



### Editor's Comments

**The next Membership meeting will be a virtual Zoom meeting at 7:30 p.m. Thursday, February 4.** Chris Mayhew will show some video footage and scans of mostly black and white photos taken by long-time club member Otis B. Flinchpaugh Jr.

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.**

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*

Club Email: [cincinnatiirrclub@gmail.com](mailto:cincinnatiirrclub@gmail.com)

Dave Puthoff, Editor: [headlight.markers@yahoo.com](mailto:headlight.markers@yahoo.com)

Jim Edmonston, Editor Emeritus

Jack Haap, Circulation: [rjhaap@zoomtown.com](mailto:rjhaap@zoomtown.com)

Mike Weber, Amtrak: [wombatmike@aol.com](mailto:wombatmike@aol.com)

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### Club Officers

President: Chris Mayhew [chris.mayhew611@gmail.com](mailto:chris.mayhew611@gmail.com)

Vice President: Dale Brown [kentuckydale51@gmail.com](mailto:kentuckydale51@gmail.com)

Secretary: Tom Bredestege [jtbando@fuse.net](mailto:jtbando@fuse.net)

Treasurer: Jack Haap [rjhaap@zoomtown.com](mailto:rjhaap@zoomtown.com)

Membership: Bob Kessler [grumpykess@gmail.com](mailto:grumpykess@gmail.com)

**President's Comments**  
**January, 2021**  
*By Chris Mayhew*

Dear fellow Cincinnati Railroad Club members,

We're in a new year, and questions seem to be around every corner.

As far as the club is concerned, here's where things stand in the early days of 2021.

**PROGRAMS:**

Virtual Zoom video conference meetings will continue. On Thursday, Feb. 4 I will show some video footage and scans of mostly black and white photos taken by longtime club member Otis B. Flinchpaugh Jr.

A presentation from a guest on Big Four lines in Indiana is a presentation that looks like it will come together for April. March's program may end up being a recording of part of the first meeting in Tower A, but if you have an alternate idea for a presentation for March or beyond email me at [chris.mayhew611@gmail.com](mailto:chris.mayhew611@gmail.com).

If you have computer access, but can't get onto the Zoom calls, I think our host/club member Paul Grether has a way to share a recording of some of the past meetings by way of a private link we can email to people on an individual basis if they want to see a presentation. Email the club at [cincinnatiirrclub@gmail.com](mailto:cincinnatiirrclub@gmail.com).

**IN-PERSON MEETINGS:**

I'm looking forward to the day we can meet in person again, but when we do...it will be in a new location. One probable way to handle this initially will be to meet in some locations around town in sort of a rotation the way the Cincinnati Division 7 of the National Model Railroad Association does. Nothing has been booked yet, but as soon as the board decides to set an in-person meeting date that can be done safely...rest assured that notices will go out.

**NO 2021 MEMBERSHIP FEE:**

I've had at least one member ask about paying their 2021 membership dues. Remember, by board vote, that there are no dues required to be paid for this year due to limitations caused by the pandemic. You will still be getting a membership card in the mail.

**NEW HOME SEARCH:**

I continue to keep an eye out for new home options. There is nothing to report there at this time. But, I have had some interesting conversations with others outside our organization that could be quite interesting or nothing about a spot we could use near/along a railroad line. The full board is about to be engaged on that issue and we'll see where it goes from there.

Sincerely,

*Chris Mayhew*

# Amtrak News

By *W. Mike Weber*

- Indiana and West Virginia now have state rail plans. Ohio does not. Ohio shows no interest at all --- so it will likely miss out on coming federal investment promised by the Biden Administration.
- The former mayor of South Bend Indiana, Pete Buttigieg, has been nominated for Secretary of Transportation. He may understand the “South of the Lake Re-route” and other issues.
- The sad news is that Joe Biden was to go to Washington D.C. for his swearing-in by RAIL. This has been cancelled due to security threats of the most serious nature. A US President may never appear on the back platform of a train again! (Much less safely ride one). Remember when Harry Truman would come up to Union News at CUT and purchase local papers?? With one Secret Service man if he could not shake him!
- Goal number one of rail passengers is returning Long Distance services to daily!!
- The HUDSON RIVER will almost certainly gain a new 2-track bore, take 7 to 8 years to build. Absolutely the most important transportation project in the USA!
- New River Train is now called *The Autumn Leaf Special*. It runs 21 October to 24 October, Huntington to Hinton. I wish them great success! Great collection of vintage cars, including an Observation car from the *20<sup>th</sup> Century Limited*. Imagine that crossing the bridge at Hamilton, and coming through Glendale in the day hours!!!

## **From Rail Passengers Association, January 15:**

### **Biden’s COVID-19 Relief Plan Provides \$20 Billion for Transit Agencies, No Aid for Amtrak**

President-elect Joe Biden unveiled a \$1.9 trillion COVID-19 relief plan that will get money to state and local governments and provide \$20 billion in emergency funding for hard-hit mass transit agencies—avoiding another round of disastrous cuts to service and jobs.

“While Congress’s bipartisan action in December was a step in the right direction, it was only a down payment,” said the Biden transition team in a release announcing the plan. “It fell far short of the resources needed to tackle the immediate crisis. We are in a race against time, and absent additional government assistance, the economic and public health crises could worsen in the months ahead; schools will not be able to safely reopen; and vaccinations will remain far too slow.”

The plan calls for additional funding for transit agencies that have seen funding devastated by the loss in ridership and local tax revenue resulting from the coronavirus pandemic. It focuses on maintaining service levels and preventing further layoffs to transit workforce:

*Mike Weber*

## DECEMBER MEETING PHOTOS BY CRRC MEMBERS

Westbound move on former PRR Oasis line part of the old Panhandle Route. Crew and one gondola that they were trailing to switch some empties at the end of the branch before the Montgomery Inn BoatHouse with I&O SD40-2 #3472. I didn't stick around to see what the switching would be like. It was a string of about 12 empty I&O gondolas.

Dale Brown



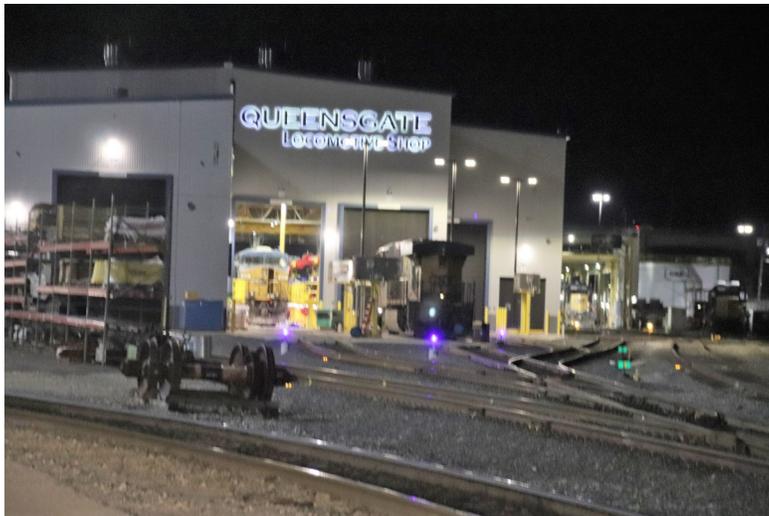
Photos by Dale Brown

**December Meeting Photos, Continued from Page 4**

The (6) photos of Queensgate at Night were taken in early 2020 during a CSXT Historical Society tour of Queensgate.

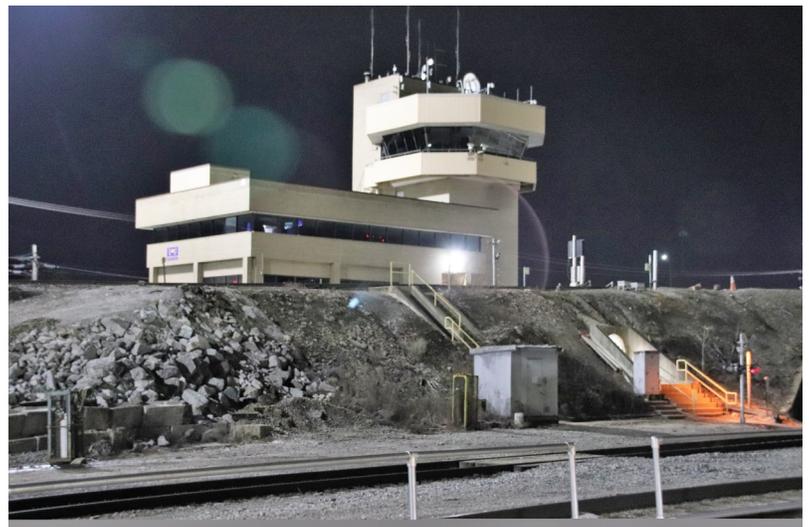
Charles H. Bogart

TRIM TOWER



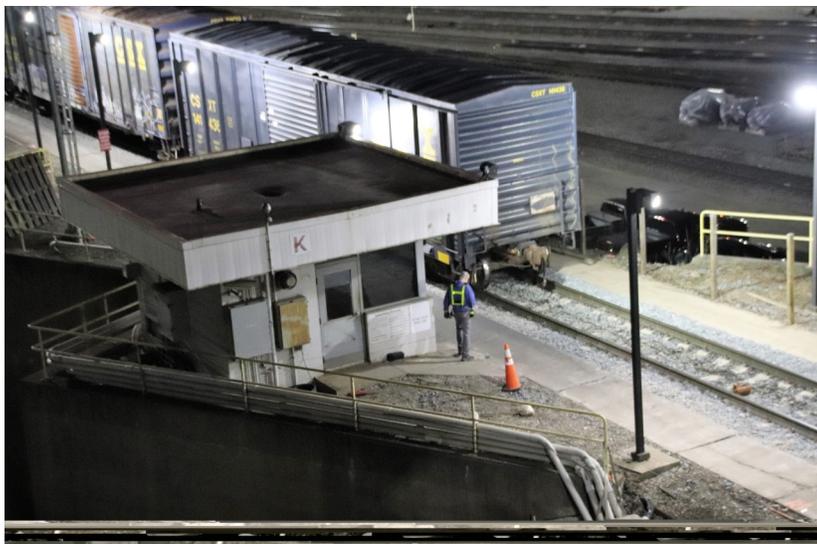
LOCOMOTIVE SHOP

HUMP TOWER



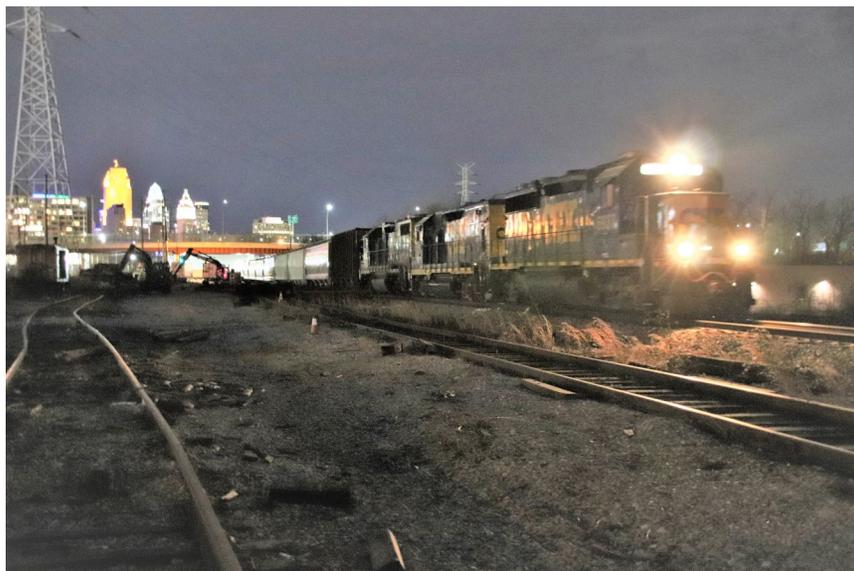
Photos by Charles Bogart

**December Meeting Photos, Continued from Page 5**



HUMPING A SET OF CARS

RIVER ROAD



SIGNAL FOR HEADING NORTH OUT OF QUEENS-

Photos by Charles Bogart

**January 2021**

# Railfan's Diary

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

-or-

### The "Rainbow Era" – Part 2

By Jim Mixer

This Part 2 brings more examples of Amtrak's "Rainbow Era", during which the National Railroad Passenger Corporation purchased the best-condition cars from railroads which were more than happy to sell them off. Amtrak did extensive refurbishing and began using its second-hand fleet across its inter-city network.

The numbers shown for the cars and locomotives of these early Amtrak trains are as I observed and noted them. Amtrak did quite a bit of renumbering. My thanks go to Wayner Publications for its revised third edition of the Amtrak Car Spotter, David Randall for his From Zephyr to Amtrak listing the origins of all light-weight and streamlined passenger cars, and the previously mentioned David C. Warner and Elbert Simon for their "Amtrak by the Numbers." For a passenger buff, researching these cars has truly been fun!!

Amtrak operated both long-haul and medium distance routes. Chicago-Detroit had been run by Penn Central, and by 1971, its two day trains had only a coach or two and a snack bar coach. By late 1972, the Detroit trains were worth riding and watching again—note an observation car in its proper position!!

Amtrak Train 363, Chicago-Detroit, the Saint Clair, December 27, 1972, at Chicago			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
E-unit	Penn Central	4087	
Baggage car	Penn Central	3247	
Coach	Seaboard Coast Line	5628	Built for Florida East Coast
Coach	Santa Fe	2830	Built for El Cap and SF Chief
Coach	Seaboard Coast Line	5258	P-S built for C&O
Coach-bar-lounge observation car (flat end)		3801	Built for the Silver Meteor

Illinois Central had cut back its passenger service as patronage declined but continued to have reasonable quality service when Amtrak began and retained the overnight Panama Limited (later renamed the City of New Orleans) and one Chicago-Carbondale train. The final IC Panamas had sleepers, a dining car, and a lounge car operating to Carbondale. Amtrak did better!

The Panama Limited departs Chicago Union Station on December 27, 1972, Amtrak having moved former Illinois Central trains over from IC's Central Station. IC units are leading an eleven car consist bearing the colors of Amtrak, Southern Pacific, Louisville & Nashville, Penn Central, Santa Fe, and Seaboard Coast Line; the cars were built by three different builders for seven different railroads. Typical of Amtrak's "Rainbow Era."



*Railfan's Diary, Continued from Page 7*

Amtrak Train 59, Chicago-New Orleans, the Panama Limited, December 27, 1972, at Chicago			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
E-unit	Illinois Central	4020	
E-unit	Illinois Central	4038	
Baggage Car		1048	Built for Santa Fe
Dome sleeping car		9202	"Sunlight Dome," built for the Chessie
4 bedroom 4 compartment 2 drawing rm. slpr.		2381	P-S built for Southern Pacific Cascade
Coach		6052	ACF-built for L&N
Coach		4456	Built for Union Pacific
Dining car	Southern Pacific	1040 7	Built as coffee shop for Sunset Limited
Coach		4425	Built for SP City of San Francisco
Coach	Louisville & Nashville	3251	Built for Southern interline trains
Snack Bar Coach (snack bar added by PC)	Penn Central	3215	P-S built for New York Central
Coach	Santa Fe	2822	Built for El Capitan and SF Chief
Coach	Seaboard Coast Line	5103	Built for C&O Chessie

The northbound Panama was similar, but with an ex-Nickel Plate sleeper lounge in place of the 4-4-2, one more coach, and a dome-dorm-lounge built for Kansas City/American Royal Zephyrs. Later, observation cars would grace this train.

One of the first trains I spotted nearly entirely in Amtrak colors was the Broadway Limited. It was the successor to Penn Central's Broadway Limited and three other coach and snack bar coach trains on the ex-PRR route. Soon thereafter, the Lake Shore Limited was added on the ex-NYC route, and later, a budget cut would claim the Broadway. The following consist was the Broadway's finest hour in the steam-heated era. (note, only one "Rainbow" car!) Cars marked \* operated Harrisburg-Washington as an observation car-equipped pocket streamliner, beverage and buffet service being available in the observation car. I photographed that small train behind a GGI while trespassing just west of Washington Union Station.



The westbound Washington-Harrisburg section of Amtrak's Broadway Limited has just left Washington Union Station in early 1973. For the next several hours, its GG1 motor, coach, 10-6 sleeping car, and 5 bedroom lounge observation comprise a nifty pocket streamliner, running up Penn Central's Northeast Corridor to Perryville and then over the scenic ex-PRR Port Road along the Susquehanna River to Harrisburg. There, the three cars will be placed on the rear of the Broadway's New York section, making it a 16 car streamliner truly worthy of its name.

**Railfan's Diary, Continued from Page 8**



"Wawasee" is one of eight cars of its type built by Pullman-Standard for the C&O as the "Wolverine Club." Bought to operate on C&O Cincinnati-Washington/Newport News trains, four were later sold to the B&O and used as sleeper lounge observations on its Ambassador and Capitol Limited; Amtrak purchased three of these. Trespassing was involved in obtaining these two images just west of Washington Union Station. Today the Washington Metro runs where I stood then.

Amtrak Train 40, Chicago-New York/Washington, The Broadway Limited, December 28, 1972, at Chicago			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
E-unit		4274	Built for PRR
E-units	Penn Central	4095, 4079	Built for NYC
E-unit		4252	Built for PRR
Baggage*		1059	Built for Santa Fe
Baggage		1046	Built for Santa Fe
Slumbercoach (rebuilt by NYC)		2002	Built for NYC with 22 roomettes
Coach		4564	St. Louis Car Company-built for UP
Coach (rebuilt to coach by Union Pacific)		4588	ACF-built as all-section sleeping car
Coach		4570	St. Louis Car-built for Union Pacific
Coach		4436	Built for SP's Sunset Limited
Kitchen-dormitory		4621	Twin-unit built for the Pennsylvania Railroad
Dining room car		4620	
Bar-lounge car		3310	Built for the Sunset Limited
11 bedroom sleeper (rebuilt by Union Pacific)		Star Leaf	P-S built for UP as 5 bedroom lounge
10 roomette, 6 bedroom sleeper		Pacific Shore	Built for Union Pacific
11 bedroom sleeper (rebuilt by Pullman)	Union Pacific	Sun Slope	ACF-built as 12 roomette, 4 bedroom
Coach *to Washington from Harrisburg		4554	St. Louis Car-built for Union Pacific
10 roomette, 6 bedroom sleeper*		Pacific Meadow	Built for Union Pacific
5 bedroom-lounge-observation car*		Dana	P-S built for the C&O, sold to B&O

**Railfan's Diary, Continued from Page 9**

Now, we won't get into describing or listing today's typical Amtrak consists until later in this series of articles. BUT, stop for a moment and look again (above) at Amtrak's 1972 Broadway Limited. Then, consider the pre-Covid Boston/New York-Chicago Lake Shore Limited, which at its Chicago end has a baggage car, five Amcoaches, an Amlounge, a Viewliner diner with no cooking in the kitchen, and three Viewliner sleeping cars. I am not sure the last 48 years have taken us in the right direction....

For the Santa Fe's Super Chief/El Capitan, the changeover to Amtrak brought little change initially. Its equipment had been maintained well by Santa Fe, and changes in the first year and a half of operation were minimal. After a while, Santa Fe worried that its company image might be hurt if Amtrak service deteriorated, and it withdrew its permission to use "Chief" in Amtrak's train names, resulting in Amtrak's Chicago-Los Angeles train being renamed the "Southwest Limited" and Amtrak's Texas train the "Lone Star." Use of "Chief" name was later allowed for today's "Southwest Chief."

Amtrak Train 3, Chicago-Los Angeles, Super Chief/El Capitan, December 27, 1972, Galesburg			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
6 F-units	Santa Fe		
Baggage car	Santa Fe	3663	ACF-built for Santa Fe
Baggage-dormitory adapter car		9993	Roof-level adapter to match Hi-level cars
Hi-level coach		9923	Step-down stairway at one end of the car
Hi-level coach		9961	
Hi-level coach	Santa Fe	731	
Hi-level lounge car		9970	Built for El Capitan
Hi-level dining car		9982	Built for El Capitan
Hi-level coach	Santa Fe	725	
Hi-level coach	Santa Fe	540	Step-down stairway at one end of the car
11 bedroom sleeper (rebuilt by Santa Fe)		Indian Squaw	P-S built with 24 duplex roomettes
10 roomette, 6 bedroom sleeper		Pine Lodge	Built for the Chiefs
Pleasure dome lounge car		9354	P-S built for the Super Chief
Dining Car		8070	PS-built for the Super Chief
4 comp., 4 bedroom, 2 drawing room sleeper		Regal Vale	P-S built for the Chiefs
11 bedroom sleeper (rebuilt by Santa Fe)	Santa Fe	Indian Maid	P-S built with 24 duplex roomettes
Steam generator car	Santa Fe	(didn't get #)	

Now let's look at some other trains sized between the modest short distance trains and the big long-hauls. I'll start with the Abraham Lincoln, once the Gulf, Mobile, and Ohio's premier train between Chicago and St. Louis. At its zenith, it had several parlor cars, including an observation; in addition to a dining car, it had a cocktail lounge for coach passengers and one for parlor car patrons. At Amtrak's inception, the Abe had shrunk to a still-respectable coaches, dining-lounge car, and parlor car consist. While Amtrak retained two trains on the line, it didn't purchase any GM&O cars, which surely were well worn by that time; by December 1972, the train had been completely made over, though only one car carried Amtrak paint. And, the Abe and its sister train, the Prairie State, had been extended to operate through to Milwaukee, something never done by the private railroads.



Amtrak ran the Abraham Limited and the Prairie State ran over the Gulf, Mobile, and Ohio between Chicago and St. Louis. Here is the southbound Prairie State in morning sun at Joliet. The lead GM&O E-unit is followed by Union Pacific A and B units. The consist has cars of three builders in the colors of Northern Pacific, Seaboard Coast Line, Great Northern, and Union Pacific. The GN dome was an innovation on this line, which never saw dome cars in regular service. The only car in Amtrak colors is parlor-observation Port of Seattle, built for GN, running in its proper position on the rear. Later renamed the Ann Rutledge and extended to Kansas City, when this train's equipment was replaced by Amfleet cars, was referred to it as the "Am Rutledge."

Amtrak Train 326-303, St. Louis-Milwaukee, Abraham Lincoln, December 28, 1972, at Joliet			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
E-unit	GM&O	100A	
E-unit	Union Pacific	5544	
EB-unit	Union Pacific	33B	
Coach	Northern Pacific	530	P-S built for Missouri-Kansas-Texas "New Braunfels"
Coach	Seaboard Coast Line	5620	Built for Seaboard Air Line Silver Meteor
Dome coach	Great Northern	1327	Built for the Empire Builder
Dining car	Union Pacific	4812	ACF-built
Parlor Observation car		3770	Port of Seattle; ACF-built for Great Northern's Internationals

I recall seeing a dome observation parlor-lounge built for the Denver Zephyr on the Abe on another occasion. Classy!!

Here's a Silver Meteor from the "Rainbow Era," showing its Seaboard Coast Line heritage. At this point the train was one of four New York-Florida trains. It did not have a Tampa or St. Petersburg section, and it even bypassed Jacksonville, making it able to make the trip in under 24 hours, timing the Seaboard Air Line had promoted heavily! Later, after consolidation, the remaining Silver Service trains became truly massive—up to 18 cars in the winter season, one of which I'll likely list in a later column.

**Railfan's Diary, Continued from Page 11**

Amtrak Train 83, New York-Miami, Silver Meteor, January 23, 1973 at Alexandria			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
E-unit		253	Built for the Seaboard Air line
E-unit	Seaboard Coast Line	558	
E-unit	RF&P	220	
Baggage-dormitory-coach		1591	Built for the Seaboard Air Line Silver Meteor
Coach	Atlantic Coast Line	260	P-S built for the Nickel Plate
Coach	Seaboard Coast Line	5610	Built for the Seaboard Air Line Silver Meteor
Coach	Seaboard Coast Line	5620	Built for the Seaboard Air Line Silver Meteor
Tavern-lounge-observation (blunt-end)	Seaboard Coast Line	5841	Built for SAL Silver Meteor and Silver Comet
Dining car	Seaboard Coast Line	5925	Built for ACL Champions
6 Bedroom, lounge sleeper	Pine Tree State		Built for New Haven for the Montrealer
10 roomette, 6 bedroom sleeper	Beaufort County		P-S built for Atlantic Coast Line
11 Bedroom sleeper	Seaboard Coast Line		P-S built for SAL Silver Meteor "Tallahassee"

To complete this page, here are two consists of Northeast Corridor trains, showing a food service upgrade from the snack bar coach days, including a Northbound Southern Crescent, whose through cars from southern points were removed at New York.

Amtrak Train 184, Philadelphia-Boston, Minute Man, March 21, 1973 at New York			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
GGI	Penn Central	(didn't get #)	
Coach (rebuilt to coach by PRR)	Penn Central	1547	Budd-built for PRR as 21 roomette car
Coach (rebuilt to coach by PRR)	Penn Central	1541	Budd-built for PRR as 21 roomette car
Coach		5621	Built for Seaboard Air Line Silver Meteor
Dining-tavern lounge car		8334	Built for the New York Central as grill dining car
Parlor club car (meals at seats)		3632	Built for PRR Congressionals, "Henry Knox"

Amtrak Train 172, Washington -Boston, Southern Crescent, March 23, 1973 at New York			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
GGI	Penn Central	(didn't get #)	
Baggage-parlor-lounge car		1702	"Windham County"; P-S built for the New Haven
Dining-tavern-lounge car	Penn Central	4561	Built for New York Central as grill dining car
Coach	Penn Central	1430	Built for New York Central
Coach	Penn Central	3005	Built for Union Pacific
Coach (rebuilt to coach by PRR)	Penn Central	1522	Budd-built for PRR as 21 roomette car

I would see a later version of this train with the PRR's "Benjamin Franklin" parlor observation car running mid-train. Stay tuned for Part 3 in this space next month.

## John Biehn's Steam News For January 2021

*Courtesy of Jim Corbett*

**Future Northwest Steam...**It is a well-known fact that Santa Claus loves steam trains, and so does the dedicated crew rebuilding one of the nation's largest and best-preserved steam locomotives. The SP&S 700 pulled hundreds of passenger trains through Vancouver, Washington and up the Columbia River Gorge to Pasco and Spokane from 1938 until its final journey in 1956. Restored to running condition in 1990, it's been visited and photographed by thousands of people who appreciate steam locomotives, even if they may be too young to remember them in daily service. The Baldwin Locomotive Works built 4-8-4 was last under steam in 2015, when its 15 year safety certification from the Federal Railroad Administration expired, forcing a tear-down, inspection and reassembly of its boiler.

Steve Sedaker, a Vancouver resident, who is president of the preservation association said the boiler project is still a few months from completion. COVID-19 has set back the restoration work for most of the year. When completed, dozens of people will have contributed to the boiler rebuild, including volunteers, commercial businesses and a machining class from Clackamas College in Oregon City, Oregon. The cost of the project is close to \$225,000, paid for with donations and grants. Randy Woehl, the association's vice president has been managing the work crew. Woehl said the process started with removing the metal jacketing and mineral wool insulation to get to the complicated array of metal tubes and valves that form the boiler. Hundreds of metal tubes had to be removed from inside the boiler.

Once tear-down was completed, the volunteers had to measure the thickness of the metal of all the critical parts to make sure it had not become critically thin. They used a hand-held ultrasound unit that is about the size of a voltmeter an electrician might use. Some of the readings had to be made as close as four inches, and each measurement had to be recorded on a large schematic of the boiler to submit with the certification application.

At the end of the process, the news was positive. The 700 was in pretty good shape, with only some metal in the firebox needing to be replaced. The necessary sections were fabricated with the help of a Portland boiler repair shop. While the locomotive was in pieces, many other parts were replaced, too, including some special stay bolts that had to be handcrafted with help from the college machinists. The next big hurdle for the project is a hydrostatic test, which could take place this month. That's where the mechanics fill the rebuilt system with water and check for leaks. Then the entire locomotive that is over 110 feet long including the tender can be reassembled and tested, and the certification paperwork completed and sent to the feds. The goal is for the locomotive to be back in running condition by Christmas 2021. If so, look for Santa to be on board!

(Thanks to Craig Brown, The Columbian)

**Austin Steam Train...**The former Southern Pacific 786 was one of the group of twenty MK-5 class 2-8-2s. She was built by the American Locomotive Company's Brooks Works of Dunkirk, New York in August of 1916. This locomotive was placed in service on the Houston & Texas Central subsidiary of the Southern Pacific in September, 1916. SP No. 786 was retired from service and donated to the City of Austin in 1956. She was placed on display near a firehouse and remained there for the next thirty-four years. In 1989, the SP 786 was leased to the newly formed Austin Steam Train Association and was removed from display the following year. Almost immediately, the restoration of the steam locomotive began at Georgetown, Texas. A team of both professional and volunteer crews completed the restoration in a relatively brief amount of time, and on July 25, 1992, the first passenger excursion pulled by the newly restored locomotive pulled into Burnet.

After seven years of reliable service, the 786 was sidelined in July, 1999 following the discovery of cracks in a key component of the locomotive. The cracks apparently started decades ago and worked their way to the surface now making replacement of the locomotive's cylinder saddle casing necessary. This repair eventually evolved into a complete rails to stack rebuild which continues to this day.

When completed, the association plans to use the 786 on its Hill Country Flyer. It is a 66 mile round trip that includes: a two-hour trip from Cedar Park to Burnet. a two-hour layover in Burnet for eating or touring, and a two-hour ride back to Cedar Park

If you would like more information on locomotive 786's restoration, go to [austinsteamtrain.org](http://austinsteamtrain.org)

(Thanks to Tom Schultz)

**Western Maryland Steam...** Locomotive No. 1309 took its first steps under steam in sixty-four years on the last day of 2020. The 2-6-6-2 was built in 1949 by the Baldwin Locomotive Works for the C&O Railway to handle the railroad's heaviest coal trains throughout Kentucky and West Virginia until her retirement in 1956. As the restoration nears completion, Diversified Rail Services must accomplish the following work: Complete the plumbing of the stoker in the cab. Complete the cab interior, walls, floors, windows and sheet metal. Complete all the locomotive sand pipes. Install all arch brick in the firebox. Finish painting, letter and stripe the locomotive. Perform test runs and "break in" the locomotive.

When complete, the locomotive will become an outstanding tourist attraction operating trains between Cumberland and Frostburg, Maryland.

If you would like to donate to complete the 1309 and return the stirring sights and sounds to the Cumberland Valley, please go to [wmsr.com/1309-restoration/](http://wmsr.com/1309-restoration/) and click on "click to donate"

**Evanston Roundhouse Acquires Steam Switcher..** Last month, former Union Pacific switch locomotive number 4420, along with her tender, returned to her home at the Evanston Railyards and Roundhouse. The 0-6-0 steam locomotive was built in 1914 for the Union Pacific Railroad by the Lima Locomotive Works and brought to Evanston in 1915. Over the next 43 years, the engine worked the rail yards, bringing loaded cars together to be pulled by larger locomotives to many destinations.

Shelley Horne, member of the Evanston Historic Preservation Commission and chair of the sub-committee that was assigned to the steam engine project, was largely responsible for the success of returning the engine to the roundhouse. "I think this is the greatest first step we've (the commission) made to finally get engine 4420 back to the roundhouse, where we can protect it and the tender," Horne said. "It's a wonderful first step." Switch engine No. 4420 weighs almost 75 tons and is 20 feet long. The tender weighs almost 22 tons and is 26 feet long. In order to move anything of that size, a large crane and a special tractor-trailer needed to be found. The crane was supplied by Wagstaff Crane and the tractor-trailer obtained from Ralph Smith Company. Wasatch Railroad Contractors of Cheyenne was also hired to make sure the riggings on the engine and tender were properly placed.

On December 4, the engine and tender were moved and placed outside one of the large double doors at the roundhouse. They will be moved inside in a short while. Jim Davies, chair of the Historic Preservation Commission commented after the successful move of the engine and tender. "The move was just the beginning of the journey," he said. "We want to eventually have that engine running. Once it is inside the roundhouse, we can begin the restoration work. This is just the beginning."

(Thanks to Kayne Pyatt, Unita County Herald, via Tom Schultz)

**East Broad Top News...** For the first time since the historic narrow-gauge line shut down in 2011, regularly scheduled passenger service will resume on the East Broad Top Railroad. Brad Esposito, the railroad's general manager said this will happen in May or June, 2021 with or without steam locomotives. He also said that the

railroad is planning a few special events and trains over the winter and spring prior to the start-up as well. Earlier last year, the non-profit EBT Foundation purchased 27 miles of line, yards, shops and headquarters. They also purchased six Baldwin 2-8-2 steam locomotives, plus passenger and freight rolling stock from the previous owners, the Kovalchick Family.

Since then, the foundation and the volunteer friends of the East Broad Top have been working to rehabilitate the track, the complete circa-1900 shop complex, and the rolling stock with the plan to reopen the tourist-era operation from Rockhill Furnace to a wye and Colgate Grove picnic area about four miles north. Ultimately, the foundation is considering opening the main line south of Rockhill to the historic terminus at Robertsdale and Woodvale, Pennsylvania..where coal mines supplied the lading that was the railroad's reason for existence. The foundation has also floated the idea of reopening a long-abandoned mountainous branch line to offer scenic views and provide another visitor experience.

## **John Biehn's Steam News, Continued from Page 14**

### **East Broad Top, Continued**

According to CMO Dave Domitrovich, Baldwin 2-8-2 No. 16 will be the first locomotive restored to service. Earlier, the railroad designated No.14 and No.16 for restoration, but found No.16 in much better condition. No.16 should create an unusual amount of excitement and interest among the railfan railroad history community, for the simple fact that it has not run since 1956. Efforts will continue on No. 14, but it will require boiler work, including moderate minor sheet repair and replacement. It will also need new flues and tubes and require considerable running gear work. No. 14's drivers will be shipped to the Strasburg Rail Road for re-conditioning.

Track rehabilitation on the main line and in the Rockhill Yard is roughly half done with some 3,500 ties replaced out of a projected 6,500. Eighteen switches are marked for renewal and track no. 3 in the north end of the yard has been rehabilitated after being out of service for many decades. This will give EBT operational flexibility.

(Thanks to Dan Cupper Trains Newswire)

**EBT Receives Grant...**The Pennsylvania Office of the Budget has awarded a \$1.4 million economic development grant to the non-profit EBT Foundation, owners of the historic narrow-gauge East Broad Top Railroad in south central Pennsylvania. Funding from the state's Redevelopment Assistance Capital Program will be applied to several projects, one of which is retiring part of a mortgage held by the previous owners as well as plans for proposed construction and rehabilitation of facilities.

The stated purpose of the grant is to aid in "the acquisition and construction of regional economic, cultural, civic, recreational and historical improvement projects. Such projects are intended to generate substantial increases or maintains current levels of employment, tax revenues or other measures of economic activity. This is the third grant the railroad has received since it was acquired by the EBT Foundation

\*(Thanks to Dan Cupper)

**Future Pennsylvania Steam...**Reading & Northern's former Reading Company 4-8-4 No. 2102 came several steps closer to its long awaited return to service after steam testing at the railroad's steam shop at Port Clinton, Pa.. The testing was held on January 12. All went well with the tests.

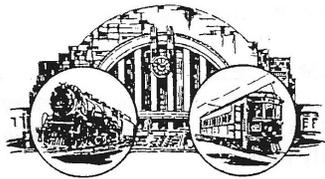
The 2102, built by the Reading at its home city shops in 1945, is one of four T-1 class steam locomotives still remaining. Owner and CEO of the Reading & Northern Mr. Andy Muller Jr. hopes the engine will be running this spring, after being stored for the past 29 years.

The Reading & Northern steam crew lit a fire on Saturday the ninth, let it warm up and on Tuesday, the 2102 was up to its 240 psi working pressure. All components, including the boiler, injectors, feed water heater and stoker tested fine. A few leaks were discovered and they will be repaired after the engine cools down. The 4-8-4 does not look quite ready to run, as the cab still needs to be reinstalled and the tender is being rebuilt. The multi-year project has cost more than \$1 million so far and Mr. Muller says he expects to spend another \$100,000 to get to completion.

Mr. Muller bought the 2102 in 1987 and ran it on passenger trains over his Blue Mountain & Reading line north of Reading from 1987-1992. The 2102 also made a few off-line trips on Conrail routes during those years. Bringing No. 2102 back to life has been part of Muller's plans since it was taken out of service. However, freight service on the growing Reading & Northern has been a priority.

Finally, Mr. Muller's plans for No. 2102's first assignment is to follow T-1 tradition...leading a long high priority freight. The locomotive will be on the head end of R&N's hottest scheduled train, the North Reading Fast Freight which makes a daily round trip from North Reading to Pittston, Pennsylvania.

(Thanks to Scott Hartley)



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**P.O. Box 14157**

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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, February 4. Chris Mayhew will show some video footage and scans of mostly black and white photos taken by longtime club member Otis B. Flinchbaugh Jr.

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.