



Vol. 55, No. 10

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

October 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 4, advertise our upcoming Banquet on Page 3, post this month's Mystery Location photo on Page 5, share photos of the Ohio Rail Experience Lima Limited and the Chapter Train Watching outing on Page 6, and recap the September meeting on Page 7. 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.

On October 3 and 4, the Cincinnati Railway Company operated two 10-hour trips between Springfield and Lima, Ohio, under the Ohio Rail Experience banner. A selection of photos near Springfield appear on Page 6. Also on Page 6 are a selection of photos of the Chapter's first ever, or first in a long time, train watching activity in Glendale from 5-9pm on October 8. We saw 3 trains in a little over 3 hours and a great time was had by all. We hope to have more train watching events soon.

Our annual Banquet will be on Tuesday, December 8th, at Raffel's Catering in Evendale, at 7:00p.m., and a reservation form appears on Page 3. We will celebrate another successful year, enjoy a catered buffet dinner by Raffel's, and enjoy a great program. At press time we were still finalizing the presenter and program, but wanted to get the flyer out and start receiving reservations. We will also celebrate our 25 year members:

Larry Fobiano
William Marsh, Jr.

This month our Chapter meeting is our annual organizational meeting, and we will have our election of officers and trustees for the coming year. In accordance with our By-Laws, the current officers and trustees must provide at least one nominee for each position. All of the current officers and trustees are being re-nominated for another term, and additional nominations will be accepted from the floor at the Meeting prior to the election.

Thanks to Chapter Treasurer Dave Price for presenting last month's program. This month, our newest Member, Chapter Secretary Ward Wells, will present our program. See the next column for details.

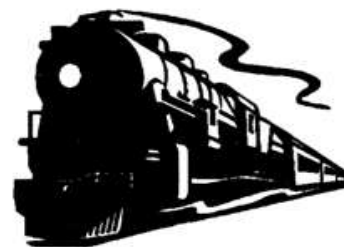
That's all for now. I'll see you at the meeting!

Scott Andes, President

OCTOBER MEETING

Our Chapter Meeting on Tuesday, October 27th, will be held at our Chapter Library, 10 Village Square, Glendale, Ohio, 45246, at 7:00 p.m. This month Chapter Secretary Ward Wells will be presenting our program. Ward's program is entitled "Cincinnati Rails & Highways – Aerial Images 1946-1972." Join us for a trip back in time to look at railroad-related aerial images taken by the Ohio Department of Transportation during the heyday of highway construction. We'll start in Covington, go up the Mill Creek, east to Kings Mills, and then back down to Sawyer Point. While we won't see any specific trains, we will see Cincinnati rail history that in some cases no longer exists or has changed significantly in modern times. 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

New York Central 3001 News...A steam locomotive that has sat at Elkhart's National New York Central Railroad Museum since the 1980s is leaving the city to undergo restoration in Ft. Wayne. The 3001 "Mohawk," a 4-8-2 steam engine, was built in 1940 by the American Locomotive Company and will travel down the tracks to the Ft. Wayne Railroad Historical Society to be restored. Brent Holaway, assistant curator of the National NYC Museum, said no other class L3a Mohawk NYC locomotives are in existence. "What you're looking at is a piece of history," Holaway said. "And the best way to preserve it is to put it in the hands of people who can care for it properly. It will be the only running NYC steam locomotive in existence once it gets to that point." Kelly Lynch, executive director of the Ft. Wayne Railroad Historical Society, said the restoration will cost an estimated \$4 million. "It's going to take a lot of volunteer time, a lot of donations, and a lot of blood, sweat, and tears," Lynch said. Lynch added that the locomotive will be broken down into individual components as part of the process. "We're going to reduce it to kit form," Lynch said. "And every part that you see on this machine is going to be remachined, remanufactured, restored, and touched by hand at some point. That's going to be a years' long process," Lynch said. The restoration is expected to take more than two years to be completed. On September 4th and 5th, the National NYC Railroad Museum and the Ft. Wayne Railroad Historical Society invited the public to the museum for a special farewell to the NYC steam locomotive No. 3001, a locomotive known to generations of railroaders and museum visitors simply as "The Mohawk." (Thanks to Serenity Proffitt, WNDU/16 News Now)

Ghost Town & Calico Railroad News...The Ghost Town & Calico Railroad is a 3-foot narrow-gauge heritage railroad and attraction within Knott's Berry Farm. The railroad's locomotives, No. 340 and No. 41, have spent nearly 75 years together there. They have recently been reunited after several years apart while the twin steam engines underwent complete overhauls. Locomotive 340 returned to the Buena Park theme park in late June after a two-year restoration at the Durango & Silverton Narrow Gauge Railroad in Colorado. Locomotive 41 underwent a similar two-year rebuild in Durango before No. 340. "We did it in phases because we didn't want to completely close our Calico Railroad," Knott's Senior Mechanic Mike Arciniega said. Knott's engineer, fireman, and mechanic Jacob Kern said locomotives 340 and 41 each have their own personalities. "They have their own quirks," Kern said. "They have their own unique sounds, whether it's the whistles, bells, or even just the sound of the engine running." Locomotive No. 340 (nicknamed Green River) and locomotive No. 41, (known as Red Cliff) were both built in 1881 at the Baldwin Locomotive Works in Philadelphia. Both are 2-8-0s. They arrived around the same time in 1952 after Walter Knott purchased the two steam engines, rolling stock, and even the rail track from the Denver & Rio Grande Western Railroad in Durango, Colorado. Walter Knott asked the Rio Grande for the nicest locomotives and they gave him locomotive 340, a poor steamer with a bad reputation. The 340's infamy likely insured her longevity because she was the least run locomotive in the Rio Grande fleet and the nicest engine as a result. Durango was the natural place for the twin restorations since both locomotives had come from the Denver & Rio Grande Western Railroad, which today serves as a home base for the Durango & Silverton tourist railroad. Now, after separate trips to Colorado, locomotives 340 and 41 are back together again running clockwise on an eight-minute route around the five-eighths mile track at

Knott's Berry Farm. "It feels good to have the 340 and 41 reunited after a total of four years of restoration. It's nice to have both engines back, available and running in good condition," Arciniega said. "Steam locomotives constantly need work. There's constant upkeep, but this level of a rebuild should not be necessary for a long time." (Thanks to Brady Macdonald, Orange County Register, via Tom Schultz)

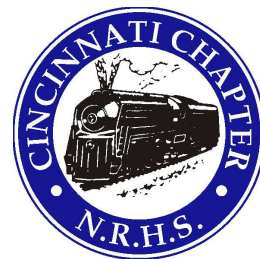
Kettle Valley Steam Railway News...A British Columbia excursion railroad has reopened after a devastating wildfire that killed at least one person and destroyed an unknown number of structures over the summer. The Kettle Valley Steam Railway was founded in 1995 to provide excursions along the historic Kettle Valley Railway, a subsidiary of the Canadian Pacific that ran from 1915 until 1988. The wildfire, known as the Bald Ridge Fire, began on August 7 near Summerland, B.C., home to the railway. The fire burned more than 50,000 acres and came very close to the railroad's station and shops. When the fire broke out on the afternoon of August 7, railroad crews began moving equipment down the line and out of harm's way. Included in this equipment move was the railway's primary power, Canadian Pacific N2b 2-8-0, No. 3716. The fire also forced the evacuation of tens of thousands of residents, so railroad employees were unable to access the shops and station area for a week. Finally, the railroad shared an update stating that its buildings and track had survived. Regular service eventually resumed on September 5 and, as before, the trains are being powered by locomotive No. 3716. Locomotive No. 3716 was built by the Montreal Locomotive Works in 1912 and worked in southeastern British Columbia for much of its career, including on the Kettle Valley. From 1975 until 2001, the 3716 was part of the BC Rail Steam Fleet, along with "Royal Hudson" 4-6-4 No. 2860. The Kettle Valley Steam Railway is now using its fall schedule. Trains run on Saturday, Sunday, and Monday, at 10:30 a.m. and 1:30 p.m. on those days. For more information, go to <https://kettlevalleyrail.org/rides>.

Steam in Washington State...The Polson Logging No. 70 has recently returned to service on the Mt. Rainier Scenic Railroad. This locomotive is a 2-8-2 "Mikado" type steam locomotive built by the Baldwin Locomotive Works in 1927. The locomotive spent years working the Polson Logging railroad hauling log trains. No. 70 was later purchased by Rayonier Corporation in 1945, and retired from service in 1962 when Rayonier purchased two diesels to replace their steam locomotives. No. 70 was eventually used by the Mt. Rainier Scenic Railroad in Mineral, Washington, until the railroad's closure in May, 2020. However, during 2023, No. 70 was returned to service as the Mt. Rainier Scenic returned to operation. At the end of 2025, the locomotive went down for its 1,472 day inspection but, after a surprisingly quick inspection and overhaul, the locomotive returned to operation during this summer. On selected dates in September and October, No. 70 will most likely be the power of three trains a day, departing from the depot at Elbe at 11:00 a.m., 1:15 p.m., and 3:30 p.m. These scenic trains operate between Elbe and Mineral, offering passengers a relaxing and memorable journey through the beautiful Pacific Northwest. For more information, go to <https://mtrainierrailroad.com/steam-train-excursions/>.

Reading and Northern News...The Reading & Northern passenger department has announced that steam locomotive No. 2102, a 4-8-4, will power Fall Foliage Train Excursions on Saturday, October 17, and Sunday, October 25. On both days, the excursion train will depart the Reading Outer Station at 9:00 a.m. It also will depart the Port (Continues on Page 4)



CINCINNATI CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY



**55th ANNUAL DINNER MEETING
TUESDAY EVENING, DECEMBER 8, 2026**



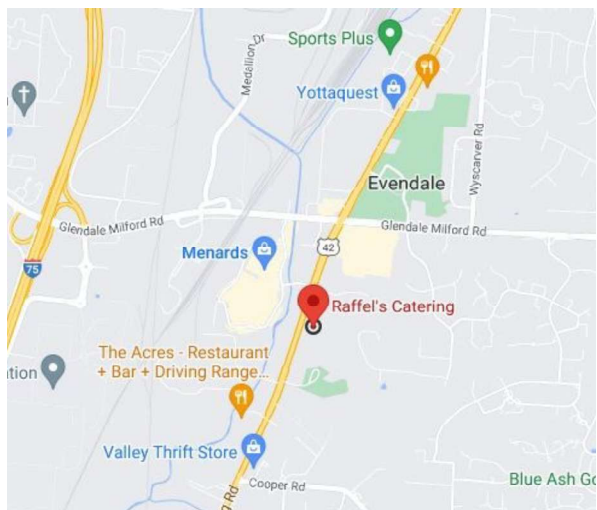
**AT
RAFFEL'S
CATERING**
10160 Reading Road
Evendale, OH



**CASH BAR
Starting at 6:00 PM**

SPECIAL PRESENTATION
Guest Speaker - To Be Announced
Program: "To Be Announced"

Plus Honoring Our 2026 25 Year Members



Dinner 7:00 PM
Menu Catered by Raffel's
Roast Beef in Au Jus
Vegetable Lasagna
Parsley Buttered Red Skin Potatoes
Steamed Vegetable Medley
Tossed Garden Salad
Dinner Rolls & Butter
Assorted Sodas, Coffee, Tea & Water
Assorted Desserts

\$40.00 Per Person

**Reservations Accepted
By Mail Through December 1st
(Use Form Below)**

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Name (List all persons attending) _____

Address _____

City _____ **State** _____ **ZIP** _____

Telephone # _____

Number Attending _____ **X \$40.00 = \$** _____

Make Checks Payable To: Cincinnati Chapter NRHS

Mail To: Frank P. Kammer III
1706 Marilyn Lane
Cincinnati, OH 45231



STEAM NEWS (Continued)

Clinton Station each trip at 9:45 a.m., with an arrival at Jim Thorpe by 12:05 p.m. The Jim Thorpe departure time is 4:05 p.m. Ticket prices range from \$99 to \$225 per person. Pullman Car Private Room is \$299. For more information, go to <https://rbmnr-rpassenger.com/fall-foliage-reading>.

Future Montana Steam...All across the United States, there are hundreds of old steam locomotives on display at museums, historical sites, and city parks. To most people, these relics look like a boiler atop big wheels covered in an intricate web of pipes, rods, domes, and more. While they are interesting to look at, it can be hard to see these masses as anything more than cold, hard, and lifeless steel. But for people like Larry Ingold, a steam locomotive is a living, breathing machine. That's why he's spent his entire career working on them, and that's why he's excited to lead a small group of volunteers breathing new life into an old steam locomotive on display at the Historical Museum at Ft. Missoula. Today, in total there are about two dozen steam locomotives of various sizes throughout Big Sky Country. Among them is Locomotive No. 7. No. 7 is a 70-ton, three-truck geared steam locomotive built in 1913 by the Willamette Iron & Steel Works in Portland, Oregon. It was specifically designed to haul heavy loads on poorly built tracks, which was common on temporarily constructed logging railroads. Instead of having a long series of rods moving three or four large sets of wheels, these locomotives had complex vertical cylinders that powered smaller wheels through geared connections. The locomotives were known as "Shays" because they were designed by a locomotive builder named Ephraim Shay. For decades, these locomotives were built exclusively by the Lima Locomotive Works in Ohio, but when the patents for the Shay-type locomotive expired in the 1920s, the Willamette Company seized the opportunity to build the engines. Not too long ago, Mr. Ingold approached the museum about giving the locomotive a fresh coat of paint and sprucing it up. But as he and a small group of volunteers began working on the project, they realized that the locomotive was still in good shape. Over that past few years, Ingold and his crew has taken everything apart, cleaned it up, and made repairs when necessary. They are also working with a contractor to repair the boiler. Having been involved with numerous steam locomotive restorations, Ingold said such projects can

take years, so he's not providing a specific timeline for when people will see the locomotive run. However, he's confident it will happen within the next few years. Currently, there is a short stretch of track at the museum for the engine to be moved on, and if successful, Ingold said he hopes they can build more track for a longer run. The group has already constructed a shelter over the locomotive to protect it and the volunteers who work on it from the elements. If locomotive No. 7 runs again, it will be the only operating steam locomotive in Montana. Ingold said he's looking forward to showing people what a real live steam locomotive looks like. (Thanks to Justin Franz Distinctly Montana)

Chesapeake & Ohio 614 News...Progress continues on Chesapeake & Ohio 4-8-4 No. 614 at Strasburg Rail Road Mechanical Services. While not every phase of the work is highly visible, a tremendous amount of important restoration is progressing across the entire locomotive. Strasburg's skilled mechanical team continues to make steady progress throughout No. 614, including work on the frame, firebox, boiler, running gear, wheels, appliances, brake components, throttle, piping, spring rigging, and many smaller details that are essential to a restoration of this scale. Inside the firebox, work continues as preparations progress for installing replacement side sheets, the throat sheet, and lower firebox door sheet. Firebox staybolt work is also progressing. New flexible and rigid staybolts have been cut and are now moving through the next stages of machining, including boring and threading, before final installation. The 614's driving wheel centers have been trued in preparation for new tires. The tire replacement program is part of a broader mechanical effort that also includes the booster, cross-heads, piston rods, spring rigging, and suspension components. Alongside the larger structural and mechanical work, the restoration includes air compressors, brake equipment, lubrication devices, valves, gauges, piping, and throttle components. In looking ahead, Strasburg's target remains a return to operation in mid to late 2027, subject to restoration progress, testing, and required approvals. Strasburg is not simply restoring No. 614 simply to remember what she once was. They are doing this so another generation can experience her alive, under steam, and doing what she was built to do. (Thanks to Strasburg Rail Road Mechanical Services)

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MYSTERY LOCATION

Can You Identify This Location in 1964?

By Ward Wells - The Answer Will Be in the Next Issue of *The Cincinnati*



Ohio Rail Experience Lima Limited October 3&4 - Photos by Scott Andes



Cincinnati Railway Company 1776, The Spirit of Lebanon, leads the return trip southbound at Baker Road on October 4.

Chapter Train Watching Activity October 8 - Photos By Scott Andes



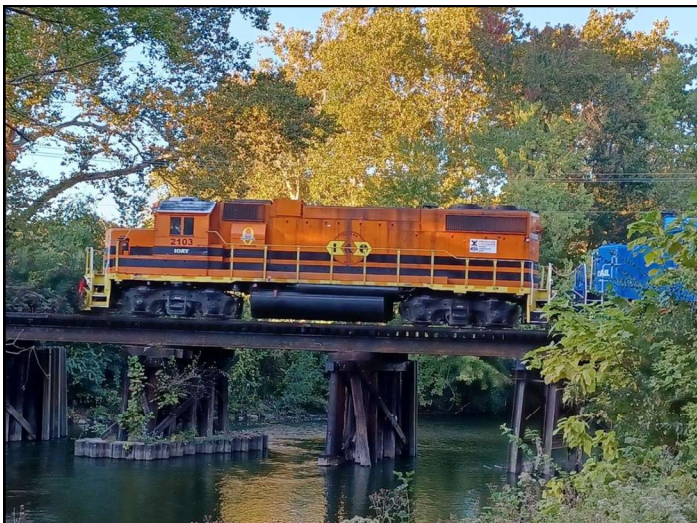
Frank Kammer, Ben Hindt, Carl Edwards, Richard King, John Goins, & Lee Hamersley await the first train in Glendale.



Cincinnati Railway Company 7544 in Conrail scheme trails on the return trip to Springfield Junction Yard on October 3.



A CSX southbound passes the Glendale Station in fading Light while Lee Hamersley & John Goins wave.



I&O 2103 trails over Buck Creek on October 4.



Dave Price shoots video of our last train of the evening.

SEPTEMBER 22 MEETING MINUTES

CALL TO ORDER: By Mr. Andes, President, at 7:05 pm

QUORUM: Mr. Andes determined a quorum was present with 10 members in attendance.

GUESTS: There were no guests present.

AUGUST 2026 MINUTES: Mr. Andes asked for a motion to approved said Minutes. The electronic version of *The Cincinnati* containing the minutes went out on September 17th, but the printed/mailed copies will not be mailed until September 23rd due to an unforeseen delay. A motion was made by Mr. Neal and seconded by Mr. Carter. The motion was approved unanimously.

REPORTS:

PRESIDENT: Mr. Andes reported the need to set a date for the upcoming Glendale train watching event and the need for a table, chairs, and possibly a tent. The September 30th rare mileage event brought in \$1,320 including the chapter matching donation. The October 17th hotdog fundraiser and ride in Lebanon will last about 90 minutes. Cost is \$50 of which \$40 will be donated to the WWRR. The event is co-sponsored by the Garden Railway and Queen City High Railers. Mr. Kammer is at the final meeting of the CP Huntington Chapter. The banquet will be at 7PM on December 8th at Raffles on Reading Road. Cost is \$39 per person and is a straight passthrough to the restaurant.

VICE-PRESIDENT: Mr. Neal had no report

SECRETARY: Mr. Wells introduced himself to the officers.

TREASURER: Mr. Price reported on the balances of the Schwab and Wright Patterson Credit Union accounts. The dues renewal season is fast approaching when members often give additional donations to the chapter.

CHAPTER REPRESENTATIVE TO NATIONAL RAILWAY HISTORICAL SOCIETY: Mr. King, Chapter Representative to the National Railway Historical Society, reported that the 2026 Convention was taking place the week of September 21-25 in Cleveland and the surrounding area. Mr. King attended the Advisory Council meeting. Mr. Andes and Mr. Wells attended the business meetings and Board meeting on September 21. The 2026 NRHS Rail Preservation Aware was given to CPKC. RailCamp had another successful run and the NRHS is working on a YouTube video to attempt to attract new younger members.

LIBRARIAN: Mr. King had no report.

TRUSTEE: Mr. Hindt reported the train show at Lakota West High School will be on October 10-11. An additional show will be at the Montgomery County Fair Grounds November 3-4.

TRUSTEE: Mr. Edwards reported the Wine Train is Oct 2. October 3-4 a run from Springfield to Lima is planned. The seasonal Pumpkin Express, Murder Mystery and Star Wars trains are upcoming.

TRUSTEE: Mr. Kammer was absent (attending the CP Huntington Chapter final meeting).

OLD BUSINESS: None.

NEW BUSINESS: None.

ANNOUNCEMENTS: Mr. Carter noted that Bart Jennings will be joining the NRHS Convention Committee for next year.

ADJOURNMENT: Absent any further business, Mr. Andes called for a motion to adjourn. So moved by Mr. Price and seconded by Mr. Hamersley, followed by unanimous approval. The meeting adjourned at 7:41 pm.

POST MEETING: Dave Price presented photos and movies of his trip to Pittston, PA, featuring an excursion behind the Reading 2012 on Reading and Northern rails. Dave's trip included seeing the Big Boy 4014 on its trip east for the America 250 celebration in July. The Program concluded at about 8:40 pm.

Submitted:

/s/ Mr. Wells, Secretary



ANSWER TO LAST MONTH'S MYSTERY LOCATION PHOTO

Congratulations to Joe Biancke, who was the first to email us the answer.

The photo was the intersection of Mitchell Ave. and Spring Grove Ave. NYC on the right, the B&O on the far left, and the N&W crossing over on a trestle from top right to bottom left.

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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.

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

CALENDAR OF EVENTS

OCTOBER

Tue. Oct. 27 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH

NOVEMBER

Sat. Nov. 7 NMRA Division 3 Show & Sale
and The New Montgomery County Fairgrounds
645 Infirmary Road, Dayton, OH
Sun. Nov. 8 Hours Saturday 11am-5pm, Sunday 11am-4pm.
Tue. Nov. 24 Regular Chapter Meeting & Program 7:00 P.M.
Chapter Library, 10 Village Sq., Glendale, OH

DECEMBER

Sat. Dec. 5 Buckeye Model Train & Railroad Artifact Show
Ohio Expo Center, Columbus, OH
Hours 9:00 A.M. to 4:00 P.M.
Sun. Dec. 6 Springfield Train Show
Clark County Fairgrounds, Springfield, Ohio
Hours 10:00 A.M. to 3:00 P.M.
Tue. Dec. 8 Annual Chapter Banquet & Program
Cash Bar 6:00 P.M., Dinner 7:00 P.M.
Raffel's Catering, Evendale, OH
Tue. Dec. 22 NO Regular Chapter Meeting

CHAPTER ACTIVITIES

September Meeting Program: Part 2 of The Ride on the Reading & Northern!



Chapter Treasurer David Price (left) and Chapter President Scott Andes (right) pose for a photo after Part 2 of Dave's program on his June excursion on the Reading & Northern. Photo by Richard King.