

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

**1835 N. SOMERS, FREMONT, NE 68025. SEPTEMBER, 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)

## 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 did not meet in September. Necessary business was conducted via email. The next meeting is scheduled for **October 6** starting at 7:00 PM at the Clarion Inn (formerly known as the Wilderness Inn).

President **Wallen** submitted to purchaser Mike **Williams** a draft deed for the railroad property being sold. The property was acquired in the mid-1980's when it was purchased from the Chicago and Northwestern.

President **Wallen** also created a draft operating agreement which identifies the responsibilities of both NRM and the Williams organization after the completion of the sale procedures. This has also been submitted to Mr. Williams.

The completion of the sale is expected shortly. Many details of the transaction may be found in the **August FLASH**.

## HOOPER LEVEE:

As mentioned in earlier issues of the FLASH, the City of **Hooper** is required to improve the levee that provides protection from possible flooding by the **Elkhorn River**.

One of the needed improvements was the closing of the levee **gap** on the west side of the city through which the tracks of the railroad passed. This gap was closed in times of flood danger by a removable structure,

Since access through the gap is no longer needed, Hooper purchased a small amount of land owned by **NRM** beyond the gap. Track there has been removed, allowing a permanent closure. The project has been completed and salvaged materials were brought to Fremont by the contractor.

The floods of the past summer added urgency to the project.

## THE INDUSTRY:

The railroad industry has continued to show improvement in spite of the current recession. There is a renewed interest in inter-city **high** speed passenger travel – an area where the United States trails most of the other developed countries. In the area of freight haul, the country most probably exceeds that development world wide.

One of the mainstays of railroad freight, in addition to coal, is **intermodal** freight with travel from west coast ports, where imports of merchandise from Asia arrive, to eastern distribution points. Intermodal shipments have risen about **14%** this year.

Large container ships, carrying up to 12,000 20 foot containers, cannot currently pass through the **Panama** canal to carry their cargo to east coast unloading points. This will change, however, by **2015** when ships up to 160 feet wide with a 50 ft draft can pass through upon completion of canal improvements.

Eastern railroads have been preparing for this opportunity for increased intermodal freight. According to a **USA TODAY** article, **Norfolk Southern** has completed a \$191 million multi – year project to prepare its line from **Norfolk, VA.**, to **Columbus, Ohio**, for double stack container traffic, shortening the route by 250 miles and one day. The project was made possible by a combination of federal, state, and railroad funds.

The eastern railroads began in the 1830's and tunnels made subsequent to that period in general lack the 20 foot clearance needed for double stack containers. At least **28 tunnels** needed improvements, generally either by lowering the floor or by modifying the ceiling. Other clearance problems, like bridges or power lines, presented fewer problems.

The effects on transcontinental railroads will depend on differences on cost and delivery times to customers between the two routes of container travel.

## VOLUNTEERS:

Just as in the operation of any railroad, the successful operation of a railroad excursion line and museum requires the dedicated labors of persons with a vast **variety** of talents besides those involved in actually running a train or maintaining the right of way. These may range from selling tickets, explaining and maintaining museum displays, or cleaning the museum and passenger cars.

NRM was very fortunate in gaining the

expertise and efforts of **Richard P. Lumb** this year. Mr. Lumb's **interest** in railroads began early on his grandparent's farm near Fremont which was near the UP and CNW tracks, extended through his education in Engineering and Architecture in Schenectady, N.Y., at Union College which was near the **Alco** plant, and continues today with his interest in model railroads and preservation. After coming to Omaha, he was employed as a **mechanical engineer** and as a **teacher** in Architectural Design at the Metro Community College until his recent retirement. Having witnessed the change in railroads from steam to distributed power, concrete ties, and high speed passenger lines, he provides a **unique** perspective as a docent in the NRM museum.

In addition, he greets excursion passengers and museum visitors both on arrival and departure. He is truly an **exceptional** asset to our Volunteers corps!



**MR. RICHARD P. LUMB**

## CHARTERS:

Friday, October 8 – public school

Saturday, October 9: Harvey House  
Reenactment

**NOTE: The regular excursion train will not operate on October 9.**

## EXCURSION SEASON:

The 2010 season continues with trips until the end of October 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. 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.