

# SMOKE & Cinders

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SMOKE & CINDERS  
TENNESSEE VALLEY RAILROAD MUSEUM

4501

no monthly meeting of the Chapter in August  
September to be certain that all  
September excursion to Stearns.  
Wednesday,



TENNESSEE VALLEY RAILROAD MUSEUM, INC. is no longer a dream; it is an established fact. However, it still exists on paper because we have no railway equipment other than the personal property of the members, but that should be remedied soon. Excellent relations exist with the city concerning the location of the museum in Warner Park, and we are working with the city fathers to bring this into reality. When the museum is established and the first equipment comes rolling in, there will have to be an equal rolling up of members' sleeves to care for it. If there is some part of the work of museum operation that you would like to do, see Dick Rhodes - he can use you.

MONTHLY PUBLICATION of a newsletter will be attempted by the Museum to be mailed to all members and interested friends. If you have any item that you think would interest your fellow railroad enthusiasts, please drop it in the mail to the Museum at P. O. Box 144, Chattanooga 1, Tennessee. If you would like to help edit such a publication, or perhaps take on all of the editing task, speak up - - - there is a job for you. The name "Smoke and Cinders" was chosen at random by the temporary editor to stimulate some thought for a regular name. What is your pleasure? You name the newsletter at the next meeting.







## The First 55 Years

- Trevor Lanier, TVRM Historian

I remember the day that steam locomotive 630 rolled out of the shop for test runs in the spring of 2011. Shop Foreman George Walker had the Nashville, Chattanooga, and St. Louis wooden caboose hooked up behind 630 so that employees could go for a ride behind the newly-restored steam engine. I was sitting in the cupola waiting to depart when a green suburban rolled up the driveway. I had been around long enough to know that vehicle, and I had seen pictures many times of Bob Soule sitting in it. Penelope, Soule's daughter, stepped out from behind the wheel, her camera in hand. Her mother, Joyce Soule, waited calmly in the front passenger seat while Penelope took pictures of the 630 under steam.

*"An impossible dream?  
An unobtainable goal? A  
fantasy beyond our means!  
Not at all unusual for TVRM  
members, who make a reality  
of fantastic dreams."*

*- From Smoke & Cinders  
early 1978*

As Penelope came near the cupola I leaned out to speak to her. "Your dad would be proud," I said as I grinned. She smiled back and agreed. I looked again at Mrs. Soule sitting quietly in the front seat. "Doesn't your mom want to get out and see this?" Penelope looked up at me and smiled again. "This is the engine they went to see on their honeymoon. She's seen it." We both laughed, yet again.

I never met Mr. Soule, but I know him by reputation, and more so by his passion for TVRM and railroad



Approx. 1953 – Messers Soule & Merriman meet around Citigo Yard, realize common interest in steam locomotives, begin searching out the final days of steam regionally

Approx 1958 – Idea of a railroad museum is born while Soule & Merriman document steam around the region.

May 1961 – First excursion fundraiser for future railroad museum; sponsor was the Atlanta Chapter, National

Railway Historical Society

August 1961 – Tennessee Valley Railroad Museum, Inc. is announced as "established on paper"; Charter members total 24

October 1961 – First official TVRM excursion: From Chattanooga to Stearns, Kentucky, to see steam locomotives #10, 11 & 12 "Steam Train to Oz"

April 1962 – Display site dedicated in Warner Park;

Locomotive "General" tour includes Chattanooga; Spring excursion to Copperhill, pre-dating TVRM regular service on the L&N "Old Line" by over 40 years

July 1962 – TVRM leases space at Western Union for display and maintenance of equipment

October 1963- Paul Merriman purchases K&T #12 (SR #4501) for delivery in 1964

January 1964 – Atlanta Chapter, NRHS loans Gainesville Midland #203 for display

June 1964 – K&T #12 (restored to its original Southern #4501 livery) arrives in Chattanooga under steam from Stearns

October 1964 – TVRM purchases K&T steam locomotive #10; Delivered in December

October 1965 – Two excursions operated to Cleveland using

K&T #10 dressed as NO&NE #6910

August 1966 – #4501 is refurbished, painted Sylvan green, leased by Southern, operated to Richmond, Virginia NRHS Convention; Unofficial beginning of Southern/Norfolk Southern excursion program

December 1966 – Brimstone "Shay" Locomotive #36 fired up at Western Union for switching



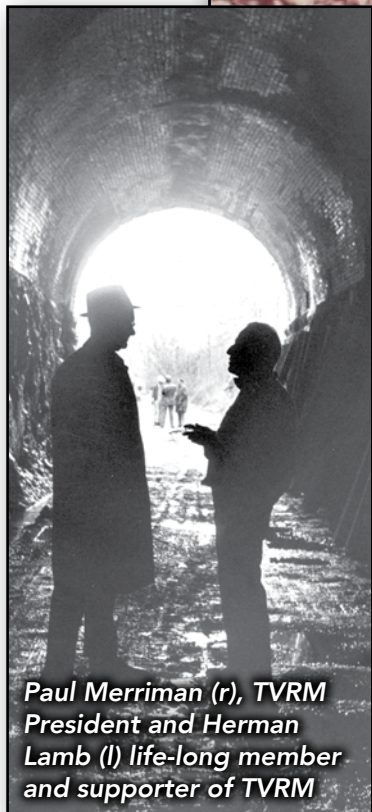
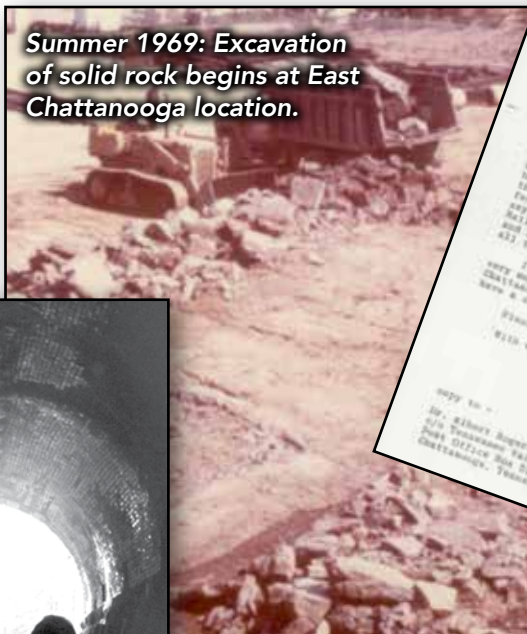
preservation. That moment sitting in the caboose made me keenly aware of that passion, one so many of us share.

The group of rail enthusiasts that came together in 1961 to form the Tennessee Valley Railroad Museum included Bob and Joyce Soule, along with Paul Merriman, the Museum's first president, and other like-minded people wanting to preserve an important but quickly-disappearing part of America's past. TVRM's preservation accomplishments are apparent as one visits the museum today. The coaches, diesels, steam engines, depots, shops and the railroad itself are all the result of years of passion and hard work.

In 1964, Paul Merriman acquired TVRM's most famous locomotive: Southern Railway 4501, a 2-8-2 Mikado built in 1911. Merriman convinced the Southern Railway to let the locomotive steam from Stearns, Kentucky, where it then resided, to its new home in Chattanooga. Southern Railway agreed and that trip soon

spawned similar excursions, and the legend of 4501 grew quickly with

**Summer 1969: Excavation of solid rock begins at East Chattanooga location.**

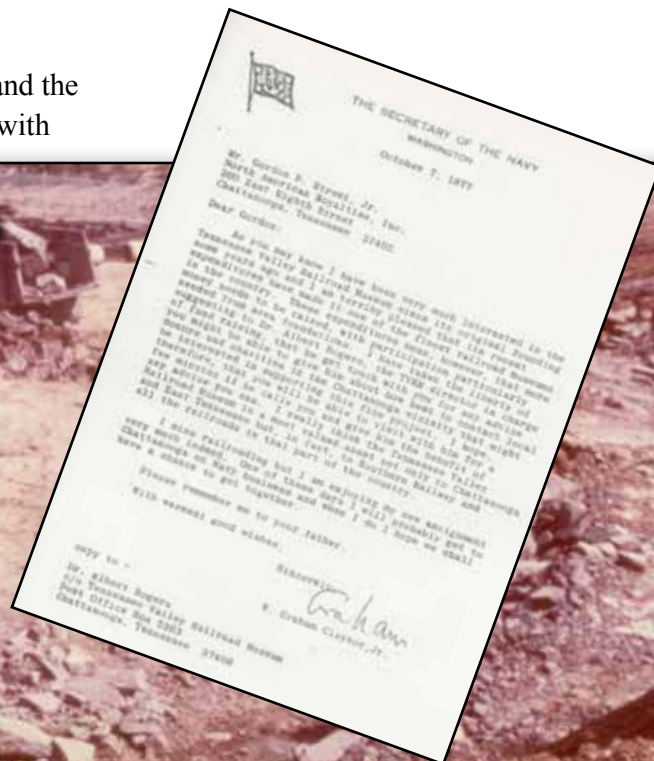


**Paul Merriman (r), TVRM President and Herman Lamb (l) life-long member and supporter of TVRM**

those trips. The excursion program featuring 4501 lasted until 1994.

In the early 1970s, TVRM was donated a section of the former East Tennessee, Virginia and Georgia

Railroad from the Southern Railway, which included the 986-foot-long Missionary Ridge Tunnel. In the late 1970s the remaining right-of-way and the impressive Chickamauga Creek Bridge were also donated. Volunteers began clearing the right of way and



***I really think that the Tennessee Valley Railroad Museum is a most valued asset not only to Chattanooga and East Tennessee but, in fact, to Southern Railway and all the railroads in that part of the country.***

***- W. Graham Claytor, Jr.***

relaying track. By the early 1980s, the three-mile route was complete. Soon, the museum finished two new depots, the turntable and shop building to support the growing passenger business and collection.

*continued on page 4*

March 1967 – Smithsonian Institution display of Locomotive #1401 is outfitted with audio recording of #4501 operating with #1401's whistle attached

October 1967 – Wind Tunnel Flyer excursion from Union Station to Tullahoma over L&N

January 1968 – Final payment made to bank for purchase of K&T #10

October 1968 – East Chattanooga property donated by Southern Railway; Locomotive 4501 book published; TVRM announces acceptance of BankAmericard charge cards

November 1968 – First train of all TVRM-owned equipment runs on main line during 4501's "Homecoming Trip" from Stearns

January 1969 – East Chattanooga Property cleared of trees, growth, and rubbish; Surveying begins

April 1969 – Grading begins at property; membership searches out donations of surplus rail & ties

May 1969 – First tracks installed in East Chattanooga Yard

June 1969 – #4501 gets a (larger) tender behind; Final

Southern "Pelican" arrives in Chattanooga

July 1969 – Specially-made TVRM patch with #4501 image is sold for \$1.25

August 1969 – Dining Car #3158 arrives from Southern; S&C describes Bob Soule as "the man who invented the 30-hour day"

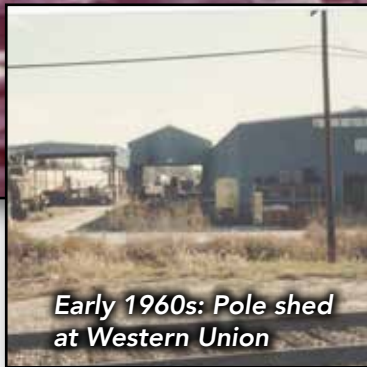
October 1969 – First of many autumn excursions to Crossville announced as

"incomparably grand" and an "unparalleled opportunity" with "breathtaking vistas" and "unrivalled splendor"; 750 passengers rode the train on Saturday, Oct 11; Dining Car #3158 in service, also open gondola car

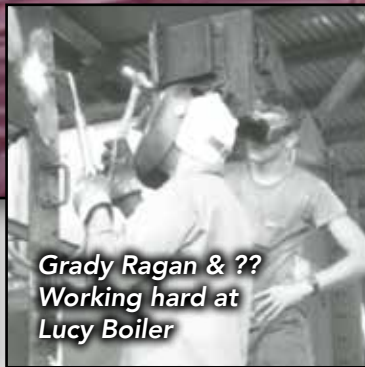
November 1969 – Last run of Southern's "Royal Palm" to Cincinnati, TVRM members ride to Oakdale; #4501 participates in "Steam-O-Rama" in Anniston, Alabama,



Track 5 takes shape as Luther Masingill aids in tightening joints.



Early 1960s: Pole shed at Western Union



Grady Ragan & ?? Working hard at Lucy Boiler



Early 1960s: Pole shed at Western Union

Bob Soule served as president of TVRM from the late 1970s until his death in 2006. Soule saw TVRM through both solid growth and financial crisis in his nearly thirty years as president. Then it was Tim

Andrews' turn as president, and TVRM's growth continued. Andrews oversaw the acquisition of freight switching opportunities to create new income, increased passenger excursions, the reconstitution of the steam program that had been cancelled in 1994, which included the restoration of 4501, along with continued acquisition of new passenger cars and locomotives to assist in passenger and freight operations.

Today, thanks to the dedication

of Merriman, Soule, Andrews and countless volunteers and staff, TVRM carries more than 110,000 passengers annually on over 100 miles of railroad using two operating steam locomotives, seven diesel locomotives and fifteen coaches.

I first visited TVRM when I was 11 years old, and I dreamed then of working here, never knowing that dream would come true. I have met my best friends here. They also visited TVRM as children dreaming of working here. They served in

***TVRM carries more than 110,000 passengers annually on over 100 miles of track using two operating steam locomotives, seven diesel locomotives and fifteen coaches.***

with #750 and "Flying Scotsman" during its US tour

January 1970 – S&C includes article about Southern passenger train detours through Red Bank to Market Street while Tennessee River Bridge is replaced by "Tenbridge"

March 1970 – S&C includes article about Central Station at which ETV&G passengers called from 1889 through 1894's inclusion into Southern

Railway; replaced by Terminal Station in 1909

May 1970 – TVRM "Birmingham Special" excursion brings #4501 back from wintering in Birmingham, nets \$2,310.75 to treasury

June 1970 – TVRM's first Southern diesel arrives: GE 44-ton center cab built in 1945

August 1970 – Chattanooga passenger rail service comes to an end at Terminal

Station with the departure of Southern's "Birmingham Special"; Two TVRM members loan \$2,000 to purchase a languishing 90" wheel lathe (it is restored and installed 25 years later)

September 1970 – #4501 appears at NRHS Convention in Charleston, SC, then heads to West Virginia and is painted in B&O black paint for filming "Fool's Parade" with Jimmy Stewart

October 1970 – "Now Under Construction" sign installed in East Chattanooga; Gravel parking lot completed; #4501 pulls Autumn Leaf Special trips to Crossville dressed in black movie paint

November 1970 – East Chattanooga property dedicated with #4501, Shay #35, and Best Friend of Charleston replica under steam; Luther Masingill is master of ceremonies

and speeches are given by Graham Claytor (President of Southern Railway, who also formally presented the deed) and others; 400 people attend in the rain including the mayor, a local judge, and US Congressman; Total investment thus far in the East Chattanooga property transformation: \$40,000

December 1970 – TVRM Excursion with #4501 meets another excursion with #630

Early 1970s TVRM offered Sunday train rides between April and October.



my wedding and I served in theirs. One of our managers met his wife thanks to the 4501, and my wife knew what she was in for on one of our first dates when I asked her to help staff the commissary car in a pinch. Tim Andrews' wife had a similar experience. Many of the children of our staff and volunteers have grown up to work here at one time or another, and my three-year-old son is already train

obsessed, right on schedule. For me, these relationships and bonds are the greatest accomplishment of TVRM.

While our locomotives, passenger cars and railroad are the most visible parts of our efforts, the community we have built is by far the most important. This community creates an atmosphere of excitement and enthusiasm that we share with our visitors, drawing them alongside us into a story that is almost 200 years old. We want our guests to help us in preserving this important story for future generations.

It is easy to remember why we do this, to always find our passion again, thinking of memories like riding behind 630 for the first time, or remembering the limitless passion of those, like Soule, who came before us and made this possible. ☒

***While our locomotives, passenger cars and railroad are the most visible parts of our efforts, the community we have built is by far the most important.***

& #722, and the Southern Crescent, at Birmingham Terminal Station; Volunteer tabulation for the year: 5833 hours & 21,555 miles driven  
March 1971 – TVRM begins the year with a record membership: over 350; L&N Daus Branch rails are removed and transported to TVRM for use in the “main line” through Missionary Ridge Tunnel; Leadership asked for help from membership in “producing the

three-dimensional TVRM”; Credit given to WDEF radio’s Luther Masingill for informing Chattanoogaans about TVRM’s doings, and encouraging listeners to get involved  
April 1971 – All regularly-scheduled passenger service ceases in Chattanooga with the discontinuance of L&N’s “Georgian”, ending 120+ years of history  
June 1971 – Last of Missionary Ridge rock is removed from

East Chattanooga; Extension of yard tracks commences  
July 1971 – TVRM brochure in the works; S&C refers to East Chattanooga work sessions as the “TVRM Health Club”; Southern officially deeds tunnel property  
August 1971 – Doubleheaded steam (#722 & #750) excursion to Gadsden on the TAG: Fare is \$12.75, add \$1.70 for full breakfast or \$2.75 for dinner in the dining car; Last of Daus

Branch rail is delivered to TVRM right-of-way by US Army heavy transport vehicles  
October 1971 – Volunteer Ordinance Plant (or VAAP) asks TVRM to help commemorate their 30th Anniversary with a train ride to the property  
December 1971 – Tennessee Valley Chapter has the highest membership of any NRHS Chapter

January 1972 – Last of 600 ties are removed from Central of Georgia’s former Ft. Oglethorpe Branch and moved to TVRM  
February 1972 – TVRM now accepts BOTH bank credit cards: BankAmericard and MasterCard; Approx. 80% of rolling stock has been moved to East Chattanooga  
March 1972 – Rails have been placed all the way through Missionary Ridge Tunnel



## Shout out to our fellow steam preservationists:

### AT&SF #2926

***nmslrhs.org***: Atchison, Topeka & Santa Fe Railway “war baby” heavy 4-8-4 locomotive #2926 was built in 1944 and racked up over a million miles through 1953 on the Santa Fe. Displayed in an Albuquerque park for nearly 50 years afterward, it was moved in 2000 by the all-volunteer New Mexico Steam Locomotive and Railroad Historical Society for restoration; Operation is possible this year.

### NC&St.L #576

***www.nashvillesteam.org***: The Nashville Steam Preservation Society, Inc. was formed in 2016 to explore restoration of Nashville, Chattanooga & St. Louis Railway 4-8-4 #576 which is the sole surviving “Dixie” locomotive. Led by TVRM member Shane Meador, the project is gaining momentum with cooperation from local officials to have it removed from Centennial Park. This locomotive was built in 1942 to pull trains between Nashville and Memphis as well as Nashville and Atlanta.

### N&W #611

***fireup611.org***: An amazing story: Norfolk & Western #611 4-8-4, a 1950 Roanoke-built “rock star” locomotive, pulls “last runs” in 1959; Reactivated by N&W/NS in 1982 and hauled excursions until the “last run” in 1994; Moved to Spencer, NC in 2014 for restoration, she rolled out less than a year later to lead limited excursions over Norfolk Southern, some to operate in April and May 2017.

## Highlights of the collection

Since the Tennessee Valley Railroad Museum’s beginning, the vision has always been to be a museum that moves. With a broad range of pieces in our collection, we showcase just how important railroads were to our country.

### TVRM 610

A 2-8-0 Consolidation-type steam locomotive built in 1952 by the Baldwin-Lima-Hamilton Corporation for the U.S. Army. Although it is not currently in service at TVRM, it is a stark reminder of the end of an era as it is one of the last steam locomotives built in the country at a time when most railroads followed the Southern Railway’s lead to modernize their fleet and move to more cost-effective diesel-electric locomotives. Engine 610 was built as a tool to help train the US Army since much of eastern Europe still used steam locomotives.

### Southern 6914

An E-8 model locomotive built by General Motors Corporation’s Electro-Motive Division for use by the Southern Railway. This well-known streamlined locomotive was a signature of modern passenger



trains of the time, spending much of its time on the Southern Crescent, between New Orleans and Washington, D.C. It features not just one, but two sixteen-cylinder diesel engines. Once returned to service at TVRM it will be one of the most powerful locomotive in TVRM’s collection.



May 1972 – Steam-powered “Local” service begins in East Chattanooga with “3-spot” 0-4-0 on Sundays

July 1972 – First run of newly-acquired small Plymouth diesel in East Chattanooga

April 1973 – Second and final TAG excursion (until 1994)

June 1973 – #4501 heads “Green & Gold Rocket” excursion out of Chicago’s La Salle Street Station on the

Rock Island Line, then heads to Baraboo, Wisconsin to pull the Circus World Museum “circus train” to Milwaukee

September 1973 – NRHS members stop in Chattanooga enroute from annual convention, visit TVRM and ride a train pulled by #3

October 1973 – Two small steam locomotives (and the rails they ran on) are repatriated from a shuttered

amusement park in Myrtle Beach, SC and moved to TVRM

December 1973 – TVRM annual ridership is reported as 28,700; Main line rails make it to Tunnel Boulevard; 4501 travels 4,000 miles in “Southern Steam Specials” service, carries over 40,000 passengers

December 1974 – Over the course of four weekends of main line excursions this year

(Spring & Autumn) the dining car served 4,043 meals

Late 1970s – Paul Merriman formally donates #4501 to TVRM

July 1975 – Charter trips at the museum site now available mid-week: cost is \$150 for diesel power, \$200 for steam; Neighborhood Youth Corps help with yard work at property

August 1975 – “Children’s Sunday” at TVRM records

1,100 passengers carried

October 1975 – Autumn Leaf Special excursions expand to two full weekends; Second “Kiddie Day” as successful as the first, 1,100 passengers carried

December 1975 – Caboose 41 is displayed at museum site as giant Christmas Card

January 1976 – “Eleanor and Franklin” TV movie airs, includes footage of #4501





## Southern 1037

A prime example of a modernized heavyweight passenger coach. The coach was originally built as a Pullman sleeping car in 1911. During the 1950s, as sleeping cars became less popular, the car was completely rebuilt as a coach at Southern Railway's Hayne Shop in Spartanburg, South Carolina.



## NC&St.L 41

This unique red caboose was built in 1924 for the Florida East Coast Railway. Later it was acquired by the Nashville, Chattanooga, and St. Louis Railroad. Rebuilt in the West Nashville shop in the mid-1930s it was outfitted with seats to hold up to 16 passengers as well as crew members. It was used in regular service on the NC&St.L's Tracy City branch line to ferry passengers down to the mainline to connect with other passenger trains. ⚡

## Do you know What it costs to restore a Coach?

Restoration of these types are never the same and often times we are tooling and creating the parts needed. This gives you a sample of what we are working with as each piece of equipment rolls in for overhaul. The list below indicates typical costs and can vary greatly depending on what restoration needs are.

Body Work. . . . .	\$10,000
Generator . . . . .	\$35,000
Upholstery . . . . .	\$7,500
Floor . . . . .	\$10,000
Windows . . . . .	\$10,000
Roller Bearing wheels .	\$25,000
Paint . . . . .	\$7,500
Total. . . . .	\$104,500



June 1976 – American Freedom Train visits Chattanooga, pulled by ex-Reading #2101

July 1976 – Red, white & blue Smoke & Cinders remarks “Where would America be without the iron horse”

August 1976 – TVRM members help local homeowners remove the last of their furnace coal

September 1976 – Johnny Cash features #4501 on his TV show

December 1976 – Construction begins on bridge over Tunnel Boulevard

January 1977 – Annual membership dues rise \$2 to \$8

April 1977 – Southern Pacific #4449 pulls an Southern Railway excursion train from Birmingham to Chattanooga

May 1977 – Tunnel Boulevard Bridge is dedicated; #4501 and #3 attend along with dignitaries

October 1977 – First trip by re-laid rail from East Chattanooga to Cromwell: Velocipede

November 1977 – AHM produces HO-gauge model of #4501; TVRM purchases Cromwell Road property

February 1978 – TVRM designated “Official Tennessee

State Railroad Museum” by state legislature

March 1978 – First train from East Chattanooga to “Jersey” after track rehabilitation; TVRM now using 2-way radios for operation

April 1978 – Office Car 98 (Eden Isle) arrives

September 1978 – Four secondhand RSD1 “ALCO” diesel locomotives arrive from Florida, Governor Ray Blanton

presents title; First “Tunnel Station Festival” held at Cromwell Road property

October 1978 – 10th Anniversary Autumn Leaf Special; English “Flying Duchess” locomotive operates at TVRM

November 1978 – Steam locomotives #630 & #610 arrive at TVRM from Birmingham



Spring 1971 - Mainline track nears south portal of Missionary Ridge Tunnel



## 60 in 2021 - Continuing the Journey

For most of TVRM's history there have been important milestones, as outlined in our timeline throughout this issue. Like the football team gathering everything for "one big

push" TVRM has had to gather the resources for each big step forward. Sometimes those efforts were planned out (construction of the Tunnel Boulevard Bridge), sometimes they were driven by outside influence (eviction from Terminal Station when it was closed), and sometimes they happened by good fortune (development of our

freight business). And for some of those forward steps there have been backward steps that have slowed our progress (Bankruptcy and later discontinuance of the mainline steam excursion program *twice*).

As we close our 55<sup>th</sup> year TVRM is looking forward five years to our 60<sup>th</sup> anniversary and charting our



1979: Grand Junction under construction



4501 awaits the first leg of the Wye at Grand Junction



1979: TVRM makes it onto the Historic Register

December 1978 – Paul Merriman steps down as President, succeeded by Robert Soule

March 1979 – #630 begins its first decade of service at TVRM

April 1979 – Construction of East Chattanooga Depot in progress

May 1979 – Contemporary Tennessee Valley Railroad logo introduced

August 1979 – #4501 is nominated for the National Register of Historic Places, as is Missionary Ridge Tunnel

September 1979 – Sophomore "Tunnel Station Festival" held; #630, "Flying Duchess" and RSD1 #8014 operate

October 1979 – A small portion of property is given to NMRA to construct an international headquarters building

November 1979 – TVRM membership rises to 705; Total passengers carried for the year: 19,400; Army Engineering Reserve Unit begins reconfiguring Cromwell Road property

December 1979 – Bank debt for construction of Tunnel Boulevard Bridge is retired; President's Award is given to Herman & Dorothy Lamb for their many years of service

April 1980 – East Chattanooga Depot is dedicated by Governor Lamar Alexander during a massive rain storm; #4501 runs over L&N for excursions out of Nashville

July 1980 – Several members use a week of vacation time to remove and transport 2,200 feet of rail from a top secret government facility in Florida, will be installed in the wye

August 1980 – To make way for the wye tail track, a farmhouse

on Cromwell Rd property is moved approx. 350 feet and renovated for use as our office; Three lots purchased in East Chattanooga in anticipation of installing the turntable

February 1981 – Membership and financial records are computerized

May 1981 – \$1,000,000 Industrial Development Bond loan begins expansion in advance of 1982 World's Fair in Knoxville



**TVRM running the Missionary Ridge Local in 1973. Restored locomotive No. 3 haul passengers young and old.**



path forward. What do we want to look like? How much can we move toward fully meeting our mission? Time will tell, but first it is important to determine what our goals should be. We have chosen five goals to be met in the next five years.

- Our collection should be protected from the elements. Too much of our 100+ pieces of rolling stock is stored outside and rusts faster than we can rehabilitate. This equipment must be protected.
- The passenger operations of TVRM must be self-sustaining. While we enjoy additional resources generated from our freight operations, our core

passenger operations must pay their own way. This can be accomplished by continuing to grow the visitation, and resulting revenue, by being open additional days regardless of seasonal weather and having a compelling reason for people to visit. We also need to seek efficiencies in our operations to make the best use of the dollars earned.

- Become a Community Asset. While our neighborhood has suffered from the ravages of crime and poverty TVRM has been a steady community citizen for many years. We need to make continue our efforts of being a good

neighbor by partnering with groups like the Glass Street Collective and become a resource on which the community can enjoy new growth and vitality. Our campus should provide an important green space in an urban neighborhood.

***As we close our 55<sup>th</sup> year TVRM is looking forward five years to our 60<sup>th</sup> anniversary and charting our path forward.***

- Become an Educational Resource. TVRM is incorporated as a non-profit

*continued on page 10*

October 1981 – Autumn Crossville excursions pulled by ex-C&O “Kanawha” #2716; NMRA breaks ground for office and library on TVRM-donated land (the building would be purchased by TVRM 35 years later for use as an office)

May 1982 – Two groups meet at TVRM for a train ride, hors d’oeuvres in the dining car were catered by Joyce Soule and an all-volunteer crew

June 1982 – First train to turn at both ends of line: Wye at Cromwell Road and turntable at East Chattanooga; 7-day-per week operation begins; Shop building in East Chattanooga ready for use

October 1982 – Crossville trips pulled by another hired locomotive: NY,C & St. L #765; One trip delayed after train hits dump truck in Hixson

December 1982 – Paid membership hit a record high: over 1,225

April 1983 – “Birmingham Special” excursion to Birmingham is all first-class seating train

October 1983 – Autumn trips lead by Savannah & Atlanta “Pacific” #750; Smoke & Cinders is prepared on an Apple III PC driving a Brother CE-60 electronic typewriter

December 1983 – Paid annual membership is over 1,000

January 1984 – Southern leases #722 for use at TVRM

September 1984 – TVRM defaults on loan due to lower than expected attendance on non-excursion, museum trips

October 1984 – “Autumn Leaf Specials” to feature N&W #611; Doubleheaded “Local” for the first time: steam locomotives #630 and #722

April 1985 - #4501 returns to service after multi-year overhaul, pulls excursion to Knoxville

August 1985 – Foreclosure is imminent; Chapter 11 bankruptcy is declared

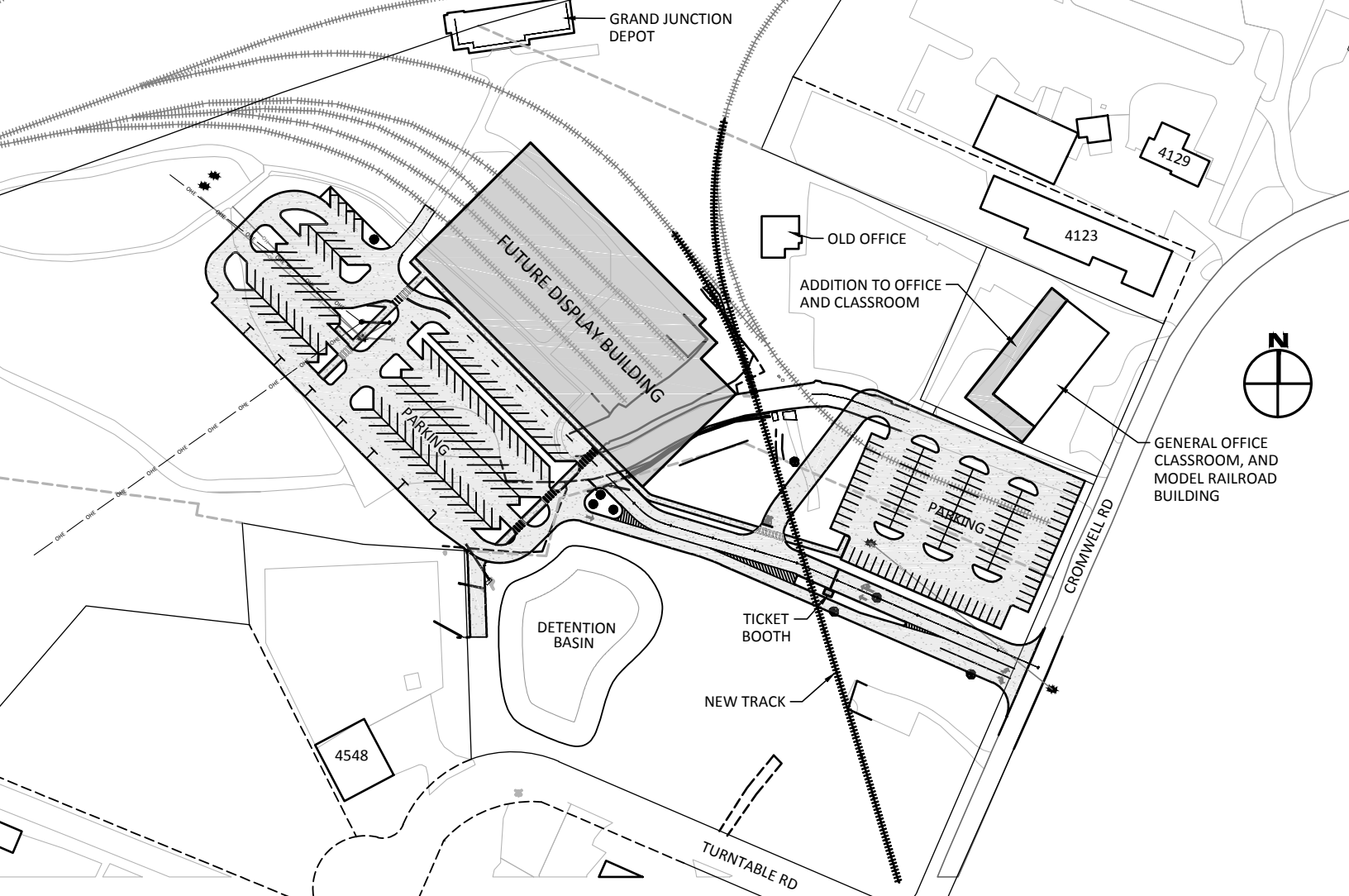
October 1985 – First interest payment is made

April 1986 - “School children’s friend” (restroom building) is constructed in East Chattanooga; ACT-1 (Advanced









restroom annex will be added to the building to provide facilities for the larger groups using the classroom.

- Grand Junction Display Building – Currently our displays are largely outdoors

### ***Five projects to meet five goals in five years.***

limiting access during times of inclement or extreme weather. Our displays remain exposed to the weather which reverses our efforts at preservation and restoration. A display building would house equipment displays, additional classroom and display space in addition to indoor event space.

- Equipment Conservation Building(s) – Our collection of over 100 pieces of rolling stock is stored over a fifty mile area, largely unprotected from the elements and vandalism. These proposed buildings, essentially pole barns, would allow most of TVRM's equipment under roof and out of the elements.

*continued on page 12*

on NS to participate in the 25th Anniversary season of the SR/NS Excursion Program

October 1991 – Tennessee Autumn Specials feature two destinations: Oneida and Kingston (TVA steam plant near Harriman)

November 1991 – Norfolk Southern celebrates 25 years of excursions; #4501 leads tripleheader with #611 & #1218 to Ooltewah

after heading a solo trip to Hollywood (Alabama)

December 1991 – 10-ton overhead crane is (finally) installed in East Chattanooga Shop

October 1992 – Commissary Car 50 "Emporium" is put into service after lengthy overhaul

December 1992 – Display tracks at Grand Junction increase from two to four and all are lengthened

March 1993 – Chickamauga Creek Bridge re-decked; Sections of main line upgraded to 100# and 110# rail; nearly 100 trees blown over tracks during a 22" "blizzard"

December 1993 – Annual report: #4501 traveled to Bristol for excursions and Knoxville for TV filming, while #610 steamed to the Sandersville Railroad near Macon; Total main line steam: 4,400 miles

September 1994 – Short Chamber of Commerce trips operate on Chattooga & Chickamauga Railway's lines near Chattanooga, opening the door for future "Dixie Land Excursions"

October 1994 – NS announces end of almost three decades of steam excursion program

March 1995 – First TVRM website is launched; Expected

for the year: Over 1,000 trains traveling nearly 8,000 miles

May 1995 – First of many future trips to Summerville

July 1995 – "Modern" GP7 #1829 enters service at TVRM, assists #610 with a charter to Chickamauga for 452 passengers

May 1996 – Training, Rules & Safety Department is initiated by Foster Peterson





- Additional Restoration Facilities
  - With our level of operations the current four spot shop in East Chattanooga is not adequate to maintain our equipment as well as work on long term restoration projects. Covering the remaining tracks in East Chattanooga and constructing specialized work areas for paint or truck repair would make our restoration work more efficient. Construction of viewing galleries that would allow a better view of our shop activities would be included.

- East Chattanooga Roundhouse
  - While the East Chattanooga turntable has been in service since 1982 the goal of having a roundhouse has never been reached. A multi-track roundhouse would serve several purposes including covered storage and display space for additional locomotives.

So, we have identified five goals, five projects, and five years to get it done. We estimate that these five projects will take \$10-15 million to complete. If we can develop

the financial resources, we can do it. A large portion of this will be generated by our freight operations but additional funding will need to come from individuals or organizations who share our vision and determination to preserve history.

Five projects to meet five goals in five years. What will TVRM look like at our 60<sup>th</sup> anniversary? Time will tell. ☒

August 1996 – First steam excursion runs on the TAG to Kensington since 1973  
 October 1996 – TVRM marks 35 Anniversary by operating a doubleheaded steam excursion to LaFayette, Georgia, with #4501 wearing authentic SR freight colors for the first time in 30 years  
 December 1997 – Annual ridership reported as 48,000

March 1998 – #4501 is filmed in Harriman for “October Sky” movie, famous rail photographer O. Winston Link makes a cameo appearance  
 September 1998 – Before running out of flue time and beginning a “semi-retirement” #4501 runs a doubleheader to LaFayette with #610; John Coniglio releases his self-published TVRM history book “Steam in the Valley”

November 1998 – Final payment on the \$1 Million Industrial Development Bond; Bankruptcy is over  
 February 1999 – Missionary Ridge Tunnel roadbed is cleared and rebuilt  
 September 1999 – First “Day Out With Thomas” over seven days: nearly 18,000 passengers carried!  
 December 1999 – Sold out, seasonal “Polar Express”

trains run in collaboration with the Chattanooga Choo Choo  
 March 2000 – East Chattanooga Shop expansion complete; Fully-restored wheel machines formally dedicated after partially being used to machine drivers from eight different steamers, one from Canada  
 September 2000 – L&N Historical Exhibit featured inside Grand Junction Station

courtesy of CSX Transportation; Governor Don Sundquist visits the cab of #610 during a conference on tourism  
 May 2001 – Thomas the Tank Engine returns, nearly 20,000 tickets sold  
 June 2001 – Track connection is made to NS at CP Jersey to accept deliveries for lineside industry Allied Metals; TVRM becomes operator of the East Chattanooga Belt Railway





## Dining the Railroad way

From the beginning of rail transportation until the late 1800s, railway passengers would either need to bring their own food or eat at one of the boarding houses that appeared near water and fueling stops for the trains. It was at Big Shanty, GA, while the passengers and crew stopped to eat, that Andrews' Raiders ran off with the General and tried to make their way back to Chattanooga. The 1920's brought the availability of electricity and limited refrigeration and made

it possible to eat on most passenger trains in the United States.

In 1924 the Pullman Company delivered seventeen dining cars to the Southern Railway. Included in that order was TVRM's Dining Car 3158. The car was later "modernized" with air conditioning and other newer interior features but still was a classic heavyweight dining car. Retired in 1967 it was donated to TVRM in 1968. Still outfitted with a pressed wood stove and steam actuated air conditioning it was pretty tired when it arrived at TVRM but was quickly pressed into service on mainline excursions. It

*continued on page 14*

## 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.**

**Our newest t-shirt  
featuring many  
of our engines**



**Award Winning  
Documentary about  
our own 4501!**



**Winner of the  
"Award of Recognition"  
in the feature length category  
from Hollywood International  
Independent Documentary  
Awards**

January 2002 – A series locomotive lifts in East Chattanooga Shop sees all five wheels removed from #10, wheels removed, completely machined, then installed under #610  
May 2002 – NC&StL caboose is restored...again  
December 2002 – Deteriorated smokebox is cut off #630 prior replacement

May 2003 – Installation of ex-L&N 100-foot turntable is completed in Summerville, dedicated with the help of #610  
January 2004 – Co-founder and previous president Paul Merriman passes  
May 2004 – Limited excursions offered on L&N "Old Line" near Etowah, TN in cooperation with the Tennessee Overhill Heritage Association; Featured locomotive is NC&StL GP7 #710

October 2004 – Two weeks of TV/movie filming with #610 in Rock Spring and Summerville; Another series of trips operate through the Hiwassee Gorge  
December 2004 – "North Pole Limited" service moves from downtown to the TVRM line; East Chattanooga becomes the destination  
April 2005 – Day Out With Thomas attendance climbs to nearly 22,000

June 2005 – Regularly-scheduled "Chickamauga Turn" commences  
February 2006 – TVRM co-founder and current president Bob Soule passes ending his 45+ year "labor of love"; Tim Andrews assumes TVRM Presidency  
April 2006 – Southern coach 1037 outshopped from East Chattanooga as a top-to-bottom restoration, complete with modern modifications

such as our first installation of a retention toilet  
October 2006 – East Chattanooga Shop is dedicated as Soule Shops in memory of Robert M. Soule, Jr.; Hiwassee River Rail Adventure trips begin out of Etowah to the L&N "Loop" near Fanner  
December 2006 – Annual ridership is over 86,000  
March 2007 - Actor/director/star George Clooney visits



underwent its first kitchen upgrade in 1976 with a gas stove and concrete floor. Subsequent improvements have included tight lock couplers, roller bearing wheels, a second stove, dishwasher, conversion from DC to AC electrical systems with onboard generator and further upgrades to keep the kitchen up with current health codes. Throughout all of this time the car has seen an increased role in our food service, first on excursions, then Valentine and Christmas Dinner trains, weekly lunch service on the Chickamauga trains and now weekly Dinner Train service for ten months of the year.

Built like a battleship, carefully maintained by our talented shop

staff and operated by an incredible white jacketed staff under the able direction of Dining Car Manager David Duncan, the car is the epitome of meal service from the *golden age of railroading* with linen table cloths and exquisite place settings at each table.

Now in its 93<sup>rd</sup> year of service the car will continue its busy service at TVRM. Shortly however, it will come out of service to have its trucks replaced with new (figuratively speaking) trucks, upgrades to the mechanical and electrical systems and other improvements to take the car into its next century of operation. ☒

## Tastes from the Past

Enjoy this recipe from  
"The Tennessean" Cookbook

### Grilled Ham Steak, Pineapple Fritter:

- One full cut of ham 1/4" slices, grilled
- Canned sliced pineapple

### Pineapple Fritter:

- 1 c. flour
- 1 tsp baking powder
- 1/4 tsp salt
- milk
- 1 tsp powdered sugar
- 1 tsp melted butter
- 1 egg

**Preparation:** Sift dry ingredients together in a mixing bowl. Break egg into the center. Add some milk. Stir and gradually add enough milk until a fairly thick batter is obtained. Beat until all lumps have been removed. Stir in the melted butter. Dip pineapple into batter until well coated, and fry in deep, hot grease until browned. Drain fritters on a clean paper towel.

**Service:** Serve on hot medium platter with pineapple fritter on the same plate. Garnish with parsley. Breakfast plate for service.

**Table D'Hôte: Serve on dinner plate**

# DINNER ON THE DINER

Saturdays

April - September

Excluding: Apr 25, May 2, 9, Jun 4,  
Jul 2 and Sept 3



TVRM during filming of his movie "Leatherheads"

May 2007 – Our most successful "Thomas" event: nearly 23,000 passengers

August 2007 – NRHS Annual Convention is held in Chattanooga, TVRM provides several chartered trains for participants to Kensington, Summerville, and Copperhill

September 2007 – Ex-L&N coach #3101 is painted in classic "Hummingbird" paint

scheme and sent to Etowah for Hiwassee River Rail Adventure service

December 2007 – Annual ridership almost hits 100,000

April 2008 – TVRM is selected as freight operator for Enterprise South Industrial Park

July 2008 – TVRM announces #4501 will receive a privately-funded boiler survey to assess its condition

August 2008 – Special O. Winston Link photography exhibit is displayed at Grand Junction Station through November

February 2009 – Sheet metal department added

September 2009 – Rainy weather causes washouts on C&C and Hiwassee lines; Summerville Steam Specials are cut back to Chickamauga Fall Specials

June 2010 – NS announces plans for 21st Century Steam limited excursions; Summer rail camps held for the first time

August 2010 – Portions of major motion picture "Water for Elephants" is filmed at TVRM; Exhibit about Pullman travel is displayed at Grand Junction Station for several months

March 2011 – #630 is outshopped from Soule Shops

after a multi-year restoration

September 2011 – TVRM's 50th Anniversary is celebrated with Railfest including special events, exhibits, activities, main line trips with #630, and visiting locomotives: SR F7 #6133 and 0-6-0 #126

May 2012 – #630 heads out on NS for the first 21st Century Steam trips; Movie filming for "42" takes place at Grand Junction Station





**Volunteer Marc Boothby  
fabricating a brand new air  
compressor steam governor.**

## Soule Shops: Preserving History

If an army's heart is its stomach then the heart of TVRM is the 35 year old Soule Shop in East Chattanooga. From the even more humble, and even older, pole shed that still stands beside the 21,000 square foot metal building, TVRM has relied on the shop to work its magic to restore a long line of operating rolling stock.

Currently (*at least as this is written-it can change daily*) in the shop are four examples the range of projects that TVRM performs:

- On track seven rests TAG GP38 #80. The low voltage wiring needed to be replaced. Seven months later that project is reaching completion.
- Southern Railway E8 6914. It is the longest running project at TVRM, going on twenty odd years, but hopefully will roll into service soon.

On track eight are two shorter term projects:

- Steam Locomotive 630 is receiving repairs to the superheater units and running gear bearing work
- NS Coach 28 is receiving attention to the truck suspension and, along with sister cars 26 & 29, will depart for duty with N&W J-class 611

Additional short term projects taking place on the tracks in front of the Soule Shop include:

- former Southern Railway GP38 #5000 being prepped for painting in the Southern "Tuxedo" scheme
- the ex-USAF American crane is receiving attention before another season of coaling our steam locomotives
- and our operating coaches are receiving their winter "touch up" work before the 2017 season moves into full swing

### *Next into the shop:*

- Dome Observation Algonquin Park
- former Southern Sleeper Crescent Moon
- former B&O Dome Observation Linoma
- Former Southern SD40 3170

From working outside at Terminal Station and the Western Union facility to the current shop building, TVRM has come a long way. As outlined elsewhere plans for additional shop space is in our future. After all, strengthening the heart of our operation is critical to the life of TVRM. ☒

November 2012 – Main line excursions offered to Attalla, Alabama, and to Harriman, Tennessee, just like the "old days"

December 2012 – Annual ridership tops 100,000

November 2013 – Main line trip to Oneida for the first time in almost 20 years

May 2014 – TRAINS Magazine features #4501

June 2014 – "Steam Anniversary Special" with #630 to commemorate 50th Anniversary of 1964 trip in which #4501 ran from Stearns to Chattanooga, follows the same route to Oneida

October 2014 – 20th Anniversary of operating trips into northwest Georgia on C&C

December 2014 – Sixteen-page Smoke & Cinders combines news from two quarters, highlights roll out

of #4501 after complete restoration/modification, first Railfest with two Southern steam locomotives, multiple Summerville Steam Specials (including a spectacular doubleheader), E unit update, plus reports on Halloween Erie Express and North Pole Limited events; Former NMRA headquarters building purchased for use as TVRM office headquarters

September 2015 – #4501 pulls final 21st Century Steam excursions; Macon trips are successful but Atlanta trips are cancelled due to excessive rain

December 2015 – In addition to Chattanooga service, "Santa trains" are operated from Summerville; TVRM annual ridership tops 110,000

May 2016 – TVRM hosts 17th "Day Out With Thomas" event

September 2016 – Railfest opened with preview event of "And Then There Was 1" documentary about #4501 - now the recipient of several documentary awards

December 2016 – In addition to Chattanooga and Summerville service, "Santa trains" are operated on the Hiwassee line; 18th Annual "North Pole Limited" trains run; TVRM annual ridership tops 120,000





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

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## From the President's Desk

Since TVRM's very beginning we have used Smoke and Cinders as a communications tool to reach our members, friends, fellow railroad preservationists and anyone else that wanted to hear our story. To say that the early publication was makeshift is an understatement but in the days before Facebook and webmail it was almost the only way to inform members of meetings, excursions and signs of TVRM's growth and development. Before instant printing and desktop publishing it was printed in part of a baggage car in the back of the East Chattanooga yard, about where track eight ends in the shop today.

Over the years, the newsletter has evolved as technology has advanced. Photos were added, a second color (but only one) was added to accent an important point, full color became

economical and the quality of the printing allowed everyone to see clearly what was happening around TVRM. Production advanced from metal printing plates to digital processing and from carefully typing text to fit the page, to cut, paste and endlessly revise.

Now it is time for Smoke and Cinders to take another step from a newsletter to a magazine. Filled with stories about the past, present and future, and produced with the highest possible quality, it will become a tool in our efforts to bring TVRM closer to fulfilling our mission statement, *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.*

– Tim

## Meet the TVRM team:

Betty Sanders recently marked 30 years at TVRM. She hired on in 1987 as the sole employee in our office, serving first as secretary and currently as the office administrator. There have been many memories through the years, but she noted that technology has improved efficiency greatly. Trip ticketing was done manually for annual main line excursions before our organization progressed through multiple computerized ticketing systems (and many, many trip options were added.) She has enjoyed working with various staff in the office and has especially fond memories of camaraderie with Naomi Cox. Mrs. Cox (Carolyn Miller's mother) volunteered several days each week in the '80's and '90's when Betty was the only office employee. She has appreciated the flexible schedule and varied work days, stating that there is "something different every day" and "it is never boring." Thanks for all you do, Betty!

