
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025

APRIL, 2005

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 2005 excursion schedule will begin Sunday, **May 8**, and end on Sunday, **October 30**. Excursion trips will board at the depot at 1835 N. Somers in Fremont at 1:00 PM. After May 8, trips are scheduled for every **Saturday** and **Sunday**. Fares will remain the same as in 2004. Special schedules such as those for the John C. Fremont Days in July will be announced as needed. Extra fare accommodations in climate-controlled cars remain an option.

School charters are being scheduled for May, September, and October. These fares are also unchanged.

Charters are available any time of the year, depending upon weather and operating conditions. Contact the FEVR office for more information.

BROCHURES:

Contact the NRM/FEVR office to obtain copies of the new 2005 excursion brochures.

SPECIAL OFFERS:

DISCOUNT: Current members of the National Railway Historical Society are eligible to receive a **15%** discount on regularly scheduled vintage coach fares. They can also receive a **15%** discount on merchandise.

FREE: Passengers who present a valid current year ticket which has been used for travel on another excursion railroad can receive one **complimentary** excursion passage on the FEVR. This is available only on regularly scheduled

travel in the vintage coaches on a space available basis. We welcome all who have an interest in railroad travel.

RULES/SAFETY CLASS:

The second class was held on April 3. Once again the invited speaker, Mr. **Dan Tucker**, gave an excellent **Operation Lifesaver** presentation.

LOCOMOTIVE MOVE:

The Union Pacific **6900 Centennial** diesel locomotive joined the previously relocated **Big Boy** steam locomotive at the new **Kenefick Park** site near the Lauritzen Gardens on **April 9**. The one day move was carried out without problems by **Scribbs** of David City, NE. Completion of the displays overlooking the I-80 entrance to Omaha is scheduled for **Fall, 2005**. (see photo this issue)

HIGHWAY CONSTRUCTION:

The **Pre-construction** meeting for the start of the **Hooper East-West** highway project in the vicinity of Hooper, NE, was held in the Hooper City Council chambers on April 13. **Highway 275** will be re-routed south of Hooper. A temporary railroad crossing and eventually a permanent crossing will replace the current **Highway 77** overpass over the FEVR tracks east of Hooper. Much of the railroad grade west of Hooper will become part of the new highway.

RETIREMENT:

A long-time member and engineer volunteer has retired from his train crew duties. **Joe Prochaska** of Abie, NE, joined the railroad in the late 1980's. He farmed near Abie (located southeast of Columbus, NE) until moving to town some years ago.

His **avocation** has been playing the tuba in many of the local polka bands, starting at the age of 14, and he continues to do so on occasion.

His railroad work no doubt inspired his great-nephew, **Jason Supancheck**, who also served as a FEVR crew member

and is now employed as a conductor on the Union Pacific railroad.

Joe's contribution of **countless hours**

of work over the years is very much appreciated. Those who continue their efforts through both good times and bad times for years are those who make any organization successful.

RAIL SCHOOL:

In the previous issue, the explosion on **July 19, 1933**, of the locomotive pulling the east bound Burlington Ak-Sar-Ben Limited was mentioned. This occurred by the **Burlington** station on 10th street in Omaha. The engineer and fireman and a bystander were killed and 13 were injured. The concourse across the tracks was badly damaged.

According to the **Omaha World-Herald**, investigators suspected a failure of the **crown sheet**. This sheet is the roof of the firebox and is normally covered by several inches of boiler water. This keeps the sheet from **overheating**. The sheet is restrained from collapsing into the firebox under boiler pressure by fasteners called staybolts. These, many in number, tie the crown sheet to the external boiler shell.

If the water level is **not sufficient** to cover and cool the crown sheet, the intense heat from the firebox will raise the temperature of the structural steel above the yield point. The material will then tear and pull loose from the staybolts.

The investigators examined the crown sheet remnants and found a **"blued"** color which results from overheating steel. Also, the staybolts were found to be **unbroken** with the sheet material apparently pulling away from them.

The cause of the failure was clearly that of the sheet **collapse** due to low water followed by an instantaneous release of boiler pressure. This resulted in the conversion of many gallons of water into steam in an **explosive** manner.



RAILSCENE: Ruling grade: Centennial 6900 ascending the steepest grade of its life, assisted by hydraulically powered rubber tired dollies and a bulldozer , on its way to the new hill-top Kenefick Park. Rail wheels were moved separately.
