



Vol. 51, No. 1 Phone: 513-898-8000 Ext. 217 Address: P.O. Box 62023, Cincinnati, OH 45262-0023 January 2022

## PRESIDENT'S MESSAGE

Hello everyone! Happy New Year! Here are a few highlights of recent Chapter activities and news.

This is our first issue of *The Cincinnati* for 2022. This month we catch up on Steam News on Pages 2 - 3, and look back on our Chapter Banquet on Page 4. We are always looking for fresh material to provide news and information of interest to our readers. If you have taken a trip, read a book, or pursued any activity you would like to share, we encourage you to submit articles for future issues.

Due to the ongoing COVID situation, with record high daily case rates, we have cancelled our January Chapter meeting. We will monitor developments and let you know in the February issue if we are able to plan for a February Chapter meeting. We want to keep everyone safe and avoid unnecessary risks to our Members, which a 2 hour meeting and program in a meeting room could present.

Meanwhile, Chapter business operations continue. On the National front, the Spring Conference is planned to be held virtually in February and the 2022 Convention is still on track for Buena Park, CA, in May. Details on RailCamp for 2022 are not yet available.

We are still accepting Chapter dues for 2022, and they are still \$12 for Regular/Primary members and \$14 for Family memberships. Our renewals are running well ahead of last year, and second notices have been sent. Donations are always appreciated and form an important part of our annual budget. As a 501 (c)(3) tax exempt non-profit organization, donations to the Chapter are tax deductible to the maximum extent permitted by law. National dues renewals are handled separately, and instructions were sent to all members on how to renew.

Thanks to our longtime friend John Hauck for presenting our Banquet program. We have more great programs lined up for when our monthly meetings resume.

That's all for now. Look for more news and updates in the February issue of *The Cincinnati*!

Scott Andes, President

## NO JANUARY MEETING

Due to the high COVID rates in the area, we will not have a regular January Chapter meeting. We hope to have our next Chapter meeting in February. Hope to see you then!

## 50 YEAR ANNIVERSARY



Our 50th Anniversary Certificate. Photo by Richard King



## STEAM NEWS By John Biehn

**AAPRCO 2022 Sugarland Express...**The American Association of Private Railcar Owners is planning an excursion around the rare mileage South Central Florida Express Railroad behind the Sugarland Express 4-6-2 steam locomotive No. 148, (former Florida East Coast Railway.) Private cars will gather in Miami no later than April 22, 2022. On April 23, an Amtrak special will run to Sebring, Florida, and interchange with the South Central Florida Express Railroad. Then AAPRCO will operate four days touring the majority of the railroad behind steam with off-train activities. Afterwards, another special will return to Miami on April 27, where private cars can depart on regularly scheduled Amtrak trains. The association is planning to have the Sugar Express steam locomotive covering the entire line from Sebring to Ft. Pierce, Florida, over several days. A side trip to an online sugar mill is also planned. This railroad operates on the west side from Sebring to Lake Harbor on the former Atlantic Coast Line Railroad. Passenger service to Clewiston ended in the early 1950s. The east side of the railroad from Lake Harbor to Ft. Pierce is the former Florida East Coast Railway's K branch. Passenger service here ended in 1948. The No. 148 led excursions will only operate on the South Central Florida Express Railroad. The U.S. Sugar rail lines are not part of this excursion. For a more detailed schedule, go to <https://www.aaprc.com/travel-opportunities/aaprc-2021-sugarland-express/>. Note: this trip was originally scheduled for October, 2021, but has been moved to April 23-27, 2022.

**East Broad Top Update...**The East Broad Top Railroad has been awarded a \$1.1 million state grant to rebuild 7.8 miles of track between the company's headquarters in Rockhill Furnace and the towns of Three Springs and Saltillo. The grant awarded is the first step toward reopening the historic narrow gauge railroad's long disused main line south to the semi-bituminous coalfields that once supplied the majority of the railroad's traffic. That part of EBT's one-time 33 mile main line has been disused, not abandoned, since the road shut down common carrier operations in April, 1956. EBT will use the money to restore track and bridges to Saltillo, including the 275 foot long Pogue trestle. The grant will also be used to acquire property for and make improvements at Colgate Grove, purchase track maintenance equipment, improve the water supply for a planned fire suppression system in the Rockhill Furnace shops and round house, and repair a historic Rockhill Iron & Coal Co. office building. Other EBT News: EBT General Manager Brad Esposito gave the following steam restoration update: Locomotive 16...The front tube sheet has been renewed. Tubes and flues are on hand, ready for installation. The locomotive will require calculations for Federal Form 4 certification, which are underway. Locomotive 14...This locomotive has cracked drivers, which will require newly fabricated replacements. Locomotive 15...Already has a Form 4 certificate because it was renovated once before and in fact was the last engine EBT operated before the 2011 shut down. It may be the next engine returned to service after locomotives 14 and 16. Locomotive 12...The smallest and oldest of the engines. It was extensively run during the tourist years but a sentimental favorite of some of the restoration crew. Locomotives 17 and 18...The locomotives are "tired" because they were last the last engines used in common carrier service. When the railroad was

hanging on month to month anticipating abandonment, EBT "beat the snot out of them." (Thanks to the EBT and Dan Cupper)

**Western Maryland Scenic Railroad Update...**Recently, the Western Maryland 2-6-6-2 steam locomotive No. 1309 made its first official test runs and was approved by the Federal Railroad Administration for service. In the eleven months since the steam locomotive moved under its own power, the railroad's team has been hard at work not only preparing the locomotive for service, but also responsible for bringing the Western Maryland Scenic Railroad back to life. These successful test runs follow what has been an incredible season on our railroad. Our passenger trains have broken ridership records. We've performed important repairs and upgrades to the railroad line, and our crew has expanded our passenger fleet. The official return of 1309 is a monumental way to end the year. The railroad wants donors and supporters of 1309 to know that we haven't forgotten them. A variety of events for those supporters will be included as part of the railroad's planning for 2022. In 2022, No. 1309 will enter regular service on the railroad and become a star attraction. One event of note. In early 2022 will be an Exclusive Trains Magazine Photo Charter. The three day event, February 25-27, will be limited to 100 participants and will include a night run on the legendary Western Maryland main line around the iconic Helmstetter's Curve to Frostburg. There also will be two days of excursions with 1309 on a freight train, a night photo session, and great food and camaraderie. For tickets, go to [www.Eventbrite.com/e/welcome-back-1309-tickets-205998395747](http://www.Eventbrite.com/e/welcome-back-1309-tickets-205998395747). (Thanks to the Western Maryland Scenic Railroad)

**Historic Steam Engine Back on Track...**On Friday, November 19, the Santa Maria Valley 205, a fully restored 1924 Baldwin Locomotive Works 2-6-2 Prairie type locomotive, made its inaugural run on the Albany & Eastern Railroad from the Santiam Excursion Train station in Lebanon, Oregon, to Sweet Home and back. Boarding the train for the VIP event and attending the ribbon-cutting ceremony were about 150 community members, railroad vendors, and friends and family of those involved with the 205's restoration. Yamhill resident George Lavacot is the train's primary owner. With the help of friends, he worked at his Independence shop for 38 years on the 97 year-old train. Built for the San Joaquin & Eastern Railroad, the engine was purchased by the Southern California Edison Company. When the SJ&E was abandoned in 1933, Edison sold the locomotive to the Santa Maria Valley Railroad where it moved freight cars until it was retired in May 1950 and displayed at the Santa Maria Fairpark in Santa Maria. Mr. Lavacot acquired the locomotive in 1983. "This has been a labor of love, not only for me, but for many others," he said at the ribbon-cutting ceremony. Albany & Eastern Railroad owner Rick Franklin met Lavacot 25 years ago, and they connected over a shared passion for trains. He would regularly visit Lavacot's shop in Independence where the 205 was restored. "This engine will help the community foster an education for the younger generation of how this nation was built on trains and railroads," Franklin said. "We'll be able to share this with generations to come." Lebanon Mayor Paul Aziz emphasized "how important this train coming to Lebanon is for us." On July 7, Santiam

## STEAM NEWS (Continued)

By John Biehn

Excursion Trains officially announced via Facebook that it would be using the steam engine. Three weeks ago, the company began running it to “test the track” according to Santiam director Nancy Randall. “We tested it by itself and with different amounts of cars,” she said. “It handles differently than a diesel engine. The grade is different. We wanted to do it right. Also, Randall said Santiam Excursion Trains will “intermix the steam engine into their normal busy schedule,” using it on the Candy Cane Express and other special rides. There may also be future “steam weekend” events. Mr. Lavacot expressed his appreciation for the old engine’s new stop on the Albany & Eastern Railroad. “I’m so grateful that this lovely lady has a new home. I have great respect and confidence in Rick Franklin and his crew. They will introduce the power and beauty of steam to a whole new generation. Seeing the 205 back on the rails makes the past 38 years well worth the effort.” To learn more about Santiam Excursions, go to <https://santiamexcursiontrains.com>. (Thanks to Benny Westcott, Sweethome news.com via Tom Schultz)

Montana Steam...Fort Missoula is home to lots of pieces of history and now one man and his friends are fixing up one of those pieces to showcase the importance of trains in Montana. Engine No. 7 is one of the last trains from the historic lumber companies in both Milltown and Bonner. Locomotive No. 7 even starred in the 1955 movie “Timberjack,” and is also the oldest known surviving Willamette locomotive in the nation. Larry Ingold and other volunteers are two years into renovations. Trains have been his life for over forty years. After retiring, his wife told him to get a project. The project he is working on now is to bring the nearly 100 year old train back to life. As far as he knows, No. 7 is the only locomotive left from the Western Lumber Company and only one of two locomotives left from the Anaconda Lumber Company. It may never see its glory days again, but it will be shown off at events at the fort and teach Montanans about the lumber history. The group is slowing down for winter, but they’re continuing to find partners to help with costs and labor when the weather picks back up again in spring. The group is aiming to complete the full cosmetic and partial mechanical restoration by its one hundredth birthday in the spring of 2023. (Thanks to Maria Anderson, [www.montanarightnow.com](http://www.montanarightnow.com) via Facebook)

Possible Steam Locomotive Restoration...D&RGW Class C-16 No. 223 served the three foot gauge system of the Denver & Rio Grande Western Railway from 1881-1941. She was then donated to Salt Lake City in 1941, displayed there and eventually moved to Ogden for restoration at the Utah State Railroad Museum. In 1991, the Golden Spike Chapter of the Railway and Locomotive Historical Society was organized to support the new Utah State Railroad Museum, preserve history and most importantly perhaps, adopt the 223. Now there may be good news concerning this 2-8-0 locomotive that has been worked on for almost thirty years. Members of the Golden Spike R&LHS had slowly and steadily been restoring the 223 at the Trainman’s Building at the Ogden Union Station. Unfortunately the chapter found out that they no longer were going to be able to have access to the building and they would not be

able to continue working on 223’s restoration. The chapter made the tough decision to divest themselves of the tools and equipment that they had accumulated over the years while working on the locomotive. They wanted to find an organization that would use the tools and equipment to restore and preserve historic railroad equipment. Due to the longstanding relationship between the Golden Spike Chapter and the Cumbres & Toltec Scenic Railroad, the chapter decided that everything should be donated to the C&TSRR. Mr. John Bush, the President of the C&TSRR (since retired), arrived in Ogden in August and he and a number of volunteers disassembled and loaded equipment on a truck and trailer. The locomotive today still is in Ogden however. The State of Utah owns the locomotive and currently several proposals are being considered as to what to do with it. What now is important is that, according to all involved, the locomotive’s restoration should continue because it is unique and a great way to honor the legacy of Western railroading. With that in mind, a recent inspection of No. 223 was held and went smoothly. There were no issues that require deeper investigation. All the work that the chapter completed is ready to be incorporated into the final assembly. The results of the inspection will be incorporated into the restoration report being updated by John Bush. There is still a significant amount of work that needs to be completed. Stathi Pappas of Stockton Locomotive Works led the inspection and was assisted by two of his associates. A State of Utah representative plus several members of the Golden Spike Chapter also participated. The team reinforced multiple times the idea that this is a unique artifact and needs to be preserved. It is the last Grant locomotive manufactured that has the potential to return to operation. (Thanks to the Golden Spike Chapter R&LHS via Tom Schultz)



## THOUGHTS AND PRAYERS

This month we send our thoughts and prayers to longtime Chapter members Jerry Seiter and Don Fuller, as they navigate through some difficult health issues. We send healing thoughts and hope for their recovery. Please report the passing or serious illness of any member to Frank Kammer.

Scott Andes, Chapter President





# CINCINNATI CHAPTER ANNUAL BANQUET - December 7, 2021

## Photos By Richard King and Scott Andes



Time for a Banquet!



Our 25 Year Members



Every Tree Needs a Train Underneath!



President Scott Andes with Guest Speaker John Hauck



## NOVEMBER MEETING MINUTES

**Opening** – The November 23, 2021, meeting of the Cincinnati Chapter of the NRHS was called to order by President Scott Andes at 7:00 p.m.

**Program preview** – Scott noted that George Vergamini would be presenting our program on Railroads of the Finger Lakes.

**Minutes** – Minutes of the August meeting were published in the November issue of *The Cincinnati*. A motion was made, seconded, and passed to approve the Minutes as published.

**Attendance** – 16 members were present.

### REPORTS

**President** – Scott reported that our banquet this year to celebrate our 50<sup>th</sup> anniversary as a Chapter of the NRHS and recognize our 25 year members will be held on December 7<sup>th</sup>. We have a nominee for Vice President – Brian Neal – to be voted on under Old Business.

**Vice-President** – Don de Reynier noted that he is retiring after over 2 decades as Vice President, and would have stayed for a third decade if his health permitted. Don also noted the mailing of the Newsletter is scheduled for Thursday, December 16<sup>th</sup>, at 1:00 p.m., led by our two Dons. Anyone interested in helping is welcomed.

**Secretary** – Ed Heiss reported that snacks are available, along with drinks including Diet Coke.

**Treasurer** – Mike Thompson reported our accounts are in order, and our Schwab account is up over \$8,000 so far this year.

**National Representative** – Richard King – No Report.

**Trustees** – Bernie Coppock- wished everyone a Happy Thanksgiving, Merry Christmas, and Happy New Year. Frank Kammer – reported that our Library now has a Christmas tree with a train underneath. Don Fuller gave the group an update on his health and stated that we would resume How I Became a Railfan/Railfan Experiences in January. Anyone interested should let him know.

**Librarian** – Richard King reported that we received 3 carloads

of books. Watch the green shelf for duplicates available for sale.

**Old Business** – Scott announced that Brian Neal was nominated for the 2022 Vice President position. A motion was made, seconded, and passed to elect Brian.

**New Business** – Treasurer Mike Thompson reported that the Hixson display in the Museum area of EJ is receiving mysterious donations with people slipping money into the display like a wishing well. \$146.57 has been received so far. A motion was made, seconded, and passed to receive this donation and re-donate it to EJ for maintenance of the Hixson display.

**Announcements** – Frank updated us on upcoming Queen City HiRailers events.

**Adjournment** - Scott entertained a motion to adjourn. The motion passed unanimously. The meeting was adjourned at 7:22pm for refreshments.

**Program** – George Vergamini then presented a program featuring many scenes of railroads in the Finger Lakes region of New York, where George spent several years before coming to Dayton. George covered both the history of the railroads and the history of the region itself. Many thanks to George for another fantastic program!

Respectfully Submitted,  
Scott Andes  
Acting Secretary

## THE CINCINNATIAN STAFF

Editor:

Scott Andes  
3585 Miller Road  
Springfield, OH 45502  
(937) 325-5363  
wandes@msn.com



Staff: Harry Noble (937) 372-3908

Report Member: Frank Kammer  
Illness to: 1706 Marilyn Lane  
Cincinnati, OH 45231  
(513) 729-1919  
fpk3rd@gmail.com

Report address changes to: Frank Kammer  
1706 Marilyn Lane  
Cincinnati, OH 45231  
(513) 729-1919  
fpk3rd@gmail.com

Chapter Website: [www.cincinnatichapternrhs.com](http://www.cincinnatichapternrhs.com)  
Chapter Phone: 513-898-8000 Ext. 217

*The Cincinnati Chapter of the National Railway Historical Society is a non-profit educational organization incorporated under the laws of the State of Ohio and is recognized as a tax-exempt organization under Section 501(c)3 of the Internal Revenue Code. Donations to the Chapter are tax-deductible to the maximum extent allowed by law.*

## NEWSLETTER PRINTED BY



## OTHER PRINTING SUPPORT



*Cincinnati Chapter*  
NATIONAL RAILWAY HISTORICAL  
SOCIETY  
P.O. BOX 62023  
Cincinnati, OH 45262-0023

---

Address Service Requested

---

## CALENDAR OF EVENTS

### JANUARY

Sun. Jan. 23 Dayton All Trains Swap Meet  
Montgomery County Fairgrounds, Dayton, OH  
Hours 10:00 A.M. to 3:00 P.M.

Tue. Jan. 25 NO Regular Chapter Meeting

### FEBRUARY

Thu. Feb. 10 Newsletter Mailing Lunch - 1:00 P.M.  
EnterTRAINment Junction, West Chester, OH

Sat. Feb. 12 St. Andrew Model Train Show  
St. Andrew Parish Center, Milford, Ohio  
Hours 9:30 A.M. to 2:30 P.M.

Tue. Feb. 22 Regular Chapter Meeting & Program 7:00 P.M.  
EnterTRAINment Junction, West Chester, OH

## CHAPTER ACTIVITIES

### Annual Chapter Banquet And Year End Celebration



**On December 7th we closed out 2021 with our Annual Chapter Banquet at EnterTRAINment Junction. We look forward to another great year in 2022! Photo by Scott Andes.**