
FEVR FLASH

NEBRASKA RAILROAD MUSEUM

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

BRAKEMAN TRAINING:

IMPORTANT: A training session is scheduled for **1:00 PM** at the depot at 1835 N. Somers, in Fremont, on **March 28**. This session is intended primarily for volunteers with **limited** experience or those with **no** experience in the work of a railroad brakeman. It is a **needed** requirement for those to work on the train. The assignment of brakemen is the usual starting point for eventual progress to the assignments of conductor and engineer.

Experienced individuals should attend to review procedures and to assist in the hands-on sessions with new persons. Their attendance will be credited to a **continuing education** record. Research has shown that many experienced workers are subject to injury or fatality because they become too **complacent** in recognizing hazards or have adopted **unsafe practices**.

Participants will learn about:

- The proper protective clothing
- The principles of air brake operation
- How to safely couple and uncouple train cars and air hoses
- How to set and release handbrakes
- How to bleed car brake systems
- The "rule of three"
- The safe procedures of getting on and off railroad equipment
- The proper way to operate switches
- Hand signals
- Radio protocol

Initial terminal air test

Set and release brake test

There will be hands-on work with the train in the yard. Participants should wear hard soled shoes and have gloves available.

Reservations by calling the depot and leaving a message at least three days in advance are recommended, but not mandatory. Advance reservation will help to insure that adequate numbers of any handout material can be prepared.

In the event of **severe weather** on the 28th, an alternate date will be selected. That date will be posted on the outgoing message on the depot telephone.

Special Note: **Anyone** of our readers who has an interest in the art and science of railroading is invited to attend. New participants and those with limited experience are assured that they will not be treated like "**village idiots**" because they don't "know all the answers"! The only "stupid" question that day will be one that is **not** asked and should be!

EXCURSION TRAVEL:

The regular excursion travel season will begin on **May 8**. Trains will leave the depot at 1835 N. Somers at 1:00 PM on all **Saturdays** and **Sundays** after that, with departure on the mainline at 1:30 PM. Air conditioned coaches will be optional, with refreshments and merchandise available on the train. **Details** on fares and special events will be published prior to the starting date.

BOARD OF DIRECTORS:

The Board of Directors has accepted the resignation of **Lee Wilmart**. He will be devoting increased time to his professional work as a realtor and to personal affairs.

Jerry Morris has accepted the nomination to serve the rest of Lee's term. Jerry is a long-time member and volunteer worker, particularly in the mechanical and track areas. A resident of Hooper, he is employed in the construction industry.

RAIL READING:

Mountain Railroads: The April, 2004, **TRAINS** magazine is a "collectors issue" on the topic of "**Mountain Railroads**" with at least eight articles on the topic. Of particular interest is the article on getting trains **down a grade** and the **perils** of brake failures or improper applications resulting in **runaway** trains.

Railroad **grades** are designated in terms of **%**- that is, the number of feet of vertical change per 100 feet of track. **2.2 %** is considered quite severe. Some mountain pass areas can exceed **3%**.

The **maximum grade** in a track section can be designated as the "**ruling grade**"- a grade which would limit the operating characteristics of trains. This writer has heard that the ruling grade for the **BN&SF** between Denver and Chicago is immediately west of **Gretna**, NE, and that for the **Union Pacific** between North Platte, NE, and Boone, IA, it is just east of Arlington, NE (and that is why loaded coal goes through Omaha). For the **FEVR**, this might be **0.5%**, southbound, just north of **Nickerson**, NE.

ROAD CONSTRUCTION:

A recent meeting was held with a representative of the **Nebraska Department of Roads (NDOR)** to finalize plans for the construction of both the temporary and the permanent **crossings** which will replace the **highway 77** overpass east of Hooper, NE. This work is part of the re-alignment and four-lane expansion of **highway 275** in the vicinity of Hooper. Although construction on the project will begin later this year, the crossings mentioned may not be affected until **2006** at the latest.

RAIL SCHOOL:

Rail School will be back in the **April** issue to continue on the topic of the history and methods of traffic control with various signalling systems.



RAILSCENE: "X" marks the spot! This "X" is the spot where the motorist must be alert to look for possible train movements. Volunteer George Blessing installing a replacement county road "crossbuck" on a cold December Sunday!
