



### Editor's Comments

**The next Membership meeting will be a virtual Zoom meeting at 7:30 p.m. Thursday, January 7.**

If you know someone who wants to view the meeting, either a visiting railfan or an interested person, it is okay to pass the link onto them (but please do not send to large groups).

**Watch for an email with meeting sign-in details.**

You will notice that this issue is a bit longer than our normal. We decided that it was time to better coordinate the issue month with the calendar, so this issue is a one-time combination of two months of H & M. In January, we will return to our typical monthly issue of 16 pages. In the meantime, please enjoy this month's articles and its many photos.

Happy Holidays! Let's all have a safe and happy New Year!

Do you have thoughts and questions that you'd like to share in future *Headlight & Markers*?

**Send electronic submissions to:**  
[headlight.markers@yahoo.com](mailto:headlight.markers@yahoo.com)

**Perhaps you've thought of submitting an article or two --- now would be a great time to do so!**

*Dave Puthoff*

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**President's Comments  
November - December, 2020**

*By Chris Mayhew*

Dear fellow Cincinnati Railroad Club members,

We wish you a very Merry Christmas and a Happy New Year. Let us hope that 2021 brings good times trackside, on the train and opportunities to gather together.

*Chris Mayhew*

**Amtrak News**

*By W. Mike Weber*

On Sunday December 20, the US Congress passed a COVID Relief Package that included 1 Billion Dollars for Amtrak. This will allow Amtrak to avoid further cuts, for now. Also passed was 14 Billion Dollars for transit. It is also intended to stop the bleeding. As the new administration begins work, we will want to see a budget that allows restoration of pre-COVID service, in both national and state services. As it is easy to forget that Amtrak had been having a good year in 2019, and in the first few months of 2020.

New VIEWLINER sleeping cars are now in service on the East Coast to Florida trains. So I would expect soon there could be that service with new baggage, baggage dorm, diner and sleeping cars. Amtrak will hopefully do something BIG for birthday number 50 this May — maybe begin running the Acela 2 trains in the NEC.

I cannot confirm if we have an Amtrak agent in Cincinnati —I know they are trying to hire one.

The Southshore RR will extend a spur to Dyer Indiana. Construction has begun. It certainly opens up a few trip ideas!!

I was surprised at the streetcar activity both in Memphis and Oklahoma City that I witnessed on a recent trip. Story soon!!

Happy New Year!

*Mike Weber*

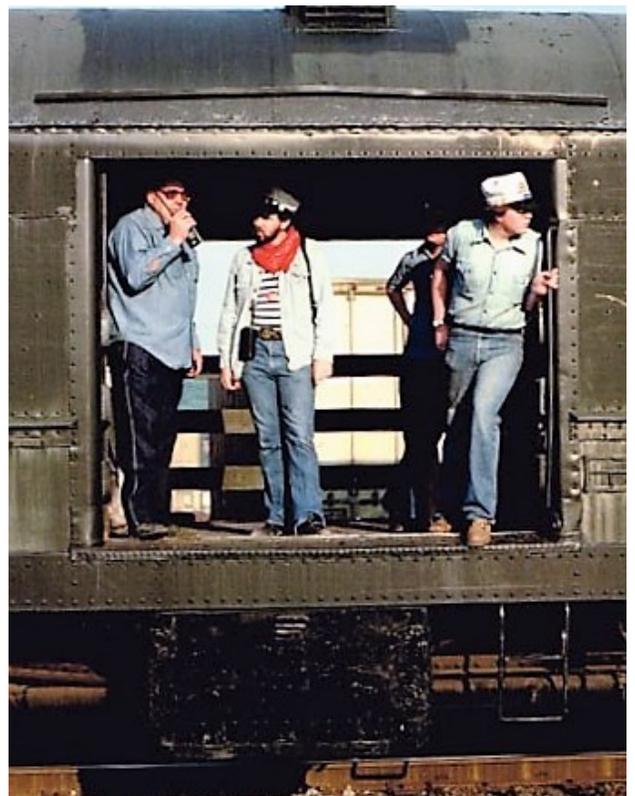
# PICTURES FROM MANY OF THE CRRC STEAM TRIPS

*By Dennis Teagle*

Pictures from some of the Cincinnati Railroad Club Steam trips. How many can you identify???  
Hope these pictures will be representative of future club trips. ENJOY!



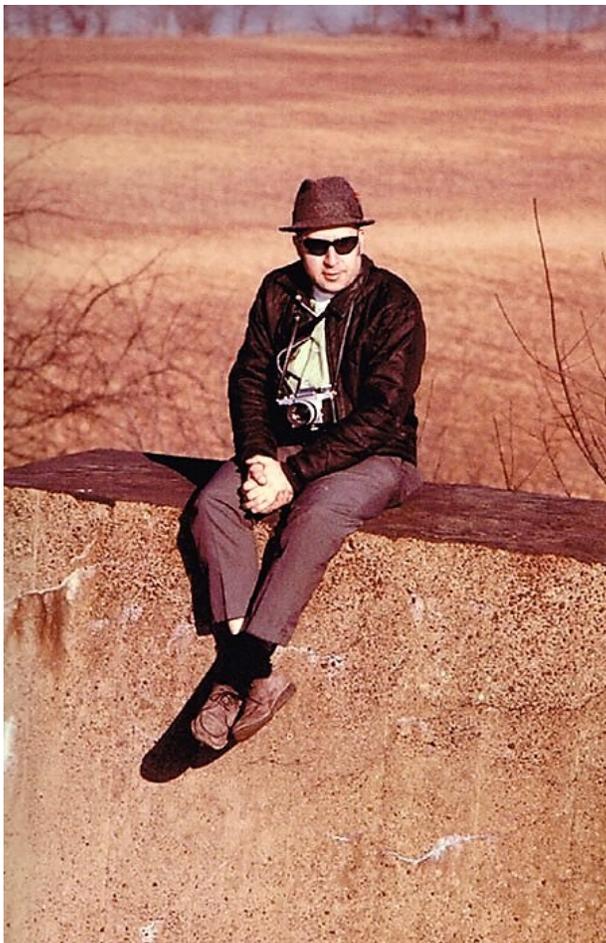
PICTURES FROM MANY OF THE CRRC STEAM TRIPS, *Continued from Page 3*



PICTURES FROM MANY OF THE CRRC STEAM TRIPS, *Continued from Page 4*



PICTURES FROM MANY OF THE CRRC STEAM TRIPS, *Continued from Page 5*



# VIRTUAL RAILFANNING IN TIME OF COVID-19

*By Roy Hord*

Every year as winter turns to spring one of the activities I look forward to doing is to hit the road with cameras, maps and a cooler and head for some of my favorite railfanning spots. I also look forward to one or more extensive trips to some far-off locations. Last March all of that came to an abrupt end as the Coronavirus invaded North America and folks became sick with Covid-19. I can still railfan locally but the wide variety of railroad action I enjoy is simply not available around here.

Fortunately, technology has made it possible and even easy to enjoy the wide variety of railroad action to be found in North America and also overseas. I am speaking of the hundreds of railroad video web cameras that have been installed. Accessing these camera feeds makes it possible to view almost any type of railroad action we desire.

**Railserv** ([www.Railserv.com](http://www.Railserv.com)) is a web site portal that gives you access to hundreds of railroad-oriented web sites worldwide. It is a great place to go to sample everything that is available to the homebound railfan. Many sites on Railserv are operated by museums, historical societies and even hotels and restaurants near the tracks.

In North America, two companies have installed cameras at railroad hotspots. To access some of the cameras you will need to purchase a subscription or become a member of that service. Other cameras are free because they are sponsored by businesses or individuals.

**RailStream** ([www.railstream.net](http://www.railstream.net)) is the smaller of these companies. RailStream operates 32 cameras in 22 locations. They offer three levels of membership beginning with a free option to view 10 locations. One of the most useful features of railroad web cams is the ability to rewind the feed up to 12 hours so you can view trains that were missed. On RailStream, you must have a paid subscription to use this feature. RailStream cameras cover the “Iron Triangle” of Fostoria, Ohio and many other eastern U.S. locations. Fostoria is a free location but you need a subscription to rewind. A Conductor Membership costs \$8.95 per month or \$100.00 per year. You get access to 14 locations and the 12-hour DVR option. The Engineer membership costs \$12.95 per month or \$144.00 per year for all RailStream locations plus the 30-hour DVR.

**Virtual Railfan “VR”** (<https://virtualrailfan.com>) is the largest provider of railroad web cams and covers all of North America. VR operates more than 80 camera locations with usually more than one camera at each location. Some cameras are static while some are moveable (called PTZ or Pan, Tilt, Zoom). VR camera streams use YouTube ([www.youtube.com](http://www.youtube.com)) as a video platform. 24 of the VR locations are free sites supported by donations, railroad groups or businesses. Just search for “free railroad web cams” on YouTube and these cameras will pop up. All the VR camera sites stream a 12-hour DVR and each site features a chat room which can be a lot of fun as well as providing up-to-date information about what traffic is moving. Many of the members on the chat have access to traffic management systems that report train movements. If you don’t see the chat on the right side of your screen just try another camera at that location. Only one camera per location features chat. VR memberships start at \$19.99 per month and include many options.

Given that each of these companies allows you to view some of their camera streams at no charge, there is no reason not to try it out. Here are some of my favorites. If you like passenger trains, San Juan Capistrano, CA is a great location on the former AT&SF Surf Line between Los Angeles and San Diego. Currently 26 Amtrak and State of California trains per day call at the beautiful Mission Style ex-Santa Fe depot. If you like non-stop freight action there are cameras on Tehachapi Pass (UP, BNSF), Cajon Pass (UP, BNSF), Horseshoe Curve (NS), LaPlata, MO (BNSF, UP), Deshler, OH (CSX, BNSF, UP, CP, CN) and many more. The Deshler, OH and Chehalis, WA sites also feature train logs which can be used to see what trains have run since midnight and what time they ran. This is very handy to use with the DVR function.

So now we can all sit back, enjoy our favorite beverage and watch trains while the wind howls and snow fall outside. On any given evening when the Amtrak *Southwest Chief* is running, nearly 3,000 train watchers tune in to watch the train stop at LaPlata, Mo. at 7:39 PM Central Time. Why not join us?

# SANTA FE, OHIO ?

*By Jack Haap*

In the August 2020 issue of *HEADLIGHTS & MARKERS*, Mike Rief had a very interesting story about a small town named Santa Fe in Auglaize County Ohio, and its old New York Central station. How many of us have ever heard of Santa Fe Ohio? I didn't, only the Santa Fe in New Mexico which I had the pleasure of visiting twice. Well, let's take another look at the Buckeye Santa Fe and its railroad background.

Santa Fe Ohio was located on a New York Central branch line that ran from St. Mary's Ohio to Peoria, Ohio. Peoria is on a NYC line that ran from Toledo, through Columbus to Gallipolis, Ohio before crossing the Ohio River to West Virginia.

Below is an abridged timetable showing the only two passenger trains that traveled through Santa Fe in 1926. I would think that at least one freight train a day ran each way. All times are Eastern Standard.

<b>Train 16</b>	<b>Mile</b>		<b>Train 17</b>
AM			PM
7:40	0	Lv St. Mary's Arv	7:45
8:02	10.6	<b>Wapakoneta</b>	7:22
8:14	17.7	Slater	7:08
<b>8:23</b>	<b>22.4</b>	<b>Santa Fe</b>	<b>6:57</b>
8:34	28.1	Russell's Point	6:45
8:58	39.6	<b>Bellefontaine</b>	6:17
9:35	58.8	<b>Peoria</b>	5:42
10:09	78.3	Kile	5:05
10:15	80.8	Amlin	5:00
10:25	85.9	Highway	4:50
10:40	93.5	Arv <b>Columbus</b> Lv	4:35

It seems to me that the schedule was set up to allow people to ride train number 16 in the morning to Columbus so that they could do shopping, go to a medical appointment or take care of business. With train 17 leaving at 4:35, people had about five hours to tend to their needs. Possibly the trains did mail work in both directions. Dairy farms in the area might have shipped their fresh milk to Columbus on 16, with the empty milk cans returning on the afternoon train.

At Bellefontaine, passengers could transfer to or from trains going to or coming from Cleveland, Indianapolis and St. Louis or any number of locations on the Big Four Route (NYC). By taking a half mile walk from the Wapakoneta NYC station to the Baltimore and Ohio station, a person could hop on a B&O train going to Toledo and Detroit in the north or Dayton and Cincinnati to the south. It always fascinates me that a few decades ago one could travel by rail to almost any place in the country.

## ***SANTA FE, OHIO ?, Continued from Page 8***

I would presume that the power on trains 16 and 17 were light Pacifics (4-6-2) steam engines. The Pacific type engines were very popular on passenger trains through the decades from 1910 to 1950. Normally the railroads would use older engines on short branch lines like the one that ran through Santa Fe. Other types of steam power might have been Atlantics (4-4-2) or Ten Wheelers (4-6-0), I really don't know.

Motor cars started to show up on the NYC in the mid 1920's and there was a good possibility that they were used on the St. Mary's trains. Motor cars looked very similar to a combine passenger car with windows in the front and radiators on the roof. Those on the NYC were gasoline powered. These cars could pull a couple of unpowered cars. The early built motor cars were mechanical driven (gears and clutches) the later ones were electrical driven, similar to a modern diesel locomotive.

By May of 1945 the St. Mary's branch was freight only. When trains number 16 and 17 were taken off, I don't know. I would think that if they were running on December 7, 1941 (Pearl Harbor Day) that they would have been kept running until the end of World War 2 (August 14, 1945). Which makes me think that the two trains were discontinued in the 1930s, during the height of the Depression. When the St. Mary's branch was closed, that I don't know either.

How about the other Santa Fe, you know, the one in New Mexico? In 1926 there were five Santa Fe RR trains running daily down to Lamay, New Mexico, a distance of 18.1 miles. The reason, to meet the major varnish on the main line, like the California Limited. In May 1945 the only schedule train out of Santa Fe was a mixed train, that ran down to Lamay and back to Santa Fe. The 1945 time table reads that "Buses also operate between Lamay and Santa Fe, making connections with all Main Line Trains."

I always had a rough time wondering why the railroad was called Santa Fe when the town of Santa Fe, N.M. was 18 miles from the main line, and not the name of the largest city in New Mexico. On second thought maybe the name Atkinson, Topeka & Albuquerque doesn't sound quite right.



This K-11 class Pacific could be similar to the type of motive power that was used on the St. Mary's branch in the 1920's and 1930's. The K-11s were built in 1911 by Brooks, a part of ALCO.

# A VISIT TO KENTUCKY STEAM HERITAGE CORPORATION

*By Charles H. Bogart*

Among the proposed sites for CRRC to visit in 2020 was the Kentucky Steam Heritage Corporation (KSHC) Shop at Ravenna, Kentucky. This visit did not happen due to Covid-19. However, on 31 October 2020 a group of railfans from Lexington, Kentucky, received an invitation from KSHC to visit Ravenna and observe the progress that has been made on returning Chesapeake & Ohio Railway (C&O) 2716 to steam operation.

Ravenna, located some 40 miles southeast of Lexington, had been developed in the early 1900s by the Louisville & Nashville Railroad (L&N) as a railyard for making up coal trains moving north. Unfortunately, changes in the movement of coal had by the year 2000 rendered Ravenna surplus to CSXT needs. The yard was closed by CSXT in 2010 and most of the track taken up.

In 2018, KSHC bought from CSXT a portion of the Ravenna Yard that contained the Yard's CSXT Car Repair Facility building. KSHC then transported from the Kentucky Railroad Museum at New Haven, Kentucky, C&O 2716, a 2-8-4 Kanawha, to Ravenna. KSHC's plan is to rebuild C&O 2716 within the former CSXT Car Repair Facility building. The hope is to have C&O 2716 ready to operate under steam in 2026.

Below, are a series of photos I took during our visit to Ravenna.



A view of the KSHC site as one enters their property. The area right center is the former CSXT locomotive service center. In the rear is the former CSXT Car Repair Facility now home to KSHC. This area was completely covered in 6-foot high scub trees when KSHC purchased the site and all track in this area had been removed. By 2020, CSXT had reduced the Ravenna Yard to a main-line track and three storage tracks located on the north side of the yard. KSHC has accomplished a major undertaking in clearing the vegetation, renovating the former car shop, reinstalling the area's drainage system, and putting in .5 miles of track.

**A VISIT TO KENTUCKY STEAM HERITAGE CORPORATION, *Continued from Page 10***



A view of the former CSXT Ravenna Car Repair Facility that now houses C&O 2716 behind the center door.

The two cabooses and the Nickel Plate steam locomotive are refugees from the former Indiana Railroad Museum at Noblesville, Indiana. They are in storage at Ravenna and do not belong to KSHC.



A close-up of the former Nickel Plate locomotive as she rests in the outdoor storage area.

**A VISIT TO KENTUCKY STEAM HERITAGE CORPORATION, *Continued from Page 11***



A head on view of C&O 2716 through the shop door. The shop building had just had heating installed to allow work to continue in the building during winter.

A view down along the engineer's side of the locomotive. The hoist frames had been left by CSXT when they closed the Shop.



A look into the locomotive from where the firebox used to sit.

**A VISIT TO KENTUCKY STEAM HERITAGE CORPORATION, *Continued from Page 12***

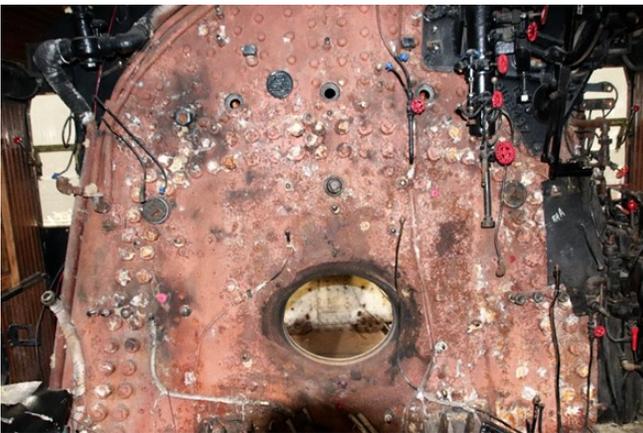


A view of the Fireman's side of C&O 2716.

A view of the cab and Fireman's side of the locomotive.



A close-up of the entrance into C&O 2716's firebox from the cab



A view of the Engineer's position.



**A VISIT TO KENTUCKY STEAM HERITAGE CORPORATION, *Continued from Page 3***



A view through the cab's firebox entrance into the firebox and boiler area. Rear center is a bank of fluorescent lights used for lightening the interior working area.

A view from the ground through what was the firebox toward the cab.



The coupling pin for holding C&O 2716's tender to the locomotive.



In 2019, CSXT donated C&O 3203 to KSHC after having the Huntington Shop restore it to new



**A VISIT TO KENTUCKY STEAM HERITAGE CORPORATION, *Continued from Page 14***



This L&N Fairmont speeder has been donated to KSHC. It is in running condition.

In 2020, CSXT donated to KSHC this operatable EMD SW1500 switcher, CSXT 1100. She is ex L&N 1500. KSHC's plan is to repaint CSXT 1100 back into her L&N colors.



This Pennsylvania RPO car is owned by KSHC and sits on a holding track behind the Repair Shop. The track in the foreground leads to the Shops.

## Railfan's Diary

Early Amtrak Consists: "They Made the Trains Worth Traveling Again"

-or-

The "Rainbow Era" – Part 1

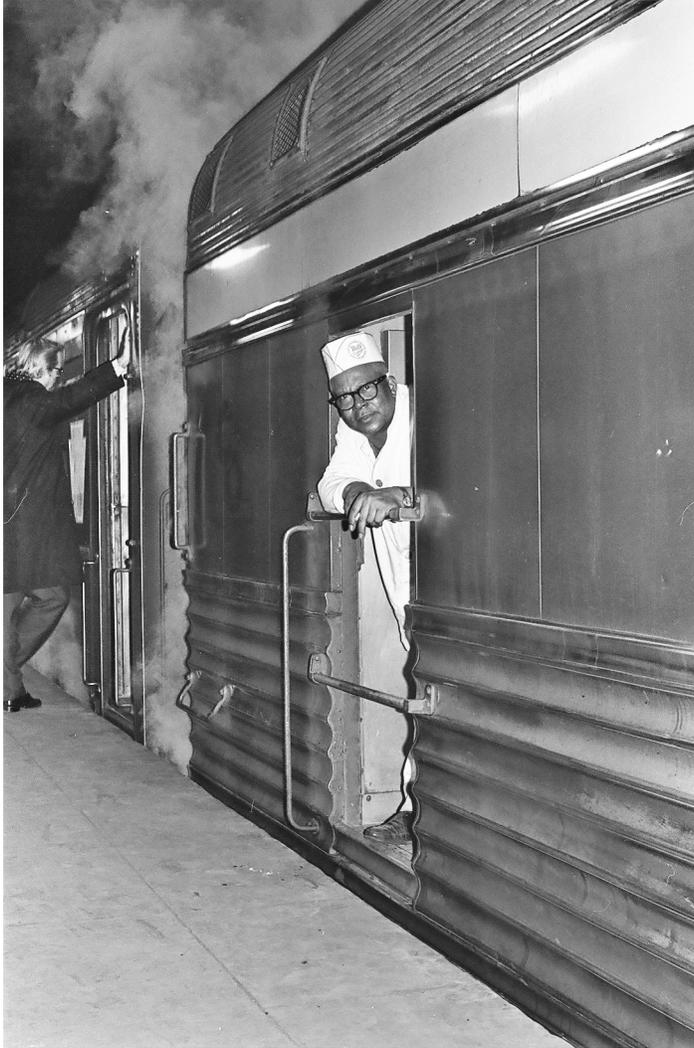
*By Jim Mixer*

While I had a burst of passenger train consist-noting in 1966, high school and college kept me busy for the next few years. The coming of Amtrak, though, got me going again. Amtrak began operations in 1971 by acquiring initially about 1300 of the best-condition passenger cars from the railroads who joined it and were allowed to discontinue their own trains. For several years beginning in 1972, Robert J. Wayner published the Amtrak Car Spotter listing the acquired cars and their configurations (in many cases modified by Amtrak), with notes on their origins. At one time, I set myself the goal of actually seeing all of these cars, so this required writing down consists in the field, which I did using a series of 80-page steno notebooks (as of 2020 I am on my fifth one.) I also used a hand-held cassette recorder, so as a train passed, after taking photos of its approach, I could speak the numbers of the power and passenger cars into it for later transcribing of the consist.

Even before Amtrak owned any equipment, it had adopted the slogan, "We're Making the Trains Worth Traveling Again." Western travelers, whose remaining trains run by Santa Fe and Burlington Northern had been of good quality, probably wondered about the message. On the other hand, Southern Pacific riders, as well as those in the Penn Central-dominated East, who had suffered through vending machine dining, coach-only train remnants, trains not listed in timetables, trains terminated enroute when regulatory agencies approved train-off petitions, dirty windows, and surly train personnel could only hope for improvements. While Amtrak has had its ups and downs, and is still having them, when I look through my train listings, I conclude that, yes, in many cases, the trains were made worth riding (and photographing!) again.

After a few years, Amtrak began to buy new cars to supplement and replace its second-hand purchases, and as some of the early-purchased cars were scrapped or sold, I realized I would never achieve my goal of seeing all of them. I kept track in a Wayner Amtrak Car Spotter, and my tally was approaching 1200 cars before I gave up on it! Nonetheless, consist-writing had become ingrained, and now my five steno books provide a history of sorts of nearly 50 years of Amtrak's equipment evolution. There were distinct stages which I will describe with the help of Elbert Simon and David C. Warner's "Amtrak by the Numbers, A Comprehensive Passenger Car and Motive Power Roster 1971-2011." This book is a must-have for American passenger train equipment nuts like me! In this second series of H&M articles on train consists, I'll trace some of this Amtrak evolution.

Starting with this Part 1, I'll go in chronological order through the Amtrak passenger car phases. The first phase began with the May 1, 1971, start of Amtrak operation. Initially, Amtrak bought and assigned better-condition cars to replace the worst-condition cars being operated by the railroads. Fairly soon, purchased cars began to get Amtrak colors, some cars were getting substantial interior refurbishing, and some cars were reconfigured. This first phase has come to be known as the "Rainbow Era," because many railroad paint schemes mixed in with new Amtrak livery. It was also known as the "steam-heated" period, because all but 23 of the cars purchased from the railroads were steam-heated. In retrospect, this is my favorite period, because dome cars and observation cars began running where there had been none in recent years or maybe ever. The Rainbow Era came to an end by 1976 as by then most cars bore Amtrak livery.



**B&O Chef**--In one of my favorite images, Amtrak's Boston-Chicago James Whitcomb Riley pauses in Penn Station New York in March, 1972; I had boarded its Union Pacific-liveried sleeping car in New Haven, heading home to Cincinnati for Spring Break. The diner-lounge flat-end observation lounge car built for the Chessie still has its C&O stripe, and the chef taking a smoke break is appropriately wearing a B&O toque, because the car's and perhaps the chef's last assignment on the B&O was on the final Capital Limited on April 30, 1971. Later in the day, as I savored the moonlit Blue Ridge Mountains from an ex-Great Northern dome coach added in Charlottesville, I resolved to ask Lolly Olena out on a date when I got back to school. She and I celebrated our 46th wedding anniversary earlier this year.

So, let's begin with the "Rainbow Era." I was in college in western Massachusetts in fall, 1972; Amtrak's Washington-Montreal "Montrealer" (not in the original Amtrak system but added in October, 1972) passed nearby in the late evening; Lolly, whom I was dating at the time, and I would drive alongside the train on a state highway, me driving and dictating engine and car numbers while she scribed (it's amazing she later married me!) In all of the following tables, if the railroad column has no entry, it means the unit/car was in Amtrak colors. Here are two examples, one a larger ski season version:

**Railfan's Diary, Continued from Page 17**

Amtrak Train 60, the Washington-Montreal Montrealer, October 25, 1972, north of Springfield MA			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
E-unit	Penn Central	4044	
E-unit	Penn Central	4255	
4 section, 4 bedroom, 8 roomette sleeper	Canadian National	Elnora	Pullman-Standard (P-S) built
10 roomette, 6 bedroom sleeper	Southern Railway	Altamaha River	Pullman-Standard (P-S) built
Dining-lounge observation car (blunt end)		8301	Built for C&O Chessie
Coach		7000	ACF-built for RF&P Old Dominion
Coach	Seaboard Coast Line	5478	City of Miami paint scheme

Amtrak Train 60, the Washington-Montreal Montrealer, December 1, 1972, north of Springfield MA			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
E-unit	Penn Central	4036	In Amtrak paint
E-unit	Penn Central	4047	
Baggage	Santa Fe	3553	For baggage and skis
10 roomette, 6 bedroom sleeper	Union Pacific	Pacific Waters	
10 roomette, 6 bedroom sleeper	Southern Railway	Potomac River	Pullman-Standard (P-S) built
Dining-lounge observation car (blunt end)		8302	Built for C&O Chessie
Coach	Canadian National	5578	Canadian Car Foundry
Coach		5477	Built for Florida East Coast
Buffet-Lounge	Penn Central	4449	Built for Denver & Rio Grande
Coach		7003	ACF-built for RF&P Old Dominion
Coach	Penn Central	1576	Built for PRR
Coach	Penn Central	1574	Built for PRR

The Montrealer was popular with the New York area ski trade--passengers could leave the Big Apple after 9:00PM, eat and drink the night away, arriving at ski towns around dawn the next day. The same itinerary worked in the reverse direction as well. For a time, one sleeper even operated to/from Miami! One of the first major Amtrak car reconfigurations were "Le Pub" cars converted from coaches built for C&O's never-operated Chessie; replacing the Penn Central Buffet-Lounges, they provided Montrealer revelers with live electronic piano entertainment. The Montrealer thrived for a number of years before a budget cut resulted in its discontinuance north of St. Albans VT and renaming to today's "Vermonteer."

Besides Amtrak's equipment improvements, new through car arrangements began (like Montreal-Miami). While the Southern Railway had stayed out of Amtrak, its New York-Birmingham or (tri -weekly) Los Angeles sleeping cars were extended to Boston. Here's Amtrak train 173 at New Haven, serving as both a corridor train and transcontinental:

**Railfan's Diary, Continued from Page 18**

Amtrak Train 173, the Boston-Washington Southern Crescent, October 29, 1972, at New Haven			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
GG-1	Penn Central	4917	
Coach	Southern Railway	826	Through Boston-New Orleans car; built
10 roomette, six bedroom sleeper	Southern Railway	Shenandoah River	Pullman Standard (P-S) built; from Boston, it will overnight at New Orleans and
Coach	Penn Central	1525	Built for PRR as a 21 roomette car
Coach	Penn Central	4050	Built for PRR for ACL Florida trains
Coach	Penn Central	2922	Built for NYC
Coach	New York Central	3601	P-S built for NYC
Coach (rebuilt to coach by PRR)	Pennsylvania	1506	Built for PRR as 21 roomette car
Coach (rebuilt to coach by PC)	Penn Central	3193	P-S built for New Haven as parlor car
Dining car	Seaboard Coast Line	5950	P-S built former ACL "Atlanta"
Coach	Penn Central	1574	Built for PRR
Baggage-parlor-lounge car	Penn Central	7180	P-S built for NH, "Berkshire County"

Here are several examples of Amtrak trains in the Northeast Corridor. Before Amtrak, the New Haven and Penn Central had reduced costs by replacing dining cars and grill cars by installing snack bars in coaches and a galley for at-seat meals in parlor cars; Amtrak largely continued this practice.

Amtrak corridor train, October 25, 1972, at New Haven			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
GG-1	Penn Central	4919	
Galley-parlor car (meals at seats)	Penn Central	Paul Revere	Built for PRR for the Senator
Snack bar coach	Penn Central	3219	P-S built as coach for NYC, which added
Coach (rebuilt to coach by PRR)	Penn Central	1538	Built for PRR as 21 roomette car
Coach (rebuilt to coach by PC)	Penn Central	3195	P-S built for New Haven as parlor car

There were Springfield MA-New Haven connections to Northeast Corridor trains; here's an example:

Amtrak Train 405, Springfield MA-New Haven connection for the Senator, October 26, 1972, at New Haven			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
RDC-1's	Penn Central	66 and 38	Built for the New Haven

Let's move a bit west. Cincinnati did not fare well in Amtrak's new network—the only trains retained were Cincinnati-Chicago and Cincinnati-Washington/Newport News. But what was retained was improved with Rainbow Era car assignments and subsequent refurbishing? On April 30, 1971, the day before Amtrak, the Penn Central James Whitcomb Riley to/from Chicago consisted of a diesel, baggage car, snack bar coach, and coach. The C&O George Washington to the east consisted of power, a baggage car, a food bar coach, coach, and sleeper. The two trains connected in Cincinnati westbound but not eastbound. Amtrak revised the schedule so the trains became a through Riley westbound and a through George eastbound; some years later the train was renamed the Cardinal and has gone through route and schedule changes for a variety of reasons. The Riley/George was showing new signs of life by late 1972. Who could have guessed in the dark days of early 1971 that Cincinnati would have a train with both a dome and an observation car?



**Charlottesville** --The James Whitcomb Riley/George Washington was assigned a dome coach early on; due to clearance restrictions in Washington, the dome had to run in the Newport News section of the train, which split in Charlottesville. Here is a late 1974 Newport News section of the George leaving Charlottesville behind an ex-RF&P E8, with the dome coach from Chicago and an ex-B&O dormitory-coffee-shop (built by P-S for the Columbian and named "Silver Spring") from Charlottesville providing food service. For fun when observing the evening westbound Riley being combined at the C&O station in Charlottesville, I would board the dome after it arrived and ride it out into the yard and back as it was switched into the section from Washington. When Amtrak decided its Newport News service should go north from Richmond into the Northeast Corridor instead of west to Cincinnati and Chicago, the ex-C&O line between Charlottesville and Richmond became freight only.

Amtrak Train 50, Cincinnati-Washington/Newport News George Washington, December 25, 1972			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
E-unit	C&O	1455	
GP-9	C&O	6697	
Dome Coach		9473	To Newport News; built for the Empire Builder
Coach	Penn Central (PRR)	1531	Budd-built for PRR as 21 roomette car
Coach	C&O	1643	P-S built
Coach	Seaboard Coast Line	5262	P-S built for the C&O
Coach (rebuilt by SF to coach)		4880	P-S built for Santa Fe as coach-observation
10 roomette, 6 bedroom sleeper	Seaboard Coast Line	Tampa	P-S built for Seaboard Air Line
Dormitory-diner-lounge-observation (blunt end)		8200	Blue Ridge Club, one of eight P-S built as 5 bedroom, lounge observation cars for the C&O

By June 1973, the power and three of its seven cars were in Amtrak colors, a notable exception being an ex-N&W/Wabash dome coach which N&W had run on the Powhattan Arrow and the Pocahontas; Blue Ridge Club was classily the tail car.



**BandODome**--Amtrak bought only thirteen cars originally built for the B&O. Eight were Budd-built Bird-series sleepers, and five were built by Pullman-Standard for the Columbian: two coaches, a baggage-dormitory-coffee shop, and two "Stratadome" coaches whose low profile allowed them entry into Washington. B&O added a snack bar under the domes and used them for a time on the Cincinnati-Detroit Cincinnati in the late 1960's; here is the former "High Dome" in the Chicago coach yards; note the bar on the forward end of the car to protect the dome glass from tunnel icicles.

*Railfan's Diary, Continued from Page 20*

In early Amtrak years I made several pilgrimages with Denny Hamilton to Chicago to ride and photograph Amtrak, usually over the Christmas/New Year's holidays, when consists were larger than normal and great examples of Amtrak's Rainbow Era. Burlington Northern, Santa Fe, and Union Pacific had maintained their passenger cars even as their trains were shortened and many discontinued. It was only natural that Amtrak would make extensive use of them early on.

Amtrak Train 5/55, Chicago-Denver (daily) and Oakland (tri-weekly), December 27, 1972			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
E-unit		334	
E-units	Union Pacific	959 and 956B	
Baggage	Union Pacific	6007	
Coach		4558	St. Louis Car Co. built for Union Pacific
Coach	Burlington	Silver Sword	Built for KC and American Royal Zephyrs
Coach		4521	P-S, built for Santa Fe
Coach	Burlington	Silver Shield	Built for KC and American Royal Zephyrs
Coach	Santa Fe	2845	P-S
Full dome lounge (converted by SP)	Southern Pacific	3602	P-S built as counter-tavern for SP Daylight
Dining car	Burlington	Silver Cafe	Built for the California Zephyr
Dome-dorm-coffee shop car	Burlington	Silver Kettle	Built for the Denver Zephyr
Dome Coach	Burlington	Silver Rifle	Built for the California Zephyr
Slumbercoach	Burlington Northern	Loch Tay	Built for NYC Twentieth Century Limited
10 roomette, six bedroom sleeper	Burlington Northern	Silver Point	Built for the California Zephyr
10 roomette, six bedroom sleeper	Burlington	Silver Terrain	Built for the Denver Zephyr
10 roomette, six bedroom sleeper	Burlington	Silver Hollow	Built for the Denver Zephyr
6 bedroom, 5 compartment sleeper	Burlington	Silver Pelican	Built for the Denver Zephyr



**WB SFZ**--On a cold January, 1972 afternoon, an Amtrak "Rainbow Era" Denver/San Francisco Zephyr blasts west from Chicago Union Station behind Burlington and Union Pacific E-units, pulling an assortment of cars acquired primarily from Burlington Northern.

I'll continue this next month in Part 2.

# John Biehn's Steam News For November - December 2020

*Courtesy of Jim Corbett*

**SP 1744 Fundraiser Photo Charter...**The Pacific Locomotive Association and the Niles Canyon Railway will operate railfan photo specials featuring "Skookum" Columbia River Belt Line 2-4-4-2 No. 7 on Dec.5th and 6th, to benefit restoration of recently acquired SP M-6 2-6-0 steam locomotive no. 1744. Both days will feature a historically accurate freight train, while ticket holders will ride in a special chase train pulled by SP SW 900 No. 1195.

Starting from Sunol at 9 a.m., the event will feature multiple runbys at exclusive locations with a return to Sunol about 4:30 p.m. There will also be a visit to the Brightside Steam Shop for a tour of the SP 1744, and an overview of all the restoration effort by the project managers. They will detail the restoration and how funds will be used to return this artifact to operating service.

Tickets will be limited to ensure the chase train is at less than fifty percent capacity. Masks will be required and photo lines will be spread out to ensure social distancing.

Please note that this is a serious railfan photographer's trip with the train being out the entire day. Patrons will get off the train and reboard multiple times in remote areas with uncertain footing while being exposed to weather and natural hazards in Niles Canyon. This trip is not recommended for young children.

Tickets are priced at \$150.00 per person, per day, and additional donations are welcomed.

For ticket information, go to [ncry.org](http://ncry.org)

**Nashville Steam Fundraising Concert...**The "Rhythm of the Rails" salute to the 576 virtual concert was held on November 8. The concert, held in the steam shop of the Nashville, Chattanooga & St. Louis 4-8-4 No. 576 was one for the books. Marty Stuart, Harry Stinson, Old Crow Medicine Show and Cristina Vale performed an epic set of songs. The concert has been viewed nearly 50,000 times by rail and music fans around the world. The Nashville Steam Preservation Society couldn't be more grateful for these Nashville legends, and the support of so many.

Nashville Steam is thrilled to announce they did achieve the \$300,000 matching grant goal from the Wick Moorman Foundation and the Candelaria Fund plus a bonus of \$50,000. They also raised another \$10,000 during the event.

During the show, Rich Tower of the Candelaria Fund announced that he and Wick Moorman would match another \$25,000 in gifts of all levels made before December 31. If you would like to donate and since the society still has a long way to go, every penny will be used toward the restoration of Nashville's No. 576. Please go to [nashvillesteam.org/donate](http://nashvillesteam.org/donate)

(Thanks to Darrel Cason)

**The Sugar Express...**Sugar Express steam locomotive No. 148 is a 4-6-2 "pacific" type locomotive. No. 148 is now again back operating on U.S.Sugar rail lines near Clewiston, Florida after it had seen multiple owners and many uses over its hundred year career.

Thanks to the vision of U.S. Sugar CEO Robert Buker Jr., No. 148 was reacquired by U.S. Sugar for restoration in 2016. This locomotive was manufactured by the American Locomotive Company in April, 1920 at Richmond, Virginia.

It was announced recently that U.S.Sugar will be having a major public event in December featuring locomotive 148. Details will be announced shortly. Go to <http://sugarexpress.com/events> for more information.

**Steam in Iowa..**Recently, the Iowa Economic Development Authority's Enhance Iowa Board awarded more than \$3.7 million in Community Attraction & Tourism grants to projects in twelve communities.

A generous grant of \$150,000 was awarded to the All Aboard! Capital Campaign in Boone, Iowa. The All Aboard Capital Campaign total cost is \$882,030. This amount eventually will cover costs of the expansion of the Boone & Scenic Valley Railroad depot, the refurbishment of a historic freight depot that will be utilized as a climate controlled storage facility for museum artifacts, upgrades to eleven miles of track and finally the restoration of the iconic Chinese steam locomotive and two diesel locomotives.

**Steam in Iowa, Continued**

The steam locomotive, No. 8419 was built and purchased in China in 1988. This JS 2-8-2 is believed to be the last commercially produced steam locomotive in the world. Locomotive 8419 is currently undergoing a major inspection. It is also known as a 1472 inspection which occurs every 1472 service days or fifteen years. Estimated price tag of this project is \$125,000.

The Economic Development's grant is very important and will cover some of the costs. Other donations are very important also. If you would like to help with a donation, please send it to B&SVRR Po Box 603 Boone, Iowa 50036. Please be sure to write 8419 Inspection on the memo line.

**Canadian Pacific 2816 Steams Again...**Canadian Pacific 4-6-4 No. 2816 is making a one time only return to steam to pull a "virtual" edition of Canadian Pacific's Holiday Train, returning to operation nearly a decade of dormancy. The locomotive will pull the train later this month in the yard at Calgary and will not operate on the main line. The engine was steamed up and moved around the yard in Calgary on November 13.

CP spokesman Andy Cummings confirmed that the engine is back in operation but the railroad has no plans to operate the engine on main lines.

No. 2816 was last steamed in October 2013 and has been stored indoors in serviceable condition. It has been receiving regular maintenance in the event it was returned to service. The operation does not mean CP will be returning the 4-6-4 to main line operation soon. Sources indicated this is a one-time operation for the Holiday Train, which will not travel across Canada or the US because of the COVID-19 pandemic. Instead, crews will film 2816 pulling the train in Calgary later this month and the Holiday train will be available on line.

Serena Ryder and The Trews will headline CP's 2020 "Holiday Train at Home" concert which will be streamed on December 12. The event will raise money and awareness and help local food banks collect donations.

Known as "The Empress," the Montreal Locomotive Works built the H1b Hudson in 1930. The locomotive retired in 1960 and went to Nelson Blount's Steamtown USA in Bellows Falls, Vt. The engine was moved with the Steamtown collection to Scranton, Pa in 1984. Canadian Pacific purchased the locomotive from Steamtown in 1998, and it was moved to Canada where restoration work was completed in 2001. The engine operated in special train and excursion service until 2013 when it was placed in storage in Calgary.

(Thanks to Steve Glischinski)

**Tommy Thompson Train...**In 1965, inquires about a used engine at the Homestake Mining Company in South Dakota led Thomas Thompson to a change in vacation plans that took him to Lead when he inspected No. 22. While there, his son immediately started to plan how to transform this ugly duckling into a swan. Tommy Thompson brought working passenger trains-miniature ones- back to Anacortes, Washington in 1979. For the rest of his life he operated the Anacortes Railway which he painstakingly built himself and ran with the assistance of his wife and their children.

The 4.5 ton 18 inch narrow gauge steam locomotive and three meticulously detailed passenger cars delighted thousands of riders, especially kids. In the early years, temporary tracks were laid out on Commercial Avenue so the train could operate during Anacortes Art Festivals. Tommy had a permanent route and that service was inaugurated in 1988. For more than a decade, the train took happy riders on a three-fourth mile route along the waterfront. Tommy was in the midst of clearing and re-gauging 2.6 miles of railroad track for an extension of the route from the Anacortes depot to Weaverling Spit when he died in 1999.

After Thompson's death, the Thompson family donated the train to the City of Anacortes. Recently, the Anacortes City Council voted to reject current offers to purchase the train so now it will be staying in Anacortes.

The council directed the mayor to return in six months with a plan to display the train so it can be viewed by the public, in keeping with the city's 2012 agreement with the Thompson family when that family donated the train to the city.

The non-profit Anacortes Railway Group advocated keeping the train here, first on display, and then possibly operating it in the future. To local train enthusiasts, the Tommy Thompson Train is a reminder of the important role the railroad played in the city's development. To some, it's also a work of art. Thompson, a mechanical engineer, purchased and restored the 1902 steam engine and built three early 1900s style passenger cars. He obtained the use of the right of way, laid track and operated the train as an amusement under the name Anacortes Railway.

**Tommy Thompson Train, Continued**

The Anacortes Railway Group initially proposed operating the train. The group backed off because council didn't seem interested in seeing the train operational. Group President Dave Sem said, "If there's a chance of having a running train, that would be the best thing for the train." Another council member, Anthony Young noted that the logistics of operating the train haven't been fully explored by those in the know-including those who worked with Thompson, brought the train back to Anacortes from Seattle where it was stored and those who lovingly took care of it. So it looks now that the train will at first be staying in Anacortes for eventual display.

(Thanks to Richard Walker, Go Anacortes via Tom Schultz)

**World War One Locomotive Restored...**Local train enthusiasts have restored a piece of WW1 history just in time for this year's Veterans Day. Peter Nott bought a early 100 year old steam locomotive a few years ago with a goal to fix it up and get it running on his full scale train track that weaves through the vineyards of his Arroyo Grande property. The locomotive, USA 5240, is a 2-6-2 "prairie" type steam engine constructed by the Davenport locomotive Works in 1919. It is approximately two foot gauge (1.9968ft). It was intended to go to France to support the trench warfare of WW1. However, it was not finished before the Armistice was signed, so it didn't go over there.

The engine sat in storage for much of the last century. Local railroad historian Karl Hovanitz says the steam engine is one of only three of its kind in the world, and the only one operating. "It's a very rare piece of history of the Great War. Not much large equipment survived," he said.

Nott's goal is to open his property to visitors sometime in 2021 as a working museum so people can learn about historic trains and go on rides. Arroyo Grande is located in Central California along the Pacific Coast approximately fifteen miles south of San Luis Obispo.

(Thanks to Christina Fayuzzi, KSBYNews via Tom Schultz)

**Central of Georgia 509...**Central of Georgia No. 509 was one of 25 C-4 class 2-8-0 "Consolidations" built by the Baldwin Locomotive Works in 1906 for the Central of Georgia Railway. locomotive 509 remained in service until the end of steam on the Central. It was donated to the City of Macon in 1959 and eventually placed on display in Central City Park...now known as Carolyn Crayton Park. Recently in Macon, Georgia, the Macon-Bibb Commission was looking to help beautify Macon and restore some of the city's history.

They plan to start by renovating locomotive 509 located at the entrance of Carolyn Crayton Park. The Commission approved an ordinance saying they were willing to provide up to \$50,000 to restore the Benny A. Scott Memorial steam engine. Benny A. Scott served as one of the first black locomotive engineers for the Southern Railway. He spent more than forty years working on the railroad.

As of now, the steam engine would not be restored to full working order. Macon's Mayor Reichert said up to this point, the train has had several potential plans, all of which ended up falling through one way or another. The renovations would be purely cosmetic to remove rust and beautify the outside of the train. Commissioners also discussed potentially moving the train and creating a tourist attraction. They also discussed having a covering installed over the engine to protect it. Commissioner Valerie Wynn also emphasized that the time to act is now. She believes it deserves a second chance, if you will, to be a major focal point in the community as young and old alike would enjoy seeing it.

(Thanks to Noel Espinal WGXA News via Tom Schultz)

**Locomotive No. 7....** Built in August, 1929 by the Baldwin Locomotive Works this Canadian 2-8-2T was shipped to Campbell River B.C. and worked for the Campbell River Timber Company as No. 2 until 1938. Due to bankruptcy, the company sold the locomotive and sister locomotive No. 3 to H.R. McMillian who sent them to work for the Alberni Pacific Lumber Company in Port Alberni. There No. 2 became No. 7. After a long working career with various owners, the locomotive was finally retired in 1971 and placed in storage. Soon afterwards, the Provincial Government purchased the locomotive because of its historic significance, namely the "last operating steam locomotive in regular service in North America." In 1994, the government donated it to the City of Port Alberni.

The locomotive was then restored by the Western Vancouver Island Heritage Society and after two years of silence No. 7 was fired up and it passed a boiler inspection recently. The locomotive had quit in July, 2018 after seventeen years of reliable service transporting tourists between Port Alberni's train station and McLean Mill National Historic Site. The locomotive

**Locomotive No. 7, *Continued***

was also used for the annual Santa Train, giving hundreds of kids of all ages the chance to talk to the jolly old elf himself while taking a ride on the steam train.

Recently, the boiler was successfully steamed up to 200 pounds..its regular operating pressure. While this is a major milestone in repairing the locomotive, a lot of work remains before the train will be rail worthy. The boiler still has to be insulated, the saddle tank put back in place and all the valves, levers and gauges in the cab need to be re-installed. There is then a lot of work to do on the railroad tracks and the City of Port Alberni needs to decide whether or not it wants to operate the train again.

(Thanks to Susie Quinn Alberni Valley News , via Alex Mayes)

**U.S. Sugar Santa Express...**On December 12, U.S. Sugar turned its century old Sugar Express steam engine into the "Santa Express" to help deliver toys to children in the Lake Okeechobee area. U.S. Sugar partnered with Toys for Tots and used No. 148, a 4-6-2 "pacific" steam locomotive to power the train and bring holiday cheer to Florida kids.

The train made stops in Moore Haven, Clewiston, Belle Glade and finally Port Mayaca. During those visits, toys were donated to children with assistance from members of the United States Marine Corps and a little help from Santa Claus.

(Thanks to U.S. Sugar)

**Future Oregon Steam...** The Astoria Railroad Association has been working for many years to restore the former Santa Maria Valley Railroad No. 21. The association not only plans to restore the steam locomotive to operating condition, but to rebuild it to the same condition as when it departed the Baldwin shops in 1925. With the strong desire to maintain historical accuracy, they are making every effort to return the 2-8-2 to the same configuration and appearance that it had while it chugged along the tracks during its storied career.

For 37 years, No. 21 pulled loads of sugar beets, vegetables and petroleum products along the 36 mile rail line in Southern California. Once No. 21 is restored, the association plans to run it for excursions along the A-line, which includes tracks owned by the City of Astoria and Portland and Western. They plan to run excursions of an hour and a half duration from the Astoria depot east. This scenic run jogs along the Columbia River crossing drawbridges and a number of trestles. The association is also planning a limited number of excursions between Astoria and Portland during special events and festivals...including the Greater Astoria Seafood Festival, the Astoria Regatta and the Portland Rose Festival. When it's not operating, No. 21 will be displayed in the engine house.

**Locomotive Display To Be Enhanced...** The Baldwin 60000 is an experimental locomotive built by the Baldwin Locomotive Works in Eddystone, Pennsylvania in 1926. It received its number for being the 60,000th locomotive built by Baldwin. The 4-10-2 was designed to be the best locomotive that Baldwin ever made. It had three cylinders weighs about 350 short tons and pull up to 7,000 short tons at a top speed of 70 mph. No. 60000 was very innovative but experimental and was meant to be the model for future development. However, its demonstration runs never persuaded railroads to purchase more. In 1933, it was donated to the Franklin Institute Science Museum, located in Philadelphia, Pennsylvania.

Today, the Baldwin 60000 steam locomotive has been sitting on a track inside the Franklin Institute for more than eighty years. The exhibit space will be getting a redesign thanks to a \$6 million gift by the Hamilton Family Charitable Trust. Matt Hamilton of the trust says the 1926 steam engine has ties to his family. His great-grandfather, Samuel M. Vauclain donated it to the museum back in the early 1930s.

Thanks to the gift, the new gallery will be built around the locomotive. The walls and the 350 ton steam engine will stay in place, but the floor of the room will be cut away to make the exhibit a two story gallery. The newly designed exhibit is expected to be completed for the Franklin Institute's 200th Anniversary in 2024.

(Thanks to John McDevitt, KYW Newsradio, via Tom Schultz)

**Little River Railroad Locomotive Returns...** Little River Railroad locomotive No. 110 is a 4-6-2 "pacific" type steam engine built by the Baldwin Locomotive Works in 1911 for the Little River Railroad. This locomotive served as a logging engine on the railroad that operated between Maryville and Elkmont, Tennessee. It is interesting to note that the railroad typically built a line into an area, completed the logging there and then removed the line. In all, the LRR built 150 miles of track...none of which remains.

Locomotive No. 110 reputedly, the smallest standard gauge pacific type locomotive ever built went to the Smoky Mountain Railroad after serving many years on the Little River Railroad. At the Smoky Mountain Railroad, she worked out her

**Little River Railroad Locomotive Returns, Continued**

final common carrier revenue days. After many years laying in the weeds and rusting away, the 110 was saved from the scrapper by the Bloom Family who restored the locomotive to operating condition. No. 110 ran for several years on excursions over the tracks of the former Ft. Wayne and Jackson Railroad out of Pleasant Lake, Indiana.

Just last month, a test run with an empty train with a newly overhauled 110 was successfully held. Locomotive 110 was then ready to power this season's Christmas Trains. The Little River Railroad had been running their Holiday Express trips since December 5. They successfully ended on December 13. The excursions lasted 45 minutes on trips out of Coldwater, Michigan. Welcome back No. 110.

(Thanks to Doug Leffler via Ken Borg)

**Save The 90...** Polson Logging No. 90 is a 2-8-2 steam locomotive built by the Baldwin Locomotive Works at Philadelphia in 1926. She was built for the Polson Logging Company of Hoquiam, Washington, where she remained active on their roster until Polson was purchased by Rayonier Inc in 1945. In 1962, No. 90 was one of two steam locomotives chosen to pull the last steam hauled log train on the line at a special "Farewell to Steam" event. Upon retirement, Rayonier was unwilling to scrap a fully working locomotive, so they offered the locomotive for sale at scrap value. The Lions Club of Garibaldi bought the locomotive and moved her to Garibaldi and placed it on display as a tourist attraction.

It was recently announced that the Rayonier Community Foundation has committed \$15,000 to help save the 90. The grant will be spread out over a period of six years and is able to be utilized for any part of the restoration project. The Oregon Coast Scenic Railroad, where the restoration is taking place, stated that this is one of what they hope will be many grants from multiple sources that the 90 receives over the life of her restoration process.

Despite Covid-19, the project has been moving forward as Oregon Coast's summer operations allowed. Replacement springs and bolts have been acquired for the tender trucks and currently the railroad CMO Scott Wickert is creating new diagonal braces for the tender frame with help from OCSR volunteer Scott Gordon. Please remember to support the continuing work by visiting [www.savethepolson90.org](http://www.savethepolson90.org)

(Thanks to the Oregon Coast Scenic Railroad)

**Museum To Receive Locomotive...** The Middleton Railway Museum Society, located in Middleton, Nova Scotia will be receiving a 75 ton display item in the near future. The item is the former Canadian National 1521, a 4-6-0 steam locomotive, built by the Montreal Locomotive Works in 1905. The locomotive, along with some associated railway artifacts, were gifted to the museum society from the Municipality of the County of Annapolis on the provision that the non-profit organization oversees the required relocation effort. In other words, pays for the relocation.

The locomotive is currently in a Upper Clements park and will have to be moved over 30 miles to the station at Middleton. North American railroading company Canadian National recently got on board with the prep work before the big move. CN offered up a crew to take care of some upgrades at Middleton's historic train station including the installation of a track that is suitable for the massive steam engine to sit on once it is delivered. No date has been set for the locomotive's move. "CN is extremely pleased to support the effort to bring this rare piece of Canadian railway history back to Middleton. The engine was engineered to be a work-horse and this is the type and size of locomotive that would have run through Middleton," said Robert Pace, chairman of the board of Canadian National.

Dianne Hankinson LeGard of the Middleton Railway Museum Society hopes the locomotive paying homage to the train station's storied past will be an attraction that revives the quiet museum and brings new tourism activity to the area. The plan is to start restoring the weather-worn museum housing an extensive collection of Dominion Atlantic Railway artifacts once the locomotive is in place, she said. "We're excited about it because we want people to see how the railway played such an important role in the development of the Annapolis Valley."

(Thanks to Ashley Thompson, The Chronicle Herald via Tom Schultz)

**Locomotive 6167 moved...** Locomotive No. 6167, a 4-8-4 was built in March, 1940 and was one of 203 "Northern" locomotives used by the Canadian National Railway for both passenger and freight service. No. 6167 spent most of its working life in eastern Canada. During WW2, she carried troops and supplies to the eastern ports. On July 6, 1943, she was involved in a full-speed head on collision with sister locomotive No. 6166 east of Montreal. The damage was excessive but due to a critical war-time shortage of locomotives, she was repaired and continued in regular service until 1960 when diesel power took over. The 6167 was then used for special excursions only in Ontario from 1960 to 1964. In October, 1967, the "regal lady" as it was known, was presented by CNR to Guelph, the "Royal City."

## John Biehn's Steam News, *Continued from Page 26*

### Locomotive 6167 moved, *Continued*

The city with the assistance of Locomotive No. 6167 Restoration Committee and dedicated volunteers have been cosmetically restoring the locomotive over the last couple of years. Students at Conestoga College have also been involved in the fabrication of new boiler jacket for the engine. The locomotive moved recently on November 14th, as part of the plans for a new transit terminal. The locomotive was hauled across the Guelph Sub tracks and up the MacDonnell Street hill to the park and then placed on the same rails and ties that it had sat on originally.

The 6167 will be located besides the Guelph Junction railway mainline and remains close to its former stomping ground. In coming years, the locomotive will be a unique feature of the transit terminal, reminding commuters and visitors of Guelph's and Canada's transportation history.

(Thanks to Karen Farbridge ,Former Mayor of Guelph, Ontario)

**Thanks for reading the steam news over the past year.**

**Merry Christmas and Happy New Year!!**

**Sincerely, John Biehn**

Dear friends and followers of Engine 557 Restoration,  
The Engine 557 Restoration Company October 2020 Progress Report is only a few clicks away. John Combs, 557 Volunteer and Web master has posted good news at:  
[http://www.alaskarails.org/pix/former-loco/557/restore/progress-reports/2020\\_10/index.html](http://www.alaskarails.org/pix/former-loco/557/restore/progress-reports/2020_10/index.html)

You can go direct to [557.alaskarails.org](http://www.alaskarails.org) and select Status Reports on the Menu.

They are already playing Christmas Music so I offer up some 557 gifts for those early shoppers among you. All of the items offered for sale here have been donated to further the project, so all income from their sale goes directly to the project. Eight years ago I posted a survey to discover how many HO scale modelers might be interested in a Ready To Run HO model of the famous US Army Transportation Corps S-160 steam locomotives. Responses came from all over the world by email.

ROCO has produced the **USATC Army version** as delivered around the world.  
Two of these models have been donated to Engine 557 Restoration Company for fundraising. HO scale models of No.2265 are new in the 72151 stock packaging from ROCO. These are excellent runners with full DCC and accurate sound functions. They are available first come first served for \$430.00 ea. We will pay the postage.

Consider purchase of "Engine 557 Returning" as a numbered signed print.  
J. Craig Thorpe completed this **rendering of 557 returning** along Turnigain Arm from Whittier or Seward circa 1948. Copies are available for prepaid shipment. You pay in advance and we prepay the air priority postage.

Engine 557 Returning  
Print on heavy paper stock Numbered and Signed \$100.00  
Giclee on canvas \$175.00

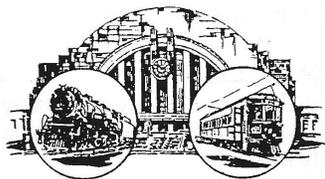
Volunteer Laverne Buller, added No. 557 to sections of old **Super Heater flues** to create, pencil holder, paper weight, door stop, etc as pictured. For an official piece of 557, order the commemorative 557 flue section for \$45.00 with our special prepaid postage deal.

For the kids, we have the third printing of **OP' 556** by Shannon Cartwright featuring four **additional pages** on the restoration of Engine 557. We will send it prepaid priority mail for a total of \$15.00. We will include a second copy for another \$12.00. Christmas is coming so stock up now!.

Send check or money order with your order to:  
Engine 557 Restoration Company  
4923 N. Kipling Dr.  
Wasilla, Alaska 99654

You can also place your order and pay by Pay Pal following instructions on our web site.

**Patrick Durand**



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### **January 2021 Meeting**

The next meeting of the Cincinnati Railroad Club will be a virtual *Zoom* meeting at 7:30 p.m. Thursday, January 7. Watch your email for instructions of how to join, as there will be an initial email, and a reminder a day or two prior to the meeting.