



Editor's Comments

The next membership meeting will be Thursday April 6, at the Newsreel Theatre at Cincinnati Union Terminal, at 7:30 p.m. Program will be an audio-visual show of the photography of E. Donald Smith across Kentucky, Ohio, Indiana, West Virginia, and beyond, produced by Chris Mayhew.

The club's YouTube channel continues to expand, including past CRRC videos and recent member meeting presentations. Check it out!

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!

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PRESIDENT'S COMMENTS

February, 2023

By Chris Mayhew

What is exactly going on at the Cincinnati Railroad Club? Well, I will endeavor to tell you. What is happening is we are increasing the number of people involved in various aspects of helping run the club. This is a very good thing.

Tower A

The next growth opportunity is here. I am asking for members willing to hold down the fort during Tower A nights or days to step forward. If you will volunteer while the space is rented to be up in the tower and be responsible, then we want you. This will likely require one of two volunteers having a radio from security in case of any unexpected emergencies. I will rent Tower A at our lease rate (which is very affordable) for a set amount of hours on a day/evening. These will be mostly members-only evenings with some light alerting to the railfan community. We cannot broadcast these rental times to the wider public. I need you to say you want to open the tower on a particular date and time, and that you will be there. I need you to communicate that to me via email or phone. I can be reached at chris.mayhew611@gmail.com or (513) 324-6473. Please text prior to calling if you are able.

So, what is happening?

Who is doing what is what I want to relay to you here. We continue to work to expand what it is we are doing. If this is repetitive to you, then bear with me as I have been informed that not many people understand who is doing what.

***Dave Puthoff** is our editor of this Headlight & Markers. Yes, he wants and needs your submissions of photos and articles. Email Dave via headlight.markers@yahoo.com

* **Chris Mayhew**, me, is your cruise director. You want to bring something new to the club or change something? Please see me or a board member.

* **Jonathan Higgins** has been working diligently to not only put on railfan radio scanning classes, but he has also taken a leading role in making programming work on our YouTube channel. He does many other things including working on website redesign.

* **Jim Krause** is our stalwart librarian who volunteers his time to open up the library, move library items, and be a caretaker for the club's third floor space by offering open hours before meetings. Note: If you want more open library hours please let Jim or myself know. I have tried to pair more slide shows or other programming on the third floor as an attraction for members on off Thursday evenings. You want to offer a program for an off Thursday or Saturday? Great. LET US KNOW.

* **Dave Bossart** continues to work tirelessly to ensure our archives in the warehouse are more organized, inventoried, and cared for. Dave has scanned the club yearly histories (some of which are quite lengthy) from 1938 through beyond 1990 so far. Dave is quiet, so you might not notice him, but he is integral to the part of our club's mission of caretaking for railroad history and club history. He's packed up the steam locomotive headlights in protective casings in the warehouse, and ensured that we know more about our holdings of memorabilia of all kinds.

***Bryan Cash** is our membership chairman. He's new to all of this, so please be patient as we work to streamline the membership (new or renewal) process. We will be printing membership cards. Also, if you have yet to renew and are waiting on a mailing...it is coming soon. While we didn't have an online membership renewal process this year (we do plan to have this by next year), we did work to try to get people to renew via email and in-person at meetings. The mailings will come next. This is a transition year.

***Jesse Svoboda** is our rail camera director who is amazing! Enough said.

* **Pam Moleski** helps with social media, and so much more. Pam's skills and knowledge of the club strengthen us.

* **Scott Smith** has not only created a new show banner for the club (the same one we put out at the last meeting), but he is also Dave Bossart's right-hand man and a real "doer" in the club. Scott gets things done. Enough said again.

* Club Vice President **Jim Corbett** has been showing CUT slides at full membership meetings. He has also given slide shows at the third floor. Jim gives an amazing show. His knowledge of Cincinnati railroad history is beyond top-notch.

* The editor has advised me I'm running out of space. Please see part 2 of this in the next issue. We have so many people doing amazing things that it doesn't fit into one column.

Chris Mayhew

February 2023

AMTRAK NEWS

By W. Mike Weber

The governor of the State of Ohio has requested the Federal Railroad Administration (FRA) study the Cincinnati, Columbus, Cleveland and Dayton (3C&D) corridor, and the Cleveland, Toledo, and Detroit corridor for potential passenger rail service. Step 1!

The FRA is doing a study of long-distance rail services which were eliminated in previous years. Think Salt Lake City to Portland, Eastbound from St. Louis (National Limited). The results of this study should be ready by early winter. Senator Joe Manchin requested this as he is promoting the Cardinal route through West Virginia.

Pack your bags!! Well not yet. But it is good to see that Amtrak has requested carbuilders submit design/build ideas for a new generation of long-distance or Inter-Regional Trains. Maybe Alstom has an advantage, as they are building a new-generation of overnight trains for Norway. AND they have a factory in New York. HOPEFULLY Amtrak does not go nuts and retire all VIEWLINERS and SUPERLINER II cars. Perfectly good with a shop visit. Great for expansion services.

Mobility has chosen Lexington, North Carolina as a new passenger car production facility. Expect to see some of the AIRO trains produced there. It sure would have been nice to have had the facility located in Ohio!!

As I write this, it is about 10 days until community-requests need to be submitted to the FRA study of a new service. Yes, Ohio requested the 3-C and D Corridor, and the Cleveland, Toledo, Detroit. Good first step!!

Meanwhile back to today. BRIGHTLINE Florida should be running trains, Miami to Orlando by July 4th. Fast and frequent. If they capture 1/2% of Florida vacation travel they will carry over 17,000 passengers a day!! They very much want to extend to Tampa as well. Always a frustration, there is little to no progress on the GULF side of Florida yet. Maybe when they see Brightline...

An Amtrak stop in Oxford, Ohio seems assured. Three more years!! Really!?!? This is all great unless the CARDINAL is sold out as usual. Amtrak may need to consider treating this service like a real train, with additional cars and food service upgrades!!

The ADIRONDACK is back in service in New England after a Covid shutdown. Great Route that opens many travel options

Food -- I predict this will not work. Amtrak will serve coach passengers in some dining cars soon. The bad news is that there is a limit of only 16 per meal. And quite expensive. How would you want to be the staffer who has to tell people "Well we already got 16. You can't use the diner!!" TROUBLE AHEAD. History shows you can feed all who want to partake. The ATSF had a very popular Early Bird Special. Hopefully, it won't take years for Amtrak to get this right!!

The Rail Passenger Association has basically been told of a summer ahead of sold-out trains, with far too few cars. They have also been told that the situation gets better in the Fall. They are hiring all crafts, from Coach Cleaner to Diesel Mechanic. And tech people as well as on board service. I hear through sources that it is hard to find people with basic reading, writing, and people skills. And the newly eased marijuana (weed-pot) laws are not helping in the search.

Mike Weber

February 2023

SANTA FE AND RICK MARTINEZ

By W. Mike Weber

A few years ago I came across Mr. Rick Martinez painting this caboose on the entrance to Santa Fe, by himself. Basically, he thought it looked shabby in its faded state and decided to do something about it. So he did. Now, a rather attractive welcome to town icon. But that was not enough!!

This winter I found out Mr. Martinez decided to paint the 2-10-4 in the park!! He describes himself as an 'activist'!! For sure. "I just like to get things done and hopefully inspire others to pitch in also." Rick is not a 'railman'. But rail equipment and the town owe him great thanks!! With some leg pulling, fund-raising, and a few helpers, the 2-10-4 is looking great. They also cleaned up the area around the fence.

Rick is lifelong resident of Santa Fe. He describes it as a rather bureaucratic place to get things done. So do it yourself. They at one point wanted HIM to insure the project. He asked why it could not be funded by city insurance, and basically was told no department wanted it attached to them. That impasse ended when Rick told city others he was returning all donations with a letter explaining the 'city is not interested'. The city quickly recanted and got the projects insured.

I hope to have breakfast with Mr. Martinez in April and see what he is improving next. Some people 'get it done'.



Photos by the Author



STEAM ACTION IN CUMBERLAND, MARYLAND

By Fr. Dale Peterka

On November 5, 2022, TRAINS Magazine ran a charter trip on the Western Maryland Scenic Railroad. Power for the excursion was ex-C&O 2-6-6-2 #1309, a “small” Mallet that had spent the last few decades on display at the B&O Museum in Baltimore.*

The Western Maryland Scenic has its own ex-WM shop in Ridgely, West Virginia, just across the Potomac from Cumberland, Maryland. The crew spent four years restoring the Mallet to operating condition and will use the locomotive to power their excursion trains. The group has a small fleet of passenger cars and a pair of diesel locomotives. (Look for their website for more information.)

The November trip was actually a pair of trains from Cumberland to Frostburg, Maryland. The passenger train –diesel powered— ran first. It stopped at carefully prepared spots where passengers exited and set up a photo line. --Photo charters have been a stock item on the Western Maryland Scenic for years, so the best spots for photos were well known.

When all was ready, the passenger consist pulled ahead out of sight, leaving room for the run-by. Receiving a signal by radio, the #1309 and about 10 freight cars came running through the scene with much whistling and lots of steam shooting skyward. In perfect sunlight!

After the photo run, the steamer and its train backed down the mainline again, leaving room for the passenger train to back up, board its photographers and run ahead to the next photo site.

I did not hear what the ticket price for this excursion was, but I’m sure it was worth every c-note!

Some of us were free-loading chasers. We paid nothing. There was a rumor that the sponsor planned to decorate the #1309 with orange traffic cones on the pilot to ruin our pictures, but the rumor never came through. Of course the cones would have been removed for the photo runs, according to the rumor.

However, the paying customers did have some satisfaction. The night before, the trains ran a special trip to Brush Tunnel, located in the boondocks about a mile up the line from Helmstetter’s Curve. Here, the Mallet posed for flash-illuminated photos as it exited the tunnel portal. There was no access to the tunnel for the freeloaders.

The trip took all day Saturday.

What did they do on Sunday? They ran another trip with the #1309! The coach riders got to ride again, or they could make up for all the shots they missed on Saturday by chasing on Sunday!

*Tractive effort for #1309 is 78,000 lbs. The Big Boy develops 135,000 lbs.



Photos by the Author

C&O OF INDIANA

By Jim Krause

Reminders of the Chesapeake & Ohio of Indiana line that ran through the west side of Hamilton County fade from our memories and the landscape each year. The Chessie system, successor to the merged Chesapeake & Ohio (C&O), Baltimore & Ohio and Western Maryland lines filed a petition with the Interstate Commerce Commission to abandon 1.6 miles of the “Cheviot Line”, in 1978. According to Chessie System records, the plan was to file for complete abandonment of the Mill Creek line to Great Miami River at a later date. According to the same records, there was an active discussion with the City of Cincinnati to acquire portions of the right of way.

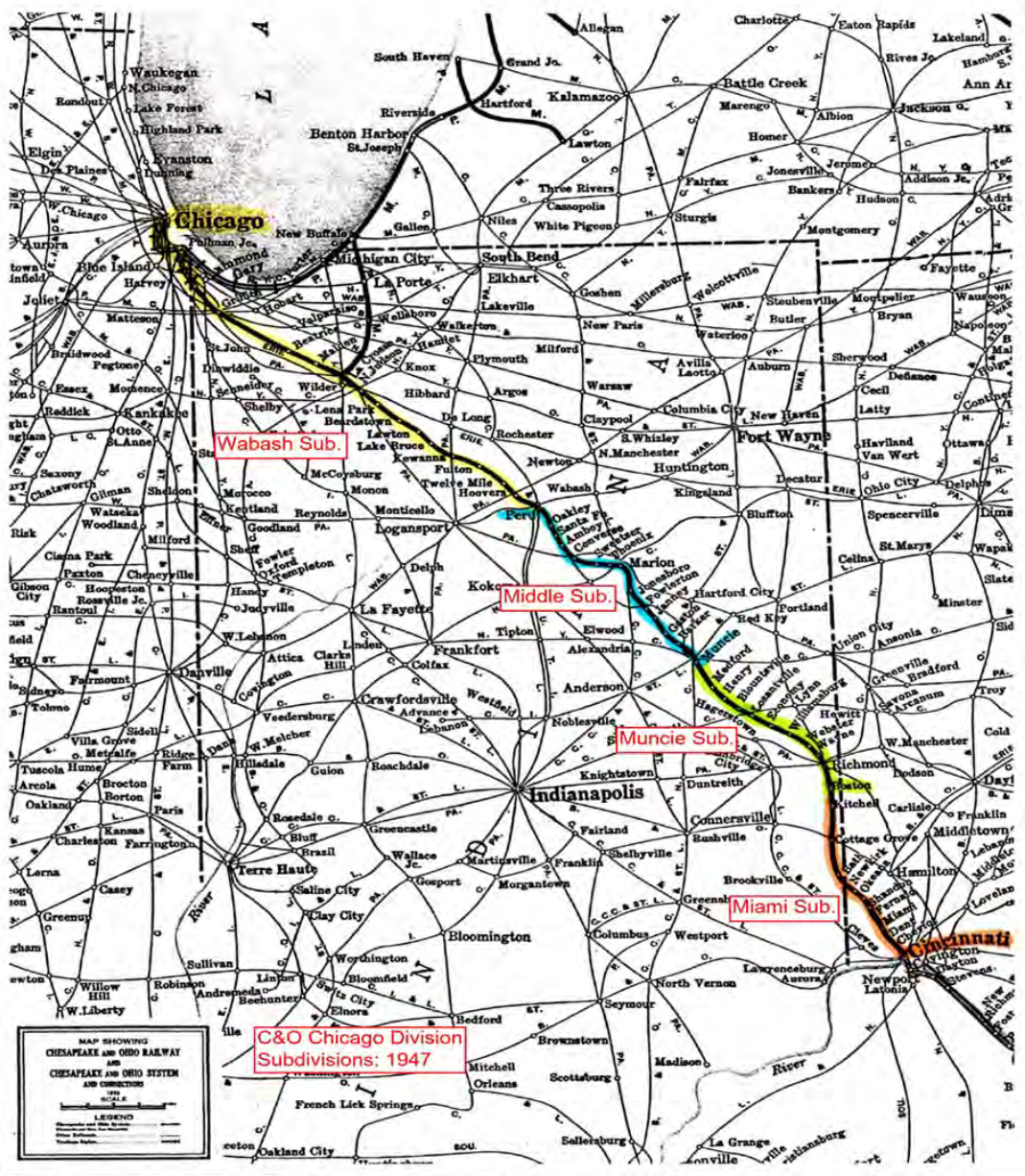
The Cheviot line, was not part of the 1888 built road of the C&O from Huntington to Cincinnati. Instead, the C&O of Indiana (C&O-I) was a completely different venture and here is the story.

The Cincinnati Richmond & Muncie Railroad was incorporated in 1900 to build a new line to the named cities on the shortest route possible. Two other companies were incorporated to carry out the construction. The company building the 45 mile line from Mill Creek valley in Cincinnati to Cottage Grove, Indiana was incorporated in Ohio on March 7, 1902 as the Cincinnati & Indiana Western railroad. Upon meeting in Griffith, Indiana in June 1904, the three companies were then merged to form the Chicago Cincinnati and Louisville Railroad (CC&L). Plans made to reach Louisville via the north bank of the Ohio River and Madison, Indiana were never realized due to a lack of traffic and capital.

While the road did achieve its goal of the shortest route from Cincinnati to Chicago, it did not draw much traffic away from already established competitors. The route through South Fairmount, Westwood, Bridgetown, Dent, and Fernald required navigating torturous terrain. The rugged hillside along South Fairmount necessitated building a series of steep trestles. The resulting 1.9% grade through this area made moving freight traffic problematic, resulting in the extra expense of helper service and continual track maintenance. The long climb out of the Mill Creek Valley proved frustratingly difficult, as the railroad then had to descend into and climb out of the Great Miami River Valley as well. These factors made the hapless railroad an easy target for others looking to expand their empire.

Enter the Cincinnati Hamilton & Dayton (CH&D) railroad which ostensibly acquired control of the CC&L shortly after the line opened in July 1904. Failed expectations and financial chicanery led to receivership of the acquiring CH&D in 1905. Fortunately, the delayed transfer of CC&L stock to the acquirer spared the CC&L from the CH&D bankruptcy, at least for the moment. The now reprieved CC&L, though unprofitable, limped on until the financial panic of 1907 when declining revenues forced the CC&L itself to file for bankruptcy in February 1908. This resulted in the CC&L being sold at foreclosure auction to the C&O in 1910. From then on it operated as a subsidiary, the C&O of Indiana (C&O-I).

The C&O proceeded to break the newly acquired line into four separate subdivisions, for purposes of our discussion, the Miami subdivision ran from the Mill Creek valley in Cincinnati to approximately Cottage Grove, Indiana.



1947 C&O-I Division map – from C&O RR records

What we now know as the Cheviot line of the Miami subdivision was abandoned around 1978 to the west bank of the Great Miami River. The remaining portion of the former “Miami Sub” remains intact into Hamilton County from the west to serve the former Department of Energy (DOE) facility at Fernald. A local operates between the Fernald area, through Butler County to the former B&O Indianapolis subdivision junction in Cottage Grove, Indiana. There are several online customers besides the DOE that keep the line open. CSX retains ownership of the line, but has leased the property since 2005 to the Indiana Eastern short-line railroad (IERR) until 2029.

One of the largest remaining relics of the C&O-I in Hamilton County appears to be the concrete piers of “Bridge 184” on the Great Miami River. Records indicate that this bridge was initially built in 1904 to a length of 480 feet of steel construction.



Bridge 184 drawing per C&O RR records

Subsequent work was done in 1913, most likely after the devastating flood in March of that year. The 1913 flood totally destroyed the competing CH&D bridge and in-channel piers in the city of Hamilton only 13 miles to the north. By 1929, Bridge 184 was listed at 562 feet of steel construction. Additional modifications to Bridge 184 appear to have been made around 1947.



Photo of C&O-I bridge over Great Miami River - photo courtesy of member Mike Brestel



Photo provided by Jim Krause

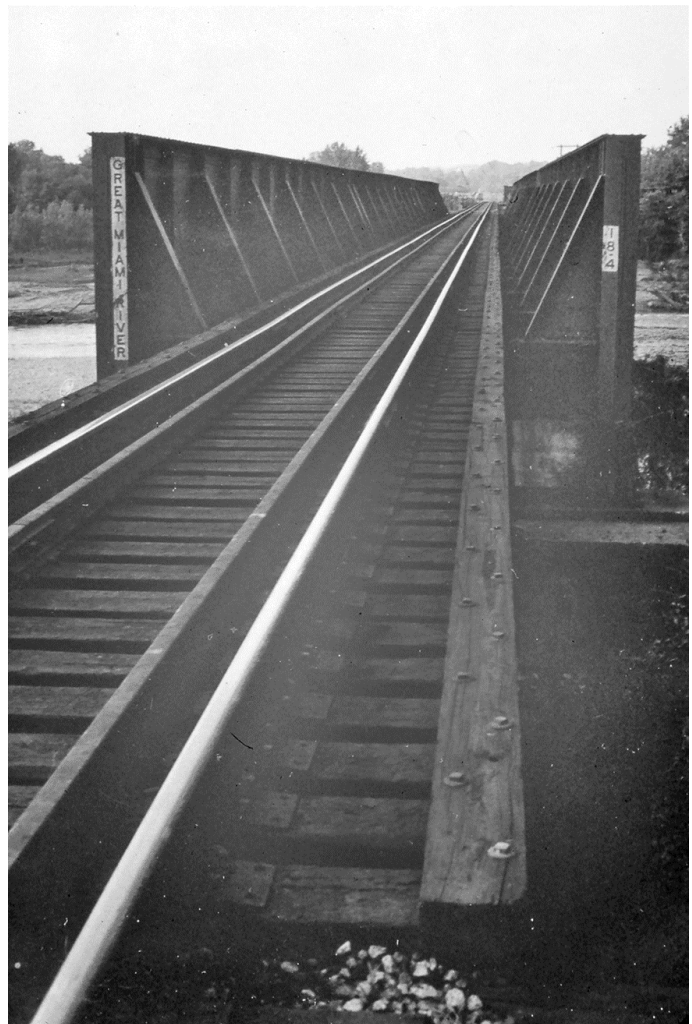


Photo of C&O-I Bridge 184 over Great Miami River
Photo courtesy of member Mike Brestel



Remaining Bridge 184 piers in current state — photo provided by Jim Krause



Bridge 184 piers from a drone perspective - photo provided by Jim Krause

Sharp-eyed trainspotters can still find the occasional concrete bridge abutments on Harrison Avenue, trestle piers on State Street and other smaller structures elsewhere, but as automotive roadways are updated, these are gradually disappearing. The imposing remains of Bridge 184, barring major flooding, will most likely stand for at least a few more decades to the delight of train historians and kayakers.

February 2023

A VISIT TO DETROIT MICHIGAN

By Charles H. Bogart

At the end of Summerrail 2022 Mary Ann and I took a week to explore rail sites in Northwestern Ohio. However, since we were near Michigan, I decided one afternoon to run north from Toledo, for Detroit, Michigan. I wanted to see Delray Tower before it came down, check out the coaling tower in the Detroit CSAO Yard, and see the work being done by Ford Motor Company to restore the former Detroit Union Depot. While I did accomplish all three of my goals, by reaching each of the sites, my visits to the three sites produced very different photo shoot opportunities. I was able to walk around Delray Tower and shoot all four of its sides with no interference; as for Detroit Union Depot I was able by parking in a “Due Not Park” location, and walking up to a construction site chain link fence, to get a picture through a gap in the fence of a far distance Detroit’s Union Depot building; but due to road construction, that caused unbelievable traffic congestion, I was unable to pause my car long enough in the street to take a photo of the old coaling tower.



Delray Tower #1

A VISIT TO DETROIT MICHIGAN, *Continued from Page 11*



Delray Tower #2



Detroit's Union Depot undergoing restoration. There was an inner and outer chain link fence.

February 2023

John Biehn's Steam News for February 2023

Courtesy of Jim Corbett

Steam in Ohio...On Saturday, February 25, 2023, the Hocking Valley Scenic Railway will operate its Hocking Valley Steam Train Special. This train is scheduled to run two, two hour excursions, powered by 0-6-0 No. 3. This locomotive is the only standard gauge steam locomotive operating in Ohio.

Locomotive No. 3 is the former Ohio Power Company No. 3, built by the Baldwin Locomotive Works in 1920. She was restored to operating condition in 2015.

Trips depart the Nelsonville, Ohio depot at 11:00 a.m. and 2:30 p.m. Each trip lasts approximately two hours. For ticket information, go to hvsry.org/train-rides/hocking-valley-steam-special

Future Canadian Steam...Locomotive No. 6060, also known as the Spirit of Alberta is a 4-8-2 steam locomotive that was built for the Canadian National Railway in 1944. Locomotive No. 6060 was built for the war effort and today is still one of the best remaining examples of a modern steam locomotive.

This locomotive was retired by CN in 1959 and placed on static display next to the Jasper, Alberta train station in 1962. In 1973, the locomotive was returned to service by CN and it served as a tourist excursion train operating from Toronto to Niagara Falls in southern Ontario. Afterwards, the 6060 was presented to the people of Alberta as a gift in 1980, to commemorate the Province of Alberta's 75th anniversary.

Locomotive No. 6060 currently resides in Stettler, Alberta, and has run on the Alberta Prairie Railway. It has a group of loyal followers, members and volunteers of the Rocky Mountain Rail Society who work tirelessly to preserve and share the history of this great steam locomotive with the community.

The RMRS crew has been working to restore No. 6060 to full service since 2011.

Here is a short update on the restoration efforts: Work is continuing on the 6060's boiler. The next task is the replacement of staybolts. Some were removed in 2020 and some were removed in 2022. Staybolts provide a mechanical connection between the outer boiler wrapper (boiler shell) and the crown sheet, (the top of the firebox.) Inside the space is water that is heated by the fire to make steam.

As owner of the 6060, the RMRS's expected responsibility is to ensure the safe repair and operation of the boiler. That safety expects that engineering calculations be completed to ensure new staybolts and new tapped threads in the boiler and crown sheet will support the internal steam pressure.

Group members are working with Boiler Tube Industries to complete staybolt calculations and ensure the safety of the repair of 6060's boiler.

Here is what's coming up next: Replace previously removed staybolts. (ongoing)

Throttle valve repair. Reface header to accept super heater tubes. Reface super heater tube ends to ensure proper pressure seal when bolted into place. Replace super heater tubes and insert new ones into the smoke box and fire tubes.

For more information, go to www.6060.org

(Thanks to Brian Henderson Rocky Mountain Rail Society)

Steam in West Virginia...The Durbin & Greenbrier Valley Railroad recently announced the completion of a 15 mile long section of railroad between Cass and Durbin, following a multi-year restoration. On February 1, 2023, the official steam locomotive of West Virginia, the 115 year old Shay No. 5, made the first complete trip over the former C&O rail line since 1985.

In 1985, a devastating flood due to Hurricane Juan wiped out five miles of railroad bed, track and a span over Trout Run, a tributary creek. All of the rails along with the bridge have been restored.

Beginning this spring, the Greenbrier Express will depart the restored, historically important town of Cass and closely follow the free-flowing Greenbrier River to the small mountain village of Durbin..

The ride upriver to Durbin passes through secluded wilderness featuring beautiful scenes of forested mountains at each turn of the river. Sightings of deer, otters and black bears, along with a wide variety of eagles, hawks and ospreys are common.

For ticket information, go to casstrain.com

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

Steam in Pennsylvania...On February 1, 2023, steam power officially returned to Pennsylvania's East Broad Top Railroad. Steam locomotive No. 16 moved for the first time under its own power since 1956.

The 2-8-2 1916 Baldwin Locomotive Works built engine had been under restoration for more than a year. No. 16 was one of the last locomotives to work for EBT in the 1950s, but never saw service in the tourist era. When new management took over the dormant railroad in 2020, they found that No. 16 was in the best shape of any of the railroad's 2-8-2s and decided to restore it first.

The 33 mile EBT was built in the 1870s to bring coal out of the central Pennsylvania mines. The railroad also carried general freight, mail and passengers. Unfortunately, the railroad fell on hard times and it filed for abandonment.

In 1956, Nick Kovalchick, a local salvage dealer purchased the assets of the EBT. Later on, successful trips were run and this continued for 52 years before the property returned to slumber in 2011. In February, 2020, it was announced that the EBT Foundation had purchased the railroad.

"The restoration of locomotive No. 16 represents a major step forward in the EBT Foundation's rehabilitation of the East Broad Top Railroad," Foundation president Wick Moorman said. "With No. 16 under steam, visitors will now get a true vision of what the EBT was in the past and what it will continue to be going forward."

EBT Foundation officials said No. 16 will handle most of the railroad's excursion trains and special events this coming year. Schedules and reservation info is available at eastbroadtop.com

One final note: East Broad Top No. 16 ran on Valentine's Day to Colgate Grove and return and performed flawlessly. She was getting ready for the EBT's Winter Spectacular.

(Thanks to Alex Mayes and Tom Schultz)

Cumbres & Toltec Locomotive Update...According to the Cumbres & Toltec Scenic Railroad's Dispatch Extra, here is an update concerning locomotive work going on or being planned:

Locomotive 168...a 4-6-0 is in Antonito where it will have its annual inspection and repairs to a cracked cylinder saddle done most likely using special metal stitching. New grates and safety valves will be applied.

Locomotive 315...a 2-8-0 is in Antonito for contract work and underwent its 1472 service day hydrostatic test. The right cylinder sleeve was replaced due to excessive wear. The cab was repaired. Some appliances were rebuilt. A recent successful steam test was performed when the boiler pressure was brought up to 160 psi. Driving axles 1 and 2 still need to be dropped for work on the journals to improve lubrication.

Locomotive 463...a 2-8-2. An annual inspection is needed. Running gear work also needed. The cistern in the tender has a leak that needs to be repaired.

Locomotive 484...a 2-8-2. This locomotive is in Chama and has already had its annual inspection.

Locomotive 487...a 2-8-2. This locomotive is in Antonito. It had some piston rod issues and has been waiting on parts. It will have an annual inspection. Firebox work will be done. It will then be converted to oil firing to the same design as No. 489.

Locomotive 488...Its 5-year flexible staybolt cap inspection is complete. The cab needs to be reinstalled along with appliances that were removed for the staybolt inspection. An annual inspection will be scheduled. A new riveted tender cistern is being fabricated.

Locomotive 489...Needs running gear overhaul. The locomotive will need to be upgraded to oil firing conversion to the Durango & Silverton design. It will get a new deeper fire pan.

(Thanks to the Cumbres & Toltec Scenic Railroad's Dispatch Extra via Alex Mayes)

Shay Restoration...The Mid-Continent Railway Museum at North Freedom, Wisconsin is in the process of cosmetically restoring Goodman Lumber Company No. 9. Locomotive No. 9 is the only surviving Shay locomotive that operated in the state of Wisconsin. This rare Shay once roamed the woods of northern Wisconsin where there used to be some 200 Shay locomotives.

Today, after several years and thanks to many volunteer hours, the No. 9 Shay is coming back together and taking shape.

A few months ago, a \$15,000 Matching Fund drive was announced for Goodman Lumber Company No. 9. This fund drive is still in effect and will continue to assist the completion of the Shay's cosmetic restoration. Funds are needed for new boiler jacketing, painting the locomotive and a few smaller tasks.

The work will be done by contractors. The remaining work is expected to be completed by September 1, 2023.

If you would like to help with a donation go to midcontinent.org for information

Nevada Northern News ...Nevada Northern No. 40 is the official state steam locomotive of Nevada. She is a 4-6-0 "Ten-Wheeler" type locomotive which was built by the Baldwin Locomotive Works in 1910 for the Nevada Northern Railway Company.

Nevada Northern No. 40 ran its final excursion in October, 2020. It is now undergoing its Federal Railroad Administration mandated 1472 day boiler inspection and overhaul.

The railroad is also going to completely rebuild No. 40's running gear and tender. No. 40 has been temporarily replaced by 2-8-0 No. 81, but is currently scheduled to be finished with its complete overhaul sometime in late 2023 or early 2024.

As of January, the Nevada Northern reports that they are at the approximate mid-point of locomotive 40's restoration. She now is pretty much stripped down and the next step is to evaluate everything and put her back together again.

When its overhaul is complete, No. 40 will run alongside Nos 81 and 93 in excursion service again. Also, when No. 40 returns, Nevada Northern plans to have a big celebration event in 2024, including a first ever triple-header run that will include No. 40 and Nos. 81 and 93.

(Thanks to the Nevada Northern)

Steam in Oregon...Early in January, shop crews and volunteers at the Oregon Coast Scenic Railroad began the process of performing McCloud No. 25's 15-year boiler overhaul. It is also known as a 1472 in the industry as it has to be performed every 1472 operating days or 15 years, depending upon what comes first.

The project began with the removal of items such as safety valves, injectors, and lubricators. They were then moved to a secure location. Then, the boiler jacket and insulation was stripped to reveal bare metal. The super heater and boiler tubes were then removed. With the boiler bare, it was then cleaned and prepared for an ultrasound inspection.

The project is thus far proceeding on schedule and is expected to be completed in early April to ensure that the locomotive is once again running the rails on time for the 2023 season.

McCloud Railway No. 25 is a 2-6-2 "Prairie" type steam locomotive that was purchased new from the American Locomotive Company in 1925.

Tennessee Steam...In early February, steam locomotive No. 4501 was moved into the Soule Repair Shop in Chattanooga, Tennessee so that the Tennessee Valley Railroad Museum's staff could begin working on the locomotive's annual inspection.

The locomotive and tender were first separated for the inspection of the draw bar and pins. Work also began in the pit as staff inspected the shoes and wedges and drained built up water out of the oil cellars for the bearings.

Other repairs include some cosmetic work inside the cab by repainting various appliance handles and valves. The stoker screw area was cleaned out for inspection of the screw and gearbox.

The running gear has been freshly polished. Cylinder head cover nuts, which have been covered with graphite paint have now been returned to bare metal and polished. Now there is also a fresh coat of graphite paint on the firebox and some freshly painted valves and piping.

Former Southern Railway No. 4501 is a Ms class 2-8-2 "Mikado" type steam locomotive, built by the Baldwin Locomotive Works in October, 1911.

Norfolk & Western No. 611 Moved...Personnel from the Strasburg Rail Road, Virginia Museum of Transportation, and Railroad Museum of Pennsylvania have recently moved the famed N&W 4-8-4 No. 611 from the Strasburg's track to the Railroad Museum of Pennsylvania for winter storage.

The move was made to free up track space in the East Strasburg's yard. Strasburg's ex-NYC SW8 No. 8618 powered the move.

No. 611 was spotted outside the museum adjacent to a utility building where power is available. The locomotive will be displayed at the museum through late spring. Virginia Museum of Transportation and Railroad Museum of Pennsylvania staff will coordinate interpretative programs about the locomotive's history.

(Thanks to Wayne Laeapple, Trains Magazine)



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

April 2023 Members Meeting

The Cincinnati Railroad Club will hold its next regular Membership Meeting on Thursday, April 6 at 7:30 pm, at the Newsreel Theatre at Cincinnati Union Terminal. Program will be an audio-visual show of the photography of E. Donald Smith across Kentucky, Ohio, Indiana, West Virginia, and beyond, produced by Chris Mayhew.

February 2023