

The Bluegrass Railroader

August 2026



Volume 54

Issue #8

Parking At The Museum

These instructions are based on entering Midway on North Winter St. from Leestown Road Hwy. 421.

Behind the Museum itself, turning left from N. Winter St. is a public parking lot providing 10+ parking spaces available.

Ample Street parking is available on North Winter St. which runs beside the Museum. Cross the railroad tracks and stay straight ahead, for parking on both sides of the street. You can turn right on West Main St. before crossing the railroad tracks for street parking located on the right. You can turn left on East Main St. after crossing the railroad tracks, and there is plenty of merchant parking which is all free. Marked Handicap spaces are on East Main Street. The directions for parking have been provided by Richard Gibson.



August 14, 2026 Club Meeting Attend In-Person or via Zoom

The August meeting for members and guests is scheduled for Friday, August 14, 2026, at 7:30pm. at the Midway Kentucky Museum. Members and guests can attend online by using the following Zoom Address, as the general Club Meeting link: You may also join by phone as listed below:

[https://us02web.zoom.us/j/81043378428?](https://us02web.zoom.us/j/81043378428?pwd=Z2R3a2hXNlovN3MxZDdsSFloV1RiQT09)
[pwd=Z2R3a2hXNlovN3MxZDdsSFloV1RiQT09](https://us02web.zoom.us/j/81043378428?pwd=Z2R3a2hXNlovN3MxZDdsSFloV1RiQT09)

Meeting ID: 810 4337 8428

Passcode: 873302

Dial by your location +1 301 715 8592 US
(Washington DC) Passcode: 554683

August Meeting At Midway Museum



The August meeting of the Bluegrass Railroad Club will be held at the Midway Museum, 101 East Main Street, Midway, KY, on Friday evening, August 14, 2026, at 7:30pm, and on Zoom. The program for the evening will be presented by Christy Reaves, who is the Secretary of the Board for the Midway Museum. Her presentation will be centered around what the museum has acquired over the years for patrons to see on display. She will also speak about the History of Midway, from the viewpoint of being the first Railroad town in Kentucky.

BLUEGRASS RAILROAD CLUB BOARD OF DIRECTORS' MEETING JULY 27, 2026

The July meeting of the Board of Directors was held on Monday evening, July 27, 2026, via Zoom. The following Officers and Directors were present: Tony Gutteridge, Kevin Ellis, Larry (Continued on page 2)

Board of Directors Meeting(Continued

from Page 1)

Mitchell, Joshua Johnson, Wesley Ross, Shelby Jett, Tom Hornsby, and John Hymer The meeting was called to order at 7:28 pm by President Tony Gutteridge. Tony welcomed everyone to the meeting.

The minutes of the June meeting of the Board were approved, with the motion of Joshua Johnson and the second by John Hymer.

The Treasurer's Report for June was distributed by Shelby Jett. The report was accepted by a motion of Wes Ross, and a second by Joshua Johnson. The report appears in this issue of the *Bluegrass Railroader*. Shelby reported that the Club's overall total for the show was \$898.96. He also reported the Club membership is 57 members.

The August meeting will be held at the Midway Museum, 101 E. Main St., Midway Kentucky. Richard Gibson has located this venue for us to hold our monthly meetings, at no charge. The facility appears to be more than adequate for our meetings, and the Board of Directors has approved the location for our August Meeting. The program for the evening will be presented by Christy Reaves, who is the Secretary of the Board for the Midway Museum. Her presentation will be centered around what the museum has acquired over the years for patrons to see on display. She will also speak about the History of Midway, from the viewpoint of being the first Railroad town in Kentucky.

Dr. Jerry Rose will present the September program. Joshua Johnson and Tom Hornsby will present the October and November programs on DCC.

Larry Mitchell reported that over 800 adults attended the show. He also indicated that he would not know about dates

for next year at the Shriners until October.

Kevin Ellis said that he has begun working on the Web Site. He is looking for new photos to put up on the site and to have the current issue of the *Bluegrass Railroader*, available. The contact form was disconnected in the past, due to misuse. Kevin is working to see if there is a method to be able to keep this feature active and not be bombarded by junk mail.

Joshua moved for the Club to pay for Zoom for the coming year for \$169.90. The motion was seconded by John Hymer and passed. Joshua also moved to pay \$192.86 for Web hosting for the coming year. Wes Ross seconded the motion, and it passed.

Joshua indicated that he has several modules, that are no longer compatible with the existing HO layout, and that he would like to offer them to Club members. The modules include 2 corner modules, the bridge module and a straight module. He will send photos of these modules to members. If you are interested, please contact Joshua Johnson.

Joshua indicated that he needed \$1,000.00 to complete the following modules: a straight module, bridge module. two inside corner modules, and a Lift gate. Joshua made the motion and it was seconded by Wes Ross and passed.

The issue of purchasing a third trailer for the Club was brought up by John Hymer. The trailer is needed primarily, to transport the Garden Railway materials; however, additional space is needed in the other large trailer for the new HO modules. The trailer would also be used for the Lionel Layout. The Board decided that it would be best to investigate prices for a 16' by 7' trailer with a ramp and side door. John Hymer volunteered to provide a location for the trailer and to transport it to shows. John made the motion to recommend to the Club, the purchase of the trailer. The motion was seconded by Larry Mitchell.

There being no further business, the meeting was closed on the motion of Joshua Johnson and the second by John Hymer at 8:13pm.

Respectfully submitted,
Wesley Ross, Secretary

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2026 - 2027 Club Officers

President	Tony Gutteridge	859-333-1155
Vice President	John Hymer	859-317-1850
Secretary	Wes Ross	859-293-0807
Treasurer	Shelby Jett	859-396-1194
Past President	Jerry Goerz	859-255-4013

2026-2027 Club Directors

Larry Mitchell	(2027)	859-358-2002
Kevin Ellis	(2027)	859-469-3866
James Chapman	(2028)	859-753-5590
Larry Smith	(2028)	502-839-8627
Joshua Johnson	(2029)	859-539-8211
Tom Hornsby	(2029)	859-309-2581

Treasurer's Report

Monthly Transactions: 6/30/2026 Through 7/25/2026

INCOME

Dues	\$40.00
Summer Show-Gate	\$2,177.03
Donation	\$20.00
Vendor Tables	<u>\$355.00</u>
TOTAL INCOME	\$2,592.03

EXPENSES

Mail Chimp	\$13.00
HO Gauge	\$23.11
Trailers	\$18.79
Railroader	\$7.14
Summer Show	\$1,945.09
HO Module Project	<u>\$9.99</u>
TOTAL EXPENSES	\$2,017.12

OVERAL TOTAL	\$574.91
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Fifth Annual Summer Train Show - Getting Set Up

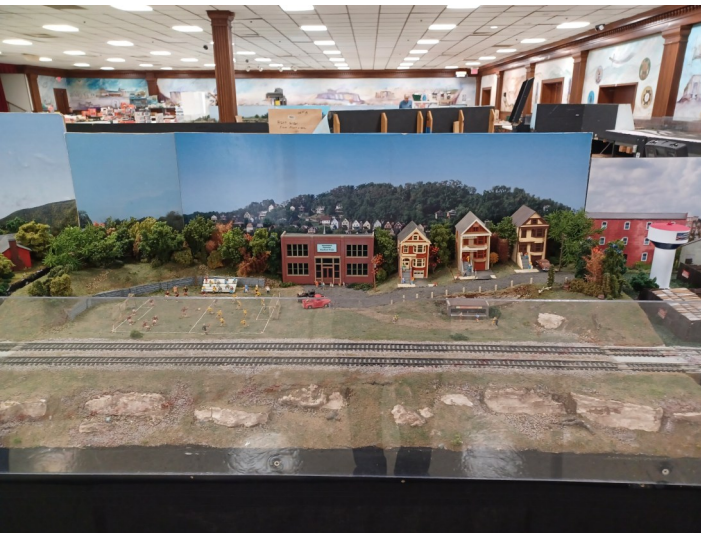


All photos on Pages 3,4, 5 and 6 were taken by Larry Mitchell.

Fifth Annual Summer Train Show - Modules



Fifth Annual Summer Train Show - More Modules



Fifth Annual Summer Train Show - Modules & Crowd



STEAM NEWS

John Biehn

Pennsylvania Railroad K4 Update... To do the remaining work needed to put the 4-6-2 No. 1361 back in running order, it may take about \$2.5 million-\$1 million of which the Railroaders Memorial Museum in Altoona, Pennsylvania has already raised, \$750,000 more of which has been pledged, and \$750,000 more of which needs to be raised. If that money were currently on hand, the remaining work might take two years," according to museum Executive Director Joe DeFrancesco. "The time is funding-dependent," DeFrancesco said. "Overall, engineering and design for the K4 is virtually complete, and most parts have been fabricated. The boiler barrel is finished, although the smoke tubes need to be installed. The firebox, which is being recreated, is about half done, with all the necessary materials acquired. The nuts, bolts, shims and other components of the running gear will need to be inspected and work on that gear done where necessary," according to DeFrancesco. The museum has a plan to get bids from qualified companies as close as possible to Altoona to minimize contractor travel expenses and maximize how far the restoration money goes, DeFrancesco said. Current project leadership, which includes DeFrancesco, former Norfolk Southern CEO Wick Moorman, and rail enthusiast Bennet Levin, whom Moorman called "a force of nature," took over the work in 2021 and have spent about \$800,000 so far. That spending has produced an engineering report, an approval from the Federal Railroad Administration, corrective work on the boiler, acquisition of firebox materials, partial installation of the firebox and completion of the tender. Prior to that, "a lot of money was spent with limited results," Moorman said. "The bottom line here is that this project is taking more time and money than anyone thought it would take when it started," Moorman said. "It's kind of the nature of the beast with locomotive restoration," he added. However, current leadership is committed to putting the engine back in service, Moorman said. Also, it is not only the K4 itself...the plan is for the old steam locomotive, built in 1918 in Altoona, to pull an educational and promotional train around Pennsylvania. That train would consist of five former Pennsylvania Railroad baggage cars and five former Pennsylvania Railroad coaches. Some of the baggage cars are in decent shape and some need significant work, but all are in the museum's possession. The passenger cars are owned by Henry Posner, chairman of the Railroad Development Corporation. The repairs needed for the baggage and passenger cars are not nearly as complex or costly as repairs that have been needed for the K4 Moorman said. (Thanks to William Kibler, Altoona Mirror)

Grand Canyon Railway News.. "The Grand Canyon Railway steam train is one of these truly special experiences that captures everything people love about the American West," said Xanterra President & CEO Andrew Todd. "This year we're celebrating an incredible milestone...125 years since that first train pulled into the Grand Canyon South Rim depot on September 17, 1901. We're proud to be the stewards of that legacy and to keep connecting people to one of the world's great natural wonders." Operating two vintage steam locomotives: 2-8-2 No. 4960 and 2-8-0 No. 29, Xanterra is offering this year, expanded departures, new onboard amenities, in-cabin educational programming and an extended schedule. Grand Canyon Railway steam trains will be making their trips to the Grand Canyon about twice a month through October, adding to the fleet of diesel-powered locomotives greeting passengers during the busy tourist season. Approximately 225,000 passengers travel on the Grand Canyon Railway annually. The railway's main steam locomotive, No. 4960 was built in 1923 by the Baldwin Locomotive Works. Grand Canyon Railway purchased it in 1989. According to Chief Mechanical Officer Eric Hadder, the locomotive was sent to them in parts by train. The wheels came by truck. Restoration took several years and cost about \$1.6 million. The locomotive made its debut in 1996, and in line with Xanterra Travel Collection's environmental and sustainable strategies, the engine uses recycled vegetable oil for fuel from the Xanterra restaurants in Williams and the Grand Canyon. Locomotive Manager Jesse Clark says he feels lucky to be able to operate such a historic piece of technology. "When I see all the smiling faces looking at the locomotive, I have a sense of pride in being able to take care of this amazing machine, and I'm thankful of all the people that came before me so that we can enjoy it today," he said. For ticket information and reservations, go to <https://www.thetrain.com>) (Thanks to V. Ronnie Tierney, Flagstaff Business News, via Tom Schultz)

Indiana Rail Experience... Ticket sales for the Indiana Rail Experience Fall Color Steam Special will begin on July 22. On October 16, 17, and 18, Nickel Plate Road 2-8-4 No. 765 will power the train and depart Pleasant Lake, Indiana for a full-day's journey to Hillsdale, Michigan and return. Ticket prices begin at \$109 and will be available by going to <https://www.indianarailexperience.org/fall-color-steam> (Thanks to Alex Mayes)

Future Alaska Steam... The 557 Restoration Company's Volunteer Crew held its second and successful fire-up test on the 2-8-0 locomotive on July 11. A great crowd of volunteers, families and 557 Board Members came and witnessed the eight hour event. When asked about future operating plans, an educated guess would be operation during tourist shoulder seasons around April and September when the Alaska Railroad is less crowded and their equipment is less in demand for regular passenger work. If you would like to make a donation to fund the restoration, please send a check to Engine 557 Restoration Company. EIN#46-2663256, PO Box 875360, Wasilla, Alaska 99687-5360.

Steam in Maryland... Maryland Railfest will return bigger than ever at the Western Maryland Scenic Railroad. This event will run on September 18-20. Three days of steam, diesel and railroad history in downtown Cumberland. One of this year's biggest highlights is the return of the legendary Helmstetter's Highball, featuring the largest operating steam locomotive on the East Coast, Western Maryland 2-6-6-2 No. 1309. The Helmstetter's Highball will run on Friday at 4:00 p.m. Saturday at 9:30 a.m., 12:00 p.m., 2:00 p.m., and 4:00 p.m. On Sunday, the train will operate at 9:30 a.m., 12:00 p.m., and 2:00 p.m. For ticket information, go to <https://www.wmsr.com>

Union Pacific 3985 Update... The Railroading Heritage of Midwest America restoration crew has been hard at work restoring the
(Continued on Page 8)

STEAM NEWS (Continued from Page 7)

Union Pacific 4-6-6-4 No. 3985. Over the past few months, the tubes and flues of the “Challenger” were installed inside the boiler. This engine is equipped with 177 of the 4 inch Superheater Flues and 45 of the 2 and a fourth inch tubes. The crew successfully installed all the tubes and flues in just under five days. Each tube and flue was individually cut to length based on measurements taken directly from each of the tube sheets in the boiler. Once a length was determined, it was cut on a bandsaw and then taken to a set of rollers to be cleaned and polished. The ends of the tubes were polished to remove additional millscale added during the manufacturing process. Millscale is a layer of iron oxides that forms on the surface of steel when it is hot rolled in the manufacturing process. After tubes have been successfully rolled on the smoke box and firebox side, the process of beading and seal welding can begin. Beading the tubes and flue’s primary purpose is to protect the ends of the flues from excessive stress caused by temperature variation, which can cause cracking. A steam locomotive injector is a non-moving parts device that uses some of the boiler’s own steam to force fresh water back into that same boiler. The Nathan Manufacturing Company produced a type 4000 Injector that was very successful. However, with the decline of steam locomotive service in the 1950s, examples of the Nathan 4000 C Injector became few and far between. A decision was made to create brand new injectors for the 3985 and other restoration groups such as the Pennsylvania T-1 Trust that is constructing the famous 4-4-4-4 No. 5550. In addition to the Nathan 4000 C Injector being constructed, the PRR T-1 Trust also worked with RRHMA to create brand new blowdown valves for 3985. Substantial progress has been made towards the completion of UP 3985’s tender. As of June, the current goal is to have the centipede tender back onto its wheels in preparation for final assembly of all brake rigging components. One of the most notable modifications that have been made to the tender’s axle components is the conversion of the roller bearing boxes to adapt to a scaled freight car style roller bearing. In addition to the completion of the tender truck sets, RRHMA crews have also successfully installed the suspension components for the centipede tender. Installed with new pins, bushings, wear pads, and shimmed to the correct dimensions based on Union Pacific drawings, this tender will ride the best it ever has since it originally left the factory.

Progress Report of the PRR T1 Trust. Here are some notes as written by Jason Johnson, General Manager of the PRR T-1 Trust concerning the construction of the T1 4-4-4-4 No. 5550. Having been involved with the PRR T1 Trust for the past ten years, it is remarkable to reflect on how far we have come. Many of the activities we are undertaking today were once only ideas on paper. In 2025, much of our focus was on completing the massive locomotive frame and advancing work on the cylinders. The frame was finished mid-year, marking a major milestone, and afterwards, we worked on the design and planning of our new erection facility at Dennison, Ohio. The groundwork laid in 2025 has positioned us for an exciting 2026. My personal goal is to set the frame on its drivers in 2026. This milestone is now within reach. Thanks to continued support, progress on the following items is now underway: All eight driver wheels are at the machine shop for final machining. All four main axles have been ordered. Main Timken roller bearings have been ordered. Driving box patterns are in production. Driving tires have been ordered. Cylinders are currently being welded. Brake rigging components have been ordered. Boiler firebox components have been ordered. What does this mean for the project? If our contractors and vendors remain on schedule, we anticipate mounting the tires in November and setting the frame onto the completed wheelsets before the end of the year. This would represent an extraordinary step forward. Meanwhile, continued progress on the boiler could see it completed in 2027, allowing it to be mated with the frame and running gear. It is incredible to consider that we are approaching this stage of construction. With less than \$3 million remaining to reach completion, and with the momentum we are seeing from our supporters, this goal to finish the locomotive is well within reach as we work towards a 2030 completion. (Thanks to Jason Johnson)

UNION PACIFIC BIG BOYS AT STEAMTOWN



Photo by John Biehn