

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM
1835 N. SOMERS, FREMONT, NE 68025 AUGUST, 2009

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.) at 1

BACK ISSUES:

Back issues of the FLASH and links to numerous railroad related sites may be viewed at www.fremontrailroad.com.

MAILING LIST:

If anyone wishes to be added to the FLASH email list they should send a request to NPTCHM@Hotmail.Com.

BOARDS OF DIRECTORS :

The Boards of Directors for **FEVR** and the **NRM** met August 5, 2009, at the Wilderness Lodge in Fremont. Those in attendance for their respective board positions were **Shirley Angermund George Blessing, Charles L. Sedlacek, Jeff Blackmore, Maynard Porter, Erik Muttersbough (arrived 7:18 PM), Dennis Wallen, Al Schlapper, Darrel Miller (FEVR only), and Ron Spahni, (FEVR only) (left at 8:45 PM)**. Because of the anticipated volume of business, the meeting started at 6:33 PM.

Minutes from the previous **FEVR** and **NRM** meetings and the current treasurer's reports were presented, reviewed, and approved.

Porter reported that all FRA reporting was current as of June and that for July was in progress. Information about the tree chipper was up to date.

Locomotive **1219** has had the lateral play of the road wheel axles corrected, but a small leak from one of the exhaust manifolds needs further attention. The needed cautionary signage was applied where needed.

The status of the Union Pacific **grant** application due August 15 was discussed. Results will be available next February. *(the deadline for submission was met)*

Wallen reported that contact has been made with SCORE (Service Core of Retired Executives) and an individual therein to obtain help in writing business plans and long term (strategic) plans. *(An evaluation of the NRN/FEVR long term plan was obtained later with suggestions for improvements)*

The possibility of inviting an operator of

another tourist railroad to manage the assets of NRM/FEVR or even the sale of assets to such an entity was discussed. No conclusion on the matter was reached, although there might be one or more possibilities and more information will be provided.

Schlapper reported that he has been reporting regularly to the FRA on progress on needed track work but that progress has been frustratingly slow because of limited available personnel and the lack of mechanical equipment. He estimated that there is a need of a minimum of \$150,000 for essential repairs between Fremont and Nickerson.

Angermund reported that the Day Out With Thomas™ event resulted in a substantial financial loss to our organization. The ticket sales of 6,741 were below that needed to break even.

A loan of **\$20000** for the repair of the failed bridge in the golf course secured by a mortgage on property was provided by a NRM member so that operations could continue, especially for the Thomas event.

A member has made an offer of **\$500** for the Farmall tractor. It was decided to withhold approval until other members would have a chance to submit their offers.

OTHER ITEMS:

As of the date of publication of this newsletter, no offer has been received for the diesel generator mentioned in a previous FLASH issue.

The donor of the sickle tractor mower brought to the premises along with a shredder reclaimed the sickle mower since NRM/FEVR has limited use for that type of mower and the owner had found a use in his neighborhood. The donation of the shredder was not affected.

BUSINESS PLAN:

An updated business plan based upon parts of one that was previously submitted locally will be used by **Porter** in an upcoming meeting with a possible source of assistance.

Committee work is continuing on the long term strategic plan as indicated.

With the disappointing outcome of the proceeds from the **Thomas** event, NRM/FEVR finds itself in an increasingly precarious financial situation. Discussion have been held with involved financial institutions. Also, the membership has been mailed information concerning the situation with a request for their possible help with donations of cash or in-kind with equipment. Generally, donations to NRM are tax deductible, subject to applicable IRS rules. FEVR is a separate corporation to which contributions are not tax deductible.

RESIGNATION:

NRM/FEVR has reluctantly accepted the resignation of **Al Schapfer**, long time member, volunteer, and Board member. We wish him the best in the future and recognize the many contributions he has made to our organizations.

Car storage

The need for car storage appears to be decreasing. As reported by *Railway Age* in its on-line site, **Norfolk Southern** has returned to use 9,500 of 35,000 stored freight cars and 200 of idled locomotives. **Union Pacific** is also returning some stored rolling stock to use.

David Fachman

One of our younger volunteers is David Fachman who recently was certified as a FEVR engineer. He also works as conductor as the occasion demands.



On the job as engineer on 1219.



On the job as conductor switching in Nickerson

EXCURSION SEASON:

Excursions are scheduled to continue every Saturday and Sunday until the end of October. Boarding times are at 1:00 PM at the Depot at 1835 N. Somers in Fremont. The 15 mile trip takes riders to **Nickerson** and return and is approximately two to two and one-half hours long. Fares are the same as those for last season and depend on the choice of vintage or climate-controlled coaches

CHARTERS AND SPECIAL EVENTS:

Available – call 402-727-0615.