
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 JANUARY, 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 scheduled for April, 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.

2005 brochures and letters of invitation to schools are in preparation.

BOARD OFFICERS

The membership and Board of Directors meetings were postponed from January 5 to January 19 because of weather conditions.

The Board of Directors elected officers. **Re-elected** to positions were Shirley Angermund - President and Treasurer, Charles L. Sedlacek - Vice-President, George Blessing - Secretary and National Director.

2004 RIDERS:

At the membership meeting, Office

Manager Gen Zimmerman reported a nearly **8%** increase in excursion ticket sales over 2003. 20% of the sales were for the climate-controlled coaches.

Planning special events was discussed at the membership meeting. The dates for the annual **Rules and Safety** classes will be announced shortly.

WEBSITES:

Be sure to visit our **Website** at www.fremontrailroad.com which is continually being upgraded by Secretary George Blessing.

Other regional tourist railroad sites that should be visited for 2005 updates are: **Boone and Scenic Valley Railroad** at www.scenic-valley.com (Boone, IA); **Abilene and Smoky Valley Railroad** at www.asvrr.org (Abilene, KS) and the **Midland Railroad** at www.midland-ry.org (Baldwin City KS).

LOCOMOTIVE MOVES:

For many years, the Union Pacific "**Big Boy**" steam locomotive and the diesel **Centennial** locomotive were displayed along the Abbot Drive, the road to Eppley Airfield. These were moved to a fenced area adjacent to the Durham Western Heritage Museum when the re-development near the Quest Center began. Latest news indicates they will be moved for display at a new **Kenefick Park** near the **Lauritzen Gardens** at 100 Bancroft Street where they will be visible to traffic on the Missouri River I-80 bridge.

The current issue of the **Camerail Club** publication *The Mixed Train* describes in detail the moves to be made in the next few months. The Centennial has been removed for cosmetic restoration prior to the move. It may be necessary to partly dis-assemble the Big Boy for the move.

The members of the **Camerail Club** have provided many volunteers for mainline excursions crews. The monthly publication contains many items of both current and historical railroad information, including details of train

makeup and movements.

Membership is **\$5.00** per year. Contact them at Box 231165, Omaha, NE, 68124-5165.

RAIL SCHOOL:

In the last issue, the uneven tractive effort generated by a piston steam locomotive was discussed. This, along with unbalances in the driving mechanism, contributes to potentially destructive forces transmitted to the rail, roadbed, and associated structures.

The driving **side rods** (connecting rods) have both a rotating component at the attachment point to the wheel and a **reciprocating** part at the piston assembly. While the rotating part can be balanced, (note solid weights on a locomotive wheel), the reciprocating part cannot. A **60 inch** diameter driving wheel will make about **330** revolutions per mile. For each revolution the side rods on each side will make two complete stops and direction reversals, or **four** total for the two sides. At 60 miles per hour, then, several tons of reciprocating metal are being stopped and started **1320** times each minute. A simple consideration of the high school physics text lesson that **F=MA** leads to the conclusion that considerable force is generated and must be accommodated by the engine structure and the surface on which it travels.

One **lasting and beneficial** legacy of the steam locomotive's weight and forces was that railroad structures, particularly bridges, were designed to accommodate those forces and so many today could be considered "over built". A **4-8-4** steam locomotive of about **400** tons had a tractive force of about **64000** lb. Today a diesel of about **half** that weight can produce a tractive force up to **140,000** lb.

Many major bridges are quite old- the **Omaha Union Pacific** bridge was completed in 1916. This is only the third bridge since the railroad was started- the first was completed in 1872 and the second in 1887.



RAILSCENE: Flue Shot! ("shot" as in photo): Open smoke box door on the front of Boone and Scenic Valley JS8419 shows the flues (tubes) which pass hot combustion gases through the boiler from the firebox. (photo with permission)
