



THE Lantern

October 2012

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BBMRA Dinners:

Do we want to continue with them?

At the September meeting the BBMRA had a dinner catered by Sonny's and we had a good turnout. Do we want to continue with the dinners on a monthly basis or continue with the dinners only on "special" occasions or do away with them? We would like your input. Please e-mail me at sullyjws@aol.com and let me know what you think.

However, now the thought of dinner before our meeting is fresh in your mind, we are going to try another dinner at the next meeting on Tuesday, October 16th. We are going to get Sonny's again and the menu will be as follows: pulled pork, smoked turkey, coleslaw, potato salad, corn on the cob, garlic bread and drinks: all for \$7.50 per person. No dessert this month. We need 20 reservations to make this work, are there any takers?

Minutes of the September 2012 BBMRA Meeting

25 Year anniversary dinner was celebrated in style. Plenty of food, catered by Sonny's, seconds could be had, and tasty too. The large picturesque cake disappeared, just like the F7 on top.

Short meeting was started at 7:48 PM. John showed pictures of an HO layout 4' by 6' available to the group. He then gave the treasurers report, we are in the black.

John asked if the group would be interested in a small layout tour of our own to coincide with Eric's open house on Nov. 10th. There was agreement to do that. A dinner after visiting Eric's was discussed, needing a survey.

John asked the group if they were interested in participating in the Tallahassee Museums Fall Farm Day on Saturday Nov. 17th. We'll have two or three small layouts there.

John again asked for presentation volunteers for the meetings. Andy Millot stepped up and volunteered to demonstrate "How to build a basic layout".

The meeting adjourned at 8:08 PM.

We had the Switching layout on site, for those needing engineer certificates. Nice job, Joe.

Respectfully submitted / Doug Gyuricsko/ or G.

2012 Veteran's Memorial Railroad Halloween Train

Visit the "Creatures from the Black Lagoon" on Friday, October 26th, Saturday, October 27th and Wednesday, October 31st from 7 pm till 10 pm (Eastern Time). All trains will depart from the original little "River Junction" Depot and tickets are just \$3 per person.

Eric Ecklund Open House

 submitted by John Sullenberger

On Saturday, November 10th Eric Ecklund will host an Open House to "show off" his backyard G Scale layout. Eric's house is at 252 Bay Pine Dr, in Crawfordville. His telephone number (in case you get lost) is 926-4297. If you have never seen Eric's layout you should make every effort to go as it is very impressive.

*** Next Meeting ***

October 16th

at the

**'old' Tallahassee Antique
Car Museum**

The 'old' Tallahassee Antique Car Museum is located at 3550 Mahan Drive just east of the intersection of Capital Circle and Mahan Drive (across from the McDonalds in the Wal-Mart parking lot).

Dinner will begin at **6:45 pm**.

The meeting will begin at **7:30 pm**.

2012 Layout Tour

submitted by John Sullenberger

Does the BBMRA want to host a layout tour of our own on November 10th? What with Eric's Open House and Bobby Woodard's invitation we would only need two more layouts to get this rolling. Are there any volunteers willing to open their houses or yards to show off their layout? If you are interested please e-mail me at sullyjws@aol.com, or call me at 850-544-1870 or see me at the October 16th meeting.

October Program

submitted by Andy J. Zimmerman

Once again your Big Bend Model Railroad Program Committee has gone the extra mile to bring you another exceptional guest speaker! We are proud to present Mr. Dave Cheney from Digitrax! Yes that's right, from the company that brings you many exceptional DCC products! They are sending one of their own to educate us on DCC and Digitrax in general. You asked and we responded, however it doesn't stop there... As if that was not enough, Dave Cheney will be bringing yet another skilled DCC Train enthusiast that you may recognize, especially if you are an NMRA member. NMRA SER region Education assistant Chairman "Buddy" Black! Together Dave and Buddy will educate us on DCC and Digitrax products. Digitrax products are available for virtually all Scales and this presentation will be of great interest to anyone who wants to step up to DCC. Be sure to come early and bring a friend!

Railway Lanterns Make Colorful Collectibles

by Larry Benson

Globes in kerosene railway lanterns come in five different colors: clear, red, amber, blue and green. The most common colors are clear followed by red then amber. The blue ones are rarer and a true green globe, not to be confused with teal: which is blue-green, is almost impossible to find. Clear and red globes are not terribly expensive; the amber and blue ones can be costlier and the prices of green ones are almost prohibitive. At least for this collector.

With our slumping economy it seems like a propitious time to buy lanterns. A quick check on a popular E-auction site revealed some good buys for rail buffs looking to start or add to his collection. Lanterns with clear and red globes in good condition showing moderate duty, but not overly fough treatment or bent, run around \$70 to \$375 depending on the popularity or unique history of the railroad. Amber color starts somewhere around \$125 and those with blue globes run from \$130 to \$400 and both can be pricier depending on condition. Bona fide green ones are reaching \$350 to \$500 when bidding ends. I haven't seen a "true" green one for sale at a train show or in an antique shop.

As mentioned earlier, *condition* and the *railroad* for which it was manufactured are factors significantly affecting values. Dents, rust, bent legs, cracked or scratched globes, missing wick holders, lost knobs, missing fount caps, etc., reduce value considerably. "Genuine" railroad lanterns have the name or initials (logo) of the railroad stamped into the metal on top usually along with the manufacturer's name.

Globes on some lanterns are etched with the railroad's name or initials or they have it molded into the glass in raised lettering – but not always. While having the railroad's identity on the globe match the name stamped in the metal top is desirable and commands a price premium, not having a named globe really isn't that big a deal. Sometimes railroads replaced original engraved or molded globes that were



Bob Sayes submitted the correct answer.....The Car Inspector's house atop Cumbres Pass, Colorado.

At an altitude of 10,020 feet, it is the summit of the Cumbres & Toltec Scenic Railroad. During the D&RGW days, a railroad employee lived here with his family. His duties were to inspect the air brakes of cars in the train before the descent down the 4% grade to Chama, NM. The railroad drops over 2100 feet in 14 miles. Without working brakes, a successful descent was unlikely.

The attached outbuildings give all-weather access to a well, coal bin, goat shed, chicken coop and a three hole outhouse with a lowered child seat. The family lived here year-round.



broken or cracked with cheaper and more readily available un-marked glass. However, miss-matched globes – for example a lantern stamped B&O in the metal on the top but having a Pennsylvania RR shield logo engraved in the globe – subtracts from the value.

The most prolific railroad lantern manufacturers were Adlake, Dietz, Handlan and Armspear. If they don't have a railroad name on top, then probably they are later reproductions. The more popular railroads and "fallen flags" seem to be the most sought after by collectors. I came across a Rock Island lantern a while back with a clear un-engraved globe that a vendor priced at \$250. I passed it up, too.

I have lanterns in each of the four more available colors in my collection as shown in the photograph. I'm still looking for an affordable green one. The clear one is Pittsburgh & Lake Erie (P&LE); the red is Boston & Maine (B&M). Both of these first two were manufactured by Dietz of New York. The amber one is stamped with the familiar Pennsylvania RR (PRR) keystone logo and was made by Handlan of St Louis. The "shorty" blue one is Atlantic Coast Line (ACL) produced by Armspear of New York and is dated 1925. I don't think the company that manufactured a particular lantern greatly influences value, but it might.

Next month: *Don't Get Duped by Common Barn Lanterns*

Tallahassee Rail Passenger Travel submitted by Mike Sassard

As best that I determine there have been two name trains serving Tallahassee, *The Gulf Wind* and *The Sunset Limited*.

The Gulf Wind was operated by Louisville & Nashville-Seaboard Air Line between New Orleans and Jacksonville. I can't find any other information on this train.

On the other hand, *The Sunset Limited* was operated, double headed, by the Southern Pacific from San Francisco to Jacksonville. It was a luxury train. It was a varnish train, complete with a barber. It might be said that *The Sunset* might well be the paradigm of all transcontinental luxury runs. When the new streamlined, extra-fare *Sunset* went into service in 1950, the atmosphere of creole in it's décor was conspicuous.

When Amtrak come into being, they continued to operate *The Sunset* until the hurricane washed out the tracks.

Support Your Local Historical Society

I am sure that all of you have some interest in railroads.

Maybe one in particular lives in your heart. Or the railroads of a particular area. Or of a special era or steam power or trolleys or car ferries.

Whatever your interest, there is a historical society, museum, special interest group or Yahoo or Google group for like minded railfans. The information that you would find so interesting is out there. Others may have already found it or have a clue that would help you find the answers.

Find those groups or entities and join them. Support them with your membership and share your interests, information and enthusiasm.

BBMRA is also one of those groups. Share your knowledge with the other members. I eagerly await YOUR submissions for the newsletter.

Thank you

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