



The Lantern

Official Newsletter of the Beatrice Area Railroad Enthusiasts

www.trainweb.org/barerr



BARE Loses One of Founding Fathers

John M. King, age 59 years, of Wymore, died Monday morning, May 12, 2008, at his mother's home in Wymore. He was born July 2, 1948, at Denver. John was one of the original five that started the club. He was elected to club president in January 2005, where he served until the end of 2007. John was instrumental in moving the club forward. He started the Beatrice train show. He also promoted the club and was finding new members constantly. In January, he announced that he wouldn't be returning as the president but instead would return as a member at large and would do the leg work for the club as long as his health let him. He served in this position until he passed away. John enjoyed model railroading, camping and fishing. John will be missed by all and will be remembered as the club moves forward in his vision.



3rd Annual Beatrice Train Show

by Zach Anderson

August is coming and we all know what that means. The 3rd annual Beatrice Train show will be here before you know it. The train show committee has put a show together that will top last year's show. This year there will be vendors and layouts as usual, in addition to them will be a silent auction and garage sale, kids corner and hourly door prizes. There will be a few new people to the show this year, like the Omaha railroaders (Actually name not known at date of publication) and The Train Cellar. The show will again be at the 4H building on the Gage County Fairgrounds, for a map visit trainweb.org/barerr. The show will be on August 9th & 10th 10am to 5pm and 11am to 4pm respectively. For more information regarding the show visit trainweb.org/barerr.

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When I Was Younger

By: Craig Walker
May 12, 2008

When I was younger, friends and relatives, when they discover my passion for railroading, often asked why I didn't hire out with the railroad. (These days, unfortunately, the question is always in the past tense.) After all, isn't railroading an exciting job? Well, sure. Sometimes.

Don't get me wrong ... I respect the work that railroaders perform, but it just wasn't for me. I'd known too many railroaders over the years who told stories about their exploits. The old-head who worked on the Frisco in Arkansas, and got thrown against the caboose's bulkheads while running over the rolling hills on their district when the train's slack bunched up, then got thrown against the rear bulkhead when the slack went out as the train crested a hill. Ending the day black and blue didn't sound overly exciting to me.

Or the brakeman I knew who worked for the Santa Fe in the sixties. Stopped in the Mojave desert one night, he headed back to protect the rear of the train, setting his lantern in the middle of the track the proscribed distance from the train's rear. Upon hearing the whistle blow, indicating a clear signal, he reached for his lantern and stopped short when he heard a suspicious buzzing. Odd, he thought, and reached for the lantern again.

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 your 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

Greetings fellow railroad enthusiasts. It's hard to believe it is time for the next newsletter. As spring approaches and the days get longer and warmer, many of us will be ready for yard work, after such a long cold winter. I am looking forward to the great outdoors. We will be putting our model railroads aside for the mowing season. Others will be headed trackside (me included) to see what we have been missing the past several months. I look forward to hearing the rumble of a freight train to see what is on it. Even though we will be spending more time outside than inside, just remember when night falls we can go inside and spend time running our model railroads before going to bed. To me that is the perfect nightcap.

As I close this letter I want to thank everyone for their continued support of the club and hope to see you at future meetings and train shows. Happy railroading

—Rich Rischling
Bare President

Again, a loud buzzing. He looked into the area lit by the lantern, and noticed a diamondback rattlesnake snuggled up against the rail, absorbing the heat the rail had stored up all day. The brakeman was running out of time — he knew the train was about to depart, but he couldn't leave the lantern there, as it would stop any trains following them. So, he picked up the largest piece of ballast he could find and knocked the lantern over, smashing the lantern's globe in the process. Tipped to its side, the wick wouldn't stay lighted long, he thought, and he ran back to his train, hopping on as it began to move once again.

Working in the searing desert heat, the bitter winter cold, the long 12-hour plus days, spending every other night laying over in garden spots such as Barstow, Yermo or Yuma, memorizing that thick book of rules, the hours of boredom waiting to leave a yard, or get cleared out of a siding ... Aarrgh! It was all too much for this wimpy kid.

Besides, perhaps working for the railroad might take the fun out of it for me. (In retrospect, I doubt that it would have.)

So, I elected to stay a railfan — a hobby most of which most have never heard, and of those who had, they often didn't understand. I'm not sure even I understand.

For me, the allure of the rails has many levels, but more than the sounds and smells, perhaps the most compelling for me is the visual aesthetic. Almost without exception, I like the way they look — the lines of an EMD diesel, the function-dictates-form of a steam locomotive (or marker light, switchstand, signal or coupler), the way a train snakes through its surroundings, the repetition of all those crossties under the rails, the look of a gyrating Mars light on an SP freight working up the San Joaquin Valley while driving up Highway 99 at 2:00 a.m. -- it is my quest to capture the look of railroading that is the essence of the hobby for me.

Which is why I like this shot. A Southern Pacific SD40T-2, with its array of stuff on the cab roof, the utilitarian Bloody Nose paint, the distinctive L-windshield, the colorful (if not quite workable) ACI plate on the hood — and the engineer catching up on the news while he waits for the dispatcher to give him a clear signal. Yeah, he's getting paid to just sit there, but chasing trains across the Mojave Desert -- I'm having the fun!

Keeping Up With Railroad News

By Zach Anderson

Ever been told about something a little to late? Well I am sure that most of you have. Instead of shrugging it off and hope that you hear about it earlier, here are a couple ways to stay up on all the latest news. Yes a computer is required for those of you thinking this sounds to be true.

Trainorders.com Trainorders is railroad-based forum. Categories are as follows; Western Railroads, Eastern Railroads, Passenger Trains, Steam and Excursion, Railroading Nostalgia & History, Model Railroading, International, Railfan Technology, Railfan Gaming. Topics such as western railroads, eastern railroads, model railroading, and steam and excursion see more post than other topics. All of the topics are always on top of the latest news. A few of the UP steam members are also members and sometimes comment on the steam and excursion board. Also excursion dates appear much earlier than you would think. On the model railroad discussion, some of the smaller manufactures use this to pass on new product information. In order to post, trainorders.com make you become a member, but you can view all of the current posts without having a membership.

forum.atlasrr.com Atlas also has a forum. Their discussions are geared more toward modeling and not so much 1:1 scale. Their categories are N scale railroading, HO scale railroading, O scale model railroading, and DCC. I haven't spent much time in the N scale and O scale forums but would imagine that they would have the same type of discussions that appear on the HO scale forum. The HO scale forum has topics such as how to kitbash, how to's and tips and numerous other model railroading topics. For this forum memberships are not needed to read or post, although to post you have to sign up for a user name and password, which is free.

Precisioncraftmodels.com/forum The BLI forums are the newest out of the three. BLI's groups are geared more toward modeling also, they tend to end up being more specifically about BLI's products. Their groups are HO, N, Narrow gauge, and G scale forums. Again I have not spent much time in the forums other than HO scale forum. Topics range from problems and solutions for BLI products, and also inquires about new models. BLI forums are free to read and posts, although to post you must sign up for a users name and password similar to atlas forum.

Hopefully this has guided some people on where to go to keep up with the railroad news. If you visit BARE's site there will be links to each of these forums for easy access.

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Microsoft Train Simulator 2 Coming

By Zach Anderson

Coming in 2009, With over 25 years of experience developing best-in-class simulations (including the best-selling *Flight Simulator* series), Microsoft's ACES Studio is proud to announce the most realistic railroading experience ever available on a personal computer: *Train Simulator 2*. (taken from tsinsider.com)



Don't know how many gamers are out there but for those who are train simulator 2 promises to be the best. Pictured around are some renderings of the new rolling stock.



Some of new routes include Horseshoe Curve (USA) Stevens Pass to name few of the routes that are going to be one the second edition. Some new road names have been added to this addition like Norfolk Southern.

For more information about the new train simulator visit <http://www.tsinsider.com/en-US/Pages/default.aspx>



2008 Schedule

This years meeting schedule is as follows. All meetings are at the old city council chambers in Beatrice, (The Auditorium on 4th street) at 7pm

July 15th

August 19th

September 16th

October 21st

November 18th

No Meeting in December

Fun Facts for Railfans

By Robin Anderson

December 3, 1866 The first train entered what then was known as a "Hell on Wheels" town, filled with railroad construction workers and their tag-alongs.

January 2, 1867 Main line operations officially commenced at the Bailey Yard in North Platte.

1878 to 1913 William "Buffalo Bill" Cody lived and organized his Wild West show from his ranch north of the Bailey Yard. He transported the show via rail and wagon.

1897 E.H. Harriman purchased Union Pacific at an auction in Omaha, Nebraska.

1910 Union Pacific began construction on a second main line commenced through North Platte.

November 17, 1915 The Union Pacific Hotel and Depot burned and was replaced the following year.

December 25, 1941 to April 1, 1946 The North Platte Canteen located in the passenger depot served more than 6 million members of the armed forces.

November 1948 The west retarder yard was opened in the Bailey Yard.

April 1971 The new diesel shop was opened in the Bailey Yard.

October 1973 The Bailey Yard opened a "one-spot" car repair facility.

November 1, 1973 The passenger depot was demolished. It was replaced with a historical marker and mini-park in 1975.

March 1979 A communication and multi-purpose building was opened.

1980 The new westbound hump yard was dedicated.

1988 to 1991 Westbound and eastbound fueling facilities were constructed and a coal yard was expanded at the Union Pacific Bailey Yard.

1992 The westbound coal yard was expanded and computer-aided dispatching was installed.

1994 Bailey Yard opened its eastbound fuel facility.

1995 The new westbound fuel facility was opened at the Bailey Yard. This was also the first year Bailey Yard was officially recognized in the Guinness Book of Records as the world's largest rail yard.

1996 Union Pacific/Southern Pacific merger creates nation's largest rail system.



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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: Rich Rishling
Vice President: Dave Doering
Secretary: Brain Friesen
Treasurer: Viola Bragg

Lantern Editors: Zach Anderson
Robin Anderson