
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 NOVEMBER, 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.

SANTA CLAUS RUNS:

Once again, the **Fremont Dinner Train** and the **Museum** will jointly provide train trips with **Santa Claus** aboard and entertainment for children of all ages. The runs will be on **November 28** and **December 5**. Contact the Fremont Dinner Train for more information and reservations (402-727-8321).

DAY OUT WITH THOMAS™:

The Museum has been informed that it will not be possible to schedule this very popular event here in **2005**. The next opportunity will be in **2006**. In the two offerings held in Fremont in **2002** and **2003**, over **25000** persons were visitors. This was not only a welcome source of income to the Museum but also contributed to the area economy with visitors dining and making other local purchases. Reports received indicate that the series starring the helpful little engine is once again on **TV**. Be sure to watch!

VOLUNTEER AWARDS:

On **October 29**, a recognition banquet was held at the Fremont Holiday Lounge for those participating in

the **Retired Senior Volunteer Program** (RSVP). This program, sponsored by the Eastern Nebraska Office of Aging (ENOA), has many Volunteer Stations in Fremont and surrounding communities, one of which is the Museum (FEVR). Museum volunteers **Howard Jeppesen**, **Virginia Rasmussen**, and **Gene Zimmerman** were recognized. Gene, our office manager, received honors for **1106** volunteer hours and Howard received honors for **929.75** hours. These hours included not only work at the Museum but at other local service organizations. In addition to Gene, many of our passengers and visitors have met Howard and Virginia who typically are found in the RPO car taking care of the vending operations.

These, like our other volunteers, do not have to be concerned with boredom because of nothing to do! Many thanks to all volunteers without whom our operations would not be possible!

OFFICER ELECTIONS:

Voting is in progress for three **Board of Directors** positions. To hold a Board position or to vote for candidates, membership in the National Railway Historical Society (NRHS) is required. The ballot candidates are:

Lawrence Addleman

George Blessing (incumbent)

Mel Cunningham (incumbent)

Charles Dahlquist

Charles Egbers

Charles L. Sedlacek (incumbent)

All ballots must be received at the Fremont Depot, either by mail or delivered in person, before **7:00 PM, December 1**, at the start of the regular membership meeting.

WEB FLASH:

Thanks to the excellent work of **George Blessing**, the text of all issues of the **FLASH** are now available on our Web site. The monthly **FLASH** started in January, 2002. The site contains other interesting items of information..

RAIL SCHOOL:

The discussion of wheel arrangements and the designation thereof dealt with steam locomotives in the October issue. The **Whyte** system indicated the number of wheels (two per axle) in the leading pilot truck, then the drivers, and then the trailing truck- as 4-4-2.

For diesel locomotives, the **number of axles** is used in the designation and letters rather than numbers are used in the designation for the driven axles (Most diesel locomotives have a traction motor for each axle - a few small old units have one traction motor for two axles with some mechanical connection between them). Thus an **A-A** unit (rare) would have two one axle trucks; a **B-B** unit would have two two axle trucks (like the EMD GP series), while a **C-C** unit would have two three axle trucks (like the EMD SD series and all heavy duty units). The Union Pacific Centennial series had **D-D** arrangements and were virtually two locomotives on one platform.

A few diesels have had an idler non-powered axle between powered axles on a truck- this designation would be **A-1-A** (powered-non-powered-powered) - an exception to the letter designation. This design might be used to reduce the **weight** per axle or to provide three axle characteristics where power on three axles is not needed.

The main **advantage** of the diesel over steam is in having all the locomotive **weight** (except in the A-1-A) on driving axles to provide high values of **adhesion** (force transmitted to the rail to move the train and a percentage of the unit weight). In the most modern versions, this advantage is augmented by electronic controls inhibiting **wheel slip** so that adhesion factors as high as **40%** are possible. This high adhesion is also important in situations of **dynamic braking** where traction motors are used as generators to slow the train.



RAILSCENE: All aboard for Santa! Passengers boarding the Fremont Dinner Train at the Fremont Depot to ride with Santa on December 7, 2003. See this year's schedule inside.
