

Editor's Comments

The Cincinnati Railroad Club's next meeting will utilize *Zoom* with Lee Rainey's presentation about the East Broad Top Railroad. The date is 7:30 p.m. Thursday, Aug. 5.

The club will have in-person meetings starting by September with the likelihood of many presentation parts of a meeting still being provided via *Zoom* in a blended meeting scenario.

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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President's Comments
June, 2021
By Chris Mayhew

Greetings fellow Cincinnati Railroad Club members,

The club is working to return to in-person meetings as soon as even August 5, but it is likely that the club's first in-person may have to wait for September due to already having Lee Rainey presenting remotely on the East Broad Top Railroad on Zoon. So, at the least, we will meet together in person in September.

The club's board will tour the Cincinnati Union Terminal spaces available for lease in early August and begin discussions about whether to negotiate lease terms with the idea to move in once the Cincinnati Museum Center and club hammer out a few details. This is still early in the process, so details are not close to being finalized to a point where they can be discussed. We are in a fact-finding mission.

The club will have in-person elections in October. A nominating committee has stepped up to take your nominations/willingness to run for the board. The committee is George Roos, Bob Martin and Roy Hord.

Contact George Roos at crnw@zoomtown.com or (513) 205-1180. Contact Roy Hord at rhord@fuse.net and contact Bob Martin at rwmjr724@gmail.com. There are four board terms coming up for election in the election. The board members in those seats now are Tom Bredestege, Bryan Cash, Jim Corbett, and Mike Rief.

The club is working with Kentucky Steam Heritage Corp. to plan a bus trip to their shops and complex in Ravenna, Kentucky to see the Chesapeake & Ohio Railway 2-8-4 Berkshire/Kanawa 2716 and other pieces in their collection. More to come on that soon.

The club will be working to engage YOU with some questions to gather your input on your interests and preferences on offerings the club can do to get you excited. The possibilities with going to Cincinnati Union Terminal again. If you have input about what you want out of the club, then you don't need to wait for us to ask you. Email the club at cincinnatiirclub@gmail.com or give me a call or email. I'm at (513) 324-6473 or chris.mayhew611@gmail.com

Please remember that we are a volunteer organization. To increase activity, we will need member engagement.

Chris Mayhew

Amtrak News

By W. Mike Weber

- It's hard to believe but true. The NEW Siemens cars for the Midwest are stacking up in Chicago and at Beech Grove. There is a contaminate in the water system. Few details. Siemens also built the BRIGHTLINE cars and there are no reports of the problem in Florida to my knowledge.
- New ACELA (Liberty) train sets will be delayed one year going into service. Yes Virginia! There are Problems with the tension between the train and overhead!! Hasn't anyone ever done this stuff before!!
- Sometimes Amtrak seems to want to run trains and sometimes they don't. VERY improved dining service on Western trains. So far, for sleeping car passengers only. Amtrak says that will change. No timeline given. Also new seating, bedding, etc in SUPERLINERS being put in place over the next 3 years. Yet, they run an extremely constricted train on the EAGLE and 29/30. Sold out should not happen on trains that have room to add cars. No baggage cars on 29/30 means very little bike business on a route that follows two major bike routes!! Marketing anyone?
- Ribbon cuttings. So maybe in 2022 some dirt will fly on the new Hudson River 2 track tunnel. Maybe the new ACELA type service will begin. Maybe an infrastructure bill (hope) will allow at least some of the easy expansion to begin. If not any new routes that fast. Maybe Detroit Michigan Central Station will open in 2023. Purchased by Ford as a development center for new tech. This building stood to represent the blight of the city for years. No more. Late 2022 Long Island trains will begin serving Grand Central as well as Penn Station. Hope people are going to the city by then!!
- Maybe the big Purina plant will open in Batavia. Rail served.
- 2023 should see the South Shore (NICTD) begin to serve Dyer, Indiana!! Might be a convenient way to get to Chicago!
- Speaking to a friend tonight who is in an air holding pattern over North Platte!! Bad weather in Denver. Bumpy. He and family are transferring to the ZEPHYR tomorrow and they cannot wait!!
- IF they open the downtown depot in Ft. Madison Iowa it will become a railman mega!! There is a downtown hotel again. Food. An extremely long swing bridge over the Mississippi in sight. 80 freights a day! A walking overpass over the mainline affords great visibility. I can't wait. Dinner on the CHIEF to Ft. Madison. An overnight. A good bit of time the next morning before the eastbound CHIEF!!
- NOT passenger rail but "kind of": Union Pacific BIG BOY back on the rails!! It will be as close as St. Louis in late August.
- I am sure more details to follow but Amtrak intends to order new cars, train sets, and locomotives from Siemens Mobility. If all goes well, there will be funding to do so. It is kind of confusing. Not really.
- Amfleet REGIONAL trains win. The Northeast Corridor will get new coaches and food service cars. VERY much like the cars on BRIGHTLINE Florida.
- Also, train sets: Dual power locomotives to run thru south of Washington Union Station. Probably quite a bit of time saving with no engine change. I think these trains will have a power car which will also have coach seating. Not sure. The order is for 83 train sets with options for more. These new trains (cars) will extend into Virginia, Upstate New York, Pennsylvania, and the CASCADES in the Pacific Northwest. Some deliveries begin in 2024. Completion in 2030. Cool stuff for our younger members!!
- Brightline has secured land in Las Vegas for a station!! They are serious about fast trains!!
- CSX, NS, and Amtrak MAY have a deal that will allow Mobile, Alabama to New Orleans service by early 2022!! Stay tuned.
- SENATOR MANCHIN of West Virginia is working for a daily CARDINAL when the budget (s) pass!! Hope CSX does not find ways to make this difficult!!

Mike Weber

Railfan's Diary

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

-or-

The "Rainbow Era" – Part 6

By Jim Mixer

Nearly from inception, Amtrak began to add service on routes not included in its May 1, 1971, designated network. In July, the Lake Shore Limited began running on the ex-NYC New York-Chicago route. By late 1971, the North Coast Hiawatha began operating tri-weekly on the former Northern Pacific west of St. Paul, with daily service Chicago-Minneapolis.

Amtrak Train 10, Seattle-Chicago North Coast Hiawatha, January 2, 1975 at Glenview			
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted			
SDP40F		532	Built new for Amtrak
F-unit		106	Built by EMD for Northern Pacific
Baggage car	Northern Pacific	257	
Baggage car	Northern Pacific	404	
Coach		4547	P-S built for Santa Fe
Coach		4488	P-S built for Santa Fe
Coach		5690	P-S built for Northern Pacific
Dome-dormitory-coffee shop car		9814	"Silver Kettle" built for the Denver Zephyr
Dining Car	Burlington North.	455	Built for Burlington/NP North Coast Ltd.
10 roomette, 6 bedroom sleeping		Silver Meadow	Built for Burlington Blackhawk
54-seat coach with smoking lounge (Chicago-Minn.)	Great Northern	1091	P-S built for CNW 400's, later sold to GN; used by but not acquired by Amtrak
Parlor-observation car (Chicago-Minn.)		3770	ACF-built for Great Northern's Internationals "Port of Seattle"

Chicago was cold in January, but pedestrian access east and west of Union Station afforded views of all daylight trains. Here is a nearly entirely Amtrak San Francisco Zephyr, six cars longer than it had been a year earlier.

The Blue Water sports one of the 40 observation cars Amtrak acquired as it started up. The Budd-built car was built for New York Central as a parlor-observation and converted by Amtrak into a coach-observation. Interestingly, two of the other cars in the amenity-laden five-car consist are snack bar coaches, and one is a coach-dining. Sadly, as Amtrak bought new equipment and selectively converted steam-heated equipment to Head End Power (HEP), no observations were operated after steam-heated equipment was phased out.



Railfan's Diary, Continued from Page 4

Amtrak Train 6, Oakland-Chicago San Francisco Zephyr, January 4, 1975			
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted			
SDP40F		580	Built new for Amtrak
SDP40F		629	Built new for Amtrak
EB-unit		457	Built for Union Pacific
Baggage car		1042	Built for Santa Fe
Baggage-dormitory car		1571	ACF-built for Union Pacific
Coach		4475	P-S built for Santa Fe
Coach		4852	Built for Santa Fe
Coach		4474	P-S built for Santa Fe
Coach		4572	St. Louis Car-built for Union Pacific
Coach (later rebuilt to HEP cafeteria car)		5018	Built for Denver Zephyr "Silver Rein"
Coach (later rebuilt to HEP cafeteria car)		5011	Built for Denver Zephyr "Silver Shield"
Dome coach		9460	Built for Great Northern Empire Builder
Dome coach		9475	Built for Burlington Empire Builder
Ranch-lounge dining car		8150	ACF-built for GN Empire Builder
Dining car		8053	Built for Cal. Zephyr "Silver Cuisine"
5 comp., 6 bedroom sleeping car		Silver Pelican	Built for Burlington Denver Zephyr
10 roomette, 6 bedroom sleeping car		Silver Cliff	Built for Burlington California Zephyr
10 roomette, 6 bedroom sleeping car		Pacific Waves	Built for Union Pacific
10 roomette, 6 bedroom sleeping car		Palm Stream	ACF-built for Santa Fe
Slumbercoach	Burlington	Silver Siesta	Built for the Denver Zephyr
Steam generator car	Burlington North.	19	

Chicago-Port Huron was another route added after Amtrak start-up, part of what would become a significant network of medium distance trains supported by the State of Illinois. Prior to Amtrak, Canadian National/Grand Trunk offered a day train and an overnight train between Toronto and Chicago; Amtrak did not initially elect to operate the US portion of the route. But, first came Illinois-supported service from Port Huron, and later this joined with CN/Grand Trunk as a through day train. The need for late morning arrival/afternoon departure for Chicago eventually led Illinois and Amtrak to go back to service only as far as Port Huron. For their size, in the steam-heated era, these Illinois-based regional trains sported good amenities.

Amtrak Train 364, Port Huron-Chicago Blue Water, January 5, 1975 at Chicago		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
E-units	322, 330	Built for Pennsylvania RR and Union Pacific, respectively
Lunch counter dining/dorm car	8117	P-S built for Santa Fe Super Chief, El Cap, and KC Chief
Coach-tavern car	3811	Built for Seaboard Air Line Silver Meteor
Coach	4510	P-S built for Santa Fe
Coach	5802	Built for Chicago & Eastern Illinois Dixieland
Coach	5402	Built for Atlantic Coast Line Tamiami Champion

Railfan's Diary, Continued from Page 5

Amtrak's Floridian ran Chicago-Miami/St. Petersburg, on the route of the PRR/L&N/ACL South Wind. The every-other-day Wind had been downgraded prior to Amtrak to a nameless Penn Central coach and lounge train Chicago-Louisville, where it connected with the daily L&N Pan American as far as Montgomery and then headed on to Florida every other day via the Seaboard Coast Line. The competing every-other-day City of Miami route was not retained by Amtrak, as the South Wind route served more population. Amtrak gave the Floridian a shot, making it daily and assigning dome, dining, and lounge cars. Sadly, trackage had deteriorated, and timekeeping became a joke. The train Willie Davis derisively called "Old Fluoride" was eventually killed in an Amtrak budget cut. But I did enjoy riding one of its domes from Birmingham to Orlando on a Boston-Birmingham-Orlando-Boston circle trip, also riding a dome on Graham Claytor's Southern's Crescent south of Atlanta.

Amtrak Train 53 Miami/St. Petersburg-Chicago Floridian, January 5, 1975 at Chicago		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
SDP40F's	549, 550	Built new for Amtrak
Dome coach	9452 "Silver Lariat"	Built for Burlington California Zephyr
Coach	5468	P-S built for Atlantic Coast Line
10 roomette, 6 bedroom sleeping car	Prince George County	P-S-built for Atlantic Coast Line
11 bedroom sleeping car	Placid Harbor	ACF-built for Union Pacific City trains
Dining car	8063	Built for Southern Pacific Sunset Limited
Lounge-observation	3344	Built for Seaboard Airline Silver trains
Dome coach	9483	Built for Northern Pacific North Coast Limited
Coach (converted by Northern Pacific)	4890	P-S built as "Holiday Lounge" for NP Mainstreeter
Baggage-dormitory car	1522	Built for Seaboard Airline Silver trains

Here's a medium distance train with an impressive consist, a vast improvement from the Penn Central's final offerings on the Chicago-Detroit line:

Amtrak train 361 Detroit-Chicago Wolverine, January 5, 1975 at Chicago		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
E-units	311, 310	Built for Pennsylvania Railroad
Baggage-lunch counter-lounge	1710	Built for Wabash Blue Bird
Lunch counter dining/dorm car	8113	P-S built for Santa Fe Super Chief, El Cap, and KC Chief
Coach (Amtrak rebuilt from 52- to 60 seats)	6028	Built for the RF&P for use in Seaboard Air Line trains
Coach	4557	St. Louis Car-built for Union Pacific City trains
Coach	5611	Built for Seaboard Air Line Silver Meteor
Coach	4442	Built for Union Pacific
Coach-observation car (converted by Amtrak)	3871	Built for New York Central as parlor-observation car

West Virginia politicians had been lobbying for more service, and Amtrak obliged in March, 1975, by adding the Mountaineer to operate between Chicago and Ashland (Catlettsburg) with the James Whitcomb Riley and then over the ex-N&W between there and Norfolk.

Railfan's Diary, Continued from Page 6

Amtrak Trains 50-54, Norfolk, Newport News, and Washington to Chicago, March 28, 1975 at Cincinnati		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
SDP40F's (two)	Not noted	Built new for Amtrak
4 rmt., 5 bedr., 4 sect., 1 comp. sleeping car	Henderson	Built for SAL Silver Meteor
Baggage car	1002	Built for Burlington California Zephyr
Baggage car	1097	P-S built for Santa Fe
16 duplex roomette., 4 bedroom sleeping car	Gull	Built for B&O National and Capital Limiteds
Lunch counter dining/dorm car	8112	P-S built for SF Super Chief, El Cap, and KC Chief
Coach	7001	ACF-built for RF&P Old Dominion
Coach	5663	Built for New York Central
Dome coach	9477	Built for Northern Pacific North Coast Limited
Coach	4871	Built for Santa Fe El Cap and SF Chief
Coach	5683	Built for the New York Central
Coach	5432	Built for the Pennsylvania for ACL Florida trains
Lunch counter dining/dorm car	8116	P-S built for SF Super Chief, El Cap, and KC Chief
10 roomettes, 6 bedroom sleeping car	Pacific Castle	Built for Union Pacific City trains
Baggage-dormitory car (converted by ACL)	1514	Built for ACL Champions as baggage-dorm-coach

After completing my MBA at Virginia in spring, 1975, I was hired by Exxon and relocated to Pittsburgh for what became a 10-month training assignment. Over the New Year's holiday, the Broadway Limited was operating in two sections, with the east- and westbound trains all due into Pittsburgh around 1:00AM. A passenger fan's dream come true! One section ran Washington-Chicago and the other New York-Chicago, in place of the regular single train which split or combined in Harrisburg.



Two Sections of the Broadway: In early January 1976 wee hours, two sections of the eastbound Broadway Limited are pausing at Pittsburgh. A single SDP40F is pulling six cars to Washington, and a pair of the new units has charge of 13 cars for New York. All cars are painted for Amtrak, and the "Rainbow Era" is over, but steam heat continues to be the rule for second-hand equipment. Amtrak bought the SDP40F's with steam generators, but the next orders for power would be for units equipped with Head End Power (HEP) for new Amfleet cars. In about an hour, I was able to see four Broadways, two eastbound and two westbound.

Railfan's Diary, Continued from Page 7

First Amtrak Train 41, Broadway Limited, Washington-Chicago, January 2, 1976 at Pittsburgh		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
SDP40F	594	Built new for Amtrak
Baggage Car	1156	ACF-built for Santa Fe
Coach	6058	ACF-built for Louisville & Nashville Humming Bird/Georgian
Coach	5430	Built for the Pennsylvania for Atlantic Coast Line Florida trains
Slumbercoach	Loch Tarbet	Built for Missouri Pacific for thru car off B&O National Limited
Dining-tavern lounge car	8332	Built for New York Central as grill-diner
8 roomette, 6 bedroom sleeping	Brooklyn Bridge	P-S built for Rock Island Rocky Mountain Rocket

Eastbound Broadway in Day-light: The Broadway departs Chicago behind two SDP40F's proudly bearing Amtrak's initial "Pointless Arrow" logo in April, 1976.



Second Amtrak Train 41, Broadway Limited, New York-Chicago, January 2, 1976 at Pittsburgh		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
SDP40F's	597, 596	Built new for Amtrak
Baggage car	1021	Built for Santa Fe
Slumbercoach	2023	Built for Burlington Denver Zephyr "Silver Repose"
Slumbercoach (rebuilt by NYC)	2000	Built for New York Central as 22 roomette "Dunkirk Harbor"
Coach (with 10-seat lounge)	5268	P-S built for Seaboard Air Line Silver Meteor
Coach	5254	P-S built for Chesapeake & Ohio; later sold to Seaboard Cst. Ln.
Coach	5454	P-S built for Atlantic Coast Line Florida trains
Coach (with 10-seat lounge)	5272	P-S built for RF&P for use on Seaboard Air Line Silver Meteor
Bar-lounge ("Le Pub") car (converted)	3404	SLC-built as Army Medical Service car
Dining room car	8804	Twin unit built for Pennsylvania Railroad
Kitchen-dormitory car	8805	
5 bedroom, lounge observation	Wawassee	P-S built for C&O as Wolverine Club, later sold to B&O
11 bedroom sleeping car	Placid Haven	ACF-built for UP City Trains
8 roomette, 6 bedroom sleeping car	Rock Creek	P-S built for Rock Island Golden State

Railfan's Diary, Continued from Page 8

The National Limited also served Pittsburgh, and at more civilized hours than the Broadway. At the time, it had a New York-Los Angeles sleeping car (via the ex-SF Southwest Limited west of Kansas City) and a single through coach three days a week pulled by a GG1 between Washington and Harrisburg—the latter probably Amtrak's most overpowered train. The 1975 timetable noted it was subject to delay east of St. Louis (Penn Central deferred maintenance), and the train was later discontinued in an Amtrak budget cut.



National Limited on Horseshoe Curve: I don't do this anymore, but in September I ducked through the "railfan" hole cut in the chain link fence, walked east and climbed the signal bridge to get this view of an SDP40F and an EB hustling the east-board National Limited towards Altoona after passing the park on the apex of the Curve. The train carries a New-York-Kansas City-Los Angeles sleeper and filled what is now a big gap in Amtrak's national system.

Amtrak Train 31, New York/Washington-Kansas City National Limited, January 4, 1976 at Pittsburgh		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
SDP40F	597	Built new for Amtrak
EB-unit	472	Built for Milwaukee Road
Baggage car	1057	Built for Santa Fe
10 roomette, 6 bedroom sleeping car	Pacific Park	Built for Union Pacific City trains
10 roomette, 6 bedroom sleeping car	2520	Built for the L&A (KCS) Southern Belle "Colonel Fordyce"
Dining car	8014	Built for Seaboard Air Line Silver trains
Coach	5426	Built for the Pennsylvania for use on ACL Florida trains
Coach (stainless fluting removed)	5440	P-S built for RF&P for use in ACL Florida trains
Coach	5450	P_S built for Atlantic Coast Line Florida trains
Coach	6090	Built for Pennsylvania Railroad

Amtrak decided to have one Harrisburg round trip run through between New York and Harrisburg, and I am sure it's all-refurbished Amtrak consist was a hit with riders used to worn out Penn Central P-70 coaches.

Railfan's Diary, Continued from Page 9

Amtrak Train 42, Harrisburg-New York Valley Forge, January 12, 1975		
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted		
GG1	Not noted	
Coach	5474	P-S built for Florida East Coast Dixieland, later sold to Seaboard Air Line
Coach	5609	Built for Seaboard Air Line Silver Meteor
Coach	5436	Built for the Pennsylvania for use in Atlantic Coast Line Florida trains
Parlor-bar-lounge	3710	Built as coach-lounge for PRR's through southern trains but assigned to Cincinnati
Coach	5238	P-S built for C&O
Coach (converted by SAL)	5628	Built for Florida East Coast Henry M. Flagler as bagg-dorm-coach; later sold to SAL
Coach	5620	Built for Seaboard Air Line Silver Meteor

In October, 1975, my new employer dispatched me to Houston for a week of training. Naturally, I headed to the ex-SP station to observe a Sunset Limited. The Sunset had been downgraded by the Southern Pacific to coaches and a vending machine car east of El Paso by the mid-1960's, but court action forced the railroad to add back dining, lounge, and sleeping car service (with a car through to New York on the Southern), though the train went to tri-weekly. Amtrak upgraded it with ex-Santa Fe equipment, and it was looking good when I saw it:

Amtrak Train 1, Sunset Limited, October 24, 1975, at Houston		
All cars Budd-built unless noted		
SDP40-F's	552, 556	Built new for Amtrak
Baggage	1052	Built for the Santa Fe
Hi-level coach	9961	Built for Santa Fe El Capitan
Hi-level coach	9946	Built for Santa Fe El Capitan
Hi-level coach	9917	Built for Santa Fe El Capitan, with stairway down
Dormitory-dinette-lounge	3393	P-S built for Santa Fe; Amtrak added dinette
Dining Car	8041	Built for Santa Fe
10 Roomette, 3 bedroom, 2 comp. sleeper	Blue Mott	P-S built for Santa Fe Chiefs
11 bedroom sleeper (rebuilt by SF)	Indian Pony	P-S built for Santa Fe with 24 duplex roomettes
10 roomette, 6 bedroom sleeper	Miami	Built for Seaboard Air Line Silver trains
SP Private Car	99	Heavyweight executive car

Looking through the consists in Parts 1-6, note the wide diversity of car builders and original railroad owners. Many roads had their own preferences for air-conditioning type and all other sorts of components. And while Amtrak overhauled the cars it acquired, it could not possibly achieve standardization of parts and equipment. You can imagine the challenges of keeping this fleet in good running order!! The Rainbow Era was at an end as nearly all cars had been repainted into the Amtrak scheme.

See you in this space next month for Part 7!

A Short Trip to Southwestern Indiana

By Dale Brown

While waiting out the end of the world, I decided to take a chance and visit a new tourist railroad in Tell City, Indiana also nearly at the end of Indiana. I had been receiving emails and Facebook postings about the new Ohio River Scenic Railroad that operates out of Southwestern Indiana. So, in a fit of stupidity in Covid infected territories overrun by Crazy Covid Zombies I drove to Tell City.

Special Pumpkin Patch special trains were being run on weekends in September and October. Obviously I wanted to drive 4 hours to Tell City and ride a train to get a free pumpkin! First I had to figure a route to Tell City. It was pretty simple from Northern Kentucky and I followed I-74 to Louisville and I-64 towards St. Louis, MO. The exit was near Corydon, IN. and a number of back roads to \$25 dollars train ride and included one free pumpkin from the patch. The 4 car train with a GP-7 had both coaches, a snack coach and the Pullman that I rode and a converted baggage car for entrance to the train with snack and souvenirs of the railroad. The replacement station in Tell City to the original Southern Station had ramps and steps to access the baggage car on the platform. I did not do my due diligence of taking notes of the cars and reporting marks. I was too excited to get my \$25 free pumpkin.

Now a little history and info on the location of this railroad. It is a former Southern Railway Branch from Lincoln City, IN. to Tell City, IN. and it extends past Tell City a few miles to the Port of Cannelton, IN. on the Ohio River. The railroad follows the Ohio River as far the small town of Troy, IN. then away from the Ohio River Northwest to Lincoln City and a interchange with Norfolk Southern. It also has a freight railroad that operates over the same tracks as the Hoosier Southern (HOS).

The railroad originally consisted of a 22.3 mile line between the Indiana communities of Cannelton and Santa Claus that the Port Authority purchased from Norfolk Southern in 1991. The line had been unused since the mid-1980s and Norfolk Southern was considering abandonment prior to the Port Authority's purchase. Additional 2.4 miles of trackage between Santa Claus and Lincoln City was added to the HOS system. This trackage was also purchased from Norfolk Southern. The Hoosier Southern (HOS) provides multimodal transportation to serve the needs of businesses in both Perry and Spencer counties. HOS hosts the Ohio River Scenic Railway. Info Via Wikipedia **Date of operation:** 1991.



A Short Trip to Southwestern Indiana, Continued from Page 11



June 2021



John Biehn's Steam News for June 2021

Courtesy of Jim Corbett

Nashville Steam...The World War 2 era steam locomotive currently under restoration after 65 years in Centennial Park is getting a big boost on June 17. Two cranes will then lift the 220,000 locomotive approximately eight feet in the air. The locomotive's wheels and trucks will be removed from underneath the locomotive and refurbished.

The non-profit Nashville Steam Preservation Society is spearheading the restoration, which is on schedule, despite the global pandemic and a storm that significantly damaged the organization's shop where locomotive No. 576 is being rebuilt for future passenger excursions.

"We anticipate the wheels, spring rigging and frame repair work will take approximately 12 months to complete. With continued fundraising success, we hope to be operating No. 576 in about two and a half years," said NSPS President Shane Meador.

Nashville, Chattanooga & St. Louis No. 576 is a 4-8-4 "Dixie" (Northern) type steam locomotive built by the American Locomotive Company in August, 1942. She is a member of the J3 class and was designed with some of the latest locomotive technological features of the time. The J3 class was used to handle heavy freight and express trains to aid in the American war effort during World War 2.

(Thanks to the Nashville Steam Preservation Society)

John Biehn's Steam News, Continued from Page 13

Nevada Northern 81 Photo Weekends... Nevada Northern locomotive No. 81 will be re-entering service after 69 years of inactivity. Locomotive 81 will be the star as she debuts for photo run-bys all weekend long for three weekends. Many of the historic freight and passenger consists will be deployed as well for these special events. No. 81 and her consists will be covering both the lines north and south of Ely, so there will be a great variety of backdrop scenery.

These three day events will include lunch on Saturday and Sundays. Proceeds will benefit the restoration of Nevada Northern ten-wheeler No. 40. Each photo shoot weekend costs \$448.00.

Advance reservations are necessary. Attendance is strictly limited to 30 to keep the photo lines manageable.

Photo shoot sessions will be held on September 3, September 10 and September 24..all beginning at 2:00 p.m.

Locomotive No. 81 is a 2-8-0 Baldwin Locomotive Works steam locomotive built for the Nevada Northern Railway in 1917. She was built to haul both freight and passenger trains.

(Thanks to the Nevada Northern Railway)

Steam In Michigan... On Saturday August 7, the Crossroads Village & Huckleberry Railroad will host a special Railfan Weekend day dedicated to trains and train lovers. The Huckleberry Railroad will run 4-6-0 No. 152. She was built in June, 1920 by the Baldwin Locomotive Works for the Alaska Engineering Commission.

On that day there will be a photo train plus shop tours, demonstrations, model trains and more.

Crossroads Village is located at 6140 Barry Road in Flint, Michigan.

(Thanks to Farol Henkle)

Michigan Restoration Group... A dedicated group of volunteers, led by Illinois resident Chuck Pomazal, About that time, Pomazal's group realized that the Q&TL Railroad locomotive No. 6 was out in New Jersey. This 1912 Baldwin outside frame 2-8-0 ran on the six mile railroad hauling copper ore from the Quincy Mine to a processing mill. When the railroad shut down in 1945, the engines were locked up in the round house and the rolling stock was parked.

Locomotive No. 6 was eventually sent to the Pine Creek Railway whose intention was to restore and run it, but then they realized it was too big a project for them, so they just parked it.

Pomazal's group then approached the owner of No. 6, Rodney Propp, who eventually donated the locomotive to the Quincy Mine Hoist Association. Today, locomotive No. 6 has been cosmetically restored and looks brand new.

The Quincy Mine Hoist Association's goal is to preserve and interpret the copper mining history of Michigan's Upper Peninsula. In addition to No. 6 and another locomotive's tender, the next project will be having a nearby water tank structure restored.

(Thanks to Wayne Laepple and Graham Jaehnig via The Daily Mining Gazette)

Sugar Express News... Sugar Express LLC, a unit of U.S. Sugar Corporation, located in Clewiston, Florida has reached out to the City of Jacksonville and the North Florida Chapter of the National Railway Historical Society for the purpose of acquiring the former Atlantic Coast Line 4-6-2 No. 1504. Sugar Express LLC. wants to perform a full restoration and return the locomotive to operation over the South Central Florida Express (SCFE) The SCFE is a short line railroad that extends 150 plus miles between Sebring, Clewiston and Ft. Pierce within the state of Florida.

The Sugar Express restored to operation the 1920 built steam locomotive No. 148 in April, 2020. The Sugar Express is a historic train attraction coming to the Lake Okeechobee region in 2021/2022.. Sugar Express is acquiring passenger cars for use on the tourist train and the acquisition of ACL No. 1504 would help ensure that a steam locomotive would always be available to pull the tourist train.

(Thanks to Joe Biancke)

Big Boy 2021 Tour...Big Boy No. 4014, will depart Cheyenne, Wyoming on Thursday August 5 and head east. It will eventually travel through Nebraska, Missouri, Illinois, Kansas, Oklahoma, Texas, Arkansas, Louisiana, Colorado and back to Wyoming. Union Pacific is still working out details of overnight and whistle stops along the way.

Big Boy will be on display at the following locations: August 14 Ft. Worth, August 17 Houston, August 21 New Orleans, August 29 St. Louis, September 6, Denver

Following the Denver stop on Labor Day Weekend, the Big Boy and steam crew will return to Cheyenne.

For more information, go to <https://www.up.com/heritage/steam/schedule/index.htm>

Union Pacific Big Boy 4-8-8-4 no. 4014 (ALCO Schnectady/1941)

Gourmet Express...On October 2 and 3, the Friends of the 261 will operate their "Gourmet Express." Each day, patrons will be able to enjoy a delicious meal with properly paired wines or cocktails, while viewing a constantly changing landscape.

The Gourmet Express will operate each day along the route of the famed Olympian Hiawatha streamliner which operated between Chicago, the Twin Cities and the Pacific. The tracks are now owned by the Twin Cities & Western Railroad.

This seven hour journey will be pulled by former Milwaukee Road 4-8-4 No. 261 and former Milwaukee Road E-9, No. 32A. Saturday departure will be at 1:00 p.m. Sunday departure will be at 10:00 a.m. Boarding location will be determined 30 days prior to departure.

The train will include Premium Class, Dome Class, Presidential Class, First Class and coach. Prices vary.

Steam in Iowa... Iowa Interstate QJ No. 6988 will power four excursions out of Oxford, Iowa on August 21, to benefit the Oxford, Iowa Fire Department. The 2-10-2 led train will depart at 9:00 a.m., 10:30 a.m., 12:00 p.m., 1:30 p.m. Each trip will head east towards Iowa City.

For ticket information, go to Oxford Fire Department site at <http://bit.ly/OxfordFDTrain>

Other Iowa Interstate QJ Operations: On Sunday August 22, the steam train will run for the benefit of the Wilton, Iowa Fire Department. Beginning on Saturday, September 4, the 6988 will run out of Des Moines. No. 6988 will also run the next two day over the Labor Day Weekend. This is a partnership with the Science Center of Iowa. The train will operate out of downtown Des Moines.

(Thanks to Central States Steam Preservation Association)

Steam Locomotive Preservation...Former Missouri Pacific No. 2522 is a rare 4-6-0 Cooke Locomotive & Machine Works built steam engine built in 1898. Today, locomotive 2522 is a hulking figure of black metal, echoing back to its heyday when this locomotive hauled tons of coal throughout the state.

For more than half a century, children played on the train at the Paris City Park at Paris, Arkansas. Today, a group is trying to refurbish the locomotive so it will last another century. The locomotive was moved last year to its new home at the Coal Miner's Museum.

The largest part of the project to eventually restore the locomotive cosmetically is building an awning to protect it from the weather and prevent additional rust from forming. The total price for the project sits somewhere between \$25,000 to \$28,000.

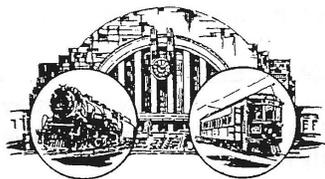
After the group has built the structure to protect the train from the elements, the plan is to sand down the train and repaint it. The hope is that the group will be able to get grants to help with the restoration.

Although there has not been an official vote, the Paris City Council decided not to contribute money for the restoration. There will be another meeting to decide if the city can contribute anything to the project.

Joyce Friddle, a board member of the Paris-Logan County Coal Miner's Memorial & Museum said she thinks it is important to preserve the history of the town. "Paris was a coal town," Friddle said.

Engine 2522 is an important part of that history. It harkens back to the day when coal was king. It was coal that formed the town of Paris and the remnants it left stay alive with the locomotive.

(Thanks to Alex Gladden, Times Record, via Tom Schultz)



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August 2021 Meeting

The Cincinnati Railroad Club's next meeting will utilize *Zoom* with Lee Rainey's presentation about the East Broad Top Railroad on Thursday Aug. 5 at 7:30 p.m.