



A Publication of the Railroad Model and Historical Society of Southeastern Ohio, Inc.

PO Box 1, Albany, Ohio, 45710

June 2014

Upcoming Events:

June 10, 2014

Club Meeting
7:00pm
SEOVEC

221 N. Columbus Road, Athens
Bring something for
show and tell!

June 21-22, 2014

Miami Valley Rail Festival
Dayton, Ohio
Admission: \$8

Model Train Displays, Historical
Displays, Live Steam, Vendors,
Miniature Train Rides

June 29, 2014

Annual Club Picnic
Marion, Ohio

Leave SEOVEC by 9:00am
Club Layout Will Be Open,
Station Will Be Open, 3 Double
Track Mainlines

July 12-13, 2014

Model Railroad Show and Swap
Van Wert, Ohio
Admission: \$3
Operating Layouts, Vendors

July 26-27, 2014

Cowen Historical Railroad
Festival Train Show
Cowen, West Virginia
Admission: Free
Operating Layouts, Exhibits,
Railroad Artifacts, Miniature
Train Rides

August 9, 2014

Summerail 2014
Cincinnati, Ohio
Admission:
Train Show/Sale: Free
Multimedia Shows: \$25
Railroad Show & Sale, Visit
Cincinnati Union Terminal's
Tower A, Multimedia Shows

Norfolk Southern Operation Lifesaver Safety Train Aims to Save Lives

Norfolk Southern Press Release - June 2, 2014

The Peach State Whistle-Stop Safety Train this week starts a 327-mile tour from the heart of South Georgia to the carpet capital of the world, calling attention to highway-rail safety and trespasser awareness.

The train, stopping in nine cities from Valdosta to Dalton in three days, is operated by Norfolk Southern Railway and Operation Lifesaver to raise public awareness about being safe and alert around railroad property and highway-rail grade crossings.

The whistle-stop safety train begins Tuesday, June 3, the sixth annual observance of International Level Crossing Awareness Day, at Valdosta, traveling to Warner Robins with a stopover at Tifton. Wednesday, June 4, the train departs Macon for Jonesboro, with a stop at Barnesville. On Thursday, June 5, the train travels from Atlanta to Dalton, stopping at Rockmart.

Invited passengers include state, county and municipal elected leaders, state and local transportation officials, law enforcement officers and emergency responders, school transportation directors, trucking officials, media, and others who have a vested interest in public safety.

“Our goal is to save lives,” said William Miller, Norfolk Southern manager grade crossing safety. “Car-train crashes and casualties caused by trespassing on railroad property are preventable, and we want to remind Georgians to be safe around highway-rail grade crossings and other railroad property.”

In 2013, 96 vehicle-train collisions in Georgia resulted in 13 fatalities and 63 injuries. Fifteen people died and 21

Continued on Page 2

Safety Train

Continued from Page 1

people suffered serious injuries while trespassing on railroad property. Nationally, 1,193 people died or were injured seriously in highway-rail grade crossing incidents, and 908 were killed or injured while walking on or near railroad tracks.

“Georgia historically ranks in the top 10 states nationally for vehicle-train collisions and trespass incidents because of the high volume of train and vehicular traffic and the large number of crossings, nearly 8,000,” said Jennie Glasgow, Operation Lifesaver state coordinator. The state has one of the most extensive freight rail networks in the U.S., with 5,000 miles of track. “It is imperative that we remind citizens continuously of the inherent dangers of trying

to beat a train at a crossing or otherwise trespassing by taking shortcuts on railroad tracks.”

The safety train includes two vintage passenger railroad cars restored by Norfolk Southern and outfitted with television monitors showing a live video feed from a camera mounted on the lead locomotive. Passengers see firsthand what engineers see every day from locomotives pulling thousands of tons of freight, keeping Georgia’s economy thriving.

The train, powered by two locomotives painted with the Operation Lifesaver logo, also includes the Norfolk Southern Exhibit Car and an NS research car. The Exhibit Car showcases the

benefits of rail freight transportation. The research car is a mobile laboratory equipped with computers that continuously acquire and analyze data and monitor track conditions and locomotive performance en route.

The Georgia train is one of four safety whistle-stops Norfolk Southern will operate across 1,569 miles of railroad, stopping in 41 cities in 10 states. June 9-13, the Appalachian train will operate from Cleveland, Tenn., to Lynchburg, Va. The Keystone train will operate from Harrington, Del., to Latrobe, Pa., June 23-16. The Great Midwest whistle-stop will travel from Monroe, Mich., to Moberly, Mo., July 7-11.

“You know you’re a Railfan if...”

http://www.mswphoto.com/IdiotRailfan/you_know.html

Despite common sense and the instructions that came with the camcorder, you still shoot videos into the sun.

“Hobo Humor”

http://www.spikesys.com/Trains/rr_jokes.html

Why can’t a steam locomotive sit down?

Because it has a tender behind!

Railroad will make repairs to Kenmawr Bridge

By: Jon Schmitz, Pittsburgh Post-Gazette, June 1, 2014

A railroad company has agreed to repair the deteriorated Kenmawr Bridge in Swissvale and Rankin, a year after being asked by the Pennsylvania Department of Transportation to do so.

The work may result in an increase in the current 6-ton weight limit, but the 104-year-old bridge will remain off limits to Port Authority buses, leaving detours in place on four routes until the bridge is replaced.

Norfolk Southern Railway, whose tracks pass under the bridge, is responsible for

maintaining the superstructure and substructure. Under a long-standing Public Utility Commission order, the railroad is required to keep the bridge in condition to handle 15-ton vehicles.

The weight limit was lowered to 6 tons early last year, effectively closing it to anything heavier than a delivery van. That detoured Port Authority routes P7 McKeesport Flyer, 59 Mon Valley, P71 Swisshelm Park-Rankin Flyer, and 71 Edgewood Towne Centre, adding about 15 minutes to trip times.

PennDOT wrote the railroad in May 2013, requesting repairs that would raise the weight limit, but the railroad did not respond until last month, after the PUC ordered a field conference. The company agreed to make repairs that are projected to increase the limit to 10 tons.

"We won't know the exact weight posting until the repairs are completed and we analyze the bridge," said Dan Cessna, PennDOT

Continued on Page 4

Interested in Membership?

Interested in becoming a member? Join today! Membership dues are as follows:

- \$60 for a single membership for 1 year
- \$80 for a family membership for 1 year

Benefits of becoming a member:

- Voting
- Several great trips throughout the year
- Friends who share a common hobby

Railroad will make repairs to Kenmawr Bridge

Continued from Page 3

district executive. "When we receive their design, we will be able to estimate what it will be. In our discussions with Port Authority they anticipate continuing to run buses in the current configuration and not use the bridge.

"Obviously, we want to see the project to replace the bridge as quickly as possible to improve this situation for all."

Port Authority spokesman Jim Ritchie confirmed the transit agency has no plans to change the affected routes.

Norfolk Southern spokesman Dave Pidgeon said the company

expected to file repair plans with the PUC by the end of the week. There is no timetable for when the work will occur, he said.

PennDOT is planning an estimated \$9 million replacement project for 2017 and 2018. The new bridge may be designed to accommodate a future extension of the Martin Luther King Jr. East Busway, Mr. Cessna said at a recent public meeting.

The bridge carries Braddock Avenue, a major feeder to the Parkway East interchange in Swissvale and a main route to Kennywood Park in West Mifflin. An average of

15,000 vehicles per day use it.

The bridge is rated structurally deficient and functionally obsolete. On Pennsylvania's 100-point sufficiency scale, it grades at 2, one of the lowest scores in the state. The sidewalks on both sides are closed, and a narrow walkway straddles one of the travel lanes, separated from vehicles by a chain-link fence.

During a 2012 inspection, workers observed several overweight trucks crossing the bridge, at a time when the weight limit was double what it is now.

Our Mission

To Teach...

Those who want to know more.

To Educate...

Those who want to learn the history.

To Promote...

The hobby with enthusiasm.

And to share and enjoy the pleasure of all that is Railroading.



Like us on Facebook!

Find us on the web!

www.ironheadsofseo.org

Have stories, articles, or pictures?

Want to see them in a future edition of the Ironhead Gazette?

Send them to us!

Email: jdawg9292@yahoo.com

Mail: PO Box 1
Albany, Ohio 45710

Your contributions keep the Ironhead Gazette moving!

All Aboard!