

*The
Journal
Box*



“The Best Region Under The Sun”

Fall Issue 2022

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The Journal Box

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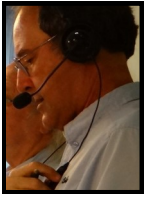
SSR on the Web

Looking for the latest Region activities? Check us out on website at www.sunshineregion.org. You can also get there via links from the NMRA website at www.nmra.org. Thanks to Robert Feuerstein, our Webmaster, for keeping the site up to date. You can also try sunshineregiongroups.io Group and join the egroup for latest information. Richard Webster is owner and moderator of this site.

Journal Box Submission Deadlines

Spring Issue	February 15
Summer Issue	May 15
Fall Issue	August 15
Winter Issue	November 15

The Journal Box will be in the mail 2-3 weeks after these dates. Please do not include events with dates close to mailing dates as information will not reach readers in time.



**Journal Box
Editor**
Robert Raymond

A hard rain beat off the shed roofs of Ken Farnham's FEC complex. Inside, nine members of the Orlando N-Trak club were learning the layout in the simulated darkness, trying to find their signals, going through their waybills, wondering where they were supposed to be and what they were supposed to do. Since we were crewed up and Ken and Bev were working in the Hialeah shed, I acted as unofficial superintendent in the mainline shed, rerailling, answering, helping, reaching, spotting, everything.

But that's just it; the Farnhams had set up a special session for our club and I'd do everything I could to support their effort. I was giving back.

There are a lot of people in this hobby that support it and engage in it without running a train. Anyone who hosts a session is taking on a lot of work for the sake of others. And that can be expanded to those behind the two significant shows coming up in the next quarter (The NMRA convention at Plant City in October, and ProtoRails in Cocoa Beach in January). A lot of people put in a lot of effort in the background. For every clinician, there's someone setting up and possibly running the PowerPoint slides, getting tables and chairs in place, running power cables and checking you in to the venue.

I've been asked to give my MicroOps clinic again in October (and unless my scenery efforts have damaged the layout and my mom doesn't pick THAT weekend to need to be snowbirded back down to Florida, I think I'll be there). Also, I might give a clinic on *TT&TO for Dummies* at ProtoRails (Al Sohl pulled a fast one and asked me, as he has for years, if I'd give a clinic at Proto. I answered, as I have for years, that I had to support my club at the Deland Train Show. And that's when he told me that for the first time since the Mesozoic Era the two were on different weekends. Neatly trapped. Well played, Sohl. Well played).

So the point of this is that for the hobby to continue, we need to all push to make things happen. If you are in an op session and someone can't reach a derailed car right in front of you, put it back on the rails for them. If there is a show going on, see if you can maybe support it in some way.

I can think of a lot of hobbies that have died off over the years, and most of those extinctions come from the enthusiasts living in their own isolated worlds, enjoying their hobby as individuals rather than seeking to form something greater. So, from the simplest lunchtime bull session to being on the team to haggle space out of a hotel for a convention, you'll get out what you put in. And every new engine, car and structure we see is the result of manufacturers deciding that the hobby is strong enough to invest time and capital onto.

You make your world.
So go out and make it.



Contributor
Jim Kellow MMR
Representative:
APMM

Why Modelers matter to our hobby!
What is a Modeler: I define a modeler as a person who Builds Models for their model railroads.

I believe Modelers have built our hobby into what it is today. It is up to us to make sure the modeling traditions continue or, in my opinion, our hobby will no longer be the great hobby we inherited.

I believe modelers are the heart of our hobby. Where would our hobby be today without the modelers of the past? Where will our hobby be tomorrow if the modeling skills techniques, and the confidence to try to build something, are not passed on to current and future generations. What's a hobby without modelers? A collection!

In addition modelers buy a lot of things to support hobby companies, are repeat customers, great word of mouth advertisers and influencers for our hobby, and of course, potential future knowledgeable employees for hobby companies.

I have been a modeler, who loves building models, airplanes, autos and trucks, people, structures, landscapes, etc., but particularly model railroads, all my life. Yep, for a long time.

Cover Shot: An early morning block of empty reefers has been delivered to Pineda sheds on Ken Farnham's *Florida East Coast* railroad. A crew of boomers from the Orlando N-Trak Club attempt to make sense of their paperwork and orders in the dark. Out on the mainline, the morning freights are beginning to rumble under full CTC operations (Photo: John DeVasto)

Editors' Comment: Sure, it's a bit blurry but it's a hand-held shot while the photographer is operating a throttle. It's got an 'ethereal' look to it. Arty!

The major reason I joined the NMRA was to learn modeling skills and be involved in the Achievement Program. I even became a Life NMRA and MER member. I am the seventh person to have obtained the Gold Spike Award, and all 11 of the NMRA Achievement Program Awards including Master Model Railroader #202. I have also served as the NMRA Regional AP Chairman in three different regions and as Regional Contest Chairman in two regions, including for the Sunshine Region years ago.

I am honored to be the Ambassador for the Association of Professional Model Makers to Model Railroaders. If you're a modeler I hope you will consider joining this organization. Its website is: <https://www.modelmakers.org/> or contact me.

(Continued on next page)

The *Journal Box* wants to share your Thoughts! Photos! How-tos! How-nots!

If you have anything that can help me burn white space, please don't hesitate to contact me, Robert Raymond, at...

**RobertRaymond
@bellsouth.net**

We pay a generous royalty of NOTHING except the prestige of seeing your words and images here in print. Don't delay! Our next deadline is November 15th!

I agreed to represent the APMM because I believe the model railroad hobbyist of today learns skills, techniques, and disciplines that could lead them to a career as a professional model maker. I have learned about new technology from APMM members I never knew existed. This appointment was also very meaningful to me because one of the most important modeling mentors I had was a Professional Model Maker for GM and an outstanding model railroader.

I also support the Walthers Initiative to give scholarships to model railroader graduating seniors who pursue STEM programs in college. I would hope such a program would be considered by more companies and associations.

I believe both efforts, scholarships and potential careers, will help attract younger people to our hobby. Once they are attracted it is up to us to help them improve their modeling abilities and confidence. Helping younger modelers is a win

win. We need them to continue our hobby and they need us to teach them modeling skills.

For the last five years, I have written a series called "New Tracks" in *The S Scale Resource* and *The O Scale Resource* online magazines about the importance of mentoring in learning model building skills. My articles include modelers in all scales, gauges, and hobbies, since modeling skills are transferrable between scales and hobbies.

Two years ago, I started a weekly Live Zoom Show Wednesday evenings at 7pm Eastern Time, on Modeling and Mentoring. My articles and Zoom Shows profile small (Mom & Pop) manufacturers and individual modelers in various hobbies who may be able to help improve the abilities of less skilled modelers and keep alive and improve the modeling skills that I believe are at the heart of our hobby.

I look forward to meeting and talking with all of you on my weekly zoom

shows or Profiling you in one of my articles. I welcome you to be a guest on one of my Zoom Shows or just log in and be a viewer. Go to my website at newtracks-modeling.com and subscribe to get the zoom log in links for the shows. Or subscribe to my YouTube channel New Tracks Modeling and ring the bell to get notices to watch them live.

Thanks for reading this far. It's time for me to do some modeling. Till next time.

I love to meet and talk with other modelers. I can be reached at:

jimkellow@newtracksmodeling.com;
cell: 352 804 5790
Website : NewTracksModeling.com
YouTube channel: New Tracks Modeling
Facebook page: Jim Kellow MMR.



(Editor's Note: I was just talking about this very thing and I got this piece from Jim. Thanks for backing me up on this!)



Contributor
Michael Collins
MMR 157
AP Chair—Southern
Division

Here is part of MMR Mike Collins module on display along with five operating train and railroad displays at the **Plantation Historical Museum**. See the *FCMTS.org* website for times, pictures and other information.

The trackside tavern on the module won Second Place at our 2021 Convention at Plant City, FL (where the 2022 Convention will be held). This display also came in ninth position in Walthers 2021 National Model Railroad Build-Off (open category) and was featured on their website ad for the NMRBO competition.

To see how it was made, check the Layouts menu of *FCMTS.org*.





Rolling Hot Greg and Gail Komar's WVN

It is August 1950, the 'Red Scare' and the 'Cold War' are brewing. During the past winter, a surprising discovery by Titanic Mining Ltd was made in Nova Scotia, Canada, of a rich deposit containing the rare element Unobtanium. The properties of this material were deemed to be of vital importance to the U.S. deterrence of the

Soviet Union. The ore was processed in great secrecy, and prepared for shipment to the Cussler Defense Research company in Durham, North Carolina, by the United States Strategic Strategy Resources department. The SSR modified a covered hopper #1980, owned and operated by the SSR, by adding interior lead lining on the lower portions of the car sides due to Unobtanium's caustic and radioactive nature.

The route taken was designed to avoid all the major cities on the East Coast, and was a co-operative effort by several railroads. A special train was created with a headend transfer caboose, two 50ft gondolas on either end of SSR1980 due to weight restrictions, a kitchen car for the accompanying security and technical support personnel, ending with a caboose from the contributing railroad. The West Virginia Northern was selected to handle the special train from Huntington WV to Clifton Forge WV, where it would be handed off to the C&O.



WVN Train Order 26745, Wednesday, August 13, 1952:

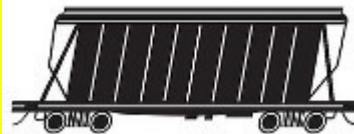
EXTRA 2546: TRAIN IS SUPERIOR TO ALL OTHER TRAFFIC. SPEED RESTRICTING TO 15MPH. STOPS AS ASHBURY AND HARRIS FOR CREW CHANGE. COAL AND WATER AS NEEDED AT ASHBURY AND HARRIS. HELPER SERVICE AT ELKVIEW. SPECIAL CAR SSR1980 MUST NOT BE STOPPED WITHIN 50FT OF ANY PERSONS OR PERSONNEL, NOR ENCLOSED STRUCTURES OR CARS OF ANY KIND. DELIVER TRAIN TO C&O STATION AGENT AT CLIFTON FORGE.

It is before dawn when Extra 2546 arrives at Ashbury yard for crew change, fuel and water. The train is cut off in the nearly deserted yard and patrolled by accompanying security personnel, until the engine 2546 with new crew is returned to the train.



At first light of the day Extra 2546 heads East out of Ashbury yards.

Got a destination layout for SSR #1980? Contact the editor at RobertRaymond@bellsouth.net and we'll get the car to you. Photograph it, write up a trip report, and we'll try to get you into print!



Rolling Hot
(Your name and layout here!)



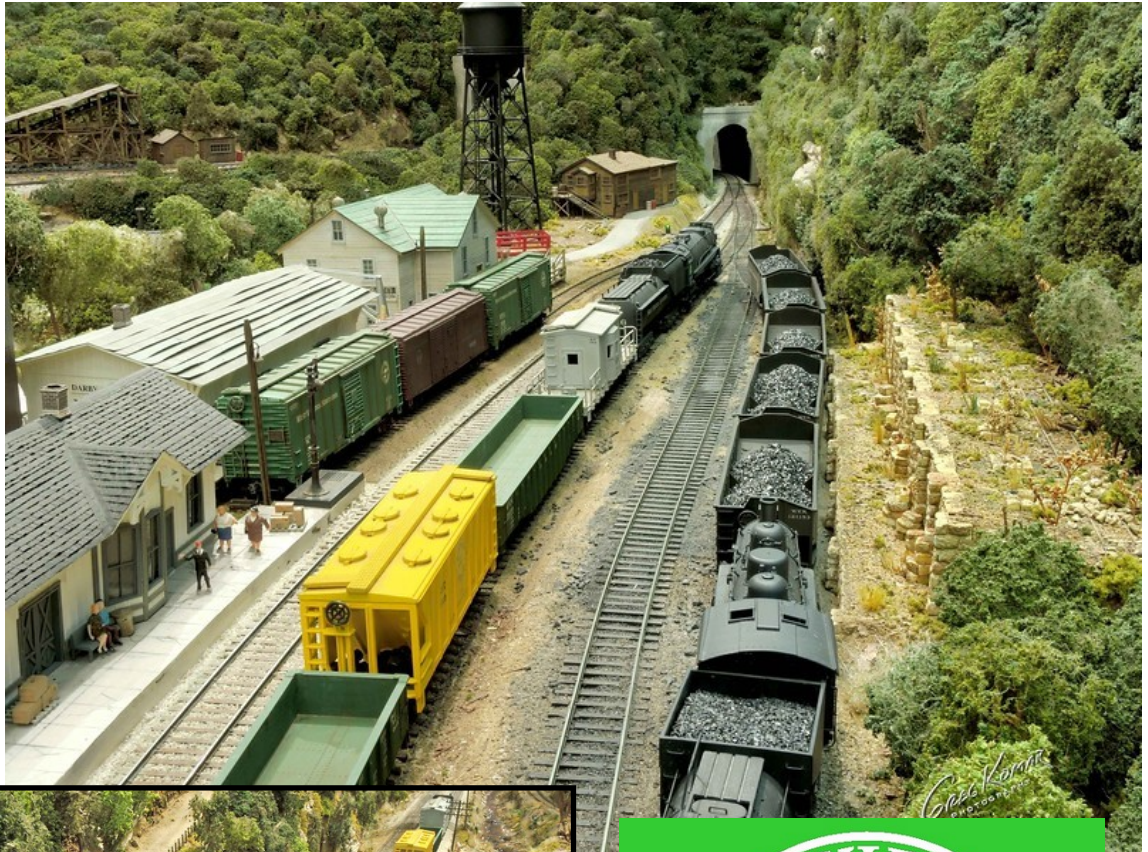
Extra 2546 rolls past the Beaver Junction station just after daybreak. (Above)

The special train travels upgrade in the scenic New River Valley, bathed in light and shadows alongside the New River. (Below)

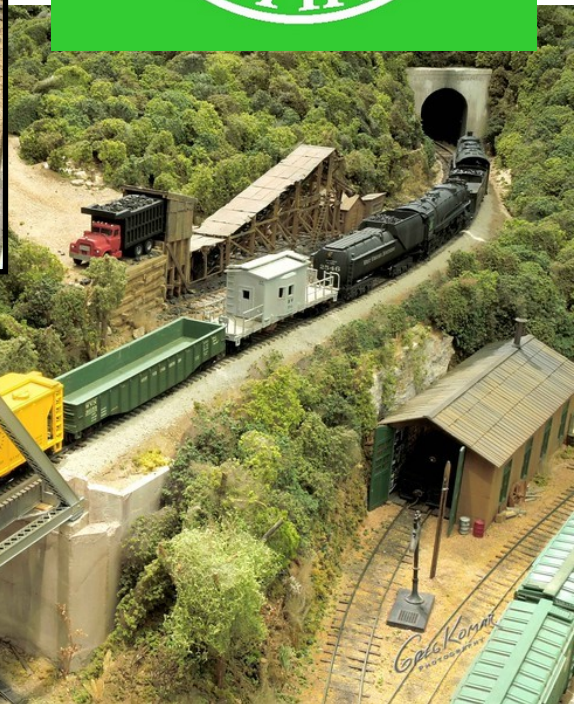
Extra 2546 rolls through the siding at the New River Coal Company's mine #3. NRC #158 will be filling those empties with real coal shortly. (Right)



Keeping itself to a safe distance from the passengers at Darby Station, the train has taken the passing siding. NRC #158 is moving some loaded cars ready for pickup. (Right)

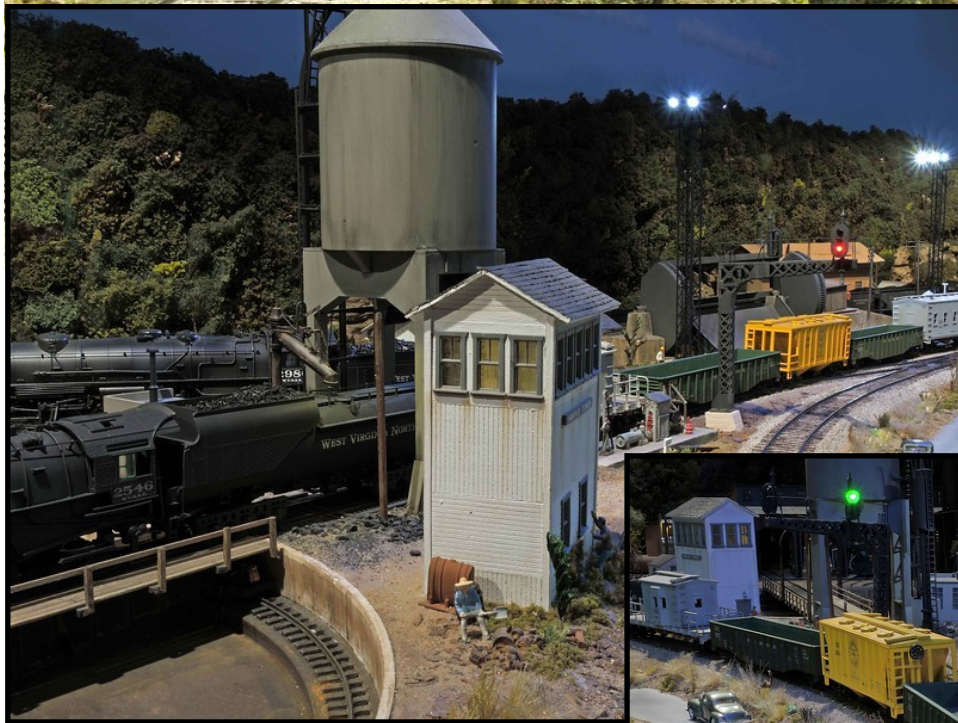


Extra 2546 stops with SSR#1980 well clear of any people or structures to allow the helper 2-10-2 #2980 to tie on. (Below)



Extra 2546, with helper 2-10-2 #2980 added, passes over Flatrock Creek and alongside Woods Coal that has a truck loader for transferring coal to WVN hopper cars. (Right)





Eastbound, the engines #2546 and #2980 are working the long 2+ percent grade, heading for Harris. (Above)

Early evening finds Extra 2546 taking water at the Harris engine facilities. Helper #2980 is in the background, waiting for the Extra 2546 to back out and then clear the path for the return to Elkview for its next assignment. (Above)

Coal and water taken care of, Extra 2546 heads out of Harris, bound for Clifton Forge, to hand the special train over to the C&O. (Right)



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Editor's Pick: Steve Hooper sent me this photo from an op session on the Farnham's Florida East Coast, showing me (as the dispatcher) that he was taking due diligence to not block the grade crossing at Melbourne. Yeah, Steve, I'm sure the motorists love you. I know at least one that was really "bugged". (BTW, those gates raise if you leave enough room.)



AP Chairman
Al Sohl
MRR 305

Making your layout come to life with everyday scenes

When we have visitors come in to ‘check out the Western Bay Railroad O scale layout’ here in Port Saint Lucie, they usually try to take in the whole picture in our 950 Sq Ft layout room. Once they settle in though they will sometimes start looking at the smaller scenes we have built all over the railroad.

Let me regress a bit. I have been influenced by the late Earl Small Shaw, small simple scenes that gave a look of what could be real daily life to his small (but well done) HO layout. Others I have admired were George Sellios, owner of Fine Scale Miniature Kits who did/does some amazing little scenes all over his HO layout and the person I grew up reading about and most admired was the late and great John Allen.

Here are some photos of some scenes we did that hopefully tells the viewer a story or two but more importantly, will draw them into the layout looking for more of our work other than the standard old track work and scenery.



Picture Two (above) is a simple scene to create but tells a story. ‘Maybe a shady deal going on the side of the county jail?’.

Picture Three (below) is also a simple scene to create, a worker knocking on the warehouse door at Dulce as it appears he just pulled up to make a delivery?



The scene from Picture Four (below) is a bit more involved. It depicts a driver trying to get his delivery vehicle started (we even added a sound board of a cranking vehicle) while the butcher having parked his horse drawn wagon is (maybe) advising the truck driver to get a horse? Oh and the Model T merchant driver was probably rubber necking and almost hit the butcher’s horse drawn wagon!



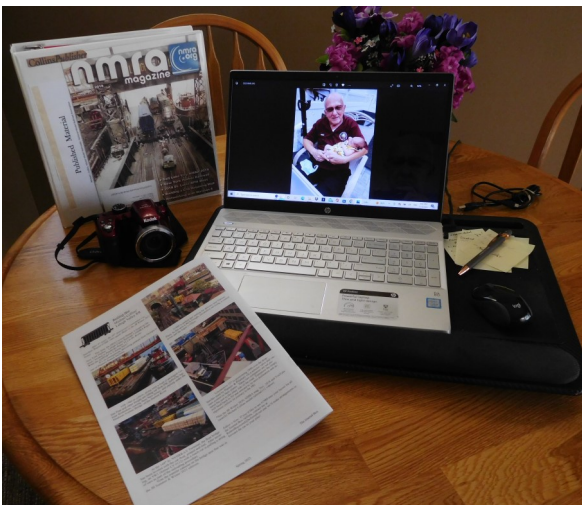
The first picture (above) was a military fuel truck I converted to make a well weathered water truck with sprinkler heads in the rear. I imagined it to be used to water down the dry dusty dirt roads during the dry summers in Colorado. Here the driver has used his ‘Hydrant’ wrench to open the valve and fill the truck utilizing a hose. Some might also notice the leaking water about the area expected doing this mundane chore?





Picture Five (left) is telling the viewer a story of a military man and his girl friend saying their good byes after disembarking from the taxi. Note the lit head light to ‘draw visitors in’.

Editor’s Note: Al got some of his photos jumbled and didn’t send me everything, which I didn’t know until I was at deadline. However, he did include two photos without captions. Look them over and understand the pathos and the wretchedness of human existence. Who hasn’t gotten a flat in his flivver? Who among us haven’t strained to shoulder some weight while our helper fumbles with the door handle? Truthfully, Sohl’s layout is a story within a story. Worth a visit.



Contributor
 Michael Collins
 MMR 157
 AP Chair—Southern
 Division

to earn an impressive certificate. You need to have a desire to communicate in writing and photography, as well as presentations in-person or electronically. Writing today is much easier using a computer with

Microsoft *Word* program, along with support articles on our website and researching using Google. Taking pictures is also easier with today’s cameras (including high quality cell phones) and adjusting them within your computer. Also, there is focusing software if you like. This category basically encompasses all the skill certificates in pictures and content.

Become an Author

One of life’s thrills is seeing a picture or article you did in print.

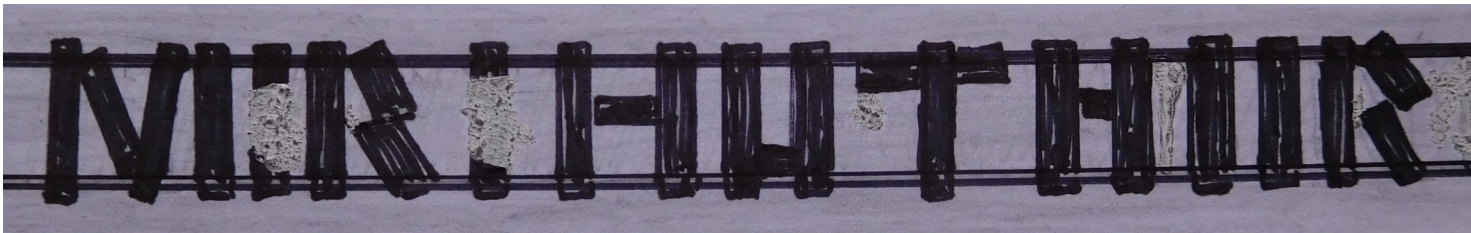
Within the NMRA Achievement Program, Model Railroad Author, Category 10, allows us to add up points from various media

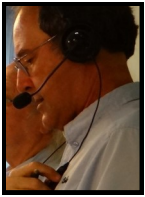


Here is my first combination prototype / model article; and my first cover. Sometimes you need to be in the right place at the right time.



Some of my latest publications. NMRA magazine May 2021, Railpace news-magazine Nov. 2021, Walthers 2022 Reference Book (photos on pages 325, 494 & 502 and the SSR Journal Box - Spring & Summer 2022.





Contributor
Robert Raymond

*Heaven is
Yin and Yang
Hot and Cold
The cycle of seasons*

So, **Heaven** is the physical elements of the room. Is the temperature right? Are the aisles wide enough? Is there seating for those with weak legs? Is everything laid out logically, within reach, so as not to detract from your session?

*Earth is
Height and depth,
Distance and proximity,
Ease and danger,
Open and confined ground,
Life and death.*

In *The Art of War*, **Earth** refers to the ground on which the battle will be fought. In our application, we're looking at the layout itself. Does it represent a coal hauler line threading through the mountains? Or a high-speed Midwestern intermodal route? Is there a bottleneck someplace? Is there an active yard where the session can bog down? You probably want your layout to convey the pace and scale of operations that appeals to you and which works as a living history to your guests. My two layouts are night and day to each other: My *Cuesta Grade* is mostly passenger service down the Central California valley in 1954. My *Tuscarora* microlayout is a small town on a coal branch in 1962. They run totally differently, and were designed to do so.

*Command is
Wisdom,
Integrity,
Compassion,
Courage,
Severity.*

Clearly, as a host, you must possess all the **Command** traits. I've run under hosts who freak out or moan about every little thing. And I've run with hosts who just turn on the layout and then yack

with operators and don't keep things moving. All of these sessions were failures. You need to set expectations and keep everything on the rails. You also need to take suggestions and give instructions. Even if the session falls apart and you have to abort it, how you handle this determines if everyone comes back for the next one. The session is yours to lose.

*Discipline is
Organization,
Chain of Command,
Control of Expenditure.*

If you've ever run on a **Disciplined** layout, you know what a joy it is. Nobody argues because everyone understands their role in the Great Game. There aren't long arguments on what needs to be done – there are no arguments at all. If you are stuck waiting on a siding, you know there is a reason for it – you don't bang on the dispatcher's door and scream about the delay. Everyone runs in a tight formation, doing their jobs in focused fashion. In fact, I've always felt that if you are a truly good operator, all the jobs around you go better for those other crews. You realign your turnouts. You help rerailed cars another person can't reach. You answer questions to new crewmembers to save the host from doing it.

If you do all these things as a host, you'll have no problems getting crews, no matter how large or small your layout is. And if you are an operator, you'll be on the A-list crew call and have more session invites than you know what to do with.

Okay, I'm done with this loopy new-age piece. It was just something that came to me while reading Tzu's book in the hospital after a long surgery. Possibly the anesthesia was still affecting me. You think? Apparently I no longer do...

The Art of Operations

So I'm reading Sun-Tzu's *The Art of War*. The applications of this are very interesting – just about every management style, political book or hobby how-to (from archery to gardening) makes an interpretation of *The Art* into their aspect. So let's take the opening description, the rule atop all other rules, and apply it to an operating session. After all, in this regard, you (as the host) are "the general" and your operators are your troops. And let me say that I apologize for any misinterpretations in advance. I'm not that good a Taoist.

As it stands, the primary rule states that the five fundamentals of war (and life, the universe and everything) are: **The Way, Heaven, Earth, Command, and Discipline**. To quote The Way:

*The Way
Causes men
to be of one mind
with their rulers,
To live and die with them,
And to never waver.*

My thought here is that **The Way** refers to the overall effort of the operation. Is everyone committed to doing it and taking it seriously? Is everyone willing to face whatever maintenance and operational problems the group might encounter? Is everyone going to stay for the whole session, from briefing to debriefing? Will people take their conversations into the crew lounge and be respectful of those trying to work (or being in the zone of operations)? Are you a team of operators or just a bunch of guys running trains?



NMRA Sunshine Region 2022 Regional Convention *Plant City Special*

October
6,7, and 8
2022



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Wilson “Butch” Tanis
September 26, 1940 - May 31, 2022

Wilson Tanis, from here on known as Butch to all who knew him, mainly because he never corrected anyone who called him by that name. Butch, always the mild-mannered individual, never flustered, never antagonistic, got along with everyone and helped anyone who asked. Butch was a member of the old Lauderdale Shore Lines group that transitioned into the SFRM, a Life Member of the SFRM. A tireless individual who was instrumental in the LSL, the SFRM, the SSR, and the NMRA for the successes in their train shows. Yes, he also organized the 100 +, or so vendors and dealers at the yearly national NMRA train shows.

Butch was probably one of the best cheerleaders for the SSR, volunteering for most anything to promote the region. One would need to be very dedicated to don a Flamingo costume to promote a National convention. But his efforts were successful considering the region got the 2002 convention in Ft. Lauderdale.

Butch’s main interest in our hobby was the modeling of freight and passenger equipment in HO scale. Something that he turned into a business at train shows, selling his wares at the local train shows and conversing with anyone close to him.

Butch was many things to many people. For anyone asking about the hobby and its importance, he would take you on a tour of the past, the good and not so good. But no matter what the story, everything ended with a positive spin. He was an individual that would listen, who could be trusted, who would work effortlessly, and he will be missed by many.

-Posted by Robert Leonard



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Suspicious Couple loitering at Ashbury Station

West Virginia (AP): Ashbury police are seeking the public's assistance in locating the two pictured individuals seen in the vicinity of Ashbury station. While federal authorities remain tight-lipped concerning the nature of their interest, those in-the-know believe it has something to do with a shipment of Unobtainium transported through the area recently. Residents will recall how their TV sets all displayed static at various times during a day while the West Virginia Northern ran a suspicious train with a garish yellow covered hopper through the area.

While citizens should remain vigilant, they should not let "war nerves" keep them from their important national service, mainly mining coal in back-breaking, black-lunging conditions.

