



Editor's Comments

The next membership meeting will be Thursday March 7, at the Newsreel Theatre at Cincinnati Union Terminal, at 7:30 p.m. Program will be *Canadian Rails* presented by Roy Hord. The program will be streamed on YouTube.

Send electronic submissions to:
headlight.markers@yahoo.com

Perhaps you've thought of submitting an article or two --- now would be a great time to do so!

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PRESIDENT'S COMMENTS

February, 2024

Library books: The club's board has reached a consensus (while not taking an official vote yet) about the club's vast book collection and bound volumes of railroad magazines. The club needs to divest of approximately 60 percent of the books in the collection and probably all of the bound volumes. The club's member library in the clubroom isn't going anywhere. In fact, it will probably grow in size. We have approximately 1,000 books shelved in the clubroom, and plans to bring in more shelves. Now, the club has approximately 5,000 books (not counting books that are bound volumes of magazines). So, we estimate that approximately 3,400 will likely need to be sold, auctioned or distributed to members rather than stored due to rising warehousing costs (more on that later in this column). There will be additional communications to the members here in the club newsletter, verbally and via email about book dispositions. This also means that the club has a hold on bulk book donations, even though these donations have helped to raise some funds and bolstered the library in the past.

Magazine donations: That's going to be a long-term hold on bulk donations as there is no effective way to distribute them (even for free). At least one member has been sending in the latest copies of historical society magazines for sharing with other members. That can certainly continue as this is a one or two at a time donation. Donations of dozens or hundreds of magazines is not something we can handle at this time.

Warehouse costs: The costs of the club's longtime warehouse space have vastly increased, and therefore the club is looking to downsize its storage needs (and therefore costs) over the next 1.5 years. The board has begun to surplus non-railroad items used in prior years to operate the club. The plan at this time is to move the many flat files and files of plans, drawings and maps of railroads. Most of those cover the entire scope of the building of the Cincinnati Union Terminal complex to include outbuildings (the roundhouse, towers, and even the entirety of the Western Hills Viaduct).

There is other railroad memorabilia the club is continuing to evaluate with the idea it will all be preserved. Much of the railroad memorabilia will move to the warehouse to third floor clubroom. You might have noticed the timetable rack (original to Central Union Depot), new filing cabinets, and the original CUT dwarf signal in the clubroom as evidence that is already in progress. Some of the railroad memorabilia (and mostly likely the many plans and drawings) will remain in offsite storage.

Website revamp ready: This has taken longer than expected, but the new club website is ready to launch. Watch for it in the next few weeks. This website will be able to be constantly updated, and most importantly is a secure way to pay and maintain your memberships online. The "Join" e-commerce membership system was created using a professional website builder we paid to ensure it is a secure system. Right now, it is running through Paypal. No financial information (beyond your membership status and amount sent) are communicated to the club. What is communicated to the club is an automated communication of your name, membership level, email, address and phone. These are all to continue to stay in contact with you, our members. The rest of the website was designed and built using all-volunteer member input and design. There is a new blog feature that I expect will become a popular way to tell even more railroad stories, photos and videos about Cincinnati and beyond.

PRESIDENT'S COMMENTS, *Continued from Page 2*

Programs: The March program from Roy Hord will be live on the club's YouTube channel and available for watching later. In April, the Cheviot Hill Night program will start with a program that will be live on YouTube of Don Patrick images from the club and others from Chris Mayhew's collection and from Father Dale Peterka. The second part of April 4, a Jim Corbett slide show, will be recorded...but not put on YouTube. We will make the recording available to members for later viewing in the clubroom.

YouTube: Speaking of programs, we dropped The Last Day of Trains on Cheviot Hill, a three-minute video of Don Patrick photos from July 16, 1978, on the club's @cincinnati railroadclub YouTube channel. Speaking of the channel, we want to celebrate reaching 3,000 subscribers on the channel. The club is about to "monetize" the channel, which means small amounts of revenue from advertising will help to support the internet costs of running the live rail cameras. We have also asked camera watchers to voluntarily become sponsors of the cameras, and a few have responded by pitching in \$0.99 cents a month. A few others have made one-time donations. This can all be done via the club's PayPal account. Donations to the club for cameras or otherwise may be made online via <https://paypal.me/CincyRRClub>


The Cincinnati Railroad Club & Roy Hord present


CANADIAN RAILS

MARCH 7, 2024 7:30PM

Cincinnati Union Terminal
Newsreel Theater









Don Patrick photos
Cincinnati Railroad Club collection

Cheviot Hill night Thursday April 4

7:30 p.m. in Newsreel Theater at Cincinnati Union Terminal



Go back in time to when trains traversed a Cincinnati mountain railroad to the city's West Side. Digital show features Don Patrick photos. Jim Corbett slide show follows.



PRESIDENT'S COMMENTS, *Continued from Page 3*

Third floor clubroom: Room for fun and railroadians

Club members gathered Feb. 23 to watch videos made by the late Greg Scholl as a tribute to the Cincinnati area railroad filmmaker who created lasting memories with his films.

Scott Smith has also amazed again by moving over the Cincinnati Union Terminal gate light number 9 from the warehouse, and lighting it and gate 8 up for all to enjoy. Scott and Dave Bossart also moved over the wood timetable rack, which we have now spruced up with some vintage passenger timetables. A CUT dwarf signal is also in the corner of the third floor to be on display.



Track 8 and 9 gate lights (above), and the timetable rack is (below).



Chris Mayhew

February 2024

AMTRAK NEWS

By W. Mike Weber

Close to home as you know by now, Ohio is on one of 69 routes selected for passenger rail studies through the Federal Railroad Administration. The one we care about is the 3C and D Corridor. The Governor is already scaring me with statements such as 'this will take years of studies.' Fact is we studied the heck out of this line in the 1990 era. They claim those are out of date. I believe any of us with a high tail truck and 2 months could put together a good study of the infrastructure. It has not changed much!!

With what could be considered a friendly City Council, there is 'talk' of streetcar expansion. Nine proposed routes have been drawn up. The public has been asked to comment. Look at Sustainable Cincinnati/ org. I like the downtown to Clifton via Reading Road and the Western Hills to Clifton to East Walnut Hills to Maybe X U.

I&O (I still call it that) had a yard full of 40-year-old BNSF locomotives in Norwood last week going into freight service. Could be rough on the track according to some who know!!

Siemens new cars. Well, our butts are bigger than 30 years ago, and aisles and seats are smaller. This is due to the requirement to allow for wheelchairs!! Really? We need this in every car? It is an issue Amtrak will be facing in a design of new Long Distance cars for sure BIG windows. Smooth and quiet. California getting pushback on their no food service on Oakland to Bakersfield service. Vending machines promised for the new cars when they arrive. So, who picks up the trash? Wipes the tables? You really do need a human to staff a food service car CALIFORNIA!!

Mudslides continue to vex the west. What worked in California in 1980 is now too close to the sea. Overhanging cliffs. The answers will be major re-locations, and possible tunnels. I was bussed in Washington State in January, due to mud slides in Kelso. Better than running a train right into one!!

Our good member and friend Paul Grether can celebrate a full one year of operation at Grand Central Madison in New York. A gleaming addition to the New York rail scene..

No too far from home, the South Shore Railroad (NICTD) will be back in full operation in Northern Indiana in May. This has been a two-year double-tracking project between Gary and Michigan City. The end of street running in Michigan City. A new station complex in Michigan City in a planned mixed-use block Increased train frequency. Covid plus the track closure in Indiana hit ridership hard on the South Shore. They have a goal of 78% return to 2019 ridership by this Fall. By Spring of 2025 they expect to have their new line to Dyer/ Munster open. Another way to get to Chicago without a car.

Riding Amtrak? Book early for good fares. Like now

Mike Weber

CRRC will be there! Please consider volunteering at our table!



MODEL RAILROAD SPRING FLEA MARKET & TRADE SHOW

Sponsored by Cincinnati Division 7, NMRA, Inc.

www.cincy-div7.org/local-events

**Saturday, MARCH 9, 2024
10 AM to 3 PM**

LAKOTA WEST FRESHMAN CAMPUS

**5050 TYLERSVILLE ROAD
WEST CHESTER, OHIO 45069**

FEATURING LOCAL MODELERS & HOBBY DEALERS

\$7 Admission (Cash only, several ATMs off-site) – Kids 12 and under and Scouts in uniform free with accompanying paying adult – No animals allowed, except service dogs

All SCALES of Model Railroad Items, Videos and more!

Tables \$20 (2.5 x 8 ft) – Reservations: rhord@fuse.net

***Don't miss this popular model train buy-sell event!
"A model railroad trade show"***

This event will be operated under all local, state and federal health guidelines in effect at that time. Masks are currently optional. If recommended, hand sanitizer will be available at multiple locations. Subject to cancellation due to events beyond our control. See <https://cincy-div7.org/local-events> for last-minute information or changes.

THE REPURPOSED JOHNSON CITY TENN. CLINCHFIELD DEPOT

By Charles H. Bogart

On our way home from Chapel Hill, North Carolina, Mary Ann and I stopped in Johnson City, Tennessee, to see the former Clinchfield Railroad Depot. The depot had been built in 1909 as a freight house for the Clinchfield. Scheduled for demolition by CSXT, it was bought in 2003 for conversion into a commercial establishment. Fortunately, CSXT did not require that the depot be moved back from the track. The head house is today used by the Johnson City Visitor Bureau.

The Clinchfield freight shed has been converted into a bar restaurant operation called Burgr & Barrel. A canopy extends out over the former team track area. Sheltered under the canopy are self serving beer and wine tap dispensers and tables for socializing or eating. Bottle and canned beer, hard liquors, and bottles of choice wines, plus food are ordered via an app on one's cell phone.

While Mary Ann and I were examining the outside of the depot building, the Burgr & Barrel General Manager, Robert Abernethy, came by. He asked if we were railfans. When we said, "Yes," he asked if we would like to come in and look around. He did not need to ask twice! Our tour lasted 30 minutes; unfortunately, we did not get to sample food or drink as the license for the establishment did not cover Sunday service, but we did get to see the innerworkings of the restaurant and were able to examine the fine brick and woodwork of the depot building that has been preserved.

Mary Ann and I plan to visit Johnson City this April on a return trip to Chappel Hill. This time we will ensure we are in the city when Burgr & Barrel is open.



From left to right. Head HHouse used by the Johnson City Visitor Bureau;the Burgr & Barrel restaurant and bar; and the overhead canopy that shelters the Burgr & Barrel prepaid self-serving beer and wine taps.

THE REPURPOSED JOHNSON CITY TENN. CLINCHFIELD DEPOT, *Continued from Page 7*



The main entrance to Burgr & Barrel. Beer and wine service on the loading dock is self-serving. One uses a credit card to meter the amount of liquid released from the tap into the glass. The fireplace is an operating wood burning fireplace.

A view back toward the kitchen. There are no waiters. Food is ordered by cellphone and delivered by a server. Note the overhead woodwork.



The entry door is to the left and the bar is center stage. The wood structural beams supporting the ceiling show here with good effect. The bar featured a wide range of spirits of all expense brackets. They had a nice selection of Kentucky bourbons.

February 2024



The plywood that had previously covered the walls has been removed to show off the 1909 brickwork. The decor is industrial, reflecting the heritage of the building.

Note the cable powered overhead fans. Before small electrical motors were perfected, industrial and commercial fans were belt or cable driven. A central powered axle had take off cables leading from it to the fans. Note the cable powers two overhead fans.



Mary Ann and Robert Abernethy, General Manager of Burger & Barrel and our tour guide.

DREAMS OF A DINING CAR - Part 2

By Bill Boone

What could be finer than to have your “Breaded Lamb Chops, Bordelaise” in the *James Whitcomb Riley Diner*? Part 2 of a continuing visit to the diner...

The last episode of railroad dining took us down memory lane care of a number of railroad menus from across the country and over the decades..

This episode....dining on “the Riley” (as my mom and others referred to the train).

Looking over the initial timetable of the Riley...one left Cincinnati at 8AM and arrived at the IC station in Chicago at 12:30PM (1:30 PM EST). Traveling south to Cincinnati one left Chicago at 4:30 PM (5:30 PM EST) and arrived at CUT at 11PM. So I am guessing one could have had both breakfast and lunch going up to Chicago. And coming back to Cincinnati it would have been dinner only. The Riley as advertised was 7 cars, one of which was a diner.

I have a NYC central brochure created to publicize the Riley (the brochure is pre April 28, 1941, the inauguration date for the Riley). That brochure says “..exquisite diner, serving special low priced meals...”. Also text is provided which says “In soft tones of blue, tan, and rust, featuring attractive banquette seats and semi-circular tables, the diner provides an added touch of gracious living. The diner is a smart restaurant serving delicious a la carte and table d’hôte low cost meals”. The brochure also indicates that the diner was made in the NYC’s Beech Grove Shops. Henry Dreyfuss was the designer of the train (and thus I assume he had a hand of some sort in the diner).

On the Internet one can find a menu from this prewar era of the Riley---the menu sports the writer Riley (facing in a different direction than on the PR brochure I have, but it looks like the same lithograph). Also pictured on the menu cover is the streamlined NYC Pacific. Interestingly in the pre April 1941 brochure only the stops in Cincinnati, Indianapolis, LaFayette, and Chicago are mentioned on the cover. But on the menu the stop in Kankakee is also listed.

What could you dine on if you had been lucky enough to take the Riley from Chicago to Cincinnati in say July of 1941?

How about dinner for a \$1.00?

You get *wine pickle, chilled celery, and ripe olives*

Then from 5 options you might have selected the “*Hot Clam Bouillon*”

For your main course you wisely go for the *Grilled Small Sirloin Steak, Mushroom Sauce* (this would have been an up charge to \$1.75). If you had selected the “*Roast Island Duckling, Apple Sauce*—then no up charge, just a \$1.00.

Along with steak you select the *French Friend Potatoes*

Your waiter brings you *assorted rolls*

For desert—there are 4 temptations, but finally you decide upon the “*Green Apple Pie*”.

This is all accompanied by *coffee*..and for .60 cents a drink you can select “*Cordials*”.

DREAMS OF A DINING CAR, *Continued from Page 10*

Below is a rendering of the interior of the dining car...from a NYC PR brochure (which I have) touting the “Riley” that was to be brought into service April 28, 1941. Just a little over 7 months before the US entered WW2. What an elegant way to travel through the Hoosier state enroute to CUT or Chicago! The pic is in color if you get the online H & M. In terms of the seating visible in the picture—looks like 6 tables with two seats each, looking toward the windows on the other side of the dining car. Looks like at two or four tables with 4 seats each at the end of the dining car?



5 ½ hours from Chicago to CUT and from CUT to Chicago..that's 305 miles in 330 minutes-so an average speed of 55 mph WITH stops. Google maps say about 5 hours to drive today. So that train was really quite fast for its time. I would guess to drive in 1941 would have been 12-15 hours? If someone has a bus schedule from 1941 we could look up the time from Cincy to Indy. And then Indy to Cincy. Probably a much much longer travel time compared to the Riley.

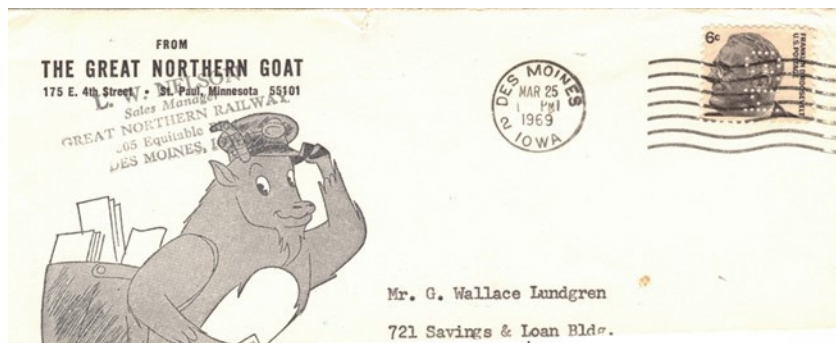
If you have memories of the Riley (your own, or stories of the Riley you have heard) why not write them up for H & M and/or send them to me at boonewjd@gmail.com ?

A GREAT NORTHERN RAILWAY FIND

By Charles H. Bogart

I recently purchased a book at the Ohio Bookstore on Vine Street in Cincinnati. The previous owner had placed in the book, as a book mark, a portion of a cover, (i.e. envelope), mailed by L. W. Nelson, Sales Manager, Great Northern Railway, 305 Equitable Bldg., Des Moines, Iowa, to G. Wallace Lundgren, on March 25, 1969.

While the overall design of the cover is interesting, who can ignore the drawing of Rocky delivering mail? What I found most fascinating was that the \$.06 FDR stamp was defaced with a perfin. A perfin that formed the letters GN. Perfins were an inventory device used by companies to insure that company purchased U.S. postal stamps were not used for private mailings. A company after purchasing stamps at a U.S. Post Office would place them into a perfin machine that would punch a pin hole design in each stamp. The punched pin hole design thus identified the stamp as being the property of such and such a company. Only after the stamps were run through the perfin machine were they distributed to employees for use in mailing company mail.



The Great Northern Railway cover with the perfin punched U.S. postage stamp in the upper right



A closeup of the stamp showing the pin hole "GN" punched in the stamp by the perfin machine. The stamp was punched from the gum side rendering a mirror image GN perfin.

John Biehn's Steam News for February 2024

Courtesy of Jim Corbett

Oregon Rail Heritage Foundation News...The historic steam logging locomotive Mount Emily Shay No. 1 traveled by BNSF Railroad on a flatcar to its new home at the Oregon Rail Heritage Center, arriving in the early hours of February 15, 2024. The hundred year-old locomotive had been in the care of the Oregon Historical Society for more than six decades, when, in 2022, OHS chose to transfer the Shay to the Oregon Rail Heritage Foundation to be its new permanent owner.

"We are grateful to OHS and thrilled to be the new operators of the Mount Emily Shay No. 1," said Rick Franklin, president of the Oregon Rail Heritage Foundation. "We look forward to entertaining and educating Oregonians of all ages on excursions powered by this grand old lady of Oregon railroading history.

The Mount Emily Shay No. 1 was built 100 years ago by the Lima Locomotive Works in Ohio from a design by Ephraim Shay. Shays were geared workhorses of the timber and mining industries.

In the future, before entering service in Portland, the locomotive will undergo a boiler inspection. When ready, the Mount Emily Shay No. 1 will pull excursions along the Willamette River. It will be the centerpiece of a new exhibit focused on railroading and the logging industry in Oregon and the Northwest.

(Thanks to Central Oregon Daily News Sources via Malakai Struhs)

New Jersey Steam...The Black River & Western is an independently owned and operated Class 3 common-carrier railroad located in rural Hunterdon County, New Jersey. From north to south, the railroad connects the towns of Lambertville, Ringoes, Flemington, and Three Bridges. The BR&W is part of the Black River Railroad System which operates freight services on several shortline railroads in New Jersey and Pennsylvania.

Passenger excursions currently operate between Flemington, Ringoes, and Bowne. When passenger trains are powered by steam, locomotive No. 60 is used. Steam locomotive No. 60 was built in 1937 by the American Locomotive Company in Schenectady, New York. It is a 2-8-0 "Consolidation" type and worked for the Great Western Railroad at Loveland, Colorado to primarily haul sugar beets. Despite being the newest and last steam locomotive purchased by the Great Western, it was only used occasionally. No. 60 was eventually purchased by the Black River & Western Railroad in 1964 after a search to find a suitable locomotive to power tourist passenger trains. No. 60 officially entered service on the Black River & Western in May of 1965.

The following is a recent steam update provided by the railroad: locomotive No. 60 is currently undergoing its 1472 service day inspection. The "1472" is a standard, but very involved maintenance process for all operating steam locomotives in the USA to keep their boilers in good shape. For those unfamiliar, the "1472" refers to a service day cycle (whenever the locomotive is fired up to above atmospheric pressure) of one thousand four hundred and seventy two days, or 15 years, whichever comes first. Our crew has stripped all piping, jacketing, and other appliances from the boiler exterior. They have removed flues and superheater units from the boiler's interior. This allows our talented steam program leaders to perform a thorough inspection of the boiler from top to bottom, and fix anything that might wear out over time. It's a common but often unseen process to keep historic steam power operating in America. NOTE: This work is ongoing-we do not have a precise or approximate completion date at this time.

(Thanks to the Black River & Western Railroad via Alex Mayes)

Niles Canyon Railway News...The Niles Canyon Railway is pleased to announce that they are restarting their Saturday and Sunday steam and diesel powered train rides during the second and third weekends from February through October, 2024. There are two ride times departing each day from Sunol, California. Trains leave each day at 10:30 a.m. and 1:00 p.m. Steam trains run on Sunday.

The railway also stated that SP 1744 restoration work continues with work focusing on the locomotive's boiler along with ongoing running gear work. The new firebox is in place and custom staybolts are starting to be installed. SP 1744's driving wheels had their new tires installed and they have been painted in preparation for installation in the frame.

SP 1744 is a 2-6-0 "Mogul" type locomotive built by the Baldwin Locomotive Works in 1901. She operated many years out of Oakland, California on the Southern Pacific Western Division and in California's Central Valley.

Donations are greatly welcomed and you can do so by visiting ncry.org/donate/#sp1744

Steam in Michigan...The group that operates Pere Marquette 2-8-4 No. 1225 in Michigan said the locomotive is ready for a busy season of operation in 2024 after receiving its first complete running gear overhaul since the steam era.

In 2022, the Steam Railroading Institute teamed up with FMW Solutions to restore the running gear of the locomotive known as the inspiration for the engine in the 2004 film "The Polar Express."

The work was completed just in time for 2023's North Pole Express and the locomotive ran great powering 21 of 22 NPE trips on the Great Lake Central Railroad. The group is hoping to run a busy schedule in 2024.

Pere Marquette No. 1225 was built by the Lima Locomotive Works in October, 1941. She was used for ten years between Detroit, Toledo, Flint, Saginaw and Chicago, hauling fast freight for the products of Michigan factories and farms. No. 1225 was one of 39 2-8-4 "Berkshire" type locomotives ordered by the Pere Marquette. The locomotive was retired in 1951 in favor of diesel locomotives.

(Thanks to Farol Henkle)

Kansas Steam Locomotive News...Kansas lawmakers are discussing adding a more than one hundred year-old historic locomotive to the list of state symbols. Last month, lawmakers presented House Bill 2501 which seeks to designate the Atchison Topeka & Santa Fe No. 3415 "Pacific" class 4-6-2 as the official state locomotive. The bill was later referred to a committee for further discussion.

The locomotive was built by the Baldwin Locomotive Works in 1919 and currently sits at the Abilene & Smoky Valley Railroad yard where it was moved to in 1996. The locomotive previously was located in a city park in Abilene for a period of about forty years.

Officials of the railroad took the locomotive out of service after the 2023 season for a mandatory overhaul. Initially it was reported that the locomotive would be out of service for nearly two years for the overhaul to be completed.

The locomotive was in regular service on Santa Fe's Argentine District based out of Kansas City. No. 3415 was later donated to the City of Abilene in 1954. Before its maintenance overhaul, it was recognized as one of only a handful of operating former Santa Fe steam locomotives.

A separate but similar piece of legislation was introduced recently and seeks to designate the Abilene & Smoky Valley Railroad as the official state heritage railroad.

(Thanks to Matthew Self, KSNT.com via Alex Mayes)

Age of Steam Roundhouse Museum News...The Age of Steam Roundhouse Museum, located at Sugarcreek, Ohio is a living testament to the golden era of railroading. This unique museum not only houses incredible locomotives, railroad cars, tools and machinery, but serves as an active roundhouse where restoration specialists work to preserve these pieces of history. The Age of Steam Roundhouse Museum site features a fully operational, 18 stall, brick roundhouse and a 115-foot turntable. This museum is funded by the Jerry and Laura Jacobson Foundation.

Recently, the museum announced that the former Bessemer & Lake Erie Railroad steam locomotive No. 643 had arrived in Sugarcreek. This massive 2-10-4 will now be unloaded, reassembled and restored for display in Age of Steam's 18-stall roundhouse facility.

This occasion marks the conclusion of a four-year project to extract the locomotive from its long-time home in McKees Rocks, Pennsylvania. The tender of the 643 made the trip via truck several years ago, but the boiler and frame traveled via heavy duty railroad flatcars.

The arrival of No. 643 also fulfills a long-time dream of Age of Steam Roundhouse Museum's founder Jerry Jacobson who long dreamt of adding the locomotive to his stable of historic steam locomotives.

B&LE No. 643 is a heavy haul steam locomotive that was designed and built to move iron ore, coal and other high-density commodities to and from the Great Lakes region.

Built in 1944, the 643 saw an early retirement in 1952 due to the increased introduction of diesels to the Bessemer & Lake Erie's locomotive roster.

B&LE 643 will become the largest locomotive in the Age of Steam Roundhouse Museum's collection. This locomotive is just over 108 feet long, stands over 16 high and weighs 308.32 tons without coal and water.

For more info, go to www.ageofsteamroundhouse.org

Steam in Florida...The Sugar Express is excited to announce a series of special train rides to coincide with the Clewiston Sugar Festival which is Florida's largest annual celebration on March 16.

On the afternoon of March 16, visitors to Clewiston will be able to ride behind Sugar Express steam locomotive No. 148 as it operates the "Sugar Fest Local." On this day there will be two one hour round trips out of Clewiston. Trains depart from 900 W.C. Owen Avenue at 2:30 p.m., and 4:30 p.m. Ticket price is \$30 per adult and children three and under not occupying a seat ride free. To obtain tickets, go to sugarexpress.com/trips-and-events/

Sugar Express Photo Charter...Sugar Express has scheduled an exclusive photo freight charter on April 19 and 20. This event will feature 4-6-2 "Pacific" type steam locomotive No. 148 on freight and passenger trains in historic scenes, night-time photos and more throughout 100 miles of South Central Florida Express Railroad. Go to sugarexpress.com for more information. As of this writing, ticket prices are unknown.

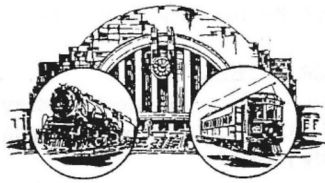
Canadian Pacific Kansas City News...Canadian Pacific Kansas City announced that its historic Final Spike Anniversary Steam Tour will kick off April 24 at the company's global headquarters in Calgary, Alberta and culminate June 4 in Mexico City. The tour will bring the story of CPKC's uniquely North American railway history and compelling future to life for rail fans and visitors as it travels across CPKC's network.

The Final Spike Anniversary Steam Tour will be the first ever steam powered passenger train in North America to traverse Canada, the U.S. and Mexico in a single trip.

The Empress No. 2816, a 4-6-4 "Hudson" type steam locomotive built in 1930 will make 11 stops between Calgary and Mexico City. Here are the stops and dates: Calgary, Ab-April 24. Moose Jaw, Sask.-April 28. Minot, ND-April 30. St. Paul, MN-May 3. Franklin Park, IL-May 8. Davenport, IA-May 10. Kansas City, MO-May 18. Shreveport, LA-May 24. Laredo, TX-May 28. Monterrey, Mexico-May 31. Mexico City, Mexico-June 4.

For more information and to view the full schedule, visit <https://www.cpkcr.com/community/final-spike-steam-train>

(Thanks to Ken Storey)



THE OFFICIAL PUBLICATION OF THE
CINCINNATI RAILROAD CLUB, INC

P.O. Box 14157

Cincinnati, OH 45250-0157

Time Sensitive Material

March 2024 Members Meeting

The Cincinnati Railroad Club will hold its next regular Membership Meeting on Thursday, March 7 at 7:30 pm, at the Newsreel Theatre at Cincinnati Union Terminal. Program will be *Canadian Rails* presented by Roy Hord. The program will be streamed on YouTube.

February 2024