

# Roundhouse Notes

Paducah Chapter  
National Railway Historical Society  
Jan 2015

For the new year it is time for some historic stories.

*From The Paducah Sun  
April 23, 1902*

“Captain Jack” White a familiar employee of the Illinois Central, whose duty is to work about the depot yards, was fatally injured this morning at 7:45 o’clock by being run over by a train near the passenger station. Both feet were cut off, his back was mashed and his head badly crushed and cut. He died at 9:45.

The St Louis train had arrived discharged its load at the depot, and was backing into a sidetrack when a switchman noticed a coal bucket tumbling from beneath the wheels. An examination was made and Captain White found beneath the wheels, two coaches having passed over him. He was picked up and carried to the baggage room where physicians attended him, and subsequently conveyed to the railroad hospital.

It is supposed that the victim walking down the track picking up trash and paper, which it was his custom to do in cleaning up the yards,

and the coal bucket was always carried by him as a receptacle for the trash. The train backed upon him unawares, and none of the crew saw him until after the accident.

The mishap is deplored by every man who knew the aged unfortunate. He was 63 years old and a native of Cincinnati and had worked here for two years for the Illinois Central. He has a father in Cincinnati several sisters in Covington and one in California.

His duties were such as to carry him everywhere in the yards and he was well known among the railroad men. He lived in Little’s addition and has no family.

Coroner Peal is this afternoon preparing to hold an inquest over the remains which have been taken to Nance’s undertaking establishment to await advices from relatives in Cincinnati. It is not yet known what disposi-

tion will be made of the remains.

*It makes me wonder how long it took Captain Jack’s relatives to travel to Paducah and where was he buried.*

## Holiday Rates

*On account of Christmas and New Year’s holidays the Illinois Central railroad will on Dec 23, 24, 25, 30 and 31 and on January 1 Sell tickets on points on Southern lines and on St Louis division and to points on connecting lines east of the Mississippi river and on and south of the Ohio river, Cairo to Cincinnati inclusive and on end south of the C. and O. railroad Cincinnati to Washington inclusive at one and one third fare for the round trip good returning until January 3.*

*J.T Donovan, agent*



# NEWS AND VIEWS

*Bob Johnston*

**NRHS/PADUCAH CHAPTER:** As mentioned in an earlier NEWS & VIEWS, the NRHS has tried to reinvent itself, but with a new President, retains essentially the same structure. One difference is that the National dues bill has been sent to each member and is up to them to pay the national either by U.S. Mail or online. Meanwhile, chapter dues will be billed separately. In 2013 the venerable organization was down to 11,573 members, from 21,842 in 1994, its all-time high (about the time our chapter was organized and joined). As a reminder, all of our chapter's legal organization including the 503 (c) 3 certificate, and the State of Kentucky non-profit Corporation is in the name of: Paducah Chapter, NRHS.

**PAL GROUP:** There was good news at the annual PAL group Christmas Party. It was announced that tonnage on the three railroads (P&L, EVWR, A&O) was double in 2014 over 2013, most of the increase coming

from the EVWR. Also eight new dispatchers have been hired, and a new CTC system is being installed.

**NRE:** Not much of interest observed recently on the outside. On December 10<sup>th</sup>, I saw a GMTX 3301 SD 40, in NYC type black and white paint for Finger Lakes Railway, and on Jan. 5<sup>th</sup>, saw a Pan Am unit, I think the same one I saw previously in North Yard. On December 16<sup>th</sup>, I saw behind or next to the buildings, seven of the green & silver, FURX SD 40's that have been on the property for several years. No information on whether they were being prepared to go back on lease, or for some other purpose....The Sunday, December 10<sup>th</sup> edition of the Paducah SUN had a story by reporter Laurel Black on the NRE Shop, with an interview by President and General Manager Bob Pederson, who reported good business both domestically and export-wise with refurbished locomotives going to such locations as Australia, Saudi Arabia, and Kenya, recently.

The article gave a brief history of the facility, familiar, of course, to local rail fans, regarding its construction in 1927 by the I.C. R.R. at a cost of \$ 7 million, and its height of employment in 1942 of 1,447. After it was sold by the I.C. in 1987, it went through several transitions before being purchased by National Railway Equipment in 2002. NRE, headquartered in Mt. Vernon, IL, has a total of 13 locations around the world. The impetus for the article was the announcement that the shops were receiving their second annual award for working a million man hours without a lost time accident.

**AMTRAK:** Despite the fact reported in the last NEWS & Views, that Amtrak's ridership fell in the last fiscal year, it was announced that it had a 5<sup>th</sup> year of *revenue* growth, and covered 93% of its operating costs with ticket sales and other revenues. Its operating loss of \$ 227 million was the lowest since 1973, and 37% decrease from the

prior year. As usual, however, its future remains uncertain, especially with a new Congress with both houses controlled by Republicans who have historically been unfriendly to the passenger railroad.

**CHANGE AT INDIANA RAILROAD:** Long time Indiana Railroad CEO Thomas G. Hoback has announced his retirement effective June 30, 2015. Like the P&L, the Indiana RR is a progressive and profitable Regional Railroad, and a former Illinois Central property, and Tom Hoback and P&L CEO, Tony Reck, were contemporaries in the coal division on the I.C, before the split offs began. Hoback's announced successor will be Peter Mills, who is vice president of finance for CSX, and a member of the Indiana RR board. After the transition, he will move to Indianapolis. (On a personal note, several years ago I was privileged to be able to ride my motor car over a section of the IR, including the famous Tulip Trestle, one of the most awe inspiring railroad trestles in the eastern U.S.).

**KY DERAILMENT:** On December 15<sup>th</sup>, a CSX coal train derailed four loaded

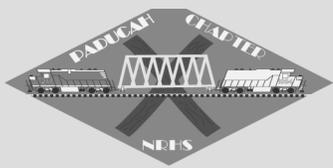
gondolas in a creek near Paris, KY, near Lexington. The busy single track, former L&N line handles a mix of traffic including intermodal, manifest freight, grain, and coal.

**OIL & THE RAILROADS:** The Paducah SUN on January 4<sup>th</sup> ran a story on how the drop in oil prices will affect the booming oil business on the railroads. The consensus seems to be not much. The cheapest oil seems to be from the Bracken area of North Dakota, served by BNSF and CP, and the only efficient way to get it to markets is by rail, plus the frack sand and other supplies go in by rail. Also, of course, the drop in diesel fuel goes directly to the railroads bottom line, just as it does the airlines.

**LOGAN & AMY ON AMTRAK:** Between Christmas and New Year's, Logan and Amy made a round trip from Poplar Bluff to Waco, TX (station stop-McGregor) on Amtrak's *Texas Eagle*. Hopefully in the next ROUNDHOUSE NOTES, they will give us an account of their trip.

**MUSEUM:** We had 292 guests in November, compared to 193 in 2013. In December we had 98 compared to 78 in 2013. In December 2012 we had 379, but there was a large Boy Scout group that year. The William Clark and Tilghman Civil War museums close in December. The electric bill received today was for \$ 400.00. Haven't seen the gas bill. No projects have been announced for the January-February closure, but Glenn continues to work on the O gauge layout. The museum has received a generous year end donation from member Dave Dewey. We appreciate his support, especially since he is in the river transportation business

### Roundhouse Notes



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**THE NEWEST GENERAL MOTORS DIESEL**  
*-world's most modern locomotive*

**Meeting**  
**Tuesday February**  
**10th**  
**7PM**  
**At the Museum**  
**Meeting Room.**

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