

# THE ORDER BOARD

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

Vol. 30 Issue 7

## 2010 Cumberland Div-TCRM Schedule

- July 10 Murder Mystery Trip to Watertown Jazz Festival  
July 11-18 NMRA National Convention 75<sup>th</sup> Anniversary  
Milwaukee WI  
July 15 TCRM Thursday Night Meeting Nashville TN  
July 19 Operating Session 6:45 pm to 10 pm LA&SL RR in  
Nolensville TN  
July 24 Murder Mystery Trip to DelMonaco Winery Baxter TN  
July 31 1<sup>st</sup> Annual Madison Train Show at City Road Chapel  
Methodist Church Madison TN  
Sep 4-5, 11-12 Day Out With Thomas The Tank Engine – The  
Celebration Tour 2010 at TCRM  
Sep 10-19 TN State Fair Nashville TN HO Modular RR Setup  
Oct 2 Fall Mile-Long Yard Sale Trip to Watertown  
Oct 9 Super Fall Foliage Trip to Monterey's Standing Stone  
Fall Festival  
Oct 16 Train Robbery Excursion Train Trip to Watertown  
Oct 23 Super Fall Foliage Trip I to Cookeville  
Oct 30 Super Fall Foliage Trip II to Cookeville  
Nov 6 Fall 2010 Cumberland Division Meet-Model Train Show

## Host Committee

Jim Adair	Nathan Baker	Chris Bamberg
Adolfo Barros	Brandon Baxter	Terry Bebout
Doug Uhler	Ralcon Wagner	Sonny Wanner
Lee Ware	<b>Pete Weaver*</b>	Gary Willoughby
Jay & Michelle Wilson	Steve Wright	Nicho Young

\*-Host Committee Chairman

## Program

July 15 program will be a presentation on RR stations by **WO Greene**. Contact **Terry Bebout** 615-479-5758  
[terry.bebout@earthlink.net](mailto:terry.bebout@earthlink.net) or **Bob Hultman** 615-833-5158  
[hultman@bellsouth.net](mailto:hultman@bellsouth.net) if you will present a program at our  
Thursday Night Meetings.

The August meeting will be a DOWT orientation meeting with  
members meeting with their area managers for which the members  
will be working. It will not be a general membership meeting.

## Excursion Train News

By **Bob Hultman**

Next rip is the July 10 murder mystery trip to Watertown's Jazz  
Festival followed 2 weeks later by the July 24 murder mystery trip  
to DelMonaco Winery east of Baxter TN. The July 10 trip has a 4  
pm departure while the winery trip departure is at high noon. We  
are always looking for TCRM members to help work these trips.  
If you want to work these trips, contact **Bob Hultman** at 615-833-  
5158 or cell 615-513-7187 or E-mail [hultman@bellsouth.net](mailto:hultman@bellsouth.net) Crew  
sign-up sheets will be available at the June 24 meeting.

## Donations

**Nancye Eggleston**- TC RY-related and other railroadiana from her  
father William D Nicholson, yard foreman for TC Ry 1959 thru  
1968- includes 2 lanterns, several switch keys, timetables, system  
maps, several framed pictures and an Adlake L&N RR switch lock.

## Day Out With Thomas 2010 News

By **Terry Bebout**

Our 9<sup>th</sup> consecutive year of hosting the Day out with Thomas  
The Tank Engine event is be on Sept 4 & 5 and Sept 11 & 12.  
Please pick up some flyers at the museum and pass them out  
wherever you can to boost our attendance this year.

Thanks to TCRM member **George Stringer** who built &  
delivered to TCRM a 6-hole mini golf course this year for the  
children to enjoy at the Day out with Thomas event.

New this year is a celebration of Thomas' 65<sup>th</sup> birthday by  
Carnival Ice Cream, who has been helping HIT Entertainment  
celebrate Thomas' 65th Birthday at minor league baseball games  
and zoos. They want to come to TCRM's DOWT. Carnival  
would hand out free Flying Saucers ice cream treats plus  
coupons for the DOWT guests. There are only three other rail-  
roads who have been lucky to get this offer. Carnival would only  
be present at our DOWT for one event day, the 2<sup>nd</sup> Saturday in  
September.

## Area Managers for DOWT 2010

By **Bob Hultman**

The area managers for TCRM's 2010 Day Out With Thomas  
The Tank Engine are listed below. Please contact the area  
manager for the area in which you want to work instead of waiting  
for them to contact you.....

Parking **Don Gage**- cell 615-519-2649 LLine 615-822-0315  
[dgage531@msn.com](mailto:dgage531@msn.com)

Ticket Booth & Sales  
**Misty Graves**- cell 615-479-9693 or [mi2rmte02@sneakemail.com](mailto:mi2rmte02@sneakemail.com)

Grounds & Trash (aka **Cash & Trash**)  
**Allen Hicks**- 615-452-1242 or [cando3300@bellsouth.net](mailto:cando3300@bellsouth.net)

Food Service **Frank Holt**- 615-228-8432 or [fholt@bellsouth.net](mailto:fholt@bellsouth.net)

Front Gate & Information Booth **Bob Hultman**- 615-833-5158  
cell 615-513-7187 or [hultman@bellsouth.net](mailto:hultman@bellsouth.net)

Penske Lot Managers **Claire & Ray Martin**- 615-288-4772 or  
Ray- [martimm@comcast.net](mailto:martimm@comcast.net) Claire- [rmcm0813@comcast.net](mailto:rmcm0813@comcast.net)

Train Operations & Platform  
**Gordon Smith**- LLine 615-624-6624 or [milwsmith@comcast.net](mailto:milwsmith@comcast.net)

**Thursday Night Meeting – TCRM Willow St Nashville TN 6:30 pm July 15, 2010**

DOWT Gift Shop Manager

**Sharon Tomblin**- 615-444-2254 or [shayrt@att.net](mailto:shayrt@att.net)

## Hobby Shop News

By **Bob Hultman**

Hobby shop manager **Eddie Justice** has announced the hobby shop will close 1 hour early, 2 pm CDT, on Saturday July 15 because of the departure of the excursion train at 4 pm. Also, the inventory reduction 50% off list price sale on rolling stock & structures continues.

Reminder- if you've been notified your special order items are available at the shop you need to come in & pick the items up.

## Sad News – Passing of Herb Roth

By **Ralcon Wagner**

On June 18, 2010 we lost a very good friend and member, Herb Roth. As railfans and historians go, none could be more enthusiastic or enthralled about trains than Herb. I first met Herb in 1983 when trying to organize a group to go to Atlanta to ride the Georgia RR mixed train, which was up for discontinuance. Besides myself, only Herb and another exuberant railfan, Bob Hultman were up for this adventure. It was on this jaunt that I got a chance to get acquainted with Herb - most of this occurring while standing in an open vestibule door during subfreezing weather while riding east out of Atlanta - smoking a pipe and wearing an engineer's cap. Each time the mixed train would stop or start, one of us would be knocked down by the sudden jolt (the coach was at the end of a twenty-something car freight, catching all of the slack action). When Herb was caught off guard a couple times, he would say something like "Well, you can tell we're at the end of a freight!" and then laugh. This was the beginning of our friendship.

Herb was born in New York City in 1925. He attended Mamaroneck High School and Cornell University. He became a salesman for Mead Paper Corporation, working for the company 40 years before retiring in the mid-1980s. Before transferring to Nashville in the 1970s, Herb and his family had lived in Dayton, Ohio and Memphis, where his interest in railfanning continued to grow. He loved to talk about his childhood, growing up in New York, and riding and watching trains of the PRR, Lehigh Valley, New Haven and New York Central (the Hudsons and Niagaras of the latter road were among his favorites). Herb's descriptions about all of this history were so eloquent that one could never get bored listening to him.

In addition to his love of railroading and trains, Herb was an avid singer, barbershopper, being a longtime member of the Barbershop Harmony Society. He was very involved with Westminster Presbyterian Church in which he was a member for more than 30 years, singing in the choir and teaching Sunday School.

Herb died suddenly on June 18 of congestive heart failure. He is survived by his wife of 62 years, Si Turnbull Roth and four children. His remains were interred in the memorial garden in front of the church. He'll be missed by all of us.

## Nashville Ntrak News

By **Jimmie Guthrie**

Nashville N-Trak set up a layout at the Smyrna Public Library in conjunction to the library's summer reading program. We operated a 20' x 20' layout which was free to the public on June 19th and 20th, 2010; hours were 9 am to 5 pm each day. We had a new module based on the English countryside, hope you were able to come out and enjoy a Father's Day weekend with us.

## RR Humor

Sent in by **Kevin Matthews**

From "When Railroads Were New" by Charles F Carter--1909

An interesting example of the quaint devices by which important ends were attained is afforded by the origin of the bell cord, the forerunner of the air whistle, now in universal use on American roads for signaling the engineer from the train. A means of communication between the engine and the train has always been considered indispensable in America. In Europe, lack of such means of communication has been the fruitful source of accidents and crimes.

The bell cord was the invention of Conductor Henry Ayers, of the Erie Railroad. In the spring of 1842, soon after the line had been opened to Goshen, forty-six miles from the Hudson River, there were no cabs on the engines, no cabooses for the trainmen, no way of getting over the cars, and no means of communicating with the engineer. There were no such things as telegraphic train orders, no block signals, no printed time cards, no anything but a few vague rules for the movement of trains. The engineer was an autocrat, who ran the train to suit himself. The conductor was merely a humble collector of fares.

Conductor Ayers, who afterwards for many years was one of the most popular men of his calling in the country, was assigned to a train whose destinies were ruled by Engineer Jacob Hamel, a German of a very grave turn of mind, fully alive to the dignity of his position, who looked upon the genial conductor with dark suspicion. When Ayers suggested that there should be some means of signaling the engineer so he could notify him when to stop to let off passengers, suspicion became a certainty that the conductor was seeking to usurp the prerogatives of the engineer. Hamel decided to teach the impertinent collector of small change his place.

One day Ayers procured a stout cord, which he ran from the rear car of the train to the framework of the cableless engine. He tied a stick of wood on the end of the cord, and told Hamel that when he saw the stick jerk up and down he was to stop. Hamel listened in contemptuous silence, and as soon as the conductor's back was turned threw away the stick and tied the cord to the frame of the engine. Next day the performance was repeated.

On the third day Ayers rigged up his cord and his stick of wood before starting from Piermont, the eastern terminus, and told Jacob that if he threw that stick away he would thrash him until he would be glad to leave it alone.

When they reached Goshen the stick was gone, as usual, and the end of the cord was trailing in the dirt. Ayers walked up to the engine, and without saying a word yanked Hamel off the engine and sailed in to thrash him. This proved to be no easy task, for Hamel had all the dogged tenacity of his race. But one represented Prerogative, while the other championed Progress, and Progress won at last, as it usually does.

That hard-won victory settled for all time the question of who should run a train. Also it showed the way to a most useful improvement. Once the idea was hit upon it did not take long to replace the stick of wood with a gong. In a very short time the bell cord was in universal use on passenger trains.

## Upcoming Conventions- Websites

NMRA National Convention- <http://www.nmra75.org/>