

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

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 May 9 the NRM Board of Directors met at the Fremont Depot in the training room. Routine business of approval of the minutes of the April 18 meeting and of the treasurer's report was carried out.

FRA fines totaling \$1200 imposed for a late accident report filing and for some delayed work on locomotive 1219's exhaust manifold will be settled on a payment plan.

City of Hooper:

A large portion of the city of Hooper is classified as being in a **flood plain** and is protected by a levee. The status of the levee protection has been reclassified recently and the city must carryout changes in the levee system to maintain protection. The potential flood threat comes from the nearby Elkhorn River which is prone to flooding , most recently this spring.

The railroad right-of-way passes through the levee on the **west side** of town and has a gate barrier which could be put in place in the event of flooding conditions. Since the short piece of track remaining beyond the levee is no longer used because of the construction of the new highway US 275, an arrangement will be made to give the city possession of the railroad property beyond the levee to allow closure of the levee gap. In addition to a cash payment to the railroad, salvaged ties and track components will be delivered to Fremont.

Levee work at the **east side** of town will be carried out later and the railroad will work with the city to insure that the track affected will not be damaged.

Also in Hooper, several railroad **street**

crossings have fallen in a state of disrepair and the city is anxious that they be addressed. One crossing was repaired with concrete several years ago by railroad personnel at a minimal cost. NRM BOD President **Wallen** attended the Hooper City Council meeting on May 11 to discuss the issue.

Asset Sale:

Board member **Daniels** reported on his research on the topics associated with such a sale. Topics included the effects of "pre-conditions", the status of a corporation which does not own property, the meaning of a "letter of understanding", the order in which creditors must be compensated, and the responsibilities of board members. He was thanked for his contribution.

Two parties are interested in the purchase of the assets of the railroad and in the operation of the railroad. One is from out-of-state and the other is from the local area. Both have stated interest in re-opening of the line to Hooper.

The local area party was at the meeting and presented his proposals for purchase and for a draft operating agreement. President **Wallen** reviewed answers to questions that had been submitted to the out-of-state party previously.

After considerable discussion by the Board members, a vote was taken on which offer to pursue. A non-unanimous vote directed that negotiations proceed with the **out-of-state** party. At the time of this publication, the process is still underway. The situation wherein a third party has existing interchange rights over the connection with the Union Pacific Railroad has produced a complication in the process.

TRACK WORK:

Repair of track problems has proceeded, although slowly with more volunteer time being taken in train operations with the start of the excursion season. However, the FRA visit in April noted the **progress** that had been made in dealing with the most critical issues. The curve in the track immediately south of highway US 275 had a rail section replaced recently.

VACATION:

President **Wallen** returns from vacation on June 21. As in past summers, he spends vacation time working as a volunteer on another tourist railroad, giving him insight into improvements that might be applicable to the NRM. Recently, he worked at the Black Hills Central in South Dakota.

OTHER RAIROAD NEWS:

Positive Train Control:

The implementation of **PTC** (positive train control) is currently scheduled to be completed by 2015. This will provide for the **automatic** stopping of a train if there is danger of the possibility of a collision, even if the engineer takes no action. The principal application will be on lines where both freight and passenger travel co-exist. This development was the result of the collision of a **Metrolink** commuter train with a Union Pacific freight train in Chatsworth, California in September, 2008. Investigation revealed that the commuter engineer was using a cellular phone and had missed recognizing a **stop** signal indication.

The **ban** on the use of personal electronic devices such as cell phones by train operating crew members is another result of the Chatsworth incident.

Coal Transport:

Although coal delivered to electric power generation is a **major** railroad commodity today, this may be a decreasing part of business in the future. Because of increasing regulation on coal fired plants, there is the beginning of conversions to natural gas, which is inherently a cleaner option. But the use of gas does not reduce the carbon dioxide emissions and use of nuclear generation may be the future solution.

Hi-speed Rail:

Passenger rail service of **100 mph** and above is common in many countries but has not been developed to any extent in the USA. With increased government interest here, this may change for inter-city travel. This is an expensive investment, generally electrified and requiring a dedicated railway.

EXCURSION SEASON:

The 2010 season began on **May 8**, with trips thereafter 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 23rd 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 or can be obtained by calling the office at 402-727-0615.

CHARTERS:

Charters currently scheduled for **June** include:

- June 3 - Growing Hearts Day Care
- June 10 - Franklin Elementary
- June 11 - Franklin Elementary
- June 18 - MOMs of Omaha
- June 20 - Conestoga Magnet School