

Roundhouse Notes

The following is an excerpt from Illinois Central company Magazine from 1922

Romance Found in Many Station Names

The Company's Early Officials, Illinois Pioneers Are commemorated as Are the Indians.

If you would have your name remembered bestow it upon some town. Then, long after you are dead your name will be invoked on every car of every passenger train that stops at the station you christened.

Pioneers of Illinois have thus been fittingly commemorated along the lines of the Illinois Central in the state whose name it bears. Some station names, of course, are merely descriptive of the locality and some are duplications of other station names back East or in the old countries, while others have been manufactured for the occasion; but for the most part those that Illinois Central employees are familiar with are the names of pioneers or of explorers or of the native Indian inhabitants who held the ground before explorer or pioneer arrived.

By RB GRAY Advertising Agent

FEBRUARY 20, 1883 William K Ackerman, then president of the Illinois Central Railroad read before the Chicago Historical Society a paper on early Illinois railroads. The following year his address was published, together with a series of notes by John Wentworth on the origin of the names of many Illinois Central stations in Illinois. From this publication the following accounts were gleaned:

KENWOOD was named in 1856 by Dr JA Kennicott who first built a small frame house near the present station site. He called it Kenwood after the family home-stead of his ancestors in the suburb of Edinburgh. The Illinois Central station was established in 1859 by General George B McClellan then vice president of the company.

HYDE PARK was laid out in 1856 by Paul Cornell and named after a village on the Hudson near New York City.

BURNSIDE station was established in 1862 and named after General A.E. Burnside, a one time cashier of the Illinois Central land department and afterward treasurer of the company.

MATTESON was settled in 1855 and named after Joel A Matteson, governor of Illinois 1853-57.

RICHTON was named by Joseph Batchelder who settled there in 1836 or 1837 after Richton, Vt, his former place of residence.

MONEE was named after a Pottawattamie Indian woman, the wife of Joseph Baily a French Canadian trader of consid-

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erable note and influence in the early days.

PEOTONE is a Pottawattamie Indian word meaning "bring" or "come here."

MANTENO is probably a corruption of Manitou the Algonquin Indian word for spirit.

TUCKER until 1873 was called La Prairie and from then until 1876 Martin in the latter year the name was changed to Tucker after J.F. Tucker, then general superintendent of the Illinois Central.

KANKAKEE is supposed to be a French corruption of an Indian name corrupted further by the early settlers. When La Salle in 1680 was exploring in the vicinity of the Kankakee River, that stream was called by the Indians Thiakiki or Haukiki a name which according to Charlevoix, was afterward changed by the French to Kiakiki, "raven" whence probably came its present form.

CHEBANSE was named after a Pottawattamie Indian chief "Little Duck" in English.

CLIFTON was named by WA Veech in 1857 after the old Clifton House in Chicago.

ASHKUM said to mean "more and more" derives its name from that of an Iroquois Indian chief.

DANFORTH was named after George W Danforth who made large purchases of Illinois Central land near that point.

GILMAN took its name from Samuel Gilman of New York, a railway builder.

ONARGA is probably an Iroquois Indian name meaning "a place of rocky hills".

LODA was named after one of the Gallic gods in Ossian's epic poem Cath Loda.

PAXTON called Prospect City prior to 1858 was named in honor of Sir Joseph Paxton who was then deeply interested in bringing settlers to Illinois.

LUDLOW was named after Thomas W Ludlow of New York one of the incorporators of the Illinois Central Railroad Company.

RANTOUL was named at the request of VP Burrall a former president of the Illinois Central after Robert Rantoul Jr, a United States senator, one of the incorpo-

rators of the company.

THOMASBORO was named after John Thomas an English gentleman and one of the oldest settlers of the community.

CHAMPAIGN was named by settlers from Urbana, Champaign County, Ohio after their former home.

SAVOY derives its name from Princess Clotilde of Savoy who with her husband, Prince Napoleon visited Illinois in 1861.

TOLONO was named by placing the vowel "O" thus "O-O-O" and filling in the consonants, "t" "l", "n" J. B. Calhoun, who, with J Condit Smith purchased a large tract of land and laid out the town gave the place its name.

PESOTUM was named after the Indian Pe-so-tum who killed Captain William Wells of Fort Wayne at the Chicago massacre August 15 1812.

HAYES was named in 1877 after Samuel Jarvis Hayes superintendent of machinery Illinois Central 1856-82.

TUSCOLA is an Appalachian Indian word meaning "flat plain"

GALTON was named after Captain Douglas Galton who visited Illinois in 1856 to examine the affairs of the Illinois Central on behalf of British shareholders.

ARCOLA was named by Postmaster Kearney of the town in 1871 after Arcole, a village in Italy famous for a victory gained there by Napoleon over the Austrians in 1796.

HUMBOLT was named in honor of Baron Alexander von Humboldt, the eminent German naturalist and traveler.

MATTOON was named after J Mattoon, member of a firm of railway contractors and one of the original proprietors of the town.

AETNA was named after Mount Aetna, a famous volcano in Sicily.

NEOGA is an Iroquois Indian word from "neo" meaning "deity" and "oga" meaning "place" "place of the deity." The town was laid out in 1856.

SIGEL was named after Franz Sigel, a German soldier who served as colonel in the Union army during the Civil War and afterward became a major-general.

More to come in future newsletters.

NEWS AND VIEWS

Charlie G

To go along with the story of the new PTC signals along the P&I, I found the picture to the right, that showed new signal installation along the KY division of the IC in 1922. The signals were of semaphore type. Location is unknown.

NRE Halts Production, Lays Off 38 Paducah Workers.

Hal Burgan, who represents National Railroad Equipment Co. said a continued downturn of the locomotive and rail industries has forced the company to temporarily halt production at its Paducah facility. He says layoff notices were delivered April 26 to 38 employees. The layoffs take effect June 26.

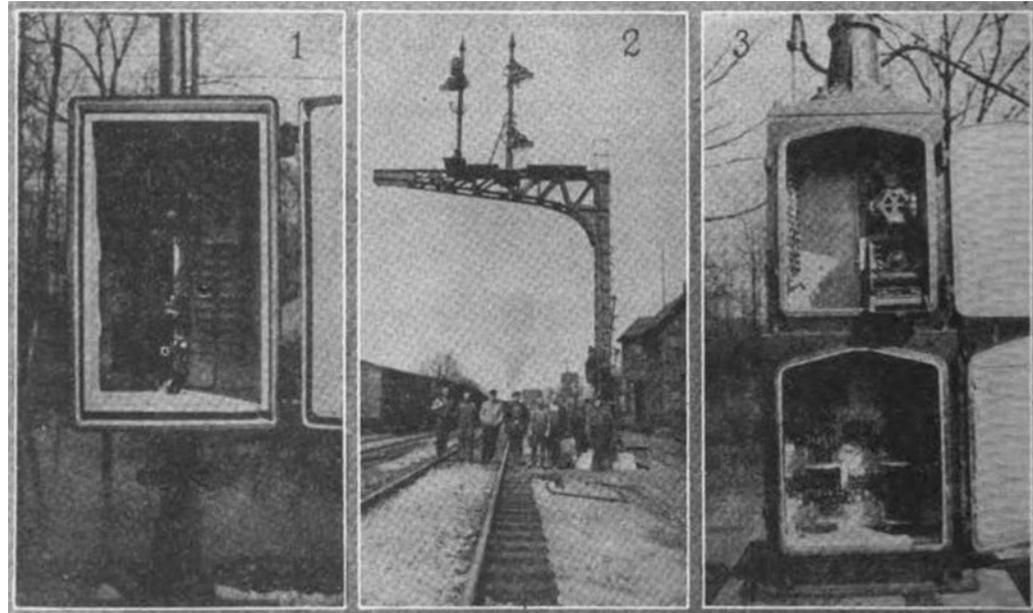
Burgan cited several factors that led to the decision, including depressed commodities production and reduced demand for raw materials. He said reduced diesel prices and a strong U.S. dollar have also led to a downturn in work for the Paducah facility.

Burgan said the company is confident that the suspension will be short-term, and that NRE has recently secured several new projects. The company's 2018 forecast reportedly shows an increase over the previous two years. The plan, according to Burgan, is to bring people back to work as production increases.

NRE is the largest privately-owned manufacturer of locomotives and locomotive components, operating three Illinois facilities and one in Kentucky.

UP to invest \$49 million in Missouri

Union Pacific is investing nearly \$50 million in its rail lines through Missouri, the company announced this week.



“New” installation of signals on the IC Kentucky Division. Location not specified.

The money will go toward maintaining tracks and bridges, specifically \$12 million for the replacement of 92,174 ties between Labadie and Chamois, Mo., and \$7 million for the route between Mineral Point and Annapolis, Mo. Since 2012, UP has invested more than \$319 million in the state's rail infrastructure.

“Union Pacific's targeted investment fund projects that strengthen our railroad tracks, increase our safety and minimize delays as trains travel through communities across Missouri,” says UP Vice President of Public Affairs Donna Kush.

Watco opens rail training center in Alabama

BIRMINGHAM, Ala. — Watco has opened a new state-of-the-art employee training center in Birmingham. The Safety Through Awareness and Training Center, or better known as the STAT center, is a 10,000 square-foot facility equipped with locomotive simulators, air brake simulator racks, classroom space, conference rooms, and

other hands-on resources.

The facility will be used to train Watco team members in various roles at the company. Engineer classes will last for three weeks at a time and the conductor course will last approximately two weeks. In 2016, Watco trained nearly 200 initial ground school students along with 75 engineer students, according to an article in Alabama News Center. In 2017, the company anticipates a 10-percent increase in number of workers it trains.

The STAT Center also features a functional model railroad layout used to assist in non-traditional instruction of rail operations.

Watco manages 37 railroads throughout the United States and Australia.

Museum of Transportation unveils two cosmetically restored steam locomotives

ST. LOUIS — The Museum of Transportation formally unveiled two cos-

metically restored steam locomotives at a ceremony May 20. The two historically significant locomotives are Wabash 2-6-0 No. 573 and New York Central 4-8-2 "Mohawk" No. 2933. The Wabash Historical Society and New York Central Historical Society contributed to the restoration projects.

Wabash No. 573 languished for years in the museum's back lot until restoration began in 2011. The Rhode Island Locomotive Works built No. 573 in 1899. It was retained two years after the Wabash dieselized because of a bridge that could not support the weight of diesels, and was the last operating Wabash steam locomotive. It weighs 215,825 pounds in working order and has 64-inch drivers. Wabash donated it to the museum in 1955.

Alco built the 4-8-2 in 1929 for NYC affiliate Cleveland, Cincinnati, Chicago & St. Louis Railway as No. 6233. It was renumbered 2933 in 1936 when the locomotive was transferred to New York Central. No. 2933 was officially retired in August 1957, and stored at the shops in Selkirk, N.Y. On June 13, 1963, NYC President Alfred Perlman presented 2933 and electric S-motor No. 113 to the Museum of Transportation in a ceremony at St. Louis Union Station. It was New York Central's only donation of a modern steam locomotive.

Amtrak announces big plans for Chicago Union Station

CHICAGO — Amtrak on Thursday named the prime developer in charge of the proposed redevelopment of Chicago's Union Station and neighboring properties, including plans to construct a pair of high-rise towers above the iconic main building.

The initial conceptual design, announced by Amtrak CEO Wick Moorman and Chicago Mayor Rahm Emanuel, calls for a three-phase project expected to take six years. Estimates put the total cost at more than \$1 billion, although Amtrak says it is still negotiating the contract and there is no guarantee the project will come to fruition.

Museum Notes

The month of May saw 254 visitors to the museum. Up from 137 reported last year. As of the is writing May still has one more day to log for visitors.

Water, Water everywhere. In April we received a water bill in excess of \$340 indicating that we had used of 34,000 gallons of water. Notifying the water company, they agreed to re-read the meter. We received another bill in excess of \$340 the next month. A subsequent call to the water company informed us that the meter was read on April 17th and it was correct.

Upon inspecting our water meter we found this:



The water company was asked in April of what year had the read the water meter 1912?

A few days later crews were out replacing our meter. It was determined that it had not been read in a long time, since there were tree roots they had to cut away in order to even see the meter face. We received a credit and a new "smart" meter.

We can only guess that the meter reader was just "guessing" at our usage. We figure we got a new meter reader and they confused ours with the Carson Center meter.

If we had used that many gallons with two toilets and two sinks we would have had our own version of the 1937 flood in the building.



Partial IC route map showing names of towns from page 1 article.

Please send any Railroad news or stories to :
oldradiorepair@bellsouth.net

Trains news wire and West KY star are sources for some of the articles in this publication.

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.....**Charles Gibbons**
Secretary.....**Pat Beadles**
Historian.....**Jack Johnston**
Treasurer.....**Charles Gibbons**
Program.....
Directors.....
Bob Johnston
Charles Gibbons, Logan Blewett

Membership — Charles Gibbons
P.O. Box 1194 Paducah KY 42002



*Result of Semi Vs P&L train in Leitchfield last August. From the Grayson County Gazette.
The Semi was hauling lumber, no one was injured in the crash, but the line was closed for 4 days.*

**Next Meeting
June 13th
Picnic at Keiler
Park in Paducah
6:30 PM**

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P.O. Box 1194
Paducah KY 42002