

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM  
1835 N. SOMERS, FREMONT, NE 68025, JANUARY, 2012

## POINTS OF CONTACT:

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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](http://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 January 4, 2012. Present were Treasurer/Executive Director **Angermund**, BOD members **Daniels** (BOD president), **Swetnam**, **Eveland**, **Blessing** (BOD Secretary), **Fachman**, **Peterson**, **Blackmore**, and **Powers**.

Not attending: **D. Mutthersbough**

**Announcements** were made by President **Daniels**. Members **Mel Cunningham** and **Ambrose Hugo** have attained 25 year memberships in NRHS. They will be presented the official letters and commemorative pins at a future meeting.

There has been no further communication from either the track owner nor from the FRA.

Following the nomination and voting processes, it was announced that President **Daniels** and Vice President **Blackmore** had been re-elected. **Richard Swetnam** was elected to the position of Secretary replacing **George Blessing** who chose not to continue in the position (*Editor's note: NRM appreciates the long tenure and efforts of Mr. Blessing as Secretary*).

**Shirely Angermund** agreed to remain in the appointed position as treasurer. She will not continue as excursion car attendant, however.

**Fachman** and **Blackmore** were to draft a letter concerning the possible donation of a locomotive.

## PRESIDENT'S CORNER:

President **Daniels** writes:

"We are continuing to pull the Fremont Dinner Train during the winter months. That helps our revenue line for the winter months.

We have to begin thinking of preparing for the season. Our coaches need a thorough cleaning and repair. Work should proceed on the RPO car to bring it up to better standards. Windows need repair and the interior could use a fresh coat of paint. Should the Board want, the car could be restored more by assuming the original paint scheme."

## CONSTITUTION BY-LAW COMMITTEE:

The Committee met at a residence in Fort Calhoun, Nebraska, on Sunday, January 8, to review a draft of the document. A computer projection monitor was used so that suggested changes could be continuously incorporated. The new draft has been circulated among the committee members via Internet for further review and comment. The document is due for presentation to the BOD at the March 2012 meeting.

## TRAIN SHOW:

NRM had a display table at the **Great American Train Expo** at the Mid-America Center, Council Bluffs, Iowa, on January 28 and 29.

NRM members **Josh Kay**, **David Fachman**, and **Hunter Lafferty** and **Bruce Eveland** (Fremont Dinner Train) participated in the event. It is reported that 600 brochures were distributed and that there was a high degree of attendee interest in the coming summer railroad events.

## SHELDON RAILROAD EXHIBIT:

The exhibit "Railroads and the Making of Modern America" is open through May 20 at the **Sheldon Museum of Art** located at 12<sup>th</sup> and R streets on the UNL City Campus. The exhibit features ways in which artists captured ideas based on the railroads.

According to UNL Internet news, the exhibit coincides with the publication of the book "*The Iron Way: the Civil War, Railroads, and the making of Modern America*" by William Thomas, professor of history at UNL who organized the exhibit.

An O scale model train will operate during the exhibit. More information at <http://www.sheldonartmuseum.org>.

*Editor's note: UNL engineering and engineering technology faculty and students have participated in research projects with several railroads, including the FEVR.*

## UNION PACIFIC DOUBLE TRACK:

The work on the **Blair to Kennard** double-track project has been covered in many of the recent issues of the FLASH because it is a local example of modern rail construction and of its importance as the last link to be double tracked in that railroad's direct east-west route.

The January 24th and 31st issues of the Blair **Pilot- Tribune** newspaper have featured front page articles on the project. These mention the near-complete trackage from Blair to Kennard and the start of work from Kennard to Arlington which will be a major project in 2012. The Elkhorn River bridge will be replaced before project completion.

The segment through Blair and across the Missouri River will be **last**, probably in the 2014 time frame. Because of the urban setting, the highway US 75 overpass, and the river bridge, this segment will probably be the most **complicated**.

The plan is to use the present bridge, with new track on the south side of the present track but with a change to the north side at about the intersection of **Blaine Street** and **Marina Drive** (at about the start of the curve in the photo here).



East view from the River Road crossing in Blair of the start of the approach to the Union Pacific Missouri River bridge – top of bridge span just visible above trees top right of photo.

The bridge currently in use was completed in **1924**, replacing the first built in **1883**. Up to the earlier date, Blair had rail connection to Fremont, to Omaha, and some to the north, but crossing the Missouri was by car ferry or in the winter by ice bridge. Neither method was dependable or adequate.

The 1883 bridge was built on **stone piers** of rock from Minnesota and these piers were found to be in good condition for re-use in 1923.

Older bridges like this and the **1916** Union Pacific bridge in Omaha were built to withstand the weights, wheel slippage, and inherent driver unbalance of **steam** locomotives and hence have long useful lives.

For a very complete description of Blair bridges see the **Blair Historic Preservation Alliance** on the Internet.

## CHARTERS:

NRM charters will continue to be available by reservation, subject to operating conditions.