

SMOKE & Cinders

VOL 56 NO. 4 Fourth Quarter 2017 ISSN: 1083-1606

This issue will feature some of the winning photos from the 2018 TVRM calendar

In This Issue:



Southern Highlands Attractions 1



Holiday Season at TVRM 3



Do You Know? . . . 4

Elsewhere in Steam Preservation . . . 5



Highlights from the Collection . . 6

In the Gift Shop 6



Latest from Soule Shops 7

This Quarter in History 7



Meet the team . . . 8

From the President 8

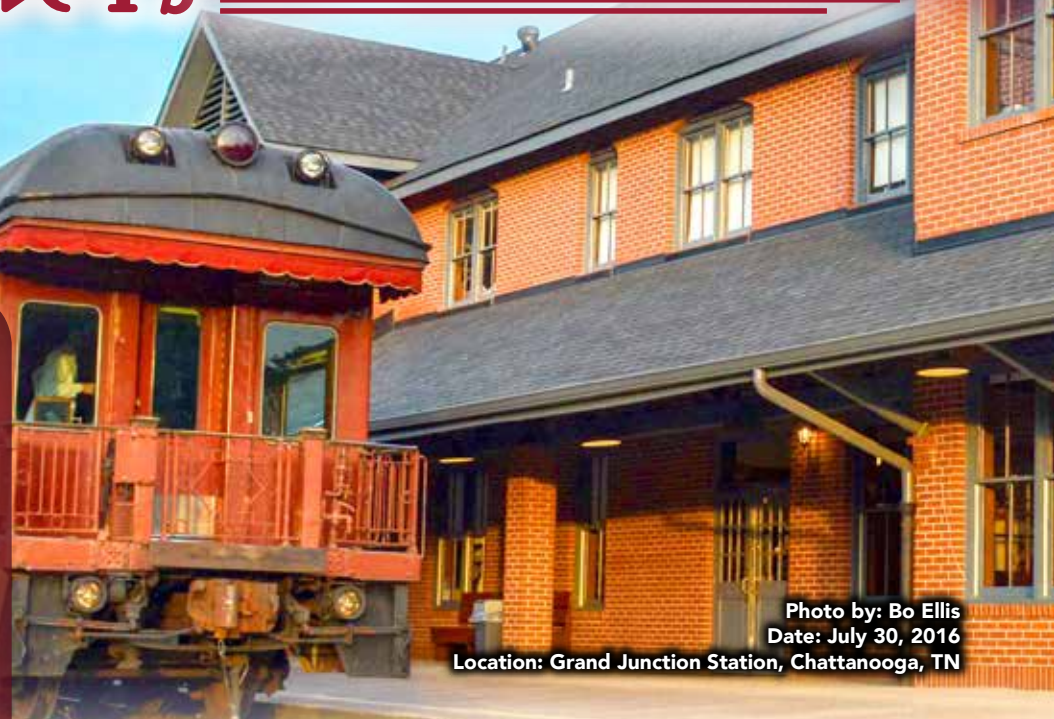


Photo by: Bo Ellis
Date: July 30, 2016
Location: Grand Junction Station, Chattanooga, TN

Being in Select Company - TVRM Joins the SHA

Biltmore Estate...Shenandoah Caverns...The Blowing Rock... Rock City...Ruby Falls. These iconic heritage attractions bring to mind the very best of historic and scenic destinations, but they have something else in common. Each of these locations is a member of the prestigious Southern Highlands Attractions, or SHA

– a group of exceptional, largely independently-operated, travel attractions along the southern end of the Appalachian Mountains.

SHA membership comes by invitation only, meaning the current member attractions must formally vote to extend a membership opportunity to

Map of all Member organizations at www.southernhighlands.org





new organizations. In addition, any organization considered for membership must meet certain criteria, including a minimum number of years in operation and annual paid attendance of at least 50,000. At the beginning of 2016, SHA had 18 members located in Virginia, North Carolina, Tennessee, and Georgia.

With all of this in mind, the Tennessee Valley Railroad Museum was honored, and humbled, to receive a call of interest from SHA in early 2016. TVRM welcomed an initial visit of the SHA Membership Committee in March and then played host to all member organizations during the SHA's Fall Meeting held in September. Prior to the conclusion of that Fall Meeting, the member organizations unanimously voted to extend a membership offer to the Tennessee Valley Railroad Museum. Of course, TVRM gladly accepted, becoming the 19th member attraction.

How does this membership benefit TVRM? For starters, simply being associated with some of the country's finest tourist destinations lends an additional level of credibility to what the museum is doing. TVRM continues to enhance its reputation and profile, and the outside world is taking notice. Member organizations are also required to help promote and recommend other SHA attractions through web links and brochure exchanges. For instance, references to the SHA and its members can currently be found on the TVRM website and at Grand Junction Depot.

Online listing of all member organizations with active web link to each site.

SHA membership also allows TVRM management to attend

meetings that focus on best practices in areas of specific interest to tourist attractions. For example, PGAV Destinations, a world-renowned attraction and exhibit design firm based in St. Louis, invited all SHA organizations to visit its headquarters in May in order to gain a first-hand look at the importance of master planning. Likewise, Biltmore Estates opened its doors to SHA members in September, allowing an up-close and personal look at its premier customer service and employee engagement programs.

On the flip side, the SHA monitors member performance through periodic "secret shopper" calls and on-site visits. This means that the museum will be continuously challenged to offer the highest level of customer service, up-to-date facilities, and an outstanding overall experience for our guests. Results of these secret shopper visits are distributed to all members, which obviously yields accountability among the membership. Although it can be uncomfortable at times, TVRM will utilize these reports to reveal and quickly address any problem areas.

TVRM has already seen substantial benefits from its first year of SHA membership, and the officers and staff look forward to many more years as a member. Growth comes with challenges, but TVRM is up to the challenge. We know that, as a result, we will be a better organization ready to give our passengers an experience they will never forget, and thus ensuring that we will be better able to preserve our region's railroad history. ☒



Thank you to our Generous Supporters

Conductor up to \$250
Chattanooga Area CFC
Randall N. Cofer
Louis Cerny

We are rapidly approaching the end of 2017 and closing the book on another successful year. We have a number of important projects currently underway from rolling stock to physical plant improvements. Your year end contributions can help push these many projects toward completion or support the general fund which can be applied where needed the most.

You can go online at www.tvrail.com and help TVRM continue to preserve history for future generations.

The Autumn and Holiday Season at TVRM

The Autumn and Winter holiday season is especially busy for TVRM. Special events during this time account for almost 40% of our yearly ridership, and those numbers increase every year. Our Summerville Steam Specials allow passengers to spend all day traveling behind our operating steam locomotives. Passengers in the open-window car get to hear and taste the steam engine from an up-close perspective, while first-class passengers enjoy breakfast and lunch on board and vintage first class accommodations in a Pullman car and round-end observation car. Our visitors to the Hiwassee River

Railroad enjoy wild, undeveloped scenery along the Hiwassee River. First-class passengers on this route can enjoy the scenery from the glass dome atop our round-end dome/



North Pole Limited
STARTS NOV 24

NIGHT CAP
Sly Nick
DEC 1, 2, 8, 9, 15,
16, 22 & 23

Christmas Special
Dinner Train
NOV 24, 30
DEC 1, 2, 7, 8, 14,
15, 16, 21, 22, 28, 29

SANTA'S
HIWASSEE
HOLIDAY
TRAIN
DEC 2, 9, 10,
16, 17 & 23

SANTA SPECIAL
Round-trip ride with Santa
Summerville, GA to Trion, GA
DEC 2, 3, 9, 10,
16, 17, & 23

NEW YEAR'S EVE
DINNER TRAIN
DEC 31

Do you know?

The Cost of new track construction

As TVRM makes additions to our track network we are often asked “what will it cost”? The answer like some many things in the railroad world is “it depends”.

List prices:

6”x8” new cross ties \$37.00 ea

132# Used/Relay Rail. \$500-900 per ton or about \$42.00 per foot

Spikes \$.55 each

Used tie plates. \$8 each

On the mainline railroads track construction can cost up to \$1,000,000 per mile. Using “relay” materials on trackage like at TVRM the cost falls to about \$654,000 per mile and if you already have the materials left over from other projects \$355,000 per mile. Lastly if we do the work ourselves instead of using contractors the cost falls to about \$300,000 per mile.

So, we need to build almost a mile of new trackage (includes relocated Wye, six turntable leads, additional storage tracks) over the next 12-18 months Cost: **\$300,000.**



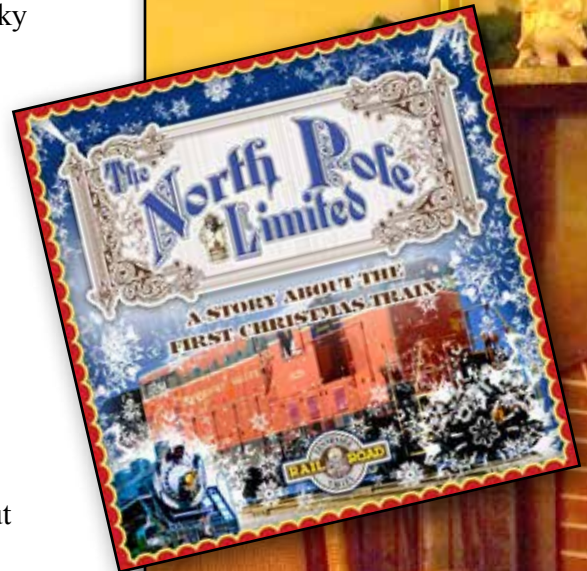
Photo by: Mike Ray
Date: March 19, 2017
Location: Chickamauga Creek near Grand Junction

observation car. Truly lucky passengers may catch a glimpse of a bald eagle. Keep an eagle eye out!

The Halloween Eerie Express, Fridays and Saturdays in October, features our train ride and fun house geared towards our youngest fans. Kids can tour the fun house, play blacklight mini golf, color, listen to stories, and pick out their own pumpkin!

Soon after Halloween comes TVRM’s biggest event of the year, starring Santa Claus himself. *The North Pole Limited* takes riders on a journey from Chattanooga to the North Pole, recreating the first journey of the North Pole Limited, when trains from around the country helped Santa deliver his many gifts on time. During the journey, our guests in coach enjoy storytelling, a souvenir boarding pass, carols, chocolate milk and gingerbread cookies and a souvenir bell. Our guests riding in Santa’s Private Car enjoy their own keepsake copy of the North Pole Limited story, a souvenir boarding pass, a fresh-baked chocolate chip cookie, and hot chocolate in a keepsake mug and a larger souvenir bell. After arriving at the North Pole, Santa boards the train. It takes a lot of Christmas magic to make sure Santa can visit upwards of 1,000 passengers a day! After returning to Chattanooga, Santa hops off the train to get ready for Christmas.

We believe adults enjoy the Christmas magic just as much as kids, and so for 2017,



TVRM is offering “Nightcaps with St. Nick,” a Christmas experience geared towards adults who want to enjoy the enchantment of the season in a first-class, historic railroad car! Guests will enjoy listening to the vintage poem “’Twas the Night Before Christmas,” caroling, and other entertainment before arriving at the North Pole. Upon arriving, St. Nicholas, who predates Santa Claus by many centuries, will visit with passengers during the return journey. Throughout the trip, our guests can enjoy a choice of drinks from Eggnog Brandy Alexanders to Peppermint Schnapps Hot Chocolate. In addition, they will also have a plate featuring an

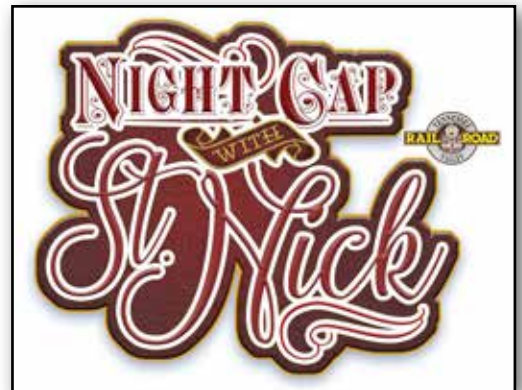




Photo by: Joey Hartsell
Date: December 12, 2008
Location: Grand Junction Station

assortment of dessert samplers. All passengers will receive a keepsake ticket and souvenir ceramic mug from their journey.

Because Santa is such a huge rail fan, he visits with TVRM at our other Christmas train rides as well: The Hiwassee Holiday Train and Summerville Santa Special both feature a visit with Santa along with a chocolate drink, gingerbread cookie and souvenir bell.

If you are looking for a special Christmas evening, but you have already mailed your list to Santa, consider our Christmas Special

Dinner Train. Guests enjoy a four-course formal dinner on board our dining car. As the train rolls towards downtown Chattanooga, white-jacketed waiters in black bow ties serve a sumptuous dinner to our guests seated at tables with white linens and full place settings.

It is easy to see why Autumn and Winter are so busy for TVRM. We enjoy providing our visitors with a variety of experiences to help them celebrate the holidays in vintage railroad style. Thank you so much to our sponsors: EPB and McKee Foods for helping us make Christmas magical, and thank you for riding with us! We look forward to seeing you on one of our trains soon! ☒



Photo by: Robert Duncan
Date: November 12, 2016
Location: Rossville, GA



Elsewhere in steam preservation:

The Great Smoky Mountains Railroad:

www.gsmr.com/steam

Based in Bryson City, North Carolina, is part of American Heritage Railways and provides rail excursions and special events. Their 2-8-0 steam locomotive #1702 was recently returned to service through a unique public/private partnership with Swain County. The locomotive was acquired in the late 1980's after operating at several shortlines in the midwest. It is an ex-US Army Transportation Corps S-160 model, older, but similar to TVRM's #610.

The Illinois Railway Museum

www.irm.org/steamdept/index.html

This museum is home to the largest rolling stock collection in the country, including steam and diesel locomotives, electric and interurban equipment, trolleys and streetcars, passenger and freight cars, and even non-rail trolley buses. Most of the collection is housed out of the weather under storage barns. For many years their operational steam locomotive has been ex-Frisco 2-10-0 #1630, although several others are under restoration. Number 1630 is unique as it was re-gauged from 5-foot width to standard gauge after its intended export to Russia was annulled.

The Grand Canyon Railway

www.thetrain.com/special-events/steam/

GCR reactivated an AT&SF branch line to the Grand Canyon in 1989 to serve the well-known National Park. Trains are generally pulled by diesel-electric locomotives, but steam runs on occasion. Currently there are two steam locomotives in service: ex-CB&Q 2-8-2 #4960, and ex-LS&I 2-8-0 #29. Both engines have been converted to burn nearly-carbon-neutral waste vegetable oil for fuel, and run together (doubleheaded) for special events and photography sessions.

Highlights of the collection

Steam Star #4501 Celebrates another birthday.

Locomotive 4501 celebrated its 106th birthday this October. TVRM's most famous locomotive rolled out of the Baldwin Locomotive Works in Philadelphia, Pennsylvania in October of 1911. The engine is a 2-8-2 Mikado used in freight service by the Southern Railway until they sold it to the Kentucky and Tennessee Railroad in the 1940s. TVRM's first president, Paul Merriman then purchased the engine at scrap value of \$5,000 in 1964. The rest is history.

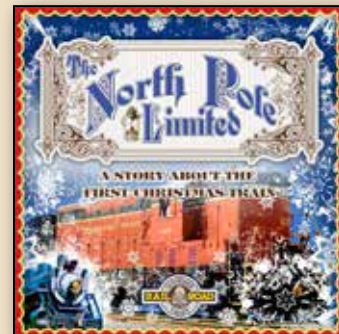
Over 4501's 53-year history with TVRM, she has undergone multiple overhauls and restorations to keep the locomotive in operating condition. Steam locomotives are costly, labor-intensive and inefficient compared to diesels,



so it is a pure labor of love for the many people that have helped keep it running for the last half century. While mainline railroads had good reason to discontinue steam locomotives in order to help their bottom line, organizations like TVRM take on that extra cost and labor out of pure passion and in the belief that present and future generations need to see the machines that built our country in operation. Join TVRM in celebrating the birthday of the engine that started it all. Happy Birthday 4501! ☒

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

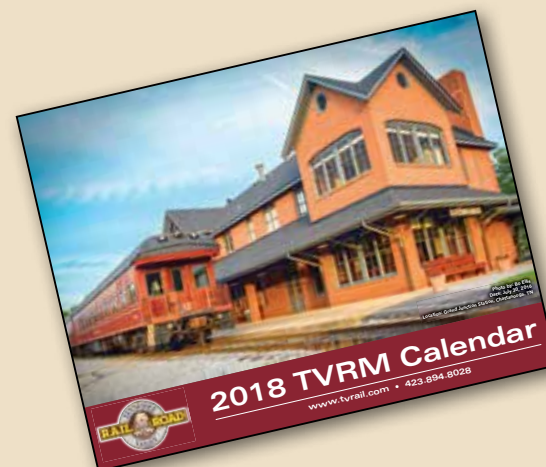
TVRM's Illustrated story of the North Pole Limited



Newest Ornament



2018 TVRM Calendars



Soule Shops: Preserving History

For many years TVRM has leased diesel locomotives to support our freight operations on the Hiwassee and at Enterprise South but beginning in 2016 the combination of low interest rates and reasonable prices have allowed TVRM to purchase replacements. In August 2017 TVRM successfully bid on former Norfolk Southern and Southern Railway GP38-2 5109 at the NS auction.

The first stop for the locomotive was Soule shops where it received body work, a coolant heater (allowing winter time shutdown), and a lube oil containment tank. The unit, along with GP38-2 5000 will be assigned to Enterprise South. In the meantime GP38-2 5044, purchased last year, returned to Chattanooga from Copperhill to receive some attention to its Prime mover.

Steam Locomotive 4501 was taken from service for the month of August to complete her annual inspection. A variety of minor repairs were made during the inspection period and she returned to service in early September.

Not all shop work revolves around our active rolling stock. In September TVRM took delivery of a used Brushcutter purchased from Norfolk Southern. Located in Fort Wayne Indiana the unit was prepared for movement and then trucked to Chattanooga. Although not used for several years the machine was quickly returned to service and has been broken in on the Chattanooga District. Plans are for it to work on the Hiwassee and at Enterprise South beginning this winter. ☒



Robert Frye working on 6914 (first rolled into service in 1953) tapping holes for remanufactured shutters. This diesel has been under restoration at TVRM since the early 2000s. The team is aiming to have this diesel riding the rails in the next two years.



Meet the E8 team: Robert Frye, Andy Hendee, Mike Overlander

This Quarter in History: 1982

The 4th Quarter issue of Smoke & Cinders is full of interesting news from TVRM. Four sold out "Autumn Leaf Special" excursions operated over the former CNO&TP line from Chattanooga to Crossville, Tennessee. The host railroad? Norfolk Southern...only recently named from the merger of Norfolk & Western and Southern Railway.

This year's trips were pulled by Nickel Plate 2-8-4 #765 which was leased from the Fort Wayne Railroad Historical Society to substitute for similar, but ailing, C&O #2716 (both locomotives are Van Sweringen Berkshires.) The trip on Sunday, October 17 included an unfortunate incident as the train hit a dump truck at a private crossing in Hixson. The truck driver received minor injuries and the locomotive only slight damage to its cylinder lubrication system.

After a delay of approximately two hours, the train continued its journey to Crossville, transferring to the former Tennessee Central line at Emory Gap to climb up the Cumberland Plateau. Elsewhere in the newsletter there are reports about the year including acquisitions of several diesel locomotives and a "clamshell" crane, completion of the shop building and installation of the turntable in East Chattanooga, and ongoing construction of Grand Junction Station. Over 35,000

passengers were handled on the museum railroad. Membership rose to over 1,100 names, and employment edged up to five workers to help take care of day-to-day operations. It was also reported that Bill Purdie retired from Southern Railway in December with 26 years of service, sixteen of those as Master Mechanic for the steam excursion program. TVRM worked closely with Mr. Purdie during annual excursions, as well as involving operation of leased #4501.



A NON-PROFIT
EDUCATIONAL
CORPORATION

4119 Cromwell Road
Chattanooga, TN 37421-2119

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

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 being written, fall, as defined by most as ending on October 31, is winding down. It has been a successful fall with full trains running on the Hiwassee, to North Georgia and at TVRM. With just a few more weeks of the Autumn Leave Specials we can turn our attention to the impending Christmas Holiday rides. Just like the department stores we have begun hanging lights and putting up decorations

with all needing to be in place by Thanksgiving.

Other year end rituals include planning for next year. These plans cover all areas including operations, marketing and shop work. This planning begins in mid-summer and evolves throughout the year as circumstances and resources dictate.

Also in December we make our end of year request seeking support for our capital projects. Your generosity makes many of our capital projects possible and helps move TVRM forward. We can't move forward without the effort of our employees, volunteers, members and supporters. Thank you. ☒

Meet the TVRM team:

Charlie Walker was a nature lover and outdoorsman while growing up and had no interest in trains. "Frustrated biologist, best describes me." How did he end up at TVRM? A "sign painter" was needed in 1989 to letter coaches and locomotives by hand. Being the big brother of George Walker, and an accomplished artist, his name was quickly mentioned as a possibility. Charlie began part time on an "as needed" basis but was laboring full time around the shop, and in switching service, within a few short years. He has enjoyed working with many talented people at TVRM through the years, and credits Grady Ragan as a special influence and mentor in the car repair department. Charlie has been a valuable parking lot staffer during all our "Thomas" events, noting how the hectic days have progressed from "uncontrolled chaos" to being much more organized (although never boring.) Many things have changed during his tenure at TVRM, including improved shop facilities, upgraded equipment, and better work practices.

