



THE Lantern

November 2009

Volume 14 Number 11

November 17th 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: beef roast, mashed potatoes, fresh vegetables, biscuits, desert and a drink for \$6.50 per person.

We need as good a body count as possible, so please RSVP to me (John Sullenberger) by Monday, November 16th: I can be reached by telephone at (850) 562-5137 (h) or (850) 544-1870 (c) or via e-mail at sullyjws@aol.com.

November Program: Rummage Sale and Swap Meet

Veterans Memorial Railroad: Halloween and Christmas

We had a very successful Halloween Spooktacular train ride this year. A few glitches here and there but hopefully we will be able to take care of all of them before the Christmas run days come around on December 12th and December 19th. The 12th will start after the Christmas parade and the 19th will start at 6:30. Both should end by 10:30.

We will probably start running the Crown on the fourth Saturday of the month using the same hours (11-3) that we use for the regular 2nd Saturday runs. This will not be a donation accepted ride. It will be a minimum fare of \$3 per person.

Meeting Raffle

Bill Thompson won the October raffle. Andy Zimmermann won a secondary drawing of a flat car donated by John Sykes from his program. The rules are simple: members who attend the meeting deposit \$1 for one ticket (multiple tickets can be bought) into a box. When the business meeting begins (7:30 pm) a single ticket is drawn, the member who holds the matching ticket gets half the money in the box, the BBMRA gets the other half. Members must be present to win.

Minutes of the October 2009 BBMRA Meeting

The October 20, 2009 Membership Meeting was called to order by President John Sullenberger at 7:30 p.m. in the Banquet Room of the old Antique Car Museum. Thirty-one (31) people were present.

Raffle: Bill Thompson won the raffle. There will be another drawing later in the meeting.

Newsletter: John announced that his computer had crashed but is back up and the pdf file of the newsletter had been posted to the web site and it has been sent out by E-Mail. The paper copies went out last week.

Minutes: The minutes of the September meeting as published in the Lantern were accepted.

Treasurer's Report: Bill reported a plus balance.

Division Reports:

Small Scale: Garth Easton had no announcements.

HO Scale: Barrett Johnson announced we needed work party at the museum this Saturday (24th) from 10 - 12. He also awarded a Master of Motor Power Award from the NMRA to Bill Boyle.

Large Scale: Randy Lombardo reported he had an article about the Strasberg Museum. John will get the article and publish it in the Lantern.

Veteran's Memorial – Bristol: Halloween Spooktacular is coming at the end on the month. Volunteers are welcome. The schedule will be in the newsletter.

Switching Layout: Joe Haley reported he will set up the layout at the RA Gray Building as a part of Children's Day in January.

Good of the Group Comments: The Fall BBMRA Layout Tour: This year's tour will be this Saturday from 10 till. Erik Ecklund's G-Scale will be open from 10 – 12 and Bill Atkinson's layout will be open from 12 till. All are welcome. There will be a swap meet from 10 till closing at Hobbytown on the December 5th. Anyone is welcome to bring anything they'd like to trade or swap.

Antique Car Museum Update: Volunteers to run the layouts are always welcome.

Program: John Sikes presented a program on making "plastic into wood". It was enjoyed by all.

Next Meeting:

The next meeting will be at 7:30p.m., Tuesday, November 17, 2009, at the Old Antique Car Museum. Anyone interested in bringing anything to swap or sell are encouraged to bring their stuff. Dinner will be catered 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 8:30 p.m. Respectfully submitted, Lyn Heath, Secretary

BBMRA's Fall 2009 Layout Tour

The BBMRA would like to thank Eric & Ina Ecklund and Bill & Betty Atkinson for opening up their homes for the 2009 Layout Tour. The tour was well attended and went smoothly. Also, thanks to David Brazell for submitting these photos of the tour.



Catching the “Chickamauga Turn” on TVR

By Larry Benson – *Third in a series of five articles*

In the first two articles in this series about our railway adventure in mid-July to north Georgia and south Tennessee, I wrote about our excursions on the Blue Ridge Scenic Railway, the Incline Railway and the “Chattanooga Choo-Choo” Trolley.

Now, I'll tell you about our ride aboard the Tennessee Valley Railroad (TVR) (from Chattanooga to Chickamauga, Georgia and back, a trip of over six hours, which is known as the “Chickamauga Turn”. We were staying at the Delta Queen Hotel which is the same stern wheeler steam boat that used to ply the Mississippi River but now is moored on the north shore at Coolidge Park across the Tennessee River from downtown Chattanooga. It was quite a drive from our hotel through the many turns and confusing twists along unfamiliar streets to the TVR depot. We finally made it to our destination after passing through a tunnel beneath Missionary Ridge.

We had ordered and paid for our TVR tickets over the Internet several weeks before our rail fan adventure, so we were ready and waiting when the Southern locomotive attached to several passenger cars pulled alongside the Grand Junction Station platform for boarding. We were among the first people to clamber aboard, so we had our choice of good seats by large, unobstructed picture windows.

The train departed right on time at 10 o'clock in the morning for our leisurely ride to Chickamauga some 18 miles south and a little west of Chattanooga. Although there was a “dining car” in the consist, we had decided ahead of time to enjoy lunch in a local Chickamauga restaurant, which we did.



TVR excursion train arrives at depot to board passengers for “Chickamauga Turn.”

After a delightful lunch, and while Shirley shopped in the local boutiques and antique shops, I spent an hour in the Walker County Regional History Museum and Welcome Center located in the restored 1888 Central of Georgia Railway depot. Entry cost a mere one dollar. Although small, the museum houses an interesting array of memorabilia from the earliest Indian and pioneer Georgia inhabitants through the Civil War period to WWII and beyond.



Restored 1888 Central of Georgia Railway depot faces Gordon St. in Chickamauga.

Part way along our return journey, the TVR excursion stopped at the Chickamauga National Military Park, site of the Civil War battle of 1863 which claimed over 34,000 casualties. A young re-enactor, costumed in typical “rebel dress,” told us about the battle as he stood near the base of the 85-foot monument honoring union Colonel John T. Wilder and his infantry brigade.

With stops at several “flag crossings” along our route, which included passing through the pre-Civil War Missionary Ridge Tunnel and past the Chattanooga National Cemetery - second in size to Arlington - we slowly trudged along over the 18 miles back to the depot. Quite a day! Quite a journey! Quite an experience!

For more information and tickets: www.tvrail.com

HO and Large Scale for 2010 Children’s Day Festival

Children’s Day Festival on Saturday, January 30th: The HO Division will set up and run the Ed Olson layout (setup #1), the Large Scale Division will set up and run a Thomas the Tank engine layout (set up #2) and Joe Haley will set up and run the Time Saver switching layout (set up #3). Both the Time Saver and the Thomas the Tank engine layouts are for public operation.

The BBMRA will remain in the main floor lobby in the alcove to the left as you enter. Set up will begin at 10 am and the event will run from 11 am to 4 pm; tear down is from 4 pm until completion. The theme is “When I grow up I want to be...” and the museum would like us to dress-up as train workers to look the part (overalls, train hats, etc.).

Nominating Committee Volunteers Needed

The BBMRA will appoint a Nominating Committee during the November 17th meeting. Two or three volunteers are needed for the committee; the purpose is to acquire at least one member's name for each of the four generally elected offices: president, vice-president, secretary and treasurer. The slate of officers is to be published in December's Lantern. Changes to the slate can be made up to the elections during the 2010 Annual Business Meeting. Volunteers should contact John Sullenberger.

Old Railroads of Tallahassee – Part 3

submitted by Bill Bell

Florida Central & Peninsular RR

The Florida Central and Peninsular Railroad was the final name of a system of railroads throughout Florida, that became part of the Seaboard Air Line Railway in 1900. This system, included some of the first railroads in Florida, it stretched from Jacksonville west through Tallahassee and south to Tampa.

The Tallahassee Rail Road (See Part 1 in The Lantern, April 2008, Volume 13, No. 4) was first organized in 1832 as the Leon Railway. After changing its name in 1834, it opened in 1837, connecting Tallahassee to the Gulf of Mexico port of St. Marks. This was the second steam railroad in Florida, opening just a year after the Lake Wimico and St. Joseph Canal and Railroad.

The Florida, Atlantic and Gulf Central Railroad was chartered January 24, 1851 to build west from Jacksonville, and construction began in 1857. The Pensacola and Georgia Railroad was chartered January 8, 1852 to build east from Pensacola, but started at Tallahassee. The two lines met at Lake City in 1860, and the latter also built from Tallahassee west to four miles short of Quincy, stopping in 1863 during the middle of the Civil War.

In 1855 the Pensacola and Georgia bought the Tallahassee. In 1869 the two merged to form the Jacksonville, Pensacola and Mobile Railroad, which obtained trackage rights over the Florida Central Railroad, the 1868 reorganization of the Florida, Atlantic and Gulf. The railroad eventually was built west to Chattahoochee, a major junction with the Pensacola and Atlantic Railroad continuing west and the Chattahoochee and East Pass Railroad running northeast. In 1882 the Jacksonville, Pensacola and Mobile was reorganized as the Florida Central and Western Railroad, absorbing the Florida Central in 1884.

The Florida Railroad was incorporated January 8, 1853 to build a line across the state, from Fernandina (north of Jacksonville) southwest to Cedar Key. The first train ran in 1861, but the line failed and the company was reorganized in 1866. In 1872 it was reorganized again as the Atlantic, Gulf and West India Transit Company. The Florida Transit Railroad was the result of another reorganization in 1881.

On January 3, 1883 the Florida Transit merged with two unbuilt companies, the Peninsula Railroad and Tropical Florida Railroad, organized to build lines respectively from the Florida Transit at Waldo to Ocala and beyond to Tampa. This new company was named the Florida Transit and Peninsular Railroad. On January 9, 1885, that company merged with the Florida Central and Western Railroad to form the Florida Railway and Navigation Company. Also included in that consolidation were the Fernandina and Jacksonville Railroad, a connection in the Jacksonville area, and the Leesburg and Indian River Railroad, a line being built across central Florida. In November of 1885, the FR&N entered receivership but continued to expand, adding lines in the Jacksonville area and a connector to Plant City. In 1888 financier W. Bayard Cutting and other investors purchased the FR&N. On May 1, 1889 the company was reorganized again, as the Florida Central and Peninsular Railway.

The new company, which operated tracks from the Atlantic at Fernandina to the Gulf coast at Cedar Key and St. Marks, quickly expanded south to Tampa and other areas of central Florida. It also began looking north to Georgia and beyond.

In 1892-93, the FC&P arranged a lease of the brand new South Bound Railroad, a 136-mile line between Savannah and Columbia, S.C. completed in 1891. To connect this line with its Florida system, the FC&P built a new 138-mile Savannah-Jacksonville line through Georgia's coastal counties. When it opened in January, 1894, a 274-mile line from Jacksonville to Columbia was created.

In addition to the two main lines - Jacksonville to Chattahoochee (Western Division) and Fernandina to Cedar Key (Southern Division) - and the original line from Tallahassee to St. Marks, the FC&P had many other lines including the Monticello Branch which ran from the Western Division at Drifton north to Monticello.

In 1899, the Williams and Middendorf group of Richmond and Baltimore purchased the FC&P and made it part of their Seaboard Air Line. It was merged into the Seaboard Air Line Railway Company in 1903.

For more information see Georgia's Railroad History and Heritage - Florida Central & Peninsular Railroad, and Florida Wikipedia, the free encyclopedia.

"The LANTERN" is the official publication of the BIG BEND MODEL RAILROAD ASSOCIATION, INC. and is published monthly just prior to each regularly scheduled meeting. Subscriptions are included in all members' dues. The deadline to submit materials for publication is the fifth (unless otherwise noted) day of each month sent in c/o BBMRA, Attn: Editor, PO Box 3392, Tallahassee, FL 32315-3392 or e-mailed to sullyjws@aol.com.