



June 2025
CSME Newsletter
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Editor: Allison Mattox-King <http://www.csme-epr.info>

Upcoming Events:

June 7 Business Meeting/ Recovery Work Day

June 14 Recovery Work Day with MSLS

June 21 Recovery Work Day with NGLS

From the President-

May has been a very busy month and we have made a lot of progress. I am writing this article after I having returned for the third Saturday working on the railroad. A lot of others have also been spending a lot of time working. As you have seen in the updates that Dale has been sending out, we have made a lot of progress. We have also had some new faces out there helping. We are glad you are there and thank you so much for your help.

On Sunday, June 1st, the bridge work team completed getting track across Kimball Trestle. This is a great accomplishment that has taken weeks of work. Next up is Hobbstown Trestle. Just like Kimball Trestle was before the restoration, it has structural damage, and a lot of the bridge will have to be replaced. Completion will provide bidirectional running for Hot Summer Nights. Please come out to help.

Thanks to all that have been cooking the meals for our recovery workday lunches. It has been great to have lunch provided. The food has been great.

The Saturday, we will be having a business meeting at 10am CT. Immediately after

that, the Royal Rangers should be showing up for a tour of the railroad. Randy has been working hard to coordinate the event. Thanks to all involved making this happen.

The NMRA Committee met last week to start the planning for the visit during the 2026 NMRA Convention in Chattanooga. We plan on having two trains to run our visitors around the track. More details will be available shortly, but this will be our time to shine as the spotlight will be upon us.

See you at the track.

Stephen Wassell, President

As a reminder to all, CSME is a non-profit volunteer organization that relies heavily on the generosity of donors to continue to be able to do what we do. While our dedicated volunteers contribute their time and skills, we still face ongoing operational costs, especially this year with the ramifications of the wildfire in March. Donations are crucial to our being able to rebuild and maintain Eagle Point Railroad, which while being a private railroad, it is CSME's responsibility to maintain, to continue as we have been. Every contribution helps, be it money or time.

Donations can be made online at:

<https://www.csme-epr.com/donations.htm>

Rebuilding the Eagle Point Railroad - Progress to Late May.

by Jeff Benton with Mike Binkley
Photos as credited.

We continued to make good progress into May. It just doesn't show up well in scale miles on a map. That is because crews mostly were focusing on two large structures, the larger of which suffered widespread damage in the fire.

In April, track was restored to Deerhead, at the end of that branch, and also to the lower Stone Creek trestle, just west of Sequatchie. See the map in Figure 1 below. The green lines show where these efforts stood at the end of that month. Having gotten that far in April, the focus in May was on that lower Stone Creek trestle and the Kimball Junction trestle. Both of these trestles are rather large.

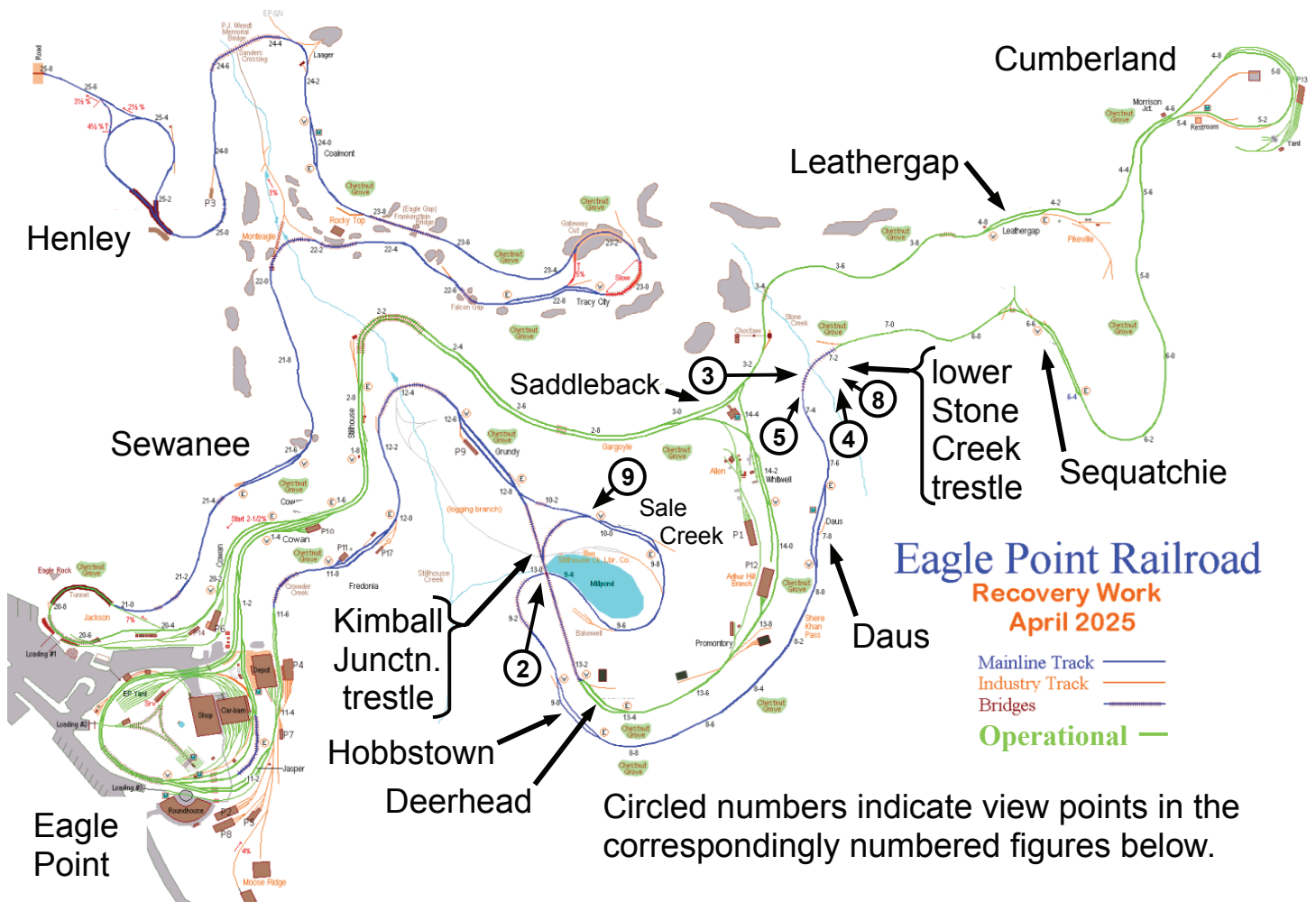


Fig. 1: The trackage that had been put back in service after repairs is shown in green. Blue trackage still requires significant work. Map maintained by Dale King.

The length of the straight route through Kimball Junction is around 260 feet, on a trestle. See Figure 2, below, for a photo of

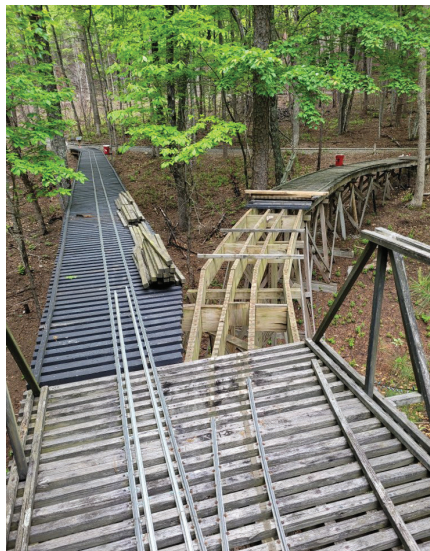


Fig. 2: Here's about 100 feet of Kimball Jct. trestle in each direction. And there's more than 100 feet more behind the photographer!
Randy Townsend photo.

very roughly two fifths of this route. Instead of merely replacing burnt ties, folks are replacing all of the trestle ties since they are at the end of their service lives. This tie replacement is part of what makes these two trestles such big jobs.

The first part of tie replacement is the removal of the old ties. See Figure 3, below, which shows the lower Stone Creek trestle with the ties removed from it (in April).



Fig. 3: By comparison, the lower Stone Creek trestle is a piker; it has only about a quarter of the total trackage of the Kimball Jct. trestle.
Jeff Benton photo.

As old ties were removed, replacement ties were painted black back at Eagle Point. Then the new ties were transported to the trestles. See Figure 4 below; it shows new ties delivered (by rail, 'natch) to the east end of the lower Stone Creek trestle.



Fig. 4: Jeff Gammons delivering ties to lower Stone Creek trestle.
Glenn Williams photo.



Fig. 5: Ties laid out along the lower Stone Creek trestle prior to being attached to stringers underneath.
Glenn Williams photo.

....Finally the new ties get installed across the stringers seen in Fig. 3 at far left. Ties are ready for their final installation in Figure 5. The attachment is no simple task. Ties must be evenly spaced, properly centered, and perpendicular to the stringers.

On Saturday May the 10th, folks made progress on the removal of deck ties on the Kimball trestle. (Again, see Figure 2 on the previous page.) Meanwhile, others painted ties for the Kimball, the lower Stone Creek, and possibly the Hobbstown trestles. The painting took place on the service track under the shelter at Eagle Point. See Figure 6, below, of ties awaiting paint. We got around 110 deck ties fully painted with about 42 delivered out to the trestles.



Fig. 6: Trestle ties, prior to painting, on the repair track at Eagle Point. (It is a great big photo of unpainted ties. Hint..., hint.)
Barry Garard photo.

We also had a crew across the road at the former Jamison property continuing to harvest the rail over there. Dan Watson continued to lead this effort. See Figure 7, at right, for this activity with the the rail reclamation crew.

The company on the 10th consisted of: Paul Boberg, Lloyd Coon, Gudrun Miller, Jeff Gammons, Dale King, Mark McAllister, Andy Morrison, Ginger Morrison, Deborah Mynatt, Grace Mynatt, Nick Porter, Rachel Zarko, Randy Townsend, Dan Watson, and Glenn Williams.

Then, Saturday May 17th was another recovery work day. We had crews out and about on a variety of projects focused on getting the railroad back operational again. Mike Citak drove down from Kentucky. He helped get some more of the deck ties painted for use on the trestles. Than you!

Another crew was again across the road collecting the track and switches that have been generously donated to the club by the new owners of the Jamison place. That day we had: Andy Morrison, Ginger Morrison, Grace Mynatt, Karl Shaffer, and Tim Strehler. This task is very close to completion.



Fig. 7: Dan Watson, Andy Morrison, and Ginger Morrison separate rail from ties at the old Jamison place. Grace Mynatt photo.

Meanwhile, Deborah Mynatt was in the depot preparing a great lunch that included pulled pork. Later in the day (May 17th), Grace Mynatt was also helping out at the depot. Thank you, Grace and Deborah!

There was also a crew at the lower Stone Creek trestle that day attaching the new deck ties. This crew consisted of Mike Binkley, Barry Garard, Bill Heinz, and Chuck Norman. Figure 8, below, shows them hard at work on this trestle. They also delivered some new, pre-curved, steel rails there.



Fig. 8: From left to right: Barry Garard, Chuck Norman, and Bill Heinz work on the lower Stone Creek trestle. *Mike Binkly photo.*

Once the rails are added, this trestle will open the ability to continue work toward Daus and Hobbstown. On the previous Friday, Randy Townsend had gotten the remaining deck ties removed from the Sale Creek leg of the Kimball Junction trestle. See Figure 9, at right, for this result.

Additionally, Steve Wassell and Dale King got the signal block between Leather gap and Cumberland up and running along with a signal for the Cumberland to Sequatchie branch in place. Dale also helped with this article. Thank you Dale for all of your timely reporting!

Finally, Allison Mattox-King, our new treasurer, has been taking care of the financial and reimbursement side of this recovery. This is a very significant part of the effort that cannot be overlooked.

With all our efforts, we should be able to enjoy the results this Fall season. Again, thank you to **all** who have helped with the railroad. Our next scheduled recovery work days are June 7th, and June 21st.



Fig. 9: The curved side of the Kimball Jctn. wye, the side that goes between Deerhead and Sale Creek, has been stripped of ties. *Randy Townsend photo.*

News Flash!! As this article went to press we learned that an intrepid crew had advanced the low line from lower Stone Creek trestle all the way to Hobbstown. See again figure 1 on the first page of this article. More green on the map! Don't miss our next issue!

Editor's Note:

Please be aware that the newsletter is moving to an every other month schedule. The secretary, Dale King, will continue to send out regular updates for CSME.

After more than 11 yrs as the Editor, I am finding it too much for me to do stay in this position with my new role as your Treasurer. If you think this may be something you can help out with, please reach out to me at: newsletter@csme-epr.com or reach out to Steve at president@csme-epr.com

News of the Past:



5 years ago: Bobcats at Eagle Point

Many years ago, while driving north on Hobbstown Road, I saw a bobcat cross the road. I was very excited as they are not typically seen. To this day I have only seen the one. Recently I decided to purchase a trail camera to see what wildlife is out there. At the Wassell House near Deerhead siding, I recently left the trail camera up to catch pictures of that wildlife. ..., I have also managed to capture a few photos of bobcats. I have found out from moving the trail camera that the bobcats like to walk down the tracks. I have included a few of the better shots for you to see. It just goes to show you that we aren't the only ones out there.

10 years ago: A Work in Progress

Despite the frequent rain and scheduled group visits, the three track car-barn expansion progressed quickly in May. By the end of the third week, it was 75-80% complete. It should easily be complete by June 30th when the 2014-15 car-barn rental cycle ends.

15 yrs ago: Please Check Your Wheels

How many of you recall that CSME adopted the recommended IBLS standards for trucks and couplers for 7½" gauge in July of 2004? Less than 33% since there were only 55 members in 2004. Most of us that were around have forgotten that little tidbit.

The need for following the standards, especially for the gauge and wheel profile, has become evident with the excessive wear on some of the track railhead. What is important to look for on every wheel is a smooth rounded surface without nicks. Over time, wheels, may wear down to having sharp edges and chips or nicks, which wear more on rails and can cause derailments.

On wheel gauge, sometimes due to use, the gauge gets out if the wheel is not firmly attached to the axle. This is predominately a problem with trucks that use "set screws" to keep wheels in gauge. The gauge generally gets wider with use and keeps pushing the rails out, particularly on curves. Note that a wheel gauge is available in the shop for anyone for checking trucks for proper alignment.

20 yrs ago: Kimball Junction Wye Completed

With only three months until our big annual event, the Fall Invitational Run Weekend, the completion of the Kimball Junction and trestle looks likely to be finished in time for the run if we can continue the current pace.

25 yrs ago: Railroad Lingo

Tractive effort is the force exerted at the edge of the driving wheel of a locomotive expressed in pounds. Calculated as:

$$D^2 \times S \times P$$

Where D is cylinder diameter (inches).

And S is piston stroke (inches).

And P is 86% of boiler pressure (psi).