

## Emergency! Emergency!

### A Training Exercise

by: Kelly Wilson

A few years ago, Wayne Adams headed up an initiative to create a documented process for us to follow in the event of an emergency out on the line. Once completed, the document was shared with officials in both Fayette and Franklin counties. This same document was also placed in each locomotive and the office to be used by our crews and dispatchers.

While the plan and documentation are good, we had never tested it to see how our organization and county partners would work together. Wade Walling, the Director of the Fayette County Emergency Management, also realized this. Wade contacted us in the beginning of summer asking us to set up an exercise to test the plan. Kelly Wilson was asked to work with Wade to develop a test exercise.

On Saturday morning, August 17th, the Metamora Local left the Connersville yard with its crew (no passengers) to deadhead to Metamora. Ben Sawyer graciously agreed to be the victim for the day. Heading down the hill before Twin Arch bridge, Ben began “feeling” bad and collapsed onto the floor of the coach. Conductor Richard Schnitz evaluated the situation and called a medical emergency. The train stopped at the farm crossing just south of the bridge at Fall Creek near milepost 65. Engineer Sean Gammon contacted Grand Central Station where our dispatcher contacted county dispatch directly (not 911 per an agreement with Wade).

Fayette County responded in force. There was a sheriff deputy, two EMT ambulances, two fire trucks, and several Emergency Management



photo: Kelly Wilson

***Removing a non-ambulatory patient from our coach is not an easy task, but can be accomplished if the train is split to better access the end door. The agencies that participated were Fayette County Sheriff’s Department, Fayette County EMS, Fayette County 911 Central Dispatch, Everton Volunteer Fire Department, and Connersville City Fire Department.***

trucks. The emergency responders had to cross a soybean field to get to the train. The train was split to allow better access to the coach. The responders were able to assess Ben’s fake condition and then move him off the coach and onto a gurney placed on the tracks. At this point,

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the exercise was concluded, and the responders conducted an after-action review. Our crew participated in that review and then had their own review as well.

While Ben would have survived with the response we saw, both the responders and our crew learned lots from the experience. The emergency crews requested additional information that they would like to have before arriving at the train. A new document is being prepared that will be used to gather information before contacting Grand Central. This document will be in each locomotive, Grand Central and the conductor's bag. We also need to review procedures around communication, and the responsibilities of the conductor and engineers during emergencies. We will incorporate these into future training and communications.

Plans are in the works to have more of these exercises. This will provide Franklin County with the opportunity to participate and allow more of our volunteers to learn from the experience.

### *After the Training Session*

That afternoon, after the Valley Flyer was boarded in Metamora for the return trip to Connersville, a young lady began having a seizure and was unable to communicate. Fortunately, the train had not left Metamora. Our crew followed the emergency procedures and the Metamora EMTs responded. The young lady was travelling with her mother.

The young lady was able to respond to the EMT's and eventually was able to walk off the train with assistance. She was transported by ambulance to Connersville for medical treatment. Given the large volume of passengers that we interact with, we must be prepared to deal with a medical emergency. Fortunately for this young lady, it was not life threatening.



*photo: Stacy Hillman*

### **Metamora Children's Day: August 10th**

*Over 35 shops participated, offering live music, games, treat bags, a dunk tank, a bouncy house and free ice cream. We had a bubble machine in front of our ticket office and a small putting game. We handed out suckers and Thomas the Tank Engine tattoos.*



*photo: Phillip Reiboldt*

### **Nulltown Fly-In: Weekend after Labor Day**

*The Wingnuts aviation group put on an air show with various types of small and ultralight aircraft. Mahan Field is a private airfield with a grass runway designed for small planes, and it's adjacent to our main line just south of Nulltown. Our regular trains made stops at the site to accommodate people traveling to the show.*

# Facility Maintenance

by: *Brian Dershem*

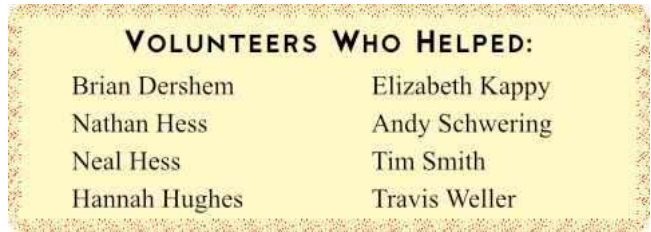
Demolition work continues inside the building we purchased earlier this year. Old pegboard, air piping, excess natural gas piping, an old water heater, old lighting fixtures and dilapidated wooden shelving were removed. I also scraped layers of oil laden dirt from the floor where machine shop work had been performed. Eventually new pallet racks will be installed which will give us the ability to stack pallets with our forklift. This will be a lot more efficient way of storing materials.

We also continued evaluating the electrical system in the west bay and found more violations that posed safety risks. Some of the more interesting violations included ground wires used as neutrals and neutral wires connected to breakers and used as hot wires for other circuits. A PVC pipe was used as a conduit from a primary panel box to an exterior wall. It was installed in such a manner that allowed rain water to drain into the panel box. It was quite disconcerting to see water dripping into an active electric panel! Some new circuits will be added along with several motion-activated LED light fixtures in strategic locations.

After the August member’s meeting, the group walked through the new building and discussed options for how it will be used so that a recommendation can be made to the Board for final approval. The synopsis of the discussion was for the building to be used for maintenance of way, vehicle storage and maintenance, archives, secure storage and storage of special event merchandise and supplies. The last use is a dedicated area for women’s lodging that would consist of four two-person rooms and a restroom/shower room. It would be separately secured/keyed and only accessible by the ladies. I would be very interested to hear from the ladies for input and to answer any questions. You may also contact Andy Schwering regarding this.

Work will continue as we upgrade our facilities to make them more appealing as well as suitable to support our business activities.

*brian.dershem@whitewatervalleyrr.org*



# Track Update

by: *Nic McCoy*

The track crew has run several “rock” trains which is a locomotive and our side dump car. We purchase rip-rap (large irregularly shaped rock that will lock together and resist erosion), have it loaded into our dump car by the vendor, and then take it to a site and dump it down the embankment. Special attention was needed at mile post 57 and 60. The rip-rap prevents the river from undermining our track.

Weekly inspections continue to run and, other than several broken joint bars, no major issues have been found. More tree trimming was accomplished to keep the tree branches clear of the trains.

The track washouts south of Metamora have been filled in. Ties were replaced as necessary, and the area has been tamped. Putting this track back in service is very helpful during Canal Days, the first weekend of October, because we need the extra capacity.

Our contractor has completed work on twin arch bridge. The south pier had been badly eroded underneath. They dug out all the loose material and then completed the same process on the center pier. The next step was to backfill with rip rap, and then place rip rap around all three piers. They used a total of 400 tons of rip rap. If we had not hired the contractor to remediate the problem, the continued erosion could have caused a major structural problem.

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photo: John Hillman

*Only a small amount of the rip-rap is visible around the piers, but the part you can't see is what's important. This bridge spans Williams Creek where it flows into the Whitewater River which is on the left in the photo.*

The red hi-rail truck has received an oil change and a new operating switch for the hi-rail wheels. The yellow hi-rail truck had an engine miss, but a new spark plug fixed that. The outside shop that is working on the boom truck reported that the boom operating components are in good condition and can be rebuilt. Some of the hydraulic cylinders need new seals, but that won't be overly expensive.

**VOLUNTEERS WHO HELPED:**

- |               |                |
|---------------|----------------|
| Greg Borgwald | Steve McCann   |
| Bob Brown     | Tyler Moore    |
| Jon Gipson    | John Richter   |
| Fred Graf     | Ben Sawyer     |
| John Hillman  | Andy Schwering |
| Ed Hollowell  | Tony Schwering |
| Gary Johnston | Al Smedler     |
| Nate Johnston | Travis Weller  |

**Shop Update**

By: Tom Nitza

**Coach 4**

We have applied the silicone-based roof coating and it really looks good. The coating will not only protect the roof, but the light color (gray) will reduce the interior temperature of the

car on hot days. After the car had been outside for a day, we took the interior temperature and it was 10 degrees cooler than the adjacent car with a black roof. The ceiling on the interior was repainted and that really brightened up the car.



photo: Tom Nitza

The big project was the replacement of one wheelset that had a worn flange. We had the replacement in stock so it was a matter of completing the work. It's not overly complicated, but it does take time. We prepared the car on Friday and then swapped out the wheelset on Saturday. We had everything completed in time to take the car on a late afternoon trip to Nulltown to monitor the axle temperatures. There were no problems.

This description leaves out a lot of smaller details but it is important to note that our workforce is able to complete this type of work in a fairly short period of time.

**Coach 9**

The roof was washed with a pressure washer and then scraped to help remove loose paint. The roof sheets are aluminum and they're riveted to the car. The good news is that aluminum does not rust. The bad news is that it will corrode, and there's quite a bit of corrosion. We spent a day applying aluminum patches but there are still a dozen more patches needed; some small and two are over two

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feet square. The patches are sealed with silicone and attached with aluminum rivets. The process seems to work well, but it is time consuming.

Once the patching is completed, we'll spray on several coats of the roof sealer and the car should be back in service for our busy October schedule.

**Engine 25**

The air cylinders that operate the radiator shutters were rebuilt. The packing cups had deteriorated to the point that the cylinders quit operating. In order to get to them, the radiator shutter assembly must be unbolted and then moved back to lean against the hand rail. This process was completed for both shutters.

**Engine 9339**

The drive coupling for the auxiliary generator arrived and it was installed and bolted together. The tolerances are close so the drive shaft was moved a little closer to the generator to fit within tolerances. The drive belts were installed and the engine completed a short test run. More work is planned for this locomotive to resolve an overheating issue and repair some air leaks.

**Other Projects**

The fuel filters were replaced on engine 709. The fuel tank and lines may still have some sediment from setting so many years, but the filters will protect the fuel pumps and injectors. The front rail wheel assembly on the red hi-railer had some cracked welds so those were ground out and repaired. We're welding up some worn coupler knuckles to the correct profile so we have some in inventory ready to use



photos: Tom Nitz

*After jacking coach 4, we rolled the truck to the shop door. The excavator was used to provide the lifting power. In this photo the truck frame has been lifted and the old wheelset is being rolled out. The drum on the axle is for the old belt drive generator that is no longer used. Each car had an independent electrical system with a generator that charged a set of batteries. This power was used to run the lights in the car. Today we have a gas driven generator under one car to power the whole train.*



*This is the replacement wheelset. The bearing boxes have been removed from the old axle and are being installed here. Once the boxes are in place the lubricating pad, bearing, and bearing wedge will be installed. It's easier to install these items with the bearing box upside down, and then it's turned upright.*

VOLUNTEERS WHO HELPED:	
Jerrilynn Feicht	Ryan Scott
Zach Frey	Kirk Shorter
Carrick Dunn	Dale Shory
Steve McCann	Robby Weller
Tony Schwering	Travis Weller
Mike Scott	

# Hello everyone,

As we approach the busy season, I wish to invite all members to help out.

- The shop will remain busy through October with equipment maintenance projects.
- Brian Dershem will continue to schedule work days for facility maintenance and grounds cleanup.
- North pole setup will begin October 5th.
- Fall foliage trains will run every Thursday and Friday in October.
- Canal Days, October 4th, 5th, and 6th, will be a very busy weekend.
- Ghost Train will need crews the last 3 weekends in Metamora. (Friday & Saturday)
- Pumpkin Liner runs on Oct 26th and 27th. Help is needed on the train and at the pumpkin patch.
- Polar Express and the Santa Limited round out the year.

We have a lot of members who attend the rules test each year that we would like to see participate more often. If it has been a while, you can sign up as a student for a bit of a refresher, or help out on one of the many other projects we have going on.

See you soon,

*Andy Schwering*

President WVRR

## Social Media Presence



**Youtube**

WhitewaterValleyRailroadOfficial



**Instagram**

Whitewatervalleyrrofficial



**Facebook**

Whitewatervalleyrr.org

We invite you to follow, subscribe, and share. If you would like to submit an idea for a post, send an email to:

***whitewatervalleyrailroadsocial@gmail.com***



### MEETING SCHEDULE

**Board of Directors** *(second Friday)*

Friday October 11th @ 7:00 pm

Friday November 8th @ 7:00 pm

**Member Meetings** *(fourth Friday)*

Friday October 25th @ 7:00 pm

No meeting in November -- Polar Express

*At the Member Meetings we'll be discussing long range planning regarding the utilization of the new property we purchased. Please come and share your ideas.*

Meetings are held at 300 S. Eastern Ave.  
Corner of Eastern Ave. and Route 121

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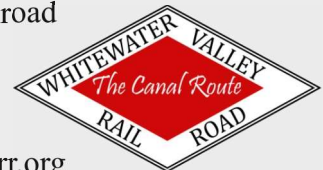
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The Whitewater Valley Railroad is a 501(c)(3) not-for-profit operating railroad museum dedicated to preserving an historic branch line railroad, the restoration of railroad equipment, and the conduct of educational railroad programs.

**Dues:** \$30 annually, or \$200 lifetime