



## PRESIDENT'S MESSAGE

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

This month we catch up on Steam News on Pages 2 and 3, get updates on the Midwest Rail Scene on Page 4, and recap the March meeting on Page 5. 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.

On Pages 3 and 4, notes from our March 26 Officers and Trustees meeting are posted. Our officers and trustees are monitoring the situation with potential sale of EJ closely, and have begun developing backup plans and options in case we are faced with a closure of EJ at or after year end. Stay tuned for more news in future issues.

In National news, plans are on track for a Summer Convention in Harrisburg, PA, August 25-31, featuring events and excursions in Pennsylvania. The Spring Conference will be in Cedar Rapids, IA, May 4-6, and the Fall Conference will be in Wilmington, DE, October 10-12. The biennial NRHS elections are being held this year, with all 9 Board positions and the NRHS Vice Presidency up for election. Yours truly will be running for election to the position of Vice President.

We are still accepting Chapter dues for 2024. We are preparing our 2024 Membership Roster for distribution in May. If you have not yet renewed, please send your dues renewal to Frank Kammer as soon as possible. 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. We look forward to having you on board this year!

Thanks to member Andy Wartman for presenting our March program. This month – the Legend returns! Father Dale will be presenting our April program. See the next column for details.

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

Scott Andes, President

## APRIL MEETING

Our Chapter Meeting on Tuesday, April 23<sup>rd</sup>, will be held at EnterTRAINment Junction (EJ) in West Chester, Ohio, at 7:00 p.m. The Legendary Father Dale Peterka will be presenting our program this month.

If you remember GP30's, SR geeps with silver and gold striping, cabooses (all colors), Gateway 97, skunks, Cheviot Hill, SD40-2's, the Family Lines, Conrail, the Capitol dome, and 2101, you will enjoy our April 23 program. Father Dale will present "Those Were the Days, M Friend!", slides from the seventies in Cincinnati.

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 our Trustee, Bernie Coppock, who is recovering after successful treatment for a serious medical condition. We wish him a full and speedy recovery, and hope to see him again soon.

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

Scott Andes, Chapter President



## STEAM NEWS By John Biehn

Sugar Express News...Florida's Sugar Express announced recently that U.S. Sugar 4-6-2 No. 148 will be restored to its 1940s appearance for the first time since the locomotive was put back in service in 2020. The locomotive will wear accurate Florida East Coast lettering during a two-day photo charter taking place on April 20 and 21. Tickets are still available and on sale now. The cost of the charter is \$575 per person. Photo stops will include sugar farming operations and cane loading stations, sweeping curves, vintage automobiles, trestles, bridges, and more, including a night photo session. Locomotive 148 was built by ALCO's Richmond Works in 1920 and worked in passenger service for the Florida East Coast before being sold to U.S. Sugar in 1952. At U.S. Sugar, the locomotive moved sugar cane from the fields to a mill at Clewiston, Florida. After being owned by different organizations, the locomotive was repurchased in late 2016 and brought back to Clewiston for restoration. No. 148 returned to service in 2020. For ticket information, go to <http://www.sugarexpress.com>.

Kentucky Steam Heritage Corp News...The John H. Emery Rail Heritage Trust has awarded \$23,000 towards the restoration of Chesapeake & Ohio steam locomotive No. 2716. This award is targeted for the installation of oil burning equipment on the 80 year-old locomotive which will allow it to burn oil rather than coal. The Emery Rail Heritage Trust was created by John Emery, a longtime lover of classic passenger trains of America. The Trust was founded as a way to support Mr. Emery's interests in the passenger trains of the 1920s through the 1950s. The award is the fourth time Kentucky Steam has been tabbed to receive funds from this prestigious grant program. The monies are dedicated to the production and installation of oil burning equipment on the locomotive, allowing the engine to explore more operational opportunities once its restoration is completed. Chris Campbell, President of the Irvine, Kentucky based organization says, "The decision to modernize the locomotive to burn oil was an easy one. Our goal is to get this captivating machine out and let the public experience it." "The only way it will be mobile enough to meet that goal is to make its operation as easy and seamless as possible with today's modern railroads." Founded in 2015, the Kentucky Steam Heritage Corporation has a long-term lease on No. 2716 from its owner, the Kentucky Railway Museum. The engine, a 2-8-4, was built in 1943 by the American Locomotive Company. It is the centerpiece of the organization's ambitious rail-based tourism project based in Estill County, Kentucky. (Thanks to Kentucky Steam)

Oyster Bay Railroad Museum News...The Oyster Bay Railroad Museum announced recently that they have contracted with Next Generation Rail Solutions of Irvine, Kentucky, for the restoration of Long Island Railroad No. 35, the oldest surviving LIRR locomotive. There was a lengthy competitive procurement process, seemingly endless contract negotiations with multiple partners, and a lot of waiting. Fortunately, Next Generation stepped up in a big way and ultimately won the bid. Next Generation already has a lead role in high profile restorations such as C&O 2716 and L&N 152. The end result of this project will be a cosmetically restored locomotive with running gear operational to the point where the locomotive will be able to be towed over trackage whether on museum grounds or else-

where. The work being done is tended to leave open the possibility of a future boiler restoration should resources and opportunities permit. Should this not occur, the locomotive will be intact, attractive, and at home on Long Island. As the months progress, parts will cycle in and out of Next Generation's shop, and in Oyster Bay, an intact and mobile G-5s Ten Wheeler will begin to take shape on Track 3 of the museum's display yard. (Thanks to Ronnie Schnepf and John Petsche, Locomotive #35 Committee, Oyster Bay Railroad Museum)

Project 113 News...Project 113 will be having their second Night Photo Session on Saturday, May 11. This event will be held by MPT Photography and Dak Dillon Photography. CNJ 113 will be fired up for the event, with Project 113 volunteers posing for scenes such as servicing the engine and more rarely seen scenes. Constant lighting will be used during the session to make it available for still photography and video. Admission is limited to only 25 people. Long pants and closed toe shoes must be worn. Cost is \$65 per person, with all proceeds going to Project 113. The event, located at 113 East Sunbury Street, Minersville, Pa., will begin around 8:00 p.m. Please arrive at least 30 minutes early. To reserve a spot, go to <https://fareharbor.com/.../items/494240/calendar/2024/05>. CNJ No. 113 is a B7s 0-6-0 built in 1923 by the Schenectady Works of the American Locomotive Company.

American Steam Railroad Preservation News...The former Reading Company 4-8-4 No. 2100 successfully passed a hydro test this month in the presence of Federal Railroad Administration inspectors. This is an important step in the American Steam Railroad Preservation Association's effort to get the Northern back on the main line. This test involves filling a locomotive's boiler with pressurized water and ensuring there are no leaks. With that test out of the way, volunteers in Cleveland, Ohio, can now turn their attention to other projects, including designing and constructing a new oil-burning system for the locomotive. Forrest Nace, treasurer and restoration crew member, said that with enough financial support, the group could have the locomotive steamed up and running in 12 to 15 months. Besides the new oil burning system, other projects that need to be done include: the installation and testing of superheater units, painting the boiler, installing the sand dome, taking measurements for a recycled oil pan design, and reinstalling the oil bunker in the tender. Reading 2100 was built in the railroad's own shops in September, 1945, by essentially expanding an existing Baldwin 2-8-0. The locomotive ran into the 1960s. In 1975, it and its sister locomotive 2101 were purchased by Ross Rowland. Locomotive 2101 was restored for the American Freedom Train while 2100 served as a parts source. Locomotive 2100 was briefly restored in the 1980s before moving to Ontario and then Washington State, where it briefly ran in the early 2000s. In 2015, 2100 was moved to Ohio to be restored by ASRPA. It was announced last year that the locomotive will be restored to the same American Freedom Train scheme as worn by the 2101 and renumbered to 250 to celebrate America's Semiquincentennial. The American Steam Railroad Preservation Association will be holding an open house at the historic B&O Roundhouse on May 5, located at 2800 W. 3<sup>RD</sup> Street, Cleveland, Ohio. The times are from 11:00 a.m. to 4:00 p.m. Admission is \$10 per

## STEAM NEWS (Continued)

adult and \$5 for children. (Thanks to the American Steam Railroad Preservation Association via Railfan & Railroad Magazine)

2024 Iron Horse Rambles...The Reading & Northern Railroad is proud to offer the 2024 version of the Iron Horse Rambles... train excursions with T-1 class steam locomotive No. 2102. This 4-8-4 locomotive triumphantly returned to the rails in 2022 after a six year restoration. Patrons can take a round-trip train ride behind 2102 to one or more of three destinations. There are many seating options for each excursion. On May 25, T-1 steam locomotive 2102 will traverse the Reading Division between Reading Outer station and Jim Thorpe. On June 22, the 2102 will traverse the entire Lehigh Division between the railroad's Nesquehoning Campus and Tunkhannock, Pennsylvania, for the 43<sup>rd</sup> annual Founders Day Festival. On August 17, No. 2102 will traverse the entire Lehigh Division between Nesquehoning Campus and Pittston, Pa., for the annual Tomato Festival. For more information or to order tickets, please go to <http://www.rbmnr-passenger.com/rambles/>.

Santa Fe 3751 News...The San Bernardino Railroad Historical Society's vision is to promote the historical and social significance of railroads in the southwest through the operation and display of steam locomotive No. 3751. The SBRHS was formed in 1981 with the purpose of restoring, operating, and maintenance of former Santa Fe 3751. This organization purchased the locomotive from the City of San Bernardino for \$1.00 and, after a restoration process of five years, in August, 1991, a fire was lit in the firebox for the first time in 38 years. In December, 1991, No. 3751 returned to passenger duty pulling the California Limited between Los Angeles and Bakersfield. Steam had officially returned to the Santa Fe. The SBRHS recently sent out a thank you to the John H. Emery Rail Heritage Trust for the society's selection to receive \$15,000 to go toward the implementation of Positive Train Control on the 4-8-4 locomotive. The funds from this grant will play an important role in purchasing and testing of this state-of-the-art equipment that, once installed, will allow 3751 to lead trains on the main line once again. For more information about the SBRHS, or to donate toward the PTC Project, please go to <https://www.sbrhs.org/donate/capital-campaign-2024.html>.

Future Minnesota Steam...Congratulations go out to the Lake Shore Railroad Museum volunteers on the "Steam Team" who worked over several years to make the improvements necessary to fire up No. 332 last fall. With the help of boiler makers from Fraser Shipyards, and other contributors, improvements have been made to the firebox and the locomotive as a whole. It is now in great shape to pull excursions in 2024. This year's steam schedule begins on May 11, where No. 332 will be steamed up to help celebrate National Train Day. On June 8 & 9, the locomotive will power the excursions from downtown Duluth to Palmer. Excursions to Palmer will also run later in the year on October 26 & 27. On September 14 & 15, locomotive No. 332 and train will travel to Two Harbors, Minnesota, about thirty miles to the other end of the North Shore Scenic Railroad. Duluth, Missabe & Iron Range No. 332, also known as Duluth & Northeastern No. 28, is a 2-8-0 "Consolidation"

steam locomotive built in 1906 by the Pittsburgh Works of the American Locomotive Company. It originally was built for the Duluth Missabe & Northern Railway as No. 332. It was one of 32 locomotives of the C3 class built between 1905 and 1907. For ticket information, go to [www.duluthtrains.com](http://www.duluthtrains.com).

### March 26 Officers & Trustees Mtg

**CALL TO ORDER:** By Mr. Andes, President, at 6:00 p.m.

**PRESENT:** Mr. Andes, Mr. Neal, Mr. Thompson, Mr. Kammer, Mr. King, Mr. Vergamini

Absent: Mr. Coppock (Excused).

**SUBJECT:**

The Board met to discuss the current situation surrounding the planned sale of EnterTRAINment Junction (EJ) and how such a sale might affect the Chapter in 2024 and into 2025. According to reports, the owner of EJ hopes to sell the business intact and, again hopefully, the new owner would continue operations and the Chapter would presumably continue to maintain our library and workshop and provide the same support to the new owner as we now provide to the current owner.

If the current owner is unable to sell EJ as a going concern during 2024, he intends to try to sell the building and auction its contents early in 2025. If this happens, we would have two choices, either we would move some or perhaps all of our assets and property to a new as yet unknown location or we would dispose of our assets and property either through sale or donation and close the Chapter.

Mr. Andes talked about previous Chapter moves that brought us to EJ in 2008. He then went on to discuss the possible use of a storage facility should we need it. Mr. Andes said that there exists a list of our Chapter property that is on loan to EJ and scattered throughout the facility. The list would have to be found and a determination made as to whether the property listed is still in place.

The Board also discussed the Chapter library that is seldom visited but requires substantial manpower to manage donations from the estates of Chapter members. One of the issues raised concerned the idea of moving or storing the library should the Chapter lose its space at EJ. Mr. Thompson stated that there was no point in moving or storing a library that was never used. Further, Mr. Thompson proposed that one of the decisions the Board could make immediately was to discontinue accepting donations. Mr. King, the Librarian, agreed. The proposal was not accepted because the current owner of EJ is sometimes offered donations of items for the venue, but because of EJ's corporate status the owner is unable to accept the donation. The Chapter serves to broker the donation on behalf of EJ. No facts were available as to how many times a year this series of events occurs.

Mr. Andes noted that when the NRHS national office had to move, they donated their library to an organization in Texas which gladly accepted the entire lot. No further details were available at this time.

# MIDWEST RAIL SCENE REPORT

## BITS AND PIECES EDITION #69

March 15, 2024

By Roy Scrivner

### GENERAL NOTES

**Everything You Thought You Knew About ‘Hobo Code’ Is Wrong** Connecticut Shorty caught her first ride in the porch of a grainer—the slender, metal cutout on a grain-filled train car—traveling about 200 miles across northern California from Dunsmuir to Roseville. It was 1993, and Shorty, then 51, was learning how to hop freight trains from a man known as Road Hog USA. He was a hobo, part of an American tradition that emerged after the Civil War: transient laborers who rode the rails and found short-term work along the way. Shorty, diminutive in stature but enormous in charisma, was eager to experience the freedom and intensity of the hobo lifestyle for herself, even though she was already familiar with the culture. Her father, a legendary hobo known as Connecticut Slim, rode steam engines for 44 years. Her great-uncle Louis was another steam-era hobo who hopped from town to town, looking for work and opportunity. One thing Shorty already knew was that hoboes left distinctive messages for each other in code. “This way other rail riders who might want to locate them would have an idea when they passed through and where they were headed,” she says. But those messages might not be the hobo code you’ve heard about. Popularized in the late 1800s and early 1900s, hobo code supposedly consisted of distinctive symbols to communicate vital information. They alerted other transient workers to trouble, such as an aggressive dog or hostile police force, but could also point the way to clean water or a hot meal. Three lines might mean a good place to camp; an upside-down triangle signaled a spoiled road; a cat was code for a kind woman. It’s the kind of thing one might find drawn on wooden posts, written under bridges, or carved into tree trunks. But more often the code was impermanent, scrawled with chalk or coal, even etched into the dirt.

My grandfather shoveled coal for steam engines on the B&O Railroad in Indiana from the 1930s until 1950, a time when it was common for hoboes to hop onto boxcars and ride the rails from one town to the next. I grew up hearing stories about the drawings that led hoboes to my grandparents’ house, which was a safe spot to get a sandwich or a slice of pie. In these family stories, hobo code was established as fact. But did hoboes actually leave secret messages like these? It’s a question Charlie Wray of Salt Lake City has also been trying to answer. Wray, along with his father Mike, founded the Historic Graffiti Society, an organization that preserves and records historical markings with a focus on those from the hobo era. For the past several years, they’ve documented original markings across the United States in abandoned train stations, under bridges, and inside tunnels. “There’s always been an American fascination with hoboes,” Charlie Wray says. “People like to fantasize about the freedom that comes with it.”

Newspaper articles as far back as 1870 mentioned the possibility of “tramp signs” and “hobo hieroglyphics.” As the code gained popularity, it popped up in comic strips and advertisements—and was even used in anti-hobo campaigns. A 1912 article from *The St. Louis Star-Times* reported that Cincinnati

police officers chalked the symbol for “unwelcome” throughout the city in an effort to scare away hoboes. Yet the Historic Graffiti Society has found no concrete evidence that hobo code existed.

Slender and sinewy Sol Jacobs, clad in overalls, spent a decade hopping trains and playing banjo all over the country before settling in Pueblo, Colorado, to raise a family. He learned critical information about trains from more experienced riders, then passed it forward. When Jacobs traveled, he used a moniker, and says most riders still do, one holdover from the hobo era. His is simple: SOL, all capital letters, usually painted in orange or red. “It’s because I’m no longer Solamon when I’m on the road. I’m SOL, shit out of luck,” he says with a laugh. It’s important to mark one’s territory, he adds, maybe even more so when you’re there one day and gone the next. “It’s not so much to let people know where you’re going,” Jacobs says, “It’s to show you exist.” Courtesy Charlie Wray via The Historic Graffiti Society, by Maggie Downs, *Atlas Obscura* (November 21, 2021)

### March 26 Officers & Trustees Mtg (cont)

Mr. Thompson stated that he expected to resign as Secretary and Treasurer if the sale of EJ required the Chapter to move. Mr. Kammer stated that he was exhausted by the continuous moves not only of the Chapter but also of the High-Railers, an organization to which he belongs, and should the Board decide to move the Chapter, he would not be a part of the move.

After a lengthy discussion Mr. Andes closed by saying that no decisions or votes were required this night, but that we owed it to the Chapter to continue to monitor the EJ situation and be prepared to make the necessary decisions when appropriate.

Before the next Board meeting (date as yet undetermined) Mr. Andes said that he would:

- (1) try to determine the current costs of storage to match our estimated requirements,
- (2) check for the details of the Texas organization that accepted the National’s library to see if they would be interested in taking in our library, and
- (3) check the availability of possible meeting places.

Before the next Board meeting, Mr. King will check on possible places to move our massive collection of railroads time tables.

### ADJOURNMENT:

The Board meeting adjourned at 6:50 p.m. in anticipation of the member meeting which would start at 7 p.m.

Submitted:

/s/ Mr. Thompson, Secretary

## MARCH 26 MEETING MINUTES

**CALL TO ORDER:** By Mr. Andes, President, at 7:00 p.m.

**QUORUM:** Confirmed by Mr. Andes. There were 17 members present.

**GUESTS:**

There was one guest present, Tyler Hinson.

**JANUARY 2024 MINUTES:**

Mr. Andes asked for any changes to the February 2024 minutes. None were offered. Mr. Andes called for a motion to approve said minutes.

So moved: Mr. Price

Second: Mr. Vergamini.

The February 2024 minutes were unanimously approved as written.

**REPORTS:**

**PRESIDENT:** Mr. Andes briefly discussed the planned presentation that would take place at the conclusion of the business meeting. In addition, Mr. Andes summarized the current situation regarding possible sale of EnterTRAINment Junction and what that might mean for the Chapter. He assured the members present that the Board of Trustees was watching the situation carefully and was prepared to act in the best interests of the Chapter when necessary.

**VICE-PRESIDENT:** Mr. Neal had nothing to report.

**SECRETARY:** Mr. Thompson, Secretary, updated the members on Trustee Bernie Coppock's continuing health challenges.

**TREASURER:** Mr. Thompson, Treasurer, summarized our current checking account balance and projected expenditures that would soon be necessary. Mr. Thompson also reported on the current balance of the Chapter's Schwab account. Finally, Mr. Thompson discussed the proposed budget for 2024. After answering questions, Mr. Thompson asked for a motion to accept the proposed budget. It was moved by Mr. Price, seconded by Mr. Goins, and unanimously approved.

**TRUSTEE:** Mr. Kammer had nothing to report.

**TRUSTEE:** Mr. Coppock was absent and excused.

**TRUSTEE:** Mr. Vergamini said that he was providing free train magazines to anyone who wanted them.

**CHAPTER REPRESENTATIVE TO NATIONAL RAILWAY HISTORICAL SOCIETY:**

Mr. King, Chapter Representative to the National Railway Historical Society, had nothing to report.

**LIBRARIAN:** Mr. King, Librarian, reminded those present that there were books available for sale in the Chapter library.

**OLD BUSINESS:** None.

**NEW BUSINESS:** None.

**ANNOUNCEMENTS:** Mr. Hindt reported that the trains were once again rolling in Lebanon. More details were available on the Lebanon Mason & Monroe Railroad website, lebanonrr.com.

**ADJOURNMENT:** Absent any further business, Mr. Andes called for a motion to adjourn.

So moved: Mr. Neal.

Second: Mr. Thompson.

Adjourned at 7:19pm.

**POST MEETING:**

Members enjoyed a presentation by Chapter Member Andrew Wartman, who spoke about "the Ludlow Storehouse," a project that seeks the preservation of a railroad storehouse and the development of an attraction for rail fans and others alike.

Submitted:

/s/ Mr. Thompson, 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  
1706 Marilyn Lane  
Cincinnati, OH 45231  
(513) 729-1919  
fpk3rd@gmail.com

Illness to:

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

### APRIL

- Sun. Apr. 14 Springfield Train Show  
Clark County Fairgrounds, Springfield, Ohio  
Hours 10:00 A.M. to 3:00 P.M.
- Tue. Apr. 23 Regular Chapter Meeting & Program 7:00 P.M.  
EnterTRAINment Junction, West Chester, OH
- Sat. Apr. 27 Buckeye Train Show  
Ohio Expo Center, Columbus, OH  
Hours 9:00 A.M. to 4:00 P.M.

### MAY

- Tue. May 4 NRHS Conference - Cedar Rapids, Iowa  
through Tickets Sold Out
- Sun. May 6 See [www.nrhs.com](http://www.nrhs.com)
- Sat. May 11 National Train Day! Saturday Closest to May 10  
Visit [www.nationaltrainday.com](http://www.nationaltrainday.com)
- Tue. May 28 Regular Chapter Meeting & Program 7:00 P.M.  
EnterTRAINment Junction, West Chester, OH

## CHAPTER ACTIVITIES

### March Meeting Programs: The Ludlow Storehouse!



**Guest Tyler Hinson (left), Chapter Member Andy Wartman (right), and Chapter President Scott Andes (center) pose for a photo after Andy's program on The Ludlow Storehouse. Photo by Richard King.**