

Whistle Stop



Watauga Valley Railroad Historical Society & Museum
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www.wataugavalleyrrhsm.org



Preserving Our Region's Railroad Heritage

Volume 39 No. 12

December 2019



Mike Tilley found Santa and WVRHS&M member A.J. "Alf" Peoples all smiles at the rear of a past Santa Train. For those of you who don't know Alf, he is a third-generation railroader who started with the CLINCHFIELD and retired as a CSXT engineer.

November 25th General Membership Meeting

The Watauga Valley Railroad Historical Society and Museum will conduct our monthly General Membership meeting at 6:30 pm on Monday, November 25th, 2019 at the Johnson City Public Library, 100 West Millard St. This month's program, provided by Gary Street, is a video featuring the 50th run (1992) of the CSX Santa Train! This is the year that UNION PACIFIC Challenger #3985 powered the special train masquerading as CLINCHFIELD #676. A steam extravaganza you don't want to miss! We will also be discussing our Spring 2020 excursions. Bring a friend along and enjoy a great evening of rail fanning.

Member Notes

by Edna Kay Carter, Membership Chairperson

Keep the following in your thoughts and prayers as they deal with various health concerns. They are Nancy Jewel, Gary Price, George Ritchie, Sharon Eaton, Sharon Slagle, Wayne Davis, Jim Bishop and Diana Brewer. As always let us know of any member, friend or family to whom a card might be sent or a phone call made. The office number is (423) 753-5797 or call Edna Carter at (423) 571-4612.

We have no new members at this time.

Hope everyone will enjoy Thanksgiving Day with family and friends.



ANNUAL CHRISTMAS GET TOGETHER

If you haven't registered for our annual Christmas Get Together, it's not too late. The deadline for the Saturday, December 7th, 2019 event is December 1st. For your convenience, a reservation form is attached to this edition of the *Whistle Stop*. **PLEASE NOTE! THE DECEMBER 7th CHRISTMAS GET TOGETHER WILL BE THE ONLY MEETING IN DECEMBER DUE TO CHRISTMAS HOLIDAYS.**

2020 WVRHS&M DUES

2020 Dues Notices were mailed out recently. Please return your dues form and check to Membership Chairman Edna Carter, Watauga Valley Railroad Historical Society & Museum, P. O. Box 432, Johnson City, TN. 37605. You can join the Watauga Valley Railroad Historical Society & Museum for \$20.00 individual and add each family members at \$5.00 each. Any questions e-mail wataugavalley@gmail.com.

2020 ELECTIONS

2020 WVRHS&M election ballots were mailed out recently. Your completed ballot must be received by 12:01 am, November 30, 2019. A ballot box will be available at the November meeting or you can mail yours to Nominating Committee, Watauga Valley Railroad Historical Society & Museum, P. O. Box 432, Johnson City, TN 37605-0432. The results of the election will be announced at the December 7th, 2019 Christmas Get Together.

WVRHS&M Rail Excursions

NOVEMBER 3rd GREAT SMOKY MOUNTAINS TRAIN EXCURSION

Our November 3rd GSMR train excursion was very successful. This was the peak leaf change weekend and the weather was beautiful which made our trip the best of the season. We had over 500 happy passengers on 17 cars on the train with 25 WVRHS hosts working the trip. Thanks to volunteers for help in making yet another successful, memorable trip.

2020 WVRHSM EXCURSION SEASON

The Watauga Valley 2020 excursion season will kick off on Saturday, March 28th with the Great Smoky Mountains Railroad. More details will be available in the coming weeks.

Mechanical Department Report

by Jim Magill

ROLLING STOCK

“*Powhatan Arrow*” coach (WATX 539), “*St Augustine*” coach (WATX 500), and “*Moultrie*” diner (WATX 400): all three cars in Spencer, NC for NCTM’s “*Polar Express*” trains.

“*Crescent Harbor*” sleeper / lounge (WATX 2351): serving on this year’s CSX “*Santa Train*”.

“*Clinchfield 100*” office car (WATX 100): serving on the 77th annual CSXT “*Santa Train*” as the official Santa Car. In the photo below, we see the 100 passing through its former home in Erwin, TN along with WATX 2351 on their way to join the *Santa Train* consist in Jacksonville.



Car 100 History

[WVRHS&M press release] Many railroad enthusiasts in the area are likely familiar with the Clinchfield 100, and after a 30 years absence, the railcar will soon make its historic return on the CSXT *Santa Train* to Kingsport, TN.

In June 2013, the Watauga Valley Railroad Historical Society & Museum purchased the Clinchfield 100 from its owner in Florida. Since its construction, the car has changed names and hands a number of times.

In its approximately 108-year history, Car 100’s passengers have included railroad officials, business leaders and even Santa Claus. Car 100 began its run in 1911, when the all-steel coach car was built by the Pullman Co. for the ATLANTIC COAST LINE Railroad. Originally, the car was known as the ACL 985.

Around 20 years after its construction, what would come to be known as Car 100 was rebuilt by the ACL’s main passenger shop in Rocky Mountain, NC into a fully- [continued on next page]

operational dining car, which dubbed the car the "*Orlando*". Until 1951, the *Orlando* operated as a full diner car on the ACL's main line between Washington, DC and Miami.

The car, which is around 82 feet long and 10 feet wide, could comfortably haul around 20 people and that many meals were served and much poker was played in the *Orlando's* heyday. Aside from its dining area and kitchen, the car also had room for three bedrooms.

It was early in 1951 that officials with the Erwin-headquartered CLINCHFIELD RAILROAD decided that the railroad's original office car was getting just a tad too old to keep in service, and officials began their search for a replacement.

In May of that year, the CLINCHFIELD purchased the unserviceable *Orlando* diner car from the ACL and brought it to Erwin to undergo renovations needed for its conversion to an office car. After almost two years of restoration work, completed under the direction of CLINCHFIELD Chief Mechanical Officer P.O. Likens, the CLINCHFIELD had its new office car, which was dubbed Car 100.

Car 100 had its first test run in August 1953 and first official run three months later when it began service as the official car on the CLINCHFIELD's Santa Train, which it would do until 1983. According to WVRHS&M President Mike Tilley, Car 100 was also used for business beginning in the early 1950s while under CLINCHFIELD ownership.

"In 1968, Mr. T.D. Moore took over the general manager's job of the CLINCHFIELD RAILROAD and put new life into Car 100. Mr. Moore brought back to life the CLINCHFIELD 1 steam locomotive and put together the 14-car excursion fleet. The special excursion train operated from November 1968 to May 1979 hauling passengers over the CLINCHFIELD. Car 100 served as the trail car on many of the trips. Mr. Moore used the car to entertain customers during the excursions and at the CC&O stations in Johnson City and Kingsport."



On top of its numerous trips to important CLINCHFIELD RAILROAD locations such as Elkhorn City, Ky., and Spartanburg, S.C., Car 100 was used to transport folks to the Barter Theater in Abingdon, Va., along the SOUTHERN RAILWAY and NORFOLK & WESTERN. It also made trips to Memphis and Jacksonville, Fla.

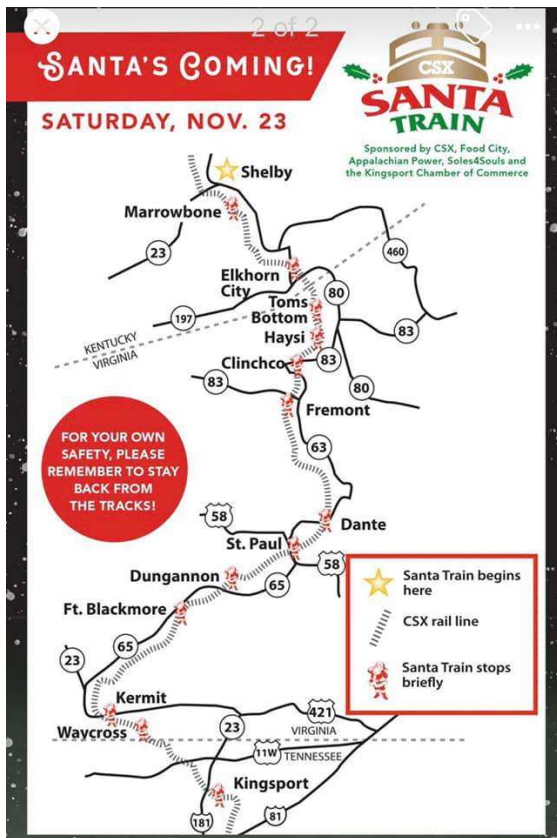
"It was seen all over the FAMILY LINES SYSTEM in operation during the '70s and '80s," Tilley said. When the Family Lines System absorbed the CLINCHFIELD RAILROAD in the 1970s, Car 100 was painted to reflect the FAMILY LINES grey, red and yellow color scheme. Car 100 was later retired and transported to the CSX office in Jacksonville, Fla., in 1983 to be evaluated for use as a CSX fleet car.

It was stored at the CSX West Jacksonville Office Car track for the next year, when it was sold to a private party. Car 100 was again sold to Florida resident Bill Beddell around 1985. Ten years after this, Car 100 was moved to the ABERDEEN CAROLINA & WESTERN RAILWAY in North Carolina and was subsequently moved again to the LANCASTER & CHESTER RAILROAD in Lancaster, S.C.

In July 20, 2013, Car 100 was purchased by the Watauga Valley Railroad Museum in Jonesborough, TN and moved from Lancaster, SC to the North Carolina Transportation Museum in Spencer, NC for restoration. It rolled out of the paint shop on January 14, 2014. CRR 100 has been under a 5-year restoration project and is now ready to do what it did for almost 30 years, hauling Santa Claus down the CLINCHFIELD. It will again serve as the Santa Car on the CSX *Santa Train 2019* on November 23rd.

Railfan Event Calendar

	<p>NOV 23: 77th CSX Santa Train.</p>
	<p>DEC 7: WVRHS&M Annual Christmas Dinner.</p>



For larger images, check out our facebook page.

Megan's Manifest by Megan Kegley

[Megan's Manifest will return next month.]



Chuckey Depot and Rail Museum

Since the Museum was opened on October 2nd, 2017, we have had several thousand visitors at the depot and hundreds of volunteer hours. We want to thank all 85 WVRHS&M volunteers who are trained to host at the museum. If you would like to be trained to host at the museum, please call (423) 753-5797 and leave a message. We are planning more host training sessions in 2020. Everyone is having a good time at the museum; please come and volunteer one day a month for four hours. If you're interested in hosting at the depot, please call the office at (423) 753-5797 or email wataugavalley@gmail.com.

In the News ...

NS to Dispose of Executive F Units

[*trains.com*, Dan Cupper, November 12, 2019] ALTOONA, Pa. – NORFOLK SOUTHERN has put its A-B-B-A set of executive F unit locomotives up for auction, according to an assets-disposition bidding sheet distributed on Nov. 6 and obtained by *Trains News Wire*.

Regularly assigned to NS's office car train, the quartet was acquired in 2006 and rebuilt to GP38-2 standards by the railroad's Juniata Locomotive Shop in Altoona, Pa. Since then, they have been based in Altoona, along with the company's 20-plus office cars. The locomotives wear a version of the former SOUTHERN RAILWAY black-and-gray F unit paint scheme, with an image of the railroad's thoroughbred horse on the nose of each A unit. The cars wear the NORFOLK & WESTERN's classic Tuscan red paint with gold lettering.

SOUTHERN, which merged with N&W in 1982 to create NS, was an early convert to diesel power, acquiring the demonstrator set of FT units that ran an 8,700-mile tour around the United States in 1939-1940. That performance widely proved the practicality of diesel-electric power in heavy freight service. Up to that time, it had been confined to lighter-duty passenger and switching service.

Built by the Electro-Motive Division of General Motors Corp. in 1952, the two A units, Nos. 270 and 271, began life as BALTIMORE & OHIO F7 locomotives. Rated at 1,800 hp, the A units were previously used by MARC, the Maryland Area Rail Commuter service. The B units, numbered 275 and 276 and rated at 2,000 hp, were built by EMD in 1950 for the CHICAGO GREAT WESTERN.

The four were acquired during the administration of CEO Wick Moorman, along with three other Fs of CHICAGO & NORTH WESTERN, CANADIAN NATIONAL, and CANADIAN PACIFIC heritage, which were stored for use as parts sources.

When NS acquired the units, it numbered the A units 4270-4271, as the highest-numbered SOUTHERN F7 unit was the 4269. The B units were numbered 4275-4276. Within the past year, the digit 4 was dropped from all four when NS's program to rebuild standard-cab General Electric C40-9 DC-powered units into 4000-series wide-nose AC44C6M AC-powered units grew to reach into the 4200 number series.

 *US Freight Volumes Down*

[AAR] “Sluggish growth abroad and trade developments are weighing on business investment, exports, and manufacturing. Unfortunately, those are precisely what drive much of the freight carried by U.S. railroads, and their weakness goes a long way in explaining why rail traffic is down right now,” said AAR Senior Vice President John T. Gray. “Railroads are hopeful that policymakers here and abroad will take sensible actions aimed at accelerating growth and removing the uncertainty that’s constraining many economic sectors.”

 *C&T #168: First Steam in 86 Years*

[via “*Interchange*”, Baltimore NRHS] On October 9, the CUMBRES & TOLTEC ran the former DENVER & RIO GRANDE T-12 class 4-6-0 No. 168 for the first time since 1936 pulling cars. The cars were a drop-bottom gondola and caboose No. 0503. Interesting to note, the last time No.168 was used in 1936, it was on a movie train on the Chili Line to Santa Fe. Caboose 0503 was in that train 83 years ago.

No. 168 is a ten-wheeler built by the Baldwin Locomotive Works in 1883. Engine 168 is part of the railroad's plan to recreate a complete, authentic early 20th century passenger train, using the locomotive and five original D&RG passenger cars

 *The End of an American Tradition: The Amtrak Dining Car*

[Luz Lazo, *The Washington Post*] Harrison Keely’s most fond memories of riding AMTRAK all include snapshots of the dining car. The shiny silverware and white linens. Enjoying thick slices of French toast covered with powdered sugar and drenched in syrup while taking in the scenery. The friends made over a slice of cheesecake.

“There’s something fantastic about dinner in the dining car,” said Keely, 32, a writer from Brasstown, N.C., who swears by the AMTRAK crab cake and steak dinner. “You get to meet other people and hear so many great stories. It is to me one of the best parts about traveling.”

That experience is about to change. AMTRAK says it is reinventing its dining service on long-distance trains, killing the traditional dining car to create more “flexible” and “contemporary” dining options.

The carrier says the change, starting this fall on the one-night routes east of the Mississippi River, is driven by the desire to save money and lure a younger generation of new riders — chiefly, millennials known to be always on the run, glued to their phones and not particularly keen on breaking bread with strangers at a communal table.

With the transition, AMTRAK is doing away with the traditional onboard kitchen, switching to serving prepackaged meals and easing restrictions on the traditional serving times. The change allows the railroad to cut costs associated with cooking aboard and keeping up with the white-tablecloth service that was once known to rival high-end restaurants and clubs.

For the complete article, go to <https://tinyurl.com/y5hyc6ee>.

Whistle Stop

Published Monthly by the Watauga Valley Railroad Historical Society & Museum

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P.O. Box 432
Johnson City, TN 37605-0432**

ADDRESS SERVICE REQUESTED

TIME VALUE MATERIAL



**WATAUGA VALLEY RHS&M
ANNUAL CHRISTMAS GATHERING AND MEAL
SATURDAY, DECEMBER 7TH, 2019**



IT'S TIME FOR THE WVRHS&M ANNUAL CHRISTMAS MEAL. THIS YEAR'S GATHERING & MEAL WILL BE LIKE LAST YEAR. THE FOOD WILL BE PREPARED BY FOOD CITY, AND ALL YOU HAVE TO DO IS ENJOY A GREAT MEAL. WE WILL GATHER AT THE DEPOT AT FRANKLIN COMMONS (FOOD CITY), 920 NORTH STATE OF FRANKLIN ROAD, JOHNSON CITY, TN 37604. THE MENU WILL CONSIST OF OVEN FRIED CHICKEN, APPLE GLAZED PORK TENDERLOIN, TWICE BAKED POTATOES, MIXED VEGETABLES WITH CITRUS BUTTER, ALONG WITH SALAD, ROLLS, DESSERT, AND CHOICE OF DRINK – ALL FOR \$10.00 PER PERSON. WHAT A DEAL!!!

THE PROGRAM WILL BE A POWER POINT PRESENTATION ON THE RESTORATION OF WATAUGA VALLEY'S CLINCHFIELD 100, THE GENERAL MANAGER'S CAR FOR THE CLINCHFIELD RAILROAD FOR NEARLY 30 YEARS. THE PROGRAM STARTS OUT WITH THE HISTORY OF CAR 100 AND SHOWS PICTURES ALL THE WAY UP 'TIL RESTROATION COMPLETION BY WATAUGA VALLEY MEMBERS THIS YEAR. SEE MANY OF OUR MEMBERS WORKING ON THE CAR AND PICTURES OF THE CAR ON ITS RECENT TOUR BACK OUT ON THE TRACKS AGAIN. THIS IS THE FIRST SHOWING OF THIS PROGRAM - YOU DO NOT WANT TO MISS IT!

TO MAKE RESERVATIONS, MAIL THE FORM BELOW TO WATAUGA VALLEY RHS&M ANNUAL CHRISTMAS MEAL, P.O. BOX 432, JOHNSON CITY, TN 37605-0432, ALONG WITH YOUR PAYMENT. THERE WILL BE GOOD FOOD AND GOOD FELLOWSHIP! DON'T MISS IT!

To make reservations, please mail the form below along with your payment to:

Watauga Valley RHS&M Annual Christmas Meal
P.O. Box 432
Johnson City, TN 37605-0432

Reservations must be received by Saturday, December 1st, 2019.

Name _____

Address _____

City _____

Email _____

Phone _____

Number attending _____ X \$10.00 PER PERSON = Total Enclosed \$ _____