
FEVR FLASH

EASTERN NEBRASKA CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

1835 N. SOMERS, FREMONT, NE 68025

JANUARY, 2003

POINTS OF CONTACT:

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

Fremont Dinner Train (402-727-8321 or 1-800-942-7245) - 650 N. H St., Fremont, NE 68025 (The Fremont Dinner Train is a separate business for which the FEVR provides motive power and trackage)

THOMAS:

Tickets may now be obtained by link from website www.fremontrailroad.com or by calling toll-free **1-866-468-7630**, 9AM-8PM CST, Monday through Saturday, and 9AM- 7 PM Sunday. **Day Out With Thomas™** will be in Fremont **May 30-June 1 and June 6-8**. Think Spring and Thomas - that friendly little locomotive- these dark Winter Days!

BOARD OF DIRECTORS:

Board positions were chosen at the Board meeting on January 8. **Shirley Angermund** continues as President/ Treasurer, **Charles L. Sedlacek** continues as Vice-President. **Bobbi Jo Lang** will act as Board Secretary (Ms. Lang is Events Coordinator- secretary position does not have to be filled by a Board member). Other Board members are: Allen Schlapfer, Maynard Porter, Jeff Blackmore, Lee Wilmart, Darrell Miller, George Blessing, Virginia Rasmussen. **Mr. Blessing** was chosen as National Director- the individual who represents the local Chapter to the National Railway Historical Society.

1219 MAINTENANCE:

The replacement of the superchargers on locomotive EMD 1219 was ably carried out by **Jerry Morris, Charles Egbers, and Darrell Miller** in time for the year's first run of the Dinner Train on January 17. A cleaner running 567C diesel with lower oil consumption because of the new oil seals in the rebuilt superchargers was immediately evident.

The long term benefit will be an extended operating life of the unit. **Charles Sedlacek** and **George Blessing** upgraded the electrical connections for the "ditch" lights (the two lower lights as seen on today's locomotives),

DAVENPORT:

Restoration work has been accelerated on the **Davenport** locomotive (seen being unloaded in the November issue) for use as a standby unit for the Thomas event and for later excursion use. Brake equipment has been removed for the necessary overhaul work. Improvements on the diesel fuel systems and installation of modern battery charging alternators are planned. Repair of the unit's body is underway. More information on this unit is available by link from our website.

TRAVEL:

Limited excursion travel service remains available via **heated caboose**.

Contact the FEVR office regarding travel opportunities possible.

TIE UPDATE:

The mild recent weather made it possible for **Jerry Morris, Charles Egbers, and Lawrence Addleman** to replace ties in the area of the bridges in the "golf course" area of track.

TIE NEWS: The January issue of the trade publication **Railway Track and Structures** shows information that railroads in the United States are expected to replace about **15 million ties** in **2003**. This is an increase from the 11-14 million replaced in several previous years. Of the 2003 replacements, about 94% will be new wood. The magnitude of just one expense (at \$30+ per tie, not including installation) for maintenance of right-of-way shows the **disadvantage** of the railroads which build their own travel corridors as compared to the trucking and airline competitors which do not..

RAIL SCHOOL:

Each issue of this publication features

information about railroads. This issue focuses on the key locomotive components of **superchargers** and **turbochargers**.

The object of both devices is to compress and so increase the mass of air which is available for combustion in an engine and **boost the power output**. The supercharger is a positive displacement mechanically driven unit with inter-meshing rotors while the turbocharger has an exhaust driven turbine wheel connected to a compressor wheel in the intake air ducting.. While the supercharger increases the power output of an engine, it also absorbs some of that power, being mechanically driven. The turbocharger, driven by engine exhaust, uses waste heat, and therefore also **increases efficiency** while **boosting power output**.

Internal combustion engines are either **two** (stroke) cycle or **four** cycle. The four cycle unit has separate piston movements for compression, combustion, exhaust, and intake of air. The two-stroke has only a combustion and a compression stroke. Some means of expelling exhaust and charging of air must be provided between the two strokes by forcing air through the cylinder. The **EMD 567C** diesel is a 12 cylinder two-stroke unit using superchargers to force air into the cylinders and expel exhaust since there is no exhaust when starting.. **General Electric** locomotives use four-stroke engines which do not need a device to force air into the engine when starting and therefore use turbochargers. Later EMD diesels also do use turbochargers successfully, however, by using a mechanical drive to spin the turbine for starting and low power settings and then disconnecting to use exhaust drive at higher power levels.

Because four-stroke engines can meet increasing emission pollution regulations more easily, **most future engines** will be four-stroke. EMD's new 6000 HP engine is a four stroke unit.



RAILSCENE: FEVR hosting the field trip for the Basic Track Maintenance Workshop presented by the Railway Education Bureau. Don Holfeld of Zeta-Tech (hard hat with stripe) instructing track measurement techniques. (1998)
