

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM  
1835 N. SOMERS, FREMONT, NE 68025 MARCH, 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.)

## 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 March 4, 2009, at the Wilderness Lodge in Fremont. Those in attendance for their respective board positions were **Shirley Angermund, Al Schlapfer, Charles L. Sedlacek, Jeff Blackmore, Maynard Porter, Erik Mutthersbough, David Mutthersbough, Dennis Wallen, Darrel Miller (FEVR only), Bob Ubberheim (FEVR only) and Ron Spahni, (FEVR only).** Guests were **Mel Cunningham and Mark Kothenbuettel.**

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

**Porter** summarized the status of FRA reporting. A positive item of no personnel casualties for 2008 was noted.

There was discussion about the committee structure to be in place for 2009. **Porter** indicated that a projected budget and committee descriptions will be available at the March BOD meeting.

The cost of replacement batteries for locomotive 1219 was presented by **Wallen**. The best price with delivery to Fremont was \$4500 from GNB.

An executive session to discuss a personnel matter was entered into and exited from. The guests were not in attendance in the executive session. A vote on the matter for which the executive session was called was held and

passed.

The Day Out with Thomas<sup>tm</sup> was addressed by **Angermund**. Up to the date of the meeting, no coordinator had yet been identified. The BOD confirmed the intent to proceed with preparation for the event.

Guest **Kothenbuettel** presented cost estimates in the range of \$11-14000 for needed work on locomotive 1219.

Work on the painting and renovations in the museum are continuing.

**Porter** reported on the developments for possible car storage and on the use of the tree chipper.

He also would contact the Dinner Train operator to clarify the procedures now in place for payment of the trip fee payments.

## CORRECTION:

The January issue of the **FLASH** contained information about difficulty encountered with locomotive 1219 starting for runs with the **Fremont Dinner Train**.

While the effect on the runs was correct, the dates and some information items were in error. The editor apologizes for this and the corrected information follows.

The runs for **January 24** (first run of 2009) and **31** were on schedule as intended.

The run for **February 13** was cancelled due to weather conditions.

Problems with locomotive starting caused a cancellation of the **February 14th** run. It appears that the primary cause of the no start situation was a crew error in not resetting the **overspeed** trip after a momentary start. Further starting attempts failed because with the overspeed tripped no fuel reached the injectors and eventually the batteries would no longer function. Thereupon, a welder unit was used as a booster to recharge the batteries.

The attempts by the mentioned mechanic prior to the 14th may have weakened the batteries but apparently were **not** the main cause of the start failure.

The cause of the starting problem was identified on Sunday, **February 15**, and the Dinner Train did run, although late.

The need for further crew training and the establishment of a "no start" check list to help train crews was correctly stated in the referred to article.

## HOOPER:

On Sunday, March 15, **George Blessing, Dennis Wallen**, and others were in Hooper to clear the track leading to the engine house to allow eventual exit of the tamper. The track was obstructed by a combination baggage and passenger car which is a candidate for eventual

restoration.

The GE locomotive was started and used to move the car (see attachments with this FLASH) onto the "elevator track" which is a track leading behind the engine house and past the grain elevators to the west and back to the main track west of them - used for the loading of grain in the past. The grain elevators are mainly dormant now and the track is mostly unusable past them.

There as been some progress on the tamper itself. Numbers of hydraulic oil leaks are evident and the engine clutch needs adjustment or replacement. Many air pressure and hydraulic hoses need replacement. The goal is the returning of the unit to service for track maintenance.

More work was done on the tamper on March 28.

## WORK IN PROGRESS:

**Al Schlapfer**, who is in charge of track maintenance, reports that he and other volunteers were at work replacing ties and raising track in a number of locations. These were in areas identified in the recent FRA visits.

(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.)

## ADVERTISEMENT:

The 2009 summer activities of the railroad - including the Day Out with Thomas<sup>tm</sup> - will be listed in the **Directory of Tourist Lines and Rail Museums** in the June, July, August, and September issues of **TRAINS** magazine. The publication and distribution dates are approximately one month ahead of the listed cover dates. This will give a coverage of approximately 2 1/2 months for the Thomas event which occurs on the last two weekends in July.

The current **May** issue of this magazine has much good information on the preservation of railroad equipment and on business practices that contribute to that goal. This issue also contains an extensive listing of tourist lines and rail museums. The magazine is a product of the **Kalmbach Publishing** company and would be of interest to all FLASH readers. It is available by subscription and at better news stands.

A member of the BOD donated the funds for the advertisement t.

## EXCURSION SEASON:

Excursions will resume in late May. More information on the schedules later.

## CHARTERS:

Reservations are available for 2009.