

Whistle Stop



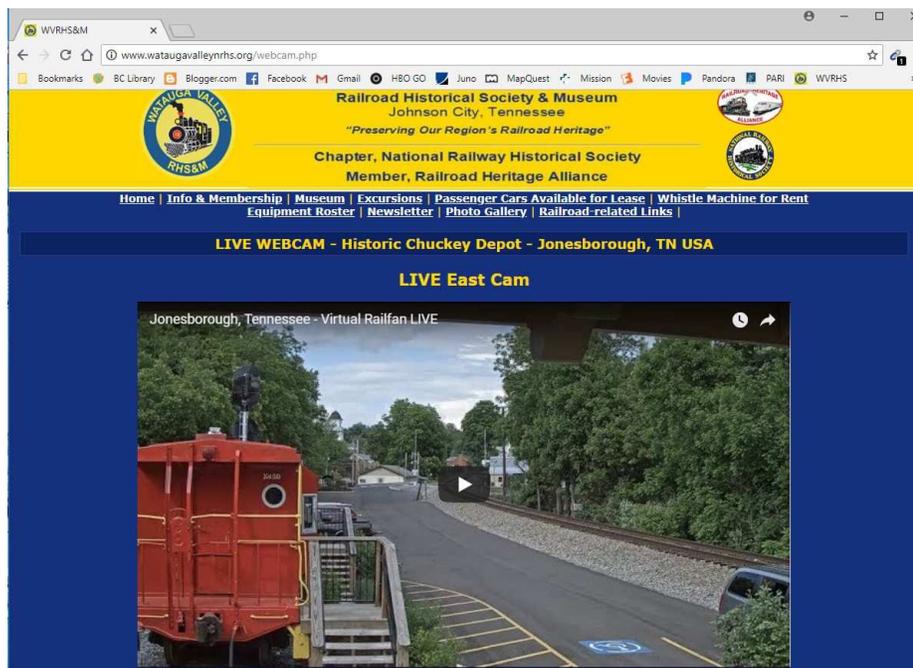
Watauga Valley Railroad Historical Society & Museum
 P. O. Box 432, Johnson City, TN. 37605-0432
 (423) 753-5797
www.wataugavalleyrrhsm.org



Preserving Our Region's Railroad Heritage

Volume 38 No. 7

July 2018



This screen shot captures the latest addition to our web site: live web cameras facing east (pictured above) and west from the Chuckey Depot / Museum. Viewers are now able to watch train action from any web-enabled device. More information on page 4.

June 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, June 25th, 2018 **at the Chuckey Depot / Museum at 110 South Second St., Jonesborough, TN.** This month's program will be "Linking North and South: CSX & NS Through the Border States". This Green Frog Productions DVD, provided by A. David Hammond, will showcase CSX and NS on the Copper Creek Bridge and at Natural Tunnel; L&N in Northern Kentucky; shots on the Norfolk Southern Rathole Division; also B&O and RFP action. Enjoy visiting the Chuckey Depot / Museum and watch trains passing by the depot. In July, we will move back to the Johnson City Public Library where we will have a program on AMTRAK coming to Bristol.

Member Notes

by Edna Kay Carter, Membership Chairperson

Our sympathy is extended to the family of Bob Yapple; Cline Knowles in the loss of his mother; and to the family of George Hatcher.

Please keep the following in your thoughts as they deal with various concerns. They are Nancy Jewel, Gary Price and to Lori Smith, the daughter of Sharon Eaton. 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 phone number is 423-753-5797 or call Edna Carter at 423-571-4612.

We would like to welcome new members to our club. They are Ben and Amy Merritt, Stanley Brown, Melvin and Joann Lutz, David Tritt, Jennifer Beall, Jared Slay, Gerald & Betty Fritz Edward Wood, Bruce and Stephanie Jones.

Hope everyone is enjoying this summer weather.

WVRHS&M News

MEETING LOCATION CHANGED FOR JUNE

Due to the Johnson City Public Library meeting room not being unavailable for the June meeting, the meeting will be held at the Chuckey Depot / Museum at 110 South Second St Jonesborough.

GREAT SMOKY MOUNTAINS TRAIN EXCURSIONS SOLD OUT

We are happy to announce that all four great Smoky Mtn Train excursions have sold out. We are running August 26, Sept 8, Sept 23 and Nov 4. Please sign up to work one of these trips; a form can be found at the back of this newsletter for your convenience.

WHISTLE TRUCK UPDATE

Nick White recently brought the Watauga Valley Whistle Truck back home from the North Carolina Transportation Museum and it's now ready for duty in the following events: Jonesborough Days (June 28th, 29th, 30th, July 1st) and Appalachia Railroad Days (August 3rd and 4th).



We are looking for drivers to move the Whistle Machine to other events. If you're interested, please call the WVRHS&M office at (423) 753-5797

Spring Street Coach Yard Mechanical Report

by Jim Magill

GENERAL

The weather has been good to the Watauga Valley Mechanical Team and there have been a lot of good working days at the yard the last several weeks. Looks like summer is knocking on our door and we can finally get some work done. If you would like to help out at the Jonesborough Coach yard on Tuesday's between 9am to 5pm or Saturdays 9am to 12noon., please call the WATV Office at 423-753-5797 or e mail Wataugavalley@embarqmail.com

The Crescent Harbor (Southern) St Augustine (Florida East Coast) Moultrie Atlantic Coast Line will all match each other now.

ROLLING STOCK

“Powhatan Arrow” coach (WATX 539): Is having some Air Conditioning updates. Door repair where pin goes in floor has rusted out. New Holding Tank has been applied. Repairs on plumbing system.

“St Augustine” coach (WATX 500): Is getting new 26 C brake system in the near future.



“Moultrie” diner (WATX 400): It was decided recently to remove the purple with the silver lettering off the Moultrie and replace it with black letters on stainless due to the purple fading so much and the silver lettering not lasting. At left we see the purple lettering being removed. Below, although a little difficult to view, we see how

the name board will look in black on stainless. This work is historically accurate. Lettering went from purple to black letters during ACL, SCL and AMTRAK ownership. The car will also be undergoing some electrical repairs in kitchen.



“Crescent Harbor” sleeper / lounge (WATX 2351): Is getting some new blinds installed in the bedroom. Repairs on plumbing system.

CLINCHFIELD OFFICE CAR (WATX 100): Will be getting some new windows and interior upgrades.

In the News

CHUCKEY DEPOT / MUSEUM AT JONESBOROUGH

We've been seeing days with 50 plus visitors at the Chuckey Depot/Museum as the warm weather is bringing more people out to see our beautiful depot / museum. May was the record month with over 550 visitors. We are expecting another record month in June with Jonesborough Days being held on June 29th 30th and July 1. On June 28th at 6 pm new artifacts will be displayed. Please plan on attending this event.

Also come and hear the signs of steam locomotive whistles off of Southern, Clinchfield, Norfolk & Western during Jonesborough days. The general public will be able to blow the Whistles.

TRAINING SESSION IN THE PLANS FOR THE CHUCKEY DEPOT

While we have nearly 50 Watauga Valley RHS&M volunteers who host at the museum each month, more are needed and welcome as the open hours have been extended. The next host training session for the museum will be in held in September. This is your chance to get involved with your organization by volunteering at the museum one day a month. If interested – and we hope you are - please call the office at (423) 753-5797 or email wataugavalley@gmail.com to get your name on the session list.

NEW RAIL CAMERAS AT THE CHUCKEY DEPOT

The Watauga Valley Railroad Historical Society & Museum has partnered with the Town of Jonesborough to install rail cams on the Chuckey Depot / Museum. Virtual Railfan installed the cams on each end of the depot to view real time and online west and east bound trains. There are three ways to view to the cams:

- go to www.wataugavalleynrhs.org and click on LIVE WEBCAM on the home page
- go to youtube.com, type in “Jonesborough”, go to “Links”, and select “Virtual Railfan LIVE”
- subscribe to Virtual rail fan.

Planned for the near future will be a live radio feed on the cam site.

NS 8 LINE EAST OF ASHEVILLE WASHED OUT

The NS Salisbury to Asheville, NC main line washed out in late May, causing major track damage east of Asheville. Norfolk Southern continues to work to restore service. However, due to the extensive work that is required to repair the line, NS's current projection is to return the line to service in early July. All coal trains headed for Duke Power are being routed via Bulls Gap, traveling through Roanoke, on to Linwood NC and then to Terrell, NC. Shipments that typically travel between Asheville, NC and Linwood, NC are being re-routed through Bristol - Roanoke and then to Linwood NC; customers are told to expect delays up to 72 hours. Trains 135 and 123 have also been re-routed.

 ***NORFOLK SOUTHERN CHANGES RADIO FREQUENCIES***

NS has recently changed radio frequencies between Bristol and Friends, TN. The new frequencies to listen to NS talk are as follows:

160.56 Channel 1 Main Channel Train to Train

161.40 Channel 2 This is the track authority channel Dispatcher to Train.

 ***NORFOLK SOUTHERN Moving Dispatchers Again***

After moving all NS train dispatching from Knoxville to Roanoke and Birmingham, all dispatching will move again to Atlanta GA in the coming weeks. Here we go again!

 ***"CLINCHFIELD" TRAFFIC IS STARTING TO PICKUP***

CSX has added several coal trains to the "CRR line". Coal trains are now traveling to Terrell and Brice, NC. Several grain and ethanol trains have been seen on the old CLINCHFIELD. The frequencies to hear these trains are 161.100 Channel 1; 161.52 Channel 2 which is the dispatcher channel; and 161.55 for yard activity.

 ***VMT Provides an Update on 611's Future***

ROANOKE, Va. (JUNE 16, 2018) The Virginia Museum of Transportation, Inc. announced new community events today for its iconic 611 Class J locomotive and plans to continue working to explore new opportunities for 611. 611 will not be operating public excursions in 2018 but will be participating in special events.

"We are very pleased to announce that we are engaged in substantive conversations about exciting potential 2019 excursions and special appearances for 611. We will continue to seek opportunities for the public to experience a pivotal piece of American history firsthand, under steam", according to Virginia Museum of Transportation FORWARD 611 Committee Chairman, Trey Davis.

Public excursions engage new audiences with railroads, produce essential revenue for the upkeep of the locomotive, and generate significant economic impact in the communities 611 serves. Despite the changes, annual maintenance to keep the famed locomotive operational is ongoing and expected to be finished later this summer at the North Carolina Transportation Museum (NCTM) in Spencer, NC. Upon completion, the 611 will be put back into service.

"We're working hard to ensure the public continues to have opportunities to engage with 611 and are planning unique events to provide opportunities to experience 611 under steam in 2018," said VMT Board President Will Harris. "The Virginia Museum of Transportation and NCTM are both planning special events with the locomotive in Roanoke and Spencer NC, respectively. In addition, 611 is slated to again be the highlight of Roanoke's Big Lick Train Tug on September 29, 2018." While event plans highlighting the Queen of Steam continue to develop, efforts to provide 611 a weather-proof home at the Virginia Museum of Transportation have advanced significantly. [Continued on next page.]

"With generous donors and community support, the Museum has obtained a steel building that will form the core of the new 611 Preservation & Education Facility. We're now closer than ever before to providing future generations the opportunity to see steam technology up close, better understand a foundational technology of America's industrial power, and see firsthand how the railroad helped build our country. Ideally, we would like to break ground before the end of this calendar year," said Harris.

As is the case for all mainline steam locomotives, PTC (Positive Train Control) is very likely to be a central issue in determining where and how 611 may operate in 2019 and beyond. The FORWARD 611 team at VMT has been studying potential solutions and participating in discussions with other mainline steam operators. The initial cost to develop and apply PTC technology to 611 will be significant and there will be recurring annual expenses. In the absence of revenue-generating excursions in 2018, we are asking supporters to consider a donation to FireUp611 (www.fireup611.org) to support this and other investments in 611's future.

C&O 2-6-6-2 #1309 Update

As reported in the "The Automatic Block" (Western Maryland NRHS), Tyler Clayton, Western Maryland Scenic Railroad's public relations director, in an update on the ex-C&O 2-6-6-2 articulated steam locomotive #1309 Restoration Project, affirmed that the scenic railroad remains committed to keeping the restoration effort active. For example, the WMSR sent solicitation letters to prospective contributors in Maryland and Virginia, and thereby raised \$35,000 in donations. Although it may not be widely known, the 1309 steam locomotive is still being worked on, albeit very slowly. "We are working on things when we know we have enough funding to complete each project," Clayton said. Last November, the dozen driving wheels were sent by Diversified Rail Services to the Tennessee Valley Railroad Museum at Chattanooga. The WMSR raised \$22,000 to have the wheel work started. Clayton stated that although "we know the 1309 is an important part of the railroad company, tourist train operations are the number one priority. The decision was made to keep these operations going, and not just fueling one project but a vast array of projects that our company is focused on finishing."

NRHS Seeks Historic Rail Footage

We here at the Society know that as each year goes by, with the passing of another longtime railfan, there's a distinct possibility that some great historic rail-related film footage may be lost, as it may be forgotten or simply thrown out by someone not recognizing what they have in hand.

If you possibly have any original film footage — 16 or 8 mm, color or black and white — which you recorded or was recorded by someone you know/knew, or if you know of someone possessing such footage, the NRHS Film Archival Digitalization Committee would like to hear from you.

Our first desire is to see this footage donated to the NRHS for permanent preservation. If this is not acceptable to the owner, then we'd like to be given access to the film and authorized to make a digital copy. To contact the committee, email <marlin@nrhs.com>, or write to Film Archival Committee, NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard PA, P.O. Box 5016, Mount Laurel, NJ 08054.

Megan's Manifest

by Megan Kegley

[ED. NOTE: This material was originally intended for last month's newsletter, which wasn't published.]

April 22, 2018 started off sunny and a little cloudy when I left the house to go to my friend David Hammond's house in Duffield. We first decided we were going to ride up to Hagan Switchback in Lee County because I had never been up there to it before. We rode up to the Switchback first and then came back to Duffield and checked the ATCS monitor on the computer to find that CSX Q692 was coming northbound on the Clinchfield. I said "Hey David! Let's go up to Hill Station and shoot it coming North." He agreed that he wanted to see it there as well, so off we went to Hill Station. I had not been back to Hill Station since the Santa Train ran back in November. I began grabbing lenses out of the bag trying to decide which one was going to work best as well as testing different settings on the camera. I decided to shoot with an Ultrasonic 70-200mm on my Canon Rebel T3i. We waited about 20 minutes or so and then we heard the rumble of the locomotives off in the distance. When 692 rounded the curve I was very pleased with how the shot (at left) turned out!



Let's change gears and go to a shortline railroad, Watco's BLUE RIDGE SOUTHERN T59 that runs from Canton, NC to Waynesville, NC. I was already out of town in Waynesville the weekend I went and shot BRS. I had been in Waynesville to perform with my clogging team, the "J Creek Cloggers" at the Stompin' Grounds on Saturday April 28. On Sunday April 29 I woke up super early and had the urge to go see some trains before I went back home. I was extremely tired from all the dancing the night before, but I was eager to see some trains. I called my good friend and also fellow railfan John Nagy up to go with me. That way I could have guidance to safe places around the Smokies to take pictures. After we had breakfast at Waffle House, we rode over to the Blue Ridge Southern yard to see if T59 had left yet. When we got to Canton, T59 was still getting its train built to head to Waynesville. We sat and watched the yard switching for a little bit then took off when we saw T59 leaving the yard. We drove out to Clyde and shot the train coming through town then went on out to the Frog Level Historic District part of Waynesville to shoot and watch T59 do switching at the Giles plant. The picture above is WAMX 3932 GP39-2 leading the train back to Canton from the Giles plant. After we watched T59 pass us at Frog Level, we went back to the Canton Yard to see if T31 had left yet. T31 (photo left) is a train that runs from Canton to Asheville. When we arrived back to the Canton yard, we had then left for Asheville. We left Canton Asheville yard. We went to a the Asheville yard, across from Asheville Yard Tower". While T31 to arrive, we saw some yard. I forgot the ID of this but nonetheless, NS GP60 no. brought some covered hoppers built for the Southern Railway in built in 1991. Both locomotives have seen better days, but at least they are [continued on next page]



The picture above is WAMX 3932 GP39-2 leading the train back to Canton from the Giles plant. After we watched T59 pass us at Frog Level, we went back to the Canton Yard to see if T31 had left yet. T31 (photo left) is a train that runs from Canton to Asheville. When we arrived back to the Canton yard, we had then left for Asheville. We left Canton Asheville yard. We went to a the Asheville yard, across from Asheville Yard Tower". While T31 to arrive, we saw some yard. I forgot the ID of this but nonetheless, NS GP60 no. brought some covered hoppers built for the Southern Railway in built in 1991. Both locomotives have seen better days, but at least they are [continued on next page]



learned that T31 had already and made our way to public parking lot right beside what is known as "The John and I were waiting on other goodies come into the particular set of locomotives, 7103 and NS GP59 no. 4618 into the yard. The GP59 was 1989, and the GP60 was 1991. Both locomotives have seen better days, but at least they are [continued on next page]



still active on NS. I have to say, I got pretty excited when these came under signals into continued on next page the yard. We continued to wait for T31 as I was bound and determined to get photos of T31 before I left for home. As we continued to wait on T31, NS 741 pulled up on one of the tracks near us and it had NS no. 1047 SD70ACe leading it. I did not get any photos of 741 because a PTI van was blocking the view. After about 35 minutes, we finally heard T31 come on the radio. T31 slowly came into the yard and it had a good SD40-2 lashup leading it - WAMX numbers 4203, 4204, 4202, and 4205. I was

very pleased to catch all these great lashups that day! It was definitely worth it to get up early and go see some trains!

As you can see, I have been Railfanning like a mad woman lately. This photo was taken the same day that I took the first photo at Hill Station. I received information after I went back home for a bit that everything was starting to run. I went to Copper Creek because I knew I could for sure beat NS 744 there since it was coming down the Clinchfield to then swap back over on the NS connection at



Frisco. I was setting up my camera to shoot with a wide-angle lens for this photo. I knew that KT24/T090-22 was coming up the NS line from Frisco, but I had no clue it was that close already. As NS 744 was beginning to be heard, KT24 snuck up behind me on the NS line (pictured above) and I was not prepared to get two trains across Copper Creek at the same time. No, this was not a staged photo, this happened by pure luck! I just shot with the set up I already had because I did not have time to swap lenses. I honestly did not know how to act when all this was going on, I said "Oh, my gosh! I got two here at once, what do I do??" Laugh at loud. Needless to say, I am

very very VERY pleased with this photo. This is for sure something you do not see every day.

The photo at right was shot on a Friday evening. I cannot remember that date and I also did not catch the ID on this train. I was on my way to Coeburn, VA to go clogging at Lays Hardware with a friend of mine from Sevierville, TN. Lately we have been getting together and dancing at a lot of places in and around Virginia, Tennessee, and North Carolina. On Thursday night she had mentioned how she would like to be trackside with me at least one time in her life; little did she know she was going to get her chance the next day. I told her early in the day on Friday if there was something moving on our way up to Coeburn that we will go after it. After we left Pals in Gate City around 5 pm I received information that there was a CSX train on its way down the NS line toward Frisco, so I looked at her and said "You got your wish, we are going after a train!" I have never seen her so excited before! We went down to Jasper to catch the train. We waited maybe 10 minutes for it to come by. As the train approached in the distance from where we were the smile on her face just lit up, which of course made me extremely happy. The neat thing about this shot is, after the lead engines came by, I went ahead and got back in the car not thinking that there were pushers. I caught these pushers with a few seconds to spare. I jumped up out of the car and said "OH MY GOSH THERE ARE PUSHERS!" I seriously just pointed the camera very quickly and snapped the photo. The photo turned out very well! I was really pleased with it, but the thing that makes this photo special is the fact that I enjoyed this moment with one of my best friends! A best friend that was super excited to be trackside with me! It is always the little moments like this that just makes life so much more worth it!



Photo Gallery



David Denny designed and built the donation box at Chuckey Depot.



Mike McCrary and Skip Oldham hosting at Chuckey Depot during Chuckey Days.



Virtual Railfan employees installing cameras at Chuckey Depot / Museum.



Jim Sutterlin, Art Devoe, Ralph Clarke and Don Findley at work on the *Powhatan Arrow*.

Important 2018 Dates ...



AUGUST 1-5: Appalachia Coal / Railroad Days, Appalachia, VA. Info: <https://www.facebook.com/events/213463255928793/>



AUGUST 5-12: NMRA National Convention, Kansas City, MO. Info: <http://www.nmra.org>



AUGUST 7-12: NRHS National Convention, Cumberland, MD. Info: <http://www.nrhs.com/content/2017-convention> [2017 is not a typo]



AUGUST 26: GSMR Excursion #2



SEPTEMBER 5-8: National Narrow Gauge National Convention, Bloomington, MN. Info: <https://nngc-2018.com/>.



SEPTEMBER 8, 23: GSMR Excursions #3 and #4



NOVEMBER 4: GSMR Excursion #5

Whistle Stop

Published Monthly by the Watauga Valley Railroad Historical Society & Museum
P.O. Box 432, Johnson City, TN 37605-0432
whistlestop.editor@gmail.com

Opinions or viewpoints are those of the writer and may not necessarily reflect those of the organization members, officers or directors. Items of interest are welcome and will be credited to the author; however, because of space constraints, all submissions are subject to editing. Permission to reprint *Whistle Stop* articles with the exception of photographs is granted if proper credit is given. Reuse of photographs must receive permission by the editor and the photographer.



Watauga Valley RHS & Museum
P.O. Box 432
Johnson City, TN 37605-0432

ADDRESS SERVICE REQUESTED

TIME VALUE MATERIAL



GREAT SMOKY MOUNTAIN RAILROAD EXCURSION BUS / RAIL CAR HOST WORKERS SIGN-UP

I would like to sign up as a Bus / Rail Car Host on one or more of the following Great Smoky Mountain Train Excursion as noted below. Trip duties involve serving as a host on the buses and relaxing on the train for a great ride on the. Please check which dates you can work and turn in this form at the June General Membership Meeting; mail to WVRHS&M, P. O. Box 432, Johnson City, TN 37605-0432; or email it to wataugavalley@gmail.com.

Name _____

Address _____

City _____ State _____ ZIP _____

I can work the following dates (check all that apply):

- ___ August 26
- ___ September 8
- ___ September 23
- ___ November 4