

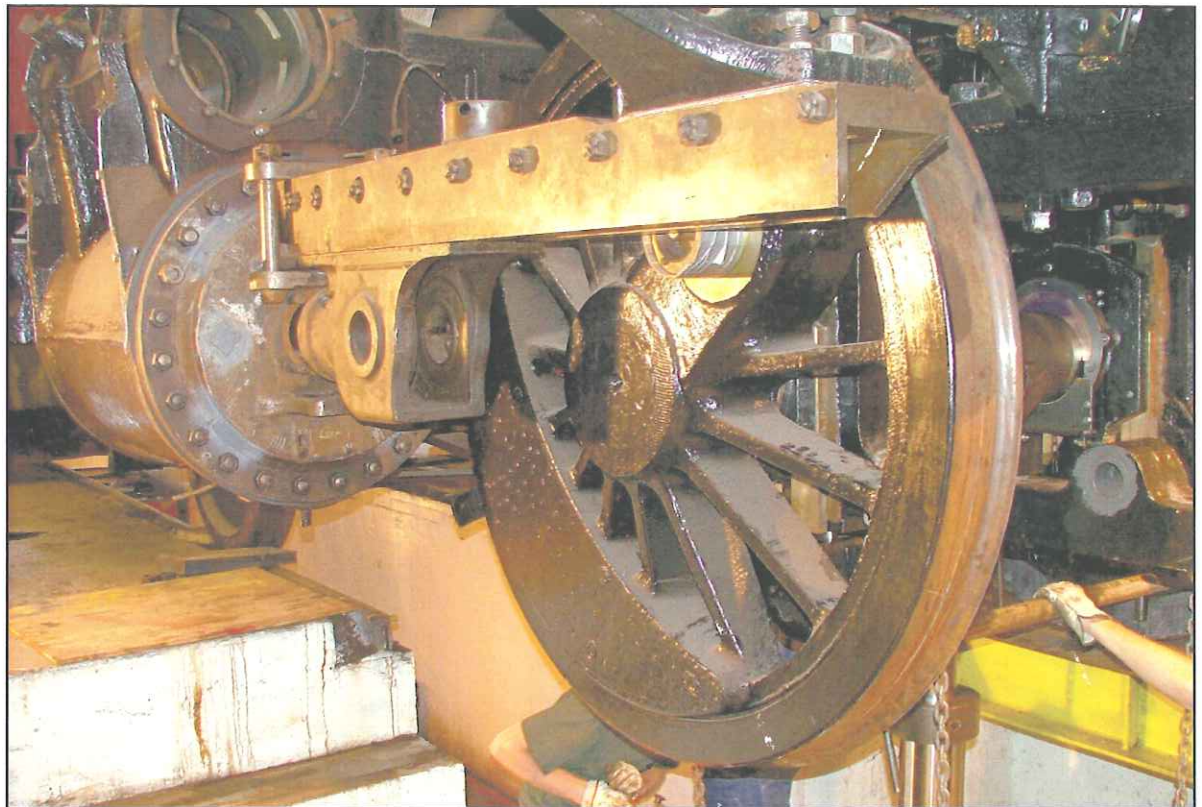
SMOKE & CINDERS

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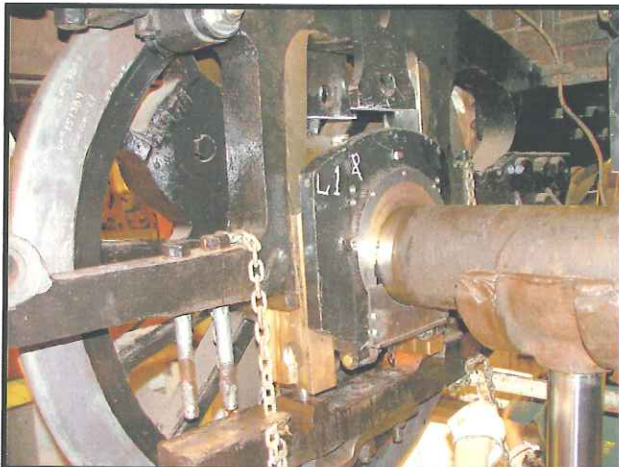
The mission of the Tennessee Valley Railroad Museum (TVRM) is to collect for preservation, operation, interpretation, and display railroad artifacts in an authentic setting to educate the public concerning the role of railroads in the history and development of our region.

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Southern Wheels – The last time Southern Railway 2-8-0 #630 operated under its own power, George H.W. Bush was President, and the locomotive was owned by Norfolk Southern and leased to TVRM. After being removed from service in November 1989, #630 was stored while work continued to complete former US Army #610 in 1990. After NS graciously deeded ownership of #630 in 1999, restoration work slowly began, and all the driving wheels were eventually removed from its frame in December 2001. Fast forward to 2009 when the frame was winched over the Soule Shops drop pit. July 29 was the milestone day when the first of four completely-refurbished driving wheels, with newly fabricated driving boxes and crown brass, was raised back into its proper place. In less than a week, all four drive wheels were back on the frame and united with a brand new, roller-bearing equipped lead truck. Locomotive #630 was built by the American Locomotive Company in 1904 and served the Southern until the early 1950's. In 1952, #630, along with sister #722, was purchased by the East Tennessee & Western North Carolina Railroad and kept in operating condition for use on their line between Elizabethton and Johnson City, Tennessee. Southern Railway started their passenger excursion program using TVRM's #4501 in 1966, and the following year SR President Graham Claytor and General Foreman of Steam Bill Purdie were looking for additional motive power and arranged to swap used diesels to ET&WNC for the original SR steam locomotives. Number 630 was repainted in Southern freight colors and used to haul weekend excursionists from 1968 until 1977. Deemed too small to continue pulling long Southern trains, TVRM leased #630 for use on *Missionary Ridge Local* service from 1979 through 1989. Beginning in 2010, another chapter will be written when she returns to service in Chattanooga. (Photos by Steve Freer unless otherwise noted.)

SR #630 Gets Its Wheels On - On July 28, TVRM shop workers winched Southern #630's frame over the drop pit inside Soule Shops using a shop truck supporting the locomotive's firebox end, and the lead truck in front (which is now roller bearing equipped and was installed some time ago.) Over the remainder of the week, all four driving axles were reinstalled in the frame using a combination of our overhead crane and the axle lift inside the pit. After axle #1 was installed, the frame was moved forward over the removable rail portion of the pit for each additional axle to be raised. A number of TVRM'ers were "on deck" during the re-wheeling project including Shane Meador, Eric Warren, Brian Hunt, Al Phillips, Grady Ragan, Dennis Heimbrook, and Alan Maples.



The photo at left shows all four driving wheels in their proper place.

In the background, Al Phillips can be seen using a grinder to shape the fender area of 630's ashpan above the driving wheels of axle #4.

The pan keeps cinders and hot embers from dropping to the ground, and collects this refuse in a hopper for disposal.

Link to Historical Photos - Considerable work went into transforming the long time Grand Junction "theater" into a proper presentation gallery for the O. Winston Link photo exhibit *Steam Fading into the Night*. Once construction was complete, a special VIP and sponsor's reception was held on August 21, while a membership preview took place on August 22. The exhibit would remain open at TVRM through November 28. We appreciate the participation of our sponsors who helped make this exhibit possible: *Norfolk Southern Corporation, First Tennessee Bank, Miller & Martin, Unitrac, Chattanooga Area Convention & Visitors Bureau, Railfan & Railroad Magazine, National Railway Historical Society, and the Chattanooga Choo Choo.*



Sponsors and invited guests enjoyed a reception and exhibit preview on Aug 21st. Chattanooga Councilman Russell Gilbert and his wife are shown speaking with TVRM's Linda Schafer (right).

It's a Zoo Out There – The Chattanooga Zoo has been undergoing an extensive upgrade over the past two years which includes a new entrance complex (ticket booths, gift shop, restaurant, carousel, and restrooms.) This major enhancement will culminate with the completion of a new entrance road off Holtzclaw Avenue, crossing the TVRM's East Chattanooga Belt Railway. TVRM has been working with Zoo and City officials, Norfolk Southern, and TDOT to construct the necessary grade crossing. The crossing would require additional space for protection signals and lights, and therefore the tracks would have to be moved approximately eight feet farther from Holtzclaw Ave. Contractors shifted the alignment, reducing curves on either side of the crossing location, and TVRM used its track machines to tamp and regulate the relocated line. Soon the road crossing will be constructed and the much anticipated new park entrance will be complete.



Double tracking the East Chattanooga Belt? Nope. The rails were realigned for a new zoo entrance.



Road to nowhere? Not for long! This will be the main entrance to the Chattanooga Zoo.

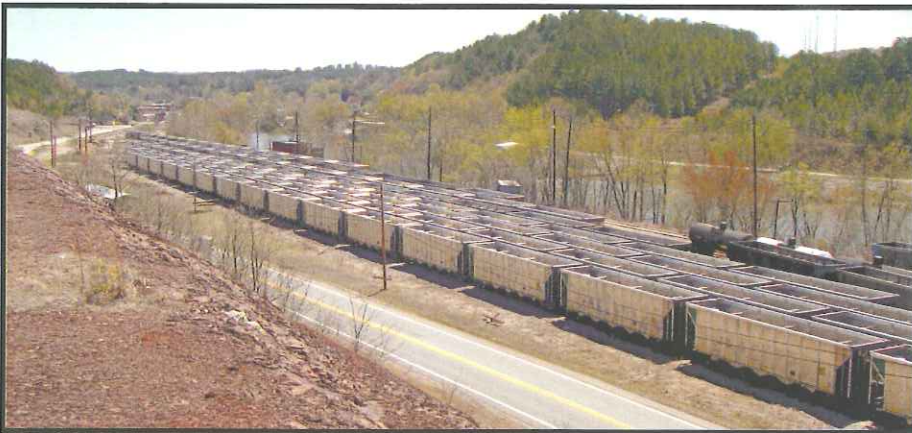
Hi From the Hiwassee – Not to be forgotten is TVRM's Hiwassee District running along the Hiwassee River. This operation continues its successful partnership with the Tennessee Overhill Heritage Association, the line's owner. Trains operate from Gee Creek near Etowah on the former L&N "Old Line," through the scenic Hiwassee River Gorge, around the famous Bald Mountain Loop, to Fanner and beyond as far as Copperhill. Only occasional problems have been encountered such as downed trees and sometimes uncooperative equipment. Several recent locomotive "challenges" have been overcome; fuel delivery problems were corrected on leased ex-L&N #2391 when the tank was replaced and a hickory nut was removed from a fuel line(!), and a worn out main generator was replaced on NC&StL #710. As back up, an ex-B&O GP40 (original #3702) was leased from GATX, most recently used by the St. Lawrence & Atlantic Railroad in New Hampshire.



Leased GP40 #3001 at Gee Creek. Notice the loading ramp at left, built last fall. Photo by Robert Duncan.



GP7 #710 in Copperhill awaiting removal of the old main generator and installation of a replacement. Photo by Mike Little.

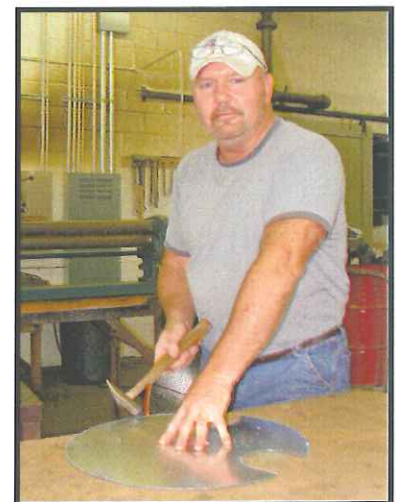


Due to the economic downturn, the car storage business has been steady in the Hiwassee District. There are several hundred hopper cars parked in the Copperhill Yard as seen in this photo by Mike Little from atop a tailings pile at the former sulfuric acid plant. Highway 68 is in the foreground while the Ocoee River is beyond the yard. Copperhill, TN and McCaysville, GA are out of sight to the extreme back left of the photo.

Say Hi to Sheet Metal Steve – In danger of losing our sheet metal supplier of 40 years, TVRM acquired equipment and one employee from the (now-closed) Lookout Sheet Metal Company and relocated it to a portion of the East Chattanooga warehouse.

Steve Griffith is the heart of this operation, having worked at Lookout for 35 years. Steve does it all, including measuring for customer requirements, metal fabrication, installation, and more. On the personal side, he is married with three grown children and eight grandchildren. He has completed hundreds of jobs for TVRM throughout the years, including doors, frames, and the boiler jacketing for steam locomotive #610.

If you have personal sheet metal needs, or know a business searching for a good supplier, call the TVRM Sheet Metal Department at 423-629-1638.



Rain, Rain, GO AWAY! – The rain began early in September and never seemed to stop. Local news agencies reported “severe thunderstorm warnings, flood advisories, flood watches” ...ad nauseam! Concerns mounted day by day. And then it happened; the *Chattooga & Chickamauga Railway* suffered numerous washouts on September 21. And then as things were starting to settle down a little around Chattanooga, Etowah had a torrential rain storm on September 27, causing a number of washouts on TVRM’s Hiwassee District. It was beginning to look like the important autumn season might be a washout as well. Through quick action, that was not the case. A rotary dump hi-rail truck was located to get the Hiwassee line back in operation before the following weekend. Closer to Chattanooga, C&C’s parent company *Genessee & Wyoming* had to make some difficult decisions. Since their highest volume customer is located in Chickamauga, that portion of their line would need to be repaired as soon as possible, with the balance of the line to be addressed later. Since TVRM’s *Autumn Leaf Specials* were scheduled to run to Summerville less than a week away, it was immediately apparent that an alternate plan would need to be arranged...and fast! The first trip on October 3 was cancelled and passengers were requested to transfer to later dates. The ALS trips for October 10 through November 14 were rescheduled for travel only as far as Chickamauga. Office staff began contacting hundreds of ticket holders, relaying the new plan of “turning lemons into lemonade.” Customers were receptive to the idea, especially when they were informed of a reduction in cost and addition of new features including an additional photo runby and an extra stop at Wilder Tower in Chickamauga-Chattanooga National Military Park. Basically, we combined features of the *Autumn Leaf Specials* to Summerville and *Chickamauga Turn* trips to Chickamauga, resulting in a series of hybrid *Chickamauga Fall Specials* for 2009. To reduce the impact of lost revenue caused by adjusting ticket costs downward by \$20 each, three Friday excursions were added. Overall, passengers were pleased with the service and benefited from a slightly later departure time (9:30am) and a much-welcomed earlier return time (5:00pm.) Quick thinking, cooperative partners, and much determination turned around what could have been a dreadful situation for TVRM.



This is one of the first photos received of damage along the C&C taken by Tom Foden.



Even two months after the fact, substantial washouts are still apparent near LaFayette.



Several washouts on the Hiwassee Line required repair. This one is near Appalachia Powerhouse.



A leased hi-rail dump truck is seen placing fill near Spring Creek Road. Photos by Mike Little.



I Have a Headache *This Big*

by Trevor Lanier

I have previously tried to explain the ways in which TVRM is a museum that happens to operate like a railroad, as well as the ways in which public education is crucial to our success and survival. Now I will attempt to lay out one of the most difficult issues confronting history museums: preservation versus use (an issue which gives me the title to this article). It seems that every year there are new regulations that affect our employees and volunteers who work as train crews. These rules are in addition to various other safety regulations that require ditch lights on locomotives (ditch lights being the low-mounted headlights that flash alternately to warn vehicle traffic), retention toilets on passenger cars, and various other equipment updates to keep cars current with the latest and safest technology. As a museum, moments like these are when we run head-on into the controversy of preservation versus in-service use.

I once visited a house museum that had recently been completely restored to its 1850s appearance. They had reproduction carpet and even recreated appropriate lighting levels. However, as soon as they opened the doors for the public to come learn about this important home, it began deteriorating as visitors trod on the carpet, took flash pictures that caused reproduction wallpaper to fade and any number of other activities that put the home, the primary historic artifact, at risk.

TVRM suffers the same dilemma, perhaps to an even greater extreme. We require much from our ninety year-old equipment to recreate a period in history for our guests. Not only do our visitors walk through, sit down in and otherwise use these passenger cars daily; we run it on our railroad, wearing out the wheels, brakes, other mechanical components and the overall structure of the cars. In addition, in order to even run the equipment in the first place, we must comply with the FRA regulations mentioned earlier, which often means changing the historic nature of the car to modern specifications. And that's the source of many a historian's headache, and I'm sure there are a few railfans who get a similar headache. Steam engines look funny with ditch lights, coaches look funny with generator cabinets and retention toilet tanks instead of the old undercarriage equipment, and operations aren't quite as historic using radios and other modern technology.

So what do we do? One might suggest we pack up and go home. We cannot truly preserve this history the way it should be preserved, in a plastic bubble, isolated from every conceivable threat that might destroy it. But we love it too much, and this history is too important to ignore. So again, what do we do?

We balance one against the other, weighing cost and benefit, one mission component (preservation) against the other (public education). We are charged by our mission statement to engage in a contradiction by purposely deteriorating artifacts for public education. So we must carefully decide how to fulfill these two mission objectives, and this is a struggle for every museum.

TVRM has made sacrifices to historic preservation in order to provide an approximate experience to guests who otherwise would have virtually no interaction with one of the most important stories our history has to tell. One might say that we preserve an experience even if we do not preserve the equipment in a "plastic bubble," and that experience may create a more lasting emotional connection with our guests than simply viewing a static display. Our trains sound like a lawn mower convention because of the diesel generators underneath since the original belt-driven system is too outdated, and our passengers will never know the thrill of flushing a toilet and seeing the tracks just beneath them, but they do get to take a train ride in a real passenger coach down historic lines rather than staring silently at an inanimate object sitting quietly in a building. Such an environment has its uses too, but to engage this history as it was meant to be, as transportation, is invaluable.

In the future, TVRM will have more static displays that are purely to preserve history and show visitors the technology of years past; no generators, toilet tanks, rotating end cap roller bearings, or modern updating whatsoever. It will take time to develop these exhibits, but it will be worthwhile to add them to our collection so that visitors experience the complete story.

As always, thank you for your continued support of our mission to preserve this history for the public's education. Thank you for your donations, your time and your efforts to keep us going, and for your passion that keeps us from ever throwing in the towel and giving up. Tough choices like the one in this article may give us headaches, but I think it is a worthwhile headache. Lastly, thanks to a plethora of modern pain relievers!

DONATIONS

TVRM wishes to thank the following members and supporters for their generous contributions received between August 1 and September 25, 2009.

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HELPER (Up to \$14)

Robert & Mary Duncan

TVRM SALUTES NS OCS @ TVRM's GJ – Now we'll help you crack this code: In a fairly rare appearance in Chattanooga, Norfolk Southern's executive train (Office Car Special) passed the Tennessee Valley Railroad Museum's Grand Junction Station enroute from Chicago to Atlanta on Thursday, Aug 27 around 2:30pm. Leased GP30 #2594 saluted the train as it sped by, displaying a similar paint scheme. In the background a *Missionary Ridge Local* train can be seen sitting at the station platform. And, yes, it was pouring down rain at the time!



FROM THE PRESIDENT

I recently attended, for the first time, the Southern Region meeting of the American Shortline and Regional Railroad Association (an organization to which we now belong through our ECTB subsidiary). Amongst the discussions about the multitude of new Federal regulations coming down on the railroad industry (more about that next issue) was a session on dealing with the current economic downturn. One CFO of a shortline holding company talked about getting your financial house in order and then looking for new opportunities to grow your business.

TVRM, even as a not-for-profit, is no exception in following that advice. While our DOWT numbers were down this year our other ridership was doing well until the floods of September came calling. We reacted quickly to the effects of the rising water by reducing costs and looking for ways to preserve what revenue we could. If we had a crystal ball we might have not made the acquisition of Lookout Sheet Metal before the summer's negative events, but it was an opportunity that makes long term sense for TVRM. Similarly we made plans for our first gallery showing featuring the work of noted photographer O. Winston Link because it was an opportunity to attract a different audience to TVRM. The quality of the event enabled us to raise sponsorships to cover the cost of transforming the second floor at Grand Junction from theater to gallery, and all of the costs of the exhibit. I think it had a positive impact on our visitation as well.

Sometimes it seems like we get the "house in order" and the "opportunities" in reverse order but in a dynamic and growing organization like TVRM, it's the way it often happens. While we have slowed some of our ongoing projects and delayed starting others we will soon have our house in order and will be looking for the opportunities that will help to bring about the further fulfillment of our mission statement. Your continued efforts as volunteers, customers, employees, donors and friends can help speed that process. Thanks to all of you for your continued support.

Tim Andrews

Contribute to TVRM—Restoration projects are in progress and all donations are tax deductible.



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Southern #630 was re-wheeled during the last week of July. We intend to have #630 under steam next season. Sign up to volunteer and/or send a tax-deductible donation. Your help is needed to realize this goal.