



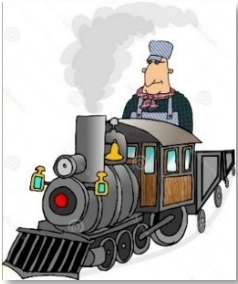
# THE Lantern

September 2023

Volume 28 Number 9

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## September 19, 2023

BBMRA meets Tuesday, September 19, at 7:30 p.m. through Zoom. The program is still being developed.

**Join Zoom**

**Meeting** <https://us02web.zoom.us/j/87359055848?pwd=WTVtUDhBUmhXVFp3RkY4WWNnZ2NXdz09>

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

Meeting ID: 873 5905 5848, Password: BBMRA2022

## 2023/24 Officers

The 2023/24 slate of officers was elected during the August Zoom meeting. The officers are:

- **President** - Andy J. Zimmerman
- **Vice President** - Stacey Elliott
- **Treasurer** - Neal Meadows
- **Secretary** - Sheldon Harrison
- **Large-Scale** - Sam Miller
- **HO-Division** - Phil Weston
- **Small-Scale** –Brandon McKenny.

## It is Time to Pay Your 2023-24 Dues

*The BBMRA now has the option for new and current members to pay their dues online by using the PayPal link on the BBMRA.ORG website. It is under the Membership menu item. When you select the PayPal button you will get the option to use your PayPal account if you have one or use a credit/debit card. The dues are \$21.25 using this method, 2 years for \$42.00.*



BBMRA dues are \$20 a year and must be paid by July 30, under club bylaws. Over the years, however, we have not considered dues delinquent until the end of August, BBMRA President Andy Zimmerman says.



## New Members: Jabari & Joel Mullins

From Sam Miller:

BBMRA recruited half a dozen new faces during the June show. We welcome each of them: Larry Callahan, Lisa Galocy, Tim Holmes, Mayra Segovia, Jabari and Joel Mullins, and James W. Frank.

Here is a brief profile on one of them – HO enthusiasts Jabari and Joel Mullins. This note is from Jabari:

We are from Tallahassee. My son, Joel, has been loving train since he was a really little kid. He is six now and the love for trains has grown. It is an expensive hobby I can see, but as a single parent father, I try to do anything for my son if I can. We just get things for our layout when we can. It is not complete but in due time it will be. A Florida, Georgia & Alabama diesel is something he really loves. We haven't been able to find a model of it yet.



Jabari and Joel Mullins' HO layout is off to a good start.

## FGA #106 Roams Throughout the Panhandle

Photo came from Jabari Mullins



Jabari Mullins submitted this picture. He has it in front of a venetian blind to back light the photo. It is a little hard to see.



I took the liberty to use some photos available on the internet to better display the locomotive in his contribution. The photo above is FGA 106 & 107, both former FEC locos, pulling a mixed freight train to connect to CSX at the Baldwin Yard. Photo – John Filion



This photo was taken by Alan Williams ^^  
Copyright The Occidental Tourist >>>>



# CSX Pays Tribute to L&N

August 28, 2023

Contributed by: Dr. Neal Meadows - *My favorite railroad!*



The Louisville & Nashville is the latest CSX predecessor railroad to be honored with a heritage unit. CSX ES44AH 1850 has become the sixth heritage locomotive created by the carrier. The roster number denotes the year that the L&N was chartered by the state of Kentucky. As has been the case with other CSX heritage units, the 1850 has a standard CSX livery on its nose with the heritage treatment applied to the rear two-thirds.

The 1850 was introduced in a video posted by CSX to social media showing it in a shop in Waycross, Georgia. Other CSX heritage units pay tribute to the Baltimore & Ohio, Chesapeake & Ohio, Seaboard System, Chessie System, and Conrail.



Photographs by Robert Farkas

See the history of the CSX through all of its ancestors. It is a really neat timeline that you can scroll through. You should check it out. <https://www.csx.com/index.cfm/about-us/history-evolution/>

You can watch the media release about the L&N Heritage 1850 locomotive released in August 2023 here. <https://www.csx.com/index.cfm/about-us/louisville-nashville-heritage-locomotive-enters-service-on-csx/>

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## BBMRA Important Events in 2023!!



Help us build this calendar. Email [sammiller61113@outlook.com](mailto:sammiller61113@outlook.com). 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.railserv.com/events/train\\_shows.html](https://www.railserv.com/events/train_shows.html)

**BBMRA meetings are the third Tuesday of each month.** We currently meet through Zoom but meeting again face-to-face is being discussed.

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

Meeting ID: 873 5905 5848, Password: BBMRA2022

**Lionel Interest Group Operating Sessions: most Sundays at 1:30 p.m.** at Sam Miller's house in Woodgate. Call (850) 459-3012 for further information. Sam will be at the Villages model train show September 17.

**September 16-17, 2023, The Villages Model Train Show:** Savannah Regional Center, 1545 N. Buena Vista Blvd., The Villages, FL, 32162. Saturday, 9 a.m. to 4 p.m.; Sunday, 10 am. To 3 p.m. Admission \$7; children under 12 free.

**September 16-17, 2023, 2023 Wiregrass Steel Wheels model train show:** 501 Recreation Road, Dothan, AL. This show is no longer at the National Peanut Festival Fairgrounds. Admission is \$6.00 for everyone 7 and up, 6 and under are free. Saturday, 9 a.m. to 4 p.m.; Sunday, 10 a.m. to 4 p.m. (Times are Central).

**October 12-14, 2023, NMRA Sunshine Region Annual Convention and Train Show.** Trinkle Center, Hillsborough Community College, 1206 N. Park Road, Plant City, FL 33563. The train show is October 14, from 9 a.m. to 3 p.m. Events are open to NMRA SR members and non-members. See this link: <https://www.nmrasunshineregion.org/general-4>

**October 21, 2023, a Saturday, WFRM Tailgate Swap Meet, 8 a.m. to noon (Central). Milton RR Depot, 5003 Henry Street, Milton FL.** Free admission. Vendors must register for space and pay a \$5 donation. Hist5oric L&N RR Museum, vintage passenger and freight cars, Caboose gift shop, operating G Scale and HO layouts. For additional information, email: [wfrmtreasurer@wfrm.org](mailto:wfrmtreasurer@wfrm.org)

**October 28, 2023, Festival in Havana Postponed until next year.** This will be hosted by the Shade Tree Tobacco Museum. They have asked BBMRA to display and run trains at this event. Stacey Elliott, Neal Meadows, Bob Feuerstein, and Andy Zimmerman have visited and talked with the group about possibly attending the event with our layouts. More to come about this! **(This event has been delayed until after the first of the new year.)**

**November 11-12, 2023, Pensacola Railfest 2023. Sponsored by the Pensacola Model Railroad Club. Building 1, the Pensacola Fairgrounds, 6655 Mobile Highway, Pensacola, 32526. Saturday, 9 to 5; Sunday, 10 to 4 (Central times). BBMRA will set up models as part of this show's N Scale T-Trak layout.**

**December 9, 2023, Woodgate Neighborhood Model Trains Open House:** a Saturday, 1:30 to 3:30 p.m., at Sam Miller's house in Woodgate.

**December 14, 2023, a Thursday, BBMRA running again at the Tallahassee Senior Center.** It will be the third December in a row for this holiday-related operating session, We had a great turnout last year.

**December 2023, Veterans Memorial Railroad Polar Express:** Precise dates will be announced later, but they will be in and around the Christmas holidays. "For those who have never ridden the Christmas "Polar Bear Express," it is an amazing ride over one mile of track around the park to view thousands of lights and life-size scenes, including Santa's Village, Polar Bear Mountain, an extensive Frozen scene, Western Town, and other scenes. This unique train ride is designed to delight all ages." (from the VMRR Internet site.) For reservations of the train or additional information, please call 850-643-6646

**January 4-6, 2024: Prototype Rails 2024, Cocoa Beach Hilton:** This is an NMRA Sunshine Region sanctioned event with a wide variety of model railroading workshops and presentations. Featuring O, HO and N. The registration fee is \$55 before December 31 and \$60 after that. Checks payable to Prototype Rails and must be sent to Tom Meyer, 2321 Kumquat Drive, Edgewater, FL, 32141. Mention Group Code NMR 23 when reserving your room.

February 2024, Golden Spike Enterprises Jacksonville Train Show, Prime Osborne Center, Jacksonville. The exact date has not yet been announced.

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## Signals from the Sunshine Region



From Bob Feuerstein

### SSR Director at Large awarded the "NMRA President's Award."

The NMRA President's Award for Leadership is awarded to Andy J. Zimmerman for his Leadership of the Standards and Conformance Department at the National level. The NMRA President gives the President's Award, at the national conference, for outstanding service to the NMRA.

Check the [nmra.org](https://www.nmra.org) calendar for upcoming events throughout the United States, England, and Europe: <https://www.nmra.org/calendar>. If you do not see any event that might interest you, please get in touch with me at this email address ([photobob321@gmail.com](mailto:photobob321@gmail.com)). To submit entries for the NMRA calendar, send the information to [calendar@nmra.org](mailto:calendar@nmra.org).

Look at the NMRA website. Check out the many things that offered: education standards, membership, awards programs, and other people's experiences in our hobby; modeling throughout the world at this location: <https://www.nmra.org/>.

### Sopchoppy Depot Days and a Select BBMRA HO Group

Sopchoppy's Depot Days is now an annual event on the second Saturday in September. And the BBMRA HO Division has become a wonderful regular player. Phil Weston and his crew September 9 operated a mid-sized HO T-Trak layout developed for Sopchoppy to depict its railroading history as a major stop for the Georgia, Florida and Alabama Railroad. (Phil will be doing a special report for the Lantern on these special T-Traks later this fall.) Phil's BBMRA colleagues in Sopchoppy included Art Wilson, Paul Schnieder and Peggy, Scott Garner, and Phil's wife Judy. Other club members may have participated later. (Photos below were by Sam Miller)





Bob Feuerstein and Neal Meadows also attended Sopchoppy Depot Days and took these pictures.





Bob and I had a good time looking at and listening to all the activities going on that day. I was intrigued by all the pictures that were featured. The artifacts were displayed very well and were notated, and the signage was very well done. The event was held on September 9, 2023. (Neal)

## OUT OF THE PAST – PIGGYBACK FLATS

By: Dr. Neal Meadows

I have always been interested in the "Piggyback" cars used to transport goods in semi-trailers on a flatcar, otherwise known as "TOFC" trailer on flat car. I wanted to know when they were first used and how successful were the ventures. I have several of these cars decorated in a variety of roads and thought I would share some information that I found.



"Piggyback," the popular name for trailer-on-flatcar (TOFC) movement, has been one of the greatest technological innovations in land transportation circa 1960, although the idea was not of recent origin. Piggyback development represented an attempt on the part of the railroads to bolster their declining revenues and to reclaim traffic lost over the last few years to the trucking industry. It represents an example of coordination of transport facilities, routes, and rates. Each unfavorable ICC decision arrested the development of piggyback for a temporary period thereafter. The Container Case in 1931 killed the incentive for use of containers because the Commission set an unprofitable rate for shippers.

Piggybacking is the practice of carrying semi-trailers on railroad flatcars. It allows shippers to move truckloads long distances more cheaply than can be done by having each trailer towed by a truck, since one train can carry more than 100 trailers at once. The railroads used piggybacking to compete with the trucking industry and to increase their efficiency and profitability. By combining the flexibility of trucks with the economy of trains, they could offer faster and cheaper service to their customers. Piggybacking increased efficiency by reducing the loading and unloading time, saving fuel and labor costs, avoiding traffic congestion and road tolls, and minimizing the wear and tear of the trailers.

The rules laid down in Ex Parte 129 (1939) were favorable to the development of piggyback service, but it was not until the New York, New Haven, and Hartford decision in 1954 that certain principles were established which encouraged piggyback development. Piggyback carloading surged forward thereafter in spite of subsequent ICC investigations. TRAILER-ON-FLATCAR or "piggyback" as it is commonly called refers to the movement of loaded or empty highway trailers on railroad flatcars. The term also embraces the transportation of steel containers on flatcars. Steel containers are also utilized on ships ("fishyback") and on planes ("birdyback"); however, only trailer-on-flatcar (TOFC) or piggyback will be discussed in this article, although the general principles of economy and efficiency are the same.

Some railroads tried it earlier in '49 and '50, but the truckers didn't like it. The truckers opposed this because they feared losing their income and their bargaining power. They also argued that piggybacking was unfair competition and violated the Interstate Commerce Act. The Interstate Commerce Act was a federal law passed in 1887 that aimed to regulate the railroad industry, especially its monopolistic practices. The act required that railroad rates be "reasonable and just," but did not empower the government to fix specific rates. It also created the Interstate Commerce Commission (ICC) to oversee the conduct of the railroads and enforce the act. The act was one of the first attempts by Congress to regulate interstate commerce under its constitutional power. Some truckers even threatened to strike if the railroads continued to use this method.



One of the railroads that used these cars was the L&N, which had a special service called "TOTE" or "Trailer On Train Express". This service offered shippers the convenience of door-to-door delivery by combining rail and truck transportation.



L&N began TOTE service in 1955, the same year that piggybacking became popular in the railroad industry. The L&N expanded TOTE service to cover most of its network by the 1960s. The L&N also had a slogan for TOTE: "When It's TOTE, It's GO!" TOTE service worked by loading semi-trailers onto specially designed flatcars at a terminal near the origin point. The flatcars were then coupled to a train and transported to a terminal near the destination point. There, the semi-trailers were unloaded from the flatcars and hooked to trucks for the final delivery.

The process was reversed for the return trip. TOTE service eliminated the need for multiple transfers of cargo between trucks and trains, saving time and money for both shippers and railroads.

L&N was later entering the TOFC market. Other companies experimented with various formats for their use of TOFC. By 1955, many companies had ventured into the use of "Piggyback service" or "pigs" as they were called by trainmen. The following list details the happenings from 1950 through 1955 when the use of "pigs" greatly increased. The list was originally compiled by Jim Eager in 2001. He separated the list into three parts based on the years since the beginning of TOFC. I edited the list for use in this newsletter and listed it from 1950 through 1955. Since my favored railroad line is Louisville & Nashville, I highlighted that one in 1955. Later years saw the rapid advancement of types of TOFC cars and development of auto racks. I will feature more of this list in later issues of the Lantern.

Jim Eager Intermodals Timeline

#### 1951

- **ATSF converts two 53ft flatcars for TOFC experiments (class Ft-L).**

#### 1952

- **Rail-Trailer was founded by Eugene Ryan to promote TOFC service and provide consulting on design and operations for railroads seeking to offer TOFC service.**
- **B&O begins Time Saver LCL TOFC service in December.**
- **C&EI begins LCL TOFC service.**
- **CN begins LCL TOFC service between Montreal-Toronto in December; uses converted 52ft flats.**
- **CP begins LCL TOFC service between Montreal-Toronto in December; uses converted 48ft flats.**

#### 1953

- **EMD builds an experimental depressed-center, side-loading 75-foot flat capable of handling two 35-foot trailers on low-clearance routes; EMD also builds a conventional straight-deck car that becomes CGW 1.**
- **Pullman-Standard designs a flush-deck side-loading 75-foot flat; never goes into production.**
- **Van-Car, a subsidiary of Rail-Trailer, announces plans to build a fleet of 500 side-loading TOFC flats for lease to railroads.**
- **The term "Piggyback" was objected to by some railroad executives as being undignified.**
- **ARR begins handling common-carrier trailers TOFC seasonally.**
- **B&O considers extending service to New York market via RDG-CNJ**

- CN expands TOFC service to Hamilton in July.
- C&NW begins LCL TOFC service between Chicago-Green Bay in August; expands service to Twin Cities and Omaha in November, Milwaukee in December; uses converted 53ft flats.
- NYNH&H carries over 50,000 LCL, common-carrier, and shipper-owned trailers in its Trailiner TOFC service in 1953, generating almost \$2 million in revenue; wins permanent injunction in April prohibiting Teamsters Union boycott of its terminals; NH asks ICC to clarify position on 20 questions regarding rates and what kind of traffic may be carried by TOFC: railroad-solicited using railroad-supplied equipment, common-carrier trucker, private and contract trucker, and freight-forwarder.
- SP/T&NO begins LCL TOFC service between Houston-Lake Charles in May; begins trailer-load service between Los Angeles-San Francisco in July for Pacific Motor Trucking.
- UP begins LCL and trailer-load TOFC service between Los Angeles-Las Vegas in August; extended to Salt Lake City in November, mainly to handle steel from US Steel's Geneva Works that had been lost to trucks; uses converted 53ft flats.

## 1954

- ICC suspends proposed TOFC trailer-load tariffs of B&O, DL&W, ERIE, LV, NKP, PRR and WAB in June due to protest by motor carriers; lifts suspension in July pending hearings; rules in August on 12 of the 20 questions submitted by NH; key rulings are that movement of railroad-owned trailers via TOFC does not require a motor carrier certificate and that common-carrier, private-carrier, and freight-forwarder traffic may be carried with restrictions; way finally cleared for explosive growth of piggyback service.
- Pullman designs an all-purpose side and end loading TOFC car with elevating deck to reduce clearances; never goes into production.
- GM announces that it will not build its TOFC design but will license other firms to do so; never goes into production.
- Piggy-Back Inc. formed to develop the French Clejan system for the North American market.
- Canadian Rail Van Systems tests new container that locks to the flatcar and trailer chassis as with later ISO container systems.
- ATSF begins LCL and trailer-load TOFC service between Chicago-Kansas City and Los Angeles-San Diego in November; tests an experimental flatcar-mounted bilevel autorack developed by Evans.
- B&O begins trailer-load TOFCEE service in July; uses converted 41 and 53ft flats.
- CB&Q begins LCL TOFC service; builds ten 75-foot flats using Commonwealth cast steel underframes.
- C&EI begins trailer-load TOFC service between Chicago-St. Louis and Chicago-Evansville.
- C&NW begins trailer-load TOFC service between Chicago-Green Bay in March; expands service between Twin Cities-Duluth/Superior in May.
- CN begins trailer-load TOFC service in July.
- CP begins trailer-load TOFC service in January.
- DL&W begins LCL TOFC service between Newark-Buffalo in June; begins trailer-load service in July and service extended to Cleveland, Chicago, and St. Louis via NKP, and to Detroit and Chicago via WAB; uses 40ft flats rebuilt from retired gondolas.
- ERIE begins trailer-load TOFC service between Jersey City-Chicago in July; uses converted 45 and 53ft flats; orders 75ft flats from Bethlehem Steel Car for delivery in January 1955.
- GN begins LCL TOFC service between Twin Cities-Duluth-Superior in May, trailer-load service in September; uses converted 52 and 54ft flats.



- KCS begins trailer-load TOFC service in September between Dallas-Shreveport-New Orleans; later expands service to Kansas City; uses converted 41 and 52ft flats.
- LV begins trailer-load TOFC service between Newark-Buffalo and to Cleveland and Chicago via NKP in July; uses converted 50ft flats.
- MKT begins LCL, trailer-load, and common-carrier TOFC service between Kansas City-Oklahoma City in July, later expands to St. Louis, Tulsa, and Dallas; uses converted 40ft flats.
- NKP begins trailer-load TOFC service between Chicago-Cleveland-Buffalo in July and to New York via DL&W and LV; uses converted 43 and 53ft flats.



- NP begins LCL TOFC service in August, trailer-load in October; uses converted 50 and 53ft flats.
- NYC contracts Rail-Trailer in January to develop New York City and Boston-Chicago TOFC service using dedicated piggyback trains of 75-foot cars; service set to begin in October; A.E. Pearlman elected President of NYC in June; NYC announces in October that TOFC service will be "held in abeyance" pending further study, Early Bird service promoted instead.
- NYNH&H and US Post Office conduct trials of TOFC mail service; TOFC traffic in solid trains when volume warrants.
- PRR begins LCL and trailer-load Truc Train service between Jersey City-Newark-Philadelphia-Pittsburgh-Chicago in July; extends service to St. Louis in December; uses converted 50-foot flats (class F30D); leases first 200 75ft TOFC flats (class F39) capable of hauling two 35-foot trailers from Van-Car; moves 1,330 trailers in



first year.

- SLSF tests Railliner COFC containers
- SP/T&NO begins LCL TOFC service between Houston-Dallas/Ft. Worth
- SSW begins trailer-load TOFC service in September carrying Southwestern Transportation Co. trailers.
- UP expands TOFC service between Idaho, Nevada, Oregon and Wyoming stations in May-July; begins interlining service with SP in October; tests an experimental flatcar-mounted bilevel autorack developed by Evans.

- Wabash begins LCL and trailer-load TOFC service between Buffalo, Detroit, Chicago, and St. Louis in July; hauls 381 trailers that year; uses converted 53ft flats.

1955

- ICC issues final ruling upholding TOFC common carrier truck-load rates (Plan I) of B&O, DL&W, ERIE, NKP, PRR, WAB; suspends a C&EI tariff that allowed a discount for shippers draying their own trailers, and free return of empties.
- Clark Mobilvan formed by Rail-Trailer to market COFC containers developed by Clark Equipment; Fruehauf to produce containers, which lock to the car and trailer chassis; Clark to produce forklift trucks to handle loading.
- Dry ice and mechanical cooling of trailers tested on ATSF, B&O, C&EI, CGW, LV-NKP, NP, and UP
- ARR orders 24ft marine/rail containers for ship-COFC-truck service.
- ATSF expands service Chicago-Denver; begins interlining TOFC service with GN via WP at Stockton in May; expands service between California-Arizona-New Mexico-Texas in August.
- B&O extends TOFCEE service to Washington, Pittsburgh, Indianapolis, Cincinnati, St. Louis, and Toledo in March; establishes interline service with C&NW in December.
- CI&L (Monon) begins Trailer-Maid TOFC service between Chicago-Louisville and Chicago-Indianapolis in January, interline movements with C&NW and NKP; uses converted 38-foot flats.
- C&NW begins trailer-load service between Chicago-Twin Cities in February; begins service to St. Louis via Litchfield & Madison and to Louisville via CI&L in June; establishes interline service with B&O, DL&W, GN, LV, NKP, PRR, RDG, UP, WAB, WM.
- CN extends TOFC service Toronto-London in August.



23031 CNR TOFC TRAILER TORONTO ONT. APR. 1956 JIM PARKER PHOTO

- CP extends TOFC service Toronto-London in August; operates separate service in West.



- DL&W adds terminal to serve Elmira/Corning in April; extends service via NYS&W in December.
- ERIE adds service to Cleveland and Youngstown in March; interlines with C&NW and ATSF in December; tests NH Clejan cars in June.

- GN extends TOFC service Fargo-Minot; establishes interline service with CB&Q, C&NW, SOO in the East, in the West with SP and WP-ATSF via the Inside Gateway at Bieber in May.
- IC begins TOFC service between Chicago-Memphis in June; uses converted 40 and 50ft flats.
- **L&N begins TOTE (Trailer On Train Express) service between Louisville-Birmingham-New Orleans in August.**



- M&StL begins tRAILer TOFC service between St. Paul-Peoria in November; adds Twin Cities-St. Louis and interlines with WAB in December; uses converted 50 flats.
- NKP establishes interline service with P&WV-WM-RDG, C&NW, UP, SSW, T&NO/SP, SLSF, CI&L (MON).
- NYNH&H builds two prototype 75-foot Clejan cars designed by Piggy-Back, Inc; begins testing the cars in Trailiner service in February; cars also tested by Erie, MKT, SP and UP; NH buys its first trailers (has only carried common-carrier, contract, and shipper trailers before).
- N&W establishes interline common-carrier TOFC service with PRR between New York-Philadelphia-Roanoke via Hagerstown in November, the first interline of common-carrier trailers.
- NP TOFC service covers Twin Cities-Duluth/Superior, Twin Cities-Fargo, Seattle-Tacoma-Portland, and interline with SP.



- PRR begins common-carrier Truc Train service in March; hauls 944 common-carrier and 1,220 railroad trailers in May; extends TOFC service to Cleveland-Indianapolis-Louisville in June; interline service established with N&W in November and with C&NW in December; builds 300 more 75-foot flats in 1955-56; investment to date is \$5 million in cars, \$500,000 in terminals.
- P&WV mainly bridges TOFC traffic between RDG-WM-NKP but does have its own modified flats and trailers.
- RDG begins trailer-load TOFC service between Philadelphia/Camden-Chicago via WM-P&WV-NKP in January; extends to E. St. Louis in April; uses converted 46ft gondolas.
- SLSF begins TOFC service between St. Louis and Kansas City to Dallas/Fort Worth in the summer; Tulsa and Oklahoma City added in October; uses converted 42-foot flats.



- Soo Line begins LCL TOFC service between Twin Cities-Neenah/Menasha in March; uses converted 40 and 50-foot flatcars and 24-foot trailers.



- SP/T&NO expands TOFC service between San Francisco-Ukiah and San Francisco-Portland and to Seattle via NP in February; also interlines with SSW, GN and UP; operates TOFC service over more than 7,500 route miles from Portland to New Orleans; moves 37,736 trailers in first 9 months of 1955.

- T&P begins hauling shipper-owned trailers TOFC between Fort Worth-Odessa for Armour & Co that summer.

- UP begins handling Armour & Co trailers between Omaha-Kearny; begins interline service between Chicago-Denver via C&NW and St. Louis-Denver via WAB in July.

- Wabash interlines with DL&W, LV, C&NW, ATSF,

UP; orders 20 75-foot flats from PRR and builds 50 more.

- WM mainly bridges TOFC traffic between RDG-P&WV-NKP, but it does have its own converted flats and trailers.
- WP begins TOFC service in May mainly as interline link between GN-ATSF via the Inside Gateway Bieber-Stockton but does have its own converted 56ft flats and trailers.
- Trailer Train formed in November by PRR, N&W and Rail-Trailer to supply standardized TOFC equipment to member/owner railroads.

## 50' PIGGYBACK CARS WITH TWO TRAILERS

### ATLAS, MINITRIX

In the early days of N scale, both Atlas and MiniTrix offered a 50' flat car with two short trailers made by Roco of Austria. The Atlas model was simply a flat car with two smooth-side trailers, while the MiniTrix model featured a flatcar with side rails and ribbed-side trailers. Atlas continues to offer their model, with the second run produced in the USA and subsequent runs produced in China.



Because of the home-made nature of TOFC flatcars, as well as the wide variety of trailers used, this body style would have to be considered as a generic representation rather than models of a specific prototype. Most of these early trailers had corrugated sides, single axles, and a rounded front. By 1950, thirty-five-foot trailers had become the norm, so the short trailers on these models would be an anachronism by about 1960. However, the trailers might

look at home parked around the freight house to perform deliveries of express or LCL (less-than-carload) freight. You could even make the case that it is a shipment of new trailers coming from the factory aboard a standard flat car.

The chart below is divided into two sections; the top section lists those roads that did or could have operated type "FC" flatcars with two 24-foot trailers, while the bottom section lists those cars that are too modern. The "ROAD" column indicates the length of the prototype cars in parentheses, while a hashtag indicates photographic evidence of similar short trailers. The date in the "1ST" column indicates the year piggyback service began for that railroad. An asterisk in the date columns indicates cars that were listed as having two trailer hitches. The top part also includes the number of twenty-foot trailers listed in Equipment Registers, however many of the roads are not listed (NL). Additional notes for individual railroads are listed below:

ATCHISON, TOPEKA, AND SANTA FE- Atlas 2352 comes with trailers lettered for Republic Carloading, a freight distribution company that began in the thirties. I don't know if they sent trailers by rail, but the short trailers would certainly be appropriate for the early piggyback era. A photo of a Santa Fe 24-foot trailer lettered "Santa Fe Transportation Co" is similar to the trailers on Atlas 37617, while MiniTrix 3149 is painted in a later "Piggyback Service" scheme.



CANADIAN NATIONAL- Atlas 37607 and MiniTrix 3146 carry trailers with the large CN noodle logo adopted in the early sixties. Although I couldn't find a confirming photo, CN did list flat cars with two hitches into the seventies. Early TOFC.



CHICAGO, BURLINGTON & QUINCY- Burlington's piggyback cars were forty feet long and presumably carried a single thirty-five-foot trailer.

DENVER & RIO GRANDE- Photos of Rio Grande's early TOFC service show trailers lettered for "Rio Grande Motorways".

MISSOURI-KANSAS-TEXAS- Atlas 37589A carries two Katy trailers on a Trailer Train flat car, which was equipped for a single trailer. Katy's own piggyback cars were forty-footers, so they too, could carry only a single trailer.



NEW YORK CENTRAL- Atlas 3750 carries trailers in the Pacemaker scheme. Photos exist of short trailers in this scheme parked at freight houses, but they were never used in TOFC service.

PENN CENTRAL- One of Pennsy's flatcars actually did manage to last long enough to be re-lettered for Penn Central late in 1975. Although MiniTrix 3148 is certainly a coincidence, it could be updated by adding a forty-foot trailer.

PENNSYLVANIA- Pennsy's fleet of 50' TOFC cars were built to haul single trailers, but Atlas 3751 could stand in for 75-foot flat cars with two 35-foot trailers, a model not yet available in N-scale. Atlas 2351 comes with trailers lettered for Acme Fast Freight, a freight distribution company that began shipping small containers by rail in the thirties. I don't know if they sent trailers by rail, but the short trailers would certainly be appropriate for the early piggyback era. Pennsy's "Tructrain" service was inaugurated in 1954, but all of the 75-foot cars and most of the 40-footers were transferred to Trailer Train in 1957. Atlas 3752 carries "REA Leasing" trailers which date from 1960 or later.



ROCK ISLAND- Most of Rock Island's TOFC cars were built from war-emergency gondolas by removing the wood sides and drop ends. However, they did list a single 55-foot flat car numbered 93999 in the early sixties.

These are the types of L&N cars that are in my collection. The 50-foot flat with two 24-foot trailers came out during several revisions with different road numbers. They are like this image. The earlier versions had Rapido couplers, but the latest version had Accumate couplers installed. The 40-foot trailer was not legalized until 1958 so the single trailer model would represent the late 1950s era. The 40-foot trailer picture is Lionel O-scale.



	1/14/2022	50' PIGGYBACK FLAT CAR WITH TWO 24' TRAILERS			FLATCARS							24' TRAILERS	
TRIX	ATLAS	ROAD	NUMBERS	1ST	10/47	1/52	7/57	4/63	7/69	10/75	4/63	7/69	
2352	37617	ATSF, large name & logo in red # (53'6")	92750-92761	1954	--	--	48	48	6	--	12	26	
	3749	B&O, blue "Tofcee" trailer # (53'6")	8700-8784	1954	--	--	143	102	--	--	73	--	
	37595A	CB&Q, red car & trailers (40'9, single)	88000-88024	1953	--	--	25	--	--	--	NL	--	
	3754	CN, orange trailers # (52'6", 53'6")	681000-681041	1952	--	--	36	*67	*117	*130	NL	NL	
3146	37607	CN, large initials (52'6", 53'6")	682615	1961	--	--	--	"	"	"	--	--	
	3755	CP, olive trailers (54'4")	505500-505624	1952	--	--	113	*25	*119	--	--	--	
	37597A	CNW, green/yellow trailers # (53'6")	44001-44599	1954	--	--	121	78	--	--	--	--	
	3748	D&RGW, silver trailers (50'5")	21500-21506	1940	5	5	--	--	--	--	--	--	
	3756	GN, Green/orange trailers # (53'6")	60200-60344	1954	--	--	85	182	--	--	NL	--	
	3758	M&StL, red/white "PBQ" # (50'0", 53'6")	15101-15209	--	--	--	5	58	--	--	NL	NL	
	3757	NH, M&M trailers (49'3", 53'6")	17200-17274	1937	65	47	--	--	--	--	--	--	
	37613	NP, silver "NPT" logo (53'6")	65000-65159	1954	--	--	110	108	104	--	16	11	
	3750	NYC, "Pacemaker" trailers	499110	1947	--	--	--	--	--	--	--	--	
	37616	RI, silver "RIMT" trailers # (53'2" gondolas)	93700-93936	1960	--	--	--	237	128	--	--	--	
	37605A	SP, orange/red trailers # (53'6")	510000-510222	1953	--	--	242	64	--	--	--	--	
	3744	SP, silver, large name # (53'6")	" - "	1956	--	--	"	"	--	--	--	--	
	37593A	UP, yellow/red/grey trailers # (52'8")	53000-53079	1954	--	--	80	*21	--	--	2	--	
	37609	SSW, silver "Cotton Belt" trailers (53'6')	82500-82519	1954	--	--	80	20	--	--	NL	--	
	37589A	TTX, yellow MKT trailers # (49'3")	475001-475286	1957	--	--	--	286	278	--	NL	--	
		50' PIGGYBACK FLAT CAR WITH TWO 24' TRAILERS (MODERN STAND-INS)											
TRIX	ATLAS	ROAD	NUMBERS	1ST	7/57	4/63	7/69	10/75	7/81				
3149	3745	ATSF, modern scheme (85'/89', 40' trailers)	92308	1978	--	--	--	--	--				
	3741	CR, Sea Land trailers (89', 40' containers)	784000-784127	1976	--	--	--	--	128				
	3741	CR, Trailvan (89', 40' trailers)	" - "	1976	--	--	--	--	"				
	3753	CR, APL trailers (89', 40' containers)	" - "	1976	--	--	--	--	"				
	37699A	GN, red car, blue trailers (53'6", 40' trailer)	" - "	1967	--	--	181	96	22				
	3747	IC, piggyback logo (50'2", 40' trailer)	62800-62955	1967	--	--	6	3	--				
	3743	L&N, italic initials trailers (53'6")	24875-24891	1960	--	17	11	3	--				
	37611	NYC, silver trailer, yellow logo (40' trailer)	499719	1960's	--	--	--	--	--				
3148		PC, green, CB&Q trailers (49'3", 40' single)	778004	1975	--	--	--	--	1				
	3751	PRR, "Tructrain" trailers (75', 35' trailer)	475300-475749	1955	90	6	6	5	1				
	3752	PRR, "REA Leasing" (49'3", 40' trailer)	" - "	1960	--	"	"	"	"				
	3746	UP, "We Can Handle It" (85'/89', 40' trailers)	53000-53354	1972	--	--	--	589	339				



These cars have been offered in a variety of scales and road names from different manufacturers. I chose to focus on the N-Scale versions since that is what I model. I am sure some of you have piggyback cars in your collection.

The auto carriers are considered part of the piggyback mode of transportation. I focused more on those examples up through 1955 for this article. The other versions may be featured in a later article.

There are many options to consider, one being the development of the auto carrier for the Chevy Vega when it was introduced. The cars were loaded vertically, and the train car could hold 30 of them. Can you imagine? Look for more on this topic in later Lantern issues.



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## Minutes from the August 15, 2023, Meeting of BBMRA



### Meeting Minutes

**President Andy** called the meeting held on August 15, 2023, via Zoom to order at 7:41. There were 12 participants present at maximum.

**Minutes** – The mail push of Lantern was delayed owing to Sam’s illness on the week of publication. However, for the folks who managed to download, the request for approval went out. Bob Ruggles forwarded, and Joe seconded a motion to accept the minutes in the June Lantern. The motion was accepted without discussion or objection.

**Treasurer’s Report** – President Andy shared the budget details on the screen and Neal proceeded to describe the details of the report. The BBMRA has a policy of not sharing the actual numbers in the minutes, but members may request the details upon request. The main point is that we are in the black. Phil then moved to accept the report as presented and Sam seconded the motion to accept the report. The motion passed without objection.

### Division Reports

**Small Scale** – Brandon was absent and consequently there was not much to discuss. There was brief mention of the Sopchoppy depot event in September. The Havana event was also discussed including the planned date change to January as opposed to October. Woodville Founders Day will be in March 2024. The Senior Center event was also mentioned. The Pensacola train show will be on November 11 and 12 while Dothan will be held on September 16 and 17. It was noted that Dothan will now be at a new location that is not the National Peanut Festival grounds.

**Large Scale** – Sam mentioned David Bock is visiting for the first time in a while. Sam mentioned he may entertain him and asked if others are interested, let him know and he can arrange a meetup.

**HO Scale** – Phil mentioned that the HO scale group will setup at 2PM on the 8<sup>th</sup> of September at Sopchoppy and will run on the 9<sup>th</sup> of September from 9 AM to 3 PM. There was discussion about whether the small scale group will participate. Phil also mentioned he heard from folks at a retirement center in Live Oak regarding advice on setting up a train club. He proceeded to describe the activities required in getting things set up. They plan an HO scale setup. Phil also mentioned someone approached him with an LGB Big Boy who may be looking to sell.

**NMRA** – Bob F mentioned that the NMRA National Train Show will be Aug 24 through 26. He then proceeded to describe some of the other NMRA activities in August concurrent with the National Train Show. President Andy then mentioned the NMRA regional convention to be held on October 14. He then mentioned that Prototype Rails will be held on January 4<sup>th</sup> through 6<sup>th</sup> at Cocoa Beach and he encouraged club members to attend.

### **Good of the Group**

Randy asked about elections. And the slate was listed as follows under new business. The slated was accepted with no changes.

### **New Business**

President – Andy Zimmerman

Secretary – Sheldon Harrison

Vice President – Stacey Elliot

Treasurer – Neal Meadows

President Andy then discussed October 17 as a potential in-person meeting at the Capital City Church that is considered long overdue. He also discussed the idea of hybrid meetings to accommodate virtual presenters who otherwise would not be able to participate.

The meeting concluded at 9:12 PM.



### **What's New In Modeling?**

Micro-Scale Models offers a revised second edition release for its Whitney Glass Works (WGFHO). This HO-scale kit, which sells direct from the manufacturer for \$245 (plus shipping) comes with laser-cut base, walls, floors, ceiling, chimneys, and roof sections. In addition to wood components, this kit includes laser-cut styrene window material and window shades. The building's "Whitney Glass Works" sign is a provided laser-cut feature with parts available for wall (as shown) or roof placement. Enhancing the appearance of this multistory structure are laser-cut trim with rafters, overhang supports, and rafter tails. The kit also comes with Tichy Train Group-made windows, doors, door hinges, and lamps.

## *A Bit of Humor*

**Tom is applying for a job as a signalman for the local railroad and is told to meet the inspector at the signal box.**

*The inspector decides to give Tom a pop quiz, asking: "What would you do if you realized that two trains were heading towards each other on the same track?"*

*Tom says: "I would switch one train on to another track."*

*"What if the lever broke?" asks the inspector. "Then I'd run down to the tracks and use the manual lever down there," answers Tom.*

*"What if that had been struck by lightning?" challenges the inspector. "Then," Tom continued, "I'd run back up here and use the phone to call the next signal box."*

*"What if the phone was busy?" "In that case," Tom argued, "I'd run to the street level and use the public phone near the station."*

*"What if that had been vandalized?" "Oh well," said Tom, "in that case I would run into town and get my Uncle Leo."*

*This puzzled the inspector, so he asked, "Why would you do that?" "Because he's never seen a train crash."*

**So... two guys are walking through the desert, and they find this deep hole.**

*The first guy says, "That looks like a deep hole."*

*The second guy says, "That looks like a REALLY deep hole. Let's check it out."*

*He picks up a small rock and throws it in. The rock goes Bang bang ^bang .... They agree. It is deep. They pick up a rock the size of a bowling ball and throw it in. The rock goes THUD Thud thud ^thud^....*

*"Wow" says the first guy. The first guy and the second guy pick up an old railroad tie that is lying there and throw it in. The railroad tie goes SLAM Slam slam ^slam^... then a goat comes running past and jumps into the hole.*

*As the two guys stand there staring at each other a third man walks up and says "I'm looking for my goat. Can you help me?"*

*The first guy says "Well, about a minute ago a goat jumped down that hole."*

*The third guy says "That couldn't have been my goat. My goat was tethered to a railroad tie."*

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