

The Bluegrass Railroader

October 2026



Volume 54

Issue #10

Bluegrass Railroad Club September Meeting September 11, 2026

The September meeting of the Bluegrass Railroad Club was called to order by President Tony Gutteridge at 7:30pm, in person, at the Midway Museum, Midway, KY, and on Zoom, on Friday, September 11, 2026. There were 20 members present and 4 on Zoom. President Gutteridge welcomed everyone to the new meeting place at the Museum. The minutes of the August meeting were read and approved by the motion of Kevin Ellis and the second by John Hymer. The Treasurer's Report appeared in the September issue of the *Bluegrass Railroader*. Wes Ross moved to accept the report, it was seconded by John Stokes and approved. Joshua Johnson reported that he had not heard anything from the Horse Park concerning our display for this year; but that he will check with them.

John Hymer introduced discussion about the purchase of a third trailer for storage and transportation of the O and Garden Railway layouts. The Board of Directors recommended to the Club the purchase of this trailer. John said that it will cost approximately \$8,775.00. Richard Gibson made the motion to approve the purchase. The motion was seconded by Duane Culp and passed.

(Continued on Page 2)

October Meeting At The Midway Museum

The October meeting of the Bluegrass Railroad Club will be held at the Midway Museum, 101 East Main Street, Midway, KY, on Friday evening, October 9, 2026, at 7:30pm, and on Zoom. The program for the evening will be presented by Club Member Joshua Johnson. His topic for the evening will be: "DCC 101: I will cover the basics of DCC including what it is, how to implement it, and components required. I'll also discuss some basics of decoders and available manufacturers."

Bluegrass Railroad Club Board of Director's Meeting September 28, 2026

The September meeting of the Board of Directors was held on Monday evening, September 28, 2026, via Zoom. The following Officers and Directors were present: Tony Gutteridge, Larry Mitchell, Kevin Ellis, Joshua Johnson, Wesley Ross, Jerry Gorez, Tom Hornsby, James Chapman and John Hymer. The meeting was called to order at 7:29 pm by President Tony Gutteridge. Tony welcomed everyone to the meeting.

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

Treasurer Shelby Jett reported by e-mail that he was on vacation and did not have the financial records with him. He indicated that the main transaction during the month was the purchase of the trailer. This brief report was accepted by a motion of John Hymer, and a second by Wes Ross.

The October meeting will be held at the Midway Museum, 101 E. Main St., Midway Kentucky. Joshua Johnson will present the October program and Tom Hornsby will do the November program. Both programs will be on the use of DCC. In October Joshua Johnson will present: "DCC 101: he will cover the basics (Continued on Page 2)

October 11, 2026 Club Meeting Attend In-Person or via Zoom

The October meeting for members and guests is scheduled for Friday, October 9, 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?pwd=Z2R3a2hXNlovN3MxZDdsSFloV1RiQT09>

Meeting ID: 810 4337 8428

Passcode: 873302

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

Club Meeting(Continued from Page 1)

Larry Mitchell reported that he will contact the Shriners on October 1 to determine a date for our 2027 Summer Show. There being no further business, Larry Mitchell made the motion to adjourn the business portion of the meeting. The motion was seconded by John Hymer at 7:37pm, and approved. The program for the evening was the presentation by Jerry Rose on his research on railroad ties. (Editor's Note: Photographs from the evening are shown on page 4.)

Respectfully submitted,
Wesley Ross, Secretary

Model Railroad & Train Shows

58th Annual Cincinnati Model Train & Trade Show- October 10 & October 11, 2026. 10:00am to 4:00pm both days. Sponsored by Division 7, NMRA, Lakota West High School, 8940 Union Centre Blvd., West Chester, OH 45065.

50th Annual Dayton Train Show-November 7&8, 2026. 11:00am-4:00pm both days. Sponsored by Division 3, NMRA. Montgomery County Fairgrounds, 645 Infirmary Rd., Dayton OH 45317.

36th Annual Train Show & Sale - November 14, 2026. 10:00am to 3:00pm. Sponsored by Division 8, NMRA. Holy Family Parish Saffin Center, 3938 Popular Level Rd., Louisville, KY 40213.

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President	Tony Gutteridge	859-333-1155
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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

Board of Director's Meeting(Continued from Page 1)

of DCC including what it is, how to implement it, and components required. He will also discuss some basics of decoders and available manufacturers."

Joshua Johnson reported that the Kentucky Horse Park indicated that the Club could have a small layout for Southern Lights in the Visitor Information Center. They also indicated that there would be no security for the layout during the day. Joshua suggested that the Board consider using the Lionel Layout and covering it over each night after use. Joshua also indicated that Horse Park would supply a sign stating that the train layouts would be back next year. The Board decided to have Joshua confirm these plans with the Horse Park for the Lionel Layout for Southern Lights 2026. He also suggested that the set-up for the layout would be one week before the opening of Southern Lights. This year Southern Lights will be open November 27-December 31, 2026 (Closed on Christmas Day.)

Larry Mitchell reported that he suggested the second or third week-end in July to Shriners for our Summer Show. He will be back in contact with them to get a confirmed date. Joshua Johnson reported that he needed \$175.00 more in supplies for the HO Module project. Joshua made the motion and it was seconded by Jerry Goerz and passed. Wes Ross reported that he had received an e-mil from Richard Rink's daughter. She indicated that Richard was in an assisted living facility and did not do much reading anymore. She asked that the Club discontinue sending him newsletters. Wes did this and expressed both his gratitude and the thanks from the Club for all of Richard's past participation.

There being no further business, the meeting was closed on the motion of Joshua Johnson and the second by Larry Mitchell at 7:56pm.

Respectfully submitted,
Wesley Ross,
Secretary

L&N Depot in Frankfort KY In 2011



Photo by Wes Ross

Dr. Jerry Rose's Presentation At The Midway Museum

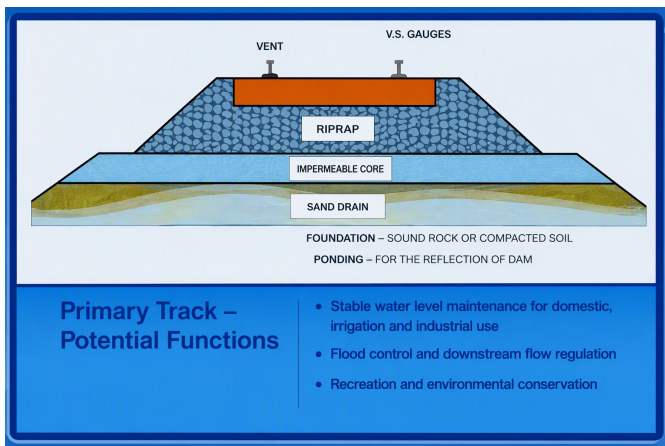
Photos by Larry Mitchell and Wes Ross



Dr. Jerry Rose, a long-time Chapter member, delivered an interesting presentation about his work with railroad ties. Jerry is a retired Professor at the University of Kentucky's College of Engineering, and he has worked with various railroads to improve the life of railroad ties.



Members of the Bluegrass Railroad Club at the September Meeting.



Dr. Rose showed this slide showing the complete track structure. The rail rests on the tie, which lies in riprap. The riprap is supported by an impermeable core, which rests on a sand drain. The entire assembly lies on a foundation of sound rock or compacted soil.



This is the entrance to the Leatherwood Tunnel in Eastern Kentucky. This tunnel was constructed in the 1940's, and when the ties were checked in the 2020's, the ties were still in good condition



In the photo to the left is a section of a tie that was removed from the Leatherwood Tunnel after 80 years of use. Note very little deterioration. The main reason for the condition of the tie was the fact that it was not subject to any weather conditions, because of its location in the tunnel.. This led to the development of a material that is applied to wooden ties today in an effort to protect them. A sample of this material is shown in the photo on the right..



The L&N Depot At Bowling Green



This feature is based on photos taken during the 2007 L&N Historical Society's Convention in Bowling Green Kentucky. Shirley and I attended this meeting. Unfortunately, the photographs taken by your Editor were staged because, there was no passenger service to the station at that time. Fortunately, both the station and the exhibits have been preserved by the present-day Historic Railpark and Train Museum.



The depot's full story is some 200-years-old, and it all began with the construction of the Louisville & Nashville Railroad line through Bowling Green in the mid-1850s. The first L&N Depot officially opened in 1859, and, it was celebrated by over 10,000 Nashvillians who wanted to travel north. By the early 20th century, upwards of 30 trains were stopping in Bowling Green on any given day.

A new – larger – and the current-day – L&N Depot was constructed and officially opened in 1925. The depot was built from local limestone from the White Stone Quarry, a spot whose limestone was also used to build landmarks on Western Kentucky University's campus, and even in Washington D.C. . The final passenger train left the L&N Depot in 1979.



Railroad Equipment At Bowling Green



RailPark describes this car as an L&N Presidential Car. Railroad historians are in agreement that this car is the oldest surviving passenger car manufactured by the Louisville and Nashville Railroad. The car was built at the South Louisville Shops in 1911. It is made of wood, and in 1942, was rebuilt by adding steel exterior sheeting and an ACF ice-activated air conditioning system.



The Towering Pine Number 3467 was one of a group of new 6 Section, 6 Romette and 4 Bedroom sleepers purchased by the L&N in 1951 and delivered in 1953. These lightweight sleepers replaced the aging heavy weight sleepers.



In 1944 the Louisville and Nashville Railroad placed a rail car order with the American Car and Foundry Company for 28 aluminum, lightweight, streamline passenger cars. Metal shortages during World War II delayed completion of the cars, but they were eventually delivered to the L&N in Fall of 1946. Number 270 was One Of four dining cars. It was originally built for the service on the Georgian.



The Caboose, pictured above, was donated by CSX Transportation and is a B&O Class C-27. It is one of 62 cabooses built for the B & O Railroad by the Fruit Growers Express Company at their Alexandria Virginia Factory between February and May of 1978. Note the number on the 2007 photo is L&N Number 497. The number on the caboose today is L&N 6497.



BEFORE: L&N Railway Post Office Car Number 1107 was part of a group of 27 cars from the American Car & Foundry. The cars were ordered in 1918.



AFTER: The photo on the right is my photo from 2007, when the Post Office Car arrived in Bowling Green. The car has now been completely refurbished to depict the history of the US Postal Service.

A Trip on RJ Corman's Memphis Line



On Saturday morning, October 6, 2007, participants at the convention took a trip on R.J. Corman's Memphis line from Bowling Green to Russellville, Kentucky, and return. The trip was powered by two Electromotive Division (EMD) GP-16 locomotives., numbered 1605 and 1601. Both were former Atlantic Coast Line units..



Photo above: L&N 363 was on the train. This car was originally built by ACF in 1922. It was rebuilt in 1962 and was used by the Vice President of Operations for the L&N. Later acquired by the Kentucky Railway Museum.

Photo Below: A RJCM-1299 Caboose. This photo was taken during the excursion at Russellville. The caboose is specific to the Memphis Line.



The two other cars on the train were owned by the Collis P. Huntington Chapter, National Railway Historical Society. **Photo above:** The Braddock Inn was constructed in 1949 by the Budd Company as a sleeper car for the Pennsylvania Railroad.

Photo Below: New York Central Number 38. was ordered in 1944 and delivered in 1947 by the Budd Company as a Buffet-47 seat Lounge car. Acquired by CPH from Amtrak.



STEAM NEWS

John Biehn

New York Central 3001 News...A steam locomotive that has sat at Elkhart's National New York Central Railroad Museum since the 1980s is leaving the city to undergo restoration in Ft. Wayne. The 3001 "Mohawk," a 4-8-2 steam engine, was built in 1940 by the American Locomotive Company and will travel down the tracks to the Ft. Wayne Railroad Historical Society to be restored. Brent Holaway, assistant curator of the National NYC Museum, said no other class L3a Mohawk NYC locomotives are in existence. "What you're looking at is a piece of history," Holaway said. "And the best way to preserve it is to put it in the hands of people who can care for it properly. It will be the only running NYC steam locomotive in existence once it gets to that point." Kelly Lynch, executive director of the Ft. Wayne Railroad Historical Society said the restoration will cost an estimated \$4 million. "It's going to take a lot of volunteer time, a lot of donations, and a lot of blood, sweat, and tears," Lynch said. Lynch added that the locomotive will be broken down into individual components as part of the process. "We're going to reduce it to kit form," Lynch said. "And every part that you see on this machine is going to be re-machined, remanufactured, restored and touched by hand at some point. That's going to be a years' long process," Lynch said. The restoration is expected to take more than two years to be completed. On September 4th and 5th, the National NYC Railroad Museum and the Ft. Wayne Railroad Historical Society invited the public to the museum for a special farewell to the NYC steam locomotive No. 3001, a locomotive known to generations of railroaders and museum visitors simply as "The Mohawk." (Thanks to Serenity Proffitt, WNDU/16 News Now)

Ghost Town & Calico Railroad News...The Ghost Town & Calico Railroad is a 3-foot narrow-gauge heritage railroad and attraction within Knott's Berry Farm. The railroad's locomotives, No. 340 and No. 41 have spent nearly 75 years together there. They have recently been reunited after several years apart while the twin steam engines underwent complete overhauls. Locomotive 340 returned to the Buena Park theme park in late June after a two-year restoration at the Durango & Silverton Narrow Gauge Railroad in Colorado. Locomotive 41 underwent a similar two-year rebuild in Durango before No. 340. "We did it in phases because we didn't want to completely close our Calico Railroad," Knott's Senior Mechanic Mike Arciniega said. Knott's engineer, fireman and mechanic Jacob Kern said locomotives 340 and 41 each have their own personalities. "They have their own quirks," Kern said. "They have their own unique sounds, whether it's the whistles, bells, or even just the sound of the engine running." Locomotive No. 340 (nicknamed Green River) and locomotive No. 41, (known as Red Cliff) were both built in 1881 at the Baldwin Locomotive Works in Philadelphia. Both are 2-8-0s. They arrived around the same time in 1952 after Walter Knott purchased the two steam engines, rolling stock, and even the rail track from the Denver & Rio Grande Western Railroad in Durango, Colorado. Walter Knott asked the Rio Grande for the nicest locomotives and they gave him locomotive 340, a poor steamer with a bad reputation. The 340's infamy likely insured her longevity because she was the least run locomotive in the Rio Grande fleet and the nicest engine as a result. Durango was the natural place for the twin restorations since both locomotives had come from the Denver & Rio Grande Western Railroad, which today serves as a home base for the Durango & Silverton tourist railroad. Now, after separate trips to Colorado, locomotives 340 and 41 are back together again running clockwise on an eight-minute route around the five-eighths mile track at Knott's Berry Farm. "It feels good to have the 340 and 41 reunited after a total of four years of restoration. It's nice to have both engines back, available and running in good condition," Arciniega said. "Steam locomotives constantly need work. There's constant upkeep, but this level of a rebuild should not be necessary for a long time." (Thanks to Brady Macdonald, Orange County Register, via Tom Schultz)

Kettle Valley Steam Railway News...A British Columbia excursion railroad has reopened after a devastating wildfire that killed at least one person and destroyed an unknown number of structures over the summer. The Kettle Valley Steam Railway was founded in 1995 to provide excursions along the historic Kettle Valley Railway, a subsidiary of the Canadian Pacific that ran from 1915 until 1988. The wildfire, known as the Bald Ridge Fire, began on August 7 near Summerland, B.C., home to the railway. The fire burned more than 50,000 acres and came very close to the railroad's station and shops. When the fire broke out on the afternoon of August 7, railroad crews began moving equipment down the line and out of harm's way. Included in this equipment move was the railway's primary power, Canadian Pacific N2b 2-8-0, No. 3716. The fire also forced the evacuation of tens of thousands of residents, so railroad employees were unable to access the shops and station area for a week. Finally, the railroad shared an update stating that its buildings and track had survived. Regular service eventually resumed on September 5, and as before, the trains are being powered by locomotive No. 3716. Locomotive No. 3716 was built by the Montreal Locomotive Works in 1912 and worked in southeastern British Columbia for much of its career, including on the Kettle Valley. From 1975 until 2001, the 3716 was part of the BC Rail Steam Fleet, along with "Royal Hudson" 4-6-4 No. 2860. The Kettle Valley Steam Railway is now using its fall schedule. Trains run on Saturday, Sunday, and Monday, at 10:30 a.m., and 1:30 p.m. on those days. For more information, go to <https://kettlevalleyrail.org/rides>

Steam in Washington State...The Polson Logging No. 70 has recently returned to service on the Mt. Rainier Scenic Railroad. This locomotive is a 2-8-2 "Mikado" type steam locomotive built by the Baldwin Locomotive Works in 1927. The locomotive spent years working the Polson Logging railroad hauling log trains. No. 70 was later purchased by Rayonier Corporation in 1945, and retired from service in 1962 when Rayonier purchased two diesels to replace their steam locomotives. No. 70 was eventually used by the Mt. Rainier Scenic Railroad in Mineral, Washington until the railroad's closure in May, 2020. However, during 2023, No. 70 was returned to service as the Mt. Rainier Scenic returned to operation. At the end of 2025, the locomotive went down for its 1,472 day inspection but after a surprisingly quick inspection and overhaul, the locomotive returned to operation during this summer. On selected dates in September and October, No. 70 will most likely be the power of three trains a day, departing from the depot at Elbe at 11:00 a.m., 1:15 p.m., and 3:30 p.m. These scenic trains operate between Elbe and Mineral, offering passengers a relaxing and

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STEAM NEWS (Continued from Page 7)

memorable journey through the beautiful Pacific Northwest. For more information, go to <https://mtrainierrailroad.com/steam-train-excursions/>

Reading and Northern News...The Reading & Northern passenger department has announced that steam locomotive, 4-8-4, No. 2102 will power Fall Foliage Train Excursions on Saturday October 17 and Sunday October 25. On both days, the excursion train will depart the Reading Outer Station at 9:00 a.m. It also will depart the Port Clinton Station each trip at 9:45 a.m., with an arrival at Jim Thorpe by 12:05 p.m. The Jim Thorpe departure time is at 4:05 p.m. Ticket prices range from \$99 to \$225 per person. Pullman Car Private Room is \$299. For more information, go to <https://rbmnrr-passenger.com/fall-foliage-reading>

Future Montana Steam...All across the United States, there are hundreds of old steam locomotives on display at museums, historical sites, and city parks. To most people, these relics look like a boiler atop big wheels covered in an intricate web of pipes, rods, domes and more. While they are interesting to look at, it can be hard to see these masses as anything more than cold, hard and lifeless steel. But for people like Larry Ingold, a steam locomotive is a living, breathing machine. That's why he's spent his entire career working on them and that's why he's excited to lead a small group of volunteers breathing new life into an old steam locomotive on display at the Historical Museum at Ft. Missoula. Today, in total there are about two dozen steam locomotives of various sizes throughout Big Sky Country. Among them is Locomotive No. 7. No. 7 is a 70-ton, three-truck geared steam locomotive built in 1913 by the Willamette Iron & Steel Works in Portland, Oregon. It was specifically designed to haul heavy loads on poorly built tracks, which was common on temporarily constructed logging railroads. Instead of having a long series of rods moving three or four large sets of wheels, these locomotives had complex vertical cylinders that powered smaller wheels through geared connections. The locomotives were known as "Shays" because they were designed by a locomotive builder named Ephraim Shay. For decades, these locomotives were built exclusively by the Lima Locomotive Works in Ohio, but when the patents for the Shay-type locomotive expired in the 1920s, the Willamette Company seized the opportunity to build the engines. Not too long ago, Mr. Ingold approached the museum about giving the locomotive a fresh coat of paint and sprucing it up. But as he and a small group of volunteers began working on the project, they realized that the locomotive was still in good shape. That's when Ingold realized that it might be possible to make the locomotive run again. Over that past few years, Ingold and his crew has taken everything apart, cleaned it up, and made repairs when necessary. They are also working with a contractor to repair the boiler. Having been involved with numerous steam locomotive restorations, Ingold said such projects can take years, so he's not providing a specific timeline for when people will see the locomotive run. However, he's confident it will happen within the next few years. Currently, there is a short stretch of track at the museum for the engine to be moved on, and if successful, Ingold said he hopes they can build more track for a longer run. The group has already constructed a shelter over the locomotive to protect it and the volunteers who work on it from the elements. If locomotive No. 7 runs again, it will be the only operating steam locomotive in Montana. Ingold said he's looking forward to showing people what a real live steam locomotive looks like. (Thanks to Justin Franz Distinctly Montana)

Chesapeake & Ohio 614 News...Progress continues on Chesapeake & Ohio 4-8-4 No. 614 at Strasburg Rail Road Mechanical Services. While not every phase of the work is highly visible, a tremendous amount of important restoration is progressing across the entire locomotive. Strasburg's skilled mechanical team continues to make steady progress throughout No. 614, including work on the frame, firebox, boiler, running gear, wheels, appliances, brake components, throttle, piping, spring rigging, and many smaller details that are essential to a restoration of this scale. Inside the firebox, work continues as preparations progress for installing replacement side sheets, the throat sheet, and lower firebox door sheet. Firebox staybolt work is also progressing. New flexible and rigid staybolts have been cut and are now moving through the next stages of machining, including boring and threading, before final installation. The 614's driving wheel centers have been trued in preparation for new tires. The tire replacement program is part of a broader mechanical effort that also includes the booster, crossheads, piston rods, spring rigging and suspension components. Each requires careful inspection and fitting, as the locomotive progresses towards reassembly. Alongside the larger structural and mechanical work, the restoration includes: air compressors, brake equipment, lubrication devices, valves, gauges, piping and throttle components. These parts may receive less attention than the boiler or driving wheels, but they are essential to the operation of the locomotive. In looking ahead, Strasburg's target remains a return to operation in mid to late 2027, subject to restoration progress, testing and required approvals. There is still substantial work ahead, and completing each stage correctly remains a priority. Strasburg is not simply restoring No. 614 simply to remember what she once was. They are doing this so another generation can experience her alive, under steam, and doing what she was built to do. (Thanks to Strasburg Rail Road Mechanical Services)

Union Pacific Receives First Two FLXdrive Battery-Electric Locomotives

LOS ANGELES — The first of four Wabtec FLXdrive battery-electric locomotives for Union Pacific have arrived in Southern California to begin testing, UP has announced. Two of the units are now on hand, with two more to arrive in October. Testing will be conducted in the greater LA area, UP says. The locomotives are powered by approximately 7,000 battery cells, providing 2.7 megawatt-hours of energy storage, and operate with zero tailpipe emissions. They will be tested in yard and local service.

