



# THE Lantern

August 2023

Volume 28 Number 8

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## BBMRA HO T-Traks at September 9 Sopchoppy Depot Day

### From HO Coordinator Phil Weston:

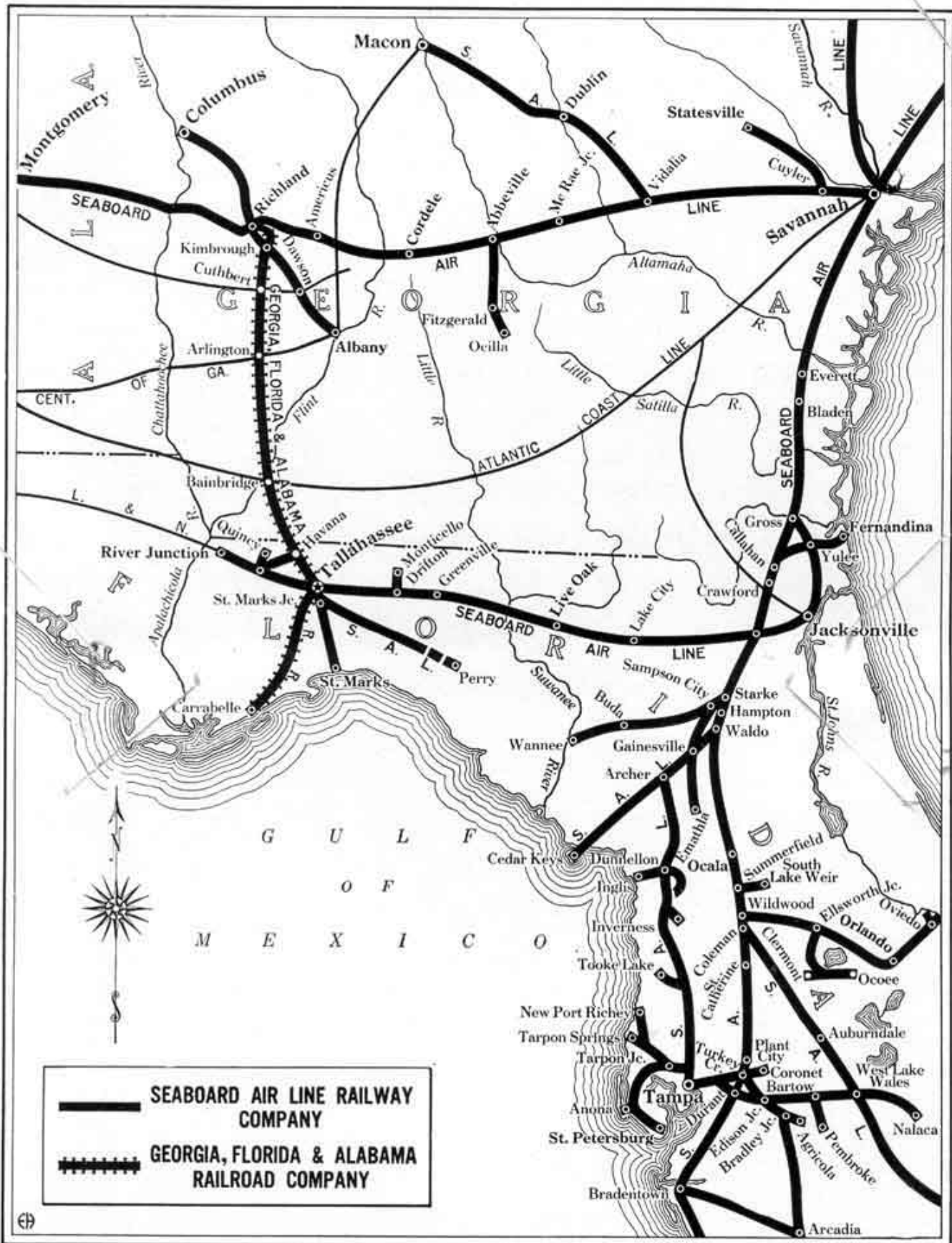
The BBMRA HO Division will be participating in the Sopchoppy Depot Day Festival on Saturday September 9, 2023, from 9 AM - 3 PM. Please plan to arrive at 8:00 am on the 9th .

We will be setting up a modified HO T-TRAK layout with 28” corner modules in the Towle House that adjoins the Depot on Friday Sept 8, 2023, at 2 PM and we’ll be there until the layout is up and running.

Phil will be sending out a note to the HO Division detailing which modules will be displayed for this event and a schematic for placement of the modules.

This has been a fun event for the past few years, and I want you to know that all BBMRA members are invited and welcome to attend and enjoy the time together.





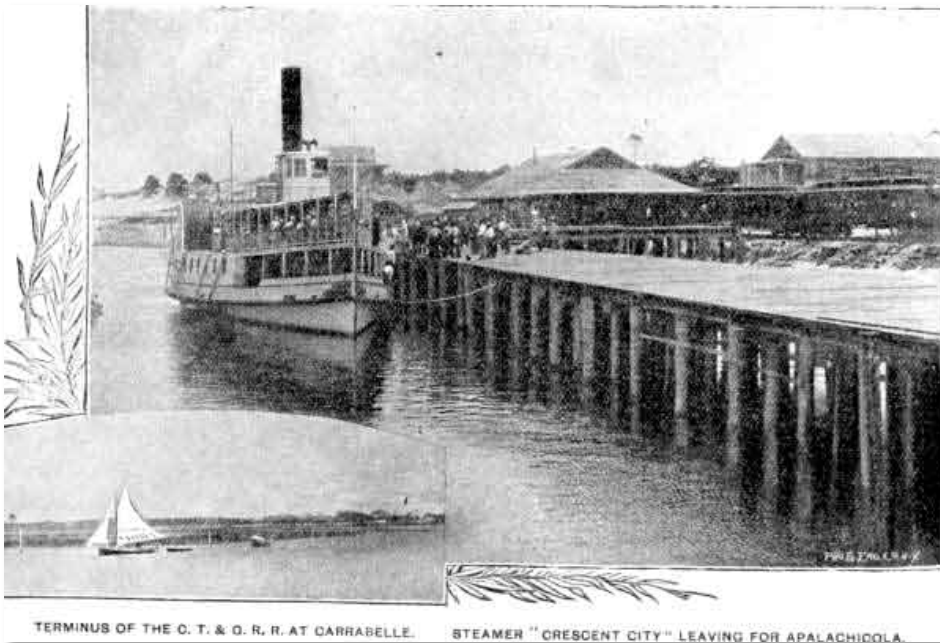
From: Dr. Neal Meadows

**The historic Sopchoppy Depot** is the only remaining depot still standing in Florida on the G F & A. It was beautifully restored in 2010 and now serves as a museum with historical exhibits and a collection of old photographs, memorabilia and recovered artifacts. (From the TrailLink Internet site.)

The Georgia, Florida, and Alabama Railroad, known as the Sumatra Leaf Route, and colloquially as the Gopher, Frog, & Alligator was a 180 miles-long railroad from Richland, Georgia to Carrabelle, Florida. It was founded in 1895 as a logging railroad, the Georgia Pine Railway. (Wikipedia)

Meanwhile in 1895, a Savannah lumberman by the name of John P. Williams, was needing a railroad to be built through his pine lands south of Bainbridge, Ga. He quickly incorporated the Georgia Pine Railway on September 13, 1895. The railroad slowly built south from Bainbridge, reaching 40 miles to Arlington, Ga in 1897. Seeing an opportunity to reach Tallahassee and its Jacksonville connection he proceeded to build 41 miles further south, reaching the Florida capital city in 1902. At the same time, he built 25 miles north to Cuthbert, Ga.

Then something wonderful happened to the Georgia Pine Ry., instead of a logging and naval stores hauling short line, bridge traffic started creeping into the mix. Being a north and south railroad in a section of Georgia that was all east and west roads, bridge traffic began forming at all its connections as short cuts to Alabama, Southwest Georgia, and points in Florida. Williams realized his good luck in 1901 and reincorporated the railroad as the Georgia Florida and Alabama, a name more reflective of his regional traffic. In 1904 he leased the struggling CT&G, buying it outright in 1906. Williams also realizes that if he reached the Seaboard mainline at Richland, Georgia, he could secure a bridge route between two Seaboard mainlines. He began an extension to Richland, finishing up in 1910. The last bit of construction was a short branch from Havana to Quincy, Fla., an important tobacco farming and fullers earth mining town.



The new GF&A stretched 192 miles from Carrabelle, Fla. to Richland, Ga, forming an important bridge route between Richland and Tallahassee. Richland was on the Seaboard's Montgomery to Savannah route and Tallahassee was on the Chattahoochee to Jacksonville route. Other important junctions were with the Atlantic Coast Line at Bainbridge and the Central of Georgia at Arlington and Cuthbert. Traffic included yellow pine and cypress timber harvested along the entire mainline. Some important lumber mills were the

Babcock Lumber Co., Flint River Lumber Co. and Camp Brothers Lumber Co. Tobacco was the principal crop along the route, and which gave them their nickname as the Sumatra Leaf Route. Fullers Earth was mined near Quincy, Florida and provided many carloads for the local trains plying the branch. There was also hope that the building of the Panama Canal would provide traffic, but the competition was tough as Pensacola and Panama City provided better services and connections.

Steamship service was offered by the old CT&G and the new GF&A from Carrabelle to Apalachicola. However due to competition from the newly built Apalachicola Northern, service by the 1910's was diminished until it

was abandoned in 1923. The railroad owned the side-wheeler "Crescent City" and the tug "Iola", which was used for freight barges.



*Decapod Type Locomotive, Part of Present Equipment of G. F. & A.*



*Present Type Freight Car—G. F. & A.*



*55-Ton All-Steel Coal Car*

With the sudden increase in traffic after the 1906 merger the railroad had to counter with an increase in size of the motive power. Where once 4-4-0's and 4-6-0's respectively handled the passenger and freight business, the railroad began buying 2-8-0s in 1906 for the longer freight trains. Freight cars were sorely needed also, and a large number of box cars, flat cars and hopper cars were purchased. By the end of World War One, the railroad's motive power was aging and could not keep up with the demands that were needed in the post war world. First, they purchased two Russian Decapods in 1923. These two engines soon showed that the bigger engines would reduce the operating costs of the railroad so that they added six more by 1927.

By 1927 the railroad was up for sale, due to the death of Mrs. Williams, who had inherited the railroad from her husband a few years before. A charity trust fund was set up for a hospital and the railroad had to be sold to fulfill the will. Seaboard stepped in and received approval from the ICC to refinance and reorganize the GF&A and to lease it to the

Seaboard Air Line Railway for 99 years. The bonds and a special non-voting stock issue as well as the lease payments were promised to the Hospital Charity Trust Fund, which also received the semi-annual interest payments and stock dividends. The Seaboard received the actual voting stock and gained control of the railroad, merging it into the Seaboard in 1928. The Carrabelle to Tallahassee line was abandoned in 1948, after serving a prominent role during World War Two as an important military line, serving an amphibious base near Carrabelle. The Havana to Quincy branch was abandoned soon after the merger because Quincy was already served by the Seaboard. The railroad north of Bainbridge is now operated by the Georgia Southwestern RR, while the Bainbridge to Tallahassee line was operated by CSX with an important connection with the old ACL line to Dothan and Montgomery. It is now operated by the

Florida Gulf & Atlantic Railroad. (Taplines)



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## August 15, 7:30 p.m. BBMRA Meeting – Across Canada by Rail

BBMRA meets Tuesday, August 15, at 7:30 p.m. through Zoom. The program, following the business meeting, is Sam Miller sharing the trip he and Linda Medlin took in May across Canada by train, from Vancouver to Toronto.

### 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**



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## 2023/24 Elections

It's time to elect BBMRA officers for another year and everyone will be running for another term, including long-time BBMRA President Andy Zimmerman.

The president, vice president, treasurer and secretary will be elected by all participating BBMRA members during the Zoom meeting Tuesday, August 15. The Large Scale, Small Scale and HO Division members will elect their coordinators, completing the BBMRA Board.

The 2023/24 slate of officers was discussed during the July 16 Zoom meeting to comply with the one-month notice requirement in the club's by-laws.

This year's slate consists of:

- **President** - Andy J. Zimmerman
- **Vice President** - Stacey Elliott
- **Treasurer** - Neal Meadows
- **Secretary** - Sheldon Harrison
- **Large-Scale** - Sam Miller
- **HO-Division** - Phil Weston
- **Small-Scale** – Brandon McKenny.

Any club member can run for office and nominations will be taken from the floor during the August 15 meeting.



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## New Members from the 2023 Show

### From Sam Miller:

BBMRA's best opportunity to recruit new members has always been our annual show and sale when enthusiasts for modeling learn about our club and meet some of our friendly, devoted members. The club gained more than half a dozen new faces this year: Larry Callahan, John Booth, Lisa Galocy, Tim Holmes, Mayra Segovia, Jabari Mullins, and James W. Frank.

Here is a brief profile on one of them – O Gauge James Frank. James grew up in Marianna with the club's Neal Meadows. Neal introduced James to the Large-Scale folks during the show and James has since joined the Sunday Group. He is building an O Gauge layout that will feature the Lionel 2020 turbine engine he operated while growing up in Marianna.



## From Vancouver to Toronto – Beating Wildfires and Smoke Epidemic

Sam Miller and Linda Medlin crossed Canada by train in May – beating the wildfire and smoke epidemic by days and completing what is their best train journey ever – up to now, but who’s quitting. They adventured on two trains – the Rocky Mountaineer and VIA Rail’s The Canadian.

Sam and Linda boarded the Rocky Mountaineer tourist train in Vancouver, British Columbia, riding through the Canadian Rockies and onto Banff, Alberta. They spent two 10-hour days on the Rocky Mountaineer, spending nights at hotels along the way. From Banff, they went north by bus to Jasper, Alberta, to board VIA Rail’s Canadian. They were on this

historic trans-continental train three days and three nights, stepping off in Toronto, Ontario.

Sam will present photos and highlights during a presentation to BBMRA members along with a special report in the Lantern later this year. Sam is currently recovering from a stay in the hospital and will not be at the upcoming meeting.



## New Model Railroad Club Started in Dowling Park, FL

On Friday, August 4, 2024, BBMRA HO Coordinator Phil Weston traveled to Advent Covenant Village Senior Living Community in Dowling Park, FL to meet with Craig Carter, the CEO of ACV, Eric Musgrove, the Suwannee County Historian, and 14 potential members who gathered to discuss starting a new model railroad club for members of the retirement community.

Phil was invited to present an overview of the general concepts and functioning of model railroad clubs and organizations. He assisted George Brisben, who is leading the new club, in a discussion of the vision for the club, and framing the proposed constitution and bylaws, and the various layout components proposed.



*Meeting with potential members of the new Dowling Park Model Railroad Club.*

The Advent Covenant Village is located along the Suwannee River, on the site of the historic Dowling Lumber Mill which operated as the largest sawmill in Florida in the early 1900's. The site was conveyed to Pastor Burr A.L. Bixler by Mr. Thomas Dowling in the 1912 and it became the first retirement community in Florida serving the Advent Covenant Churches. The original 120-acre property has since expanded to 1,200 acres and is graced with many beautiful buildings and facilities to enhance the experience of the residents.

Research of historic information yielded drawings, photographs, and site plans of the Dowling Mill. Some of the various railroad tracks, switches and grades can still be viewed as you traverse the campus.

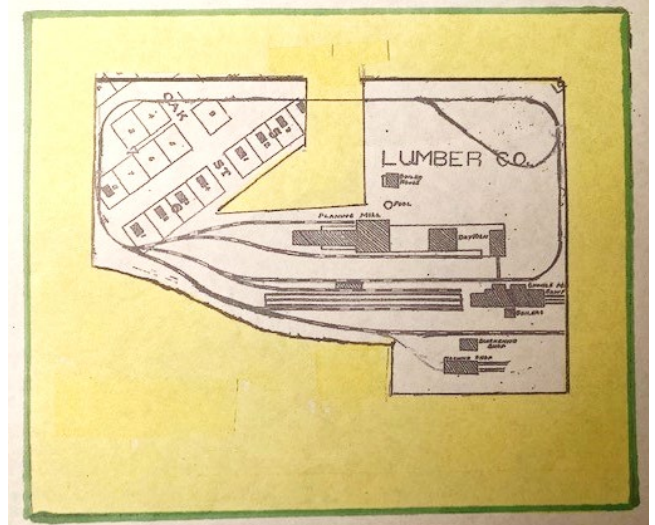
The Club's vision is to construct an HO scale layout incorporating the site plans to provide displays which will serve as an outreach to educate visitors and the community regarding the history and significance of the site.

The Dowling Park Model Railroad Club gained approval from the CEO of ACV to start the club and to utilize a 20' x 30' room at the facility to house the club and its layout. The Club looks forward to finalizing its organizing documents, then moving on to the joys of model railroading.



As a head's up there may be an opportunity this fall for the HO Division to take a portion of their HO T-TRAK modules over to the ACV facility for a one day running display for the residents. What a great way to encourage them!!

Beginning Layout in Chriss Building



## BBMRA Important Events in 2023!!



**Help us build this calendar. Email [sammiller61113@outlook.com](mailto: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.railserv.com/events/train\\_shows.html](https://www.railserv.com/events/train_shows.html)

**BBMRA meetings are the third Tuesday of each month.** We currently meet through Zoom but meeting again face-to-face is being discussed.

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: most Sundays at 1:30 p.m.** at Sam Miller's house in Woodgate. Call (850) 459-3012 for further information. .

**September 9, 2023, Sopchoppy Depot Day:** Club is operating HO T-Traks trains at the Towels House adjoining the Sopchoppy Depot from 9 a.m. to 3 p.m. The set-up will be Friday, September 8, at 8 a.m.

**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:** 501 Recreation Road, Dothan, AL. This show is no longer at the National Peanut Festival Fair Grounds. Admission is \$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, Festival in Havana, Florida** hosted by the Shade Tree Tobacco Museum. They have asked BBMRA 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!

**December 9, 2023, Woodgate Neighborhood Model Trains Open House:** a Saturday, 1:30 to 3:30 p.m., at Sam Miller's house in Woodgate.

**December 14, 2023, a Thursday, BBMRA running again at the Tallahassee Senior Center.** It will be the third December in a row for this holiday-related operating session, We had a great turnout last year.

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## It is Time to Pay Your 2023-24 Dues

*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 \$21.25 using this method, 2 years for \$42.00.*



BBMRA dues are \$20 a year and must be paid by July 30, under club bylaws. Over the years, however, we have not considered dues delinquent until the end of August, BBMRA President Andy Zimmerman says.





## HEINZ CARS PICKLE FACTORY AND VINEGAR CARS OUT OF THE PAST

By: Dr. Neal Meadows

My grandfather was a farmer in southeast Alabama. He lived just over the border from Esto, Florida and on the road to Slocomb, Alabama just after you cross the line going toward Hartford, Alabama. He farmed a variety of produce and raised livestock and chickens. In my early teens, I would go visit for a couple of weeks during the summer and help on the farm. That is where I learned to drive on a tractor. My grandfather had a 1954 Ford F-100 pickup truck and I learned to drive that as well. Country roads and all!

He worked on the farm all week and then went into town on Saturday to buy groceries, feed, supplies, and other items needed. Sometimes during the week, he would take his harvest to the market. It may be peas or corn, peanuts or cotton, or watermelons and cantaloupes. One crop he grew was cucumbers.

I went with him to Slocomb to deliver a truckload of cucumbers to W&W Pickle Company. Their plant was located next to the railroad. It originally was built by the Central of Georgia Railroad but later was bought by the Hartford & Slocomb Railroad. We drove up on the side of the loading dock that was away from the railroad side of the facility. The men came out to help unload. They had wheelbarrows and lowered the tailgate to get to the cucumbers. They raked them off into the wheelbarrows and carted them up the ramps to a holding area.

The whole dock area was filled with large wooden tanks of concentrated brine. Some guys were stirring the cucumbers around in the vats that had been “brining” for a week or more. Our cucumbers were going into a new vat. Being 13, it was quite the experience to see all the operations. There was one of the “pickle cars” on the track siding against the other side of the building. This was the brining facility, and the cucumbers were taken away after processing to another facility where the cucumbers would be made into pickles and canned.

That facility no longer exists, but I did see it drawn on a Sanborn Fire Insurance map of 1934. The name of the company was listed and was shown next to the railroad tracks. The tracks no longer exist in Slocomb either. I could find no pictures of that facility in any of the Alabama or Slocomb archives. So, my memories are what fuels my interest in the pickle and vinegar cars models that are shown below.



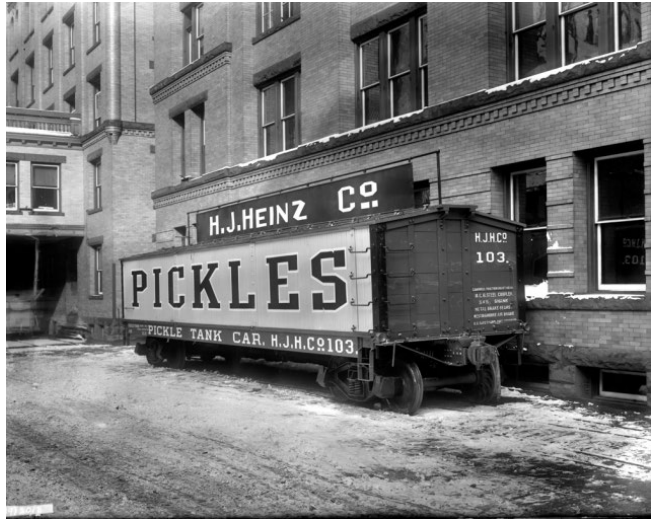
The dock looked a lot like this one with all the vats. The dock itself was much closer to the top of the vat so they could just dump the cucumbers from the wheelbarrows into the vats. I was cautioned by all the men not to fall into the vat. Of course, there was no safety rails, bars, signs, or anything else in those days.



This picture looks very similar to the unloading area of the plant. This is a picture of another company's plant, but it is very similar.



The cucumbers were transferred to the tanks on this car after they had been in the brine for the specified time (2 to 6 weeks). All handling of the cucumbers were by hand to prevent damage to them.



This type of car was called a coffin pickle vat car. Heinz had 41 of these cars.




Heinz was an early user of vinegar cars and perhaps the first. Prior to larger railroad cars with huge tanks, vinegar was transported in 55-gallon wooden drums. Most Heinz vinegar tankers were first produced by Middletown Car Works. Orders for these very unique cars date back to 1902 when 50 cars were ordered. By 1909 Heinz began building their own tanks on Middletown frames. The car tank was made of wood, usually redwood or oak. Capacities were from 5000 to 9000 gallons with some cars having more than one tank on them. The reason for this was so that different concentration strengths could be shipped.



Description	Car #	Image	Original Price \$	Part #		
Pickle Car Kits 1/1/2018	Variable		43.95	N Scale Architect 20099		
	<p>Since the late 1800's, commercial preserving operations such as those run by H. J. Heinz, L.C. Forman, Keokuk Canning and Hirsch Brothers depended on the railroads to bring their raw materials from the fields and their delicious products to market. The 'Pattersons Pickle &amp; Brine' (#10043) and 'Pickle Vat Expansion' (#10044) kits emulate these turn of the century pickling plants that often found new life as distilleries, breweries, and acid factories. This car kit is one of two(2) types of specialized tank cars that supported these pickling operations. This 46 foot 4-tank version follows prototypes made by Thrall, GATC, ACF and other manufacturers from the early 1900's up until the 1950's.</p>	Laser Kit Pickle Vat Car 6/1/2012		19.95	American Model Builders	
	<p>These distinctive cars served from the steam-era to the 1970s transporting salted cucumbers from rural collection facilities to pickling plants. Designed to fit the Red Caboose 42' Flatcar (#629-16000+), the kit can also be adapted to the older Rivarossi/Atlas 40' cars (out of production). Paper signs for G.R. Dill &amp; Sons are included and can be applied to the vats or the superstructure supports. The finished model is perfect for serving the G.R. Dill &amp; Sons Pickle Works, #152-625.</p>	H. J. Heinz Pickle Car	HJHX 49		95.00	N Scale Enthusiast NSE MTL 18-129

Description	Car #	Image	Original Price \$	Part #
H. J. Heinz Pickle Car	HJHX 50		95.00	N Scale Enthusiast NSE MTL 18-
H. J. Heinz Pickle Car	HJHX4130		95.00	N Scale Enthusiast NSE MTL 18-126
H J Heinz Vinegar Car Yellow/Brown 6/1/2001	HJHC 200		12.49	E-R Models 040-70350
H J Heinz Vinegar Car Yellow/Brown 1/1/1985	HJHX 203		12.95	Atlas 3051
H J Heinz Vinegar Car Yellow/Brown 1/1/1995	HJHX 204		12.95	Atlas 3052
H J Heinz Vinegar Car Yellow/Blue 1/1/1969	HJHC 208		2.50	Atlas 3012
Heinz Vinegar Tank Car Yellow/Brown 8/1/2018	HJHC 218		49.95	N Scale Enthusiast NSE MTL 18-114

Description	Car #	Image	Original Price \$	Part #
H J Heinz Vinegar Tank Car Yellow/Blue 8/1/2018	HJHC 211		49.95	N Scale Enthusiast NSE MTL 18-112
Standard Brands Vinegar Tank Car Silver 1/1/1969	SBIX 1594		2.50	Atlas 3013
Hinkley & Schmidt Vinegar Tank Car 1/1/1969	HSTX 1007		2.50	Atlas 3014
Milwaukee Vinegar Tank Car Silver/Brown 1/1/1969	MVX 10		2.50	Atlas 3011
Milwaukee Vinegar Tank Car Silver/Brown 1/1/1969	MVX 16		2.50	Atlas 3054
Standard Brands Vinegar Tank Car Silver 6/1/2001	SBIX 1682		12.49	E-R Models 040-70352

Description	Car #	Image	Original Price \$	Part #
H J Heinz Vinegar Tank Car 1/1/1995	HJHX 204		12.95	Atlas 3052
Northern Pacific Railroad Apple Cider Vinegar Car 1/1/2012	NP 61226		42.00	N Scale Enthusiast <a href="#">NSE MTL 12-33</a>
Heinz Pickle Car wood era scale printed sides ends and roof.				Custom

The models shown are N-Scale versions since that is what I model. I have most of the models. I also have the brining vats and structure. These same or similar models are available or have been available in all the other scales.



This is Richter Vinegar Car #20 at the National Transportation Museum.



This is Richter Vinegar Car #11 at the Mid-Continent Railway Museum.



**The N Scale Architect** was founded in 1991 by Russ Kaufman who has been active in model railroading since the early 1970s. Although many model railroaders received a Lionel Train as their first train set, Russ and his brother Bill were bitten by the model railroad bug in the form of an Aurora N-Scale set.

Russ started The N Scale Architect based on the encouragement of fellow modelers who thought that the plans he had drawn up for scratch building over the years might be enjoyed by others in kit form. The first kits featured detailed step-by-step instructions with hand drawn illustrations and plastic templates to be used for cutting the various pieces. This tradition of high-quality instructions continues with the addition of "in-process" and color photos and, thanks to better computer aided programs, more detailed drawings. These templates have been replaced with laser-cut micro-plywood pieces along with the addition of many detailing castings which are now also available separately as part of their "Making A Scene" product line.

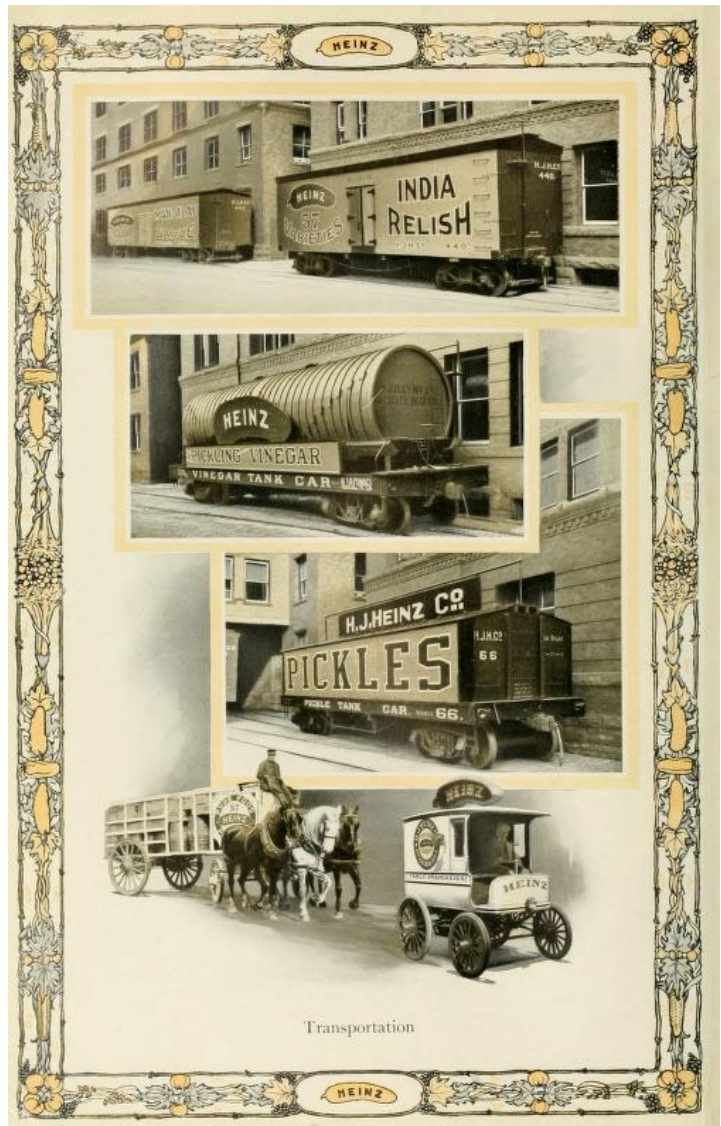


The H. J. Heinz Company, or Heinz, is an American food processing company with world headquarters in Pittsburgh, Pennsylvania. It was founded by

Henry John Heinz in 1869. The H. J. Heinz Company manufactures thousands of food products in plants on six continents and markets these products in more than 200 countries and territories. The company claims to have 150 number-one or number-two brands worldwide. Heinz ranked first in ketchup in the US with a market share in excess of 50%; Ore-Ida label held 46% of the frozen potato sector in 2003.

Since 1896, the company has used its "57 Varieties" slogan; it was inspired by a sign advertising 21 styles of shoes, and Henry Heinz chose the number 57 even though the company manufactured more than 60 products at the time.

On February 14, 2013, Heinz agreed to be purchased by Berkshire Hathaway and 3G Capital for \$23 billion. On March 25, 2015, Kraft announced its merger with Heinz, arranged by Berkshire Hathaway and 3G Capital. The resulting Kraft Heinz Company is the fifth largest food company in the world. Berkshire Hathaway became the majority owner of Heinz on June 18, 2015. After exercising a warrant to acquire 46,195,652 shares of common stock for a total price of \$461,956.52, Berkshire increased its stake to 52.5%. The companies completed the merger on July 2, 2015.



I hope that one day soon, I will be able to construct some of my T-Trak Modules with the pickling plant and sidings for my vinegar cars. A memory from 60 years ago can come to life again.

## Minutes from the July 18, 2023, Meeting of BBMRA



**President Andy Zimmerman** called the meeting held on July 18, 2023, via Zoom to order. There were 16 participants present at maximum.

**Minutes** – The minutes from the June meeting in the Lantern were discussed. There was a correction submitted regarding ensuring Stacey’s name includes the “e” in the spelling. Bob Ruggles forwarded, and Drew Hackmeyer seconded a motion to accept the minutes in the June Lantern. The motion was accepted without objection.

**Treasurer’s Report** – Neal mentioned details regarding membership application and payment including address. He also reminded everyone of the PayPal payment option. President Andy then brought up the report while Neal described the details. The BBMRA has a policy of not sharing the actual numbers in the minutes, but members may receive the details upon request. Some clarification items regarding the credit-card process were then mentioned. Phil Weston then moved to accept the report as presented and Bob Ruggles seconded. The motion passed without objection.

President Andy then mentioned that details of the show including gate attendance, vendors, etc. may be seen in the July Lantern.

### Division Reports

**Small Scale** – Brandon McKenny described the T-Trak setup at the show, including the total number of modules, number of visiting modules etc. Overall, the show was very successful. President Andy described some neat features of the setup including waiting trains at crossings etc. Brandon then mentioned that work will resume on the traveling layout. The lean issues with the trailers used to store the T-Traks were also brought up.

**Large Scale** – Sam Miller was absent but overall O-Scale also had a good show. Phil mentioned Joe did well with the switching layout, despite his challenges.

**HO Scale** – Phil Weston mentioned that the HO scale setup was very successful at the show. They had two separate layouts and were able to effectively use all the modules that members possessed.

**T-Trak** – Stacey Elliott did not have much to add.

**NMRA** – Bob Feuerstein shared pictures taken at the show, and he would like to get them on the BBMRA website. He also shared specific pictures from the NMRA session with new NMRA members. He discussed a new NMRA shirt that is in the works. There was a picture of a very impressive HO dock kit. President Andy stated he purchased kits to make the dock scene from vendors at the show. There was then other discussion of events and attendees at the show.

### New Business

Keith Kohlmann gave a presentation on weathering and realistic outdoor photography before the club returned to new business. Board elections will be held in August and one item up for discussion will be hybrid format meetings. The church is still willing to allow the club to meet. Sopchoppy Depot Days was also discussed. There was then other general discussion of other upcoming activities.

### Good of the Group

Andy Millott thanked everyone who helped with the ticket booth. The credit card machine was a good addition to the ticket booth logistics. There was general discussion of expansion, the logistics of air conditioning a third building and directing patrons etc. and consideration of additional venues. The meeting was then adjourned.

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"The LANTERN" is the official publication of the BIG BEND MODEL RAILROAD ASSOCIATION, INC. and is published monthly just prior to each regularly scheduled meeting. Subscriptions are included in all members' dues. The deadline to submit materials for publication is the first day of each month sent inc/o Secretary/Editor. P.O. Box 3392, Tallahassee, FL 32315-3392. Items may also be forwarded to the Editors via email attachment: (Neal Meadows) [meadowsn1956@comcast.net](mailto:meadowsn1956@comcast.net) or (Sam Miller) [samthetrainmanmiller@gmail.com](mailto:samthetrainmanmiller@gmail.com) .