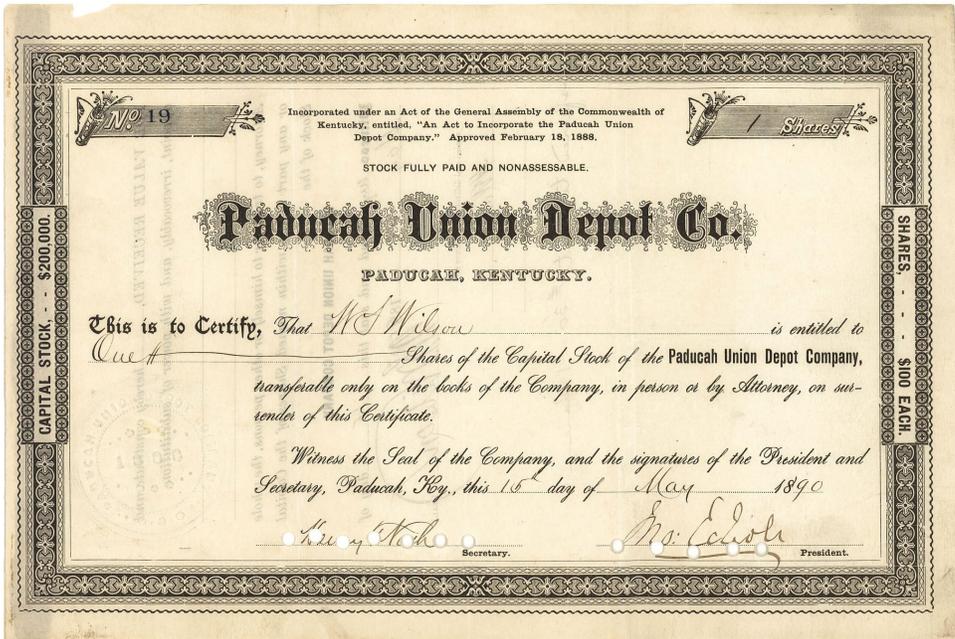


# Roundhouse Notes

Paducah Union Depot co.  
Photos from Cliff Downey's  
Collection

Paducah Chapter  
National Railway Historical Society  
April 2018



for IC's passenger trains, since they had to leave the mainline and then twist their way through city trackage a couple miles to reach the depot. In January, 1900, the IC opened a new depot at Brown Street, along the IC's mainline and passenger trains quit using the old PUD depot. Afterwards, the old passenger depot was remodeled for use as a freight depot and a 48' x 420' one-story extension was added. Around 1983 the building was demolished.

PUD 0-6-0 1 was added to IC's roster. The locomotive was first renumbered IC 191, then 193, and finally IC 199. Although it changed numbers, it stayed in Paducah until retirement in 1926.

The Paducah Union Depot Company survived, in paper form at least, until March 21, 1912, when it was conveyed to the Chicago St. Louis & New Orleans Railroad. The CStL&NO was a "paper railroad" formed by the IC in 1877 and was the legal owner of most IC-operated trackage south of the Ohio River.



IC Depot Converted to Freight house.  
6th and Campbell St, Paducah KY  
Circa 1920

From Cliff Downey's IL Central Scrap book page on facebook:

On February 18, 1888, the Kentucky legislature passed a Special Act incorporating the Paducah Union Depot Company. This new railroad was a joint venture between the Chesapeake Ohio & Southwestern Railroad and the Chicago St. Louis & Paducah Railroad. The CO&SW operated the line between Fulton, KY, and Louisville, KY, which later became part of the IC's Kentucky Division. The CStL&P was building south from Centralia, IL, towards Metropolis and Brooklyn, IL (later renamed Brookport), and was planning to ferry freight and passenger trains across the Ohio River to Paducah. On March 1, 1888, before this line was completed, the CStL&P was consolidated into the the St. Louis Alton & Terre Haute Railroad.

By the late 1880's CO&SW's existing passenger station in Paducah was quickly deteriorating. Meanwhile, the StLA&TH needed a depot in Paducah. Instead of

building separate depots, the two railroads joined forces and formed the Paducah Union Depot Company. The PUD oversaw construction of a depot at the corner of Campbell and Sixth streets near downtown Paducah. In its original form the building measured 44' x 48 and had three stories. PUD also oversaw construction of tracks connecting to the CO&SW plus a ferry incline on the Paducah side of the Ohio River. All told, PUD laid approximately 4,000 feet of track. 0-6-0 number 1 was bought new from Schenectady Locomotive Works to switch the passenger depot and the ferry incline. Construction of the depot began in mid-1888 and was complete by the time StLA&TH ran its first train into Paducah on December 3, 1888.

The IC took control of the CO&SW and StLA&TH in the mid-1890's. Then on July 1, 1898, the IC leased the PUD, although it had assumed operations of the depot and ferry inclines years earlier. Although it was only a few years old, the PUD depot was not conveniently located

# NEWS AND VIEWS

*Charlie G*

*From a 1912 Illinois Central Magazine*

**Test of Mikado Type Engine, No. 1604,  
Over That Portion of the Fulton District,  
Paducah to Fulton, South Bound By G. E.  
Galloway, Trainmaster, Fulton, Ky.**

CREW: Engr., J. S. Spimer, fireman, E. Morrison; conductor, J. N. Moore; flagman, T. E. Corkron; colored brakeman, Buck Hendon.

Heaviest Grades as Follows:

- A. On Mile 230, entering south end of siding at Krebs; straight track; grade 49 ft. to mile.
- B. On Mile 232-3, between Krebs and Boaz, 53 ft. to mile and 2—degree curve.
- C. Located on Mile 248-9, 42 ft. to mile; water tank stop and entering and leaving siding at Mayfield.
- D. Leaving from the south end of siding at Pryors. Mile 254; ascending a 50 ft. to the mile grade on Mile 255; level track for short distance, then ascending 49 ft. to the mile, onto ascending grade of 61 ft. to the mile, Mile 256.
- E. Starting from a dead stop at the north siding switch at Wingo, Mile 257, with train on descending grade of 20 ft. to the mile; engine on level track immediately descending short grade of 53 ft. to mile, onto ascending grade of 35 ft. to the mile, onto ascending grade of 55 ft. to the mile, located on Mile 258, known as South Wingo Hill. From the top of this hill descending grade of 62 ft. to the mile, then a dip onto an ascending grade of 55 ft. to the mile; level track for a short distance and then onto a grade of 60 ft. to the mile,

located on Mile 260, and known as Guill Hill.

- F. After ascending a short grade of 53 ft. to the mile on Mile 266 onto a 21 ft. to the mile ascending; then descending 19 ft. to the mile; ascending a grade of 47 ft. to the mile for a distance of one-fourth of a mile. Then ascending 57 ft. to the mile around a degree curve; known as Fulton Hill.

Type of Engine: Mikado. Light weight: 243,650 lbs. Under Steam and Ready for Service: 283,850 lbs. Light weight of Tank: 70,000 lbs. Nine Thousand Gals. Water, 75,000 lbs. Fifteen Tons Coal, 30,000 lbs. - Total weight Tank Loaded for Service. 175,000 lbs, Plus Weight of Engine, makes Total weight 458,850 lbs. Or in Tons, 229 Tons. Cylinders: 27 x 30 ins. Diameter of Driving wheels, 63 ins. 48 Tractive Force, 51,630 lbs. Theoretical Hauling Capacity Behind Draw Bar over a Grade of 60 feet to the Mile, 1,981 Tons. Steam Pressure, 175 lbs.

Engine in First Class Condition and No Defects. Report of the Actual Performance of Engine 1604 with a Train of 33 loaded Cars, Total Gross weight of which was 2,041 Tons.

Left Paducah at 9 :25 A. M., July 23, 1911, proceeding over level track 3% miles to Krebs; arriving at Krebs at 9 :37 A. M. Stopped with entire train on a 49 ft. to the mile ascending grade with engine at the north switch at Krebs doubled.

The train was then coupled together and backed a train length north of the switch, placing the entire train and engine on level track. After making several attempts to start the train from this point and cutting off one car at a time, the engine was finally successful in hauling 1,852 tons over

the 49 ft. to the mile grade, this test being completed at 11:01 A. M.

Left Krebs at 11:50 A. M., bringing train down to 4 miles per hour with caboose standing at south switch, as occurs in actual operation (in order that flagman might close switch and catch caboose) which placed train on a descending grade of 38 ft. to the mile. Starting from a speed of four miles per hour to test pulling capacity over grade B, engine stalled with train on a two-degree curve on Mile 233, having taken 14 minutes to reach this point from time of leaving Krebs. Cars were cut off at this point, one at a time and attempts made to start train, and after making three attempts with 1,719 tons, the engine succeeded in starting this tonnage and hauled it to the top of grade B, consuming 13 minutes from the point started to the top of the hill, which is a distance of less than .7 mile. The train then proceeded, leaving the top of grade B at 12:20 P. M. to Hickory, Kentucky, there being no heavy grades to test between the top of grade B and Hickory with the exception of a short grade just north of Lang's spur of 70 ft. to the mile, onto 40 ft. to the mile. This grade, however, is located just south of a descending grade of 26 ft. to the mile, and on account of the momentum, gives little or no trouble.

The train stopped at Hickory at 12:58 P. M., to give attention to a hot journal, leaving that point at 1:08 P. M., train at this point standing on level track, and entire train started without trouble, arriving at Mayfield, Ky., at 1 :22 P. M. Cut engine off at north switch at Mayfield, which is on a 42-ft. to the mile grade. The tank was spot-ted for water and examined at that point and found to contain 10 inches of water. Tank was refilled at Mayfield to its full capacity, and pulling test commenced at 1 :37 P. M. to ascertain what this engine would haul into siding at Mayfield, which is referred to as grade C. After making six attempts to start the entire train, caboose and two cars were cut off, aggregating 136 tons, one car of 60 tons having been set out at Mayfield, and

after making five attempts this engine was successful in handling 1,852 tons into the siding at Mayfield. The train then remained on siding at Mayfield from 2:10 to 2:54 P. M., at which time, the engine, after making three attempts, was successful the fourth time in starting the entire train of 1,981 tons out of siding at Mayfield, completing the movement out of the siding at 3:06 P.M., it having taken 12 minutes to pull the train out of the siding. The train was then slowed down to 4 miles an hour with: the caboose at the south switch at Pryors. Starting from this

boose at the south switch at Water Valley; the train and engine at this point being on a grade of 13 ft. to the mile ascending, and hauled the 1,981 tons successfully up the 53, 47 and 57ft. to the mile grades shown as grade F, arriving at Fulton at 5:12 P. M. After hauling the train to the New Yard at Fulton, the water in the tank of the engine was measured and found to contain 11 inches. It was estimated from measurements of the tank before leaving Paducah and on arrival at Fulton, that 7% tons of coal were used on the trip. Full steam pressure was maintained at all

theoretical rating, over maximum grade of 60 ft. to the mile, but we do not feel that with good weather and dry rail that we will have any trouble in hauling with a solid train of loads 1,800 tons. We will also make additional tests after the enginemen become thoroughly familiar with the handling of this engine, and it has become more thoroughly broken in.

*As you can see there was a lot to testing and engine and getting one started at various places on the line through Mayfield to Fulton in 1911.*



point with a portion of the train on level track and a portion on a grade of 17 ft. to the mile, ascending; the engine was successful in hauling 1,981 tons up the 50, 49 and 61 ft. grade, shown as grade D. (Full tonnage trains south bound taking siding at Pryors usually back out at the north switch in order to take a run for this. The next stop was made with the engine facing the north siding switch at Wingo. (No full tonnage train attempts to pull grade E heading out of the south switch at Wingo.) At this point, the engine standing on level track and train standing on descending grade of 20 ft. to the mile. From this point the train was started and succeeded in pulling 1,981 tons up grade E, known as South Wingo Hill. The train was then allowed to proceed at speed not exceeding 25 miles an hour, and was successful in hauling the 1,981 tons up the 60 ft. grade on that part of grade E known as Guill Hill. Train was then brought to a speed of four miles per hour with the ca-

times, and the engine was popping when making tests and also when stalled on grade B. The air pressure at all times while making the tests registered 70 lbs. on train line and 90 lbs. on main reservoir. This engine was placed in service on the Fulton District, Sunday, July 16, for the purpose of breaking her in, and the engineman who was used in making the tests has been assigned to and constantly with the engine when it was in service, since that time. A light engine was used to follow this train for the purpose of reducing tonnage, one car at a time in making the tests, but at no time was slack permitted to be taken while this engine was standing at the rear of the train. The tests were made by traveling engineer, Mr. J. W. Shepherd, and myself, accompanied by Mr. J. J. Pamilee, of the Baldwin Locomotive Works. We are of the opinion that the rating of this engine southbound between Paducah and Fulton should be 1,750 tons, which is 88.3 per cent of the

*IC 1678 was of same type as 1604*

## Roundhouse Notes

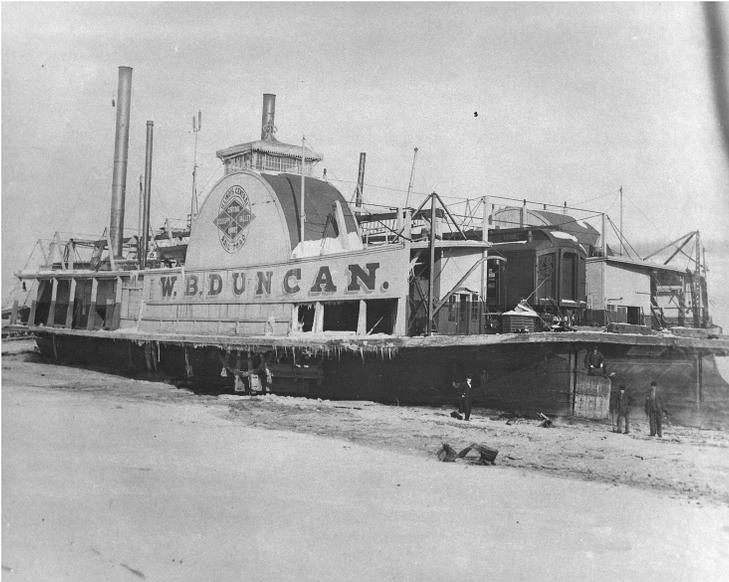
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**Editor — Charles Gibbons**  
oldradiorepair@bellsouth.net

President.....**Logan Blewett**  
Vice President.....**Charles Gibbons**  
Secretary.....**Pat Beadles**  
Historian.....**Jack Johnston**  
Treasurer.....**Charles Gibbons**

Program.....  
Directors.....  
**Bob Johnston**  
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**Membership — Charles Gibbons**  
P.O. Box 1194 Paducah KY 42002



*The IC Ferry WB DUNCAN was stranded at Paducah in January of 1918, when the Ohio River Froze and the ferry became stuck.*

**Next Meeting  
April 10th  
7 PM  
At the  
Railroad Museum  
Paducah**

Roundhouse Notes  
P.O. Box 1194  
Paducah KY 42002