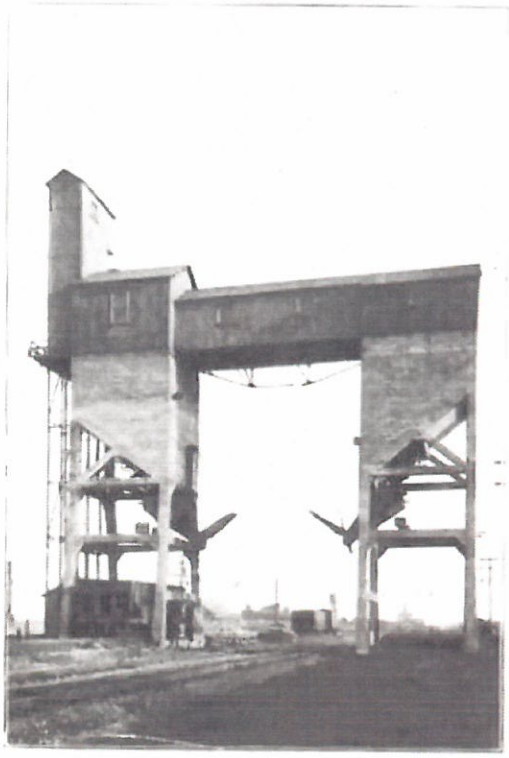
Ridgely (Springfield), Illinois 1907 - Chicago And Alton Railroad

Coaling Tower/Station
Circa 1910 - Bulletin No. 15 Photo Page

Here is a page from the Bulletin No. 15 from Roberts and Schaefer Co. of Chicago. It dates from around 1912.

Note: photo was taken shortly after completion of construction.

Ridgely (Springfield), Illinois 1907 - Chicago And Alton Railroad
C & A RR Type: Holmen type with R. & S. Co's patent tram car distributing system.
Elevating capacity, 60 tons per hour.
Coal stored overhead in two 100 ton reinforced concrete bins on opposite sides of main tracks.
Power: Gasoline engine..



Designed and built by us at Ridgely (Springfield), Ill.
C. & A. R. R. 1907.

Holmen Type with R. & S. Co's. patent tram car distributing system.
Elevating capacity 60 tons per hour.
Coal stored overhead in two 100-ton reinforced concrete bins on opposite sides of main tracks.
Power, gasoline engine.
Facilities for coaling on two tracks.

Coaling stations/towers were designed to fuel steam locomotives. They came in all sizes and shapes. Some were behemoth structures, while others consisted of of coal, and a power shovel along a sidetrack. In the 19th and early 20th century, coaling stations were an integral part of every railroad. There were numerous c stations; most towns with locally based locomotives had some type of coal facility. There were also coaling stations located at intervals along routes, so that locomotives of through trains could fill up quickly, and maintain their schedules. Some were combined with water and sand holding structures. The introduction diesel locomotives, led to the replacement or abandonment of these structures, and the use of smaller overhead tanks holding diesel fuel.

"We are always in advance of other engineers when it comes to improvements in the handling of coal... We claim the credit of promoting and bringing to its high point of efficiency, the Holmen or Balanced Bucket Type of Locomotive Coaling Station..."

Roberts and Schaefer Co.
Consulting Engineers and Contractors
Old Colony Building
Chicago, U.S.A.

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Modern Locomotive Coaling Stations

Coaling Tower/Station

Circa 1912 - Bulletin No. 15 Photo Page

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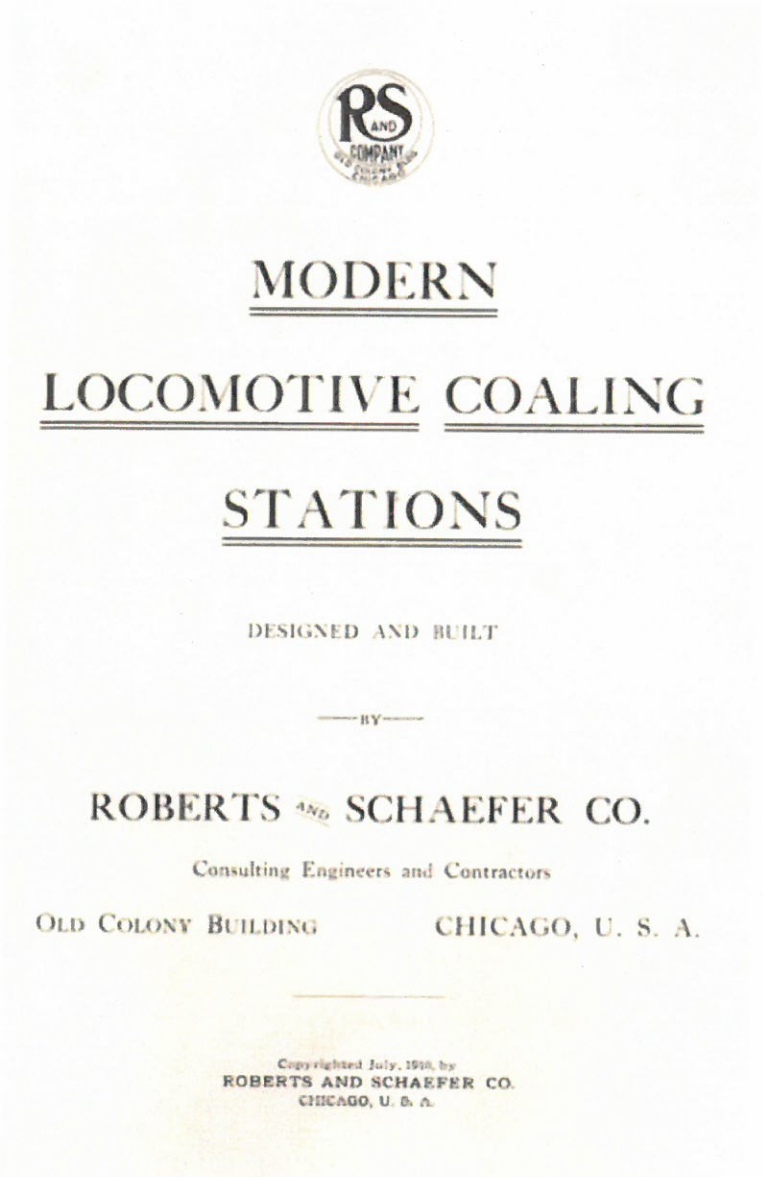

MODERN

LOCOMOTIVE COALING

STATIONS

DESIGNED AND BUILT

—BY—

ROBERTS AND SCHAEFER CO.

Consulting Engineers and Contractors

OLD COLONY BUILDING CHICAGO, U. S. A.

WE are always in advance of other engineers when it comes to improvements in the handling of coal, whether preparing it at the mine, or storing it for use on locomotives.

We claim the credit of promoting and bringing to its high point of efficiency, the Holmen or Balanced Bucket Type of Locomotive Coaling Station. Our patents cover all of the essential features which go to make this type of plant so efficient and economical.

The rapid growth of our business, the many duplications of plants and our long list of satisfied clients is ample evidence that we substantiate our claims.

MODERN LOCOMOTIVE COALING STATIONS
DESIGNED AND BUILT
ROBERTS AND SCHAEFER CO.
Consulting Engineers and Contractors
Old Colony Building -- Chicago, U.S.A.

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Related links:

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Honey Pot, Pennsylvania R. R.
Pennsylvania R. R. 1910
Coaling Tower -- With original engineers notes and dimensions.
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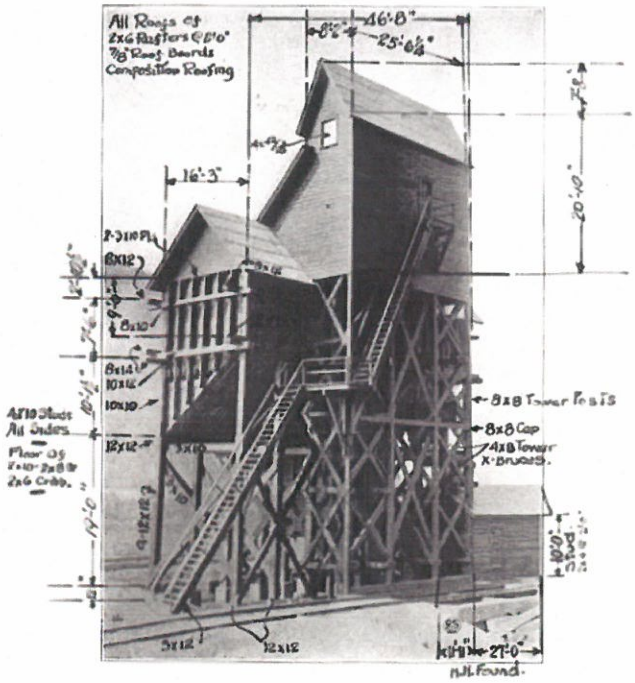

Designed and built by us at Honey Pot, Pa.
Pennsylvania R. R. 1910.

Holmen Type.
Elevating capacity 125 tons per hour.
Storage capacity 165 tons coal and 60 tons sand.
Green sand is elevated in Holmen buckets and stored in a bin above the dryer.
Power, Meitz & Weiss kerosene engine. *Belted Reversible Hoist.
24-foot receiving hopper.
Facilities for coal and sand on one track.

DUPLICATED AT NESCOPECK, PA. Page 18
ONE 300-TON PLANT, ONE 1000-TON PLANT AND ONE 1200-TON PLANT NOW UNDER CONSTRUCTION BY US ON ABOVE ROAD

SPECIFICATIONS:

Holmen Type

Wooden structure

Elevating capacity 125 tons per hour.

Storage capacity 165 tons coal and 60 tons sand.

Green sand is elevated in Holmen buckets and stored in bin.

24-foot receiving hopper with breaker bars.

Power, Meitz & Weiss kerosene engine (belted reversible hoist).

24-foot receiving hopper.

Facilities for coal and sand on one track.

DUPLICATED AT NESCOPECK, PA.

Honey Pot today appears to be a small suburb adjacent to Nanticoke, Pennsylvania in the county of Luzerne. It sets along the side of the Delaware & Hudson Railroad Tracks and the Susquehanna River. This area is in the heart of Pennsylvania coal country including anthracite coal. Nanticoke and the Wyoming Valley enjoyed tremendous prosperity when coal was king from 1915 to 1930.

Related links:

History of Luzerne County Pennsylvania - 1983

Nanticoke, Pennsylvania - Wikipedia "The free encyclopedia.

The City of Nanticoke, Pennsylvania

Coaling stations/towers were designed to fuel steam locomotives. They came in all sizes and shapes. Some were behemoth structures, while others consisted of a pile of coal, and a power shovel along a sidetrack. In the 19th and early 20th century, coaling stations were an integral part of every railroad. There were numerous coal stations; most towns with locally based locomotives had some type of coal facility. There were also coaling stations located at intervals along routes, so that locomotives of through trains could fill up quickly, and maintain their schedules. Some were combined with water and sand holding structures. The introduction of diesel locomotives, led to the replacement or abandonment of these structures, and the use of smaller overhead tanks holding diesel fuel.

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Greensburg, Indiana - Cleveland, Cincinnati, Chicago and St. Louis Railway Company CCC&St.L 1911

Coaling Tower/Station

Circa 1910 - Bulletin No. 15 Photo Page

Here is a page from the Bulletin No. 15 from Roberts and Schaefer Co. of Chicago. It dates from around 1911.

The Photographs and Diagram View on the following page illustrate the outside appearance and method of handling coal in a typical Holman coaling station

This is the third plant of similar design we have built for the above company.

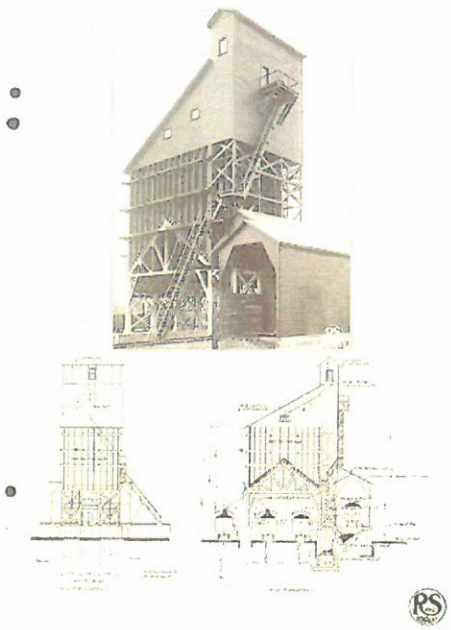
The design illustrates the use of composite construction showing concrete encased steel substructure with frame coal pocket.
This is a main line plant with facilities for coal on three tracks

Elevating capacity 125 tons per hour.

Steam power.

The receiving hopper is 34 feet long, covered with canopy to protect the car unloaders from the weather.

The plant was built on the foundations of the previous old style coaling station recently destroyed by fire. The foundations were shored to suit the design of a Holman plant.



Cleveland, Cincinnati, Chicago & St. Louis Railway
Greensburg, Indiana, 1911

THE PHOTOGRAPHS AND DIAGRAM VIEW on the following page illustrate the outside appearance and method of handling coal at a typical Holmen coaling station.

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The design illustrates the use of composite construction, showing concrete encased steel substructure with frame coal pocket.

This is a main line plant with facilities for coal on three tracks.

Elevating capacity 125 tons per hour.

Steam power.

The receiving hopper is 54 feet long covered with canopy to protect the coal unloaders from the weather.

This plant was built on the foundations of the previous old style coaling station recently destroyed by fire. The main features were altered to suit the design of a Holmen plant.

Coaling stations/towers were designed to fuel steam locomotives. They came in all sizes and shapes. Some were behemoth structures, while others consisted of a pile of coal, and a power shovel along a sidetrack. In the 19th and early 20th century, coaling stations were an integral part of every railroad. There were numerous coal stations; most towns with locally based locomotives had some type of coal facility. There were also coaling stations located at intervals along routes, so that locomotives of through trains could fill up quickly, and maintain their schedules. Some were combined with water and sand holding structures. The introduction of diesel locomotives, led to the replacement or abandonment of these structures, and the use of smaller overhead tanks holding diesel fuel.

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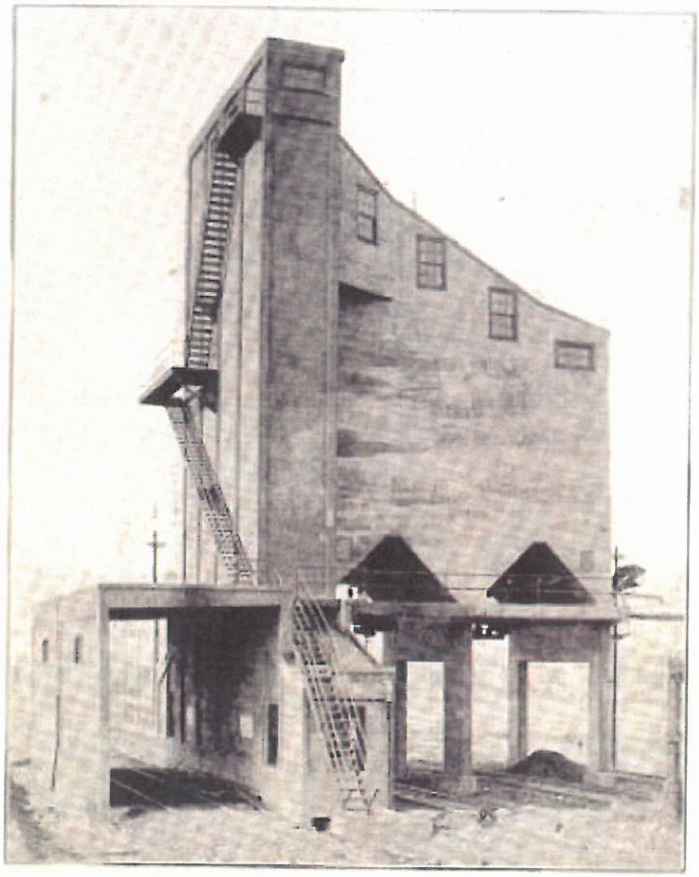
Designed and built by us at Mitchell, Ill.
C. & E. I. R. R. 1906.

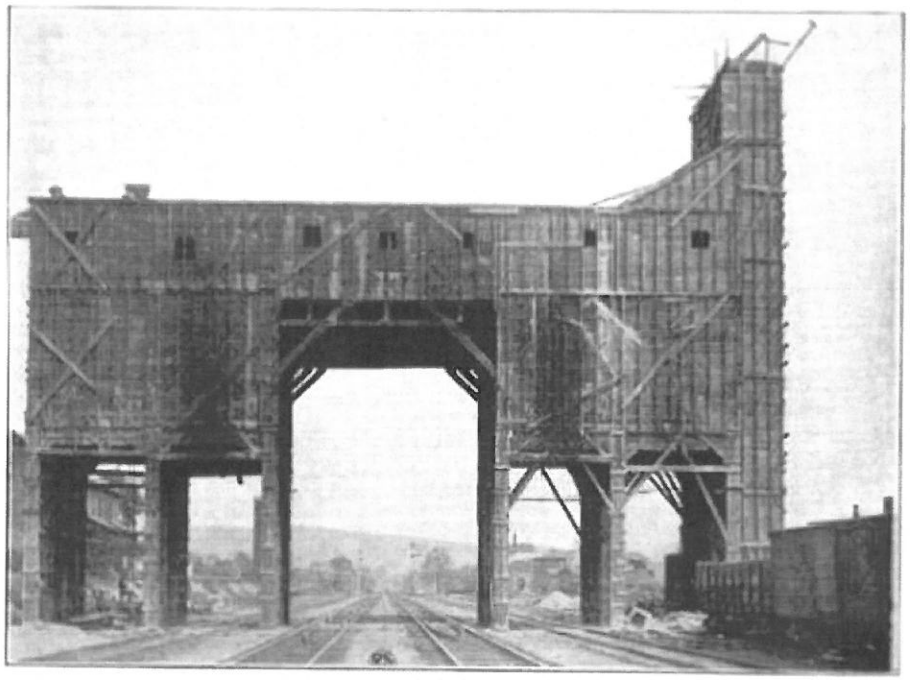
Holmen Type.
Elevating capacity 125 tons per hour.
Storage capacity 250 tons.
Steam power.
Receiving hopper 40 feet long.
Facilities for coaling on two tracks.

DUPLICATED ON ABOVE ROAD AT SALEM, ILL., C. R. I. & P. RY.,
ATLANTIC, IOWA, C. I. & S. RY., KENTLAND, IND.,
AND C. C. C. & ST. L. R. R., LOUISVILLE, KY.



Designed and built by us at Corning, N. Y.
N. Y. C. & H. R. R. R. 1910.

Holmen type.
Reinforced concrete construction throughout.
Elevating capacity 75 tons per hour.
Storage capacity 300 tons.
36-foot receiving hopper with breaker bars.
Foundations thoroughly waterproof.
Electric power.
This plant is electric lighted throughout and provided with steam heat in pit, monitor, hoist house and around gate openings.
Facilities for coaling on three tracks.



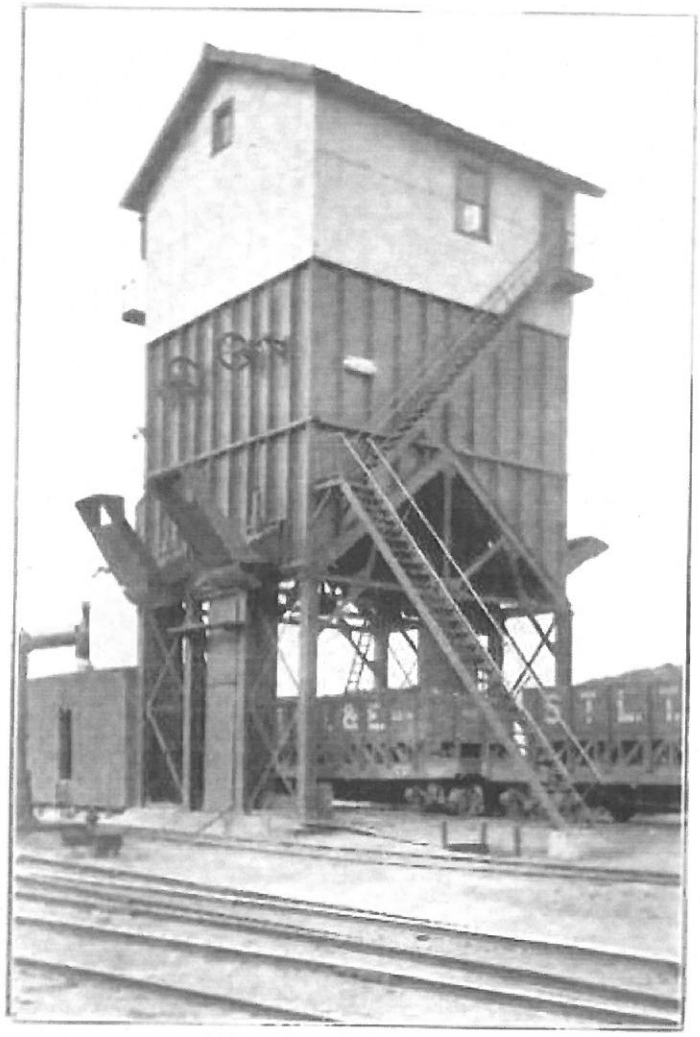
Designed and built by us at Groveland, N. Y.
D. L. & W. R. R. 1910.

Holmen Type with R. & S. Co's. patented tram car distributing system.
Reinforced concrete construction throughout.
Elevating capacity 150 tons per hour.
Storage capacity 720 tons in two equal bins.
24-foot receiving hopper with breaker bars.
Foundations thoroughly waterproof.
Steam power.
Facilities for coaling on two tracks.

Designed and built by us at Nescopeck, Pa.
Pennsylvania R. R. 1908.

Holmen Type.
Elevating capacity 125 tons per hour.
Storage capacity 165 tons coal and 60 tons sand.
Green sand is elevated in Holmen buckets and stored in a bin above the dryer.
Power, Meitz & Weiss kerosene engine.
24-foot receiving hopper.
Facilities for coal and sand on one track.

DUPLICATED AT HONEY POT, PENNSYLVANIA.

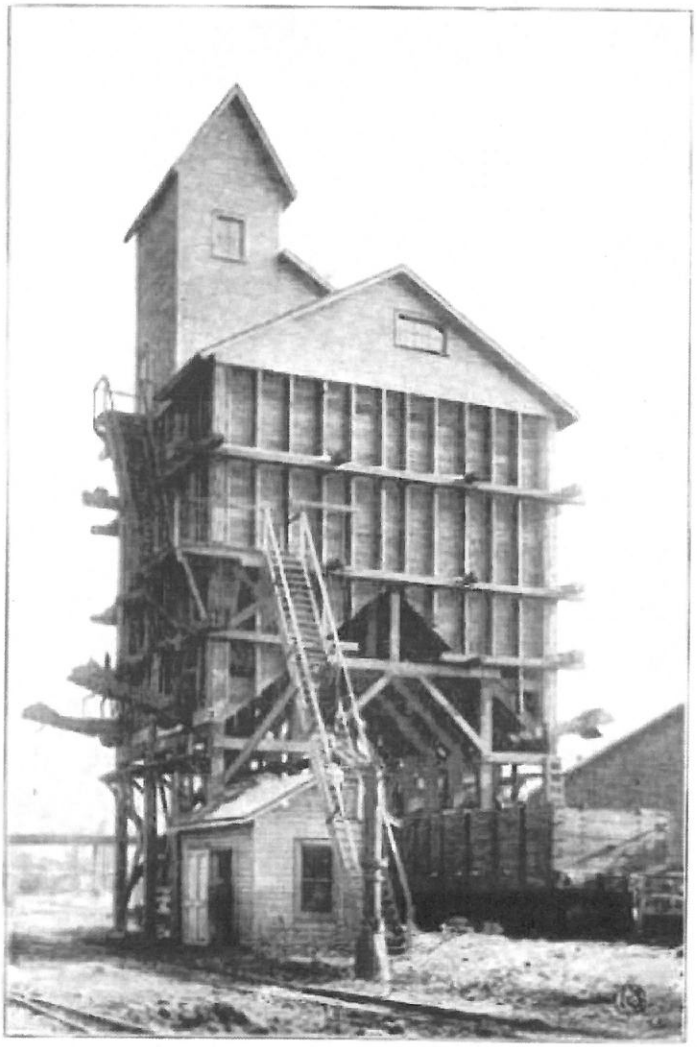


Designed and built by us at St. Louis, Mo.
St. Louis Transfer Ry. 1907.

Bucket and Chain Type. Fireproof construction.
Elevating capacity 60 tons per hour.
Storage capacity 200 tons.
Electric power.
18-foot receiving hopper.
Facilities for coaling on two tracks.

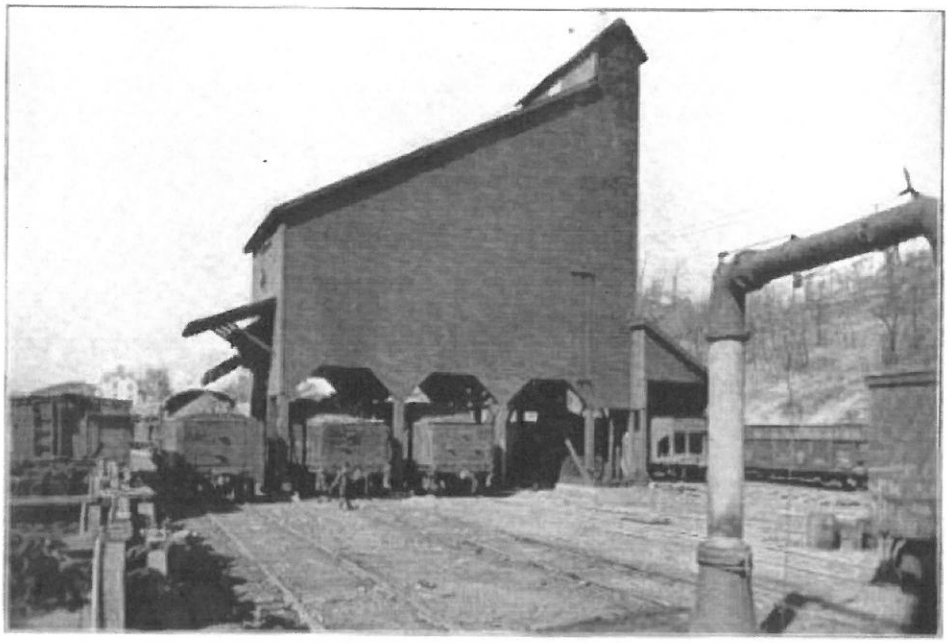
Designed and built by us at Kaukauna, Wis.
C. & N. W. Ry. 1907.

Single Counterbalanced Bucket Type.
Elevating capacity 30 tons per hour.
Storage capacity 100 tons coal.
Steam power.
18-foot receiving hopper.
Facilities for coaling on two tracks.



Designed and built by us at Rutland, Vt.
Rutland Railroad. 1909.

Single Counterbalanced Bucket Type.
Elevating capacity 75 tons per hour.
Storage capacity 300 tons.
20-foot receiving hopper.
Electric power.
Facilities for coaling on two tracks.



Designed and built by Pennsylvania Lines.
Cincinnati, Ohio. 1906.

Elevating capacity 125 tons per hour.
Storage capacity 300 tons.
Power, electric.
24-foot receiving hopper.
Facilities for coaling on three tracks.

DUPLICATED BY US ON C. A. & C. RY., ORRVILLE, OHIO, 1907;
ALSO SIMILAR BUT SMALLER PLANT BUILT BY US AT
AKRON, OHIO.