

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Tennessee Valley Railroad Museum Rolling Stock

and/or common Same

2. Location

street & number 2202 N. Chamberlain Ave. _____ not for publication

city, town Chattanooga _____ vicinity of _____ congressional district Third

state Tennessee code 47 county Hamilton code 065

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Tennessee Valley Railroad Museum, Inc.

street & number P.O. Box 5263 2200 N. Chamberlain Avenue

city, town Chattanooga _____ vicinity of _____ state Tennessee 37406

5. Location of Legal Description

courthouse, registry of deeds, etc. Hamilton County Courthouse

street & number Georgia Avenue

city, town Chattanooga _____ state Tennessee 37402

6. Representation in Existing Surveys

title _____ has this property been determined eligible? yes no

date _____ federal state county local

depository for survey records _____

city, town _____ state _____

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Tennessee Valley Railroad Museum (TVRM) Rolling Stock ^{Thematic Resource?} District is composed of thirty-nine pieces of rolling stock owned by the T.V.R.M. This stock is primarily located at the T.V.R.M.'s Chamberlain Avenue site. Rather than a traditional museum setting, the T.V.R.M.'s site is one formerly used by Southern Railroad and includes storage tracks as well as a three-mile usable track and right-of-way which results in the constant use of these pieces of equipment. It is this key element that provides a feeling of reality and site integrity to the district as opposed to a museum atmosphere of stored and non-running machinery.

Also owned by T.V.R.M., but not included in this district, is Locomotive 4501 which is individually listed in the National Register of Historic Places.

The thirty-nine pieces of rolling stock being nominated by T.V.R.M. are listed below. These represent a wide variety of builders, usage, and background.

INVENTORY

1. #630 Consolidated-type locomotive 2-8-0 (1906): Built by the American Locomotive Company of Richmond for Southern Railway.
2. #35 Lima 3-truck Shay (Geared) Locomotive (1910): Built for Ritter Lumber Company, Brimstone Railroad at New River, Tennessee; primarily used for logging on mountainous roads. This is the only known Brimstone Shay in existence.
3. Hales Bar Dam Electric Locomotive (1915): The Tennessee Electric Power Company purchased this former street car from the Chattanooga Railway Company for use during the construction of the Hales Bar Dam, believed to be the first hydro-electric dam built on a navigable stream. The T.E.P.C. converted it into a locomotive to move coal hopper cars and to transport transformers, electric parts, and men during the construction of the dam at Haletown, Tennessee.
4. #98 B and O Business Car (1917): This three drawing room Baltimore and Ohio Business Car was built in 1917 by the Pullman Company as a business car. Inside is a lavish display of mahogany paneling and intricate trim; it has a kitchen, dining room, parlor, three bedrooms and a shower-bath. Today, it remains as an elegant reminder of the ornate private railroad car.
5. #1040 Mail-Baggage-Dormitory Car (1917): This unique combination mail-baggage-dormitory car, originally a sleeping car, was built for the Nashville, Chattanooga and St. Louis Line (N.C. and St. L.) Railroad. At eighty feet in length, it was later reconditioned in the N.C. and St. L. Shops for use on the "City of Memphis" which was the last streamlined passenger train built for use on the N.C. and St. L. The

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY AUG 6 1980
RECEIVED FEB 28 1980
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

dormitory section of the car, at that time a new feature for many lines, provided locker space, upholstered lounge seats, and washing and toilet facilities for the train crew.

6. #6910 Mikado 2-8-2 Kentucky and Tennessee Railroad (1920): Built by Baldwin Locomotive Works and used to haul coal from Oz, Kentucky to Stearns, Kentucky until 1964 when T.V.R.M. purchased it. The only other Mikado Locomotive in existence of this class is Locomotive 4501, which is also owned by T.V.R.M. and listed in the National Register.
7. Mountain Road - Ten Section Observation Pullman Car (1923): Used by the Pullman Pool Service, then Capitol Limited (Washington-Baltimore-Chicago Route) and by Southern System; one of only a few remaining "deep platform" Pullmans.
8. Indian Summer (1923): Was used as a Cafe-Parlor-Observation Car on the "Lookout", a train that operated between Nashville and Chattanooga on the N.C. and St. L. Railway.
9. #3 Alco 0-4-OT Steam Locomotive (1923): Built by the American Locomotive Company for use in the Creosote Plant Switching Service; typical of yard switch tank-type engines nicknamed "yard goats."
10. #4530 Baggage Car (1924)
11. #6464 Baggage Car
12. #4064 Baggage Car
13. #598 Baggage Car

These four cars were built in 1924 by the Pullman Company as tourist sleeping cars for Southern who in 1940 converted them to baggage cars. Constructed with only one washroom, the cars quickly lost popularity as better cars appeared. As a type, they were known as "Head End Cars" because they were at the head end of the train.

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED FEB 29 1980 AUG 6 1980
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

14. #959 Street Car (1924): Built at High Point, North Carolina by the P.A. Thomas Car Company and used in New Orleans as a standard passenger street car.
15. #906 64 Seat Passenger Coach (1923)
16. #1076 54 Seat Passenger Coach (1923)
17. #1000 48 Seat Passenger Coach (1924)
18. #1008 48 Seat Passenger Coach (1924)
19. #1058 48 Seat Passenger Coach (1925)
20. #1066 48 Seat Passenger Coach (1925)
21. #1071 48 Seat Passenger Coach (1925)
22. #1072 48 Seat Passenger Coach (1925)
23. #1037 48 Seat Passenger Coach (1927)

These nine coaches were built between 1923 and 1927 by Pullman for Southern; standard railway day coaches of the period with upholstered reclining seats and lounges at each end of the cars.

24. #1200 44 Seat Passenger Coach (1930): "Jim Crow Car" with four restrooms and center divider to separate blacks and whites.
25. Maitland (1925): Pullman Sleeper with twelve sections and one dining room; typical of many cars produced during this period at the rate of one per day.
26. Lake Moreau (1925): Pullman Car with three dining rooms, eight open sections.
27. New River (1925): Four drawing room business car; originally observation lounge car.

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED FEB 29 1980 AUG 6 1980
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 4

28. #3158 Dining Car (1926): Forty-four seat dining car; rebuilt twice by Southern Railway.
29. #90325 Vanderbilt-type Tender: A 600-class locomotive used on the N.C. and St. L. line; unable to trace original engine number.
30. #39 Railroad Post Office (1926)
31. #40 Railroad Post Office (1928)

Built for Southern Railroad; standard 60' post office cars, #39 was in use as a post office car until 1967 and thus came to the T.V.R.M. in operating condition.
32. #203 Baldwin 2-10-0 Steam Locomotive (1928): Originally built for Alabama, Tennessee and Northern Railroad as No. 402; then sold to the Gainesville Midland Railroad; typical high power branchline locomotive.
33. Thirty-ton Steam Railroad Crane (1928): Typical steam powered crane (originally burned coal, but now burns oil); built for Southern Wood Preserving Company of Chattanooga.
34. #41 Twenty-seat Caboose (1929): Originally built by American Car and Foundry for the Florida and East Coast Railroad, used for cattle train service. Sold to N.C. and St. L. for use in mixed train service between Cowan and Tracy City, Tennessee.
35. #8014 Ex-U.S. Army RSDI Diesel Locomotive (1941)
36. #8677 Ex-U.S. Army RSDI Diesel Locomotive (1945)
37. #8669 Ex-U.S. Army RSDI Diesel Locomotive (1945)
38. #8662 Ex-U.S. Army RSDI Diesel Locomotive (1945)

Early diesel engines constructed by the American Locomotive Company which is no longer in existence; 150 of these engines were built in the early 1940s to serve on the Trans-Iranian Railroad to deliver food to Russia and were called the "engines that saved Russia." Only one of these four engines, No. 35, #8014 actually served on the Trans-Iranian Railway during World War II.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

FOR HCRS USE ONLY	
RECEIVED	FEB 29 1980
DATE ENTERED	AUG 6 1980

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

39. #610 U.S. Army Locomotive (1952): Designed as a prototype for a series of "multigauge" steam locomotives which then were never built. The 610 was the last engine constructed by the Baldwin Locomotive Works at Eddystone, Pennsylvania. The 610 is a standard 2-8-0 consolidation type locomotive but is considered a modern locomotive by steam standards. It is the only example of this specific kind of locomotive to be built in the United States.

Justification of Including Rolling Stock Less Than Fifty Years Old:

Five pieces of rolling stock have been included that do not meet the fifty year criteria. These are Inventory Numbers 35, 36, 37, and 38 Diesel Locomotives and Inventory Number 39 Steam Locomotive.

The four diesel locomotives were included as a result of their historical significance in their role of delivering emergency aid and food to Russia during World War II. Also, as early examples of diesel locomotives, these engines represent the then modern trend toward dieselization and led the way toward the end of steam power for locomotives. Inventory Number 39, the U.S. Army Steam Locomotive, also represents this transition being the last steam locomotive constructed in the United States. It represents the end of the steam era as the four diesel locomotives represent the beginning of a new era. As such, they are integral components of this district representing the two major methods of powering locomotives in the twentieth century. Thus, they typify our nation's achievement in technological developments and provide important links in the progression of railroad history.

FOR HCRS USE ONLY
RECEIVED
DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

Tennessee Valley
Railroad Museum
CONTINUATION SHEET

ITEM NUMBER 7 PAGE 6

Rolling Stock

Additional Information RE:

No. 35	#8014	Ex-U.S. Army RSDI Diesel Locomotive
No. 36	#8677	Ex-U.S. Army RSDI Diesel Locomotive
No. 37	#8669	Ex-U.S. Army RSDI Diesel Locomotive
No. 38	#8662	Ex-U.S. Army RSDI Diesel Locomotive

In 1940 the American Locomotive Company (ALCO) began construction for a diesel locomotive that would combine the flexibility of a "yard goat" but yet be able to handle mainline assignments. By 1941 ALCO had constructed four of these "roadswitchers" which in the 1950's were designated RS1's by ALCO. As World War II escalated in Europe, the construction of diesel locomotives in America slowed due to a lack of materials. Yet, after Hitler's forces attacked Russia and advanced on Stalingrad, the Allied forces agreed it was a high priority to prevent this significant Russian manufacturing city from being seized. Since German and Japanese submarine efforts prevented supplies being delivered by sea, a land route consisting of a 685 mile railline built in the 1920's through Persia (Iran) was selected. Since the line was not designed for the heavy traffic necessitated by war needs and since many of the locomotives were inadequate in the desert and mountainous areas, it was decided that the United States would supply additional locomotives which were more suitable.

At this time ALCO was approached and asked to construct 44 locomotives for the war effort; private lines voluntarily donated their existing 13 RSD1's. Thus, United States Army numbers 8000-8012 and numbers 8013-8056 were shipped to Iran by March 1943.

In 1944 and 1945, an additional 100 units were constructed by ALCO (numbers 8600-8699). All of these were shipped to Russia--where they have remained--with the exception of 30 locomotives (numbers 8650-8679). Including TVRM's #8677, #8669, and #8662, little is known concerning these locomotives which were built for the Army and sent to Europe.

FOR HCRS USE ONLY
RECEIVED
DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 7

As one historian writes:

Regrettably, little information has come to light on the exact type of service they performed during their short stay overseas. It is known that they served in both France and Belgium during late 1945 and were transported home in January and February 1946.

After being returned from overseas, most of the SRD1's were placed in storage. Over the following years, the locomotives--when not in storage--were used for a variety of purposes. While information is somewhat sketchy, the following is known:

#8014--Built in 1941, used in Iran and returned to the United States in 1945; leased to Tonopah and Goldfield (Nevada) from 1945 to 1946; stored at Eglin Air Force Base (Florida) until transferred to TVRM in 1978.

#8677--Built in 1944, used in Europe by the Army; transferred to Anniston Ordnance Depot, (Alabama) in 1972; later transferred to Eglin Air Force Base until transferred to TVRM in 1978.

#8669--Built in 1945, used in Europe by the Army; leased to New Haven from 1955 to 1956; assigned Anniston Ordnance Depot in 1972; later transferred to Eglin Air Force Base until transferred to TVRM in 1978.

#8662--Built in 1945, used in Europe by the Army; transferred to the Air Force at Eglin Air Force Base until transferred to TVRM in 1978.

Of these original 57 locomotives sent to Iran and 30 locomotives used in Europe, it is believed that only approximately 26 survive.

Bibliography:

Gladulich, Richard M. "Army ALCOs in War and Peace: The Diesel that was Drafted." Trains. March 1980, pp. 24-30.

"Army ALCOs in War and Peace: Repatriated, Reconditioned and Reassigned." Trains. April 1980, pp. 44-49.

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

FOR HCRS USE ONLY
RECEIVED
DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 8

Additional information RE:

No. 33 Thirty ton Steam Railroad Crane

Unfortunately, it was impossible to find any additional information concerning the history of this steam crane.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1906 - 1952 **Builder/Architect** Varied

Statement of Significance (in one paragraph)

The thirty-nine pieces of rolling stock and property being nominated are owned by the Tennessee Valley Railroad Museum (T.V.R.M.). The T.V.R.M. is located on Chamberlain Avenue at the foot of Missionary Ridge in East Chattanooga. Founded in 1961, the T.V.R.M.'s goals are to emphasize the educational and historical factors of the "Golden Age" of American Railroading through the preservation, restoration and operation of locomotives and passenger equipment. As a sign of the museum's growth, public acclaim, success, and accomplishments, the Tennessee General Assembly has designated the T.V.R.M. as the official state railroad museum. As a local chapter of the National Railway Historical Society, the T.V.R.M. is the second largest railroad museum group in the country. Also, it is believed to be only one of two museums in the South that maintains it's rolling stock in working order and uses this stock in its interpretative program.

The museum contains a variety of educational tools to encourage the preservation of railroad history including steam and diesel locomotives, Pullman cars, freight cars, maintenance equipment and real property in the form of three miles of right-of-way and track, a tunnel listed in the National Register, and three bridges. In addition there are materials available for historical research such as a portion of the Archives of the Baldwin Locomotive Works of Philadelphia and records of the Pullman Company and Western Union.

It was from this collection that thirty-nine pieces of rolling stock with varied origins and backgrounds were selected. These pieces of rolling stock primarily represent the adventure and charm of the Age of Steam. During the late nineteenth century, the railroad industry was one of the major elements in the development of the United States as a world concern. Due to the railroads, the United States' Industrial Age was able to expand as a result of the transportation of crucial materials such as ores, steel, and coal.

The railroad industry continued as a major component of American society until after World War II when several factors caused the industry to drastically alter. Probably the primary factor in this change was the end of World War II which reduced the government's dependence on the petroleum industry. Therefore, steam engines could be replaced by diesel engines for use within the country. As World War II ended and more and newer trains became available for use along with many additional automobiles and trucks, a period in American history slowly, but certainly, ended. As the dieselization process began, an increasing number of steam locomotives were melted for scrap metal or

9. Major Bibliographical References

Materials prepared by members of the Tenn. Valley Railroad Museum, Chattanooga News-Free Press, 18 June 1967; 28 December 1970; 2 July 1972; and 5 August 1979.
 Chattanooga Times, 1 May 1971; 6 February, 7 May 1972; 28 April, 9 September, 17 November 1978; and 30 April 1979.

10. Geographical Data

UTM NOT VERIFIED
ACREAGE NOT VERIFIED

Acreege of nominated property 92.8
 Quadrangle name Chattanooga and East Chattanooga Quadrangle scale 1:24000

UMT References

A	<u>1</u> <u>6</u>	<u>6</u> <u>6</u> <u>3</u> <u>7</u> <u>3</u> <u>0</u>	<u>3</u> <u>8</u> <u>8</u> <u>1</u> <u>9</u> <u>0</u> <u>0</u>	B	<u>1</u> <u>6</u>	<u>6</u> <u>6</u> <u>3</u> <u>7</u> <u>2</u> <u>0</u>	<u>3</u> <u>8</u> <u>8</u> <u>1</u> <u>6</u> <u>0</u> <u>0</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>1</u> <u>6</u>	<u>6</u> <u>5</u> <u>9</u> <u>5</u> <u>6</u> <u>0</u>	<u>3</u> <u>8</u> <u>8</u> <u>0</u> <u>9</u> <u>6</u> <u>0</u>	D	<u>1</u> <u>6</u>	<u>6</u> <u>5</u> <u>9</u> <u>5</u> <u>7</u> <u>0</u>	<u>3</u> <u>8</u> <u>8</u> <u>1</u> <u>1</u> <u>4</u> <u>0</u>
E	<u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	F	<u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
G	<u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	H	<u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>

Verbal boundary description and justification

The railyards are located on County Assessor's Parcel Map Nos. 137-H-D10 and D12. The eastern terminus of the right-of-way is located on Map No. 138-A-A10. The right-of-way is unnumbered but is shown (with the railyards and eastern terminus) on the accompanying maps

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title M.A. Carver, Preservation Planner
Chattanooga-Hamilton County
 organization Regional Planning Commission date November, 1979
 street & number 200 City Hall Annex telephone 615 - 757-5216
 city or town Chattanooga state Tennessee 37402

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Herbert E. Hoge

title Executive Director, Tennessee Historical Commission date 2/27/80

(This section is dark and contains several signatures and dates, including "W. Ray" dated 8/6/80 and "Justin J. O'Connell" dated 8/5/80.)

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED FEB 29 1980
DATE ENTERED AUG 6 1980

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

placed in use on secondary lines. An example is Locomotive 4501 (National Register) which was sold in 1948 to the Kentucky and Tennessee Railway which used it for a ten mile run to haul coal. These practices have resulted in a scarcity of many of these earlier pieces of railroad equipment.

It was during this period of dieselization that many railroad enthusiasts became concerned over the rapid disappearance of a major element of America's history. As a result many railroad groups such as the T.V.R.M.'s collection is representative of this period containing steam and early diesel locomotives as well as cars of various types such as dining, sleeping, and passenger cars. Some of the cars in this district are merely representative of the period such as the baggage or passenger cars. On the other hand, several pieces are unique such as the #35 Lima Shay, the only known remaining Brimstone Shay or the #6910 Mikado 2-8-2, one of two of its type in existence. Others represent a specific period of time or event such as the Hales Bar Dam Electric Locomotive. Still others represent the different ranges in our society's standards such as the #98 B & O Business Car representing the age of the ornate private railroad car and the #1200 "Jim Crow" passenger coach.

Although the T.V.R.M.'s collection is assembled from various geographic regions and an assortment of railroad lines, each piece has its own story which is an important element in the total history of the railroad's development. They combine to interrelate and to create a panorama of the adventure and charm of railroad history as well as a history of our technological advancements of comfort and specialization in industry.

BOUNDARY JUSTIFICATION:

With a collection of objects such as the T.V.R.M.'s rolling stock, an important element must be site integrity. Unlike many museums, the T.V.R.M.'s collection is neither composed of reproductions nor isolated from use by the public. The T.V.R.M.'s collection contains actual steam and early diesel locomotives, cars, and assorted equipment dating from the early twentieth century until the present. This collection is stored and exhibited at railyards (located near Southern Railway's former East Chattanooga Station) which were constructed by T.V.R.M. volunteers and

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED FEB 29 1980 JG 6 1980
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

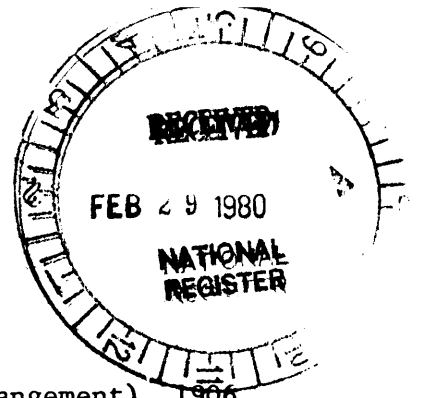
are adjacent to a three-mile section of track and right-of-way existing from the 1856 East Tennessee, Virginia and Georgia Rail line donated to the T.V.R.M. by Southern Railroad. Due to this site arrangement, the T.V.R.M. is able to keep its locomotives in working use, and visitors are able to enjoy a taste of traveling by rail along a six-mile round-trip route. It is this key element of use of the historical equipment along a mid-nineteenth century rail line that projects an image of reality and site integrity. Since the site integrity is dependent on the total effect of the image created by the three-mile right-of-way and railyards, this area owned by the T.V.R.M. was chosen as the boundaries of the district.

This property can roughly be discussed in two parts. First, the yards: the railyards were constructed by T.V.R.M. volunteers and primarily contains only tracks and sheds for the equipment. One building has recently been constructed; serving as a ticketbooth and as facilities for restrooms and a gift shop, it is a carefully designed replica of a 1920's passenger depot.

Secondly: the three-mile right-of-way: This three mile section is a remainder of the 1850's line constructed by the Chattanooga, Harrison, Georgetown, and Charleston Railroad Company but soon owned by the East Tennessee, Virginia and Georgia Company which much later became a part of Southern Railway System. Present right-of-way follows a 1918 line that roughly followed the earlier 1854 line. Special features are three bridges and a horseshoe tunnel. Although two of the bridges are relatively modern, one was constructed in 1909. Stone piers from an 1850's bridge remain in South Chickamauga Creek. The Missionary Ridge Tunnel was significant in the Battle of Missionary Ridge in an altercation between northern and southern troops and is listed in the National Register.

Southern Railway abandoned this route in 1954 after completing new lines which left this three-mile section as an isolated unit. Thus, due to Southern's new tracks, this section is the only remaining and largely unaltered portion of the old 1854 and 1918 line that is intact in this area.

Tennessee Valley Railroad Museum
National Register Inventory List



1. # 630 Consolidation-type Locomotive (2-8-0 Wheel Arrangement) 1906
2. # 35 Lima 3-truck Shay Steam Locomotive 1910
3. Hales Bar Dam Electric Locomotive 1915
4. # 98 3 Drawing Room Baltimore and Ohio Business Car 1917
5. #1040 Mail-Baggage-Dormitory Car 1917
6. #6910 Mikado 2-8-2 Steam Locomotive built by Baldwin Locomotive Works 1920
7. Mountain Road - 10 Sections - Deepwell Observation Car 1923
8. Indian Summer Cafe - Parlor Observation Car 1923
9. # 3 0-4-0t Steam Locomotive Built by American Locomotive Company (ALCO) 1923
10. #4530 Baggage Car 1924
11. #6464 Baggage Car 1924
12. #4064 Baggage Car 1924
13. # 598 Baggage Car 1924
14. # 959 Streetcar (P.A. Thomas Car Company) 1924
15. # 906 64 Seat Passenger Coach 1923
16. #1076 54 Seat Passenger Coach 1923
17. #1000 48 Seat Passenger Coach 1924
18. #1008 48 Seat Passenger Coach 1924
19. #1058 48 Seat Passenger Coach 1925
20. #1066 48 Seat Passenger Coach 1925
21. #1071 48 Seat Passenger Coach 1925
22. #1072 48 Seat Passenger Coach 1925
23. #1037 54 Seat Passenger Coach 1927
24. #1200 44 Seat Passenger Coach 1930

25.	Maitland - 12 Sections - 1 drawing room	1925
26.	Lake Moreau - 10 Sections	1925
27.	New River 4 Drawing Room Business Car	1925
28.	# 3158 44 Seat Dining Car	1926
29.	#90325 Vanderbilt-type Tender	1926
30.	# 39 Railway Post Office Car	1926
31.	# 40 Railway Post Office Car	1928
32.	# 203 Baldwin 2-10-0 Steam Locomotive	1928
33.	30-ton Steam Powered Crane - Brownhoist	1928
34.	# 41 20 Seat Caboose - American Car and Foundry Co.	1929
35.	# 8014 Ex-U.S. Army RSD1 Diesel Locomotive-ALCO	1941
36.	# 8677 Ex-U.S. Army RSD1 Diesel Locomotive-ALCO	1945
37.	# 8669 Ex-U.S. Army RSD1 Diesel Locomotive-ALCO	1945
38.	# 8662 Ex-U.S. Army RSD1 Diesel Locomotive-ALCO	1945
39.	# 610 U.S. Army Locomotive 2-8-2 - Baldwin Locomotive Works	1952