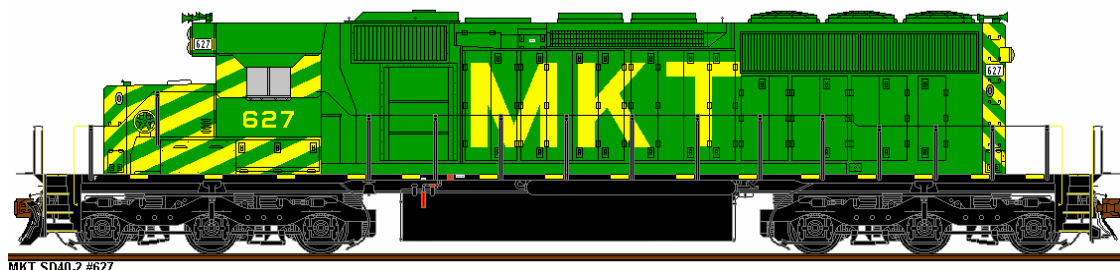




The Lantern

Official Newsletter of the Beatrice Area Railroad Enthusiasts

www.trainweb.org/barerr



MKT SD40-2 #627

2nd Annual Train Show Big Hit

By Zach Anderson

On August 10th the Beatrice Area Railroad Enthusiasts converged on the 4-H building at the Beatrice Fairgrounds. In a little over 8 hours they turned an empty building into the 2nd Annual Beatrice Train Show. 10 vendors were on hand to make sure that no one walked out with empty hands and I must say they did a pretty good job at that. There were also 5 operating model railroads on display, 4 “HO” scale and 1 “N” scale. The layouts were from Manhattan train club, Lincoln train club, Earl Ford, and Beatrice’s layout. 204 adults attended the show and probably just as many kids. Up for raffle this year was a complete “O” scale train set. Raffle tickets were a dollar a piece, and as usual a few select club members were always bettering their odds at winning. But at the end of the weekend the theory of it only takes one to win was proving again. A boy that visited the show from Glenwood Iowa was the winner. As we did last year the club members and vendors ventured on out to Risky’s Sports Bar and Grill, We had over 50 people in attendance this year. Overall vendors were pretty pleased with the show, They were still surprised at all the blue shirts that were there all weekend. 4 vendors have already said that they will be back next year. In case you are wondering the show will be the same time in August next year, so mark your calendars, that is if you already have your 2008 calendars. You can be sure that next years show will be even bigger and better than this years, how big well you’ll just have to wait 49 more weeks.

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Night Crossing

By Matt Emos

I stand near zero on an unmarked number line stretching from positive infinity to negative infinity. The numberline is characterized only by two parallel, cold, steel rails, which are seen only by the reflected light of the moon. Two crossing gates, one each side of the tracks, stand guarding the crossing like stone soldiers. A breeze may cause their arms to rock back and forth gently as they point toward the heavens, but they are otherwise inanimate. The world is silent. The world sleeps. Time is measured only by the passing of stars across the sky. So it has been for an eternity, or at least it has seemed like an eternity to this moment's eye.

But this moment is about to see a change. What's this? A light appears a negative infinity. It is only a point. A point at negative infinity. Indeed, a point of interest. It's photons have traveled unknown lengths that I may see it from here. But the mystery of such grows into a point of anticipation. Yes, this a headlight of a night traveler, the awaited traveler, a train. A train is coming!

The headlight grows in silence because the truth of the rumor about the train's approach is carried here only on the photons from its headlight. But not for long. The sound of the diesel engines and the faint echo of a horn tell me that the front of the train has entered the set of unseen numbers called finite. This sound crescendo from absolute tranquility. I'm not sure exactly when I first heard it; I only now I do.

Like the patient spider who detects a trespasser on some distant portion of its web, the unliving crossing gates perceive the train fouling some distant portion of their territory. Louder now, the approaching train causes the crossing gates to come alive.

Seeing that the arrival of the awaited traveler is near, the bell sounds the alarm. Red, incandescent lamps wake up and flash alternately in accordance with their appointed duty. An electric motor pauses to make sure no car is underneath the gate arm and then quickly lowers it to give a thirty-second margin of safety to those who might otherwise be in the traveler's path.

The point of light now seems to fill the earth with the train's presence. The lead locomotive blows its horn. The piercing horn announces the traveler's coming to the whole sleeping world. Four blows: two longs, a short, and a another long. The last blow doesn't let up until the train is actually on the crossing. As the locomotive pass, their diesel engines scream in full throttle. Their throaty exhaust blasts up from the tops of the locomotives. This is it. The train is crossing the zero point. The bell, which had diligently proclaimed the traveler's soon coming can no longer be heard upon its advent, but it continues just the same. Each car makes a distinct wooshing sound once the engines are passed. A few wheels have small flat spots which make a loud banging sound as they go by smacking the rail repeatedly. At some time, I know not precisely when, half the train is negative and half is positive. If any of the traveler's get too far out of the line, their wheel flanges squeal in protest until the offending car gets back in the row. As quickly as the head end had came and gone, the traveler and its noise quickly fade.

The bell, which had been clanging all along, is noticed and once more, Between each strike of its gong can be distinctly heard the silence which will soon rule the night once again. Noticing that the traveler has passed from this small island on which the intersection of a vast sea of roads, rail and paved, is formed, it rings its last. The motor can be heard as its picks up its gate arm, and the read lamps cease their work and go back to sleep.

Passing quickly from sight is the traveler's rear, marked by a tiny, twinkling, red light, really, A point at positive infinity.

But the day of the lord will come as a thief in the night....

-2 Peter 3:10



Website Update

By Zach Anderson, Webmaster

There were 1,257 hits on the site as of September 1st.

There is not a lot new for the site, Although soon the site will have a new look. Over the past couple weeks I have been going through every page on the site. Updating them and giving them a different look as I go along. If you have any suggestions for new pages or information that you would like on the site, now would be good time to suggest it. I've already had someone want a contacts page.

Also In case you forget the address to our site remember that you can google "Beatrice Area Railroad Enthusiasts" or anything along the lines of that and that should get you to our site.

*-Zach
Webmaster*



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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.



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Up Coming Club Events

September 13th BARE's Birthday

Bare turns 8!

September 18th Monthly Meeting

@ Old city Council chambers (Beatrice Auditorium) 7:00 p.m.

October 14th Club Picnic

@ Small tabernacle in Chautauqua Park 2 p.m.

Bring covered dish and own table service

(please do not bring 5 million cupcakes)

October 16th Monthly Meeting

@ Old city Council chambers (Beatrice Auditorium) 7:00 p.m.

November 20th Annual Meeting

@ Old city Council chambers (Beatrice Auditorium) 7:00 p.m.



Railroad Terms

Employees

Any Railroad employee: Rail

Boomer: A railroader who restlessly changes jobs.

Brakeman: Roughneck, Shack, Ground hog, Smokestack, Fielder, Car catcher, stinger

Car Inspector: Car whacker

Clerk: Paper weight, Pin head, Pencil pusher

Conductor: Big O, The brains, The skipper, Bake head

Engineer: Hog Head, Fog Eater, Hogger, Eagle eye, Speed gager, Throttle puller, Positive block

Enginehouse foreman: Madhouse



Extra gang laborer: Gandy Dancer

Fireman: Diamond Pusher, Smoke Agent, Tallow pot, Fire boy, Coal heaver

General manager: Whiskers

Master Mechanic: Master maniac

Non-union employee: Short tail

Railway Policeman: Gum

shoe, Cinder dick

Section Foreman: King Snipe

Section Laborer: Jerry, Snipe

Superintendent: Old man

Switchman: Snake, Dolly Flapper

Telegraph Operator: Lightning slinger, Brass pounder, Ham, Owls (3rd), Op.

Yard Clerk: Number grabber

Yardmaster: Dinger, Switch hog

President's Notes

By John King, BARE President

Well we did it again and we had a great 2nd Annual Train Show. I would like to thank all the members that put in time at the show and to all the vendors that helped support our show. Also, the time and effort that went into the set-up and operation of the train layouts that we had. We even had our layout up and running for the show.

Now is the time to start planning for the next show and it seems to be getting easier now that we have a reputation for good advertising and good support at the beginning and end of the show for the setup and tear down of all the various displays that make the show a great show.

Bill Bragg, Viola Bragg, Gertie King and I made a road trip to Glenwood, IA to deliver the Lionel Train Set to Brandon Maddux. He was waiting right at the door and came out to meet us at the car. He found out about the trains show in Omaha in June and told his dad that he wanted to come to see what we had. We got some pictures of the event and hopefully will be able to get them in this letter.

As I said at the meeting the club has been invited to attend the Yankton, SD train show and the Atkinson, KS train show. Unfortunately they are on the same weekend and about 280 miles apart. If there is someone who would like to attend the Kansas one I would appreciate it because we need to try and contact some more vendors that may want to do our show next year. Please let me know and we can make some arrangements to do that.

Well, I will go for now but I want everyone to know that I am very proud to be the president of our club. It is a rare occasion that you can have a variety of people and all of them get along so well and support the organization as you all do. Let's keep up the good work and see where we can go.

-JOHN

BARE PRESIDENT



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

Steam Locomotives

Built For Power During World War II Union Pacific operated some of the most modern and powerful steam locomotives ever built. Among them were the famous "Big Boys," the largest steam locomotives in the world, which were unique to Union Pacific. Working with them were the slightly smaller "Challenger" freight engines and the "800-class" high-speed passenger locomotives, as well as hundreds of older class steam engines. Although Union Pacific was among the first of the U.S. railroads to introduce diesel-powered streamlined passenger trains in the 1930s, the capabilities of these powerful steam locomotives made them the mainstay of

UP freight operations throughout the war.

The efficiency of diesels eventually overwhelmed steam. Although steam engines were as powerful as diesels, and often faster, their huge appetite for fuel and water and the need for labor-intensive maintenance spelled their doom. Union Pacific quickly began buying diesel locomotives after the war and steam retreated to a stronghold in Wyoming, where the big engines ran their last miles in the late 1950s.

Classes of Locomotives

Big Boy: The world's largest steam locomotive, twenty-five Big Boys were built exclusively for Union Pacific, the first of which was delivered in 1941. The locomotives were 132 feet long and weighed 1.2 million pounds. Because of their great length, the frames of the Big Boys were "hinged," or articulated, to allow them to negotiate curves. They had a 4-8-8-4 wheel arrangement, which meant they had four wheels on the leading set of "pilot" wheels which guided the engine, eight drivers, another set of eight drivers, and four wheels following which supported the rear of the locomotive. The massive engines normally operated between Ogden, Utah, and Cheyenne, Wyoming. Although there are no Big Boys left in operation today, eight of them eventually were donated for public display in various cities around the country. They can be found in Pomona, California; St. Louis, Missouri; Dallas, Texas; Omaha, Nebraska; Denver, Colorado; Scranton, Pennsylvania; Green Bay, Wisconsin; and Cheyenne, Wyoming.

Challenger: Union Pacific at one time owned 105 Challenger locomotives. Built between 1936 and 1943, the Challengers were nearly 122 feet long and weighed more than one million pounds. Articulated like their big brother, the Big Boy, the Challengers had a 4-6-6-4 wheel arrangement. They operated over most of the Union Pacific system, primarily in freight service, but a few were assigned to passenger trains operating through mountain territory to California and Oregon.

Northern: The Northern class steam locomotives, with a wheel arrangement of 4-8-4, were used by most large U.S. railroads in dual passenger and freight service. Union Pacific operated 45 Northerns, built in three classes, which were delivered between 1937 and 1944. Initially the speedy locomotives, capable of exceeding 100 miles per hour, were assigned to passenger trains, including the famous Overland Limited, Portland Rose and Pacific Limited. In their later years, as diesels were assigned to the passenger trains, the Northerns were reassigned to freight service. They operated over most of UP's system.

The second series of Northerns was more than 114 feet long and weighed nearly 910,000 pounds. Most of them were equipped with distinctive smoke deflectors, sometimes called "elephant ears," on the front of the boiler. These were designed to help lift the smoke above the engine so the engine crew's visibility wasn't impaired when the train was drifting at light throttle.

The last steam locomotive built for Union Pacific was Northern No. 844. It was saved in 1960 for excursion and public relations service, an assignment that continues to this day. Two other Northerns are on public display: No. 814 in Council Bluffs, IA and No. 833 in Salt Lake City, UT. A third Northern, No. 838, is stored in Cheyenne and is used as a parts source for No. 844.



The Lantern

Beatrice Area Railroad Enthusiasts

P.O. Box 301

Beatrice, NE 68310

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