

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM
1835 N. SOMERS, FREMONT, NE 68025, OCTOBER, 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 **October 1, 2014** for the regular monthly meeting.

Blackmore was absent.

The treasurer's report was given verbal approval. The hard copy was delayed in production.

The depot grounds have been mowed.

Locomotive 1219 will be stored and winterized in the depot building.

New business: The NRM Constitution and By-Laws authorizes a maximum membership of nine on the BOD. The **probability** of filling all the current vacant positions in the near future with the reduced NRM total membership is low.

A motion to reduce the maximum BOD membership to **seven** was made and approved by a unanimous vote of the BOD. *(Note: The Constitution and By-Laws does not require a vote of the Chapter membership.)*

A committee to handle the election for 2015 was **appointed**. Blessing, Lafferty, and Al Schlapfer (one non-BOD is required) will take care of the process.

Nomination forms will be mailed to eligible Chapter members, with these forms to be returned by a specified **date** and time via the USPS.

There might be an opportunity to **exchange** a piece of railroad maintenance equipment owned by NRM for one or more passenger cars that are in good condition. These are currently owned by an organization also in the museum/excursion sector.

In 1991 a **donated** passenger car was sold to VIA rail in Canada quite possibly in violation of the terms of the donation.

VIA may be willing to rectify the situation by providing a unit of comparable value. President Fachman has discussed this with VIA. The particular car in question is still in active service. A suggestion was made by the BOD members that a power car with a **480 volt** generator might be useful in the future.

The museum relocation is now **awaiting** the results of the grant applications. Work on the project details is continuing with assistance by the consultant.

ATTRM:

The Fall 2014 conference of the Association of Tourist Railroads and Railroad Museums will meet in Tyler, Texas the **first** week in November.

As previously mentioned in the Flash, BOD President Fachman will **represent** NRM at the meetings. He will travel via Amtrak and no doubt will be able to bring back his impressions of that service in addition to information gained at of the Conference.

The November meeting of the NRM BOD has been **re-scheduled** for the second Wednesday.

NTSB:

The NTSB has issued its report on the **derailment** of a New York City bound Metro-North commuter train last year on December 1 which took the lives of four people and injured 70.

The accident was the result of the train going around a curve at a speed of **82** mph which had a speed limit of 30 mph.

The engineer said he **dozed** off before entering the curve and so took no corrective action to reduce the speed.

Two things apparently were involved in the engineer's background which contributed to the accident. He had a history of sleep **apnea** – a disorder in which an individual loses sleep – often unknown to the person – by successive periods of waking up frequently and thereby not getting proper rest.

The other factor was a drastic recent change in his work assignment to an early **morning** schedule.

The railroad does not have a test for a condition of sleep apnea. The **changing** work schedules common to train crews are a probable cause of many fatigue related

accidents.

EQUIPMENT SOLD:

(Production problems prevented larger images of the equipment from being presented)

All units were included in the **sale** to Mike Williams. All are out of service.



dav1

This **44 ton** unit is currently located in Fremont. It was purchased from a grain elevator in Algona, Iowa. It was one of 20 built for the US Army by the Davenport Locomotive Works in Davenport, Iowa. It is powered by two D17000 diesels. It has four traction motors.



The unit on the **left** was donated by an elevator company in Bellmond, Iowa. It is a center cab powered by two Cummins diesel engines. Each truck has only one traction motor and the axles are connected been external side rods. It was built in about 1942 by General Electric.

The unit on the **right** is a Whitcomb unit that was donated by a grain company in Bradshaw, Nebraska. It is a 50 ton unit built in the mid-1950's in a limited quantity of only five. It was rewired in the 1990's, a traction motor was replaced, and it had a **350 hp** turbo charged Cummins diesel installed. It has only two traction motors with a chain drive between axles.

Both of these units are located in Hooper.

It is **unfortunate** that these units had to be sold. The Davenport suffered severe damage while at Hooper when mice found the rubber covered wiring attractive and chewed on it.

OTHER ITEMS:

While conducting tourist operations, one of the Missouri and Arkansas trains encountered very **slippery** rails. A locomotive was called to assist. Coming from the opposite direction, the engineer did not appreciate the rail conditions with the result of a head-on collision that derailed all units and injured passengers.