



THE Lantern

July 2010

Volume 15 Number 7

July 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 (across from the McDonalds in the Wal-Mart parking lot). The meeting will begin at 7:30 pm.

Tallahassee Model Railroad Show & Sale Recap by John Sullenberger

The 2010 Tallahassee Model Railroad Show & Sale went very well. The gate this year was 595 (paid) at the door. Counting children we had 900 and 1000 attendees. All of the vendors showed up and all but one said they had a good day and would most likely be back next year. The next Tallahassee Model Railroad Show & Sale is scheduled for June 18, 2011 at the North Florida Fairgrounds in building #4.

Record Turnout for 19th Annual Train Show – Story and picture by Larry Benson

A record number of over 1,000 hobbyists and railroad enthusiasts were attracted to our 19th Annual BBMRA Train Show and Sale held Saturday, June 19 at the Leon County Fairgrounds in Tallahassee. A total of 596 paid admissions were tallied but best “guestimates” suggest another 400 youngsters, scouts, BBMRA members and their families boosted the number to around 1,000.

There were 80 tables of various kinds of enticing rail related items offered to the buying public from new and used trains to collectibles, from scenery to structures and much more. Show Coordinator and BBMRA President John Sullenberger told me about an hour before the show closed at 4 p.m. that most vendors seemed pleased with their day's sales and told him they “plan to be back next year” for BBMRA's 20th Anniversary Show and Sale.

And, if the dealers' offerings weren't enough for railroaders to gorge on, all together there were 11 operating layouts on the show floor. BBMRA was well represented by five different scale model layouts including Large, Small (N), HO, Z, and G Live Steam. Also, the club Switching Layout challenged and entertained a multitude of children and some adults throughout the 7-hour show. Thomas the Tank, a G Scale playing typical carnival music and a large colorful Lego display were other crowd pleasing attractions.

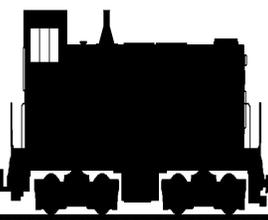
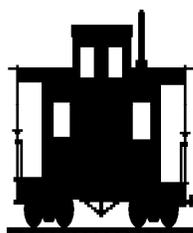


Railroaders crowd the floor at the 19th Annual BBMRA Show!

Most of all, during the show I had the feeling – from laughter and remarks I overheard and by watching peoples' expressions – they were having fun and simply enjoying their “railroad experience”. And, after all, that's what our hobby is all about!

TALLAHASSEE MODEL RAILROAD SHOW & SALE

Saturday, June 18th, 2011 – North Florida Fairgrounds, Building #4 – 9 am to 4 pm
Adults & Children 13 and older: \$5 – Children 12 and younger are free – Free Parking



Tennessee Central Railroad – A trip back in time

This trip, new history! Submitted by David Brazell

On the 1st of May 2010, I had an opportunity to ride the Tennessee Central excursion railroad. It originates in Nashville, Tennessee. I've ridden it before and already knew it was a wonderful trip. I had ridden the fall excursion several years ago, which was great, but this time we went on the Monterey Spring Festival excursion, which is the longest excursion they offer. I knew this was a trip back in time, as the train consist of lightweight passenger cars all bought from the 50's and 60's railroads inventories. What I didn't know was, this was going to end up as a real adventure.

The Tennessee Central Railroad is located in Nashville, Tennessee. Their equipment consists of 50's and 60's passenger cars purchased from railroad such as Santa Fe, Penn Central, New York Central, AMTRAK and other railroads. All are lightweight stainless steel construction and they typically have a plaque in each cars explaining where they came from. They even have a 24/6 slumbercoach, which was not on our consist, but they use them for their work crews that travel down the route and have to spend the night along the way. Locomotive power is also purchased from other railroads. They have a variety of types, including an E8 Unit, a couple of F7A units, a couple of F7B units and a few switchers. They make about 14 runs a year, including a dinner excursion, murder mystery excursion, a Thomas the Tank trip and a North Pole Express with Santa during the holidays. You can go to their web site at tcry.org to get more information.



This trip was particularly wonderful for me because, as most of you know, I have an affection for passenger cars, particularly lightweights that the Santa Fe Superchief used. Several of these coaches were old Santa Fe coaches. I had taken lots of interior pictures previously so I didn't take many this time, but if you model lightweight passenger cars at all, this train affords you an opportunity to see the interiors in color. Not too many vintage color interior pictures exist.

As I said earlier, this was the Monterey Spring Festival excursion. Along were my wife, two dear friends of ours who live in Nashville and about 550 other travelers. This is a 216 mile round trip excursion out to Monterey, Tennessee along the Nashville & Eastern Railroad. We were to travel over there (It is east of Nashville), spend about an hour and a half at the festival and return. It's an all day excursion. The train consisted of a red and silver E8 (previously owed by the New York Central and Penn Central to name a few), two F7B units (previously owned by the B&LE), and what I think was a U33, but I'm not sure as I didn't get a good look at it and I'm not good with a lot of the diesel nomenclatures anyway. There were 2 former RPOs (used for power in the consist), a vista dome, baggage car (for concessions), two former diner cars (still used for food, snacks, etc) and the rest were either 48 or 72 seat coaches. The seats were either red or blue (mine were blue). On the way over, my car was toward the end (there were 2 private coaches behind ours). The cars were in great shape, clean and well kept. A beautiful consist!

The weather was less than cooperative. We got up Saturday morning and it was already raining. We left sharply at 8:00. In the Nashville area, they use some commuter rail and I noticed there were some signals that were used along the track. Outside Nashville, I think it is dark territory as I saw no more signals and no other rail lines that crossed our path. As we traveled east, the weather got better but it was always overcast. The rivers and streams were already full as I understand they had already received a lot of rain in the previous week. We were moving ahead of today's storm. We arrived in Monterey about 11:45. There was not much of a Festival going on. We ate at a local Mexican restaurant and shopped a little. There was a shop that had an S-scale layout on display but it wasn't running.

After about an hour and a half in Monterey, we headed back to the train. While we were at lunch, they had pulled the consist forward, moved the power to the back, and we were ready for the return trip. This time, we were on the front, the third car back. We started back a little before 2:00. Now we were headed, literally, back into the storm. Rain started picking up the farther west we traveled. All of the streams and rivers were overflowing. We noticed several streams of water coming off rock formations as we traveled. At one time, there was even a huge limb that fell and stuck on the top of one of the coaches. Water was everywhere, and rain was continuing to fall. At one town (Carthage Junction), we noticed they stopped the train, pulled forward slowly, backed up, then we went on. We were told that members of the crew had gotten off to inspect the cars and we had to back up so they could get back on.

About 52 miles out, things really deteriorated. We were going slowly down the track. It looked like the water was on the ballast. Then we stopped. My car was straddling a culvert. Water was gushing through. With it were limbs,



branches, and even a few black pieces of wood that looked like pieces of crosstie. I was able to look out at the end of the car. Water was everywhere and rising. We passed an elevated church that had water almost to the floor, and a bridge that was almost submerged. We spent the next three hours there. The railroad bridge up ahead in Lebanon, Tennessee had washed out. A man (I assume he was the conductor) came through the cars looking for someone with cell phone service (his was out). He got one from someone on my car. They had to call a local Wilson County School Board Superintendent, who approved the use of busses to evacuate us. They backed up the train to a road, where we were loaded on the buses for the 50 mile trek back to Nashville. We traveled back through Lebanon on the way back on I-40. It was dark by this time, but we could see a little of the devastation. Fortunately for us, the West bound lane was open, but the East bounders were stopped, as there was water on the road. We got back about 8:00.



At this point, let me say, something about the Tennessee Central Railroad crew and its leadership. They could not have handled this crisis any better. They were swift but cautious, always safety minded and professional. I've seen railroad pictures of the tracks in Lebanon, Tennessee. They reminded me of Katrina Lake Pontchartrain railroad bridge pictures in New Orleans. They made the right call in not going any farther. We were never in any real danger thanks to them. They got us off the train and got us back to the station as quickly and safely as possible. I talked to one of the crewmen and he said since 1989, when they started running, they have never failed to return. This was a first! If you want to read other testimonials to their excellent handling of this crisis, go to their web site and read their May news link.



What an adventure! We watched the news when we returned to our friends' house. What a mess. I did notice there was a picture of the railroad bridge that was out, and they interviewed the Wilson County Emergency Management Coordinator, who made mention of our excursion and the fact that we had to be bused back to Nashville. We planned to return home Sunday morning, but we couldn't get out, as they had closed all of the roads. The city was pretty much shut down. All activities were cancelled, including church services. We were told on the TV unless you had to get out, stay off the roads. We were able to venture out to a local super market so I could get a paper and a few things. It was packed. We got our few items and returned to our friends' house. We were able to return home Monday morning as the interstate system was open again, but there were still a lot of places blocked and still closed.



If you have a chance to ride and excursion on the Tennessee Central Railroad, I have one words for you – Go. It is a wonderful excursion. Despite the rain and all I've described, we all had a wonderful time and now I have a new adventure to tell.

Minutes of June 2010 Meeting

The June 15, 2010 Membership Meeting was called to order by President John Sullenberger at 7:36 p.m. in the Banquet Room of the old Antique Car Museum.

Raffle: Ron Clark won the raffle and donated his winnings back to the club.

New Members or Guests: Alan Ragsdale joined and introduced himself to the members.

Minutes: The minutes of the May 2010 meeting as published in the Lantern were accepted.

Treasurer's Report: Bill Boyle reported that we had paid the fairgrounds and still had a plus balance.

David Brazell's Adventure: David created a DVD of his recent train trip on the Tennessee Central during the heavy rains and flooding around Nashville. He is selling the DVD for \$10 with \$2 being donated to the BBMRA.

Show Report: John Sullenberger outlined the following to the members about the upcoming show: please sign in; set-up begins at 1 pm on Friday, the show building will open by 7 am for vendors and members, the show's hours are from 9 am to 4 pm with tear-down commencing immediately after the show; please bring extension cords; we have a hotdog vendor; Dothan and Albany both sent rosters; please help where you can and support our vendors; and finally, the Paul Russell gate will remain shut, you will have to use the South Monroe gate.

Division Reports:

Small Scale: Garth Easton announced that the new N Scale layout had been completed and that division members were to meet at the fairgrounds on Friday at 5 pm for set up.

HO Scale: Barrett Johnson announced that division members are to meet at the warehouse at 1 pm for layout transport, contact Sam Miller for details.

Large Scale: Randy Lombardo announced that they would have two layouts, a large O-27 and a Thomas the Tank Engine and that he had prizes for the children who operate Thomas.

Switching Layout: Joe Haley announced that he was ready to go.

Veteran's Memorial: No Report.

Good of the Group Comments: Sam is conducting interviews of Vernon Parramore and Dave Kerns concerning railroading in Tallahassee. Dan King informed the members that a relative of Ed Olson asked about the layout he donated to the BBMRA, Barrett informed him that the layout has been used at Children's Day.

Program: David Brazell conducted Part 2 of his program on freight car loads.

Next Meeting: The next meeting will be at **7:30p.m., Tuesday, July 20, 2010**, at the **Old Antique Car Museum**.

The meeting adjourned at 8:45 p.m. Respectfully submitted, Drew Hackmeyer for Lyn Heath, Secretary

LEGO is looking for volunteers by Mark Van Hoeij

Congratulations on a well organized show! Hopefully we will again be successful in our advertising next year, and again have good attendance.

I have a request for Lego layout. I need two volunteers that have time on the Friday afternoon before the show to help with the set up. Without volunteers, I will have to significantly reduce the size of the layout because I can not set up everything on time (for example, I brought green paper to cover the ugly tables, but I did not put it up because of lack of time).

The time commitment for a volunteer would be:

Friday: 1 to 6 pm – two volunteers to help set up the layout

Saturday: 8 am to 4 pm – one or more volunteers to help run trains, we alternate so that the others can walk around to see the rest of the show

Saturday: 4 to 6 pm for tear down

Moreover, in the first year, a volunteer would also need to have time on a Saturday at some point before the show, so we can go through the setup process. This won't be necessary in the next years because setup would be pretty much the same.

July 4th at the TACM by John Sullenberger

I would like to thank Ed Buist, Joe Haley, Barrett Johnson, Sam Miller and Calvin Ogburn for their help operating the layouts.

And Finally... by John Sullenberger

On behalf of the Tallahassee Model Railroad Show staff I would like to thank the following BBMRA members for their continuing support of our show and sale: Jim Amidon, John Anthamatten, Bill Atkinson, David Barth, Larry Benson, Paul Beverly, Steve Blanton, Dave Blodgett, David Blodgett, Gloria Boisvert, Bill Boyle, Jr, David Brazell, Ken Brock, Ed Buist, Ronald Clark, Dick Daniels, Will Davis, Sim Dekle, the Durrett's, Garth Easton, Eric Ecklund, John Edrington, Beth Edwards, Ron Eudy, Grady Foster, Mitchell Green, Drew Hackmeyer, Joe Haley, Sheldon Harrison, Jack Herzog, Carlton Ingram, Ron Jackson, Barrett Johnson, Tom Keenan, David Kerns, Dan King, David Knowles, Farley Light, Randy Lombardo, Roy Mantooth, Sal Martocci, Buddy McChesney, Jim McGill, Neal Meadows, John Meister, Sr, Sam Miller, Robert Moody, Harold Odom, Calvin Ogburn, Vernon Parramore, Mike Partain, Bob Pope, Tom Rice, Paul Richter, Laurence & Efrem Rosenberg, Robert Ruggles, Bob Sayes, Richard Schmitt, Paul Schneider, Herman Schol, Sandy Scott, Michael Simpson, John Sykes III, Jim Taylor, Mark Van Hoeij, Jimmie Whitehead, Art Wilson, Jerry Wise, and Andy Zimmerman.