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December 2025

PRESIDENT'S MESSAGE

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

This is our last issue of *The Cincinnatian* for 2025. This month we catch up on Steam News on Pages 2 and 3, recap the Banquet on Page 4, and report on the November meeting on Page 5.

Our annual Banquet was held on Tuesday, December 9th, at Raffel's, and served as our final meeting of the year. We celebrated another successful year, our first after the closure of EnterTRAINment Junction, and enjoyed a wonderful buffet dinner with a great program by the Legendary Father Dale Peterka, entitled "The Northwest!" We also celebrated our 50 year member, David C. Mund, pictured on the right. Photos appear on Page 4.

In National news, plans are underway for a Spring Conference in Ogden, UT, and a Fall Conference/Convention in Central Ohio.

We are now accepting Chapter dues for 2026, and they are \$25 which includes all family members at the same address. Donations are always appreciated and form an important part of our annual budget. As a 501(c)(3) tax exempt non-profit organization, donations to the Chapter are tax deductible to the maximum extent permitted by law. National dues renewals are handled separately.

Please keep the articles and photographs coming – we can always use fresh material for *The Cincinnatian*.

Thanks to Chapter Trustees Ben Hindt and Carl Edwards for presenting last month's program, and to Father Dale Peterka for presenting our Banquet program this year.

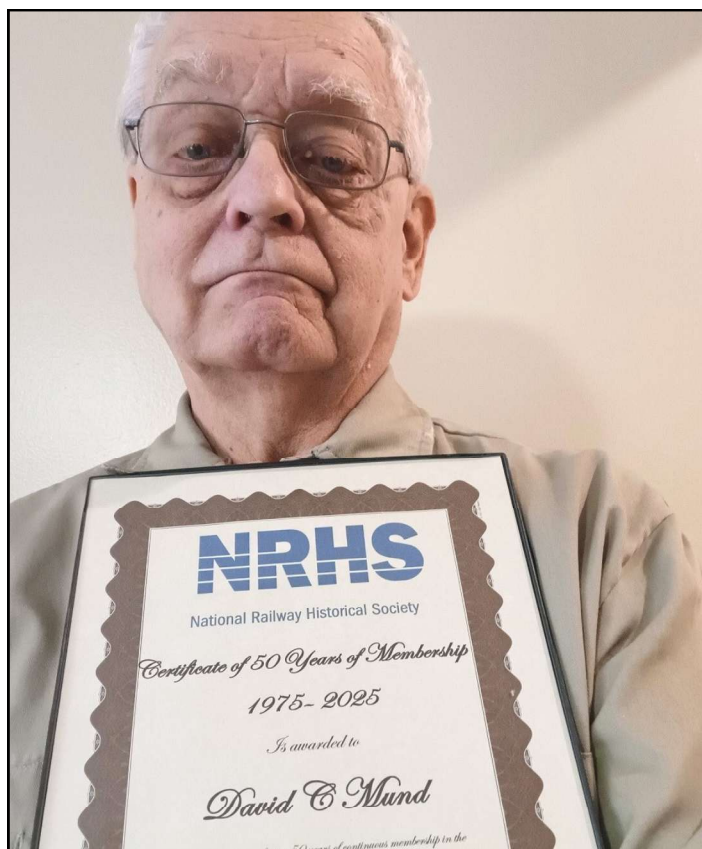
That's all for now. I wish you all a very Merry Christmas and a wonderful holiday season. Look for more news and updates in the January issue of *The Cincinnatian*!

Scott Andes, President



NO DECEMBER MEETING

Due to our 4th Tuesday falling on December 23rd, we will not have a regular December Chapter meeting. Our next Chapter meeting will be in January. Hope to see you then!



STEAM NEWS By John Biehn

Southern 722 Restoration News...Here is an update from the Mechanical Services Department of the Strasburg Rail Road concerning former Southern locomotive No. 722. The Southern No. 722, built in 1904 by the Baldwin Locomotive Works, was originally designed for freight hauling on the Southern Railway's Murphy Branch in North Carolina. Its primary role was to transport goods between Asheville and Murphy. The locomotive features a 2-8-0 wheel configuration, commonly known as a Consolidation type, which was a popular design for freight engines at the time. After many years of service, the locomotive was retired from revenue service in August, 1952. Following its retirement, it served as a mainline excursion engine until its boiler certificate expired in 1985. In 2000, the locomotive was acquired by the Great Smoky Mountain Railroad. When the Great Smoky Mountain Railroad started restoring Southern No. 722 to its original condition, they asked Strasburg's Mechanical Services for help with the inspection and repair of the boiler, as well as drive wheel machine work, and refurbishing and manufacturing new drive axle boxes, crown brasses, and cellars. Strasburg stated that the boiler repair required extensive repairs, including a patch over the firebox wrapper, a new throat sheet, and a completely new firebox. Strasburg's team installed the throat sheet that was clamped and supported in place for test fitting. This step determines if the sheet fits correctly. If it does, which will be done shortly, the team can begin to permanently attach the throat sheet to the boiler. Different boiler sections may need to be replaced if found to be extremely thin or below the minimum thickness required for operating pressure. Other reasons that boiler sections may need to be replaced are due to cracking and corrosion. The locomotive's driver set was shipped out for further work that includes machining and painting. Meanwhile, significant progress was made on the drive boxes and crown brasses, with new and reconditioned parts added. The Mechanical Services state that this is a long-term project. They are not rushing any steps because they believe in doing the job right the first time. They are passionate not only about steam locomotives, but also about their preservation and restoration. Any time they can help save a locomotive from being damaged by time, they will do anything they can to prevent that. For more information, go to <https://mechanical.strasburgrailroad.com>.

Future California Steam...The former Southern Pacific steam locomotive No. 1744 is a SP Class M-6, 2-6-0, that was built in November, 1901, by the Baldwin Locomotive Works. This locomotive operated for many years out of Oakland, California, on the SP Western Division and in California's Central Valley, where the Moguls were fondly called "valley mallets" by their crews. The locomotive was made famous in later years by operating on several of the last steam railfan excursions on the SP. The locomotive was retired from service on the SP in 1958. Now, after many years of operating around the U.S., the 1744 has returned to California to once again operate through Niles Canyon on the last leg of the transcontinental railroad. The restoration of SP No. 1744 is an active, ongoing project led by the Niles Canyon Railway and Pacific Locomotive Association in California. Here are some updates that indicate the progress on both the running gear and the boiler. In a major milestone, the locomotive's frame was moved into the NCRY Shop, a significant step towards creating a complete rolling chassis.

The goal is to get the rebuilt drivers back under the engine in the coming months. Work on the wheel centers, including new tires, was completed earlier, and the reassembly of the running gear is in progress. Significant work has been done on the locomotive's frame, including welding worn areas, replacing a broken crossmember, and repairing boiler support brackets to ensure proper function and longevity. The boiler is currently at a contract shop for repairs. The installation of rigid staybolts on the side sheet has been completed. This project is a long-term, volunteer-driven effort. The NCRY hopes to have at least one of their two SP steam engines, SP 1744 or SP 2479, in service before the end of the current decade. For more information, go to <https://ncry.org>.

Union Pacific 3985 News...The Railroad Heritage of Midwest America has announced that the cab floor of the 4-6-6-4 UP No. 3985 has been installed. With the completion of boiler work rapidly approaching, RRHMA Steam Crews began the process of installing the brand new cab, starting with the floor. When the cab was removed in early 2023, RRHMA reached out to the Crawford Company of Rock Island, Illinois, to inquire about re-constructing the cab floor of the locomotive. In August of 2024, the brand new floor was delivered. With the cab floor now in place on the locomotive, this will allow the steam restoration crew to complete previous projects and begin new ones. Steam crews can also now begin to re-install necessary appliances for a hydrostatic test. The new floor will also allow shop crews to begin measuring and reconstructing the full cab of the 3985. Union Pacific No. 3985 was one of 105 4-6-6-4 Challenger-type locomotives owned and operated by that railroad. The 3985 was built by the American Locomotive Company in July, 1943, and operated in fast freight and passenger service. It pulled its last revenue train in 1957 before going into storage and eventual retirement in July, 1962. UP No. 3985 was chosen for display at the Cheyenne, Wyoming, passenger station and installed there on October, 1974. A few years later, a group of dedicated UP employees inspected the locomotive with the goal of eventual restoration to service. The Challenger returned to service in April, 1981, with UP reinstating it to the active roster. The final operation of the locomotive occurred during an extended tour of a portion of the UP system that ended in October, 2010. UP then retired the locomotive from active service in February, 2020. Eventually, the Union Pacific donated the locomotive to the RRHMA, located at Silvis, Illinois. (Thanks to the Railroad Heritage of Midwest America)

Union Pacific 4014 News...Union Pacific plans to send Big Boy No. 4014 on a transcontinental trip next year as part of the nation's 250th anniversary celebrations. Union Pacific CEO Jim Vena said he wants to run the Big Boy across the country. Mr. Vena said that he has had discussions with NS CEO Mark George about hosting what would be the Big Boy's first trip in the East since the 4-8-8-4 rolled out of the Alco plant in Schenectady, New York, in 1941. Union Pacific is working through the details of operating the 1.2 million pound locomotive off home rails, including timing of the trip and whether the 4014 would head west from its Cheyenne, Wyoming, base to Oakland, California, first or steam east. "It's a little complicated," Vena says. "But I think it would be a

(Continues on Page 3)

STEAM NEWS (Continued)

great historical movement for America's 250th birthday to move that steam engine, the biggest operating steam engine in the world, across the country." Union Pacific retired No. 4014 on December 7, 1961, and donated the locomotive to the Railway & Locomotive Historical Society, which put the Big Boy on display at the Rail Giants Train Museum in Pomona, California. Union Pacific reacquired No. 4014 in 2013. It was moved to the UP Steam Shop in Cheyenne, where it was restored to operating condition. The Big Boy returned to service in 2019 in time for the 150th anniversary of the completion of the transcontinental railroad. (Thanks to Bill Stephens, Trains Magazine via Alex Mayes)

223 Locomotive Foundation News...The 223 Locomotive Foundation was established in July, 2025, with the dedicated objective of acquiring Denver & Rio Grande Western Railroad narrow-gauge locomotive No. 223 from Ogden City, Utah, for the purpose of restoring the locomotive to operational condition. Locomotive No. 223 is one of only three surviving D&RGW, C-16 class 2-8-0 locomotives. No 223 was built in 1881 and is the sole surviving narrow gauge locomotive manufactured by Grant Locomotive Works. No class was more instrumental in transporting commerce among mining, agricultural, and ranching communities than the widely utilized Class 60/C-16 locomotive. For more than three decades beginning in the early 1880s, these engines served as the primary work horses of the D&RGWR. D&RGW 223 was retired from service in 1941 and displayed in Salt Lake City until the 1990s, when the locomotive was moved north to Ogden. A local group, known as the Golden Spike Chapter of the Railway & Locomotive Historical Society, attempted to restore the locomotive, but they finally determined that continuing restoration was not feasible considering the complexities and costs involved and losing access for restoration. In 2024, the locomotive was transferred from the Utah Historical Society to the City of Ogden. City officials then hired former Cumbres & Toltec Scenic general manager John Bush to conduct a thorough inspection. That inspection revealed that the locomotive could still be restored to operational condition. To accomplish this, the engine will be transferred to the recently established 223 Locomotive Foundation. On October 28, 2025, the 223 Locomotive Foundation, the City of Ogden, and the Colorado Railroad Museum announced a partnership aimed at returning the engine to operation in Colorado, where it spent much of its in-service career. Plans are now underway to return the locomotive to Colorado, where it will be restored to operating condition. The restoration will adhere to the locomotive's final service configuration as it last operated in Gunnison, Colorado. Locomotive No. 223 will be converted to burn oil. The 223 Locomotive Foundation will engage a restoration facility with the expertise to oversee the complete rebuilding and operational restoration of the locomotive. The planned relocation from Ogden is scheduled for 2026, with an anticipated restoration period of approximately three years. Upon receiving FRA certification for No. 223, the Foundation will enter into agreements with operational railroads such as the Durango & Silverton Narrow Gauge Railroad and the Cumbres & Toltec Scenic Railroad to arrange charters and special event operations. The Foundation bylaws include a provision that ensures No. 223 will eventually be transferred to the Colorado Railroad Museum. For more information, go to

<https://www.223locomotivefoundation.org> . (Thanks to the 223 Locomotive Foundation via Tom Schultz)

Steam in Oregon...It's annual inspection time for the Polson Logging Company No. 2. After running at the end of the season of Saturday train excursions, the steam locomotive has been undergoing her annual inspection in compliance with the Federal Railroad Administration. Every steam locomotive in service must be inspected at least once each calendar year to ensure safety. For the Polson's annual inspection, a thorough check of all components was completed by CMO Luke Johnson and a team of volunteers. The following items and more were tested, cleaned, and inspected: water gauge and valve passages, washout plugs, staybolts, steam gauges, and air brake gauges. The boiler was also pressurized and washed. The water tank and smoke box were entered and inspected. During this time, the Polson's smoke box got a face lift and was repainted with high-temperature paint to withstand high heat. Graphite-colored paint was used to replicate the mixture of graphite and oil historically applied on smoke boxes. After completion, the Polson will get a short break before being festively decorated with lights and steamed up again to power Holiday Express trains at the Oregon Rail Heritage Center in Portland. The Polson Logging Company No. 2 is a 2-8-2 built in 1912 by the Baldwin Locomotive Works. Holiday Express trains will run from November 28-December 28. For more information, go to <https://orhf.org/train-rides/holiday-express/> .

Steam in Tennessee...After being out of service since 2015, locomotive No. 203 has passed its inspection mandated by the Federal Railroad Administration and has been restored to service just in time to operate on this year's Christmas Lantern Express trains. Washington & Lincolnton No. 203 was built in 1925 by the Baldwin Locomotive Works. This locomotive is a 2-8-0 Consolidation, built for the Washington & Lincolnton Railroad in Georgia. After the W&L went out of business, No. 203 was sold to the Rockton & Rion Railway in South Carolina. The locomotive was not up to pulling heavy loads and was placed in storage in Rockton. Occasionally, No. 203 would be brought out to switch freight cars at Anderson Quarry. After being purchased by a few other owners, No. 203 was sold in 1995 to the Gulf & Ohio Railways and restored in 1999. The Three Rivers Rambler of Knoxville, Tennessee, will be using the 203 on this year's Christmas Lantern Express trains. Train trips last two hours and depart from the Three Rivers Rambler Depot at 2560 University Commons Way. Steam powered trips are as follows: November 30, December 6&7, December 13&14, December 20&21. Trip times each day: 9:15a.m., 12:30p.m., 3:45p.m. For ticket information, go to <https://www.threeriversrambler.com/christmastix> .

Steam in Michigan...This 2025 Christmas season will see the return of the Pere Marquette 2-8-4 No. 1225. Patrons riding the North Pole Express will be able to enjoy a four and a half hour round trip to the Village of Ashley's Country Christmas. These trips will feature two hours of festivities with entertainment, photo opportunities, and a chance to meet Santa Claus. Trips begin November 21 and go through December 21. For ticket information, go to <https://www.michigansteamtrain.com> .

CINCINNATI CHAPTER ANNUAL BANQUET - December 9, 2025

Photos By Frank Kammer and Scott Andes



After 16 years of dining at EnterTRAINment Junction, we returned to Raffel's banquet hall to host our annual Banquet!



Everything is in place and decorated for the Holidays!



Guest Speaker Father Dale Peterka in action presenting our 2025 Banquet Program!



Guest Speaker Father Dale Peterka with President Scott Andes



Vice President Brian Neal checks out the buffet

NOVEMBER 25 MEETING MINUTES

CALL TO ORDER: By Mr. Andes, President, at 7:01 p.m.

QUORUM: Mr. Andes confirmed a quorum with 10 members present.

GUESTS: None.

OCTOBER 2025 MINUTES:

Mr. Andes asked for a motion to approve said minutes. A motion was made by Mr. Kammer and seconded by Mr. Hamersley. The motion was approved unanimously.

REPORTS:

PRESIDENT: Mr. Andes reported on the upcoming banquet on December 9.

VICE-PRESIDENT: Mr. Neal had no report.

SECRETARY: Vacant.

TREASURER: Mr. Price reported that our Checking and Investment accounts were in good shape, thanks to growth of the holdings in our investment account and our fundraising excursion. We should have enough reserve in our Checking account to cover expenses through year end.

CHAPTER REPRESENTATIVE TO NATIONAL RAILWAY HISTORICAL SOCIETY:

Mr. King, Chapter Representative to the National Railway Historical Society, had no report. Mr. Andes reported

that an Ohio location was being considered for the 2026 Convention.

LIBRARIAN: Mr. King, Librarian, had no report.

TRUSTEE: Mr. Hindt reported on the January 2026 Great Train Show in Columbus.

TRUSTEE: Mr. Edwards reported on LM&M North Pole Express operations.

TRUSTEE: Mr. Kammer reported that Jim Corbett is working at the Museum Center for the holidays, and that progress is being made on the reconstruction of the main EJ layout at its new home in Chattanooga.

OLD & NEW BUSINESS: None.

ANNOUNCEMENTS: None.

ADJOURNMENT: Absent any further business, Mr. Andes called for a motion to adjourn. So moved by Mr. Kammer and seconded by Mr. Neal.

Adjourned at 7:21pm.

POST MEETING:

Carl Edwards began the program with 3 historic Rainbow Parade railroad and trolley cartoons from 1936: Trolley Ahoy; Toonerville Picnic; and Toonerville Trolley. Ben Hindt then presented the feature film of the evening: Jesse James and the Black Train (2018). Many thanks to Carl and Ben for sharing these fine films with us. Program concluded about 9:00pm.

Submitted:

/s/ Mr. Andes, Acting Secretary



DUES ARE DUE!

It is that time of the year again.

We are now accepting Chapter dues for 2026. Over 58% of our Chapter Members have renewed and, particularly with the expenses of our new Library, we appreciate early dues and donation payments. Donations are always appreciated and form an important part of our annual budget. As a 501(c)(3) tax exempt non-profit organization, donations to the Chapter are tax deductible to the maximum extent permitted by law.

We look forward to having you on board next year!

Please contact Frank Kammer with any questions about membership.



NEWSLETTER PRINTED BY



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SOCIETY
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CALENDAR OF EVENTS

DECEMBER

NO SCHEDULED CHAPTER MEETINGS
OR EVENTS

Merry Christmas and Happy New Year!

JANUARY

Sat. Jan. 10 Great Train Show
and Ohio Expo Center
717 East 17th Avenue, Columbus, OH
Sun. Jan. 11 Hours Saturday and Sunday 10am-4pm

Tue. Jan. 27 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH

CHAPTER ACTIVITIES

November Meeting Program: Movie Night!



Chapter Trustees Ben Hindt (left) & Carl Edwards (center) join President Scott Andes (right) after a program of early railroad cartoons and feature film Jesse James & The Black Train. Photo by Richard King.