

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

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.

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 July 6, 2011. Present were Treasurer/General Manager Angermund, BOD members Daniels (BOD president), Swetnam, Blessing (BOD secretary), Blackmore, Powers, and Peterson.

Guest - **Sedlacek**, FLASH editor.

Since minutes were not available for the June meeting at the June FLASH publishing time, the following comments refer to items of interest from both the June and July BOD meetings.

June:

There was a proposal from members **Hunter Lafferty** and **David Fachman** for audio equipment entailing the purchase of about \$300 to provide public address and entertainment capabilities on the excursion train and in the depot. The purchase was approved. (The system is now operational on the train but not yet in the depot.)

Jeff Blackmore's position as DSLE (Designated Supervisor of Locomotive Engineers) and that of **George Blessing** as ADSLE (Assistant ---) were confirmed. With them and the additions of **Josh Kay** and **David Muttersbough** a Training Committee would be formed.

The BOD met in an executive session prior to adjournment.

July:

The receipt of \$4000 from the Union Pacific Foundation was announced. This grant was originally to be applied to the restoration of the Davenport locomotive which was sold in the transactions with Mike Williams. It will now be applied to restoration of the RPO car in

conjunction with a donation of \$6000 from an NRM member.

The problem of track maintenance was discussed. A motion was passed to designate a limited amount of NRM funds to be available for emergency repairs needed prior to a general repair by the track owner. (See item directly following)

PRESIDENT'S CORNER:

"Hi Fellow Railroaders" - President **Daniels** sends the following message:

"This month has been very good for us so far. We received the \$4,000 from Union Pacific. Also, Mike Williams phoned me that he has contracted with a crew from Texas to begin repair of tracks "within a month". He also said that they will cut the weeds along the tracks. If the connection is made with Union Pacific, we may have to upgrade some of our equipment to comply with FRA standards. And the Express car is now rolling down the tracks! Rudy"

(Editor's note: **Mike Williams**, who owns several other short line railroads, purchased the NRM/FEVR track to Hooper in December, 2010. It is now designated as the **Fremont Northern** and NRM and the FDT use the segment from Fremont to Nickerson under an operating agreement.)

OTHER LOCAL ITEMS:

With the repair of the couplers on the RPO and the repair of a brake line on one of the vintage passenger cars, both are again available for excursion service. However, because of the continuation of very hot weather, much of the excursion traffic has been carried out in the ex-Milwaukee air conditioned cars operated under contract with their owner.

Both the NRM passenger count for Fremont's John C. Fremont days and the general community attendance at the event were below previous counts, again because of hot weather.

UNION PACIFIC 844 UPDATE:

The progress of the steam engine on its trip to Cheyenne, Wyoming from its display site adjacent to Omaha's College World Series was related in the June FLASH, with its arrival there scheduled for June 30. However, it was ultimately delayed two days because of a driver wheel bearing malfunction which had to be remediated in North Platte. This was the second bearing problem of that excursion trip.

FLOODING CONTINUES:

The Missouri River flood continues and the river will not return to its banks until possibly in September. Although the release of water from the dams will be reduced, that

reduction must be gradual to avoid damage from water flowing back to the river from flooded areas.

Although the **BNSF** line from Lincoln to Plattsmouth and into Iowa remains open, many of the lines south of that are closed. This has necessitated some extensive detours, some as far away as over Colorado tracks.

Locally, the BNSF line into Omaha from Plattsmouth remains blocked because of flood protective work at Omaha. The track from Lincoln is not affected.

Much railroad protective work has been in raising the track in places that could be subjected to flooding. An example is the work shown in the photo below:



Union Pacific raised track in Missouri Valley, Iowa. The original track level was about at the level of the base of the crossing signal in the photo. Photo by an NRM member.

Even after the waters recede, there will be a need to ascertain the condition of roads, tracks, and bridges after long submersions.

THE INDUSTRY:

Various sources have described plans for the building of a second **bridge** at Plattsmouth across the Missouri River by the BNSF. This would be part of the double tracking project for the heavily used line. Not over twenty years ago the radius of the curve on the western approach to the current bridge was increased through extensive earth work.

News was carried in the Omaha World-Herald of the dedication of an addition to the **Kawasaki** plant in Lincoln to facilitate the complete manufacture and testing locally of the M-8 electric commuter cars. Included in the addition was the construction of an electrified test track. An article on commuter rail in the September issue of TRAINS magazine contains a photo of the M-8.

EXCURSIONS:

The regularly scheduled trains run on **Saturdays** and **Sundays**, boarding at the Depot at 1835 N. Somers Ave. at 1:00 PM. Reservations are recommended but not required. Charters available.