



Editor's Comments

In this issue, there is news of the effects of the Covid-19 virus are affecting rail travel, as well as of the efforts being taken to stop it.

Since our June meeting has already been canceled, **for the next issue of Headlight & Markers, please email or send photos and/or descriptions of how you are passing the time during our current "staycation."** I have created a new email address headlight.markers@yahoo.com for electronic submissions, for now and the future. Perhaps you've thought of submitting an article or two --- now would be a great time to do so!

We are probably all getting a bit tired of our new routines, but as I write, our 'Signal' seems to have changed to *Approach*, and we are getting closer to the light at the end of the tunnel!

Dave Puthoff

Club Email: cincinnatiirrclub@gmail.com.

Dave Puthoff, Editor: headlight.markers@yahoo.com

Jim Edmonston, Editor Emeritus

Jack Haap, Circulation: rjhaap@zoomtown.com

Mike Weber, Amtrak: wombatmike@aol.com

Inside This Issue

Editor's Comments	1
Inside This Issue	1
Club Officers	1
President's Comments	2
Amtrak News	3
Chicago Ridership Plummet	4
Early CRRC Club Meetings	5
In Search of L&N Big Emma #1992	6-7
Another Ride Across Canada	8-12
Steam News	13-15
Meeting Notice	16

Club Officers

President: Chris Mayhew chris.mayhew611@gmail.com

Vice President: Dale Brown kentuckydale51@gmail.com

Secretary: Tom Bredestege jtbando@fuse.net

Treasurer: Jack Haap rjhaap@zoomtown.com

Membership: Bob Kessling grumpykess@gmail.com

President's Comments

April, 2020

By Chris Mayhew

Hello fellow Cincinnati Railroad Club members,

It's apparent that the scheduled June 4 in-person meeting might be difficult to pull off. I'm going to try to have either a Zoom or Google video chat or Facebook live in the place of the regular meeting. I'm exploring all three ideas, and I understand some people don't have easy computer access. It's the best we can do at the moment. The idea is to have no board meeting, to project a 10-15 minute program and then if it is a Zoom or Google video call, to allow members to speak to everyone in the virtual meeting if they desire.

I sure am sick of this virus, and I'm pretty confident that everyone is sick of it.

Our club vice president Dale Brown is stuck at his second home in Peru where he has to show papers to go out of the house for essentials. The whole country is under Martial Law. Yikes.

On a happier note, follow the club's Facebook page <https://www.facebook.com/CincinnatiRailroadClub/> to see some of the past CRRC trip brochures and some vintage photos from trips. Don't have Facebook? **Don't worry, we'll try to keep putting more of these in H&M as photo compilations or articles.**

Need a distraction? Check out this Chesapeake & Ohio Railway promotional video on YouTube of the George Washington passenger train running from Cincinnati to Washington, D.C. At the 1:27-minute mark the black and white video starts with views inside and out of Cincinnati Union Terminal. The advertising video's cheery narrator shows off the dining car and sleeping car arrangements. Check out the video with this shortened link I created at <https://bit.ly/2Wd2f7G>

Be good to yourselves and others right now.

Chris Mayhew

- **June 4 MEETING CANCELED** — replaced by 'Virtual Meeting' via Zoom or Google
- **May 8 Summerail 2020 Marion has been CANCELLED** due to COVID-19 by the organizers. The prominent railroaders sale and photography show was held at Cincinnati Union Terminal in coordination with the club for many years. CRRC has continued to assist with organizing table spaces for the railroaders show in Marion. The organizers are looking ahead to a 2021 show.

Amtrak News

By W. Mike Weber

Some worthy Amtrak news here!!

Have you heard about this virus thing? Well, you will if you ride a train soon. Masks required. I wonder if it will be enforced? I know the Amish at La Plata like to set their own rules. And there is the group that thinks it is all a hoax.

If you are in a sleeper, they request you eat in your room. Sleeping car on Amtrak sounds like a better way to travel than ever!!

Acela service to return to Northeast June 1. With all the \$trillions being passed about there is still no funding for the new tunnel under the Hudson!! Yet the airlines get another bailout of \$26 billion or so!! Acela trains are in Colorado now for tests (a couple of them). This is a big increase in seating for the Northeast when it happens. For now, Amtrak plans to sell no more than 50% of seats to provide spacing.

Train watching? There seems to be a fairly regular pattern of an eastbound and a westbound CSX through Dayton Kentucky between about 4:45 and 6:39 pm. Some good photo choices near KC Junction Covington.

The pig iron train is a fairly regular visitor along old Eastern Avenue --- Westbound at about 8:30; Eastbound maybe hour and a half later. (Getting light enough for photos).

North Vernon, Indiana: A place to find CPL signals on the CSX. All rumored to be one of the oldest crossing signals in the USA. Trains on CSX are possible. The Madison Hill line has service is about 1/3 of the way down the steep grade, when needed.

It would be very strange now if we had been allowed back to Tower A!! If I had a magic power, we would have a place to at least have the library out. As someone in DC once said, "We'll see what happens."

Chicago Ridership Plummets During Pandemic

By Jeff Hirsch

Empty platform at train time in Evanston IL



Photo by Jeff Hirsch

On a sunny and warm Saturday in Chicago, Metra train #814 pulled into the Davis Street station in Evanston en route to downtown Chicago. (Actually, #814 was pushed into the station. Metra's dieselized routes are "push-pull," with the locomotive on the rear pushing trains inbound to Chicago).

Davis Street is the stop for downtown Evanston, and is normally one of the busiest stations along Metra's Union Pacific North line from Ogilvie Transportation Center in Chicago to Kenosha, WI.

But for this noontime Saturday train, all of three people got off, and nobody got on. Zero. Zilch. Not a soul.

I know this because I was there watching. As some of you know, I retired from Channel 12 last year, got married, and moved to Evanston. I live 4 blocks from the Davis Street Station and can see both Metra trains and the CTA's Purple Line from my apartment.

Both rail services are getting hammered by the coronavirus pandemic. Metra, which carries 76 million riders a year, has seen ridership plummet by 97%. The agency expects to lose \$535 million in ticket sales and tax revenues by the end of 2021. Federal funds may cover some of that, but as of now, nowhere near all.

Metra has reduced schedules to reflect ridership realities, although there are still plenty of trains on most commuter lines into Chicago. Metra points out on its web site that trains will carry enough cars for passengers to 'socially distance' by staying six feet from other riders. Passengers are also asked to wear masks (crew members are using face coverings), which are required by Governor's order if individuals cannot keep the six foot distance while inside.

Ridership on the Chicago Transit Authority is down 80%. According to the Chicago Tribune, CTA's decrease is lower than Metra's because the "L" carries more people to "essential" jobs and places like doctors' offices. Metra's riders are mostly commuters and their downtown offices are largely closed.

My wife Jennifer and I used to ride either Metra or the CTA a couple of times a week. But we haven't been on board since February, and who knows when we'll feel safe enough to ride again.

But at least I can still see the trains go by from my window. Mostly empty. And that's sad.

Early Cincinnati Railroad Club Meetings

By Dennis Teagle



The photos on this page are believed to be taken at CRRC meetings at Ryerson Steel. Do you recognize anybody?



Photos are taken from CRRC files

In Search of L&N Big Emma #1992

By Fr. Dale Paterka



This story is a couple years old now, but there was a brief period in 2016 when you could visit the Kentucky Railway Museum and see on display an L&N 2-8-4 locomotive, class M-1.

Engine #1992 had been spruced up by museum volunteers for the visiting members of the L&N Historical Society holding their convention in nearby Shepherdsville. The visitors were delighted! They had thought that the entire class of M-1's—nicknamed Big Emma's—had been scrapped in the 1950's.

Sadly, the #1992 was a fake. The big Berkshire was a masquerade. Museum moderators had modified engine #2716, a C&O Kanawha in the KRM collection, with relocated headlight and new stripes and lettering for the occasion.

This is the story of that engine, Chesapeake & Ohio #2716.

The big Kanawha's—they were never called Berkshires on the Chesapeake & Ohio—came from Alco in 1943. The engines boasted 69-inch drivers and 90-sq. ft. grates, as did the Nickel Plate Berks. Both of these dimensions were larger than the earlier USRA Mikados, and the Berkshires were notably superior to the Mikes in speed and power. The Kanawhas went to work hauling coal from West Virginia to wartime industries up north.

In 1959, engine #2716 was donated by the preservation-conscious C+O to the Kentucky Railway Museum in Louisville. It stayed there for twenty years. In 1979 it was leased to the Clinchfield Railroad and was towed to Erwin, Tennessee for restoration to service for the Clinchfield steam program. Soon after that, the program was cancelled and the #2716 was returned to Louisville—in pieces.

In Search of L&N Big Emma #1992, *Continued from Page 6*

A year later, master mechanic Bill Purdee visited Louisville. He was looking for a steam locomotive with enough power to serve in the Southern Railway Steam Program. The successful program had outgrown a whole series of earlier engines and was ready for an engine that could run fast without the help of diesels. Up north, Nickel Plate Berkshire #765 had been removed from public display and its restoration by the Fort Wayne Railway Historical Society was near completion. A big Berkshire was just what Purdee was looking for. The #2716 would do the job! #2716 was moved to Southern's Irondale Shops in Alabama. A year later, it was ready to run.

The Kanawha had undergone certain improvements in Alabama! The headlight had been centered on the smokebox door, replacing the "2716" badge. The smokebox remained silver/gray, but the boiler jacket became glossy black. Road numeral 2716 was moved to the sand dome and the tender flanks. Lots of gold pinstriping. And a red cab roof.

A year later, the firebox was damaged and #2716 was sidelined. In 1995, the Southern program was discontinued and the engine was returned to Louisville once again.

In 1996, the #2716 went to Fort Wayne for restoration by the FWRHS. It ran fan trips until 2001, when new boiler flues were needed. The engine was returned to KRM, since relocated in New Haven, Kentucky.

Today the engine is being restored to service once again, this time by the Kentucky Steam Heritage Corporation in Ravenna, Kentucky, 25 miles southeast of Lexington. The site is the former terminal for the L&N East Kentucky division.

Whether #2716 becomes a Big Emma again remains to be seen!



CSX teamed up with Kentucky Steam Heritage Corp. to move 2716 from New Haven to Ravenna for restoration in the summer of 2019. Here we see the 2716 on Friday, July 26, 2019, with a special CSX logo applied to the tender for the day, departing New Haven in tow behind the restored Clinchfield No. 800 F unit. The three-day journey ended in Ravenna on Sunday. Chris Mayhew photo

Railfan's Diary

Another Ride Across Canada

-or-

“This Budd's for You”

By Jim Mixer

It seemed the year since my last trip on VIA's Canadian had passed in a flash, but it was time once again to join the group which calls itself “The Moonlighters” for the four-day odyssey in late winter. There were two challenges associated with this year's trip. One, several First Nation tribes were protesting the building of a pipeline across tribal land; they had set up several blockades in several parts of Canada, and VIA suspended most long-haul trains for nearly a month. In the last ten days before my Vancouver departure, VIA indicated our eastbound #2 would be its first run since the protests began. Of course, we wouldn't be absolutely sure until our train pulled out. Second, I was flying from Northern Virginia to Seattle on March 5, at the very beginning of the coronavirus outbreak, and my cousins there alerted me that my aunt's senior living building (not the one in Kirkland, which was the first Covid-19 “hot spot” in the Seattle area) was locked down, and we would not be able to have a planned family dinner, nor could I stay the night in a guest room she had arranged for me. I decided to take a chance on the whole thing and go anyway.

My lifetime Gold status on United got me an extra legroom seat, and, as travel was already starting to dry up, I was the only passenger in the first three rows of my section, so I could do social distancing (an unknown term then) and stretch out over three seats. A few passengers wore masks, as did a fair number in the Seattle airport. My cousin picked me up, we had lunch, spent several hours with her daughter and grandson, and then she dropped me at King Street Station—I thought it best to switch from the next morning's Cascades train and spend the night in Vancouver rather than Seattle. The Cascades train was less than half full, and passengers were assigned one on each side of the aisle—while social distancing would not occur nationally for another week or two, the States of Washington and California were already taking this sort of precaution. I settled into Business Class Seat 7 in Car 7. The Talgo trainset has small cars but large windows. Our consist was a Siemens Charger locomotive, baggage car, 4 coaches, a Bistro car, 2 business class cars, and the HEP car. I missed seeing the great coastal scenery, since the trip was after dark, but I enjoyed a good Bistro meal including clam chowder. There were some well-lit marinas and anchorages attesting to the area's location on the Inside Passage. We were delayed briefly because a slide fence warning indicator resulted in our slowing to 15 mph for several miles. Arrival into Vancouver was just a tad late.

Pacific Central Station,
in Vancouver BC



Last year I had booked a night in a hostel next to the train station—quite a seedy place with a hopping bar. No sense in paying for a decent room across town that I would only use from about 6PM until 4:30AM before catching an Am-bus for Seattle. But the Canadian was so late that they let us sleep the fifth night in our sleepers, so I had canceled my room at the C&N Backpackers Hotel. This time around, once again I thought why pay for a room from about mid-night until mid-next day? I could book a bed in the dorm or have my own room, with bathroom down the hall; I chose the room. The bar was indeed hopping as I checked in, having to put down a \$10 deposit on the room key. The room, on the building's top floor, was large enough to have two queen beds, but it was lit only by a single bulb in the ceiling, and the only other room contents were a washstand in the corner and two wooden chairs. The window blinds were shredded, letting in the stereotypical neon light from outside. I got a good night's sleep and in the morning showered (after securing a towel at the front desk) down the hall; I have had the good fortune to never go to prison, but if I ever have to, I'm guessing the restroom/shower facilities will probably be better; I worried some about catching a contagion, but not Covid-19.....

Another Ride Across Canada, Continued from Page 8

Readers of prior articles will remember that the Moonlighters are a loosely formed group which grew from several couples enjoying the Canadian about ten years ago. Bill (retired Norfolk Southern senior management) and Linda Schaffer select a period in late February/early March which will have the full moon (for top nighttime viewing from the dome cars), they alert what has become up to 150 people, and each person/family makes their own reservations. VIA adds sleepers to accommodate, and then adds extra dining and Skyline dome lounges to provide appropriate amenity space. Usually more people go Eastbound than eastbound, but Bill, Linda and other hardy folk numbering about 15 ride both directions, for a total of 8 days and nights. This year, the two runs were closely balanced, at about 70 Moonlighters each, so our consist was slightly shorter than in past years; the virus was in the news and about ten in each direction had decided to cancel.

This year's version of the Canadian was: F40's 6452, 6458, 6434, baggage 8608, coach 8130, Skyline Domes 8515 (coach passenger lounge and meal service) and 8503 (dome lounge for sleeper patrons), dining car 8412 (Kent), Manor-series sleepers Cameron, Drummond, Stuart, Laird, Brant, Thompson, Bell, Wolfe, Craig, Hearne, Skyline Dome (extra car due to Moonlighters), dining car 8410 (Frontenac) (extra car due to Moonlighters), Chateau Viger (sleeper in dorm service), Chateau Maisonneuve (rebuilt luxury sleeper holding just six Prestige Class rooms, each with a queen bed and private bath/shower), and dome lounge observation Kootenay Park (whose three bedrooms and one compartment have been converted to one assessible double bedroom and one Prestige Class room) . With 20 matched stainless-steel cars built by Budd, what a train!! I moved into Roomette 4 of Craig Manor, just two cars ahead of the nearest Skyline Dome car and three ahead of my assigned dining car. The earlier you make your reservation once the trip dates are announced, the closer your room is to the most popular cars for Moonlighters.

Crossing the Fraser
River after sunset



All Photos by Jim Mixer

Due to VIA's poor timekeeping caused by heavy Canadian National freight traffic, many more hours have been added to the schedule, with a 3PM departure replacing a previous 10PM leaving time. Five more hours have been added to the Toronto arrival time, so the "timetable padding" has become truly immense, though the train still often runs late. We hoped that our daylight departure would allow good views of the Fraser River and perhaps even part of the Thompson River (both previously traversed in darkness). We were a bit late getting out of the station and very quickly lost more time as we had to negotiate our way around six east- and westbound freights. We saw the CN executive train in its traditional two-tone green with gold pinstripes scheme. A unit coal train had a mid-train unit. We sighted a faint but nearly full moon in the clear blue sky above. Quite a bit of second track is being constructed on the CN to address traffic congestion, and around 6:00PM as darkness descended, we entered the directional running area, where we (and freights of both CN and Canadian Pacific) would run on the CP while most westbound traffic would use the parallel CN. The CP was built first and occupies one side of the Fraser and Thompson Rivers as far as Kamloops. The CN was built later and occupies the opposite side, and several times the railroads swap sides on large bridges. Last year I had ridden westbound in daylight (due to a derailment delay), and the scenery was wonderful, including Bald Eagles. Not such luck this year, though. Several rounds of complimentary champagne kept us from being too unhappy about missing the scenery.

The 7:00PM dinner seating brought the first of our kitchen-cooked meals, which are a highlight of traveling on the Canadian. I enjoyed a nice trout main course and tasty dessert. Then it was more time in the dome before retiring in Roomette 4. The Canadian was three hours late.

Another Ride Across Canada, Continued from Page 9

I awoke in the middle of the night with stomach cramps which later turned to nausea. Maybe it was something I ate, or maybe it was Covid-19. I didn't have a fever, so I hoped it was the former. My day through the Rockies was just about a complete loss. I exercised social distancing before it got its title, and I didn't feel like eating anything. I decided not to risk being sick while walking to the depot in Jasper. I did enjoy Bighorn Sheep, Mule Deer, and Mountain Goat sightings outside of Jasper, and the train had gotten back on time during the night. The biggest loss of the day was having to pass up Rack of Lamb, one of the premier meals on the Canadian. The heaviest traffic on the line is between Jasper, where the Vancouver and Prince Rupert lines join, and Winnipeg, where the line down to the U.S. diverges. We were held for two trains as we left Jasper, and traffic was very heavy after that. As I write this, North American freight is down nearly 30%, but back in early March, CN was making up for having so many trains delayed by the pipeline protest blockades. As we approached Edmonton, we could see many signs of the oil production in that region of Alberta. Long ago VIA stopped using the station in downtown Edmonton, and soon we backed into the VIA station. As I turned in for the night, I realized I was quickly recovering from whatever had knocked me down 20 or so hours earlier.



Bighorn Sheep
near Jasper

Pre-dawn moon
viewed from my
roomette



The second morning was enjoyable for more reasons than just the fact I was feeling better and had gotten a good night's rest. Upon awakening, I was treated to moonset outside my window across a snowy landscape. And not long after that, I enjoyed a beautiful sunrise viewed from the nearby dome. I was finally hungry and soon devoured a wonderful VIA breakfast in the Frontenac.

Remember those "Railfanning is..." cartoons in Railfan and Railroad Magazine? I now own a smart phone (oh, by the way, a near-intervention by my family FINALLY led to my abandoning my flip phone two months prior...) Anyway, my new iPhone detects motion, and a latter-day cartoon might be "Train riding is...having your phone tell you that "you will not receive notifications while driving." We were in the plains now, doing up to 87.6MPH on tangent track (a speedometer app being another benefit of a smart phone with GPS. I guess I am about the last to pick up on this....) After breakfast we reached Saskatoon. As is true at several CN/VIA locations, the track serving the station is a siding off the main line, which facilitates freight traffic, but it acts against VIA when someone neglects to clear a frozen switch before train arrival. Our arrival and the need to use the switch could not have been a surprise to either VIA or CN. We lost about an hour waiting for someone to drive out in a truck and free the switch. Our service stop afforded the chance to stretch legs. In the station I checked to see if the bumper sticker "I Love Oil Sands" was still in the men's room; it wasn't, perhaps a victim of environmental political correctness.

The Canadian at
Saskatoon Alberta



The day crossing the plains was an enjoyable one, seeing the diversity of grain elevators, navigating around heavy freight traffic, savoring a Barq's Root Beer float for dessert at lunch, enjoying several narrated slide shows in one of the Skyline Dome lounge areas. A classic jigsaw puzzle of an original CP poster advertising the Canadian, which resided in our nearest Skyline car, was diligently worked on by several Moonlighters. I was skeptical that all the pieces were there, but it slowly began to take shape, and I would try to fit several pieces each time I passed by.

Another Ride Across Canada, Continued from Page 10

By afternoon we were running several hours late, and talk turned to whether we would arrive Winnipeg in time for a walk to the historic Hotel Fort Garry and its classic Palm Lounge. We were due in at 10PM with a 90-minute service stop. Moon rise in front of us followed by sunset to our rear meant cocktail hour, and I was invited to “Cafe 212” by Ken Briers and Sally Donner. Their en-suite Bedrooms E and F in Car 212 welcomed a few of us with a bar set-up, cheese and crackers, cups and glasses, etc. My contribution was to fetch ice and salty snacks from our cheery Skyline car attendant several cars away. Great pre-dinner company and conversation. Then came dinner in the Frontenac. While I still hadn’t gotten over missing Rack of Lamb the night before, the Prime Rib this evening was a trip highlight.

Budd’s finest, stretched out in late afternoon sun in the Canadian Shield region



We picked up some time as we approached Winnipeg, and optimism reigned for a while that a party might venture out to the Palm Room, but hopes were dashed when, once again, a frozen switch kept us out of the station for about an hour. We arrived about midnight, and because of some construction work, our train was split in two in order to use shorter platforms. I was already in bed, having figured that no one would be venturing out to the famed bar, if it was still even open. The whole Winnipeg stop was a fiasco, because as soon as the train was split, there were HEP problems. The HEP would start up and then go down, repeatedly. There were many, many communications on my scanner as many solutions were tried, such as trying the restart process in difference sequences. The number one software corrective measure may have been the one which worked: simply shutting down and waiting before restarting the usual way. We were in Winnipeg for five hours, and the ultimate irony was that the platform the rear portion of the train had been placed on was long enough to hold the entire train, so the train hadn’t needed to be split in the first place. We were now about six hours late.

Cocktail hour in *Café 212*, with Allen Ryder and the author.



The third full day was good. When one is feeling well, ANY day on the Canadian is good! We were now in the Canadian Shield, a land of woods, low hills, and in winter, snow-covered lakes. Very little year-round population. More good meals in the dining car. We passed westbound #1 mid-morning. The Canadian puzzle was completed, and all 1000 pieces were there!! It will serve riders again on the next run. (I just bought one on puzzlegalleria.com) A leg-stretch opportunity at Armstrong before lunch. There was a narrated slide show after lunch in the Skyline car, and it was interrupted at Armstrong where there was cell service and half the audience responded to messages (this is one reason why I avoided owning a smart phone for so many years.) Cell service is sporadic on most of the route except in or near larger towns and cities. I conducted my now traditional trivia contest. Now on rails with less traffic, we steadily made up time, and I estimated we could still get to Toronto on time.

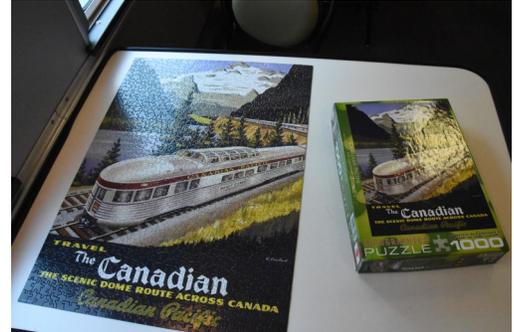
Another Ride Across Canada, Continued from Page 11

Consistent with past experience, this was the time of the trip when people began comparing notes on air connections home. The prudent ones had followed the advice of Bill Schaffer and planned an overnight stay in Toronto. More frugal and what-could-possibly-go-wrong types like me had same-day evening flights. There was time for a walk to photograph the head end as we refueled at Sioux Lookout, a town named for a nearby mountain upon which in the 1700's Ojibway Indians kept watch for Sioux warriors who might ambush their camp. At Collins, several passengers boarded the single coach up front having been delivered by snowmobile.



Taking fuel at
Sioux Lookout

1000-piece Canadian
puzzle, completed
after 2 days of effort



Cafe 212 was once again open at cocktail hour, and then came our final dinner aboard, followed by time in the dome conversing, watching the signals change, and seeing the occasional pass or meet with a freight. Dispatching was good, we were gaining time, and there were no frozen switches to contend with. A final service stop at Hornepayne afforded time to get some nice night photos along trackage with a sweeping curve. Unlike my previous two trips, there were no Moonlighters with guitars to provide live entertainment or the opportunity to sing along in the evening, and I found that I had spent almost no time in the Park-series observation lounge, half of whose dome seats are reserved for Prestige Class patrons who have paid \$6000 or more per room. It is a beautiful car, but this year there was much more Moonlighter socializing in the Skyline dome a few cars ahead.

The fourth morning brought fog and rain. A pleasant breakfast, and then an easy-going morning anticipating our Toronto arrival. The line is nearly continuous curves, so we could savor the look of our streamliner as it snaked toward our destination at a very easy pace. No 75 MPH running here!! Lunch was earlier and simpler in view of our scheduled 2:29PM arrival, which we beat by a half hour or so. During the last hour, we were in Go Transit commuter rail territory, though on a line served only in rush hour. It was time to say farewell to the train and our fellow travelers. Ken Briers, who serves as the Moonlighters photographer, gathered the group in the main hall of Toronto Union Station for a group image. Then it was time to say goodbye and head for the airport. 16 Moonlighters would not only spend the night in Toronto but board #1 the next day for nights 5-8!

Several of us headed for the airport using the convenient DMU Union-Pearson Express. Jad Roberts, retired Amtrak attorney, and I shared my Gold privileges in the Air Canada lounge, with its complimentary food, open bar, and comfortable seating for several hours before making the short flight back to the Washington DC area. A few weeks later, we learned that one westbound-only Moonlighter tested positive for the coronavirus, but no eastbounders. So far as I know, my brief illness was not Covid-19, whew....

As I finish writing this in early May, VIA just announced that the Canadian and the Montreal-Halifax Ocean, both of which were suspended several weeks after our Moonlighting due to the pandemic, will remain suspended at least until November. In early April, VIA had indicated to Moonlighter leadership that much of its Budd equipment would be undergoing rebuilding this year and next, making the company unable to add as many cars to the Canadian for us as previously. This led to a scramble for 2021 space, and I hurriedly made reservations for my wife and me. In its latest announcement, VIA advised that in doing inspections in anticipation of the rebuild program, unexpected deficiencies requiring maintenance had been found throughout the fleet, and the company will take advantage of the extended suspension to do more work on more cars sooner than previously planned. To those of us concerned regarding how much longer VIA's Canadian might run, this apparent commitment to extensive rebuilding is welcome news. Hopefully the pandemic will be behind us and Moonlighters can sample an even better Canadian in early 2021!

Except for the Smart Phone in use,
a timeless scene of a Car Attendant
keeping watch near his Vestibule
and Stepbox



John Biehn's Steam News For April 2020

Courtesy of Jim Corbett

Future Oregon Steam...Polson No. 90 is a 1926 Baldwin built 2-8-2. This 90-ton locomotive was originally built for the Polson Logging Company. That company eventually was taken over by Rayonier. The Lions Club of Garibaldi purchased the retired locomotive for a scrap value cost of \$1,250 and had it shipped to Garibaldi and placed on display.

Last year, the Oregon Coast Scenic Railroad answered the call to help rescue the deteriorating locomotive and train set. This eventually set the stage for its eventual restoration to operating status.

Earlier this year, with help from a 50-ton jack and a lot of heat, Polson No. 90 had her tender separated from her engine so that work on her restoration could begin, nearly six decades after she was first brought to Garibaldi. A day later, the team went to work in the snow removing the tender deck and oil tank, which was stuck fast to the water tank by old bunker oil. In the coming days, the No. 90 tender will have the water tank removed and the tender frame will be set inside the OCSR Garibaldi shop for the trucks and frame to be rebuilt. This will include the building of new leaf springs from the trucks. A new water tank will be fabricated, and it is likely a new oil tank will need to be fabricated too.

Work on the tender signifies the start of Phase 1 in the restoration of the Polson No. 90, which will see the restoration of the tender, as well as the boiler portion of the locomotive prepared for ultrasound, abatement of asbestos and the removal of the cab and other boiler jewelry.

Fundraising for the project is going well, with both cash and in kind donations being received. These have come from multiple sources including passengers on OCSR excursion trains, online donations, and a highly successful dinner that raised \$35 thousand for the project. Multiple grants are also being applied for to help with the work.

The railroad is looking for 24 people to each sponsor a tender leaf spring at \$325 each for Polson No. 90. Each donor will have their name acknowledged as part of their "#90 Spring Club," and also they will receive a pair of complimentary round trip tickets for their coastal excursion trains. For more information on how to give, go to <https://mailchi.mp/23644F6b5c24/springtime-for-the-polson-90> (Thanks to Oregon Coast Scenic Railroad and Martin Hansen)

Future Florida Steam...Former Florida East Coast 4-6-2 No. 148 spent more than three decades on the FEC from 1920 until 1952. In 1952, it was purchased by U.S. Sugar and was used to haul cars loaded with sugar cane from the fields to the mill. Restoration began in November, 2016 at U.S. Sugar's Clewiston, Florida locomotive shop.

Steam Operations Corporation has been in the process of restoring this iconic locomotive over the past few years. The SOC recently announced that the trailing truck for the locomotive just received tires. No. 148 is expected to return to operational service in the near future, and to comply with FRA and Class 1 regulations, the trailing truck has been outfitted with roller bearings.

Steam Operations Corporation is one of the leading restoration companies in the U.S., and has been involved with the restoration of dozens of iconic steam locomotives such as N&W 4-8-4 No. 611 and the "Texas."

Along with Steam Operations Corporation, is FMW Solutions LLC, a group which offers over fifty years of experience in Class 1, short line, tourist and preservation industries. They were retained to oversee a variety of detailed engineering and fabrication tasks associated with the driving wheels and driving boxes of No.148. FMW focuses on wheelset work, crankpin work and driving box work.

Having verified the integrity of the boiler, FMW members have applied the boiler insulation. Custom sheet metal jacketing fabrication is next up to cover that insulation. New handrails for No. 148 are also being fabricated.

Finally, during a recent steam test, No. 148's pressure was raised to her working steam pressure of 180 psi to check all major systems. This included testing the "pop" valves. No. 148's whistle was blown for the first time after decades of silence on March 26. It won't be long now!

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

Heisler To Return To Service...Craig Mountain Lumber Company No.3 is a Heisler 2 truck steam locomotive built by Heisler Locomotive Works in 1917 for the Craig Mountain Lumber Company. It was built for log trains until it was sold to Elliot Donnelley in 1965. Years later No. 3 was donated to the National Railroad Museum at Green Bay where it spent many years hauling the museum train.

The locomotive today is at the Oregon Coast Scenic Railroad where it has been under restoration. The railroad plans to reintroduce No. 3 on May 30 if conditions permit. The railroad at the present time is closed due to Covid-19 restrictions.

Nashville Steam Update.Locomotive No. 576 is a 4-8-4 steam locomotive made by ALCO Schenectady Works in 1942. It was designed with some of the latest locomotive technological features of the time. It was a member of the J-3 class of locomotives that were used to haul heavy freights and express trains to aid the American war effort during World War 2.

The locomotive is currently under restoration by the Nashville Steam Preservation Society. Here's an update as of early spring 2020. Most of the appliances, front pilot and jacketing have been removed. All rust and debris has been removed from the boiler to prepare for an ultrasonic scan to check the boiler's thickness or any areas that need to be addressed or replaced. The wheels will hopefully be removed later this year. There still is a lot of work to be done.

(Thanks to Joey Bryan and Shane Meador)

Future California Steam...Homes Eureka Lumber No. 4, a two truck, 60-ton Climax built in 1922, is under restoration at the Roots of Motive Power, a railroad and logging museum in Northern California.

A proposal was submitted earlier this year to the Roots of Motive Power board of directors asking to do an inspection on the locomotive to see if a return to service was possible. It was approved and on February 1 work began. The ultimate goal of the first phase is to pull the tubes out of the boiler and ultrasound the shell. If favorable results are found, then operational restoration will move forward.

Project lead Kyle Stockman, along with Roots members Jelani Hall and Eli Mosher have removed most of the tubes from the boiler as well as other items. Since the locomotive only needs to meet state boiler code, all are optimistic No. 4 will be operational by its centennial in two years.

Holmes Eureka Lumber was built in October, 1922. Its early life was spent in Humboldt County, California hauling logs. Early in its life, a tree or other large object fell on the locomotive, damaging the engineer's side of the cab and leading to a sag in the frame which is still visible today. The locomotive was sold in 1937 as No. 38 to the Pacific Lumber Company in Scotia, California where it worked many years before being retired. In 1955 Bert Rudolph purchased No. 38 and moved it on its own wheels to Willits, California. It spend 35 years there before being acquired by Roots of Motive Power. The locomotive at that point was rebuilt and repainted as Holmes Eureka Lumber No. 4. Due to leaky flues it last ran in the early 2000s.

Roots of Motive Power is home to many pieces of local logging steam-powered equipment. including locomotives, steam donkeys, and cranes. Many are operational. Every year Roots has events open to the public, including the annual steam-up and barbecue in September where everything that can run will run.

(Thanks to Steam Preservation,Trains Magazine via Tom Schultz)

Lake Superior Railroad Museum News...The Lake Superior Railroad Museum is overhauling its steam program for 2020, sending locomotive parts out for rebuilding, purchasing others, and operating on a reduced schedule. The revamp follows a 2019 season that saw Duluth, Missabe & Iron Range 2-8-0 No. 332 troubled by mechanical issues, which resulted in the cancellation of several runs. With the new and rebuilt parts, the museum hopes to make the engine more reliable.

During the off season, the museum brought in Steve Sandberg, president and chief mechanical officer of the Friends of the 261, to inspect the locomotive. based on his suggestions, the museum sent the locomotive's pop and check valves to the Strasburg Rail Road in Pennsylvania for rebuilding. In addition, the museum bought a rebuilt air compressor from the Minneapolis based Friends, owners and operators of Milwaukee Road 4-8-4 No. 261. Other parts are being sent to contractor FMW Solutions LLC, including a mechanical oiler and air compressor governor. "The investment in keeping No. 332 running is part of the museum's mission," museum Executive Director Ken Buehler said.

After the visit of Union Pacific Big Boy No.4014 in Duluth in 2019, Buehler says the museum decided to go in a different direction with its steam program. "I was talking to Ed Dickens of Union Pacific and we discussed how U.P. uses 4014 as a public relations tool. We've decided to follow that approach bu using No. 332 as more of a 'public relations' engine .This will improve our whole program to better serve the museum's mission," Buehler said.

Rather than using steam to generate revenue (which it does not as costs usually exceed revenues,) the museum will refocus and highlight that No. 332 is one of the few steam engines still operating, has historic ties to the region, and is part of a larger museum collection open for visitation.

The Museum is planning to operate test runs with the 2-8-0 in June after all of the parts are returned and placed back in the locomotive. Rather than trying to operate an extensive steam schedule, round trips from Duluth to Two Harbors will run only three weekends: July 25-26, Aug.22-23 and Sept. 12-13. The museum will market the trips as special events, but is keeping ticket prices low at \$48, with lower prices for children.

(Thanks to Steve Glischinski)

Kalama Interpretive Center Receives Locomotive...A 300,000 pound piece of local history has taken its place at the Port of Kalama in Washington State. The port's new vintage steam locomotive, once used by the Northern Pacific Railway, arrived in Kalama and later installed inside the Port's Interpretive Center March 18. Crews used two cranes to move the locomotive and oil tender from railcars to flatbed trucks, which then moved the engine down the road to the Interpretive Center. Crews reassembled the locomotive on tracks leading into the building and rolled it inside.

Wasatch Railroad Contractors, which specializes on railroad equipment restoration, helped load the locomotive onto train cars in Williams, Arizona and then unloaded those cars in Kalama. Steve Lee, Wasatch operations director, said moving a locomotive like this takes careful coordination because of its weight, 150 tons. Just the bronze bell weighs 400 pounds.

"The port had been trying to acquire that steam locomotive for years," said port executive director Mark Wilson. The Interpretive Center was designed to hold this engine. The floor is reinforced to hold its weight and railroad ties were installed. The wall was also designed to be removed so that the locomotive could be rolled inside.

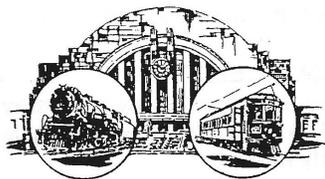
The Grand Canyon Railway agreed to sell the locomotive to the port last year, and the port commission in July approved spending \$375,000 to purchase and move the engine and tender.

SP&S 539 was built in Dunkirk, New York, for the Northern Pacific Railway and was sold to the Spokane, Portland & Seattle Railway in 1944. Wilson said the steam engine's tie to local history was key in getting it for the Interpretive Center.

The Northern Pacific Railway led to the creation of the town of Kalama, which was the western terminus of the company's rail line in the late 19th century.

Port Commissioner Alan Basso said the port plans to repaint the Grand Canyon Railway logo on the locomotive with the SP&S logo. He said he's excited to have the locomotive added to the Interpretive center.

(Thanks to Katie Fairbanks, The Daily News, via Tom Schultz)



THE OFFICIAL PUBLICATION OF THE
CINCINNATI RAILROAD CLUB, INC

P.O. Box 14157

Cincinnati, OH 45250-0157

ADDRESS SERVICE REQUESTED

**Time Sensitive Material
Please Deliver A.S.A. P.**

June & July 2020 Meetings

The June Meeting on June 4th will likely be a *Virtual Meeting* — see the President's Message

The next regular meeting of the Cincinnati Railroad Club will be held on Thursday July 2nd at 7:30 pm at Harmony Lodge, 646 E. Epworth Ave, Winton Place.