



# The Lantern

Official Newsletter of the Beatrice Area Railroad Enthusiasts  
[www.trainweb.org/barerr](http://www.trainweb.org/barerr)



## BARE's Big Show

*By The Anderson's*

By the time you get your next Lantern the club's annual show will be old news, so we figured that we better promote the show while we still have the chance.

From what I've heard this years show will be bigger and better than ever. Did you really think we could put together another show without trying to out do ourselves? I thought you would agree with me. Now that we have agreed that the show is going to be bigger and better lets get to the good stuff. Fifteen vendors and five to six layouts. Those are some big numbers for the 4-H building. This year the train show committee has thought of something for everyone. For example the little kids get to enjoy a layout themed around Thomas The Tank and Friends. For the rest of us train loving nuts, they have put 15 vendors and 5 layouts into one building for our enjoyment. With all this planning, the committee would probably appreciate a decent turn out, which I don't think that they will have a problem with that, but still be sure to tell everyone that has an interest in trains to mark their calendars for August 11<sup>th</sup> and 12<sup>th</sup>.

#### Editors Note

The next Lantern will be published after the train show in August. This will allow us to include highlights from the show in the July/ August issue.

Thanks

### Switch List

#### Track ..... Item

- 1..... News
- 2..... UP Steam
- 2..... Meeting Dates
- 3..... Website Update
- 4..... Nary a Train in Sight
- 5..... Kid's Corner
- 6..... President's Notes
- 6..... Schedule of Event's
- 7..... Historical Corner

# UNION PACIFIC'S 844 TO VISIT THE AREA

June 23 to July 5

Cheyenne - North Platte - Fremont-Boone - Trenton-Kansas City - Marysville  
(or Fairbury)- North Platte – Cheyenne



Cheyenne - North Platte - Marysville (Sept 4<sup>th</sup> and 5<sup>th</sup>)(Sept 21<sup>st</sup> and 22<sup>nd</sup> )-  
Herington - Wichita - Enid - El Reno - Chickasha - Lone Star

Return via the reverse route, again with the stopovers planned in current  
and past employee sites.

Track the 844 on any of its trips on the web at  
[www.uprr.com/aboutup/excurs/trace.cfm](http://www.uprr.com/aboutup/excurs/trace.cfm)



## 2007 Meeting Dates

January 16<sup>th</sup> 7 pm  
February 20<sup>th</sup> 7 pm  
March 20<sup>th</sup> 7 pm  
April 17<sup>th</sup> 7 pm  
May 15<sup>th</sup> 7 pm  
June 19<sup>th</sup> 7 pm

July 17<sup>th</sup> 7 pm  
August 21<sup>st</sup> 7pm  
September 20<sup>th</sup> 7 pm  
October 16<sup>th</sup> 7 pm  
November 20<sup>th</sup> 7 pm  
No meeting in December

Unless otherwise noted, meetings are held in the old City Council Chambers, 4<sup>th</sup> Ella St. Beatrice  
Nebraska

## Website Update

By Zach Anderson, Webmaster

As of May there were over 1,200 hits on the site.

If you happened to stop by the website towards the end of May and were not able to see the site this is why. The sever that we store our site on was done for routine maintenance. The site was down for about 24hrs. So if you were wounding it was not your computer, so don't think that something is wrong

Just to remind you that there is page that you can view all the past and present lantern issues. Also there is a page that give the details of the Beatrice train show in August. If you happen to stop by and think that I need to add/ change something on that page let me know.

-Zach  
Webmaster



Specializing in HO, N  
& O Scales

## GRAND CENTRAL LTD

[www.grandcentralltd.com](http://www.grandcentralltd.com)

6901 Seward Avenue  
PO Box 29301  
Lincoln, NE 68529

Phone: (402) 467-3738

### *It's Nice to Have Work Done By People You Know & Trust*

Whether your building or improving a home, you may want to call a contractor. If price is a prime consideration, you can always find someone who can do it cheap, and chances are you'll remember them for their 'cheap' work.



We'd like to caution you when you're looking for a contractor. Consider one of our many local contractors first.

Most of these are you're neighbors. They contribute time and services to the community. They belong to local churches and organizations. They care and they value their reputation.

Isn't all of this important the next time you're considering hiring a contractor? It should be. It's important to know the kind of workmanship you're going to get.



*Don't take chances on your  
next construction job. Seek out  
the people who care. Call a  
Local Contractor.*

2820 East Court - Beatrice, NE - (402) 223-3545  
Hours: M-F 7:00-5:30 - Saturday 7:00-2:00

# Adams Optical Fashions

**Complete Optical Service**

**402-228-1012**

**512 Bell Street  
Beatrice, Nebraska**

# Nary a Train in Sight

By: Chris Kilroy

May 24, 2007

All too often, many of us get caught up in the one-sided experience of railfanning -- that is, focusing 110% of our effort on finding a train, setting up a shot, and executing it. I am certainly guilty of this more often than I'd like to admit, and I bet most of those reading this are, too.

In late April of 2007, however, I had a few minutes to step back and reflect on this hobby we all enjoy, and what it really does offer outside of "the chase."

Fellow RailPictures.Net Editor Chris Starnes and I had been going at it since our midday arrival on the Tehachapi Pass after the nearly 4 hour drive from Las Vegas. Traffic this Friday afternoon on *The Pass* was extremely heavy -- the heaviest I've ever seen it, in fact -- and we'd been chasing trains seemingly since the first moment the railroad comes up alongside of Route 58 just outside of Mojave.

We had photographed trains, both northbound and southbound, from Cable, to Cameron, to Monolith, to Cliff, to Beaville, to Woodford, the Loop.. it seemed as though wherever we went, a train followed shortly thereafter. Best of all, on a clear, temperate, and atypically haze-free day in the Tehachapis, the photographic results were better than we could ever have imagined.



As the sun sank lower into the western sky, we found ourselves on the lower end of the pass, following a westbound intermodal train to Bena and having no choice but to lose him from there (a common occurrence, as those of you familiar with the north end of Tehachapi Pass can attest to). As the BNSF Z-train flew off to the west and out of sight, the makings of a

spectacular California sunset were already coming together, and we decided to head down to the long, downhill straightaway just west of Sandcut to find that 'perfect' sunset shot.

We found our mark, an admittedly easy-to-access (i.e. lazy man's) spot just off old Hwy 58 right along the mainline, and settled in. The sun sank lower into the sky, on this clear, cloud free, and just totally spectacular day in the Tehachapis. And lower, then still lower. No trains in sight, not a peep out of the radio. Not even a hopeful reflection of sunlight off the moveable lens inside the intermediate, approach-lit block signal just west of us to give a brief moment of hope.

As the sun faded dangerously close to the horizon, it began to dawn on me -- this 'perfect shot,' which had been in the making for 45 minutes, wasn't going to happen, at least not with a train in it. But as I stood along the silent mainline, admiring the beautiful colors of the sky, taking in the perfect breeze, and enjoying the absolute tranquility of just being 'away from it all,' if even for just a few minutes, I realized that this was exactly how it should have been scripted.

There probably wasn't a train on the UP Mojave Subdivision between Bakersfield and West Colton at 7:25pm Pacific Time that Friday evening, and looking back, I wouldn't have had it any other way. We'd had enough fun with trains already during our long day; getting to enjoy one of the most spectacular California evenings I've ever experienced, with just a good friend and nature's beauty as company, ended a great day of 'fanning better than any diesel locomotive, no matter how impressive, ever could have.

*Copyright © 2006 Chris Kilroy. All Rights Reserved*

# KIDZ CORNER WORD SCRAMBLE

BY KIRSTEN FRIESEN

1. EATSNF (2 WORDS)

\_\_\_\_\_

2. ILCRSAOKDN (2 WORDS)

\_\_\_\_\_

3. HCOGICA RNOHTSWETRNE (2 WORDS)

\_\_\_\_\_

4. TOSUH RFONOKL (2 WORDS)

\_\_\_\_\_

5. SRAITN (1 WORD)

\_\_\_\_\_

6. ARSTIN TATSNOI (2 WORDS)

\_\_\_\_\_

7. KTCARS (1 WORD)

\_\_\_\_\_

8. TRUOE (1 WORD)

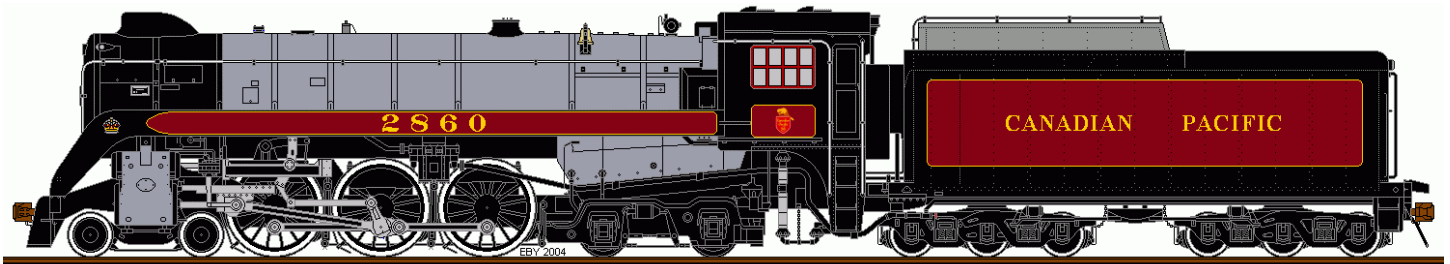
\_\_\_\_\_

9. PZERHY (1 WORD)

\_\_\_\_\_

10. RTNUTUO (1 WORD)

\_\_\_\_\_



CP MLW H-1e 4-6-4 #2860

EBY 2004

## President's Notes

*By John King, BARE President*

Well it is show time and for some reason it is getting bigger and bigger and if all goes well will be better than last year. Rich and I have been busy getting everything together and it seems like we are never ahead because something better happens almost on a daily basis.

So far we are up to about 15 vendors and going on either 5 or 6 layouts with some Thomas the Tank layouts for our little fans this year. If we can get this all together with the club members help we will have a great show and lots of fun like we did last year.

The sponsorship program has been going great and it seems like we are going to meet our goal there and maybe even more. I have been to many businesses and have had a very favorable response from them to help us with the show. I think we may have enough to do what we wanted to and more. If so we will make sure that we put the extra into an account that will get us started for next year.

We, were also approached by the Lincoln club, and they wanted to see if we would like to have their N-Scale layout on loan or maybe even as a gift to us. The problem is that there is no real place to store it and it has to be stored in a way that it will not be destroyed. I contacted many members of our club for help and had a good response unfortunately they were all negative.

I may have a place to put it if they give it away but it will cost us on a monthly basis. But it will be a dry place and we can store it there and maybe later get a place we can set it up and actually operate it on a week-end type basis. But, again I need your help in trying to find a place.

One last thing and this is really good news. Our secretary Jean Miller is well on the road to recovery and after a conversation I had with her she will be back to her old self before we know it. I don't know whether I helped her or not but I did get her laughing so hard it may have hurt her but we did have a great time on the phone. I am sure that the members want to wish her well and a good recovery.

**-JOHN**  
**BARE PRESIDENT**

## Schedule of Events


### First International On30 Rendezvous

Friday; June 15, 2007 through Sunday; June 17, 2007  
Business and Technology College Exhibit Hall -  
Universal Avenue - Kansas City, Missouri  
[www.On30international2007.com](http://www.On30international2007.com).

### SOCIETY 4TH ANNUAL GARDEN RAILWAY TOUR

JUN 9 & 10 2007, KANSAS CITY GARDEN RAILROAD  
2007,

Don't miss this great tour of Kansas City's finest Garden  
Railroads Information [www.kcgrs.com](http://www.kcgrs.com)



## Christ the Savior is Born

**Christ Evangelical Lutheran Church**  
Wisconsin Evangelical Lutheran Synod  
Corner of 8th & Elk Beatrice, NE 68310

**Pastor Roger Riedel**  
(402) 223-4250

Sunday: 10:00 am Worship (9:30 am June-August)  
9:00 am Adult Bible Class & Sunday School  
Saturday: 6:00 pm Worship & Adult Bible Class

# Historical Corner

*By Robin Anderson, BARE Historian*

## THE OMAHA ZOO RAILROAD

The Omaha Zoo Railroad was one of the first major attractions added after the zoo's 1963 re-incorporation as the Henry Doorly Zoo. As part of its centennial celebration, the Omaha-based Union Pacific Railroad decided to sponsor the construction of a train ride at the zoo. The zoo's railroad initially had just over two miles of 2 ft 6 in (762 mm) gauge track (roughly half the width of standard mainline railroad tracks) in the form of a twisted oval with a connecting track through the middle. Two wyes were constructed at the intersections of the connecting track and the main oval. The track was laid using rail from the Union Pacific's Encampment branch in Wyoming. Due to the hilly terrain of the zoo's riverside location, grades of up to 6% (for most railroads 2% is considered steep) were required and some of the curves were well under 150 feet in radius. Track crews from the Union Pacific were brought in to lay the track, and operation commenced on July 22, 1968.

Fittingly for a train ride sponsored by the Union Pacific, the Omaha Zoo Railroad was initially themed after the UP's First Transcontinental Railroad route, for which Omaha was the eastern terminus. Passengers boarded at the "Omaha train depot" located in the Aksarben Nature Kingdom (today known as Dairy World) and rode to "Promontory Junction" at the south end of the zoo's lagoon, where they had the option of disembarking at the small depot and catching a later train back to Omaha. The ride also featured a climb up the 6% grade of "Sherman Hill", named for the Union Pacific's own grade over the continental divide in Wyoming. The steam locomotive was painted and decorated to resemble Union Pacific's No. 119, the famous locomotive used in the laying of the real "Golden spike" marking the transcontinental line's completion, and the four coaches were given names significant to the UP's history. The UP influence was perhaps most evident in the Omaha Zoo Railroad's logo: a Union Pacific shield with a smiling tiger superimposed over it. Though the direct references to Union Pacific place names have faded over the years, UP's support of the zoo railroad has remained strong. For years the train equipment was trucked to the Union Pacific's Omaha shops for winter maintenance, and when the shops closed much of the machinery was donated to build a new shop on site at the zoo. The Union Pacific Engine House, as this building is called, was dedicated in July of 1994. Union Pacific crews continue to maintain the crossing signals along the zoo railroad's route.

During the 1970s the Omaha Zoo Railroad and the zoo as a whole saw large increases in attendance. Especially on the weekends, it became evident that the original four car train could not provide the needed capacity, and a search was begun for a second train. By chance, a small tank locomotive named "Riva" was found in Vienna, Austria, and its owner, the Plasser and Theurer Company, was willing to donate it to the zoo. The locomotive was restored in the UP's shops and entered service at the zoo in 1976, together with two extra cars that were purchased to augment the original four. Kenefick Station was added in 1981 allowing guests to board the train closer to the zoo's main entrance. In the early years the train commonly ran figure eights through the zoo using the connecting track and often reversed direction on the wyes. This practice ended in the early 1970s due to the need for faster turnarounds and the new locomotive's inability to negotiate a tight curve on the north (Bailey) wye. The connecting track lay idle for two decades before finally being removed in the mid-1990s. Today the trains circle the park in a clockwise direction, covering roughly 1.8 miles and taking 20-25 minutes on each circuit.



## **The Lantern**

**Beatrice Area Railroad Enthusiasts**

**P.O. Box 301**

**Beatrice, NE 68310**

[WWW.TRAINWEB.ORG/BARERR](http://WWW.TRAINWEB.ORG/BARERR)

### **Member's Wanted**

If you like trains, railroads or railroading of any kind, then we want you to join us. Rail fans of all ages and all interests make up our tight nit group. If you are interested in joining, simply attend one of our meetings, and decide for yourself, if you are a Beatrice Area Railroad Enthusiasts.

### **BARE Officers:**

President: John King  
Vice President: Rich Rishling  
Secretary: Jean Miller  
Treasurer: Viola Bragg

**Lantern Editor:** Zach Anderson