

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

BOARD OF DIRECTORS:

The NRM Board of Directors met at the Clarion Inn in Fremont on September 5, 2012.

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

Absent: **Blackmore**, **Powers**, **Petersen**, and **Muthersbough**.

Guests: **Charles L. Sedlacek**, **Mel Cunningham**, **Bruce Eveland**, **Jarad Chrisman**, **Wes Chrisman**, and **Hunter Lafferty**.

Announcements:

Fachman announced that he would be resigning at the end of the meeting because he is leaving for employment with the Union Pacific Railroad.

Guest **Chrisman** said that he and another individual would be willing to compose a letter to the Union Pacific regarding the possibility of obtaining assistance.

President **Daniels** reported on conference call in which he participated with track owner Williams and FRA officials regarding needed track repairs.

The FRA individuals indicated that both the track owner and the operator (NRM) share responsibility in maintaining the infrastructure in an operable condition. **Williams** indicated that his crew would begin repair in 30 days (*presumably from the date of the call*). His plans include removable of the diamond with the BNSF and the building of a depot in Nickerson (*Editor's note: obtaining a building permit for a depot might not be possible because the location would be adjacent to an agricultural ammonia storage and distribution*

center).

Blessing reported that the Fremont Northern Railroad (the track owned by Williams) is again registered with the State of Nebraska in good standing with **Jim Lennon** of Norfolk, NE, being the registered agent.

President **Daniels** stated that if repairs needed are not carried within a 45 day time frame the track will be shut down.

Guest **Eveland** suggested that the Greater Fremont Development Council be contacted for possible assistance.

New business:

A motion was passed to contact the Greater Fremont Development Council for help.

There was agreement that any proposed letter to the Union Pacific be brought to the next BOD meeting for review.

PRESIDENT'S CORNER:

President **Daniels** writes (September 24):

"We are waiting for a conference call with the Regional Director of the FRA. From what I learned on September 24th, he will be back in the office on the 28th or afterwards. As of this writing, we have (not) seen or heard from Mike Williams. He still has a little over a week to begin track repairs. I am sure all of you know that the Dinner Train will end operation probably sometime in October."

NARROW BAND RADIOS:

All of the FM narrow band radios required by the FCC starting in 2013 for NRM railroad operations have been acquired and most are in operation.

Thanks to the efforts of members **George Blessing**, who is an ebay "expert" and **Mel Cunningham**, who is the NRM signal maintainer and FCC licensing liaison, the acquisitions have had the total cost of **\$1600.00**. The estimate for new unit acquisition was in excess of \$11000.

The compact units replace the old units, some of which still used vacuum tubes. A spare mobile unit was included.

The units are not digital compatible but there is no FCC deadline for such a change. Since there is the need for radio compatibility for all railroads in North America and the change to digital would necessitate the replacement of all radio equipment on every railroad, such a deadline is unlikely for a very long time.

Since FM radios, like both broadcast and those in use by railroads, use the change in frequency to transmit intelligence, being able to do so with less change (narrow band) it is possible to add more channels in a given

frequency spectrum. None of the current railroad channel designations have been changed but there will be the capability of adding new channels.

Scanners, such as those used by railfans, manufactured in the late 1990's on should be compatible with narrow band communications.

FREMONT DINNER TRAIN:

The cessation of operations here appears possible in the near future. Inquiries should be made to its office at 402-727-8321.

UNION PACIFIC DOUBLE TRACK:

The segment of the project from near Blair to Kennard has been in use for the greater part of 2012. The segment from Kennard to Arlington has been largely prepared for track laying.

There is a current controversy about the relocation of an agricultural ammonia fertilizer plant located in Arlington south of the present track. The owners wish to establish a location in the county southeast of town over one mile away. This has released much protest from adjacent property owners. The proposed location is on a gravel road. At the present time, Washington County has not granted any zoning changes to make the move happen.

1702:

Long time members of NRM will recall that steam locomotive #1702 operated on the railroad in the late 1980's. It left to new ownerships, finally arriving in 1996 at the Great Smokey Mountains Railroad now headquartered in Bryson, North Carolina.

At one time it was converted to roller bearing running gear, but later restored to original bearings.

It has been out of service for a considerable time and now sits partially disassembled.

In another case of support for tourist railroads, the local county will supply \$700,000 for restoration, with funding from a lodging tax over a fifteen year period.

The railroad is operated by American Heritage Railways which also operates the Durango and Silverton in Colorado.

CHARTERS AND EXCURSIONS:

Excursions are boarding at the Depot at 1835 N. Somers Ave, Fremont, Nebraska, at 1.00 PM every Saturday and Sunday

NOTE: The last regular excursion for 2012 is scheduled for Sunday, October 28.

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

Charters available by reservation.