



THE Lantern

APRIL 2023

Volume 28 Number 4

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April 18, 2023, 7:30 p.m. BBMRA Meeting



BBMRA meets Tuesday, April 18, at 7:30 p.m. through Zoom.

Join Zoom Meeting

<https://us02web.zoom.us/j/87359055848?pwd=WTVtUDhBUmhXVFp3RkY4WWNnZ2NXdz09>

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

Meeting ID: 873 5905 5848, Password: BBMRA2022

June 24-25 Show & Sale: First Vendor Registrations are In

The 32nd Annual Tallahassee Model Railroad Show & Sale is June 24-25, 2023, and once again this is a two-day event attracting a lot of interest. The show is featured on **RailServe.net**, and over **300 community calendars**, as well as the major magazines in the model railroading hobby.

Vendor packets formally went out a couple of weeks ago and the first registrations are coming in. Details in the next Lantern.

Andy Zimmerman, BBMRA President and Show Manager, is re-activating the Tallahassee Show Committee and distributing 2023 registration packet to all of last year's sellers and exhibitors and folks who participated in previous shows, if not last year. Phil Weston has launched this year's contacts to hobby shows, area modeling clubs and community calendars.



The 32nd Annual Show is Saturday, June 24, from 9 a.m. to 4 p.m. and Sunday, June 25, from 9 a.m. to 4 p.m. in Buildings 2 and 4, Leon County Fairgrounds.

Set up will occur on Friday, June 23, beginning at 8 a.m. for exhibitors with layouts and 10 a.m. for vendors and until 5 p.m. Set up is available on Saturday, June 25, from 7 a.m. until 9 a.m., when the show opens to the public.

Sixty-Six Tables Reserved for 2023 Show So Far – Sellout Expected

BBMRA Treasurer Neal Meadows has received registrations from sellers and exhibitors for 66 tables for the June 24-25, 2023, show so far- about one third of what we plan to make available. They are coming in steadily and BBMRA President Andy Zimmerman is confident we will sell out as we usually have done in the past. The Tallahassee show has become one of the best in the Georgia, Florida, Alabama/Mississippi region.



A special 2023 Show Edition of the Lantern is planned for the next couple of weeks, with a complete list of vendors who have registered so far or have made oral commitment to participate in the Jun 25-25 show.

The 32nd Annual Tallahassee Model Railroad Show & Sale is June 24-25, 2023: Saturday, June 24, from 9 a.m. to 4 p.m. and Sunday, June 25, from 9 a.m. to 4 p.m. in Buildings 2 and 4, Leon County Fairgrounds. Set up will occur on Friday, June 23, beginning at 8 a.m. for exhibitors with layouts and 10 a.m. for vendors and until 5 p.m. Set up is available on Saturday, June 25, from 7 a.m. until 9 a.m., when the show opens to the public.

HO Division Plans for the June Show- Two T-TRAK Layouts at Once!



From BBMRA HO Division Coordinator Phil Weston:

The BBMRA HO Division is preparing for the 32nd Tallahassee Model Railroad Show & Sale scheduled for June 24-25, 2023 at the North Florida Fairgrounds, 441 Paul Russell Rd, Tallahassee, FL 32303 - busily cleaning, repairing, and refreshing the 54 HO T-TRAK Modules owned by Division members.

We will be displaying not one, but two, count 'em two, HO T-TRAK layouts at this year's event.

The first layout will be like last year's show layout though not quite as large; although it will have three loops of track as the previous layout and will utilize 33" corner modules and junction modules. This HO T-TRAK Layout footprint is 29' x 16' and is comprised of 32 modules, a 106' outer loop, 58' left inside loop and 48' right inside loop with a total of about 212'" of running track on the 3 tracks representing about 3.5 miles of track. This Digital Command Control (DCC) layout is powered by 2 NCE Procab controllers and an SB5 Smart Booster.

The second HO T-TRAK layout will utilize 28" corner modules and the footprint is 21' x 5' and is comprised of 14 modules including 10 39" double straight modules and 4 28" corner modules totaling about 100 ' of running track in its 2 tracks. This layout represents about 1.6 miles of track. This Digital Command Control (DCC) layout is operated with a single NCE Procab controller and an SB5 Smart Booster.

These two layouts will enable us to operate five trains at one time. It'll likely be very busy.

We're looking forward to seeing you at the Fairgrounds!

Lloyd Depot Day Saturday, May 20; Marks 50th Anniversary Celebration for Gulf Wind Chapter of NRHS

From Big Bend Ties, the monthly publication of the Gulf Wind Chapter of the National Railway Historical Society.

The Gulf Wind Chapter's annual "Depot Day" takes on special significance this year with the May 20 event including a 50th anniversary celebration of the chapter's founding in May 1973.



"It's hard to believe our organization has arrived at this 50-year milestone, but what better occasion to have our friends, family members and railroad history enthusiasts join us for a big celebration," said Dave Hodges, chapter president. "We will have displays of historic artifacts relating to the Lloyd Depot's past, as well as an exhibit or two about the chapter's origins and accomplishments."

Florida's oldest remaining train station, the Lloyd Depot was built in 1858 and is the anchor facility of the Lloyd community's historic district. Depot Day will take place from 10 a.m. to 2 p.m. and admission is free. More details will be announced in next month's edition of the *Big Bend Ties* newsletter.

Last year's Depot Day.

Bill Reschke Relocating to Upstate New York State

From BBMRA HO Division Coordinator Phil Weston:



Bill Reschke, a very talented member of BBMRA and our HO Division, is leaving our area and relocating to central New York State near Syracuse. That is his longtime home, and his daughters are still in that area to assist him after the relocation.

Bill is known for his wonderful HO scale vehicles, many he fashioned himself as a member of the 1/87 Club of which he is a longtime member. He was meticulous, always engaging in the minutest of detail to highlight his creations. He was an active participant in events involving our HO T-TRAK modules and he had two double straight modules entitled "Town of Pinehurst, GA" and "Saunders Creek Farm" that he displayed and that he contributed to the HO Division for our ongoing show layouts. His modules can be viewed on our Wikidot.com T-TRAK page.

Bill also has done excellent work in On30 scale, and he brought several dioramas and displayed them at our Big Bend Model Railroad Show & Sales over the years. His favorite diorama is a logging railroad involving his Ontario, New York & Western Railroad and a thunderstorm sound and lighting system that he improvised prior to the Rolling Thunder sound system developed by Broadway Limited.

Bill intends to remain active engaging his former friends and acquaintances in the 1/87 Club and working with On30 scale projects as he is able. He donated some wonderful buildings, and vehicles to the HO Division and we have disseminated some of those throughout the division membership so that his legacy can be shared and appreciated. We'll miss ya' Bill!

Don Meeks Moved to Center Pointe Health & Rehab

Also from Phil Weston:

BBMRA and HO Division member Don Meeks has recently moved to the Center Pointe Health & Rehab assisted living facility, 2255 Centerville Rd, Tallahassee, FL 32308. Don is a longtime member and supporter of BBMRA and the HO Division. He was an active participant in shows and events throughout the Tallahassee area and displayed an HO T-

TRAK 28” corner module entitled “Green Acres Farm” at those venues. You may view his module on our Wikidot.com T-TRAK page.

As a leader within his church, he enabled the BBMRA by coordinating with the church to allow us to utilize a large meeting space within for our monthly meetings and as a location to stage and run trains.

When his health declined, Don decided to donate his personal model railroad layout, his HO T-TRAK Module and other equipment to the HO Division. He hoped that we would be able to utilize his equipment into the future and continue to cheer friends and children at various events and shows. We have followed his wishes and distributed the donated equipment throughout the HO Division and you will see some of that appearing on future modules and layouts developed by our members.

Don called me this past week and was very pleased to know that we’ve put his equipment in the hands of folks that are going to keep them running and on display for others to enjoy.



Florida Gulf & Atlantic Parent Gets New Name

Also, from Big Bend Ties and the Gulf Wind Chapter of the RHS.

Independent freight railroad and rail services management company RailUSA began March with a new identity and logo and has moved its headquarters to Jacksonville from Boca Raton.

The company announced March 1 that it is now Gulf & Atlantic Railways, LLC and has adopted a new corporate logo bearing that

name. The change was made for strategic reasons, CEO Ryan Ratledge said in making the announcement.

“We are taking a long-term approach that is heavily focused on investing in our team’s safety and well-being, as well as the integrity of our facilities,” Ratledge said. “While the RailUSA name and brand date back only a few years, we want a name and logo that is unique to us and our new phase of growth.”

The company’s holdings consist of Tallahassee-based Florida Gulf & Atlantic Railroad, whose 430-mile network extends from Baldwin to Pensacola, along the Interstate 10 corridor, and the Grenada Railroad, which has 280 miles of track extending from Canton, MS, north to Memphis, TN. Both railroads have interconnections with the major Class I railroads, among them CSX, Norfolk Southern and Union Pacific.



Former Norfolk & Southern Diesel hauling a Florida Gulf & Atlantic freight.



Florida Gulf & Atlantic Railway in its Patriotic Skin

RAILROADS OUT OF THE PAST THE MARIANNA AND BLOUNTSTOWN RAILWAY

By Neal Meadows, with some excerpts from Marlene Womack's article



When it opened in 1909, the Marianna & Blountstown Railroad brought development to the area and hauled millions of feet of board lumber - even though it was Florida's shortest railway system. The 1880s through the 1920s were the boom years for railroad construction in the state.

The completion of the Louisville & Nashville between Pensacola and River Junction in 1883 brought train service to a few older cities across the Panhandle.

Several new towns also were established as a result of

this east-west rail line. Railroad fever remained high in Florida. Marianna stood out as one of the older towns. Like most places along the L&N tracks, the city hoped to obtain north-south train service that would connect it with points in Alabama, Georgia, and the Gulf of Mexico.

In the early 1900s, many new residents moved into the areas along both sides of the Apalachicola River to take advantage of the booming agricultural and lumbering industries. Calhoun County extended all the way from the gulf to the Jackson County line at that time. Most had heard of Georgia lumberman A.B. Steele and his plans to build a railroad south from Dothan, Ala. In early 1907, Steele sent a telegram to a well-known businessman in Marianna. In it he stated that he wished to have a meeting with town officials to discuss the possibility of bringing his railroad into or near Marianna. But when Steele arrived in Marianna, no one was at the designated site to meet or confer with him. When he contacted the individual to whom he sent the telegram, the man informed Steele that Marianna did not need his railroad. So Steele routed his rail line through Cottondale where it crossed the L&N south to Panama City.



Several months later, Rufus Pennington and C.R. Evans, owners of the Blountstown Manufacturing Co., were planning to construct a rail line from Blountstown to Cypress to haul cut lumber from their mill. When they heard about the project, several Marianna men called on the company owners. These men suggested that Pennington and Evans connect with the L&N at Marianna instead of Cypress.

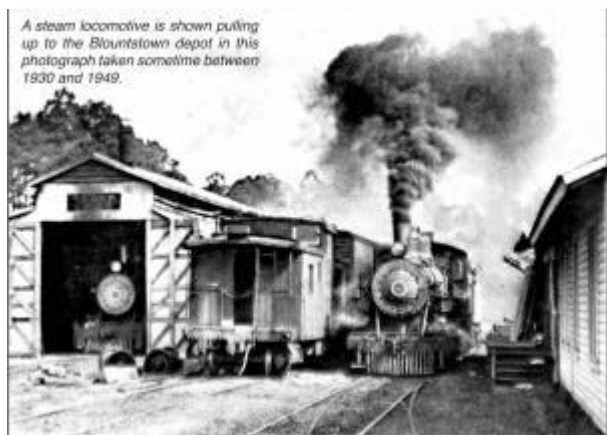
They offered to pay \$18,000 and secure the right of way from Marianna. The company owners accepted the deal, even though Cypress was seven miles closer to Blountstown. Those listed on the incorporation papers and on the board of directors were Pennington, Evans, J.D. Smith, H.B. Gaskin, and J.L. Flanders.

The M&B received its charter April 22, 1909, which provided for approximately 30 miles of railroad track. The organization also had the right to construct and operate a ferry across the Apalachicola River and run steamboats on the Apalachicola and Chipola rivers. The main office of the 29-mile railroad was established in Marianna, but the town never succeeded in getting a north-south rail since the M&B terminated about 40 miles from the gulf.

SAWMILLS ENTER

The owners needed sawmills to make the line profitable. When Blountstown Manufacturing and the other companies along the tracks started turning out lumber, the M&B made two trips per day. The train left

Blountstown each weekday morning at 8:20 a.m. with stops at the Blountstown Manufacturing Co., Durham Station, Leonard Siding, Chipola, Altha and Alliance Switch.



The return trip reached Blountstown at 1:05 p.m., then made its usual run about 15 miles south to Scotts Ferry, where the rail line had been extended and terminated. The train departed on its second run at 2:45 p.m. and returned to Blountstown at 9:45 p.m. The rail line did not usually operate on Sundays.

During the second decade of the 20th century, the entire country experienced a heavy demand for lumber, which was needed for new housing and shipbuilding. Conditions were on the upswing, and some considered extending the M&B into Liberty County to take advantage of its huge supply of cypress and pine.

In addition to transporting lumber to market, the rail line also carried mail and provided passenger service. Residents of Blountstown were delighted to receive copies of newspapers from Pensacola, Mobile and Atlanta the same day as publication. Since the train made two runs daily, it also brought the mail twice each day, a luxury for residents of the area.

Another one of its conveniences became the delivery of ice. Until the M&B opened, steamboats delivered small quantities of ice at river landings. Those who owned meat markets could never get the amounts needed to preserve meat. The M&B solved that problem by bringing in large quantities that could be stored in icehouses near the tracks. *An ice plant located next to Hwy 90 on Merritt's Mill Pond provided the ice that was shipped to the Blountstown area. I remember going there as a small boy with my father, in the middle 1950s, to get crushed ice in our old metal Coca Cola Cooler for a picnic we were having.*



HOLIDAY EXCURSIONS

With travel by motor vehicles still in its infancy, the M&B, like the L&N and Apalachicola Northern railroads, ran excursions trips at special rates to Port St. Joe during the summer months. Those living in Blountstown or near any of the many stops along the M&B's tracks rode the train to Marianna, then caught the L&N east to River Junction where they climbed aboard the Apalachicola Northern or took a steamboat to the seaport town.

I visited River Junction, in 1961, with my great uncle to visit his brother. That brother was the Railway Express Agent at the River Junction Depot. It was neat to see all the action at the rail yard there. An added surprise was my Uncle Code's wife ran the cafeteria at the Greyhound Bus Station in Chattahoochee. We went there for lunch. It was rare for me to eat away from home in those days. A fun trip for a 12-year-old boy.

At Port St. Joe, they spent their time at the popular Port Inn, which had a long pier that extended into the water for bathers, boaters, and fishermen. In addition to summer excursions, the M&B added coaches and

ran special trains to Marianna for West Florida Fair Day in November. Others who rode the M&B were baseball players heading for a game in Marianna, Chipola and other towns along the L&N tracks, and those traveling to the annual Chautauqua at DeFuniak Springs during the winter months.



One of the most memorable and heartrending days occurred at the onset of World War I when members of the Calhoun County National Guard marched in uniform from the center of Blountstown to the end of Pear Street. At that location, they boarded rail cars for training at Black Point.

SMALL-TOWN STOPS

During these years, demand was so great for lumber that freight trains ran 24 hours per day. By then, stops along the M&B's tracks existed at such places as Oakdale, Simsville,

Rock Creek, Union City, Cox, Alliance, Altha, Langford, Chipola, Leonards, Durham, Scotts Ferry, and Myron. Even though its customers appreciated the M&B, they also had nicknames for the line such as "Many Bumps" or "Meat and Bread."

In his remembrances, Milton Smith of Marianna recalled making several trips each June to the Dead Lakes aboard the M&B, which carried fishermen as far as Scotts Ferry. Since satisfactory fishing boats were difficult to rent, the railroad permitted fishermen to bring their own crafts and camping equipment on a flat car after paying \$2 per boat and another \$2 per person, round trip. At Scotts Ferry, Smith and the other men dragged their boats off the flat car and slid them into the water where a Capt. Hale towed them by mail boat to their destination at Pole Bluff. The Dead Lakes "were alive with fish then," and Smith often stayed with his friends for a week. They ordered their food and supplies and had them delivered by steamboat so things would be ready when they arrived. Rail service to Scotts Ferry ended in 1938. Conditions were less formal then, and the engineer and conductor pulling only a load of freight sometimes stopped the train to dine with friends before continuing their run.

I ran across some of Milton Smith's remembrances in the early 1980s in the Jackson County Public Library. At the time there was no established historical society so there was a room in the library that was devoted to genealogical items. Milton Smith had created several 3-ring binders with photos and writings of his memories of the towns in the local area. There was one on Marianna that showed pictures back to 1900 and listed all the businesses that were located around the downtown area. The book had many pictures that were taken by a Mr. Eddy that had a photography shop named "Eddy's Sunshine Studio." His photos were probably the most prolific historical pictures of early Marianna (my hometown). There were books about Blountstown as well which documented the Marianna & Blountstown Railroad as well as the lumber industries that were prevalent at the time.

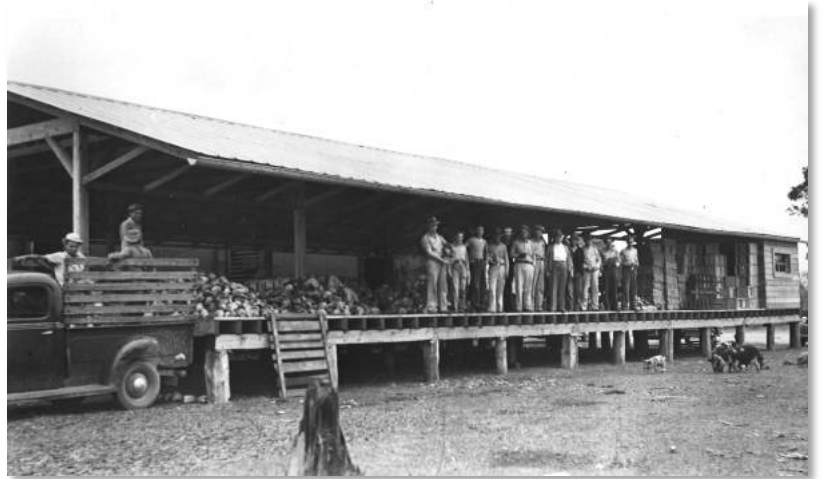
The M&B had its problems with cattle owners, the same as other railroads in Florida. Their animals grazed on the open range until 1949 and sometimes were killed on the tracks. Then owners filed suit against the railroad for double or triple the value of the animal. Cows weren't the railroad's only problem.

Old-timers recall the time one of Blountstown's doctors in his Model-T had the misfortune of colliding with an M&B engine at the town crossing on Main Street. The mishap caused the engine to derail, and the Model-T received extensive damage. Both parties threatened court action, but an agreement was reached between the railroad and the doctor.

In 1968, I was driving north on Hwy 73 toward Marianna. I was visiting my friend who lived south of town. I was late in the evening and very dark. As I arrived in the area where the N&B crossed the highway there was a small rise in the highway to cross over the tracks. The headlights were shining on the lower pavement and did not reach high enough to see the train crossing the highway. Those were the days before conspicuity tapes and markings on the sides of locomotives and rail cars.

I finally realized that I could see a swinging light. The brakeman was swinging a lantern to get my attention. I slammed on the brakes before hitting the train. That was a close call. There were no crossing lights at that intersection of the M&B. About a half block ahead, the road crossed the L&N railroad tracks, which did have crossing lights. At least I did not end up like the Blountstown doctor.

After the long-leaf yellow pine forests passed out of existence and motor vehicles replaced much of the train travel, the railroad changed ownership several times. During that period, the M&B was remembered for the hundreds of thousands of watermelons, cabbages, and cucumbers it carried to market.



The line switched from a steam engine to a diesel in 1947 and became one of only a few small railroads in the country to operate its own roundhouse for repairs to its engines. Operation of the railroad was suspended in 1972 and abandonment procedures followed. Part of the issue at the time was the building of Interstate 10 across the panhandle. The M&B had to make the decision to have an underpass at the Interstate crossing or not.

By that point, the company was almost defunct. No underpass was built.

Marianna & Blountstown locomotive number 444, a 4-6-0, is on display at the "M&B Train Park" in Blountstown. Steam locomotive number 444 was built in 1911 at the Baldwin Locomotive Works for the Brinson Railway, based in Savannah, Georgia. It was subsequently owned by Savannah & Albany Railroad Co. before acquisition and renovation by the M&B. It operated as late as 1947 as a "stand-by" locomotive after the first M&B diesel locomotives had arrived. The M&B Railroad operated for 63 years (1909 - 1972) between Marianna and Blountstown. It provided passenger service until 1929. After that, the M&B shipped agricultural products and lumber. During its operation, the 29-mile line was Florida's shortest railroad.



Before the M&B Railroad was abandoned, engine 444 was sold (late 1960s - early 1970s) to Dr. Albert Folds of Marianna, who for a number of years, "displayed" it on the dairy farm of his father-in-law, Victor S. Bevis, along State Road 71 just south of Malone, FL. Subsequently, the locomotive was sold and moved to the George Ranch in Richmond, TX. During the late 1980s, an effort was launched by a group in Blountstown to re-acquire the locomotive and return it to Blountstown as the centerpiece for an historical display of the M&B Railroad. It was restored and placed on display (along with a caboose) at its current location in the M&B Train Park.

Written in 1949 by Wallace Finlay

Blountstown Railroad Company—Incorporated in June 1908, the Marianna & Blountstown Railroad Company rolled its first train into this little town in September 1909.

People came in from Calhoun's swamps and pine barrens, from the Jackson County line all the way to the Gulf of Mexico, which at that time was the southern boundary of Calhoun County. Many of them had never before seen an iron horse.

From that day the trains have continued to roll. Rufus Pennington, head of Blountstown Manufacturing Company, served as first president of the road, and was the man who contributed most in work and money in securing what is still Calhoun County's only outlet by rail.

As in small towns from coast to coast in these United States, Calhoun Countians have reviled and bemoaned features of their train service. Inevitably the train has been called many names, combinations of affections and grouses. For years it was called the "Many Bumps." Other people, knowing its importance in the economy of the country, called it by a more deserving name, "Meat and Bread," both take-offs on M&B, of course.

Drops Passenger Service



Until December 3, 1929, the rail had passenger service. At that time, the advent of the automobile, buses, and good roads, made passenger service impractical. The road settled down then to carry freight only.

The backbone of the train's freight is lumber and associated products. It also furnishes Calhoun County's farmers outlet for their produce, which is largely watermelons and cucumbers.

Until August 1938 the Marianna & Blountstown Railroad company ran its trains all the way to Scotts Ferry, 11 miles south of Blountstown. The original company had a log train line to Scotts Ferry, and the company operated its train on this line under trackage rights until March 1927.

At that time interests, represented by the late J.C. Packard, purchased the company's holdings, and the branch line, which was incorporated into their company as a result of mills cutting out, and revolution in the turpentine industry it ceased to be profitable to operate beyond Blountstown.

The color and uniqueness of Blountstown's own railroad was emphasized when Lucius Beebe America's foremost railroad fancier, and author of a book on unusual roads, visited the present head of the company, O.O. Miller, in

Blountstown, in the early part of 1946, and interviewed him at length. The results of that interview, complete with pictures, appeared in Beeb's book on short line railroads in the United States.

The Marianna & Blountstown Railroad is the only independently owned short line railroad in the state of Florida, and one of the few in the United States. It is strictly a Calhoun County institution and is as proud of its individuality as most of the citizens of the colorful county.

Miller has headed the rail since June 1, 1939. In 1947, on October 1, Miller's company added a new diesel locomotive to its rolling stock. This is part of a long-range plan to keep the little line abreast of the times, and to continue to furnish Calhoun County with an outlet to the nation's market.

BBMRA Important Events in 2023!!



Help us build this calendar. Email sammiller61113@outlook.com. 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: BBMRA2022

Lionel Interest Group Operating Sessions: each Sunday at 1:30 p.m. at Sam Miller's house in Woodgate. Call (850) 459-3012 for further information.

April 22, 2023, WFRM Tailgate Swap Meet: 8 a.m. to noon (Central), Milton Railroad Depot, 5003 Henry Street, Milton, FL. Historic L&N RR Museum, Operating G Gauge and HI layouts.

May 6, 2023, Kingsland Station Train Show: Kingsland Station, 440 Lee Street, Kingsland, GA. 31548. 9 a.m. to 5 p.m. Admission \$7 for adults and \$5 for children. Sponsored by the North Florida & South Georgia Railroad Museum and the Georgia Coastal Railroad.,

May 20, 2023: Lloyd Depot Day, Lloyd, FL. The Gulf Wind Chapter of the National Railway Historical Society is hosting its annual "Depot Day" at the Lloyd Depot. The event takes on special significance this year, making the 50th anniversary celebration of the chapter's founding in May 1973. Florida's oldest remaining train station, the Lloyd Depot was built in 1858 and is the anchor facility of the Lloyd community's historic district. Depot Day will take place from 10 a.m. to 2 p.m. and admission is free.

June 23-25, 2023: 32nd Annual Tallahassee Model Train Show & Sale: North Florida Fairgrounds, Tallahassee. Set-up is Friday, June 23. Show hours are 9 to 5 on Saturday and 9 to 4 on Sunday. <http://bbmra.club/>

June 24, 2023, Sunshine Region NMRA Northern Division Workshop: In conjunction with the BBMRA annual train show and sale at the Leon County Fairgrounds, 441 E Paul Russell Rd, Tallahassee.

September 16-17, 2023, The Villages Model Train Show: Savannah Regional Center, 1545 N. Buena Vista Blvd., The Villages, FL, 32162. Saturday, 9 a.m. to 4 p.m.; Sunday, 10 am. To 3 p.m. Admission \$7; children under 12 free.

September 16-17, 2023, 2023 Wiregrass Steel Wheels model train show: National Peanut Festival Fair Grounds, Dothan, AL. Admission \$6.00 for everyone 7 and up, 6 and under are free. Saturday, 9 a.m. to 4 p.m.; Sunday, 10 a.m. to 4 p.m. (Times are Central).

October 28, 2023, Possible Festival in Havana, Florida hosted by the Havana Shade Tree Tobacco Museum. They have asked us to display and run trains at this event. Stacey Elliott, Neal Meadows, Bob Feuerstein, and Andy Zimmerman have visited and talked with the group about possibly attending the event with our layouts. More to come about this!

2023 BBMRA Layouts Tour Continued

Last month, we began photo coverage of the annual layout tour- our first in person since COVID. Here are more photos – these from David Blodgett.



Tom Rush' HO layout – with the lights dimmed.



Tom's layout – without the lights out.



Three of the day's hosts – Bob Parmenter, Tom Rush, Sam Miller



David Walker's G Gauge in Lee, FL



Ed Grissom's HO – It's getting there.



Jim Valdes from Albany, Stacey Elliott, Phil Weston



Bob Parmenter's HO. It also is getting there.



David Walker.

Pay Your 2022-23 Dues by PayPal

The BBMRA now has the option for new and current members to pay their dues online by using the PayPal link on the BBMRA.ORG website. It is under the Membership menu item. When you select the PayPal button you will get the



option to use your PayPal account if you have one or use a credit/debit card. The dues are \$21 using this method. If you would like to pay by check, you can send your \$20 to [BBMRA, PO Box 3392, Tallahassee FL 32315-3392](#) or you can send it directly to [Neal Meadows, Treasurer, 2812 Whittington Dr., Tallahassee FL 32309-8213](#).

Pay Now



Minutes from the March 21, 2023, Meeting of BBMRA



President Andy Zimmerman called the meeting held on March 21, 2023, via Zoom to order at about 7:49 PM. There were 11 participants present at maximum.

Pre-Meeting Discussion – There was a question about regular in-person meetings returning. The question of Don Meek's church and their willingness to continue hosting BBMRA came up particularly because of Don's health status. (See Phil Weston report in the April Lantern.) Other ideas for meeting spaces and times were also discussed.

Minutes – The minutes from the January meeting in the Lantern were discussed. Phil forwarded and Bob Ruggles seconded a motion to accept the minutes as presented in the February Lantern. The motion was accepted without objection.

Treasurer's Report – Neal Meadows was absent, but he sent an update to Vice President Stacy Elliott and President Andy. They stated there were no major changes to the finances. There was then some discussion of some minor items and some reversed charges on the books. As consistently stated, the BBMRA balance is not shared in the minutes, but will be produced upon request by any club member. President Andy stated that charges are expected soon related to the show. He mentioned mailings to regional hobby shops and the enthusiastic response of some vendors who have been contacted. He also mentioned the vendors who

have already paid up. There was then a general discussion of the various vendors who are showing interest and their general welfare, table placement logistics etc. There was no official treasurer's report so there was no motion to accept the report and this item was tabled.

Division Reports

Large-Scale - Sam Miller mentioned that he will be submitting registrations for show tables. He also mentioned the layout tour where 16 people showed up at various locations that prior Saturday. He stated that it was a lot of fun. Kudos to Andy Millott for a job well done to put together the layout tour.

HO-Scale – Phil Weston mentioned that he has been looking at event boards for the show promotion. President Andy suggested Facebook and other sites to generally promote the show. Phil mentioned that four or five HO modules that will be added to the division's T-Traks for the June show, for a total of 55 units.

N-Scale – There was then a discussion of T-Trak modules and the number etc. for the show. The topic of the proposed Garth Easton T-Trak airport module that is in the works also came up. Stacey mentioned a planned workday for the following Saturday the 25th but rain was in the forecast so alternative plans may need to be made.

Switching Layout – Nothing was discussed.

NMRA – Bob Feuerstein mentioned an upcoming NMRA board meeting on the 2nd of April. President Andy mentioned a promotional offer from the NMRA for new members. There was a question about expanding information to BBMRA members on NMRA SSR Northern Division activities.

Good of the Group – President Andy again mentioned the idea of renting out a community center for a day this spring to N, HO and O scale as a tune-up for the June show. The members expressed support for this idea and that we should look into it. They stated it is needed to encourage camaraderie. Stacy mentioned the Havana Museum tour and show, tentatively arranged for October 28. The building and room size were discussed. The room is large and should be able to easily accommodate HO, N and possibly even O scale and Thomas. Potential vendors were also discussed. Joe Haley gave a brief pitch for astronomical telescopes available via the Leon County library and then mentioned typical market prices. He hopes to increase interest in astronomy. Stacy moved and Neal Meadows seconded to close the business portion of the meeting, which was officially concluded at 9:15 PM.



We may not have the UP Big Boy at our Annual Show and Sale this year, but we may have a model of it and we surely want this big crowd to be there.



Tell all your friends & family!