

Roundhouse Notes

Paducah Chapter
National Railway Historical Society
April 2012

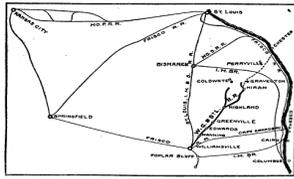
Ozark Trails

This month we are going to take a trip west over to Southeast Missouri to look at a line that is no longer in service that was

158

Report of the Railroad

WILLIAMSVILLE, GREENVILLE & ST. LOUIS RY. CO.



MAP OF MISSOURI LINE.

Organized January 24, 1884, under the laws of the State of Missouri.
Not a consolidated company.
General offices are located at Greenville, Mo.
President..... J. W. Vin Lohr, Greenville, Mo.
General manager..... H. B. Montgomery, Greenville, Mo.
General freight agent..... R. L. Heynacher, Greenville, Mo.

MILEAGE BETWEEN STATIONS IN MISSOURI.

Name of station.	Name of station.	Name of station.
Williamsville, Mo.	Greenville, Mo.	Hiram, Mo.
Hubert, Mo.	Edwards, Mo.	

Mileage main line, branches and spurs in Missouri.....	43.00
Yard track and sidings.....	14.42
Total mileage in Missouri.....	57.42
Total mileage entire line.....	57.42
Capital stock outstanding.....	\$250,000.00

located entirely within Wayne county Missouri. In June of 1888 Mr. Hiram Holladay founded the Williamsville, Greenville and Northwestern. It was chartered to head from Williamsville MO. to the Northeast. Track work was completed 12 miles to Greenville located on the St Francis River. In 1894 the railroad was re-chartered as the Williamsville, Greenville and St Louis Railway Co. The railroad was part of the Holladay-Klotz lumber company and was mainly a lumber railroad. The railroad did carry passengers and did have a timetable between Williamsville and the Northern terminus of Cascade. At Williamsville it connected with the St Louis and Iron Mountain & Southern Railway. (Of Jesse James robbery fame) The "Iron Mountain Road" eventually came into the Missouri Pacific Railroad.

The WG&STL (known by the locals as the Holladay road) had 11 stations along the line, Williamsville, Hubert, Edwards, Greenville, York, Burbank, Faulkner, Hiram, Burch, Graphite, Cascade (the Northern terminus) Of the towns that had stations 3 remain. Williamsville, Greenville (although not in its original

town plat because it was relocated a few miles north to make way for Lake Wap-papello) and Cascade. York is also known as camp 8 as it was the eighth camp in the building of the railroad.

There was still a church known as Camp 8 Church the last excursion I had over the old ROW. Hiram Holladay set up shop in Greenville as headquarters for his lumber company. He built a large 16 room Victorian mansion. He was a self-made millionaire and a very shrewd business man.



Hiram Holladay Mansion Greenville Mo CA 1930s

Hiram did not live to see his railroad disappear as he was shot and killed by his disgruntled brother-in-law in 1899 (Hiram was having an affair with his wife's sister who was also his employee). Mr. Holladay was 49. The railroad was sold in 1915 to the Ozark Valley Railroad. The timber in Wayne County was slowly drying up and the railroad was no longer profitable. The line was abandoned in 1918 and the rails

pulled up. In 1895 the railroad's capitol stock was \$1,500,000 by 1916 the company charter was declared forfeit by the Missouri Secretary of State for failure to file annual registration. The right of way exists as county and state highways in Wayne County. Camp 8 can be reached by taking county road 537 from HWY D and US 67 south of Greenville. Travelling



Greenville MO Depot Circa 1898

Northeast along the gravel road one will pass Camp 8. The railroad joins state HWY E near the town site of Burbank and not far from Hiram. The right of way makes a Northern turn and follows HWY C past Hiram and heads toward Clubb and Cascade. At Hiram state HWY C crosses bear creek on the old railroad bridge. The state highway dept. widened the decking for use as a highway bridge. The town of Greenville was the county seat and prospered for many years until the corps of engineers decided to dam the St Francis river, Greenville was moved about a mile and a half north and it never fully recovered financially as some of the towns businessmen chose to move to Piedmont. The town site of Old Greenville is a park maintained by the Corps of Engineers.

Records indicate that the railroad had at least two Baldwin steam locomotives #7 and # 8 which were 2-6-2 "Prairie" type. Number 8 was built in 1896 and number 7 was built in 1899.



Town site of old Greenville today



Greenville Depot Circa 1940's
It had become a service Station.

NEWS AND VIEWS

Bob Johnston

MILE POSTS: Jack and Kate Johnston are the proud grandparents of twin boys, John Henry and Emmet Michael Garrison, born March 1st. Sons of Matt and Lindsay Garrison..... John Deming's wife Nancy, had surgery at Vanderbilt earlier in the month. It went well and she is recovering nicely at home.... A former member of Paducah Chapter, and long time supporter of the museum, Anita Hodge, died March 26th; funeral services were held March 29th; our sympathies to her family..... Russell Badgett, 93, of Madisonville, died March 8th. He was one of the owner/operators of Badgett Coal Co., and the former Badgett Terminal rail/barge transfer terminal near Kentucky Dam.

SD 60's NEW HOME: The mystery of the former Oakway GMTX SD 60s hanging around VMV is solved. The March 4th TRAINS NEWS WIRE reports that six of them are being rebuilt by VMV for long term lease by New York, Susquehanna, and Western to replace a similar number of their current 6 axle fleet. Oakways 9016, 9044, 9061, 8067. 9094 and 9095 will have rebuilt prime movers, alternators, trucks, cooling fans, grids and blowers, and wheels; and numbers will be changed to 3800, 3802, 3804, 3806, 3808 and 3810. Five will be repainted in the NYS&W standard "bumblebee yellow & black," and the 6th will receive a "heritage paint" scheme similar to that used on their former RS fleet. The units are expected to be delivered in July and will be equipped with GPS, new fuel management systems, new narrow band radios, and new head of train/end of train systems. The railroad is also looking to replace much of its four axle fleet and in that regard, VMV also has on hand in new blue and white paint, GMTX 499, a 1500 h.p. modernized GP 15-2, that will be furnished to the NYS&W by GMAX to test for that contract. *(It's a little embarrassing to have to learn what's going on at a facility less than a mile from my house, from a national news service, but guess that's the way it is)*

MORE ILLINOIS CENTRAL HERITAGE: Last month's NEWS AND VIEWS mentioned Ed Ellis' Iowa Pacific's acquisition of former I.C. Observation car *Paducah*. Member Lou Jaquith sends additional information that this car was built by Burnside Ships in 1947, and was converted as a 24 seat coach-9 seat lounge-11 seat observation car for the Fulton-Louisville section of the new City of New Orleans and rolled through its namesake city many times. *(This train was usually pulled by ill fated I.C. Pacific 1146)*. After that section was dropped in 1949, the car was converted to a bar-lounge/observation car for service on the City of Miami. *(This writer may well have ridden in it, as I was a passenger on #52-53, several times in that era)*. Thanks to Lou for this information from the Pullman-Standard Library..... TRAINS NEWS WIRE now reports that Iowa Pacific has acquired Arizona Eastern E-8 6070, and it is now in the Wisconsin Southern paint shop in Horicon, WI to have its SP silver and black replaced by I.C. chocolate and orange. It will be given its former C&NW number of 515; it was built as C&NW 5039B in 1953. Also, former C&NW E-8, 518, (originally 5030A) is at the National Railway Equipment Ship in Silvis, IL, already painted in I.C. colors.

MORE HERITAGE: Norfolk Southern is following the lead of Union Pacific by announcing that it will paint 19 units, both EMD and GE in the paint schemes of its predecessor roads, going back to the early 1800s. This first two completed are from Con Rail and Nickel Plate.

TRIP TO THE PAST---AND BACK: On March 30th, members Bill Wood, John Rogers, and I, took a day trip around southern Illinois, Bill driving. Going first to Harrisburg, we turned toward McLeansboro on 137, following along the path of the old Big Four, then crossed the brand new spur of the Evansville Western and followed the EVW main line to Dahlgreen, where we stopped to check out the old depot built in 1872 by the St. Louis

and Southeastern, predecessor of the L&N. Amazingly, although it has not been "restored," neither has it been much disturbed with its waiting rooms, freight room, the agent's window with its ticket drawer, the tariff case, the platform scales with its weights, the Warm Morning stove, and the levers for the semaphore all intact. Two hy-railers from the EVW passed headed west while we were there. We then proceeded past Belle Rieve where we crossed over the Edgewood Cut Off and a south bound train, and made our way to historic Bluford, once a major railroad town. We first visited the remains of the huge ice house where thousands of refrigerator cars of bananas and other perishables once were re-iced. The brick walls and some of the machinery are still intact, but the sidings were gone and the pillars that held the conveyor to the tracks covered in the weeds. We then went around to where the large yards once were. One can still pick out the curb outline of the 12 stall round house; the boiler house was gone, but remnants are still there and the smoke stack still rises high into the air with the ladder on its side that could be climbed if one had the nerve. The looming cooling tower is still back in the trees, but its access tracks gone, as are the hotels and cafes that once served the train crews. Just south, the NS, crosses over the CN, and a west bound freight passed there. Among the ruins of the old yard, there is a new metal building of CN's "Central Division," It was manned by a friendly signal maintainer responsible for 40 miles of track. He showed us on his computer that a north bound was entering the block and would pass in about 10 minutes, so we waited and saw a long mixed freight headed by two CN GE units, the lead being 2099, go by at track speed, around 60 MPH. South of Bluford the signals are CTC, and north are Automatic Block Signal. *(The end of iced refrigerator cars, the demise of steam, improvements in operating practices, and changes in work rules are some of the reasons that once booming Bluford has become almost a ghost town).*

We then proceeded west to Wayne City,

where we stopped for lunch, and then on to Mt. Vernon where we crossed the NS (former Southern), the UP (former Mo-Pac, nee C&EI), and the EVW (former L&N). Bill and John both having once lived in Mt. Vernon, we visited several landmarks significant to them, and then found the National Railway Equipment headquarters and locomotive rebuild shop where we saw many locomotives of various makes and stages of repair. (NREX is the owner of VMV PADUCAHBILT). Their shop was the former L&N car shop.

We then turned back south, and near Thompsonville we made a right off the highway to the large, new Sugar Creek Coal Mine, owned by McClas Mining, which is on the Cut-Off, (or as the old I.C. hands refer to it, "the Bluford District.") It is also at the end of the 15 mile spur from the EVW we had crossed earlier near McLeansboro, and which was referred to in Tom Garrett's talk to the chapter meeting reported in the February NEWS AND VIEWS. We went over the CN tracks and up a hill on a bumpy road between the two railroads to get a better view of the large operation where a long conveyor brings the coal from the mine over the Cut-Off to a loading facility used by both railroads, quite impressive!

We then turned toward El Dorado, following the El Dorado District branch line to Galatia, where another mine is located with a conveyor going over the highway, and finally south back down 145 to Metropolis and home. It was a very successful day of rail faning that brought home how railroads in our area have evolved and changed over the years.

P&L: Latest word is that the move into the new building will be completed on April 5th. I was fortunate to be given a tour by Mike Favre. It is quite impressive with the lobby and reception areas being similar to an upscale hotel. The official address will be on Clark Street, NOT Marine Way (former South 2nd St.). Plans for their current headquarters at 1500 Kentucky Ave., the former Illinois Central Division office, are indefinite.



P&I: Installation of new crossing gates at Pines Road is underway. How the intersection of N. 34th St. will be handled is now yet clear. There will also be upgraded wiring and controls at Central Avenue, but no gates. Apparently because it is single track, while Pines Road is double track. **(Editors note: It appears that there will be 3 gates at the pines road crossing. CN has brought in 3 gate foundations one of which is for 34th st)**

NICKLE PLATE 765: This 2-8 -4, familiar to many of our members because of the Paducah-Central City excursions a few years ago, will be used this summer for employee only excursions on the Norfolk Southern. They will be for employees who have performed "above and beyond the call of duty," and will be part of NS's 30th Anniversary Celebration. It will visit Lima (its birthplace), Elkhart, Muncie, Bellevue, and Toledo.

PROGRESS/EMD: On 22nd, six BN SD- 60's and two GP 38's, one from Soo, and one from CP, moved by P&L to Mayfield. EMD has announced that the plant in London, Ontario will remain open long enough to complete work on 13 SD 70 ACe's for UP, and 15 more for the EMD/Progress Lease fleet.

CN: CN has announced plans to acquire 35 new ES 44 AC's and 30 new SD 70 ACe's during 2013 and 2014. This will be the first AC's for CN. They also plan to buy 42 used GE-8's, 11 leased GE-8's, and 43 used SD 60's, all of which will be upgraded to CN standards. (Hopefully, this will mean work for VMV and/or Progress Rail in Mayfield. ...CN has also answered Amtrak's complaints about CN willfully delaying Amtrak trains, saying that they made nine proposals to improve infrastructure (which would have to be paid for by Amtrak) to improve service, and that Amtrak did not consider circumstances beyond CN's control.

HOMEWOOD TRAIN DAYS: Home-wood, Illinois' Ninth Annual Train Days will be May 19th and 20th. There will be many activities, displays, and events for rail fans. For more information, check the web.

MUSEUM: The museum has had 676 visitors during March (including 450 for "Little Obie"), an increase of 76 from last

year. This includes 17 from a tour group from Greenville, KY, and we have another tour group of 30 from Royal Tours in Indiana scheduled for April 17th. It seems we are getting on the radar for tour groups which is good. "Parenting" Magazine had a good article about the museum in their March issue, which was good publicity. The boats will start back in May so we will need more volunteers, plus for the quilt show from April 24th to 28th. Please put that your calendar. The locomotive simulator is a big attraction, and hopefully the Maxfields will be able to train some more volunteers so they will not be so tied down. We certainly appreciate the many miles they have compiled between their home in Cave in Rock and Paducah.

PROGRAM: Dick Kastas has reached across the Ohio to bring us a great program. Edward Bridges will talk about the venerable Crab Orchard & Egyptian Railroad. They run two separate but connected rail lines in Southern Illinois. They are famous for once having steam operated freight service after most roads had dieselized, plus also providing passenger excursions. They interchange with the UP and the BNSF. It should be a very interesting program. Please come and bring a friend.

The program will be at our regular meeting. Tuesday March 10th at 7pm in the 2nd floor meeting room of the McCracken County Library. Bring a guest.

Roundhouse Notes

Published monthly by the Paducah Chapter,
National Railway Historical Society. *Send your
news, photos to:*

Editor — Charles Gibbons
oldradiorepair@bellsouth.net

President.....	Logan Blewett
Vice President.....	John Deming
Secretary.....	Charles Gibbons
Historian.....	Jack Johnston
Treasurer.....	Glen Pollender
Program.....	Dick Kastas
National Director.....	Bob Johnston
Directors.....	Dick Kastas, Charles Gibbons, Logan Blewett

Membership — Charles Gibbons
3409 Central Avenue, Paducah 42001

106
Williamsville - Greenville & St. Louis Railway Co.

GENERAL OFFICERS.
 Greenville, Mo.

J. T. LONG, President.	St. Louis, Mo.
J. K. BLAIR, Vice-President,	Buffalo, Kan.
J. W. PERRY, Secretary,	St. Louis, Mo.
WM. B. KENNEDY, Treasurer,	Greenville, Mo.
C. A. LONG, General Manager,	"
G. A. LONG, Superintendent,	"
W. B. ROSE, Purchasing Agent and Traffic Mgr.,	St. Louis, Mo.
E. H. GAMBLE, General Counsel,	Kansas City, Mo.
D. H. GLASS, Consulting Attorney,	Bushville, Ill.
H. H. RHODES, Auditor,	Greenville, Mo.

No. 3	No. 9	Mis	May 26, 1906.	Mis	No. 24	No. 10
<i>(Iron Mountain Route)</i>						
	8 20 P M	0	lve.... St. Louis....arr.	145		5 20 P M
	1 35 A M	145	arr. Williamsville..lve	0		10 57 A M
† 2 00 P M	† 8 00 A M	0	lve.. Williamsville..arr.	25	12 40 Noon	7 15 A M
2 20 "	8 20 "	6	..... Mannings	19	12 15 "	6 55 "
2 50 "	8 35 "	13	..... Edwards.....	15	12 00 Noon	6 40 "
2 45 P M	8 45 "	12	arr.... Greenville....lve.	13	11 50 A M	† 6 30 A M
	9 15 "	12	lve.... Greenville....arr.	13	11 20 "	
	9 40 "	28	..... Highland	7	11 00 "	
	10 00 A M	25	arr..... Hiram.....lve.	0	† 10 30 A M	

New line (31 miles) is completed and will be regularly operated at an early date.
 Trains marked † run daily, except Sunday.
 STANDARD—Central time.
 Have track connections at Williamsville with both Iron Mountain and Frisco Systems.

*Time Table for the Williamsville, Greenville & St Louis Rwy. From May of 1906
 See story on front page.*

Gosh! Its almost time for the meeting! We sure don't want to miss it.

**TUESDAY
 April 10th
 7 PM
 MCCRACKEN
 COUNTY
 LIBRARY
 SECOND FLOOR**

Roundhouse Notes
 % Charles Gibbons
 3409 Central Ave
 Paducah KY 42001



*P&L New Headquarters Building Downtown Paducah
 - Mike Favre Photo*