

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

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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.

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. 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 September 03, 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, Maynard Porter, Bob Ueberheim (FEVR only), Ron Spahn (FEVR only), Erik Muttersbough, and Shirley Angermund.** Guest in attendance: **David Fachman.** President **Angermund** conducted the meeting.

Minutes of the previous **FEVR** meeting and the treasurer's reports were presented, reviewed, and approved. **Porter** reported that the update on the reporting to the Federal Railroad Administration (FRA) was not completely prepared for the meeting but would be sent in the next day. He also mentioned that the tree chipper obtained with a grant from the Nebraska DEQ would be getting more use now that the Thomas event is over and that more information to the surrounding communities about its availability would be provided.

Ms. Angermund gave an update on items from the Day Out with Thomas™ event. The available proceeds were applied to a payment for the bridge repair loan from the bank and to pay the event coordinator.

The **HIT** organization has inquired as to the dates we would prefer for a repeat event in 2009. There was discussion as to the

feasibility of hosting the event on the last two weekends in June rather than in July. This would probably increase the availability of workers due to fewer local events in that month. (**Note:** it was later learned that the June dates were not available and our dates would probably remain in July).

Muttersbough reported on that he had visited the recent Thomas event at the Illinois Railroad Museum (**IRM**) which was held for only five days rather than six. (**Note:** The September Thomas event in Boone, Iowa, was a five day event, also).

He also reported on the various ways **IRM** operated their event, some of which could be applied to expedite our event.

(**Note:** **BOD** member **Blackmore**, who could not attend the meeting, reported via e-mail at a later date that he had attended a family event not related to Thomas and that many of the children at that event had Thomas garments. Families there reported their satisfaction with our event.)

The report from **FEVR** signal maintainer **Mel Cunningham**, who could not be at the meeting, about the change in signal circuitry proposed by the **BNSF** at our "diamond" intersection with it was discussed. The change was approved pending review by **Mel**. There was concern that there should be no change in our liability for diamond signal maintenance if the circuit were implemented.

Schlapfer discussed the many items needed in the maintenance-of-way area.

It was reported that the engine oil sample from locomotive 1219 had been submitted, but that results were still not available.

At the **NRM** **BOD** meeting, **Blessing** reported that he was still working with the national **NRHS** to resolve the reporting issues from **NRM**. Most of these were the result of the changes that **NRHS** has made in reporting procedures.

A resolution of appreciation for his work at the Depot was extended to new member **Jason Shelton**.

Angermund again emphasized the need for recording all volunteer work performed. The reporting forms for track work are available and need to be used.

There may be a need to have a kiosk at the Fremont Mall during the Christmas season to dispose of Thomas merchandise.

BRIDGE REPAIR:

The drainage ditch under the track a short distance south Nickerson had the approaches washed out during the flooding last June. Cornstalks from farmer's fields accumulated under the bridge and blocked the

channel, causing water to flow around the bridge rather than under it.

George Blessing, Mel Cunningham, Al Schlapfer, and David Fachman spearheaded the effort, replacing ties, building new endwalls, and replacing and tamping ballast September 21. **Mark Kothenbuetel, Jason Shelton, and Hunter Lafferty** brought up locomotive 1219 to test the work after it completed the afternoon passenger trips. Everything held up well and the crew went on to battle the weeds on the pass track in Nickerson.

With the abundant rainfall of the Summer, weeds have been a major problem. After his crew duties on the excursion trip on Tuesday, September 23, **Maynard Porter** proceeded to clear weeds along the tracks in Nickerson. Although the line had been sprayed earlier in the year, weeds will continue to a problem until frost.

The re-opening of the track to Nickerson eliminates the push-pull operation necessary when the bridge was closed.

HIGHWAY 91 SIGNALS:

Mel Cunningham reported that part of the **FEVR** cross-arm support rusted away and must be replaced. New parts have been ordered. This crossing is shared with the **BNSF** and must be kept in good order whether there is **FEVR** traffic or not.

CALIFORNIA CRASH:

The problems associated with push-pull operation with only one person in the locomotive were brought out in the September 12 head-on collision between a Metrolink commuter train and a UP freight which shared the same track in Chatsworth, CA.

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. Each train was running over 40 mph and had limited sight of each other around a curve. The collision telescoped the lead commuter car over its locomotive, killing 25 and injuring 135.

CHARTERS:

The Harvey House charter will repeat on October 11.

EXCURSION SEASON:

Regular excursion trips board at the Depot at 1835 N. Somers at 1:00 PM on Saturdays and Sundays. Reservations are recommended. Regular excursion schedules and charters will continue through October.

EDITOR'S NOTE:

The interest and help of the younger generation of members on the **FEVR** is very much appreciated. Thanks very much and we want to encourage in you every way possible.