

THE ORDER BOARD

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

Vol 41 Issue 4

We continue our expanded Order Board News Notice with some new sections, a little humor, member recognition, updates on excursions, railroad memories and stories, and lots of input from members – so be sure to read the whole thing.....

Donations

Clark- \$100 cash for repair of windstorm damage
Daniel & Karen Duncan- \$100 cash, no specified purpose
Ron & Valarie Fleitz- \$50 cash in memory of Larry Heath, an N&W Ry railroader from northern Ohio
Fort Houston Artisan Support Project, Al Clemmons,
Director- A scissors gate welded across the rollup door opening in the meeting room
Holderfield- \$100 cash for repair of windstorm damage
Largie- \$100 cash for repair of windstorm damage
Loy- \$200 cash for repair of windstorm damage
Larry & Sherrie Norton- \$500 cash for repair of windstorm damage
Dr David Krebs- \$250 cash for repair of windstorm damage; Dr Krebs rode 1 of our recent excursion trains
Music City Chapter, Train Collectors Association- Cash donation for repair of windstorm damage; TCRM member **Doug Roberts** is secretary & several other TCRM members are also TCA members.
Reeves- \$50 cash for repair of windstorm damage
Gary Sagaser- \$200 cash for repair of windstorm damage
Scale Trains Benton TN- \$500 cash for repair of windstorm damage
SouthEastern Region Nat'l Model RR Association- \$3,000 cash for repair of windstorm damage

2021 TCRM Schedule

May 1 German Festival Excursion Train to east of Lebanon
May 15 Wine Tasting-Spring Excursion Train to Watertown
May 22 Train Robbery Excursion Train to Watertown
June 12 Moonshine Runner Excursion Train to Carthage Jct
July 17 Murder Mystery Excursion Train to Watertown for Watertown Music & Arts Festival
Aug 7 DelMonaco Wine Excursion Train to Watertown
Nov 6 TCRM Open House-Model Train Show

Other RR Events of Interest

May 22 Secret City Train Show & Club Open House at 461 W Outer Dr in Oak Ridge TN 10 am-4 pm Eastern Time
Information- E-mail Keith at elrod73@gmail.com

May 30 - June 5 National Garden Railway Convention.
<https://ngrc2021.com> hosted at Opryland Hotel

July 16-17, 2021 12th Annual Madison Model Train Show
City Road Chapel United Methodist Church in Madison, TN
Vendor tables still available. Contact: Nathan Baker, Chairman
Cell: 615-612-3324 nathanbaker@comcast.net

Sept 9-12 SouthEastern Region Convention, Swamp Rabbit Express <https://swamprabbitexpress.org> in Greenville, SC

Monthly Thursday Meetings On Hold

Until the COVID-19 pandemic is under better control TCRM will not hold monthly meetings.

Anyone wanting to present a program at a future Thursday night meeting, please contact **Bob Hultman** landline 615-833-5158 or cell 615-513-7187 or E-mail hultman@bellsouth.net

2021 Membership Renewal –

Join or Renew on Website or In Person in Hobby Shop
By **Bob Hultman**

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

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

If you have to mail your activity fee renewals (**\$35 individual, \$40 family membership**), make checks-MO's payable to TCRM & mail to TC Ry Museum 220 Willow St in Nashville TN 37210-2159 Attn – **Admin Staff**. TCRM office is not being staffed for the immediate future.

New TCRM Members

Greg & Steve Bollig MD Hendersonville TN (Family)
Brad, Karrie & Shyan Brandon, Siara Bridgers Shelbyville TN (Family)
Cullen Cadena Murfreesboro TN
James Cortner Manchester TN
Christopher Funari Lafayette TN (Family)
Steve Gibson Nashville TN
Bruce Hogan Mt Juliet TN
James Leighton Mt Juliet TN (Family)
Mark O'Brien Hendersonville TN (Family)
Bill Strong Finger TN (RERAIL)

My apologies to new members who joined during the past several months & were not listed as New TCRM Members in the monthly Order Boards..... **Bob Hultman**, Editor

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

March 25 Storm Damage Update

By **Bob Hultman**

The severe windstorm that passed through downtown Nashville significantly damaged the meeting room portion of Willow St



building and also ripped out a portion of the TCRM shop building south side wall. The meeting room has been totally emptied out in preparation for a roof replacement. The broken glass in the front door has now been replaced. The layout modules for both NScale and HO have been placed in storage. The meeting room and museum artifact room remain closed until further notice. The hobby shop

will be open every Saturday 10am – 2pm.

TCRM Limited Reopening Being Planned

By **Bob Hultman**

Randal Brooks has volunteered to be at TCRM on Saturdays from 9 am to 3 pm Central Time. He will be in the Museum building. If there's additional TCRM members on-site willing to escort visitors, then visitors will be able to go onto the boarding platform. The Museum room & meeting room will be closed to visitors account stored items in Museum room & the unrepaired damage in the meeting room. **Randal** will start beginning this coming Saturday April 24.



Fundraiser for One of our Own Members

By **Susan Thomas**

Two days after our Museum building was damaged, Nashville experienced record-breaking rains, rivers and creeks overflowed, and many suffered from flooded homes. Several members wanted to find a way to help **Robert Blanchard**, and so we set up a GoFundMe fundraiser as a mechanism for friends and colleagues to donate. The fundraiser is still active, and you can still donate at

<https://gofund.me/b0dbca56>

Members who have donated so far are **James “JD” Brooks, Randal Brooks, Ron Fleitz, Mike Gillespie, Bob Hultman, Mike Irwin, Hugh Lowe James Nichols, Larry Paxton, Bill**



Stewart & Doug Uhler, and several other members who chose to remain anonymous. Thank you to all. So far over \$2000 has been raised for **Robert’s** family from TCRM members and their family and friends.

Of Human Generosity and Kindness...

On the return trip from Watertown on Saturday 4/17, car host **Robert Bartley** was given a generous gratuity for his service to car 7602 which had been booked by church group leader **Tonya Sherrell**. Her group had previously taken an excursion on the train. **Robert Bartley** told the group about the flood victim situation of **Robert Blanchard** and his Mom and that he was going to give their gift to **Robert** from those passengers in car 7602. **Rick White** also added funds from some of the passengers in his and **Becky's** car. **Robert Blanchard** was touched beyond words and so appreciative of the kindness and generosity of those on the train Saturday, “it just means the world to me and my family.”

TCRM Excursion Train News

By **Bob Hultman**

The Easter Bunny and Chicks greeted all our passengers, and the little ones were so excited on our sold out Easter Bunny Excursion to



Photo by Bryan Turner



Watertown on April 3, 2021



Photos submitted by Hugh Lowe

More Kudos for our Car Host, **Hugh Lowe** from the Yard Sale trip, on April 17, 2021.



Deb Pardue

Mr. Hugh LOWE was our Car Host today. We didn't go for the Yard Sale. The train ride is why we made plans to ride to Watertown. We thoroughly enjoyed ourselves. Hugh LOWE certainly did make us feel welcome.



11m Like Reply Message

1

Many of our passengers came prepared with an assortment of carts to haul their purchases back to the train.



Photo submitted by **Hugh Lowe**

Our 6th trip for 2021 is our 1st ever German Beer Express Trip co-sponsored by Bavarian Berhaus to a location east of Lebanon. Passengers will not deboard the train.

Safety meeting starts at 9:45 am Central Time on board diner 3119, passenger boarding follows at 11 am, then departure at high noon. Return to Nashville should be around 5 pm or so.

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

Plea for More Car Hosting Help

By **Bob Hultman**

Several of our excursion trains that have run since last September did so with less than 1 car host per passenger revenue seat car. The situation has become more pronounced with the start of CY 2021 trips. Passenger safety is the main concern, with increased work during & after the trip imposed on the crew actually working the trip a secondary concern. If you have car hosting experience, TCRM needs your help on the rest of CY 2021 trips. If you don't have car hosting experience & would like to get some, your opportunity is coming right up..... There's a couple new trips scheduled (beer-wine, spirits tasting trips), plus a trip added in June this year. Contact **Bob Hultman** landline 615-833-5158, cell 615-513-7187 E-mail hultman@bellsouth.net

Tuesday - Thursday Maintenance Team

By **Susan Thomas**

If you would enjoy participating in repair and renovation projects on Tuesday mornings, let **Bob Hultman** know and reach out to **Ken Fagan** at 2kenfagan@gmail.com. **Ken** will be happy to meet with you. Right now, it is a one-man team and **Ken** could really use some help performing continued maintenance in the passenger cars. The following is a report listing work completed by **Ken Fagan** in response to issues as noted in the recent Car Status reports.

4/3 4717 Reported by Car Host **Robert Blanchard**
Seat pr 29-30 off track

KF - The turning mechanism was reattached and now works well.

4/3 4739 Reported by Car Host **Bill Howard**
Seat pr 7-8 won't turn.

KF - The seat pr was freed up and the mechanism was lubricated. Now turns well.

4/3 9400 Reported by Car Host **Don Marlin**
Vestibule steps on east end.

KF - Flange bracket under carriage holding steps needs to be replaced. Operating crew was informed to complete repair. Needed repairs on ripped seats in the upper deck (aka dome) was escalated. **Tanner Peterson** E-mailed saying he's ordering 4 of the flanges from a fabricating shop- Editor

4/3 7628 Car Host **Hugh Lowe** Door on non-vestibule end (A end of car) only half closes.

KF - Both inner and outer door sweeps were removed and replaced; several missing bolts on door hinge were replaced, but that did not solve the problem and there was no improvement. The underlying plywood flooring may be warped from moisture. Two chair rails were installed.

(Door hinge screws driven into door frame could be loosened & the door levered upward a bit, screws retightened & see if that helps..... This assumes there's free space at door top within door frame for door to move upward slightly..... **Bob H**, Ed.)

4/3 3119 Car Host **Larry Norton**
Small Hoover Vac

KF - Recharged the battery and cleaned out the filter. Replaced AC air filter.

3113 Reported by Car Host **Robert Bartley**

KF - Repaired Electric Piano foot pedal (for sustain bar). Comment from **Robert Bartley** – "**Ken Fagan** gets the Grammy Award for "best performance by a support technician" for his work in diagnosing and repairing the sustain pedal on the Rhodes piano in 3113," after Rob "noodled" on it on the 4/17 excursion.

4733 Reported by Car Hosts **Colby Adams/Thomas Grosse**

KF - Replaced overhead light bulb and installed a metal trim piece between seats.

CAR HOSTS REMINDER - For each trip we provide a car report form in the car folder, should be in pocket of right side of folder. Please make sure to fill these out so that the Tuesday – Thursday Maintenance Team can fix the issues. This can be problems with the seats, roof leaks, light bulbs burned out, vacuum cleaner not working, no water, sink and toilet leaks, etc, etc. If there are no issues, then just write NONE. These forms are the only way the team can know what needs attention and perform repairs in each car. "A stitch in time saves nine." And **Ken** will send you an email reporting the status of the repair.

Restoration and Maintenance News

By **Bob Hultman**

No specific reports received..... I do know **Jason Whipp** has continued cosmetic restoration of TCRM's EMD SW1 applying primer to the south side of the locomotive hood.

TCRM's Volunteer Incentive Program

By **Bob Hultman**

The Volunteer Incentive Program was discussed at the Board Meeting on Feb 11 and has been revised. The additional 5%

discount in the TCRM Hobby Shop has been eliminated. For the present time, a hardback bound notebook on the admin wood desk is available in which TCRM members can record their volunteer hours. The incentive is free excursion train tickets for volunteer hours worked. To obtain free excursion train tickets, you need to 1) be a TCRM member in good standing (aka, paid your activity fee for the current calendar year) & 2) notify **Terry Bebout** of your request for free tickets.

Need a TCRM Name Badge?

By **Bob Hultman**

Deadline to order your name badge is COB Monday, May 3.

TCRM periodically offers members the chance to order name badges. Currently our vendor is 1st Place Trophy in Hendersonville TN. Their name badge Web page

<https://www.firstplacetrophy.com/nametag.html>

2-color name badges are \$12.95 ea, with a price break at 2 thru 9 of \$11.50 ea & then at 10 or more \$10.50 ea. So, if you want to order name badges, we'll gather the names & place the order. I'll send them a completed TN sales tax-exemption form. One of our members lives close to the shop so hopefully he would be able to fetch the badges to TCRM.

Badge color scheme is bright red background with white lettering & graphics. There are 2 styles for holding the badge to clothing, 1) a pin assembly glued to the back of the badge or 2) a magnet bar holding the badge in place on your clothing. The foldover style some of us have isn't available thru this vendor.

We'll hold off on payment until we get a final total. We will require payment up front before we order your name badge. E-mail hultman@bellsouth.net if you want to order name badges.

TCRM Hobby Shop Update

by **Hank Sweetman**

The Hobby Shop remains open every Saturday from 10 am to 2 pm, even though the Museum is closed due to the storm damage incurred last month.

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.

Thanks to our dedicated staff of volunteers who give up their time to allow the Hobby Shop to be open:

Mark Henry **Ed Davies** **Ron Fleitz**
TK Starkey **Susan Thomas** **Rachel Wooten**
Gary Willoughby

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

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

HO Scale Model Railroad News

By **Bob Hultman**

The HO RR that was in the meeting room has been taken down & stowed in the Museum room & in the single-axle van trailer halfway down the passenger walkway. Many thanks to **Randal Brooks, Moose Guzman, Eric Henry, Stephen Hook, Bob Hultman & Tanner Peterson** for disassembling & stowing the RR. The reason for this activity is that the meeting room roof will have to be fully removed for repair & leaving the RR underneath would be foolhardy. In the meantime, we have a good opportunity to make needed repairs or upgrades to the various modules.

My promised E-mail message about Free-Mo modular railroads has not been generated yet. **Moose Guzman** has supplied me with a lot of references for Free-Mo modules; I'll make sure to get the E-mail message out this week still....

Nashville Ntrak News

By **Bob Hultman**

Nashville Steam Preservation Society is letting Nashville Ntrak store their N scale RR, that usually is on display in the southeast corner of our meeting room, in the NSPS 50' ex-CSX box car. Per **Terry Bebout**, the car is in place on Museum track for loading, which is to take place Friday Apr 23. Car will go back to the storage track inside the Southern Junction wye.

As per Steve Wright - We have not started on the process of fixing any of the Ntrak modules, we had to place all of our modules in our trailer for safe keeping. The modular layout did not sustain major damage, the permanent club layout did not sustain major damage but both layouts sustained water damage. There is no recovery plan currently. We will wait until the museum has more information.

NScale Facebook Page:

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

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

YouTube:

https://www.youtube.com/channel/UCAfw5a8YVISHQFaNBPU_D34g

Member Model Layout Spotlight

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

A Fictional Retirement Regional Railroad -- by Ed Davies

Like most rail fans and modelers, the lore and love of trains came at an early age. For me it was my father, who worked for the Reading Railroad (passenger division) for 43 years. As a boy, I would ride the MU passenger cars up front with the engineer into the Reading Terminal Market train shed in Philadelphia. Hang out in the crew quarters then ride home. Over my lifetime I have





had a few HO scale layouts but really got started again in the hobby upon my retirement in 2014. I needed something to do so I got my equipment out again. My railroad is called the Keystone Belt Railway. A fictional regional railroad set in no particular location with no real specific time era. I will say its post-steam and pre ditch light and is all diesel equipment. The

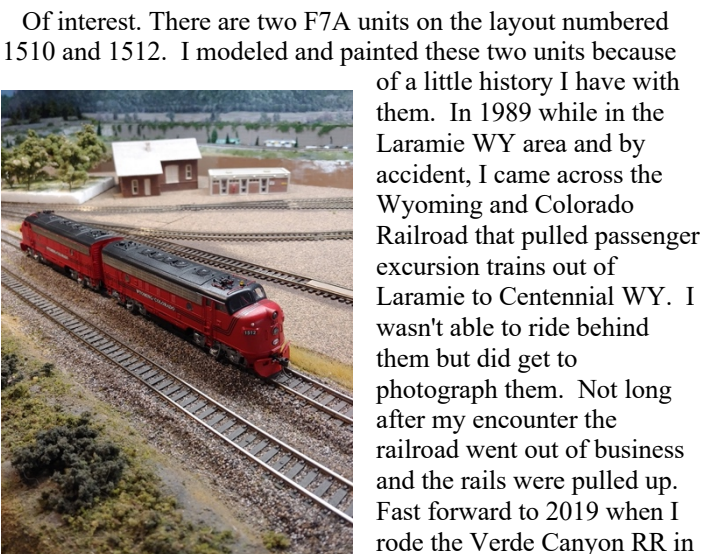
location could be anywhere east of the Mississippi. It's totally a freelance layout with no particular operations model in mind. For me, I like to assemble trains, run them around the layout then break them down into the yard. Coal is a big mover on the Keystone Belt along with some grain and oil trains.

The layout is housed in a detached 14 x 24 foot garage structure that I had delivered to the property. I ran electric to it, walled the inside and began layout work. The track plan is something I came up with after viewing several small size track plans. It's a double track main line with a stub end yard and engine facility. There are also a few industries on line to switch and I recently added a small interchange area where the Keystone Belt interchanges with CSX, and it's not uncommon to see other railroad power appear on the layout as run-through power as well. The track is Code 100 with Peco turnouts. The minimum radius is 24 and maximum grade is just over 2%. I airbrush paint and decal all my locomotives. My locomotives are a variety of Kato, Atlas and Athearn units. It's been a long time since I got back into the hobby so all my locomotives were DC when last out. I bit the bullet and jumped into the DCC world and have installed sound decoders into all my locos and I run the layout with the NCE Power Cab throttle having a 5 amp booster attached.



Of interest. There are two F7A units on the layout numbered 1510 and 1512. I modeled and painted these two units because of a little history I have with them. In 1989 while in the Laramie WY area and by accident, I came across the Wyoming and Colorado Railroad that pulled passenger excursion trains out of Laramie to Centennial WY. I wasn't able to ride behind them but did get to photograph them. Not long after my encounter the railroad went out of business and the rails were pulled up. Fast forward to 2019 when I rode the Verde Canyon RR in

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AZ. The train was being pulled by two F7A's numbered 1510 and 1512, now painted in the Verdi canyon blue scheme. These two units started life on the Alaskan Railroad and are still pulling today so I decided to model them. The frames and motors are from two older model MRC 1999 F7B units that I bought from the museum hobby shop. I fixed up the frames and motors, added Soundtraxx sound decoders and bought two F7A shells. I painted them into the WYCO red and black and was able to find decal sets for the units to complete the project. They were fun to build and the units run/sound great. I'm now working on a few passenger cars to go along as well. These will be the only passenger trains that run on the railroad at the present time. All track is completed and trains are running but it's far from finished. A lot more scenery needs to be done. Hope you enjoyed my HO journey. It's been a great retirement hobby. All Photos by Ed Davies

TCRM Library News

By Bob Hultman

TCRM member **Carter Newton** has volunteered to take **Don Strong's** place as TCRM Librarian. New TCRM members **Karrie Brandon & Steve Bollig** have also expressed interest in helping with the Library. TCRM looks forward to **Carter** continuing the work **Don Strong** was doing.

Railway Memories and History in Tennessee and Beyond

If you have stories, memories or photos to share on local RR history, please contact the Order Board editor.

Climbing the Grade from Emory River to Emory Gap As recounted by Hugh Lowe

It is the grade from the Emory River trestle crossing up the hill to Emory Gap that I want to tell you about. Southern Ry would send 110+ car freight trains down from Cincinnati pulled by tandem steam locomotives. These trains could only go so fast because of the curves and the trestle. Soon, the locomotives would bog down and the entire train would inch to a stop. At this point, the conductor would set the brakes on the caboose and the locomotives would back down until all the coupler slack had been taken up and the weight of the entire train was resting on the brakes of the caboose. My vantage point for watching this spectacle was from the H&NE yard on the East side of the river.

The engineers and the firemen would then pour the coal to both locomotives and I could hear the slack being snapped from each coupling, in sequence, until finally the caboose with the brakes released, would roll a few feet up the grade. When the train bogged down again, the conductor would set the caboose brakes again, and they would repeat the entire procedure until finally the locomotives would start to roll downhill on the South side of Emory Gap.

This is the TN Central bridge that took the TC passenger trains across the Emory River and into the Harriman Southern Ry depot (to the right of this photo). Way in the left background and down close to the water is where the CNO&TP trains would struggle to get up the grade from Harriman Junction on the right to Emory Gap out of view on the left. Harriman Junction is actually in that dip or gap in the mountains just to the left of the overhead steel structure of the bridge in this photo.

To this day, I still marvel at the determination and coordination displayed by these train crews in their efforts to get these

heavily loaded trains up this long grade. I would guess that by the 1955-57 time frame, the locomotives had an auger (aka

mechanical stoker) to feed the coal from the tender into the firebox. I don't think that remote control of the locomotives was available at that time so the two separate engineers would have to work together to operate the two locomotives together to optimize the pulling force on the train. They probably did have radio communications but may have coordinated operations between the locomotives and the caboose using flag signals. When diesel locomotives were introduced, I was amazed to see that they could pull the same trains up that grade without faltering, thus putting the intricate procedure with the steam locomotives into the pages of history.

Tennessee Central equipment somewhere in the Gap



In last month's Order Board, we featured **Hugh Lowe's** memories of his childhood 20-mile ride on the Southern Ry's Royal Palm train from Oakdale to Harriman TN.



The Royal Palm passing through Emory Gap, All photos in this article submitted by Hugh Lowe.

Artifact of the Month From the Museum Artifact Room

This church was part of the O Scale layout at the Children's museum.

Little is known about this model and where it was placed on the layout. This a model of Woodmont Christian Church, 3601 Hillsboro Pike, Nashville.

If you have any additional historical information about this item, please submit to the editor.



Union Station Model and Restoration

By Susan Thomas

If anyone can add to the history of this unique model, or have an interesting story regarding the model, please contact the newsletter editor. It is a treasure and we need to make sure it is preserved and protected.

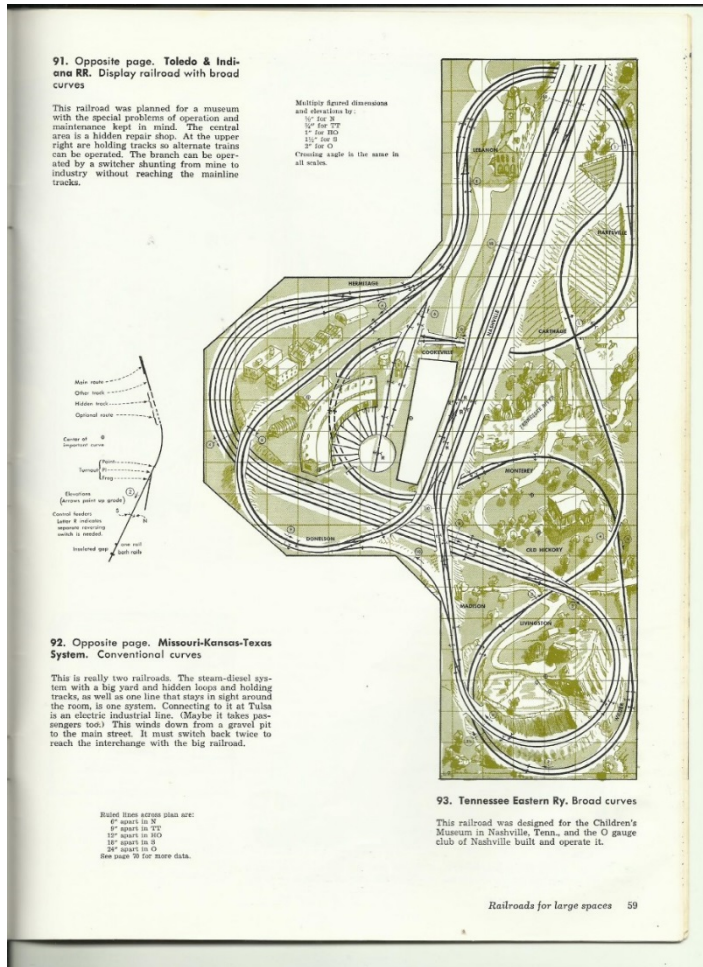
The statue of Mercury that sits atop the Union Station tower has been reunited with the model.

More History from Randal Brooks

After reading **Ralcon Wagner's** article in the March Order Board, I seem to remember the Union Station model was at one time in the lobby of the Union Station Hotel. I don't remember what years. Also, some people may not know this but in our artifacts room we have the L&C tower and a church from the

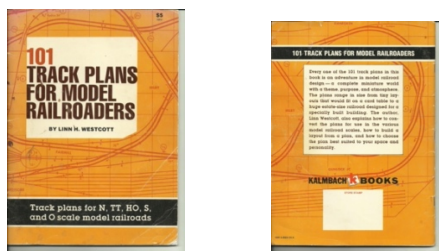
Children's Museum layout. There is also a picture on the wall of the layout, but strangely enough I don't see the L&C tower in the picture.

Given that information, here is something I found in my collection. This came from a book entitled "101 Track Plans for Model Railroaders" a Kalmbach book published in 1956. It is on page 59, layout number 93. They call it "Tennessee Eastern Ry. This railroad was designed for the Children's Museum in Nashville, Tenn., and the O gauge club of Nashville built and operated it."



On the layout plan you will clearly see in fine print Nashville, Hermitage, Donelson, Old Hickory, Lebanon, Madison, Hartsville, Carthage, Cookeville, and Monterey. I saw this layout several times, but I can't remember if the layout looked exactly like this.

This layout plan was from this book:



Patrons Positive Feedback for Volunteers

By Susan Thomas

Bill and Mary Cress sent me this email letting me know how pleased they were with the excursion trip in general, and in particular, the kindness of everyone they met on the train that day, and afterwards.

"We heard about a murder mystery train and thought it would be interesting. We planned a day trip to Nashville to ride the train. The train was very clean and all the employees/volunteers made us feel extremely welcome. They went out of their way to make you feel comfortable and knowledgeable about our new surroundings. There was a dining car for snacks and drinks. That car was great you could smell the hot dogs and burgers as you approached the car. Our favorite was the souvenir car. We found several unique gifts to purchase. We got a t-shirt and sippy cup for each of our grandsons. I got a long sleeve train t-shirt as I knew my daycare kids would love it. They are huge fans of the Dinosaur Train show.

The weather was not perfect there was a chance of rain so we brought a new umbrella my husband had gotten from work. It was a really nice extra large one that the employees got from one of the manufacturers that do business with his company. We used the umbrella for the first time that day. When we got off the train there was a nice lady selling fried pies. We enjoyed our time we had off the train shopping and getting lunch in Watertown. It was a really nice town with boutiques, coffee shops, antique stores, restaurants and even a food truck. After a nice afternoon we boarded the train for our ride home. We anxiously awaited the conclusion to our murder mystery performance.

With all the bags we had from town when our ride was over we forgot our new umbrella. We didn't realize until Monday when my husband went back to work. He called and left a message inquiring about the umbrella. He thought he would give it a shot. Not sure if he would see it again. He was pleasantly surprised to get a phone call from **Mr Randal Brooks**. He put our name on it with a note explaining we would be back in a few weeks to pick it up. We live a little over 2 hours away. During that time we had a horrible storm and the Train Depot had water damage. We were in contact with **Randal** and he was kind enough to pickup our umbrella and mail it to us. We are grateful for the kindness of our friend we never even met. He went above and beyond his duty to help a stranger out. We are extremely impressed by the kindness of everyone we met that day on the train. It's was so nice to know that there are kind people that will help a stranger in need."



Photo submitted by Bill and Mary Cress

TCRM Member Spotlight

By Susan Thomas

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

Name: Braxton Kohl Starkey **Membership #** 1382
(Braxton is 11 years old and in 5th grade)



When did you join the TCRM?

BKS - 2019

What was your primary interest or reason for joining?

BKS - The love and thrill for trains and being around like-minded individuals.



Do you have a home layout and what inspired you to build it?

BKS - Yes. And I built it because I wanted to see, hear, and have them close. Others layouts, online layouts, TCRMs layout, and just other train enthusiasts prompted me to begin construction at home. It is still a work in progress.



How has your interest or participation changed over the years?

BKS - The addition of different engines, more research and gained knowledge, more volunteering at TCRM, purchasing and building train kits from Walthers and tons of images and video collections.

What has been a highlight of your membership experience over the years?)

BKS - All of it...the trains, the other members, the connection!

What area of volunteering or activity do you participate in?

BKS - Car train hosting and HO layout operator at TCRM, my mom volunteers in the Hobby Shop and we visit other railway clubs/museums in TN and nearby states.

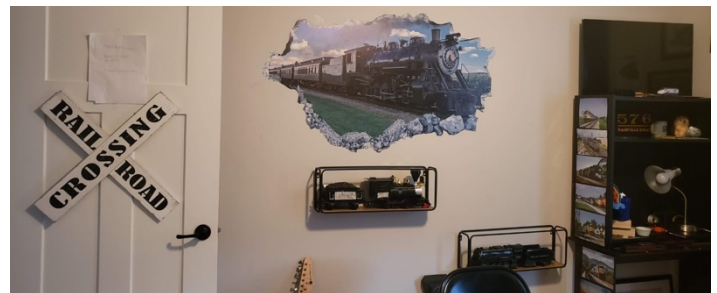


How could the organization better meet your needs?

BKS - Monthly membership meetings to learn, fellowship, and assist in more knowledge of trains, layouts, etc.

Do you think that you will still be a member in 5 years?

BKS - Absolutely, I'll one day run and operate a locomotive



Why or Why Not?

BKS - It's my passion, my love, my favorite



Operation Lifesaver Update

By Jill McClintock

Executive Director - TN Operation Lifesaver

Railroad Investigation and Safety Course (RISC):

Operation Lifesaver has a new course dedicated to law enforcement, fire fighters, EMT's or anyone who would be responding to a rail incident. A collision scene may be complex and consist of a variety of safety concerns for first responders. Operation Lifesaver provides a course to help address these safety issues.

Attendees will learn personal safety techniques while they are investigating a grade crossing collision or trespasser incident, in addition to maintaining on-scene safety unique to the railroad environment. The course is offered in one, two or four hour formats and is free of charge. It is also POST Certified. We have trained instructors who will come to your location to conduct the course.

For additional program information, email Operation Lifesaver at - RISC@oli.org.

Jill McClintock can be reached at jmoodytnol@comcast.net. Check out the many resources of OLI at www.oli.org

Railroad Quiz

If you find an interesting RR quiz, or would enjoy developing a RR quiz, submit to Susan Thomas at smt789@hotmail.com

This vintage quiz is excerpted from "Tracks—C&O Rwy. Magazine, Copyright January 1956. Tracks" was published monthly by the Chesapeake and Ohio Railway Co. in the interests of its employees to whom it was distributed free of charge. It was available at 10 cents per copy, or \$1 per year."

1. How many piers in a fourteen-span bridge, not counting the abutments?
2. Do the initials, TOFC, refer to freight traffic, railway mail service or passenger service?
3. In railroad slang, what is a brass-pounder—a blacksmith, a spike driver, or a telegrapher?
4. Which of these materials is unsuited for track ballasting—cinders, sand, gravel, or gumbo?
5. What is known as a "paper rate"—a freight rate on the transportation of paper, or a rate that is never used because no freight moves under it?
6. Is the second section of a designated train regarded as an extra train?
7. In which department of the railroad is a commercial agent employed?
8. Can a railway passenger arrange in advance for the rental of an automobile at the end of his journey?

9. What is "dead space" in a freight car—space between floor and underframe, space in bunkers, or unused space in the cargo-carrying part of the car?
10. Who bears the expense of an unemployment compensation in the railroad industry—the railway employees, the railroads or railroads and employees equally?

Answers can be found on page 10

TC Company Store News

By Susan Thomas

Closed indefinitely due to the storm damage.

Nashville Steam Preservation Society – NSPS - 576 Update

By Joey Bryan

It has been an interesting few weeks for the restoration beginning with the storm on March 25th that heavily damaged the TCRM meeting room as well as the shop where we are working on No. 576. Three workers were in the shop at the time when a section of roof from a nearby building crashed through the upper wall of the facility. Thankfully no one was injured and No. 576 escaped with no damage. As it turns out a steam locomotive boiler can double as a tornado shelter in a pinch. With the shop out of service, our team turned their attention to the tender and media blasted the interior of the water tank and started repairing the baffles. The baffles are large metal walls with holes that divide the tank into sections stabilizing the water while the train is in motion. Work resumed on the engine as soon as the debris was cleaned out of the shop. Despite everything the restoration is proceeding on time and the wheels will be removed later this summer.

Before the storm, Nashville Steam received a \$40,000 grant from the Emery Rail Heritage Trust for the rebuild of the locomotive's air compressor. And this past Friday, Trains Magazine announced that Nashville Steam and No. 576 have been selected as the 2021-2022 Preservation Partner. This is only the second time the magazine has partnered with a non-profit for a year-long sponsorship to advance a landmark project in American railway preservation. Last year, the Trains Preservation Partner was the Western Maryland Scenic Railroad to help in the operational restoration of the Chesapeake & Ohio 2-6-6-2 No. 1309 steam locomotive. That effort alone raised more than \$600,000 and we are very confident that amount can be reached for No. 576 as well!



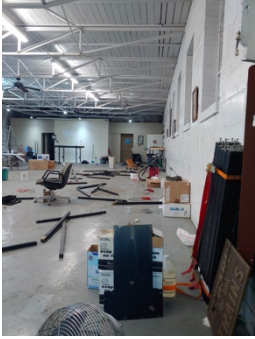
Classified Ads
Items Wanted - Items for Sale

None submitted this month

TCRM Storm Damage Update for Members (Received after the closing deadline for newsletter)

President Terry Bebout has advised that Dowdle Construction came out and looked at the building Thursday April 15. They are coming back during the last week of April with more subcontractors to come up with a plan. TCRM received the engineering damage report on April 16.

Wilson Steel got started on the engine house repairs April 16, but as of April 20th is still waiting for materials to arrive to begin the work.



Terry Bebout also advised he will be meeting with the Dowdle Construction Team on Tuesday Apr 27 at 10 am to further discuss storm damage repairs to the meeting room portion of the building. Under consideration will be timelines, permits, upgrades, etc.

QUIZ, humorous interactions with our passengers, share them with all our members!

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

Note that for any submission to the newsletter, the deadline is the 17th of each month. Any submission received after the deadline date will held until the next monthly Order Board.

Contact the Order Board editor at hultman@bellsouth.net or call his cell phone 615-513-7187.

Correct Answers to the R.R Quiz on page 9 (as per C&O Rwy. Magazine," Copyright January 1956.)

1, Thirteen 2, Freight Traffic (trailer on flat car).
3, A telegrapher. 4, Gumbo. 5, A rate that is never used.
6, No. 7, Traffic. 8, Yes. 9, Unused space in the cargo-carrying part of the car. 10, The railroads. (a little RR propaganda in this answer!)

TCRM and Model Railroad Club Board of Directors

Terry Bebout (president, ex officio),
Bob Hultman (vice president, ex officio),
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Robert "Mars" Marsmaker,
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If you enjoyed reading this expanded newsletter, reply to the newsletter editor with 3 thumbs up. 👍👍👍.

It took much work and time to put it together, with many members contributing stories and pictures.
If you have stories and pictures, your model layout at home, Broadway Dinner Train memories, Railroad memories, A