

THE ORDER BOARD

Publication Of The
Tennessee Central Railway Museum & Model Railroad Club
Nashville Chapter NRHS
July 2022

Volume 42 Issue # 7

New Members - Welcome

Jack Herald - Nashville TN - Family Membership

We 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 volunteer opportunities. He'll be glad to welcome you to TCRM.

Update from TCRM

President

Terry Bebout

Mark Your Calendars – The Museum Christmas Party has been scheduled for Thursday December 15, 2022 at 6:30pm



TCRM Meeting Room Available for Rental

We now have our newly renovated meeting room available to rent to the public for functions. Our first rental is set for a graduation party in August. **Brenton Jones** will be 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.

Support Reopening the Museum on Fridays and Saturdays

You can help make it successful!

**We need our dedicated volunteers to
commit to a schedule of 3 hours, 1 or 2 days
a month – now that is doable!
Training provided.**

Let's further promote and reopen the museum on Fridays and Saturdays. In order to do this, we need dedicated volunteers that will commit to a schedule of one or two days a month, welcome visitors and give tours. We want to give everyone the opportunity to 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, then it is not a burden on any one person.

If you would like to help between 9:30 am and 2:30 pm on a 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

TCRM BUILDING UPDATE

The official grand opening of our renovated meeting room was a grand success on June 11. Longtime members meeting newer members, reconnecting lifelong friends after the isolation and sadness brought on by Covid, and the sharing of stories and memories of years of excursion trains – from the Broadway Dinner Train up to today.



VOLUNTEERS Needed

Submitted by Randal Brooks BoD Member # 10

This is one of our best public relations events where TCRM volunteers meet the railway loving public and explain what we do, where we do it, and Oh how much fun it is! If you love to share your passion for vintage railways, plant a seed of excitement about trains with the young folk, this is the place!



Once again, the Tennessee State Fair and Wilson County Fair will be combined. TCRM will be manning a booth in the Train Museum at the Fiddlers Grove area. The dates and hours for the building are August 18-27, Monday thru Friday 5pm to 9pm, Saturdays 10am to 9pm and Sundays 1pm to 9pm.

Featured in this Edition

| | | |
|---|-------|---------|
| <i>Wilco /TN State Fair Call for Volunteers</i> | ----- | page 2 |
| <i>Car Host Training Corner</i> | ----- | page 2 |
| <i>TC Excursion Update</i> | ----- | page 3 |
| <i>Customer Care – Making the Grade</i> | ----- | page 3 |
| <i>Parking – It Takes Team Work</i> | ----- | page 3 |
| <i>TCRM Hosts Toy Train Collectors</i> | ----- | page 3 |
| <i>Replacing the Seat Covers</i> | ----- | page 3 |
| <i>Completed Excursion Train Repairs</i> | ----- | page 4 |
| <i>Locomotive # 52 Update</i> | ----- | page 4 |
| <i>HO Model Railway Update</i> | ----- | page 4 |
| <i>NTrak Model Railway Update</i> | ----- | page 5 |
| <i>TCRM Hobby Shop</i> | ----- | page 5 |
| <i>TCRM Member Spotlight - Scott Frick</i> | ----- | page 5 |
| <i>Riding the Rails – Nevada Northern Rwy</i> | ----- | page 7 |
| <i>Memories of Working on the Russian Railroads</i> | --- | page 9 |
| <i>Operation Lifesaver</i> | ----- | page 10 |
| <i>TCRM Excursion Calendar</i> | ----- | page 11 |
| <i>TCRM Fall 22 Open House & Train Show</i> | ----- | page 11 |
| <i>In Memoriam - James E. Jones</i> | ----- | page 11 |
| <i>Membership Renewal Procedures</i> | ----- | page 11 |

This is an excellent opportunity to promote our museum and excursions in an air conditioned environment without having to clean restrooms, pickup trash, and vacuum. Plus meals, parking passes, and fair passes are provided for those working a full shift. The museum contains an operating HO layout and a Lionel O layout as well as other items. The entire Fiddlers Grove area contains a sawmill, telephone museum, a caboose and other items of historical value. We need at least two people on each shift. Three or more would be great. If you can help during these times please let us know when you can work.



Thanks to our volunteers who worked last year and introduced so many Fiddlers Grove Fair visitors to a great local attraction right here in Nashville, the TCRM excursions. At the excursion safety meeting right after the fair, TCRM president, Terry



Bebout, mentioned he had noticed a sudden upswing in excursion bookings for the fall. Was there a connection? We like to think so!

For this year's fair schedule of events and entertainment on the stages check out <https://www.wilsoncountyfair.net/>

**Call for Volunteers for the WilCo TN State Fair
At Fiddlers Grove, Lebanon Fairgrounds.
Thanks to Alex Clark, Gary Sagaser, Randal
Brooks and Susan Thomas who have already
committed to the schedule.**

| Day | Booth Coverage | Volunteers/ Needed |
|--------------------------------|---------------------------------------|--|
| Thursday 08-18-2022 | 3 pm -7 pm | Gary Sagaser Randal Brooks |
| Friday 08-19-2022 | 5 pm – 9 pm | Alex Clark Gary Sagaser Randal Brooks |
| Saturday 08-20-2022 | Booth Coverage 10am - 2 pm | Randal Brooks Susan Thomas 1 Still Needed |
| | 2 pm – 5 pm | Alex Clark 2 Still Needed |
| | 5 pm – 9 pm | Alex Clark 2 Still Needed |
| Sunday 08-21-2022 | Booth Coverage 1 pm – 5 pm | Alex Clark 2 Still Needed |
| | 5 pm – 9 pm | Alex Clark 2 Still Needed |
| Monday 08-22-2022 | 5 pm – 9 pm | Alex Clark 2 Still Needed |
| Tuesday 08-23-2022 | 5 pm – 9 pm | 3 Still Needed |
| Wednesday 08-24-2022 | | Alex Clark 2 Still Needed |
| Thursday 08-25-2022 | 5 pm – 9 pm | |
| Friday 08-26-2022 | 5 pm – 9 pm | 3 still needed Alex Clark 2 Still Needed |

| | | |
|-------------------------------|--------------------|---|
| Saturday 08-27-2022 | 10am - 2 pm | Alex Clark 2 Still Needed |
| | 2 pm – 5 pm | Alex Clark 2 Still Needed |
| | 5 pm – 9 pm | Randal Brooks 2 Still Needed |

Several members have indicated that they will fill in as needed, and we thank you for that, but for planning purposes, it would be helpful if folks would commit to a day and time. We know things come up at the last minute, and schedules can change, but let's get your name on the schedule for now.

Please call or text Randal Brooks at 615-477-2039 or email at randalbrooks@yahoo.com to sign up and volunteer.

Thanks in advance to everyone that can help out.

**Excursion Train Car
Host Procedures
Training Corner
By Ted Brown**



In our recent Car Host Training session one of the topics we covered concerned luggage shelves. This is an ongoing issue and bears repetition. *Passengers are paying for an experience.* Appearance matters. The solution is simple, the root of the explanation may strike a nerve. Most coaches have

luggage shelves at one end of the car. All cars have some type of storage, many of them visible. We need to continue to keep these areas neat and clean. The blunt truth is that sadly, many folks reach adulthood used to someone else picking up after them. Another lazy dynamic that is prevalent is "not my job". The appearance often seen of the luggage shelves bears testimony to these concepts.



So, suck it up. If necessary, straighten up after someone that preceded you. Then keep your own supplies and personal items arranged neatly. The nice curtains recently installed to cover the shelves were not put there just to make your mess hidden. Although they can help. But especially considering many folks can't even be bothered to keep them closed there is no improvement. Once again. It is a simple concept. Clean it if you gotta. Keep your stuff neat and clean. After accessing the area close the curtain. It is a better look for the museum.

**Upcoming 2022 TCRM Excursions*
Next Excursion Trains – August 6
By Bob Hultman, Member # 15**

Ted Brown has already taken over responsibility for the crew calls from **Bob**. To mark up for future trips E-mail **Ted** at ted4714@aol.com or call his cell # 570-956-8810.

Our 15th trip for 2022 will be a DelMonaco Wine Trip to Watertown on August 6. Boarding starts at 9 am with departure at 10 am; return time to Nashville should be around 6 pm. As of July 17 Etix showed 360+ seats issued for the August 6 trip.

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

TCRM Member and Customer Care Making the Grade Susan Thomas Newsletter Editor

**“You never get a second chance
to make a first impression.” ~ Will Rogers.**

First Impressions are everything, and the parking team have the first contact with our passengers. Our regular parking team, **Lawrence Lilly, Mike Volle, Dave Anderson** and **Gary Miller** project a sense of “welcome” “we’re glad you’re here” “you’re going to have a fun filled day.” Our excursions are not just train rides, they are an experience, entertainment, an attraction that our patrons pay hundreds of dollars for a family outing, and often travel hundreds of miles to create long lasting memories. We have a responsibility to make sure our guests have an experience that exceeds their expectations, and they depart glowing with the buzz of a good time well spent. Parking is the first and the last interaction that our patrons have with our volunteers and TCRM.

Thanks to our faithful parking volunteers who are there in the rain, the heat, and the cold, and get to the museum at least 2 hours before boarding time. And then their work is done once the train leaves the platform. Parking volunteers can also ride the train, or even help car host, so please don’t think it is one or the other. **Randal Brooks** is back at the Museum to unlock the Bunton gate and make sure everyone leaves the property safely and the Buntin parking lot is cleared and locked up.

Parking – It Takes Team Work Submitted by Mike Volle and Gary Miller

July 16th, the parking crew put forth another team effort to get everyone parked in an orderly manner. **Dave Anderson, Gary Miller** and **Mike Volle** got the job done.

Gary worked the handicap lot, **Mike** directed the folks into the Buntin lot and **Dave** worked “in the hole” (down in the Buntin lot with the golf cart). **Lawrence Lilly** is still recovering from surgery on his hand. Hopefully he will be back in action soon. We did have somewhat of a challenge with the handicap parking as the people directly across the street (The Forge) were having an event of



their own and we were unable to use their lot – but we all managed. Also, the new “Train Parking” sign with the flashing light was a really big help with alerting the passengers as to where the parking area was. Thanks to all who helped.

TCRM HOSTS TOY TRAIN COLLECTORS

Submitted by an “Order Board Contributor”

On Sunday, June 26th, TCRM hosted a group from the Toy Collectors’ Association kicking off the first event in the group’s convention here in Nashville. Approximately 100 members arrived in two busses and boarded an abbreviated consist for a trip to Watertown and back. The trip was especially nice in that all four of the Museum’s active first-generation diesels were at the head end providing great photo opportunities in front of our fleet of stainless-steel cars that gleamed in the sunlight (The Car Wash Guys had made their first appearance of the season just a few days before).

Guests availed themselves of the opportunity to roam the train and soak up the flashback to an earlier, more elegant time in passenger train travel. The dome car, 9400, was the obvious star of the experience, however comments could be heard praising the culinary skills of one Thomas Jones, who kept those delicious hamburgers and hot dogs coming.

At Watertown, the guests were wowed by the sight, sound, and rumble of the diesels running around the train for the ride back to Nashville. Vestibules were full of photo and video seekers and those who just wanted the experience of being so close to working locomotives.

The way back was marked by the usual nap takers (train travel can be exhausting, you know) and friendly conversations between hosts and guests. All in all, a refreshingly sublime day on the rails. The Museum will host a group from the Lionel Collectors’ Association for another charter trip later in July.

TCRM Vintage Car Maintenance Team

Ken Fagan is down at TCRM one or two mornings a week. 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

Replacing Seat Covers Submitted by Ken Fagan Member # 1331

This is the story of how we got from here to there

In the past, when the fabric on the car seats would wear out we would take them to Rogers' Seat Cover Co on 4th Ave South and they would "rip the seams" on two covers and make one "good" one from two old ones. This convoluted process worked as long as there was a supply of covers to be cut up as patches but the supply of spare covers was dwindling. A decision was made last August to recover an entire car (48+ seats) which was too big

of a job for Rogers' but luckily Terry remembered the company, Kustom Seating in Illinois, that made the seats for 7602.



So **Ken** shipped foam seat cushions and backs used in most 4700 series cars to Kustom Seating and they sent back a sample using fabric they had on hand. It was nice but it didn't really fit in with the other Southwest themed cars. Car 4719 seats was a particular problem as, according to **Brenton Jones**, they are an older style than the other 4700 series and couldn't be interchanged with other cars. We agreed to recover the seats in 4719

first, and our fabric supplier shipped 150 yards of a stain-resistant fabric we liked to KSU. Right after the May 26 excursion, **Ken** disassembled and shipped a seat cushion and back with an integral metal frame from 4719 from which they could make a prototype. KSU made a sample using the new fabric and vinyl combination and, upon review, we gave them the go ahead to make the other 46 seat covers and leg rest covers. They were a great company to deal with, they had previously dealt with the Illinois Railway Museum and understood that decisions at non profits can take longer than usual!



Brenton Jones, Steve Tomblin, Tim Bebout, Bob Donovan, Aleks Dmitriev, Eric Henry, Jason Whipp, Ben Eby and several other volunteers installed the seat covers and leg rest covers last weekend.

Take a look at the new 4719!

"If only Ken Oosting could see his car now"



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

- 901 – HEP control will not operate. Repaired.
- 3113 – Kitchen door does not latch closed. Repaired.
- 4733 – Seats 37/38 center divider damaged. Repaired.
- 7628 – Seats 21/22 very hard to turn. Repaired.
- 9400 – Seats 41/42 will not turn. Repaired.
- 9400 – Tray table at seats 15/16 will not latch. Could not duplicate.

Locomotive SW8 #52 Update Submitted by Tim Bebout, B of D Member # 1042 A new oil pump for # 52



This project was led by Tanner Petersen with help from the operating crew.

52 was switched back to the west end to prepare for the July 16 excursion
The oil pump is directly in



the middle of the picture. It is barely visible. Great job by those who undertook this job. This equipment is all in the front of the actual engine- in the engine compartment.

Cumberland Division SER-NMRA HO Modelers Update

A group of HO modelers has been meeting on Tuesday mornings over the past months to get the HO model RR back into service. The RR suffered significant damage during its time being in storage in various locations from the time it was dismantled in March - April 2021 as a result of the storm damage to the building.

Felt-type pads have been glued to the bottoms of the leg leveling bolts so that if modules on their legs are dragged across the clear epoxy-covered floor, the bolt heads won't scratch the epoxy surface. The HO modelers decided to replace the 24' Otto Tower module group built by **Robert "Mars" Marsmaker** with the 12' Hortonville module group (originally built by former TCRM member **Quincy Styke III**) that is being rejuvenated by **Randal Brooks** and **Horton Monroe**, plus 12' more in the form of 2 new 6' modules, one that is still a Plywood Pacific & the other with auxiliary trackage installed along with several kitbashed structures. **Randal Brooks** has done most of the work on the scenic 6' module. The remaining 12' of distance to be spanned by straight modules is covered by the 12' Western Mountains & Bridges module group built by **Randal Brooks**.

The west end of the RR has an industry spur track now back in service after the track connecting piece was fabricated and installed Tuesday, July 12. A manual switch lining method was completed also on July 12 when soldered wire connections were made for the 2 stock rails and the frog wired to the slide switch solder terminals. The slide switch ensures the isolated turnout frog is powered from the correct turnout stock rail as determined by the alignment of the switch point rails.

Another major task being completed is rewiring portions of the RR, such as the Geezer Gate and the DCC track power bus cabling. George Gilbert is in charge of the rewiring effort. The 2 DCC command stations are also being rebuilt to drastically reduce weight & make certain they are functioning correctly.

Dave Anderson is doing some of the rebuilding work. **Gary Sagaser** has taken on the task of cutting, fitting & installing the connecting tracks between the 36" Sircy Yard modules. Somehow the connecting tracks disappeared from when the yard was taken down until we started setting the yard back up.

Anyone interested in joining the Tuesday morning work effort is welcome, as is anyone just interested in learning HO scale model railroading. New members to the group are always welcome.

Nashville NTrak News

Nashville Ntrak attended the National N scale Enthusiast Convention June 16th- 18th @ The Music City Sheraton Hotel. This was our first show to show off our Brand New Nashville Ntrak attire.



Jimmie Guthrie and Mark Henry in the middle showing off our New Hats and Shirts at the TCA. The other four onlookers were excited TCA Participants.

We set up with two other Ntrak Organizations.

The Club got to

go right back to the Music City Sheraton two weeks later when we participated at the Train Collectors Association National Convention June 29th- July 2nd. Nashville Ntrak will be setting up its modular layout for the 12th Year at the upcoming Madison Train show July 15th and 16th, pictures of that will be in next month's letter. The first picture below is of the N scale Enthusiast layout. The second is of the TCA layout. if you would like to see videos of these layouts running, this is the link to the Nashville Ntrak Facebook

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

TCRM Hobby Shop

By Hank Sweetman, TCRM Member # 247

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.



Just received at the Hobby Shop are an L&N RS3 from Bowser in DC. We were only able to obtain one of these locomotives, which have been on order for 5 years! Hurry in to pick this one up.

Also just received are some Flexi-Van 40' Trailers marked for the



L&N and Southern railroads. These would be a nice addition to your layout from the late 50's through the 80's.

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 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 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.

TCRM Member Spotlight Submitted by Scott Frick

Name: Scott Frick
Membership # 25378483673

Order Board: When did you join the Organization?

TCRM Member SF: I signed my wife and I up for a family membership in December, 2021. I had seen the TCRM exit sign on the interstate for several years, but had not looked into the organization. I am a lawyer by trade and happened to be in town (we live in Shelby County) for a court hearing on the morning of December 10, 2021. I was finished with court fairly early and decided to stop by TCRM even though the website indicated the museum was closed due to Covid. The gate was open and I wandered onto



the property. I ran into **Randal Brooks** and asked him what opportunities there were to volunteer. **Randal** indicated that TCRM was in need of car hosts, and when I asked him about the next trip where volunteers were needed, he said car hosts were needed the next day. I told **Randal** I was interested in helping, and he took me to the train and introduced me to **Terry Bebout** who was meeting with some other TCRM volunteers about the North Pole Express trip scheduled the next day. I told **Terry** that I was interested in car hosting even though I had not been on a TCRM excursion trip, and **Terry** told me the safety meeting was scheduled for the next day at 7 AM. I showed up and was paired with **Mike Volle** in 4739 for the AM excursion, and with some help from **Alex Clark** and **Joyce Chapman**, handled the PM excursion solo because **Mike** was unable to make the afternoon trip. My wife, **Stephany**, was also interested in volunteering, and began helping **Peggy Bebout** in the souvenir car the following weekend.

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

TCRM Member SF: I have always been fascinated with railroading. My family moved to Nashville in 1967 and I was fascinated looking at the L&N, and particularly Radnor Yard. Later on, I became interested in photography and my interests in both photography and railroading were very compatible. Not long after the terrible derailment that occurred in Waverly, Tennessee in 1978, I drove to the L & N offices in downtown Nashville unannounced and asked if I could meet Col. Phil Hooper, the L & N Vice President in Nashville. Col. Hooper seemed to be on the news every week because of derailments, and I wanted to express my admiration for how he was handling the situation. He was kind enough to take time away from his busy schedule to talk to me. In his office, there was the head of a Western diamondback rattlesnake preserved in an acrylic ball. I thought it was a rather unusual office decoration, and when I asked him about it, he told me that it had been given to him as a gift by the president of one of the major western railroads. When it was presented to him, Col. Hooper was obviously perplexed by the nature of the gift, and when he inquired as to the significance of the gift, the railroad executive that gave it to him said “Phil,

you are snake bit.” I left my meeting with Col. Hooper impressed by his genuineness as well as two gifts. One was a L & N tie clip and the other was a book of L



& N matches that Col. Hooper said he had picked up off of the last L & N passenger train that he rode before the L & N discontinued passenger service. Also, when I was a teenager, I took my first passenger train trip aboard the Amtrak Floridian from Nashville to Louisville, Kentucky to visit



my eldest brother and his wife. The heyday of railroad passenger service was an amazing time in the history of our country and it is a real privilege to be able to participate in the TCRM's ongoing efforts to preserve that history and provide the public with a chance to experience that history today.

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

TCRM Member SF: While growing up in Nashville, I had a very large HO layout in the attic of my parents' house. I had particularly been interested in yard operations and building trains. I had a very extensive yard that I designed that had a turntable, round house, caboose track, etc., and I enjoyed the puzzle solving exercise of assembling trains from cars scattered through the yard with the goal of assembling trains in the proper order in the fewest amount of switching moves possible. While I do not presently have a layout, we anticipate moving back to the middle Tennessee area in the near future and plan to construct a new HO layout. While my goal is to eventually build a bigger layout modeled after the L & N, I will likely start off modeling the Cadiz Railroad which was a short line railroad located in Trigg County, Kentucky until it ceased operations in the mid-1980s. When I was a teenager, I drove to Cadiz, Kentucky and photographed the railroad and the industries it served, so I have readily available research information to model that railroad.

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

TCRM Member SF: It is unlikely that our interests will change over the coming years but look forward to continuing car hosting and participating more in operating crew activities after we relocate to middle Tennessee when I will be able to help out with maintenance activities on Tuesdays with the rest of the operating crew.

Order Board: What has been the highlights of your membership experience over the years?

TCRM Member SF: In the short time that we have been members of TCRM both **Stephany** and I have been blessed to establish new friendships with many of the dedicated members of TCRM who consistently show up to operate and staff the trains for the excursion trips. While the excursion trips themselves and the passengers we meet have proven to be great experiences, it is undoubtedly the new friendships that are being forged that have been and will continue to be the highlight of our membership with TCRM.

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

TCRM Member SF: Since wandering onto the TCRM property in December 2021, I have car hosted on four North Pole Express trips, the winetasting excursion in February, the Mardi Gras excursion in March, the Spring mile-long yard sale in April, “caboose hosted” in May during the German Mayfest Excursion

and 576 open house, the Train Robbery excursion which also took place in May and the Murder Mystery trip this July. I had expressed an interest about eventually doing some work on the operating crew. During the car host safety certification meeting that took place in June, **Tim Bebout** was kind enough to offer to let me to tag along with him during the operating crew's train preparation the day prior to the June charter trip, and on the following day during the charter trip itself. Tim has been most generous with both his time and his extensive knowledge of railroad operations, and I learned a lot that weekend about the operations side of what TCRM does from **Tim, Tanner Peterson** and **Brenton Jones**. It cannot be overstated what an invaluable resource our operating crew members are to TCRM and the tremendous number of hours of personal time that the operating crew members devote to keeping these historical trains up and running.

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

TCRM Member SF: I am thoroughly enjoying my participation in TCRM, and it has provided Stephany and I another opportunity to do something we both enjoy.

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

TCRM Member SF: Absolutely.

Order Board: Why or Why Not?

TCRM Member SF: TCRM has provided an opportunity to do real railroading instead of being limited to playing with 1/87 scale replicas. In addition, the opportunity to participate in educating the public about passenger trains and providing the public with the opportunity to experience passenger travel in vintage rolling stock is nothing short of a privilege.

Riding the Rails - Railroad Excursions Member Stories

Typed and Submitted by Hugh Lowe, Member #901

When Hugh Lowe lived in Ely, Nevada in 1970, the railroad was still active hauling ore.

The Great Basin National Park is the least visited park that we have, so if you hear people complain about overcrowded National Parks, we can tell them where to go. It has an unusual tree growing there called the "Mountain Mahogany" that I have never seen anywhere else.



Excerpted from the Bakersfield Connection May 1, 2022 Edition. "Fast Track to the Past"

Request for permission to reprint submitted June 30, 2022

One of the things Mark Bassett noticed on his first visit to the Nevada Northern Railway Museum some 25 years ago was the lack of warning signs, glass cases and velvet ropes protecting the artifacts. "There were no warning signs saying, 'Don't go there!' or 'Don't touch that!'", said Bassett, then just a visitor but now president and executive director of the railroad. "It was very unusual for a museum".

That's because the Nevada Northern Railway Museum is not your typical museum. William Withuhn, the Smithsonian's late transportation curator, called the museum complex one of the "most complete, most authentic, and best cared-for historic railroad sites in North America. Spread out over 56 acres on the edge of Ely, Nevada, are more than 100 historic rail cars, 58 buildings and structures, three restored steam locomotives, one internet-famous cat and countless artifacts that contribute to the site's designation as a National Historic Landmark. It's one of the few historic railroads in the country to achieve such distinguished status. <https://www.nnry.com/>

Railroad tracks were first put down in this remote stretch of Nevada desert, located about four hours north of Las Vegas and 3 1/2 hours southwest of Salt Lake City, about 116 years ago, shortly after copper was discovered in the mountains that surround Ely. At the time, the nation's need for copper was booming as electricity and telephone lines spread across the country. Ely's economy boomed, too, and a railroad was built from the mines just south of there north to McGill, where raw copper ore was processed, then on to Cobre and Shafter, where the finished product was handed off to massive transcontinental railroads for shipment to market.

In the 1910s and 1920s, dozens of trains would chug through Ely around the clock, taking raw ore to the smelter at McGill. The railroad also operated passenger trains to take miners to work and children to school. One train, the Steptoe Valley Flyer, ran all the way to Cobre, where passengers could transfer to a mainline train bound for the big cities to the east and west.

Passenger trains stopped running in 1941 after better roads opened up in the area, but the government regulator that oversaw the railroad required it to keep one passenger train---steam locomotive and all --- just in case those newfangled automotives didn't pan out. That decision would have a big effect on the community a few decades later.

Moving copper kept the railroad busy until around 1969, when demand waned and the mines closed. Almost overnight, the railroad had nothing to haul, so its owner, the Kennecott Copper Corp., shut it down in June 1983. The busy little rail yard in Ely, which had hummed with the sounds of trains coming and going day and night for about 77 years, fell silent. The closure of both the mine and the railroad spelled trouble for the town.

"The plug had been pulled on the town, and they were scared. because if you look at the history of Nevada, you'll see a lot of towns that died when the

mine closed." Bassett said, "The people of Ely knew that if they didn't do something, the town might just dry up and blow away in the desert."

Although there was no way for the town to reopen the mine, some community members thought reopening the railroad and running excursion trains could help attract tourists. They approached Kennecott about donating some track, locomotives and cars. Instead, the company gave the town almost everything, including that old passenger train that had been put in storage back in 1941. In May 1987, the Nevada Northern Railway Museum opened for business, with locomotive No. 40 ---a 4-6-0 steam locomotive built in 1910 for passenger trains ---leading the way.

Initially, the museum's volunteers were primarily interested in running train excursions for locals and tourists. But as the years went on, they realized that Kennecott had given them something pretty special. Due in part to the area's remoteness, much of the railroad and its facilities were never upgraded. When updates did come along, as when modern diesel locomotives arrived in the 1950s, the old equipment was just pushed out of the way instead of being scrapped.

The Nevada Northern employees were also pack rats. Along with railroad equipment, the Nevada Northern has what it believes is one of the largest and most intact collections of corporate paperwork anywhere in the country, with documents dating back to the construction in 1905 and 1906. "They didn't throw anything away," said archivist and trainmaster Con Turnbull, the man tasked with sorting through the museum's artifacts. "When you're here, you're really stepping into a time warp, and you're able to see what a railroad looked and felt like in the 1920s and 1930s.

To maintain that time warp quality, the organization doesn't rope off exhibits or put up "Keep Out" signs, visitors can wander the grounds as they please and watch up close as workers maintain the vintage steam locomotives. That unusual access is what Bassett loved about the place when he first visited in the late 1990s and why he quickly came back as a volunteer. In 2002, he became Executive Director and President of the railroad.

Bassett said maintaining that type of unfettered access is challenging at times, but it's something he believes is important. Once visitors arrive at the museum--after buying a ticket at the depot--they receive constant safety reminders to stand back at least 6 feet from moving equipment, to not climb onto anything and to be aware of their surroundings. The message is even incorporated into the railroad's logo.

One of the highlights of any visit to the Nevada Northern, though, is the train ride. On most weekends from March until December, and daily from spring until fall, visitors can take a ride through Robinson Canyon, along the same route that copper ore traveled a century or so ago. Vintage steam locomotives power the train, giving visitors a smoky but unforgettable experience.

On select Friday nights from May until September, the railroad runs a train out into the desert where it's met by a park ranger with telescopes from nearby Great Basin National Park, known

for having some of the darkest skies in the lower 48 states. The excursions regularly sell out a year in advance.

The railroad employees about 20 people and many volunteers, who run and maintain trains, write grants, archive and more. However, the most famous on-site personality is a cat named Dirt. Born inside the locomotive shop in 2008, the orange and white cat was adopted by the workers and spends his days exploring the complex and welcoming visitors. He's also built up a considerable following on social media. One look at Dirt and the reason for his name quickly becomes clear. Living inside an active railroad shop is a dirty affair, but there's no doubt the cat is well cared for, as exemplified by the bags of treats everywhere and the affection he gets from workers.



Although the museum offers guided tours and interpretive signage, Turnbull said it's important to remember that a visit to the Nevada Northern isn't your typical museum experience. The reason to visit is to immerse oneself in a place as it existed a century ago--warts and all.

When you visit the Nevada Northern, you're going to smell coal smoke and sweat," he said, "We're not fancy here. This is a blue 'collar railroad.

The bet made more than 30 years ago to turn an unused railroad into a tourist attraction is also paying off for the community. In 1987, the first year that excursions ran, the railroad hauled about 4,000 people; now, it regularly moves about 36,000 passengers annually. The railroad also hosts a number of experiences that draw visitors from around the world. Among the most popular is "Be the Engineer," which allows participants to learn how to run a locomotive before taking it out on the line leading a freight train. (People pay nearly \$800 to run the diesel locomotive and about \$3,000 to run a steam locomotive on a 14-mile round trip through the sagebrush).

Ely Mayor Nathan Robertson said the railroad has become one of the area's largest attractions in recent years, and national chains have opened hotels in the area because of it and Great Basin National Park. Although the early 20th century steam railroad draws visitors to Ely from thousands of miles away, for Robertson and other locals, it's just a part of daily life. "Sometimes I'll be on the phone at city hall and the person on the other end will hear the steam whistle in the background and ask, "What's that?" and I'll just respond, 'Oh, that's the steam train,'" Robertson said. It's a sound that's irresistible to many, including the museum's own staff. Turnbull, the archivist and trainmaster, splits his time between Ely and his family's ranch in Wyoming. Because of the nature of archival work, he's able to do a lot of it remotely, but the best days are the one's when he is able to step back in time at the railroad.

"I have a 10-hour commute to work, and people ask me how I do it. I always say, 'If this place wasn't so special, I wouldn't make the drive,' he said.

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

The smell of propane.

At first, I wanted to write this story for the June Order Board, because in June it was the 33rd anniversary of the great railway disaster in the USSR. On June 4, 1989 there was a big railway accident, known as the Ufa Train Disaster, killing 575 and injuring 800 more. It is the deadliest rail disaster in peace time in Russian/Soviet history. You can read more about this disaster in the link https://en.wikipedia.org/wiki/Ufa_train_disaster

I was 12 when it happened, I read about it in the newspapers, I saw news and documentary movies about it, and it was burned into my memory. Before you read my story please read the article about the disaster to understand my story. And please pay attention to one phrase: *“Another factor, aside from the gas leak’s factor set, was reported to be the failure to respond to multiple reports of the presence of gas in the air prior to the explosion.”*

I remembered that I heard in the news and read in the newspapers, that locomotive engineers reported many times about smell of propane at the place between the stations, but nobody did anything to stop train movement...

My story happened at the end of winter 2016. The work of the station Uski was running smoothly. In October 2015 they gave me new station operator, I trained him, and he was able to work alone. Most of my work was in the station master’s office with programs documents and papers. But if switching work or complicated maintenance work took place at my station, I always was behind my station operator to supervise and double check the work that he did. So on that day at our station the snow collecting machine was working. The station master supervises the work of the machine at the station, the station master makes the decision that the station tracks should be cleaned, and it should be done without any delay affecting the train traffic. Usually our shift ends at 3 pm, the station operator returns the station to the remote management of the train dispatcher. and the commuter train at 3:40 pm we can go back to our city Izhevsk. But on that day we were not able to complete the work of the snow collecting machine in time for our train and so we had to catch the next one at 5:40 pm. After our commuter train left the station, we did the last snow removing and sent the machine back to its base station. My station operator took the order from the train dispatcher that allows us to return the station under dispatchers managing, turned the key in the remote control console and completed the end of shift paperwork. We had more than one hour to wait before the next commuter train, I worked in my office while he was sitting in the station operator office. But suddenly he called me by local phone and told me that the engineer of the freight train that had just arrived at the station reported at smell of gas between our station and next big sorting station, Agryz. I went to the station operator room took the radio and asked engineer to repeat to me the kilometer and picket

where he had smelled the gas. He answered me: “between the stations Agryz and Uski at the track one there is the **strong smell of gas from 6 kilometer 6 picket until 8 kilometer”**”.

At that moment I realized that the locomotive crew felt a strong smell of gas in the cabin of a moving train for almost a kilometer and a half (a whole mile!). And I remembered that it was in this place that there were three gas pipeline pipes passing under the railway track. I looked at the remote control console, despite the fact that the station was controlled by the dispatcher remotely, all the indication was turned on and we could see the position of the switches and signals aspects. What I saw terrified me. On the main track one, there was ready route and greens lights for the



The passenger train Izhevsk - Moscow>

passenger train #25 (Izhevsk – Moscow) was headed to this place. It is the train from our city Izhevsk (capital of our republic, like Nashville is the capital of Tennessee) to Moscow (capital of Russia).

The train usually has 20 cars, and usually it is pretty full of the passengers. Some of the cars have 36 passengers, some 54. If we count average 40 passengers in 20 cars, it is 800 passengers with crew... I immediately called the dispatcher and reported him about the smell of gas. He just answered: “I understood”. I told: “Dispatcher - the train #25 is going there! There is a gas pipeline in the place! Do you remember what happened near Ufa?!”

His answer terrified me again: “so give the engineer a warning about vigilant driving”

I stopped talking with the local train dispatcher and called by phone to the dispatcher in the headquarters of our region of the railway. I told fast about the gas smell and the train and what the local train dispatcher told me to do, and asked: “Do you understand that we are about to repeat what happened near Ufa in 1989?”

He hesitated, and said: “give the engineer a warning about vigilant driving” ...

I didn't have time to argue, I saw at the remote control console the train was already near the station and was about to pass the station. I had to issue a warning before the train passed the station.

I took the radio and pressed the call button. After tone I said: “Engineer of the train #25 near the Uski station - respond”

After his respond I said: “Engineer of train #25 at the track one between the stations Uski and Agryz from 6 kilometer 6 picket until 8 kilometer there is strong smell of gas, dispatcher told you driving with vigilance. Station master of Uski station Dmitriev” The engineer repeated it and I confirmed it: “Correct. Do it”... And we saw at the indications that the train was at full speed passing our station directly to the place where there was a strong smell of gas.

I was standing in front of the remote control holding the handset of the radio station in my hand. My station operator, the young

man, was sitting he looked confused. Our signal maintainer, the 50 old man, was sitting with us. All we could do was just look at the remote control console... Just after my conversation with the engineer of the train #25, I heard the call: "Uski, station operator!" The engineer of the commuter express from Izhevsk to Kazan (it is the capital of the neighbor region) called me. After my response he asked me about it, and I repeated the information about the gas smell.



The commuter express Izhevsk - Kazan

This express train follows the train # 25 on the same track, so it is another hundreds of passengers going there... Just after that my

own cell phone started ringing. I saw it was Shamil. He is a young and intelligent man, we studied together at vocational school to become an assistant engineer of an electric locomotive. He was the assistant of engineer of this train #25, which was passing through my station.

We had a short dialogue about the gas smell, and I wished him good luck to pass the place, and asked to call me from the next station...I hoped for the best.

But what did I think about at that moment? I understood that if this tragedy happened again now, then despite everything I did, they would make me guilty together with the dispatcher. They would find a lot of things that I could have done, and maybe they won't even look for anything, but just say that I didn't do everything I could to prevent it. And even if I am acquitted, how can I continue to live in the city where hundreds of people died or suffered in this tragedy? And even more terrible is that among



all these people, a person you know personally, you can say is your friend, and there is nothing more I can do to save him and them all... All these thoughts raced through my head, and I continued to stand silently, with the handset of the radio in my hand. I looked at the lights on and off on the remote control console. By a strange coincidence, this particular track was equipped with a system that showed the presence of red lights on central traffic control (CTC) signals. I do not know why it was made; maybe it was

part of the remote control console.

It is miracle that I can show it to you. I made the picture for another purpose, and this photo was accidentally saved in my computer.

In the picture you can see the light bulbs in a blue frame. If the train occupies a section between CTC signals, and the red light is

on at the traffic light, then the corresponding light on the remote control is lit with a white light. I marked the place with a red oval where there was a smell of gas.

I was standing and watching how the train was moving closer and closer to the place. And at the moment when the light bulb "7KM10ПІК" lit up indicating that the train was passing through that place, my nerves were strained to the limit. I was expecting that at any moment there might be a sound, that terrible sound of a gas explosion...

But the train passed that place. I could breathe out, but I couldn't be relaxed. The commuter express was closer to the place...

After a couple of minutes of tense waiting, this commuter train also passed this place. And after some more minutes my friend Shamil called me and informed that there was a smell, but just a very little. Now I could relax - the concentration of gas decreased, which means that the danger of tragedy was gone.

What it was, I do not know until now. Maybe it was the discharge of excess gas pressure from the pipeline, or maybe some maintenance work was carried out, but this was not reported to the railway. About 20 minutes later, I arrived on a commuter train and we went home...

On that day I understood how the tragedy near Ufa happened. The propane is an invisible danger, and even if you are feeling it, you can't know how much danger it is. It could be that you can have an open fire and nothing happens, because the concentration is not enough for explosion. Or with just a small spark and everything around will be on fire. And you can't know the border.

And in both cases, no one wanted to stop the movement of trains; no one wanted to be responsible for their delay because of this invisible threat.

Operation Lifesaver

By **Jill McClintock**
Executive Director, TN
Operation Lifesaver



Tennessee Operation Lifesaver has a new Face Book page. Please

click on link below to like our new page and start sharing our safety information with your friends again!

<https://www.facebook.com/Tennessee-Operation-Lifesaver-107143562039601>

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

The memorial plaque is located in the hall across from the hobby shop doorway.

2022 TCRM Excursion Calendar*

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.

TCRM Fall 2022 Museum Model Train Show & Open House

Admission – FREE!

When: 9 am to 3 pm Saturday, November 5, 2022

Location: TC Ry Museum at 220 Willow St Nashville TN

What there is to do:

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 Car
Food Service on 8510 Dining Car

A great family event for everyone!

For more information, 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.

Other RR Events of Interest 2022

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

By **Bob Hultman TCRM Member # 15**

James E Jones, PhD - Terry Bebout was notified by James' sister that he had passed away earlier in 2022. There's no known contact information by which to reach James' family. I had a name plate prepared for James Jones and on Tuesday July 12 it was installed on the Memorial Plaque.

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 on line 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!

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.