

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025, APRIL, 2012

## POINTS OF CONTACT:

Nebraska Railroad Museum (NRM) and Fremont and Elkhorn Valley Railroad (FEVR) depot office address is 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](mailto:nptchm@hotmail.com).

## BOARD OF DIRECTORS:

The NRM Board of Directors met at the Clarion Inn in Fremont on April 4, 2012. Present were Treasurer/Executive Director Angermund, BOD members Daniels (BOD president), Swetnam (BOD Secretary), Eveland, Blessing, and Fachman.

Not attending: Blackmore, Mutthersbough, Peterson, Powers.

Guests: Charles L. Sedlacek, Mel Cunningham, Bruce Eveland, Hunter Lafferty, Mark Kothenbeutel, Schecklman and Associates.

## Announcements:

The Internet sale of the Day out With Thomas™ merchandise still left with NRM as approved for Mr. Schecklman, a local merchant, has resulted in income to NRM of \$407.69 and is continuing.

The information previously presented concerning salvage of the track to Hooper has been found to be **incorrect** as verified by the owner's office. *(The owner has subsequently presented an update on his track repair plans for the near future. The previous improvement schedule was delayed by urgent attention to a recently acquired line in another state.)*

The revision and editing work done by Charles L Sedlacek on the Bylaws document was recognized.

## Other BOD actions:

A lien of \$10000 by a member on the small Baldwin locomotive made as a result of its acquisition was approved for repayment.

The Bylaws Committee was instructed to prepare a **final** document for approval at the May BOD meeting.

President Daniels was authorized to set

up an appointment to **meet** with the owner of the track.

The consensus of the BOD was to do work on the track sufficient to be able to **continue** current operations until the owner does more extensive work.

There was an approved motion to **cancel** all the instructions approved at the previous BOD meeting regarding movement of railcars from Hooper.

The manager of the Fremont Dinner Train was asked to express his **concerns** about the current status of the railroad as was the owner of the climate controlled excursion cars used by NRM.

A motion was passed to send a letter to the current owner of the Hooper facilities to ascertain the **status** of the donation back to NRM which is part of the sales agreement.

A motion was passed to contact the Soil Conservation Service and/or the EPA with the concerns about the apparent drainage **ditch** which was excavated on the right of way south of the US 275 crossing.

## PRESIDENT'S CORNER:

President Daniels writes:

"The Committee should present the draft of our new constitution to the Board at the May meeting. It will then go to the membership for their vote. Josh Kay will be forming a group to do track work on Saturday, May 5. Everyone to meet at the depot at 10 AM."

## BYLAWS COMMITTEE:

The suggested modifications made by BOD members prior to the April meeting have been incorporated into the current draft. The Committee would like to see the Constitution and Bylaws document become **effective** June 1.

## TRACK WORK:

As mentioned by the President, there will be a track repair job **briefing** at 10 am, on May 5 at the depot. Attendance at the briefing is necessary for safety requirements. Workers should bring sturdy shoes, preferably with steel toe protection, long trousers, work gloves, hard hats, and eye protection. NRM may be able to provide some hard hats if needed.

## UNION PACIFIC:

The tour of the train traveling through the system with the artifacts pertaining to the "150" celebration was **unpleasantly** interrupted at Mt. Pleasant, Texas, when the train headed by steam locomotive 844 with the diesel Missouri Pacific Heritage locomotive in the consist was **unable** to stop and went two miles beyond the scheduled point. Apparently, the diesel did not throttle **down** as was expected and kept moving the train.

The event was well publicized on the Internet with multiple posts and videos. In the effort to **stop** the train, braking apparently was applied to the drivers on 844, causing them to slide, producing flat spots on all drivers. Hand held remedial grinding was attempted, but finally it was necessary to remove the 80 inch drivers with axles and send them to two shops having equipment to **turn** the wheels. All drivers must have exactly the **same** diameters on a steam unit because of the mechanical connections between them.

As last viewed on the Internet, 844 was at a short line at **Georgetown**, Texas, over a pit with drivers gone.

Another **incident** occurred at Georgetown when the "**stair car**" box car that travelled with 844 either rolled into the path of a local switch train or was struck by a derailling gondola in the train, very badly damaging the car.

The diesel unit, apparently providing **protection** in case of an 844 malfunction and probably providing part of the **tractive** effort for the train, saving fuel and water resources for 844, was unmanned but had apparently performed as intended under **mu** control from 844 in previous parts of the trip. Whether the stopping problem was due to equipment **failure** or operational **error** will be determined in investigations.

There is still no published timeline for an 844 return to service, although it is likely that the unit and train will again be stationed near the **College World Series** in Omaha in June. See the Union Pacific website for more information. In the interim, the "150" tour is being led by the company's **E9** heritage diesels.

## GOOGLE MAP:

A very recent satellite scan provides an excellent view of the Kennard area track work.

## CHARTERS AND EXCURSIONS:

Charters are currently scheduled for the following dates:

**May 3** – Little Pilgrims Preschool  
Bennington Preschool

**May 10** – Home School Group

**May 11** – St John Lutheran School

**May 18** - Chicago and Northwestern  
Historical Society

**Charters** available by reservation. See Points of Contact at the start of this publication.

**Excursions** are scheduled to start Sunday, May 27, boarding at the Depot at 1835 N. Somers Ave, Fremont, Nebraska, at 1.00 PM. Thereafter, excursions will operate from the Depot at the same time every Saturday and Sunday until the end of October.