

CSME PO BOX 642 DUNLAP, TN 37327

NEWSLETTER

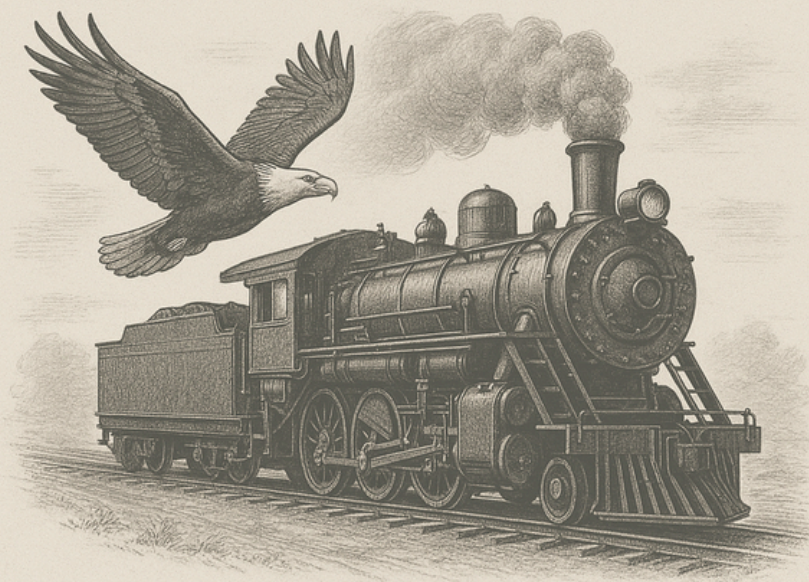
VOLUME 26 EDITION 8
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EDITOR: RACHEL ZARKO

EAGLE POINT DISPATCH

UPCOMING EVENTS:

AUGUST 2ND: BUSINESS MEETING/WORK DAY
LABOR DAY WEEKEND: LONG TRAIN MEET



From the President's Desk:

The Hot Summer Nights meet was a great success. We had many members and guests show up to enjoy the weekend. We mostly had fun and skipped the reconstruction work that we are used to doing every weekend. I found myself wanting to get to work. The rain tried to slow things down a bit on Saturday, but we had a good time and even had a campfire at Cumberland that night with about twenty people. I have seen many posts on Facebook, showing members and guests having a good time. We are getting the word out that we're back. Be sure to tell your friends. Our Long Train Meet is next over Labor Day weekend.

Since the fire, we have accomplished so much. I will remind everyone that we had a goal in early April of getting to Cumberland by Hot Summer Nights. Instead, we have finished the mainline and most of the low line. We also retrieved our track and turnouts from across the street. Currently, we are working on the Crowder Creek bridge and the Eagle Point Loop trestle. By the time this article is published the trestle will probably be complete. Paul Boberg and Mike Peterson are working a plan to complete the Crowder Creek bridge. Progress is just starting, so please allow them the time to complete the bridge. Please see the article in this newsletter for more details.

While having the campfire at Cumberland Saturday night, our discussion revolved around how to improve the track that we have open. While the track is usable, we recognize the need to improve the track, especially on the low line where ballast is needed and many track sections have been replaced. We have now received a load of ballast but as you know many of our ballast cars were destroyed in the fire. I talked with Matt Irwin from Mid-South Live Steamers, and they are going to loan us four ballast cars and a side dump car for the next six months. This will allow us to get our track in order. The cars should be at the railroad by the time you read this article.

We plan on taking a break from rebuilding bridges while we focus on improving the operational track. This will include cleaning up the debris along the track and helping others rebuild buildings. Once Fall Run has passed and cooler weather arrives, we can then resume rebuilding the Mountain Route.

In other news, I talked to the Tennessee Agriculture Department and the Fredonia Estates HOA President. The Agriculture Agent I spoke with is asking for the costs that we incurred so that the state can include it in the list of expenses resulting from the fire that will be presented to the judge and the insurance company. I will work with Allison and the other directors to get that list together in hopes of being reimbursed. For more details, give me a call.

Lastly, I wanted to thank Rachel Zarko taking on the duties of newsletter editor. Thank you. I look forward to seeing you at the railroad.





Rebuilding the Eagle Point Railroad - Progress to Early July

by Jeff Benton

Photos by the Author unless otherwise credited.



Very soon after the fire, back at the end of March of this year, the phase one reconstruction goals were established and outlined as follows:

Goal #1 - Reach Saddleback Junction, from Eagle Point, across the Upper Stillhouse trestle.

Goal #2 - Reach further to Cumberland, via Leathergap and Morrison Junction.

Goal #3 - Restore the low line (from Morrison Junction through Daus, Grundy, and Fredonia).

- By mid-April the first two goals had been met.
- By the end of May, the lower Stone Creek trestle had been re-laid and the low line had been advanced through Daus to Hobbstown.
- By early June the Kimball Junction trestle was complete.
- By early July, the Hobbstown trestle and the Lower Stillhouse trestle were restored.

See the progress in green on the map to the left.

There is also much that happened behind the front lines of this critical trestle restoration.

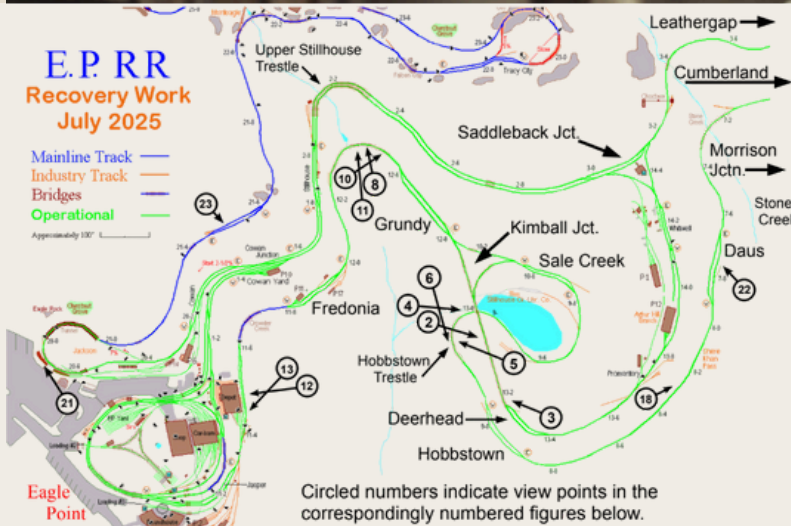


Fig. 1: The trackage that has been put back in service after repairs is shown in green. Blue trackage still suffers significant destruction. Map maintained by Dale King.

This progress enables two extremely important capabilities:

- First, the mainline now reaches Fredonia, the site of the Henry and Townsend train sheds, which had survived the fire. The Townsend train shed is now reconnected to the rest of the system while the Henry shed only needs ten feet of track to be connected to the soon to be rebuilt Crowder Creek bridge.
- Second, a continuous circular route is now restored from Saddleback Jct. to Deerhead, through Kimball Jct. to Sale Creek and onward through Hobbstown and Daus to Cumberland. From Cumberland, the original route back through Leathergap to Saddleback Jct. completes the circuit. We were ready to party at our Hot Summer Nights event in late July!



Fig 2: Larry Taylor at work on the Kimball Jct. trestle. This view of a small portion of this trestle shows how tall it gets. Mark McAllister photo



Fig. 3: Barry Garard and Larry Taylor discuss progress on the Kimball trestle. The orange tank in the lower left corner stored fresh water for mixing the concrete for new footings.

Randy Townsend photo
Tank supplied by Chris Kamin



Fig. 4: Dale King cuts a length of 2" x 6" while Barry Garard observes. Barry and Dale did a lot of the stringer and bent work on this trestle. Many others helped here as well.

Saw supplied by Chris Kamin



Fig 5: Dale installing one of the blocks between stringers to help keep them spaced properly. The Kimball trestle was done by mid-June and the focus shifted to completing the Hobbstown trestle.

These photos show the Hobbstown trestle before any repairs and after most of the repairs. The station of Hobbstown is just past the trestle's end, around the curve at the top of Figure 7.

Fig 6: Hobbstown trestle on April 13th. It almost looks like a black-and-white photo.



Fig. 6

Fig 7: Hobbstown trestle on June 29th. Now we see some green coming back.



Fig. 7

Fig. 8



Fig. 9



After track was secured across the Hobbstown trestle, work resumed on the Lower Stillhouse trestle. This began with the removal of the old, semi-rotten ties on June 20th as shown in Figure 8.
Barry Garard lead the large team here.

Fig 8: Randy Townsend demonstrates his patented method of dislodging old ties.

Fig. 10



Fig. 11



Fig. 9: Mary Newlon paints over 100 new ties!

Fig. 10: Josh Neely, right, and Dale apply concrete for the footings of the trestle legs.

Fig. 11: Joe Fabregas helps with the Stillhouse trestle.

While all the trestle rebuilding proceeded, much effort was still required far behind the front lines of the recovery. Track on the ground was also damaged by the fire. Track repair was needed to open the way for equipment and supplies to reach the Crowder Creek bridge replacement site. To reach this area from the west, where all the supplies for the new bridge are stored, the track behind the depot had to be repaired.

This effort included the installation of steel rail on curves, tie and track panel replacement, ballast spreading and tamping, and burnt tree removal.



Fig. 12



Fig. 13



Fig. 12: Andy Morrison replaces burned wood ties with new plastic ties.

Fig. 13: Mike Citak tamps ballast under newly installed plastic ties behind the Eagle Point depot. Karl Shaffer also joined this effort on June 28th.

Fig. 14



Fig. 15



Fig. 16



Fig. 14: Jeff Gammons cuts fallen trees in Sequatchie. Later he did wood chipping there and elsewhere nearby too.

Fig. 15: Rachel Zarko and Nick Porter making that old, dirty ballast fly while restoring the siding in Cumberland.

Fig. 16: Sandy Schmidt removes debris behind the depot on June 28th.

Fig. 17



Fig. 18



Fig. 17: Mike and Larry build a curved track panel in the Eagle Point shop.

Fig. 18: Track panels ready for installation near mile-post 8-2 on the low line.

Another example of work behind the front lines is that of Larry Taylor and Jeff Benton replacing aluminum rail with steel rail on the outside of the curves in the Saddleback wye. An engine had been derailling there. These two also repaired a Sun kink in new track at Grundy. Back at Eagle Point, several members worked to remove debris from the site of the Warren car-barn including Sandy Schmidt, Dan Watson, and the Morrisons. Grace Mynatt cleared brush between our parking lot and Hobbstown Road. She also helped with the rebuilding of the Lower Stillhouse trestle.

Track repair and maintenance, be it panel installation or tie replacement, usually requires additional ballast and tamping to finish it off. While the Eagle Point's wooden ballast cars burned in the maintenance-of-way barn, certain steel cars survived. They still needed repairs and maintenance, though. Larry Taylor was the main driver of these car repairs with some help from the author. These repairs went as far as fixing a wobbly wheel on one of the hoppers.

Fig. 19



Fig. 19: Hopper cars under-going repairs at the Eagle Point shop.

Fig. 20: Larry cuts and installs a bushing to secure and true-up a hopper car's wheel.

Fig. 20





Fig. 21



Fig. 22

Once the hopper cars were rolling and could reliably dispense ballast again they were put back to work as demonstrated in **Figure 21**. It shows Mary and Ron Newlon loading a newly repaired hopper on Saturday June 28th. They then put this car into their train and took it to Daus. **Figure 22** shows Ron laying down this new ballast near mile-post 7-8 in Daus. The Newlons also leveled and tamped main track in Cumberland.



Fig. 23

A remarkable facet of the recovery has been the return of the signal system, thanks to Steve Wassell and Dale King. This work has often preceded the track and trestle progress so that when a portion of the line is reopened, the signals are ready for the resumption of traffic. And there was traffic with work trains taking tools, materials, and crews to the various reconstruction sites.

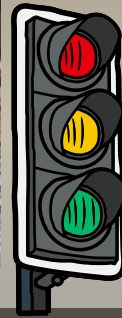


Fig. 23: Steve Wassell, right, and Dale King work on a signal post.

Andy Morrison photo.

Fig. 24: The last of the track reclamation at the old Jamison place across the road on May 31st.

Grace Mynatt photo

Fig. 25: Yong Wirth and Robert Valdez delivered fire buckets on June 30th. They filled and set out many and left some at Eagle Point.



Fig. 24

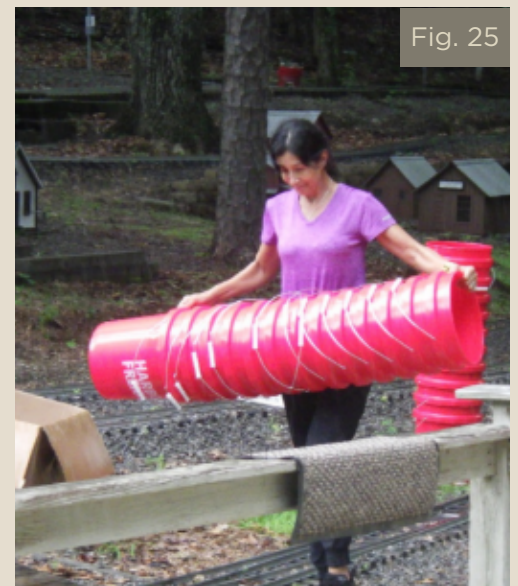


Fig. 25

Thank you!

As before, Allison Mattox-King continued to handle the financial side of all the repairs. Many also helped with the meals, such as: Ginger Morrison, Mary Newlon, Martha & Jeff Gammons, Sandy Binkley, Randy Townsend, Dan Watson, Que Morelli, Sandy Schmidt, Rebecca Garard, "G" Miller, Glen Williams, and Deborah Mynatt.

As in previous articles, I suspect that some folks were missed in this review. I know a few efforts were omitted; there's just not room for them all. Thanks go to everyone who helped with these repairs after the fire. Thanks to your efforts we have the majority of the railroad to enjoy the rest of this summer and for our October events, including a celebration of the 25th anniversary of the Eagle Point Railroad... all in about three and a half months!

The following participated in the restoration from the end of May through early July:

Barry Garard
Larry Taylor
Jeff Benton
Mike Binkley
Paul Boberg
Mike Citak
Jayden Comer
Robbie Comer
Joe Fabregas
Jeff Gammons
Martha Gammons

Rich Garber
Kevin Henry
Matthew Henry
Dale King
Allison Mattox-King
Lloyd Koon
Gudrun 'G' Miller
Bill Krippner
Wendy Krippner
Brad Malone
Ryan Malone

Mark McAllister
Andy Morrison
Ginger Morrison
Deborah Mynatt
Grace Mynatt
Josh Neely
Ron Newlon
Mary Newlon
Mike Petersen
Nick Porter
Rachel Zarko

Chuck Priputin
Sandy Schmidt
Karl Shaffer
Chris Townsend
Randy Townsend
Dan Watson
Steve Wassell
Glenn Williams
Robert Valdez
Yong Wirth



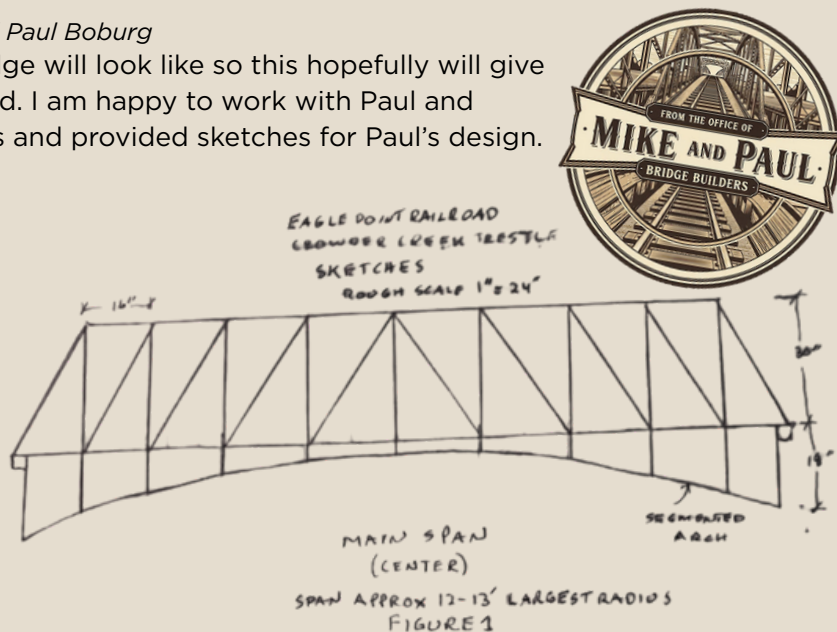
Extra! Extra! Read All About It!

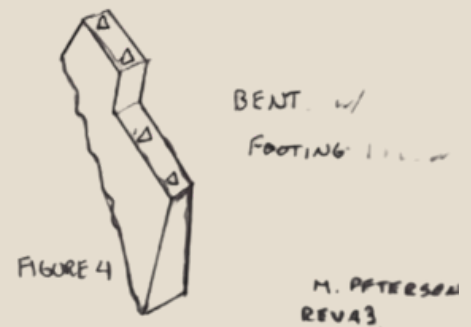
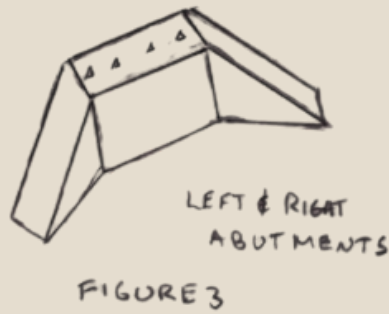
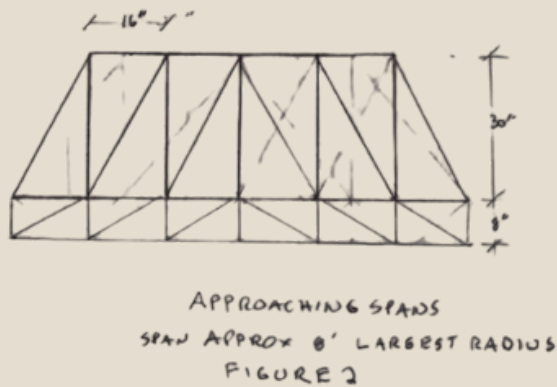
CROWDER CREEK BRIDGE BUILD UNDERWAY!!

By Mike Petersen and Paul Boburg

Many of you have asked about what the new bridge will look like so this hopefully will give you some clarity of what Paul has in his head. I am happy to work with Paul and accomplish his vision. I have worked the numbers and provided sketches for Paul's design.

Background: The Crowder Creek span is about 78 feet, featuring steel trusses over 8 segments of a 65-foot radius curve, using a Warren Style truss design. The design will accommodate a double track (near term single track) mainline with two trusses above the track deck on the outer most edges of the width and two trusses centered below the deck. The center span (**Fig. 1**) is 12.5 feet long, while each approaching span (**Fig. 2**) is 7.5 feet long. The center span will rest on short bents atop existing concrete pillars, and the approaching spans will have footings (**Fig. 4**) above grade level for four-legged steel bents, designed with a step down or offset top to match the hill's slope. New poured concrete end abutments will also be constructed (**Fig. 3**).





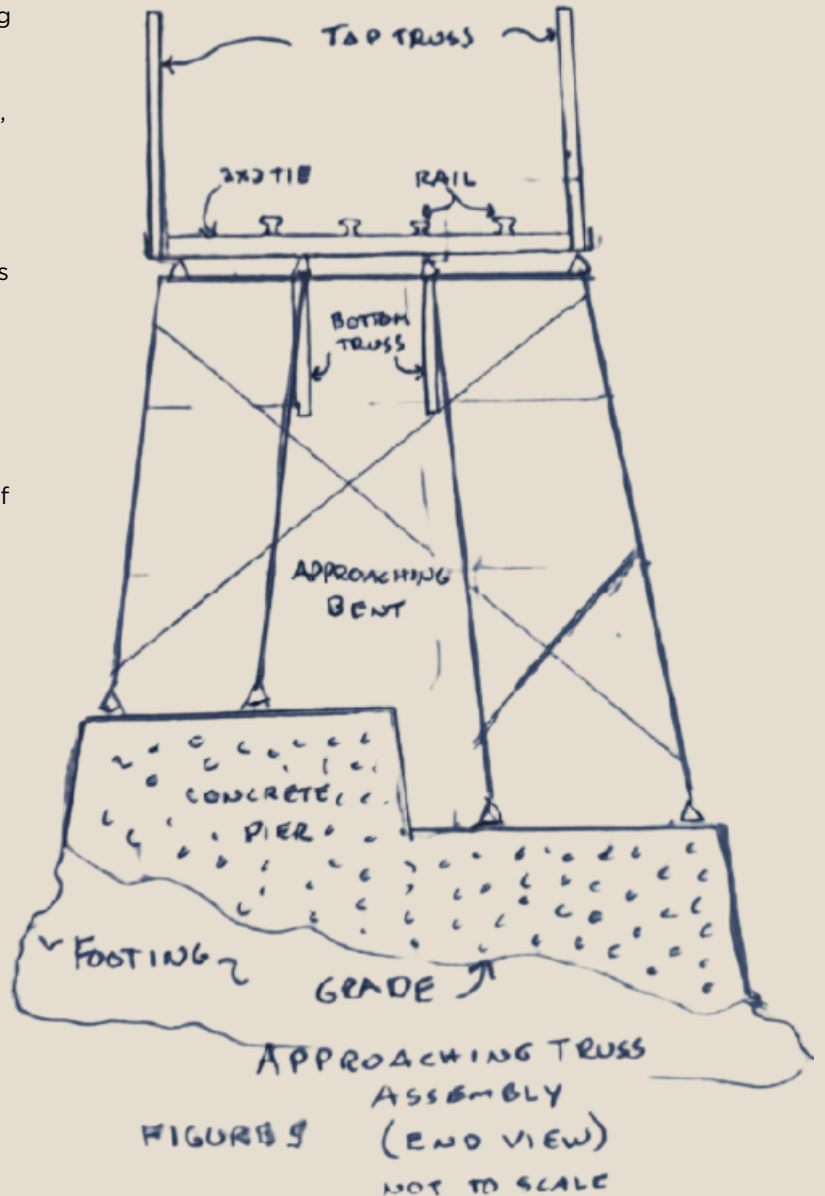
Design: The center span upper truss will be 30" tall with welded vertical and diagonal members, featuring aesthetic gussets on the outside. Vertical spacing is about 14-16", varying from inner to outer trusses. The lower truss will have an arch design, 6-8" high in the middle and 14-18" at the bents. Seven identical segments will form the approaching spans, with the upper truss resembling the center truss and the lower truss being an inverted version at approximately 8" high. Each truss will have one pinned support and one sliding support for expansion. All trusses use 1"x1" 16 ga square steel tubing, except the upper truss's bottom chord, which is 1-1/2" x 1-1/2" x 1/8" angle. Details on the bent design, consisting of four legs with cross bracing, are forthcoming.

Fabrication: The bridge fabrication process involves constructing spans with four trusses each, featuring varying lengths due to the curvature of the span. The two outer trusses are positioned above the track line, while the two inner trusses are below it. Each truss is straight, not curved, and is crafted in its own jig to ensure precision. The approaching spans also have four trusses, each with different lengths but similar in pairs. To facilitate this, four separate jigs will be constructed to allow the fabrication of seven identical trusses for each of the four different lengths and types.

Once all trusses are fabricated in their jigs, they are fully welded, likely outside of the jigs, and then ground to remove any excess weld and splatter. Afterward, they are cleaned and prepped for a primer coating before being transported to the bridge location for assembly. Each set of trusses is light enough for four people to carry from the fabrication site to the bridge area.

Assembly involves using two upper and two lower trusses, with wood ties, likely measuring 2x3, attached to the angle iron of the upper trusses and the top chord of the lower trusses once all four trusses are secured in place. Cross bracing will be applied between each upper truss and over the lower truss, with diagonal cross bracing on the lower trusses as well. These wood ties do not contribute to the structural support of the trusses.

The approaching piers will be constructed as cast-in-place concrete piers on a spread footing below ground (Fig. 5). Forms will be created to produce a prototypical concrete tier for supporting each approaching bridge segment. The piers nearest the center span will be built first, as they will be slightly taller than those further from the center span. Once each pair of piers is poured and the forms are removed, they will be trimmed down for the subsequent ones. This design serves both aesthetic purposes and prevents the accumulation of dirt and leaves around the bents.





Please welcome Rachel Zarko as our current newsletter editor. This is much appreciated by me after being your newsletter editor for the past 12 years.

As a reminder, this newsletter is for you, the club members. We do our best to report what is happening on site at the EPRR, and Dale King, our secretary, has been amazing at keeping us all up to date with weekly updates. However, the newsletter doesn't write itself. Members are encouraged to submit articles for publication on anything train/railroad related—trips you have taken, shop time, what you are building, and the like. We would all love to read about it. Pictures are welcome too. Submit your information to Rachel at **teacherlady.rkz@gmail.com**

I look forward to reading the upcoming newsletter, and again, many, many thanks to Rachel for accepting this position.

Allison Mattox-King, Past Newsletter Editor

TRACKSIDE TIMES



- Rick Henderson, a long-time CSME member, passed away unexpectedly.
- Nick Porter visited the Big South Fork Scenic Railroad in Stearns, KY for the first time.
- The ACME Warehouse and Anvil were placed at Cumberland.
- The FIRST EVER Long Train Meet was scheduled for Labor Day Weekend!



- On July 18th, we hosted the Cub Scout Pack from Hixson, TN, and we paid tribute to Staff Sergeant David Wyatt—a scout leader, father, and victim of the recent shooting in Chattanooga. Larry's caboose was draped with an American flag, and the flag on the pole was lowered to half-staff. Additionally, we welcomed a family group from the English Auto Society, a British car club based in Knoxville.
- The 'Pride of the Ride' T-shirt photo contest was launched! Club members were encouraged to submit their best photos, which could be featured on a club T-shirt, offering them a chance to earn some bragging rights!
- Hot August Nights was moved to the 8th.



- All members were cautioned about the risk of falling trees and encouraged to remain vigilant at *all times*!
- Dan Davis generously donated the official timepiece of the EPRR: a double-sided Howard Miller Luis hanging clock.
- Members were reminded that educational visits should be documented and include railroad history, safety discussions, and insights into the EPRR as a model of a short line railroad.
- Club Membership reached 169 members with 7 additions in July.



- Steve Wassell completed the 'Dakota 4' prototype riding car in June.
- Al Greene joined the club as a member.
- The track crew started work on the Jasper Siding at the west end of the Fredonia Branch.
- Dwayne Biggs installed an Ozone Water Purification Device to the water system for steam locomotive use.