

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

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For Dinner Train only- 402-727-8321.

(The Fremont Dinner Train is a separate business)

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 met at the Clarion Inn (formerly the Wilderness Lodge) on **October 6**. The usual reports were approved.

Problems that were either repaired or awaiting repair at two highway crossings were discussed.

President **Wallen** announced that he has been in contact with an instructor at Midland University who will have a class work on the business plan for NRM as a project...

Charles L. Sedlacek, George Blessing, and Jeff Blackmore have BOD terms that are expiring and their positions will be up for election (**Blackmore** filled out the term for the position of Erik Mutthersbough who resigned). **Rudy Daniels, Dave Mutthersbough, and Greg Jewett** were to be asked to form the election committee (**Dave Fachman** later substituted for Jewett when the committee was formed).

There was no update on the railroad sale at the time of the meeting. (Later information has been received that **Mr. Williams** is forming a Nebraska corporation that will become the receiver of the assets sold.)

In view of the many transactions underway, the desirability and type of liability coverage for those involved were to be investigated.

One of the BOD members who has donated a considerable number of equipment items has plans for further **donations** but must wait until the asset sale in progress is completed.

PRESIDENT TRAVELS:

Board President **Wallen** and his wife are attending the Tourist Railway Association

(**TRAIN**) annual conference in Alamosa, Colorado, the first week in November. .

TRAIN has recently been combining its efforts with **ARM** (the Association of Railway Museums – see the January, 2010, FLASH archived at www.FremontRailroad.com).

DOUBLE TRACK:



Photo by George Blessing

(**Note:** This article contains opinions of the Editor and grade estimates were made by using **Google Earth** images.)

The long anticipated double track project on the Union Pacific line between **Fremont** and **Blair**, Nebraska, has started. The view above, with a westbound train on the existing single track, is from highway **91** on the west edge of Blair showing construction for the new track site.

Apparently this is the **least** complicated section – from here to the passing track west of Kennard – to be double tracked. The grade west from this point is probably about **1%** and the approach is complicated by a curve out of Blair. Trains are known to stall on this grade.

Beyond the **crest** in the distance, the track is down slope or quite level until the curve east of Arlington where again the grade going west is at least **1%** with the curve adding at least a **0.5%** grade equivalent. **Eastbound** out of Arlington past where the abandoned line to Omaha began, the grade is at least as steep if not more. A crew member who served when former track owner **CNW** ran steam said that they had more difficulty on the west approach than on the east side. It will be of interest to see how the railroad will deal with this area – with perhaps a cut through the high ground bypassing the curve.

Among more needs for double track completion toward Missouri Valley are obtaining ROW needed through Blair, changing the bridging across the Missouri River, and rebuilding the long approach needed on the Iowa side because of the difference in terrain on the two sides of the

river. A local resident stated that the railroad has been negotiating for more property in the Blair area.

When the project is completed, loaded **coal** trains going east will be able to avoid the current trip through Omaha and over the line through Council Bluffs with its grade street crossings.

The completion of just the **Blair – Kennard** double track section would allow meeting or overtaking trains to keep moving instead of having one train waiting on the siding west of Kennard, considerably expediting even current traffic.

VOLUNTEERS:



Trevor Henderson

The value of a positive experience is nowhere better illustrated than in the case of one of our latest volunteers, **Trevor Henderson**. Mr. Henderson was vacationing in Colorado with his family the past summer and participated in a cab ride on the **Leadville, Colorado, and Southern** tourist railroad.

Although he grew up in **Malvern, Iowa**, a town which has had the CB&Q (now BNSF), the defunct Wabash, and a short line, it was the cab ride which renewed his **interest** in railroading and persuaded him to contact the NRM/FEVR. And as is sometimes said – “the rest is history”. He is now a brakeman trainee since joining last August and is interested in all areas of railroading.

Mr. Henderson and his family live in **Omaha** where he is employed in the Information Technology field. Everyone at NRM/FEVR welcomes Mr. Henderson.

EXCURSION SEASON ENDS:

The 2010 season **closed** with the last regularly scheduled trips on October 31.

Charters may be available depending upon weather and other operating conditions.

Inquires about **Dinner Train** operations should be directed to that organization at 402-727-8321.