

# THE ORDER BOARD

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

Volume 42 Issue # 5

## Donations to TCRM – Many Thanks

**Unknown-** Various O gauge tinplate rolling stock and related equipment. TCRM does not maintain an O gauge tinplate RR, so we will forward them to The Train Museum in Fiddlers Grove at the Wilson County Fairgrounds in Lebanon TN.

## New Members – Welcome

**Will Winton** Franklin TN (Family)

TCRM encourages new members, or anyone who wants to become more involved in volunteering, 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.

## MANDATORY CAR HOST SAFETY TRAINING And CERTIFICATION

**Saturday, June 11 at 10.00 am**

Agenda:

Safety Items	Hints and Helps
Car Host Duties	Dos and Don'ts
Certification Test	
NEW edition of Car Host Handbook	

Anyone wanting to work our excursion trains is required to successfully complete this class. Be sure to bring a pen, so you can take the test, a learning attitude, and all those questions you have been wanting to ask. Now is the time! And Be On Time!

If you cannot attend this class, but still want to work the excursions, then notify Terry Bebout terry.bebout@rjcm.com & Ted Brown ted4714@aol.com so you can be included in a makeup class.

## COOK OUT to HONOR BOB HULTMAN

**Saturday, June 11 at 12 noon**



MARK YOUR CALENDARS!

We will be honoring **BOB HULTMAN** and his many years of volunteer service for TCRM. It will be an opportunity to say "GoodBye" to Bob as he is moving to South Carolina in early July. Prior to the cook out, there will be a mandatory training and certification test for our car hosts, both new and long serving.

## Renovated Meeting Room Usage Policy

**Submitted by Terry Bebout, President**

These rules are in place to help maintain the new and orderly condition of our meeting room. Let's all strive to keep it that way.

Approval from the Board is required before hanging any item on the walls.

Approval from the Board is required before hanging any item from the ceiling.

All furniture, modules, or anything taken into the meeting should have rubber feet or rollers, to avoid scratching the brand new floor.

No food, food containers, drinks or drink containers left in the museum room overnight.

Tidy up after yourself before you leave. Any items taken out must be put back in its place. The room is to remain tidy 24/7.

No messes left in the meeting room, or things like mops, buckets, brooms, or tools left out.

If you spill something or make a mess you are responsible to clean it up same day. Nothing should be left out overnight.

## Upcoming 2022 TCRM Excursions\*

\*Complete listing of future 2022 Excursions is on page 11

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

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# SO YOU WANT TO JOIN THE OPERATING CREW?

## Here's How

Submitted by Tim Bebout, B of D Member # 1042

Crew members start as car hosts. This allows a prospective crew member to understand the internal operation of the train set, learn the railroad and stations, get to know the responsibilities of each position in the crew and they coordinate to safely operate a passenger service train.

The train chief, the car hosts, the electrical tech and food service is critical to every trip. It takes time to understand how this all works together and the role each position performs on the train.



Crew member trainees must be at least 18 years old and possess a high level of understanding of mechanical and operating processes.

We follow the Federal Railway Administration (FRA) Code of Regulations pertaining to training.

Additional railroad specific training is also followed.

Crew member trainees are expected to assist with the maintenance of the train set on Tuesday evenings and Saturdays.

Crew member trainees must be physically fit and able to pass a Department of Transportation (DOT) physical.

Crew member trainees will be required to pass a series of exams including operations, signals, TSA, brake inspections and brake operations.

Crew member trainees will then start training as a brakeman when the assessment is approved and proper testing completed. The training is very involved and the individual is paired with a trainer at all times.

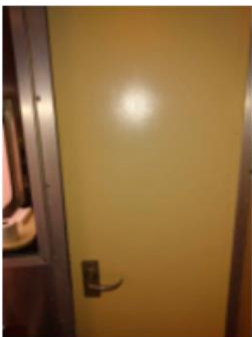
Train service positions are expected to be heavily involved in multiple ways within the entire museum.

The train service positions are the face of TCRM to the RJ Corman Railroad. All rules and regulations must be followed 100% of the time. No exceptions.

## TCRM Vintage Car Maintenance Team

Submitted by Ken Fagan Member # 1331

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



The project to paint the badly chipped and scratched restroom doors has expanded to the adjacent wall and locker panels. However the contrast between the freshly painted doors and the dirty walls was really noticeable. Many of the walls are covered in vinyl and couldn't be sanded so we cleaned them with a degreaser and painted with a High Gloss 100% acrylic enamel designed for heavily trafficked areas.

Cars 4717, 4739, 7628 and one end of 4733 have at least one

coat. Again, not the perfect solution but a big improvement on the visuals for our passengers. As it is interior work, with the aid of the HVAC, this project will continue through the summer. There's still plenty to do so email me at [2kenfagan@gmail.com](mailto:2kenfagan@gmail.com) if you want to help out.



For me one of the fascinating things about working on these excursion cars is seeing how they were designed and built. Not much plastic was used 70 or so years ago! At first glance many things on the cars seem

over engineered but the fact they have evaded the scrap yard this long attests to the quality of design and materials used. Most of our cars were from long distance

trains and if you had a coach seat that is where you slept as well. Having your legs supported in a raised position was the key to having even a modicum of a decent rest.

The 1 1/2 # mechanism in the photos is what



allowed the 10 # legs rests in 4717,4739,4711 to stay raised. Other cars have different mechanisms. The handle (not shown) with the ball releases the ratchet and the rest returns to the lowest position. As many a car host has reported, one or both of the 1/4" machine screws are loose or

missing and the leg rests, unable to stay up, just flop around. If not reattached eventually the screws snap off -some above the surface which can be removed easily; many break below the surface and are more difficult. Recently Industrial Machine and Tool on Polk Ave removed the screws and retapped five of the little devils which have been reinstalled. I think it should be a point of pride for TCRM for things the passengers see and touch to work as designed and that the cars are clean and well maintained.

(A bit of trivia for anyone who remembers downtown Nashville before it became the "itck" city, there were many small industrial shops south of Broadway- Industrial Tool was where the convention center is now located).



**Repaired Excursion Train Maintenance Issues  
from April 15 to May 16, 2022  
Submitted by Steve Tomblin,  
Recording Secretary TCRM BoD Member # 377**

- 1266 – Overhead heat contactor overheating. Replaced.
- 3113 – Aisle light at seat 10 out. Replaced.
- 3113 – Air conditioner low on Freon. Repaired.
- 4711 – Seat 7 legrest loose. Repaired.
- 4711 – Seat 28 missing footrest bolt. Repaired.
- 4711 – Seat 19 legrest broken. Repaired.
- 4711 – Seat 27 legrest broken. Repaired.
- 4717 – Light at seats 13/14 flashing. Repaired.
- 4717 – PA system inoperative. Replaced.
- 4719 – Air conditioner low on Freon. Repaired.
- 4719 – Seats 17/18 armrest problem. Repaired.
- 4733 – Aisle light at seats 1-8 out. Repaired.
- 4733 – Light at seats 41/42 out. Repaired.
- 4739 – Light above seats 47/48 out. Repaired.
- 4739 – Seat 5 legrest broken. Repaired.
- 7602 – PA system inoperative. Replaced.
- 7628 – Seats 13/14 will not turn. Repaired.
- 7628 – Seats 15/16 will not turn. Repaired.
- 7628 – Aisle light at seats 41-48 has tube out. Repaired.
- 7628 – Aisle light at seats 33-40 has tube out. Repaired.
- 9400 – Women’s toilet not flushing properly. Repaired.

**HO Modular RR News**

**Submitted by Bob Hultman, Member # 15**

With the reopening of the Museum’s large room, Randal Brooks has been recruiting a work party to start moving the HO modular RR back into the room. Right now Gary Sagaser will be joining Randal on Thursday, May 19 at 10 am to start the RR move-in. An important new procedure is to prevent the module leg leveling bolt heads from scarring the new epoxy floor surface after modules are up on their legs & will inevitably be dragged around on the floor surface. I hope to join them so the work can go faster. If anyone wants to join us, they’re welcome to do so.

**Nashville NTrak News**

**Submitted by Jason Sharpe Member # 1133**



Nashville NTrak will be unloading all club property from the storage boxcar on Saturday, June 4th. All museum members are welcome to come help, any member interested in joining Nashville NTrak should definitely attend this event.

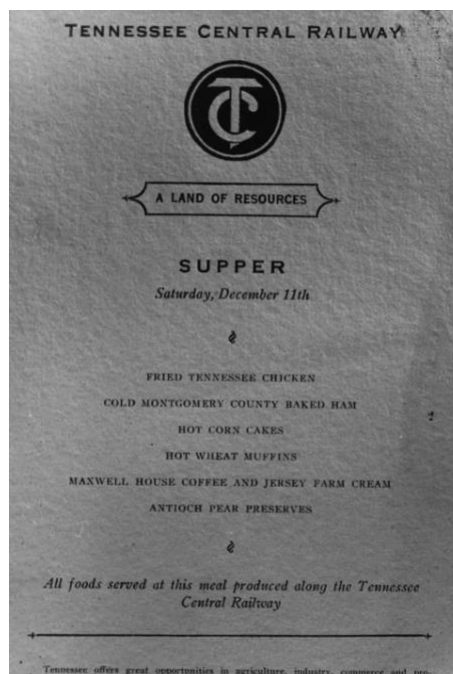
**TCRM Library and Archive News  
By Carter Newton, TCRM Member # 244**

Stay tuned each month for interesting stories that Carter has revealed from his explorations into the artifacts and documentation in our museum archives.



**TC History: Dinner in the Diner?**

Have you ever wondered what dining was like on the old TC? The question has come up a few times, so I dug into the files to see what we could find.



*Tennessee Central Library and Archive*

I can’t be entirely positive, but I’m pretty sure that the menu above wasn’t what you’d have gotten on the Tennessee Central, at least on a normal day.

Generally speaking, we know of three ways you could have gotten a meal on the TC.

One, we have an article from the Tennessean in the

mid 1960’s recounting an excursion trip in which the conductor went through the coach taking orders, which he telegraphed ahead for pickup. (I do not recommend trying to give the conductor on our current excursion trains a meal order; your experience might be different than it was in 1967.)

Two, we know that the office cars had kitchen facilities, so if you were traveling along with the executives you had a shot at a hot meal.

Three, the TC had meal service during World War 2, mostly on the trains which carried troops to Ft. Campbell (called Camp Campbell back then). Meals were served in what was probably the only diner the TC ever owned, #10.

**From Rescue Car to Dining Car**

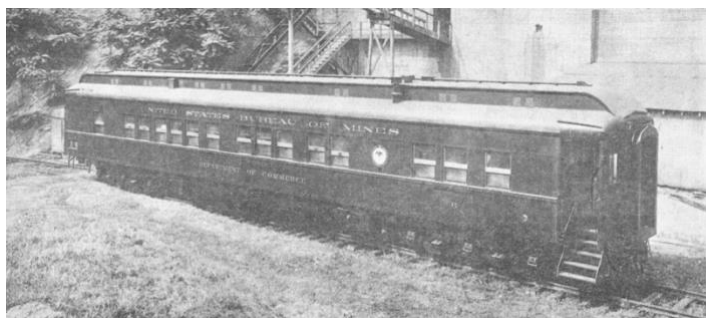
In the late 19th and early 20th centuries, the United States Bureau of Mines was responsible for the promotion of safe mining practices, and for investigating mining accidents and conditions. They also were responsible for training miners on the most modern safety, rescue, and first-aid practices. The best way to accomplish both of those needs were the Safety Cars of the United States Bureau of Mines (usually called the Mine Rescue Cars or Safety Cars). These cars were stationed around the

country's mining areas and were dispatched as specials when needed. The first cars were converted in the very early 1900's, and were previously Pullman Palace cars.



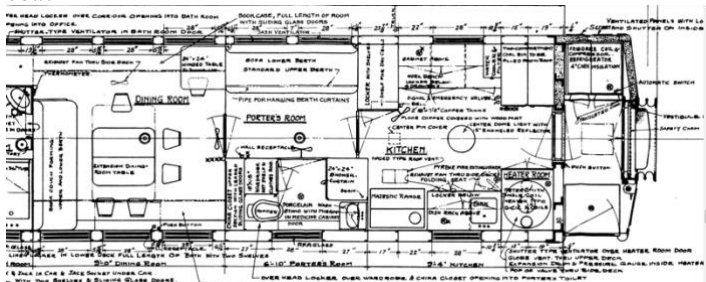
*Mine Rescue #7 during WWI, National Archives*

Later, when the original wooden Mine Rescue Cars were no longer able to meet the need, newer steel cars were converted for the purpose, including Mine Safety Car #10, stationed in Des Moines, Iowa. Each of the 11 new Mine Safety Cars had a full time staff of four, an Engineer (in this case, a mining engineer, not the train-driving kind of engineer), a Foreman Miner in charge of on-board mine rescue equipment, a First-Aid Miner, and a porter, who was in charge of the kitchen, the berths, and the general upkeep of the car. The car itself was equipped with air brakes, pressurized water systems, an internal power-plant for electric light as well as connections for shore power. The kitchen was outfitted with an electric refrigerator, food storage, and a coal-fired range with an extra large coal hopper for preparing meals.



*Mine Safety Car #6, reprinted from U.S. Bureau of Mines Information Circular 6435 (1931)*

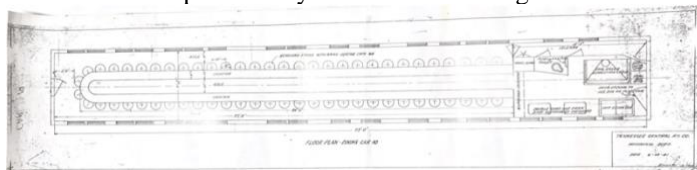
Mine Safety Car blueprints, focused on the kitchen end of the coach



*Reprinted from U.S. Bureau of Mines Information Circular 6435 (1931)*

By the late 1930's, the Department of Commerce, parent organization of the Bureau of Mines, was interested in disposing

of the mine rescue cars, and as early as 1941, the Tennessee Central had blueprints ready for their new dining car.



*Layout of Dining Car #10, Tennessee Central Library and Archives*

There is an enduring mystery of Dining Car #10. As you can see from the blueprint image, the design for #10 was completed on June 14, 1941. Those with sharp memories will recall two important things that had not yet happened in June of 1941: the site for Fort Campbell was not yet selected (that would happen in September 1941, and its construction wouldn't even begin until January of 1942), and the war that would require troop trains in the first place was still roughly six months in the future. So what triggered the TC's to add this dining car? Hard to say for certain based on what we know right now, but it may be that the debate preceding passage of the Selective Service Act in September 1941 had the TC banking on troops needing transport somewhere!

Regardless, the TC shops took possession and converted the former rescue car to a dining car, complete with a counter with 60 stools, a coal burning range, and cold storage in the vestibule. It is possible that the TC retained the original electric refrigerator, or that it was swapped out for an ice box that would have been loaded with large blocks of ice to keep things cool. Similar to my first pick-up truck, the only air conditioning was provided by opening the windows and letting the hot air vent out. Based on personnel records we've logged so far and the practices at other railroads, the staff of #10 was probably made up of at least one cook, a couple of waiters, and possibly an apprentice to wash dishes and help with prep work.



*#10 in a consist, photo by Paty & Fleming, Tennessee Central Library and Archives*

As for what was served on board, well, great question. In the rush immediately after the windstorm took out the upstairs air conditioning, I came across a stack of meal tickets recording exactly what was ordered and served on the dining car. We were scrambling to get temperature sensitive materials to a safe place to preserve them, and I distinctly remember being very excited to come back and look more carefully at those tickets once the air

was working again. I may have even put them in a safe place. As soon as I find them again, we can revisit this history of dining to talk more about the food on board. (Learn from my mistakes: write down where everything is. Future-you will thank you for this.)

In the mid '50s, passenger service on the TC ended. With the exception of a few excursions, life for #10 as a diner mostly wrapped up. In the research material donated by Cliff Downey for his book *Tennessee Central Railway: History, Locomotives, and Cars*, he makes special care to look at the history of this car. On his records of #10 is a handwritten note "used on troop trains and the Mayland excursions." Mayland was a camp or school for girls near Crossville, and Downey's note hints that #10 might have been included on those trips. Nevertheless, the TC fully retired the diner in the years after passenger operations ended. The coach was taken off its wheelsets and planted on the ground in the yard at Southern Junction, where it served as a locker room for crews for many more years.



*Tennessee Central Library and Archives*

So far, this is the only diner we're sure the TC owned and operated. There are some intriguing hints from advertising in the 1920's and 1930's that perhaps there was some kind of food service on the trains to Knoxville, but as yet nothing concrete to tell us what exactly that was. Until the research tells us something concrete, enjoy this morsel of TC dining history!

For more information on Mine Safety Cars, here is the full text of the [US Bureau of Mines Information Circular 6435 from 1931](#).

## TCRM Hobby Shop

By Hank Sweetman, TCRM Member # 247



More N scale donations have just come in. Additional rolling stock, locomotives and accessory items in addition to the previously received donation of used N scale items, including 2

steam locomotives (one needs some work), a set of 8 streamlined Santa Fe passenger cars and a number of rolling stock items. Come in and check them out.



We have been fortunate to have received a number of donations recently. 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](mailto: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.

# INFORMATION PLACARDS TELLING the HISTORY of TC and the CARS

## At the Station and In the Carriages

Submitted by Brenton Jones Member # 1343

Have you noticed this Information Placard in Car 3113?



Originally built in 1950 as Southern Pacific No. 2992, a “French Quarter” lounge car, where it served on the Sunset Limited Train between New Orleans, and Los Angeles.



Post 1971, Amtrak would convert the interior space into a Buffet Dinner Lounge, complete with an Electric Piano, and renumbered 3113. It would then serve on various trains throughout

Amtrak’s network, before eventually becoming part the Montrealer consist between New York City and Montreal QC. leaving on Fridays and returning on Sundays. 3113 was designated “Le Pub” and hosted a nightly disco party.

Following retirement, this car was purchased by a TCRM member, and was refurbished for use on our trains still sporting many of its original Amtrak updates.

## Excursion News and Update

Submitted by Bob Hultman, Member # 15

Our 11th excursion train for 2022 is our Spring Train Robbery Trip to Watertown on May 21, safety meeting 7 am, departure 9 am return to TCRM ~ 4:30 pm or so.

Starting with the May 7 trips, TCRM veteran car host Ted Brown has taken on the Crew Caller tasks, so please bear with him as he does even more for TCRM. His E-mail address is ted4714@aol.com & his cell # is 570-956-8810. So, E-mail or call him if you will work the upcoming excursion train trips.

May 7 Mayfest Bierfest Excursion Day  
Submitted by Bob Hultman, Member # 15

### A day in the life ----- down at TCRM

Well, May 7 the TCRM building came back to life with a vengeance..... German bier, nail-hammering game, live

music, brats & big pretzels..... and 2 short excursion trains. I got to TCRM ~ 0915 or so, got parked and then jabbered with a bunch of TCRM'ers & others. I even put a bit of black shoe polish on my work shoes and at least covered up the dust and dirt some.....Weather was a bit better than iffy, but glad I had my TCRM windbreaker jacket on anyway.

Instead of being a pest, I fetched a plastic bucket and a trash grabber out of the metal shack at our street gate, went to picking up trash & traffic cone fragments, until I filled the bucket..... Next mission..... I prepped wine glass boxes for deploying onto the trainset for the May 14 wine tasting trip to Watertown. But, had to wait for train to get back after the 2nd trip to load the glasses onto the cars.

In the meantime got some German tater salad, talked for a while with the soap vendor set up at east end of the dock & restocked the cases of wine glasses. There's 24 intact cases + 1 partial case of 24 glasses..... That's 888 glasses on hand..... After the May 14 trip, we'll retrieve some glasses so the 888 total will rise slightly..... Should be just enough to supply 2 more wine trips after May 14 before having to order another pallet of 1,008 glasses from the manufacturer.



After Randal Brooks and I got the glasses onto the trainset, and before I left for the day, the TCRM operating crew grabbed onto CSXT box car 124988 & coupled it to the west end of 7602 car..... Bob Donovan and I decided to get the sliding door open on the platform side of the car..... Well, it wasn't a straightforward ordeal..... nothing RR-related ever is..... But, several applications of 2 bars- pry & crow..... finally persuaded the door to slide open. Bob climbed up into the car (he's ~ 6' 6" tall at least) & shot some pictures for our records.

The car is not full at all, the chest freezer is in the west end of car, along with gray folding chairs, the east end, I think, has Nashville Ntrak items. Anyone wanting to open the sliding door, bring a 2-3 lb hammer, a couple good-size pry bars and 2 people. A forklift to get a pallet jack into the car will be needed to move items to the open door so the forklift can get the items lifted and put back on the platform.



One benefit of staying to the bitter end is getting some German food items the Bierhaus food venue didn't want to take back..... So, many thanks to Bavarian Bierhaus for some brats, bread & very large pretzels.



Last chore of the day was to move 2 plastic bottles of liquid A-C coil cleaner solution from TCRM building to inside the west end of baggage car ex-AMTK 1755.....



**Brenton Jones** said the rest of this coil cleaner liquid is in the ex-AMTK baggage car 1160..... but I didn't get into 1160 since me – stupid - didn't have any lite with me and I wasn't about to walk farther into 1160.

## Watertown Yard Sale JUST ONE OF THOSE TRIPS Submitted by Rob Bartley, Member # 1333

I'm sure I'm not alone in feeling that there are "those trips" and then there are THOSE TRIPS. This is the story of one of those trips. It was Watertown Yard Sale day, a couple of weeks after the Mardi Gras trip, which was truly one of THOSE TRIPS.

It began as all trips do with our safety meeting. Passenger boarding followed after gulping down a delicious sausage biscuit. Then the magic began. You can usually tell as passengers board what kind of day it's going to be. As group after group boarded, I noticed this one very young man dressed in engineer's overalls, engineer's cap, and a perfectly tied red bandana around his neck, that he'd tied himself. After all were aboard and I'd finished my opening monolog, I walked back to my perch behind the piano. I stopped and introduced myself to the young man I'd nicknamed, "Casey Jones". As it turned out Casey's real name was Wilder and he was there with his younger brothers, Milo and Rory, along with mom and dad and grandma and grandpa to celebrate his turning seven.



Wilder is not your usual young train enthusiast. He loves music along with trains and told me his impressive number of train songs that he knew the words to. As we progressed East, Wilder's grandma came over and quietly asked if I would play "Happy

Birthday" for him. I told her I would do one better and have all of us sing to him. The other passengers were all enjoying

themselves, visiting with their friends and enjoying meeting the other passengers, singing along to the occasional tune I would play. After a trash collection round or two, I announced to all the special occasion we were a part of. We then raised our voices in a chorus of "Happy Birthday" and a rousing round of applause to the aging Wilder. Needless to say, Wilder, mom, dad, grandma and grandpa wore ear-to-ear grins the rest of the day, as did we all. As we neared ending our time together, those so inclined joined me in singing Arlo Guthrie's "City of New Orleans". It's these kinds of trips that remind me why I enjoy car hosting as much as I do, and just how special our museum and excursion trains are.

## May 7 Mayfest Bierfest Excursion Submitted by Mike Volle, Member # 1241

I thought May 7 went pretty well considering the weather.



### Parking

We had 4 on parking crew which really worked out great since the 12:00 PM to 2:00 PM time frame got very busy as passengers and Mayfest guests came and went at the same time – reminded me of

the days of Thomas. It was a team effort — **Gary Willoughby** worked "in the hole" with the golf cart (Buntin Lot) and **Dave Anderson** worked the handicap while I directed the guests into the Buntin lot. **Gary Miller** also came to help — was also an asset as he was the go-for guy on the AM part and then took my place when I had to leave at 1:00 PM at the gate to Buntin lot. Thanks to **both Garys** and **Dave** for the great team effort.

**Lawrence** - I hope your hand is better soon for next weekend

## May 7 Mayfest Bierfest Excursion Submitted by Scott Frick, Member # 25378483673

### Caboose Hosting

After months of corresponding via email, I finally had the privilege of meeting Bob in person, shaking his hand, and enjoying a few minutes chewing the fat with Bob and Randal while taking a break from "Caboose Hosting." After months of exile from being at TCRM due to the "Wuhan Red Death Virus" (as Bob Like to call it), I suspect that all of those activities he engaged in yesterday should not be classified as Bob earning his keep or doing a full day of chores, but Bob doing what he loves and being happier than a pig in slop while doing it. That was certainly my impression.





### TCRM Volunteer Recognition



### TN State Fair and Wilson County Fair Fiddlers Grove Invites TCRM to Participate August 18 – 27, 2022

### Excerpts from Passenger Comment Sheets from May Excursions

By Susan Thomas, Order Board Editor

### May 14, 2022 Watertown Wine Tasting

Car 3119 – **Margaret Ann Trail** – it was relaxing and not overcrowded – and the staff were all wonderful – Margaret was a sweet lady.

Car 4711 – **Alex Dmitriev** – Overall great experience. Everyone we met was so nice, Alex was great, the winery staff were good.

Car 4717 – **Rob Bartley** – The car was comfortable, the host on our car was fun and personable, - all of the staff were fun and amazing.!

Car 4719 - **Alex Clark** – The wine was tasty and the conductors were knowledgeable, friendly and nice.

Car 4733 – **Larry Norton** – The service was super good, we were treated well by all staff and Larry was great.

Car 4739 – **Hugh Lowe and Bruce Hogan** – The wine tasting and car attendants, Hugh and Bruce were excellent. Please keep these excursions going. What a great way to spend a Saturday!

Car 7602 – **Ted Brown** – Ted Brown !! Funny personable and a great guy. He was very knowledgeable and helpful.

Car 7628 – **Joyce Chapman** – Thank you for an amazing experience. We’re looking forward to our next train adventure. Will be booking on Joyce’s car again – she was awesome!

Car 9400 – **Don Marlin, Logan Sava** – Don was very nice and accommodating. Thank you for a very wonderful event.



Most Passengers never see this gentleman, **Brent Thompson**, our train engineer. And our Brakeman, and our Train Conductor, the man in charge - **Tim Bebout**.



Plan to volunteer! TCRM Car Hosts and other Volunteers will share their passion for Excursions and Model RR with the fair going public. Our table will be inside an air-conditioned building. Work a 4 hour shift and *then* go enjoy the fair exhibits and the music!

Thanks to our volunteers who did this in previous years – free entry to fair, free parking, free meals, and lots of friends and music each evening!

576 is usually there as well, but they have a tent outside, TCRM volunteers get to sit inside in cool comfort!

**Randal Brooks** will be the coordinator for this event.

### Historical Railroad Connections to the People of Nashville

### Isaac Litton High School in Inglewood And Jere Baxter, owner of Tennessee Central RR Submitted by Susan Thomas, Order Board Editor



### Do you have Litton Lion Pride ?

On October 25, 1930, the new Isaac Litton High School was formally opened with impressive ceremonies attended by all of the prominent Nashville and Davidson County, Tennessee authorities and politicians.

Prior to this auspicious opening, there was on Gallatin Road a tract of land which belonged to **Jere Baxter**, a prominent and respected politician in the area and founder of the **Tennessee Central Railroad**. His other achievements included serving in



the State Senate and seeking (unsuccessfully) the Democratic Party nomination for Governor.



In 1887, he deeded a parcel of his land on which a four-room brick building would be built and become Isaac Litton High School.

It started out as a one room school house, with an enrollment of 12 students, and was known as Maplewood School. In 1915 a two room school house was built, and in 1920 it was expanded to four rooms. It was destroyed by fire in 1941.

In a very short time, this tiny building was bursting at the seams. The algebra teacher was conducting classes in the hall, and at lunch time the students were marched quietly to the cafeteria so they would not disturb the classes being unceremoniously taught around and among them. The Board of Education, realizing the inadequacy of the space and the growing need for something more, purchased another tract of land of about eleven acres for the sum of \$10,000. The building planned for the property was not completed until late fall of 1930, so in the meantime, the teachers and students met in the basement of the Inglewood Methodist Church. The newly built school was



named Isaac Litton, in memory of the grandfather of Judge Litton Hickman, who had been a respected judge in Davidson County for many years. In the years that followed, the school grew by leaps and bounds, making a name for itself of which the entire state could be proud. Isaac Litton High School closed in 1971. By 1990, the building had

deteriorated to such an extent that it was razed, leaving only the gymnasium building. After the formation of the Alumni Association, this revered landmark was restored to usefulness for the entire community. Grounds are now owned by Metropolitan Nashville Parks and Recreation.



On the day of **Jere Baxter's** funeral, March 1, 1904, the Nashville Retail Merchants Association and the Chamber of Commerce decided to sponsor a fund for the erection of a statue in his memory. The 3,000 pound monument of **Jere Baxter** was placed at the triangle of West End, Broadway, and 16th Avenue on May 28, 1907. It was moved several

years ago to the front lawn of Jere Baxter Middle School, on Hart lane.

*(Sourced from several web sites)*

## Memories of Working on the Railroads

### In Russia – Story and Pictures By Alex Dmitriev, TCRM Member # 1403

#### First time supervising a maintenance job and the special train.....

One of the jobs of a station master is supervising maintenance work at the station and on the main line adjacent to the station. The station master must coordinate train movement before the work is started, movement of maintenance machines and trains from the station to the working place, and back.

The location of maintenance machines and trains at the station, or sending them from the station to the place of permanent deployment and coordination of this with the passage of trains after work is also the responsibility of the station master. When I came to my new station, I met the station operator who works at the station. It was a 55 year old woman that worked on the railway many years, and I must be her supervisor. I felt that this was somehow not right. It's not me who should control her work, but she should teach me how to work. And I tried to listen to her and learn. On my first day at the station, she revealed to me two news that, I had not been told about earlier. These were two big surprises. The first is that she works for 10 more days and then retires, and the second is that maintenance work takes place almost every night near the station.

Yes, to work at the time when railroad reconstruction or big repairs take place is a great and interesting experience. And I wanted to get the experience, but in the role of station operator under supervision of my station master, not as supervisor of this work.

During the first night shift with the maintenance work I watched how she working. At the beginning, the maintenance railway machines came to the station and we arranged it at the tracks of the station in the order that they should go to the work area. The maintenance supervisor came to the station and wrote in one of our books to request the train dispatcher to visit the work site. In the request for work, the supervisor indicates the place where each train should go and stop and there should be at least a kilometer between them.

When the time comes the train dispatcher gives orders according to the request and also issues the order to turn off the electric current in the overhead line. This order also prohibits any movement of trains between the two stations except for the work trains listed in the order. According to the order, the station operator wrote special paper permit to the engineer of each working train. And all these working trains departure from the station are under red signal, by the order of the station operator. Because the train goes under the red signal, the system doesn't control the rightness of switches and the emptiness of the track before train. Everything is based on responsibility, attentiveness and double checking of everything.

The end of the maintenance work is similar but a little easier. It was a hard experience, but it was interesting. But by the second or third night shift with maintenance work I got another surprise. ...

There are special trains on the Russian Railways, in slang we called it "Lettered". We had no information about the cargo of the trains, even no information about how many cars there are. Only station masters who have undergone a background check have permit to receive special encrypted orders about day and time of the train. And the train must pass through the station exactly on time without any delays. Even at the big stations and yards any switching movement stops when the train goes through the station. Sometimes the cargo of the "Lettered" trains is very dangerous. I saw dangerous cargo signs on the cars of the trains and I understood what it was. The moving of these "Lettered" trains is under control in the headquarters of the Russian Railways in Moscow and the FSB (Russian secret service like CIA and FBI together). And who delayed these train at ones, even for five minutes, never worked at the work related with managing of train movement, or had more problem...

Now these two problems were combined. We had track replacement going on at the beginning of the station – from the organizational side it is more difficult, and just after the work we had the scheduled time for this special train. So if the maintenance crew couldn't do it in time – it would be end of my short career.

So on another night this work was started. The maintenance trains had departed for the place of the work, they were near the station and inside the station limit. In the middle of the work location, I went from the station building and walked to the work. It was a warm July night. I reached the place close to the end of the work. I saw how hard these men work. The rails have been replaced already and many maintenance men were tightening the nuts on the bolts that hold rails to concrete ties. Some of them used gas wrenches, some just hand tools, wrenches like a big letter T. The diesel engine moved slowly near these workers, and the headlight of the engine illuminated the place of work. The maintenance supervisor, man same age as me, yelled on the guys, may be because of working noise may be because he knew about the train too. And usually train dispatchers give less time for the work than maintenance people ask, so they had to work hard.

At the end of the work project I had to check that the track between the first station switch (pictured below)



and the entrance signal (pictured below)



was clear and empty from the maintenance train, and give a special notification by recorded radio to the station operator. It is necessary because the track circuits are turned off at the remote control console, so it shows as occupied, even when it is clear. I watched the engine and waited for the moment that it cleared the station limit. It should be beyond the entrance signal. And I looked at the clock and knew that there were only a few minutes left before the arrival of the special train to the neighbor station. It cannot proceed to my station until the work is completed. The maintenance train finally crossed the station limit and the track was empty. I gave the notification to the station operator. The station operator gave the order to the signal maintainer to turn on the track circuit. He turned it on and was almost running with the special shunt. He had to check the track circuit in three different places. Once the track circuits were checked, and he notified the station operator. At each notification, the station operator must record it by hand in the special book. The minutes were slipping away. I felt what the train slowly arriving to the neighbor station and these was the red signal in front of the train. According to its schedule, the train had to proceed through the station without stopping. The maintenance supervisor issued the notification about end of the work. My station operator then had to open the entrance signal for maintenance train, but I saw the red light on it. I told her by radio: "open the signal". She answered something, I repeated. She turned on the permissive (two yellows) light on the entrance signal. The maintenance train went to the station siding, and the track between the stations was free.

I was walking back near the track to the station building, it was last minute before the special train must proceed the neighbor station. It was a warm night, dawn was beginning, it was quiet around me, only the maintenance guys were putting away the tools in trucks. I knew that the train dispatcher was writing the notification fast about the end of the work, thus giving the order authorizing the movement of trains on the track between the stations, and opening the signal for the special train. When I was near the station building, at the second track from me there was the maintenance train engine with platforms, the passenger car for the maintenance workers, and the track-laying crane. On the main line behind the maintenance train the special train passed along at full speed. I looked at the watches. It was just in time!

## On the SOO Line

Submitted by Gary Miller TCRM Member #458

### Safety on and off the railroad

I had been on the Soo Line Railroad operators extra board since July 1978. In February 1979 there was a job opening for Vacation Relief #1 position and I decided to bid for it. A few weeks later the job award notice was issued, and I was awarded the position as the senior bidder.

I would relieve all operators, agents and traveling agents from Schiller Park IL to Shops Yard WI (North Fond du lac) for the entire year. A vacation sign-up form for the following year was sent to staff in order of seniority in the Eastern Division beginning in October. That would be received in the Chief Train Dispatchers office at Stevens Point WI by mid-December annually.

Many railroads had some form of safety slogan, Safety First or other similar policies.



*SOO line 6022 pulls a train through Wisconsin Dells, 2004*

Training began on the operators jobs at Schiller Park on March 1, 1979. It was a busy terminal, the largest yard the Soo had in Chicago, 31 tracks. After working the vacations for operators at Schiller Park for about one month, I next trained on the Traveling Agent (T/A) #1 job and the stations that were included in the territory. I rode along with the T/A to learn the locations of all customers, industry and spur tracks as yard checks were taken daily, where customer offices were located so I could receive bills of lading for creating freight movement waybills, provide constructive placement notices for cars the railroad had holding if there were more cars on hand than there was room on customer spurs. After 3 days of training the T/A, gave me the keys to the company car, desk keys and said, "I think you can handle the job."

After working for his two week vacation, and a few days before he would return, I was driving, delivering, and receiving paper work at the warehouse in Franklin Park IL. After exchanging paperwork, I was leaving the warehouse and pulled up behind a semi-truck waiting for traffic to clear to leave the warehouse lot and enter the main street. Thinking of being efficient while waiting for traffic to move, I began making notes and reviewing paperwork. All of a sudden, I just noticed in my peripheral vision, the semi began backing up. Before I could put the transmission in reverse, the trailer backed into the front of the agent's company car. The police were called and we exchanged names and insurance information. The vehicle was drivable and I was still usable. The following Monday the T/A returned from vacation and as I gave him the keys and he looked at the car, he

said "What did you do? I just got this new car one month before I went on vacation! I explained to him what had happened, distracted trying to be efficient. The lesson learned by me?

Safety on and off the railroad!

A T/A replaces multiple station agents (agent is manager of a station and may have train order duties as well as others), at separate stations where business is not sufficient to have multiple agents at each separate station with little to do.

A T/A obtains bills of lading from customers for outbound loads, advises customers of incoming loads, and manages demurrage. Customers have one free 24 hour period to unload incoming freight, 48 hours to load an empty with freight at no charge, after that a daily "delay " fee is charged to prevent customers from using freight cars as warehouses and improve freight car utilization.

### 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

### 2022 TCRM Excursion Calendar\*

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	Lebanon - 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

**June 15-19** National N-Scale Convention, Nashville TN  
**July 15-16** 13<sup>th</sup> Annual Madison Model Train Show  
This will be the **Nashville N-Trackers** 13<sup>th</sup> year to set up. Other layouts are HO, Lionel, and G Scale from Cookeville  
Usually, 50 vendor tables from 3 states, a lot of HO. A few vendor tables are still available.  
We need volunteers to help set up, sell admission tickets, food, and run the HO layout. This is the **ONLY** 2 day show in Middle

TN. Please call Nathan Baker, Chairman, Cell: 615-612-3324 or [nathanbaker@comcast.net](mailto:nathanbaker@comcast.net)

**Aug 7-13 NMRA NATIONAL CONVENTION** St Louis MO  
[https://www.eventsquid.com/event.cfm?preview&event\\_id=13724](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.

## TCRM VOLUNTEER NAME TAGS

Submitted by Alex Clark Member # 24533546423

Alex has volunteered to place the orders for name tags, pick up, and deliver the finished name tags to TCRM. Payment to Alex will be in cash. Please make sure you have the right change with you when you pick them up from Alex at TCRM. Those already ordered should be ready for the June 11 training class.



Three fastening styles are available:

**Magnet Bar** - \$12 each

Good for wearing on shirts/blouses, thinner materials.

**Single pin** – \$12 each

Good on thicker materials.

**Double Pin / Military Bar** - \$13 each

Stays on jackets/coats better. Special Order - may take longer.

You can order multiple styles if desired.

Alex will hold an order until he gets sufficient requests or every month as needed.

Cash Payment due upon picking up name tags.

Contact Alex for more details at: [Alex9063@outlook.com](mailto:Alex9063@outlook.com)

## In Memoriam

On May 7, we received an anonymous donation of Lionel and Marx assorted model railway layout components. It was donated in memory of **Brian Montgomery**.

**Robert Marsmaker** ...Board Member and Long Time member of TCRM. His family will hold an informal get together for Robert on Saturday May 21<sup>st</sup> from 2 - 4:00 at their Church in Hendersonville. Robert was cremated and there have not been any formal services. It will be a come and go as you please, meet and greet get together. The address is: Hendersonville 7<sup>th</sup> Day Adventist Church, 118 Anderson Ln., Hendersonville, 37075.

## 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.

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**  
**Allen Hicks**  
**Mark Henry**  
**Steve Tomblin**

**President**  
**Vice President**  
**Treasurer**  
**Secretary**

**BoD Members - Tim Bebout- operating crew trainer, Dominic Breeze – back up treasurer, Randal Brooks, George Gilbert, John Kennedy- legal adviser, Gordon Smith & Gene Turnage**

## EDITORS NOTE

**If you enjoyed reading this expanded Order Board newsletter, let the board members know!**

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](mailto: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](mailto:Smt789@hotmail.com)