



Editor's Comments

The Railroad Club is moving back into Union Terminal! Inside this issue Chris Mayhew outlines the exciting news about the future moves of the Cincinnati Railroad Club.

The next membership meeting will be Thursday January 6, at the Newsreel Theater at Union Terminal, at 7:30 p.m.

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

Send electronic submissions to:
headlight.markers@yahoo.com

As of this time, your Editor is running low on articles to share in future editions of *Headlight & Markers*!
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
December, 2021
By Chris Mayhew

Merry Christmas and Happy New Year!

The Cincinnati Railroad Club will be back at Cincinnati Union Terminal for 2022. The ongoing discussion over whether to go or not go is over. The next club meeting will be at 7:30 p.m. Thursday, Jan. 6, in the Newsreel Theatre off the rotunda. When you walk in the door, the theatre is off to the left of the front doors. Turner Construction will finish the third-floor room with some plaster patching on the walls and paint. Carpeting and baseboards will be installed. The date when the club could move in is undetermined, but Feb. 1 (or maybe even earlier) is possible, I am told by Turner representatives. As part of the lease, the club can rent Tower A for \$15 an hour for various uses.

We shall embark on a new journey. My message is that EVERYONE is invited to help put the club in a position to attract more active members and bring us into the public eye more. If you have an idea, that is great. But, we will also need follow-through. We already have a small team already working on cataloging and thinking of ways to leverage some of our collections for the betterment of the club.

Part of my vision is to leverage our historical artifacts and photos and recordings to tell Cincinnati's railroad history to multiple audiences. History can't be all we will hang our hat on though. We can find ways to share the knowledge of various methods and technologies used by railfans. Group projects, even if they are small (or start small) are welcome. There are other projects and ideas to consider including any future trips and the possibility of eventually supporting the creation of a live stream railroad camera somewhere around the city or region. There may be possibilities for the creation of displays that we would take to Tower A for a showing.

My point is, that the third-floor room will be a library and home base. It will be a place where people in the club can gather. How we use it is up to us collectively, but it does not limit our thinking. On the contrary, I believe this is the first step to giving our members renewed purpose and opening the door to many possibilities.

Our *Headlight & Markers* editor, Dave Puthoff, is reporting that he is presently running low on articles to publish! If you have a story or photos that would be of interest to members, send them to him at headlight.markers@yahoo.com.

Chris Mayhew

Amtrak News

By W. Mike Weber

Good News (*iffy* News):

- After all these years, the United States has an infrastructure plan that includes rail. RAIL!!
- \$66 Billion over six years. Plus the yearly authorization. Lots of money. Never enough!
- Amtrak states that it will use half in the Northeast Corridor. First big project is new Hudson River tunnel. Completion in about 10 years So I may live long enough to ride thru the new bore!! View is always the same under a river, I believe.
- By Fall of 2022, new Acela transit should go into service in the Northeast corridor.
- Brightline should have the new railroad constructed to Orlando. Service on the existing line has resumed.
- CANADA will begin service between Windsor and Toronto and Quebec City with the new Siemens cars. CANADA has a serious program to upgrade this route. They run 100 mph daily now!! Watch those grade crossings!!
- Amtrak/Vermont will extend the Rutland train to Burlington. Downtown! A great town regaining passenger rail in the city core.
- Who gets new Amtrak service? I guess the smart money is on places that already have service and political will ---Illinois. Virginia, California. By summer 2022, interested parties must submit applications for service plans to the FRA. Will Ohio surprise us with an application for 3-C Service? That would open all kinds of travel options for our state. The squeaky wheel gets the grease.
- The PULLMAN Historic Site is up in Kensington, Illinois. Easily reached by CSS&SB from northern Indiana.
- Like all transportation companies Amtrak is short of crews. Short enough to go back to 3 times a week service. We will know next month!! Certainly NOT what Congress wants to see.
- Yeah!! The downtown Ft. Madison Amtrak station has re-opened. A potential railfan Meca. The Greenwood Hotel is open downtown within walking distance. Plenty of freight action. The SOUTHWEST CHIEF, the massive Mississippi Bridge.
- Springfield Illinois. Who cares? Me. A 4-hour drive from Cincinnati. Abe Lincoln history all over town. A big project will be moving UP and Amtrak to the east side of downtown. A new Amtrak depot. This is the line that passes the depot where Abe left for D.C. And tracks will be upgraded to 110 m.p.h. Have you noticed how often these LINCOLN SERVICE trains run early.?? Often. And that is at 90 mph.
- Projects we need in Midwest: Passenger only main, south of the to Porter, Indiana. (At least!)
- A daily CARDINAL is very much on the minds of West Virginia legislators. Low hanging fruit!

Mike Weber

Walking the Remains of the Cincinnati & Westwood Railroad

By Chris Mayhew

On April 2, 2017, Westwood Historical Society President Liz Kissel, and her husband Greg, took me on a walking tour of some of the eastern remains of the Cincinnati and Westwood Railroad's right-of-way.



The 5.63-mile line started at a junction with the former Cincinnati, Hamilton and Dayton Railway tracks at the Mill Creek near Beekman Street and Queen City Avenue. The C&W trains ran from the CH&D's Brighton Station. The C&W continued westward through Fairmount into Westwood using the north side of the Lick Run valley. The railroad continued through Westwood across Boudinot Avenue, then across Glenmore Avenue to Robb Avenue (then called Robb's Farm). For a definitive history, including photos of parts of the line when in use, check out the book "On The Right Track: Some Historic Cincinnati Railroads" by John H. White Jr. The book was published in 2003 under the direction of CRRC.

C&W tracks at the former Lunkenheimer Plant

On the walking tour, there were no tracks to see. Roadbed could be made out in places on on this stretch that runs on the hillside between Queen City and Harrison avenues in Cincinnati's Fairmount neighborhood. Some of the time you could call the former roadbed a trail. At other times, the path required some careful tracing to stick to the proper path. The bridge abutments, culverts, spikes, a couple of wayward ties that I did see and photograph served as physical reminders of this railroad that has been abandoned for almost 80 years.



Cincinnati Westwood right-of-way



Cincinnati Westwood - bridge pier

WALKING THE REMAINS OF THE CINCINNATI & WESTWOOD RAILROAD, *Continued from Page 4*



Cincinnati Westwood - abutment near Bluffcrest Lane

We started our hike through the woods at Bluffcrest Lane, which is an entrance to a community of condominiums off Queen City Avenue. It's almost directly across Queen City Avenue from Sunset Avenue. Fans of Chesapeake & Ohio's abandoned Cheviot Hill line will recognize Sunset as where the C&O once crossed on a wood trestle on the south side of the Lick Run valley. Our hillside trek ended at Saffin Avenue at a former German church that is now a Church of Christ. The photos shared here of that section of the remains of the C&W.



Cincinnati Westwood - 2 types of spikes



Cincinnati Westwood - remnant found

WALKING THE REMAINS OF THE CINCINNATI & WESTWOOD RAILROAD, *Continued from Page 5*

Other remains of Cincinnati & Westwood R.R. can be seen along Montrose Street off Harrison Avenue, and at Beekman Street north of Queen City Avenue where the CH&D connection once was. You can still see some tracks you can see at the former Lunkenheimer plant (which still stands in a much-decayed condition). In Westwood, you can still see the raised roadbed on either side of the street of Lischer Avenue.



Cincinnati Westwood bridge culvert



C&W tracks - another view at the former Lunkenheimer Plant

PHOTOS FROM PAST CRRC TRIPS

By Dennis Teagle

Dennis shares some photos from his past Cincinnati Railroad Club steam trips. Members are encouraged to share photos with publication in future *Headlight & Markers*, by sending them to: headlight.markers@yahoo.com



Trip to Danville KY



Trip to Danville KY

The Cincinnati Railroad Club Inc.

Presents

Muncie Festival Flyer Constitution Square



Saturday, September 19, 1992 Sunday, September 20, 1992

Danville & Muncie ticket

PHOTOS FROM PAST CRRC TRIPS, *Continued from Page 7*



Trip to Russell KY



Trip to Russell KY



Trip to Indianapolis IN

THE CINCINNATI RAILROAD CLUB, INC.
Presents
30th ANNIVERSARY STEAM EXCURSIONS
SATURDAY, SEPTEMBER 25, 1993
Cincinnati, Oh. to Russell, Ky. and Return
SUNDAY, SEPTEMBER 26, 1993
Cincinnati, Oh. to Indianapolis, Ind. and Return



Trip to Russell KY

CRRC ARCHIVES UPDATES

By Dave Bossart

With the help of Scott Smith and Barb Jennings, scanning and organizing are progressing. The following is an excerpt from the Archive Log to show what's happening.

CRRC Archivist Log				
Date	Logger	Action / Event	Project	Notes
2021-10-21	Barb Jennings	Buffalo Central Terminal-Jungblut Scanning started	Jungblut Collection	
2021-10-21	Dave Bossart	Harold Buckley Collection Recorded	Donation	
2021-10-26	Dave Bossart	1930 Book 2 of 3 pdfs generated	History of CUT_Jungblut	
2021-10-28	Dave Bossart / Scott Smith	(4) Headlights moved to Pallet Collar style skids	Artifact Preservation / Storage	1962 & 5212 in one skid, 2460 & 5315 on another skid
2021-10-30	Dave Bossart	1930 Book 3 of 3 scanning almost complete. 2 large drawings to go.	History of CUT_Jungblut	
2021-11-10	Dave Bossart	1931 Book 1 of 6 scanning completed. Pdfs generated	History of CUT_Jungblut	
2021-11-11	Scott Smith	Began inventory of shelves in Gibson room of Warehouse	Artifact Factsheets / Inventory	
2021-11-11	Dave Bossart	Scanning/photography of Lasencyki Donation complete	Donation	
2021-11-11	Dave Bossart	Scanning/inventory/photography of Debo Donation began	Donation	
2021-11-24	Dave Bossart	1930 Book 3 of 3 scanning complete and pdfs generated	History of CUT_Jungblut	

Below are some pictures of the headlights going into the pallet collar type skids. The purpose of doing this is to help protect the headlights while they are in the warehouse and to make it easy to move them around as needed with the pallet jack. If the headlights ever need to be moved from the warehouse the plan is to build a wood bottom with bolts matching up to the bolt patterns of the headlights to secure them. Moving blankets would then be placed around the headlights to further protect them.





CRRC ARCHIVES UPDATES, *Continued from Page 10*

Here's a list of donations recorded in October/November:

CRRC Donation Log			
Date	Donor	Item Type	Item Description
2021-10-24	Harold Buckley	Book	Weir Kilby Corportation, <i>Railway Trackwork Catalog H</i>
2021-10-24	Harold Buckley	Book	Clarke, Alan R., <i>The West Virginia and Pittsburgh Railroad, The B&O's Road To The Hardwoods</i> , West Virginia Book Company, 2008
2021-10-24	Harold Buckley	Book	Seidel, David W., <i>Horseshoe Curve</i> , Arcadia, 2008
2021-10-24	Harold Buckley	Book	Adams, Richard D., <i>Locomotives of the Pennsylvania Railroad, Volume 1, The Early Years, 1848 to 1874</i> , PRR Technical Historical Society, 2010
2021-10-24	Harold Buckley	Book	Stover, R. Brooks, <i>The Elk River Coal & Lumber Company</i> , R. Brooks Stover, 2010
2021-10-24	Harold Buckley	Book	Pitanza, Marc, <i>Staten Island Rapid Transit</i> , Arcadia, 2015
2021-10-24	Harold Buckley	Book	Puzilla, Anthony, <i>The Western Maryland Railway</i> , Arcadia, 2015
2021-10-24	Harold Buckley	Book	Guillaudeu, David A. and McCray, Paul E., <i>Washington & Old Dominion Railroad Revisited</i> , Arcadia, 2016
2021-10-24	Harold Buckley	Book	Leider, David J., <i>Pickle and Vinegar Makers of the Midwest</i> , Sooaauthor Publishing, 2016
2021-10-24	Harold Buckley	Book	Yanosey, Robert J., <i>Western Maryland Power in Color, The Diesel Years</i> , Morning Sun Books Inc., 2016
2021-10-24	Harold Buckley	Book	Harwood, Herbert H. Jr., <i>Royal Blue Line</i> , Greenberg Publishing, 1990
2021-10-24	Harold Buckley	Book	Sagle, Lawrence W., <i>A Picture History of B&O Motive Power</i> , Simmons-Boardman Publishing, 1952
2021-10-24	Harold Buckley	Book	Harwood, Herbert H. Jr., <i>Impossible Challenge, The Baltimore & Ohio Railroad in Maryland</i> , Barnard, Roberts and Company, Inc., 1979
2021-10-24	Harold Buckley	Book	Sagle, Lawrence W., <i>B&O Power, Steam Diesel and Electric Power of the Baltimore and Ohio Railroad, 1829-1964</i> , Standard Printing and Publishing Co., 1964
2021-10-24	Harold Buckley	Binder Collection	(9) Three ring binders with collection of photographs and railroad information. Concentrated on locomotives of the Pennsylvania and B&O.
unknown	Lasenczyki, Robbie & Mary	Artifact	B&O 100th Birthday medal given to Fred W. Artman in 1927, with information card on medal
unknown	Lasenczyki, Robbie & Mary	Artifact	B&O pin
unknown	Lasenczyki, Robbie & Mary	Artifact	Brotherhood of Railroad Trainmen 25 year membership pin
unknown	Lasenczyki, Robbie & Mary	Photograph	Postcard photo of Fred W. Artman, Pensioned Passenger Brakeman, St. Louis Division, B&O Railroad
unknown	Lasenczyki, Robbie & Mary	Newspaper Clipping	Married 50 Years, Fred Artman
unknown	Lasenczyki, Robbie & Mary	Photograph	Train yard photo of Engineer Mix,, Frank Dee, Fred Artman, O. P. Green, Fireman Walbert
unknown	Lasenczyki, Robbie & Mary	Document	Beneficiary Certificate # 123842 Issued to F. W. Artman by the Grand Lodge of the Brotherhood of Railroad Trainmen (with envelope it was received in.

John Biehn's Steam News for November 2021

Courtesy of Jim Corbett

Class J 611 News...On October 7, the Virginia Museum of Transportation Inc., and Strasburg Railroad Company announced the conclusion of scheduled 2021 operations of the former N&W Class J no. 611.

No. 611, a 4-8-4, is a National Historic Engineering Landmark by the American Society of Mechanical Engineers and is known as an engineering powerhouse of steam, technology, and near mechanical perfection.

Class J no. 611 will remain at Strasburg Railroad through the winter where the locomotive will undergo annual inspection and preventative maintenance, including a planned inspection of the boiler's staybolts and caps, as required by the Federal Railroad Administration's regulations.

The locomotive drew thousands of visitors and rail fans and Steve Barrall, Vice President of Guest Experience at the Strasburg Railroad said, "It's been an honor to host no. 611 at the Strasburg Road. It's been a privilege for tens of thousands of our guests to experience such a significant locomotive right here in the midst of beautiful Lancaster County." "The museum's partnership with Strasburg Railroad has worked exceptionally well. We are thrilled to have an opportunity to operate 611 and continue the heritage of steam railroading for new generations to experience," said Will Harris, President of the Virginia Museum of Transportation Inc. (Thanks to Virginia Museum of Transportation Inc. , via Ken Borg)

SP 2472 News...Locomotive 2472 is a 4-6-2 "Pacific" type steam locomotive built by the Baldwin Locomotive Works in 1921. Pacifics such as SP 2472 were designed primarily for passenger trains service where sustained high speeds were just as important as pulling capacity.

Locomotive 2472's first assignments were passenger trains on the Overland Route between Ogden, Utah and Oakland, California. When larger and more powerful 4-8-2 locomotives replaced Pacifics on long runs, the Pacifics were relegated to locals and commute service. SP 2472 served for almost thirty-six years on the Southern Pacific system.

Presently, the 2472 is undergoing inspections, repair and testing for near future excursions in Sonoma County, California. The locomotive is now at Shellville, California on the Northwestern Pacific Railroad and just recently in early October passed the final FRA Inspection.

The Golden Gate Railroad Museum whose collection includes SP 2472 is a non-profit organization dedicated to the preservation of steam and passenger railroad equipment, and the interpretation of railroad history in the San Francisco Bay Area. For more information, go to <http://www.ggrm.org>

Maine Narrow Gauge News...Two foot gauge steam enthusiasts will be happy to know that in the near future, the Maine Narrow Gauge Railroad Company & Museum plans to restore two more of its steam locomotives to operating condition. This is in addition to two locomotives currently in service.

The locomotives to be restored are the Monson Railroad 0-4-4T no. 4 (Vulcan Iron Works 1918) and Bridgton & Saco River railroad 2-4-4T no.8 (Baldwin Locomotive Works 1924.)

Maine Narrow Gauge and Wiscasset, Waterville & Farmington Railway Museum routinely partner, along with Maine Locomotive & Machine Works, to rotate their equipment among sites.

Maine Narrow Gauge operates a one and a half mile waterfront line in downtown Portland. WW&F is based fifty miles north in rural Alna, Maine, running over three and three tenths miles of original WW&F. Between 1879 and 1943, Maine was home to five common carrier two foot gauge railroads with some 200 miles of lines.

Concerning the restoration of Nos 4 and 8, both engines need new boilers. New boilers for both will help ensure that both engines will operate longer and better for the museum.

Of the two engines tabbed for restoration, Eric Mencis, Maine Narrow Gauge Visitors Services Manager says Monson no. 4 will be easier, because "the museum in past years has done good running gear work on no. 4. It just needs the boiler. The running gear is almost set to go." By contrast, he says, "Bridgton

& Saco River no. 8 is a complete rebuild, boiler and running gear, and it will take a little more time."

Also, that engine is the largest of the surviving Maine 2 footers, "he noted.

"Having more locomotives serviceable makes it easier to rotate the engines in and out of the schedule,"

Mencis said. "If one goes down, we can keep going without a hitch."

(Thanks to Dan Cupper, Trains Magazine Newswire))

Future Washington State Steam...The 2-8-2 "Mikado" was considered the workhorse of the steam train locomotives due to its versatility, and is often regarded as the classic American Steam Locomotive for this very reason. The 2-8-2's design allowed for a larger firebox, which resulted in a faster locomotive capable of pulling heavy freight.

Baldwin Locomotive Works no. 15 was built in 1916 and was purchased by the Cowlitz, Chehalis & Cascade Railway to transport timber for Washington State's booming timber industry. Ol' 15 as she is called, worked in the lumber industry for thirty years but was decommissioned as the timber industry changed its needs for transportation. Afterwards, the locomotive sat at Chehalis Recreation Park on display until one enthusiast Harold Borovec instigated the locomotive's restoration.

That restoration began in 1987 and after two years and five months, she was finally brought back to life.

It is because of hardworking and passionate volunteers that the Chehalis-Centralia Railroad & Museum was founded. No. 15 now runs there and enjoys a new lease on life while bringing joy and new experiences to tourists of all ages.

Future Washington State Steam, *continued*

As of this October, no. 15 is undergoing a major rehabilitation in Chehalis, Washington. Through a collaboration between the Stockton Locomotive Works and the museum, the locomotive will return to steam.

At this time, locomotive 15 is undergoing extensive firebox sheet replacement. The final goal of which is to steam safely and effectively well into the future. For more information, go to www.steamtrainride.com

(Thanks to Stathi Pappas)

Possible Canadian Pacific/Kansas City Southern Steam...Canadian Pacific CEO Keith Creel told Railway Age Editor in Chief William Vantuono the day after a joint call with analysts with his Kansas City Southern counterpart, Pat Ottensmeyer, that he was elated for his CP Family, following the announcement of their agreement to proceed with a merger. "This is a blessing," he said.

Provided the Surface Transportation Board gives its stamp of approval, a special celebration is planned to mark the official start-up of Class 1 railroad that will be named Canadian Pacific Kansas City. A commemorative business train will be operated from Calgary to Mexico City on the CP/KC mainline to mark the occasion powered by none other than CP 2816, the iconic "Empress" steam locomotive. If all goes as anticipated, the H1B 4-6-4 no. 2816 will be on the head end, in full steam.

(Thanks to William Vantuono, Railway Age)

North Pole Express...The Steam Railroading Institute in Owosso, Michigan will this year operate its North Pole Express powered by the famous 2-8-4 Pere Marquette no. 1225.

Trips will depart the Steam Railroading Institute in Owosso for a four and a half hour round trip excursion to the Village of Ashley's Country Christmas. Each trip includes a one hour and fifteen minute train ride each way to and from Ashley. A diesel locomotive will bring the train back to Owosso. Patrons can choose one of six different classes of service.

Train dates: November 20,21,26,27,28 December: 4,5,11,12,18,19

Departure times: Friday, November 26: 10:00a.m. 5:00 p.m. Saturdays: 10:00a.m. 6:00 p.m

Sundays: 10:00 a.m 5:00 p.m

For ticket information, go to etix.com/ticket/e/1022418/2021-north-pole-express-owosso-steam-railroading-institute

Conway Scenic News...The Conway Scenic Railroad will host a winter charter in the beautiful White Mountains of New Hampshire January 8-9, 2022. This is a Peter Lerro Photography Event and the train will run over a combination of former Boston & Maine Railroad and Maine Central trackage.

Conway Scenic no. 7470, a hefty for Canadian National 0-6-0 will pull a mixed freight and caboose. Photographers will ride in a coach that will be dropped off for runbys. Photo shoot fee is \$575.00.

For more information and to order tickets, go to <http://www.lerrophotograph.com/photoshoots/>

U.S. Sugar Photo Charter...U.S. Sugar's restored 4-6-2 no. 148 will star in its first outing for railroad photographers in an exclusive event sponsored by Trains Magazine January 29 & 30, 2022.

The 1920 ALCO-built "Pacific" type locomotive will pull passengers and replica freight consists in locations chosen for their photographic appeal.

Locomotive no. 148 was built for the Florida East Coast Railway. In 1952, the locomotive was sold to U.S. Sugar to haul sugar cane trains from field to mill for processing raw sugar.

After various operations across the country, the locomotive was repurchased by U.S. Sugar in 2016 and restoration was begun. Railroad mechanical contractor FMW Solutions LLC, working alongside more than two dozen U.S. Sugar employees, completed the restoration of no. 148.

Steam In California...For the first time in six years, SP 2472 is back in steam at Schellville, California, the new home of the Golden Gate Railroad Museum.

Upon completion of the FRA annual inspection, Golden Gate Railroad Museum was given permission to test run the 2472 within the museum's Schellville yard. In late October, the locomotive ran back and forth for about three hours and traveled at least two miles. Now after a few minor adjustments, she's ready to go at the next running opportunity.

Furthermore, when asked, the FRA inspectors informed the museum that it is eligible for an extension of the boiler ticket from June of 2022 to 2023 as long as proper information is submitted and granted.

With the engine returning to running order, one of the last big pieces of the puzzle is in place enabling the Golden Gate Railroad Museum to start new operations within the greater Sonoma region.

Southern Pacific no. 2472 was built by the Baldwin Locomotive Works in 1921. This 4-6-2 was designed primarily for passenger train service where high speeds were just as important as pulling capacity. The SP 2472 served for almost 36 years on the Southern Pacific system.

(Thanks to Nico Daycon, via Tom Schultz)

Oregon Steam...Santiam Excursion Trains and the Albany & Eastern Railroad Company announced recently the arrival of the Santa Maria Valley no. 205 steam locomotive. This 1924 Baldwin Locomotive Works built 2-8-2 has been meticulously restored by its owner Mr. George Lavacot.

For the first time since the 1950s, the iconic sound and feel of steam power will once again grace the line between Lebanon and Sweet Home.

JOHN BIEHN'S STEAM NEWS, *Continued from Page 13*

Oregon Steam, *continued*

Excursion train rides are currently being planned with one already scheduled. Tickets are on sale now for a Santiam Excursion train called the Candy Cane Express. On December 4 and 5, the Candy Cane Express will be powered by locomotive 205. For Candy Cane Express ticket information, go to dynamicticketsolutions.com/set/index-responsive.cfm

Future Minnesota Steam...Recently, Duluth, Missabe & Iron Range Railway 2-8-0 no. 332 passed a hydrostatic boiler test at the Lake Superior Railroad Museum following boiler repairs. Museum Executive Director Ken Buehler said the test was a success and the Federal Railroad Administration has now signed off on repairs setting the stage for operations in 2022.

No. 332 last operated in 2019. Plans to operate it in 2020 were abandoned due to the COVID-19 pandemic. Inspections to return the locomotive to service this year led to the discovery of cracks near the mud ring in the firebox. Fraser Shipyards, with years of experience working with steam boilers, revealed the metal around the cracks was metallurgically sound and they proposed the cracks to be welded shut and new metal be welded over the cracks...a plan the FRA approved.

After the hydro test, the locomotive was placed in the museum for display this winter. The museum plans to fire up no. 332 next spring and conduct tests and training runs. If successful, the museum plans to announce several steam weekends for the 2022 summer and fall seasons on the North Shore Scenic Railroad between Duluth and Two Harbors, Minnesota.

American Locomotive Company's Pittsburgh Works built the locomotive in 1906 for the Duluth, Missabe & Northern as no. 332. The locomotive was operated by DM&N successor Duluth, Missabe & Iron Range Railway as no. 332 until 1955, when it was sold to the Duluth & Northeastern. The locomotive was then renumbered no. 28. No. 28 remained in service on the D&NE until 1964. It was then donated to the museum in 1974 and was returned to service in 2017. Finally in 2019, it was restored to its DM&IR appearance and renumbered back to DM&IR 332.

Colorado Museum Receives Shay...The West Side Lumber Shay no. 8 arrived at the Moffat Road Railroad Museum in early October. The 1922 three-truck Shay was relocated from the Royal Gorge Route Railroad in Canon City.

The locomotive is in relatively good shape with the museum planning some cosmetic work. The Shay has a cracked foot cylinder but it still runs. Moffat Road Railroad Museum Director Dave Naples is hopeful that the museum will eventually be able to steam it up, allowing the side pistons to move up and down and the locomotive to blow smoke and whistle. The Shay no. 8 will be the centerpiece of a planned logging exhibit at the railroad museum, tying in with the history of the Moffat Railroad. Naples said that from Winter Park to Kremmling, the railroad had nine lumberyards and used a similar type of locomotive to do the logging work.

"They made all the timbers for all the bridges, all the tunnels, all the ties, all the buildings-everything," Naples said. "Those people made all that lumber and the Moffat Railroad employed a lot of those people and kept those operations going. The lumber operation is important-very important. So we thought an engine that is nothing but a Shay and nothing but a logging locomotive would be very apropos."

The black Shay no. 8 makes a fine addition to the growing railroad museum. The museum has a number of ongoing projects with plans to complete phase two of its expansion by fall, 2023. The upgrades include a number of expansions, like adding a children's ride and a new addition to house a larger model railroad exhibit and more.

The museum is also refurbishing a coach and should soon be installing a building to house it. In addition on working to get a crane's steam engine running, the museum is also looking to purchase another locomotive. "We're like a museum on steroids," Naples said. "We're just going."

(Thanks to Amy Golden, Skyhine.com)

Pacific Lumber No. 9 In The News...Work and play are underway to construct a full scale model of a steam engine that once traveled through Mill Valley. With the artistic help of children volunteers, the Friends of No. 9, a nonprofit organization named after the Pacific Lumber Company no. 9 locomotive, are piecing together a model train engine to put on display in the city's downtown. It will be 30 feet long, 9 feet wide and 11 feet tall.

The project aims to generate buzz and funds to complete the renovation of the real no. 9 locomotive. The hope is to put the 36 ton steam engine on display somewhere in the city.

The real no. 9 engine was built at Heisler Locomotive Works at Erie, Pennsylvania in 1921. It was shipped to Mill Valley soon after, where it was used on the Mt. Tamalpais Scenic Railroad until 1924. After being sold and moved around, the train was eventually put on display at the Scotia Museum in Humboldt County in 1983.

Despite years long efforts to bring the locomotive back to Mill Valley, the Friends didn't acquire the train until March, 2018.

Fred Runner, Chairman and Executive Director of Friends of no. 9 said, "it's the only surviving full size piece of Mt. Tamalpais Railroad." Eric Macris, President of the Mill Valley Historical Society said, "It's a significant part of our history. We ought to put it on display somewhere prominent." The Friends of no. 9 believe that displaying the locomotive at a downtown plaza would be the perfect location. They have created a petition for folks to sign. You can sign it by going to friendsofno9.org.

Presently, the locomotive is at a private ranch in Sonoma County. There, experts have assessed the extent of work that is needed to be done in order to restore the locomotive to museum quality.

Locomotive no. 9 was the last of nine engines that ran on the Mt. Tamalpais & Muir Woods Scenic Railroad which carried passengers between Mill Valley and the summit of Mt. Tamalpais at the turn of the 20th century.

The line was dubbed "The Crookedest Railroad in the World" for the 281 curves that were needed to climb to the top of the 2,600 peak.

(Thanks to Adrian Rodriguez, Marin Independent Journal via Tom Schultz)

JOHN BIEHN'S STEAM NEWS, *Continued from Page 14*

Locomotive Acquired For Display...A historic locomotive has been relocated from Texas to northern Michigan where it will give residents and visitors a more complete picture of the impact its inventor had on the world.

The 1907 built Shay locomotive will be restored and eventually displayed in downtown Harbor Springs, the adoptive home town of Ephraim Shay, who patented the train's design in the late 1800s.

It had long been the hope of the Harbor Springs Historical Society to find and obtain one of Shay's locomotives for display in town where it will join two other significant century old Shay creations.

Born in Ohio, Shay spent much of his life in Michigan. He revolutionized the logistics of 19th century industrial transport by inventing a nimble yet hardy workhorse locomotive that could handle the challenging terrain of logging and mining operations.

This particular "Class B" two-truck Shay had served most of its working life carrying loads of timber in east Texas for the W.T. Carter & Brother Lumber Company. It remained in service until 1938, and since 1970, it had been on display at Stephen F. Austin State University in Nacogdoches, Texas.

After the university agreed to transfer ownership to the historical society, the 70,000 pound locomotive was disassembled, loaded onto two trucks and transported to a secure facility in Michigan around the middle of October.

While the project is still in the discovery phase, the historical society estimates that restoration work may take several years and cost about \$500,000.

Eventually the locomotive will become a year round local landmark and a tribute to Shay, who, with his global reach, is remembered in Harbor Springs for his community legacies, such as helping found the local yacht club and building sleds for every child in town for Christmas. He was just a generous man and a genius.

(Thanks to Emily Bingham, ebingham@Mlive.com via Ken Borg)

Western Maryland Scenic News...On December 17, 18, and 19, the Western Maryland Scenic Railroad will operate steam locomotive no. 1309 on the railroad's Polar Express trains. No. 1309, a 2-6-6-2, was constructed by the Baldwin Locomotive Works in 1949 for the Chesapeake & Ohio Railway to handle that railroad's heaviest coal trains throughout Kentucky and West Virginia.

The 1309 led trains will depart the Western Maryland Railway station at Cumberland, Maryland. Each trip lasts approximately 90 minutes with passengers receiving hot chocolate, a cookie and a commemorative silver sleigh bell.

For more information, go to www.wmsr.com/train-rides/The-Polar-Express

Minnesota Steam...For the first two weekends in December, the North Pole Express will be returning to the historic Union Depot in the heart of St. Paul.

Patrons are asked to join the all volunteer staff of the Friends of the 261 as they operate this North Pole Express, pulled by the famous Milwaukee Road 4-8-4 no. 261 on the first weekend.

The second weekend's trips will be powered by the historic and meticulously restored Milwaukee Road no. 32 a streamlined diesel locomotive.

Patrons on this short journey will be able to meet Santa Claus, view all the special shops and even Santa's home and the elves working hard to prepare for the big day. The North Pole Express dates are December 3-5 and 9-12. For ticket information, go to <http://www.261.com/npe>

Pennsylvania Steam...Locomotive no. 113 was built in 1923 at the Schenectady Works of the American Locomotive Company. She was one of five B7s 0-6-0 switchers built for the Central Railroad of New Jersey, numbers 111-115. These engines were intended solely for yard service. They had large Wootten fireboxes which enabled them to burn the same coal that they hauled.

With all the engine's weight on small drivers, one of these work horses could move almost any cut of cars a yard track could hold. In common with all short wheelbase locomotives, no. 113 and her sisters did not ride smoothly and they rarely got beyond 15 mph. No. 113 and her sisters worked the CNJ freight yards for almost three decades and by 1951, she was placed out of service as diesels took over.

The Philadelphia & Reading Coal & Iron Company used no. 113 from about 1953 to 1960 at a colliery in Locust Summit outside of Ashland. She was last steamed in 1960 and she was the last CNJ engine to feel fire on her grates.

Eventually, Robert Kimmel Sr., bought the locomotive and moved her to Minersville, Pennsylvania. Restoration work began in 1999 and it took more than twenty years and more than \$600,000 plus countless hours of volunteer labor to bring her back to operating condition.

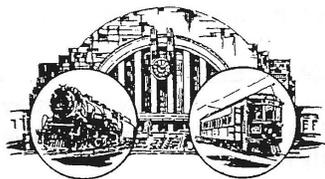
Many parts had long since vanished before the restoration started. The Project 113 crew had to make many parts from scratch. Also, retrieving some parts of the locomotive took detective work.

This December, locomotive 113 will be powering Santa Trains. There will be three trains a day on Saturday and Sunday, December 11 and 12. All trains will leave the Minersville Station.

Departure times: 10:30 a.m., 1:00 p.m., 3:30 p.m.

Tickets are available by calling 570-544-8300. You can purchase tickets in person at the Borough Building 8:00 a.m to 4:30 p.m., Monday – Thursday or 8:00 a.m. to 3:30 p.m. on Fridays

Tickets by mail...Send check to RR Project 113 113 East Sunbury Street Minersville, Pa 17954



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January 2022 Members Meeting

The Cincinnati Railroad Club will hold its next regular Membership Meeting on Thursday, January 6 at 7:30 pm, at the Newsreel Theater at Union Terminal.