

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 44 No. 9

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Sign Dedication
CLINCHFIELD CHALLENGER 676

Special thanks to the family of
David DeVault for the donation of the
Clinchfield signage



Special Guests
ENGINEER CHARLIE MORRIS
TRAINMASTER SCOTT JESSEE
DON "SANTA" ROYSTON

Special Presentation
RON FLANARY
SANTA TRAIN
50TH ANNIVERSARY:
START TO FINISH

August 24, 2024
11:00 A.M.

CHUCKEY DEPOT
110 S SECOND AVE
JONESBOROUGH, TN 37659

SANTA TRAIN
50TH ANNIVERSARY
ARTIFACTS ON DISPLAY

CRR 100 CAR WILL BE OPEN
FOR TOURS FOLLOWING THE
PRESENTATION

August 26th General Membership Meeting

The next WVRHS&M meeting will be held Monday, August 26, 2024 at 6:30pm at the Chuckey Depot Museum, 110 South 2nd St, Jonesborough, TN (at the railroad crossing). Mark your calendar so you will not miss this meeting; Howard Orfield is presenting a program entitled "Unusual Trains". 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 Fred Phofl in your thoughts and prayers for various reasons. To report an issue with one of our members or their family, please email wataugavalley@gmail.com to get that posted in the Whistle Stop.

Welcome Aboard! Please welcome our newest members: William Sams – Greeneville, TN and Kaleb Collins – Elizabethton, TN. See you around the Depot!

If anyone knows of a member that needs a card, thoughts for various concerns, or to request that one of our members or family be reported for various concerns in the Whistle Stop, email a request to wataugavalley@gmail.com or wataugavalley.membership.com.

Note to Members: If anyone's Address, Phone number or email address has changed please contact Les Billings at wataugavalley.membership.com for correction. This will make it better so no one misses mailings, phone calls or emails. Thank You

RECRUITING NEW MEMBERS

If you know of someone interested in railroads, hand them a New Membership Brochure; brochures are available at the General Membership meetings.

GREAT SMOKY MOUNTAIN SUMMER TRAIN EXCURSION TICKETS STILL ON SALE

Tickets are still available for the Great Smoky Mountain Railroad Excursion on September 14th. Go to www.wataugavalleynrhs.org for more information and ordering.

NOMINATING COMMITTEE

We will soon be taking nominations for WVRHS&M elected officials (officers and Board members) from the floor. If you would like to run for a position, please make sure you submit your name. Requirements are few but the Nominating Committee does ask that if you run and are elected that you will attend the Board meetings held each month.

Back Issues of the "Whistle Stop"

"Whistle Stop" went digital beginning in January 2009. Back copies of most of those issues can be accessed from our web site. To reach a directory of back issues, click on "About Us" from our home page, then "Newsletter", and finally "View Back Issues". Copies are organized by year and month. This is a great research tool and a fun way of catching up.



Train Trivia: Canadian Pacific Kansas City (CPKC) is the first and only transnational rail network in North America. True or False? Answer on page 5.

Mechanical Department Report

by Art DeVoe

If you would like to volunteer at the Spring St. 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.



Thanks to all who came out to help get our cars road-ready for their next assignment. At left we see Billy Walker applying some elbow grease to the "St. Augustine"

ROLLING STOCK and EQUIPMENT

"Moultrie" diner (WATX 400): receiving upgrades.

"St Augustine" coach (WATX 500): receiving upgrades.

"Powhatan Arrow" coach (WATX 539): receiving upgrades.

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

"Clinchfield 100" office car: has a remodeled rest room along with roof repairs and paint job.

At right Thomas Pittman is preparing the recently donated Clinchfield motor car for the trip its new WVRHS home and restoration.



Chuckey Depot / Museum

Plans are to have another Chuckey Depot/Museum Host Training session, which lasts about 40 minutes, later in the year. If you would like to host at the Chuckey Depot one day a month, please email wataugavalley@gmail.com stating you would like to be 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.

In the News



Canadian Railroads Shut Down

[CNN, August 22, Chris Isidore] Canada's two major freight railroads have shut their operations, according to management of the two companies, locking out 9,000 members of the Teamsters union who operate the trains and dealing a potential blow to both the Canadian and US economies.

Nearly a third of the freight handled by the two railroads — Canadian National (CN) and Canadian Pacific Kansas City Southern (CPKC) — crosses the US-Canadian border, and the shutdown could disrupt operations in a number of US industries, including agriculture, autos, home building and energy, depending upon how long the shutdown lasts.

"CPKC is acting to protect Canada's supply chains, and all stakeholders, from further uncertainty and the more widespread disruption that would be created should this dispute drag out further resulting in a potential work stoppage occurring during the fall peak shipping period," the company said in a Thursday statement shortly after the start of the lockout at 12:01 am ET. "Delaying resolution to this labor dispute will only make things worse."

The shutdown would drive home how closely linked the two nations' economies are, with many industries depending on the free movement of goods across the border for their efficient operations.

For example, some US auto plants could temporarily shut down if they're unable to get engines, transmissions or stampings done at Canadian plants. US farmers might find shortages of fertilizer and US water treatment plants near the Canadian border could run out of chlorine they use to purify water.

This is the first time that both major Canadian railroads have shut down at the same time due to a labor dispute. The most recent work stoppage in the industry was a 60-hour strike at Canadian Pacific in 2022. Before that, there was a nine-day strike at Canadian National in 2019.

Thursday's action is different from a strike, in which union members refuse to report for work. In this case, management is the one telling the nearly 9,000 Teamsters that they can't work.

CPKC spokesperson Patrick Waldron said it was better to stop operations now and reach a conclusion, rather than having the union go on strike later this fall.

"We're right up against the fall peak shipping season. You have a new Canadian grain crop coming in, the first not impacted by drought in two years," Waldron told CNN ahead of the lockout. "You have Christmas presents in containers arriving at ports. If this pushes further into fall shipping period, the consequences are going to be worse."

The Teamsters union says it has been seeking a contract that both sides can live with, but that demands by the railroads would reduce the amount of rest and increase safety risks.

"Throughout this process, CN and CPKC have shown themselves willing to compromise rail safety and tear families apart to earn an extra buck. The railroads don't care about farmers, small businesses, supply chains, or their own employees. Their sole focus is boosting their bottom line, even if it means jeopardizing the entire economy," Paul Boucher, president of the Teamsters Canada Rail Conference, said in a statement early Thursday.

But the railroads deny that the changes they are seeking would increase safety risks, saying all proposals provide greater safety protections than required by recently strengthened Canadian regulations.

The companies said it is the union's fault that there could not be an agreement reached before the deadline. They both called on the government to step in and refer the dispute to binding arbitration, which it has thus far refused to do.

The chambers of commerce in both the United States and Canada issued a joint statement Tuesday calling on the Canadian government to take action to keep the railroads working.

"A stoppage of rail service will be devastating to Canadian businesses and families and impose significant impacts on the US economy," they said. "Significant two-way trade and deeply integrated supply chains between Canada and the United States mean that any significant rail disruption will jeopardize the livelihoods of workers across multiple industries on both sides of the border."

Economists say there isn't nearly enough capacity on trucks available to handle the freight normally carried by the Canadian railroads.

A Tuesday report from Anderson Economic Group, a Michigan research firm that has expertise estimating the economic impact of work stoppages, said a three-day strike would cause \$300 million (407 million Canadian dollars) of economic damage, while a seven-day strike would bring losses to more than \$1 billion (1.4 billion Canadian dollars).

A shutdown of only a few days would limit the economic impact but still cause problems, said Kristin Dzikczek, policy advisor in the Federal Reserve Bank of Chicago's research, policy, and public engagement division. "It will take weeks to unwind the problems caused by a shutdown of even a few days because things will end up not where they're supposed to be," she said.

And because of the risk of a work stoppage, both railroads stopped taking shipments of various hazardous materials last week so that those items would not be stuck on trains unable to be delivered. That is already causing some disruptions, according to John Drake, the US Chamber's vice president of transportation, infrastructure, and supply chain policy.

"We're already hearing from businesses not seeing their shipments move," he said.

Spokespeople for the railroads said management needed to move ahead with the lockdown plans because they couldn't wait for the union to spring a strike on them with only the 72 hours of notice that is required by Canadian law.

"We can't shut down a rail network by just flipping a switch," Jonathan Abecassis, spokesperson for Canadian National, told CNN Wednesday ahead of the lockout. "We needed to start a safe and secure shutdown."

Canada does not have the same railroad labor law as the United States that would allow Prime Minister Justin Trudeau to block a strike or lockout while a panel weighs the demands of the two sides and makes recommendations. That's what happened in 2022 when President Joe Biden and Congress each took action to prevent a strike by 13 rail unions spread across the four major US railroads.

Canadian Labor Minister Steve MacKinnon met with the union and management negotiators in recent days in an unsuccessful effort to reach a deal. He has the power to refer the matter to binding arbitration, a solution sought by the railroads and opposed by the unions. But so far, the Trudeau administration has rejected that option.

"We're hoping he reconsiders his position," said CN's Abecassis.

Train Trivia answer: True. Formed in April 2023, CPKC is the first and only single-line rail network connecting a continent: Canada, the United States and Mexico.

Display in the Block

by Les Billings

It's hard to believe that the Summer is getting away from us and September is almost here. Cooler weather and a better time to Railfan. The photos below are a mixture of different times and seasons out and about. See you around the Depot.



On the way home from work one evening, I heard on the radio that NS 277 was approaching Johnson City, so I decided to pull over in the Church Brothers parking lot and wait. Soon I heard his horn, and he appeared. I was glad I could get this shot with Summers Industrial in the background.

NS 11T, a full trash train at the time is waiting at the old Burton Rubber plant after setting out a couple of cars that the Johnson City Defect detector caught. They were set out in the Jonesborough service track to be repaired. As this is a westbound train, it was full of northeast trash. If you had been a The Chuckey Depot Museum at the time, you would have been choking. It was bad.



[1.] CSX M693 heading south, in Johnson City, towards Cherokee Road Bridge where I was standing. [2.] NS 126 eastbound through downtown, Johnson City near Yeehaw Brewing. [3.] CSX M692, northbound, Johnson City, approaching Walnut St. Bridge. [4.] NS 289 with Kansas City Southern on point at the V.A. grade crossing in, Johnson City, on its way westbound. [5.] A loaded CSX coal train as it passes over the Greenwood Drive bridge in southeast Johnson City.



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TIME-SENSITIVE MATERIAL