



# THE Lantern

September 2021

Volume 26 Number 9

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## Tallahassee Senior Center: Wish I Still Had Those Old Model Trains – By Sam Miller

“Ask seniors what was their favorite toy under the Christmas tree and many guys will say it was a Lionel or American Flyer train set. Santa could have delivered the pink Lionel Girl’s Train too, but if not, many gals remember their brothers’ toy trains. Everyone seems to love model trains.” This was Sam Miller’s kickoff to a September 14 presentation at the Tallahassee Senior Center, part of the 12<sup>th</sup> Annual L3X, Lifelong Learning Extravaganza.

The BBMRA Large Scale Division’s participation in this two-week event set the stage for other activities at the Senior Center, including model train set-ups in the near future, and the ability to promote BBMRA and the show and recruit new members.

Joining Sam were Barbara Donner and Doug Gyuricsko of the Large Scale and Sunday Group Therapy folks. Barbara made it clear that model trains aren’t for men only and discussed the Garden Railroad layout she is constructing.

Doug reminisced about the Lionel train set he got for Christmas as a little boy. “I was told it would come back out the next Christmas if I was a good boy. I don’t think I got to see it again until I was 14!”

*Continued on Page 3.*



## September BBMRA Meeting Program

September 17, 2021, 7:30 p.m.: Guest presenter will be Jon Stackpole, the Product Manager of the Athearn Model Train Division, of Horizon Hobbies. [www.Athearn.com](http://www.Athearn.com)

### Club Meetings are Back to Zoom Only for Now

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

Meeting ID: 873 5905 5848, Password:162465

## Dothan Train Show Postponed until December, Other Shows in October, and November

The Wiregrass Annual Model Railroad Show & Sale in Dothan scheduled for September 18-19 has been delayed until December 11-12 because of the recent new outbreak of COVID. The annual festival is located at the National Peanut Festival and Fairgrounds, Dothan, AL. The Dothan show was cancelled last year because of the initial COVID outbreaks.

This is a popular event for Big Bend Model Railroad Association members, who get free admission under a reciprocal agreement between BBMRA and the Dothan train club.

COVID had gotten kind of high here” which caused the nearly three-month postponement, Dan Adams, one of the show organizers, told the Lantern this week. “It has been tapering off over the last three weeks...People are getting their shots. We feel pretty safe about going forward.”

The Dothan show probably will have fewer vendors because of the rescheduling – 25 or so instead of 30 to 35 in previous years, Dan says. But it will still be a solid show of vendors and there will be several operating layouts, including a huge Garden Railroad setup. Among the Vendors will be several who participated in the June Tallahassee show, including BBMRA member Sam Miller. Dan reiterated that BBMRA members will get in free of charge.

**Tailgate Swap Meet, Milton:** The Fall Swap Meet at the Milton Railroad Depot is still on for Saturday, October 16, from 9 a.m. to noon. This is known as the Tailgate Swap Meet. Admission is free. Table rentals are \$5 for the space, and you furnish your own table or tailgate. This will be the first Tailgate Swap Meet since 2019. For additional info contact Ed Dice – EdwardDice@aol.com

**Cordele Railfan Festival:** Another nearby train event coming up is the Cordele Railfan Festival in Cordelle, GA, on November 13th. Todd Tait, of Hahira, a regular at the Tallahassee show, reports that the festival is moving forward as planned. There will be an N Scale T-Trak setup and a couple of other small layouts. Frank Crow will have his art there for sale. A couple of model train vendors will be participating as well, a first for this festival. The SAM Shortline has the train rides going all day.

**No TCA Meet in Jacksonville in November; Christmas Activity Still Planned:** Chuck Bryner, a leader in the O Gauge group in Jacksonville, said this week there will be no TCA show this November in Jacksonville because of the COVID spike. “We do plan (and hope) to put together the train display at MOSH (Museum of Science and History) for two weeks of running trains over the holidays,” Chuck says. “With luck, the peak of COVID that left Jacksonville as one of the hot spots in the nation will have subsided enough to be safe by then. That is by the Toy Train Collectors of Jacksonville. We run seven trains and one bump and go trolley line – all in O gauge. Lots of fun. Lots of noise.”

**Pensacola Railfest:** Still on schedule is the 2021 Pensacola Railfest Model Train Show & Sale, December 4-5 at the Pensacola Interstate Fairgrounds, Building 1, 6655 Mobile Highway, in Pensacola.

“As of today, we are still a ‘go’ for the December 4-5 show and we are confident that this status won't change,” Stuart Denniston, treasurer of the Pensacola Model Railroad Club, told the Lantern. “We will have operating layouts in Z (T-TRAK), N (N-TRAK & T-TRAK), HO (Modular), O (Modular) and G. At this point we have sold half of the available vendor tables but expect that most vendors who previously rented tables will get off the fence sometime soon and commit.”

### **Taking the Scenic Route to the Dothan Train Show -- From Randy Lombardo:**

As you head to Dothan on U. S. 90 through rural Gadsden County, across the Apalachicola and Chattahoochee waterways and into the Central Time Zone, acres of farmland come into view. Soon there is Sneads and then the hustle and bustle of Marianna. Or perhaps take a different path on U.S. 231 through the old railroad town of Cottondale and the little city of Campbellton “Gateway to Florida”. Cross the railroad tracks and you enter "The Heart of Dixie" with "Sweet Home Alabama" playing in your mind.



After taking a brief break at the visitors' center, continue your adventure past the Dothan Golf & Country Club, surplus farm equipment and Sadie's, the biggest outdoor garage sale you will ever see.

As you disembark from your vehicle at the fairgrounds, there may be a slight morning breeze in the air, just a hint that autumn is arriving. Should it rain, it's a sign of club members who have gone on to eternal life in Heaven and whose spirits have tagged along for the ride.

## Wish I Still Had Those Old Model Trains

*Continued from Page One.*

Barbara and Doug joined Sam in talking about how much fun our hobby is, how many good friends we make. "You all are so passionate about model trains," said Maureen Haberfeld, Lifelong Learning Coordinator.



Four folks sat through the presentation in person, including Doug and Barbara. Another 12 participated through Zoom, including BBMR member Bob Feuerstein. The foundation for the model trains talk was a PowerPoint developed by Neal Meadows, BBMRA treasurer and co-editor of the Lantern, along with Sam.

"Wish I Still Had Those Model Trains from Growing Up," Sam and Neal entitled the presentation. "I have been collecting, operating, and selling vintage model trains for 35 years and have constructed a huge permanent layout at our home in Woodgate. Let's See What Memories we can resurrect as I talk about my favorite hobby-passion," Sam says in an opening slide.

Neal embellished the PowerPoint with wonderful photos he found on the Internet, including the Lionel Catalog advertisement for the Girl's Train and early photos of children with pull and push wooden trains around the Christmas tree.



"Then There was Lionel," headlined the segment on, what else, Lionel O Gauge trains, Sam's favorite. Neal found a couple of terrific posters from the Lionel Golden Postwar era of the 1940's and 50's.

Christmas trains are "comfort food for the soul," Neal and Sam noted in a closing slide. The quote is from a report on model trains and Christmas by Paul Race, written in 2006 for familychristmasonline.com. "Whether you are an avid model-railroader or bring a train out for the holiday season, model trains running around Christmas trees bring back memories of simpler times. Christmas trains are to the soul what 'comfort food' is to the appetite, a kind of reassurance that there are still good things in the world," Mr. Race wrote.



Ms. Haberfeld was looking for participation in the senior center L3X classes by BBMRA and she approached club member James Dodson, who once worked with her husband, Paul. James is a Large Scaler and occasional participant in the Sunday Group Therapy sessions, and he asked Sam to develop the workshop.

Ms. Haberfeld hopes BBMRA will participate in future Lifelong Learning Extravaganzas and other activities at the Senior Center. She has asked the club to bring trains and run them sometime soon. One possibility is for a special support group for grandparents raising or helping raise their grandchildren.

"This is a new partnership for BBMRA which will be fun and provide new opportunities to promote model railroading, our club and the Annual Show & Sale," Sam says. "Neal's PowerPoint was just wonderful, and Barbara and Doug spoke from the heart about their hobby and their model train friends."

## Veterans Memorial: No Halloween Trains, but December Polar Express is a Go



**CHRISTMAS IS BACK!!!!**

### **VETERANS MEMORIAL RAILROAD -- CHRISTMAS SPECIALS LIGHT DISPLAY TRAINS**

**By: Barrett Johnson**



Veterans Memorial Railroad's famous and fabulous Christmas light display train specials begin their runs December 3, 2021, at 6PM after being shut down by hurricane damage and then Covid. The light display trains will also run December 4, 10, 11, 12, 16, 17, 19 and 20. All runs begin at 6PM, which is dark that time of year especially after the Fall-back time change. Work has already begun on the fabulous light displays to make them bigger and better.

Reservations open 11/1/2021 and can be made at (850) 643-2229. The VMRR address is 10561 NW Theo Jacobs Way, Bristol, Florida

32321. Google maps may try to send you to Bristol on State Road 20 if you live South or West, don't! SR 20 is heavily travelled, very winding and two lanes. There are few opportunities to pass most of which will be obstructed by oncoming traffic. Those factors, plus a lot of slow traffic result in a lot of wrecks.

A far better, faster, and much safer route is to take I-10 to exit 174, then proceed South on State Road 12 to Bristol, where it intersects SR 20. Turn West (right) and proceed to the stoplight. Turn South (left) on SR 12. Proceed about 1/4--1/2 mile South and Veterans Memorial Park and the railroad will be on the East (left). The depot building is reached via the access road. All trains depart from and return to the depot. [Take a flashlight for the parking lot.](#)



Those who have never seen the VMRR Christmas light shows are in for a really stunning treat. The displays can be seen as the train approaches each one; then the train may actually pass through a display. Those who have seen the Christmas light shows know just how stunning they are. The fare is still \$10 with no charge for 2 years and under despite all the costs of restoring the railroad damage and rebuilding and adding to the light displays.



Especially during the spring and fall, VMRR and the VM Park offer a lot of amenities. There are two big picnic shelters, both of which have power, water, and restrooms. VMRR will do private birthday parties and because the capacity of the trains is so large can accommodate dozens of kids. VM Park also is a good place to have groups and extended family gatherings. Where else can you have

a train ride as well as a picnic?

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## 31<sup>st</sup> Annual Show & Sale Another Two-Day Event

The 31<sup>st</sup> Annual Tallahassee Model Train Show & Sale will be a two-day affair as was our highly successful show this year. The 2022 event is June 25-26 at the Leon County Fairgrounds. The BBMRA Board and the membership agreed to another two-day show during the August 17 meeting.

President Andy Zimmerman and other board members supported a two-day show next year, with the acknowledgement that it is additional work for club members. All the vendors at this year's show told Andy they would welcome a two-day event next year except for a couple, Andy said. Our vendors who came from several hundred miles away were especially supportive about a Sunday as well as Saturday show.

The 2021 show was expanded to two days because it was the 30<sup>th</sup> anniversary show and because COVID forced the cancellation of the 2019 activities.

We will begin planning and promoting the 2022 show in earnest in January, Andy told our group.

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## 2021/22 Officers

This slate was elected during the BBMRA's August 17 meeting. It has been noticed in the Lantern the last couple of months.

- **President** - Andy J. Zimmerman
  - **Vice President** - Stacey Elliott
  - **Treasurer** - Neal Meadows
  - **Secretary** - Sheldon Harrison
  - **Large Scale** - Sam Miller
  - **HO Division** - Phil Weston
  - **Small Scale** - Garth Easton
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## Long-time Member Lisa Blair Passes: The Sad News Continues!

**From Andy Zimmerman:**

Fellow Model Railroaders past and present, it is with a very heavy heart that I come before you today. It seems that I have had to do this a few times recently and it is difficult to do. The BBMRA leadership received notice that a well-respected member, Lisa Blair. 54 of Tallahassee, Florida, passed away on Wednesday, September 1, 2021. She was born on July 11, 1967. Lisa grew up in South Charleston, West Virginia, and graduated in 1985.

Lisa graduated from the University of North Florida in 1994 and went on to become the CEO/President at Meridian Community Services Group, Inc in

Tallahassee Fl. from 2003 to 2012. In 2014 Lisa became the CEO/President at The Servium Group, Inc. (formerly Lisa Blair and Associates) in Tallahassee Fl.

Lisa was a well-respected and esteemed member of our organization. She is the mother of Matthew Blair, who is passionate about model railroading. Lisa served as our Educational Committee Chair and Youth Coordinator. Because of Matthews's passion for trains, Lisa was proactively looking for ways to bring model railroading into the lives of like-minded youth. Together Matthew and Lisa embarked on creating a youth group and had begun a layout to share at their home.

Lisa was a motivated professional and a dedicated mother to her three children. Lisa was a woman of integrity, a woman of faith and a talented individual who was not afraid to take on the next thing. When we needed someone to step up and fill the long-vacant Education Committee Chair position, tasked with community outreach and youth coordination for our organization, Lisa stepped up to help out.



Lisa was diagnosed with cancer over six years ago. She was treated and pronounced cancer-free. Sadly, the cancer returned two years ago and spread to her stomach. She fought hard and tried to stay in good spirits. She even got out with Matthew to our show this past June. Typically, you would find Lisa at our member booth taking new applications and renewals for current and past members. She always had a smile and was willing to talk to anyone thinking about joining. She was a natural in her position as the Education Committee Chair.

It saddens us that we have lost a friend and valued member. Our thoughts and prayers go out to Matthew and his siblings as well as her extended family.

For those who wish to donate there is a Go Fund Me account that is still active and will be converted to assisting the children. You can donate here:

[https://www.gofundme.com/f/please-help-lisa-blair-and-her-family?utm\\_campaign=p\\_cp+share-sheet&utm\\_medium=copy\\_link\\_all&utm\\_source=customer](https://www.gofundme.com/f/please-help-lisa-blair-and-her-family?utm_campaign=p_cp+share-sheet&utm_medium=copy_link_all&utm_source=customer)

It is difficult to say goodbye to an old friend, she will be missed. Thank you, Lisa, for all you did to make the BBMRA a success within our community!

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## **David Brazell's Son and Richard Duncan**

### **Obituary for Robert Benjamin Brazell**

Robert Benjamin Brazell, age 40, joined his parents in heaven on August 27, 2021, in Tallahassee, Florida. He was born on April 18, 1981, to parents David and Wanda Brazell in Great Falls, Montana. He spent the majority of his life in Tallahassee. Robert was a graduate of Florida State University, earning his bachelor's degree in management information systems before eventually becoming Vice President and Manager of Technology Services and Support at Capital City Bank.

Survivors include his loving wife of 18 years, Dana Marie Brazell; children Bryan Brazell and Braden Brazell; sister Andrea Ruby Brazell-Bui (Hai); sister-in-law Shannon O'Neill; and his grandmother Sylvia Ann Brazell. He was preceded by his parents in July and August of 2021.

### **Veteran TCA Member Richard Duncan Passes**

A model railroader from years ago, Richard Duncan, died August 30. Richard was 84. Richard was part of the Sim Dekle Lionel group and a regular with Sim's Heartland Express and Outback Railroad. He has been a member of the Train Collectors Association since 1972.

### **Ralph Kenyon, Karla Fletcher's Father**

Ralph Kenyon, father of Karla Fletcher, who along with husband Ron, is a long-time club member and Garden Railroad modeler, passed away earlier this month. Ralph was 91. We extend our condolences to Karla and Ron and the rest of the family.

### **Peggy O'Rourke Moving to Maryland**

Peggy O'Rourke, widow of long-time BBMRA member Bill O'Rourke, is moving back to Maryland, Prince Frederick. She sold their house in Havana and is moving to be near a grandson and other family. She and Bill lived in Maryland until moving to Florida.

Bill passed away February 23. He was 79.

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## BBMRA Important Events in 2021!!

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

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

Meeting ID: 873 5905 5848, Password:162465

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

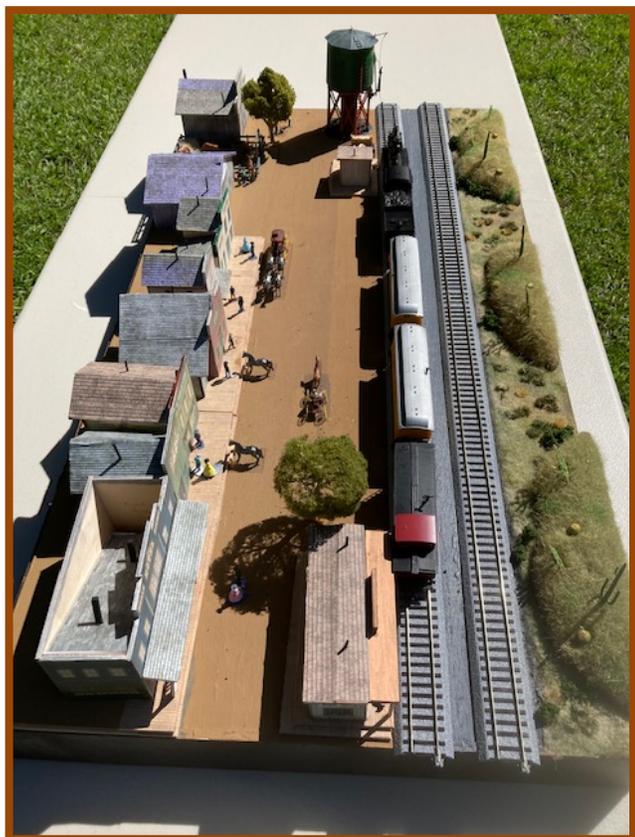
**October 16, 2021: Tailgate Swap Meet, Milton.** Fall Swap Meet at the Milton Railroad Depot, from 9 a.m. to noon. This is known as the Tailgate Swap Meet. Admission is free. Table rentals are \$5 for the space and you furnish your own table or tailgate. This will be the first Tailgate Swap Meet since 2019. For additional info contact Ed Dice – [EdwardDice@aol.com](mailto:EdwardDice@aol.com)

**November 13, 2021: the Cordele Railfan Festival in Cordelle, GA.** There will be an N Scale T-Trak setup and a couple of other small layouts. Frank Crow will have his art there for sale. A couple of model train vendors will be participating as well, a first for this festival. The SAM Shortline has the train rides going all day.

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

**December 11-12, 2021:** Wiregrass Annual Model Railroad Show & Sale, National Peanut Festival and Fairgrounds, Dothan, AL. (Originally scheduled for September 11-12 but postponed because of the COVID resurgence.)

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## Weston's Wild Wild West

HO Coordinator Phil Weston disclosed during the August meeting he had been building a Wild West scene for the HO T-Traks. Weston's Wild Wild West, it could be called. A neat change of scene and pace. Phil has shared these photos. Phil officially name the layout "Westwind."





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### NMRA SUNSHINE REGION 2021 REGIONAL CONVENTION

Bob Feuerstein has shared this information about the upcoming convention. It will be held October 14 – 16, 2021 at the John Trinkle Center at the Hillsborough Community College Plant City Campus. This is located at 1206 N. Park Road. There will also be a model train show and sale on Saturday, October 16<sup>th</sup>, 9:00 AM – 3:00 PM. For more information follow this link to their website: [www.sunshineregion.org](http://www.sunshineregion.org) .



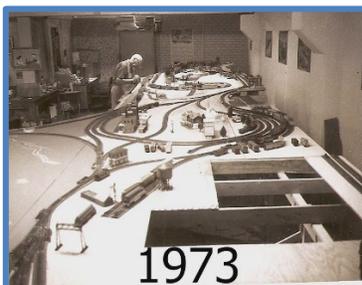
*Sunshine Express II*

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### Gulf Coast Model Railroad?

#### Shell Point's Extensive Model Railroad Display – By Neal Meadows

I found this site while researching for this newsletter. What caught my eye was the “Shell Point” piece. An area close to Tallahassee down in Wakulla County is known as Shell Point. I did not know of a layout that met the description on the website. After further study it is referring to the Shell Point Retirement Center in Fort Myers, Florida. What an impressive train layout these guys have made. It started in 1973 and is currently maintained by club members. It is very impressive with a 41 by 43 feet layout in the shape of the state of Florida with all the highlight locations around the state along the 750 feet of railways. Check out this YouTube link. You will like it and maybe you can plan on visiting there if you are in the area.



Here is the link: <https://www.shellpoint.org/trainroom/index.php> Enjoy!

## **BILLBOARD REEFERS OUT OF THE PAST**

### **Cudahy Packing Company – Old Dutch Cleanser – Neal Meadows**



Atlas O Scale 9001. "Sunlight" CRL 1058. This car sold for \$62.95 and was released September 2002. This 36' reefer model is a highly detailed reproduction of cars that were a mainstay in the meat packing industry during the steam era. Based upon cars built by the General American Car Company for the Cudahy Packing Co. in 1925, the 36' Wood Reefer is representative of the thousands of cars that transported meat, dairy, beer and food products well into the 1960's. Cars feature separately applied grab irons and roof walks and come equipped with scale wheelsets and Kadee(R)-compatible knuckle couplers.



Con-Cor N Scale 001-1352J. 40' wood ice reefer. Road # CRL 2956. Released January 1, 1979 and sold for \$2.25. Rapido couplers were standard at the time. Valued by collectors at an average of \$8.00 at this time.



Micro-Trains Line 49010 Cudahy Refrigerator Line – Old Dutch Cleanser. Released September 1, 1991, for \$13.80. Collectors now value this car at \$13.43



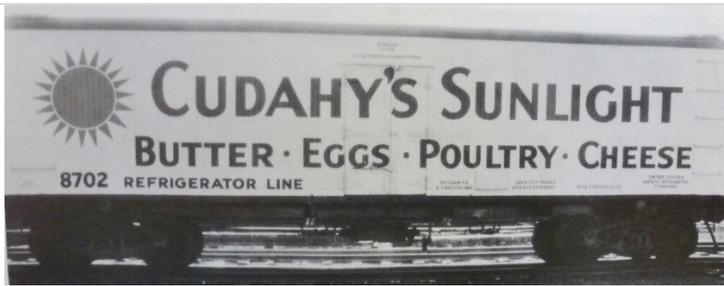
Mini Trix car 3183 made by Roco. Road # CRL 7471. Released January 1, 1973, for \$2.00. Value today is \$9.55.



Bowser 37693 Delaware Valley covered hopper 3-bay cylindrical. Road # ACFX 173201. Released on September 1, 2015. This was a hopper car to carry the Old Dutch Cleanser product and not the meat refrigerator cars shown above. Valued at \$15.89.



This car was painted in 1932. It was common for the Cudahy Refrigerator Line cars to have the Old Dutch Cleanser scheme painted on the left side of the car and other schemes painted on the right side of the car advertising other Cudahy products such as Puritan Hams, Bacon, and Lard. Some schemes were for Sunlight Butter, Eggs, and Poultry.



This was the right side of car CRLX 8702. The reefers that were built by Pullman in the early 20s had trusses and then later fishbelly frames. Cudahy Refrigerator Line owned its own cars with a fleet of over 1500 cars. In 1935 the reefers were built by American Car and Foundry and carried road numbers such as CRLX 5557 and CRLX 5733 on one built in 1946. Only letters appeared then.

*Excerpted from the Old Dutch website of products now manufactured and marketed by LAVO since 1980.*

A company headquartered in Montreal, LAVO has been providing consumers with the finest household cleaning products for over half a century. Their products now include cleansers, cleaners, laundry detergents, and bleach.

In order to help you get better acquainted with the Old Dutch brand, following is a brief history of cleansing powder: Old Dutch cleansing powder was first created by Cudahy Packing, a Chicago-based company specialized in the slaughtering of animals.

In 1905, while looking for a way to recuperate animal fat for use in the production of soap, Cudahy Packing became the first company to market cleansing powder. Highly innovative for that time, this unique product completely revolutionized household cleaning, greatly facilitating the task.

The Old Dutch name was born out of a long tradition rooted in Holland, whose residents were renowned for their preoccupation with immaculate cleanliness. That is why all the products in the Old Dutch family bear a label picturing a little Dutch lady brandishing a stick to drive away dust and dirt. Since its introduction in 1905, the Old Dutch family has evolved and grown considerably, and we invite you to visit all the various sections of our new site to discover the full range of our laundry and household cleaning products.

**Newspaper Obituary of Michael Cudahy, founder of Cudahy Packing Company.**

#### **MICHAEL CUDAHY PASSES**

FAMOUS CHICAGO PACKER DIES. UNEXPECTEDLY. The New Era – December 2, 1910

*He Entered Packing Business a Poor Boy-Died Worth Many Millions.*

Chicago, Illinois. – Michael Cudahy, founder of the packing firm bearing his name, died of double pneumonia at a hospital here. Mr. Cudahy had been ill five days. The members of his immediate family were at his bedside when death came. He is buried in Calvary Cemetery in Evanston, Illinois.

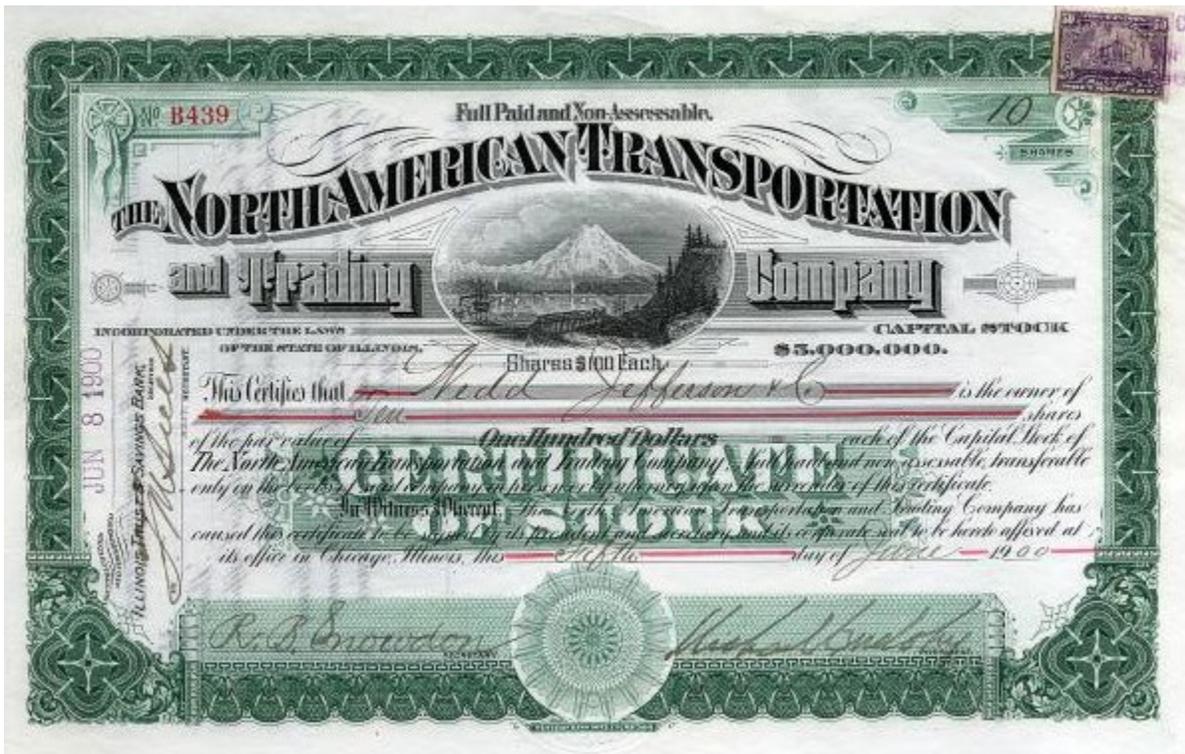


Mr. Cudahy was born in Callan County, Kilkenny, Ireland, Dec. 7, 1841, to Patrick and Elizabeth (née Shaw) Cudahy. The family emigrated to the United States in 1849, and eventually settled in Milwaukee, Wisconsin. He came to the United States with his parents in 1849, the family settling at Milwaukee, Wis. In 1855, while a boy of 15, Mr. Cudahy dropped out of school and found a job at Layton and Plankton Packing House in Milwaukee. This marked the beginning of his career in the industry in which he later was to take a prominent part. In 1866, Cudahy married Catharine Sullivan. The couple had seven children, four boys and three girls.

### ***Rose From Butcher.***

From a butcher, Mr. Cudahy, worked himself up rapidly to foreman, packing house manager and meat Inspector. At this time, he attracted the attention of the late P. D. Armour and at Mr. Armour's solicitation came to Chicago. In 1873, Mr. Cudahy was made a partner in the firm of Armour & Co. He continued in this connection until 1890, when he was instrumental in organizing the Cudahy Packing company, of which he was made president. His brothers, John Edward and Patrick, were associated with him. The firm established numerous branch houses and became well known in Milwaukee, Chicago, Kansas City, Omaha, Los Angeles, Sioux City, St. Louis, and other packing centers.

Mr. Cudahy was also interested in various other lines of business. He was one of the chief organizers and president of the North American Transportation & Trading company. He was well known as a club man and friend of amateur sports. He was an enthusiastic yachtsman and golfer and a member of the Union League, Chicago Yacht, Exmoor Country, Glenview Golf, and Sheridan clubs, all of Chicago, and vicinity.



Although it was Gustavus F. Swift who pioneered in the development of refrigeration in transportation with the refrigerated car, it was Cudahy and Armour who made the greatest developments in using refrigeration on the production side of the meat packing business. Before it had been largely a winter business, but the process of refrigeration revolutionized the industry so that it could be carried on continuously throughout the year. Cudahy's part was that of a captain of industry who understand the significance of a new scientific development and made

possible its application to commerce. In 1887, Philip D. Armour, Michael Cudahy, and his brother, Edward A. Cudahy, purchased a small packing plant in South Omaha, Nebraska, and began a new business there called Armour-Cudahy Packing Company. In 1890 Michael Cudahy sold his interests in the Chicago Armour business to Armour and Company, and in turn, purchased Armour's interest in Armour-Cudahy, which was renamed Cudahy Packing Company. He remained president until he died in 1910.

## Real Estate

By the late 19th century, Cudahy had become a wealthy man living a comfortable life. He took an interest in Mackinac Island, Michigan as a summer home. He also owned a home in Hubbard's Annex on the island in the late 19th century, which he later sold to his brother Edward. He then went to California in 1897 and traded in real estate to expand his fortune. He returned to Mackinac Island in 1904 and bought 150 acres (0.61 km<sup>2</sup>), making him one of the largest landowners on Mackinac Island. In 1908, Cudahy sold his share of the Cudahy Meatpacking Company and acquired a 2,800-acre (11 km<sup>2</sup>) Rancho San Antonio east of Los Angeles, California. He subdivided the ranch and sold it as one-acre (4,000 m<sup>2</sup>) lots. This area was incorporated in 1960 as the City of Cudahy.

Cudahy handpicked renowned architect Frederick Wainwright Perkins to fulfill his visions of a West Bluff mansion. Perkins also designed the Governor's Mansion on the island. In 1904, construction was completed on his mansion which he named Stonecliffe which was the largest private home on Mackinac Island. It went through a number of owners after Cudahy's death in 1910. In 1970, Stonecliffe was purchased by an entrepreneur named George Staffan who converted the mansion and associated buildings into a first-class resort hotel called The Inn at Stonecliffe in which capacity it continues to function to this day.

## Company History

In 1887, Michael Cudahy, with the backing of Philip Danforth Armour, started the Armour-Cudahy packing plant in Omaha, Nebraska.

Cudahy Packing Company was created in 1890 when Cudahy bought Armour's interest. The company added branches across the country, including a cleaning products plant at East Chicago, Indiana, built in 1909. In 1911, the company's headquarters were relocated from Omaha to Chicago.





In 1905, Cudahy Packing Company introduced Old Dutch Cleanser. In 1955, Purex acquired Old Dutch Cleanser from Cudahy. The Greyhound Corporation acquired the consumer products business of Purex (which included Old Dutch Cleanser) in 1985 and was combined with Greyhound's Armour-Dial division, forming The Dial Corporation. In December 2003, Dial was sold to Henkel for \$2.9 billion.

By 1922, Cudahy Packing Company was one of the largest packing houses in the United States with over \$200 million in annual sales and 13,000 employees around the country. Operations were in South Omaha, Kansas City, Saint Joseph, Sioux City, Wichita, Memphis, East Chicago, Salt Lake City, and Los Angeles, as well as distribution operations in 97 cities. The business was hit by the Great Depression, but the company still employed about 1,000 Chicago-area residents during the mid-1930s.

Cudahy Packing Company's Delrich brand of margarine used a "color berry" to color its white vegetable-based margarine yellow. This 1948 advertisement demonstrates how to color the margarine inside the package



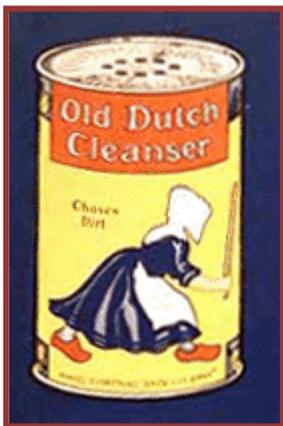
Following World War II, it moved its headquarters first to Omaha and then in 1956 to Phoenix, where it took the name **Cudahy Company**. In 1957, the company was one of 500 companies listed in the first S&P 500.

The company was acquired by General Host in 1968.

The Cudahy meat packing business was sold to management in 1981 and renamed **Bar-S Foods Company**. Bar-S Foods Company was acquired by the Mexican packer Sigma Alimentos in 2010.

*(The following article was written by RC de Mordaigle)*

## Mining Old Dutch Cleanser



A can of Old Dutch Cleanser

### Cudahy Mine, Last Chance Canyon

From 1923 to 1947, miners extracted very fine-grained volcanic abrasive from a layer of white *pumicite*, a clean and only slightly lithified volcanic ash that dips at a 45° angle below the desert floor at Last Chance Canyon in the El Paso Range just north of California's Garlock Fault. There are two main workings, western and eastern, perched on the lip of the canyon, the western originally accessed by an inclined rail tramway to the canyon bottom until a road was finally graded to the eastern.

There's an interesting background to this mine. The Cudahy Company was established in Milwaukee in 1887, becoming one of the largest groups of meat packing companies in the U.S. The founders were Irish brothers, Patrick and John Michael Cudahy, with an assist from Phillip Danforth Armour.

Michael's son, Joseph, became president of Cudahy Packing Co. Interested in a supply of fuel for his meatpacking plants, he became involved in the Oklahoma oil business. In 1897, his associated firm, Cudahy Oil Co., drilled the first producing well in Oklahoma, on the present site of the City of Bartlesville. His oil leases and refineries at Coffeerville

and Muskogee were eventually amalgamated into Sinclair Oil and Refining in 1916, with Cudahy becoming vice-president of the Sinclair Oil and Gas Co., president of the Sinclair-Cudahy Pipeline Co, and vice president of Cudahy Refining.

In 1905, Cudahy Packing Company was looking for a way to use animal fat in the manufacture of soap. Instead, it became the first company to market scouring powder when it introduced Old Dutch Cleanser. The initial source was a mine in Meade County, Kansas, where pumice was mined for use in cleaning the floors of slaughterhouses in Chicago.

Cudahy Packing Company began operations at the Last Chance Canyon mine in 1923. Twelve men were employed to produce 100 tons of pumicite per week. Ore initially was lowered 475 feet down a rail tramway to loading bins in Last Chance Canyon. From there it was trucked seven miles south to a Southern Pacific siding at Saltdale, where it was loaded on rail cars for delivery to Los Angeles. The mine produced 120,000 tons of pumicite before it was closed in 1947. That's a lot of cleanser.



*Easternmost portal of the Cudahy Mine*



*One of the inclined shafts that follow the tuff layer down at a 45° angle*



*In the home and in the mine*



So, meatpacking, oil production and the marketing of one of the best-known scouring cleansers became related. We can add table salt to the mix. In 1904, Joseph Cudahy married Morton Salt heiress Jean Morton. In 1914, the millionaires built a mansion in Lake Forest, Illinois. Based on a palace in Monaco, it was designed by architect David Adler and remains a private residence. Thus pork, petroleum, pumicite and sodium chloride all became united in one family. Would you have guessed?

Getting to this mine is easy if you don't mind dirt roads. No trees to fall and block the road, no sand traps, and no deep mud, and plenty of off-roaders out there exploring to lend a hand if you get stuck, somehow.

*February 24, 2019, by RC de Mordaigle*

## Merchants Despatch Transportation Company and Northern Refrigerator Car Company

The origins of the Merchants Despatch Transportation Company can be traced back to the mid-nineteenth century. By 1871 Cornelius Vanderbilt's New York Central lines had acquired control of the company and was operating as a fast freight line. Then in the closing years of the century MDT's emphasis began shifting toward refrigerator car operations. MDT also started to construct new freight cars in a shop facility built at East Rochester, New York in 1896.

In 1928 MDT purchased the Northern Refrigerator Car Company (NRC) bringing another 3700 cars to the 11,000 already owned by MDT. NRC had started out as Cudahy's Milwaukee Refrigerator Car Line in Cudahy, Wisconsin, a lakefront industrial suburb of Milwaukee. This company was a subsidiary of Cudahy Packing Company which also operated its own Cudahy Car Lines refrigerator car fleet based in Chicago. In 1922 the Milwaukee Refrigerator Car Line was transformed into the Northern Refrigerator Car Company. The NRC had a thriving reefer business in the mid-1920s and, after it was acquired by Merchants Despatch, continued to operate as an independent company with headquarters in Milwaukee.

## PART 6 THE HISTORY AND OPERATIONS OF THE APALACHICOLA NORTHERN RAILROAD

Neal Meadows, Ed.D.

*In August's article we looked at the history of the ANRR and the motive power and started that section with "Steam Power." This month we will focus on the "Diesel Power." This information continues the July 1993 article from the Railroad & Railfan Magazine about the ANRR. The original article was written by James Gunning. Permission to use this article content granted by White River Publications, current owner of Railroad & Railfan Magazine.*

### The Diesels Arrive

An early convert to diesel power, the AN dieselized its fleet on October 24, 1947. Four NW2s, Numbers 701-704, were purchased new from EMD. At the time, the AN had seven steam locomotives on the property. Other than occasional backup power and hauling the now-frequently-ailing doodlebug on the passenger runs, steam was effectively ended on the AN.

Apalachicola Northern Diesel Roster					
Number	Builder	Model	Date Built	Builder No.	Notes
701-704	EMD	NW2	9/1947	4912-13, 5139, 5309	Bought new. Sold 11/70 to Clinchfield RR
705-708	EMD	SW9	3-12/1952	16640-41, 16950-51	Bought new. Sold 9/70 to George Silcott Rwy Equipment
709	EMD	SW9	12/1952	16952	Bought new
710-711	EMD	SW9	11/1953	18869-18870	Bought new
712-715	EMD	SW1500	5/1969	34972-34975	Bought new
716-719	EMD	SW1500	8-9/1970	36487-36490	Bought new
720-722	EMD	GP15T	4/1983	827039-1-827039-3	Bought new

Roster compiled by James Gunning from information supplied by the Apalachicola Northern.

In the early fifties, increasing traffic and the desire for more diesels to end the need to retain any steam power resulted in the acquisition of seven SW9s, Numbers 705-711. In November 1953, the 710 and 711 were the last delivered.

The AN did not seem in any hurry to dispose of its remaining steam locomotives, and

most of them sat around Port St. Joe until 1954, when the 510 and 515 were sold to Mexico. The Cooke 2-8-0s 200 and 201 were sold to American Loco & Car in Atlanta, and the 150, 300 and 301 were scrapped at Port St. Joe.

By the late sixties, the four NW2s had been in service for over 20 years, and the older SW9s over 15. The AN felt it needed newer, more powerful locomotives and took delivery of four new SW1500s, Numbers 712-715, in May 1969. The following year in September and October 1970, the AN acquired four more SW1500s, Numbers 716-719.

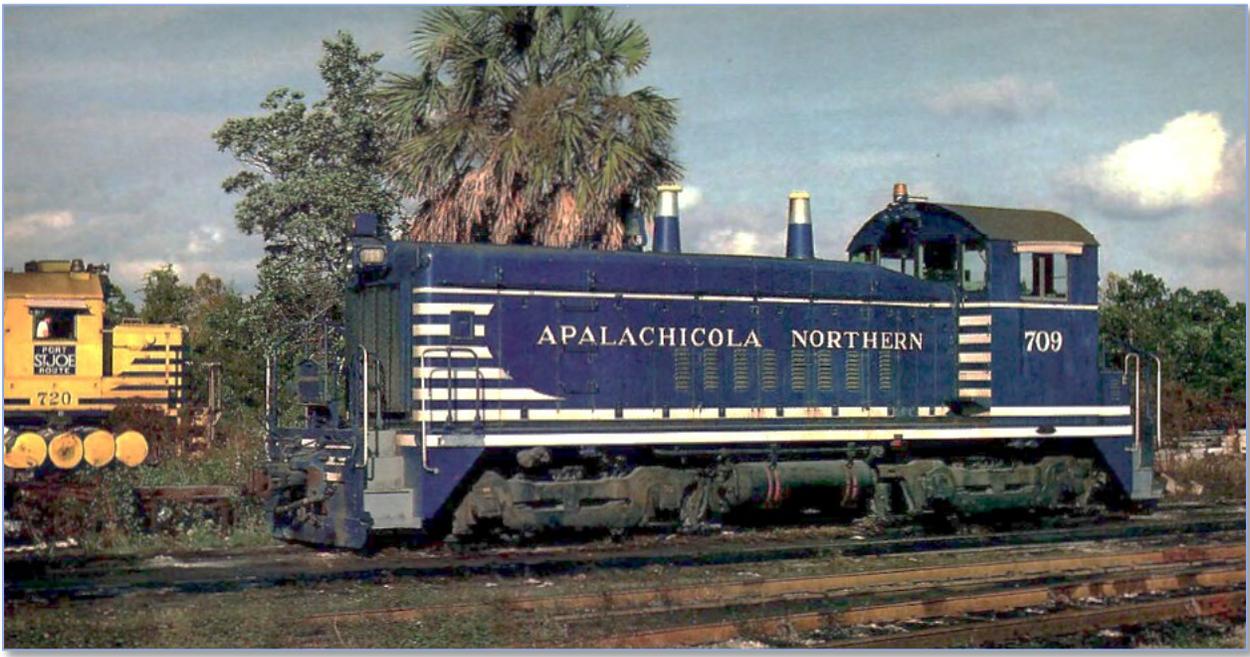
The NW2s and the four oldest SW9s were put up for sale. SW9 707 went to George Silcott Railway Equipment in September 1970, and the 705, 706 and 708 followed before the end of the year. The Clinchfield bought all four NW2s in November 1970.

In the days before the SW1500s arrived, most trains rated three SW9s or NW2s. In November 1963, a record 180-car train departed Port St. Joe behind the 708, 707 and 702. With the higher tonnage cars in use in 1993, the unit coal trains are normally assigned five units, and the freight trains have three to five units depending on train weight.



*IN THE WARM LIGHT of an evening in June 1954, coal train No.82 was northbound at Sumatra (above) "with three GP15Ts and three SW1500s. Six miles earlier they had crossed Fort Gadsden Creek (below) on a timber trestle easily visible from the parallel Route 65 highway bridge. With departures of both AN road jobs in late afternoon, summer is the best time to photograph the action. (Pictures: James Gunning)*





*THE ENGINE TERMINAL at Port St. Joe is home to the Apalachicola Northern fleet. On November 17, 1984, the road's oldest remaining unit, SW9 709, posed as a road set moved out behind the GP15T 720. Meanwhile, the other road set (below) idled nearby. (Pictures: James Gunning)*



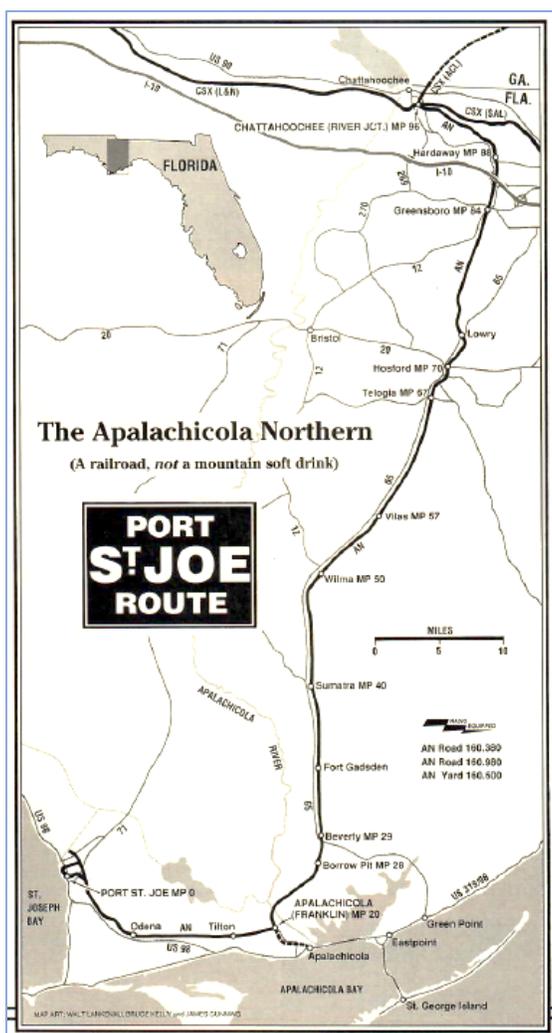
### **Unit coal trains**

The Apalachicola Northern is an important link in a rather unusual chain of transportation that moves coal from Kentucky and Illinois to a Seminole Electric Cooperative generating plant at Palatka, Florida. Two MAPCO mines, one in Dotiki, Kentucky, and another in Carmi, Illinois, load the coal into Ortner 100-ton rapid discharge hoppers owned by Seminole Power. CSX hauls the coal from the mines to a trans-loading facility on the Ohio River at Mt. Vernon, Indiana. There, the coal is loaded into 3150-ton capacity barges for the seven or eight-day trip down the Ohio and Mississippi Rivers to New Orleans. It takes another three and one-half days to move from New Orleans through the Intracoastal Waterway to Port St. Joe. The coal is transloaded from the barges into another set of Ortner or Thrall 100-ton hoppers in Port St. Joe. Then the AN hauls the hoppers in 94-car unit trains to Chattahoochee for interchange back to CSX. Now on its final leg, the coal travels over CSX from Chattahoochee to Palatka.

At Seminole's Palatka plant, an indexer moves the train after each car is dumped. The locomotives remain on the train, and as soon as the five-hour unloading procedure is complete, CSX returns the empties to the AN.

On the surface, this complicated system with its short rail hauls, longer and slower barge trip and two transloadings, would not appear to be cost effective, particularly when compared with one loading and a shorter and much quicker rail haul by a single carrier. However, the Seminole coop is gambling otherwise. Seminole figures the Palatka plant will have a 30-year life expectancy. The barge company agreed to hold their rates constant for a long period which Family Lines (when the contract was negotiated) would not agree to. The AN also has a long-term contract, so the only part of the haul subject to a changing tariff is the short CSX segment on each end.

Seminole's reasoning is that even if the rail-barge-rail system is more expensive in the beginning, the rise in rates on the all-rail haul over time will make the present arrangement with its guaranteed rate more cost effective in the long run. The Apalachicola Northern was only too happy to be a participant and has benefitted handsomely from its part of the arrangement.



In 1983 the increasing unit coal train business resulted in the addition of three GP15Ts (turbocharged) to the AN roster. They have louvers and small blower ducts (like SLSF GP15-1's) and no dynamics. The Geeps were delivered in a striking new paint scheme of bright yellow with dark blue lettering and stripes, done in the same design as the SW1500s. Along with boxcars and chip hoppers in the same colors, this was an attempt to increase the visibility of the mostly noc-turnal trains on the AN.

The merciless Florida sun and salt air at Port St. Joe has not been kind to the yellow paint on the GP15Ts, and it has weathered badly. They are scheduled to be repainted as time permits into the same blue and white scheme worn by the SW9s and SW1500s. *(This happened in late 1993.)*

### Present operations (1993)

The AN is currently running two main line trains from Port St. Joe to Chattahoochee and back each day except Sunday. Number 82, the north-bound unit coal train, runs daily, while the freight train, No. 72, runs daily except Sunday. Interestingly, clearance cards and Form 19 train orders are still used to dispatch the trains.

Number 82's train is normally a 94-car block of loaded SEMX 100-ton hoppers. Number 72's consist is more varied, with boxcars of finished paper from the mill, outbound empty chip hoppers, pulpwood cars and tank cars from the chemical plants in Port St. Joe, plus any traffic that may have come through the port.

The unit coal train becomes No.83 for the southbound run, and the freight train No.73. Number 83 is another 94-car block of SEMX hoppers, empty this time. Number 73 roughly reverses the loads/empties from the northbound trip. The boxcars are now empty, going to the mill to haul out finished paper, and the inbound chip hoppers, pulp racks and tank cars are now loaded with the raw materials to keep the mill operating. Each crew makes the round trip to Chattahoochee in ten or eleven hours, arriving back in Port St. Joe around 2:00 to 3:00 a.m.

In Port St. Joe there is a switcher operating 24 hours a day, with a second switcher on duty from 7:00 a.m. to 3:00 p.m. These jobs are the province of the SW9s.

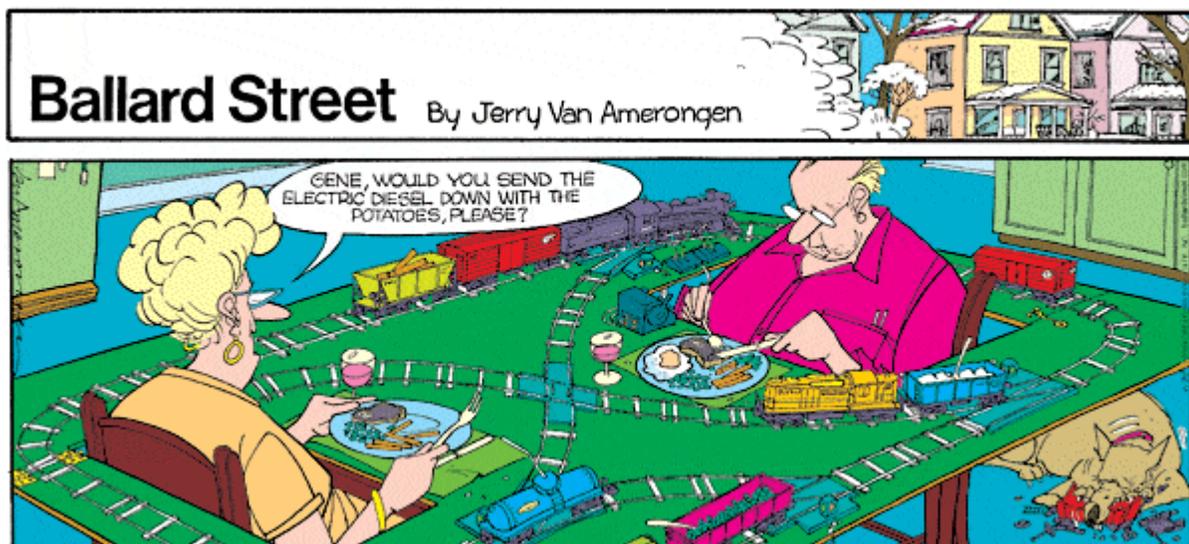
Although they were often run together "elephant style" when new, the GP15Ts are now usually intermixed with the SW1500s. The crews prefer the Geeps in the lead since they are much quieter and ride better than the SWs. Often a loco consist will have one on each end. To ensure the cabs are comfortable during the hot Florida summers, all the locomotives except the SW9s have an air conditioner built into the cab roof.

Over half of the AN is still laid with the 90-pound ex-FEC rail. In 1957, work began on relaying certain sections with 132-pound rail. Today (1993), 115-pound rail in 60-foot lengths is gradually replacing the remaining 90-pound. Track is maintained to FRA Class 3 standards. The speed limit for loaded coal trains is 30 miles an hour. Empty coal trains are allowed 40, as are the freights. Trains are limited to ten m.p.h. on the curve at Franklin, six m.p.h. across the Apalachicola River swing bridge and 15 m.p.h. on the trestles in the swamp north of the river to Milepost 28.



A STEAM PILE DRIVER was renewing pilings on the approach trestle to the Apalachicola River swing bridge in March 1965. That handsome wooden caboose is long gone.

*Next month we will explore the cabooses of the ANRR.*



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## Minutes for the BBMRA Meeting of August 17, 2021

Presented by Sheldon Harrison, Secretary



**President** Andy Zimmerman called the meeting, held on August 17 via Zoom at 7:37 PM. There were 17 participants.

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

**Treasurer's Report** – Drew Hackmeyer gave an overview of the accounts, sharing the accounts in a presentation as he has been doing at recent meetings. He mentioned he received an influx of dues renewals etc. He shared the list of paid members, and a reminder went out to the club to pay up before the end of August. The report was moved by Ed Schroeder and seconded by Phil Weston. The motion was passed without objection.

### Division Reports

**Small Scale** – Garth Easton did not have any updates. There was then discussion of whether there will be Pensacola show T-Trak participation. Garth mentioned that was unlikely given current state of affairs.

**Large Scale** – Sam Miller was absent, but reference was made to the newsletter regarding the activities of the large-scale group, including the regular weekly Sunday meeting.

**HO** – Phil Weston mentioned the HO division is looking around at ideas for next year's show. He also mentioned he finished a double straight T-Trak module with a cowboy theme. It was agreed that this is a nice departure from the typical module and then there was jovial discussion on one of the staple icons of such towns, the central saloon.

**Switching Layout** – Joe was absent and had nothing to share.

**Good of the Group** – Ed asked about the image in President Andy's Zoom background of an articulated steam locomotive and President Andy confirmed it was that of a Yellowstone.

President Andy mentioned that he has been talking to several manufacturers about giving club presentations. He then discussed the need for a vote on the format of next year's show, whether it is a one day show or a two-day show. The consensus was that we should try again with another two-day show to see how it works out. A vote went out on the two-day versus one day show and the resulting vote was to retain the two-day format.

The following officer slate for the next year was then moved, seconded, and voted on and the slate was accepted as presented.

### Voted Officer Slate –

- Andy Zimmerman– President
- Stacy Elliot – Vice President
- Neal Meadows – Treasurer
- Drew Hackmeyer – Membership Committee
- 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. We have more people contributing items of interest now!*