



THE Lantern

October 2009

Volume 14 Number 10

October 20th 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: ham, veggies, salad, bread, desert and a drink for only \$6.50 per person.

We need as good a body count as possible, so please RSVP to me (John Sullenberger) by Monday, October 19th: I can be reached by telephone at (850) 562-5137 (h) or (850) 544-1870 (c) or via e-mail at sullyjws@aol.com.

October Program: Turning Plastic into Wood Presented by John Sykes

MEETING RAFFLE

Sharon Brock won the September raffle. The BBMRA will continue to do this until the membership says "stop!"

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. We'll do it again during the October 20th meeting.

Veterans Memorial's Halloween Spooktacular by John Anthamatten



Halloween runs are scheduled from about 8 pm (when it gets dark) till 10 pm on October 23rd, 24th, and 31st (Halloween night). We can also use volunteers to be scary folks or just plain helpers around the track but scary volunteers must have a full costume of some sort. Any volunteers that come over can check in with Babs Moran or Gloria Keenan at the railroad. Weather, of course, is always the controlling factor.

HO and Large Scale for 2010 Children's Day Festival

The BBMRA has confirmed that we will attend and operate layouts at the 2010 Children's Day Festival on Saturday, January 30th.

The HO Division will set up and run the Ed Olson layout, the Large Scale Division will set up and run a Thomas the Tank engine layout and Joe Haley will set up and run the Time Saver switching layout.

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.).

October 24th: BBMRA Fall 2009 Layout Tour

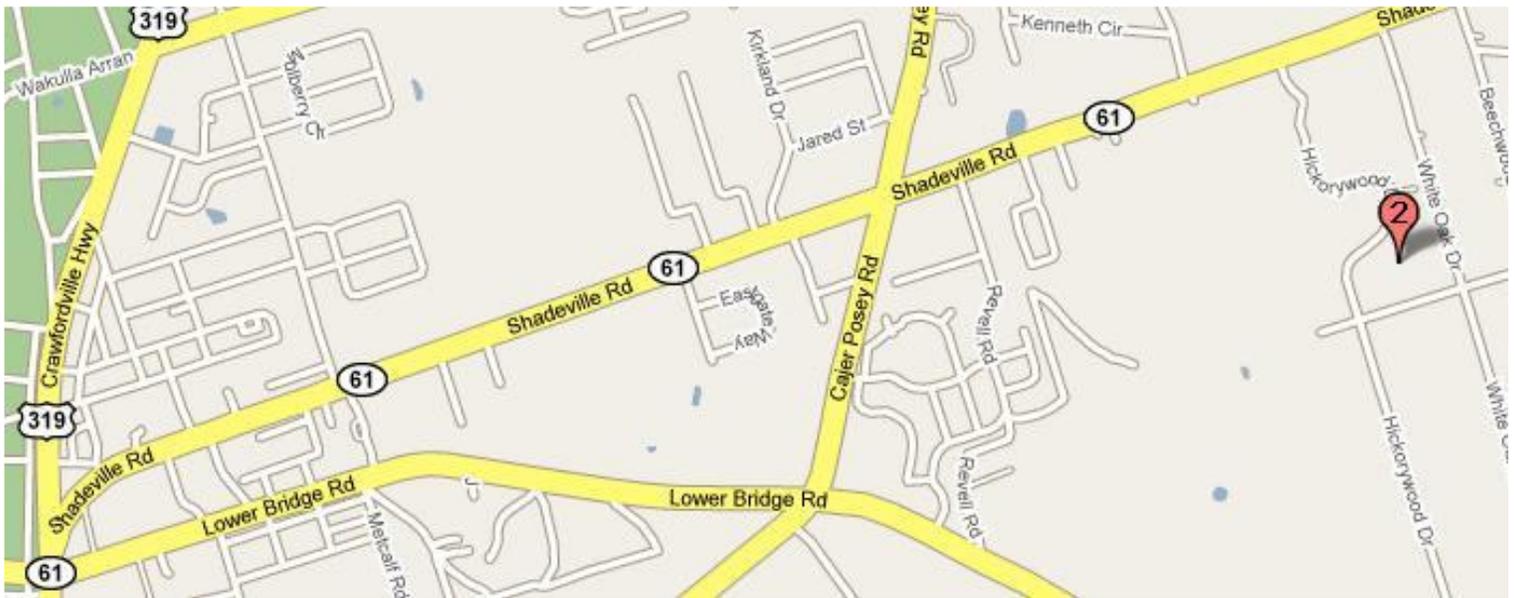


Eric Ecklund – 252 Bay Pine Dr, Crawfordville, FL 32327 – 926-4297

This layout tour is courtesy of our Crawfordville G Scalers: Eric Ecklund and Bill Atkinson. Bill's tour stop will double as a market place for Mike Mathis' G Scale and O Scale model trains.

Eric is tour stop #1: from 10 am until 12 noon.

Bill is tour stop #2: from 12 noon until.....



Bill Atkinson – 182 White Oak Dr, Crawfordville, FL 32327 – 926-3194

Minutes of September 2009 BBMRA Meeting

The September 15, 2009 Membership Meeting was called to order by President John Sullenberger at 7:32 p.m. in the Banquet Room of the old Antique Car Museum. Forty-two (42) people were present.

Raffle: Sharon Brock won the September raffle; her share was \$21.

Minutes: Minutes of the August 2009 meeting were accepted as published in The Lantern

Treasurer's Report: Bill reported the Association has money.

Division Reports:

Small Scale: Garth Easton announced that the Division would hold work parties on October 3rd and 17th at the TACM.

HO Scale: Barrett Johnson announced a Division organizational meeting on September 20th at his house and a work party on October 3rd at the TACM.

Large Scale: No Report.

Veteran's Memorial – Bristol: John Anthamatten announced they would be running their Halloween Spooktacular train rides on October 23rd, 24th and 31st from dark until 10:30 weather permitting.

Switching Layout: No Report.

Train Show: The hours for our train show will change from 10 am until 5 pm to 9 am until 4 pm.

TACM: Volunteers are always welcome to run their trains. If you want an audience, call ahead to see what's on their schedule.

Good of the Group Comments: The Wiregrass Model Railroad Show in Dothan is this upcoming weekend, remember, we have a reciprocal admittance agreement with Dothan. Let them know you're with the BBMRA and you get in free.

Ken Brock informed the members that Beth Edwards had been ill, but was doing better.

John Sykes informed the members that ACL 1504 on display behind the Prime Osborn Convention Center is on the agenda to be designated as a local historic landmark.

Program: Sam Miller held a workshop/seminar on how to "Paint Your Own Model Railroad People" that was enjoyed by all.

Next Meeting: The next meeting will be at 7:30 pm, Tuesday, October 20th at the Old Antique Car Museum. Dinner will be catered for \$6.50 at 6:45 pm. Please contact John Sullenberger if you plan to eat dinner so he can give the caterer a headcount.

The meeting adjourned at 8:30 pm. Respectfully submitted, Drew Hackmeyer for Lyn Heath, Secretary

RailFest submitted by Bob Ruggles

It is difficult in a few words to describe the Bailey Yard, the largest rail yard in the world. It comprises 2,850 acres (an area larger than Honolulu, Hawaii, our tour guide said), includes at least 315 miles of track, is eight miles long, and, I would guess, more than a mile wide. It has an eastbound hump and a westbound hump for sorting cars into new trains and new destinations.

Daily, the yard sees 150-160 trains, many of them long through coal trains from the Powder River Basin. It is not unusual for 10,000 cars a day to enter and leave Bailey, and generally about 3,000 of them are sorted on the east and west humps. The humps can handle up to four cars a minute that roll onto any one of 114 "bowl" tracks to become part of new trains headed to any of dozens of destinations. The two hump yards have 18 receiving and 16 departure tracks.

My wife, daughter, and I drove 3,100 miles through 10 states to reach RailFest 2009, a joint effort of the city of North Platte, Nebraska and the Union Pacific Railroad. RailFest included bus tours of Bailey Yard and of the new Golden Spike Tower and Visitor Center. The Tower has an open-air platform on its seventh level and an enclosed platform on the eighth. Also on display downtown on UP tracks were UP No. 844, a 4-8-4 oil-fed steamer built in 1944, the last steam engine UP ordered, and in its day capable of 100 m.p.h.; EMD E-9A and B units (2,400 h.p. apiece) used in passenger service on the famed "City" trains, a Green Goat hybrid yard locomotive, a UP caboose, and a couple of passenger cars.

In Cody Park, two other famed locomotives were on display—No.3977, an ALCO-built 4-6-6-4 steamer dating to 1943, and No. 6922, an EMD DDA40X 6,600 h.p. diesel capable of 90 m.p.h. This diesel held 8,000 gallons of fuel. When full, the fuel tank alone weighed 30 tons. By the way, Cody Park is named for Buffalo Bill Cody, who had a ranch near North Platte.

While clambering about on the locomotives was interesting, if somewhat taxing at my age and physical limitations, the Bailey Yard tour was most intriguing. We got to see close-up the diesel repair shop, for example. We passed the shop through which train crews suspecting wheel problems anywhere on their trains can have them electronically inspected as the trains move, the car removed and repaired, and sent on its way. We saw in-yard truck replacements, and, of course, cars going over the humps, their wheels screaming as their speeds are retarded as they move down the tracks to join their new consists. Predictably, our movements frequently were interrupted by trains passing through.

Bailey Yard's fueling and servicing centers routinely cut 12 hours off the time needed to prepare locomotives for departing trains. The center commonly utilizes 180 workers who service up to 8,500 engines per month, including filling them with 14 million gallons of fuel.

Reflecting the bad economic times, dozens of UP locomotives were being stored in Bailey Yard awaiting the return of better days. When that happens, the fueling and servicing and diesel maintenance crews will have their hands full.

The Tower enables a visitor to comprehend the scope of Bailey Yard, which seems almost to fill the Platte River Valley. Although the land is relatively flat here, this is high plains country, so it is not unusual to see trains headed by four or five units of diesel with one or two more units on train's end.

It would be an enormous challenge to replicate this yard in HO or N scale, but it would be fun to see it operate.

Aboard the Incline Railway and Choo-Choo Trolley

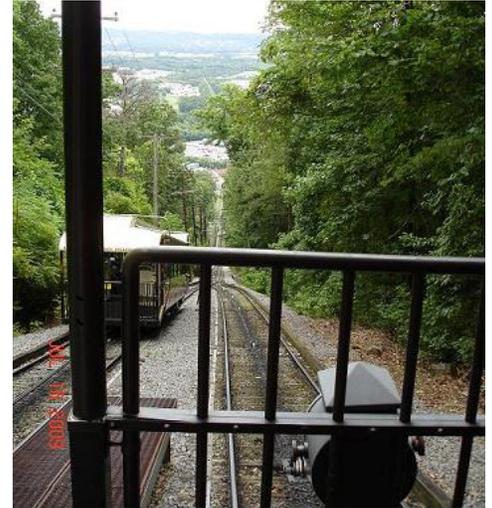
By Larry Benson – *Second in a series of five articles*

After arriving in Chattanooga on the fourth day of our July railfan journey, Shirley and I checked into the Delta Queen Hotel. The "Queen", a sternwheeler steamboat and National Historic Landmark, is now moored along the north shore of the Tennessee River at Coolidge Park and rents out staterooms to guests. Shirley and I were passengers aboard the D.Q. on a 7-day cruise up the Mississippi River back in 2006 to celebrate our 50th wedding anniversary. So, we wanted to renew our acquaintance with the elegant lady.

From the Queen, it's just a short drive across the John Ross draw bridge into downtown Chattanooga, a distance that could be walked if one was a mind to do so. In fact, there is a foot bridge up river a block or so that can be crossed into downtown. Because we planned to see the Tennessee Aquarium on our way to the Incline Railway, we chose to drive.

For those who may not know, the Incline Railway lifts passengers to the very top of Lookout Mountain which is over 2,000 feet above sea level. What's more, it achieves this dizzying height in less than a mile, sometimes at a breathtaking 72.7 per cent grade near the top. Suspended on cables, it is the steepest passenger railway in the world. Shirley and I sat in the first seats facing down hill on the ride up and the view of Chattanooga, while scary, was still awesome.

On "top of the world," we walked a ways to the Lookout Mountain Battlefield and Point Park where a Ranger explained in detail about the 1863-64 Civil War battles that raged around the mountain and along Missionary Ridge to the east.



Bensons rode the Incline Railway to the top of Lookout Mountain in Chattanooga.



The wood burning steam loco replica at "Choo-Choo" station. It was built by the Chattanooga Area Model Railroad Club and would cost some \$1 million to replace today.

Next day, we made an 8-mile "dry run" through Chattanooga's confusing warren of streets to scope out the location of the Tennessee Valley Railroad. We had tickets to ride the train the next day and sure didn't want to be late for the "ALL ABOARD" shout by the conductor. Then we returned to the Delta Queen and caught the free electric powered shuttle to our next destination – the Chattanooga Choo-Choo.

As everyone does, we visited the Chattanooga Southern Railway HO scale layout, claimed to be "South's largest model railroad display." And, I guess the claim is justified.

The continually operating layout is 174 feet long and has over 3,000 feet of track with up to eight trains running at any one time.

Who can resist riding the authentic, somewhat rickety, but charming little yellow trolley around the Choo-Choo complex? A knowledgeable conductor/engineer pointed out places of interest on a 30-minute tour. Afterwards, we sat in the shade on benches and snacked before shopping and catching the shuttle back to the Delta Queen. Two very busy days and we still had one more to go – our fourth ride in four days – aboard the Tennessee Valley Railroad, the subject of my third article coming next month.



Shirley & Larry rode on this 1924 New Orleans trolley at the "Choo-Choo" complex.

Incline Railway: Telephone/Email (423) 821-4224 / www.LookoutMtnAttractions.com or www.gocarta.org
Chattanooga "Choo-Choo": Telephone/Email 1 800 TRACK 29 or (423) 266-500 / www.choochoo.com

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