

NEWS AND VIEWS

Bob Johnston

DON ALVEY: Don had abdominal surgery the middle of May; everything went well and after several days in the hospital, he has been recovering nicely at home. Keep him, Judy, and Ron in your thoughts and prayers. We hope to see them back at their posts in the Gift Shop soon.

P&L: If you have not had a chance to read the article about the P&L in the June edition of TRAINS, find a copy and read it. It is extremely informative and interesting written.... Word is that because of increasingly longer western coal trains coming into Paducah onto the P&L, that the railroad has plans to make tracks in the North and South Yards, longer, perhaps by combing two tracks, in order to accommodate them.

VMV/NRE: Ever since the Illinois Central sold its Kentucky Division and the Paducah Shops over 25 years ago, the shops have used the trade name, VMV PADUCAH BILT. This continued even after their acquisition by National Railway Equipment, who has three other rebuild shops, a number of years ago. Now this is changing and the

parent company plans to phase out the "VMV" and call the facility NRE (Paducah). New signage has already been put in place. This seems to be in line with most large national corporations who like to promote only one major brand name.

LOCOMOTIVE SIGHTINGS: The following are some of the varied locomotives seen by this write during the past month, both at VMV and in North Yard: The most *unusual* was on May 13, where deep in the middle of the yard were five brand new BNSF SD 70 ACe's; no word on their destination. Also in the yards that day was Kiamichi Railway GP 38 3031 pulling several cars; and the BNSF local with GP 28 1520 and GP 38 2292. AT VMV shops were Natchez Railway NTZR 2147 and an unknown SD in primer paint.

On June 2nd at VMV was P&L GP 38 3808, GMTX 2283, an old Conrail locomotive 4083. Also on that day got a glimpse behind the tank shop of what appeared to be an export locomotive in yellow and blue paint with the marking PB 2, with stars on the nose. On June 3rd was GMTX 2637 (a leader in Evansville Western colors, and GMTX 22803 in the regular blue and white..... On June 4th a Loran Maintenance of

Way train of four cars was tied up at the Clark St. P&I crossing.

1518 LOCOMOTIVE: The June 3rd, PADUCAH SUN carried a picture and story saying that the city has in its draft budget the sum of \$ 80,000.00, for the painting and cosmetic restoration of the locomotive and tender. This is based on a *proposal* from Wasatch Rail Company which restores locomotives and rail cars. Some of us have been working on the city for years to get this far, but it is not a done deal as there appear to be differences in opinion among the city commissioners, and any project of that size will have to be bid. Also, no final decision has been made of disposition of the mail/baggage combine and transfer caboose. But at least it is finally out there and on the agenda.

NOSTALGIC STEAM: On Father's Day week-end, the Grand Canyon Railroad will run four round trip trains from Williams, AZ to the canyon, pulled by former C.B. &Q. 2-8-2 4960. The GCR keeps this locomotive, which now burns used vegetable oil, on hand, but uses it only on special occasions. A (very) few of us remember riding behind this engine when the Burlington ran a

steam special excursion from Paducah to Metropolis and return in the early 1960's. Tickets were purchased at the N.C. & St. L. Freight House, now the Commerce Center. We have a flyer on the excursion in the museum.

TRAIN TO CHINA: According to TRAINS NEWSWIRE, the Chinese government railway agency is considering a high speed rail link across Siberia, under the Bering Strait, and across Alaska and Canada to the U.S. The tunnel under the strait would be 125 miles long. If you live long enough, you may be able to catch Amtrak in Carbondale, and travel by rail to Shanghai.

STREAMLINER EVENT: Those of us rail fans who like the "E" and "F" diesels almost as much as steam, would have enjoyed the recent "Streamliners at Spencer," event at Spencer, NC, where 25 of these classic locomotives, in their various original railroad paint schemes, were on display.

BIG BOY: On May 8, 2014. UP 4014, arrived back home at Cheyenne, WY for restoration to make it run again.

NRHS ELECTION REMINDER: Every member of the NRHS should have received a ballot for the election of President, Vice President, Global Director, and District Governor for the NRHS. This year there is a second contestant

for the office of President, which office has been held for many years by Gregory Molloy. Every chapter member is urged to read your ballot, check out the candidates (on line or otherwise), and mark and send in your vote.

BLUEGRASS RAILROAD MUSEUM EVENT: On Labor Day, September 1, the BGRM will sponsor a *Trains & Tripod Photo Shoot Day* at the museum in Versailles. Cost is \$ 75.00, and is open to the public. For more info click on www.bluegrassrailroad.com or call 859 873-2460.

MUSEUM: Attendance for May was 229 by manual count. This is about the same as last year, 254. We hosted several Sociology classes from McCracken County H.S. who were studying racial segregation and were interested in segregation on railroads, both from a passenger and employee view-point. We celebrated National Train Day on May 10th with special displays including the big steam whistle from the I.C.R.R. Shops Power House, loaned by VMV, the live steam model of I.C. American type locomotive "Whiskey Dick," made by the late Price Glover, loaned by Dexter Johnson, and maintenance if way equipment displays on the parking lot, from P&L Railway and Abell Railroad Maintenance

On May 17th, the museum hosted around 25 members of

the N.C. & St. L. Preservation Society after their tour of the former NC Freight House, now the Commerce Center. Curator Amy Blewett displayed all of the extensive NC photos and documents we have in the museum. They came in at no charge but made a generous donation.

We still need a volunteer(s) to learn to operate the simulator. At present the only qualified operators are John and Ralph Maxwell who live in Cave-In-Rock, Zack, a student who lives in Jackson, Mo, and Logan, who has job responsibilities. This situation obviously creates problems when none of them are available. With no model trains at present, we need the simulator to be available for visitors. If you feel you can take on this responsibility on any kind of regular basis, please see John Maxwell at the museum.

Roundhouse Notes



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10th
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