



# THE Lantern

December 2009

Volume 14 Number 12

## Merry Christmas from the BBMRA!



**Sam and Linda Miller's Christmas Open House  
Friday, December 11<sup>th</sup> – 6:30 to 9:30 PM**

Thomasville Rd

Centerville Rd

Sam's house

3008 Stillwood Court

Woodgate Way

# 2010 BBMRA Generally Elected Officer Slate

Per our bylaws here is the proposed BBMRA officer slate for 2010: President – John Sullenberger, Vice-President – Bill Thompson, Treasurer – Bill Boyle and Secretary – Lyn Heath. Elections will be held during the January 2010 Annual Business Meeting. Nominations can be taken from the floor prior to the elections.

## Timesaver Layout to be run at Lemoyne on December 12<sup>th</sup>

The event starts at 1 pm. Joe Haley could use some volunteers to help with set up, operations and tear down.

## Veterans Memorial Railroad Christmas Run

Christmas run days come around on December 12<sup>th</sup> and December 19<sup>th</sup>. The 12<sup>th</sup> will start after the Christmas parade and the 19<sup>th</sup> will start at 6:30. Both should end by 10:30.

## Can You Solve This Switching Puzzle?

By Larry Benson – *Fourth in a series of five articles.*

Here's a switching puzzle you might enjoy solving:

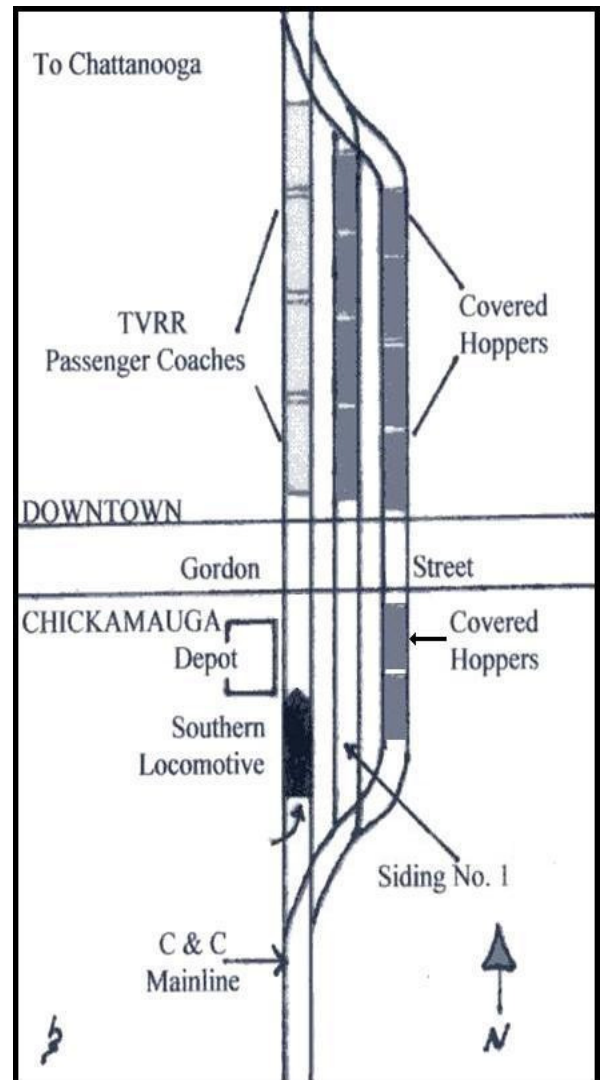
When Shirley and I were in Tennessee in July, we rode the Tennessee Valley Excursion Railroad (TVR) from Chattanooga to the little picturesque village of Chickamauga, Georgia located at the site where the 1863 Civil War Battle by the same name was fought.

Three tracks run north and south through Chickamauga – the C&C main line (formerly TA&G) and two parallel sidings. When we disembarked from our TVR coach in downtown, our motive power - a Southern locomotive - was sitting on the main line blocking automobile traffic on Gordon St., the main shopping and traffic artery through town. Our passenger coaches were uncoupled north of the crossing and the diesel was moved farther south where it was parked by the restored 1888 Central of Georgia depot. [See nearby drawing.] The coaches remained on the main line north of the crossing.

Only one locomotive provided power for our journey. That meant the engineer had to perform a "run-around" to couple onto the other end of the train for the return trip to Chattanooga. The diesel had to be on the "head end" so the engineer could watch for errant motorists at several unguarded flag crossings along the route. Emergency stopping probably would not have been much of a problem because our loco idled along at about five miles an hour!

However, before our excursion could start the return trip to Chattanooga the engineer had to solve a "Switching Puzzle." As the drawing shows, the north side of siding #1 and both the north and south sides of siding #2 were blocked at the Gordon Street Crossing by cuts of parked covered hoppers.

Can you solve this Switching Puzzle? What movements would an engineer in this situation have to make in order to couple onto the head end of our passenger cars?



E-mail your solution to me [larben75@comcast.net](mailto:larben75@comcast.net). The answer about how our TVR engineer accomplished the "run-around" will appear in the next issue of *The Lantern*.

Abbreviations: **C&C** - Chattanooga & Chickamauga / **TA&G** - Tennessee, Alabama & Georgia / **TVR** - Tennessee Valley RR