

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 AUGUST, 2008

## POINTS OF CONTACT:

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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](http://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](mailto: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 August 13, 2008, at the Wilderness Lodge in Fremont. Those in attendance for their respective board positions were **Darrel Miller (FEVR only), Al Schlapfer, Charles L. Sedlacek, George Blessing, Jeff Blackmore, Maynard Porter, David Jorgensen (FEVR only), and Shirley Angermund.** President Angermund conducted the meeting.

Minutes of previous meetings and the treasurer's reports were presented, reviewed, and approved. The meeting was delayed one week from the usual schedule to allow for a better accounting of the results of the Day Out with Thomas™ event.

**Porter** gave an update on the reporting to the Federal Railroad Administration (FRA) for May and June. A total of 1761 passengers were carried, traveling a total of 388 miles. Locomotive crew hours for these two months were 374.5 hours. He also pointed out that some of the run reporting sheets were not being properly filled out and he stressed the need for accuracy on these which form a basis for reports filed to the FRA.

**Ms. Angermund** gave an update on results from the Day Out with Thomas™ event. Considering the current economic situation with the lack of disposable income for most families, the results were reasonably good. There will be about \$30,000 net after all bills are paid. The situation with

merchandise sales was disappointing, with about \$15,000 of merchandise left on hand. The policy of the sponsoring **HIT** organization is that once a carton of merchandise is opened, none of the contents can be returned, regardless of condition. Plans will need to be developed to dispose of the merchandise left.

**Porter**, who was unable to be at the previous BOD meeting, had been in Lincoln at the Nebraska Department of Roads (**NDOR**). At the June 27 meeting there the early failure problems associated with highway crossing panels at the recently completed **US 275** bypass were discussed.

Representatives of the panel manufacturer and the installer were also present. The problem appears to be settling due to a poor drainage installation and inadequate soil preparation. The representative of the panel manufacturer stated that of all the installations made in Nebraska using their product, this is only one that has a problem. It was also noted that much of the highway traffic at the crossing travels over the design legal speed limit and this causes extra impact loads on the installation.

Mr. Porter had the opportunity to correct the grossly underestimated figures that **NDOR** quoted about the frequency of FEVR traffic at the crossing.

The BOD members agreed that prior to our railroad taking "delivery" of the crossing a qualified inspector should determine if all installation defects have been mitigated.

## NEW IDEAS:

**Lawrence Addleman**, one of the regular NRM members, suggested the possibility of having a "breakfast train" - a function similar to the events hosted by other businesses. He will continue to develop the concept. This would have a limited, catered menu and would not be in conflict with the contract with the FDT. One apparent problem would be assigning a train operating crew when most persons are at their jobs.

## NRHS DUES:

At the **NRM** BOD meeting, the continuing problem with the National Railway Historical Society (**NRHS**) revised method of member dues payment was again discussed. The **NRM's** current National Director was unable to complete the reporting to **NRHS** or process the memberships for local supporters who do not belong to the national entity.

**Blessing** volunteered to assume, at least on a temporary basis, his former duties as **National Director** to correct the situation.

## NRM ASSET DISPOSITION:

It was reported that there has been an inquiry from an individual about obtaining one of the box cars in storage in Hooper. A discussion, with some controversy, followed. Nationally, many historic preservation organizations are faced with decisions about disposing of equipment they cannot properly maintain or restore. Declining public visits and rising expenses make the situation more crucial. Transpiration costs make even finding recipients for equipment given away difficult.

There was a non-unanimous vote to pursue the matter of the inquiry.

## BRIDGES:

Due to funding shortfall, there has been no further progress on the bridges. The repair of the small bridge south of Nickerson is crucial to alleviate the **push-pull** operation out of Fremont needed now. The push mode, with the locomotive pushing the train, makes necessary the placement of the train conductor at the normal rear of the train, with a brake controller and a signaling device available for his use. The push-pull mode is in common use in commuter rail operations, with a locomotive at one end and a control cab at the other.

## BNSF DIAMOND:

The BNSF has proposed a change in the signal system at the diamond - the change would simplify the circuitry with no change in operational characteristics. The proposed DC installation is less susceptible to influences such as lightning. Since the predecessor to the BNSF - the **CB&Q** - built across the current diamond nearly forty years after the tracks north from Fremont were laid - the **FEMV** - the BNSF must maintain the diamond crossing.

## CHARTERS:

There were two school charters in August. The Harvey House charter will repeat on October 11.

## TRACK MAINTENANCE:

Schlapfer again discussed the need for personnel available for track maintenance. There tie replacements and the repair of the bridge south of Nickerson are top priorities.

## EXCURSION SEASON:

Regular excursion trips board at the Depot at 1835 N. Somers at 1:00 PM on Saturdays and Sundays. Reservations are recommended since the trip schedule may change because of special events. Regular excursion schedules will continue through October.

Charters continue to be available for schools and other groups.