

Roundhouse Notes

Paducah Chapter
National Railway Historical Society
Jan—March 2016

Well it has been a delay of a few months getting this newsletter out. My work conditions changed recently and I have been extremely busy with the job and have not had the time to produce the newsletter since December. So we will catch up here with this one and continue on.

New Amtrak station proposed for Fulton KY .

From WPSD TV

The train station you may use to go to places like Memphis, TN or Chicago, IL could be getting an upgrade. Fulton, Kentucky's Amtrak station sees 5000 people a year. It's the busiest in Kentucky.

Jeff Campbell, who lives in the Twin Cities is spearheading a project to replace the current Amtrak station in Fulton with a new one. He wants to make the station more appealing.

"I think the changes would be phenomenal for the community in terms of pride, in terms of welcoming people in a good way," Campbell said. The new station would be built in front of the old one leading up to the tracks. Campbell says he'd like to recreate the grand station Fulton had in the 1920's downtown. At one point, that train station made them the "Banana Capital of the Nation". GreatAmericanStations.com says the name comes from trains carrying bananas stopping in Fulton to have their refrigerator cars serviced and re-routed. That train station was torn down in 1979, according to

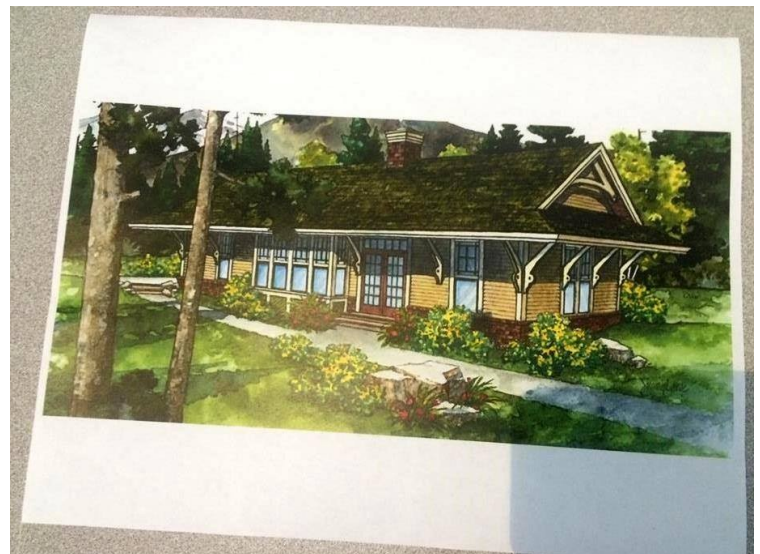
GreatAmericanStations.com.

"We have a very rich railroad heritage. You know, back in the day there were 32 passenger trains a day and the population would surge by 5000, 6000 people. We had two, 100 room hotels. We had the only opera house between Chicago and New Orleans. So, that's the kind of heritage that we carry," Campbell said. He's raised 83% of the costs through public and private donation or pledges. He hopes the community gets on board to help fund the last \$10,000 for the project.

If you are a train enthusiast or would like to help fund the project you can send a tax deductible check to the Twin Cities Restoration Foundation at 9399 State Line Road, South Fulton, TN 3825



Current "Amshack"



Proposed new Amtrak Station for Fulton KY

NEWS AND VIEWS

Bob Johnston

P&L: Work continues slowly but surely on Bluegrass I. John Deming who is helping coordinate the work, says that the number of different sub-contractors working in a confined space has caused some problems, but work is expected to be completed before February when the car is scheduled to be in Frankfort for the annual reception for the members of the Kentucky General Assembly. At our regular monthly meeting during the Christmas dinner at the Gondolier Restaurant, our chapter voted unanimously to donate two classic marker lights to the P&L for use on the car. These lights are believed to have come from the Illinois Central, and it will be appropriate for them to be used on an I.C. passenger car (perhaps one on which they were originally used).

NRE: On December 17th, I saw on the machine shop track a BNSF GP-38, 2576, in new paint so guess that contract is still going on. Also, that day saw behind the Tank Shop I saw a somewhat unusual looking locomotive in new blue & white paint, with reporting marks of NCCX 9121, and stenciled NOVA CHEMICALS and also ULTRA LOW EMISSIONS. I believe it to be a three unit gen set, which NRE has consider-

able experience in building. Nova Chemicals is a leading producer of plastics and chemicals with headquarters in Calgary, Alberta.....Otherwise most units in view have been the usual GMTX lease units, many still in UP yellow.

1518 DISPLAY: Allan Rhodes and John Maxwell have replaced at least every other of the large lug nuts on the smoke box cover, which was found to be loose, and have also got the headlight on, albeit with a low voltage bulb. John says the marker and number board lights will require more work, but plans are to get them on also. Hopefully, the city will get around to providing some badly needed security lighting. Allan is also working with Bruce Shulman of Paducah Printing to erect a sign giving a synopsis of the locomotive as well as Paducah's railroad history.

SANTA FE 2912: The 2912 is a former Santa Fe 4-8-4 on display at the Pueblo, CO Railroad Museum. Trains NEWS WIRE has reported in a story reminiscent of last year's work on 1518 in Paducah, that thanks to collaboration between several private companies, (G4 Coatings, Graco a paint sprayer company and Rust-Oleum), the engine received a badly needed blasting and paint job at a minimal

cost to the museum. According to newspaper reports, the blasting was done with a new process using high-speed mist instead of water and garnet dust instead of sand.

SKI TRAIN: Between 1940 and 2009, the Ski Train was a regular fixture between Denver and the slopes of Winter Park, CO. Originally run by D&RGW, the service was later taken over by private contractors until for various reasons it ended in 2009. The last company to operate was Anasco which used former Canadian National passenger cars and retired Amtrak F40PH locomotives. This writer remembers seeing the locomotives in 1988, in new paint at VMV Shops where they were rebuilt before going to Colorado. In March of last year Amtrak and Winter Park Resort teamed up to run two sold out ski trains, and their success is resulting in plans to reintroduce the service for the 2016-2017 season. (When the last service ended in 2009 the CN cars and the F40PH's were sold to the Algoma Central in Ontario, now part of CN).

TEXAS RESTORATION: The *Texas* was the "other" locomotive in the Great Locomotive Chase in the Civil War when the *General* was stolen by Union spies and run north over the

Western & Atlantic (later NC&St.L), but was pursued by its conductor in the *Texas*. For many years it has been on display in the basement of the Cyclorama building in Grant Park in Atlanta, and is now being transferred to the North Carolina Transportation Museum in Spencer for a major restoration, which is expected to be completed in late 2016, at which time it will be returned to the Atlanta History Center where it will be displayed in a glass walled enclosure, in a new Cyclorama Building where the famous Battle of Atlanta painting is displayed, and will be a focal point in Atlanta history. The *General*, of course, is on display at the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, where the Great Locomotive Chase began. A more detailed history and color pictures of both locomotives and their fascinating story may be seen in the Paducah Railroad Museum, in the gallery near the south parking lot door.

CP-NS MERGER FIGHT:

As predicted in last month's NEWS AND VIEWS, this saga continues, and the details would already fill a small book, but is still in preliminary stage. In short, after their first offer was rejected, CP made a "better" offer for NS stock with the price guaranteed during negotiations during which the railroad would be placed in a trust run by CP CEO, Hunter Harrison. This was also rejected as totally inadequate. Furthermore, NS dis-

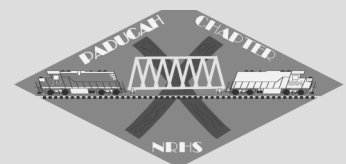
puted most or all of CP's claimed advantages to the merger, including Harrison's insistence that it would reduce congestion in Chicago. Many other railroaders also disagreed and said a merger would make little difference. Also, Matt Rose, CEO of BNSF made it plain that his railroad would intervene in any merger proposal, and if necessary, seek its own merger partner, probably CSX. On its part CP, backed by Pershing Square Hedge Fund which owns 9% of CP, has threatened a proxy battle with NS to either win over NS stockholders or get its own people in control of NS's board. Again, there is no end in sight to this battle of railroad giants.

MUSEUM: The museum had 215 visitors in December, much better than last year's 98; this was due to the big success of Amy's Polar Express story hour which attracted 210 visitors, primarily because of "sharing" on Facebook. We are now closed for January-February. Glen purchased a new NYC locomotive for the O gauge with steam engine sound track. The clock has been repaired at no cost to the museum by Michael Allen of Hickory, KY. We owe a big debt of thanks to him. Carolyn Rudolph will continue to work during the closure and will assist Curator Amy Blewett with display changes and upgrades, and archival work. The museum has recently received generous donations from member Dave Dewey and from the P&L Railway. We very much appreciate the needed money as well as their confidence. We have also received several nice donations in memory of Ron Alvey, and Ron's name has

been added to our memorial plaque.

Explanation & Disclaimer: As we begin the new year this columnist would like to reinstate that he receives information for the column from various sources including news media, the internet, conversations both personally and on social media with rail fans and rail professionals, personal observation, and much from TRAINS NEWS WIRE on national stories that I think readers will be interested in. I try to give credit to the latter but frequently do not. As usual, I would appreciate any corrections, suggestions, criticism, and especially any information on local railroading or unusual rail sightings you may know about. Just contact me or Editor, Charles Gibbons

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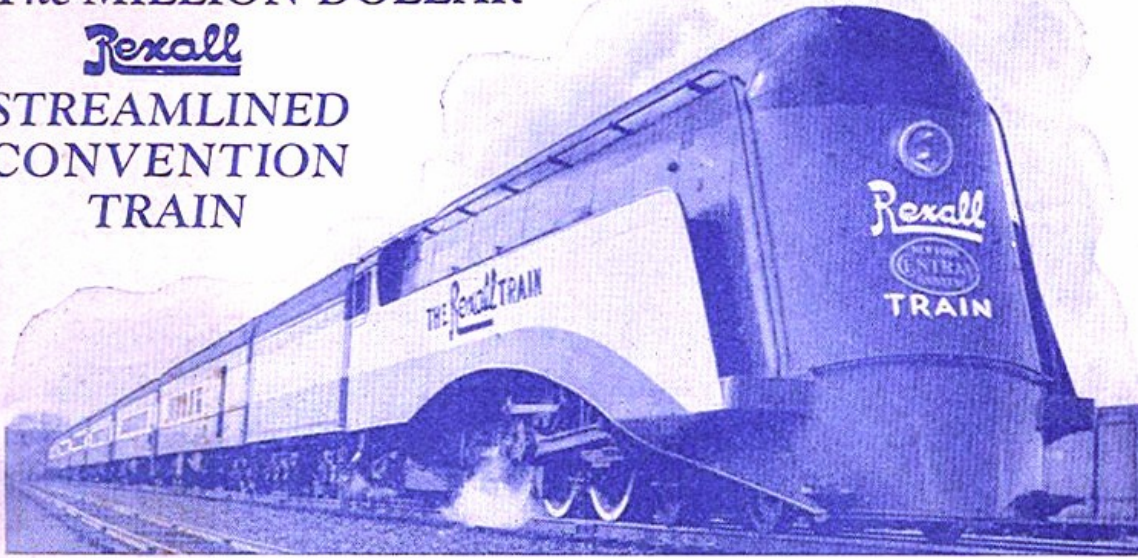
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Meeting *
Tuesday
April 12th
7PM
At the
Museum
Meeting
Room

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