

THE ORDER BOARD

Publication Of The
Tennessee Central Railway Museum & Model Railroad Club
Nashville Chapter NRHS
February 2021

Vol 41 Issue 2

We continue our expanded Order Board News Notice with some new sections, a little humor, some member recognition, railroad memories and stories, and lots of input from members – so be sure to read the whole thing.....

2021 TCRM Schedule

Feb 27 Murder Mystery Excursion Train to Watertown
Mar 13 St Patrick's Day Excursion Train to Lebanon
Apr 3 Easter Bunny Excursion Train to Watertown
Apr 10 TCRM Open House & Model Train Show
Apr 17 Mile-Long Yard Sale Excursion Train to Watertown
May 1 Maypole Festival Day Excursion Train to Carthage Jct
May 15 Wine Tasting-Spring Excursion Train to Watertown
May 22 Train Robbery Excursion Train to Watertown
June 12 Moonshine Runner Excursion Train to Carthage Jct

Monthly Thursday Meetings On Hold

Until the COVID-19 pandemic is under better control TCRM will not hold monthly meetings.

Anyone wanting to present a program at a future Thursday night meeting, please contact **Bob Hultman** landline 615-833-5158 or cell 615-513-7187 or E-mail hultman@bellsouth.net

New TCRM Members

Fred & Micki Schumacher Antioch TN (Family)

Please welcome our new members as they take part in our activities & events.

2021 Membership Renewal –

Now on Website or In Person in Hobby Shop

By **Bob Hultman**

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.

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-MO's payable to TCRM & mail to TC Ry Museum 220 Willow St in Nashville TN 37210-2159 Attn – **Admin Staff**. TCRM office is not being staffed for the immediate future.

TCRM BoD Meeting Report

By **Bob Hultman**

The scheduled Board of Directors meeting occurred on Thursday, Feb 11 at 1230 hr Central Time. Members were invited to attend. The CY 2021 budget was considered & adopted, along with other agenda items. Members of the Board

are **Terry Bebout** (president, ex officio), **Tim Bebout**, **Dominic Breeze** (treasurer, ex officio), **George Gilbert**, **Allen Hicks**, **Bob Hultman** (vice president, ex officio), **John Kennedy**, **Robert "Mars" Marsmaker**, **Gordon Smith**, **Don Strong**, **Steve Tomblin** (secretary, ex officio) & **Gene Turnage**.

Board members' areas of experience and-or responsibility are- **Terry Bebout** corporate president & BoD member at corporate formation 1989, long-time Broadway Dinner Train brakeman-conductor, excursion train program & related matters like FRA random substance testing plan, overall responsibility for corporate matters & operation of TCRM, original general manager of Transit Solutions Group, contract operator of WeGo Music City Star commuter train service.

Tim Bebout newest BoD member, training of student op crew members, several yrs of freight shortline RR on-board crew experience.

Dominic Breeze current treasurer, professional accountant working for a major accounting firm, excursion train car hosting, works with TCRM audit contractor each year to get TCRM's books audited.

George Gilbert a charter BoD member, former long-time membership chairman, long-time NMRA member, Cumberland Division Chairman for NMRA Achievement Program (aka AP), superb model railroader & winner in various NMRA National & Regional model contests.

Allen Hicks treasurer from initial corporate formation 1989 until **Dominic** assumed treasurer office a couple yrs ago, skilled knowledgeable plumber, Life Member of NMRA since mid 60s & another superb model railroader & winner in various NMRA National & Regional model contests, authoritative expert on TC Ry & L&N RR, long-time Broadway Dinner Train brakeman-conductor, longer-time brakeman-conductor for TCRM excursion trains.

Bob Hultman vice president at corporate formation 1989, Life Member NMRA since 1974, wannabe HO model railroader since 1957, TCRM excursion train car host, interim TCRM membership coordinator, TCRM bldg trash collector, rodent activity control person, Order Board editor.

John Kennedy retired Metro Nashville attorney, providing legal advice to TCRM, member of NMRA, long-time excursion train car host, story reader for many yrs on TCRM Santa trains.

Robert "Mars" Marsmaker another charter BoD member from initial corporate formation 1989, prolific HO model railroader who has built who knows how many linear feet of modules, 1 of the faithful constructing the large HO model RR in the Sircy building yrs ago, long-time all things air brake person for TCRM, 2nd only to **Gene Turnage**, also long-time member of the TCRM operating crew for our excursion train.

Gordon Smith retired USAF logistics officer & BoD member, long-time excursion train car host, many yrs managing the TCRM Thomas The Tank Engine platform crew, several yrs experience working as logistics coordinator for Transit Solutions Group, contract operator of WeGo Music City Star commuter train service.

Don Strong retired furniture manufacturing industry manager, long-time excursion train car host, long-time TCRM Librarian, skilled woodworker who has built many linear feet of shelving for the Library.

Steve Tomblin currently chief mechanical officer (aka CMO) for Transit Solutions Group, contract operator of WeGo Music City Star commuter train service; decades of experience in the information technology industry, long-time corporate secretary for TCRM, also chief electrician & IT resource person for TCRM.

Gene Turnage decades of experience in motor vehicle dealership operations, part owner-general manager for Broadway Dinner Train 1987-2000, retired from Nashville & Eastern RR as chief mechanical officer, key person for Tennessee Bicentennial celebration train, general contractor, current chief mechanical officer for TCRM, key member of TCRM operating crew cadre.

Tuesday Maintenance Team

By **Susan Thomas**

If you would enjoy participating in repair and renovation projects on Tuesday mornings, let **Bob Hultman** know. Sometimes working alone, or with a partner or two on a project, it is a great way to practice and upgrade your handyman skills!

There's a whole lot of work that is done every week to keep the maintenance going forward on the cars, and also in the meeting room and building facilities, and maintain Covid protocols.

Car 4733 – **Ken Fagan** found two leg rests stashed in the overhead baggage. He removed various broken tray mechanisms and paper items from the remaining shelves and sprayed all shelves with Microban. He only found part of the broken hub which supports the leg rests.

Car 4719 – **Ken Fagan** picked up the two seat covers from Rogers Seat Cover Co and installed all remaining backs, seats and arm rests. The car was in need of a thorough vacuuming.

Car 1266 – **Ken Fagan** installed the vacuum cleaner that was replaced under warranty.

Randal Brooks and **Ken Fagan** have continued their work on getting car seat cushions, armrests and footrests repaired and replaced. This is a long, tedious and difficult process.

Ken Fagan and **Mark Lindecker** installed new weather stripping on the rollup door, to reduce the flow of cold air, dirt and dust, and on occasion water coming in under that door into the meeting room.

Ken Fagan and **Jason Sharpe** resolved the problem of the loud buzzing on the ceiling lights.

CAR HOSTS REMINDER - For each trip we provide a car report form in the car folder. Please make sure to fill these out so that the maintenance team can fix the issues. This can be problems with the seats, roof leaks, light bulbs burned out, vacuum cleaner not working, no water, sink and toilet leaks, etc, etc. If there are no issues, then just write NONE. These forms are the only way the team can know what needs attention and perform repairs in each car. "A stitch in time saves nine"

Maintenance and Restoration News

By **Bob Hultman**

Nothing received by the deadline for this issue of the Order Board. I understand the team did remove all the Christmas decorations from the excursion train cars and store them in 1 of the baggage cars spotted on the boarding platform track – Editor

Late-breaking news- Brenton Jones has inspected cars 3113, 4711 & 4719 for freeze damage (see TCRM Excursion Train News directly below- Editor). E-mail from Brenton- "Thankfully there isn't much to "clean up". As soon as the HEP cable was discovered missing the cars were tested and water shut off. There wasn't any flooding or water damage in the cars. Also it seems the cars are somewhat built to drain if something like this was to happen. Sent from my iPhone".

TCRM Excursion Train News

By **Bob Hultman**

Last Saturday Feb 20 TCRM volunteers discovered the standby HEP (Head End Power- 480 VAC electricity from 480 VAC source on TCRM's electric power panel at the west end of our shop building) cable connecting the excursion train cars on Track 1 to the cars on the boarding platform track was missing. Immediate action was taken to prevent any potential further damage; a new method has been established to get standby HEP power to the cars on Track 1. A police report of the apparent theft of the cable has been filed. The 2 coaches, 4711 & 4719, will remain in the trainset for the Feb 27 trip. Nearest functioning restrooms are in car 7602.

Still need several car hosts for the Feb 27 Murder Mystery Trip to Watertown. There's 308 seats issued for this trip per Etix Website as of 0039 hr Feb 25. If you will work this trip, please contact **Bob Hultman** landline 615-833-5158, cell 615-513-7187 or E-mail hultman@bellsouth.net

TCRM Hobby Shop Update

by **Hank Sweetman**

The Hobby Shop continues to be open every Saturday from 10 to 2 pm to assist our members with their modeling needs.

We still have a good supply of the Accurail TC hopper and boxcar kits. We have also received some decals from Accurail that will allow you to add more road numbers to your TC cars, both hoppers and boxcars.

We also have received a number of new HO and N scale locomotives and rolling stock including the RJ Corman GP38 units and L&N Alco C630 (one left!).

Please let us know if there are items that you would like the Hobby Shop to stock. We always welcome feedback from our customers.

We continue to experience difficulties in getting some items from our suppliers due to supply chain problems related to the Covid-19 pandemic. We appreciate your patience as we wait for items to arrive.

As always, the Hobby Shop is ready to take your special orders for items not in stock.

Thanks again to our volunteers whose efforts keep the shop going. If you would like to join our Hobby Shop staff, please contact Hobby Shop manager Hank Sweetman at hanksweetman@gmail.com

HO Scale Model Railroad News

By **Bob Hultman**

Suggest the HO RR acquire 1 of the Atlas RJCorman locomotives for use on the RR. I'll E-mail **Hank** & see what's in stock in the HS. The approved TCRM CY 2021 budget has line 20 Division HO/N Model RR's Modules under Expenses \$500. The 2020 budget had \$2K for expenses, Actual \$\$ charged against the \$2K is 0. I'd like for TCRM to approve expense of 1 of the Atlas HO GP38 RJCorman locos for the HO RR. Non-sound loco is \$190 MSRP, assuming dlr net is 60% of MSRP, that makes the expense \$114. Hopefully the remaining budget amount of \$386 is enough to carry both the N scale & HO efforts thru the rest of CY 2021.

Another matter to make progress on is plan & start construction to complete the 6' module next to the west end of Sircy Yard (aka the 36' yard). Several of our active HO modeler members have indicated interest in building steam loco service facilities there. Any further suggestions are welcome, just send to **Randal Brooks** randalbrooks@yahoo.com, **Moose Guzman** circle.g2001@gmail.com, **Eric Henry** coonhunter1010@gmail.com, **Bob Hultman** hultman@bellsouth.net, **Brenton Jones** brenton.j.jones@gmail.com, **Horton Monroe** modeler902@gmail.com, **Tanner Peterson** tannerpcp1102@gmail.com or **Jason Whipp** responsiblyogurt@icloud.com

Nashville Ntrak

By **Steve Wright**

Nashville Ntrak members will be running their layout every excursion morning, beginning at least 30 minutes before scheduled boarding time, 90 minutes before departure time.

The Ntrak group has made a decision to not make any plans for 2021 until the Covid-19 shut downs are over, and Nashville life is back to somewhat normal. They are no longer meeting officially on Tuesday afternoons. Stay tuned!

Facebook Page:

<https://www.facebook.com/groups/1210543609120218>

Website: <http://www.nashvillentrak.org>

YouTube:

<https://www.youtube.com/channel/UCAfW5a8YVISHQFaNBpuD34g>

TCRM Library Update

By **Don Strong**

Please place anything addressed to me or to the Library in the **Don Strong** folder on the admin desk or slide it under the Library door.

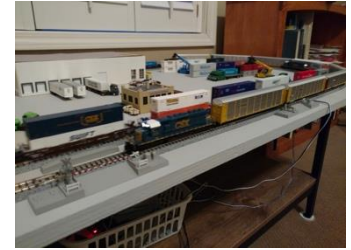
Member Model Layout Spotlight

Show us your layout and tell us your story, your successes and your challenges. Reach out to Susan so we can feature your layout in a future issue.

GREENBRIER TERMINAL -- by Robert Bartley

I live in Greenbrier a quarter mile from CSX's Henderson Division. My music room has a palladium window in front of which I decided to place a 30" by 60" N scale layout. I'm building an auto and intermodal container distribution center

since I see a lot of container and auto traffic on CSX here and on the Louisville Main.



Greenbrier Terminal is located on an imaginary tract of land between Greenbrier and Springfield on US 41N in an area known as Courtland by the railroad. The viewer is watching activities at the Terminal when an SD40-2 is taking empty autoracks back to the main for pick up and another SD40-2 is arriving with loaded containers. There's a "check-in, check-out" office at the truck entrance to the terminal and a freight processing and distribution building behind. Cars are being unloaded and container haulers are loading trucks and rail cars.

I'm working toward an all-concrete look to the surface and have just received some bushes and trees I'll place around the outer borders and behind the terminal. I've also received parking lot spaces to use in the car storage lot. I need a few more Jersey barriers and will eventually look to place parking lot lights, container yard floods, and inside building lights for evening operations. A permanent roof for the terminal building is also on the to-do list. I'm grateful for the guidance and suggestions I've received from the N-scalers and others at TCRM in this project. I now practice while watching trains in-between songs.

Railway Memories and History in Tennessee and Beyond

If you have stories, memories or photos to share on local RR history, please contact the Order Board editor.

Harriman, TN; a town that laid claim to five railroads.

By **Hugh Lowe**

When I was nine years old, my family moved to Harriman, TN; a town that I claimed had five railroads.

First, there was the Tennessee Central and Harriman was at the eastern end of their tracks. Their daily passenger train from Nashville would come through a tunnel at the top of Walden Ridge on its way down to Rockwood, pass through the switchyard at Emory Gap, turn around using the wye at South Harriman. The train would then back down the hill and cross the Emory River using that overhead steel truss bridge that we have all seen in the TC History book and back into the Southern Ry station in central Harriman at about 2:15 PM EST.

Second in my claim, the central Harriman station was on the Knoxville Division of the Southern Ry. Southern provided connecting service (if you can call it connecting) by running a passenger train over from Knoxville somewhere around midnight. I think this train eventually found its way to somewhere in the Carolinas.

The third RR of my claim was the Harriman and Northeastern (H&NE) which operated one locomotive similar to our EMD SW8 and it had Southern Ry markings and was leased from Southern. The H&NE operated a small switchyard on the east side of the Emory River and also made a run once a week to the

coal mine at Petros, TN and the Brushy Mountain state prison. The H&NE crew would let me hang out with them while they ate lunch, but they would never let me ride on their locomotive or caboose. They told me that at one time, they had six steam locomotives and six crews.

The fourth RR that I could claim was due to a Louisville and Nashville (L&N) freight station which was just a few blocks from my house. L&N provided service from Knoxville to their freight depot by leasing trackage rights from the Southern Knoxville Division, twice a week, using a locomotive with L&N markings.

Finally, the fifth RR was the Cincinnati New Orleans and Texas Pacific (CNO&TP) Division of the Southern Ry which didn't actually come to Harriman at all but wound down the Emory River gorge from Oakdale TN. It passed through the switches at Harriman Junction (tying into the Knoxville Div.) but then crossed the Emory River to the west side using a double track trestle with steel girders under the tracks.

Romance on the Rails

By Susan Thomas

Do you have any stories of weddings, vow renewals, proposals, anniversary celebrations?

Bryan Turner remembered when he was working on the Walking Horse & Eastern Railroad, that a couple leased the train for their wedding. It was a small family affair, second marriages for both of them. One much-loved relative was not able to attend, and so the couple took the wedding to them! The train tracks ran past their home, so the train was stopped in front of their house, the wedding party briefly disembarked from the car and delivered the wedding cake in person. Hugs of joy were shared by all. And the wedding celebration returned to the station.

Union Station Model and Restoration

By Susan Thomas

If anyone can add to the history of this unique model, or have an interesting story regarding the model, please contact the newsletter editor. It is a treasure and we need to make sure it is preserved and protected.

Patrons (or Carhosts) Say The Darndest Things

By Susan Thomas

Car hosts and volunteers, we know you have some great stories and memories to share. Please share your stories with the Order Board editor. This should be a fun section of the Order Board that we can all enjoy!

Do you recall a humorous exchange with a patron? Please share your stories with the Order Board editor.

Operation Lifesaver Update

By Jill McClintock

Executive Director - TN Operation Lifesaver

The Romance of the Rails - Many people love to take pictures or videos of trains, but we want to make sure everyone is aware of the dangers. Each year, hundreds of people are injured or killed while trespassing on railroad property in the U.S.

* Trains are faster and quieter than you think.

* Railroad tracks, bridges, trestles and yards are private property. You are trespassing if on private property without permission.

* You can be held liable for damage, injury or worse.

* It can take more than a mile, or 18 football fields, for a train to come to a complete stop. Trains can't stop quickly, and they can't swerve!

* Sharing photos taken on or near the tracks might promote dangerous, illegal behavior.

Photo and video shoots on or near the railroad tracks are illegal and dangerous. No photo is worth the risk!

Help stop track tragedies - Choose Safety, Respect the Rails!

More safety information can be found at www.OLI.org

Brakeman and Conductor Training

By Susan Thomas

Share your experience if you've completed these trainings in the past. Contact the editor.

Several members have expressed interest in certifying as a brakeman. **Allen Hicks** accomplished it on the Broadway Dinner Train and then worked on over a thousand trips.

Bryan Turner, who has worked as a conductor on shortlines, shared his thoughts. "The big thing about being trained as a trainman is the importance of safety. Learning the rules is one important aspect, but it also has to be an understanding of how to do things safely - looking out for hazards, making sure that everyone involved all understand what is being done, communicating clearly and not getting in such a rush that shortcuts are taken. One critical area of safety is staying out of the way of equipment, and making sure that whenever anyone has to go between equipment everything is done properly.

One area that needs to be learned is brakes. A trainman must understand how airbrakes work - angle cocks, cutout valves, bleeder valves and connecting hoses to name some basics. There is also emergency brake application, such as when do you want the air to shoot and how to avoid accidentally causing an emergency application by mistake. The lowly handbrake is also important. Many incidents, from minor equipment damage to major disasters have been caused by the failure to set handbrakes (and may a flat wheel has been caused by not releasing them.[Research Waverly Feb 1978- Editor]).

On many railroads, they operate a with two crewmembers, Engineer and Conductor. If you have a three man crew, the least senior would function as brakeman. Having a second trainman can make switching much faster. Switching with a two man crew often involves a lot of time-consuming walking. Even a two man crew, though, with experience can get a lot of switching done with good planning. Still, you have to not get in a rush. Rushing leads to shortcuts, and shortcuts lead to injuries of people and damage to equipment."

TCRM's Volunteer Incentive Program

By Bob Hultman

The Volunteer Incentive Program was discussed at the Board Meeting on February 11 and have been revised. The updated version will be published in the March newsletter.

TCRM Member Spotlight

We spotlight long-term members, the foundation of our Museum, and our new members who bring fresh energy and ideas to the group. We look forward to your participation for future Order Boards.

Name: Lucas Moore **Membership #** 1329

When did you join the Organization?

I joined about three years ago so that would be 2018 yes 2018.

What was your primary interest or reason for joining TCRM?

The HO layout really. I have a layout at home, but the Museum layout gives me more room to have fun running my equipment.

Tell me about your home layout and what inspired you to build it?

Right now I have two sheets of plywood held up by two by fours with easy track. I have built buildings and have some cars.

Do you run your layout at home now?

I mostly run my trains and equipment here at TCRM. I don't have my layout fully wired up, I'm still working on it, so I normally am around here running my trains.

Have you benefitted from any mentoring or have you learned a lot since you've been here?

I'm normally a self-teaching person. When I have a problem, I don't want to listen to someone as much as I'd rather figure it out myself, the hard way.

How has your interest or participation changed over the years since you've been a member?

I've become more interested in wiring stuff and just figuring out how the stuff works. Now I'm more interested in the technical side rather than just running the trains. I want to learn the hard stuff and then when someone else has problems I can help them. I can teach them the hard stuff, so they can help other people here.

So you have become a mentor to others?

Yes. That is usually for the younger kids. I often help the older folk too, because they can't see as well as I can. So I help them that way. I can see tiny things, like a speck of dirt on a wire.

What has been a highlight of your membership experience over the years here?

I have been able to learn a lot of things.

What area of volunteering or activity do you participate in?

I have participated in running the HO layout in the early morning when we have the excursions.

Do you work on the on the excursion train at all?

I worked one excursion. It was the "Day Out with Thomas" and I was like "no thank you, that's not for me" Small kids are not my thing!

How could the organization better meet your needs?

I'd like a AC unit in the meeting room, where the layout area is. It gets over 105 degrees in here in the summertime!

Selfie Spot for Our Patrons

By Susan Thomas



Photo by Randal Brooks

This is to create a little fun and interest for our paying passengers as they wait to board the train. Creating a fun memorable experience and photo opportunities for our patrons, both onboard and outside is what it takes to generate more great reviews and recommendations, which turns in to more ticket sales!

Trains on TV

By Randal Brooks

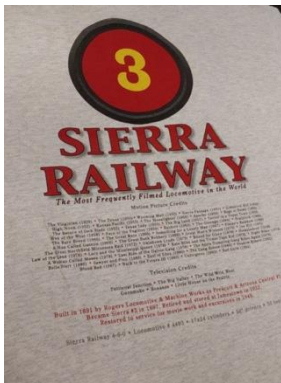
This month I thought we would take a look at the trains that were used in several TV series. Some of us who grew up in the 50's, 60's, 70's and 80's always looked forward to a good western that included trains. One of my favorite shows was "The Wild Wild West". This was a show in which two government agents were assigned to protect President Grant and the US from all manners of dangerous threats. The two agents traveled in their own luxurious railcar. It always seemed like the train would park in the boonies somewhere outside of town and then the agents would use horses to get around. In the pilot episode Sierra Railroad 4-6-0 #3 was used for the exterior shots.



From Facebook.com submitted by Randal Brooks

Sierra Railroad 4-6-0 #3 was probably used in more TV shows and movies than any other locomotive. The locomotive was originally built in 1891 by Rodgers Locomotive and Machine Works of Paterson, New Jersey. Probably the most famous locomotive built by Rodgers, Ketchum & Grosvenor was Western & Atlantic #3, "General". The General was stolen by The Andrews Raiders at Big Shanty GA in spring 1862 in an attempt to sabotage the W&A RR northward towards Chattanooga. The affair became known as The Great Locomotive Chase. Several of the Raiders were the first recipients of the Congressional Medal of Honor.

The Sierra Railroad is or was located in Jamestown California. Many of the shows that included train shots were filmed there.



California State Railroad Museum

Other shows that featured the locomotive were Gunsmoke, Dr. Quinn Medicine Woman, Green Acres and Petticoat Junction. Green Acres and Petticoat Junction were set in the fictional town of Hooterville. The train was the Hooterville Cannonball and was run by the fictional C&FW Railroad. The rail stop was called Petticoat Junction because the three girls would always swim in the water tower that provided water for the Cannonball. In the opening of the show the girls would always hang their petticoats over the edge of the water tower. The locomotive was also featured in the movie "Back To The Future Part III"

One of the more memorable Gunsmoke episodes was a two parter called "Snow Train". Matt, Festus, and Doc were escorting some prisoners. During the trip the train was held up by Indians. The train was stranded in the snow for several hours. I don't believe Sierra #3 was used for that.

And who could forget Gomez Addams of "The Addams Family" blowing up a Lionel train layout. Who in their right mind would blow up an expensive Lionel train not once, but several times?

Upcoming Conventions & Shows

July 16-17, 2021 12th Annual Madison Model Train Show
Friday 2 pm - 6 pm & Saturday 9 am - 3 pm NEW TIME
@ City Road Chapel UMC 701 Gallatin Pike S, Madison, TN
Vendor tables still available. Request food donations for Christian Cooperative Ministry
Contact: Nathan Baker, Chairman
Cell: 615-612-3324 nathanbaker@comcast.net

Classified Ads Items Wanted - Items for Sale

The restoration crew is looking for Original Santa Fe coach car medallions. All of our 47xx series cars would originally have had 4 of these in each car. They are looking to find at least 4 so we could have one car with them. If any Museum members have any leads on these please contact me.



Medallion Photos by Brenton Jones

The restoration crew is looking for the following items to be donated- 20+ milk crates & a sewing machine.

Company Store welcomes donations – track, freight cars, locomotives, scenery.

Vintage TruScale wooden track roadbed for sale at Company Store. Various lengths and radii. 11 pieces 20R, 10 pieces 22R, 5 pieces 28R. I know this brings back memories for some!



FREE Model RR Benchwork

I have five FREE train boards with Homasote decks if any of our members would like them. Sizes are:

- 30 x 64 2 each
- 24 x 40
- 54 x 48
- 52 x 42

All tables have adjustable legs & are located in Gallatin. Those interested should text **Glenn Schirg** at 615-533-4416.

If you enjoyed reading this expanded newsletter, reply to the newsletter editor with 3 thumbs up. ☐☐☐.

It took much work and time to put it together, with many members contributing stories and pictures. If you have stories and pictures, your model layout at home, Broadway Dinner Train memories, Railroad memories, humorous interactions with our passengers, share them with all our members!

If you, or you would like to see one of our members featured in our **TCRM Member Spotlight** feature, let us know. We'll reach out to you or to them.

Note that for any submission to the newsletter, the deadline is the 17th of each month. Any submission received after the deadline date will held until the next monthly Order Board.

Contact the Order Board editor at hultman@bellsouth.net or call his cell phone 615-513-7187.