



TIES AND RAILS

The Monthly Publication of the Crossville Model Railroad Club

May 2025



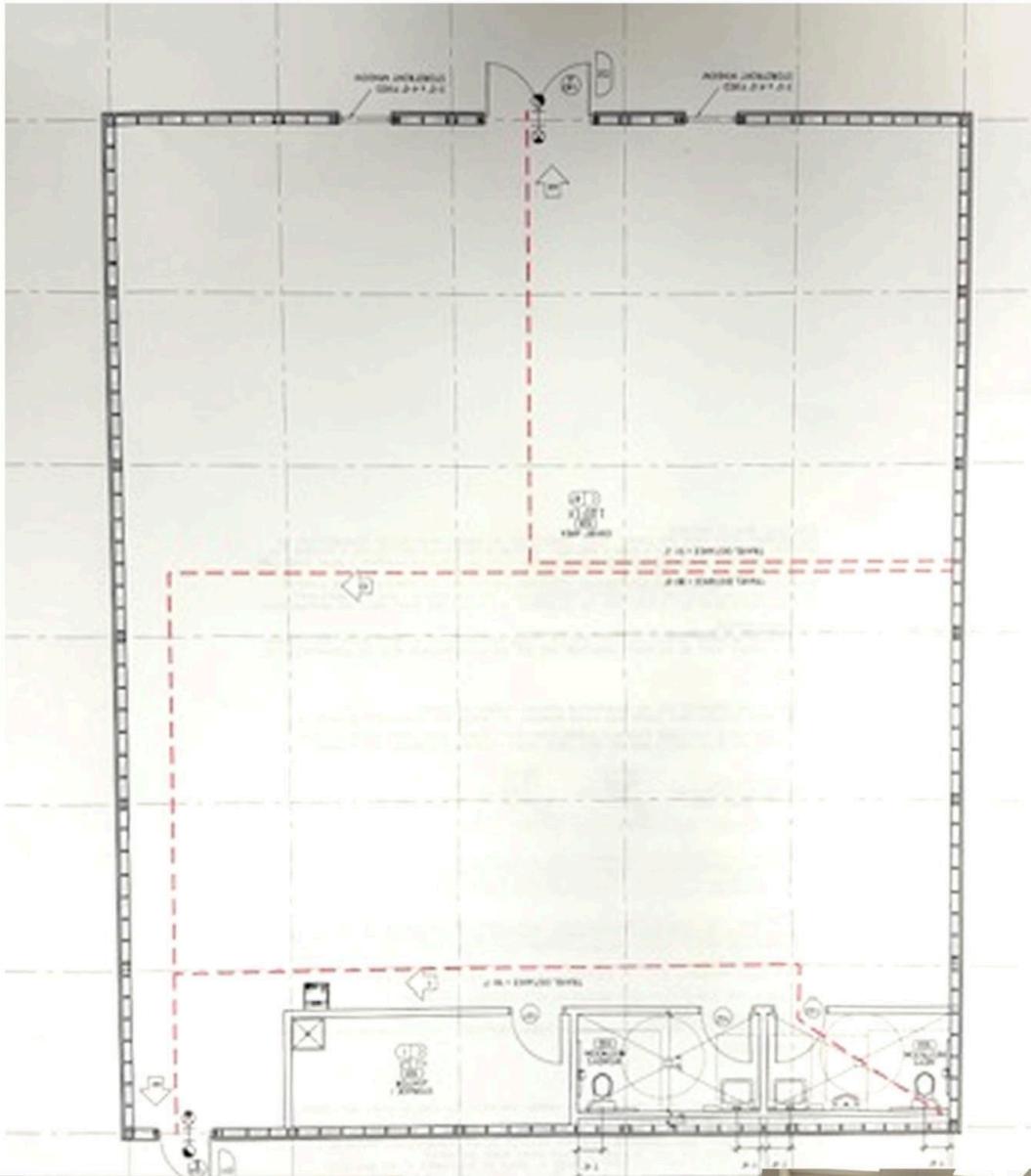
Persident's Corner

Well for those who missed the last meeting, some progress is being made on our new location. Ann brought a basic set of architectural drawings for everyone to review. She also had a hiccup at the state level. It seems that the paperwork for the Gas station tank removal was not properly submitted at the state level. Ann and Jim, along with the contractor, are working to resolve this issue. Latest update is that new soil samples are in the process of being evaluated. The results of the soil sample will not be available by the time we have our General Membership Meeting on 12 May 2025. Another topic is our summer picnic is in the planning. Ann and Jim will be hosting again this year. They will need members to volunteer for both set up and tear down. Please help us have a great picnic and volunteer to help.

I hope you are enjoying your trains. I am with my 2 new Broadway Limited Berkshire (Lima) engines.

Ed Potts, President

**Roane State Campus, Cook Rd
Just past Stone Memorial High School
Board Meeting May 5th 10am at Library
Monthly Business Meeting May 12th 2025
Social Hour 3:30 Members at 4pm**



Plan Review
At the April meeting Ann displayed the plans for our new building for member review. They will also be at the May meeting as well.



**LARGE
HO SALE
Saturday
MAY 3rd
9-Noon**

other hours by appointment

Items include

Assembled Buildings

Building Kits

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**I and other members will
be selling at the May 10th
show in Lebanon, TN**

**IMPORTANT
INFORMATION**

**SURVEYOR TO ATTEND
MAY MEETING**

Chuck Burgess, the man that did our Environmental & Civil Engineering survey, will be at our next club meeting, May 12, to bring the membership up-to-date on what will be happening on the property before we can break ground. This project has taken a few turns this week as I have had a 3-way phone conversation with Chuck and the man from the state and myself. This occurred on Wed. April 23, then on Friday, April 25 we had a phone hook-up with these 3 and a lady from the state in the legal department. She presented me and Chuck with some options--which Chuck will explain at the meeting. Be prepared to ask questions.

Ann G. project manager

CLUB PICNIC



The annual
club picnic will be held on
Monday, August 11th at 5pm.
Hosting again will Jim & Ann
at their home at
5841 Taylors Chapel Rd.
Hamburgers and hot dogs
provided by the club.
All you need is a covered
dish, chairs and drinks.

**Sign up sheet at the June and July meetings.
For more info, call Ann at 931-742-1824**

History of Ed's latest addition to his Boston and Maine layout #4023 & #4024.

The Boston & Maine owned 25 2-8-4 type locomotives which the railroad styled "Lima" type, rather than the usual "Berkshire," because they were all constructed by Lima Locomotive Works. These B&M "Berks", numbered 4000 through 4024, had a very distinctive appearance. The feed water heaters circled the crown of the smoke box and lent a cavernous look to the front of the locomotive. The first group of 20 engines and designated Class T-1a, arrived in 1928 and had 63" diameter drivers, 27.5" x 30" cylinders, a boiler pressure of 240 psi, they exerted 66,500 pounds of tractive effort and each weighed 390,200 pounds. The last five, designated Class T-1b, were delivered in 1929 and were similar except they had a tractive effort of 68,990 pounds and a weight of 403,000 pounds. No. 4016 of that group appears in this 1948 view, photographer not identified, furnished by Carl Weber. The B&M 2-8-4s were near duplicates of the pioneering Boston & Albany Berkshires, but were distinguished by their extended Coffin feedwater heaters which required their headlight to be mounted above the pilot. With 63-inch drivers, they had a boiler pressure of 240 p.s.i. and cylinder dimensions of 28x30 inches. The T-1s developed 76,160 pounds of tractive effort; the T-1a class weighed 390,000 pounds and originally came with four-wheel trucks on the tenders but later they were replaced by six-wheel trucks. Continued on page 8

A SPECIAL THANK YOU

I would like to thank Dodie Self and John Benedetti for the snacks last month and this month Bruce Herring and Tracy Scrimsher will be providing the snacks for our May 12 meeting. Ann

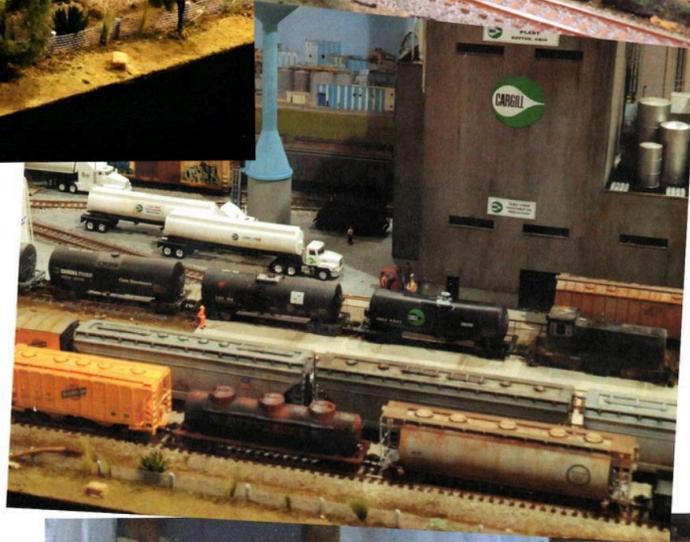
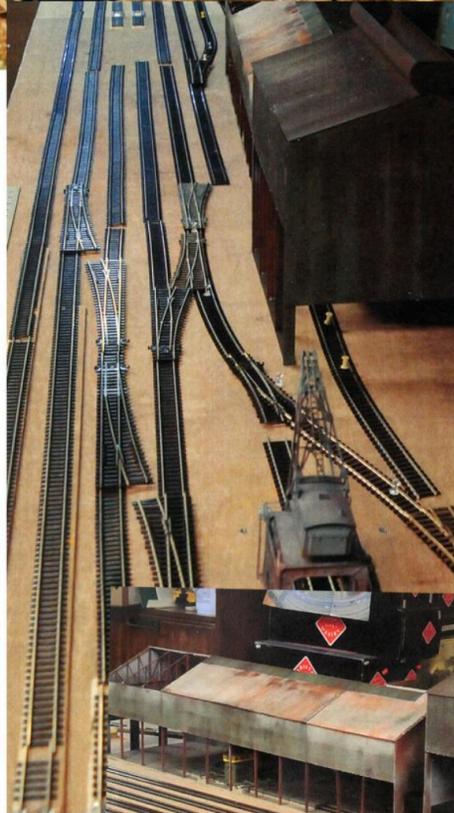
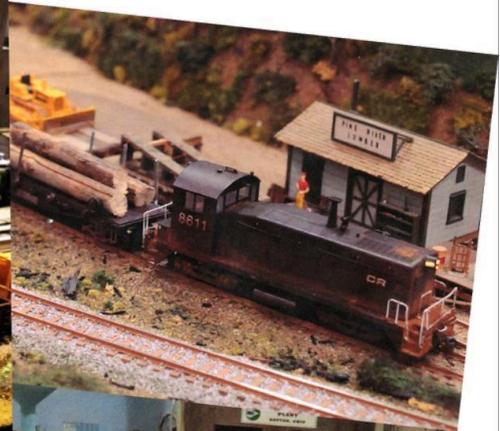
My Previous Layouts by Pat Taylor

On the next two pages I am featuring two of my previous layouts (modular) which were part of the Miami Valley Modular Railway Club out of Dayton Ohio. This is the club which had made four trips to Crossville in support of our train shows and training sessions.

My first modular featured a Cargill processing plant and had lots of action and detailing. I love weathering rolling stock and buildings. I also really like to do ground detailing as that makes it so much more interesting. Also on this modular was an abandoned Purina plant which Cargill is rehabbing.

At the bottom of page 6 are three photos of my steel mill which was destroyed by a fire prior to completion during a garage fire here in Crossville. The fire also damaged the first modular melting any soft plastic and it also destroyed three engines and six pieces of rolling stock. However the majority of the layout was salvageable. See pages 5-6







SPRING TRAIN SHOW

Sponsored by the Music City Train Collectors Association

Saturday, May 10th
9am - 3pm

Location: **Tennessee Building**
Wilson County Fairgrounds

945 East Baddour Parkway

945 US-70, Lebanon Tennessee

Admission \$8 Children under 12 Free

CMRC MEMBERS WILL BE THERE SELLING

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**All 50 "I Love" state boxcars plus
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\$1,500 Firm

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423-881-3473 or 423-326-6156**

From the beginning, the B&M had problems with their Lima built "Berkshires". The problem was with the trailing four-wheel truck. Because of the large firebox and large ash pan the locomotive had to have an articulated frame. The back end of the firebox had to rest on a moving base and it was subject to buffeting and twisting, resulting in chronic leakage at the mud ring, side sheet stay bolts and the throat sheet, as it tried to wiggle from side to side to follow the motion of the trucks. Also, this arrangement would sometimes cause the rear wheels to derail while backing up. Additionally, the T-1a had a traction rating of 3.4 and after modification the T-1b had a change in weight distribution resulting in a traction rating of 3.8, this was closer to the desired traction rating of 4.0.

During the closing months of World War II, the western railroads were in dire need of motive power to handle the shift in material and personnel from the European front to the war in the Pacific. The Boston & Maine was never really satisfied with its Lima built "Berkshires" and jumped at the chance to help the war effort and to unload its "lemons". 17 of these engines were towed by diesel and crossed the country from its North Billerica, Massachusetts, to the Southern Pacific (10) and to the Santa Fe (7).

Roster

Class	Qty.	Road Numbers	Year Built	Builder Notes
T-1a	20	4000-4019	1928 Lima	1,4
T-1b	5	4020-4024	1929 Lima	2, 3, 4

Notes

1. Numbers 4000, 4002, 4005, 4006, 4009, 4010, 4012, 4013, 4014 and 4019 sold to the Southern Pacific in 1945 and became SP numbers 3500-3509. Numbers 4001, 4003, 4004, 4008, 4011, 4015 & 4018 sold to the AT&SF in 1945 and became AT&SF numbers 4193, 4197, 4794, 4195, 4196, 4198 and 4199 in that order. Number 4017 scrapped in 1948. Number 4007 scrapped in 1949. Number 4016 scrapped in 1950.
2. Number 4024 scrapped in 1946. Number 4020 scrapped in 1947. Number 4022 scrapped in 1948. Number 4021 scrapped in 1951.
3. Number 4023 was used as a yard steamer in the yard 1954-1955 and scrapped in 1955.
4. There are no surviving B&M 2-8-4 "Berkshire" type locomotives.





Ed's Home layout featuring his new steamers.



Model Railroading could be facing a looming extinction event

A Boston & Maine/Central Vermont pool train operates through Bellows Crossing in this early 1980s scene on George Dutka's HO scale White River Division.

The beloved hobby of model railroading, a cornerstone of American culture for generations, faces an existential threat. As the toy and hobby industry grapples with potential new tariffs, small and mid-sized businesses find themselves on the brink of collapse. The proposed up to 145% tariff increase could spell doom for an entire sector, reducing it from a vibrant niche to a relic of the past.

At the heart of this crisis lies the unique economic structure of the model train industry. Unlike mass-market products, model trains operate on razor-thin margins, typically 15-20%. The industry relies heavily on pre-selling, with 95% of products sold months before arrival. This leaves no room for sudden price adjustments when shipments arrive, making the proposed tariff increase catastrophic.

The nature of model train production further compounds the problem. These are not mass-produced items but highly specialized, low-volume products. The costs of tooling and engineering are spread across small production runs, meaning there's no economy of scale to offset the tariff's impact. Whether a company produces 2,000 or 10,000 units, the fixed costs remain high, making any significant tariff increase devastating to the pricing structure.

Some might suggest moving production domestically, but this solution is neither economically viable nor logistically feasible. Labor and compliance costs in the U.S. are 5-10 times higher than in Asia. More critically, the specialized infrastructure required for model train production—including tooling, mold-making, and specialty die-casting—no longer exists in the United States. Decades of outsourcing have left the country without the plants, parts, or trained labor to match the precision and efficiency of Asian manufacturers.

It's crucial to understand that these tariffs miss their intended target. Model trains and similar hobby products are not subject to dumping or unfair subsidies, nor do they pose a threat to national security. These legacy products, deeply embedded in American culture, were previously distinguished by the Section 301 exclusion process, but its removal now lumps them with mass-market imports that operate on much larger volumes and margins.

The consequences of this tariff threat are already unfolding. Inventory is frozen, orders for future seasons are being canceled, and production lines have ground to a halt. Small importers find themselves unable to clear containers or finance future shipments. Retailers are not receiving pre-ordered stock, and entire product lines are being shelved indefinitely.

If this tariff increase stands, it won't just lead to temporary price hikes. It threatens to eradicate a uniquely American subculture, leading to permanent closures and the disappearance of generational brands that have been fixtures in the hobby for decades.

Continued on next page

The model railroad industry isn't seeking a bailout or special treatment. Rather, it's calling for the reinstatement of the Section 301 exclusion process—a targeted tool that recognizes the economic scale, cultural significance, and trade harmlessness of this industry. Without such recognition and action, a cherished piece of American life may soon vanish, taking with it not just businesses and jobs, but a rich tradition of creativity, craftsmanship, and community.

As one industry insider poignantly stated, "If this stands, it's not a temporary price hike—it's the end of a uniquely American subculture." The clock is ticking, and without intervention, the model railroad industry may indeed face its final stop.

**Vendors who have worked for or assisted the club or members.
Do you have an recommendations to assist other members?**



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UPPER CUMBERLAND RAILROAD SOCIETY CLINIC

Our first quarterly Educational Clinic. of 2025 , titled 'Wiring – Track – Part 1', was held on March 15, 2025 at St. Francis of Assisi Church in Sheehan Hall in Fairfield Glade, TN. The Clinic was presented by Paul Falk, one of our BOD Officers, and in-house Technical Experts. Topics included how to Improve wiring reliability. Making DCC more reliable and the basic functions needed for reversing loops.

You can find a pdf version of the PowerPoint presentation on the UCRS website at www.uppercumberlandrailroadsociety.org . Go to the Education tab and select 2025 Clinics.

The second quarter clinic, Wiring – Track – Part 2 is scheduled for Saturday May 24, 2025 at the same location. This clinic will delve into the intricacies of how to wire the dizzying array of turnouts. Yes, they are not all the same.

Watch for the signup announcement in late April, or early May, and be sure to Register by contacting us at Uppercumberlandrailroadsociety@gmail.com to reserve your seat.

2 0 2 5 S E R C O N V E N T I O N

- Thursday Evening Welcome Reception
- Clinics on Friday & Saturday
- Layout Tours
- Operating Sessions
- Non-Rail Activities
- Saturday Evening Banquet



SMOKY MOUNTAIN RAILS

2025 Southeastern Region Convention

September 18-20, 2025

Gatlinburg, TN

2025SERConvention.org

info@2025SERConvention.org

