

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025. SEPTEMBER, 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 September 7, 2011. Present were Treasurer/General Manager Angermund, BOD members Daniels (BOD president), Swetnam, Eveland, Porter, and Blackmore.

Not attending: D. Mutthersbough, Powers, Porter, Blessing, and Peterson.

Guests - Sedlacek, FLASH editor, Hunter Lafferty, David Fachman, and Bruce Eveland.

Since attendance would not permit official actions, there was discussion on several items. Blackmore volunteered to organize the effort to use previously resources to re-habituate to passing track in Nickerson (see article this issue for more information).

Daniels had visited the Boone and Scenic Valley Railroad and reported that they have installed a wheel chair lift on one of their passenger cars. He did not have further details. He was asked to try to get more information.

No further response has come from Mike Williams, the owner of the Fremont Northern Railroad (the railroad property sold by NRM and currently used for NRM excursions and the Fremont Dinner Train).

PRESIDENT'S CORNER:

President Daniels writes "We are going ahead with necessary repairs to the RPO car. The first thing is to protect it by painting the roof and fixing the window(s) that do not close properly. That would protect it from the elements. We also have to do brake work on it.

Other news is that a crew is cutting down the weeds and is preparing to repair the siding in Nickerson. There are other places on the

tracks that need light repairs

I gave a presentation to the ProRail Association on Saturday the 24th. It was well received and they donated \$100 to us."

(Editor's Note: Pro-Rail Nebraska (association) is a passenger rail advocacy organization. There were about 25 members of the group in attendance at the NRM depot meeting.)

NICKERSON REHAB:



NICKERSON SIDING 09/25/2011

NRM members, including Hunter Lafferty and Dave Fachman, (shown clearing weeds) began the repair of the Nickerson pass siding which has been out of use because of track problems. Shortly after this photo on September 25, a skid loader was brought in to assist the weed clearing. Track repairs include adding ballast, correcting cross level, and possible tie replacement.

30 tons of ballast rock was delivered later in the week and work continues.

The re-opening of this siding will again make it possible to run the locomotive around the trains and eliminate the current push-pull operation, which is especially undesirable under winter conditions.

TRESSPASSING:

Union Pacific is warning hunters about the dangers of being on railroad property. Besides being unlawful, it can be very dangerous. It is reported that as many as 830 people have been killed or injured in a year while trespassing on the railroads. Especially dangerous is the crossing of streams using the track on bridges.

UNION PACIFIC DOUBLE TRACK:

Work has continued thru the summer on the portion of the project between Kennard and Blair. Grading, the placement of ballast, and rail distribution for eventual installation has been occurring. Much of the railroad traffic control and crossing signaling hardware has been placed. Two views of on-going operations west of Blair are shown here:



WORK TRAIN AT HIGHWAY 91 09292011



CONSTRUCTION SIDING INSTALLATION SOUTH OF HIGHWAY 91

According to an article in the September 22 issue of the Enterprise edition of the Blair newspaper, there is still no date set for work to begin neither on the overpass needed in Blair nor on the Missouri River bridge for the second track which will be done at the same time.

Three miles of second track and three miles of passing track on the Iowa side of the river are scheduled for completion in 2012. The investment in the project will total \$300 million. 2011 Union Pacific capital investment will total \$3.3 billion.

The section of track being improved is a 29 mile stretch of the only single track in the Union Pacific trans-continental route. Heavy haul eastbound trains detour through Omaha and Council Bluffs, where there are street grade crossings, adding 25 miles and two to four hours to schedules.

ZEPHYR RETURNS:

With the cessation of the Missouri River flooding, much of the impacted BNSF routes have returned to normal operations. The access to Omaha directly from the south for the Amtrak Zephyr has returned. During the flood, when there was BNSF route Amtrak operation, there were bussing connections from Omaha

EXCURSION SCHEDULE ENDING:

The regular schedule of NRM excursion trains on Saturdays and Sundays, boarding at the Depot at 1835 N. Somers Ave. at 1:00 PM, will end with the last train on Sunday, October 30. Charters will continue to be available, subject to operating conditions.