

Roundhouse Notes

Paducah Chapter
National Railway Historical Society
June 2016

Paducah Shops

Here are some more historic photos of the Paducah shops. These photos are from Cliff Downey's Illinois Central Scrapbook facebook page.

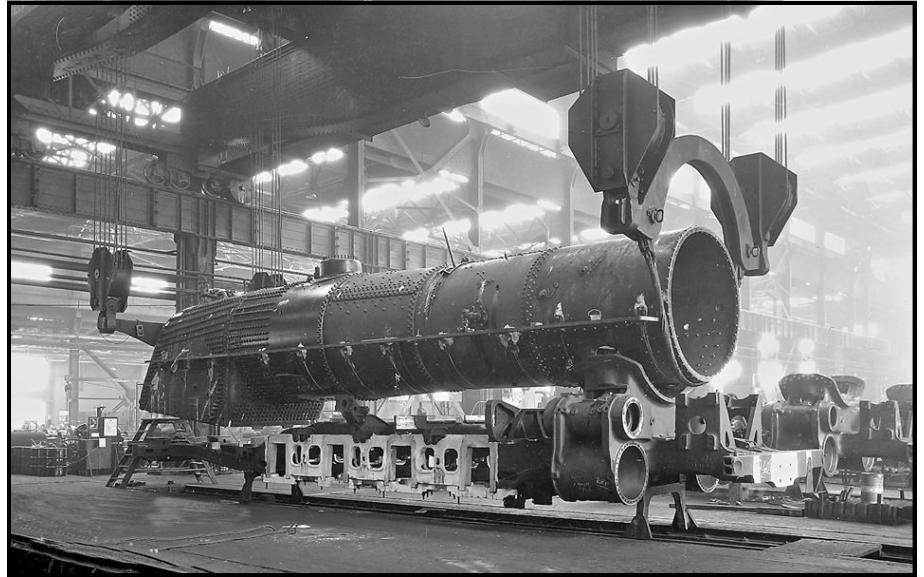
Between November, 1942, and August, 1943, the IC's Paducah (KY) shops built 20 new 4-8-2's, numbered 2600-2619. These were the only steamers built new at Paducah. Construction of the 2600's

was recorded by a series of photos taken throughout the shops, starting at the start of the process and going right the final product. Over the years I've collected about 20 different of these photos, some of which were taken by a local studio rather than IC's staff photographers.

(except from Facebook page)



IC Class 2600 in the rivet bay at the Paducah shops Circa 1943 Cliff Downey Collection Photo



Boiler and firebox for IC 2608 suspended over frame in Paducah Shops In 1943. Cliff Downey Collection photo



This 1954 photo shows a worker making adjustments to a set of locomotive drivers.



Diesel Build plate From Paducah Shops

NEWS AND VIEWS

Bob Johnston

MILEPOSTS: Marie Antoinette

“Toni” Monroe passed away on May 8th, 2016, after an extended illness. Toni was one of the original members of the Paducah Chapter, NRHS; although a 47 year Bell system service representative, her railroad interest was probably piqued by the fact that her father was a long time I.C.R.R. Electrical Supervisor. She was one of our most faithful and loyal members and volunteer hosts, for years showing up almost every Saturday and every special event, and she loved going on our “field trips” when that was a periodic practice. A life-long member of First Christian Church, she left no close survivors, except those who considered her “family” at Paducah Railroad Museum.....**Glenn Martin** died on April 20, 2016 in Kuttawa, KY. Glen was a resident of Princeton and founder and almost single-handed operator of the Princeton Railroad Museum, which opened several years before the Paducah Railroad Museum. He was a 37 year employee of the P&L and ICG Railroad and in addition to his railroad interest was an avid collector and preserver of Caldwell and Lyon County history. A few years ago after his health did not permit him to be able to take care of the museum, and no one stepped up to take his place, he had the contents auctioned with the proceeds going to the Princeton Library of which he was a strong supporter, and the building which he owned, sold.

Both Toni and Glenn were members of a generation to whom service to their community was a constant and normal practice

CONCERNS: Judy Alvey has had some heart problems that have required the inserting of stents, and

although she is still about and very active is still under her doctor’s care. Both Don and Janet Pollender, Glen’s parents have had recent hospital stays. Please keep all of them in your thoughts and prayers.

N.C. & St. L. 4-8-4 RESTOR-

TION: Once more a serious effort is underway to move this J3 class “Dixie” steamer from its 60 year home in Nashville’s Centennial Park two miles to the Tennessee Central Railroad Museum for restoration and return to service on the Nashville & Eastern (former Tennessee Central) Railroad. (4-8-4’s were officially known on other railroads as North-erns, but on the NC they were “Dixies”). The recently formed Nashville Steam Preservation Society has already received pledges of more than \$ 200,000.00 towards its goal of \$ 3 million to restore the locomotive and another \$ 2 million to construct a permanent visitor friendly home. Previous attempts to make similar moves have failed, but this one has the support of the city which owns the locomotive as well as that of the Museum which will make its fleet of vintage, restored passenger cars available, and the Nashville & Eastern which will provide a place to run. Also encouraging is the president and chairman of the new organization, Shane Meador, who led the Southern 630 and 4501 programs for Norfolk Southern’s 21st Century Steam at the Tennessee Valley Railroad Museum in Chattanooga, and who has assembled a team that includes NC&St.L Preservation Society President, David Ellenburg, TRAINS Editor Jim Wrinn, and steam locomotive expert Gary Bensman on the Board of Directors.

MOTOR CAR EXCURSION: On June 4th & 5th, my grandson, Kevin Higgins, and I took my Fairmont MT 19 on an excursion on the Great Smokey Mountain Scenic Railway. This tourist line is 50 miles long from Andrews to Dillsboro, NC, and was once part of the Southern Railroad’s Murphy Branch. It is a beautiful mountain railroad with bridges, tunnels, white-water streams and lakes, but challenging with steep grades, curves, and many grade crossings, some hidden, that the motorcars have to stop for before proceeding. Dillsboro is where the famous prison bus/train wreck for the movie “The Fugitive,” was filmed, and the wrecked bus and locomotive still lie along the rails. We ran from Andrews to Dillsboro the first day with stops at the Nantahala Outdoor Center and Bryson City, NC and spent the night at a motel next to the tracks. We reversed the route on Sunday in the rain, and the return requires ascending a 5% grade. Unfortunately the car in front of me stalled part way up. The one in front of him pulled and I pushed (every car is required to have a tow-bar), but due to the dead start and wet rails, we could not get traction, so the six of us (drivers and passengers) had to get out and push the three cars to the summit. This was my first motor car excursion since 2013, and the first on this railroad in five years. I know I’m getting a little old for it, but hopefully a grandson or another younger person will be available and I will make a few more. I first started in the mid 80’s from Murray to Bruceton, TN on the KWT short line, but now none of the surrounding short-line railroads allow motor cars.

P&L: In the Spring employee bulletin, "Rail Mail," CEO Tony Reck addressed the various pressures on the coal industry and how it has adversely affected railroads, both Class I's and Regionals. However, he points out that P&L Transportation as a whole has been very fortunate and with the exception of A&O (which is almost totally coal dependent) should see little change over the next few years. "P&L and EVWR's coal business is positioned to be very competitive for the foreseeable future. In addition these two railroads have both continued to grow their non-coal traffic and we plan to put even more emphasis on that business." (As an example of this in any drive through North Yard, it is not unusual to see ten to fifteen cars of lumber on hand.

NRE/VMV: There does not seem to be a lot of activity around the shops. This is not surprising as at this time the railroads have thousands of locomotives in storage due to the declines in the coal and oil business, which, of course, means there is limited demand for rebuilding or leasing additional locomotives which is what VMV's business is about. However, on a recent drive through the parking lot I saw several locomotives including: NREX 1405 Seapac and BNSF 3536, both switchers; a blue and white GMTX, CN SD 70's 8938 & 5978; and Grand Trunk 4906. The latter is a "Fallen Flag" railroad taken over by the CN about the time it took over the IC. For several years it was common to see GT locomotives bringing in the Fulton Turn (FUPD). Of course, the locomotive repair and rebuilding business has always been cyclical going back to IC steam days.

1518 DISPLAY: Recently a new sign was erected in front of the locomotive giving an over-view of rail history in Paducah in general and

locomotive 1518 in particular. For support for the sign, "rusty" sheet steel was purposely chosen as reminiscent of railroad construction, as for instance the bridge over Kentucky Dam. The headlight of the locomotive is lit, albeit dimly, and sidewalks have been laid on both sides of the display.

GENADA RAILROAD PASSENGER SPECIAL: On June 5th, Premier Rail Collection and the Grenada Railroad, both subsidiaries of Iowa Pacific Holdings, ran a 90 mile one way excursion from Horn Lake, MS (south of Memphis) to Grenada, MS. This is the former IC passenger main line and the locomotives and cars were in the traditional IC Chocolate and Orange. Our friend, Cliff Downey took the trip and reported a great time with several pictures posted on Facebook. As reported previously Iowa Pacific Holdings is controlled by Ed Ellis who started his railroad career as a brakeman for the I.C. in Paducah.

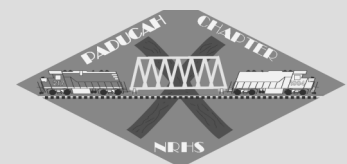
UP STEAM AND HERITAGE: The famous UP Steam Program has been dormant over two years as Challenger 3985 is dismantled, Northern 844 has been under renovation, and the Big Boy moved from California in still under rebuilding. Now, however, UP's Ed Dickens has announced that on July 23rd, 844 will return to pull the Frontier Days Special from Denver to Cheyenne and return. Ticket price for the trip and amenities is \$ 350.00. For the past three years the Special has been pulled by the E9 diesels that were rebuilt in the Paducah Shops a few years ago. Several members of our chapter rode behind a Special circular run around southern Illinois sponsored by the St. Louis Chapter, NRHS, and pulled by the E9's shortly after they were rebuilt. (My wife, Ann, won a drawing held on the train to get a cab ride from Belleville to East St. Louis; I got to drive

to Dupo Tower to pick her up). John Deming, Jack Johnston, and I have been privileged to ride on and behind 844 when Steve Lee was in charge of the program.

AMTRAK 188 DISASTER: In May the NTSB determined that this derailment, a year previous, that resulted in the death of 8 passengers, and injuries to hundreds was caused by engineer Brandon Bostian loss of "situational awareness" caused by his distraction caused by an emergency involving commuter train on an adjacent track, that caused him to enter a 50 mph curve at 106 mph.

MUSEUM: We had 234 visitors in April, and 132 in May. June results are not in yet, but attendance should pick up in July when the boat visits resume (and there are two new boats this summer). This means there will be a need for more volunteers as boat visitors often have many questions. Walter Bromley now has the CTC and Block signals lit and working again for which we are grateful, and will enhance the museum.

Roundhouse Notes



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IC Paducah Shops under construction in July of 1925

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

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