
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025

JANUARY, 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).

DELAYED FLASH:

The delay in delivery of the December, 2003, issue was due to a miscommunication on the renewal date for the USPS bulk mailing permit. Although the issues were delivered to the Post Office on time, it was not realized they were not distributed until potential recipients reported they had not received their copies.

The current issue is somewhat late because the editor spent time clearing snow instead of editing!

RESERVATIONS:

Reservation calls continue to come in for **excursion charters Spring, Summer, and Fall, 2004**. Current reservations on record are those for February, April, June, and July. Early reservations will insure an optimal choice of times and dates. The regular excursion schedule will begin in **late April**. In the interim, charters in heated caboose or coach may be available depending upon weather and operating conditions. Contact the FEVR office at 402-727-0615 for more information.

After a two-week break, the **Fremont Dinner Train**, for which the FEVR provides trackage and motive power is back on its weekly schedule. See their ad in the Sunday World-Herald for details. The recently installed snow plow on locomotive 1219 is proving its worth.

OFFICE MANAGER:

We are happy to report that office manager **Gene Zimmerman** has been

able to periodically resume his valuable tasks in our office during his recovery from hip replacement surgery.

DAY OUT WITH THOMAS:

As reported in the December issue, this event will not be held in Fremont in 2004 but will return in **2005**. The national sponsoring organization has adopted a new policy of event scheduling.

BOARD OFFICERS:

Selection of officers was carried out at the Board of Directors January meeting: President/Treasurer - **Shirley Angermund**, Vice-President - **Charles L. Sedlacek**, Secretary - **George Blessing**. The finance committee composed of George Blessing, Maynard Porter, and Lee Wilmar met at a later date to develop a budget for the year.

RAIL MAIL:

Office manager **Gene Zimmerman** and members **Darrell Miller, Ray and Barb Nelson, Howard Jeppeson, and Shirley Angermund** prepared nearly 800 letters for mailing to regional schools providing information about school trip charter opportunities. (See photo this issue)

NEW MEMBERS:

Among recent new members are **Jason Supencheck, Mike and Martha Steenwyk, and Ray and Barbara Nelson**. Their interest and help is very much appreciated.

TRACK SALVAGE:

A contract to salvage about **4800** feet of track and associated hardware immediately west of Hooper has been completed. This is on the former CNW right-of-way which was acquired by the State over ten years ago for construction of a four-lane segment of **highway 275** which will be built to by-pass Hooper. Construction is scheduled to begin later this year. The salvage material will be used to repair sections of track now in use by the FEVR and possibly to lengthen current sidings or build new ones.

RAIL SCHOOL:

Previous sections of this series on signalling on railroads described the problems and solutions of operating multiple trains on a track section. At best, the **first** methods -particularly that of providing a fixed "headway" between trains going in the same direction-sometimes failed and produced disasters. Fixed meeting points produced long delays if one train was late in arriving.

The increasing use of the **telegraph** preceding the Civil War produced changes in train control not equalled until the introduction of extensive **radio** communication a century later. Since railroad depots and telegraph operators were spaced with few miles between them, it was now possible to determine the **location of trains and their motion**, if any.

As described in the book *The Railroad, What It Is, What It Does* (Simmons- Boardman Books), the first **Train Order** was issued by a superintendent on the Erie Railroad in **1851**. This changed the meeting place between two trains from the fixed timetable. This method of dispatching, called "timetable and train order" (**T&TO**) was adopted rapidly by railroads and standardized by the Standard Rules Convention, a precedent of today's Association of American Railroads (AAR). This system was the predecessor of the **Track Warrant Control (TWC)** in use today on lines which are not signalled by mechanical/electrical means.

Train orders were received by telegraph operators, typed on to paper, and then passed on to the train crew, often by a hand-held "**hoop**" which put the order in a position close enough to a moving train where it could be grabbed by a crew member.

Track Warrants communicated by radio have replaced the "hooped" orders on unsignalled lines today.



RAILSCENE: Rail Mail - Darrell Miller and Office Manager Gene Zimmerman (seated) preparing charter information mail in the FEVR office to be sent to regional schools. (story inside)
