

# THE ORDER BOARD

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

Volume 41 Issue # 10

We continue our expanded Order Board with some new sections, a little humor, lots of member recognition, railroad memories and stories, and excellent input from members ..... And then submit your responses, stories, photos, especially PHOTOS!!!

## New TCRM Members

Jim Adair Mt Juliet TN ReRAIL  
Randy Bartelt Madison TN  
Paul Brancheau Franklin TN  
Alex Clark Gallatin TN  
Ed Davies Chapel Hill TN  
John Harmon Hendersonville TN ReRAIL  
Judy Baker; Brian, Cathy, Cody & Ethan Gleason; Austin Miller-Bethpage TN (Family)  
Bruce Hogan Mt Juliet TN  
Jim Johnson Nashville TN  
Mike Ozaruk Nashville TNB

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

## Donations

None that we know of this month

## 2021 TCRM Calendar

Oct 30 Fall Foliage Excursion Train to East of Watertown  
**SOLD OUT**  
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 Valentines Murder Mystery Excursion Train to Watertown  
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

## 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 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.

## March 25 Storm Recovery Update

By **Bob Hultman**, TCRM Vice President

The steel roof trusses have been returned to TCRM & installed on the repaired masonry walls. I've not received any update on the repair of the corrugated metal shed roof. I'm also not aware of any repair done to the TC Ry neon sign. I believe a portion of the east side neon was not working awhile back.



New Trusses Installed photo submitted by Terry Bebout



Lest we forget where we were - Demolition- Roof Trusses and Bricks Above Windows Removed - Photo by Jason Sharpe -

## Other RR Events of Interest

**Oct 30** Tennessee T-Trak Information and Organizational 1 pm, Brentwood United Methodist Church 309 Franklin Rd, Brentwood TN 37027. For more info - ttraknv@gmail.com

**Oct 30** Train Show, Cumberland Community Complex, Crossville, TN

**Nov 6** Model Train Show in Evansville IN at National Guard Armory, 3300 E Division St 75-85 tables (8ft/ \$20), 10 am to 3 pm Central Time - Free Parking, \$5 admission

**Nov 13** Cordele RAILFAN Festival in Cordele GA

### Nov 13 NSPS Open House

We will be serving food in 8510. We need a couple of car hosts to open a couple of cars, and help direct guests to 8510

**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

**ANNUAL CHRISTMAS TOY TRAIN SHOW**  
MUSIC CITY CHARITY  
SPONSORED BY  
"THE FAIRGROUNDS NASHVILLE"  
New EXPO #2 BUILDING  
(500 Wedgewood Ave. off exit 1-65 South)  
NASHVILLE, TENNESSEE  
SATURDAY DECEMBER 11, 2021  
Admission: Adults \$7 -- Children under 13 FREE!  
Featuring: OPERATING LAYOUTS  
VENDOR SUPPLIED REPLACEMENT PARTS  
OVER 200 AVAILABLE TABLES OF TRAINS  
DRAWING FOR DOOR PRIZES ALL DAY  
5 NEW TRAIN SET DOOR PRIZES FOR KIDS ONLY  
SNACK BAR OPEN ALL DAY

## 2022

**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

**Thru Rain Or Snow,  
TCRM Excursions Will Always Go**  
Submitted by Randal Brooks, TCRM member

It was a rainy, cloudy and dreary day on September 18 when TCRM ran it's first Barbecue Festival Excursion to Mt Juliet to the Circle P Ranch Event Center. The rain did not deter the volunteers, the car hosts, the parking and operating crews. By 6:30 am a party of guests had already arrived to purchase last minute tickets. **Terry Bebout** opened up this trip to the museum members by offering them the train ride and entrance to the event free of charge. Some of the members mingling with the

passengers were **Jason Sharpe** with some N-scale members, **Huge Lowe** and family, **Larry Norton** and family, **Eric Henry** and family, **Robert Blanchard** and family, and **Randal Brooks**.

The train arrived at the Circle P Ranch at 11:15am. It was pouring with rain. Personnel were on site to aid in blocking off the road and escorting handicapped passengers from the train to the event. Because of the rain, Bob Bailey with the Circle P, arranged to give each passenger and train personnel a free barbecue plate. There were a few vendors but not many, again because of the rain. There was also a bluegrass band playing on the porch of one of the buildings. One of the passengers made a comment on our survey forms that they had ridden on the Brews and Bluegrass trip to Watertown and had not heard any bluegrass music, but they did at the Circle P Ranch!



Towards the end of the stay the rain finally quit giving the passengers some time to look around and enjoy all the Circle P Ranch facilities. Someone had brought in a herd of sheep and some sheep dogs to demonstrate how sheep dogs herd sheep. Luckily the dogs were able to keep the sheep away from the train and tracks!

Also, while standing in line waiting for the food, a party had recognized one of the car host volunteers in line, from one of the wine tasting trips years ago. This party remembered the trip because in all the cars with passengers, most of them were asleep on the return trip. But not in this one car. The passengers were celebrating and chanting the car hosts name during the ride home. They enjoyed a memorable time as the car host encouraged them and interacted with the passengers, to ensure the passengers had a positive experience and would encourage their friends to book a day's outing with TCRM.

## The Great Train Robbery of September 25, 2021 Submitted by a staff contributor and TCRM member

The day started and remained mostly sunny and pleasant. Upon de-boarding in Watertown, the water from the few clouds above decided to rain down. Fortunately, it didn't last long and the day's festivities continued uninterrupted. The Marshalls came through early to insure all that we were safe. However, the curve at Pruitt Hill proved to hold its usual peril and the train was halted and boarded by the bad guys. The train continued on to Watertown where a treasure hunt was held for the "youngens" to find a treasure chest hidden by the robbers. The winner received a prize for their success.

Some strains of piano music and singing were heard occasionally in car 3113, and a local church group returned for a



third visit to the train, with reservations being made for the 10/9 trip.

## **Octoberfest Excursion, October 23, 2021** **Submitted by Gary Miller, TCRM member**

**Randal Brooks** was Station Master and passenger greeter, and then on worked TCRX car 3119. I worked on the parking crew until 11:45 then left parking duties to get on the train, Randal and I then both worked on 3119. We both worked double duty that day.

It was a good day - we sold a lot of beer and snacks. The German bratwurst, sauerkraut, German potato salad (which received rave reviews) and the pretzel were good. The food service crew (a large crew this trip) were kept really busy with 347 people on the train to prepare lunch for.

Most passengers seemed to enjoy the trip. A few thought they would be served the beer and food. I explained to passengers that, the logistics of trying to get the food and beer to passengers, made that just about impossible. The narrow passageways in cars, with sharp turns, would require a special narrow cart, or manually carrying only two six packs at a time. So there was no easy way to improve or change the logistics, it was best to have passengers go get food and beer in 8510 or 3119.

In this trip was no layover, we operated to about Brush Creek, or there about, and did not go all the way to Carthage Junction. We had units on both ends of the train.

## **October 23 Oktoberfest Trip** **by Rob Bartley, Musician-Car Host**



Car 3113 had approximately 20 folks at any one time during the trip. A handful purchased tickets for the coaches but preferred spending the trip in 13. Small groups or couples came in to have a beer and enjoy their box-lunch and listen to a tune or two, then left.

Marty and his trio were awesome musicians and great guys.

## **Record Food and Beverage Sales**

Food service manager **Terry Bebout** announced that there were record food & beverage sales on the Oct 23 Oktoberfest trip. Passenger comments were very positive, with many saying they look forward to repeating the trip next year.

## **Next trip – October 30 Fall Foliage Excursion** **By Bob Hultman, TCRM Vice President**

The next excursion, the Fall Foliage Excursion has been sold out for months. 495 tickets have been issued, and a boxed lunch will be served to all passengers and crew.

A pleasant surprise is the number of car hosts marking up for this trip, 17 at last count. So, the train is pretty well-staffed for this trip.

**Randal Brooks** has been doing some research on running an excursion train to Fiddlers Grove in the Wilson Co Fairgrounds. Significant logistical matters (getting passengers from the train to FG & then in reverse, feeding several hundred people in Fiddlers Grove are 2 examples) would need good reliable solutions for that trip to be a success.

The safety meeting starts at 8 am Central Time on board diner 3119, passenger boarding follows at 9 am, departure will be at 10 am. Return to Nashville should be around 5:30 pm or so.

We need to properly staff our 10 passenger-occupied revenue seat cars and the 8510 diner with a good crew. Passenger-occupied cars in the trainset and the number of seats issued in each car is as follows: 3113- 47; 3119- 42; 4711- 48; 4717- 48; 4719- 44; 4733- 44; 4739- 7602- 69; 7628- 45; 9400- 61.

Food service manager Terry Bebout has advised that the crew breakfast will be Sausage Biscuits. The crew lunch will be a Box Lunch with Chicken Sandwich, Chips & a Cookie..... Or a Beastburger.

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

## **TCRM Member and Customer Care** **Making the Grade** **Submitted by Randal Brooks, TCRM Member**

Not only was the month of October a good month for excursions, as each one was a sellout, it was also a good time for three separate video shoots at TCRM.

The first one was on September 28. The song was titled "Hurts Like Yesterday". The artist was Maddie Logan. Maddie is a young singer from California. The production company was Mixed Media from L.A. I inquired as to how they knew about our museum. They replied that he songwriter did a web search on Railroad Museums in Nashville. They came to Nashville just to record the song and shoot the video. The video will be released later on this year.

The second one was on October 3rd. It was titled "Shine Through". The production company was Round Room Productions in Nashville. They were filming a video about Domestic Violence. It featured inspiring stories from Domestic Violence Survivors. This shoot was rather lengthy and more

involved and lasted into the night hours. They were using multiple cinema style cameras from different angles, a fog machine for effects, and special lighting at night for outdoor shots. This video will be released later on this year.



Photo submitted by Randal Brooks, courtesy of Round Room Productions"

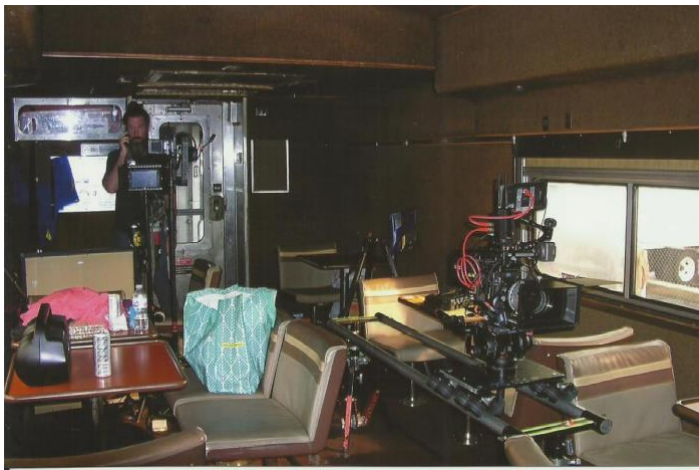


Photo submitted by Randal Brooks, courtesy of Round Room Productions"



Photo submitted by Randal Brooks, courtesy of Round Room Productions

The third video shoot was a music video featuring Shelly Massey on October 17. Her website <http://www.shellymassey.com>. The song was titled "Getting Off The Train". Shelly and her

production company are based in Smyrna, TN. Her video will be released later on this year.



Photo submitted by Randal Brooks, courtesy of Shelley Massey



Photo submitted by Randal Brooks, courtesy of Shelley Massey

We are very fortunate to have a train set of historical value to run several themed excursions as well as for video productions. We have been doing these excursions for over thirty years now. Let's all work to promote our efforts for future trips and generations to come.

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

\*\*\* The Hobby Shop will be open 9 to 2 on November 13th for the Steamers (NSPS) Open House. \*\*\*

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!

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.

Recently we have been experiencing delays in getting items for special orders and for Hobby Shop stock. All this is related to the current global supply chain issues. If you have something on order, or are waiting for a stock item to come in, please be patient.



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 for you.

## 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. As you can see from the following report, there is a lot of work that gets done each week to keep the cars rolling and to provide an enjoyable comfortable and positive experience for our paying guests.

The following report is excerpted from the Database that board member **Steve Tomblin** maintains. This lists all the work completed on the cars from September 9 to October 17, 2021

Car #	Work Completed
3113	– Electric locker door not closing. Repaired.
3119	– Floor bolts require replacement. Replaced.
4711	- Vestibule curtain will not retract. Replaced.
4711	– AC not working. Repaired.
4711	– Seat armrest loose. Repaired.
4717	– Hall number board lights out. Repaired.
4717	– Men’s room number board lights out. Repaired.
4719	– Seats 35/36 issue. Adjusted arm rest mechanism.
4719	– “A” end vestibule light out. Repaired.
4719	– Hall number board lights out. Repaired.
4719	– Men’s room number board lights out. Repaired.
4733	– Seats 7/8 issue. Repaired.
4733	– Hall number board lights out. Repaired.
4733	– Men’s room number board lights out. Repaired.
4733	– Air brake issue. Repaired
4739	– Seat 31 window shade issue. Repaired.
4739	– Men’s toilet seat broken. Replaced.
4739	– Second men’s toilet seat broken. Replaced.
4739	– Passageway light out. Repaired.
4739	- Seat 43 footrest issue. Repaired.
4739	– Hall number board lights out. Repaired.
4739	- Seat 27 window shade issue. Repaired.
7628	– Bolster rod loose. Repaired.
8510	– Kitchen environmental control issue. Repaired.
8510	– Jump-seat at hallway loose. Repaired.
9400	– Light at seats 37/38 out. Repaired.
9400	– Wall covering in men’s room needs replacement. Replaced.

9400 – Wall covering in women’s room needs replacement. Replaced.  
 9400 - Seats 15/16 issue. Repaired.  
 9400 – Seats 45/46 issue. Repaired.  
 9400 - Dome floor light out. Repaired.  
 9400 – Hall number board lights out. Repaired.  
 9400 – Step Light out. Repaired

## Excursion Train Car Host Procedures

By Bob Hultman, TCRM Vice President



Car hosts need to make sure that the 6 wine glass 12-count cardboard boxes and the one 18-count box (unique to 7628 car) are not destroyed, hidden, tossed in trash bags, crushed, burned or otherwise not made easily visible to those retrieving the boxes from the excursion train after wine trips.

After the Oct 16 wine trip, **Randal Brooks** fetched the boxes and remaining glasses off the train..... Sure enough, he came back with only 5 12-count wine glass boxes, not the 6 he should have..... We don’t know which of the 6 cars (3113, 4711, 17, 19, 33 & 39) was the one not preserving the box. But we will for the next time this happens.



## TCRM Volunteer Recognition

By Susan Thomas, Order Board Editor

TCRM leadership thanks and recognizes our dedicated volunteers and members who made our 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.



Photo by Brian McDonnell

## Volunteers for Activities from 9/18 to 10/23

### Pre Trip Preparation:

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

**Parking, Passenger Greet, and Station Master Check In:**

Randal Brooks, Lawrence Lilly, Gary Miller, Carter Newton, Hank Sweetman, Mike Volle

**Car Hosting:**

Robert Bartley, Ted Brown, Joyce Chapman, Alex Clark, Alex Demitriev, Pasha Demitriev, Peter Demitriev, Bob Donovan, Cecil Elliot, Steve Gibson, Carol Grandstaff, Bruce Hogan, Bill Howard, Hugh Lowe, Don Marlin, Ross Musgrave, Larry Norton, Ken Oosting, Adam Shaw, Margaret Ann Trail, Bryan Turner, Mike Volle, Becky White, Kelli White

**Food Service:**

Terry Bebout, Randal Brooks, Thomas Jones, Gary Miller, Danny Oliver, Tanner Peterson, Steve Tomblin, Doug Uhler, Kelli White,

**Concessions:**

Peggy Bebout and Susan Oliver



Photo by Brian McDonnell

**Train Crew:**

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

**Maintenance:**

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

**Library:**

Carter Newton, Allene "Leenie" Newton

**Hobby Shop:**

Ed Davies, Ron Fleitz, Hank Sweetman, Gary Willoughby

**Order Board / Newsletter Contributors:** Susan Thomas, Robert Bartley, Randal Brooks, Alex Dmitriev, Bob Hultman, Gary Miller, Jason Sharpe, Hank Sweetman, Steve Tomblin

**Landscape and Building Maintenance:**

George Benson, Ken Fagan

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.

**TCRM Library and Archive News**

By Carter Newton, TCRM Member

Happy October, everyone! Work continues to catalog the book collection, while we're starting to catalog and make available other resources in the collection. I'll talk more about that below, but first I want to make a couple of public acknowledgments of recent gifts to the collection.

**Nathan Baker** recently donated some very exciting TC documents to the collection which will be featured in upcoming months. These documents give us more insight into how the railroad hired employees, and how the Maintenance of Way department managed people, jobs, and materials. Look for more info on these very interesting donations in the months to come.

Recently joined member **Harold Stansberry** kindly donated a significant collection of railroad memorabilia - from advertisements featuring some familiar coaches, to public timetables and route maps, to historic post cards and art. Some of the materials he donated are very relevant to the Tennessee Central, even though the focus of his collection was the NP. Stay tuned for some fun connections!

This month, it's time for a peek behind the curtain. Ever been curious what it means to be an archivist for a railroad museum? This month let me tell you how we're taking some historical material and getting it ready for you to access.

**What are they?** Diesel electric locomotive maintenance records

**When are they from?** The late 1950's to early 1860's

**Why are they significant?** These records document the regular maintenance of the Tennessee Central fleet. These give us an idea of what work was being done, who was doing it, and whether the repair worked! One of the biggest expenses called out as contributing to the financial downfall of the TC was the cost of maintenance - these give us a look into the reality of that assessment.



However, these records have been stored, maybe since the 60's, rolled up in a tube shape.

Paper is best stored flat, particularly if you're preserving it for the long term. If you're planning on handing down papers

or records to your kids or grandkids, store them flat now. Otherwise, they're also going to have to follow this process to flatten the records.





Step one is to select the next scrolls you want to work with. We're trying to pick ones of a similar size, for reasons that I'll go into later.

Step two is to very carefully remove any fasteners. Over time, rubber bands can degrade and become sticky. This makes removing them from fragile, old papers a very delicate job. Pictured below is a metal spatula used by archivists and librarians to work with old and delicate books and paper. It lets us separate the rubber band from the paper while doing the least amount of damage possible.



Once the rubber band is freed, we start working to flatten the papers. Remember my advice about storing papers flat?



Here's what happens if you try to unroll a 60 year old bundle and put it in a file folder straight away:

To get those records to lay flat, takes several more steps. First, you have to unroll the bundle. This will be hard, because the paper will resist the change in shape. We use a variety of weights to hold the edges of the paper flat for the next steps.



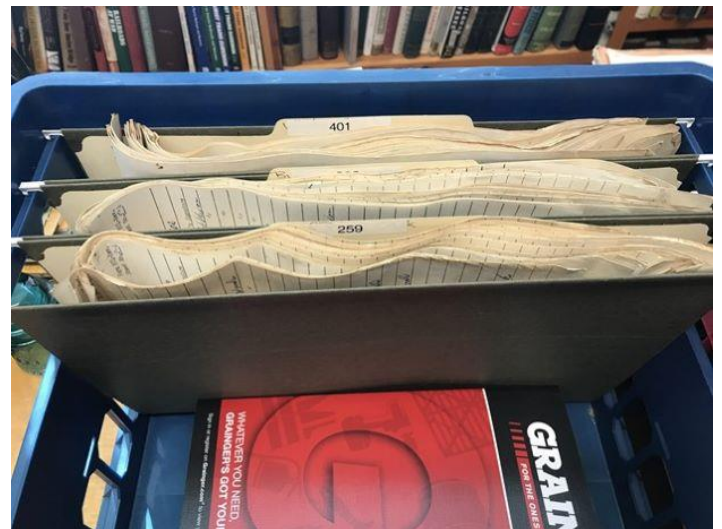
Ideally, all the tools and materials in use in an archive will be non-reactive and acid free. These glass insulators from railroad telegraph lines aren't exactly designed for archival use, but for every job there is the right tool, and then there's the tool you have at hand. They are non-reactive, though, so they're unlikely to damage the paper.

Once we pry the bundle more-or-less flat, we use a piece of heavy corrugated cardboard to wedge it open. Cardboard isn't ideal for this purpose - it generally has a higher acidity than is best for archival use, but in the short term this is a "good enough" solution. Also, as you can see from the below, the bundles really want to roll up again. This one located a weak point in the cardboard and creased it.



Next, this bundle will be carefully sandwiched between the work table and a piece of polycarbonate to weigh it down in the open position. If you look closely, you may see that this particular piece of polycarbonate is stamped "Amtrak." That's because this piece of archival equipment is actually a retired coach window. Is this use of polycarbonate in alignment with the best demonstrated practice by the American Association of Libraries and Archives? Probably not. However, this should help illustrate why it is important to select similarly sized bundles to work with at a time.

The last step is to weigh down the polycarbonate windows and wait. Early experiments showed that the windows themselves weren't heavy enough to resist the tendency of the papers to roll back up, so now we apply approximately 20 pounds to the top to encourage the records to relax. We've learned that the process takes at least ten weeks, with at least two turns during that time to get us to this, records ready to be filed, documented, scanned, and made available to historians and members curious about the TC.



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.

## 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)

### Memories of Working on the Railroads in Russia

Submitted by Alex Demitriev, TCRM member

#### Baptism by fire

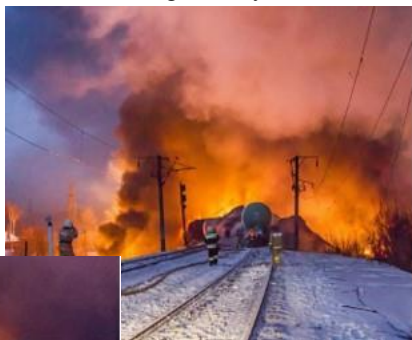


Passenger train passing the Zavodskaya station  
Photo submitted by Alex Demitriev

At the beginning of my work as a station operator, I went through one month of training. After training, I successfully passed tests and started three weeks working under supervision.

And only after this step was I allowed to start work alone. It was February of 2014. The first two of my personal shifts were normal, but it was stressful to work alone, without the support from a more experienced colleague.

And my third shift is etched into my memory. It was the night shift. In the evening at home I was getting ready to go to work and I saw on TV news that there was a big railway crash on the northern part of the trans - Siberian railway (the mainline from Moscow and central Russia going across Siberia to the far east of Russia).



Tank cars with oil and gas derailed and were on fire. Fortunately, nobody was killed or injured.



When I saw the news that day, I realized that due to this accident, a huge portion of train traffic would be redirected to our line. My station was on the lateral line between northern and southern parts of this very important railway line. I knew the shift was going to be hard...

The first hour of my shift passed as normal, but I was already seeing in the computer system the avalanche of oncoming train.

Out of three tracks at my station, the middle siding was occupied by gondola cars (you know these cars from my first story). Only two tracks were available to accommodate trains that were coming in both directions. The closest big station (Izhevsk) was flooded by passenger's trains already.

I could hear the train dispatcher's communication with two of the biggest stations nearby. They had to organize a supply of water and coal for the passenger trains (they use coal for heating the cars. Each passenger car on the Russian Railways has a heater that can heat the car by electricity from the electric locomotive or coal or firewood if the locomotive is diesel). But these stations could not provide both at the same time.



Izhevsk station. Photo submitted by Alex Demitriev

It was a crazy night not only for me. My station was packed full. As soon as one train left the station the next train arrived. Maybe you would not see a problem if a train stopped at a red entrance signal to the station. But according to the rules of the Russian Railways, trains should stop only at stations. Any train that stops at a red entrance signal is considered to be a violation and must be investigated by the station master and the higher managers. I had to operate the station so as to avoid a train stop at a station entrance signal. It was difficult at the night. At one moment the last vacant track was soon occupied by a local freight train. I requested permission to send this train to the next station, Izhevsk, as I was supposed to. But Izhevsk had no capacity to accept it and instead requested permission to send me another train! I reported that I'm full, there were not any free tracks left. The train dispatcher told me to move the local freight train somewhere, he was desperate. So I had no choice but to prepare a route to an industrial spur and gave an order to the engineer to move there. He refused, "I will not go! I have no conductor for moving backwards after!" But I said, "Go! We'll figure something out". And he left the station and made that track available.



Izhevsk Station during winter time.



Later in the shift a very scary situation occurred. A freight train with 70 tank cars full of gasoline was coming to my station and it was supposed to stop. According to the rules, I notified the engineer by radio that he was supposed to stop at my station and that the red light was on. I called him once on one radio, then again on another radio but he did not respond. I tried again and again— no response.

After my station the track goes downhill and the next big station was packed with passenger trains. And I had thousands of tons of gasoline moving towards the station with an unresponsive crew. The engineer answered the radio at the last minute, just before the red light.

By morning the flow of the trains became low and close to normal. The firefighting trains had stopped the fire and the wreck repair trains had fixed the track. We pulled out the local freight train from the industrial spur with the switcher that had worked at the next station and was heading to its base station at Izhevsk. The local freight train and the switcher left my station together. It was challenging shift but it gave me good experience.

## Operation Lifesaver

By Jill McClintock  
Executive Director, TN  
Operation Lifesaver



No submission this month.



## 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:** Mike Volle

**Membership #** 1241

**TCRM Order Board:** When did you join the Organization?

**MV:** I have been a TCRM Member since Jan 2015,

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

**MV:** I regularly do car hosting in 4739 and parking crew with Lawrence Lilly.

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

**MV:** I Have several Athearn Illinois Terminal HO locomotives and cars to run on the TCRM HO layout.

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

**MV:** As a young boy I grew up near the Illinois Terminal (IT) Railroad in Morton, IL. The IT was originally an electric traction railroad with street running thru the center of town. I was 5 years old when the IT purchased 6 new EMD GP-7 diesel locomotives in 1953 (originally numbered 1600 thru 1605). These were all the non-dynamic brake models. Two of the units were built with the control stand on both sides of the cab (then later the second stand was removed in an upgrade – units were renumbered 1501 thru 1506 then again renumbered back to 1600 thru 1605 a few years later – GP-7 1605 survives and is operational condition at the Illinois Railway Museum in Union IL). These locomotives were painted lime green with yellow stripes, and they really stood out.

As a young kid I was literally mesmerized by these engines. I even knew the train schedules (at age 5) and would go out and get up and my swing set and wait for the train to wave at the engineer. As time went on the engineer, Ray Reed would blow the horn for me as he went by (approx. 1/8 mile away). As I became older, I had an American Flyer train layout and then in 1958 graduated to the new HO gauge trains starting with an Athearn PRR Hy-Drive F7A and cars on a 4 x 8 sheet of plywood with plaster mountains.

I followed trains through my teenage and college years in the 1960s. I remember when the IT bought 6 new EMD SD-39s in 1969 (numbered 2301 thru 2306 – unfortunately all have been scrapped with no survivors).



GP-7 1605

These were beautiful units painted in the same lime green as the GP-7s were. At this point my parents moved to another home and so my layout was taken down and scrapped.

Fast forward to my post college years. I was employed by Caterpillar Inc. out of Peoria, IL for 31 years retiring in 2009. During my tour of duty with Cat, I worked 13 years in engineering, 11 years in purchasing and the final years in Service Training. It was during the 1987 through 1990 engineering years I was a design engineer in the Large Bore Engine Group in Mossville, IL. Here I was involved in the installation of large Cat diesels in rebuilt locomotives. My work involved designing the electrical interface controls that merged the locomotive electrical systems with the Cat engine systems. I spent a lot of time

viewing the long scroll electrical diagrams of EMD locomotives to determine where I needed to interface the electrical systems. Most of the circuitry I designed employed the 64 volt "Vapor" relays. We had an electronic governor on the Cat engine that used a "6502" microprocessor (most kids electronic toys today are more powerful than that chip – but remember this was 1987). We had several rebuilders doing the Cat conversions. Most notably were Republic Locomotive in Greenville SC and Zeigler in Babbitt MN.

IT SD 39 from the 1960s



The Cat 3516 diesel (2075 HP) was connected to a Kato AC traction alternator and then the output was rectified to DC for the traction motors. The first Republic unit was a GP-35 known as RL2000. We

developed a "package" design that had everything needed including auxiliary power on a set of rails that would "drop in" to the same bolt pattern as the EMD unit.

Engine on a transit dolly



The Zeigler units were done for BN, rebuilding worn out GP-20s. They were designated as GP-20C (suffix "C" for Cat and numbered 2001 thru 2020) To my knowledge as of 2012, all of the BN units except the first and RL2000 are still

operating (on short lines in the Midwest). The first BN unit (2001) was in a derailment accident not long after it was commissioned and ended up plunging into Lake Michigan (good riddance as it was the b----- child of the litter having been modified and changed multiple times during the tweaking process. It had wiring spliced in multiple places in the electrical system and other "add on items" as the development process progressed prior to being commissioned.



RL 2000



RL-2000 with access doors open

During my time in the Large Bore Engine Group I spent some time doing "load profile" studies in 1988 riding in the cab of a Paducah & Louisville GP-35. We made 110-mile coal runs between Louisville and Central City KY. The train consisted of the GP-35 on the point and five other GP-8 and GP-10 (IC rebuilds with "ox bow intakes") in the consist and ninety-two 100-ton coal hoppers.



I remember calling my boss (with the weekly status report) and asking if I was still going to get a paycheck as I was having "way too much fun" and he said absolutely.

In 1991, the Large Bore Engine Group moved from Mossville IL to Lafayette, IN where the Cat 3516s are built. I chose to not transfer there due to my aging parents who also lived in Morton, thus ending my career in the locomotive repower business. I went on to testing 3500 series generator sets in test cells at the Mossville Tech Center for a couple of years until I transferred to Cat Purchasing in 1994.



Test equipment

I have been working on a presentation to give the membership one of these days on "The Early Days of Cat Loco Power". I have been very busy, and it is hard to find time to work on it but hope to have it completed sometime next year. What I would be presenting is a snapshot of Cat's early involvement in the locomotive engine business during the 1980s prior to their purchase of Progressive Rail and later EMD in the 1990s. At that time the early locomotive products with my designs were then discontinued, and the more advanced EMD designs were put on the rails.

In addition to my TCRM membership I also am a member of the Illinois Traction Society (ITS) which is the historical society for the Illinois Terminal Railroad

All photos in this story were submitted by Mike Volle

## Nashville Steam Preservation Society NSPS - 576 Update

By Joey Bryan



Members of FMW Solutions immediately set to work on No. 576's driver wheels upon their arrival to the Tennessee Valley Railroad Museum's Soule Shops.



The first step was to remove the tires. Each driver wheel is equipped with a steel ring, known as a "tire," that could be removed for repairs and extended the overall longevity of the wheel. A tire heating ring is needed to remove them. The heat from the fire causes the tire to expand just enough for it to be removed from the wheel. We're pretty sure this is the "Ring of Fire" Johnny Cash was singing about!





Removing the tires allows for a full inspection to identify needed repairs and to determine which tires need to be replaced. So far, we have determined that at least two of the tires are at the end of their lifespan and will need to be replaced.

We will be hosting an Open House on Saturday, November 13th from 10am to 3pm. Come on out and see the progress on No. 576 up close!



### 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 most 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**.

## TCRM and Model Railroad Club Board of Directors

<b>Terry Bebout</b>	(president, ex officio)
<b>Bob Hultman</b>	(vice president, ex officio)
<b>Dominic Breeze</b>	(treasurer, ex officio)
<b>Steve Tomblin</b>	(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 stories and pictures. If you have stories and pictures, your model layout at home, Broadway Dinner Train memories, Railroad memories, a quiz, humorous 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 and readability.

Contact the Order Board editor at [hultman@bellsouth.net](mailto:hultman@bellsouth.net) or call his cell phone, 615-513-7187.