

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM
1835 N. SOMERS, FREMONT, NE 68025, OCTOBER, 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:

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 :

CORRECTION: The date of the Boards of Directors meetings for September was incorrectly reported in the September FLASH. The correct date is September 2, 2009.

The Boards of Directors for **FEVR** and the **NRM** met October 7, 2009, at the Wilderness Lodge in Fremont. Those in attendance for their respective board positions were **Shirley Angermund, Charles L. Sedlacek, Maynard Porter, Erik Mutthersbough, Dennis Wallen, Jeff Blackmore, Bob Ueberrheim (FEVR only), and Darrel Miller (FEVR only). Lawrence Addleman was a guest.**

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

Member **Addleman**, who was a guest at the meeting, presented a plan that would involve community **schools'** art and shop classes. Those classes would be given the opportunity to make display boards and tables for the excursion cars where their efforts could be displayed to the public. The displays could also be used in the depot. He indicated he would try to get donated materials from local merchants. The idea was favorably received by the Boards.

Porter indicated that all reporting to the FRA was current. **Angermund** is reporting track maintenance work to the FRA.

Porter reported on a meeting to be held with individuals supporting the development of the **Business Plan** and the **Strategic Long-Range** plan. Discussion by the Boards' members clarified the differences between the two plans which are not always understood.

The Strategic Plan defines long range developmental objectives while the Business Plan centers on the means to attain those objectives.

The problem with the buried **fuel tanks** near the depot was discussed. The cost of dealing with the problem would be in the \$5000 range and removal, rather than the filling of the tanks with inert material, would be the preferred route. The tanks were never used by **NRM/FEVR** but were left by a company previously occupying the depot building and under current law the mitigation process falls on the current owner.

Angermund discussed the possibility of selling the unsold Thomas merchandise through a new program of Internet sales being developed by the **Fremont Tribune**. (Later information indicated the program will be in operation – interested parties can contact the newspaper for more information.)

Mailings inviting **nominations** for individuals to be on ballots for the election of three positions on the **NRM** Board of Directors were mailed in mid-October. The nominees must have current membership in the National Railway Historical Society. After the return of the nomination forms, which are due **November 7**, ballots will be sent with return for the December BOD **NRM** meeting. Officers elected will join the BOD in January.

Angermund reported that the sale of surplus rail and some associated hardware which was previously approved by the **NRM** BOD has been negotiated and is underway.

VISITORS:

On the weekend of October 9-10, **Meg Warder**, President and General Manager of the Black Hills Central Railroad, and **Mike Grimm**, Chief Mechanical Office of the same railroad were visitors. Several **NRM** BOD members met with them during that time. **NRM** BOD member **Dennis Wallen** had spent previous vacation time at their tourist line which runs out of Hill City, South Dakota. Hill City is located near Mount Rushmore and has a large seasonal influx of visitors. The railroad is distinguished by the operation of an **articulated tank steam engine**. Readers may find more information on the Internet.

LOCOMOTIVE 1219:

On the evening of **October 9**, this unit was taken out of service when the operating crew discovered a noisy journal bearing on one of the trucks. This resulted in income losses due to the cancellation of two dinner train runs and the Sunday excursion run. Subsequent inspection and repair resulted in the

replacement of two journal bearings. The journals on 1219 are of the heritage "**friction**" type. Later locomotives use roller bearings in those locations. Although the lubricant levels in the journals are checked before each use, apparently there was a failure in the lubricant feed to the bearing through the "wick type" arrangement. Contract and local railroad personnel effected repairs by mid-week and the usual operating schedules resumed.

The better news for 1219 was the arrival of an entire set of new **batteries**. The set consists of eight eight-volt batteries connected in series giving a nominal voltage of **64** volts. The small locomotives of **NRM** use four batteries giving a nominal **32** volts. The heavy batteries are awaiting installation.

GRANT APPLICATION:

NRM BOD members **Blackmore, Porter, Sedlacek, and Wallen** cooperatively developed and submitted a grant application to a **TRAINS** magazine program for funds to complete the restoration into service of the **Davenport** locomotive which was acquired about ten years ago. The unit's wiring was damaged severely by rodents after its arrival here. Local volunteers have spent much time in restoration and counting purchase price, transportation, and the value of volunteer labor, there is an investment of about \$30,000. Needed particularly is a set of batteries (8), additional electrical work on the starting system of the #1 engine and replacement of an antiquated battery charging system with modern alternators.

The award **winner** will be announced at the meeting of the Tourist Railway Association Incorporated (**TRAIN** - but not to be confused with the magazine) meeting November 5-8 at Williams, Arizona (near the Grand Canyon). BOD member **Wallen** will be attending that meeting.



NRM Davenport Locomotive

EXCURSION SEASON:

The regular excursion season **closes** with the end of October. Depending on weather conditions and equipment availability, scheduling of **charters** will continue.