



Editor’s Comments

The next membership meeting will be Thursday June 6, at the Newsreel Theatre at Cincinnati Union Terminal, at 7:30 p.m. Program will be *Amtrak on Cheviot Hill*, presented by Club Member Tom Bredestege.

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! Right now, I am running low on articles to publish!

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PRESIDENT'S COMMENTS

April / May, 2024

The Cheviot Hill Night in April drew quite a few visitors and some members who don't often make the trip down to see us in person. I hope you enjoyed it, and we'll be doing more on the C&O/ Cheviot Hill in the future. The next Cheviot Hill exposure won't come from the club's Don Patrick collection or Jim Corbett, but rather from Tom Bredestege. Tom's June 6 program "Amtrak on Cheviot Hill" will take us back to the hill after Jack Haap's wonderful presentation in May, which featured various trip photos across the country and some great photos of Cincinnati railroading from years past! We had some issues with the timing of the photos, but the quality of the photos and Jack's remembrances still made for a great program. Jack has said he hopes to be back to present sometime (possibly in the late fall or winter).

Apologies and continue call to action: I apologize for multiple things being late, but we run on volunteer power. Nobody gets paid a cent for doing club functions. It's in the bylaws! Personally, I know I have been busy with family and a new job teaching in a school during the days. I know that I will be ramping up my own CRRC activity over summer break. But, if you have a desire to see the Cincinnati Railroad Club become even more efficient in a particular area, then please send us an email, call or say something in person about ways you would like to improve operations. Ideas are great, but the ability to offer to lend a hand with that idea is important to making any idea or desired improvement happen.

Right now, we can always use Headlight & Markers articles/photos. That would be a good start, but we could also use assistance with implementing our membership system, the new website, and bringing new program ideas to bear. There are many people already helping, and we see you. I do not mean to say that we are faltering, but rather that to improve the club...we will need more people to offer to help in some of those areas. We could also use someone who has a VCR setup who can review some old Don Patrick tapes to see if they are worth saving. There are bunches. If you have an idea of how we could get an older TV and VCR up in the clubroom, then please send me an email. We can pay for/expense a purchase if you find something that works. You probably don't want to have to take them all home.

My personal priorities will be to process the Don Patrick donations into a smaller/more organized footprint in the third floor, and to continue to help evaluate our physical holdings in the warehouse as we continue to downsize some of the physical collection so that it can eventually fit into a smaller storage area than our current 2,500-square-foot warehouse space. I know one new person has asked to volunteer in the warehouse, and when we are ready to move some books...we'll ask for that extra hand. We'll do the same to move other records (documents) from the warehouse to the third floor. There is much to do in this area, but things will likely happen fast in the end of May/early June with an expected "break" over later June, July and August. Hot summer temperatures often make warehouse work untenable.

Chris Mayhew

April/May 2024

AMTRAK NEWS

By W. Mike Weber

Finally, some real news!!

By the time you read this Amtrak will be offering a second daily service between Chicago and St. Paul. A convenient late morning departure from St. Paul will be a train people can rely on for mostly on time performance. The EMPIRE BUILDER is a great ride but having come from the Pacific Northwest has many opportunities to get late. The westbound train leaves Chicago around 11 am. Yes!! A CARDINAL connection!! Think of the fun rail trips now available to central Wisconsin!! La Cross in January!!

As I write, infrastructure work is progressing on the Harrisburg to Pittsburgh NS tracks. They drove a hard bargain in order to allow second train Harrisburg to Pittsburgh. This will probably be a thru train to New York. Maybe an extension of a KEYSTONE corridor service. Timing is not yet clear but I suspect we wait until 2025. If even some of the FRA proposed routes happen, we could see Midwest to Pittsburgh connection(s).

Amtrak is seeking \$300 million for station upgrades in the Great Lakes Region. \$25 million year one for 'studies'. Sounds like real studies meaning engineering. Followed by four years of construction if approved. Big winner would be Cleveland. A new station at the existing location. LARGER. Two passenger platforms and possibly a storage track. This location is near all lakeside activities and the TA Rail. Good parking. Imagine Cleveland, if the 3C and D Corridor happens, as well as East Coast to Chicago expanded services. Now if only the Cuyahoga Valley trains could get downtown!!

Not long ago, some of you enjoyed a trip from the Amtrak SOUTH BEND Station. All the charm of a used tire store. Well. Amtrak wants to build a new facility much closer to downtown. And South Bend is one of those towns enjoying a bit of a revival. As well as thousands of students!! Improved platforms (longer) desired for Bryan, Sandusky and Elyria. Improvements at Hammond/Whiting also. And of course, the SOUTH SHORE is now double tracked and will be getting additional frequencies.

Two Ohio State Reps, one Democrat and one Republican, have introduced legislation to fund Ohio's re-joining the Midwest Rail Compact. This would Ohio to have a seat at the table when the States discuss rail cooperation!! Right now, we do not have a seat. I know CRRC does not lobby, we educate!! The Bill number is House 488, and the sponsors are Representatives Ghanbari and Skindell.

MAYBE by the time you read this, the 3C and D Corridor Project will have begun. Actually, I think most of us could do it with a high-rail truck and a notepad.

Member PAUL GREATHER is now working for a railroad that is 190 years old --- The Long Island. Wishing Paul and his RR continued success!!

Midland City MI depot was recently destroyed by fire.

Photo by Mike Weber

Mike Weber

April/May 2024



A JUNE 2023 VISIT TO TTI

By Charles H. Bogart

In June 2023 Mary Ann and I visited TTI's Paris Kentucky Rail Yard. TTI is now owned by the Midwest & Bluegrass Railroad. TTI presently offers rail to truck transfer service, lease of freight car storage track, and bulk warehousing. Part of its Paris Yard is leased to a freight car RIP service. TTI still has six ex CSXT GE B36-7 locomotives on its roster, four runners and two used to provide spare parts. Below are some photos of TTI's locomotives



TTI 5902 a B36-7, ex CSXT, ex SBD. She is in the latest TTI paint scheme.

TTI 5819 a B36-7, ex CSXT, ex SBD



All photos by the Author

April/May 2024



**TTI 5911 a B36-7,
ex CSXT, ex SBD**

**TTI 5827 a B36-7,
ex CSXT, ex SBD.
She is in TTI's first
paint scheme**



April/May 2024



Above and below: TTI 5812 and TTI 5808, both GE B36-7 locomotives, were purchased from CSXT for use as a spare part source. Both are ex SBD



April/May 2024



The Paris Yard sand tower still stands proudly bearing the "TTI" logo

The TTI officer car, now painted in blue, still sits in the Paris Yard.



A VISIT TO LOYALL YARD

By Charles H. Bogart

In January 2024, Mary Ann and I stayed at Pine Mountain State Park. During our stay, we followed the CSXT, ex Louisville & Nashville Railroad, CV Subdivision from Pineville, Kentucky, to Harlan, Kentucky. Among the sites visited was CSXT's ex Louisville & Nashville Railroad, Loyall Yard, which is located just outside of Harlan, Kentucky. We wanted to visit Loyall Yard to see if CSXT had removed its track like they had done at the Corbin Kentucky Yard. All of Loyall's yard tracks were still in place and full of empty coal hopper cars. Also sitting in the yard were two empty unit coal trains. The making up of trains for servicing coal mines on the CV Subdivision now takes place at Loyall instead of Corbin.

Refueling of locomotives is by contract fuel tank trucks as the refueling pad at Loyall is long out of service. The yard office is still in place but is only open at train time or when used by Maintenance of Way personnel. Hidden within the yard is a shoving platform, i.e. cabooses, that has not seen service for some years. Located at the east end of the yard is Baxter Tower. Loyall Yard is partially surrounded by 2,000 feet long, 16-foot-tall concrete flood wall. Overall, Loyall Yard is .5 miles long and has fourteen holding tracks, plus two tracks serving the defunct fueling pad, and a run through track. The west end of the yard lies inside a "U" formed by Main Street. A word of warning: Main Street for part of its length is less than one car wide. The locals will, however, generally back up to a wide spot.



Welcoming sign to Loyall Yard.

All photos by the Author

A VISIT TO LOYALL YARD, *Continued from Page 8*

How tall is the Loyall Yard flood wall? It is tall. Note the metal flood gates ready to swing closed if the Cumberland River leaves its banks.



A view from the east into Loyall Yard. The train on the extreme right is on the run through track. The blue refueling pad office building can be seen in the distance to the right of the train. The buildings on the left are downtown Loyall.

The vacant refueling pad office



A view looking east of the abandoned refueling pad with the empty unit coal train in the background that was occupying the main line. The hopper cars carry reporting marks.

A VISIT TO LOYALL YARD, *Continued from Page 9*

A view looking west from the abandoned refueling pad



A view from the refueling pad toward the yard office



A close-up of one of the hoppers of the unit coal train holding the main. OFOX is the reporting marks of Residco.



CSXT 5295 and CSXT 5344 were the lead units on the OFOX unit coal train.

A VISIT TO LOYALL YARD, *Continued from Page 10*



CSXT 7205 and CSXT 784 sat in the yard heading up a train of empty CSXT coal hoppers.

A view into Loyall Yard from where Main Street forms the bottom of its “U” shape. The locomotive CSXT 719 is the pusher of the OFOX unit coal train.



A close-up of CSXT 719. Note how close she sits to Main Street and the housing. By the way, her engine was idling. I guess over time one gets used to the noise.



The Chessie showing platform lost in the trees



Marion Union Station Assoc.

presents



SUMMERAIL at Marion

1:00 PM to 10:00 PM

RAILROAD SHOW AND SALE

10:00 AM to 5:00 PM

Saturday, August 10, 2024

Palace Theater

276 W Center St., Marion, Ohio 43302

Join us at the historic Marion Palace Theater
(<http://www.marionpalace.org/>)

to escape the summer heat and enjoy a day of high-quality railroad photography. There will be multimedia digital presentations, all set to music and/or narration. The programs will run from 1:00 pm - 10:00 pm, with a break for dinner (on your own) from approximately 4:30 pm - 7:00 pm.

A **Railroad Show and Sale** will be set up in the pavilion in the same complex just west of the Palace Theater from 10:00 am - 5:00 pm.

<http://www.summerail.com/>

Summerail 2024 Presenters

Tom Carver - *Washington State: From Sea to Sage*
Adam Lauterbur - *My Life in Industrial Switching*
Mark Llanuza - *MILW Dubuque & Illinois Div*
Andrew Nelson - *The IteI Sisters - FRV & GBW*
David Oroszi - *Crazy Mix 1*
Fr Dale Peterka - *Hot Mallets, 1985-2024*
Jerry Pyfer - *Tales of the Rails - ICG*
Steve Smedley - *Indiana Northeastern*
Tim Tonge - *Colorado's Black & Gold (DRGW)*
Don Toon - *IU Tower, Indianapolis*
Joseph Trepasso - *I Had No Choice But To Become A Railfan*

Visit Marion Union Station and AC Tower

The Marion Union Station Assoc. is a non-profit organization and is just two blocks west of the Marion Palace Theater.

The restored station and AC Interlocking Tower will be open for tours and train watching Friday afternoon/evening, all day Saturday and Sunday AM, the weekend of Summerail.

Friday evening there will be slide shows in the depot lobby.

Admission to the Marion Union Station and AC Interlocking Tower is free, although donations are encouraged.

ADMISSION to the Summerail multi-media shows at the Palace Theater is \$30, purchased at the door.
(No tickets as in the past, as the theater has plenty of seating)
This also includes admission to the Train Show & Sale.
NO CREDIT CARDS

ADMISSION to Railroad Show & Sale **ONLY** at the Palace Theater is \$5, purchased at the door. NO CREDIT CARDS

PARKING is available in the lot to the northeast of the theater behind the Marion County Building or limited parking at the Marion Union Station.

DEALER inquiries: contact Zach Marlow
dzmarlow@yahoo.com 937-658-0765

John Biehn's Steam News for May 2024

Courtesy of Jim Corbett

Nashville Steam Update...Recently, workers rolled 4-8-4 no. 576 outside to remove the side rods. Work continues in the shop as they inch closer and closer to seeing Music City's locomotive back in steam. Recent projects include completing repairs to the firebox, installation of hundreds of flexible and rigid staybolts, and disassembly of the tender trucks.

Nashville Steam will operate no. 576 on the Nashville & Eastern Railroad. This line is 32 miles long and runs between Nashville and Lebanon, Tennessee.

Nashville Steam will hold an open house on April 27. The event is being held in conjunction with Tennessee Central Railway Museum's 2024 Model Train Show. Between 9:00.a.m and

CNJ113 News...Railway Project 113 is pleased to announce their shuttle trips for the first ever Minersville Community Day on May 18. Powered by 0-6-0 no. 113, the trains will run from Minersville to the New St. Nicholas Breaker and return. These trips are in cooperation with Reading Anthracite and Reading & Northern Railroad.

Steam engine CNJ 113 will pull six trips. This is the first time since 1982 that the 113 will return to the coal company property, and the first time in over 90 years that a passenger train will depart northbound out of Minersville.

Trips depart on the hour starting at 10:00 a.m., and will continue until 3:00 p.m. Ticket prices re \$11 for persons four years old and up. Each ride lasts about forty minutes.

For ticket info, go to fareharbor.com/embeds/book/rrproject113/items/525179/calendar/2024/05/

Tennessee Steam...On June 1, the Tennessee Valley Railroad will be running a special double-headed steam excursion featuring two former Southern Railway locomotives: 2-8-2 no. 4501 and 2-8-0 no. 630. The train will depart the Grand Junction Depot in Chattanooga at 9:00 a.m., and travel to Summerville, Georgia and return to Chattanooga the same day.

The route is the former Central of Georgia and passes through Rossville, Georgia, Chickamauga & Chattanooga Military park and several quaint Georgia towns.

Patrons will also have the opportunity while at Summerville to see and photograph both engines as they are individually turned on the turntable there. Numerous ticket options are available and can be found by going to tvrail.com

Big Boy Westward Bound Tour...Union Pacific's Big Boy no. 4014, the world's largest operating steam locomotive, will return to the rails this summer with a scenic tour in four western states: Wyoming, Nevada, California, and Utah.

Big Boy will journey from its home base in Cheyenne, Wyoming on Sunday, June 30 enroute to Roseville, California, before returning to Wyoming by the end of July. The locomotive will make numerous whistle-stops in communities along the way, with public display stops scheduled on July 12-13 at Roseville, and July 20-21 at Ogden, Utah. Additional route details and approximate times for whistle-stops will be shared closer to the tour. A route map can be found on upsteam.com.

During the tour, the Union Pacific Museum will host a special passenger trip. This unique experience is the annual gala fundraiser for the non-profit organization and provides a rare opportunity to travel on historic heritage equipment. More information about this trip will appear at www.uptraintix.com when they become available.

This is one of two public tours planned for the Big Boy in 2024, with the second tour planned later this fall with stops in Texas, Arkansas, Kansas, and Illinois. Details of the second tour will be released later this spring.

(Thanks to the UP Steam Club via Alex Mayes)

Big Boy Tender Work...Work on the tender of Union Pacific Big Boy no. 4014 is continuing at Railroading Heritage of Midwest America. When the 4014 re-entered service in 2019, it did so with the tender off "Challenger" 4-6-6-4 no. 3985 which had already been converted to hold oil. Switching tenders was very common in the steam era, including different types and classes of steam locomotives.

When no. 3985 was donated to RRHMA a few years ago, part of the deal was that the Silvas, Illinois based non-profit would rebuild 4014's tender and then send it back to Union Pacific, which in turn would return the one off 3985.

Recently, 4014's tender was sand -blasted and it received a coat of primer. Now, it is receiving wheel work before being returned to Union Pacific.

(Thanks to Railfan & Railroad Magazine)

Southern Pacific 1744 News...In 2020, the Pacific Locomotive Association purchased a native Bay Area steam locomotive , the SP 1744. In that same year, most of the locomotive was returned to the Niles Canyon Railway to be rebuilt for operation. The boiler stayed behind at a contract shop in Colorado for work. That contract shop will soon be moving to northern California where the work will be completed.

The 2-6-0 "Mogul" was built by the Baldwin Locomotive Works in 1901. It operated for many years out of Oakland on the Southern Pacific's Western Division and in California's Central Valley.

The PLA's commitment and plan to return the 1744 to service will not be a quick or inexpensive proposition but they are looking forward to the future when she will once again steam on the Niles Canyon Railway.

To date, the locomotive has seen a lot of active restoration including:

Frame & running gear: Cleaning (by needle gun,) inspection, priming of frame. Removal of drivers, main axle boxes, and spring rigging. Removal of driver wheel tires, repairing and turning of driver centers, delivery of new tires, installation of new tires, and repainting of the drivers in preparation for re-installation.

Boiler Work (Contracted). Installation of all new firebox sheets, drilling of firebox sheets for staybolts, and riveting of mud ring to boiler. Fabrication of all staybolts for the boiler, including flexible caps and sleeves.

The railroad's fundraising now for the 1744 revolves around the installation of over 1,400 rigid and flexible staybolts. The staybolts are needed to secure the 1744's new firebox sheets in the boiler.

The fundraising goal is set at \$125,000 will enable the workers to finish painting the frame, start re-assembly of the running gear and rebuild the pilot truck. If you would like to help with a donation, please go to ncry.org/donate

One final note: During the first week of April, the Steam Department painter started the process of removing the previous owner's lettering from the tender of the SP 1744. This is the start of a long process of prepping, painting and re-lettering the tender.

(Thanks to the Niles Canyon Railway)

JOHN BIEHN'S STEAM NEWS, *Continued from Page 14*

Locomotive Restoration News...The Mt. Tamalpais & Muir Woods Railway was a scenic tourist railway that operated between Mill Valley and the east peak of Mount Tamalpais in Marin County, California. The railroad was incorporated in January, 1896 and closed in the summer of 1930.

The mountain railway put Mill Valley on the world map, introduced countless passengers to the importance of protecting redwood forests, and marked the beginning of Marin County's long history of environmental stewardship.

Recently, a historic Mill Valley engine, a 1920 built two truck Heisler steam locomotive has been reconnected with its 8 ton boiler, kicking off reconstruction of the last steam locomotive of the historic Mt. Tamalpais & Muir Woods Railway.

The boiler was lowered via a crane onto engine no. 9's frame and remounted. The front plate and door also were attached to the smoke box on the locomotive.

The cosmetic restoration of the 103 year old locomotive is being guided by brothers Jeff and Don Millerick at a workshop in Sebastopol. Next up for the locomotive is that repaired and painted pieces can be attached. The first of which was the historic spot plate that was attached to the nose at the front of the engine. This plate has a new "9" on it made of bronze.

Locomotive no. 9 is the only surviving piece of rolling steam rail stock that pushed gravity cars and passenger cars to the top of Mt. Tamalpais.

No location has been decided upon to display the locomotive when the restoration is completed. "We believe the local community will ultimately embrace displaying no. 9 in a prominent location that is easily accessible, somewhere near or on the original path of the mountain railway," said Eric Macris, a board member of Friends of No. 9.

(Thanks to Giuseppe Ricapito, Marin Independent Journal via Tom Schultz)

East Broad Top News...East Broad Top Railroad 2-8-2 engine no. 16 is out of service until the end of August due to a cracked driving -wheel center, the railroad announced on April 11. In its place, the narrow gauge EBT will substitute its General Electric 55-ton center-cab diesel electric switcher M-7. The railroad also said it would add several trips over the summer with its 1927 Brill gas-electric car, the M-1.

EBT created a sensation in February 2023 when it completed the restoration of no. 16, which had been idle since the common-carrier EBT closed in 1956.

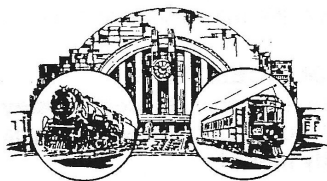
At various times during the railroad's tourist-era years from 1960 to 2011, EBT restored and ran four other Baldwin Mikados, Nos. 12,14,15 and 17, but not no. 16.

In a statement, EBT officials said, "This winter, crews planned to use the off-season to conduct inspections and complete a list of preventative maintenance projects. During these inspections, the EBT's Mechanical Department discovered a cracked driver center, extending the timeline for returning no. 16 to service further into the 2024 season. The railroad gave no firm estimate for the return of no. 16.

EBT General Manager Brad Esposito said, "These are normal obstacles when running a 150. year old railroad and operating century-old equipment. As the stewards of this historic site, it is our responsibility to take as much time as needed to complete the work properly and safeguard years of continued service."

A National Historic Landmark, EBT is owned and operated by the EBT Foundation, Inc. For 2024, the rest of the EBT operation, said Jonathon Smith, director of sales and marketing, is "business as usual," with expanded shop tours, archives tours, master mechanic tours and scheduled special events such as the annual "EBT Goes to War, Living sHistory Weekend on May 11-12.

(Thanks to Dan Cuppder, Trains.com)



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Time Sensitive Material

June 2024 Members Meeting

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April/May 2024