

# SMOKE & Cinders

VOL 59 NO. 1 2021 ISSN: 1083-1606



## In This Issue:



**TVA Donation .. 1**



**Rail Camp  
2021..... 3**



**New Ticketing  
System and  
Web Site..... 4**

**Do You  
Know? ..... 4**



**Elsewhere  
in Steam  
Preservation ... 5**



**History  
Shared ..... 6**



**In the  
Gift Shop ..... 6**

**Latest from  
Soule Shops... 7**

**This Quarter  
in History ..... 7**

**Meet the Team.. 8**

**From the  
President's  
Desk..... 8**

## TVRM Receives Rare TVA Locomotive

In early August the Tennessee Valley Authority and the Tennessee Valley Railroad Museum announced the donation of a significant railroad locomotive to our collection, Fairbanks-Morse model H16-66 #F3060. Built in 1958 and known as the "Baby" Train Master the locomotive was a 1600 horsepower version of the 2400 H24-66 Train Master, at that time the most powerful single unit locomotive being built. The locomotive is one of the few surviving locomotives from this short lived locomotive

supplier.

TVRM is honored that TVA would place this locomotive in our collection for future display and possible operation. TVRM's mission is to educate the public on the role of railroads in developing the Tennessee Valley region and what better example than this locomotive to showcase the intertwined efforts of the railroads and the supply of electricity by TVA in powering our economy.

"Placing this retired locomotive with the Tennessee Valley Railroad Museum means that this rare piece of history will be preserved for years to come," said Carol Eimers,



Fairbanks-Morse model H16-66 #F3060 added to museum collection.





TVA regional vice president, east region. “TVA worked closely with TVRM on a plan to safely transport this locomotive from the Gallatin Plant to Chattanooga, and we are proud it will be a part of the 60th anniversary celebration.”

Delivered to TVA’s Gallatin generating plant near Gallatin, TN the locomotive spent its

entire working career moving coal four miles from the CSX interchange to the plant. The locomotive was retired in 1997 when coal shipments

shifted from rail to barge delivery. The locomotive is one of only eleven Fairbanks Morse locomotives preserved today.

Fairbank Morse entered the diesel locomotive market at the end of World War II planning to capitalize on the unique opposed piston engine used on many submarines and other

naval vessels during the war. Featuring two pistons in each cylinder the engine produced more horsepower per cylinder than other diesel engines of the time. This unique design also led to its downfall as the engine did not hold up in the harsh railroad operating environment and required dedicated maintenance facilities to make repairs. TVA 3060 was one of the last Fairbanks Morse locomotives delivered to any railroad, as they exited the locomotive market by 1963 having produced less than 1500 units.

The Gallatin plant provided the perfect location for the locomotive to operate for almost forty years. The simple operation allowed for the locomotive to be well maintained by the dedicated repair forces and the short, flat route did not present a severe challenge to the locomotive. With Fairbanks Morse still supporting their engines it isn’t hard to imagine the locomotive operating to the present day.

The locomotive has remained at Gallatin until TVA approached TVRM in 2019 regarding possible donation and preservation of the locomotive. Because rail service is no longer available to the plant extensive plans for moving the locomotive over the highway to Chattanooga were developed. TVA assisted the move by providing a crane to lift the partially disassembled locomotive to the specially equipped truck for movement to Chattanooga.

It is planned for the locomotive to be on display in Chattanooga in time for the start of the year-long 60th Anniversary celebration beginning October 13, 2021. Sponsorship opportunities



**Delivered to TVA’s Gallatin generating plant near Gallatin, TN the locomotive spent its entire working career moving coal four miles from the CSX interchange to the plant.**



## Rail Camp 2021

TVRM recently wrapped another successful Rail Camp season, a fitting annual tradition to highlight our 60th anniversary. Our campers, ages 7-17, were eager to take part in this year's authentic summer program experience to provide training, history, and hands-on activities that real railroading entails. Over the course of each weekly session, campers conducted a variety of activities including highlights on railroad safety, photography, Railway Post Office mail drops "on the fly," RPO letter sorting tests, and artifact care. Classroom presentations were coupled with other hands-on activities such as blacksmithing, back shop tours, immersive hikes



through the Missionary Ridge tunnel, and shoveling coal to "lay the fire" before each weekend fire-up of the Southern 630 for families and campers to ride! By the end of each week, enthusiastic cohorts were well-versed on a diverse number of topics, skills, and real-world railroad experience.

TVRM's Rail Camp would not be possible without the tireless help of museum staff including our volunteers, train crews, deli, shop, ticket agents, and office staff who made sure our campers had a first-class experience. Watching campers become fast friends and hearing repeatedly that they were "having an amazing week!" affirms TVRM's approach to host a safe, fun, and comprehensive program for aspiring railroaders. Needless to say, Rail Camp is a signature program in the southeast and we look forward to riding the rails with our campers in 2022, continuing our proud tradition of preservation and education. ☒

## Thank you to our Generous Supporters

### \$5,000 and above

George & Sherry Ann Eichelberger  
Wick Moorman

### \$1,000 - \$5,000

Norfolk Southern Foundation	Wes Hicks
Michelle Best	Network for Good
Don Graab	Patrick & Opal Powers
John Stroupe	Jim & Marsha Olson
James Burran	Randy & Debbie Fowler
	Bill & Linda Schafer

### \$250 - \$999

Frank Patty	Mark S. & Patty Parks
William Anderson	Christopher Bujara
Wabtec Foundation	John H. & Margaret Rebensdorf
Carl Ardrey	William A. Varnell
Jeb Kriigel	Brendan & Elaine Brosnan
William Larson	

### Up to \$250

Thomas Rothweiler	Eugene L. & Ora Kelly
Rowland Kestner	Richard W. McBride
Robert Russo	L. James & Carolyn Miller III
Charles Tomei	Jack Wheeler
James E. Antoine	David & Robin McMahon
Thomas Rothweiler	Tom Muia
Joseph Brashears	John Irwin
Bart & Rebecca Smith	Roy Wullich
Kenneth Freer	Preston Black
Edward J. Rosenberg	Mary Paul
Riley Moyer	Donna Mechelle Forgani
Mike & Amanda Franklin	Lorelle Pepper
Margaret Schreiber	James & Doris Varnell
Whitwell Lodge #563	Larry Spreckelmeier
Robert & Sylvia Colvin	Michael Webb
George A. Atkinson	Sidney Roebuck
L C Casinger	Robert & Marlene Dowd
Malcolm A. Cross	
Brad & Sandra Cullen	
Jeff Eblen	

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



SCHEDULE VARIES  
CHECK TVRAIL.COM



AUTUMN



FRIDAYS & SATURDAYS



MID NOVEMBER-DECEMBER



60TH ANNIVERSARY CELEBRATION

OCT: 16, 17, 23 & 24

# Do you know?

## TVRM is on Social Media.

Social media has become a key component of "getting the word out" that we are up and running! We continue to experience a 4501 video clip "going viral" with over 4.7 million views and lots of posts liked by many. And - we love all the posts and photos visitors tag us in - so be sure to follow us Facebook, Pinterest, Twitter, YouTube and Instagram:

<https://www.facebook.com/tvrrail>

<https://twitter.com/tvrrail>

[https://www.instagram.com/tenn\\_valley\\_rr](https://www.instagram.com/tenn_valley_rr)

<https://www.pinterest.com/tvrrail>

<https://www.youtube.com/user/tvrrail>



Our post about 710 Day has received 761 likes on Instagram and 422 likes on Facebook



Our post opening Steam Season at TVRM on March 13 received 9,694 likes on Facebook



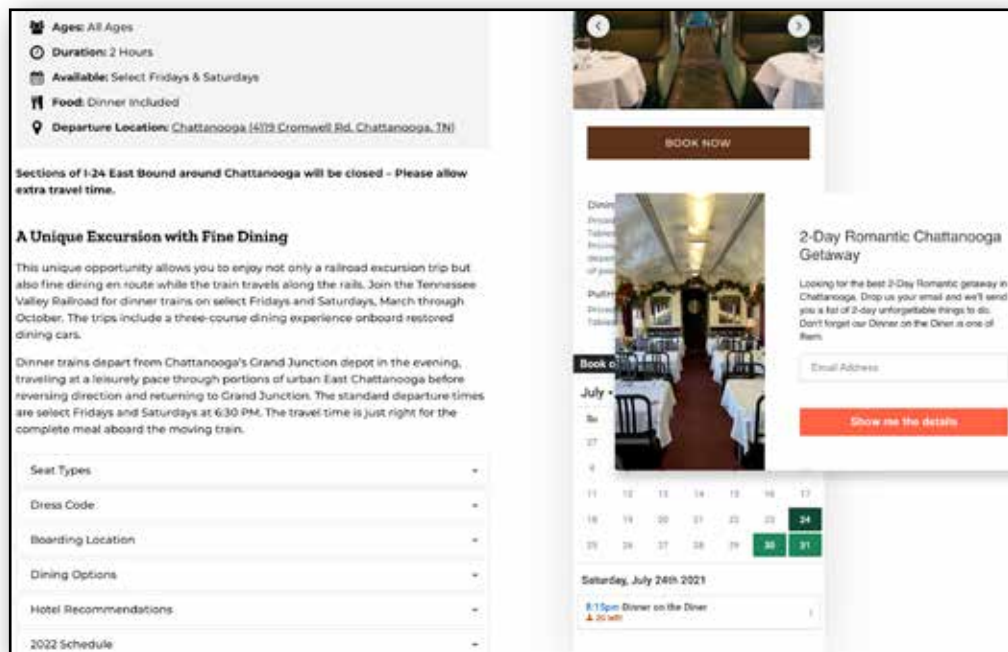
4501 rolling into Grand Junction from fall of 2020 has been liked by over 14,000 followers, viewed 4.7 million times and shared 2.8 thousand times

# New Ticketing System

As the complexities of our operations have continued to grow, our ticketing system needed to grow with it. Beginning in September 2020, we converted to a new, web-based reservation and booking system, **FareHarbor**. This platform provides industry-leading solutions for tours, activities, and attractions. **FareHarbor** has partnered with many other organizations within the tourist railroad industry and is regarded as being **best in class** for ticketing.

"This change has allowed us the flexibility to customize our

trip offerings with ease and has provided our customers with a more user-friendly online booking experience," stated Olivia Hovey, Guest Services Director. Among some of the most valuable features are customer communication about trip information through both email and text, the ease in which we can transfer or refund tickets, and the simplification of creating new trips and availabilities. **FareHarbor** also integrates with many other platforms that help drive traffic to our website, provide user data, and build reviews such



as *GetYourGuide*, *TourAdvantage*, *Google Analytics*, and *TripAdvisor*. These features and tools have been extremely helpful with operations within the Guest Services Department.

In addition to their superb customer service and online booking solutions, FareHarbor also built TVRM a brand new website. The new website features improved functionality, sleek design, and easier navigation. For our customers, the website has provided

an all-encompassing resource to find all things TVRM. For our staff, the website has provided a platform through *WordPress* that allows us to quickly and easily make changes to our information online.

Overall, *FareHarbor* has been a huge asset to the efficiency of our daily operations. As we continue to grow and evolve, *FareHarbor* will continue to provide innovative solutions to fit our needs. ☒

## Elsewhere in steam preservation:

### Durango Railroad Historical Society

**D&RG #315** – Historic three-foot, narrow gauge D&RG locomotive #315 was built in 1895 for the Florence & Cripple Creek Railroad as their #3 (also named “Elkton”). In 1915 it was purchased by the Denver & Rio Grande Railroad for freight service, and then



served the Denver & Rio Grande Western after reorganization, wearing numbers 424 and, finally, 315. Number 315 is a Class C-18 consolidation (2-8-0) with an operation sister at the Colorado Railroad Museum: #346. Its last revenue operation was in Durango, Colorado, serving as the shop switcher, until retirement in 1949. Interestingly, the locomotive was leased to the Rio Grande Southern Railroad during 1926-27. Members of a local Rotary Club encouraged the railroad to save #315 from scrap and it was leased to the City of Durango to be put on display. Beginning in 2001, the DRHS began restoration of the locomotive in a local park. It was steamed at the restoration site in a Durango Park in 2007, then moved to the Durango and Silverton Narrow Gauge Railroad for occasional operation. The Society has been restoring a former engine house in Silverton to house #315. Meanwhile, the locomotive has traveled (by road trailer) several times to the Cumbres & Toltec Scenic Railroad for operation and will be ending a multi-year stay there sometime in 2022. <http://www.drhs315.org/>

## History Shared

As we remember the 100th anniversary of the “Roaring Twenties,” it is fitting to highlight the railroad’s role in this significant period of history.



Railway Post Office (RPO) cars such as the Southern RPO 40 in TVRM’s collection, built in 1922 by ACF, were mainstays for shipping most mail, banking or business payments, and cash. This soon became a lucrative target for 1920s criminals who would plot and occasionally succeed in stealing RPO shipments, meaning the “Roaring Twenties” soon roared on the rails with major organized railroad

heists across the country. The situation became desperate after millions of dollars in financial losses, and thousands of U.S. Marines were posted nationwide aboard RPO cars with direct orders to keep the mail

moving at all costs in 1921 and 1926. The southeastern U.S.M.C. Detached Guard Company was headquartered in Atlanta, armed to monitor rail movements in Chattanooga and other major southern cities.

As testament to the experience of the 1920s and beyond, RPO 40 is currently stored for future restoration at East Chattanooga as part of our regional collection. Additionally, we will soon be debuting our newest exhibit “Tell it to the Marines!” highlighting the experience of 1920s

RPO shipments and the vital role of the U.S. Marine Corps in vigilance, professionalism, and duty on the railroad to aid post-WWI economic growth in our region. We invite you to visit in the near future to learn more about the Railway Post Office and the U.S. Marines who ensured safe delivery of the U.S. mail. ☒

## 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.

New T-shirt designs  
S-XL \$18.95,  
2X-3X \$19.95



## Soule Shops: Preserving History

Winter is the time of year when we concentrate on the big jobs at the TVRM Soule shops. We have limited operations during the cold weather which means more equipment is available for a concentrated repair effort. This year being no exception, we undertook installation of a new air conditioning system for the kitchen of dining car 3158. Railroad dining cars typically did not have air conditioning in kitchens, particularly on older, but modernized, cars. There were air circulating blowers and the windows had screens to allow some fresh air into the area. The recent addition of a commercial dishwasher to the kitchen has added more heat generation to the space so a solution needed to be found to cool down the area. An evaporator package was added to the ceiling of the car above the buffet area, along with the appropriate duct work and there is now 5 tons of additional air conditioning in the kitchen. This has greatly improved the comfort of the space.

Normal repairs were also made to our fleet of coaches after a season of operation. We have many details that are checked annually such as wheel profile and thickness. Each wheel is measured so we can plan repair or replacement as they are worn from use. Safety appliances like handrails and steps are also checked and they must be secure and safe for continued service. Locomotive 630 was prepared for service for the season and has been performing well.

Commissary Car 50 was prepared for a season of service including receiving its 3-year brake service known as "COT&S", which means clean, oil test and stencil. The brake valves are replaced with a clean and tested set. The brake cylinders are cleaned, and new rubber parts installed. The system gets tested to determine that all the components are functioning according to specification and there are no leaks in the plumbing for the brake system.

The shop wheel pit jack was overhauled this winter. It operates using hydraulic oil and air to raise and lower wheels out of coach trucks and locomotives. Periodically, the seals

on the pistons must be replaced. Locomotive Engineer/Mechanic Brian Hunt disassembled and replaced the seals and soon had it working in good order. We used it on replacing wheels in Dome Car 1877.

Contract work continued forward on Dome Coach Lounge 1877. A new air

conditioning evaporator was installed in the lounge area of the car along with wiring of the control systems and lighting. The wheels were replaced and the truck frames were inspected. In other contract work, a cover on the generator cabinet was installed on leased dining car Southern 3164 which is used on our dinner trains.

As spring arrived, we continued to make progress on the repair of office car 98. The replacement and repair of the side sills and sheets is now mostly complete. Coach 1486 was painted into its original Norfolk and Western paint scheme. The car is formerly N&W sleeping car Randolph Macon College. It was later converted into a high-capacity coach for commuter service. It now serves TVRM as a coach for special events and is also used on the Missionary Ridge Local.

As with past years, shop forces supported setting up the Thomas event and grounds. Fencing and barriers are set up to direct the flow of the guests. Step locations must be placed for boarding the train and made safe for the thousands of people who enjoy the event. Working with local vendors tents and food trailers must be placed and supplied with water and power. ☒



*Shop lead Ryan Miller removes a wheel from round end dome-lounge-observation 1877 for replacement.*

**This Quarter in TVRM History:** (1980) Things were really shaping up during the first quarter of 1980 with finishing touches being carried out on Emma Street Station (East Chattanooga Depot), and earth moving in progress at the Cromwell Road property (Grand Junction). In East Chattanooga, installation of fixtures and cabinets inside the newly constructed building was ongoing, while track ballasting and leveling was done to properly align coach steps with the station platform. The formal dedication of East Chattanooga Depot was held

on March 20, during a torrential downpour. This did not deter special guests Governor Lamar Alexander and Mayor Pat Rose from marking the occasion. At Cromwell Road, the 844th Army Engineer Reserve Unit was making headway reconfiguring the landscape by grading wye right-of-way, as well as the areas which would host Grand Junction Station, several display tracks, parking lot, and entrance driveway. The executive office building had already been moved to an alternate location, and interior renovations were underway. In other news, future

TVRM President Tim Andrews had just become editor of Smoke & Cinders after three years of volunteering as gift shop manager, helping with mechanical projects, main line dining car work, and on-site train operations. Planning was in place for annual excursion trips including one to Dayton, Tennessee. That trip didn't pan out, but an historic, one-off outing to Nashville over L&N was miraculously pulled off in April. Several pieces of equipment were received as donations from Southern Railroad such as a 40-foot flat car, and former Central of Georgia coaches 661

& 907. The search continued for at least one serviceable hopper which could be used to obtain coal directly from a mine head for transport directly to TVRM over Class 1 railroads. Television program "PM Magazine" came calling and English switcher "Flying Dutchess" was fired up for the cameras. This provided valuable media coverage at no cost to the organization. For the first time TVRM became a member of the Tourist Railway Association, Inc. (TRAIN), which was the precursor to today's HeritageRail Alliance.



A NON-PROFIT  
EDUCATIONAL  
CORPORATION

4119 Cromwell Road  
Chattanooga, TN 37421-2119

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

First Class  
U.S. Postage  
PAID  
Chattanooga, TN  
Permit No. 95

Find us online!

<https://www.facebook.com/tvrrail>

<https://twitter.com/tvrrail>

[https://www.instagram.com/tenn\\_valley\\_rr](https://www.instagram.com/tenn_valley_rr)

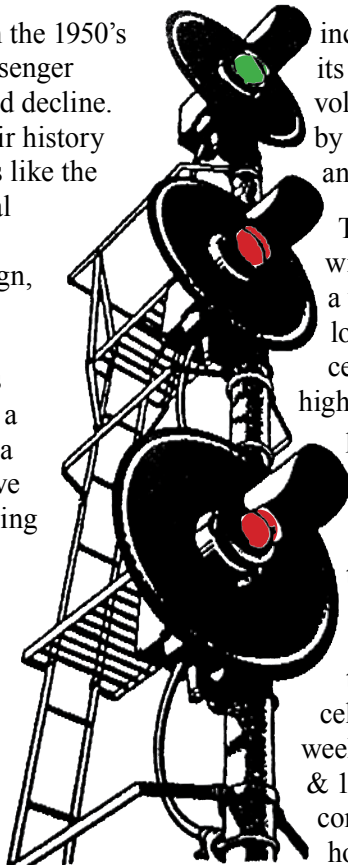
<https://www.pinterest.com/tvrrail>

<https://www.youtube.com/user/tvrrail>

## From the President's Desk

Across the United States in the 1950's steam locomotives and passenger service were both on a rapid decline. In an effort to preserve their history small museums and groups like the National Railway Historical Society were formed. Whether by chance or design, two railroad enthusiasts, Paul Merriman and Robert M. Soule found themselves in Chattanooga and shared a mutual interest in creating a railroad museum to preserve steam engines that were being rapidly scrapped. Thus, in 1961 TVRM was formally chartered.

Fast forward 60 years and TVRM has become one of the largest railroad museums in the country. It has reached these mile stones through the



incredibly hard work of its dedicated members, volunteers, and supported by thousands of visitors and donors.

TVRM will begin a year-long celebration highlighting the past sixty years and revealing plans for facility improvements that will take us through the next sixty. Look for further announcements of the opening of that celebration beginning the weekend of October 15, 16, & 17, 2021. Make plans to come see what the future holds for TVRM. ☒



## Meet the TVRM Team:

Jennifer Ennis moved to Chattanooga from Fort Myers, Florida, in 2008. Starting as a temporary worker at TVRM, she became a full-time employee in May 2009, doing general office activities (plus a variety of other things) and currently works in the accounting department. In her own words: "My co-workers are a big part of why I love to come to work every day because it is like working with friends." She has a Bachelors in Religious Studies, an Associates in Business, and has just completed a Bachelors in Accounting. Jennifer's husband, Brian, works for Tyner Terminal Railway Co. (a subsidiary of TVRM). They have two school-aged boys, Michael (age 9) and Jacob (age 6). Michael races a Jr. Dragster (max. speed 50 mph) and both boys play on youth baseball teams, so Jennifer spends her time bouncing between the racetrack and ball fields. Their family is complete with a dog named Coco.

