
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 DECEMBER, 2004

POINTS OF CONTACT:

Nebraska Railroad Museum (NRM) and the Fremont and Elkhorn Valley Railroad (FEVR)- 1835 N. Somers, Fremont, NE 68025, (www.fremontrailroad.com), 402-727-0615 (office)

Fremont Dinner Train - 650 N. H St., Fremont, NE 68025

For excursion only- 402-727-0615

For Dinner Train only- 402-727-8321

(The Fremont Dinner Train is a separate business for which the FEVR provides motive power and trackage).

EXCURSION TRAVEL:

The regular excursion schedules ended on **October 31**. Excursion operations and charters until the 2005 season (May) will be subject to operating conditions and weather. **Contact** the office for further information.

FEVR FLASH:

This issue marks the end of the third consecutive year of the publication of our monthly newsletter. (October/November, 2003, was combined due to the editor's illness.) A monthly schedule in a simplified, concise format was chosen to provide current, rather than historical, information.

The **FLASH** differs from many similar newsletters that it attempts to inform not only the organization's members but also other entities about railroads and railroading. Over **315** copies are mailed each time to public officials, Chambers of Commerce, tourism bureaus, and others in addition to the Museum membership. **RAIL SCENE** and **RAIL SCHOOL** both present railroad-related material in a manner suited to those not familiar with the industry

We apologize for the sometimes delayed delivery of the newsletter. The combination of a volunteer workforce with limited availability and the often delayed processing of bulk mail often mitigates our best intentions.

We hope that each issue provides

something interesting and informative to the diverse readership. The text of all issues and most of the accompanying photos can be **viewed** on our Website.

OFFICER ELECTIONS:

The ballots for the membership of the Board of Directors were counted at the regular meeting December 1. Elected to three year terms were::

George Blessing (incumbent)

Charles Egbers

Charles L. Sedlacek (incumbent)

Mr. Egbers, a former Board member, is very active in providing help when it is most needed and has sacrificed many hours away from his own heating and air conditioning business to do so. Among his major contributions were his efforts in the construction of the track south of the depot before the Day Out With Thomas™ event in 2002.

Mel Cunningham continues his work in maintaining the track signal systems - often having to go out in the worst weather at night when a problem arises. We wish to recognize Mel's past and continuing contributions to our operations.

(Correction: Candidate **Charles Dahlstrom** was incorrectly identified as **Charles Dahlquist** in the last issue.)

TRACK SALVAGE:

Over **6400** feet of purchased or donated track has been salvaged in this year along with the associated hardware. Many members have donated their time and efforts to this salvage. **Jerry Morris**, in particular, deserves recognition for the collection and hauling of the material.

2005:

We appreciate the help of all our **volunteers** in 2004 and we invite others to join them in 2005. All **types of talents** are needed - from museum staff to train crew members to mechanics to track workers! All our volunteers add to a successful goal of providing our visitors a pleasant and informative railroad experience.

RAIL SCHOOL:

The last two issues of this publication discussed the wheel and axle arrangements of steam and diesel locomotives - steam having **numerical** information as to the number of wheels in a set- as 2-6-2, while diesels use a **letter** designation of the number of axles per set- as B-B (two sets of two axles).

A **related and important** difference exists in the locomotive weight distribution- for almost all steam locomotives it is on **both** driving and non-driving wheels, while on diesels, with few exceptions, **all** weight is on driven wheels, contributing to adhesion and tractive effort.

Another **less obvious**, but very **important**, difference exists between reciprocating steam and diesel- electric force delivery to the rail. The electric traction motors deliver a **constant** force common to any electric motor device.. The force delivered by the reciprocating steamer is **not constant**, but varies depending upon the geometric relation of the wheel center and the position of the attached connecting rod driven by the piston. Regardless of the force provided by the piston, if the center of the wheel and the rod are **exactly in line**, no force is delivered to the rail- only when the rod attachment is at an angle of **90** degrees from this position is the force available from the piston delivered to the rail at a maximum. (high school geometry again!)

The connecting rod attachments to the wheels on each axle are **offset** by 90 degrees between the two sides of the locomotive- force on one side is at a maximum while the other is at zero. Although this prevents a "dead center" condition, the overall result is still not constant and invites the initiation of traction loss and the wheel spin-out often seen under heavy load- with destructive track effects! More on steam vs. diesel locomotives next time- rotational and reciprocating balancing.



RAILSCENE: Clear Crossing! Al Schlapfer, Erik Mutthersbough, and George Blessing cleaning sand, soil, and debris out of the flangeways at a county road crossing near Fremont on December 5, 2004.
