

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025, OCTOBER, 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 October 9, 2013, for the regular monthly meeting. Executive Director **Wallen** had completed his return to Nebraska and was present at the meeting. All BOD members were present. There were no guests at the meeting.

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

The Election Committee which will prepare the distribution of **nomination** material to NRHS/NRM members was appointed. This material must be returned through the **USPS** (only) prior to the November BOD meeting to place candidates on the ballots. These will be returned prior to the December meeting. The BOD position terms expiring currently are held by **Blackmore**, **Blessing**, and **Swetnam**.

Angermund has advised the BOD that she will no longer be available for duties at NRM after the end of the year.

Wallen reported that he sent a certified letter to 1219 locomotive owner Williams that it will be necessary to store the unit **outside** this coming winter. NRM will make a good faith effort to drain the coolant.

An executive session was included during the meeting.

There was a discussion about NRM's form of organization and governance issues. In the future, the BOD must place much more **emphasis** on long term business issues and less on day-to-day operational issues. **Advisory** help from individuals outside NRM is needed to pursue revenue generating activity in public and private grants and in establishing contacts with public officials.

RAILROAD ADVENTURES:

Executive Director **Wallen** and his wife **Monica** have spent time away from Nebraska during several periods working with other tourist railroads. The FLASH editor has invited him to share some of these "adventures" with our readers. Here he writes about time spent at the Black Hills Central Railroad:

"During the summers of 2006, 2007 and 2012 I worked at the **Black Hills Central Railroad**, Hill City, SD as a conductor and brakeman on their regular tourist train (www.1880train.com). The BHC operates up to five round-trip rides each day in the summer from Hill City to Keystone, SD, a distance of 9.5 miles over ex-Chicago, Burlington & Quincy / Burlington Northern track. The portion of track that the BHC owns and operates was once a former spur off of the **CB&Q** "High Line" that ran from Edgemont, SD to Deadwood, SD and which was removed in the 1980s. The former High Line has been converted into the Mickelson Trail, a public biking/hiking trail running the entire north/south length of the Black Hills.

The BHC operates under the name of the **1880 Train** and utilizes three steam and one diesel locomotive to pull its passenger trains with the majority of trains being pulled by its **2-6-6-2T** compound Mallet #110. This is one of only the two operating articulated true compound Mallet locomotives in the world and was rebuilt and restored by the BHC mechanical staff between 1999 and 2001.

The BHC diesel locomotive is a **GP9** built by the Electro-Motive Division of General Motors in 1956 and is usually used to pull the 7:30 AM trains during the peak of the tourist season. It's also used in case the regularly scheduled steam locomotive has an unexpected mechanical breakdown.

When #110 is unavailable due to scheduled maintenance during the peak tourist season the BHC will double-head with its two smaller steam locomotives, #7, a 2-6-2 Prairie and #104, a 2-6-2T tank engine. Neither small locomotive is able to pull a typical seven-car train up the **6% grade** out of Hill City by itself, but together they handle it as easily as #110, and with a much better show.

The BHC has facilities and staff to do almost all of their own locomotive and

passenger car **maintenance** as well as being able to restore or build their passenger cars from scratch.

The **conductor's** job on the BHC involves mechanical inspection of the passenger equipment before each day's operation, escorting the locomotive from the engine house to the boarding area and coupling it to the train and performing a brake test before departing. The conductor, along with the brakeman, assists passengers as they board the train and ensures all ticketed passengers are aboard before departure.

Once **underway** the conductor performs a running brake test with the engineer, collects tickets from the passengers, supervises the onboard host staff and looks after the general comfort and safety of the passengers. Once the trains arrive at their destination in Keystone or Hill City the conductor performs the groundwork needed to move the locomotive(s) to the other end of the train for the next run. The narrow confines of both Keystone and Hill City make it impossible to turn the trains on a balloon track or wye so a runaround is required at each end."

Next FLASH issue will feature their time spent with the **Cumbres and Toltec Railroad** and the **Alder Gulch Short Line Railroad**.

UNION PACIFIC:

The October 25 issue of the Washington County Enterprise reported on an **incident** that occurred on the Union Pacific line several miles east of Kennard, NE. At about 2:00 PM Saturday, October 19, a motorist travelling on a county road parallel to the track found the engineer and conductor of a westbound freight on the ground with visible head injuries and notified the necessary authorities. The crew had apparently **jumped** from a locomotive on the freight which was now stopped on the track with no sign of a derailment.

One of the crew was taken to a hospital by helicopter and the other by ambulance to an Omaha hospital.

The Washington County Sheriff who arrived at the incident stated that another westbound freight was leaving the area as he arrived.

There has been no further public information released.