



Above: At Niles Canyon Railway, The Robert Dollar Co. 3 approaches Sunol, California. 13. March, 2021.

North America: Steam and Tourist Railway News • March, 2021

02. April, 2021

Tourist Railways and Museums Featuring Operating Steam Locomotives

Maine

Alna, Maine

13. March, 2021: The Wiscasset, Waterville & Farmington Railway Museum (WW&F) Board of Directors approved the plan to build a replica of the Wiscasset 3-stall roundhouse just north of the turntable at Sheepscot Station, Alna, Maine. The roundhouse will feature a run-through track as the Wiscasset structure had in later years. The new roundhouse will face south whereas the original faced north. Site preparation should begin in April, 2021. – WW&F Facebook page.

Wiscasset, Waterville & Farmington Railway Museum: <https://www.wwfry.org/>

New Jersey

Flemington, New Jersey

12 March, 2021: Ryan Gerhardt – Black River & Western Railroad (BR&W) Steam Project Leader posted on the BR&W Facebook page an update regarding progress being made with the 1472-day inspection of BR&W 60. Flexible staybolts have been inspected, superheater flues were removed & inspected. This locomotive is expected to be used in regular tourist train service beginning early summer, 2021.

- Black River & Western 60, 2-8-0 (ALCO / Schenectady 69021 / 1937), ex-Great Western 60

Black River & Western Railroad: <https://www.blackriverrailroad.com/>

Pennsylvania

Ashley, Pennsylvania

A small cadre of volunteers is working to restore Wanamie 9, which once operated on the narrow-gauge Wanamie Colliery in Newport Township and previously at the Loomis Colliery, Hanover Township, both in Pennsylvania. Wanamie 9 was returned to the Wyoming Valley in June 2019, through a \$17,000 purchase from Vierson Boiler Works in Grand Rapids, Michigan.

Wanamie 9 now sits on a small section of track in the Anthracite Miners' Memorial Park in Ashley, Pennsylvania. Eventually, a pole barn shed will be erected to protect this locomotive.

- Wanamie 9, 0-4-0T (Vulcan Iron Works / Wilkes-Barre 2484 / 1915), 36-inch gauge

Source: The Citizens' Voice: https://www.citizensvoice.com/lifestyles/lokier-lore-a-day-in-the-life-of-the-wanamie-9-project/article_c59545db-036d-5562-b314-fa1843962879.html

Boyertown, Pennsylvania

27 March, 2021: The Colebrookdale Railroad purchased former Rio Grande Scenic Railroad 18, currently located in Alamosa, Colorado. Colebrookdale Railroad plans to ship this locomotive to Boyertown, Pennsylvania where it plans to restore it to operating condition.

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Boyertown, Pennsylvania, continued

In January, 2021, the Colebrookdale Railroad also purchased Grand Trunk Western 5030, currently on display in R.A. Greene Park, Jackson, Michigan.

- Rio Grande Scenic Railroad 18, 2-8-0 (ALCO Pittsburgh 0000 / 000), ex-LS&I 18
- Grand Trunk Western 5030, 4-6-2 (BLW 38441 / 1912), GTW class J-3-a

Colebrookdale Railroad: <https://www.colebrookdalerailroad.com/>

Mechanicsburg, Pennsylvania

28. March, 2021: Williams Grove Railroad released their 2021 operating schedule. Williams Grove Railroad is home to Pennsylvania Railroad 643, the only serviceable locomotive from the former Pennsylvania Railroad.

- Pennsylvania Railroad 643, 0-6-0 (Pennsylvania Railroad Altoona, Pennsylvania Shop 2184 / 1901), PRR class B4a

Williams Grove Railroad plans to operate Pennsylvania Railroad 643 on the following dates in 2021:

- 16., 17. & 31. May, 2021
- 14. & 28. June, 2021
- 17. & 18. July, 2021
- 30. August, 2021
- 04. – 06. September, 2021

Williams Grove Railroad: <http://www.wgrailroad.com/>

Roaring Spring, Pennsylvania

02. April, 2021: Historic Transport Preservation, Inc. offer a photo special to be staged on Saturday, 06. November, 2021 at Everett Railroad utilizing Everett Railroad 11. This event is intended for serious photographers, beginning pre-dawn and concluding after sunset.

Complete details regarding the planned photo special can be found at the Historic Transport Preservation, Inc. website. Additional details regarding Everett Railroad 11 can be found at the Everett Railroad's website.

- Everett Railroad 11, 2-6-0 (ALCO / Cooke 62635 / 1920), built for stock

Historic Transport Preservation, Inc: <https://steamspecials.com/>

Everett Railroad: <https://everetrailroad.com/>

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Rockhill Furnace, Pennsylvania

23. March, 2021: A newly fabricated tender tank for East Broad Top 16 arrived, along with the original, which was used as a guide. Curry Rail Services replicated the existing tank. Components such as valves, grab irons, and hatches will be reused from the original.

- East Broad Top 16, 2-8-2 (BLW 43562 / 1916), 36-inch gauge

East Broad Top: <https://www.eastbroadtop.com/>

Friends of East Broad Top: <https://febt.org/>

Strasburg, Pennsylvania

09. March, 2021: Strasburg's Erich Armpriester posted on the Railway Preservation News BBS an update regarding work currently being performed at the Strasburg Rail Road shops:

- A new left front frame member was fabricated and installed on an unidentified locomotive.
- New thermic syphons have been fabricated for Boston & Maine 3713, under repair at Steamtown National Historic Site, Scranton, Pennsylvania.
- Driving wheels for a 2-8-2 locomotive which had been in service in 2020 were re-profiled.
- Driving wheels from East Broad Top 14, were inspected. These driving wheels will eventually be equipped with brand new wheel centers, patterns for which are now being created.
- New 5-1/2-inch diameter superheater flues have been fabricated for East Broad Top 16. This locomotive has not been steamed since 1956.
- Work continues to fabricate a new boiler for an unidentified locomotive.
- In late January, 2021, annual work was completed on Strasburg 475, just in time for Strasburg 89 to exit active service for its required inspection. Strasburg 90 will likely enter service next, as this locomotive is scheduled for "In-Cab Experiences" in late March, 2021. Strasburg 89 will likely reenter service this year shortly after Strasburg 90.

Many interested images were included in Erich's post, available at the following link:

Railway Preservation News: <http://www.rypn.org/> => Interchange => "The Latest from the Strasburg Rail Road Shops"

Details regarding locomotives mentioned in Erich's post follow:

- Boston & Maine 3713, 4-6-2 (Lima 7625, 1934), B&M class P-4
- East Broad Top 14, 2-8-2 (BLW 38625 / 1912), 36-inch gauge
- East Broad Top 16, 2-8-2 (BLW 43562 / 1916), 36-inch gauge
- Strasburg 89, 2-6-0 (Canadian Locomotive Works 922 / 1910), ex-Canadian National Railway, CNR class E-10-a
- Strasburg 90, 2-10-0 (BLW 57812 / 1924), ex-Great Western Railroad 90
- Strasburg 475, 4-8-0 (BLW 28343 / 1906), ex-Norfolk & Western Railway 475

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Strasburg, Pennsylvania, continued

Links to websites of entities mentioned in Erich's post follow:

- Steamtown National Historic Site: <https://www.nps.gov/stea/index.ht>
- East Broad Top: <https://www.eastbroadtop.com/>

02. April, 2021: Historic Transport Preservation, Inc. offer a photo special to be staged on Sunday, 07. November, 2021 at Strasburg Railroad. The photo special will feature Strasburg 475. This event is intended for serious photographers, beginning pre-dawn and concluding after sunset.

Historic Transport Preservation, Inc: <https://steamspecials.com/>

Strasburg Rail Road: <https://www.strasburgrailroad.com/>

West Virginia

Cass, West Virginia

27 March, 2021: Due to demand for increased capacity, opening weekend will now feature double-headed trains to Bald Knob on both Saturday, 15. May and Sunday, 16. May, 2021.

- Cass Scenic Railroad 4, 3-truck Shay (Lima 3189 / 1922), ex-Mower Lumber Company
- Cass Scenic Railroad 11, 3-truck Shay (Lima 3221 / 1923), ex-Feather River Railway 3

Cass Scenic Railroad: <https://www.casstrain.com/>

Ridgeley, West Virginia

04. March, 2021: Regarding the effort to restore to service Western Maryland Scenic Railroad 1309, among the few items remaining jobs to be tackled are installation of the stoker motor and completion of the related plumbing, installation of the last of the sander pipes, and finishing the backhead jacketing in the cab.

12. March, 2021: The Cumberland Times-News reported that Allegheny County, Maryland will assume responsibility for repairing and maintaining the track of Western Maryland Scenic Railroad (WMSR). If this plan comes to fruition, the maximum speed of WMSR trains will be limited to 24 kilometers per hour. (15 miles per hour).

- Western Maryland Scenic Railroad 1309, 2-6-6-2 (BLW 74278 / 1949), ex-Chesapeake & Ohio 1309, serviceable

Western Maryland Scenic Railroad: <https://wmsr.com/>

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North Carolina

Spencer, North Carolina

In partnership with the Virginia Museum of Transportation, the North Carolina Transportation Museum will initiate its 2021 operating season with a full weekend of events during which N&W 611 will be steamed and operated on museum grounds (but not out on the main line):

30. April, 2021: Fire Up (N&W 611) Behind the Scenes Experience.

01. – 02. May, 2021: Choose from several exciting opportunities, including your chance to be “At the Throttle,” “Be the Fireman,” ride in the jump seat on the locomotive, or take an affordable ride in a caboose behind N&W 611 while in operation. Fired-Up VIP cab tours with whistle-blowing opportunities will also take place On 01. – 02. May, 2021. A night photo session will be staged on Saturday, 01. May 2021.

30. March, 2021: “At the Throttle” sessions for Saturday and Sunday, 01. – 02. May, 2021, have sold out. There are still limited Jump Seat Cab Ride seats available both days, as well as other opportunities to experience N&W 611 during our event weekend of 30. April – 02. May, 2021.

North Carolina Transportation Museum is now offering a reduced price for the “Be the Fireman” opportunity. The fireman works closely with the engineer to control the supply of coal and water, and is an essential member of the N&W 611’s locomotive crew. Regularly priced at \$305.50, we are offering a special price of \$225 for this unique experience. You’ll learn from a qualified fireman as you keep the engine hot during the “At the Throttle” Sessions.

- Norfolk & Western 611, 4-8-4 (N&W Roanoke, Virginia Shops 388 / 1950), N&W class J

North Carolina Transportation Museum: <https://www.nctransportationmuseum.org/611-experiences/>

Kentucky

Ravenna, Kentucky

Kentucky Steam Heritage Corporation is located in Ravenna, Kentucky on a portion of a former Louisville & Nashville Railroad shop complex which once included a roundhouse (now gone).

On 05. March, 2021, Kentucky Steam Heritage Corporation announced the sale of NKP 587 to a private individual. Then based at the Indiana Transportation Museum (ITM) in Noblesville (near Indianapolis), Indiana, NKP 587 was restored to service in 1988, then used on main-line excursion service through 2003.

In 2018, when ITM was evicted from its museum site, together with several additional pieces of railroad equipment, NKP 587 was moved to Ravenna, Kentucky. The new (anonymous) owner of NKP 587 intends to continue repairs to NKP 587 with a goal of eventually returning it to operating condition.

Kentucky Steam Heritage Corporation is also owner of Chesapeake & Ohio 2716, which is under ongoing efforts for eventual restoration to operation.

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Ravenna, Kentucky, continued

- Nickel Plate Road 587, 2-8-2 (BLW 49683 / 1918), NKP class H-6o
- Chesapeake & Ohio 2716, 2-8-4 (ALCO / Schenectady 70865 / 1943), C&O class K-4

Kentucky Steam Heritage Corporation: <https://www.kentuckysteam.org/>

Tennessee

Nashville, Tennessee

News released in March, 2021: \$650,000 of \$2,000,000 needed has been raised.

In 2020, Nashville Steam Preservation Society, Inc raised just over \$650,000 towards its effort to restore to service Nashville, Chattanooga & Saint Louis Railway 576. Completion of restoration work is estimated to require 30 additional months.

A violent storm on 25, March, 2021 caused heavy damage to the Tennessee Central Railway Museum.

News4 Nashville: https://www.wsmv.com/news/tennessee-central-railway-museum-suffers-heavy-damages-after-storm/article_5b597c5c-8e60-11eb-92d9-3b6c91dc2fd4.html

- Nashville, Chattanooga & Saint Louis Railway 576, 4-8-4 (ALCO / Schenectady 69786 / 1942), NC&StL Class J3

Nashville Steam Preservation Society, Inc: <https://www.nashvillesteam.org/>

Georgia

Junction City, Georgia

17. March, 2021: Les Beckman posted the following news on the Railway Preservation News BBS: "A private owner has raised steam in his Glover Machine Works 0-6-0ST for his privately-owned railroad in Junction City, Georgia."

- [name unknown] 6, 0-6-0T (Glover Machine Works 13186 / 1919), ex-Cherokee Brick & Tile 6

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Minnesota

Minneapolis, Minnesota

Owners of Milwaukee Road 261 are exploring the possibility to convert this locomotive from coal-burning to oil-burning.

On 02. – 03. October, 2021, the Milwaukee Road 261 group plans to operate a round trip each day on the Twin Cities & Western Railroad from Minneapolis to Glencoe, Minnesota, a one-way distance of 87 kilometers (54 miles). On past trips, the locomotive operated smokebox-first (chimney-first) westbound, then returned to Minneapolis tender-first.

- Milwaukee Road 261, 4-8-4 (ALCO Schenectady 71974 / 1944), Milwaukee Road class S3

Friends of the 261: <https://261.com/>

Twin Cities & Western Railroad Company: <https://tcwr.net/>

Colorado

Antonito, Colorado

27. March, 2021: At Stockton Locomotive Works, work continues on Southern Pacific 1744, owned by Niles Canyon Railway, Sunol, California. Repairs are also progressing on White Pass & Yukon 61. The new firebox sheets have been installed. Work on staybolts will be performed as time allows.

- Southern Pacific 1744, 2-6-0 (BLW 19671 / 1901), standard gauge, SP class M-6
- White Pass & Yukon 61, 2-8-0 (BLW 17814, 1900), 3-foot gauge, ex-White Pass & Yukon 61

Stockton Locomotive Works (SLW) is a private locomotive repair facility which, in 2016, was re-located to Antonito, Colorado. The SLW shop includes a full complement of powered machines including:

- 48-inch wheel lathe,
- 250-ton wheel press,
- ¾-inch McCabe flange,
- Dill vertical slotter,
- Universal boring mill,
- Hercules number 3 vertical mill,
- 24-inch American high duty lathe,
- Many other smaller machines.

“Stathi” Pappas is President of Stockton Locomotive Works.

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Antonito and Silverton, Colorado

At the end of the 2021 season, Denver & Rio Grande 315 will undergo its inspection work beginning on 07. November, 2021 in the Antonito, Colorado shop with Durango Railroad Historical Society (DRHS) volunteers and the Cumbres & Toltec Scenic Railroad (C&TS) shop crew. DRHS has raised a significant portion of the funds needed to pay the C&TS for the work on the locomotive, but are still short of the goal. Enthusiasts are asked to consider a donation to Durango Railroad Historical Society toward the 1472 service day inspection of D&RG 315. Donations can be made through the DRHS website. - Scott Gibbs – President, Durango Railroad Historical Society

- Denver & Rio Grande 315, 2-8-0 (BLW 14352 / 1895), 36-inch gauge, originally Florence and Cripple Creek Railroad 315

Durango Railroad Historical Society: <https://www.drhs315.org/>

Como, Colorado

- Klondike Mines 4, 2-6-2 (BLW 37564 / 1912), 36-inch gauge, “Klondike Kate”

One public event is planned for 2021: Boreas Pass Railroad Day, scheduled for 21. August, 2021.

South Park Rail Society: <http://dspphs.org/>

Durango, Colorado

25. March, 2021: “Work continues on conversion of Durango & Silverton 473 from coal-firing to oil-firing. The tender is complete except for some lettering and touch up paint.” – Jerry Day

- Durango & Silverton 473, 2-8-2 (ALCO / Schenectady 64984 / 1923), 36-inch gauge, D&RGW class K-28

Durango & Silverton Narrow Gauge Railroad: <https://www.durangotrain.com/>

New Mexico

Chama, New Mexico

Cumbres & Toltec Scenic Railroad (C&TS) will operate regular, steam-powered tourist trains during the period 05. June – 24. October, 2021.

04. March, 2021: Progress has occurred with C&TS 489 happily holding water for the first time as part of its 1472-day inspection and overhaul. Additionally, the new firebox plates are almost done being prepped for installation in C&TS 488.

12 March, 2021: The new boiler sheets are almost ready for final installation in C&TS 488. Tube, brace, and staybolt holes have been drilled. C&TS 489 is in the process of receiving its oil-burning conversion and fire pan. Finally, C&TS 463 has had several frame bolts renewed.

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Chama, New Mexico, continued

- Cumbres & Toltec 463, 2-8-2 (BLW 21788 / 1903), 36-inch gauge, formerly Denver & Rio Grande Western 463, D&RGW class K-27
- Cumbres & Toltec 488, 2-8-2 (BLW 58589 / 1925), 36-inch gauge, formerly Denver & Rio Grande Western 488, D&RGW class K-36
- Cumbres & Toltec 489, 2-8-2 (BLW 58590 / 1929), 36-inch gauge, formerly Denver & Rio Grande Western 489, D&RGW class K-36.

In addition to normal tourist trains operated during summer and fall months, during the period 21. - 29. August, 2021, C&TS plan to stage, "Victorian Iron Horse Round-up," a week-long event during which several 19th century steam locomotives will power special trains between Antonito, Colorado and Chama, New Mexico.

A list of potential locomotives planned to be featured at the "Victorian Iron Horse Round-up" follows:

- D&RG 168, 4-6-0 (BLW 6670 / 1883), Denver & Rio Grande (D&RG) class T-12
- D&RG 425, 2-8-0 (BLW 14352 / 1895), originally Florence and Cripple Creek Railroad 315
- Eureka & Palisade 4, 4-4-0 (BLW 3763 / 1875), "Eureka"
- Carson & Tahoe Lumber & Fluming (C&TLF) 1, 2-6-0 (BLW (Burnham, Williams & Co.) 3712 / 1875), "Glenbrook." This is the oldest steam locomotive operating in USA.

Following the "Victorian Iron Horse Round-up," Trains Magazine plans a special charter event entitled, "Sunset on the RGS." C&TS 463 will be re-numbered to Rio Grande Southern 455 and will be lettered with the traditional Rio Grande Southern sunset logo. Rio Grande Southern 20 (from the Colorado Railroad Museum, Golden, Colorado) will be transported to the C&TS. A double headed freight including RGS caboose number 0400 will be operated. A Galloping Goose or two may be encountered along the way just the way it was on the RGS before the rails were abandoned.

The Trains Magazine charter will be operated on Tuesday, 31. August 2021. The anticipated cost of a ticket for this event will be in the range: USD \$600.00-650.00. Persons interested in participating in this event should send an email message to Jim Wrinn at: editor@trainsmag.com

Capacity will be limited to 60 passengers. The opportunity is on a first come first served basis.

Locomotive details follow:

- Rio Grande Southern 455, 2-8-2 (BLW 21788 / 1903), re-lettered from C&TS 463, 36-inch gauge, D&RGW class K-27
- Rio Grande Southern 20, 4-6-0 (ALCO / Schenectady 5007 / 1899), 36-inch gauge

Cumbres & Toltec Scenic Railroad: <https://cumbrestoltec.com/>

Friends of the Cumbres & Toltec Scenic Railroad: <https://www.cumbrestoltec.org/>

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Nevada

East Ely, Nevada

The Nevada Northern Railway Museum has an opening in its shop for a steam locomotive mechanic.

Must have a mechanical aptitude and have maintained diesel and gasoline engines. Experience working on diesel or steam locomotives is a plus. Familiar with modern construction methods, practices, materials, tools, and equipment; basic drafting techniques, able to understand blueprints and being able to use most hand tools and power tools. Must be able to perform simple arithmetic calculations, read and understand instruction books. The employee must be willing to learn the operation of specialized vehicles and maintenance equipment.

To apply: <https://www.nnry.com/pages/openings.php>

On 02. February, 2021, Nevada Northern Railway announced a steam charter event sponsored by Trains Magazine to be staged on 08. – 09. – 10. October, 2021 featuring Nevada Northern 81. Cost: USD \$595.00 per person. Additional details are available at the Nevada Northern Railway website.

- Nevada Northern 81, 2-8-0 (BLW 45351 / 1917), under repair

Nevada Northern Railway: <https://nnry.com/>

Washington

Battle Ground, Washington

In March, 2021, "The Reflector," a local (Vancouver, Washington-area) newspaper published an update regarding Chelatchie Prairie Railroad and the ongoing efforts to repair Crossett Western Co. 10.

Right: Crossett Western Co. 10 in steam at Yacolt, Washington. 10. May, 2013.



- Crossett Western Co. 10, 2-8-2ST (ALCO / Brooks 67652 / 1929)

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<quote>

In 1998, a group of community volunteers banded together to restore part of the historic Chelatchie Prairie Railroad and turn a portion of the track into a functioning scenic railroad. Since getting the track to operating standards in 2001, the group of volunteers has offered family-friendly train rides every year from Mother's Day to the close of season. However, in 2020, train rides were halted due in part to both the COVID-19 pandemic and a traffic accident that took out about 40 feet of track, which is still in the works to be fixed.

"We want to get out there and run the trains," Chelatchie Prairie Railroad President Randy Williams said. "It's been really hard on us."

Williams said volunteers operating the railroad are able to conduct routine maintenance on the track. However, for larger repairs such as the 40 feet of track taken out due to the accident, Chelatchie Prairie Railroad has to rely on Clark County officials for repairs. Williams said there is only about a mile of track the railroad could "legally run on" right now.

As the county gears up to get the track repaired, Williams said Chelatchie Prairie Railroad "faces a second hurdle" in its prospects of reopening — COVID-19.

"The majority of the train crew is all over 70 and some are over 80," Williams said. "We have to get everybody vaccinated (before the trains operate again). I don't have enough young people to run the train."

Along with ensuring the crew is safe and vaccinated, Williams said the railroad faces yet another hurdle due to the pandemic — safe and efficient spacing of passengers. With the current rules in Phase 2 of Washington's Healthy Washington reopening plan, the trains must operate at 25 percent capacity with 6 feet of physical distance between groups. Williams said the 25 percent capacity could be a problem as Chelatchie Prairie Railroad "makes money when it's full, not when it isn't." However, Williams said the train could "probably run at 25 percent capacity."

Even if full, the train faces a final roadblock before it can get running again. According to Williams, the Chelatchie Prairie Railroad doesn't operate under local or state law, but federal law. Williams said the train crew is "not sure which jurisdiction they fall under" and are working to get as much information as possible in the coming months so the train could "reopen by Mother's Day" if the track is fixed and the crew is vaccinated. (In USA, Mother's Day is Sunday, 09. May, 2021.)

"We're hopeful. We would love to open up Mother's day weekend," Williams said. "If they get the track fixed we will make every effort to staff and run a train."

Williams mentioned that Chelatchie Prairie Railroad is always looking for younger people and volunteers in general to help with day-to-day railroad operations. With a younger crew, the train wouldn't rely heavily on the vaccination of its operators to run. Williams explained that signing up to be a volunteer is as easy as reaching out by phone or email or even just walking up to the ticket booth (when the train is operating). All but one of the crew members working at Chelatchie Prairie Railroad never worked in the railroad industry before becoming volunteers, according to Williams.

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“(Volunteering) does not take any expertise,” he said. “We will train you and you can be trained to do whatever you want.”

To explain the ease of the volunteering process, Williams told his own story about getting involved with the railroad. After moving to the area in 2005, he surprised his wife with a trip on the railroad.

“That day, the conductor offered me a ride up in the cab,” he said. “The next weekend, I was out there (on the tracks) training.”

Williams said he was “more than excited” to get the railroad operating in the community again, as it brings tourists to Yacont-area destinations such as Moulton Falls Winery, Moulton Falls itself and the Cedar Grist Mill in town. Along with bringing in tourism, Williams said he appreciates the “family” aspect of the railroad. In the winter, Williams can be seen sporting a red coat and taking pictures with children as he plays Santa Claus for the railroad.

“We’re very family friendly,” he said. “We keep our prices really low (for that reason).”

For Williams and the crew running the trains, the Chelatchie Prairie Railroad is more than a volunteering opportunity. It’s both living history and something they personally enjoy. Historically, the tracks were used for lumber trains and other commercial services before they were decommissioned. Recently, talks of developing the “largest piece of undeveloped commercial property in Clark County” have brought up the idea of making the tracks commercially viable again. However, for now, the volunteer group and their train rides are the only use the historic tracks see.

The volunteer organization also has a piece of history in its lineup. The railroad operates a 1929 ALCO 2-8-2T steam engine on some of its rides. According to Williams, the engine was originally made for logging transportation and the “T” in its model number means the engine is “without a “tender,” meaning the locomotive carries fuel and water on board the engine itself, instead of in a separate car.

According to Williams, federal law mandates an inspection of steam engines every 15 years. During the inspection, the engine must be completely taken apart, inspected and reassembled again. Currently, the goal is to get the steam engine on the tracks for the 2022 season, so any trips in 2021 will be run on the organization's diesel engine.

“If anyone wants to be a part of the rebuilding process, go ahead and volunteer,” Williams said, mentioning that the only requirement to volunteer is being over 18 or coming with a parent.

For more information about the railroad and volunteer opportunities, visit tickets.bycx.org/ or email Williams at bycxpresident@gmail.com

Author: Cameron Kast/cameron@thereflector.com

<unquote>

URL: http://www.thereflector.com/everything_on_wheels/article_cc6c75b8-7b12-11eb-b3db-7f7bd61af20f.html

Chelatchie Prairie Railroad: <https://tickets.bycx.org/>

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California

Sunol, California

Niles Canyon Railway have announced dates during spring, 2021 on which a steam locomotive will be used to power tourist train excursions. All trains will depart from the Sunol, California depot:

- 11. & 18. April, 2021
- 09. & 16. May, 2021

The excursions scheduled for 13. – 14. March, 2021, featured the operation of The Robert Dollar Co. 3:



Above: At Sunol, California, The Robert Dollar Co. 3 has run-around its train and is preparing to travel west from Sunol toward Brightside Yard. 13. March, 2021.

The Pacific Locomotive Association and the Niles Canyon Railway invite you to take part in a railfan photographers' special on Saturday, 01. May, 2021 to benefit the restoration of recently acquired Southern Pacific 1744. Tickets are \$175.00 per person. Additional donations are welcome. All proceeds of this event will go directly to the restoration of SP 1744.

The day will feature a historically accurate period freight train, pulled by Columbia River Belt Line 7, "Skookum." Ticketholders will ride in a separate chase train pulled by SP 1195, a vintage EMD SW900. Starting in Sunol at 9:00 AM, multiple rare photo-runpasts will be staged throughout the canyon. New for this day: Several photo locations east of Sunol will be staged. Our steam engines normally face east.

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"Skookum" is planned to face west for the entire trip. Time permitting, there will also be opportunities to work with the conductor to stage other shots as the group desires. Halfway through the day a box lunch will be served. Return to Sunol and tie up to be around 4:30 PM.

The trip will also include a stop at the Brightside Steam Shop for a tour of the SP 1744, and an overview of the restoration effort by the project managers. They will detail the recent restoration progress and how funds will be used to return this artifact to operating service.

- Columbia River Belt Line 7, 2-4-4-2 (BLW 33463 / 1909), "Skookum"
- Southern Pacific 1744, 2-6-0 (BLW 19671 / 1901), SP class M-6

Niles Canyon Railway: <https://www.ncry.org/ride/ride-the-7-for-the-1744/>

Alaska

Wasilla, Alaska

New lubrication lines are being installed before the drivers go back under the locomotive and get in the way. Alaska Railroad 557 has the original two, 8-feed Nathan DV-4 lubricators, with one feeding the eight driver journal bearings and the other feeding the cylinders, valves, and front truck journals.

- Alaska Railroad 557, 2-8-0 (BLW 70480 / 1944), actively under repair

Engine 557 Restoration Company: <http://557.alaskarails.org/>

Canada

Ontario

Saint Jacobs, Ontario

Primarily account COVID-19-related travel restrictions, Waterloo Central Railway have decided to defer for another year an examination of the boiler of Waterloo Central 9. This routine inspection takes place every ten years under Canada's Technical Standards and Safety Authority (TSSA).

"We decided to move it up a year since we were not going to be running anyway. And hopefully it will be done in the spring, early summer," said McGough.

- Waterloo Central 9, 0-6-0 (MLW 64276 / 1923), ex-Essex Terminal Railway 9

Observer: <https://observerextra.com/2021/03/18/wcr-chugging-along-at-low-speed/>

Waterloo Central Railway: <https://waterloocentralrailway.com/>

Manitoba

Winnipeg, Manitoba

17. March, 2021:

The campaign to preserve a popular Transcona landmark isn't just for the benefit of the community, but for all Canadians, says a past president of the local museum.

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Peter Martin, co-chair of the Save 2747 committee, told 680 CJOB that the Transcona Museum and other stakeholders want to see CN 2747 — a train engine built in 1926 that has been displayed on Plessis Road for decades — kept in good condition for all Canadians to appreciate its historical value.

“It was the first steam engine built in western Canada, built in our Transcona CNR shops,” said Martin.

“It was used in Alberta, it was used in Manitoba, it did a lot of work, and it was retired in 1960. It’s a historical piece for Canada, not only Transcona.”

The engine, Martin said, has been owned by the museum since 2015 and has undergone some renovations, but needs a more permanent solution to keep it safe from the elements.

“The first thing we did is understand the artifact that we have, and see what makes it tick.

“We hired an organization to come and do an assessment, and they said it has less than 10 years left if we do nothing... and we can’t let that happen,” he said.

“Our role as a museum is to preserve artifacts, especially something like this that’s so historically significant, and we need to preserve it for future generations.”

A restoration job last year gave the engine some more time, he said, but a fundraising campaign is ramping up to pay for a more permanent solution: a structure built around the train to keep it safe.

“We’re at a point now where it’s going to stay like this for a while, but it’s not going to last forever,” he said.

“We have to protect it, keep it in shape, so it’s pristine for everyone to see.”

The details of the structure — which Martin said will include a roof, a back wall, and three open sides — will be unveiled on April 19, to commemorate the 95th anniversary of CN 2747’s construction.

“It’s going to really highlight the engine, and it’s going to be something highly visual in the park. It’ll be accessible, so it can be visited by the folks.”

People can get involved — both as volunteers and to help out with the upcoming fundraising campaign, at the Transcona Museum’s website.

“It’ll be something you can drive by and be very proud — and it’s to attract people, not just from Transcona, but from all over Canada... to stand next to a massive engine and get a feel for what it was like.”

Source: <https://globalnews.ca/news/7702712/campaign-underway-transcona-rail-landmark/>

- Canadian National Railway 2747, 2-8-0 (CNR Transcona Shops 46880 / 1926), CNR class N-5-c

Transcona Museum: <https://www.transconamuseum.mb.ca/>

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