THE Lantern

October 2021 Volume 26 Number 10

Imagine this on Your Front Porch This Halloween!!

From the Halloween carnival on Sam Miller's O Gauge layout. The rides are from LeMax through michaels and the Internet. The Halloween carnival is being featured in a new segment on Jack Herzog's YuTube channel: John Long's Silver Railz.

HEADLINES	
• Tuesday, October 19 BBMRA Zoom Meeting – Kato USA Sales & Marketing Director Michael Conway. • New O Gauge T-Trak Packed with 3D Printer, Electronic Innovations.	• Modeling and Railfanning activities the rest of this year. • Monthly Articles: Billboard Reefers out of the Past • When Lego Trains and Lionel Trains Come Together. • More Articles and Minutes

October BBMRA Meeting Program – Kato USA

October 19, 2021, 7:30 p.m.: Guest presenter will be Michael Conway, Kato USA Director of Sales & Marketing. Mr. Conway will be discussing some new products in N, HO, and Narrow Gauge, and field questions from members. www.katousa.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

BBMRA Important Events in 2021!!

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. Call 850-459-3012 for more information.

October 14-16, 2021: NMRA Sunshine Regional 2021 Regional Convention. 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 16th, 9:00 AM – 3:00 PM. For more information follow this link to their website: www.sunshineregion.org .

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

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.

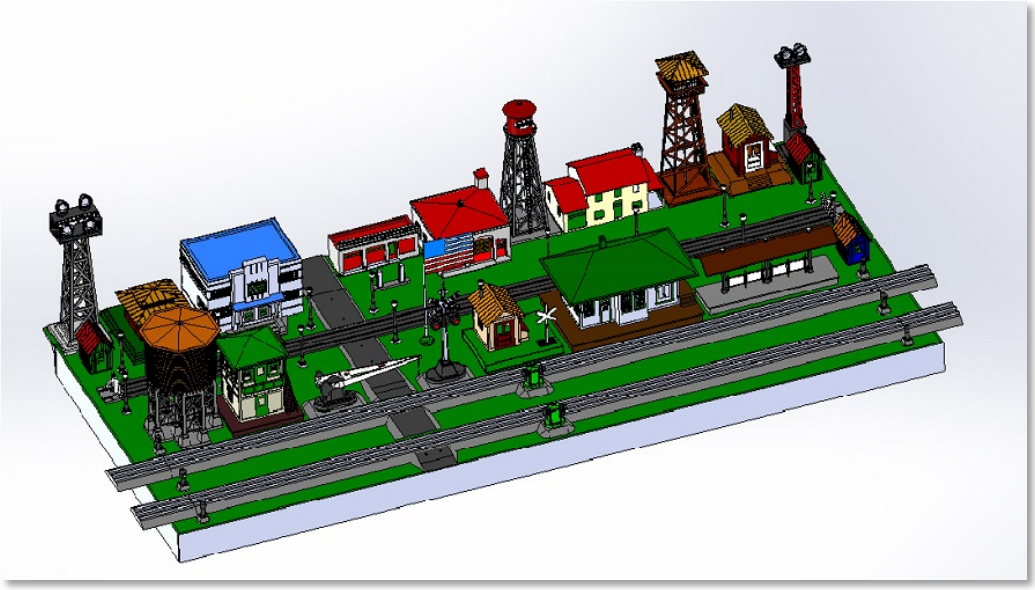
December 11-12, 2021: Wiregrass Annual Model Railroad Show & Sale, National Peanut Festival and Fairgrounds, Dothan, AL. (Originally scheduled for September 11-12 but postponed because of the COVID resurgence.)

December: Veterans Memorial Railroad Christmas Special Light Display Trains, VMRR, Bristol. Trains run at 6 p.m. on December 3, 4, 10, 11, 12, 16, 17, 19 and 20. Reservations can be made beginning November 1, at (850) 643-2229. The VMRR address is 10561 NW Theo Jacobs Way, Bristol, FL, 32321.

January 8-9, 2022: Golden Spike Model Train Show, Deland. Volusia County Fairgrounds.

February 5, 2020: January 8-9, 2022: Golden Spike Model Train Show, Jacksonville. Prime Osborne Conventional Center.

New O Gauge T-Trak Packed with 3D Printer, Electronic Innovations

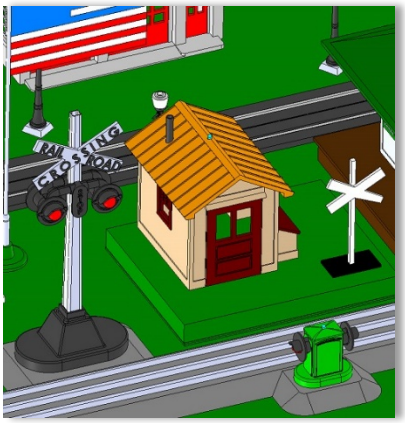


Steve Pollock, semi-retired electrical engineer and Syn-Tech Systems principal, is building an O Gauge T-Trak module for the Large Scale Division. Steve has come up with some amazing 3D printer and electronic innovations, including singing vintage Lionel buildings. We will premiere the new T-Trak sometime next year.

From Steve Pollock:

This is the plan for my O Gauge T-Trak 70-inch module as depicted via my 3D Cad software. As you can see I've gathered up a bunch of Lionel, Marx, Flier, K-line, Plasticville, and MTH stuff. I gathered a bit too much for a 70" X 30" platform so I added a 3" extension to the back. Sam Miller was nice enough to let me dig through his junk pile and his bags of Plasticville buildings. The rest I found on eBay. Everything I collected needed some repair.

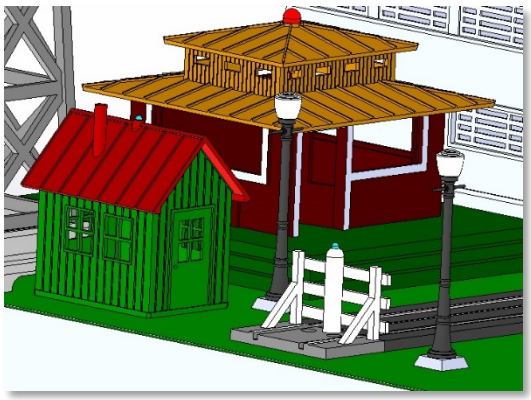
Now for the fun part: making new, modified, and repaired items for the layout. There's an adage "*if it ain't broke don't fix it*", but what's the fun in that? I just can't leave things alone, so I set out to change, modify, and repair every single item.



- First of all everything is LED lighting. In some cases, it's just bulbs but in most cases, its LED strip lights courtesy of Sam's junk pile.
- The Lionel crossing signal needed a major repair, aka, the only acceptable part was the post, and it's only one sided. Sure, one can buy 2-sided scale crossing signals, but that wouldn't be fun. Therefore, I drew a 2-sided version with my CAD software and printed all the parts on my 3D printer. Yes, I used red LED lights.

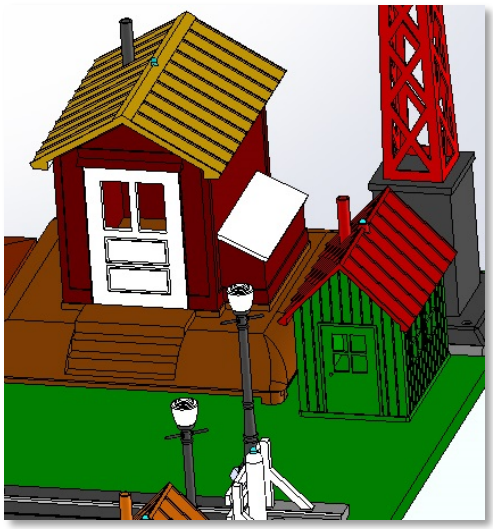
  In the second picture, one can see my 3D printed crossing signal, a gateman with a 3D printed roof with a smokestack and a 3mm blinking LED light in the roof's center, a 3D printed 2-sided mini-block signal, with LEDs of course, and K-line *SuperStreet* track. I got a used MTH streetcar to run on it.

In the 3rd picture, one can see the fence stop I drew, and 3D printed for the K-line *SuperStreet* track, I also drew, and 3D printed the small building with a smokestack and a blinking LED in the roof's center. The Lionel Whistling Station now has a new 3D printed roof with a cupola and a roof LED. The Whistling Station is the third one I've made. It, along with the first two which are on my home layout, uses an Arduino Nano processor module to control the whistle autonomously.



Here's where some of the real fun is. Draw up a schematic using online schematic software, transfer that to PCB design software and then send that to China to have the PCBs made. The PCBs cost, when one includes shipping, less than $3 each with a delivery of about 8 days, neat! Buy the parts, stuff the PCB, aka, solder in the parts, and write C-code for the processor to follow. The LED on the top is an addressable LED, so I can code the processor to change to any color I like and whenever and as often as I'd like. So, what does it do? Every three minutes it blows two longs, a short and a double long. The long, long short, double long is norm used by the railroads at every road crossing. Still not enough. I change light colors between and during whistle sequences and between whistle sequences I have the LED send our Morse code, aka, Lionel.

Unlike earlier Whistle Stations and tenders, this Whistle Station uses a DC can motor, and actually sounds like a whistle. I wasn't so lucky with the Diesel Horn Shed; it's awful, but it's authentic Lionel so I didn't change it. I did control it via a processor, but for the Diesel Horn Shed I used an Arduino clone, a Seeduino Xiao processor module. And as with the Whistle Station, I drew up a schematic, converted that to a PCB design, had the PCBs made in China, stuffed the board, and wrote C-code to control the Diesel Horn Shed. I drew, and 3D printed a new roof with a blinking LED, aka, the identical roof and blinking LED I used on the Lionel Gateman. The Diesel Horn Shed has no illumination inside the building, as the inside is full of a paper tube, which along with a speaker comprises the horn. The horn does broadcast the same long, long, short, and double long as does the Whistle Station.

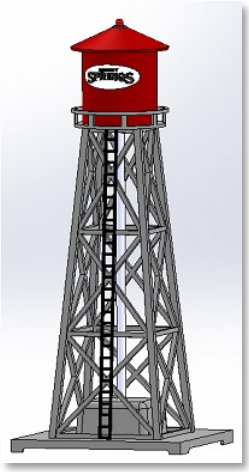


- Some of you are wondering how I'm going to get this monstrosity safely to the shows with all that stuff attached to the 70"x33" platform. Magnets are the answer. In the base of each item are from 2 to 4 magnets and embedded in the platform are matching magnets, and the pieces aren't hard-wired. Each piece is electrically connected via a connector and, as a result, the platform can be transported nearly bare, and each piece can be packaged separately, and the magnets will position them.

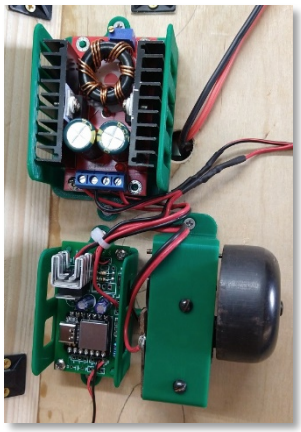
- As one can see in the first picture, there are four towers on the back row: two Marx light towers, a Flier water tower and a Lionel rotating beacon tower. All four have magnets in the base so as to both position then and to make them readily removable.
    - I converted the Lionel beacon tower into a ranger, forest fire tower. I drew the building atop the Lionel beacon tower with my 3D CAD software and printed it via my 3D printer. It has LED strip lighting and a blinking red 5mm LED at the roof's peak. I like the conversion from its former beacon configuration.
    - The Flier water tower was in bad shape and needed some work. The long bubble light leaked, the upper part of the tower has bent either from a storage problem or with excessive heat and there was no power available in the upper part of the tower. Two of the three I fixed. I replaced the long glass bubble light with a

polycarbonate rod, properly sanded so that light would emanate from the sides and not be conducted as a light pipe. I placed red LEDs at both the top and bottom of the rod. To get power to the top, I ran a thin brass tube next to the polycarbonate rod and used the brass tube as the ground and a 30 AWG wire down the center as the positive.

- The two Marx light towers were easier to work with. All they needed was bit of touch up paint, rewiring, some straightening, and LED bulbs. I'd selected a 12 VDC wall wart as the power supply for everything on the layout except the two thru tracks that will be powered via a Lionel ZW transformer. However, the LED bulbs are 18 volts, and the wall wart is 12 volts, consequently the LEDs are a bit dim. To correct this, I needed a bit more voltage than 12 volts. I selected a cheap low power *switching adjustable boost DC to DC converter module*. They're about a buck each. I put one in line between the 12VDC wall wart, and the Marx towers and I set the voltage up to 16 volts. Neat!



- There is also a solenoid operated Lionel bell (not shown in any pictures) I got via eBay. I am not sure where it came from but I suspect it's from a tender. On 12 volts its goes ding-ding-ding. I want it to go **Ding-Ding-Ding.** I hooked it up to one of my *switching adjustable boost DC to DC converter modules* and it went ding-ding and burned up the module.



A short electronics lesson is now in order. There are basically three linear electronic components: resistors, capacitors, and inductors. Resistors limit the power that flow thru them by converting the power to heat much as do the brakes on one's car. Capacitors store energy to match the voltage applied and as that applied voltage drops, the capacitor's stored energy is released so as to soften the applied voltage's voltage drop. Current thru an inductor, aka, a wire coil, sets up an energy field and when the current thru the inductor reduces or stops, the energy field collapses and supplies current to the decreasing current flow, aka, just like the ignition system in one's car.

However, what happen when the source of the current is electronic in nature such as a *switching adjustable boost DC to DC converter module?* Answer: it burns up the module. I had put in a diode to prevent this, but it burned up anyway. I ordered a more robust version of the module, about $3. With the more robust version set to 19 volts and a defending diode, I got a decent **Ding-Ding-Ding.** The JPG shows the installation: bell; robust DC to DC converter; XAIO based processor module; and three 3D printed mounts. All are mounted under the platform and out of sight.

- Along the front, there are five operating accessories, the unseen bell, four IR detectors and two double-sided block signals with addressable LEDs as bulbs. I could run everything from one processor module but in my infinite wisdom, I designed a PCB that runs only the four IR detectors and two double sided block signals, a PCB that runs five operating accessories, and a PCB that runs single operating accessories. Each of the latter two PCBs can also control addressable LEDs.

  Early in my engineering career, I learned a couple of things that proved to be every useful guides to success: **KISS**, aka, **K**eep **I**t **S**imple **S**tupid, and **MIL-TD-41S**, aka **M**ake **I**t **L**ike **T**he **D**rawing **F**or **O**nce **S**tupid. I could step back and make a new schematic, a new PCB, and new code that would support all the items on the front. But, KISS, it's going to be much simpler to break up the coding into smaller lumps, and I already have three PCBs, which will suffice and I've written most of the code in multiple lumps. Therefore, there will be three PCBs. Actually; there will be at least two more; one for sound and one for control of the MTH street car.

- Trains can be run CW or CCW and there will be one on both the inside and outside tracks. There are four IR sensors, one for each end of each track. From these four IR sensors, I've written the code to control the four addressable LEDs, which make up the two double-sided mini-block signals. The plan is to have the crossing gate,

the crossing signal, and the bell ring when a train passes on either track. I'll have the operating water tower, the switch tower, and the gateman operate only when a train passes on the inside track. It should be neat!

- Sound: There are MP3 modules that can be controlled by an Arduino or Arduino compatible processor module. I've tried a couple of different MP3 modules and a couple of different speaker combinations and I have a small amplifier. I'm thinking of putting the speaker module I made, aka, a 3D printed housing with four small speakers, in the freight station. It fits, will be approximately central to the layout, and out of sight. I've downloaded several MP3s that seem suitable, at least in my eyes: Anchors Away, It's a Grand old Flag, some train sounds, and a couple of short Disney and Disney Cruise Lines ring tones. Now add a Doppler radar detector module and I can have sound whenever someone passes by the layout, in addition to having sound based on a time schedule. Once one has the hardware, making it do something is just a matter of imagination and writing the code. So far, I've tried out all the pieces but haven't connected them together as a group. An upcoming fun activity.

- Back in the early 70's I was an A-7 Corsair instructor pilot in the Navy based out of Cecil Field near Jacksonville. On a regular basis, I was able to fly by Disney's Magic Kingdom, orbit for a bit and check out the construction progress, from a safe altitude of course, or high enough that they couldn't read the side number of my aircraft. So, at the first opportunity, aka, shortly after it opened in '71, Betsy and I headed down there. We've been going to WDW yearly ever since and sometimes more than once a year.

  When Disney Cruise Line started cruising out of Port Canaveral, it was natural to book cruises, which we've done on numerous occasions. Now we have grandkids living near St Pete. So, on a regular basis we drive down to see the grandkids for a few days, then over to WDW for few more days, then over to Port Canaveral for a cruise, and then home to recover from the vacation. Neat fun!

  On the last couple of trips, we rode Disney's new Skyliner. The Skyliner is a gondola car in the sky that takes guests from place to place within WDW. Of course, Disney has models of the Skyliner gondola car for sale and I bought one. Also in the picture is the Lionel bell I got via eBay. Maybe someone can tell me from whence it came. So, what do I do with the Skyliner model? It's about the right size as if size and scale really mattered in the Lionel world. Initially, I was thinking I'd make Skyliner like towers and have the Skyliner move on a line between the towers. Now, I'm thinking I'll make the towers and just hang the Skyliner gondola model or a couple of them unmoving on a line between towers. So far, just thoughts, no action. I've not even drawn a 3D model of the gondola yet, which will be the first step.

- I've bought and installed Lionel/K-line *Superstreet* so that I can run a bump and go streetcar. I also got a MTH Streetcar via eBay for this purpose. Used track and a used streetcar; they're going to take some work. The streetcar runs but it doesn't always start up without a push and when it runs, it runs too fast even on the 12VDC from the wall wart I'm using. I've cleaned up the rails and the rollers, but they need more. Here's my thoughts; they're just thoughts, as I haven't tried any of these yet.

    - Use a robust switching adjustable boost DC to DC converter module to up the voltage to the 18-to-20-volt range.

    - Use a Seedurino XAIO processor to control the energy supplied to the track via Pulse Width Modulation (PWM). This is similar in concept to the way current Lionel transformers control speed, although they're using Triacs to control the energy supplied to the track. Whereas, Triacs control energy available based

on the 60 cps of AC, the XAIO processor will use PWM at a rate hundreds of times faster. My thinking is that the higher voltage will get the streetcar rolling every time and the PWM will limit its speed.

- Couple that with a Doppler radar sensor and I can have it run every time someone comes by and when no one is there, it'll just sit still.

This all sounds good, but as I said before I've not tried any of this as it pertains to the streetcar. I have tried PWM and the Doppler radar sensor coupled to an Arduino processor module and they work.

- I found some streetlights on eBay and bought too many. I have streets, both the *SuperStreets* and the 3D printed crossing street. When one has streets, one must have streetlights. My streetlights are delicate. Without some thought, moving, storage, setup, and take down from shows would be a disaster. The streetlights use LEDs and are pre-wired with very thin wire, maybe as small as 40 AWG. The wire is way too thin for my wire strippers. To survive, the streetlights need to be removable without connecting the wires and if accidently bumped they need to move without breaking.

  To try to meet these needs, I designed a 2-piece 3D printed base. The above deck base is glued to the streetlight and the below/thru the deck base is glued to the underside of the 0.2" thick deck. Each of the base parts has two magnets; each magnet is soldered to a wire and when the magnets touch there is conductivity between the streetlight and the power wires below the deck. If a streetlight is accidently bumped it will move and not break because the magnets aren't very strong. I've made one; it's a PIA. So much of a PIA that I've held off making more hoping I'll come up with a better idea. So far, I haven't.

- There are hundreds of WEB sites that talk about electronic and mechanical things, but too many of them fail to tell what parts and equipment they're using. So, here's what I'm using:

  - I draw stuff for use on my 3D printer and for my NC router using Solidworks3D CAD software. It not free, but one can use Autodesk Fusion 360 just as effectively and it is free. Most of the pictures you see in this document are JPGs copied from Solidworks.

  - I use a Prusai3MK3S 3D printer and Prusaslicer software. Prusa's hardware and software have made 3D printing almost Plug & Play. My first 3D printer was a PIA. Draw what I want with Solidworks, save it as a SLD file, cut and paste it to Prusa's slice software, which will save it as an NC file. Take the NC file to the printer via an SD card and voila, you have a plastic part. Well, not right away; the printing time for the roofs I made for the Lionel gateman and the Lionel diesel horn shed each was about 6 hours.

  - For schematics and PCB design, I use the online software at EasyEDA.com. It's easy, intuitive, and free. Draw your schematic, arrange the parts on a PCB, route it, and send it to JLCPCB.com to be manufactured. In about 6-8 days, DHL will deliver the PCBs to your door. The cost of the PCBs I'm making for this project are about $3 each (minimum order 5 boards), including shipping.

  - I also have a Shapeoko 3 NC router. They have newer models, but I don't see any need for one. I haven't used it on this project yet. Regardless, I start by drawing what I want in Solidworks as I do for the 3D printed projects. I save the 3D design as a STEP file and cut & paste it to Autodesk Fusion 360. I could have designed with Fusion 360 but I'm more familiar with Solidworks. I use Fusion 360 to generate the tool path and to save the design as an NC file. Cut &paste the NC to Shapeoko's software, which sends it to the Shapeoko NC router via a long USB cable. In a bit of very noisy time, I get an NC

routed part. I included a JPG of an NC generated part although it has absolutely nothing to do with trains, but it's cute. It's made from black walnut with embedded maple.

In summary, here's what I've done or at least have on my list to accomplish? The layout has:

- 21 blinking LEDs
- 13 entities with LED lights
- 65" of *SuperStreet* with 3D printed end stops
- six 3D printed IR sensors
- 2 double-sided 3D printed block signals with addressable LEDs
- One each computer-controlled Whistle station and Diesel Horn shed
- 2 Marx light towers
- One Flier water tower
- One Lionel forest ranger & fire tower
- six computer controlled operating accessories
- One Flier flagpole
- Way too many LED streetlights

When Lego Trains and Lionel Trains Come Together

Almost anything goes with whimsy Lionel trains, including Lego trains. Sam Miller set up the Disney layout at daughter Lily Shettle's house last month for grandson Charlie's sixth birthday. Charlie, right in the photo below, and Logan, next to his mom, Lily, brought out their Lego trains, including a motorized, battery-powered, O Gauge Lego passenger set. The boys also set up a Lego Harry Plotter train station. It all worked well together for a wonderful birthday bash.

Billboard Reefers Out of the Past

By: Neal Meadows

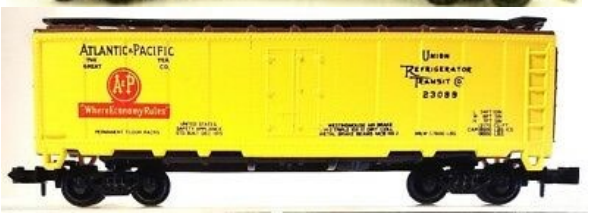
Atlantic & Pacific Tea Company

The Great Atlantic & Pacific Tea Company, better known as **A&P**, was an American chain of grocery stores that operated from 1859 to 2015. From 1915 through 1975, A&P was the largest grocery retailer in the United States (and, until 1965, the largest U.S. retailer of any kind).

A&P was considered an American icon that, according to *The Wall Street Journal*, "was as well-known as McDonald's or Google is today" and was "the Walmart before Walmart". At its peak in the 1940s, A&P captured 10% of total US grocery spending. Known for innovation, A&P and the supermarkets that followed its lead improved nutritional habits by making available a vast assortment of food products at much lower costs. Until 1982, A&P also was a large food manufacturer. In his 1952 book, *American Capitalism*, John Kenneth Galbraith cited A&P's manufacturing strategy as a classic example of countervailing power that was a welcome alternative to state price controls.

This N scale car was made by Atlas and came in two road numbers. The first was 41425 with road # NRC 3900 and the other was 41426 with road # 3901. They were both released June 1, 2003. The original price was 16.95.

This N scale car was made by Kadee Micro-Trains, now Micro-Trains Line. The car was leased from Union Refrigerator Transit Co. with road # NRTC 23099. Released Sep 1, 1976, for $4.50/



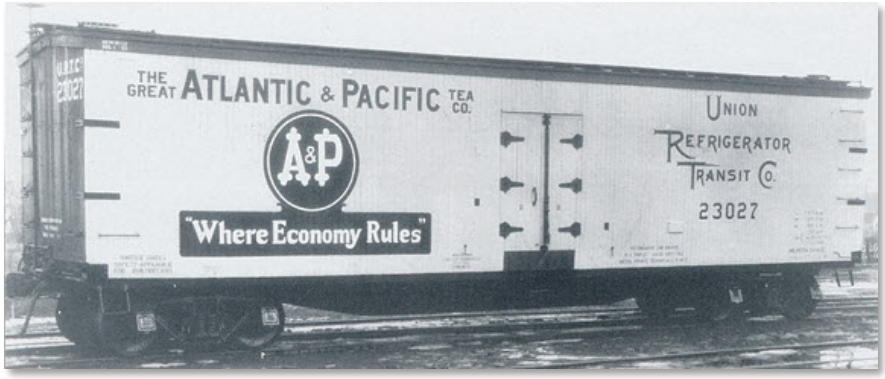
This N scale car was made by Model Power June 1, 1993. It was introduced as stock numbers in the 3700s as Deluxe versions with metal wheels. The wheel flanges were smaller. The price was $5.98.

This car was made by Athearn May 5, 2007. It is a 40' reefer of the Pfaudler Milk Transport design. This model has McHenry Magnet Knuckle couplers installed with low profile wheels This car sold for $21.95. These reefers had glass lined tanks in them for hauling milk.

This car is an O scale 3-rail Lionel car. It is lettered for the Atlantic & Pacific Tea Company and numbered URTC 9875. The stock number is 6-9875. This one is currently for sale for $24.95.

This Lionel G scale car is stock # 87107 and road # 87107 was released in 1990. The current price on this new car is $45.00.

About the A&P Railroad Reefers



The Union Refrigerator Transit Company, originally formed in 1890 by the Schlitz brewing interests, became the Union Refrigerator Transit Lines of Milwaukee (URTC) in 1903, starting with a fleet of 1,700 cars. In 1929 it was acquired by General American Tank Car Company, with the fleet now totaling 5,000 40' wood cars, mostly built by American Car & Foundry. The new company continued to operate as a separate subsidiary of GATC, now General American Transportation Corporation, added 1,500 additional cars built by GATC for a total of 6,500 cars. The shipment of beer accounted for a substantial part of its business, with many of its cars leased to independent shippers such as Miller Brewing, Goetz, Blatz, Pabst and many others. Also included were dairy shippers such as Borden's, Kraft, and Carnation. URTC also provided refrigerated car services to several railroads: the Milwaukee Road, SOO Line, Minneapolis & St. Louis, Nickel Plate, and Chicago Great Western. In July 1934, the use of billboard signage on refrigerator cars was outlawed by the ICC for a multitude of reasons, mostly as a result of complaints and resentment between the shippers themselves, and the colorful cars were seen no more.

The Great Atlantic & Pacific Tea Company was one of the lessees of Union Refrigerator Transit Company's fleet of refrigerator cars. A&P was the largest food/grocery chain in the United States, and until 1965, the largest U.S. retailer of any kind, with 15,709 stores in the US and Canada. The 1935 ORER listed the URTC Series 23000-23299 as having 174 cars still in service, many of which were for A&P.

(Note: the 1935 ORER also listed 587 wood reefers owned by Northern Refrigerator Car Company (reporting marks NRC) in revenue service, many of which were leased by A&P in Series 3000-3999.)

Paint & Lettering: Car sides and side ladders painted reefer yellow; mineral red roof, end ladders and ends. Underframe, end beams, corner straps, door hinges, lock bar and kickplate coated with black car cement. Reporting marks and billboard lettering black with red based signage.

History


GRANULATED SUGAR

4½c.

Thea-Nectar

(PURE CHINESE TEA.)

KING OF ALL TEAS.

A&P BAKING POWDER

BEST OF ALL!

SPECIAL PRESENTS given away with THEA-NECTAR and BAKING POWDER to assist in introducing to Consumers. We are satisfied when parties have once used them, they will use no others. Don't fail to give them a trial.

Eight O'Clock Breakfast Coffee.

THE FINEST, MOST DELICIOUS, AND CHEAPEST COFFEE IN THE MARKET.

We recommend to all lovers of a cup of good Coffee, that they use our "Granulated Eight O'Clock Breakfast Coffee," We do not use to give universal satisfaction, for it is sold as the STANDARD COFFEE of this country.

Directions for making. Use three-fourths the usual Quantity—when making this Coffee, put nothing else with it.

For Sale at all our Stores and from our Wagons.

THE GREAT A&P TEA COMPANY

WE WANT YOUR WIFE

to read this advertisement. We want her to know what a magnificent store of useful household presents we are GIVING AWAY. We want her to drink our Thea-Nectar Tea—and we want you to drink our Java and Mocha Coffee—they are the cheapest—the purest—and the BEST that money can buy. We have been selling pure tea, coffee, and spices since 1862—long time, isn't it?—and we have created a whole lot of things in these thirty-seven years. We don't GET our tea at second, third or fourth hands and pay a profit to each one—if we DID our prices wouldn't be so low. We are direct importers. Thea-Nectar Tea is our pride—IT GROWS IN OUR OWN TEA GARDENS—in China and Japan—cared for, packed and shipped by our own representatives. It is black tea with a green tea flavor. Everybody who has ever tasted it LIKES IT—almost everybody drinks it—we want YOU

TO DRINK OUR THEA-NECTAR TEA.

It sells for 60 cents a pound—not at the grocery stores—but at the stores of the Great Atlantic and Pacific Tea Company. There are fifty of these stores in the United States—FOUR of them right here in Washington—not forbidding our stands in the markets—five in all. We pay PARTICULAR attention to the roasting and pulverizing and BLENDING of coffees. There is no coffee in the wide world that compares with our mixture of Java and Mocha—35, 35, and 40 cents a pound. But to come back again to the SPECIAL PRESENTS. Here's just a glimpse of what we are going to give away this week with our pound of Thea-Nectar Tea at 60 cents a pound, or one pound of A. & P. baking powder at 40 cents a pound. Take your choice: Gold band cups, saucers, and plates, knife brush, decorated eight-inch meat platters, glass sugar bowls, glass butter dishes, sugar bottles, berry dishes, beautiful rose bowls, decorated compotiers, fruit-a-tives, and a host of other articles too numerous to mention. These premiums may be had at our main store and all branches.

The Great Atlantic & Pacific Tea Co.

MAIN STORE, 501-503 Seventh St. N. W., Corner F Street.

BRANCHES: 1629 14th Street N. W.

3104 M St., Georgetown.

815 H St. N. E.

And all principal markets.

NEWTON H. BOWMAN,

Manager for the District of Columbia.

Warehouses: 31, 33, 35, 37 Vesey Street, New York.

Look Out for Our New Christmas Panel, ON DECK, Ready for Distribution at Our Grand Opening, Dec. 17, 1894.

1894 newspaper ad for "Eight O'Clock Breakfast Blend" coffee from A&P

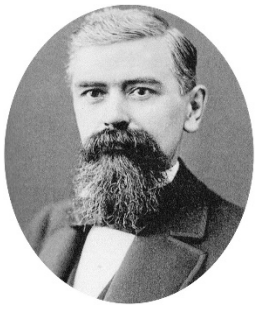
1859–1878: Gilman Era

The forerunner of A&P was founded in the 1850s as **Gilman & Company** by George Gilman (1826–1901) to continue his father's leather tanning business; in 1858 the firm's address was 98 Gold Street in Manhattan. Gilman's father died in 1859, leaving the son wealthy. That year, Gilman & Company entered the tea and coffee business from that storefront. One source speculates that Gilman decided to enter a more respectable business in light of his wealth. In May 1861, Gilman turned over the tanning business to his brother Winthrop; George moved his tea business to 129 Front Street. Initially, Gilman & Company was a wholesaler. In early 1863 the firm became a retailer, **Great American Tea Company.** Quickly, it opened five stores, moving its office and warehouse to 51 Vesey Street.

Gilman proved to be a master at promotion; the business quickly expanded by advertising low prices. The firm was able to offer low prices by acting as both the wholesaler and retailer. Gilman also built a nationwide mail order business. By 1866, the firm was valued at more than $1 million. In 1869, the transcontinental railroad was completed; Gilman created a parallel company, the **Great Atlantic & Pacific Tea Company**, to promote the then-new concept of prepackaged tea under the *Thea-Nector* name. The tea company continued to use the *Great American* name for mail-order purposes. In 1871, A&P introduced another concept when it offered premiums, such as lithographs, china, and glassware with the purchase of coffee and/or tea at its stores. These premiums are now collectibles.

1878-1951: Hartford Era

Evolution of the grocery store.



The firm grew to 70 stores by 1878, when Gilman passed management to George Huntington Hartford, who turned A&P into the country's first grocery chain. In 1900, it operated almost 200 stores. After Hartford acquired ownership, A&P grew dramatically by introducing the economy store concept in 1912, growing to 1,600 stores in 1915. After World War I, it added stores that offered meat and produce, while expanding manufacturing.

In 1930, A&P, by then the world's largest retailer, reached $2.9 billion in sales ($44.9 billion today) with 16,000 stores. In 1936, it adopted the self-serve supermarket concept and opened 4,000 larger stores (while phasing out many of its smaller units) by 1950.

A&P's decline began in the early 1950s, when it failed to keep pace with competitors that opened larger supermarkets with more modern features demanded by customers. By the 1970s, A&P stores were outdated, and its efforts to combat high operating costs resulted in poor customer service.

In 1975, it hired outside management, closed older stores, and built modern ones. When these efforts failed to turn A&P around, the heirs of the Hartford family and the Hartford foundation, which owned a majority of the stock, sold to the Tengelmann Group of Germany.

In 1981, A&P launched its second store-closing program financed by the surplus assets of its employee pension plan, reducing the corporation to fewer than 1,000 stores. The plan also closed manufacturing operations except coffee production.

A&P, 246 Third Avenue, Manhattan, 1936. Note the prominent ads for A&P's private brands.

Starting in 1982, A&P acquired several chains that continued to be operated under their own names, rather than being converted to *A&P*. While A&P regained profitability in the 1980s, in 2002 it operated at a record loss because of new competition, especially from Walmart. A&P closed more stores, which included the sale of its large Canadian division. A&P also spun off Eight O'Clock Coffee, the last of its manufacturing units.

In 2007, A&P purchased Pathmark, one of its biggest rivals, and A&P again became the largest supermarket operator in the New York City area.[12] At the same time, Tengelmann reduced its shares to 38.5%, while the private equity firm Yucaipa, as major shareholder of Pathmark, acquired 27.5% of A&P's shares.

Highly leveraged after the Pathmark acquisition, A&P experienced financial difficulties because of the Great Recession and filed for Chapter 11 protection in 2010, in the United States Bankruptcy Court in White Plains, New York. By the time of its filing, A&P had declined from the nation's largest grocery retailer to the 28th, with operations limited to the Northeast.

In 2012, A&P emerged from bankruptcy by becoming a private company, as Tengelmann ended its holding, and briefly returned to modest profitability in 2013 and 2014.

A&P had been for sale in 2013 but could not find a suitable buyer. After declaring a loss in April 2015, it filed for its second Chapter 11 bankruptcy on July 19 of that year. All of its supermarkets were sold or closed by November 25, 2015, and the closure of the Best Cellars Wines and Spirits stores followed shortly thereafter, with those stores auctioned in August 2016.

Store Design

The A&P Historical Society describes early stores as "resplendent emporiums" painted in vermilion and equipped with a large gas light T sign. Interiors included crystal chandeliers, tin ceilings, and walls with gilt-edged Chinese panels. A clerk stood behind a long counter to serve customers (self-service did not become common until the 1930s), and the cashier's station was shaped like a pagoda. When A&P started offering premiums, the wall opposite the counter was equipped with large shelves to display the giveaways.

After John Hartford became responsible for marketing in the 1900s, A&P began offering S&H Green Stamps to free space for the expanded line of groceries available in the stores. The economy stores John Hartford developed in 1912 eliminated frills. Typically, 600 square feet (56 m^2), these stores were equipped with basic shelving and a small ice box. A&P agreed only to short leases so that it could quickly close unprofitable stores.

In the early 1920s, A&P opened combination grocery/meat/produce stores eventually converting into supermarkets in the 1930s. On average, each supermarket replaced six older combination stores. A&P's policy of agreeing only to short-term leases resulted in differences in store design into the 1950s. During the mid-20th Century A&P stores were considerably smaller in size than those of other chains. As late as 1971, half of the A&P stores were under 8,000 square feet (740 m^2).

During the Scott era, store design was modernized and controlled from headquarters. A&P developed four different-sized prototypes: 23,000 square feet (2,100 m^2), 28,000 square feet (2,600 m^2), 30,000 square feet (2,800 m^2), and 32,000 square feet (3,000 m^2). *Family Mart* stores were combination grocery/drug units with 40,000 square feet (3,700 m^2) of floor space.

Part 7 The History and Operations of the Apalachicola Northern Railroad

In September's article we looked at the history of the ANRR and the motive power and ended that section with "Diesel Power." This month we will focus on the "Cabooses." 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.

Cabooses

The AN had an interesting collection of wooden cabooses which in the later years were painted in the same blue and white scheme as the diesels. The last of these was retired in the mid-1960s. and three ex-Western Maryland steel cabooses (former nos. 1848, 1854 and 1866) were substituted. The new AN numbers were X10, X11, and X12. The WM hacks were out of service by the early 1980s. All three are now off the property, with two having been sold to private individuals and one put on display in Blountstown, Florida. Like most railroads today, the AN now uses FRED devices as end of train markers.

AN X11 Port St. Joe, FL, February 20, 1967 (*George Berisso*)

The first all-steel cabooses built for the Chesapeake & Ohio Railroad were produced in 1937 by the Magor Car Corporation in Clifton, N.J. Magor, along with St. Louis Car Company and ACF, ultimately built a total of

350 cabooses for the C&O using a similar design. The last were produced in 1949. Through subsequent rebuilding and modernization, many remained in service through the end of regular caboose usage in the 1980s. Cabooses of a similar design were also built for Pere Marquette, Missouri Pacific, Western Maryland, and Chicago & Eastern Illinois.

5/1/1987 Lee Singletary AN X12 Caboose
Location: The picture credit says Apalachicola but there were no rail lines down to Apalachicola at the time of this photo. The buildings and rail yard look like the yard at Port St. Joe, FL

12/26/2010 Larry De Bert Location: Blountstown, FL
The Marianna & Blountstown Railroad ran from Calhoun County up to Marianna in Jackson County. This is original MB 444 4-6-0 Steam Engine and tender. The caboose is the old AN X12 caboose. All have been refurbished for a static display in front of old M&B Depot, refurbished and is now a museum.

5/1/1987 Lee Singletary AN X11 Caboose
Location: Port St. Joe, FL

12/10/1979 Paul Wilshaw AN X11 Caboose
Location: Port St. Joe, FL

8/1/1986 Lee Singletary AN X10 Caboose
Location: Pensacola, FL

12/10/1979 Paul Wilshaw AN X10 Caboose
Location: Port St. Joe, FL

These photos show some of the old wooden cabooses and some of the newer steel ones.

Models of AN Cabooses

Atlas Trainman 39859
Apalachicola Northern Road # AN X10
Released June 1, 2012. Sold for $16.95. The style is the steel C&O Center Cupola.

Atlas Trainman 39860

Apalachicola Northern Road # AN X10
Released June 1, 2012. Sold for $16.95. The style is the steel C&O Center Cupola. This model looks different from the picture of the prototype above.

This Athearn HO model is currently for sale on EBAY and is listed as new for $79.99. That is considerable for a caboose. Must be hard to find or as they often say "Rare."

Next month we will look at the other types of rolling stock used by the Apalachicola Northern Railroad.

Minutes of the September 27, 2021, BBMRA Meeting

President Andy Zimmerman called the meeting, held on Sep 21 via Zoom, to order at 7:37 PM. There were 12 participants.

Minutes – A motion to accept the minutes with corrections from the June meeting was forwarded by Ed Schroeder and seconded by Bob Ruggles. The motion was accepted and passed without objection.

Treasurer's Report – President Andy showed the paid members and the amounts and we now have over 60 current members. He r mentioned that four members are paid through 2023. Drew Hackmeyer mentioned he did not have much to add except that we are in the black and looking good. The report was moved by Drew and seconded by Joe Haley. The motion was passed without objection. There was a question from Tracy Elliott on some accounting details from the carryover amounts between the canceled 2020 show and the 2021 show.

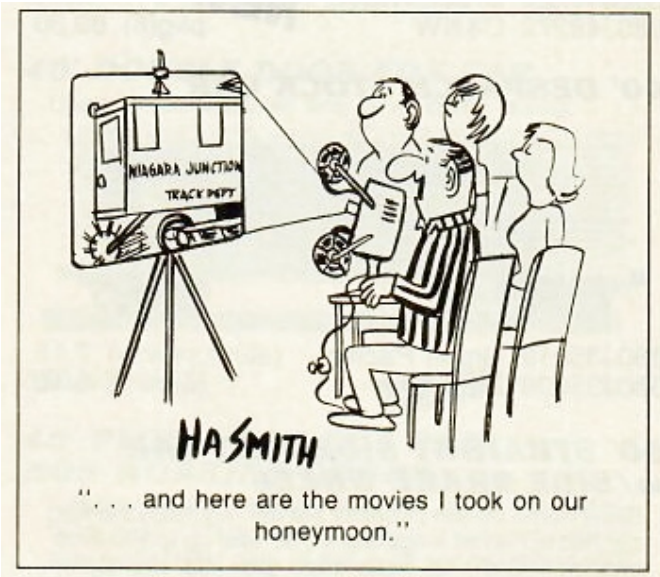
Division Reports

Small Scale – Garth was absent and there were no updates.

Large Scale – Sam Miller mentioned the Senior Center activities and was grateful for the help Neal Meadows provided. He mentioned it was a lot of fun and mentioned Barbara Donner and Doug Gyuricsko also participated. He also mentioned Steve Pollock is doing an O scale T-Trak module and the Large-Scale group is really excited about this creative module.

HO – Phil Weston was absent but there was discussion on Phil's "Weston" cowboy T-Trak module.

Switching Layout – Joe had nothing to share.



Cartoon courtesy of *Model Railroader* Magazine.

Good of the Group – There was then discussion on the loss of Lisa Blair and more general discussion on the series of similar sad events the club has undergone recently. The business portion of the meeting was then concluded quickly at 7:58 PM.

Submitted by Secretary Sheldon Harrison

Neal and Sam bring you all the news and views that we can put together for your viewing pleasure around model trains. Hopefully, you will see something you like and can share the info with others.

Now for a little humor…….