
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025

MARCH, 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.

BROCHURES:

New brochures describing the 2005 excursion schedules are now available. Contact the NRM/FEVR office to receive a copy.

RULES/SAFETY CLASS:

The first of two classes was held on March 19. In addition to the usual items covered in these classes, the invited speaker, Mr. **Dan Tucker**, gave an **Operation Lifesaver** presentation. This was a new aspect from "the other side of the locomotive cab window" on the hazards presented in railroad operations.

In general, the number of injuries and fatalities to the public from railroad

operations have shown a steady decline. The one **exception** is in the case of **trespassers** on railroad property. (The recent death of a woman trespasser on the BNSF near Gretna, NE, is an example.)

Railroad operations by their inherent nature have the potential for injuries and fatalities unless operating rules and safety practices are rigorously followed.

Information on the classes was mailed to all who should attend. The classes are required for all who will be involved in train operations.

The **second class** will be held on **April 3**, starting at **1:00 PM** at the Fremont depot.

LOCOMOTIVE MOVES:

The Union Pacific **Big Boy** steam locomotive was successfully moved in a two day event to the hilltop site of the new **Kenefick Park** near the Lauritzen Gardens. It is understood that the **diesel Centennial** locomotive will follow in early April.

CHARTERS:

Although the regular excursion season does not begin until May 8, passenger activity for **April charters** is already scheduled. Five school charters and three charters for other events are current, with two of these for 150 passengers each.

Additional charters are also currently scheduled for May and June. The efforts of Office manager **Gene Zimmerman** in organizing the events are very much appreciated.

HIGHWAY CONSTRUCTION:

Over **70** participants that will be involved in the construction of the new HY 275 bypass attended the **Pre-construction** meeting at the Fremont Municipal Building on **March 22**. In addition to the contractors, personnel from law enforcement, emergency responders, and utilities attended. The

representative from the **NRM/FEVR** met with the sub-contractors who will be involved with the railroad's crossing and signalling construction.

RAIL SCHOOL:

In previous issues, the performance characteristics of **diesel** and of **steam** locomotives were compared. An outstanding difference also exists in what happens when things go **wrong** in an accident. The fire and fuel spill possible with a diesel **pales** in comparison with the explosion of a steam locomotive boiler.

The high thermal energy capacity which makes steam so valuable in a locomotive can lead to a catastrophic event if the **pressure** on the superheated water in a boiler is suddenly released.

The **first** recorded explosion was that of the first steam locomotive in regular revenue service- the **Best Friend of Charleston**. After about six months of service in 1831, its boiler exploded when the **fireman**, irritated by the noise of escaping steam, **tied** down the safety valve. The fireman became the first **casualty** of a locomotive explosion and also the first example of operator **error**-the cause of most explosions.

Closer to home, on **July 19, 1933**, (*Omaha World-Herald* news) the locomotive of the east bound Burlington Ak-Sar-Ben Limited **exploded** between the 10th Street viaduct and the Burlington station. The explosion **killed** the engineer, fireman, and a "Red Cap" on the platform but miraculously only **thirteen** were injured.

The **13 ton** boiler was ripped from the locomotive chassis and thrown about **200 feet** forward, taking out part of the concourse which connected the Burlington and Union Stations. The **fireman's** body was found 150 feet away on UP tracks.

Investigation indicated the probable cause was the **failure** of the crew to provide adequate water to the boiler.



RAILSCENE: Tie Salvage- Charles Dahlstrom and Jerry Morris (operating the skid loader) loading salvaged ties. These will be used in track maintenance and in the construction of new sidings.
