

# THE ORDER BOARD

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

**Volume 41 Issue # 11**

Next month, December 2021 Order Board will be “2021 a year in review” edition – please submit your thoughts, appreciations, stories and photos\*, in jpeg format, regarding this challenging year. The volunteer work you have done, and how you have enjoyed it, how you share your passion for historic railways with others including your family, projects you have participated in, and skills you have learned or shared with others. Submit to Susan at [smt789@hotmail.com](mailto:smt789@hotmail.com)

The editors reserve the right to edit any submission for space, appropriateness and readability.

## Donations

### From the Feltner Family Foundation Submitted by Terry Bebout, TCRM President

On Saturday, Nov 13 the museum received a donation of **\$187,132.00** from the Feltner Family Foundation of Clarksville, Tennessee.

We are very excited to receive this generous gift especially with our shortfall of revenue from 2020. In the near future the Museum Board will be discussing some uses for this funding including some excursion car interior upgrades, static displays and children's programs.

**Joseph Kormann - \$200** – Passenger on October 23 Oktoberfest Excursion – In recognition and to compliment three car hosts, **Randal Brooks, Alex Clark, Don Marlin** for the respect and help they offered to Mr. Joseph's aunt, a mobility challenged passenger.

**Gordon Smith** - TCRM Board member – donated a large quantity of HO Rolling stock – more details and pictures are in the Hobby Shop section of the Order Board – on page 6.

**Pete Hoadley - \$500** – former charter BoD member  
11/13 Open House Visitors – **\$100** – several visitors who came into the museum and toured the cars gave on-the-spot donations.

## New TCRM Members

Dave Anderson - Mt Juliet TN

David Gray - Bon Aqua TN

Gwen Heeney - Nashville TN (Family)

Jonathan Skinner - N Chesterfield VA

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

## 2021 TCRM Calendar

Nov 20 North Pole Express AM & PM Trips to Lebanon

Nov 27 North Pole Express Trip to Watertown

Dec 4 North Pole Express AM & PM Trips to Lebanon

Dec 11 North Pole Express AM & PM Trips to Lebanon

Dec 18 North Pole Express AM & PM Trips to Lebanon

## 2022 TCRM Calendar

Feb 12 DelMonaco Wine Tasting Excursion Train to Watertown

Feb 19 Valenshines Excursion – 4½ hour ride

Mar 12 St Patrick's Day Excursion Train to Lebanon

Mar 26 DelMonaco Wine Tasting Excursion Train to Watertown

Apr 9 Spring Mile-Long Yard Sale Excursion Train to Watertown

Apr 16 Easter Bunny Excursion Train to Watertown

Apr 30 Watertown - Private Charter-Bespoke Tours

May 7 4 ½ hour ride - German Mayfest Excursion

May 14 Watertown - Wine Tasting Excursion

May 21 Watertown - Train Robbery Excursion

Jun 26 Watertown - Private Charter- Train Collectors Assn.

Jul 16 Watertown - Murder Mystery/Jazz Festival

Jul 24 Watertown - Private Charter-Lionel Collectors Assn.

Aug 6 Watertown - Wine Tasting Excursion/Harvest Days

Sep 3 Watertown - Brews and Blues Excursion

Sep 24 Watertown - Train Robbery

Oct 8 Watertown - Fall Yard Sale/Christmas Market

Oct 15 Watertown - Wine Tasting Excursion

Oct 22 4½ hour ride 90 mile round trip Oktoberfest

Oct 29 5½ hour ride 100+ mile RT Fall Foliage Excursion

Nov 19 2½ hour ride 64 mile RT North Pole Express AM & PM

Nov 26 Watertown - North Pole Express

Dec 3 North Pole Express 2½ hour rides RT AM & PM

Dec 10 North Pole Express 2½ hour rides RT AM & PM

Dec 17 North Pole Express 2½ hour rides RT AM & PM

Trip dates, destinations, events and equipment subject to change.

## Monthly Thursday Meetings On Hold

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

## TCRM Limited Reopening

**Randal Brooks** continues to be at TCRM most Saturdays from 9 to 3 pm Central Time. The Museum room & meeting room will be closed to visitors until the meeting room is completed. On days that **Randal** is volunteering and working on the car folders and other pre-trip preparation, he covers the office and takes phone calls. His presence has resulted in TCRM receiving multiple donations and hosting several video shoots.

## March 25 Storm Recovery Update

Submitted by Terry Bebout, TCRM President

Construction repairs from the March wind damage continues on the museum building. The masonry brickwork is completed, the steel trusses have been tested and reinstalled and the wooden ceiling is back in place. Dowdle Construction is now waiting on some material to put the exterior of the roof back in place as the

next step. We are hopeful that the work will be completed in the first quarter of 2022. When work is completed we do plan to have a celebration of the restoration of the museum building. More information to come on this closer to completion of the project.

## Other RR Events of Interest 2021

**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.

**Dec 11** TCA Annual Christmas Toy Train Show at the Nashville fairgrounds. For more info call Doug at 615-867-7611

## 2022

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

**June 15 -19** National N-Scale Convention, Nashville TN  
**Aug 7-13** NMRA NATIONAL CONVENTION St Louis MO  
[https://www.eventsquid.com/event.cfm?preview&event\\_id=13724](https://www.eventsquid.com/event.cfm?preview&event_id=13724)

## TCRM Excursion Train News

### Excursion Train Trip Report – October 30

Submitted by Rob Bartley, TCRM Musician and Car Host

Hi everyone, from the general mood of the passengers in 3113 and their comments to me throughout the day, the trip was well-received and mostly enjoyed by mostly all. Two passengers decided their window table was not suitable, so I suggested going next door to try sitting in the empty diner. That seemed to work for them.

I asked just about everyone how the lunch was and, again, most everyone said they were good. Very little uneaten food went into the trash. The food delivery to the car was great and my delivering them to the passengers was also not a problem at all. It was a group decision as to when I passed out the boxes... a little passenger participation.

I gave out a membership app to a very interested fellow and his wife. They were in another car and passed thru whilst I was playing and they asked if they could stay. So I let them sit at the table the women had left earlier.

### Next Excursion Train Trips – Nov 20 & 27 By Bob Hultman, TCRM Vice President

Actually there's 2 North Pole Express trips to Lebanon on Nov 20, a morning trip and a 2nd trip in the afternoon, the 20th & 21st trips for 2021. Safety meeting starts at 7:30 am Central Time on board diner 3119, AM trip passenger boarding follows at 8 am, then departure at 9 am. Return to Nashville should be around 11:30 am or so.

PM trip boarding starts at 12:30 pm with departure at 1:30 pm. Return to Nashville should be by 4 pm or so. There's 517 seats issued for the AM trip, 534 issued for the PM trip.

Our 22nd trip for 2021 is our North Pole Express trip to Watertown on Nov 27. Safety meeting starts at 7:30 am Central Time on board diner 3119, AM trip passenger boarding follows at 8 am, then departure at 9 am. Return to Nashville should be around 3:30 pm or so. If you will work these trips, E-mail me at [hultman@bellsouth.net](mailto:hultman@bellsouth.net) or call landline 615-833-5158 or cell 615-513-7187.

### We will miss her

By Susan Thomas, TCRM Order Board Editor

This story is excerpted from Brent Thompson's Facebook page, with permission from and reviewed by Brent.

The Lord your God is with you (and) will take great delight in you; (and) will rejoice over you with singing.”  
Zephaniah 3:17 NIV

Happy Father's Day to the man who inspires my own faith!

“The time has come in my life when I'm giving up what my wife affectionately refers to as my “Other Love”. She came into my life in 1994 and I have cared for and supported her until now.



I have traveled with her enough to have circled the globe more than twice. I was with her during the flood of 2010 when GOD's protective hand saved us. She has been good to me. I tried to get some local young men to take her off of my hands so I could still see and travel with her but to no avail. A recent, avoidable incident pushed me over the edge and let me know I could no longer care for her. She is getting old like me, she's 68 years old. Who is she? She's an EMD E8 Locomotive number 6902, that I've operated on Tennessee Southern Railroad, Broadway Dinner Train and Tennessee Central Railway Museum. She's like a member of the family and I will miss her tremendously"

**Brent Thompson** wrote on his Facebook page



She was bought new by New York Central as 4084. She underwent a total rebuild in 1979 for New Jersey Transit. Then she went to New Georgia. Brent bought her at a New Georgia auction in 1994 for use on the Broadway Dinner Train. After the Broadway Dinner Train closed down, she made her home at TCRM.

She has been sold by Brent and is moving to Tifton Georgia CPR where she will be proudly leading the Azalea Sprinter in Nashville, Georgia. Hopefully, she will soon be featured on their web pages, as she was on ours.

<http://hawkinsrails.net/preservation/azalea/azalea.html>



A comment from Brandon Pounders to Brent on his FB page sums up our feelings for all of us, I think.

"Thank you for your service! Now relax and enjoy life and smile - most men only dream of doing what you have accomplished...."



She will be sorely missed by everyone here in Nashville and those that remember her leading the roadway Dinner Train and the excursions as far away as Monterey, TN.

Please share your memories and pictures, jpeg format, of her time here with us at TCRM or the Broadway Dinner Train, which many of our members rode or worked on. Submit to [smt789@hotmail.com](mailto:smt789@hotmail.com) for inclusion in future issues of the Order Board.

## TCRM Vintage Car Maintenance Team

By Susan Thomas, Order Board Editor

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

### Repaired excursion train maintenance issues from 10-18-2021 to 11-15-2021;

- 3113 – Vestibule curtain will not stay attached. Repaired.
- 3113 – Emergency tool cover loose. Repaired.
- 3119 – Aisle light at seat 7 out. Repaired.
- 3119 – Aisle light at seat 8 out. Repaired.
- 4719 – Seats 33/34 light out. Repaired.
- 4719 – Aisleway light at seats 9 thru 16 flickering. Repaired.
- 9400 – Luggage rack bar loose at seats 41/42 and 45/46. Repaired.
- 9400 – Seatback at seats 33/34 will not stay locked. Repaired.

#### Lighting Upgrade;

3113, 3119, 4711, 4717, 4719, 4733, 4739, 7602, 7628, 8510, 8519, 9400

All had specific incandescent light bulbs upgraded with LED bulbs. This upgrade, in addition to creating uniformity among cars, will provide more efficient lighting as well as allow "Emergency Lighting" to function with LED bulbs installed.

Excursion train work order totals from 5-22-2021 to 11-15-2021; (Each maintenance issue reported has a "work order" generated for computer database tracking.)

Total open work orders as of 11-15-2021 - 52

Total closed work orders as of 11-15-2021 - 99

Total work orders generated as of 11-15-2021 - 151

If you would like to help volunteer on the maintenance team, to help close our 52 open work orders, and more that are opened every week from car host after trip status reports, please reach out to **Ken Fagan** [2kenfagan@gmail.com](mailto:2kenfagan@gmail.com)

## TCRM Volunteer Recognition

By Susan Thomas, Order Board Editor

TCRM leadership thanks and recognizes our dedicated volunteers and members who made our October and November excursions 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. And, most recently, decorated the cars for the North Pole Excursions.

### NSPS / TCRM Open House

By Randal Brooks, TCRM Member

On November 13th NSPS held their Open House to showcase the progress on engine 576 restoration. To give addition exposure to the excursion program TCRM opened up a few of the passenger cars for visitors to walk through and meet our volunteer car hosts, and to experience lunch on a diner car.

Executive chef **Terry Bebout** and assistants, **Doug Uhler and his grandson J Winborn, and Steve Tomblin**, served lunch on the 8510 diner car from 11am until 1pm.

The 1266 souvenir car was also opened for sales. Having the souvenir car open gave visitors that normally would not ride an excursion the opportunity to purchase items during the event. Working the souvenir car were **Joyce Chapman and Mike Volle**. They reported strong sales.

Car hosts and caboose hosts were **Robert Blanchard, Alex Clark, Alex Dmitriev, Hugh Lowe, and Don Marlin** who shared their stories about the museum, excursions, TC history and volunteering.

**Brenton Jones** opened and closed the cars. **Randal Brooks** welcomed visitors, answered a myriad of questions, took care of the TCRM building and also assisted in parking. **Mark Henry** worked in the hobby shop. **Carter Newton** set up some artifacts in 3119 for viewing. TCRM received cash donations of \$100.00, as well as several members renewed their membership, and we also signed up some new members who joined us. Board member **Gordon Smith** donated several HO items and some books.

Many thanks to all our volunteers for giving up their Saturday to help out at this important publicity event and partnership with NSPS to raise funds for TCRM, encourage new memberships and volunteers, and ticket sales on future excursions.

Come on down to TCRM to rekindle old friendships and make new friends at TCRM events. We have so many talented members and volunteers, who are eager to share their love of history and their passion for railroading, and, last but not least, who can't resist a beast burger!

## Excursion Train, Maintenance, Office, Library and Hobby Shop Volunteers (as of 11/17/2021)

### Pre Trip Preparation:

Terry Bebout, Randal Brooks, Ted Brown, Ken Fagan, Eric Henry, Bob Hultman, Tanner Peterson, Steve Tomblin

### Christmas Decoration of the Passenger Cars:

Bob Donovan, Eric Henry, Brenton Jones, Tanner Peterson and his sister and brother

### Parking, Passenger Greet, Boarding Platform, and Station Master Check In:

Randal Brooks, Lawrence Lilly, Carter & Leenie Newton, Gary Miller, Mike Volle

### Car Hosting:

Robert Bartley, Ted Brown, Joyce Chapman, Alex Clark, Aleksandr Dmitriev, Pasha & Peter Dmitriev, Cecil Elliott, Steve Gibson, Thomas Grosse, Bill Howard, Hugh Lowe, Don Marlin, Larry Norton, Ken Oosting, Adam Shaw, Margaret Ann Trail,

### Food Service:

Terry Bebout, Randal Brooks, Thomas Jones, Danny Oliver, Gary Miller, Ross Musgrave, Tanner Peterson, Steve Tomblin, Doug Uhler and his grandson J. Winborn, Kelli White

### Concessions:

Peggy Bebout, Susan Oliver

### Train Crew:

Tim Bebout, Eric Henry, Stephen Hook, Brent Thompson, Lee Ware, Rick White

### Maintenance:

Randal Brooks, Ken Fagan, Bob Hultman, Eric Henry, Brenton Jones, Steve Tomblin

### Library:

Carter Newton, Allene "Leenie" Newton

### Hobby Shop:

Ed Davies, Mike Embree, Ron Fleitz, Alan Garner, Hank Sweetman, Gary Willoughby

**Order Board Editors; Newsletter Contributors:** Bob Hultman, Susan Thomas; Robert Bartley, Terry Bebout, Joey Bishop (NSPS) Randal Brooks, Alex Dmitriev, Jill McClintock (OLI) Carter Newman, Hank Sweetman, Steve Tomblin, Jason Whipp



**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**  
By Bob Hultman, TCRM Vice President

After the last wine trip, only 5 of the 6 12-count wine glass boxes were initially recovered..... Turned out that the 6th box was in 4739 car put on the top luggage shelf & slid all the way to the right so the curtain partially concealed the box. Car hosts have been repeatedly asked to leave the 12-count boxes & the 18-count box where they are readily visible, not hidden on overhead luggage racks, behind curtains, on floor under seats or under the bottom luggage shelf.

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

Happy November, all!

Lots going on this month in the library and archive, including some very exciting news coming for genealogy buffs and descendants of TC employees. I'll talk about that more in December, but this month I'll just take a moment to share what was out for display during the Nashville Steam Fall Open House for those who couldn't make it.



Photo submitted by Carter Newton  
(Note you can expand the picture to better see the items, by using the + and - zoom capabilities at the top of your screen)

From the left, there's an election notice from 1901 for the referendum in Nashville to fund the Clarksville expansion of the Tennessee Central - there's more to come about this piece of history, too, so stay tuned!

Next to that, on the wall, is a 1952 Saturday Evening Post advertisement for the North Coast Limited Vista Dome! Sound familiar? It should - our own 9400 dome coach is one of those very same Northern Pacific Vista Domes.

To the right of that advertisement, you can see a NC&StL conductors' uniform, complete with bow tie, a three-piece wool suit, and socks. For the fashionable 1920's conductor! Also included on the table is the conductor's cap, also vintage NC&StL.

To the right, you can see a 1910's era conductor's kit. This is the conductor's briefcase and toolbox, and it held everything from rulebooks, to timecards, to consist lists, to personal items. This kit included a few creature comforts: soap, a collapsible tin cup for drinking, a couple of corn-cob pipes, matches, and plug tobacco.

Also on display, a NC&StL lantern for signalling, and insoles for caring for the conductor's tired feet as he carried out his work.

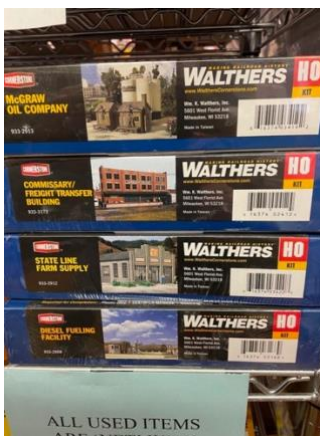
A few other pieces round out the display, all of them from the Tennessee Central. First, a TC employee's timetable from 1928, defining the movements and schedules for all of the trains across the TC's rails.

Finally, the sharp eyed will see TC steam locomotives from two eras - pre WWI, and likely during or just post WWII.

Many thanks to all who stopped by, and to the members who helped transport and safeguard these materials!

The Tennessee Central Library and Archives is open Saturdays between 10AM and 1PM. Other times may be possible by special arrangement.

**TCRM Hobby Shop Update**  
by Hank Sweetman, Hobby Shop Manager



New HO items recently received include some nice structure kits from Walthers, and rolling stock from Bowser, Kadee and Walthers.

Holiday Hours - The Hobby Shop will be open Thanksgiving weekend (Nov 27) but closed on Christmas Day and New Year's Day.



Gordon Smith donated a large quantity of HO rolling stock to the Hobby Shop. Included in that are a number of streamlined passenger cars from railroads such as Atlantic Coast Line, Great Northern, Milwaukee, Santa Fe, Southern and Union Pacific. Also in the donation are a number of locomotives, some of which appear to be unused. There will be a number of freight cars from the donation on sale in the future, once we get them processed and make a spot for them.



*HO modelers will want to come in and check out the used structures that we have just received.*

These are in very good condition and there is a wide variety of buildings to choose from.

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,

The Hobby Shop remains open every Saturday from 10 until 2, even though the museum is closed due to the storm damage incurred in March. We are here to assist with your modeling needs and to take your special orders. Come in and see us!

Our dedicated staff continues to operate the Hobby Shop to serve customers. Special thanks to **Mike Embree, Mark Henry, Ed Davies, Ron Fleitz, Gary Willoughby** and our newest member, **Alan Garner**. The Hobby Shop could not run without your time and effort.

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



*Above photos are of items that Gordon Smith donated.*

All photos submitted by Hank Sweetman



## 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 Susan Thomas at [smt789@hotmail.com](mailto:smt789@hotmail.com)

### Tennessee Central Railroad's Nashville Freight Depot and Offices. 1902 – 1969



*Original TC Freight Office*

A fire in 1942 completely destroyed the offices in the freight depot. Soon after a replacement depot was built of a much simpler styling. The building was finally demolished in 1969.



*Replacement TC Freight Office Building – note the neon sign!*

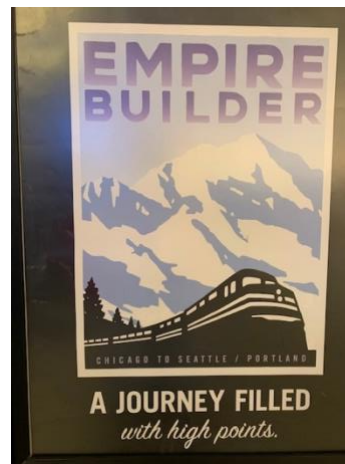
The piece of marble seen below is from the floor of the TC's Original Nashville freight offices and depot. Originally built in 1902 just off Broadway along the Cumberland River.



Photo submitted by Terry Bebout

Thanks to **Brenton Jones** and **Tanner Peterson** for installing this historic marble piece adjacent to the new flagpole. Be sure to take a look at a genuine piece of Tennessee Central history.

### Circumnavigating the Continent via Amtrak Travelling on the Amtrak USA RailPass By Susan Thomas, Order Board Editor



We completed an epic journey on Amtrak in the Fall of 2021, and many have asked us how we did it, what was it like, would we do it again, and most importantly, how much did it cost. So here is our story! After reading the article, if you have additional questions, feel free to email me with any questions about Amtrak passenger service.

On June 8, 2021 Amtrak announced the reintroduction of their USA RailPass. The RailPass allows you to complete 10 segments of travel within a 30 day period.

<https://www.amtrak.com/deals-discounts/multi-ride-rail-passes.html>

A segment is defined as boarding the train to a journey's end, or until you deboard the train, whichever comes first. Thus, you can travel one of the iconic routes like the Empire Builder, from Seattle or Portland to Chicago., and that counts as one segment. However, if you board in Seattle, get off in Glacier Park, MT for example, for a day or two, then reboard to complete your journey to Chicago, then that trip would count as two segments.

The price of the rail pass is \$499, or \$50 per segment. To help understand how that translates into savings, a trip from New Orleans to LA, in the middle of December 2021, coach class tickets are available from \$142 (nonrefundable) to \$340 (fully refundable). So, you can see the savings are significant. Obviously, the more segments you take within the 30 day period, the greater the savings. In general, if your plans are for at least three segments within 30 days, you achieve some significant savings.



Menu boards from an Amtrak lounge café car

assigned the seats next to the stairs going down to the restrooms and exit vestibules. Between the foot traffic activity and the stairwell lights on all night, it did make getting a night's sleep a little more challenging.



Once you have purchased the RailPass, you go online, specify your RailPass #, and just book a trip or segment. You may only be given one option, or several. Remember that the longer cross-country iconic rail journeys may only depart three or four times per week, so you may have to be flexible on your dates. If there is availability, the online system issues a ticket and emails it to you. What we found so great about the process was that we could cancel a trip or segment, or change the date, even at the last minute, with no change fees or penalties. For us, that flexibility made trip planning so much easier, and allowed us to change dates or destinations at the last minute with no problems. There are some luggage restrictions, two checked pieces and two carryon per person, which are so much more generous than airlines.



not include any meals. And not much privacy. But that saves on two nights of hotel bills! As a coach passenger, there is no preassigned seating, it is usually done trackside by the car attendant as you board the car. We spent the majority of the time in the observation or lounge/café car, so seat assignments were less important. On one journey, we did have the misfortune to be

Although in the RailPass regulations described on the web site state that a RailPass is not upgradeable, conductors told us that it is possible to purchase a roomette or a sleeper. The Amtrak web site shows for that same trip in mid December, a roomette is available for \$964 (upper and lower bunks and shared showers) or a bedroom for \$1,462 which includes upper and lower bunks and a private bathroom with shower. When you purchase a sleeper, that does include 3 meals a day, unlimited coffee services and turndown service.

We took pillows and blankets and a cooler full of food and drinks, and slept quite comfortably on the coach seats, for considerably less!

One concern that we had was delays that could cause us to miss a connection. As you know, in this country, freight trains have a higher priority than passenger trains. A passenger train will often have to pull into a siding to let a freight train pass. These delays can run in to hours. The Amtrak policy is that if a delay causes you to miss a connection, Amtrak will provide a hotel room and meal vouchers as necessary and will provide alternate transportation. This could be just waiting till the next day, but on some routes that are not daily, this can mean you are put on a bus and reach your destination at any time of the day or night. I have heard some real horror stories. But in my limited experience, we generally arrived on time or even a little early. In one trip however, there were significant delays, and we literally had to run from one end of the Chicago Union Station to the other, 30 or 40 passengers all had to make the connection with minutes to spare. Amtrak staff led us through a maze of underground platforms, and did provide golf cart transport to those mobility challenged passengers. Surprisingly, our checked luggage made that quick transfer too – that would never have happened at an airport!

You can imagine how the savings multiply, the more segments you take on the RailPass. We took a total of 5 segments totaling 7,493 miles in less than 30 days. We travelled on the Sunset Limited from New Orleans to LA, one segment, then transferred to the Coast Starlight from LA to Seattle, one segment. We then took a cruise from Seattle to Alaska and back, and spent several days in Seattle, including a couple of trips up the Space Needle, and a tour of Mount Rainier. That was a true highlight of our trip, it had snowed the night before, and the drive and views were Christmas card perfect!



We then travelled from Seattle to Chicago (one segment) Chicago to Washington DC, (one segment) and then from DC back to New Orleans (one segment). We had originally planned a trip to include 8 or 9 segments, but we chose to spend more time in Alaska and Seattle, and so had to shorten our time in the mid-Atlantic states to stay within the 30 day limit.



*King Street Station in Seattle – ready to board the Empire Builder*

By the way, we were able to purchase our RailPass on sale, for only \$299, rather than the regular price of \$499. So our entire rail travel of over seven thousand miles around this beautiful country cost us only \$299 each.

It was such a positive experience, we plan to purchase a RailPass in the spring, hopefully there will be another sale, and ride the iconic California Zephyr from Chicago to San Francisco, passing through Denver and Salt Lake City, and the South West Chief from Chicago to Los Angeles, passing through Kansas City, Albuquerque and Flagstaff.

The Mississippi river provides a great divide in the rolling stock and, we felt, the quality and level of service. The Sightseer Lounge Cars or observation cars are only included in the west of the Mississippi routes, and I would say that the coach car seats are more comfortable west of the Mississippi. And from a landscape perspective, the scenery is far more dramatic and spectacular.

So if you are passionate about the railroads, have the luxury of time, and want to see magnificent scenery, whether along the coastline, through the deserts or mountains, following rushing streams and verdant river valleys, taking the train is definitely the way to go. As we travelled on the Sunset Limited, at one point we were a stone's throw from the border and could see into Mexico, and as we travelled the Empire Builder across the Northern States, we were 35 miles from the Canadian border.



*Riders disembarking from the Capital Limited in Cumberland, MD, preparing to ride the GAP trail (Great Allegheny Passage) to Pittsburg*

And yes, we travelled over the track in Montana where the previous week the Empire Builder had derailed. They were still

clearing up the remnants, but the freight must go through, so the tracks were cleared, but it felt like we were going 5 mph at most, and it was a very squishy ride with the cars dramatically swaying from side to side. Clearly a lot of work still had to be done on that section of track.



*Shelby Montana, the Amtrak station closest to the Empire Builder derailment in October 2021*

We had so many opportunities to take photos, to capture the sweet memories of stunning landscapes on this epic journey and trip of a lifetime. Pictures of mesas and deserts in the south west on the Sunset Limited, waves crashing on the beaches of the California coast, views of Cascades and Olympia mountain ranges and the Puget Sound on the Coast Starlight, through the foothills of the Rockies to the Badlands of the Dakotas, arriving in the industrialized



Chicago on the Empire Builder; and through Indiana and Ohio, the mountains and valleys of West Virginia and western Maryland on the Capital Limited; the iconic landscape of the Washington DC memorials and into Virginia horse country, through the Carolinas and southern states back to the Big Easy on the Crescent. Over 7,000 miles of train travel for a \$299 Amtrak USA RailPass.

*The end of our epic journey on the Crescent in New Orleans Passenger Terminal. October 2021*

## **Memories of Working on the Railroads in Russia**

**Submitted by Alex Dmitriev, TCRM member**

### **Working a smooth shift until .....**

The first station where I worked was Zavodskaya station. After a half year they promoted me to a more complicated station, Pozim. When I received the promotion to Pozim I thought the work on the station would be boring because there weren't as many trains passing through the station. But I had no time to be bored. Every day shift, after the commuter train passed through the station, the switcher arrived at the station and the strenuous switching work began. We had to disassemble the one or two consists that came during the night, sort and classify the cars, deliver cars to the customers, receive cars from customers, and prepare and send the freight train out at the end of day shift. Each day we had more work than we could process. Especially near the end of the day shift we worked harder and faster. I gave the orders fast, the conductor and engineer repeated them fast and

they moved fast. Sometimes to save a couple of minutes for the conductor, I would run out from my office to take the track skates from the conductor and run with two skates in each arm back to the station building (each track skate weighs 7 kilos). Each day shift we sent the freight train from our station almost at the time limit of the work day for the train crew. And usually, I had to stay a half hour or whole hour to finish my paperwork. But one happy day we had not too much work, and I thought we would finish our shift smoothly and would send the freight train on time for once.



*The switcher on the Posim station. Same type of locomotive at the same track where it was in my story at the end of crew lunch break.*

The switcher crew lunch break was almost finished. We had waited for the commuter train from Izhevsk (the origin station of the train), and after it would pass our station we would continue our work. The commuter train should arrive at 4:13 p.m. The route for the train was ready, permissive signals on, passengers were waiting at the platform, I saw the train at the nearest ABS block to our station (on my remote-control console). But... the minutes passed 4:09, 4:10, 4:11, 4:13, 4:15... But the train was not entering to the station. 4:17, 4:19... The 6 minutes for which a passenger train is allowed to be late is over, so that means it will be considered a violation, and it will be investigated not only in the headquarters of our region, but also in the headquarters of the Russian Railways in Moscow.

I saw the commuter train slowly entering to my station, I started to receive calls with questions about this train, in the background I heard somebody yell: "he must send his switcher toward the train!!" (it was not correct, because if the train needs help, we have special procedure).

But the train slowly arrived to the station platform. I met the train and I smelt the burning electric engine odor from the locomotive. I realized we would have to use our switcher for the commuter train. I asked the commuter train engineer if he could move to the one of our sidings. He was able to do this. I ran back to my office and began to hustle. I had to disassemble the commuter train route using sealed buttons, prepare the switching route to the end of the station and into one of the sidings, and give the order to the conductor to fix the freight cars and the passenger car with track skates, uncouple the switcher and commuter train locomotive, prepare the route for switcher. And at the same time, I had to do a change of locomotives in computer system and change engineers in the system too. And

while doing all this, I knew that every minute of the commuter train delay would be investigated by auditors...

But the worst thing of all was that during that busy time I started to receive calls from different departments of headquarters about situation with the train.



*The commuter train on the Pozim station, same type of the engine, at the same track but in the opposite direction.*

I got it all done. We changed the locomotive and the commuter train departed from our station, but for half an hour after that, I received calls from different headquarters auditors asking me again and again about the situation and what we did minute by minute...

But how should we complete our switching work? We had only the broken engine. Fortunately, very soon Izhevsk sent us another switcher – an engineer-instructor brought it to us. Again, our switcher engineer had to jump from one locomotive to another, I had to change crews in the system, and we had to work hard to complete our job on time, because we had lost a lot of time dealing with the broken-down commuter train. We still were able to do our job in time. But again, we have to spend our time – we were instructed to couple the broken engine to the local freight train that was moving to Izhevsk. And again, we had to do it fast because the working shift of the freight train crew was almost finished, and the engineer was angry to have stop at our station. And after that we had to finish our job twice as fast... Finally we prepared our freight train and sent it to Izhevsk almost at the last minute. It had time only for the trip to Izhevsk and the shift of the switcher engineer (12 hours) was completed. Again I had to stay for more than one hour after my shift to finish paperwork and write report about the situation with the commuter train... I went home worn out, and my shirt and my jacket on my spine was wet from the sweat....

## Operation Lifesaver

By Jill McClintock  
Executive Director, TN  
Operation Lifesaver



OLI Homeless Campaign:



Operation Lifesaver has developed a new campaign to help educate the homeless population. During Rail Safety Week, packets of brochures and posters were sent to Homeless Shelters in Tennessee. If you are aware of an area near railroad tracks that attract the homeless, please reach out to me at [jmoodytnol@comcast.net](mailto:jmoodytnol@comcast.net). You can also contact the railroad by calling the 1-800 number listed on the blue and white Emergency Notification Sign posted at all railroad crossings.

Our new campaign, "Respect The Rails", was developed to empower the homeless population to make safe choices around railroad tracks and trains. We want them to understand that hopping aboard railroad equipment, walking around or under lowered gates, and crawling through or under trains can cost them a limb or their life! Also, there is only room for trains on railroad bridges and tunnels. We want them to know that walking, gathering or camping along the right-of-way or on train equipment is not only dangerous but illegal. Many of the homeless do not consider these dangers because they have lived, walked, camped or gathered near or on the tracks for many years. Let's not pass up this opportunity to share our life-saving rail safety information with this community.

TN Operation Lifesaver is always in need of Volunteers! For more information on volunteer training and responsibilities contact Jill at [jmoodytnol@comcast.net](mailto:jmoodytnol@comcast.net).

## 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.**

**Name:** Jason Whipp  
**Membership #** 1337

**TCRM Order Board:** When did you join the Organization?  
**JW:** My family and I joined in November or December of 2018, shortly before the RJ Corman takeover of NERR.

**TCRM Order Board:** What was your primary interest or reason for joining TCRM?  
**JW:** I've always been interested in trains and railroad related things. We'd been that day to take photos of 576 before it left the park and we discovered there was a railroad museum nearby so we went to visit, and joined on the spot!

**TCRM Order Board:** Do you have a home layout and what inspired you to build it?  
**JW:** I plan on building one when I get some space, that ever important commodity!

**TCRM Order Board:** How has your interest or participation changed over the years?  
**JW:** When I started, I wanted to work as part of the train crew, but within the last year as I've started my job with Railserve I've had less weekends off, so I've switched to just working on the Shop Crew.

**TCRM Order Board:** What have been the highlights of your membership experience over the years?  
**JW:** Meeting new people and learning new things, and getting experience that helps me every day at work!

**TCRM Order Board:** What area of volunteering or activity do you participate in?  
**JW:** I work as part of the shop crew, and as a Tour Guide whenever I can.

**TCRM:** Do you think that you will still be a member in 5 years? Why or Why Not?  
**JW:** I think I will be for many more years to come. For one, I've got a project to finish! But also, I think the museum is a place for me to learn from and a place that I want to try and contribute my time towards for as long as I can.

## Nashville Steam Preservation Society

### NSPS - 576 Update

By Joey Bryan



On Saturday November 13th, volunteers from Nashville Steam and TCRM hosted an Open House so the public could get an up close look at the ongoing restoration of NC&StL No. 576. This is the second open house we've done since the storm damaged the museum in March. It was essentially a scaled-down version of the usual Fall Open House-Cumberland Division Meet without the train show component. The steam shop was open as well as several of the excursion cars for people to walk through. Also on display was TCRM's switcher engine and the Operation Lifesaver caboose. Dining Car 8510 was also open for lunch service serving up some delicious hot dogs and brats.

Down at the steam end, NSPS volunteers performed two demonstrations on the riveting process. Riveting is a forging process where metal rivets are heated, installed, and pounded using two hammering guns in order to fasten two pieces of metal together. As the rivet cools, it shrinks the two pieces into a tighter fit.



New this time was the 576 whistle simulator. NSPS volunteer Alex Mullins designed a digital whistle simulation program using a recording of No. 576's whistle when it was previously used on Nickel Plate steam locomotive no. 765. Alex was able to rig the simulator up to the whistle counterweight bracket in the brand new locomotive cab for a realistic sense of blowing the whistle with a full head of steam. It certainly was a crowd pleaser!

*A future TCRM member blowing the 576 whistle with Stephen Hook*

A big thank you to all of the volunteers who made the event so special. We guesstimate around 400 to 500 people came throughout the day, many of whom had never been to TCRM before. We're already looking forward to the Spring Open House when the repairs to the building are completed!

## 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](mailto:johnr.coles@yahoo.com)

## 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](mailto:hultman@bellsouth.net) or call cell 615-513-7187 for it. This Web page can now record renewals thru end of CY 2022.

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**.

interactions and photos\* 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](mailto:smt789@hotmail.com)

Note that for any submission to the newsletter, the deadline is the 17<sup>th</sup> of each month. Any submission received after the deadline date will held until the next monthly Order Board. The editors reserve the right to edit any submission for space, appropriateness and readability.

Contact the Order Board editor at [hultman@bellsouth.net](mailto:hultman@bellsouth.net) or call his cell phone.

\*Apple has introduced a new photo format .HEIC, to replace the industry standard .jpeg format for photos taken on an iPhone. Please make sure you change the settings on your iPhone to “compatible” before taking photos for submission. The industry standard photo manipulation software that we use to include photos in this newsletter is not compatible with the .HEIC format yet.

## 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” Marsmaker, Gordon Smith & Gene Turnage**

## EDITORS NOTE

If you enjoyed reading this expanded Order Board newsletter, let the editors know- Bob at [hultman@bellsouth.net](mailto:hultman@bellsouth.net) or Susan at [smt789@hotmail.com](mailto:smt789@hotmail.com)

It took much work and time to put it together, with many members contributing articles and pictures\*. If you have interesting stories and photos\* of, your model layout at home, Broadway Dinner Train memories, Railroad memories, TC History, a quiz, positive or humorous