

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025. JUNE, 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 June 1, 2011. Present (in photo l-r) were **Cunningham** (guest- signal maintainer, train crew), Treasurer/General Manager **Angermund**, BOD members **Porter** (emphasizing a discussion point) and **Paul Eveland**, **Bruce Eveland** (guest - manager, FDT) , **Daniels** (BOD president), **Swetnam** (BOD member), **Fachman** (guest- train crew) and **Blessing** (BOD member and secretary). Not shown - **Sedlacek**, FLASH editor. Photo by FLASH editor.

Not present were BOD members **Blackmore**, **Peterson**, **Powers**, and **D. Mutthersbough**. Meeting minutes were not yet available at FLASH publishing time.



PRESIDENT'S CORNER:

"Hi Fellow Railroaders" - President **Daniels** reports that **Shannon Mullen**, Marketing Director of the Fremont and Dodge County Convention and Visitors Bureau, who was unable to attend a previous Membership Meeting will be at the meeting July 13 at the Clarion Inn. She will provide information on the NRM radio advertisements she has arranged for the Omaha area.

He has taken new photos of the railroad's

activities to be seen in the FLASH and/or on the NRM Website.

He met with the Fremont City Engineer about the Fremont **23rd street overpass** which will eliminate the signaled grade crossings on Somers Ave., 23rd street, and Linden Street for both the FEVR and the BNSF. (Editor's Note: The project was approved by Fremont voters in January, 2008. Construction was to begin in 2009, but is now rescheduled for 2014. See the archived Flash issues for December, 2007 and January 2008 on the NRM Website for more information.)

President **Daniels** mentions that the vintage excursion cars are needing repairs to accommodate the excursion season.

EXCURSIONS:

NOTE: Because of the **Fremont JCF Days** (honoring the explorer John C. Fremont), the excursion schedule will change for July 8, 9 and 10, with added trains each day. See "JCF Days" on the Internet for more on train schedules and other celebration events.

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. Those without reservations should call the Depot before coming since excursions cancel occasionally for special events.

CHARTERS:

Excursion charters are available for schools and special events. The trips for July include charters on July 7, 14, 21, and 28.

FLOODING - UNION PACIFIC 844:

Flooding from the **Missouri River** affected train operations in the Omaha area as well as other places. The **BNSF** line from Omaha south to Plattsmouth was severed at Omaha to allow the construction of a levee to protect a wastewater treatment plant. This impacted the Amtrak **Zephyr** which, when it did operate, went directly from Plattsmouth to Lincoln, with busses providing passenger connections.

Aerial photos showed **inundations** north of Council Bluffs on the Canadian National (former Illinois Central) line. The Union Pacific lines from Missouri Valley remained operational, although surrounded by water near the river. Both the Union Pacific and the BNSF **raised** their tracks in several places to mitigate the flooding possibility.

Of special interest was the presence of Union Pacific steam locomotive **844** on a spur track across the street from the new downtown Omaha ball park during the **College World Series** games, along with the passenger fleet

and a modern diesel unit. The train was available for public external viewing, but was reserved otherwise for company employees and selected invitational events.

The train left the Omaha locale on Wednesday, June 29, going to Council Bluffs. 844 left on **June 30** via Missouri Valley on the Blair route on the way to its home in Wyoming. It passed through Fremont just after 10:30 AM, running about an hour behind its original schedule.

844 arrived early **before** the games to avoid any possibility of involvement in floods. The only access to the display area is via the BNSF line past the Amtrak depot and through the BNSF yards near the river. There was some water in those yards at the time of its departure.

The coal supply for the **OPPD** power plant on the north end of Omaha must also pass through the riverside BNSF yards. Since the Fort Calhoun **nuclear** plant has not been restarted after re-fueling because of the flood situation, loss of the coal supply route could have a large effect on the electrical power grid.

ELSEWHERE: SELF-GUARDING FROG



Seen and photographed by an NRM member on another railroad.

The "**jump frog**" was presented in the May, 2011 Flash issue. Another type of **special** track work used where low speeds are maintained, as in switch yards, is the **self-guarding frog** shown. This type has extra raised portions to guide the wheelsets whether the switch (above background) is set for the tangent or the diverging track. The more usual type of turnout (switch and frog) has a long **guard** rail next to the inside of the travelled rails opposite the frog to provide better wheelset guidance at higher speeds. The use of the illustrated frog reduces the cost and maintenance involved where it can be used.

See "**self-guarding frog**" on the Internet for more information.