



**Editor's Comments**

The Cincinnati Railroad Club's next meeting will be at the Archbishop's House at 5418 Moeller Ave., Norwood, OH, 45212. This meeting will also utilize Zoom for online participation. There will be a discussion of possibilities of CRRC moving back into Union Terminal. The date is 7:30 p.m. Thursday, September 2.

With some sadness, in this issue you will find Part 7, the last of the late CRRC member Jim Mixer's *Railfan's Diary*.

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

**Send electronic submissions to:**

[headlight.markers@yahoo.com](mailto:headlight.markers@yahoo.com)

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

*Dave Puthoff*

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

Greetings fellow Cincinnati Railroad Club members!

The Thursday, October 7, meeting will be an opportunity to help select who you want to represent your will and beliefs on the board.

I encourage you to participate in voting at that meeting to select the people to fill four board positions. At this time, there are 7 candidates for 4 positions. The candidates are (in alphabetical order by last name): Charles Bogart, Dave Bossart, Tom Bredestege, Bryan Cash, Jim Corbett, Scott Smith and Paul Osbourne.

Return to Cincinnati Union Terminal?

The board and all the club is engaged with considering options that would bring meetings back to CUT with a lease of either Tower A or one of two third floor offices. The idea for the third floor office area, a little over 1,800 square-feet, is that it could serve as a clubroom, library, archive display and/or office. It has a maximum capacity of 20 people, but is elevator accessible. Tower A has a larger capacity, but is not elevator accessible. One of the third floor spaces is directly at the top of the elevator to Tower A. You just take a right and go through a door instead of a left to go up the steps to Tower A. The board is still working to define all the relevant costs, but it looks like the base rent for Tower A for one year will be just under \$30,000. The rent for the third floor space will be about \$16,000 annually.

Leasing either space will give the club meeting space in the Newsreel Theatre, Reakirt Auditorium and various conference rooms, classrooms or historic dining rooms for events. The rent for meeting nights for the theaters will be \$15 an hour plus set up time. So, the meeting price is less than we have been paying for rental of meeting space for a night elsewhere.

The lease terms would need to be until at least July 1, 2024. The Cincinnati Museum Center says they will be in a position to negotiate different lease terms after January 1, 2024. The extra six months would be to give time to negotiate new terms.

There is a lot more to discuss than what I just shared here. There are state historic guidelines (more strict for Tower A and probably less strict on the third floor) that will need to be followed when placing furnishings in either space.

The club needs your input after more is shared in the 7:30 p.m. Sept. 2 membership meeting at the Archbishop's House in Norwood.

One key question if the club goes back to Tower A is who is willing to volunteer as hosts sometimes? I'd like to hear who of you would do that and whether your interest is once a month, more often, or less often.

*Chris Mayhew*

## Amtrak News

*By W. Mike Weber*

- As I type this, Congress is all at home. Before recess however, the Senate passed a \$1.2 trillion Infrastructure Bill!! \$550 billion of it for transportation. Now it is up to the House to vote on a version when they return from their long rest!!
- The Senate version is good for Amtrak and transit. Amtrak would be guaranteed \$66 billion over the next 5 years. Another \$34 billion could also be authorized. This is a year-to-year process depending on the mood in Congress that year. Or, who is in office and holding power.
- Projects can include new equipment, ADA work in stations, restore ticket agents, etc. Also \$50 billion annually for restoration of services!! Can you say CARDINAL!! There are a few powerful voices in Senate aware of this train!!
- Details...details. If this passes full Congress intact, you can be sure the Hudson River tunnel will be priority number 1!! Amtrak wants to replace Amfleet. Stay tuned.
- The new Siemens cars are stacking up in Chicago awaiting fixes on various problems. Yes, it has been a year.
- 145 miles of track in Michigan is now 110 mph. Trains have been going from Kalamazoo to Porter at average of 90 mph!! 90 miles in 63 minutes. Higher speeds in Illinois on the St. Louis line. 90. Things are moving along on these rail investments. Imagine Sunman Indiana to Indy at 90 mph average!!
- High Speed Rail in Texas has received a favorable court decision. Let the dirt start flying!! YES California HIGH SPEED RAIL is still under construction.
- I returned from St. Louis a few weeks ago via US 50. The ex-B&O line was mostly in tact as far as I could tell. I saw no customers until Vincennes. Does anyone have a photo of the NATIONAL LIMITED closing the Wabash??
- The CSS&SH is building a line to Dyer, Indiana. Closer to us!!
- My dream sheet displays a desire for a passenger only main Porte to Chicago. Maybe with the infrastructure package. Maybe.
- Food in dining cars is GOOD again --- if you are in the West and in sleeper. Something needs improvement in the East sooner than later!!
- Many Amtrak cars are out of service awaiting such things as air brake work. Many employees laid off are not returning. Terrible short trains this summer missing things like lounge cars, baggage cars etc. Even with SOLD OUT situations!!
- The north track of the Oasis line will become a bike trail. Eventually bike from downtown Cincinnati to Schmidt Field/Lunken. Then on to Xenia and destinations of choice. Of course much of Little Miami Trail was PRR. New ties were installed in August on the Oasis line from Montgomery Inn east to somewhere out by Redcomb Junction --- so the Dinner Train and pig iron get a better ride!!

*Mike Weber*

## UPCOMING CRRC MEETINGS

*By Chris Mayhew*

**A GENERAL MEMBERSHIP MEETING will be at 7:30 p.m. Thursday, Sept. 2** at the Archbishop's House in Norwood on the campus of Our Lady of Holy Spirit Center, 5418 Moeller Ave., Norwood, OH, 45212. There is no "program" except that some photos of areas of Cincinnati Union Terminal the club could potentially lease will be shown. The plan is to have a Zoom of this meeting in addition to having people in-person for the meeting. There will be a brief overview of our options and board discussions about them. Then, the program is that the members need to be heard on this issue. Please be ready to give your thoughts as this is your time in addition to emailing or calling about this major decision for the club.

**The 7:30 p.m. Thursday, October 7** Cincinnati Railroad Club meeting will be at the Blue Ash Community Room at Summit Park. The 130-acre park is at the corner of Glendale-Milford and Plainfield roads, Blue Ash, OH 45242.

## Railfan's Diary

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

-or-

### The "Rainbow Era" – Part 7

By Jim Mixer

By 1976, Amtrak had reidentified most of the cars it had acquired second-hand, ending the "Rainbow Era." New power was turning up throughout the network, and Amfleet cars were arriving from Budd to replace standard coaches and food service cars on shorter distance trains. Double-deck Superliner cars were being designed for western trains. New power, like the GE P30CH, came with Head-End Power (HEP) for lighting and climate control for Amfleet and other anticipated new equipment like the Superliners; in the short term, this meant steam generator cars were needed where units with HEP hauled conventional steam-heated equipment. More change was coming, but train consists remained diverse and interesting. Sent to Memphis by Exxon for a week of training, I rode the Panama Limited to Chicago and back for some quick train watching. The Panama Limited no longer carried domes but featured observation lounge cars in the correct end-of-train position:

Amtrak Train 58, New Orleans-Chicago Panama Limited, April 11, 1976, at Chicago		
Cars Budd-built unless indicated		
P30CH's	711, 708	Built new by GE for Amtrak
Steam Generator Car (converted by Amtrak)	1916	Built as an E9B for Union Pacific
Baggage car	1096	P-S built for Santa Fe
6 section, 6 roomette, 4 bedroom sleeping car	Silver Gladiola	Built for Burlington's Blackhawk
8 Roomette, 6 bedroom sleeping car	Lincoln Park	P-S built for Rock Island Golden State "Golden Tower"
Dining car	8099	P-S built for Norfolk and Western Powhattan Arrow
Coach	6059, 6050	American Car Foundry-built for Louisville & Nashville
Coach	5804	Built for Louisville & Nashville for the Crescent
Coach	5414	Built for Atlantic Coast Line Champion trains
Coach	5805	Built for Chicago & Eastern Illinois Dixieland
Observation lounge car	3344	Built for Seaboard Air Line Silver trains

Amtrak had used French Turboliners on its Chicago-St. Louis route for a time, but in 1976, conventional equipment was back, behind new power, and looking good:

Amtrak Train 302, St. Louis-Chicago Abraham Lincoln, April 10, 1976, at Joliet		
Cars Budd-built unless indicated		
SDP40F	Not noted	Built new by EMD for Amtrak
Baggage-parlor-lounge car	1701	"Washington County" P-S built for New Haven; "American Flyer" roofline
Coaches	5801, 5802, 5803	Built for Chicago & Eastern Illinois Dixie Flagler (Florida streamliner)
Dining-lounge car	8322	Built as coffee shop-lounge car for Southern Pacific Sunset Ltd.
Dome parlor observation car	9320	"Silver Terrace" built for the Burlington Kansas City Zephyr



**Abe Lincoln--Here is a northbound Abe at Joliet in 1976, looking great in all-Amtrak livery, capped off by dome parlor observation Silver Terrace, built for Burlington's Kansas City Zephyr.**

We didn't know it at the time, but the 40 observation cars Amtrak acquired second hand were running on borrowed time. New HEP-equipped cars were on the way. Some steam-heated cars would be rebuilt with HEP to run with new power and cars, but none of the observation cars. Though the ex-NYC mainline west of Buffalo was left out of the initial May 1, 1971 Amtrak network, the Lake Shore Limited was hastily added in mid-July. While an Albany-Boston leg would require Albany trackwork to replace that removed by Penn Central and would not be added for many years, the New York-Chicago train was well equipped when I saw it in 1976, with over half of its cars of New York Central lineage; if only the observation had been the tail car!!

Amtrak train 49, New York-Chicago Lake Shore Limited, April 10, 1976, at Chicago		
All cars Budd-built		
E8A	449	Built by EMD for Pennsylvania Railroad
SDP40F	600	Built new for Amtrak by EMD
Slumbercoach (deadheading)	2020	"Silver Siesta" built for Burlington Denver Zephyr
Baggage-dormitory car	1532	Built for Southern Pacific Sunset Limited
Slumbercoach	2025	"Loch Leven" built for Northern Pacific North Coast Limited
10 Roomette, 6 bedroom sleeping car	2830	"Klamath Valley" built for New York Central
Coach	5644	Built for New York Central
Dining-tavern car	8339	Built for New York Central
Coach-bar-lounge observation car	3801	Built for Seaboard Air Line Silver Meteor
Coaches	5664, 5643, 5671	Built for New York Central

**Lake Shore Limited--departing Chicago in April of 1976 on the route of the 20th Century Limited, the Lake Shore is led by new power, an F40PH and an SDP40F. There is an observation car, but it is not in the proper end-of-train position.**



The westbound Lake Shore that day had a similar consist, without the deadhead slumbercoach, with one more 10-6 sleeper and a galley-parlor car on the rear, probably deadheading to the Northeast Corridor after refurbishing. I previously listed a 1975 Chicago-Port Huron Blue Water with an impressive consist; in 1976, I spotted it with two snack bar coaches (at least one probably deadheading), a diner-coach, and an ex-NYC coach-observation car in the proper position. I also saw the San Francisco Zephyr a year after the one I listed in Part 6, and while it was a bit shorter than the 1975 New Year's holiday version, it sported an ex-Milwaukee Super Dome full lounge built for the Olympian Hiawatha. Speaking of the Milwaukee, I noted a Chicago-Milwaukee "Hiawatha Service" train, which should have been a Turboliner, but in a holdover from the "Rainbow Era" had a conventional consist including three coaches still in Milwaukee Road paint. Later, food and beverage service was removed from these trains; today, the typical Hiawatha consist is just Horizon Fleet coaches, and the trains are called "scoots" by locals.

Amtrak Train 326, Chicago-Milwaukee Hiawatha Service, April 10, 1976 at Glenview			
Cars Amtrak paint and Budd-built unless indicated			
E-unit		407	Built for Milwaukee Road
Coaches	Milwaukee	632, 602	Milwaukee Road Shops-built for Olympian Hiawatha
Counter-Lounge		8350	P-S built for Northern Pacific North Coast Ltd.
Coach	Milwaukee	500	Milwaukee Road Shops-built for Hiawatha trains
Coach		4855	Built for the Santa Fe El Cap and SF Chief



**Milw Dome--In the San Francisco Zephyr's consist in April of 1976 is an ex-Milwaukee Road full dome built for the Morning, Afternoon, and Olympian Hiawathas. Amtrak would later assign cars like this to the Lake Shore Limited, running them as far east as clearances would permit--Albany.**

Illini--This was my first sighting of Amfleet in the mid-west. As I passed while aboard the Panama Limited, I saw the Champaign-Chicago Illini parked at its origin, led by an Amtrak P30CH.



Illustrating the arrival of new equipment, by 1976, the Washington-Cumberland Blue Ridge, which previously had featured "American Flyer" coaches, was an Amfleet consist led by a GE-built P30CH. In the fall of 1976, the Shenandoah was added as a day train between Washington and Cincinnati on the ex-B&O, on a schedule 51 minutes faster than the B&O's Metropolitan, but 164 minutes slower than when the B&O unsuccessfully initiated its Cincinnati on the line in 1948. It later ran as an overnight train, initially with Amcoaches which had been fitted with 2 Economy Bedrooms (prototypes for Superliner rooms) and later 10 -6 sleepers converted to HEP. By 1979, Lolly and I were living in Baltimore, and on a trip to Cincinnati with our year-old son, we booked both Economy Rooms westbound and eastbound had a bedroom on the Riley/George.

Amtrak Train 33, Washington-Cincinnati Shenandoah (day train), November 28, 1976, at Cincinnati		
P30CH	706	Built new for Amtrak by General Electric
Amfleet I coach with 60 seats and two dressing rooms	2184 2	Leg rests
Amdinette with booths, snack bar, 23 coach seats	2020 7	
Amfleet I coach with 60 seats and two dressing rooms	2184 6	Leg rests

Amtrak initially did not run an overnight train between Washington and Boston but added the Night Owl in 1972; Boston-New Haven had not yet been electrified in the 1970's, and here is a well-powered version of the train:

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

Amtrak Train 169, Boston-Washington Night Owl, September 6, 1976, at Boston			
Cars Amtrak painted and Budd-built unless indicated			
E-units		322, 448	Built by EMD for the Pennsylvania Railroad
GP-9	Penn Central	7545	
Baggage car		1089	P-S built for Kansas City Southern
16 duplex roomettes, 4 bedroom sleeper		2530	"Bobolink" built for Baltimore and Ohio
Lounge coach		3901	Built for Southern Pacific Sunset Limited
Coach	Penn Central	1575	Built for Pennsylvania Senator/Congressionals
Coach		6018	Built for Seaboard Air Line Silver trains
Coach		5666	Built for New York Central

The two orders of Amfleet I equipment allowed Amtrak to offer passengers brand new equipment on the shorter distance trains out of Chicago and in the Northeast Corridor. Relatively high-density Amfleet I seating also allowed retirement of many steam-heated coaches and food service cars. The Senator's new look was in stark contrast to late in the Penn Central era.

Amtrak Train 176, Washington-Boston, Senator, September 6, 1976, at Boston		
F40PH (New Haven to Boston)	213	Build new for Amtrak by EMD
Amfleet I club with 18 club seats, snack bar, 23 coach seats	20110	
Amfleet I coaches with 84 seats	21121, 21024, 21060, 21184	
Amfleet I dinette with booths, snack bar, 23 coach seats	20751	
Amfleet I coaches with 84 seats	21010	
Amfleet I coach with 60 seats and two dressing rooms	21815	Leg rests
Amfleet I coach with 84 seats	21089	

It's worth taking a break from consists to talk about how Amtrak's car fleet was changing five years from its start-up. Steam heated cars were a big problem, because steam boilers were needed in locomotives, including the first new ones (SDP40F's) Amtrak bought. In cold weather, steam lines could leak or freeze. The 1976-7 winter was brutally cold; freeze damage took many cars and even entire trains out of service. Cars frozen in Chicago were even deadheaded to southern points to thaw out!! Head-End Power (HEP, also referred to as "Hotel Power") had begun to be used by railroads on new equipment, most notably the CNW with its innovative bilevel cars; it was the coming thing, with all-electric climate control and lighting, the electricity supplied from the locomotive. With HEP, you didn't need a generator under each car and a large bank of batteries to operate lights and air conditioning. Amtrak bought twelve HEP bilevel cars from CNW and the eight low center of gravity "tubular" cars the Pennsy had bought from Budd in 1957 for its New York-Pittsburgh Keystone, whose HEP was provided by a generator/food service car. Amtrak never ran the Keystone cars. Amtrak's first new car purchase was for Amfleet in 1975-1977, Budd-built cars built for HEP; Amtrak's second big purchase of locomotive power (FP40's) would come with HEP. But, running Amfleet with its older steam boiler-equipped locomotives and GG1 electrics required HEP generator cars, and, steam-heated cars could not be run behind new HEP-equipped motive power or with HEP cars, so challenges remained.

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

The lightweight and stainless-steel cars Amtrak had purchased second-hand had many years of useful life left, so before long, some began to be retrofitted for HEP operation. First came baggage cars for daytime Amfleet trains, fairly simple conversions; most of the work was replacing steam lines with 440-volt cables. Sleepers for the overnight Washington-Boston run were more complex conversions, since each room needed radiant heating elements and the availability of hot water. I remember riding in one on the Washington-Boston Night Owl, and it seemed miraculous that I could control the heat with a dial instead of relying on a temperamental thermostat which might make my room a sauna or not produce any heat at all. The Montrealer also was done early, so it could run both Amfleet and traditional dining, lounge, and sleeping cars. The National Limited, which would later be eliminated in a budget cutback, also was an early HEP conversion, and by 1979, HEP conversion was in full swing, with the Lake Shore Limited leading the way. Amtrak promoted its converted cars as "The Heritage Fleet;" they were mostly, but not all, Budd-built cars. Former Santa Fe Hi-Level cars were converted to HEP to be operable with new Superliners Amtrak had ordered for its western trains (which began arriving in 1979). Superliners could not be operated on eastern routes clearance issues, and HEP conversion of existing cars was an economical alternative to buying more new equipment. Conversion of steam heated cars slowed with Amtrak's 1981 order of Amfleet II cars which came with long-distance seating and full dinette cars. The Silver Star's conversion in 1983 was the last of the Amtrak long-hauls to be converted to HEP. When Amtrak took over operation of the previously privately run Auto-train, there was another flurry of HEP conversions in 1983-1984 to replace A-T's equipment, which was steam heated and had deteriorated in the private company's last years. The 1976-1984 period can be called the "Heritage Fleet Era," and it marked the end of Amtrak's use of steam-heated cars. In the end, about two-thirds of Amtrak's second-hand baggage car fleet had been converted, half of the coaches, two-thirds of the sleeping cars, a third of the lounge/food service cars, and a quarter of the dome cars.

There was mostly upside for the Heritage Fleet Era—flexibility to mix power and rolling stock, better climate control for passengers; the mostly "from the frame up" overhauls made for updated and easier-to-maintain interiors. There was one big downside—no observation cars were converted to HEP. Not even one, of the 40 acquired from the railroads. While dome cars, dining cars, and lounge cars were converted, observations were left out, likely for the same reason the railroads had reduced their use of such cars in the years before Amtrak—operating them on the end of a train complicated switching, required train turning, and so on. No parlor cars were converted, either, as some Amfleet cars came with parlor seating now referred to as "club." No sleeper lounge cars were converted. Some Amfleet I cars had 2-and-1 deluxe "club" seating, and later on, some Amfleet coaches were refurbished into "custom class with window curtains and at-seat power outlets. As a result of all of this, the Heritage Era saw Superliners (with Heritage baggage cars and ex-SF Hi-levels) ruling western routes and Heritage low level cars mixing with Amfleet in the East.

## Richard Steinheimer

*By Fr. Dale Peterka*

In May, we marked the tenth anniversary of the death of one of the great rail photographers, Richard Steinheimer. For fifty years, “Stein” was out at trackside making photos of the transition from steam to diesel. Many of his shots became nationally known. Over 400 of them appeared in the pages of *Trains* alone. Some of his books are collector’s items.

It was common in those days for railfans to blaze away with black-and-white film at the last surviving examples of the fascinating steam engine, and Stein did his share. But the diesel began to appear in significant numbers during World War II. By 1956, the Glory Days of external combustion were mostly over. Stein, however, was just hitting his stride.

With the disappearance of steam, rail photography entered a new era. The days of the “roster shot” were gone. New colorful diesels demanded to be shown in their setting. With background. The engine, and even the whole train, became only a detail in the context of a busy rail yard or rugged mountain grade. Roundhouses, turntables, water tanks, and service equipment began to share the frame with the “growlers”.

Stein had some years of preparation. He took his first train pictures at age 16. Soon he entered college, learning what was to become his trade. After graduating and some years in the navy, he supported himself as a news photographer. The techniques he learned in the classroom began to show at once when he pointed his Graflex at the railroad. Today, his 14,000 negatives are in the DeGolyer Library at Southern Methodist University.

By the year 2000, Alzheimer’s Disease had entered the picture, and Stein spent the last eleven years of his life in the care of his devoted wife, Shirley Burman, also a railfan and photographer.

Steinheimer was among the first to excel at night photography, putting the camera on a tripod, opening the shutter and walking around the subject with flashgun and a pocketful of flash bulbs illuminating engine details from different angles.

Dawn and dusk were his favorite times of day, since the low angle of the sun would illuminate drivers and rods that were usually invisible in the noonday sun. Stein often used light as a feature of his pictures. The low sun or a locomotive headlight could add an effect to improve the outcome.

The California cold was also a time for Stein excursions to the Sierra, where he took spectacular shots of the railroad in the snow. Donner Pass was visited more than once, and the results often appeared in the railfan press.

People found their way into Stein’s pictures too. Especially railroad employees posing for the camera or hard at work. Many railfan photographers avoid the human element in the railroad story. Stein made people a priority in his shots.

A professional touch of many of Stein’s shots was the attention to foreground or background. Where most of us prefer a well-lit 4-8-4 at rest on a siding, Stein would be sure to add a structure or a mountain peak in the background or a switch-stand or even a fellow photographer in the foreground. One of his best shots, entitled “Nineteen Below At Thistle” contained the engine and cars, a sky filled with steam exhaust, a mountainside, and a frozen river, the whole composition framed in forestry, and the sun behind the train, shining through the smoke and steam.

Fortunately, there are dozens of rail photographers out there today imitating Stein’s workmanship. We may have lost the master, but young scholars can often match his magic.

**Richard Steinheimer, *Continued from Page 11***



**C&O engine #614, with its 74-inch drivers, undergoes close inspection by a fascinated 10-year-old at Oakley Station in 1980. The young girl and the contrast in size tell a dramatic story. Another Steinheimer feature. Fr. Dale Peterka**

**Pennsy Westbound at Valpraiso Indiana**

**Richard Steinheimer made some of his best shots by braving the cold and the snow. This shot was made from the footbridge near Valparaiso University, Indiana on the PRR mainline in 1946. The low light angle and the long shadows on the snow make for a prizewinning combination. Casey Adams photo Fr. Dale Peterka collection**



**Successful railroad photography at night was a Richard Steinheimer specialty. It requires special equipment, extra effort and lots of experience. The tower at Strasburg Railroad in Pennsylvania is shown posing with PRR 4-4-2 #7002 during the 1985 NRHS convention. It's a shot that Stein would be proud of! Carl Schwab photo Fr. Dale Peterka collection**

## John Biehn's Steam News for June 2021

*Courtesy of Jim Corbett*

**New Jersey Steam...**After two years of lockdowns and maintenance, former Great Western steam locomotive no. 60 has returned to service on the Black River & Western Railroad. BR&W no. 60 is a coal fired 2-8-0 built in August, 1937 by the American Locomotive Company for the Great Western Railway of Colorado. Since 1965, she has made her home at the BR&W in Hunterdon County, New Jersey. The BR&W no. 60 will be the power for the "Black River Limited" which is a round trip excursion between Flemington and Ringoes. Planned steam dates are: July 31-August 1, August 14-15, September 4-5. For ticket information, go to [blackriverrailroad.com/steam](http://blackriverrailroad.com/steam)

**Steam In Iowa...**The Central States Preservation Association in conjunction with the Wilton, Iowa Fire Department will be sponsoring steam train excursions on Sunday August 22. Running over the Iowa Interstate Railroad, all trips will be powered by QJ 2-10-2 no. 6988. These excursions benefit the Wilton, Iowa Fire Department and will depart Wilton at 9:00 a.m., 10:30 a.m., 12:00 p.m., 1:30 p.m. For ticket information, call 563-260-1188

**Future Illinois Steam...**At the Illinois Railway Museum in Union, Illinois, work continues on getting former Union Pacific 2-8-0 no. 428 back in operating condition. Current efforts include working on the engine's boiler, air piping, cab, back head and baffles...all showing good progress. Work is also continuing on the running gear.

Union Pacific 428 was built in 1900 by Burnham Williams & Company, a predecessor of Baldwin. Locomotive 428 had the distinction of hauling the last steam powered regularly scheduled passenger service on the UP, when in October, 1958, it was assigned to the Grand Island-Ord, Nebraska mixed train. IRM acquired the 428 in 1969 and the complete restoration has been going on for some time. As of now, there is no timetable for 428's return to operation.

**Steam In Oregon...**Santiam Excursion Trains of Lebanon, Oregon stated on their Facebook page that they have added a steam locomotive to their excursion line up. They are adding the fully restored 1924 Baldwin 2-6-2 "Prairie" type locomotive no. 205. Keep watch on their website or Facebook page as they plan to add this beautiful locomotive to their schedule this fall.

The former Santa Maria Valley 205 will be coming to Oregon's Willamette Valley and operate on the Albany & Eastern Railroad. This locomotive was retired in 1950 and placed on display in Santa Maria, California. She eventually was acquired in 1983 and restored by a private owner.

The Albany & Eastern currently operates with a former Southern Pacific SD9 and a mix of equipment including a Great Northern coach, a Northern Pacific passenger car, an open air car and a Southern Pacific caboose. For ticket information, go to [santiam-excursion-trains.ticketleap.com](http://santiam-excursion-trains.ticketleap.com)

(Thanks to Tom Schultz)

**Union Pacific Big Boy Schedule...**Union Pacific Big Boy 4-8-8-4 no. 4014 will depart Cheyenne, Wyoming on Thursday, August 5 traveling through Arkansas, Colorado, Kansas, Illinois, Louisiana, Texas, Missouri

Nebraska and Oklahoma. Along the way, the Big Boy will be on display at five locations.

To view the entire schedule, go to <http://www.up.com/heritage/steam/schedule/index.htm>

As part of the 2021 tour, the Union Pacific Museum will be hosting a fundraising excursion with the Big Boy on August 22. This excursion will run from New Orleans to Plaquemine, Louisiana. For ticket info, go to <http://uptraintix.com/index.htm>.

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

**Pennsylvania K4 to Return...**The Railroaders Memorial Museum is partnering with railroad professionals to restore the K4 1361 locomotive. The project aims to transform K4 1361 to its former glory. The estimated cost is \$2.6 million. Initial fundraising efforts are being led by railroad preservation advocates and industry leaders. The restoration efforts will be overseen by FMW Solutions LLC, a company based out of Tennessee. FMW will also assist in strategic planning of the eventual operation of the locomotive.

"The legacy of the PRR, the K4, and the industrious identity of Altoona makes this extremely special to us," President of FMW Solutions Davidson Ward said. "Our team is prepared to assist RMM in turning a new page for this project. Our hope is to make the locomotive a viable ambassador for Altoona and the Commonwealth for years to come."

The Railroaders Memorial Museum seeks to preserve the history of Central Pennsylvanians through various displays and life-size dioramas of railroad workers. After opening in 1980, the museum relocated to the Pennsylvania Railroad's former Master Mechanic's Building that was used in railroad operations for over a century. The building is the sole survivor of Altoona's machine shops.

"K4 1361 has a checkered thirty-year restoration history," former Norfolk Southern CEO Wick Moorman said. "Since running last in 1989, it has been disassembled, partially restored, moved across the Commonwealth, and then transported home to Altoona in pieces. Our new team is dedicated to concluding this restoration project that began long ago."

The PRR K4 no. 1361 is one of 425 K4 series Pacifics used on its top passenger trains until the late 1950s. No. 1361 was built by the PRR in its own Altoona Works in 1918. Locomotive 1361 often powered the mainline "name trains," such as the "Broadway Limited." It also operated occasionally on the jointly owned PRR-Reading Seashore Line into Atlantic City. Its career ended in 1956 after running approximately 2.5 million miles. In June, 1957, PRR donated the 1361 to the city of Altoona.

(Thanks to Catherine Newman and Kelsey Rogers, WTAJ via Mike Biehn)

**Locomotive 1504 Update...**The Jacksonville city council approved the move of the 101 year old steam locomotive despite a local historian's efforts to stop what he called "the great train robbery" which will now see Atlantic Coast Line no. 1504 go to Clewiston to become the U.S. Sugar Corporation's historic Sugar Express tourist train attraction.

The council voted to transfer the train's title to the NRHS's local chapter so that the locomotive could be moved. After years of tending to the 80 foot train, including a 2015 exterior restoration, railway society's chapter president John Holmgren said his board readily agreed to a chance to get it running again when U.S. Sugar called a few months ago.

"We were excited about the possibility of the locomotive being restored and returning to operation," Holmgren said. "We knew that the locomotive was essentially sitting there rusting away. We are pleased that it's going to be preserved, restored and operational."

The American Locomotive Company in Richmond, Virginia built the 471,000 pound engine and tender in 1919. The 4-6-2 needed 10,000 gallons of water and 16 tons of coal to turn its 73 inch-tall drive wheels on passenger train runs from Jacksonville's train station and Virginia. When the huge locomotive was retired, it was eventually moved in 1960 for display in front of ACL (now CSX) on Water Street. It was moved again in 1989 to the back of the Convention Center displayed just feet from the rails it used to ride.

After numerous attempts to renovate the locomotive, Holmgren said the locomotive was suffering from the weather despite the work his volunteers could do. Then Sugar Express LLC said it was interested in restoring it to operational condition. The Sugar Express also agreed to raise money for scholarships to help Duval County high school students attend a historic rail camp. It also agreed that ticket sale proceeds in the first year of operation would go to society rail preservation projects and further scholarship endowments.

U.S. Sugar hopes to move the locomotive in a few months...first on a huge truck, then a transfer to a flatbed rail car for shipment, Holmgren said.

(Thanks to Dan Scanlan, Orlando Sentinel, via Alex Mayes)

**Fillmore and Western Ends Tourist Trains...**Current Fillmore & Western owners Dave and Tresa Wilkinson said in a recent notice that they would be ceasing passenger tourist trains.. The last of which was run on June 26.

They appreciated everyone's support throughout the years in making this a memorial experience. The Wilkinsons are now retiring to become railfans.

This 13 mile line and its equipment have been a staple of westerns , tv shows, commercials and family entertainment. The majority of the equipment was acquired from the property departments of three major movie studios: MGM, Paramount and 20th Century Fox.

The Fillmore & Western operated steam locomotive no. 14. She is a Baldwin 2-8-0 originally built for the Duluth & Northeastern Railroad in 1913. No. 14 was later purchased by the Fillmore & Western Railway in December, 1999 from the Dodge City Railroad in Dodge City, Kansas. It was fully restored including a conversion from coal to oil burning and ran under steam for the first time in over 50 years on December 5, 2010.

The Ventura County Transportation Commission is currently in negotiations with another short line operator to take over operations. If successful, new operations are not scheduled to begin until this fall.

(Thanks to Tom Schultz)

**Niles Canyon Railway Update...**The California Trolley & Railroad Corporation based in San Jose, will be relocating the former Southern Pacific steam locomotive no. 2479 and the Lenzen Round house structure and turntable to the Niles Canyon Railway operated by the Pacific Locomotive Association.

Built in 1923, locomotive 2479 finished its active career pulling commuter trains between San Jose and San Francisco for the Southern Pacific Railroad. This 4-6-2 steam locomotive was retired from service in 1956 and donated to Santa Clara County in 1958.

Volunteers have been working since 1989 on the restoration of locomotive 2479. To date, it is estimated that 80% of that restoration effort has been completed.

The San Jose round house, constructed in 1899 at Lenzen Avenue was used to house and maintain steam locomotives. Included with the round house structure is a large water tower and an 80 foot turntable that was used to rotate locomotives.

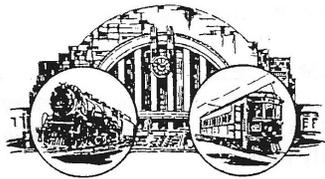
"Moving these important historical artifacts to the Niles Canyon Railway enables our organizations to better preserve the rail history of the Bay Area and to honor the thousands of hours donated by our volunteers," said Ken Middlebrook, CTRC president.

"Our master plan always included a round house facility in Niles," said Henry Baum, president of PLA. "Both the round house and locomotive are natural additions to our historic railroad collection. We will immediately begin to develop our Niles site focused around these incredible assets," he said.

To aid in these efforts, Steam Services of America, a nationally recognized steam locomotive contractor will manage the complexities of dismantling, moving and reassembly of the steam locomotive. The Santa Clara County Board of Supervisors has funded the moving costs that will occur over a three year period.

Once received, all of these Santa Clara County owned historical assets will be transferred to the PLA. Also included in the historic transfer of assets from CTRC is a 65 ton diesel locomotive and the necessary tools and equipment needed to complete the restoration and maintain the 2479.

(Thanks to the Niles Canyon Railway)



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### **September 2021 Meeting**

The Cincinnati Railroad Club's next meeting will be at the Archbishop's House at 5418 Moeller Ave., Norwood, OH, 45212. This meeting will also utilize *Zoom* for online participation. There will be a discussion of possibilities of CRRC moving back into Union Terminal. The date is 7:30 p.m. Thursday, September 2.