



THE Lantern

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For Many Vendors, June 26-27 Show will be their First since COVID Outbreak

From Sam Miller:

Andy Zimmerman, Big Bend Model Railroad Association president and Annual Show & Sale Coordinator, says model train sellers who have contacted him are very excited about our show because it will be their first since the outbreak of the Coronavirus early last year. "Please don't cancel, they tell me," Andy notes.



More than two dozen groups selling model train or prototypical railroading items have committed to the 30th Anniversary Show & Sale June 26-27, representing more than 120 tables. The show will not be selling more than 150 vendor tables this year because of an increased number of operating layouts.

"We have expanded our successful one-day show to a two-day show to celebrate 30 years of bringing modelers from the Southeastern United States together," Andy wrote in a special note to potential vendors earlier this month. "Covid has shut down a lot of model train shows over the past

year and people are excited to get back out and attend a model railroading activity. We believe our June 26-27 event will be very successful."

"We have already sold the majority of our tables, but we still have room. We are an all-scale club, and the show exhibits are in all scales from G down to T. This is not a small show. We have exhibitors and vendors coming in several states to participate and we are excited. If you think you will want to participate, we need to talk," Andy continued.

There was a small spike in vendor commitments around May 15, when table rental fees were increased from \$30 per table for the weekend to \$35.

Continued page two.

May 20 Program: "Model Railroads by Future Modelers"

From BBMRA President Andy Zimmerman:

For the May 20 meeting, we have a guest presenter, James Knabb. His topic will be: "Model Railroads by Future Modelers." We will explore the modeling presences and techniques used by the next generation. We also analyze the new technology this generation is using such as a 3D Pen and social media. We will chat about how social media is changing the hobby holistically and how to use it as an asset.

James will be a junior this fall at the University of Texas at Dallas as an accounting major. He has been in the model railroading hobby since he could walk and is currently an NMRA and TTOS member. He is the social media chairman for his local NMRA division and organizes multi-division NMRA Zoom meetings for divisions across the world. He is active in recruiting members at shows for his local division and regularly encourages new modelers to take a more active role in model railroading.

May 20, 2021, 7:30 p.m.: "Third Tuesday" BBMRA Meeting. Zoom. Program: "Model Railroads by Future Modelers"

June 1, 2021, 7:30 p.m.: "First Tuesday" Special/Trivia Night, Zoom.

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

Meeting ID: 873 5905 5848,
Password:162465

James is active in the organization Youth in Model Railroading (YMR) and presented at their national virtual meet in March of 2021. He created a blog called NextGen Railroaders and sometimes hosts Zoom meetings for college students to talk about trains. James also was the recipient of the 2019 LSR NMRA Youth Award for presenting at the 2019 LSR Convention for CAD design

Momentum Good for 2021 Show

From page one.

The county and city mask mandates have been repealed, but many folks will still want to wear their masks indoors. "It is really up to each person," Andy says. Many of the club's older members may not be comfortable getting into a crowd, but we need as many BBMRA members as possible to ensure that the many tasks involved in actually carrying out the show get done.

As in the past, volunteers are needed for the ticket booth Saturday and Sunday and to help vendors unload during set up on Friday June 25, and then break down Sunday afternoon, June 27. And the active modelers in the divisions will have their hands full setting up T-Traks and other layouts and operating them.

Our Show by the Numbers: BBMRA 30th Annual Model Train Show and Sale

The Big Bend Model Railroad Association (BBMRA) is hosting its 30th Annual Model Railroad Show and Sale at the North Florida Fairgrounds, 441 Paul Russell Road, Tallahassee, FL 32301 at the corner of Paul Russell Road and South Monroe Street, on June 26 & 27, 2021. The times are 9 a.m. to 5 p.m. on Saturday, June 26, and 10 a.m. to 4 p.m. on Sunday, June 27, 2021

Show Details- In honor of the 30th anniversary, BBMRA will host a two-day event and it will be housed in two of the exhibition buildings totaling 24,000 square feet of train show offerings. **More Vendors, More table displays, More tables, and More layouts** than ever before! We increased our square footage to bring you the absolute best the area has to offer in *Model Railroading*.

New and used items from "G" scale to "Z;" products from LGB, Aristocraft, Lionel, American Flyer, Atlas, Kato, Con-Cor, Life-Like, and much, much more. This will be an outstanding event!

This year the show will feature T-Trak layouts, some as large as 40 feet long. Various T-Trak modules designed and built by members will be on display. The T-Trak aficionados from various clubs interacted to form an alliance to promote T-Trak modeling. Modules from other train clubs will be featured this year.

Experts on model train design, layout, equipment, and construction will be on hand, along with vendors featuring a wide range of trains and other model railroad items.

Admission:- Adults & Children 13 and over \$10 for the two-day event. Scouts in Uniform as well as Children 12 and under are free.

Parking- Free day parking will be available. Food vendors will be present. RV Overnight Parking is available for a charge. Please contact Andy Zimmerman for rates and confirmation of space.

NMRA SSR Northern Division Workshop at Tallahassee Model Train Show

From Bob Feuerstein of our club. Bob is NMRA Sunshine Region Northern Division Superintendent.

The Sunshine Region Northern Division June 2021 Workshop is being held June 26 at the Leon County Fairgrounds in Tallahassee during the Big Bend Model Railroad Association's 30th Annual Model Train Show and Sale. Thank you, BBMRA for generously supplying the space to hold our workshop.

There will be an AP Awards Presentation, and two clinics, "How to buy and sell trains by Sam Miller of Sam in Tallahassee LLC; and Getting to AP, being put on by Richard Segall and Kenneth Hoot."

Bring your items you are working on for Show and Tell. If you bring something let the person at the gate, get one of the officials from our club to see what you are bringing in and there should be no problems.

The workshop will be in the back of **Building 2** from 1:30 to 3:30 p.m. Saturday, June 26, 2021. The show and workshop will be at North Florida Fairgrounds, 441 Paul Russell Road, Tallahassee, FL 32301, which is at the corner of Paul Russell Road and South Monroe Street.

Mohawk Design T-Shirts from North Carolina Joining BBMRA Show

Porky and Aven Bacon sold railroading t-shirts, caps and similar products at the BBMRA show for years, but they retired in 2020. This left a significant gap in products available for the show and sale and it has been filled by Mohawk Design from North Carolina. Dal Cook of Mohawk has signed up for 12 tables, making him one of the largest vendors at the June 25-26 event.

Mohawk produces t-shirts and other products with logos of almost every existing or former modern railroad, as well as t-shirts representing the steel industry. Mohawk Design is a family business launched in 1998. Dal has sold at major shows throughout the Southeast, including Jacksonville, but not Tallahassee before.



“I have had a life-long love of trains and have personally worked for the railroad,” Dal says on Mohawk Design’s Internet site. “Each of my T-Shirt designs has been designed by hand to be as faithful as possible to the actual engines they represent. These T-Shirts are unique to my company and you will find them at our booth at many railroad/steel shows and in fine museums around the country. I stand behind my products. If you have any problems, please contact me immediately and I will make things right.”

2021 Show Vendors - Updated on May 13, 2021

Here are vendors who either have registered (in red) for tables for the June 26-27 show or said (in blue) they would be registering. This may not be a 100 percent complete list, but we are trying.

All About Toy Trains, Richard Adelberg, Melbourne, six tables. Richard sold at our 2019 show and is a regular at most Florida train shows, including Jacksonville and Tampa. He sells all scales of used merchandise.

Big Creek Hobbies, Cumming, GA, seven tables. N and HO trains and accessories. Spyro Papadimitriou.

Henry “Pell” Brown, Mobile, AL, two tables. “I have toy trains to sell, Pre- and Post- war Lionel, American Flyer and HO,” Pell says. “I will also have railroad and steamship memorabilia (silver, china, and paper).” This is Pell’s first Tallahassee event.

Peter Buranich, two tables. Sells new and used N Scale

Wes Corscia, Tampa, 12 tables. HO and O used items. One of our larger regular vendors.

Ed’s Boxcar, Opelika, AL, three tables. N and HO, new and used. One of our regulars.

JB&B Model Railroad, Steve Decker, eight tables. Steve specializes in scenicking (on a professional level) and he also sells new and used trains, scenic materials, and structures. He is willing to do two workshops on scenicking and other scenic related styles and products. This would be his first Tallahassee event.

JLD Trains, Atlanta, three tables. Jonathan sells and repairs Lionel engines and rolling stock. He has a good supply of Lionel parts. He has appeared in our shows in the past.

Howard Douglas Johnson, Westville, Fla., four tables. New vendor.

Kettel's Toy Emporium, Dahlonega, GA, four tables: Bob Kettel has die-cast airplanes, some vintage O Gauge and usually some Mr. Christmas carnival rides. He is a regular with us.

Chris Lucibello, Tampa: American Flyers trains, five tables. Chris is a longtime vendor at our show.

Memory Station, Lewis Collier, Watkinsville, GA, eight tables. Lewis is a regular with us and a vendor at most train shows in the South. He sells Lionel, MTH and other O Gauge products.

Sam Miller, Tallahassee/George Allen, Eastpoint, seven tables. George has vintage Lionel O Gauge. Sam has some O, but mainly used HO trains and accessories. This year, for the first time, Sam will also be selling factory-new Bachman HO items.

Model Train Technology, Orlando, Jim Lewis, two tables. New vendor.

Mohawk Design – railroading t- shirts, North Carolina, 12 tables. This is Mohawk's first Tallahassee show.

Jason Mueller, Baton Rouge, LA, two tables. Diecast and Lionel and G-scale/O27.

Charles Murray, Lake City. Four tables.

Joe Ray, Wilsonville, AL: All scales, new and used, 10 tables. Joe is a regular at the Tallahassee show and other area shows.

John Royal, Venice, FL, three tables. New and used American Flyer S Gauge. He would be a new vendor.

Allen Scott, Lake City, one table, HO.

Bill Shaw, Rincon, GA, five tables. Bill will be attending his first Tallahassee show. He has used and vintage merchandise of all scales. He also will be conducting workshops at his set-up.

Todd Tait, HO, Hahira, GA, two tables. HO and N Scale used items. Todd also is one of the Georgia, Alabama, Florida N Scale T-Trak group.

Bill Thompson, Commerce, GA. Two tables. Selling used HO and O Gauge. Bill is a former member of [BBMRA](#).

Tuckers Train Supply, Pensacola, 10 tables. Terry Tucker's new merchandise of most scales has helped anchor the Tallahassee Show and Sale for years.

Larry Weigel, Homestead, four tables. Used HO and N. Larry has been selling with us for a long time. He also is active in NMRA Sunshine Region shows.

Joe Haley will be Back for 30th Anniversary Show

Joe Haley retired from operating the club's Timesaver switching layout after our 2019 fairgrounds event, but he has agreed to come back for the 30th anniversary show. Joe will be operating the Timesaver once again as he did for years until he decided to get some rest.

Joe will be needing some help so he can take occasional breaks during the two-day operations.

BBMRA May Resume in Person Meetings Soon

Don Meeks, the club's liaison with Capital City Christian Church, said during the May 1st Tuesday Zoom call that the church would allow the club to resume in person meetings for club members who have had their COVID 19 shots. Don announced that the HO Division would be holding a workshop and practice set-up of the HO T-Trak modules the church May 22 beginning at 9 a.m.

BBMRA President Andy Zimmerman agreed that in person meetings for the general club should resume soon, although no specific date was determined. Several members suggested that Zoom meetings continue until after the show and sale June 26-27, with the July meeting a possibility for the first in person meeting since the COVID pandemic began over a year ago.

Andy was asked to consider having an option for ZOOM participation after in person meetings resume and he said that was likely.

Put Florida License Plates on the Model Cars on Your Layout

From Stacey Elliott:

Something for scales larger than N, this is a pretty cool site. You can order customized license plates for model cars on your layouts! Maybe a link you can include in the next lantern?



<https://www.acme.com/licensemaker/licensemaker.cgi?state=Florida&text=BBMRA&plate=1997&r=1198342883>

BBMRA Important Events in 2021!!

We are including Internet links with major events. Before you drive somewhere, make sure the show or other activity is still scheduled. We will be updating and expanding this as we can. Help us by sending calendar items to sammiller61113@outlook.com

BBMRA meetings are still through Zoom and on the first and third Tuesday of each month. Trivia or other special programs are the first Tuesday. The regular meeting is on the third Tuesday.

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: Sunday afternoons at Sam Miller's house in Woodgate. Only if weather permits for staying outside and socially distanced. Call 850-459-3012 for more information.

June 26-27, 2021: 30th Annual Tallahassee Model Train Show & Sale, North Florida Fairgrounds, Tallahassee. Set-up is Friday, June 25. <https://www.facebook.com/events/745873359647741>

July 10, 2021: One-Florida Rail Fair, Golden Spike Enterprises, Volusia County Fairgrounds, Deland, FL. <http://www.gserr.com/shows.htm>

September 18-19, 2021: Wiregrass Annual Model Railroad Show & Sale, National Peanut Festival and Fairgrounds, Dothan, AL.

December 4-5, 2021: 2021 Pensacola Railfest Model Train Show & Sale, Pensacola Interstate Fairgrounds, Building 1, 6655 Mobile Highway, Pensacola, 32526.

Golden Spike Resumes Florida Shows

From the Golden Spike Enterprises Internet Site:

We are all excited about returning to our normal show schedule for the July and October shows. We have greatly missed the shows during the pandemic virus presence.

Golden Spike Enterprises, Inc. is pleased to enclose information about the 73rd FLORIDA RAILFAIR to be held at the Tommy E. Lawrence Show Arena at the Volusia County Fairgrounds in DeLand, FL. The Tommy Lawrence Show Arena will have all the vendors and operating layouts. The show will be held on **Saturday, July 10, 2021**, from 9 am to 4 pm.

Our last show at Volusia County Fairgrounds facility was January, 2020...Subject to the status of the virus we will likely have requirements of masks for vendors and the public and if necessary social distancing. We will have three (3) operating layouts. Also, the permanent model railroad building, on the fairgrounds housing the Volusia County Model Railroad, will be up and running during the show.

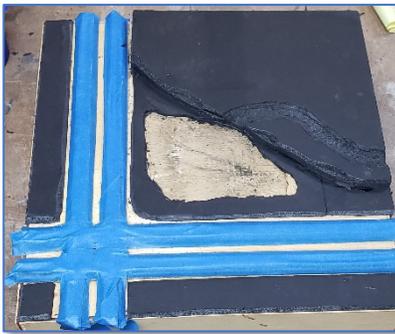
Amongst the layouts will be the **First Coast Model Railroad Society**, the **Orlando N-Trak Club**, **Jim Mercier's "G Scale"** and the **Volusia County Model Railroad** located in the permanent model railroad display building at the Fairgrounds.

After the July 10th, 2021 show at the Volusia County Fairgrounds, the 74th, 75th, 76th and 77th FLORIDA RAILFAIRS will also be held at the Volusia County Fairgrounds on October 2, 2021, January 8 and 9, 2022 (this is the normal two day show), April 2, 2022 and July 9, 2022.

BBMRA President Wins 3rd Place in an International T-TRAK Contest sponsored by Kato



In August of 2020 KATO sponsored an international T-TRAK Module contest. The contest was run via Twitter through March 2021 and required participants to show each stage of the T-TRAK build. Once completed KATO selected the top 6 modules and announced the top 3 on April 12th, 2021. The **Headwater Junction** module built by Andy Zimmerman (pictured) took 3rd place overall. Kato awarded Prizes to the top 3 positions. Andy hopes to feature his module at the 30th Anniversary Tallahassee Model Railroad Show and Sale on June 26th and 27th 2021.



BILLBOARD REEFERS OUT OF THE PAST

Neal Meadows, Ed.D.

Mandan Creamery and Produce Company

This billboard reefer was interesting to me because of the history of the turkeys. I could only find two versions of this car. One is an O scale car by MTH Products released in 2009 and the Micro-Trains Line N scale version also released in 2009.

 A yellow and red O scale model of a 36-foot woodside ice reefer. The side of the car is painted yellow with red accents. It features the Fairmont Creamery Co. logo and the text "FAIRMONT CREAMERY CO." and "FAIRMONT'S DAIRY LINE". The car number "30212" is visible on the side.	<p>MTH Products 36' Woodside Ice Reefer Stock number 20-94358 Car numbers 2010 – 2014 In 2010 this car sold for \$54.95. O Scale</p>
 An N scale model of a billboard reefer. The side is yellow with red and black text. It reads "MANDAN CREAMERY & PRODUCE CO. MANDAN, NORTH DAKOTA." and "TURKEYS EGGS-BUTTER-POULTRY" with a turkey silhouette. The reporting mark "M.C.P.X. 2000" is also present.	<p>Micro-Trains Line Stock Number 050 00 090 Car Number MCPX 2000 Released 11-01-2009. Price was \$24.30. N Scale I have this one!</p>
 A black and white historical photograph of the actual billboard reefer. The side is white with black text and a turkey silhouette. It reads "MANDAN CREAMERY & PRODUCE CO. MANDAN, NORTH DAKOTA." and "TURKEYS EGGS-BUTTER-POULTRY". The reporting mark "M.C.P.X. 2000" is visible.	<p>This car was built by North American Car Company and was leased to Mandan as the North American Despatch Company. The Mandan Creamery & Produce Company of Mandan, North Dakota leased NAC cars under its own reporting marks; MCPX 2000, built in November of 1927, was assigned to Mandan for a brief period beginning in April 1934. <i>(Bud Kaya collection)</i> Shown in the <i>Billboard Refrigerator Cars, 2009</i> by Hendrick & Kaminski page 54.</p>

History

Having been born on May 9, 1886, Hoy S. Russell would find his path leading him away from his birth home in Grand Forks and towards Dickinson. While he would eventually leave the city to finish his schooling at the North Dakota Agricultural College (now North Dakota State University) in Fargo, it was in Dickinson that a new chapter of his life was set to begin.

Meeting Cora Walton, who was a daughter of western pioneers, Russell would find a wife and partner. Married on June 22, 1909, the two would move out of state for a short time but ended up finding their way

back to the state. Settling in Glen Ullin in 1913, Russell was introduced to the dairy business, having been employed by the Hess Creamery Company. At the time Hess was the largest creamery in the state.

Believing that North Dakota would become a principal area for the developing dairy industry, Russell began looking for a suitable area to establish his own dairy and produce business. Seeing that Mandan was a growing town and a division point for the North Pacific Railroad, the choice was simple.

Finding a location would prove to be the easier portion of the process. Gaining the necessary funding for the venture was what Russell would have to focus on. Taking a trip to Mandan in 1914, Russell would begin the discussions with the Mandan Commercial Club (a forerunner to the Chamber of Commerce). Gaining the attention and interest of W.A. Lanterman, a local banker, as well as Theodore Cummins, financial backing was secured.



The organizational meeting of the stockholders of The Mandan Creamery and Produce Company directors met on February 15, 1915 in the Commercial Club rooms. President W.A. Lanterman announced the company would begin operation on March 20th out of the two-story brick Ronco building located on the corner of 4th Ave NW and First Street. Other officers elected included T.A. Cummins, Secretary and Hoy S. Russell, Treasurer.

Cloverdale, at that time known as the Mandan Creamery and Produce Company, would capitalize with \$50,000. Another \$12,000 in stock would be purchased before the company's formal organization on Feb. 4, 1915.

Just 11 days later, on Feb. 15, the Mandan Creamery would begin operation in the two-story Ronco building, on the corner of West Main Street and Fourth Ave. N.W. Russel and his friend, Henry Schulte, moved their families from Glen Ullin to Mandan to manage and supervise the new company.

By March 20, the first cream and eggs were purchased there. Business would become brisk in that first week, with 1,000 pounds of butter churned on March 22, and 24,000 dozen eggs bought during that time.

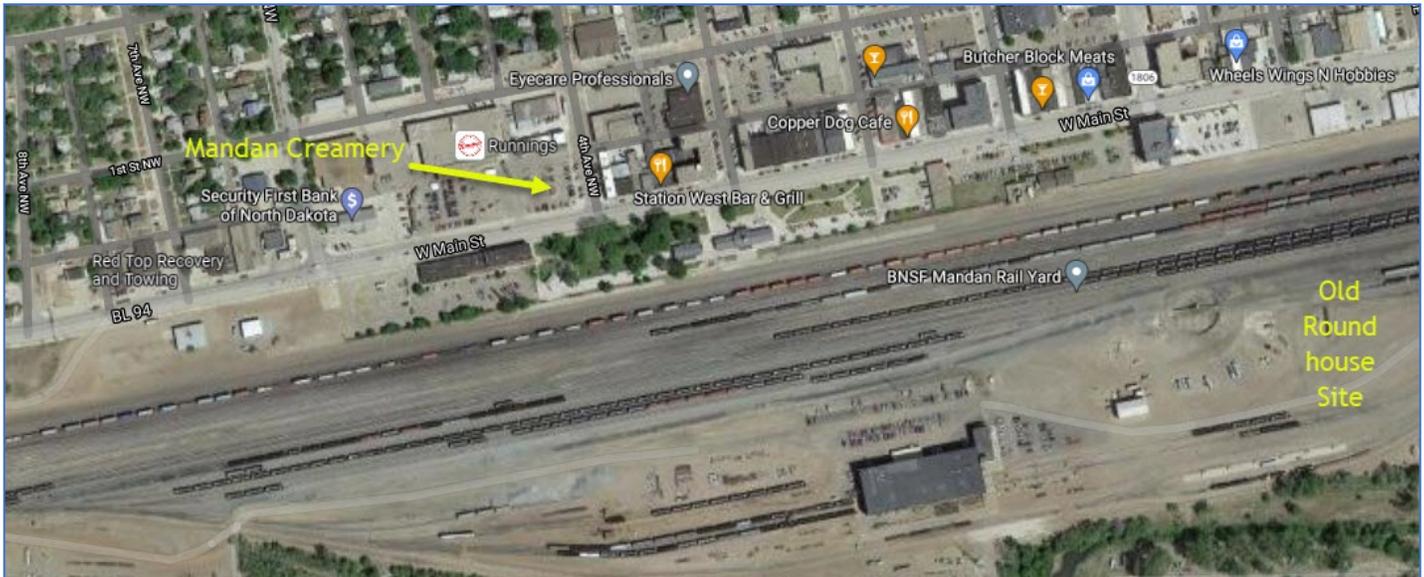
During those first years, the concentration of Mandan Creamery was on butter and eggs. Farmers would bring their cream cans in by wagon. It was not uncommon in those early years to see rows of empty cans along the east side of the building.

One aspect that allowed the company to quickly expand was the use of the railroad. The plant was across Main street from the Northern Pacific Railroad Depot and staging yard making it very convenient for loading product into refrigerated cars for transportation. Through Russell's leadership and guidance, Mandan became one of the largest butter manufacturers and turkey processors in the United States.



"We persuaded the farmers to use the railroad. There was no middleman. That's what helped to build up the business. Cream came in from as far away as Livingston, Mont.," Walton Russell said in an interview with the Bismarck Tribune in 1988.

For the first 15 years, a 30- by 50-foot storage house, that was built behind the main building, provided ice for the coolers, while shipping the butter on the railroad. The ice was harvested from the Missouri River. Mechanical refrigeration would replace that process in 1930.



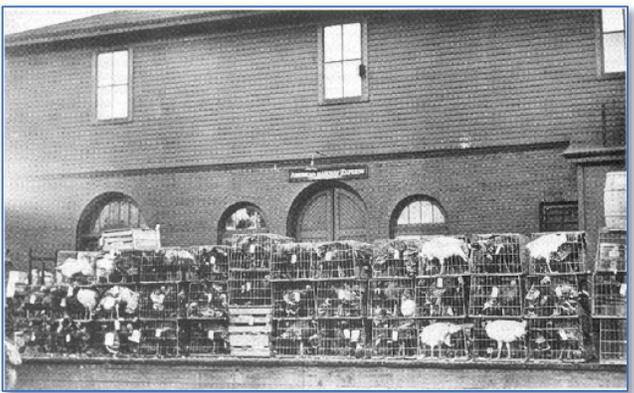
This is an aerial view of the Northern Pacific Railroad staging yard in Mandan, ND. The Mandan Creamery was directly across the street from the depot. This is now a BNSF yard. Note the old roundhouse footprint.

Expansion and Change

While Mandan Creamery had already begun with poultry, the 1920s saw a huge growth in that arena and established a new industry in North Dakota. By 1921, the Mandan Creamery would take over the entire Ronco building. Offices were moved into the center section, while the west section was used for poultry dressing. On the second floor, live poultry was fed in cages.

However, one building was no longer able to contain the entire operation. In 1922, a Dickinson plant was converted to process Grade A milk as well as ice cream. It was here that the Cloverdale name was born. There was now a **Cloverdale Foods Co.**, a division of Mandan Creamery.

It was back in Mandan that a massive expansion was developing. Starting a new industry in North Dakota, Mandan Creamery began a large-scale turkey operation in 1926. While being seasonal, starting around Nov. 1 of each year, and extending through Christmas, between three to four million pounds of turkey would be marketed as “Mandan Turkey.”



While Maryland and Virginia were the producing areas of turkeys and other large birds, North Dakota, with its “Mandan Turkey,” would make a great impression on those in the east. What started as one freight carload of dressed turkeys being transported to the larger cities each year would boom into 100 cars a year. To carry their product Mandan Creamery would end up leasing 25 freight cars from North American Car Company, each painted yellow with a running turkey painted in black on the side.

Continued Boom

With a poultry operation having tremendous success, the core of the business was not forgotten. Butter production had continued to steadily climb. By 1930, three million pounds was being produced per year.

Continuing to climb over the decades, production would reach to 12 million pounds in the 1960s. Mandan Creamery would become known as the world's largest sweet-cream manufacturing plant under one roof.

The 1930s also saw a great deal more of expansion from Mandan Creamery. Having already established a plant in Dickinson, the company sought to add another one. Minot was the chosen location, and Mandan Creamery had a new plant in 1930. Around 30,000 pounds of butter was the average year-round daily production of the Mandan and Minot plants with peak production of 60,000 pounds daily being reached during the summer months. Milk was pasteurized and ice cream was produced at the Dickinson plant and delivered locally by the creamery for many years under the name of Cloverdale Creamery.



Mandan Creamery and Produce Company employed well over 200 employees by way of its several plants. The success of the company depended on the many dairy production farms which shipped their cream to the company from east of Jamestown to as far west as Billings, Montana and from the northern parts of South Dakota to the northern border of North Dakota. Being next to the Northern Pacific Railroad depot and freight house was certainly a benefit.

At home, additions were being built onto their original building. In 1934, an expansion was added to the west side, which housed the growing butter and egg operations. Three years later, in 1937, an extra addition was added to the north side of the building.



However, the major expansion that would end up having a great impact on the company as a whole occurred in 1936. They began distributing their products by truck as the **Cloverdale** Creamery.

"Our drivers notices that the small towns were getting very little meat. Farmers' herds had been decimated by the drought and Depression. We talked to Fred Kist Sr. (well-known Mandan meat market operator) and asked him if he'd make sausage and provide fresh meat for us to distribute. We also started to buy from Hormel. That's how we got started in the meat business," Walton Russell said in an interview with the Bismarck Tribune in 1988.

However, times were beginning to change which would have great impacts on Mandan Creamery. With years of good rain, the drought that had choked the nation was beginning to recede. Farmers began focusing once again on planting more grain; and the poultry flocks, which never were large, shrunk even more. In 1946, the Mandan Creamery would finally shut its doors on the turkey business.

Just a year after the turkey operation was closed, Russell would install a meat processing plant in the east section of the building, which eventually expanded to occupy the entire front. Mandan Creamery was beginning the change to the Cloverdale we know today.

"Cloverdale," previously used as its local brand name for butter and ice cream products, was adopted company-wide in the 1970s when the



operation re-focused its efforts to premium pork meat products.

References:

Billboard Refrigerator Cars by R. H. Hendrickson & E. S. Kaminski; Signature Press; 2009

Excerpts from: Mandan History; Mandan Historical Society, Mandan, ND, 2020.

Excerpts from: A Tale of Cloverdale: An Icon is Born; Dustin White, Editor; The Midwestern Scout, Commonwealth Office, Mandan, ND 2017.

Mandan Creamery Products; MTH Model Trains

Mandan Creamery Products; Micro-Trains Line

Our Story: Cloverdale Foods, 2020

PART 2 THE HISTORY AND OPERATIONS OF THE APALACHICOLA NORTHERN RAILROAD

Neal Meadows, Ed.D.

In this month's article we continue to look at the history of the ANRR and continue the article from the July 1993 Railroad & Railfan Magazine written by James Gunning. (with permission). The planned article series will explore this early history with pictures, maps, and charts then move to more current times. At the end of the 1993 article sections, a comparison between the status of the ANRR in the 1993 timeframe and the status of the ANRR in the 2021 timeframe will be featured.

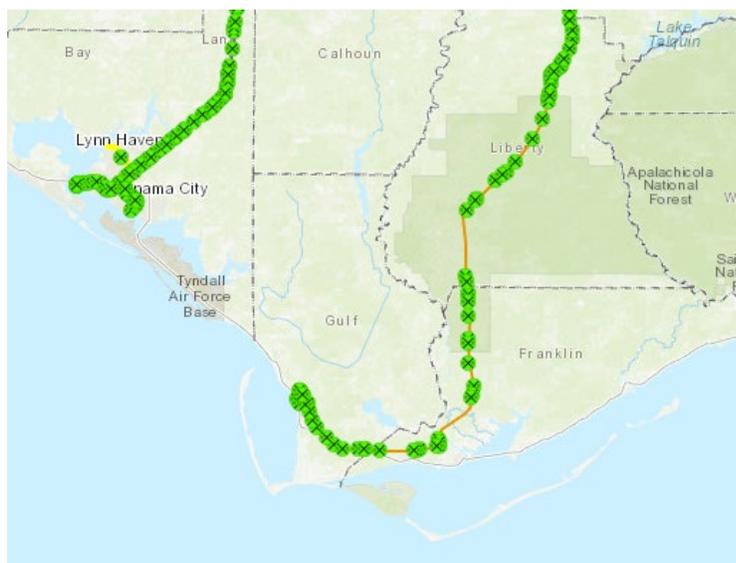
The Port St. Joe Extension

Even before the AN reached Apalachicola in 1907, the stockholders found that due to the shallow depth of Apalachicola Bay (eight feet), the Port of Apalachicola was not able to accommodate many of the larger ocean-going ships then coming into use. With the scheduled completion of the Panama Canal just a few years away, the stock-holders realized they needed a deep-water port to compete in the market for the Panama Canal traffic.

The logical place to look was Port St. Joe. With the deepest natural harbor on the Gulf of Mexico (35 feet), Port St. Joe was well suited to the intentions of the AN's founders. Captain Fred Maddox of Apalachicola was hired to make depth soundings in St. Joseph Bay to locate 20 feet of water at the closest point to shore. The plan was to build a long dock extending out into deep water.

Trackage on the dock would allow trains to run out to where the ships were tied up, thus allowing direct transfer of passengers and freight between trains and ships. Ships tied up for loading would use their deck cranes to move the lumber and other goods directly from the railroad cars into their holds. A subsidiary of the AN, the St. Joe Dock & Terminal Co., was formed to operate the dock and terminal trackage.

With its construction started in 1909, the dock at Port St. Joe was ready for the first trains in 1910. Reaching out into St. Joseph Bay for almost a half mile, the dock had three loading tracks at the outer end. Located just south of the present paper mill, the dock fell into disuse during the Depression years. Most of it was removed in 1937 during construction of the mill. Over the years, the few remaining pilings have been removed, and today no trace of the dock remains.





Grading began on the extension from Franklin (three miles north of Apalachicola) to Port St. Joe while the line from River Junction to Apalachicola was still under construction. The 19.8 miles of track was completed by December 25, 1909. First passenger trains on the ex-tension were a series of excursions on April 30, 1910.

Initial passenger traffic to Port St. Joe was branch line service with Apalachicola still considered the main terminus of the line. The 1910 schedule shows one round trip from Apalachicola to Port St. Joe and two round trips from Apalachicola to River Junction each day.

The railroad was quick to promote the white sand beaches, good fishing, and clear waters of the Gulf to the tourist trade. On Sundays and holidays, excursion trains were operated from

BACK AROUND 1914 the steamer Farnham was loading lumber from the Apalachicola Northern dock at Port St. Joe. The locomotive at left is 4-4-0 101, while 4-6-0 121 is alongside the ship. In April 1965 (opposite top), SW9s 711, 705 and 708 on No.73 were rolling south off the Apalachicola River swing span past the bridge tender's residence. Quarterman Studio/W. H. Howell Collection

River Junction to Port St. Joe and return, bringing tourists to the beaches. Many tourists stayed at the "Port Inn," built by the AN to provide overnight accommodations in Port St. Joe.



Cargo Ship 'Birchwood' moored at the dock in Port St. Joe.

Construction of the extension put the local economy into high gear. Within a few years, the population of Port St. Joe grew from one family to over 2000 souls. Surrounded by a virgin pine forest starting at the edge of town and extending in several directions for 50 miles, the area around Port St. Joe became the site of intensive logging. Using a fleet of cabbage-stacked woodburners, the Parkwood Lumber Company, Calhoun Lumber Company and others spent the next 20 years hauling lumber to the mills in Port St. Joe. The AN hauled some of the lumber out over the rail-road, but much of it went to the dock to be loaded onto ships.

A thriving business started using fish from the Gulf of Mexico, mainly menhaden (pogie), to produce fish oil and fertilizer. Solid blocks of ten or eleven tank cars of "pogie" oil in a train were not unusual. The Southern Menhaden Fish Company and its successors operated in Port St. Joe from 1919 until 1938.

Apalachicola Northern Steam Roster

Number	Type	Builder	Date	C/N	Cyls.	Drs.	Notes
100	4-4-0	Baldwin	3/1910	34387	17x24	62"	Bought new. ACL wrecked 100 and replaced it with 104.
101	4-4-0	Baldwin	8/1883	6905	17x24	63"	Ex-Northern Pacific 293; 730 to AN in 1903
102	4-4-0	Baldwin	9/1883	6968	17x24	63"	Ex-Northern Pacific 336; 738 to AN in 1903
103	4-4-0	Rhode Is	1890	2269	18x24	68"	Ex-GS&F 115 Bought from GC&LC in 1912. Retired in 1927
104	4-4-0	Baldwin	8/1887	8737	18x24	56"	Wilmington, Columbia & Augusta 54; ACLRR of SC 508; ACL 17 Class F. To AN 06/1933 to replace AN 100. Sold 12/1942 St. Joe Lumber & Export Co. 104.
120	2-6-0	Baldwin	3/1890	10726	19x24	56"	CNO&TP 34; 534 NO&NE 247 Bought from GC&LC 1907
2nd 120	4-6-0	Rhode Is	12/1889	2260	18x24	55"	Ex-GS&F 127, purchased from GC&LC 4/7/1911
121	4-6-0	Rome	1887	313	18x24	57"	Ex-NYC&HR 2162, purchased from SI&E Co. 3/18/1909
122	4-6-0	Baldwin	12/1899	17257	18x26	67"	WNY&Pa 134; PRR 6270; AN 122 in 10/1907; to SI&E in 1909. Sold to Blue Ridge Ry 6 10/1911.
2nd 122	4-6-0	Rhode Is	1890	2361	18x24	55"	Ex-GS&F 131, purchased in 1912. Retired 12/1928
123	4-6-0	Rhode Is	1889	2261	18x24	56"	Ex GS&F 128, purchased from GC&LC in 4/1911
150	4-6-0	Richmond	6/1927	67392			Bought new. Scrapped 1954
151	4-6-0	Baldwin	2/1909	33225	19x26	50"	G&F 50; 205. To AN 10/1937. Scrapped 8/1942
200	2-8-0	Cooke	6/1922	63283	18x24	44"	Bought new. Sold 1954 to American Loco & Car Co.
201	2-8-0	Cooke	6/1922	63284	18x24	44"	Bought new. Sold 1954 to American Loco & Car Co.
204	4-6-0	Baldwin	2/1901	18787	19x26	62"	RF&P 37; G&F 204. Fell through trestle. Scrapped 1936.
300	4-6-2	Schenec.	1/1914	53904	22x26	62"	FEC 115, AB&C 78. Scrapped 1954
301	4-6-2	Schenec.	8/1913	53891	22x26	62"	FEC 111, AB&C 76. Scrapped 1954
302	4-6-2	Schenec.	1/1914	53912	22x26	62"	FEC 123, AB&C 85. Wrecked July 1942 and scrapped.
510	4-6-2	Richmond	7/1922	61771	22x26	68"	FEC 150. Sold 1954 to Mexico.
515	4-6-2	Richmond	7/1922	63264	22x26	68"	FEC 155. Sold 1954 to Mexico.

*Original drivers were 63" as delivered to AN by ACL. Changed to 56" by AN

**Original drivers were 68" as delivered to AB&C. Changed to 62" by AB&C

GC&LC — Georgia Car & Locomotive Company

SI&E — Southern Iron & Equipment Company

The decline of Apalachicola as a port continued to accelerate with the coming of better roads and the increasing importance of Port St. Joe as an industrial center and port. By 1918 all passenger trains were running through to Port St. Joe, wyeing at Franklin for the trip up the "branch" to Apalachicola. In 1922 the Georgia, Florida, & Alabama Company, then operating a freight and passenger boat service between Carrabelle and Apalachicola, received permission from the Interstate Commerce Commission to discontinue its daily round trips between these terminals.

Nevertheless, rail service to Apalachicola continued until March 8, 1960, when the AN petitioned the ICC for permission to abandon the three-mile branch between Franklin and Apalachicola. The request was granted on July 21, 1960, effective 30 days later. All that remains of this piece of the original AN main line is a short stub at the Franklin end, used to store work equipment.

Receivership and the Depression

From its beginning in 1907 until 1937, the fortunes of the AN were anything but spectacular. By the time construction was finished, the AN was in receivership with the first period ending in October 1908. A second period of receivership began in May 1914 and lasted until February 1916.

By the early 1930s the lumber around Port St. Joe was cut out. The dock, damaged in a storm, was unused and rotting. The Depression had put most industries of the boom years out of business, and the 800 people remaining in Port St. Joe were mainly dependent on fishing for a living. There was precious little business left for the AN.

In 1932 the operating ratio was 136.10, so it was back into receivership for a third time. Things were so bad at one point the receiver recommended to the Federal Court that the railroad be sold for \$60,000 - for junk. Fortunately, the court didn't take the advice, and the AN's third go at receivership ended in December 1936. (*Note: operating ratio is a measure of the company's operating expenses as a percentage of revenue. Operating ratio in the 80s is good but the 70s is even better.*)

Next month: The St. Joe Paper Company

Minutes for the BBMRA's April 20, 2021 Meeting

President Andy Zimmerman called the meeting, held on April 20, to order via Zoom at 7:34 PM. There were 14 participants present at maximum.

Minutes – A motion to accept the minutes from the March meeting was forwarded by Drew Hackmeyer and subsequently seconded by Neal Meadows. The motion was accepted and passed without objection.

Treasurer's Report – Drew Hackmeyer presented the report online using the Web Meeting functionality. We had some expenditures related to insurance. We are still in the black and looking good. Drew showed the paid membership list with bold font highlighting members paid up until 2022. We have 50 paid members. The Treasurer's report was moved by Neal and seconded by Stacy Elliott. The motion was passed without objection. There was then a brief discussion about the 2021 show, the number of vendor tables bought so far and tables still available, the proposed exhibits in various scales, required spaced for displays and so on.

Division Reports

Large Scale – Sam Miller mentioned the group has picked up the O Gauge T-Traks and accessories from Doug Gyuricsko, their caretaker the last several years, and is planning to do a practice setup and several work sessions the week prior to the June 26-27 Show & Sale. The sessions will be carried out under canopies at Sam's house in Woodgate. Sam discussed shelves and a car for the division's trailer which have been in the works. There has been a lot of activity and all should be set when the time comes.

HO – HO Coordinator Phil Weston was unable to participate in the meeting. Sam mentioned that Phil had provided a footprint for the HO T-Traks for the 2021 show for the building layouts and said he can supply it if required. It turns out the footprint will be slightly larger than the previous setup. The introduction of the junction models may make the space utilization more efficient, however, following a concern raised by Drew regarding wasted space with the past setups. There is a planned HO work session May 22 at Capital City Christian Church at 9:00am.

Small Scale – President Andy mentioned that a work session is planned but rain was forecasted for the weekend and may threaten the session. Garth was out briefly having connection issues and was thus unable to report.

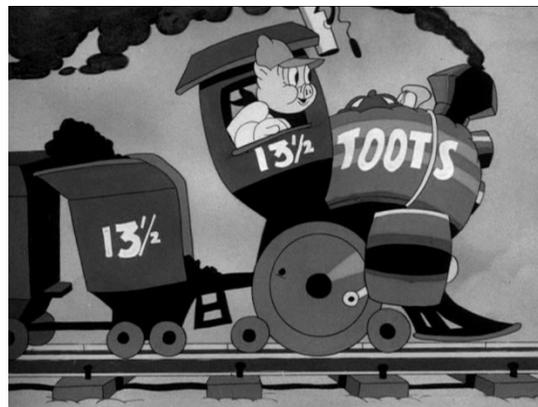
Switching Layout – Joe had nothing to report. (Joe did confirm during the First Tuesday meeting in May he would be operating the Timesaver at the show. He will be needing some help so he can take occasional breaks during the two-day operations.)

Good of the Group – Stacy Elliot mentioned that someone contacted the club via the web page who wanted to sell HO equipment, mostly of Santa Fe prototype. There was also mention of a lady who also reached out to the club to sell some of her recently deceased father's trains. She also was seeking help to set up a small layout. There was discussion about members paying their BBMRA dues through PayPal. PayPal charges 30 cents per transaction so the dues could be increased to \$21 a year if paid through PayPal.

Bob Feuerstein asked President Andy to mention his success in an international T-Trak competition organized by Kato where one of the three modules he submitted was awarded 3rd place. This is a great achievement for a BBMRA member, and we should highlight it.

The business portion of the meeting was then concluded at 8:01 PM following which Jin Ferenc gave an excellent presentation on his layout of the Colorado & Southern Railway. He also presented on his products, many of which appear to be especially useful for modelers.

Presented by Sheldon Harrison.



Porky's Railroad