

THE ORDER BOARD

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

Volume 42 Issue # 1

819 on a Snowy Winters Day



Photo submitted by Jason Whipp

TCRM Board of Directors Meeting Jan 28 at 2 PM By Bob Hultman, TCRM Vice President Member # 15

Don't forget, the BoD will be meeting at TCRM Friday Jan 28 at 2 pm Central Time. TCRM members are welcome to attend. The meeting will be on the 2nd floor in the conference room.

Donations to TCRM

John Kennedy - \$200 cash in support of TCRM general operations

T & T Family Foundation - \$1000 cash in support of TCRM general operations

New TCRM Members

Craig Boaz Hermitage TN (Family)

Nick Conners Clarksville TN

Matt Dangelo Hendersonville TN (Family)

Alan & Sharon Garner Mt Juliet TN (Family)

Bradley, Greg, Luke & Melanie Hohman Mt Juliet TN (Family)

Jim Johnson Nashville TN

Sheryl Rogers Nashville TN

Felipe Sanchez Clarksville TN

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.

Upcoming 2022 TCRM Excursions*

Feb 12 DelMonaco Wine Tasting Excursion Train to Watertown

Feb 19 Valenshines Excursion – 4½ hour ride – **SOLD OUT**

Mar 5 Mardi Gras Excursion - 4½ hour ride – No Layover

Mar 12 Murder Mystery Excursion to Watertown 6.5 hrs

*Complete listing of 2022 Excursions is on page 11

TCRM Vintage Car Maintenance Team

Ken Fagan leads this team. 2kenfagan@gmail.com

He is down at TCRM every Wednesday morning. He would welcome assistance from other TCRM members.

Repaired Excursion Train Maintenance Issues from December 15 to January 13, 2021 Submitted by Steve Tomblin,

Recording Secretary TCRM BoD Member # 377

1266 – Brake shoe worn. Replaced

4711 – Light at seat 5 flashing. Repaired.

4711 – Brake pads worn. Replaced.

4711 – Floor heat grille loose. Repaired.

4711 – Seat 13 footrest loose. Repaired.

4711 – Seat 19 cushion loose. Repaired.

4717 – Men's room sink faucets inoperative. Repaired.

4719 – Hall number board lights out. Repaired.

4719 – Brake pads worn. Replaced.

4733 – Seats 15/16 will not turn. Repaired

4733 – Seats 23/24 missing bolt. Replaced

4739 – Hall light out. Repaired.

4739 – Seats 33/34 light dim. Repaired.

7602 – Wall covering in men's room loose. Replaced.

7602 – Light at seats 57/58 out. Repaired.

7628 – Armrest plate missing screw. Repaired.

7628 – Swivel chairs loose. Repaired.

7628 – Brake pads worn. Replaced.

7628 – "B" end vestibule curtain needs replacement. Replaced.

8510 – Brake pads worn. Replaced.

8519 – Brake shoe worn. Replaced.

9400 – Seats 43/44 will not turn. Repaired.

9400 – Seats 15/16 tray table broken. Repaired.

9400 – AC grille rattling. No problem found.

9400 – Seats 27/28 footrest loose. Repaired.

9400 – Seats 33/34 floor light out. Repaired.

9400 – Hall heat inoperative. Repaired.

Yearend excursion train "Work Order" totals from 5-22-2021 to 12-31-2021;

(Each maintenance issue reported has a "Work Order" generated for computer database tracking.)

Total open work orders as of 12-31-2021 - 64

Total closed work orders as of 12-31-2021 - 131

Total work orders generated as of 12-31-2021 - 195

If you would like to help volunteer on the maintenance team, to help close our 64 open work orders, and more that are opened every week from car host after trip status reports, please reach out to **Ken Fagan** 2kenfagan@gmail.com

Bob Hultman TCRM Vice President and Member # 15 to Resign his Office in January 2022

If you did not read his letter to the membership explaining his need to resign from the TCRM leadership, but to continue as a member, check out the December 2021 edition of the TCRM Order Board. Check your email for the Order Board, or visit TCRY.ORG and click on About The Museum, then scroll down to News and click. There you can find a digital version of every TCRM Order Board from June 2000 to December 2021.

TRIBUTES TO BOB HULTMAN Bob Announced his Retirement effective after the January 28 Board Meeting

We are collecting stories, memories and tributes from many of the TCRM members, The editors welcome tributes or thanks to Bob Hultman for his dedication to the development of the members, the model railroaders, and the rolling stock.

An Open Letter to Bob Hultman Submitted By Rob Bartley TCRM Member #1333

Our tracks met somewhere in 2018, I believe, following my joining the Museum's membership roll. You made me feel welcomed as you began the process of "showing me the ropes" around the place. I remember immediately recognizing the encyclopedic knowledge you have of the Museum and especially the rolling stock. Ask for just about anything and you can point to the most likely location and give the history of where it came from and how it ended up where it did.

We got to know each other as retired public servants, you from the Federal side and me from State government, as we assembled sausage biscuits together in 3119 for upcoming trips along the way. We shared our stories as to how our love of railroads and model railroading grew in us as we grew into adulthood. I always get a kick out of your use of Military Time in all your communications, a hold-over I suppose, from your days as a Fed and a railroader.

You've been one of my strongest supporters and closest confidants and I've grown in my understanding of being a more effective car host and a better individual by my association with you and the other members of the Museum. Your booming voice always served to erase any sleep left in me at our 0700 safety meetings and I've missed and will miss your presence at those meetings and on the train as you leave to begin the next phase of your life.

Your health and Ashley's now necessitate a move to another locale. I have to think that the sounds of Leslies and Nathans won't be too far off in the distance.

With the warmest regards, best wishes for the future, and thanks.

Rob

Memories of TCRM Activities with Bob Submitted by Hugh Lowe, TCRM Member # 901

A chance comment from a fellow employee (James Bilbrey) as I was about to retire from the U.S. Army Corps of Engineers in 2006, led me to know about a TCRM inspection train to test the newly renovated tracks from Algood to Monterey, TN (Don't you wish we could go to Monterey now?). **Bob Hultman** was probably on that trip and probably the first time I met Bob. Since then, **Bob** has been a constant presence with the railroad club and on board for almost every trip. During the safety meeting for every trip, **Bob** would begin his comments to the car hosts with the phrase, "Thanks for coming out on a ____ morning." Fill in the blank (cold, disagreeable, too early, or other descriptive word).

For a while, **Bob** and I were working together to staff the souvenir car. I always enjoyed **Bob's** running commentary as we looked out the window between souvenir customers. You know, the lyrics in the Gambler song, "We took turns a staring at the window and the darkness til the boredom overtook us and he began to speak".

I was always amazed at **Bob's** knowledge of the parts of the passenger cars and how everything worked, such as which way to turn the roll up spring in the vestibule curtains. I think he can fix anything. Some of the most mundane work was cleaning up before the "Day Out with Thomas" trips trying to pick up everything on the tracks and especially anything that might tempt a kid to crawl under the train. I always appreciated the fact that **Bob** usually would take a low pressure approach when it came to giving me a little extra time to accomplish the task of cleaning up my car before the power went off.

I have really missed the monthly meetings and other club events that went by the way since the advent of the virus in addition to the loss of our meeting room due to the storm damage. Hopefully, with both of these factors fading into the history of TCRM, we all can look forward to a time in the near future when we can once again come to know the social benefits of our organization, bonding with our fellow club members and maybe even enjoy our annual Christmas party and a visit from Santa **Bob**.

Submitted By Gary Miller TCRM Member # 458 Congratulations Bob Hultman on your retirement,

and your dedication in serving in a variety of areas at least from 1989 to the present, at least 32 years. But I believe you were involved with TCRM prior to 1989 when the organization was strictly a model railroad group in the Nashville TN area. Whatever had to be done, **Bob** was involved in many areas at TCRM (I moved to Nashville in 2004 and joined TCRM in 2005).

Vice President of TCRM, train chief, car and vestibule hosting, trash detail (not just at the end of an excursion), **Bob** and **Joe Sapp** were the regular window replacement crew, grounds maintenance/lawn care, will call at the front gate on excursion

days, or during the TCRM spring and fall open house, and during Day Out With Thomas. **Bob** was also involved in a big way with many of the HO railroad/layout projects, HO operations, and years ago HO module setup at the TN State Fair, Adventure Science Center, and at least one time at the old Bellevue Mall (2007 in a vacant store front). He also dealt with passenger ticketing issues, and managing crew markups for each trip, Day Out With Thomas.

I recall in October 2006 (?) we deadheaded to Cookeville on a Friday night for an excursion operating from Cookeville to Lebanon and we were on that train, and another TCRM excursion the same day operated from Nashville (1/2 the passenger car consist) to Watertown and return to Nashville, the two trains met at Watertown. All train staff stayed in the TCRM sleeping car overnight, and we had access to a shower in Cookeville Saturday morning before departing Cookeville. I'd heard the story of a prior trip to Cookeville when it was discovered as most had retired for the night, the train began moving! **Bob** was always willing to help, always safety conscious around the grounds and on the train. **Bob** was always willing to help where he could. Probably among the most reliable and consistent volunteers at TCRM.

Enjoy your retirement **Bob**, you will be missed I'm sure.

Bob – The Face of the Museum

submitted by Alex Dmitriev TCRM Member # 1403

Bob was the first museum member that I met. I found the museum on the Google map. I came one day when I was in Nashville, and the museum was closed,. I came another day and I saw the gates in the museum building were open. There was a white Chrysler passenger van in front of the gate and an older gentleman unloading something from van. It was **Bob**. I told him that I wanted to join the museum and he welcomed me to the building and found for me an application form. I was glad to meet **Bob** that day.

I am sorry about his leaving, but I understand the reasons.

Bob Hultman - A Remembrance

Submitted by Larry Norton TCRM Member #492

I first met **Bob** at the TCRM train shows where he generally worked the admission table. This was long before I became a member at TCRM as I always tried to attend TCRM shows and ride a few excursion Saturday trips with my family when time allowed. I would always see **Bob** on various trips and talk with him. I even have an old VCR tape of **Bob** when he was interviewed for the Great American Train Show several years ago.

Since joining TCRM, I have mainly been in contact with **Bob** on car hosting. He was always professional in this regard and did a great job of lining up volunteers for the excursions. I wish him the best of luck on future endeavors!

Bob Hultman – The Backbone of the Museum

Submitted by Doug Uhler, TCRM Member # 439

I have thoroughly enjoyed working with **Bob**. He has been the backbone of the museum for over 30 years. If it got done around

the museum, **Bob** did it or orchestrated it. What would Thomas The Tank have been without **Bob's** famous popcorn. **Bob** was a part of the train window replacement crew. **Bob** kept everything organized around the museum. Things had to be in their proper place. I remember how protective **Bob** was over the refinished meeting room floor. I think he was making signs to put up saying "Leave your shoes at the door". Everything at or about the museum was **Bob's** greatest concern. What would Christmas at the train be without Santa **Bob**.

It takes many people to make the museum what it is, But some people put their life and soul into it. Over these many years **Bob** has put lots of blood, sweat, and tears, especially sweat, making the whole museum what it has become. His work and camaraderie will surely be missed.

I hope his memories of all his friends never goes away.

This doesn't scratch the surface of all that **Bob** has done.

Bob Hultman

**The One Leader Most Members Looked To
Submitted by Horton Monroe, TCRM Member # 455**

Bob is one of the most committed volunteer workers I've ever known. He has been dedicated to the TCRM as no other could be, and there isn't one thing (that I am aware of) that he doesn't know at least something about (and mostly a lot about), and that goes well beyond the walls of the Museum

He is a precise man, one that has figured out by thorough pondering, how to accomplish a task with utmost care. An example would be how to move a 3 x 6 foot model railroad module from point A to point B without assistance from anyone. Or, moving a horizontal chest freezer from the meeting room to the storage shed by himself. Not only is he capable of large tasks, as mentioned, but also delicate modeling projects, such as leveling couplers "the right way" and not just "any old way". He is a man who studies the subject and whether it be through experience or studious thought, figures out a method that will solve the problem. Now I'm not saying he's perfect, but that's where he and all of us learn through experience. We all make mistakes, but he has narrowed that down a bit as well.

Bob, you were the one leader most members looked to for answers. You really lived your title of Board Vice President and fulfilled it with your own style of leadership, not only in the work you did, but also in leading the senior members and novice alike into the organization it is today. Whether it was the brand new members wanting to get involved, volunteer car hosts for the excursions, or the module builders of the HO railroads, or the Open Houses; you were the one we all went to for the inevitable "where is it" "what is it" "how do we get it done" questions. No one person can fill your shoes, you have so much knowledge, both historical and technical, and I will miss the times working beside you listening to you fuss about the folks who sincerely try to help but, as you put it, "still don't know how to stack a pallet with folding chairs", (expletives omitted).

You will be missed. All the best and keep in touch.

Bob Hultman and Days Out With Thomas Submitted by Bryan Turner, TCRM Member # 69

One of my most vivid memories of Bob is how he manned the nerve center during Day Out with Thomas. Rain or shine he was under a tent in front of the building, near the gate. He was there to solve problems, answer questions and make popcorn, all while the endless loop of Thomas music was blaring.

Bob Hultman – Those Were The Days Submitted by Randal Brooks, TCRM Member # 10

Bob is one of the most unique individuals that I have ever met. As a leader at TCRM and with The Cumberland Valley Model Railroaders he is a most respected man. **Bob** is one of the individuals that always led the Thursday night meeting from the very beginning and is a dedicated modeler and dedicated supporter of the museum. **Bob** was in charge of the Cumberland Division Train shows from the very beginning and over saw the dealer tables. A lot of projects with passenger cars he did by himself. He devised ways that one person could handle taking a window out or removing a seat by themselves.

One of **Bob's** trade marks is his van. He would put passenger car windows, wine glass boxes, etc. on top of his van to transport them. When he was doing work on passenger cars or setups with HO modules his mini van was like an over sized four wheel powered tool box. He carried tools, buckets, caulking guns, HO track, boxes, spare cardboard, clamps, glue, all sorts of different size screws and bolts, etc. **Bob** is the type of guy that several times he would be at the museum, maybe at mid-night or some weird hour, preparing for the next excursion. I remember one time last year **Bob** decided to put the wine glasses on the train at mid-night. I offered to help him. He said he was alright and did it by himself.

Bob and I spent several hours at the information table during the years that we were doing Day Out With Thomas. He was a considerable help when I was building the two 6 foot trestle/bridge/river modules that are part of the HO modular layout today.

Sometime during the latter part of the 90's, I was doing some audio video work at what was then called The Baptist Sunday School Board. I ran into one of **Bob's** children that was working there. I asked jokingly how it was having **Bob** as a father. The answer I got was "interesting". Yes that was the word that was used, "interesting".

Bob is very well an interesting man. His accomplishments during his role as Vice President at TCRM will last forever.

Bob Hultman – A Great Communicator Submitted by Mike Gillespie, TCRM Member # 1316

I have been a member of the TCRM for years but I have not been active. I have only met Bob in person 2 times but I have talked to Bob via email a lot over the years.

Bob has been great to communicate with and I appreciate all that he has done for the Museum and keeping the local interest in model railroading and real railroading alive and well. I'm really excited about the completion of the Museum rebuilding. It's going to be nice to have great lighting and functioning HVAC!

Bob Hultman – The Lynch Pin of TCRM Submitted by Terry Coats, TCRM Member # 247

I am honored to be able to contribute a word or two on Bob's behalf.

Bob and I have been around since the very early days of the TCRM. Like an old reliable pocket watch that a person might have owned since the early 1970s, this is the way I see Bob. The watch was always there, ticking away, never failing, always reliable.

I cannot say that I have worked with Bob on any special projects, or had any particularly fond memories of a special time when we did any other special thing together.

Because I cannot speak on such matters does in no way diminish what Bob has done in the background to keep the museum humming along. And, maybe that says a lot more than me throwing out some false platitudes.

I have always appreciated people like Bob who work in the background, never jumping into the spotlight with a, "look at me" attitude.

Bob, was always the guy everyone looked to. He was the one to make sure the chairs were set up, the lights were turned on, the tent was erected, and after the show closed, he was the last one out and the guy who turned off the light switch.

Whether it was ever noticed or more over appreciated by anyone else at the TCRM, I have always known that **Bob Hultman** was the lynch pin around which the museum has rotated.

Bob Hultman – Santa Bob Submitted by Ron Fleitz, TCRM Member # 226

I never had the opportunity to work directly with Bob at the TCRM. I can tell you that at all the activities that I ever attendee there, Bob was probably the most visible person I ever saw. He was always very attentive to whatever was needed. Besides "Santa" activities at the Christmas dinners, he was always visible to all the members. I remember the first time I met him, when I attended my first train show at the TCRM, Bob was there at the front, outside on a cold day in November. His pleasant smile was probably the biggest reason I joined the museum that day. And at every train show, Bob was the first person you saw. His warm welcome always made you glad you made the trip down. I know far more of the members can attest to all Bob has done over his many years at the TCRM. I wish Bob and his daughters the best on their future transition. God Bless him for all the work he did to make the TCRM the great museum it is today.

TCRM Member Spotlight

By Susan Thomas, TCRM Member

This month we feature Bryan Turner, who has been a continuous member since the 1990s.

Name: Bryan Turner
Membership #: 69



TCRM Order Board: When did you join the Organization?

BT: It's been so long I can't remember. It was back in the 90s.

TCRM Order Board: What area of volunteering or activity do you participate in?

BT: I like car hosting. Sometimes I get a table at the train shows to get rid of train stuff that I've accumulated over the years.

TCRM Order Board: Do you have a home layout and what inspired you to build it?

BT: No. I have some On 30 and old HO trains (and a couple of Lionel O27 trolley cars), but no layout.

TCRM Order Board: What was your primary interest or reason for joining?

BT: I originally joined just to get on the mailing list to keep up with when excursions were running in those days before everything was posted online. I went from being a passenger to actually working on trains.

TCRM Order Board: How has your interest or participation changed over the years?

BT: Living nearly a hundred miles from the museum means it's a lot of driving for me to participate. Sometimes life gets in the way so there are periods when I can't be that active, but other times in my life I'm able to do a fair amount.

TCRM Order Board: What have been the highlights of your membership experience over the years?

BT: I've made a lot of friends over the years. Thinking back I'm amazed at how far the museum has come after starting with just about nothing, running excursions using Broadway Dinner Train equipment and with no land or building. Excursions would board at the dinner train's station that's no longer there near the end of Broadway, next to the steam plant that's no longer there.

One of the highlights was working the excursions we were able to run on the Tennessee Southern Railroad (and a lowlight was almost freezing sleeping in a wreck train camp car in the TSRR yard in Mount Pleasant one night before a trip). I remember the trepidation that everyone felt when the museum made the leap of purchasing our building, something that has made a lot of our growth possible.

Finally there were the Day Out With Thomas Weekends. Every year when DOWT was over just about everyone would be so tired they'd say they wouldn't be back next year, but by the time

the next one rolled around we were tiring ourselves out again. One DOWT memory that really stands out was sleeping in the Hollywood Beach so I could work both days of a weekend without making an extra round trip to Alabama (and how cold that garden hose was on the platform).

TCRM Order Board: Do you think that you will still be a member in 5 years?

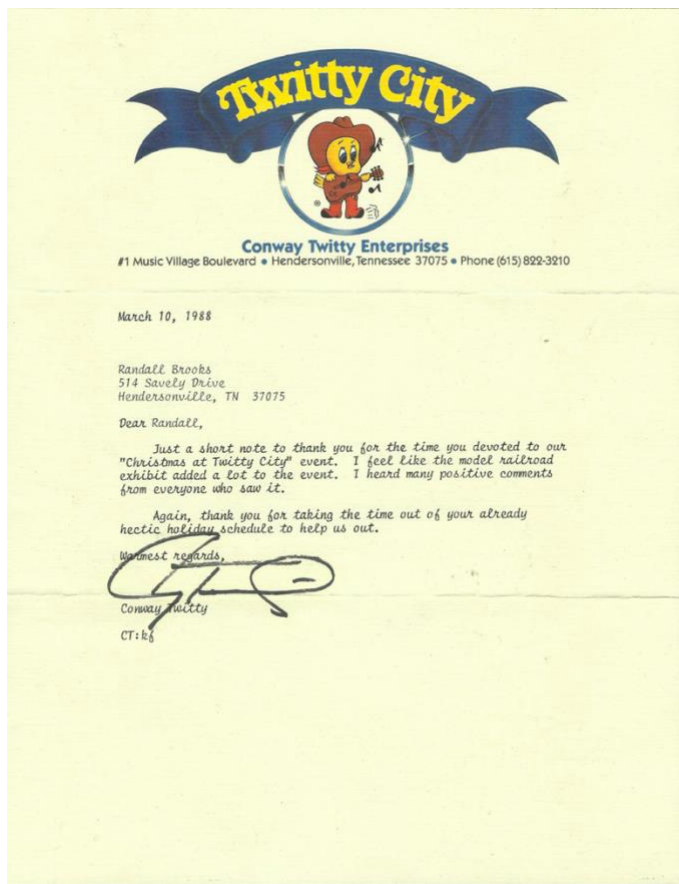
BT: Ask my doctor about the odds. LOL

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.

Cumberland Valley Model Railroaders TCRM / Cumberland Division Model Railroaders HO CLUB HISTORY

Part of the history of what led up to the TCRM HO Group of today.

A letter from Twitty City Enterprises Submitted by Randal Brooks, TCRM Member # 10



Years ago when I joined this organization, we were mainly a model railroad club of dedicated modelers of the Cumberland Division of NMRA. Several members built modules that we would take to various places and set up around Nashville. One of our members was Dennis Carney. Dennis was a well-known

photographer in Nashville that specialized in album covers. I knew Dennis as a fellow AV video person of that era.

One of Dennis's clients was Conway Twitty, who was a Grammy award winning entertainer. Conway Twitty had some land in Hendersonville that he named Twitty City. Twitty City was his home, his office, and also a tourist attraction, for his fans to feel as close to a performing artist as they can. It was even featured in a TV episode of "Lifestyles of the Rich and Famous" from the 1980's.

Mr Twitty was a very gracious man contributing to Nashville, Hendersonville, and the country music entertainment industry as a whole. He was inducted into the Country Music Hall of Fame as well as the Rockabilly Hall of Fame. During Mr. Twitty's life, Twitty City was always lavishly decorated at Christmas Time and called "Christmas At Twitty City".

Through Dennis's efforts, the HO club were invited to setup our railroad modules at Twitty City. Several members of the Cumberland Division and myself participated in this event. This is a letter from Conway Twitty thanking us for our efforts. Each participant at that Twitty City event would have received a thank you letter like mine. The letter is dated March 1988. So it would have been Christmas of '87 when we did the setup.

Module Building

Submitted by Randal Brooks, TCRM Member # 10

The years before TCRM was formed, the participants that became TCRM were a group of railroad modelers called **The Cumberland Valley Model Railroaders**. Several people in this group built one module or several modules to form a layout. At this time we met once a month on Thursdays at the Green Street Church of Christ, not far from where TCRM is today. During this time period we set up the modules at several places around the Nashville area, places like shopping malls, The Adventure Science Center, The Tennessee State Fair, The Adams Tennessee Threshermens Show, The Great American Train Show when it was in Nashville, and our division meet which we held in Goodlettsville. We even took the modules to Knoxville one time and out of state to Birmingham, AL. I believe, as a group, we did about 6 our 7 setup of layouts each year.

Of all the memories over the years I distinctly remember the Adams Tennessee and the Twitty City setups. (See letter from Twitty City). The setup in Adams was in an old school house gym. It was not air conditioned. The Threshermens Show took place in the heat of midsummer. We braved the heat for three days each year for several years to entertain attendees and to show our modeling skills. Some of the members that participated during those years and built modules were **Randal Brooks, Bob Hultman, Terry Bebout, Allen Hicks, Marvene Bilbrey, Pete and Susan Hoadley, Quincy Styke, Jim Adair, Larry McClure, Jack Sircy, Frank Holt, Dave Johnston, George Gilbert, John Kennedy, Jim Perry, Robert Marsmaker, and Dennis Carney**. We all worked as a group. Some of the setups were for three days, one week or maybe two weeks at a time. I can remember we had **George Gilbert, Dave Johnston, Jack Sircy, John Kennedy, Jim Perry**, and the **Hoadleys** were master modelers. We had two 100' cables that controlled the trains, one for the inside and one

for the outside main. It had to be very well coordinated to not get the cables tangled.

The first modules I ever built was a 12' yard which Larry McClure helped me with. We called it Volunteer Yard. I later sold that group of modules. I built another module that featured tall city buildings. In later years I built another module that had a replica of the Bates Motel (from the Alfred Hitchcock movie "Psycho"). The last two modules that I built are bridge modules that are part of the layout at TCRM.

Other notable modules by individuals in previous years were **Jack Sircy's** circus modules, some modules by **Dennis Carney**, **Dave Johnstons** coal mine and rotary coal dump, **George Gilberts Forge Creek**, The **Hoadleys** motel module, **Frank Holts** farm module, **Robert Marsmakers** module group, **Quincy Stykes** module group, and **Jim Perry's** and **John Kennedy's** bridge modules. **David Hit** built a tunnel corner, I remember, and **Ed Hockinsmith** was very active too.

TCRM Library and Archive News By Carter Newton, TCRM Member # 244

Due to weather and the holidays, the library has only been open one weekend since last Order Board. We continue to be open on Saturdays and other times by appointment.

TCRM Hobby Shop By Hank Sweetman, TCRM Member # 247

Happy New Year to everyone from the Hobby Shop staff!



The remaining HO rolling stock from the Gordon Smith donation has been priced and put on display. These are extremely nicely done cars, weathered as prototypes would be and outfitted with good trucks and couplers. Of special note are several coil steel cars and a set of spine cars. For the intermodal fans, there are a variety of 20 and 40 foot containers, as well as a number of TOFC trailers. Come in and check them out.

We have been fortunate to have received a number of donations last year. 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. It appears that the supply of imported items is improving, since we are getting some items that were backordered in.

Memories of Working on the Railroads in Russia

By Alex Dmitriev, TCRM Member # 1403

The ghost train.....

(This story was written on the Halloween night)

After half year of work at my first station Zavodskaya, I was promoted the position of a station operator at another station with higher class. The name of the station is Pozim (Позимь). It was also a neighboring station to the big station Izhevsk but in the other direction. The line where was this station was not so busy. There were only three pairs of freight trains and two pairs of commuter trains passing through the station daily. But the station had lot of freight work. It had 10 industrial spurs and a container yard. Every day we had a lot of switching work to do.

This story happened in early fall. It was the last half of my day shift. My switcher was with the conductor who was working at one of the industrial spurs. A freight train left from the next station headed towards to Izhevsk. After about 20 minutes , I knew it should pass through my station. I prepared the route by the main line through the station and turned on the permissive signals.

But after 5 minutes I heard the bell that informed that there was a train in the ABS block near my station. I looked at the control console and saw this block was occupied. It was impossible! The freight train with a diesel engine couldn't be that fast. So then it had to be a malfunction of the rail circuits. I notified the maintenance team of the problem and continued to observe. The block indication showed free or occupied. So it looked like a malfunction, but...

after a couple of minutes the first station block after entrance to the station signal showed occupied. It looked like something was moving by rails but it is definitely not the freight train that we expected...What was it?



The area where I worked

I called the railway guard man (the station has one guard on duty) and told him to go and look at what it was. Because it was at the opposite end of the station I could see only that there was no big object like a train. After another couple of minutes this ghost train moved on to the first switches of my station. I saw it on my remote control console, but I saw nothing on the tracks. After 5 more minutes this ghost train entered on one of the sidings and disappeared. I received notification from the guard about solving problem. I turned on the permissive signal again and a few minutes later the freight train, the real freight train passed through my station. When the guard returned to my office he told me what the ghost train actually was. Two boys had found an old steel channel bar and carried it to the scrap yard. But the steel bar was heavy. The boys put the bar on the rails and slid it. To slide it is easier than

to carry it. This bar worked like the wheels of a train – it shunted the rail circuits.

Again and again the kids make my job anything but boring...



The place where the ghost train was stopped.

Photos By Alex Dmitriev -

TCRM Rolling Stock Restoration

**Submitted by Jason Whipp,
TCRM Member # 22978702266**

Hello All! It's now more than two years since I started work on cosmetically restoring SW1 No. 9014.

Progress has been slower this year as I started a full time job in February, but it's still progressing. This year I've almost completed one entire side of the locomotive, and next year I hope to have it completely primed and ready for paint. Below are some pictures of the locomotive as it's progressed these last two years.

*Photos submitted by
Jason Whipp*



November 2019

November 2020



September 2021



Railroad Standard Time **By Bill Carey, Friend of TCRM** **Reprinted with Permission from Tennessee Magazine**

In Tennessee, Each Town Used to Determine Its Own Time.

Exactly what time did the Battle of Shiloh begin?
What was the time when the Tennessee Constitutional Convention of 1796 finished its work?
Precisely when did Andrew Jackson leave the Hermitage to be inaugurated as president?

The answer to these questions is that we don't know and will never know. You see, the idea of exact time evolved in Tennessee (and American) history. Today there are four time zones in the continental U.S., and everyone knows exactly what time it is in each of them. But in the nineteenth century, every town had its own time, based on when the sun passed overhead.

I've compared several newspaper references from the nineteenth century and have pieced together the following relationship:
New York City time was 35 minutes ahead of Knoxville time, which was 20 minutes ahead of Nashville time, which was 7 minutes ahead of Clarksville time, which was which was 8 minutes ahead of Memphis time, which was 10 minutes ahead of New Orleans time.
You got that?

I'm staggered by the number of problems this would have caused. How did you know when a store opened or when a stagecoach left? How did people schedule meetings? How many legal cases were affected by confusion as to the time of the crime?

And how did traveling armies in the Civil War communicate accurate battle plans to each other, since there was no time standard?

Modern historians have concluded that every town had a highly visible clock with its official time, and that as much as possible people set their pocket watches based on that time. That's why some towns had big clocks, and towns and cities that didn't had residents who complained about it. In 1859, the Memphis Appeal urged the city authorities to invest in a big clock. "For want of a true and universal standard of time, a thousand hours are lost in this city daily, by reason of people not being able to move and meet upon punctual time," the paper said.

I would have thought that Universal time was brought on by the advent of the telegraph, but in fact it was the railroads. Not long after the arrival of railroads onto the American scene, it became obvious that some standard time was necessary (there was a deadly train collision in Massachusetts caused by confusion as to the time).

However, railroads were different companies and all in competition with each other. So at first, each railroad came up with its own time. This created a situation where some people carried two watches -

– one with the local time and one with the time as chosen by each railroad that served that community. If two railroads served that area, a person might have to carry three (or at least keep in his or her head the relationship between local time and the time as defined by various railroads.)



Photo from the Internet

The Atlantic, Mississippi and Ohio Railroad ran on Washington (D.C.) time; the East Tennessee, Virginia and Georgia Railroad ran on Louisville time; the Louisville and Cincinnati Railroad ran on Lexington (Ky.) time; and the Memphis and Charleston Railroad ran on Nashville time.

Sometimes, published timetables explained what that meant, but sometimes they didn't. "Passengers will please remember that the Memphis and Charleston Railroad leaves by the Nashville time, which is 15 minutes faster than our city time," ads for the M&C Railroad informed Memphis residents in the 1860s.

This chaos reigned until 1883, when all the railroads divided the country into four time zones and came up with a time known as "Railroad Standard Time." The switch happened on November 18, which must have been a strange day to be on a train. "Should any train or engine be caught between telegraph stations at 10 o'clock a.m. on Sunday, November the 18th, they will stop at precisely 10 o'clock, wherever they may be, and stand still and securely protect their trains or engines in the rear and front until 10:18 a.m."

Shortly thereafter, most large cities officially shifted to Railroad Standard Time. For instance, Nashville shifted over to Railroad Standard Time a week later. "The town clocks will be set back to the standard time today," the Nashville American reported on November 25, 1883.

However, some towns and cities resented the idea of big business deciding what time it was, so they refused to adopt railroad standard time for a while longer. Chattanooga was one such place, and its newspaper ridiculed the city for it. "Last week there was only 15 minutes difference between the standard railroad time and the city time," reported the Chattanooga Times on February 15, 1884. "This week the city time is fully 20 minutes faster than standard time."

I don't know when Chattanooga came around to Railroad Standard Time, but I do know that Detroit, Michigan, famously refused to switch away from local time until 1905.

If there were any holdout towns and cities remaining on local time in the United States, those all vanished in 1918. In that year Congress enacted the "Standard Time Act," making precise time an official and legal concept in the United States.

RailRoad History

**Article and Photos Submitted by Dennis Carney,
Former TCRM Member**

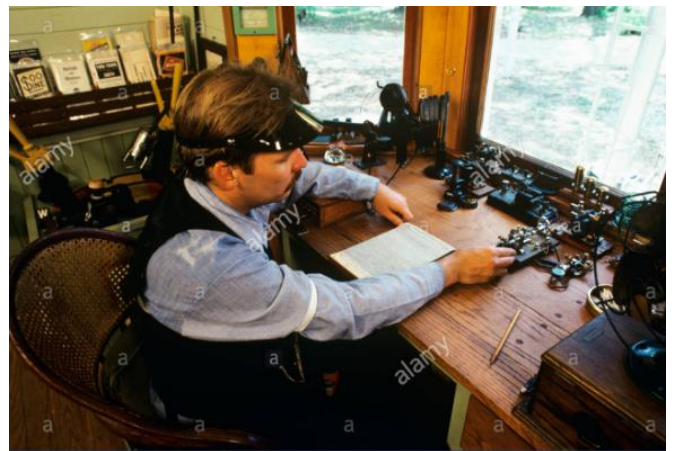
THE POCKET WATCH

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station!

Sound a bit funny? Well, for about 500 towns across the northern United States, that's where the best watches were found.



Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all - the telegraph operator was. Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town. It was usually the



shortest distance and the right-of-way had already been secured for the rail line.

Most of the station agents were also skilled telegraph operators and it was the primary way they communicated with the railroad. They would know when trains left the previous station and when they were due at their next station. And it was the telegraph operator who had the watches. As a matter of fact, they sold more of them than almost all the stores combined for a period of about 9 years.

This was all arranged by "Richard", who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the East. It was a huge crate of pocket watches. No one ever came to claim them. So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit. That started it all.

He ordered more watches from the watch company and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a cheap price to all the travelers. It worked! It didn't take long for the word to spread and, before long, people other than travelers came to the train station to buy watches. Richard became so busy that he had to hire a professional watchmaker to help him with the orders. That was Alvah. And the rest is history as they say. The business took off and soon expanded to many other lines of dry goods. Richard and Alvah left the train station and moved their company to Chicago -- and it's still there..



YES, IT'S A LITTLE KNOWN FACT that for a while in the 1880's, the biggest watch retailer in the country was at the train station. It all started with a telegraph operator: Richard Sears and partner Alvah Roebuck!

Colemere Mansion was built in 1898 by the Colonel E.W. Cole, a former Confederate officer who served under Confederate General Robert E. Lee. Colonel "King" Cole later became president of the Nashville, Chattanooga and St. Louis Railway and socialized with such Southern aristocrats as the Vanderbilts at Biltmore.



Cole was appointed as the president of the Nashville & Chattanooga Railroad in 1868. Cole acquired four more lines and renamed it the Nashville Chattanooga and St. Louis railway in 1873. According to historian Jesse C. Burt, Jr., "His grandiose scheme for uniting disparate pieces of rail properties into a solid and well-managed enterprise was probably the first large rail consolidation to be attempted in the South."

When August Belmont purchased NC & StL from Stevenson in 1880, Cole resigned, and he was succeeded as president by James D. Porter.

Designed by Colonel W.C. Smith, an architect who also designed Nashville's Parthenon, Colemere Mansion quickly became noted for its many distinguished guests and extravagant social events. No fewer than five U.S. presidents have visited the mansion.

Built in the classic Colonial style of architecture, Colemere's gardens and grounds were considered the epitome of refined beauty and symmetry, as they were designed in the manner of traditional English gardens. After the original home was destroyed by fire in 1929, Colonel Cole's youngest daughter constructed a new mansion in the Southern Colonial design, inspired by Arlington Mansion in Natchez, Mississippi.

Completed in 1930, the second Colemere Mansion was only to remain in the Cole family for 10 years.



Historical Railroad Connections to the People of Nashville

Monells at the Manor

Submitted by Brenton Jones, TCRM Member # 1343

Monells at the Manor has a unique Nashville railroad related history. Plus it's a fantastic place to eat. Serving southern themed meals in the traditional family style dining experience. I've copied most of the following from their website:

In 1940, it was acquired by the city of Nashville, which then leased it for private use as the Colemere Club, a private men's club with a colorful history. Local politicians could pick up important guests at the nearby airport and whisk them to the Colemere Club for wining, dining and discussion. An upstairs room had a secret back entrance for discrete wheeling and dealing, and rumors abounded that confiscated liquor was often served at the mansion during prohibition. Notable celebrities hosted by members of the club included Andy Griffith, Eddy Arnold, the Everly Brothers, Charlton Heston, Red Foley and opera singer Robert Merrill. Each year, the club opened its large grounds to children for a community Easter egg hunt, a much-anticipated event still fondly remembered by many of Nashville's older citizens.

In 1977, the Colemere Club was transformed into the New Orleans Manor, a popular seafood buffet restaurant featuring frog legs, oysters, shrimp creole and prime rib. Long a favorite local destination for special celebrations such as anniversaries or retirements, the restaurant closed in 2008.

After learning the manor was slated for possible demolition by the Nashville Airport Authority, Monell's founder and owner Michael King leased the old home, and after extensive renovations, Monell's at the Manor opened on Easter Sunday, 2011.

(This write up and the photos were excerpted from the Monells Website.)

Operation Lifesaver

By **Jill McClintock**
Executive Director, TN
Operation Lifesaver



Operation Lifesaver Stats:

Every year the Federal Railroad Administration collects data on railroad crossing and pedestrian incidents, collisions, injuries and fatalities across the country. In 2020, Tennessee ranked #11 in the United States for railroad crossing collisions, resulting in 4 deaths and 16 injuries. TN also ranked #8 in pedestrian casualties, resulting in 22 deaths and 15 injuries. As you can see, pedestrian safety needs to be a key focus in our educational safety efforts. In looking at the data we have so far in 2021, we are trending in a more positive direction concerning pedestrian incidents. The final 2021 data is not yet available but you can access this information and much more by visiting their site at safetydata.fra.dot.gov or by checking out the Track Statistics page on the OLI.org website. Thank you for your continued work at the museum in sharing our railroad safety information whenever possible. You are saving lives!

TN Operation Lifesaver is always in need of Volunteers! For more information on volunteer training and responsibilities contact Jill at jmoodytnol@comcast.net.

2022 TCRM Excursion Calendar*

Feb 12	DelMonaco Wine Tasting Excursion to Watertown
Feb 19	Valenshines Excursion – 4½ hour ride – SOLD OUT
Mar 5	Mardi Gras Excursion - 4½ hour ride – No Layover
Mar 12	Murder Mystery Excursion to Watertown 6.5 hrs
Mar 26	DelMonaco Wine Tasting Exc. to Watertown 6.5 hrs
Apr 9	Spring Mile-Long Yard Sale Exc. to Watertown 6.5 hrs
Apr 16	Easter Bunny Excursion Train to Watertown 6.5 hrs
May 7	German Mayfest Excursion 4½ hour ride – No Layover
May 14	Watertown - Wine Tasting Excursion
May 21	Watertown - Train Robbery Excursion
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 Exc. 100+ mile 5½ hrs
Nov 19	North Pole Express AM & PM 2½ hrs
Nov 26	Watertown - 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.

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

Other RR Events of Interest 2022

May 5-7 Mid-South Live Steamers Public Spring Meet
<https://www.midsouthlivesteamers.com/calendar/public-spring-meet-r2dw9>

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

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

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

Sick Call – Gene Turnage

By **Bob Hultman**, TCRM Vice President Member # 15

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, 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

CALL FOR AUTHORS

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, book or magazine article and would like their work featured, please submit for consideration details on the publication and availability to:

Susan smt789@hotmail.com or text Susan at 703-786-0690

Bob Hultman at hultman@bellsouth.net,

or call cell 615-513-7187

Please submit digitally with contact information. If further information is required, the Order Board Editors will make contact.

Publication or reference to any work is at the discretion of the Order Board editors. The Order Board editors make no commitment to publish any work. Any submissions will not be returned and must include a permission to publish, and anything published may not be copyrighted.

ORDER BOARD DEADLINES

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. The editors reserve the right to edit any submission for space, appropriateness and readability.

Contact the Order Board editor at hultman@bellsouth.net or call his cell phone, 615-513-7187 or text Susan on 703-786-0690

All photos in the Order Board were taken by Susan Thomas unless otherwise noted.

*With Apple phones, make sure you are NOT using the HEIC format for photo submission.

2022 Jan 12 - Earlier today **Terry Bebout** notified several TCRM members that **Gene Turnage** has had some very recent serious injuries and he is now hospitalized. **Gene** broke his leg cutting a tree a couple of weeks ago. Fell down the steps yesterday and has 10 cracked ribs. He was in the Hendersonville hospital.

Please keep Gene, wife Dianne & his family in your prayers while he recovers from these broken bone injuries.

If you want to send a card or note, the Turnage's mailing address is 4151 Long Hollow Pike in Goodlettsville TN 37072-8806

2022 Membership Renewal –

By **Bob Hultman** TCRM Vice President 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 online 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

Next Board of Directors Meeting will be held on January 28 at 2pm. In the conference room upstairs. All members are welcome to attend.

Terry Bebout	President
Bob Hultman	Vice President
Dominic Breeze	Treasurer
Steve Tomblin	Secretary

BoD Members - Tim Bebout- operating crew trainer, George Gilbert, Allen Hicks, John Kennedy- legal adviser, Robert “Mars” Marsmaker, Gordon Smith & Gene Turnage