



Editor’s Comments

The next membership meeting will be Thursday, January 9, at the Newsreel Theatre at Cincinnati Union Terminal, at 7:30 p.m. The program will be *Steam to Steel: Butler County’s Railroad Legacy*, presented by John Stewart . 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

January 9, 2025 - *Steam to Steel: Butler County's Railroad Legacy* – John Stewart

February 6, 2025 - *Art of Railroad Photography* – Jeffrey Stoner

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PRESIDENT'S COMMENTS

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Hello everyone! For those who haven't met me yet, I'm Jonathan Higgins, and I'm thrilled to introduce myself as your new club president. My passion for trains began in my childhood, where I spent countless hours watching Conrail trains in a small yard in Middleboro, Massachusetts. With a point-and-shoot camera in hand, I captured images of the trains while listening to their communications on my scanner. Growing up in New England, I frequently visited Edaville Railroad in South Carver and the Seashore Trolley Museum in Kennebunk, Maine, which deepened my love for all things rail-related, from passenger and freight trains to streetcars. After high school, I studied Radio and TV Broadcasting in Boston, where I regularly commuted on the MBTA Commuter Rail. Eventually, I moved near Amtrak's Northeast Corridor, and it was during this time that I got my first Nikon DSLR camera. This inspired me to launch my blog, website, and YouTube channel, TrainAficionado.com, where I can share my passion for trains with everyone.

In the years that followed, I found myself in North Carolina and eventually in Cincinnati, Ohio. Not long after settling in, I came across a Facebook post about a railroad club that held meetings at the Cincinnati Union Terminal. I decided to give it a try. I vividly recall my first visit to the Newsreel Theater, where I sat behind George Roos, who asked me about my background and other things. After that initial meeting, I became a regular attendee. I never imagined I would end up as the club president. Throughout the years, I've given presentations at meetings and led classes in the club room.

I want to take a moment to express my gratitude to Chris Mayhew for all of his dedication and effort over the years in helping the club reach its current success. I'm excited about continuing this positive momentum. Right now, the club is focused on several projects, including reorganizing and downsizing the book collection at the warehouse. We're also working on a new logo for the club, launching an online store, and expanding our outreach to attract new members. I'm looking forward to working with the new vice-president, Jim Krause, and our other board members to get these things done and more!

On Saturday, January 18, 2025, I'm excited to host the inaugural Cincinnati Railfan Summit! We'll have some fantastic guest speakers, including Chris Mayhew, who will share insights on Cincinnati Railroads Then and Now, and Joe Wessels, who will dive into the fascinating world of Drones. I'll also be discussing everything related to railfanning with a scanner. The event will be held in the club room, so please note that space is limited. If you can't make it in person, don't worry—you can still join us online! The presentations will be accessible online for 30 days after the event. To participate, just sign up online for either in-person or virtual attendance. <https://www.trainaficionado.com/event/>

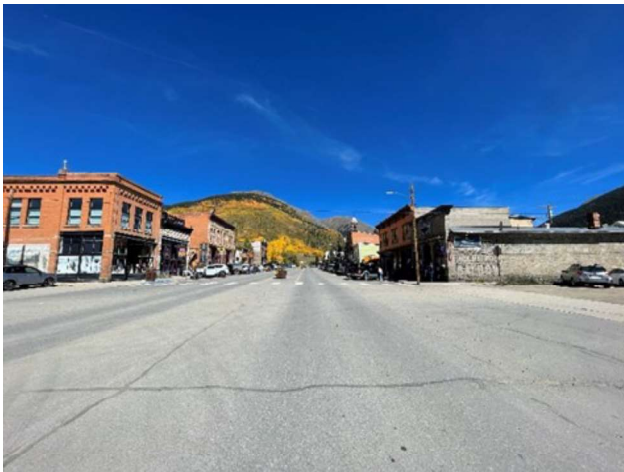
Jonathan Higgins

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DURANGO & SILVERTON RAILROAD

By Jim Krause

In September 2024, my wife and I took a Collette tour of the Rocky Mountains. Included in the tour was a train trip on the Durango & Silverton Narrow Gauge Railroad. So, at 2:45 PM on September 24th we departed Silverton, Colorado on Engine #476, a 1923 ALCO product from the Schenectady, New York Works. This diminutive Mikado was converted from coal to oil firing in 2022 after having been in layup and used as a display between 1999 to 2016.



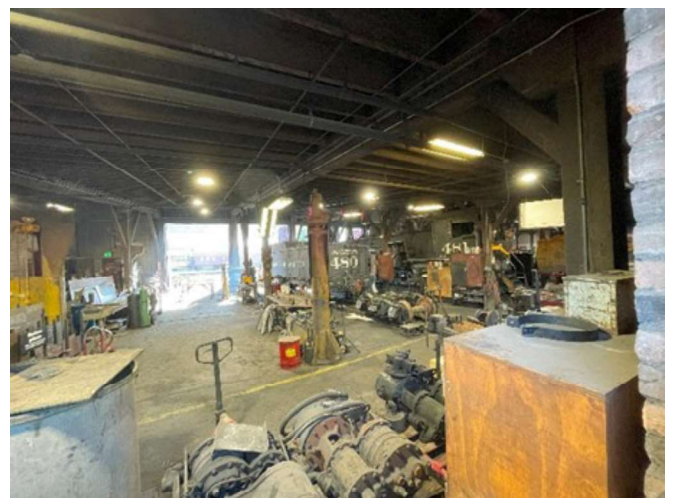
Downtown Silverton, Colorado



Engine #476, a 3-foot narrow gauge locomotive.



A vintage coach car for our group



The roundhouse of the D&SNG at Durango, Colorado.

All photos by the Author

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DURANGO & SILVERTON RAILROAD, *Continued from Page 3*

We traveled on a vintage coach car along with 37 other members of our group. Our trip was interrupted by a hot box on one of the cars resulting in a 45-minute delay, for which I was not disappointed since we could explore the other cars on the consist at our leisure without having to worry about missing any of the scenery.

The scenery was spectacular, with the roaring ford of the Animas River Canyon, abandoned bridges and towering cliffs beside the rails.



The D&SNG passes through very difficult terrain up against mountains and streams



Bridge leading to an abandoned D&SNG line.



The outside of the working D&SNG roundhouse at Durango.



There is a very neat D&SNG Railroad Museum adjacent to the yard and roundhouse at Durango, well worth the visit.

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DURANGO & SILVERTON RAILROAD, *Continued from Page 4*

The Durango & Silverton Narrow Gauge Railroad is a 3-foot narrow-gauge railroad that operates on 45.2 miles of track between the named towns all within Colorado. The railway is a federally-designated National Historic Landmark and was also designated by the American Society of Civil Engineers as a National Historic Civil Engineering Landmark in 1968. From Silverton to Durango, the line descends some 3,000 feet in elevation with many twists and turns around the spectacular mountain and Animas River scenery. Years ago, Silverton was the headquarters of three small narrow-gauge railroads constructed and operated by Otto Mears, a famous Colorado transportation pioneer. These forgotten three roads were constructed to serve the silver and lead mines in the area and ceased operation upon their closure. The roads have been abandoned, but the right-of-way can still be seen if you have the time and transportation to explore.

The Durango & Silverton route was originally opened in 1882 by the Denver and Rio Grande Railroad (D&RG) to transport silver and gold ore mined from the San Juan Mountains. The town of Silverton, according to local legend, got its name because there was a "ton of silver" in the area. Due to the rugged mountainous terrain, it was decided to save construction cost by making the railroad a narrow-gauge line. The line was the "San Juan" extension of the D&RG narrow-gauge line from Antonito, Colorado, to Durango.

The last train to operate into Durango from the east was on December 6, 1968. The states of New Mexico and Colorado purchased 64 miles of track between Antonito and Chama, New Mexico, in 1970, which is operated today as the Cumbres and Toltec Scenic Railroad (C&TSRR). Trackage between Chama and Durango was removed by 1971.

The line from Durango to Silverton has run continuously since 1881, although it is now primarily a tourist line hauling passengers, and is one of the few places in the U.S. which has seen continuous use of steam locomotives. In March 1981, the Denver and Rio Grande Western Railroad sold the line and the D&SNG was formed.

The current version of the Durango & Silverton Narrow Gauge Railroad was founded by Charles Bradshaw Jr., of Florida, upon the March 25, 1981, acquisition of the D&RGW's 45-mile Silverton branch and all of its structures and rolling stock. Included in the sale were former D&RGW locomotives and rolling stock that had not seen service in Durango for many years. "K-36" and "K-37" class locomotives were eventually restored to operating condition, and these larger classes of engines operated to Silverton for the first time following bridge and right-of-way improvements to the line.

In March 1997, Bradshaw sold the D&SNG to First American Railways, Inc., located in Hollywood, Florida. Then, in July 1998, the railroad was sold again, to American Heritage Railways. At the time, American Heritage Railways was headquartered in Coral Gables, Florida. Since then, its headquarters were moved to Durango, Colorado. The D&SNG has two museums, one in Durango and the other in Silverton. The museum in Durango is quite impressive, the Silverton one is very basic.

The Cincinnati Railroad Club library has a number of books about the Durango & Silverton Narrow Gauge Road. Please feel free to peruse these during library hours prior to our monthly meetings.

DISPATCHER'S LINE NEWS

By Bill Haines

The Ohio Rail Development Commission (Rail Commission) announced today (11/4/24) that five Ohio rail projects will move forward thanks to a mix of federal, state, local, and private funding.

The projects include upgrading infrastructure, improving safety at rail crossings, and expanding rail capacity in the state.

“These projects would not have been possible without the additional resources provided to us from Governor DeWine and the General Assembly in the last budget. Our \$3.7 million contribution was able to secure over \$36 million invested into Ohio’s rail system. These projects will help railroads in Ohio move freight safer and more efficiently,” said Matthew Dietrich, Executive Director, Ohio Rail Development Commission.

The five projects are:

Rural Freight Railroad Improvements NOW - This project will upgrade track infrastructure across the 24-mile rail line owned by the Sandusky County-Seneca County-City of Tiffin Port Authority and operated by the Northern Ohio & Western Railway. The total project cost is \$8 million. The FRA award is for \$6.4 million. The Rail Commission and the Port Authority will contribute the 20 percent non-Federal match of \$800,000 each.

Rural Ohio-Appalachian Rail Rehabilitation (ROARR) – This project includes track rehabilitation and grade crossing improvements at two locations on the R.J. Corman Railroad Group, LLC’s Cleveland Line in Summit, Stark, and Tuscarawas Counties. The total project cost is \$4.9 million. The FRA award is \$3.2 million. The Rail Commission and R.J. Corman will contribute the 35 percent non-Federal match; \$244,000 from the Rail Commission and \$1.5 million from RJ Corman.

Cincinnati Rail Congestion Mitigation Plan – This project will develop the Cincinnati Rail Congestion Mitigation Plan; a planning project to be undertaken by the Rail Commission in partnership with Norfolk Southern Railway Company (NS), CSX Transportation, Inc. (CSX), Indiana & Ohio Railway Company, and the Central Railroad of Indiana. The total project is estimated at \$2 million. The FRA award is \$1.6 million. The project will develop a regional rail plan aimed at improving railroad fluidity and addressing blocked crossing concerns in and around Queensgate Yard in Cincinnati, Ohio. The Rail Commission, NS, and CSX will contribute the 20 percent non-Federal match; \$200,000 from the Rail Commission and \$100,000 each from NS and CSX.

Panhandle Upgrade and Capacity Project in Central Ohio – This project will upgrade the track infrastructure, expand capacity of Newark Yard, and install trespass prevention measures on the Columbus & Ohio River Rail Road (CUOH) line. The total project is estimated at \$19.8 million. The FRA award is for \$12.9 million. This project will increase capacity on the state-owned Panhandle Line and CUOH’s Cambridge Subdivision to accommodate future growth and promote more resilient infrastructure for communities in central and eastern Ohio. The Rail Commission and CUOH will contribute the 35 percent non-Federal match; \$1.7 million from the Rail Commission and \$5.2 million from CUOH.

Napoleon, Defiance & Western Railway: Critical Safety Upgrade, Phase 3 – This project will replace deteriorating and broken rail and ties and expand capacity along the eastern half of the Napoleon, Defiance & Western Railway (NDW). The total project is \$16.2 million. The FRA award is \$12.2 million. This project is the third and final phase of the full corridor rehabilitation of NDW track. The project will improve safety, resilience, and operational efficiency which will benefit rail customers and service in Paulding and Defiance Counties. The Rail Commission and NDW will contribute the 25 percent non-Federal match, \$750,000 from the Rail Commission and \$3.2 million from the railroad.

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The projects are funded using \$36.2 million in Consolidated Rail Infrastructure & Safety Improvement (CRISI) grants from the Federal Railroad Administration (FRA), \$10.9 million in railroad and port authority funds, and \$3.7 million in state matching funds. rail.ohio.gov

On November 14, 2024, the **Ohio Rail Development Commission** approved a grant in the amount of \$1,457,616 to **Youngstown & Southeastern Railroad (YSRR)** to help with the expansion of **Lansingville Yard**. The total project cost is estimated at nearly \$3 million.

The project involves the construction of a five-track yard on a brownfield site that will have capacity for 220 cars. Construction of the rail yard in Youngstown will significantly improve the efficiency of railroad operations and allow YSRR to better serve its customers in the region. The project also expands business opportunities, including transloading products from rail-to-truck and performing railcar repair work. The most immediate benefit will allow YSRR to centralize its storage-in-transit (SIT) operation. SIT is essentially the warehousing of loaded railcars and is currently spread out along the line. This service is valuable to the railroad's customers but the current configuration of the rail line increases train traffic and reduces the ability of the railroad to serve all of its customers in a timely manner. rail.ohio.gov

Former Chesapeake and Ohio 4-8-4 No. 614, currently stored at the C&O Railway Heritage Center in Clifton Forge, VA, has been acquired by an organization called RJD America LLC who will invest in the restoration of 614. The work will be performed by the Strasburg Rail Road Mechanical Services at Strasburg, PA. RDJ plans to have 614 and its auxiliary tender restored to operating condition. co614.org

ROCKHILL FURNACE, Pa.— The East Broad Top has restored 1.3 miles of mainline track that had lain dormant since 1956, EBT Foundation Chairman Henry Posner reiterated the nonprofit group's resolve to rebuild the tourist line another 18 miles up to the coal-mining region that gave the narrow gauge line its reason for existence. *Trains NewsWire*

CSX is wrapping up work at Cumberland Yard in Maryland that will enable the former Baltimore & Ohio main line to handle merchandise traffic moving between the Mid-Atlantic and Midwest that's currently routed the long way around via Selkirk, N.Y., on the former New York Central Water Level Route. CSX has been running the carload freight via the hump yard at Selkirk, NY because Cumberland has lacked the necessary switching capacity due to a combination of being converted to a flat-switching facility and the subsequent removal of yard tracks, says Chief Operating Officer Mike Cory, who joined the railroad in September 2023. Shifting the freight to its natural routing via Cumberland will eliminate 29 million out-of-route miles per year, reduce car handlings by 59,000 annually, cut transit time, and produce \$15 million in direct operational cost savings, Cory said at the railroad's investor day last week.

The yard reconfiguration included demolishing the hump and hump tower. Three new switching leads and an additional 4,600-foot classification track were added. The switching leads, equipped with automated hydraulic switches, access 30 classification tracks.

Cumberland currently handles about 350 cars per day. Once the improvements are complete next month, the yard's switching capacity will rise to more than 850 cars per day.

And then CSX will be able to shift a daily merchandise train pair to a Mid-Atlantic-Midwest routing via Cumberland. This will free up capacity at Selkirk, which will then be able to handle growth in paper, forest products, and waste traffic from former Pan Am Railways territory in New England.

Cumberland also will regain switching work that had been parceled out among smaller yards along the B&O, including Connellsville, Pa., and Brunswick, Md. Bringing the work back to Cumberland will save an average of 16 hours of transit time per car, Cory says, while reducing the number of local jobs operating at the outlying yards. Currently merchandise trains set out traffic that needs to be switched at the smaller yards, and the following day's train then picks it up.

The return of a pair of merchandise trains to the former B&O also means CSX will be able to more efficiently take locomotives to and from the shop at Cumberland. Currently CSX often uses premium intermodal trains to deliver locomotives to the shop. In May, CSX announced that it was making improvements at its former hump yards in Cumberland, Hamlet, N.C., and Willard, Ohio, which began operating as flat-switching facilities in 2017 as part of the railroad's shift to a Precision Scheduled Railroading operating model.

None of the yards had the volume required to support classification via their humps and outdated retarder systems, which are expensive to maintain. Later on some tracks in the classification bowls in all three yards were crudely stub-ended, with piles of dirt and rocks serving as makeshift bumper posts. The changes limited the yards' switching capacity, Cory says, while also making operations inefficient.

The railroad spent about \$40 million on the yard improvements without increasing its capital budget for this year. CSX was able to free up funding for the work two ways, Cory says. First, giving track gangs longer work blocks has improved maintenance of way productivity across the system. Second, CSX has been able to postpone some capacity projects by making operational changes. The biggest of the three yard projects, by far, is at Cumberland. "We're completely remaking the yard," Cory says. *TrainsNewsWire*

MANLY, Iowa — Construction has begun on the new **Manly Junction Railroad Museum** just north of the community of Manly. The \$7 million museum, the brainchild of Iowa Northern Railway Chairman Dan Sabin, is expected to open in the fourth quarter of 2025. The museum is designed to look like a railroad station and also will include a trainshed-like structure with three tracks. That portion will be home to Sabin's E6A No. 630 and E8A No. 652, the last two surviving Rock Island E units. The museum will have a rail connection so equipment can be moved in and out. *Trains NewsWire*

ALTOONA, Pa. (WTAJ) — After being out of service for four years, the **funicular at the Horseshoe Curve** is finally set to reopen. The Railroaders Memorial Museum, which owns and operates the historic site, announced Monday, Nov. 4 that the cable-guided rail system passed a state inspection on Nov. 1 and had significant upgrades to its electronics, wiring, mechanics and safety components. *Yahoo News*

A railroad services firm called **Railmark Holdings Inc.** was the high bidder for the former **Louisville & Nashville depot in Hopkinsville, KY.** The bid was \$175,000. The depot, which has been vacant for nearly six years, has been owned by the city of Hopkinsville which wants to sell the depot due to the high costs to preserve it. Railmark Holdings says it plans to use the depot as a headquarters for a rail-centric travel agency and rail attraction operator called Train Travel Inc, which is a subsidiary of Railmark. Railmark also owns and is currently restoring the former Union Station and Railway Express Agency buildings in Henderson, KY. *Hoptown Chronicle*

According to a Facebook report, on November 13th, 2024, CSX officially deactivated all of the CPLs on the former B&O St Louis line between Mitchell and Seymour Indiana.

The Toledo Lake Erie & Western Railway and Museum located in Grand Rapids, OH has good news to report in their efforts to restore their operation. They received a generous grant from the Anderson Foundation in the amount of \$5140. This grant, along with several substantial donations from other supporters, will be put to use to get diesel locomotive 5109, a former C&O Alco S4, repaired and back on the road, ready to haul the Bluebird Passenger Train once again. This project, in addition to others are all part of Phase I of getting the Bluebird Passenger Train running again. The main track, which is a former Nickel Plate line, has been restored in the crossing at Grand Rapids Rd. This was a big undertaking, and ALL work, except paving, was done by their all-volunteer crew. The rail, OTM and ties were ALL donated. The purchased materials and rentals for the project were paid half by generous donations. Large equipment use was all donated. It has been almost 20 years since the track was usable and rail equipment could get across this road. The rails are now connected from the end of the line in Grand Rapids to SR 295. The only break in the rails on the entire 10-mile line right now is at SR 295. A tie handler was donated and will practically eliminate the need for volunteers to manually handle railroad ties when working on track. <https://www.facebook.com/tleworm>

A VISIT TO CSXT LOCOMOTIVE SERVICE FACILITY RUSSELL KENTUCKY

By Charles H. Bogart

Upon leaving the Kanawha River Terminal in Ceredo, West Virginia, MaryAnn, and I traveled to Catlettsburg, Kentucky, for a little CSXT rail action. However, the only thing visible was the same line of coal hoppers that had been tied down at the same location for at least four years. A stop at Mansbach scrap yard found a facility that was a shadow of what had been in operation just a few years ago. No freight cars were in the siding waiting to be cut up and no remains of a freight car was seen lying on its side in the scrap yard.

We made our mandatory stop at the Ashland Amtrak Depot/ local bus terminal, located in the former C&O freight depot. This facility has ladies restrooms that exceed Mary Ann's lofty standards. We lingered here for 30 minutes taking photos of two CSXT trains. Here, Mary Ann encountered a 20 year old girl from Olive Hill, Kentucky, who was photographing trains and towboats. She said she liked the Ashland Amtrak Depot site as she could shoot both trains and towboats from the same location. While at this site, an eastbound CSXT train roared past us with eleven locomotives on the front of the train. One would assume that a portion of these eleven locomotives were heading for rebuilding at the Huntington Shops.

Then, it was on to Russell, Kentucky, and a stop at the CSXT locomotive service center. Over the years, Mary Ann and I had become acquainted with a number of those who worked at this facility. Imagine our surprise upon arrival at the Russell locomotive service center to find it deprived of locomotives. A check with the yardmaster's office within the facility turned up the fact that the Russell locomotive service facility was basically closed, with its staff furloughed or transferred to Huntington. However, the yardmaster went on to say that the Russell Locomotive Shop was being tentatively reopened. We drove over to the Locomotive Shop and found one of its bay doors open and CSXT 6137 inside. No one was around, so I stepped up and then through the door to take some photos. As I stepped outside, four CSXT employees showed up. After a short conversation, they told me they had been sent here to clean the building up. They were unsure of CSXT's plan for the building. Interestingly, one member of this CSXT crew needed only nine more days on the payroll to get his 30 years in. He had used his railroad seniority to work this job at Russell. He had been an employee of Chesie and CSXT for 43 years and, thanks to being furloughed numerous times, he was only now closing in on 30 years of being employed by the railroad and therefore being eligible to file for railroad retirement.

Overall, Russell Yard was dead with nothing moving. Most of Russell Yard appears to be used for freight car storage. Much of the western portion of the yard has had its track taken up. From Russell, we ran west to South Portsmouth, Kentucky, to see the new Amtrak Station and then onto Garrison, Kentucky. Below are some photos taken at Russell.

A VISIT TO CSXT LOCOMOTIVE SERVICE FACILITY, *Continued from Page 9*



The CSXT train with the eleven units powering that passes the Ashland Amtrak Depot

A west bound coal train passes the Ashland Depot. Because I took my eyes off the train for a moment to talk to some local railfans, I failed to get a photo of a Conrail coal hopper.



The Russell Locomotive Service Center sits forlorn with an absence of locomotives surrounding it.

A view of the turntable which services the Russell Locomotive Shop



All photos by the Author

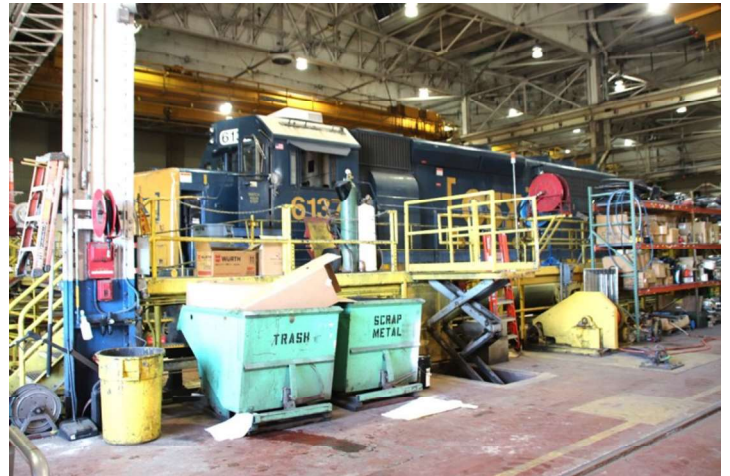
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A VISIT TO CSXT LOCOMOTIVE SERVICE FACILITY, *Continued from Page 10*



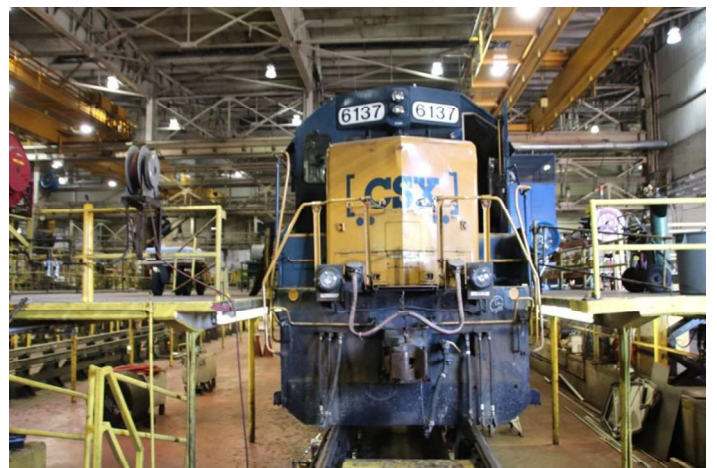
The Russell Locomotive Shop as seen from the turntable

CSXT 6137 in Stall 2. The shop has five stalls each with a track leading out to the turntable.



Track 3 within the Russell Locomotive Shop

A view of CSXT 6137 sitting on track 2 within the Russell Locomotive Shop



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A VISIT TO CSXT LOCOMOTIVE SERVICE FACILITY, *Continued from Page 11*



Safety art on the wall of the Russell Locomotive Shop

A view from the Russell Locomotive Shop out towards the turntable



The Russell Yard office building is still in use by CSXT.

Amtrak's new unmanned South Shore, Kentucky, Station. This station is a vast improvement over the plastic bus shelter that Amtrak for years used at this location.



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John Biehn's Steam News for November 2024

Courtesy of Jim Corbett

Cass Scenic Railroad News...Cass Scenic Railroad operator Durbin & Greenbrier Valley Railroad has announced that its 2025 Winter Greenbrier Express excursions will operate from Cass to Durbin, West Virginia and return beginning January 18. Trains will operate on Saturdays and Sundays from January 18 to February 28, departing Cass at 10:00 a.m.

Each round trip will last about five hours. The train route follows the beautiful Greenbrier River. Every ticket will include a cold-cut lunch to be served aboard the train, or at the historic former C&O Durbin depot, or in a restaurant on the town's Main Street. Ticket prices are \$83 for adult, \$81 for seniors and \$63 for children.

To purchase tickets or to obtain more information, go to <http://www.mountainrailwv.com/train-rides/winter-greenbrier-express>

(Thanks to Alan Byer)

Future Oregon Steam...Mount Emily Shay No. 1 is a geared steam locomotive that was built by the Lima Locomotive Works in 1923. She was one of the nearly 3,000 Shays built from the 1890s through the 1940s for logging and mining.

Shay models could operate on steep and rough track and were able to access timber in remote areas. These locomotives were keys to transporting logs to lumber mills and developing Oregon's logging economy.

Mount Emily Shay No. 1 stands out as a "standard" model, belonging to the 80-ton class with three cylinders and three trucks. This locomotive did weigh 90 tons due to alterations such as an all-weather cab, girder frame and cast trucks.

In September of 1923, the Shay was purchased by the Independence Logging Company in Aberdeen, Washington and logged lumber there for 4.5 years. In LaGrange, Oregon, the Mount Emily Logging Company was forming. Independence seized the opportunity, since it was downsizing, and sold the Shay to that lumber company in 1928. It was at that moment that she received the name she carries today-Mount Emily Shay No. 1. For years until 1955, Mount Emily Logging Company's four Shays transported logs down the mountainside.

Mount Emily Shay No. 1 then made its way to Portland in 1958 as a donation to Oregon Museum of Science & Industry. In 1971, the Oregon Historical Society, which had taken ownership of the Shay, leased her to the Cass Scenic Railroad at Cass, West Virginia. After decades of operation in West Virginia, the railroad's lease ended in 1993, and the Shay returned home to Oregon.

Seventy-one years after the locomotive was manufactured, the Shay was restored to its historic look by the City Of Prineville Railway. She ran there until 2018 when the City of Prineville stopped operations.

The Oregon Historical Society then looked to find a new permanent home for the Mount Emily Shay No. 1 and in 2022 they determined that the Oregon Rail Heritage Center was the best choice. The Shay arrived at the ORHC in 2024 where that organization will continue to preserve and operate it.

ORHC is now forming a passionate and experienced crew to begin a boiler refit and get her ready to steam up in 2025. The Mount Emily Shay No. 1 will pull passengers and showcase the importance of Oregon's logging history. The Oregon Rail Heritage Foundation at the ORHC is planning to have the Shay make its first run on May 10, 2025

(Thanks to the ORHC and Martin Hansen)

No More Steam at the Zoo...Considered a historic attraction, the North Shore Bank Safari Train is the Milwaukee County Zoo's oldest and most popular ride. This year the 15 -inch train's No. 1916 and No. 1924 steam locomotives have left the station for the last time. They have been sent to the Riverside & Great Northern Preservation Society in the Wisconsin Dells.

The R&GN was selected because it is a living museum dedicated to steam locomotives. It was clear that the locomotives would be carefully preserved there. Locomotive No. 1916 departed the zoo on April 1 and No. 1924 departed in early October.

The sale of the steam engines supports the zoo's mission of conservation and sustainability and aligns with Milwaukee County's vision of becoming the healthiest county in Wisconsin. The trains will continue to operate as usual with the zoo's No. 1958 and No. 1992 diesel engines.

(Thanks to the Zoological Society of Milwaukee, Fox 6 News, via Alex Mayes)

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

Future New Mexico Steam...The New Mexico Steam Locomotive & Railroad Historical Society recently received a \$100,000 grant from the New Mexico Tourism Department to study the possibility of running steam powered excursions out of Albuquerque with recently restored Santa Fe 4-8-4 No. 2926.

“This generous funding will enable us to collaborate with the University of New Mexico’s Bureau of Business and Economic Research to conduct a comprehensive economic impact study,” New Mexico Heritage Rail officials wrote recently.

“This study will provide valuable insights into benefits of operating a tourist railroad out of Albuquerque, helping both New Mexico Heritage Rail and local officials understand the positive impact of this endeavor.”

ATSF No. 2926 was built by the Baldwin Locomotive Works in 1944 and retired after just nine years of service. New Mexico Heritage Rail, (also known as the New Mexico Steam Locomotive & Railroad Historical Society) spent nearly two decades restoring the locomotive and returned it to service in 2021. Since then it has made brief trips around Albuquerque on New Mexico Rail Runner and BNSF trackage. It is the largest operating 4-8-4 in North America.

(Thanks to Railfan & Railroad Magazine)

Future Steam in Iowa...The American Industrial Railroad Society (AIRS), was founded in 2020 by a group of preservationists, whose goal is to preserve pieces of the United State’s proud industrial past.

Weaving their way through both wilderness and urban landscapes, industrial railroads have always been overshadowed by the bustling mainlines of 19th and 20th century common carriers.

However, these small railroads and their equipment served as the true backbone of America working largely unnoticed while turning the proverbial gears of industry for mines, factories logging operations and more.

This society now intends to tell the untold story of the small and unknown railroads, their workers and the industries that history has taken for granted by restoring their 1913 Baldwin Locomotive Works steam locomotive, the Indiana & Northern No. 4 to operation.

The Indiana Northern Railroad was founded in 1893 for one purpose and that was moving freight. The railroad was only a couple of miles long and served the Oliver Chilled Plow Works, Studebaker Automobile Company and Wilson Brothers Shirt Factory. Business was good and more power was eventually needed. So in 1913, a rather unremarkable steam locomotive was purchased from the Baldwin Locomotive Works of Philadelphia. After the purchase, a standard gauge and tender equipped 0-4-0 was shipped to South Bend where the engine now known as Indiana Northern No. 4 fit in well at its new home.

By the end of World War Two however, times had changed. In 1948, steam power came to a close on the Indiana Northern. Still being in reasonable shape, it was decided to offer No. 4 for sale instead of scrapping and it was eventually sold to an operation at Pacific, Missouri. Engine No. 4 was the motive power there until 1960 when after repeated abuse, lack of maintenance and a blown cylinder, the locomotive was again replaced by a diesel.

When the operation folded in 1967, No. 4 was left behind, abandoned and buried up to its drivers in gravel. Mr. Jimmy Kimmel then purchased the locomotive and removed it from the frozen gravel pit. He eventually sold it again to Dave Miner who was the owner of the Ft. Madison, Farmington & Western Railroad. Mr. Miner wasted no time in beginning the restoration. He completely disassembled the locomotive, had the running gear rebuilt and commenced many other tasks. Unfortunately, the rebuild was never completed due to the untimely death of Mr. Miner.

Finally in 2008, the Maynard family had been working to revitalize their small hometown into a tourist destination. They had been acquiring old buildings including a wooden Chicago, Burlington & Quincy Railroad depot. To go with the depot, the Maynards purchased No. 4 and made it into a static display. Once again, plans fizzled out.

It was then that a small group of preservationists learned the depot was for sale and if any railroad equipment could be purchased separately. What followed was a fundraising campaign and relocation project which ultimately culminated into the formation of AIRS. Now relocated and stored at a secure facility near Davenport, Iowa, the restoration work on No. 4 has commenced. AIRS is eager to see No. 4 steam again.

Lately, with the cab rehabilitation project drawing to a close it’s time to begin the next phase of No. 4’s return to steam.

A three step project is next in store. The tender tank, frame and trucks will each need to be assessed, repaired or replaced to complete a major milestone in the locomotive’s return to steam. The tender’s restoration will be extreme. The years have taken their toll on this part of the engine. For more information or if you would like to support the restoration effort with a donation, please go to <https://www.industrialrails.org>

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

Vancouver Island Steam...Steam fans on Vancouver Island got an early Christmas gift this year with the return of Alberni Pacific Railway's 2-8-2 No. 7 to service for the first time since 2018. The locomotive's return means the tourist railroad's Santa Trains this December will be hauled by steam.

The oil-burning "Mikado" was built by the Baldwin Locomotive Works in 1929 for the Campbell River Timber Company. In 1938, the timber company went bankrupt and the assets of the company were sold to the H.R. MacMillan Export Company, which assigned the locomotive to the Alberni Pacific Lumber Company.

In 1954, the locomotive was involved in a bridge collapse, plunging the locomotive into the river and killing the engine crew. Afterwards, the locomotive was repaired and re-entered service.

Years later and after working at numerous locations, the locomotive was acquired by the British Columbia Government due to its historic nature. In 1994, the locomotive was donated to the City of Port Alberni and then restored by the Western Vancouver Island Industrial Heritage Society. Locomotive No. 7 then entered excursion service in 1997.

The locomotive operated regularly until 2018 when three boiler tubes ruptured. Since then, volunteers of Local 359 of the Boilermakers International Union have worked to get the locomotive back in service.

On November 27, the locomotive's restoration was approved by the provincial boiler inspector. The following day, engine No. 7 returned to the Alberni Prairie main line.

On November 29, the Western Vancouver Island Heritage Society announced that the locomotive would lead its holiday excursions during the month of December.

For more information, visit <http://www.albernipacificrailway.ca>

(Thanks to Railfan Magazine)

Winter Steam in Florida...Tickets are now on sale for Sugar Express train rides powered by the 4-6-2 steam locomotive No. 148.

There are five excursions in January:

January 10...Lake Placid Local...Trips near Lake Placid

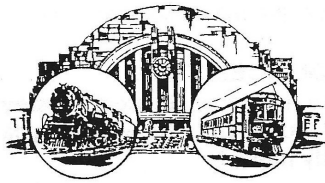
January 11...Clewiston Comet...Lake Placid to Clewiston and return

January 12...Highlands County Crescent...Clewiston to Lake Placid and return

January 25...Lake Placid Limited...Clewiston to Lake Placid and return

January 26...Palmdale Pioneer Ice Cream Train...Clewiston to Palmdale and return

For ticket information, go to <https://www.sugarexpress.com>



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Time Sensitive Material

January 2025 Members Meeting

The Cincinnati Railroad Club will hold its next regular Membership Meeting on Thursday, January 9 at 7:30 pm, at the Newsreel Theatre at Cincinnati Union Terminal.

John Stewart presents *Steam to Steel: Butler County's Railroad Legacy*

December 2024