

LM&M RARE MILEAGE EXCURSION

Sponsored by Cincinnati Chapter NRHS

WHAT:

Rare mileage, all points trip on LEBANON AND MASON SUB with LM&M RR equipment. Snacks and Soft Drinks available to purchase in the Queen City Tavern Car

WHERE:

Lebanon thru Turtle Creek, Hageman Junction and Stokes to Mason; back to Hageman Junction; then Monroe (Garver Rd) and back; return to Lebanon. Cover approx. 16 route miles; 32 miles round trip.



WHEN:

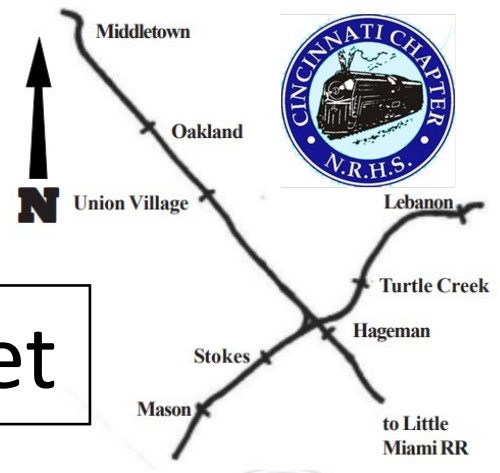
We will run Rain or Shine Sunday September 24, 2023 at 12:00 Noon. Take a 4-hour trip from the LM&M (ex-PRR) depot on Broadway St. Lebanon, Ohio. Restrooms in station at start and end of trip. Also on the 3200 car we will be riding.



WHY:

Visit parts of the old CL&N narrow gauge line (built 1885) and M&C connector; taken over by the PRR a century ago. See turntable site, Turtle Creek truss bridge, Mud Creek dam site, blue heron nests, water tower site, runaway wreck site and (if you are lucky) white tail deer.

\$50.00 Each Ticket



COST:

All tickets \$50 ea. We will be on the Milwaukee Road 3200 Deluxe Coach.

Order tickets thru the CCNRHS:

To order your tickets send your check/MO
CCNRHS, c/o Frank Kammer III
PO Box 62023
Cincinnati, Ohio 45262-0023
More Info Call Frank 513-729-1919

Tickets will be issued before boarding:

Your Name: _____
Address: _____
City, ST Zip: _____
Phone (____) ____ - _____
Cell: (____) ____ - _____
Email Address: _____
Number of tickets: X \$50.00 = \$____.00

Small Print-Notice:

Historical Equipment - **Not Handicapped Accessible.** Tickets are non-refundable. Potential passengers hereby disclaim any liability on the part of the Cincinnati Chapter NRHS in tort, in contract, or otherwise for potential passenger's inability to ingress or egress in case of emergency.

The Cincinnati Chapter NRHS acts solely as an agent for the attendees with respect to rail transportation, food services, and other services offered, and as such holds itself free of liability for any injury, delay, loss, or damage from any cause whatsoever, in tort, contract, or any other means.



The oldest GP7 still operating, #5704 was ordered by the Pere Marquette Railroad from General Motors' Electro Motive Division in 1947, but was delivered to the Chesapeake and Ohio Railway as a result of a merger.

The 1500 horsepower locomotive was built in May of 1950 and was ballasted to 248,000 lbs., the heaviest GP7's on the C&O.; GP stands for General Purpose, and the 55 or now again the 5704 was built as a dual service locomotive. It was capable of moving both passenger and freight cars, and was originally equipped with a steam generator to provide heat for passenger cars in cold weather.



MILWAUKEE ROAD 3200 - DELUXE COACH

This long-distance coach car was featured in the 2015 movie *Carol*. The 3200 car seats 60 passenger. The car features comfortable reclining chairs, and large picture windows.

The 3200 at Cincinnati Union Terminal bringing up the markers on *The Humming Bird*

The 3200 was built by the American Car and Foundry Company (ACF) for the Louisville and Nashville Railroad. The L&N used the car on its *Humming Bird* passenger train between Cincinnati, OH and New Orleans, LA.

After retirement from the L&N in the 1960s the car was sold to the Pittsburgh and Lake Erie Railroad. The P&LE purchased the coach for commuter train service in the Pittsburgh area.

After its brief stint in commuter service, the 3200 was sold to the Ft Wayne Railroad Historical Society for excursion service. The car would later be owned by the Friends of the 261, Lake Central Rail Tours, and the Cincinnati Dinner Train before coming to Lebanon for use on the LM&M Railroad.

The 3200 is currently painted to honor the Chicago, Milwaukee, St Paul, and Pacific Railroad, also known as the Milwaukee Road.

The car is named the *Montgomery* to honor both the L&N and the CL&N. The L&N stopped in Montgomery, AL. The CL&N stopped in Montgomery, OH.





QUEEN CITY TAVERN - 1379 EX-US ARMY

The Queen City Tavern is the LM&M Railroad's open air concession car. The large baggage doors slide open on warmer days, so passengers can take in the breeze.

Queen City Tavern interior at night

The car was built as a kitchen car by St. Louis Car Company for the US Army in the 1960s. The car was originally numbered USA 89687. The car was later sold to Amtrak and renumbered 1379. Amtrak converted 1379 into a baggage car and used it regularly until the late 1990s as a part of their "heritage" fleet.

The LM&M Railroad also owns ex-Amtrak 1376. That former kitchen car is used as a power car. It contains a 480v HEP generator that provides electricity for the passenger cars.

