

SMOKE

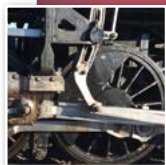
& Cinders

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In This Issue:



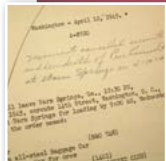
**It All Started with
a Birthday Party 1**



**610 Moves to
Soule Shops.... 3**

**TVRM Enters
Agreement with
PGAV..... 4**

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**

It All Started with A Birthday Party *First of a two part series*

- Robert Frye

And, my wife is still mad at herself. I can't help but laugh as I sit here and remember the details. On August 26, 2000, my wife and I were over in East Ridge shopping, and she became sick and needed to go home ASAP. On our way to Harrison, as we pulled off at the Jersey Pike exit, she asked me to make a left turn rather than the normal right. Against my concern for her health, she then directed me over to TVRM at Grand Junction. "OK, what's the deal?" I ask. She reminded me of a conversation we had where I mentioned I was getting to the age where there are some things I will just never get

the opportunity to do. "Like what?" she says. "Well I always wanted to drive a locomotive." So, here we are at TVRM, and she says she is granting my wish as she hands me a hickory-striped engineer's hat.

Wow, this is great! I board the train and I'm whisked over to East Chattanooga where Mike Little Sr. and the Alco RSD-1, #8669 locomotive is waiting for me. We board, go through the basics, and off we head back to Grand Junction with me as the "engineer". We pass in front of the depot, cross the road, back around the top of the Wye, and then slide down to the

Pictured here is the old Dynamic Brake Controller the engineer actuates to control the dynamic brakes.



**Dynamic Brake Controller
after full restoration**



I would like to take this opportunity to compile a list of all the folks that helped. There is no intent to skip anybody, but hey, 15 years is a long time to remember nearly 100 names and faces.

Mike Overlander	Sam Frissell
Andy Hendee	Grady Reagan
Bob Ralph	Mark Regan
Steve Morgan	Chris Smith
Gary Bensman	Drew Reynolds
George Walker	Tyler Chipman
Paul Burch	Evan Johnson
Gary Webb	Brian Hunt
Alan Rider	John Wryick
Mike Barnard	Charlie Walker
Jay Boggs	Jim Olson
Chucky Branham	Dick McBride
John Downing	Don Kimbrel
David Duncan	Jim Robinson
Robert Duncan	Steve Freer
Mark Duve	Kevin Deakens
Gus Frye	Andrew Walker
Shane Rominger	Dana Johannes
Trevor Lanier	Glenn Kitts
Nick Coleman	Sherry Kitts
Charlie Poling	Bill Weidaman
Mike Ray	Jody Johannes
Bob Saxton	Lonnie Farmer
Katie Slider	Pat Powers
Don Smith	Steve Wasiura
Donnie Smith	Chad Thompson
Alan Walker	Jim Snow
Bob Garrett	Jeremy Nolan
Travis Gordon	Pat MacCarroll
Don Graab	Jackson Case
Alan Maples	Adam Moore
Delton Brumlow	Norfolk Southern
Mike Brown	Doug Karhan
Bill Schafer	Butch Raymond
Brandon Tate	Ryan Miller
Shane Meador	John Coniglio
Doyle McCormack	Kevin Miller
Al Phillips – <i>sorry Al, but I have pictures of you helping</i>	Robert Frye
	Bruce Backus
	Jim Miller
	John Wyld
Eric Warren	Mike Little Sr.
Frank Welsh	Brandon Armstrong
Eric Levin	Lynn Cowan
April Frye (<i>my wife</i>) – <i>in so many ways</i>	Ralph Scott
	Chip Hilliard
Bob Soule	John Hilliar
Tim Andrews	Steve Griffith
Mark Ray	Courtney Tyvand

platform at Grand Junction. On the platform we saw a Swing band, lots of decorations, and a bunch of folks, and Mike suggested we stop. I stepped out on the running board and realized everybody I knew was there. I was so stunned I didn't even realize they had yelled SURPRISE! It was even a bigger surprise when you consider my birthday is actually in December.

You know, I'm not that observant. My wonderful wife, April, had organized this huge party with family and friends and even gave me a membership to the museum. She took care of every detail from the Cokes in coal buckets to commissioning Brent Sanders to create a piece of artwork commemorating the event! It was a day I will never forget.

With my new membership, I would occasionally go over to Grand Junction and have lunch in the Wye on Saturdays watching the trains come and go. Throughout my life, I always enjoyed watching the occasional train go by at railroad crossings, but I wasn't a "rail fan." While sitting in the Wye, at TVRM, I realized this place was absolutely magical, and I had to be part of it. Over time I began to volunteer at the shop and gradually moved into train operations.

Then in 2003, my wife stunned me again. She had been accepted at Mercer and was going to Atlanta for four years to obtain a graduate degree! Wow, what was I going to do with all this free time? Being a builder at heart, I thought maybe TVRM might have something I could do with my idle hands. I went to the East Chattanooga shop and asked George Walker if he had anything that could use my electrical skills to help the museum. "Well you can rewire the E8," he says.

I say "What's an E8?" "It's that big green streamliner locomotive over, under the shed." I go take a look, and it seemed like a good fit.

At the time, I was extremely naïve about the monumental amount of work and skills required in locomotive restoration. I agreed to do it. Right away Mike Overlander and Andy Hendee joined the project. Our first task was to clean and de-clutter the locomotive to make it a safe work environment. This took several weekends of work. As work continued and more folks became involved, we became more familiar with the locomotive and its faults. The more we rehabilitated, the more problems we found. As you can imagine, this was very disappointing. TVRM's President, Bob Soule, would visit us occasionally. I can still remember his words "You are doing a great job. Just don't stop!" You have to think of these projects as a long series of small victories rather than a single, massive finish line. We worked every night for six weeks and finally had a set of beautiful new electrical drawings of which we were proud.

At one point TVRM was short on cash, and we wanted to have one of the roof hatches blasted and painted. The answer was NO. We didn't have the money. That didn't suit us because we really wanted to keep going. We realized TVRM has tons of scrap material on hand that was never going to be used. The management gave us the go ahead, and I became the new "Surplus Material Manager." Quickly, material was loaded and taken to the junkyard. In no time we had the funds to rehabilitate the E8's roof hatch. This was a fun victory!

You have to remember the E8 is in

continued on page 5



For the first time, in thirty six years, the turntable was re-decked with new cross ties and a new Control House.

610 Moves into Soule Shops

Every 15 years, or 1472 operating days, a steam locomotive must go through an extensive inspection and renewal process of their boiler as mandated by federal regulation 49CFR Part 230.

The recent rebuilding of 630 and 4501 started the clock running until the next boiler strip down and inspection process. In order to stretch out the remaining operating time on the 630 closer to the full 15 years, TVRM will begin the inspection process on steam locomotive 610 which has been out of service since 2010. After the inspection, and any subsequent repairs needed, 610 can then be returned to service and operate in rotation with the other engines. This will reduce the number

of operating days for all three engines and move them closer to the full fifteen years of service. ☒



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Amanda Overlander, Ellen Branning

Larry Spreckelmeier

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SEASON BEGINS
MAR 10



SEASON BEGINS
MAR 3

Do you know? *The Cost of maintaining the grounds*

While our collection of active rolling stock gets the largest share of our visitor's attention it is our extensive collection of buildings and vast amount of property that often forms their overall impression of TVRM. With four major buildings and over 40 acres of property (not including the three mile right of way) it is a major undertaking to keep everything in top notch shape. To that end TVRM has created a building and grounds department under the leadership of Mike Smith to maintain our facilities. TVRM will be replacing outside contractors generating additional man hours but with the same annual cost. Each year TVRM spends almost \$250,000 for everything from lawn mowing to painting, janitorial work to light bulb replacement. And that's not including capital projects such as the 2017 roof replacement of the East Chattanooga Warehouse that cost over \$110,000. Keeping our best foot forward in the public's eye is critical to our visitor experience and worth every penny. We think you will agree.



Mike Smith, Manager buildings & grounds and D'ante Moore

TVRM has entered into a master planning agreement with PGAV Destinations

As you may have read in previous issues of *Smoke & Cinders*, the Officers and Board have given a great deal of thought to the addition of new facilities at TVRM. These facilities will add capacity so that the museum can sustain its current rate of growth, but they will also enrich the visitor experience.

The process for adding new facilities may seem fairly simple; however, new facilities also mean having adequate ingress and egress, managing both automobile and foot traffic, creating a natural and easy-to-understand flow from one feature to another, etc. In other words, it is not enough to have all the pieces of the puzzle if the pieces don't fit together properly. For that reason, TVRM has entered into a master planning agreement with PGAV Destinations.

Although you may not be familiar with the name, chances are good that you have seen and/or experienced PGAV's work at some point. PGAV's client list reads like a "Who's Who" of museums, aquariums, and attractions. The Kennedy Space Center, St. Louis Cardinals Hall of Fame and Museum, Rock

City, Ruby Falls, Niagara Falls Welcome Center, Cincinnati Museum Center, Georgia Aquarium, SeaWorld, Grand Aquarium at Hong Kong's Ocean Park, Busch Gardens, and Dollywood all make that list. And it's not hard to understand why. PGAV is great at what they do, and what they do is almost everything related to designing and creating visitor experiences that change lives.

The planning process at TVRM will involve three distinct phases: 1) Strategic Assessment, 2) Initial Product Development, and 3) Refined Product Development and Implementation Plan. Through a generous grant from the Lyndhurst Foundation, funding for Phase One is in place, and that work should begin this spring. TVRM will continue to reach out for additional grants in order to complete all three phases, and of course, we welcome any assistance from our members and other supporters. Ultimately, this important work will set the stage for what TVRM will become and how it can best reach its organizational mission for decades to come. ☒



E8 continued from page 2

a museum because it was obsolete as far as the manufacturer and the Southern Railway were concerned. This meant many parts were difficult to find or simply not available. We scavenged the country looking for parts. Sure, we used the internet, but we also used lots of windshield time and hotel rooms. We went to South Carolina and south Alabama to pull parts from scrap locomotives. I remember in South Carolina I meant to get a section of the rear wall on the Engineer's side of a locomotive. Ours on the 6914 was rusted-out and none were to be found anywhere. I simply left South Carolina and forgot it. About a week went by and I remembered. Oh no! Scrapping projects don't take long and scrappers don't want to be delayed. I called and asked if he would cut it out and send it to me. He said NO because he didn't have time. I begged, and he still said NO. I finally used the universal solvent, money. "Just cut it out, send it to me, and charge me whatever you want," I said. "Well... I'll think about it." The wait was agonizing, but about six weeks later the rear wall showed up at TVRM! I guess he took pity on me because he didn't rob me on the price.

One of the difficulties novices face in restorations is they don't know how something is supposed to look or how something is supposed to connect. The dynamic brake control system on the E8 was a perfect example of this because it had been built by EMD, modified by the Southern, modified by Amtrak, modified by New Jersey Transit, and finally cannibalized while it was in storage in the Dead Line. So how were we supposed to recreate something when we didn't

even know what it looked like? We couldn't look at a new locomotive's dynamic brakes because they use a modern design. We had to scavenge the internet for information, and we had to look at similar locomotives... more windshield time.

The 6914's restoration is the first, complete diesel locomotive restoration done at TVRM. Sure, TVRM has restored steam locomotives, but not a diesel. We had to obtain new tools and cross new bridges that had never been crossed at TVRM. For example, we had to remove the trucks from under the locomotive and load them on a flatcar to be sent away to the repair shop. It sounds easy enough, but we had never lifted the E8 before let alone handled two, 50,000 pound sets of trucks in the shop. Plans were made, jacks were inspected, and slings & shackles were purchased. Finally the day came, and we did it! We were so happy! The last thing we needed to do was slowly roll the E8 up to the front of the shop using one of the other locomotives. No big deal, then WHAM! What the heck was that!? The E8 had derailed in the pit in the shop at two miles per hour. Fortunately, it didn't actually fall in the pit. It was late at night, and we were all tired, but we stayed and rerailed it. I was so grateful for all the highly experienced folks at TVRM. Their leadership made the rerailing effort as easy as it could be. Remember the E8 weighs 325,000 pounds so "easy" is a relative term.

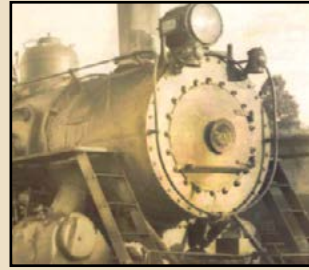
Big projects are like this. Some days you leave the shop beaming with victory. Other days you move one step forward then take four steps backward. ☒

Part two will be in the next issue

Elsewhere in steam preservation:

Louisiana & Arkansas

#503 – In early 2018, a display locomotive in Port Arthur, Texas, received a death sentence. Louisiana & Arkansas 4-6-0 #503, built by Baldwin in 1920, was damaged by Hurricane



Harvey after being on display in a city park for over 60 years. As floodwaters encroached, the locomotive began leaking both asbestos and oil. As a result, clean up and remediation of the display location apparently would have to include complete scrapping of the locomotive. As a demolition contractor descended, two railroad preservationists working at the Grapevine Vintage Railroad stepped in to negotiate an attempt to stave off the scrapper's torch. An online fundraising account was developed as media shared the plight via online postings and email contacts. With the clock ticking down to an imminent deadline, over \$65,000 was raised in less than a week to purchase and find a home for this historic engine. At the time of this printing the locomotive will be staying in Port Arthur. This heroic "crowdfunding" movement not only illustrates the caring nature of rail historians reacting to a seemingly dire situation, it also shows the power and speed of social media. Note: L&A sister locomotive #509 was on display at TVRM for a number of years, and is now located in Cookeville, Tennessee, with Tennessee Central lettering. <https://www.gofundme.com/help-save-the-la-503-friends-of>

Highlights of the collection

Franklin Delano Roosevelt's Southern Railway File



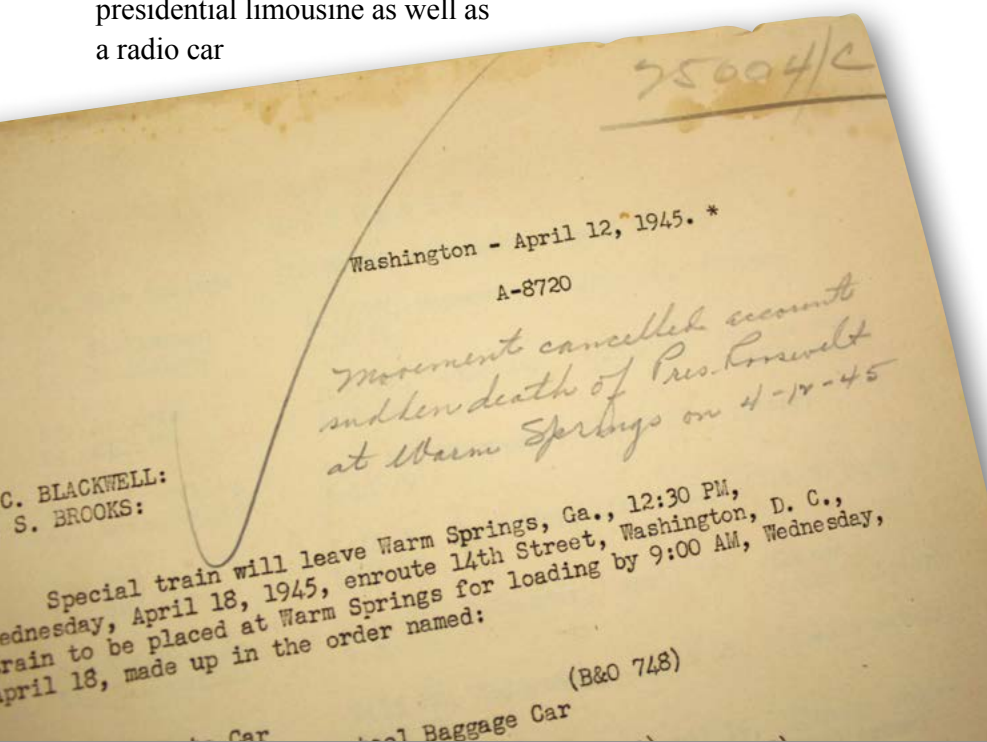
To put the NSA's, CIA's and other Federal Intelligence Agencies' minds at rest, TVRM does not have anything top secret or of

interest to national security in this file. It is mostly a list of passenger cars that no longer exist, and the many trips that FDR took to Warm Springs, Georgia during his presidency to relieve the pain caused by polio. The pages read like an endless itinerary of commutes between Washington, D.C. and Warm Springs with Pullman cars and dining cars as needed to carry the president and his entourage. The train also carried an auto car to carry the presidential limousine as well as a radio car

to keep the president in constant contact with the outside world.

Each itinerary always lists one private car at the end of the train. This was the Number 1, named the Ferdinand Magellan, the president's private car. Just forward of that is the Conneaut, the Pullman car used by the Secret Service. Other than the mention of elevators on the rear platform of No.1 and special ramps available in the baggage car, the rest of the notes are standard instructions on air-conditioning, dining car provisioning and similar.

The top page of the file, however, is the most striking one of all. The itinerary lists an expected departure from Warm Springs, Georgia at 12:30pm on Wednesday, April 18, 1945. Just above this typewritten paragraph is a handwritten note in pencil: "Movement cancelled account sudden death of Pres. Roosevelt at Warm Springs on 4-12-45." And there, the file ends. ☒



In the Gift Shop

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Newest Magnets:



Coffee Cup



Soule Shops: Preserving History

The brief hiatus in operations always seems to intensify the activity in Soule Shops and the winter of 2017/18 has been no exception.

Steam Locomotive 630 completed its annual inspection with additional attention being spent on tuning up the running gear.

Passenger Coach 832 is moving through the rehabilitation process to provide additional seating capacity. After plans for use of three leased cars on the Summerville Santa Trains fell through at the last minute, TVRM suffered a significant loss of revenue. Adding coach 832 and the cars from Western Maryland Scenic will prevent that from

happening again. Currently the seats are out for reupholstery and once returned reassembly will go quickly.

A number of freight cars were in the shop getting prepared for repainting in preparation for a photo charter in March.

Pullman Clover Colony suffered a significant amount of damage to the plumbing system when a breaker failed and shut down the heat on a bitter cold night immediately after the last New Years Eve Dinner train. The ancient brass piping is being replaced with a piping that expands if the water freezes instead of breaking. If this proves successful we will try this on other cars. ☒



Charlie Walker letters a hopper car for a special photo charter in March.



We are proud of our team for bringing 630 and 4501 back to life for a full 2018 season! Pictured here: John Hillier, Nicholas Colman, Brian Hunt, Frank Welsh, Ryan Miller - not pictured: Eric Warren

This Quarter in History: 1976

Smoke & Cinders issues from the 1st Quarter of 1976 included news from a Christmas party meeting, plans for upcoming steam excursion trips, and ongoing work at the museum site in East Chattanooga. The "staff" workers were looking for a good pre-owned electric typewriter with carbon ribbons to use in the production of the newsletter. For the recent holiday season, TVRM displayed "one of

Chattanooga's largest Christmas cards" as a sign attached to NC&StL caboose #41 which was visible from North Chamberlain Avenue. There was also a report about the December meeting held at the Chattanooga Choo Choo's Town Hall Theater Meeting Room. In addition to the dinner, a talent show was provided by TVRM members. Over 100 attendees enjoyed live piano and violin music, a magic show, and a multi-scene skit acted out by several participants. (Sound effects were provided by current

TVRM conductors Gus Frye and Robert Smartt.) During January, television movie "Eleanor and Franklin" aired on ABC featuring Locomotive #4501 in some scenes. The final rails were being removed from Central of Georgia's former Ft. Oglethorpe branch line with the help of friends with US Army Reserves. These rails would later be reinstalled on the TVRM line. Regular work sessions were being held at the museum property on Tuesday and Thursday evenings, as well as all day

on Saturdays. Public train operation was planned for Sundays beginning in May. Southern Railway had released their system excursion schedule for the year featuring locomotives #630, #722, and #4501, including two series of trips for TVRM. Preparations were in full swing for six main line excursions during the Bicentennial year, including one weekend of "Rails to Rockets" trips to Huntsville, and two weekends of trips to Crossville. All TVRM-sponsored runs would feature #4501.



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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

If you can say one thing about TVRM it's that we haven't been afraid of change. Over 56 years TVRM has made substantial changes from acquiring rolling stock, investment in facilities, expanding into related businesses to drive additional resources and meet our core mission. The end of 2017 and the beginning of 2018 have not been any different.

In November the TVRM Board of Directors, realizing our continued growth, operating complexity and aging of our leadership, moved to elect Brent Lambert as a Vice President of the Company. He was also appointed Chief Operating Officer with the majority of his time to be spent in leading our passenger operations.

In December TVRM agreed to purchase the assets of Richard

Brown Construction, LLC, our long-time track repair and construction contractor, to enhance our in-house track department. While Rick was moving toward retirement we realized that this would leave a void for both TVRM and Chattanooga rail served industries.

In January after further consideration, the TVRM Board voted to continue Richard Brown Construction, LLC, as a wholly owned subsidiary of TVRM. While operating separate, under Rick's continued leadership, this "bolt on acquisition" (as Warren Buffet likes to call them) will add additional resources in maintaining our 75 miles of operating trackage and potential income to support our other activities.

The 2018 operating season is underway, come see us. ☒

Meet the TVRM team:

Delton Brumlow recently completed his 20th year at TVRM. He was hired in late 1998 to rebuild brake valves in the shop, having been an auto mechanic previously but was armed with many other talents. Eventually he moved into general repair, restoration, and maintenance. He has handled coach floor tile work, but also contributed to track repair, weed spraying, welding, and other various tasks. He learned a lot from the older folks involved at TVRM during the late '90's such as Bob Soule, Grady Ragan, and Roy "Sock" Wilson. He has been involved in several film projects at TVRM and even met George Clooney in 2007 on the set of "Leatherheads". Delton has worked all the "Thomas" events and is currently in charge of food service at various non-dining-car locations during DOWT. He also participated in several equipment retrieval expeditions and a number of 21st Century Steam tours. He'd like to see the museum continue to grow and expand, and hopes to stay as long as possible at TVRM.

