
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025

FEBRUARY, 2004

POINTS OF CONTACT:

Nebraska Railroad Museum and 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).

CORRECTIONS:

The correct listing for recent new members as reported in the January, 2004, issue should be: Jason Supancheck (spelling error) and Mike and Thelma Van Steenwyk (name error). Our apologies to those individuals.

RESERVATIONS:

Reservation calls continue to come in for **excursion charters Spring, Summer, and Fall, 2004**. Early reservations will insure an optimal choice of times and dates. The regular excursion schedule will begin in **late April**. Contact the FEVR office at 402-727-0615 for more information.

ADVERTISEMENT:

Advertising material for the FEVR excursion season has been submitted to the **TRAINS** and the **CLASSIC TRAINS** magazines. Both publications are products of the Kalmbach Publishing Company. The ad will appear in the May, June, July, and August Issues of **TRAINS** (issues appear in the month preceding the date month) and in the summer issue of **CLASSIC TRAINS**. The information will reach approximately 140,000 readers. These publications very good sources of information for those interested in any aspect of the railroads.

VIDEO TAPING:

Members of **St. Marks Methodist Church** of Omaha will be at the depot site February 25 and 26 producing brief videos using a cast of adults and

children. These will be used by them in their promotional efforts. The ex-Milwaukee passenger cars and locomotive 1219 is equipment to be used. We are pleased to be able to contribute to this worthy effort.

TRACK WORKSHOP:

On **June 10th** the FEVR will again host the field day for the **Basic Track Inspection Workshop** presented by the Railway Educational Bureau in Omaha. **Randolph L. Reichard**, Chief Inspector Analyst of the Appalachian Railway Services, Mountain Lake Park, Maryland will again be the instructor. As in the cases of the numerous field days in the past, it will again be rewarding to meet others associated with the railroad industry.

ARRIVALS/DEPARTURES:

Member **Phil Pique** arrived for a few day's vacation from his assignment with the Union Pacific Railroad as engineer in the **San Francisco** area. He has spent the past six months there in yard work. Prior to that, he had an assignment as instructor for locomotive remote control operators. Phil maintains a residence in Fremont.

FEVR crew member **Jason Supancheck** has joined the Union Pacific as a conductor-in-training. It is reported that he will initially be on the runs between Boone, Iowa, and Fremont. He will no doubt enjoy the modern equipment and actually getting paid for his railroad work!

RECOMMENDED READING:

An **excellent text** describing the history and state-of-the art in railroad signalling is: **Railroad Signalling** by Brian Solomon, 2003, MBI Publishing Co., Galtier Plaza, Suite 200, 380 Jackson St., St. Paul, MN, 55101-3885. This text presents in detail many topics presented in **Rail School**.

RAIL SCHOOL:

Previous sections of this series on signalling on railroads described the progression of train traffic control from

hand-carried artifacts to time tables and with advent of the telegraph to timetable and train order (**T&TO**) where the rigid schedules of the timetable could be modified as needed to improve the scheduling of traffic. Orders could be transmitted by telegraph to stations and then forwarded to trains. The ever increasing speed, frequency, and size of trains in the late 1800's eventually resulted in **automatic mechanical and electrical signalling** as the technology became available.

However, advances in communication technology provided by radio has made a traffic control similar to the train order practical now where signals are not installed. **Tack Warrant Control (TWC)** enables a dispatcher to facilitate train meets and passes and expedite traffic with relative safety. The dispatcher will issue **permission** for a train to occupy track and to **proceed** to a certain point pending issuance of permission to proceed further. The information is transmitted in a **prescribed format** to the train crew which will enter the data on a standardized form that has **"checkboxes"** for typical actions. The crew will then **repeat** the information back to the dispatcher to **verify** that the recorded information is correct.

Although this method is not used on heavily travelled main lines, it is used on lines that carry a surprising amount of traffic. Locally, the **BN&SF** line between Fremont and Sioux City operates with this type of control. Such a line is commonly called "dark territory" because of the lack of visual information.

A disadvantage exists in that the dispatcher does not know the **exact location** of the train within the permitted distance at any specific time unless the train is contacted. A railroad in **Alaska** is attempting to solve this problem by uses **GPS** (satellite-based position information) data continually transmitted from the train to the dispatcher.



RAILSCENE: Winter Wonderland? Not for FEVR engineer Jeff Blackmore after a dinner train trip as he removes some of the "wonderland" collected by locomotive #1219. Snow and cold can cause many problems for railroad operation.
