

# ***ROCK ISLAND REPORTER***



## ***E-NEWSLETTER FOR ENTHUSIASTS OF THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD***

***FOURTH ISSUE      AUGUST, 2014***

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**SAVE THE E UNITS!**



Iowa Northern 4003, an ex CN GP40-2LW; with 3955, an ex NYC GP; and INRR 3807, an ex L&N GP38-2 at Manly, IA in June 2014.



Sulfuric acid for a nearby steel customer unload under state-of-the-art environmental shelters.

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**IOWA NORTHERN - MANLY JUNCTION**

On July 10, 2014 this Rock Island Reporter was given one of the best tours in railroading: a detailed look at the growing Iowa Northern Railroad complex at Manly Junction, Iowa. As you all know, Manly was a busy freight and passenger station on the Rock Island, along with the Chicago, Great Western, and the Minneapolis & St Louis railroads. Manly's great railroad history as an important center of industry and agriculture in the old railroad world is now being revived in the new.

I have had the good fortune to visit many short line railroads during my career, some good, and some not so good; some strong in operations and others barely operating at all, but Iowa Northern is remarkable in several respects. The first thing to catch the eye was all the tank car business: not only ethanol which I expected to see, but also sulfuric acid, LP gas and other commodities, all on neatly profiled track and roadbed, with covered loading and unloading stations - all state of the art in design and execution. But that wasn't the end of it, construction was buzzing in several places along the property: new bridges over the Beaver River were being installed, along with a new loop track for further expansion of unit train service and a new intermodal facility.

It was while the tour was driving along the unfinished loop track, that I first noticed a little detail that had been staring me in the face all the time: steel railroad ties. In fact a lot of Iowa Northern uses steel ties almost exclusively - not a trait one expects to see in the shortline railroad world where very old wooden ties that can barely hold the rails together with gauge bars are common. This little chunk of the old Rock Island Lines is alive, well, and growing aggressively.

## ***The Sabin Family of Railroaders***

Dan's father Arthur C Sabin, memorialized on the cab of an Iowa Northern GP-20? and preserved Rock Island wide vision caboose at a park as you drive on Main Street into Manly, was a hostler and engineer with the Rock Island beginning in 1944; Older brother Paul Sabin was a clerk for the Rock and then a traffic manager for Allied Mills in Chicago; brother Duane Sabin worked for the RI, CNW and UP as a signal maintainer; brother Dave Sabin was an engineer for the RI, CNW and DM&E; and the last (but not least) brother Mark Sabin was a clerk and switchman for the RI, trainmaster and superintendent, and Director Commuter Passenger Service for CNW in Chicago.

Dan Sabin himself has a long resume – starting as a student train order operator for the Rock Island in 1968, Dan's career path included track laborer, dispatcher (at the time the youngest - 18 years old - in the US). In 1970 he covered 42 jobs with the Rock over a 9 month period 1970-71, dispatching during the Russian grain deal rerouting CNW grain trains over the RI. He rose to Asst. Chief Dispatcher briefly, just before being bumped out by one of several RI force reductions during that period. So at age 24 he bumped into a dispatcher position in El Reno, while resuming schooling at Southwest Oklahoma State University. Graduating from there, his

career turned away from the Rock Island towards New England accepting a position with CP as a Trainmaster, and then Asst Superintendent in Newport, VT; before heading to Quebec to become Manager Planning and Analysis, Atlantic Region and becoming involved in acquisitions studies on the D&H and Maine Central, and Director, Service Planning at Windsor Station. He then moved to the Chessie System for 5 years as Manager Operations Planning and then Superintendent of Operations for the Western Division in Cincinnati, which included a POTUS campaign train for President Reagan and then Superintendent-Administration for the Michigan Division. From Chessie, he went into railroad consulting, and a client list that included the Iowa Northern. Still not finished, in 1992 he started work for the George H Bush campaign and coordinated five campaign trains. After that he became involved with the former White House advance staff in starting the Iron Road Railways project, along with involvement with efforts to reorganize the Bangor and Aroostook RR.

In 1993, his career turned again as he became involved with partners bidding on the Iowa Northern, at that time an elevator owned railroad. He wrote the plan that sold the elevators on his assuming operation of the railroad and took full control of that railroad in 1994. From 1994 through 2005 the Iowa Northern was primarily a grain handling railroad doing the impossible – making money, growing, and becoming stronger. He grew Iowa Northern's business by 30% in 1994 alone by focusing on fast, short haul grain business, and taking advantage of a strong crop year. One thing that frequented Iowa Northern in 1994 was the derailment, costing a large percentage of the railroad's annual budget. So Dan focused the company on track maintenance which has carried through to today and can be seen by the excellent track at Manly Junction, IA.

A review of Manly Junction – the real railroad – not the museum – displays all the entrepreneurial genius of intermodalism and commodity diversity. Iowa Northern expanded its markets by reaching out to surrounding cities and industries by truck. Food products, both refrigerated and nonrefrigerated, feed products to agricultural concerns, grain to and from elevators, and of course ethanol production plants that saw the advantage of locating on a shortline with connections to several class one railroads.

In the midst of this actively growing business picture sits the Manly Junction museum, and the work that has been done so far to it, the GP-7s, the business car, the old RI roundhouse, the remainder of the RITS archives, the E units in Kansas City, and nearly twenty acres of land set aside in Manly for car and locomotive restoration, but no one with the time to make it all come together. This is where Rock Island fans can make a big difference.

In spite of the museum, the GP-7s, the business car, and the E units, why aren't the Sabin's pouring more time and effort than they already are into the preservation efforts?

Because the railroad with its ethanol loading operations, transloading facilities and soon to be intermodal facilities are taking all their family time.

Manly junction is growing so fast, all the family and partner's efforts are devoted mostly to the business. The plans are mapped out for the next 10 years or more and the commitment has to be total on their part to make it all happen. But the family is still dedicated to Rock Island and local railroad history, they just can't make it all happen by themselves.

Signs of the Rock Island are everywhere in Manly Junction. The remains of the RI round house and turntable are still there. In fact the turntable may be restored, as Iowa Northern needs it for turning locomotives. Old CRIP business car #99, the Choctaw, is on the property as well, still in its worn circus paint, awaiting some Rock Island rail fans to restore it. Elsewhere in the yards are three ex CNW high-nose GP-7's that were ex RI CRP rebuilds. Next to the railroad in downtown Manly is a GP-20 ?display locomotive with a coupled RI wide vision caboose. Two short blocks from there is the still evolving Manly Junction railroad museum with a dominant Rock Island theme. The entire town, railroads and yard facilities literally scream Rock Island Lines.

The people behind this operation are members of the Sabin family. The family member RI fans are most familiar with is Dan Sabin, the President of Iowa Northern, Dan's father, brothers, sons, and nephews are also key players in this growing business.

Dan's nephew Brad is the Director of hazardous materials for Iowa Northern and also the General Manager of the Manly Junction Museum.

The museum itself is in a former medium size grocery store owned by the museum. The interior features an entrance foyer set up as a railroad ticket office, and the main museum area is arranged in dark fabric covered passageways decorated with large blow-ups of Rock Island, CNW, CGW and other railroad photographs, illuminated with spot lights. The effect is impressive and professional in appearance. The displays include models, enlarged photos, news articles and artifacts, arranged in cluster displays of railroad activities and Manly railroad history.

To fans of the Rock Island, Manly Junction also represents a tremendous opportunity for preservation.

Would you be interested in visiting Manly Junction? We may all have an opportunity to do just that. Dan Sabin would be willing to help host a convention for fans of the Rock Island in Manly and the suggestion has been made to do this in Spring 2015. Rock Island Reporter would handle the arrangements

From the start, Dan Sabin's grand plan has included a railroad museum. Manly presented an opportunity to have a centrally located museum in a supportive rural county location that has

the potential for a long, dependable and reliable life span. The effort is well underway, the museum stands, and right next to it is nearly 20 acres of space for further use and development. Some RI rail fans may have preferred a location for the Rock Island museum in a major city, such as Chicago or Kansas City, and smaller efforts may be underway in those locations, but the most financially secure location appears to be Manly, IA. If Rock Island artifacts are going to be preserved, they need a strong, dependable location, to avoid that gypsy-like transfer of historical materials and stores that we have been seeing in the recent past. Another advantage is potential funding from Worth County, IA. That county frequently disperses funds to schools, public need activities and nonprofit preservation efforts and has been a past supporter of the Manly Junction Museum.

In fact, during my tour of the museum, I was privileged to see the room where a large part of the Rock Island Technical Society's archives are currently held. [See photo]A large portion of the Society's historical records have already been placed there because a more secure location cannot be found. In fact, I was so impressed with the permanence of the Manly Junction Museum; I am considering donating my collection of Rock Island blueprints and drawings to them as well. They already have nonprofit status, so the donations would be meaningful, and not likely to disappear into someone's basement.

Major projects on tap include raising enough money to move former Rock Island E units 652, and 630 to Iowa Northern property.

## ***Opportunity knocking?***

**News flash:** If enough interest can be generated the Sabin family is willing to offer the use of Manly Junction facilities in support of a Rock Island Fan convention in the spring of 2015. The museum itself can support smaller convention meetings and modeling events, while the "Sugar House", a recently built, but currently unused, fully enclosed sugar transfer building in the Iowa Northern yard facilities can handle afternoon trading markets and exhibits as well as full dinners. Nearby downtown Mason City, IA ( the River City of '76 Trombone" fame) has adequate hotel/motel facilities and can be connected with Manly by a shuttle bus if needed. Top that off with the strong possibility of a train ride on the Iowa Northern Railroad in several ex Chicago gallery commuter cars the railroad has on the property and you have the nucleus for an exciting convention for Rock Island Fans.

We don't need a huge number of people to get this off the ground, but we do need an idea of who would be interested. If you are seriously interested in being a part of this convention idea, please email us at:

**[riconvention2015@rockislandreporter.com](mailto:riconvention2015@rockislandreporter.com)**

Include your name and address and contact information, along with how many people would be traveling with you. The timing will fall somewhere in April or May, depending on the largest number of respondents' preferences.

For the truly dedicated, plan on coming early or staying after, to volunteer your time helping to sort some of the recent donations to the museum. As I said, the museum is largely set-up, but needs help processing additional materials for displays and further revenue.

The Manly Junction museum is a fully organized non-profit, so consider contributing to any one of the projects when those last minute December tax deductible contributions are passing through your hands. **The E units especially need your help to attract matching funds to move them from Kansas City to Manly, IA. Call Brad Sabin at 641-425-6104 to make a donation.**

Maybe we will all get to see each other in Manly next year? Be sure to let me know. – **Tom Brugman**





Upper left: Brad Sabin, President - Manly Junction Railroad Museum; and Dan Sabin, President Iowa Northern Railway at the entrance to the museum.

Upper right: RI Speeder in the Museum collection.

Lower left: One of the many unique photos on display at the museum of President Harry Truman making a campaign speech at Manly Iowa.

Lower right: The surviving RITS Archives Collection, now located at Manley, IA.

All photos: Tom Brugman, June 2014

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## ***A BRIEF HISTORY OF THE ROSWELL ROCK ISLAND MUSEUM, COLORADO SPRINGS, COLORADO***

No UFOs or aliens here but an outstanding collection of Rock Island Railroad artifacts, maps, books, pictures, model trains, memorabilia, and model train layouts.

The Roswell Rock Island Museum is housed in ex-Southern Pacific express baggage car #4363 (BELOW, UPPER LEFT), which has been re-painted its original color (Southern Pacific gray) and re-lettered "Rock Island" using the Rock Island lettering scheme. The car in all likelihood was used on the Golden State joint Rock Island/Southern Pacific extra fare train from Chicago to Los Angeles over the Sunset Route.

The focus of the museum is on the Rock Island *Rocket* (BELOW, UPPER RIGHT), which ran from Chicago to Limon, Colorado, where it was split into two trains. One continued on to Denver while the other ran to Colorado Springs. The museum exhibits explore the Limon to

Colorado Springs portion of the run, which operated using the unique AB6. The Denver and Colorado Springs destinations were the westernmost termini of the Rock Island.

In 2005, the museum hosted the annual meeting of the Rock Island Technical Society (RITS). A highlight of the conference was tracing the Limon to Colorado Springs line. The tour featured stops at the Calhan Depot, the Matheson Bridge, and Tip Top, the highest point on the Rock Island between Chicago and Los Angeles. For this tour, the "Tip Top" sign was re-created and mounted on the still-standing original posts; the sign is now displayed in the museum.

The Roswell Rock Island Museum operates under the auspices of the Pikes Peak Historical Street Railway Foundation (PPHSRF). The Foundation's museum is located in the historic 1888 Rock Island Roswell Roundhouse. Once a 17-stall roundhouse, it was whittled down to four stalls over the years. Now, two stalls are used for restoration work and two have been converted to office and museum space (BELOW, LOWER LEFT). Even now, the soot from the Rock Island steam locomotives which were serviced here can still be seen on the roundhouse ceiling. Listen closely, their ghosts as they began their journeys back to Chicago can still be heard: chuff, chuff, chuff. This former RI roundhouse is one of only a few still associated with railroad activities.

The town of Roswell was a Rock Island company town. The small homes built for the railroaders and the community church can still be found just a short distance from the roundhouse. There is a park overlooking Fountain Creek, which separates the roundhouse area from the community of Roswell. It was not until 1967 that Roswell was fully annexed into the city of Colorado Springs.

Steve Pelles (BELOW, LOWER RIGHT), a longtime RITS member, is largely responsible for assembling this extensive collection and serves as the curator of the Roswell Rock Island Museum. Steve has written articles for RITS publications, including a description of the towns along the Limon to Colorado Springs line.

Conveniently located just east of Interstate 25 at Exit 145, the museum is open Monday through Saturday from 9:30 to 4:00. For a personal tour, contact the museum at 719-475-9508. Welcome to Roswell - - - Colorado!



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## ***ANNOUNCEMENTS FOR RI FANS***

### ***Hubert Mask – New Rock Island Decal***

Rock Island Railroad Modelers Group

1 New Decal offered by "hubert mask" u33b190

Message

1 New Decal offered

Sun Jul 13, 2014

Please review my web site for the new 40' express box car red and gold lettering.

We are working on more Rock Island projects. Soon to come.

Hubert Mask

Mask Island Decals - [maskislanddecals.com](http://maskislanddecals.com)

### ***IAIS Passenger Specials in September***

From: Dave Kroeger

There will not be any steam in 2014 however, there will be Fire Department benefit trips between Henry and Chillicothe on Saturday September 13, 2014

pulled by diesel with a unit on each end. Trips will leave Henry at 0900, 1150, and 1440. Trips will leave Chillicothe at 1025, 1315 and 1605. When the departments start to advertise the trips I would appreciate if you guys could help get the word out so they have successful ticket sales. Thanks in advance.

Mick Burkart  
IAIS Steam and Benefit Trip Coordinator

Dave Kroeger  
Co Moderator  
IAIS yahoogroup

## ***OKC TRAIN SHOW***

Date: Thu, June 26, 2014 12:46 pm  
To: [editor@rockislandreporter.com](mailto:editor@rockislandreporter.com)

**MARK YOUR CALENDARS NOW FOR THE 2013 SHOW!!!**

**You won't want to miss this one!!!**

**9am to 5pm, Saturday, December 6, 2014**  
**11am to 4pm, Sunday, December 7, 2014**

**Where: Cox Pavillion**  
**Oklahoma State Fairgrounds**  
**Admission is \$10.00**  
**Children 12 and under are FREE!**  
**Join us this year for the:**  
**GREAT TRAIN SET GIVEAWAY**

**Dave Engle**

## ***REMEMBER THE ROCK, Vol. 9, No. 1 and No. 2***

From: Philip Weibler  
Date: June 17, 2014 at 3:10:46 PM EDT  
Cc: Tom Brugman <[tbrug@aol.com](mailto:tbrug@aol.com)>

Hello Dave, Tom, and All -  
The latest issue of REMEMBER THE ROCK, Vol. 9, No. 1 and No. 2, has made it through the

USPS to subscribers and dealers.

Lots of good stuff again - ALCO RS3 freighters plus the RS2m rebuilds, a review of Walthers SW1 in bright red and yellow, a big helping of BCR&N history in postcards, operations as told by the people who were there, photos by Bob Fredland and lots more.

If you're serious about the Rock Island you don't want to miss REMEMBER THE ROCK!  
PAW

[Simply the finest Rock Island Publication in existence. Everyone should be subscribing. -  
Tom]

TO VISIT REMEMBER THE ROCK WEBSITE

**REMEMBER THE ROCK** |

## ***ROCK ISLAND BOOK***

Date: July 18, 2014 at 6:04:03 PM EDT

Cc: Tom Brugman <[tbrug@aol.com](mailto:tbrug@aol.com)>

Subject: Re: Another entry for your RI bibliography

Reply-To: [RIRocket@att.net](mailto:RIRocket@att.net)

On Fri, 7/18/14, Bob Anderson wrote:

Subject: Another entry for your RI bibliography

Date: Friday, July 18, 2014, 3:52 PM

Thanks for sending along the Rock Island Reporter back issues. I especially enjoyed the bibliography you prepared. I have an additional entry that you may be interested in.

Wiley, Olive Smith. A Santa Rosa Story. n.p.: self, 1973. First Edition. 30 pages, 6 X 9 1/4 inches. Nineteen B&W photographs of the Santa Rosa, New Mexico area. Author inscribed on the title page, Author's full name Olive Van Rensselaer Smith. Early days in Santa Rosa, New Mexico circa 1901-1902 when the Rock Island railroad arrived. Near Fine. Staplebound Wraps. errata for page 22 pasted on page 22. (#2976)

This is a personal account of growing up in Santa Rosa, New Mexico at the time the Rock Island was completing their bridge and other track work from the east.

Best, Bob Anderson

PS as my books for sale are on biblio.com perhaps a plug for that site to check for OP books might also help folks.

## ***7th Annual Topeka Railroad Festival***

**August 16**

| \$6



This is a family fun event that will include activities that everyone can enjoy. Like: pony rides, a petting zoo, a trackless train ride, Dee & Mee Hobbies, a Children's Activity Tent, face painting, inflatables, Say Cheez Photo Booth, hand car and mini-hand car rides, tours through the Welda Depot and Superintendent's Car and rope making. Inside the Great Overland Station, area Model Railroading clubs will put some of their tracks and trains on display for everyone to see. People who attend will also have the chance to peruse through various vendors for food, retail goods, craft goods, and many more!

### **Station Information**

Phone: (785) 232-5533 Fax: (785) 232-6259

701 N. Kansas Avenue / Topeka, KS 66608

## ***Tucumcari Railroad Days, Oct. 11-12, 2014***

Date: July 31, 2014 at 4:19:30 PM EDT

To: > Cc: [tbrug@aol.com](mailto:tbrug@aol.com),

Subject: Tucumcari Railroad Days

The October issue of Trains Magazine just came. Page 58 carries an ad for Tucumcari

Railroad Days, Oct. 11-12, 2014. Free admission 9-5 Sat., 11-4 Sunday. Only contact is phone 575-461-1694. There are no listings here for anyone in Tucumcari. The photo is a freight with a RI o-b caboose going away.

Dave Engle

From: Todd Pendleton, Sparland, IL

Date: July 31, 2014 at 7:15:42 PM EDT

CC: [tbrug@aol.com](mailto:tbrug@aol.com),

Subject: Re: Tucumcari Railroad Days

[Link to article]

[http://tucumcarinm.com/calendar/event\\_detail.php?ID=1147](http://tucumcarinm.com/calendar/event_detail.php?ID=1147)

More details to follow!

## ***"Where the Rock Was - The Golden State Route" - Part II***

From: Rick McLaughlin

Date: Tue, June 24, 2014 4:49 pm

To: [editor@rockislandreporter.com](mailto:editor@rockislandreporter.com)

Tom -

Video Perceptions, LLC, is currently producing Part II of "Where the Rock Was - The Golden State Route". This DVD documentary covers the Rock Island's Golden State Route from Allerton, Iowa to Santa Rosa, New Mexico. Part I covered Chicago to Allerton, Iowa.

I am currently looking for photos of the Rock Island during any era from Allerton to Kansas City. These would be photos of trains, locomotives, depots, or anything of the Rock Island on this line (and also the line from Coburn, MO through Cameron and down the Hannibal and St. Joseph (CBQ) to Kansas City). Anyone that allows me to use their photos or slides will receive a free copy of the finished documentary when it is completed (and if they didn't provide photos for Part I, I will also include a copy of Part I with Part II). Also, obviously, you will be credited in the documentary for your photos. If you have slides, I promise I will treat them with the greatest of care and will transfer them to a digital file and return the slides and a CD with the digital files to you (I have a great professional scanner and software for scanning slides that literally makes the digital copy look brand new - removes dust, scratches, restores color).

For more information on "Where the Rock Was - Part I", see: [www.rockislandvideo.com](http://www.rockislandvideo.com)

Any help on this documentary would be appreciated.

Rick McLaughlin

Video Perceptions, LLC

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**WANTED: NEW SUBSCRIBERS FOR ROCK  
ISLAND REPORTER**

**SEND INTERESTED GROUPS OR  
INDIVIDUALS TO DAVE ENGLE AT**

**[RIROCKET@ATT.NET](mailto:RIROCKET@ATT.NET)**

**OR**

**NEW SUBSCRIBERS CLICK HERE |**

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**ROCK ISLAND FANS AND PHOTOS  
SECTION**

**COLORADO**

## **ROCK ISLAND DEPOT - CALHAN, CO**

From: Jim Jordan

Subject: Calhan, Colorado Depot

Date: Thursday, July 17, 2014, 2:58 PM

Dear Tom

The Rocky Mountain Railroad Historical Society (Our Society) is engaged in saving the Town of Calhan's Depot which was on the mainline of the CRI&P from Colorado Springs to Chicago. We are in need of items that will be placed in the depot when restoration is completed.

I am sending by separate e-mail an e-mail from our artist that is putting together a number of posters of some of the railroad stations we are trying to save here in the Rocky Mountain West and one in Washington State (which will not be laid out until late August). Our Society is dedicated to saving our vanishing railroad history in the Rocky Mountain region (I know Washington State is not in the Rockies, but we will supply advice and research to any group anywhere about what is working for us); because once these depots are gone they are gone.

FYI here are the depots and freight station we are trying to save:

Calhan, Co. CRI&P

Craig, Co.- D&SL, DRGW, UP

Las Animas, Co. - AT&SF

Trinchere, Co. - C&S

Loveland, Co. - GWRy.

Dumont, Co. - C&S

Brighton, Co. - GWRy

Freight Station, Cheney, Wa. NP

Castle Rock, Co. – ATSF

Longmont, Co. - CB&MR (Chicago, Burlington and Missouri River)

Our Society feels that if we can even save five of the structures we have accomplished something of a positive nature. If you would like copies of our newsletter (its free) send a request to [dougcohn1@hotmail.com](mailto:dougcohn1@hotmail.com) and we will send you our past newsletter's and our future ones as they come out.

Thanks Sincerely,

Jim Jordan

President

Rocky Mountain Railroad Historical Society

Post Office Box 969 Englewood, CO 80151

303-269-9768

[GrafSpee40@yahoo.com](mailto:GrafSpee40@yahoo.com)

**THE "Q"**

Cc: Tom Brugman <[tbrug@aol.com](mailto:tbrug@aol.com)>

Subject: Re: Rock Island Reporter

On Fri, 7/18/14, Jim Jordan wrote:

Thank you for your welcome. I was never a Rock Island fan as I was an employee of the CB&Q and they were competition as was the Union Pathetic (as we "Q" workers called them). That said I have become very interested in the "Rock" as of late and find myself wishing that I had not been as closed minded as I was 50 years ago. But you are loyal to those that pay you! Hope that our association with your organization will be to our mutual benefit.

I do have a story about the "Rock" that I would like to share with you. A friend of mine, who sadly passed away a while back (he was a good and very decent individual), was employed by the "Rock" and was put in charge of coming up with a plan to remove snow from all mainlines on the CRI&P. So he came up with a plan and put it in place to have gondolas with a snow plow attached stationed on spurs every 50 miles or so.

So they got the equipment together and either built the spurs or utilized ones already there and waited till the next blizzard, knowing that they could now quickly move the snow off of the mains and not have traffic disruption. Well the next huge blizzard comes and they get ready to move the snow, but there was a problem; the engines could not get to the spurs because they neglected to put any motive power with the gondolas. He suddenly found himself going to work for a shortline railroad in Colorado as his services were no longer need by the CRI&P. I know that this is true as he told me himself that was why he accepted an offer to become the President of the Great Western Ry.

Thank you again.

Jim Jordan

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## ***IOWA***

### ***IOWA RECOLLECTIONS - BOB DRENTH***

Date: July 15, 2014 at 3:38:21 PM EDT

Cc: [tbrug@aol.com](mailto:tbrug@aol.com)

Subject: RE: Nora Springs News, July 15th,

OK, thanks Much

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Subject: RE: Nora Springs news, July 15th,

Date: Tuesday, July 15, 2014, 2:02 PM

Nora Springs news, July 15th,

Sent: Friday, July 11, 2014 2:09 PM

Good morning, Nice cool morning here-we get up about 530-have oatmeal, and wander out to do some chore before gets hot.. This morning I moved some dirt, and cut up a log I'd let dry a bit -before trying to cut it up..some gets cut-split and used to keep the shop warm in winter, some I just take to a burn pile -depends on how many knots and my level of ambition at that moment.

At Nora Springs-most of the town developed on the East bank of the Shellrock river, only after bridges got built did much happen on the West side..MILW rails went somewhat East to West/Southwest through the area-their Depot wound up on the main business district, the MILW has two track located in same area- to South is a passing track which held about 40 cars -if you blocked Hawkeye Ave. (by Depot) on the North side was a "house " track where the usual feed mill-lumber yard, elevator and Stockyards were located..typical Midwestern Farm town on a river-about 1/4 mile West of the MILW Depot a large bridge crosses the Shellrock, then a slight curve to SW to Nora Jct Depot-time table states they are 6 /10th mile apart..

BCR&N built North out of Rockford-but near Nora Spring turned West/Northwesterly on a high point and started dropping down into the valley of the Shellrock-but stayed mostly West of developed town and thus other than a couple small customers along what was known as the South Transfer- never really had a "house" track for freight customers..

North of the diamond, in the NE quadrant- there is a transfer (holds about 11 cars between derails) Back in RI days this track was protected by derails both ends, each RR having only their lock on them..

North of the transfer switch-a overpass over former US 18 (1920 era) Now just a city street. Then a switch for a RI passing track which held about 60 grain cars..this track was built West of the Main track, and didn't have any customers until late in RI days-Cartersville Iowa had a grain elevator, built on a CNW line..after it was torn up the manager wanted to ship by rail enough to build a loading station on the RI passing track at Nora Springs -this about 1977?

At first Cartersville Elevator was strictly a RI customer capable of loading 11 cars at a time.. The south transfer was the first to be "retired" gone before I went to work in 69, appears it was taken up in early 60's? but that is a guess-biased on brush growth, and that roadbed is still there. The former North transfer now has welded rail -used daily -but only as a connecting track-no interchange cars left here now..(derails are long gone) After March 1980, at first the Manly-West Liberty line was totally inactive..when the MILW Road rehabbed it's track the transfer switch was taken out..Cartersville elevator paid the MILW to put a switch back in Pleased the track to his elevator from RI trustee extended his conveyer so could load cars on former RI Main track.

When the First Iowa Northern RR started running Manly -Cedar Rapids, the other lease was still in effect-Iowa Northern then used the former passing track to get through town -until the lease ran out then elevator resumed loading on the siding, and IANR got the main..as interchange between IANR

and SOO/CP,I&M Rail link grew over the years, the volume of cars got to be enough, agreements were made to use all the tracks on both railroads generally IANR crews got track warrants to use MILW main track to access our North and South tracks-we enjoyed the Yard limits IANR had in the area at the time..got to be a free for all-you never knew where your pick up might be, and going over to the IANR side you never knew if a IANR crew was working in the area..(this was when the North transfer was no longer a transfer-converted into a connecting track..) SOO/IANR also had a second agreement involving Plymouth Jct-in which SOO ran entire trains from Austin Line to the Marquette Line using about 10 miles of the former RI main..this allowed SOO to avoid Mason city Yard and we can run from Austin Minnesota directly to Marquette without switching the train.. any "Southbound train" from Austin wound up going West at mason city (no wye ever built at that junction) so power was always at wrong end .... In the ICE years still more track space was desired near Nora Junction-given the lay of the land it was finally decided Iowa Northern had space-about two miles North of the diamond, so a fourth track was built -this one about 80 cars long, and without any crossings.

Yard limits were done away with, all crews now get a track warrant to work where they need to-thus I see Iowa Northern Engines in my back yard as they work the transfers.. One additional event-about two years ago Iowa Northern was given operating rights on the RI line through Garner that serves Klemme and Forest City-to access the line IANR got trackage rights from Nora Junction to Garner-use CP's DM&E Mason City Sub to get there and back. So the former RI lines here are quite active..

Couple photos 3029, taken in my backyard near MP 106 on Mason city Sub of CP's former MILW road.. 1620, old 18 overpass just North of Nora junction about 500 feet North of the former depot..to Right (South) of the bridge is the switch leading to connecting track. To left (Northward) about 300 feet to former RI passing track..

This photo taken Oct 2011, bridge today repainted grey... 1611-1613, just about everything Iowa Northern runs has worked in the area-these are near the South switch of the former RI siding.

Have a good day,  
Bob

***2014 R I Meet in Cedar Falls Iowa***

From: Lee Bertholf

Date: June 16, 2014 at 11:50:25 AM EDT

To: Tom Brugman

Subject: 2014 R I Meet in Cedar Falls Iowa

Hi Tom Here are some pictures of the Cedar Falls Rock Island Meet held in March. The two drum heads are made here in Waterloo (top left). The Iowa Northern was made for Dan Sabin's private car. The Rock Island was made up for the show and is for sale. The 1073 photo are a collection of O scale equipment (top right). The 1078 photo is a collection of Rock China (center). The 1085 photo is of Timm Grimm and Paul Hunnell a vendor from Chicago (lower left). The 1082 photo is John Russell and Jim Ohare both old Rock Island employees and were deep in conversation (lower right).

Thanks Lee Bertholf (all photos by Lee Bertholf)





## **KANSAS**

### ***RI Business Car Model - Choctaw***

From: Jeff Carlson

Date: Thu, June 19, 2014 5:16 pm

To: [editor@rockislandreporter.com](mailto:editor@rockislandreporter.com)

Hi there,

I recently completed my model of RI's business car #99, the "Choctaw," and thought that you'd all appreciate seeing the results for use in the RI Reporter.

After seeing Ken Jenkins' rendition of the same car, I decided to follow suit, and here are the results.

I started with a factory painted Walthers obs in Union Pacific's two-tone grey paint. From there, I removed the factory lettering with a pink pencil eraser and touched up a few spots with artists' acrylic paints I had picked up from Hobby Lobby. The lettering in from Microscale's Zephyr/Rocket alphabet set and individually spaced at 18" using my scale ruler. On Ken Jenkins' car, he took the "Rock Island" lettering straight from an RI F-unit set, but I felt that the letter spacing was far too close there as opposed to what's on the prototype. It's worth mentioning that I masked off the dark grey in the middle and shot the car with gloss coat before lettering it to give the decals a smooth surface to lay down on.

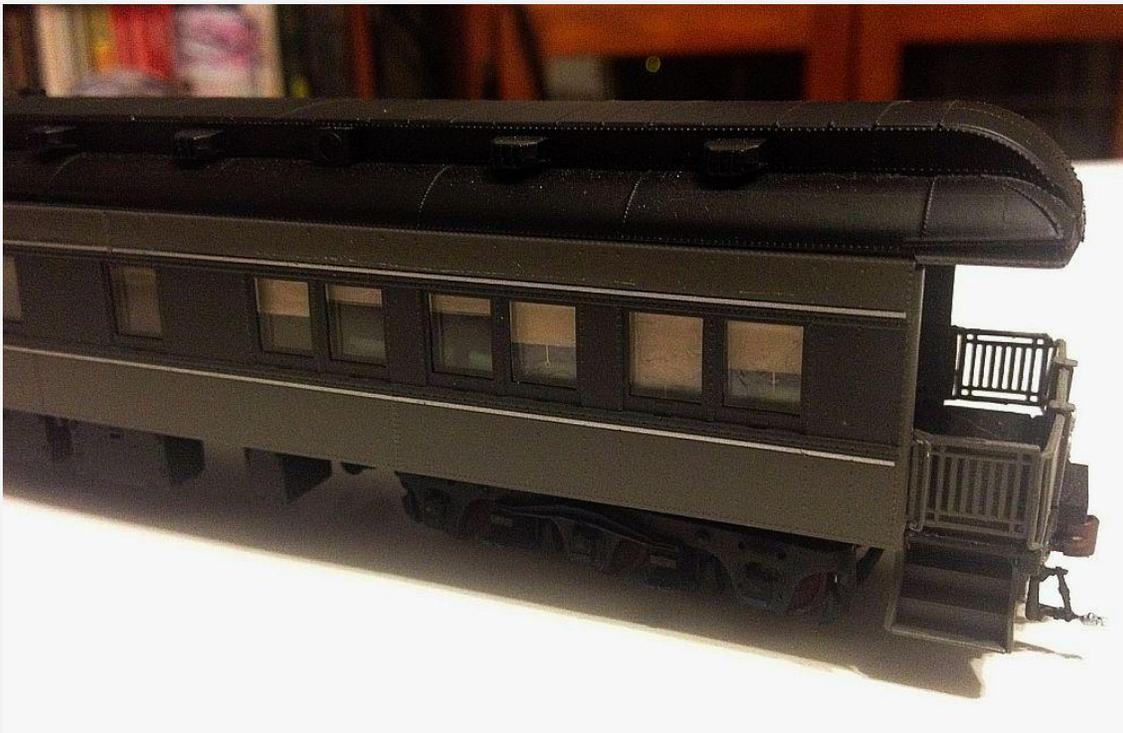
Seeing that I didn't attempt to modify the windows at all, the car certainly isn't a perfect replica of the Choctaw, but for it does a pretty good job evoking the spirit of the car. Now it just needs to get placed on the rear end of some RI varnish, and it'll be right at home!

Thanks,

Jeff Carlson

[Thanks for sending Jeff. Nice work. Tom]





3 Photos by Jeff Carlson

## **OPERATING ROCK ISLAND BIG HOOK**

From: JEFF CARLSON

There is an ex-RI crane in Kansas that's in use DAILY!

It's just west of Erman Bros. scrap yard at a separate structural steel manufacturer in Morris, KS alongside BNSF's transcon. For those not familiar, this is just a few miles west of Argentine Yard near Kansas City, KS.

A few years ago I managed to get a few shots of it as can be seen here:

<http://bnsfsd70.rpicturearchives.net/archiveThumbs.aspx?id=54679>

Jeff Carlson



RRPictureArchives.NET Image Contributed by Jeff Carlson

Photo by Jeff Carlson

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## **MISSOURI**

### **Rock Island / Central Midland - FOR SALE?**

This appeared on an internet chat group

Date: June 5, 2014 at 12:13:43 PM EDT

To: Tom Brugman <[tbrug@aol.com](mailto:tbrug@aol.com)>

Subject: Rock Island / Central Midland - FOR SALE?

From: [Scottn941](#)

Subject: Rock Island / Central Midland - FOR SALE?

Date: Wednesday, June 4, 2014, 9:53 PM>>

Interesting article coming out of Union, MO. I know Ameren has started formally abandoning the west end, starting with 50 miles from Pleasant Hill to Windsor, and while the rumor mill has been churning for a long time, I had no idea the east end is now up for grabs.. Looks like Ameren is getting out of the RR business; another chapter in this line's rocky history!!

I would assume Progressive Rail would be the natural buyer, but in a bidding process, who knows. This could get quite interesting, especially with dinner/tourist trains finally getting a shot on the active portion of this line, which had previously been prohibited because of Ameren's insurance costs. Good to see Union getting behind keeping it active; I would hope leadership in Chesterfield and Maryland Heights do the same. -Scott

[Link to Emissourian.com article:]

[http://www.emissourian.com/local\\_news/union/article\\_87f5e62d-6e9c-5148-a0d2-420ad890e788.html#.U4\\_WTUK4duA.facebook](http://www.emissourian.com/local_news/union/article_87f5e62d-6e9c-5148-a0d2-420ad890e788.html#.U4_WTUK4duA.facebook)

Resolution Expresses Need for Freight Rail By Gregg Jones, Union Missourian Editor |

Posted: Wednesday, June 4, 2014 2:32 pm

City officials are poised to sign a resolution of support for the sale of the railway through Union to an entity that will keep the line functioning. Community Development Director Joseph Graves said Ameren Missouri is selling a portion of the rail line, including the part that runs through Union.

Central Midland Railway (CMR) operates the railroad now, and has expressed interest in purchasing it, according to Graves.

There also is a group of investors who have shown interest in the railroad for both freight, and for tourism.

"The resolution is neutral, and it does not say which company we are in favor of purchasing the railroad," Graves said. "We do want to make sure it continues to be active for freight." Bids for

the purchase of the railroad must be submitted to Ameren by mid-July, he added.

According to Graves the rail line serves nine customers from the area of Interstate 170 and Olive Road in Overland, west to Union.

Four of those customers are in Union, including Silgan Plastic Food Containers, formerly Rexam Containers; TOPS, formerly Esselte; Buddeez, formerly American Plastics; and Hall Brothers Lumber Co.

“It is very important to our economy that this railroad stay open,” Graves said. “Three of our largest employees currently use that railroad.”

Rail tourism could include dinner trips into the St. Louis area, or holiday-themed railcars coming to Union. Graves noted that one of the investors with the a group interested in purchasing the railroad owns the trademark “Polar Express.”

“If it does turn into tourism that’s just icing on the cake,” Graves said.

The board of aldermen is expected to vote on the resolution at the next meeting Monday, June 9. One of the investors interested in the railroad may also meet with aldermen then.

Graves noted that if the railroad is sold for scrap metal, that could negatively impact the economy of Union.

“I would hate to imagine what would happen,” he said.

“I think there will be some companies that will bid on it for scrap,” he added, “but with Ameren’s very strong economic development background I do not see them selling that railroad for scrap — they see the importance of keeping it open for freight.”

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## ***NEW MEXICO***

### ***House Museum in Belen, New Mexico***

Date: July 24, 2014 at 9:16:09 AM EDT

To: Tom Brugman <[tbrug@aol.com](mailto:tbrug@aol.com)>

Subject: Fw: [PCL] Model passenger car/train display in museum

From: Gene Green - Model passenger car/train display in museum

Date: Wednesday, July 23, 2014, 10:06 PM

I've been asked to prepare a display showing the evolution of railroad passenger travel for the Harvey House Museum in Belen, New Mexico. This museum is the largest tourist attraction in Valencia county although members of this august group would likely find the museum's numbers underwhelming.

The display is intended to be more or less permanent and will have to be movable. In the short run, at least, ownership of display case and contents will remain with me. Present plans have the display beginning with Bachmann's three early train sets. The display will end with the Rail runner and a current version of the Amtrak train that goes through Albuquerque (and may soon be routed through Belen unless funding to maintain the Raton pass line can be found).

Since Belen has been an important Santa Fe junction since early in the 20th century and continues to be important under the BNSF, the display should emphasize Santa Fe trains, I believe. (The BNSF does some things locally to keep the Santa Fe name alive.) The gap between approximately 1830 and approximately 1870 will have to be filled with "eastern prototypes." The display is subject to some physical limitations. The actual display is planned to be vertical, 7 or 8 shelves one above the other spaced approximately 3 inches apart in a case 16 feet long overall meaning the actual length available will be roughly 15 feet 10 and one-half inches long. The display will have to be one-sided so that it can be placed against the wall in a wide hallway.

My hand brake display, which was only in the museum for a month was about 5 feet 3 inches high at the top of the hand wheels and that height seemed to be about right. Present plans call for the display case to top out at somewhere between 5 feet and 5 feet 6 inches. Since the display will be on casters so as to be movable, everything will be held in place with fine wires which pass over the axles and under the track or under the track and roadbed/shelves. The display will include some sort of narrative explanation with initial input from me but final format, degree of detail and length determined by the museum professionals.

Everything outlined above is subject to change if a better idea is presented. Toward that end, if any member of this august group would care to comment, I welcome your input.

Comments should probably be off-list unless it is something of interest to other members as well. My email address is [genegreen1942@yahoo.com](mailto:genegreen1942@yahoo.com).  
Gene Green

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## **OKLAHOMA**

### **Chickasha Rock Island Depot**

To: [editor@rockislandreporter.com](mailto:editor@rockislandreporter.com)

From: "Dean Schirf" <[dsharrah@cox.net](mailto:dsharrah@cox.net)>

Date: July 1, 2014 at 1:17:57 PM EDT

Subject: Chickasha Rock Island Depot

Hi Tom:

Here is a present day pic of the Rock Island Depot in Chickasha, Ok. The Chickasha Antique Car Club bought the station from the Okla. Dept. Of Transportation in the mid 1990s for \$50,000 and then raised addl funds to match federal rehab funds for a one million dollar restoration bringing about one of the finest restored Rock Island depots to be found anywhere. Actually, the station had 2 addl portals at the far right (originally it had 4 when built in 1911) but 50 feet was removed from the north end to accommodate a new bridge in the early 1970s.....it is used by the Car Club and the City of Chickasha for events, weddings. etc.

Dean Schirf

Harrah, Ok.



Photo by Dean Shirf

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## ***VIRGINIA***

### ***Photo: Rock Island snow plow***

From: Alfred Forstall

To: Thomas Brugman

Date: 06/13/2014 08:04 AM

Subject: Rock Island snow plow at the museum in Limon, CO.

Tom:

Here is the picture of the RI plow I took at the museum in Limon, which is just as you described yesterday.

Fred Forstall



Photo by Fred Forstall

## ***VIRGINIA - WASHINGTON***

### ***ROCK ISLAND PAINTING--NEW LENOX IL***

Date: July 24, 2014 at 9:14:42 AM EDT

To: Tom Brugman <[tbrug@aol.com](mailto:tbrug@aol.com)>

Subject: Fw: Rock Island Painting--New Lenox, IL

--- On Wed, 7/23/14, C.B. Sterzing, Jr. wrote:

From: C.B. Sterzing, Jr. Subject: Rock Island Painting--New Lenox, IL

Date: Wednesday, July 23, 2014, 11:18 PM

Below painting by Seattle rail artist Chris Oldham showing Rock Island manifest eastbound in ATC/cab signal territory at New Lenox, IL, circa 1960-1970s on double track IL Divn/Sub-Divn 1 (M.P.34.00-from La Salle St Station-MP 0.00) with Wabash/N&W Forest District overhead crossing in background. If interested in acquiring this excellent artist's latest work, Chris Oldham may be contacted as follows:

Phone: 206/661-6212;

E-Mail: [cnoldham@gmail.com](mailto:cnoldham@gmail.com)



Painting by Chris Oldham

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## ***UP NORTH***

From: Bob Helling  
Date: July 14, 2014 at 1:09:28 PM EDT  
To: [tbrug@aol.com](mailto:tbrug@aol.com)  
Subject: Rock Island Reporter

Hi Tom, yes I am an ex Rock employee and would like to stay in touch. I also have a lot of Rock Island timetables, train orders, my passenger brakeman uniform, 16 millimeter Rock trains and passenger in which I am going to sell. I am downsizing.  
Thank you Bob Helling

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## ***OBITUARY - BILL DIXON***

From: jeff worones  
Date: Sat, June 28, 2014 2:36 pm  
To: "[editor@rockislandreporter.com](mailto:editor@rockislandreporter.com)" <  
Hi Tom,

Enjoyed the last issue of the RI Reporter. Thanks for putting it all together. Tom Sandlin's essay on his oral history project was really interesting and well written.

I recently learned that Bill Dixon passed away February 12th. He was 95 and a long time RITS member. Years ago, he was one of the first people I contacted to talk with. His daughter found my letter and told me he wasn't well. He was having more bad days than good days.

What's your deadline for the upcoming issue? I may have more to add later.

Thanks!  
Jeff

Jeff Worones  
Seattle WA

## ***OBITUARY - THOMAS R LEE***

From: Jim Welch

Date: July 21, 2014 at 5:18:21 PM EDT

Subject: Re: Kansas Photographer, Historian and Author, Thomas R. Lee passes.

Tom was great help in information on Rock Island history of Kansas and when we planned the Lincoln/Fairbury convention he was of great encouragement. Of course he wrote two volumes of RI history "Rock Island Westward, vol.I & II" He wanted to write more about the mixed freight activity in Kansas and Colorado and I deferred to his superior knowledge in that area when I inquired about photos he might have for such an article that I was considering. He had health problems then and acknowledged that if he didn't get it done that he would give me the material for such an article for the Digest/Rocket. Sadly both opportunities are gone.

Tom was always gracious, somewhat apologetic that he was first and foremost a UP historian. I think I saw a recent release of a UP book that he authored.

If you are able to access Trains news wire there is a story for today July 21 on him.

Jim Welch,  
Davenport

## ***Obituary - Jack Bakeman***

By Tom Sandlin

John R. "Jack" Bakeman of Lilydale, MN, age 92, born January 24, 1922, passed away June 5, 2014. A graduate from South St. Paul High School, Jack enlisted in the Marines in 1942 and served in the South Pacific. He was a lifetime member of the VFW and past president of the MN Chapter Second Marine Division Association. He attended bi-monthly meetings into his 90's. Jack was also a member of Guadalcanal Campaign Veterans. After serving 27 months in the Pacific Theatre, Jack returned to begin his career in the railroad industry.

Following in the footsteps of his father (who was a locomotive engineer) Jack's first railroad job was firing a coal burning steam locomotive for his father.

Jack had a passion for and a lifelong career with the railroad industry, first working for 30 years as a locomotive engineer and officer with the Rock Island Railroad. He was best known as the "father" of radio control dispatching. He was the originator of the concept on the railroad

and its greatest proponent. In fact in 1972 Jack Bakeman, along with senior officers John Buffalo, Bill Hoenig and Jack Button, traveled to Washington D. C. to make the pitch for radio control dispatching to the top people at the FRA and NTSB, after which it was originally implemented on the Rock Island's St. Louis line.

While with the Rock Island Jack was appointed to officer positions as Road Foreman of Engines, Assistant Master Mechanic at Ft. Worth, system Assistant Superintendent - Rules and Safety, and system General Road Foreman of Engines. After leaving the Rock Island Jack was appointed investigator in charge of major catastrophic railroad accidents for the NTSB and FRA in Washington, DC. He retired at age 81 after serving 58 years in the railroad industry.

Jack also had his own consulting firm, John R. Bakeman Consulting, specializing in railroad operations, train handling, and air brakes.

He was an outstanding railroader and a class individual. (credit Minneapolis StarTribune, and former Rock Island employees Leroy Williams, Bill Hoenig, Joe Rayburn, and Harry Reyburn)

Personal - I knew of but never met Jack Bakeman on the railroad, but had the pleasure of meeting him about 2002, at which time he without reservation agreed to provide an oral history recording from his Rock Island career. I had the pleasure of doing not only one but two recordings with Jack, the second with his old Twin Cities friend, the late Don Messenger, whom I had known. Jack was an extremely personable man, a great storyteller, and a true expert with locomotives and operations, and the book of operating rules. And not only was he good at his chosen profession, he obviously truly enjoyed talking about the subject. To sit and listen to Jack talk about the railroad was a true pleasure, but even further it was an education.

It was my privilege to call Jack a friend and to have the opportunity on a number of occasions to talk with him on matters of mutual interest. He was invariably ready to help when requested, or just to shoot the bull about the railroad. Jack was gifted in a variety of ways to the extent few humans are.

He was the consummate railroader.

Rest well, my friend.

Tom Sandlin

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## ***THE BIG QUESTION***

Subject: Re: Rock Island Reporter

To: [RIRocket@att.net](mailto:RIRocket@att.net)

Date: Sunday, July 13, 2014, 8:03 PM

So, what's the long term thoughts on what the "Reporter" is to be? I was an off and on member of RITS, mostly off over the internal discord. My own interests mainly lie in freight equipment as I do not specifically model the RI, only as they were a part of the greater US network.

Ray Kucaba

[Ray, great question. Right now, it's two little guys and some contributors, against the big killer of railroad memories – time. Elsewhere in this issue, you will see a proposal for a convention of Rock Island fans. Could that be the start of something big? It's all up to our readers. Tom]

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# ***THE TWO ROCK ISLAND E UNITS IN KANSAS CITY NEED YOUR HELP TO MOVE THEM TO MANLY, IOWA FOR RESTORATION.***

**Please call Brad Sabin, President, Manly Junction Railroad Museum, at 641-425-6104 to  
make a donation.**

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# **ROCK ISLAND REPORTER**

128 Whittier Circle, Falls Church, Virginia 24046

Thomas Brugman, publisher and editor – Email: [editor@rockislandnewsletter.com](mailto:editor@rockislandnewsletter.com)

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