



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 4, and recap the September meeting on Page 5. Due to the need to run the Banquet Flyer on Page 3, we were unable to include the feature article on streetcar history submitted by our Member Paul Grether. We will work to include that article in an upcoming issue.

Speaking of Banquet, this year it will be on Wednesday, December 4th, at EJ, at 6:00p.m., and a reservation form appears on Page 3. Even though dinner is free this year, we still need RSVPs to get an accurate count. The Banquet will be our final meeting of the year. We will celebrate another successful year, enjoy a catered buffet dinner, and enjoy a great evening with our fellow EJ volunteers. We will also celebrate our 25 year member:

Frank P. Kammer III

This month our Chapter meeting is our annual organizational meeting, and we will have our election of officers and trustees for the coming year. In accordance with our By-Laws, the current officers and trustees must provide at least one nominee for each position. All of the current officers and trustees are being re-nominated for another term except for the office of Secretary, as Mike Thompson is retiring this year. A nominee is needed for Secretary, and additional nominations will be accepted from the floor at the Meeting prior to the election.

Our Membership Chair, Frank Kammer, wants to thank all of those who have paid their dues early this year. With our upcoming move, handling renewals early is a big help. Donations are always appreciated. As a 501(c)(3) tax exempt non-profit organization, donations to the Chapter are tax deductible to the maximum extent permitted by law.

Thanks to longtime Chapter Member Dan Finfrock for presenting last month's program. This month, Chapter Trustee Ben Hindt will present our program. See the next column for details.

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

Scott Andes, President

OCTOBER MEETING

Our Chapter Meeting on Tuesday, October 22nd, will be held at EnterTRAINment Junction (EJ) in West Chester, Ohio, at 7:00 p.m. This month, longtime Chapter Member and Trustee Ben Hindt will be presenting our program. At press time, Ben was still working on his program so we don't have a teaser for you. However, Ben's programs are always interesting and informative so you won't want to miss this one! We will send out an email update when the program is finalized.

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 Mike Thompson and Ken Lakes, both of whom are experiencing serious medical conditions. We wish them both a full and speedy recovery, and hope to see them again soon.

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

Scott Andes, Chapter President



STEAM NEWS By John Biehn

Pennsylvania Steam...The Reading Blue Mountain & Northern Railroad will be operating its 2024 Fall Foliage Excursions departing from Reading Outer Station and Port Clinton on October 5, 19, and 26. The former Reading Company 4-8-4 No. 2102 will be the motive power taking patrons to Jim Thorpe. There are still many ticket options available for each trip with prices starting at \$99 per person. For ticket information, go to <https://www.rbmnr-passenger.com/fall-foliage-reading> .

Indiana Rail Experience...Steam locomotive No. 765 will power two Fall Color Steam Specials scheduled to run on October 19 & 20. Each day at 9:30 a.m., 2-8-4 No. 765 will depart Pleasant Lake, Indiana, and travel to Hillsdale, Michigan, with a return at approximately 6:30 a.m. to Pleasant Lake. The trip has been sold out, but recently two new first class cars have been added to the excursion train. To obtain tickets, go to <https://www.indianarailexperience.org/in-fall-color-train> .

Michigan Steam...The Steam Railroading Institute is dedicated to educating the public about steam era railroading in Michigan and the Great Lakes Region. This includes the preservation of the skills and technology for maintaining steam locomotives by operating steam era equipment and providing the experience of steam locomotives in actual operation. The Steam Railroading Institute has announced that their Pere Marquette 2-8-4 No. 1225 will power two, one-day excursions departing Mt. Pleasant, Michigan, for the town of Cadillac. Each day, the train will travel through the picturesque autumn foliage en route to Cadillac. There will be a two hour layover there. This Cadillac Limited-Fall Color Tour will be held on October 26 & 27. The trips are already sold out, but there may be a waiting list. For more information, go to <https://www.michigansteamtrain.com/events/> .

Minnesota Steam...Locomotive No. 332 was built by the Pittsburgh Locomotive Works in 1906 for the Duluth, Missabe & Northern Railway. This locomotive is a typical drag freight 2-8-0 "Consolidation" type engine of the early 1900s. In 1955, the 332 was sold to the Duluth & Northeastern, renumbered No. 28, and was used to haul logs, lumber products, and general freight. It worked in this service until 1964 and was last under steam in 1965. The D&NE restored and donated the locomotive to the Lake Shore Railroad Museum in 1974. In the fall of 2013, a restoration project began to bring the engine back to operating condition. This August, on the locomotive's last run from Two Harbors back to Duluth, a problem occurred and the result of it forced the railroad to cancel its September runs in order to complete repairs. The railroad still expects to run its October trips on October 26 & 27 to Palmers with the 332. This scenic two and a half hour trips have no station stops. The capacity and offerings will be similar to the Two Harbors excursion train, including a coach car, nice lower level lounge cars, and two dome cars. Tickets cost \$75 per adult and \$65 per child and can be purchased at <http://www.duluthtrains.com/steam> .

East Broad Top News...Steam has once again returned to the East Broad Top Railroad after eight months of extensive repairs to its historic steam locomotive No. 16. Built in 1916 and now 108 years old, No. 16 is set to be the primary locomotive

for the rest of the 2024 season. Last year, No. 16 returned to the rails for the first time since 1956 and went on to operate 150 days and carry a record-breaking 35,000 passengers in the 2023 season. This past winter, railroad crews used the off-season to complete the locomotive's annual boiler inspection and conduct routine maintenance. While the engine passed the boiler inspection, two cracked spokes were discovered on one of the locomotive's main drive wheels. As a result, it was announced that No. 16 would be out of service until August, 2024, to allow for necessary repairs. These repairs were completed on schedule by the skilled team at the railroad's own facility and the locomotive returned to the rails on August 30th, pulling excursion trains on the 153 year old railroad. Visitors can ride behind this vintage locomotive every Friday, Saturday, and Sunday in October through October 27th with additional weekday excursions during peak fall colors. September trips will still be powered by diesel. Steam trips are at 11:00 a.m., 1:00 p.m., and 3:00 p.m. For ticket information, go to <http://www.eastbroadtop.com/ride/train> .

Nashville Steam Update...As soon as the end of next year, folks of Nashville could once again hear a distinct whistle that once sounded through Music City as locomotive No. 576 pulled passengers and freight through the area. This World War 2 era steam locomotive has been under restoration for nearly five years now, with a team of over 100 volunteers making sure every nut and bolt is put together just right so that the historic engine can make excursions out of Nashville for many years to come. "We're at this point now where we see the finish line in sight and, in the next year or so, we're going to be testing the boiler, having a steam test, and that's when the steam locomotive itself will come back to life," said Joey Bryan, Vice President of the Nashville Steam Preservation Society. Built in 1942, this 4-8-4 steam locomotive spent ten years of its life moving troops and supplies as well as routine passengers across the Southeast. The tracks ran from Nashville west to Memphis and down to Atlanta, with stops along the way including Chattanooga. After the locomotive was put out of service, it became the back drop of thousands of family photos in Centennial Park. In 2019, it was towed to the Tennessee Central Railroad Museum to become a fully operational locomotive again. Stephen Hook, the volunteer coordinator for Nashville Steam, said he and his team of volunteers have put in nearly 45,000 hours of work on the project. As of 2024, Nashville Steam is about \$250,000 shy of where they would like to be to finish the restoration. However, money has continuously come in from donors for all fifty states and around the world. To date, more than \$2.6 million has been raised for the restoration. Nashville Steam's goal is to start running tests in 2025. Barring any unexpected challenges, locomotive 576 could be pulling public excursions out of downtown Nashville to Lebanon and Watertown by the end of 2025. To help cover the remaining costs, Nashville Steam has a \$25,000 matching grant available, meaning that every donation made through 2024 will be matched dollar for dollar. Donations can be made online by visiting the Nashville Steam website at <http://www.nashvillesteam.org/donate/> .

Railroading Heritage of Midwest America News...Union Pacific 3985 was one of 105 4-6-6-4 "Challenger" type locomotive



CINCINNATI CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY



**53rd ANNUAL DINNER MEETING
WEDNESDAY EVENING, DECEMBER 4, 2024**



**AT
ENTERTAINMENT
JUNCTION
7379 Squire Court
West Chester, OH**



**SEE THE LAYOUT IN OPERATION
On Your Own Until 6:00 PM**

SPECIAL PRESENTATION

“THANKS FOR THE MEMORIES”

Celebrating 16 Years

of EnterTRAINment Junction

Plus Honoring Our 25+ Year Members

**Catered Dinner 6:00-9:00 PM
Our Chapter Members are all
invited to join the volunteers of
EnterTRAINment Junction for a
final celebration of a great year
and a great 16 years of
EnterTRAINment Junction.
Our Annual Chapter Banquet
Is included in the evening’s
Agenda, and is our final meeting
of the year and final event at EJ.**



**Cost is Free BUT
Reservations are
Required**

**Reservations Accepted
By Mail Through November 26th
(Use Form Below)**

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Name (List all persons attending) _____

Address _____

City _____ **State** _____ **ZIP** _____

Telephone # _____

Number Attending _____

**Mail To: Frank P. Kammer III
1706 Marilyn Lane
Cincinnati, OH 45231**



STEAM NEWS (Continued)

tives owned and operated by U.P. It was built by the American Locomotive Company in July, 1943, and operated in fast freight and passenger service, pulling its last revenue train in 1957 before going into storage and eventual retirement in 1962. No. 3985 was chosen for display at the Cheyenne, Wyoming, passenger station and installed there in October, 1974. A group of dedicated U.P. employees inspected the locomotive with the goal of eventual restoration to service. The locomotive was then removed from display in September, 1979, and it eventually returned to service in April, 1981. UP 3985 was eventually converted from coal burning to oil firing in 1990 for ease of operation and to eliminate the tendency of starting lineside fires caused by hot cinders from 3985's stack. 3985's final operation occurred during an extended tour of a portion of the U.P. System that ended on October 14, 2010. Union Pacific retired the locomotive from active service in February, 2020. In April, 2022, U.P. officials announced that the company would donate the locomotive to the Railroading Heritage of Midwest America. Today, the RRHMA is currently restoring the 3985 to operating condition. Here is some of the progress the RRHMA has made recently: A new combustion chamber ring has been made for the rear tube sheet. 3985's cab walls have been removed for replacement. Staybolt material is being cut and shipped for flexible staybolts. A new cab floor is being crafted. A new rear firebox knuckle has been flanged. A new front tube sheet has been flanged. Rivets for the first tube sheet have arrived. Boiler ultrasound testing is in progress. 3985's cab has been sandblasted and is now in the repair phase, getting the attention it needs before painting and future installation. (Thanks to the RRHMA)

SP&S 700 Update...The Spokane, Portland & Seattle 700 is the oldest and only surviving example of the class E-1, 4-8-4 "Northern" type steam locomotive. It was built by the Baldwin Locomotive Works in May, 1938. Locomotive 700 powered overnight passenger trains along with locomotive 702 between Spokane and Vancouver, Washington, and, owing to an undersized turntable, the Northern didn't reach Portland until 1944.

Through the late 1940s and early 1950s, the E-1s continued to pull secondary passenger trains. However, by 1954, the diesels had completely replaced steam for passenger service and the E-1s were relegated to pulling freight trains until 1955. In May, 1956, No. 700 pulled the Farewell to Steam train between Portland, Oregon, and Wishram, Washington. A total of 1,400 passengers rode in 21 cars for this trip. After retirement, No. 700 was donated to the City of Portland, Oregon, on January 14, 1958. The locomotive was then placed on newly purchased land that was then renamed Oaks Pioneer Park where it shared space with OR&N 4-6-2 No. 197. The SP 4449 eventually joined the two locomotives there. Nearly 20 years later, the SP 4449 was removed from the park to be restored. The SP&S 700 was moved in 1987 to SP's Brooklyn Roundhouse for restoration work. With the support of many individuals and the Burlington Northern Railroad, No. 700 returned to operation on May 15, 1990. Fast forward to 2024, and here is some of the latest news on the current work taking place on the locomotive. The 15 year boiler inspection and rebuild on the SP&S 700 is slowly nearing completion. There have been numerous major projects included in the scope of the overall rebuild. A few of these are: welded boiler sections, rebuilt firing valve, newly cast and machined blowdown valve, new copper steam and air lines, rebuilt firebox pan, rebuilt air pump, new jacketing and insulation, rebuilt feed water pump, and cleaned out oil and water bunkers in the tender. There are many more on the list of accomplishments, too numerous to list. Over the last 8 years, the crew has had different project leaders, and the faces of the volunteers involved are now different from the ones who started the project. After completing the air and brake systems and a few other projects, the Pacific Railroad Preservation Association volunteers soon will be able to say the work is complete. (Thanks to the Oregon Rail Heritage Center)



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SEPTEMBER 24th MEETING MINUTES

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

QUORUM: Confirmed by Mr. Andes. There were 18 members present.

GUESTS: None.

AUGUST 2024 MINUTES:

Mr. Andes asked for any changes to the August 2024 minutes. None were offered. Mr. Andes called for a motion to approve said minutes. A motion was made by Mr. Price and seconded by Mr. Hindt. The August 2024 minutes were unanimously approved as written and published.

REPORTS:

PRESIDENT: Mr. Andes reported that our Treasurer, Mr. Thompson, had just entered the hospital for a month-long stay for treatment and recovery. He had planned to retire as treasurer at year end. Mr. Kammer added that we have Mr. Thompson's blessing to move forward with electing a new Treasurer if we found a willing and able candidate. Mr. Price, who had previously served as Treasurer, volunteered to serve. A motion was made by Mr. Finfrock, seconded by Mr. Vergamini, and unanimously passed to elect Mr. Price as Treasurer to fill the remainder of the current term. Mr. Price will stand for reelection at the October meeting, along with the rest of the Officers and Trustees. The office of Secretary remains open pending the October elections. Mr. Andes also reported on an outstanding Audit report of our 2023 books and reported that all Chapter members are invited to the last annual EJ Volunteer dinner on December 4, as guests of EJ. A flyer to RSVP will be in the Newsletter.

VICE-PRESIDENT: Mr. Neal had no report.

SECRETARY: Mr. Thompson, Secretary, was absent.

TREASURER: Mr. Thompson, Treasurer, was absent. Mr. Kammer presented a report from Mr. Thompson summarizing our current checking account balance and Charles Schwab account balance.

CHAPTER REPRESENTATIVE TO NATIONAL RAILWAY HISTORICAL SOCIETY:

Mr. King, Chapter Representative to the National Railway Historical Society, reported that our friends in Ludlow were granted an NRHS Charter as a new Chapter at the Convention.

LIBRARIAN: Mr. King, Librarian, reported that we are doing some selective pruning of the Collection in anticipation of our move, and refining our focus on the Cincinnati area.

TRUSTEE: Mr. Vergamini reported that the Officers met to discuss the move and that our future depends upon all of us.

TRUSTEE: Mr. Hindt had no report.

TRUSTEE: Mr. Kammer had no report.

OLD BUSINESS: None.

NEW BUSINESS: A member reported that his daughter had visited the newly-remodeled downtown Hamilton County Public Library, and that possibly space was available there. Mr. Andes stated that the Officers would investigate.

ANNOUNCEMENTS: Mr. Hindt announced an upcoming

Rare Mileage excursion on the LM&M Railroad September 29th from 12-4pm. He also announced the upcoming Lakota NMRA show on October 12-13th. Mr. Finfrock reported that longtime member Ken Lakes was experiencing a serious health problem, and that all of our prayers and wishes for his recovery would be appreciated. Ms. Prieshoff reported on the upcoming Ludlow Heritage Festival on October 5.

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

So moved: Mr. Finfrock. Second: Mr. Price.
Adjourned at 7:17pm.

POST MEETING:

Mr. Finfrock opened his remarks with some history on how the Chapter began, with early meetings in Dr. Salzer's house, and the importance of maintaining our camaraderie and the continuity of our organization. Mr. Finfrock then briefly discussed the industrial history of Hamilton, Ohio, and shared some builders plates from Diesel engines of 3 WWII submarines which were built in Hamilton. Members then enjoyed a presentation by Mr. Finfrock on the Rio Grande Narrow Gauge, back when it was the Rio Grande Narrow Gauge in normal everyday operation prior to the tourist era. All of the trackage, scenery, structures, and rolling stock in operation were included as seen during a 1964 trip with Ross Carr. Many thanks to Dan for this look back in time at the historical operations of the Rio Grande Narrow Gauge. Program concluded at 8:38pm.

Submitted:

/s/ Mr. Andes, Acting Secretary

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Cincinnati Chapter
NATIONAL RAILWAY HISTORICAL
SOCIETY
P.O. BOX 62023
Cincinnati, OH 45262-0023

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CALENDAR OF EVENTS

OCTOBER

- Sat. Oct. 12 NMRA Division 7 Show at Lakota West H.S.
and West Chester, Ohio
- Sun. Oct. 13 Hours Saturday 11-5pm, Sunday 11am-5pm
- Tue. Oct. 22 Regular Chapter Meeting & Program 7:00 P.M.
EnterTRAINment Junction, West Chester, OH
(Fourth Tuesday, NOT Last Tuesday)

NOVEMBER

- Sat. Nov. 2 NMRA Division 3 Show & Sale
and The New Montgomery County Fairgrounds
645 Infirmary Road, Dayton, OH
- Sun. Nov. 3 Hours Saturday 11am-5pm, Sunday 11am-4pm.
- Tue. Nov. 26 Regular Chapter Meeting & Program 7:00 P.M.
EnterTRAINment Junction, West Chester, OH

CHAPTER ACTIVITIES

September Meeting Program: The Rio Grande Narrow Gauge!



Chapter President Scott Andes (left) and Longtime Member Dan Finrock (right) pose for a photo after Dan's program on the Rio Grande Narrow Gauge operations in 1964. Photo by Richard King.