



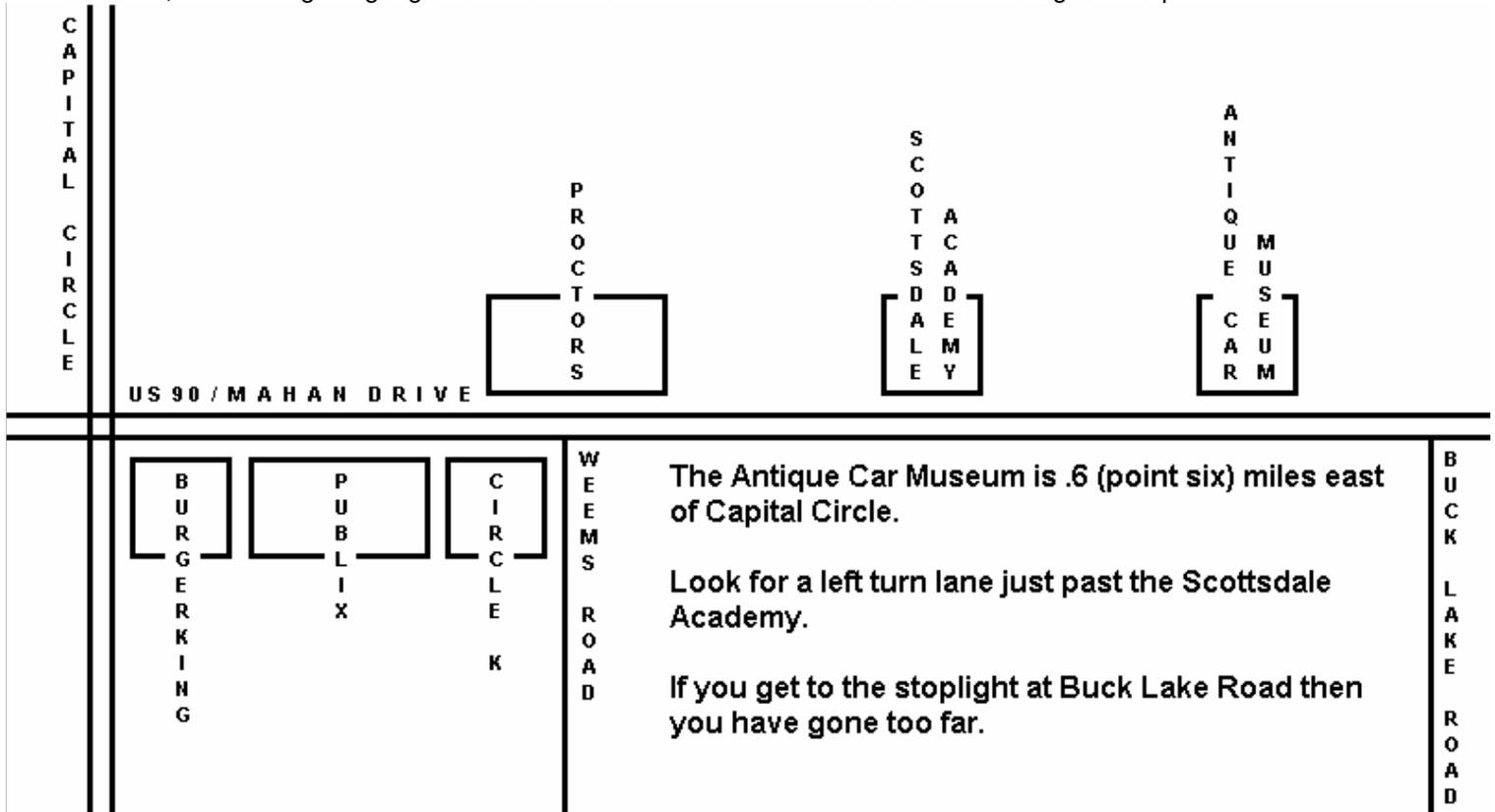
THE Lantern

March 2007

Volume 12 Number 3

March Meeting – Tallahassee Antique Car Museum

The next meeting will be at 7:30 p.m. on Tuesday, March 20, 2007, at the Antique Car Museum on Mahan Drive. For those who are interested, we will be getting together for dinner at the Rose N Thorn before the meeting at 6:00 p.m.



Minutes of February 2007 BBMRA Membership Meeting

The February 20, 2007 Membership Meeting was called to order by President Barrett Johnson at 7:30 p.m. in the Community Room at Myers Park. Thirty-four members were present.

President Barrett Johnson announced in lieu of our regular Membership Meeting Agenda we would go straight into our program.

Program:

Barrett informed the membership the first Railroad Modeling Award will be awarded at this year's Convention being held in Ocala, May 18 – 20, 2007, and hopes Roy Mantooth will be able to present the award. He also said they will be honoring Vernon Parramore and Dave Kerns, who are both 90 years young, for their efforts in starting model railroading in this area.

Barrett introduced our guest speaker, Dennis Little. Dennis is this year's Convention Chairman for the Sunshine Region NMRA. Dennis began the program by saying he hopes we will host next year's Convention, but wants us to know what we would be getting into. He has put on two (2) Conventions in Ft. Myers and has been on several sub-committees. He started out by saying he wanted us to know what the SSR expects from us and what we should expect from SSR. He said "The Convention is what you make it and what you want it to be". Dennis provided the Members with a handout that explained most of what can be expected and what would need to be done to carry out the Convention, and then explained each item in the handout in detail.

Dennis said the first Convention they hosted helped energize their club and feels it would help energize ours as well. He said in order for the Convention to be successful you have to have at least seventy (70) registered attendees to either break even or make it profitable. He said the more you have planned (i.e., clinics, tour of layouts, spouse programs, speakers, etc.) the more will attend. He said it's important to have spouse programs because more attend if the spouses have something to do.

Dennis explained what all would be needed and required to host the Convention, such as the facility; number of rooms for clinics, SSR Board meeting, train layouts, banquet, etc.; hotel accommodations; and organizational committees from the beginning to end of the Convention. He also explained what SSR would provide and what we would need to provide. He went over the "risk sharing" program and the difference between it and the normal "percentage" program. He said, with the risk sharing program, the worst case scenario would be to have to cancel the Convention due to lack of registrants and the club would be out approximately \$500.

Program Question Session:

Dan King asked about the impact on our Train Show that is being held 2 months after the Convention would be held. Dennis explained the vendors and clients that attend the Convention are not the same as what you see at Train Shows. He said that most of the attendees come from central and south Florida, and the Convention draws larger, top dollar vendors.

David Brazell questioned why "workers" would not get a break on the registration fee, etc. Dennis explained that some members would be working lots of hours and others only a couple of hours and how would you draw the line and not end up losing money.

A question was asked if you have to pay the speakers. Dennis said he wouldn't advise it that some would be willing to bear their own expenses and do it for free. He said if you wanted someone (i.e. the Governor) it could probably be negotiated, but you would be digging into the profit. Barrett explained that people come to do clinics to get points towards Master Model Railroader Achievement Award. Dennis also explained that the Chairman of the Convention gains 2 points and the Advertising Chairman earns 1 point towards their Achievement Award.

Joe Haley stated he felt we would have to discuss hosting the Convention at a separate Membership meeting for several reasons.

Sal Martocci questioned how far would people be willing to travel to attend a Convention. Barrett informed the group that a survey is being planned and will be passed out at this year's Convention to find out how many would be willing to come to Tallahassee. The group seemed to feel it would be better to wait until after the survey was done to hold any further discussion on hosting next year's Convention.

Barrett asked John Anthamatten if Bristol would be willing to do a run for the Convention if we decided to host it.....John said sure.

A suggestion was also made that if we did host the Convention that we look into having it at the Antique Car Museum.

Good of the Group Comments, Etc.:

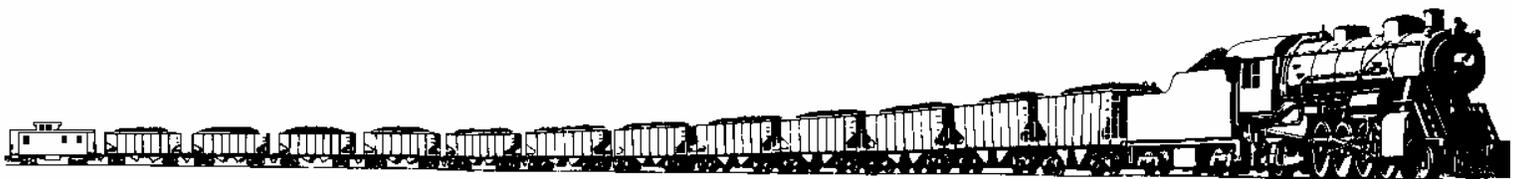
Barrett informed the group that DeVoe Moore is planning to start moving stuff into the new building around the end of April. He has pictures of the train stuff DeVoe purchased and feels it will be a great challenge. A brief discussion was held about what the expectations of BBMRA will be in setting up the train part of the Museum.

Joe Haley said the HO division has purchased a "thunderstorm" and a scrolling sign that will read "BBMRA" to add to the module. He has information on where he purchased them if anyone is interested. {He held a demonstration of the thunderstorm after the meeting.}

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The meeting adjourned at 8:55 p.m. Respectfully submitted, Lyn Heath, Secretary



Memories of a Man Who Tied, But Lost

By Larry Benson

Even today, nearly 70 years later, I remember vividly the day a driver tied a passenger train but lost at a grade crossing near where I lived. Here's what happened.

As a youngster growing up in northern Oklahoma, our house sat one block east of the main north-south line of the Rock Island Railroad running between Minneapolis and Corpus Christi. Twin streamliners named the "Texas Rockets" roared through my home town of Enid twice a day – once in mid-afternoon going north and south and both ran again at three o'clock in the morning. Their meet was about ten miles north at the little town of Kremlin.

One summer afternoon, my cousin and I were playing catch in a vacant lot next door to my house. My Mother was at the kitchen sink when she peered out the open window to see why two 10 year olds like us were shouting and making so much noise. When she looked outside, Mom's attention was distracted by a light blue Buick convertible speeding toward a nearby railroad crossing not even slowing down as it dashed across an intersection near our house.

At the same time, Mom heard the south-bound Rocket's horn blaring in one long panicky blast as it approached the crossing. In a second she realized what was about to happen. Above the diesel's horn, she heard the sound of a grinding impact which could only be the diesel crashing into the speeding Buick. Mom shouted out the kitchen window, "The Rocket just hit a car at the crossing!"

My cousin and I took off, running down the block toward the tracks. As we drew near the wreck, some other people, who lived closer to the crash site, got there ahead of us. A crowd began to gather. We all stood around and gawked. As my Mom predicted, the Rocket had hit the blue Buick smack in the middle. The car was thrown some 50 or 60 feet where it had landed wrapped like a horseshoe around a telephone pole. The car was on its side, top pinned against the pole, bottom facing toward those of us standing near the crossing. The front and back wheels on the up side of the demolished car were still spinning. The Buick's big engine, with its transmission still attached, had been torn from the frame of the car and was lying smoldering on the grass.

Neither my cousin nor I were brave enough to venture any closer to see what had happened to the driver. We agreed that looking after the driver, *if* he was still alive, was best left to adult onlookers!

The Rocket, which had begun to slow down for the depot three miles on down the track, managed to stop about a mile beyond the crossing. I remember the next morning our local newspaper printed a story about the wreck along with photos of the car and its ejected engine. The driver who was thrown clear somewhere along the right-of-way was pronounced dead at the scene.

Unfortunately, he tied but lost.

Veteran's Memorial Update

by Tom Keenan

Can you believe it? We really got our "**Notice to Proceed**" today. Now the work really begins. I'll be at my desk for a day or two getting out purchase orders and bid requests. To start, we'll get out a purchase order to the electrical distributor for the service entrance wiring to the new tunnel so that we can utilize the inmate work crew now on the concession building job to pull the wires for us. I've already sent out bid requests for the two containers for the tunnel/storage of the Crown. They will be used initially to store our materials and serve as a workshop to cut and drill ties and other labor. I have bid requests prepared for the lumber required for the bridges, coaling tower and road crossings. They will go out tomorrow. Still to be prepared are bid requests for rail, fastenings and the metal building for the maintenance shop. We want to have these materials on hand so that we can utilize any inmate labor that becomes available.

2007 Meeting Schedule & Timetable

All Meetings: 7:30 pm to 10 pm

Date	Location	Date	Location
March	Tallahassee Antique Car Museum	August 21 st	Myers Park Community Room
April 17 th	Myers Park Community Room	September	Tallahassee Antique Car Museum
May 15 th	Myers Park Community Room	October 16 th	Myers Park Community Room
June	Tallahassee Antique Car Museum	November 13 th	Myers Park Community Room
July 17 th	Myers Park Community Room	December	Sam Miller's Open House