

THE *Cincinnati*



OFFICIAL PUBLICATION OF THE CINCINNATI CHAPTER • NATIONAL RAILWAY HISTORICAL SOCIETY

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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 2023. This month we catch up on Steam News on Pages 2 and 3. 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.

Our Library hosted quite a number of visitors during the Holiday season. We handed out Operation Lifesaver coloring and activity books to our youngest visitors.

In National news, registration is now open for the Spring 2023 NRHS Conference to be held May 16-21 in Sparks, Nevada, at the Nugget Casino Resort. This year's Conference is being held in conjunction with the Southern Pacific Railroad History Center and the Pacific Coast Chapter of the Railroad and Locomotive Historical Society and will highlight the history of the Southern Pacific Railroad. The NRHS meetings will be held on May 21. Later this year, the NRHS Convention will be held in Fort Lauderdale, FL, September 1-6, and will include an excursion on the US Sugar lines.

We are still accepting Chapter dues for 2023, and they are still \$12 for Regular/Primary members and \$14 for Family memberships. Most of our members have already renewed, 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 are being sent to all members on how to renew.

This month, our friend Jim Corbett will be joining us to present our first program of the year. See the next column for details.

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

Scott Andes, President



JANUARY MEETING

Our Chapter Meeting on Tuesday, January 24th, will be held at EnterTRAINment Junction (EJ) in West Chester, Ohio, at 7:00 p.m. Our good friend Jim Corbett will be presenting our program this month. Jim's program will cover the former C&O "Cheviot Hill" operations, covering freight and Amtrak movements over the line, from the mid-1970's until abandonment in 1978.

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!

WELCOME

Please welcome our newest member, Benjamin Hindt, from Springboro, Ohio. We hope to see him at an upcoming meeting.

THOUGHTS AND PRAYERS

This month we send our thoughts and prayers to our Trustee and longtime Member Don Fuller, who was admitted to Hospice the first week of January, and his family. We send healing thoughts, prayers, and hope for his recovery.

Please report the passing or serious illness of any member to Frank Kammer.

Scott Andes, Chapter President



STEAM NEWS By John Biehn

Steam in Georgia...Last month at Junction City, Georgia, a rare Glover Machine Works 0-6-0 made its first run under steam in over seventy years. Mike Buckner of Junction City owns the standard gauge locomotive and runs it over a half mile track on his property. Glover Machine Works of Marietta, Georgia, built about 200 of these locomotives for the mining and forest industries. Buckner's No. 6 locomotive was built in 1916 for the Cherokee Brick Company of Macon, Georgia. No. 6 was used to transport clay from the pit to the factory. The locomotive was retired in the late 1950s. It was built in Georgia and never left the state. It is the only operating Glover locomotive in the United States. (Thanks to Les Beckman via Tom Schultz)

Locomotive Donation...The Wilmington & Western Railroad has agreed to donate former Pennsylvania Railroad steam switcher No. 60 to the Lewes Railroad & Bridge Association. Following a cosmetic restoration, the Altoona built B6sa 0-6-0 switcher will join a caboose that was built in 1917, also for the Pennsylvania Railroad. This caboose was last owned and operated by the Delaware Coast Line Railroad. Both the locomotive and caboose will be placed on a preserved section of track between the Rollins Center and the Lewes Public Library. These railroad artifacts will serve to educate visitors on the history of railroading in southern Delaware. (Thanks to Alex Mayes)

Santa Fe Locomotive Spruce Up...Santa Fe No. 5030 is one of twenty-five oil burning Texas-type 2-10-4 5011 Class steam locomotives built by Baldwin in 1944. These locomotives were designed to haul heavy freight trains at speeds nearing 70 mph. They also pulled passenger troop trains during the final years of World War Two. Santa Fe No. 5030 has been on display in Salvador Perez Park in Santa Fe, New Mexico, since 1959. Thanks to the Old Santa Fe Association's volunteers, the civic association cleared trash and weeds and set up a new fence around the 380,300 pound machine. Volunteers also repaired some of the rust and corroded metal from the boiler before giving the locomotive a fresh coat of paint. Community activist Rick Martinez brought up the locomotive's poor condition to the attention of the Old Santa Fe Association which then adopted the engine. "It was really in bad shape," Adam Johnson, the association's executive director told the Santa Fe New Mexican. "There was a lot of trash and a person was actually living in the locomotive. The train is part of history and we want to protect it. It's sort of a landmark." The City of Santa Fe provided about \$1,200 for the project. Local business Xtreme Painting volunteered to coat the locomotive with a black rust-resistant finish. Volunteers then hand-lettered the Santa Fe name, redid the numbers, and painted the trim to restore the locomotive to its original look. The group then held a bell-ringing ceremony on November 19 at the park to christen the locomotive. (Thanks to Steve Glischinski)

Cumbres & Toltec Scenic Railroad News...The projects committee meeting and the board meeting was held at the end of October. The fall banquet was then held with guest speaker Scott Gibbs who gave a very interesting presentation on the railroad's summer season. A big piece of news during the presentation was that 2-8-2 K-37 No. 492 has been chosen to be the candidate for restoration in the near future. No. 492 received a new boiler in 1949 which is in much better condition than the one on No. 497. A major donation from a supporter will go a long way towards funding 492's restoration. The work will take at least two years. (Thanks to Friends of the Cumbres & Toltec via Tom Schultz)

McCloud River Railroad No.19 Restoration...McCloud River

Railroad No. 19 is getting a complete rebuild at the Age of Steam Roundhouse Museum located near Sugarcreek, Ohio. Nearly every component of locomotive No. 19 has been removed, inspected, and repaired as needed. As work progressed, many more necessary repairs were uncovered. In such situations, completely new parts were cast at the local steel foundry or machined in the Age of Steam's shop. No. 19's boiler has been fully inspected and necessary repairs-including a new firebox door and a patch on the front tube sheet-have been completed. Newly built superheater units, tubes, and flues have arrived and are ready for installation. During inspection of the brake rigging, large amounts of wear were found on some supporting components. These were welded-up and re-machined as good as new, and all the pins and bushings were machined in the shop. The laying out of No. 19's cylinder centerlines was undertaken so that the cylinder bores are exactly parallel to the locomotive's frame. This is important because No. 19's pair of pistons, piston rods, driving rods, and valve gear are connected together. All of these parts must operate in a unified manner for the smoothest operation. Two other recently completed projects were the machining of the steam dome seat where the soft copper "round ring" will sit and be squeezed to ensure a steam-tight fit between No. 19's steam dome and its newly fabricated steel dome lid. This lid and its round-ring seal must contain the 185 pounds of steam boiler pressure constantly being pushed against them. Support springs and hangers for No. 19's main driving axle have come to the work bench as the next project. The Age of Steam Roundhouse Museum will continue its complete and safe restoration of No. 19 until it is ready to operate once again. (Thanks to Age of Steam Roundhouse Museum)

Alaska Railroad 557 News...The following is an interesting update of locomotive No. 557 given by Mr. Patrick Durand, Project Manager for the 557 Restoration Company during a video made by Donnie Rosie. Locomotive No. 557's restoration effort is now in its tenth year. The tubes and flues need to be placed in the boiler. Mr. Bob Franzen of Steam Services of America will be putting together a crew that will actually install the tubes and flues. Workers have laid 80 feet of track and the Alaska Railroad has provided a turn out switch that will be installed to connect the 557 track to the main line. As soon as the restoration company is capable of steaming and operating the locomotive, they will then move to the Palmer Branch where they will do shakedown operations. This will probably be a ten day period where they fire up and operate it day and night as long as people are available to do a real shakedown. When the locomotive is deemed ready for service, the initial negotiation with the Alaska Railroad is that they would like to engage in about six to eight trips in the spring before the tourist season starts and maybe ten or twelve trips in the fall after the tourist season because the railroad only has so much track time during the height of the season. The Alaska Railroad will be using the locomotive to pull their equipment. Pertaining to the locomotive: The smoke box front has been installed and it has a fresh coat of graphite and linseed oil baked on. The headlight and marker lights are in place. The turbo generators are also in place along with the Harriman number boards. The cross compound air compressor is yet to be installed on the locomotive. This big compressor, or air pump, was manufactured by Westinghouse. This compressor was totally rebuilt by Steam Services of America. Just for a reference point, it cost about \$42,000 to overhaul just to fix the compressor today. When the locomotive was originally built in 1943, the entire locomotive cost \$58,000. The 19 inch piston rods need to be installed. They need to be reconditioned. The main and connecting rods have all new bearings and were machined

STEAM NEWS (Continued) By John Biehn

specifically to fit the reconditioned pins and bushings on the drivers. Workers needed to upgrade to the 26L brake system to be compatible with components of the positive train control system. The fuel to be used on the locomotive will be used oil and U.S. Ecology said they're going to supply all the oil we can burn for the first two years. The locomotive was converted from coal to oil in 1954. The outer portion of the tender and the bottom of it holds the water. The project would be nowhere without volunteers. Just two people are paid. One is a professional engineer consultant who is Bob Franzen. The other is Paul Dalleska who is a consultant and currently doing all the brake work. He is also a machinist and helps direct where we are going with this project. A further update of Locomotive 557...After the locomotive was rolled out for the press to see the progress and mating of the locomotive and correct tender for the first time in over 50 years, restoration work has begun again. The smokebox front, head light, and classification lights were removed to allow access to the smokebox and do further work on the boiler. Jeff De Broeck is working on the front flue sheet to prepare holes for installation of the tubes and flues. Other volunteers are working on other parts of the locomotive. They are progressing one step at a time towards returning No. 557 to operation. (Thanks to Alaska's News Source and Alex Mayes)

Future Canadian Steam...Canadian Pacific crews have recently moved 4-6-4 No. 2816 into its Calgary locomotive shop for overhaul. The locomotive, according to Canadian Pacific, is being prepped for a special cross-continental trip from Calgary to Mexico City to celebrate completion of the proposed CP-KCS merger. CP 2816, also known as the "Empress", was built by Montreal Locomotive Works in December, 1930. The locomotive was retired in 1960 after being used for heavy passenger service. In 1964, the locomotive was acquired by Nelson Blount's Steamtown USA, then located in Vermont. CP reacquired the locomotive in 1998 and, after an extensive restoration, it was returned to service in 2001. No. 2816 traveled the CP system until the steam program was suspended in 2012. The locomotive was then stored in Calgary, but briefly fired up for a video shoot during the holiday season in 2020. CP President and Chief Executive Officer Keith Creel stated back in 2021 that if the Surface Transportation Board approves CP's merger with KCS, the railway would celebrate by bringing No. 2816 back under steam to lead a tour from Canada through the U.S., and into Mexico. (Thanks to Steve Glischinski)

Canadian National 6060 News...The restoration of the streamlined Canadian National 4-8-2 No. 6060 is advancing thanks to the efforts of the Rocky Mountain Rail Society. The RMRS has been trying to get the locomotive back in service for a number of years, and that effort took a giant leap forward in 2020 when the group

worked with D.F. Boiler Tube Industries to remove a number of staybolts. In 2022, boiler work was able to continue thanks to a grant from the Alberta Ministry of Culture. That money was able to pay for D.F. Boiler Tube Industries to return to Stettler to weld a steel patch on the crown sheet and do some firebox floor work. No. 6060 was built by the Montreal Locomotive Works in 1944. It was used in passenger and freight service throughout its career and retired in 1959. In the 1970s, the locomotive was restored and ran in excursion service. In 1980, CN donated it to the people of Alberta and it continued to operate in western Canada, including a visit to Expo 86 in Vancouver. The locomotive later went to the Alberta Railway Museum for storage and eventually it moved to Stettler and returned to excursion service in 1998. In 2001, the locomotive was transferred to the Rocky Mountain Rail Society. No. 6060 powered Alberta Prairie Railway excursions until 2012 when it was parked again. The rail society's future goals include the following: replacing staybolts that were removed in 2020. Repairing the throttle. Reinstalling the superheater tubes and performing some critical upgrades that will lead to a hydrostatic test. Finally... putting the locomotive back together. If you would like to donate to get this beautiful locomotive back into operation, please go to www.6060.org/donate. (Thanks to Justin Franz)



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CALENDAR OF EVENTS

JANUARY

- Sun. Jan. 22 Dayton All Trains Swap Meet
Montgomery County Fairgrounds, Dayton, OH
Hours 10:00 A.M. to 3:00 P.M.
- Tue. Jan. 24 Regular Chapter Meeting & Program 7:00 P.M.
EnterTRAINment Junction, West Chester, OH

FEBRUARY

- Sat. Feb. 11 St. Andrew Model Train Show
St. Andrew Parish Center, Milford, Ohio
Hours 9:30 A.M. to 2:30 P.M.
- Thu. Feb. 16 Newsletter Mailing Lunch - 1:00 P.M.
EnterTRAINment Junction, West Chester, OH
- Tue. Feb. 28 Regular Chapter Meeting & Program 7:00 P.M.
EnterTRAINment Junction, West Chester, OH

CHAPTER ACTIVITIES

Annual Chapter Banquet And Year End Celebration



On December 6th we closed out 2022 with our Annual Chapter Banquet at EnterTRAINment Junction. We look forward to another great year in 2023! Photo by Scott Andes.