

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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POINTS OF CONTACT:

Nebraska Railroad Museum (NRM) and Fremont and Elkhorn Valley Railroad (FEVR) 1835 N. Somers, Fremont, Nebraska 68025, (www.FremontRailroad.com), voice and fax - 402-727-0615 (office)

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 :

On **February 28** the NRM Board of Directors met at the Fremont Depot to hear a proposal from a person interested in augmenting NRM's efforts toward continuing the preservation and operation of the rail line between Fremont and Hooper. The individual, a native of Nebraska, has had many years of experience in the Class 1 railroad industry in addition to that in the maritime field and has a firm commitment to historical railroad preservation.

In discussion after the presentation, there was consideration of that proposal in addition to other possibilities. It was decided to invite the visitor to develop a formalized proposal for consideration.

That process is currently in progress and the result is expected in the very near future.

LOCOMOTIVE REPAIR:



After locomotive 1219 was returned from the February derailment site, the damage resulting from the failed re-railing attempt and the following lifting by crane was found to be much greater than that first apparent.

There was extensive damage to the brake mechanism and also damage to the traction motor gear cases.

The estimate for repair by a contractor was in the area of **\$30,000**. Insurance will cover a part of the expense, but coverage of the needed snow removal to enable return of the unit to the yard is among the items in question.

Some of the brake parts that were replaced are shown in the photo. It is anticipated that the repairs will be completed for 1219 to be back in service the first week in **April**.

TRACK REPAIR:

The derailment damaged the track at the site and before traffic is able to resume, repairs were needed. Beginning on March 13, with weather moderating and snow retreating, volunteer crews began the task of replacing ties and some track components. Those at work then were **Josh Kay, Lawrence Addleman, Greg Jewett, Chuck Botdorf, and Dennis Wallen**.



Photo courtesy of Dennis Wallen.

Weekend work, when weather and availability of personnel permit, has continued since. The entire line, including bridges, will be inspected before traffic resumes.

SOAP OPERA SCENARIO?

In a series of sequential "disasters" – almost like the disasters constantly affecting the hero or heroine in the "soap operas" on radio or tv of years past – the railroad has had its share in the past several months. These have included the worst **winter** operating weather since the start of FEVR operations, the **derailment** and damage to 1219, the need to pay a **deductible** on the insurance settlement for an personnel accident several years ago, the prospect of mandated removal of underground **fuel tanks** left by a former tenant in the depot, and the change in status of the bank's **loans**.

Added to these was the unexpected and immediately necessary replacement of the **sewer** line between the depot and the city street connection. A plumber's camera inspection revealed the line to be in a condition such that

repair is not possible. The replacement cost is expected to be several thousand dollars.

RAIL SALE:

Light weight **rail** that was salvaged some years ago near Fremont through donation was sold within the past few weeks. The rail was to a local salvage company, so it did not have to be cut for transport. This rail was too light to be used on the current track. This sale was in addition to that of the rail from the Hooper yard.

Much **appreciation** must be given to the many volunteers who participated in the salvage of the now sold rail over the past several years. Although support in cash or material donations is always appreciated, the donation of a person's **time** is even more of a gift. Wealth donated can probably be recovered by the donor, but a person's time cannot.

FLOODS:

Although snow, not floods, have been the bane of operations this year, this has not always been the case. The Maple Creek **bridge**, north of Nickerson, and the surrounding area, has been the historic flooding problem as long as railroads have been operating on the route.



Maple Creek Bridge before repair on the north end. This is now completed but there is still piling repair needed on the south end to allow traffic. Out of service since summer, 2003.



1219 and train in summer, 1997, crossing the bridge, with flood water nearly to the girder span. Water has been higher still.

(All photos by FLASH editor except as noted)