



Editor’s Comments

The next CRRC gathering will be an in-person, come-as-you-wish social at 6 PM on Thursday, June 24, at the Wyoming Village Green, 400 Wyoming Avenue, Cincinnati OH 45215.

This is a block from the CSX mainline. *Station Family & BBQ* sells food and drinks that can be consumed in the park. There is also an ice cream shop next to the park. If you want to sit, bring a folding chair, as seating is limited. There will be no “program” — this gathering is so everyone who wishes can get together and say hello, as we hopefully ease out of this COVID-19 pandemic!

We’ve recently lost another longtime CRRC member. Jim Mixer. Lately, Jim was a prolific contributor to H & M. Part 5 of his *Railfan’s Diary* is presented in this month’s issue. Parts 6 & 7 will follow. I found his articles most interesting to read, and as editor, especially easy to edit! I’ll miss you, Jim!

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

Send electronic submissions to:
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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Club Officers

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President's Comments
April, 2021
By Chris Mayhew

Dear fellow Cincinnati Railroad Club members,

Cincinnati Railroad Club set up shop to talk with people on May 1 for National Train Day at the Lebanon, Mason and Monroe Railroad.

Members Dave Bossart, Darryl Dravalnd, Scott Smith, Dennis Teagle and Chris Mayhew were present (as was board member Jim Corbett who guided people on rides aboard his caboose). Member Dave Michaels, with Mary Pat and the boys in tow, were also spotted.

The club will have a June in-person gathering at the Wyoming Village Green park space within a block of the CSX main sometime in June. Watch for an email.

Sadly, I must report that longtime CRRC member Jim Mixter has died. I'm told that he was a member of the club since he was 14-years-old. The Oakton, Virginia resident died April 30 at age 70. A prolific author for *Headlight and Markers*. His knowledge and copious notes on passenger train operations are a study in painstaking detail. His obituary is online at <https://www.legacy.com/obituaries/washingtonpost/obituary.aspx?n=james-mixter&pid=198550259&fhid=17018>

The club's board in April approved the eventual takeover of the treasurer's job from Jack Haap, who has done the job ever-dutifully for years. As Jack told me, he started out writing checks on the hood of cars in the parking lot next to CRRC steam excursion sites. He's helped keep the club going for many a year! Also, the club will move to enable memberships to be paid online this summer. More details on that later when it becomes functional.

Archivist Dave Bossart is busy scanning some club historical documents that will likely be included in some future H&M articles.

And for those following the planned late May Ludlow Southern Railway caboose move to beneath the rail viewing platform, the organizers have postponed it on account of a very wet spring. More details on when that might be rescheduled will come later.

It is with sadness that I must report that Summerrail 2021 at Marion OH has been cancelled. The organizers of the annual railroad memorabilia show railroadiana sale cited a lack of clarity on finances in putting on this year's show with regards to COVID-19 is still creating issues.

I am sure I am possibly forgetting many things. More to come later in a club email. For now, stay trackside and out of the gauge...unless you're riding the train! Enjoy what late spring and summer have to offer with a multitude of trip and outing options around the region.

Chris Mayhew

Amtrak News

By W. Mike Weber

- About 50 years ago I remember walking through Cincinnati Union Terminal with a friend. We both were sure that the need for rail passenger groups would soon be over. Things will be fine soon. We have AMTRAK!! This was on a day Cincinnati went from about 20 trains to two.

So 50 years later, Ohio has lost the BROADWAY LIMITED, NATIONAL LIMITED, LAKE CITIES, SHENANDOAH, and a DAILY CARDINAL. When does the party begin? It is quite amazing that there are still believers out there.

Now maybe this is the time for Amtrak. I expect little from Ohio, due to our legislature. I hope that I am wrong. Everything depends of course on what happens with funding in D.C.

Reading the Amtrak priority statement was the first time that I have seen a daily SUNSET LIMITED and daily CARDINAL mentioned. This would be a giant increase in passenger rail for Cincinnati and Indianapolis. I really find this more interesting and likely than the 400 mph trains.

- Got some tickets? NPR reports great pent-up demand for leisure USA travel. Are you ready, Amtrak? How you going to feed those coach passengers? Have you found agents yet for all those re-staffed stations? Are you doing any advertising?
I thought the 50th birthday went by rather quietly!!
- Virginia is going to extend service to Christiansburg!! An agreement has been finalized with NS to use the former VIRGINIAN much of the way for this service. Improvements will be made across the route. A second train will be added to this service which is also great for Roanoke and Blacksburg and Virginia Tech!! I would estimate it will take three years to complete, but that is a guess.
- Bryan Cash reported that the soon-to-be-retiring long-time *Cardinal* Car Attendant Janice is working Westbound on 51 on May 28th, and then riding "deadhead" eastbound for what they call "The Ride" where she can socialize with co-workers and passengers who can send her off into her retirement on Eastbound 50, leaving Chicago on May 29.

Mike Weber

GONE, BUT NEVER FORGOTTEN

Memories of Longtime CRRC Members

Editor's Note: In recent months we've lost several long-time members of CRRC. Below are some recollections of these contributing members, as submitted from fellow CRRC members. You are invited to submit your memories for publication!



Jim Edmonston
(Photo by Dick Swaim)

When I put some thought to it, I realize I knew Jim Edmonston 50 years!! This is quite a few memories. In 1967 Jim took over my job as editor of *Headlight and Markers*. Little did he know he would hold the job for 50 years. Jim went from the type stencils era to the computer!! The history of this club pretty much can be traced thru past editions of H&M. In 1969 Jim helped me out again with day jobs unloading trucks --- trucks mostly of food at Teamster wages!! A third time I recall is when I was supposed to do the banquet program. Something came up and Jim gave my slide show!! Afterwards we both went over it for content. What? Where??

Mostly I remember Jim as a booming member of the Beef Trust. Some of our larger members could literally be counted on for heavy lifting, like cases of pop, food for our train excursions.

Jim ran the all-important parking function at Ludlow – without a hitch. I clearly remember Jim, Zoellner, Norm Adams, Feiler taking a well-deserved break in the baggage car on our Danville trips. Jim could be counted on.

Jim Odell and Jim Edmonston really enjoyed weekend trips up to Deshler and Fostoria, along the way with many stops along the B&O. I always looked forward to a field report in H&M after these excursions. Jim could also surprise with reports on his world travels. Where you been Jim?? ' Oh, just back from Egypt!!' And others Eileen can better recall!!

Edmonston spent his early days in and around Maryland. Any time you are on an Amtrak train or VRE in Northern Virginia, think of Jim. He worked at Pot or Pot Yard which is now apartments, houses, parks for the well employed of Northern Virginia. Jim would enjoy the heavy rail traffic of today!! Imagine, two more tracks coming soonish over the Potomac

Jim was blessed with a sweet wife who understood his love of things on rails. It is common to say so, but true, Jim will live on through his great family!

If your thoughts on Jim surface, please let H&M hear from you. 50 years. There is a lot to recall. Sometime in the future, I hope the club has a home where we can hang photos and memories of members who have contributed so much. Does issue number one of H&M exist?!

We miss you Jim!

W. Mike Weber

Gone, But Never Forgotten, *Continued from Page 4*

A long time ago the CRRC did things like check age and interest to join the CRRC. Well that was all put aside when this kid named Jim Mixter came along. At 14 he knew more about the rails than most of us. Especially passenger rails. Jim was on the B&O trip to Baltimore arranged in early 1960's. I seem to have lots of photos of the back of his head as he liked front /right in dome cars!! Fond memories of trips to Kenova via N&W and return on C&O. He was also a Winton Place regular after CRRC meetings.



Jim Mixter

I visited Jim in Houston one time. We grabbed an EARLY Express bus downtown from his home. You went early or sat in traffic all morning. I believe this is where Jim's kids grew up. A merger took him to Virginia. Far more chances for Jim to ride the rails!! He also loved to fish and purchased a nice home on water in Charlottesville!! He and Lolly could chill out there and seemed to love it.

Have your facts correct when talking politics with Jim!! I think I was an usher at the wedding in Buffalo. Both families were super kind and thoughtful of those who made the journey. It was also obvious Mixter and Lolly had made good choices.

Mister loved his chances to sing in choir. He was also in glee club at Amherst?? and got to travel to NOW GET THIS Afghanistan, Turkey, Iran!! Where he swears he was not a spy for America. Jim loved to sing the City Of New Orleans by Guthrie. And did it well. Maybe we can get Lolly to get it to us somehow!! Jim carries on through his family. Thanks for all the memories Mixter!!

W. Mike Weber

I had the pleasure of knowing Jim Mixter during his high school and college days. He was a regular at the club's off Thursdays evening informal gettogethers. Jim was always a nice person to talk with, either about trains or any other topic. I was disappointed when he took a job out of town. May he rest in peace.

Jack Haap

Jim Mixter was one of the young regulars at the Winton Place Station in the late 1960s when we both were in high school. He was a big passenger train fan. After Winton Place went away as a hangout for us railfans, we'd see each other regularly at the CRRC, and on train-chasing ventures around town. He lived in Obryonville in a mansion at the end of Baker Place, overlooking the Ohio River. The street he lived on was named after his mother's family, who owned the mansion that was passed-down for generations on his mother's side of the family. Jim's dad was the Vice President of Marketing for the Baldwin Piano Company. Despite these rather privileged beginnings, Jim was just a regular guy, down-to-earth, smart, and full of fun. He had a knowledge of passenger trains that went well beyond his young years.

After college, Jim went on to a long career with Exxon, while I spent time on the Steamer *Delta Queen*, and later, Amtrak. We kept in touch for the rest of our lives. I became the Best Man at his wedding, and he became mine when I got married.

Not long ago, Jim and I were talking about the recent passing of Jim Edmonston. We joked about how Edmonston would do some "creative editing" of articles in *Headlight & Markers*. Mixter did a regular column of passenger train news in *H&M*, in the late 1960s. These were some very lean years for the passenger trains prior to the inception of Amtrak, and Mixter was there keeping everybody up-to-date with the mostly dismal news. In one column, he wrote about how the Southern Railway was taking the lucrative head-end freight business off its train, *The Pelican*. To that, Edmonston decided to liven-up the article saying that the Southern was now waiting for the "headless bird" to die....

Needless to say, the Southern and Chairman W.Graham Claytor didn't take too kindly to the humor. Mixter was just a high school kid at the time, and he wasn't accustomed to angry letters from corporate giants. The CRRC apologized to Mr. Claytor, but Jim wasn't satisfied with the apology. Shortly thereafter, Jim went east for a Southern steam excursion out of Charlottesville, and spotted Claytor's business car in the yard there. He decided to apologize for himself, so he went up the platform of the car, and rang the doorbell. A porter answered and asked what his business was. Mixter said that he'd like to apologize to Mr. Claytor about something. The porter must have thought that Jim looked innocent enough. After all, he was a tall, blond-haired kid with glasses, so what kind of trouble could he be? The porter left for a minute, then he came back and let Jim in to see the "Old Man" himself. They each had a can of Coke, and Claytor accepted the apology, saying that each party had their say in the matter, and that's that. The whole episode was something that was seared into Jim's memory.

Jim, we will miss you!

Denny Hamilton

April 2021

A VISIT TO CSXT CORBIN YARD

By Charles H. Bogart

In January, 2021, Mary Ann and I stayed at Pine Mountain State Park, located at Pineville, Kentucky, to railfan the area. Among the sites we visited was CSXT's Corbin Kentucky Yard. We were given a tour of the Yard by a friend who works for CSXT.

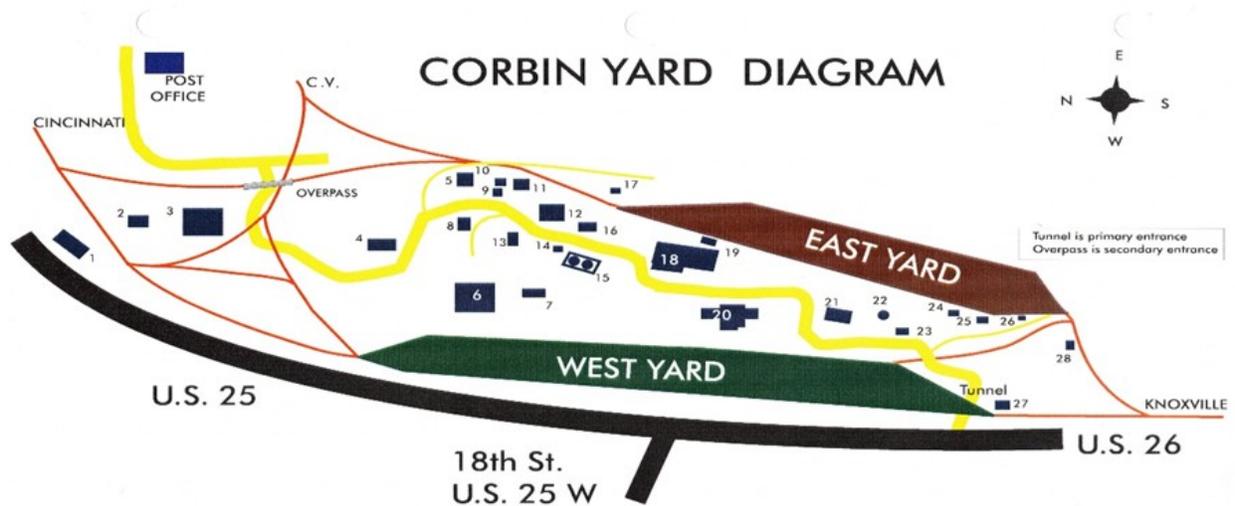
The Louisville & Nashville Railroad (L&N) reached Corbin, Kentucky in 1886 and shortly thereafter began to build up the Cumberland River into the Southeast Kentucky Coal Fields of Harlan, Letcher, Clay, Bell, and Knox counties. At Corbin, L&N developed a huge marshalling yard to build trains of hopper and gondola cars that were loaded with coal and destined for northern markets. The yard was equipped with a roundhouse, car repair shop, turntable, coaling tower, water tanks, and a railroad YMCA. Loaded coal cars arrived 24 hours a day, seven days a week, for dispatch to various markets, and an equal number of empty cars were transported from the yard to various coal mine tipples for loading.

During the 1950s L&N began to dieselize their coal field operations. The Corbin Yard slowly lost its coaling tower and water tanks. The 1980s and 1990s saw other changes to the Corbin Yard. No longer did the Yard put together coal trains for dispatching to markets or allocate empty hoppers for movement to this or that mine tipple. Unit coal trains were now the staple of the Yard. The Yard's operations now focused on servicing locomotives by refueling and sanding, cleaning their interior and exterior, providing crews, performing Federal Railroad Administration (FRA) mandated inspections, conducting running repairs, and carrying out locomotive repairs and overhauls. The Yard also housed a car inspection and repair shop. In 1947, the Corbin Yard also became headquarters for L&N's Cumberland Valley Division.

In 1987, CSXT, at a cost of \$41 million, rebuilt the Corbin Yard into a modern facility for servicing unit coal trains. The Yard was given new receiving and departing tracks suitable for housing unit coal trains. In addition, CSXT built a new eight locomotive service center, a locomotive inspection shop, a locomotive repair shop, and a car repair shop. For the next fifteen years, Corbin Yard was a beehive of activity as unit coal trains arrived and departed. Then, circa 2005, the movement of coal through Corbin Yard began to slowly decline. Starting in 2010, the movement of coal through the Yard went into a steep decline. The result was that in 2015 CSXT closed the Corbin locomotive service, inspection and repair shops. Then in 2018 CSXT closed the Corbin Car Repair Shop.

Starting in late 2020, CSXT began to remove track from the Corbin Yard and demolish auxiliary structures. The turntable is now land locked. Rumor has it that in 2021 the Corbin locomotive service center and locomotive repair shop will be demolished. Since 2018, the car repair shop has been used by the signal gang. Below are some photos from our visit to the Corbin Yard.

A Visit to CSXT Corbin Yard, Continued from Page 6



- 1. R.R. POLICE/COMM. OFFICE
- 2. TRANSPORTATION TRAINING ROOM
- 3. DIVISION OFFICE
- 4. MAINT. Of WAY/SIGNAL
- 5. WASTE WATER TREATMENT
- 6. CAR SHOP
- 7. CONFERENCE ROOM
- 8. RADIO SHOP
- 9. M of W SAFETY OFFICE
- 10. B and B
- 11. MAINT. of WAY

- 12. FACILITY MAINT.
- 13. NURSES STATION
- 14. YARD AIR COMPRESSOR
- 15. FUEL TANKS
- 16. NORTH EAST YARD CREW BUILDING
- 17. NORTH END/ EAST YARD SWITCHMAN'S SHACK
- 18. SERVICE CENTER
- 19. G.E. TRAILER
- 20. ENGINE HOUSE.
- 21. EXPEDITE CENTER

- 22. TURNTABLE
- 23. SOUTH END WEST YARD CREW BUILDING
- 24. E.O.T. REPAIR SHACK
- 25. SOUTH END CARMAN'S BUILDING
- 26. SOUTH END/EAST YARD SWITCHMAN'S SHACK
- 27. SOUTH END/WEST YARD SWITCHMAN'S SHACK
- 28. SCALE HOUSE

2010 map of Corbin Yard



A 2020 view southward into Corbin Yard, with the refueling area on left, locomotive service center beyond, and locomotive repair shop to right

Track leading back to locomotive refueling area



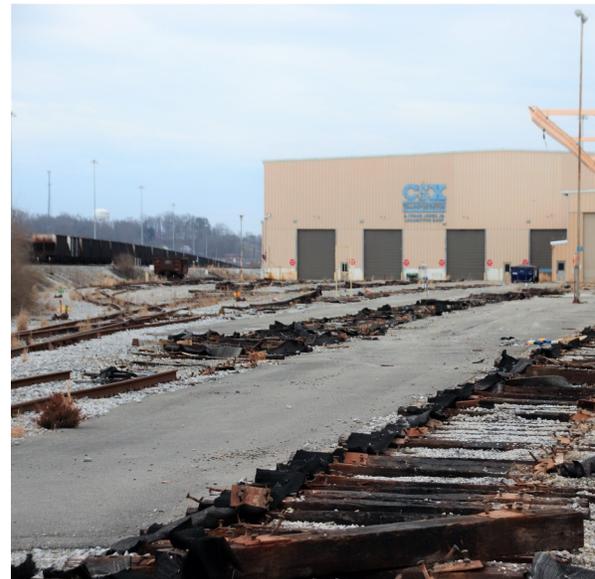
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A Visit to CSXT Corbin Yard, Continued from Page 7



Locomotive service center on left and locomotive repair shop on right

View of the north side of the locomotive repair shop.



A view of the now land locked turntable

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A Visit to CSXT Corbin Yard, Continued from Page 8

Remains of the track that lead to the locomotive inspection building



The remains of locomotive refueling area

The north side of the locomotive service center.



Railfan's Diary

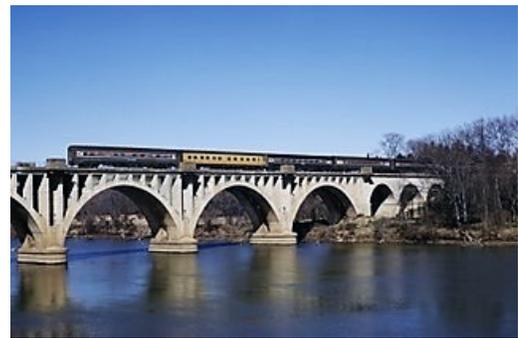
Early Amtrak Consists: "They Made the Trains Worth Traveling Again"

-or-

The "Rainbow Era" – Part 5 By Jim Mixter

Part 5 shows the first era of Amtrak's second-hand equipment losing its "Rainbow" coloration but still in the "steam-heated" mode. Amfleet cars are beginning to be delivered and are showing up on shorter-haul trains, while steam-heated cars remain the on the long hauls, many of which are of impressive length and still laded by multiple E-units. Part 4 ended with a 16-car Silver Star, and I'll lead off here with the remainder of Amtrak's East Coast-Florida fleet at the end of the peak winter season. Here's the southbound Silver Meteor at 18 cars, all the more impressive because these were all cars for Miami, with St. Petersburg patrons handled by two other trains. I believe CXS limited Amtrak to 18 cars, and this limit was often reached during this time period. At 21 cars including power, this may be the longest all-Amtrak liveried train I had yet seen. Dining and lounge cars were operated in both the coach and sleeping car sections, and one sleeper was a through car from Boston. The Meteor ran without intermediate stops between Richmond and Jacksonville!

This is a view of the last few cars of a northbound Silver Star on the RF&P arched viaduct over the Rappahannock River at Fredericksburg VA in early 1975. Union Pacific sleepers ranged far and wide over Amtrak in the "Rainbow Era." In the early spring, this is a good vantage point to view not only the railroad but also the shad run, when fishermen casting from shore and circling and diving Bald Eagles and Ospreys are all seeking the game fish.



Amtrak Train 83, New York-Miami, Silver Meteor, March 30, 1974 at Richmond

Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted

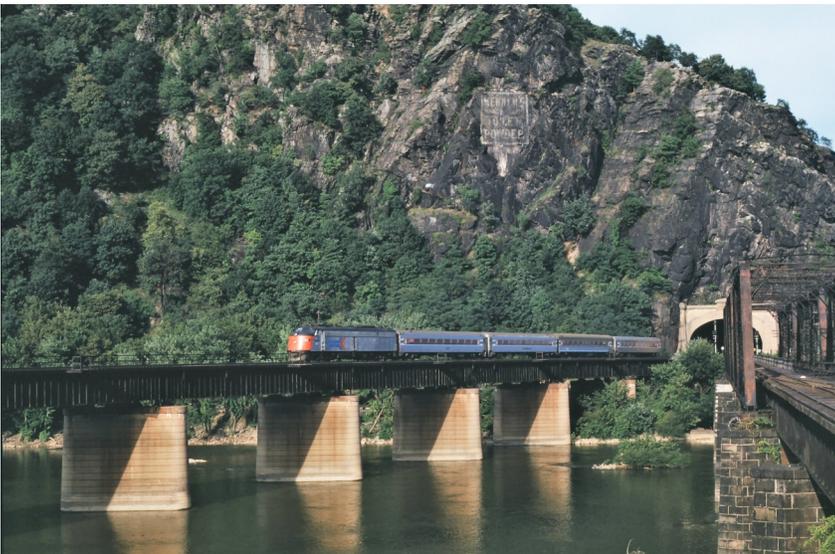
E-unit	237	Built for Atlantic Coast Line
E-unit	246	Built for Seaboard Air Line
E-unit	440	Built for RF&P
Baggage-dormitory (converted by Amtrak)	1401	SLCC built as Army medical car
Coach	5433	Built for PRR for ACL Florida trains
Coach	4442	Built for Southern Pacific for Sunset Ltd.
Coach	4456	Built for Union Pacific
Dining car	8071	P-S built for Santa Fe Super Chief
Coach	4561	Built by St. Louis Car Company for UP
Coach	4407 Prairie Skies	P-S built for UP, sold to Autoliner
Coach	4562	Built by St. Louis Car Company for UP
Coach	4580	Built by St. Louis Car Company for UP
Bar-lounge car	3311	Built for Southern Pacific Sunset Limited
11 bedroom sleeping car (converted by UP)	Star Crest	P-S built for UP as 5 bedroom, lounge car
10 roomette, 6 bedroom sleeping car	Columbia	P-S built for Seaboard Air Line
6 roomette, 5 bedroom, 2 compartment sleeping car	Lewis & Clark Pass	P-S built for Great Northern Empire Builder
Dining car	8021	Built for Florida East Coast, sold to SAL
5 bedroom, lounge sleeping car	Sun Ray	P-S "Sun Lounge" with wrap-around glass
11 bedroom sleeping car	Venice	P-S built for Seaboard Air Line Silv. Meteor
11 bedroom sleeping car	Placid Meadow	P-S built for Union Pacific City trains
8 roomette, 6 bedroom sleeping car	Air Force Academy	P-S built for Rock Island Rocky Mt. Rocket

Railfan's Diary, Continued from Page 10

Not too far off the Meteor's markers came the Champion, also at 18 cars, with several in "Rainbow" colors:

Amtrak Train 85, New York-St. Petersburg Champion, March 30, 1974, at Richmond			
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted			
E-unit		240	Built for Atlantic Coast Line
E-unit	Seab. Coast Ln.	5558	
E-unit		202	Built for the Baltimore & Ohio
Baggage car (Amtrak added ski racks)		1076	ACF-built for UP as postal storage car
Slumbercoach	Burl. North.	333	Built for NYC 20 th Century Limited
Coach		4469	ACF-built for Chicago Northwestern
Coach		4447	Built for Union Pacific
Coach	Penn Central	2948	Built for New York Central
Coach		4508	P-S built for Santa Fe El Cap and Tex. Chief
Dining-counter-lounge car		3362	P-S-built for D&RGW, sold to PRR
Coach		5662	Built for New York Central
Coach		5400	Built for Atlantic Cst. Ln. Tamiami Champion
Coach		4425	Built for Southern Pacific City of San Fran
Coach (converted to coach by UP)		4587	ACF-built as 14 sections for Union Pacific
Dining car	Seab. Coast Ln.	5925	Built for Atlantic Coast Line for its Champions
6 bedroom, lounge sleeping car		Hollywood Beach	ACF-built for Seaboard Air Line Silver trains
10 roomette, 6 bedroom sleeping car		2699	Built for SP for Sunset Limited
10 roomette, 6 bedroom sleeping car	Union Pacific	Pacific View	Built for Union Pacific City trains
10 roomette, 6 bedroom sleeping car		Pac. Lodge	Built for Union Pacific City trains
Baggage-dorm. car (Amtrak rebuilt)		1404	St. Louis Car-built as Army medical car

For a bit of diversity in train length and cars ("American Flyer" cars!), next is the Blue Ridge, which operated Washington-Cumberland, the only ex-B&O route initially operated by Amtrak. By early 1976, the E's had given way to a P30CH, and the consist was three Amcoaches and an Amcafe.



The former B&O bridge across the Potomac at Harpers Ferry WV is one of my favorite locations. The bluff on the far side is known as the Maryland Heights. There are Civil War-era gun pits on the hillside (the area changed hands multiple times during the war), and still visible on the rock face is an advertisement for Mennen's Toilet Powder. Amtrak's only train on the ex-B&O in 1974 is the Blue Ridge, an E-unit pulling three ex-New Haven "American Flyer" coaches and an ex-C&O coach-dining car. Today, Amtrak's Capitol Limited uses this route and often crosses in good afternoon sun.

Railfan's Diary, Continued from Page 11

Amtrak Train 701, Washington-Cumberland Blue Ridge, October 16, 1974		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
E-unit	220	Built for Richmond, Fredericksburg & Potomac
E-unit	236	Built for Atlantic Coast Line
Coach (converted to coach by NH)	7252	P-S-built for NH as parlor car; had "American Flyer" roofline
Coach (converted to coach by NH)	7254	P-S-built for NH as parlor car; had "American Flyer" roofline
Coach-dining car (converted by C&O)	8411	P-S-built as coach for C&O
Coach (converted to coach by NH)	7255	P-S-built for NH as parlor car; had "American Flyer" roofline

Out in the Midwest, Illinois had expanded its state-supported network; here is Amtrak's Blackhawk, running to Dubuque on the ex-Illinois Central line. It would later be operated with a GE-built P-30 and Amfleet. Later eliminated in a budget cut, a Dubuque train is still being fought for by interest groups in the region decades later. The former Western Pacific RDC was purchased to run between Salt Lake City and Oakland on a tri-weekly schedule opposite of the California Zephyr, with over 100 stops (mostly flag stops), carded for about 22 hours!

A Budd Car Black Hawk--three high-mileage Budd Rail Diesel Cars comprise the Black Hawk as it departs Chicago in January, 1975. Amfleet would displace this equipment within several years, and Dubuque is without a passenger train in the 21st Century.



Amtrak Train 371, Chicago-Dubuque Blackhawk, January 5, 1975		
RDC-2 (baggage-coach)	30	Built for Northern Pacific
RDC-2 (baggage-coach)	32	Built for Western Pacific "Zephyrette", later sold to Northern Pacific
RDC-1 (all-coach)	15	Built for New Haven

See you here next month for Part 6!

John Biehn's Steam News For April 2021

Courtesy of Jim Corbett

The Boston and Maine No. 3713 is a Class P-4a 4-6-2 “pacific” type steam locomotive built by the Lima Locomotive Works in 1934. The locomotive is currently being restored to operating condition at the Steamtown National Historic Site at Scranton, Pennsylvania. It will be used on excursion trains at Steamtown when completed. Restoration efforts are headed by a group known as Project 3713.

Here is a recent update: During the previous year, like all people and organizations throughout the world, Project 3713 operations ground almost to a halt as the grip of the COVID-19 pandemic spread throughout the northeast. In late March, Steamtown, where the majority of 3713 work takes place, closed and remained closed until late June severely limiting what kind of work could be accomplished.

With Steamtown closed and its shop forces idled for several months, more mundane but equally important tasks became the focus. Applying for grants, working on drawings for new part, and planning and costing of future work became the focus as tasks could safely be done by employees from their homes.

As late June rolled around and pandemic restrictions were eased, the Steamtown shop personnel jumped back in to the swing of things. As of this writing, there is a severe uptick in COVID-19 cases and state governments are considering fresh restrictions. Regardless, the resourceful team behind 3713's restoration, will keep the project moving forward adhering to whatever safety guidelines are necessary to ensure that the talented staff is kept safe.

Updates to make 3713 a truly mainline capable locomotive include converting the tender trucks to roller bearing. While repairing cracks in the tender frame, some large cracks were found in the center casting that mates with the tender truck. With more cracks in the center casting being found after it was removed, it was necessary to make a brand new one from plate steel. It was then hot riveted to the frame completing the center casting repairs.

While the tender frame was upside down following center casting repairs, it allowed a good opportunity to test fit the new draft gear and coupler assembly. The locomotive will also receive a modern Type F tight lock coupler for possible offline passenger excursions in the future.

The stoker engine housing was opened up for the first time to inspect the machinery of it. Besides some surface rust on the rods, the stoker engine was found to be in near perfect condition. An exciting return to the back shop recently was the completely refurbished Coffin Turbo Pump which was sent back to the Coffin factory for a total overhaul. This is the same place where the pump was originally manufactured. In addition, two newly cast sets of tender truck brake heads also arrived recently to replace the worn brake heads that were on the tender.

For more information, please check out the Project3713 Facebook page and website.

(Thanks to Laurel Lines via Alex Mayes)

Colorado Steam...On May 15 & 16, the Colorado Railroad Museum at Golden, Colorado will have D&RGW 491, D&RGW 346 and RGS20 all fired up at once. The genius of the event was to honor the dear late friend Fred Oster (and still is). Additionally the museum will be kicking off a new locomotive maintenance fund and celebrating locomotive 346 turning 140 years old.

In the morning, a parade will run with all three engines with their own caboose. Then RGS 20 and D&RGW 346 will begin train rides with a 10:00 a.m. double header. RGS 20 will pull trains the rest of the day, with another double header planned for 1:00 p.m.

D&RGW 491 will return to the round house after the parade and remain hot for viewing and the occasional run onto the turntable. Locomotive 491 has been the museum's big mainstay locomotive seven years now and is in need of some pretty major work. After this event, she will be removed from service and the museum will be contracting the Durango & Silverton Narrow Gauge Railroad to perform just a portion of the necessary work. She will return to service late in the year as a backup for “Day Out With Thomas,” and as the lead for “Polar Express.” This is going to be a fun event. Especially when three hot engines are posed at the same time at the shop at the end of the day with 2-8-0 No. 318 thrown in for fun.

(Thanks to Jeff Taylor and the Colorado Railroad Museum)

John Biehn's Steam News, Continued from Page 13

New Jersey Steam...Today, the Black River & Western Railroad is an independently owned and operated Class 3 common-carrier railroad located in rural Hunterdon County, New Jersey. From south to north, the railroad connects the towns of Lambertville, Ringoes, Flemington and Three Bridges. BR&W currently services several industrial customers in Hunterdon and Warren Counties. While the railroad takes good care of its freight customers, the heart and soul of their operations continues to be passenger excursion trains. These excursion and themed events operate throughout the year, and provide visitors many ways to experience old-fashioned railroading in Hunterdon County.

One great old fashioned experience is supplied by the railroad's No. 60, a coal fired consolidation type steam locomotive built in August, 1937 by the American Locomotive Works. This 2-8-0 was originally built for the Great Western Railway of Colorado. Since 1965, No. 60 has made her home at the Black River & Western.

Locomotive No. 60 is currently undergoing a full restoration to operating condition. As restoration efforts continue, volunteers now plan to finish minor repairs to the superheaters. These are flues that recirculate and thus reheat saturated steam to increase thermal energy before entering the steam cylinders to drive the wheels. Volunteers will then reinstall these units back into the locomotive's boiler.

Once reinstallation is completed, the smokebox face will be fastened to the front of the engine and two brand new staybolts will be installed. Jacketing and appliances will be buttoned up and the locomotive will be made ready for a federal hydro test. Stay tuned for more updates by visiting BR&W on Facebook.

(Thanks to the Black River & Western Railroad)

Future Pennsylvania Steam...In Cooperation with the Maguire Family Foundation, tourist line Colebrookdale Railroad announced recently that it has acquired former Rio Grande Scenic Railroad 2-8-0 No. 18. This engine was built for the Lake Superior & Ishpeming in Upper Michigan by ALCO (Pittsburgh) in 1910. The acquisition comes after the railroad said earlier that it planned to launch a steam program this year, and is seeking funds to support the effort.

The 95 ton locomotive was purchased through equipment dealer Ozark Mountain Railcar, which is handling the liquidation of locomotives and rolling stock from the bankrupt Iowa Pacific Holdings. The locomotive, which has a year to go before its boiler requires a 1472 day inspection, will be shipped from Alamosa, Colorado to Pennsylvania on a flatcar. It will eventually join GTW 4-6-2 No. 5030 that was purchased in February from the City of Jackson, Michigan. It had been on display there since the 1950s. Locomotive 5030 will require extensive restoration work to be returned to operating condition.

Nathaniel Guest, the executive director of Colebrookdale Railroad Preservation Trust said there are opportunities for amazing things ahead, steam included.

(Thanks to the Colebrookdale Railroad via Ken Borg)

Future Kentucky Steam...For the first time since the age of steam, former C&O Railway No. 2716, a 1943 built 2-8-4 is getting large scale repairs done. The new side sheets for the locomotive's firebox-the power plant for the big boiler- have been cut, formed and fitted for permanent installation.

All the boiler and mechanical work is being performed under the direction of "that steam guy" Jason Sobczynski's Battle Ground in the futureNext generation Rail Solutions, with a great amount of assistance from Kentucky Steam volunteers. By the way, they are always looking for those with a mechanical background who would like to learn new skills and will contribute to this economic development project at Ravenna, Kentucky.

Steamtown Update...The on-going COVID-19 pandemic will derail Steamtown National Historic Site's traditional Railfest celebration for a second straight year but that doesn't mean park visitors have nothing to look forward to in the months ahead.

The park's outdoor spaces...the turntable, the roundhouse and the yard are all accessible to the public with social distancing. Masks are also required when social distancing cannot be maintained. Indoor exhibits however, are off-limits at least for now.

Something that could happen sooner rather than later is the long awaited rollout of the restored Big Boy locomotive. Steamtown removed the former Union Pacific No. 4012 engine from public display in the fall of 2019 for a thorough cosmetic restoration and painting. The colossal locomotive, one of eight still in existence, is considered one of the historic site's must see attractions. Steamtown has no specific target date for getting the Big Boy back on display, though Superintendent Cherie Shepherd said she hopes it is out by early summer. Park officials have started thinking about what it will take to resume train rides, including the short "Scranton Limited" that runs within the Steamtown yards

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

Steamtown Update *(Continued)*

One of the dates the historic site is aiming for is May 8 which is National Train Day. That day celebrates the completion of the first trans- continental railroad in 1869.

(Thanks to David Singleton, The Citizen's Voice via Tom Schultz)

Future Washington Steam...in `1998 a group of volunteers banded together to restore part of the historic Chelatchie Prairie Railroad and turn a portion of the track into a functioning scenic railroad.

The current day Chelatchie Prairie Railroad runs on a former Northern Pacific track from Yacolt, Washington to Moulton Falls. The railroad's goal is to run to Battle Ground in the future,

The volunteer organization also has the No. 10, a former Crossett Western 2-8-2T steam locomotive that was built in 1929 by the American Locomotive Company. This locomotive was originally made for logging transportation. Railroad President Randy Williams stated that federal law mandates an inspection of steam engines after fifteen years. During the inspection, locomotive No. 10 has to be completely taken apart, inspected and reassembled. Currently the goal is to get locomotive No. 10 on the tracks for the 2022 season, so any trips in 2021 will be run with the organization's diesel engine.

If anyone wants to be a part of the restoration process, the organization is looking for volunteers. The only requirement is that persons must be eighteen years of age or older.

(Thanks to Cameron Kast, The Reflector via Tom Schultz)

Museum Acquires Steam Locomotive...For the first time in decades, a steam locomotive engine came barreling through the Annapolis Valley...on an oversized flat bed truck. The last time a steam engine ran down the tracks in the Annapolis Valley was in 1959, when the Dominion Atlantic Railway was still running. In one fell swoop, a large crane lowered the 116 year old locomotive onto to brand new track at its new home at the Middleton Railway Museum. Two days earlier, locomotive No. 1521, a 4-6-0 had been plucked from the Upper Clements Park in Annapolis County Nova Scotia.

Acquiring the engine, built in Montreal in 1905, had been a dream for folks at the museum who wanted to preserve it. The goal of obtaining the locomotive became a possibility after the theme park closed last year. The engine was considered a surplus asset and was then donated to the museum by the Municipality of the County of Annapolis.

To stay on track, transportation assistance from the Province of Nova Scotia was needed. The smokestack, bell and steam dome were removed for clearance and later reattached.

Canadian National footed the bill to rebuild the track for the locomotive at its new home. The museum is in the old Middleton railway station that dates back to 1917.

Bill Linley, chair of the Nova Scotia Railway Heritage Society said that the new museum piece is the fourth oldest steam locomotive once owned by the Canadian National.

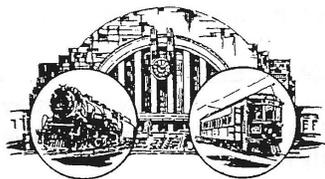
It is expected that the engine will attract more visitors to the museum and fundraising is now underway to upgrade the old railway station.

(Thanks to Elizabeth Chiu, CBC News via Tom Schultz)

Saving Canadian Steam...Former CN No. 2747 is a 2-8-0 that was built at the Canadian National shop at Transcona, Manitoba in April, 1926. No. 2747 was the first locomotive built in western Canada. She was used mainly as a freight hauler in Alberta. In 1955, the Government of Canada arranged for the 2747 to pull troop trains in northern Manitoba. After 34 years of service, CN 2747 was retired. CN granted a request from the Kiwanis Club of Transcona to bring the locomotive back to Transcona for display.

Fast forward to the present. Peter Martin, co-chair of the Save 2747 committee said that the Transcona Museum and other stake holders want to see CN 2747 in good condition for all Canadians to appreciate its historical value. The engine, Martin said has been owned by the museum since 2015 and has undergone some restoration, but needs a more permanent solution to keep it safe from the elements. They are now starting a fundraising drive to build a structure around the train to keep it safe. The details of the structure-which Martin said will include a roof, a back wall, and three open sides will be unveiled on April 19 to celebrate and remember the 95th anniversary of 2747's construction.

(Thanks to Sam Thompson Global News, Canada via Tom Schultz)



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June 2021 Meeting

There is no Zoom Meeting in June.

We will have an informal outdoor gathering in Wyoming near the CXT tracks, at the Wyoming Village Green, 6 PM on Thursday June 24. More details are in this issue!