

ROCK ISLAND

REPORTER



E-NEWSLETTER OF THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

ISSUE NUMBER 13 OCTOBER, 2016



**COVER PHOTO: DICK HOVEY, Des Moines – Pella, IA
area, circa early 1970's**

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THIS ISSUE - 74 PAGES – 70 PHOTOS/GRAPHICS – 56 LINKS TO INFO



1. IMPORTANT ANNOUNCEMENTS- EVENTS AND SHOWS:

OCTOBER 3RD, 2016 - FALL ROCK ISLAND RAILROAD REUNION DES MOINES, IA

Monday October 3rd. Bonanza Steak House, East 14 TH and I-80 / 35. 11 AM or later. Come one, come all and you shall have a ball.

Any Questions call: Dennis L. Stowe [515 263 3690](tel:5152633690)

OCTOBER 8TH, 2016 - ST. LOUIS LIVE STEAMERS, PUBLIC RUN AT KIRCHER PARK,

Eureka MO. 11 am to 4pm, Admission is free. <http://stlouislivesteamers.org/>

OCTOBER 11TH 2016 - AMESRAILFANS MEETING

Update for October/November

Merlyn Lauber will be doing the October 11th meeting while Dick Steffen will present on the November 8th meeting. Let Dale or me know when you would like a spot.

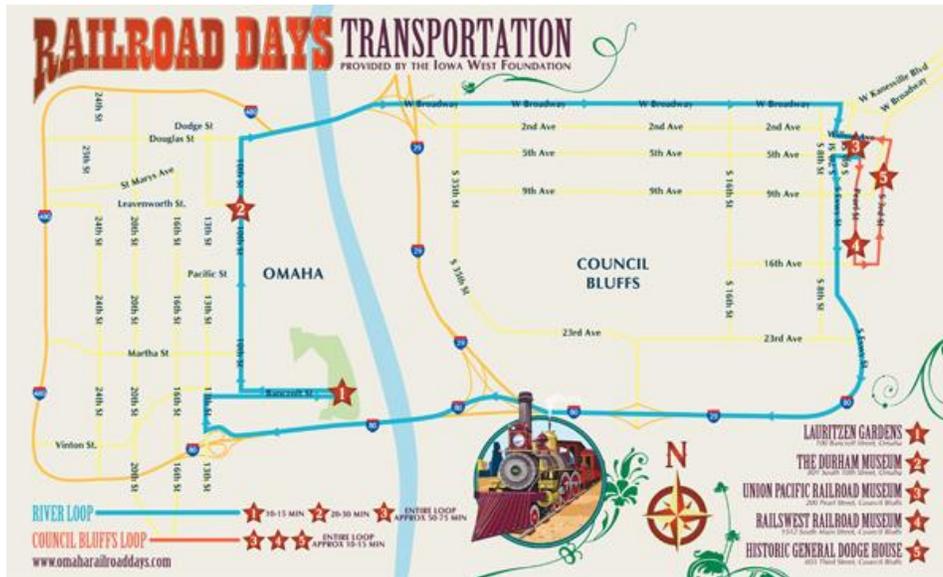
OCTOBER 15TH, 2016 - ROCK ISLAND REUNION AT HERINGTON, KS

American Legion Post 12. A one day get together with hamburgers and hotdogs. 11am till evening. Information: Mike Mowat: 620 382 5800. Email: rock64island@yahoo.com

OCTOBER 16 – 17TH, 2016 – OMAHA RAILROAD DAYS

ALL ABOARD for a fun-filled weekend, exploring six unique railroad-themed attractions. Celebrate our region's rich railroad heritage and all things train and track at Railroad Days 2016. On Saturday, OCTOBER 16 and Sunday, OCTOBER 17 from 9 a.m. to 5 p.m., Lauritzen Gardens, The Durham Museum, the Union Pacific Railroad Museum, the RailsWest Railroad Museum, the Historic General Dodge House and the Lewis and Clark National Historic Trail are teaming up for this favorite annual event. Passes for Railroad Days can be purchased on OCTOBER 16 or 17 at all venues with the exception of the Lewis and Clark Trail. Guests can still start their day at Lewis and Clark and then purchase their pass at the next

location. There are no presales. Each family pass (two adults and all dependent children) is \$15 and allows admission to and transportation between all six locations. A \$5 pass is available for one additional adult with the purchase of a family pass. Parking is available at all six venues.



Further info: <http://www.omaharailroaddays.com/>

OCTOBER 23, 2016 - ST. LOUIS LIVE STEAMERS, PUBLIC RUN AT KIRCHER PARK,

Eureka MO. 11 am to 4pm, Admission is free. Webpage: <http://stlouislivesteamers.org/>

OCTOBER 23 & 24, 2016 - GREAT TRAIN SHOW, 10AM TO 4PM

Belle-Clair Fairground & Expo Center
200 South Belt E, Belleville IL
Admission \$9, Kids under 11 Free

OCTOBER 8, 2016 - ST. LOUIS LIVE STEAMERS, PUBLIC RUN AT KIRCHER PARK,

Eureka MO. 11 am to 4pm, Admission is free. <http://stlouislivesteamers.org/>

OCTOBER 29, 2016 – SEDALIA RAILS SHOW, LIBERTY PARK. MO

Saturday October 29, 2016, at the same location in Liberty Park. Hours 9:00 AM to 4:00 PM. Admission price \$4.00.

If you have any questions or further needs, contact Ken Bird.

Mail communications: Sedalia Rails, 228 Dundee Ave., Sedalia MO, 65301

Phone: 660-525-1741 or 660-547-3389

Email: klbird@embarqmail.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](tel:641-456-1998) (leave message) or

Email: eastsidetrains@gmail.com

NOVEMBER 5, 2016 - FRIENDS OF THE ROCK ISLAND BLUE ISLAND, ILL

The next meeting will be Saturday, November 5, 2016. Location: Grace United Methodist Church - Lower Level (enter at rear) 12739 Maple Avenue, Blue Island. Details TBA. General info: Jim Suhs <jamesuhs@sbcglobal.net> or Tom Mitoraj <mitoraj@yahoo.com> Swap tables: Paul Hunnell <<mailto:phunnell@yahoo.com>> Contact: Paul Hunnell - <mailto:phunnell@yahoo.com>

NOVEMBER 5, 2016 - Kate Shelley Division Train Show 25th annual fall meet, 9 am-3 pm.

Mid-Continent Region I National Model Railroad Assoc.
United Community School | 1284 U Ave, Boone, Iowa
(on U.S. Hwy 30, between Ames and Boone, Iowa)
[Information, e-mail Joe Gliem at joegliem@gmail.com](mailto:joegliem@gmail.com)



3. NEW PRODUCTS:

NEW MASK ISLAND DECALS AVAILABLE

Tue Jul 19, 2016 5:12 pm(PDT)

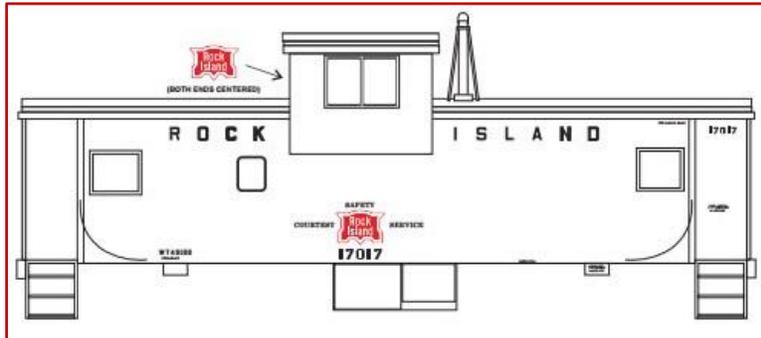
Posted by: "Hubert Mask" u33b190

Mask Island Decals announces four new decals. 2 of which may be of interest to Rock Island Modelers:

87-323 Kansas City Terminal switch engine



87-322 Rock Island Wide Vision Caboose



Please visit: <http://maskislanddecals.com/home.html>
Thank you!

Hubert Mask
Mask Island Decals Inc.

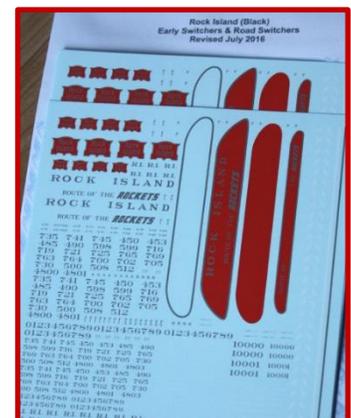
**UPDATED SET OF RI DECALS FROM GARY GROAT**

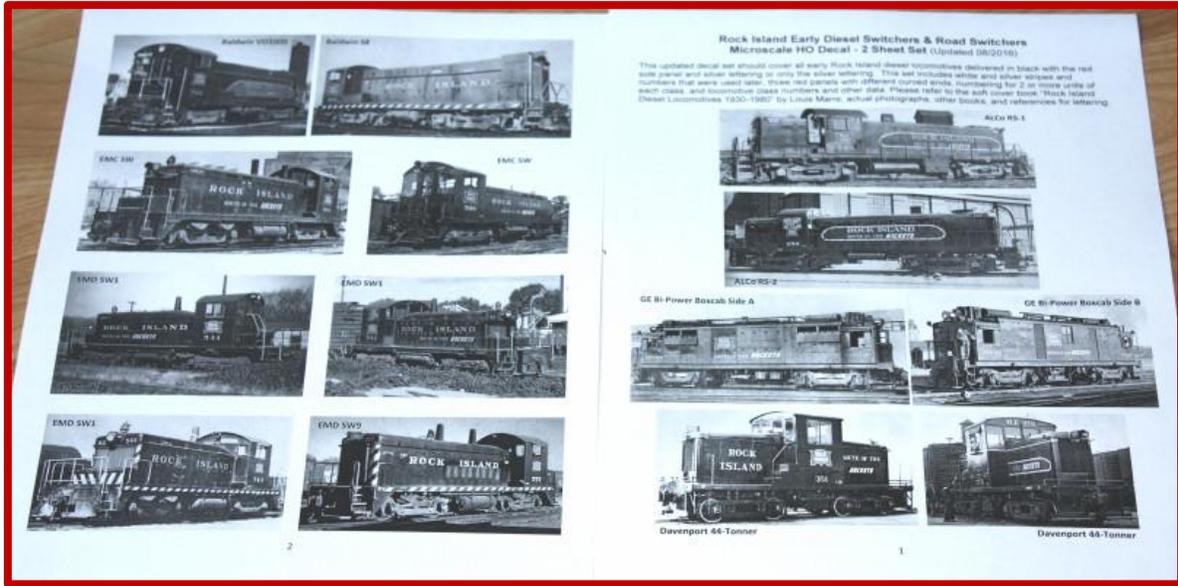
From: "Gary Groat"
Date: Mon, August 8, 2016 12:31 pm
To: "Tom Brugman" <tbrug@aol.com>

Good morning Tom, I am attaching photos of the 2nd run of my RI black switchers and road switchers set of HO decal sheets from Microscale. Each set contains 2 full decal sheets and a 2-page insert showing b/w examples of locomotives covered in the set. They can be ordered directly from me and are \$12 per set plus \$2 shipping (up to 4 sets). They are ready to ship now. I have 125 sets for sale. My address is 2119 Hayes Ave., Ames, Iowa 50010. You may put both of our phone number in the ad if you wish, (515-232-5595 H, 515-231-7387 C).

Thanks much.....Gary

A friend here in Ames and I have done several decal sets thru MICROSCALE





and are currently working on another. They are: FtDDM&S / DM&CI (LOCO'S, EQUIPMENT & CABOOSE CARS)

DIESELS OF THE M&STL (RED SCHEME)

ROCK ISLAND, (BLACK) SWITCHERS & ROAD SWITCHERS

CABOOSE CARS OF THE M&STL (in progress)

Let me know if you know anyone who may have interest in any of our items.....Gary

.....

GOLDEN GATE DEPOT MODELS - HO SCALE PLASTIC ROCK ISLAND HARRIMAN CARS (6 CAR SETS) OR INDIVIDUAL CARS

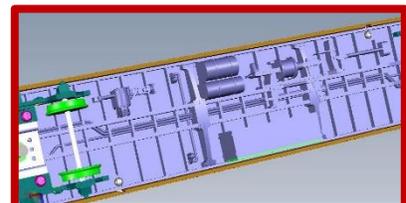
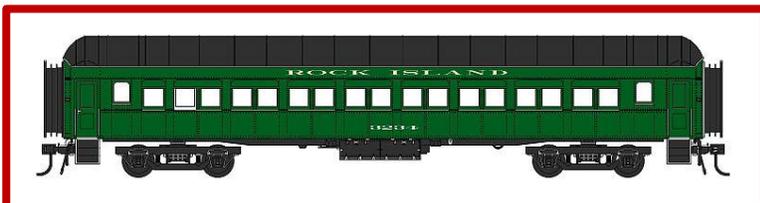
70' Baggage, 70' RPO, 2 X 60' Coach, 60' Lunch Car, 60' Business Car (Observation)
ORDER ANY OR EACH OF THESE CARS SEPARATELY TOO!!!

Note: 60' Passenger Cars are Measured from the inside Vestibule.

All cars are 72' coupler to coupler. Built to run on 18" Radius Curved Track.

Available in The Following Liveries:

SP LINES (Green), SP (Green) / SP (Two Tone Grey), UP (Two Tone Grey) / UP (Yellow), IC (Green), CB&Q (Green), C&NW (Yellow), **Rock Island (Green)**, Lackawanna (Green), Jersey Central (Green), Erie (Green), Reading (Green), SF (Green). Note: Each road has its own correct shade of Green. Colors and lettering is always heavily researched for accuracy.

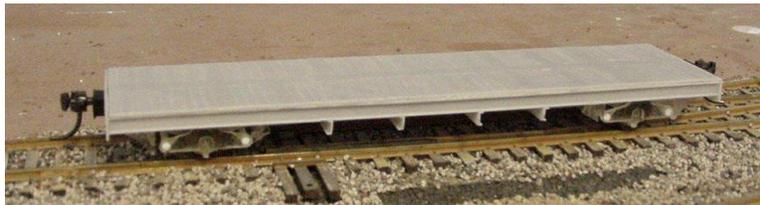


TWIN STAR CARS ANNOUNCING ITS FOURTH KIT FOR THE ROCK ISLAND MODELER: THE ROCK ISLAND ADAPTO CAR



Download sneak peak of ADAPTO instruction sheet:

<http://www.twinstarcars.com/Twin Star Cars Instructions-Adapto.doc>



ALSO AVAILABLE FROM TWIN STAR CARS:



**Rock Island 2700 Series Commuter Coach
3 Pack MSRP \$220 Sold Out - 2nd Run Planned**

<http://www.twinstarcars.com/2700coach.htm>



**Rock Island #754-760 RPO
MSRP \$45.95**

http://www.twinstarcars.com/RPO_RI_754.htm

Other Manufacturers offered at 20-30% off retail price

<http://www.twinstarcars.com/othermfgs.htm>



3. **ROCK ISLAND PASSENGER-BAGGAGE CABOOSE:**

By Tom Brugman, Rock Island Reporter - The Rock Island passenger-baggage cabooses (#s 17765-17784) were one of the most distinctive cars produced by the railroad. Rock Island like many other railroads, was experimenting in the 1930's with various strategies to meet the Federal "common carrier" obligations forcing them to provide passenger service to remote parts of the country, while minimizing financial losses. The idea was to run lower cost, combined freight-passenger service on light volume lines – referred to in the industry as "mixed-trains." The cars were converted from surplus wood sheathed boxcars, and used to replace more expensive full train service on passenger routes that the ICC at the time, would not approve for abandonment. A typical RI mixed train with one of these cars in its consist could spot the car either just behind the locomotive as a conventional combination car, or at the rear end of the train, like a caboose. The possibility of seeing a train with both a passenger-baggage car at one point in the consist, and a separate caboose at the rear was also very real. Decades later, when the ICC eventually approved discontinuance of passenger service on these lines the passenger-baggage cars were either reassigned or retired.

Produced in two groups: 10 cars in a single end platform version around 1940 (pre-WW II); followed by modification to dual end mismatching platforms and group expansion to a total of 20 cars by 1946 (postwar). A frequent modeling subject for kit-bashers and scratch builders, these projects are usually tackled from period photographs. I have personally purchased two kitbashed versions of these cars in the dual platform variation, over the past 8 years or so. The modeling quality of these cars has been varied, in part due to the scarcity of technical drawings to assist with modeling accuracy. To help the modelers with this, ROCK ISLAND REPORTER, is now making full size scans of the original blue prints covering these cars (1 inch to the foot scale) available on its website. Smaller versions of the drawings – **approximately** HO scale - are available on the next pages of this newsletter.

To download ¼-inch (approximate), and full size 1-inch scale scans of the RI passenger-baggage caboose drawings, go to:

[Rock Island single platform passenger-baggage caboose in 1/4-inch scale \(approximate\) 1940 859.36 KB](#)

[Rock Island dual platform passenger-baggage caboose in 1/4-inch scale \(approximate\) 1946 916.84 KB](#)

[Rock Island single platform passenger-baggage caboose in 1-inch scale \(full size\) 1940 11,176.02 KB](#)

[Rock Island dual platform passenger-baggage caboose in 1-inch scale \(full size\) 1946 14,388.98 KB](#)

To my knowledge, this car has never been offered in kit or R-T-R form. Perhaps this will interest a manufacturer into the venture.

Further information about one of the surviving cars follows, along with a photograph of one of the best kept remaining examples - #17772 owned by members of the Mid-Continent Railway Museum.

THE MID-CONTINENT RAILWAY MUSEUM PASSENGER-BAGGAGE CABOOSE #17772

From: Inquiries <inquiries@midcontinent.org>

To: David Engle <RIRocket@att.net>

Sent: Tuesday, September 13, 2016 4:05 PM

Subject: RE: RI Reporter

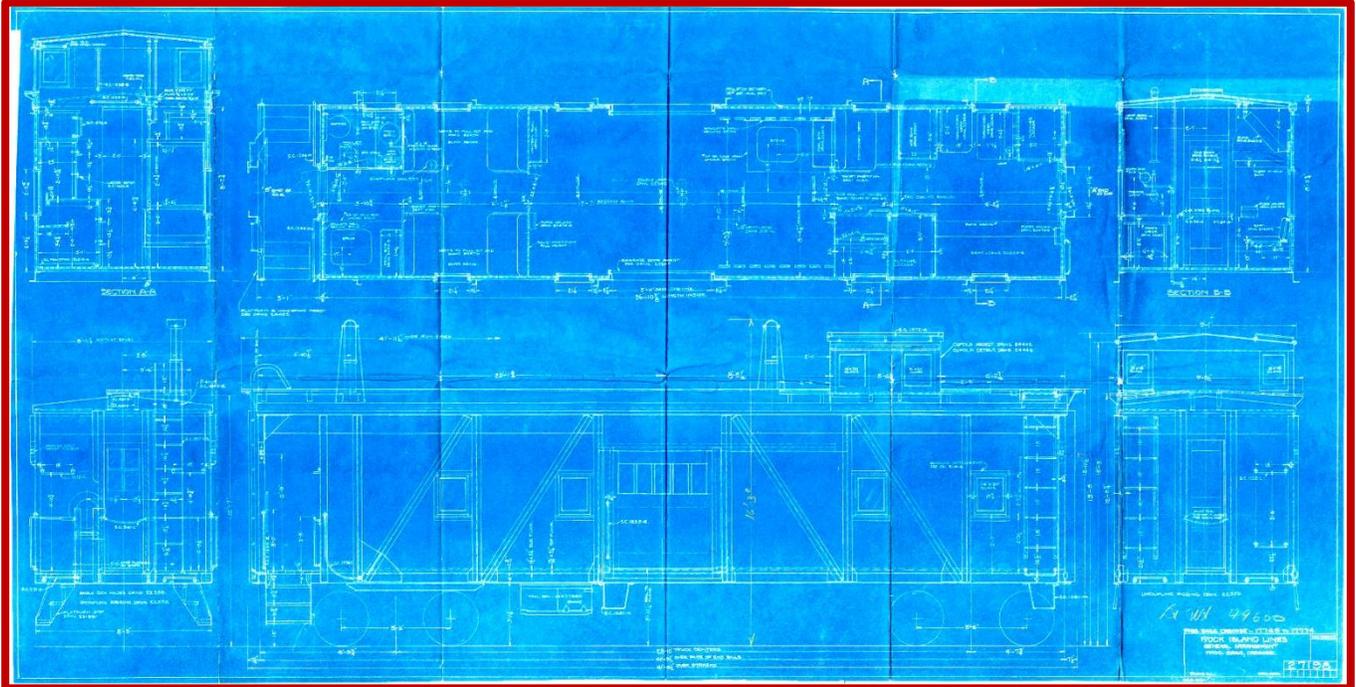
Mr. Engle,

My apologies for taking so long to respond to your request. The Dr. Hastings caboose you are referring to is CRI&P #17772. It remains under private ownership, shared by two Mid-Continent members (Mr. Jeff Bloohm and Mr. Dave Bierman) and used as bunk facilities during their weekends here volunteering. Here is our roster page for the caboose which includes a photo taken last year:

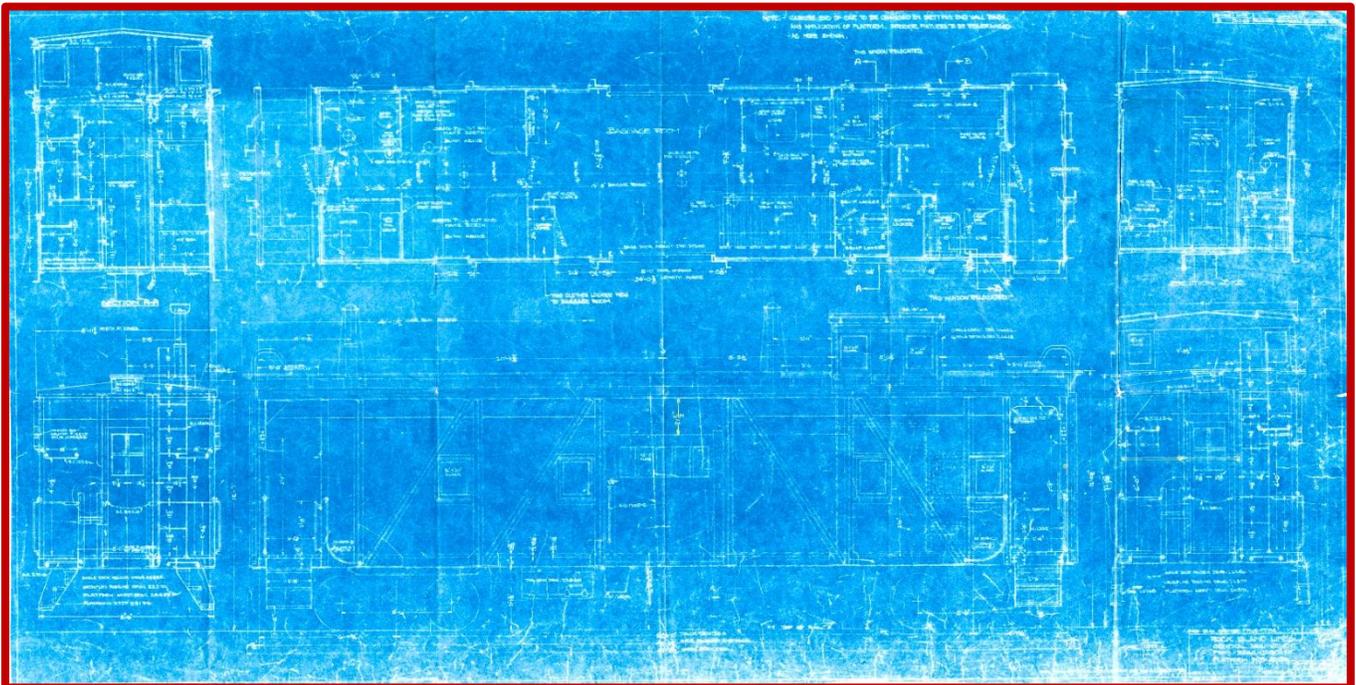


Above recent photo from the Mid-Continent website, showing RI 17772 in what looks to be pretty good condition. 17772 was remodified to the two mismatching platforms, probably post WWII. Photo by Jeffrey Lentz.

Go to: <http://www.midcontinent.org/>



RI Passenger-Baggage Caboose 17765-17774 (10 cars), original version as a single end platform, *drawn* in 1940. Digital copy of original blueprint. Collection of Tom Brugman.



RI Passenger-Baggage Caboose 17765-17784 (20 cars), revised in 1946 to include platforms at both ends. Digital copy of original blueprint [apologies for worn condition]. Collection of Tom Brugman.





4. ACCESSING U.S. RETIREMENT BOARD

U.S. RAILROAD RETIREMENT BOARD PENSION RECORDS

From: Thomas Mackowiak <ThomasMackowiak@comcast.net>
To: rirocket@att.net
Sent: Sunday, September 18, 2016 3:16 PM

Dave Engle,

Here are two copies of that write-up that I put together on how to obtain information from the U.S. Railroad Retirement Board Pension Records files. You asked about sending a copy of a comment that I made on this subject on the RITSlist message board to Tom Brugman to include with the Rock Island Reporter newsletter. I wrote back to you and said that I would put together a more detailed "article" on how to obtain information from the U.S. Railroad Retirement Board Pension Records. I am sending you two copies of the article. One of the copies is a Microsoft WORD 2016 document. The other copy of the article is an Adobe PDF copy. I do not know which file format is best for Tom Brugman to use so I thought that I would send the article in both of the formats so that Tom can use the format that suits him better. TM

U.S. Railroad Retirement Board Pension Records By Thomas Mackowiak

I found out about the existence of a free index of names in a U.S. Railroad Retirement Board Pension Records database from an article titled "U.S. Railroad Retirement Board Pension Records" that was written by Mary Ann Boggs and appeared on page 2 of the SSGHS News for December 2015--January 2016. The SSGHS News is the monthly newsletter of the South Suburban Genealogical & Historical Society located in Hazel Crest, Illinois.

The article said that this free index contained information on 1.5 million U.S. Railroad Retirement Board pension records. The free index was on the website of the Midwest Genealogy Center which is part of the Mid-Continent Public Library in Independence, Missouri. The article also said that before the existence of this free index, the only way to find out if there were any records for a railroad worker at the Railroad Retirement Board was to send a request to the Railroad Retirement Board with a check for \$27.00 and ask them to search their records to see if they have a file for the person in question. If you were lucky and a file existed for the person in question, your \$27.00 paid off. If no file existed for the person, then you just wasted your money because there are no refunds if there was no file.

The records cover railroad workers from 1936 to the early 2000s. Since the Railroad Retirement Board started in 1936 the index does not cover railroad workers who retired prior to 1936 nor does it cover workers who worked on city street car lines nor workers on Interurban railroads. Those workers who worked for railroads for a short-time or on a casual basis also may not be in this index.

The index can be found at: <http://quicklook.midwestgenealogycenter.org/> . When the web page opens, click the down arrow to the right of the box that reads: Search All Collections. A menu will drop down. You want to click on the last item in the menu. The one that reads: U.S. Railroad Retirement Board. After those words appear in the box under the word COLLECTION, you can enter the Last Name of the person you want to find. In the box under First Name, enter the first name of the person you want to find. Then click on the SUBMIT button. You will then be given a list of the people in the index with the name that you entered. The list will usually give you the Last Name and the initial of their first name. You will also see the person's birth date and their death date. For the most part those dates will only be the month and the year of birth and death. The headings for the columns that appear in the index of names are: Name, Collection, Record Type, Date of Birth, Date of Death. The date of birth and the date of death should help you determine which person in the index is the person you are seeking if there is more than one person with that name.

When you click on the name of the person you are seeking, another page opens with the following information: Name, Collection, Source, Date of Birth, Date of Death, Record ID, Claim ID. Claim Location. Then it says: Access this item: This record is available from the National Archives and Records Administration in Atlanta. Instructions and the fee schedule for copies are available on their website. Providing the name, date of birth and/or death, claim ID and folder number will allow NARA staff to locate the claim you request.

We recommend that you:

[Print this page](#); then

[Submit your request](#)

(The Print this page and Submit your request wording are hyperlinks.)

Once you submit your request to the National Archives & Records Administration in Atlanta, Georgia, they will locate the records and let you know how many pages are in the person's file. It costs about 80 cents per page to copy the pages. If your person has a lot of pages in his file, the total cost can add up to a large amount of money. But there is a way to save money. NARA offers a packet of the most important pages in the file for \$20.00.

When I searched the index for my father who worked for the Illinois Northern Railroad in Chicago, Illinois and for an uncle who worked for the Grand Truck Railroad in Harvey, Illinois, I purchased the \$20.00 package for each of them. The information that I received from NARA for both of these men contained information on their dates of employment with the respective railroads, their retirement dates, and copies of the paperwork that was submitted to the Railroad Retirement Board to obtain the death benefit that their families were entitled to after their deaths. The death benefits claim forms indicates the name of

the person seeking the death benefit and other information about that person. A death certificate for the person who died is usually part of the death benefit claim.

If you have a relative who worked for a railroad after 1936 and they retired or left employment with a railroad and their family applied for a death benefit payment from the Railroad Retirement Board, it would be worth your time to see if their name is in this index. If you obtain information that there is a file with their name at the NARA branch in Atlanta, Georgia spend the \$20.00 to obtain the packet that contains the information that you really want to see: employment dates, birth and death information and the retirement benefit that the person received from the Railroad Retirement Board after they retired.

I was told that some of the other information that is in the person's file consists of their wages while employed on the railroad and the calculations that the Railroad Retirement Board made to arrive at the benefit that the person received each month after the person retired.



5. SURVEY: MARKET INTEREST IN A PLASTIC LOAF-OF-BREAD TENDER KIT: <http://www.rockislandreporter.com/>

TAKE THE LOAF-OF-BREAD TENDER SURVEY ON ROCK ISLAND REPORTER.COM: <http://www.rockislandreporter.com/>

READ THE CONVERSATIONS THAT LEAD TO THIS SURVEY:

Loaf of Bread Tender

From: "Steve and Barb Hile" Date: Sun, September 25, 2016 1:59 pm

Hi Tom,

There were plans for the RI Whaleback Tenders in Model Railroader October 1946, but that was not by Ed Wojtas. I clipped the page from the MR disk and it is attached. Ed Wojtas article was in Trains magazine, July 1969. Ed Fairman updated this material and published it in The Rocket, issue 4 of 2010 with some of the same pictures. I have a hard copy of this magazine issue.

I pointed out the flurry of messaged on models of these tenders and associated plows to Ross Dando the other day. He has been working on a model kit for many years, but has never completed it. You might want to touch base with him and see if he can project when the model might be available. I know I would like to have a tender, or two and a plow.

There is one of the tender plows nicely displayed at the National Museum of Transport in St. Louis. I took a number of pictures of it when I was there a couple of years ago. August 2013. I will attach a couple for you to use, if you'd like. It is interesting that it has both the SSW name and, apparently the RI number and most of the old RI locomotive number on the back, without acknowledging the RI heritage.

Regards,
Steve



[Loaf of Bread Tender - Anyone here good with resin casting?

From: "Tom Brugman tbrug@aol.com [RITSlst]" <RITSlst@yahoogroups.com>

Date: Fri, September 16, 2016 5:26 pm

To: RITSlst@yahoogroups.com

I know of only one tank size myself. Since the Loaf-of-Bread (LOB) tenders were made out of straight Vanderbilt tenders, it might depend on what model they started with. If the Vanderbilt's were all the same, then the resulting LOBs would be pretty close.

However, there were three different under frames for the LOB's: fabricated, cast, and water bottom. They all appear different from the sides. The definitive article on these tenders was published in one of the rail fan magazines in the late 50's, I think. The author's name escapes me, but - old age, I guess. I had copy of it but can't find it.

Tom Brugman

Can anybody reading this help me recall the article? Thanks to Steve Hile for his reply above - Tom

Loaf of Bread Tender

On Sep 16, 2016, at 3:58 PM, BRIAN PAUL EHNI com [RITSlst]

RITSlst@yahoogroups.com> wrote:

[Attachment(s) from BRIAN PAUL EHNI included below]

Excellent idea.

Were all the Loaf-of-Bread tenders the same size/capacity?

Thanks!

Brian Ehni

Loaf of Bread Tender - Anyone here good with resin casting?

From: "David Schmidt" <RITSlst@yahoogroups.com>

Date: Fri, September 16, 2016 3:39 pm

To: RITSlst@yahoogroups.com

Brian,

I'm good for at least one or two

I've got an older 4-6-2 that I got from Wayne years ago that doesn't have the LOB tender

Be kinda nice to have one for it.

You coming to Houston anytime soon?

David Schmidt

Loaf of Bread Tender

Date: Friday, September 16, 2016 at 2:32 PM

To: RITS <RITSlst@yahoogroups.com>

Subject: Re: [RITSlst] Anyone here good with resin casting?

You know this sounds like a good project for 3d printing. While attempting a casting is a great idea the demand might not be there for enough to payback the cost of making a master and the necessary molds.

With the drawings of the tender someone could produce the 3d rendering necessary to produce a print (actual model). An added advantage is that with care the single drawing might be reproducible in several scales. Best of all one can put it up for sale in a "shop" at say Shapeways and who ever needs them can order at any time. The "owner" isn't directly involved though he or she can make a little money on each printing.

This is just one instance where 3d printing can help those of us who model "minority" prototypes. While the Rock and a lot of really neat things the chance of main stream manufacturers producing them is fairly slim.

RW

Loaf of Bread Tender

From: "BRIAN PAUL EHNI

To: RITS <RITSlst@yahoogroups.com>

Sent: Friday, September 16, 2016 2:02 PM

Subject: Re: [RITSlst] Anyone here good with resin casting? [1 Attachment]

[Attachment(s) from BRIAN PAUL EHNI included below]

Sounds like a winner!

Thanks!

Brian Ehni

Loaf of Bread Tender RITS RITSlist@yahoogroups.com>
Reply-To: RITS <RITSlist@yahoogroups.com>
Date: Friday, September 16, 2016 at 1:55 PM
To: RITS <RITSlist@yahoogroups.com>
Subject: Re: [RITSlist] Anyone here good with resin casting?

How about you and I run a survey in the next RIR for interest in LOB kits. Maybe we can get a handle on the actual interest that way?

Tom Brugman

On Sep 16, 2016, at 2:37 PM, BRIAN PAUL EHNI [RITSlist]
RITSlist@yahoogroups.com> wrote:

Understood. They aren't shiny diesels. Those of us who model steam are few in number. But I can try, and this is my cry out in the wilderness....

Thanks!
Brian Ehni

Loaf of Bread Tender - Anyone here good with resin casting?
From: "Tom Brugman tbrug@aol.com [RITSlist]" <RITSlist@yahoogroups.com>
Date: Fri, September 16, 2016 2:16 pm
To: RITSlist@yahoogroups.com

Brian,

I support your efforts to help produce a kit or casting version of the Loaf-of-Bread tender.

I have already made a brass copy of the Overland LOB tender. Photos in RIR under VIRGINIA, about 4 issues ago. If someone was serious about doing a production run of these tenders, I would cooperate.

I also have 1-inch scale RI drawings of the LOB tender tank, which is also available.

I donated a copy of the drawing to Twin Star Cars a few years ago, but they are experiencing low sales on RI kits right now and are understandably not enthusiastic about another project.

RI models don't seem to sell as well as they used to. Low demand, I guess, unless it is something very unique. If you buy 6 and I buy 6, that makes 12, but that's not enough to base an investment on.

Next move?

Tom Brugman

On Sep 16, 2016, at 12:20 PM, BRIAN PAUL EHNI [RITSlist]
RITSlist@yahoogroups.com> wrote:

[Attachment(s) from BRIAN PAUL EHNI included below]
I have 2 of the P-42s. I don't have correct tenders for other locos

Thanks!
Brian Ehni

Loaf of Bread Tender - RITSlist@yahoogroups.com>
Reply-To: RITS <RITSlist@yahoogroups.com>
Date: Friday, September 16, 2016 at 10:54 AM
To: RITS <RITSlist@yahoogroups.com>
Subject: Re: [RITSlist] Anyone here good with resin casting?

Pretty steep price at \$395 for a tender. For one hundred bucks more, you could buy the complete locomotive and tender.

Tom Brugman

Loaf of Bread Tender
On Sep 16, 2016, at 7:33 AM, BRIAN PAUL EHNI [RITSlist]
RITSlist@yahoogroups.com> wrote:

Anyone here good with resin casting?

BRIAN PAUL EHNI

I'd be willing to buy this, if someone is willing to reproduce in resin and return the original. I know I would buy at least 6 resin kits with oil bunkers.

<http://www.brasstrains.com/Classic/Product/Detail/077149/HO-Brass-Model-OMI-1465A-RI-Rock-Island-Loaf-of-Bread-Coal-Tender-TENDER-ONLY-Unpainted>

Thanks!
Brian Ehni



6. ROCK ISLAND FANS AND PHOTO SECTION

SWEDEN

Subject: Rock Island Before IAIS
From: "Ole Pade" <ole.pade@gmail.com>

Date: Sat, August 20, 2016 9:35 am
To: "Tom Brugman" <editor@rockislandreporter.com>

Hi Tom,

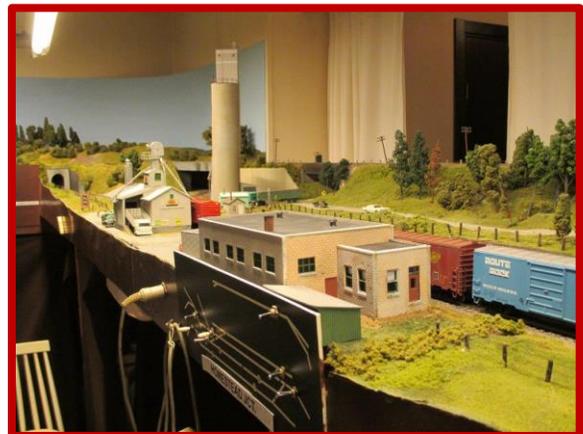
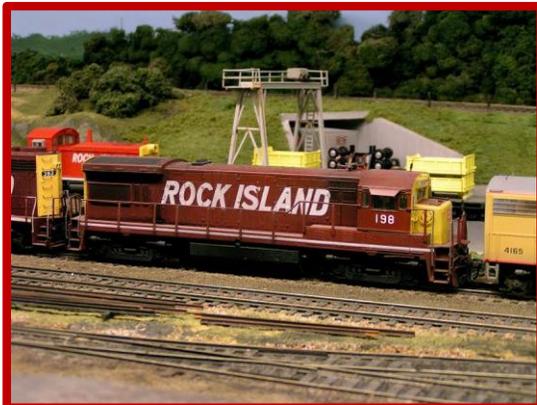
Funny You popped up on the IAIS-grp. Yes, I do understand that I'm modelling and can take liberties as such. I just like to have the localities somewhat in order for operations sake. My layout is 20" x 10", 0-level is RI with Iowa City and Homestead, where a line goes "up", 2% grade, to Fairfax/Cedar Rapids. In RI-time, MILW still came down to Homestead and interchanged.

I was lucky switching to IAIS, I could still use my plan, but Engine-house cleaner. Well, it never was RI-Dirty.

I enclose Pictures from RI-time, feel free to use.

[Thanks Ole. Appreciate your contributions. Love your work. – Tom]

Modeling by Ole Pade. Photos by Thomas Nordanberg.



ARKANSAS



ROCK ISLAND SIGN UNVEILED IN LITTLE ROCK, AR

From: "Michael Hibblen"
Date: Mon, September 12, 2016 1:36 pm
To: "David Engle" <RIRocket@att.net> (more)

Hi Dave and Tom,

Sorry it took a couple of weeks to get this story together on the unveiling of a vintage Rock Island sign on the building that used to be the Little Rock station. Here it is:

<http://ualpublicradio.org/post/sign-celebrates-railroad-past-little-rock-s-historic-choctaw-building>

You're welcome to use this material any way you want. I appreciate the work you do in putting out the newsletter. If you reprint the story verbatim in the Rock Island Reporter, please list me as author and if it's online, please include a link to the original story on KUAR's website. I haven't posted it to any of the railroad list serves, but you're welcome to post it there too.

If there's anything more I can do to help, let me know! I've got more photos from the event.

I don't recall if I've mentioned to ya'll that I'm working on a book for Arcadia Publishing about the Rock Island in Arkansas. It's a small collection of photographs drawing largely

Moines, Iowa. Thought you might like to know.
 Take Care,
 Stephen Eudy. Sherwood, Ark. **[Thank you, Steven – Tom]**



COLORADO

END OF THE LINE FOR CABOOSE HOBBIES OF DENVER, OR IS IT?

From: "Caboose Hobbies" <information@caboosehobbies.com>

Date: Mon, September 5, 2016 8:36 pm

To: TBRUG@AOL.COM

End of The Line.

We are no longer accepting web site or phone orders on regular product, we will only accept orders for Consignment items with NBC or BC that are in stock, NO EXTRA discounts apply unless the description has a leading * and a discount 50% off will apply! The Retail store will remain open at this time!

Caboose Hobbies Inc.
 500 S Broadway
 Denver, CO 80209
 303-777-6766

[Editor: In case you haven't heard, Caboose Hobbies in Denver has closed its doors permanently. First, it lost its lease and was relocating; and then the owners announced the closing.]

The following info comes from another Yahoo chat group:

1. "I have tried to get info about how my reservations will be handled. But the web site seems to be closed now. Would appreciate if somebody could update us here."

2. "I called and spoke to the owner, and I don't believe this is violating a confidence. I specifically asked about four makers, but I understand the balance will be handled as indicated. This is a work in progress for the Caboose folks and is likely not completed, so we need to give them time and latitude.

Athearn – by Athearn/Horizon

Walthers – will handle Walthers, Blackstone, some Atlas and likely most others (I didn't ask about Intermountain, who are capable of handling their own)

Atlas – by Walthers and/or Horizon

Blackstone – Walthers (this has not yet been verified by Blackstone/Soundtraxx). Only reservation/order/contact data will be passed along. No payment info (credit card number, e.g.) is being shared. These vendors will contact us as soon as all the information exchange is completed and assimilated."

3. "I just got in touch with Nancy Workman, Co-owner of Blackstone/ Soundtraxx. She says that something is in the works and that Caboose Hobbies is making arrangements for the orders to be transferred. Once those are in place she will post something definitive. Nancy stresses that no orders will be lost. She expects that those who had orders with Caboose will have to confirm their order with the new supplier."

4. "All the reservations have been transferred, but where they went depended on the manufacturer. If it was a Blackstone, it went to Walthers. Many of the others, went to the manufacturer. The exceptions were the brass reservations, (PSC, Division Point etc.). All of those were CANCELLED, so if you had one of those, you need to make a new one with a different brass dealer."

Rock Islander fans should be advised accordingly.

IS CABOOSE HOBBIES REALLY CLOSING?

From: "Caboose Hobbies" <information@caboosehobbies.com>

Date: Fri, September 23, 2016 9:06 am

The store closed Sept. 11, 2016.

HOWEVER, Some Exciting News will be posted on our website soon!

Current Pre-orders & Back orders will be processed here in Denver by US!
NEW Pre-orders can be ordered on our web site now. Regular orders cannot be processed at this time.

Watch our website for an upcoming
EXCITING NEWS POSTING!

[The saga continues – Tom]



ROCKY MOUNTAIN RAILROAD HISTORICAL SOCIETY NEWSLETTER
Volume 3, No. 7

Summer Edition 2016

4 Photos by Wayne Kemp.

Newsletter Design by Lindsey Runyan

For contact info and online portfolio

please visit: www.coroflot.com/lindseyrunyan

Subject: Newsletter
From: "Jim Jordan" <grafspee40@yahoo.com>
Date: Tue, September 20, 2016 6:40 pm
To: "RIR Editor" <editor@rockislandreporter.com> (more)

Certainly you have our permission, I am forwarding this to our IT person, and maybe she can link it to your site. She is rebuilding the web site. Jim

On Tuesday, September 20, 2016 3:41 PM, RIR Editor
<editor@rockislandreporter.com> wrote:

Jim,

I would like to include your Summer 2016 article: The Rock Island Bridges at Matheson, Colorado in the upcoming October issue of Rock Island Reporter.

I have been looking to link to your article and avoid copying it, but your society does not seem to have a website, and the Facebook link to your society was not working when I tried it. So the link option is not workable right now.

May I have the appropriate permissions to reproduce the article and photographs for Rock Island Reporter? I will fully credit your society, the photographer, and your layout professional. Unless you have a better link, I will have to tell the readers to contact you for membership in your society.

Tom Brugman, Editor, Rock Island Reporter Newsletter
rockislandreporter.com



Above photo: Rock Island Bridges in Matheson, Colorado. Photo by Wayne Kemp.

The Rock Island Bridges at Matheson, Colorado

By Tom Van Wormer, Mike Walker & Wayne Kemp

The Rock Island Railroad built through the eastern Colorado area in 1886 on the way to Colorado Springs. West of Limon, Colorado they filed a town plat for a town to be called Matheson. However inadvertently it was misspelled and was incorrectly spelled Mattison.” A town plat was filed for Matheson on January 14, 1889, by the Rock Island town filer, C. F. Jilson. The name of the “Mattison” post office was finally renamed “Matheson” in 1915.

The bridge east of Matheson, a fine old style steel structure, replaced an earlier pile trestle that was regularly washed out over the Big Sandy Creek. In solving the problem, an old double track bridge over the Rock River near Colona, Illinois, was dismantled and portions of it rebuilt into a single track structure which stands today as the Matheson Bridge. Other spans from the Rock River Bridge were used in several spots on the Rock Island Railroad. Most are thought to have been in the Texas-Oklahoma area, but all have since been scrapped.

In the early 1950s, the old Matheson depot and large water tank were removed. A small station, converted from a baggage building, was moved in for use as the freight office. In 1965, the small station was sold and moved away. In less than a year, the last passenger train sped through town. The old smaller depot has been located on a farm south of the town.

Comments:

The Matheson Bridge used concrete masonry for its construction in 1902. It was originally a double track 8-span thru truss bridge across the Rock River near Colona, Illinois. It was built by the American Bridge Company "Lassig Branch" in 1883. It was later taken apart and the eight sections were reused throughout the Rock Island system. Five of the sections went to the Southern Division, one section to the E&A Line, and the remaining two sections to Matheson.

These two sections were rebuilt from double track to single track width and placed over Big Sandy Creek.

<i>Chicago, Kansas and Nebraska Railway</i>	<i>1888-1891</i>
<i>Chicago, Rock Island and Pacific Railway</i>	<i>1891-1980</i>
<i>Last passenger train from Colorado Springs to Chicago</i>	<i>October 1966</i>
<i>Last train on Colorado Springs branch</i>	<i>November 20, 1978</i>
<i>Last Rock Island train from Colorado</i>	<i>March 28, 1980</i>

*1983 – Colorado Springs branch used briefly by the Colorado and Eastern Railway to move power and rolling stock from Limon onto their property east of Colorado Springs
January 1981 – Howard Noble put in charge of the Colorado operations of the Cadillac and Lake City, which was granted permission to operate the Colorado Springs trackage as well as trackage from Limon west to Simla. It ran freight and co-existed with passenger business. The shutdown of the Cadillac and Lake City came in 1990.*



Above and below three photos of the Rock Island bridges and right-of-way at Matheson, CO by Wayne Kemp.



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ROCK ISLAND CABOOSE 17658 AT FORNEY MUSEUM, DENVER

From: "Jim Jordan" <grafspee40@yahoo.com>

Date: Wed, August 31, 2016 7:30 pm

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

Hello; The Rocky Mountain Railroad Heritage Society has made a "joint venture" offer to the Forney Transportation Museum in Denver, to restore the CRI&P RR caboose. This wooden caboose would be restored to a condition that is much as possible, that it was in when it first entered service. If the caboose is restored the RMRRHS and Forney would in turn donate it to the Calhan Town government, with the understanding that it would have to be protected and could never be traded, sold or disposed of without the permission of both the Forney Transportation Museum and the Rocky Mountain Railroad Heritage Society. As it now stands the caboose is in very bad condition, the wood is rotted and the iron side supports are badly corroded. Marlin Uhrich of the Uhrich Steam Locomotive Works in Strasburg, Colorado would be the project advisor. Mr. Uhrich is an expert pars none on the restoration of wooden railroad equipment, and building and repair of steam locomotives. In addition, Greg Roberts the Director of Restoration for the Pikes Peak Street Railway Foundation would likewise assist in the restoration of this great historical caboose. It is estimated that this project could take as long as two years to implement, if approved by the Forney Museum.

Broken ends Window - wood rotten.

Wood rot and iron corrosion.

2 Photos provided by Jim Jordan.

Go to Forney Museum: <http://www.forneymuseum.org/>



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CURRENT ROSWELL BRANCH AND COLORADO SPRINGS

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

Date: Fri, August 19, 2016 7:26 pm

Also Tom, feel free to publish the map and use the pictures of the old Roswell RI main in the next RI Reporter if you think they're worthy. I can give additional switching information if needed as well. But I'd really appreciate it if you didn't use my name or any of my other personal information. You know how paranoid we railroaders can be when dealing with the Big Yellow Borg, and with the addition of inward facing cameras and cell-phone detectors in the locomotives our paranoia has reached new heights. :)

Paul

On Fri, Aug 19, 2016 at 2:23 PM, PE Pearson wrote:
Hi Tom and Dave,

Good afternoon! I am a long-time admirer of the CRI&P, having grew up in the Midwest (Belleville, Illinois, to be exact). I also follow the RITS Yahoo group, although I'm not a member, unfortunately.

I am also an engineer on the Union Pacific Railroad here in Denver, having hired out with the Southern Pacific in 1994. I've had the good fortune of working out of both Denver and Pueblo, Colorado, and ran over Tennessee Pass for two years before it was closed by the UPRR in 1997.

My seniority is such that I am able to currently hold what's called the UP's "South Extra Board". We cover all the loaded and empty Colorado Springs Utilities Ray Nixon and

Martin Drake power plant trains down to Colorado Springs and Fountain, Colorado, as well as any locals which run south on the UP/BNSF Joint Line. We also cover the local which runs from Denver to Limon and into the ex-CRIP Limon Yard where we interchange with the Kyle RR.

I recently had the good fortune to fill the engineer vacancy on the Colorado Springs Local for the week, when my good friend (and ex-DRGW engineer) Alan Martinez retired. I had been wanting to go up on the ex-Rock (and ex-ATSF main) line at Roswell, Colorado., and I was finally able to do so. Unfortunately, the newly-assigned locomotive (UP 1370) has both outward and a newly-installed inward-facing cameras, not to mention it was facing south (which is opposite of how we like to switch there on the job), so I had to be very careful using my stand-alone digital camera to snap a few pictures while we were stopped. I was not able to take nearly as many pictures as I would have liked, unfortunately.

I've enclosed the ones I did take, as well as the picture of a map which is on the wall in the UP Colorado Springs Depot, where the local crew goes on duty. I found it interesting the crews still use the old ATSF mainline to temporarily spot the empty lumber cars from Foxworth (727) when they go out to spot the loads. They then grab those empties, go back over what looks like to have been the original RI/ATSF interchange track and then shove all the empties back south to the yard in Colorado Springs via the ex-RI main.

Speaking of which, I included a couple of pictures looking east on the old RI main. The run-around track (Track 137 on the map) at the east end of the track which we still use is out of service, so we have to shove all the empty cars we pull back to the Colorado Springs yard.

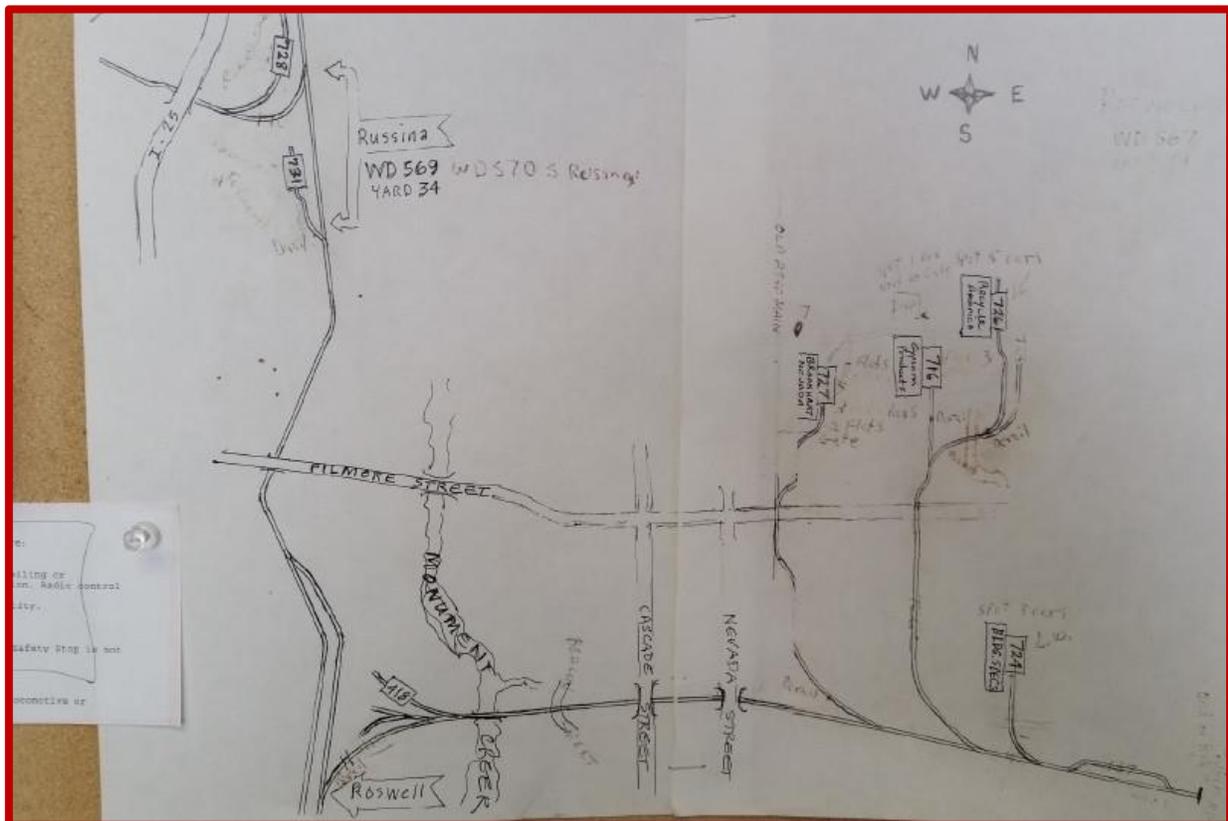
This has actually re-kindled an interest I had years ago in modeling this section of railroad (Roswell to Colorado Springs) in S scale, including local industry switching and any interchange with the DRGW and ATSF. I'll have to email later with a few questions, but I have ordered the Colorado Rail Annual #17, which I understand discussed this area in more detail, to help with my research.

Take care, and thanks for all the hard work you both have invested. :)

Paul E. Pearson
Centennial, CO

Paul E. Pearson
Brotherhood of Locomotive Engineers and Trainmen
Colorado State Legislative Board
Secretary/Treasurer
Denver UPED Division #133
Legislative Representative

3 photos by Paul Pearson Colorado Springs and Roswell.



LIMON ROUNDHOUSE SITE AND LOAF OF BREAD PLOW

From: "Steve and Barb Hile"]" <RITSlist@yahoo.com>

Date: Sun, July 10, 2016 10:01 pm

To: RITSlist@yahoo.com

Here is the Google Maps/Earth view of Limon in 2016. You can see remnants of where the roundhouse was inside a current wye. And it looks like one of

the old tender snow plows nearby.

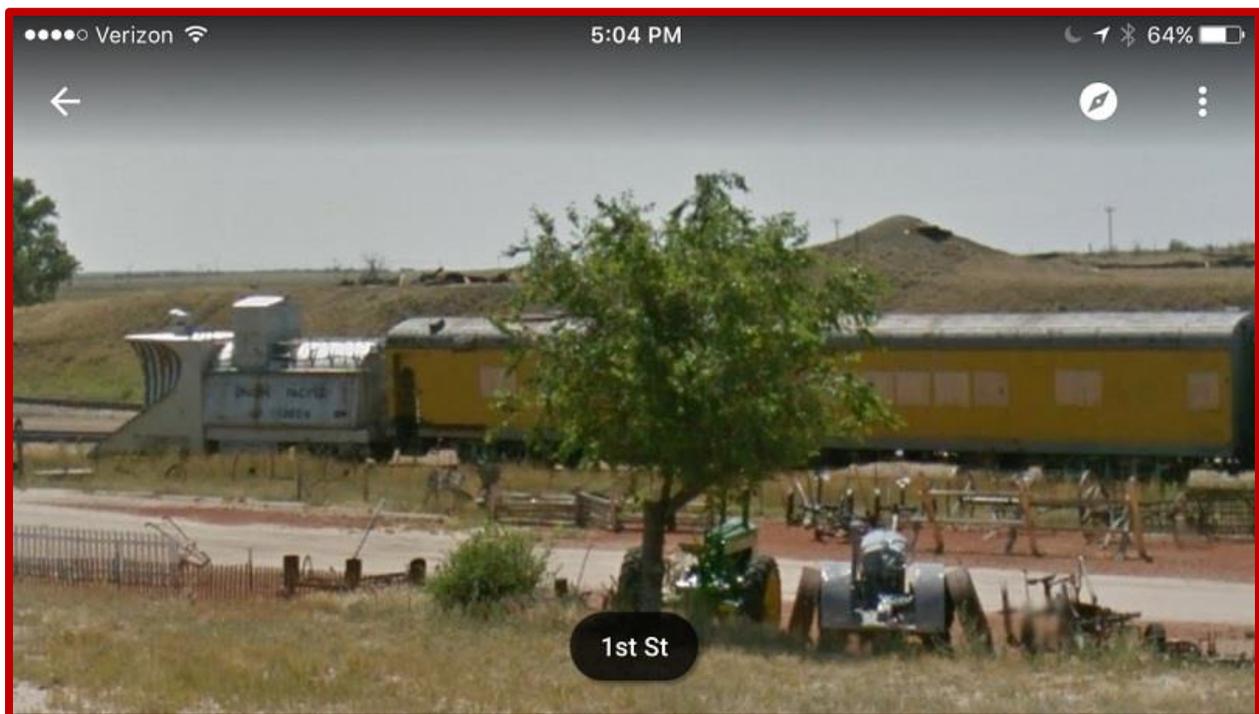
<https://www.google.com/maps/@39.260358,-103.6850194,346m/data=!3m1!1e3>

Doesn't need Facebook. Regards, Steve Hile

From: RITSlist@yahoogroups.com [mailto:RITSlist@yahoogroups.com]
Sent: Sunday, July 10, 2016 8:32 PM
To: RITSlist@yahoogroups.com
Subject: Re: [RITSlist] Re: Limon Roundhouse Site

Sorry, I'm not sure what the problem is, as I don't do much with Facebook. I came across the picture on the Abandoned Railroads Facebook page. It's just an aerial view of the roundhouse site today, from Google Earth, nothing important.
Bob Yarger

[Following are two different photos of the Limon plow referred to in Steve Hile's message above. – Tom]



First, this photo from Google Maps, downloaded 2016. Google photos can be out of date by 5 years or so, but compare the Loaf-of-Bread snowplow paint job with the following photo.



Second, this 2014 photo taken by STB's Fred Forstall in summer 2014, and published in RIR#3, August 2014. Same plow, same passenger car, different color.

ILLINOIS

THEN & NOW: ROCK ISLAND RAILROAD DEPOT – MINOOKA [IL]

Published: The Herald-News, Sunday, Aug. 14, 2016 10:40 p.m. CDT

<http://m.theherald-news.com/2016/08/14/then-now-rock-island-railroad-depot-minooka/ab7ce8i/>

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METRA TO EXPAND SERVICE ON ROCK ISLAND LINE [REINVENTING THE BANKER'S SPECIAL? – ED]

RAILRESOURCE.COM, July 15th, 2016

<http://www.railresource.com/content/?p=32663>

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ROCK ISLAND HISTORY: CONSPIRACY TO BURN PART OF MISSISSIPPI RIVER BRIDGE in 1860

[Note: Effie Afton Case was in 1856 – Ed]

The Rock Island Railroad Company vs. J.W. Bissel.

Published: New York Times, December 18, 1860

CHICAGO, Monday, Dec. 17.

In the case of the Rock Island Railroad Co. against J.W. BISSEL, for conspiracy to burn the railroad bridge across the Mississippi at Rock Island, was concluded last night The jury returned a verdict of "Not guilty." The jury based their verdict on the ground that the bridge was erroneously described in the indictment. BISSEL was rearrested last night for a conspiracy to burn that part of the bridge belonging to the Rock Island Railroad Company, and was held to bail, which he refused to give, and went to jail.

<http://www.nytimes.com/1860/12/18/news/the-rock-island-railroad-company-vs-jw-bissel.html>

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GRANT TO RENOVATE OLD RAILROAD BRIDGE ON ROCK ISLAND GREENWAY TRAIL, PEORIA HEIGHTS

JOURNAL STAR, by DAVID ZALAZNIK

<http://www.pjstar.com/news/20160310/grant-to-renovate-old-railroad-bridge-would-ease-connection-of-rock-island-greenway-trail-to-downtown-peoria>

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ROCK ISLAND 2602 - BACK IN SERVICE

Illinois Railway Museum Blog, Posted by Roger Kramer, - Sunday, September 11. 2016



Photo from ILLINOIS RAILWAY MUSEUM Website.

<http://www2.irm.org/blogs/>

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NEW READER

Date and Time Received: 2 Jul 2016, 8:45 pm

Name: Robert Weber

Comments:

Grew up in Rock Island family. Grandfather was a hostler in Bureau Jct, while dad was signal maintainer on the three mainlines in Iowa.

INDIANA

IOWA**PHOTOS OF THE WALKER/DECORAH, IA TRIP – GENE KODER**

From: "Gene"

Date: Sun, August 28, 2016 3:25 pm

Tom, here are the photos I sent to Dave. He said he tried to send to you but didn't go through. I have quite a few of RI Depots and cabooses's. If you ever need a photo check me out. May not have it but always a chance. I just got back from Decorah. Found out after I got back that there is a RI depot there. I was 1 block away from it and never even w it was there. Bummer. But I will be back there before end of year. Gene

Following 4 photos by Gene Koder.





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INFORMATION WANTED ABOUT ROCK ISLAND IN KELLOGG

Subject: Information about end of track in 1866
From: "David Faircloth" <thepoetx@gmail.com>
Date: Mon, July 4, 2016 3:02 pm
To: editor@rockislandreporter.com

Mr. Brugman,

My name is David L. Faircloth and I am the president of the Kellogg Historical Society in Kellogg, Iowa. I just became aware of your newsletter and am interested in obtaining a picture of the roundabout (roundhouse) when Kellogg was the end of track and/or of offloading to dray wagons. I would be putting pictures into our newsletter.

I know photography was in its infancy, but a lot of railroad stuff got photographed. If a general roundhouse type was recorded as the railroad track was extended, we might be able to use any picture of the type at end of track.

Thank You for any help you can provide.

Sincerely,
David

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IOWA NORTHERN RAILWAY - ALL ABOARD VIDEO

From: Daniel R. Sabin
Date: Thu, September 8, 2016 9:00 am
To: List

Enjoy

Daniel R. Sabin, President
Iowa Northern Railway Company
dsabin@iowanorthern.com

From:
To: All Employees Iowa Northern
Sent: 9/8/2016 10:50:04 A.M. Central Daylight Time
Subj: ALL ABOARD VIDEO

All:
Please find the link below for our ALL ABOARD VIDEO which made its debut yesterday at our employee meeting. Feel free to share widely and enjoy! Josh

Joshua D. Sabin
Director of Administration
Iowa Northern Railway Company

INRR Video:

https://www.youtube.com/attribution_link?a=Os0qFcDMgsE&u=/channel/UCfb_Bp_fYqU87O3Y3h007fA?feature=em-share_video_user

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KEOKUK UNION DEPOT

From: "Dennis Opferman"

Date: Sat, September 3, 2016 10:16 pm

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

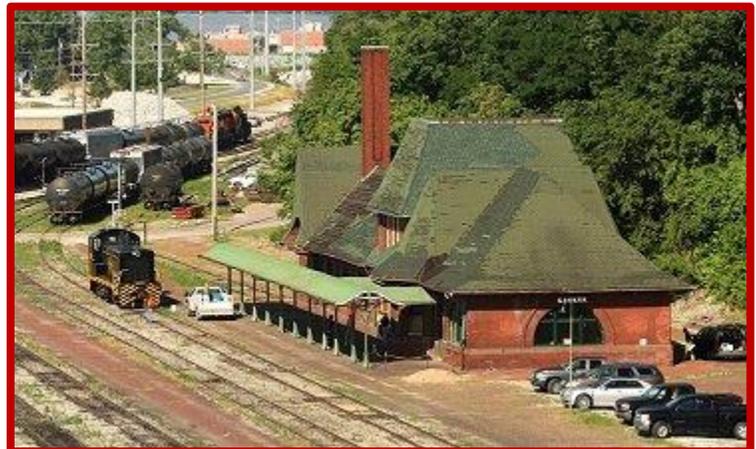
The Keokuk Union Depot, which the Rock Island partially owned, is undergoing a major rehabilitation. The depot was designed by the famous Chicago architectural firm of Burnham and Root in 1891, and is one of the last railroad depots designed by the firm in a style referred to as Romanesque Revival, as Mr. Root died that same year. It is being restored to its original glory, including the original roof design, which got its top knocked off in the 1940's after damage from a lightning strike a few years earlier.

The depot is of particular interest to Rock Island fans, because not only did it serve Rock Island trains to and from Des Moines, it was also partially owned by the Burlington on whose rails the depot hosted the joint RI/CBQ Zephyr Rocket between St. Louis and Minneapolis/St. Paul.

To read more about the restoration and how you can help, please go to their website at <http://www.keokukuniondepot.org>.

Dennis Opferman

Keokuk Union Depot viewed from the nearby Mississippi River bridge. Photo by John Miller. From [keokukuniondepot.org](http://www.keokukuniondepot.org) website.



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DICK HOVEY PHOTOS FROM DES MOINES AND PELLA, IA

From: "Gregory Stout"

Date: Sat, September 3, 2016 2:44 pm

Tom:

I have spoken to Dick Hovey, who is the photographer of record for the attached, and he has given his permission for you to use them in the upcoming RIR. Please be sure to credit him, as there are lots of these and I can release them to you as we go forward. About the best I can tell you about these is that the first four were taken around Des Moines and the last two near Pella.

Greg Stout, Cape Girardeau, MO

Following 4 photos by Dick Hovey, circa 1970. **[One of my favorite periods on the Rock – Editor]**





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CRANDIC FILES WITH STB TO TERMINATE IAIS LEASE FOR HILLS, IOWA LINE

ROCK ISLAND REPORTER: On September 23rd, 2016, Cedar Rapids and Iowa City Railway Company filed for a change in operator exemption, with the Iowa Interstate Railroad, Ltd. before the Surface Transportation Board in DOCKET NO. FD 36057, for the Hills, Iowa branch line.

The agreement between CRANDIC and IAIS will not be able to proceed without Board approval. That may take several weeks. The railroads anticipate an October 26 changeover in service, with CRANDIC replacing IAIA as common carrier on that line. This of course, is subject to STB approval which is rarely withheld in these cases.

According to the filing there are only three shippers served by this line:

Republic Paper & Recycling
3 East Benton St.
Iowa City, Iowa 52240

Stutsman Inc.
121 Lassie St.

Hills, Iowa 52235

Mid-American Energy
4982 Oak Crest Hills Rd Se
Hills, Iowa 51501

Notice from the filing:

CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY
2330 12th Street SW
Cedar Rapids, IA 52404-3438

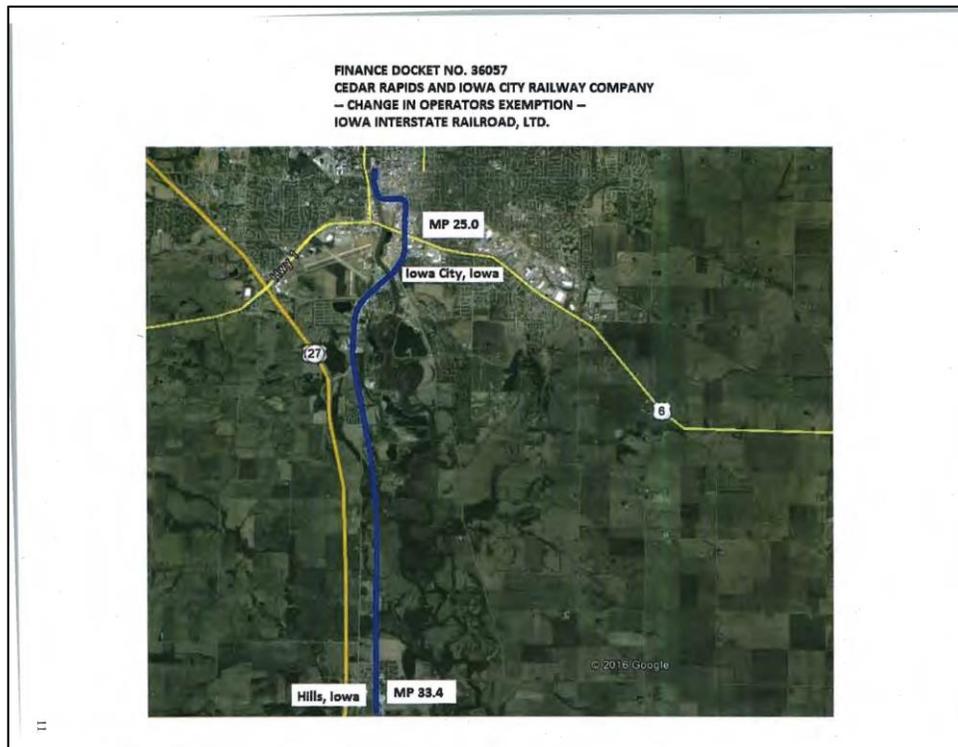
NOTICE

Pursuant to regulations of the Surface Transportation Board ("STB") at 49 C.F.R. 150.42(e), Cedar Rapids and Iowa City Railway Company ("CRANDIC"), a Class III rail carrier, hereby gives notice to employees of Iowa Interstate Railroad, Ltd. ("IAIS") that on or about October 26, 2016, CRANDIC intends to resume operations over a line of railroad (the "Hills Line") owned by CRANDIC and currently leased and operated by IAIS extending from milepost 25.0 near Burlington Street in Iowa City, Iowa, to the end of track at milepost 33.4 in Hills, Iowa, a distance of approximately 8.4 miles.

CRANDIC and IAIS have agreed that the lease of the Hills Line by IAIS will terminate under the terms of the governing lease agreement effective October 26, and that, as of that date, IAIS will relinquish to CRANDIC (and CRANDIC alone will assume) the legal obligation to provide common carrier rail service over the Hills Line. CRANDIC intends to file with the STB a notice of exemption pursuant to 49 C.F.R. part 1150, subpart E to authorize the proposed "change of operator" of the Hills Line from IAIS to CRANDIC on or about September 20, 2016 in STB Docket No. FD 36057.

CRANDIC does not expect to hire any additional employees as a result of the proposed change of operator on the Hills Line. Employees desiring further information regarding the transaction may contact Jeffery Woods, CRANDIC, at (319) 786-3698.

The filing included a small map covering the Hills line:



See the complete CRANDIC filing:

[https://www.stb.gov/Filings/all.nsf/d6ef3e0bc7fe3c6085256fe1004f61cb/bbd08b098dcec0b085258037006f2e0f/\\$FILE/241562.pdf](https://www.stb.gov/Filings/all.nsf/d6ef3e0bc7fe3c6085256fe1004f61cb/bbd08b098dcec0b085258037006f2e0f/$FILE/241562.pdf)

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1931 ARTICLE – TRUCK BEATS ROCK ISLAND DOODLEBUG

From: James Rueber

Sent: Tuesday, September 27, 2016 3:45 PM

Subject: Fast Mail or was it?

WEST UNION ARGO-GAZETTE, West Union, Iowa, Wednesday September 16, 1931.

[Truck] Out speeds "FAST MAIL" On Our Branch in Truck. Independence Bulletin-Journal--

George Hathaway, local mail messenger, is a go-getter. He proved it one evening last week when he beat the Rock Island branch "Fast Mail" from here to Hazleton. He motored to the Rock Island depot with the mail going North on train 447, due here at 4:20 p.m. He was delayed in getting to the depot and had to hurry in getting the mail off on to the train. He drove back to the post office and found he had failed to put a mail pouch into the mail car. As it was important, he rushed back to the depot, thinking maybe he could get there before the train pulled out. It had gone, however. That didn't daunt George. He decided to try to catch that train at Hazleton and started out in his mail truck, passed it on the way and was at the Hazleton depot with the mail pouch when the train

significant amount of long train switch traffic through downtown, due to CN and UP yards just north of downtown, as well as CRANDIC and IANR coming through with their own transfer runs as well. These operations are all at slow speed (less than 10mph), and often include pulling a whole train through downtown, then backing it into another track or yard, back through downtown. This does cause significant backups, and other than 2 overpasses on the NW side of downtown (one of which is I-380 and the other is hard-to-get-to A Avenue), these trains often cut downtown CR in half, and can cause multi-block backups of traffic on multiple streets during busy times. It's not unusual for a train to block all flat crossings in downtown for at least 10-15 minutes as it does its switching.

This rail line used to be a 4-5 track main route through downtown CR, supporting many grain elevators, 2 major passenger depots, and lots of passenger and freight traffic. It is now down to a single track, and sees a lot of use throughout the day and night from multiple railroads and for multiple purposes.

The other major complaint by some is with all the trains coming through downtown, it's a LOT of horn blowing for every crossing in the 8 major avenues that the tracks cross through downtown. During the daytime it's not too bad, but at night, the hotel & convention center at the 1st avenue crossing gets blasted pretty well with horn noise, even inside.

These planned improvements are not designed to alleviate the traffic congestion issue, but rather to make it a no-horn area to make things quieter. As an aside, part of the complexity of this is that in the last 40 years, many of the downtown avenues have been one-way, with railroad crossing signals only in one direction. Just recently the city leaders have been moving to two-way traffic on all downtown streets, adding bike lanes, and generally making it a mess to try and get through downtown Cedar Rapids in any sort of organized or speedy fashion. A significant part of these costs will be to make the railroad crossing signaling bi-directional, as well as putting in gates and median blocking to allow for no-horn operation.

Hope this helps.

Scott

On Thu, Jul 21, 2016 at 12:31 PM, David Engle rirocket@att.net [amesrailfans] wrote:

Are they trying to get rid of the rail altogether? It looks like there is no room for a street as it is. If they are addressing cross streets, that may be another matter.

Dave Engle

Go to the article in the Cedar Rapids Gazette:

The Geep photo is EB at the depot platform. We recently had the deck of our original RI flatcar replaced.

Al Seeger

Museum website: <http://www.eldondepotmuseum.org/>



Three photos of the Eldon Depot Museum Collection by Al Seeger



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ANOTHER ELDON DISPLAY – WITH A QUESTION TO OUR READERS

From: "Al Seeger" <SeegerAl@hotmail.com>

Date: Mon, July 18, 2016 9:45 am

To: "Brugman, Tom RI Rep" <Editor@rockislandreporter.com>

We have on display this Interlocking panel from the West Davenport plant. I would be interested in details about this machine. Other than its operating location, more information about its installation and removal date would be appreciated.

Thanks, Al

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DEVELOPMENT OF THE ROCK ISLAND AND GREAT WESTERN IN MASON CITY, IOWA

From: James Rueber
Sent: Friday, July 1, 2016 4:46 PM
Subject: Mason City CGW-RI

THE WAVERLY REPUBLICAN

Waverly, Iowa Thursday January 18, 1912.

A half million dollars transfer of property in Mason City has been made to the Rock Island and the Great Western railroads for right of way tracks, two new freight depots and a modern passenger station. Nearly two miles of right of way has been secured from the Great Western main line to the main street site for the Rock Island freight depot. The securing of a passenger station site for the Great Western depot means the Rock Island will use the Great Western to Manly. The lots cost from \$12,000 down to \$700. Nearly a hundred properties were secured. The end. (It was two years later in 1914 before the CGW constructed the passenger depot.)

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LOOKING FOR A BOOK ON THE DECORAH LINE FROM THE 80'S

From: "James Bopp" <j.bopp22@comcast.net>
Date: Fri, July 1, 2016 5:13 pm
To: "Tom Brugman" <editor@rockislandreporter.com>

I am looking for a small paper back published in the 80's, called the Decorah branch of the RI, any help, ideas? Thx. Jim

[TO RIR READERS: I don't see a book by this title on Dave Engle's book list. Anyone know about this book? – Tom]

KANSAS

PRATT COUNTY HISTORICAL MUSEUM AT PRATT, KS

From: "David Engle" <rirocket@att.net>
Date: Fri, September 2, 2016 11:18 am

To: "Carl and Sheryl Fankhauser"

Thank you very much for your response, sir.

I had no knowledge of the area as you tell me, this is great to learn. My familiarity with KC started in 1963, and I settled here for good in 1969. Before that, it was central Iowa, mainly tagging along with the Riebe brothers starting in late 1957. I knew of you initially from Bob and Bill Riebe; my list of names came mostly from Tom Sandlin. I have had correspondence from Don Detwiler several times in recent years. The only time I ever saw Pratt was in the mid '80s when my wife and I took a somewhat alternate to Lawton, OK. I remember the block-ish depot, which I understand is now gone.

This display is gorgeous. May I forward the photo and any commentary you may wish to add to it to Tom Brugman, our editor. Dave Engle

From: Carl and Sheryl Fankhauser

To: David Engle <RIRocket@att.net>

Sent: Friday, September 2, 2016 9:29 AM

Dave,

I saw the "contact us" form. Maybe that will get a contact for an email address as you say.

I don't know how many of the old RI railroaders of years past still survive in Pratt, but know Don Detwiler is one. We are good friends and are unable to determine whether we are related, due the fact his family didn't pass much history to he or his siblings. He has lost some siblings in recent years. I visited with him last week and he still gets around with his back problem which he hopes to get some further remedy soon. If there's anyone with knowledge of other surviving railroaders, it would be Don. He amazes me with his alertness and memory at this time.

I intended to send you a pic from the Pratt Historical Museum of the railroad exhibit in my last email and am doing so here, but you've probably already seen it on their website. Wish it was more, but that's it for now.

You're no doubt familiar with the Kingman, Pratt & Western, aka the Wichita Western, aka the Santa Fe, and now the Kansas & Oklahoma that now terminates in south Pratt. In the late 1880's it ventured west to Collison in Pratt Co., then raced alongside the RI into Kiowa Co, built the Big Well at Greensburg, then later crossed the RI near Joy, then to north side of Mullinville and west ending at the Kiowa/Ford Co. line after being defeated in the race with the RI. I recall the Santa Fe in the early 60's still having their turntable west of Pratt Main St. while their depot was on the east side. The depot still exists yet but over the later years has been used by various business. I wish it could be saved and made into a restaurant before it is destructed in the future, but time will tell.

Have a good day Dave!! CF

From: Carl and Sheryl Fankhauser

To: Engle Dave <rirocket@att.net>

Sent: Wednesday, August 31, 2016 8:07 PM

Subject: E-mail Address for Pratt County Historical Museum at Pratt, KS

Dave,

Was again reading the #12 edition of the Rock Island Reporter this evening and noticed the list of organizations you were seeking e-mail addresses for. Being familiar with the Rock Island and the Pratt, KS area I found the following website link. I was raised at Havilland, 20 miles west of Pratt and lived alongside the RI as a child in the late 1940's. I now reside in Lewis, KS on the BNSF about 25 miles north of Greensburg. It appears the museum has a form for contacting them but meanwhile here is their website. Hope this may be of help.

Carl Fankhauser

Go to: [Pratt County Museum](#)

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PROPOSED CEDAR RAPIDS RECREATIONAL BRIDGE MAY USE OLD RI RAILROAD BRIDGE PILONGS

The Gazette, Cedar Rapids, IA, by B.A. Morelli, Jun 8, 2016

<http://www.thegazette.com/subject/news/wow-designs-released-for-proposed-cedar-rapids-recreational-bridge-20160607>

LOUISIANA

MICHIGAN

ROCK ISLAND SINGLE BAY AIRSLIDE IN HO

From: "EVERETT Brian"

Date: Wed, August 24, 2016 12:28 pm

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

Kitbashed using a Con-cor single bay airslide model as base.

Removed all the ribs, used Bondo glazing putty to repair any scars left from removing the ribs. See IMG_1731 below

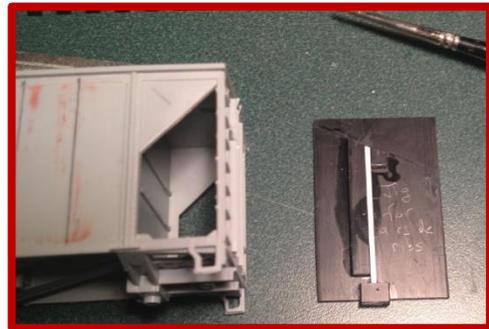
IMG 1731



Created new ribs using Evergreen .030" x .030" strip styrene (IMG 1732). Jig created to cut them all to same length (IMG 1730).



IMG 1732



IMG 1730

To upgrade the car to nicer level detail, removed all cast on ladder rungs. Created new end ladder supports using Evergreen .030" x .030" strip styrene. Installed standard grab irons, and drop-grabs where required (Note: photo ref from George Elwoods Fallen Flags website) and side ladder grabs from .015" brass wire. Brakewheel/housing is Cal-Scale detail part - 190-313. Platform is cut from Kadee Apex pattern roofwalk. Bent stirrup steps from flat staples. (IMG 1740 and IMG 1742, below).



1740



1742

Roof hatches detailed using straight pins for the hatch lock downs. Holes for original roofwalk piece were plugged. New roof walk made from Kadee roofwalk. (IMG 1741 And IMG 1745, below).



1741



1745

Model painted using airbrush - Pollyscale light grey (Pollyscale undercoat gray mixed with reefer white). Adding a little Future to the paint to provide a gloss finish (makes decaling easier). Mask Island had the decals to do this car - MI 87-135. Weathering is to represent 1975-time frame/era using Bragdon chalks and a little airbrushing to blend everything. Finish coat to seal weathering is Dullcoat.

Parts list:

Concor airslide kit

.015" brass wire

Cal Scale brake wheel kit 190-313

Kato roller bearing 70T trucks

Kadee No.5 couplers and roofwalk
straight pins (for the turndowns on the hatches)
MI decals Rock Island airslide - Block Lettering

Regards,
Brian Everett

MINNESOTA

RI PASSENGER/BAGGAGE CAR AND PASSENGER CAR AT MID-CONTINENT RAILROAD MUSEUM

Subject: Re: RI Reporter
From: "David Engle" <rirocket@att.net>
Date: Tue, September 13, 2016 5:21 pm
To: "Inquiries" <inquiries@midcontinent.org>
Cc: "Tom Brugman"

Thank you very much for your info, sir.

The engine I am thinking of was RI #9 which toured the railroad in the late 50's. I understand it's real ID is Warren & Ouachita Valley #1. It has been many years since I was up that way, I do remember that ex C&NW 1385 is your flagship engine. Dave Engle

From: Inquiries <inquiries@midcontinent.org>
To: David Engle <RIRocket@att.net>
Sent: Tuesday, September 13, 2016 4:05 PM
Subject: RE: RI Reporter

Mr. Engle,

My apologies for taking so long to respond to your request. The Dr. Hastings caboose you are referring to is CRI&P #17772. It remains under private ownership, shared by two Mid-Continent members (Mr. Jeff Bloohm and Mr. Dave Bierman) and used as bunk facilities during their weekends here volunteering. Here is our roster page for the caboose which includes a photo taken last year:



#17772 at North Freedom, May 2015. From Mid-Continent website.

<http://www.midcontinent.org/equipment-roster/cabooses/chicago-rock-island-pacific-17772/>

The Gruber combine is CRI&P #1094. It too remains under private ownership by a Mid-Continent member, Mr. Ron Kokemuller, and it too continues to be used as a bunk facility:



Rock Island 1094; June 1969; Jim Neubauer scraping paint; Jim Boyd photo, Jim Neubauer collection. From Mid-Continent website.

<http://www.midcontinent.org/equipment-roster/steel-passenger-cars/chicago-rock-island-pacific-1094/>

From: David Thompson <dathomps68@gmail.com>
 To: David Engle <RIRocket@att.net>
 Sent: Thursday, September 8, 2016 2:57 PM
 Subject: Re: Labor Day Article

Hi Dave,

Yes, there is a Yahoo RPO Group. Frank Scheer, Curator of the Railway Mail Service Library in Boyce, VA heads it up...made of a few RPO clerks, but mostly RPO enthusiasts and philatelists collecting stamps (see: <https://groups.yahoo.com/neo/groups/RailwayPO/conversations/messages/4950>).

I believe the Minneapolis Star-Tribune Company has copyright on the RPO article.

I am meeting with the Ramsey County Rail Authority representatives next week, who are considering a RPO exhibit in the St. Paul Union Depot in 2017...possibly for Veterans Day 2017 as the WW I Centennial commemoration begins in MN.

The idea would be to tie into the RPO exhibit some of the work of Andrew Carroll's book "War Letters: Extra Ordinary Correspondence from America's Wars" (see: https://www.amazon.com/War-Letters-Extraordinary-Correspondence-American/dp/0743410068/ref=sr_1_1?s=books&ie=UTF8&qid=1473263066&sr=1-1&keywords=war+letters+extraordinary+correspondence+from+american+wars).

It would feature a video display with excerpts from the video production of "War Letters" of PBS's American Experience program (see: https://www.amazon.com/War-Letters-Stories-Courage-Sacrifice/dp/B0000640UE/ref=sr_1_4?ie=UTF8&qid=1473263380&sr=8-4&keywords=war+letters).

I came across this film clip from the PBS documentary "War letters" that involves the precious cargo of mail to and from servicemen in harm's way in American wars (see: <http://robertkennerfilms.com/films/files/detail.php?id=6>).

The PBS program The American Experience made a CD of "War Letters," as well as a website of supporting material and a preview of the film (see: <http://www.pbs.org/wgbh/americanexperience/films/warletters/player/>).

Here are some sample excerpts of some of these letters (see: <http://www.pbs.org/wgbh/americanexperience/features/general-article/warletters-letters/#robinson>). All these letters traveled to APO's and FPO's in New York or San Francisco and then RPO's carried them home to waiting families.

So much of mail to the troops overseas was collected, sorted, and routed on RPO's to appropriate APO's and FPO's in war and peace time from WW I through the Vietnam war in America.

My dad, a WW I veteran, as a Railway mail clerk working in the Chicago Railway Mail Service Terminal helped sort the millions of tons of mail that flowed through Chicago to

APO's and FPO's in New York and San Francisco during WW II. Then he worked on RPO's out of MN after the war (1945-1962) handling a lot of APO/FPO mail on Minnesota trains, especially during the Korean War.

V-Mail is worth mentioning. Looking at a 1944 advertisement by New York Central RR "Traveling on a Postage Stamp," which showed a cut-away of a NY Central 60 foot RPO car; one of the descriptive notations in the ad was of a RPO clerk using a magnifying glass to read "V-Mail." Victory Mail (V-Mail) was a part of the WW II postal scene for clerks on RPO's during the war, as well as military mail clerks, to deal with doing their duties.

The Smithsonian National Postal Museum recently created an excellent virtual exhibit on "V-Mail in WW II" (see: <http://postalmuseum.si.edu/VictoryMail/>).

One of the articles on this website site, states: In a day before email, cell phones, and text messaging, letters served as a vital link between loved ones and friends. Army Post Offices (APOs), Fleet Post Offices (FPOs), and U.S. post offices alike were flooded with mail sent by service members and sweethearts. According to the 1945 Annual Report to the Postmaster General, mail dispatched to the Army in that fiscal year reached 2,533,938,330 pieces compared to the prior year total of 1,482,000,000 and fiscal 1943 sum of only 570,633,000 items. The Navy received 838,644,537 in fiscal year 1945 whereas the prior period saw 463,266,667 mail items sent. The bulk and weight of parcels and letters was competing with military supplies in transport vehicles (see: <http://postalmuseum.si.edu/VictoryMail/introducing/index.html>).

As a result of this sheer volume, the U.S. Post Office and APO's/FPO's came up with a shipping solution for overseas mail: APO's and FPO's microfilmed V-Mail and thereby reduced the volume of mail, so as to be able to fly mail overseas from ports where they received mail by rail. Parcel Post still had to go by ship however.

In the clip on "How does V-Mail Stack Up?" you begin to understand how the system worked, both censoring mail and reducing it in size on microfilm at APO's and FPO's, reducing volume of mail for shipment (see: <http://postalmuseum.si.edu/VictoryMail/introducing/how.html>). Click the photos on the right to see how mail weight could be reduced: 3,200 letters could be reduced to two microfilms (see: http://postalmuseum.si.edu/VictoryMail/introducing/photo1_how.html) and 57 sacks of mail reduced to 1 sack full of V-mail microfilm (see: http://postalmuseum.si.edu/VictoryMail/introducing/photo2_how.html).

"Letter Writing in WW II," features at the bottom of the page a short "2-minute film on V-Mail" which was very interesting...how it was produced and distributed (see: <http://postalmuseum.si.edu/VictoryMail/letter/index.html>).

A word on RPO's in WW I serving the troops, as we commemorate the WW I Centennial.

I wrote a short blog for a Yahoo RPO group on "The Railway Mail Service in WW I" (see attached). Much of this material comes from Long & Dennis' 1951 book, "Mail by Rail."

Long & Dennis talk about civilian RPO clerks being dispatched to France to work for the AEF Postal Administration and set up the largest network of military RPO lines and Railway Mail Service terminals ever set up by Americans at any time. They assert American civilian government employee RPO clerks ran on French railroads up to the front lines in RPO cars with American forces mail. They allegedly also worked in the main mail terminal at Bordeaux handling mail from ships arriving from New York and transferring it to trains in France to take it to the troops at the front...and collected mail from the troops in the trenches in France and routed it back to Bordeaux to sail to New York and then be put on RPO's in the US and delivered to families back home.

According to Long & Dennis, in WW I, United States postal detachments manned by civilian Railway Mail Service clerks were also set up in other parts of the world...places like Vera Cruz, Mexico and even Siberia to serve US forces who went there to fight the Bolsheviks in late 1918-1919. In World War I, from July 1917 to June 1918, most of the mail to the troops was handled by Railway Mail Service clerks in the US and in France and in other deployed areas of the world...something few people know about as we begin to commemorate the WW I Centennial.

The Smithsonian's National Postal Museum has a great WW I story of one of these US civilian Railway Mail Service employee from Kansas City, MO from the RMS to go to France in the Fall of 1917 to work the AEF mail...even before the MPES service was started in May 1918 in France (see: <http://postalmuseum.si.edu/collections/object-spotlight/special-passport.html>). Click on RMS authorization letters on the webpage...very interesting.

The Smithsonian National Postal Museum presently has an excellent exhibit on the Military Postal Service, entitled "Mail Call: History of America's Military Mail," which included the history of the Military Postal Express Service (MPES) in WW I before APO's and FPO's, up to the present day (see: <http://postalmuseum.si.edu/mailcall/1.html>).

Having served a career in the Navy and Marine Corps from 1965-1995, largely in the Pacific region, on US Navy ships and with Marine Corps FMFPAC units serviced by FPO San Francisco, I have a great appreciation for the military mail service.

One of my sea tours involved service on the USS Sacramento, AOE-1 (see: <http://fas.org/man/dod-101/sys/ship/aoe-1.htm>) , a Fast Combat Support Ship, carrying beans, bombs, fuel, refrigerated stores... and especially mail (50 tons of mail in a deployment) ... to the USS Nimitz (CVN-68) and USS Constellation (CV 64) aircraft carrier battle groups during deployments. Weekly we were eagerly greeted by thousands of sailors on the carrier and all cruiser/destroyer group escort ships during underway replenishment, awaiting mail and news from home while serving in harm's way.

Most of us veterans who have served in war and peace in eras when people actually sent us letters and we wrote letters in return, "mail call" was welcome break from military duties to hear from home.

RPO's and APO/FPO's were inextricably linked for a large share of the 20th Century, bringing mail to the troops.

As best can be determined, the first experimental RPO car ran between Washington, DC and New York in May 1864 filled with death notification letters to fallen Union soldier's families in New York after the Civil War Battle of the Wilderness in Virginia in May 1864.

Alton Chermack, a Twin Cities archivist for the Soo Line Historical and Technical Society sent me the attached article from a 1907 Melrose, Minnesota newspaper interviewing a man who said he ran on one of the first RPO cars...the one in May 1864 near Washington, DC during the Civil War Battle of the Wilderness.

It is an article in the Melrose, MN "Beacon" newspaper, entitled "First Mail Car," interviewing a man by the name of Joseph Elliott, who alleges he rode in one of the first RPO cars during the Civil War in 1864.

Enjoy the articles involving RPO's and the role they played in bringing the mail to the troops...and from the troops to their families and loved ones...for 100 years in American history.

Warm regards,

Dave Thompson
Rosemount, MN

On Mon, Sep 5, 2016 at 7:43 PM, David Engle <rrocket@att.net> wrote:

Outstanding. Thank you very much, sir. Is there a yahoo group for RPO enthusiasts? The only group I have is Passenger Car List yahoo group. More people need to see this-are there copyright considerations? Dave Engle

From: David Thompson <dathomps68@gmail.com>
To: Kathy Engle <RIRocket@att.net>
Sent: Monday, September 5, 2016 6:09 PM
Subject: Labor Day Article

Dave,

Here is the article in the Minneapolis Star Tribune Sunday September 4th edition of the newspaper focusing on a story of the RPO's and explaining how they functioned for over 100 years as "America's First Information Highway." A neighbor of mine is a railway mail clerk who I hooked up with a Star-Tribune reporter who told his Labor Day story in the paper of "the best job he ever had." The article is entitled "Moving Mail by Rail Made for Fond Memories" (see: <http://www.startribune.com/moving-mail-by-rail-made-for-fond-memories/392251411/>).

Have an enjoyable Labor Day.

Dave Thompson
dathomps68@gmail.com

MISSOURI**LOOKING FOR MODELERS IN ST. LOUIS AREA**

From: "Joel Norman" <mec-bml@sbcglobal.net>
 Date: Fri, July 1, 2016 5:47 pm
 To: "Tom Brugman" <editor@rockislandreporter.com>

A HAPPY AND BLESSED/SAFE 4TH.....TOM.

Could you PLEASE FORWARD my e mail address to anyone modeling the ROCK across Missouri?? I live in metro STL and would like to rail fan what's left for a HO layout I'd like to build based on the ROCK across the state. Nothing major just a ""Reader Digest"" layout.

Thanks

Joel Norman [mailto:<mec-bml@sbcglobal.net>?subject=RIR Newsletter Article](mailto:mec-bml@sbcglobal.net?subject=RIR%20Newsletter%20Article)

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**DAVE ENGLE BOOK COMMENTARY: ROCK ISLAND WESTWARD
 VOL. 3**

From: "David Engle" <rirocket@att.net>
 Date: Mon, July 25, 2016 6:12 am

Subject: Lee, Thos. R.: Rock Island Westward, Volume 3 "Western Division Freight Service, 1930-1952". Great Plains Chapter NRHS, Columbus, NE, and South Platte Press, PO Box 163, David City, NE 68632 CY2014 by the Thomas R. Lee family. SC, 40 pages; \$19.95, \$6.00 shipping. 5.5% NE Resident sales tax.

This is the completion of the late author's trilogy of books about the Rock Island Western Division. A review of where and how freight traffic operated on the Western Division during 1930-1952.

The book begins with a Preface written by James J. Reisdorff, Publisher, that explains how and why his South Platte Press undertook this beautiful project. It completes the process of 3 Volumes of the series that was laid out by Mr. Lee initially. Next is, Mr. Lee's Introduction and acknowledgements, of April, 2014. The four chapters are: Faster Schedules, But Depression 1930-1935; Farrington Salvages the Western Division, 1936-1940; World War II Traffic 1941-1945; and Postwar Changes 1946-1952. In all chapters, the management of the operations is clearly detailed, with dates, times, motive power handling, and schedules which were executed "on the ground." The photographs are all black and white, excellent quality, with steam locomotives being the most recorded subject.

This volume, as the two previous ones do, is excellent information, easy to digest, and represent devotion by Mr. Lee to a remarkably high standard of preservation.

NEBRASKA

PHOTO OF ROCK ISLAND EXHIBITION, OMAHA - 1898

From: "bobyar2001@yahoo.com [RITSlist]" <RITSlist@yahoogroups.com>

Date: Sat, July 9, 2016 11:14 pm

To: RITSlist@yahoogroups.com

At the Trans-Mississippi & International Exhibition, Omaha, 1898.

Photo: <http://digital.omahalibrary.org/transmiss/research/cleanhtml/tmi00179.html>



Photo: The Rock Island Exhibit at the 1898 Trans-Mississippi & International Exhibition, Omaha, Nebraska. Note the oblong paintings – especially the one on the left, looks like one of the mother of pearl paintings.

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JUST FOUND YOU

From: "Jo Zelhart"

Date: Sat, July 23, 2016 5:02 pm

To: editor@rockislandreporter.com

Tom,

I'm happy to say I just found your newsletter and am enjoying the past issues. I was not surprised to hear about the demise of the RITS group. I dealt with them on and off - mostly off - several years ago when I lived in Oklahoma City and found them to be seriously lacking in focus, organization, direction, and professionalism. I'm glad you stepped in to provide a forum for all things Rock. I have been quietly doing some research over the past few years with an eye toward doing a book on the Rock's heavyweight passenger cars but it is very hard. You would think they had no passenger equipment until the advent of corrugated stainless steel.

Many thanks for your work on this newsletter and all the best,

Charlie Zelhart - Omaha, Nebraska

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FAIRBURY'S ROCK ISLAND RAILROAD DEPOT FILLED WITH YEARS OF HISTORY

News Channel Nebraska, By Elise Waller | July 25, 2016

BUY: Rock Island Town - Fairbury, Nebraska: Western Division, By Michael M. Bartels. 80 pages, softcover
<http://www.southplattepress.com/current/rock.html>

<http://kwbe.com/local-news/fairburys-rock-island-railroad-depot-filled-with-years-of-history/>

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ROCK ISLAND DEPOT KEEPS RAILROAD HISTORY ALIVE

BEATRICE Daily Sun by Casey Welsch, Jun 8, 2014

http://beatricedailysun.com/news/local/rock-island-depot-keeps-railroad-history-alive/article_5cbe08f7-ac0a-5551-9ea8-9845fbd31270.html

NEW MEXICO

ROCK ISLAND CABOOSE 17826 IN THE RAILROAD DEPOT MUSEUM OF COLUMBUS, NEW MEXICO

From: Richard R Dean

To: David Engle <RIRocket@att.net>

Sent: Monday, July 11, 2016 11:49 AM
 Subject: Re: RI Reporter

Dave

Our 1938 cabooses #17826 conversion has been restored in and out. It will have E.P.&S.W. photos and artifacts for public view. Is now open to public on request.

Richard Dean, Historian/Archivist



Photo of RI 17826 on display roadside at the Railroad Depot Museum of Columbus, NM. Photo by Google Maps.

Visit the museum/Columbus, NM historical society website: <http://www.cnmhs.org/>

Photo: "the arrival of the "Southern Pacific" caboose (clearly Rock Island) from Silver City NM 2006: (includes photo of pre-restored RI 17826)

<http://www.city-data.com/picfilesv/picv19854.php>

OHIO

ROCK ISLAND RPO CLERK

From: Chuck Dahle

Date: Fri, September 23, 2016 2:02 pm

Hi Tom,

I have been an enthusiastic reader of your RIR, which reminds me that I forgot to send you my dues in order to continue receiving it. **[No dues for RIR – but we do accept contributions – Tom]**

You wrote to the Railway PO Digest requesting information from former RPO clerks.

I served as a mail clerk from mid-1961 until the end of October 1967, when most RPOs were removed from service. From Jan, 1965 until the end I was assigned to the Minneapolis and Kansas City RPO pool, heading out from Minneapolis. While I ran occasionally from MPLS to KC on both RI Trains 15 & 16 and Trains 17 & 18; I made most trips as an "Allerton helper" going south on 15 and returning to MPLS on 18. Hence, I was able to cross paths with south end crews, Des Moines helpers and north end crews. While I don't claim to be an expert and don't remember - after all these years- too much about the fellows with whom I worked, I will do my best to answer any questions you may have that would be of interest to you and the readers.

I did compose a related article which was published in the final Rock Island Digest.
Regards,
Chuck Dahle



ARTICLE: ROCK ISLAND - THE WHOLE WAS MORE POWERFUL THAN THE PARTS [Railfan trip to Joliet, IL in 1972]

The Akron Railroad Club, February 19, 2015
<https://akronrrclub.wordpress.com/tag/rock-island-railroad/>



OKLAHOMA

CORRESPONDENT WANTED FOR PROJECT 905 RESTORATION (RIR)

Rock Island Reporter is looking for a volunteer correspondent who can regularly (quarterly) cover the project 905 restoration in Duncan, OK. Coverage includes anything about the Duncan area, including several RI related entities in the area not affiliated with the restoration itself. If interested, **please contact Dave Engle or Tom Brugman.**



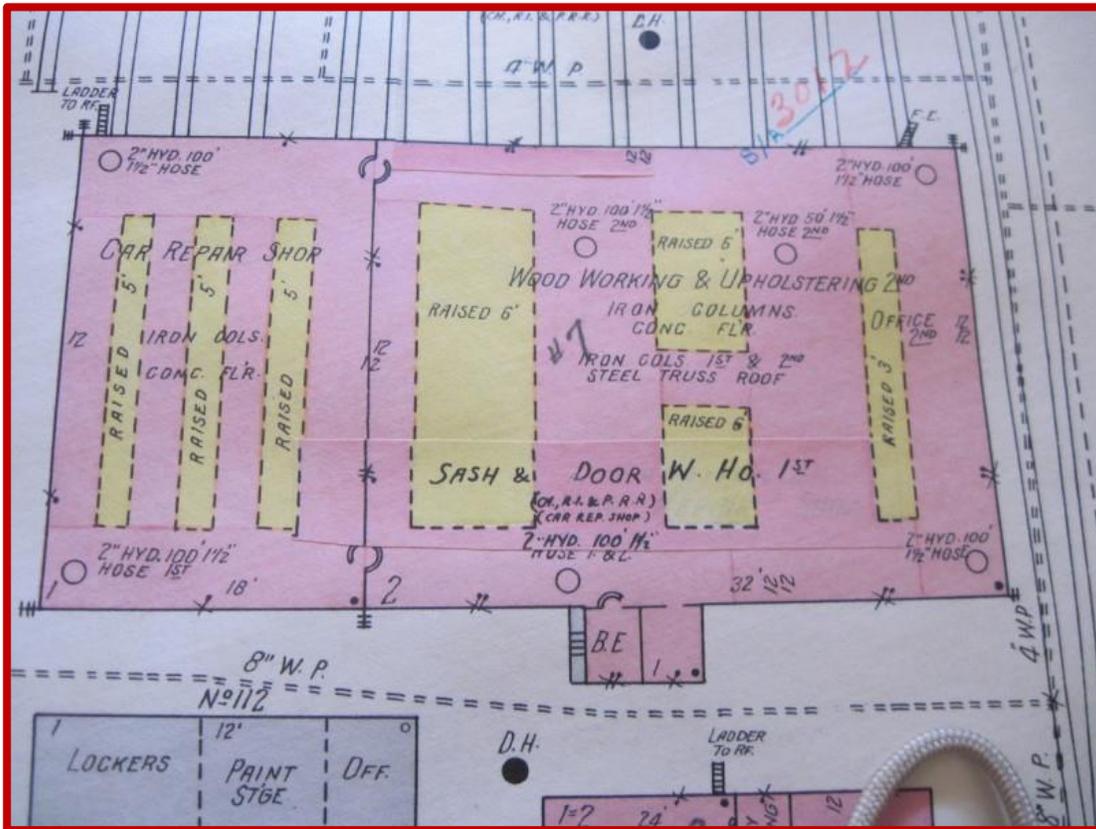
NEW SUBSCRIBER

From: "Timothy Hopkins"
Date: Thu, April 21, 2016 8:52 pm

Tom

I forwarded a copy of the current issue, to Sue Weissinger at the No Man's Land Museum in Goodwell, Ok. SW of Guymon, she put out a book on Cattle, Wheat & Oil, Oklahoma Panhandle Railroads. the book is a Hardbound copy. Her husband maintained track for

Following photo of Shawnee Shops, and drawing of shop layout provided by Dean Schirf.



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OKLAHOMA RAILWAY MUSEUM - ROCK ISLAND 17834 CABOOSE

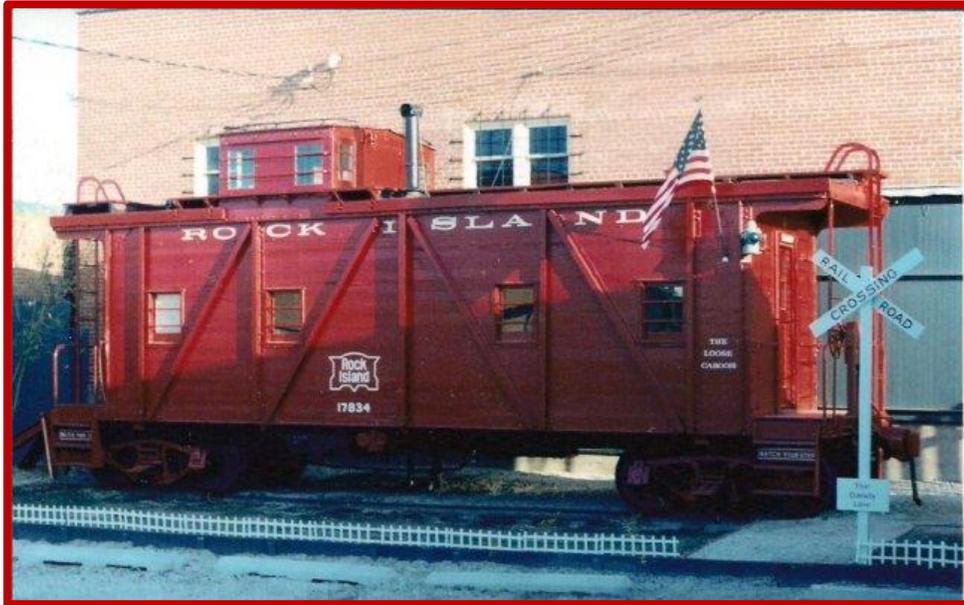


Photo from Oklahoma Railway Museum website.

<http://www.oklahomarailwaymuseum.org/plan-your-visit/exhibits-grounds/equipment/cabooses/rock-island-17834-caboose/>



HAPPY HALLOWEEN - ROCK ISLAND RAILROAD LIBRARY GHOST - WAURIKA, OK

ROADSIDEOKLAHOMA.COM

<http://www.roadsideamerica.com/tip/9163>

TEXAS

BURLINGTON-ROCK ISLAND RAILROAD SHORT HISTORY

TEXAS STATE HISTORICAL SOCIETY - THE HANDBOOK OF TEXAS ONLINE

<https://tshaonline.org/handbook/online/articles/eqb18>



TWO ROCK ISLAND CABOOSES IN KILLEEN, TEXAS

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

Date: Fri, July 29, 2016 5:00 pm

The scan of the photos is attached; sorry I didn't flip it upside Dave Engle

From: Thomas Sandlin

To: Robert Popejoy Cc: David Engle <RIRocket@att.net>

Sent: Friday, July 29, 2016 3:54 PM

Subject: Two Caboosees in Killeen, Texas

Ah, Bob Popejoy, as I live and breathe. Good to hear that you have signed on to the Rock Island Newsletter. And good to hear that another old DS is still alive and well.
TES

Begin forwarded message:

Hello, Mr. Popejoy;

Thank you very much for subscribing to RI Reporter, I think we have others who would be greatly interested in stories of events you experienced in your years on the railroad. I would like to send these photos to Tom Brugman, our editor, either as is or by scan; would that be ok with you, sir. I am surprised at the restoration that has obviously been done, here, it looks great. I wish there was a way we could find out who cared enough to do this. It sure looks like they used accurate stencils to do the herald and lettering; the problem, if you want to call it that, is they left off the individual numbers on the sides below the heralds. I hope there would be a way we can determine that; the end doors appear to be replacement non-window doors, complete with household-style brass knobs. Very interesting.

Again, thank you very much for sending these up to me. Dave Engle

Following two photos by Robert Popejoy.





VIRGINIA

WASHINGTON STATE

WISCONSIN

PHOTOS - RI DAVENPORT OFFICIAL CLOCK

From: "Pat Obma - Great River Plastics, LLC" <pobma@greatriverplastics.com>

Date: Tue, August 9, 2016 5:28 pm

To: editor@rockislandreporter.com

Hi Tom:

Attached are the pix of my Davenport Union Station RI clock. These are my questions which I hope the members can answer in the next newsletter. They can email me at pobma@greatriverplastics.com

Questions:

The clock says it is the official clock for the Rock Island RR Union Station Davenport IA, but it always looked to me based on pix that the RI had their own large station up on the hill near Missouri Div. Jct rather than the commonly known Union Station on the waterfront. **Were they in the more modern Union Station down on the waterfront**

later on? If so, that station is not on the RI mainline to Des Moines, etc. This clock looks pretty old to be from the modern station.

It is also marked Keokuk and Des Moines Div., but I doubt that the main line through Davenport was part of that division. As far as I ever found, the K&D only referred to the line from Keokuk through Eldon IA to Des Moines, so I can't figure out why it would be so marked.

Any help will be welcome.

PS: I am not interested in ever selling this clock, since it was a Christmas gift from my son a few years ago.

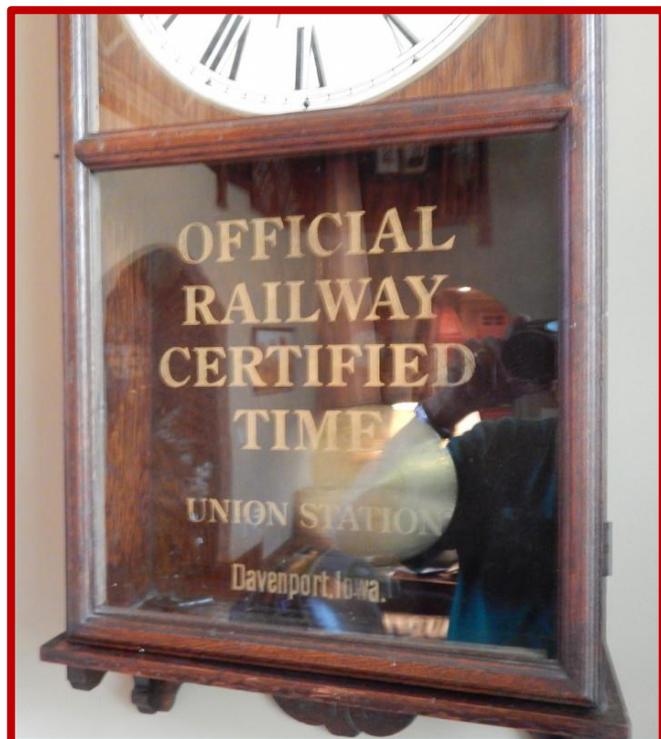
Thanks for the help,

Pat Obma

[Pat: Thanks for your support of Rock Island Reporter – Tom]

pobma@greatriverplastics.com

Following 3 photos by Pat Obma





EXTENSIVE ONLINE ROCK ISLAND PHOTO SITE

From: "Mike Sosalla"

Date: Sat, September 24, 2016 10:00 am

There are now 800 RI photos on my Rock Island photo site.

Thanks to all who have contributed.

Enjoy.

Mike Sosalla
South Milwaukee WI

<http://www.pbase.com/rocksosalla>



7. ROCK ISLAND WANTED

WANTED: JOINT TIMETABLE RI-NYC 1955 OR EARLIER

From: "Alex Schneider"

Date: Wed, August 31, 2016 9:47 pm

To: editor@rockislandreporter.com

I have a favor to ask. Do you know of any way I could get the timetable for the joint RI-NYC track from Englewood into Chicago? Any time prior to about 1955 would be great, and a copy would serve my needs.

Thanks in advance.

Alex Schneider <mailto:mailto:aschneiderjr@sbcglobal.net>



8. OBITUARIES

GEORGE DURBALA OBITUARY BY TOM SANDLIN

Date: Tue, July 19, 2016 11:15 pm

To: editor@rockislandreporter.com

Just another note concerning George Durbala's passing. I only had the pleasure of meeting George twice. The first time was when George kindly consented to do an oral history recording with me. And memorable it was. I have had the honor of doing oral histories with a few hundred old Rock Island employees, and have done business with a bunch of fine storytellers. But George was in a class by himself. When the scheduled limit of three hours arrived, George was still rockin' and rollin' and telling story after story, thoroughly enjoying himself and incidentally providing great entertainment and inside details from the railroad. George is the only storyteller I ever met who not once at least briefly ran out of thought for the next story. And he is the only one who on two occasions I interrupted him to ask if he needed to take a breather. He said no and kept going.

We finally shut it down around 4 hours. Then George wanted to give me a viewing of his extensive railroad document collection, much of which he had rescued "from the

scraper's torch." Sometime later George facilitated an oral history recording with Bill Hoenig, and he again joined in the storytelling. I have nothing but great memories of George, his talent, and his deep enduring interest in railroad history. We'll miss him.

Tom Sandlin
Liberty Hill, TX

GEORGE DURBALA OBITUARY – ADDENDUM BY BILL HOENIG

From: "Thomas Sandlin"

Date: Wed, September 28, 2016 10:09 pm

To: Tom (Brugman) - asked Bill Hoenig for his input, see below. I told him I was inclined to ship it to you as is, if any space constraints, you and I could whittle on it a bit. Please give Bill credit for his part, let me know if I need to do anything else.

TES

Begin forwarded message from Bill Hoenig:

Hi Tom [Sandlin].

Good to hear from you. I think GHD would be very pleased with the obit you have written for him. Little I can add.

My first encounter with George was in 1968 when I was on my first Supt job at Des Moines and he was operator at Short Line tower. We were very proud of our safety record when we had this strange "reportable" A mouse supposedly bit the 3rd trick Operator (GHD) while he was eating his lunch on the counter or desk. I told the Trainmaster [TM] that I wanted to see this guy. So we made a visit to the tower. That is after GHD had endured painful shots and lost work days. George tore into me about the working conditionsand everything else that was wrong. His arguments were very passionate and very persuasive. When I left with the TM I told him "We need to capture that fervor and passion and put it to work for mgmt."

Following that, George completed his degree at Drake U. and took a job in management analysis or budget analysis with RI in Chgo. Early 70s he moved to KC and Budget director for me as GM. He followed this line for several years with new positions of increased responsibility at KC and Chgo. In 1979 GHD moved to SP headquarters in SF in Contract and Budgeting positions. in the office of VPO-GM and then as Gen Mgr. Purchasing & Materials. He retired in 1993.

George was very proud of his Iowa heritage and his skill as a telegrapher. He was fiercely loyal and pursued all of his endeavors with passion.

Tom [Sandlin], this may be much too long and off course but use what you like, or feel appropriate.

[Thanks to Tom Sandlin and Bill Hoenig for this heartfelt remembrance. – Editor]

ROCK ISLAND REPORTER

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



Coverage

The e-newsletter covers the history of the Rock Island Railroad in documents and miniature. It is devoted to its readers – anyone and everyone who has interest in the Rock Island.

This e-newsletter, resides on its website: <http://rockislandreporter.com>

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Comment

We hope you found this newsletter interesting and worthy of further issues. E-mail comments suggesting improvements would be appreciated. Pats-on-the-back are also appreciated.

Contributions and Cost

Our plan to maintain this e-newsletter as a free publication has placed too much of a financial burden on the publisher. Rising costs for programs to produce it, as well as the cost to maintain the website it resides on, are dictating a change in policy that will take place with the January, 2017 issue. Our "stop-gap" measure to accept contributions from our readers has realized one contributor – to whom we are very grateful. Since we are not a non-profit organization, contributions are not tax deductible. Contributors should contact the Editor at: editor@rockislandreporter.com.

Beginning January 2017, it is our intention to charge \$2.50 per issue for The Rock Island Reporter. This will be payable on the website. Exceptions will be made for material (written, editing and photographs) and financial contributors who will continue to receive the newsletter for free with our thanks for the support. Bulk downloaders (with more than one download) who have been distributing this newsletter to non-computer savvy readers may continue to do so after paying a reduced fee. For further information, please contact the Editor at: editor@rockislandreporter.com.

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