



THE Lantern

March 2023

Volume 28 Number 3

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Pay Your 2022-23 Dues by PayPal

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



Pay Now



option to use your PayPal account if you have one or use a credit/debit card. The dues are \$21 using this method. If you would like to pay by check, you can send your \$20 to [BBMRA, PO Box 3392, Tallahassee FL 32315-3392](#) or you can send it directly to [Neal Meadows, Treasurer, 2812 Whittington Dr., Tallahassee FL 32309-8213.](#)

March 21, 2023, 7:30 p.m. BBMRA Meeting



BBMRA meets Tuesday, March 21, at 7:30 p.m. through Zoom.

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 BBMRA Layout Tour: Honestly, "It was Well Worth the Wait."

From layout tour coordinator Andy Millott:

Last Saturday's Layout Tour saw an excellent turnout, 15 or 16 folks at a couple of the stops and at least a dozen throughout the rest of the day. We had five wonderful layouts on the tour for everyone to see. This was our first in

person tour in four years, but it can honestly be said that it was well worth the wait! Here's to an even better tour next year in 2024! Thank you for all those that attended and hosted!

Our hosts were Sam Miller, O Gauge; Tom Rush, HO and Max; Ed Grissom, HO; Bob Parmenter, HO; and David Walker, O Gauge.

Here are some photos below. There will be lots more and from the other model railroading stops in the April Lantern when they will be available from David Blodgett.

David Walker's Lionel/MTH/ O Gauge extravaganza in Lee, near Madison



First Stop was Sam Miller's garage Lionel layout. His granddaughter Bleakley made sure everyone knew it was the first.



Sheldon Harrison, his Mom, Phil Weston and Andy Millott

Tom Rush's HO open house had an official greeter, his much-loved pup Max



Good friendly group and nice day!

June 24-25 Show & Sale: First Vendor Registrations are In

The 32nd Annual Tallahassee Model Railroad Show & Sale is June 24-25, 2023, and once again this is a two-day event attracting a lot of interest. The show is featured in **RailServe.net**, and over **300 community calendars**, as well as the major magazines in the model railroading hobby.

Vendor packets formally went out a couple of weeks ago and the first registrations are coming in. Details in the next Lantern.

Andy Zimmerman, BBMRA President and Show Manager, is re-activating the Tallahassee Show Committee and distributing 2023 registration packet to all of last year's sellers and exhibitors and folks who participated in previous shows, if not last year. Phil Weston has launched this year's contacts to hobby shows, area modeling clubs and community calendars.

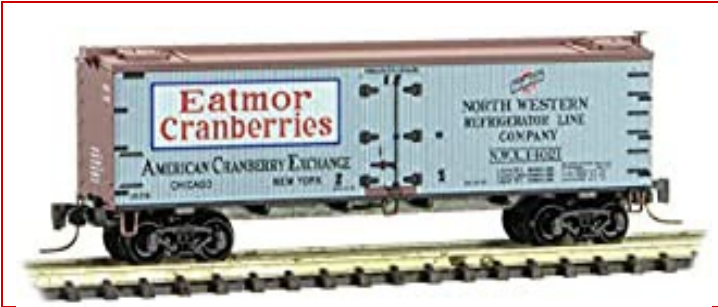
The 32nd Annual Show is Saturday, June 24, from 9 a.m. to 4 p.m. and Sunday, June 25, from 9 a.m. to 4 p.m. in Buildings 2 and 4, Leon County Fairgrounds.

Set up will occur on Friday, June 23, beginning at 8 a.m. for exhibitors with layouts and 10 a.m. for vendors and until 5 p.m. Set up is available on Saturday, June 25, from 7 a.m. until 9 a.m., when the show opens to the public.



BILLBOARD REEFERS OUT OF THE PAST

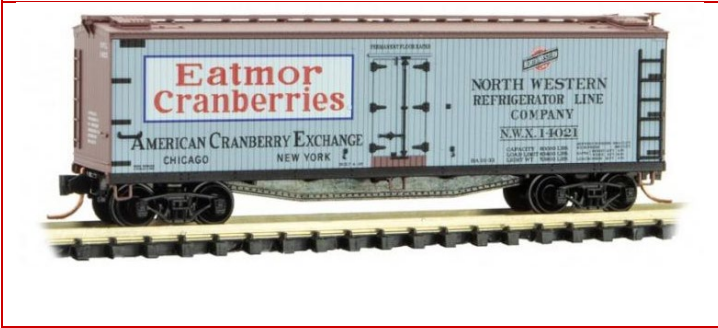
Eatmor Cranberries By: Neal Meadows, Ed.D.



Micro-Trains Line Z scale 40ft. reefer Farm to Table Series. NWX 14021 **\$24.79**



MTH20-94442 Eatmor Cranberries 36' Wood Sheathed Reefer Car. O Scale **\$62.95**



Micro-Trains Line N Scale Farm-to-Table #3 Eatmor Cranberries 40' Wood Reefer #14021 - **\$27.95**



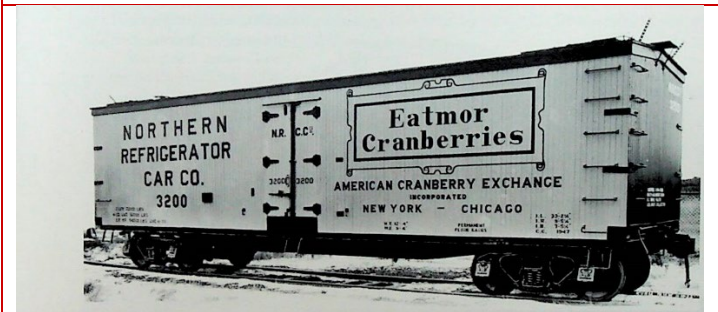
Atlas HO #20002010 (40' Wood Reefer) RTR Eatmor Cranberries NWX #14021. **\$27.79**



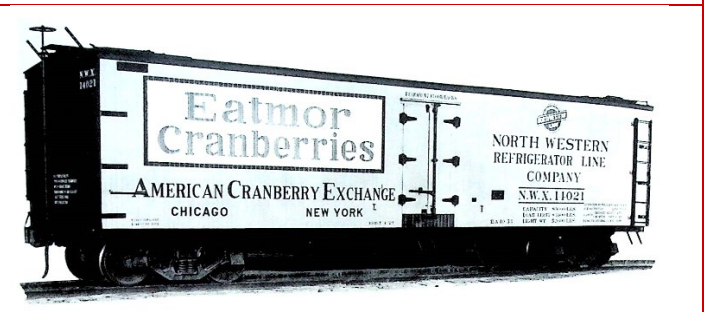
S-Helper 02045 S Scale "Eat More Cranberries" Reefer Car NWX 14021 **\$42.55**



Atlas N Scale 41472 and 41473 40' Wood Side Reefer. ACE "Eatmor Cranberries" Road numbers 14020 & 14021. \$16.95 when released in Nov 2004.



Northern Refrigerator Car Co. NRC 3200 entered the service of the American Cranberry Exchange of Chicago and New York in August 1933 for the shipment of "Eatmore" brand cranberries.



NWX 14021 built in April 1927, was leased in October 1933 to the American Cranberry Exchange of Chicago and New York for the shipment of "Eatmore" brand cranberries.



History of Cranberry Cultivation

The American or large-fruited cranberry (*Vaccinium macrocarpon* Ait.) is indigenous to the North American continent. It can be found along the northern portion of the United States from Maine to Wisconsin, and along the Appalachians to North Carolina. This cranberry is an introduced plant to Oregon, Washington and British Columbia. It is sometimes found with the small-fruited cranberry (*Vaccinium oxycoccus* L.) in sphagnum bogs within its range. When the first colonists arrived from Europe, they found it growing in peat bogs and marshes and quickly discovered its importance as a food source. Although the native Americans did not cultivate it (called sasemineash by the Narragansett tribe), they gathered berries and used them in pemmican, a mixture of dried meat or fish and berries that was pounded into a pulp, shaped into a cake and dried in the sun. They were the first to make it into a sweetened sauce using maple sugar. The berries were also eaten raw. Cranberries were used as a poultice for wounds and when it was mixed with cornmeal it was an excellent cure for blood poisoning. The juice was used as a dye to brighten the colors of their blankets and rugs. The early settlers called the fruit "craneberry" because before the flower expanded, its stem, calyx, and petals resembled the neck, head, and bill of a crane. It may have also come about because cranes found it to be one of their favorite foods. Through usage, the fruit eventually came to be called a cranberry. Historians generally agree that cranberries had to have been on the table for the first Thanksgiving feast.



The first actual cultivation of the cranberry is attributed to Henry Hall, a Revolutionary War veteran who lived in North Dennis, MA on Cape Cod. Hall was the captain of a sailing vessel, and as he passed his property on Cape Cod Bay, he noted how the best producing and most vigorously growing cranberry vines near his home were those that received regular dune sand driven by the northeast winds (today cranberry beds receive a layer of sand every 3-4 years to promote new root and upright growth). He transplanted some of these vines into a fenced in area to protect them from his cattle in 1816. This was an area directly behind his homestead that had been drained and sanded. The vines produced prolific numbers of different types of berries (some he called "Jumbo") and by 1820 he was shipping his cranberries to Boston and New York City. The word spread

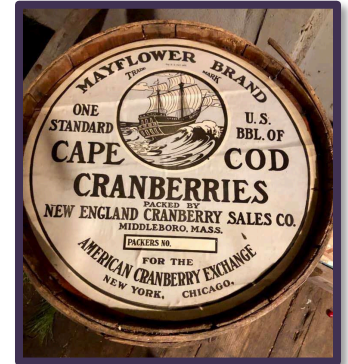


rapidly and soon many individuals transplanted sods of cranberry vines for their own cranberry "yards" elsewhere on Cape Cod and throughout Massachusetts. The two principal cranberry cultivars still grown in Massachusetts, "Early Black" and "Howes," were selected from the wild in Harwich and Dennis, respectively, on the Cape Cod peninsula in the 1840s. Cranberries were also cultivated in New Jersey in 1835, Wisconsin in 1853, and in Oregon and Washington in the late 1800s.



Initially Boston became the major marketing center for cranberries shipped to markets in the United States and Europe. For such long-distance shipping, cranberries were packed in water in barrels that held 100 pounds of the tart fruits.

Cranberries in barrels were consumed by the sailors during their voyages to prevent scurvy, in the same way that limes were used by the British sailors. The barrel (100 pounds) became the standard measure of production for cranberries and is still used today. This measurement is unique to the



cranberry. The expansion of the industry exploded in the 1860s after the Reverend Benjamin Eastwood published his book on cranberry cultivation and because prices were high because of the demand during the Civil War. The industry continued to expand with the coming of the railroad. The second important publication on cranberry culture, by J. J. White in 1870, continued to promote expansion of cranberry acreage. By 1900, 21,500 acres were in production. The industry reached its first zenith in 1930-31 when 27,640 acres were harvested. Acreage decreased due to the Great Depression and the onset of false blossom disease in the eastern acreage through the 1940s. The industry reached its low point after the aminotriazole scare of 1959 that occurred when Arthur Fleming, Secretary of the U.S. Department of Health, Education, and Welfare nationally publicized that a certain number of cranberries were tainted with this herbicide that was a suspected carcinogen. Despite the fact that a minimal amount of acreage (in Oregon) was affected, the damage was done, cranberries had to be destroyed, and the depressed price took much acreage out of production. The industry finally rebounded in the late 1960s and currently there are 50,000 acres worldwide producing cranberries. Within the past decade, considerable new acreage has been planted in Wisconsin, Quebec, Chile and smaller acreage in non-traditional U.S. states and countries in Europe.

Cranberries are harvested for processing (juices, sauce, dried fruits other prepared foods) or for fresh fruit. Until the 1940s, cranberries



were harvested in unflooded beds with hand-held scoops and subsequently with mechanical harvesters (Fig. 3) that combed the berries from the vines. These berries are packaged and stored in the produce section of the supermarket. Approximately 10% of the Massachusetts acreage is now dry-harvested, and a significant acreage is harvested in Washington as well. Water harvesting (Fig. 4) had its origins in Wisconsin in the 1920s, although only a shallow flood was initially utilized. A deeper flood totally covering the vines was adapted in the early 1960s and shortly thereafter, all growing areas began to water harvest the majority of their acreage. This technology can be used because the cranberry fruit consists of four locules that contain significant amounts of air, thus allowing the berries to float. Two misconceptions of cranberry fields are that the plants grow as bushes and that the fields are constantly flooded. Nothing could be further from the truth!



Harvesting with a hand-held scoop. This mechanical harvesting aid first began to be used about 1900. (Click image for larger view).



Harvesting "Early Black" in Massachusetts (September 1982). (Click image for larger view).

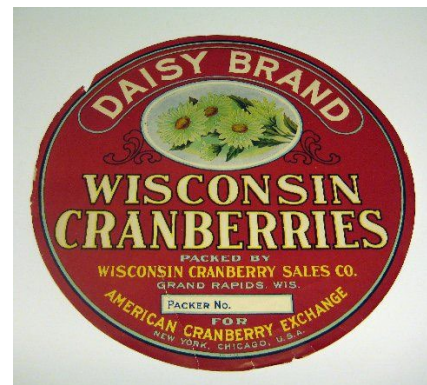
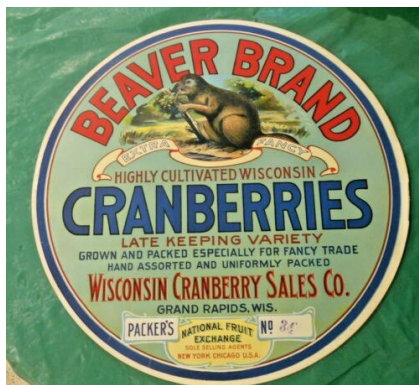


A sea of red berries corralled in one corner of a flooded bed (Wisconsin, October 1997). (Click image for larger view).

Cranberry Labels 1906 – 1950s

In the early 1900s, Judge John Gaynor of Wood County, Wis., and a few other cranberry growers were looking for a better way to sell the Wisconsin cranberry crop. Up until this point, the growers were dependent on commission merchants, unscrupulous wholesale buyers of fruits and vegetables who rarely paid the producer what the crop was worth.

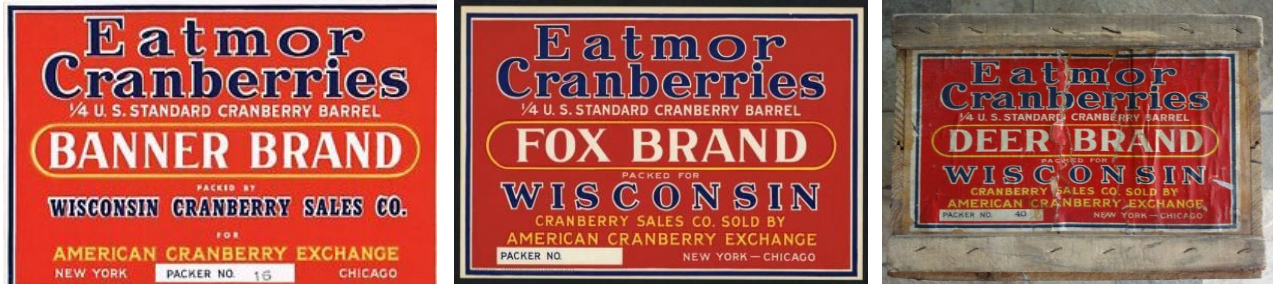
In 1906, this group of growers founded the Wisconsin Cranberry Sales Co. and hired Arthur U. Chaney, a wholesale grocer from Des Moines, Iowa, to sell the Wisconsin crop. Some of the first paper barrel labels were produced for the A.U. Chaney Co. and glued to the wooden head of a 100-pound barrel full of cranberries, replacing the use of medal stencils.



Chaney was so successful in selling the 1906 Wisconsin cranberry crop that he was able to convince growers from New Jersey and Massachusetts to join them in 1907. This led to the birth of the National Fruit Exchange. Within a couple of years, Mr. Chaney was able to successfully sell most of the nation's cranberry crop.

By 1911, Chaney renamed his successful marketing group the American Cranberry Exchange, the second fruit marketing cooperative in the country, following the California citrus fruit growers' organization.

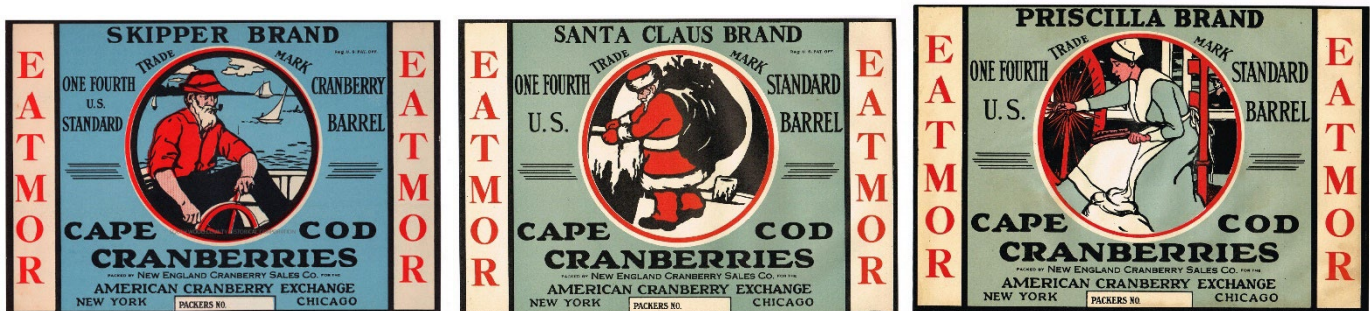
By this time, Wisconsin cranberry barrel labels took on their distinctive red color,



New Jersey cranberry barrel labels took on their own distinctive yellow



and the Massachusetts cranberry labels, blue.



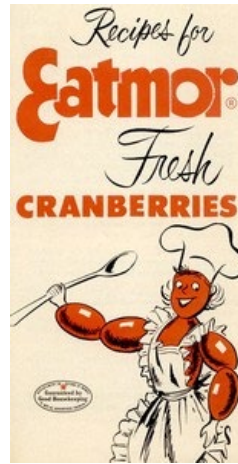
The Massachusetts cranberry barrel labels also depicted many pilgrim or Thanksgiving themes.

In 1916, Chaney looked to a large advertising agency for help. The ad agency asked Mr. Chaney what he hoped to achieve through an advertising campaign and Mr. Chaney replied, "I would like people to eat more cranberries." Thus, the ad agency came up with the brand "Eatmor Cranberries."

Beginning in the fall of 1916, the American Cranberry Exchange began marketing Eatmor Cranberries in ladies' magazines such as Better Homes & Gardens, Good Housekeeping and Ladies Home Journal.



This is an original 1925 black and white print ad for the American Cranberry Exchange of 90 West Broadway in New York City. This ad features their Eatmor Cranberry Sauce for cooking and baking.



Recipes for Eatmor Fresh Cranberries by Eatmor Cranberries



These cardboard items were given to ladies as they shopped in grocery stores to fold into a scoop for getting cranberries into their shopping bags. Recipes often were shown on the reverse side to encourage the purchase.



By the mid-1920s, the barrels full of cranberries were replaced by a wooden 50-pound box. The half-barrel cranberry labels were pasted on one end of the box.



Vintage Cranberries Wood Fruit Crate 1/4 Standard US

This shipping crate side contained Eatmor brand cranberries sold by the American Cranberry Exchange of New Jersey during the early 20th century. The ACE was formed by a merger of the Grower's Cranberry Company with the National Fruit Exchange in 1907, and sold cranberries from Wisconsin, New Jersey, and Massachusetts under the Eatmor brand.

The half-barrel boxes were rather short lived and were replaced by the quarter barrel box, filled with 25 pounds of fresh cranberries. The quarter barrel label was pasted on one end of these boxes and used from the late 1920s until the mid-1950s.



The magazine to the left is an issue of the National Cranberry Magazine dated July 1936 and sold for 20 cents.

The advertisement to the right is for selling the pine cranberry boxes to growers to ship their berries in to market. A big pitch is made for how this will improve the local economy.

New England Pine Cranberry Boxes

WHY!! You Should Buy Native Pine Cranberry Boxes.....

- For Safer Shipping
- Easy to make a tight pack
- Rigid construction
- Balanced Ventilation
- Increases Local Employment
- Decreases Local Taxes

Cranberry Boxes made in the Heart of the Cranberry Country

EASY TERMS EASY CREDIT

ACUSHNET SAW MILLS CO. New Bedford, Mass.	LOT PHILLIPS & CO. CORP. W. Hanover, Mass.
F. H. COLE North Carver, Mass.	WASHBURN & SOULE Middleboro, Mass.
JESSE A. HOLMES & SON Center Carver, Mass.	GILBERT H. WEST CO. North Pembroke, Mass.

Twenty-two

By the late 1940s, fresh cranberries were bagged and sent to market in one-pound high-density polyethylene (HDPE) bags. As of 2020, most of the fresh cranberries continue to be sent to market in plastic bags.



Dining on the Rails: Cranberry Sauce

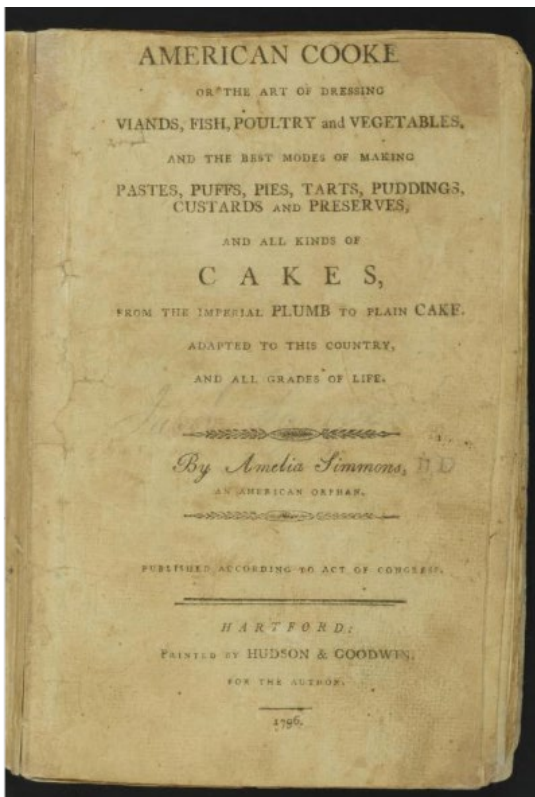


December 2021 – From the Colorado Railroad Museum

Nearly every railroad developed a special holiday meal for passengers traveling by train over the Thanksgiving and Christmas holidays. For this month's posting, we are looking into the

history of and recipes for an American holiday staple: cranberry sauce.

Cranberry sauce is a highly debatable subject, as people argue whether the canned, jellied type of sauce is the only way one should serve it, or if the homemade “relish” style is correct. Still others make a Jell-o salad version. During the research for this posting, it became clear that the railroad versions of the sauce are just as variable as the opinions about it.



Before we get into the railroad recipes for this iconic sauce, we should look at how cranberries came to be such a prominent feature of holiday meals. The cranberry is an interesting fruit, as not only is it native to the Americas, but it is also one of only three native produce items commercially grown in the United States (the other two being blueberries and Concord grapes). Indigenous peoples have raised and eaten cranberries for centuries. Even a 1672 account of the colonies remarked “Indians and English use [cranberries] much, boyling them with Sugar for a Sauce to eat with their Meat.” Furthermore, we know that cranberry sauce has been paired with turkey since at least the 18th century. In 1796, Amelia Simmons authored American Cookery, in which she suggests serving turkey with “boiled onions and cranberry-sauce.”

The history of harvesting cranberries is also quite interesting. Most people are aware of cranberry bogs where fields of cranberries are flooded in the fall, the berries release from their vines and float, and then harvesters use special machinery to gather them. This method is used because cranberries have four small air-filled chambers inside which enable them to float in water. The bog style of harvesting only dates to the late 19th/early 20th century. Before that time,

cranberries were harvested “dry” and by hand. The dry method is much more time-consuming than the flooding method.



Apparently, the fresh cranberries you see in the store today are still harvested dry because it causes less damage to the berries, whereas flooding is used to harvest cranberries for juices, sauces, and jellies. The damage comes from the machines used to cull the berries from the water. Cranberry bogs seem to do well in the northern and eastern states; the main states that grow them include Massachusetts, New Jersey, Wisconsin, Michigan, Maine, and most recently, the states of the Pacific Northwest. Massachusetts is perhaps the oldest commercial cranberry growing state, having started commercial

cranberry farms as early as 1816.



Pullman Dining Cars

CRANBERRY SAUCE

2 cups sugar, 2 cups water, 2 cups cranberries. Boil water and sugar to a syrup. Add cranberries and cook until they are clear red; strain through colander and let cool. Always serve cold.

TABLE D'HOTE: About 2 ounces in smallest compartment of compartment plate.

A LA CARTE: Serve in paper ramekin on platter with turkey.



Fred Harvey Cranberry Mold

Ingredients:

- 1 cup crushed and drained pineapple (reserve juice)
- 2 packages of cherry Jell-O
- 1 cup sugar
- 1 ½ cup boiling water
- Cottage Cheese
- 1 tablespoon fresh lemon juice
- ¾ cup chopped walnuts
- 1 ½ cup raw cranberries
- 1 cup chopped celery
- 1 cup ground whole orange (remove seeds)
- Green maraschino cherries

Instructions:

Dissolve Jell-O and sugar in hot water; add pineapple syrup and lemon juice. Chill until the mixture is partially set. Add all other ingredients. Pour into any shape mold or individual molds. Fill center with cottage cheese, and garnish with green maraschino cherries. Serves 10-12 people.





Union Pacific Cranberry Sauce

Pick cranberries over carefully, remove all stems, wash thoroughly and place in pot, add 1 cup water to each pound of berries, and allow to boil 5 minutes and then add 1 lb of sugar for each 1 lb. of berries, cover pot and simmer for 10 to 15 minutes. Do not stir with spoon but toss berries now and then by aid of handles on pot. Pour into storage jar, cover tightly and allow to cool before putting into ice box. Berries should be clear and whole when served. For cranberry jelly puree through Chinese strainer. Coffee Saucer Nut Dish Ramekin On lettuce leaf on plate with entrée Garnish. Dated 2/13/40.

For some fun check out these old commercials from our friends the cranberry farmers at Ocean Spray (I know it is another brand, but the commercials were good!)

Kerplunk - <https://youtu.be/gkAMvT20Bxg>

Laptop - <https://youtu.be/kjMR0Uwlr1c>

Foodie - https://youtu.be/NE_cVKc_pn4

Lemonade - <https://www.youtube.com/watch?v=4yxtVugOHCI>

Dodgeball - <https://www.youtube.com/watch?v=GatXD3sZx0U>

Ninja Fruit - <https://www.youtube.com/watch?v=IQioUh2rOgg>

Fruit Stand - <https://www.youtube.com/watch?v=9Z8booCtoSA>



Apalachicola Northern Depot in Greensboro, Florida

By: Neal Meadows, Ed. S.

On April 8th, Will Newberry and I will visit the depot in Greensboro. I want to take some pictures and gather information from the caretaker of the depot museum so that I can write an article for the Lantern.

Will knows the person and has arranged for us to visit. Look forward for more information after our trip.

BBMRA Important Events in 2023!!



Help us build this calendar. Email 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.railserve.com/events/train_shows.html

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

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

Meeting ID: 873 5905 5848, Password: BBMRA2022

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

May 6, 2023, Kingsland Station Train Show, Kingsland, GA.

June 23-25, 2023: 32nd Annual Tallahassee Model Train Show & Sale: North Florida Fairgrounds, Tallahassee. Set-up is Friday, June 23. Show hours are 9 to 5 on Saturday and 9 to 4 on Sunday. <http://bbmra.club/>

June 24, 2023, Sunshine Region NMRA Northern Division Workshop: In conjunction with the BBMRA annual train show and sale at the Leon County Fairgrounds, 441 E Paul Russell Rd, Tallahassee.

October 2023, Possible Festival in Havana, Florida hosted by the Shade Tree Tobacco Museum. They have asked us 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!

Sunshine Region – NMRA Division: Preparations are underway for the first Zoom meeting of this group. Andy Zimmerman and Bob Feuerstein are planning this event. More information to come!



Minutes from the February 21, 2023, Meeting of BBMRA

President Andy Zimmerman called the meeting held on February 21, 2023, via Zoom, to order at about 7:42 PM. There were 14 participants present at maximum.

Minutes – The minutes from the January meeting in the Lantern were discussed. Neal Meadows forwarded, and Phil Weston seconded a motion to accept the minutes as presented in the January Lantern. The motion was accepted without objection.

Treasurer's Report – President Andy asked Neal to present the Treasurer's Report. Neal presented the numbers and mentioned there were items to be investigated with the bank. He will keep the club updated on the details. There was then some discussion of some other transactions that may answer some of Neal's query. As consistently stated, the BBMRA balance is not shared in the minutes but will be produced upon request by any club member. Stacy Elliott then submitted a motion to accept the report as presented and it was seconded by Andy Millott. The motion was approved without exception.

Division Reports

Large Scale - Sam Miller mentioned that he is working on show items with the Large-Scale group and looking forward to the 2023 show.

HO-Scale – Phil mentioned he did not have much news except that he is starting to prepare for the show. He also mentioned the donations recently received of track and other items from club members and encouraged folks to have a look and go home with the pickings to be had.

N-Scale – Stacy mentioned a planned get together on Saturday, February 25, and March 25 to prepare layouts, T-Traks etc. for the show at his house. There will be more to come on this later.

Layout Tour – Andy Millott described the logistics of the planned layout tour on March 11. One of the stops involves Madison, FL and then there was discussion about carpooling given the distance. There was also discussion of other logistics of the day including potential lunch locations etc. Andy said he would prepare a more detailed description of the tour logistics and Sam planned to send a memo before the day of the tour. President Andy mentioned that the tours are an idea to be considered for NMRA events at the June train show. Andy Millott then mentioned that he is interested in heading up the Education Coordinator position and Phil forwarded a motion to formalize the interest. It was accepted and Andy is now officially the BBMRA Education Coordinator.

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

Good of the Group – There was general discussion of various train shows including the Amherst, MA, show that President Andy visited and the rejuvenated Jacksonville show. A new show in Kingsland, GA, was also mentioned that will occur in May. Randy Lombardo mentioned Classic Toy Trains. Bruce Arbo mentioned the Johnson City, TN, exhibit with large T-Trak modules as an item of interest. This is where the Tweetsie RR model was located.

There was then discussion of the Tallahassee show, the vendors who have already committed, logistics etc. President Andy stated that so far, there has been healthy interest from vendors including some he ran into at the Amherst show. Bruce mentioned a Southeast T-Trak database that he is trying to incorporate. Stacy moved and Neal Meadows seconded to close the business portion of the meeting, which was officially concluded at 8:06 PM.



"SEE, JOEY, YOU CAN STILL BE A KID...
EVEN WHEN YOU'RE OLD."

It is getting closer to the time for our 32nd BBMRA Show & Sale on the 24th and 25th of June 2023. Tell all your friends and family about the event. Invite them for a family outing. You will have fun and so will they.

Neal and Sam hope you enjoy this newsletter, and we wish you a great month!