

THE ORDER BOARD

A Publication Of The
Cumberland Division SER-NMRA Inc
Tennessee Central Railway Museum
Nashville Chapter NRHS

Vol. 19 Issue 11

Cumberland Div/TC Ry Museum Donations

Cracker Barrel Old Country Stores- \$2,000 cash

Craig Hatter- Several L&N and one Kentucky & Indiana Terminal diesel painting & lettering diagrams.

John Kennedy- RAILMODEL JOURNAL magazines and NMRA BULLETINS

Kentucky & West Tennessee Railroad (Bill Anderson, Jr)- An operating EMD GP-7 diesel locomotive, former L&N #405.

Mark Mathews- Oil painting of a TC Ry scene and also dry cleaning service for TCRM linens.

Pineapple Gold Club of Franklin National Bank- \$20 cash.

Bryan Turner- MODEL RAILROADER magazines.

Jay Wilson- Set of steel stairs, a steel ramp and steel railings for our new dock.

November 16 Program Notes

Program will be a color slide show on L&N Diesel Locomotives by our own **Tim O'Neal**.

Also, there will be a **Tennessee Association of Railroad Passengers (TARP) Meeting** at 8:00 PM in the 2nd floor meeting room after the general business meeting. Everyone is invited to attend the **TARP** meeting.

Year 2001 Activity Fee

It's time to pay your Activity Fee for Yr 2001- \$20 for individuals, \$25 immediate families. Send payment along with your current address, phone # and E-mail address to **George Gilbert** at 750 Rodney Dr Nashville TN 37205.

Attention NRHS members: Although we have not as yet received our regular renewal cards from Philadelphia you might wish to send your Nat'l Dues (\$17) and your TC Ry Museum Fee (\$20) - both for 2001 - to my attention - or you can wait until you receive your renewal card. **Herb Roth**, 8135 Devens Dr Brentwood, TN 37027

HO Scale Car Project Report

THEY'RE HERE! Cumberland Division's Year 2000 Limited Run car project is the HO Athearn 2-bay offset side flat end open hopper cars, TC Ry series 9201-9265. On-site prices- 1 car, \$11; 3 cars, \$32 & 6 cars, \$63. Mail, 1 car \$12, 3 cars, \$35 & 6 cars \$69 - Send order/payment to Allen Hicks at 833 Kenny St in Gallatin TN 37066-3535

Great effort, **Steve Johnson & Allen Hicks!**

Year 2000/2001 Schedule

Nov 10-12 Cumberland Sci Museum Whistlestop Weekend
Nov 16 Thursday Night Meeting- TCRM Willow St
Nov 28 Sircy Bldg Operating Session
Dec 2 Excursion Train- Watertown Christmas in the Country
Dec 9-10 Trains of Christmas at TCRM Building
Dec 16 Excursion Train- Watertown Santa's Post Office
Dec 26 Sircy Bldg Operating Session

Year 2001

Feb 24 Excursion Train Watertown Fairyland Express Trip
Mar 16 Excursion Train Donelson School Trips
Mar 17 Spring 2001 Cumberland Division Meet
Mar 31 Excursion Train Watertown Mardi Gras Trip

November Meeting Host Committee

Nathan Baker	Paul Brock*	James Brooks Jr
Bill Brown	Gene Caldwell	Anderw Campbell
Grant Carpenter	Terry Coats	Dan Cole
Chris Cook	Will Crowthers	Mike Curtis
Kathy Dehart	Reid Dickey	Chris Dotye II

* Host Committee Chair

Trains of Christmas Show Dec 9 & 10

Tennessee Central Ry Museum's Trains of Christmas Show will be on Dec 9-10, Saturday and Sunday with several different activities going on both days. The main attraction will be the several operating model railroads set up in the Willow St meeting room. Santa will be on one of our cabooses! Excursion train rolling stock and a locomotive will be open for touring. With any luck, **Hank Sherwood** will be displaying one or more of his live steam locomotives, fired up and under shelter. Our Museum Room and Library will be open, as will the Hobby Shop for those last-minute Christmas purchases. Railroad videos will be running the entire 2 days. This will be another great event where we promote Operation Lifesaver, the hobby of model railroading, our Museum and our excursion trains. We always get several new memberships from these Shows and get more and more people involved in all of our efforts. Please make time available so we can be as successful as possible at this event.

Excursion Train & Buffet Sign-Up Sheets

December 2 and 16 excursion train crew signup sheets will be at the meeting. Come to the meeting and sign up to help staff one or both of these trips. There will also be a sign-up sheet for Bebout's annual **Road Kill Buffet** (December 14th meeting) at the meeting. A great digital program will follow the buffet! Be sure to sign up for this buffet and meeting for a great end to a great year!

NC&StL Ry in the Model Press!

See the December 2000 issue of **MODEL RAILROADER** for several articles on the NC&StL Ry.

NEXT MEETING Willow St Building Thursday November 16, 2000 7:00 PM

Our Website

<http://home.hiwaay.net/~bgaddes/tcrm>

Sad News

Don Perry passed away Saturday, October 28, 2000 after a valiant fight with respiratory and other illnesses. His wife **Carol**, sons **Mark** and **Mike** and daughter-in-law **Linda** appreciate your thoughts, prayers and best wishes at this most difficult time.

New Members

Charles Burdeshaw, Nashville TN
Joseph Daugherty, Nashville TN
Patrick Kennedy, Charleston SC
John-Paul Richivso, Nashville TN



The 2 photos above show the Wilson & Mackle gang desperados boarding our excursion train on June 17, 2000 just a few miles before we reached Watertown and then going thru 1 of our cars relieving passengers of their valuables. This trip is 1 of our most popular with 2 train robbery trips planned for Yr 2001. Digital photos by **Terry Bebout**.

Module RR Activities

The Nashville N Scalers set up an NTrak modular RR & operated it for the Cumberland Division Meet/Model Train Show. Tonight the HO and N scale modular RRs are being set up at the Cumberland Science Museum Whistlestop Weekend. We will operate all day Friday, Saturday & Sunday, Nov 10 thru 12. Come on out to the Cumberland Science Museum and see the newest additions to these 2 fine modular RRs.

Modeling Tips

From **Bob Swanner**- Couplers can keep a train connected if all things are properly seen to, otherwise separations are almost

inevitable. Since I have installed upwards of five hundred pairs of couplers I will lay claim to having some experience not only for the number but mainly for the performance. My trains stay coupled; usually. The main reason for my "success" is setting a standard of precision that most modelers can duplicate even though some may not do so. My "Self Imposed" Tolerance is: within 0.005" of Dead-On. Some equipment I use is easy to come by. The number 1 tool is the # 205 Kadee Coupler Height Gauge, others are a bright desk light, a magnifier mirror & a section of track attached to a straight board. A supply of # 208 Red 0.015" & # 209 Gray 0.010" shimming washers, a 2-56 tap & drill set, a goodly supply of metal washers, 2-56 screws in varying lengths (primarily 1/4") will get you started. Kadee # 5 couplers will be used 90-95% of the time. Wearing a white tee shirt will help with the vision dept. as you will come to see.

There are two primary parts of the Kadee coupler we are interested in: SHANK: supports the Coupler Knuckle & holds it in proper position, & the COUPLER KNUCKLE with a small coil spring that keeps the knuckle closed. There are three primary shank lengths of Kadee couplers- 1/4", 9/32" & 25/64". There is one size that's 1/64" longer than 9/32" but let's not get too fancy for now. Each length has three vertical shank positions in relation to the coupler knuckle: Overset Shank (I call it Underslung because the coupler is lower than a # 5); Centerset Shank (I say Centered; same height as # 5); Underset Shank (I refer to as Elevated since coupler knuckle is above a # 5).

Since selecting the correct coupler sometimes can be a problem I would recommend the coupler Sample Test Kits. There are three primarily needed: # 13, # 91, & # 92.

Coupler Mounting: there is only one way to mount a coupler properly, Body Mount. Just for being brutally informative there is a second way called Talgo Mount where the coupler is mounted to the Truck & steers with the wheels. I have found Talgo Mount only works on the locomotive where there is enough weight to offset torsional forces.

Coupler Height Adjusting: first mount the coupler on the car body, reinstall trucks & set on test track with Kadee Height Gauge # 205. Move car close to gauge & look with mirror at top & bottom alignment of coupler to gauge. You will see three possibilities: too high, dead on, or too low. We'll start with the easiest- if dead on, coupler part is complete. If too high, coupler needs to go down by shimming between car body & coupler box, go to overset shank; I call underslung, or worst, file or grind bolster between truck & body. Too low calls for underset shank; elevate or add shims between truck & bolster to raise car body.

PATIENCE, Patience, patience-Coupler Installing can be the most infuriating, monotonous aggravation there is to be encountered, especially by the neophyte

railroader. Sometimes I lay everything down right where it is when I feel myself coming to a boil & take a break of some kind to keep me from stomping those annoying critters into the carpet. Tight tolerances require the patience of Job, but is all this aggravation worth it? YES, YES!! When my train runs along perfectly even when we can see the humps & bumps of uneven track but our flanged babies stay coupled like they're tied while our less diligent fellows cannot go one train length without a derailment or separation of some kind. It's SATISFACTION with a job well done.

DERAILMENT???? Did I say the nasty "D" word? I'm afraid so, but there is a fix for this nasty little problem also. Have you heard of the NMRA Standard Gauge? Well it has PROBLEM SOLVER written all over it.

Travel

Members **Terry** and **Jane Coats** traveled to Ireland in 1996, 1998 and 1999. This May 17 -30 they are going to host a group of 24 persons to this most beautiful and historic land of enchantment. Information/brochure concerning the trip call Terry/Jane at 615-859-3830 or E-mail AMTRAIN@aol.com.

Cambered Wheels

From Bob Swanner- Did anyone know that railroad wheels are "Cambered", causing the wheels to "track" centered, so most of the time the flange does not contact the rail at all? Another use for a cambered wheel is like a differential of sorts. The diameter of the wheel is greatest close to the flange, so when centrifugal force, as going around a curve, causes the wheel to move laterally toward the outside rail, the inner wheel moves toward its outer edge which is the smaller diameter. In so doing the wheels, even though they are solidly mounted to each other, go around a curve as if there were a differential installed which reduces "scrubbing". Next time you see a conical cup, lay it on its side & try to make it roll straight. See what I mean?

Union Station's 100th Anniversary



On Oct 9, 2000 Nashville's Union Station celebrated its 100th birthday. Notables included Councilman Howard Gentry and Mayor Bill Purcell. **Ralton Wagner** decided to "crash" the party, and is shown helping himself to a slice of the unique spiral cake donated by a local bakery for the occasion. A good time was had by all.