



The Lantern

Official Newsletter of the Beatrice Area Railroad Enthusiasts
www.trainweb.org/barerr



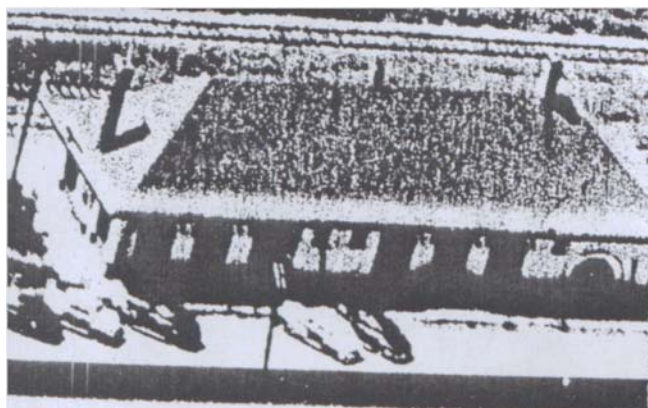
Mystery Solved!

By Zach Anderson

As most of you know, that when we were perusing the lot north of Dempster Industries for the clubhouse we were also looking for pictures of the depot so that we could possibly replicate it if we so chose. Pictures were not hard to find. As we gathered the pictures up we realized that we didn't have any pictures of the north side of the depot. After more searching nothing turned up. It was then agreed if in fact we decided to replicate the depot we could guess what it looked like, and since we couldn't find any pictures of it chances were that now one knew what it looked like anyway.

I recently visited the windmill exhibit at the library. Besides all the windmill parts, hand pumps displays and art work there was also books, more specifically a book called "We Invited You To A Photo Tour Of Our Plant". I did not think to much about it until I saw what the picture was of on the cover. The picture was of Dempster Industries in what was later decided to be 1953. The picture was taken from the air and to the northeast catching the north side of the depot.

The building committee's guess would have been correct but now we have proof.



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Railroads Then And Now

I J R F T G C K F I F S E I N
S Y Y U J I T U Y W F R U O R
L F Z T F I J D N T Z U R K E
A L X I A C W G R K I T C V H
N B C F H K V P F X H O N C T
D A C H I C A G O W R D W S U
P S D V C V A L E T X Z E W O
N X L W T H E S G G T Q A M S
D R E W N O T G N I L R U B M
C W E Q E E F S N B C T I Y I
Y R M H R S U P F Q H R V T S
O G Z N T N T I Y C C D K C V
X D N X I R G E E C G F K L N
U A Q O X F O H R S I X Q U D
U A N N J Z B N T N A M N Q T

BNSF
UNION
PACIFIC
WESTERN
SOUTHERN
BURLINGTON
NORTHERN
CHICAGO
NORTHWESTERN
DGRW
ROCK
ISLAND
KATY

Website Update

By Zach Anderson, Webmaster

As of October 15th there were 1307 hits on the site. The hit counter has been counting since October of 2004. This averages out to 435.6 visitors per year. At this point last year we had just broke the 1000 mark at 1010 hits. The Website is becoming more known and more popular, and it can only get better, maybe we will break the 2000 mark next year.

I am taking notice of that as I redesign the site. The redesign is taking longer than expected but it is still coming. (the new software is taking longer to learn than expected) I continue to keep the current site updated because of that fact. If you have any input or ideas for the site let me know and I will see what I can do.

-Zach
Webmaster



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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.*

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November Is Election Time

By Zach Anderson

As most of you know November happens to be BARE's annual business and officer election meeting. Our president strongly urges everyone that is a member to come and cast you vote. If you have a family membership everyone in your family is a member and they too can cast a vote. Officers up for election this year are John King President, Rich Rischling Vice President, both have one term left. Viola Bragg Treasurer, and the Secretary position. Also up for election is a spot on the board of directors. This term last for three years. We will be voting to keep or replace Ron Miller. Our president would like two nominees for each position. November's meeting will be held at the normal place and time, the Beatrice City Auditorium at 7 pm. For those who don't know or can't remember.

Results Of The Picnic

By Zach Anderson

On October 14th the Beatrice Area Railroad Enthusiasts held their annual club barbeque. The club braved the weather and headed out to Chautauqua Park, where John and crew had the charcoal fired up. Around 45 people came out to enjoy the food and friends.

For Sale:

John King is selling everything but Atlas cars. Call for details

Up Coming Events

November's meeting will be on the 20th at the City Auditorium and just a reminder that there is no December meeting.



A Train Wedding

Taken from Trainorders discussion group

Dearly Beloved,

We are gathered here today in accordance with the FRA, AAR, STB and other regulatory bodies to unite these two units in M.U. service. If anyone takes exception, file your grievance or get in the clear.

(Groom's name), Do you take this woman to be your trailing unit, tying down your pin lifter forever, and permanently restricting yourself from interchange service, even with newer, freshly-painted units, remaining coupled despite flat wheels, sticking brakes, even unto bad orders and major derailments, until you are both rendered unto scrap?

If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

And, (Groom's name), do you promise to pull this unit up ruling grade, using throttle and brake wisely to prevent rough train handling, broken knuckles, and pulled drawbars, applying sand as necessary to prevent wheel slip, so that you both crest the hill together, regardless of the trailing tonnage?

If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

And do you also promise not to cut away from your trailing unit, even when her side sheets have rusted through, and her paint job has faded?

If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

Now, (Bride's name), do you take this man to be your lead unit, tying down your pin-lifter forever, and permanently removing yourself from interchange service, even with newer series, high-adhesion, high-horsepower units, remaining coupled despite flat wheels, sticking brakes, even unto bad orders and major derailments, until you are both rendered unto scrap?

If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

And do you promise to respond promptly to throttle and brake commands from your lead unit, handling your share of the tonnage, and helping your lead unit up ruling grade when necessary, being ever cautious to avoid unnecessary drawbar buff?

If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

Do you also promise to remain coupled to your lead unit, even when he has a couple of traction motors cut out, and can no longer develop full horsepower?

If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

Now, (Bride and Groom), as a token of your intent to M.U., make the joint and stretch the slack.

By the power vested in me by the General Manager, Superintendent of Operations, and the Road Foreman of Engines, I now pronounce you permanently coupled.

You may cut in the air.

President's Notes

By John King, BARE President

Well this will be the last newsletter of the year and as it has in the last two years our club has ended the year on a very positive note. We did well at the Lincoln train show and then put together a well organized train show of our own. And last but not least we had a very good show and sale at the Blue Rapids event just last weekend.

We also could have fun as a club as shown by our club picnic. The weather was not very good for a picnic but I made the decision to go ahead and have it anyway (nobody ever said I was smart). We made a move from the small shelter at the part and went back to the tabernacle and it was dry but cool and we had 45 people there that I hope had as much fun as I did.

The following week our treasurer Vi Bragg and I put the finishing touches of our successful year in the books. We went to the bank and added another \$1,500.00 into our CD so we can try for some grants in the upcoming year. I hope we can do it and that all works our well for our club.

Over the next couple of months I would like you to come up with some ideas for things that we can do to make our show even bigger and better. Something for the kids to do and something for all involved would be good. Your show chairman has already come up with some ideas so if you can help Rich out in making it better we will all benefit.

Any ideas that will get our club out in the public eye will be of great benefit to us also and the Homestead Days parade will do that along with maybe a booth down in the park to try and sell our club. Fund raisers are going to be something that we need to do but as I have no idea what to do or how to do that I will need some help and advice from all of you that can help.



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

This next year we will start our sponsorship program for the show on a much earlier date and if it goes the way it went this year we will have another great year for sponsorships.

Well I want to wish you all a very good holiday season and you all get what you want for all your goodness this last year.

Again, I need to say how proud I am to be the president of our club and the good feelings that I get from everyone from the oldest to the

youngest

-JOHN

BARE PRESIDENT

Hebron Trip

The trip planned to go visit the Spring Creek Model Trains store, has been postponed until after the first of the year. The Zucker's are booked through the end of the year. A plan will be made at a latter date to when we are going.

The Toy Train That Rules Christmas

No toy is more closely identified with Christmas than the toy train. There was a time when nearly every boy wanted a Red Ryder BB gun for Christmas, but even a mother convinced her son would shoot an eye out had no objection to a toy locomotive chugging around the tree.

If truth be told, the popularity of toy trains at Christmas has as much to do with the yearnings of adults as with the requests of children. It's not at all uncommon for a child to lose interest in a model train received as a Christmas gift and find it taken over by dad. Sometimes dad takes it over even before the child has lost interest. Joshua Lionel Cowen, founder of Lionel Trains, was born in New York City in 1880, and built his first model locomotive at the age of 7. Carving it from wood he fitted it with a tiny steam engine he fashioned himself. At the age of 19, Cowen removed a small motor from an electric fan and fitted it to a toy railroad flatcar, which he set up on a 30-foot circle of brass track.

He offered the new toy to a novelty shop in New York which sold the set for \$6 and ordered a half dozen more. Cowen formed the Lionel Manufacturing Company on Sept. 5, 1900, at 24 Murray Street, New York City. By 1921 more than a million Lionel electric train sets had been sold to an America that had gone decidedly train crazy.

But then came the Depression, and the market for relatively expensive toy trains dried up. Hoping a low-price item would stimulate sales, Lionel made a deal with Walt Disney and rushed into production a wind-up hand car featuring Mickey and Minnie Mouse. The little car with a circle of tracks sold for a dollar and became a huge success, literally saving the company.

In 1937, Lionel made its most famous steam locomotive, the Hudson. It sold for \$75, the price of a refrigerator in those days. Today, the company sells an updated Hudson for about \$1,100, the price of a really, really good refrigerator.

By 1939, the Lionel catalogue boasted a product line of more than 400 separate pieces of equipment. Their trains, cars, and accessories could be bought in more than 40,000 outlets coast to coast. In 1948, the company brought out its best-selling engine ever, the colorful silver, red and yellow Santa Fe diesel.

Lionel's fortunes peaked in the mid-1950s, with nearly \$33 million in sales. By 1955, the firm employed more than 2,000 people and was the largest toy company in the world and the only one listed on the New York Stock Exchange.

In 1969, General Mills bought the rights to the Lionel name and added the toy train company to their Fundimensions division. The new owners moved the Lionel company to Michigan in 1970. In 1983, in order to cut costs, General Mills moved the company to Mexico. After an unsuccessful two-year stint in Tijuana, Mexico, Lionel moved back to Michigan in May 1985, and opened a plant in Chesterfield Township. Shortly after the move, General Mills tired of the fluctuations of the toy market and decided to divest itself of Fundimensions, selling off its product line to various firms. Lionel went to Kenner-Parker, but was clearly in trouble. A new savior was on the horizon.

Many of the boys who received Lionel trains for Christmas never lost their enthusiasm for model trains when they grew up. One of those who never outgrew his childhood passion was millionaire Richard Kughn, who bought the company from Kenner-Parker in 1986, saving it from bankruptcy.

"When I was 7," Kughn said after the purchase, "I was walking home from school. It was trash day and I saw a toy train sticking out of a trash barrel. I stopped and pulled all the pieces out and took them home, cleaned them all up, rebuilt them and it ran."

Two years later, on Christmas day in 1938, he recalled, "I came down in my flannel pajamas, and there it was, set up under the tree! It was a gray tin Vanderbilt locomotive with a yellow boxcar and a Shell tank car and a red caboose and track laid out in an oval loop. As soon as I could figure out where to plug in the transformer, I was down on the floor --- that's what's fun to be nose-to-nose with the train." Santa had come through for the little boy who loved model trains.



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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