

JUST ANNOUNCED !

Banta's **TRAIN TRIP** on former
Southern Railway

FRENCH LICK - JASPER

INDIANA

SUNDAY MARCH 21, 2021

Departure is 10 am from French Lick.

Photo run-by at the Tunnel. Run to Jasper and return.

90 minutes for dining in Jasper at nearby walk to locations.

Meal not included in price.

Dinning is not required. Map of 2 restaurants will be furnished.

Return 5+/- pm.

Return time not known, 1st time for this run.

Cash Bar on board.

#####

\$40, minimum age 12.

Meal not included in price.

This is a "private charter," see contact below. Railroad does NOT handle payments or details.

All money is donated to the railroad.

Payment and contact information:

Payment by check ONLY, NO Credit, Debit Cards or PayPal.

Must be in before March 15, 2021. Checks deposited March 15th.

Make checks payable to: **Brian Banta**

Mail to: **P. O. Box 56, Edinburgh, IN 46124**

If trip is cancelled, checks are burned.

Email: BantaRail@aol.com Cell/text 812.526.6677*

*Unidentified calls are not answered, must leave message.

As of Feb 17, 2021



Editor's Comments

The next Membership meeting will be a virtual Zoom meeting at 7:30 p.m. Thursday, March 4. The presentation will be a potluck railroad video along with a brief note about the passing of longtime CRRC Headlights & Marker Editor, Jim Edmonston.

If you know someone who wants to view the meeting, either a visiting railfan or an interested person, it is okay to pass the link onto them (but please do not send to large groups).

Watch for an email with meeting sign-in details.

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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Jim Edmonston, Editor Emeritus

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Club Officers

President: Chris Mayhew chris.mayhew611@gmail.com

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Membership: Bob Kessling grumpykess@gmail.com

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

Dear fellow Cincinnati Railroad Club members,

We recently lost our long-time member and Editor of *Headlight & Markers*, Jim Edmonston. Many of you knew Jim much longer than I, and **I would like to invite you to share your memories of Jim by sending your stories to headlight.markers@yahoo.com** and we will publish them in next month's *H & M*. Below is Jim's Obituary, as written by his son.



I must also sadly report that member Henry "Bunky" Harris has passed away on February 16. Bunky was club president around 1990. He was 92.

(2013 Photo by Fr. Dale Peterka)

Chris Mayhew

James R. Edmonston

James "Jim" Ritchie Edmonston, age 84, was born to the late Thomas and Helen Edmonston on February 2, 1937 in Chevy Chase, MD. The oldest of four, Jim often created challenging situations for his mother with the help of his siblings Tom (Margaret), Bob (Jo), and Fran (Bob) Migliorino. Jim attended Georgetown Prep School and the University of Pittsburgh as a member of Phi Gamma Delta where he attained a BS in Transportation. Jim met his wife, Eileen Mary Fasse, after moving to Cincinnati for a job in logistics. He told a family friend he wanted to meet a pretty girl who wasn't hanging around the bars, so he was set up with a blind date. The couple had their 60-year wedding anniversary last month. This lifelong partnership produced five children: Michelle (Denny) Ray, Craig (Candy) Edmonston, Alyssa (Bill) Nagel, Keith (Niki) Edmonston, and Kristyn (Phillip) Sullivan. His children gave him 11 grandchildren and 12 great grandchildren. Jim was proud that he attained the rank Staff Sergeant in the US Army Reserve, serving in the early 1960's. Jim was awarded an Honorable discharge after completing his enlistment at bases including Fort Knox and the Aberdeen Proving Ground.

Jim was an avid photographer, with his most preferred subject being trains. Over the course of his life, Jim had photographs published in multiple railroad themed books as well as various railroad magazines. Jim was the editor of *Headlight and Markers*, the official newsletter of the Cincinnati Railroad Club, a position he held for 50 years. The pinnacle of his railroad journalism career was writing a monthly column for the nationally published *Railroad Magazine*.

Jim was a practicing Catholic who worked hard for the St. Gabriel Parish in Glendale, volunteering for events at the school and also as a lay minister for the Church itself. Jim's prayer list was over 4 pages long and included people he knew such as Dan Rather as well as people he never met. Our father was a world-traveling, well-read, all around good guy. He was quick with a joke, easy to speak to, and filled with knowledge you didn't know you needed to know. He could strike up a conversation with a lawn chair. Even though he stood in the shadow of the Great Pyramid of Giza, he did not consider himself on a vacation unless there was an ocean to swim in, which he could reach with just \$5 worth of gas. He was just as happy to enjoy an opera by Mozart as a space opera by Lucasfilm. Mass of Christian burial Thursday, February 18, 2021 at 11am, at St. Gabriel Church, Glendale, OH. Due to Covid restrictions, attendance will be immediate family only. Internment following at Gate of Heaven Cemetery. In lieu of flowers, Jim would ask that you pray for others. THE WEBSTER FUNERAL HOME is serving the family. Online condolences can be made at www.websterfuneralhomes.com

Amtrak News

By W. Mike Weber

Potential New Amtrak Service to Cincinnati

Reported in The Cincinnati Enquirer USA TODAY NETWORK (Randy Tucker):

Amtrak is planning to expand passenger train service in Ohio that would include routes stretching from Cincinnati as far north as Cleveland, plus four times a day service between Cincinnati and Chicago.

But it needs new funding from Congress to do it.

Plans also call for expanded service to Michigan, Pennsylvania and New York state.

In total, Amtrak officials are pursuing federal funds for five new routes. according to press release:

- 4 daily round trips with intermediate station stops between Cincinnati, Indianapolis and Chicago. (Currently, there are 3 one-way trips between Cincinnati and Chicago each week).
- 3 daily round trips with intermediate station stops in Ohio between Cincinnati, Dayton, Columbus and Cleveland.
- 3 daily round trips with intermediate station stops between Chicago, Cleveland-Toledo, Detroit.
- 2 daily round trips with intermediate station stops between Cleveland and Buffalo; New York.
- And, 1 daily round trip with intermediate station stops between Cleveland and Pittsburgh.

The five routes would be initiated using 100 percent federal funds through a proposed new federal passenger rail program. The program depends on support from Congress and the Biden administration.

But President Joe. Biden, a longtime passenger rail supporter known as "Amtrak Joe" has pledged a "second great railroad revolution" with Democrats in control of both houses of Congress. Last year, the U S House of Representatives passed the proposed new rail funding program but it died in the U.S Senate.

House Committee on Transportation Advances Bill to Restore Amtrak Service

Restoration of Amtrak service to pre-pandemic levels took an important step forward on Wednesday with passage of a pandemic relief bill out of the House Transportation and Infrastructure Committee. The bill includes \$1.5 billion for Amtrak—**along with Congressional mandates to restore daily service on the long-distance routes and bring back employees furloughed due to COVID-19**—and \$30 billion for transit. There's also \$280 million earmarked for rural public transportation and \$50 million to make sure our elderly and disabled passengers can rely on rail and public transportation for essential travel.

These funds will be essential to restoring the trains we all count on. For long-distance trains, Amtrak is required to bring back daily service within 90 days of the passage of the bill into law.

CRRC Member Jeff Hirsh has authored a 3-part series entitled, "Passenger Trains in Cincinnati" in *Passenger Train Journal*

Jeff traces Cincinnati's beginnings to the peak of passenger train activity during World War II, and is available at bookstores, or directly from its publisher, White River Publications.

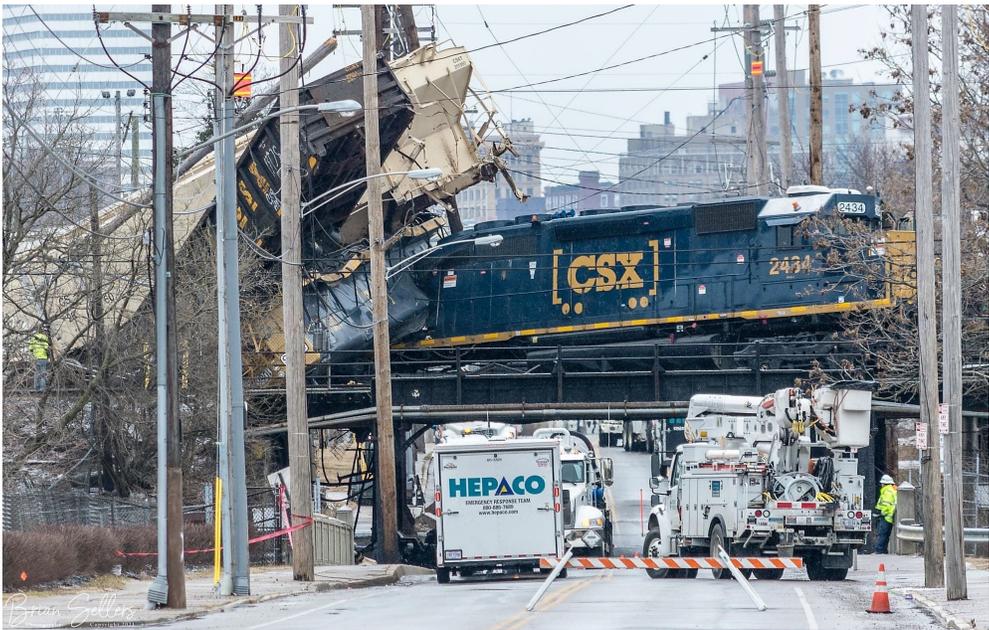
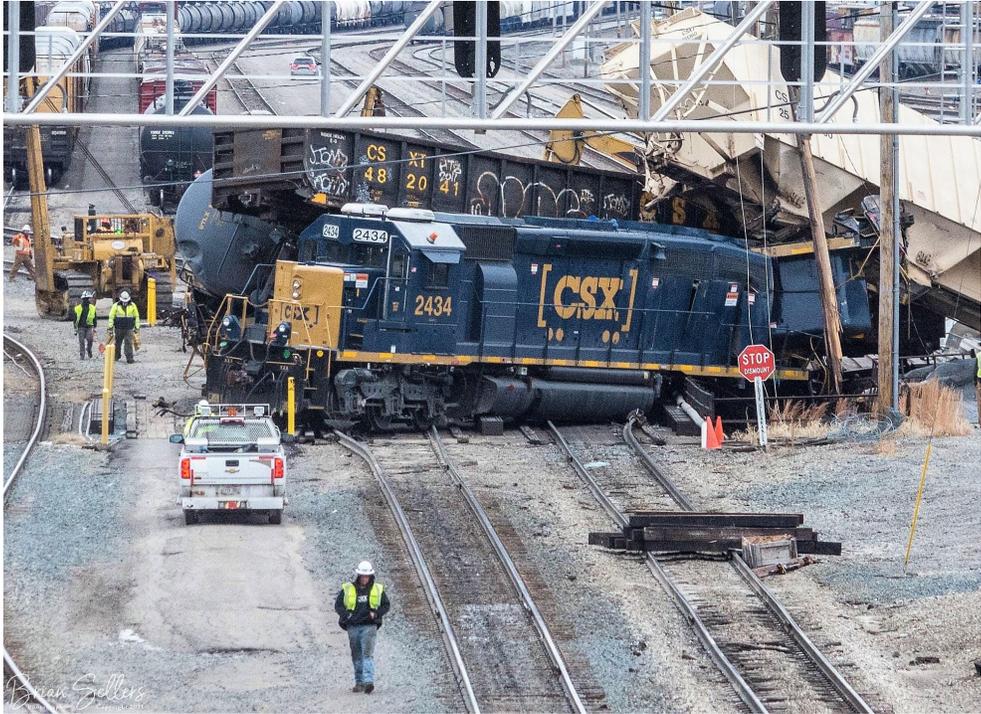
French Lick Rail Trip

Just announced! Jim Corbett reports that there is a **Private Charter of train** between **French Lick and Jasper Indiana** on Sunday March 21, 2021, with a photo run-by at the tunnel. 10 AM to 5 PM. \$40 per person, 12 and over only permitted. Pay by check only, by March 15, payable to Brian Banta, P.O. Box 56, Edinburg IN 46124. Email: Bantarail@aol.com, Telephone, provide message: 812-526-6677 All money will be donated to railroad!

Mike Weber

LOCAL CSX DERAILMENT

A CSX train was derailed early Sunday morning January 24 in Queensgate Yard over Gest Street. It was being operated remotely. Chris Mayhew wrote an article published in the Cincinnati Enquirer that explained the long-standing practice of using remote-controlled locomotives in railroad yards.



REMEMBERING AMTRAK'S *MOUNTAINEER*

By Dave Puthoff

From 1975 through 1978 I was working for the Kroger Company as an engineer in the Baked Foods Division. My work was mostly doing the engineering for the installation of equipment in eight industrial bakery plants. Our office was located on State Avenue, but the closest plants were in Columbus and Indianapolis! There was a lot of travel involved! One of my favorite plants was in Roanoke Virginia. It was the smallest, and was built on 3 levels and had wooden floors.

Aside from the closest plants, we would fly to the other locations --- the farthest was in Houston. To fly to Roanoke, I would take an early morning flight from CVG on Piedmont Airlines, which flew jet prop planes, and made three stops before reaching Roanoke about 11 AM. Sometimes, the early morning flight would be non-stop, as the airports in Huntington, Charleston, and Bluefield were fog-bound!

But after a couple of trips, I decided to take the train! Amtrak had service between Cincinnati and Roanoke for just a few years, but its schedule was perfect, and its station location in Roanoke was literally within 2 blocks of the Kroger plant! And a sleeper was priced about the same as the airfare!

I recently re-visited my collection of Amtrak timetables. Amtrak called its train to Roanoke *The Mountaineer*, then later shortened its service and ran a train called *The Hilltopper* from Tri-State Station KY (serving Ashland).

		March 25, 1975	June 1, 1977	July 30, 1978
		<i>Mountaineer</i>	<i>Riley/Hilltopper</i>	<i>Riley/Hilltopper</i>
Lv	Cincinnati (River Road)	11:32 pm	6:52 pm	6:52 pm
Ar	Tri-State Station KY		10:02 pm	10:02 pm
Lv	Tri-State Station KY	3:13 am	12:48 pm	5:33 am
Ar	Roanoke	11:55 am	9:25 am	2:10 pm
Lv	Roanoke	7:10 pm	10:05 pm	4:25 pm
Ar	Tri-State Station KY		6:25 am	12:45 am
Lv	Tri-State Station KY	3:35 am	7:51 am	7:51 am
Ar	Cincinnati (River Road)	7:15 am	11:01 am	11:01 am

I could typically arrange my own work schedules, and typically came back home on a Friday. My work in Roanoke was mostly before the change in schedule, as I never took the *Hilltopper*, and by that time I flew via Piedmont. And by its scheduling, Amtrak never seemed to encourage making the connection at TriState.

At some locations, such as Roanoke, we could avoid renting a car, as the local plant engineer was willing to drive us to and from our hotel. I never stayed at the famous Roanoke Hotel (too expensive for budget-minded bosses!). However, I always treated myself to at least one good meal at this hotel, which was located across the street from the Amtrak station. The timing was perfect --- I would get a ride from the plant to the hotel, have a nice seafood dinner, then walk across the street, and await *The Mountaineer*, which was almost always on time!

After a couple of hours in the Dome Car, I'd retire to my roomette. But on one of the return trips, I was awakened by a jolt, just west of the Russell yards, as we came to an abrupt stop. Our train had hit a car! The car attendant said that they thought it was a "suicide by train." The lead engine sustained enough damage that it had to be separated, and was left on a nearby siding. Fortunately, we had 2 engines pulling our train at that point, and after an hour or two, we were on our way to Cincinnati.

Remembering Amtrak's *Mountaineer*, Continued from Page 5

Having taken many trains in North America and in Europe, that particular trip was the only time I was aboard a train that experienced an accident. However, some 20 years later, my family withstood a much longer delay in catching the San Francisco Zephyr in Denver because it had a similar accident west of Denver. Amtrak's subsequent mis-management of passengers from that event has always reminded me of the movie *The Out of Towners*, but with my family being part of its cast!

The marketing concepts of the Kroger Company have evolved, and seven of the eight bakery plants are now gone. But the pleasant memory of taking those overnight sleepers on the *Mountaineer* remain with me. I can still smell the cool summer air of traveling through the Appalachians!



Original Norfolk & Western Station at Roanoke VA



Rear of original N & W Station at Roanoke



Hotel Roanoke



N & W cars parked at rear of original station



View from the *Mountaineer* Dome Car



Remains of automobile collision —1 car severed into 2 pieces

Photos by Dave Puthoff

A THOUSAND MILES FROM HOME

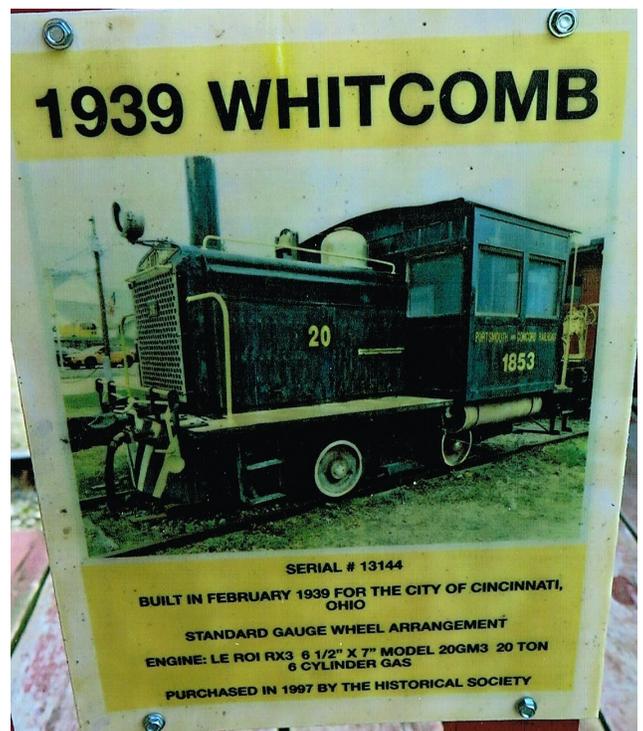
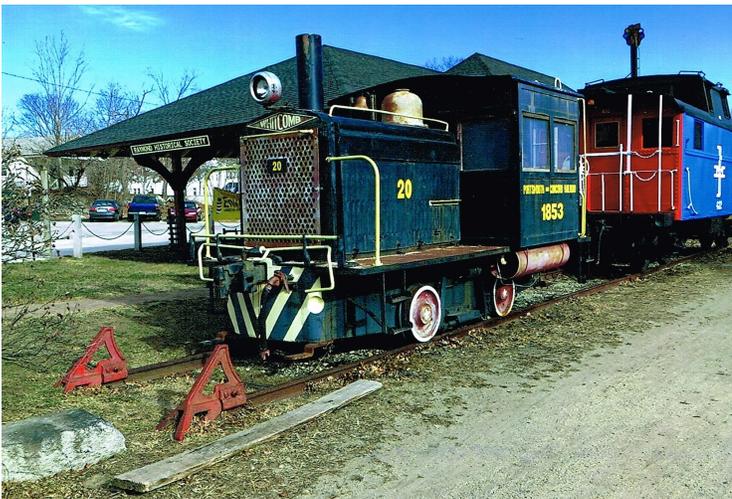
By Herb Pence

On my bucket list, is a desire to visit all preserved railroad stations in New Hampshire. Fulfilling this desire, I found myself at the preserved Raymond, NH railroad station, maintained by the Raymond NH Historical Society. On the right-of-way of the former Rockingham Branch of the Boston & Maine Railroad, was a four-rail vehicle display.

Leading the display was Whitcomb 20-tonner, serial number 13144. On the cab's side lettering stated Portsmouth - Concord Railroad, with a fleet number of 1853. The information panel reported that the loco was built in 1939 for the City of Cincinnati. Number 1853 was purchased by the historical society in 1997. Due to winter and the state pandemic lockdown, I have been unable to access further information.

The only possible use the city would have for such a locomotive would be for shifting cars at the Water Works in California, OH.

Are there any CRRC members with a long memory or short pencil, who are able to elaborate on this little loco, so far from home?



Photos by Herb Pence

Railfan's Diary

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

-or-

The "Rainbow Era" – Part 3

By Jim Mixer

This Part 3 has more examples of Amtrak's "Rainbow Era", during which the company purchased and operated the best-condition cars from now freight-only railroads and did extensive refurbishing. By 1973, cars in Amtrak paint and lettering were becoming more prevalent, but there was still a lot of pre-Amtrak "Rainbow" in train consists; some cars retained their railroad livery but now carried Amtrak car numbers. Amtrak had four trains to Florida: the Silver Meteor to Miami, the Silver Star with Miami and St. Petersburg sections, the Champion to St. Petersburg, and the winter-only Vacationer to Miami; here is the Star:

Amtrak Train 81-91, New York-Miami/St. Petersburg, the Silver Star, January 25, 1973 at Alexandria			
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted			
E-unit		238	Build for the Atlantic Coast Line
E-unit	Union Pacific	327	
E-unit	Louisville & Nashville	224	
Baggage car	Santa Fe	3998	P-S built
Baggage car	Santa Fe	3515	
10 roomette, 6 bedroom sleeping car	Southern	Etowah River	P-S-built
Coach	Seaboard Coast Line	5615	Built for the FEC Champions
Coach		5203	Built for Seaboard Air Line
Coach	Seaboard Coast Line	5260	P-S built for C&O
Dining car	Seaboard Coast Line	5911	Built for Seaboard Air Line
Tavern-lounge-observation car (flat-end)		3336	Built for ACL Champions
Coach	Seaboard Coast Line	5131	P-S built for C&O
Coach		5202	Built for Seaboard Air Line
10 roomette, 6 bedroom sleeping car		2682	To St. Pete.; built for SP Sunset Limited
Coach	Seaboard Coast Line	5619	To St. Pete.; built for SAL Silver Meteor

Privately operated Auto-train started up seven months after Amtrak, buying auto carrier box cars from Canadian National and outbidding Amtrak for most of Santa Fe's Big Dome lounge cars. Planned to be all-coach, with most seats upstairs in its domes, demand for sleeping car space led to purchase or lease of Santa Fe and Union Pacific sleepers. Today, Amtrak's Superliner Auto Train consist can handle more autos and passengers, but Auto-train's consist was perhaps more noteworthy.



Here is the original, privately-owned Auto-train coming off the SCL main into the company's station at Sanford, (which I recall consisting of tents at the time), pulled by a pair of GE U36B's in January, 1972.

Railfan's Diary, Continued from Page 8

After a long string of ex-CN auto carrier box cars comes the passenger equipment, with four ex-Santa Fe full dome cars. At the rear are three sleeping cars hastily acquired because many patrons desired rooms; the initial plan was to offer only luxury coach seats upstairs in the domes. When I saw the train a year later, the number of passenger-carrying cars had increased with the addition of two more sleepers, an ex-WP short dome coach, and another ex-SF full dome. Initially, there were two consists operating a daily Lorton-Sanford round trip. The company continued to acquire cars for its planned and ultimately ill-fated every-third-day service from Louisville; until the Louisville service started, a third consist operated between Lorton and Sanford every other day.



Northbound Auto-train, Sanford-Lorton, January 26, 1973, at Lorton			
All in Auto-train livery and Budd-built unless noted			
U36B		4001	Purchased new by piggybacking on an existing order being built for Seaboard Coast Line
U36B		4002	
Auto carrier box cars (bi-level)		14, 16, 18, 6, 20, 5, 28, 2, 26, 4, 27, 25, 15, 17	Ex-Canadian National built by Canadian Car & Foundry
5 bedroom, 2 comp., 2 D. R. sleeper (5-2-2)	Union Pacific	Ocean Sunset	P-S built
4 bedroom, 4 comp., 2 D.R. sleeper (4-4-2)	Santa Fe	Regal Gulf	ACF-built
5-2-2 sleeping car	Union Pacific	Ocean Scene	P-S built
4-4-2 sleeping car	Santa Fe	Regal Arms	ACF-built
5-2-2 sleeping car	Union Pacific	Ocean Sands	ACF-built
Dome coach		462	Ex-WP "Silver Palace" built for the Calif. Zephyr
Full dome coach		522	Built for Santa Fe as "Big Dome" lounge car
Full dome night club		541	Built for Santa Fe as "Big Dome" lounge car
Dining room car		596	P-S built for C&O as dining car "Swan Tavern"
Kitchen-dormitory car		591	Built as a twin-unit for C&O's Chessie, later acquired by the Atlantic Coast Line
Dining room car		594	
Full dome coaches		520, 515, 513	Built for Santa Fe as "Big Dome" lounge cars
Steam generator car		138	Built by P-S for SF baggage car 3926; SF added gen.

By the fall of 1973 I had graduated from college and was now in grad school at the University of Virginia (Charlottesville), and Southern's non-Amtrak trains were a magnet for me, all the more special with their matched sets of black F-units and Southern Green and Gold E's. Here's the Washington-Atlanta day train, which south of Alexandria hauled TOFC cars to boost revenue.



Another non-Amtrak train was the Southern Railway's Piedmont, shown here on the sweeping curve at Burnley, Virginia, in 1974. Overpowered with six FP7's leaving Washington Union Station, a long string of TOFC's was added at Southern's Van Dorn Yard in Alexandria, justifying the six matched units. These TOFC's helped reduce the net cost of running the train.

Southern Railway Train 6, Atlanta-Washington Piedmont, October 5, 1973 at Charlottesville			
Southern paint/lettering unless otherwise noted; Budd lightweight unless indicated			
F-units		6133, 6140, 6135, 6143	
Baggage car		531	heavyweight
Lounge-coach (food service)		955	Built for the Southerner
Coach		821	Built for the Southerner
Coach		1036	Modernized P-S heavyweight
Baggage car	Penn Central	9107	ACF-built for New York Central
Baggage car		545	heavyweight
Baggage car		537	heavyweight
More TOFC cars than I could count!!			

I was also able to make weekend sorties to Richmond to view Amtrak's Florida fleet.

Only a few cars built for the Nickel Plate were acquired by Amtrak, all built by Pullman-Standard. Here is an ex-NKP 5 bedroom, buffet lounge car in Chicago in 1974. This car, City of Cleveland, and its twin, City of Chicago ran in NKP's overnight Cleveland-Chicago trains of the same names, providing evening beverages and breakfast. I rode one of these cars after Canadian National acquired them and operated them on the overnight Toronto-Chicago International Limited providing similar services.



Railfan's Diary, Continued from Page 10

Amtrak Train 85, New York-St. Petersburg, the Champion, November 10, 1973 at Richmond			
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted			
E-unit		217	Built for RF&P
E-unit		206	Built for B&O
E-unit		241	Built for ACL
Baggage-dormitory car		1525	Built for SAL as baggage-dorm-coach
11 bedroom sleeper (reblt. by Pullman)	Union Pacific	Sun Ridge	Built for UP by ACF as 12 rmte, 4 bdr.
10 roomette, 6 bedroom sleeping car		Pacific Home	Built for Union Pacific
6 bedroom, lounge sleeping car		Forest Stream	Built for New York Central
Dining car	Seaboard Coast Line	5912	Built for Seaboard Air Line
Slumbercoach	Burlington Northern	Loch Tay	Built for the NYC 20 th Century Limited
Coach		4559	St. Louis Car Co., built for UP
Coach		4413	Built for Southern Pacific Sunset Ltd.
Coach-lounge		3812	Built for the SAL Silver Meteor
Coach		4440	Built for Union Pacific
Coach	Union Pacific	5523	Built for Union Pacific
Coach		5441	P-S built for RF&P for ACL thru trains
Coach		5458	P-S built for Atlantic Coast Line

Southern Railway had declined to join Amtrak; because it had trimmed its passenger service and losses in the late 1960's, Amtrak's admission fee (based on the prior year's passenger train-miles) looked unattractive. Southern had major offices in both Washington DC and Atlanta, with many senior-level staff traveling between the two cities. There was also Southern pride--President W. Graham Claytor felt that he could maintain a higher quality of service than could Amtrak. But he didn't allow his lounge and dining cars to run north of Washington, not trusting the security or services in PC's Sunnyside Yard. In holiday periods, the Southern Crescent often ran in two sections. Here is a view of the Sunday after Thanksgiving, 1973:

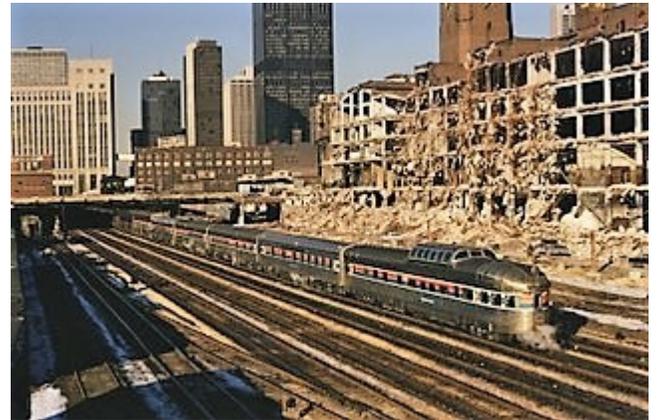
First Southern Train 1, Washington-Atlanta, the Southern Crescent, November 25, 1973 at Alexandria			
All equipment Southern Railway			
E-unit	6913		
E-unit	6914		
Baggage Car (mail compartment)	3589		ACF-built for CNO&TP for Royal Palm
Coach	819		Budd-built for the Southerner
Coach	664	Fort Oglethorpe	Budd-built for the C of G Man O' War
Coach	837		ACF-built for Royal Palm
Coach	817		Budd-built for the Southerner
Dining Car	3306		Budd-built
2 bedroom, 1 master room, lounge car	Crescent Harbor		P-S built for the Crescent
10 Roomette, 6 bedroom sleeping car	St. John's River		P-S built
10 Roomette, 6 bedroom sleeping car	Seneca River		P-S built
10 Roomette, 6 bedroom sleeping car	Yadkin River		P-S built



Here is the Rock Island's Peoria Rocket, leaking steam and needing to be run through a wash rack, arriving Joliet in 1972. In the consist is The Reveler, an ex-PRR observation car providing parlor car service outsourced to Butterworth Tours. After staying out of Amtrak for financial reasons, and bankrupt by 1975, the Rock Island obtained Illinois subsidy funds to operate its two remaining inter-city trains until 1978, when the subsidy was withdrawn.

Not yet married, I used the Christmas break for a last trip to Chicagoland to watch trains with Denny Hamilton. The "Rainbow Era's" offering of traditional streamliners was in full force, with Amtrak's new SDP40F's replacing Santa Fe F's, hauling a consist of Santa Fe origin with a single exception, that being perhaps the classiest observation car-type ever designed:

In yet another case of an observation car being assigned to a train which did not carry such a car in the years just prior to Amtrak, here is "Silver Horizon" dressing up the rear of the Houston-Chicago Texas Chief in January, 1974. Built for the Burlington Route's California Zephyr; Amtrak bought four of them from Burlington Northern and replaced their 24 dome seats with lounge seating.



Second Southern Train 1, Washington-Birmingham, the Southern Crescent, November 25, 1973 at Alexandria		
All equipment Southern Railway; the train operated to New Orleans Tuesday, Thursday, Sunday		
F-unit	6146	(Black, not Green/Gold), hope nobody told Graham Claytor!
E-unit	6912	
E-unit	6908	
Baggage-dormitory-coach	704	P-S built for the Tennessean
Coach	3786	ACF-built for CNO&TP for Royal Palm
Coach	1042	Modernized P-S heavyweight
Coach	1041	Modernized P-S heavyweight
Coach	831	Budd-built for the Southerner
Coach	825	From New York via Amtrak; Budd-built for the Southerner
Coach	661	From NY; ACF-built for the C of G Nancy Hanks II
10 Roomette, 6 bedroom sleeping car	Rapidan River	From NY; P-S built
Dining car	3869	Budd-built for the CNO&TP
2 bedroom, 1 master room, lounge car	Crescent Shores	P-S built for the Crescent
Coach	836	ACF-built for Royal Palm
Coach	830	Budd-built for the Southerner

Railfan's Diary, Continued from Page 12

Amtrak Train 16, Houston-Chicago, Texas Chief, January 4, 1974, at Galesburg			
Amtrak paint/lettering unless otherwise noted; power renumbered into Amtrak series; Budd-built unless noted			
SDP40F		502,506	Built new for Amtrak by EMD
Baggage car		1039	Built for Santa Fe
Coach		4852	Built for Santa Fe
Coach		4815	Built for Santa Fe
Coach	Santa Fe	2822	Built for SF El Capitan and San Fran. Chief
Coach		4505	P-S built for Santa Fe
Hi-level coach	Santa Fe	532	Built for El Capitan with step-down stairway
Hi-level coach		9912	Built for El Capitan with step-down stairway
Dormitory-lounge		3381	P-S built for Santa Fe, "Concho"
Dining car		8040	Built for Santa Fe
10 roomette, 6 bedroom sleeping car		Pine Crest	Built for Santa Fe
10 roomette, 6 bedroom sleeping car		Palm Leaf	ACF-built for Santa Fe
Dome lounge observation sleeping car		Silver Horizon	Built for Burlington's California Zephyr

The westbound Texas Chief had the ex-NYC high-window "Lookout Lounge" 5 bedroom observation lounge Wingate Brook, often used on the 20th Century Limited when one of its two "Creek" series tail cars was being shopped. Yet more class!

Like Southern, Rock Island had drastically reduced its passenger network to just the Peoria Rocket and the Rock Island Rocket, and Amtrak's admission fee was not affordable. It outsourced the operation of parlor car service on both trains to Butterworth Tours, contributing to the resurgence of observation car use in the Midwest. The Rock Island Rocket carried Butterworth's "Big Ben," a coach-observation built for C&O's Ches-sie, and the Peoria Rocket carried another Butterworth observation. RI's financial troubles caused the trains and the tracks they ran on to deteriorate; they came off after a few years of state subsidy.

Rock Island Train 11, Chicago-Peoria Peoria Rocket, January 2, 1974, at Joliet		
All cars Rock Island except for the observation, which was owned by Butterworth Tours		
E-unit	643	
Coach	365	P-S built
Coach	Herrington	P-S built
Club dining car	428	P-S built for the stillborn Golden Rocket
2 Drawing room, 1 compartment, 1 bedroom, observation lounge sleeping car	The Reveler	P-S built for PRR's 1938 Spirit of St. Louis, "Jacks Narrows" later renamed "Wake Island"

See you in this space next month for Part 4!

John Biehn's Steam News For March 2021

Courtesy of Jim Corbett

Colorado Steam...The Durango Railroad Historical Society and the Cumbres & Toltec Scenic Railroad will perform the Federal Railroad Administration required 15 year inspection on D&RGW C-18 locomotive no. 315, a 2-8-0 built by the Baldwin Locomotive Works for the Florence & Cripple Creek. This narrow gauge locomotive is the second oldest FRA compliant steam engine in Colorado and New Mexico. It is 123 years old this year and represents a living piece of history having operated on the Florence & Cripple Creek Railroad, throughout the Denver & Rio Grande narrow gauge system, the Rio Grande Southern and finally over both remaining portions of the narrow gauge in Colorado and New Mexico. The work will be performed in the Cumbres & Toltec's Antonito shops with historical society volunteers assisting the shop crew with the inspection during the winter of 2021-2022.

The inspection entails a complete strip down of no. 315, including removal of all appliances, the cab, boiler jacket, and lagging. The internal boiler tubes will be removed and the rear tube replaced. The four driving-wheel tires will be turned and a number of wheel bearings will be replaced. The work is expected to take seven months.

Locomotive 315 was eventually acquired by the Denver & Rio Grande in 1916. She was retired to a Durango city park in 1949. It was restored to operating condition by historical society volunteers between 2001-07. Under the agreement between the society and railroad, the locomotive will remain at the Cumbres & Toltec Scenic Railroad until 2025. Donations are welcome and can be sent to the Durango Railroad Historical Society, PO Box 654, Durango, Co. 81302.

(Thanks to Trains Magazine via Dutch Tubman and Tom Schultz)

Cumbres & Toltec Scenic Railroad...The Cumbres & Toltec Scenic Railroad announced recently that one of its coal fired steam locomotives will be converted to operate on an oil-based fuel to diversify its fleet and to ensure the railroad is prepared to safely function in a continually evolving operating environment. The railroad is committed to protecting the incredible landscape and scenery it has the privilege of operating in.

In very dry or windy conditions, slowing or stopping operations for any more than a short period of time would also be financially challenging to the railroad, its employees, and the communities which rely upon it as one of the region's major economic drivers.

To better maintain operational continuity in varying weather conditions, the railroad will convert locomotive no. 489 from coal to oil firing. The railroad plans to have no. 489 ready for use in this upcoming 2021 operating season. The railroad has not forgotten the importance of their historical DNA and the critical role the C&TS plays in preserving the most authentic steam railroading experience available anywhere... now and for future generations. The railroad will also strive to always have the best examples of operating coal-fired steam locomotives in service when conditions permit. The C&TSRR is a 64 mile tourist line that operates between Chama, New Mexico and Antonito, Colorado. The line was originally part of the D&RGW narrow-gauge network.

(Thanks to the Cumbres & Toltec Scenic Railroad)

Future Pennsylvania Steam...The Jackson, Michigan City Council recently approved the sale of the historic train to a museum in Pennsylvania. Locomotive no. 5030, which dates to 1912 has been on display in R.A. Greene Park for several decades. The council accepted a \$50,000 purchase offer from the Colebrookdale Railroad Preservation Trust located at Boyerstown, Pennsylvania. The railroad museum there plans on putting \$2 million into the locomotive to restore it to working order. The train will not be moved from the park for another five years while the museum raises funds for its transport.

Because of the locomotive's age and condition, the city of Jackson does not have the funds to restore the locomotive and believes it would fall into further disrepair if it is not restored..therefore, they decided to sell it.

The former Grand Trunk Western 5030 is a 4-6-2 "pacific" type steam locomotive built by the Baldwin Locomotive Works in 1912. Eventually the locomotive will operate on the Colebrookdale Railroad in eastern Pennsylvania. This railroad now operates both tourist passenger and freight trains over its seventeen miles of former Reading Railroad track between Boyerstown and Pottstown.

(Thanks to Alex Mayes, Ken Borg and Tom Schultz)

Cass To Durbin Line Repair...A new scenic train line that uses steam powered logging locomotives connecting Durbin to Cass in West Virginia could open in Pocahontas County as soon as this fall. Foundation and earth moving work was continuing this month for the replacement of the Trout Run Bridge. This bridge was damaged in the 1985 Flood and was never rebuilt until now. As of February 4, the Durbin side was finished and work continued on the Cass side. The project is a cooperative effort involving the state Division of Highways, the State rail Authority and the Durbin and Greenbrier Valley Railroad.

Environmental protection steps at the bridge site have been an issue along with accessibility. There is no road access leading to the bridge location which is six miles east of Cass and two miles west of Hosterman. "We have to bring everything in by rail and this is rail that we've just put back " explained Cindy Butler, Executive Director of the State Rail Authority. Key to moving along with the bridge replacement work, in her mind, was the consolidation of train lines for West Virginia Central and Cass and Durbin under the same operator.

Cass To Durbin Line Repair, Continued

Eventually new options for travel packages will be available with a finished bridge. Also she said, "there is no way you can run winter trains up the mountain, but this will provide an opportunity to run some special events in the winter." "I always have said that every turn you take on one of our tourist trains is a post card and you just can't take enough pictures when you are on these train rides," Butler said. The old Trout Run Bridge will remain in place as a historical piece. (Thanks to Shauna Johnson Metro News, via Alex Mayes)

Western Maryland Scenic News...In a bright spot in what had been a tough year for the railroad, the former C&O 2-6-6-2 no. 1309 was fired up successfully for the first time in 64 years on New Years Eve. Test runs in the yard at Ridgeley were done on January 1 and 2. In an interview with Railfan and Railroad magazine, Executive Director John Garner said there is still much work ahead.

Late last year, the Federal Railroad Administration inspected the 16 mile line between Cumberland and Frostburg, Maryland and found that the line needed extensive work before passenger trains could be run again. A local newspaper reported that the railroad needed 50,000 new crossties but Garner said this was inaccurate and they only needed about 16,000 ties. Besides the tie work, Garner said the railroad needs to inspect and work on some bridges and clear brush. Estimated cost is approximately \$2.5 million.

The railroad received \$140,000 for track improvements last year from Allegany County, which owns the track, and the railroad now is working with state and local officials to secure more funding with the hope of hiring a contractor to begin replacing the ties in May. If all goes according to plan, the railroad hopes to reopen the first of July. While Mr. Garner is focusing on finding money for track work, volunteers are still working on locomotive 1309. The locomotive was tested extensively around the railroad's yard last month and the restoration team reported that there were no surprises. When the locomotive does run, it will only be operated facing west. While the big locomotive does fit on the turntable at Frostburg, the curve leading up to the table is too tight and will need to be adjusted.

Finally, Mr. Garner said he was appreciative of the volunteers and contractors who worked tirelessly to successfully fire up 1309 for the first time in more than six decades. "If it not for our fans and their tireless support, none of this would have happened," he said.

(Thanks to Justin Franz via Steve Tidwell)

The 81 For 81 Steam Event...Trains Magazine and the Nevada Northern Railway will hold a special event, October 8-10, to celebrate the world's largest railroad publication's 81st anniversary with the debut of Nevada Northern 2-8-0 no.81 in special excursion service. The locomotive is now in the final stages of restoration after 69 years of inactivity and is expected to enter service this spring.

Locomotive 81 will be the star as she debuts for photo runbys, a night photo session and double-heading with Nevada Northern locomotive no. 93. Many of the historic freight and passenger consists will be deployed as well for this special event. This three day event will also include a lunch Saturday, a Friday barbeque and a special Saturday night dinner featuring evening speakers. Proceeds will benefit the restoration of Nevada Northern 4-6-0 no. 40. Cost is \$595.00. For more info, go to www.nnry.com

Future Washington Steam...The Chehalis-Centralia Railroad and Museum's century old steam train has been offline for nearly two years as it needs costly and time-consuming repairs. A week or so ago, the locomotive received its "1472 inspection"...an examination that happens only after 15 years or 1472 service days, whichever comes first. It is considered the most comprehensive inspection of all for steam trains.

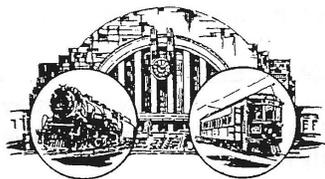
Cumbres & Toltec Scenic Railroad Operations Manager Stathi Pappas, who has worked on trains for about fifteen years conducted the evaluation of the 1916 Baldwin built 2-8-2 locomotive, no. 15. Repairs to the train's boiler were originally estimated to cost about \$150,000. However, Pappas' routine inspection found that additional repairs are needed in the boiler. Those costs are still being determined. "There are a lot of rusted materials throughout the locomotive's boiler that have become too thin and need replacing," Pappas said. Since the locomotive's boiler is a pressure vessel, it has to be kept up to standards set by the FRA. "In general, I've certainly seen a lot worse and this is all very achievable. The institution is staying serious and they have secured some state funding and are doing additional capital campaign work," he said.

In addition to the replacements needed in the locomotive's boiler, the running gear could also use some upgrading. Chehalis City Council member Daryl Lund said the exact costs have not been determined, but he said if repairs aren't completed now, the costs will only increase as the train gets more wear. "It's worth spending for because I know the railroad can bring thousands of tourism dollars to our community," he said.

Pappas also added that steam trains are becoming less and less common throughout the country and the local community is lucky to have an organization that is dedicated to preserving steam trains.

For more information or to donate, go to steamtrainride.com

(Thanks to Celene Fitzgerald, The Daily World, via Tom Schultz)



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March 2021 Meeting

The next meeting of the Cincinnati Railroad Club will be a virtual *Zoom* meeting at 7:30 p.m. Thursday, March 4. The presentation will be a potluck railroad video. Watch your email for instructions of how to join, as there will be an initial email, and a reminder a day or two prior to the meeting.