



# THE LANTERN

THE BIG BEND MODEL  
RAILROAD ASSOCIATION, INC.



FEB. 1998

MEETING  
ON

TUESDAY,  
FEB. 17th

## Mega-Mergers Versus Starting Over: Something to be Learned from the Class 1s? President's Column by Chris Lonigan

In what ways is a model railroad club like a Class 1 railroad? Probably very few (but I was hard-pressed for a title this month). The [very loose] connection involves the ideas being debated by the HO-Division right now. Their charge is to bring the HO modular layout back to a high quality display railroad. Their issue is how best to do this. To me, most of this question revolves around the question of starting something new versus trying to work with what is already there.

If we were to look to the Class 1s, we would have evidence that working with what is already there may work -- or it may not. In the case of the Santa Fe - Burlington Northern merger, using what was already there worked pretty well. There have been, and continue to be, some problems with making the system function, but for the most part the new BNSF does most of what it was supposed to do. In the case of the Union Pacific - Southern Pacific merger, using what was already there made the "wheels come off" pretty quickly. Although things are getting better, nobody (except a UP executive in front of a Department of Transportation Commission) would say that the merger has come anywhere close to doing most of what it was supposed to do (i.e., economy of scale, faster service, more dependable service, seamless service).

So, what was the difference? I am sure that this is a question that will be debated in transportation circles for years. Was Robert Krebs just a better CEO? Was there better planning involved in the BNSF merger? Did UP attempt to assimilate the SP too quickly after assimilating the Chicago and North Western (Hmmm, with all this assimilating is UP the "Borg" Railroad?). Perhaps it was a combination of all of these things, but certainly it was something else as well. For those of us who have been fans of the "Sufferin' Pathetic" (i.e., the Espee) for a while, we know that the glory days of the SP were far behind it. For the past 15 to 20 years, the SP was just barely hanging on with cyclical motive power shortages, lots of deferred maintenance, and selling off of its real estate holdings to provide enough capital to keep the stockholders happy and the railroad running.

During the merger, UP tried to incorporate a patched-up dilapidated railroad made to work with coat hangers, duct tape, a bit of squinting, and prayer into one of the most efficient, modern, and best run systems -- if not the most efficient and best run system -- on the North American Continent. What happened is what usually happens when such opposites are combined -- the weak link set the standard for the rest of the system.

So, what does all this have to do with a modular layout? The point is that the weakest module will also set the standard for the whole layout. This is not an argument for scrapping the whole thing and starting over; there are many good modules already. The question is: can you just use these or do you need to replace some to get the level of performance and appeal that is desired? I think that some modules are beyond saving and that some new modules are needed. Whereas a band-aid approach may work for a while, it is not a good long-term objective. I think we want a reliable and good looking layout that is fun to look at and fun to operate. Although revitalizing the scenery on some of the modules will help, it will not fix the whole system (sort of like UP sending huge numbers of locomotives and crews to Texas solved the immediate problem but the system is still not fixed). I encourage everyone involved to look at what exists and what is being done with a critical eye. Ask yourself, how will this look to others -- both the non-modeling public and fellow model railroaders. Some things that change are not progress. I think the HO group has set out some good goals for themselves, and I hope that they keep those goals in mind as they work toward their HO "vision."

Certainly, what has been happening this past month has been very positive. It seemed to me that a lot of good ideas and plans were generated at the meeting that occurred at the Children's Museum set-up. As I understand it, plans are in the works to take the best of the old and make it better, and to add some new that mates well with the old, improving the overall system. I encourage all of the HO members of the club to be involved in this process -- even if only to watch and offer your "critical eye."

This month will also see the start of the Time Saver "Meeting Module." Again, a lot of the work on this project will be taking place during various meetings over the next few months. So, please make room in your schedule, roll-up your sleeves, and come help create.

Highball!

# From the Veep : Sam Miller,

## A special report on HO Division activities

The HO Division is really high-balling it (I love railroad clichés), even though the new year has hardly begun. The exhibit during Children's Day at the State Museum, January 30th, was a tremendous success and we are beginning to develop a plan to expand and enhance the HO layout. Hopefully, it will be truly impressive and competitive with other club layouts in the near future. Our goal is to have many of the enhancements in place by the club's train show at the Elks Club this summer.

Hundreds of kids and their parents came by - at least as many and probably more than in a single day during the GAT show. Almost a dozen club members helped set up, operate and break down the modules. We appreciate their help very much. I know I will forget someone, but my thanks to Ghislain Gerard, Joe Haley, Dave Kerns, Roger Stubing, Blue Whitaker, HO Division Coordinator, Mike Paulson, Drew Hackmeyer, Mike Sassard, Ken Brock, Chris Lonigan and John Sullenberger.

Special thanks also to Rodney Smith, who repainted the sky boards for the four corners and has agreed to do other sky boards as part of our renovation of the HO layout. That brings me to the renovation project. We had a brainstorming session while the layout was set up the state museum. We still are developing ideas and hope to hear from those who weren't at the brainstorming session, but we have a tremendous start.

While these decisions aren't necessary final yet, here is our thinking on several major issues:

- All of the sky boards will be redone, reflecting what is going on in that particular module. As I mentioned, the four corners look wonderful and are a good start.
- We intend to establish a staging area, which will be largely out of sight. We are working on securing the modules for it.
- We are exploring building a viewing bench for children, which would be placed along one of the sides. That particular area of the layout would be protected with Plexiglas. A train horn may be set up, with the activator placed on the viewing bench.
- We intend to have dummy engines and old train cars on hand for children to handle when viewing our display. Blue Whitaker graciously allowed someone to play with a \$200 steamer at the museum, albeit gritting his teeth while he did it. We will use dummies next time.
- The overall theme is small town and rural, including rural industries. Blue would like to take two of the club's corners and build a village set around 1900. I would continue to develop a modern small town, Old Mount Pleasant, on the other two corners. Blue and I would build a four-footer each, which would go between the corners in the event we wanted a wider layout. Blue is building two four-footers which will go on either side of his 1900 village and be a transition from 1900 to the 1990's.
- Ghislain will develop one or more modules with several rural industries and a working switcher moving cars back and forth among the industries.
- We hope to use Roger's modules with the pond and drainage pipe and old-time train station as part of the new layout, with some minor touching up, subject to his approval.
- Joe Haley will develop plans for the time saver module to be built at a future club meeting. The time saver will be exhibited along with the big layout and, possibly, actually placed in it if we never needed it.

There is plenty of room for other modules and ideas. We welcome your contributions. The enthusiasm and cooperation from the HO Division so far this year has been gratifying. It will be a fun-filled and productive next several months. We welcome any club member to join us.

Special thanks to John for coordinating the show with the Museum and getting us invited again next year.



# Schedule of activities for February: by Ghislain Gerard

Please mark your calendar, call me for more information about these activities: (H) 942-0090 or (W) 488-9670

February 7th	(time and place unknown at press time)	HO renovation meeting.
February 10th	7:00pm Hobby Caboose	Social meeting
February 14th	1:00pm Mitt Paul	workshop on wiring
February 17th	7:30pm Myers Park	Business Meeting
February 19th-22nd	Jacksonville : railfan trip of the month	ACL-SAL Historical Society meeting
February 21st	Jacksonville : train show	Prime Osborn Center
March 9th	7:00pm Hobby Caboose	Social meeting

## HO renovation project: January Meeting.

The HO renovation project is finally on track, so to speak. Saturday, the 10th of January, Sam Miller, Joe Haley, George Leonard and I met at Sam's. A few observations and decisions were made :

- There are quite a few people who are interested in helping renovate old modules and helping build new ones.
- There are only 2 frames that are truly available for total redesign. These 2 frames belong to the club and are currently stored at my place.
- The general theme of the layout is not quite defined yet, but is turning around local scenes both rural and small industrial.
- It was also agreed that a functional yard was not going to be built because it uses a lot of space and is not particularly interesting for the general public to look at. Instead, it was suggested by Mike Carryl, that we build a staging yard that would fit behind the backboards of the modules. The staging yard would be built on 1x4 and 1x6 modules or smaller and would be connected to the mainline by Roger's module that has the connecting track going into a tunnel.
- Another suggestion of notes was the idea of using the social and business meetings and workshops which are overall well attended to organize work sessions. This would bring the total to about 3-4 work sessions a month on different days of the week at different times of the day giving plenty of opportunities for each member to participate.
- Some track plans were suggested but no decision was made.
- Last but not least, Rodney Smith has agreed to repaint the backboards for the corners.

## January Social Meeting

The highlight of this month's meeting was Mike Paulson's presentation on the history of the Panama Railroad. The presentation was very interesting and well documented. Books, memorabilia and pictures were at hand for the dozen attendees to consult. The presentation stimulated an interesting discussion. Big thanks to Mike for taking the time and initiative. Also thanks to Tom from the Hobby Caboose for hosting the meeting and all of you who attended the meeting.

The social meeting is an opportunity for each member to present material in an informal way, about their favorite railroad, region or maybe just a layout they recently visited. If you have some ideas, please let me know.

## February Social Meeting

When: February 10 th, 7 pm;

Where: Hobby Caboose

We will start building the time saver modules. These modules will be incorporated in the HO layout as soon as they are finished (see details elsewhere in the newsletter). Blue Whitaker, our new leader, has agreed to bring pre-cut lumber to build 2 2x4 frames to be assembled. If you did not get a chance at the November and December meeting to help build the N Scale module, this is your chance. For those of you who want to participate in the renovation of the HO layout, this will be an opportunity to contribute.



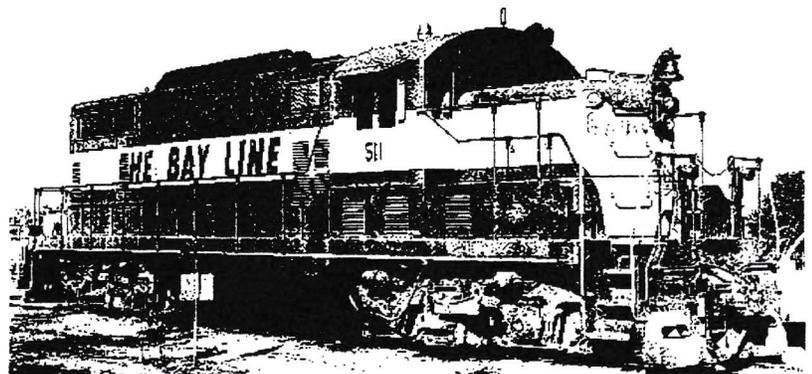
# Railfan trip of the month : January 16-19 th

The local and aware railfans got quite a treat this weekend.

**January 16th :** A train with special flat cars from NASA left New Orleans Friday at 6:25 am and were delivered to the FEC at 6:45 am on Saturday in Jacksonville. In the railfan community, these cars are known as the missile cars. They carry the all important rocket boosters for the shuttle. Unfortunately, I did not know about it until it was too late. Oh well,... maybe next time. In other news, CSX started running #701 and #707 on the Chattahoochee coal train N001 and N002. These are none other than the brand new SD70MAC's. Hopefully, I will have a picture of them at the next meeting.

**January 17th :** Sam and I went to visit Rodney Smith in Chattahoochee to discuss the repainting of the backboards of the corners for the HO layout. Before coming back to Tallahassee, we dropped by the power plant in Boykin (off US 90). This plant comes on line only when additional power is needed. The coal is bought on the coal spot market. Gulf Power doesn't have a set contract for this power plant. This makes it difficult to predict and observe the railroad operations. The coal is also brought by barges when the water level in the river is high enough. Sam and I saw one of the two switchers the power plant is supposed to have. It is the GE 80 ton built in 1952. It is white with no numbers on it making its history hard to trace. The other switcher is a S4 ex L&N.

**January 18th - 19th :** I drove to Panama City to meet with Roger Arnold a member of the Panhandle Model Railroad club. The plan was to chase the night northbound Bay Line train. We got more than we bargained for. Around 7:30 pm, a consist of six GP38s (2000 hp each) lead by # 502 pulled out of Sherman yard with 133 cars!! Not bad for a short line. The mainline follows US 231 very closely for almost the entire trip to Cottdale. We followed the train out of town. It is not only dark, it is turning cold. It does not matter. We rolled the windows of the car all the way down to listen to the venerable GP38's at work against the grade North of Panama City. The deafening sound of the engines fill the cabin of the car. We cannot hear ourselves talk. There is nothing to say anyway; just listen to the sweet music... and endure the cold. This is railfanning at its best. #502 is a former Penn Central engine, built in the late 60's. Its original paint scheme was black. When Conrail took over the dying railroad, #502 was painted in the Conrail blue scheme. During the ascent to the highest point in Florida for a railroad, the train speed drops from 45 to 25 mph. Roger tells me that the train sometimes stalls, They have to uncouple some cars, leave them behind and come back empty to pick them up. Tonight, the train wins over the grade. The rest of the trip to Cottdale is downhill. At Cottdale, the switching session starts, back and forth in the yard for about one hour and a half to drop a dozen cars on the CSX siding and pick up some cars. Two westbound CSX trains go by. The first one does not know how to unlock the signal for the diamond and has to ask the Bay Line Engineer for instructions. The second train is lead by an SP and a Cotton Belt engine, Chris would have liked that. It is now 1 am; #502 and her sisters are done and are heading North. Roger and I are heading South. Before leaving Cottdale, Roger notices that there are quite a lot of cars left in the yard and we wonder about a daytime extra tomorrow. I get into a motel room in Panama City by Sherman yard at around 2:30 am. After about 3 hours of sweet railfan dreams, I get awoken by the arrival of the Southbound train. Crews with #508, #509 and #510 (all GP38-2s) starts dismantling the train. The bangs of the shoved cars hitting each others trigger car alarms on the parking lot, awakening everybody in the motel. By 7:30 am, cuts of cars are ready to be delivered to the different industries around Panama City. #508 takes half a dozen cars to the pipe plant. #510 takes some box cars, wood chippers and tank cars to the paper mill and some ballast cars to the asphalt plant. #509 works the North end of the yard to make up the night train. It is now 11:30 am. Things had quieted down for just a few minutes when #502 and her partners get clearance through the North end of the yard. The power for the extra train is on its way. Day time Bay Line trains are rare. I am extra careful to make sure the pictures I take are decent and plentiful; no holding back on the film. In Cottdale, #511, another GP38-2, brings a cut of cars left in Dothan the night before by the south bound train to add to what was left in Cottdale. A total of 80 cars are ready to go. The crew parks the train behind Hardens to get lunch. It is therefore time for a lunch break as well for the hungry railfan. I load the third roll of film of the weekend into the camera and off we go. The south bound ride is spectacular: the climb to Ridgetop, the overpass at Betts, the trestles at Bayou George and Mill bayou and the snail pace entrance into Sherman yard.



## Open House report:

by Ghislain Gerard

Great big thanks to Drew for organizing an open house. The layout was very different from what model railroaders are used to see. We are all behind Drew and hope to see him complete his layout. It was also a good opportunity to get a lot of people together to talk trains. I am always looking for people to step forward to organize an open house; just give a call and I will set it up.

## Florida Coast Line by Mike Sassard

For some unexplained reason, a short while ago I became uninterested in trains. I turned my interest to auto racing, planes and slightly to guns. Just as unexplicably, the train interest returned, as strong as ever. The interest in the other areas still exist.

So what's going on in my train room. To get a true grasp of this you have to know my train personality. I have decided to return to operating display layouts. I will have a one or two loop G gauge layout. There will also be a one loop O27 2 section layout. Another wild notion is a two loop HO one piece styrofoam, 4 by 6 layout.

When not on exhibit, all of these layouts will be placed on an elevated layout surface or framework, seven feet from the floor. This not storage but for operation. So, how is it viewed. There is a 4 by 8 heavy duty plywood platform in the center of the loop. This unusual elevation makes possible use of the room underneath, but requires a taller ceiling. Luckily, the ceiling is eleven feet high. The portable O27 layout is also supported at that height. It can be reached by ladder and how easy it will be able to operate is still to be known.

It seems there is some G gauge track left over, both Bachmann and plastic Newbright. These will probably be set up on the floor along with scenery and buildings. Also planned, is a non-movable O27 loop on the overhead. When I told Eric Ecklund these were "permanent", he said he didn't think that word was in my vocabulary.

What about an open house. Yes, there is one planned, but a date has not been set yet. I will let you know.

My mind is filled with little and big projects. Now to find the time to do them. If you know me, you know the projects.... paint, repaint, build, kitbash or just bash.

Let it be known, contrary to rumor, my train interest is full blown and the Florida Coast Line in back.

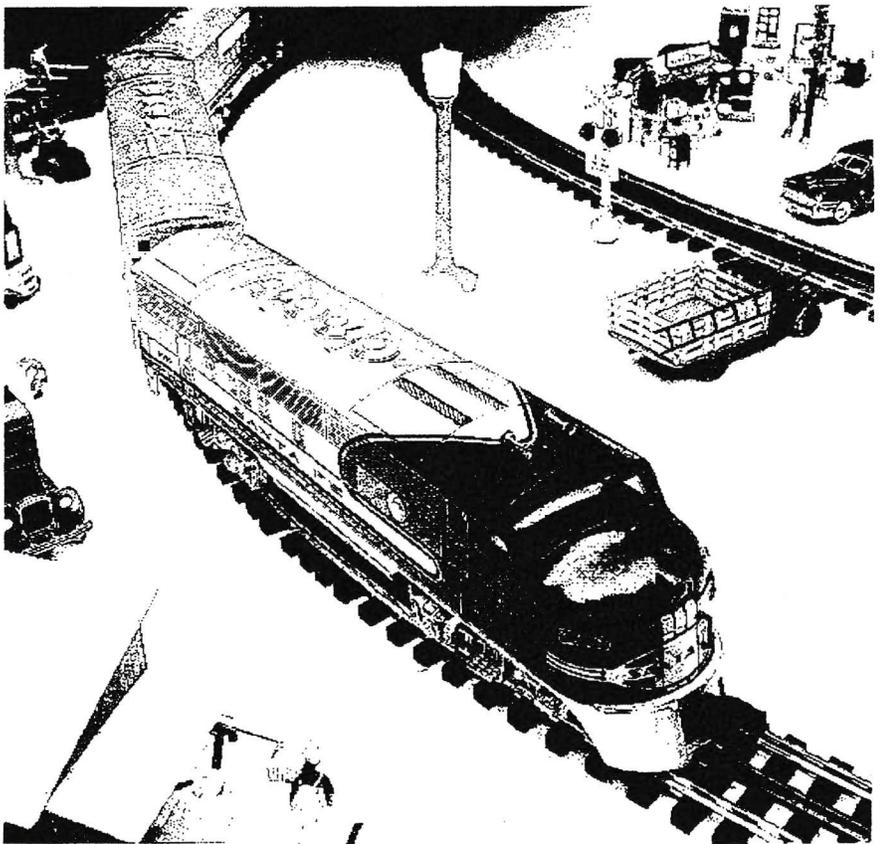
I would like to take a moment to praise Sim Dekle for what he has accomplished with toy trains, in general, over the years. What he has going now with the Heartland RR is absolutely remarkable. Also, I have a Video Program on the Gulf Coast Limited RR, which gives one insight into another remarkable achievement.

## The Tinsplate Report by Mike Sassard

The other day, I bought a Docksider set made by Lionel and also picked up a new Lionel catalog.

The catalog started by showing a "kind of" remake of the standard F type diesel, but upon closer inspection, you see that this is nothing like the original. It is a real eye popper, scale detail to the limit. As is the case now with many 3 rail trains, everything is detailed and scale except the flanges and the third rail pickup. Another item shown was like something I had never seen, and I would have to see a prototype picture to believe it really existed. It looked like a streamlined steam engine, but it had diesel trucks.....OK. Thinking back to the FT diesel for a moment, this raises a question. What constitutes "scale model railroading"?

The Docksider set is interesting. It is kind of a remake of what they did once before, with a few exceptions. It is DC and the power pack is ample. It has a bobber caboose with metal wheels and in place of the little cars there is a full size box car, again with metal wheels.....all right! The track has changed a little. It looks the same but feels sturdier and is very difficult to put together. I couldn't get it totally together. Once you do, I'll bet it won't come apart.



# **SECRETARY'S NOTEPAD: REVIEW OF THE JANUARY BUSINESS MEETING**

The Big Bend Model Railroad Association's Annual Business Meeting was called to order on Tuesday, the 20th, at the Myers Park Community Room by President Chris Lonigan at 7:40 pm with 18 members and 1 guest present.

## **1997 Annual Report**

Acting Treasurer John Sullenberger gave the members the Annual Report, stating where the BBMRA's funds came from and what it's expenses were. The BBMRA is solvent.

## **Elections**

Vernon Parramore put forth the Slate of Nominations the Nominating Committee had tabulated : for President - Chris Lonigan, for Vice-President - Mike Carryl and Sam Miller, for Treasurer - Drew Hackmeyer, for Secretary - John Sullenberger, for Activities Coordinator - Ghislain Gerard.

The floor was opened for nominations, none came, Roger Doherty moved that nominations be closed. The motion was seconded and passed. As the offices of President, Treasurer, Secretary and Activities Coordinator were uncontested, a motion was made, seconded and passed that the four candidates be voted in by acclamation.

**Vice-President** : Mike and Sam both were able to address the membership as to why they should be elected. The election for Vice-President was held, Sam was elected.

**Division Coordinators** : Roger Doherty (N) and Blue Whitaker (HO) were elected as Division Coordinators.

## **1998 Budget**

Chris proposed the following budget :

Expenses	Secretary of State Corporation Filing Fees	\$ 61.25	
	Post Office Box	\$ 40.00	
	The Lantern (newsletter)	\$ 456.00	
	Elk's Club Rental (trainshow)	\$ 500.00	
	Show transportation expenses :		
	Albany	\$ 140.00	
	Orlando	\$ 275.00	
		\$ 415.00	
	Module Construction/Rehabilitation	\$ 500.00	
Total Expenses			\$ 2,092.25
Income	Membership dues (30 members @ \$25)	\$ 750.00	
	Table rental from Train Show & Sale	\$ 750.00	
	Door receipts from Train Show & Sale	\$ 600.00	
Total Income			\$ 2100.00
Balance (for 1998)			plus \$ 7.75

The membership approved the budget.

During a break in the meeting, the HO Division met and decided that the next "Visioning" Committee meeting would take place at 10 am at the R.A. Gray Building just prior to the Children's Day Festival. The Division also made arrangements for the transportation of the HO modules that are to be set up and run during the Festival.

## **Time Saver Modules**

Joe Haley brought up the possibility of the HO Division building a "Time Saver" module set for the benefit of the members and possibly the general public. The idea is that the public could operate the "Time Saver" modules. After discussion it was decided that the project would not be limited to the HO Division, but would be open to all members, however, the HO Division will coordinate. The Time Saver project was put into a motion by Joe, it was seconded and passed. (Editor's note : The frames for the modules are to be constructed during the February 10th Social Meeting at the Hobby Caboose.)

## **Open House**

Drew Hackmeyer is hosting an Open House on Saturday, January 31st, from 7 pm to 9 pm.

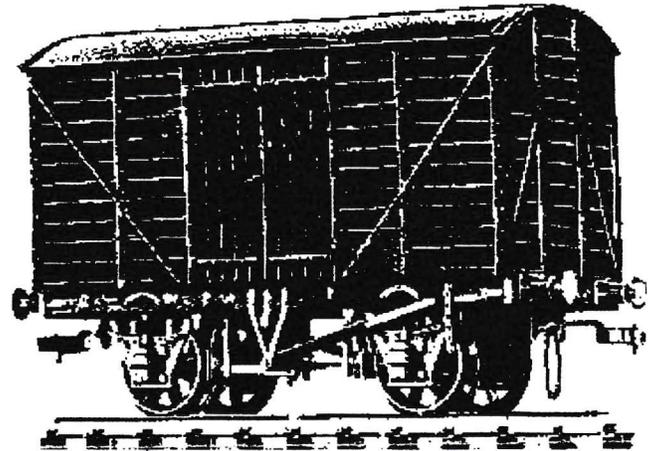
With no further business, the BBMRA's 1998 Annual Business Meeting was adjourned at 9:35 pm.

## Trains in Italy are interesting to see By Larry Benson

Just before Christmas, my wife and I along with two other Tallahassee couples took a 2-week tour in Italy. We were able to see most of that country from Sorrento and the Isle of Capri in the south to Verona and Venice in the north.

While traveling between cities, our tour bus followed the Autostradas (interstate highways) which tend to parallel the railways. Most of Italy is mountainous, therefore, the highways and railways utilize the same valleys, mountain passes and tunnels as they do in other countries.

Because of the proximity of roads to rails, I was able to see quite a few trains as they rambled or sped alongside our route. The freights were towed with modern electric engines, but don't ask me which kind. Some of the rolling stock I saw on the sidings appeared to be old narrow gauge "wagons" left over from World War II with four tiny wheels and rounded roofs but limited load capacity. I guess these vintage "boxcars" were originally designed with weight in mind, so they could be pulled through the mountainous terrain by small locomotives of that era.



We also saw one of Italy's articulated, four car, bullet-nosed, high speed trains racing along between Florence and Rome. Our tour guide told us the Fiat built streamliner, that can tilt up to nine degrees on curves, is capable of running about 150 m.p.h. He also said the Italian government is now building a rail system that will carry an even faster train, possibly over 200 m.p.h. Later we did see a tunnel being constructed through a mountain where the new super speed train will run. Our guide estimated it will take another 10 years or so before the new trackage is completed.

Unfortunately, we didn't get to ride a train on this visit. I rode Italian trains before when stationed at NATO Headquarters located in Italy and again when my wife and I returned on business in 1962. The trains were fairly modern by the mid-1950s and it seems the Italians are trying to keep up with the latest technology (old style carriages notwithstanding). But, contrary to popular belief, we were told that today's Italian trains do not always run on time, despite Mussolini's best efforts!

## THE FLINT RIVER MODEL RAILROAD CLUB and SER/ EMPIRE DIVISION 6 OF THE NMRA

presents their

### Seventh Annual Train Show

Saturday, March 28th, 10 to 5  
Sunday, March 29th, 11 to 4

Albany Civic Center  
100 West Oglethorpe Blvd.  
Albany, GA

admission :  
adults \$3, ages 12 thru 16 \$1

featuring

NMRA Model Contest  
O, HO & N gauge layouts  
70+ dealers tables  
favorite train contest



"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 first day of each month sent in c/o Secretary/Editor, P.O. Box 3392, Tallahassee, FL 32315-3392.

# 1998 ROSTER : BBMRA MEMBERSHIP AS OF JANUARY 31, 1998

ABRAHAM, JAMES	2818 VANN CIRCLE	TALLAHASSEE	FL	32312	386-9460	HO
AMEREAULT, JIM	1184 STRICKLAND ROAD	WHIGHAM	GA	31797	912-762-3434	?
BLANTON, STEVE	3236 HEATEHRHILL LN	TALLAHASSEE	FL	32308	668-6610	N/LS
CAREY, BOB	PO BOX 177	ST. MARKS	FL	32355	?	HO
CARRYL, MIKE	ROUTE 5 BOX 4320	TALLAHASSEE	FL	32301	421-0935	HO/N
CREW, JEFF	2002 SEMINOLE DRIVE	TALLAHASSEE	FL	32301	877-5680	HO
DANIELS, DICK	7862 REYNOLDS CT.	TALLAHASSEE	FL	32312	?	HO
DE ROCHE, ROBERT	3405 BRIAR BRANCH TRAIL	TALLAHASSEE	FL	32312	894-0652	?
ELLIOT, STACEY	RT 6 BOX 122	QUINCY	FL	32351	627-8880	N
GERARD, GHISLAIN	4357-A BREWSTER RD.	TALLAHASSEE	FL	32308	942-0090	HO
GROSZ III, MILTON	3135 CAMELLIAWOOD CIR W	TALLAHASSEE	FL	32301	656-9554	N
HACKMEYER, DREW	5025 LOUVINIA DRIVE	TALLAHASSEE	FL	32311	942-2536	HO/N
HALEY, JOE	611 COLLINS DRIVE	TALLAHASSEE	FL	32303	386-1876	HO
KERNS, DAVE	418 VINNEDGE RIDE	TALLAHASSEE	FL	32303	?	HO
LAIRD, H.A. (LARRY)	688 ATTAPULGUS RD	ATTAPULGUS	GA	31715	?	LIVE
LONIGAN, CHRIS	275 JOHN KNOX RAOD, B-104	TALLAHASSEE	FL	32303	877-5373	N
LUEBKEMANN, HEINZ	3004 BROOKMONT DRIVE	TALLAHASSEE	FL	32312	385-2641	?
MCCARTHY, DIANE	6551 MONTROSE TRAIL	TALLAHASSEE	FL	32308	893-9331	HO
MCDANIEL, ROB	136 DAWN LAUREN LANE	TALLAHASSEE	FL	32301	878-6795	?
MCDONNELL, TOM	C/O THE HOBBY CABOOSE 1000-24 W. THARPE STREET	TALLAHASSEE	FL	32303	385-9728	N
MILLER, SAM	3008 STILLWOOD COURT	TALLAHASSEE	FL	32312	385-7733	HO
PARRAMORE, VERNON	1418 COLONIAL DRIVE	TALLAHASSEE	FL	32303	222-5544	HO
PAUL, MITT	ROUTE 16 BOX 5060	TALLAHASSEE	FL	32310	?	HO
PIGNATARO, BILL	4760 PIMLICO DRIVE	TALLAHASSEE	FL	32308	?	HO
ROSIER, ANTONIO	4745 JACKSON BLUFF RD #12	TALLAHASSEE	FL	32310	580-2120	?
SASSARD, MIKE	2106 QUEENSWOOD DR.	TALLAHASSEE	FL	32303	?	G
SMITH, RODNEY	RT 1 BOX 711	CHATTAHOOCHEE	FL	32324	663-4262	?
STOKLEY, LOUIS	PO BOX 345	MONTICELLO	FL	32345	997-2525	?
STUBING, ROGER	4022 TRALEE ROAD	TALLAHASSEE	FL	32308	893-4388	HO/N
SULLENBERGER, JOHN	4782 LAKELY DRIVE	TALLAHASSEE	FL	32303	562-5137	N
THOMPSON, FORD	2517 HARRIMAN CIRCLE	TALLAHASSEE	FL	32312	385-3857	HO
WEBB, MICHAEL	625 MCDANIEL STREET	TALLAHASSEE	FL	32303	224-7732	?
WHITAKER, BLUE	7980 TRAM ROAD	TALLAHASSEE	FL	32311	?	HO