

## TALE OF TWO ENGINES

When money became available to the Eldon Depot Committee to expand its outside track and display, several different options were discussed for additions. Rolling stock, motor cars and locomotives were all considered. It was decided to purchase a locomotive as close to what was used on the Rock Island in Eldon at the demise of the railroad.

Through contacts within the depot board a group of members drove to Silvis Illinois to view the hundreds of locomotives at the National Railway Equipment yard and shop. After climbing in and out of several of the engines it was decided that one of the many EMD GP7's on hand would be as close to what was needed for the display.

The criteria were: 4 axels, a low nose, free of rust, all controls present in the cab and all mechanical apparatuses intact in the motor.

The **BNSF GP7 3822** was picked from the group and an order was placed for it to be reconfigured as closely as possible to the **CRI&P GP7 1275** as possible.

After several weeks of meticulous rehabilitation, The original **ATSF 3822** was converted into the **CRI&P 1275**. Bright red and yellow paint included!

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### The Original CRI&P GP7 1275

The original CRI&P 1275 was built for the Rock Island by The Electromotive Division of General Motors in November 1952 with serial number 17606.

The original engine number was CRI&P 1275 and was delivered in the CRI&P red and black color scheme looking much like the engine below.



In 1965 the CRI&P 1275 was involved in an accident in Marseilles Illinois when a crew member was fatally injured. The cab and short hood were badly damaged necessitating replacing them with a low hood or chopped nose. This one donated by a GP20.



In 1977 the 1275 was rebuilt, repainted and renumbered 4424 in the Rock Island's capital rebuild program. This time repainted in the latest "THE ROCK" blue and white paint scheme. At this time the Rock Island was honoring those in elevated places by naming locomotives in their honor. The new 4424 was named, "John Barriger III".



After the Rock Island closed its doors in 1980, the 1275 went to Chrome Crankshaft as Cedar Rapids and Iowa City 97.



In 1988 the 1275 was sold to the Iowa Interstate RR and the number was changed again. This time to IAIS 400.



In 1997 the 1275 was again involved in a wreck this time in Coralville Iowa. In 2001 it was rebuilt and repainted in Council Bluffs Iowa.



The original CRI&P 1275 is now Northern Line Railway 400 working out of St. Cloud, Minnesota. Talk about the little engine that could!



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Now, the ATSF 2830-1312-BNSF 3822 has a new life as a static display engine at the Eldon Iowa Railroad Museum. Though the original CRI&P 1275-4424-97-400 is still plugging away, The "**New 1275**" lives on in a sleepy little town on the bank of the Des Moines river in SE Iowa.

## The Original BNSF GP7 3822

The original BNSF 3822 was built for the Santa Fe RR by The Electromotive Division of General Motors in December 1952 with serial number 17641.

The original engine number was **ATSF 2830** and was delivered in the black and white "Zebra" color scheme looking much like the engine below.



In 1959 the **ATSF 2830** was repainted in the Blue and yellow color scheme.



In 1980 the 2830 was rebuilt with a low hood, repainted in the traditional Santa Fe "War Bonnet" and renumbered, **ATSF 1312**. At this point the ATSF 1312 was used for yard service in this "Cow-Calf" configuration. (1312 on the left)



After the merger of the Santa Fe and the Burlington Northern, the ATSF 1312 was renumbered as BNSF 3822. Eventually the 3822 was retired and sold to The National Railway Equipment Company in Silvis Illinois where it remained until sold to the Eldon Railroad Museum.



## THE TRANSITION

Below are pictures of the transition of the 3822 to the 1275 by National Railway Equipment in Silvis.



**BEFORE**



**AFTER**





