

THE ORDER BOARD

Tennessee Central
Railway Museum

and
DECEMBER
2022

Model Railroad Club
Nashville Chapter NRHS

A TN 501(c)(3) non profit

Volume 42 Issue # 12

'To preserve, restore, interpret, and operate historic railroad equipment to educate our guests'

End of Year Message from our TCRM President, Terry Bebout

As we come to the close of 2022, I want to thank all of you that are active members of the organization for what we have accomplished this year.

We were finally able to get our museum meeting room back into service (with improvements) after the wind damage we suffered in 2021. In addition, we had a great year in our excursion train operations that included 3 special charters. Recently the storm windows have been removed from the exterior of the building cleaned and wood trim areas painted.

As we look forward to 2023, we will reinstitute some quarterly member meetings at the building beginning with a carhost safety training session on Saturday January 21, 10 – 12pm. Other meetings will follow with a variety of programs. I encourage all of you to take part in our activities that are available to you whether it be with the excursion train or with model railroading. There is a place here for everyone to enjoy the promotion of railroading.

Hope to see you at the Christmas Dinner on December 15.



Car Host Safety Class

Mark your calendars:

Our first meeting of 2023 will be our annual car host Safety Class on **Saturday Jan 21 at 10am-12pm** at the museum.

Breakfast will be available on diner 8510 from 08.30-09.30.



VOLUNTEERS NEEDED



Car hosts, Diner, Maintenance, Tour Guides, Library

Santa Rides Again

Bringing Magic, Music and Christmas Joy to our patrons and volunteers alike!



Photos submitted by Mike Volle

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Excursion Train Car Host Procedures Training Corner

By **Ted Brown** Member # 1111

We're closing out 2022 on a high note. Many of our rides since summer have been sold out. That's a lot of volunteering and car hosting to make our passenger's experiences positive and lasting.

Let's take a minute here at the end of the year to say a BIG thanks to all of you that have helped and volunteered. It makes my job working with **Rick** to put the car host lists together – and let's not forget the other crews too – easier when everyone pitches in. So, as we end 2022 many happy holiday wishes for a Merry Christmas, Happy Hannukah, Happy New Year and more.

Circle the date now. No doubt there will be lots of other notices about it. But we plan to gather on January 21 for our annual training and safety certification meeting. Doing it on Saturday the last time seemed to work out very well. There may even be refreshments to help get heavy lids open and sluggish movers going.

TCRM Hobby Shop

By **Hank Sweetman**, TCRM Member # 1247

New at the Hobby Shop are some NC&StL 1932 ARA 40 foot steel boxcar models. These ready to run items are boxcar red with white lettering, and the Dixieland logo. These cars are available in 3 different road numbers

Member **Don Garrison** recently donated a large quantity of HO items, including locomotives, rolling stock, track, bridges and a large number of accessory items. Also some very nice backdrops in two different types. Stop in and check these out.

We were able to obtain one more of the recently released (and now sold out) L&N RS3's from Bowser. This is a very nice unit and would be a great addition to your layout. Hurry in to get this one!

Also just received donations of a number of structure kits still in the original boxes. Great values on these items.

Just received some more rolling stock from **Gordon Smith**. These are very nice units in great condition.

New items in the Hobby Shop are some L&N Ballast Cars from Bowser, and some TC Boxcar Red paint.

N scale track sections have been added to our normally stocked selection of N scale turnouts.

The L&N freight car kits that we have received from Accurail are still in 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. Stop in and check out these new items as well as our stock of all your modelling needs.

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.

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.

Nashville Ntrak End of Year Review Submitted by **Jason Sharpe** Member # 1131

Ntrak Layout Setups

- Chattanooga- January 22nd and 23rd
- N Scale Enthusiast National Convention- June 16th-19th
- Train Collectors Association National Convention June 30th- July 2nd
- Smyrna Library- July 23rd and 24th
- Hermitage Library- September 16th and 17th
- Division Meet- November 5th

Nashville Ntrak Gatherings

- Business Meeting- January 15th
- Ntrak Corner Work Session- February 19th and 20th
- Ntrak Yard Work Session- March 5th and 6th
- Business Meeting- April 9th
- Ntrak Lunch- May 14th
- Nashville Ntrak moved back into the TCRM- June 4th
- Nashville Ntrak Celebrating Bob H- June 11th
- Nashville Ntrak setting up a small modular layout inside the TCRM Meeting room- June 11th
- Nashville Ntrak meeting and work session- June 25th
- Nashville Ntrak meeting and work session- July 9th
- Nashville Ntrak Middle TN Fun run- September 5th
- OctoberFest- October 8th
- Business Meeting- October 15th
- 5th Annual End of Year Event- November 19th

Ntrak Welcomed in New Members

- **Nathan Baker**
- **Steven Foe**
- **Branden Holden**
- **Alex and Lola Robinson**
- **Ed Vance**
- **Chris Wehman**

Nashville Ntrak Club dues are \$24 Dollars for the year. You must be a member of the Tennessee Central Railway Museum to join. The club meets every Tuesday night between 4PM- 7Pm CST.

For any questions, please contact:

Mark Henry marknormanhenry@gmail.com

William Mueller wjmueller@aol.com

Steve Wright swrite@comcast.net

Sparks, Margaret Ann Trail, Bryan Turner, Mike Volle, John and Lisa Wilson.

Food Service:

Terry Bebout, Brenton Jones, Thomas Jones, Ross Musgrave, John Sparky Sparks, Steve Tomblin, Doug Uhler.

Concessions:

Angel Bebout, Peggy Bebout, Stephany Frick.

Train Crew:

Tim Bebout, Bob Donovan, Alex Dmitriev, Scott Frick, Eric Henry, Stephen Hook, Tanner Peterson, Brent Thompson, Lee Ware, Rick White.

Maintenance:

Randal Brooks, Ken Fagan, Brenton Jones, Steve Tomblin.

Library:

Carter Newton, Allene "Leenie" Newton.

TC Hobby Shop;

Ed Davies, Mike Embree, Ron Fleitz, Mark Henry, Andy Hunter, Hank Sweetman, Gary Willoughby.

HO Layout for Excursions:

Robert Blanchard

N Scale Layout for Excursions:

Steve Ders, Mark Henry, Alex Robinson, Steve Wright.

Order Board / Newsletter Contributors: Susan Thomas, Terry Bebout, Randal Brooks, Ted Brown, Alex Clark, Bill daGator, Alex Dmitriev, Don Marlin, Gary Miller, Gary Sagaser, Jason Sharpe, Hank Sweetman, Steve Tomblin, Bryan Turner, Mike Volle, Jason Whipp.

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.

Member Spotlight

Submitted by Ben Eby

Edited By Susan Thomas, Order Board Editor

Name: Ben Eby

Membership # 1052

TCRM OB: When did you join the Organization?

BE: I originally joined in 2011, I believe I was 14 or 15 at the time because my mom had to drop me off at the first excursion I worked as a carhost after taking the ACT.



TCRM Vintage Car Maintenance Team

Ken Fagan is down at TCRM one or two mornings most weeks. 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

Repaired Excursion Train Maintenance Issues from November 17 to December 12, 2022

**Submitted by Steve Tomblin,
Recording Secretary TCRM BoD Member # 377**

Car hosts: It is so important to report any issues you notice in the vintage cars. Catching an issue early protects our history.

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

3113 – Seat 16 overhead light out. Repaired.

7628 – Chair rail loose between seats 12 and 17. Repaired.

7628 – Window 13 shade wire loose. Repaired

TCRM Volunteer Recognition

Compiled by Susan Thomas, Order Board Editor

TCRM leadership thanks and recognizes our dedicated volunteers, members and friends who participated in many activities in November and December. Volunteers make every 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, and setting up maintaining and running our model train layouts.

**Our Excursions Can't Run Without the Hard
Work and Dedication of Our Volunteers
Each and Every Month**

Parking: Passenger Greet, and Station Master Check In:

Dave Anderson, Lawrence Lilly, Gary Miller, Bill daGator, Mike Volle, and Gary Willoughby.

Passenger Greet and Station Master Check In:

Randal Brooks, Leenie Newton, Carter Newton, Susan Thomas,

Car Hosting:

Robert Bartley, George Benson, Robert Blanchard, Randal Brooks, Ted Brown, Joey Bryan, Joyce Chapman, Alex Clark, Nick Connors, Hunter Coley, Alex, Pasha, and Peter Dmitriev, Cecil Elliott, Scott Frick, Brent Gaddes, Steve Gibson, Bill Howard, Brenton Jones, Hugh Lowe, Don Marlin, Larry Norton, Carter Newton, Leenie Newton, Joe Novak, John

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

BE: I have always had an interest in railroading. When I was still in preschool, my grandfather would take me over to the Old Hickory yard to watch the NERR switch. We also rode on a Watertown excursion in 1998 and the Broadway Dinner Train in 1999 during Clean Air Day. They were using the Dinner Train at that time to test the feasibility of Star service. So it wound up being something that stuck with me my entire life. I took my first ride on the Star November of 2006, only 2 months after it began operation. My grandparents lived right next to the Hermitage Station and I would always run out and watch it go by. TCRM used to have a "Rail Camp" that I attended in 2007 and that's when I learned about TCRM membership. My primary reason for joining was to learn how to be a part of the operating crew, and to help work on the vintage equipment. When I graduated high school, I met **Brent Thompson** and he kind of took me under his wing and showed me the electrical and mechanical side. When I turned 18 I rode on a few trips as a brakeman trainee, but unfortunately couldn't commit due to having a weekend work schedule.

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

BE: Not currently. I have been collecting some G scale stuff and intend on building an outdoor layout next summer.

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

BE: That's a good question. I would say the biggest change is the roles I have been able to take on as I have gotten older, especially filling in on the operating crew since I recently became a fully certified engineer this past summer.

TCRM OB: What has been a highlight of your membership experience over the years?

BE: Honestly the people that I have met along the way that have the same passion for this stuff that I do. I have to give a shoutout to **Brent Thompson, Eric Henry, Brenton Jones, Stephen Hook, Jason Whipp, Tim Bebout, and Tanner Petersen**. It has been a pleasure getting to know them and they have taught me a lot over the years.

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

BE: You can usually find me filling in on the operating crew and "helping" with some of the mechanical and electrical stuff, although most of that is over my head and I tend to make a better flashlight holder, LOL.

TCRM OB: How could the organization better meet your needs?

BE: I am completely satisfied with how it is now.

TCRM OB: Do you think that you will still be a member in 5 years?

BE: Oh for sure! Railroading will always be an interest of mine and I'm sure I will be around to help keep it alive!

Member Model Layout Spotlight

Show us your layout and tell us your story, your successes and your challenges. Email Susan, smt789@hotmail.com so we can feature your layout in a future issue.



Submitted by **Don Marlin Member # 1060**

The following is an Article in the Magazine Section of the Tennessean December 12, 1954. The article features Don, at age 15, and his passion for model railroads. A paper copy was saved by Don and we have been able to convert it back to text and share here.

Noise in a Nashville Basement

By **Hazel Schell, Nashville Banner, Dec 12, 1954**

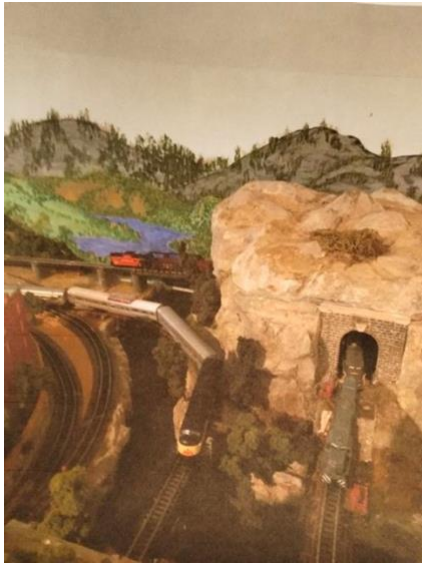
Submitted by **Don Marlin**

When most people hear a noise in the basement, they sit up with a start. But not the E. L. Marlin of 418 Veritas St. When they hear a noise in the basement, they sit back and relax. Because they know the noise is being made by their son, **Donald**, as he works at his hobby. **Don**, 15, a sophomore at Central High School, is a combination model railroader, architect, electrician and historian.

He started his hobby at the age of six, he said, when Santa Claus brought him an electric train. The train stayed on the living room floor for quite a while and "was sorta in the way at times." It's doubtful who enjoyed it more- **Don**, or his father, who is a real-life railroader at Radnor Yards. At Christmas and on his birthdays, **Don's** gifts were along the lines of such model equipment as trains, tracks, automobiles, ships, etc. This really began to fascinate Don and it grew with him into an interesting hobby.

Don decided he needed more room than the living room floor to build, plan and play. When he was nine, he moved his paraphernalia to a small table in the basement. Now his table is six by ten feet in the shape of a big "L." On this table **Don** has built a miniature city with its railroad station, church, bank, fire department, filling station, police station, super market, etc. A 100-watt transformer lights the little city. Another transformer -

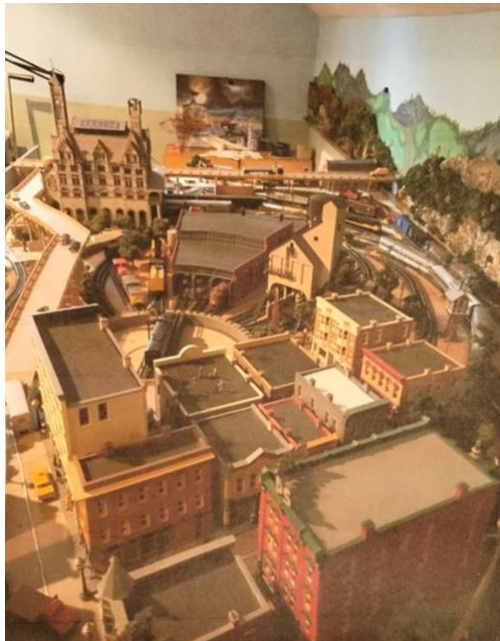
this one a 110 watt-operates his trains, automatic switches, flagman, and the button which blows a train whistle. **Don** also has a ranch house, along with stock, barn, and all the necessary things that make up a ranch, and two tenant houses. There is an Indian reservation, a fort, soldiers, old model railroad engines, stage coaches, wagons and a look-out tower.



He spends from an hour to three hours a day in the basement, depending on whether he is tearing down and rebuilding the city and farm site, repairing a train, or just staging a battle with his Indians and soldiers. "It is all just a lot of fun," **Don** said. "I like to landscape and fool with electricity." So far, **Don** said, the cost of his hobby is near the \$300 mark. For Christmas, he hopes to get a larger transformer

so he will have more power to operate his little city and train. He said he needs a few more model people, too.

Don will be busy the next few days setting up his Christmas scene with Santa Claus, a Christmas tree, and all the little people with their Christmas packages. He has salvaged an old record player of the wind-up variety. On this, when his trains are



running, he plays a record which begins with a train caller making his spiel and then makes like a steam locomotive pulling out of the station and highballing into the night.

What do **Don's** parents think about the time and \$300 which have been spent on their son's basement hobby?

"Wonderful!" says his mother. "In these days of juvenile delinquency, what could give parents a better feeling than knowing their son is happiest when he is home?"

Riding the Rails - Railroad Excursions Member Stories Verde Canyon Railway Submitted by Bryan Turner, Member # 69

The Verde Canyon Railroad is a passenger excursion train operating on the Arizona Central Railroad with a round trip from Clarkdale to Perkinsville in Arizona. Clarkdale was originally in a train song written by Tommy Boyce and Bobby Hart, but eventually they decided -ville sounded better than -dale, so the song ended up as "Last Train to Clarksville." (A myth persists that the song is about Clarksville, Tennessee, even though the writers said they hadn't heard of the town until after the Monkees recorded the song.)

The Arizona Central is a former Santa Fe branch built because of copper mining in nearby Jerome. The smelter was in Clarkdale. Just out of Clarkdale there is still a massive slag pile left over decades after mining ended, but with modern processes the slag pile is being mined for the remaining copper and other valuable metals.

Perkinsville, named after a local rancher, looks like a ghost town now, with many worn structures that can be seen in the movie "How the West was Won". It's the location of a siding where the F Units switch ended for the return trip to Clarkdale.



Their snow plows looking out of place in Arizona, the FP7 pair came from the Alaska Railroad.



A highlight of the trip are numerous open air cars for passengers who don't want to stay in the air conditioned coaches. One negative is that they all have speakers constantly playing music, but I was able to get this annoyance turned down on the car I chose to ride on.



The Arizona Central has several trestles (and one tunnel) for passengers to see.



As the excursion name implies, the railroad follows the Verde River through its canyon, where there is a strip of bright green and colors otherwise suited to Mars.



On the numerous curves, passengers can get a good look at their train.

A Tennessee Central Road Trip

Submitted by J.M. Whipp

A Ride on the "Other" East End

Recently, **Brenton Jones** and I were blessed with the opportunity to ride a rare passenger excursion over that long lost portion of the Tennessee Central's Eastern Division between Crab Orchard and Rockwood, Tennessee known to some as the east end. However, many also refer to the portion of the line between Carthage and Monterey as the east end, so I guess this would be the "other" east end.

At around 7:30 in the morning we arrived to Lhoist, North America's Crab Orchard limestone mine, where we were to board the train. It was very cold, but it would prove to be very much worth it.



Photo showing the 543 at Westel during a photo run-by.

Lhoist (then Franklin Minerals) has owned this section of the TC since 2001 when they purchased it from Norfolk Southern. NS still owns the remainder of the TC line between Rockwood and Harriman. Upon arrival we found a 7 car train made up of mostly stainless steel Budd cars with a Pullman Diner and Pullman Baggage car bringing up the rear of the train. The Southern Railway baggage car (No. 543) was a personal favorite, as it was open air. Gates had been installed over the doors at chest height to prevent people from falling, while still permitting an open view as the train made its way through the mountains.

We boarded the train at around 8:15am, and after about 30 minutes, had passed the train departed eastbound. Heading up the train was the famous Clinchfield Railroad F unit No. 800, followed by an LNAX GP35. On the rear of the train was one of Lhoist's well known high hood B23-7's, one of four left in the United States, and one of three owned by Lhoist. As the train proceeded east, we passed cabins, forests, and streams, but the part I was looking forward to seeing was the original T. C. Ry. wooden trestles that are a staple on that section of the line.



Timezone/ Piney Creek bridge from the highway - Photo by Sam McAllister. Note the steel piers in the middle and wooden ones towards the abutment.



System Map of Lhoist's trackage. Bridges are marked in brown.

Big Gulch is the second biggest bridge on the line, with Timezone being the largest, and was the turnaround point for the trip that day. East of Big Gulch Bridge all the way into Rockwood (2.5 miles) is a 2 percent grade and would have been too much trouble and time to deal with that day.



As we trundled (10/15 mph) east we passed over many such trestles. Most were wooden construction, although some (the taller ones) had steel piers in the middle with wooden piers on each end. Among these plentiful trestles there are two that stand out. One is known as "Timezone Bridge," so called because the line between the Eastern and Central time zones crosses somewhere in the middle of the bridge. The view from this bridge was beautiful, but the view from Big Gulch bridge was better, even on a cold and cloudy day.



The view from Big Gulch bridge.

One of the more interesting parts of the trip was going through the "Willet Hollow Tunnel" in Westel. Willet Hollow is the only tunnel on the entire TC system. Built between 1895 and 1900, the eastern portal has the letters "T C" written in raised stone

letters above it. The floor was lowered around WWII so that military loads on flatcars could pass through the tunnel without scraping the roof. Until about 2016 the interior was sheathed in timber, but now the eastern 2/3s is reinforced by concrete. The train stopped here for a photo run-by so the photographers on the train could get a photo of 800 coming out of the eastern portal of the tunnel.



My shot from the run-by at Willet Hollow. Zoom in above the train to see the "TC" over the portal

About 20 people lined up as the train reversed into the tunnel and ran towards us again for photos, then stopped so we could all reboard the train.



Dynamite Bunker near Rockwood.

Later we saw one of the dynamite bunkers that used to dot the line around rock faces prone to collapse. Dynamite would be stored, in boxes, on a shelf inside and would be used when a rock slide blocked the tracks to clear rubble and debris. A small door (presumably locked) kept vandals, pyromaniacs and would-be saboteurs from removing the dynamite. There are still a few of these bunkers around, such as this one at about MP 155.

The train made its slow westward ascent back to Crab Orchard after a short delay at Big Gulch, and arrived back to the limestone mine around 12:30. From there **Brenton** and I returned to Nashville; very cold but very happy to have been given this chance.



CRR 800 poses for the camera at the limestone mine while boarding passengers for the afternoon trip.

Jason has posted videos taken during this trip to the TCRM Volunteer Facebook group. If anyone wants to see them click on the link below.

[Tennessee Central Railway Museum \(TCRM\) Volunteers and Friends facebook.com](https://www.facebook.com/TCRMVolunteersandFriends/)



Memories of Working on the Railroads

In Russia – Story and Pictures

Submitted By Aleks Dmitriev, Member # 1403

An Unexpected “Promotion” in the snowy forest...

These events took place 6 years ago in December 2016. As it was told in my previous story, I was promoted to the station master of two small stations. My main station Chur had one main line and two sidings, and there was also one spur where a customer loaded lumber; one industrial branch with four spurs to the old plant’ but only one spur where the customer loaded and unloaded heating oil in tank cars. There was station building built in the middle of 20 century.



Station building of Chur station

My secondary station was the Kekoran station. It had the main line with only one siding and a very small wooden station building. The Kekoran station was in the woods 10 kilometers (6,2 miles) to the north of the Chur station. The Chur station was located in the village with an asphalt road leading to it and a bus ran twice a day from the city of Izhevsk, but the Kekoran station was isolated, there was not a road leading to it. In good weather it was possible to get through the forest by off-road vehicle.

At the Chur station there was a station operator on duty both day and night shifts. Station Kekoran most of the time was under the control of the train dispatcher. If switching or maintenance work took place at the station, the station operator came to the station by morning commuter train, took control from train dispatcher, and at the end of working day returned station control to the dispatcher and went back home on the evening commuter train. Five of my station operators were pretty young women, four of them had one or two kids, husband of one of the women was an electric maintainer on the station, husband of second one was track maintenance master. All my station operators had good knowledge and were very responsible.



Working area of the station operator of Kekoran station

Of course, if I was responsible for two stations, then the amount

of paperwork has more than doubled. Freight work was added to me at the main station. I had to take the freight for transportation, check how the timber was loaded into the gondola cars and draw up transportation documents.



The car loaded with birch timbers

Also during the first ten days of the month I had to perform the station audit on each of my stations.

So on the first day of December 2016, I, my station operator and my maintenance guys took the morning commuter train and arrived at the station Kekoran. The Station operator took control of the station from train dispatcher, I made the required notes in the logbooks. The maintainers and I checked the whole station from entrance signal from north side to entrance signal from south side. We checked each of 3 switches by different parameters and measurements, checked each part of these switches, and checked each rail joint on the both station track and the siding. I transmitted by radio all the deviations I found to the station operator, and she recorded them.

To walk at the station that day wasn't easy. At the end of November, a lot of snow had fallen. It was not very cold, about zero degrees Celsius (32F), and because of this the snow was heavy and sticky. Snow removal equipment on that day had not yet passed along the tracks of the station and between them and the snow on the tracks it was up to the middle of the shin. Here I would like to note that after the work of the snow removal equipment, the remaining snow (below the top of the rail head) it becomes almost as hard as asphalt and you can walk on it as on concrete.

We finished our audit around lunch time, and we had lunch in the station building. Now I had to solve a difficult task - how to get back to the Chur station, which is 6 miles beyond the forest. My customer was finishing loading the timber into the cars, and at night switcher should arrive at the station to pick up these cars. So I had to check the loading and issue the documents. In addition, I had to enter the audit results into the system, but there were no computers at the Kekoran station. As I wrote above, the only way to get from one station to another was by train. I had the right to stop a freight train at the station and take it to the next station. I asked the dispatcher and it turned out that there would be no trains until the evening, not even freight trains.

So I had to go. At that time, I was already walking from one station to another by rail, it took me two hours. But that was in the fall. (There will be another story about this). I took my heavy bag of documents on my shoulder and left. The operator and maintainers remained at the station. After I left first mile behind, I started to think that this isn't good idea. It was difficult to go, I

was tired and my shirt was wet with sweat on the back. I could still see the station's entrance signal behind me, and there were kilometers of road ahead. But I must go! I must do it!
In the middle of the walk, I stopped to take a rest. I was enjoying the silence of the winter forest, when suddenly my railway cell phone rang. This was very unexpected because there was such poor cellular coverage between my stations. The assistant head of our department called me.

He informed me that from tomorrow I will be acting as the head of the Department of Traffic Safety and Labor Protection in our department, to cover during the illness of the current chief. For your understanding, I will list the steps separating my position from this position:

Head of the Department of Traffic Safety and Labor Protection
Assistant of head of the Department of traffic safety
Labor Protection auditors
Station masters of the first, second, third, fourth class stations
And my position - Station master of a fifth class station.

I started to object, but he said that the decision had been made and he would be waiting for me in his office tomorrow. Here's a career takeoff in the middle of a dense forest. I stood discouraged on the railway track in the middle of the deep winter forest. I have a lot to do at my two stations, and I'm being pulled out for a job that I have no idea about. But I must do it!

After another two and half or three hours of walking, I arrived back at my main station Chur. Under my coat, my jacket and shirt were wet with sweat. I checked the freight cars and issued the papers, I entered date to the system, and did something little more before I went home on the evening commuter train.
At home I washed and ironed my uniform and the next morning I was at my new workplace.

It was mostly paperwork, but I also had to hold daily conferences with the station masters of all stations in our region of the railroad. I am a novice head of a small station of the fifth class, I have to hold a conference on traffic safety and labor protection with station managers from the fifth to the first class, many of whom have been working for decades. The first few days I had a lump in my throat and I could barely speak, but I got used to it. I explained and helped the station masters deal with the problems in one new computer system.

On Wednesday December 7th, I took part in the safety day at the big station Izhevsk (first class station). It was an audit of whole station. Several auditors performed it. At first I went with the Chief auditor of our department, I watched how he worked, what he checked. After one or two hours he told me to go and look



Tracks of Izhevsk station on that day

around with the freshest eyes. I understood that the main yard of the station was checked up and down, and I went to the far yard where passenger cars stand and where passenger trains are assembled and prepared for the trip.

And it was not in vain. I identified several major problems. And I even banned movement through one of the main switches of this yard, since the gap between the blade and the rail was more than 4 mm, which is unacceptable and may cause derailment. The maintenance crew had to fix the issue quickly to avoid the passenger trains departure delays.



The switch with the problem

After ten days, the current head of the Department of Traffic Safety and Labor Protection recovered and returned to his workplace, and I returned to my station. Later, people told me that the head of our department liked the way I worked, and maybe if I hadn't moved to USA, I would have worked into this position or even higher.

Soo Line Road Trips Submitted by Gary Miller, Member # 458

Most railroads required train dispatchers to take a road trip, usually on a train, in the territory they dispatched in order to become familiar with the topography (physical characteristics of the land, territory, main line, sidings, house or team tracks, customer spurs, grades, etc) in order for the dispatchers to have a better understanding of the areas they would be involved in and enable them to make better decisions in train operations. Each railroad had a different requirement, generally, dispatchers would be required to take a road trip either annually, or every other year. Operators were not required or held to this standard, but I decided it wouldn't hurt although I was involved with operations at one location, it would not be a bad idea to take a road trip to see an entire subdivision, so I would know the layout of the railroad, main line, where customers were located. The railroad usually paid the dispatcher for the road trip (time worked) and for a motel room if needed.

My first road trip was at C F Yard WI, which in July and August 1978 was the first job I worked after passing the rules exam and training at C F Yard. I was working third shift operator for the incumbent's vacation for three weeks. In August 1978, off duty, I asked the conductor of the Eau Claire line job if I could ride along on the train that was a local job assembling their train at C F Yard and operating on the 10.5 mile Eau Claire WI branch. The conductor said "I don't think that would be a problem, we know you work here." The track profile on many railroads shows all track, bridges, curves, sidings, spurs, culverts, over/under passes, etc. But Google Earth wasn't available in 1978, and if you've ever looked at a map, streets, intersections are shown but what you don't see are the buildings and other features. I rode on the locomotive, a Soo GP9, I don't recall the unit number, for about 4 hours while the crew performed their work. The largest customers were National Presto (yes, makers of Fry Daddy and other appliances, although only ammunition was manufactured in Eau Claire, appliances were made in New Mexico USA) and Uniroyal Tire. Observing operations gave me a better idea of what they had to do, how and why they did it. Afterward, when they would be communicating on the radio I could imagine what they were doing, and it was worth the time spent off-duty riding along.



CF Yard in 1983 - Photo submitted by Gary Miller

From October 1978 through February 1979 I was assigned to the 3rd operator at Gladstone MI longer term vacancy on the operators extra board as no employee had bid on that permanent job opening. I decided a road trip might be worth the time spent again. I sent a message (via computer what would become known as email or ELMA on the Soo's IBM mainframe) to the Chief Train Dispatcher at Stevens Point Eastern Division seeking permission to take a road trip. The CTD's response "This is your authority to ride train No 911 and No 912 in the locomotive or caboose between Gladstone and Shawano, at your own expense." On my next days off I rode those trains between those locations with a crew change at Shawano. Arriving in Shawano, we walked to the motel and paid for my own room (operators had a pad of forms called "bed slips" that would list all crew members and Soo paid for the motel rooms). It was an educational trip. Later Soo upgraded the track, but during the time I rode, there was

a stretch of about 35 to 40 miles of 10 mph slow order the entire distance. I don't know how the crews handled that slow pace, for that long distance, it would be easy to fall asleep rocking and swaying along at 10 mph even in an SD40-2. But it was another informative road trip.

In November 1979 I bid on a permanent job as 3rd shift operator Shops Yard (North Fond du lac WI). In 1980 I was interested in taking another road trip, and knew the woman who was the engine service crew caller (the train service caller, for conductor and brakemen was in the same yard office where I worked) in an office in the roundhouse. I sent another message and received the same reply with authority to ride at my own expense (meals, motel room). So she called me at my apartment and said "You are called to go on duty at 10.30 pm." Most crews wanted an hour and one half call notice of time called to work. I got up, showered and drove to the yard office and boarded the train. I had authority to ride train No 944 and No 943 between Shops Yard and the Belt Railway of Chicago Clearing Yard, one of the Soo Line's run-through trains. As we were leaving Shops Yard the fireman asked the engineer (the well known Eastern Division ballast scroocher engineer) "You going to let him run?" The engineer shaking his head in the negative answered the fireman's question. It would have been great (not the first time I ran a freight train, once a 31 car train on another railroad although not an employee) but we had on that trip over 100 cars and I forget the tonnage, but with no experience, it would have been easy to tear the train apart, and I would not have wanted to join the official but unofficial knuckle or worse drawbar club. Timetable speed on most Soo main lines was 40 mph. Noting the throttle artist had full control at all times, we hit 50 mph in some areas. I was able to see the entire topography between Shops Yard and Schiller Park IL, and then on the B&OCT RR from Forest Park to 48th St in Chicago where we turned south on the BRC and operated into Clearing Yard. A cab transported us to the contracted motel near Midway airport. Somehow, we all ended up in the bar in the motel, and were buying rounds of pitchers of beer. Then we all retired to our separate rooms, and after about 9 hours rest we got a call to work on No 943. After that road trip, again, I had a better understanding of the territory.

My last road trip, was at C F Yard in August 1986, again on the Eau Claire line, one last time.

My job as 2nd operator C F Yard was abolished effective September 5, 1986, receiving the 30 day notice on August 5, 1986. It ended where it all began, being my first and last location I worked for Soo Line and due to the Soo Line/Milwaukee Road merger employee rosters being dovetailed, I went from #110 to #675 on the roster, downsizing planned and I knew I had little future after the merger. My only regret is that I didn't take more road trips on trains between Neenah and Shawano, Shops Yard, Stevens Point to C F Yard, and between Argonne, Rhineland and Ladysmith. I would have covered all the important main lines on the Eastern Division. I might have even received permission to ride from C F Yard to Shoreham in Minneapolis. Becoming familiar with the territory has its advantages!

Help Support Reopening the Museum on Thursdays, Fridays and Saturdays

You can help make it successful!

We need our dedicated volunteers to commit to a schedule of 3 hours or 6 hours, (9 am – 3pm) once a month now that is doable for anyone!

Training provided.

Let's further promote and reopen the museum on Thursdays, Fridays and Saturdays. In order to do this, we need dedicated volunteers that will commit to a schedule of once a month, welcome visitors and give tours. We want to give everyone the opportunity to participate and volunteer. The HO railroad is being refurbished as well as the N scale. The museum artifacts room has been reorganized.

Ideally, if we had 2 volunteers for each day, one to work 9.30 – 12.30 pm and one to work 11.30 – 2.30 pm, that's 3 hours per volunteer, or 1 person for 6 hours, then it is not a burden on any one person.

If you would like to help on a Thursday, Friday or Saturday, once or twice month, please respond or call or text board member

Randal Brooks at 615- 477-2039 or email

randalbrooks@yahoo.com. Or email **Terry Bebout**.

Thursday Meetings On Hold

First it was the pandemic, and then the damage from the storm in March 2021. Quarterly member meetings will resume in 2023.

TCRM Limited Reopening

Randal Brooks continues to be at TCRM most Saturdays from 9 to 3 pm Central Time. The museum artefact room, meeting room are now open to visitors for the excursions and when the museum is open. Right now this is only on Saturdays. We want to open Thursday, Friday, Saturday if volunteers will step forward to help.

The Hobby Shop is open most Saturdays from 10 – 2pm, The Library is open most Saturdays from 10 – 1pm

TCRM Passenger Car Tours

Tours of the passenger cars are conducted on Saturdays when the train is at the station. The building continues to be open on Saturdays. On any other days, tours of the property can be arranged by contacting **Randal Brooks** at randalbrooks@yahoo.com or by calling cell 615-477-2039. Tours are free but donations are welcome.

Upcoming 2023 TCRM Excursions

To mark up for future trips E-mail **Ted Brown** at ted4714@aol.com or call his cell # 570-956-8810, up until the Friday evening before the Saturday excursion. Then call **Rick White** (615) 930-9313 to volunteer or mark off at the last minute. Ideally, we like to have a car host and a vestibule host

for each car. Since vestibules are shared, the vestibule host can help out and back up car hosts in both cars.

2023 TCRM Excursion Calendar*

Feb 11	Valenshines Excursion – 3 hour ride
Feb 18	Watertown - Wine Tasting Excursion
Mar 4	Mardi Gras Excursion – 3 hour ride
Mar 11	Watertown – Murder Mystery
Mar 25	Watertown - Wine Tasting Excursion
Apr 8	Watertown – Easter Bunny Excursion
Apr 15	Watertown – Mile Long Yard Sale
May 6	German Mayfest Excursion – 2 hour ride
May 13	Watertown - Wine Tasting Excursion
May 20	Watertown – Train Robbery Excursion
July 8	Moonshine Run - 3 hour ride
July 15	Watertown – Murder Mystery / Jazz Festival
Aug 5	Watertown - Wine Tasting Excursion
Sept 2	Watertown – Brews and Blues
Sept 23	Watertown – Train Robbery Excursion
Oct 7	Watertown – Fall Yard Sale/Christmas Market
Oct 14	Watertown - Wine Tasting Excursion
Oct 21	Watertown – OktoberFest
Oct 28	Fall Foliage – 5½ hour ride
Nov 18	North Pole Express 2½ hour rides RT AM & PM
Nov 25	North Pole Express 2½ hour rides RT AM & PM
Dec 2	North Pole Express 2½ hour rides RT AM & PM
Dec 9	North Pole Express 2½ hour rides RT AM & PM
Dec 16	North Pole Express 2½ hour rides RT AM & PM

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



Mark your calendars
Save A Date For TCRM
Activities

TCRM Open House April 22, 2023. Contact Allen Hicks for dealer tables. Tables sold out quickly last time, and we had a waiting list. Remember, we expect you to stay all day. And there will be lots of volunteer opportunities on that date!



2022 Fall Open House – Tables on the dock

Other RR Events of Interest 2022-23

For the following listed events we need more info and are subject to change – please email the OB editor as details become available.

Feb 2023 National Guard Armory, Jeffersonville Indiana

Spring 23 - Evansville Indiana

Spring 23 – Jeffersonville IN

Spring 23 – TCRM Open House

Spring 23 – TCA Casey Jones, Germantown TN

Spring 23 - TCA Music City Chapter Volunteer State

Community College, Gallatin TN

July 14-15 Annual Madison Model Train Show, City Road Chapel contact Nathan Baker 615-612-3324

TCRM Meeting Room Available for Rental

We now have our newly renovated meeting room available to rent to the public for functions. **Brenton Jones** is managing these events so if you know of someone looking for a nice room to rent for a gathering, he can be contacted for more information and to arrange the details bjones@tcry.org
Prices vary on the event and length of the rental

Coach Keys

Car hosts need their own coach key to lock and unlock the men's and ladies lounges on our excursion cars. If you are in need of one reach out to **Randal Brooks** for cost and availability at 615-477-2039 or email randalbrooks@yahoo.com

TCRM VOLUNTEER NAME TAGS

Submitted by **Alex Clark Member # 24533546423**

Alex has volunteered to place the orders for name tags, pick up, and deliver the finished name tags to TCRM. Payment to **Alex** must be in cash. Please make sure you have the right change with you when you pick them up from **Alex** at TCRM.



Three fastening styles are available:

Magnet Bar - \$12 each

Good for wearing on shirts/blouses, thinner materials.

Single pin – \$12 each

Good on thicker materials.

Double Pin / Military Bar - \$13 each

Stays on jackets/coats better. Special Order - may take longer.

You can order multiple styles if desired.

Alex will hold an order until he gets sufficient requests or every month as needed.

Cash Payment due upon picking up name tags.

Contact Alex for more details at: Alex9063@outlook.com

Volunteers Needed to help Bring Stories and Photos to the TCRM Order Board Newsletter

Find out more about the opportunities by texting **Susan Thomas** at [703-786-0690](tel:703-786-0690)

Want to build a portfolio of your work on social media?

Like to have your photos published?

Are you a story teller?

A writer?

A poet?

A videographer?

This is the newsletter for the members and about the activities and members of TCRM. Do your part to keep it going. We need your skills and passion to build the Order Board into an important communication tool for all members of the museum.

New Members - Welcome

Submitted by **Randal Brooks BoD Member # 10**

Juan Bella and Eli Bella, Antioch TN

Michael Ball from Hendersonville

Welcome to the TCRM Family!

I encourage 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 upcoming volunteer opportunities. He'll be glad to fill you in on what's coming up.

Monetary Donations

Submitted by **Randal Brooks BofD Member # 10**
And **Terry Bebout** President

Fiddlers Grove Train Museum **\$100.00**

Thanks to **Larry Norton** who helped coordinate that

Bill Lightfoot \$25.00

Member **Bill Strong \$1,000.00**

T&T Foundation **\$1,000.00**

Estate of **Ken Oosting \$25,000**

Ken Oosting's daughter rode the excursion train with us on 12/10. We are most thankful for this gracious donation. Ken was a valuable carhost always working in 4719. **Adam Shaw**, Ken's grandson, continues to carhost on some occasions continuing Ken's tradition. Ken was featured in the Member Spotlight section of the February 2022 Order Board.

Miscellaneous cash donations totaling **\$238** from visitors and passengers on our excursion trips 12/3 and 12/10.

We place a donation box at our "passenger greet" desk and gladly accept donations.

Donations in Kind

Submitted Hank Sweetman Member #1247

Don Garrison recently donated to the hobby shop, a large quantity of HO items, including locomotives, rolling stock, track, bridges and a large number of accessory items. Also some very nice backdrops in two different types.

Gordon Smith donated some more rolling stock to the hobby shop. These are very nice units in great condition.

SICK CALL

John Kennedy, TCRM Board Member, is at home recovering after lung transplant surgery.



Get well soon!

TCRM and Model Railroad Club

Board of Directors

Member **Rick White** has been selected as a Board Member for TCRM to replace the late **Robert Marsmaker**

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

Board Members

Tim Bebout - operating crew trainer
Dominic Breeze – back up treasurer
Randal Brooks – volunteer coordinator
George Gilbert
John Kennedy - legal adviser
Gordon Smith
Gene Turnage
Rick White – Crew Chief

See next page for a flyer for the April 2023 Open House.

Please post on social media and libraries and share with friends.

Tennessee Central Railway Museum

<http://www.tcry.org>

Spring 2023 Tennessee Central Ry Museum Model Train Show & Open House

9 am to 3 pm Saturday, April 22, 2023

Location- TC Ry Museum at 220 Willow St Nashville TN

Admission – FREE!

- Tour Restored Passenger Train Cars
- Dealer Tables
- Operating Digitrax DCC Model Railroads
- Tour a Restored Caboose
- Company Store
- Tour the NC&StL Ry #576 Steam Loco Restoration
- Tour a Diesel Locomotive Cab
- Food Service on 8510 Dining Car

A great family event for everyone!

For more information, contact TCRM at 220 Willow St in Nashville TN 37210-2159
FAX 615-244-2120 or E-mail randalbrooks@yahoo.com

Dealer tables –E-mail cando3300@bellsouth.net or call 615-519-0129 for information
about future shows and dealer table availability.

Directions- Go to I-40 westward Exit 212 Hermitage Av to Hermitage Av, turn left
towards Nashville, then turn right onto Fairfield Av, follow the sign to TC Ry Museum.

From the west, follow I-40 eastward to Exit 212 Fesslers Lane, turn left onto Fesslers
Lane, go northward to Lebanon Rd; turn left towards Nashville, go about 2+ miles, turn
right onto Fairfield Av, follow the TCRM sign to TC Ry Museum.

Sponsored by
Tennessee Central Ry Museum
An All-Volunteer Organization
A Non-Profit Tennessee Corporation Donations Tax-Deductible