

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025, DECEMBER, 2011

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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:

Questions about the list may be sent to the FLASH editor at nptchm@hotmail.com.

BOARD OF DIRECTORS:

The NRM Board of Directors met at the Clarion Inn in Fremont on December 7, 2011. Present were Treasurer/Executive Director **Angermund**, BOD members **Daniels** (BOD president), **Swetnam**, **Eveland**, **Blessing** (BOD Secretary), **Peterson**, and **Porter**.

Not attending: **D. Mutthersbough**, **Powers**, and **Blackmore**.

Guests - **Sedlacek**, *FLASH* editor, **Hunter Lafferty**, **Mel Cunningham**, and **David Fachman**.

Announcements were made, including those concerning bringing rolling stock on to the Fremont Northern Railroad (formerly track owned by NRM), maximum track speeds, and the status of the NRM By-Laws revision.

The **23** ballots returned for the election of 2012 Board of Directors were opened and tallied. The three candidates who will be BOD members in 2012 are **David Fachman** (new), **David Mutthersbough**, and **Ron Powers**. There was one spoiled ballot and two with write-ins for ineligible individuals. Long time BOD member **Maynard Porter**, who had declined candidacy for re-election, was thanked for his many contributions to NRM.

There was further discussion concerning **logistics** involved with the proposed request for the donation of a locomotive.

President **Daniels** said he was to present a program on the railroads of World War I at the December 14th membership meeting. (*Editor's note: During that period, US railroad operation was taken over by the government; one of the results was the production of a line of steam locomotives of a standardized design.*)

PRESIDENT'S CORNER:

President **Daniels** writes that he has passed the final exam and is now qualified to give **Operation Lifesaver** presentations. He also reports that there has been no communication as of December 26 from either the **Federal Railroad Administration** or track owner **Mike Williams** on results of the track inspection late last F all.

NEW BOARD MEMBER:

NRM welcomes **David Fachman** to the Board of Directors. He is the first of the very welcome "class" of younger members of NRM to attain that position and is a qualified engineer and conductor for NRM.



Conductor David Fachman on the FEVR CONSTITUTION BY-LAW COMMITTEE:

The review of the **draft** document for NRM modeled after the similar NRHS document is now planned for a committee meeting on Sunday, January 8. Conflicting obligations of the members made the late December holiday period time frame impractical.

TELEPHONE OUTAGE:

There was a period of several days when it was not possible for callers to leave voice messages at the depot telephone service. The problem was found to be an accidentally changed switch position on the recording instrument. This was reset remotely by the NRM member who is responsible for the outgoing announcement. The unit's operation has been restored and is being checked each morning. NRM apologizes for any inconvenience to callers.

SANTA RUNS:

There were four trips held in cooperation with the Fremont Dinner Train. The ridership total was approximately 500.

OTHER RAILROADS:

Union Pacific: The work on the Blair to Kennard double-track project appears **closed** for the winter with track and construction

machinery parked. The view in Kennard is essentially the same as that in the November 2011 FLASH edition.

BNSF: Without much publicity, BNSF has installed a siding of about 10000 feet length at **Uehling**, a town between Fremont and Oakland on the track to Sioux City (BNSF Sioux City Sub). This line can carry more than 12 trains per day with bi-directional movements and is "**dark**" (un-signaled) territory under track warrant control. The Fremont Northern track (formerly FEVR) crosses this line at the diamond between Fremont and Nickerson.

Prior to construction, the **closest** BNSF sidings for trains in the area to meet or pass were at Oakland and Fremont.

The most **innovative** part of the siding is in the control of the entrance switches at the turnouts to the siding by radio control from the BNSF dispatch center in Texas, in much the same manner as entire lines are controlled on **Centralized Traffic Control** (CTC) systems.

The switch settings are **coordinated** with the issuance of track warrants and are locked until the warranted movement is completed. Track circuits inform dispatch on the positions of affected trains and redundant systems guard against system sequence malfunctions.

The installed system was **developed** and tested by the BNSF in Texas in the 2006 time frame. It provides the benefits of CTC by eliminating the un-signaled territory necessity of stopping trains letting train crews off to set switches to enter or leave sidings. The cost is a fraction of that for entire line CTC installation while eliminating a major delay in traffic. (*trainorders.com; Fremont Tribune; BNSF Railway*)

CUMMINS DIESELS:

Railway Age reports in the December issue on the development of a 16 cylinder, 4000 hp, 1800 rpm multi-Tier compliant QSK95 diesel engine by Cummins, Inc. That firm has a long history of small and medium power diesel engine production in the automotive, industrial, and more recently in the gen-set locomotives areas but this is its first entry into the railroad high horsepower area. A 5000 hp 20 cylinder version will be available. (*Editor's note: Units have been produced at 6000 hp by other manufacturers but railroads prefer those of somewhat lower power using multiple units if necessary to allow more flexibility in using the minimum necessary train power.*)

CHARTERS:

NRM charters will continue to be available by reservation, subject to operating conditions.