



THE Lantern

July 2021

Volume 26 Number 7



2021 Tallahassee Show Made Things Seem Normal Again for Many

From Andy Zimmerman, BBMRA President and Show Chairman:

(These comments are from a special report to BBMRA members just after the June 26-27 show.)

Once again, our team pulled together and made this show happen and in a big way. Covid 19 had shut down many of the shows in 2020 and left people looking for someplace to go. This year we gave them someplace to go. We attracted patrons from as far away as Arkansas, North Carolina, Louisiana, Mississippi and south Florida. Word got out and people were willing to travel.

Seven-hundred-eighty people paid through the gate, an additional 132 folks attended without paying through our reciprocal agreements with other clubs, as uniformed Boy Scouts or for other special reasons. Total attendance was 912 people. We didn't quite make 1,000, but again, all things considered, I believe we did well.

The Sunday paid attendance was significant. It began shortly after the doors opened at 10 a.m. and was steady throughout the afternoon until the show ended at 4 p.m.

Many first-time vendors and patrons were pleasantly surprised at the size and diversity of our show. I saw and spoke to many satisfied customers who were ecstatic that they were physically at a show and that it carried a sense of normalcy. We had given them more than just a show, but a sense of hope as well. Some expressed that they had no idea that our show existed and that it was this large, they were happy that we held the show and that we did not enforce mask regulations.

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We are Resuming in Person Meetings at Capital City Christian Church!

BBMRA will return to in person meetings at Capital City Christian Church beginning July 20, at 7:30 p.m., for members who have received the COVID vaccine. The church is at 6115 Mahan Drive, Tallahassee, 32308. Folks unable to attend in person can participate through Zoom.

The July program will be an expanded business meeting – critique of the 30th anniversary show, BBMRA activities for the rest of the year, the upcoming election of 2021/22 officers, and anything else you want to discuss. We have postponed a presentation by Jeff Adams of Motrak Models in Martinsville, VA. Motrak, a vendor at our June show, who produces laser cut structure kits in multiple scales and detail items.

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

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

Tallahassee Show – Things Seemed Normal Again

By Andy Zimmerman

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Vendors: We had vendors from Virginia, North Carolina, Louisiana, North Georgia, Alabama, and South Florida. When I debriefed the vendors, they expressed that they had done better at our show than at shows that were much larger than ours and better than they had done at our shows in the past. They asked that they be kept informed and would most definitely be back. I was impressed that some vendors sold out or left with heavily reduced inventories. While there were some that complained they did not do well (mostly small vendors with one table and not a lot to offer) most were happy and made a profit. All of them were once again impressed with the club's assistance in helping them unload and set up and then load up and get out. We are one of the few shows providing this kind of assistance to vendors.

N Scale T-Trak Coalition: Many thanks to our club members and our fellow model railroaders from Pensacola, the T-Trak coalition members from PMRC, GS&F, Conecuh Valley, Flint River and the independents from other states, including Jack Copeland from Warner Robbins, GA, and Craig Laing from Athens, TN. Led by Bruce Arbo, National T-Trak Coordinator for the National T-Trak Layout, from Daphne, AL, we created a 65-foot spine that serviced four peninsulas including an impressive BBMRA section. All in all, we had 8.5 scale miles of track that took an average of 14+ minutes to complete (start to finish) [Video Here](#).



We had some impressive displays from N-Trak to T-Trak to T-Trak Z. Jaime Valdez from Flint River Model RR Club, brought in his ever-impressive N-Trak layout from Alabama as well as his own T-Trak valley module that impressed many, including myself and members from the NMRA leadership. Even the NMRA President-Elect was impressed with it.

Our own BBMRA members showed up in a big way - from the N-Scale traveling layout to T-Trak HO, T-Trak N and Z, and Large Scale.

Special thanks to Garth Easton, who spent considerable time coordinating and working on the traveling layout, T-Trak, T-Trak-Z, and T-Trak-T. Phil Weston and the HO Scale division stepped up their game and really brought in some fantastic modules. I was impressed with the overall layout and how well built they were and how well the trains ran. Great Job! [Video Here](#)

Not to be outdone the O-scalers were out in force as well. They presented outstanding T-Trak-O modules, Disney, and Randy Lombardo's Thomas the Tank Engine setup for all to enjoy. Kids were wild-eyed and loving the sights and sounds of the O-Scale trains. The Large-Scale Division's contributions also included the Live Steamers headed by Sal Martocci and the Garden Railroad from Ron and Karla Fletcher and Barbara Donner.

Bravo Zulu to all of those who were involved in setting up and exhibiting. You all did a fantastic job that wowed the patrons of our show.

Special Thanks to the PMRC: Stuart Denniston, Louis Holliday, Jon Pendarvis, Pete Boyanchi, John Blasy, Skip and Wanita Kiser, Robin Armstrong, Mike Turnipseed, Dave and Gene McNamara, Robert Taylor, Bill and Betty Carrington, Jerry Pureber and Jenny Owen.



NMRA: The NMRA Sunshine region (SSR), Northern Division presented two clinics at our show coordinated by our own Robert (Bob) Feuerstein. Bob is the SSR Northern Division Superintendent. Our NMRA Meeting/Clinic was kicked off by the NMRA President-elect Gordy Robinson, all the way from the Orkney Islands, (an archipelago in the Northern Isles of Scotland) He met with and introduced himself

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to the SSR members and provided an opportunity for discussion and to voice any concerns prior to his meeting with the NMRA Board. SSR members included: SSR Vice President Jim Robinson, SSR Northern Division AP Chairman Ken Hoot, SSR Northern Division Superintendent Bob Feuerstein, and the following members: Richard Segall (recent past ND superintendent), R. Miller, Sam Miller, Allen Scott, Lloyd Baldwin, Richard Paul, Larry Brennan, Larry Eggering, Wanita Kaiser and me (Andy J. Zimmerman).

I will receive the Golden Spike because of work displayed at the show. Bob Feuerstein is currently in the process of completing his requirements for Golden Spike. Volunteer hours were awarded to those members who qualified.

Special Thanks to: Gordy Robinson, Jim Robinson, Ken Hoot, Richard Segall, and Sam Miller for participating in the Northern Division SSR Division workshops.

Phil Weston: a 30th Anniversary to Remember!!

From Phi Weston, BBMRA HO Division Coordinator:

The BBMRA's HO Division had a very successful 30th Anniversary Tallahassee Model Railroad Show & Sale on Saturday and Sunday June 25 -26, 2021 at Building 4 of the North Florida Fairgrounds.

Our show layout was comprised of 40 HO T-Trak modules built and operated by HO Division members Paul Schneider, Art Wilson, Andy Millott, Sheldon Harrison, Scott Garner, Bill Bell, Bill Reschke, Don Meeks, and Phil Weston.

The 2021 layout was the largest DCC layout that the HO Division had assembled having a footprint of 29' by 22' with a 122' outer loop, a 66' inside left loop, a 74' inside right loop, 3 junction modules and a small switching industrial yard. The layout had a total of 275' of operating trackage and could handle 4 trains operating at the same time.

I would like to thank the HO Division members, wives, and families for their individual and collective contributions to the success of this year's show. Members participated in the Show Committee, built new and refurbished older HO T-Trak modules in preparation for the show, assisted in the assembly and take down of the layout, provided operating locomotives and cars, shared operating sessions, provided troubleshooting and repairs, assisted vendors as needed in unloading and loading their supplies, assisted in the admissions booth, and met with visitors to provide insight regarding the layout, BBMRA membership and swap experiences. It was enjoyable to interact with the visitors and watch them discover the magic of model railroading.

Further congratulations and thanks are extended to the BBMRA Leadership, Show Committee, and the Large-Scale, N-Scale, and Extra-Small-Scale Divisions for their excellence in planning, preparing, and executing this year's show. It truly was a 30th Anniversary to remember!!

O Gauge T-Traks, Four Other Large-Scale Operations – Maybe the Best We Have Ever Done

From Sam Miller, Large Scale Coordinator



Brent and Brett Brock helped construct and operate the O Gauge T-Traks all three days of the show and it was like having their dad, Ken Brock, with us again. The boys favor him and have personalities like the way I remember Ken's. Sharon, their mom, came by. We used Ken's T-Trak module, which will be a permanent part of our set-up.

Gary Edwards helped operate trains on the layout with Brent and Brett throughout the weekend and brought along a carnival parachute ride he designed and built from vintage Erector Set pieces. It was unusual and popular.

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Doug Gyuricsko had helped the Sunday Group in the weeks leading up to the show, as we organized the trailer and built a cart to hold most of the T-Trak modules. Carlton Ingram, who directed the set-up operations, had worried that some issues might come up the Friday of the important weekend. I am not sure any big ones did, but Doug was there in case. He set up the Marx aircraft carrier and operating drive-in movie, which have been mainstay features on the O Gauge T-Traks.

Two new members of our group really stepped up – David and Mayra Walker, who live near Lee, which is near Madison and had an hour's drive to the Fairgrounds. David and Mayra set up Disney and then the Sully's Tavern bikers' bar scene on the T-Traks. David came back to Tallahassee on Sunday to help with our breakdown. The Walkers have built a nice O Gauge layout at their home and the Large-Scale Division will go out and see it sometime in the near future.

Jack Herzog was out of town and unable to come to the show. Jamie Herzog, who built modular scenes in the past, has moved to Jacksonville and was not at the show. The family was represented by Steve Herzog, who spent a lot of time Friday during the set-ups and Sunday late during the break-down.

Steve Pollack helped run trains and began planning the 70-inch T-Trak with operating vintage Lionel accessories he will be building for the 2022 show.



Mayra Walker and the Bikers' Bar



Newly landscaped T-Trak Module.

Ron Fletcher, Barbara Donner, and Sal Martocci were occupied throughout the weekend with the Garden Railroad and Live Steam exhibits, but they came to our sometimes-daily workshops to prepare for the show and were a tremendous help. So was Tom Rush, a talented HO modeler drafted by us because he has become a regular member of the Sunday Group Therapy meetings. Tom and Ron personally did most of the landscaping which made the T-Traks complete and more attractive than ever before.



James Dodson was the prime operator of the Disney layout on both Saturday and Sunday. He was a gem encouraging youngsters to run the trains with the Disney LionChief remotes. George Allen from Eastpoint, an O Gauge collector and vendor and special friend, helped in unloading and loading the trailer.

The Large-Scale Division had a huge presence at the 30th annual show. We operated the O Gauge T-Traks, the G Gauge set-up, the Live steam, Disney and, of course, Randy Lombardo's Thomas the Tank Engine layout. The Live Steamers were near Randy and Sal marveled at how kids seem to always be in line to run Randy's Thomas trains.

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We missed our wonderful friends who passed away the last few years – Bill O'Rourke, Ken Brock, Cal Ogburn, Eric Ecklund and Sim Dekle. Some of Sim's terrific scratch-built buildings have become a permanent scene on our T-Traks. Ken's module was operating. We all thought of Bill, Cal, and Eric throughout the weekend.

Thanks to everyone in the Large-Scale Division for their dedication and hard work and for being such good friends.

Pics From the Show



Summer Solitude, from the BBMRA O Gauge T-Traks



A Zoo Stuffed by You, Daryl Gunter and his family.



The BBMRA Garden Railroad Layout, with Karla Fetcher and Barbara Donner.



BBMRA HO T-Trak Layout Assembly

Pay Your 2021-22 Now by PayPal or U.S. Mail

BBMRA dues must be renewed no later than 60 days after the start of the club fiscal year, which is July 1. That means the dues must be paid no later than Aug. 31 with dues being delinquent Sept. 1. PayPal fees go up Aug. 2 which will result in an additional cost in the convenience fee. If you plan to renew online do so by Aug. 1 to avoid the additional fee online.

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



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option to use your PayPal account if you have one or use a credit/debit card. The dues are \$21 using this method. Dues can be paid with a check and mailed to the BBMRA Post Office Box: BBMRA, P. O. Box 3392, Tallahassee, FL 32315-3392. BBMRA dues are \$20 a year and must be paid by Aug. 31, under club bylaws. Over the years, however, we have not considered dues delinquent until the end of August, BBMRA President Andy Zimmerman says.

FYI, eBay to Collect Florida 6% Sales Tax on All Sales

From Andy Zimmerman: Sam, not sure if you had planned to add this but for informational purposes, you may want to let everyone know that as of July 1st, eBay now collects 6% sales tax for Florida. Since so many of us buy on eBay this would be good to know information.

(From Sam: For sellers, eBay will be doing all of the work. The Florida Legislature stipulated that the state will follow the lead of other states who began imposing an Internet sales tax earlier. eBay will collect and remit the Florida sales tax.)

Colorado Rail Experience

Barbara Donner is going on a tour by Vacations by Rail July 1-8, 2022. She would like to invite club members to join her as a group. The trip starts in Denver and makes a loop through the Rocky Mountains by bus, riding on six historic railroads, and visiting the Colorado Rail Museum.

For more information, go to <https://www.vacationsbyrail.com/tours/colorado-rail-experience/#RM-CREA-21>.

If interested, contact Barbara at (850)514-4284 or at donnertrails@gmail.com.

Introducing Seven New BBMRA Members

One of the biggest successes of the 30th Anniversary Show & Sale was BBMRA picking up seven new members – the greater influx of new blood into our group for quite a while.

Club members, please welcome: Robert Duval, Tallahassee; Kevin Nield, Tallahassee, who lives near Drew Hackmeyer in the Hawks Landing community; Kevin Coyne, Tallahassee, who likes O/O-27 trains; Jeff Bearden from Crawfordville, an N Scaler and HO guy; Jaime M. Valdez, from Albany, GA, who has bought his impressive N Scale layout to our show the last several years; Edward Grissom, Tallahassee, HO; and Chuck Aronovitch, Tallahassee, HO and O Gauge.



Chuck with one of the lovely FSU Cheerleaders

We will be introducing the new members in greater detail in the Lantern – beginning in this issue with **Chuck Aronovitch**.

Here is a little about myself: My name is Charles Aronovitch, but I am only called Charles if you are writing out a check to me or suing me. Please call me Chuck!

I am a 76 year old retired psychologist (retiring in 2000) and followed my wife down here who got a faculty position at FSU School of Nursing.

I am a transplanted Canadian, born and growing up in Montreal, Quebec, Canada, right through a B.A. at McGill University.

I got a Ph.D. in clinical psychology from Columbia. I have taught college done some private practice but spent the last years of my professional life as a Service Chief of Psychology at a VA medical center and a Clinical Associate Professor of Psychiatry in a medical school, for what it is worth.

I love real trains of all kinds, but especially steam, and have chased them across the land to ride and photograph them. I have also loved

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model trains ever since my brother and I had a Lionel train set as kids (an unusual 2-6-4). I had a basement layout in the '70s when I taught college, but I do not have room for one now. Instead, I have acquired HO engines and cars, which I display on bookshelves in every room. My collection includes 47 engines (steam, diesel and electric) as well as extensive freight and passenger rolling stock. I just acquired an O scale Lionel Legacy J3A Hudson, which I had the pleasure of running on the club's layout this past June!

I am also a lover of streetcars - full size, and not models. As I grew up in one of the great streetcar cities of the world (where streetcars were retired in 1958), I came to love them and the wonderful four Golden Chariots that were the unique Observation cars. The Seashore Trolley Museum, the oldest and largest in the country, has many preserved Montreal cars in its collection. For the past 27 years, I have volunteered there as a motorman, operating many of the cars in the collection as I have taken tourists on the Museum's ride into the Maine woods.

Finally, I am a shooter, gun collector, and NRA instructor, another area wherein one can sink many dollars!

BBMRA Important Events in 2021!!

BBMRA meetings are the third Tuesday of each month at Capital City Christian Church, 6115 Mahan Drive, Tallahassee. There will be a Zoom option for participation if you cannot participate in person.

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. Call 850-459-3012 for more information.

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.

More BBMRA 30th Annual Show & Sale Pics



Bill and Trudie Bell are assembling the HO T-Trak modules into the large layout for the show.



BBMRA N-Scale traveling layout consisting of six tables linked for DCC running of long trains.

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Disney II still a (young) crowd pleaser!



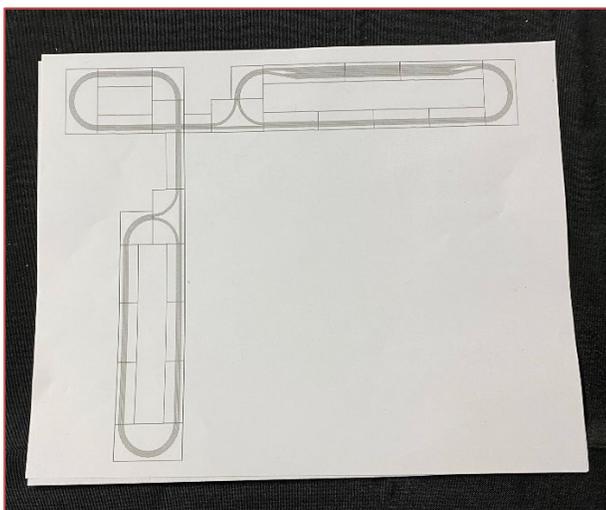
A view of the N-Scale T-Trak module layout. Many modules!



Stacey Elliott and John Meister assembling the N-Scale T-Trak joint layout



Stacey and John working on one of the sections of the joint N-Scale T-Trak layout.



N-Scale T-Trak module layout diagram for the show



Prince, WV in the New River Gorge – Craig R. Laing – Athens, TN – Really nice module

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BILLBOARD REEFERS OUT OF THE PAST

Neal Meadows, Ed.D.

Our Mother's Cocoa



MTH 20-94422 O Scale 36'
Wood Reefer Car
Road #s 15636 and 15634
2018 -- \$64.95



Micro-Trains Line 049 00 880
Our Mother's Cocoa
Farm to Table Series #12
Road # NWX 15630 \$27.95
Released 10-01-2019
NWX is for North Western
Refrigerator Line.

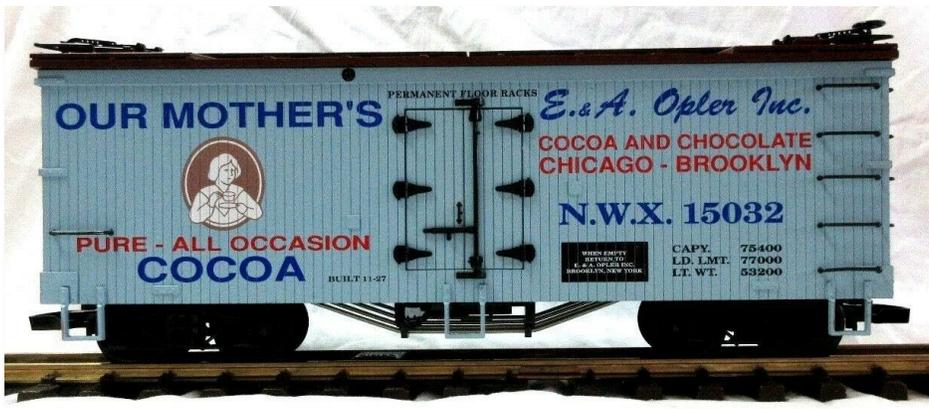
This 40' wood reefer is brown with grey sides and runs on Bettendorf trucks. Built in 1927, this car was decorated in 1934 for the "Our Mother's" brand of hot cocoa produced by E. & A. Opler, Inc of Chicago, Ill. The car was leased to Opler by North Western Refrigerator Line. E. & A. Opler was founded in 1908 and produced some of the finest chocolates and candies in America and still exists as the "World's Finest" brand.



Atlas Model Railroad 41474
Our Mother's Cocoa
40' Wood side ice reefer.
Road # NWX 15630 \$16.95
Released 12-01-2004



American Flyer S Scale
AF2119110 \$46.95
Road # NWX 15630



USA Trains G Scale
\$69.95
Road # NWX 15032



Picture is of one of the prototype reefers used by E & A Opler, Inc. Built by American Car and Foundry in April 1922. North Western Refrigerator Line purchased the car in 1926 along with many others. It was elaborately painted in August 1934 for Our Mother's Cocoa Company.

Company History:

World's Finest Chocolate Inc. (WFC) makes candy--including chocolate bars, chocolate candies, and cocoa--that schools, churches, athletes, scout troops, and other fraternal and youth organizations use in their fundraising efforts. Although the majority of WFC's products are sold for fundraising, its products are sold for personal and corporate gift giving. By focusing on fundraising, WFC avoids the need for many traditional and expensive marketing strategies, such as in-store displays and heavy advertising. Instead, the company has concentrated its efforts on developing quality chocolate and turnkey fundraising programs for its customers. Arguably, WFC's most popular fundraising program allows fundraisers to personalize chocolate bar wrappers with information about their organizations and include coupons from local establishments as a sales incentive. The company's products are also

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sold via a catalog program, which includes food items other than chocolate and a gift-wrapping option. In addition to the plant located at its 11-acre Chicago headquarters, WFC owns a cocoa plant near Toronto, Canada, and another facility in Sydney, Australia. The company also operates Kinney Printing Co. and an experimental cocoa plantation called Union Vale on the island of St. Lucia in the West Indies.

Birth of a Dream

In many ways, the story of WFC is the story of its founder, Edmond Opler, Sr. As Patricia Tatro Opler wrote in her 1993 book *Something's Chocolate*, 'World's Finest Chocolate is the American Dream: the story of a man's life devoted to hard work and chocolate.'



Edmond Opler, Sr., was born the seventh of eight children--all of whom he outlived and his immigrant parents. Growing up in a New York City tenement, Opler experienced hardships, including the death of his father when Opler was only 12. In 1910 he sought employment to help support the family and was hired by Runkle Brothers Chocolate Company, earning \$3 per week delivering cocoa to small stores by horse-drawn wagon. In addition to a stint as an office boy, Opler eventually became a salesman for the company, covering the territory of New England.



Opler enlisted in the Marines Corps and, after World War I, moved to the Chicago area at the age of 26 with his brother Arnold. (A physician had discovered a spot on Opler's lung and had encouraged him to move to an area of the country where the air was cleaner.) In 1922 Opler and his brother Arnold founded E & A Opler, a bulk cocoa-packing company that eventually evolved into WFC. The product was called Our Mother's Cocoa and was sold in one- and two-pound cannisters. The brothers rode their sales wagons around the city and to nearby cities to sell the cocoa to stores and to individuals. A following kept increasing until grocery stores began to stock the product and advertise that their store had it inside. The A&P Store at the right had advertised Our Mother's Cocoa – 2 lbs. for 19 cents.

He pursued night classes at Northwestern University's School of Commerce and, around this same time, was part owner of Chicago-based chocolate maker Siren Mills, a company that eventually was acquired by Nestle.

The Oplers broke into the business world when the climate was favorable, and they managed to prosper even through the difficult days of the Great Depression. In 1939, after residing in Chicago for 17 years, Edmond Opler, Sr., established the Cook Chocolate Company. Located on Ogden Avenue, the company became home to a new brand called World's Finest Chocolate. A decade later, in 1949, the brand evolved into its own company division, dedicated exclusively to fundraising efforts. As Donna Chavez explained in the *Chicago Tribune*, 'Like most marriages made in heaven, the happy wedding of for-profit business fueled by not-for-profit sales zeal proved a winner from the very start.'



To better serve the Canadian marketplace, Opler established World's Finest Chocolate Canada Ltd. in the 1950s, basing it in Campbellford, Ontario, a small town between Montreal and Toronto. According to Karl Howse, WFC's

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general manager and vice-president of Canadian operations, at the time several town members offered to build a plant for Opler if he agreed to locate operations there.



Focusing on Fundraising: The 1970s

The 1970s were significant for Opler. His company's fundraising division had been so successful through the 1960s that in 1972, he changed the company's name from Cook Chocolate to World's Finest Chocolate. During the early 1970s, WFC had annual sales of approximately \$20 million and had become a fundraising powerhouse. According to a *Chicago Tribune* article by Leonard Wiener, in the early 1970s Opler estimated WFC had helped to raise about \$180 million since the company's fundraising division was created. At that time, WFC charged \$2 per pound for its chocolate, which enabled organizations to make a profit of 75 cents per item. Most of WFC's fundraising campaigns made \$1,000

or less, but some made \$5,000 or more. One exceptional 4-H fundraising campaign reportedly brought in \$150,000.

Concerned about a shortage of cocoa beans during this time, Opler acquired Union Vale, the company's cocoa plantation. Chavez explained the move in the *Chicago Tribune*: 'Plagued by very primitive conditions exacerbated by unstable governments, the cocoa-producing regions were unable to hold their young people who, Opler said, leave to go to cities where they are untrained for jobs. In a move designed to benefit both his company and the native population, Opler bought a 238-acre failing sugar plantation on the West Indies Island of St. Lucia, south of Martinique.'

Visions, a 1992 Hinsdale Hospital newsletter, described the arrangement Opler established to obtain cocoa from the plantation: 'Opler joined a local co-op called the St. Lucia Agriculturist's Association when he purchased the plantation. World's Finest grows its own cocoa crops, sells them to the co-op, then buys back the cocoa it needs at the current price.' Even though the plantation produced only a very small percentage of WFC's beans, Opler viewed the operation as a success because it improved living conditions for those who lived on the plantation and served as a model of what could be done in other economically troubled areas of the region.

During the 1970s Opler made it clear that his son, Edmond Opler, Jr., would eventually succeed him as company president. Years later, after nearly 20 years of marriage, Alice Opler described her husband in the *Chicago Tribune*: 'He is a totally devoted husband, father and grandfather. He's good and he's generous and he's meticulous in every way.'

Along with Alice, Opler started the Edmond and Alice Opler foundation and provided assistance to several organizations in Chicago and abroad.



One institution that benefited from Opler's philanthropy was Illinois' Hinsdale Hospital, which in 1992 renamed its cancer center after him. At the time, the hospital issued a press release that asserted: 'Due in part to the Oplers' generosity, the Opler Cancer Center provides sophisticated technology and cancer treatments that are unsurpassed in the Chicago area, including autologous bone marrow transplants, gynecologic oncology clinic, radiation therapy, chemotherapy, hyperthermia and brachytherapy, biological response modifier therapy, therapeutic pheresis, and participation in national cancer research, experimental drugs and treatments.'

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Finally, in addition to its success in the fundraising arena, WFC sold chocolates to hotels, restaurants, and private clubs during the 1970s; was involved in the personal gift market; and sold cocoa powder to cake mix and pudding manufacturers.

End of an Era: The 1980s

Edmond Opler, Jr., succeeded his father at the helm of WFC eight years before the elder Opler retired in 1988, at the age of 91. Prior to that time, Opler, Jr., had spent more than 35 years working for the company in every area, from the lab to the loading dock.



Like his father, Opler, Jr., had served in the Marine Corps. A graduate of Middlebury College in Vermont, the younger Opler had a management style that differed from his father's. 'Dad's business training came on the streets of the Lower East Side of New York, where business economics took place from a pushcart,' he said in Chavez's *Chicago Tribune* article. 'It's a very different experience from college business management training,' he observed.

Edmond Opler Sr. died at Hinsdale Hospital, home to the cancer center that bore his name, on August 19, 1995, at the age of 98. A long-time member of the Chocolate Manufacturers Association--and at one time its chairman--the senior Opler's influence went beyond WFC and touched an entire industry. At the time of his

death, *Candy Industry*'s Susan Tiffany wrote: 'There are few individuals left in American Business who have made the kind of impact Opler did. ... Opler attributed his success to the people in his life. He was quoted as saying on winning *Candy Industry*'s Kettle Award in 1987: 'I surround myself with the best people and hope that I will be lucky. And, I have been lucky!'

Sweet Horizons:1990 and Beyond

In the 1990s, WFC remained Chicago's largest chocolate bar manufacturer and the leading national manufacturer of chocolate bars for fundraising. Toward the decade's end, 85 percent of WFC's sales came from fundraising programs. At that time, the company relied on about 200 independent distributors who sold the company's products exclusively in designated territories, handling exceedingly small individual orders as well as large standing orders for thousands of cases.

In the late 1990s, WFC produced anywhere from 120,000 to 200,000 pounds of chocolate per day at its Chicago plant, where the manufacturing process involved taking cocoa beans, which arrived in 150-pound burlap bags, and turning them into chocolate bars or other candies. The process required to do this was complex and involved operations on several different floors of the plant. It included cleaning the beans, breaking off their shells (which eventually were sold as garden mulch), roasting their kernels (or nibs), and grinding the nibs into what is known as chocolate liquor. This chocolate liquor, which did not contain alcohol, was bitter and rough in texture. Some liquor was used to make more cocoa butter, and some was mixed with cocoa butter, sugar, milk powder, and granulated sugar to form a paste called crumb. This combination of ingredients was then refined and pulverized, creating a fine powder. A process called "conching" turned the mixture into a liquid, which was then tempered and molded into bars or other candies. After cooling for about 20 minutes, the chocolate was wrapped and packaged accordingly. Demand for WFC's products was cyclical, with manufacturing heaviest during the fall and spring, coinciding with the beginning and end of the school year.



In 2000, WFC combined its sales force with QSP, a subsidiary of Reader's Digest that focused on school and youth fundraising by selling magazine subscriptions. According to *The Wall Street Transcript*, George S. Scimone, chief

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financial officer of Reader's Digest Association Inc., regarded the move as an opportunity to increase productivity, emphasize complementary products, and balance the seasonal aspects of each company's business. The combination positioned WFC to be even more successful in the new millennium.

Newspaper article

For more than 50 years, Chicago-based World's Finest Chocolate Inc. stuck to a singular plan: You would never find one of its chocolate bars in a retail store. Instead, you might find it on a co-worker's desk once a year as a tool to raise money for a child's band, athletic team or even to fund field trips.

It is a strategy that has worked for the family-owned, South Side company that pulled in about \$100 million in revenue in 2005 and is one of the biggest players in the North American fundraising candy market.

But, since a recent acquisition and some new thinking, World's Finest is venturing into the wild and woolly retail market that has claimed more than two dozen candy companies during the past 20 years in the Chicago area, the candy capital of the United States.



While World's Finest enjoyed the safety of the fundraising niche that insulated it from competition in setting prices, other major names-- Brach's, Fannie May, Farley, and Cracker Jack--closed or moved in search of cheaper labor or environs.

The Fannie May and Cracker Jack brands were acquired, and their Chicago plants closed, while Farley has disappeared from the area. Brach's Candy Co. shuttered its Chicago operation and shifted work to Tennessee, while the former owner of [Marshall Field's](#) moved production of its Frango mints to Pennsylvania.

Employment by candy companies operating in Cook County has dropped to 5,400 in 2004 from 10,000 in 1995, according to Laura Carnes,

director of the Chicago Candy Institute.

Venturing into the retail market is going to be a seismic shift for the chocolate company that traces its roots to 1910 and New York City, where its founder peddled cocoa and chocolate products from a horse-drawn wagon.

Even the rising concern about obesity in children has failed to affect the company's operation in which candy is made to order rather than estimates on what the public might buy.

"It is a different world for us," said Edmond F. Opler, 35, who succeeded his father as chief executive in 2003. His father, Edmond Opler Jr., and his aunt, Sue Opler, serve on the board and act as advisers.

Opler said he and the family were won over by new marketing people who were convinced the company could increase sales by just sticking its toe into the retail market.

Two years ago, during the Christmas holiday season, World's Finest began placing display racks of its candy in area Jewel-Osco stores, and the response was good. It stepped deeper into retail last month when it acquired a chocolate-covered cherry operation from a Michigan manufacturer. Not only can the **Queen Anne** candy, which had sales of \$30 million in 2005, be found in many stores, it is sold by the world's largest retailer--[Wal-Mart Stores Inc.](#)

"If we had not started doing retail in Jewel two years ago, it would have been a hard sell to my family and to me," Opler said. "But we found out that our chocolate has a place in the minds of a lot of people," he said, adding that the company has limited sales of the candy normally used in fundraising to grocery stores in the Chicago and Minneapolis areas. Beyond chocolate-covered cherries, Opler said the company plans to limit its retail foray to holidays and two year-round outlets in Chicago. Those stores sell the fundraising products including bars and chocolate covered almonds.

"We did not want to put our product out across the country and put the brand at risk," said Opler, whose grandfather started in the business of supplying fundraisers in 1949 when the Zion High School band asked if it could sell the

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chocolate bars. Still, Bob Boutin, executive vice president of Knechtel Laboratories, a Skokie candy research lab, said candy companies face a host of problems.

"The reason Chicago became a candy center was because years ago it was the hub for the corn syrup, sugar and chocolate, and it was a good place to ship from," Boutin said. "But Chicago lost its commodities advantage and has lost its competitive edge due to cost."

But unlike makers of hard candy, who have borne the brunt of higher material costs due to the high cost of sugar, chocolate manufacturers such as World's Finest use less sugar. And Opler said his company, which employs about 300 people working two shifts, has managed to control its labor costs.

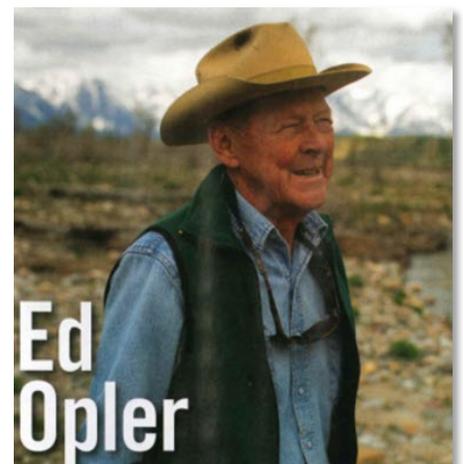
Ingredient and labor costs were major factors cited by Brach's when it announced in January 2001 that it would close its West Side factory and by Fannie May's parent corporation when it filed for Chapter 11 bankruptcy protection in January 2004.

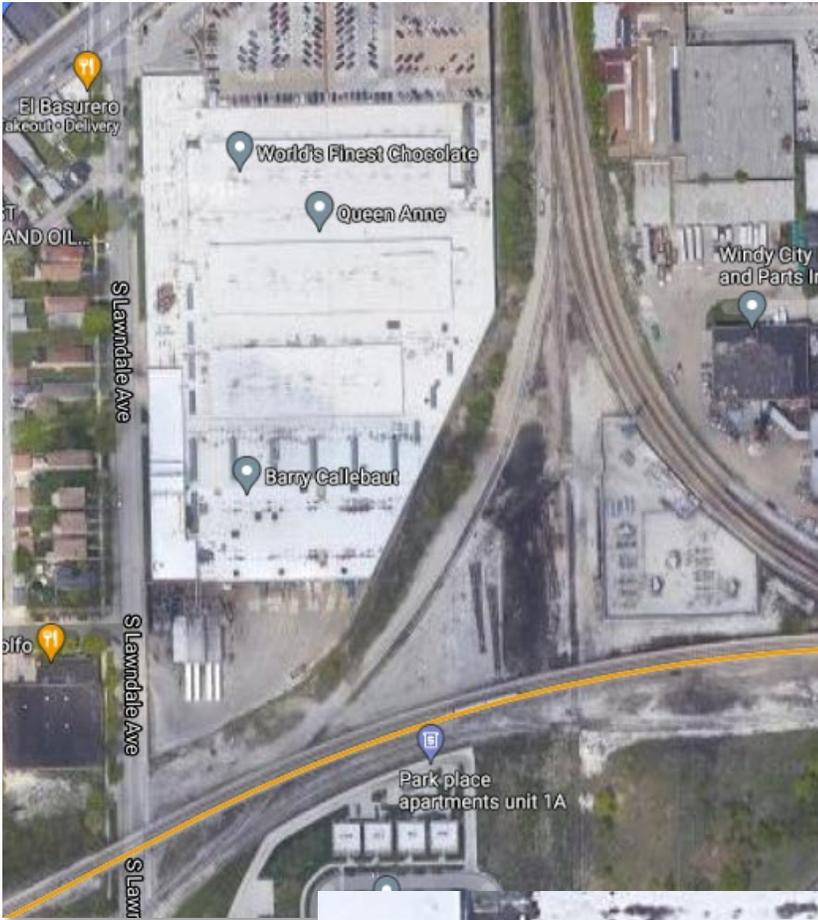
In the retail market, "companies are going to have to find new markets or raise prices," said Boutin, who predicts the next wave of competitive products will come from Southeast Asia. As a result, fundraising will always be the heart and soul of World's Finest, Opler said. "This is the core of our business."

Railroad Service

Several rail lines served the Chicago area. The Chicago and Northwestern and its subsidiary leased cars to Opler's Company – Our Mother's Cocoa. Rail service was available right to the loading docks of the factory. Supplies and raw materials came in and finished product went out. For many years chocolate candies were available in the colder months due to the problem of melting in the high summer heat. Wood Ice-cooled Refrigerator Cars were used to transport candies and the Our Mother's Cocoa bulk cocoa. The other rail lines that ran past the factory were Canadian National, Union Pacific, and Rock Island Line.

The factory was located at the wye of several rail lines that used this area. Switches routed refrigerated cars right up to the eight loading docks at the south end of the building. The tracks are no longer used but they remain embedded in the concrete apron of the loading dock area.





PART 4 THE HISTORY AND OPERATIONS OF THE APALACHICOLA NORTHERN RAILROAD

Neal Meadows, Ed.D.

In July's article we look at the history of the ANRR and the passenger services that were available. This information continues the July 1993 article from the Railroad & Railfan Magazine about the ANRR.

ANRR and Passenger Services.

The years during World War II were terribly busy for the AN. Traffic from the mill at Port St. Joe plus troop trains moving to the amphibious training base at Camp Gordon-Johnson near Lanark kept the AN humming. Closest point on the AN to Lanark was Apalachicola, so all the troop trains ran down the branch. The track ran down the middle of Water Street, and the troops un-loaded into trucks right in the street.

Most of the troop trains were long enough that even with double-headed locomotives it was necessary to double Chattahoochee Hill. When this occurred, a few soldiers invariably got off the sections of the train to amuse themselves while waiting for the return of the locomotives. Getting everyone back on the train caused some lengthy delays and made a mess of the schedule. After this happened a few times, when a troop train was scheduled, a pusher was stationed at River Junction to boost the train over Chattahoochee Hill in one piece.



You can see in this 1943 map of Apalachicola that the ANRR ran in from the northwest to Water Street along the docks. There it discharged its passengers. Some went into the rest of the town and the soldiers were loaded into trucks or onto boats for transporting to Camp Gordon Johnston located to the east. Most of the area between Carrabelle, Lanark Village, and Alligator Point was part of the military training camp. At the time soldiers were also transported on the Georgia, Florida, and Alabama Railroad. The northern terminus of the line was at Richland, where it met the [Savannah, Americus and Montgomery Railway](#) and the [Columbus Southern Railway](#). It ran almost

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due south through [Cuthbert](#) and [Edison](#) to reach Arlington, where it crossed the [Central of Georgia Railway](#). It continued through [Colquitt](#) and [Bainbridge](#) before crossing the [Flint river](#) and entering [Florida](#). It continued through Tallahassee and [Sopchoppy](#) and on to its southern terminus in Carrabelle on the Florida Gulf Coast.



TEN-WHEELER 204, shown in front of the ACL depot at River Junction around 1927, fell through a trestle in the Apalachicola swamp while on passenger train No. 1 in 1936; since the railroad could not remove the stricken locomotive intact, it was scrapped on the spot. Ten-Wheeler 150 had eleven "pogie oil tank cars (below) from the menhaden plant in Port St. Joe on the head end of its train on the curve at Franklin Wye in 1927.



Florida East Coast connection

Today, the Florida East Coast Railroad is part of the St. Joe Paper holdings. Although St. Joe Paper did not gain control of the FEC until 1961, there were several sales of equipment between the FEC and AN before this time. When Edward Ball purchased the Apalachicola Northern in 1933, the entire railroad was laid with the original 60-pound rail, rolled in 1905. Beginning in 1941, this light rail was replaced with 90-pound rail salvaged from the abandoned Key West Extension of the Florida East Coast.

The AN was also the recipient of several second-hand FEC locomotives. Five of the trademark FEC Alco Pacifics that migrated to so many Southeastern railroads found their way to the AN. Numbers 300 (FEC 115), 301 (FEC 111) and 302 (FEC 123) came by way of the Atlanta Birmingham & Coast. Numbers 510 (FEC 150) and 515 (FEC 155) come directly from the FEC.

A more modern connection of the Apalachicola Northern to the FEC is the use of concrete ties. Except for bridges, some sidings, and a few places on curves, all AN track is now laid using concrete ties produced by a subsidiary of the FEC.

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

Passenger service

After the early boom years, passenger service on the AN settled down to one daily train each way between Climax, Georgia, and Port St. Joe. The section from Climax to River Junction was on trackage rights over the Atlantic Coast Line branch connecting with the Mont-gomery-Waycross main line at Climax. The 1938 AN timetable shows southbound No.1 leaving River Junction at 6:40 a.m. and arriving in Port St. Joe at 10:20 a.m. Northbound No.2 left Port St. Joe at 7:10 p.m. and arrived in River Junction at 11:00 p.m. In addition, freights 72 and 73 were operated as mixed trains. Including flag stops, there were 20 passenger stops between Port St. Joe and River Junction.

An interesting note contained in the 1938 timetable reveals the AN was serious about getting quickly to market the oysters harvested in Apalachicola Bay. Special Instruction No.15 regarding the "Oyster Express Car" states: "During the oyster season, any engine switching in Apalachicola yard must always leave express car on track 3 so No.2 can pick up without handling other cars."



Doodlebugs

ITSY-BITSY SERVICE — To some people, they looked like insects zipping along. Doodlebugs used to pop in and out of America's towns and cities. Now a favorite among rail fans, these munchkin "passenger trains" made their runs during the early to mid-1900s. Doodlebugs often consisted of just one unit, a combination of a locomotive and passenger coach. They have also been called "railcars," "railbuses," "motor cars," and "motor coaches."

Rail companies used doodlebugs when the passenger traffic between two places could not justify a full-fledged train. And state laws across America made them even more necessary, according to the website Mtmuseum.org. State governments often forced railroads to furnish passenger, mail, and express service.

Railroaders first used "doodlebug" as a derogatory nickname. The early passenger railcars "doodled" slowly along local branch lines, making frequent stops. Some would even pick up passengers in front of their homes or drop them

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off at their favorite fishing holes. The nickname may have also been inspired by the appearance of the motor coaches. When painted with stripes, such as yellow & black, the little vehicles resembled insects.

One of the major improvements instituted after St. Joe Paper gained control of the AN was to purchase a gas-electric car and trailer for the passenger runs. The existing steam-hauled passenger equipment was expensive to operate, old and worn out and generated numerous complaints from the AN's customers.

The gas car and trailer were built by the Electro Motive Corporation for the Lehigh Valley in 1927 as their Nos. 24 and T-76 respectively (actually, all EMC did was design and sell the car; it had an Osgood-Bradley carbody, Winton engines and electrical gear by General Electric). Retaining its original number on the AN, the 24 weighed over 63 tons and was quite powerful, capable of producing a tractive effort of 25,000 lbs. There were accommodations for 54 passengers were in No.24, with the T-76 containing only an express and baggage section plus a Railway Post Office. The car and trailer arrived painted in Pullman green with gold lettering. After a few years this was changed to silver with black lettering, and the equipment wore the silver paint until retirement.

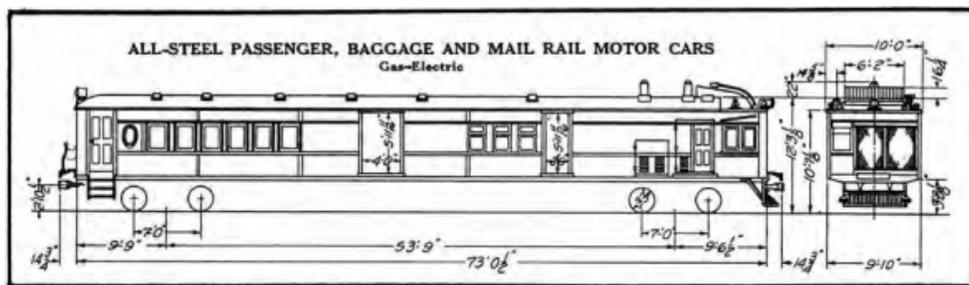
Number 24 entered service with the AN on February 2, 1938, powered by two Winton model 106-A gasoline engines. The gas engines lasted only four years. Rationing caused by World War II made gasoline more difficult to obtain and much more expensive than diesel fuel. In 1942 the Port St. Joe shops re-engined No.24 with two diesels from the former du Pont yacht. This must have been quite an engineering exercise, since the gas engines had been mounted transversely in the car, and the diesels were mounted lengthwise.

Another gas-electric, No. 75, was purchased from the Clinchfield in 1942. This car was a GE type CRE 70-B-8. Number 75 suffered a fatal engine failure on its first trip to Chattahoochee and was used only as a trailer after that.

In October 1950, the AN petitioned the ICC to discontinue passenger service. The equipment was worn out, and by this time few people used it. There was little opposition to the train-off petition, and permission to discontinue service was granted effective February 1, 1951. As a condition for ending passenger service, the AN had to buy a truck and continue providing express service.

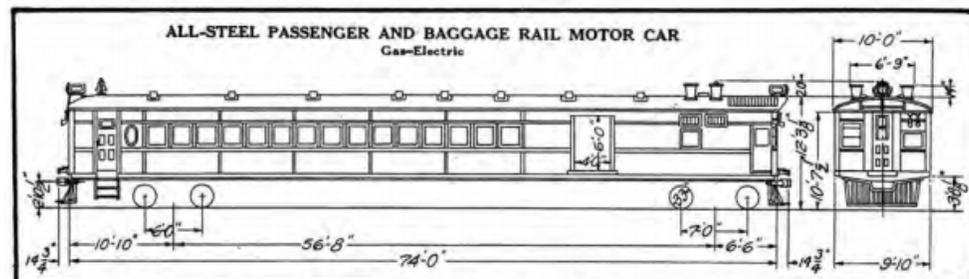


EMC DOODLEBUG NO.24, built in 1927 by Osgood-Bradley and powered by two 220-h.p. Winton gas engines, was purchased from the Lehigh Valley in 1938 along with baggage and express trailer T-76. They are shown in 1938 leaving Port St. Joe on No.2.



Built by Osgood-Bradley Car Co.

*This one has a section for the Railway Post Office as well as baggage and passenger areas.
Built 1928*



Built by Osgood-Bradley Car Co.

*This one has a baggage section and a larger section for passengers.
Built 1927*



An old GE doodlebug provided passenger services on the Apalachicola Northern in the 1940s.

Adventures of a Rookie Brakeman

By Frank Klose

Life was anything but dull on Florida's Apalachicola Northern in the 1940s.

I'm clutching the grab iron on the back of a steam locomotive cab, my feet on the apron between the engine and tender. I'm vibrating head to toe, with the heat from the boiler all over me. How did I get here?

Green — I was the greenest brakeman ever to ride the rails of the Apalachicola Northern Railroad. Let me tell you of the trials and tribulations of a brand-new inductee into railroading. I was 21 and just out of the service, feeling lucky that the AN had taken me on.

This was the mid-1940s, when steam on the AN was hanging on by the skin of its hissing and puffing. The railroad was 102 miles of 60-lb. rail in Florida's Panhandle; Port St. Joe was the southern terminus. The yard was filled with pulpwood cars, lumber flats, and boxcars for the paper products that would be going north.

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My first run was from Port St. Joe to Chattahoochee, the northern end of the line. The call was for 4 p.m., so with lunch pail and a whole bundle of nerves, I introduced myself to the conductor. After I stowed my gear aboard, he showed me how to get on and off a moving train. Then, with the soon-familiar two blasts of the whistle from the 2-8-0 on the head end and the rattle of slack running out, we were moving. I soon learned that freight crews did not just ride in the caboose and look at the scenery — there was paperwork to do, 30-plus cars' worth. That finished, it was up in the cupola to watch for hotboxes. We stopped several times to drop off empty pulpwood racks. I had it easy on this job because the head-end brakeman took care of everything. Arriving at Chattahoochee, the conductor and I took the paperwork into the office and picked up our new manifest for the return south.

On the way back to Port St. Joe, we had to double over a hill (Florida may not be mountainous, but it is not totally flat, either!). It was the rear brakeman's job to protect the rear of the train. When we stopped to cut the train in two, in the middle of nowhere, the conductor made sure to tell me that we were parked next to an insane asylum. With a smile on his face, he told me how some inmates would come down to the fence and try to escape, figuring they could get a ride on a train. He had several stories that put chills up the spine of this 21-year-old city kid.

On my next trip the conductor was up front, and I was by myself in the rear. You are supposed to be a couple of hundred feet behind the caboose to protect the train. Needless to say, my estimate of the distance required was measured in very small feet. When I heard the slack being taken up, I did not need an invitation to get back into the caboose. Before the echo of the second blast of the whistle ended, I was on the back steps, swinging my lantern.

A couple of months later, I was assigned to the AN's passenger train, a daily turn from Port St. Joe to Chattahoochee and Climax, Ga. (the final 30 miles to Climax was on Atlantic Coast Line trackage). Nos. 1 and 2 consisted of a

"doodlebug," a diesel-powered car with a passenger compartment, towing a second car with a baggage area and a Railway Post Office section in the rear. The run included a trip down the 3-mile spur to Apalachicola; it was a reverse move in, so we would be pointed the right way for the balance of the trip north. At Climax we met the *South Wind* streamliner from Chicago and exchanged passengers, Railway Express, and mail. The round trip was carded for nearly 14 hours, so we had to move along to avoid the 16-hour shut-down law.

Railroaders will say that passenger service is dull and routine, but I did not find it so. One night we came upon a freight blocking our line. My conductor got out to investigate and came back to tell me to give them a hand. To do what? Well, the trailing truck on the freight's engine had derailed, and the freight's three brakemen were putting rerailing frogs down. Two guys were struggling on one side and the third was by himself, so I was to be the third's partner. Dirt, steam, and the lack of elbow room made it a messy job, plus every time you

Apalachicola Northern Railroad Company
Port St. Joe Dock and Terminal Railway Company

PORT ST. JOE ROUTE

A. T. PERKINS, President, St. Louis, Mo.
B. W. BELLS, Vice-Prest. and Gen. Mgr., Port St. Joe, Fla.
R. J. LOCKWOOD, Vice-President, St. Louis, Mo.
R. E. TOMPKINS, Asst. to President, Secretary and Treasurer, St. Louis, Mo.
H. A. DRAKE, Auditor, Assistant Secretary and Treasurer, Port St. Joe, Fla.

W. J. OVEN, General Attorney, Tallahassee, Fla.
G. W. ZIPPERER, General Freight and Passenger Agent and Freight Claim Agent, Port St. Joe, Fla.
J. L. SHARIT, Superintendent, Tallahassee, Fla.
D. H. BYNUM, Master Mechanic, Tallahassee, Fla.
M. B. SMITH, Supervisor of Bridges and Buildings, Tallahassee, Fla.
Captain N. COMFORTER, Wharf Master, Tallahassee, Fla.

October 15, 1925.

Time	Station	Miles	Time	Station	Miles
7:10 P.M.	Port St. Joe	0	10:30 A.M.	Chattahoochee	100
7:15 P.M.	Port St. Joe	0	11:00 A.M.	Climax	130
7:20 P.M.	Port St. Joe	0	11:30 A.M.	Chattahoochee	100
7:30 P.M.	Port St. Joe	0	12:00 P.M.	Climax	130
7:40 P.M.	Port St. Joe	0	12:30 P.M.	Chattahoochee	100
7:50 P.M.	Port St. Joe	0	1:00 P.M.	Climax	130
8:00 P.M.	Port St. Joe	0	1:30 P.M.	Chattahoochee	100
8:10 P.M.	Port St. Joe	0	2:00 P.M.	Climax	130
8:20 P.M.	Port St. Joe	0	2:30 P.M.	Chattahoochee	100
8:30 P.M.	Port St. Joe	0	3:00 P.M.	Climax	130
8:40 P.M.	Port St. Joe	0	3:30 P.M.	Chattahoochee	100
8:50 P.M.	Port St. Joe	0	4:00 P.M.	Climax	130
9:00 P.M.	Port St. Joe	0	4:30 P.M.	Chattahoochee	100
9:10 P.M.	Port St. Joe	0	5:00 P.M.	Climax	130
9:20 P.M.	Port St. Joe	0	5:30 P.M.	Chattahoochee	100
9:30 P.M.	Port St. Joe	0	6:00 P.M.	Climax	130
9:40 P.M.	Port St. Joe	0	6:30 P.M.	Chattahoochee	100
9:50 P.M.	Port St. Joe	0	7:00 P.M.	Climax	130
10:00 P.M.	Port St. Joe	0	7:30 P.M.	Chattahoochee	100
10:10 P.M.	Port St. Joe	0	8:00 P.M.	Climax	130
10:20 P.M.	Port St. Joe	0	8:30 P.M.	Chattahoochee	100
10:30 P.M.	Port St. Joe	0	9:00 P.M.	Climax	130
10:40 P.M.	Port St. Joe	0	9:30 P.M.	Chattahoochee	100
10:50 P.M.	Port St. Joe	0	10:00 P.M.	Climax	130
11:00 P.M.	Port St. Joe	0	10:30 P.M.	Chattahoochee	100
11:10 P.M.	Port St. Joe	0	11:00 P.M.	Climax	130
11:20 P.M.	Port St. Joe	0	11:30 P.M.	Chattahoochee	100
11:30 P.M.	Port St. Joe	0	12:00 P.M.	Climax	130
11:40 P.M.	Port St. Joe	0	12:30 P.M.	Chattahoochee	100
11:50 P.M.	Port St. Joe	0	1:00 P.M.	Climax	130
12:00 P.M.	Port St. Joe	0	1:30 P.M.	Chattahoochee	100
12:10 P.M.	Port St. Joe	0	2:00 P.M.	Climax	130
12:20 P.M.	Port St. Joe	0	2:30 P.M.	Chattahoochee	100
12:30 P.M.	Port St. Joe	0	3:00 P.M.	Climax	130
12:40 P.M.	Port St. Joe	0	3:30 P.M.	Chattahoochee	100
12:50 P.M.	Port St. Joe	0	4:00 P.M.	Climax	130
1:00 P.M.	Port St. Joe	0	4:30 P.M.	Chattahoochee	100
1:10 P.M.	Port St. Joe	0	5:00 P.M.	Climax	130
1:20 P.M.	Port St. Joe	0	5:30 P.M.	Chattahoochee	100
1:30 P.M.	Port St. Joe	0	6:00 P.M.	Climax	130
1:40 P.M.	Port St. Joe	0	6:30 P.M.	Chattahoochee	100
1:50 P.M.	Port St. Joe	0	7:00 P.M.	Climax	130
2:00 P.M.	Port St. Joe	0	7:30 P.M.	Chattahoochee	100
2:10 P.M.	Port St. Joe	0	8:00 P.M.	Climax	130
2:20 P.M.	Port St. Joe	0	8:30 P.M.	Chattahoochee	100
2:30 P.M.	Port St. Joe	0	9:00 P.M.	Climax	130
2:40 P.M.	Port St. Joe	0	9:30 P.M.	Chattahoochee	100
2:50 P.M.	Port St. Joe	0	10:00 P.M.	Climax	130
3:00 P.M.	Port St. Joe	0	10:30 P.M.	Chattahoochee	100
3:10 P.M.	Port St. Joe	0	11:00 P.M.	Climax	130
3:20 P.M.	Port St. Joe	0	11:30 P.M.	Chattahoochee	100
3:30 P.M.	Port St. Joe	0	12:00 P.M.	Climax	130
3:40 P.M.	Port St. Joe	0	12:30 P.M.	Chattahoochee	100
3:50 P.M.	Port St. Joe	0	1:00 P.M.	Climax	130
4:00 P.M.	Port St. Joe	0	1:30 P.M.	Chattahoochee	100
4:10 P.M.	Port St. Joe	0	2:00 P.M.	Climax	130
4:20 P.M.	Port St. Joe	0	2:30 P.M.	Chattahoochee	100
4:30 P.M.	Port St. Joe	0	3:00 P.M.	Climax	130
4:40 P.M.	Port St. Joe	0	3:30 P.M.	Chattahoochee	100
4:50 P.M.	Port St. Joe	0	4:00 P.M.	Climax	130
5:00 P.M.	Port St. Joe	0	4:30 P.M.	Chattahoochee	100
5:10 P.M.	Port St. Joe	0	5:00 P.M.	Climax	130
5:20 P.M.	Port St. Joe	0	5:30 P.M.	Chattahoochee	100
5:30 P.M.	Port St. Joe	0	6:00 P.M.	Climax	130
5:40 P.M.	Port St. Joe	0	6:30 P.M.	Chattahoochee	100
5:50 P.M.	Port St. Joe	0	7:00 P.M.	Climax	130
6:00 P.M.	Port St. Joe	0	7:30 P.M.	Chattahoochee	100
6:10 P.M.	Port St. Joe	0	8:00 P.M.	Climax	130
6:20 P.M.	Port St. Joe	0	8:30 P.M.	Chattahoochee	100
6:30 P.M.	Port St. Joe	0	9:00 P.M.	Climax	130
6:40 P.M.	Port St. Joe	0	9:30 P.M.	Chattahoochee	100
6:50 P.M.	Port St. Joe	0	10:00 P.M.	Climax	130
7:00 P.M.	Port St. Joe	0	10:30 P.M.	Chattahoochee	100
7:10 P.M.	Port St. Joe	0	11:00 P.M.	Climax	130
7:20 P.M.	Port St. Joe	0	11:30 P.M.	Chattahoochee	100
7:30 P.M.	Port St. Joe	0	12:00 P.M.	Climax	130
7:40 P.M.	Port St. Joe	0	12:30 P.M.	Chattahoochee	100
7:50 P.M.	Port St. Joe	0	1:00 P.M.	Climax	130
8:00 P.M.	Port St. Joe	0	1:30 P.M.	Chattahoochee	100
8:10 P.M.	Port St. Joe	0	2:00 P.M.	Climax	130
8:20 P.M.	Port St. Joe	0	2:30 P.M.	Chattahoochee	100
8:30 P.M.	Port St. Joe	0	3:00 P.M.	Climax	130
8:40 P.M.	Port St. Joe	0	3:30 P.M.	Chattahoochee	100
8:50 P.M.	Port St. Joe	0	4:00 P.M.	Climax	130
9:00 P.M.	Port St. Joe	0	4:30 P.M.	Chattahoochee	100
9:10 P.M.	Port St. Joe	0	5:00 P.M.	Climax	130
9:20 P.M.	Port St. Joe	0	5:30 P.M.	Chattahoochee	100
9:30 P.M.	Port St. Joe	0	6:00 P.M.	Climax	130
9:40 P.M.	Port St. Joe	0	6:30 P.M.	Chattahoochee	100
9:50 P.M.	Port St. Joe	0	7:00 P.M.	Climax	130
10:00 P.M.	Port St. Joe	0	7:30 P.M.	Chattahoochee	100
10:10 P.M.	Port St. Joe	0	8:00 P.M.	Climax	130
10:20 P.M.	Port St. Joe	0	8:30 P.M.	Chattahoochee	100
10:30 P.M.	Port St. Joe	0	9:00 P.M.	Climax	130
10:40 P.M.	Port St. Joe	0	9:30 P.M.	Chattahoochee	100
10:50 P.M.	Port St. Joe	0	10:00 P.M.	Climax	130
11:00 P.M.	Port St. Joe	0	10:30 P.M.	Chattahoochee	100
11:10 P.M.	Port St. Joe	0	11:00 P.M.	Climax	130
11:20 P.M.	Port St. Joe	0	11:30 P.M.	Chattahoochee	100
11:30 P.M.	Port St. Joe	0	12:00 P.M.	Climax	130
11:40 P.M.	Port St. Joe	0	12:30 P.M.	Chattahoochee	100
11:50 P.M.	Port St. Joe	0	1:00 P.M.	Climax	130
12:00 P.M.	Port St. Joe	0	1:30 P.M.	Chattahoochee	100

Connections. — With Atlantic Coast Line R.R., Seaboard Air Line Ry. and Louisville & Nashville R.R. *With Pensacola, St. Andrew & Gulf Steamship Co., Apalachicola and Chattahoochee River steamers and with steamer for Carrabelle. †With strammers to and from New Orleans, Mobile and Pensacola and with Trans-Atlantic steamers.

1930 ANRR System Map and Timetable

raised your head, a piece of the locomotive was right there to chastise you. Finally, we got it done, and the cheers were louder than the whistle as the freight moved out of our way. Getting back on the "bug," I was such a mess I had to stay out of the passenger compartment.

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Routinely on the return from Climax, as we entered the yard at Chattahoochee, I had a switch to throw. The yard crew would put it back for me so I could keep on going with the train. One night we were late getting in, too late for the yard crew to help me out — but I did not know that. After we dropped off the passengers and turned the train, the engineer and I were in the back part of the engine room doing something. There was a bunch of screaming and hollering, so the engineer told me go see what was up. People were running away from us and pointing to the front of the car. I turned to look and saw what seemed to be the biggest steam locomotive in the world standing inches from our front end. Its engineer had approached the switch expecting it to be in its usual position. Instead, it was still lined for our track, and he got stopped just in time.

We get accustomed to the way things work and do not allow for changes. One day, the doodlebug was in the shop for repair, so we got a Pacific and a passenger car for our run. Well, coming out of Apalachicola, I got off to close the mainline switch and waved a highball to the engineer. I usually had time to trot up to the baggage door before the motor car got going, but I was not ready for the fast pickup of the steam locomotive. Looking up from locking the switch, I saw the marker lights fading into the distance. The RPO clerk was hollering, “Run, run!” The vision of spending the night with the alligators spurred me on. The clerk opened the rear door and held out his hand to me. He helped me aboard, and I had to crawl through the small, floor-level mail door to get back into the baggage area.

So here I stand in the cab of the Pacific, pounding down the rails, heat blasting in my face, fingers numb from clutching the grab iron. WOW!

First published in Winter 2010 Classic Trains magazine.

Next month we will explore Motive Power on the ANRR – Steam and Diesel. You have seen the Steam Roster earlier in this article. The Diesel Roster will be shown in next month’s article. So, stay tuned!

Minutes for the BBMRA Meeting of June 15, 2021

President Andy Zimmerman called the meeting, held on June 15 to order via Zoom at 7:32 p.m. There were 18 participants.

Minutes – A motion to accept the minutes from the May meeting was forwarded by Garth Easton and seconded by Dave Brazell. The motion was accepted and passed without objection.

Treasurer’s Report – Drew Hackmeyer mentioned several transactions related to the show expenses. We are still in the black and looking good despite the show expenses. As usual, Drew mentioned that we have 54 paid members for 2021 with 7 paid through 2022 which is unchanged from last month’s total. Drew also mentioned that we are already ahead regarding the show finances, even before gate receipts. There was then discussion of interactions on Facebook related to the show including likes etc. The Treasurer’s report was moved by Dave and seconded by Tracy Elliott. The motion was passed without objection.

Division Reports

Small Scale – Garth mentioned that he is grateful for the help over the past few months preparing the N-Scale layout for the show. There was brief mention of going to the showgrounds to do a test setup pre-show to make sure everything works well. but President Andy did mention the AC will not be turned on. President Andy then described the N-Scale T-Trak layout and presented a layout diagram as well as a show layout diagram and how they will fit together. He was excited about the large T-Trak showing for the show.

Large Scale – Sam Miller mentioned the group is planning to do a test setup on the upcoming weekend. He mentioned that focus will be on some landscaping etc. He mentioned as well, the utility of the recently acquired trailer and is looking forward to stretching its legs for the show. In essence, he stated that all should be set for the show and was looking forward to the events.

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HO – Phil Weston mentioned the successful workday at Capital City Christian Church and was looking forward to the show. He mentioned the nice size of the layout, the number of modules, etc. There was then discussion of logistics re maintenance items etc. to ensure a smooth operation to which Phil stated we were ready.

Switching Layout – Joe was absent and consequently nothing was reported.

Good of the Group – There was then discussion of several vendors and what they are bringing to the table. President Andy stated that there are vendors that should cater to a wide variety of interests, and he is really excited about what is on offer. Food was also discussed, and it was mentioned that two food trucks will be present, and the hope is that it will work out. Sam asked about water and soft drinks in the refrigerator in the back to which President Andy stated he is not sure of the arrangements in that regard. Dave B asked about the licensed drink vendor and President Andy state that the policy is still Pepsi products. The likely media presence and coverage was then discussed including print and electronic. The Chronicle was specifically mentioned. President Andy will be doing an interview with Preston Scott and there was other general discussion regarding publicity.

Andy Millott asked about a ticket booth vacancy between 2 and 3 PM. Sheldon and Carlton agreed to cover it. There was discussion of the Sunday vacancies. Bob Feuerstein then mentioned a planned NMRA workshop on the Saturday from 1:30pm to 3:30 p.m. Sam M. then asked about a small Duplo train Lego display to which President Andy confirmed it will be present.

The business portion of the meeting was then concluded at 8:07 PM following which Mohan George from Rapido Trains did a presentation.

Presented by Sheldon Harrison, Secretary

Sam Miller & Neal Meadows hope you enjoy this issue of the Lantern. We have had a good time getting it ready for your viewing pleasure.