



THE Lantern

March 2022

Volume 27 Number 03

HEADLINES

- [Tuesday, March 15 BBMRA Zoom Meeting – Virtual Layout Tour – Ed S. and Andy M.](#)
- [Garth Easton Celebration of Life Ceremony April 16](#)
- [Scale Trains Coming to Tallahassee March 12](#)
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Remembering a Wonderful Friend, Garth Easton; April 16, Culley's Meadowwood

There will be a Celebration of Life for Garth Easton on April 16, 2022, at 3:00 pm, at Culley's Meadowwood Funeral Home and Memorial Park, 700 Timberlane Road, Tallahassee.

Garth's family selected April 16 in part to accommodate folks traveling to Tallahassee from Canada.

March 15 Meeting – Ed Schroeder & Andy Millott Conduct Virtual Layout Tours



BBMRA meets Tuesday, March 15, 2022, at 7:30 p.m. through Zoom. There will be a brief business meeting and then a virtual layout tour – maybe next year we can return to in-person layout visits. Our virtual hosts are Ed Schroeder and Andy Millott. Ed and Andy have prepared reports on their endeavors to help you during the virtual tours. They are posted on Page Two & Three.

Club Meetings are Zoom Only for Now

BBMRA Zoom: Go to Zoom Program or Internet site and use these codes.

Meeting ID: [873 5905 5848](#), Password:[162465](#)

ScaleTrains is Coming to Tallahassee



From Andy Zimmerman:

Are you a fan of ScaleTrains? Did you know that they are coming to Tallahassee? Well, if you didn't, you are in for a treat! We have hosted many manufacturers online in our Zoom calls from Micro-Trains to Kato, InterMountain to Athearn! And now live and in person, Scale Trains!

If you are a fan of or model, S-Scale, HO-Scale, or N-scale then you will want to meet Shane and his crew as they join us live for a meet and greet. Shane will be presenting the company, the process, and product lines. There will be some modules assembled into a layout for running trains by club members. It just doesn't get any better than this! Make sure you join us!

ScaleTrains IN PERSON Meet and Greet

WHEN: Saturday, March 12, at 1 p.m.

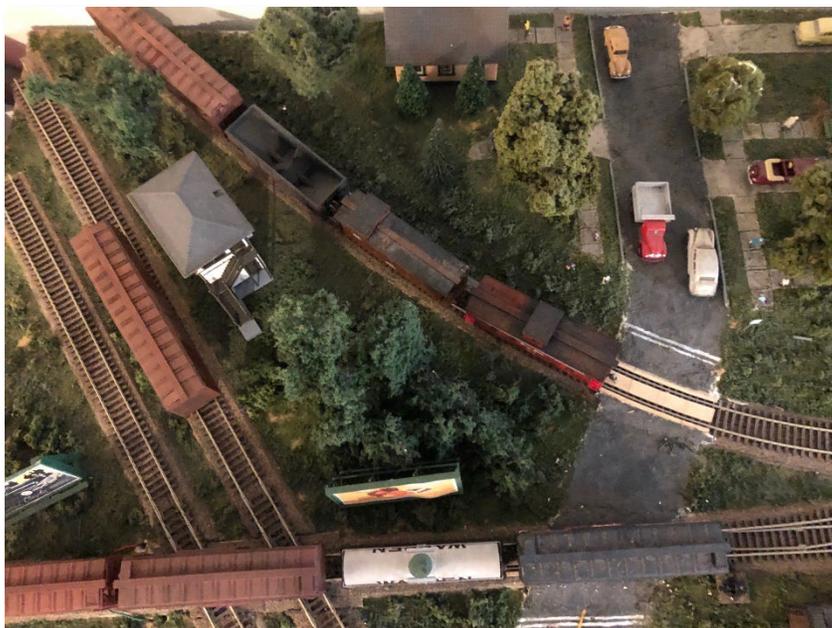
WHERE: Capital City Christian Church, 6115 Mahan Drive, Tallahassee, Fl. 32308

<https://www.scaletrains.com/roadtrip>.

Andy Millott's Wolfbauer, OH, Smalltown Shelf Creation

Andy Millott organized this Tuesday's virtual layout tour and volunteered to present himself. Andy's two-by-nine-foot shelf layout consists of a smalltown theme. It depicts Wolfbauer, Ohio, a fictional junction town in northwestern Ohio along a branch line on the Pennsylvania Railroad (PRR) that features an interchange with the Nickel Plate Road (NKP). The time is September 1952, at the height of the transition era. It is soybean harvesting season as there will be an anticipated increase in traffic to and from the town's grain elevator. There are several industries within Wolfbauer:

- Grain Elevator
- Fuel Dealer
- Team Track
- NKP Interchange



Andy's fine work shows the viewer that a realistic railroad is possible even in a small space!

New Orleans & North Eastern Railway—N.O. & N.E. Ry.

By: Ed Schroeder - Updated Tuesday, March 15, 2022 "A Work in Progress"

Background: I was born and raised in New Orleans; Marietta my wife was born in Boston and raised in Wellesley Hills, MA. Hence, the name, New Orleans & North Eastern Railway.

A subsidiary of the Southern Railway, the New Orleans & North Eastern Railroad, and the Louisville & Nashville Railroad both entered New Orleans near my boyhood home.

I emphasize passenger railroading on my N.O. & N.E. Ry. despite suggestions to the contrary by my railroad-station history buff son.

Era: Steam/Diesel transition period, i.e.,1945-1955.

Setting: Louisville & Nashville right-of-way in downtown New Orleans
New York Central (Boston & Albany) passing through Wellesley Hills, MA

The L & N entered downtown New Orleans on parts of a 5-track right-of-way in the median on Elysian Fields Ave., i.e., in New Orleans the *neutral ground*. That trackage, L & N depot and its trainshed at the foot of Canal St. and the Mississippi River were removed and demolished in 1955. My depiction of Elysian Fields Ave., the trainshed and depot are in process.

A peninsula view-block separates the New Orleans Elysian Fields Ave. scene from scenes of the Wellesley Hills Station on Washington St., the last station designed by H. H. Richardson for the Boston & Albany Railroad; his firm designed Boston's South Station.

Richardson was born on a Louisiana plantation and studied at both Tulane University in New Orleans and Harvard University in Cambridge MA. See https://en.wikipedia.org/wiki/Henry_Hobson_Richardson

The Wellesley Hills Station has been refurbished and is now used by Café Nero, a coffee and snack bar at the Wellesley Hills commuter stop for M.B.T.A. commuter trains. See https://archive.org/details/Caffe_Nero_-_Opening_at_Wellesley_Hills_Railroad_Station

Across Washington St. from the station will be a model of the DeFazio Building in part of which my wife Marietta's paternal grandparents ran a grocery store when they migrated from Italy in 1904. The DeFazio Building is now owned by her brother.

River front view-block scenes behind the L & N Depot separate the depot and trainshed from 20-foot double-ended staging tracks behind the view-block.

Most View-Block & Backdrop Photos, mounted on tempered hardboard, were taken by me or my son-in-law; some are from Google Maps. The photos are attached to black Gatorfoam Board to give a slightly improved 3D effect.

Footprint: 20' x 14' **Benchwork:** L-girder Height: 54"

Style: Walk-in attached to three walls (14' x 20' x 13'6") and peninsular (14' 6" X 6') to avoid a dunk-under.

Roadbed: Cork sandwiched over ½" Homasote and ¾" birch plywood base.

Scale: HO

Minimum Grade: None

Mainline Run: Approximately 80 feet of double-track right-of-way

Minimum Radius: Mainline 30"

Coach yard – 28" - recently begun and currently in process,

Industrial siding - 24" - recently begun and currently in process,

Track: Code 83

- 1) Old Atlas track used on out-of-sight staging tracks,
- 2) Micro Engineering used in visible areas.

Turnouts Sizes:

- 1) Minimum = # 6,
- 2) # 7, 7-1/2 and 8 curved turnouts - many used,
- 3) # 8 turnouts,
- 4) One # 6 double-slip turnout & one # 8 double-slip turnout.

Turnout Brands in Use:

- 1) Micro Engineering
 - a) Reliable,
 - b) Spring-loaded points but
 - c) Insulated frog causes slow moving steam engine to stall unless a frog lead is installed and wired to power frog and change polarity. See below.
- 2) Peco
 - a) Reliable,
 - b) Spring-loaded points,
 - c) *Electrofrog* and *Insulfrog* versions both work well with steam and diesel engines.
 - i) Unwired *Electrofrog* version has not caused steam engines to stall,
 - ii) I've not tried wiring the *Electrofrog* lead to power frog and change polarity.
 - d) I've not yet seen or tried the new Peco *Streamline Unifrog* versions.
- 3) Walthers/Shinohara
 - a) Reliable,
 - b) No spring-loaded points,
- 4) I've not yet seen or tried the new Walthers/Shinohara versions.

Control: NCE DCC - would like to add a rather pricey 5 AMP NCE wireless system.

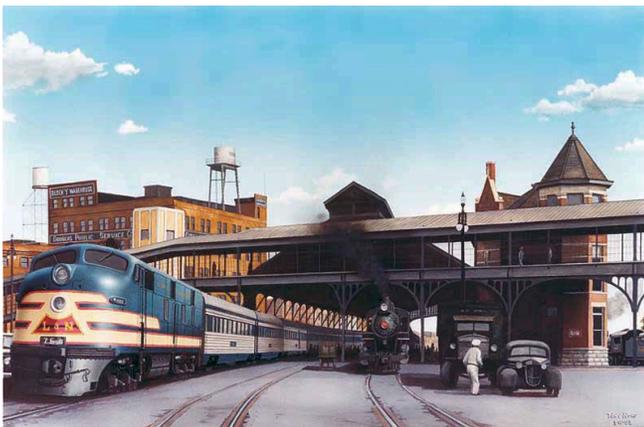
Turnout Control

- 1) Turnout control remains jerry rigged and stop gapped but allows operation on both tracks of the 2-track mainline right-of-way.
 - a) Spring-loaded Turnouts -- Micro Engineering and all Peco turnouts are thrown by snapping or flicking the spring-loaded turnout points.
 - (1) Slow moving steam engines stall on the insulated, unwired Micro Engineering frog
 - (2) One spring-loaded Micro Engineering turnout has been fully wired using a sliding double pole/double throw electric switch to move the points, power the frog and reverse the frog polarity. See an NMRA piece by John Saxon, *A New Approach to Turnout Throws* at https://www.nmra.org.au/Layout_Tours/Saxon/Switch_Throw.html
 - b) Turnouts at opposite ends of staging, out of reach and view behind the Mississippi River view-block.
 - (1) At one end - points are spiked, one on a # 6 double-slip turnout.
 - (2) At the opposite end Tortoise turnout motors have been attached and tested by 9-volt battery but are spiked because they have not yet been wired to a control panel.
 - (3) In time, the turnouts will be controlled from a control panel by Tortoise **by Circuitron** turnout motors.
 - c) L & N Depot & Trainshed Track and Turnouts
 - (1) Prototype
 - (a) Three Tracks ran through the prototype L & N trainshed in both directions.
 - (b) Freight came through the trainshed and on tracks on the depot's river side.
 - (c) Trains arrived and departed at the down-river end of the trainshed.
 - (d) Engines and passenger rolling stock, however, were serviced up-river from the depot, making the depot appear as it provided through-service.

- (e) A pedestrian walkway over the tacks provided access to the ferry; ferry access was frequently blocked by freight traffic.
- (2) At both ends of the L & N Depot on my N.O. & N.E. Ry.
 - (a) Peco and Micro Engineering turnouts are thrown by flicking turnout points.
 - (b) Walthers Shinohara turnouts are thrown using Caboose Industries ground throws.
 - (c) In time, the turnouts will be controlled from a control panel by Tortoise **by Circuitron** turnout motors.

Much is yet. to be completed or done, *e.g.*,

1. Hoosac Tunnel (used by Boston & Maine Railroad in western Massachusetts) through which trains pass from Wellesley Hills, MA to New Orleans, LA.
2. Install street running tracks to allow a New Orleans streetcar and a Boston trolley to operate “non-stop” between New Orleans and Wellesley Hills MA.
3. Complete coach yard
 - a. Develop method for reversing equipment in relatively short yard, *e.g.*, engines, observation cars, without lifting the equipment off track.
4. Install, wire, and connect Tortoise turnout motors to control panels



Hummingbird arrives in New Orleans



Wellesley Hills, MA Station



N.O. & N.E. RY – a beginning



N.O. & N.E. RY – eyeing the future

Hope you enjoy. Ed Schroeder, Tuesday, March 15, 2022

Milton Spring Tailgate Swap Meet April 23, 2022

From Sam Miller:

The West Florida Railroad Museum Spring Tailgate Swap Meet is scheduled for Saturday, April 23, from 8 a.m. to noon, Central time, at the museum, the restored Milton Railroad Depot, 5003 Henry Street in Milton. Milton is about a three-hour drive on I-10 from Tallahassee.

This is a pretty neat event with most vendors operating out of the back of their pickup trucks, SUVs, or vans. It is almost all used train stuff and much of it in G or O Scale. Many folks with items for sale – and possibly for swap – are not regular vendors, but modelers with extra stuff they no longer use or need.

In addition to the swap meet, the restored railroad station and several passenger and freight cars will be open to the public. There is a fine train club located on the site, which will be running live steam for kids and several O Gauge trains on an outdoor layout. A small building houses an excellent operating HO layout.

Admission is free. Vendors are asked to make a \$5 donation to the museum. Vendor space is available on a first come, first serve basis the morning of the swap meet.

I have participated in the swap meet or other public events at the depot in the past and it always is a lot of fun. Don't make the trip exclusively to buy stuff, but overall, it will be a satisfying, fun day.

West Florida Railroad Museum Spring Swap Meet, Saturday, April 23

Free Admission

West Florida Railroad Museum - Historic L&N RR Museum, Vintage Passenger and Freight Cars, and Cabooses Gift Shop. G Scale and HO Scale Operating Train Layouts

Swap Meet

Bring your no longer needed Rolling stock, locos, buildings, track And other train related items to sell or barter

Sellers Need to Register for a space

Tables are available for a \$5 donation to the Museum Spaces will be handled on a first come – first serve basis the day of the swap meet

For additional information or to register for a space email: conductor@wfrm.org

Or leave a message at 850-623-3645

A Story Behind the Seaboard Caboose at Tallahassee's Junior Museum

John Booth, a BBMRA member whose father worked for Seaboard, has a story to tell about the caboose at the Tallahassee Museum of Natural History, formerly named Tallahassee Junior Museum. He will tell it in the April Lantern, with a little help from Sam Miller.



BBMRA Important Events in 2022!!

Help us build this calendar. Email sammiller61113@outlook.com. Because of recurring COVID outbreaks, please confirm that an activity is still on before you travel to it. We are listing Internet links whenever possible.

Here is a terrific national calendar: https://www.railserve.com/events/train_shows.html

BBMRA meetings are the third Tuesday of each month. We have resumed meeting through Zoom only because of the COVID resurgence.

BBMRA Zoom: Go to Zoom Program or Internet site and use these codes.

Meeting ID: 873 5905 5848, Password:162465

Lionel Interest Group Operating Sessions: each Sunday at 1:30 p.m. at Sam Miller's house in Woodgate.

March 26, 2022, Regal Railways Toy Train Show & Swap Meet, Crystal River, FL. Saturday March 26, 2022, Florida National Guard Armory, 8551 W Venable St, Crystal River, FL 34429. Adults \$5.00 children under 12 free. EARLY BIRD \$7.00 reservation 8am to 9am, Hours 9-2, Vendors and Model Train Layout. Lunch Available.

<https://regalrailways.com/regal-railways-upcoming-toy-and-collectible-shows-sale/>

April 2, 2022, Railroad Day & Classic Car Show, Callahan, FL, 9 a.m. to 4 p.m. West Nassau Museum of History, 45383 Dixie Avenue, Callahan. <http://www.wnhsfl.org/>

April 16, 2022, Remembering Old Friend Garth Easton, 3 p.m., Culley's Meadowood Funeral Home & Memorial Park, 700 Timberlane Road, Tallahassee, Florida.

April 2-3, 2022, Railwatch 2022, Folkston, GA, 3795 Main St, Folkston, GA 31537-7541.

<https://www.facebook.com/groups/229188774222757/>

<https://gosouthsavannah.com/tybee-island-and-coast/folkston-ga-events.html>

West Florida Railroad Museum Spring Tailgate Swap Meet, Saturday, April 23: From 8 a.m. to noon, Central time, at the museum, the restored Milton Railroad Depot, 5003 Henry Street in Milton. Milton is about a three-hour drive on I-10 from Tallahassee. Most vendors will be operating out of the back of their pickup trucks, SUVs, or vans. The restored railroad station and several passenger and freight cars will be open to the public. There is a fine train club located on the site, which will be running live steam for kids and several O Gauge trains on an outdoor layout. A small building houses an excellent operating HO layout. Admission is free.

May 21, 2022, Regal Railways Toy Train Show & Swap Meet, Brooksville, FL, a Saturday, Brooksville, FL. Hernando County Fairgrounds, 6436 Broad Street, Brooksville, FL 34601. Adults \$5.00 children under 12 free. EARLY BIRD \$7.00 reservation 8am to 9am. Hours 9-2. Vendors and Model Train Layout. Lunch Available.

<https://regalrailways.com/regal-railways-upcoming-toy-and-collectible-shows-sale/>

June 25-26, 2022: 30th Annual Tallahassee Model Train Show & Sale, North Florida Fairgrounds, Tallahassee. Set-up is Friday, June 24. Show hours are 9 to 5 on Saturday and 9 to 4 on Sunday. <http://bbmra.club/>

September 2022: Wiregrass Annual Model Railroad Show & Sale, National Peanut Festival and Fairgrounds, Dothan, AL. Don't have the exact dates, but it is normally the middle of September.

November 19-20, 2022, Pensacola Railfest Model Train Show & Sale, Pensacola Interstate Fairgrounds, Building 1, 6655 Mobile Highway, Pensacola, 32526. This is a new date. In the past, this show has been on the first weekend in December.

PART XV THE HISTORY AND OPERATIONS OF THE APALACHICOLA NORTHERN RAILROAD

This month ends our series on the History and Operations of the Apalachicola Northern Railroad. This month's article focuses on some of the issues about the closing of the paper mill and the impact on the ANRR and the overall economy of Gulf County Florida. We finish with some current day railfanning on the ANRR trackage and the former Diesel shops in Port St. Joe.

A Review of the Company

By: Neal Meadows

The Apalachicola Northern Railroad operated in some form from 1903 until approximately 2006. In the early years, the development of the new railroad brought prosperity and development to the Franklin and Gulf County areas. Port St. Joe became a big shipping port and the rail service brought products from across the south to ship out and also brought products in from other countries to be distributed northward. During the depression years of the early 1930s the ANRR was in bankruptcy and was purchased by Alfred I. duPont. DuPont built the Port St. Joe Paper Mill and the railroad became part of that enterprise and was revitalized for over 50 years.

Alfred died in 1935 and his brother-in-law, Edward Ball took the reins of the organization. All of duPont's holdings and estate was placed in a trust. Ball was the executor of the estate and the trust foundation. The St. Joe holdings expanded exponentially over the years that Ed Ball was the head of the operations. The foundation expanded into other railroading ventures buying the East Coast Railroad (now FEC), hundreds of thousands of acres of land, and almost all the banks in Florida, most were defunct or almost bankrupt. The banks became known as The Florida Banks System which later became part of the Barnett Banks. You may remember the names of some of those branches: The Florida Bank of Port St. Joe, The Florida Bank of Chipley, etc. At one point the legislature passed laws prohibiting branch banks since The St. Joe Company owned almost all of them. So, each bank became a separate entity known with its own name. A short video about duPont and Ball is at this link.

<https://blog.thelandjournal.net/floridas-long-legacy-of-alfred-dupont-and-edward-ball>

In all, the railroad owned 96.3 miles. The company continued to struggle financially, even after its extension was completed; bankruptcies continue in May 1914 (exiting in 1916) and again in 1932.

After its latest receivership due to the lingering depression the property was purchased by Dupont in 1933, which also owned the St. Joe Paper Company, a major AN customer (as a result its primary traffic was mostly wood, and paper based interchanging raw and finished products with the SAL and ACL).

In 1936 the AN exited bankruptcy for the final time and in 1940 Dupont placed the Apalachicola Northern under the control of the paper company, a setup that continued for more than 50 years. The 1940s also saw the railroad replacing its steam power for much more modern diesels.



A pair of ANRR SW1500s and a rare GP15T at Port St. Joe, Florida on Feb. 23, 1990 - Warren Calloway



Apalachicola Northern GP15T #721 at Port St. Joe, Florida on Feb. 23, 1990 - Warren Calloway



A trio of ANRR's SW1500s lead a mixed freight across a long trestle spanning the Apalachicola River at Bay City, Florida on Aug. 5, 1973 – Warren Calloway



A pair of the ANRR's new GP15Ts are coupled up to an SW1500 at the road's shops in Port St. Joe in May 1983 -Adam Burns

The first signs of change occurred in 1996 when the paper mill was sold and was renamed as the independent St. Joe Company as it states in the New York Times article below.

COMPANY NEWS: ST. JOE PAPER SELLS ITS PULP AND PAPER MILL May 31, 1996

The St. Joe Paper Company said yesterday that it had closed the sale of its pulp and paper mill and container plants for \$360 million -- \$30 million less than the price that was originally agreed on. The Florida Coast Paper Company L.L.C., a venture between the Stone Container Corporation and the Four M Corporation, bought the assets of St. Joe Forest Products, which consist of a pulp and paper mill in Port St. Joe, Fla. St. Joe Paper, which is based in Jacksonville, Fla., also said it changed its name to the St. Joe Corporation. (Reuters)

A few years later in 1999, the mill closed and the ANRR lost its largest customer. If you may remember from the article in the February 2022 Lantern, Gregg Mahlkov, Director of Marketing and Sales was told he was no longer employed as of November 1999. That was the end for them.

The Florida Trend wrote an article about the demise of the paper mill and its effect on the economy of Gulf County. It is quite informative and gives some insight as to the management of the company, ownership of everything in Port St. Joe, and the resistance to any other form of employment coming into the county. Read it at this link.

<https://www.floridatrend.com/print/article/13460>



Much of this series consisted of information from the past with some current items scattered among the articles. In reading the past articles, I am sure that people wondered, "What was the railroad like today?", "What is left of it and why did it go away?" I hope that we have provided information to satisfy most of your curiosity. But what is left is mostly to be seen by railfanning. It would be great if you could stand beside the rail line and take pictures and view the train as it passes by, but that is not the case at present. You will have to hike along the rail bed and see what you can see.

As stated in last month's article, I visited the company headquarters while it was still located in Port St. Joe and captured many images of the rolling stock in the diesel yards close by. I recounted my visit with Billy Howell, local ANRR historian. I shared some links that were audio interviews with Billy at the 1993 Florida Folklife Festival. I thought those were some good pieces added to the history of the ANRR.

Sam is including these pictures and some commentary of his ANRR hiking trip with George Allen, his friend.

Rusted Tracks, Abandoned, Overgrown Tracks, Just a lot of Memories Now!

From Sam Miller

The Apalachicola Northern Railroad tracks are still there, abandoned, rusted, overgrown and the ties rotted in places, but you can walk them and get a picture of how rural Panhandle Florida line used to be.

George Allen, my friend and partner at model train shows, lives in Eastpoint and has walked these tracks many times over more than 30 years. Beginning at the terminus with State Road 65 near Tate's Hell, we walked about five miles west and then the five miles back last March. We walked to the first of a couple of rivers between SR 65 and the Apalachicola River. The railroad bridge is still intact over the Apalachicola, but we didn't get that far.

Neal can correct me if I am wrong, but I assume these tracks went west to Port St. Joe. At SR 65, the tracks were turned north.

The photos speak for themselves.

It is possible, I guess, this could be reconstructed into a working railroad again, but it would be expensive. George says the St. Joe Company, historically, the St. Joe Paper Company, retained ownership of the tracks and right of way, so you never know.

Walking these historic tracks is safe, if you are careful, and best done for comfort in the winter. We did it in early March and it was beginning to turn hot. It wasn't too bad and was wonderfully interesting and worth the effort.

The tracks do indeed go west to Port St. Joe and from SR 65 where they turn north, they go through Sumatra, Telogia, Hosford, Greensboro, and Chattahoochee where they now join the Florida Gulf & Atlantic Railroad – Rail USA. - Neal





The following links provide some additional information about the current state of the railroad properties.

ANRR Jul 2018 Exploring the Abandoned Apalachicola Northern Railroad Locomotive Shops. Port St. Joe, Florida

https://www.youtube.com/watch?v=_U39aRxpIol

The defunct Apalachicola Northern Bridge over the Apalachicola River. Feb. 9, 2018

<https://www.youtube.com/watch?v=4gkHsGiyDe8>

ANRR Bridge – Swing or turntable? These guys using a drone! Great Shots!

<https://www.youtube.com/watch?v=t6neUj63n9o>

Genesee & Wyoming brochure about the services of the Apalachicola Northern Railway (as it is known today). Dated 2016. Discusses the possibility of future rehabilitation of the trackage back to Port St. Joe.

<http://thearpc.com/wp-content/uploads/2016/12/Apalachicola-Northern-Kevin-Phillips.pdf>

An Additional Note About ANRR Models

Apalachicola Northern Greenville Wood Chip Hoppers were released in HO Scale in 2003 by Walthers. Prior to that, kits were described in the April 1999 Model Railroad Craftsman magazine. These were 100-Ton hoppers. In a discussion board 09/04/2002 author rbx551985 commented about the drawings.....

MODEL RAILROAD CRAFTSMAN Magazine, April 1999 issue. Go to page 74 for drawings of Greenville 100-ton wood chip hoppers. ["Text and drawings by Eric Neubauer"] Drawing is in HO Scale, and the accompanying article shows color photos of yellow-painted Apalachicola Northern cars in the 4000 number series.

The side bar at the top of p. 76 of that issue shows ALL companies who received cars of this type from Greenville, however the typesetting moved the column headings back too far, and some of the "quantity" column entries are smashed up against the car numbers---confusing! The information in each is accurate, though, as of the date the article was published.

Here are some generalized numbers of how many of these went to what companies.

Southern Railway --- 1,450 cars

Missouri Pacific --- 1,000 cars

Seaboard Coast Line --- 975 cars

Kansas City Southern --- 130 cars

Georgia Railroad --- 125 cars

A. T. & Santa Fe --- 100 cars

UTBX (private) --- 100 cars

Apalachicola Northern --- 55 cars

SAN (in Georgia) --- 70 cars

Atlanta & St. Andrews Bay --- 30 cars

This is the GIANT high-cube woodchip HOPPER car

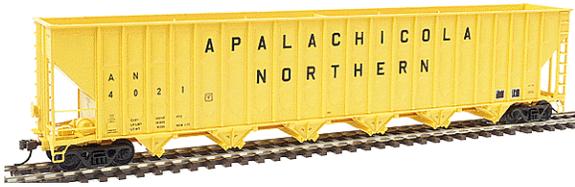
QUESTION: is this kit, noted in the above post LINK, a craftsman kit where you have to build EVERYTHING, paint it AND decal it, or is it a kit like Athearn where the parts are done and you just glue, screw and clip?

I've been trying to solicit interest in by a few of the larger model makers into putting on the shelves, but NO one has responded. I'm reluctant to ship out the package of color photography I have on them, as it cost a pretty penny to create. Anyone have any direct contact links to any of the model makers for this purpose? (Yes, I posted this same question about a month or so ago, but I've still not gotten any responses to inquiries about it...)

Maybe this type of car is so overwhelming that model makers are reluctant to tackle the project? They are pretty close to the size of an 86-foot. high cube auto parts boxcar, after all. That's a lot of woodchips!

It's a replica of the high-capacity, 87-ton cars built by Greenville Steel Car Co. starting in the early 1970s. Each car can haul 7,526 cu. ft. of wood chips.

This hopper is a whopper – 25 feet longer and 3½ feet taller than a modern coal hopper. It measures a scale 73'-3" long, 10'-2" wide, and 16'-2" tall. All these dimensions are close to those of the cars in the 150-car group listed in the April 1981 Official Railway Equipment Register. The car has a molded styrene body with well-executed embossed side panels and fine rivet details. A heavy zinc-alloy casting makes up the center sill and fills the concealed spaces beneath the hoppers. I included some pics of those cars and some pics of the prototypes.



Walthers Rolling Stock

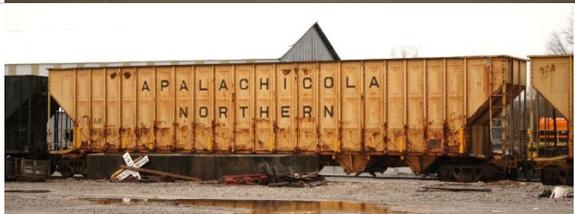
Part # 932-5692
Greenville 7,000 Cubic Foot Wood Chip Hopper
- Assembled -- Apalachicola Northern -HO Scale
Road #4021. Released in 2003.
\$19.98



This one was on sale on EBAY for \$99.00. Same stock number. Road #4008. Pricey!



Another model with graffiti.



This picture was taken 2/10/2018 in Meridian, MS by Michael Appleby. Road #4046.



This picture was taken 4/5/2009 in Meridian, MS by G. Gerard. Road #4042



This picture was taken 2/2/2008 in Folkston, GA by Cameron Manning. Road # 4043

BILLBOARD REEFERS OUT OF THE PAST

By: Neal Meadows, Ed.D.

We will be back next month with another billboard reefer story about the Columbia Conserve Company. It is an interesting piece that involves the company products as well as labor relations.

Minutes for the February 15, 2022, Meeting of the Big Bend Model Railroad Association.

President Andy Zimmerman called the meeting, held on February 15 via Zoom, at 7:33 p.m. There were 18 participants present at maximum.

Minutes – A motion to accept the minutes submitted with the Lantern was forwarded by Ed Schroeder and seconded by Neal Meadows. The motion was accepted and passed without objection.

Treasurer's Report – As usual, President Andy shared the documentation of the finances via Zoom functionality. Treasurer Neal then went ahead and described treasury activities for the past three months as there were a few questions raised prior to the meeting and some corrections. We are in the black and still looking good. The report was moved by Drew Hackmeyer and was passed without objection.

Division Reports

Small Scale – President Andy gave a continuing update on Small Scale activities, including help for Carol Easton to organize Garth's extensive collection. There was continuing discussion on filling the N-Scale coordinator position.

Discussion of power requirements for an expanded N Scale layout and the possible need for boosters then followed. President Andy then mentioned the memorial planned for Garth for April 16 and is asking the club to show support. As a result of the date of the memorial, the club will be unable to participate in the Children's Day at the R.A. Gray Building on the same day.

Large Scale – Sam Miller mentioned that Doug Gyuricsko is working on an O-Scale T-Trak airport module and the group is looking forward to seeing the result.

NMRA – Bob Feuerstein discussed a few items that the NMRA is involved in. Included among this was mention of dispatching routines and he mentioned Brandon McKenny and his increasing interest. President Andy then mentioned his recent involvement with NMRA and encourages members to participate if interested. He thinks it contributes to growth in modeling skill set.

HO – Phil Weston was absent and consequently HO was not discussed.

Switching Layout – Joe Haley was absent, and nothing was discussed.

Good of the Group – For good of the group discussion, Andy Millott asked about the virtual layout tour planned for the March 15 meeting. There was then discussion of other members who may wish to participate. Randy mentioned the deadline for the Classic Toy Trains ad for our June show is rapidly approaching. Ed Schroeder then asked about the various magazine subscriptions that club members participate in and was wondering if it would be helpful for this information to be shared and for the actual magazines to be shared among interested members. There was then mention that ScaleTrains Inc. is touring and will be passing through town on March 12 and club membership is encouraged to attend at the Capital City Christian Church on Mahan Dr. where the club typically meets. The business portion of the meeting was then concluded at 8:29 p.m.

Submitted by Sheldon Harrison.

Neal and Sam wish you a good day and a little joy!

Here you go Andy! This one is for you.

