

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 JANUARY, 2009

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For Dinner Train only: 402-727-8321

(The Fremont Dinner Train is a separate business for which the FEVR provides motive power and trackage.)

BACK ISSUES:

All back issues of the FLASH may be viewed at www.fremontrailroad.com.

In addition, numerous links to other websites of commercial railroads, tourist railroads, the Fremont community, and more information on the FEVR history and equipment may be found there.

MAILING LIST:

If anyone wishes to be added to the list they should send an email request to NPTCHM@Hotmail.Com. The address will be used for no other purpose than the Flash.

BOARDS OF DIRECTORS :

The Boards of Directors for FEVR and the NRM met January 7, 2009, at the Wilderness Lodge in Fremont. Those in attendance for their respective board positions were **Al Schlapfer**, **Charles L. Sedlacek**, **George Blessing**, **Erik Mutthersbough**, **David Mutthersbough**, **Jeff Blackmore**, **Dennis Wallen**, **Maynard Porter**, **Darrel Miller (FEVR only)**, **David Jorgensen (FEVR only)**, and **Bob Uubberheim (FEVR only)**. **David Mutthersbough** and **Dennis Wallen** are new members of the BOD.

Vice President **Porter** conducted the meetings in the absence of **President Angermund**.

Minutes from the previous **FEVR** and **NRM** meetings and the current treasurer's reports were presented, reviewed, and approved.

The NRM officers were re-elected for their respective positions: **Angermund** - President; **Porter** - Vice-President; **Angermund** - Treasurer; and **Blessing** - National Director. The same officers were also installed as officers in their respective positions in the **FEVR BOD**.

In subsequent discussion, the need to mitigate the workload of the President was recognized. To accomplish this, it will be necessary for a committee structure to be adopted, with each BOD member responsible for a segment of the operations. This is to be implemented no later than March, with each

committee head reporting to the BOD.

There was discussion about the late payments from the FDT for the runs over the past several months. A motion was passed to communicate with the FDT operator to set up a payment schedule to satisfy the amount owed. Also, until the matter is settled, the run fee must be prepaid prior to the trip. The BOD secretary was instructed to prepare the needed communication. This payment delay has materially affected the railroad's ability to make timely payments to creditors and suppliers.

Porter indicated that a vendor in Sioux City has been engaged to sell the items left over from the 2008 Thomas event. Merchandise which was in boxes that were opened could not be returned to the event supplier.

The railroad has been approached by a Class 1 railroad regarding the use of some FEVR trackage for storage of unneeded rail cars. An assessment of the local facilities indicated that considerable improvements would be needed for this use, especially if other than FEVR motive power were to be used. The matter is still under consideration. With the downturn in the economy, there is urgent need to provide storage, especially for intermodal equipment.

BOD guest **David Fachman** discussed some of the necessary preparations for the Day Out with Thomas™ which is currently scheduled for a return engagement on the last two weekends in July, 2009.

BOD guest **Josh Kay** discussed an opportunity to purchase an heavy-duty hi-rail truck located in another state at a very good price. (It was later learned that the truck owner decided not to sell.)

Both organization members are to be commended for their help.

(Member **Jim Overfelt** also is to be recognized for his work in locating a source of used ties.)

OTHER RAILROAD NEWS:

The March issue of *Trains* magazine carries a photograph of the December 2 test run of the **ex-Santa FE 4-6-2** steam locomotive which was restored to operation by the **Abilene and Smoky Valley Railroad**. After many years of display in an Abilene, KS, city park, it was moved to the railroad property some years ago. The grant-funded restoration costing more than **\$300,000** was recently completed and the engine is now approved for operation. The unit will be used about once a month in the operating season over their 5 mile line.. The restoration, which included the construction of an engine house,

is a major achievement for the tourist railroad, whose membership is in the same range as that of the **FEVR**.

Locomotive design has proceeded rapidly in the past few years. Many are probably aware of the "**gen-set**" new switch engines which are marketed by such manufacturers like **Railpower Technologies**. Instead of one large diesel power plant, the units use **2 or 3 diesels** similar to large truck units of about 700 hp each. These are run individually as needed by the switcher operation. With sophisticated electronic controls, these locomotives offer outstanding economy, low pollution, and pulling capacity.

A recent development in over-the-road units has occurred in a order by the BNSF for use in intermodal work on its "**TransCon**" route from California to Chicago. These trains are typically lower tonnage units at high speeds. The units are high horsepower units which normally are equipped with six traction motors each driving a axle. For the units ordered, only **two** of the **three** axles on each truck are driven by a traction motor, with the unpowered "idler" axle carrying its share of the weight and used for the air brake system. The usual **six** traction motors are needed to provide high tractive effort at starts and at low speeds to absorb the power available from the prime mover. However, as the **torque** needed to move the train decreases at higher speeds, the four powered axle design is nearly equivalent in performance. The benefit occurs in a somewhat lower locomotive weight and in the reduction of the number of components.

Note: the design with the idler axle is designated as a "**A1A**" design. For diesel locomotives, the driven axles per truck are designated by letters and the unpowered by numbers. A two truck unit with each truck having the above design would be designated as "**A1A-A1A**". This design was used in the e-series enclosed carbody units over 50 years ago. A unit with two trucks each having two powered axles would be "**B-B**" and with two trucks each having three powered axles would be "**C-C**". The UP Centennial units are "**D-D**" with four powered axles each. Steam locomotives counted the total number of wheels as "2-6-2", not axles.

EXCURSION SEASON:

Excursions will resume in May, 2009. More information later.

CHARTERS:

Depending upon weather and operating conditions, charter trips continue to be available. Reservations are being taken for 2009.