



Vol. 55, No. 5

Visit our Library at 10 Village Square, Glendale, OH 45246

May 2026

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, enjoy photos from the latest Ohio Rail Experience excursion on Page 4, and recap the April 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.

We need more help with our Library, both behind-the-scenes work on our collection and on hosting the Library for public access. We are currently open on Thursdays, thanks to Richard King and Frank Kammer, but we would like to be open additional days. Please contact Richard if you can help.

In National news, the Spring Conference will be held in Salt Lake City, Utah, on May 28-30, and a Fall Conference/Convention will be held in Cleveland, Ohio, on September 21-25. All of the Convention events will be in Northeast Ohio, and some potential events mentioned thus far include a ride on the Cuyahoga Valley Scenic Railroad, a visit to the Age of Steam Roundhouse, and a tour of the Wabtec (former GE) locomotive plant in Erie, PA. This year is also an election year, and voting begins shortly for NRHS President and 9 Board Members. The Vice President position (held by yours truly) is a 4 year term and not up for election until 2028.

We are still accepting Chapter dues for 2026, and if you still need to review it's never too late! 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 still need help with our website and our social media. Please contact me or Frank Kammer if you can help.

Thanks to the Legendary Father Dale Peterka for presenting our April program. This month, our good friend Jim Corbett pays us a visit to deliver our program. See the next column for details.

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

Scott Andes, President

MAY MEETING

Our Chapter Meeting on Tuesday, May 26th, will be held at our Chapter Library, 10 Village Square, Glendale, Ohio, 45246, at 7:00 p.m. This month, our good friend Jim Corbett will be presenting our program. Jim's program will be on Amtrak history and operations. In light of Amtrak's 55th anniversary of operation this month, it's a great time to look back at its early days and recent operations. 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!



STEAM NEWS By John Biehn

Southern Pine Locomotive Company...About four years ago, Keith Bass and Aaron McCreight took a trip to Southern Louisiana to buy a tractor. As any mechanically inclined guys might do, they stopped along the way where they had heard a steam locomotive was on display in a city park. That little town was Pineland, Texas, and that steam locomotive was Temple Lumber Co. No. 20, somewhat of a rare locomotive among the fleet that once served east Texas logging railroads. They arrive at the park to find the locomotive inside a fence, but the gate was unlocked. "We walk in. We walk around the engine. And you can just tell that this thing has got a lot of potential," Bass said. In reality, it has 96 tons of potential. Bass, McCreight, and three other steam engine enthusiasts acquired the locomotive this year and moved it to Rusk, where they plan to breathe new life into the nearly 100 year old engine. The Southern Pine Locomotive Co. was born as a nonprofit organization to preserve the engine and see to it that its former glory is revived. At the very least, it will be cosmetically restored. And at most? "We want to have an operational steam engine here one day," Bass said. The timber industry has been a major economic driver in east Texas for a long time. In the early 20th century, steam locomotives did the heavy hauling of trees from forests to lumber mills. Temple Lumber Co. No. 20 has a rather well-documented history. The Temple Lumber Company corresponded with the Baldwin Locomotive Works in 1929 to order the locomotive at a cost of \$39,000. The locomotive arrived in January, 1930, and they used it for the next thirty years. Eventually the Temple Lumber Company merged with Southern Pine Lumber in 1956, and that is the basis for the current nonprofit's name. No. 20, a 2-8-2 "Mikado" type locomotive, was based primarily at the mill in Pineland, and trundled over Atchison, Topeka and Santa Fe Railway tracks between Kirbyville and San Augustine in its decades of service. It's outfitted with a rare Santa Fe three-chime whistle which the Southern Pine Locomotive Co. guys can hardly wait to repair and hear once again. "It was one of the last new locomotives purchased by any logging railroad in the state of Texas," Bass said. That's particularly good news for a restoration effort, because it has less wear and tear than other locomotives. When steam locomotives were replaced by diesels in the mid-20th century, No. 20 spent a few years as a stationary boiler before it was retired. The last time it produced steam was sometime in the mid-60s. It's actually in pretty good condition," Bass said. No. 20 was given to the city of Pineland and put on display beside a Santa Fe depot in the 1980s, and it probably would have stayed there until the end of time if not for some steam locomotive lovers. City officials in Pineland wanted to expand the city park and the engine was in their way. A solution was found by giving the engine and the depot to the Southern Pine Locomotive Company, which agreed to move the engine and depot to Rusk. At Rusk, city officials gave the company a piece of property that once served as a Cotton Belt railroad yard. Southern Pine Locomotive Co.'s founders paid to have No. 20 moved via truck and the engine was parked on freshly rehabilitated track. The group's first project is to rebuild one track in the yard at Rusk. The second will be to begin disassembly of No. 20. Within the next year, Bass said he hopes to remove boiler tubes and other heating components from the engine and begin assessing the structural integrity of the boiler. "The Southern Pine Locomotive

Company founders have secured a steam locomotive, moved it, rebuilt railroad track, and more in less than a year. That shows they're serious about this dream," Bass said. The Southern Pine Locomotive Company is a nonprofit organization and it is raising funds to pay for future restoration efforts. Donations can be made by going to <https://southernpinelocomotive.org/>. (Thanks to Jordan Green, Longview News-Journal, via Darrel Cason)

Sugar Express News...Sugar Express and the Tennessee Valley Railroad Museum announced recently the donation of steam locomotive No. 1504 to TVRM's collection in Chattanooga. Locomotive No. 1504 is a United States Railroad Administration light Pacific type, constructed by Richmond Locomotive Works in August, 1919, for the Atlantic Coast Line Railroad. The locomotive was placed on public display in Jacksonville, Florida, beginning in 1960, before being acquired by U.S. Sugar and relocated to Chattanooga for a planned return to service under Sugar Express. From the Railroad Superintendent, Sugar Express: "U.S. Sugar remains committed to delivering a world-class experience in America's Sweetest Town (Clewiston), with steam locomotive No. 148 continuing to serve as the Sugar Express' primary motive power and ambassador. After evaluating our long-term operational needs, we determined that No. 148 is fully capable of meeting the strong and growing demand for our scenic excursion trains, which operate through the heart of Florida's agricultural communities. In light of this, and in consideration of rising material and labor costs, we have made the decision not to pursue the restoration of Atlantic Coast Line locomotive No. 1504. With that decision comes a responsibility to ensure the locomotive's long-term preservation. We are pleased to entrust No. 1504 to our colleagues at the Tennessee Valley Railroad Museum." In a statement from the TVRM, it said the museum is honored to receive this significant example of southeastern passenger steam power into their collection. While plans for display or potential future operation are still under evaluation, the locomotive and its components will be stabilized and placed into secure storage as the museum begins a thorough assessment. TVRM will share further updates once that process is complete and when the next steps are determined. (Thanks to Sugar Express via Joe Biancke)

Southern 722 News...After being sidelined for several years, Southern Railway 2-8-0 No. 722 is expected to be back in service in 2026. The Ks-1 Class consolidation is currently in the final stages of restoration by the Great Smoky Mountain Railroad at its shops in Dillsboro, North Carolina. The locomotive has undergone six years of extensive work. Included in the restoration is conversion from burning coal to oil firing. The 722 was built in September, 1904, by the Baldwin Locomotive Works to run on the Southern Railway's Murphy Branch hauling freight between Asheville and Murphy, North Carolina. Following several owners, No. 722 was traded back to the Southern Railway in 1967 for use in its new steam excursion program. The 2-8-0 was repainted into the Southern Railway's attractive green and gold passenger scheme and pulled excursion trains over most of the railroad's lines. Many of these trips were sponsored by various NRHS chapters. In November, 1985, No. 722 was retired due to the expiration of its boiler certificate. The engine was acquired (Continues on Page 3)

STEAM NEWS (Continued)

by the Great Smoky Mountain Railroad in 2000. (Thanks to Alex Mayes)

Western Maryland Scenic Steam...The Western Maryland Scenic Railroad will be operating its final Springtime Steam Special trips between Cumberland, Maryland, and Frostburg on April 25 and 26, powered by 2-6-6-2 No. 1309. This locomotive, built in 1949 for the Chesapeake & Ohio Railway, is the largest regularly operated steam locomotive east of the Mississippi River. Each day there will be two departures from Cumberland: 9:00 a.m., and 1:00 p.m. Ticket prices begin at \$35, and information can be found at <https://wmsr.com>.

Union Pacific Steam Update...Big Boy, the world's largest operating steam locomotive, will journey to Philadelphia for the Fourth of July, with stops planned in Illinois, Indiana, Ohio, New York, and Philadelphia. The eastern leg of UP 4-8-8-4 No. 4014's tour to the east coast will begin on May 25, and will include display days in Omaha, Chicago, Buffalo, and Scranton before its arrival in Philadelphia for Independence Day. Additional display days are anticipated in Altoona, Pa., St. Louis, and Kansas City, Missouri. A detailed schedule, including whistle stop locations, will be released at a later date.

Future Oregon Steam...The Oregon Rail Heritage Center at Portland, Oregon, has announced that they have been awarded a \$27,000 grant from the John H. Emery Rail Heritage Trust. This generous funding will directly support the ongoing restoration of the Union Pacific No. 3203 (OR&N 197), specifically funding critical work on its pistons, cylinders, and crossheads. Support through this grant brings the locomotive one step closer to returning to operation. When first constructed by the Baldwin Locomotive Works in 1905, this 4-6-2 "Pacific" type locomotive was known as OR&N 197. The locomotive was used hauling passenger trains and in 1910, the OR&N merged into the Oregon-Washington Rail and Navigation Company, a subsidiary of Union Pacific. It was then that locomotive 197 became 3203. Union Pacific used the locomotive until January, 1958. After its retirement, Union Pacific donated the locomotive to the City of Portland.

Steam in Ohio...Cuyahoga Valley Scenic Railroad's popular Steam in the Valley event will return June 5-7 and 12-14. The event features one of the last operating mainline steam locomotives in the United States - the Nickel Plate Road No. 765. Locomotive No. 765 was built in 1944 by the Lima Locomotive Works in Lima, Ohio. The 2-8-4 Berkshire-type locomotive was designed for speed and heavy freight service along the Nickel Plate System. During its heyday, it was known for its power, efficiency, and iconic whistle. No. 765 was retired

from service in 1958 and restored to operating condition in 1979. For ticket information, go to <https://www.cvsr.org>. (Thanks to Megan Becka, Cleveland.com via Tom Schultz)

Iron Horse Rambles...On Saturday May 23, Reading & Northern's mighty T-1, 4-8-4 steam locomotive No. 2102 will power the Iron Horse Ramble running over the Reading Division of the railroad's mainline between Reading Outer Station and Jim Thorpe, Pennsylvania. During the layover at Jim Thorpe, passengers will have almost four hours to explore the town, photograph No. 2102, meet the crew and maybe ride on the Lehigh Gorge Scenic Railway. The train departs Reading Outer Station at 9:00 a.m., and Port Clinton at 9:45 a.m. Arrival at Jim Thorpe will be at 11:50 and departure from there will be at 3:45 p.m. For ticket information, go to <https://www.rbmnr-passenger.com>.

Indiana Rail Experience...On June 19th and 20th, Nickel Plate Road 2-8-4 No. 765 will power the Tri State Steam Excursion. This is a full-day steam-powered journey through three states that features vintage passenger cars, open window views, and a three hour layover in historic Hillsdale, Michigan. These trips depart Edon, Ohio, at 9:00 a.m. and returns at 6:00 p.m. For ticket information, go to <https://www.indianarailexperience.org/tri-state-steamexcursion>.

Fox Lake Limited...The Fox Lake Limited is a excursion perfect for families, Father's Day celebration, and anyone looking for a relaxed summer escape. On June 21, there are two three-hour excursions from Pleasant Lake, Indiana, to Montgomery, Michigan, and will be powered by 2-8-4 No. 765 one way with a diesel led return. Departure times are 9:30 a.m. and 2:00 p.m. For ticket information, go to <https://indianarailexperience.org/fox-lake-limited>.



NEWSLETTER PRINTED BY



DUES ARE DUE!

We are still accepting Chapter dues for 2026. If you have not yet sent in your renewal, there is still time to get on board.. 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 this year!

Please contact Frank Kammer with any questions about membership.

OHIO RAIL EXPERIENCE 2026 - SPIRIT OF URBANA

May 3, 2026 - Photos By Scott Andes



On the final day of the Spring ORE excursions, Conrail 7544 leads the way north on the former NYC mainline from Springfield to Urbana, Ohio, during the return leg of the last run.



In the middle of the consist was the concession car, painted as a US Army medical support car, where concessions and souvenirs were available in abundance for passenger enjoyment.



A matching pair of Nickel Plate Road GP30s brought up the rear and are a rare sight indeed in today's world.



The return to Urbana marks the final Spring ORE excursion.



RAIL FESTIVAL AT CARILLON PARK

Presented by the James F. Dicke Family

JUNE 27 & 28

2026

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APRIL 28 MEETING MINUTES

CALL TO ORDER: By Mr. Andes, President, at 7:04 p.m.

QUORUM: Mr. Andes determined a quorum was present with 13 members present.

GUESTS: There was 1 guest present, speaker Father Dale Peterka.

MARCH 2026 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 noted that the Union Pacific Big Boy No. 4014 would be visiting Ohio this summer as part of the 250th anniversary celebration. Mr. Greg Fehr added more information about the itinerary.

VICE-PRESIDENT: Mr. Neal had no report.

SECRETARY: Vacant.

TREASURER: Mr. Price reported that our Checking and Investment accounts were in good shape, with modest draws on our reserves to cover rent and operating expenses.

CHAPTER REPRESENTATIVE TO NATIONAL RAILWAY HISTORICAL SOCIETY:

Mr. King, Chapter Representative to the National Railway Historical Society, reported that NRHS is partnering with Railway Age again this year to honor common carrier railroads contributing to rail history preservation. He also reported that the Spring Conference would be May 27-29 in Salt Lake City, UT.

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

TRUSTEE: Mr. Hindt reported on the Ohio Rail Experience upcoming trips and an upcoming N scale weekend May 16-17.

TRUSTEE: Mr. Edwards reported on upcoming Mother's Day and rare mileage trips on the LM&M.

TRUSTEE: Mr. Kammer had no report.

OLD BUSINESS: None.

NEW BUSINESS: None.



ANNOUNCEMENTS: None.

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

Adjourned at 7:18pm.

POST MEETING:

Father Dale began his program at 7:30pm and began with an overview of the Union Pacific lines, former Rio Grande lines, and the 29 tunnels between Denver and the Moffatt Tunnel. The Rio Grande Zephyr and Amtrak passenger operations were captured in photographs over the last 40 plus years, and sights such as the "hanging bridge" in the Royal Gorge, Coal Creek, Tunnel 29, the 6.4 mile Moffatt Tunnel, and narrow gauge operations such as the Rio Grande Southern were also shown. Soldier Summit and Corona Pass rounded out the evening. Many thanks to Father Dale for taking us on a journey through Colorado with breathtaking scenery and fascinating railroad operations. Program concluded about 8:36pm.

Submitted:

/s/ Mr. Andes, Acting Secretary



THE CINCINNATI STAFF

Editor:

Scott Andes
3585 Miller Road
Springfield, OH 45502
(937) 325-5363
wandes@msn.com



Staff:

Report Member Frank Kammer
Illness to: 1706 Marilyn Lane
 Cincinnati, OH 45231
 (513) 729-1919
 fpk3rd@gmail.com

Report address changes to: Frank Kammer
 1706 Marilyn Lane
 Cincinnati, OH 45231
 (513) 729-1919
 fpk3rd@gmail.com

Chapter Website: www.cincinnatichapternrhs.com

The Cincinnati Chapter of the National Railway Historical Society is a non-profit educational organization incorporated under the laws of the State of Ohio and is recognized as a tax-exempt organization under Section 501(c)3 of the Internal Revenue Code. Donations to the Chapter are tax-deductible to the maximum extent allowed by law.

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

CALENDAR OF EVENTS

MAY

- Tue. May 26 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH
- Thu. May 28 NRHS Conference - Salt Lake City, UT
through Tickets Still Available
- Sat. May 30 See www.nrhs.com

JUNE

- Tue. June 23 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH
(Note: 4th Tuesday, Not Last Tuesday)
- Sat. June 27 Miami Valley Rail Festival
and Carillon Park, Dayton, Ohio
- Sun. June 28 Hours 9:30-5:00 Saturday, 11:00-4:00 Sunday

CHAPTER ACTIVITIES

April Meeting Program: Colorado Railroads!



Chapter President Scott Andes (left) and Guest Speaker Father Dale Peterka (right) pose for a photo after Father Dale's program of photos taken during his trips to Colorado. Photo by Richard King.