
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025

AUGUST, 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 September and October.

Refreshments and souvenirs are available aboard the train.

CORRECTION:

The individual assisting in the rail drilling operation in the **RAIL SCENE** published in the July issue was incorrectly identified.

Ben Kothenbeutel should be given credit for his help. Apology for any confusion this may have caused.

VIDEO VISITORS:

A video production crew visited the FEVR and the Fremont Dinner Train on

August 20 and 21. This visit by the **Coldorado Productions** Company from Anaheim, California, was one of their stops in the process of making a video production featuring tourist train operations in each state (except Mississippi, which reportedly has no such operation).

According to a company representative, the privately-funded production will result in a family-oriented travel program. This will then be syndicated to either a cable channel or the PBS. Availability is tentatively set for late **2005** or early **2006**.

The on-site logistics were ably handled by **Charles Egbers**. All involved were pleased to be able to participate in an operation informing potential viewers of the historical, educational, and recreational opportunities at the tourist railroads.

In the mid-1990's, the **FEVR** was involved in the production of the movie *"To Wong Foo, thanks for everything, Julie Newmar"*. The town of **Loma** (between Brainard and Valparaiso on a former Union Pacific branch) was another Nebraska setting in the movie. Traces of a welcome sign painted on the side of a building there for the movie can still be seen.

NEW MEMBERS:

We welcome **Erik Muttersbough** to our volunteer workforce. Erik is an EMT qualified volunteer firefighter and lives in the Lincoln, Nebraska, area. His talents provide an important contribution to our operations.

RAILROAD READING:

Comprehensive Railroad Atlas of North America- SPV,UK - Published in England- A complete series of detailed maps of railroads by region in the United States showing current and abandoned lines with ownership history. (www.spv.co.uk) The advertisement for this company appears in the **TRAINS** magazine.

RAIL SCHOOL:

Previous entries in this series traced the evolution of railroad traffic control signalling from the use of **"tokens"** to today's sophisticated systems including in-cab signalling.

A **red signal** by itself never stops any vehicle whether it is on the highway or on the railroad. In both cases, the **vehicle operator** must react and his/her inattention often leads to serious accidents.

The need to provide a positive means of controlling the movements of trains was recognized early in the crowded environment of **transit** operations where limited headway and frequent schedules are common. Initially, simple **mechanical** devices were used to trip brake applications if a transit engineer failed to do so. This has evolved into the modern **track signals** inductively coupled to receivers on the locomotives.

Heavy rail operation application over long distances involves cost/benefit decisions. Federal regulations have mandated such technology for passenger trains travelling above a certain speed and it is used in **high-speed** corridor operations. For most other operations, the solution has been to reduce train speeds below that where positive control is required. Hence, current passenger speeds are limited to **79 mph** at most. The in-cab signalling mentioned in a previous article here can have positive stop as an added feature.

Positive Train Control (PTC) is an evolving technology which provides the benefits of train control without the use of track circuits and most ground based equipment. By using global positioning (**GPS**) information along with computer-aided systems and trackside transponders, a very flexible system can be implemented even allowing the control of highway crossing signals. Again, implementation decisions are based upon **costs and need**.



RAILSCENE: Spring FEVR? No - just volunteers George Blessing and Charles Dahlstrom on a May day contemplating the replacement process for a worn-out spring on one of the vintage passenger cars. The replacement was successful!
