

# THE ORDER BOARD

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

Vol. 22 Issue 9

## Cumberland Div/TC Ry Museum Donations

**John Hannah**- Spools of various cable and copper wire

## October Meeting Host Committee

George Benson James/Twila Bilbrey Marvene/Brenda Bilbrey  
Foster Bowen Roy Brantley Paul Brock  
James Brooks Jim/Cheryl Brown  
Charles/Rosemary Burdeshaw Tom Cairns  
Gene Caldwell Charlie Campbell Walt/Betty Clot  
Host Committee Chair **Bob Hultman**

## Years 2003-2004 Schedule

Oct 9 TCRM Thursday Night Meeting Willow St Bldg  
Oct 11 Watertown Fall Flea Market Trip  
Oct 11 Watertown Fall Flea Market Trip **Dep from Cookeville**  
Oct 18 Cookeville Super Fall Foliage Trip I  
Oct 25 Cookeville Super Fall Foliage Trip II  
Nov 1 Cumberland Division Meet & Model Train Show- TCRM  
Nov 7-16 Whistlestop Weekend- Adventure Science Ctr Nashville  
Nov 8 Watertown WW II Murder Mystery Trip  
Dec 6 Watertown- Two Santa Trips!  
Jan 31 Watertown Mother Goose Trip  
Feb 14 Watertown Valentines Day Murder Mystery Trip  
Feb 28-29 GATS Show Nashville Municipal Auditorium  
Mar 13 Watertown Train Robbery Trip  
Mar 20 Cumberland Division Meet & Model Train Show- TCRM  
Apr 3 Watertown Easter Bunny Trip I  
Apr 10 Watertown Easter Bunny Trip II  
Apr 17 Watertown Mile-Long Yard Sale Trip  
May 1 Cookeville TC Ry Spring Rendezvous Trip  
May 28-30 SER Convention Birmingham AL

Note changes to our remaining 2003 schedule- added 1) Whistlestop Weekends at Adventure Science Ctr and 2) an excursion train on Oct 11 departing from Cookeville; 3) Nov 22 Victorian Christmas Trip annulled account event cancellation by Lebanon.

## New Members

**Michael Ingling**, Mt Juliet TN

**Adam Pethel**, Antioch TN

**Pete Weaver**, Nashville TN

Please welcome our new members as they join in helping make our organization even better in the future.

## Program Notes

**October**- Our Oct meeting program will be "Detailing HO Freight Cars" by **Garrett Rea & James Bilbrey**

## Good News!

**Don Gage** is going to be a granddaddy!! His daughter Melissa is expecting a baby in December 2003! Congratulations, **Don!**

## Hobby Shop News

The hobby shop now has in stock some Branchline Models HO tank car kits with attractive prices. Shop manager **Eddie Justice** has been snagging some bargains on Branchline Models HO kits from a distributor with very good discounts. Come on in and check out the variety of Branchline Yardmaster Series kits and their Blueprint Series kits. They're really nice!

## Division Meet/Model Train Show Nov 1

Cumberland Division will be hosting its Fall 2003 Division Meet on Saturday Nov 1 at TCRM. We'll have dealer tables, the Company Store, an operating HO modular RR, live clinics and more for attendees. Remember, Division/TCRM/Nashville NRHS members get in free to the Division Meets. If you want to sell model RR-related items in the Company Store please see **John Kennedy** for a seller's form and complete it before the Meet.

## CSX Family Day in September

CSX Family Day at Radnor Yard on September 20, 2003 found Cumberland Division/Nashville Ntrak providing N and HO scale modular RRs with TCRM supplying a 6-car excursion train for 6 excursion train trips in Radnor Yard and 2 dining cars for stationary food service. Both modular RRs were in an area about 18' x 60' and proved a great attraction to all who attended the event. We handed out a bunch of excursion train and Division Meet flyers. Thanks to all who worked to make this event a success!

## Sad News

**Jeff Gill**, a TCRM member and member of TN Association of RR Passengers, passed away a few weeks ago after being hospitalized in early September 2003 at Vanderbilt. **Jeff** was a fine TCRM member, working for several years in our 1266 souvenir/concessions car. **Jeff** also has remembered TCRM because he named TCRM as the beneficiary to 1 of his life insurance policies. **Jeff** will be sorely missed by all who knew him and worked with him.

## SER 2004 Convention Information

The 2004 SER convention at Birmingham has 5 nationally well know modelers scheduled for clinics and panel discussions. The five are: Dave Frary, Dean Freytag, Charlie Getz, Boone Morrison & Sam Swanson.

These five are all well known, and are widely published in the hobby press. Plan now for attending this convention in Birmingham next Memorial Day weekend. For more information, see the web site: <http://www.scd-nmra.org/Convention/clinics.htm>

## New Model RR Club

A new model RR club is forming in east TN- The Roy L. Turner Model Railroad Association (RLTMRA) - HO scale at 125 S Front Av Rockwood TN 37854 Meetings: Tuesday and Saturdays at 6 PM Modeling CNO&TP Southern from Danville,

**NEXT MEETING Willow St Building Thursday October 9, 2003 7:00 PM**

KY to Chattanooga, TN and Tennessee Central from Harriman to Crossville. We are 2 years old and still working on the layout. We are also looking for new members. Give us a call!! Info- Jeff Loveday E-mail:loveday@icx.net or Art Gibson, 423-354-1931.

## FROM THE WATER LEVEL ROUTE TO THE CUMBERLAND PLATEAU

Riding behind NYC E-units on the old Tennessee Central

By **Lyle Key**

### A QUICK INTRODUCTION

“Over the Cumberland Plateau – not around it.” The Tennessee Central Railway (“TC”) might well have paraphrased Rio Grande’s heroic slogan in that manner, but instead, it adopted more mundane mottos such as “The Nashville Route” and “The Road of Personal Service.” TC ultimately became “The Bankrupt Road,” and in 1968, it suffered the ignominy of being carved up among the three big boys in the region, IC, L&N, and Southern.

TC exited the passenger business relatively early on July 31, 1955, and over the years, abandonments erased branch lines to isolated stations like Isoline and Crawford. The TC bypass around the south side of Nashville was sold to the state, and today, the old railroad bed has given way to the 440 Parkway, a busy, six-lane highway, with a 65 mph speed limit.

After TC was split up among the three Class I’s, further abandonments eliminated most of the old Western Division to Hopkinsville, Kentucky and left a strategic gap in the portion of the old Eastern Division atop the Cumberland Plateau.

Two of the surviving portions of the TC eventually were sold to local railroad authorities, and the third was acquired by Franklin Industries. Nashville & Eastern Railroad Corp. (“N&E”) operates what is left of the old L&N portion with a mainline from Nashville to Algood and branches to Old Hickory and Carthage. N&E’s newer and smaller affiliate, Nashville & Western Railroad Corp. (“NWR”), recently became the contract operator for the remaining segment of the former IC trackage between Nashville and Ashland City. Finally, the Franklin Industries Railroad (“FLR”) operates almost all of the last vestige of the former Southern Railway trackage from Crab Orchard to Rockwood. NS handles the FLR interchange between Rockwood and Harriman.

## TC PASSENGER SERVICE

TC was never a passenger carrier of great consequence. It’s mainline stretched 251.1 miles between Hopkinsville, Kentucky on the west and Harriman, Tennessee on the east. Branches to Carthage, Isoline, Old Hickory, and Crawford brought the carrier’s total route miles up to 295. Amazingly, the June, 1916 *Official Guide* shows that the Tennessee Central Railroad of that era offered passenger service over its entire system! Even the remote Isoline Branch had two passenger trains a day in each direction. At that early date, TC had not built its eight-mile long Old Hickory branch between Stones River and Old Hickory.

The Great Depression of the 1930’s brought an end to TC passenger service on its branch lines and on its Western Division between Hopkinsville and Nashville. When the Japanese attacked Pearl Harbor, however, TC still had sets of daylight and overnight passenger trains between Nashville and Harriman. The night

trains, numbers 3 and 4, still featured through sleepers between Nashville and Knoxville in conjunction with Southern Railway. The daylight trains, numbers 1 and 2, provided food service with buffet chair cars between Nashville and Harriman.

The Nashville – Knoxville sleeper line was a casualty of WW II, and when VJ Day arrived, the night trains at least offered through coaches between those cities. The daylight trains still were running but without the buffet chair cars. By December, 1949, the night trains were gone.

By June of 1955, the schedules of the daylight passenger trains had been adjusted so that one set of equipment could cover both the eastbound and westbound operations. Train #2 left Nashville in the morning at 8:00 am and made a quick turn in Harriman with a 2:10 pm arrival and a 2:20 pm departure as westbound train #1. Train #1 was due back in Nashville at 8:30 pm. TC passenger trains did not use Nashville’s venerable Union Station. TC’s passenger station was on the other side of downtown Nashville at the east end of Broadway. Also, in those days, the entire length of the TC was within the Central Time Zone.

TC passenger service came to an end on July 31, 1955 with the discontinuance of trains 1 and 2.

For anyone interested in more historical information on the TC, TLC Publishing is offering a new book entitled *The Tennessee Central Railway, History, Locomotives, and Cars* (this is the Cliff Downey book).

Continued in the November 2003 Meeting Notice