

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025. MARCH, 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 March 2, 2011. Present were BOD members **Eveland, Daniels, Peterson, D. Mutthersbough, Swetnam, Porter, and Powers**. Treasurer **Angermund** and guest **Josh Kay** were also present. **Blackmore** and **Blessing** were not present because of illness.

Several items including RPO car repairs, Mark **Kothenbeutel's** difficulties in moving the ex-Milwaukee cars from South Dakota, an invitation to a former member to rejoin NRM, and an invitation to the new **director** of the Fremont Convention and Visitors Bureau were discussed.

One school **charter** for May and three for July are already booked.

Mention was made that some members have yet not paid their dues for the current year. This raises a problem of volunteer **insurance** coverage for those whose membership is not current.

Letters of thanks were to be sent to individuals who assisted in **re-railing** locomotive 1219 after a minor derailment January 29.

To insure that there is a designated local contact for NRM, treasurer **Angermund** will also have the title of Executive Director.

Concern was expressed that the citizens of **Hooper** were being informed about the changes that have occurred recently in the ownership of the track and the facilities in Hooper. President **Daniels** stated that he has been in contact with the Hooper City clerk.

Guest **Kay** reported that about 3000 brochures were handed out at the recent shows

and that a number of membership applications were collected.

A donation proposal from NRM member **Charles L. Sedlacek** regarding funding for repairs on the RPO car was accepted.

Josh **Kay** will serve as the crew training officer until Jeff **Blackmore** is able to return to that position. Dave **Mutthersbough** will have the position of safety officer.

PRESIDENT'S CORNER:

From President **Daniels** – “**Hi – Fellow Railroaders!**” He reports that NRM is awaiting new owner Mike **Williams'** crew to begin repairs on the track. He also reports that there may be another access created to the general railroad system to facilitate future car storage.

Midwest Locomotive is to furnish a technician to inspect the operating condition of locomotive 1219.

He reports that one of the NRM members has provided a **\$3000** donation to begin restoration of the RPO car, with a pledge to provide another donation of the same amount after review of the use of the first

A grant that was intended to facilitate repair of the **Davenport** Locomotive before its sale Mike **Williams** had been received from Union Pacific. There will be an effort made to see if the grant can now be used to repair other equipment still owned by NRM.

President **Daniels** indicates that Ms. **Shannon Mullen** of the Fremont Visitors' Bureau will be at the April BOD meeting to discuss funding and advertising opportunities for NRM. A meeting for her with the general membership is planned for a later date.

CREW TRAINING:

Training sessions for all who will be on train crews this year are scheduled to be held at the Fremont Depot from 1:00 – 3:00 PM on Saturdays, **April 9 and 23**. Attendance at one of the sessions is **mandatory** if individuals are serving on train crews.

TRAIN SHOW:

The next event is scheduled at the **Burke High School** in Omaha, April 16 and 17, sponsored by the Western Heritage Division, NMRA.

END OF TRACK:

The area railroad community was saddened to learn of the death of **William (Bill) Kratville**, a noted author, photographer, and railroad fan. He was at one time the owner of the **Auto-Liner** Corporation in Omaha which refurbished rail cars and he operated a **charter** train carrying UNL Husker football fans from Omaha to Lincoln. According to news sources, he had a library of some **300,000** railroad

photographs and was the author of over **20** books on railroads, many about the Union Pacific Railroad. Among the books is the ***Railroads of Omaha and Council Bluffs***, a definitive volume on the history of Omaha area railroads. He was a **photographer** for the Union Pacific and Amtrak, **founder** of the Durham Museum and the Omaha Press Club, and was employed in other civic areas in Omaha, including the mayor's office.

He passed away on March 14, 2011, of Alzheimer's disease.

UNION PACIFIC PROJECT:



(Photo by George Blessing)

Union Pacific Railroad has continued work on the Blair to Kennard portion of its double tracking project which will eventually provide a better route from Fremont into Iowa. This view east shows construction at Kennard where a retaining wall has been constructed on the north side of the present track to provide space. (See additional construction photos in the archived FLASH issues of October, November, and December, 2010, on the NRM Internet site.)

MUSEUM VISIT:

The Museum had visitors from **Cub Scout** packs on March 7. NRM members **David Fachman, Hunter Lafferty**, and **Shirley Angermund** hosted the event. Visits may be arranged for groups by calling the Depot office at least a week ahead of time.

THE INDUSTRY:

The freight railroad industry continues to show growth in 2011. **Higher speed** railroad ventures have suffered setbacks in several states when the new administrations have turned back federal funds allocated for that development, but those funds are being re-allocated to other states. The most ambitious project is in **California** where construction will start on a true high speed line to eventually connect Los Angeles and San Francisco.

The earthquake and tsunami in Japan reportedly destroyed several trains and the **highly electrified** rail systems in the entire country have been disrupted because of disaster loss of generating capacity.