

THE ORDER BOARD

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

Volume 41 Issue # 7

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

New TCRM Members

Jonathan, Noah & Susie Peace Hartsville TN (Family)

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

Donations

George Benson- 10 softcover books on various model RR topics for resale by TCRM

Bob Hultman- 25 pieces Midwest Products HO cork roadbed & 10 pieces of Atlas HO Code 100 Nickel Silver FlexTrack; Frigidare mini refrigerator

Network for Good- \$415 cash, most likely donations thru FaceBook for building damage repair

2021 TCRM Schedule

- Aug 7 DelMonaco Wine Excursion Train to Watertown
- Aug 12 Combined TN State Fair & Wilson County Fair -Aug 21 Lebanon TN
- Sep 4 Brews & Bluegrass Excursion Train to Watertown
- Sep 18 Southern BBQ Festival Excursion Train to
- Sep 25 Train Robbery Excursion to Watertown
- Oct 9 Fall Mile-Long Yard Sale Excursion Train to Watertown
- Oct 16 DelMonaco Wine Tasting Excursion Train to Watertown
- Oct 23 German Oktoberfest Excursion Train to Wilson County Fairgrounds in Lebanon
- Oct 30 Fall Foliage Excursion Train to East of Watertown

Monthly Thursday Meetings On Hold

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

TCRM Limited Reopening

Randal Brooks continues to be at TCRM most Saturdays from 9 am to 3 pm Central Time. The Museum room & meeting room will be closed to visitors until the meeting room and model railway layout room area reconstruction is completed.



However, Saturday August 14th and 21st, **Randal** will be working at the TN State / Wilson County Fair -

Fiddlers Grove promoting TCRM - excursions, our main revenue source for funding the museum activities, and membership and volunteer opportunities.

If you would like to cover the desk, answer and provide tours on Saturday August 14th and /or August 21st down at our TCRM location, please let Bob Hultman or Randal Brooks know.

March 25 Storm Recovery Update

By Terry Bebout, TCRM President



Our damaged flagpole has been cut down. The flagpole company has not yet scheduled a date for installing a new flagpole. There is no update on Metro Nashville government issuing demolition or constructions permits.

Other RR Events of Interest

Aug 14 Train Collectors Association Music City Chapter Summer Train Show - Vol State College Gym in Gallatin TN Information- 615-646-2232 E-mail petrone.v@comcast.net

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

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

TCRM Excursion Train News

By Bob Hultman, TCRM Vice President

Our July 17 Murder Mystery Trip to Watertown & their Jazz Fest was a great success with record food-drink sales. There was some delay getting to Watertown, but nothing of great consequence.



Who murdered Tiny Tim? The bearded lady? The MC? Or the silent clown? (Photo by Susan Thomas)

Watertown Jazz Festival – a big hit with our passengers.



Jerry Krahn's Fat Tuesday Dixieland Jazz Band.
Photos by Susan Thomas

Our next trip is a DelMonaco Wine Tasting Trip to Watertown on August 7 It's getting close to being sold out. Safety meeting starts at 8 am Central Time on board diner 3119, passenger boarding follows at 9 am, then departure at 10 am. Return to Nashville should be around 5:30 pm or so.

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

TCRM Hobby Shop Update

by **Hank Sweetman, TCRM Member**

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

We recently received another donation of HO rolling stock, locomotives and accessories. Stop in and check out the selection.

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

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

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

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



TCRM Booth at TN State Fair/Wilson County Fair at Fiddlers Grove Volunteers Needed August 12 - 21

By **Susan Thomas, TCRM Member**

We need volunteers to help work the booth, promote the excursions, membership and volunteer opportunities. Check out the dates and time slots, that are still open, on the spreadsheet below. You can view it, but not edit it.

https://docs.google.com/spreadsheets/d/1sjIFipv3G1M_zssr31L_Me_6VAgidgim9K4XHSgI2VxM/edit?usp=sharing

The available time slots can be seen on the share document. You need to input your own google or gmail account id and password in order to access the spreadsheet on line in google docs. Choose day and time you will volunteer, and email to both Bob Hultman, hultman@bellsouth.net and Randal Brooks randalbrooks@yahoo.com and they will sign you up on that list.

The booth space will be small this year, such that at any time we can only have a maximum of 2 volunteers at any one time. It is inside an Air-Conditioned building. August 12 - 21, Weekday shift evenings starting at 5pm, and all day on weekends.

Further information on vendor parking and fair access will be provided once you have signed up. Meals are usually provided and of course before or after your shift, you can walk around the displays. Just remember this is an extremely popular event, and it can take as long as an hour to get from the I-40 exit to the fairgrounds parking lot, so make sure you allow plenty of time.

Sometimes google docs can be a bit picky, if you have trouble accessing the shared document let us know!

Restoration and Maintenance News

No update this month.

TCRM Vintage Car Maintenance Team

By **Susan Thomas, TCRM Member**

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

Car 3113

Bench Seats/Backs loose.



Determined that seat backs were originally held in place by a clasp – a button and eye mechanism – but are no longer there. An interim solution was to use strips of Velcro, but these Velcro strips are not strong enough to hold the seat backs firmly in place long term. Replacement Velcro ordered.

Seats and backs thoroughly cleaned with vinyl cleaner and conditioner.

Photos submitted by Ken Fagin

Car 9400

Vestibule Stairs – Repairs made so that the stairs up to the dome no longer wobble.

Dome seats 65/66 are now secure in their frame.

Rest rooms cleaned – problems resulted from no water in the tank prior to excursion trip.

Car 7602

Light fixture frames - Added screws and tightened the ones already in place to secure them, as many of the quarter turn fasteners are loose or missing.

Hand sink water valves - repaired

Car 4733

Tray table – Broken arm secured with replacement screw

HVAC - Vacuumed return screen and changed filters. Screen was completely blocked with dust and filters were very dirty.

Vestibule – Rinsed of whiskey/ wine/ beer stains from last trips with water. Needs to be more thoroughly scrubbed with soap.

Car 4711

Seat 28 - Completely removed footrest and the ratcheting mechanism where bolts are broken off at surface.

Seat 17/18 - Replaced bulb. Light works now good.

Aisle passageway lights - Replaced 2 bulbs.

Vestibule Door - A side not fully closing. Resecured with machine screw and lubricated lock.

HVAC - removed dirty filter from above return screen.

Car 4739

Seat 48 - Replaced torn seat back cover.

TCRM Member and Customer Care Making the Grade

“Two things remain irretrievable: time and a first impression”
Cynthia Ozick

Restrooms reflect our overall care of the train and our passengers.

What Impact Does a Restroom Experience Have on Our Passengers Memories of a Wonderful Day Out with Family and Friends?

Our bathroom facilities speak volumes about our organization, and figure repeatedly in our passenger surveys. Yes! we will be critiqued on our car lounges and toilets. How do restrooms influence a customer’s perspective?

Problems in restrooms negatively impact our patron’s experience. According to USA Today, 3 in 10 consumers say there are NO second chances with restrooms and that they will not return to the offensive restaurant, nor a train car!

To ensure positive passenger restroom experiences, we ask the Car Hosts, prior to departure:

Check there is water in tanks by testing the faucets in rest rooms.

Make sure there are adequate supplies of toilet paper and towels

Make sure the soap bottles are filled and clean on outside.

Make sure sinks and surfaces are all wiped down and sprayed with a disinfectant.

And check again before we depart for the return trip. And if there is no water, close the toilets/lounges down and refer our guests to an alternate car! A simple explanation that we have the unique privilege to travel in a museum car with 1950’s plumbing, that sometimes fails, turns a negative to a positive!

TCRM Volunteer Recognition By Susan Thomas, TCRM Member

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

Parking, Passenger Greet, and Station Master Check In:

Randal Brooks, Bob Hultman,
Lawrence Lilly, Gary Miller, Mike
Volle,



Lawrence putting out the cones

Car Hosting:

Robert Bartley, Robert Blanchard, Ted Brown, Joyce Chapman, Alex Dmitriev, Steve Gibson, Carol Grandstaff, Thomas Grosse, Bruce Hogan, Bill Howard, Hugh Lowe, Don Marlin, Larry Norton, Ken Oosting, Adam Shaw, Chelsea Taylor, Susan Thomas, Becky White, Kelli White, Rick White.



(Robert Bartley tickling the ivories in 3113)

Food Service:

Terry Bebout, Brenton Jones, Steve Tomblin, Doug Uhler

Concessions:

Peggy Bebout



Train Crew:

Eric Henry, Steven Hook, Tim Bebout, Brent Thompson,



Tim Bebout

Maintenance:

Randal Brooks, Ted Brown, Ken Fagan, Bob Hultman

Library:

Carter Newton, Allene Newton

Hobby Shop:

Ed Davies



Order Board / Newsletter Contributors:

Susan Thomas, Terry Bebout, George Benson, Alex Dmitriev, Ken Fagan, Bob Hultman, Gary Miller, Hank Sweetman, Bryan Turner,

Landscape and Building Maintenance:

George Benson

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

Excursion Train Car Host Procedures

- A Review

By Bob Hultman, TCRM Vice President

Car host reminder- please check both mens & womens restrooms several times during a trip, especially during the return trip to Nashville. Why? Well, to prevent bad things from accumulating in the..... Uh..... "fixtures"..... Both of 9400's restrooms ended the June 12 trip with goody accumulations of "material" in them..... To the point where Randal Brooks & I got to spend 2 consecutive Saturdays cleaning the "fixtures". Come to find out the train did not get watered prior to the June 12 trip. So, which car runs out of H2O the fastest? The dome car, you say? Yes, Carrington, you are correct..... If the restrooms were being checked on a frequent basis (3x-4x on each leg of the trip), then if a car runs out of water, then the restroom can be put OOS (out of service, lock toilet room door, put sign up that toilet is OOS) promptly, lessening the cleanup inevitably required.

HO Scale Model Railroad News

By Bob Hultman, TCRM Vice President

I've been doing car repair on several pieces of rolling stock from the TCRM HO car fleet. This also includes wheel cleaning & getting the car weight close to the NMRA Recommended Practice (RP 20.1). Other repairs include regluing parts partially broken off, doing some paint touchup, repairing cardboard boxes for structure storage & also working on some diesel locos that last ran on the Sircy Bldg HO RR. Remounting KD couplers, bringing the couplers to KD coupler gauge height & removing excessive vertical movement by the coupler drawbar.

Nashville Ntrak News

No updates from the Ntrack group received for the July Order Board.

Ed. Note- Nashville Ntrak did set up their N scale RR at the Madison Train Show July 16-17.

NScale Facebook Page:

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

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

YouTube:

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

TCRM Library and Archive News

By Carter Newton, TCRM Member

Despite the summertime temperatures, work cataloging the Library and Archives continues. In addition to a wide selection of general railroad histories, we've recently completed cataloging a significant number of volumes on the history of interurbans and streetcars. For those who are interested in modeling interurban

operations, or who are curious about their history, routes, and fate, the TCRM L&A has plenty of materials to learn from.

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

Featured Item of the Month

What are they? A collection of Trains Magazines, from Issue 1, Volume 1

When are they from?
1940 until the present



Why are they significant?
This collection of Trains Magazine includes most issues back to the magazine's founding in 1940, including this issue in 1946 detailing the Tennessee Central.

Artifact of the Month



Last month we featured a recent donation of a railroad desk chair sat in the Tennessee Central Railway office at the foot of Broad, Nashville, Tennessee. Here is a photo – notice no padding – must have been a bit uncomfortable by the end of a long day!

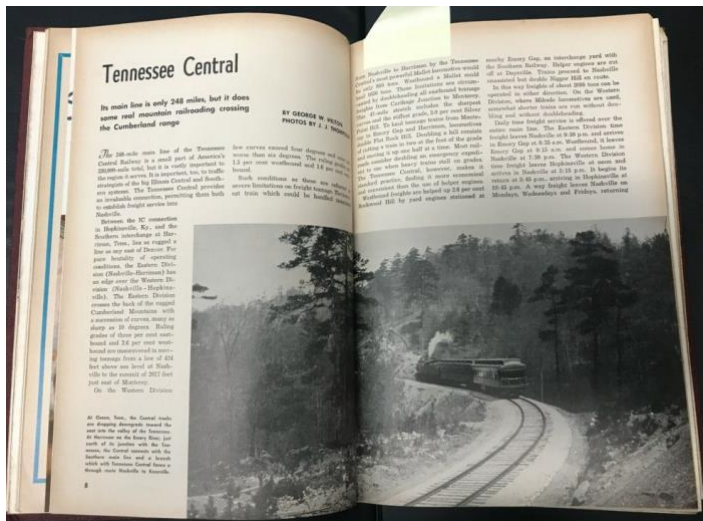
For the moment it is in the upstairs conference room.

Railway Memories and History in Tennessee and Beyond

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

Tennessee Central Dynamite Sheds Submitted by Terry Tebout, TCRM President

The Tennessee Central Railway was a mountainous railroad with many cuts and ravines. Rock slides were very common along the route. During the early part of the 20th century railroads did not have the heavy equipment with hydraulics like we have today to clear rock slides. Their solution was to simply clear as much of rock slide as possible by simply blowing the slide out of the way with dynamite. Then laborers would be sent in to finish clearing what did not get moved by the blast. It seems like a crude way to handle it in today's world but it was effective.



Photos submitted by Carter Newton

The entire collection, along with the other magazines in the TCRM Library and Archive, are available for reading and research to museum members. The complete list of titles and years available is attached to this month's newsletter, at the end of this newsletter.



The TC had to figure out a safe place to store large quantities of dynamite. In the middle of the wye in Nashville along the east leg there was a concrete structure with a single metal door for storing the larger quantities of the dynamite. The walls on this structure were extremely thick as I remember along the lines of 16". This structure was demolished in the late 1980's.

Along the right of way where rockslides were likely and reoccurring, the TC built small dynamite storage structures out of stone in the sides of hills near slide locations.

The photos are of one of these dynamite structures near Chapmansboro on the western division of the TC. You will note from the photo of the interior there was a stone shelf where the dynamite was kept until needed. Dynamite, while somewhat volatile, is not compromised by dampness or water.



Today cuts are widened to help prevent reoccurring rockslides and when they do occur, they are moved with heavy equipment that the railroads simply did not have until the latter part of the 20th century.

Soo Line Head Lights Meet at Malacca MI – Literally!

Submitted by Gary Miller, TCRM Member

That day, January 26, 1979, began like most other days, but it wouldn't end that way! I wouldn't find out what had happened that day until after I went off duty the next morning and heard the news!

I began working various vacancy assignments on the operator's extra board after my first assignment beginning July 23, 1978. Eventually, in October 1978, I received a new assignment for a long-term vacancy.

“Extra Operator G. Miller break-in (train) 3 days Gladstone, MI. 3rd operator.

Work 3rd Operator Gladstone until further notice.”

Depending on the assigned shift, my sleep patterns varied, usually on a 3rd shift I split my sleep after going off duty in the morning, up for lunch, and then sleep again until time to go to work. On the night of January 26, 1979, I went on duty on 3rd Operator Gladstone. I copied train orders for a meet between train No's 911 and 912 at Malacca, MI. The dispatcher issued the orders to the conductor and engineer of both trains, and as per the rules, the operator at Pembine and I both repeated the orders and stated “Check Pembine, Check Gladstone.” The conductor of No 911 came in and picked up his orders and clearance, and the train departed. I recopied slow orders and repeated them to the dispatcher for more trains that would operate and would need those slow orders during the next 24 hours. Then I did the IDP (computer reporting and data entry – Integrated Data Processing) and other operator's assigned duties.

In the morning January 27th, at the end of the shift, I went to my rented room for rest. About noon on that fateful day, I woke up and decided to go into Escanaba, MI. for lunch at a family restaurant. As I approached the selected dining location, with the vehicle radio on, I heard the announcer say “Two trains hit head on in the upper peninsula.....more after this.” Parking in the lot I figured there were at least four different railroads in the “YOOP.” With the commercials over, and waiting for the details

I heard “ Two Soo Line trains hit head on in Malacca MI.” What?!? That was my railroad line!



Photo submitted by Gary Miller

After lunch I returned to my rented room for the remainder of my rest. I tossed and I turned, I tried to sleep but couldn't, and finally at about 6 pm I headed to the office to check on my previous night's orders. Had I made a mistake? Thankfully, I could not find any errors on my part. Later that evening I found out what actually happened. Train No. 911 had a “Right Over” which means that No. 911 has the right over train No. 912, Gladstone to Malacca and also at Malacca.” That authorized train No. 911 to hold the main at Malacca. Train No. 911 was on the main line as ordered, but the 912 crew had fallen asleep, and woke up just in time to see No. 911 on the main immediately in front of them, and the crews from both trains jumped out moments before the collision. Beside the track there was at least 3 ft of snow which served to break their falls and that bank of cold wet icy flakes saved the crews from any serious injuries.

Many years later, in 2002 (after taking a buyout due to a merger) I attended the annual Soo Line Eastern Division Medford, WI. picnic. The train dispatcher on duty that had issued the orders that January 26 night was participating also. We spoke, I mentioned the train wreck, and he said he did exactly the same thing I did, as soon as he heard about the tragedy, he went and checked his orders in the dispatcher's office. His comment as he remembered that incident was, you try to be safe, taking every precaution and going by the rules, but sometimes things still happen!

Memories of Working on the Railroads in Russia

Submitted by Alex Dmitriev, TCRM member

A Station Masters Nightshift Just Like a Horror Movie

This horror story happened at the same station as my previous two stories, in the May and June editions of the Order Board.



The Zavodskaya station and the station building.

I was working the night shift. It was really dark that night, and the sky was covered by heavy clouds and it was pouring with rain. Usually, in horror movies, all the bad stuff happens in that kind of weather, and at that time of night!

At midnight a freight train arrived at my station. The Engineer notified me that near the entrance signal of my station there was an older lady lying near the track, but the train had not hit her. The assistant to the locomotive engineer ran back to check on the lady. After I notified the train dispatcher and asked for his permission to leave my post, I headed there as well, taking my medical kit and flashlight with me.

The beam of my powerful flashlight cut through the darkness and the rain. All I could see were rails and the orange safety vest of the assistant engineer moving ahead of me. After walking about half a mile back down the track we found an old lady on the track shoulder. We could not see any physical damage on her body, and she appeared to be alive but unresponsive. We carried her to the nearest signal cabinet. I called an ambulance and ran back to station building to meet the paramedics and show them the way to our patient. The assistant engineer stayed with the lady.

I returned to my office just in time. The switcher with the freight cars for my station was near the station. I prepared a route and turn on permission signal at the entrance. The switcher arrived on the nearest siding. At that time the Engineer from the first train told me that his assistant was soaking wet and that he was trying to carry this older lady up to the station. I gave an order to the switcher to move on out to the track and head to the end of the station to pick them up.



Switcher on exactly this track at my station.

After about 5-10 minutes the switcher returned with the assistant and the old lady on its deck. At the same time ambulance and the railway police arrived as well. We carefully carried her from the locomotive to the ambulance and the old lady mumbled quietly: "I need to go to hospital; I'm going to give birth..."

For the rest of my night shift I was dripping wet, and working in soaking wet clothes. Later I heard from the railway police that this older lady did not have any injuries, nor was she pregnant, she was just very, very drunk!

TCRM Member Spotlight

By Susan Thomas, TCRM Member

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

George Benson, one of the founding members of TCRM.

Name: George Benson

Membership # 6

TCRM: When did you join the Organization?

GB: 1999

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

GB: I have been a railfan and train watcher for as long as I can remember. I was raised by the Southern Railway's Sheffield to Birmingham mainline, so I saw a lot of trains as a child and a teenager.

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

GB: I got my first Lionel train set in 1961 (I think) and I have been a Lionel O gauger ever since.

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

GB: I rode my first TCRM excursion in 1998 and I've been a member since 1999. I have been a car host for most of that time until recently when I was forced to take a hiatus due to my wife's health problems.

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

GB: Car hosting and seeing the ongoing restoration work on 576

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

GB: I hope to go back to car hosting soon. I have been spraying weeds from the time I joined. I wanted to make a contribution to the museum and helping with the grounds keeping was a way to do that. I have my own sprayer, herbicide, funnel and measuring cup. I keep it all in the trunk of my car. Whenever the opportunity presents itself, I can run over to TCRM from my

home in Murfreesboro and do as much spraying as I can. It lends itself to my schedule very well.

TCRM: How could the organization better meet your needs?

GB: The organization meets my needs already. I don't think there is much more that they can do in that regard.

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

GB: If I am physically able, I will be a member in five years and beyond.

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.

No member layout for this month – we welcome submissions, HO, Nscale, garden RR. All layouts are a work in progress!

What It Takes to Run A TCRM Excursion

This is a new section we are continuing this month to feature all of the behind-scenes work performed by so many of our TCRM faithful volunteers, who are our **Unsung Heroes**.

This includes maintenance and cleaning of the cars, preparation of documentation for the car folders, the promotion of the excursions, the loading of the food and beverages on the diner cars, distribution of the wine and glasses for our popular wine tasting excursions, ticket documentation for will call tickets, parking attendants who make sure everyone is parked safely, the station master and greeter to welcome the passengers, the car hosts who ensure safety and satisfaction aboard the train, the operating crew who fill the water tanks, and build the consist, the train engineer, the dispatcher, and many many more. It takes a whole coordinated team, working together, to ensure our customers leave with only positive memories of a great experience and a smile in their heart.

A Thankless Task – Weed Spraying

By Bob Hultman, TCRM Vice President

I and others want to recognize **George Benson** for his dedication to keeping the TCRM railroad weeds under control by doing periodic weed spraying for many years now. George comes up from Murfreesboro to do the weed spraying & over the years has donated several large containers (well over \$100/container) to the cause.....

“From: george benson <gbensonlandn405@gmail.com>
Sent: Monday, July 5, 2021 2:10 PM To: Bebout, Terry <Terry.Bebout@RJCorman.com>
Subject: Weed Spraying for July 5th

Terry, I went to TCRM today and spayed weeds around the chute area and the platform. Also got up into the dock and around the AC unit. I did not realize how much everything had grown up with the rain we have had. I will make more visits to do more spraying. George Benson”

Many thanks to **George** and to all the others who have done weed spraying at & around TCRM all these years. Truly a thankless task, but one, like many others, that needs doing.

Railroad Trivia

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

US Presidents and the Railroads

Submitted by Bryan Turner, TCRM Member

1. Who was the first US President to ride a train?
2. Who was the first US President to ride a train while in still in office?
3. Who was the first US president whose body was moved by train?
4. Which US President was involved in a train wreck in which his young son was killed?
5. Which US President was shot in a train station?
6. Who was the first US President to use the Presidential Pullman Car, Ferdinand Magellan?
7. Who was the last US President to use the Presidential Pullman Car, Ferdinand Magellan?
8. Who was the President that campaigned on a train with a CSX locomotive with large flags painted on the long hood?



Photo courtesy of Wikipedia

It is about the most famous Pullman passenger car in the US, called the Ferdinand Magellan. Located at the Gold Coast Railroad Museum, Miami, FL.

Railroad Trivia Answers on page 10

Operation Lifesaver

By Jill McClintock
Executive Director, TN
Operation Lifesaver



Just a reminder that Operation Lifesaver has railroad safety programs for every age and every group or organization. We need to reach EVERYONE! At some point every person will encounter railroad tracks and trains. If you have connections with organizations/clubs (for children, teens & adults) school/college personnel, EMT/Police, professional driving schools, trucking companies, television/radio stations, motorcycle/bicycles clubs - please reach out and give them our contact information. These are only a few ideas of opportunities to share our safety message but it gives you some ideas. The museum has been very helpful in spreading our message as well and we are very grateful!!!

Our website offers PSAs, videos, audio presentations, posters to print, driving safety tips, media safety tips, pedestrian safety tips, bike safety tips, plus much much more! Please check it out! www.oli.org

Also, follow Operation Lifesaver on any or all of your social media sites and repost any of their information. Social media is an awesome platform to reach the masses - so it is a great place to get our message out. You can also become a volunteer like many of your fellow museum friends! Please apply on the website or reach out to me with any questions. Thank you for all your help in trying to reach our goal of zero deaths and injuries at railroad crossings and along railroad property.

Jill McClintock
TN OL Executive Director, jmoodytnol@comcast.net

Nashville Steam Preservation Society NSPS - 576 Update

By Joey Bryan



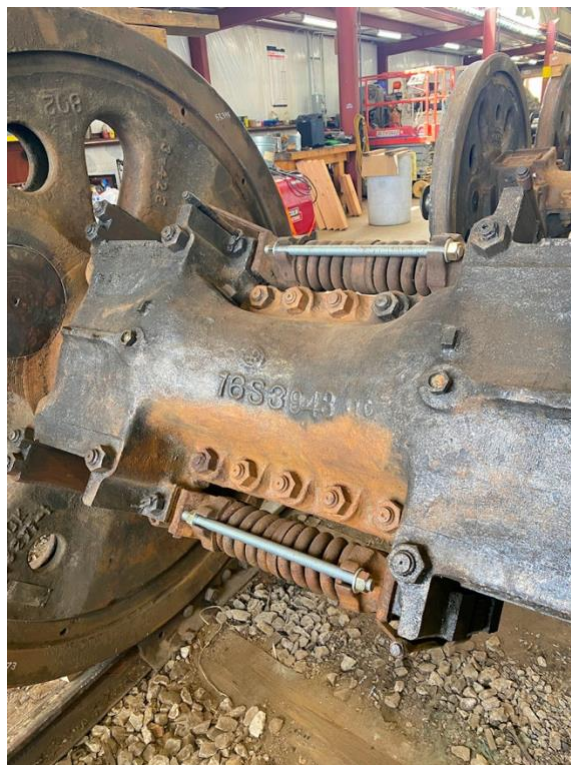
After the big engine lift in June, NSPS members started removing 60 years worth of dirt and grime from the wheels and locomotive frame.



Areas were previously out of reach, but with the wheels and spring rigging removed we can now begin to inspect the condition of these components and determine what exactly needs to be done to make everything serviceable.



Once clean, we got a great view of the lateral motion devices on the first two sets of drivers. These springing devices minimized grinding pressures between the wheel flanges and rail, as well as soften the pressures between wheel hubs and journal surfaces, thereby improving the riding quality of the locomotives.



These were especially useful on large curves, which the NC&StL had plenty of between Nashville and Atlanta. The J-2 locomotives, predecessor to the J-3s and 576, were the first to be equipped with lateral motion devices and engine crews remarked how this improvement made the locomotives seemingly glide around curves. So the J-2s became known as "Gliders." The 4 sets of driver wheels will be sent off to the Tennessee Valley Railroad Museum for repairs later this month.

Railroad Trivia Quiz (on page 8) Answers

US Presidents and the Railroads.

Submitted by Bryan Turner, TCRM Member

1. Who was the first US President to ride a train?
– John Quincy Adams (6) after leaving office
<https://deadpresidents.tumblr.com/post/86537072057/john-quincy-adams-and-the-worlds-first-deadly>
2. Who was the first US President to ride a train while in still in office?
– Andrew Jackson (7)
<https://www.history.com/this-day-in-history/president-jackson-rides-the-iron-horse>
3. Who was the first US president whose body was moved by train?
– William Henry Harrison (9)
https://en.wikipedia.org/wiki/William_Henry_Harrison
4. Which US President was involved in a train wreck in which his young son was killed?
– Franklin Pierce (14)
<https://www.bostonmagazine.com/news/2018/01/04/franklin-pierce-train-wreck/>
5. Which US President was shot in a train station?
– James Garfield (20)
<https://millercenter.org/president/garfield/death-of-the-president>
6. Who was the first US President to use the Presidential Pullman Car, Ferdinand Magellan?
– FDR (32);
https://www.nps.gov/nr/travel/presidents/us_car_number_one.html
7. Who was the last US President to use the Presidential Pullman Car, Ferdinand Magellan?
– Ronald Reagan (40)
<https://www.csmonitor.com/1984/1015/101538.html>
8. Who was the President that campaigned on a train with a CSX locomotive with large flags painted on the long hood?
– George HW Bush (41)
<https://apnews.com/article/de8e1be0b1c14c2bb85745e83b723c5c>

In Memoriam

by Terry Coats, TCRM Member

This certainly has been a rough year for the NCPS. Since November 2020 we have lost 7 of our members including David Ibata, our newsletter editor, Mark Womack our touchstone to all things NC&St.L, Dr. W.O. Greene, and two members in their 90s who worked for the NC.

On July 1st we lost President Wally Pilkington to a brain tumor.
[Obit for Wally Pilkington](#)

2021 Membership Renewal – Now on Website or In Person in Hobby Shop By Bob Hultman

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

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

If you have to mail your activity fee renewals (**\$35 individual, \$40 family membership**), make checks payable to TCRM & mail to :
TC Ry Museum, 220 Willow St., Nashville TN 37210-2159
Attn – **Admin Staff**.

TCRM and Model Railroad Club Board of Directors

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

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

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

**Tennessee Central Railway Museum
Library and Archive**

Magazine and Periodical Holdings

Last Updated 7/17/2021

| Title | Years / Volumes |
|---|--|
| 1001 Model Railroading Ideas | 1970-1972 |
| Blue Mountain Express - Western Maryland Historical Society | 2009-2020 |
| C&EI Flyer | 1991-2006, 2009-2017 |
| C&O Historical | 1992-2015 |
| C&TS Dispatch | Winter 2014- Spring 2019 |
| Canadian Rail | Feb 1969-Dec 1996 |
| Canadian Railroads Branchline | TBD |
| Canadian Railroads British Modellers Association of North America | TBD |
| Central Illinois Railway Club | TBD |
| Classic Toy Trains | 1988-2020 |
| Classic Trains | 1999-2021 |
| Classic Trains Specials | TBD |
| CTC Board 1st Series | 102, 103, 108- 135, 137-143, 145-153 |
| CTC Board 2nd Series | 1-344 |
| Diesel Era | 1996-2020 |
| Eastern Carolina Dispatch | TBD |
| Electric Railway | 1991-1993 (Incomplete) |
| Electric Traction Quarterly | TBD |
| ERA Headlights | 1944-1996 |
| ET Times | 2012-2020 |
| ET&WNC | 2012-2020 |
| Every Time With No Complaint | 2012-2020 |
| Extra 2200 South | November 1961-April 2008 |
| Family Lines | 1974-1979 |
| Finelines / NG&SLG | 1975 |
| Finescale Railroader | 1997-2006 |

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|--|---------------------------------------|
| First Fastest | 2008-2010 (Incomplete) |
| Garden Railways | 1987-2017 (Incomplete) |
| GM&O Historical Society | 1975-2009 |
| HO Monthly Model Trains | 1948-1953 |
| HOn3 Annual | 2016 |
| Illinois Valley Railway Association | TBD |
| Journal of the Southern Pacific Narrow Gauge Historical Society | TBD |
| L&N Magazine | 1947-2020 |
| LGB Telegram | TBD |
| Light Iron Digest | Vol 1-Vol 8 |
| Lines South | 1983-2020 |
| Live Steam | TBD |
| Locomotive & Railway Preservation | 1986-1997 |
| Locomotive Quarterly | VI-VIXXIX |
| Logging, Mining, & Industrial Annual | 2002-2013 |
| Mainline Modeler | 1980-2006 |
| Midwestern Rails American Rails | 1975-1987 |
| Midwest Railroads & Locomotive Journal | 1-94 & Supplements |
| Model Builder (Lionel) | Early 1940's |
| Model Railroader | 1934-2021 |
| Model Railroading | 1997-2006 |
| Model Trails | 1954-1961 (Incomplete) |
| Modern Railroads | June 1981-May 1991 (Incomplete) |
| Narrow Gauge Annual | 2002-2013 |
| Narrow Gauge & Short Line Gazette | 1975-2021 |
| Newton Gregg Train Shed Cyclopedias | 1-90 |
| NMRA | 1953-2007 |
| NMRA Bulletin | 1977-1986 |
| NMRA Magazine | 2014-2020 (Incomplete) |
| Northwest Railfan | Feb 1989-Sept 1995 |
| NRHS Bulletin | 1937-2004 |
| N-Scale | 1989-2021 |
| O Gauge Railroading | 202-303 |

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|---|--|
| On30 Annual | 2017-2018, 2020 |
| O-Scale | 1-201 (Incomplete) |
| Pacific News | 1-378 |
| Pacific Rail News | 379-429 |
| Passenger Train Annual | 1975, 1976, 1978, 1988, 1989, 1991 |
| Passenger Trains Journal | 1972-2021 |
| Private Varnish | 1995-2018 |
| Prototype Modeler | 1977-1990 |
| Rail Classics | 1972-1998 |
| Rail Classics Specials | Assorted |
| Rail Model Journal | 1991-2008 |
| Railfan & Railroad | 1994-2020 |
| Railpace | 1982-2016 |
| Railroad Heritage | 2016-2019 |
| Railroad Model Craftsman | 1933-2021 |
| Railroad Modeler | 1971-1980 |
| Railroads Illustrated | 345-428 |
| Rails Northeast | 1976-1984 |
| Rails South | (Complete) |
| Railway Age | 1961- |
| Railway Museums Quarterly | TBD |
| Railway Quarterly | 1977-1983 |
| Roll Sign (New England Transit News) | 1966-2000 |
| Scale Model Traction | TBD |
| Scale Rails | 2008-2013 (Incomplete) |
| SCL News | Complete |
| S-Gaugian | 1963-2012 |
| Short & Narrow Rails | Winter 1977 - 1995 |
| Slim Gauge News | Fall 1972 - Winter 1974 |
| Southern Pacific Historical and Technical Society | TBD |
| Southern Pacific Narrow Gauge Historical Society | TBD |
| Southern Rails Southern Railfans | TBD |
| Steam in the Garden | TBD |
| Tall Timber Short Lines | 1996-2007 |
| The Arrow - N&W Historical Society | 1985-2019 |

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|---|---|
| The Dispatcher's Office | 1999-2014 (Incomplete) |
| The Dixie Flyer | 2012-2020 |
| The Dixie Line | 1984-2004 |
| The Hoosier Line (Monon Historical Society) | 2008-2018 |
| The Jitterbug: Clinchfield Historical Society | 2002-2017 |
| The Lensman | 1972-1978 |
| The Model Craftsman | 1933 (Incomplete) |
| The Old Reliable / Family Lines | 1981 |
| The Right Way - Central of Georgia | TBD |
| The Scale Coupler | 1987-1990 (Incomplete) |
| The Short Line Complete | 1959-1989 |
| The Southerner | 1965-2013 |
| Ties Southern Railroad Historical Society | 1964-2020 |
| Timber Times | 2009-2015 (Incomplete) |
| Traction - Prototype & Models | TBD |
| Traction Models | 1964-1984 |
| Train Collectors Quarterly | April 1987- October 2008 |
| Trains | 1940-2020 |
| Trains Illustrated | Winter 1988- Fall 1991 (Complete) |
| Trolley Talk | 1-299 |
| Trolleys Quarterly | TBD |
| TRP - Trains and Railroads of the Past | Jan-21 |
| Vintage Rails | 1-20, 1995-1999 |
| Western Railroader | 1-460 |