

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025, FEBRUARY, 2010

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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 NRM provides motive power and trackage under contract.)

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 or removed from the FLASH email list send a request to NPTCHM@Hotmail.Com.

BOARDS OF DIRECTORS :

The NRM Board of Directors has been meeting several times in the past weeks addressing the budgetary problems of the organization. These are being complicated by the increasing difficulty of continuing current bank loans as the demands of regulatory agencies increase.

Efforts are currently in progress in finding other organizations with preservation interests, rather than salvage interests, to partner in the mission of the NRM. Unfortunately, although there are interested parties, most have their own difficulties in this time of economic recession.

Nevertheless, the BOD is committed to maintaining the museum and railroad as an asset to the community and region in heritage preservation and education about the railroad.

SHOWING OFF:



VOLUNTEER T.J. FOSTER AT THE MID-AMERICA CENTER, COUNCIL BLUFFS, IA

With the help of BOD President **Dennis Wallen** and enthusiastic volunteers, two very successful presentations for the NRM and the FEVR railroad occurred at the train hobby shows at the Mid-America Center in Council Bluffs and at the Lancaster Event Center in Lincoln, NE. Among those helping were **T.J.**

Foster, David Fachman, Josh Kay, Greg Jewett, and Jason Shelton.



A REALLY "SHORT" SHORT LINE RAILROAD! FEVR ENGINEER DAVID FACHMAN SUPERVISES THE MOVE



T.J. AGAIN - AT THE LANCASTER EVENT CENTER, LINCOLN, NE

Most of the show visitors who visited the NRM display were previously not aware of the NRM and FEVR or thought only of the Fremont Dinner Train as the attraction and were unaware of the excursions. No doubt that even if some of the visitors had attended the recent **Day Out With Thomas™** events they did not realize the existence of the regular excursions.

The information gained by the public at events like these will increase the ridership and museum visits. There will be monetary benefit to Fremont as these visitors shop and dine in the city.

WINTER WOES – EVEN WORSE:

The adverse winter weather that had continued from **December** and **January** and into **February** took an even worse toll on the operations of the FEVR with the derailment of locomotive **1219**.

The locomotive was operated on **February 12** to again try to clear snow from the line in preparation for the Fremont Dinner Train trip on Saturday, **February 13**. Since the

last operation over the line there had been added snow and ice.

Fortunately, the event occurred east of the Fremont Highway 77 crossing in an area known to FEVR crews as the “snake pit” because of the alignment variations in the track before repair work. Also fortunate was that the location was accessible which allowed fuel and equipment to be brought in to the locomotive.

Very bad weather followed the date of the derailment and the unit was kept running to avoid freezing of the coolant. Later, in the following week, an attempt was made to rerail the front wheels on the front truck. This resulted in a derailment of the rear axle also, and a displacement further from the rails of the leading axle wheels. The need for professional recovery services was evident.



THE PROBLEM



THE SOLUTION

On the 23rd, **Hulcher Services** brought its equipment and 1219 had all wheels back on the rails with no damage to the axle bearings and minimal other damage. The failure of the normal attachments that retain the truck to the locomotive complicated the lifting operation.

Further efforts to resume regular schedules are being postponed until 1219 is fully restored and track conditions improve. (Photos for these articles courtesy of **Dennis Wallen** and **Mel Cunningham**)