth time TVRM celebrated our history with lots of trains, great music and fun exhibitors teaching our visitors about the history of industries that were connected with or impacted by the coming of the railroads.

We began the weekend with a kickoff concert featuring musicians Frank Fairfield and Meredith Axelrod, and the Jake Leg Stompers. Guests enjoyed a variety of food from our food vendors such as Chick-N-Nooga, Rub On My Shoulder Barbecue, The Hot Chocolatier, Clumpies Ice Cream, Hutton and Smith Brewing and Chattanooga

Whiskey. Steam locomotives 630 and 4501 framed the entrance to welcome concert goers and create a backdrop to some vintage music.



Passengers enjoying unlimited rides on the Missionary Ridge Local

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TVRM continue to preserve
history for future generations.



STARTS NOV 17



STARTS NOV 30



STARTS DEC 1



STARTS DEC 1

Do you know?

Staffing the North Pole Limited

The North Pole Limited, including Santa's Private Car, Traditional Seating, Nightcaps with St. Nick and our newest ticket class: Elves and Bells, is our largest event of the year and takes an extensive staff to produce.

We hope each trip to the North Pole appears effortless and magical, but behind the scenes the entire TVRM staff work hard to create that impression:

- Marketing staff work to create the materials that bring the guests,
- Office staff sell the tickets by phone or in person,
- Grounds crew and other shop staff decorate the entire property with lights and other holiday decor,
- Depot staff welcome every single person who journeys with us to the North Pole, giving them a boarding pass and helping them navigate the busy depot prior to boarding.
- Our locomotive engineers create a smooth ride to the North Pole,
- Conductors greet each guest and punch every ticket while storytellers read "The North Pole Limited" and lead carols and other entertainment.
- Car hosts serve cookies and drinks, and at the North Pole a host of elves entertain passengers as they wait for Santa.
- Hiring Santa and Mrs. Claus for so many evenings at such a busy time of year may be the biggest challenge of all!

Come ride the North Pole Limited with us and remember the many TVRM staff working behind the scenes to make your trip memorable!



Saturday and Sunday continued with displays and music and exhibitors including The Vacant Chair photography studio, Poppy Creek Farm, Rosie the Riveter, and Coca Cola. Visitors could learn how the railroads created or changed many of these industries and companies by transforming the communities around them as well as the way freight and people traveled across country. Guests particularly enjoyed the wool shearing demonstration, aluminotype photography demonstration, Rosie the Riveter's storytelling of life during World War II, and the artifacts from Coca Cola's Corporate archives in Atlanta.

We look forward to growing Railfest in the future to involve even more hands-on demonstrations and companies, communities and industries impacted by railroads. Thank you to all of the TVRM staff who worked so hard to make it happen and thank you to our many guests who came to visit! ☒



Appearances by Rosie the Riveter and friends



Poppy Creek Farms demonstrating Sheep to Shawl industry



Visitors had the rare opportunity to purchase cab rides in both 4501 and 630 on the same day - both engines alternated on the Missioanry Ridge Local

Surplus Property

Imagine that you have just doubled the size of your railroad but that your motive power consists of one 0-4-0T steam locomotive, one four axle 30 ton diesel mechanical (actually with gear shift and clutch) locomotive and one four axle 10 ton diesel electric locomotive. What do you do to acquire additional motive power?

In TVRM's case we turned to a Federal program that disposes of surplus government property. Working through the State of Tennessee's surplus property program in 1978 TVRM located four retired former US Air Force (and Army before that) Alco RSD1 road switching locomotives at the Eglin Air Force Base in Florida. The only hitch? The base railroad was no longer active, a portion was paved over and another portion was missing due to hurricane damage. As is so much so our history we rose to the occasion. A team of volunteers journeyed to Florida, repaired the locomotives and railroad in short order and ran the locomotives out to the interchange with the L&N railroad.

Thus began our forty year relationship with the federal program that disposes of everything from hardware to the space shuttle. Staff at the Tennessee Department of General Services Vehicles and Asset Management Office keep their eyes peeled for items that are of interest to agencies across the state. The GSA lists surplus government property on their website by category and there is a date for the end of the screening period. The item listing will give a general overview of the item and usually will have a photo. During this period other Federal agencies and states can place a claim on an item they want.

Typically when the State of Tennessee or TVRM finds an item of interest the state will file a claim on our behalf for the item. During the screening period we will speak to the agency at the location disposing of the item and will often send someone to inspect it. We can then decide to continue with the process or remove our name from the list.

At the end of the screening period GSA will award the piece to a state that place a claim for it. Typically the item goes to the first state to put in the claim. While not free the state has a handling fee which is sliding scale percentage of the original Federal acquisition price. In the case of vehicles there is usually a fair market value assigned to each item. Once the paperwork (it is the government after all) is complete we can make arrangements to pick the item up or have it shipped.

Over forty years TVRM has received over \$1 million in property, as measured by original acquisition cost, at only a fraction of that cost.

The list of items over the past forty years that TVRM has received includes:

- 4 ALCo RSD1 locomotives ex USAF/US Army Eglin AFB, FL -1978
- 1 Baldwin VO1000 ex USAF Tullahoma, TN-1982
- 2000+ track feet of 132# Rail from West Palm Beach FL (now much of the Wye at Grand Junction)
- 1 Locomotive Crane ex USAF Wright Patterson AFB, Dayton OH
- 3 GP7L Locomotives from Holston Army Ammunition Plant
- Contents of Machine Shop from Volunteer Army Ammunition Plant
- Hydraulic power unit from Fort Knox, KY
- 1 High capacity Fork Lift ex USN Fort Stewart, GA
- 1 outdoor fork lift ex USAF McDill AFB Tampa FL
- 1 SW8 Locomotive USA Bluegrass Army Depot Richmond KY
- 1 GP10 locomotive USA Fort Campbell KY
- 1 Ford Flat Bed Truck USA
- 1 Cargo Van Department of Energy Oak Ridge TN
- 1 Wheel Loader US Marines Bluegrass Army Depot
- 1 All terrain Fork lift USA

Elsewhere in steam preservation:

Monticello Railroad Museum (Monticello, IL)

www.mrym.org

Organized just five years after TVRM, the Monticello Railway Museum began a similar mission in 1966 as "SPUR" or Society for the Perpetuation of Unretired Railfans. Various equipment was accumulated over the years, including several steam locomotives. Southern Railway 2-8-0 #401 is one of the highlights of the collection, serving as a static display for over 25 years. Eventually, operational restoration was prompted by a donor, and a methodical rebuild (including a brand-new boiler and conversion to fuel oil) lasted 15 years. The locomotive was successfully steamed and put into service in late 2010. Number 401 is an H-4 light consolidation built in 1907 by Baldwin and was saved from scrapping at a rock quarry in Margerum, Alabama, around 1967 (near the confluence of Alabama, Mississippi, and Tennessee).

San Bernardino Railroad Historical Society (San Bernardino, Ca)

www.sbrhs.org

Only a few 100% volunteer organizations have successfully restored a large, 4-8-4 locomotive. The San Bernardino Railroad Historical Society accomplished it with former Atchison, Topeka & Santa Fe Railway ("Santa Fe") #3751. This locomotive was built in 1927, retired in 1957, and displayed as a "propped up" park locomotive from 1958 through 1986. It was retrieved by SBRHS for a full rebuild which took place between 1986 and 1991. Since that time, it has appeared at local festivals, been seen in the 2001 movie "Pearl Harbor" and operated three long-distance trips, including the full length of ATSF's "Transcon" route from LA to Chicago in 1992, and excursions from LA to the Grand Canyon in both 2002 and 2012. It is currently out-of-service while in the midst of a 1472-day inspection.

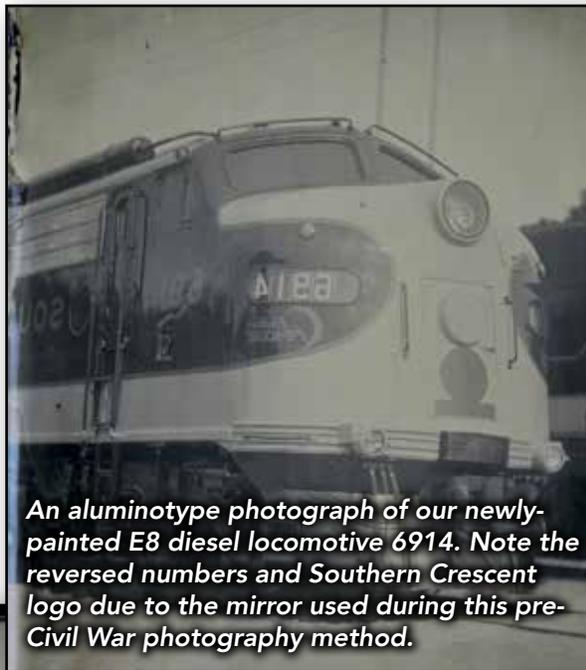


Highlights of the collection

Collodion Photography

It may seem as though we have discovered historic photographs of 4501 from its early days, or maybe 6914 went time traveling, but believe it or not these photographs were taken on September 8, 2018 during Railfest. TVRM loves building partnerships with other history organizations, and The Vacant Chair photography studio certainly fits that bill. They set up their historic cameras and developing booths around Grand Junction in order to take some wet-plate collodion photographs for TVRM. One of their subjects was 4501 seen in the photo below. They also captured some great portraits of newly-painted E8 6914. The final product is called aluminotype

photograph and harkens back to the Civil War era and the beginnings of photography, the same era in which railroads were beginning to crisscross the country. TVRM was pleased to have The Vacant Chair at Railfest, and we're even more pleased with their finished photos! ☒



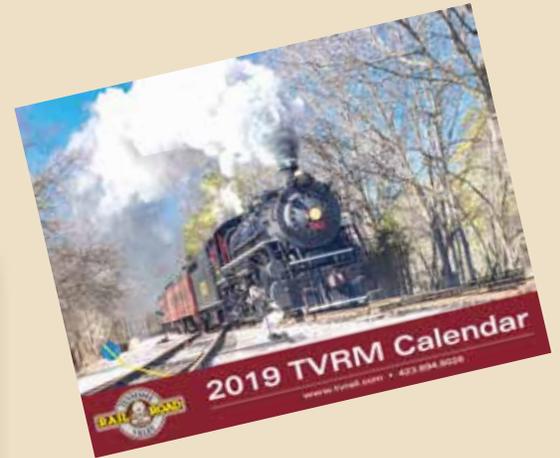
An aluminotype photograph of our newly-painted E8 diesel locomotive 6914. Note the reversed numbers and Southern Crescent logo due to the mirror used during this pre-Civil War photography method.



An aluminotype of 4501 at Grand Junction depot creating an image reminiscent of photos from the late 19th century. Again, the entire image is reversed due to the mirror in the camera used to create the image.

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Soule Shops: Preserving History



Eric Warren is installing a new head gasket on unit 5044

We are currently maintaining a fleet of two steam locomotives, ten diesel locomotives, and twenty passenger coaches. This equipment is divided between our operations in Chattanooga and Etowah. Each diesel locomotive has to receive a quarterly inspection for specific things necessary for safe and efficient use. The steam locomotives receive a similar inspection and boiler wash based on a 31 day service schedule. A locomotive receives a daily inspection each time it is used and repairs must be made before it returns to service. The coaches are repaired as needed after daily inspection.

During the summer season, most of the shop staff is focused on keeping the fleet repaired and in operation. We have also continued work on long term projects and contract work. Work is progressing on former Southern Railway GP38-2 5044 which we will use in our freight operations. It is receiving repairs to its engine including new injectors and cam shaft bearings. We have also completed contract work, for Steam Operations Corporation, on Florida East Coast locomotive 148's driving wheels. US Sugar is having the locomotive restored by SOC and TVRM's wheel machines were vital to complete

locomotive tire and axle work as well as crank pin repair.

We continue to repair former Southern Railway dining car 3164 which we have leased from Southern Appalachia Railway Museum. We intend to have work completed and the car available for our Christmas trains.

One of the challenges of operating a mountain railroad, such as our Hiwassee District, is the wear wheels receive from the many sharp curves. Late this summer we had to send an "away" team to Copperhill to change two wheels on former Louisville and Nashville coach 3101. This involves jacking the car and rolling out the truck where a crane can lift the truck frame up and wheels with the corrected profile can be installed. We installed concrete jacking pads in the yard at Copperhill several years ago to accomplish this task.

The shop's big moment of the summer was the completion of the Southern Crescent paint on E8 locomotive 6914 for display at our late summer Railfest event. Years of work by Robert Frye and his staff of faithful volunteers, augmented by occasional help from the shop staff, were ready to pay rewards. Work continues on the final electrical work for 6914's eventual operation on our trains. ☒

TVRM Doubleheaders:

One of the main objectives of our founders was to preserve, restore, and operate steam locomotives. Thankfully, we have been successful in resurrecting multiple historic locomotives over the years. What is more exciting than seeing a locomotive under steam? Seeing two together, of course (commonly called a "doubleheader")! Although this occurrence has been relatively infrequent, the following is a recap of TVRM trips featuring two locomotives. On August 7, 1971, TVRM sponsored a "TAG Steam Special" from Chattanooga to Gadsden, Alabama,

and return. Featured motive power was Southern Railway 2-8-0 #722 leading Savannah & Atlanta Railway 4-6-2 #750. The train followed Tennessee, Alabama & Georgia Railway's route to Gadsden and used the former Alabama Great Southern back to Chattanooga. In a twist of fate, #722 was leased to TVRM in 1983 to join stablemate #630 in East Chattanooga. This allowed the two locomotives to be used for special occasions. Several times in 1984 and '85, they were steamed up and operated together, primarily for "show" to be seen by excursion passengers as their trains passed Grand Junction on the adjacent Norfolk Southern main line while

enroute from Atlanta to Chattanooga. In a bit of fun, the two engines swapped point locations on alternating trips which allowed photographers some variety. The next chance to see doubleheaded steam at TVRM occurred in 1989 when #4501 was restored for use on a one-off trip from Chattanooga to Calhoun, Tennessee, dubbed the "Bowater Tennessean". During a few days of break-in runs prior to the trip, #4501 doubleheaded with #630 in museum service. In 1996, to mark TVRM's 35th Anniversary, #4501 was teamed up with ex-USATC #610 on a trip to LaFayette, Georgia. Similar trips were also run in both 1997 and '98, although at least one

of these trips went farther south to Trion. Doubleheaders would not return until 2014 when, with the most recent restoration of #4501 complete, the two Southern cousins (2-8-0 #630 and 2-8-2 #4501) would have plenty of opportunities to run in tandem. Each Railfest since has seen the two doublehead on museum property, while a number of Summerville trips annually have utilized both locomotives. One notable event in 2018 had both locomotives hauling a short freight train during a private photo charter. In an "historic flashback", what charter photographers saw was very similar to regular motive power assignments in the 1920's! ☒



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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 I attended the August 10, 2018 ceremonies celebrating the attainment of the new Children's Hospital Outpatient facility fund raising goal and the arrival of our loaned steam locomotive 349, I found myself thinking about TVRM and the subject of community involvement. The very idea of "community involvement" conjures up visions of doing stuff for free, yet your Board has a goal of becoming a community asset and that means that sometimes we may be giving

more than we receive. Whether it be participating in planning for the continuing resurgence of the neighborhood that houses our original East Chattanooga facility, making tickets available to community organizations and schools to use as incentives or fundraising prizes, or loaning one of our most important artifacts available to make sick children feel better, we need to give back to the community that gives so much to us. It's the least we can do. ☒

Meet the TVRM team:

Ryan Miller had little choice as to whether he'd be involved with TVRM. His father (Jim Miller) has been a longtime member and director therefore his entire family could be found on or around trains more times than not. In addition to a long stint as a volunteer, Ryan was hired as a summer fireman in 2002 and a few years later promoted to engineer at age 20. He worked in the shop, as well as engine crew, on a part time basis until graduating from college in 2011 and progressed to full time employment. Through the years he worked with many talented shop mechanics and train crew, learning a multitude of skills. His expertise includes troubleshooting, repairing, and operating equipment. One highlight of his career was serving as a main line engineer during Norfolk Southern's "21st Century Steam!" program. Ryan has enjoyed seeing TVRM's growth, noting that a large variety of trains run frequently. He expects more growth and development and is proud to have a part in it on a daily basis. Ryan and his wife, Heather, live in the Red Bank area of Chattanooga.



Steam Engine 349 moving to display at new Erlanger Children's Hospital