

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 FEBRUARY, 2009

## POINTS OF CONTACT:

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**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 February 4, 2009, at the Wilderness Lodge in Fremont. Those in attendance for their respective board positions were **Shirley Angermund, Al Schlaffer, Charles L. Sedlacek, George Blessing, Erik Mutthersbough, David Mutthersbough, Dennis Wallen, Darrel Miller (FEVR only), and Ron Spahni, (FEVR only).**

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

There was discussion about the letter from the FRA concerning late reporting about two years ago when the designated member here did not meet reporting date deadlines. **Angermund** commented that she had replied to the FRA about the local problem, requesting a reduction of our liability. The reporting, now under the responsibility of BOD member **Porter**, is and has been current. No response to her letter has yet been received.

A letter has been sent to the manager of the **Fremont Dinner Train (FDT)** containing the trip payment modifications determined by the BOD at the January meeting. There had been no answer yet at the time of the meeting.

The contract with the FDT was then discussed. **Sedlacek** moved that the 2008 contract be renewed as written. The motion died for lack of a second.

Subsequently, there was a motion to change the wording in the 2008 contract to substitute a **pay-per-run** plan and to delete all references to any other payment plan for this service. This motion passed unanimously.

There has been no response from the FDT on a possible **move** of their office operations to the FEVR depot. This move had been recommended by several local civic organizations.

The **Jackson** tamper owned by one of the members and located in the engine house in Hooper was started after a donation of new batteries by several members. **Dennis Wallen, Al Schlaffer, Josh Kay, and Cody L.** did the work. More work needs to be done on replacement of hoses, etc. to make the unit viable once again. Also, the engine house east doors were severely damaged by a former lessee who had used the building for car repair work. These need repairs and there need to be some car movements to allow to the tamper to exit. The tamper received considerable use a number of years ago in track work and will once again be a valuable resource when repairs are completed.

The tamper owner indicated an intention to eventually donate the unit to **NRM**. To receive tax credit for a donation of this value, it is necessary to have an appraisal conducted.

The contract for the **Day Out with Thomas™** event scheduled for the last two weekends in July had been received but not yet signed and returned at the time of the meeting. The cost of moving the event locomotive from the place where it was last used to the location of the next user must be paid by that user. Last year, the locomotive used was transported from Canada, resulting in a surprisingly high cost for us.

It was noted that the painting and clean up of the museum section of the Depot continues. **Josh Kay** is putting together a model train display in that area. Much appreciation is due to the volunteers and to their accomplishments.

The insurance company which inspected the depot noted that the fire extinguisher were in need of re-certification.

## LOCOMOTIVE 1219:

The results of the oil test sample of the locomotive have been received from the testing laboratory in Spokane, Washington. Results were satisfactory and indicated no unusual conditions in the diesel engine. There were some traces of chromium, probably from piston ring wear - not unusual for a unit of its age. Use of these tests can be predictive of serious failures.

## JANUARY DINNER TRAIN:

The resumption of the Fremont Dinner Train schedule for the new year began with a less than desirable start. The first trip on **January 13** was cancelled because of a snow storm.

On **January 14**, the locomotive did not start because of a low charge on the batteries. Apparently, a mechanic, who is not a member, had replaced a bearing on the rear cooling fan drive and attempted a failed start to test the repair. In so doing he had discharged the starting batteries but informed no one on the railroad of the situation. A booster charging unit was secured but a start was not successful in time for the train run.

The dinner train run was salvaged for Sunday, **January 15**, after a successful start. It was determined that at some time during the previous starting attempts the overspeed protection device on the diesel was tripped. It was not properly checked and reset afterwards to allow fuel flow to the engine.

The incident indicated the need for proper notification of all concerned when there is an equipment problem and for a training review for all crew members. A **check list** for the solution to such problems has now been developed for crew reference.

## WORK IN PROGRESS:

**Dennis Wallen** reports that he and **Al Schlaffer** were preparing to bring the boom truck to Fremont for repairs from Nickerson on Saturday, February 21. It had been left there after work on the Maple Creek bridge. He also reported that a mechanic and engineer of his acquaintance from the **Black Hills Central Railroad** visited and inspected both the 1219 and the out-of-service Davenport locomotive to form recommendations on repairs needed.

On Sunday, February 22, **Al Schlaffer** and **Josh Kay** distributed replacement ties along the line in preparation for MOW work.

(Heads of the newly formed BOD committees are invited to submit reports of their work so that recipients of this news letter may be better informed of work in progress.)

## EXCURSION SEASON:

Excursions will resume in late May. More information later.

## CHARTERS:

Depending upon weather and operating conditions, charter trips continue to be available. Reservations are being taken for Spring, Summer, and Fall.

Two school charters have been added to the charters schedule - one on June 22 and another on June 24.