



## Tehachapi Loop Railroad Club's Newsletter

# THE LOOP

## Christmas Cheer Was Enjoyed by ALL!!



Kelly's Restaurant proved to be a cozy setting for the annual TLRC Christmas party. About twenty of the members and their guests enjoyed a hearty meal in the upper left picture, while **Wilson James** and **Ed Gordon** in the upper right picture managed the gift exchange. As in the past, there were several involuntary exchanges till the gifts "died on the law". Everyone, including **Louise Bailey** in the lower left picture enjoyed the exchanges and gifts. In the lower right picture **Linda Gordon** and **Mike Schmitt** check into what appears to be a vintage piece of rolling stock that will add to Mike's collection. Thanks again to Linda for coordinating the event and for **Phil Cornyn** for stepping in to coordinate the last minute change of restaurants when Kelcy's had to cancel. Given the environment and the wholesome food, the group decided that in the future we will make Kelly's the place to have dinner on those Saturday after the TLRC train show where do we go for dinner places!



## Who Is Joe Verne and Why Is He Speaking at a TLRC Meeting?



What better way to find out what's really going on with the railroads running through the Tehachapi area than to have an active employee of one of those railroads speak to some of the biggest fans of those railroads?

We are fortunate to have the Senior Trainmaster for the Burlington Northern Santa Fe (BNSF) as a featured speaker for the 14 January monthly business meeting.

If you have been a member of the TLRC for very long you may recall that Joe Verne has spoken to our group once before. His presentation will be an informal one that touches upon the current plans to connect the Marcel and Walong sidings which run through the Casear Chavez Center. There has been some opposition to this plan, but Joe will give us a status update along with other tidbits of the challenges BNSF and the Union Pacific face in running a mountain railroad. As time allows, he has also agreed to field some questions from those in attendance. He has a wealth of knowledge!

Joe has over thirty three years of railroading experience. If you have had the opportunity to visit with Joe, you will probably already know about many of his experiences, but did you know that he started his railroad career in the Engineering Department as in the surveying and draftsman type of engineering? Once that department was contracted out, he took advantage of an opportunity to go into the Santa Fe Engine Service department which started his time in the REAL engineering department, with tours in such places as La Junta CO and El Paso TX from 1980 to 1998 and then when the BNSF took over operations he became Manager of Field Training where he instructed new employees on the rules of the road.

I once thought military personnel were the only people that had to move with their jobs, but with Joe's background he was promoted to Foreman of Engines in Centralia IL by January 2000. After serving a five year tour in that position, Joe moved into the position of Senior Trainmaster of the BNSF Barstow to Bakersfield division and is why we see him roving the tracks of the Tehachapi area.

Most "hard core railroaders" would barely give a model railroad group the lineup of trains for the day, but we are lucky that Joe has a hobby of modeling trains in HO scale. So he looks upon "foamers" as people he can "relate to" or at least understand! You may have seen some of his talents for custom painting and decaling that are for sale at the local hobby shop, Trains Etc.

We look forward to Joe's presentation and appreciate him sharing his knowledge and enthusiasm of railroading. Hopefully he will regale us with stories of his days at the throttle of an SD40 T-2!

## Scenes from the Great Train Expo in Anaheim



**Mike Bruno** checks out a first time module offering at one of the HO club displays in the upper left photo, pretty good for a first time effort. In the upper right picture, you can get some pretty neat track plan ideas. In the mid right picture there was some three rail O scale action with quite a mix of road names. In the lower left photo you can see some Marklin HO European operations. This layout was automatically controlled by signals and was a real treat to watch. In the lower right photo there is an impressive toy train staging yard that was in the middle of their module operations. Overall quite an impressive showing of all scales were on display at the show. Definitely a must see event!!



## And There Is MORE!!



A variety of products and technology were on display, as in the upper left photo a ready made helix to elevate your train to the next level. In the upper right photo, an excellent two rail O scale oil refinery can be seen by the passengers whizzing by in that streamliner passenger train. In the mid right photo, what an impressive signal bridge on a G scale layout that had numerous lengthy trains in operation. After a long hard day taking in all of that train action, what better way to quell an appetite than to take in a Chicago style deep dish pizza? In a case of "Man vs Pizza", in it appears in the lower right photo that the pizza WON! Taste of Chicago is a restaurant just down the street from the Train Shack in Burbank ,Hollywood Way and Verdugo.



## Early Days of the Missouri Pacific



Hissing and huffing, the little locomotive brashly named Pacific eased its way from the cheering crowd. Big shots on board waved heartily from two passenger cars. The train clacked gingerly along new rails, heading west toward the unspoiled valley of the River Des Peres. It reached track's end at Cheltenham, a village at today's Hampton and Manchester avenues. Everyone got off and enjoyed a country dinner and boastful toasts. "A new epoch in the history of our state," crowed *The Republican*, a major city newspaper.

It was big talk for a five-mile ride. The first passenger train west of the Mississippi River began its portentous jaunt at 1 p.m. on Dec. 9, 1852, from a station near 14th Street and Chouteau Avenue. The Pacific Railroad Co., St. Louis' bid to reach the Pacific Ocean by rail, was building its way westward with dreams bigger than progress. Workers had finished the track to Cheltenham only days before the first ride. The following May, their tracks reached Kirkwood, named for chief construction engineer James Kirkwood. Cost overruns, a national financial panic and the Civil War would delay completion to Kansas City until September 1865.

A who's who of prominent St. Louisans incorporated the Pacific Railroad Co. in March 1849, five weeks after U.S. Sen. Thomas Hart Benton of Missouri urged Congress to authorize a line from St. Louis to San Francisco. The following October, 900 delegates from 12 states were lured to the St. Louis County (Old) Courthouse for a national convention to promote the dream. "There is the East! There is India!" Benton shouted to the delegates, pointing west. Thomas Allen, the Pacific's first operating president, also happened to be a state senator and chairman of the Senate Internal Improvements Committee. The state Legislature speedily adopted \$2 million for the railroad. St. Louis County voters added their \$100,000. A parade through the city preceded the groundbreaking on July 4, 1851, near the future depot. A steamboat from New Orleans delivered the first locomotive, the Pacific, which had been built in Massachusetts for \$9,000.

Railroads meant progress, peril and intrigue. On Nov. 1, 1855, the Pacific's first passenger train on the just-completed stretch to Jefferson City crashed through a rickety bridge over the Gasconade River near Hermann, killing 31 people. Rebel guerillas wrecked bridges and track during the Civil War. The Pacific defaulted on its state loans and, by 1867, owed Missouri \$11 million. A scandal involving railroad finances and contracts ensnared legislators and prominent St. Louisans. The Chicago route won the competition to link California by rail. It was completed in 1869. In 1876, after another financial panic, the Pacific was refashioned into the Missouri Pacific. By World War II, its system stretched across 10,000 miles of track, from Omaha, Neb., to New Orleans. The Union Pacific bought the St. Louis-based railroad in 1982 - and makes heavy use of its original iron path to Kansas City.

# TLRC Business Meeting

## Stationmaster's Report

There was no Business Meeting conducted in December so no Report, but here is what the Stationmaster's been up to during the hiatus.



## Model Railroading Is FUNnnnnn!

One of the more recent activities that has occupied **Debra Howard's** (our Stationmaster) time was taking an active part in the Antelope Valley N Scaler's exhibit at the Great Train Expo that was conducted 7 and 8 January at the Anaheim Convention Center. We have all observed Debra staffing a much smaller N scale table at the TLRC events, but this one was huge! Both Debra and son **Chris Howard** are active

not only with the TLRC but also with the AV N Scalers. Debra is proudly pointing to HER train, an Indiana Railroad if I recall correctly. It is great to see the pride and joy of ownership and operation that she is exhibiting in the picture above. Debra has mentioned several times the potential of having a smaller footprint version of the AV N Scalers joining in at a future TLRC event, as you can see they have a very well appointed layout and of course what N scale has over the rest of the model trains is the ability to pack more action into a smaller space. Hopefully she can work out a future engagement to add to the TLRC shows.

Besides being a very detailed operational layout, they have devoted a portion of the layout to educate viewers to the different "sizes" of model trains that the viewers may encounter at a train show. The chart in the background provides a narrative description and in the foreground are actual models of each "size". It appears that their display is attracting some viewer attention by the looks on the faces of the young folks! Good job!!



From the desk of the Paymaster Mike Schmitt,  
the following reports are provided for your

## **TLRC FINANCIAL REPORTS**



You are reading a special edition of the Tehachapi Loop Railroad Club  
newsletter.

(You didn't want to read our financials anyway, did you?)

We hope you enjoy reading about our activities and hope your interest  
in our club has been ignited such that you might consider joining in the  
fun with us!

We are a non-profit organization that fosters the interests of our  
members in the hobby of railroading and modeling of railroads as well  
as seeking out railroad adventures to further our understanding and  
love of trains.

We put on an occasional show or two as well over at West Park in Te-  
hachapi and meet the second Saturday of each month at Kelcy's Diner  
(across the street from the Depot) in Tehachapi. Stop on by we'd love  
to have you join us.

**TLRC OFFICERS**

Superintendent	Theresa Bruno	n/a
Dispatcher	Linda Gordon	661-822-7777
Stationmaster	Debra Howard	760-559-7380
Paymaster	Mike Schmitt	661-821-5271
1st. Inspector	Wilson James	661-823-1665
2nd. Inspector	Marlan Woodside	760-373-4765

*Loop Editor's Corner*



I trust that everyone had a fantastic Christmas and New Year. Tradition with me is to head back to Cotton Belt country. The openness of the field East of my boyhood home is gone, but you can still hear the trains going through the old neighborhood. Those that were able to attend the TLRC Christmas party had a grand time. Thanks again for the last minute heroics of **Phil Cornyn** in finding the backup restaurant (Kelly's) to host the TLRC Christmas party. It will be neat to get back into the routine of a new year and work towards our club's next show and to plan new travel activities for the group. Speaking of traveling, it is great to hear the news of John Bell and Theresa Bruno's recovery from their knee operations, so we expect to see them out and about in the coming months with a new spring in their steps. It was also great to see Lucille Murray at the Christmas Party. Only goes to say that when you attend these events you'll always meet some TLRC friends. Marlan

**ADMINISTRATORS/CHAIRPERSONS**

**Activities:**

- Conductor — Ann Tuma
- Historian — Rex Welker
- Sunshine — Ann Tuma
- Loop Editor — Marlan Woodside
- Membership — Theresa Bruno
- Web Designer — Jack Fowler
- Promotions — Louise Bailey
- Publicity — Mike Schmitt
- Ways & Means — Vacant
- Event Coordinator — Vacant

**Scale Chairs:**

- N — Chris Howard
- HO — Mike Bruno
- Toy Trains — Steve Pruitt
- O — Vacant
- G — John Bell

**Website Address:** [www.TehachapiLoopRailroadClub.org](http://www.TehachapiLoopRailroadClub.org)

**TLRC Email Address:** [tlrc\\_club@hotmail.com](mailto:tlrc_club@hotmail.com)

***THE LOOP***



**Tehachapi  
Loop Railroad  
Club**



**Monthly Newsletter of the  
Tehachapi Loop Railroad Club**

**Post Office Box 876**

**Tehachapi, CA 93581**

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Next Meeting Date: 14 January 2012 @ 10am

Location: Kelcy's Restaurant

110 West Tehachapi Boulevard

Tehachapi, CA