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# FEVR FLASH

## EASTERN NEBRASKA CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

1835 N. SOMERS, FREMONT, NE 68025

DECEMBER, 2002

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### **POINTS OF CONTACT:**

**Eastern Nebraska Chapter and Fremont and Elkhorn Valley Railroad (FEVR)** - (402-727-0615) - 1835 N. Somers, Fremont, NE 68025

**Fremont Dinner Train** (402-727-8321 or 1-800-942-7245) - 650 N. H St., Fremont, NE 68025

### **SEASON'S GREETINGS:**

Best wishes to all from the Board of Directors- to the passengers who rode our trains this year, to the volunteers who made our operations possible, to the Fremont area community volunteers who helped so much when Thomas was here, and to anyone else who helped in any way. We look forward to continuing our association with you in the New Year.

### **SANTA CLAUS:**

Sell-out crowds enjoyed the Santa trips on December 1 and 7 operated in cooperation with the Fremont Dinner Train.

### **AND THOMAS:**

Preparations continue for the return visit of that friendly little locomotive at the beginning of June, 2003. The website [www.fremontrailroad.com](http://www.fremontrailroad.com) is scheduled to be available at the start of January. Up-to-date information about the visit and more will be available. Think Spring and Thomas these dark Winter Days!

### **ELECTIONS:**

Ballots for the nominees for the positions available for membership on the Board of Directors were counted at the regular meeting December 4. Elected were Maynard Porter (incumbent), Lee Wilmart (returning), and Virginia Rasmussen (new member). The officer positions will be determined at the January meeting (January 8 because of the New Year holiday.)

### **1219 MAINTENANCE:**

Unlike many of the tourist and excursion railroads in regions that experience winter weather, the FEVR

maintains a regular schedule of operations year-around (except for the first two weeks in January) in providing motive power and trackage for the Fremont Dinner Train. This complicates any extensive locomotive maintenance. The two superchargers on the EMD 567C diesel in the SW1200 1219 will be replaced with rebuilt units in the upcoming January free time. This will help to insure that the the early 1960's unit will continue to provide many more years of service.

### **TRAVEL:**

Limited excursion travel service remains available via heated caboose.

Contact the FEVR office regarding travel opportunities possible.

### **SAD ANNIVERSARY:**

Information received in the FEVR office from Michael M. Bartels, railroad historian and author, indicated that December 28 will be the 50<sup>th</sup> anniversary of the discontinuance of daytime passenger service by the CNW through Fremont. This was a "motor" car train on the Omaha-Norfolk turn. The run beyond Norfolk to Winner, South Dakota, was discontinued in September, 1951. The remaining passenger service- the Omaha-Chadron night train- was discontinued in July 1958. Thanks to Mr. Bartels for the information. (The Norfolk-Winner line was abandoned about 20 years later and the Fremont-Norfolk line in the mid-1980's- the Fremont-Hooper line portion has now been the FEVR trackage for some 16 years.) Our office manager, Gene Zimmerman, retired railroader, reports that he was at Union Station when the last run of the motor train occurred.

### **RAIL SCHOOL:**

Each issue of this publication features information about railroads. The last issue had information about the steel rails upon which the trains move- in particular about the segmented rail joined by bolted joint bars. These joints

are maintenance intensive and, unless maintained will produce a poor ride.

In the past several decades, the problems associated with segmented rail have been mitigated by using continuous welded rail (CWR) which eliminates most of the bolted joints. In this process, rail is shipped from the factory in lengths over ¼ mile long on special flat cars equipped with racks to hold many lengths. At the installation site, the lengths are welded together using a thermal process (ignited thermite compound) or an electric process. Modern machines are able to replace ties and CWR in a continuous operation.

Although the problems of the bolted joint bars is eliminated, CWR has its own problems. A major one is the control of expansion and contraction with environmental temperature changes. The temperature at which the rail is laid down is called the neutral temperature. At any subsequent temperature above this, the rail steel wants to expand- below- it wants to contract. When segmented rail was used, the expansion-contraction could be accommodated in the joints. Normally, good ties and fasteners can control these tendencies, even in miles-long CWR. However, if there is an excessive amount of temperature induced stress or there is a fastener failure, the rail can suddenly leave its intended location. One of these occurrences is called a "sun kink"- where the rail bows- and as happened in the Southeastern US recently, a derailment occurs. In very hot weather, maintenance of way workers closely monitor the rail and train speeds may be reduced. In very cold weather, it is possible that stress produced by very low temperatures can produce a "pull-apart" with similar bad consequences.

The field welds themselves may fail if not done properly.

The advantages of CWR predominate and new mainline rail is typically CWR.



**RAILSCENE:** Working on the railroad? No - just Phil Neri and George Blessing trying out Phil's newly-built human powered "speeder" - Summer, 2000, in the Hooper yard. Working on the railroads of yesteryear was HARD work!

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