FEVR FLASH

NEBRASKA RAILROAD MUSEUM
1835 N. SOMERS, FREMONT, NE 68025 OCTOBER, 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 end on **October 31.** Any excursion operations and charters thereafter will be subject to operating conditions and weather. Contact the office for further information.

Although the most recent travel has not yet been audited, some trends are available. **76.8%** of the passengers travelled in the vintage passenger cars or caboose. **22.9%** travelled in the climate-controlled coaches. Of the passenger total, **40%** travelled as individuals in the vintage cars, school charters were **27%** of the total, groups were **6.6%** of the total and caboose passengers were **3.2%** of the total. Up to this reporting point, the passenger total is slightly higher than for the same period last year. This data was developed from information furnished by Gene Zimmerman, our office manager.

Gene further indicated that an increasing number of passenger contacts have come through the **Internet** or by way of national advertising.

ROAD CONSTRUCTION:

As mentioned previously in this publication, the Fremont and Hooper Nebraska vicinities will be the sites of major **highway** construction for the next several years. In the Hooper area, US 275 will **bypass** the town with a new interchange just north of the current end of the new roadway finished several .years ago. Included in the project is the removal of the US 77 overpasses east of Hooper and their replacement with a new grade crossing for the railroad and a grade level intersection with the adjacent county road. The Hooper **bypass** will join the current HY 275 west of the town and will use the former railroad right of way there also. This construction is now scheduled to start early in **2005**.

In the Fremont area, the current two-lane HY 275 north and east of Fremont will be replaced by a **four lane** road, with overpasses over HY 30 and one or two roads further south.

There was a recent meeting with a representative of the **Nebraska Department of Roads** to finalize plans for the railroad's crossing requirements for this new road. Construction is scheduled to begin early next year for this project, too, with the new westbound lanes to be built first. The **gated crossing** signals will resemble those currently on HY 77 on the north edge of Fremont. They will feature "constant warning time" wherein the onset of signaling takes into consideration the speed of the train.

Early warning signals on the highway lanes- "prepare to stop" - will be located 700 feet away from the crossing.

The **next several years** will involve much cooperative effort with the construction contractors.

TRAIN:

The Tourist Railroad Association, Inc. (**TRAIN**) will hold its national convention in Kansas City, KS, **November 3-7**. TRAIN is an organization representing at least 193 railroads, museums, industries, businesses, and individuals with an interest in tourist railroad operations.

The organization **serves** its members through the interchange of information about legislation, operating rules, insurance, and member events.

The will be **seminars** covering marketing, grant writing, volunteer recruiting and safety, insurance, and similar matters relating to the tourist railroad business. Tours to railroad related points of interest are included.

An **NRM member** will attend many of the events.

RAIL SCHOOL:

Observers of locomotives note the various **wheel arrangements** supporting them- particularly if their observations include steam locomotives. The wheel arrangements have a definite effect on the uses and tractive forces for those units. The designation of the arrangements was standardized over a century ago under the **Whyte** system.

Steam locomotive arrangements are designated using a **numerical system** while diesels have a letter-based system. For steam, at least **three numbers** are used- designating the leading truck, the drivers, and the trailing truck. If the leading or trailing trucks are not used, they are designated by zeros. The leading truck helps to guide the locomotive and the trailing truck helps support the weight of the fireboxes on large units. Thus an **0-6-0** would have only three pairs of drivers, while a **4-4-4** would have 2 pairs of wheels each. A 4-12-2 was probably the unit with the greatest numbers of drivers. The articulated Union Pacific **"Big Boy"** had a 4-8-8-4 arrangements with two sets of four driving axles.

A greater number of drivers increased the rigid wheelbase and limited the **curved track** capability of such units. The articulated units had less of this problem since the front section moved sideways under the boiler on curves (as on the currently operational Union Pacific 4-6-6-4 Challenger).

With wheels which were not drivers, only a **portion** of the locomotive's weight served to provide traction Nearly all diesel units (discussed next issue) have all wheels providing tractive force.

RAILSCENE: Type of construction for the new highway crossings. Screw fasteners attach tie plates and clips hold the rail to the plates providing a durable construction. (story inside - Photo on Iowa Northwestern, Allendorf, IA)