FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 JUNE, 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).

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.

J.C. FREMONT DAYS:

Once again, the railroad will join in the annual celebration of the **John C. Fremont Days**- the celebration through which the City of Fremont honors the famed adventurer and explorer.

There will be special excursion trips leaving the depot at 1835 N. Somers starting on Friday, **July 9,** at **4 PM.** On Saturday, **July 10**, trains will leave at **9:00AM, 11:30 AM, 1:30 PM, and 3:30 PM**. On Sunday, **July 11**, the special train will leave at **10:30 AM.** Special **reduced fares** will be applicable for the John C. Fremont trips. The regularly scheduled excursion trip will board at 1:00 PM on Sunday (regular fares). For information on all the events in Fremont, go to **www.connect fremont.org.**

AIR CONDITIONED CARS:

The air conditioned cars are again in service and are an option for excursion travel and charters.

GPS TECHNOLOGY:

The month-long travels in the South of the Union Pacific 3985 Challenger had unusual documentation on the Union Pacific Railroad Website. Location updates of the unit were provided on the Internet site every 15 minutes by transmission of the GPS information from the unit. The schedule for the Challenger, the world's largest operating steam locomotive, listed a stop in Fremont from the afternoon of June 26 until the morning of June 28. The locomotive operates out of Cheyenne, Wyoming, along with 844. Repairs on the latter unit are to be completed soon.

RAILROAD READING:

The July issue of ***TRAINS*** magazine contains an excellent article on the operation of railways in Iraq. The author of the article has an extensive railroad background and was an advisor to the Coalition Provisional Authority in Baghdad. There are many unusual challenges to railroading in Iraq.

CAB CONTROLLER:

The **Historic Rail** company (www.historicrail.com) lists a 1/3 scale replica of a modern diesel locomotive control desk. It is compatible with the PC- based **Trainmaster™** and **Trainz2004™** locomotive simulation programs. **The RailDriver Cab Control Unit™** has realistic levers, switches, and buttons, according to the information provided. This unit, along with the applicable software, is intended to provide the user the opportunity to be a "virtual" engineer.

NOTE: The mention of articles, equipment, books, etc. in this publication is not intended as an **endorsement or advertisement** or **advice on the suitability** of the products mentioned. The information is provided only to inform the readers interested in the art and science of railroading.

RAIL SCHOOL:

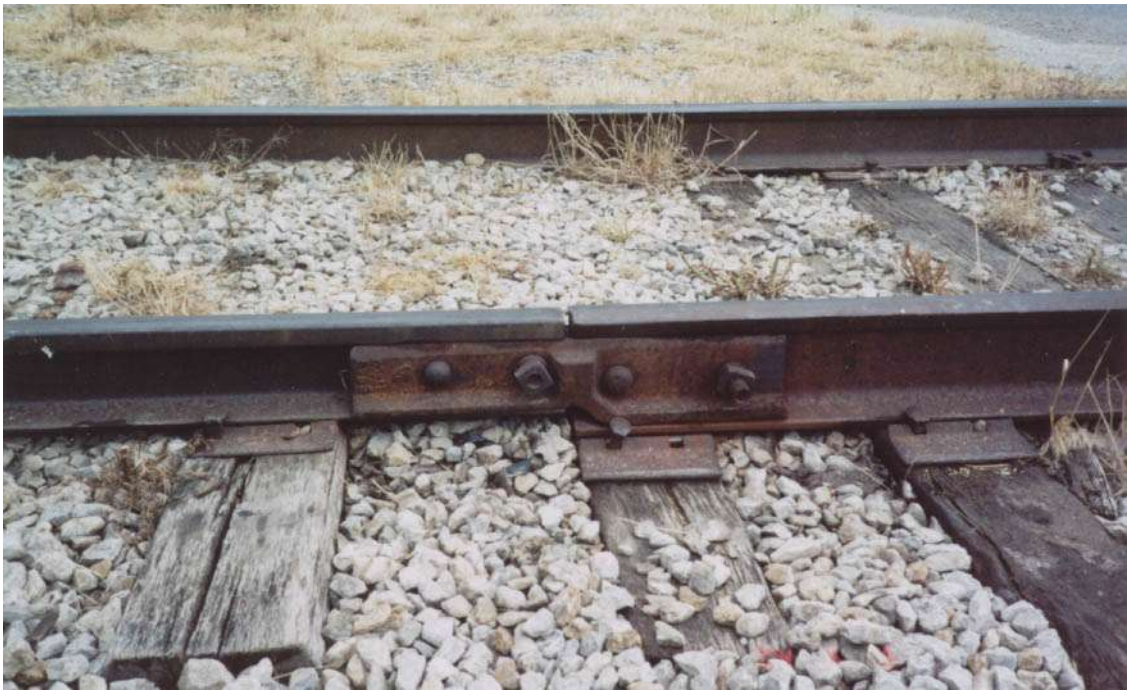
The last entry on **rail traffic** control discussed the implementation of trackside signals consisting initially of mechanical **semaphore** arms and their eventual replacement with colored **light** signals.

These signals provide the train crew with an indication of track occupancy by other trains and can be controlled by a central dispatching authority to control train traffic.

Like the majority of signal systems, the trackside signals are dependent on an **electrical track circuit**. An extension of the use of the track for signalling is in the implementation of i**n-cab signals**. Coded electrical signal information is placed on the track . This information is sensed by pickup units mounted on the locomotive close to the rail and the signal information is then displayed in the cab.

One of the obvious **advantages** of the system is a view of signals unhampered by rain, snow, or fog. It is also possible to display more information useful or necessary for train operation.

The obvious **disadvantages** lie in the added complexity of the system and the need of special receiver equipment on the locomotive. It is most adaptable to lines operating a limited number of types of equipment and so finds use in **high-speed commuter** and **transit lines**. The usual absence of trackside signals where the cab signals are used precludes its use on lines that may carry various types of equipment, especially if more than one railroad uses the line. It is probable that new developments using GPS and satellites may replace the system.



RAILSCENE: Railroad tools and devices: The "joint bar" connecting two rail sections together. This one is a "compromise" joint connecting the light rail (85 lb) to heavier rail (133 lb) at a highway crossing.