
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025

SEPTEMBER, 2004

POINTS OF CONTACT:

Nebraska Railroad Museum (NRM) and the Fremont and Elkhorn Valley Railroad (FEVR)- 1835 N. Somers, Fremont, NE 68025, (www.fremontrailroad.com), 402-727-0615 (office)

Fremont Dinner Train - 650 N. H St., Fremont, NE 68025

For excursion only- 402-727-0615

For Dinner Train only- 402-727-8321

(The Fremont Dinner Train is a separate business for which the FEVR provides motive power and trackage).

EXCURSION TRAVEL:

The excursion travel trips leave the depot at 1835 N. Somers every **Saturday** and **Sunday** with boarding time of **1:00 PM**. Each round trip to Nickerson, Nebr. takes approximately three hours. **Saturday** passengers have the option of a stop to visit the town of Nickerson, one of the original railroad towns along the former Chicago and Northwestern tracks. Excursion travel continues through October.

Fares are \$8.00 for adults, \$6.00 for children in the vintage coaches. Adults \$12.00, children \$8.00 in the air conditioned cars. Children under 3 years of age- no charge either travel mode. AAA cardholders receive a \$1.00 discount.

Charters with special rates are available for groups. School charter groups are being scheduled for October.

Refreshments and souvenirs are available aboard the train.

NOTE: Regular excursion schedules end last of October. Excursion operations and charters thereafter subject to operating conditions and weather.

EXTRA CREDIT:

Individuals who also worked on the passenger car spring replacement project but not shown in the photo in the August issue were **Lawrence Addleman** and **Al Schlapfer**. Appreciation for the efforts of all involved is extended.

RAIL SALVAGE:

The salvage of approximately **4800** feet of track and associated hardware west of Hooper which was acquired earlier has been completed. The right of way where the track was located will become part of the **highway 275** extension project in the Hooper area. Appreciation to **Jerry Morris, Charles Egbers**, and the many others whose efforts made the salvage possible. Funds for the acquisition were provided by a donor.

BUILDING RENOVATION:

The **storage building** immediately east of the engine house in Hooper received a new **metal roof**, enclosures where doors were formerly located, and repairs to the trim. The building formerly was used to shelter motorcars on the Union Pacific. Appreciation to **Charles Sedlacek, George Blessing, Maynard Porter, Erik Mutersbough, Charles Dahlstrom**, and all others who helped.

CANCER SURVIVORS:

The museum was pleased to host a charter excursion on **September 22** for cancer survivors sponsored by Alegent Health. The **141** survivors who participated are encouraging evidence in the progress of treatment for this disease.

RAIL SCHOOL:

This section has provided information on various aspects of railroad operations in past issues. In this issue, we turn our attention to **individuals** who have spent a career with the railroads.

Our office manager, **Gene Zimmerman** is such an individual. His career in railroad communications and management began in the telegraph era and now is in the computer era.

In the immediate past- starting in **1999**- Gene has served as a volunteer as the **office manager** for the railroad excursion and charter operations- his expertise and efficiency have been outstanding in promoting them!

Gene graduated from high school in Duncan, Nebraska, in 1941 and then went on to take a course in **telegraphy** at the Commercial College in Columbus, Nebraska, which launched his career with the **Union Pacific** railroad.

He worked in several capacities in the telegrapher's trade in a number of locations in Nebraska and Iowa until entering the Army in **1943**. He was selected for the Army **Air Corps** and eventually was assigned to an anti-submarine bomber squadron.

Upon his discharge, he resumed work with the Union Pacific. In 1949, Gene briefly was a **tour escort** for the CNW-UP Dept. of Tours. In 1950, he was a **City Passenger agent** for that department where he exercised his talent in promotion efforts.

His love of the operating areas of the railroad led him back to work as telegrapher and other duties at stations, including that at Fremont. He held a ticket agent position from **1961 to 1965** involving supervisory duties.

In **1965**, he was promoted to **Agent**, Council Bluffs. He supervised over **500** employees involved in the transportation of passengers and freight at a time when Council Bluffs was rated as the **5th** largest railroad terminal in the US being served by seven railroads.

In **1976**, the Council Bluffs agency operation was combined with the Omaha agency which was situated in what is now the Harriman Dispatch Center. Abolishments and mergers of agencies followed in quick succession and the offices were moved to west Omaha. Gene was now the **Division Freight Agent**. By then, "piggyback" freight emerged and containers were on the way. **1981** saw the merger of the UP and the Missouri Pacific.

Gene retired in **1983** - but we are so fortunate that he answered our newspaper ad for someone to answer our telephone "3 times a week"- but now that has become another **railroad career!**



RAILSCENE: Office manager Gene Zimmerman completes another passenger reservation call in his depot office. Thanks to his efforts and skills the number of such calls for excursion and charter travel are frequent.
