

THE ORDER BOARD

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Tennessee Central Railway Museum & Model Railroad Club
Nashville Chapter NRHS
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Volume 42 Issue # 4

Mark Henry Joins TCRM Board of Directors as TCRM Treasurer Submitted By Bob Hultman, Member # 15

TCRM member Mark Henry is the newest member of TCRM's Board of Directors. He's also now the corporate Treasurer, replacing Dominic Breeze. Dominic remains on the Board as a member, but without having to do treasurer things.

The Board of Directors also appointed Allen Hicks as Vice President, replacing your correspondent, who resigned as VP and member of the BoD effective upon the adjournment of the last Board of Directors meeting. I'm sure everyone will continue to work well with Mark (especially if you want to get reimbursed for TCRM expenses you incur) and with Allen and other members of TCRM as everyone gets to experience the new and improved TCRM building.

Getting to Know Your Board Members Featuring our Newest Board Member Mark Henry - Treasurer

Mark graduated from the University of Central Florida in 1995. He was a forensic accountant from 1994 through 2017 and a CPA from 1995 through 2018. He is currently the Marketing Director for the CPA firm he owned and sold in 2017. He has acted as treasurer for various organizations, including Civil Air Patrol, Chinquapin Homeowners Association, Nashville Claims, and Borderless Arts Tennessee.

Donations to TCRM – Many Thanks

Ellen Lyle- \$100 cash
Brian Shetka- \$20 cash
Unnamed Passenger from Apr 9 Trip- \$16 cash

New Members - Welcome

Natasha Bettis - Nashville TN
Nathan Donehue - Nashville TN
Dalton Flowers - Southaven MS
Benjamin Jamison - Murfreesboro TN
W I Lightfoot - Huntsville AL
John & Lalo Ruehle - Mt Juliet TN (Family)

TCRM encourages new members (or not so new members) to contact Randal Brooks at randalbrooks@yahoo.com or on his cell 615-477-2039 to find out more about member activities and volunteer opportunities. He'll be glad to further welcome you to TCRM.

TCRM BUILDING UPDATE

Submitted By Bob Hultman, Member # 15

The clear epoxy floor covering in the storeroom part of TCRM's building has been finished. Also, the surface of the "sloping the

wrong way" foundation at the roll-up door has been ground down to where it's supposed to slope towards the street. Brenton Jones confirmed on Fri Apr 15 that work on the shingle roof of the 2-story part of the building was completed.

The clear epoxy floor surface will tend to show marks if items are dragged or slid across the floor. Everyone needs to minimize scarring up the floor as items are brought back into the room.

Upcoming 2022 TCRM Excursions*

Next Excursion Trains – May 7, 2022

Submitted By Bob Hultman, Member # 15

May 7 German Mayfest Excursion 2 hours, 10 am departure
May 7 German Mayfest Excursion 2 hours, 2 pm departure
May 14 Watertown - Wine Tasting Excursion
May 21 Watertown - Train Robbery Excursion
Jun 26 Watertown - Private Charter- Train Collectors Assn.
July 16 Watertown – Murder Mystery Excursion and
Arts-Music Festival

*Complete listing of future 2022 Excursions is on page 10

TCRM Vintage Car Maintenance Team

Ken Fagan is down at TCRM most Wednesday mornings. He would welcome assistance from other TCRM members. If you would like the opportunity to learn maintenance skills on vintage rail cars contact Ken at 2kenfagan@gmail.com

Locomotive #819 Update

Submitted by Tim Bebout, B of D Member # 1042



She has been moved to the caboose track for further work to the air compressor and will also receive lettering.

Locomotive GP-7 #405 Update

Submitted by Tim Bebout, B of D Member # 1042



405 made her first trip, April 9, after having a new main generator installed. She did well but still needs a few minor adjustments.

Nighttime movement of 405 - building the consist for the excursion.

**Repaired Excursion Train Maintenance Issues
from March 17 to April 14, 2022
Submitted by Steve Tomblin,
Recording Secretary TCRM BoD Member # 377**

3113 – “B” end 2/4 side brake indicator leaking. Repaired.
4717 – Floor striping between carpets bunching up. Repaired.
4739 - "B" end vestibule door closer problem. Repaired.
4739 - Seat 11 legrest broken. Repaired.
4739 - Seat 46 legrest control knob missing. Repaired.
4739 - Men's room, north side, west end, sink drain leaking.
Repaired.
4739 - "B" end vestibule curtain will not retract. Replaced
4739 - Light above seat 27/28 out. Repaired.
7602 - Cabinet in men's room will not stay latched. Repaired.
7602 - Men's room door not closing properly. Repaired.

Car Hosts – Please take the time to write up any maintenance issues that you find in the car. The car status report is reviewed and documented issues are action items for the maintenance team.

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

**HO Modular RR News
Submitted by Bob Hultman, Member # 15**

With the completion of the new clear epoxy floor covering, Randal Brooks, Horton Monroe, and I have moved most of the HO RR-related items out of the Museum room into the shed at the east end of the TCRM building.

TCRM leadership has asked if the HO modular RR could be shortened in its end-to-end length. To do this and have an operable RR, we'll need to leave out of the RR the 36' Sircy Yard; in its place would be a 24' long visible thru staging yard. This means a yard with turnouts at both ends of each yard track. Each yard track can hold an already-made-up train; this permits a train running on the outside or inside main track to run into a vacant track in the yard & the road crew can then take another train out onto the main tracks. This is significantly less desirable than having the Sircy Yard in service with its greater capacity and provisions for engine servicing, car classification & train make-up and break-up.

We do want to keep the RR at 4' between the end corners, this lets our Geezer gate be used at the east end of the RR configuration.

As TCRM gets closer and closer to being able to reoccupy the storeroom, some of the HO RR modelers have been mulling over possible changes in the RR configuration from that in place before the Mar 21 storm damage. One thought being pondered is to move the RR alongside the south wall of the room. Problem here is that in doing so, we can't use the 36' Sircy Yard as 1 side of the RR (east end of the RR would foul the rollup door opening by several feet)..... So, why don't you use the 24' yard instead? Well, then if the HO RR gets an opportunity to set up at an off-

site venue, then we don't have the easily-transportable 24' yard ("easily transportable" compared to the 36' Sircy Yard) to use in the off-site modular RR. An RR with no usable yard is not of interest to the operators or visitors-onlookers.

So, it appears the best alternative is to put the HO RR (overall dimensions 9' front-to-back, 43' left-to-right) back where it was before the building damage.

I have in my RR room @home the 4 Sircy corners set up with the Bill Griffith 4' module on 1 side & the 4' pupwood (gotta say it rite,"pupwood", not pulpwood) module on the other side. This lets me do upgrades to the modules (providing secure fastenings for the dangling ends of electrical connections, for one; cleaning track is another), plus repairs. I also get to run roundy-roundy on something more than a trainset oval of 60-yr-old brass Snap-Track. The Bill Griffith module needs significant repair to the open-side warehouse, buckled highway surfaces & scenery "fluffing", along with installation of DCC track power bus wiring & Anderson Powerpole connectors on the bus cables. The "pupwood" module needs a manual switch control for the inside main track switch leading to the "pupwood" landing spur track, plus reconfirmation of DCC wiring to the DCC track power bus cables.

Nashville NTrak News

No submission this month – stay tuned for next month's news.

**TCRM Library and Archive News
By Carter Newton, TCRM Member # 244**

Stay tuned for next month and interesting stories that Carter has revealed from his explorations into the artifacts and documentation in our museum archives.

**TCRM Hobby Shop
By Hank Sweetman, TCRM Member # 247**

**THE HOBBY SHOP WILL BE CLOSED ON SATURDAY,
MAY 7 DUE TO THE GERMAN MAYFEST BEING HELD
AT THE MUSEUM.**

We apologize for any inconvenience, but with the events at the Museum that day it isn't possible for us to open the Hobby Shop.

We have just received a donation of used N scale items, including 2 steam locomotives (one needs some work), a set of 8 streamlined Santa Fe passenger cars and a number of rolling stock items. Come in and check them out.

Bowser has just announced that they are accepting pre-orders for a line of HO 40' boxcars. The flyer announcing this is posted on the door of the Hobby Shop. Pre-orders are due by May 13. Walthers has announced the June arrival of HO 40' ACF modernized welded boxcars in a number of road names. We also have the flyer announcing this at the Hobby Shop. If anyone would like an emailed copy of either of these product announcements, please contact me at 615-406-6917

We have been fortunate to have received a number of donations recently. Currently our shelves are full of locomotives, passenger

cars, freight cars and assembled structures. Our thanks go out to everyone who donated items to the Hobby Shop, and we welcome members of the museum to come in and check out our new offerings.

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

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

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

OUTSIDE STATIC DISPLAY BOARDS and SIGNAGE

Submitted by **Brenton Jones** Member # 1343

After some discussion with Terry last year, we have started a new campaign to add new display boards around the museum grounds and on the train. With the help of Allen Hicks and Carter Newton I have been designing displays for each car and different points of interest around the museum. It is an ongoing project that we will spread out throughout the year because of the cost. I'm doing all the designs myself and having a local company produce the physical signs.

Tennessee Central Railroad Carthage Branch



The rail seen below was manufactured in 1900 for the Carthage Branch of the Tennessee Central Railroad. This branch of the railroad was completed in December of 1888, originally part of the Nashville and Knoxville Railroad. It



was 7.6 miles in length from Carthage Junction to the south side of the Cumberland River at Carthage. It also served the communities of Gordonsville and Bluff Creek.

With the completion of Interstate 40 through the Gordonsville area in the late 1960's, traffic on the ex-TC line (now L&N RR) dropped off quickly. In later years, about 3.5 miles of the line into South Carthage was abandoned, and the remaining 4 miles of the line still serves customers to this day.

Track Weight

The most common way of describing rail is in terms of its weight per linear yard (the historic British unit of length), which is a function of its cross section. In the late 19th century, rail was produced in a range of sections weighing between 40 and 80 lbs. per yard. Weights increased over time, so that rail rolled today weighs between 112 and 145 lbs. The rail below from the Carthage branch is on the light side at only 60 pounds per yard. By comparison, the track between Nashville and Lebanon today has rail that is 115 pounds per yard - that's almost double the size.



Carthage Junction Depot – 1930s



South Carthage Depot, March 1958

Editors note- The best way to appreciate these displays is to come down to the museum. We cannot show them full size in the Order Board format. However, we have extracted the pictures and text on each display to at least share the information and pictures used on the display.

Excursion News and Update Submitted by **Bob Hultman**, Member # 15

TCRM's 8th and 9th trips for CY 2022 will be short 2-hr trips (an AM trip & a PM trip) on May 7 from TCRM eastward.

Passengers will not deboard the train. Safety meeting will be at 8am with boarding time not specified on the trip flyer. Departures are at 10 am and at 2 pm. As of 2339 hr Apr 17, Etix shows 112 seats issued for the AM trip, with 117 seats issued for the PM trip.

Our 10th excursion train for 2022 is a DelMonaco Wine Tasting trip to Watertown on May 14, safety meeting 8 am, departure 10 am return to TCRM ~ 6 pm.

Our 11th excursion train for 2022 is our Spring Train Robbery Trip to Watertown on May 21, safety meeting 7 am, departure 9 am return to TCRM ~ 3:45 pm or so.

Starting with the May 7 trips, TCRM on-board train chief Rick White will take on the Crew Caller tasks, so please bear with him as he does even more for TCRM. His E-mail address is richard.white1950@icloud.com & his cell # is 615-930-9313. So, E-mail or call him if you will work the upcoming excursion train trips.

Easter Bunny Excursion Update By Susan Thomas, Order Board Editor

The Easter Bunny Excursion was a great success. This was the first time that TCRM had responsibility for set up and running of the Egg Hunt. Over 2000 eggs were hidden by a small team of



TCRM volunteers. Randal Brooks, Bill Mason, Allen Hicks, Dave Anderson and Susan Thomas (Not pictured)

“This was outstanding and memorable for years to come. Thank you so much” wrote one family.

“It was well organized and a

great experience overall and made for a stress free day” wrote another family.

The Easter Bunny and chicks rode on the train with our egg hunters!

Free bouncy castles were on site so the kids could work off all that energy, and the weather was perfect, not too hot and not too cold!



TCRM Member Spotlight

By Susan Thomas, TCRM Order Board Editor

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

Name: Aleksandr Dmitriev (AD)
Membership #: 1403



TC Order Board: When did you join the Organization?

TC Member AD: We joined the Museum at the end of 2020. My first work at the excursion train was the North Pole Express.

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

TC Member AD: A Railway job was the dream of my childhood and I realized this dream in Russia. After relocation to the USA, I also tried to be closer to the railroad. I tried to find a job at CSX, RJ Corman, but without success because I don't have my work permits yet. Volunteering in the museum is an opportunity for me to work on the railway here. And in this museum railway work is more varied than just a job. In the Museum I could be as a car host, and the part of the switching crew. I want to take part in restoration projects, but I don't have enough time. But I hope I will find it.

Also I try to encourage my sons to work at the railway.

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

TC Member AD: We don't have any layout at home. We don't have our home here, we rent a house. Once we are able to buy a house I think we will start to build the layout. My son Peter has started to be interested in it.

TC Order Board: How has your interest or participation changed over the years?

TC Member AD: I started volunteering as a car host, and now I try to be a part of operating crew. I want to be useful in restoration projects.

TC Order Board: What has been a highlight of your membership experience over the years?

TC Member AD: The first thing I was impressed with was the passenger cars that were made in the 50s. These cars have several things that modern passengers' cars in Russian Railways still don't have like swivel seats, footrests, and dome cars. The second impressive thing to me was the first switching moving of #819. It was great!

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

TC Member AD: As I wrote earlier, I try to be a car host on almost every trip. I try to encourage my sons to do the same. I try to be a part of switching crew before and after the trip. Also, I took part at brake inspections.

TC Order Board: How could the organization better meet your needs?

TC Member AD: It would be very nice if the restoration projects were presented online, for example on the museum's website (let them be open only to museum members). And these projects would be split up into small subtasks so that I could choose the task that I am able to do, sign up, take it and do it. Or join a group that will perform some big task. The museum needs more project management so that more volunteers can participate in restoration projects.

TC Order Board: Do you think that you will still be a member in 5 years?

TC Member AD: I want to be member in future 5 years, I hope we will. But I don't know how the war will affect to us...We want

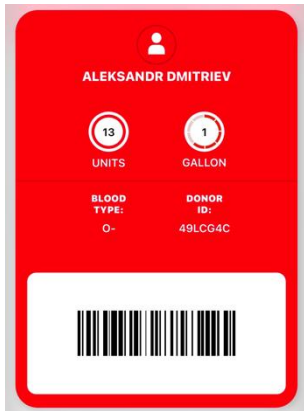
to stay here, and we try to stay here. I want to contribute and give back to this country.

TC Order Board: Why or Why Not?

TC Member AD: Before my family's relocation I heard that the USA is a land of opportunity. And now I am convinced of this myself. I don't have a railway job yet, but the museum gives me the opportunity to work on the railway.

My wife Dasha worked as a quality engineer in a company that makes automotive components for Nissan. This company decided to close a branch in our city, but wanted to keep the engineering staff. She was offered a job in the USA in the state of Tennessee. The decision to move was very difficult for us. At that time she was successfully working in this company, and I was successfully moving up the career ladder in Russian Railways. Leaving my dream job was a very very very difficult decision for me. But we did it. We took the challenge and here we are. Our status here is temporary, but we hope it will be permanent, and we are working on it.

For my wife to integrate into this country wasn't any problem.



My sons came here with little English language, but they studied and learned English very fast in school. For me, it is a lot harder. From the first days here, I tried to socialize and make friends. I contribute back to this country in as many ways as I can by volunteering until my documentation is completed so that I can work. Right now, I give blood to the Red Cross, (I have donated 1.5 gallons) I am training

to be a volunteer fire fighter and I volunteer at TCRM, and I am a full time parent for my sons. It is our intention to stay and give back to this country in which we now live and offers so much opportunity for our family.

Volunteering at TCRM helps me a lot. Especially because I am communicating with people in my professional field, in an area that I am passionate about. I have met a lot of interesting people at the museum among both the museum members and the excursion train passengers. My sons, Peter and Pasha car host with me when they can. The museum gives them opportunity that none of their classmates could have. Also, I think the volunteering in the museum is a real professional experience that could be useful for them in their future. I hope the volunteering at the museum and my railway stories will help qualify me for a railway job in the near future.

TCRM Volunteer Recognition

Submitted by Tim Bebout, B of D Member # 1042

Thanks to **Bob Donovan** for cleaning up and removing brush from the west end of the yard. It is much improved.



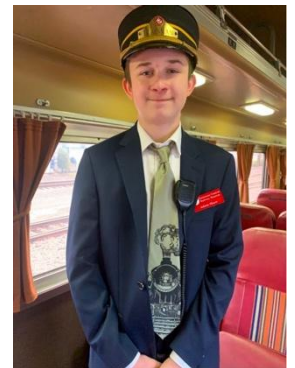
Photos by Bob Donovan

If you would like to work on such projects in the future, reach out to Randal Brooks, Tim Bebout, or Ken Fagan.

The Ken Oosting Legacy continues..... By Susan Thomas, Order Board Editor

While walking through the excursion train on April 16, checking in with our volunteers and hunting stories and pictures for the Order Board newsletter, I was so pleased to see Adam Shaw

car hosting in 4719, along with two of his family members. Adam brought along his sister, Amanda Shaw, who had to drive him to TCRM, and his cousin, JC Johnson. All three are grandchildren of Ken Oosting, Welcome aboard and to volunteering again – we hope to see you back on the excursion train regularly.



Amanda Shaw



J.C. Johnson

Excerpts from Passenger Comment Sheets from March and April Excursions By Susan Thomas, Order Board Editor

March 26, 2022 Wine Tasting Excursion

Car 7628 – **Joyce Chapman** - Super nice all around – Joyce was so nice and super social.

Car 4717 – **Steve Gibson** – Steve was amazing, and it was a nice experience.

Car 7602 – **Ted Brown** – a really nice host who was really knowledgeable and entertaining.

Car 3119 – **Larry Norton** – Car host staff was nice and friendly, impressed with the friendly staff and the cars were excellent.

Car 9400 – **Don Marlin** – Great staff, awesome wine, great views and a fun ride!

Car 4719 – **Rob Bartley** – Great job ! Was a fun first time experience, Rob was great and very helpful!

Car 4733 – **Scott Frick** – Enjoyed the friendly volunteers and the music at the winery. These were very nice people working on the train.

Car 4711 – **Alex Clark** – The wine was tasty and the conductors were knowledgeable, friendly and nice.

April 9, Mile Long Yard Sale Excursion

Car 4711 – **Aleks, Peter and Pasha** – The friendliness of the staff, and volunteer children working the car, and the cleanliness of the restrooms.

Car 3119 - **Larry Norton** – Mr. Norton was very polite and professional, and excellent service from the dining car.

Car 3113 – **Robert Bartley** – We enjoyed our stop at Watertown, but the TRAIN RIDE was by far our favorite part of the day. Mr. Roberts friendliness and music created a fun and relaxing atmosphere, and him singing “Happy Birthday” to our train-loving son is a memory we will cherish forever!

Car 4717 – **Hugh Lowe** – Hugh was very informative, kind and quite the gentleman, Kudos! Awesome experience!



Hugh Lowe

Car 4719 – **Scott Frick** -Enjoyed the trip – we will schedule another excursion in the future

Car 4733 – **Margaret Ann Trail** – Margaret Ann was so nice and fun to talk to, also others on board were fun to talk to

Car 4739 – **Mike Volle** – Keep up the great work and thank you for bringing trains to Nashville

Car 7628 – **Joyce Chapman** – This was a great trip, Joyce was a wonderful host and we booked another trip.

Car 7602 – **Alex Clark** - Alex was very informative and friendly

Car 9400 – **Don Marlin** – Keep up the good work! We had a great time Thank you for volunteering your time



April 16, 2022 Easter Bunny Excursion

Car 3119 – **Larry Norton** – Larry was kind, patient and very soft toned, thank you for making this our first wonderful train ride Larry



Larry and Train Chief Rick White

Car 4711 – **Aleks Dmitriev** – host Alex was amazing – everyone has been very kind and helpful – our host and his son did a great job

Car 7628 – **Joyce Chapman** – Mrs Joyce was a delight and a great car host. She helped make the day even better.

Car 7602 -**Ted Brown** – Ted is friendly, patient and a great host for the whole family.

Car 4719 - **Adam Shaw** – Our host, Adam, represents your company exceptionally well.

Car 4733 – **Kelli White** – Amazing experience

Car 9400 – **Don Marlin** – Don did a great job

Car 4739 – **Hugh Lowe** – Really enjoyed the train and enjoyed hearing about the history of the train.

Car 8510 diner car – **Doug Uhler** – All railway workers were very sweet – Doug in the café was especially sweet



Have you noticed this spike commemorating our rail roads?



This spike is located at the front entrance to the Buntin building, so many of our passengers see this spike when they park in the Buntin lot.

This is Wilder Keane with his grandpa celebrating his birthday. The train ride on April 9 was what he chose for his birthday gift, for himself and his family. When he grows up he wants to be a train engineer. He also wants to help restore some of our rusting rolling stock, and I am sure we will see him down at TCRM volunteering before long.



**TN State Fair and
Wilson County Fair
August 18 – 27, 2022**

Plan to volunteer! TCRM Car Hosts and other Volunteers will share their passion for Excursions and Model RR with the fair going public. Our table will be inside an air-conditioned building. Work a 4 hour shift and then go enjoy the fair exhibits and the music! **Randal Brooks** will be the coordinator for this event.

**Memories of Working on the
Railroads in Russia – Story and Pictures
By Alex Dmitriev, TCRM Member # 1403**

A preface to my story:

Dear friends, readers of my stories, in connection with the war that Russia unleashed against Ukraine, I feel the need to express my feelings about this. I was born in USSR, and Russia and the Ukraine were both part of the same country. It's hard to believe that one part of the country in which you were born attacked another part of the once same country. From the first days of the war, our whole family was against it. We have friends from Ukraine, we have relatives from Ukraine. It is difficult to convey what we feel, and anger and shame and horror from the actions of our country and the army of our country. Now when my sons and I work on the excursion train, we wear homemade badges "I am Russian and I am against this war". During the last two trips I heard words of support from passengers and the train crew. We only want this war to end as soon as possible. Peace to Ukraine.



And now my story....

How different first responder dispatchers can be

Everyone knows that the railway is dangerous and despite all the safety measures, accidents on the railways still happen. So as a station operator and a station master I had to call in to first responder dispatchers. In this story you will see two very different cases.

Before I tell my story let me describe how the first responders

dispatch organize. In USSR, there were three main phone number, that even kids were taught and knew.

- 01 - fire department,
- 02 – police (in USSR police had name militia),
- 03 – ambulance,

After people started to use cell phones, the phone numbers were changed to 101, 102, 103. And at the same time there was an organized and unified dispatch service 112 (like 911 in the USA). So now, in Russia, you can call 112, or direct 101 or 102 or 103.



"A commuter train between Vozhoy and Pozim stations"

This first story took place at the end of winter and the beginning of spring 2014. I was the station operator at the Pozim station. It was a normal day shift, and I had s half an hour left before my shift ended. The commuter train was on the way from the neighbor station Vozhoy to my station. Suddenly the engineer called me and reported that they had hit a man. The engineer stopped the train and engineer assistant run back to the victim. After a couple of minutes the engineer reported to me the exact location, the kilometer and picket (1/10 of kilometer) where the man was. Also, he told me that the man was big and heavy and that the assistant could not carry or pull him to the passenger car. He had to leave him there.

(I have to explain. Sometimes we would place the victim in the passenger train or locomotive to deliver the victim to the big station or big city faster than the ambulance could reach the victim on the track – it could save the victim’s life). After I received the location of the victim, I called 103 to the ambulance dispatcher. I reported that the train hit the man and the location kilometer and picket of the railroad (equivalent to the mile post in the USA). But the dispatchers asked me where is that?

I understood that the dispatcher didn’t know the area. I had to explain using local roads and other landmarks to help dispatcher understand the location of the victim. The dispatcher called me a couple of times, and finally he gave me phone number of the ambulance driver so that I could explain to him exactly where the man was. After 40 minutes, I received information from the dispatcher that the ambulance had finally found the man. For forty minutes the injured man lay in the snow waiting for help, because of the ambulance dispatcher didn’t know the area, or didn’t have a map.



"The same maintenance diesel car as in the story"

The second story have happened just after my promotion to the station master in the Uski station at the end of July 2014. At the beginning of second week I went to the station operator office and she told me that she had just received information from the engineer of a maintenance diesel car that they had hit two teenagers and needed an ambulance. I remembered the previous situation and I immediately called 112.

I reported the kilometer and picket of the accident location, and that two boys were hit by the train. This dispatcher was a professional! After I told him the location of the incident, he asked me if it was at the railway crossing. I was only one week on the job at that station and I was not familiar with the area, I answered – I had no information. It was very short dialog. After the maintenance diesel car arrived at my station, the engineer shared with me that he was impressed by how fast the victim was rescued. He just reported to my station operator about this incident, and after a minute or two from one side there is an ambulance going fast with flashing lights, from second side the police car, and from the third side, the firefighters were running. Unfortunately one of these boys who was 18 years old was killed, the second, a seventeen-year-old guy, was badly injured and delivered to the hospital.

The engineer described to me what happened. Two these guys were riding a scooter parallel to the railway tracks, and suddenly at the crossing, despite the red warning light, decided to skip in front of the train at the crossing. They wanted to do it just like in a movie, but they didn't have time...



The scheme of the incident, black arrow is the movement of maintenance diesel car, red arrow is movement of these boys on the scooter"

After months I visited the school in the village where my station was located. Each station master was expected to give lectures about safety on the railroad in the nearby schools. So I spent several hours visiting class by class from elementary until high school and talking about safety. Of course I recounted this story. In the class with the eleven-year-old kids, one boy pointed out the sister of the victim who survived the accident. She told me that this seventeen-year-old boy was now totally paralyzed. He is only able to move his eyes. And despite the fact that the boy was delivered to the hospital very fast, the doctors could save his life but not his health. It was sad and heart breaking to look into the eyes of the girl, but I know we did all we could.

How different the first responder's dispatchers can be...

Photos all by Aleks Dmitriev

The Transportation Control System (TCS) on the Missouri Pacific / Union Pacific RR

Submitted by Gary Miller TCRM Member # 458

Being charter members of the Soo Line Historical and Technical Society, a friend and I, in 1978, decided to go to Stevens Point, WI to the Soo Eastern Division offices for the purpose of writing an article on the Soo dispatchers offices for the SLHTS, "the SOO" magazine.



We interviewed a variety of shift dispatchers, including the Chief Train Dispatcher Patrick M McNamara. On the 2nd visit to the office on April 15, 1978, a dispatcher walked up to me and said, "Anyone that can handle a 35 mm camera like that, could probably handle a job on Soo Line as an operator. Are you interested?" I thought about it and decided to apply. On June 2 1978 I received a letter from Soo Line stating that if I was still interested in a job, they had reviewed my background and work history, and I was to begin training at Neenah WI on June 19, 1978. Of course I was still interested, and I accepted!



SOO line 6022 pulls a train through Wisconsin Dells, 2004

Being a stockholder in both Soo Line and Missouri Pacific (MP) Railroad I had access to their annual reports. I noticed that MP was continuing work on their state-of-the-art Transportation Control System (TCS). Progress continued adding a variety of addition functions to TCS, including train crew assignments, reporting and scheduling, in addition to many other functions, including their car scheduling which created a “trip plan” for every car (and locomotive) on the railroad. However, the mergers of the 1980's affected a lot of class one railroads, and the “Mop or MoPac” was not an exception. On December 22, 1982, the MoPac merged into the Union Pacific (UP) Railroad, and I became a Union Pacific Corporation/Railroad shareholder.



Missouri Pacific's Colorado Eagle waiting to depart St. Louis Union Station, 1963

I followed the progress of the TCS system, and finding that there was insufficient information publicly available, I embarked on research of my own, with the intention of perhaps publishing a book.

I reached out to Richard K Davidson Chairman and CEO of UP in 1994 and Meril Bryan President of UP Technologies in Clayton MO and was offered an all day appointment to meet with UP executives and UP and MP IT programmers.

Based on my knowledge of a variety of technologies, I inquired if it was possible to query all UP locomotives that were currently in Mexico. The programmer went onto his terminal, keyed in a command, and stated there were 35 UP locomotives currently in Mexico.

After that day of interviews, I spent 3 months doing research at the St Louis Public Library main branch downtown. Library staff brought me large carts of books, reference material, government documentation on the government grant that MP received to develop and improve car scheduling. I accumulated a tremendous amount of research data. The details of all that happened that

prevented the book from being published are too long and laborious to detail here

MP had kept a lot of corporate data, revenue accounting, car scheduling, train scheduling, crew scheduling, train consist lists, AAR TRAIN II system reporting on the IBM mainframes. Later I did some research at Bailey Yards North Platte NE (largest rail yard in the U.S.) and watched in the yard office with a letter of permission from Dick Davidson CEO UP of how conductors and procedures worked around the system, including North Platte NE. Lists of trains would come scrolling up the various computer terminal screens, I couldn't believe that many trains were ready to be operated on the system! In 1994, there were over 125 trains per day operating on UP between Gibbon Jct NE (line to Kansas City Jct) and North Platte NE. When in Clayton MO during the interviews, UP had 180,000 freight cars on the railroad at any one time.

In the 2012 ComputerWorld Magazine (a good resource for programmers) it was mentioned that under a new Chief Information Officer/Technology Officer – CIO, CTO) the MP/UP TCS system was developed in a lot of IBM Assembler language and the MP custom RAIL language (similar to Assembler language) and that younger programmers did not have the knowledge and skills to maintain or enhance those programs. While doing research I found documentation stating that the UP IBM mainframe system was “junk” compared to the MP TCS System. The article in 2012 stated that the CIO in charge of UP then stated the systems would all be rewritten into more newer systems and languages with graphical user interfaces (GUI) by 2014.



IBM 1401 main frame from 1959

In 2012 I contacted UP to try to preserve the current UP/MP TCS as current from the time just before they began rewriting the new UP NetControl system to replace TCS. They never responded. It used to be that companies, including railroads, used to reply to inquiries, even if “NO” was the answer. Now? I guess not. That's rude. And that technology of MP/UP should have been preserved from the beginning in mid 1960 until 2012. But of course, the reality is that had I acquired the core TCS software, I'd have to have an IBM mainframe to run it on, and that would have been expensive. Even if you can acquire an older mainframe, then you have the issue of getting parts for it. So even though we would like to maintain legacy systems and older technologies, it is only computer museums that have the resources to preserve PC's, software, and even larger systems such as the IBM 1401.

Operation Lifesaver

By **Jill McClintock**
Executive Director, TN
Operation Lifesaver
jmoodytnol@comcast.net



Keep an eye out for the Operation Lifesaver commemorative locomotive and see pictures on the Amtrak website!

What is an emergency notification system sign?



An *Emergency Notification System* (ENS) sign, posted at or near a highway-rail grade crossing, lists a telephone number along with the crossing's US DOT number and is used to notify the railroad of an emergency or warning device malfunction.

Do you know what to do if you're stuck on the railroad tracks? Our "Find the Blue and White ENS Sign" PSA shows you what to do if you're stuck on the crossing. Watch our PSA to save your life!

https://vimeo.com/290920263?embedded=true&source=vimeo_logo&owner=4215647

This safety PSA and others can be found on our website www.oli.org under the "materials" tab. Please view and share with appropriate audiences and post on your social media sites. Together we can keep Tennesseans safe!

Monthly Thursday Meetings On Hold

First it was the pandemic, and now the damage from the storm in March 2021, 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. The Hobby Shop is open most Saturdays from 10 – 2pm, The Library is open most Saturdays from 10 – 1pm

2022 TCRM Excursion Calendar*

- May 7 German Mayfest Excursion 2 hours, 10 am departure
- May 7 German Mayfest Excursion 2 hours, 2 pm departure
- 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 Oktoberfest 4½ hour 90 mile round trip
 - Oct 29 RT Fall Foliage Excursion. 100+ mile 5½ hrs
 - Nov 19 North Pole Express AM & PM 2½ hrs
 - Nov 26 Lebanon - 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.

Other RR Events of Interest 2022

April 23 Evansville Train Show April 23rd 10-3 at National Guard Armory, 3300 E Division Street in Evansville Indiana. 75 plus tables, barbecue, \$5 admission.

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

May 18-22 Railroad Prototype Modelers (RPM) Conference at Indy Junction 2022, a multi-Regional Convention.
<https://www.indyjunction2022.org>

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

NMRA SouthEastern Region will NOT be holding a Regional Convention in 2022. They hope to get one underway for 2023, however.

In Memoriam

Board of Director member **Robert "Mars" Marsmaker** passed on during the evening of April 14. If anyone would like to send a note or card to the Marsmaker family, the address is 623 Heritage Dr, in Madison TN 37115-2630.

Tribute from **Bob Hultman**

Back when **Jim Adair, Terry Bebout, Allen Hicks** and I would be hand-addressing envelopes for Division Meets in the very early 80s, Mars was one of the names that came up, along with **John Kennedy & Marvene Bilbrey**. He was a top-tier guy all the way around.....

Tribute from **Dan Cole**

As many of you know **Mars** was kind of a private person. I will surely miss seeing and talking and working with him.

Tributes continue to be expressed for **Ken Oosting**

A Tribute by **Hugh Lowe**

All I can say is "WOW" when I look at all that **Ken** has accomplished in his life. What an awesome man! And to think that a man like **Kenneth** who has achieved so much would be a member of our railroad club, the TCRM. You know folks, this is

an error that I am guilty of committing over and over, that is, to become acquainted with someone like **Ken** and associate with them, but to neglect to ask the essential questions about their life and activities, until they are gone and you no longer have the opportunity to have a meaningful conversation with them.

During many of our excursion train trips, I have sat down to have lunch with **Ken** and maybe talk about the weather, not realizing what a source of wisdom and achievement I was sitting next to. It would be like getting a motel room next to Niagara Falls and not opening the door to hear and see the awesome roar of the falls.

And **Ken** was such an unassuming person that he was not going to volunteer such a dialogue because I'm sure that in his Christian mindset, he would consider that as boasting, and we Christians are not supposed to boast about anything but the Grace of God offered to us through the sacrifice of His Son, Jesus Christ, on the cross for our sins. One trip that I remember taking with **Ken** was a fireworks train where we would all "car host" starting in Lebanon and end up at Riverfront Station. After the passengers were off the train, the crew would all go to a restaurant together and have dinner. When we got back to Riverfront, I remember setting on one of the trackside benches with **Ken** waiting for the fireworks show to start. What an opportunity I missed by not asking **Ken** to tell me about his life. I could have had first hand access to some of those "Ounces of Wisdom" which is the title of his book.

I think I did ask him if he had model trains and I think he told me that he had an N-gauge layout. The main thing that I remember is the amazing ring-side view of the fireworks that we TCRM club members had, setting in comfortable, uncrowded chairs right across the fence from the jam-packed seating that the general public had to endure I can't remember for sure, but I think **Ken's** grandson, **Adam Shaw** and his mother were along on that trip. And what a legacy **Ken** is leaving us; that is, he took the time to bring Adam along on many excursion trips, fostering Adam's interest in a way that Adam is wanting to continue **Ken's** enthusiasm for our train club. It is an absolute honor for me to write this remembrance of **Kenneth Oosting**. When thinking of **Ken**, I could refer to these words from an unknown author.

"Soar above the storm.
See with the eyes of heaven.
Soak in the presence of God.
Speak words of spirit and life.
Spend your life on what really matters.
Settle for nothing less."

Right now, **Ken** is soaring above the storm and soaking in the presence of God. I'm sure that **Ken** would want you to join him, someday.

Editors Note – In his tribute above, **Hugh** expresses regret that he did not get to "ask essential questions about his life and activities." This is the very reason we feature a member every month in the Order Board "Member Spotlight." So many of our members have accomplished great things, have such knowledge and expertise, and are a great resource for our members and TCRM in general. Please step up and participate in our **Member Spotlight** feature – **Ken** did just that, and what a blessing it was

for all of us to get to know him better – the member spotlight "breaks the ice" - it is much easier to open a conversation with a fellow member when you can ask a question about something you read in their member spotlight.

2022 Membership Renewal – By **Bob Hultman** TCRM Member # 15 Now on Website or In Person in Hobby Shop

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. Note that when you renew online through Etix, there is a fee of about \$3.50. If you prefer, you can go to the hobby shop, renew there, and there will be no additional fee.

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

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

TCRM and Model Railroad Club Board of Directors

Terry Bebout	President
Allen Hicks	Vice President
Mark Henry	Treasurer
Steve Tomblin	Secretary

BoD Members - Tim Bebout- operating crew trainer, Dominic Breeze – back up treasurer, Randal Brooks, George Gilbert, John Kennedy- legal adviser, Gordon Smith & Gene Turnage

EDITORS NOTE

If you enjoyed reading this expanded Order Board newsletter, let the 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 articles and pictures*.

If you have interesting stories and photos* of your model layout at home, want to recognize a volunteer for service, railway excursions, RR museum visits, Broadway Dinner Train memories, Railroad memories, TC History, a quiz, positive or humorous interactions and photos* with our passengers, share them with all our members!

Please submit your stories in Times New Roman 10 point. It just takes a minute to change the font on your screen. For the editor to change the font and point size on each and every story increases the length of time for the lone editor burning the midnight oil! A

little bit of editing done by everyone spreads the load and makes it less time consuming for the one editor.

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

*Please do not send pictures with the new Apple HEIC format, Our photo manipulation software does not yet support that format. If you send pictures in that format we will not be able to use them for the Order Board.

CALL FOR AUTHORS and CINEMATOGRAPHERS

The Order Board would like to feature our member authors, past and present, in a future issue of the Order Board. Our members are talented in many different skill sets associated with model rail roading and railroad history and preservation.

This is one way to share the tremendous resources we have in our membership base.

If you or if you know of a member who is a published author of books, extensive articles or has produced cinematography on railroad history and preservation, please let us know.

Smt789@hotmail.com

Call for a Roving Reporter A Social Media Wizard!

Or ANYONE wishing to be involved with this publication.

If you are down at the museum fairly often, volunteering on the excursions or helping out with maintenance and restoration, please consider submitting stories and photos for the Order Board.

For a scout this could be an Eagle project...

For a Girl Scout a badge....

For a High Schooler this could be a community service project,

For a retiree, an opportunity to spend time on an activity you are passionate about, and learn a new skill.

For a budding photo journalist this is a way to build your published digital portfolio.

And track into a new career!

And I offer to mentor and coach you, if you would enjoy that. Community service and volunteering is all about reaching a hand back and helping others climb that mountain!

Text Susan at 703-786-0690 and let's chat, if you or someone you know might be interested in contributing to the Order Board and making it even better!