

Whistle Stop



**Watauga Valley Railroad Historical Society &
Museum**

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www.wataugavalleyrrhsm.org



Preserving Our Region's Railroad Heritage

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NS 126 passing Chuckey Depot on a fine August morning. [photo: Les Billings]

August 22nd General Membership Meeting

Our next General Membership meeting will be held on Monday, August 22nd, 2022 at 6:30 pm at the Chuckey Depot / Railroad Museum, 110 South Second St., Jonesborough, TN (at the railroad crossing). Our program this month will be on the Clinchfield Railroad, showcasing photos never before seen compiled by President Mike Tilley during his working years on the CRR. Come out, bring a friend, and enjoy a great night of railroading with your fellow railfans.

Member Notes

Please keep Gary Price, Lois Tilley, Jack Maloney and Claire Salvail in your thoughts and prayers for various health reasons. To request that one of our members or family be reported in the Whistle Stop, email a request to wataugavalley@gmail.com.

WELCOME NEW MEMBER: Mark Feller, Sevierville, TN.

2023 OFFICER AND BOARD NOMINATIONS

The Nominating Committee will be taking nominations from the floor next month for 2023 Officers and Board Members. If you would like to run for one of these positions, please request to be nominated. Requirements are that you are a WVRHS&M Member in good standing. Board Members are required to attend the board meetings held each month.

MEMBERSHIP BROCHURES

If you know someone that is interested in joining the Watauga Valley Railroad Museum, new brochures are available to give out. Either go by the Chuckey Depot and pick one up or phone the WVRHS&M office at (423) 753-5797.

RAILROAD RADIO FOR CSX AND NS NOW ON LINE

If you want to hear all the rail action for Western North Carolina, East Tennessee and Southwest Virginia, go to www.broadcastify.com and click on Tennessee, then Washington County and select Rail Radio for TN, VA and NC.

2022 WVRHS&M Rail Events

GSMR TICKETS STILL AVAILABLE

Tickets are still available for our Saturday, September 17th, 2022, train excursion on the Great Smoky Mountains Railroad through the majestic mountains and beautiful countryside of western North Carolina. The trip begins at Bryson City, NC to the Nantahala Gorge, NC with a return to Bryson City. This trip covers a lot of the current operating trackage of the Great Smoky Mountains Railroad. Patrons will have two choices in getting to the Bryson City train station. Patrons can either drive directly to Bryson City or board a motor coach out of Johnson City, TN. For complete trip description including meal choices and bus information, and to order tickets, go to <https://www.wataugavalleyrrhsm.org/excursions.php>.

HIWASSEE LOOP. The next Hiwassee trip near Etowah, TN is scheduled for October 15th, 2022. Tickets will go on sale soon.

WATAUGA VALLEY'S TRIP TENNESSEE VALLEY RAILWAY MUSEUM



Over 40+ members and guests have signed up for the motor coach ride to Tennessee Valley Railroad in Chattanooga. Looks like a great time will be had for all with a ride behind 4501, a drive-by tour of the NS Debutts hump yard and a visit to the Chattanooga Choo -Choo.

Mechanical Department Report

by Jim Magill

GENERAL



Everyone wants to thank our Mechanical Team for what they do to keep our equipment operating: Art Devoe, Don Findley, David Denny, Jan Edwards, David Billings, Cline Knowles, Frank Gricus, Bob Mushet, Mike Tilley, Jim Sutterlin and Gary Lombardi. Terry Worley is also recognized for his signal work. **“THANKS, FELLOWS!”** FOR YOUR HARD WORK.

If you would like to volunteer at the Spring Street Coach Yard on Tuesdays or Saturdays, please call 423-753-5797 or email wataugavalley@embarqmail.com. There are projects for everyone; hope to hear from you.

ROLLING STOCK

“Clinchfield 100” office car (WATX 100): progress continues with its restoration. At right we see the crew installing a new side marker light.

“Moultrie” diner (WATX 400): receiving upgrades.



On December 26, 1957, a derailment on the Florida East Coast Railroad resulted in 25 injuries to

passengers and train crew. The train involved, # 87, was traveling at 70 mph at the time of the accident. The cause was listed in the ICC report as "defective switch". ACL "Moultrie" was one of the cars that derailed. Two other ACL cars are also off the rails. The photo at left is from a slide labeled "ACL wreck, Cocoa, FL 12/26/57" from the collection of the late Wilson Norwood of New Jersey. It was posted on our Facebook page by the SAL and SAL Historical Society.



“St Augustine” coach (WATX 500): receiving window repair.

“Powhatan Arrow” coach (WATX 539): at TVRM receiving a paint job.

“Crescent Harbor” sleeper / lounge (WATX 2351): receiving upgrades.

CRESCENT HARBOR WILL BE OFFERED AT Airbnb

It has been decided to offer the *Crescent Harbor* as an Airbnb accommodation for guests who are coming to the Jonesborough National Storytelling Event on October 8th. Details to follow. We appreciate Ralph Clarke who is taking on the position of director for this first-time event.

Chuckey Depot / Museum

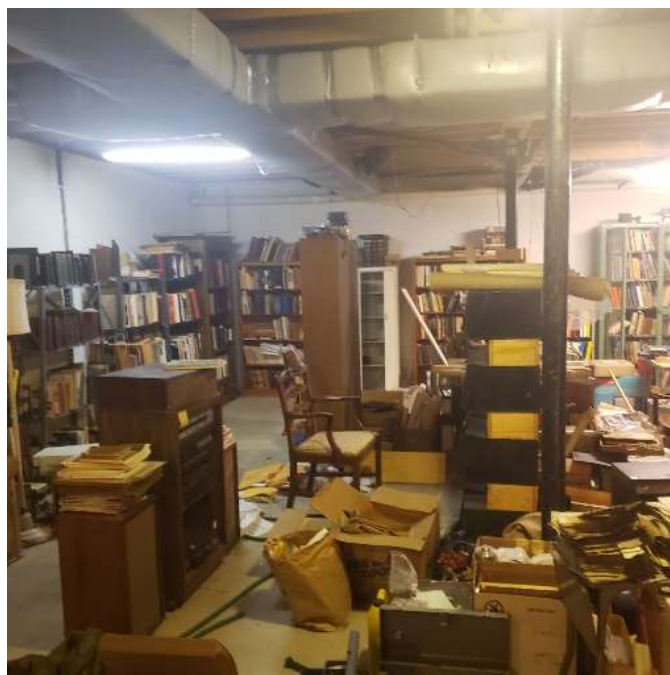
The Chuckey Depot/Museum attendance is picking up each month. Come out and see the new Norfolk & Western Exhibit on September 1st.

NEW CROSSING SIGNAL BEING INSTALLED AT THE CHUCKEY DEPOT

We want to thank Jack Gaut for the donation of the crossing signal pole and cross bucks and Rocky Hollifield for the signal lights. Plans are to install a crossing signal at the Chuckey Depot to let everyone know we're open when flashing.

TRAINING SESSION IN THE PLANS FOR THE CHUCKEY DEPOT

Plans are to have another Chuckey Depot/Museum Host Training session later in the year. Sessions last about 1 hour. If you would like to host at the Chuckey Depot one day a month, please email Mike Tilley at wataugavalley@gmail.com stating that you would like to get trained. When a date has been set for the training, we will call you to get everything confirmed. We had over 200 volunteer hours at the depot last month with record crowds.



MARK YOUR CALENDAR FOR A SPECIAL RAILROAD SALE AT CHUCKEY DEPOT SATURDAY, OCTOBER 1ST

A special train sale called "STEEL AND STEAM CLASSIC RAILROAD ARTIFACT SALE" will be held on Saturday, October 1st from 8:30 am to 4:30 pm. This is a sale of CRR, Southern, C&O, B&O, UP, BN, N&W, ET&WNC items and many other artifacts. Details of the event will be in the next *Whistle Stop*.

CHUCKEY DEPOT RAIL CAM

Please visit the Virtual Rail Fan Cams on the Chuckey Depot web page, available 24 hours a day and 7 days a week. Go to our home page at <https://www.wataugavalleyrrhsm.org> and click on "LIVE WEBCAMS & RAILROAD RADIO".

In the News ...

Possible National Railroad Strike in Mid-September

[Extracted from article by Jeff Davis, Eno Center for Transportation¹] U.S. freight railroads and their unions took steps this week [early June] to enter the final phase of their latest labor negotiation, setting a possible timetable where Congress might have to vote in mid-September to impose a settlement or else see the first nationwide railroad worker strike since 1992.

The Railway Labor Act of 1926 was enacted by Congress in order to avoid, wherever possible, railroad strikes that had the potential to paralyze the entire U.S. economy. Airlines were added to RLA jurisdiction in 1936. Any industry not subject to the RLA is regulated by the National Labor Relations Act of 1935 (the “Wagner Act”), as substantially amended in 1947 by the Labor-Management Relations Act of 1947 (the “Taft-Hartley Act”).

It can be more difficult under the RLA to organize a union than it is under the NLRA, because the railroad industry was already heavily unionized when the RLA was written. But once a union is recognized under the RLA, it tends to do pretty well, because the RLA is designed to prevent railroad strikes or lockouts whenever possible, and if a strike is allowed to happen, it can be broader than if under the NLRA. (FWIW [for what it’s worth], Federal Express has always felt that it had a built-in competitive advantage over its rival United Parcel Service because UPS’s truckers were regulated under the NLRA but FedEx’s truckers were regulated under the RLA, and FedEx’s allies went so far as to break the US Senate in 1996 to keep that advantage.)

Railroad and airline labor disputes are recognized by the RLA as being so important that, if the first round of arbitration fails, the issue gets elevated directly to the President and Congress, which doesn’t happen in ordinary (NLRA) labor negotiations.

Contracts under the RLA never expire. At the end, they just “become amendable.”

Who is negotiating?

The five U.S. “Class I” freight railroads (BNSF, CSX, Kansas City Southern, Norfolk Southern, and Union Pacific, plus elements from the Illinois Central subdivision of Canadian National) have banded together as the “National Railway Labor Conference” to negotiate one big industry-wide contract with the unions (the same way that all the Hollywood studios band together to negotiate a contract with the actors union). They face two separate union negotiating groups, one representing about 80 percent of their workforce, the other representing the other 20 percent.

What is the scope of the talks?

The BMW-SMART coalition has released the summaries of the May 18 offer from the railroads and their own May 18 counter. It shows that the two sides are pretty far apart on salaries, going retroactively back to 2020:

Pay Raise Proposals – May 2022

<u>Effective</u>	<u>Railroads</u>	<u>Unions</u>
July 1, 2020	2.0%	6.0%
July 1, 2021	2.0%	10.0%
July 1, 2022	4.0%	6.0%

July 1, 2023	3.0%	8.0%
July 1, 2024	3.0%	4.0%
		plus COLAs

In addition, there are extensive discussions on health benefits, vacation time, and various work rules, including minimum crew sizes in a train, a discussion which the Biden Administration may try to remove from the purview of labor-management talks and instead mandate via a federal safety rulemaking.

Future Timeline of Railroad Labor Negotiations

No later than August 17, 2022 – The PEB’s report starts a second 30-day “cooling off” period. Strikes and lockouts still illegal.

No later than September 15, 2022 – If there is no resolution, Congress will have to pass a law settling the labor dispute, or else labor unions will be free to strike the railroads, shutting them down, on September 16. Congressional action could extend the second cooling-off period (as in Public Law 99-385), mandate the PEB recommendations as being legally binding on both parties (as Public Law 99-431 did and as H.J.Res. 91, 112th Congress would have done if it had been enacted), impose a new and final arbitration process (as in Public Law 102-306), or create its own compromise.

¹ Eno is an independent, non-partisan think-tank based in Washington, DC that shapes public debate on critical multimodal transportation issues and builds an innovative network of transportation professionals.



Cumbres & Toltec to Convert Second 2-8-2 to Oil

[RAILFAN & RAILROAD MAGAZINE] The Cumbres & Toltec Scenic plans to convert a second 2-8-2 locomotive to burn oil instead of coal. The decision was discussed at a recent meeting of the dual-state commission that oversees the railroad that operates in Colorado and New Mexico.

The decision to convert another former Denver & Rio Grande Western K-36 2-8-2 from coal to oil comes more than a year after the first conversion, 489, hit the main line. That conversion has been a success and the railroad decided that a second one would allow them to continue to safely operate during times of high fire danger. The C&TS was forced to delay its opening day by three weeks this summer due to drought conditions across the southwest.

When C&TS announced the plan to convert one or more locomotives to oil back in 2020, they also vowed to continue using coal when possible and when safe. “We have not forgotten, nor will we ever forget, the importance of our historical DNA and the critical role the C&TS plays in preserving the most authentic steam railroading experience available anywhere, now, and for future generations,” Interim CEO Eric Mason said in 2020. “We will strive to always have the best examples of operating coal-fired steam locomotives in service when conditions permit.”

C&TS is not alone in converting some of its steam locomotives to burn oil. Nearby Durango & Silverton has converted the vast majority of its fleet of ex-D&RGW 2-8-2 to burn oil following a 2018 wildfire that was believed to have been sparked by a coal-burning steam locomotive.

 ***NORFOLK SOUTHERN TRAIN NUMBERS CHANGED***

[NORFOLK SOUTHERN source] Effective Monday August 22, 2022, Norfolk Southern will change all **intermodal** symbols on the system. This includes some new destination and origins for trains, as well as new trains altogether. Also, on the A-Line, Train 11Z and 12Z have changed to 13Z and 14Z. More numbers will be changing in the future. [EDITOR'S NOTE: due to space constraints, only trains running through Southeast U.S divisions are displayed below.]

21D is now 297 - Charleston, SC, to Greer, SC
20D is now 296 - Greer SC, to Charleston, SC
231 is now 291 - Garden City, GA, to Austell Intermodal, GA
232 is now 290 - Austell Intermodal, GA, to Airport, GA
201 is now 289 - Allentown, PA, to Rossville, TN
202 is now 288 - Rossville, TN, to Allentown, PA
23N is now 287 - Bowden Yard, FL, to Rossville, TN
22N is now 286 - Rossville, TN, to Atlanta, GA
25Q is now 285 - Sheffield, AL, to Memphis, TN
264 is now 284 - Memphis, TN, to Atlanta, GA
22A is now 279 - Norfolk, VA, to Louisville, KY
23G is now 278 - Louisville, KY, to Norfolk, VA
233 is now 277 - Norfolk, VA, to Landers, IL
234 is now 276 - Landers, IL, to Norfolk, VA
228 is now 275 - Enola, PA, to Norfolk, VA
227 is now 274 - Norfolk, VA, to Enola, PA
29G is now 273 - Norfolk, VA, to Sandusky, OH
28G is now 272 - Sandusky, OH, to Norfolk, VA
214 is now 248 - Jacksonville, FL, to Atlanta, GA
22G is now 246 - Shreveport, LA, to Atlanta, GA
23E is now 245 - Meridian, MS, to Atlanta, GA
24E is now 244 - Atlanta, GA, to Meridian, MS
237 is now 243 - Charleston, SC, to Atlanta, GA
238 is now 242 - Atlanta, GA, to Charleston, SC
209 is now 241 - Atlanta, GA, to Bowden Yard, FL
222 is now 240 - Atlanta, GA, to Charlotte Inter, NC
223 is now 219 - Kansas City, MO, to Eastpoint, GA
224 is now 218 - Westlake, FL, to Kansas City, MO
215 is now 29A - Chicago, IL, to Atlanta, GA
211 is now 25A - Croxton, NJ, to Atlanta, GA
220 is now 26A - Meridian, MS, to Atlanta, GA
203 is now 27A - Rutherford, PA, to Atlanta, GA
229 is now 29F - Landers, IL, to Bowden Yard, FL
218 is now 28N - Chicago, IL, to Charlotte Inter, NC
217 is now 29C - Charlotte Inter, NC, to Chicago, IL
216 is now 28C - Atlanta, GA, to Chicago, IL
226 is now 28J - Shreveport, LA, to Jacksonville, FL
282 is now 28L - Jacksonville, FL, to Landers, IL
265 is now 29T - Charlotte Inter, NC, to Memphis, TN
219 is now 29K - Atlanta, GA, to Meridian, MS
204 is now 28R - Atlanta, GA, to Rutherford, PA
225 is now 295 - Atlanta, GA, to Shreveport, LA
25A is now 177 - Chicago, IL, to Chattanooga, TN

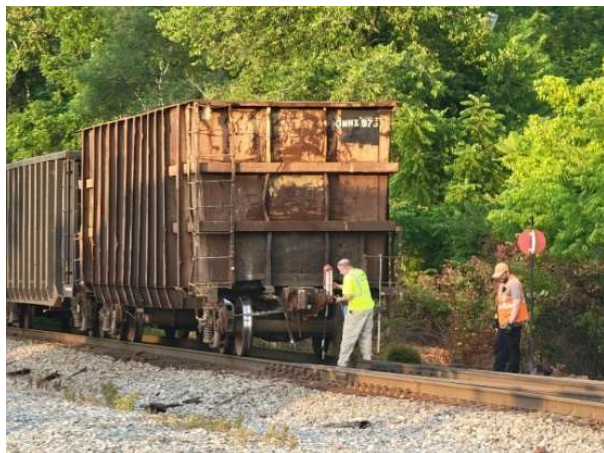
Display in the Block

by Les Billings

In this month's *Display in the Block*, we will look at a series of photos of the 2 local switchers. It has taken me a while to be able to get these as since one comes through late some nights and the other does its work while I am working myself. We will see the Greenville switcher and the East Tennessee Railway switcher doing some work in downtown Johnson City. June 16th and 17th.



(Above) The Greenville Switcher is entering Carnegie Yard. (Right) We see the GS as it is pulling through to the end of the Yard. It will soon be crossing Broadway Street moving just far enough to clear the switch so it can back into one of the staging tracks and deliver and set off some cars for the downtown location of OmniSource.



After pulling down past the crossing on Broadway St., we see one of the trainmen setting the switch and the other removing the EOT. When these tasks were complete, they backed the cars into a section of the yard track.



Once placing the car, they uncoupled and left the car for the ETRY switcher for the next morning. I watched them place a few more cars and then it was getting too dark to photograph anymore. As I went back to my car, I could see that traffic was really backing up at the crossing.



The next morning, I had taken the day off in order to go the Drag Races that afternoon. I thought this may be the day to catch ETRY at work. So, I listened to the scanner hoping to hear them get clearance to work between MP23 and MP24 (Carnegie Yard). Well, it wasn't long until it was heard. I raced down and found them at work. Their locomotive is a SW1200 #214. ETRY works a few customers and interchanges NS and CSX. ETRY works Monday thru Friday.



As #214 is about to leave the Carnegie yard, the trainman enters the cab so he can travel to OmniSource to deliver its cars. It moves up Legion St. to the old Clinchfield tracks.



Once it arrives at OmniSource it repositions a car or two already there and leaves a few new cars that the Greeneville switcher left the night before. Scrap metal begins to load.



As work was finished, #214 is homeward bound to the red storage house in the distance.

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TIME-SENSITIVE MATERIAL