
FEVR FLASH

EASTERN NEBRASKA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

1835 N. SOMERS, FREMONT, NE 68025 AUGUST, 2003

POINTS OF CONTACT:

Eastern Nebraska Chapter and Fremont and Elkhorn Valley Railroad (FEVR) 1835 N. Somers, Fremont, NE 68025 (www.fremontrailroad.com)

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 UPDATE:

Both **Saturday** and **Sunday** trips are scheduled for boarding at **1:00 PM** at the Depot with departure on the mainline at 1:30 PM. The 15 mile round-trip to Nickerson returns about 3:30 PM. Shopping time at the antique store in Nickerson is a Saturday option.

Regular coach- \$8 for adults; 3-12 \$6, under 3 no charge

Air-conditioned coach- \$11 adults. 3-12 \$8, under 3 no charge

Merchandise and refreshments available at the depot and on the train.

Contact the FEVR office for **brochures**. Reservations recommended.

Additional travel and charter **reservations** for Summer and Fall are available. To secure information for schools or other charter travel, contact the FEVR office.

HARVEST FESTIVAL:

The **Harvest Rails Festival** will be held on October 4 at the Depot site- 1835 N. Somers, in Fremont.

Train rides at 10 AM, 12 noon, 2 PM

BBQ, children's activities, crafts, farmers' market- come to celebrate a farewell to Summer!

More information on our Website- www.fremontrailroad.com.

VOLUNTEERS:

Volunteers are needed in all areas of the FEVR operations. These areas include office work, gift shop sales, car maintenance, grounds and track

maintenance., and mechanical repair in addition to the classic brakeman, conductor, and engineer tasks. The restoration of the 1953 center cab **Davenport locomotive** is an on-going project. As indicated previously, one or more training sessions are planned for this year although dates are not set yet.

RAIL READING:

A wide variety of **literature** is available to those with an interest in railroads. This literature ranges from the very technical for those in the industry to that for those who just like to watch trains go by.

Critters, Dinkys, and Center Cabs by Jay Reed- Rio Hondo Publishing Co. 2595 Hardies Lane, Santa Rosa, CA 95403- ISBN 0-9647221-2-7; describes **small, mostly industrial locomotives**, many unique and seldom seen.

How Diesel-Electric Locomotives Operate: the Last 25 years, Including AC by Dr. W.J. White- PEAT, 1001 Pearce Dr., Mansfield, Ohio, 44906- fairly technical, describes **GE, EMD**, 4 and 6 axle units, ac/dc compared- many component photos.

How A-C Locomotives Operate- a sequel to the above by same author and publisher- quite technical, with specifications and comparison of **GE and EMD** units.

RAIL SCHOOL:

In each issue, some facet of information about railroad operations is featured. **Railroad signaling** at grade crossings again continues as the topic.

All crossing signal systems discussed in previous issues - constant dc or ac or those using signal reflections depend upon the steel rails and the **contact** on those rails by the steel wheels of the train for operation. The continuity of the rails is necessary and is provided "automatically" for welded rail. For segmented rail connected by bolted joints, the continuity is provided by **cable** lengths welded to the rails

bypassing the joint area.

Because of the continuity needed, a **break** in the rail will cause a system malfunction and this will alert train maintenance persons (ex.- crossing gate remains down with no train). Poor contact between rusty wheels and or rails can causes intermittent problems.

However, **system malfunctions** can result also from other causes that will provide an electrical leakage path between the rails- such as poor ballast drainage, or salt applications at highway crossings. Systems are designed so that malfunctions produce the **"safest"** conditions- crossing warning devices are activated..

There is at least one system that does **not use** the track circuit at all, but relies on sensitive units at track side which detect the **disturbance** in the earth's magnetic field when the large **iron mass** of the train passes. This disturbance causes the system electronics to **transmit** a signal, either by wire or wireless, to the crossing control. The speed and direction of the train are detected.

If there are two tracks closely **adjacent**, the system has to be able to detect **separate** or **simultaneous** train movements on each track.

An **additional** application uses **portable units** set up to provide warnings of approaching trains to track maintenance crews- an important issue for heavy traffic lines.

Since this system does not **depend** upon the track, rail problems are **not** detected. It is designed solely to provide indications of train movements.

The **FEVR** has participated in a test of this type of system.

This series on crossing signalling has shown a progression from the **watchman** to the most highly **sophisticated** systems. But the most **important** element in every system are always the highway users. Remember- **Traintime is anytime. Obey crossing signals. Your life may depend on it!**



RAILSCENE: Power to the rails! Traction motor with gear box and rail wheels typical of the 4 or 6 under modern locomotives all together applying up to 6000 horsepower to the rails. This unit had an enroute malfunction and was replaced.
