



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 UP Big Boy trip through Ohio on Page 4, and recap the May 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. Richard is also heading up our RailFest display in 2 weeks, so come out and say Hi and enjoy the festivities if you can.

In National news, the Spring Conference was 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. Details are coming out shortly. This year is also an election year, and ballots will arrive soon to vote 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.

Our annual membership renewal campaign has wrapped up for the year. To save additional printing and mailing expense, a slimmed-down Roster is included as a 2-page front/back insert for both electronic and mail member recipients. For anyone who has not yet renewed, however, it's never too late! Contact Frank Kammer with any questions about your membership status. We look forward to having you on board this year!

Thanks to our good friend Jim Corbett for presenting our May program. This month, the Legend returns! Father Dale Peterka will be presenting our June program. See the next column for details.

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

Scott Andes, President

JUNE MEETING

Our Chapter Meeting on Tuesday, June 23rd, will be held at our Chapter Library, 10 Village Square, Glendale, Ohio, 45246, at 7:00 p.m. This month, our good friend Father Dale Peterka will be presenting our program. It was James J. Hill who carved out a mainline on the north shore of the Columbia River to gain access from the mainline in Spokane, Washington, to the markets in Portland, Oregon. The result was a spectacular railroad that featured tunnels, causeways, and dramatic river and mountain scenery. Even a snow-covered mountain! Father Dale will show what the Spokane Portland and Seattle Railroad looks like today, with BNSF grain consists, double-stack trains, and even the Amtrak Empire Builder. 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

Steam in Florida...U.S. Sugar's bridge over Fisheating Creek at Palmdale, Florida, has reopened. In only two weeks' time, the newly constructed bridge opened on April 22. This bridge on the South Central Florida Express caught fire on April 6, forcing freight service and a planned Lake Placid excursion behind 4-6-2 No. 148 to be canceled. Sugar Express will run its final spring Lake Placid Express on May 30, with a departure from Clewiston at 10:00 a.m., and arrival at Lake Placid at 12:00 p.m. After a three hour layover, the train will depart Lake Placid at 3:00 p.m., and arrive back in Clewiston at 5:00 p.m. For ticket information, go to <https://sugarexpress.com/lake-placid-limited/>.

Steam in Oregon...The Oregon Rail Heritage Center will be offering special Father's Day Weekend steam-powered excursions on June 20 and 21. These excursions will be powered by the legendary Polson No. 2 steam locomotive for an unforgettable journey through Portland. The Polson Logging No. 2 is a 2-8-2 "Mikado" type steam locomotive built in December, 1912, by the Baldwin Locomotive Works. The train will depart each day at 12:00 p.m., 1:30 p.m., 3:00 p.m., and 4:30 p.m. For ticket information, go to <https://orhf.org>.

Future Washington Steam...Mt. Rainier Scenic Railroad No. 5 is a 2-8-2 "Mikado" type steam locomotive owned by the Western Forest Industries Museum located at Elbe, Washington. The engine is currently undergoing restoration and expected to be back in operation on the Mt. Rainier Scenic this summer. Constructed on February, 1924, by the H.K. Porter Company of Pittsburgh, Pennsylvania, the engine holds significant historical standing as one of the largest tender-type locomotives ever manufactured by Porter. Mt. Rainier Scenic Railroad first acquired the locomotive in the early 1980s. When it was first restored, the 2-8-2's inherent power and durability, originally designed for heavy logging, translated perfectly into tourist service. No. 5 was powerful enough to pull long passenger trains considerable distances on MRSR's routes, securing its role as the railroad's main workhorse for over two decades. The engine last operated in 2003 and was taken out of service after some mechanical faults demanded that the engine be sidelined. This comprehensive restoration project has been a major mechanical effort necessary after decades of continuous operation and subsequent mothballing. The scope of work included a complete boiler restoration, the replacement of worn tires, and a significant rebuild of the running and driving gear. (Thanks to the Mt. Rainier Scenic Railroad)

Steam in Virginia...This summer, Virginia will become one of the nation's top destinations for passengers wishing to catch a ride behind a legendary steam train. This is not just any steam train, it's the famed N&W Class J 611, built in Virginia, which previously sold out appearances running on the "Shenandoah Valley Limited" in the fall of 2023 and 2025. "We're thrilled to bring history back to life this summer, especially in new locations and with different thrills and highlights. This will be a special treat for every rail lover who has dreamed of experiencing the power and elegance of the steam era firsthand," said Steve Powell, President of the Buckingham Branch Railroad, which operates the Virginia Scenic Railway. Built in 1950, the 611 is the sole survivor of the "J-Class" fleet. This 4-8-4 steam

locomotive is widely considered the pinnacle of steam technology, designed to be both a workhorse and beauty capable of pulling passenger trains over the Blue Ridge Mountains at sustained high speeds. Virginia's 2026 Summer of Steam kicks off in June with a two-week residency in historic Staunton, then relocate for a final two-week run from the charming town of Louisa. Excursions will begin in Staunton on June 12 and conclude in Louisa on July 5. For ticket information, go to <https://www.virginiascenicrailway.com>.

Union Pacific Steam...Union Pacific's famed Big Boy 4-8-4 No. 4014, the world's largest operating steam locomotive, will journey to the East Coast for the first time in collaboration with Norfolk Southern, as part of a historic coast-to-coast tour as both railroads celebrate America's 250th anniversary. The tour includes a Fourth of July celebration in Philadelphia, major display events in eight cities, and more than fifty whistle-stops in ten states, including stops for the first time in Indiana, Ohio, New York, and Pennsylvania. "Union Pacific couldn't be prouder to share this powerful piece of history with the nation and to be a part of America's birthday celebration," said Union Pacific CEO Jim Vena. The Coast-to-Coast tour resumes from Cheyenne, Wyoming on May 25. The major public display events will be held: May 30, Omaha, Nebraska. June 3, West Chicago, Illinois. June 10, Buffalo, New York. June 15&16, Scranton, Pennsylvania. July 4&5, Philadelphia, Pennsylvania. July 9 & 10, Altoona, Pennsylvania. July 14, Fostoria, Ohio. July 19, St. Louis, Missouri. There will be only one passenger excursion on this tour. That trip is a one-way rail excursion pulled by Big Boy 4014 from Nesquehoning, Pennsylvania, to Pittston, Pennsylvania, on June 14. For the official UP Steam Schedule, go to <https://www.up.com/about-us/history/steam/schedule>.

C&O 614 News...Recently, a major milestone has been reached in the restoration of C&O No. 614, a J-3a "Greenbrier" class 4-8-4. At Strasburg Rail Road Mechanical Services, the locomotive has been lifted off its wheel sets, allowing the pilot truck, drivers, and trailing trucks to be rolled out from underneath the engine. This critical step now allows work to move forward on new driving wheel tires, boiler work, and inspections. It clears the way for the next phase of the restoration. Leading up to the lift, the team removed as many components as possible to reduce weight and ensure a safe, controlled operation. After months of disassembly, this marks a turning point. Workers are now moving from taking 614 apart to putting her back together. (Thanks to Jason Johnson)

Engine 60 Arrives in Lewes...For the Lewes Junction Railroad & Bridge Association, the arrival of engine No. 60 was the last stop for the historic locomotive and the end of the line for a project that had been coming down the tracks for years. Engine 60 arrived early in the morning of May 5, and was lifted from flatbed trucks carefully in two sections. First, the wheels and running gear were placed on the tracks. Then the boiler was slowly lowered onto a pin, attached to a spot at the front called the saddle. At the time of delivery, the cab was still being built in Tennessee and was scheduled to arrive shortly. Engine No. 60 was built by the Pennsylvania Railroad in Altoona, Pennsylvania, in 1913. It was

(Continues on Page 3)

STEAM NEWS (Continued)

primarily used as a switcher engine in rail yards. It now will serve as an anchor for the LJRBA display, which will also include a coal tender and caboose. Even though the locomotive is firmly planted on the rails, David Ludlow of LJRBA said the sky is the limit for their association. "I'm really hoping the locomotive draws a lot of attention to us," he said. "I'm anxious to see what other programs we can get going with the library and history center next door." (Thanks to Bill Shull Cape Gazette, via Alex Mayes)

American Steam Railroad Preservation Association News... The American Freedom Train Foundation 250 has announced suspension of its steam-powered exhibit train across the country in 2026 due to the inability to secure operating agreements with railroads and corporate sponsors. This project, which aimed to celebrate the American Steam Railroad Preservation Association's restoration of Reading Company 4-8-4 No. 2100, was a significant effort to revive the American Freedom Train. Despite the efforts of the foundation's board and supporters, the project could not be brought to fruition, and the funds raised are now being donated to the American Steam Railroad Preservation Association for the restoration of the locomotive. Looking ahead, "the final goal is to mechanically get the locomotive complete and sound so it can be moved under its own power," said ASR President Rob Gardner. "Now we want to see it move, and then be able to pull some trains to start shaking down the locomotive. We have to get a little further down the road yet before getting into those specifics, but we're getting close." During the Cleveland Railroad Festival on June 27, at the Midwest Railway Preservation Society roundhouse in Cleveland, Ohio, where the restoration is taking place, the locomotive now numbered 250 will be under steam for the public. The festivities will include such activities as cab tour and whistle blows.

Kansas Preservation...The Kaw Valley Rail Heritage Conservancy, that used to be known as the Coalition for Sustainable Rail, is now leading the cosmetic restoration of Santa Fe "Super Hudson" No. 3463 in Topeka, Kansas. Locomotive 3463 was built by the Baldwin Locomotive Works in 1937 and was assigned to passenger service on the Santa Fe through the 1940s and into the 1950s. This locomotive and its sister locomotives were fast and powerful, and they were often chosen to lead the railroad's finest passenger train. After its retirement in 1953, it was put on display in Topeka. The Kaw Valley Rail Heritage Conservancy is focused now on historical preservation and community engagement," said Mark Smelsen, President of KVRHC. The goal with the locomotive is to inspect, repair, and cosmetically restore No. 3463 to its 1956 appearance. They also plan to build a shelter for it and possibly move

the locomotive to a more accessible location which will enable the general public to visit and interact with the locomotive. Recently, the group was pleased to announce that restoration work on Santa Fe 3463 had resumed. Restoration work efforts were focused on the cab of the locomotive. The paint layer on the cab, particularly on the roof, had completely failed. It no longer protected the locomotive and did not present the locomotive well. Volunteers began by carefully stripping the old paint and preparing the cab for restoration. Every surface of the cab, including the roof, was primed, smoothed, and readied for the next phase of work. Once priming was completed, the team applied fresh coats of paint. The difference was immediately visible. What had once been a worn, uneven, and deteriorated surface now gleamed with renewed color and protection while restoring the cab to its historic appearance. Only the lettering needed to be completed. This restoration not only preserves an important piece of Kansas railroading history, but also reflects the hard work, skill, and dedication of the KVRHC volunteers. With this milestone complete, volunteers can celebrate what they have achieved and look forward to the next project in the ongoing mission to preserve and share Kansas's rich railroad heritage. For more information, go to <https://kvrhc.org>.

New York Central Mohawk to Move...Fort Wayne Railroad Historical Society officials have said they are on track to move New York Central L-3s 4-8-2 No. 3001 out of Elkhart, Indiana, this summer. The Fort Wayne group has been working at the National New York Central Railroad Museum to rebuild yard tracks that will enable them to move the locomotive onto Norfolk Southern rails, and eventually to where the locomotive will be restored. In late April, the air brake system was also restored on the locomotive, allowing it to be safely moved on the main line. The 3001 is the largest surviving New York Central steam locomotive, and the only member of its class to escape the scrapper's torch. In October, 2024, Fort Wayne Railroad Historical Society launched an effort to restore this locomotive for use on its popular Indiana Rail Experience excursions. For the last few years, the FWRHS has managed the Indiana Rail Experience, an excursion operation on the Indiana Northeastern Railroad, which has trackage in Indiana, Ohio, and Michigan. Much of that track is former New York Central, meaning locomotive 3001 will be right at home. NYC 3001 will also join the fleet of seven Budd streamlined cars built in 1941 for the NYC "Empire State Express." According to the Fort Wayne group, a mechanical evaluation of the locomotive has been performed by FMW Solutions with financial support from former Norfolk Southern CEO Wick Moorman. The estimated cost of the restoration is \$4.3 million. (Thanks to Justin Franz, Railfan & Railroad, via Alex Mayes)



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UNION PACIFIC BIG BOY 4014 VISITS OHIO

June 6, 2026 - Photos By Frank Kammer



Our own Frank Kammer made his way to Continental, Ohio, on Saturday, June 6, to catch a glimpse and a few photos of the Big Boy 4-8-8-4 No. 4014 heading eastbound near Continental, Ohio, on its way to Philadelphia for the 250th anniversary celebration of America's birth. The 4014 will pass through Ohio again in July on its way westward toward home rails.



A closer shot of the 4014 with its tenders.



RAIL FESTIVAL AT CARILLON PARK

Presented by the James F. Dicke Family

JUNE 27 & 28

2026

SATURDAY | 9:30am - 5:00pm
SUNDAY | 11:00am - 4:00pm

Train Rides • Model Train Displays
Historical Exhibits • Rail Vendors
• FUN FOR ALL AGES •

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MAY 26 MEETING MINUTES

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

QUORUM: Mr. Andes determined a quorum was not present with 7 members present. Nonetheless, the meeting proceeded in the normal course with informal votes taken.

GUESTS: There was 1 guest present, speaker Jim Corbett.

APRIL 2026 MINUTES:

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

REPORTS:

PRESIDENT: Mr. Andes had no report.

VICE-PRESIDENT: Mr. Neal had no report.

SECRETARY: Vacant.

TREASURER: Mr. Price was absent, but Mr. Andes read a short report from Mr. Price on the status and balances of our Checking and Investment accounts, and all 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 the Spring Conference would be this weekend, May 27-29 in Salt Lake City, UT, and he would attend via Zoom. Mr. Andes added that the Fall Conference combined with the Convention would be held in Cleveland in September.

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

TRUSTEE: Mr. Hindt reported on the Miami Valley Railfest the last weekend of June.

TRUSTEE: Mr. Edwards reported on upcoming Father's Day "Dads with Donuts" trips and other events on the LM&M.

TRUSTEE: Mr. Kammer was absent.

OLD BUSINESS: None.

NEW BUSINESS: None.

ANNOUNCEMENTS: Mr. Finfrock reported that the station in Leesburg, this side of Greenfield, received a \$100k grant for a new roof. Mr. Finfrock then led a discussion about the im-

portance of attracting more visitors and interest to our Library and attracting new members. Mr. Corbett added in his experiences with other rail-oriented preservation groups.

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

Adjourned at 7:27pm.

POST MEETING:

Jim Corbett began his program at about 7:30pm with slides from his friend and mentor Eddie Kerr. The early days of Amtrak (known as the Rainbow Era) featured many colorful equipment lineups and a wide range of motive power from previous railroads hosting passenger service. This became known as the Heritage Fleet of Amtrak. Operations included the C&O of Indiana heading westward from Cincinnati Union Terminal across the many bridges and hills on that line. Other scenes included the Glendale Station and even the 1984 NRHS Convention trips hosted by the Chapter. Many thanks to Jim for taking us on a journey through the early years of Amtrak and including other interesting scenes in and around Cincinnati. Program concluded about 8:14pm.

Submitted:

/s/ Mr. Andes, Acting Secretary



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SOCIETY
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CALENDAR OF EVENTS

JUNE

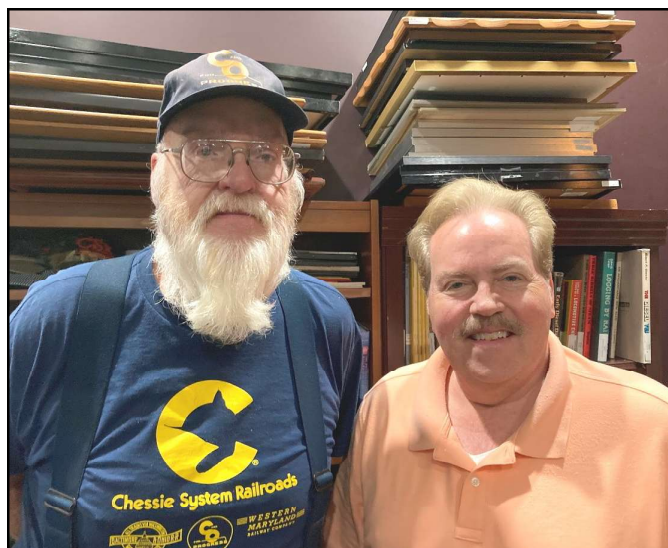
- Tue. June 23 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH
(Note: 4th Tuesday, Not Last Tuesday)
- Sat. June 27 Miami Valley Rail Festival
and Carillon Park, Dayton, Ohio
- Sun. June 28 Hours 9:30-5:00 Saturday, 11:00-4:00 Sunday

JULY

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

CHAPTER ACTIVITIES

**May Meeting Program:
55 Years of Amtrak!**



Guest Speaker Jim Corbett (left) and Chapter President Scott Andes (right) pose for a photo after Jim's program of photos taken during Amtrak's 55 years of operation. Photo by Richard King.