

THE ORDER BOARD

A Publication Of The

Cumberland Division SER-NMRA Inc

Tennessee Central Railway Museum

Nashville Chapter NRHS

Vol. 20 Issue 2

Cumberland Div/TC Ry Museum Donations

George Benson- \$50 cash

Dr John Clark- Newspaper clippings of railroad news items

Dr Art Cushman- \$500 cash

John Kennedy- \$300 cash

Kevin Cox- One 8x10 and two 5x7 color enlargements of CSXT GP7 #2302 in Family Lines System paint scheme. (No. 2302 was renumbered from L&N #405 in the late 1970s; unit is now in our equipment collection.)

Cliff Downey- Book entitled CENTRAL OF GEORGIA RAILWAY

Ken Herrell- Photocopies of large interior arrangement drawings of NC&StL camp cars and cabooses

Gavin Matlock - L&N R.R. Transportation Dept. Special Equipment Assignment Directory binder

Jim Paty- 22 Tennessee Central Railway annual reports from 1930s-1960s; 11 copies of the TC's company magazine "The Highballer" from 1956-1958; copy of TC Ry. By-Laws; 2 copies of revised By-Laws, dated March 1, 1957; Fairbanks-Morse "Enginemen's Manual" for FM H16- and H20- series diesels, dated Feb. 1951.

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March- Excursion Train crew recertification class

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.

February Meeting Host Committee

Harold Golk	* Clarence Graham	W O Greene
Jimmie Guthrie	Warren Hannas	Ken Herrell
Allen Hicks	Charles Hiehle	Pete Hoadley
Len Hollinger	Frank Holt	Bob Hultman
Barbara Hutton	Wayne Jenkins	Hal Johnson

* Host Committee Chair

Year 2001 Schedule

Feb 8 Thursday Night Meeting- Willow St Building

Feb 24 Excursion Train Watertown Fairyland Express Trip

Feb 27 Sircy Bldg Operating Session

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Mar 9 Excursion Train- School Trips to Donelson

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TCRM Gets TC Ry Signal

The Nashville and Eastern Railroad donated this approach signal to the Museum this week. Supergang members who procured the signal were **Hank Sherwood** (supergang leader), **Terry Bebout**, **Steve Tomblin**, **Gene Turnage**, and **Jay Wilson**. This signal was one of the few that the TC Ry had. It was the approach to the Vine Hill interlocking tower where the TC Ry crossed the L&N and stood on the belt line south of the Fairgrounds. It displayed a constant yellow. Restoration has begun on the signal and it will be placed trackside at the museum for display. Digital photo by **Terry Bebout**

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Hobby Shop Update

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Also, the Athearn 45' piggyback trailer in the BN Memphis city paint scheme is in stock.

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The Southern Pacific Cab Forward

By **Bob Swanner**

(Continued from the January 2001 Order Board) There were four articulated Cab Forward wheel arrangements & four classifications assigned. The MM was Mallet Mogul, two Moguls back to back look like this: 2-6-0+0-6-2 or a 2-6-6-2 articulated, get it? MC was Mallet Consolidation, two consolidations back to back look like this: 2-8-0+0-8-2 or a 2-8-8-2 articulated, got it yet? The Mallet designation meant a compound type where the cylinders were of two different sizes & the steam was used twice. AM was Articulated Mogul, a 2-6-6-2 later to be a 4-6-6-2. AC was Articulated Consolidation, a 2-8-8-2 later to be a 4-8-8-2, except the AC-9. The Articulated designation meant all cylinders were

the same size & steam was used once, a faster design. AC-9 was of conventional design, tender behind cab & a 2-8-8-4 called the Yellowstone.

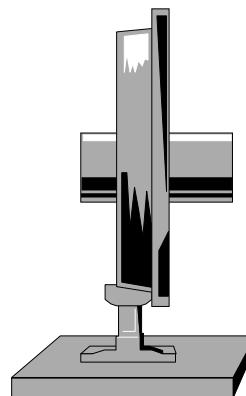
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UPRR Big Boy vs C&O H-8 Allegheny

By **Bob Swanner**

Parameter	Big Boy	H-8
Weight, locomotive	772,300 lbs	771,300 lbs
Weight on engine truck	99,850lbs	74,000 lbs
Weight on trailing truck	127,200 lbs	197,000 lbs
Weight, tender	436,500 lbs	437,600lbs
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Weight, Total	1,208,750 lbs	1,215,600 lbs
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Tender Capacity, tons of coal	28 w/coal boards	25
Water	25,000 gal	26,500 gal
Tender Wheels	4 - 10	6 - 8
Length Total	132'10"	125'8"
Height	16'2.5"	16'7"

Summary: Both locomotives were superior in their own right, the Big Boy could start a heavier train but the H-8 could generate more horsepower when moving. The Big Boy was used to a better advantage than the H-8 which was confined to low speed coal drags where its high horsepower & steaming ability could not be used properly. As diesels displaced the H-8 from mountains to flat land the C&O discovered that instead of a mountain mauling draft horse it really had a flatland race horse so strong that boiler steaming capacity was never a problem under any circumstance. The first H-8s were way over their contracted weights. Please Note: there is variation on some specifications, even from the same sources so accuracy is affected.



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