

Quincy Society of Model Engineers

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Robert "Bob" Turek

This issue of the newsletter is being dedicated to Bob Turek. I first met Bob after the 2004 open house when I sent him an email describing my interest in becoming a member. Bob and I instantly became friends. Bob would call me and ask me what we had going on down at the railroad and would even show up and take pictures for the newsletter making sure he got every piece of information he thought was important for the story (the newsman coming out). Bob would sit and tell me stories of watching the B&O when he was younger and history of railroading in the Quincy area, all of which I should have written down and did

not. When the Museum Ship LST 325 came to Hannibal I mentioned to Bob that I had taken that Monday off so I could photograph it coming into Quincy through the Lock, Bob was at my front door at 6 am with coffee and doughnuts ready to go with me. During the flood of 2008, I was initially away in Chicago. Bob doing the reporters job was keeping me informed as to what was going on. I remember Bob calling me on Thursday night after I had been on duty for 12 hours and very tired saying it's bad and you will be closing the railroad down. Friday night I got on the train to head home and with all the reports he was sending me I was able to keep the Quincy passengers in the loop as to what was going on even when we all thought we were never going to make it home as Amtrak was having issues keeping us rolling towards Quincy. During the flood I was told how valuable Bob and the folks at WGEM were during the flood of 93 and I listened to Bob on the radio talk about his proud moment when he got to interview President Clinton. I know there are people in the club that knew Bob for a much longer period than I had. On Sunday May 6, Mary and I spread Bob's ashes along the CB&Q mainline. Van said a few words and then we met at the Scoreboard to have a few drinks and talk about Bob.

Norfolk Southern Heritage Locomotives

Norfolk Southern announced that they will be painting 19 locomotives in predecessor paint schemes to help celebrate their 30th Anniversary of the merger between Norfolk and Western and the Southern Railway. As of this writing 10 have been completed. The Conrail Heritage was the first completed followed by Southern Railway and then Nickel Plate Road. The following is a list of proposed paint schemes.

- Central of Georgia Railway
- Central Railroad of New Jersey
- Conrail
- Delaware, Lackawanna and Western
- Erie Railroad
- Illinois Terminal Railroad
- Interstate Railroad
- Lehigh Valley Railroad
- New York Central Railroad
- New York, Chicago and St. Louis Railroad (Nickel Plate Road)

- Norfolk Southern Railway
- Norfolk & Western Railway
- Pennsylvania Railroad
- Reading Company
- Savannah & Atlanta Railway
- Southern Railway
- Virginian Railway
- Wabash Railroad
- Penn Central

Nickel Plate 765

Also along with the heritage units being painted, NS has also expanded on their new steam program from last year. NKP 765 will be running excursions out to Pennsylvania over Horse Shoe Curve and through Illinois to St. Louis. The Tennessee Valley Railway Museum has been running SR 630 (2-8-0) on several excursions and is working to get SR 4501 (2-8-2) running. Now if we could only convince NS to restore NW 611 (4-8-4) to running condition

Open House

The first Open House that we have held in two years was on November 5 & 6 2011. We had good crowds both days and at several times throughout the event we had traffic jams with people trying to get in. Unfortunately I took pictures but not being aware of how my Dana's camera worked I proceeded to delete them the following week. I saw a lot of repeat visitors from years past and many repeat visitors on both days. We all enjoyed a great meal and fellowship at the Keller residence.