

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

**1835 N. SOMERS, FREMONT, NE 68025 OCTOBER, 2008**

## POINTS OF CONTACT:

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For excursion only: 402-727-0615

**Fremont Dinner Train (FDT)** - 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](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 October 1, 2008, at the Wilderness Lodge in Fremont.

Because of interfering commitments for many of the BOD members, there was insufficient attendance to form a quorum for a meeting. A discussion only occurred and no official actions were taken.

Items needing attention will be on the agenda for the November meeting.

## BOD ELECTIONS:

Nomination forms have been sent via the postal service for **NRM Board** positions vacated or expiring at the end of 2000. The recipients may nominate themselves or another individual. To qualify for nomination, the nominee must have current membership in the **National Railway Historical Society**.

Nominated individuals must be prepared to actively participate in the governance of NRM through attendance at board meetings and committing time and effort to other needed activities. The NRM is facing many challenges in the future.

If the recipient of the nomination form wishes to nominate someone other than him/herself, good practice requires contacting the prospective nominee to ascertain interest in the position.

The BOD positions normally are three years in length. The terms of office for **Maynard Porter** and **Lee Wilmart** expire at

the end of 2008. In addition, the vacancy created by the death of **Jerry Morris** is to be filled.

The election committee consists of **George Blessing, Al Schlapfer, and David Fachman**.

Nomination forms must be returned to NRM no later than **7:00 PM, Wednesday, November 5, 2008**.

Ballots for election of nominees will be sent to qualified voters subsequently. Ballot count will occur at the December BOD meeting and elected officers will assume their positions in January, 2009.

## CALIFORNIA CRASH:

The September 12 **head-on collision** between a Metrolink commuter train and a UP freight which shared the same track in Chatsworth, CA, leaving 25 dead and 135 injured, has caused the **FRA** to issue **Emergency Order 26**, which became effective October 26. Also, federal legislation is in progress which would mandate **Positive Train Control (PTC)**, especially where commuter and other railroad operations share the same tracks.

For whatever reason, the commuter engineer **did not stop** the train, not responding to signals and running through a switch set to let the freight onto a siding. Although the accident investigation may take up to year, there is strong indication that the commuter engineer may have been **distracted** by the use of a personal cell phone - almost to within a few seconds of the collision.

This caused the FRA to review the other railroad accidents in which cell phone use may have been a factor and the result was the emergency order.

All operating personnel should read the October 7 excerpt of the **Federal Register** attached to this issue. Although comments here are **not** to be taken as official rules the following items appear applicable to the **FEVR**: 1) the order does not apply to the uses of the railroad's regular radio system and 2) the definition of 'personal electronic devices' means devices like cell phones, ipods- use of which is banned while on duty.

The installed cell phone in locomotive **1219** would come under the category of 'railroad supplied electronic devices'. The use of this unit would be allowed for **railroad needs** only when used by another crew member - **not** the operating engineer. For the FEVR, this is the only means now for agencies such as law enforcement to reach the crew when it cannot be reached by railroad radio since operative personal devices are not allowed. It should **always** be on when the

radio is not useable- this is not always been the case for some crews. (**Note**- phone records do indicate use for other purposes - at railroad expense)

## FEVER TRAIN CREWS:

There are concerns that individuals not assigned to train crews have been involved in some operations in the yard. While the involved persons intend to be helpful, this activity could result in danger to the assigned crew or equipment. The policy for train crews was adopted by the BOD and a copy is attached to this issue.

## NARCOA:

The September/October issue of The Setoff - the publication of the North American Railcar Operators Association has on its rear cover a photograph which has in it member **Dave Hawley** and two of his family. NARCOA is an organization of owners of "section cars" and hi-rail vehicles which use mostly short-line tracks for tours. Some members were on FEVR tracks several years ago.

## UNION PACIFIC TRACK:

Rumors surrounding the construction of a second track between Fremont and Blair were confirmed in an article in the October 28 issue of the **Blair Pilot-Tribune**. The current single track is reported to be the only such main-line track left in Nebraska.

It was reported that the earliest that construction could begin would be 2010. No mention was made of the bridges across the Elkhorn or the Missouri or their capacity to carry increased traffic or higher loads. In particular, the construction of a new double track bridge across the Missouri would require large amounts of fill.

The **Enterprise**, a sister publication, carries another article on the project in the October 31 edition. It is stated that about 32 trains a day now pass through Blair.

## DAY OUT WITH THOMAS™:

This popular event, which brought nearly 10,000 train riders to Fremont in 2008, will return in 2009. It is scheduled again for the last two weekends in July.

## EXCURSION SEASON:

Regularly scheduled excursion trips for 2008 ended. These will resume in May, 2009.

## CHARTERS:

Depending upon weather and operating conditions, charter trips continue to be available. Reservations are being taken for the rest of 2008 and for 2009.

## FREMONT DINNER TRAIN:

Information about its schedule and special events may be obtained by calling 402-727-8321.