

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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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)

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 December 12, 2012. (the BOD meeting date was postponed one week to allow the return of the corrected ballots - see the November 2012 Flash)

Present were Treasurer/Executive Director **Angermund**; BOD members **Daniels** (BOD president), **Swetnam** (BOD Secretary), **Blackmore**, **Blessing**, **Fachman**, and **Eveland**.

Absent: **Petersen**.

Guests: **Charles L. Sedlacek**, **Mel Cunningham**, **Hunter Lafferty** and others - this was a combined meeting including general membership.

The **Treasurer's** report was approved. The status of several insurance premiums and the projected costs of possible movement of NRM rolling stock from Hooper were presented.

It was announced by President **Daniels** that certified letters were sent to two individuals concerning their **removal** from BOD membership and that no response was received from either.

Several NRM business **documents** were to be placed in the custody of Executive Director **Angermund** by outgoing President **Daniels** after the meeting.

The corrected returned **ballots** for the three vacated BOD positions were counted. There were three listed candidates and one write-in. The individuals that will fill the positions are: **Charles L. Sedlacek**, **Hunter Lafferty**, and **Allan Love, Sr.**

A motion to require that the individual in charge of maintenance of way operations be required to **submit** reports of expenditures and planned expenditures on a specified schedule was passed.

A motion to designate **Jeff Blackmore** and **Josh Kay** as representatives at several area train shows was passed.

Outgoing BOD members **Daniels**,

Eveland, and **Peterson** were thanked for their past service.

RAILROAD ON THE HIGHWAY:

The recent move of the Fremont Dinner Train to Kansas was accomplished by highway transport of each car. While the needed equipment was in the vicinity, a privately owned car in storage at the Hooper, NE yard was moved to a different destination using the same process.



The car is moved on its rail wheel trucks to a place accessible to a mobile crane. The car is lifted at one end and the rail undercarriage is replaced with a rubber tired assembly similar to that used by house movers. The other end is then lifted and fastened to a semi-trailer unit and the car becomes in effect a "trailer". The rail truck assemblies are transported separately. At the destination, the process is reversed.



The completed assembly moves on the highway using an approved route assuring that needed clearances and weight capabilities exist. The hours and days of the week that the move is allowed are also specified.

(Photos by Bryan Eckert, forwarded by Hunter Lafferty)

THE INDUSTRY - PASSENGER RAIL:

Long distance **passenger rail** has not been a significant means of travel in the United States since the 1960's. This is not the case in other parts of the world. According to recent information from the *Train's* magazine Newswire, a new high speed rail line was scheduled to open December 26 in China. The 1425 mile line stretches from Beijing to the southern province of Guangdong, allowing speeds of **185 mph**, and completing the trip in 8 hours. According to the article, China has invested **\$81.1 billion** equivalent in railroad

infrastructure and equipment in the first 11 months of 2012. High speed rail in China has not been without problems, such as the 2011 rear end **collision** supposedly due to a signal malfunction that killed 35 and injured hundreds. (Editor's note: *The rapid Chinese construction and high investment is facilitated by the dubious advantage of a dictatorship in making rapid, unchallenged decisions! Because of the studies, legal challenges, and like obstacles, it has been estimated that the building of the US transcontinental railroad which was approved in 1862 and finished in 1869 would take more than 50 years today.*)

The proposed high speed line connecting Los Angeles and San Francisco remains largely a matter of **contention** with any possibility of some construction only in Central California. The highest speed lines, like those in China, must have a separate isolated corridor with the needed radius of curves as great as **5 miles**.

Again, from the **Trains** source, the FRA is said to have approved a much lower "high speed" line from Chicago to St. Louis using ex-Rock Island trackage. The state of Illinois has been aggressive in pursuing funding, receiving more than **1.4 billion** dollars for the project. Test runs of **110 mph** have been conducted over short sections, with added construction enabling that speed over 70 % of the line by 2012. (Note: Your editor has travelled on the Pennsylvania Railroad at a then not unusual 90 mph in the 1950's)

With much more modest speed expectations, the proposed passenger travel across Iowa using the Iowa Interstate - former Rock Island - track passing through Des Moines and roughly parallel to I-80 - remains under discussion according to a recent article in the Omaha World-Herald. The higher speed path to Chicago beyond Iowa from Moline, Illinois, is expected to be completed in 2015. Funding, both in contribution to initial cost and for continuing obligations, remains an Iowa consideration.

The western terminus would most probably be in Council Bluffs because of likely wait times due to the heavy use of the railroad bridge to Omaha.

The competition of the resurgence of lower cost inter-city bus service is another factor in the situation.

CHARTERS AND EXCURSIONS:

Excursions and charters are scheduled to return in the spring of 2013.

For more information see the NRM site at www.FremontRailroad.com