

ROCK ISLAND REPORTER

**E-NEWSLETTER FOR ENTHUSIASTS OF THE
CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD**
ISSUE NUMBER 11 APRIL, 2016

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Rock Island RS-1 738 outside the Des Moines roundhouse approximately 1946. Rock Island pioneered the road switcher concept with ALCO. Photo by George Niles. Collection of Kim Niles. See more George Niles photos on page 8.



1. IMPORTANT ANNOUNCEMENTS- EVENTS AND SHOWS:

April 8, 2016 Railway and Locomotive Historical Society, Chicago Chapter Program on Friday, April 8th at 7:00 PM

Free Admission

77 W. Washington, 3rd Floor

Main Website: <http://www.rrsociety.org/>

Program: Showing of 5 RR Archival Films - professionally produced on operations of N+W, Rock Island, NYC, Association of American Railroads

<http://www.rrsociety.org/Meeting.html>

Membership only \$15 annually for notification and details of programs sent in hard copy by regular mail: <https://www.ribbonrail.com/RLHS/>

Join the Yahoo Group in order to receive monthly meeting notices:

<https://groups.yahoo.com/neo/groups/RLHSCngo/info>

Also: check out the website of the proposed high speed rail line of the New York to Chicago RR:

<http://www.nychicagorr.org/>

A complete "Calendar of Events" around Chicago is posted at:

<http://www.railcc.org/Events.html>

Recommended organization: Railroad Station Historical Society

<http://rrshs.org/>

APRIL 23, 2016 QUAD CITY SOCIETY OF MODEL ENGINEERS - OPEN HOUSE

The Midland Southern Model Railroad

An operations-oriented model railroad set in 1950-70's Midwest with computer control, lighting and 2000 square feet of scenery

Key Information

Date: Saturday, April 23, 2016

Time: 9:00 a.m. to 4:00 p.m.

Location: Dr. Sanders Chiropractic Office

609 15th Avenue

East Moline, IL 61244

Phone Contacts: Ron Rahn at (309) 373-0097 or

Dale Morrow at (309) 230-1068

Web Site: webmaster@qcsme.org at qcsme.org

Facebook: www.facebook.com/QCSME

APRIL 30, 2016 IOWA CHAPTER NRHS SPRING MEETING

The Iowa Chapter of the NRHS is pleased to announce that their 2016 Spring meeting will be held at the Wapello County Historical Society's Burlington Railroad Clubhouse on Saturday April 30.

Ottumwa has had a rich tradition of being a railroad center for SE Iowa. At one time, four railroads, Burlington Route, Rock Island, Milwaukee Road, and Wabash all served Ottumwa. Today the city hosts two major class ones, Burlington Northern Santa Fe and the Canadian Pacific.

Our meet will begin in the morning, with a visit to the Eldon Iowa Depot Museum to visit the former Rock Island Depot. Eldon was once a major division point on the Rock Islands Golden State Mainline and the K-D Line. From there we will have our regular chapter business meeting. Following that, we will be served lunch. Afterwards we will have some former railroad employees talk about working on the railroad in the Ottumwa area.

You do not need to be a member of the Iowa Chapter to attend, but membership is encouraged. If interested in becoming a member, or to find out more, please visit the Iowa Chapter 39's Facebook page. For questions about the meeting, please contact meet chair Dave Kroeger at davekroeger40@gmail.com

We hope to see you in Ottumwa on April 30.

MAY 7, 2016 – FRIENDS OF THE ROCK ISLAND MEETING IN BLUE ISLAND

6:30pm

From: Paul Hunnell

Date: Tue, December 1, 2015 9:50 pm

To: "Tom Brugman" <editor@rockislandreporter.com>

Friends of the Rock Island - 23rd Semi-Annual CHICAGOLAND MEETING Saturday, May 7, 2016 6:30pm – 9:00pm

PLACE: Grace United Methodist Church - Lower Level (enter at rear) 12739 Maple Avenue, Blue Island, IL
 PROGRAM: 6:30 PM – “Mini” Swap Meet / Display - Bring items you want to trade, sell or show. Limited # free tables. One table per dealer limit. **Reservations required** - first reserved first served.
 7:30 PM – Presentation(s): Steve Smedley will present a program of RI slides. (+ one other TBD)
 FARE: Free will donation to pay for flyers, mailing and a donation to the church for the use of their facilities.
 CONTACTS: General Information: Jim Suhs 815-588-1504. Tom Mitoraj - 630-606-7030. Swap Tables: Paul Hunnell 630-369-0221.

(Friends of the Rock Island is not a part of or affiliated with any other group or historical organization.)

Paul Email: phunnell@yahoo.com

MAY 12 – 17, 2016 – AAPRCO TRIP PLANNED FOR ILLINOIS AND IOWA

From: "David Engle" <rirocket@att.net>

Date: Mon, November 30, 2015 2:54 pm

To: "Tom Brugman" <tbrug@aol.com>

Cc: "Tom Johnson"

The American Association of Private Car Owners is planning an excursion over former Rock Island trackage from Chicago to Rock Island in May, 2016, in connection to their Mid-Term Meeting.

The proposed routing is Chicago to Rock Island over METRA, with the QJ engine being added at Bureau. Train will continue to South Amana with IAIS and Iowa Pacific power, then return to Rock Island.

The return trip will be Rock Island to Chicago via Denrock. and Savanna with engines doing a run-around at Savanna and final leg over Twin Cities line.

Passenger list is restricted to AAPRCO members and their invited guests. However, certain accommodations may be available on Dome-Sleeper-Lounge Stampede Pass for \$2500 and up.

Further information including schedule: <http://altiplanorail.com/projects/2016-aaprc-mid-term-trip-to-rock-island-with-stampede-pass>

JUNE 4, 2016 ROCK ISLAND FLOOD CREEK 100TH ANNIVERSARY DISASTER CLARKSVILLE, IA

ROCK ISLAND HISTORY to be remembered on JUNE 4, 2016.

Rock Island Flood Creek 100th Anniversary Disaster on June 1, 1916 on the line between Cedar Rapids, IA to Manly, IA were 17 people died at the Flood Creek disaster. Clarksville Public Library, Trains on the Farm Museum, & Iowa Operation Lifesaver is having a tribute to the people who were involved in the disaster at 3:10 am on June 2, 1916.

ON SATURDAY JUNE 4, from 10:00 am to 3:00 pm there will be an event at the FLOOD CREEK BRIDGE, Clarksville, IA

Directions: From Clarksville, IA., mile post 179.0 go North to mile post 173.8 Flood Creek. Will be mark on Iowa Highway 188 north of Clarksville, then west to Flood Creek. Parking will be by near the bridge.

Train on the Farm Museum will have history of the bridge, tours of the bridge area / story of the disaster on the half-hours.

Clarksville Public Library will have roll players of the persons involved in the derailment into the creek for you to visit with.

Iowa Operation Lifesaver will present Railroad Safety.

Iowa Northern Railway might have Rock Island rolling stock at the bridge for pictures.

Author Mary Buffington who's 1st book about the Flood Creek Disaster (Night Train to Nisswa) and her new book (Who Were They?) will be on sale with Mary showing the necklace and quilt that was in the wreck.

FLOOD CREEK WRECK TIMELINE

June 1, RI #19 waits Thursday night at Shell Rock Depot waiting for ok to move.

Heavy rains had washouts on the RI in the area.

June 2, Derailment at 3:10 am into Flood Creek: 17 died, many injured

June 3, Search for persons

June 4, From early morning until night the roads were one solid train of automobiles, for a distance of more than two miles on each side of the roads, cars were parked. 5000 auto, around 50,000 people visited the derailment.

Construction crews built a temporary wooden trestle and the first train ran Sunday evening, about 65 hours after the derailment.

June 5, Clean up

June 6, Day Coach was pulled from the creek bed, moved to Greene.

June 7, Clean up

June 8, Clean up

June 9, A gang of men worked almost a week covering practically inch of sand for persons.

June 10, Last person dies of her injuries.

HOPE YOU CAN JOIN US Saturday, June 4, 2016 to honor and learn history of these persons involved in the derailment. For more information, please contact:

Francis Edeker

Trains on the Farm Railroad & Toy Museum 75% RI artifacts)

30215 170th St.

Clarksville, IA 50619

319-278-4847 319-415-4814 cell

fcedeker@butler-bremer.com

October 30, 2016 The Fifth Annual Model Railroad Show & Sale Sponsored by the North Central Iowa Model Railroad Club, Hampton, Iowa

From: "Paul Shelton" <eastsidetrains@gmail.com>

Date: Thu, March 3, 2016 2:50 pm

To: editor@rockislandreporter.com (more)

Remember the Date. October 30, 2016 The Fifth Annual Model Railroad Show & Sale Sponsored by the North Central Iowa Model Railroad Club.

Where: Franklin County Convention Center located on the Franklin County

Fairgrounds, Hwy 3 West, Hampton, Iowa

Show Hours: 9:00 AM - 3:00 PM

For More Information, Call 641-456-1998 or Email: eastsidetrains@gmail.com

MODEL RR CLUBS: THE KIRKWOOD RAILROAD ASSOCIATION

Operates Thursdays from 7 to 9 PM.

Location: Within the former Hough School within the campus of the Kirkwood Early Childhood Learning Center.

Scale: HO

Visitors welcome.

More Information: <http://www.gatewaymra.org/2011/kirkwood-railroad-association-ho-scale-model-railroad/>



2. NEW PRODUCTS:

NEW ISSUE OF REMEMBER THE ROCK MAGAZINE NOW AVAILABLE

From: Phil

Sent: Wednesday, February 17, 2016 11:43 AM

To: David Engle rirocket@att.net [RITSlst]; ChoctawRoute@yahoogroups.com; CRIP-RR@yahoogroups.com; RI_models@yahoogroups.com; RockIslandRockets@yahoogroups.com

Hello Dave –

Please pass along the good news! The new REMEMBER THE ROCK magazine is in the mail. <http://www.andoverjunction.com/Catalog.asp?ID=179>

Climb aboard a lounge car with portholes, see mail picked up 'on the fly', ride the ROCKET from Kansas City to Denver, get qualified on the ROCKET JR., dig gravel in Iowa, model GP7 No. 4530 and go to town on Eric Miller's Meadow Sub. Plus, more models from Bob Massey, more Rock Island stories (Dick Gill tells all you need to know about cotton), and Pete Hedgpeth finally finishes picking up the wreck of the Rocky Mountain Rocket at Hallam, Nebraska. And.....little engines switching Lincoln, along with a visit to the CO&G and the Frisco at Mansfield, Arkansas. There's lots of good reading, good photos, and good drawings in every issue of REMEMBER THE ROCK. I must, however, apologize for the cover photo – that yellow F9AM-F9BM is the filthiest set of locomotives I've ever seen working. PAW

ROCK ISLAND DECALS

MASK ISLAND DECALS INC. continues to add Rock Island decals to the line. The latest being the hide car as well as the fifty foot insulated box car. Still available are caboose decals, locomotive, freight and pulp wood conversion kits for flat cars in HO scale.

Also available are limited S scale decals in Rock Island.

Hubert Mask

Mask Island Decals Inc.

Go to: <http://maskislanddecals.com>

NEW ATHEARN GP-7 IN THREE RI VERSIONS



HO GP7/GP9 Diesel Locomotive

Rock Island

Announced 03.25.16
Orders Due: 04.22.17
ETA: January 2017



Loc. 1960
Without Sound
ATHG62576
With Sound
ATHG62776



HO GP7, RI #1278
HO GP7 w/DCC & Sound, RI #1278



RI FEATURES:

- Spink armrests
- Nathan P3 air horn

#1278:

- GP7 phase 8 body
- EMD stamped large fuel tank
- Rock Island specific modified side skirts
- Winterization hatch
- Maroon with white chevrons and large block lettering



Loc. 1864
Without Sound
ATHG62577
With Sound
ATHG62777



HO GP7, RI #1258
HO GP7 w/DCC & Sound, RI #1258



#1258:

- GP7 phase 8 body
- Rock Island homemade large fuel tank
- Rock Island specific modified side skirts
- Winterization hatch
- Cab sunshades both sides
- Red/Yellow paint with speed lettering



Loc. 1865
Without Sound
ATHG62576
ATHG62576
With Sound
ATHG62775
ATHG62776



HO GP7, RI #431
HO GP7, RI #1207
HO GP7 w/DCC & Sound, RI #431
HO GP7 w/DCC & Sound, RI #1207



#431:

- GP7 phase 8 body
- Rock Island homemade large fuel tank
- Rock Island specific modified side skirts
- All weather cab window engineering side
- Maroon/Yellow paint with large block lettering

#1207:

- GP7 phase 8 body
- Rock Island homemade large fuel tank
- Rock Island specific modified side skirts – both sides different
- Cab sunshades both sides
- Maroon/Yellow paint with large block lettering

w/o Sound \$189.98 With SoundTraxx Sound \$289.98 SRP

These items are subject to Horizon's MAP policy



Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639

For further information, go to:

http://www.athearn.com/newsletter/032516/02_Genesis_GP7-GP9_032516.pdf

RAILROAD THEMED EARRINGS FOR WOMEN

PLAINSMAN JEWELRY INC., MUSCATINE, IA., announces specialty Rock Island decorative jewelry (other RR's available) for that important woman in your life. Jewelry is now available for online orders. Products include stud and hanging earrings in the form of 18k gold, silver and platinum plated couplers, lanterns, marker lights, glad hands, frogs, points, guardrails, bells and whistles, in ¼ inch scale and larger, each beautifully engraved with your favorite RR emblem.

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The perfect gift of love for the one you care for most in life. These gifts come with complimentary gift cards, apologizing for the many years of neglect and loneliness your lady friend probably experienced when you became the railfan in her life. Additional service includes the “surprise singing telegram delivery” option, just in case she’s no longer living with you and filing for divorce.

Fear not, for the cost of a single brass locomotive, you can win back the woman who probably deserves consolation for marrying or befriending a railfan or model railroader in the first place.

These exclusive designer earrings come in ¼”, ½”, 1”, and 1:1 scales and can be ordered from the online catalog at: <http://www.rockislandreporter.com/special-message.html>



2A PRODUCT RECALLS:

PRODUCT RECALL NOTICE! IMPORTANT!

PLAINSMAN JEWELRY INC., MUSCATINE, IA. Has advised us they are immediately recalling all 1:1 scale railroad jewelry produced in 2016. Several women have reported facial, neck and spinal injuries using the larger plated earrings. A class action lawsuit has been initiated. Further use of these products should be discontinued immediately, and returned FOB origin to the manufacturer. For further details, go to: <http://www.rockislandreporter.com/special-message.html>



3. FEATURES

GEORGE NILES PHOTO GALLERY

Kim Niles has generously provided us with a series of photographs taken by his father, George Niles in the 1940s and 50's. Kim's introduction to his Dad follows:

Subject: Re: Photos
From: Kim Niles
Date: Sun, March 20, 2016 1:57 am

Dad was a rail fan since his teens, the 1930s. A photographer & later film maker, there are 5 DVD's of his films available thru C Vision. George was also an avid H O modeler, custom builder & painter for almost 70 years. He was a clerk, retired from the Des Moines Union Railway. He was 91 when he died in 2011. Dad spent many a glorious day chasing, modeling & talking the train's he loved!!!
Thanks, Kim



Rock Island E-6 631, FP-7A 677, and GP-7 437 pose for this picture in Des Moines circa 1950, while their respective crew members review daily train orders. Photo by George Niles. Collection of Kim Niles.



An unidentified Rock Island steamer waits in on a siding for FP-7A 675 leading a passenger train. Great illustration of the steam to diesel transition around 1950. Not much to go on identifying the steamer, but the steps, flag stanchion, and steam chest suggest a K-68B 2-8-2. What I wouldn't give to have been there? Photo by George Niles. Collection of Kim Niles.



RI Davenport-Besseler 377, a 44-ton switcher, shows in Stagner's Rock Island Motive Power 1933-1955 as assigned to Rock Island, IL in 1948. Not sure if this photo was taken in Rock Island or Des Moines in a later year. These smaller switchers were used to cut down on crew size. Cute, but couldn't pull much. Photo by George Niles. Collection of Kim Niles.



RI 105 leads a perfectly matched A-B-A set of 3 F-7's, assisting a Rock Island R-68B somewhere in Iowa. These units were new in summer 1949 and not repainted with silver trucks/underbody until sometime in the 1950's. Stagner's *Rock Island Motive Power 1933-1955*, page 174, shows a similar lash-up in Topeka, KS in 1951. Photo by George Niles. Collection of Kim Niles.



4. FEATURE ARTICLE: ROCK ISLAND SIGNALS IN N-GAUGE

By Richard Wilkinson

When I was young we frequently visited family who farmed east and a little south of Wallingford, Iowa. Returning home one evening sometime in the late 1950s we came across west bound Rock Island train 53. Dad paced the train as it ran beside the highway and I remember the front end passing the distant signal for the Minneapolis and St. Louis crossing south of Estherville.

It didn't drop, this perplexed me I knew semaphores were supposed to go to stop when a train passed. It would be a few years before this writer would learn about fixed distant signals. Nonetheless, looking ahead you could see the bright green light on the home signal clearing the way for the mixed to pass through the interlocking.

I watched as the units passed the home signal and peeked between the cars at the light. At first nothing happened then it changed back to red. While it was the only time I saw that interlocking cleared for a train the experience sparked an interest in signals.

A Christmas or two later a NJ international signal was a stocking suffer and with great delight I set about making it work. However, the hard wired relay logic of the time was more than a preteen could handle. While the interest remained, life went on with school and later college.

About decade ago planning began on a new n-gauge layout and it seemed the right time to attempt signals again. Digital Command Control and computers have simplified such a project and you can even create a Centralized Traffic Control digitally.

You could call the Iowa Route a proto freelance creation. It's based on my favorite bit of the Rock Island's Bow and Arrow lines in northwestern Iowa about 1970, with fudge of a few years on either side. The road's concept has been tweaked to allow for a short section of CTC and a tower.

What signals?

The first problem was what signals to use. Semaphores were out because by 1970 they were used as train order or fixed distant signals save for a couple automatic interlocked crossings. Modern vertical inline colored light signals guarded even fewer crossings.

This left the type G or TR style signals with their triangularly arraigned aspects or type SA searchlight signals. Looking at photos, videos and my notes it seemed that there was about an even mix of the two types used in Iowa. It appeared that the type G was favored by the railroad early on then maybe about the Second World War the company preference change to the searchlight machine. This seemed particularly true for post war new construction or major upgrades.

Since the fiction of the model railroad said that the signals were modernized in the late 1940s it seemed that searchlight signals would be the best choice.

How to use them?

The old Golden State Route across southeastern Iowa was subject to major line improvements and relocation during this period and was the best prototype for the model. Additionally, the home signals featured some interesting quirks.

One detail that jumped out was the mast bolted onto a single compartment equipment box indicating that maybe they were recycled from older base drive semaphores. Also, they had the Rock's high/low head arraignment and the shields were different sizes. Lastly, the signals toward the east end of the line tended to have a single ladder running top to bottom while the western ones had a more conventional platform and ladder arrangement.

The implementation of the system on the eastern end of the line also fit the model railroad quite well. Passing sidings were fairly close together, like the model, so there were no intermediate signals. Instead there were just two distant signals at appropriate distances from their home signals.

Whose Signals?

At the time the best line of searchlight signals was put out by Sun Rise Enterprises. The company's products had very high detail and sold as kits, parts and assembled signals in the configurations needed.

Planning went forward, the railroad was built and electronics installed. Java Model Railroad Interface software was chosen to drive the system and programming started. About this time the first order for signals was prepared only to run into a problem. At some point the supplier had

suspended operations and now the gorgeous signals were no longer available in the quantities needed.

Other suppliers were looked at but either couldn't ship, or were back ordered, or were having production problems. Custom builders were looked at but some didn't do n-gauge while others had a limited selection. This writer did find one builder who produced awesome signals and made an order only to get a note back that a job change was coming and he had to suspend operation.

Nutz, was the reaction. It looked like the project would be on hold for a while until I ran across an ad for a company called BenScale.

Building your own!

This California based supplier makes n-gauge searchlight signal kits and parts. The heads display three indications using a surface mounted tri-color LED. The device produces bright colors and a green that's very close to the real thing. What was even better BenScale also stocks marker lights of various colors and has heads which display a lunar.

He also had the necessary mast kits and other items including a newly developed single compartment case to put at the base of a mast. The only thing missing was the platform, railings and ladders. They turned up at another supplier called Pro Tech. After some discussion with them I was able to get photo milled nickel silver platforms, ladders and railings. Also I got a stern warning. "you need to make a jig."

The first attempt was glued together without one and it's charitable to say it wasn't up to snuff. Backing up the signal department built several jigs. This time the signals were soldered together.

Each signal is hooked up to a Digitrax signal terminal strip. One or two terminal strips are connected to a SE8c signal driver via ribbon cable. The best part of the system is that the terminal strips already have the appropriate resistors to drop the current for the LEDs.

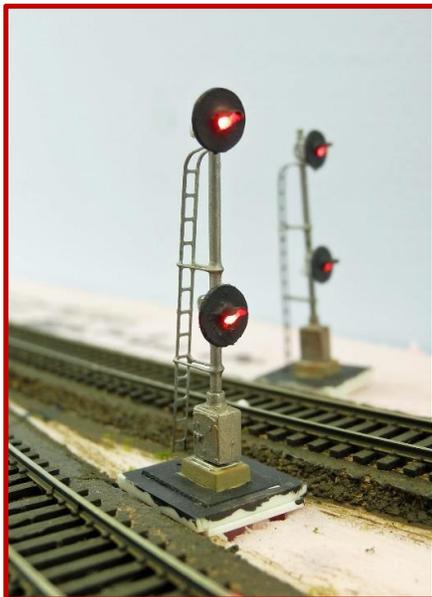
In all some 30 signals were fabricated as home, distant or signal bridge units. The system works generally as intended but some compromises had to be made particularly dropping the smaller low head shield due to the restrictions imposed by the LED.

Limitations aside they look Rock Island, add animation to the railroad and look neat.

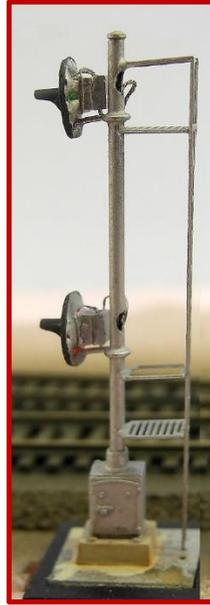
See photos.



1. The distant signals are a standard Rock Island block signal. Each unit is a combination of parts from both suppliers along with number boards cut from strip polystyrene and bases are 3d printed from my own drawings. These represent what I call a cap and drum or cap and weight style prefabricated bases. The cap and drum appears to be the older style and is a concrete tube with a matching cap that is held on with L shaped threaded rods which also attach the signals to the base. Cap and weight bases appear newer and feature a concrete cap on X-shaped weights held together with threaded steel rods. These are modular and the number of weights can be varied depending on the signal to be anchored.



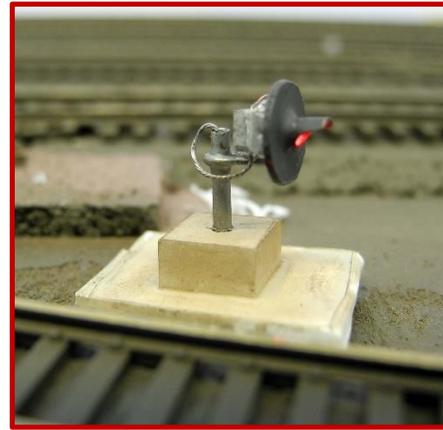
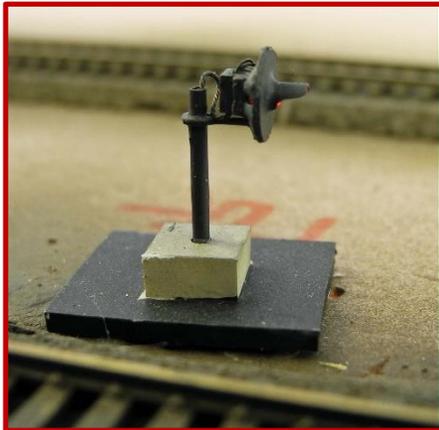
2. Type one home signals appear to be Southern Pacific inspired with the single ladder running from the top head to the ground. These are based on the signals I photographed at the East end of the Brighton, Iowa, passing siding. These are produced using only BenScale parts.



2. Type two home signals are based on signals photographed at the east end of the Centerville, Iowa, passing siding. These have platforms and railings made using parts from both manufacturers.



3. The signal bridges are not Rock Island but are stand-ins until something better comes along. The heads are mounted on brass tubes with BenScale ladders. Originally brass models were to be used but supply issues dictated a change to plastic NJ International products. They were painted and weathered using memories and photos of bridges just west of Blue Island, Illinois.



4. Dwarf signals have proven to be the least prototypical. At the time of construction there are no dwarf signals comparable to the Sun Rise Enterprises product. As a stand in heads were attached to short mast sections until something better come along.



5. A three header wasn't originally part of the plan but a test of a new BenScale platform and ladder etching made it possible. The signal is a three color over three color over red/lunar and is similar to the signals found on the Rock's Mainline east of the Quad Cities. Building it was a fun diversion while working on the project.

Photos by Richard Wilkinson



5. FEATURE REPRINT: 1905 ROCK ISLAND COMBINATION STOCK AND DROP BOTTOM CAR

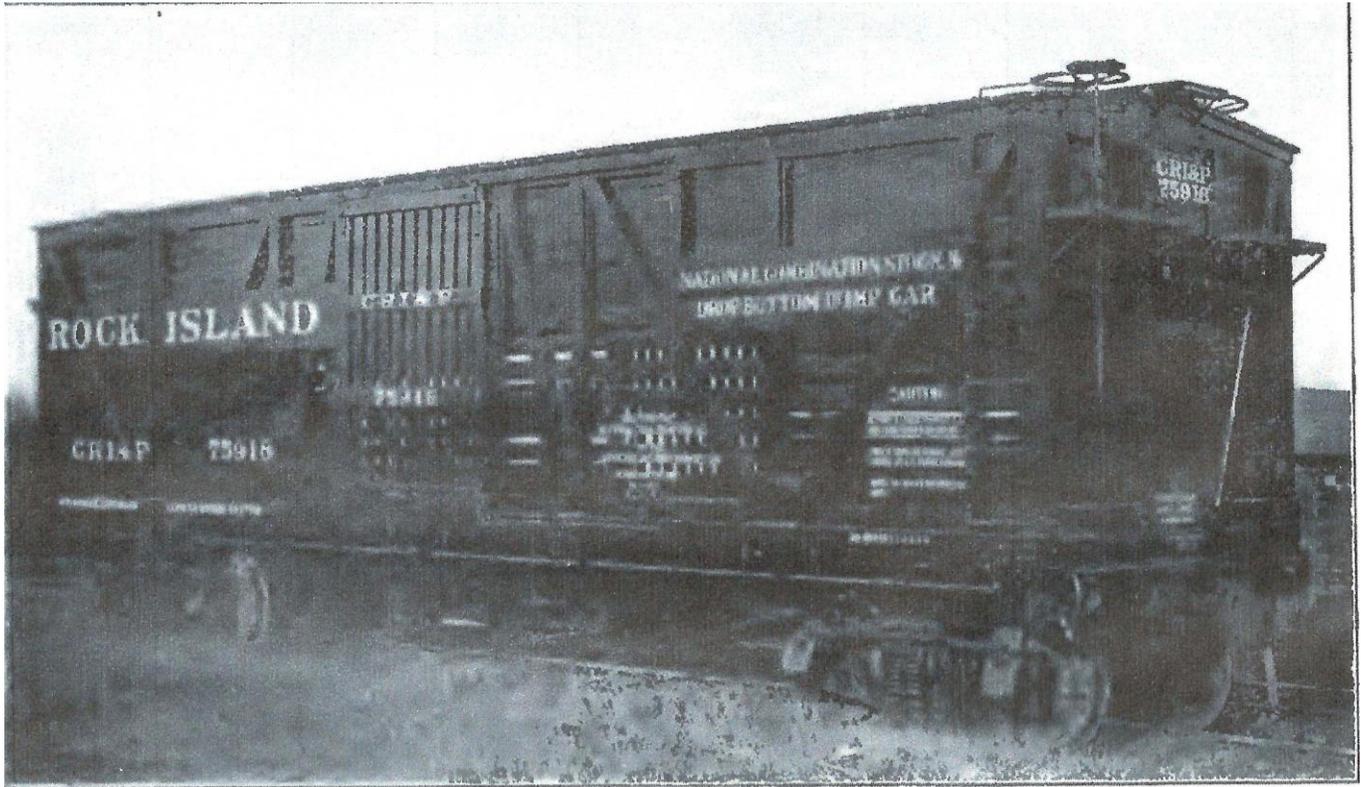
Submitted by Gerald Hook

A Combination Stock and Drop-Bottom Dump Car

Railway Age Gazette – November 3, 1905

The Chicago, Rock Island & Pacific has recently placed in service a new type of 80,000-lb. stock car, shown in the illustrations. The object of the design was to produce a car that could be applied to other service than stock carrying, thus enabling it to be used at all seasons and thereby making

it a paying investment, in contrast with the plain stock car. The car shown herewith is intended primarily for coal or coke service when not carrying stock.



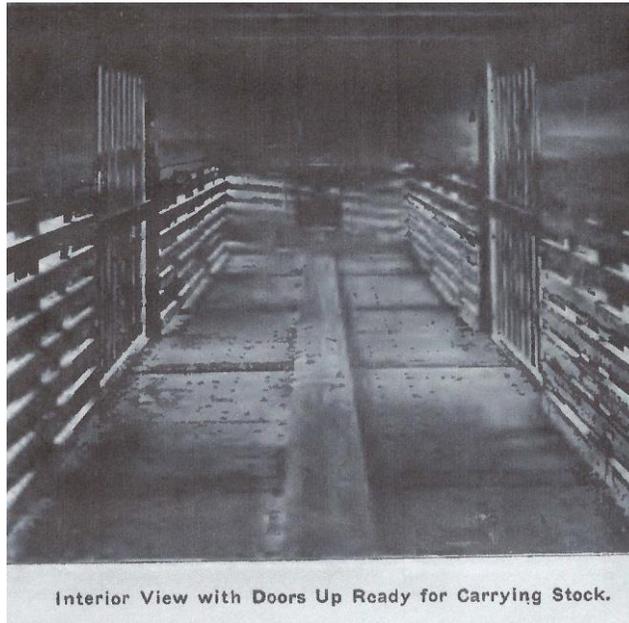
Combination Stock and Drop Bottom Car with Doors Up.

The design and method of operation are quite clearly shown by the engravings. It is a combination stock and drop-bottom dump car. The bottom is formed of 12 doors, six on each side, which are operated in sets of three by hand wheels on top of the car at each end. By simultaneous movement of the hand wheels, two or more sets may be operated in unison, dumping all of the load at one time if desired. The car is self-cleaning, no dumpable materials remaining after all of the doors have been lowered.

The superstructure differs in some details from the standard construction of the Rock Island. The side sill is a 4" x 3" x 3/8" angle, the posts being bolted to plates riveted to the angle. The posts next the door posts on each side are I-beams and metal carlins tie the structure across the top. The superstructure rests on a series of beams which are fish belly girders. These cross beams rest on four 6" x 10" longitudinal timber sills, spaced as shown in the plan. A special form of body bolster is required, shortened to provide for the lowered position of the doors and designed to embrace the four longitudinal sills. It is cast steel, as shown in the drawing.

Each set of doors is hinged to a longitudinal 3" pipe shaft above the center sills. The hinge pieces, which are 5/8" x 2" iron, are extended along its bottom to an outward end of the door and are bent to a special contour, as shown in the half cross-section. The doors are supported at their outer ends on a 2 1/2" longitudinal shaft carried on brackets from the cross beams. Riveted to the bottom of the latter and also to the cross beams are inclined rails down which the shaft slides as the doors are opened. The shaft is moved by two push arms under each door shaft which are attached to short from the crank arms secured to the pipe shaft. The latter is moved from the hand wheel by means of a worm and gear wheel. The position of the lowered door and its supporting shaft are shown by dotted lines in the half-cross section.

The car was designed by Mr. Spencer Otis, President of the National Coal Dump Car Company of Chicago and built by that company.



Interior View with Doors Up Ready for Carrying Stock.



6. ROCK ISLAND FANS AND PHOTO SECTION

SWEDEN

ARKANSAS

NEW READER OF RIR OWNS AND RESTORES RI CAB 17883

From: "Michael Hibblen"

Date: Wed, March 30, 2016 8:18 pm

To: "David Engle" <RIRocket@att.net> (more)

Hi Dave,

Sorry it has taken a few days to get back to you and Tom. I wasn't familiar with your publication, but am looking through past issues and will read more tonight.

My section on the railroad on my webpage has been stagnant for a few years, but in the last couple of months I've resumed doing quite a bit of research after being contacted last year by a publisher that

wanted to put out a collection of photos of the Rock Island in Arkansas. That prompted me to attend a meeting last month of former employees of the railroad who still meet every other month and I've been recording those interviews to eventually add to the web, along with five other people I've interviewed over the last 28 years.

<http://www.hibblenradio.com/caboose.html>

Thought you might you might enjoy this segment of audio, it's about 10 minutes with a former track foreman named Guy Winters, who had two scary stories about his time working for the Rock Island in Arkansas. I recorded this last month and hope to get the rest of his segment posted soon.

<http://hibblenradio.com/2016-02-07-GuyWinters-TwoScares.mp3>

I can share more if interested, but it has been a big undertaking gathering photos, still very rewarding. Best, Michael

Michael Hibblen News Director/ KUAR-FM 89.1

On Thursday, March 24, 2016 10:47 AM,
David Engle <rrocket@att.net> wrote:

Hello Mr. Hibblen;

I have just found the feature article about your acquisition and restoration of the 17883. It is unbelievably excellent. Would like to establish a direct channel between you and our editor, Tom Brugman, if possible. Dave Engle

<http://www.hibblenradio.com/caboose.html>

COLORADO

ILLINOIS

THE NEW JOLIET STATION UPDATE

From: "Bill Molony"
Date: Tue, March 8, 2016 8:18 am
To: RITslist@yahoogroups.com

The Joliet City Council has approved a \$16,027,000.00 bid, submitted by Walsh Construction, for the construction of the new train station and platforms for Metra Heritage Corridor and Amtrak Lincoln Service passengers, contingent upon concurrence from IDOT. The state will contribute \$15,308,338.00 and Joliet will contribute \$718,662.00.

If all goes well, this year will be the year for the construction of the new train station portion of the Downtown Joliet Transportation Center.

BNSF and UP have previously re-aligned their tracks, installed all new diamonds at the Metra RID crossing and installed all new signal systems that are remotely controlled from Ft Worth and Omaha, respectively.

The new station will be built on the north and east sides of the preserved UD interlocking tower, and the new platform will be built in between the two Union Pacific tracks, and north of the Metra Rock Island District diamonds. The platform will be accessed from tunnels underneath the UP and BNSF embankments. Stairs and an elevator will move passengers in between the tunnels and the platform. The new Metra Rock Island platform east of the diamonds will be accessed from the new station by a bridge over Art Shultz drive.

A big part of the holdup on this project has been the state's hesitancy to fund more of the train project of the project, since the city has not yet funded the bus portion. Joliet has been wanting to go on a "piece by piece" basis instead of an "all or nothing" basis.

Joliet Union Station is now owned 100% by the city of Joliet; while it will never again be used a station, the city of Joliet is committed to preserving it and adapting it to contemporary re-uses.

Bill Molony
 President, Blackhawk Chapter, NRHS
 Will County Representative to the Metra Citizen's Advisory Board
 Former member of RITS

More information on Joliet Union Station:
<http://www.greatamericanstations.com/Stations/JOL>

FOR SALE

From: "james" <jamesrhazelton@earthlink.net>
 Date: Thu, March 3, 2016 11:54 am
 To: "Tom Brugman" <editor@rockislandreporter.com>

Tom,
 I have a conservation and museum-quality framed EMD advertisement published in the Saturday Evening Post, circa 1948, featuring RI unit, no. 640, another E-7. The train is referred to as the "Golden State Limited". This framed EMD ad measures 12 x 15.5 inches. The title of the Ad is "Sunday Dinner at 100 Miles per Hour".
 FOR SALE -- \$250.00 See following photo.



I have several other unframed pieces (not photos), including the "Aero Train", used in RI passenger and suburban Chicago commuter service, and a steam print featuring engine no. 5103. Both of these

prints appear to have been created by CRI&P Ry as Public Relations promotions, and may also have been used in period calendars.

However, this "Aero Train" print could have been created by EMD as Public Relations promotion, as I have seen several other identical "Aero Train" prints in different RR styling/paint schemes. The only one I kept was the RI print.

These two pieces are considered quite rare and unique.

They could make a nice Rock Island set.

Jim Hazelton

Contact at 815.293-2798

ROCK ISLAND SPEEDERS SILVIS, IL 1980

From: "Robert J. Casares"

Date: Tue, January 12, 2016 11:13 pm

To: "Tom Brugman" <tbrug@aol.com>

Tom,

That's the one. The old steam heavy shops closed and that facility was tasked with working on all of their maintenance of way equipment. Naturally, I'm only interested in the one type.....the rest is nice, but outside my area of interest. I have three of their cars at this time. They really liked Fairmonts M-19D car from the late 30's and 1940's.

The Rock had several of these as well. I'm not sure if anyone else has taken the time to try and gather the info. I have a list of Rock cars I've compiled, along with lots of photos from the web. Mike Harris, Carl Schneider, a Mr. Erdkamp, John Spiro and Tony Martinez have photos of cars.

Regards!

RJ

----- Original Message -----

From: Tom Brugman

To: Robert J. Casares

Sent: Tuesday, January 12, 2016 7:03 PM

Subject: Re: More Silvis 1980

Robert,

I'm guessing the Santa Fe pic is the inside shot that looks like they are working on golf carts.

Tom

On Jan 12, 2016, at 6:43 PM, Robert J. Casares <74mt14L@att.net> wrote:

Here are the other two photos.....it breaks my heart to see this. I wonder if a similar scene was repeated at El Reno?

I have collected a few photos of the former MOW repair depot at Herington KS. There does not seem to be a photo taken from the inside. All Photos by Robert J Casares.



<pictures_12156_silvis-motorcar01b.jpg>



<pictures_12156_silvis-motorcar02b.jpg>

These two photos illustrate one difference between the Rock and the Santa Fe's MOW repair shop.....



ATSF Centralized Work Equipment shop in Albuquerque NM, aka "CWE"



CRI&P shop at Herington KS. This hurts as much as the Silvis images. They did the best they could with what they had. <Old_RI_roundhouse_in_76.jpg>

IAIS NEWS: GOVERNMENT DRAWBRIDGE OPERATION REGULATION; UPPER MISSISSIPPI RIVER, ROCK ISLAND, IL.

<http://regulations.justia.com/regulations/fedreg/2015/12/18/2015-31856.html>

INTERESTING WEBSITE: STEVEN JOHNSON'S ROCK ISLAND: OTTAWA SANDS IN N SCALE

<http://rockislandpacific.blogspot.com/?m=1>

IOWA

ROCK ISLAND BOOK FOR SALE

From: Kim Niles
Date: Tue, March 15, 2016 2:13 pm
To: editor@rockislandreporter.com

Tom

I don't know if you put items for sale on the reporter but if you do I have a copy of "Rock Island Tracksides 1960-1980" by Stout in New condition, \$200, shipping included. Thanks Kim
Contact: "Kim Niles" nappyasyp@yahoo.com

I'm getting a model (RS-1) that was in pieces on dad's work bench painted in RI. This will be my first HO project in 45 years going to update it to the latest technology.

Thanks Kim

EXAGGERATED FEDERAL LAND GRANTS TO RAILROADS IN IOWA

From: Gary Ostlund

To: Gary Ostlund >

Sent: Sunday, March 13, 2016 8:37 PM

Subject: FW: Land Grants (myths debunked)

Trust me folks, this is the "short course," really short. In the early days the only federal aid given to American railroads consisted of route surveys by the U. S. Army engineers and a tariff reduction on imported iron and rails.

In 1850 interests in Illinois and Alabama pushed through Congress the first land-grant act to aid two north-south railroads. The legislation granted six alternate sections of land per mile to the Illinois Central and the Mobile & Ohio.



Map 1. 1884 Exaggerated Land Grant Chart Overstating grants in Iowa.



Map 2. Corrected Textbook Map Circa 1940

Fast forward to post-civil war era. Larger grants of ten, twenty and even forty sections per mile of track were offered to projected railroads to the far Pacific. Most of the larger grants were made by the Republicans during Reconstruction. In the campaign of 1884 the Democrats released a map entitled: "How the Public Domain has been Squandered by Republican Congresses." The map exaggerated the true extent by about four-fold.

The exaggerated version of the map found its way into textbooks in public schools for 60 years and only corrected in the 1940s. Thus for two generations Americans grew up believing that 80 percent of Iowa had been given to the railroads.

Politics..... **[In this country? Politics? Impossible. Ed]**

Gary O. Ostlund

Credits: Maps and text para-phrased from The Routledge Historical Atlas of the American Railroads

REAL ESTATE WITH IAIS VIEW AND CABOOSE FOR SALE IN NEWTON, IA.

330 N 8th Ave E, Newton, IA 50208

4 beds 2 baths 1,919 sq. ft.

Contact Agent: Jo Jenkins, ABR, CRB, CRS RE/MAX REAL ESTATE CONCEPTS (641) 521-0302

For Sale \$149,000

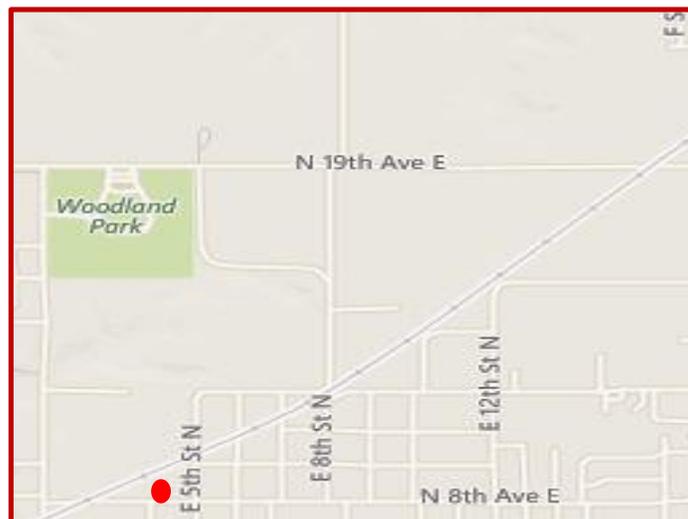
Price cut: -\$20,000 (3/23)

Zestimate Est. Mortgage \$541/moGet pre-approved. ®: \$149,394



English Tudor with remarkable architectural details on a 0.84 acre park like setting! Beautiful hardwood floors & cherry crown molding on open floor plan on main level. Eat-in kitchen includes all appliances. One bedroom/den & original tile full bath on main. Enjoyable year round Main level

Family Room/Sunroom which opens to back Patio. 3 spacious bedrooms with lots of closets on the upper level & newer Bath with Silestone, Quartz counter for double sinks & Quartz shower. Caboose.



From: "David Engle rirocket@att.net [RITslist]" <RITslist@yahoo.com>

Date: Thu, March 10, 2016 11:01 am

To: "RITslist@yahoo.com" <RITslist@yahoo.com>

Mr. Rottering bought the house and then acquired the caboose. His family had a fatal accident, which likely disrupted everything. There may have been an intermediate, but the owner I remember was Neal Hammer, local attorney, who survived 12 heart attacks before #13 proved fatal; his wife Agnes was my grade school library teacher at the now long-gone Washington School, 1953-1956. Dave Engle

From: William Riebe

To: "RITslist@yahoo.com" <RITslist@yahoo.com>

Sent: Wednesday, March 9, 2016 3:35 PM

Subject: Re: [RITslist] Re: House for sale

Guys, I lived just a bit farther from this house than Dave Engle - 1939-1979 but the caboose wasn't thereabout the first 30 or so of those years. We get back to the old home town about 4-5 times per

year so have kept track of the caboose. It has been repainted at least once and is a bit weathered but seems in good shape. We have never been inside the car however.

Bill Riebe

On Tuesday, March 8, 2016 7:48 AM,

Robert J. Casares'

wrote:

Newton, IA CRI&P 17662 wood, cupola, outside braced, David Pitz, 330 North 8th Avenue East, Would that I could live there.

Robert Casares, San Antonio, TX

ROCK ISLAND HISTORY – 1911, FARMER PREVENTS WRECK

From: James Rueber

To: wilgramps@aol.com; RIRocket@att.net

Sent: Thursday, January 28, 2016 12:06 PM

Subject: Farmer Prevents Wreck

NEW HAMPTON COURIER New Hampton, Iowa Thursday July 20, 1911.

Cedar Rapids, Iowa. --J. F. Clark, a farmer near Washington, stopped Rock Island train No. 64, and averted a disaster. A bad storm had blown down several telegraph poles, and three of them were found lying across the track. He snatched a red dress belonging to his little daughter, and fastening it upon a stick, flagged the train. The end.

James Rueber

cgwdispr@aol.com

NEW READER IN CHICAGO – PHOTO OF METRA 1 - EX RI 4801

From: t_pearson1212@yahoo.com

Subject: Photos!

From: t_pearson1212@yahoo.com

Date: Sun, January 24, 2016 12:06 pm

To: Editor@rockislandreporter.com

Hello my name is Todd Pearson and I am a locomotive engineer for Amtrak in Chicago. I grew up mainly in the Quad Cities and was a fan of the Rock Island.

Sadly, I never did get to become an engineer for them, but I have been lucky enough to have been trained by ex-Rock guys.

I have a few pictures I am going to try to send, and also a request for information. I have a soft spot for the 3a sub. I have only seen a couple of shots from it. I know Allen Rider took some pictures, are there anymore out there? Would really like to see Orion from back in the day.

Following photo: NIRC one (my baby when I worked there) is former Rock Island 4801 built 12/20/1939. Oldest diesel in active mainline service. Photo by Todd Pearson.



INDIANA

ATHEARN'S WIDE VISION CABOOSE

From: "David Churry"

Date: Thu, March 10, 2016 8:24 pm

To: "editor@rockislandreporter.com" <editor@rockislandreporter.com>

I have the following for the April 2016 issue of Rock Island Reporter: For a long time, I have heard that Athearn's wide-vision caboose was a Rock Island prototype. Is this an actual fact?

Dave Churry, Portage, IN

[Ed: There have been several discussions of this on RITSLIST (go to:

[https://groups.yahoo.com/neo/groups/RITSList/conversations/messages/9477:](https://groups.yahoo.com/neo/groups/RITSList/conversations/messages/9477)

In short, the Athearn wide vision caboose appears to vary from the prototype in roof panel arrangement, and other details. Recommend searching the RITSLIST conversation library.)

KANSAS

Subject: [RITSList] Speaking of preserved Rock Island diesels...

From: "kansasrailfan@cox.net [RITSList]" <RITSList@yahoogroups.com>

Date: Wed, February 17, 2016 2:13 pm

To: RITSlst@yahoogroups.com

You can see Dan Sabin's string of former Rock Island geeps on Google Earth, tucked away on the west side of the yard there in Manly, IA. Does anyone know what diesels they are (type, road number, lineage, etc.)?

Thanks, Dan in Wichita, near the Cline Yard

Subject: RE: [RITSlst] Speaking of preserved Rock Island diesels...

From: "'Greene, Bradford' bradford.greene@united.com [RITSlst]" <RITSlst@yahoogroups.com>

Date: Thu, February 18, 2016 8:29 am

To: "RITSlst@yahoogroups.com" <RITSlst@yahoogroups.com>

3 GP7 ex-UP, exx CNW, exxx RI



[Dan: Here are two pictures I took of the Dan Sabin ex RI Geeps in 2014. Tom Brugman]



INTERESTING WEBSITE: MIGHTY SAMSON OF THE CIMARRON, SEWARD COUNTY, KANSAS

<http://www.kansassampler.org/8wonders/architectureresults.php?id=57>

SAMSON OF THE CIMARRON 77 YEARS OLD – KPR UNIVERSITY OF KANSAS

<http://kansaspublishradio.org/blog/kpr-staff/things-located-near-hooterville-just-kidding-march-25-2016>



Liberal KS depot grounds

From: Lidia J. Hook-Gray <lidia.heritage@swko.net>

To: David Engle <RIRocket@att.net>

Sent: Tuesday, January 12, 2016 4:58 PM

Subject: FW: Liberal KS depot grounds

Here you go Dave. We are still working on landscaping and should have a sign up by this time next year to explain the steam crane, motor car etc. Hope you guys can come see it some day!





Lidia J. Hook-Gray Broker, Heritage Real Estate Group, Inc. Liberal, KS 67901
Preceding 3 photos provided by Lidia J. Hook-Gray

LOUISIANA

MINNESOTA

MISSOURI

DE-CONSTRUCTION OF THE ST LOUIS SUB

From: "j_spurlock@yahoo.com [RITslist]" <RITslist@yahoogroups.com>

Date: Sat, February 6, 2016 4:01 pm

To: RITslist@yahoogroups.com

For those interested, I've created a photo album on one of the other Rock Island lists showing some of the effects of the salvage crews. I took several photos yesterday. The link is provided below:

<https://groups.yahoo.com/neo/groups/CRIP-RR/photos/albums/1025122945>

Comments are always appreciated.

Jon Spurlock

NEWS: JACKSON COUNTY FILES WITH STB TO PURCHASE ROCK ISLAND RR CORRIDOR AS TRANSIT/TRAIL CORRIDOR | SURFACE TRANSPORTATION BOARD | MISSOURI BICYCLE AND PEDESTRIAN FEDERATION

<http://mobikefed.org/2016/03/jackson-county-files-stb-purchase-rock-island-rr-corridor-transittrail-corridor-surface-tran>

YOUTUBE VIDEO: ROCK ISLAND TRAIL UPDATE – TREE AND BRUSH REMOVAL BY TIMOTHY FLORA

<https://www.youtube.com/watch?v=HqCN7TsNELg&sns=em>

MORE MISSOURI NEWS: ROCK ISLAND TRAIL

<http://themissouritimes.com/26973/cut-to-the-chase-shoulda-coulda-woulda-on-the-rock-island-trail/TWMP.TV>

http://www.gasconadecountyrepublican.com/news/gasconade_county/article_c893a198-ca8a-11e5-983c-e7cbbb0c13cb.html

<http://www.newstribune.com/news/2016/feb/01/crews-clear-path-rock-island-trail/>

OKLAHOMA

ROCK ISLAND SHOPS AT EL RENO, OK

From: "timothy hopkins"

Date: Wed, March 2, 2016 10:53 am

To: "Tom Brugman" <editor@rockislandreporter.com>

Tom,

I, Have Been Informed, that the Rock Island Locomotive Shop, and paint Shop, have been torn down. is there any truth to this!!

Tim Hopkins Enid, Oklahoma.

[Tim, please see the following piece from Dean Schirf. Ed]

EL RENO SHOP DEMOLITION

From: Dean Schirf

Date: Wed, February 24, 2016 11:05 am

To: "Tom"

On February 22, 2016, I drove to El Reno, Ok., to take final pictures of the old Rock Island 3 Bay Diesel Repair Facility that is in the final stages of being demolished thus ending an era of railroading that commenced in this community in the 1890's and grew to over 1500 employees at peak along with becoming the southern divisional point on the "Mighty Fine Line".

Originally built in the 1920s as a massive freight car facility until diesel engines gradually replaced steam whereupon it became the diesel repair facility and coupled with the Silvis shops were the primary diesel repair facilities for the Rock Island. This property was originally purchased by the State of Oklahoma following liquidation in 1980 and later sold to the Union Pacific who removed the 32 track yard and replaced it with a smaller modern rail yard that is now teeming with the construction of giant blades for wind turbines and then placed on rail cars for final delivery.

These pics show the demolition of Rock Island's Diesel Repair Facility on Feb 22, 2016

1. View looking west showing the diesel repair facility.



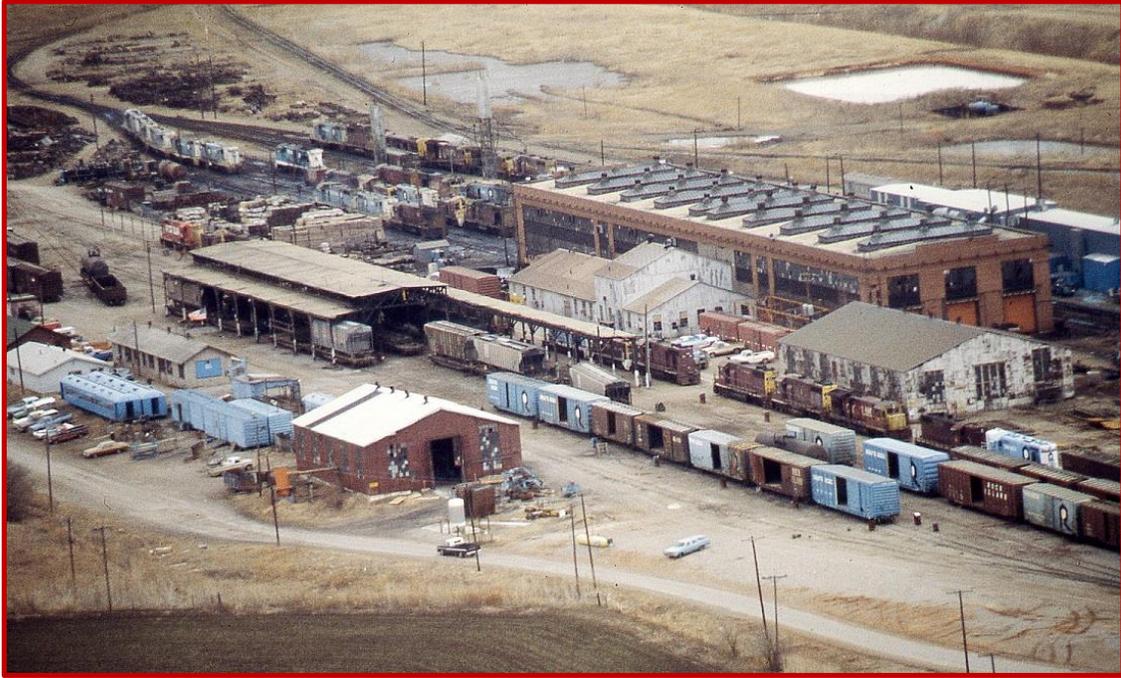
2. View looking east of what is left of the diesel shop along with the old paint booth.



3. The east entrance to the tunnel paint booth also showing what remains of the diesel repair barely seen through the trees to the right and to the left a flat car loaded with a giant blade for a wind turbine. The ole El Reno rail yard is now the staging point for the loading of these massive blades for further delivery.



4. Historical pics of the diesel shop.



5. Demolition of the diesel shop.

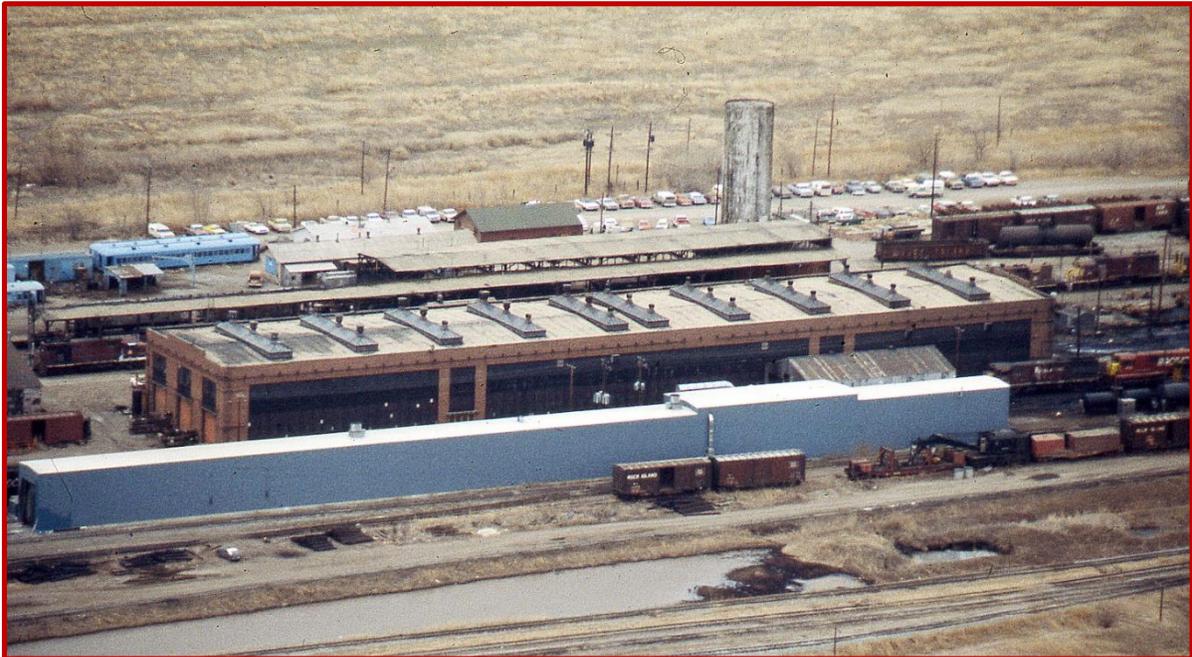


6. Rail yard today



These are several pics of the El Reno diesel shop in the past.

7. Aerial view of the paint and diesel shop at shut down in March, 1980.



8. Inside of diesel shop in early 1990s with nary a window intact



9. Looking east – Black and White when facility was first used as a car repair shop.



Respectfully Submitted,

Dean Schirf
Harrah, Ok.

OKLAHOMA RI MODEL SCENE

From: Dean Schirf

Date: Wed, March 2, 2016 3:02 pm

To: "Tom" <editor@RockIslandReporter.com>

Tom, already sent you some pics on the demolition of the El Reno Diesel Shop but could not pass up the opportunity to also send a shot of my HO models.....so here is my contribution to the April RIR issue.



Many thanks.

Dean Schirf
Harrah, Ok.

RI CABOSES IN OKLAHOMA - PHOTOS

From: "granpa92@netscape.net [RITslist]" <RITslist@yahoogroups.com>

Date: Thu, February 18, 2016 8:04 pm

To: RITslist@yahoogroups.com

Pictures of some of the cabs you ask about. Please note the dates on the pictures which are accurate. Cannot be sure of the current condition or if they are still at that location.

<http://lbplatt.rpicturearchives.net/showPicture.aspx?id=1778890>

<http://lbplatt.rpicturearchives.net/showPicture.aspx?id=1778944>

<http://lbplatt.rpicturearchives.net/showPicture.aspx?id=1778897>

<http://lbplatt.rpicturearchives.net/showPicture.aspx?id=1332745>

<http://lbplatt.rpicturearchives.net/showPicture.aspx?id=1778892>

Enjoy,
Larry Platt

OKLAHOMA RAILWAY MUSEUM

From: "David Engle" <rirocket@att.net>
Date: Wed, February 3, 2016 10:37 am
To: "Anne Murray" <annem@oklahomarailwaymuseum.org>

Hello Mrs. Chilton;
Thank you very much for the enclosure; it is very interesting; I will likely try a printout if needed to get it fully understood. Dave Engle

From: Anne Murray <annem@oklahomarailwaymuseum.org>
To: David Engle <RIRocket@att.net>
Sent: Tuesday, February 2, 2016 4:07 PM
Subject: Re: Rock Island Reporter newsletter

David,

Attached is a booklet of our equipment roster. It is confusing to read as is but is meant to be printed double sided and then the pages folded in half vertically to make the booklet.

Let me know if this works for you. Our equipment pages on the website have some of this information but are still in the process of being updated.

Sincerely,
Anne Murray Chilton
Museum Administrator
Oklahoma Railway Museum
3400 NE Grand Blvd
Oklahoma City, OK 73111
<http://www.oklahomarailwaymuseum.org/>

SPECIAL BRIDGE MOVEMENTS AT CALVIN, OKLAHOMA

From: "Gerald A. Hook"
Date: Thu, February 4, 2016 1:00 pm
To: "'Tom Brugman'" <tbrug@aol.com> (more)

Gentlemen

Revisiting this subject. ONE MORE TIME...

I've added comments by Dry Jack Austerman of Oklahoma City to the story.
I believe this is the last revision.

Gerald

From: Gerald A. Hook Sent: Friday, January 29, 2016 10:49 AM
 To: 'Tom Brugman' <tbrug@aol.com>; David Engle <rirocket@att.net>
 Subject: RE: CALVIN, OKLAHOMA
 Tom & David

Kindly discard the first version of this story and use this one instead.
 I found the MO&G bridge on Google Earth and then found mention of the MO&G's
 bridge in RAILROADS OF OKLAHOMA.

Thanks
 Gerald

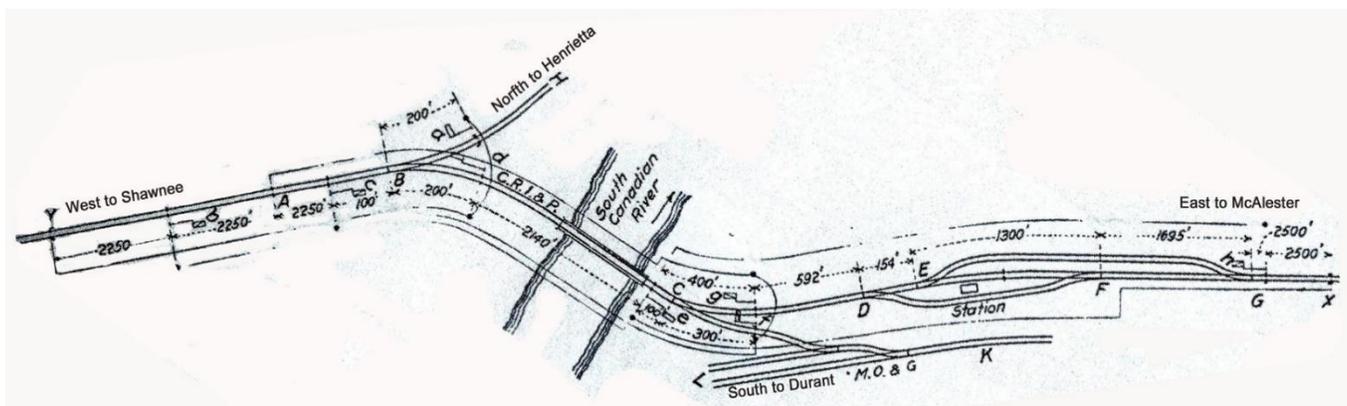
From: Gerald A. Hook
 Sent: Thursday, January 28, 2016 11:15 AM
 To: 'Tom Brugman' <tbrug@aol.com <mailto:tbrug@aol.com> >; David Engle
 <rirocket@att.net <mailto:rirocket@att.net> >
 Subject: CALVIN, OKLAHOMA
 Tom & David

This a very interesting, albeit, "wordy" article that states MO&G trains in
 either direction were forced to make a reverse moves across the Rock
 Island's S. Canadian River Bridge.

I don't have any MP, KO&G or MO&G employee timetables, but I'd love to see
 what verbiage is in "Special Instructions" in regard to Calvin, Oklahoma.

Do either of you have such an animal in your collection?
 Gerald

AUTOMATIC JUNCTION SIGNALS AT CALVIN, OKLAHOMA Railway Age Gazette – June 25, 1909



Missouri, Oklahoma & Gulf, a north and south line, crosses the Chicago, Rock Island & Pacific, an east and west line, and both roads cross the South Canadian River at Calvin, Okla. To utilize a single bridge for both, the MO&G is connected to the Rock Island as shown in the accompanying drawing, and its trains cross the river on the Rock Island Bridge.

MO&G trains from the north (H) enter the Rock Island track at (B), back over the bridge, through switch (C) to track (K), and then proceed southward on track (L) to Durant.

The signaling for these junctions is at wholly automatic, an arrangement which will be maintained until the volume of traffic is larger than at present. Signals [a], [d] and [e] give two indications and signals [b], [c], [f], [g] and [h] give three indications, all in the upper quadrant, the last five repeating the indication of the signal in advance. All Union Switch & Signal Company S style.

Two indicators each are provided at switches (B) and (C) and one each at (D), (E), (F) and (G). The control circuits of the converging signals [a] and [d], [f] and [g] are selected respectively through circuit controllers on switches (B) and (C). Signals [a] and [f] will not clear unless their respective switches are reversed.

The overlaps are so arranged that signal [b] governs to signal [e], signal [e] to signals [f] and [g], signal [e] to (X), signal [h] to signal [e], signals [f] and [g] to (A), and signals [a] and [d] to (Y).

At switch (B), the eastward indicator will be set at stop by a train between (Y) and signals [a] and [d], and the westward indicator by a train between (X) and signal [c]. At (C), the eastward indicator will be set at stop by a train between (Y) and signals [f] and [g], and the westward indicator by a train between (X) and signal [e].

The indicators at switches (D), (E), (F) and (G) will be set at stop by a train between (A) and the switch in question.

Trains of the MO&G must not enter upon the Rock Island track at either switch if either indicator at that switch indicates stop. If both are clear, the trainman opens the switch.

Thereby, in the case of switch (B), for example, he sets signals [b], [c], [d] and [g] at stop; and he clears signal [a]. This also sets signal [h] at caution. In the case of switch (C), signals [c], [e], [g] and [h] are set at stop, signal [f] is cleared and signal [b] is set at caution. Thus in either case full protection for the movement is provided. Rock Island trains from both east and west are governed by the automatic signals.

All apparatus was installed by the Rock Island signal forces. The switch indicators are the Union Switch & Signal Company's upper quadrant semaphore type. Polarized line circuits are used for the control of all of the three-position signals. Track relays are of 4-ohms

resistance; line relays of 500 ohms. The Hall Signal Company's type E-B relay is used for the track and neutral line circuits. The polarized line and slow-acting relays are of the "Universal" type, made by the Union Switch & Signal Company. The slots of the signals have a high and a low winding and are not slow acting. Slow releasing relays of 1,000 ohms resistance are provided to hold the circuits closed while the pole changers act.

The MO&G built south from Henrietta to the north bank of the South Canadian River at Calvin in 1909. Construction continued from Calvin south to Durant and on to the Red River throughout 1909. The Red River Bridge at Carpenters Bluff, Texas came a year later.

The complicated arrangement at Calvin in this story lasted some four years as the MO&G finally completed its South Canadian River Bridge in 1913.

RAILROADS OF OKLAHOMA – Donovan L Hofsommer
Oklahoma Historical Society – 1977

I sent the draft of this article to Dr. Jack Austerman, longtime Oklahoma City resident, retired dentist and educator for comment. Here is his response.

Gerald,

In the 30's and 40's, the layout of the RR's in Calvin was nothing like that. Return with me to those thrilling days of yesteryear and I will explain.

During those years, I was living in OKC and we frequently returned to the Poteau/Ft. Smith area to visit our many relatives. The preferred route at that time was US HWY 270. It approached Calvin from the north, along with US 75, and crossed the river immediately north of town. If you will go to Google Earth Satellite map you can follow along with me.

If you look carefully, the two rail rights of way can be identified. The RI tracks are still in place in spite of no rail service since about 1988. In some places a jungle of trees obscures it from above.

The UPRR owns the RR, wants to remove it. The State of Okla. wants to buy it. UPRR refuses to sell. The State Corporation Commission refuses to allow UPRR to remove it. Long time stalemate!

The old KOG ROW can be seen in the satellite view along with the RI. There are 2 RR bridges crossing the river, the KOG NE of Calvin and the RI to the NW. The RI runs basically east to west through Calvin. The KOG crosses the river bridge on the NE, approaches Calvin, then crosses the RI and the 2 lines parallel closely through the town. There was a small, joint depot on the east edge of town. The RI tracks course to

the NW and cross the river. The KOG leaves town and heads SW. Three bridges can be distinctly seen, 2 RR and 1 highway.

Now, back to HWY 270, which we traveled on many times. Inside Calvin, US 75 and 270 split, 270 turns eastward and 75 continues south. The 270 paralleled the RI as it passed the small depot and left town. Off towards the NE one could see the approaching KOG tracks from the bridge. A semaphore could be seen, controlling the crossing with the RI.

This view is very vivid in my memory and on one trip through Calvin, I saw the southbound KOG silver motor car making the station stop! That must have been in the late 40's.

[KO&G motor train #9 (GE gas-electric motor cars M-22 or M-23) scheduled into Calvin at 12:15 pm - July 1947]

Driving trips were frequent, but I also rode the bus sometimes. The Oklahoma Transportation Co. operated a popular line from OKC, through Poteau to Ft. Smith. Just to the SW of Poteau, 270 turned south and east to go over into Arkansas. HWY 59 would go into Poteau and Ft. Smith.

I rode the Rock Island sometimes. As I remember, if I took #111 or 112, my grandparents would meet or take me to Wister. If I rode #51 or 52 (Choctaw Rocket) it was Howe. The Rocket did not stop at Wister, but a mandatory stop at Howe, as it was a US Mail exchange point.

This concludes my trip down memory lane, I am surprised that I remember so many details. Wish that I remember more. I am glad that you inspired me to go back in time!

Jack

TEXAS

DISCUSSION OF EX-RI SIGNALS ON UP

Subject: Re: Signals
 From: "David Engle" <rrocket@att.net>
 Date: Sun, January 17, 2016 10:22 pm
 To: "Tom Kline"

Thanks very much, sir; am forwarding with this response. Dave Engle

From: Tom Kline <tkline@airmail.net>
 To: 'David Engle' <RIRocket@att.net>
 Sent: Sunday, January 17, 2016 7:16 PM

Subject: RE: Signals

Sure Dave, that would be fine.

Add that he can contact me if he has any questions or needs more info.

Tom Kline

Houston

From: David Engle [mailto:rirocket@att.net]

Sent: Sunday, January 17, 2016 2:38 PM

To: Tom Kline <tkline@airmail.net>

Subject: Re: Signals

May I forward this to Tom Brugman for publication. He may have lifted something that I started when I asked if any of the 3 lights under one hood signals were still being used by anyone on former RI properties.

Dave Engle

From: Tom Kline <tkline@airmail.net>

To: rirocket@att.net

Sent: Saturday, January 16, 2016 6:22 PM

Subject: RE: Signals

Hi Dave, Glad my misrouted e-mail gave you some info you didn't know about.

As I mentioned before the new three light signals were changed out on the SP system-wide in the early 1990's, but only at certain locations along certain divisions. It was not a wholesale change out due to cost but the goal was modernization.

These new signals replaced the high maintenance searchlight target signals and took out the last of the semaphores on the Sunset Route. Three individual bulbs and a set of relays were more cost efficient and easier to maintain than the more complex mechanical systems in the other two. Despite this modernization there are still many searchlight signals that still exist on the former SP which were not changed out for budgetary reasons of the time which I'm not aware of. However, their time is dwindling though as PTC approaches since their mechanical innards are not compatible with the new system without expensive conversion hardware.

As much as I disliked the new three light signals they are now becoming rare as the UP upgrades signals for PTC. There are very few of them in this area these days and it seems everything is being changed over to the Safetran vertical three aspect displays under the "Vader" hoods. As for the change in signal placement, that's a rule that has changed in the last 20 years but implemented very slowly. I've noticed during system upgrades where a set of signals exist opposite each other on either side of the track, the spot located at the most favorable location for displaying in both directions is used to consolidate both signals onto one mast. Another cost-reduction method.

I first saw this on the SP prior to the merger with the advent of the then-new 'flower pot' arrangement where one or two masts 'sprout' from a single equipment case on one side of the tracks. Later the two mast configuration gave way to a single mast supporting two

heads pointed in either direction. For many railroads quite a few locations were converted to a single mast holding bi-directional signals with the remaining equipment untouched in the name of cost reduction.

Erik's photo shows two heads on one mast and is very similar to the photo I've enclosed. I took this photo two years ago on the Houston-Teague line the BNSF now calls the Houston Sub near Shiro, Texas. I was very surprised and pleased to see it still in operation. The line has been re-signaled several times and now the common Vader types are replacing the older vertical ones. There may be more on the line in inaccessible locations but I am not sure. The paint on the mast is original to the Rock Island days. I hope it's still there.

Enjoy, Tom Kline, Houston

From: RITSlst@yahoogroups.com [mailto:RITSlst@yahoogroups.com]
Sent: Saturday, January 16, 2016 2:34 PM
To: RITSlst@yahoogroups.com
Subject: Re: [RITSlst] Re: Signals

That is another item--signals read from the left side of the train--wonder how soon they will turn into what has been referred to the "Vader"; 3 lights vertical with one big hood.
Dave Engle

From: Erik Rasmussen [RITSlst]" <RITSlst@yahoogroups.com>
To: RITSlst@yahoogroups.com
Sent: Saturday, January 16, 2016 10:43 AM
Subject: Re: [RITSlst] Re: Signals

The SP/SSW reconfigured the Rock Island "bowling ball" TP-5's on the Golden State Route. Many of the signal heads were recycled and reconfigured on to 1 mast instead of the original 2 mast configuration.

When my dad and I followed the Golden State across Kansas in 2012, we came across several intermediate locations like this. All of the siding control points had been changed to newer signals. <https://www.flickr.com/photos/trainboy03/7967916880>
Erik

NEW ROCK ISLAND GROUP IN TEXAS

Subject: Re: [RITSlst] RI Texas Get Together [1 Attachment]
From: RITS <RITSlst@yahoogroups.com> on behalf of RITS <RITSlst@yahoogroups.com>
Reply-To: RITS <RITSlst@yahoogroups.com>
Date: Thursday, January 28, 2016 at 8:20 AM
To: RITS <RITSlst@yahoogroups.com>
Subject: Re: [RITSlst] RI Texas Get Together

I think it's a great idea. Quarterly or bi-annual sounds great.

Joe

Houston

From: "Lester Brandt [RITSlist]" <RITSlist@yahoogroups.com>
To: "RITSlist@yahoogroups.com" <RITSlist@yahoogroups.com>
Sent: Wednesday, January 27, 2016 7:36 PM
Subject: Re: [RITSlist] RI Texas Get Together

Yes, would like to meet as described. Sunday mornings are out. Les Brandt

From: "jacob.damron@gmail.com [RITSlist]" <RITSlist@yahoogroups.com>
To: RITSlist@yahoogroups.com
Sent: Wednesday, January 27, 2016 12:28 AM
Subject: [RITSlist] RI Texas Get Together

RITS:

I wanted to see if there was any interest in getting together some of our members here in the Southern Division. I am located in Ft. Worth and thought perhaps a few of us here on the fringes of the system could meet up for dinner, a drink, swap stories, modeling projects, etc. and perhaps even make it a quarterly thing.

Let me know!

Jacob Damron, Ft. Worth, TX

VIRGINIA

INTERESTING WEBSITE: CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY POLICE DEPARTMENT



<https://www.odmp.org/agency/3355-chicago-rock-island-and-pacific-railway-police-department-railroad-police>

WASHINGTON STATE

WISCONSIN**8000 LINEN ROCK ISLAND MECHANICAL DEPARTMENT DRAWINGS AT LAKE STATES RAILWAY HISTORICAL ASSOCIATION, BARABOO, WI**

From: "Phil"

Date: Sun, March 6, 2016 5:44 pm

To: "Bill Molony"

Cc: "lakestatesarchive@gmail.com" <lakestatesarchive@gmail.com>

Hello Bill –

Check out the Lake States Railway Historical Association in Baraboo, Wisconsin.

They have a large, new building designed as an archival storage facility and study center for railroad records, drawings, publications and photographs. The BRHS has leased space at Baraboo for their archives.

I placed more than 8000 original ink-on-linen drawings from the mechanical department of the Rock Island with LSRHA after a fifteen-year search for a secure and responsible repository for them.

Phone there is 608-356-5555.

Website is: www.lsrha.org

E-mail: lakestatesarchive@gmail.com

Worth a visit to Wisconsin if you're not familiar with Lake States.

Philip A. Weibler, West Chicago, IL

**7. ROCK ISLAND WANTED****WANTED: CURRENT CONTACT AT ELDON DEPOT MUSEUM**

Please contact David Engle rirocket@att.net

Date: Thu, January 14, 2016 3:46 pm

eldondepotmuseum.org.

Eldon (IA) Depot Museum

OLD CONTACT - Merle Sedore. Mgr.

PO Box 68

Eldon, IA 52554



ROCK ISLAND REPORTER

*128 Whittier Circle, Falls Church, Virginia 22046
Thomas Brugman, publisher and editor
Email: editor@rockislandnewsletter.com*

Coverage

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