

THE ORDER BOARD

Publication Of The
Tennessee Central Railway Museum & Model Railroad Club
Nashville Chapter NRHS
September 2021

Volume 41 Issue # 9

We continue our expanded Order Board News Notice with some new sections, a little humor, member recognition, railroad memories and stories, and lots of input from members And then submit your responses, stories, photos.

New TCRM Members

Judy Baker; Brian, Cathy, Cody & Ethan Gleason; Austin Miller- Bethpage TN (Family)

Please welcome our new & RERAIEd members as they take part in our activities & events.

Donations

Mid South Wire Company - \$5,000

Nathan Baker - Documents "TC Building and Bridge Supply Order List", "TC Employee Test Book" and picture of NS train crossing bridge to Chattanooga. Also, some 1940's Model Railroader magazines.

If you are interested in calendar photos of Norfolk Southern, CSX and steam locos, please contact Nathan Baker at nathanbaker@comcast.net or cell 615-612-3324

2021 TCRM Calendar

- Sep 18 Southern BBQ Festival Excursion Train to Circle P Ranch, Mt Juliet TN
- Sep 25 Train Robbery Excursion Train to Watertown
SOLD OUT
- Oct 9 Fall Mile-Long Yard Sale Excursion Train to Watertown
- Oct 16 DelMonaco Wine Tasting Excursion Train to Watertown
- Oct 23 German Oktoberfest Excursion Train
- Oct 30 Fall Foliage Excursion Train to East of Watertown
SOLD OUT
- Nov 20 North Pole Express AM & PM Trips to Lebanon
- Nov 27 North Pole Express Trip to Watertown
- Dec 4 North Pole Express AM & PM Trips to Lebanon
- Dec 11 North Pole Express AM & PM Trips to Lebanon
- Dec 18 North Pole Express AM & PM Trips to Lebanon

2022 TCRM Calendar

- Feb 12 DelMonaco Wine Tasting Excursion Train to Watertown
- Feb 19 Valentines Murder Mystery Excursion Train to Watertown

Monthly Thursday Meetings On Hold

First it was the pandemic, and now the damage from the storm in March, TCRM will not hold the monthly meetings until further notice.

TCRM Limited Reopening

Randal Brooks continues to be at TCRM most Saturdays from 9 am to 3 pm Central Time. The Museum room & meeting

room will be closed to visitors until the meeting room and model railway layout room area reconstruction is completed.

March 25 Storm Recovery Update

By **Bob Hultman**, TCRM Vice President

No further updates from **Terry Bebout** or **Steve Tomblin**. However, observation the week of Sep 7-10 found no further demolition of masonry at TCRM's main building. Several steel wall braces have been bolted into the concrete floor and into the south wall to stabilize the wall while the roof structure is gone. Unknown if there is to be further masonry demolition on the main building.



Photo by Jason Sharpe – Before demolition begins

To provide security to the building since the rollup door is gone, there is plywood across the door opening along with temporary chain-link fencing along the Willow Street side of the building.



Photo by Jason Sharpe – demolition- roof trusses and bricks above windows removed

Other RR Events of Interest

Sept 23-25 Mid-South Live Steamers Meet, Maury County Park in Columbia TN FREE TRAIN RIDES at a great park!

Oct 2-3 Piedmont Train Show, Clarence Brown Conference Center in Cartersville GA

Oct 30 Train Show, Cumberland Community Complex, Crossville, TN

Nov 6 Model Train Show in Evansville IN at National Guard Armory, 3300 E Division St 75-85 tables (8ft/ \$20), 10 am to 3 pm Central Time - Free Parking, \$5 admission

Nov 13 Cordele RAILFAN Festival in Cordele GA

Fall 2021 TCRM Open House & Model Train Show Cancelled
Unfortunately we are having to cancel the Fall 2021 model train show & TCRM Open House due to the building repair not being completed. So, we will aim for a restart in late March or early April 2022.

2022

Aug 7-13 NMRA NATIONAL CONVENTION St Louis MO

https://www.eventsquid.com/event.cfm?preview&event_id=13724

TCRM Excursion Train News By Susan Thomas, TCRM Member

Bluegrass and Brews, September 4

This excursion featured a new partner, Nashville Brewing Company. The ticket included one free beer per passenger, and an opportunity to purchase more beer from this brewery at the 8510 diner. Scott Mertie, Burgermeister and Anna Laizure, Sales Director, served the beer to our guests. The beer received rave reviews from the passengers.



Anna handed out the beer for every blue ticket, while Scott traveled from car to car giving a short history on beer and brewing, different styles of beer, lager versus ale, how the German beer is differentiated to American style beers.



Photos by Susan Thomas

As usual, there was a door prize for every car, in this case, a beer stein, but since there had been a sudden surge of ticket sales in the last week, there was no door prize available for car 3119. Scott generously made good, by donating his signed book, "Nashville Brewing" (available on Amazon) as a unique door prize for our lucky passenger, Beverly Boland.

There was a model car show in Watertown that day, and Scott Grinder submitted this terrific photo, taken at the South Central Avenue crossing.



Photo submitted by Stuart Grinder

Southern Smoke BBQ Trip By Bob Hultman, TCRM Vice President

Our next excursion train is our Southern Smoke BBQ Trip to Circle P Ranch in Mt Juliet on Sep 18. Safety meeting starts at 8 am Central Time on board diner 3119, passenger boarding follows at 9 am, departure will be at 10 am. Return to Nashville should be around 3:30 pm or so. As of Sep 12, 227 seats have been issued for this trip.

TCRM has opened this trip to TCRM members and immediate family to ride at no charge. E-mail **Terry Bebout** at terry.bebout@rjcorman.com to obtain tickets.

If you will work this trip, E-mail Bob Hultman at hultman@bellsouth.net or call landline 615-833-5158 or cell 615-513-7187.

TCRM Hobby Shop Update by Hank Sweetman, Hobby Shop Manager

The Hobby Shop remains open every Saturday from 10 until 2, even though the museum is closed due to the storm damage incurred in March.

A very unique N scale steam locomotive has just come in. This is from Model Power and is a Delaware, Lackawanna & Western 4-6-2 partially streamlined passenger Pacific. The prototype for this locomotive was done in 1937 as a response to the streamlining of locomotives being done by competitor lines. Very unusual for the DL&W was the use of color on the locomotive, the only steamer in the railroad's history to do so.

Also for the N scalers there are several new items in rolling stock and some new offerings in N scale trucks.





Photos submitted by Hank Sweetman - N Scale Rolling Stock

HO modelers will want to come in and check out the used structures that we have just received. These are in very good condition and there is a wide variety of buildings to choose from.

We have 2 display cases for sale. One is in the Hobby Shop and the other is in the upstairs conference room. Both cases have plexiglass covers and are made of oak. A great place to display your collection of rolling stock.



Photos submitted by Hank Sweetman

We still have a good supply of the Tennessee Central hoppers and box car kits from Accurail. We also have some additional decals for both kits to allow you to create new road numbers for your layout.

If there are items that you would like to have the Hobby Shop stock, please let us know. As always, we are ready to special order items for you.

We continue to need volunteers to staff the Hobby Shop. Our goal would be to only need a person to work every 6 weeks or so. The system we use is not difficult, and training is provided. This is a great way to meet fellow enthusiasts and learn more about the hobby. If you are interested in volunteering, please contact Hobby Shop manager Hank Sweetman at hanksweetman@gmail.com or by phone at 615-406-6917.

The Hobby Shop is not set up to handle consignment sales, but we are always willing to accept donations.

TCRM Vintage Car Maintenance Team

By Susan Thomas, Order Board Editor

Ken Fagan leads this team. He is down at TCRM every Wednesday morning. He would welcome assistance from other TCRM members.

7602 - Defective Vacuum Cleaner replaced. **Ken Fagan**

1266 - Cleaned condenser coil. **Steve Tomblin**

4739- New toilet seats installed in the 2 mens restrooms – **Eric Henry & Brenton Jones**

The Car Wash Guys Appear at TCRM

Submitted by **Robert Bartley**, TCRM Member

In advance of this past weekend's Brews and Bluegrass excursion, The Car Wash Guys (**Robert Bartley & Ken Fagan**) returned to TCRM to give the boarding point vestibules a good cleaning. This not only improved the look of the entrances to the train but provided an extra level of precaution against all that's going around. Car Wash Guy, **Ken Fagan**, grabbed a scrub brush and hit the deck scrubbing away accumulated grit and grime while your humble correspondent, also a Car Wash Guy, washed and rinsed down the other surfaces following Ken as he moved to the next set of stairs and deck. While we both were glad to finish the vestibule on 7602, it was great seeing them look bright(er) as we walked back and not quite so dark and shadowy. As the remaining cars get added to the train set, The Car Wash Guys have said they'd be glad to do a "by popular demand" return performance on those vestibules... Ah, Thank you, Mr. Budd!

TCRM Member and Customer Care Making the Grade

Submitted by **Randal Brooks**, TCRM Member

The last time Ellie Holcomb and her family had visited the museum three years ago, we hosted a "Day Out With Thomas". At that time, she had her two children with her and she was pregnant with the third. That child, Rivers, celebrated his 3rd birthday on September 9, 2021.



A few weeks before his big day, he mentioned to his mother that he wanted to see some trains on his birthday. And so, Ellie contacted TCRM President, **Terry Bebout**, explained her son's birthday wish and asked if it would be possible to arrange a tour for him. Since I would be at the museum on the Friday before the excursion, preparing all the car folders, it was arranged for them that I would give them a special tour of the passenger

cars. Of course, Friday is a day when the museum is not open to the public.



A birthday wish was fulfilled. We toured the caboose, talked about railroad safety, toured three other passenger cars and talked about excursions and what it's like to ride a train. And a donation was made to support the Museum and the mission of Historic Railroad Preservation.

What we do in the past is remembered far into the future. This lady carried sweet memories of the special time she and her family enjoyed at the "Day Out with Thomas."

How many times over the years has she mentioned the wonderful day at TCRM to her friends? How many passengers on the excursion trains have booked because of the wonderful memories she had of her day with us.



Photos submitted by Ellie Holcomb

First impressions are lasting impressions! Any sales rep will tell you that a customer referral is golden. Online stores know that; they are always asking for reviews and ratings. As a member, any interaction with the public and our patrons is remembered. Whether at Fiddlers Grove and the Wilson County Fair, or as a car host, a parking attendant, a hobby shop or library volunteer, or demonstrating the model layout at a show; we create a lasting impression, and bring patrons to our excursions and new members to our museum.

TCRM Volunteer Recognition

By Susan Thomas, Order Board Editor

TCRM leadership thanks and recognizes our dedicated volunteers and members who made our September excursion possible. Also members who keep the Hobby Shop running, and organizing the shelves and cabinets of the Library, staffing the office on Saturdays, rolling stock and grounds maintenance.

(as of 9/12/2021)

Parking, Passenger Greet, and Station Master Check In:

Randal Brooks, Lawrence Lilly, Mike Volle



Mike and Lawrence

Car Hosting:



Robert Bartley, Ted Brown, Joyce Chapman, Steve Gibson, Carol Grandstaff, Bill Howard, Hugh Lowe, Don Marlin, Larry Norton, Susan Thomas, Margaret Ann Trail,



Pictures submitted by Susan Thomas: Hugh Lowe and Carol Grandstaff



Food Service:

Terry Bebout, Thomas Jones, Danny Oliver, Steve Tomblin, Doug Uhler

Pictures submitted by Susan Thomas: Steve Tomblin

Concessions:

Peggy Bebout and Susan Oliver



Train Crew:

Eric Henry, Stephen Hook, Brent Thompson, Lee Ware, Rick White

Maintenance:

Randal Brooks, Ken Fagan, Bob Hultman, Eric Henry, Brenton Jones, Steve Tomblin

Pictures submitted by Susan Thomas: Eric Henry

Library:

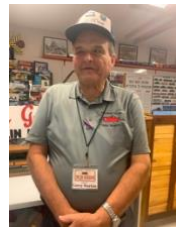
Carter Newton, Allene "Leenie" Newton

Hobby Shop:

Ed Davies, Hank Sweetman

TN State Fair/Wilson County Fair

Cilene Bosch, Randal Brooks, Bruce Hogan, Hugh Lowe, Ross Musgrave, Larry Norton, Susan Thomas



Larry Norton

Order Board / Newsletter Contributors: Susan Thomas, Robert Bartley, Randal Brooks, Alex Dmitriev, Ken Fagan, Bob Hultman, Gary Miller, Jason Sharpe, Hank Sweetman,

Landscape and Building Maintenance:

George Benson

Apologies if we have left someone off the list, we have tried to include everyone from the crew call sheets and other activities. If you volunteered, and are not included, please let the editor know.

Excursion Train Car Host Procedures

By Bob Hultman, TCRM Vice President

Recently there's been some discussion about car cleaning after our excursion train trips, specifically the amount of time the electric power is available right after the trip. Cleaning the train is an important part of the overall tasks of the car host(s)

assigned to cars for a trip. Typically, the power stays on for right around 45 minutes from the time the train chief transmits the message "Deboard passengers" to when the power is shut down. This 45 minutes does include the time taken for passengers to deboard the train & to clear the platform. That leaves just about 30 minutes for power to be on until shutdown.

So, a reasonable sequence of tasks is to do the ones requiring electric power (110 VAC vacuuming, light needed to clean in toilet rooms, etc. first, then do tasks that don't require lights or power window cleaning, trash pick-up, seat repositioning, etc. If a car host is certain he/she will come down to TCRM prior to the next trip, some tasks could be left for that return work session. I've done that many times when I was actively car hosting. Another possibility is to ask 1 of the TCRM members at the Museum between trips to take care of an incomplete car cleaning. There are several members at the Museum on weekdays & non-trip weekends. There is no guarantee the member asked will agree to do the remaining cleaning tasks, but it's 1 way to get the task done.

HO Scale Model Railroad News

By Bob Hultman, TCRM Vice President

All of the HO model RR items are now in the Museum room, the admin room, the 50' plug-door box car, or the 2 rental 20' storage containers at the east end of the Penske lot. I hope the heat generated inside the uninsulated 20' containers does not further damage modules, structures or rolling stock. I've also been reinforcing various sizes of cardboard boxes by gluing the bottom flaps together & then stacking the MTY boxes in 1 of the 20' containers. I'm also repairing some boxes that are an uncommon size-shape for continued service for storing built structures & rolling stock.

The Accutrack II Speedometer is an item that both N scale & HO scale modelers can use to run train at prototypical speeds & to help make speed-matching DCC locomotives easier. These are about \$70-\$75 at discount..... Appears that Yankee Dabbler has the best price that I found, \$69.95.

Nashville Ntrak News

By Jason Sharpe, TCRM Member

Nashville Ntrak attended "Madison Train Show", July 16th and 17th. This was our first public show since February of 2020.



Nashville Ntrak attended the Viola "Homecoming", August 21st. Nashville Ntrak has no more layout setups planned for the 2021 calendar year

NScale Facebook Page:

<https://www.facebook.com/groups/1210543609120218>

Website: <http://www.nashvillentrak.org>

YouTube:

<https://www.youtube.com/channel/UCAfw5a8YVISHQFaNBPU D34g>

Member Model Layout Spotlight

Show us your layout and tell us your story, your successes and your challenges. Email Susan, smt789@hotmail.com so we can feature your layout in a future issue.

Several of our TCRM Members volunteer out at the Fiddlers Grove Model Train Museum, (working on the O, HO, and Nscale layouts,) including **Randal Brooks, Larry Norton, Ron Selliers, Margaret Ann Trail.**

Fiddlers Grove Model Train Museum History

Submitted by David Brooks,

Wilson County Fair Board and Train Museum Coordinator

In Memory of

Mr. Benjamin T. Pulley Jr.

September 17, 1924 ~ April 6, 2012



From steam to diesel to electric, Lebanon's Ben Pulley was mesmerized by trains for sixty five years. The Nashville native went straight from the Navy in 1946 into the clerical division of the L&N (Louisville & Nashville) Railroad where, among other jobs,

he worked at the Radnor Yard office as an engine crew caller. By the time he hung up his hat after forty years, the railroad line was known as CSX.

His hobby was collecting and playing with model trains, a joy he experienced and shared with others for thirty five years. It encompassed a double car garage.

After his death, his family donated his entire train layout and some of his trains to Fiddlers Grove so that his love for model railroading would continue.



His layout was taken apart and moved into a new building at Fiddlers Grove. The HO layout that was in the Tuckers Gap Depot in Fiddlers Grove was moved into the new building.

The Fiddlers Grove Train Museum was dedicated during the 2013

Wilson County Fair. We continue to receive donations of train memorabilia and other model trains.

Fiddlers Grove layouts.



Pictures submitted by Susan Thomas

As you can see in the above picture, volunteers are working on the scenery. If you have an interest in developing your scenery building skills, contact David below.

Fiddlers Grove Train Museum, under the leadership of David Brooks invited TCRM to set up a table and chat with the fair visitors to promote our museum and excursions
dlbfdemb@aol.com -

TCRM Library and Archive News

By Carter Newton, TCRM Member

Carter is traveling this month. The library will reopen the last weekend of September.

Unless otherwise indicated, the Library & Archive is open to museum members on Saturdays from 10-1. Other arrangements may be possible, please contact me to discuss options if you're interested.

Railroad Trivia Quick Quiz

Submitted by Robert Bartley and Susan Thomas

1. Who was Mr. Budd? (Referenced in the earlier article – The Car Wash Guys on page 3)
2. The song “Midnight Plane to Houston” by Jim Weatherly was later re-recorded and popularized under what new title?
3. The United States Military Railroad, established to support Union War efforts during the Civil War, became the first US federal government agency to hire what group of Americans?

Trivia answers are on page 10

Railway Memories and History in Tennessee and Beyond

If you have stories, memories or photos to share on local RR history, or more, please contact Susan Thomas at smt789@hotmail.com

The Hollywood Beach Parlor Car Bob Hultman, TCRM Vice President

TCRM member Art Cushman, MD owned the Hollywood Beach Parlor Car for several years during which time TCRM used the car extensively in excursion trains. The car also served as a crew dorm car on various trips requiring overnight accommodations. The current owner Keith White, and the car is based across the river from St Louis in Illinois.



It is possible to book a dinner train ride the car, in early October, Chicago – St Louis as the rear car Amtrak trains 303 and 304



If anyone has pictures or stories from the TCRM excursions including the Hollywood Beach car, please share with them the editor, at smt789@hotmail.com

Railroad Signals, Interlockings, and Operations

Submitted by Gary Miller, TCRM Member

When railroads were first built in the United States, often, only one train was operating on a given railroad or section of a railroad main line, and usually in one direction at a time. As traffic volumes grew and more trains were added to daily operations, a way to control train movements was developed.

Initially train order signals were the first type of railroad signal device. It was not only used to alert crews about train orders and clearance forms that were issued for train movements, but also used to separate trains moving on the same track and in the same direction. Often there would be a 10 minute separation between trains moving in the same direction. Once the first train and any

trains following in the same direction were prepared to operate, any following trains would be held with a stop indication. The telegrapher would position the signal in the stop position. This prevented a following train from departing for at least 10 minutes. After waiting the prescribed 10 minutes, and train orders for movement for the following train were available from the dispatcher, the telegrapher would use the train order signal (order board) to allow the following train to proceed. When the number of trains increased and trains ran in either direction, rules were created to govern train operations, and sidings built to allow trains to pass or meet at various locations.

Eventually, signal systems were developed that were actuated by trains with small voltage electrical current showing if a block between two signals was clear or occupied.

In 1851 Charles Minot, Superintendent of the Erie, used a recently installed telegraph line to issue the first *train order*. This was a message changing the meeting point between two trains. To make this work safely, Minot needed a confirmation that the train being held at the new meeting point had "gotten the word." This alteration to the timetable allowed more efficient movement. (Source: RailsWest/telegraph).



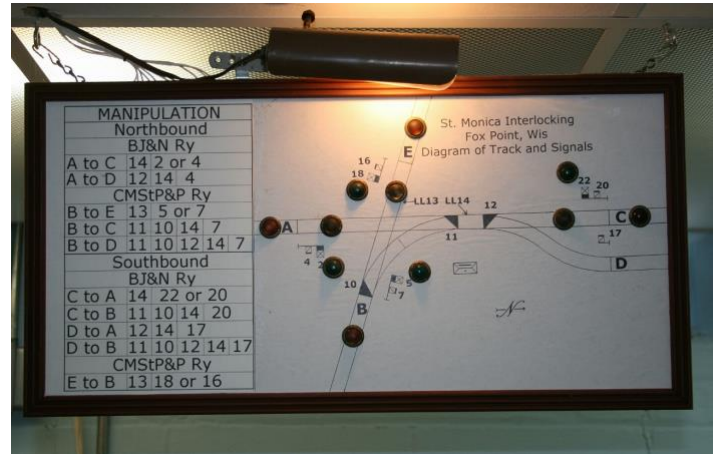
In the beginning switches were all manually controlled, usually a member of the train crew, or in some cases, a telegrapher that would go out and line one or more switches for train movements. A method was designed to improve operations and efficiency by automating the control of switches thus reducing the requirement in some locations for a person to be at the switch. Electric motors were installed to operate switches and signals to govern movement of trains through the limits,

later known as interlocking limits. Where traffic volume made an interlocking desired, a tower or other purpose-built structure housed the levers that controlled the position of switches and signals.

Rules governed the general operating rules for the movement of trains, and the specific signal (Automatic Block Signal – ABS) and interlocking rules. The building in which the interlocking was located had the levers and a diagram of the tracks within the interlocking, and a manipulation chart that designated the sequence and order levers for switches, lock levers and signals for a specific route through the interlocking plant. On the track diagram, lights showed track circuits within the interlocking plant, and showed the location of the train within the track circuits in the interlocking plant. For a train movement through a route shown as A to D, the manipulation chart showed the sequence of levers: for a movement straight through direct select lever 5 (lock lever to prevent any changes and lock the route) and signal 10, would give the train a clear signal through that route. Electrical relays controlled the movement and indications of switches (normal or reverse) and clocks were used to “run time.” Once a “lineup” was made, no train on the plant, usually the lineup could be changed by returning the lever to the signal for the route at stop, then selecting a different lineup. If a train was on the circuit, the clocks were used to “run time” not allowing a

conflicting movement or lineup to be made, and after the 5 to 7 minutes was up, a lineup change was permitted. The operator, if he was experiencing problems with relays, or switches and signals, could break a seal on the electrical cabinet. He could then “plug” (change) the offending signal or switch, report that a seal was broken with a documented justification, and continue to operate the interlocking.

In later years after a number of derailments (due to derails on or wrecks) the previously used term “You're lined up” was prohibited by operations and interlocking rules. Instead, the only authorized term to issue to a train was “Proceed by signal indication.”



The accompanying photographs with this article were taken by Carl Wallenmeyer. He worked for Chicago and Northwestern Railroad (C&NW RR) and worked at an interlocking tower



where the interlocking machine was built by GRS in 1910. It was originally designed as an 80 lever interlocking. In 1987 he acquired a portion of that machine, and now operates on two HO model railroads in Wisconsin. He had to cut the locking bars (locking bars preventing only the selected levers to be lined up in sequence) custom to the machines as separately installed on each HO RR. All the relays, time clocks, time releases, work 100%

prototypically as they did on the prototype railroad in every way. Signals display green (straight route) yellow approach (if train in the next block) or red stop (train in block or route not lined).

If 3 signals are on a signal mast, the top is direct route, the middle is for a diverging route, and the lower of the 3 is a restricting if the operator is unable to get either of the top two signals due to switch, signal or relay issues. In ABS territory green indicates block ahead is clear, yellow block ahead is unoccupied but the following block either has a train in it, and approach prepared to stop, and red is stop do not enter the



next block without authorization. In ABS territory, signals are not controlled by a person, the signal indications display condition of the track occupancy ahead. Bond wires make contact between the rail joints (except where insulated joints are) and trains actuate the signals automatically.

The Great Nashville Train Wreck of 1918

The deadliest rail disaster in American history.

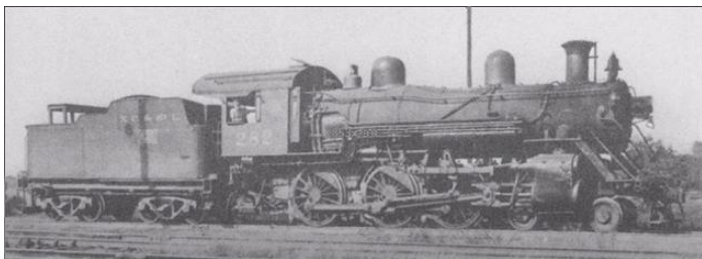
By Susan Thomas, Newsletter Editor

On the morning of July 9, at 7.20 am, at a curve along the railroad on the western outskirts of Nashville, in the present-day Belle Meade neighborhood, two passenger trains traveling in opposite directions on a single-track section of the railway collided head on, causing both trains to derail, and to kill a reported 101, and injuring an additional 171 passengers.



The wreck on the Nashville, Chattanooga, and St. Louis Railway (NC&StL) is considered the deadliest rail disaster in American history. Today a plaque on the site memorializes the dead, many of whom were African-American laborers traveling to Old Hickory to work in the newly opened gunpowder plant.

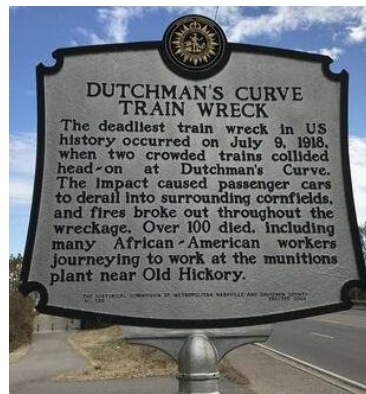
On the morning of the accident, the No. 4 train left Union Station in Nashville at 7:00 am, bound for Memphis, while the No. 1 train, running half hour late for a scheduled arrival of 7:10 am, was heading from Memphis to Nashville. Due to a miscommunication between a conductor and tower operators, both trains entered a single-track section of the railway called Dutchman's Curve at the same time, heading toward each other, and each travelling at an estimated speed of 50 - 60 mph. Each consist comprised of one baggage car, six wooden passenger cars, and in addition, No 1 from Memphis also had two steel Pullman cars. Train No 1 was pulled by a G8a class tenwheeler (4-6-0) # 281, built in 1905 by Baldwin, and train No 4 was powered by G8a class # 282.



The impact derailed them both and destroyed several wooden cars which were crushed or hurled sideways. The sound of that dreadful collision was heard more than 2 miles away. As many as 50,000 Nashvillians came to the track that day to help rescue survivors, search for loved ones, or simply witness the tragic bloody scene.



The Interstate Commerce Commission (ICC) was harsh on the NC&StL. A combination of poor operating practices, lax enforcement of operating rules, and human error led to the worst passenger train wreck in US history. The tragedy prompted railroad companies across America to eventually stop using wooden passenger cars, and switch to all steel passenger cars.



The locomotives were rebuilt in 1919 and continued in service until 1947 and 1948 when they were sold and scrapped.

The spot on the railroad tracks (still in use today) where the wreck occurred, as well as a commemorative plaque, are located along the Richland Creek Greenway, a trail which is accessible from nearby White Bridge Pike.

Of course, this being Nashville, a song was written and recorded about the great Nashville train wreck.

https://www.youtube.com/watch?v=pDvo_daMxx0&ab_channel=billbilladaadaa

This is an excellent 10 minute documentary on the Great Nashville Train Wreck.

https://www.youtube.com/watch?v=4hLltYQCNqk&ab_channel=Thunderbolt1000SirenProductions

Memories of Working on the Railroads in Russia

Submitted by Alex Dmitriev, TCRM member

The job of a station operator in Russian Railways

Before I tell my next story, I think I need to describe the job of station operator a little better. Let's start with what a railway station in Russia actually is! The railway station is one or two

main tracks and at least one siding where trains meet, passing or for doing any switching work. Unlike in the USA, in Russia any railway branch line, industrial or customer spurs, can only connect to a main line at a station. Most of the stations have remotely controlled switches and signals. There are many manual switches also, but usually in places where only switching work takes place. Only stations with very low train traffic can have all manual switches. On main lines between stations there is ABS (CTC).

Each railway station has its own station master (sometimes one station master can service up to 3 stations) and at least one assigned station operator (the station operator can work at 2 or 3 stations on different days). I will write about the job of station master in a future story. Some stations have a station operator on duty 24/7, some stations are managed by a train dispatcher remotely. Generally the train dispatcher operates the station, and if the switching or maintenance work takes place, the train dispatcher gives the station operator the order by recorded phone to allow take the station under control and operate it. After receiving this order the station operator inserts a special key in the remote control console and turns it, and after that the station operator controls and operates the station (switches and signals). So the station could be under managing of the train dispatcher or the station operator.

By definition, station operator is station master assistant on duty managing train movement on the station.

A day in the life of a Russian Station Operator.

First: when station operator comes to station to begin their shift, they receive safety instructions from the previous station operator or the station master.

Second: they become familiarized with the status of the freight cars or trains both at and near the station, with the freight cargos in the cars at the station, notices about maintenance work at the station and between this station and the neighboring stations, with speed limits and other related information. One of the most important jobs at the beginning of the shift is the checking of the fixing of the cars by track skates on all the station tracks.

Yes! In any weather condition (summer heat, autumn rains, winter cold with a lot of snow between the tracks, spring ice on the melting snow) the station operator walks the whole station (usually around mile long) and check every track skate. It could be one track skate from each side or 7 from one side and 2 or 3 from another; it could be ten on the whole station. Usually, I spent 15-30 minutes for this, but sometimes it took me up to an hour. Also, the station operator must check other track skates that are not in use but stored in the station building. The loss of the one track skate is a very, very, very serious incident, because somebody could put it on the rail in front of the train and cause a derailment. And after that station operators change over at the remote control console.

During the shift, the station operator working with the remote control console, 1 phone (a multichannel phone) and 2-3 regular phones, a radio (each station has at least 2 radios: 1 VHF, another HF, if the station has an assigned switcher works at the station there is third radio for switching). Sometimes I had to listen and respond to 3 radios from 3 stations at the same time: one train on VHF, a second on HF, and a switcher on the third radio. And at the same time, an operator of an adjacent station could call me by multichannel phone and while I had somebody on the other

phone. It was not so rare. Also a station operator controls the dragging equipment detector and the defect detector. All these operations require handwritten reports in different books (up to ten and even more). But more often a station operator has to write in the three most important books. One of these books is dedicated to the movement of track skates. Where, when and who put it under cars and remove it. It is a very important book! Another important book is the book to record maintenance work. The maintenance team from a different department (track, signals, radio etc.) records in the book who, where, what and how they will do it, and what is allowed, what is not. Also they write in the book the notice on how they will provide operational safety; which switches must be turned into a certain position, to prevent movement to the place of maintenance work, for example. The station operator must know and understand what they will do and how it affects the train movement. And the station operator provides the maintenance team the go ahead permit to start work, and record the start time of the work and the operator signature. After the end of the work for the day, the operator writes again writes a report about the completion of the work, the time and signature.

For more complicated and dangerous jobs, the station master supervises all of the processes, and needs a permit from the train dispatcher. The station operator's signature in the book could send them to prison, or save himself from it, if something tragic happens.

And the third main book is the book for orders from train dispatcher. At the beginning of each shift when the new dispatcher begins his work, they organize a conference by multichannel phone with all the stations in their area. Each station operator makes a report about this in the book. If significant and complicated maintenance work takes place, like replacing the rails etc. the dispatcher gives special orders to the station operators, forbids any movement on the tracks and switches, or main line between stations. after ending of the maintenance work. And another order the dispatcher gives to permit train movement, After the completion of the work, orders must be written by hand by the station operator. In the photo below you can see the maintenance book and the book of dispatchers orders opened on the desk in front of the control console.

Of course, the station operator has a computer and he has to work in the railway computer system, usually 2-3 systems. One of the



main programs is the train schedule. The station operator can see the whole line where the trains are moving, make a broadcast of the arrival at their station, and plan their work (maintenance or

switching) on line. In this program there is complete information about trains, locomotives, cars, brief information about the cargos. If the station operator doing something with a train at the station like coupling or uncoupling cars or locomotives he must make these changes in the system too.

Dear my reader, I hope you don't tire from all this information. But I wrote almost nothing about the managing of train

movement. So let's start talk about the main part of this job.

During the shift, the station operator works under the supervising train dispatcher. The station operator makes their own decisions about how to manage train movement at the station, but if the train dispatcher determines what train has to be stopped or not, the station operator must carry out that instruction. In order to pass a train through the station, an operator has to ask permission from next station operator, or train dispatcher. But for local switching work, the station operator makes all the decisions.

If a train passes the station on the main track without stopping, the station operator turns on the permissive aspect on the entrance and departure signals, and there is no contact with the engineer. But if the station operator has to stop the train at the station they turn on the permissive aspect on the entrance signal, and when the train will come to the second CTC block from station, the operator has to call the engineer by radio and give instructions like this:

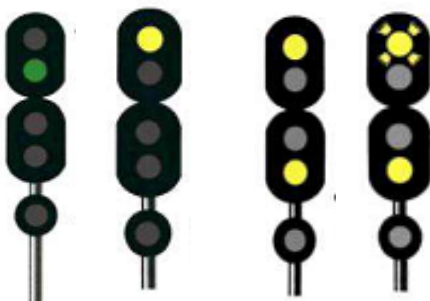
"Engineer of train 345 near Zavodskaya station, I accept you to the third track with stop, departure signal is restrictive. Station Zavodskaya, operator Dmitriev". The engineer repeats it back, the operator confirms: "that's correct, execute it".

When a train passes the station, departs or arrives, the operator has to exit the station building and check the train visually for any malfunction of locomotives, cars, cargos and or any other suspicious thing. The operator has to meet the train displaying a special disk with handle.

One side of this disk is white, the other is red. If the departure signal is permissive (the train passes through the station) the white side is facing the train, if the departure signal is red (the train stops at the station) the red side of the disk is facing the train. At night time it is a white or red flashlight. For the departure of the train, the operator makes the route for the train by turning switches and turns on the permissive aspect on the departure signal.



I write permissive aspect because the operator just pushes the button (accept or departure) but the system turns on the specific light combination on the signal determined by the switch position, and the track block vacancy. It could be green, yellow, two yellow, one yellow and one flashing yellow above it, and other.



After that the operator has this conversation with engineer by the radio:

Operator: "Engineer of the train 3426 on the second track of Zavodskaya station respond"

Engineer: "Engineer of the train 3426 on the second track of Zavodskaya station listening"

Operator: "Engineer of the train 3426 departure route from second track is ready for you, the departure signal is permissive, you can departure. Operator of Zavodskaya station Dmitriev"

Engineer: "I understand you. You allow me to depart from the second track, I see the departure signal is permissive. Engineer of the train 3426 Ivanov"

Operator: "that's correct, execute it".

It is simply an example of routing operation. But these communications by radio must be executed by pre-determined phrases.

During switching operations, the operator prepares the route for the switcher (with cars or not), and gives the order to the engineer, or engineer and conductor. The engineer or the conductor repeats it, the operator confirms it: "that's correct, execute it".

In any situation of leaving cars on the tracks without the working engine, the operator gives to the conductor the order to fix the cars by a specific (for this track and cars group) quantity of track skates. The quantity of track skates depends on the track profile, the quantity of cars, and the cars weight. Sometimes the station operator fixes the cars with track skates by himself. At the second station where I worked, I did that every night shift. One track skate has weight of 7 kilograms (15,43 pounds). Sometimes I had to take 4 track skates (carrying two on each arm) and carrying it hundreds of feet.

What is the working time and schedule of a station operator? Usually the shift of station operator is 12 hours long, at day or night time. Station operators change over at 7 or 8 am and pm. If the station works 24/7 it should have five station operators working for the next schedule: day shift 12 hours, night and day for rest, night shift 12 hours, day and night for sleep, day and night as a holiday, and then the next morning the day shift begins again. As you can see, there is no time for the lunch break. The station operator usually has their lunch in the station building. Sometimes in the same room there is table, microwave oven, and kettle. Sometimes there is a separate room for the kitchen. The operator takes their lunch at the time that they can find during the day. If there aren't trains, switching and so forth.

Operation Lifesaver

By Jill McClintock
Executive Director, TN
Operation Lifesaver



RAIL SAFETY WEEK

Governor Bill Lee has proclaimed September 20-25th as Rail Safety Week in Tennessee. Please promote rail safety at any event at the museum during this week. On the website (www.oli.org) you can find safety facts & tips for drivers,



pedestrians, bikers, children, professional drivers, school bus drivers, first responders, and the homeless. There are videos, PSAs, posters and color pages you can use. A great way to help is to go on Operation Lifesaver's social media sites (Face Book, Twitter, Instagram) and copy their posts onto your sites and send out to your

friends and family. Any way you can promote rail safety will save a life!

TCRM Member Spotlight

By Susan Thomas, TCRM Member

We spotlight long-term members, the foundation of our Museum, and our new members who bring fresh energy and ideas to the group. We look forward to your participation.

No participant this month – If you would like to be a part of this series, please copy the questions below, write your answers and email to smt789@hotmail.com

Name:
Membership #

TCRM Order Board: When did you join the Organization?
TCRM Member:

TCRM Order Board: What was your primary interest or reason for joining TCRM?
TCRM Member:

TCRM Order Board: Do you have a home layout and what inspired you to build it?
TCRM Member:

TCRM Order Board: How has your interest or participation changed over the years?
TCRM Member:

TCRM Order Board: What have been the highlights of your membership experience over the years?
TCRM Member:

TCRM Order Board: What area of volunteering or activity do you participate in?
TCRM Member:

TCRM: How could the organization better meet your needs?
TCRM Member:

TCRM: Do you think that you will still be a member in 5 years? Why or Why Not?
TCRM Member:

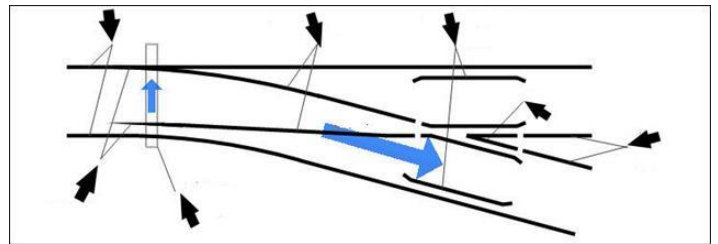
Trivia Answers to Quick Quiz on page 6

1. Mr. Budd founded The Budd Company who developed the ability to "spot weld" stainless steel enabling those gleaming stainless steel trains of the 50's.
2. Midnight Train to Georgia
3. African Americans

Model Railroad Trivia

Submitted by Randal Brooks, TCRM Member

A Turnout Diagram



Can you name the components of this turnout, identified by the black arrows?

Answer diagram on page 12

Nashville Steam
Preservation Society
NSPS - 576 Update
By Joey Bryan



No update submitted this month

In Memoriam – Passing of Virgil M King

By Randal Brooks & Steve Johnson

Death Announcement:

Virgil M. King

June 21, 1939 - August 29, 2021

Virgil M. King, 82 years old, of Nashville, TN passed away on August 29, 2021. Virgil was born on June 21, 1939 to Virgil A. and Mildred R. King in Nashville. Virgil graduated from West High School in 1957. In 1964, Virgil married Mary Kathyrine Morgan, and they went on to have three sons, Christopher, Gregory (Kristy) and Cayce (Laurie). Virgil also had two beautiful granddaughters, Jacqueline and Abigail, and one handsome grandson, Alex. Anyone who knew Virgil knew of his love of trains. From model trains to working for the Tennessee Central Railway and the Opryland Railroad, Virgil was committed to sharing his love of trains with others. The family would like to recognize the members of the Music City

Chapter of the TCA for their care and companionship over the years. Many of his fondest memories were made with these fine gentlemen. In lieu of flowers, the family requests donations be made to the Nashville Steam Preservation Society, 220 Willow Street, Nashville, TN 37210 There will be a visitation with the family at Woodbine Funeral Home, Hickory Chapel, 5852 Nolensville Rd, Nashville, TN 37211 on Thursday, September 9, 2021 from 1 – 3 p.m.

SERVICES

Visitation

Thursday, September 9, 2021

1:00 PM - 3:00 PM

Woodbine Funeral Home- Hickory Chapel

5852 Nolensville Rd Nashville, TN 37211

From: **Steven D Johnson** <tenncentralrwy@comcast.net>
To: Bob Hultman <hultman@bellsouth.net>
Sent: Monday, September 6, 2021, 10:27:10 PM CDT
Subject: RE: [TCRMNashville] Sad News - Passing of Virgil King, TC Ry Employee, Opryland RR employee

Bob,

This is very sad news...I had a nice conversation with Virgil at the Madison train show back in July and talked with him on the phone not long after that. He was always such a pleasure to talk with.

I don't think many know that Virgil was responsible for the Tennessee Central's blue and light gray paint scheme, with was applied to three RS3 units. Those were the colors for his model diesels, and he persuaded the TC management to adopt the new image scheme. I remember seeing some HO diesels he and one of his sons had painted in those colors and lettered for "Tennessee Southern" several years ago.

Steve Johnson

Classified Ads

Items Wanted - Items for Sale

TCRM member **John Coles** will buy large (more than 30 items) model RR collections. E-mail him johnr.coles@yahoo.com

2021 Membership Renewal –

Now on Website or In Person in Hobby Shop

By **Bob Hultman**

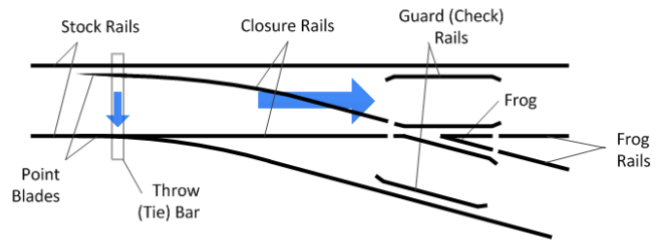
If you have not already renewed, please do so either online, or if you prefer to renew in person, you can go down to the Hobby Shop 10 am – 2 pm on Saturdays.

The URL <https://www.tcry.org/volunteer> takes you to the Get Involved Web page, or you can scroll to the bottom of the TCRM Web Home page & click on the Get Involved choice. Once there, the left side is for new members to join, while the right side is for current members to renew their membership. If you need your TCRM Membership #, contact **Bob Hultman** at hultman@bellsouth.net or call cell 615-513-7187 for it.

If you have to mail your activity fee renewals (**\$35 individual, \$40 family membership**), make checks payable to TCRM & mail to :

TC Ry Museum, 220 Willow St., Nashville TN 37210-2159
Attn – **Admin Staff**.

Answer for Model Railroad Trivia Quiz on page 11



TCRM and Model Railroad Club Board of Directors

Terry Bebout (president, ex officio)
Bob Hultman (vice president, ex officio)
Dominic Breeze (treasurer, ex officio)
Steve Tomblin (secretary, ex officio)
BoD Members - Tim Bebout- operating crew trainer, George Gilbert, Allen Hicks, John Kennedy- legal adviser, Robert "Mars" Marsmaker, Gordon Smith & Gene Turnage

If you enjoyed reading this expanded Order Board newsletter, let the editors know- Bob at hultman@bellsouth.net or Susan at smt789@hotmail.com

It took much work and time to put it together, with many members contributing stories and pictures. If you have stories and pictures, your model layout at home, Broadway Dinner Train memories, Railroad memories, a quiz, humorous interactions and photos with our passengers, share them with all our members!

If you, or you would like to see one of our members featured in our **TCRM Member Spotlight** feature, let us know. We'll reach out to you or to them. Contact Susan at smt789@hotmail.com

Note that for any submission to the newsletter, the deadline is the 17th of each month. Any submission received after the deadline date will held until the next monthly Order Board. The editors reserve the right to edit any submission for space and readability.

Contact the Order Board editor at hultman@bellsouth.net or call his cell phone.