

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025, JULY, 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.

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 July 11, 2012.

(The meeting was delayed one week because of the July 4th holiday and was combined with the usual membership meeting.)

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

Absent: **Blackmore**, **Peterson**, **Powers**, and **Mutthersbough**.

Guests: **Charles L. Sedlacek**, **Mel Cunningham**, **Bruce Eveland**, **Dan Griffith**, **Mark Kothenbeutel**, **Mr. and Mrs. Allan Love**, **Matt Love**, **Bud Miller**, **Josh Noell**, and **Hunter Lafferty**.

Announcements:

A copy of the new Constitution and Bylaws has been sent to NRHS, but the copy sent to the Nebraska Secretary of State was returned since that office does not file Bylaws documents. *(The new rules became effective July 1.)*

There has been no communication with **Mr. Williams**, the track owner.

Ms. Angermund requested volunteers to help with the John C Fremont Days weekend.

BOD actions:

The treasurer's report was approved by unanimous vote.

There was extended discussion regarding the ex-Milwaukee Road cars owned by member **Mark Kothenbeutel** which have been used in air conditioned excursion service. These have not been available for recent excursion trips.

Mr. Kothenbeutel explained that there is a **lack** of NRM personnel to operate the units

and that he has other commitments that prevent him from always being available. He further said that he would train persons if they were available. President **Daniels** indicated that such individuals are not provided by the NRM contract with **Mr. Kothenbeutel**.

A motion to **table** further discussion on the subject to the next BOD meeting passed with one abstention.

BOD member **Fachman** said that there was an ex-CNW lounge car available for purchase at a reasonable price. A motion to investigate a purchase was passed.

PRESIDENT'S CORNER:

President **Daniels** writes:

"It is critical that we do some track work this summer. I must report on the progress to the FRA at least once a month. So please consider helping. The more who help, the faster and easier the work will get done. Josh Kay is in charge of this project.

The RPO car is almost finished. Some floor painting is left at this date, and we want to cut the shrubs along the tracks before going to the expense of lettering. We should have the floor done shortly. Josh Kay and another did some shrub cutting a few weeks ago. More has to be done."

RPO CAR RESTORATION:

Member **Schreiber** wrote in response to the June 2012 FLASH article on the restoration of the NRM RPO car *(where the mention was made that there are only three others like the NRM unit remaining)*:

"Actually there is one more RPO. Colorado Railroad Museum has an ex FW&D twin which was a Burlington subsidiary. It too is on display and intact. Built same year and month by AC&F."

The FLASH appreciates the additional information.

JOHN C. FREMONT DAYS:

Fewer than 200 riders participated in the excursion travel during the celebration. The very hot weather and the fewer trips undoubtedly contributed to the deficit.

TRACK WORK:

Hot weather continues to complicate the track repair work, especially when it is performed in NRM's true **historical** style – without power tools. However, taking advantage of a brief period of cooler weather, NRM members **Richard Swetnam**, **Josh Kay**, and **George Blessing** and FDT manager **Bruce Eveland** replaced ties and secured rail on July 28.

Since the local track is all **jointed** rail, which typically has a space between rail ends at

the joint bars, there is not as severe a heat problem as that experienced by railroads with continuous welded rail (**cwr**). The cwr can form "sun kinks" where rail which has been restrained from heat related expanding may bow outward causing a serious gage defect. In very cold weather, cwr can pull apart due to restrained contraction.

OTHER RAILROAD NEWS:

From the **Abilene (Kansas) and Smokey Valley Railroad Association (ASVRR)** Summer 2012 Newsletter: A knowledgeable visitor there reported that the situation where the Union Pacific **844** locomotive publicity train was unable to stop at a designated location in Texas was due to a **short** circuit in the mu wiring connection to the unmanned diesel in the consist. This caused the diesel to **push** the train at full power while 844 continued to try to **stop** the train. Just before the eventual stop, the 844 drivers **slid** a few feet, causing **flat** spots, which made it necessary to send the wheels to repair shops. Repairs were made in a few days.

From the **North American Railcar Operators Association (NARCOA)** July-August 2012 *Setoff* publication: The NENE (Nebraska Northeastern Railroad) line from near Sioux City, Iowa to O'Neill, Nebraska, has been **bought** back by the BNSF which had sold it to NENE in 1996. Plans are to repair the line and run unit grain trains.

Carl Schneider, who reports for Area Seven of NARCOA (IA,NE,SD,ND), expressed the car operators' disappointment because typically there was an annual two-day trip on the NENE. NENE was headquartered in Osmond, NE. *(Area Seven riders have used the Hooper-Fremont tracks.)*

From **TRAINS** magazine *Newswire*: Short line and regional operator **Genesee and Wyoming** will purchase another such operator, the **RailAmerica**. The intent is to diversify operations. The combined unit will operate 108 lines in North America and 3 in other countries. The transaction is still subject to regulatory approval.

CHARTERS AND EXCURSIONS:

Excursions are boarding at the Depot at 1835 N. Somers Ave, Fremont, Nebraska, at 1.00 PM every Saturday and Sunday until the end of October. Climate controlled cars are **not** available Saturdays.

For more excursion and other railroad information the see NRM site at www.FremontRailroad.com

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