



PRESIDENT'S MESSAGE

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

This month we catch up on Steam News on Pages 2 and 3, learn about Civil War railroading on Page 4 courtesy of the Midwest Rail Scene Report, and recap the February meeting on Page 5. We are always looking for fresh material to provide news and information of interest to our readers. If you have taken a trip, read a book, or pursued any activity you would like to share, we encourage you to submit articles for future issues.

The selection of the Civil War railroading article was inspired by Frank Kammer's February meeting night program. Filling in for scheduled presenter Dan Finfrock, who was under the weather (but now doing better), Frank recounted a November trip to Civil War railroad sites in Tennessee, including some on the route taken by The General during the Great Locomotive Chase.

In National news, plans are underway for a Spring Conference in Ogden, UT, in May, and a Fall Conference/Convention in Central Ohio in September. Two sessions of RailCamp are planned for this summer, and both are expected to be fully subscribed.

We are still 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.

The office of Secretary is still vacant. If you are interested, or know of someone to recommend, please contact one of the Chapter Officers or Trustees so that we can discuss the role and duties with them.

Thanks to Chapter Trustee Frank Kammer for presenting our February program. This month, longtime Chapter Member, and noted rail photographer and historian, Dan Finfrock, will present our program. See the next column for details.

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

Scott Andes, President

MARCH MEETING

Our Chapter Meeting on Tuesday, March 24th (fourth Tuesday), will be held at our Chapter Library, 10 Village Square, Glendale, Ohio, 45246, at 7:00 p.m. Longtime Chapter Member Dan Finfrock will be presenting our program this month. Dan's program will actually feature 2 fairly short programs focusing on Swiss Railroads photographed during his international travels. One portion of his program will cover one of his favorite railfan locations in Switzerland, while the other will cover 3 railroad towns in the non-Alpine region of Switzerland. Dan is one of our best storytellers and photographers, so you won't want to miss this program!!

Our Library is located at 10 Village Square, which is on the square at the south end of the oval and southwest of the Glendale Station. Parking is available along the streets near the Library and in a small lot behind the Library (accessible from the nearby alley). As always, guests are welcome so please spread the word and bring a friend. The business portion of the meeting starts at 7:00 p.m. with the program to follow. We hope you will make plans to join us!

THOUGHTS AND PRAYERS

This month we send our thoughts and prayers to longtime Chapter Member Ken Lakes, who is recovering from a recent illness. While he is doing better, he asked for your prayers but to hold off on calls for right now.

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

Scott Andes, Chapter President



STEAM NEWS By John Biehn

Union Pacific Steam...Union Pacific will join the nation in celebrating 250 years of American Independence and innovation this year with its first-ever coast-to-coast steam tour led by the legendary 4-8-8-4 No. 4014. The first leg of the tour starts Sunday, March 29, with the Big Boy and several historical passenger cars from Union Pacific's Heritage Fleet traveling west to California from Cheyenne, Wyoming, the steam locomotive's home base. The first leg tour ends Friday, April 24, in Cheyenne. Two major public display days are set: Friday and Saturday, April 10-11, at Roseville, California; and Saturday and Sunday, April 18-19, at Ogden, Utah. A daily schedule with additional stops with a map of the route will be released closer to the tour's launch. The eastern leg of the tour, anticipated to start in late spring, is still being finalized and will be announced soon. Big Boy No. 4014, the world's largest operating steam locomotive, will be joined by two commemorative locomotives, including the railroad's newest commemorative locomotive: No. 1776-America 250. This new commemorative locomotive pays tribute to the signing of the Declaration of Independence and the founding of this nation. The locomotive will feature the emblem of the America250 Semiquincentennial Commission, the national nonpartisan organization established by Congress to lead the nation's 250th anniversary. (Thanks to Union Pacific Railroad)

Steam in Tennessee...The Tennessee Valley Railroad Museum has announced that former Southern Railway 2-8-2 No. 4501 will return from its annual inspection wearing the railroad's classic passenger green paint scheme. The locomotive will appear as it did when it entered excursion service sixty years ago, in 1966. Built in 1911, No. 4501 was the first of 182 M-class Mikados in the Southern Railway's fleet. No. 4501, a Baldwin Locomotive Works product, initially was a freight hauler working in east Tennessee, central Kentucky, and eventually southern Indiana. The locomotive found its way to the Kentucky and Tennessee Railroad in 1948. Fortunes changed for No. 4501 in 1961, when TVRM founders Robert Soule and Paul Merriman acquired it for the new museum. Afterwards, the locomotive led excursion trains both at the museum and for the Southern Railway's Steam Excursion Program. No. 4501 was retired in 1998, only to be restored between 2011 and 2014 to work as part of Norfolk Southern 21st Century Steam excursion program. "In a year when we're celebrating the TVRM's 65th anniversary and the locomotive's 115th birthday, it only feels right for her to come back in Southern Railway passenger livery for a limited celebratory season," said Penelope Soule Gault, TVRM spokeswoman. The museum notes that the locomotive will be returned to its traditional black paint in 2027. (Thanks to Bob Lettenburger, Trains.com)

Southern 722 Update...Here's a note from the Great Smoky Mountain Railroad. With Southern No. 722's boiler now securely back on its frame, GSMR has reached one of the most significant milestones of this entire restoration. Putting the boiler on the frame was the culmination of months of meticulous prep work, ensuring every mount, bolt hole, and alignment point was perfect before the two massive components met. This carefully planned and executed step represents months of preparation and skilled craftsmanship and brings the locomotive one step closer to operating again in the Smoky Mountains.

Seeing the boiler and frame reunited isn't just a technical win, it reflects GSMR's ongoing commitment to preserving railroad history and keeping the tradition of steam railroading alive for future generations. The Southern Railway No. 722 is a Ks-1 class 2-8-0 that was built in 1904 by the Baldwin Locomotive Works. (Thanks to the Great Smoky Mountain Railroad via Alex Mayes)

Steam In Connecticut...It was announced recently that, during the Federal Railroad Administration mandated inspection, Valley Railroad is converting steam locomotive No. 3025 from coal to oil firing. To complete the required inspection, the locomotive must be fully disassembled. While disassembled, the inspection period provides an optimum opportunity to remove the existing coal firing equipment and fabricate and install the components necessary for oil firing while the locomotive is out of service. The decision to convert locomotive 3025 is based upon the positive experiences of other heritage railroads, after they had successfully converted their locomotives to oil firing. While both coal and oil firing have certain advantages and disadvantages, Valley Railroad leadership determined that oil firing offers several practical benefits, which include easier fuel handling, more consistent fuel availability, and the elimination of coal ash disposal. If the conversion of No. 3025 proves successful, Valley Railroad may consider converting its other steam locomotives No.40 and No. 97 to oil firing at a future date. Valley Railroad No. 3025 is a SY-type 2-8-2 built in China at the Tangshan Locomotive & Rolling Stock Works in 1989. (Thanks to Essex Steam Train & Riverboat)

East Broad Top News...Here is an update on the East Broad Top's restoration of locomotive No. 15. Locomotive No. 15 was built in 1914 and is currently undergoing preparation for restoration at the East Broad Top Railroad. The tender tank for locomotive No. 15 recently arrived. It was constructed by Curry Supply Company at their Hollidaysburg, Pennsylvania, facility. The new tank was built as a replica, utilizing the original tank and Baldwin drawings from the EBT archives. All safety appliances, trim detail, and finishing of the tank, including faux rivets to match the original, will be performed by the EBT Mechanical Department. Initial inspection of the tender frame and trucks has begun and repairs will continue throughout 2026. Restoration work on the locomotive itself is expected to begin this year with the goal of getting it operational. Locomotive No. 15 last operated in 2011 and is one of six surviving 2-8-2 locomotives that the EBT aims to restore. Eventually, the railroad plans to offer regular steam-powered excursions from May to October, with locomotive 15 potentially leading some of these trips once restored. (Thanks to Alex Mayes)

Chesapeake & Ohio 614 Update...The Chesapeake & Ohio No. 614 is a Class J3a Greenbrier 4-8-4 steam locomotive built in 1948 by the Lima Locomotive Works. It was one of the last steam locomotives constructed for commercial use in the United States and symbolizes the zenith of steam technology. Known for its power and speed, No. 614 served the C&O Railway, hauling passenger and freight trains. In November, 2024, RJD America LLC took full and independent ownership of the locomotive. RJD America LLC is dedicated to restoring and operating the locomotive for historical

(Continues on Page 3)

STEAM NEWS (Continued)

and educational purposes. As of January, 2026, major progress has continued on the restoration of the locomotive with active boiler and mechanical work underway at Strasburg Rail Road Mechanical Services. January marked a critical phase of hands-on renewal focused on long-term safety, regulatory compliance, and preservation under the stewardship of RJD America LLC. Nearly 1,500 flexible staybolts and staybolt caps are being systematically removed and replaced as part of documented, federally mandated boiler restoration work that is being conducted in 2026. These components are being permanently retired to ensure continued safety and the locomotive's long-term operational future. Along with boiler work, restoration and overhaul of both Westinghouse Air Brake Company's air compressors has begun, advancing critical air and braking systems toward full operating condition. Once restored, 614 will return to operational status. RJD America LLC plans to operate excursion trips. They plan to collaborate with museums and heritage railways by showcasing 614 in various regions to celebrate railroad history. They also plan to attend special events including educational programs, photography sessions and historical reenactments.

Future California Steam...A historic locomotive from the former West Side Lumber Company in Tuolumne that served the Sierra Nevada is returning to the Yosemite area and will hit the tracks again for all to enjoy. Shay No. 12 was built in April, 1926, for the Swayne Lumber Company and later moved to the West Side Lumber Company. This locomotive is a superheated three-truck Shay that weighs 60 tons. It served in Tuolumne from 1940 to 1961 and then the West Side & Cherry Valley from 1968 to 1981, when the company closed. Shay No. 12 has been housed at the Colorado Railroad Museum in Golden. Last month, the engine successfully passed a hydrostatic boiler test, clearing the way for the locomotive's return to service. The locomotive will be heading to the Yosemite Mountain Sugar Pine Railroad in Fish Camp. The railroad is located just outside of the south entrance to Yosemite National Park and offers train rides through the Sierra National Forest. Once on site, the engine will undergo a full mechanical and cosmetic restoration aimed at returning her to active service on the historic line. It will then join Shay No. 10 and Shay No. 15 that are already operating. Railroad officials say that a special locomotive house is being constructed for Shay No. 12 and that the restoration will begin in the spring. The goal is to have the engine operational later this season just in time to help celebrate the locomotive's 100th birthday. (Thanks to Tracey Petersen, www.mymotherlode.com via Tom Schultz)

New Home for Locomotive...Fresno, California's historic steam engine that embodied the city's origins finally has a new

home. For years, Fresno City Council members had worried about the cost of maintaining and protecting the Southern Pacific No. 1238 at Roeding Park. Back in 2022, council members reached an agreement with the Friends of the Historic Kingsburg Depot to find a home for the locomotive. It took a long time for city council to figure out how to move the 1238, but it finally happened last month when the locomotive joined the rest of the attractions at the living railroad museum. The engine, a class S-10 0-6-0 that was built in 1918 by the Baldwin Locomotive Works, came to Fresno by way of a 1956 donation agreement with the Southern Pacific Railroad Company. For years, it had been behind a short fence at Roeding Park where vandals damaged the train. While donating the massive train engine was relatively easy, moving it became a different challenge. To move the 67-ton engine and accompanying tender, the 45,000 pound fuel attachment, to Kingsburg, the Friends had to contact Bakersfield's T&T Truck & Crane Service. The end result at the depot will see the locomotive sitting on 350 feet of brand-new track. The engine will eventually get a new coat of paint. The museum also plans to get a train car and caboose to go behind the engine. "We're going to completely refurbish the locomotive. All the pieces that have been missing are going to be on it, so we're going to try to completely bring it back to its glory," said Michelle Roman, the Friends CEO. The train itself has a Kingsburg connection. The last conductor on the engine was from Kingsburg and several people from the town also worked on it. Fresno and other Central Valley towns got their start as train stops, expanding outward from those stations and growing through the decades. For farmers, these trains took their produce to markets across the country. It's that history the Friends of the Historic Kingsburg Depot are trying to preserve. (Thanks to Edward Smith, GV Wire, via Tom Schultz)



DUES ARE DUE!

We are still accepting Chapter dues for 2026. We are down to our last few members needing to renew 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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MIDWEST RAIL SCENE REPORT

BITS AND PIECES EDITION #99

January 12, 2026

By Roy Scrivner

GENERAL NOTES

The Civil War Was a Railroad War Among military men, the bitter War Between the States of 100 years ago is known as the first big railroad war. And not without good reason. For though little known generally most of the big battles and some of the most heroic episodes of that conflict turned squarely on the role played by the railroads. During the four grueling years of that war, in fact, the Iron Horse emerged as one of the great weapons of national defense. While it hauled no intercontinental missiles, then, it just surely enabled armies to ride to victory. Taking note of this year's centennial observance of the War Between the States, the Association of American Railroads reports that while historians may continue to ponder over changes in military strategy which might have altered the fortunes of that war, there is no doubt about one fact: Railroads were a decisive weapon on determining the outcome.

A railroad map of that time might show why. Northern railroads, in sharp contrast with those of the South whose economy was dominated by "King Cotton", transported the flow of widely diversified industrial and agricultural traffic in all the Great Lakes and the Mississippi Valley, served the Union. On the other hand, large sections of the Confederacy were far removed from railheads. The entire Southern rail network consisted of less than a third of the rail mileage in America. Most of these lines ran for short distances between cotton fields and seaports, and a few were connected into coordinated systems. The one continuous rail route in the South consisted of a group of separate lines of varying gauges or widths, stretching from Memphis to the Seaboard. Outside of the war found Confederate railroads immediately pressed into service to reinforce General Beauregard's army in Virginia. Troops were rushed by rail across the Blue Ridge Mountains over the Manassas Gap Railroad in time to out-flank the Union line and win the first Battle of Bull Run in July of 1861.

The Confederate victory in Manassas proved a blessing in disguise for the Union, however. President Lincoln, a former lawyer whose clients included railroads, quickly recognized the military value of the Iron Horse. Early in 1862, he quietly created his secret weapon -- U.S. Military Railroad Service. Lincoln's strategy in organizing the first military rail service in history helped give Union armies unmatched mobility. Simply stated, it helped get there "fustest with the mostest". A former railroad executive, General D.C. McCullum, directed this gigantic military railroad operation, which at the height of the war along employed 17,000 men. General Herman Haupt, civil engineer and chief of construction and rehabilitation, is credited with accomplishing some impossible feats. His construction of a bridge 400 feet long and 100 feet high across Potomac Creek was described by Lincoln as "the most remarkable structure human eyes ever rested upon ... there is nothing in it but beanpoles and cornstalks".

While northern railroads were being mobilized by the Federal government, Confederate railroad men were attempting to link

together their scattered facilities to meet the demands of war. But the tightening Union blockade made it virtually impossible for the South to obtain vitally needed rails, locomotives and other equipment. Heavy repair facilities were limited and iron supplies eventually were all but exhausted. Yet the railroads of the South kept rolling to the very end. Military historians credit this miracle to the inherent railroad advantages of durability and recuperability. These factors have enabled rail lines to stand up under the devastating wars right up to the present day. The story of wartime railroading 100 years ago is enlivened by a breathtaking known as the "Chase of the General". This took place in April 1862, when a band of Union soldier-railroaders attempt to cut the Confederate line of communications between Atlanta and Chattanooga. Capturing the locomotive "General", they raced northward ahead of pursuing railroadmen and soldiers aboard another locomotive, the "Texas". The race finally ended when the "General" ran out of fuel and water and was overtaken by the "Texas".

Lincoln's Military Rail units played a crucial part in General Sherman march on Atlanta in 1864. General McCullum and his men delivered the unprecedented daily total of 1,000 tons of war supplies, utilizing ten trainloads of 160 tons each to keep pace with Sherman's fast-moving army of 100,000 men. This supply feat was carried out in spite of severe handicaps imposed by the use of a single-track railroad between Louisville, Ky., and Atlanta a distance of 473 miles. Its success was due in no small way to the prompt unloading -- a lesson in logistics which the AAR points out had to be relearned in subsequent wars. Finally, with the Confederacy's 9,000 miles of rail figurativity worn down to the roadbed, defeat was inevitable.

The war actually ended at Appomattox Station, rather than at the Courthouse. For the final campaign, it was the lack of supplies, especially food, which prevented General Lee's beleaguered men from moving on toward the Carolinas to join General Joseph E. Johnston's forces in opposing Sherman's northward advance on Richmond. The final blow in the crucial railborne supply war was struck when General Sherman captured four all-important supply trains destined for Lee's army at Amelia Junction, Va. One day later the Confederacy surrendered. Ironically, while waiting for their parole, Lee's men were fed from supplies requisitioned by General Grant from these very trains.

From that war of a century ago, through two World Wars to the present, railroads have continued to serve as an indispensable workhorse in the defense of the nation. Military experts give top-priority value to the Iron Horse's basic ability to produce the most transport service for the least input of vital resources and its capacity to expand output quickly from existing plant and equipment. *Railway Clerk* magazine; from the Collection of Dick Silber (May 1, 1961) via BLHS' *Bulletin* (July, 2025).



FEBRUARY 24 MEETING MINUTES

CALL TO ORDER: By Mr. Andes, President, at 7:10 p.m.

QUORUM: Mr. Andes determined a quorum was lacking. There were 8 members present. Nonetheless, the Meeting proceeded in the normal course with informal votes taken.

GUESTS: Ms. Sheila Warman of the Ohio History Service Corps was present. A Glendale resident, Ms. Warman spoke about her role in aiding historical societies and other groups with their projects, and learned about our Library and other activities.

NOVEMBER 2025 MINUTES:

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

REPORTS:

PRESIDENT: Mr. Andes reported on our newest Member, Ward Wells, NRHS Assistant Treasurer, from Madison, WI.

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. Mr. Price then presented a proposed 2026 operating budget, balanced with the aid of our investment account to cover our Library and storage rentals for the year. After some discussion, a motion to approve the budget was made by Mr. Kammer and seconded by Mr. King. The motion passed unanimously.

CHAPTER REPRESENTATIVE TO NATIONAL RAILWAY HISTORICAL SOCIETY:

Mr. King, Chapter Representative to the National Railway Historical Society, had no report. Mr. Andes reported that the Spring Conference would be in late May in Salt Lake City, UT, and an Ohio location was still being considered for the 2026 Convention in September.

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

TRUSTEE: Mr. Hindt reported on the March 7 Lakota Train Show and the Easter Bunny trips on the LM&M starting March 28.

TRUSTEE: Mr. Edwards reported on the April Springfield Train Show and upcoming Ohio Rail Experience spring trips.

TRUSTEE: Mr. Kammer reported that he would be talking enough in a few minutes.

OLD BUSINESS: None.

NEW BUSINESS: None.

ANNOUNCEMENTS: We wished Dan Finrock a speedy

recovery. Mr. Kammer suggested we send the LM&M a Thank You card for their donation to us of a car to sell for the fall excursion. Mr. Hamersley mentioned the upcoming UP 4014 Big Boy tour for America's 250th Anniversary.

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

Adjourned at 7:33pm.

POST MEETING:

Frank Kammer presented a program featuring photos and experiences from November 10-14, 2025, trip to visit scenic and historic railroad sites in Tennessee, traveling with Zach from EnterTRAINment Junction.. These sites included Chattanooga, Ringgold (where the Great Locomotive Chase with The General ended), Bryson City, the Smoky Mountains, and the Cumberland Gap. Also featured was Tunnel Hill, GA, south of Ringgold, which The General passed during its chase. Many beautiful scenes were included. Frank also reported on progress toward opening the new Motion Museum founded by Firecrown Media, which will house much of the main layout structures, scenery, and rolling stock from EnterTRAINment Junction's main layout. Many thanks to Frank for presenting this fine program on short notice. Program concluded about 8:00pm.

Submitted:

/s/ Mr. Andes, Acting Secretary



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CALENDAR OF EVENTS

MARCH

Tue. Mar. 24 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH
(Note: 4th Tuesday, Not Last Tuesday)

APRIL

Sun. Apr. 12 Springfield Train Show
Clark County Fairgrounds, Springfield, Ohio
Hours 10:00 A.M. to 3:00 P.M.

Sat. Apr. 25 Buckeye Train Show
Ohio Expo Center, Columbus, OH
Hours 9:00 A.M. to 4:00 P.M.

Tue. Apr. 28 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH

CHAPTER ACTIVITIES

February Meeting Program: Frank's Tennessee Adventure!



Chapter Trustee Frank Kammer (left) and Chapter President Scott Andes (right) pose for a photo after Frank's program of photos taken during his recent trip to famous Tennessee sites. Photo by Ben Hindt.