

The Bulletin

The Railroad Station Historical Society

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The Rock Island In Iowa



The Rock Island station at Davenport was demolished shortly after the road ceased service west of the Mississippi River. The upper floor of the depot was the office of the general superintendent of the First District of the Rock Island for many years. Kent Hannah coll.

This 1907 postcard is a bit misleading that besides the Milwaukee and IC, this was the Rock Island station in Cedar Rapids too. The Rock Island office building was the original Burlington, Cedar Rapids and Northern headquarters building which became the Cedar Rapids divisional offices. In the Cedar River flood plain, one wonders how many times the building was flooded?





MUSCATINE, IA. Rock Island and Muscatine North & South stations: This 1907 postmarked card which appears to be damaged is due to the fact that glitter was used to outline depot roofs and the rails in front of the train. The Rock Island station is to the left and the Muscatine North & South depot to the right. The Milwaukee Road by 1907 had trackage rights on the Rock Island and stopped at its Muscatine station.

VINTON, IA Rock Island depot: Vinton was where the “Bow & Arrow” line to Estherville, IA diverged from the Albert Lea, MN line. The building was originally built by the Burlington, Cedar Rapids & Northern. Kent Hannah collection,



ROCK ISLAND PASSENGER STATION—VINTON, IOWA.



INDEPENDENCE, IA Rock Island: Independence was on a short branch of the Albert Lea line. In this 1911 dated postcard view, there is a large crowd waiting for the arrival of the train. The freight house in the background may be an earlier depot from the appearance of the building. Kent Hannah coll.

These two pages are an introduction to a Camerail photo essay by Dave Siedel. See the note on Camerail at the end of the issue. Due to

program compatibility issues, I was unable to insert his name under the title on page 35.

Across Iowa on the Rock Island mainline



Durant on August 5, 1977 Repainted in the bright RI red and yellow



Wilton on August 5, 1977



West Liberty on August 5, 1977 Junction of two RI lines, view of the “back” of the depot on the connecting track, diamonds on front side of depot.



Iowa City on August 5, 1977



Marengo on July 4, 1975 In the older depot paint scheme



Grinnell on September 5, 1977 Crossing with a C&NW line



Top: Newton on August 5, 1977. Bottom: Altoona on Aug. 7, 1977.





Des Moines on August 7, 1977 The depot was the location of major RI divisional offices and the dispatcher's office on second floor. The crossing with the "Short Line" was about a mile east of the depot.



Close up of space of connecting canopy over city street at the Des Moines station.



Top: Stuart on July 6, 1975 Bottom: Atlantic on July 6, 1975





Council Bluffs diesel house on May 17, 1975



Council Bluffs passenger station on May 7, 1977

Lehigh Valley Stations in New Jersey 2021 Update “Win Some, Save Some, Lose One”

Since this information was printed in Bulletin 53-1 in Jan.-Feb. 2020, two additional Lehigh Valley stations were located by this writer



The Hughesville, NJ station was previously located at the end of the three-mile Musconetcong Branch which was constructed west of Bloomsbury, NJ in 1882 to serve paper mills in Warren Glen and Hughesville, NJ. After the line was abandoned by Conrail in 1982, the station sat forlorn until 2014 when it was relocated to the grounds of the Calvary Bible Fellowship Church on Route 627 in Finesville, NJ, two miles from its original location. After receiving a new roof as part of a church and community effort, it is used as a storage facility.

Stanton, NJ station is located in Echo Hills Park in Clinton Township north of Flemington, NJ. Previously located on the Lehigh Valley (now NS Lehigh Lines), it was sold in 1943 for \$75 and moved two miles to its present site. Initially used as a dining hall for a summer camp, it currently serves as a part of the county nature center. (Photo is below)



Left: Bloomsbury, NJ. Lehigh Valley Bloomsbury station continues to be well maintained by its owner, FS Growmark who is an active Norfolk Southern customer. The structure is its main office and received new siding in July 2020.

Possibly the result of reduced construction activities due to the Covid Virus, the stations at both Flemington, NJ and Flemington Jct., NJ which were slated to be demolished in 2020, continue to stand in poor condition. Pittstown, located on New Jersey state property also

remains standing, although in sad shape. Three Bridges continues to be secure as a private residence, and Clinton as the office for Fox Lumber Company.

Unfortunately, due to property redevelopment, the former Lehigh Valley freight station in Bound Brook, located along the NS Lehigh Line, was demolished in January 2020 to make room for a self storage center. Jeff Kovacs 2021 all photos are taken by Jeff

Book Reviews

Just A Short Line; The Story of the Rahway Valley Railroad. Vol I: History of the Line, 1897-1950: (Revised and expanded Second Edition, Garbeley Publishing Dingmans Ferry, PA soft cover 216 pages, 8 ½ by 11, ISBN 978173315660 soft cover, \$60.00 (Editor's note out of print but available from on line book dealers, some of which have discounted it.)

Volume II: History of the Line 1959-2009 by Richard King. Volume II can be found for \$60.00 or less on line and is 136 pages, soft cover.

From the time of my birth of January 18, 1935 (the tenth child of Edward Victor and Margaret Anna Peterson), I have always had an interest in the history of railroads and my opportunities to ride and study them. Over the course of my life, I have been privileged to travel 130,000 miles on many of the railroads in the continental United States, along with many of the provinces of Canada, and along with Mexico and Brazil. My favorites have always been short lines, for example the Rahway Valley Railroad, the topic of these two volumes.

I especially want to commend these two volumes to all who share my interest in railroads that they may avail themselves of the opportunity to purchase these volumes while they are still available. -- Arthur Peterson

The above book review was the most difficult book review that your editor has ever typed. It was written by Art a short time before he unexpectedly passed. Art called me less than two weeks before he died and told me he expected to continue to submit material to *The Bulletin*. His son David Peterson was living with him and he was helping him with his mobility issues, however he did not expect to travel or leave the house as much as he had. Art was very upbeat, as usual and had many thing to do. Art had a heart attack a short time later.

Arthur Peterson and his wife Lynette have been very active in the Railroad Station Historical Society. He hosted a number of conventions: Raleigh, NC, Charlotte, NC and Helena, MT. The extended Montana convention was the RSHS longest travel distanced convention. After the regular tour, those who could spare the time circled Montana in two vans. If my memory serves me correctly, I think the extension tour covered 1,200 miles. There is a reason they call Montana the Big Sky State. Art was a director and curator of the RSHS archives for many years. When he gave the archives job up, he donated many of his own station photos to the RSHS archives. Art for years did the index for *The Bulletin*. (Editor's note: No one has volunteered to take up his mantle and produce a index for the RSHS.) Although, many of our members do not attend our convention, Art was the auctioneer for years. The auctions were a highlight of the bus tour. It should be noted that Art donated much of the material auctioned off. Art through the years had accumulated an amazing collection of ephemera and books which he donated to help defray the convention costs. Art, you certainly will be missed! Art's obituary follows:

Arthur Franklin Peterson, 87 of Perth Amboy, NJ passed away Saturday March 26, 2022. Arthur grew up surrounded by a big family, one of ten siblings, he loved to explore and soak in the wonders of nature. Arthur loved to read and collect books as well as being a writer himself. He loved to explore the railways and was always fascinated by trains. Arthur was always studious and ambitious adolescent; that trait continued into adulthood. He obtained his BA in Chemistry in June of 1961 from Rutgers University. Shortly after, in June of 1965, he obtained his Doctor of Philosophy Degree in Microbiology and Physical Chemistry at Rutgers as well. This led to a fulfilling 27 year career as a research scientist. His career path led him even further for another 24 years as a Licentiate in the Eastern Carolina Presbytery of the Presbyterian Church in American, preaching countless sermons for over 30 years. His church family meant the world to him, just as his own family did.

Arthur is survived by his loving wife of 39 years, Lynette VanGeem Peterson; his former wife of 24 years, Audrey Peterson and their three children and families. Son David Arthur Peterson, Kathy Jeanne Mountain and spouse, Jerome David II and their two children, Elizabeth Marie and Jerome David III; daughter, Jennifer Elaine Pompei and spouse, Eric Clemens with their three children, Alexandra Grace, Jackson Robert and Peyton Matthew. He was preceded in death by his parents, Edward and Margaret Peterson and six sisters and three brothers. The family requests memorials be made to Westminster Theological Seminary, 2960 Church Road, Glenside, PA 19038 or at www.wts.edu.



Art & Lynette Peterson (right) pose with Jack Dixon (left) and the bus driver during the 2006 RSHS convention in Montana. The convention was hosted by Art & Lynette. (Jim Dent photo)

SHORT NEWS ITEMS

BROOKFIELD, WI. Milwaukee Road: On Nov. 4, 2021 the 1867 Milwaukee depot was moved to a new basement foundation about 350 feet west across Brookfield Road. A private developer plans to establish a business in the depot which is on Waukesha County bike path which is being

developed by Rails to Trails between Brookfield Jct. And Waukesha. The move occurred after 10 p.m. and took 30 minutes. *Hiawathagram* Feb. 10, 2022, Milwaukee Railroad Historical Association.

CHICAGO, IL. Metra: The City of Chicago approved a \$14.3M building permit for an unmanned Metra station at 1778 W. Peterson Ave. on the Union Pacific's North Line. John Burns Construction Co. of Orland Park, IL is the general contractor. March/April 2022 *Spike & Tie* of the Blackhawk Chapter of the NRHS

CHICAGO, IL Metra: Metra and the Federal Railway Administration have started the review process for the renovation of the former Illinois Central Electric Line 59thSt/University of Chicago Station. Platforms will be replaced, new lighting, new speakers, new elevators installed and the 60th Street entrance will be reopened. The building is consider historic which mandates the review. The \$33.5 million dollar project to restore the 1918 structure will start in 2022. It is intended that visitors to the new Obama Presidential Library will use the facility besides students. May/June 2021 *Spike & Tie* Blackhawk Chapter of the NRHS

GREENWOOD, MS Amtrak: Amtrak on April 25, 2022 had a ribbon cutting celebrating the \$5.4 million restoration of the former Illinois Central station. The waiting room was renovated and the building made ADA compliant. Also the old brick platform was replaced with a new platform which would hold the entire train which eliminated the need for a double spot. Internet article (Norbert Shacklette, Villa Ridge, MO)

LONDON, ENGLAND St. Pancras Station, Midland Railway: Your Editor is on the E-mail list of the National Railway Museum in York, Yorkshire. They recently have digitized several hundred photos of the construction of the station by the Midland between 1867 and 1869. Go to their website <https://www.railwaymuseum.org.uk> and find The Midland Railway London Extension albums. For anyone who has used St Pancras (the Eurostar depot), you will enjoy the various construction photos.

MANISTEE, MI Manistee & Northeastern Railway: The 1926 Manistee & Northeastern Railway depot on the southeast corner of Jones St. and River was remodeled by removing the second story of the building in January of 1951. This remodeling was done after the carrier ceased passenger service in 1949. In November, 1955 the road merged into the Chesapeake & Ohio. The C&O established a new route for its passenger train via the former M&NE to serve Manistee and the building was used as a passenger station until its train to Petosky, MI was discontinued in the 1960s. At that time the passenger depot reverted to a freight office which was vacated a few years later. On March 6, 1969 the depot and freight house were leased by the C&O to the Century Boat Co. to be used for storage. On March 29, 1969 a fire occurred which did \$200,000 damage to the 100 marine engines, fiberglass and parts stored in the building which severely damaged the building. The C&O estimated the damages at \$25,000 which was covered by insurance and then soon demolished the structure. In 1986 a building resembling the depot was built at 249 River Street near the original depot which was modeled after the Kaleva, MI Pere Marquette depot. *Manistee News Advocate* April 19, 2022 (Jeff Kovacs, NJ via internet)

MORTON GROVE, IL Milwaukee Road: The Morton Grove Village Board approved on Jan. 10, 2022 a contract with R. M. Swanson Architects for \$1.8 million dollar plan to design and construct a new look to the Metra Station at 8501 Lehigh Avenue on the Milwaukee North line. March/April 2022 *Spike and Tie* of the Blackhawk Chapter of the NRHS

NEW LENOX, IL Metra: On March 1, 2022 the new 2,270 square foot Rock Island District station opened at 5 a.m. It does have a Metra ticket agent. The \$8.638 million dollar project began in 2019. (It was originally estimated to cost between \$2 and \$3 million). Metra had moved the ticket agent to a trailer beside the new site. The previous 118-year-old New Lenox depot was to be demolished, but the local historical society intervened and the building was moved on August 15, 2018 to Walt Konow's farm at 16849 Cedar Road in Homer Township. May/June *Spike and Tie* Blackhawk Chapter of the NRHS (Editor's note: For those of our members with long memories, one of our long time members, Don Davis, was the ticket agent for the Rock Island at New Lenox. He is long gone but used to attend our conventions regularly.)

PUNTA GORDA, FL Atlantic Coast Line: The Punta Gorda Historical Society which owns the 1928 station at 1009 Taylor St. received a grant from the National Park Service of \$341,729 for restoration and preservation of the building. It is a Mediterranean Revival Style which was quite common during the "Florida Land Boom" of the mid 1920s. The grant will be used for a new room, restroom improvements, rear patio, observation deck, retail space and numerous other improvements. May 23, 2020 *Punta Gorda Sun* (Russell Samuel, Punta Gorda, FL)

SILVIS, IL Rock Island: The former Rock Island shop complex which was owned by National Railway Equipment was purchased by The Railroading Heritage of Midwest America, the organization that operates the Milwaukee steam engine No. 261. The complex includes the 400,000-square-foot main shop building constructed by the Rock Island. The new owners hope to establish a railroad museum at the location. March/April 2022 *The Spike & Tie* of the Blackhawk Chapter of the NRHS

WAKEFIELD, NH Union Station: The 1911 station built by the Boston & Maine on Feb. 2, 2022 was placed on the National Register of Historic Places. The Wakefield Heritage Commission purchased the building in 2000. It has been working since then to return the building and its grounds its 1911 configuration. Also included is the 1875 freight house which is across from the site of the long gone 1854 original station for the town. The Commission moved the 1888 water tower from Alton Bay to the site and two railroad cars for display purposes. Feb. 4, 2022 *New Hampshire Union Leader* (Loring Lawrence, Manchester, NH)

WOODSTOCK, IL Milwaukee Road: McHenry County, IL completed a \$250,000 rehabilitation of the Metra station in downtown Woodstock. The project includes a new roof, gutters, HVAC, repaired bathrooms, tuck pointing and painting. Limestone cladding was added to the exterior and the sidewalks made ADA compliant. May/June 2021 *Spike and Tie*, Blackhawk Chapter of the NRHS

CAMERAIL CLUB

You have viewed Dave Siedel's photographic essay of Rock Island depots in Iowa. Dave is the Editor of the printed Camerail publication, *The Mixed Train*, and has recently been doing a Saturday photographic essay of various railroad topics in the Midwest centered around Omaha. The Rock Island depot essay is an example of these. Many of them involve trains and engines as well as structures. One of our members suggested by we give the group a plug since some of our members may want to join just for the Saturday photo E-mails. In reality, your Editor never thought about the subject. I supposed since I have been a member of Camerail for over 50 years it never dawned on me that I should publicize the group! I think I joined Camerail about the same time that I joined the Railroad Station Historical Society when I was attending the University of Kansas in a different century. Anyway, Camerail stands out from all of the other rail groups in the nation in that its dues are \$5.00 a year in the US and \$20.00 a year outside of the US. If you live near Omaha, they have a monthly dinner meeting on the 3rd Friday of each month. If you are interested in Midwestern Railroading, you would enjoy the publications: Send your dues to: Camerail Club Dues, P O Box 31092, Omaha, NE 68131-0092. It will need your email address; phone number is optional.

Department of Corrections

The first item is a correction to my January/February 2022 *The Bulletin*. The Dominion & Atlantic Railway should be the Dominion Atlantic Railway. There was no "&" in its name. Loring Lawrence of Manchester, NH sent in the correction. He sent me a copy of a 12 June 1939 public timetable. Besides advertising the Lord Nelson Hotel in Halifax, the Dominion Atlantic advertised three other hotels: the New Lakeside Inn at Yarmouth, Nova Scotia, The Pines near Digby, NS and the Cornwallis Inn at Kentville, NS. He also notes that the today's proper name for Saint John, New Brunswick is Saint and not St. as it was formally changed to Saint circa 1920 to avoid confusion with St. Johns in Newfoundland. However, the Dominion Atlantic and Maine Central continued to use St. John!

2022 RSHS Convention Registrations have been mailed separately - if you have not received one call or email Jim Dent (973) 868-2283 jdent1@optonline.net

The Bulletin of the Railroad Station Historical Society, Inc. is published six times a year. Kent Hannah, Editor, 1312 Woods Drive, Keller, TX 76262-9327 phone 817-431-8435, pkhannah@verizon.net Asst. Editors. John C. Dahl, jcdahl@twc.com and Ted Xakellis, theodorexakellis@juno.com James Dent, Business Manager, 26 Thackeray Rd., Oakland, NJ 07436-3312 212-818-8085 jdent1@optonline.net Membership is from Jan. 1 to Dec. 31. SEND ALL ADDRESS CHANGES AND DUES TO THE BUSINESS MANAGER. RSHS web site:

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