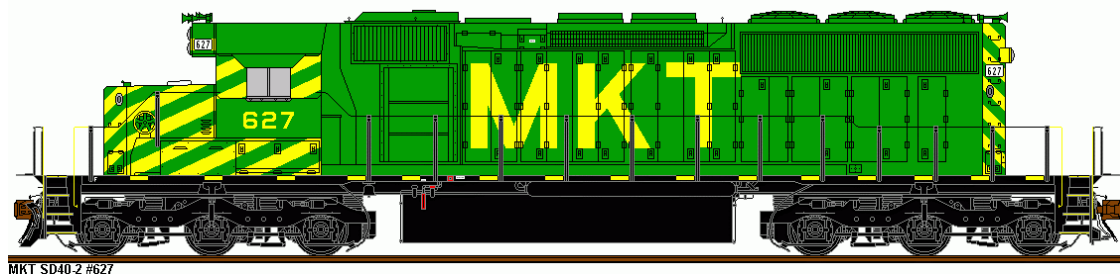




The Lantern

Official Newsletter of the Beatrice Area Railroad Enthusiasts

www.trainweb.org/barerr



B.A.R.E TEACHES MERIT BADGE

By Zach Anderson

On March 17th a three members of BARE met at SCC to teach Railroading merit badge to area boy scouts. Scouts came from a 15 county range to attend the all day merit badge clinic sponsored by the local Order of the Arrow chapter. Zach Anderson, Chris Anderson and Ken Ullman were on hand to teach about 15 scouts Railroading Merit Badge.

At the February meeting the club was asked if they were interested in teaching the merit badge. The club agreed and a committee was formed. Our by-laws recommend that we teach the community about railroading. Members of the committee included, Chris Anderson, Ron Anderson, Zach Anderson, John King, and Ken Ullman. The group met about a week before the event and planned out the curriculum for the class. The merit badge requirements called for about 25 items to be taught. Items were anything from identifying 10 different rolling stock to planning a trip using a timetable, to showing how to use lantern signals. Zach made a PowerPoint presentation to help teach the boys the different requirements. A test was given at the end to see what requirements the learned. Out of 15 scouts 3 earned the badge completely and most of the rest of them fell short by only missing 2 or 3 requirements. Overall the committee was pleased at the results. After the event was over the organizers offered to let us teach it again next year if they offer that badge.

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TAKING CHANCES

By Art Grimm

A couple of years ago we picked Colorado for our vacation and I discovered that we could take Amtrak #6, the California Zephyr eastbound from Grand Junction, Colorado to Glenwood Springs and return on Amtrak #5, the California Zephyr westbound all in the same day. It sounded like a great excursion.

Latter on we happened to be in an Amtrak station and since I was not sure about the old time table I wanted to check to make sure my planning was not all wrong. The ticket agent assured me that it was possible but he said, “those trains are all reserved sitting you better buy your tickets today or you will not likely board for they will be full!” Do you think he might make a commission on the number of tickets he sold? Now since we were not sure what day we would be in Grand Junction and since this was a vacation and the launch of the space shuttle I took a chance and passed up his admonishment.

We arrived in Grand Junction on Thursday evening and had planned three days there because there was a lot to see. Friday morning we arrived at the Amtrak station at 8 a.m. You are asked to arrive an hour early these days and have a photo I.D. I walked up to the ticket agent and said, “I would like to get tickets to and from Glenwood springs.” She had that look on here face and said, “Oh, I am sorry but for the last several weeks Amtrak dose not run on Friday. The Union Pacific Railroad is upgrading the tracks and they close the tracks to all rail service on Fridays. But come back tomorrow and the trains will be running.”

Okay we will take that chance. We could do other things on Friday. So Saturday morning we showed up again at 8 a.m. I walked up to the ticket agent and asked to buy tickets. That same sad look came over her face again. She said, “Oh, the eastbound #6 is running three hours late and will not be in until noon. Also the #5 westbound is on time and I do not think you will make your connection in Glenwood Springs. But you can take a chance and come back in two or three hours and see. Some times the westbound looses a lot if time once they leave Denver and head in to the mountains.”

Okay we will take that chance. Back we go at 11 a.m. and up to the window. This time the ticket agent is all smiles. She said, “I have good news for you. The westbound #5 indeed is slowing up and is not behind schedule. Now I don’t know if it will be enough so you can take it back today but you can take your chance if you would like.” Now we had taken all these chances why not take another. So we boarded the eastbound Zephyr at noon. It had not lost anymore time. We had a wonderful lunch on board and met two great people. One was a retired Veterinarian who was going to the New Orleans area to help in the aftermath of Hurricane Katrina. But we still did not know where westbound #5 was. For all we knew it could have passed us as we were eating our leisurely lunch. But we had taken chance and if we missed the connection at least there was a nice hotel across from the station. We would not have a change of clothes but we would have a place to sleep and there were restaurants all around the downtown area. So when arrived at Glenwood Springs we headed straight for the ticket counter to check on the west bound #5 and sure enough it was not due until 4 p.m. we had an hour to sightsee our chances had paid off!

May 15th 7pm will be the next meeting

Website Update

By Zach Anderson, Webmaster

As of March there were 1,174 hits on the site.

Not a whole lot of new information to share with you this month, But this is what I know.

After visiting with a few people at the LAMRC show I found out that there are a lot more people that visit our site than I thought.

To help answer some questions on the site, I added a page for the train show. The page list all the details for the show, well all the details I knew of. There is also a count down on that page that will tell you how many days, hours, and seconds are left until the show. I'm also looking for some pictures of last years show to add to this page so if you have any of them please let me know. That is all for now.

-ZACH

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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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Fire Destroys Union Pacific Bridge

A massive fire in the Sacramento area burned and destroyed the Union Pacific bridge that crosses the American River. Now, less than two weeks later, reconstruction of the bridge is nearly complete and one train has already operated over the new track.

On March 15, firefighters were called to extinguish the bridge's fire, which burned powerfully for several days. At approximately 6 p.m., a large fire blazed across the bridge and engulfed the entire structure in flames. Within minutes, Sacramento-area firefighters arrived at the scene and lengthened their hose lines to reach the nearest fire hydrant, as they began putting out the inferno.

Sacramento Fire Department Captain Jim Doucette said approximately 150 firefighters from the Sacramento, West Sacramento and Elk Grove areas helped to control the fire.



"It took us about three hours to get the fire controlled," Doucette said. "But it burned for almost three full days and was certainly our largest fire this year."

Mark Davis, regional public affairs spokesperson for Union Pacific, said this specific railroad line is one of the most important lines for the distribution of goods and services in the United States. Davis said usual movement across the bridge begins in San Francisco and carries products to the eastern part of the country.

"That line handles about 50 trains per day and is a vital route," Davis said. "We knew that once we had a service interruption on the line, we would have to rebuild it as soon as possible."

On March 27, the first new track of the line opened. The next track structure is scheduled to be completed for April 3. Construction of the new tracks included steel pile supports, the placement of concrete girders and track installation.

According to Davis, the construction team was very lucky to have had weather that facilitated rapid reconstruction of the bridge.

"The original schedule was Apr. 1 for the first track to be opened," Davis said. "The unknowns of the soil conditions and weather were what caused us to estimate that date. We were very fortunate that we had excellent weather conditions and that the soil compacted, so that we did not have to drive the piling so deep and the tracks could be completed more promptly."

Currently, the investigation into what caused the fire is ongoing. The Sacramento Fire



Department arson investigation team was not available for comment but is reportedly working to determine whether the fire was caused by people or if it was an accident. Union Pacific is also offering a \$2,500 reward for any information about the source of the fire.

"There is no new news about the cause of the fire, other than that they are still knee-deep into the investigation," Doucette said. "It's going to take awhile. I have my ideas as to what happened, but cannot comment officially."

Kid's Corner

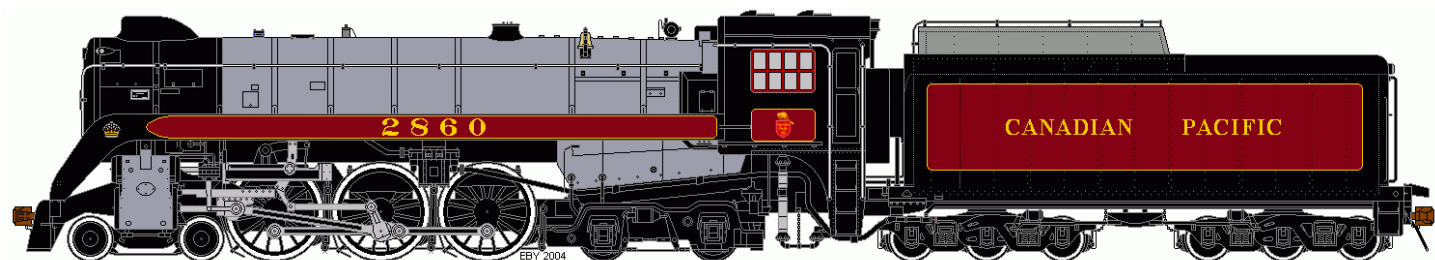
By Zach Anderson

Find the Words

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

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EBY 2004

President's Notes

By John King, BARE President

Well it has been another couple of months and we are getting ready for our big show in August. Plans are underway and going forward on making this an even bigger show than last year as our outstanding Vice- President has rounded up four new vendors that have expressed an interest in coming to our show.

The Manhattan club will be back with their layout and an additional one that has been built by one of the wives of one of the members. She has better eyesight than me as her layout is in n-scale and that will add a new look to the show too. Along with the clubs layout that we will display as ours for the first time in our show we hope to have for operating layouts this year.

I was not able to make the Boy Scout fair like I had planned to because of an illness but from what Zach and Ken have told me it was a great success and I want to thank everyone else that had a hand in helping them. If asked to do it again I think we now have some experience that will help make it an even better presentation that what we had this year.

I haven't got much more to say as things are happening very rapidly and there is a lot to cover at the next meeting. I have tried to keep busy and am in the process of getting some sponsorship for our show to help defer the cost of some of the small things so we can put more money in the bank and that is very important.

Well till next time I hope you all have a great time and enjoy your trains

-JOHN

BARE PRESIDENT

Schedule of Events

14th Annual Train Show and Swap Meet

Saturday; April 21, 2007 & Sunday; April 22, 2007 - Saturday 9am-5pm; Sunday 10am-4pm
D& N Event Center – 501 East Walker Road – North Platte, NE

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.



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9:00 am Adult Bible Class & Sunday School

Saturday: 6:00 pm Worship & Adult Bible Class

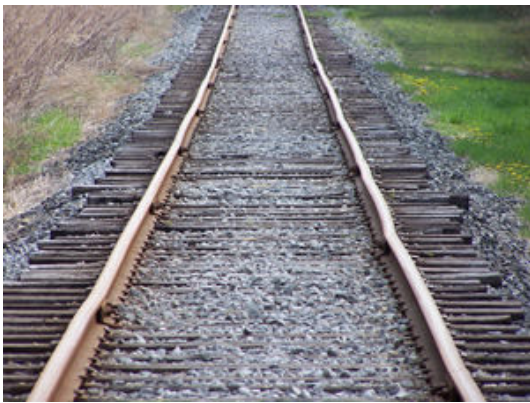
Historical Corner

By Robin Anderson, *BARE Historian*

A more instructive example of standards battles involves the history of railroad gauges in the United States during the nineteenth century.

As railroads began to be built in the early nineteenth century, tracks of varying widths (gauges) were employed. Somewhat arbitrary early choices had major, lasting impacts. One of the first railroads in the South, for example, the South Carolina, picked 5-foot gauge tracks. Over time, other railroads all over the South followed suit. In the North, by contrast, the “Standard” gauge of 4’8½”, popular in England for mining, was common. Evidently, this was about the width of cart track in Roman times, being the most efficient width of a loaded vehicle that could be pulled by a flesh-and-blood (not iron) horse. The persistence of the 4’8½” gauge, which now is standard in the United States, is a good reminder that inertia is a powerful and durable force when standards are involved and that seemingly insignificant historical events can lead to lasting technological lock-in.

By 1860, seven different gauges were in use in America. Just over half of the total mileage was of the 4’8½” standard. The next most popular was the 5-foot gauge concentrated in the South. As things turned out, having different gauges was advantageous to the South, since the North could not easily use railroad to move its troops to battle in southern territory during the Civil War. Noting this example, the Finns were careful to ensure that their railroads used a gauge different from the Russian railroads! The rest of Europe adopted a standard gauge, which made things easy for Hitler during World War II: a significant fraction of German troop movements in Europe were accomplished by rail.



Despite these examples, standards are generally socially beneficial, since they allow for easy “interconnections” and thus larger networks. But private interests can diverge from social interests. Battles over which standard to set, or whether there should be a standard at all, are common. Such battles can be severe, if not bloody, when there are entrenched users on both sides with high switching costs, when it is difficult for the various users to coordinate, and when some industry standardization faced three major obstacles: (1) it was costly to change the width of existing tracks, (2) each group wanted the others to make the move, and (3) workers whose livelihoods depended on the incompatibilities resisted the proposed changes. In 1853 in Erie,

Pennsylvania, where three different widths of railroad track met, there were riots over plans to standardize: workers were fearful of losing their jobs associated with loading and unloading cargo and jacking up cars to change their wheels.

Nonetheless, standardization was gradually achieved between 1860 and 1890. How? The westward expansion provided part of the answer. The big eastern railroads wanted to move western grain to the East and pushed for new lines to the West to be at standard gauge. Since the majority of the eastbound traffic terminated on their lines, they got their way. The Civil War played a role, too. The Union had pressing needs for efficient east-west transportation, giving further impetus for new western lines to be built at standard gauge. The Civil War and westward expansion interacted as well. In 1862, Congress specified the standard gauge for the transcontinental railroads. By this date, the southern states had seceded, leaving no one to push for the 5-foot gauge. After the war, the southern railroads found themselves increasingly in the minority. For the next twenty years, they relied on various imperfect means of interconnection with the North and West: cars with a sliding wheel base, hoists to lift cars from one wheel base to another, and, most commonly, a third rail.

Southern railroad interests finally met and adopted the standard gauge in 1886. On two days during the spring of 1886, the gauges were changed, converting the 5-foot gauge into the now-standard 4’8½” gauge on more than 11,000 miles of track in the South to match the northern standard. A belated victory for the North



The Lantern

Beatrice Area Railroad Enthusiasts

P.O. Box 301

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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