

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

POINTS OF CONTACT:

Nebraska Railroad Museum (NRM) and Fremont and Elkhorn Valley Railroad (FEVR) depot office address is at 1835 N. Somers Ave., Fremont, Nebraska, 68025, (www.FremontRailroad.com), voice and fax - 402-727-0615 (office)

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 May 4, 2011. Present were BOD members **Eveland, Daniels, Swetnam, Blackmore, and Peterson**. Treasurer/ General Manager **Angermund** and guests **Charles L. Sedlacek**, and Mel **Cunningham** were also present.

(Note: The following information items are from the FLASH editor's meeting **notes** and not from the official meeting report.)

A proposal from one of the BOD members to **limit** the meeting time duration to one and one half hours was approved with the amended provision that the time could be extended by vote if necessary.

There was considerable discussion about **concerns** with the need for ROW repairs and improvements which should be addressed by the new owner. President Daniels reported that the owner apparently has a heavy workload and has been difficult to contact.

The **approvals** of the treasurer's report and of the minutes of a previous meeting were carried out.

Angermund emphasized the need to schedule help to clean and maintain the excursion cars.

The next meeting is scheduled for **June 1** at the Clarion Inn.

PRESIDENT'S CORNER:

"Hi Fellow Railroaders" - President **Daniels** reports that Shannon **Mullen**, Marketing Director of the Fremont and Dodge County Convention and Visitors Bureau, was unable to attend the Membership Meeting on May 11 and will try to reschedule. He gave a presentation of Abraham Lincoln and the

railroads.

He reports that **Prorail Nebraska**, a passenger rail advocacy group, wishes to meet at the NRM Depot in September.

EXCURSIONS BEGIN:

The 2011 excursion season began on May 22 and is scheduled to continue until the end of October. Trips of about 3 ½ hours go to the village of Nickerson and return.



OPEN FOR BUSINESS

Volunteer Richard Lumb ready at the depot gift sales counter.



INAUGURAL RUN TRAIN CREW

(l-r) Jeff Blackmore, engineer; Dave Fachman, in-train conductor; George Blessing, engine conductor; Dan Griffith, trainee.

The 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 June include charters on June 15 and June 23.

BNSF ACCIDENT:

There has been information in **TRAINS** publications about the accident near Red Oak, Iowa, in which a loaded eastbound 130 car coal

train ran into a stopped maintenance of way train carrying equipment just after dawn on **April 17**. The crew of the coal train was killed.

The crash destroyed the event recorder and camera in the lead engine of the coal train, but the recorder in the trailing engine indicated that the unit was **throttled up** shortly before the accident but that at no time were the train's brakes put into **emergency** before the **23 mph** impact.

The train, having passed **two approach signals** and a **stop and proceed signal**, should have been operating under a restricted speed condition where the train could have been stopped in **one-half the range** of vision of the engineer. Investigators performed tests which indicated that the range of vision was **1376 feet** when the standing train would have become visible.

The **NTSB** investigation may take up to a year to complete, but the contribution of crew impairment due to **fatigue** remains a present possibility.

(See also the archived April FLASH on the NRM Website)

ELSEWHERE:



Seen and photographed by an NRM member on another railroad.

An unusual type of **special** track work used where a lightly used track, such as a repair track, connects to a high traffic main line. The usual frog which produces a high maintenance discontinuity is replaced by a **ramp** which elevates (jumps) the flange of the wheel entering from the side track actually over the mainline rail and then drops it into the flange way of the main line track. The continuity of the mainline rail is not affected. See "**railroad jump frog**" on the Internet for more information.