



Editor’s Comments

The next membership meeting will be Thursday, October 3, at the Newsreel Theatre at Cincinnati Union Terminal, at 7:30 p.m. The meeting program will be "Hot Spots Along Cincinnati's Main Lines North of Town" by local YouTuber NKY Railfan. This program, and many of our upcoming programs, will be simulcast live on the club’s YouTube channel, so be sure to subscribe to our channel at <https://youtube.com/@cincinnatiroadclub>

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

Dave Puthoff

The Program Committee is working to secure programs and speakers to complete the 2025 schedule. Please let us know if there is a speaker you would like us to reach out to, a topic you would like to see in a program, or if you would like to present a program. We welcome your suggestions.

UPCOMING PROGRAMS

- November 7, 2024 - *Hot Mallets 1981-2024* – Fr. Dale Peterka followed by *Member Showcase*
- December 5, 2024 - *Cincinnati’s Historic Holiday Model Trains* – presenter TBD
- January 9, 2025 - *Steam to Steel: Butler County’s railroad legacy* – John Stewart
- February 6, 2025 - *Art of Railroad Photography* – Jeffrey Stoner

-- Your Program Committee:

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Club Officers

- President: Chris Mayhew, chris.mayhew611@gmail.com
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- Secretary: Tom Bredestege, jtbando@fuse.net
- Treasurer: Roy Hord, rhord@fuse.net
- Membership: Bryan Cash, bryancash@zoomtown.com

PRESIDENT'S COMMENTS

September 2024

I accepted the role of this office of club president in November 2019. Shortly afterward, we had to take meetings onto Zoom due to an unprecedented pandemic. The in-person meetings were gone for a time. During the pandemic, our board planned a return to Cincinnati Union Terminal (we had moved out of Tower A to make way for renovations in May 2016). We were without a home for a time. Everyone thought we would return to Tower A after renovations concluded. That didn't happen. However, in February 2022, we did return to the terminal to our present arrangement of a clubroom/library on the third floor below Tower A and usage of Newsreel Theater for our meetings.

Since 2019, many members have helped change the direction of the club. I thank the many for all we have accomplished together, yet I know we still have much to do to improve the club. This is a good time to look back and plan for the future. In 2022, we took our photo archive out of storage and brought it to the third floor. We started live cameras streaming on YouTube 24 hours a day and seven days a week. Oh yeah, we launched a YouTube channel [@cincinnatiroadclub](#) and added programs. We put presentations on YouTube where they can be watched live or months after the meeting is over. We added other movies and programs to the channel. And there is more to come!

We erected bookshelves and stocked them. We took in a large donation of the photography of Don Patrick. We hosted member events in the third floor and occasionally opened up Tower A for our members. We created a new website at [cincinnatiirclub.org](#) where you can join or renew as a member completely online!

I am focused on the word we because it takes many people to do these things. I am proud to say we have done so much together since 2019. I have thanked many by name before, but for this time let me just say a hearty thank you to all!

So, what's next? I'll just deal with the first thing. We will be emailing a large spreadsheet of up to 2,697 book titles to members. Members will have a chance to purchase up to 5 titles at a cover price discount. This will be first-come-first-served once the email goes out (we are looking at early November for this email). The rest of the club's 5,000 book titles are already in the club library (or will be soon). The board voted on Sept. 17 to start the process of using Our Auction House in Harrison, Ohio, to sell off what remains of the approximately 2,697 book titles with an initial delivery date of 700 titles in January 2025. The auctions will be online and in-person. Why would we want to sell off many of our books? Well, we don't really. However, storage costs have increased dramatically. If we cannot display all the club's books, then we must downsize something. We still plan to pay for storage for our CUT maps/drawings and railroad antiques (although more of those will be put on display on the third floor this year to cut down on our storage space needs). Much of our downsizing has involved items in storage not related to railroads used to operate the club in prior years from mops and buckets to old cabinets.

This downsizing will allow us to focus on more storytelling about railroading's past and present around Cincinnati and beyond. We have the tools to tell these stories. However, we always need more people to be the "we" behind our operations. There's always room for more people. So, all aboard for what comes next!

Chris Mayhew

September 2024

CRRC Board OF Trustees Elections in October

Members will elect five Board of Trustees during the next Cincinnati Railroad Club meeting at 7:30 p.m. Thursday Oct. 3 in Newsreel Theater at Cincinnati Union Terminal/Cincinnati Museum Center. Free donuts and cider, as is the tradition, will be provided!

The candidates for the five spots are (in alphabetical order):

Tom Bredestege

Jonathan Higgins

Jim Krause

Randy Krumm

Chris Mayhew

Pam Moleski

Candidates on the board serve two-year terms. In October 2025, the seats held by the other four board members will be on the ballot (these seats are held by Bryan Cash, Jim Corbett, Lee Drake and Scott Smith).

Paper ballots will be passed out. You must be present to cast a vote. You may vote for a maximum of five candidates, as five will be elected.

Cincinnati Div. 7 NMRA Model Train Show

Cincinnati Division 7 NMRA's annual Model Train & Trade Show is coming up **11am-5pm October 12^h & 13th** at Lakota West High School (8940 Union Centre Blvd., West Chester OH 45069).

As usual, the club will have space at the show for **CRRC membership booth** and club sales (books, maps, maybe some items from our former company store) and can use your help throughout the weekend. **We can use volunteers** to assist with helping at the tables during show hours as well as a few to help with transporting items to/from the show, setup, and teardown. Those who commit to volunteering at the club booth for an hour or two receive complimentary admission to the train show.

Pam Moleski will have sign-up sheets at our Oct. 3rd meeting for volunteers to sign up for a shift.

September 2024

AMTRAK NEWS

By W. Mike Weber

Duh. Finally made the big joke error in Washington State!!

There are two Vancouver stations on the CASCADE ROUTE in Washington State. Since I like paper tickets, I had a recent round-trip Seattle to Vancouver Canada ticket that was printed by an agent in Albuquerque (months ago). I did not look at the ticket, so our northbound trip to Canada was flawless, upbeat, only slightly delayed. Good seats to view the fantastic Puget Sound. Customs in Canada was easy.

After a good time in EXPENSIVE VANCOUVER CANADA we arrived early at the joint VIA and AMTRAK station for early check in. The early bird gets forward-facing seats on the Water Side. Well, surprise, surprise, our tickets were incorrect, as they showed us going to Canada. We were in Canada!!

Neither the staff nor us noticed that our tickets were wrong, going northbound the 2 days before. OPPA!!

We were directed to the agent who was a gem working with Guest Rewards to correct the error.

Business class was open and coach was sold out. We were lucky. Next option was the nice Ambus. So, notice that there are two Springfields in the Amtrak system, two Vancouvers, two Centralias. Check your tickets more closely than we did!!

Talgo. Two Talgo trains are still running in the Northwest. The ones made in Wisconsin for the proposed service that the governor rejected. Remember!?!? At the same time Ohio and Florida said we don't want any of your stinking passenger train money!! These trains will need a new home when AERO trains from Siemens begin arriving in 2026. Hopefully. We can only hope the TALGO equipment finds a home somewhere in the USA. Well liked.

Siemens has announced the construction of a factory in upstate New York to manufacture the new High-Speed Service that they will offer in CALIFORNIA, hopefully by 2028. An ambitious timeline. This factory is in Horsehead, near Elmira. It should be interesting when these start to ship west!! That puts another rail car facility in New York, just up the road from Alstrom. By the way, how are these new ACELA ("Libertyliners") coming along? Awfully quiet up there. Siemens has also begun construction on a passenger rail car facility in North Carolina. Ohio take notice! Siemens has an electric motor manufacturing plant in Norwood. GIANT open field next door where Zumbiel Box was located. Great ready-to-use open acres.

Pennsylvania Trolley Museum Kristen Fredrickson has made the TRAINS list of YOUNG GUNS (Young people working in rail preservation). Kristen was at a number of RR Club meetings before moving to Pennsylvania. She is a good friend of Paul Grether, formerly at Cincinnati Streetcar, now at Long Island Railroad. Since the article was written, I understand that she has gotten another promotion. Congratulations on a job well done, and ongoing.

Omaha. Really. A streetcar coming to Omaha! This is in spite of Warren Buffett opposition!! 6 cars to start. All from CAF who provided our cars. They will be dual mode, so under wires or battery!! CAF is also in the bidding with as many as six others to build new Amtrak LONG DISTANCE fleet.

CANADA intends to replace just about everything in their passenger Fleet. So, ride those BUDD cars while you can. This is in addition to the SIEMENS CARS coming to the corridor trains. Now that MICHIGAN CENTRAL STATION has been fully renovated, is there any hope for Amtrak and VIA to start a Chicago to Toronto Service using that facility? Everyone hopes so.

In November, the **election** will set the transportation objectives for the next 4 years. The two parties have very opposing views on transportation. Inform yourselves!!

Mike Weber

September 2024

1940's DAY AT CINCINNATI UNION TERMINAL

Club Rolls Baggage Cart, Antiques out for 1940's Day

By Chris Mayhew

Cincinnati Railroad Club rolled in its Railway Express Agency baggage cart to participate in Cincinnati Museum Center's 1940s Day festivities.

Members Charlie Bogart, Jim Corbett and Lee Drake, dressed the part in period conductor and brakeman attire. They were among a dozen club volunteers who shared railroad stories, information about the club, and more to make the club's booth stand out.

The club's Big Emma headlight and number plate for 1962 was set atop the baggage cart and shone after being plugged into an electrical outlet. The club's Cincinnati Union Terminal dwarf signal was set [next to our tables](#) and plugged in to be another electrically lit display.



Jim Corbett and Charles Bogart wear conductor uniforms, and Lee Drake is dressed as a brakeman for 1940s Day on Aug. 31 in the Cincinnati Union Terminal rotunda.

Board member Pam Moleski created photo and text displays to show and explain what Big Emma 1962 was, and to give information about the CUT [dwarf signal](#) and REA baggage cart. CMC sent an email thanking all 26 community partners and vendors, of which the railroad club was one. "This year was simply magical," said Gwen Elliott, director of CMC community collaboration in the email. We in the club know the club's display in the rotunda played a big part in that success.

1940's DAY AT CINCINNATI UNION TERMINAL, *Continued from Page 5*



Scott Smith turns the wheel as far as possible to squeeze the cart into an elevator to go up into the rotunda on 1940s Day. Pictured in the background is Dave Bossart.

The baggage cart, used in CUT prior to the concourse's demolition, created some minor challenges for our volunteers. Scott Smith and Dave Bossart barely squeezed it into an elevator (we measured earlier to make sure it would fit). The main CUT freight elevator was out of service this year, unfortunately.

Charlie Bogart stayed all day to talk to visitors, and we sold railroad maps and CUT books. Member Jonathan Higgins of Train Aficionado [created a video covering the event](#) which you can find on the club's YouTube channel. CMC has already scheduled Sept. 6, 2025 as next year's 1940s Day. So, mark your calendars and let's make plans to do it again!

Visitors, including Cincinnati railfan Brian Sellers second from left, check out the club display



September 2024

1940's DAY AT CINCINNATI UNION TERMINAL, *Continued from Page 6*

**Period attire ruled 1940s
Day wherever one looked.**



The cart is delivered into the rotunda early in the morning. From left are Scott Smith, Dave Bossart, Jonathan Higgins, Pam Moleski and Chris Mayhew.

September 2024

CHASING THE 2024 KENTUCKY DERBY TRAIN

By Charles H. Bogart

The first Saturday in May means the running of the Kentucky Derby and CSXT Kentucky Derby Passenger Train. The 2024 CSXT Derby Train originated at R J Corman's Lexington Yard (ex-Louisville & Nashville Railroad) and unloaded in Louisville at the University of Louisville Football Stadium. The CSXT 2024 Derby Train was headed by three locomotives CSX 1, CSX 2, and CSX 3, all F40PH. The train itself consisted of eleven cars: Champion M. Davis, John W. Snow, Michael J Ward, Robert R. Young, Hays T. Watkins Jr., Jervis Langdon Jr, E Hunter Harrison, James M. Foote, John T. Collinson, John W. Smith, and W. Thomas Rice. The train pulled into R J Corman's Lexington Yard on Friday. It was carded to pull at 08:45 AM on Saturday. My goal was to take photos of the Derby Train at ten different locations during its journey from Lexington to Shelbyville.

My plan was to leave Frankfort at 07:45 AM and follow Leestown Road to the R J Corman Yard and set up at Henton Road, at the west end of the Corman Rail Yard. The Corman track runs within a quarter mile of Leestown Road from Lexington to Frankfort. When I got within a mile of the Federal Prison Leestown Road was closed due to a traffic accident. Thus, I made a "U turn" and cut down Yarnallton Road to the railroad track. Here I found an R J Corman police car. As soon as I got out of my car, I could hear the Derby Train blowing for Alexandria Road. It had pulled early. Just as the train came into view another railfan joined me. Got some nice shots of the train approaching and leaving the grade crossing.

Once the Derby Train cleared Yarnallton Road I followed the Corman police car back out to Leestown and turned left for Paynes Depot Road. Paynes Depot is where the opening scene of the movie Flim Flan Man were shot. I arrived at Paynes Depot within 60 seconds of the Derby Train coming into view. There was one railfan and his mother present. Soon as I got my photos it was in my car and ran for Midway. Unfortunately there were two dump trucks on Leestown Road that slowed me down. I quickly reasoned that I could reach Midway, one mile down Midway Road from Leestown Road, before the Derby Train cleared the town. As a result, I skipped Midway, got around the two dump trucks and ran for Spring Station, located off Leestown on Woodlake Road.

At Spring Station, I found no one set up to take photos or provide grade crossing security. The Spring Station Depot, now a home, still stands. Once again, I had but a minute to set up when the Derby Train came into view. In less than 45 seconds the train was out of view. It was now decision time should I try and catch the Derby Train at either Duckers or Jett or run for Frankfort? I decided to run for Cold Harbor Drive at Kentucky State University. The university students just walked past paying no attention to the Derby Train.

CHASING THE 2024 KENTUCKY DERBY TRAIN, *Continued from Page 8*

Once the Derby Train cleared Kentucky State University I decided to head for the Broadway Tunnel, in downtown Frankfort. Here I found some twenty-five railfans set up with a Frankfort Police cruiser in attendance. I immediately decided to skip the tunnel and run for the Kentucky River Bridge. At the west end of the bridge some fifty people had gathered to wave and take photos of the train. Thus, I ran up Benson Valley Road to the big curve. Here I found one other rail fan. All too soon the Derby Train was on us and heading onto Louisville. With my pictures taken I headed back down to the bridge to swing for Devil Hallow Road. However, the crowd at the west end of the bridge mingled in the roadway slowing my escape from Benson Valley.

I had decided to follow the Derby Train to Shelbyville by driving the old Frankfort, Bagdad, Shelbyville Road. The Corman track is always within a quarter mile of the road. The road is very curvy, 1.5 lanes wide, with no center nor shoulder lines. I had hoped to catch the Derby Train at Red Bridge on [Devil's Hallow Road](#), but the road traffic was moving too slow. I was however able from back in the roadway to get a grab shot of the Derby Train crossing Devil's Hallow Road.

Due to the traffic driving the speed limit or slower I just could not get in front of the Derby Train. Finally at Hatton the traffic took the main road and I swung onto Vigo Road and ignored the posted speed limits and thus reached Bagdad with a minute to spare. Trackside at Bagdad was covered with railfans who had already taken their chosen positions. I was fortunate to find an open space to shoot a series of photos of the Derby Train as it crossed Elmburg Road.

Soon as the train cleared Bagdad, I got into my car to chase a black Tahoe west on Bagdad Road to the on-grade rail crossing at Mulberry. Just as we reached the crossing the black Tahoe slowed put on blue lights and turned to block the crossing, Corman police. I pulled in behind them and jumped out of my car, just in time to get some photos. Most of the railfans only got shots of the train in the crossing from far back in the line of traffic.

As soon as the CSXT Derby Train cleared the road crossing the Corman police got in their Tahoe and chased the train. I was on their tail. I am not sure at what speed the Derby Train was travelling but at 55 MPH I was having trouble keeping up with it. I was finally able to get around the Corman Police Tahoe and ran for Smithfield Road in downtown Shelbyville. Smithfield Road was the location of the Shelbyville Louisville & Nashville Railroad – Chesapeake & Ohio Railway depot. I arrived here about 90 seconds before the Derby Train hit the trestle over Smithfield Road. By giving an oncoming driver, a timeout sign I got him to stop his car and block traffic so I could stand in the middle of the road and get my closing shots of the 2024 great Kentucky Derby Train chase.

At Shelbyville I ended my chase of the 2024 CSXT Kentucky Derby Train, one photo location shy of my ten-photo location goal. Maybe next year when I chase the Derby Train, I will reach my goal of taking photos of it at ten different locations. The reason why I stopped my chase at Shelbyville is because road traffic west of Shelbyville is too heavy to make any speed, and the area starts to become very urban so that trackside photo locations are hard to find.

CHASING THE 2024 KENTUCKY DERBY TRAIN, *Continued from Page 9*

The view is east from Yarnallton Road toward Lexington. The train is moving at track speed. R J Corman Maintenance of Way workers always ensure the track sits on a good secure foundation. The track here was built by the Lexington & Ohio Railroad in 1833 and is the first track laid in Kentucky. The track from Lexington to Louisville is known as "The Old Road" (1301)



We are at Paynes Depot. The siding and its track-side customer are gone. The mother and son rail-fan photographers can be seen on the side road waving at the Derby Train's passengers. (1322)

The Derby Train's last car was the theater car, W. Thomas Rice. The rear end of this car is a solid glass window, and within four rows of four seats each face the window. A rail-fans heaven! The car earns its living by being a track inspection car. The house in the background is the former Spring Station Depot building. (1356)



CHASING THE 2024 KENTUCKY DERBY TRAIN, *Continued from Page 10*



A view from Kentucky State University down Jett Hill to 10 MPH curve and the tunnel under Main Street Hill. This track was laid by the Lexington & Frankfort Railroad in 1849. (1377)

The Derby Train has just cleared the downtown Frankfort speed restriction of 10 MPH and is now coming up to track speed. In front of the train is the long climb up and out of the Kentucky River Valley. This track was laid in 1850 by the Louisville & Frankfort Railroad.



A grab shot of the Derby Train where the R J Corman track crosses Devil Hallow Road. (1452)

September 2024

CHASING THE 2024 KENTUCKY DERBY TRAIN, *Continued from Page 11*

We are in downtown Bagdad and the Derby Train has just crossed Elmburg Road. Note the railfan on the left recording the Derby Train on his cell phone. (1462)



The R J Corman police officer having stopped road traffic is now visually inspecting the Derby Train's wheels to ensure no Hot Box incident is developing. The track here was laid in 1895 by the Louisville & Nashville Railroad. (1483)

The CSXT Derby train is seen crossing Smithfield Road in downtown Shelbyville. The former L&N/C&O depot site is located 100 yards to the right. The depot building still stands nearby serving as a retail store. The track here was laid in 1872 by the Shelby Railroad. (1493)



September 2024

John Biehn's Steam News for September 2024

Courtesy of Jim Corbett

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.rbmrr-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 enroute 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>

September 2024

JOHN BIEHN'S STEAM NEWS, *Continued from Page 13*

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 II 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 locomotives 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.

September 2024

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

Railroading Heritage of Midwest, *Continued*

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's 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.

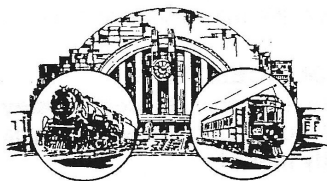
Nearly 20 years later, the SP 4449 was removed from the park to be restored. The SP&S 700 was moved in 1987 to SP's Brooklyn Roundhouse for restoration work. With the support of many individuals and the Burlington Northern Railroad, No. 700 returned to operation on May 15, 1990.

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, 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)



THE OFFICIAL PUBLICATION OF THE
CINCINNATI RAILROAD CLUB, INC

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Time Sensitive Material

October 2024 Members Meeting

The Cincinnati Railroad Club will hold its next regular Membership Meeting on Thursday, October 3 at 7:30 pm, at the Newsreel Theatre at Cincinnati Union Terminal. Local YouTuber NKY Railfan presents *Hot Spots Along Cincinnati's Main Lines North of Town*