



### 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!

The next Zoom meeting is 7:30 p.m. Thursday, July 1. Charles Bogart will present Part 2 of his Canadian traction and other topics presentation.

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**  
**May, 2021**  
*By Chris Mayhew*

Greetings and salutations fellow club members,

I have met with Cincinnati Museum Center Chief Financial Officer Jill Berkemeier. The topic was potential spaces/rooms we could lease on the third floor below Tower A. The spaces are off elevators, and both have views of the yard. These are still early discussions, but they sound promising. The board hopes to examine documents and tour spaces within the next month or two. The lease could potentially (and more likely probably) include an arrangement where the club can be at Tower A for public interaction (and perhaps a few club events) when we could mutually agree with CMC to have the space open and work the space as volunteers to engage the public.

There are a lot of unknowns, and more questions than answers at this time, but I will keep you in the loop in this column and at Zoom or real meets.

Speaking of meetings, don't forget to try to pop out to our 6 p.m. Thursday, June 24 "gathering" at the Wyoming Village Green, 400 Wyoming Ave., Cincinnati, OH 45215. There will be no program. This is a chance to say hello to one another in person.

The next Zoom meeting is 7:30 p.m. Thursday, July 1. Charles Bogart will present part 2 of his Canadian traction and other topics presentation.

Thanks to member David Bulman, The club's 7:30 p.m. Thursday, Aug. 5 Zoom will feature Lee Rainey as presenter. Lee literally wrote the definitive book on the East Broad Top, and will give a presentation about the railroad.

Roy Hord represented the club well in an interview on Cincinnati Public Radio WVXU 91.7 FM / WMUB 88.5 FM. Thanks Roy for sharing some of your knowledge on behalf of the club. And thanks to Bill Rinehart at Cincinnati Public Radio. If you missed it, you can still read the report and listen to Roy via the following link:

<https://www.wvxu.org/post/oki-wanna-know-whats-blue-bridge-nowhere-walnut-hills>

Have a great start to your summer!

*Chris Mayhew*

## Amtrak News

*By W. Mike Weber*

- BIG news for America, Amtrak and New Jersey Transit is that the Biden Administration has given the go-ahead on new Hudson River tunnels. These tunnels will be constructed next to the 110 year-old tubes now in use. When they become operational, Amtrak will also begin to restore the old tubes. They represent a great expansion of capacity under the Hudson River. Some say it will become a real priority project after years of delay. All political!!
- The Cincinnati East Terminal Railroad will indeed serve the new Purina factory east of Batavia. I cannot even guess how many more carloads this expansion will add to CET Trains!! It could be a great sight on Batavia Hill!, crossing the Little Miami in Mariemont. I headed out to Sharonville on NS. Glad to see the rails win one. CET has a pretty fair website. I picture covered hoppers and BOX CARS maybe!!
- The big news as of 9 PM June 1 is that there is no Infrastructure Bill. If the Biden Administration had their way, such a bill would fund the Amtrak 2035 Plan, which includes new train service in Ohio, IF the State Legislature wants the TRAINS!! Stay tuned.
- Little victories: Elevator to trackside at Union Terminal works again. You are welcome.
- Michigan has added more 110 mph track. Actually, they upgraded the old track right-of-way. So Adrian, Michigan to Porter, Indiana is now 110 mph. This improvement is all part of the goal of 110 mph to Dearborn. As an aside, Porter is a great train watching town.
- Amtrak has returned all long-distance trains to daily service, but not the CARDINAL, however. With the clout of Senator Caputo of West Virginia, there are many calling her to lobby that this service becomes daily.
- Amtrak promises service upgrades at a nearby future date!! We all have ideas to make this happen!!
- New MIDWEST Siemens cars are not yet in service?? Why not??
- Pent-up travel demand was very obvious over the Memorial Day weekend. Is Amtrak ready?? Will they expand train length when the demand is there? Or, just raise the fares?
- Cincinnati streetcar doing very well this soon after the pandemic peaked. One of two systems in US back to pre-pandemic ridership. Frequently 4 cars out.
- Here is a bummer: Drug users know if they overdose at a streetcar stop someone will see them and call for help. Streetcar delayed etc etc. They also do this in the Library!!
- Soccer fans can go from the BANKS to the game by streetcar, introducing an entire new group to the cars.
- Kansas City has ordered 7 more CAF cars for their growing system!!
- Logical people expect the LIRR trains to get into Grand Central late in 2022. This is of course the project club member Paul Grether working on. The hard part is hiring and training crews!!
- By the end of this month, I should have a trip report on CHIEF and "Missouri River Runner"

*Mike Weber*

# History Rides the Rails in Chicago

*By Jeff Hirsh*

I rode behind a heritage unit. Actually, I rode in front of a heritage unit, as Metra's Chicago and North Western-painted locomotive was in push-mode the day I took to the rails.

Saturday, April 17 saw my first train ride (other than on the CTA "L") since the COVID-19 pandemic began in March, 2020. It was from Evanston, IL where I now live, up to Waukegan, IL, and back ... a one-hour-each-way, stopping-every-three-or-four minutes suburban commuter run.

My outbound trip with an F40PH had the older Metra locomotive colors: blue body, red roof, white "Metra" lettering, and a red-and-white-striped nose.



Older Metra pant scheme, Evanston, IL

The Metra route through Evanston is now owned and operated by Union Pacific, which took over the North Western in 1995. (Metra contracts with UP for the service). The line was once home to C&NW's famous "Twin Cities 400," the "400" referring to 400 miles between Chicago and St. Paul in 400 minutes. The "Twin Cities 400" was discontinued in 1963. All other C&NW intercity passenger runs were cut when Amtrak began on May 1, 1971.

Metra service on this Union Pacific North line (one of three UP/ex-C&NW routes in the Metra system) goes from Oglivie Transportation Center in Chicago (formerly the C&NW Terminal) to Kenosha, WI, 35 miles south of Milwaukee.

The Chicago and North Western was famous for left-hand running, the way trains and cars operate in England. UP's ex North Western lines still do it.

But coming back, the power was an F59PHI in Chicago and North Western yellow and green, complete with C&NW logos. Locomotive #90 is one of four railroad heritage units operated by Metra, each painted in the colors and designs of some of Metra's predecessor commuter haulers – C&NW, Rock Island, Burlington Route, and Milwaukee Road. #90's redesign is the most recent heritage unit to emerge from the paint shop, last August.

This particular unit was among 21 used F59PHI locomotives which Metra purchased from Amtrak, and then put into Chicago commuter service in 2019. Metra says Amtrak used the units on the west coast.



All C&NW heritage at Waukegan, IL

## History Rides the Rails in Chicago, *Continued from Page 4*

Urban legend (or perhaps rural legend, considering when this all began in the 1800s) has it that C&NW ran left-handed because its original investors were from Great Britain, and wanted things the way they were done at home.

But according to WTTW-TV (PBS in Chicago), the truth is less colorful. There were no British investors. Rather, when the first C&NW predecessor, the Chicago and Galena Union was built in 1848, the stations were put on the north side of what was then a single-track line.

When double-tracking came, the stations were kept. And because most passengers need a depot while *waiting for* a train rather than after arriving, the inbound side (going towards Chicago) became where the station already was. Volia (wait, that's French, not British) left-hand running.

The English investor story is more fun. Still, it is odd to board a train on what, to most of us, seems like the "wrong" track.



Jeff with Reds hat. This station is about 15 min from where I now live.

Heading north from Evanston, the route passes through one affluent community after another on Chicago's North Shore. There's a stop at Indian Hill. The Great Lakes Naval Air Station has one. As for Waukegan, here's a trivia question: What famous comedian from the Golden Age of Radio and the early days of television was born in Waukegan? Hint: his real name was Benjamin Kubelsky. I'll give you the answer at the end of the article.

Glencoe is typical of the upscale stops you'll see. Think of Hyde Park Square on steroids. The depot dates to 1891, and, according to a historical marker inside, "was built during the Station Beautiful movement that sought to enhance suburban communities with stations that were massive, permanent, of high quality, and had a subtle aesthetic aspect."



Glencoe IL station

## History Rides the Rails in Chicago, Continued from Page 5



“400” photo in glencoe station

And speaking of enhancing the community, on a wall of the well-maintained station is a framed photo of a steam-powered “400.”

There was no problem getting a seat on either of my mid-day trips. Since the pandemic began, Metra ridership has plummeted by 90%. Trains are still generally six bi-level gallery cars. You could probably get all the passengers into one car, but to allow for social distancing, there’s plenty of space.

But with so few fellow riders, everybody stands out. Across the aisle, at the end of one of the upper-level seating sections, a scruffy looking guy was wearing a Los Angeles Dodgers cap and chugging a Miller High Life. Masks are still required on trains, but I guess if you have a craving for suds, the mask can come off. It’s supposed to go back on, however.

After beer #1 (or maybe well past #1, depending on when he began), out from a plastic bag came beer #2. Leaving the mask-less beer man to his alcohol, I went one car forward ... only to hear music blasting from some passenger’s I-pad. The only thing louder was when he stopped the music to call someone on the cell phone. Actually, his musical taste wasn’t bad, so I stayed.

One other thing I heard. Not the sound of “tickets, please,” from the crew. Rather, there was an announcement that “Tickets will be collected again as of June 1<sup>st</sup>.” Yup, the entire trip, both ways, was free. Here’s why:

When the pandemic began, onboard fares not were collected on any of Metra’s 11 lines. Eventually, ticket collection did resume on eight, the Metra-operated lines, such as the ex-Illinois Central electric, and on the route still operated for Metra by BNSF.

## History Rides the Rails in Chicago, *Continued from Page 6*



Sparse crowd on train

But, citing concerns over the coronavirus, UP refused to have its conductors and trainmen handle tickets or sell fares on board. Crew members still were on the train for safety, but tickets were not lifted.

As you might imagine, Metra sued. The case is still in court. UP did set up a fare collection booth at Oglivie, for those boarding or detraining in Chicago only. But anyone riding between intermediate stops did so free of charge.

While coronavirus may indeed be what this is all about, some rail observers see another issue at play. UP wants out of the passenger operating business, saying Metra should employ the train crews instead. Metra is interested, but not on the financial terms UP wants to make it happen. That, too, is in court.

The critics suggest ... and UP vigorously denies it ... that the railroad is trying to pressure Metra into a deal to take over operations of the three UP commuter routes. A railroad spokesperson has said the June 1 date for resuming ticket collection gives crew members adequate time to be vaccinated against the virus.

As for my first post-vaccination trip (Moderna, by the way), it was more than appropriate that I rode in front of the C&NW heritage unit, which was pushing the train. That's because the Chicago and Northwestern was the first railroad in the country to use cab control cars, making push-pull operations possible.

And now ... drum roll please ... the answer to the trivia question: Benjamin Kubelsky, born in Waukegan, IL was better known as Jack Benny. Those of you under 40, ask your dad. Under 30, ask grandpa.

## A Train Ride in Mexico

*By Charles H. Bogart*

During the May 2021 CRRC *Zoom* meeting Dale Brown and I reminisced about the train ride we took in Mexico to visit Copper Canyon. We mentioned armed guards, riding on the nose of the locomotive, hitting two cows, and I breaking my wrist. I found some photos of that excursion to Old Mexico and thought I would share them with club members. I am sure Dale can regale you all with all kinds of stories concerning our ten days in Mexico.

The tale of how I came to break my wrist and the resulting visits to two Mexican hospitals is best told by Mary Ann. When traveling out of country it is smart to carry travel health insurance as Medicare and Humana do not cover out of country medical service.



Our train at the start of our journey into Old Mexico.

Mary Ann and I pose on the nose of the locomotive that powered us back to the U.S./Mexico boarder



*A Train Ride in Mexico, Continued from Page 8*



One of the two cows our locomotive killed. One of the cows flew past the window I was looking out of. Luckily no one was riding on the nose of the locomotive when we struck the cows. Who will pay for the cost of the two prize 50 assessed winning cows that were killed?

Riding on the nose of the locomotive. That is me on the far right with hat on backwards. Mary Ann only spent a half a day riding here the rest of the time she was in the cab or standing on the walkway (*I think that is Dale on the far left?*)

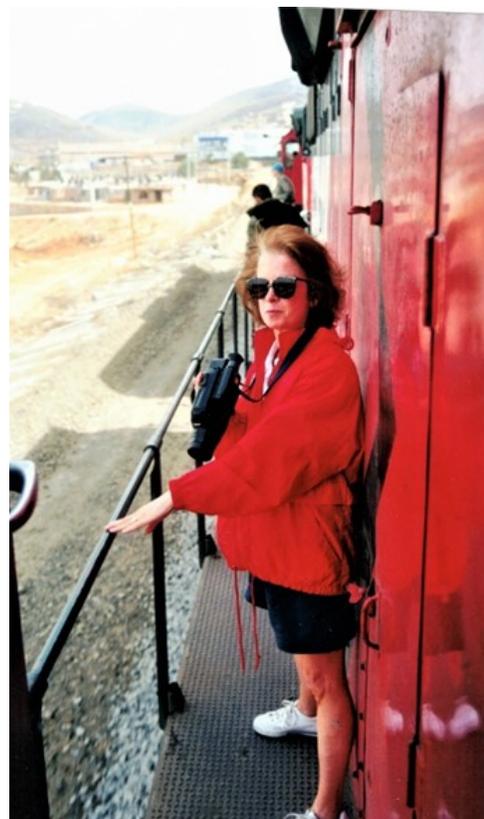


*A Train Ride in Mexico, Continued from Page 9*



Mary Ann climbing on board our locomotive to claim her seat in the cab. Note the armed guard in back of the cab.

Mary Ann alternated between standing here and sitting in the cab, note armed guard visible behind her head. I have no idea where the video is that Mary Ann shot during our time in Mexico.



## A Train Ride in Mexico, *Continued from Page 10*



A view from the nose of our locomotive as we drop down to Copper Canyon. Dale is sitting on the steps on the other side of the locomotive's nose.

Mary Ann and me. Note cast on left wrist. On returning to Frankfort, I went to Dr. Lyon and had the break checked. The good doctor X-rayed the break and showed me a photo of my wrist bone. The bones were not properly aligned, thus he wanted to rebreak my wrist and reset it. I chickened out, and thus I do not have full strength in my left hand, but I can still pick up a can of Wiedemann's beer with it.



## John Biehn's Steam News For May 2021

*Courtesy of Jim Corbett*

**Big Boy Returns...** The Union Pacific Steam Club announced on May 10, that the Steam Team is busy planning an excursion for 4-8-8-4 no. 4014, likely kicking off in August. More information will be out in the coming weeks as they finalize all the details. It has been said, that Colorado will be a good place to be in August.

(Thanks to the U.P. Steam Club)

**Chris Bost Benefit...** On Saturday, June 19, a very special excursion will be held with Central of New Jersey no. 113 from Minersville to Port Clinton, Pennsylvania and return. Following the excursion, a pig roast will be held.

Proceeds from the excursion and roast will benefit Reading & Northern engineer Chris Bost, who is a regular at the throttle of the 113. He is fighting chronic inflammatory demyelinating polyneuropathy, a nerve disease.

Locomotive 113 is a coal burning 0-6-0 switcher built in 1923 by the American Locomotive Company. The locomotive will face south on the way south and north on the way north.

Train departs Minersville at 12:00 noon and arrives at Port Clinton at 1:30 p.m. The engine will be serviced and turned on the turntable for the run north. Departure from Port Clinton at 2:00 p.m. Arrival at Minersville between 3:15 and 3:30 depending upon a water stop at Schuylkill Haven. Pig roast to follow the train's arrival at Minersville. For tickets, call the Minersville Station at 570-544-8300.

**N&W 611 Returns to Strasburg...** The N&W Class J 611 is the sole survivor of fourteen Class J steam locomotives designed and built by the Norfolk & Western Railway. Built at Roanoke's East End Shops in 1950, this 4-8-4 "northern type" steam locomotive was used to pull the "Powhatan Arrow," a fifteen-car passenger train from Norfolk, Virginia to Cincinnati, Ohio.

Today, the Strasburg Rail Road, located in the heart of Pennsylvania Dutch Country, is working with the Virginia Museum of Transportation to once again offer several memorable experiences.

Tickets are on sale now for excursion rides, cab tours, whistle blowing, in-cab and fire-up experiences and more.

These experiences begin on May 22 and continue on select weekends through October 3, 2021. Tickets can be purchased via the Strasburg website: <https://www.strasburgrailroad.com>

(Thanks to Tom Schultz and Alex Mayes)

**Future Tennessee Steam...** If you grew up in Nashville or in middle Tennessee, you're likely to have seen the old locomotive no. 576 in Centennial Park. That locomotive was on display as part of Nashville's history for 65 years. In 2019, the engine was transported to the Tennessee Central Railroad Museum for restoration by the Nashville Steam Preservation Society. Their goal was to make no. 576 a fully working and operational locomotive again with hopes of one day pulling special excursions out of downtown Nashville.

On March 25, a severe storm with strong winds damaged the building it was being restored in, creating an expensive setback. "We started a recovery relief effort the next day," said Joey Bryan, historian for the Nashville Steam Preservation Society. "We had about \$12,000 of donations that came in from people in Nashville and all across the country to help clean up the debris and help rebuild what was damaged here in the shop, so we could get back to work on the locomotive."

**Future Tennessee Steam, Continued**

Nashville Steam now hopes to raise an additional \$600,000 to do the restoration of the wheels and framework. This is where Trains Magazine comes in. For the second time in its 81 year history, Trains Magazine will sponsor a year-long fundraising partnership with Nashville Steam. The campaign is named "Steam the Stripe" after the locomotive's nickname that came from the long yellow band along its running board. The J3 locomotives were among the most modern to run in the southeast and were known for their excellent performance during World War 2. Locomotive 576, a 4-8-4, is the sole survivor of that class of twenty locomotives. It is hoped that she will eventually pull excursions on the Nashville & Eastern, a part of the R.J. Corman Railroad Group.

The goal for Trains is \$600,000 over the course of 2021-2022, in which the engine's drivers and trucks will be removed for renovation and reinstalled, and the locomotive's boiler hydrostatically tested for its 80<sup>th</sup> anniversary in August, 2022. Contributions can be made by going to [nashvillesteam.org/donate](http://nashvillesteam.org/donate).

There is more good news: Recently, Nashville Steam set out with a goal to raise the \$13,000 needed to lift the engine and remove the driving wheels and trucks for refurbishment. They have exceeded that goal, raising more than \$15,000 in just 24 hours. Also, thanks to the generosity of Caroline and Rich Tower, the Candelaria Fund and Don Pocek, all gifts were matched up to \$13,000. In total, Nashville Steam raised nearly \$30,000 towards the restoration of locomotive 576!

(Thanks to Darrel Cason)

**Steam in Ohio...** The Hocking Valley Scenic Railway's tourist trains operate over the former C&O Armitage Subdivision between Nelsonville and a point just east of Logan, in southeast Ohio. The railroad operates no. 3, a 1920 Baldwin built 0-6-0 that worked for the Ohio Power Company. This locomotive is 101 years old and Ohio's only regularly operating standard gauge steam locomotive.

Locomotive no. 3 will make its 2021 steam debut with Pre Season Trains on May 22 and 23. Each trip will last about two hours and will include a photo runby along the way.

Trains will depart the Nelsonville depot at noon and at 3:00 p.m. each day. To purchase tickets, go to [hvsry.org](http://hvsry.org) or call 855-32-DEPOT.

**Saving Willamette No. 7...** Engine no. 7 was built in 1923 by the Bringham-Willamette Company of Portland, Oregon. The locomotive was first used by the Western Lumber Company of Milltown, Montana and was later acquired by the Anaconda Copper & Mining Company. No. 7 is a Willamette Shay-type locomotive. The Shay locomotive was the most widely used geared steam locomotive in its time. The locomotives were built to the patents of Ephraim Shay, a school teacher turned inventor from Michigan. In the 1860s, he became a logger and wished to create a better way to move logs to the mill rather than using winter snow sleds. Shortly thereafter, he invented the Shay locomotive to be used on logging trains. When key patents on the Shay locomotive expired, it was possible for other manufacturers to produce Shay-like engines. This opened the door for the Willamette locomotives that ran with many improvements over the Shay locomotive.

## **John Biehn's Steam News, *Continued from Page 13***

### **Saving Willamette No. 7, *Continued***

Eventually, engine no. 7 was acquired by Champion International until being retired in 1948. She was brought back into service for the movie "Timberjack." After the movie, the engine was parked at Bonner and in 1988, Champion officials made the decision to donate it to the Historical Museum at Fort Missoula. The locomotive was placed there a year later. Until recently, it had been sitting out in the elements.

Like many non-profits, the Historical Museum at Fort Missoula took a hit financially over the last year. The museum has started a "Save the Number 7 Engine" campaign. Phase 1 has already been completed. That being the building of a protective display shed over the locomotive. Phase 2 would see the locomotive restored to an almost brand new appearance. Museum personnel even hope to be able to start it up, but alas, they have no plans to run it. The most important thing is the preservation of the locomotive and that will provide future generations the opportunity to learn about the locomotive and its historical past

If you would like to help with a donation, please visit their site at [fortmissoulamuseum.org/support/save-the-train/](http://fortmissoulamuseum.org/support/save-the-train/)

(Thanks to Tessa Nadeau , KULR8.com via Tom Schultz)

**Work on Chehalis-Centralia Locomotive Begins...** Dressed in denim and seasoned with grease, Jason Sobczynski stood in the firebox of the 1916 Baldwin 2-8-2 locomotive no. 15 at the Chehalis-Centralia Railroad and Museum. He'd just spent the better part of the day pressing a fraction of the metal rivets needed to go into the boiler.

Sobczynski, president of Kentucky based Next Generation Rail Solutions recently began the five month process of repairing no. 15's firebox, which is the part of the train where fuel is burned to boil water, in turn, generating steam that powers the century old locomotive.

The steam engine has been out of commission for two years following an in-depth inspection five years ago that showed there was much deferred and much needed maintenance required on its structural integrity.

Sthai Pappas, project manager of the No. 15 Project and operations manager at Cumbres & Toltec Scenic Railroad conducted another in-depth inspection in late January. He found additional repairs that needed warranted time and money. No. 15 is expected to be back on the tracks in six to twelve months.

Repairs to the train's boiler were originally expected to cost about \$150,000. The museum was able to secure \$154,000 in funding through the State of Washington's 2020 supplemental budget. Sobczynski said the scope of his work is to replace portions of the inner and outer side plates and finish the installation of a new door plate at the rear of the firebox. By the time they fire it up, the train will practically have a new boiler.

"Basically, we are eliminating all portions of the boiler that have any sort of engineered deficiencies as a result of deterioration. I mean, the thing is over 100 years old. So, we are replacing all portions of the boiler that result in a structural deficiency, and it is something you have to do periodically on any boiler," said Sobczynski, 42, of Irvine, Kentucky.

Sobczynski's work is on full display. Over his Facebook page, "That Steam Guy," he chronicles his contracting work on steam locomotives. He's well known to locomotive enthusiasts.

Projects such as the No. 15 Project have helped to keep the work of the locomotive restorers alive.

"Part of what these things allow us to do is keep industry trade skills alive," he said. He has taken on dozens of apprentices over the years. To teach is the most rewarding thing. To excite someone with knowledge is just a wonderful thing," he said.

(Thanks to Eric Rosane, The Chronicle, via Tom Schultz)

**Western Maryland Scenic Talks About Locomotive 734...**No. 734 recently turned 105 years old. While it has become a much-loved icon on the Western Maryland Scenic, no. 734 is not actually an authentic Western Maryland steam locomotive. No. 734 was built as part of an order of large 2-8-0's for the Lake Superior & Ishpeming Railroad of Marquette, Michigan.

In 1991, the Western Maryland Scenic Railroad was shopping for a steam locomotive. Of the two remaining Western Maryland locomotives, neither were available or even suitable for the railroad's needs. Instead, it was decided to acquire LS&I no. 34 and "kitbash" it into a locomotive resembling a Western Maryland 2-8-0. The engine was just what the railroad needed...at the time.

Except for a period out of service in the early 2000s for retubing and other repairs, no. 734 gave the railroad many years of service until it was withdrawn in 2016 for the federally mandated 1472 day inspection. Towards the end of no. 734's recent working period, it was determined that it would need an extensive overhaul. Over the years, the day to day operations of the Western Maryland Scenic Railroad had changed and began to outgrow the engine's tractive effort. Schedules were more demanding, and trains were heavier. No. 734 was often pressed far beyond its normal operating capacities or needed a diesel helper which required a second crew and generally increased daily operating costs.

A larger engine that could handle the heaviest trains solo was needed, so the railroad went shopping, and found ex-Chesapeake & Ohio 2-6-6-2 no. 1309 at the Baltimore & Ohio Railroad Museum.

The mechanical team of staff and volunteers brought in to complete the overhaul of no. 1309 also moved no. 734 from her storage location to just outside the shop building where it can be easily accessed. At a work session earlier this year, volunteers began removing the jacketing and lagging from the boiler and cylinders. They also began assessing the locomotive's overall condition and preparing it for light cosmetic repair work.

Contrary to popular belief at the time, when the engine was withdrawn, no. 734 was not mechanically sound. Our new mechanical team has found accounts and inspection forms that indicate the locomotive was performing well below peak efficiency during her final years in service. The locomotive was often pushed far beyond its normal operating capabilities, which has resulted in extreme wear and tear of many key components, particularly the running gear. Preliminary inspections reveal that the locomotive is indeed in extremely worn mechanical condition and will need an extensive overhaul which promises to be both lengthy and expensive.

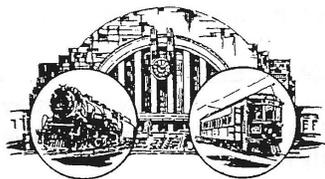
**As for the future...**No. 734 will be cosmetically stabilized and continue to receive attention to keep its condition from deteriorating further as time and resources allow. The railroad has many other projects that will require attention before any work can begin on no. 734 in earnest.

As the railroad reaches the end of no. 1309's overhaul and prepares to re-awaken after the shut-down caused by the COVID-19 Pandemic, they want to focus on improving their facilities and its fleet of rolling stock as well as keeping 1309 in ready and reliable service.

While it is the railroad's intention to return no. 734 to service one day, this will ultimately be determined by the outcome of a thorough evaluation.

Western Maryland Scenic cannot commit to an overhaul start date and timeline until this evaluation has been completed and they have determined a scope of work and estimation of cost. Once the railroad has completed the 2021 season, they will be exploring more options for no. 734's future, including initiation of a fundraising campaign, but they do not anticipate beginning work in earnest at any time within the next few years. For now, it is no. 1309's time to shine but, if circumstances allow, no. 734's time in the spotlight could come again someday.

(Thanks to the Western Maryland Scenic Railroad, via Alex Mayes)



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### **June & July 2021 Meetings**

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!

The next Zoom meeting is 7:30 p.m. Thursday, July 1. Charles Bogart will present Part 2 of his Canadian traction and other topics presentation.