



Vol. 55, No. 7

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

July 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 a photo of our RailFest booth and an article with photos from Dave Price's trip to Pittston, PA, (to ride behind the 2102 and see the UP Big Boy) on Pages 3 and 4 (teaser photo to the right), and recap the June 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, but we would like to be open additional days. Please contact Richard King if you can help. Thanks to Richard King and Judy White for heading up our RailFest display.

In accordance with the Chapter By-Laws, a new Secretary needs to be elected to serve the remaining term as soon as we have at least one nominee. If you know of someone to recommend, please contact one of the Chapter Officers or Trustees.

We also need help with our Chapter communications, namely Newsletter content and production, social media (Facebook especially), and our Chapter website. Please contact myself or Frank Kammer if you can help or know someone who can.

In National news, the Fall Conference/Convention will be held in Cleveland, Ohio, on September 21-25. Details are out and registration information will be coming out shortly. This year is also an election year, to vote for NRHS President and 9 Board Members. Be sure to return your ballots in time.

Thanks to our good friend, the Legendary Father Dale Peterka, for presenting our June program. This month will be our Summer Movie Night, courtesy of Ben Hindt. See the next column for details.

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

Scott Andes, President

JULY MEETING

Our Chapter Meeting on Tuesday, July 28th, will be held at our Chapter Library, 10 Village Square, Glendale, Ohio, 45246, at 7:00 p.m. This month will be a familiar favorite, a Summer Movie Night! This month we will enjoy a historic railroad film capturing the golden age of railroading courtesy of Ben Hindt. 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 Ohio...Hocking Valley Scenic Railway's steam locomotive No. 3 will power the railroad's July 18 America 250 Military Heritage Express and the Living History Express on August 1. These trips will depart the railroad's station in Nelsonville, Ohio. The America 250 Military Heritage Express will be a family-friendly train ride traveling through 250 years of American Military History. There will be reenactors aboard the train from different points of our military's history. The train departs at 6:00 p.m., for a two hour journey. On August 1, the Living History Express will depart at 5:30 p.m. This family-friendly train ride celebrates Appalachian Ohio heritage. Several reenactors will also be on board. Locomotive No. 3 is an 0-6-0, built in March, 1920, by the Baldwin Locomotive Works for Beech Bottom Power Co. The locomotive was initially used to shuttle coal from the mine to the power plant. After retirement, the locomotive was donated to the HVSR in 1982. Restoration began in 2001 and was completed in 2015. For ticket information, go to <https://hvsry.org>.

Minnesota Steam...The Friends of the 261 have announced that, in July, a number of steam excursions will be run powered by the Milwaukee Road 4-8-4 No. 261. On July 17, the USA 250th Hiawatha will run between Chanhassen and Montevideo, Minnesota. On July 18, there will be two Granite Falls River Runs with departures at 9:00 a.m., and 12:00 p.m. These trips are out of Montevideo. On July 18, the 261 will also power the Appleton Wye Excursion from Montevideo to Appleton. On July 19, The USA 250th Hiawatha will depart Montevideo at 10:00 a.m. for Chanhassen. For ticket information, please go to <https://261.com/excursions/usa-250/>.

Great Smoky Mountain Steam...The Great Smoky Mountains Railroad will be operating four special excursions - one at the end of June and three in July. Patrons will be able to enjoy a memorable evening aboard the railroad's 5:00 p.m. Nantahala Gorge Sunset Excursions. These special sunset departures follow the same route experience as the regular Nantahala Gorge Excursions. They feature the same onboard menu and have a one-hour layover at the Nantahala Outdoor center. These trips are shorter, lasting three and a half hours for the round trip, making it the perfect evening adventure for families, couples, and groups looking for a pleasant summer outing. Departure dates from Bryson City are June 27, July 11, 18, and 25. All trains are powered by steam locomotive No. 1702, an S160 class 2-8-0, built by the Baldwin Locomotive Works for the U.S. Army Transportation Corps in September, 1942. For tickets, please go to <https://gsmr.com/nantahala-gorge-excursion/>.

Steam Locomotive Arrives in Charleston...A 50-ton H.K. Porter Fireless steam locomotive has been moved into the courtyard on the south side of the West Virginia State Culture Center in Charleston, West Virginia, as part of the state's America 250 celebrations marking the U.S. semiquincentennial. The 0-4-0F No. 7971, built in Pittsburgh in 1945, was designed for industrial use without an onboard fire box or boiler. Instead, it drew steam from a stationary plant boiler, making it ideal for hazardous environments like mines and power plants. Alongside the locomotive is a 20-ton coal shuttle car from Alliance Coal's Mettiki Mine, used between the 1970s and the 1990s

before the mine's closure. The locomotive is part of the new permanent outdoor exhibit "West Virginia: Nature Designs a State that Fuels a Nation," which highlights the state's industrial heritage-coal, gas, iron, steel, clay, chemicals, salt, agriculture, timber, glass, water, and railroads. This installation is both a tribute to West Virginia's industrial past and a centerpiece for the America 250 Celebrations. (Thanks to Tom Schultz)

Chesapeake & Ohio 614 Update...Work continues on Chesapeake & Ohio 4-8-4 No. 614 at Strasburg Rail Road Mechanical Services. Recent progress includes replacement work on the fireman's side cylinder liner on 614's main cylinder. The liner provides the internal running surfaces for the piston, making this an important part of the ongoing mechanical restoration. The engineer's side cylinder liner will be replaced next. Exciting work continues inside the fire box of the 614 as the restoration team moves forward with removing and preparing side sheets, the partial back door sheet, and the partial throat sheet areas for new material installation. This is a major part of the boiler restoration process and another meaningful step forward for the 614. Each section being removed, prepared, and renewed brings the locomotive closer to the next phase of her restoration journey. The firebox is one of the most critical areas of a steam locomotive, and this careful, detailed work is exactly what is needed to return 614 to the standard she deserves. Please support the restoration by visiting the official C&O 614 Online Store, where proceeds support the continued restoration and preservation of C&O 614's installation of new material. The Official Store's address is <https://store.co614.com>.

Locomotive 6060 Annual Report...The Rocky Mountain Rail Society was created in 1984 as stewards for Canadian National Railway steam locomotive No. 6060. This locomotive was gifted to the Province of Alberta in 1980 from the Canadian National. In 1992, the locomotive was sold to the RMRS for safe keeping by the Province of Alberta. Locomotive 6060, a 4-8-2 "Mountain" type steam locomotive was constructed in 1944 in Canada by the Montreal Locomotive Works. It was retired by CNR in 1959 and placed on display at Jasper, Alberta, in 1962. In 1972, CN Railway used it to haul steam excursions until 1980, when it was presented as a gift to the people of Alberta. Locomotive 6060's last year of operation at Stettler, Alberta, was in 2011. The Rocky Mountain Rail Society has been working to restore the locomotive to operation. Here are some restoration notes: After completing work on the firebox of 6060, workers moved to work on the smoke box area. Piping and repair work with the steam delivery tubes was completed by df Boiler Industries. More extensive work on the Pilot Valve area of the 6060 was begun. A work party is required to complete a hydrostatic test of all the 6060 superheater tubes (approximately 40), prior to installation in the boiler. If the test is successful, workers hope to perform the first hydrostatic test on 6060's complete boiler early this fall. There are many jobs to complete following a successful hydrostatic test. These will include preparing the boiler for draining and winterizing, reinstalling new insulation and boiler jacket, reassembly of cab components and front-end

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STEAM NEWS (Continued)

smokebox, to name a few. It is the society's hope that 6060 will once again be under steam in 2027. (Thanks to Don Totten)

UP-NS Merger Won't Sideline Eastern Steam...Ever since Union Pacific's proposed acquisition of Norfolk Southern was announced, steam fans in the East have been concerned about the merger's potential impact on big steam. In recent years, NS has permitted former Nickel Plate Road 2-8-4 No. 765 and former N&W J class 4-8-4 No. 611 to make ferry moves to reach short line and tourist railroads where the locomotives can lead public excursions. UP, which has its own steam program headed by Big Boy No. 4014, for years has not permitted outside preservation groups to operate steam locomotives on its tracks. This caused some steam fans to wonder whether the merger, if it's approved, will dim steam's star in the East. There is no need to worry, UP CEO Jim Vena told Trains Magazine in a recent interview. Vena says railroads need to understand their history in order to understand how they got to where they are today. "Steam is a symbol of who we are," he says, and it can be a tool to show off NS heritage just like UP uses the Big Boy. "So, I don't see any big change happening there," Vena says, of allowing NS predecessor locomotives to move about in the East. UP's openness to NS predecessor steam also is good news for restoration projects, including former PRR K4 No. 1361, which is being rebuilt at the Railroaders Memorial Museum at Altoona, Pennsylvania, and the former New York Central 4-8-2 Mohawk No. 3001, which the Fort Wayne Railroad Historical Society plans to restore. "If the merger is approved, I think that Mr. Vena is spot-on in saying that he would allow NS predecessor engines to operate," says retired NS CEO Wick Moorman, who has helped lead fundraising for the K4 restoration. "When we revived the steam program at NS during my tenure, one of the thoughts was to model some of the things that UP was doing." (Thanks to Bill Stephens, Trains Magazine, via Alex Mayes)

RAILFEST 2026



Our Chapter had a booth at RailFest again this year, staffed by Richard King and Judy White. Richard took this photo of Judy at the booth ready to hand out candy to the children.

I TOOK MY WIFE ON A TRAIN RIDE TO HER HOMETOWN (to see the Big Boy) By David Price

As I read the announcement from the Reading & Northern Railroad of a passenger "Iron Horse Ramble" from Nesquehoning to Pittston, PA, I knew how to convince my wife to go. Honey, I'm going to take you on a train ride to your hometown! Once the details were known we both agreed to the ride. The trip would be on June 13, 2026, and would coincide with the arrival of Union Pacific Big Boy #4014 to Scranton, PA. R&N steam engine #2102 would power our trip on the 114 mile round trip from Nesquehoning to Pittston and return. Along the way we would see 4014 and race her at a few locations. This was the ride of a lifetime!

To prepare for our trip we scouted the boarding area in Nesquehoning on Friday June 12th. Unbeknownst to us, 2102 was there taking on water. She was accompanied by R&N SD-40-2 No. 1776 in patriotic paint along with RBM&N SD-40-2 No. 1983 painted for the rail company's 40th anniversary. These two diesels would accompany us on our trip to Pittston. Two "Fast Freight" SD-50-2's were there as well. Once 2102's tank was full the quintet departed for Jim Thorpe.

Staff at the station advised we arrive early to ensure a parking spot. Gates opened at 6 am and boarding would commence at 8 am for our 9 pm departure. We heeded their advice.

Saturday opened as a beautiful sun-filled blue sky and cool temperatures. We arrived in Nesquehoning at 5:45 am with 15 cars ahead of us and 2102 and passenger cars waiting for the day's activities. Free parking was quick and we had plenty of time to browse the gift shop and to take pictures. Today's trip would consist of the 2102, 1776, and 1983, along with 24 passenger cars of various varieties including a dome car and parlor car. Boarding commenced before 8 am and we found seats in classic passenger car #303, a 1917 built DL&W coach. We were in the fourth car behind the power.

As advertised, departure was prompt at 9 am. We quickly made our way along the former Central New Jersey Nesquehoning branch and took the left leg of the wye, a new bridge connecting to the CNJ main northbound. 55 years ago, CNJ trains coming off the branch would have taken the right leg of the wye into Mauch Chunk (today's Jim Thorpe). At CP Coal, we transitioned from CNJ rails to Lehigh Valley for our climb into the mountains. We crossed the Lehigh River several times and dove into the Rockport Tunnel. The trackage is in the heart of the Lehigh Gorge State Park, which provides biking and hiking trips through the gorge and accompanying mountains. We remained on Lehigh Valley trackage until White Haven, and White Haven tunnel, where we joined former CNJ trackage for the climb to Crestwood and then Penobscot.

2102 needed a water refill and we stopped at the refurbished Penobscot yard to fill this need. R&N uses the yard for cars destined for the Crestwood Industrial Park.

Back in my youthful days would find me along this stretch of trackage chasing and photographing Conrail and Canadien Pacific (D&H) trains. Never in my wildest dreams would have found me on a steam powered fan trip

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I TOOK MY WIFE ON A TRAIN RIDE TO HER HOMETOWN

(to see the Big Boy) - (Continued)

By David Price

and upcoming meeting with Big Boy 4014.

Once through Solomon's Gap the decent into the Wyoming Valley and to Pittston began. At Laurel Run we would again switch to Lehigh Valley rails (LV Mountain Cutoff). Rumors started swirling though our car that the 4014 had crossed the Nicholson Bridge and was south of Scranton. Track teams from the Norfolk Southern and Reading & Northern unspiked the switches at CP 679 (Norfolk Southern Sunbury Line) and CP Dupont (Reading & Northern). This connection was built in 1973 to allow north-south traffic between the Lehigh Valley and Delaware & Hudson. Today it would allow the 4014 to connect to the R&N. The rumors were true as we approached CP Dupont. The 4014 was waiting for us on track 2. Our train continued to Pittston Junction and the station at Pittston. We detrained while 2102 and our train was wyeed for the return trip home.

The R&N had set up a large tent with tables and chairs for folks to enjoy lunch, either from the various food trucks or bring your own. Within ten minutes of our arrival, the 4014 and her consist backed from CP Dupont to the Pittston station.

Many photos of the Big Boy and her accompanying diesels were taken and closeups with the 4014 were had. We enjoyed lunch and met a man who was celebrating his 105th birthday that day. He was a WW II Vet from the Army Air Corp. What stories he can tell.

All too soon the departure time arrived but the races were about to begin. Single track rules between Pittston Junction and CP Dupont and double track begins here for the climb back up the mountain. Our first 2102 and 4014 race began as the 4014, on track 2, overtook our train on track 1. This continued until the end of double track, and we continued on to Penobscot. One side note. The diesels, 1983 and 1776, were no longer a part of our train having been wyeed and left at Pittston Junction. This left the 2102 to pull the train up the almost 2% grade to Solomon's Gap alone. Several times she slipped but quickly regained her footing.

There is a 10 or so mile section of double track from CP Solomon's Gap (under the PA route 437 bridge) and CP Crestwood. The second race would be here. 2102 was again watered at Penobscot and the Big Boy pulled up alongside our train. One can feel the heat from 4014 in our passenger cars! We soon started on our way leaving the 4014 behind, but not for long! She came alongside our train and held that spot for a brief time until we came to stop at the red signal at CP Crestwood. The 4014, accompanying diesels, and passenger cars would proceed down the mountain and into the Lehigh Gorge so that the train could be wyeed at the connection to the Nesquehoning Branch before our arrival.

The remainder of our trip was uneventful, and we enjoyed a leisurely ride thru the Lehigh Gorge and along the Lehigh River. We delighted most hikers and bike riders as they were caught off guard by a steam engine passing by.

Our train came to a stop just before the switch onto the wye which would take us onto the CNJ Nesquehoning Branch. More rumors as to why we stopped. We ran out of water! No.

We hit something! No again. We ran out of coal! Almost correct. The crew felt there was insufficient coal remaining in the tender to make the climb up the branch to the station. Not to worry as 2 R&N GP38-2's out of Jim Thorpe came to our rescue. They pulled us up the branch and into the station. The Big Boy arrived about 15 minutes after our arrival.

What a trip! We had close to 1,000 passengers on our train and many more than that along the route waving and taking pictures. What an opportunity to not only ride a train powered by a steam engine but to also see the Big Boy 4014 in action! Well worth the ticket price.

David G Price July 4, 2026



Big Boy draws quite a crowd wherever it goes!



A photo of the happy couple heading to Pittston, PA!

JUNE 23 MEETING MINUTES

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

QUORUM: Mr. Andes determined a quorum was lacking with 9 members present. Nonetheless, the meeting proceeded in the normal course with informal votes taken.

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

MAY 2026 MINUTES:

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

REPORTS:

PRESIDENT: Mr. Andes had no report.

VICE-PRESIDENT: Mr. Neal had no report.

SECRETARY: Vacant.

TREASURER: Mr. Price reported on the status and balances of our Checking and Investment accounts, and all were in good shape. The money market account, which is funded by investment dividends, should be adequate to cover expenses for the remainder of the year.

CHAPTER REPRESENTATIVE TO NATIONAL RAILWAY HISTORICAL SOCIETY:

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

LIBRARIAN: Mr. King, Librarian, had no report, but added that he plans to staff a booth at Railfest.

TRUSTEE: Mr. Hindt reported on the Miami Valley Railfest and LM&M Spirit of Lebanon runs on July 3 and 4 with the latest GP30 addition to the roster sporting a special America 250 paint scheme.

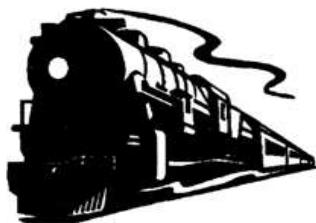
TRUSTEE: Mr. Edwards was absent.

TRUSTEE: Mr. Kammer had no report.

OLD BUSINESS: None.

NEW BUSINESS: None.

ANNOUNCEMENTS: Mr. Price reported on his recent trip to Scranton, PA, and surrounding areas to see the Big Boy in operation along with a trip on the Reading & Northern behind the



2102.

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 7:24pm.

POST MEETING:

Father Dale began his program at about 7:30pm with the history of the Columbia River exploration in the late 1700's and early 1800's, and the role railroads played in developing the Pacific Northwest. Subjects included the Oregon Rail Heritage Center, Portland Station, and locomotives such as the SP 4449 and SP&S 700, among others. Tunnels, bridges, and cuts along the face of riverside mountains made for many dramatic scenes, along with the ever-present Mt. Hood adorned with snow. Many thanks to Father Dale for taking us on a journey through the Pacific Northwest! Program concluded about 8:19pm.

Submitted:

/s/ Mr. Andes, Acting Secretary



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NEWSLETTER PRINTED BY



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CALENDAR OF EVENTS

JULY

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

AUGUST

Sat. Aug. 8 SUMMERAIL Palace Theater near
Marion Union Station, Marion, OH 1-10 pm
Railroad Show & Sale 10:00 A.M. to 5:00 P.M.

Tue. Aug. 25 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH

CHAPTER ACTIVITIES

June Meeting Program: The Pacific Northwest!



Guest Speaker Father Dale Peterka (left) and Chapter President Scott Andes (right) pose for a photo after Father Dale's program of photos of the Pacific Northwest. Photo by Richard King.