

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM
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POINTS OF CONTACT:

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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 January 9, 2013 (the BOD meeting date was postponed one week for the convenience of the members)

Present Treasurer/Executive Director **Angermund**, **Swetnam** (Secretary), **Blackmore** (Vice President), **Blessing**, **Fachman**, **Lafferty**, **Sedlacek**, and **Love**.

Absent: **None**.

Guests: **Mel Cunningham** and **Bob Grosec**.

The **Treasurer's** report was approved. A request for some reimbursement from **Mark Arnold** concerning additional expenses he had encountered relative to the removal of his rail car from the engine house in Hooper where it had been stored for some years was announced. (See photo of this car being transported in the December, 2012 FLASH)

Property tax notices on the infrastructure purchased by **Mike Williams** were to be forwarded to him.

The payment of \$11,000 for the annual liability policy was approved.

The election of BOD officers was held. **Angermund** agreed to serve as treasurer but indicated she could no longer be involved in helping with excursion/charter operations. **Swetnam** was reelected as Secretary, **Blackmore** as Vice-President, and **Fachman** was elected as President.

A verbal request for rental space in the museum by the owner of a local hobby shop was considered. This owner was to be informed that a written request would be considered at the next BOD meeting.

Former BOD member **Dennis Wallen**, who now resides out of Nebraska, was appointed as an **Acquisitions and Development Consultant** for NRM.

A motion to suspend further expenditures on track maintenance material until the future

status of the ROW was more clearly known was passed with the stipulation that any purchase encumbrances already in place would be honored.

Josh Kay was appointed as **Maintenance of Way Supervisor** and **Mel Cunningham** was appointed as **Superintendent of Communication and Signals**. Each was to be given a "petty cash" budget for needed small purchases. Thanks were expressed to **Kay** and other volunteers for past efforts in ROW maintenance.

The next meeting of the BOD will be on February 6, 2013.

TRAIN SHOWS:

NRM will be represented at the **Great Train Expo** in Council Bluffs, Iowa, on February 2 and 3 at the Mid-America Center. The event is open 10 AM - 4 PM both days with admission rates of \$9 for adults and children under 12 free. This expo is a travelling event visiting many cities nationally each year.

The emphasis is on the model train avocation with operating layouts, how-to-demonstrations, and equipment vendors. NRM will have a table featuring its excursion and charter operations.

Another significant train show occurs at the **Lancaster Event Center** in Lincoln, Nebraska on February 16 (9am-4pm) and February 17 (10am-4pm). Admission is \$7 for adults, \$5 for Seniors, and free for children under age 12 with paid adult. The hosting organization, the **Lincoln Area Railway Historical Society**, under a slightly different name, used to have displays on the second floor of the Industrial Arts building on the **State Fair Grounds** (now the University of Nebraska-Lincoln Innovation Center) until the building closed in the early 2000's.

Visitors to the fairs in Lincoln may recall the vintage Roca, Nebraska, depot there. When the grounds closed the depot was acquired by the society and is now at the **Event Center**, undergoing restoration. The society maintains a very interesting Internet site which gives the history of this building.

Model train layouts, 150+ vendors, clinics, raffles, and contests are among the advertised features.

It is not known at the date of this publication if NRM will have available personnel for representation at the event.

QUIET ZONES:

According to the January 25 *Washington County Enterprise*, the installation of quiet

zone railroad crossings at the five Union Pacific **grade** crossings within the city of Blair has again come under discussion. These are crossings at which locomotives do not **sound** horns as prescribed in usual operating rules. Depending on the situations at each crossing, highway traffic may be controlled by barriers only to prevent vehicles from going around gates or may need to have crossing mounted **directional** horns in addition. Of the five crossings in the city, two would need the added horns at **\$150,000** each. There is an additional crossing at the west edge of the city on a state highway which would not be considered.

Approval of the project by federal, state, and railroad agencies would be needed and the installation would need two to five years to implement.

The topic has emerged once again probably because the railroad through Blair will be **double** track after the completion of the Fremont to Missouri Valley track project. This will bring the possibility of the extra hazard of simultaneous **bi-directional** train movements at crossings.

(Editor's note: the crossing accident last summer in Midland, Texas, which took the lives of several Purple Heart veterans, occurred in a quiet zone. Although the investigations are not complete, the accident appears to be caused by the presence of a truck trailer which had not cleared the crossing. A contributing factor might have been that there was no sound when the train crossed other quiet zone crossings. When train horns sound repeatedly at closely spaced urban crossings there are de-facto warnings that may be heard when a train is still at an extended distance.)

THE INDUSTRY:

Information from **TRAINS** magazine shows that BNSF intends to spend **\$4.1 Billion** on capital projects in 2013. Included is the replacement of 4,017,000 wood ties, 155,000 concrete ties, 903 miles of rail, and 210 bridge projects. Of the bridge projects, a major project included is the new **bridge** across the Missouri River at Plattsmouth, Nebraska. The present bridge is the major **obstacle** standing in the way of completion of double track between Ashland, Nebraska and Pacific Junction, Iowa. The sharp old track **curve** on the Nebraska side of the bridge was alleviated some years ago.

CHARTERS AND EXCURSIONS:

NRM **excursions** and **charters** are scheduled to return this Spring. More information at www.FremontRailroad.com.