FEVR FLASH

NEBRASKA RAILROAD MUSEUM

1835 N. SOMERS, FREMONT, NE 68025 MAY, 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 shopping at the Nickerson antique store during the stop there. Excursion travel continues through October.

Fares are $8.00 for adults, $6.00 for children in the vintage coaches. Adults $13.00, children $8.00 in the air conditioned cars. (**Note**: the air conditioned cars are temporarily not available - contact the office for status update) 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.

WORKSHOP CANCELLED:

The track inspection workshop field day scheduled for June 10 to be held in conjunction with a class at the Railway Education Bureau has been cancelled. The class enrollment at this time was not sufficient to warrant presentation. A new tentative date may be in October.

MAINTENANCE:

Member **Charles Egbers** assisted with maintenance work on locomotive 1219 being carried out by a contractor. Federal rules mandate periodic inspection and maintenance on safety-related items such as brakes. **"Bud" Miller** spent time on repairs for the caboose to insure its availability for charter use. **George Blessing, Al Schlapfer**, and **Jerry Morris** worked on track related projects. Office manager **Gene Zimmerman** worked diligently in spreading information about the railroad and in scheduling charter groups. **Howard Jeppesen** and **Virginia Rasmussen** rode the excursions regularly selling refreshments and souvenirs on the train. To these and all volunteers not mentioned, the organization owes its success.

FLOODS:

The railroad's operations have survived the recent severe weather events without extensive problems. One of the critical points of severe weather has always been flooding at the bridge across **Maple Creek** just north of Nickerson, NE. This creek has a large drainage area, is normally quite shallow, and has a channel with abrupt directional changes in the vicinity of the bridge. A significant part of the drainage area has only minimal practices limiting fast runoff. Member **Mark Vana** researched weather records and reported 15 flood events beginning **9/28/88** through **5/22/04.** The most recent event was reported at **11.84 feet** - just below the rr bridge while the record event of **8/6/96** of **17.3 fee**t put the bridge an estimated **four feet under the water!** There was extensive track damage at that ime to both the FEVR track and to the adjacent BNSF track. Previous high-water that year had already resulted in two instances of track washout for the FEVR.

J.C. FREMONT DAYS:

Watch for upcoming announcements for railroad schedules during the celebration of J.C.Fremont Days in July.

GOLDEN SPIKE:

The **Midland Railway** will celebrate the completion of its rebuilding of the line from Baldwin City, KS to Ottawa, KS with a spike driving event at Norwood, KS at **10:30 AM, June 5.** Congratulations on the preservation of this historical line dating from 1867. **www.midland-ry.org**.

RAIL SCHOOL:

The last entry on **rail traffic** control discussed the implementation of trackside signals along with the concept of **"blocks".** This system divided the rail right of way into segments. When a train occupies such a segment, an electrical circuit is established which activates trackside signals and can also activate indicators at a central control point.

The earliest trackside signals were mechanical **semaphore** arms. There were "upper" and "lower"quadrant arms with markings and shapes which varied from railroad to railroad. In addition to **block signalling,** semaphores were used to control traffic at points where railroads intersected and a depots to provide information such as the need to stop for train orders. The mechanics of the installations provided the **"fail safe"** operations wherein a failure would result in the most restrictive display- generally by having the force of gravity do so.

The use of **colored lights** was also implemented with the semaphore system and made much more effective with the advent of electricity. Both the position and the color of the lights would provide traffic control information.

For a time and in some places, an indication of **"clear"** resulting from an uncolored lens in front of a lamp was used but this was discontinued since a **broken out** colored lens intended for a different indication would f**alsely** give a "clear" indication.

Few semaphore signals remain today. They have been replaced in practically all locations by lights only which eliminate the mechanical problems of the semaphore arms.

RAILSCENE: Railroad tools and devices: A device called a "re-railer" is used to bring a car wheel back on to the rail after it has slipped off. It has a steel body with ramps which guide the wheel up and over the rail head. (File photo)