

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

## 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 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](http://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](mailto:NPTCHM@Hotmail.Com).

## BOARDS OF DIRECTORS:

The NRM Board of Directors has not yet met in June up to the date of this publication release. The meeting scheduled for June 27 was cancelled because of lack of a quorum due to family emergencies. President **Wallen** had returned from vacation on the 21<sup>st</sup>.

**Erik Mutthersbaugh** has tendered his resignation from the Board. He has been active in safety training and in general railroad operations. He has coordinated activity with REACT during the Day Out With Thomas<sup>R</sup> events. From time to time he has worked as a volunteer at the Illinois Railroad Museum. NRM appreciates his contributions and wishes him well in his future endeavors.

## FLOODING:

The month of June was characterized in Nebraska by heavy rainfalls and widespread flooding of rivers and streams. Some locations received as much as 6 inches or more above the average total for June.

Both rail and highway transportation was greatly affected, particularly in the drainage area of the **Elkhorn River**. Although the travel on the FEVR continued, trips were of a push-pull nature, stopping short of the small bridge just south of Nickerson. Although the bridge apparently came out undamaged, the condition was unknown, making passage undesirable. (see photo of this bridge in the April 2010 FLASH)

Even after passage over this bridge was determined to be safe, the push-pull continued because the pass track in Nickerson which is needed to move the locomotive to the other end of the train for the return to Fremont is un-

ballasted and possibly was too soft to support the locomotive.

Push-pull operations are undesirable, although common in commuter operations on well signaled and good track, largely because of the lack of protection afforded by a leading locomotive in the event of a crossing collision. Also, the dynamics of cars being pushed on curves increase the possibility and severity of a derailment.

A train crew member always must be in the lead car on the push operation and be in constant communication with the locomotive at the rear of the train.

The major flooding on the FEVR route was in the area of the Maple Creek north of Nickerson and at the **Highway 91** crossing. This did not affect FEVR train operations since this part of the route has been out of service since 2003 due to the problems with the Maple Creek bridge. (photos by Mel Cunningham)



## BNSF TREADING WATER!

A BNSF train of coal empties heading south proceeds cautiously on its track which parallels the FEVR ROW north of the highway. The level of the water held back by the railroad grade can be seen by comparison with the area to the right of the train.



## WATER CROSSING

A section of FEVR track is seen beyond the signal control cabinet looking south toward Nickerson. The crossing signals remained in operation.

The flooding claimed the life of one railroader - **Jeffrey Scholl** - an engineer on the **Nebraska Central** Railroad. While he and two others were inspecting a bridge over the Elkhorn River just south of Norfolk, the bridge collapsed, trapping him under water. The others were able to escape.

Scholl, a native of **Petersburg, NE**, but a current resident of Norfolk, leaves a wife and two young sons. The deepest sympathy from all at NRM to them.

The Nebraska Central, owned by an out-of-state holding company, is a short line which has as a major customer the **Nucor** plant in Norfolk which recycles scrap iron.

According to the **Norfolk Daily News**, the bridge is projected to be rebuilt by August.

Nebraska Central also operates branch lines to Palmer, Ord, Albion, Spalding, and Brainard, NE, with interconnecting trackage rights on the Union Pacific. It has trackage and interchange rights with the BNSF at David City.

## NEW MEMBERS AND VOLUNTEERS:

Recent new **members** (all from Nebraska) for NRM are:

Melanie Avis, Columbus  
Charles Botdorf, Omaha  
Bradley Harphan, Hastings  
Greg Jewett, Bellevue  
Lawrence and Geraleen Vesely, Norfolk

Rick Novotny, Clarkson  
Richard Lumb, Fremont

New **volunteers** at large (all from Nebraska) and principal activity:

Sarah May, Omaha, train hostess  
Irene Wallen, Fremont, flower beds  
Dale Freeman, Fremont, depot maintenance

We welcome you to the NRM!

## EXCURSION SEASON:

The 2010 season continues with trips on Saturday and Sunday to Nickerson, NE. The boarding for these trips is at 1:00 PM at the Depot at 1835 N. Somers, Ave. This location is on the west side of Fremont, just south of 23<sup>rd</sup> Street, which is a main east-west route through the city. A copy of the 2010 brochure may be downloaded from the website at [www.FremontRailroad.com](http://www.FremontRailroad.com) or can be obtained by calling the office at 402-727-0615.

## CHARTERS:

Charters currently scheduled for **July** include:

July 2 - Karen Western Elementary  
July 29 - Little Kingdom