

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM
1835 N. SOMERS, FREMONT, NE 68025, NOVEMBER, 2013

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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 November 6, 2013, for the regular monthly meeting. Executive Director **Wallen**, Treasurer Angermund, and all BOD members except Blessing were present. There were no guests at the meeting.

Treasurer **Angermund** presented the financial report which was approved.

An **error** in the minutes of the October meeting was noted and corrected. Executive Director Wallen was not a non-voting member of the BOD as described in those minutes.

Executive Director **Wallen** submitted his letter of resignation from that position, quoting personal commitments. The BOD thanked him for all his work for NRM.

He said that the Jackson ballast **tamper** in the engine house in Hooper was offered to two tourist railroads. One had refused and at meeting date there was an offer to another which had not yet responded. If there is no party interested the unit will be salvaged.

The UP **business** car in Hooper had been placed on Ozark Mountain Railcar's November 20 auction list by its owners. The reserve of \$17000 had not been met at the time of the NRM meeting.

Wallen had discussed NRM's situation with **Melissa Diers**, the new executive director of the Fremont Area Community Foundation. There was a following discussion about 2014 capacity building mini-grants.

Locomotive **1219** has been stored on the "Thomas" track by the depot next to Somers Avenue with necessary winter preparations taken.

A lawn care service was hired to **mow** and clean up the depot grounds.

Mechanical Supervisor **Lafferty** reported that the wheel axle journals of the excursion need service in the replacement of the lubrication pads and that this needs to be done before the cars are moved. He reported that one of the crossing **arms** at the out of service US 77 crossing had come down. It was removed and placed into storage.

ELECTION:

Blessing was the only individual named on the returned nomination forms sent out after the October meeting. **Blackmore** stated that he did not receive a form as it was presumably lost in the mail delivery system. There was an approved motion to furnish him with another form.

The **ballots** were now to be sent to the NRHS/NRM members and need to be returned prior to the December BOD meeting.

LEASE:

It was noted that the lease arrangement on the privately owned **Milwaukee** excursion cars expires in January. Discussion was postponed until the February 2014 meeting.

An executive session was held prior to adjournment.

RAILROAD ADVENTURES:

This is a continuation of the account begun in the October FLASH of the recent travels of NRM members **Dennis** and **Monica Wallen** and their time spent with the **Cumbres and Toltec Railroad** and the **Alder Gulch Short Line Railroad**. The October FLASH had the account of their time with the **Black Hills Central Railroad**.

"My wife Monica and I have also been members of the Friends of the Cumbres and Toltec for several years and have participated in two of their annual work sessions, one in Virginia City, MT in 2009 and another in Chama, NM in 2010. The Friends is an organization that supports the historic preservation, restoration and interpretation of the Cumbres and Toltec Scenic Railroad that operates between Chama, NM and Antonito, CO (www.cumbrestoltec.org). The Friends schedule regular member work sessions each summer in Chama, Antonito and Colorado Springs to repair or preserve equipment and property used by the C&TS. Several one-week sessions are held each summer at all three locations, giving members a variety of work choices

to match their interests and schedules.

In 2009 my wife and I participated in one of a series of special Friends work sessions held in Virginia City, MT at the Alder Gulch Short Line Railroad. The Friends arranged to exchange several work sessions of labor for some narrow gauge tank car trucks owned by the Alder Gulch that were needed by the C&TS. The work consisted of stabilizing and moving several boxcars used by the Alder Gulch for storage as well as doing some repair and stabilization on other pieces of rolling stock.

The 2010 work session we attended was held at Chama, NM in the C&TS main yards. Many different projects were underway at that time but our participation was with landscaping of the depot grounds and flowerbeds (Monica) and work on building a kitchen car for the Friends volunteers out of a former D&RG wooden boxcar (Dennis).

During our travels in the last ten years we've taken the opportunity to ride every excursion train and visit every railroad and transportation museum that we could. We both enjoy the chance to experience a true piece of living history by riding and working with these historic railroads."

BELL CREEK BRIDGE:

There has been no more public **information** about the situation reported in the September 10 issue of the Washington County Pilot-Tribune on a controversy over the recently completed Union Pacific bridge just east of Arlington. The bridge was built with a support pier placed in the **center** of the stream bed.

Bell Creek and its tributary **Little Bell Creek** drain an area north of highway US 30 covering a distance of about 35 miles all the way to near Lyons, Nebraska. Some parts have been **channelized** to promote rapid drainage to avoid localized flooding. After heavy rains, there has been flooding covering US 30 east of Arlington because of the high level of trash carried in the stream. Local interests feel that the structure of the new bridge will make matters worse.

Union Pacific reportedly wants to use the power of **eminent** domain to secure land to widen the Bell Creek channel at its approach to the bridge. This proposal is opposed by the affected property owners and how this would minimize the pier problem is not explained.