



THE Lantern

February 2008

Volume 13 Number 2

Car Museum Entrance

Meeting Entrance

February 19th 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, veggies, salad, bread, a drink and 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, February 18th: I can be reached by telephone at (850) 562-5137 (h) or (850) 544-1870 (c) or via e-mail at sullyjws@aol.com.

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2008 Membership Dues

2008 membership dues are now due. Currently the BBMRA only has one dues category: an all inclusive category covering you and your family. Membership dues are \$20. Members will default their membership if their dues are not paid by March 31st.

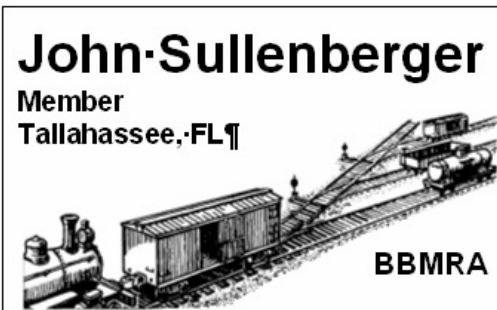


2008 Lantern Delivery: snail mail or e-mail?

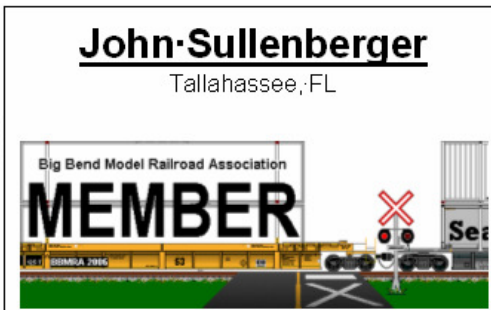
You can either receive the Lantern in a paper format (snail mail) or in an electronic format (e-mail). If you want to receive the Lantern in an electronic format you **MUST** e-mail me at sullyjws@aol.com allowing me to verify your e-mail address, otherwise you will continue to receive a paper copy of the Lantern in the mail. Please note: there will be times when the Lantern is mailed to everyone regardless of your "snail mail or e-mail" choice.

Name Badges: Store Bought or Home Made?

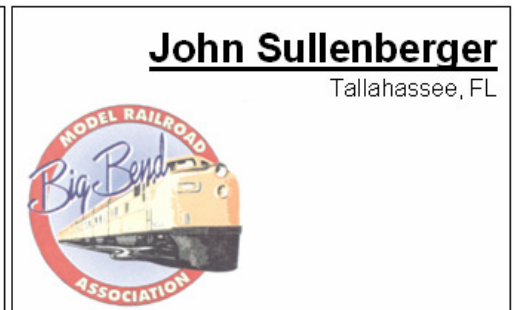
The BBMRA has two types of name badges: ones made by a company in Thomasville, Georgia (you are required to pay for these) and ones printed by me (John Sullenberger). Below you will find the three badges printed by me, they slip into clip-on name badges. I don't have a picture of the company bought badges. If you do not have a printed badge or want a new printed one, please contact me and inform me which badge you want, I can be reached at home: 562-5137, on my cell: 544-1870 and/or via e-mail: sullyjws@aol.com.



Left



Middle



Right

Lots Going on Involving Panama City Layout

Submitted with thanks by Sam Miller, HO coordinator

Roy Mantooth has been hearing up a group that is setting up, leveling, connecting track, testing, and so on.

We need to get the HO Panama City layout up and running, locate it permanently, put skirting around it, complete the incorporation of the BBMRA's 4 foot corners into the layout, build a bridge lift-up, so we don't have to duck under the layout to get inside and generally make it look really good.

David Barth, an O gauger and club member, is building the lift-up bridge for access to the inside of the layout. Terry Hague is rebuilding one of the Panama City canyon modules and doing general face-lifting on the layout. Roy and his group have done invaluable work actually setting up and testing the modules.

We have created a working group to design and build a staging area behind the canyon scenes. It includes Bill McCord, Bill Bell, Barrett Johnson, Terry Hague and Cal Ogburn. David Brazell is working on the rolling stock we got from the Panama City club and he may eventually work on our existing rolling stock as well.

To give us larger radius curves, we are incorporating the four corners which Harold Odom built several years ago into the Panama City layout. That leaves the four smaller neat corners built by the Panama City group. We are converting these corners into a light-weight, traveling layout, although we will keep it set up at the Antique Car Museum when not using it for travel. We need to build some small straight sections because putting the four corners together as a group makes the curves too sharp.

The next steps, down the road, include somehow protecting the layout from public tampering, and developing a system so someone can push a button and trains run for a minute.

We have scheduled several workdays already and many of you participate. We still have a lot to do. Please contact me if you can assist and watch for emails about future work days.

Working on the railroad: PC / BBMRA Modular Layout



Minutes of January 2008 BBMRA Annual Business Meeting

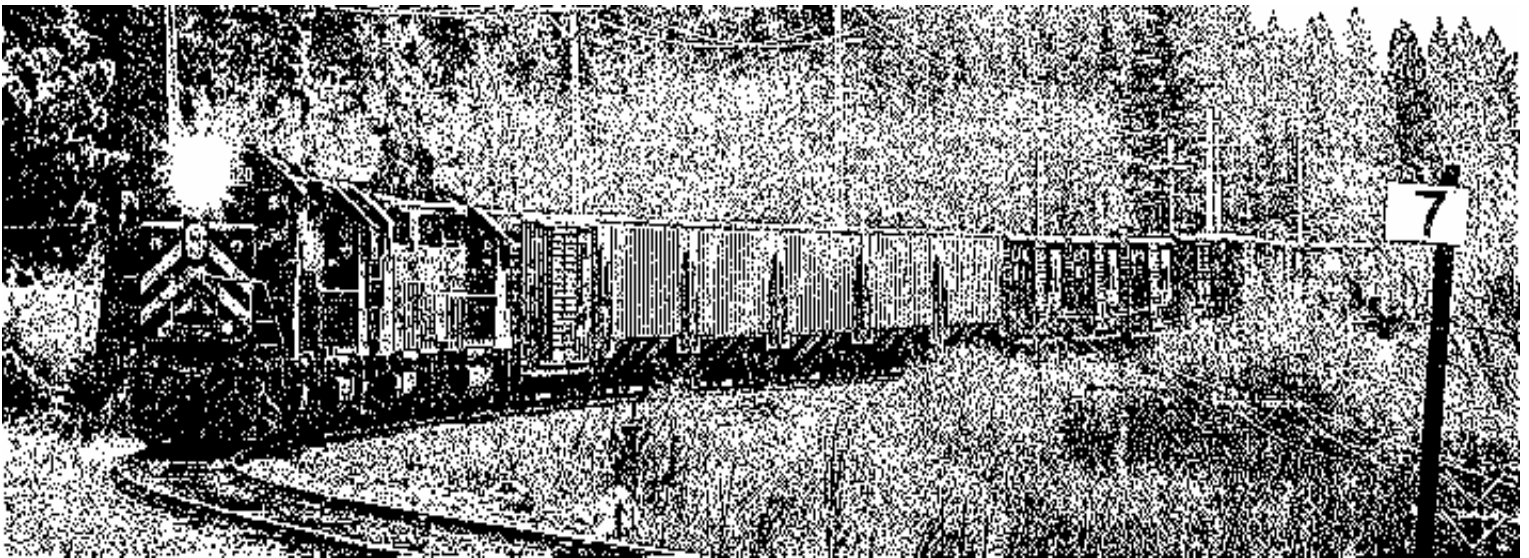
The January 15, 2008 membership meeting was called to order by President Barrett Johnson at 7:20 p.m. at the Antique Car Museum. Forty-seven (47) members were present.

Minutes: The BBMRA did not hold a December meeting.

Treasurer's Report: A Treasurer's report was not given.

Division Reports:

Small Scale: Garth Easton thanked all of those that helped at Goodwood.



HO Scale: Sam Miller thanked all of those that helped in the movement and set up of the Panama City layout to the Antique Car Museum. There will be a brief work session on Saturday to organize later workdays to set up and display the layout.

Large Scale: There has not been any activity during the preceding two months,

Veteran's Memorial – Bristol: John Anthamatten reported they have started their station and museum. They have started on the trestle over wetlands and have started the children's playground. All of these are a part of the grant. The next big project is the rail but they are working on switches.

Good of the Group Comments, Etc.:

There were several guests introduced – Jim Heinis and Russell Owens, who joined the BBMRA.

Program:

Mr. Gary Sease of the public relations department of CSX Railroad presented a very interesting slide presentation and video on the efforts of CSX to recover from the Hurricane Katrina disaster in Louisiana and Mississippi. He detailed the obstacles faced, lessons learned as well as the repairs of the bridges, tracks and facilities that took a miraculous 6 months to accomplish. He finally fielded many questions on this, the railroad itself and the industry as a whole. The presentation was well received and enjoyed by all.

Election of Officers for 2008:

The election was conducted. The slate was repeated as was published in the January edition of the Lantern. Nominations were invited from the floor but there was none. David Brazell made the motion that the slate be elected as published and seconded by Jim McGill. Approval of the motion was unanimous.

Division meeting were held to elect new coordinators: HO – Sam Miller; N – Garth Easton; and Large Scale: Randy Lombardo.

Antique Car Museum Update:

Barrett also thanked Bill Thompson and many others on their contributions and hard work on getting the BBMRA modules into the museum. Details on where the layouts will go are still being worked out.

Next Meeting:

The next meeting will be at 7:30 p.m., Tuesday, February 19, 2008, in the Banquet Room at the old Antique Car Museum. Dinner will be catered.

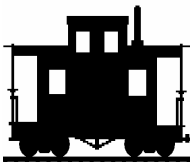
The meeting adjourned at 8:15 p.m.

Respectfully submitted, Lyn Heath, Secretary (taken, transcribed & submitted by David Brazell)

TALLAHASSEE MODEL RAILROAD SHOW & SALE

Saturday, June 21st, 2008 -- North Florida Fairgrounds, Building #4 -- 10 am to 5 pm

Admission: Adults & children 13 and older: \$5 -- Children 12 and younger are Free -- Free Parking



Prototype Rails 2008 by Bill Bell

The 3rd, 4th, and 5th of January, I attended the Prototype Rails 2008 Clinics at Cocoa Beach. For you that have never been, this is becoming a national annual niche-event in our hobby. With 270 model railroaders from around the country, seven manufacturers, an unknown number of vendors and 78 clinics on Thursday evening, Friday, and Saturday it was well worth the \$35. I made it to 14 clinics.

I'd like to single out one clinic, the so-called, "Shake and Take," clinic. This is the clinic for car modelers; it's also under advertised because it's limited to 36 hobbyists. Several attendees were upset because they hadn't been warned to sign up in advance. I had been previously alerted, and had sent the required E-mail requesting admission prior to sending in my attendance check. This year the Shake and Take assignment is to make a 50' Pennsylvania X-29 welded boxcar from the supplied material. Branchline Trains donated 36 riveted boxcar kits, Kaydee donated 36 - 50' boxcar walkways, and Accurail donated 36 Accumate couplers, The Cocoa Beach Club has supplied complete instructions for removing the rivets, substituting parts, detailing, painting, and weathering. They are also having Pennsylvania Rail Road Ball Keystone custom decals made for the kits. Next years kit may be a gondola! Sign up early!

When my second clinic started, and the presenter said he modeled October 1947, the third week. It hit me; I was in the midst of "Rivet Counters." My brother Rob has always said there were two divisions of model railroaders, "Rivet Counters" and "Freelancers", sort of the Ying & Yang of model railroading. Without either one, our hobby would suffer. The two create a balance in the model-railroading hobby. And, I believe that that there is a bit of both in most of us. Some of us may lean more towards one or the other, so let's take a look at each.

A "Rivet-Counter", (taken to the extreme) may be defined as a modeler who follows a specific prototype railroad, during a certain year, month and/or day, maybe even a particular time of that day. He/she will attempt to replicate that point in history as closely as possible, down to what cars were parked on the street at a quarter-after-the-hour as the local freight rolled through town. These are the modelers that can tell you how many rivets were around the top row of rivets on the tender of a Denver & Rio Grande T-12 type 4-6-0, on May 9, 1936; hence, the term "Rivet Counter". These people are an enormous well of information about whichever railroad suits their passion.

On-the-other-hand, a "Freelancer", follows no one, single prototype. This person may build or modify a locomotive to suit his fancy, knowing full well that there was never an exact prototype for his model. Or, this modeler may just like to run trains around an oval of track nailed to a slab of plywood, to see them go. The "Freelancer", runs what he/she wants, when he wants, and the fact that there are only two car lengths between the nose of his Russian and his caboose 18 cars back, may not bother him at all.

Oh, the rivet-counters have fun with the freelancers, "That ain't prototypical!" they say. The freelancer will answer, "But, it could've been!" But, the reality is that even the rivet-counters are forced to make compromises in their modeling. When they shrink the distances between their towns, it is referred to as "selective compression". "That ain't prototypical," either. But, after all an HO scale mile is a little over 60 feet, so this tends to be a necessity. Then they use another term, "modeler's license"; to eliminate a town, reverse a curve; shorten a passing siding, or whatever. Again, not prototypical!

There were (and are) real railroads that seemed to have had the freelancer in mind when they were built and by the way they were operated. Steep grades, sharp curves, short mainlines and a mix of motive power made up a lot of the railroads here in the southeast. The Saluda grade and the Murphy Branch of the Southern exceeded four-percent. The Graham County RR, that ran from Tipton, NC to Robbinsville, NC, had both, a couple of Shay geared locomotives and a GE 70-ton diesel as late as the early 1970's, and of course what railroads more freelanced their freight rosters than the SAL and the SCL - I've seen one photo of what looks like an E-7, GP-7/9, F-B unit, another GP and a Baldwin road unit pulling freight.

My "serious" side of modeling is coming out as I try to accurately model and find a photo of SAL 522 (Ex GF&A 301); and as I collect and assemble a SAL Silver Meteor in HO. However, the freelancer in me really comes out when I "rubber gauge" my HO_n30 modeling; mixing Shay and Climax geared locomotives with Critters and Caterpillar light rail on what will be the Whipsaw Mountain Rail Road.

Some of us model a railroad as it appeared at a certain point in time. Some modelers follow a specific prototype, but give their railroad a fictitious name. Others may model a fictitious branch line of their favorite railroad. And still others just make it all up and end up with the most famous of all model railroads. Who? The late John Allen! The point is, we can all have fun doing what we love: model railroading.

But I digress. The point is I had a great time, learned a lot, and rediscovered that Model Railroaders of any age seem to think and act younger than any other group of random people I've been around.

I also ran in to a type of "Rivet Counter" I didn't know existed. I'll call him the Free Lance Rivet Counter; he really wanted to Free Lance a 32' steel box car with a drop down door and wood ends, but wouldn't till he had searched through thousands of photos and found a picture of one hooked to a GP-40. Now it runs on his track; you can bet he keeps the picture in a drawer, and a "Gotcha," for the other "Rivet Counters." "That's Prototypical!"