
FEVR FLASH

EASTERN NEBRASKA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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

POINTS OF CONTACT:

Eastern Nebraska Chapter and Fremont and Elkhorn Valley Railroad (FEVR) - (402-727-0615) - 1835 N. Somers, Fremont, NE 68025 (www.fremontrailroad.com)

Fremont Dinner Train (402-727-8321 or 1-800-942-7245) - 650 N. H St., Fremont, NE 68025 (The Fremont Dinner Train is a separate business for which the FEVR provides motive power and trackage).

J. C. FREMONT DAYS:

Nearly 700 passengers participated in the excursion trips during the celebration July 11, 12, 13.

COOL CARS:

The two air conditioned passenger cars continue to be a **favorite** of riders during the "dog days" of Summer. On the Saturday trip on July 19, nearly 60 riders chose "to be cool". The very modern suspension systems on the cars provide an exceptionally **smooth ride**.

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 an option.

Contact the FEVR office for excursion brochures.

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

DOWT™ 2004:

Although planning is in the initial stages and dates are tentative, **Day Out With Thomas™** and that friendly little engine will likely return in the first part of **June, 2004**. Scheduling will probably limit the visit to one four-day weekend. More later- because of the probable limited visit, it will be even more

important to make early reservations.

FALL FESTIVAL:

Although the heat of Summer is very evident now, Autumn is less than 60 days away. Plans are already underway for a **FALL FESTIVAL** to be held in early **October**. More details in later issues.

CREW TRAINING:

The **FEVR** is somewhat unusual for a typical historical/tourist railroad in that it operates a **regular schedule** year-around. A higher level of activity is anticipated in the future because of the two passenger cars which can not only be cooled but also heated- enabling more excursion and charter activities in the cold seasons.

All crew members are **volunteers** who have jobs and other responsibilities- limiting their availability for the FEVR. Planning is in progress to secure more help by holding one or more **crew training sessions** this Fall for anyone interested in working toward qualifications for **brakeman, conductor, or engineer**. Dates are yet to be confirmed, but any reader of this issue who is interested should contact the FEVR office now. Any model railroaders out there who want to go from "N" or "HO" scale to **12 in/ft** scale?

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.

One that has **appeal** to most all levels of interest is the **TRAINS** magazine- published by Kalmbach (P.O. Box 1612, Waukesha, WI 53187-1612). The coming **September** issue- out in early August- will feature railroading in **Omaha**. Previous issues have featured other railroad hubs such as Chicago. This is a **"must have"** for anyone with interest in Mid-West railroading. Watch

the newsstands- not everyone carries it- or better yet- subscribe.

RAIL SCHOOL:

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

In previous editions, the simple dc and ac circuits with **fixed length** approaches were discussed. When the train enters the crossing approach rails, a short circuit is produced, activating the crossing signal.

Although very **reliable**, these systems are not able to give a **constant warning** time before arrival of trains travelling at different speeds nor are they able to differentiate between a moving train or a stopped one. These situations can confuse the highway traveler and produce dangerous consequences.

The development of **modern electronics** has provided better systems. By using a principle similar to radar- but at a much lower frequency and confined to the rail- a **signal** is sent out from the crossing control and then - as in radar- the return **"echo"** is electronically **compared** to the original signal. This echo is changed by the shorting contact of the car wheels and their motion relative to the crossing. The comparison can **indicate** the direction of the train and its speed.

Thus, a **constant warning time** can be provided at the crossing for varying train speeds and the warning devices can be **de-activated** if the train is not moving, with resumption if it begins to move.

Those who have crossed tracks in a rail yard area may recall seeing a train stopped near the crossing with gates up. But when train motion begins, the gates and other warning devices will activate.

All system discussed in this series so far use the **rails and wheel contact** for activation. Next time- a system that **does not use the rails**.



RAILSCENE: Crossing the bridge WHEN you come to it! A unit of the First Iowa Division of the North American Railcar Operators Association (NARCOA) crossing the Maple Creek Bridge on the Hooper-Fremont round trip visit June 29.
