

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 DECEMBER, 2007

POINTS OF CONTACT:

Nebraska Railroad Museum (NRM) and Fremont and Elkhorn Valley Railroad (FEVR) 1835 N. Somers, Fremont, Nebraska, 68025, (www.fremontrailroad.com), voice and fax - 402-727-0615 (office)

For excursion only- 402-727-0615

Fremont Dinner Train - 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.

BOARDS OF DIRECTORS :

The FEVR BOD did not meet in December.

The NRM BOD met December 12 combined with the Membership meeting. This was re-scheduled from the regularly scheduled date of December 5 to accommodate the return of BOD election ballots which had a delayed distribution to eligible voting members (those with membership in the National Railway Historical Society - NRHS).

With only one exception, the incumbent BOD members were all re-elected for 3 year terms unanimously - **George Blessing, Erik Mutthersbaugh, and Charles L. Sedlacek** (one had only one vote lacking of being unanimous).

President **Angermund** reviewed the financial statements for FEVR, NRM, and the concession operations.

There being not enough NRM BOD members present to have a quorum, a discussion only was conducted of a number of business items.

The Board will elect its officers at the January meeting. (Note - the regular meeting date of January 2 is re-scheduled to January 9 because of the close proximity of the New Years holiday. All NRM/FEVR members are reminded that if they have an issue

that they would like to bring to the BOD's attention they should contact President **Angermund** by voice mail or FAX at 402-727-0615.

23RD STREET OVERPASS:

On **January 15**, the citizens of Fremont will be asked to vote whether the city should proceed with construction of an **overpass** for 23rd street over the tracks of the BNSF and the FEVR. The approval of this construction will affect the FEVR as well as the BNSF.

Financing would come from Federal and State sources, the city, the railroads affected, and from a bond issue. The process would begin shortly after an approval and would be completed in 2011.

The proposed viaduct construction would make necessary the closing of the current grade crossings at **Somers**, at **23rd**, and at **Linden**. The grade crossing at Linden would eventually be replaced by an overpass or underpass for pedestrian and bicycle traffic.

Southbound traffic from the north on Somers would go under the proposed 23rd street overpass alongside the railroad tracks, turn west, then go east on the overpass, and finally turn south to continue on Somers.

To minimize the length of the overpass, the BNSF tracks would be moved to be immediately **adjacent** to the FEVR at the 23d street location. A small re-alignment would be required for the BNSF at the west edge of the golf course.

The **alignment** of the FEVR trackage is not affected in the plan. FEVR would benefit by the elimination of the signals currently in use at the closed grade crossings. The expectations of any financial obligations on the part of FEVR are unclear at this time.

23rd street is major east-west route through Fremont for regular traffic and for emergency services. The major problem is blockage of the crossings by BNSF trains stopped to wait for permission to cross the Union Pacific double track. This can happen frequently since BNSF carries about 15 trains per day and the Union Pacific carries about 87 (from railroad

information). According to city information, Federal rules about blocking crossings supersede local ordinances. It would be impractical for the BNSF to place waiting long trains further from the Union Pacific tracks because of the time required to start the train and have it clear the diamond at the Union Pacific.

(The "diamond" is railroad terminology for the grade level intersection between two tracks. Depending upon the angles of the intersecting tracks, it may resemble a diamond. Since there has to be a discontinuity in the railheads of the intersecting rails, diamonds are maintenance intensive. The railroad that built last is traditionally responsible for the maintenance. Hence, diamonds are eliminated when possible either by grade separation or by a double crossover.)

The plan has the support of the city government. Fremont will lose one million dollars in Federal funds earmarked for the project if does get voter approval.

Note: Replications of city documents for the overpass, including a color map, are at www.fremontrailroad.com/overpass.

SANTA RUNS:

The annual Santa trips held in co-operation with the Fremont Dinner Train were held November 25, and December 2 and 16. The December 16 trip was originally scheduled for December 1 but was canceled then because of bad weather. Approximately 400 passengers total were accommodated on the trips.

CHARTER SCHEDULES:

Current **2008** schedules include:

School charters - April 11 and May 9

The Orphan Train - April 26 and 27.

EXCURSION SEASON ENDS:

The regular **2007** excursion season ended **October 28** and will resume in May, 2008.

Charter opportunities will continue depending upon weather and operational conditions. Early scheduling for 2008 is encouraged for optimal dates/times.

Brochures are available. Call or write for a copy.