
FEVR FLASH

EASTERN NEBRASKA CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

1835 N. SOMERS, FREMONT, NE 68025

SEPTEMBER, 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

Climate controlled coach- \$11 adults. 3-12 \$8, under 3 no charge (availability varies)

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

NOTE: Regular excursion season ends **October 26**. Travel and charters available after as weather and operating conditions allow. 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 welcome the Fall season!

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.

TRACK WORKSHOP:

The Chapter will host a field day on October 23 for the Basic Track Inspection Workshop conducted by the Railway Educational Bureau in Omaha. This is another in a series of field days for this workshop starting in 1996. The workshop is conducted by a nationally known instructor with students from industrial, short-line, and Class I railroads. Three members of our organization have completed the workshop course in the past. Chapter members who assist have a valuable opportunity to meet persons in the industry and to observe the latest practices themselves.

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.

Recommended:

The Railroad, What It Is, What It Does, John H. Armstrong, Third Edition, ISBN 0-911382-04-6, Simmons-Boardman Books, Inc. 1809 Capitol Avenue, Omaha, NE, 68102. (402-346-4300. This soft cover book covers all aspects of railroading- rolling stock, signals, administration, etc. in a manner that is easily understood by one not familiar with railroads. It is also available on CD.

DAVENPORT UPDATE:

The DE-44 Davenport locomotive has been undergoing repair and restoration as the limited time members have from regular operations allows. Repairs were

needed on air and electrical lines damaged in movement from its former owner in Algona, Iowa, several years ago.. A further complication occurred since when mice gained access to the electrical cabinet and destroyed much control wiring. With only limited information available, restoration of the wiring has been a challenge.

This unit was one of 20 built by the Davenport Locomotive Works in 1953 for the U.S. Army and so it is being repainted black as delivered then.(see photo this issue)

Units like this which spent most of their lives on private property require considerable work to meet current standards.

RAIL SCHOOL:

In each issue, some facet of information about railroad operations is featured. **Railroad track signaling** will be the topic for the next several issues.

Just as railroads found signals necessary where their tracks intersected with highways, they found signalling necessary when more than one train occupied a track segment. There were many tragic accidents during the learning process. The loss of life from the conflagrations caused by wooden cars containing coal stoves and oil lamps was often much greater than that from a collision impact itself.

Before the telegraph's widespread deployment in the 1860's, means of communicating train movements were very limited. One process to avoid head-on encounters of trains moving in opposite directions was the use of some object (as a wand) that would be given to a train which was to travel a given track section. An opposing train could not enter that track section until the train with the wand arrived at a meeting point and gave the wand to the opposing train.

This process did not solve the problems of two trains following each other. More on track signalling in the next issue.



RAILSCENE: Making it pretty again! Member Alan Schlapfer at work in the Fremont shop are preparing the DE-44 Davenport locomotive for painting. More inside on the 1953 Davenport - one of 20 built for the U.S. Army.
