



Editor's Comments

The next gathering of the Cincinnati Railroad Club will be our annual Banquet, which will be held at the Archbishop's House in Norwood on **Saturday, November 13:**

Arrive at 6:00. Sit at 6:30.

Catered Menu will be Beef Tips and Turkey Pot Pie + three side dishes.

Cookies and Brownies for dessert.

Cost will be \$25 per person. Free parking.

Formal invitation, map and r.s.v.p. card will be sent soon.

There is no formal membership meeting in November. The next membership meeting will be Thursday December 2, at a location yet to be determined.

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 September, 2021 *By Chris Mayhew*

Fall 2021, has brought with it many opportunities for the club. Elections, discussion of a potential move back to Cincinnati Union Terminal, and the turning of the color of the leaves along all railroad tracks bring changes all around.

The elections resulted with Dave Bossart, Bryan Cash, Jim Corbett, and Scott Smith being elected to the Board of Trustees. I want to thank Secretary Tom Bredestege for his Board service, but we certainly hope we can keep him active and busy despite not returning to the Board this year. I also want to thank Librarian Paul Osborn for running as a candidate for a Board seat. We also hope to keep Paul busy getting books ready for any eventual restart of the library in a physical space. I also want to thank Charles Bogart for expressing his interest in a Board seat and for all he does for the club...especially all his programs!

Ray Kammer, president of operations and development for **Cincinnati Scenic Railway**, has offered the club a unique opportunity to get involved with Ohio Rail Experience this fall and potentially in the spring of 2022, and beyond. Mr. Kammer reached out to the club to offer the club a donation of \$100 per member who works a day as an Ohio Rail Experience car host on their remaining fall trips. To sign up, contact Mr. Kammer directly via email at rkammer@cincinnati scenic railway.com.

The Ohio Rail Experience trip dates are:

Oct. 16: *The South Charleston Rocket* departs from South Charleston, Ohio, on a trip to Jeffersonville, Ohio, and return on the former Detroit Toledo & Ironton. Departure times are 10 a.m., 12:30 p.m. and 3 p.m.

Oct. 17: *St. Paris Special* departs from St. Paris, Ohio, to Maplewood and return. Departure times are 10 a.m., 12:30 p.m. and 2:45 p.m.

Oct. 23: *DT&I North to the Old Road*: This 9.5 hour trip from Leipsic, Ohio to Riga, Michigan, starts boarding at 8:30 a.m.

Oct. 24: *Lima to Quincy*: Departure times are 10 a.m. and 2 p.m.

Oct. 30: *Return to the Big Four*: This 10-hour trip is from Cincinnati to Greensburg, Indiana, and return. Boarding starts at 8:40 a.m.

Oct. 31: *North Bend Flyer*: This two-hour trip from Cincinnati to Dearborn County, Indiana, will depart at 10 a.m., 12:30 p.m. and 3 p.m.

For more information visit <https://www.ohiorailexperience.com/2021-schedule-fall>

CINCINNATI UNION TERMINAL NEWS

The club's board continues to engage with the Cincinnati Museum Center on the idea of leasing space in the Cincinnati Union Terminal. The board and club members at meetings in August and September expressed general support for renting the elevator-accessible third-floor north space and having meetings in a theater space off of the rotunda downstairs. There were two people who objected to the idea of the leasing of the third-floor space including one board member. There are still questions to work through from the board to Cincinnati Museum Center about the costs of initial renovations, usage, and parking access. So, stay tuned as the board has not seen or reviewed lease paperwork yet. CMC is working to provide us an estimate of the cost of the work. They are going to communicate how parking might work. And, it looks like as long as we don't mess with blocking the windows with furniture that how the third-floor space will be used will be open to our discretion except that it will be members-only access with limited visitors.

Banquet and November

Father Dale Peterka has organized the Saturday, Nov. 13 banquet. Watch your email and look at other areas of this edition of Headlight and Markers for details. The banquet serves as the November meeting. There will be no Zoom of the banquet.

Kentucky Steam Heritage Corp. trip

The trip to Ravenna, Kentucky to see Kentucky Steam Heritage Corporation's shops and Chesapeake & Ohio 2716's restoration had to be shelved. Buses were not available for a Saturday in the fall. The move to a Wednesday was going to make us lose too many members who wanted to go on the trip. So, we are working with Kentucky Steam to organize a Saturday, April 2022, trip instead.

Chris Mayhew

Annual Banquet for Cincinnati Railroad Club

By Fr. Dale Peterka

BREAKING NEWS! SAVE THE DATE!

Our Annual Banquet will be held at the Archbishop's House in Norwood on **Saturday, November 13.**

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Amtrak News

By W. Mike Weber

The big news this late Friday in September is no news. Congress is still fighting over two infrastructure bills which would bring real money to Amtrak. One Infrastructure bill holds about \$66 BILLION for Amtrak spread over 6 years --- basically half go to the Northeast Corridor, and half goes everywhere else. There would still be the normal budget bills in Congress. For the Northeast Corridor --- think Hudson River tunnels, Baltimore tunnels etc. It is easy to spend \$33 Billion. For example --- Taiwan investing \$100 Billion over 10 rats!!

Out here in the middle of America --- Amtrak would like to expand rail services . The 3-C Corridor is mentioned, plus more trains Philly to Pittsburgh, and maybe beyond. New services out of Chicago. The states need to show an interest. **Our CARDINAL** has some people in the Senate quietly supporting a daily train, after almost 37 years of 3 days a week. Amtrak wants 3 new routes out of New York to Pennsylvania cities in the 150-to-80 mile range. Amtrak would love a second train LA to Phoenix. Look at the population of those cities!! They want Tennessee to Atlanta service. If that should happen. the possible extensions are obvious.

Short trains? Amtrak lost many mechanical people during the Pandemic. (Which is still with us). Many cars were sidelined. They will be creeping out all winter, as mechanical trades can deal with it. They really want to get crew sleepers out there so they can sell those popular and pricey rooms!! (Not put crew in them). I would love a Beech Grove tour about now. Amtrak is taking mini steps to get back to feeding coach passengers in dining cars. With Covid, it is step-by-step to get it done well and safely. Meals in sleeper class in western trains are GOOD again. I experienced eating in my room as the safest option. However, the STARLIGHT allows you to eat alone in diner, if desired. The free meals in sleeper class are obviously paid for in the price of the ticket. Passengers love the dining car experience, but it is a loss-leader, and advertising for the trains.

The Siemens coaches being sent to Chicago are still not in revenue service. I have heard various reasons for this and maybe insurance is the one I believe most. All VIEWLINER 2 cars have been delivered from CAF in New York. Many are still not in use!!

Being somewhat of a supporter of passenger rail, I like to look at OT **performance around the Midwest.** With 134 miles in Michigan now at 110 mph, it is a great ride Kalamazoo to Porter Indiana, then for the next 45 miles, it is the dance with freight traffic. Anything goes. The Chicago-to-St. Louis line is seeing many 20-minute early arrivals now that much track is 90 mph. Amtrak is using the speed to boost on-time performance. Want to run faster schedules?? High level platforms really help. Up-and-down steps with baggage cost about 20 minutes between Portland and Seattle by my count!!

New River trains are cancelled again this year due to Covid. Hospital beds in West Virginia are at capacity. (And the state started out so well!!)

The historic Pullman Shops and Hotel in south Chicago have re-opened. At least they had an opening --- not sure if Covid has shut that down yet or not. A great potential CRRC trip Via South Shore RR to Kensington.

Infrastructure. Maybe by this time next week??

Mike Weber

Raising A Railfan

By Jeff Hirsh

Most four-year-olds know their ABC's. They know their numbers. But only the four-year-old child or grandchild of a railfan knows the following: "Please stay behind the yellow line until the train has come to a complete stop in the station."

My four-year-old grandson Nate knows that phrase by heart. And earlier this summer (before the Delta variant of COVID-19 started spreading), he and I and other family members waited behind the yellow line at the Glenview, IL station for Nate's first Amtrak ride ... a short run on a Hiawatha to Milwaukee and back.



Jeff, grandson Nate, Nate's dad

I tell you this because as railfans, all of us were once Nate ... a little kid excited by a big train. And we all probably had a mentor, be it a parent, grandparent, sibling, or friend, who encouraged or at least tolerated our budding interest.

And so All Aboard! As I describe this trip, I think you'll see a bit of yourself as either the child looking out the window, or the adult, watching the child get that first sense of "wow, this is fun!" This is about Raising a Railfan.

But hold on. Of course, the train was late. The Metra commuter run which preceded our Hiawatha was about half an hour behind schedule, so Amtrak was delayed as well.

While most preschoolers are learning the difference between horses and cows, the railfan preschooler knows the difference between a Metra train and an Amtrak train. And, of course, in Chicago, you also have to emphasize the letter "L" in the ABC's ... as in the "L" mass transit system of the CTA.

When Amtrak #333 did arrive in Glendale, (locomotive, four cars, locomotive), it was quickly apparent that our party of seven (five adults, Nate, and Nate's 10-month-old brother Ryan) could not sit anywhere near each other in the coaches. Each pair of seats was either full, or occupied by one person.

But we had a good crew. "Follow me," said the conductor, escorting us to the front car ... a café car without food service, but with tables which could be used for passengers. The conductor cleared off the area he had been using, and our large party then had that table, plus an empty one across the aisle.



Nate had a great time looking out the window, while I chatted with the conductor. My wife Jennifer informed him that I once worked for Amtrak during my college days (summer job), so we had a nice talk.

The "Hiawathas," he told me, used to be seven cars before COVID. But now, with fewer passengers commuting to Chicago (yes, people do that from Milwaukee), the consist has been shortened.

Milwaukee's train station is a multi-modal depot, with buses sharing the facility with Amtrak. The city's streetcar stops across the street. With limited time due to our late arrival (no time made up by #333), we passed on the streetcar and walked to a nearby restaurant.

On our return trip, we once again experienced good customer service. Our large party was allowed to board first, letting us find seats.

RAISING A RAILFAN, Continued from Page 4

Passenger compliance with mandatory masking was, as far as I could tell, nearly 100%. I say nearly, because two guys across the aisle from us (they got on after we did and there was nowhere to move) were drinking, and drinking, and drinking. They weren't too loud, except when talking on a cell phone explaining to some friend they were downing "a couple of bloody's," as in bloody Marys.

They told the conductor they were only drinking tomato juice, and he politely asked them to put their masks back on when they finished. Any bets as to whether they did? I feel sorry for crew members who have to deal with this.

But besides the two boozers, it was a terrific time. Yes, the trains were late, but it was a good Amtrak start for Nate.

My railfan life began at about the same age. Actually, it started way before that. You see, my parents met on at train – the Day Cape Codder of the New Haven Railroad, after WWII. My father, a veteran, was traveling with a friend, and waiting in line for the diner.

My mom was also traveling with a friend, and thanks to dining car communal seating, the four of them were placed at the same table. The rest, as they say, is history.

So I guess my love of trains is hereditary.

My dad, not really a railfan himself, was the adult who encouraged the hobby. I was told we watched trains on the New York, Susquehanna, and Western (Susie Q) when I was a toddler in New Jersey.

After moving across the Hudson River to New York, we went on trips to such exotic places as Albany, NY and Pottstown, PA. I later graduated to taking my own rides, and quite frankly have not stopped since.



But will grandson Nate follow in grandpa's railfan footsteps? I'm not sure. Right now, he's more into sharks, and I don't mean the Baldwin locomotive.

On the other hand, after our Milwaukee excursion, my younger daughter (Nate's mom) said he called her aside and told her "That was fun. When can we do it again?"





The Elkhorn City Kentucky Railroad Museum
By Charles H. Bogart

Elkhorn City, located in Pike County, Kentucky, was the point at which the Chesapeake & Ohio Railway's Big Sandy Valley Subdivision track joined the Clinchfield Railroad's track. At the site of the former Elkhorn City Union Station, next to the junction point of the two railroads, Elkhorn City has established a railroad museum. The museum features both outdoor and indoor exhibits and honors both railroads. Mary Ann and I recently followed the CSXT track from Paintsville, Kentucky, to Dante, Virginia. During our stop trackside at Elkhorn City, we met the Elkhorn City mayor who kindly arranged to have the railroad museum opened for us to visit. The museum is staffed by volunteers and thus is not always open at posted times. The museum is well worth visiting. The photos on display inside of the museum concerning local rail operations could fill an Arcadia book.

If possible, plan a visit to the Big Sandy Valley during 2022 to see the remains of a once great and prosperous railroad system. The area is in a steep economic decline due to the closing of the coal mines and the fleeing of the younger generation for Lexington, Louisville, and Cincinnati.

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THE ELKHORN CITY KENTUCKY RAILROAD MUSEUM, *Continued from Page 5*

An overall view of the Elkhorn City Railroad Museum from the parking lot. CSXT railroad track is just beyond the cabooses. Mary Ann and Molly are waiting for the arrival of the museum volunteer with the key to the building's door. The Levisa Fork of the Big Sandy River is directly behind the museum. The first floor of the building is full of railroad material related to the region. The upstairs contains a gallery of railroad related photographs and a small library. The museum building was formerly the office building of a local coal company.



The museum's Clinchfield and Chessie cabooses and the C&O Railyard water standpipe, which was used for filling a steam locomotive's water tender.



Some of the Chessie System Maintenance-of-Way equipment on display.



THE ELKHORN CITY KENTUCKY RAILROAD MUSEUM, *Continued from Page 6*

CHESAPEAKE AND OHIO RAILWAY					
DATE <u>OCT 28 62</u>					
EASTBOUND TRAINS					
NO.	FROM	TO	DUE	REPORTED	LEAVE
36	ASHLAND	ELKHORN CITY			
	8:30 AM.	4:30 P.M.			
WESTBOUND TRAINS					
NO.	FROM	TO	DUE	REPORTED	LEAVE
39	ELKHORN CITY	ASHLAND			
	1:58 P.M.	6:30 P.M.			

Last day of C&O passenger train service

Seat from President Taft's Presidential train. Note the sign board on the seat "Cinti RR Club." There must be a story as to why this sign board is on this chair in the Elkhorn City Railroad Museum. The volunteer taking us around said it had always been on the seat.



Among the items on display in the museum is a C&O velocipede.

THE ELKHORN CITY KENTUCKY RAILROAD MUSEUM, *Continued from Page 7*

The museum is off to my immediate right. The CSXT train, headed by CSXT 3012 and CSXT 765, consisted of some 100 empty ethanol tank cars. The train is northbound for Russell Yard and will do a crew change at Shelbina Yard. The Elkhorn City sign marked the junction of the C&O and Clinchfield rail lines.



THE CLINCHFIELD ELKHORN CITY RAILYARD



Above and below: The remains of the coal loadouts in the Clinchfield Railroad's Elkhorn City Yard. The CSXT coal hoppers have been sitting in the yard for the past two years.



The Cheviot Hill Line

By Fr. Dale Peterka

Some of the older members of the Cincinnati Railroad Club will remember when Amtrak used to roll out of Cincinnati's Union Terminal and head for Chicago on a line that followed Queen City Avenue up into Westwood. Leaving the busy Mill Creek Valley, the tracks climbed a 1.9% grade, soaring over a half dozen great trestles and several smaller bridges on its seven mile trip to the top of the hill.



Amtrak #51 The Cardinal has left Union Terminal (visible in rear) and is on the viaduct out of the Mill Creek Valley and onto Bald Knob. It was the most scenic ride in the city, with views of Fairmount, Lick Run Creek valley, St. Francis Hospital and the western suburbs. Construction of Queensgate Yard below has not yet begun. July 1978 Peterka photo

Today the trestles are gone, and the line has been torn out.

In the Nineteenth and early Twentieth Centuries, wooden trestles were commonplace on most American railroads. Although wooden trestles were prone to fire, rot or damage, the raw material and labor were plentiful and cheap. The undercapitalized railroads of the day ordinarily chose wood, when possible, over the more durable but far more costly options of iron or steel.

Wooden trestles were composed of closely-spaced "bents", with vertical legs to support the weight of the trains and diagonal members to prop up the bridge itself, keeping it from falling over sideways. The vertical legs were all tied together by wooden horizontal braces. The bridge bents supported one another; if one failed, they all collapsed like a line of dominos.

On Cheviot Hill, the trestles at State Street, Grand Avenue, Wyoming Avenue and Sunset Avenue, and most of the lesser bridges, were built of wood. The intention was to replace them with steel as profits allowed.

View of bridge #34 over Sunset Avenue in an early winter snow-storm. December 1981 Peterka photo



The story of Cheviot Hill actually begins in 1904 with the opening of the Chicago Cincinnati & Louisville Railroad, "the Short Line" to Chicago. The expense of building the line and the lack of on-line customers soon forced the CC&L into receivership. The entire line from Cincinnati to Griffith, Indiana, near Chicago, was sold to the C&O in 1910, for less than the cost of building the bridges.

The program to bring the line's construction up to C&O standards soon began, with the gradual replacement of most of the wooden trestles with steel. The first replacement was the 2200 ft. long, relatively low structure over Grand Avenue. One by one, replacement of most of the other bridges followed as they aged. The curved viaduct leading from Union Terminal up out of the valley over Mill Creek and onto Bald Knob was replaced with steel box girders supported by concrete piers during the building of the Cincinnati Union Terminal complex.

THE CHEVIOT HILL LINE, *Continued from Page 9*

For some reason, the spectacular wooden trestle over Sunset Avenue remained until the line was abandoned. Only the box girder that carried the rails over the street was made of steel, supported by triple wooden bents on either end of the girder. This was done when Sunset Avenue was relocated and widened during the 1930s.

By the end of operations in 1978, the only wooden trestle left east of Cheviot Yard was a small bridge over Outlet Creek, next to Dunham Hospital near the top of the grade.

West of Cheviot was an equally spectacular but more remote series of wooden and steel trestles bringing the tracks back down from the summit of the grade to a crossing of the Great Miami River near New Baltimore. This grade was longer and nearly as steep as Cheviot Hill, but it was difficult to follow and was little photographed.

Westbound former Seaboard Coast Line geeps working a freight over the wooden trestle at Okeanna, Ohio, on the former C&O line to Chicago. This segment of the line is still in use serving an industry at Fernald, Ohio. The bridge has been rebuilt in recent years with modern features.

July 1987 Peterka photo



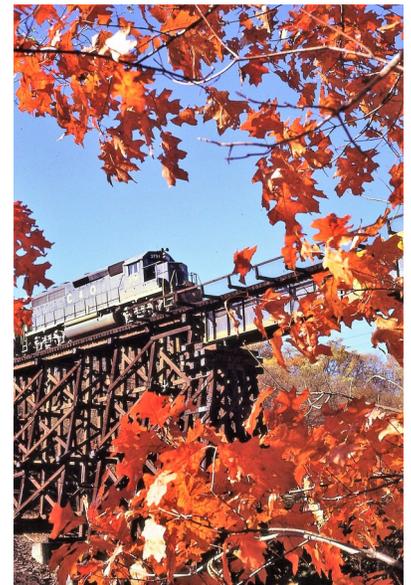
To catch a train to Chicago on the CC&L before 1911, you rode the trolley car from downtown to the CC&L depot on West Eighth

Street. Early photos show both a one-story and a two-story depot. Probably the earlier depot was a rented building used until the classic depot was completed.

After 1910, you went to the C&O depot –a former residence-- on Fourth Street to catch the train. After 1933, you went to the new Union Terminal.



Eastbound freight coming down into Cincinnati on the Sunset Avenue Bridge. November 1972 Peterka photo



Amtrak used the line up the hill from 1970 to 1978. On July 17, 1978, the line was cut when the construction of Queensgate Yard began. The tracks were taken up, but the bridges west of Brighton (Bald Knob) were kept in place for use as part of a projected light rail line.

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THE CHEVIOT HILL LINE, *Continued from Page 10*



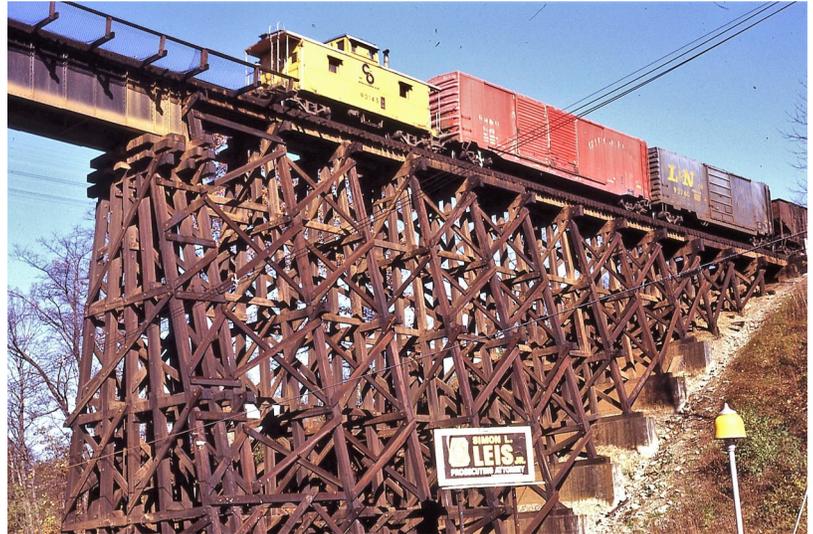
View from Bald Knob of South Fairmount neighborhood as the Cheviot Hill line makes its way up the 1.9% grade out of the Mill Creek Valley. August 1981 Peterka photo



Trestle above Sunset Avenue South Fairmount neighborhood
Peterka photo

The Cheviot Hill Line Continued from Page 11

**Old C&O caboose following a train eastbound on Sunset Avenue bridge.
November 1972 Peterka photo**



**A westbound freight makes its way up the hill and onto Bridge #34 over Wyoming Avenue.
June 1978 Peterka photo**

Sometime before 1984, I was driving on Sunset Avenue when I saw a kid on a motorbike riding across the Sunset Avenue trestle! Of course there were no guard rails on the bridge. Some months later, a kid on a motorbike went off the bridge over Glenway Avenue and was killed. Nothing had been done to develop the light rail line, and CSX, the C&O's successor, removed the bridges in 1984.



Aug. – Sept. 2021

John Biehn's Steam News for August 2021

Courtesy of Jim Corbett

Steam Railroading Institute News...The Steam Railroading Institute, located in Owosso, Michigan Operates the famous Pere Marquette 2-8-4 no. 1225. Here is part of a recent email sent out to their supporters: Due to the nature of our business, we were not able to start planning events or excursions until the State of Michigan Covid-19 restrictions were lifted at the end of June, putting us much further behind than normal. We will not be having Fall Color Tours in 2021, but we are very optimistic that we will be able to operate the North Pole Express this November and December. We are underway with preparations in anticipation of excursions, and we hope to have exciting news soon!

Their website is a great way to stay up to date with what is happening at SRI. Visit them at www.michigansteamtrain.com

Future Pennsylvania Steam...The first of two steam locomotives acquired by the Colebrookdale Railroad, based in Boyertown, Pennsylvania, arrived by lowboy truck in Boyertown on June 30, 2021. Arriving first was Locomotive no. 18, a 2-8-0 steam locomotive was built by the American Locomotive Company in 1910 for the Lake Superior & Ishpeming Railroad as its no. 11. This locomotive was designed to haul iron ore. It was renumbered to no. 18 in August, 1923 and continued in service on the LS&I until 1962. Locomotive 18 was first restored by the Grand Canyon Railway in the 1980s and had been in operation there ever since.

(Thanks to Dale Woodland, Railpace, via Alex Mayes)

Santa Fe 3751 News...As part of the 30th Anniversary steaming in excursion service and the 40th anniversary of the San Bernardino Railroad Historical Society, a major milestone was reached August 7, 2021, in the locomotive's 15 year rebuild as 230 lbs of steam pressure filled the boiler.

This achievement culminates nearly three and a half years of hard work by the dedicated, all volunteer steam crew, who could not have brought us to this day without the backing of SBRHS supporters.

Looking ahead... With a successful steam up in the books, the steam crew will proceed on completing the final steps of assembly. This includes , (but not limited to), wrapping the boiler with insulation, re-installing the newly painted sheet metal jacketing and dozens of pieces of piping and other hardware.

For updates on the upcoming work and when the 15 year rebuild concludes, visit www.sbrhs.org

Exciting things lay ahead for no. 3751, the SBRHS and their wonderful supporters!

(Thanks to SBRHS on Facebook via Kevin Gilliam)

Future New Mexico Steam...A World War 2 era steam locomotive is back up and running in Albuquerque. On July 24, the Atchison, Topeka & Santa Fe no. 2926 moved under its own power for the first time since 1953!

This 4-8-4 "northern" type steam locomotive has been completely rebuilt and restored, thanks to volunteers with the New Mexico Locomotive & Railroad Historical Society.

"This is a people project. We have hundreds of volunteers here. About 70 of us are safety trained and wear safety equipment, and come to work in sessions and split up all the jobs it's taken to completely rebuild this locomotive. It's like a frame up restoration on a car," said Michael Hartshorne, President of the New Mexico Locomotive & Railroad Historical Society.

Future New Mexico Steam, *continued*

Hartshorne says they are working on finishing up an agreement with the Department of Transportation to do test runs with the hope of eventually being able to do an excursion train to different areas in the state.

The locomotive's first movement in many years occurred around 3:44 p.m. on Saturday, July 24. Under strict supervision by the Federal Railroad Administration and piloted by a professional railroad engineer and crew, AT&SF 2926 successfully rolled under her own power in a movement that was short; only a hundred feet or so back and forth since the engine was confined to operations only in the maintenance area of the spur. None the less, it was a red letter day for all the restoration crew, donors and fans who have supported the restoration efforts these past 22 years since her purchase for \$1 from the city in 1999.

On September 25, 2021, from 9-5, there will be a Santa Fe Locomotive 2926 Open House. This event is free and includes locomotive tours and complimentary hot dogs and drinks. Their address is 1833 8th Street SW Albuquerque.

(Thanks to KRQE Albuquerque via Tom Schultz and the NML&RHS)

Steam in the Valley... Steam in the Valley is an annual tradition at the Cuyahoga Valley Scenic Railroad south of Cleveland, Ohio. Cuyahoga Valley Scenic Railroad partners with the Ft. Wayne Railroad Historical Society to bring the historic Nickel Plate Road steam locomotive no. 765 to the Valley for an unforgettable experience.

Steam in the Valley will take place on September 3, 10-12, 17-19. NKP no. 765 is a 2-8-4 Berkshire.

Train Departs Rockside Station on Saturdays at 10:00 a.m. and 2:00 p.m.

Train Departs Akron Northside Station on Sundays at 11:00 a.m. and 3:00 p.m.

Each ride includes a special photo opportunity with two run bys.

There will be an evening ride on Saturday September 11 from Rockside Station at 6:30 p.m.

There will be a special photo session on Friday September 3 and Saturday September 18, also departing Rockside Station. Halfway through the trip, the engine will be stationary and the area will have special lighting, so that ticketed passengers will have optimal shooting conditions for a rare nighttime photo of no. 765.

For ticket information, go to cvsr.org/steam-in-the-valley-returns-this-September/

More 765 News...The Ft. Wayne RR Historical Society is teaming up with the Mad River & NKP Railroad Museum September 24 through October 3 to reunite two iconic steam locomotives in Bellevue, Ohio.

Berkshires in Bellevue will feature steam powered caboose rides, hands on experiences and more plus an exclusive night photo session to be held October 1.

For more information, go to fortwaynerailroad.org/event/Berkshires-in-bellevue/

Western Maryland Scenic Railroad News...The Western Maryland Scenic Railroad has hired Wesley Heinz as their interim CEO. Heinz, who was hired on June 10, said "People in the community are very excited about the future and they've been very supportive of the more aggressive and strategic way the railroad is approaching things now." He said track maintenance between Cumberland and Frostburg is taking place.

Heinz also said work continues on the massive Baldwin steam locomotive no. 1309 which WMSR officials say will be a huge draw once operational. He said it has been difficult finding parts due to the high demand and worker shortage.

Western Maryland Scenic Railroad News, *continued*

The firebrick is one of the commodities we've been waiting for. It has been packaged for shipment. Firebrick is the lining material which helps with conducting in the firebox and protects the crown sheet," Heinz said. "It is a common material in oil and gas fired boilers. The firebrick that was in no. 1309 has long since broken down, so they had to redo all that."

"We actually had to get it out of Colorado. Acquiring the firebrick is one of the last major items that has to be shipped in," he said.

Heinz also stated that he is hopeful no. 1309 will be operational in the fall. "It doesn't seem like we are too far off. We are getting closer every day."

Locomotive 1309 is a former Chesapeake & Ohio class H-6 Mallet, originally built by Baldwin Locomotive Works in 1949. It was the last steam locomotive built by Baldwin for the North American market. The locomotive was used to haul heavy coal trains until its retirement in 1956.

(Thanks to Greg Larry, Cumberland-Times News, via Alex Mayes)

Canadian Steam...The Kamloops Heritage Railway hopes to keep running down the tracks through Canadian National coal dust as it plans to shift from offering in town rail tours, via the historic 2141 steam engine, to journeys between Kamloops and Armstrong.

The proposal is a result of increased coal transportation in CN rail lines as up to ten coal trains a day pass through the downtown core. The increased train traffic will lead to fewer but longer trips for the 2141 and change the location of arrivals and departures.

The proposed tour would depart at 8:30 a.m. on Saturdays from Campbell Creek instead of the heritage depot in downtown Kamloops. Upon arrival at Armstrong, passengers can have lunch and explore the town before returning to the train. Eight trips are proposed, beginning in September.

Kamloops Heritage Railway executive director Cory Clark touts the proposal as one that would create one of the "premier" steam engine experiences in the world, drawing tourists who also hop aboard the Rocky Mountaineer for that rail tour company's trip across British Columbia.

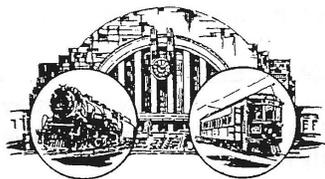
At the same time, Clark said the decision was not the choice of the society. He said CN is no longer able to provide the society with time to operate its local rail tour, leaving the Armstrong run as the only option.

Clark said the new tour would net the society about \$19,000 in income per trip. It would also result in a positive economic spinoff, such as hotel stays, restaurant visits, employment and revenue for businesses that support the operation of the steam engine.

Council will vote shortly and will have the ultimate say at a later date. "One thing that I will say is that, for the longest time, almost 30 years, locomotive 2141 has been part of the face of Kamloops and we want to continue to be one of the things that Kamloops is known for," Clark said.

Locomotive no. 2141 was built in 1912 by the Canadian Locomotive Works at Kingston, Ontario. She is a 2-8-0 built mainly for branch line service on the Canadian Northern Railway. This locomotive originally burned coal but was converted to oil in 1954. Locomotive no. 2141 is also known as the Spirit of Kamloops.

(Thanks to Jessica Wallace, Kamloops This Week, via Tom Schultz)



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November 2021 CRRC Annual Banquet

The Cincinnati Railroad Club will hold its Annual Banquet at the Archbishop's House in Norwood on Saturday, November 13 at 6:30 p.m. The next regular Membership Meeting will be December 2 at 7:30 pm, at a location to be announced.