



***E-NEWSLETTER FOR ENTHUSIASTS
OF THE CHICAGO, ROCK ISLAND
AND PACIFIC RAILROAD
SIXTH ISSUE FEBRUARY, 2015***

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IAIS 513 in Rock Island heritage paint on January 29, 2015. Photo by Carl Schneider

ROCK ISLAND CONVENTION IN MANLY, IA

PUT ON HOLD

Dear Readers:

In discussion with Dan Sabin, it has been decided to put the proposed Rock Island Convention in Manly, IA on hold - possibly until 2016. We were hoping for a larger indication of interest which did not materialize this time. Focus in Manly has shifted to preserving the E units [see announcement below] which are running out of time.

Thank you to all 68 Rock Islanders that indicated interest as well as the few who offered to assist. If enough interest can be generated, we will try again next year.

Tom Brugman - Editor, Rock Island Reporter

IMPORTANT ANNOUNCEMENTS



CONTRIBUTIONS NEEDED FOR ROCK ISLAND E UNIT RESTORATION (E-6 #630 and E-8#652)

Subject: Continued appeal for contributions for Rock Island E units. Also Rocky Mountain Rocket mishap at Norton, KS

From: Dan Sabin, President, Iowa Northern Railway Company

Date: Wed, January 28, 2015 2:32 pm and Tue, December 23, 2014 12:58 pm

Thanks to all of you who have donated so far.

A former Rock Island executive has offered a matching grant for donations made to restore these two locomotives. We need a total of \$250,000 by end of June. By next week, we will have paid nearly \$100,000 toward the goal and have a grant application in for hopefully a sizeable amount toward the balance.

This former Rock Island executive will match the next \$10,000 donated to the cause.

Mid-American has been very patient with me by storing the two Rock Island E units (E-6 #630 and E-8#652) for some time.

They need room for other business now so we have to get the project going. Cosmetic restoration and FRA compliance is to be done to each unit starting soon. The cost will be just under \$125,000 for each unit and the project must be paid in full by end of June. We will be applying for various grant funds, but really need some assistance in raising the necessary money for this project.

Contributions are tax deductible.

Manly Jct. Railroad Museum

c/o Daniel Sabin

305 2nd St SE Ste 400

Cedar Rapids, IA 52401

United States

Phone: 319-297-6000

_dsabin@iowanorthern.com

(/promail/src/compose.php?send_to=dsabin@iowanorthern.com) or

no17eng654@aol.com

Non-Profit Contribution Tax ID: 26-0459009

In a somewhat related note, about 45 years ago former Rock Island dispatcher Jim Corder told me about the night when he was a kid, the westbound Rocky Mountain Rocket struck a gas truck outside of Norton, KS, killing the engine crew. Here are a couple of photos that I recently received for the museum collection: **SEE PHOTOS BELOW**

Daniel R. Sabin, President
Iowa Northern Railway Company
dsabin@iowanorthern.com
No17Eng654@aol.com

Iowa Northern Railway Company
Paramount Theatre Building
305 Second Street Southeast, Suite 400
Cedar Rapids, IA 52401
319-297-6000
319-325-4119 (Cell)
319-297-6005 (Fax)

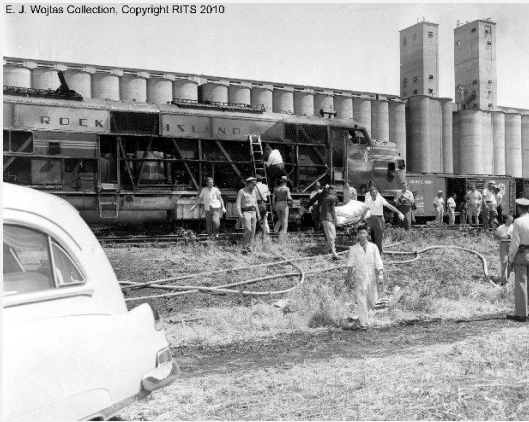
Iowa Northern Railway Company
Zephyr-Rocket LLC
Hawkeye Express LLC
Manly Jct. Railroad Museum
Manly Terminal LLC
Manly Logistics Park LLC
Butler Terminal LLC

Following Photos provided by Dan Sabin from the Manly Junction Museum collection.

E. J. Wojtas Collection, Copyright RITS 2010



E. J. Wojtas Collection, Copyright RITS 2010



E. J. Wojtas Collection, Copyright RITS 2010



NEW ISSUE OF "REMEMBER THE ROCK" IS OUT

The latest double issue - Volume 9, issues 3 and 4 was recently released. Hopefully,

everyone interested in this newsletter is subscribed to it.

This issue includes articles on:

From Chicago to Mount Clare and Return by Bill Pollard

Postcard Journeys by Bill Leistiko

Classic Rock Photos and Data

Westerfield's Stock Cars by Joe Sindelar

A review of Moloco's 50 Ft RBL Insulated Boxcar by Bob Massey

Rocket Wreaks Havoc at Hallam by Pete Hedgepeth

Last Days of the RMR by George Strombeck

and Storm Drain Update, Moline, Illinois by David Vande Castele

Another superb issue that all Rock Island Fans should have.

Subscription: REMEMBER THE ROCK, P O Box 500, Mendota, IL 61342. Phone 815-538-3060.

GOLDEN AGE OF PASSENGER RAILS IN THE MIDWEST - BETTENDORF PUBLIC LIBRARY

From: robbinsjohnw

To: amesrailfans@yahoogroups.com

Sent: Monday, February 2, 2015 3:54 PM

Subject: [AmesRailfans] **Golden Age of Passenger Rail in the Midwest**

The Bettendorf Citizen Mailing List sent this notice out, today:

THE BETTENDORF PUBLIC LIBRARY PRESENTS "THE GOLDEN AGE OF PASSENGER RAIL IN THE MIDWEST"

Thursday, February 12, 6:30 p.m., at the Bettendorf Public Library, local historian Curt Roseman will focus on the trains of the twentieth century and on the gradual decline of passenger service in mid-century. Historic preservation is a major theme of his illustrated presentation as he describes the numerous railroad depots that were built in the Quad-Cities early in the century. He'll discuss the demise of most and the saving of a few. This program is a partnership between the Bettendorf Public Library and the Scott County Historic Preservation Society. Details call 563-344-4175.

The Library is located at 2950 Learning Campus Drive, off of 18th Street, Bettendorf.

UNION TERMINAL IMPORTS - GOLDEN STATE BRASS SET RELEASE

From: "jacob.damron <RITSlst@yahoogroups.com>
Date: Wed, November 26, 2014 9:33 pm
To: RITSlst@yahoogroups.com

Rock Island and Southern Pacific Golden State and Pullman 10-6 sleeper project. <http://union-terminal-imports.com/2014/10/28/rock-island-and-southern-pacific-golden-state-and-pullman-10-6-sleeper-project/> Posted on October 28, 2014 <http://union-terminal-imports.com/2014/10/28/rock-island-and-southern-pacific-golden-state-and-pullman-10-6-sleeper-project/>
<http://union-terminal-imports.com/2014/10/28/rock-island-and-southern-pacific-golden-state-and-pullman-10-6-sleeper-project/#respond>

The Golden State was a joint train operated by the Rock Island and Southern Pacific connecting Chicago and Los Angeles and points in between. The original version was done by The Coach Yard in an unfinished (brass form) and also by Challenger Imports with factory painting and interiors. Our version will be of the cars in their later form ('55-'56 and 60's) The cars will mostly be de-skirted. They will be fully factory finished with interior and LED lighting. This project has been a long time in the making. We are doing two complete 8 car sets of the Golden State one with a Rock Island theme and the other with a Southern Pacific theme. We are also including in this project a number of interesting Pullman 10-6 sleepers for many different railroads. Please get your orders in as soon as possible we will only build the models that are preordered. We expect this project in Q3 of 2015. As all UTI projects these cars will be designed to operate as well as be impeccably finished. Thanks for your support.

The above was taken from : <http://union-terminal-imports.com/> <http://union-terminal-imports.com/>

Jacob Damron

Subject: Union Terminal Imports
From: "Chuck Sted"
Date: Wed, October 29, 2014 10:11 am
To: "Tom Brugman" <editor@rockislandreporter.com>

Tom,

Ed Kurzenski and I are partners in Union Terminal Imports. I am. RITS member. I subscribe to both the The Rocket and Remember the Rock. I also have a number of CRIP books. I model Rock Island passenger trains along with SP.

If you take a look at the Union Terminal Imports website, you will see details about our project to import the 55-56 Golden State and 60's Golden State. Some on the RI models can be used in other RI trains.

Would it be appropriate for you to help spread the word about our project? If so, would you like us to prepare something? If helpful we can make a sponsorship donation.

Thanks, Chuck Sted

[My Pleasure, Chuck. Ed.]

St. Louis Line Book Project

Subject: Re: RIR DECEMBER 2014 ISSUE ANNOUNCEMENT

From: "Dennis Opferman" <dcopferman@yahoo.com>

Date: Thu, December 4, 2014 11:28 pm

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

Tom,

CALL FOR PHOTOS

I am working on a book project on the St. Louis line of the Rock Island and am actively seeking photographs and other documentation of operations on the line.

We are seeking excellent photographs, preferably previously unpublished, as well as documentation of unusual and/or interesting facets of operations on the Rock Island's line between Kansas City and St. Louis, for an upcoming book. Please phone or write Dennis Opferman at (817) 735-8710 or at dcopferman@yahoo.com.

Dennis Opferman

WICHITA TRAIN SHOW & SWAP MEET

Subject: 2015 The Wichita Train Show

From: aylward1@cox.net

Date: Thu, December 4, 2014 8:53 pm

To: editor@rockislandreporter.com

Would you include Information about our show coming in
Feb. 7& 8 2015 .

Thanks
Phil

Subject: Re: 2015 The Wichita Train Show
From: aylward1@cox.net
Date: Mon, January 5, 2015 1:25 pm
To: "RIR Editor" <editor@rockislandreporter.com>

Here is the Info.

Thanks

Phik

WICHITA TRAIN SHOW & SWAP MEET

Sat. Feb. 7 - Sun. Feb. 8 - 2015

Sat. 9 - 6 Sun. 11 - 4

Cessna Activity Center

2744 George Washington Blvd. Wichita, KS

Sponsored in part by,

Chisholm Trail Division. NMRA

Swap Tables, Modular Layouts, Switching Contest,
Model Contest, Photo Contest, Live Clinics,
And Much, Much More!!

Admission; \$8.00 for both days,

Under 10 Free with paid adult, Scouts in uniform in free
\$1.00 off with a non-Perishable food item.

Advance Table Registration;

Eight Foot Tables are;\$30.00 each

Before 12/31/2014 \$25.00 each

[Includes two admission tickets]

Name_____ Phone_____

Business_____

of Tables_____ Total \$_____ Elect.____

Address_____

City_____ State_____ Zip Code_____

Email_____

Contact Phil Aylward at 316-259-5190

Mail Registration to; 603 Chestnut. Halstead, KS. 67056-2302

Make check's out to 'The Wichita Train Show'.
Email; aylward1@cox.net

OTTUMWA TRAIN SHOW

Subject: Re: [RITslist] Ottumwa Train Show
From: "Dave Kroeger" <davekroeger40@gmail.com>
Date: Sun, January 4, 2015 9:56 pm
To: "RIR Editor" <editor@rockislandreporter.com>

Show is March 7 and 8 at the Quincy Place Mall.

9-9 Saturday

12-5 Sunday

Contact is Tom Morgan: Steam_gal@yahoo.com

Quincy Place mall is not far from the CP Yard at Ottumwa, IA.

Dave K

ALCO C415 IN HO

Subject: Bowser planning to do HO Alco C415
Date: Thu, December 25, 2014 10:28 pm
To: CRIP-RR@yahoogroups.com

[Peter Arnold tells us about Bowser's efforts to produce an ALCO C-415 in HO]

I have measured the Buffalo Southern C415 (ex Rock Island) and have a rail to roof height of 176". The SP raised the roof and the drawings have 16' 4". Can anyone verify that this is correct. Also i would like to have roof photos of the SP&S or BN. The exhaust stacks are different from the Buffalo Southern i measured.

Also thank you to Pat at the Buffalo Southern Railroad. We had a great

trip to measure the loco.

MESSAGE FOR CHARLES STOOKEY

Jack B. Austerman
Oklahoma City, OK

To: Tom Brugman, Editor
Subject: Charles Stookey
From: Jack B. Austerman
Date: Dec. 4, 2014. 9:00 AM

At last I have found(?) Charles Stookey! (see last issue of the RIR). He formerly lived in the Oklahoma City area in the 60's, 70's and 80's. Then he disappeared. Charles, if you read this, contact me by Email, nanaust@cox.net.

His photos in the last issue are of the "Excursion '76 on the Rock". The young man in the photo admiring locomotive #4432 is my son, David, then 14 years old. Charles is an excellent photographer!

For further information on "Excursions '76 and '77 on the Rock", see the RITS "DIGEST", Volume 13, 1993 Issue, published in 1997. These Excursions were sponsored by the "Central Oklahoma Railfan Association" in cooperation with the late Chris Knapton of the Rock Island Lines. The late Lawrence Gibbs was co-ordinator of the Excursions for the CORA. I was the financial and insurance co-ordinator for the trips.

Jack Austerman

ROCK ISLAND FANS AND PHOTO SECTION

ARKANSAS

Subject: losing another piece of the Rock

From: Bill Pollard

To: David Engle <rrocket@att.net>

Sent: Wednesday, January 7, 2015 11:17 PM

It appears that Ouachita Railroad, operator of the former Rock Island between El Dorado AR and Lillie, LA, has filed to abandon the southern most part of their line. They tried for some years to interest Louisiana in rebuilding back to Ruston so that there would be a connection with the KCS, but that effort obviously failed.

COLORADO

Subject: Steve Pelles has passed away

From: "Mike & Sigi Walker"

Date: Mon, November 24, 2014 5:49 pm

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

Hi Tom -

We are so sorry to report to the Rock Island Technical Society that longtime RITS member Steve Pelles passed away on Friday, November 21st. He founded the Roswell Rock Island Museum (located at the Pikes Peak Trolley Museum) in Colorado Springs and continued to update and add to it until just a few months before his passing. He wrote several articles for the RITS magazine, The Rocket, and contributed to the article on the RI Museum which ran in the August issue of the Rock Island Reporter newsletter.

I do not have a distribution list for the RITS and so am asking if you would be so kind as to let people know. I know a lot of folks will be saddened by this news. Steve was a very special person.

Sigi and Mike Walker

FLORIDA

Subject: RI Reporter
From: "Martin Deutsche"
Date: Thu, October 30, 2014 8:23 pm
To: "Tbrug@aol.com" <Tbrug@aol.com>

Good evening,

I've meant to e-mail you sooner to say thanks for picking up the baton and keeping the spirit and general purpose of the withering "RITS" going. I appreciate the news, photos, and other information you provide.

As a longtime Rock Island fan and model railroader, I have long benefited from the information, photos, and personal information shared by my fellow fans and modelers, and the stories of those who worked on or have key information on "The Rock". To have an active forum to continue this dialogue is essential to help spread the word among current fans,, and to educate a new generation about the railroad we came to "love".

As much as I enjoy holding a magazine or other document in my hands, with the current trend in technology your electronic product fills a needed void. After just finishing running my first car show for the local Mustang club, I can empathize with the issues you face surrounding your efforts to set up a convention. Don't lose hope or faith, just keep the information flowing and the desire to start having conventions will build.

Continue the great work. Best wishes.

Martin L. Deutsche
Panama City, Florida

IOWA

Subject: Jerry Mansfield, Rock Island Engineer - And a Family of Rock Islanders
From: Matt Clark
Date: Sat, November 1, 2014 9:55 am
To: "Tom Brugman" <editor@rockislandreporter.com>

Hi Tom,

Attached is an article from the Mansfield archives. I am sure you know that Jerry Mansfield was an engineer with the Rock Island lines.

This article contains stories of some of his adventures as well as the story of friendship between two railroaders.

Jeremiah Mansfield was born in 1864 to Patrick and Bridget O'Reilly Mansfield in Oskaloosa Iowa. He married Una Pettit and they moved to Davenport, Iowa, living there in 1890. In 1900 they were living in Rock Island, Illinois. He was a Rock Island engineer. He worked his way up the ranks holding positions such as section laborer, engine wiper and hostler.

Bud Frey was an electrician in the Silvis Yard, and was the grandson of Rose Pettit Ebey, sister of Una Pettit Mansfield, the wife of Jerry Mansfield.

Bud Frey, in the March 1952 edition of the Rock Island Lines News Digest, gives us these details about Jerry Mansfield: In 1881, at age 17, he began his career as a section laborer in Oskaloosa Iowa; in 1888 he was working as a hostler; and by 1912 he was a full-fledged engineer assigned a passenger run out of Davenport. Jerry Mansfield retired in 1929.

In 1953, Jerry Mansfield received the first 50-year pin of Division 60 Brotherhood of Locomotive Engineers. The pin was presented to him at his home in Rock Island. Attending the ceremony were:

Charlie Hargis
A B Sprout
John W. Tromer
Don O Hunker
Walter W. Shoning
Frank L Kennedy
Clyde H Brewin

Thanks,

Matt Clark

[The following article is believed to be from the ROCK ISLAND ARGUS approximately 1954. Unfortunately, the Mansfield - Clark family clipping does not include the publication or date line to completely identify the article. Also a segment of the original clipping appears to be missing, but a lot of interesting information on the operation of turn of the century steam locomotives and mishaps.

Rock Island Engineer Mansfield set the 1906 speed record for a special train between Des Moines, IA and Rock Island, IL, most likely at the throttle of a 4-4-0, which Mansfield-Clark family lore states was his favorite class. Ed.]

Two Blind Friends Say 'Goodbye' After 24 Years of Daily Chats

By SAM BJORKMAN

"A true friend is the medicine of life."

With that truthful line two Rock Island blind friends Saturday brought to a close an association of over 24 years which included a daily chat over that period of time. Every day, with the exception of Sundays, and on the days when the ice was too slippery to warrant the walk with a white cane, the two friends have met.

The daily association is over, but the friendship will last forever. Charles M. Hargis, who will be 77 years old April 24, left Sunday evening for Blue Island, Ill., to make his home with his son and daughter-in-law, Mr. and Mrs. Charles V. Hargis.

Every day, from 9:30 to 10:45 a.m., Mr. Hargis has walked to the home of Jerry Mansfield, who will be 90 on April, 1, and the two men have talked, mainly about their experiences as railroad men. Both are retired engineers of the Rock Island Lines.

Both have been blind since 1930. "I'll miss him terribly," Mr. Mansfield said, "but that's life, and time goes on."

"He tries to tell me things I ought to know, and I don't," Mr. Hargis says. "Jerry is well read and has always been interesting to me, and when I look back I realize he's been my teacher. He's taught me to be a good listener, and how to get valuable experience from an old head."

During the last 24 years the two blind men have sat in the same chairs, in the same room and in the same place within the room at Mr. Mansfield's home, 2721 Fifth-and-a-half avenue, Rock Island, during their friendly visits. Mr. Mansfield has lived in the same house 52 years. He retired in July, 1930, and has a 60-year pin from the Brotherhood of Locomotive Engineers.

Mr. Hargis lived at 2936 Fifth avenue, Rock Island, before leaving yesterday for the new home in Blue Island.

Besides being good friends, the



REAL FRIENDS — Both blind since 1930, Jerry Mansfield, 89, and Charles M. Hargis, 76, both of Rock Island and both retired engineers of the Rock Island Lines, are pictured above at their final chat, after having met almost daily for 24 years. Mr. Hargis left last evening to make his home in Blue Island. (Argus photo.)

two men were good neighbors and good working companions. In 1908-09 Mr. Hargis was the fireman on Mr. Mansfield's engine.

Talk Railroadng

What do buddies talk about over a period of 24 years? They talk railroadng. They talk about all their fellow workers they knew but who now are gone. They talk about incidents and experiences on every milepost of the 190-mile run from Silvis to Valley Junction, Iowa, west of Des Moines. They talk about Engine No. 317, engines without brakes, hemp-packed pistons. The old steam engine lovers emphasize how "noisy" the more

modern locomotives are, and how "wonderful" the Old Iron horse was.

"A steam engine is just like a pet animal, you could see it move and you loved to watch it work, and you had to take good care of it to make it perform," the 90-year-old Mansfield related.

"You could even talk to a man going 70 miles an hour in the cab of a good steam engine," Mr. Hargis added. "And you know, my friend, Jerry, held the record for many years on a run from Des Moines to Rock Island."

The fast run was made when the Rock Island Lines guaranteed the Anna Held opera company in June, 1906, that the troupe would be in Chicago for a matinee show after a Saturday night performance in Omaha. "They made such a fuss about the trip my superiors gave me a sick feeling in my stomach," Mansfield recalled. "First the conductor said I had a special run, then the master mechanic said if I wanted any special work on the engine he would do it, and then the superintendent called me into the Des Moines office and wanted to know how fast I could make the run and told me it would be a 5-car train." Jerry recalls the superintendent said "I wouldn't have a wheel get off the train for a million dollars, so handle it safely." Mr. Mansfield said "What he meant was to go like hell, but don't take undue chances." He then followed him into the ante room of the office and "reminded me again."

"I made the 182 miles from Des

(Continued on Page Three)

For 24 years the first thing Mr. Mansfield asked each morning of members of his family is "how's the weather." He knew that when there was no ice, Hargis would make his call.

Mr. Hargis once had an engine sideswiped by a shop train near the Davenport side of the government bridge. Stoves in three of the overturned cars of the shop train started fires which destroyed the cars. Kludy, his fireman, incurred a broken leg. One day, while he was firing a passenger train, eight head of cattle were killed near Newton, Iowa, when hit by the train.

As the two men sat talking together at their final session Saturday a friend slipped in the door and stood behind Mr. Hargis. "Are you Hargis," the man said. "I should be," Hargis answer "Good morning, Bert," Hargis said. The man who slipped in be-