

Roundhouse Notes

Paducah Chapter
National Railway Historical Society
April 2016

Department store Subway

How many department stores, or any store, can boast their own subway? Before the “Big Box Stores” cities and towns had a department stores. Some were national chains like Sears and some were local. Such was the case in Ft Worth Texas. Leonard’s Department Store built an operated their own private Subway system in 1963 that travelled between their downtown store and their outlying parking lots. Leonard’s was started in 1918 by

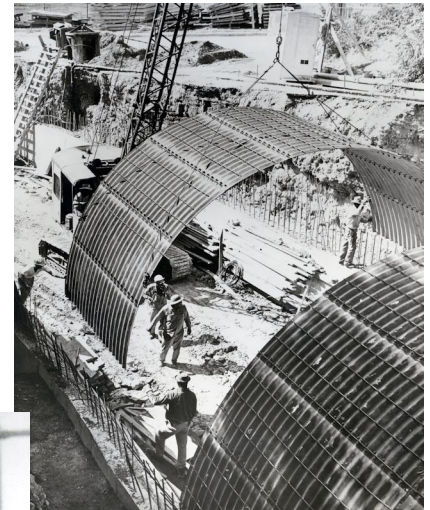
brother’s Marvin and Obie. The store started as a small grocery store that also sold salvaged merchandise and grew into a monstrous 6 block building that sold just about everything. The Subway was named the M&O Subway and was 1 mile in length. It traveled from 42 feet below the store to a 5000 car parking lot near the Trinity river. Each car could hold 100 shoppers and traveled at 36 mph. The cars were purchased from the D.C transit Co in Washington D.C. They were remodeled and had A/C added.

Radio Shack parent company Tandy Corporation bought the department store building in

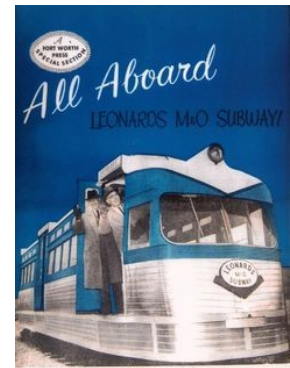
1974 , tore it down and built their corporate headquarters there. They retained and used the subway until 2002 when it was abandoned.



M&O Subway heading to Leonard’s Dept. Store in Ft Worth Texas circa 1963



Construction of Subway Tunnel



M&O Subway Brochure



Santa Subway at Leonard’s Dept Store Station.

NEWS AND VIEWS

Bob Johnston

RARE MILEAGE TRIP: On January 30th, Jack Johnston and I were privileged to be invited to ride Bluegrass I, P&L's newly renovated business car from Paducah to Louisville where it was to be transferred to Norfolk Southern for delivery to Frankfort where it was used for the annual reception for the Kentucky General Assembly. As usual R. J. Corman also furnished their Business/Reception car, plus two cars from their "Kentucky Dinner Train." for that reception.

Also riding with us as far as Princeton were representatives from I-5 Design of Paducah who designed the interior renovations. (As reported previously, renovations consisted mainly of stripping out the bedrooms and creating a large reception-bar area, plus replacing bathroom fixtures and kitchen equipment, and, importantly, adding a self-contained generator so the old power car is no longer necessary), and Danny Davis of Jackson, Mo. Davis is a principal with the Iron Mountain (Tourist) Railroad and also is an Air Conditioning Contractor in Jackson. He designed and installed the air conditioning and cooling for the car and went along as a trouble shooter to make sure everything was working OK. The first stop was made at Kentucky Dam for picture taking, then on the other side of the dam at Jessup (the coal terminal tracks) where Mr. Davis made an undercar inspection. After Princeton, the next stop was not until Central City for a crew change. (The one car train was pulled by two P&L GP 38s). After that we continued at the leisurely speed of 35 mph (the P&L long time limit) to Vine Grove near Ft. Knox where we stopped to pick-up Gary Lee, long time P&L employee and recently retired Foreman of Engines. Gary is the brother of Steve Lee of UP Steam Program fame. As we were pulling out, the engineer received radio notice that a car had hit an underpass at Ft. Knox, so we had to hold for almost two hours for it to be inspected. Unfortunately

this made us go through Ft. Knox and across the two newly rebuilt Muldraugh Bridges in the dark, but Gary who had been over the route many time, pointed out places of interest along the way and also after we reached Louisville. In addition, the rear facing headlight on the car gave us a good view of the track. The two electric marker lights the Railroad Museum gave for the car also looked good. After reaching Louisville, we had to go around a wye and make a reverse move into Oak Street Yards, which meant we were in the lead with the locomotives pushing. After detraining at Oak Street, John Deming, who had paced the train in his car picked us up and brought us home to Paducah (dropping off Gary at his home in Vine Grove). Of course there have been no regular passenger trains over this track since 1957, although some long time members of the Paducah Chapter recall riding to Central City and back as car hosts for the Ft. Wayne Historical Society 752 Steam Excursion in the late 90's. Jack and I are certainly grateful to P&L CEO Tony Reck, President, Tom Garrett, and John Deming who was the "overseer" and coordinator for the car's renovation for allowing us this wonderful opportunity.

FULTON STATION: You may have seen on Channel Six News or read in the Paducah SUN of the effort made by Fulton resident, Jeff Campbell, to raise around \$ 60,000.00 to replace the old, seedy, leaking mobile home Amtrak station in the Fulton yards with an attractive new structure. Reportedly the money has been raised and construction should be underway. The old classic downtown station (we have a photo in the museum) was razed after Amtrak eliminated all but one passenger train, the "City of New Orleans," through Fulton, and it was rerouted away from town to the yards. Kudos to Mr. Campbell for his successful effort, but unfortunately it does not eliminate the prob-

lem of the wee hours of the morning arrival of both north & southbound trains and the inconvenient location. However, at last reports, both the Fulton County Transit Service and the Fulton Police Department provide pick-up and delivery for passengers to and from the station to a downtown location.

"ILLINOIS CENTRAL EXCURSION": On January 30th, the Grenada Railway ran an excursion train sponsored by the Memphis Chapter of the NRHS, from Batesville to Grenada, MS, and an 80 mile round trip. The Grenada Railway which recently purchased the old I.C. Grenada District line is owned by Ed Ellis, formerly an I.C. brakeman in Paducah, and the train featured two E8 locomotives painted in I.C. colors and 10 cars, including domes. Because of Ellis' interest in the I.C. and passenger operations on many other roads he owns, it is widely believed that similar excursions may be in the offing, and according to some reports, even a steam engine may be brought in.

NRE/VMV: Since I spotted the Nova Chemicals gen set a while back, I haven't seen anything unusual at the shops; just the usual GMTX blue & white units, some still in UP yellow, and occasional CN's, P&L's, and BNSF's. I saw Mr. Bob Pedersen with his daughter and grandchild at "Little Obie," and he said business had been slow. At present there are thousands of locomotives in storage over the country because of the slowdown in the coal and oil business, which obviously would put pressure on the rebuild demand.

SOUTHERN COAL TERMINAL: I recently talked with Eric Chapman, an official with Southern Coal Handling which operates the river-barge terminal in West McCracken County on the

P&I. He said that because of the coal slow down they had been looking for other business and have handled a number of grain trains coming from the north and transferring to barges for shipment to the Gulf. Products included soybeans, distillers' grain, and corn gluten. Southern also owns the Calvert Coal Terminal.

EDGEWOOD CUTOFF: The March TRAINS featured an excellent eight page article on the famous and unique Edgewood Cutoff that passes near Paducah. It also includes a "box" story on the P&I. If you are a West Kentucky rail fan, you should not miss it, if you have not already read it.

FT. CAMPBELL RAILROAD LOGISTICS: On March 23th, Col. Kimberly J. Daub, Commander of the Sustainability Brigade, 101st Airborne Div., spoke to the Rotary Club of Paducah. Her talk included remarks about the rail capabilities at Ft. Campbell. They have two GP 38 locomotives (in army red) and 17 miles of on post track plus 18 miles of off post track. (The latter is what you pass over on I-24 just south of the Hoptown-Ft. Campbell Exit). This track connects the post to a marshalling yard just outside of Hopkinsville that connects with the CSX main. She said this yard enables them to deliver 100 cars to CSX in 30 minutes, compared to the old alignment which required going through the downtown which required 10 hours. Another comparison is that they can now process 240 railcars every 24 hours, compared to 120 every 24 hours previously. Since rail is their primary method to deploy unit equipment during real-world deployments, these improvements are obviously crucial to national security.

PRESIDENTIAL CANDIDATES AGREE! Three presidential candidates, one Republican and two Democratic agree on increased spending for rail infrastructure. Donald Trump has compared U.S. rail infrastructure unfavorably to China's and has said if elected he would "spend a lot of money on rail, road, and airports. Hillary Clinton has proposed spending

\$ 275 Billion on "infrastructure" over five years, and calls for building "a faster, safer, and higher capacity passenger rail system, although the exact amount of money proposed for rail is unclear. Bernie Sanders proposes \$ 75 Billion just for freight and passenger service and, like Trump, compares the U.S. and Amtrak passenger system unfavorably to that of Europe and Asia. (By contrast, most Republican politicians have historically favored eliminating AMTRAK).

CP vs. NS on MERGER: Since the last NEWS & VIEWS I have collected pages on this subject, but to summarize briefly, NS has rejected all of CP's offers, revisions, and revised again proposals for merger as too low, unrealistic, harmful, and unlikely for Surf Board approval. The plan has also been given a "thumbs down" by labor unions and railroad brotherhoods, and also by many shippers including UPS. On the other hand BNSF Executive Chairman, Matt Rose, has come out in support of rail mergers generally, but cautions they always come "in twos." While not endorsing the CP-NS merger specifically, he points the tax inversion advantage of placing their corporate headquarters under Canada's more friendly tax laws. At present it appears that despite CP CEO Hunter Harrison's aggressiveness and his success in other mergers and his group's turn-around of CP after that unfriendly take-over, that the NS take-over is going nowhere fast.....But stay tuned.

AMTRAK ILLINOIS PASSENGER: Despite Illinois Governor Bruce Rauner's threat to cut subsidies for various Amtrak Corridor trains including the two that serve Carbondale, Amtrak and the state have come to an agreement that insures continued service at normal for at least four months.

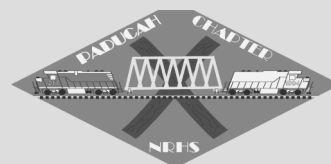
MUSEUM: The museum had soft opening on March 5th and Grand Opening with "Little Obie," on March 12th. Obie was a success with 173 adults and 103 children paid through museum, and, of course, many rode and did not come into museum. We got a good

story before-hand from the SUN and WPSD-TV was on hand and interviewed Logan. We were very blessed that rain held off all day. Despite the fact that crowds are down from previous years, it is good public relations and makes many parents and children happy.

Amy and Jack have added new exhibits and brought back some previous ones; Glen has the model trains running and has added considerable buildings, etc. It is still to be decided whether to put cloth or paint the base around the display.

FLASH! Shortly before this was written, we were approached by CEO Tony Reck and President Tom Garrett of P&L, who offered to give the Railroad Museum their former office building at 1500 Kentucky Ave. to be used for the museum. This is obviously a very generous offer, but would be a monumental task for our group. The officers and directors will meet as soon as possible to tour the building and begin consideration on how to make it work. Please feel free to give your input.

Roundhouse Notes



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Leonard's Department Store M&O Subway in Ft Worth Tx. Operated form 1963 to 1974 for the store then from 1974 to 2002 for Tandy Corporation.

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

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