

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025, JULY, 2013

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.

BOARD OF DIRECTORS:

(Note: the following is not the official meeting report. Only the approved meeting minutes sent to NRM members is the official report.)

The NRM Board of Directors met at the NRM Depot in Fremont on July 3, 2013. All Board members and Treasurer/Executive Director **Angermund** were present.

There were no guests.

Treasurer **Angermund** presented her report which was approved.

The Board went into Executive Session for a period and then exited.

It was moved to temporarily suspend all railroad operations, the main reason being the FRA mandated needed track repairs yet to be performed. The motion passed by unanimous vote.

It was further moved to reduce expenditures during the period of suspended operations. An example is the reduction of liability insurance costs during that period. The motion passed by unanimous vote.

The meeting adjourned at 9:00 PM.

EXECUTIVE DIRECTOR:

From Board President Fachman on July 19, 2013: The Board of Directors of the Nebraska Railroad Museum would like to announce that it has asked **Dennis Wallen** to serve as its new Executive Director.

Dennis is a current chapter and NRHS member, past board member (2009-2010) and past president (2010). Dennis will return to Nebraska in early October to begin his official duties but has offered to assist in the position by phone and email until then.

Shirley Angermund, our past Executive Director, has indicated her desire to reduce her day-to-day involvement with the affairs of the Museum and the Board wishes to express its deep gratitude and appreciation for all she's done for the NRM and FEVR over the years

Shirley has gone above and beyond the call of duty on many occasions and the Board thanks her for her loyalty and devoted service.

RPO CAR:

The RPO car now has the lettering applied to resemble its



(Photo by FLASH Editor)

Burlington heritage. This car, the only one of its series to have been

in recent regularly **scheduled** excursion service, has had the improvements made possible through support from a grant from the Union Pacific Foundation, private donation, and hard work by NRM volunteers. For more on the RPO restoration, see the June and July 2012 issues of the FLASH on the NRM website.

TRACK WORK:

On July 23, a group of **workers** from one of the track owner's companies was in Fremont with a small quantity of ties and mowing equipment. This is not likely to affect NRM's decision to suspend excursion operations for the season since the scope of the repair operations is not presently known.

23RD STREET OVERPASS:

From the Fremont Tribune: The construction of an overpass for West 23rd Street in Fremont which was approved by Fremont voters in 2008 again has received the attention of the City government. This overpass would **eliminate** the grade crossings on 23rd, Somers Ave. and Linden Ave. An overhead pedestrian structure would be provided at Linden. State and federal officials want to see the 23rd street project started in 2017.

As planned, the BNSF track at 23rd would be moved closer to the former FEVR track to provide overpass clearances. A preliminary **agreement** shows that project costs would be met with \$7.5 million from state and federal funds, \$2.3 million from the city, \$600,000 from BNSF, and \$600,000 from Williams Salvage Company (affiliated with the new owner of the former NRM/FEVR track).

See the FLASH December, 2007, and the January, 2008, issues on the NRM website for more background on the overpass.

CLOSING:

From the Fremont Tribune: The Fremont Clarion Inn (formerly known as the Wilderness Lodge) where NRM held many of its Board meetings has **closed**. Its future is presently unknown.

BAD JULY FOR RAILROADS:

Three accident events in July did not promote public confidence in rail transport of passengers or freight.

July 6: A *Montreal, Maine, and Atlantic* train that had been standing without crew on the railroad's line began moving nearly seven miles down a 1.2 percent grade at about 1:00 AM toward Lac-Mégantic, a Quebec town of about six thousand inhabitants near the border with Maine. After entering the town at over 60 mph near the business district the train derailed with 72 tank cars of crude oil, with at least 5 **exploding**. The blasts and fires wrecked at least 30 downtown buildings and killed 47 people. Investigations are underway.

July 13: A French passenger train travelling at 85 mph derailed near Paris, claiming six fatalities, apparently due to a track **defect**. Thirty passengers were hospitalized and more than 190 were treated at the accident site.

July 24: A high speed Spanish passenger train capable of 155 mph entered a lower speed track section and derailed in the northwestern city of Santiago de Compostela. The train entered the lower speed section where there was no automatic control at over twice the **safe** speed of 50 mph and derailed, killing at least 80 at the site and with at least 95 still hospitalized the day after. The train driver (engineer), who survived with minor injuries, was experienced but may have been **distracted** when he answered a company telephone call. More information on all on the Internet.

CHARTERS AND EXCURSIONS:

Excursions and charters are not available for this season.