

# THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025, FEBRUARY, 2014

## POINTS OF CONTACT:

The **Nebraska Railroad Museum** (www. FremontRailroad.com) address is 1835 N. Somers Ave., Fremont, Nebraska, 68025, with voice and fax access at 402- 727 -0615.

## BACK ISSUES:

Back issues of the FLASH and links to numerous railroad related sites may be viewed at www.FremontRailroad.com.

**NOTE: YOU NEED TO HAVE NRM MEMBERSHIP TO CONTINUE RECEIVING THE FLASH.**

## BOARD OF DIRECTORS:

*(Note: the following is not the official meeting report and only summarizes the activities. 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 January 15 and February 12, 2014 for the regular monthly meetings.

**January:** At the January meeting the officers for the year were elected: **David Fachman** – President; **George Blessing** – Secretary; **Jeff Blackmore** – Vice President. **Shirley Angermund** would be asked to serve as Treasurer until a replacement can be found. *(Editor: she later agreed)*

The rolling stock, locomotive, and depot had been winterized as needed and some grading of the parking lot had been done. **Nebraska Telecommunications and Telephone** is now the phone provider at lower cost.

There was an extended **discussion** about the future of NRM and the need to increase the BOD membership with persons having business skills.

**February:** At the February meeting, it was reported that there had been no vandalism and that due to implemented measures the building **heating cost** had been reduced.

The insurance for the BOD was renewed during the past month using the **remote** vote process as permitted under the By-laws. The renewal for the FEVR Corporation was approved at the meeting.

Sometime during the past month and a half a **school** bus was involved in an accident where the US 77 highway crosses the former NRM track, now owned by Mike Williams, south of Winslow and east of Hooper. This track was sold to Williams effective at the end of 2010 and

is now officially Fremont Northern track. The BNSF track crosses the same highway at Winslow, producing the need for a school bus to stop twice within a short distance. Apparently a vehicle **ran** into the bus which was stopped for the Williams' track. Both crossings are regarded as dangerous by the Logan View School which operates the bus.

Dodge County will start **evaluation** of all crossings on the Fremont Northern line.

A former leader of the railroad and several associates have expressed an interest in presenting **ideas** for NRM's future. An invitation will be extended for a future BOD meeting.

Executive **sessions** were held at both meetings.

## END OF TRACK:

Several persons known to either the local NRM members or nationally within the railroad "**fraternity**" or both reached symbolically their "end of track".

**Lee Wilmart:** The passing of our own long time NRM **member** was mentioned in the January 2014 issue of the FLASH. NRM contributed flowers for his funeral January 29.

**Anita Lee Kratville:** She was the **wife** of William "Bill" Kratville who was known in the railroad community as an author, photographer, and entrepreneur. He passed away March 14, 2011 *(see the March 2011 Flash)* and she subsequently became a resident of **Rancho Cordova**, California, where she died January 31, 2014. Her funeral was conducted by the Marlatt Funeral Home in Kent, Washington.

She leaves behind children both in Omaha and California.

**Jim Young:** Young died February 15 after two years of pancreatic **cancer** treatment, a month after retiring. This was seven years after being named CEO for the Union Pacific Railroad. He was 61 years old. He had taken a leave of absence from the position at the start of his treatment.

He was a graduate of **South High School** in Omaha, the oldest of six children and began his working career at the age of nine or ten carrying newspapers.

He earned a business degree in 1978 from the **University of Nebraska at Omaha** while working full time. He accepted a job offer from Union Pacific shortly after graduation.

He believed in regularly meeting people at all levels in the organization. He was on many boards in railroad and civic organizations and was named **Railroader of the Year** by Railway Age magazine in 2013.

He is survived by two sons, a daughter, and other relatives. *(Information from the Omaha World-Herald)*

## PIPELINE:

The XL pipeline construction received an environmental **approval** by experts in a statement that the line would not materially influence the amount of oil production from sources in Canada and the northern United States. However, a court has ruled that the process by which Nebraska used to get the pipeline route changed was **flawed**. The ruling is under appeal now.

This pipeline would carry oil to refineries on the Gulf coast and would be in **competition** with rail transport of oil.

The tank cars used to transport oil are under scrutiny as most older units do not meet new crash resistant standards. Newer units have greater **strength** and in general are designed for better survivability.

One of the latest **derailments** of tank cars with a resulting fire happened in North Dakota. Fortunately, the accident happened in an unpopulated area.

## CROSSING QUIET ZONES:

The Washington County Enterprise February 28 edition carries more information about installation of **quiet** zones at five Union Pacific crossings in Blair. Two would have horns directed at the crossing. The installation is possible no later than 2015.

The crossings without horns would have island **barriers** to prevent vehicles from driving around lowered cross arms which the city would build.

The four horns needed at the two crossings where they will be used will cost a total of about **\$20,000** and of course will then have the cost of connection to the Union Pacific signal system.

At some time in the future, the portion of the track through Blair will become **double** track.

One of the Blair councilmen expressed concern about increased **danger** to pedestrians with quiet zones. Both the Union Pacific and BNSF do not encourage the use of the quiet zones.