

THE ORDER BOARD

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

Vol 41 Issue 6

Please submit your stories, memories or choose to respond to anything featured in a previous edition of the Order Board, please contact Bob at hultman@bellsouth.net or Susan at smt789@hotmail.com

Donations

Marsha (Daugherty) Borgeson and her husband- 1 wooden desk chair from TC Ry office on 1st Av S in Nashville; for more information see item on page 9.

Smith Catering- \$500 cash

Bob Moody- 7 powered diesel locomotives, 1 powered steam locomotive, 41 passenger cars & extra parts, 1 box car, 1 cabooses, 11 track turnouts & 2 track turnout kits.

2021 TCRM Schedule

July 17 Murder Mystery Excursion Train to Watertown for Watertown Music & Arts Festival
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
Nov 6 TCRM Open House-Model Train Show

Other RR Events of Interest

July 6-10 NMRA online National Convention Rails By The Bay Santa Clara CA Go to <http://www.pcrnmra.org/NMRA2021/> for necessary information.

July 16-17 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

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

Monthly Thursday Meetings On Hold

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

New TCRM Members

Jack Dill Mt Juliet TN (Family) RERAIL

Sheryl Rogers Nashville TN (Family)

Edward Ryniec Madison TN

Kaylee Urban, Michelle Warren Nashville TN (Family)

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

March 25 Storm Recovery Update

By **Terry Bebout**

Terry Bebout reported that the general contractor, Dowdle Construction Group LLC, had provided paperwork of the tentative agreement between Dowdle & TCRM. However, TCRM learned that Metro Nashville govt would require a demo permit & a construction permit before work could start. This will further delay completion of the repair work and any improvements TCRM decides to pursue.

Terry also reported Wilson Steel had acquired the material needed for the shop bldg's south wall repair work to start the week of June 21. The flagpole company is also going to reschedule the flagpole work.

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 layout room area reconstruction is completed

TCRM Excursion Train News

By **Bob Hultman**

Our June 12 trip was our first whiskey tasting trip, with Ole Smokey Distillery providing the whiskey, staff & related merchandise for the passengers. Smith's Catering provided the passengers' lunch. The trip was a safe trip, with no reported injuries. The trip's mid-point was Watertown where the locomotive consist ran around the trainset to make the westward inbound trip. Apparently, the caterer liked the event so much they donated \$500 cash to TCRM.

Our 11th trip for 2021 is July 17, and is our only evening trip, our Murder Mystery Trip to Watertown & their Jazz Fest. Safety meeting starts at 1 pm Central Time on board diner 3119, passenger boarding follows at 2 pm, then departure at 3 pm. Return to Nashville should be around 10 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 Member and Customer Care Making the Grade

"You never get a second chance to make a first impression" said Will Rogers.

Whether we are talking to a paying passenger or a devoted volunteer, reporting on the radio or reassuring our riders, first impressions are lasting impressions.

To participate in one of the TCRM excursions, our patrons have made a significant investment of vacation time and money,

and are anticipating a day of making lifelong memories with family and friends. Car hosts, operating crew, and all support staff dedicate hours to ensure that the excursion runs smoothly, so that a memorable experience is enjoyed by all, volunteers and patrons alike.

"It takes 20 years to build a reputation and five minutes to ruin it. If you think about that, you'll do things differently," said Warren Buffet.

TCRM Volunteer Recognition

TCRM leadership thanks recognizes our dedicated volunteers and members who made our May / June excursions possible.

Parking and Station Master Check In:

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

Car Hosting:

Robert Bartley, Peggy Bebout, Robert Blanchard, Ted Brown, Joyce Chapman, Alex Dmitriev, Pasha Dmitriev, Peter Dmitriev, Steve Gibson, Thomas Grosse, Bruce Hogan, Bill Howard, Hugh Lowe, Don Marlin, Larry Norton, Ken Oosting, Mike Volle, Becky White, Kelli White, Rick White.



Rick White and Stephen Hook, photo by Hugh Lowe

Food Service:

Terry Bebout, Thomas Jones, Steve Tomblin, Doug Uhler

Train Crew:

Eric Henry, Steven Hook, Gary Miller, Tanner Petersen, Brent Thompson, Rick White, Jason Whipp,



Tanner Petersen, photo by Hugh Lowe

Maintenance:

Randal Brooks, Ken Fagan, Bob Hultman.



Randal Brooks and Bob Hultman, photo by Hugh Lowe

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

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

By Susan Thomas

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 it on line in google docs.

https://docs.google.com/spreadsheets/d/1sjIFipv3G1M_zssr31LMe_6VAgidgjm9K4XHSgI2Vxm/edit?usp=sharing

If you would like to volunteer to help work the booth, check out the dates and time slots, that are still open, on the document above. 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 evenings starting at 5pm, and all day on weekends. Further information on parking and fair access will be provided once you have signed up. 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!

Fiddlers Grove Survived March 2020

Submitted by Gwen Scott from Fiddlers Grove
March 2020 was a month we won't forget any time soon. That is an understatement here at Fiddlers Grove in Lebanon. On the evening of March 2, 2020, Wilson County was a part of a long string of tornadoes that destroyed homes, businesses, and lives. So many were caught unawares, either because they didn't think it would happen to them, or they just didn't watch the evening news and weather. The storm had a large super cell that spawned several tornadoes. One tornado hit Mt. Juliet, traveled down the interstate, and hit both business and residential areas. It looked like a bomb had gone off in the area. It skipped along Interstate 40 and came across the Fairgrounds on Sparta Pike, taking with it major power lines, overturning vehicles, and ripping roofs from houses. That is where Fiddlers Grove Historical Village is located.



Fiddlers Grove Train Museum, photo courtesy Fiddlers Grove

The strength of the storm varied as it went from an EF1 to EF4 storm in different areas. Fiddlers Grove is a small village comprised of buildings collected from various Wilson County farms and restored to represent a village from pioneer days. There were approximately 60 structures on March 1. On March 3, two barns had been destroyed, three buildings were thrown around so that it was hard to determine what they had been originally, roofs were taken off of the Model Train Museum, Tuckers Gap Train Station, the jail, school house, and others. One building was turned upside down. A pavilion was picked up and thrown back down to the ground. A structure housing a 150 year-old bell was picked up and destroyed, leaving the bell on its stand. In the midst of all this stood the Melrose Church with beautiful stained glass windows. The only damage to this 150 year-old building was a post on the front porch had been pushed back and was easily corrected.



Fiddlers Grove Train Museum, photo courtesy Fiddlers Grove

As soon as daybreak came, volunteers showed up from everywhere, picking up limbs, pieces of buildings, and all kinds of debris. Trees were down and you could hear chainsaws running from all directions. In a matter of a few days, roofs were covered in tarps, piles of debris had been carried off, and the raw village was left standing, somewhat naked from what had just happened.

Despite the devastation at Fiddlers Grove, it didn't compare to what others had lost. Many lives were lost throughout Middle Tennessee area

Vintage Car Maintenance Team

By Susan Thomas

If you would enjoy participating in repair and renovation projects on Wednesday mornings, let **Bob Hultman** know and reach out to **Ken Fagan** at 2kenfagan@gmail.com. **Ken** will be happy to meet with you. **Ken** could really use some help performing continuing maintenance in these 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.

Car 7628

Issue - Non Vestibule Door doesn't shut completely.

Repair - Lubed the hinge, and lock mechanism, tightened the striker plate and adjusted the closer.

Issue - Vac Belt Broken

Repair - Temporarily replaced yellow Sanitaire/Eureka corded vac with a Bissel unit new belt is available.

Emptied the canister for the battery powered vac.

Car 9400

Issue - 9400 Light seat 35/36

Repair - Needs a switch-not an easy fix

Issue - Leg rests loose

Repair - Zip tied legs rests for seats 15/16 17/18 9/10 41/42 so they won't fall down.

Issue - Bench seat stuck

Repair - Repositioned bench seat in dome.

Car 7602

Issue - Lights out over seat and men's room

Repair - On inspection all lights were working. Couldn't duplicate problem.

Issue - Seat 1-2 Worked on Light Shield. Old faster not holding. Need to cut off old faster hardware and replace with threaded bolts. Will attempt to 6/23.

Issue - Metal transition plate between carpet and tile floors loose.

Repair - Tightened plate down, Marginal improvement.

Issue - Sticky substance on floor.

Repair - Hosed out the vestibule

Note - On 6/15 A/C not functioning. Will report to Terry Bebout.

Car 8510

Issue - One bulb out in passageway

Repair - Will replace in future

Issue - Air vent

Repair - Replaced one air filter.

Car 4739

Issue - A/C not chilling.

Repair - Replaced air filters which were very dirty. System seemed to function well.

Issue - Window Shades Seats 45/31 torn not rolling up.

Repair - As an expedient I taped shade to the spindle till I can replace. They will work if handled gently. Lubricated all other shade runners. A few don't stay down but all will raise.

Issue - Door not shutting

Repair - Lubricated hinge and lock mechanism and tightened hinge to frame. Closes properly.

Issue - Incorrect restroom signage

Repair - Moved the overhead Men's Lav sign to correspond to the Men's bathroom on left side (looking West) and installed new overhead Women's sign on the right side b/c women are always right!

Issue - Torn Corner of Back Cushion /Head Rest

Repair - will replace with newer cushion 6/23

Issue - Seat 29 Hinge Broken

Repair - will investigate 6/23

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 during the excursion as you experience issues in the car, so that the Vintage Car Maintenance Team can fix the issues before the next excursion.

This can be problems with the seats, roof leaks, light bulbs burned out, vacuum cleaner not working, no water, sink and toilet leaks, vestibule traps 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 an email reporting the status of the repair.

Restoration and Maintenance News

Restoration of the ICRR 9014 Submitted By Jason Whipp

I recently put together and published a short video documenting the process of removing and redoing the airbox and crankcase inspection covers from the engine block of No. 9014. <https://youtu.be/Im27hk1FGBc>



Photo from Jason Whipp

I've made a YouTube channel specifically for this project, called "9014 Restoration." I hope to have a longer, more in depth video introducing the viewer to the project as a whole published to the channel before too long. Thanks for tuning in!

Caboosing Around Submitted by Brenton Jones



Photo submitted by Brenton Jones

Recently, after hearing much uproar over caboose rides, I took it upon myself to do some much needed restoration work on the Tennessee Central Operation LifeSaver Caboose #1155.



Photos submitted by Brenton Jones

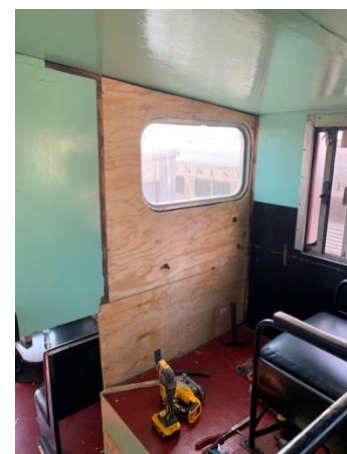
One of the major problems with the caboose was the water leak through one of the cupola windows. This leak had caused extensive damage to the interior 3/4" plywood walls and a section of roof. The first order of business was to seal the leak. Some of the standard roof caulking we use around the shop made quick work of that. Up next was the removal of the damaged wood.



During the demo I had to be very careful of the cabooses wiring and not removing any more wood than absolutely needed. Wood is a valuable resource these days after all. One of the biggest difficulties of the project was the fact that when the caboose was constructed, some type or rivet like fastener was used to secure all the wood inside the caboose and man where these things secure. These rivets were no easy task getting out of the wood or metal frame. In the end I had to cut the wood around the rivets and use a grinder to cut all the rivets out of the caboose. After that things got much easier. Cutting new wood walls and securing them with new screws went easily.

The local Ace Hardware had no problem matching the original green coloring on the walls and after a fresh coat of paint one can hardly tell there was ever any work done on the caboose. There is more that needs to be done before the caboose is really ready to go, though.

The Bathroom needs to be worked on to get it operational again. Later this summer we plan on sand blasting and



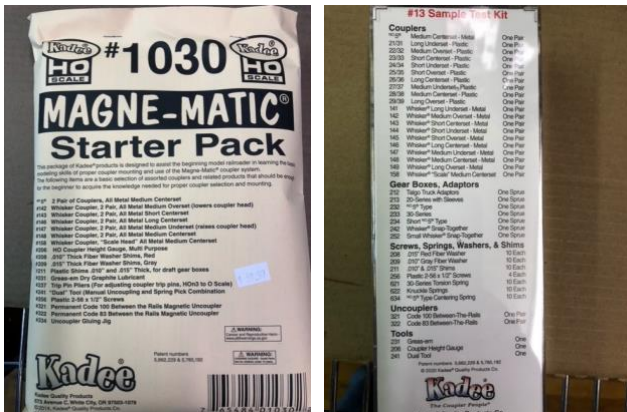
repainting the whole caboose. The biggest issue currently is the fact that it needs not one but two new wheel sets. We have one on property but are currently on the hunt for a second.

TCRM Hobby Shop Update by Hank Sweetman

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 a donation of HO rolling stock, locomotives and accessories from **Ryan Hailey**. Stop in and check out the selection.

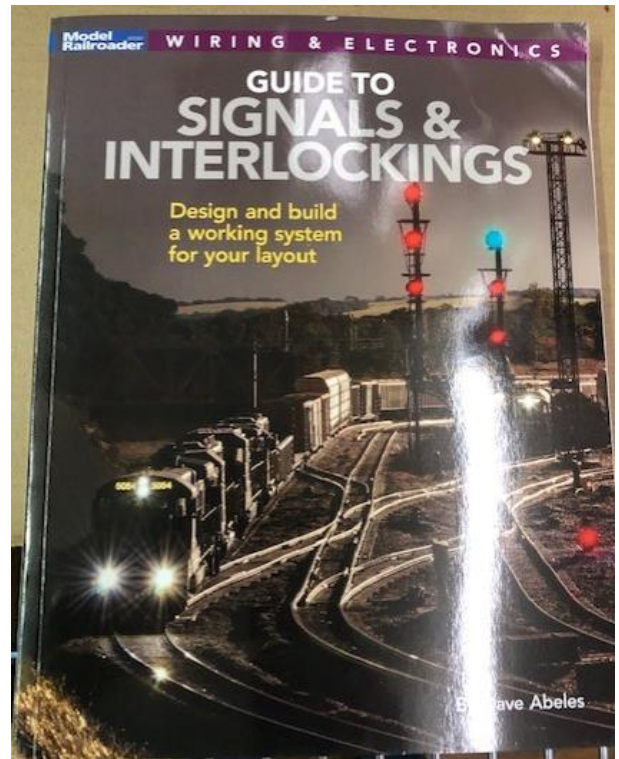
New from Kadee are a Magne-Matic Starter Kit, which has everything that the beginning modeler would need to learn proper coupler mounting and the use of the Magne-Matic coupler system. Also from Kadee is a Sample Test Kit, with a wide selection of couplers, gear boxes, adaptors, hardware, uncouplers and tools.



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.



New to our collection of books is Guide to Signals and Interlockings, which tells you how to design and build a working system for your layout.



All Photos submitted by Hank Sweetman

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

We have recently received some N scale steam locomotives. These are Pacific types, with sound and DCC. Painted for L&N, GM&O and SP. Also we have some new N scale rolling stock.

For HO modelers, we have a new selection of 40' boxcars from Walthers in a variety of road names.

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

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

The Hobby Shop is not set up to handle consignment sales, but we are always willing to accept donations. We recently received a donation of HO items that are now available for sale. Come in and check out the selection.

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

Nashville Ntrak News

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

NScale Facebook Page:

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

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

YouTube:

<https://www.youtube.com/channel/UCAfw5a8YVISHQFaNBPUd34g>

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!

TCRM Library and Archive News

By Carter Newton, TCRM Member



Photo from TCRM Library



Photo from TCRM Library

What are they? These appear to be builder's photos of two Tennessee Central steam locomotives, numbers 552 and 703

When are they from? Engine #552 - 1925; Engine #703 – 1924

Why are they significant? There are no surviving Tennessee Central steam locomotives, so there are no opportunities to see the actual machinery that made the railroad run. The best we can do is look at photos of those locomotives and their statistics to understand how the railroad solved the problems of getting people and freight from Hopkinsville, KY across Middle Tennessee, and up the grades into Harriman. These two photos help tell that story.

The #552 was a lightweight 4-8-2 (meaning 4 wheels on the pilot, 8 driving wheels, and 2 trailing wheels supporting the firebox) "Mountain" locomotive which was able to produce 47,350 pounds of tractive effort sitting on her 63 inch driving wheels. The relatively small driver size means that this locomotive was reasonably well suited for the hilly terrain the TC navigated. She was most likely scrapped by the mid 1940s.

The #703 was a 2-8-2 "Mikado" purchased new from ALCO, the American Locomotive Company. The Tennessee Central purchased very few locomotives new, but they did buy a total of 12 of these relatively small Mikados. #703 was part of the second batch, which was purchased in 1926 and featured 57 inch drivers and a total tractive effort of 55,921 pounds. Like #552, #703 wasn't built for speed, but for toughing out steep grades and pulling heavy carloads. Although most of the TC's steam locomotives were off the duty roster and scrapped by 1952, at least one report shows #703 still on the roster in 1953 as a "stand-by" locomotive as back-up for the diesel locomotives that replaced her.

(Thanks to steamlocomotives.com for the details of these two TC locomotives.)

These photographs are just two of the items in the Archive which help tell the story of the TC. High quality scans are coming and can be made available to members who are interested in having a closer look at the motive power that moved the Tennessee Central.

Did you donate these photos, or know who did? Please contact me, c.carter.newton@gmail.com with details so that we can document the source for these artifacts.

Railway Memories and History in Tennessee and Beyond

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

Memories of Working on the Railroads in Russia

Submitted by Alex Dmitriev, TCRM member

It was a good warm April day. My shift was coming to an end. The commuter train had stopped as scheduled. I was working to finish my regular end of shift paperwork, when suddenly a lady passer by knocked on the window to let me know that some kids were trying to uncouple and move freight cars on the middle sidings.

The station was on the curve and I saw some teenagers near where the gondola cars were left. I immediately called the railway police. (Across the whole country in Russia, railways are served by a special police division.) After about twenty minutes the police arrived and they informed me that those teenagers were already in their custody.

The second shift operator had already arrived at the station as I was finishing my report for the police describing exactly what I saw. After my paperwork was completed, I suggested to the

railway police officer that we all should walk around the gondola cars and check that kids hadn't broken or unscrewed something. It was late in the evening and quite dark when we reached the end of the group of cars. We noticed that two gondola cars were uncoupled and had already rolled approximately 5 feet from the rest. I immediately called my station master and advised her of the situation, she called her supervisors and... very soon each station on the whole Gorkovskay Railway (part of Russian railways) from Moscow to the Ural Mountains received an order - each station master must immediately go to his or her station and check the correctness of fixing the cars' wheels with the track skates. I was specifically instructed to place track skates under the last wheel of last car.



In the Russian railway there is a rule that each group of cars or a single car without a locomotive must be fixed by track skates from both sides at all times, but double checking is always good, according to upper management, isn't it? And each station master had to go and do this right away! In Moscow it was already between 10 and 11 PM, closer to the Ural mountain region it was already after midnight. So that's how a few foolish kids woke up many tired men and women and made them walk along the tracks to the moon and back if you add up all the steps together!

TCRM Car Hosts Anecdotes

If you have stories, memories or photos to share from TCRM excursions and activities, please contact the Susan Thomas at smt789@hotmail.com

Sippin' Moonshine Excursion

The day began hot and muggy, and the day ended, hot and muggy. In-between was a new experience for the TCRM and for the 326 passengers who booked the trip. The Ole Smoky Moonshine Distillery provided the goods and the servers to offer a wealth of moonshine samples throughout the trip. We stopped at Watertown rather than proceeding to Carthage because the "slow orders" from the railroad kept our tempo at a slow "moderato" to "adagio" for most of the trip. So, in interest of time, it was decided to run the locomotives around at Watertown and head back from there. As it was, we arrived back in Nashville after 5:00pm. When a great server teams with a great car host, the passengers really have a great experience. One of the servers, Jeff, had a great way with the passengers and not

only provided excellent service (as indicated in the survey comments) but he followed the carhost lead and was an invaluable help dealing with empties, trash, and spent lunch boxes.



Picture from Ole Smoky web site

The passengers gave Jeff a resounding applause for his work and service. Each passenger was given a Mason jar and 9 tickets. Each ticket was worth one "sippie taste" of one of the 9 flavor offerings. Based on the surveys, passengers all loved the theme for the trip and hope we do more like this.

Note from Wikipedia - Ole Smoky Tennessee Moonshine is a corn whiskey distillery in Gatlinburg, Tennessee. Their downtown Gatlinburg, Tennessee facility features two working copper stills. A second distillery, dubbed The Barn, opened in fall 2014 in Pigeon Forge. Ole Smoky opened a new facility called Mashville next to Yazoo Brewing Company in the heart of Nashville in the spring of 2019.

Kudos to one of our newer volunteer car hosts

Steve Gibson loves railroads and has quite the accomplished resume behind him. He takes his car hosting seriously. On the return journey, he ventured to 1266 for more supplies and brought a fellow car host back a welcome ice cold bottle of water. Looking out for each other, makes enhances the car host experience for all.

What It Takes to Run A TCRM Excursion

By Susan Thomas

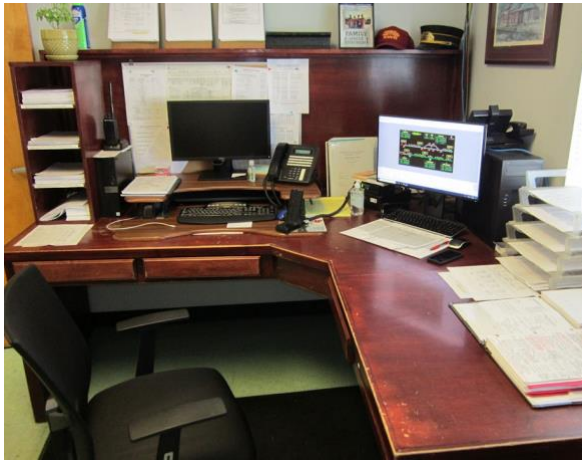
This is a new section we are continuing this month to feature all of the behind-scenes work performed by so many of our TCRM faithful volunteers, who are our **Unsung Heroes**.

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.

**Gary Miller – TCRM Train Dispatcher
Part 2**

I usually arrived at the Lebanon dispatcher's office about 1 hour and ten minutes before the TCRM excursion train was due to depart TCRM and depending on the train destination, and went on duty 1 hour before the train is scheduled to leave TCRM. During that first hour, I have to review any current or new General Orders, special instructions, Daily Operating Bulletins, any additional daily speed restrictions, and crossings out of service forms making a turnover/transfer from the previous dispatcher.



NERR has 1st and 2nd shift dispatchers, no third shift, so there would never be a dispatcher on duty when I arrived. The TCRM conductor would call about 45 minutes prior to departure to confirm and verify all the paper work that I had faxed to TCRM, repeat to me all the instructions on all the forms, and once correctly repeated, I gave the “OK” and initialed and noted the time. I then gave the conductor authority to cross on to the main line at MP 1.19 to operate and head east on the old TC line, after heading west away from the platform. There is a list of “on duty” signal maintainers and the track inspector is subject to call if needed, should they be needed.



If more than one train is operating, I usually keep each crew advised of the other trains progress.

There is no siding long enough where a rock train with 40 cars and the excursion with 15 cars could meet, except at the Kenwal spur, between Mt. Juliet and Martha. The Kenwal spur is at MP 22 (switch off the main line.) The spur was the original route of the N&E/TC Ry main line, until they made the new grade for the commuter trains. There was a switch off of the old main line into Kenwal. Once the new main was in service (bridge over Hwy 70 in Martha area), the old main line and switch into Kenwal are now stub end tracks and can hold about 45 cars or so. It is the only place to meet a rock train with 40 cars and the excursion consist, if both are operating on a specific Saturday.



During my time as a volunteer dispatcher, I've received a variety of calls from 911 dispatchers, concerned citizens and others that usually the train crews are never advised of unless it directly affects them and the excursion train. I've had a call from Cookeville 911 about a body on or near the tracks, with instructions to hold all trains, but in that case, the Wine Train only operated to Baxter, not as far as Cookeville, and was already en route back to Nashville. I've also received notice of fires along the track, crew reports of trespassers on the right-of-way.

Today, much of the traditions of dispatcher are no longer observed as they were many years ago, and there are no operators to copy train orders and instructions and hand them up to trains passing by, or to the conductor if at a terminal with no train order signal. The dispatcher is still supervisor of all train crews, track crews and anyone on the section of railroad being dispatched. The dispatcher has authority but with that also the responsibility to manage and operate a safe, efficient railroad, movement of trains with the least amount of delays that would cause additional expenses for the Railroad Company.

Knowledge of the territory being dispatched usually is or has been required in the past. The dispatcher is usually required to make a trip on a train or a hyrail vehicle every so often. They must know the characteristics of the railroad. Knowledge of the grades, the curves, the customer locations, bridges and other fixed plants are crucial. Knowing the physical characteristics of the track, a dispatcher managing the meeting of two trains, must know the options on sidings, length of both trains to know which will fit best, both trains are long but will fit. And you want to avoid the train running up grade into the siding, as it will then be difficult for the train to start up out of the siding due to grade and friction when negotiating through turnouts and curves. Railroading has changed significantly since I first worked railroading in 1978.

View of the TCRM excursion passing by the Dispatchers office.



All photos submitted by Gary Miller

Thanks to Gary for his many years of volunteer service to TCRM. He joined TCRM in 2005, worked as a car host, then when he could no longer stand comfortably for long periods, he worked on maintenance of the cars. He trained to be a volunteer dispatcher, and from February 2016 to May 2021, he served TCRM and supported the excursion trains. As soon as his dispatcher responsibilities ended, Gary stepped up and helped out where he was needed, and the hours would for him. Thank you for taking on the parking responsibility, and ensuring our excursion patrons have a positive first impression when they arrive for their railway adventure.

Artifact of the Month

TC Ry Desk Chair Donated to TCRM

Submitted By **Tim Bebout**

Railroad desk chair sat in the Tennessee Central Railway office at the foot of Broad, Nashville, Tennessee. The donation is in the memory of **Marshall L. Daugherty**, Tennessee Central Railway Signalman and maintenance superintendent by his daughter, **Marsha (Daugherty) Borgeson** and her husband, June 1, 2021.

This chair was used at the desk of Marjorie Waddell, Tennessee Central Railway secretary, shared by **Marshall Daugherty**, Signalman, when he was in the office. **Marsha** remembers going to the station as a child, sitting in the chair and laughing while being twirled around by Marjorie and her dad, **Marshall**.

In accordance with the American Railway Association, the newest rules governing the railroad took effect Aug. 1, 1909 for the purpose of superseding all previous rules and instructions. They included all governing each department's responsibility and includes the agreement of employment as follows:

Acceptance of employment is a signed agreement to obey the rules set down by the association who specifically stated: Obedience to the rules is essential to the safety of passengers and employees and to the protection of property. The service demands the faithful, intelligent and courteous discharge of duty. To obtain promotion capacity must be shown for greater responsibility. Employees, in accepting employment, assume its risks.

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.

Carter Newton has stepped up and volunteered to work in the museum library and artifact room to develop a resource that has the potential to be valuable for researchers, authors, historians, and a protected repository for historical TC railway related items.

Name: **Carter Newton**

Membership # 1246

TCRM: When did you join the Organization?

CN: Spring of 2015

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

CN: I have a family connection to the TC - my great grandfather and his brothers all worked for the Tennessee Central in the very early 20th century. All of my ancestors on one side of the family worked for one railroad or another (we know of the TC, the IC, Seaboard, L&N, the Middle Tennessee Railroad, the NC&StL, and later CSX). After years of saying "you know, I ought to join" I got it together and got it done.

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

CN: My current house doesn't have room for a layout, so I have a few "paper layouts" where I've sketched out the layout I'd like to build (focusing on modern passenger operations between Birmingham and New Orleans).

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

CN: For many years I split time between car hosting and working in the library. Right now, the library needs more attention, but I hope to be able to get back to doing a little on-board service soon.

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

CN: First, you have to understand that I am kind of a "weird event magnet." At some point, you learn to just go with it, and laugh about it later. I love the experience of riding the excursion train, talking to people, seeing things (not all of them have been good, and many aren't fit for publication), and then changing the names to protect the innocent and watching the faces of the other car hosts as I try to explain, "So, here's what happened ..."

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

CN: I am a librarian and archivist, and a car host.

TCRM: How could the organization better meet your needs?

CN: The organization mostly meets my needs doing what it's doing right now. I may have to donate a coffee pot to the museum, though, to support my bad habits.

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

CN: I certainly hope so! Pending some kind of unforeseen move, health crisis, or the creek otherwise rising, I intend to be around for many years. I'm excited about the kinds of things we are going to learn about the history of the TC from the materials we're organizing in the archive, and I have every intention of working passenger excursions for years to come.

- 6. Frank _____
- 7. Theodor Friedrich Wilhelm _____
- 8. Irvin _____

Answers on page 11

Operation Lifesaver Update

By Jill McClintock
Executive Director - TN Operation Lifesaver

Distraction Can Be Deadly!

Distraction leads to danger as multitasking drivers fail to notice that they are approaching highway-rail grade crossings. Distracted driving around train tracks can lead to collisions.

Some of the most dangerous distractions while driving are everyday things that are such a regular part of our non-driving lives, that you may not even realize how dangerous they can be while driving. Examples are looking for music, taking selfies, being tired, on medication, talking on the phone, eating, putting on makeup, talking to passengers and zoning out. Distraction on the road can make you four times more likely to have a collision which involves an injury. Make sure you pay attention while driving this Summer as you might be traveling in unfamiliar areas.

Keep an eye out for railroad signs and signals, they are designed to keep you safe! As always you can find out more information at www.oli.org

Stay Off! Stay Away! Stay Alive!



Railroad Quiz

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

Model Railroad & Toy Train Makers Names
Submitted by Bryan Turner, TCRM Member

How well do you know their names?
Fill in the blanks.

- 1. Joshua _____ Lionel
- 2. Alfred Carlton _____
- 3. Louis _____
- 4. Al C. _____
- 5. William K. _____

Nashville Steam Preservation Society NSPS - 576 Update

By Joey Bryan



Thanks to help from project sponsor Clark Crane, RJ Corman, FMW Solutions, and Nashville Steam volunteers, No. 576 is one major step closer to returning to operation. After a few weeks of prep work, two cranes lifted the 220,000-lb steam engine approximately ten feet in the air to provide enough clearance to remove the wheels for inspections and repairs.



The whole process took a little less than 3 hours. While the locomotive was airborne, the trailing truck, driver wheels, and pilot wheels were removed one at a time.



Each driver wheel was dragged using a telehandler rather than rolled due to the lack of side rods acting as a balance to the counterweights. The engine was then lowered onto four steel pedestals. The driver wheels will be sent to the Tennessee Valley Railroad Museum in Chattanooga. Pictures submitted by Joey Bryan.

Classified Ads

Items Wanted - Items for Sale

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

In Memoriam

Submitted by **Terry Coats, VP-NCPS**

David Ibata

It is with much sadness that I have to report the death of David Ibata, member of the Nashville Chattanooga and St. Louis Ry. Preservation Society and for the last 11-years the editor of the society's newsletter, the DIXIE FLYER.

A native of Chicago, David was a third-generation Japanese-American. After graduation from college, he accepted a job at the Daily Herald, a small suburban Chicago newspaper and then as a writer and editor for the Chicago Tribune.

David and wife Patti moved their family to Kennesaw, Ga. in 2007 after accepting a position with the Atlanta Journal-Constitution. At the AJC, he served as assistant paper's opinion page. He also worked as Business section coordinator, dispatch editor, wire editor and copy editor.

Just as he had done in Chicago, David immersed himself with the history of the local railroads. In Kennesaw that meant the CSX and the original Georgia railroads that had preceded it, the Western and Atlantic and the Nashville Chattanooga and St. Louis. Soon, David also associated himself with the hometown institution, the Southern Museum of Civil War and Locomotive History

David found the NCPS group in 2008 and with the May 2009 issue, took over the responsibility as editor of the Dixie Flyer. David drew on his expertise as newspaper reporter and editor, as well as his love of railroading and soon the NCPS and David was producing what we all feel is one of the top railroad society newsletters in the country.

David died at age 66 after a very short bout with pneumonia and Covid-19. He will be missed.

Railroad Quiz (on page 10) Answers

1. Cowen Lionel <http://www.lionel.com/>
2. Gilbert American Flyer Brand https://en.wikipedia.org/wiki/American_Flyer
3. Marx Maker of train toys rather than scale model trains
4. Kalmbach A Publishing company, publishes Trains magazines today. <https://www.kalmbach.com/>
5. Walthers Sells their own brands and is a big distributor, <https://www.walthers.com/>

6. Hornby A British Model RR manufacturer - <https://uk.hornby.com/hornby-hobbies-visitor-centre>

7. Märklin A German Model RR manufacturer <https://www.marklin.com/>

8. Athearn Manufactured own brand and sold model RR supplies <https://en.wikipedia.org/wiki/Athearn>

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 will not be staffed for the immediate future.

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 615-513-7187.