

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025, APRIL, 2014

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BACK ISSUES:

Back issues of the FLASH and links to numerous railroad related sites may be viewed at www.FremontRailroad.com.

NOTE: YOU NEED TO HAVE NRM MEMBERSHIP TO CONTINUE RECEIVING THE FLASH.

BOARD OF DIRECTORS:

(Note: the following is not the official meeting report and only summarizes the activities. Only the approved meeting minutes sent to NRM members is the official report.)

The NRM Board of Directors met at the NRM Depot in Fremont on April 9, 2014 for the regular monthly meeting.

All BOD members except **Blackmore** were present.

The treasurer's report was approved. It was noted that insurance was paid for a dinner train passenger who claimed to have **slipped** on ice over a year ago when that train still was operating here.

A motion was made and subsequently voted upon to **decline** the management offer made by a representative of the Midwest Rail Associates at the March BOD meeting.

The owner of the Milwaukee Road passenger cars located on NRM track was to be **notified** that the contract with the owner was to be dissolved and that the cars were to be removed within sixty days.

A **salvage** offer for the Jackson ballast tamper owned by NRM and located in Hooper has been received. No action was taken on this item.

Locomotive 1219 which had been stored on the "Thomas track" outside of the depot during the winter had the coolant replaced and was **brought** into the depot mechanical area. Its operating condition was good. *(Editor: the outside storage during the winter was the first time since the many years when the dinner train was scheduled year around.)*

The out-of-cycle vote to authorize an **expenditure** of no more than \$700 for a market value assessment of the NRM Fremont property was confirmed. There may be an interest by a local industry in acquiring at least part of the property.

There is an opportunity to move the NRM and all attendant railroad operations to Nebraska City, NE. A motion was made to **commit** to that opportunity and was unanimously approved by the BOD.

BIG BOY UPDATE:

The **4014**, formerly located at the Fairplex, in Pomona, California was acquired by Union Pacific, prepared for travel, placed on adjacent commercial rail, and was moved to Colton, CA, awaiting travel to Cheyenne, Wyoming, where restoration to operating condition may take up to **five** years. One of the major changes will be a conversion to the use of fuel oil instead of coal.

(See the March edition of the FLASH for photos and an article on Big Boy 4023 and Centennial 6900 cosmetically restored and on display at the Kenefick park located near the Lauritsen Gardens in east Omaha)

According to UP information, the trip to Cheyenne began on April 28, with an overnight stop at Yermo, CA, and ended with a day long display stop on March 30 at Las Vegas. The trip resumes with an overnight stop at Milford, UT, and ends with a day long display at Salt Lake City May 3. There will be a day long display at Ogden on May 5. Brief stops will occur after leaving there May 6 with an overnight at Rock Springs and Laramie. The arrival at Cheyenne is scheduled for May 8.

The UP site should be accessed for possible changes and more detail. *Trains* magazine is providing daily coverage.

In addition to the usual UP service cars and several diesel locomotives, a number of loaded intermodal container cars are in the consist. These are probably added, not so much for commercial reasons, but to improve train handling by distributing the total weight through the train more evenly, considering the very high weight concentrated at the 4014.

(Editor's comment: In some past issues of the FLASH your editor has mentioned the inherent inability to completely achieve a balance in the drive wheel mechanism of a steam locomotive. The problem exists because of the side rods connecting the driven wheels to the steam cylinders. Each of these go through a cycle wherein the end connected to a drive wheel travels a circular path while the end connected to the piston makes two

The end connected to the steam piston makes two complete stops, reversing direction, per wheel direction. Complicating the issue is the fact that the side rods on the locomotive must be off set by 90 degrees so that the two sides are never at "dead center" at any time, which would keep the locomotive from starting motion.

Merely removing the connecting side rods for moving a locomotive does not correct the problem because the rotating part of the side rod is then removed.

It can be seen if one observes the undercarriage of 4014 carefully that the pistons and valve components have been removed from the steam cylinders, while leaving the all the other components intact. The effect on balance would be minimal, enabling the locomotive to be moved at reasonable speeds.

CSX OIL TRAIN DERAILS

According to the Reuters news service, a CSX freight train derailed in down town Lynchburg, Virginia, spilling oil into the James River. The happened about 2 p.m. EDT. This caused the evacuation of about 300 people and was accompanied by flames and smoke. At least 14 cars derailed, in close proximity to office buildings in Lynchburg.

This has followed on a number of oil carrying trains. The most spectacular incident happened last July in Quebec, Canada, where a runaway train entered the town of Lac-Mégantic after midnight, killing 47 people and destroying a major part of the town's business district.

This comes just when the NTSB was holding a conference on the transportation of crude oil and ethanol March 22-23.

It so happens that Deborah Hermsman is leaving the NTSB for the National Safety Council. She has expressed great concern about the dangers of transporting these substances by rail. Ethanol cannot be transported by pipe line because of its corrosive properties.

Her opinion is that the remedial solutions are not moving fast enough to protect the public.

At least nine oil train accidents have happen in the United States and Canada in the past year. 60 tank cars have spilled more than 1.3 million gallons of crude oil. *(Editor's note: the Keystone XL pipe line has been delayed once again in bureaucracy.)*