



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 a commemorative locomotive gathering on Pages 3 and 4, and recap the July 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.

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 is still open, though "early bird" pricing ended on August 11th. This is the last in-person meeting planned for 2026.

Thanks to Chapter Trustee Ben Hindt for hosting our Summer Movie Night. This month, Chapter Treasurer Dave Price will share photos and videos of his journey to PA to ride on the Reading & Northern and to see the Big Boy. See the next column for details.

Looking ahead, our newest Member, Ward Wells, will present our October 27th program, featuring images of railroad infrastructure gleaned from over 6,000 ODOT aerial photographs taken between 1946 and 1975.

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

Scott Andes, President

AUGUST MEETING

Our Chapter Meeting on Tuesday, August 25th, will be held at our Chapter Library, 10 Village Square, Glendale, Ohio, 45246, at 7:00 p.m. This month Chapter Treasurer Dave Price will present photos and a movie of his trip to Pittston, PA, featuring an excursion behind the Reading 2102 on Reading and Northern rails. Dave's trip also included seeing the Big Boy 4014 on its trip east for the America 250 celebration in July. Two steam locomotives in one presentation! 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

Pennsylvania Railroad K4 Update...To do the remaining work needed to put the 4-6-2 No. 1361 back in running order, it may take about \$2.5 million - \$1 million of which the Railroaders Memorial Museum in Altoona, Pennsylvania, has already raised, \$750,000 more of which has been pledged, and \$750,000 more of which needs to be raised. If that money were currently on hand, the remaining work might take two years," according to museum Executive Director Joe DeFrancesco. "The time is funding-dependent," DeFrancesco said. Overall, engineering and design for the K4 is virtually complete, and most parts have been fabricated. The boiler barrel is finished, although the smoke tubes need to be installed. The firebox, which is being recreated, is about half done, with all the necessary materials acquired. The nuts, bolts, shims, and other components of the running gear will need to be inspected and work on that gear done where necessary, according to DeFrancesco. The museum has a plan to get bids from qualified companies as close as possible to Altoona to minimize contractor travel expenses and maximize how far the restoration money goes, DeFrancesco said. Current project leadership, which includes DeFrancesco, former Norfolk Southern CEO Wick Moorman, and rail enthusiast Bennet Levin, whom Moorman called "a force of nature," took over the work in 2021 and have spent about \$800,000 so far. That spending has produced an engineering report, an approval from the Federal Railroad Administration, corrective work on the boiler, acquisition of firebox materials, partial installation of the firebox, and completion of the tender. Prior to that, "a lot of money was spent with limited results," Moorman said. "The bottom line here is that this project is taking more time and money than anyone thought it would take when it started," Moorman said. "It's kind of the nature of the beast with locomotive restoration," he added. However, current leadership is committed to putting the engine back in service, Moorman said. Also, it is not only the K4 itself...the plan is for the old steam locomotive, built in 1918 in Altoona, to pull an educational and promotional train around Pennsylvania. That train would consist of five former Pennsylvania Railroad baggage cars and five former Pennsylvania Railroad coaches. Some of the baggage cars are in decent shape and some need significant work, but all are in the museum's possession. The passenger cars are owned by Henry Posner, chairman of the Railroad Development Corporation. The repairs needed for the baggage and passenger cars are not nearly as complex or costly as repairs that have been needed for the K4 Moorman said. (Thanks to William Kibler, Altoona Mirror)

Grand Canyon Railway News..."The Grand Canyon Railway steam train is one of these truly special experiences that captures everything people love about the American West," said Xanterra President & CEO Andrew Todd. "This year we're celebrating an incredible milestone...125 years since that first train pulled into the Grand Canyon South Rim depot on September 17, 1901. We're proud to be the stewards of that legacy and to keep connecting people to one of the world's great natural wonders." Operating two vintage steam locomotives, 2-8-2 No. 4960 and 2-8-0 No. 29, Xanterra is offering this year, expanded departures, new onboard amenities, in-cabin educational programming and an extended schedule. Grand Canyon Railway steam trains will be making their trips to the Grand Canyon about twice a month through October, adding to the fleet of diesel-powered locomotives greeting passengers during the busy tourist season. Approximately 225,000 passengers travel on the Grand Canyon Railway annually. The railway's main steam locomotive, No. 4960, was built in 1923 by the

Baldwin Locomotive Works. Grand Canyon Railway purchased it in 1989. According to Chief Mechanical Officer Eric Hadder, the locomotive was sent to them in parts by train. The wheels came by truck. Restoration took several years and cost about \$1.6 million. The locomotive made its debut in 1996, and in line with Xanterra Travel Collection's environmental and sustainable strategies, the engine uses recycled vegetable oil for fuel from the Xanterra restaurants in Williams and the Grand Canyon. Locomotive Manager Jesse Clark says he feels lucky to be able to operate such a historic piece of technology. "When I see all the smiling faces looking at the locomotive, I have a sense of pride in being able to take care of this amazing machine, and I'm thankful of all the people that came before me so that we can enjoy it today," he said. For ticket information and reservations, go to <https://www.thetrain.com>). (Thanks to V. Ronnie Tierney, Flagstaff Business News, via Tom Schultz)

Indiana Rail Experience...Ticket sales for the Indiana Rail Experience Fall Color Steam Special will begin on July 22. On October 16, 17, and 18, Nickel Plate Road 2-8-4 No. 765 will power the train and depart Pleasant Lake, Indiana, for a full-day's journey to Hillsdale, Michigan, and return. Ticket prices begin at \$109 and will be available by going to <https://www.indianarailexperience.org/fall-color-steam>. (Thanks to Alex Mayes)

Future Alaska Steam...The 557 Restoration Company's Volunteer Crew held its second and successful fire-up test on the 2-8-0 locomotive on July 11. A great crowd of volunteers, families, and 557 Board Members came and witnessed the eight hour event. When asked about future operating plans, an educated guess would be operation during tourist shoulder seasons around April and September when the Alaska Railroad is less crowded and their equipment is less in demand for regular passenger work. If you would like to make a donation to fund the restoration, please send a check to Engine 557 Restoration Company. EIN#46-2663256, PO Box 875360, Wasilla, Alaska 99687-5360.

Steam in Maryland...Maryland Railfest will return bigger than ever at the Western Maryland Scenic Railroad. This event will run on September 18-20. Three days of steam, diesel, and railroad history in downtown Cumberland. One of this year's biggest highlights is the return of the legendary Helmstetter's Highball, featuring the largest operating steam locomotive on the East Coast, Western Maryland 2-6-6-2 No. 1309. The Helmstetter's Highball will run on Friday at 4:00 p.m. Saturday at 9:30 a.m., 12:00 p.m., 2:00 p.m., and 4:00 p.m. On Sunday, the train will operate at 9:30 a.m., 12:00 p.m., and 2:00 p.m. For ticket information, go to <https://www.wmsr.com>.

Union Pacific 3985 Update...The Railroading Heritage of Midwest America restoration crew has been hard at work restoring the Union Pacific 4-6-6-4 No. 3985. Over the past few months, the tubes and flues of the "Challenger" were installed inside the boiler. This engine is equipped with 177 of the 4 inch Superheater Flues and 45 of the 2 and a fourth inch tubes. The crew successfully installed all the tubes and flues in just under five days. Each tube and flue was individually cut to length based on measurements taken directly from each of the tube sheets in the boiler. Once a length was determined, it was cut on a band-saw and then taken to a set of rollers to be cleaned and polished. The ends of the tubes were polished to remove additional millscale added during the manufacturing process. Millscale is a layer of iron oxides that forms on (Continues on Page 3)

STEAM NEWS (Continued)

the surface of steel when it is hot rolled in the manufacturing process. After tubes have been successfully rolled on the smoke box and firebox side, the process of beading and seal welding can begin. Beading the tubes and flue's primary purpose is to protect the ends of the flues from excessive stress caused by temperature variation, which can cause cracking. A steam locomotive injector is a non-moving parts device that uses some of the boiler's own steam to force fresh water back into that same boiler. The Nathan Manufacturing Company produced a type 4000 Injector that was very successful. However, with the decline of steam locomotive service in the 1950s, examples of the Nathan 4000 C Injector became few and far between. A decision was made to create brand new injectors for the 3985 and other restoration groups such as the Pennsylvania T-1 Trust that is constructing the famous 4-4-4-4 No. 5550. In addition to the Nathan 4000 C Injector being constructed, the PRR T-1 Trust also worked with RRHMA to create brand new blowdown valves for 3985. Substantial progress has been made towards the completion of UP 3985's tender. As of June, the current goal is to have the centipede tender back onto its wheels in preparation for final assembly of all brake rigging components. One of the most notable modifications that have been made to the tender's axle components is the conversion of the roller bearing boxes to adapt to a scaled freight car style roller bearing. In addition to the completion of the tender truck sets, RRHMA crews have also successfully installed the suspension components for the centipede tender. Installed with new pins, bushings, wear pads, and shimmed to the correct dimensions based on Union Pacific drawings, this tender will ride the best it ever has since it originally left the factory.

Progress Report of the PRR T1 Trust...Here are some notes as written by Jason Johnson, General Manager of the PRR T-1 Trust, concerning the construction of the T1 4-4-4-4 No. 5550. Having been involved with the PRR T1 Trust for the past ten years, it is remarkable to reflect on how far we have come. Many of the activities we are undertaking today were once only ideas on paper. In 2025, much of our focus was on completing the massive locomotive frame and advancing work on the cylinders. The frame was finished mid-year, marking a major milestone, and afterwards, we worked on the design and planning of our new erection facility at Dennison, Ohio. The groundwork laid in 2025 has positioned us for an exciting 2026. My personal goal is to set the frame on its drivers in 2026. This milestone is now within reach. Thanks to continued support, progress on the following items is now underway: All eight driver wheels are at the machine shop for final machining. All four main axles have been ordered. Main Timken roller bearings have been ordered. Driving box patterns are in production. Driving tires have been ordered. Cylinders are currently being welded. Brake rigging components have been ordered. Boiler firebox components have been ordered. What does this mean for the project? If our contractors and vendors remain on schedule, we anticipate mounting the tires in November and setting the frame onto the completed wheelsets before the end of the year. This would represent an extraordinary step forward. Meanwhile, continued progress on the boiler could see it completed in 2027, allowing it to be mated with the frame and running gear. It is incredible to consider that we are approaching this stage of construction. With less than \$3 million remaining to reach completion, and with the momentum we are seeing from our supporters, this goal to finish the locomotive is well within reach as we work towards a 2030 completion. (Thanks to Jason Johnson)

MIDWEST RAIL SCENE REPORT

Bits & Pieces Edition

By Roy Scrivner

No. 106 - August 5, 2026

Semiquincentennial Locomotives to Gather in Spencer, N.C. in August Specially-painted Semiquincentennial locomotives from across America will gather at the North Carolina Transportation Museum in Spencer, N.C., August 28 to 30 for what is being billed as a once-in-a-lifetime event to celebrate the country's 250th anniversary. The event is being sponsored by White River Productions, NCTM, and Trains Magazine. While the exact list of locomotives that will appear at the event has not yet been released, officials say Class Is, short lines and passenger railroads will all be represented. "White River Productions is thrilled to participate with the North Carolina Transportation Museum to bring America's 250th celebration to the forefront," said Kevin EuDaly, owner of White River Productions and publisher of Railfan & Railroad. "This will be a rare opportunity to see a tremendous group of specially painted locomotives in one place." The "America 250 Locomotive Celebration" is the third major gathering of locomotives at Spencer in the last 15 years, following 2012's Norfolk Southern Heritage Locomotive Family Portrait and 2014's Streamliners at Spencer event.

"The North Carolina Transportation Museum has been honored to host landmark events like the Norfolk Southern Heritage Locomotive Family Portrait in 2012 and Streamliners at Spencer in 2014," said Museum Director Kelly Alexander. "The America 250 Locomotive Celebration continues that tradition and gives the American public a chance to witness a piece of living railroad history." "We're pleased to partner with the North Carolina Transportation Museum on this extraordinary event," Trains Editor Bill Stephens said. "The America 250 Locomotive Celebration will allow us to recreate the memorable 1975 Trains photo of Bicentennial locomotives in Chicago. But unlike that event in the Belt Railway of Chicago's Clearing Yard, which was closed to the public, the America 250 Locomotive Celebration will allow everyone with a paid admission ticket to get in on the fun."

With the Bob Julian Roundhouse as its backdrop, the resulting image of red, white, and blue locomotives is expected to become one of the defining railroad photographs of the semiquincentennial year. Each day of the three-day event will feature different photo opportunities, with locomotives rotated on the turntable and arranged in groupings by railroad. Night photography sessions sponsored and coordinated by Railfan & Railroad, and train rides pulled by a museum diesel locomotive will be offered. A list of participating locomotives in the America 250 event will be released as details are firmed up. Ticket details and additional information are available at nctransportation-museum.org. Tickets go on sale Monday, July 20 at 9:00 a.m. Eastern Time for museum members and Tuesday, July 21 at 9:00 a.m. Eastern Time for everyone. The North Carolina Transportation Museum is located at 1 Samuel Spencer Dr., Spencer, N.C. [Railfan & Railroad newswire \(July 17\)](#) and [upcoming meeting with Big Boy 4014](#).

18 Short Lines to Participate in America 250 Locomotive Celebration Eighteen short line and regional railroads are expected to send locomotives to the America 250 Locomotive Celebration, joining the six Class I railroads already committed to the three-day event set for August

(Continues on Page 4)

MIDWEST RAIL SCENE REPORT

Bits & Pieces Edition - No. 106 - August 5, 2026 (Continued)

By Roy Scrivner

28-30 at the North Carolina Transportation Museum. The short line roster spans the country, from regional operators to small carriers with deep ties to their local communities. They include Aberdeen Carolina & Western Railway; Carolina Coastal Railway; Cincinnati Scenic Railway; East Penn Railroad; Florida Central Railroad; Genesee & Wyoming's Buffalo & Pittsburgh Railroad; Genesee Valley Transportation; Lake State Railway; Minnesota Commercial Railway; Morristown & Erie Railway; Naugatuck Railroad; New York, Susquehanna & Western Railway; OmniTRAX's Chicago Rail Link; Prairie Lines; Reading & Northern; R.J. Corman Railroad Group; and Wheeling & Lake Erie Railway.

Florida East Coast Railway, a Class II railroad, has also confirmed its participation and will send its America 250 locomotive to the event. The short line and regional railroad locomotives will be displayed alongside nine specially painted locomotives from the six Class I railroads: BNSF Railway, Canadian National, CPKC, CSX, Norfolk Southern, and Union Pacific. Locomotives from passenger railroads and from museums and preservation societies participating in the event will be announced soon. The America 250 Locomotive Celebration is

organized by the North Carolina Transportation Museum, White River Productions and *Railfan & Railroad*, and *Trains* magazine, to mark the 250th anniversary of American independence. Scale Trains and Virtual Railfan are sponsors of the event. Tickets are on sale now through the museum website, <https://www.nctransportationmuseum.org/america-250-locomotive-celebration/>. The America 250 Locomotive Celebration will include unique photo opportunities, rotating locomotive displays on the Bob Julian Roundhouse turntable, and train rides pulled by a museum diesel locomotive. Each day will feature a different lineup of locomotives and photography opportunities as equipment is rotated and repositioned throughout the event, ensuring a unique experience for returning visitors. *Railfan & Railroad* press release (July 24)



America's Railroads Celebrate America's 250 Birthday



BOHRELECTRONICS

Hand drawings by Andy Fletcher

JULY 28 MEETING MINUTES

CALL TO ORDER: By Mr. Andes, President, at 7:02 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 were no guests present.

JUNE 2026 MINUTES:

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

REPORTS:

PRESIDENT: Mr. Andes reported on tentative plans for an annual banquet at Raffel's in December.

VICE-PRESIDENT: Mr. Neal had no report.

SECRETARY: Vacant.

TREASURER: Mr. Price was absent, but sent a report to Mr. Andes 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, reported on the Fall Convention in September. Details are out and registration is open.

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

TRUSTEE: Mr. Hindt reported on the record attendance at Miami Valley Railfest and upcoming rare mileage trip on the LM&M out of Lebanon.

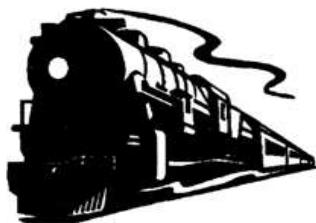
TRUSTEE: Mr. Edwards was absent.

TRUSTEE: Mr. Kammer had no report.

OLD BUSINESS: None.

NEW BUSINESS: None.

ANNOUNCEMENTS: Mr. Goins asked for clarification on parking in the rear lot, and Mr. Andes reported that those spaces are available for our use.



ADJOURNMENT: Absent any further business, Mr. Andes called for a motion to adjourn. So moved by Mr. Goins and seconded by Mr. Neal.
Adjourned at 7:17pm.

POST MEETING:

Ben Hindt began his program at about 7:25pm with a program from the Extreme Trains Complete Season DVD on the history and operation of the Ringling Brothers Circus Train. The Ringling Brothers Circus Train is 5,200 feet long, the largest private train on wheels, and travels over 20,000 miles per year. The consist includes 33 coaches, 4 stock cars, and 19 flat cars, with motive power provided by the host railroad. The program included loading and assembling the train after a performance, travel to the next destination, and unloading the train at the next venue. Many thanks to Ben for providing our Movie Night entertainment! Program concluded about 8:11pm. Mr. Finrock then announced that on July 24th, historian and author John White passed away. John White published over 35 books and 170 articles and served 31 years at the Smithsonian. Mr. Andes noted that Mr. White was a guest speaker for the Chapter Banquet about 10 years ago. The meeting disbanded about 8:25pm.

Submitted:

/s/ Mr. Andes, Acting Secretary



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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.

NEWSLETTER PRINTED BY



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NATIONAL RAILWAY HISTORICAL
SOCIETY
P.O. BOX 62023
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CALENDAR OF EVENTS

AUGUST

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

SEPTEMBER

Sat. Sept. 12 Bradford Rail Festival 11:00A.M. to 4:00 P.M.
Bradford, Ohio, Railroad Museum

Sat. Sept. 12 Lebanon Train Fest
& 40th Anniversary Celebration

Sun. Sept. 13 <https://www.lebanontrainfest.com/about>

Sun. Sept. 20 All Trains Flea Market 10:00A.M. to 4:00 P.M.
Darke County Fairgrounds, Greenville, OH

Tue. Sept. 22 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH
(Note: Fourth Tuesday, Not Last Tuesday!)

Sat. Sept. 26 Fostoria Rail Festival 10:00A.M. to 4:00 P.M.
Fostoria, Ohio, High and Elementary Schools

CHAPTER ACTIVITIES

July Meeting Program: The Circus Train!



Chapter Trustee Ben Hindt (left) and Chapter President Scott Andes (right) pose for a photo after Ben's program on the history and operation of the Circus Train. Photo by Richard King.