

# THE ORDER BOARD

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

Vol. 20 Issue 1

## Cumberland Div/TC Ry Museum Donations

**Dr Bob Packer**- \$100 cash  
**Paul Walker**- \$1,000 cash  
**Nathan Baker**- Hardcover book - "Portrait of the LMS"  
**Jeff Gill**- B&W photo of TC Ry freighthouse during a 1930s flood  
**Bob Hultman**- several issues of MODEL RAILROAD NEWS  
**Gene Turnage**- "The Royal Hudson #2860" poster  
**Bryan Turner**- Photo postcard of L&N train in Nashville  
**Ralcon Wagner**- 2 L&N dining car menus; Six 26-inch plastic traffic cones; reproductions of L&N dining/club car menus) from Flamingo Dinner Train; TC Ry forms (freight bill, and agent's drafts and relief voucher)

## January Program Notes

**Ralcon Wagner** will present a color slide program on "30 Years of Tennessee Railroading".

Also, there will a Cumberland Div/TCRM BoD meeting upstairs after the general business meeting. Everyone is invited to attend the BoD meeting.

There will be a TARP meeting on board dining car TCRX 3119 after the general business 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

Cumberland Division's Year 2000 Limited Run car project, HO Athearn TC Ry 2-bay open hopper cars are completely **SOLD OUT!** That's 600 cars in & gone in less than 4 months. Again, great work, **Steve Johnson & Allen Hicks!**

## Year 2001 Schedule

Jan 11 Thursday Night Meeting- TCRM Willow St  
Jan 20 Excursion Train- TARP Special to Lebanon  
Jan 23 Sircy Bldg Operating Session  
Feb 24 Excursion Train Watertown Fairyland Express Trip  
Feb 27 Sircy Bldg Operating Session  
Mar 9 Excursion Train- School Trips to Donelson  
Mar 17 Spring 2001 Cumberland Division Meet  
Mar 27 Sircy Bldg Operating Session

## TCRM's Newest Acquisition



Photo above shows Bessemer & Lake Erie F7A 719A that TCRM has just purchased. It was in daily operation in Conneaut OH as recently as mid-December 2000. Arrangements are being made to move the locomotive to Nashville. EMD builder's number of the unit is 16591, built in 1952. Quite a coincidence that Gene Turnage's F7B is B&LE #719-B, eh? Photo E-mailed by **Steve Tomblin**, unit information from **Steve Johnson**

## January Meeting Host Committee

James Brooks Jr	CeCe Doub	Andrew Eisenberg
Don Ey	George Fletcher	Wayne Frey
Don Gage	David Gara	Rex Gardner
Jack Garner	<b>Don Garrison*</b>	Ben Gerth
George Gilbert	Jeff Gill	Charles Goad

\* Host Committee Chair

## Excursion Train Sign-Up Sheets

January 20 and February 24 excursion train crew sign-up sheets will be at the meeting. Come to the meeting and sign up to help staff one or both of these trips.

## Special Excursion Train January 20

The Tennessee Association of Rail Passengers (TARP) will be chartering our excursion train on Saturday, January 20, for a special train ride from Nashville to Lebanon and return. The trip will depart the museum at 12 noon and return to the museum at 3 pm. There will be no stopover at Lebanon. We will need a limited number of members to carhost the train. We are taking 3-4 cars and Frank Holt will need some help with the food service. Signup sheets will be at next meeting. Any member that would like to ride in one of our coaches with your immediate family may do so, please sign up at the meeting or call the museum office 615-244-9001 ext 1 and leave a message.



**NEXT MEETING Willow St Building Thursday January 11, 2001 7:00 PM**

## New Members

Please make welcome the following new members as they attend our meetings and events and help the Museum go forward-

**Larry Edmondson**, Cookeville TN

**William Lorenz**, Smyrna TN

**Albert Marks**, Clarksville TN

**Bob Neal**, Nashville TN

**Edwin Robbins**, Woodbury TN

**Joe Sapp**, Madison TN

**Buford Sudberry**, Antioch TN

**Tony Urbanek**, Nashville TN

**Kerri White**, Cookeville TN

## December Program Available

Anyone wanting a copy of the December program may request one from Terry Bebout. Please e-mail your request to [terry.bebout@nashville.com](mailto:terry.bebout@nashville.com). The program is in a CD format and is a Microsoft Powerpoint presentation, a program included in most Microsoft Office applications.

## Our Hobby Shop

By Terry Bebout

It is time to restate our hobby shop policy for members. We operate our hobby shop as a service to members and the general public. The revenue we generate helps support the financial burden of our museum building. As a benefit to members we offer a generous 25% discount on most items, however, we are not trying to be the cheapest price anywhere to be found. If you want to purchase your items for the very best price, then certainly the magazine ads are the way for you. Please do not ask for an additional discount at our shop because you saw it somewhere else cheaper.

Another service we provide is special ordering. We are happy to provide this service that other shops do not. When ordering please provide the quantity, manufacturer, part number, description and retail price of the item. You may e-mail your order to Wayne Frey at [wwfrey@excelonline.com](mailto:wwfrey@excelonline.com) or FAX it to Wayne's attention at 615-244-2120 or leave a message on the hobby shop voice mail, 615-244-9001 ext 8. We do not require payment in advance on special orders. However, our policy is that if you order it, it is yours. We do require payment on notification that your item has arrived. With the discount we offer, we are not going to put your item in stock or return it because you ordered the wrong thing or don't like it.

Most members are very satisfied with our hobby shop efforts, but it is necessary to state our policy on occasion for new members and others that might not have understood the rules. Our hobby shop continues to expand with new merchandise. If you have comments on our hobby shop policy please bring them to me and not to our hobby shop staff. I will be happy to hear any recommendations that you have.

New items in stock at the shop include 4 new Classic Metal Miniatures vehicles, 2 different police cars and 2 different trucks.

## White LEDs

By Bob Swanner

There has been a lot of interest in white LEDs lately so I'll give you my experiences. They look great, very bright, but not prototypical. I have long been a user of constant lighting which compares favorably with the photo information I have been able to glean, but there is a lot to be said for a headlight that will be seen before the locomotive comes around the bend & shines on the rails in a most satisfying manner. My first experience was to install the

LED with a 1000 ohm [1k] resistor in series with it. Now, be advised, an LED is a diode, so it is polarity sensitive. Well, I blew a few LEDs because of not enough resistance or motor pulse. But at \$3.00 apiece the major annoyance was to disassemble the loco, unsolder & resolder everything plus figure out what was a correct fix. There are at least two solutions: one is to install an electronic voltage regulator (more money), or use higher rated resistors. I also discovered another wrinkle, some motors cause a pulse wave that blows the LEDs before the loco gets moving well. I made a pulse wave detector so I won't needlessly blow so many LEDs. I have used a voltage regulator once, still requiring a resistor, with less than great results. However, since my first writing in my ceaseless quest for perfecting LED longevity I came upon a 50 to 5 K ohm variable resistor set at max. ohms, that I temporarily connect in series with the LED while putting full power pack voltage on. At first the LED is dark then as resistance is reduced, the LED brightens to the desired level. Then with power off I measure the resistance for that particular LED which could go, unfortunately, from 500 to 4.7K ohms. When there are about 100 locos involved to change there is a lot of time & money involved. What do you modelers think? My LEDs are 0.120" diameter.

## The Southern Pacific Cab Forward

By Bob Swanner

The Southern Pacific RR is the only RR in the USA that ever had a steam locomotive where the locomotive cab leads the procession followed by the firebox, boiler, smoke box, smoke stack & tender. This unique design was born of necessity & not of trying to be different. All railroads must move trains to remain profitable & as competition from other modes of transportation came on the scene, mainly the highway motor truck and later the airplane, the need for speed & quantity became paramount. Longer & heavier trains had to be moved faster & faster requiring faster, more powerful steam locomotives. The articulated steam locomotive was born, where two engines were put under one boiler, run by one engine crew. The SP had a geographic profile of mountains so profuse that tunnels had to be bored through mountains or on mountainsides where snow sheds, like tunnels were required for miles & more miles at a time. Since the normal configuration of a steam locomotive was pilot, smokebox & smoke stack, all the smoke & combustion gases would be blown back over & past the engine crew in the locomotive cab. When these billowing giants were out in the open, the smoke was only an annoyance, but when in a tunnel or snowshed up to fifteen miles long the smoke made seeing & breathing virtually impossible. A solution was born of necessity. Like other railroads, the SP ordered groups of new locomotives to replace the worn-out & obsolete. An order for seventeen articulated 2-8-8-2 steamers was placed with Baldwin Locomotive Works; the first two, 4000 & 4001, were delivered in May 1909. They were immediately placed in service between Sacramento & Reno where they easily satisfied all the existing requirements but two, seeing & breathing. Since all seventeen were to be used on "The Hill" a solution became of paramount importance. Skull sessions & experiments caused a change of design putting the cab first with the smoke stack/smokebox trailing, then the tender. The design went to the factory with the first Cab Forward locomotive # 4002 on U.S. soil, the first of 256. Continued next month

