

THE ORDER BOARD

Publication Of The
Tennessee Central Railway Museum & Model Railroad Club
Nashville Chapter NRHS
February 2022

Volume 42 Issue # 2

Transition in the TCRM Board of Directors

The Board Meeting was held on January 28 and was well attended by members. It was announced that **Allen Hicks** will succeed **Bob Hultman** as TCRM Vice President.

Allen Hicks has a long and storied career with TCRM. While working full time, he also volunteered on the Broadway Dinner



train. As a result of his many volunteer and training hours, he qualified as brakeman, conductor and engineer.

With an opening on the board, several members had expressed an interest in joining

the board. The applicant's history was reviewed by current board members, there was a vote, and **Randal Brooks** was selected as the newest member of the board.

Getting to Know Your Board Members Featuring our Newest Board Member

Randal is one of our most visibly active members, but many of the newer members, are not aware of the history of this organization. By describing Randal's long term involvement, we are also sharing much of the history of TCRM and the many opportunities there are for members to volunteer. There is so much work in so many areas, that further the promotion and restoration of rail road history and preservation.

Randal's membership # is 10 - he was one of the early members of TCRM joining in the mid 1980s. He was active in the Cumberland Valley Model Railroaders club which preceded TCRM, as were several other original members.

He has participated in numerous HO model railroad set ups and displays over the years at the TN State Fair, Wilson County Fair and promoted TCRM at numerous shopping malls, and at the Adams TN Thrashermens show. On several occasions he has participated in TCRM Open Houses and Train Shows selling items that have been donated to TCRM over the years. He has built modules for the permanent HO model railroad set up in the meeting room, helped maintain the tracks and mentored others.

He was there for the Day Out With Thomas Excursions helping at the information table and various other duties. He has organized and scheduled volunteers to participate at Fiddlers Grove for the Wilson County Fair for promotion of the TCRM train excursions.

He has been down at TCRM almost every Saturday to open up to the general public, since we have had to close the museum due to storm damage, and when we were open, there during the week as well. While being on site welcoming members and visitors alike, he has recruited new members, encouraged and helped existing members to renew their memberships, accepted donations, and given tours.

He has escorted video shoot teams on the train which generate thousands of dollars in revenue for TCRM. He helped train many new volunteers on the dos and don'ts of car hosting. His popularity and personality as a car host has encouraged repeat customers asking specifically for the "party car"

Prior to most excursions he has helped with preparing the sausage and biscuits, and the cheese trays. He helps place the boxes of wine glasses in each car prior to a wine tasting trip. He helps with maintenance of the cars from toilet disasters to replacing seats and coordinating with the upholstery folks. He puts together the car folders for the car hosts every week. As station master on excursion days, he arrives as early as 5.30, helps Lawrence Lilly set up the parking cones, he checks in all the passengers and resolves ticketing issues, does last minute ticket sales, and is there at the end of the excursion to unlock the gate when the passengers return, and secure the Buntin lot.

He is a regular contributor to the Order Board with local RR history stories. We encourage members who have been interested in volunteering but not really known how to get started to reach out to Randal and discuss the kinds of opportunities available. He can be reached at randalbrooks@yahoo.com or on his cell at 615-477-2039

Donations to TCRM – Many Thanks

Larry Paxton - \$25 cash

New Members - Welcome

Jake & Reagan McQueen Nashville TN (Family)

I encourage new members (or not so new members) to contact **Randal Brooks** at randalbrooks@yahoo.com or on his cell 615-477-2039 to find out more about member activities and volunteer opportunities. He'll be glad to welcome you to TCRM.

TCRM BUILDING UPDATE



Good news – the roof on the shed has been replaced and we will start moving items from the two storage containers in the Penske lot into the shed. Work on the main meeting room continues. The walls are being painted as we go to press making it bright and cheery.

Upcoming 2022 TCRM Excursions*

Next Excursion Trains – March 5, 12 & 26

By Bob Hultman, Member # 15

TCRM's next trip is for 21 year olds and up passengers on March 5, the Mardi Gras Excursion Train, a 4½ hour round trip. The safety meeting starts at 10 am Central Time on board diner 3119, passenger boarding follows at 11 am, with departure at noon. The return to Nashville should be around 4:30 pm or so.

The March 12 trip is a Murder Mystery Excursion Train to Watertown with entertainer Buddy Jewel performing on the train. The safety meeting 8 am Central Time on diner 3119, boarding at 9 am, departure at 10 am. Return to Nashville ~ 4:30 pm or so.

The March 26 trip is a DelMonaco Wine Tasting Excursion Train to Watertown. The safety meeting is at 8 am Central Time on diner 3119, boarding at 9 am, departure at 10 am. Return to Nashville ~ 6 pm or so.

If you want to work any of these trips, E-mail **Bob Hultman** hultman@bellsouth.net or call cell 615-513-7187 OR **Randal Brooks** randalbrooks@yahoo.com or call cell 615-477-2039 to mark up.

- Mar 5 Mardi Gras Excursion - 4½ hour ride – No Layover
 - Mar 12 Murder Mystery Excursion to Watertown 6½ hours
 - Mar 26 DelMonaco Wine Tasting Exc. to Watertown 6½ hrs
 - Apr 9 Spring Mile-Long Yard Sale Exc. to Watertown 6½ hrs
 - Apr 16 Easter Bunny Excursion Train to Watertown 6½ hours
- *Complete listing of 2022 Excursions is on page 11

TCRM Vintage Car Maintenance Team

Ken Fagan is down at TCRM most Wednesday mornings. He would welcome assistance from other TCRM members. If you would like the opportunity to learn maintenance skills on vintage rail cars contact Ken at 2kenfagan@gmail.com

Repaired Excursion Train Maintenance Issues from January 13 to February 17, 2022

Submitted by Steve Tomblin,

Recording Secretary TCRM BoD Member # 377

- 901 – Intermittent generator HEP control circuit drop out. Repaired.
- 3119 – Floor heat inoperative. Repaired.
- 8519 – Table 8 light out. Repaired.
- 4717 – "A" end vestibule light intermittent. Repaired.
- 9400 – "B" end floor heat inoperative. Repaired.
- 9400 – Women's room door closer slams door. Repaired.

If you would like to help volunteer on the maintenance team, to help close our open work orders, and more that are opened every week from car host after trip status reports, please reach out to **Ken Fagan** 2kenfagan@gmail.com

Renovated Wall Panels in 3119

New wall panels were ordered and installed by Brenton Jones.

The color lightens and brightens 3119, and the pattern has an art deco period feel to it.



1266 - The Souvenir Car - Update

Submitted by Tim Bebout, B of D Member # 1042

The car was jacked up off the trucks and wheels for over a month. General inspections and repairs occurred. The car also received air brake and brake system repairs. Additionally, the cars underbody received a new coat of protective paint. The car was made ready and switched back for our first excursion of 2022 on February 12.



Brake Cylinders

Members who assisted in the project were **Timothy Bebout, Bob Donovan, Eric Henry, Stephen Hook, Brenton Jones, Tanner Peterson.** All of the following pictures were submitted by Tim Bebout



Internal view of Brake Cylinder



Eric Henry working



1266 B or east end of car wheel set (above and below)



1266 Trucks – nearly complete



A trucks or west end of 1266 rolled out for inspection and repairs (above and upper right)



The work is completed on 1266 and she is moved back to the trainset.

Locomotive #819 Update



This is air compressor parts from locomotive 819. The air compressor is being rebuilt for continued excursion train operation. The work is being performed by **Tanner Peterson** and **Mark Matthews**

Locomotive GP-7 #405 Update Submitted by Tim Bebout, B of D Member # 1042

February 21 was an important day for #405. The main generator will be replaced on the GP-7 #405 locomotive.



The large forklift is lifting the hood from the locomotive. The generator is a direct drive from the diesel engine. The main generator sits behind the cab of the locomotive. The generator produces the electricity that is placed to the four electrical traction motors that actually moves the locomotive. These are contractors performing the replacement of the generator. The lining up of the generator to the engine is VERY precise. Members involved in this include **Brent Thompson** and **Tanner Peterson**.

TCRM Member Spotlight

By **Susan Thomas**, TCRM Order Board Editor

This month we feature **Ken Oosting**, who has been a continuous member since the 1990s.

Name: Ken Oosting
Membership #: 66

TCRM Order Board: When did you join the Organization?

KO: 1993 or 1994 is my guess.

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

KO: Love of trains instilled in me by my father and kept alive by my brother.

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

KO: My first train layout was O gauge - the Lionel Santa Fe war bonnet ABA plus a Marx steamer. I still have them and they still run plus a number of cars. Now I primarily have an HO layout that takes up the room above the garage which is about 24 X 24. It is double tracked with some scenery but my primary interest has been the train operation. There is an O gauge layout on the floor underneath with just track. I had an O gauge layout while in high school. As an adult, my initial layout was built with my two young sons and it has expanded as we moved and they grew up.

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

KO: In addition to being a car host I have at times come back to 4719 for additional attention and have helped with external car washing and some maintenance items including putting lettering on cars.

With **Bob Hultman** resigning, the Museum will have a big job to fill. **Bob** has been very helpful to the Car Hosts.

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

KO: People I have met among the volunteers and people I have met who were passengers. Some have come back for a return trip. I have shown an interest in them and most have responded with questions and comments about the trip. No problem has been too big to solve.

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

KO: In 1995 I took the step of getting involved in the 1:1 scale with the purchase of former Southern Railway sleeper Pacolet River. It was a 10-6 meaning it had ten roomettes and 6 bedrooms. It was built by Pullman Standard in 1949 and had fluted stainless steel sides. Southern used the car Washington to New Orleans until 1979 when they exited the passenger business. Amtrak then apparently used the car until about 1984 when it was stored in New Orleans. In 2018 I donated it to a city in South Carolina where they have it on display next to their depot.

The big change in my involvement came when I discovered TCRM in the early 1990s and attended a monthly meeting which back then was held in a church near the current Willow Street location. I have been a car host ever since - early on in 4717 but since about 2000 in 4719.

Another source of interest has been the discovery of a train interest by my grandson **Adam Shaw** who is now a Museum member. The opportunity to work with him on trains now is rewarding.

TCRM Order Board: Do you think that you will still be a member in 5 years?

KO: In five years I hope to still be able to serve as a Car Host, It depends on continued good health.

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

Cumberland Valley Model Railroaders TCRM / Cumberland Division

Eric Hansmann to Present Clinic at Indy Junction 2022 By Bob Hultman, Member # 15

Eric Hansmann, president of NMRA Cumberland Division, will be participating in the Railroad Prototype Modelers (RPM) Conference at Indy Junction 2022, a multi-Regional Convention sponsored by NMRA Mid Central, Midwest & North Central Regions along with the RPM Conference in Indianapolis IN May 18-22.

His topic will be Ventilated Box Cars 1897-1962. Other nationally-known model railroaders will also be participating in the Convention & Conference. If you can't justify going to the NMRA National in St Louis, then consider Indy Jct 2022. Go to <https://www.indyjunction2022.org>

for more information.

A Blast from The Past

Submitted By Bob Hultman, Member # 15

From time to time TCRM members, visitors, ne'er-do-wells and total strangers may have heard me referred to as "Bub"..... Can't remember which TV character went by that name..... Ah, but Google is somebody's friend, Bub was William Frawley's character name during the first several seasons of the sitcom My Three Sons in the early 60s.

Anyhoo, back many years ago, I was very active with the HO modular RR group Cumberland Valley Model Railroaders. We would set up our modules at various public venues around Middle TN & run the RR to promote the hobby, maybe gain a few more members and actually enjoy the hobby.

TCRM Library and Archive News By Carter Newton, TCRM Member # 244

The end of 2021 and the beginning of 2022 have seen a lot of very exciting goings-on in the library and archive. The early phases of several projects have wrapped up, and the new phases are going to be kicking off shortly, and will be very interesting for the right kind of person.

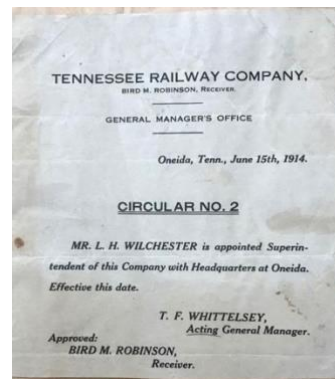
First, I am very excited to announce that the first phase of the Tennessee Central personnel file index is materially complete. We have completed listings for 328 former employees of the TC,

from 1903 to the day the lights went out and the doors were locked. These files are loaded with all sorts of interesting details - family histories, medical summaries, and correspondence. Although I didn't take time to read all of it as we were building the index, a few notable things stood out. For instance, this letter from an employee explaining his absence from his job duties while being in jail in Kentucky for bootlegging.

The boxes that held the personnel files also contained a binder with a list of all the TC's rulebooks and the people to whom they were assigned. This gives us another thousand or so names of folks who were part of the Tennessee Central story.

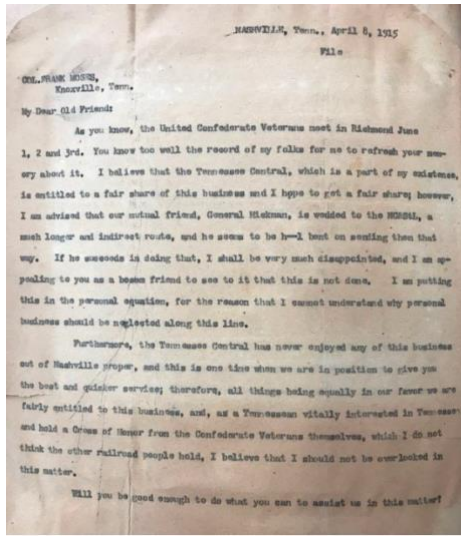
Second, while working through the family archive (this looks a lot like cleaning out a garage, FYI), I came across a significant trove of Tennessee Central material from the 1910's. If any of you have seen the new display out front of the museum with the marble medallion from the freight house, you know about the fire in 1942 that destroyed that building. Among the losses were most of the company's historical files and records. It's the reason that there are so few personnel records from prior to 1942 - most of them were burned. In fact, several of the surviving files show clear signs of having been in that fire (but more to come on that subject). Because of that fire, we don't have a lot of information about the TC in the very early 20th century. Enter the Howard Family Archive.

The Howards were a railroading family. The patriarch of the family, Mike, Sr, worked variously as a fireman, an engineer, and a conductor on the L&N, the Nashville & Decatur, the NC&StL, the Tennessee Central, and the Middle Tennessee Railroad. Many of his sons were also railroad men. In fact, Harry, Bill, Dewey, George, Mike, Jr, and Henderson all may have worked at one time or another for the TC. The joke was that the Howard boys couldn't all go to lunch at the same time or the railroad would shut down. Mike, Jr, was a stenographer, clerk, and later Chief Clerk and Secretary to various senior leaders of the TC, and as luck would have it, kind of a packrat. Among his possessions was a scrapbook full of assorted materials dated from about 1909 through 1916 or 1917, including about fifty pages of material specific to the 1910's era Tennessee Central. This material ranges from a Nashville customer list, to various operational directives, to a 1915-1916 Tennessee state tax return form listing particulars of the TC's buildings and structures by county. PDFs of these materials will be added to the Library and Archive for the curious or historically minded. A few of the shorter pieces are included below.



Third, in the coming months, the Library and Archive will be on the lookout for volunteers to help us push into the 21st century. Digitizing an archive is more than just scanning materials, although that's a huge part of it. It also includes indexing, transcribing, physical preservation, and circulation. If you think back to the 1942 fire, the TC's historical records were lost because they

were all physically in only one place. By properly digitizing, scanning, transcribing, and storing both digital and physical copies, we can safeguard against another loss, whether that's a natural disaster, or just the fact that this material is nearly a century old and wasn't ever expected to hold up.



There will be several volunteer opportunities, including physically scanning documents, transcribing the scanned images to Word files, writing catalog entries, etc. Many of these opportunities may be available remotely - meaning you don't necessarily have to be at the Museum to help with them. If

you are interested in learning more, please drop me an email!

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.

TCRM Hobby Shop

By Hank Sweetman, TCRM Member # 247

The remaining HO rolling stock from the **Gordon Smith** donation has been priced and put on display. These are extremely nicely done cars, weathered as prototypes would be and outfitted with good trucks and couplers. Of special note are several coil steel cars and a set of spine cars. For the intermodal fans, there are a variety of 20 and 40 foot containers, as well as a number of TOFC trailers. Come in and check them out. Gordon's donation also included a number of HO locomotives which are in great condition. These locomotives all appear to be DC, and have been well cared for.

We have been fortunate to have received a number of donations last year. Currently our shelves are full of locomotives, passenger cars, freight cars and assembled structures. Our thanks go out to everyone who donated items to the Hobby Shop, and we welcome members of the museum to come in and check out our new offerings.

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.

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. It appears that the supply of imported items is improving, since we are getting some items that were backordered in

TCRM Volunteer Recognition Work Project – Organizing The Shed

Work is progressing slowly but surely, and now that the shed roof is complete, it's time to move items out of the storage containers on the Penske lot and back to be cleaned up and organized in the shed. Christmas decorations were sorted and cleaned out by Terry Coates and placed back up on the "attic" shelves. The HO modules on the rolling racks were moved back into the shed.

Thanks to the work crew that showed up: **David Anderson, Randal Brooks, Terry Coates, Bill Mason, Gary Sagaser, Chris Simpson** and got the job done in a couple of hours.

If you would like to work on such projects in the future, reach out to Randal Brooks

Excerpts from Passenger Comment Sheets February 12 Wine Tasting Trip By Susan Thomas, Newsletter Editor

9400 – **Don Marlin and Hugh Lowe** – “the whole trip was great from start to finish, and enjoyed the great conversation with Hugh” “love Hugh’s knowledge about the railway”

9400 - **Don Marlin and Hugh Lowe** – “great train ride and excellent service by the train staff”

7628 – **Joyce Chapman** – Joyce was wonderful! Megan from the winery was so pleasant and informative – a great experience!”

7602 – **Ted Brown** – “Ted was awesome! Very knowledgeable and made the trip more enjoyable. He’s an asset to your team”

3113 – **Robert Bartley** – “Robert was great on the old ivory keys. We will definitely pick car # 3113 next trip”

3119 – **Scott Frick** – “the staff was very friendly and helpful – great job” “loved our car - the dining tables were cozy and cute”

4717 – **Alex Clarke** – “loved Alex – he was a great host” “Alex was awesome”

4711 – **Alex Dmitriev** – “it was a great experience and we will definitely tell our friends”

4719 – **Ken Oosting**- “Ken was a wonderful host! He told us all about the history of the train”

4733 – **Larry Norton** – “Larry was amazing – great train buff and great information”

4739 – **Cecil Elliott and Bruce Hogan** “Cecil is awesome, train staff was excellent” “We had great train hosts, an actual train ride and great hosts, knowledgeable and engaging with passengers”

And A Little Humor

What did you most enjoy about the excursion trip? “the wine tasting and my smoking hot girlfriend!”

What, if anything, did you least enjoy about the trip? “Wish I would have been able to vape on the train!!”

Calling our TCRM Authors

By Susan Thomas, Order Board Editor

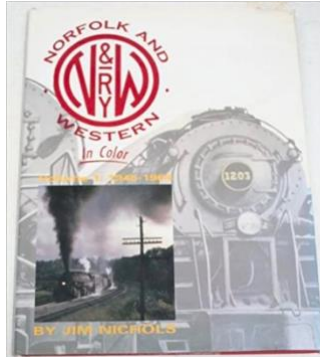
Our first TCRM author to be featured is **Jim Nichols**.

He is the author of two Morning Sun books:

Norfolk and Western in Color
Volume One,

Excerpted from Amazon:

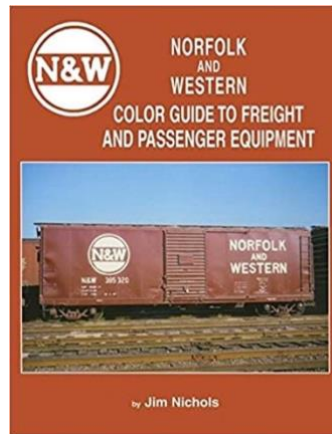
“The 1950s champion of steam is traveled via the medium of 240 color photographs. Author **Nichols** guides the reader from Tidewater to Ohio focusing on steam and the early diesels that rostered the pre-expanded N&W”
And



Color Guide to Norfolk and Western Freight and Passenger
Equipment,

Excerpted from Amazon:

“Norfolk & Western Color Guide to Freight and Passenger Equipment. “View the freight, passenger and non-revenue equipment of this storied carrier through more than 300 color photographs from the 1950s, 60s, right up to the merger into Norfolk Southern. Examine the many workaday hoppers of this coal-hauler to the glamour of its POCAHONTAS streamliner.”



And from Ebay:

“Author Jim Nichols takes a look at the wide variety of rolling stock owned by the N&W including boxcars, hoppers, gondolas, and passenger cars including name train equipment. This is a 128-page color hardcover. Printed on gloss paper. Dust jacket.

According to Jim, both books are now out of print and can sometimes be found on eBay or Amazon for higher prices than when published!

Member Author Spotlight

Submitted by Jim Nichols, Member # 165

I started coming to the museum's predecessor group (NMRA) in the fall of 1988 when they were meeting in the church. I still attend monthly meetings when they have them (but with Covid

and the storm they haven't had one for awhile). I am a model railroader and do kitbashing, scratchbuilding and custom painting, mostly in HO and sometimes for customers. I am a dealer at train shows, but these have been cut back of late. I am the author of two Morning Sun books: Norfolk and Western in Color Volume One, and Color Guide to Norfolk and Western Freight and Passenger Equipment.

I grew up in Bluefield WV where my father was a lifelong employee of the Norfolk and Western, which explains my interest in trains and particularly in the N&W. I actually worked one summer for the N&W, on the section gang. Sons of employees could get summer jobs between years in college, and it was generally on a section gang. I was the only new hire at Bluefield in the summer of 1953 and got that job only because the Pocahontas Division Roadmaster was a personal friend.

I am a retired Presbyterian Minister and came to Nashville in 1988 to be pastor of Southminster Presbyterian Church. I retired at the end of July 1999. Married for 61 years to the same woman, Hazel and I have three adult children, five grandchildren (three of whom are adults, and one is about to be) and one great grandchild.

I meet on Saturday mornings for coffee with a small group of local model railroaders. I do not currently have a layout, since I spend all my modeling time building locomotives and rolling stock. Although I have a basement full, I keep looking on ebay for more locomotives and cars. I like to start with used, damaged or junk pieces and transform them into something good. This means I buy mostly used and junk pieces if the price is right.

My Old Kentucky Dinner Train Offered By RJ Corman

(kydinnertrain.com)

Submitted by Susan Thomas, Order Board Editor

Have you driven the 120 miles or so to Bardstown KY to enjoy the RJ Corman dinner train? If you have not yet, then perhaps you should for a special celebration with loved ones!



For their Valentines Brunch excursion, the price included not only the train ride through the KY countryside to the Jim Beam Distillery in Clermont, but also an exquisite dining experience. The table setting was at least 5 star quality, a white rose was laid into the neatly folded red napkin. As we entered the dining car we were warmly greeted by a sumptuous display of elegance and welcomed by a smiling hostess.

Arriving at the depot, we entered the decorated and comfortable waiting room, sipped a mimosa, while a 3-piece band created just the right mood for an elegant and memorable Valentine's day celebration. A gift shop, a selfie spot and a bar created the perfect beginning to a delightful train ride through the Kentucky countryside. Included in our welcome packet was a card listing, by milepost, of the sights to view from the train window. Posted along the tracks were the matching mile post signs, identifying the sight and the mile post. A really nice touch!



The town of Bardstown is rich with history. Recognized as both the “Bourbon Capital of the World” and “Americas Most Beautiful Small Town” there is something to interest everyone. From the old jail, shops, and inns in the center of town to the many distilleries (30+) where the finale to their tour is the tasting of a flight of their bourbon varieties.

On the way back to Nashville, stop at the Kentucky Railroad Museum, located 14 miles south east of Bardstown in New Haven KY.



They own 17 miles of track, offer a variety of themed excursions plus an opportunity to ride in the cab. They have an impressive museum displays, and an interesting gift shop, and over 100 pieces of rolling stock. Check them out at kyrail.org

Then to complete your trip to Kentucky you can visit the birthplace of Abraham Lincoln at the National Park Service Sinking Spring site in Hodgenville, KY. 14 miles south east of

New Haven, and close to Interstate 65, it's a very appropriate destination for a February trip, honoring Lincolns birthday!

If you decide to visit these or other RR museum or excursions, please send your story and pictures to the Order Board editor, Susan Thomas smt789@hotmail.com

Memories of Working on the Railroads in Russia – Story and Pictures By Alex Dmitriev, TCRM Member # 1403

The priority of train movements.

Before I tell the next story let me explain how trains are divided by priority on Russian Railways. According to the main Rule Book the priority of trains is set depending on the following order of transportation:

1. transportation carried out to restore train traffic and extinguish fires (recovery and fire trains, snowplows, locomotives without wagons, special self-propelled rolling stock assigned to restore normal traffic and to extinguish fires);
2. military transportation;
3. international passengers trains (high-speed, high-speed, fast passenger trains);
4. long-distance passenger trains within the Russian Federation
5. suburban or commuter trains;
6. transportation of mail, baggage, cargo baggage (mail-baggage, cargo-baggage trains);
7. special transportation (special trains);
8. cargo transportation (freight, utility trains and locomotives without wagons).

It was a stormy summer evening the 5th of July 2014. I came to station Pozim to work the night shift as the station operator. As usual, I arrived 40 minutes early before the beginning of my shift, which started at 7 p.m. I walked around all the station tracks and checked the cars fixed by the track skates. On that evening there were not so many freight cars on the station and I returned to the office 20 minutes before the beginning of my shift. The previous operator, a young twenty-five-year-old man, described the situation at the station, and left. I completed my regular paperwork, and then looked at the train schedule program on my computer. The commuter train had departed from the previous station, Vozhoy, right on time. It will have stop at my station at 7:05 p.m. I turn on the permissive aspect at the entrance signal and call to the station operator of Izhevsk station.

“Can I send the train 6357 according the schedule?”

“No! Can I send the train 8358 maintenance diesel car with platform to Vozhoy?”

The woman station operator refused to accept a regular commuter train but was going to send a maintenance train. I knew that the distance from Izhevsk station is less than from Vozhoy station, and that the maintenance train would come fast, and I would have to empty the track to accept it, so I answered: “I am expecting 8358 maintenance diesel car with platform to Vozhoy.”



The maintenance diesel car with platform at the Pozim station

I had prepared the route for the maintenance train to the third track. And the commuter train will come to track 2. Please look at the train priority, the commuter train it isn't a high priority train but the utility train has the lowest priority. The maintenance train ran fast and after 10 minutes it arrived at the track #3 of my station, and I still waited for the commuter train that was a little late.

At that moment the train dispatcher called me and almost yelled: "Pozim! Where is the maintenance train?"

"At the track #3 waiting the commuter train." I answered calmly.

"What?! send it immediately!" the dispatcher yelled. I understood and sent it immediately.

I called to Vozhoy station and asked permission to send the maintenance train #8358, the station operator answered that he was expecting it. I quickly cancelled the route for the commuter train and prepared it for maintenance train. According to the rules, after I turn on the permissive signal for a train I have to call the engineer by radio and tell him to depart. I tried to call him on the radio, but despite the fact that he was standing on the track right in front of the station building, he did not hear me. So then I leaned out of the window and started waving my arms to tell him to go.

After the train left my station, I called the station operator of the neighboring station and asked about commuter train and he told me the whole story. The water run off after the thunderstorm had washed out the track between the stations. The commuter train engineer could see it and had stopped the train.



The rails and ties up in the air. It is the place where the water washed off the track.

So, the maintenance train #8358, usually the lowest priority, became priority #1 because it had to repair the tracks to restore the train traffic. After about an hour and half hour, the big maintenance train with hoppers loaded with fresh ballast, and platform cars loaded with ties, pulled with two big freight diesel locomotives passed through my station at high speed. And later another one went past with more ballast. It was a hard nights work for the track maintenance crew. They built support from ties under the track. The train with the hoppers could stop in place and dump the gravel.

Early in the morning the maintenance trains with their empty hoppers passed back through my station, and the morning commuter train went according to its schedule.

Maybe you have the question - why didn't I see the problem with the commuter train? Because on that line the information in the train schedule program (where I saw the commuter train passed through the neighbor station) is entered manually, not by detectors on the track. So the station operator of neighbor station entered that the commuter train had passed his station, when in fact, it hadn't. Later he cancelled his information.

Railroad History RR History Trivia Quiz

**Submitted by Terry Bebout, TCRM President
Complete answers on page 10**

1. What does term "Highball" mean?
2. What is does the term 'flimsy' mean?
3. What does the term "do not hump" mean?
4. What does the term "frog" mean
5. What is a railroad "hoop" and what is it used for?

Writing Out Train Orders – Story and Photo Submitted by Gary Miller, Member # 458

A guy I knew who worked DS (dispatcher) for the **Chicago & North Western Railway (CNW)** in 1972, bought himself a \$150.00 Mount Blanc fountain pen. Some dispatchers & operators got fancy; and some their handwriting was hard to read. A CNW operator suggested that I take one semester of typing in high school (I was the only guy in the class, 25 young women in the class got up to 30 wpm) When I started with the Soo Line I wrote most running orders by hand. The only exceptions were the slow orders (speed restrictions) or the form Y (Men and equipment) orders. Later, as my speed and accuracy improved on the typewriter, I seldom wrote any orders by hand. Soo had a form 386 for a track car or others that would give anyone needing to know approximate times (ETA's) trains would be at certain stations. That I typed. The dispatcher was busy, keeping trains moving, working with operators, yardmasters, monitoring hot box/dragging equipment detectors in the office.

FORM 800 (LINE UP)				FORM 800 (LINE UP)			
TRAIN LOCATION REPORT FOR FOREMEN AND TRACK CAR OPERATORS				TRAIN LOCATION REPORT FOR FOREMEN AND TRACK CAR OPERATORS			
DATE NOV 22, 1985				DATE NOV 21, 1985			
TO ALL CONCERNED AT SCHILLER PARK				TO ALL CONCERNED AT SCHILLER PARK			
TO BE USED ONLY BETWEEN RUGBY JCT AND SCHILLER PARK				TO BE USED ONLY BETWEEN RUGBY JCT AND SCHILLER PARK			
FROM	STATION	TIME	STATION	FROM	STATION	TIME	STATION
TRAIN	SHOULD LEAVE STATION	APPROXIMATE TIME	TRAIN	SHOULD LEAVE STATION	APPROXIMATE TIME	TRAIN	SHOULD LEAVE STATION
EX 8425 EAST	RUGBY JCT	930AM	EX 8425 EAST	LONG HILLS	718AM	EX 8425 EAST	LONG HILLS
WORKS BETWEEN RUGBY JCT AND SUSSEX			WORKS BETWEEN RUGBY JCT AND SUSSEX			WORKS BETWEEN RUGBY JCT AND SUSSEX	
EX 8425 EAST	WARRENDALE	930AM	EX 8425 EAST	RUGBY JCT	930AM	EX 8425 EAST	RUGBY JCT
WORKS BETWEEN RUGBY JCT AND BURLINGTON			WORKS BETWEEN RUGBY JCT AND SUSSEX			WORKS BETWEEN RUGBY JCT AND SUSSEX	
EX 8425 WEST	SCHILLER PARK	730AM	EX 8425 WEST	POC JCT	1010AM	EX 8425 WEST	POC JCT
WORKS BETWEEN SCHILLER PARK AND BURLINGTON			WORKS BETWEEN RUGBY JCT AND SUSSEX			WORKS BETWEEN RUGBY JCT AND SUSSEX	
SWITCH ENGINE WARRENDALE 830AM				SWITCH ENGINE WARRENDALE 830AM			
WORKS BETWEEN WARRENDALE AND SUSSEX				WORKS BETWEEN WARRENDALE AND SUSSEX			
SWITCH ENGINE WARRENDALE 830AM				SWITCH ENGINE WARRENDALE 830AM			
WORKS BETWEEN WARRENDALE AND SUSSEX				WORKS BETWEEN WARRENDALE AND SUSSEX			

Working 3rd shift, you better be ready by 6.45 to 6.55 am for the dispatcher to announce on the DS phone "386 between Shops Yard and Schiller Park", and you better not risk the wrath of the DS if he had to repeat it again! They used pretty strong language still in the 1970/1980s.

destination-specific yard track until it collides with (couples to) cars already sitting on the track.

4. What does the term "frog" mean

Railroad "frog" is part of a track switch (**correct term is turnout**) that allows the train wheels to **roll** across a railhead & continue onward.

5. What is a railroad "hoop" and what is it used for?

A "hoop" was a long wooden stick that had a large hoop on one end and a flimsy (train orders) could be tied or clipped to the hoop. An agent or dispatcher could stand trackside to a passing train and 'hoop up' their train orders by extending the stick where the crew could catch the hoop with their arm and untie the flimsy and then toss the hoop back on the ground to be used again.

Telegraph/Morse was an art too, Soo decommissioned their telegraph lines in 1970. Fortunately, when I trained, I didn't have to learn Morse code in addition to all the other duties. Years ago, sometimes a new hire could find a friendly operator/agent and he could learn telegraphy that way. There were also schools where you could learn it. Some could really code fast, some weren't as good, but managed to get the job done. Before computers, operators/agents did a lot of telegraphy for operational/admin messages, etc.

Dispatchers and operators took pride in the 'heritage/art' of cursive handwriting. On some railroads train dispatchers used fountain pens, they had to provide their own pen, but the company supplied the ink.

Operation Lifesaver

By **Jill McClintock**
Executive Director, TN
Operation Lifesaver



Amtrak Unveils One-of-a-Kind Locomotive In Honor of 50th Anniversary of Operation Lifesaver:

A specially-painted Amtrak P-42 diesel locomotive, emblazoned on both sides with the message, "See Tracks? Think Train!" was released into service during a special ceremony at Washington Union Station.

The black-and-yellow locomotive commemorates the 50th anniversary of Operation Lifesaver. TN Operation Lifesaver sends a big "Thank You" to Amtrak for their continued partnership in sharing the rail safety message and for supporting Operation Lifesaver's 50th Anniversary! This commemorative locomotive that will travel across the country sharing the rail safety message in this very visual way.

Over the past five decades, Operation Lifesaver and its safety partners have helped reduce railroad crossing incidents by 84%, from 12,000 in 1972, the year Operation Lifesaver started, to 1,900 in 2020. But we still have work to do! Every three hours a person or a vehicle is hit by a train in the United States. This is where you can jump aboard and help!

The TN Central Railway Museum has been a big part in spreading the rail safety message and many of the museum Volunteers also Volunteer for TN Operation Lifesaver. Becoming a Volunteer starts with completing the online application at www.oli.org. If you have any questions concerning becoming a Volunteer, please email me at jmoodytnol@comcast.net.

Keep an eye out for the Operation Lifesaver commemorative locomotive and see pictures on the Amtrak website!

Railroad History Trivia Questions and Answers

1. What does the term "Highball" mean?

In the 1800's there was a white sphere mounted on a pole and located next to the railroad tracks to signal permission for a train to proceed at full speed, if the ball was at the top of the pole. The term "highball" came to be synonymous with a clear right-of-way and for trains to proceed at full speed. The term 'highball' is still used today to indicate proceed at speed, especially on passenger trains when stopped at stations.

2. What does the term 'flimsy' mean?

Before the days of copiers the only quick and reliable way to generate paper train orders in multiple was to write them on a form that had carbon paper in between the thin sheets of paper. The thin sheets of paper became known as a 'flimsy' due to their very thin makeup.

3. What does the term "do not hump" mean?

"DO NOT HUMPH" is a command that tells railroad employees in a freight yard not to send a freight car so labeled over a railroad hill called a "hump," a man-made structure for sorting freight cars by gravity. During this sorting process, called "humphing," an individual car rolls down the hump (hill) onto a

Nashville Steam Preservation Society

Joey Bryan
Board Secretary
Communications Manager



We've officially reached the stage in the restoration of NC&StL No. 576 where new and repaired components will start to return to the shop.

First up this year are our brand new pilot wheels and fully serviced trailing truck wheels!



No. 576's new pilot wheels and repaired trailing truck wheels back in the steam shop. Submitted by Joey Bryan

The four pilot wheels are located at the front underneath the smokebox and help guide the engine around curves, the first 4 in the 4-8-4 wheel arrangement. The original pilot wheels had reached the end of their service life so brand new wheels were cast to the original specifications. Our thanks to the NC&StL Preservation Society for their generous donation to help fund the new pilot wheels. The wheels for the trailing truck have also been repaired including new steel tires for the larger rear wheelset. The trailing truck is located behind the driver wheels to support the weight of the firebox, the second 4 in the 4-8-4 wheel arrangement. The eight driver wheels are still down in Chattanooga and they will be receiving new tires as well. We hope to have all wheels back in the shop this spring and reinstalled underneath the locomotive later this summer.

Monthly Thursday Meetings On Hold

First it was the pandemic, and now the damage from the storm in March 2021, TCRM will not hold the monthly meetings until further notice.

TCRM Limited Reopening

Randal Brooks continues to be at TCRM most Saturdays from 9 to 3 pm Central Time. The Museum room & meeting room will be closed to visitors until the meeting room is completed. The Hobby Shop is open most Saturdays from 10 – 2pm, The Library is open most Saturdays from 10 – 1pm

Excursion Train Update

New fryer for our 8510 Dining Car
Submitted by Terry Bebout, President TCRM



Do you enjoy those beast burgers and fries prepared in the 8510 dining car? Well things just got even better, we have a new fryer for those French fries!

2022 TCRM Excursion Calendar*

- Mar 5 Mardi Gras Excursion - 4½ hour ride – No Layover
 - Mar 12 Murder Mystery Excursion to Watertown 6½ hours
 - Mar 26 DelMonaco Wine Tasting Exc. to Watertown 6½ hours
 - Apr 9 Spring Mile-Long Yard Sale Exc. to Watertown 6½ hrs
 - Apr 16 Easter Bunny Excursion Train to Watertown 6½ hours
 - May 7 German Mayfest Excursion 4½ hour ride – No Layover
 - May 14 Watertown - Wine Tasting Excursion
 - May 21 Watertown - Train Robbery Excursion
 - Jun 26 Watertown - Private Charter- Train Collectors Assn.
 - Jul 16 Watertown - Murder Mystery/Jazz Festival
 - Jul 24 Watertown - Private Charter-Lionel Collectors Assn.
 - Aug 6 Watertown - Wine Tasting Excursion/Harvest Days
 - Sep 3 Watertown - Brews and Blues Excursion
 - Sep 24 Watertown - Train Robbery
 - Oct 8 Watertown - Fall Yard Sale/Christmas Market
 - Oct 15 Watertown - Wine Tasting Excursion
 - Oct 22 Oktoberfest 4½ hour 90 mile round trip
 - Oct 29 RT Fall Foliage Excursion. 100+ mile 5½ hrs
 - Nov 19 North Pole Express AM & PM 2½ hrs
 - Nov 26 Watertown - North Pole Express
 - Dec 3 North Pole Express 2½ hour rides RT AM & PM
 - Dec 10 North Pole Express 2½ hour rides RT AM & PM
 - Dec 17 North Pole Express 2½ hour rides RT AM & PM
- *Trip dates, destinations, events and equipment subject to change.

Other RR Events of Interest 2022

SAVE THE DATE



MODEL TRAIN SWAP MEET
March 12th 10am-4pm

FREE OPEN TO THE PUBLIC

SPONSORED BY THE CROSSVILLE MODEL RAILROAD CLUB
in the Crossville Outlet Center Event Room

There are requests for 30 table spots. We expect a variety of scale model trains, accessories and railroad memorabilia to be available.

Items are being donated for door prizes including a HO starter set for children 12 years and younger. For the big kids model kits and locomotives and possibly more will go to lucky participants. We expect this to be a fun event to attend and swap stories with members and find deals on equipment for the World's Greatest Hobby. Fresh Popcorn and drinks will be available to purchase. Crossville Model Railroad Club
Crossville Outlet Center, 228 Interstate Drive, Crossville, TN 38555 Tel.: (931) 210-5050 <http://crossvilletrains.org>

May 5-7 Mid-South Live Steamers Public Spring Meet
<https://www.midsouthlivesteamers.com/calendar/public-spring-meet-r2dw9>

May 18-22 Railroad Prototype Modelers (RPM) Conference at Indy Junction 2022, a multi-Regional Convention.
<https://www.indyjunction2022.org>

June 15 -19 National N-Scale Convention, Nashville TN

Aug 7-13 NMRA NATIONAL CONVENTION St Louis MO
https://www.eventsquid.com/event.cfm?preview&event_id=13724

NMRA SouthEastern Region will NOT be holding a Regional Convention in 2022. They hope to get one underway for 2023, however.

For Sale or Searching For

3 wooden glass front wall mounted cases with ICRR passenger trains in them. Available in Nashville – email for photos and pricing information jcmtemn@bellsouth.net

In Memoriam Billy Odom

TCRM was notified by family members, that Billy Odom died on February 11. He was living at the Old Hickory Towers in Old Hickory, TN. Billy was active as a car host for several years, and helped out with Day Out With Thomas. His funeral was held on Friday, February 18, at the Madison Funeral Home and he was laid to rest in Liberty TN., his home town. If you would like to send a card or note to his daughter and son in law, John & Ariana Graves, their mailing address is PO Box 280984 in Nashville, TN 37228-0984

2022 Membership Renewal – By Bob Hultman TCRM Member # 15 Now on Website or In Person in Hobby Shop

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. Note that when you renew on line through Etix, there is a fee of about \$3.50. If you prefer, you can go to the hobby shop, renew there, and there will be no additional fee.

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**.

TCRM and Model Railroad Club Board of Directors

Terry Bebout	President
Allen Hicks	Vice President
Dominic Breeze	Treasurer
Steve Tomblin	Secretary

BoD Members - Tim Bebout- operating crew trainer, Randal Brooks, George Gilbert, John Kennedy- legal adviser, Robert “Mars” Marsmaker, Gordon Smith & Gene Turnage

EDITORS NOTE

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 articles and pictures*.

If you have interesting stories and photos* of your model layout at home, want to recognize a volunteer for service, railway excursions, RR museum visits, Broadway Dinner Train memories, Railroad memories, TC History, a quiz, positive or humorous interactions and photos* with our passengers, share them with all our members!

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

*Please do not send pictures with the new Apple HEIC format, Our photo manipulation software does not yet support that format. If you send pictures in that format we will not be able to use them for the Order Board.

CALL FOR AUTHORS and CINEMATOGRAPHERS

The Order Board would like to feature our member authors, past and present, in a future issue of the Order Board. Our members are talented in many different skill sets associated with model rail roading and railroad history and preservation.

This is one way to share the tremendous resources we have in our membership base.

If you or you know of a member who is a published author of books or extensive articles or has produced cinematography on railroad history and preservation, please let us know.

Smt789@hotmail.com