
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 JULY, 2004

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 excursion travel trips leave the depot at 1835 N. Somers every **Saturday** and **Sunday** with boarding time of **1:00 PM**. Each round trip to Nickerson, Nebr. takes approximately three hours. **Saturday** passengers have the option of a stop to visit the town of Nickerson, one of the original railroad towns along the former Chicago and Northwestern tracks. Excursion travel continues through October.

Fares are \$8.00 for adults, \$6.00 for children in the vintage coaches. Adults \$12.00, children \$8.00 in the air conditioned cars. Children under 3 years of age- no charge either travel mode. AAA cardholders receive a \$1.00 discount.

Charters with special rates are available for groups. School charter groups are being scheduled for September and October.

Refreshments and souvenirs are available aboard the train.

J.C. FREMONT DAYS:

Nearly 650 passengers took advantage of travel on the FEVR during the John C. Fremont Days, July 9, 10, and 11. Many of the passengers selected the comfort of the air conditioned coaches.

IT'S OFFICIAL:

The National Railway Historical Society has approved the change of name from the Eastern Nebraska

Chapter to the **Nebraska Railroad Museum (NRM)**.

For purposes of representation with the national organization NRM will be identified as **Nebraska Railroad Museum Chapter**.

The change of name was undertaken to more clearly define the historical, preservation, and educational purposes of the Fremont location. The status of NRM under the Internal Revenue Service continues as a non-profit organization.

CREW CALLING:

Just as is the case with other railroad operations, it is essential that **FEVR train crews** be available for scheduled runs. For an all-volunteer organization, as is the FEVR, the problems are different from those of employee run operations, but no less critical. The majority of available personnel have full-time employment in their careers or similar commitments. The **year-around** regularly scheduled operation of the FEVR in connection with the Fremont Dinner Train complicates crewing with the occurrence of bad weather.

The **availability** of crews for charter day-time runs during the weekdays is especially difficult because of employment conflicts. In addition, some crew members travel up to 120 miles round-trip to report for duty.

As in any railroad operation, crews are legally limited to no more than **12 hours** continuous duty time after which they "go dead under the law". After that period, they **cannot perform** anymore of the crew duties- that is why the major railroads have contract vans to carry new crews to trains wherever they may be.

For the past two years, volunteer and Board of Directors member **George Blessing** has ably carried out the difficult scheduling task. Like others, he has full-time day employment (in the computer field) so his telephone is very busy evenings.

Scheduling involves integrating the usual weekend excursion and dinner train runs with any charters scheduled

during the week. Even with the best of effort, it may be necessary to revise a month's assignment schedule as many as four or five times as personnel availability and train schedules change.

Much credit is deserved for the crew scheduler, as is due to the many behind-the-scenes workers who make the railroad operational.

At least **two** crew members - the **engineer** and the **conductor** are needed for each trip. The engineer, besides being the "**train driver**" is responsible for insuring that all needed functions of the locomotive are properly operational. The **conductor's duties** on the FEVR closely resemble those on modern freight railroads and not those of the traditional passenger conductor in formal attire. In addition to being in charge of the train, he/she also needs to perform the duties of **brakeman** and **switchman** in all weather conditions. When underway, the conductor in the engine cab must assist the engineer by observing signals and watching for any hazards that may occur.

NEW MEMBERS:

The individuals who recently have become members are:

Rev. John L. Theuret (Clinton, IA)

David Fachman (Fremont, NE)

Jim Overfelt (Papillion, NE)

George W. Johnson (Papillion, NE)

Their interest in aiding the attainment of the goals of the NRM is very much appreciated.

RAILROAD READING:

The Historical Guide to North American Railroads, 160 Lines Abandoned or Merged Since 1930, provides a history of American railroading plus the history, statistics, map, and other interesting facts for the lines included. **Kalmbach Publishing Co.** (<http://Kalmbachbooks.com>) - the publisher of TRAINS magazine.

RAIL SCHOOL:

Rail School will continue with train traffic control signals in the next issue.



RAILSCENE: Railroad tools and devices: The rail drill - in action under control of Scott Eveland and Jerry Morris drilling holes for bolts to fasten joint bars during rail replacement. A "labor intensive" hand powered unit is on display in the NRM.
