THE Cincinnatian

OFFICIAL PUBLICATION OF THE CINCINNATI CHAPTER • NATIONAL RAILWAY HISTORICAL SOCIETY

CINCINNATI CHAPTER N.R.H.S.

Vol. 55, No. 11 | Visit our Library at 10 Village Square, Glendale, OH 45246 | November 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, provide a flyer for our annual Banquet on Page 3, and recap the October meeting on Page 5. 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.

This month, before the snow flies, we are hosting our second Train Watching event. This time we will be in Hamilton, Ohio, on Friday, November 13th. See the next column for details and come out to join us!

As we head toward the end of 2026, things are going smoothly here at the Chapter and we find ourselves in this season of Thanksgiving having much to be thankful for. We thank you for your continued support in returning our current Officers and Trustees to serve you for another year.

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 "The Northwest!" by the Legendary Father Dale Peterka, featuring scenes in Montana, Idaho, Washington, and the Dakotas. We will also celebrate our 25 year members:

Larry Fobiano
William Marsh, Jr.

Plans for National conferences and the convention in 2027 are still being developed. Stay tuned for more information.

We are now accepting Chapter dues for 2026, and they are $25 which includes all family members at the same address. 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. National dues renewals are handled separately.

Thanks to our newest Member, Chapter Secretary Ward Wells, for presenting last month's program. This month, our friend Jim Corbett 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

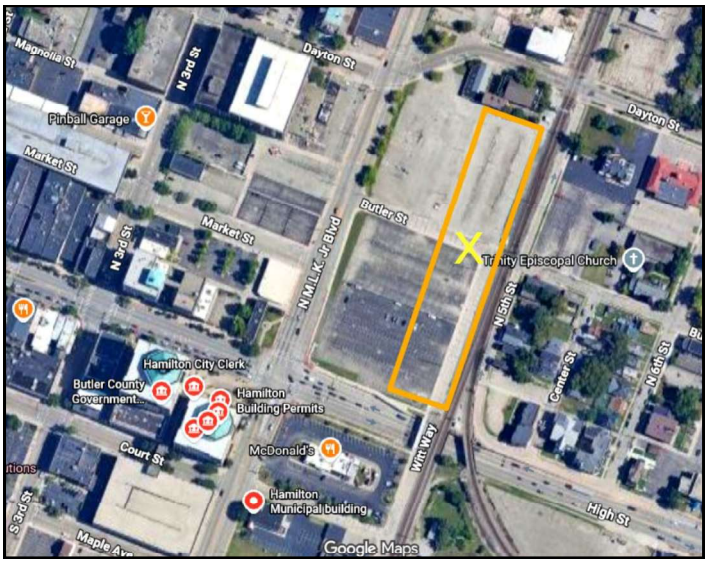
NOVEMBER MEETING

Our Chapter Meeting on Tuesday, November 24th, 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 is entitled "Railroads of Marion, Ohio". Marion has been a noted railroad hot spot for many years, and still sees significant railroad activity on a daily basis. Jim's programs always feature great historical content and context, 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!

TRAIN WATCHING!

We have a permit to meet on Friday, November 13, 2026, at Butler Street and the RR Track in Hamilton, Ohio, to view the trains. Time starts at 4 PM and will go as long as we wish up to 9 PM.

See the map below. If you are familiar with High St where it dips under the RR tracks we will be one block north along the tracks at Butler Street. We ask that, if you bring anything to eat and drink, you remove your waste when you leave. We hope to see you there!



STEAM NEWS By John Biehn

Steam in New Mexico…The Santa Fe 2926 was built by the Baldwin Locomotive Works in 1944 and hauled fast freight and passenger trains across the Southwest for only nine years before it was retired. In 1956, after three years of storage, the locomotive was donated to the City of Albuquerque and displayed in Coronado Park until 2000 when the now-named New Mexico Heritage Rail relocated the locomotive to be restored. That restoration was completed in 2021. The 2926 is now the largest operating 4-8-4 in North America. Atchison, Topeka & Santa Fe 2926 has made successful test runs between Los Lunas and Bernalillo, New Mexico, over the former Santa Fe main line that is now owned and maintained by the State of New Mexico. The Albuquerque-based locomotive first operated a fundraiser dinner train on Friday, September 25, from its restoration site roughly three miles to the South Rail Yards where it would be displayed for New Mexico Railroad Days, September 26 and 27. After being displayed on Saturday, September 26, it operated north to Bernalillo late that evening and returned to the display site early Sunday morning. That evening, it ran south from Albuquerque to Los Lunas and back. The engine covered a total of eighty miles during the weekend. During an upcoming Lerro Photography charter, the engine will operate at speeds up to fifty miles per hour on the same track. New Mexico Heritage Rail was approved last year by the New Mexico Department of Transportation to operate the locomotive on the 40-mile stretch between Bernalillo and Los Lunas. (Thanks to Nick Stewart)

Union Pacific Steam…After a six year hiatus, Union Pacific's Living Legend No. 844 is returning to the rails. The legendary steam locomotive will join Big Boy No. 4014 for Union Pacific's historic holiday tour this November, marking the first public excursion for No. 844 since the pair traveled together in 2019 to celebrate the 150th anniversary of the driving of the Golden Spike in Utah. The two steam locomotives will run as a "double header" during a fundraising excursion from Greeley to Denver, Colorado, on November 21, for the Make-A-Wish Foundation. The steam duo will then be on display later that day at Denver's Union Station, with Santa Claus and his elves handing out limited-edition gifts. Admission is free and open to the public. The return of No. 844 marks the long-awaited comeback of the railroad's famed high-speed passenger locomotive. Built in 1944, 4-8-4 No. 844 hauled some of Union Pacific's most recognizable passenger trains. Tickets will be available online beginning October 16 for patrons of the Union Pacific Railroad Museum for a one-way excursion behind these locomotives from Greeley to Denver. Any remaining tickets will be available to the general public on October 19. Tickets are for adults only, but families are invited to Denver's Union Station to view the locomotives. For tickets, go to https://www.uptraintix.org/travel-details.html . (Thanks to Union Pacific Railroad)

Steam in Pennsylvania…Patriot Rail's Gettysburg Railway is partnering with the Lincoln Fellowship of Pennsylvania and Northern Central Railway of York to bring steam railroading to Gettysburg this November, recreating Abraham Lincoln's 1863 visit. This is another event to help celebrate the nation's 250th anniversary. As part of Lincoln at Gettysburg "Shall Not Perish," Northern Central Railway steam locomotive No. 17 will travel to Gettysburg and pair with Gettysburg Railway passenger cars for a recreation of Lincoln's arrival and three days of public excursions. On Wednesday, November 18, the locomotive will pull approximately 200 invited passengers into Gettysburg, recreating Lincoln's 1863 arrival. A Lincoln actor will then retrace Lincoln's route to the David Willis House. From November 19-21, Gettysburg Railway will offer public one-hour steam excursions through the Gettysburg area. Northern Central Railroad No. 17, named "The York," is a custom built 4-4-0 "American" type steam locomotive. It was built in 2013 by the Kloke Locomotive Works of Elgin, Illinois. It is a reproduction of an American locomotive, a type common on North American railroads in the mid to late 19th century. "Gettysburg is a place where history surrounds us, and the railroad is an important part of that story," said Amy Welsh, General Manager of Gettysburg Railway. "We're proud to help bring this commemoration to life and give the public an unforgettable opportunity to experience steam railroading." For more information or order tickets, please visit https://share.google/hlk8Xrj1ePUWOYwqD . (Thanks to Patriot rail via Alex Mayes)

Future New York Central Steam…On an overcast September day, New York Central No. 3001 had a morning departure from its long-time home at the National New York Central Museum in Elkhart, Indiana. On September 15, the big Alco was bound for its new home at the Ft. Wayne Railroad Historical Society's restoration facility in New Haven, Indiana. Two years of preparation work, after acquiring the Mohawk type locomotive in 2024, culminated on that day with the society's carefully coordinated move over Norfolk Southern with that railroad's NYC heritage unit No. 1066 appropriately leading. On its first mainline outing in more than forty years, several brief inspection stops were made to examine the Mohawk's components and bearing temperatures. By the afternoon, the 4-8-2 was backed into the Ft. Wayne Railroad's shop building, ready to begin its estimated $4 million restoration, which aims to return No. 3001 to operation. (Thanks to Dutch Tubman via Tom Schultz)

Steam in North Carolina…Restoration of Denton FarmPark's 1942 steam locomotive No. 9 has reached the heart of the engine: its boiler. "Our crew has been hard at work and we have a new update on Locomotive No. 9's Restoration Project," the FarmPark announced in its Handy Dandy News newsletter. After a boiler engineering analysis, the crew compiled a list of repairs. The next step is removing the cab and appliances, such as the air compressor, to gain access to the side sheets and wrapper sheet. The inspection brought mostly good news. The boiler sheets were in good condition, minus a few small areas of localized fire-side-thinning that will also be addressed. The staybolts, which tie the firebox to the boiler's outer shell, did not fare as well. The boiler's staybolts were badly worn and a decision was made to renew all of the crown staybolts. The FarmPark has set a $500,000 goal for the restoration. The restoration timeline can only go as quickly as the funds will allow. Donations can be made at https://dentonfarmpark.com. No. 9 is a 50-ton 0-4-0 steam locomotive built in 1942 by the H.K. Porter Locomotive Works in Philadelphia. She first worked at a Baltimore shipyard before the Navy

(Continues on Page 4)

CINCINNATI CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

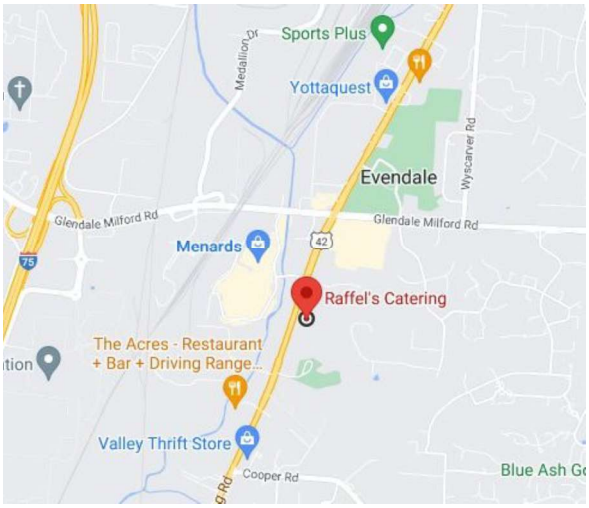
55th ANNUAL DINNER MEETING
TUESDAY EVENING, DECEMBER 8, 2026

AT
RAFFEL'S CATERING
10160 Reading Road
Evendale, OH

CASH BAR
Starting at 6:00 PM

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

SPECIAL PRESENTATION
Guest Speaker Father Dale Peterka
Noted Railfan, Photographer, Historian
Program: "The Northwest!"
Plus Honoring Our 2026 25 Year Member



$40.00 Per Person

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

Cut Here -

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)

put her to work at the Norfolk Naval Base during World War 2. Locomotive No. 9 eventually ended up in Denton around 1979 and FarmPark staff and volunteers restored the engine and laid the track by hand. No. 9 first ran at the 1980 Thresher's Reunion. In 1982, she was converted from oil to coal and given a tender, three passenger cars, and a caboose. The Handy Dandy Railroad officially opened that year on its 1.5 mile loop around the park. The engine ran at every reunion until a routine inspection after the 2019 event found she needed major boiler and firebox work. Since then, the park's 1948 diesel, No. 202, has kept the Handy Dandy Railroad running. (Thanks to the Davidson Local via Tom Schultz)

Union Pacific 5511 Progress Report…Railroading Heritage of Midwest America says that, while all has been quiet on the progress of steam locomotive No. 5511, they are now closer than ever in bringing the 2-10-2 back to steam again for the first time in 70 years. As of last month, UP 5511 successfully passed its FRA Hydrostatic Pressure Test. After countless man-hours and elbow grease, No. 5511 had water put in its boiler for the first time in seventy years. Upon being filled and pressurized, no leaks were found and preparation for the FRA Hydrostatic Test began. Over the course of four days, the boiler was heated using electric and propane heaters to 120 degrees and filled to the top of the steam dome with water. The pressure was slowly brought up over time to 250 psi and held while the steam restoration crew inspected the boiler for any leaks. Normal operating pressure for 5511 is 200 psi; however, for a FRA Hydrostatic test, the pressure is required to be approximately 1.25 times the maximum allowable working pressure. Once satisfied, RRHMA scheduled the Hydrostatic Inspection and successfully passed the pressure test. With a successful hydro test, the FRA has granted RRHMA permission to begin the process of preparing for a FRA-witnessed live steam test. While there is still lots of work on moving forward before the test, RRHMA intends to be prepared to execute the steam test within the upcoming winter season. Union Pacific No. 5511 was built by the Baldwin Locomotive Works in September, 1923, as part of UP RR's TTT-6 class. It is the last surviving 2-10-2 of 144 units operated by the Union Pacific from 1917 to the end of steam in 1959. The locomotive was initially assigned to pull heavy freight trains over the steep grades of the Wasatch Mountain Range between Ogden, Utah, and Green River, Wyoming. (Thanks to RRHMA)

Cotton Belt 819 News…For the first time in more than three decades, one of Pine Bluff's most recognizable pieces of railroad history rolled out of the Arkansas Railroad Museum a few weeks ago. Cotton Belt steam locomotive No. 819 was moved outside on September 22 as part of a formal inspection intended to answer a question railroad enthusiasts have been asking for years. What would it take to make the historical locomotive operational again? Previous unofficial estimates surrounding the locomotive's restoration have climbed as high as $3-5 million. After beginning a more detailed evaluation, however, the museum has developed a preliminary budget suggesting No. 819 could potentially be returned to service for less than $1 million. "We pulled 819 out of the shops and it was part of an inspection to identify what would be needed to return the locomotive to operation" said an approved statement by the museum's board of directors. The evaluation is intended to determine what repairs would be required, what those repairs would cost, and how a restoration project might ultimately be accomplished. No. 819's connection to Pine Bluff stretches back more than 80 years. The locomotive was constructed at the Cotton Belt's Pine Bluff shops during WW2 for the St. Louis Southwestern Railway, commonly known as the Cotton Belt. The locomotive spent approximately a decade hauling freight and passengers before eventually being retired. It later spent nearly 30 years on outdoor display in a Pine Bluff city park. Philip Bushdiecker, stated that the work completed during the locomotive's restoration in the 1980s, combined with more than three decades of indoor storage, has left No. 819 in very good condition and made it a very good candidate for an operational restoration, should the opportunity arise. (Thanks to Luke Matheson, The Pine Bluff Commercial, via Darrel Cason)



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OCTOBER 27 MEETING MINUTES

CALL TO ORDER: By Mr. Andes, President, at 7:11 pm

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

GUESTS: There were no guests present.

SEPTEMBER 2026 MINUTES: Mr. Andes asked for a motion to approve said Minutes. A motion was made by Mr. Hamersley and seconded by Mr. Edwards. The motion was approved unanimously.

REPORTS:
PRESIDENT: Mr. Andes reintroduced out "newest" member – Father Dale Peterka. Mr. Andes reported the annual banquet will be December 8th at Raffel's on Reading Road in Evendale. The featured speaker will be Chapter member Father Dale Peterka, who will present a program on the Great Northern. The deadline to register is December 1st. The October 17th fundraising event for the Whitewater Valley sold 16 tickets resulting in a $1,350 donation. Through two fundraising events, the Cincinnati Chapter has donated close to $3,000 to the Whitewater Valley Railroad's recovery efforts. The Glendale train watching activity was successful and the next train watching event is scheduled for Friday, November 13th in Hamilton from 4 to 9pm. The annual election will be held during New Business.

VICE-PRESIDENT: Mr. Neal had no report.

SECRETARY: Mr. Wells had no report.

TREASURER: Mr. Price reported on the balances of the Schwab and Wright Patterson Credit Union accounts, along with our stock holdings. The Whitewater has received and cashed our first donation check. Dues and donations are starting to come in and, along with existing balances, will help support a sufficient cash position to cover the Chapter's near-term operating expenses.

CHAPTER REPRESENTATIVE TO NATIONAL RAILWAY HISTORICAL SOCIETY: Mr. King had no report.

LIBRARIAN: Mr. King reported the possibility of loading stored slides into side projector carrousels for future presentation. There was interest from the group in doing this and volunteers to help make this happen.

TRUSTEE: Mr. Hindt reported that there will be a train show at the Montgomery County Fair Grounds November 7-8.

TRUSTEE: Mr. Edwards reported on the popularity of the LM&M's holiday train season and reminded us to get tickets early if we wish to ride.

TRUSTEE: Mr. Kammer reported on the possibility of a fundraising trip to the Age of Steam Museum in the future. Mr. Wells will follow up with an estimate of the cost for the NRHS national's tip during the convention. Participation with the Ludlow Chapter and the Dayton Railroad Historical Society might help boost attendance of a trip in the spring of 2027. A trip to Fort Wayne or to Dennison Railroad Museum to see the T1 might also be possible.

OLD BUSINESS: None. **NEW BUSINESS**: Election: The annual election of officers was held. The current officers and trustees nominated the current officers and trustees for election. There were no nominations from the floor. A motion was made to close the nominations by Mr. Baczkowski, seconded by Mr. King and passed unanimously. Mr. Andes asked for a motion to elect the existing slate of officers and trustees for another term. A motion was so moved by Mr. Baczkowski, seconded by Mr. Goins and passed unanimously.

ANNOUNCEMENTS: Mr. Price reported the East Broad Top Railroad is having success gaining access to abandoned trackage in Pennsylvania through favorable court decisions. The Reading and Northern is also in the process of reclaiming and rehabilitating abandoned trackage.

ADJOURNMENT: Absent any further business, Mr. Andes called for a motion to adjourn. So moved by Mr. Price and seconded by Mr. Neal. The meeting adjourned at 7:44 pm.

POST MEETING: Ward Wells presented a program titled "Cincinnati Aerials – Rails & Highways 1946-1972". This program included images taken from the Ohio Department of Transportation's Aerial Archive featuring rail locations throughout the Cincinnati area. The Program concluded at approximately 8:50 pm.

Submitted: /s/ Mr. Wells, Secretary

ANSWER TO MYSTERY LOCATION

Congratulations to Father Dale Peterka, who was the first to email us the answer. The photo was the C&O Cheviot Yard. Father Dale noted the roundhouse and the coaling tower.

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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.

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

CALENDAR OF EVENTS

NOVEMBER

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
October Meeting Program:
Vintage Aerial Photos of Cincinnati!



Chapter Secretary Ward Wells (left) and Chapter President Scott Andes (right) pose for a photo after Ward's program of vintage aerial photos of railroad operations in Cincinnati. Photo by Richard King.