



THE Lantern

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June 26-27 Show & Sale Is On and Show Committee is Gearing Up

The BBMRA's 30th Annual Show & Sale is still scheduled for June 26-27 at the Fairgrounds and club President Andy Zimmerman is asking the Show Committee and club to gear up.

Golden Spike Enterprises has cancelled its February 13 event at the Prime Osborne Center in Jacksonville, but is moving forward with Deland shows in April, July and October. Andy has been in contact with the Leon County Fairgrounds folks and they and Andy are optimistic that the Tallahassee show & sale can be held, so we need to get back to work planning it.

Andy will be updating the full club on show plans at the Tuesday, January 19 Zoom meeting at 7:30 p.m. He is asking the Board and Show Committee to participate in a call at 6:30 p.m. If you were on the committee last year and are willing to serve again, consider yourselves reappointed.

Here is a special note to the club from Andy:

"As train shows go 2020 was a bust. Having experienced COVID-19 first hand I can tell you it is no picnic. So I can understand the hesitance to attend or participate in any show. So what does that mean for our 30th Anniversary show - our first two-day show at the Fairgrounds?"

"Well, the good news is the vaccines are here in Florida, and the 65 and older crowd is getting vaccinated. The next block will be 55 and older and so on. By the end of June, many, if not most, of the adult crowd that participates in or patronizes our show will have been vaccinated. Still, we will take precautions.

"The Fairgrounds will sanitize the restrooms by spraying down the area with an approved disinfectant. Likewise they will spray down the buildings before during and after our show. We will have masks on hand for anyone that wants them and sanitizer at the doors. Additionally, I believe we should have hand sanitizers at the vendors' tables.

"I am very optimistic about where we will be for our 30th annual show. By then all of us should be well within our comfort zones and able to put on a great show for the train show-starved and deprived. I am working on a contract with the Fairgrounds now to get a handle on the additional costs. Let us work together to make this one the biggest and best ever."

2021 Show Committee

- Sam Miller and Carlton Ingram to assist Andy Zimmerman in communications with potential vendors and registered vendors.
- Bob Parmenter to assign tables and locations in the two buildings to confirmed vendors, exhibitors and operating layouts.

*** BBMRA Meetings ***

January 19, 2021, 7:30 p.m.: "Third Tuesday" BBMRA Meeting. Zoom. Program is planning for the June 26-27 show and Making Pine Trees.

February 2, 2021, 7:30 p.m.: "First Tuesday" Trivia Night, Zoom.

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

Meeting ID: 873 5905 5848, Password: 162465

- David Brazell to handle publicity, including articles for the Tallahassee Democrat, Chronicle, Tallahassee Magazine and releases for Channel 6, WCTV, and other important local media.
- Phil Weston to contact event calendar people.
- Paul Schneider and Sheldon Harrison to coordinate people to work in the admissions booth and help vendors unload and then load up again after the show.
- Stacey Elliott and Bob Feuerstein, to work on Facebook and other Social Media communications and in areas not handled by Phil or David.

There is room for still more committee members. We never have enough. And then every club member will be asked to step up during the weekend of the show.

Here is another note from Andy:

"I know some of you are ZOOM shy but don't be. It really is easy as 1,2,3. I will be glad to guide you and help you test prior to the meeting. I will be on at 6:30 p.m. and then at 7:15 p.m. to assist anyone having difficulty.

"Open the Zoom program on your computer or use the link below and the meeting ID and password, which is the same for every BBMRA Zoom meeting."

<https://us02web.zoom.us/j/87359055848?pwd=YnZaMFVtUGN3enZzaEQ3ZVBvekpEdz09>

Meeting ID: 873 5905 5848, Password: 162465

O Gauger Will Buckner is Newest BBMRAer

From Sam Miller:

Will Buckner contacted Andy Zimmerman through our Social Media sites and joined the club in December. That is good news; even better is that Will is building a Lionel layout. The N and HO divisions seem to have gotten the most new blood the last couple of years.

We will meet Will in person when we can. Here is Will introducing himself:

I grew up in a railroad family. My grandfather moved to Miami (from central Georgia) soon after the turn of the century for railroad opportunities there. He was the conductor on the train that ran between Miami and Key West (at the time the only way, except by boat) to get to KW). My dad worked on the railroads, but in an office situation. One of my brothers just retired as a freight conductor, also in Miami.

Santa (Dad!) "gave" me a Lionel O gauge train when I was 10 months old, Christmas 1954. I do not recall what happened to that set. However, when I was in high school, my three younger brothers and I received (ca. 1969) an HO gauge set and started building a layout (4'x8') starting in November, for Christmas, It was rather elaborate. That lasted a few years, then off to university (FSU) for me and the end of that chapter is now lost in my memory.



This year, I "received" a new train set from Santa (a Lionel O gauge set) as therapy for the 2020 quarantine. It arrived after Christmas. So, all I have so far is the train set. I have since purchased some extra track and a few

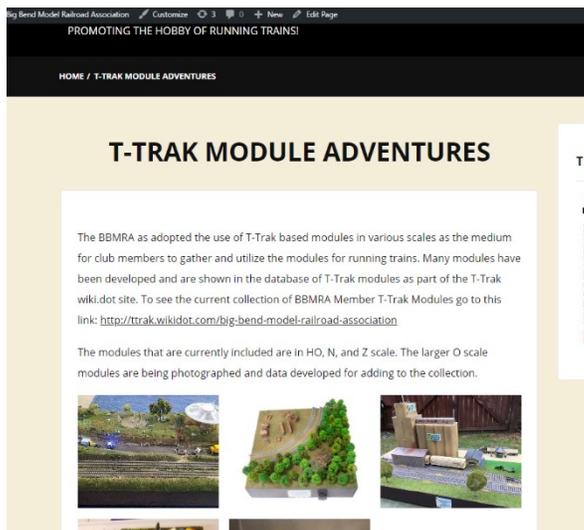
accessories. I have designed an initial layout to fit 5'x8' that is more complex than a simple loop. It doubles back on itself so it reverses. I have some ideas for layout, but getting it setup to begin with is my immediate goal. I figure I will take my time getting it going with a goal set for next Christmas.

The layout will be roughly based (I'm not a model "purist") on a mid-century (ca. 1940-50s), rural setting. No doubt, many more ideas will come from input from the club and others. Space is somewhat limited for me, but plans are to grow the size of the layout if I can pull it off.

Looking forward to meeting you and the gang.

New Additions to the BBMRA Website

By: Dr. Neal Meadows



I have added two new sections to the BBMRA Website for your enjoyment. One area is the T-TRAK Module Adventures. This page will focus on the modules built by the BBMRA members. Photos and some descriptions will be added. Links to the BBMRA Wikidot.com site is also included. We will be posting the BBMRA T-TRAK Standards and Recommended Practices document in this area along with the documentation forms for getting your module certified.

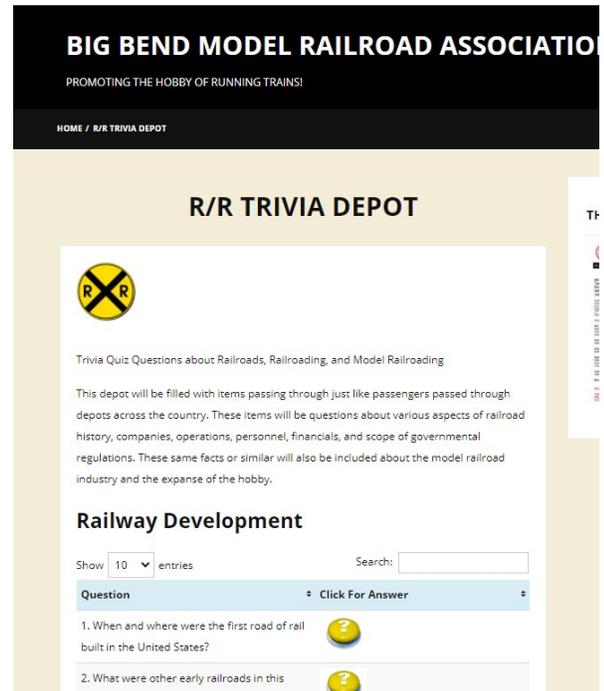
The certification process enables partnering clubs to share the T-Trak modules when hosting shows or

demonstrations.

Sharing provides a wider array of modules and talents for the show visitors.

That Wikidot link is <http://ttrak.wikidot.com/big-bend-model-railroad-association>

The other new area is the Railroad Trivia Depot. I added this after having participated in our monthly trivia nights and thought this would be a good area spending some time getting to know about railroading—prototype and model.



The page will have some tables that have questions with answer buttons. The questions are grouped in topic areas and all the questions in that topic group will be related in content. I have a lot of trivia questions to add to this site so it will take some time to get all of that in place. Please enjoy what is there and let me know if you have any suggestions.
Under construction!

<http://www.bbmra.club>

Cherished Memories: New Orleans Gentilly & Desire Streetcars

(From Sam: Ed Schroeder grew up with streetcars in New Orleans and passenger trains all across the country. I asked Ed to write a series of Cherished Memories of rail transportation from decades ago. Here is a terrific first piece. Next month, Ed plans a tribute to fine friends and fellow BBMRA members who have passed before us. Who knows what Ed has in mind after that. This space is available for your special memories too. Put something together and send it to me.)

From Ed Schroeder:

Fellow railroaders, railroad buffs, model railroaders, we all have cherished railroad memories. Riding a streetcar, trolley or interurban electric train; our very first train ride; riding on a famous named train; the first Lionel or American Flyer layout; mentor-friends, parents and other relatives from whom we learned and with whom we enjoyed or shared a railroading or model railroading experience.

Let me share riding a New Orleans Streetcar and perhaps help you remember some of your own cherished memories. Sam Miller may even let me share more of my memories in subsequent issues of the BBMRA Lantern. I bet he will let you share memories too.

New Orleans Streetcars https://en.wikipedia.org/wiki/Streetcars_in_New_Orleans

Born in 1937, I grew up on a side street in the 8th Ward, Gentilly section of New Orleans. Our home was on a postage stamp 60 x 120-foot lot, not more than 100 yards from Franklin Avenue which now runs from the Mississippi River to Lake Pontchartrain. From our corner, the streetcar took us to Canal Street, then the city's downtown shopping center.

The Gentilly Streetcar was probably an 800 Series Perley Thomas car, one of the three or four variations then running in New Orleans. The present-day St. Charles line uses 900 Series Perley Thomas cars put into service in the late 1920's.

See <http://www.heritagetrolley.org/TNERJNewOrleans2.htm>

Seven cents bought a ride on a NOPSI (New Orleans Public Service Inc.) streetcar, bus or trolley bus. A nun in her religious habit rode free of charge, perhaps because of the service of nuns to the city caring for the ill during a yellow fever or malaria epidemic. Seven cents allowed you to transfer up to three times depending on destination. Trip duration was also limited by the time you boarded the streetcar, set when the conductor tore the transfer from his ¼ inch thick transfer pad. Streetcars were boarded from the rear where the conductor collected fares; exiting was from the front or rear.

New Orleans streetcars have control stands at both ends where the motorman activates brake and speed control levers to operate the car. At the end of the line, the motorman removes the two levers from the control stand and brings them to the opposite end to reverse the direction. Trolley poles are also switched. At the car stop near our house my brother Rob (a year younger) and I would frequently put a penny on the track to get it flattened and stretched out by the streetcar. On the streetcar, we always stood at the very front on either side of the motorman who would be standing or sitting on his removable stool at the center. We helped get him to Canal Street.

A quarter mile toward the Mississippi River, the Gentilly Car stopped at the grade crossing for Louisville & Nashville Railroad tracks. There, the conductor got off, walked across the tracks and made sure the right of way was clear. Then he flagged the streetcar across the tracks, hopping back on at the back as the car came across.



On a siding of the in-bound L & N tracks, cattle-cars were parked so cattle could be taken off, watered and reloaded. I don't remember ever seeing cattle being loaded or unloaded, but I do remember the smell of cow or hog manure.

A block beyond the L & N tracks on the outbound side of Franklin Avenue was a softball stadium in which the JAX Girls, a semi-professional women's team, played. The team was sponsored by Jackson Brewery located on L & N right-of-way adjacent to Jackson Square near the L & N Depot in New Orleans. The brewery headquarters building remains standing with restaurants and souvenir shops.

See <http://patcarrollton.blogspot.com/2009/11/girls-of-jax-beer.html>;
<https://www.softballhistoryusa.com/womens-fastpitch-champions/>, and
<https://www.gettyimages.com/detail/video/jax-girls-softball-players-arrive-at-softball-field-news-footage/541717294>

My brother Rob, my parents and I would walk to the stadium. We always grabbed seats at the top of the bleacher-type stands along the first base line. That way Rob and I could see L & N passenger trains heading out of New Orleans: for instance, # 98, the Pan American to Nashville, Louisville and Cincinnati; # 34, the Piedmont Limited; or # 38, the Crescent Limited to Atlanta, Washington and New York City. Rob and I did not pay much attention to the game but were glued to watching the trains.

A quarter mile further along Franklin Avenue toward the Mississippi River, the Gentilly Car reached Southern Railway right of way. It stopped and allowed the conductor to repeat the process. Three or four miles of the Gentilly double trackline were located in the "neutral ground" of Franklin and Almonaster Avenues. Sometimes the "neutral ground" was embellished with live oaks or crepe myrtles. On a short span of Almonaster kids could even play football in the space between the tracks. Almonaster was a City official during the Spanish Colonial Period of the late 18th century.

Neutral ground is New Orleanian talk for median.



Canal Street was the neutral ground where the original French and Spanish settlers of New Orleans from downtown, *i.e.*, down-river from Canal, could meet English speaking settlers of New Orleans from uptown, *i.e.*, up-river from Canal, without fear of engaging in a dual. They could safely meet in the *neutral ground* of Canal Street. Three short blocks before reaching the Mississippi River, the streetcar turned right onto Royal Street to proceed toward Canal Street. On Royal Street the Gentilly line met the Desire line, as in Tennessee Williams' *A Streetcar Named Desire*, first performed on Broadway December 3, 1947.

Royal Street was barely wide enough for streetcars to go down its center while passing automobiles parked snug against the curb. Streetcars could not pass a truck. Up Royal Street the Desire and Gentilly cars reached Elysian Fields Avenue (wide like the Champs-Élysées in Paris). There they crossed five tracks, including two L & N tracks, all located in the neutral ground of Elysian Fields. The conductor repeated the procedure of making sure the right of way was clear, flagging the streetcar across the tracks and hopping back on as the car came across.

At Canal Street, Desire and Gentilly cars turned right onto Canal for one block, then turned right onto Bourbon Street and began the return to their starting points five miles away in the Gentilly 8th or the Desire Upper 9th Ward sections of New Orleans. Canal Street is quite wide there and had five streetcar tracks in the *neutral ground*.

In June 1948 smelly gasoline buses replaced Desire and Gentilly Streetcars.

NOPSI streetcars were and the present RTA streetcars (Regional Transit Authority) are wide gauge, *i.e.*, 5 feet 2-1/2 inches. Standard gauge is 4 feet 8-1/2 inches. NOPSI and its predecessors did this to keep out competing streetcar systems.

The yellow Los Angeles Railway streetcars were narrow gauge, 3 feet 6 inches. On Main St. in downtown Los Angeles, narrow gauge LA cars and Pacific Electric standard gauge cars operated in the same space using one common rail and two rails appropriately spaced for their gauges.

https://en.wikipedia.org/wiki/Los_Angeles_Railway

Next month, in the Lantern, I want to share information on fine friends and fellow members of the Big Bend Model Railroad Association, who have passed ahead of us. Memories of wonderful railroading or model railroading experiences are especially cherished because of the fine friends who were with us.

BILLBOARD REEFERS OUT OF THE PAST

By: Dr. Neal Meadows

I have always been interested in "Billboard Reefers." I like the variety of designs, colors, and slogans that were used. The history is also intriguing. Early attempts at refrigerated transport began during the mid-19th century. Agricultural products were first shipped by rail as early as 1842. These attempts were spotty at best with poor results at the rails end.

The first refrigerated boxcar entered service in June 1851 on the Northern Railroad (NRNY) which later became the Rutland Railroad. During this time there was limited success while only operating in the winter.

The first consignment of dressed beef left the Chicago stock yards in 1857 in ordinary boxcars retrofitted with bins filled with ice. Placing the meat directly against the ice resulted in discoloration and affected the task. Gustavas Swift experimented by removing the doors on a string of boxcars and moving them along full of meat during the winter months over the Grand Trunk Railway (GTR). This practice was too limiting to be practical. Other attempts at shipping meat utilized hanging racks over ice and brine solutions. The top-heavy loads caused several derailments due to the swinging beef load around curves. In 1878 the Swift & Company hired Andrew Chase to design a well-insulated ventilated car. He placed the ice in compartments at the top of the car and packed the meat close together at the bottom on the car to keep the center of gravity lower. This system was successful. By 1881 Swifts Refrigerator Line, a fleet of over 200 cars, averaged over 3000 carcasses a week to Boston, Massachusetts.

By the turn of the 20th century, manufactured ice became more common. The [Pacific Fruit Express](#) (PFE) - a joint venture between the [Union Pacific](#) and [Southern Pacific](#) railroads, with a fleet of 6,600 refrigerator cars built by the [American Car and Foundry Company](#) (ACF) - maintained seven natural harvesting facilities, and operated 18 artificial ice plants. Their largest plant (located in [Roseville, California](#)) produced 1,200 [short tons](#) (1,100 [t](#)) of ice daily, and Roseville's docks could accommodate up to 254 cars. At the industry's peak, 1,300,000 short tons (1,200,000 t) of ice was produced for refrigerator car use annually.

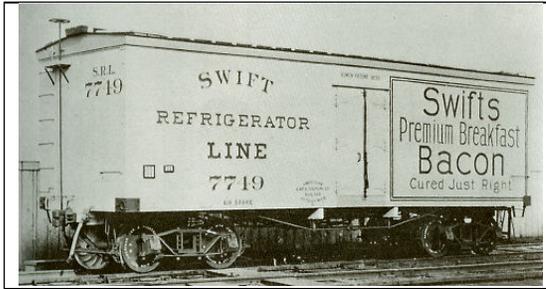
ICE

The use of ice to refrigerate and preserve food dates to prehistoric times. Through the ages, the [seasonal harvesting](#) of snow and ice was a regular practice of many cultures. China, [Greece](#), and [Rome](#) stored ice and snow in caves, dugouts or [ice houses](#) lined with straw or other insulating materials.



Ice blocks (also called "cakes") are manually placed into reefers from a covered icing dock. Each block weighed between 200 pounds (91 kg) to 400 pounds (180 kg). Crushed ice was typically used for meat cars.

Rationing of the ice allowed the preservation of foods during hot periods, a practice that was successfully employed for centuries. For most of the 19th century, natural ice (harvested from ponds and lakes) was used to supply refrigerator cars. At high altitudes or northern latitudes, one-foot tanks were often filled with water and allowed to freeze. Ice was typically cut into blocks during the winter and stored in insulated warehouses for later use, with sawdust and hay packed around the ice blocks to provide additional insulation. A late-19th century wood-bodied reefer required re-icing every 250 miles (400 km) to 400 miles (640 km). Top icing is the practice of placing a 2-inch (51 mm) to 4-inch (100 mm) layer of crushed ice on top of agricultural products that have high respiration rates, need high relative humidity, and benefit from having the cooling agent sit directly atop the load (or within individual boxes).



A [builder's photo](#) of one of the first refrigerator cars to come out of the [Detroit](#) plant of the [American Car and Foundry Company](#) (ACF), built for the [Swift Refrigerator Line](#) in 1899

Cars with pre-cooled fresh produce were top iced just before shipment. Top icing added considerable dead weight to the load. Top-icing a 40-foot (12 m) reefer required more than 10,000 [pounds](#) (4,500 [kg](#)) of ice. It had been postulated that as the ice melts, the resulting chilled water would trickle down through the load to continue the cooling process. It was found, however, that top-icing only benefited the uppermost layers of the cargo, and that the water from the melting ice often passed through spaces between the cartons and pallets with little or no cooling effect. It was ultimately determined that top-icing is useful only in preventing an increase in temperature and was eventually discontinued.

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The Cars and Their History

I have a lot of the Billboard Reefers and Boxcars in my collection. I would like to show one or more of these each month and provide some history of the car model, company it represents, and the history of the company displayed on the car sides. Hopefully, we can all learn a little more about the background of our railroad models.

Next month – Who were these people? **Ladoga Canning Company**



References: Wikipedia, Trovestar, Billboard Refrigerator Cars by Hendrickson & Kaminski

Minutes for December 22, 2020 BBMRA Meeting

President Andy Zimmerman called the meeting, held on December 22, to order via Zoom at about 7:32 PM. There were about 24 participants present at maximum.

Minutes – A motion to accept the minutes from the November meeting was forwarded. It was seconded by Neal. The motion was accepted and passed without objection.

Treasurer's Report – Drew Hackmeyer presented the report online using the Web Meeting functionality. As usual, we are in the black and looking good. The Treasurer's report was moved, seconded and accepted without objection.

Division Reports

Large Scale – Sam Miller mentioned the registration for the newly acquired trailer was completed. The trailer is located by Barrett Johnson's residence. Sam expressed his gratitude to the club for the support shown with the trailer.

HO – Phil Weston, the HO coordinator, mentioned that work continues on the junction T-Trak modules which were recently obtained. HO folks otherwise continue to hold up well with the whole pandemic situation and we look forward to resumption of normal behavior when conditions return to normal.

Small Scale –President Andy mentioned that work continues.

Switching Layout – There was no report on the switching layout.

Good of the Group – President Andy Zimmerman said the BBMRA show planned for June 26-27, 2021, is still on go. The show committee will be beginning its work sometime early in 2021. Andy said the Gold Spike enterprises show for Jacksonville planned for February 6 also was still scheduled. There was general discussion about shows that might be held throughout the coming year, when there is access to lots of space that would facilitate virus countermeasures such as appropriate distancing etc.

There was then general discussion regarding T-Trak progress and the continual encouragement to update the Wiki page.

Ed Schroeder mentioned that a new promotional Kalmbach Publishing item including updated and consolidated web pages etc. was now available.

The business end of the meeting was concluded at 8:49 PM following which several very good and interesting presentations were delivered.

Submitted by Secretary Sheldon Harrison