

THE FEVR FLASH

A PUBLICATION OF THE NEBRASKA RAILROAD MUSEUM

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

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.

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 May 7, 2014 for the regular monthly meeting.

All BOD members except Blackmore were present.

The treasurer's report was approved.

The cost of the **market** analysis regarding NRM property was \$400. Other expenses were within normal ranges.

The museum was **closed** for inventory effective May 1.

Preparations were started for **renovation** of NRM passenger car 1101 and plans were in progress for exterior painting of the excursion cars.

Reports were received that the crossing arms at the Linden Street were going up and down (bouncing), producing a traffic hazard. This is part of the former NRM track now owned by Mike Williams and known as the Fremont Northern. Unfortunately, because of **liability** issues, NRM personnel can no longer remediate the situation. Because of the proximity of the BNSF track to the Fremont Northern, the Linden Street problem also affects that part of the crossing.

The market value study revealed that the property value of the depot grounds is adversely affected by two different city **zoning** configurations – moderate to dense residential and commercial (limited industrial). *(Editor: the residential no doubt applies to the part adjacent to Somers Avenue.)*

There was discussion about the need for a **logo** representing the new status of NRM. One of the BOD members donated \$150 to defray initial expenses for that

development.

President Fachman was **interviewed** regarding the Museum relocation on a Nebraska City radio station. He continued to work with the consulting organization assisting in the relocation effort.

BELL CREEK BRIDGE:



The public's concern over the placement of a pier near the center of the Bell Creek bridge under the new Union Pacific double track was explained in the November 2013 FLASH. That placement was believed to be able to contribute to **blockage** during high stream flows with probable adjacent flooding.

The conditions after several inches of recent rainfall in the creek **watershed** and the height of the stream flow may be seen in the photo above. *(County photo)*

DIAMOND REMOVAL:

An era ended very recently on the former FEVR route when the diamond several miles north of Fremont at the BNSF track was **removed**. This was the route of the original track construction begun in 1869 on the northward expansion of what was eventually to become the CNW and the portal to all of that railroad's many branches along northern Nebraska. The lines went as far north as Wood., South Dakota and along the "Cowboy Line" to Chadron and beyond. All of those lines, except that to Hooper which became the FEVR'S route, were abandoned by the 1990's. *(See the July issue of Trains for an historical map of the CNW system with dates of expansion.)*

The diamond was constructed about 1906 when the C, B, and Q (now BNSF) took up a route to Sioux City. Since the CNW was the older railroad, the **maintenance** of the diamond was up to the newer railroad, including now the BNSF, until its removal.

The entire track from Fremont to Hooper was **sold** to Mike Williams by

NRM and became the Fremont Northern at the end of 2010. The **last** use of the track by the Fremont Dinner Train and by NRM was in October, 2012. BNSF is currently installing **PTC** (positive train control) on the Lincoln to Sioux City line and the removal of the diamond will facilitate that installation.

The diamond area has been a high **maintenance** problem, with poor drainage and slow orders typical. There was mud pumping action as BNSF cars passed over and wear patterns on the diamond's rail structure indicated other potential problems.



Top – looking south at the former NRM track- Fremont in the distance.

Middle – looking north at the former NRM track – curving BNSF track at the far right - pieces of diamond structure on track- Nickerson is several miles north.

Bottom – westward BNSF track – stub of former NRM track to the left.

(Photos courtesy of NRM)