

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

POINTS OF CONTACT:

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For excursion only- 402-727-0615

Fremont Dinner Train (FDT) - 650 N. H St., Fremont, NE 68025

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 May 6, 2009, at the Wilderness Lodge in Fremont. Those in attendance for their respective board positions were **Shirley Angermund, George Blessing, Charles L. Sedlacek, Jeff Blackmore, Maynard Porter, David Mutthersbough, Erik Mutthersbough, Dennis Wallen, Al Schlapfer, Darrel Miller (FEVR only), Bob Ubberrheim (FEVR only) and Ron Spahni, (FEVR only).**

Minutes from the previous FEVR and NRM meetings and the current treasurer's reports were presented, reviewed, and approved. The Fremont Dinner Train had reduced the amount past due for run payments. (Current runs are being paid for prior to each run.) It was reported that a realtor was to visit some property that was still possessed in West Point by the railroad from the time of the acquisition from the CNW.

Work continued on the interior of the depot waiting/museum room area.

Erik Mutthersbough reported that contacts were being made to provide for a **Safety Course**. (The course is now scheduled for Saturday, June 6.)

A meeting for instruction on the General Code of Operating Rules (GCOR) was announced for **Saturday, May 9**, at the Depot. (The session was held as scheduled.)

Schlapfer reported that work has

continued on track repair, with emphasis on those places identified during the last FRA visit. The track on the curve immediately south of the US 275 crossing north of Fremont would need at least 15 lengths of rail replaced (39 foot lengths of bolted rail.)*

Blessing reported that all NRHS renewals he received have been processed. Cards for local chapter affiliates have been distributed.

Wallen reported that preparations are underway in preparation for the repair of the leaking exhaust gaskets on locomotive 1219. This problem was of elevated concern at the time of the last FRA visit. A diesel mechanic with locomotive experience will help.

Angermund reported that a coordinator has been hired to help with the Day Out With Thomas[™] to assist primarily with marketing and the coordination of volunteers. There is an ad for the event in the current issues of TRAINS magazine. Local and regional advertising will be in progress.

The railroad Internet website (www.fremontrailroad.com) has the information needed to obtain information and to purchase tickets.

Spahni emphasized the need to more accurately determine the cost of operating the railroad on a yearly basis.

The topic of a possible move of the Fremont Dinner Train offices into the depot was not discussed. A later meeting of President **Angermund** and Vice-President **Porter** and the FDT manager had been scheduled.

MOW:

(*) **Al Schlapfer** reports more work on the replacement of ties. Assisting were **George Blessing** and **Josh Kay**.

FRA VISIT:

Representatives of the FRA have visited the railroad in follow-up of a visit last Fall.

OTHER NEWS:

The May issue of *Railway Track and Structures* carries a photograph of the soon to be completed new high bridge on the Union Pacific mainline track across the Des Moines river just west of Boone, Iowa.

This will replace the current **Kate Shelly High Bridge** which was completed in 1901. The Internet *Wikipedia* (an on-line free encyclopedia) contains extensive information about the bridges and about **Kate Shelly**, a pioneer immigrant girl whose heroic actions saved a CNW passenger train from derailment during a storm on July 6, 1881. At that time, the railroad crossed to river at a point south of the current bridges near a town of Moingona. The new bridge is scheduled to be opened for

use soon. The completion was delayed by unexpected construction problems. The new bridge is slightly lower and shorter than the old bridge at **180** feet high and **2550** feet long. It still will be the highest double-track trestle in the United States and will accommodate train speeds higher than the restricted speed now in place on the old bridge.

The old bridge may remain as a service bridge, although it is reported that the future is still not clear.

EXCURSION SEASON:

Excursions resumed on Sunday, **May 24** and are scheduled to continue every Saturday and Sunday until the end of October. Boarding times are at 1:00 PM at the Depot at 1835 N. Somers in Fremont. The 15 mile trip takes riders to **Nickerson** and return and is approximately two to two and one-half hours long. Fares are the same as those for last season and depend on the choice of vintage or climate-controlled coaches.

CHARTERS AND SPECIAL EVENTS:

Currently scheduled in June are:

June 4 - MOMs of Omaha

June 4 - First Baptist Day Care

June 22 - Montclair Kids Network

June 25 - Ralston Elementary Schools

June 26 - Gilder Elementary School

Runs for Fremont's John C. Fremont days are scheduled for July 19, 11, and 12.

Runs for the Day Out With Thomas[™] are scheduled for July 17, 18, 19, 24, 25, and 26.

*RAIL SCHOOL - HIGH RAIL WEAR:

The outside rail of the curve south of the Highway 275 shows extensive wear on the gauge - inside - of the rail head. The track in a curve usually has the outside rail elevated to accommodate the curving forces generated by trains at a certain speed. If there is continual traffic below that speed - as is now the case there compared to ex-mainline CNW speeds, the interaction of rail and wheel profiles causes the truck carrying the axles to force the leading axle wheel flange to turn out against the outside rail, causing accelerated wear.

The axle on a set of rail wheels links both wheels together so both the inside and outside wheels turn at the same rotational rate.. The lower wheel, having a shorter distance to travel, forces the entire assembly ahead at its attachment at each revolution. This situation is amplified even more because at lower than curve design speeds the train tends to sink to the inside of the curve, causing the larger part of the inside wheel tread taper to contact the inner rail - the lower wheel tries to cover more distance than the outside wheel each revolution.