



PRESIDENT'S MESSAGE

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

This month our Chapter meeting is our annual organizational meeting, and we will have our election of officers and trustees for the coming year. In accordance with our By-Laws, the current officers and trustees must provide at least one nominee for each position. All of the current officers and trustees are being re-nominated for another term except for our Vice President, Don de Reynier, who is retiring after 2 decades of faithful service. A nominee is needed for Vice President, and additional nominations will be accepted from the floor at the Meeting prior to the election.

I am working with Raffel's and EnterTRAINment Junction (EJ) to make arrangements for a year-end Banquet in early December to celebrate our 25, 50, and 60 year Members and our Chapter's 50th year (postponed from 2020 due to COVID). Once a date is confirmed, I can confirm the speaker as well. I am currently working toward Tuesday, December 7th. Since our regular 4th Tuesday meeting falls between Christmas and New Year, the Banquet will serve as our final meeting of the year. Look for more details and a reservation flyer in the next issue of *The Cincinnati*.

Our National Representative, Richard King, and I remotely attended the NRHS Fall Conference on October 9th. The Spring Conference be virtual on February 26th, and the 2022 Convention in Fullerton, California, will take place May 16-21 at Knottsberry Farm. The NRHS is financially sound and making plans for Heritage Grants and RailCamp in 2022.

We are now accepting Chapter dues for 2022. 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.

Thanks to our friend, Jim, Corbett, for presenting our September program. This month, Jim returns with another great program. See the next column for details.

That's all for now. I'll see you at the meeting!

Scott Andes, President

OCTOBER MEETING

Our Chapter Meeting on Tuesday, October 26th, will be held at EnterTRAINment Junction (EJ) in West Chester, Ohio, at 7:00 p.m. This month, our good friend Jim Corbett returns with a program featuring various scenes around Cincinnati and other locations. Jim always has a lot of good material, so you won't want to miss this program.

This month we will be having our meeting in one of the event rooms adjacent to the courtyard and we have drinks and snacks available. As always, guests are welcome so please spread the word and bring a friend. The business portion of the meeting starts at 7:00 p.m. with the program to follow. We hope you will make plans to join us!

THOUGHTS AND PRAYERS

This month we send our thoughts and prayers to longtime Chapter member and Trustee Don Fuller, as he navigates through some difficult health issues. We send healing thoughts and hope he is able to rejoin us soon. Please report the passing or serious illness of any member to Frank Kammer.

Scott Andes, Chapter President

NEWSLETTER PRINTED BY



STEAM NEWS By John Biehn

Fall Photo Special...The Durango & Silverton Narrow Gauge Railroad will be offering a unique and spectacular Fall Photo Special featuring both Southern Pacific No. 18 on its farewell tour before returning home to California and Galloping Goose No. 5. SP No. 18 is an oil-fired 4-6-0. Opportunities abound to photograph these historically significant trains against a backdrop of the high mountain peaks of the Rocky Mountains of southwest Colorado, while enjoying the vibrant autumn colors and the free-flowing Animas River. The SP 18 consist will include the 3278 P Box, standard coach, Red Mountain coach and gondola. Both the SP 18 and Galloping Goose No. 5 will depart Durango on October 1. A bus will bring patrons back from Silverton to Durango. On October 2, a bus will take patrons from Durango to Silverton. Fares: Oct 1, \$154 for Galloping Goose or SP 18. A \$25 bus charge and a 8% historic preservation fee added. On October 2, \$154 Galloping Goose or SP18 Silverton to Durango. A \$25 bus charge from Durango to Silverton plus a 8% historic preservation fee. Book by phone 1-877-872-4607. There is no on-line booking. (Thanks to Ben Kletzer via Tom Schultz)

East Broad Top News...In February, 2020, the East Broad Top Railroad was acquired by the non-profit EBT Foundation. Here is a progress report on the rebirth of this historic railroad: The 2-8-2 No. 16 will be the first steam locomotive to be restored to service. Restoration, renewal, or replacement of the following appliances and parts is complete: dynamo, air tanks, piping, two air pumps, two Hancock Inspirator injectors, new ceramic insulation, and new boiler jacketing. No. 16's tender returned recently to Curry Rail Services for additional work after EBT staff riveted some original components on it. Tender truck assemblies will be going back together shortly, with new bearing brasses and wedges. Important work continues on the passenger carrying fleet. EBT employees are renewing important components of all passenger carrying former freight cars and the railroad's two wooden cabooses. The track crew continues to work to close the approximately three quarters of a mile gap between the current end of track used for public excursions and the restored wye at Colgate Grove. The crew is replacing ties, improving drainage, and clearing brush at the s-curve cut just north of the Runk Road Bridge, which is as far as public rides now extend. A Friends of the EBT project to raise the shop storehouse, which had begun to sink into the ground, is well underway. Finally, earlier this year, the Allegheny Foundation of Pittsburgh granted \$100,000 to support the EBT's rehabilitation of the Colgate Picnic Grove. Brad Esposito, the EBT's general manager, said the grant will let the railroad take much better advantage of Colgate Grove. He hopes to be able to schedule music performances, food tastings, holiday events, and more there. He also reported that a new platform will be constructed there and plans are being developed for a new pavilion. (Thanks to Dan Cupper and Alex Mayes)

Western Maryland Scenic Railroad News...Western Maryland Scenic Railroad 2-6-6-2 No. 1309 will operate for Polar Express rides in December, if not sooner, the railroad's new executive director says. Wesley Heinz told the Cumberland-Times News that "Sometime between now and Polar Express, (rides scheduled for December 17) No. 1309 will make it onto the line. We are pushing as hard as we can." The railroad began daily operations recently, after dealing with extensive track

work that was ordered by the FRA. Mr. Heinz was named executive director last month after holding the position on an interim basis. For more information on the Western Maryland Scenic Railroad's excursions, go to www.wmsr.com. (Thanks to Trains.com via Darrel Cason)

Steam In Indiana...The Hoosier Valley Railroad Museum is excited to announce the forthcoming return of steam-powered excursions. The museum has entered into an agreement with the owners of Bock Lumber Company No. 1, that will allow steam to operate on a long-term basis at North Judson, Indiana. Bock Lumber No. 1 is a 0-4-4T Forney-type steam locomotive built in 1908. It has quietly undergone an extensive multi-year restoration at a facility in Illinois. Bock Lumber Company No. 1 sports an attractive gray and blue paint scheme and is decorated with red and white pinstripes. It has an all wooden cab with brass features and is adorned with polished accessories. "It is unlike any other steam locomotive you're going to see out there. It really is quite impressive," said museum treasurer Robert Barcos. Bock Lumber Company No. 1 will be the only standard gauge Forney-type locomotive in operation on the continent. This makes it a unique survivor and huge attraction for rail enthusiasts, especially since it has not been under steam for more than half a century. The engine is expected to arrive in early autumn but is not expected to pull passengers this year, allowing HVRM members time to get acquainted with steam operations. The Forney design featured two powered leading axles followed by two unpowered axles in a trailing truck that supports the weight of the water tank and fuel bunker. They were set up to operate cab forward, but could easily be operated boiler-first, as became standard on the narrow gauge in Maine, where a few other Forneys are preserved. They became popular for use on mining and logging operations and on the elevated railroads and early transit railroads of major cities like New York and Chicago. The steam locomotive's arrival will end a ten year hiatus in steam operations at the museum, since the last visit of Ft. Wayne Railroad Historical Society's NKP 765 in 2011. (Thanks to Eric Berger & Hoosier Valley RR Museum)

Future Alaska Steam...The restoration and overhaul of ex-Alaska Railroad steam locomotive No. 557 was begun in August, 2012, and steam tests are projected to be done in 2021. Locomotive 557, a 2-8-0, was built for the U.S. Army Transportation Corps by the Baldwin Locomotive Works. Her serial number was 70480 and she became U.S. No. 3523. Due to equipment shortage as military preparations for the U.S. entry into World War 2, twelve of these locomotives were diverted to Alaska. No 3523 arrived in December, 1944, and became Alaska Railroad No. 557. Alaska Railroad 557 was the last steam locomotive in regular service on the railroad. She was kept around to help during high water conditions at Nenana, Alaska, where the Tanana and Nenana Rivers regularly flooded the entire town site and rail yard. Diesel traction motors don't like water and the steamer could easily ford two feet of water over the rails. Locomotive 557 was converted to oil when the railroad retired their other coal burning locomotives in 1954. Locomotive 557 continued to be used for special events and eventually, in 1964, Washington scrap dealer and museum owner Monte Holm purchased the locomotive. In June, 1965, the locomotive left Alaska from Whittier aboard the train ship

STEAM NEWS (Continued) By John Biehn

Alaska bound for Everett, Washington. Instead of scrapping the 557, Holm preserved it for school groups so they could witness steam engine history in action. During the 1970s and through most of the 1990s, engine 557 was kept in running condition and parked at Holm's House of Poverty Museum at Moses Lake, Washington. In 2011, Jim and Vic Jansen purchased the locomotive from Holm's estate and donated it to the Alaska Railroad with the proviso that it be relocated to Anchorage, rehabilitated, and eventually put back in service. Fast forward to a recent Board of Directors Meeting. It was stated that the restoration's end is in sight. The only potential major delay to returning Engine 557 to the rails is funding. At a previous meeting, the need for a short-term fund raiser was led off with a \$15,000 contribution from two contributors. That goal was to raise \$40,000 in the very near future. Those funds would go to bring contractors up to Alaska for the tube and flue installation. They are still a bit short of their goal of raising the \$40,000. If you would like to help with a contribution, send them a check to this address: Engine 557 Restoration Company EIN#46-2663256 P.O. Box 875360 Wasilla, Alaska 99687-5360

Colorado Museum Acquires Steam Locomotive... Former West Side Lumber Company Shay No. 8 has been sold by the Royal Gorge Route Railroad in Canon City to the Moffat Road Railroad Museum in Granby. No. 8 has been on display at the Canon City Depot since 2008. By the time of this writing, the locomotive should have been trucked to Granby, where a crane was to place it on a display track. The museum will use the locomotive to highlight the multiple logging and sawmill operations on the Moffat line, especially throughout Grand County. The Shay will be the feature in an exhibit about the lumber industry in the 1920s and 1930s. The West Side Lumber narrow gauge 3-truck Shay was built in 1922 by the Lima Locomotive Works. In 1966, No. 8 was sold to Malarkey Wall in Banks, Oregon. In 1977, it was leased to the Colorado Central Narrow Gauge Railroad in Silver Plume and operated on the Georgetown Loop. In 2004, the locomotive moved to Georgetown for display and four years later it was relocated to the Royal Gorge Route Railroad in Canon City. (Thanks to the Moffat Road Railroad Museum via Tom Schultz)

Future Florida Steam... The 101 year old Atlantic Coast Line steam locomotive No. 1504, that has been on display in the parking lot at the Prime F. Osborn Convention Center in Jacksonville since 1989, took to the highway in pieces on August 24. The massive sections of the 80 foot long antique train engine were hauled to FMW Solutions Southeastern Office and Fabrication Shop in Chattanooga, Tennessee. There, it will be refurbished and restored to functioning condition and then the pieces will be transported to the U.S. Sugar's Express facility at Clewiston, Florida, where it will be reassembled and tested. The process is expected to take up to three years. Before the 4-6-2 steam locomotive was moved to the convention center, it was located in front of the Atlantic Coast Line (now CSX) building on Water Street. It had been there since 1960. Jacksonville's City Council approved the transfer of Jacksonville's

historic train to the U.S. Sugar tourist attraction in June, despite concerns from some local historians. Sugar Express operations manager Scott Ogle called it a "sweet success story" and said they are thrilled to return No. 1504 to operation. He said the effort that led to the restoration is "a continuation of the legacy championed by the Atlantic Coast Line, CSX, the residents of Jacksonville, and the North Florida Chapter of the National Railway Historical Society, all of whom played a role in preserving No. 1504 for the past six decades. (Thanks to Dan Scanlan, Florida Times-Union and Joe Biancke)

DUES ARE DUE

It is that time of the year again. Membership dues are being accepted as of our meeting October 26, 2021, for the 2022 calendar year.

Dues notices have been mailed, and you should receive your dues notice before that date.

Regular membership is still \$12.00.

Regular Membership (w/ spouse or partner) is still \$14.00.

Student Membership is still \$2.00.

Family Membership \$2.00 (3rd or more members of your family under 18 still living at home.)

Over 18, and not in school or service, regular member \$12.00.

In active armed services, no charge for your membership.

Please wait for your membership notice before payment. Reason - to review our data for accuracy. Please include the notice for correct application of your payment.

Frank Kammer, Membership

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OTHER PRINTING SUPPORT



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.

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CALENDAR OF EVENTS

OCTOBER

Ohio Rail Experience Excursions - see their website
<https://www.ohiorailexperience.com/2021-schedule-fall>
for details.

Tue. Oct. 26 Regular Chapter Meeting & Program 7:00 P.M.
EnterTRAINment Junction, West Chester, OH

NOVEMBER

Sat. Nov. 6 NMRA Division 3 Show & Sale
and The New Montgomery County Fairgrounds
645 Infirmery Road, Dayton, OH

Sun. Nov. 7 Hours Saturday 11am-5pm, Sunday 11am-4pm.

Thu. Nov. 11 Newsletter Mailing Lunch - 1:00 P.M.
EnterTRAINment Junction, West Chester, OH

Tue. Nov. 23 Regular Chapter Meeting & Program 7:00 P.M.
EnterTRAINment Junction, West Chester, OH

CHAPTER ACTIVITIES

September Meeting Program: The Nickel Plate Road



**Guest Speaker Jim Corbett (left) and Chapter
President Scott Andes (right) pause for
a photo after Jim's program on The
Nickel Plate Road. Photo by Richard King.**