

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM
1835 N. SOMERS, FREMONT, NE 68025, MARCH, 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 are the official report.)

The NRM Board of Directors met at the Clarion Inn in Fremont on March 6, 2013. Present were: Treasurer/Executive Director **Angermund**, **Swetnam** (Secretary), **Blessing**, **Blackmore** (Vice President), **Fachman** (President), **Lafferty**, **Sedlacek**, and **Love**.

Absent: **None**

Guests: **Mel Cunningham** and **T.J.Foster**.

Treasurer **Angermund** presented her report which was approved. She also mentioned that NRM is still on the waiting list for State emergency fund assistance in cleaning out contamination out of the small shed in Hooper (*Editor's note: contamination was the result of activities by a predecessor railroad.*) She further explained liability insurance matters and the high depot utility bill undoubtedly due to a depot water leakage.

The updated visitor, volunteer, and train crew agreement documents were approved.

Sedlacek brought up the subject of improving the surroundings of the depot. It was agreed that a contact should be made with Midland University to determine if there was a **landscaping** class which might develop a master plan that could then be used to solicit support for a renovation project. It was also suggested that an art class might create **murals** for the depot exterior.

The procurement process for **computer** equipment for the depot office had been essentially completed with funds donated by a BOD member. The installation will commence as soon as personnel are available.

The **advertising** in TRAINS magazine was discussed and approved. (See more information in this FLASH issue)

Cunningham (Superintendent of Communication and Signals) reported that crossing devices on the highway US 77 east of Hooper were badly **damaged** on February 15. The sheriff's investigation had begun. Initial

investigation suggested that the damage might have been done by a snow plow.

Mechanical Department Supervisor **Lafferty** reported on maintenance work done on locomotive 1219 and on the excursion passenger cars.

Further information on the liability protection afforded by NRM **insurance** policies was requested by a BOD member and was provided by **Angermund**.

President **Fachman** reported on his assessment of NRM rolling stock in Hooper. It appears that at this time only the inoperative tamper would be a candidate for sale. **Sedlacek** suggested that painting the sides of the box cars there would improve their appearance.

The upcoming operating **season** and preparation for it was discussed. Several options for obtaining ties were discussed and will be explored.

Sedlacek reported on the status of the NRM business plan under development.

The next BOD meeting is scheduled for April 3 at the Clarion Inn.

IDENTITY:

As expressed by NRM President **Fachman** in an interview published in a recent issue of the Fremont **Tribune**, NRM has long been confused by the public as being part of the operation of the former dinner train that was based in Fremont. The NRM **never** was part of that dinner train operation as was also true of the Fremont and Elkhorn Valley Railroad, the operating entity of NRM. NRM provided motive power, trackage, and associated operating crew under a contractual arrangement only.

NRM has undertaken a concerted **effort** to rectify the public's misunderstanding. On a national level, the following **advertisement** will appear in the Trains magazine's 2013 June, July, August, and September issues tourist directories (*these have a release date about one month ahead of the cover date.*)

NEBRASKA **FREMONT**
NEBRASKA RAILROAD MUSEUM
Fremont and Elkhorn Valley Railroad
1835 N. Somers Ave.

Diesel excursions and charters in vintage equipment through Elkhorn River Valley on ex-CNW line established in 1869. Museum in depot located next to city park recreation area in historic Fremont. Near I-80 and I-29. Viewing of BNSF and Union Pacific mainline activity. See the web for latest information.

www.fremontrailroad.com 402-727-0615

The advertisement preserves the widely recognized FEVR **branding** of the railroad but

shows its association with NRM and also shows a relationship to other recreational opportunities in Fremont. Each issue has a distribution of over 90,000 per month. The funds for the ad were donated by a BOD member.

Local opportunities to inform the public will receive greater emphasis in places such as that at a recent event nearby:

At the Great Train Expo at Mid-America Center, Council Bluffs, Iowa



NRM's Dave Fachman with future train crew (Photo by M. Wallen)

Newer contacts through social media will receive increased emphasis.

AREA RAILROADS – BNSF BRIDGE:

Readers who have access to the TRAINS April 2013 issue should view a **photograph** and description on page 15 of the second Missouri River **bridge** being constructed near Plattsmouth, Nebraska. The photo was taken from the Iowa side with the deep cut for a more gradual curve made in the bluffs on the Nebraska side visible in the far distance. The present bridge has been a major **obstacle** in the completion of double track toward Chicago.

The area was photographed for Google Maps © early in 2012 before the construction was evident and with the effects of the 2011 **flooding** plainly visible. The early 2012 date with a low sun angle produced shadows that detail the **superstructures** of both the rail bridge and a close-by highway bridge. A BNSF train is seen on the curve. Before the deep west side cut was made, the track made a very sharp **curve** before the bluffs – the evidence of that curve can be faintly seen starting just west of the bridge. (*Your editor once was on a westbound passenger train that negotiated that curve near 0 mph accompanied by sounds of tortured steel at the wheel-rail interface!*)

CHARTERS AND EXCURSIONS:

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