



# THE Lantern

February 2022

Volume 27 Number 02

## HEADLINES

- Tuesday, February 15 BBMRA Zoom Meeting – Rapido Trains
- Garth Easton Celebration of Life Ceremony
- Virtual Layout Tour in March
- Scale Trains Coming to Tallahassee
- To Smoke or Not to Smoke
- N Scalers Learn Operations
- Part 10 History & Operations of the ANRR
- More Articles and Minutes

## Remembering a Wonderful Friend, Garth Easton, on April 16 Special Event



There will be a Celebration of Life for Garth Easton on April 16, 2022, at 3:00 pm. The event will be held at Culley's Meadowood Funeral Home and Memorial Park, 700 Timberlane Road, Tallahassee, FL.

Garth's family selected April 16 in part to accommodate folks traveling to Tallahassee from Canada. The 39<sup>th</sup> Annual Children's Day at the Museum of Florida History, Capitol Complex, had been moved from January 22 to April 16. Sam Miller informed Museum officials we would not be able to participate due to this event but promised we would be back in 2023.

## February 15 Meeting Program – Rapido Trains



BBMRA meets Tuesday, February 15, 2022, at 7:30 p.m. through Zoom. The program is Mohan George, Chief Executive Officer of Rapido Trains. He is hoping to include Rapido items of special interest to club members in his talk. Contact Andy if you have suggestions.

<https://rapidotrains.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

## Virtual Layout Tour in March

Andy Millott, our special events coordinator, is planning a layout tour in March, but a virtual tour. It could be the program for the March 15 "Third Tuesday" meeting.

"I was thinking that unless someone is really adamant about showing their layout in person, I would vouch to have the layout tour all virtual. I was thinking that we could make that our March program. Those that wanted could show their layout (perhaps by PowerPoint or live on zoom)," Andy M. says.

Contact Andy if you are interested: [millott32073@hotmail.com](mailto:millott32073@hotmail.com)

Ed Schroeder has volunteered to update us on his New Orleans-based HO layout:

"I work slowly, but I keep plugging away at my New Orleans & North Eastern Railway. The next segment to be added is an eight-track coach yard which I hope can be arranged to allow a proper operating session with passenger service perhaps jostling with a slow freight.

"I have a lengthy array of pictures tracing the development of my N. O. & N. E. Ry. from May 6, 2008, to the present. I will start working on a Power Point presentation and would like to try doing it by Zoom from my laptop."

---

## **BBMRA Important Events in 2022!!**

**Help us build this calendar. Email [sammiller61113@outlook.com](mailto:sammiller61113@outlook.com). Because of recurring COVID outbreaks, please confirm that an activity is still on before you travel to it. We are listing Internet links whenever possible.**

**Here is a terrific national calendar: [https://www.railserve.com/events/train\\_shows.html](https://www.railserve.com/events/train_shows.html)**

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

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

**Meeting ID: 873 5905 5848, Password:162465**

**Lionel Interest Group Operating Sessions: each Sunday at 1:30 p.m.** at Sam Miller's house in Woodgate. We won't meet February 27, however, because Sam is riding in a Havana/South Georgia biking event.

**March 26, 2022, Regal Railways Toy Train Show & Swap Meet, Crystal River, FL. Saturday March 26,2022,** Florida National Guard Armory, 8551 W Venable St, Crystal River, FL 34429. Adults \$5.00 children under 12 free. EARLY BIRD \$7.00 reservation 8am to 9am, Hours 9-2, Vendors and Model Train Layout. Lunch Available.

<https://regalrailways.com/regal-railways-upcoming-toy-and-collectible-shows-sale/>

**April 2, 2022, Railroad Day & Classic Car Show, Callahan, FL, 9 a.m. to 4 p.m.** West Nassau Museum of History, 45383 Dixie Avenue, Callahan. <http://www.wnhsfl.org/>

**April 16, 2022, Remembering old friend Garth Easton.**

**April 2-3, 2022, Railwatch 2022, Folkston, GA, 3795 Main St, Folkston, GA 31537-7541.**

<https://www.facebook.com/groups/229188774222757/>

<https://gosouthsavannah.com/tybee-island-and-coast/folkston-ga-events.html>

**May 21, 2022, Regal Railways Toy Train Show & Swap Meet, Brooksville, FL, a Saturday, Brooksville, FL.** Hernando County Fairgrounds, 6436 Broad Street, Brooksville, FL 34601. Adults \$5.00 children under 12 free. EARLY BIRD \$7.00 reservation 8am to 9am. Hours 9-2. Vendors and Model Train Layout. Lunch Available.

<https://regalrailways.com/regal-railways-upcoming-toy-and-collectible-shows-sale/>

**June 25-26, 2022: 30<sup>th</sup> Annual Tallahassee Model Train Show & Sale,** North Florida Fairgrounds, Tallahassee. Set-up is Friday, June 24. Show hours are 9 to 5 on Saturday and 9 to 4 on Sunday. <http://bbmra.club/>

**September, 2022: Wiregrass Annual Model Railroad Show & Sale, National Peanut Festival and Fairgrounds, Dothan, AL.** Don't have the exact dates, but it is normally the middle of September.

**November 19-20, 2022, Pensacola Railfest Model Train Show & Sale, Pensacola Interstate Fairgrounds, Building 1, 6655 Mobile Highway, Pensacola, 32526.** This is a new date. In the past, this show has been on the first weekend in December.

## Scale Trains is Coming to Tallahassee

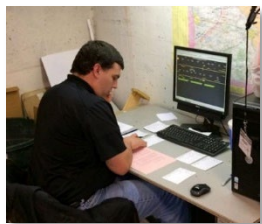


Scale Trains is coming to Tallahassee! We have arranged to bring the Scale Trains team here to Tallahassee to meet with us and the surrounding clubs. We are informed that the in-person visit will be early to mid-March. We are solidifying a date and we want to have maximum participation. It takes a lot of effort behind the scenes to get a manufacturer to talk to us on Zoom, imagine what it takes to get them here in person! Time and date to be announced. When it is finalized, you will see Tallahassee appear on the Florida roadshow page for Scale Trains here... <https://www.scaletrains.com/roadtrip>.

## BBMRA N Scalars Learning Operations

By Neal Meadows, Ed.D.

On January 15, 2022, Stacey Elliott, Brandon McKenny, Neal Meadows, and Bob Feuerstein traveled to Richard Segall's house in Hawthorn, Florida to meet other guys from the northern part of Florida to work on his layout to learn and practice layout operations. We had nine people in attendance. This was Stacey's first experience



with this group. Brandon, Neal, and Bob had participated previously in Hawthorn, Lake City, and Jacksonville. Brandon held a session on February 12 with attendees from these other clubs at his house to observe and make recommendations on his layout to improve the operations practices. A good time was had while running those trains. Many of the work orders were complicated but fun. We all enjoyed the talking and the camaraderie. We worked 3 hours on the layout in Hawthorn and had our papers signed to

record our hours of operation. I served as engineer along with my conductor. I used one of my older tablets with engine driver loaded on it for my DCC throttle and it worked fine. I tried it on my phone, but the movements were smooth. The engines seemed to jump ahead to fast with the phone but not with the pad. I expect it is because the pad is so much bigger, and you have more control on your finger movements. I look forward to working with these guys again.

FORM 19	ST. LOUIS, NEW ORLEANS & SOUTHERN RAILROAD	FORM 19
<b>The Delta Route</b>		
TRAIN ORDER NO. <u>41</u>		
DATED <u>APRIL 19</u> 19 <u>58</u>		
TO C. & E. <u>EXTRA 137 NORTH</u>		
AT <u>OUCHITA JUNCTION</u>		
<u>EXTRA 137 ONE THREE SEVEN</u>		
<u>NORTH MEET</u>		
<u>NO 27 TWO SEVEN</u>		
<u>AT WALNUT RIDGE</u>		
<small>EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER</small>		
MADE <u>Complete</u>	TIME <u>8:17 A M</u>	BY <u>RUS</u> OP.

---

## To Smoke or Not to Smoke

By: Steve Pollack

Smoking is bad; one gets lung cancer from smoking and dies a bunch earlier than the non-smoking norm, but plastic and metal don't get cancer. Well almost, early Lionel die-cast pot metal wheels and frames disintegrate with time due to pot metal impurities and this is sometimes referred to as cancer. Some MTH locos wheels have gotten cancer also. I got sidetracked before I even stated writing about water vapor.



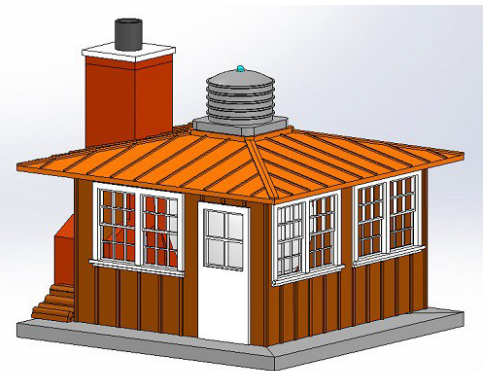
I wanted to have smoke coming from the chimneys of my buildings on my T-Trak O-gauge 70" section. I maybe could buy some Lionel, AF or MTH smoker units from eBay, but what I didn't want is burned smoke pellets, aka, meta-terphenyl or vaporized smoke liquid, aka, propylene glycol, triethylene glycol, glycerin, or a mixture of these. Therefore, I chose water, more specifically water vapor.

I found 12vdc Ultrasonic Mist Atomizer modules on the WEB, aka, Amazon.

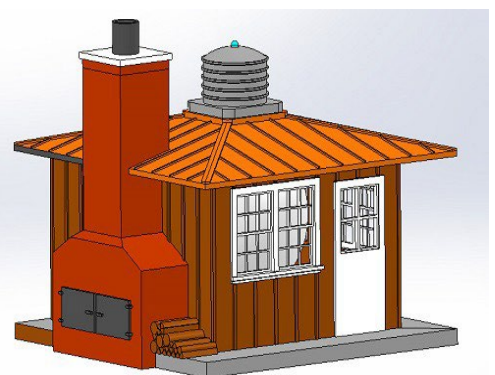
[https://www.amazon.com/dp/B07V9GF44J?ref=ppx\\_yo2\\_dt\\_b\\_product\\_details&th=1](https://www.amazon.com/dp/B07V9GF44J?ref=ppx_yo2_dt_b_product_details&th=1)

The problems, the 20mm diameter ultrasonic atomizer plate needs to sit on a puddle of water, and they generated a water vapor stream that looks more like a minor steam leak than smoke coming from a smokestack. Sam has a couple of Christmas Village buildings with water vapor smoke that use a wick to carry the water vapor up to the mist generator from water supply, aka, I need to find a wick and then I'm down to one problem with only one to go.

I spent a week or so with my 3D Cad software generating various physical tank/building/wicking configurations. I then generated them with my 3D printer. I also ordered a bunch of different wicks from Amazon. After three weeks, nothing had worked. The solution was to cut up a kitchen sponge into strips and force the strips down through a tube into the water reservoir. With the foam rubber wick, most of my earlier failed physical configurations would probably have worked also. Problem two, get the water vapor being generated by the ultrasonic atomizer plate to look more like smoke than minor steam leak. The solution took only one iteration, a short tube that causes airflow turbulence that causes the vapor stream to breakup and thus making it look more like smoke coming from a smokestack.



Now with the smoke water vapor problems solved I needed buildings with smokestacks. I have three Plasticville building and a Lionel Freight station as candidates. Therefore, I ignored what I had and chose to go down a completely different path. I went for a completely new 3D Cad software generated; 3D printed BBQ shed.



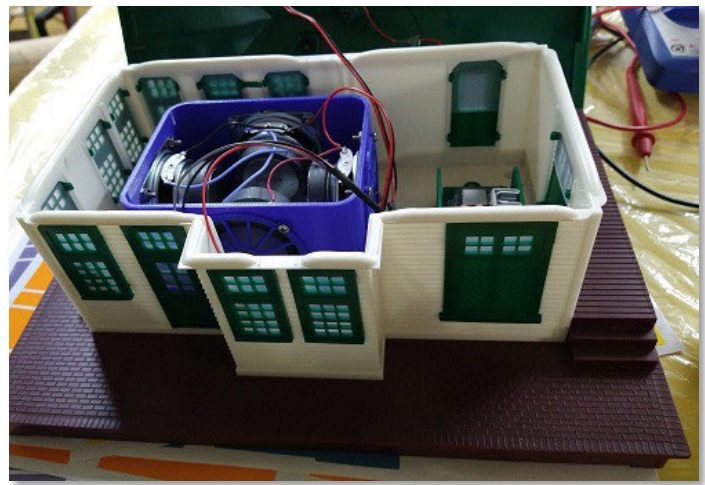
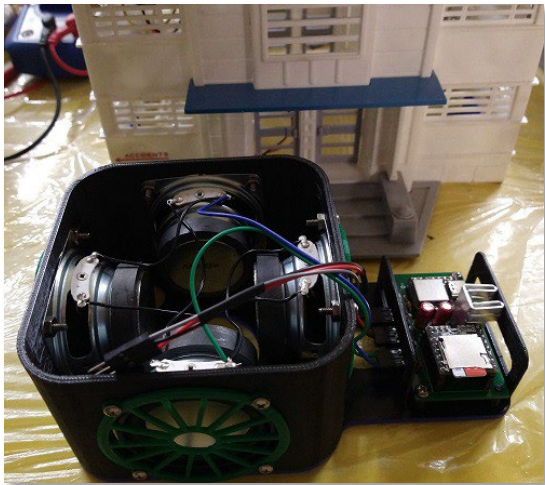
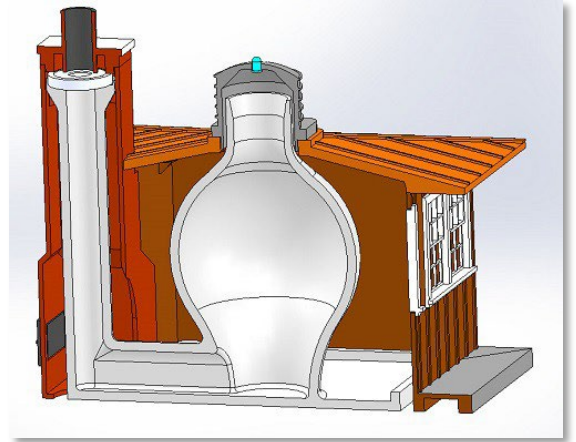
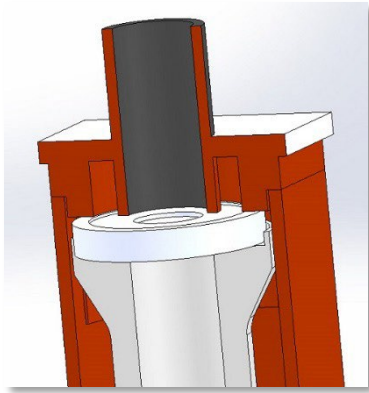
As anyone can see from my pictures of the BBQ shed, I was having a bunch of fun drawing and printing a new building. The water vapor smoke was a good excuse. Proof of the fun is the shape of the water vessel. Any old bottle design would work but I made six different bottle trials trying to get the smoke to wick up to the atomizer plate, and each time the bottle got a bit fancier. As previously stated any of the bottle designs would have worked after I started cutting up a kitchen sponge into strips. Initially, the bottle I made leaked and after 3-4 tries I coated the inside of the bottles with a couple

coatsof polyurethane paint; now there's no more leakage.

Problem # 2 was converting the escaping steam leak to something thatlooked like smoke coming from a smokestack. In the closeup of the atomizer plate one can see the block tube above it. This tube

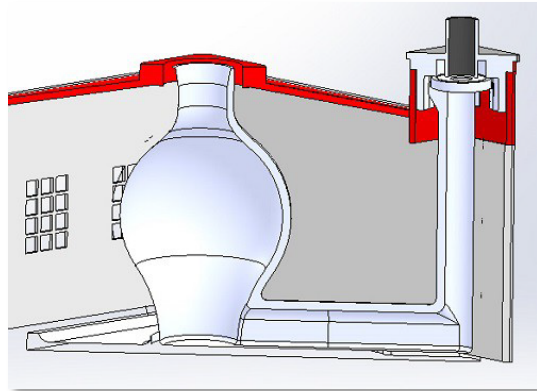
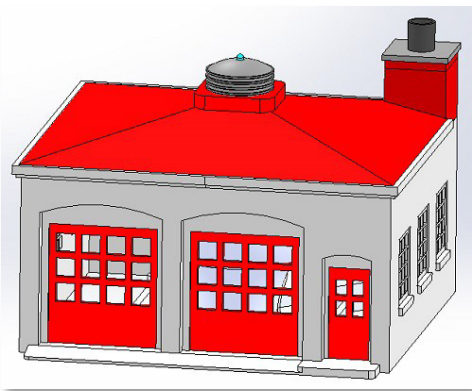
disturbs the airflow enough to make escaping steam stream look like smoke.

Now that I've got a BBQ shed with smoke, I turned my attention to adding smoke to building I already had. The first thing I noticed is that the 20mm diameter atomizer plate generated a 1" square smokestackand all Lionel and Plasticville buildings use much smaller smokestacks. Additionally, two of them, the Lionel Freight Station and the PlasticvilleHospital are being used to house my sound systems.

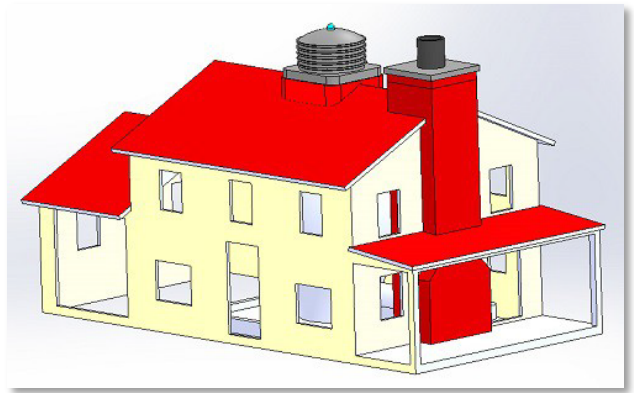


There are still two options for smoke, both Plasticville, the Fire Station and the House, neither of which has smokestacks of sufficient size for a 20mm diameter atomizer plate. Therefore, it's back to the drawingboard, aka, back to the 3D CAD software and the 3D printer.

The pictures of the Fire Station with the enlarged smokestack and the AC on the roof that covers the fillerhole of the

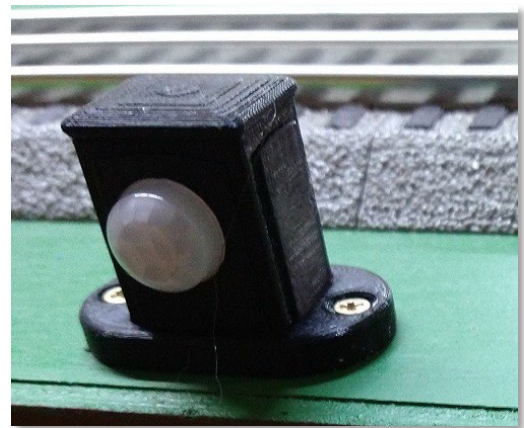
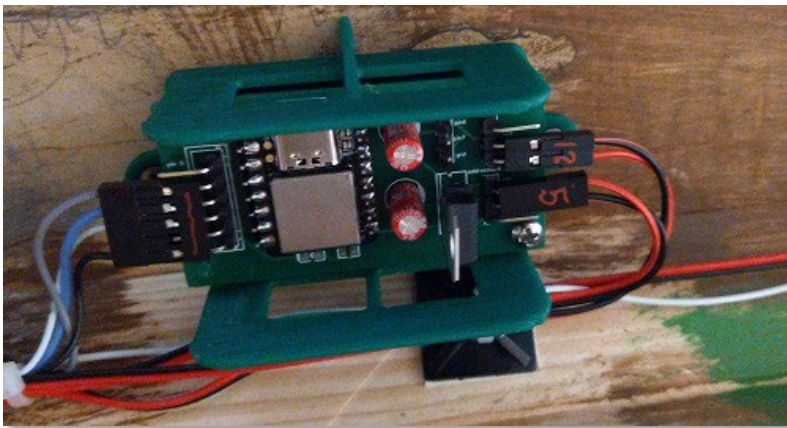


bottle. In the section view of the Fire Station one can see that I pretty much used the exact parts, only slightly modified from those I used in the BBQ shed. I did the same thing to the Plasticville House. The House and the Fire Station both required some cutting to put in the bigger smokestacks and the roof mounted AC. The Smokestack for the House required a bunch of cutting, but nothing that an 56,000 RPM die grinder, Verner micrometer and a straight edge couldn't handle. The real Plasticville house has windows and doors, guess I was a bit lazy that day or it was late, and I didn't bother to draw them.



The ultrasonic atomizer module runs on 12vdc. Apply 12vdc, maybe use a switch, and it works. As with all of us who are playing with old Electric trains, I'm doing it because it's interesting and fun. To interface with people viewing the layout, I need to know when they're there looking at the layout. If I knew when

people were present I could make things like my two sound-systems work, the MTH Streetcar traverse the Lionel/K-line Super Streets and smoke from the chimneys. For people sensing, I used a pair of IR sensors equipped with

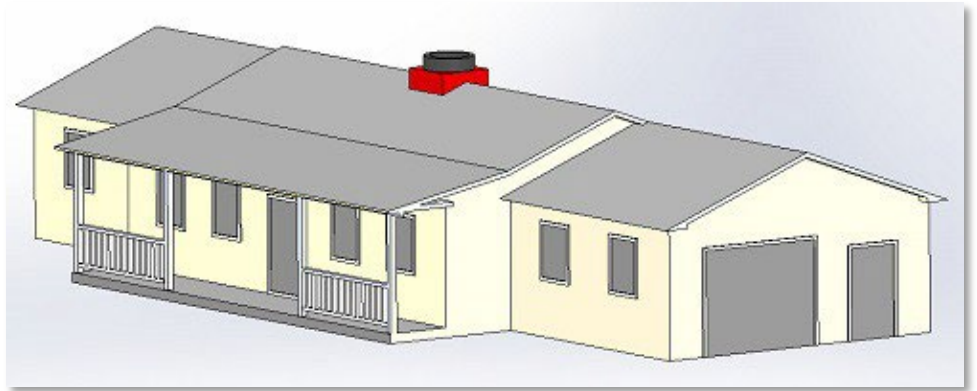


Fresnel Lenses, available via Amazon. I control these sensors via small microprocessor.

I housed the IR sensors in small 3D CAD drawn and 3D printed housing next to the side of the T-Trak section. Thus, when a person walks near the sensor, a 3.3VDC signal is sent to the small Seeedrino XAIO processor, which in turn sends a 3.3VDC signal to similar processor PCBs that run the audio, Streetcar, and smoke systems. The schematic and PCB design for the processor modules were designed online at <https://easyeda.com/> and they were bought online via: <https://jlcpcb.com/>. They're only \$2 for five PCBs plus \$16 shipping and a 7-day delivery. Really neat! Especially when compared to 10 years back when even small PCBs cost \$40 plus each, delivery took a couple months, and the schematic & PCB software cost many thousands of dollars.

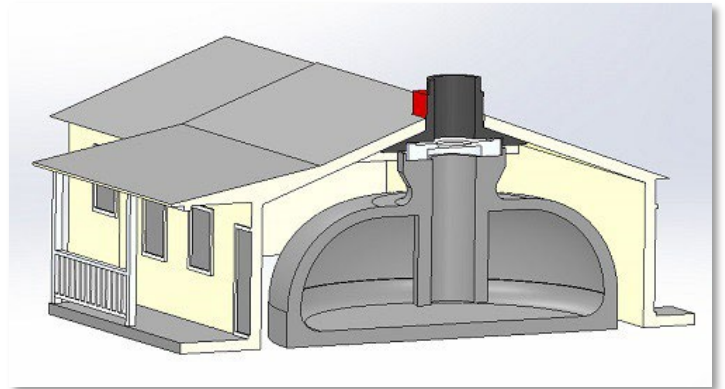
I'm using ten or so PCBs to control everything on my T-Trak section. I could have reduced that number significantly, since the Seeedrino XAIO processor is very powerful, and quite the overkill for what I'm doing, but my code writing ability isn't up to that, yet.

I know that most folks are into HO not O-gauge. For the fun of it, I drew a 1:96 scale single-story home and added a chimney big enough for a 1" square chimney and a 20mm diameter atomizer plate in the center of the roof. I copied the smokestack parts with the 20mm diameter atomizer plate directly from one of the other houses. The drawing was a quickie, but it showed that adding water vapor to an HO building is quite possible, but it looked way too big. I did some redesign while keeping the 20mm diameter atomizer plate, the tube for distributing the flow, and the 20mm diameter atomizer plate/water bottle interface all the same as I used on the three buildings I'm putting on my O-gauge T- Trak section. The redesign looks a bunch better although the tube is still a bit big.



So how would one go about creating their own smoking accessories at home?

- Wiring the atomizer module to 12vdc and a switch is easy. The atomizer modules are available via Amazon.
- 3D CAD software programs are available free online, Fusion 360 being one of the most versatile. <https://www.autodesk.com/products/fusion-360/>
- 3D printer prices and quality have made great strides since I got my first one 10 or so year ago. They're now quite affordable and much easier to use.



**Sidetracked Again, *but not off the track:***

**12VDC Wall Wart Note:** Lionel, MTH, and Flier transformers output AC not DC. HO transformers output DC. If one wants 12VDC for the smoke units, there are several ways to get DC: use an HO transformer, add a bridge rectifier to an AC output from a Lionel, MTH, and Flier transformer, or use a Wall Wart.

Wall Warts come in all voltages and amperages, switching and non-switching and regulated and non-regulated. They come as power supplies for new Lionel transformers, cell phone, tablets, and almost everything now days is powered by a Wall Wart. Why? The answer is safety. UL, CE, and a dozen other organizations test and certify that regardless of what is connected to the output of a Wall Wart, it is safe, aka, no fire hazard and or electrical safety or damaging issues with the input 60CPS 110/220VAC power. This means that manufactures and change their cell phone, transformer, etc., whenever they like, and they don't have to go through the 2-year design, testing, redesign, and retesting required acquiring a UL certification.



All most everyone has some piece of electronic equipment that has gone bad, been pitched and its Wall Wart is still laying around in a closet somewhere. Take this one as an example; it was laying on the floor at my feet, it supplies 12VDC and 1000ma, aka 1 amp. If you buy a new one it'll be a regulated power supply, but if you pick one out of your junk pile it might be unregulated, aka, no good. When you get a new or old Wall Wart, measure the output with a meter. If it measures 12VDC, it's good. If it's labeled as 12VDC, and it

measures something a bunch higher, it's an unregulated power supply; pitch it. Unregulated power supplies will provide the rated output but only at the rated current flow, aka, find another one. The one I'm using for my T-Trak section is 12vdc and 8 amps.

You can get Wall Wart connectors with pigtails via Amazon or eBay.

[Amazon.com : \(Real 18AWG 43x2pcs Copper Strands\) 10 Pairs DC Power Pigtail Cable Wire, 12V 5A Male& Female Connectors for CCTV Security Camera and Lighting Power Adapter by MILAPEAK \(2.1mm x 5.5mm, Ultra Thick\) : Electronics](#)

**Are you interested in doing more than turning on a switch?** Then try using an Arduino processor to control things. For Arduino starter kits try Amazon and look for ELEGOO starter kits, they're priced as low as \$38.99, which is what I started with. I got a book: *Getting Started with Arduino: The Open Source Electronics Prototyping Platform* by Banzi and Shiloh; \$12.59 on Amazon. I think everyone has seen those yellow paperbacks; *Whatever you're looking for Dummies*. This book: *Getting Started with Arduino* is similar to but it's much better written and almost *fall-off-a-log* easier to understand. Maybe it's a way for Grandpa and Grandma to get some bonding time with their 10-year-old grandkids. I think you'll be surprised just how fast they pick up on the Arduino Prototyping thing. In a very short time, they'll be controlling your trains and accessories with PWM, Doppler radar, IR, etc.

Up to now, pretty much all the building pictures have been generated via my 3D CAD software and printed as JPGs. Now for the real stuff:



So far so good! I have a couple red/orange/green stop signals coming via eBay that I'll put at the road/Superstreet intersection. I'll be able to pull a signal from the Streetcar PWM PCB so that when the streetcar is running the cars have a red light and when the streetcar isn't running the cars will have a green light, and yes, they'll go from green to orange and to red, and from red directly to green. Neat! That'll take me another couple more weeks.





---

## PART 10 THE HISTORY AND OPERATIONS OF THE APALACHICOLA NORTHERN RAILROAD

Neal Meadows, Ed.D.

*In the last article, which was January 2022, we looked at the history of the ANRR and the railfanning sites that were available in 1993, the date of the original article. This information continues the July 1993 article from Railroad & Railfan Magazine about the ANRR. The viewpoint of that article and what we focused on last month was from the 1993 viewpoint. This month we will focus on Billy Howell, who is touted as the unofficial historian of the ANRR.*

### Views of the ANRR from a Local

In October 1999, I traveled to Gulf County Florida to visit the school district office for some consulting activities. After my meeting, I went to the Apalachicola Northern Railroad office in Port St. Joe to see if I could talk to anyone about the railroad and any history that would be of interest. This is a picture of the office building located on First Street.



As you can see there were not many cars there. My car is the 1999 green Ford Explorer parked in the foreground. I entered the front of the building into a small foyer with a window to the left that reminded me of a bank teller window with the old grills they used to have. Much the same as the old post office windows used to be. I could see through the glass in the door into the office area but could not see any people. There was no one at the reception station, but the door was slightly open into the office area. I walked in and it looked so strange. All the desks had papers, folders, books, and other work that looked like the person had just gotten up and went to lunch.

I called out and finally heard a man's voice at the end of the area coming from one of the offices. I then met Gregg Mahlkov, Director of Marketing and Sales. I asked about the large room with no people, and he said that he and only one other guy on the second floor were the only ones working there. He stated that the office was being closed since the paper mill was closing and all the work on the unit coals trains contract had ended. Some train consists still were running but only once a week. Arizona Chemical was still operational at that time but were closing as well. The consist was put together and then he called the train crew to take the train to Chattahoochee. It was kind of shocking to finally get there and almost be too late! I told him why I was there, and Gregg said there was not much in the office in the way of historical information about the ANRR, but he referred me to Billy Howell, who he insisted was the unofficial historian for the railroad. He gave me his number and called to let Billy know I would be coming by to talk.

I found Billy's house and was happy to find an interesting and friendly person that was interested in my history search. He told me he did not work for the railroad, but his father was an engineer for 43 years. He was the engineer on steam engine #515 until the new SW-9 Diesel Locomotives arrived. He was an engineer on those as well. Billy said he rode with his father many times while he drove the train. He even learned to operate the locomotive and ran it sometimes. Company policy would not allow him to work with the railroad since his father already worked there. So, he worked with the St. Joe Paper Mill until he retired. His love of the railroad history was very evident in his house. He was a photographer and had many photos of the early rail lines up to the present day. Some of those are available in the Florida Memory Project.

Billy used his pictures and stories well as he traveled to schools and made presentations about the railroad since it operated through several school districts. He was well known as an historian for the ANRR. The article that appeared in the Railroad and Railfan July 1993 edition was written using information from Billy. Billy told me about it and that is how I found out about it.

Billy was asked to be a presenter at the May 29 & 30, 1993 Florida Folklife Festival in White Springs to share information about his ANRR memorabilia and the stories of his experiences connected with the railroad. The following are two audio recordings of those two days as he was interviewed. Click on the links to hear the interviews.

***Billy Howell Interview at the 1993 Florida Folk Festival Folklife Area – Hamilton County – White Springs***

**May 29, 1993,** <https://www.floridamemory.com/items/show/296310> Listen! 14 minutes.

One audio cassette. Howell answers audience questions about the railroad memorabilia he has on display, including his telegraph machine. He discusses his father's career on the Apalachicola Northern Railroad, and his experiences working on and riding the railroads in his youth. He also explains why Port St. Joe, Fla. was so important as a train depot, and discusses some of the history of that town. He shows some audience members the camera he uses to document trains and railroads in the Port St. Joe area. He further explains the purpose of some of his memorabilia (a steam injector and water gauge). The interview represents the third portion of tape C93-9.

***Billy Howell Interview at the 1993 Florida Folk Festival Folklife Area – Hamilton County – White Springs***

**May 30, 1993,** <https://www.floridamemory.com/items/show/239381> Listen! 25 minutes.

NKwanda Jah is the interviewer. Howell gives a brief family background. He explains the turpentine business, homesteading, and other industries in North Florida. He gives some background on attending school in Port St. Joe, Fla. and working for the St. Joe Paper Company for forty-two years. He discusses his collection of railroad paraphernalia and how he acquired an interest in railway work because of his father, a news butch on the Apalachicola Northern Railroad. He explains that he never referred to railroad section workers as "gandy dancers," but instead as "section gangs." He shares his perception of race relations among railway workers, explaining that section foremen were usually white, and the workers were African American. The tape cuts out momentarily at 14:50. Howell discusses labor when he first entered the work force, including his work in the Coast Guard. He discusses his work photographing railroads.



One aside about Gregg Mahlkov. I was looking on The Rail Wire Board and found several forums that mentioned him. Gregg died in 2009 and had had a website since 1999, when his position at ANRR was abolished, that more or less advertised his railroad industry skills looking for consulting work. On that site, which I had to search on the Wayback Machine on <http://web.archive.org> to find it. Gregg had posted, along the side of his window, pictures of his model trains. From the discussions, he was one of the first N-scale model railroaders in the region and was very active in promoting n-scale modeling.

The picture below is of the Apalachicola Northern Railroad Depot in Port St. Joe in 1912. This wooded structure was the site of the offices of the railroad as well as the Land Company, the St. Joseph Telephone and Telegraph Company, and the lumber company. The newer brick structure was built in the late 1940's.

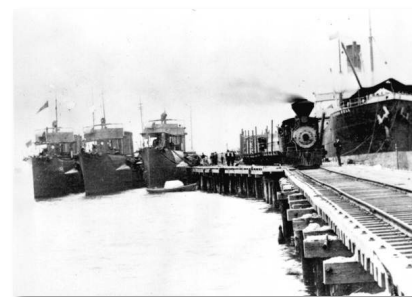


Apalachicola Northern Railroad Depot – Port Saint Joe, Florida 1912 – L to R: M.C. Edwards, C.B. McCranie, O.L. McCranie, F.N. Rowan, A.M. Jones, Miss A. Smith, H.A. Drake, P.W. Spear, B.S. McCranie, Mrs. Coleman.

The following items are a collection of pictures that show an overall summary of the development of the area. I thought they would be of interest concerning the ANRR.

Terrell H. Stone, a pioneer settler of Port St. Joe, moved to the area in 1904 from Iola, near Wewahitchka, and started a turpentine operation with private labor. The location at the time was a wilderness area but now is the heart of the modern city of Port St. Joe. Being with rail transportation during the first few years of operation, Stone transported his naval stores products to Pensacola in his privately owned boat powered by a marine engine. Meanwhile, he sold his large holdings in the area acquired from his father to a St. Louis businessman who built the Apalachicola Northern Railroad from River Junction, Florida, to Apalachicola in 1907 and extended the line to Port St. Joe in 1909. This opened an entirely fresh territory with a heavy growth of longleaf yellow pine timber, suitable for the manufacture of high grades of export lumber and, in addition, heavy production of naval stores. Upon the completion of the one hundred miles of railroad in 1909, the owners of the railroad and affiliated companies set about to develop the large area extending from the southern boundaries of Alabama and Georgia along the Apalachicola River valley to St. Joseph Bay, where foreign and domestic shipping facilities were being provided.

In 1909, work began on the 2,500-foot railroad pier into St. Joseph Bay, complete with wharf facilities. By 1911, there were thirteen sawmills with a total daily output of 540,000 board feet operating along the rail line. All were engaged in manufacturing export lumber.





After a town site survey, many lots were sold, and homes built. The new city of Port St. Joe was incorporated in the year 1913. The new town is located about two miles north of the Old St. Joseph. At the outset, the town was provided with schools, churches, macadamized streets, sidewalks, parks, a recreation center, and a 35-room hotel call Port Inn overlooking St. Joseph Bay. The Port Inn burned on October 25, 1944, at a total loss of

\$35,000. It was rebuilt and opened on January 5, 1948, at a cost of \$45,000. In later years it deteriorated from lack of maintenance and updating. In June 2001, the David and Trish Warriner purchased the inn and restored to a beautiful resort style hotel much better than it had ever been before.



Alfred I. duPont's wife, Jesse Ball duPont (Jan. 20, 1884—Sep. 26, 1970) lived in a house, built in 1935 adjacent to the Port Inn Hotel, when she was in Port St. Joe. The two-story home sat empty for many years after her death. She lived in other parts of the country as well. She died in Delaware. She was an American

teacher, philanthropist, and designated a great Floridian by the Florida Department of State. Her former home is now under renovation and will add new presence to the growing Port St. Joe economy in 2022.

Railroad shops and general offices were moved from Apalachicola to Port St. Joe. An ice factory, electric plant, and water system that included a 700-foot-deep artesian well all were completed in 1913.

From 1910, the railroad operated regularly scheduled summer Sunday excursions to Port St. Joe, bringing passengers from all intermediate points on the railroad and from points in Alabama and Georgia beyond the River Junction terminal, which is now called Chattahoochee. The first train excursion made three trips from Apalachicola to Port St. Joe on April 30, 1910. In addition to the many fine baseball games usually scheduled, special attractions included boat trips across the bay to Eagle Harbor, Black's Island, and the gulf beach at St. Joseph Point where seashell hunting was a favorite pastime. Also, chartered boats were available for deep-sea fishing, and sail boating in the bay water was a popular outing. The bathing pier on the bay shore from the Port Inn was a great



attraction with its springboards, high chutes, slides, trapeze rings, shower stalls, and concession stands. Adjoining the hotel park, which included a bandstand, benches, and other amenities amid a setting of palm trees, pines, roses, and flowering shrubs.



Edward Ball arrived about 1933 in Florida when asked by Alfred I. duPont, and in the span of Florida business and political history, no man ever made a deeper mark on the state than Ball. He came to Florida half a century ago, built an empire from the foundation started by his brother-in-law Alfred I. duPont, and nurtured the empire through political criticism, tangles with American labor, and countless legal attacks. There is still probably no more powerful man breathing Florida air than Ed Ball. (St. Joe Co.) This was in 1983. Ed Ball died in 1985.

In 1936, folks realized that the mill was coming when Hardaway Construction

Company moved two barges into the bay with steam pile drivers and began driving sheet metal pilings for the paper mill docks. Haffman Dredging Company brought in two dredges, which began pumping sand up from the bay bottom behind the sheet pilings where the paper mill was to be located.



When enough sand had been pumped in, it was leveled, and pilings were driven for the mill's foundations. Carpenters began building forms over the pilings for the steel structure. People were coming from all around the area hoping to get jobs building the mill. These two photographs were taken April 1937.

William "Willie" Henry Howell Sr. was born in Gadsden County, Florida. After moving to Port St. Joe in 1913, he began a career at the age of 15 as a "butcher boy" selling newspaper, magazines, and candy. He worked as an engineer for 43 years with the Apalachicola Northern Railroad before retiring. He was a veteran of World War II and a member of the Brotherhood of Locomotive Engineers and Firemen. (Billy Howell)

This was Billy Howell's father who was the engineer of ANRR steam engine 515 and then the new EMD SW-9 diesel locomotive.





The first diesel-operated locomotive to come to Port St. Joe, Florida, was in 1947, with Willie Howell as the engineer. The Apalachicola Northern Railroad employees are. From left to right, J. L. Sharit, Edd McMillan, John Harris, e. Lowery, J. R. Parish, Jesse Dawson, Willie H. Howerll, G. F. Suber, J. C. Belin, H. H. Saunders, Ray C. Brent Jr., Dolly Brent, Fred Hummel Sr., Ukn Fayard, and W. T. Edwards (St. Joe Co.)



The St. Joe Paper Company went into operation in 1938. The paper mill and its affiliates—the St. Joseph Container Division, the St. Joseph Land and Development Company, and the Apalachicola Railroad—not only make up the largest industry in the city but one of the largest in the state of Florida. Sadly, the mill closed in 1998 and demolished in 2002.



The present industrial expansion began with the newly formed St. Joe Paper Company. As the company grew, so did the mill and the community. In 1953, the paper company installed a second paper machine, and more men were employed in its operation. From left to right are Ralph Rick, Joe Paffee, Tome Coldeway, Ed Ball, Jake Belan, Harry Saunders, and S. L. Barke.



Michigan Chemical Company and the Cunningham, Limp Construction Company came to Port St. Joe in September 1958. They manufactured magnesium oxide from seawater. This product is used in the manufacture of textiles, firebrick, rubber, paper, and many other raw materials. The plant was located northeast of the old St. Joe Lumber and Export Company site.



In 1958, the St. Joe Paper Company ventured into the foreign field, acquiring a paper mill and box plant in Ireland. These were later supplemented by a second mill and two more box plants, also in Ireland. The Irish operations were supplied with paperboard from the big mill at Port St. Joe, thus expanding its outlets. St. Joe is continuing to expand its position in the international economy.

“In a staccato burst of flash and fury, what took years to construct came tumbling to the ground in seconds at the paper mill site. Hundreds watch as the three structures imploded,” wrote Tim Croft in the Star about one stage of the mill’s demolition in November 2002 in Port St. Joe.

“The demolition charges begin detonating, the buildings start their collapse, buildings are falling, buildings hit the ground, dust obscures the site, the dust clears, and a way of life has slipped away for the residents of Gulf County,” Croft wrote in the Star on January 12, 2003.



Next month we will look at the Apalachicola Northern Railroad as it is today in 2022. We some pictures and some accounts of trail hiking by fellow BBMRA members, and a few surprises as we end our series of articles on the ANRR.

## BILLBOARD REEFERS OUT OF THE PAST

### Zion Fig Bars

By: Neal Meadows, Ed.D.



Atlas O Scale 36' Wood Ice Reefer

Zion Fig Bars Rd# NRCC 2931 – Released in 2010

3-rail item # 8051-1, -2

2-rail item # 9051-1, -2

One like this is on sale on EBAY for \$126.00.



Micro-Trains Line Item # 058 00 490

36' Wood Ice Reefer

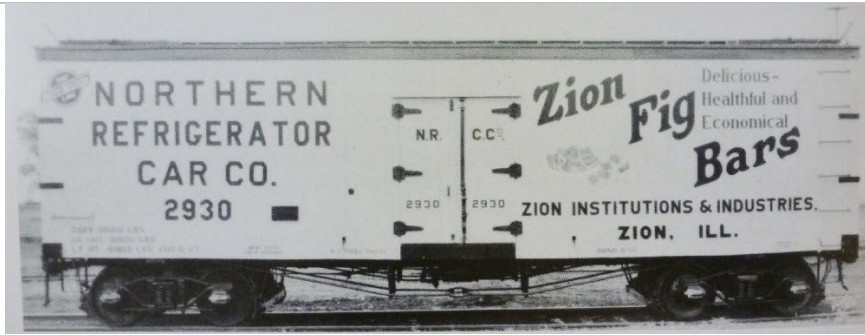
Zion Institutions & Industries

Zion Fig Bars Rd# NRCC 2930 #10 in the Farm-to-Tables Series in 2019.

Price \$24.79.

This 36' wood sheathed ice reefer with truss rods is brown with yellow sides and runs on Arch Bar trucks. Built in the late 1920s, this car was decorated for the Zion Institutions & Industries conglomerate based out Zion, Ill., and owned by Northern Refrigerator Car Company. Zion Bakery produced “delicious, healthful and economical” fig bars; one of their most popular products.





Picture of an actual car leased to Zion Industries. (Lyn Leighten collection).

Picture published in *Billboard Refrigerator Cars* by Hendrickson & Kaminski, 2008.

NRC 2930 was another 36-foot truss-rod reefer leased in June of 1927 to Zion Institutions & Industries, makers of “Zion” fig bars in Zion, Illinois. Note that this car’s strap door hinges, diamond arch bar trucks, and outside-hung brake beams all date it as having been built before the turn of the century; it may also have lacked steel draft sills, as wood underframes were not banned from interchange until 1928.

## Zion Industries, Inc.

About halfway between Chicago and Milwaukee lies a town where the bakery Fig Bars and candy Fig Pies were born.



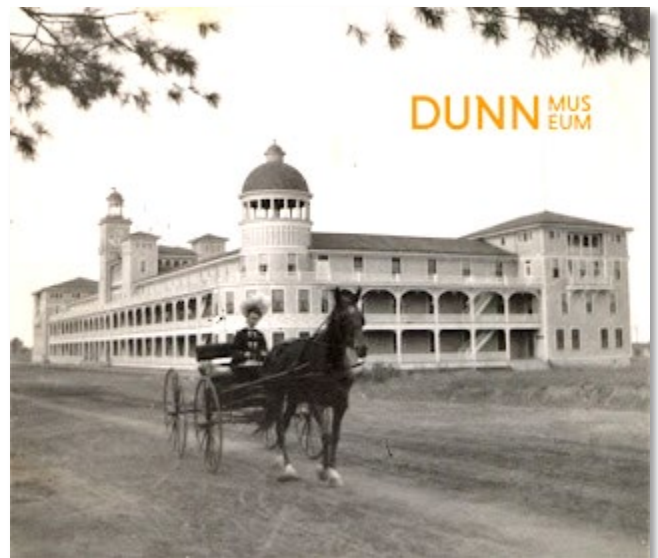
The town of Zion was officially launched in 1900 after a year of planning and surveying by John Alexander Dowie.

Dowie was a Christian zealot who moved to Chicago in 1893. By 1896, his Christian Catholic Apostolic Church had acquired a large following. Dowie, an advocate of “clean living,” began to look for land on which to build a city where his followers could live under the laws of his church.

He chose 6,400 acres of farmland between Chicago and Milwaukee, where Zion grew almost overnight. Strict laws

enforced by Dowie and his church controlled all activities. The Church owned all industrial and commercial establishments. Theaters and drugstores were prohibited, as were sales of liquor, tobacco, playing cards, oysters and clams, rabbit meat, and pork.

Completed in four months in 1901, a large all-frame structure housed male members who came ahead of their families to build homes in the new city. The building had more than 350 rooms and in later years was known as the Zion Hotel. When the Zion boom went bust, the hotel was converted to a nursing home. Historic preservationists fought to save the building from demolition, but it was razed in 1979. Now the land is occupied by a bank parking lot.



Buildings to house the various industries controlled by the church were also hurriedly constructed. By the early 1900's about twenty industries governed by the church as Zion Industries, Inc., had taken shape.

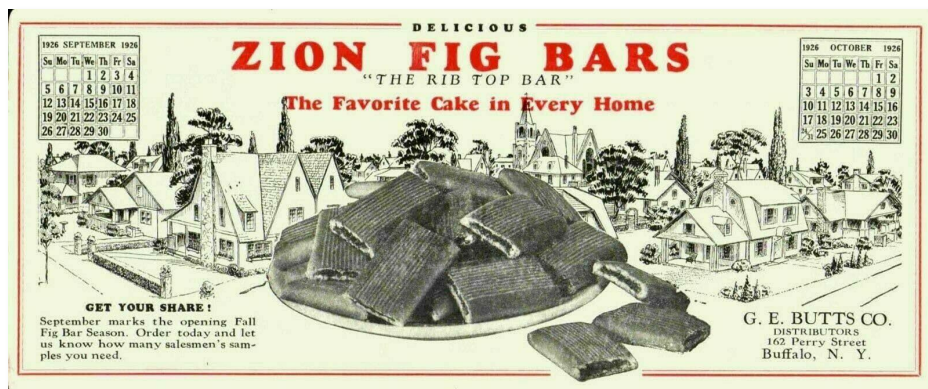
Two of these industries were the Baking Division and a Candy Division. The Baking Division first produced a general line of crackers, cookies, cakes, and pies. But some church leaders were seeking a distinctive product. They looked to the Bible and therein found reference to the fig. So was born, in 1920, the Zion Fig Bar, a product that was to make the name Zion a household word throughout much of the United States, especially from the 1920's through the 1950's.

The Candy Division first turned out a general line of candy, and by the 1920's was producing candy bars. Due to the popularity of the fig bar in the Baking Division they introduced their own version - the Fig Pie candy bar. It was chocolate-coated with a confectionery center. Other candy bars that were good sellers in the late 1920's and into the 1930's were the Cheer Leader, Cocoroon, and Cherry Sundae.



Wilbur Glenn Voliva, who oversaw the church after Dowie's death in 1907, strictly enforced the law established by Dowie. But by 1939, Voliva lost political control of the city, which had alternated between prosperity and bankruptcy over the years. Through reorganization, the real estate was allotted to individual owners. Today Zion resembles its neighboring communities and differs little from mainstream America. A main attraction of the community in the spring is the Zion Passion Play, which was first performed in 1935. The Baking Division is the only division of Zion Industries still in operation\*. The Candy Division closed in 1961. The Zion Fig Pie sold well into the 1940's and early 1950's before disappearing. It deserves a place in candy bar history if for nothing else that it was inspired by verses in the Bible. *Candy Bar Gazebo, Fall 1994*

*\*The Zion Bakery ceased production in 1988. Cookies bearing the Zion label are currently manufactured in Wheeling, Illinois by Matt's Cookies.*



### Matt's Zion Fig Bars

Have you ever eaten a cookie that once provided financial independence to a community that stylized itself as a religious utopia? I have. These fig bars were once developed from Rev. Dowie's sugar plantations in South America and produced to fund the function of a closed community. You weren't allowed to spit or get inoculations, but apparently these bars in their figgy goodness were plentiful. A century later, this recipe (now manufactured in Wheaton, IL) is one of very few reminders of the city of Zion's former glory in the North Shore.

Three hearty rows of cookies for under four bucks. Requires milk.



## Zion candy site faces razing

By Robert Channick and Special  
to the Tribune • Dec 18, 2003, at  
12:00 am

Haunted by legal battles, vandalism and a recent suicide, a long-abandoned candy factory in Zion could be knocked down early next year, city officials said. "I think that everybody would love to see this eyesore gone," said Mayor Lane Harrison, who has been fighting for more than a decade to rid the city of its decrepit landmark.

Built in 1916, the candy factory at 29th Street and Ebenezer

Avenue near Lake Michigan was once at the center of Zion Industries, the economic engine of the religious community founded by John Alexander Dowie a century ago.

The candy factory ran into hard times during the Depression and its business soured, finally closing in 1970. The four-story concrete building was a "very innovative design at the time it was built," said Brian Usher, Zion's director of public works. But decades of neglect have created a towering blight visible above the tree line in the park and the well-groomed neighborhood two blocks west.

Zion has long been trying to revamp the industrial block on six wooded acres south of the Metra station and west of ComEd's shuttered nuclear plant. A 1992 demolition order and later court fight couldn't bring the candy factory's owner into compliance, but an unpaid tax bill ultimately caused the owner to forfeit the property to the county, which handed it back to the city last year at no cost.

The city also acquired the adjacent cookie factory, which closed in 1988 and was also in need of repair. Both buildings are now fenced and awaiting demolition, which could come as early as January, Usher said. Last month, the city approved a \$93,000 environmental cleanup at the candy factory. Work is under way to remove asbestos materials and an underground fuel tank.

The cleanup and demolition were funded by a \$100,000 grant from Lake County and a \$207,200 grant from the Illinois Department of Natural Resources. Tearing down the cookie factory will cost the city another \$200,000, Usher said.

Times were once much sweeter for both factories as part of Zion Industries, a diverse manufacturing and retailing conglomerate built by the city's founders to create a self-sufficient church community. In its heyday in the 1920s, Zion Industries generated more than \$4 million in annual sales, with the candy factory accounting for 10 percent of business, said Lee Deming of the Zion Historical Society. "They made just about everything," said Deming, who listed several varieties of Sparkling Beauties, a hard candy, and White Dove Cream chocolates as popular items that enjoyed national distribution. The cookie factory was perhaps even better known for its Zion Fig Bars, which are still produced today by Cookie Specialties of Wheeling, the company that makes Matt's Cookies.

Recent memories are more unsavory, and when a Zion man was found hanged in the candy factory in 2000, the city coalesced efforts to raze the buildings. The city plans to redevelop the block for new light manufacturing, while leaving most of the property west of the tracks as open space.



---

## Minutes for the January 18, 2022, Meeting of the Big Bend Model Railroad Association.

**President** Andy Zimmerman called the meeting, held on January 18 via Zoom, at about 7:40 PM, following a brief discussion of T-Trak standards, particularly for HO. There were 14 participants.

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

**Treasurer’s Report** – Neal sent President Andy the Treasurer’s report which he shared via Zoom meeting functionality. Neal discussed the report and mentioned some reimbursements and other items that changed since last month. There was also discussion regarding the bank security protocols for Neal and what needs to be done to resolve the issue with Neal’s access. There was also discussion of the accounting tracking spreadsheet between Drew and Neal regarding functionality followed by screen share of the report. “We are in the black and still looking good.” The report was moved by Drew on condition that a discussed edit is made next month and was seconded by Ed Schroeder. The motion was passed without objection. Sam asked about license plate renewal for the O-Scale trailer and he got directions as appropriate.

### Division Reports

**Small-Scale** – President Andy gave an update on help that the small-scale group and the club members at large provided to Garth Easton’s wife regarding organization of his large array of myriad items acquired over a lifetime. Club items and other items were separated and classified and there was discussion of what to do with his items. He had items in many scales, mostly of the smaller variety but also some G-Scale items. President Andy mentioned that Carol Easton was very appreciative for the help. There was then discussion of the coordinator position and that Brandon McKenny, who models in HO primarily, is interested in taking over the position. The item of renaming

portions of the N-Scale layout after Garth was again brought up followed by general discussion in this regard. Ensuring that Garth's T-Trak modules all have nameplates was also brought up.

There was discussion of the Pensacola show and the reciprocal arrangement with the BBMRA, particularly within the context of assisting with expenses for travel. Sam asked about show size and number of vendors as he is investigating going as a vendor. The topic of the date for this show and the conflict with another big event was brought up. The show date consequently will be moved forwards to mid-early November to avoid the conflict.

Discussion then pivoted to other shows that President Andy participates in and he made a call out for interest in the North Carolina show that he participates in regularly. The optimum timetable for the BBMRA Sunday show day was also discussed given vendor tendency to leave before the official end time.

**Large-Scale** – Sam Miller mentioned that the annual Children's Day Fair at the R.A. Gray Museum got postponed until the Spring considering the current virus situation. The Jacksonville show was discussed and as of the meeting date was still a "go."

**HO** – Phil Weston mentioned there was nothing to add regarding the HO division. He did describe some personal home layout projects including installing telephone lines, using "Easy Wire".

**Switching-Layout** – Joe was absent, and nothing was discussed.

**Good of the Group** – For good of the group discussion, Sam mentioned the need to keep up with the Toys for Tots of which Garth was a keen supporter. Randy mentioned that a girder bridge in the Lionel Thomas collection is being released and it would be good to get that added to the club display. The business portion of the meeting was then concluded quickly at 8:48 PM.

Submitted by Sheldon Harrison.

[Don't forget to tune in to the BBMRA Zoom meeting on Tuesday evening the 15<sup>th</sup> at 7:30 PM. Check your email for the active link to the Zoom meeting.](#)

Here's to chuckles!

NEAL AND SAM WISH YOU WELL!

