



THE Lantern

July 2008

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Meeting Entrance

July 15th Meeting: at the OLD Tallahassee Antique Car Museum

The OLD Tallahassee Antique Car Museum is located on Mahan Drive just east of the intersection of Capital Circle and Mahan Drive. The meeting will begin with a catered dinner at 6:45 and continue with a regular meeting at 7:30.

Menu: "Breakfast in the Evening": eggs, grits, bacon, sausage, biscuits, juice and/or tea and fruit for desert, all for \$6.50 per person.

We need as good a body count as possible, so please RSVP to me (John Sullenberger) by Monday, July 14th: I can be reached by telephone at (850) 562-5137 (h) or (850) 544-1870 (c) or (850) 410-8425 (w) or via e-mail at sullyjws@aol.com.

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On behalf of Linda Curry (our caterer) from the Board by John Sullenberger

During the June dinner an unpleasant situation occurred: we ran out of food. The caterer prepared dinner for the June meeting based on the number of attendees from the May (38) meeting. The June meeting was well attended (49) and we ran out of food.

We do not want to make reservations a must, but the Board would like members to let me know (to the best of their ability) if they plan on eating prior to the meeting. So, if you plan on dining with us prior to a meeting please contact me by Monday night prior to the meeting. (John Sullenberger: by telephone at (850) 562-5137 (h) or (850) 544-1870 (c) or (850) 410-8425 (w) or via e-mail at sullyjws@aol.com).

Tallahassee Model Railroad Show & Sale Recap by John Sullenberger

The 2008 Tallahassee Model Railroad Show & Sale went well and was much better attended than last year. The gate this year was 444 (paid) at the door. Counting children we had somewhere between 800 and 1000 attendees. Last year we only managed a gate of 218, so we more than doubled our gate this year. We did have good member attendance as well. There were a few problems and concerns, but thankfully none were serious. All but one of the vendors showed up (a death in the family took him straight from a vacation in North Carolina to Alabama). Most of the vendors did OK and said they would be back next year. The 2009 Tallahassee Model Railroad Show & Sale is tentatively scheduled for June 20, 2009 at the North Florida Fairgrounds in building #4.

Thanks to the BBMRA Membership by John Sullenberger

As noted above, the BBMRA did have good member attendance: fifty-six of eighty-six members helped with either the set-up, tear down, layout operations or just showed up to add moral support.

I would like to thank the following members: Jim Amidon, Bill Atkinson, David Barth, Bill Bell, Larry Benson, Paul Beverly, Trip Boldt, Bill Boyle, David Brazell, Brent Brock, Ken Brock, Ronald Clark, Ray Clyatt, Dick Daniels, Sim Dekle, Louis Diven, Jim Duncan, Cindy, Gary & Nathan Durrett, Garth Easton, Eric Ecklund, John Edrington, Beth Edwards, Mitchell Green, Drew Hackmeyer, Terry Hague, Joe Haley, Lyn Heath, Jack Herzog, Carlton Ingram, Barrett Johnson, David Kerns, Dan King, Randy Lombardo, Roy Mantooth, Sal Martocci, Jim McGill, Gordie Meade, John Meister Sr, Sam Miller, Bob Moody, Harold Odom, Calvin Ogburn, Russell Owens, Bob Pope, Tom Rice, Paul Richter, Robert Ruggles, Paul Schneider, Herman Schol, Ed Schroeder, Sandy Scott, Michael Simpson, Bill Thompson, Ron Villella and Bobby Woodard. Please let me know if I've left anyone off the list. I culled it from the sign-in book and from what I can remember. And this year we finally had enough extension cords.

Thanks to the Division Coordinators: Garth Easton, (Small Scale), Randy Lombardo (Large Scale) and Sam Miller (HO Scale) for their outstanding work in preparing the layouts for the show. Special thanks to Bob Woodard for bringing and operating his N Scale layout and to Joe Haley for his continued support of the "Time Saver" switching layout.

Thanks to “Out-of-Town” Live Steam Assistance by John Sullenberger

I would like to thank Larry Newman of Pensacola, Harold Dunsford from Dundee (president of Ridge Live Steamers) and John Gilbert from Bonifay for attending and helping our live steamers.

Special thanks to Larry for operating his custom model of an early version Mason-Bogie. *(A Mason Bogie is a type of articulated steam locomotive suited for sharp curves and uneven track, once commonly used on narrow gauge lines in the United States. (From Wikipedia, the free encyclopedia)).*

Harold brought an array of steam engines with custom built rolling stock appropriate to the loco. Harold had also constructed the superb portable track layout used by the live steamers. Harold has built numerous locomotives, steam boat and models of steam engines that demonstrate the workings of various historic examples.



Information about the Ridge Live Steamers (RLS): RLS is a 7½" gauge railroad that currently has over 4,200 feet of mainline with an additional 7,300 feet in sidings and yards. We are in the process of extending our mainline by an additional 2,700 feet. We also have a 180 foot, 3-track loop of elevated Gauge 1 and G-Gauge. Stationary and steam traction engines are also welcome. (www.geocities.com/ridgelivesteamers)

Minutes of June 2008 BBMRA Membership Meeting

The June 17, 2008 Membership Meeting was called to order by President Barrett Johnson at 7:30 pm in the Banquet Room of the old Antique Car Museum. Forty-nine people were present.

Minutes: Minutes of the May 2008 meeting, as published in The Lantern, were accepted.

Treasurer's Report: Bill Boyle reported a balance of \$366.49 in the checking account as of this date. \$1400.00 was paid for rental of the building at the Fairground plus \$300.00 cash for door change. All debts have been paid for purchases made by each scale division.

Division Reports:

Small Scale: Garth Easton announced they would be meeting after the regular meeting.

HO Scale: Sam Miller announced there was nothing new to report.

Large Scale: Randy Lombardo reported they have a new figure 8 expanded track for Thomas. He also thanked Larry Benson for the articles about the Train Show he provided to several magazines.

Veteran's Memorial – Bristol: No Report.

Switching Layout: Joe Haley reported the layout was ready for the show and they have 100 more Junior Engineer Certificates to award.

Antique Car Museum Update: No update.

Train Show: John Sullenberger reported the main entrance to the Fairgrounds will be blocked due to the car dealer show being held Friday, Saturday and Sunday. He said the best way to get into the Fairgrounds would be from Paul Russell Road at Gate 1. Set up for the show will be Friday from 1:00 to 5:00pm and Saturday beginning at 7:00 am. The official time for the Show is 10:00 am to 5:00 pm Saturday. Extension cords are needed, so if anyone has some please bring them. Layouts need to be operating no later than 9:30am. John announced 74 tables have been sold so we are going into the Show in the black. All members need to sign the members' sign-in book as they come in the door.

Operating rules were passed out at the last meeting. All personal trains must be operational at the Show - derail 3 times and train must be removed. Any rehab work on personal trains can be done at the Antique Car Museum. Those who help set up and work for the Show get 1st shot at running their own trains. Division Coordinators will make the decision when and who runs their personal trains.

Anyone wanting a member badge for the Show needs to see John. John said he would not be printing badges for all members due to the high cost of the badges (around \$75.00 per 100).

Good of the Group Comments, Etc.: Larry Benson announced that last October a Public Relations Committee was formed to help John Sullenberger with activities. The committee members are Dan King, Sal Martocci, Larry Benson and John. The Committee was able to get information/articles about our Train Show in Model Railroader, Going Places with AAA, WCTV, WTXL, Tallahassee Democrat Master Calendar, Limelight, and a 30 second script with several radio stations. FACC requires so many minutes per day for public service announcements. There was an attempt to get the Train Show information into the school system but they were having trouble confirming whether BBMRA was a profit or non-profit organization. Fliers were passed out at Folkston and other meetings and train shows around the area. WFSU shot some footage on 6/11 at the Antique Car Museum which included information regarding BBMRA.

Program: Chester Henson, PE, Chief Engineer with the Florida Department of Transportation gave a presentation, including a slide presentation, on Traffic Design Standards for Railroads. He also provided handouts. The DOT has a railroad unit that covers railroad crossings, pavement markings, etc. There are two websites that provide great information for modelers that are interested in layout accuracy. They are mutcd.fhwa.dot.gov and dot.state.fl.us. If you go to the dot.state.fl.us website, go to the left side of the blue banner – doing business with DOT – click on Criteria & Standards, Design Standards (1994 – present). Section 17781 deals primarily with railroads.

Chester shared many stories of his younger years working for the Missouri Pacific Lines and the different jobs he had with them. During the question and answer period many stories were shared along with answers and information.

We also thanked his wife Jeanie for joining us for dinner and the program.

Guests/New Members: We welcomed two new guests and (who became members) – Mark Van Hoesj and Sheldon Harrison.

Next Meeting: The next meeting will be at 7:30p.m., Tuesday, July 15, 2008, at the Old Antique Car Museum. Dinner will be catered again for \$6.50 at 6:30p.m. Please contact John Sullenberger if you plan to eat dinner so he can give the caterer a headcount. The meeting adjourned at 8:37 P.M. Respectfully submitted, Lyn Heath, Secretary

Amarillo Railroad Museum by Bob Ruggles

Surfing the Web several months ago, I found a page for the Amarillo Railroad Museum and wondered what it was. The page was not especially informative, so I thought it might be a work in progress. As luck would have it, my wife and I had started planning a road trip to the Grand Canyon, which we had never seen, so we planned a stopover in Amarillo.

I e-mailed Bob Roth, the museum president, and he agreed to meet me at the museum late on a Saturday afternoon in May to show me around. Naturally, we ran a little late, so I dumped my wife, a friend accompanying us, and our luggage at the hotel, and sped off to the museum, forgetting our digital camera. Bob e-mailed pictures to me after I had returned to Tallahassee.

The museum is located on 12 acres northeast of Amarillo on U.S. 60, right across the highway from the BNSF double-tracked transcon line. The former Amarillo Railroad Association, a model train club, became the Amarillo Railroad Museum, Inc. in 1996. It is now a 501(c)(3) non-profit educational foundation. Roth said members number 25 to 30 at the moment. The group raised \$4,800 to buy the property a long time ago, and they had the building shell encompassing about 5,000 square feet built in 2003. Interior work was done by museum members. About 1,000 square feet are set aside for a meeting room, restrooms, and a kitchen. Upstairs over the meeting area is a library and a dispatcher room containing the dispatch boards from an old ATSF building downtown, Roth said.

The rest of the space is being devoted to a large HO layout of the Santa Fe railroad across the Panhandle of Texas from about Canadian, TX to Clovis, NM. The layout, designed by a professional layout designer, is indeed a work in progress and will likely take a year or two, maybe more, to finish, if any layout is ever really finished. As of June 14, however, the first loop of track was completed, and trains were running

Roth said that as members considered building their own structure, several recounted examples of leased or rented space for their previous clubs being lost, leaving them without homes for their organizations. That steeled members to go for their own building.

The outside of the building was made to look like a typical small-town Santa Fe depot, with the paint (yellow), green trim, and red roof styling making a convincing statement. Behind the station is a raised platform (as if for freight) and tracks with a switcher and several cars. The museum's first acquisition was a helium car from the U.S. Bureau of Mines. Helium was refined in the Panhandle.



Other cars came from trains utilized to carry nuclear weapons from the U.S. Department of Energy's Pantex plant five miles to the east. Each train consisted of a weapons car, a "buffer car," a security car, and, of course, a locomotive of the railroad transporting the weapons. The locomotive at the museum is an old 1943-built diesel switcher from the Pantex plant. Roth said the locomotive is rare because during World War II, most diesel technology went into ships and other weapons of war.

A trip inside a security car, with its numerous gun ports, was enlightening: bunks for eight men, two restrooms, a full kitchen with table and chairs, a caboose cupola-like area for lookouts complete with an external sound system to warn off trespassers or protesters (and there were many of the latter), and a communications bay. Train speed was limited, and, of course, protestors could, in many cases, get ahead of the trains, Roth recounted. I had a little trouble, however, grasping the concept of the buffer car between the weapons carrier and the security car. If something blew up in the weapons car, it is unlikely the security car and those in it would be spared. Maybe the car was meant to distance those in the security car from any ambient radiation from the weapons.

Someday before long, the Amarillo Railroad Museum will be a full-blown reality and well worth an extended visit. So, if you ever find yourself on the high plains of the Texas Panhandle, stop by. Meanwhile, check in at www.amarillorailmuseum.com.



Railroad Names Sometimes Ring A Bell by Larry Benson

The name on the grain car kept bugging me! I knew it was familiar, but from where and when?

I was wandering around our BBMRA Train Show this year, just passing time and looking casually at vendors' merchandise. Naturally, I had more than a superficial interest in the TRF Trains booth of Tom and Mary Facey which was end-to-end N Scale. Nothing but N Scale – a real treasure trove. I couldn't believe my eyes. All of that beautiful and reasonably priced merchandise ripe for pickin'.

First time by their booth, I asked Mary if she had any "Bay Line" cars other than the center beams. She and Tom put their heads together and sur'nuff, she came up with a delightful proto-typical boxcar with green lettering on a yellow background. I couldn't dig out my wallet quickly enough. So now I have what I'm told is a "rare" box in a consist on my layout.

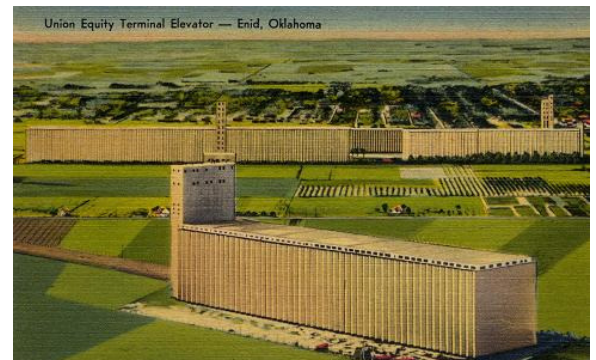


While Mary was searching through her stock, I spied a bright yellow covered grain hopper with UNION EQUITY painted on each side in prominent black capital letters. I didn't buy it at the time. However, as the day progressed, the slow rusty "hard drive" in my brain started to hum. From way back in the cobwebs of my subconscious, the name Union Equity kept nudging me for recognition. Then it hit me!

At one time, my hometown of Enid, OK, was second only to Chicago's capacity for grain storage. Huge wheat elevators, some nearly a mile long and 30 plus stories tall, dominated the skyline north and east of town. I was almost sure the name "Equity" was painted on the ends of one or two of those monstrous buildings. Even if I was wrong about the name, I figured the car would look great on my layout spotted near my two grain elevators. Nothing to do but go back to TRF Trains to buy the Equity grain car. Luckily, it was still there and it's now a part of my N Scale layout.

I keep a file of old letters, photographs and postcards and from time-to-time add a new find when the spirit moves me. A few days after our show, I dug through this file and found a picture postcard that I've had for years showing the wheat elevators in Enid.

Printed at the top on the front of the card is "Union Equity Terminal Elevator – Enid, Oklahoma". On the back it says the total capacity of these elevators is 33,750,000 bushels. (That's nearly 44 million, folks!) The thin black line running below the elevator on the left in the background is railroad boxcars! The line provides some perspective about just how massive these storage facilities really are.



So, if you sometimes think a railroad name rings a bell in your memory bank, check it out. You may also be able to write another entry in your mental diary of bygone days.