

THE ORDER BOARD

Publication Of The
Tennessee Central Railway Museum & Model Railroad Club
Nashville Chapter NRHS
June 2022

Volume 42 Issue # 6

June 11 Celebrations

Celebrating Bob Hultman and Honoring his 30 + years of Volunteer Service and Leadership of TCRM



There was an impressive turnout for the events of June 11. It was nice to see so many long time members, many of whom are not able to participate as much as they used to, as well as many of our new members.



A plaque was presented by TRCM President, Terry Bebout,

Pictures submitted by Mike Volle



and a book filled with tributes, stories, and photos from members and friends recalling the many RR activities that Bob has been involved with over the years.



Terry and Steve preparing the hamburgers and hot dogs



The crowd gives Bob a round of applause
Picture submitted by Hugh Lowe

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Members enjoying a moment of relaxation and catching up.

Members enjoying lunch

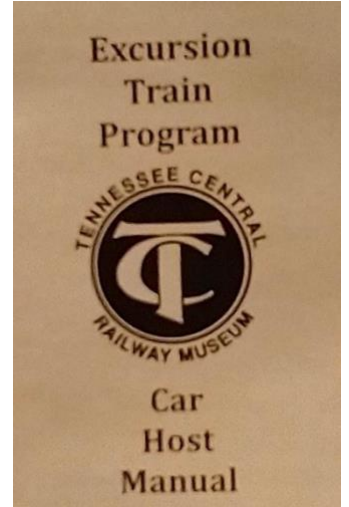


After the party is over, **Bob** is back to doing what he enjoys the most!

Photo submitted by Jason Sharpe



learning process and helped cement the concepts and safety regulations for car hosts, new and long time. The car hosts number one responsibility is Safety of the Passenger! If anyone was not able to attend the training, please reach out to **Ted Brown** and **Rick White** to schedule a make up session.



CAR HOST SAFETY TRAINING And CERTIFICATION

It had been two years since TCRM offered a Car Host safety training and certification opportunity due to the Covid 19 pandemic and the damage to our building sustained from the straight line winds in March 2021.



Kudos to **Ted Brown** who updated the Car Host Manual, and presented the training. His power point presentation highlighting the rules all car hosts must follow, with handy tips was

comprehensive and helpful to all car hosts, new and longtime alike.

The certification test was administered and reviewed by **Rick White**, Train Chief. The test consisted of 20 questions. The review resulted in useful discussions which enhanced the



TCRM Car Host Name Badges

Our Thanks to **Alex Clark** for delivering the latest set of name badges for the car hosts at the June 11 event. Our new car hosts have been waiting a long time for those. Details on how to order a name badge can be found at the end of the Order Board.

New Members - Welcome

By **Bob Hultman**

No new members joined TCRM thru the Etix Website. Welcome back to our renewing members.

I encourage new members (or not so new members) to contact **Randal Brooks** at randalbrooks@yahoo.com or on his cell 615-477-2039 to find out more about member activities and volunteer opportunities. He'll be glad to welcome you to TCRM.

VOLUNTEERS Needed

Submitted by **Randal Brooks** BoD Member # 10



Once again this year the Tennessee State Fair and Wilson County Fair will be combined. TCRM will be manning a booth once again in the Train Museum at the Fiddlers Grove area. The dates and hours for the building are August 18-27, Monday thru Friday 5pm to 9pm, Saturdays 10am to 9pm and Sundays 1pm to 9pm. This is an excellent opportunity to promote our museum and excursions in an air conditioned environment without having to clean restrooms, pickup trash, and vacuum. Plus meals, parking passes, and fair passes are provided for those working a full shift. The museum contains an operating HO layout and a Lionel O layout as well as other items. The entire Fiddlers Grove area contains a sawmill, telephone museum, a caboose and other items of historical value. We need at least two people on each shift. Three or more would be great. If you can help during these times please respond to randalbrooks@yahoo.com letting us know when you can work.

Thanks to our volunteers who worked last year and introduced so many Fiddlers Grove Fair visitors to a great local attraction right here in Nashville, the TCRM excursions. At the excursion safety meeting right after the fair, TCRM president, Terry Bebout, mentioned he had noticed a sudden upswing in excursion bookings for the fall. Was there a connection? We like to think so!

TCRM Vintage Car Maintenance Team

Ken Fagan is down at TCRM a couple of days a week. He would welcome assistance from other TCRM members. If you would like the opportunity to learn maintenance skills on vintage rail cars contact Ken at 2kenfagan@gmail.com to coordinate days and times.



Car Wash Guys returned to TCRM for their first summer performance with added punch to their presentation

Repaired Excursion Train Maintenance Issues from May 17 to June 16, 2022

Submitted by **Steve Tomblin**,
Recording Secretary TCRM BoD Member # 377

901 – “A” end generator showing low battery. Repaired.
901 – “A” end generator overheating. Repaired.
3113 – “A” end vestibule curtain does not stay attached. Repaired.
3113 – AC filters require replacement. Replaced.
3119 - AC filters require replacement. Replaced.
3119 – Aisle light at table 12 out. Repaired
3119 – Aisle light at table 15 out. Repaired.
4711 – Storage area door damaged. Repaired.
4711 - AC filters require replacement. Replaced.
4717 – Seats 47/48 window requires replacement. Replaced.
4717 - AC filters require replacement. Replaced.
4719 - AC filters require replacement. Replaced.
4733 – 6 ashtrays missing. Replaced.
4733 – Seat 43/44 tray table broken. Repaired.
4733 – Seats 27/28 tray table missing. Replaced.
4733 – Seats 35/36 tray table missing. Replaced.
4733 – Lower dutch door hinge pin loose. Repaired.
4733 – Battery charger output high. Repaired.
4733 - AC filters require replacement. Replaced.
4733 – Decelostat inoperative. Replaced.
4739 – Window at seats 27/28 requires replacement. Replaced.
4739 – Window at seats 31/32 requires replacement. Replaced.
4739 - AC filters require replacement. Replaced.
7602 – Window at seats 71/72 requires replacement. Replaced.
7602 - Seat 55 tray table requires replacement. Replaced.
7602 - AC filters require replacement. Replaced.
7628 – PA system has noisy output. Replaced.
7628 - AC filters require replacement. Replaced.
8510 – Table 2 windows require replacement. Replaced.
8510 – Table 4 left window requires replacement. Replaced.
9400 – Seat 49 armrest requires replacement. Replaced.
9400 - AC filters require replacement. Replaced.
9400 – Seat 2 light out. Repaired.

Locomotive #819 Update Submitted by Tim Bebout



819 air compressor completed on June 7th.
Great work by **Tanner and Mark Matthew!!!!!!!**
Total rebuild of main air compressor

Photo submitted by Tim Bebout

Picture window work done by **Lee Ware**

Photo submitted by Tim Bebout



TCRM Cumberland Valley Model RRers Submitted by Bob Hultman, Member # 15

The HO Modelers have brought the HO modular RR back into the large room..... This time around there are felt pads glued to the leg leveling bolt heads, minimizing marring of the new clear epoxy floor covering. Modules can be dragged while up on their legs without damaging the floor surface.

The overall footprint of the modular RR remains ~ 11' x 43'. The Geezer Gate stays in the east end of the RR & the pulpwood (correct way to say pulpwood) module is back in the west end of the RR. Several items have been damaged and-or lost during the time the RR was in storage after the March 21 windstorm-tornado. The wooden truck dump ramp on the corner module next to the pulpwood module was broken apart, hopefully all the parts are still on the pulpwood module & that 1 of the HO modelers will reassemble it.

TCRM members & HO modelers who have worked on the RR "rebirth" are **Dave Anderson, Randal Brooks, George Gilbert, Bob Hultman, Horton Monroe, Gary Sagaser, Gary Willoughby**. A special tip o' the hat to **George Gilbert** for reworking 1 of the Digitrax command stations to where it's no longer housed in a very heavy wood box with inadequate ventilation.

Immediate goal is to get the 2 main tracks back into operating status by the next public excursion train on July 16. Damage to the 36' Sircy Yard is significant, to include some surface mold. We will need volunteers to staff the HO RR & run trains for passengers as they await the boarding time for their train.

Submitted by Randal Brooks, BoD Member # 10

Work is proceeding on refurbishing and making the HO railroad operational again. A few weeks ago we started moving the modules back into place. Those involved with rebuilding are **George Gilbert, Gary Sagaser, Dave Anderson, Bob Hultman, Horton Monroe, Gary Willoughby, Gary Miller, Brenton Jones, and myself**. Apologies to anyone I left out. **George Gilbert** (board member) has completely rebuilt the control station for easier operation and better ventilation. The track crew has put in several track connectors over the module joints, custom fitting most of them. We usually work on this on Tuesdays starting around 10AM. Our plans are to have it operational by the time this Order Board is published. There is one module that has no scenery on it. It could use some nice structures and scenery on it. Other modules need the scenery touched up. The scenery in the yard needs some serious attention. Trees are easy to build from inexpensive materials. You can never have enough trees on a layout. There are plenty of youtube videos showing how to do this. After we get the railroad operational we will need a volunteer to run it on excursion days for our passengers while they wait to board the train. If anyone is interested in working with us please contact me at randalbrooks@yahoo.com or cell 615-477-2039.

Nashville NTrak News Submitted by Jason Sharpe



Nashville Ntrak unloaded the TCRM storage boxcar Saturday, June 4th, the Club layout was relocated into the Warehouse. All

other Nashville Ntrak property is in the TCRM shed. The Layout will be turned from its prior placement. These first two pictures show activities from June 4th.





Nashville Ntrak also had a work session Saturday June 11th. We set up a small modular layout in the Warehouse for two purposes, to have an



operating layout for Saturday Morning Excursions, and to be able to work on the 4 corner modules set up in the layout. These last two photos show activities from June 11th.

Photos submitted by Jason Sharpe

TCRM Hobby Shop Update

By Hank Sweetman, TCRM Member # 247



Some new HO scales locomotives and rolling stock have just been received. DC locomotives from Atlas (Southern RR SD24) and Walthers (CSX SD50) and a selection from Atlas of 40' wooden beer cars. Come in and check these out!



We have been fortunate to have received a number of donations recently. Currently our shelves are full of locomotives, passenger cars, freight cars and assembled structures. Our thanks go out to everyone who donated items to the Hobby Shop, and we welcome members of the museum to come in and check out our new offerings.

We continue to need volunteers to staff the Hobby Shop. Our goal would be to only need a person to work every 6 weeks or so. The system we use is not difficult, and training is provided. This is a great way to meet fellow enthusiasts and learn more about the hobby. If you are interested in volunteering, please contact Hobby Shop manager **Hank Sweetman** at hanksweetman@gmail.com or by phone at 615-406-6917.

We still have a good supply of the Tennessee Central hoppers and box car kits from Accurail. We also have some additional decals for both kits to allow you to create new road numbers for your layout.

If there are items that you would like to have the Hobby Shop stock, please let us know. As always, we are ready to special order items for you.

TCRM Volunteer Recognition

Excerpts from Passenger Comment Sheets from Excursions

By Susan Thomas, Order Board Editor

May 21, 2022 Train Robbery to Watertown

Car 3113 - **Robert Bartley** – Our host was friendly and well informed. Courteous staff, clean train, excellent restaurant at the Depot Junction. Our train host kept us informed.

Car 3119 – **Larry Norton** – Everyone was so friendly, and Mr. Norton was very personable and nice!

Car 4711 – **Aleks Dmitriev, Peter and Pasha** – Extremely good hosts

More N scale donations have just come in. Additional rolling stock, locomotives and accessory items in addition to the previously received donation of used N scale items, including 2 steam locomotives (one needs some work), a set of 8 streamlined Santa Fe passenger cars and a number of rolling stock items. Come in and check them out.



Car 4717 – **Steve Gibson** – Steve was good! We had a leisurely ride, the train robbery entertainment was nice!

Car 4719 – **Adam Shaw and Hugh Lowe** – I loved the hosts of the car, they truly made the whole trip. I adored the adventure, and it was a blessing to have the hosts we did!

Car 4733 – **Scott Frick** – The car was clean and comfortable, and the car host was friendly,

Car 4739 – **Cecil Elliot** – it was a pleasant ride to Watertown. Cecil was enjoyable and did an awesome job!

Car 7602 – **Ted Brown** – Enjoyed the really fun crew! All around a good and enjoyable experience. We’ll be back with friends!

Car 7628 – **Joyce Chapman, Logan Sava** – Volunteers on the train were really nice! And the “hold up” was good - LOL

Car 9400 – **Don Marlin** – Enjoyed the train ride and my 6 year old grandson was awestruck. The staff were awesome!

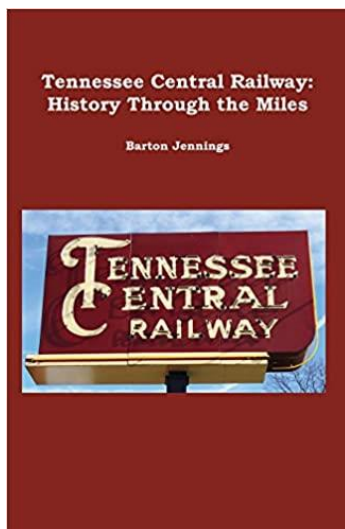


Calling our TCRM and Historic Railroad Authors

By Susan Thomas, Order Board Editor

Barton Jennings: Tennessee Central Railway: History Through the Miles

I had the opportunity to meet the author **Barton Jennings**, recently, while enjoying an excursion on the Arkansas & Missouri Railroad.



Barton Jennings is one of the nation’s prolific writers of railroad history and included in his series is a Book on the Tennessee Central Railway. This book should be the bible for car hosts and TC rail fans alike. **Barton Jennings** deep association with the RRs includes working for railroad companies (Union Pacific, Arkansas & Missouri), and conducting Federal Railroad Administration–required regulatory compliance training for railroad workers, at over

400 companies. For a different audience, he has organized and led railfan charter trips across the country for decades. His innate curiosity about the history of these little communities along the tracks has led to an extensive collection of published titles.

A list of **Jennings’** transportation history titles — 12 about railroads, one about a canal — follows. Four of them document history of Arkansas railroad lines.

Title	Release Date
Arkansas & Missouri Railroad: History Through the Miles	September 2016
Alaska Railroad: History Through the Miles	July 2017
Iowa Interstate Railroad: History Through the Miles	November 2017
Everett Railroad: History Through the Miles	June 2018
Tennessee Central Railway: History Through the Miles	July 2018
Whitewater Valley Railroad: History Through the Miles	October 2018
Oregon's Joseph Branch: History Through the Miles	May 2019
Missouri & N. Arkansas Railroad: History Through the Miles	September 2019
Hennepin Canal Parkway: History Through the Miles	April 2020
Idaho's Payette River Railroads: History Through the Miles	August 2020
Delta Heritage Trail: History Through the Miles	February 2021
The Choctaw Route: History Through the Miles	November 2021
The Railroads of U.S. Sugar: History Through the Miles	March 2022

The process of digging up history regularly produced surprises. **Barton** said: “I can’t write a book without finding something weird.” Two examples: In a search for stable ground, some parts of the Alaska Railroad were built atop beaver dams. On a part of what eventually became Rock Island’s Choctaw Route, the construction crew successfully used mats woven from sorghum cane to stabilize the roadbed.

The book: Tennessee Central Railway: History Through the Miles, retails for \$19.99, is paperback and includes 268 pages and is available in our TC Concessions Car, 1266. Here is a link to the Tennessee Central book on Amazon.

https://www.amazon.com/Tennessee-Central-Railway-History-Through/dp/0984986685/ref=sr_1_9?crid=VYS3AD4VC5AM&keywords=barton+jennings&qid=1655645755&sprefix=barton+jennings%2Caps%2C409&sr=8-9

The Tennessee Central Railway existed in various forms for almost 100 years, with tracks across eastern and central Tennessee and north into Kentucky. Although parts of the route are abandoned, several sections live on under different operators. This book describes the route of the old Tennessee Central Railway in detail, plus gives information about the history of the railroad and current railroad operations along the historic route. A must-read for fans of railroading in Tennessee, it also provides information for train passengers who wonder, "Where are we and what once happened here?"



Barton Jennings has years of experience in the railroad industry. Today, he is a professor of supply chain management and teaches transportation operations. He also teaches regulatory issues for the railroad industry. For fun, he rides trains and researches railroad history.

\$19.99



A Tech+Trains Publication

whether a name from a poem is the source, but the owners of the railroad were well educated and the poem was a favorite across the country. The name Sebowisha was used in several places across the country, generally for property along small streams. Longfellow's poem also played a significant role in the railroad industry as the Chicago, Milwaukee, St. Paul & Pacific Railroad (known as the Milwaukee Road) named its major trains Hiawatha starting in 1935.

Jennings' books can be purchased from Ron's Books, Amazon, Barnes & Noble, Walmart.com, and most other bookstores through Ingram, as well as the TC Concessions Car, 1266

Riding the Rails - Railroad Excursions Member Stories

The Arkansas and Missouri Railroad. Submitted by Susan Thomas

The State Welcome Centers are always a "Must Stop" when on a road trip. We had just crossed the state line into Missouri headed towards Fort Smith. And the perennial question "What was there to see and do in that historic town?" The attendant described the famous last brothel (always a favorite with the men, she commented) the hanging judge, the FRISCO, and of course there is the Arkansas and Missouri Railroad, running passenger cars from the 1920's era. On their web site the 3-hour excursion, Van Buren to Winslow and return was sold out. However, we decided to chance it, and went down to the station, and sure enough, they were able to sell us two tickets.



Photo from amtrainrides.com

A good example of the history by milepost is the section he includes on the semi mythical Sebowisha:

64.4 SEBOWISHA - For a number of years, a lodge operated for the owners and management of the Tennessee Central reportedly stood on a hillside at Sebowisha. A small cinder platform once stood on the south side of the track just west of the Smith Fork bridge. A post office opened here in 1910, but soon closed in 1912.

"Mineral Products Along the Tennessee Central Railroad" discussed the dark-blue limestone in the area, visible in several cuts along the railroad. The report has several interesting comments, including that "many of the strata have a strong petroleum smell when freshly broken" and that a second seam of limestone contains "enough phosphatic material to constitute a commercial blue phosphate rock."

A local complication is that numerous area signs use different spellings of the Sebowisha name. There is also a great deal of confusion about the name. Some credit it to an early name for the area while others try to make it the name of someone who lived nearby or an Indian name. A tale sometimes told is that a local railroad worker would walk the tracks here, looking for fallen rocks, with his two dogs Sebo and Wisha. No documentation has ever been found for any of these theories.

The name Sebowisha is found in Henry Wadsworth Longfellow's *The Song of Hiawatha* where it refers to a brook by that name that teaches its waves to "flow in music." Some doubt

And it was a wonderful train ride through the rugged Boston Mountains. The scenery was magnificent, crossing multiple creeks and bayous, deep valleys and steep hillsides, passing through several small communities, including two trestles and the drama of a 1700' tunnel where they literally turn off every light and you can see nothing (a good set up for a murder mystery.) We stopped at



Winslow, beside the one wooden building that served as the city hall, city jail, and the water department, long enough for a run by of the locomotives and then headed back to Van Buren.



They are able to maximize ticket sales and efficiency of the consist, by nesting one excursion into the lunch break of another. The HQ of the railroad is in Springdale, a suburb of Fayetteville MO. An all day excursion from Springdale departs at 8 am, arriving in Van Buren at 11 am. Passengers disembark for a three hour stop and lunch break in the historic center of Van Buren. As soon as the passengers have disembarked, the locomotives perform a run by, and the 11 am excursion begins from Van Buren, returning at 2 pm. Those passengers disembark, the all-day excursion passengers reboard and the train heads back to Springdale, arriving at 5 pm or so.

The previous week, there was a group of RR fans from Europe who were there to enjoy the unique locomotives of the A & M railroad, the Alco C-420.

The consist has an interesting array of passenger cars, Their most famous is #104 Biloxi Blues, starring in a film of the same name. The car was built by Pullman in 1917. Their dome car #108, was built by Budd in 1948 for use on the California Zephyr. We rode on car #106, built in 1927 by Harlan and Hollingsworth, meticulously restored, with the clerestory ceiling, operational fans and lights that add a wonderful ambiance to the experience. There is much information on the rolling stock on their website amtrainrides.com/history.



Memories of Working on the Railroads in Russia – Story and Pictures

By Alex Dmitriev, TCRM Member # 1403

Groundhog Day... or where is the limit.

As I wrote in the previous story, my work as the station master started from supervising track repair work between stations, and at the border of my station. For the first ten days the old station operator helped me a lot, but after that she was officially retired, and she didn't want to stay even one day longer. And so I was left alone. I had to work as a Station Operator and Station Master at the same time. The HR office told me that they had a candidate for the position of the Station Operator at my station, but he still had to must pass a medical examination, a psychological check, and it all takes time. But there was track replacement work, and this work had to get done.



"The Usky station view to the north"

Photo submitted by Aleks Dmitriev

In the computer system I saw that track repair department had planned work each night, but at the same time the track maintenance team, signal maintainers, maintainers of overhead system who served my station, had to do their regular maintenance work too. So I worked the day shift for the maintenance work for my station, the night shift for track replacement work, and the dayshift again for my station. During the day shift I sat down at the remote control console and took over control of the station from train dispatcher only for several hours while the maintainers did their work. The other time I spent in my station master's office, because this job required a lot of attention to work with documents at the computer and papers. I spent day night and day at the station, and only night at home for rest. Or I went home in the morning for sleep after night shift and returned to the station the next night to work again. One day I discovered that I had not slept for four days, because when I came home for a day to sleep between night shifts, someone called me on the phone at the moment when I was on the verge of falling asleep.

And there was no one who could replace me. The only employee (a traveling station operator Rashid, who was eligible to work at the several stations) worked almost the same schedule at a nearby station, since that station master was on vacation. But even when the station master came back from vacation, he (Rashid) was sent to work at another station and so it didn't get any easier for me. The apotheosis of all this was the following situation.

On the 12th of September 2015, I found in the computer system that they scheduled track replacement work during the day, night, day and night all in a row. I tried to ask my managers and

supervisors to send Rashid to my station to work at least one shift, but they didn't do it because of lack of station operators at the other stations.

So I approved the work on the first day, the first night, and the second day, but the second night work I rejected it – it was just too much for me. So, on the morning of the 14th of September 2015, I arrived at my station, did the paperwork for the start of the shift, received the orders from the train dispatcher, turned the special key in the remote control console, and the station was under my control. The passengers and freight train passed through my station, maintenance trains and machines arrived, and were departed to their workplace. They completed the work, returned to my station, I did the switching to place the machines on a couple spurs that my station had, to maintain an empty track for passing trains. Between the passing passengers and freight trains I sent the maintenance trains and machines to their base station. After that when maintenance machines had cleared the station, I returned the station to the management of the train dispatcher, but only for two or three hours.

During this time I did my end of shift paperwork, took my lunch or dinner, worked in my station master office and after the dispatchers had replaced each other, I started the second twelve-hour shift in row.

Everything was the same as in the previous paragraph. It is easy to write and easy to read now, but it was not very easy to work. Each switching movement required checking the correctness of the position of the switches together with the dispatcher, because the station is not equipped with signals for switching operations, and the system doesn't check it. The order to the engineer had to be given by radio with a strictly defined phrase. All maintenance train movement to the place of the work required the preparation of special forms. All this happened again on the night shift. At the early morning I returned the station control to the train dispatcher again, and for just the two or three hours only.

And then the third time started the "Groundhog Day," after the third train dispatcher started his shift; I started my third shift in a row. I was tired, very tired, but I knew that the work would not be so long and may be after couple hours after midday I could go home to sleep, because I rejected the second night shift track replacement work. But around midday I received a call from our headquarters, and the woman informed me that the high-level managers approved the worked for the next night. I sighed heavily and told her: "I'm already working the third shift in a row, I've been at the console for about thirty hours, if you want, I'll work all 48 hours, but think about train movement safety yourself."

Maybe after that they looked at the computer system and saw:
14 September 2015 08:00- 14 September 2015 20:00 Station operator Dmitriev
14 September 2015 20:00- 15 September 2015 08:00 Station operator Dmitriev
15 September 2015 08:00- 15 September 2015 13:00 Station operator Dmitriev

"The Usky station view to the south, At this direction I was walking on the gravel to the right of the tracks to the local store"

Yes, I returned the station to the train dispatcher at 1 pm. And I went from the station building and walked on the gravel near the track of my station



It was a warm sunny autumn day. I walked slowly to the local store to buy some food because I had eaten all the food I took from home for this very long working day is over.

Half way to the store I received a call from headquarters again. It was the previous station master of the station, he had been promoted to the position of assistant to the chief of the health and safety department. He told me, to go home, that Rashid would come and work instead of me. I don't know what they did, but they found the way to send him to my station. And on the evening commuter train I went home and fell asleep. And of course, the next morning I was at the station again. This mad work was for the whole August and September. At the beginning of October they gave me a young boy just graduated from Railway University for the position of the station operator, and I had to train him. But by October this track repair work was over and we started the normal work routine of the station. But the normal work of the railway never is smooth... To be continued.

TCRM Connections to the People of Nashville – Kelly Lang

Singer, Songwriter, and Producer **Kelly Lang** made a surprise visit to TCRM recently to have some photos made of her in our 7628 coach. **Kelly Lang** has written songs for Ricky Skaggs, George Jones and many others. **Kelly** is married to entertainer T G Shepard. T G Shepard had fourteen number one hits between 1974 and 1986.



Photo submitted by Randal Brooks, courtesy of Pinkerton Productions.

Monthly Thursday Meetings On Hold

First it was the pandemic, and now the damage from the storm in March 2021, TCRM will not hold the monthly meetings until further notice.

TCRM Limited Reopening

Randal Brooks continues to be at TCRM most Saturdays from 9 to 3 pm Central Time. The Museum room & meeting room will be closed to visitors until the meeting room is completed. The Hobby Shop is open most Saturdays from 10 – 2pm, The Library is open most Saturdays from 10 – 1pm

Crew call for Museum Volunteers on Fridays and Saturdays Submitted by Randal Brooks, BoD Member

Several of us have been talking about further promoting and the reopening of the museum on Fridays and Saturdays. In order to do this we need dedicated volunteers that will give tours on these days. The HO railroad is being refurbished as well as the N scale. The museum artifacts room has been re organized. If you are willing to help between 9:30 am and 2:30 pm please respond to randalbrooks@yahoo.com

2022 TCRM Excursion Calendar*

- Jun 26 Watertown - Private Charter - Train Collectors Assn.
 - Jul 16 Watertown - Murder Mystery/Jazz Festival
 - Jul 24 Watertown - Private Charter - Lionel Collectors Assn.
 - Aug 6 Watertown - Wine Tasting Excursion/Harvest Days
 - Sep 3 Watertown - Brews and Blues Excursion
 - Sep 24 Watertown - Train Robbery
 - Oct 8 Watertown - Fall Yard Sale/Christmas Market
 - Oct 15 Watertown - Wine Tasting Excursion
 - Oct 22 Oktoberfest 4½ hour 90 mile round trip
 - Oct 29 RT Fall Foliage Excursion. 100+ mile 5½ hrs
 - Nov 19 North Pole Express AM & PM 2½ hrs
 - Nov 26 Lebanon - North Pole Express
 - Dec 3 North Pole Express 2½ hour rides RT AM & PM
 - Dec 10 North Pole Express 2½ hour rides RT AM & PM
 - Dec 17 North Pole Express 2½ hour rides RT AM & PM
- *Trip dates, destinations, events and equipment subject to change.

Other RR Events of Interest 2022

June 15 -19 National N-Scale Convention, Nashville TN

July 15-16 Madison Train Show – organized by **Nathan Baker** – the largest 2 day show in Middle Tennessee.

Aug 7-13 NMRA NATIONAL CONVENTION St Louis MO
https://www.eventsquid.com/event.cfm?preview&event_id=13724

Nov 5 TCRM Model Train Show & Open House at TCRM in Nashville TN 9 am to 3 pm Contact **Allen Hicks** cando3300@bellsouth.net or landline 615-452-1242 for dealer tables.

NMRA SouthEastern Region will NOT be holding a Regional Convention in 2022. They hope to get one underway for 2023, however.

2022 13th Annual Madison Model Train Show

TRAIN LAYOUTS | FOOD | DOOR PRIZES
(must be present to win)



CDC guidelines apply on show days – Masks may be required.

Friday July 15th, 2022
2:00 pm – 6:00 pm

Saturday July 16th, 2022
9:00 am – 3:00 pm

Adults \$7.00 | Kids \$4.00 | Under 4 Free

Please bring at least 1 non-perishable food item per family to donate to the Christian Cooperative Ministries

**CITY ROAD UNITED
METHODIST CHURCH**
701 Gallatin Pike, Madison, TN 37115
Across From Madison Square

For show information, or to be a vendor, please contact:

NATHAN BAKER
615-612-3324 or nathanbaker@comcast.net

Call for Volunteers for the Madison Train Show Submitted by Nathan Baker,

Day	Time	Task	Volunteers Needed
Thursday	07-14-2022	Table set ups 3-7 pm	4
Friday	07-15-2022	Help vendors 9-1 pm	2
		Food Sales 1:30 -5:45pm	2
		Gate Sales 2- 6 pm	2
Saturday	07-16-2022	Ticket Sales 8:30 -12:00	2
		Food sales 12:00 to 2:45 pm	2
		Table Take Down 2 – 4:00 pm	4

Please call Nathan Baker at Cell 615-612-3324 to volunteer.
Thanks in advance to everyone that can help out.

TCRM VOLUNTEER NAME TAGS

Submitted by Alex Clark Member # 24533546423

Alex has volunteered to place the orders for name tags, pick up, and deliver the finished name tags to TCRM. Payment to Alex will be in cash. Please make sure you have the right change with you when you pick them up from Alex at TCRM.



Three fastening styles are available:

Magnet Bar - \$12 each

Good for wearing on shirts/blouses, thinner materials.

Single pin - \$12 each

Good on thicker materials.

Double Pin / Military Bar - \$13 each

Stays on jackets/coats better. Special Order - may take longer.

You can order multiple styles if desired.

Alex will hold an order until he gets sufficient requests or every month as needed.

Cash Payment due upon picking up name tags.

Contact Alex for more details at: Alex9063@outlook.com

In Memoriam

Long time member and Board member Steve Tomblin's wife, Sharon, passed away unexpectedly June 20 with a massive heart attack. Please keep Steve in your thoughts and prayers.

Instead of flowers Steve has requested that friends donate to Mighty Miracles Kitten Rescue through their Facebook page.

Sharon and Steve greatly supported them with donations and in other ways.

2022 Membership Renewal –

By Bob Hultman TCRM Member # 15

Now on Website or In Person in Hobby Shop

If you have not already renewed, please do so either online, or if you prefer to renew in person, you can go down to the Hobby Shop 10 am – 2 pm on Saturdays. Note that when you renew on line through Etix, there is a fee of about \$3.50. If you prefer, you can go to the hobby shop, renew there, and there will be no additional fee.

The URL <https://www.tcry.org/volunteer> takes you to the Get Involved Web page, or you can scroll to the bottom of the TCRM Web Home page & click on the Get Involved choice. Once there, the left side is for new members to join, while the right

side is for current members to renew their membership. If you need your TCRM Membership #, contact Bob Hultman at hultman@bellsouth.net or call cell 615-513-7187 for it.

If you have to mail your activity fee renewals (\$35 individual, \$40 family membership), make checks payable to TCRM & mail to: TC Ry Museum, 220 Willow St., Nashville TN 37210-2159 Attn – Admin Staff.

TCRM and Model Railroad Club Board of Directors

Terry Bebout
Allen Hicks
Mark Henry
Steve Tomblin

President
Vice President
Treasurer
Secretary

BoD Members - Tim Bebout- operating crew trainer, Dominic Breeze – back up treasurer, Randal Brooks, George Gilbert, John Kennedy- legal adviser, Gordon Smith and Gene Turnage

EDITORS NOTE

If you enjoyed reading this expanded Order Board newsletter, let the editors know- Bob at

hultman@bellsouth.net or Susan at smt789@hotmail.com

It took much work and time to put it together, with many members contributing articles and pictures*.

If you have interesting stories and photos* of your model layout at home, want to recognize a volunteer for service, railway excursions, RR museum visits, Broadway Dinner Train memories, Railroad memories, TC History, a quiz, positive or humorous interactions and photos* with our passengers, share them with all our members!

If you would like to see one of our members or yourself featured in our TCRM Member Spotlight, let us know. We'll reach out to you or to them. Contact Susan at smt789@hotmail.com

*Please do not send pictures with the new Apple HEIC format, Our photo manipulation software does not yet support that format. If you send pictures in that format we will not be able to use them for the Order Board.

CALL FOR AUTHORS and CINEMATOGRAPHERS

The Order Board would like to feature our member authors, past and present, in a future issue of the Order Board. Our members are talented in many different skill sets associated with model rail roading and railroad history and preservation.

This is one way to share the tremendous resources we have in our membership base.

If you or you know of a member who is a published author of books or extensive articles or has produced cinematography on railroad history and preservation, please let us know.

Smt789@hotmail.com

