



THE Lantern

January 2012

Volume 17 Number 1

January 17th 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.

Sam and Linda Miller's 2011 Christmas Open House

On behalf of the BBMRA, I would like to thank Sam and Linda for opening their home and for their hospitality last December 9th during their annual Christmas Open House. From what I saw, this year's open house was well attended by members and friends. As always, there was plenty of food and drinks and a good time was had by all.

Tallahassee Museum's Fall Farm Days submitted by John Sullenberger

On behalf of the BBMRA, I would like to thank Joe Haley, Sheldon Harrison, and Randy Lombardo for their participation at this operational setup. I would also like to thank Larry Benson for dropping by to offer moral support.

Pay Dues Starting January 17th at BBMRA Meeting

By Larry Benson, Treasurer

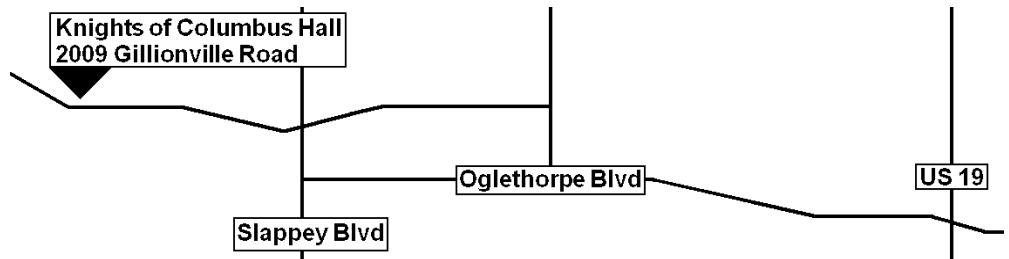
I will begin collecting Club dues of \$10 for the first half of 2012 – from January 1 through June 30 – at our BBMRA meeting on January 17th. Please do not attempt to pay in advance for the second half of the year. This new payment amount and period are the result of BBMRA changing from calendar year to fiscal year budgeting.

Members have until March 31, 2012 to pay the first half 6-months dues of \$10. After that date, members who have not paid will be considered in default and their membership privileges suspended until they pay dues.



Flint River Model Railroad Show is January 21 & 22, 2012

The 21st Annual Flint River Model Railroad Train Show & Sale will be held in Albany, GA on January 21-22 at the Knights of Columbus Hall, 2009 Gillionville Rd. Hours for the 2-day show are 9 am to 5 pm on Saturday and 10 am to 4 pm on Sunday. Admission is \$6.00 for adults; children 12 and under are free with an adult. Under our reciprocal agreement with the FRMRRC, BBMRA members get in free. For more information, contact Jimmie Swann evenings at (229) 854-1193.



Children's Day Festival is January 28, 2011

This annual event includes entertainment, hands-on crafts, exhibits, storytelling, and much more for the whole family. There is a small fee for some crafts. The event runs from 11 am to 4 pm.

2012 BBMRA Officers – January 1st thru June 30th

The current BBMRA generally elected officers: President – John Sullenberger, Vice-President – Andy Zimmerman, Treasurer – Larry Benson and Secretary – Drew Hackmeyer will hold their respective office until our Annual Business Meeting in July 2012. The Division's can choose new Coordinators if they would like to.

Program – A Light Hearted Way to Start the New Year

So you think you know there is all there is to know about Railroading? How big of a train fan are you really? How about a contest to test your "train" wisdom? Think you have what it takes? Well then take our 21 question challenge at the January meeting! Winner will get \$5 off his/her annual dues! Something fun and light hearted to start off the New Year!!

From the Inside by Mike Sassard

I needed to go to California to visit my 95 year old father and my sister and since I don't like to fly, I decided to take the train.

My hat's off to Amtrak. It was a long journey, four days out and four days back. Since the hurricane washed out the tracks along the Gulf, Tallahassee has no passenger service and I had to drive to Jacksonville, then take Amtrak to Washington D.C. and on to Chicago and down to Los Angeles and finally to San Luis Obispo. Overall, it was a good trip. Amtrak food is delicious. All the personnel were very helpful and really knew their jobs. I had a bedroom most of the way. The trains were always on time. I never once ran out of water. I did have a few cold showers. Since I don't walk very well, I ask for Red Cap help. They really know their job too.

San Luis Obispo is a clean and well-kept town. There are no "run down" areas. It is also a university town and the home of Mission San Luis Obispo, where my Dad has a scale model of the mission on display.

The only negative aspect was the enormous amount of graffiti. I have never seen so much. It was on any flat surface and even on quite a few freight cars.

All the stations have plenty of eating establishments, except Jacksonville. I did have long waits at the stations. All the stations were clean.

When I returned to Jacksonville, I asked for directions to I-10 West and they not only drew me a map but took my checked baggage stub and went and got my one checked bag for me.

Being a railroad modeler, I have gotten use to "sharp curves". After I got home I looked through a model train magazine and the standard "O" gauge curves looked like "corners".

I rode the Silver Meteor, the Capital Limited, the Southwest Chief, the Pacific Surfliner and the California Zephyr.

Neat Things in North Florida in 2012 by Sam Miller, Northern Division Superintendent

There is a lot to do involving model railroading and railfanning in north Florida and Georgia and I want to make sure you know about some of it.

The Tallahassee club, the Big Bend Model Railroad Association, hosts the 21st Annual Tallahassee Model Railroad Show and Sale June 16 at the North Florida Fairgrounds. I will definitely see you at this event. It has a good variety of new and used model railroading items in all scales. It is hard to find extensive, quality used items at some shows.

January 21-22, the Flint River Model Railroad Club of Albany is presenting its 21st annual Model Train Show & sale. The show is at the Knights of Columbus Hall, 2009 Gillionville Road, Albany. This is a small, but fine show, with new and used accessories. It features one of the finest N scale layouts I have ever seen and one of the best layouts period.

Golden Spike Enterprises is conducting the 34th Jacksonville Rail Fair February 11 at the Prime Osborne Convention Center in Jacksonville. Many of you have attended the Prime Osborne show in the past and know it is one of the largest and best around. A little earlier in the year, January 14, Golden Spike is hosting the 42nd Atlanta Show at the North Atlanta Trade Center in Norcross.

For those with an interest in historical steam locomotives, the Florida Forest Service' 1853(+/-) Historical Locomotive Facility is under construction at the Conner Building site on Conner Boulevard. "You are welcome stop by and observe the work progress on any week day when the gate is open," notes William Ervin, of the Forest Service. Contact William (850-414-0836) for additional information.

HO – T-Trak Modules

OK, if anyone in the HO Division is interested in building and running T-Trak (HO) modules here are the details.

The standard corner module is 28 inches square. It uses four 24 inch (#2-220 at \$7.80 per 4 track pack) and four 21 5/8 inch (#2-210 at \$7.20 per 4 track pack) curved tracks. The tracks utilize 60 mm track centers which is helpful as it allows size variations.

Variation #1: 25 inches square. It uses four 21 5/8 inch (#2-210 at \$7.20 per 4 track pack) and four 19 1/4 inch (#2-270 at \$7.20 per 4 track pack) curved tracks. These tracks utilize 60 mm track centers.

Variation #2: 23 inches square. It uses four 19 1/4 inch (#2-270 at \$7.20 per 4 track pack) and four 16 7/8 inch (#2-260 at \$7.20 per 4 track pack) curved tracks. These tracks utilize 60 mm track centers.

An upside to the variations is that they are smaller and will be easier to build, scenic, maintain and handle, the downside is the smaller radius tracks.

The standard straight module will be 19 7/16 inches wide and will use four 9 3/4 inch straight tracks (#2-150 at \$7.50 per 4 track pack). These tracks utilize 60 mm track centers. The diagram states that the module should be 19 1/4 inches wide but that doesn't actually work. Two of the 9 3/4 tracks end-to-end are 19 1/2 inches in length; take away 1/16 inch for the track (end of modules) extensions leaves an end-to-end length of 19 7/16, which will be the module width. The depth of the modules depends on the depth of the corner modules.

Each loop will need to use one electrical feeder track (#2-151 at \$3.60 per one track pack).

Turnouts – Kato has #4 manual (LH #2-840 – \$15.00, RH #2-841 – \$15.00) and #6 manual (LH #2-862 – \$15.00, RH #2-863 – \$15.00) turnouts; turnout machines #2-503 (for LH turnouts) and #2-504 (for RH turnouts) will turn a manual turnout into an electric turnout.

Bumper – Kato has one 4 1/4 inch bumper track (#2-170 at \$6.60 per 2 track pack).

28" – Standard corner		25" – Corner variation #1		23" – Corner variation #2		Standard Straight	
#2-220	\$7.80	#2-210	\$7.20	#2-270	\$7.20	#2-150	\$7.50
#2-210	\$7.20	#2-270	\$7.20	#2-260	\$7.20		
Total	15.00	Total	\$14.40	Total	\$14.40	Total	\$7.50

Remember: each loop will need to use one electrical feeder track (#2-151 at \$3.60 per one track pack).

The prices listed in this article were provided by Garth Easton (who can and has ordered materials for the BBMRA). Each person who orders will be responsible for a portion of the shipping costs.

OK, so is the HO Division interested in building and running T-Trak modules?

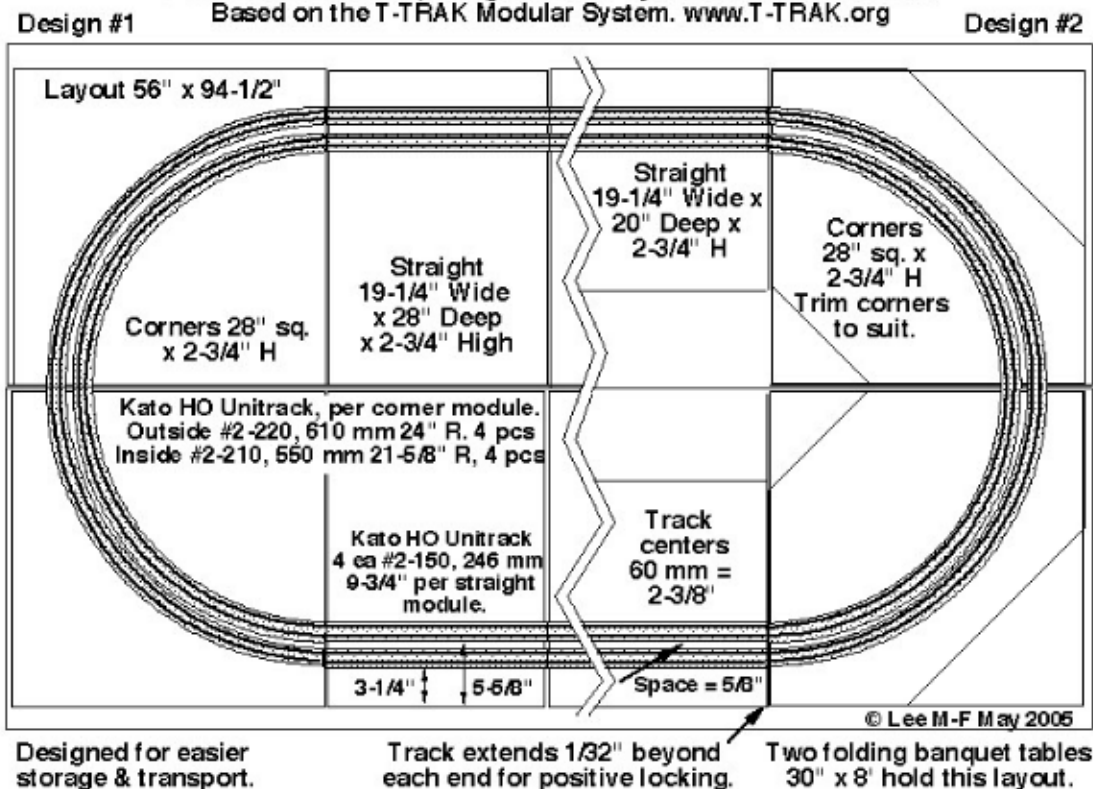
T-TRAK for Other Scales

T-TRAK has become very popular, not only in "N" scale but for other scales, as well. T-TRAK in N has been growing and spreading to many areas, here and abroad, At shows and in the NTRAK Newsletter and this web site, I have displays for other scales and interest has been awakening, for those modelers, also.

LAYOUT Drawing and Dimensions are for two HO Designs.

T-TRAK - HO Modules, Designs #1 & 2 by Lee Monaco-FitzGerald

Based on the T-TRAK Modular System. www.T-TRAK.org



Veteran's Memorial Railroad – the Halloween Spooktacular

By Mitchell Green

I had the opportunity to travel to Bristol and volunteer as a conductor on the Veteran's Memorial Railroad for Halloween. I was not able to attend on Friday. On Saturday, October 29th, I arrived about 6:15pm and found "Old Reliable" at the River Junction Station with about 15 people waiting to board. By the time Tom was ready for boarding, we had enough ticket holders to fill up the train.

We pulled out of the station at 6:50 for the 15 minute ride and by the time we returned there was a lengthy line of patrons waiting to purchase tickets. The line seemed to get longer each time we pulled back into the station. The "ghost" and "goblin" volunteers did a wonderful job of scaring the passengers on each trip. While the advertised times stated that we were open till 10, it was well past 11 before everyone who came to ride got their scare for the night.

On Monday, the 31st, BBMRA member Mike Carroll and I set out in the morning after breakfast to head down to Sopchoppy to see their restored Georgia, Florida and Alabama Railroad train depot. It wasn't open; we peered in and it looked great! We left and headed west on Route 98 towards Panama City. We stopped for gasoline and to eat in Eastpoint. As we continued west, we took a side trip to see what was left of the tracks in Port St. Joe. What we found was a large field where one who is observant could see where there had been a marshalling yard south of 98. Some businesses with spurs were seen on the north side. After 20 minutes, we set our sights on Panama City. We arrived hoping to do some railfanning. We followed the track and looked for a train working the port, but were disappointed not finding the Bay Line operating.

By now, it was almost 5pm. We headed north for Route 20. We turned east and passed thru the small community of Clarksville. I was sadly disappointed not to find a train station that the Monkeys once sang about. We made our way into Bristol and took turns conducting. Once again, it was past 11pm before we were able to head home. According to Gloria Keenan (Tom's wife) there were 950 tickets sold for the three nights for Halloween. What really surprised everyone was the number of people who showed up on the 31st with it being a school night. A fun time was had by all who were there.

Veteran's Memorial Railroad – "Christmas in the Park"

By Mitchell Green

I started off to Bristol late and got there about 6:30pm on Friday, December 16th. "Old Reliable" was in the big station and a few people were lined up for the train. The first train set out just after 7 and went smoothly. As the train went across the bridge, Tom (the engineer) gave a commentary on what the passengers were about to view. The eastern picnic pavilion had a "live" Santa's workshop with children singing and passing packages around with Santa supervising. As the train continued, there were several holiday scenes decorated by various local businesses. Passengers were treated to a 'live' nativity scene in the western picnic pavilion and then passed by the children's playground before arriving back at the station. Six trips ran that night before there weren't anymore people to ride and we closed down. Santa's workshop and the nativity scene were staffed by a different local church each night.

On Saturday, I arrived at 6pm to see people lined up in anticipation of the steam train. Old Reliable was already in the station. In chatting with Tom, I found out that the steamer might not run. There were problems with the boiler pressure. I was introduced to Nate, a new volunteer. Nate wanted to help out and rode with me as conductor for the first trip. As we left the station, we heard a short whistle from the yard. It sounded like the steamer might be ready. But as we passed by the yard it was apparent problems still continued. After getting back into the station, the passengers disembarked. As the next group of passengers boarded, Nate and I heard three short blasts of the steamers whistle. "Hot diggity!" I thought. I mentioned to Nate that the steamer was up and running. I explained that the whistles we heard meant she was backing up. Nate decided to stick around at the station.

Trip number two started and as we passed the work area it was empty. By now, the steam train was in the station. From the far end of the park, I could see her bathed in the station lights. What a sight she was, even from that distance. I had a chance to see her up close when I took a brief break from one trip. I went over and exchanged greetings with her engineer, Ray Brown. I could see he had his hands full keeping a close watch on such a delicate, but beautiful breathing machine. Both trains ran till 10:45 with the steam train taking the last of the passengers. Train rides continued Sunday, Monday, and Tuesday nights, but sadly, I wasn't able to attend. Still, a fantastic time was had by the volunteers and patrons who rode the trains.

If you have never been to Bristol, you are missing out on some great fun with some great people. I look forward to returning.



"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 fifth (unless otherwise noted) day of each month sent in c/o BBMRA, Attn: Editor, PO Box 3392, Tallahassee, FL 32315-3392 or e-mailed to sullyjws@aol.com.