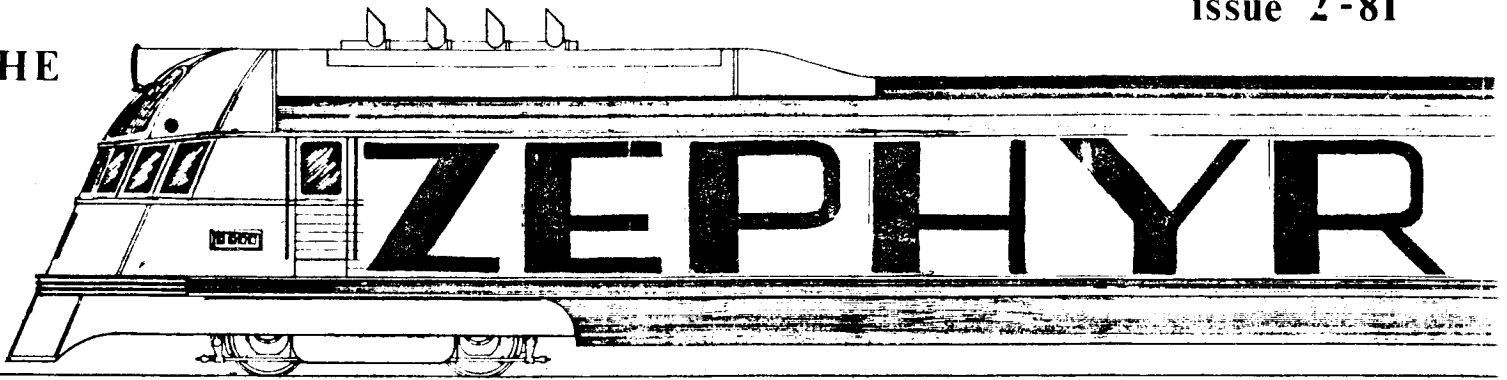


THE




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**NEWSLETTER of the BURLINGTON ROUTE HISTORICAL SOCIETY, inc.**


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### 1981 Annual Meeting

The BURLINGTON ROUTE HISTORICAL SOCIETY'S Second Annual Meeting was held on October 31st, 1981 at the Galesburg Holiday Inn. The meeting was called to order by President Jim Miller at 4:30 pm. First items of business were the Secretaries and Treasurers Reports. (See Secretary and Treasurer Reports under separate sections). Both reports were accepted as presented.

The second item on the agenda was the election of Directors. The BRHS has five Directors all serving two year terms. This year three terms expired. These were Directors Mike Dunning, Lee Hastman and Al Hoffman. Both Mr. Hastman and Mr. Hoffman requested that their names not be submitted for nomination.

Nominated for the three vacancies were Mike Dunning, Tony Doyce and Jim Sandrin. There being no further nominations from the floor, the three were elected by voice vote. The two Directors whose term carries over for one more year are Jim Miller and Hol Wagner.

The next item of business was the passage of a resolution to establish an honorary membership. The primary purpose of this is to honor those individuals who have contributed outstanding efforts to the preservation of the history of the Burlington Route. After a very spirited discussion the following was

### Dinner & Program

Thirtyseven Members and guests enjoyed an excellent roast beef dinner and then settled down to enjoy an entertaining program. First was a slide show presented by Mr. Harry Grossman of Galesburg. Mr. Grossman is known as a very active hobbyist and NMRA member in the area. His fine program featured activities of the BR in and around Galesburg from the late 50's to present.

The second feature was the 1934 RKO film Silver Streak featuring the BURLINGTON ZEPHYR. 9900 was certainly a star even though the sequence of photos are greatly out of line. Although the acting clearly shows its 1934 production date, some excellent photos of the Century of Progress Show in Chicago and the construction of Boulder Dam more than make up for its shortcomings.

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passed. "The Board of Directors may bestow a honorary membership on an individual in recognition of his outstanding service to the preservation of the history of the Burlington Route. Honorees will have all rights and privileges of membership."

There being no further business the meeting was adjourned.

The ZEPHYR is published by the Burlington Route Historical Society, Incorporated and is available to members of the Society only. The Society is a not for profit organization and all material published is for the enjoyment of its members. All correspondence ( questions, articles, ads, etc.) should be addressed to: BRHS-ZEPHYR, P.O.Box 196, Bensenville, IL 60106.

The following report was supplied by Al Hoffman, treasurer BRHS.

EXHIBIT A

Burlington Route Historical Society  
BALANCE SHEET  
as at August 31, 1981

ASSETS

Current Assets:

Cash in Bank	\$1,550.04
Total Assets	<u>\$1,550.04</u>

LIABILITIES & SURPLUS

Current Liabilities:

Accounts Payable	\$ 497.75
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Surplus:

Surplus Aug 31, 1981	\$ 680.22
Net Income for the period ended Aug. 31, 1981.	
Exhibit B	<u>\$ 372.07</u>
Total Lia. & Surp.	<u>\$1,550.04</u>

EXHIBIT B

Burlington Route Historical Society  
STATEMENT OF INCOME AND EXPENSES  
for the FISCAL YEAR ended Aug. 31, 81

INCOME:

Dues & Donations	\$1,854.00
Publication Sales	249.91
Annual Meeting Fees	340.00
Exchange Session Fees	<u>211.00</u>
Total Income	\$2,654.91

OPERATING EXPENSES:

Publication Printing	\$ 916.73
Postage	265.19
Office Supplies	224.68
Filing & Registration	42.20
Professional Fees	550.00
Annual Meeting expenses	<u>284.04</u>
Total Operating Exp.	<u>\$2,282.84</u>

NET INCOME FOR PERIOD \$ 372.07

Secretary and  
Treasurer's  
Annual Reports

Secretary Mike Dunning submitted the following information for his Annual Meeting Report.

278 Members as of year 1981  
238 Regular  
40 Sustaining

Top 7 states in membership

1. Illinois	103
2. Iowa	20
3. California	19
4. Minnesota	15
5. Colorado	14
6. Missouri	12
7. Wisconsin	11

Illinois, Wisconsin, Iowa and Missouri contain over half (146) of the Membership.

Interests (membership Survey)

All	36
Historical	111
Technical	38
Motive Power	140
Freight Equipment	85
Passenger	103
Structures	48
Model	170
4 no scale given	
11 O scale	
4 S scale	
140 HO scale	
11 N Scale	

No Answer 76  
(not all members used membership forms)

Next on the program was a surprise film showing the benefits of diesel over steam in 1938. Of special interest was the color scheme used on the Burlington switchers - all black. Most of the film was shot around Western Ave. in Chicago. We hope to have diagrams of this paint scheme in a future issue of the Zephyr.

Finally closing the program were the showing of slides from collections of Harold Ziehr, Roger Miller and Ed DeRouin. A very tired group then dispersed to dream of pounding steam and flashing Zephyrs.

Earlier in the day many members and guests participated in a swap session and show. For sale and show were models, railroadians, paper, china, and various services. All in all a good day was had by everyone. So - plan on coming next year!

Unaudited report on Annual Meeting  
INCOME:

Meals (full fare) (36 adult 1 child)	\$548.00
Donations (tables, admission, etc)	<u>140.00</u>
<b>TOTAL ASSETS:</b>	<b>\$688.00</b>

EXPENSES:

Meal Cost	\$310.50
Program (films)	118.00
Cost of Annual Meet	<u>80.00</u>
<b>TOTAL EXPENSES</b>	<b>\$508.50</b>
<b>NET INCOME</b>	<b><u>\$179.50</u></b>

The Board of Directors of the BRHS would like to take this opportunity to issue a special thanks to the 40 Sustaining Members whose financial contributions have helped the Society become a strong organization. Without your help the BRHS would not have been able to develop as it has. We appreciate your support and hope it will continue.

Although space limitations prohibit us from listing all 40 Sustaining Members in this issue, you are not forgotten. An updated list will appear in BB #4.

**Dues Due**

**renew now**

Now is the time to check your mailing label to find out if your membership has expired. For those whose date reads 80 or 81, this will be the last issue you receive. Please use the enclosed renewal form to speed your subscription.

You don't want to miss any publications. Burlington Bulletin #3 featuring "Q" T-2's and Gas-Electric operations will be shipped to you immediately following your renewal.

Also coming this year are articles on BR System F's and modeling articles in the ZEPHYR. Don't wait - RENEW NOW!

**EVERYWHERE WEST GROUP**

by Bill Glick

The Everywhere West Group is an informal group of "Q" fans that have decided to get together out here on the west coast because we can't always make it back to Chicago to your meetings and I felt like it would be fun to get together and talk about our favorite subject - the CB&Q.

We have decided to get together four times a year at various places. The first two meetings were held at the Glick house. Our next meeting will be held at the Walnut Creek Railroad Club with Bill Swindell as our host. It will be our first chance to run trains as well as exchange ideas and show slides. For those who might not know about our group and wish to attend, then be there at 1:00 this December 12, 1981. For information call Bill Glick (408) 292-0215.

St. Paul, MN. - Roger Tea has expressed interest in forming an informal modeling group in the St. Paul area. Those interested should drop Roger a card at P.O.Box 12722, St. Paul, MN 55112.

## Exchange Place

Ads will be accepted from and free to all members. Non member ads will be reviewed by the Society and accepted or rejected regarding their individual relevance to BRHS. Please submit printed or typed copy limited to seven lines if possible. The Society reserves the right to edit all copy and refuse ads deemed not in the best interest of the BRHS.

WANTED: Hallmark Troop Kitchen cars HO gauge. State price and condition. contact: BRHS - 49, P.O.Box 196, Bensenville IL 60106

purchase or Trade - Q and BN train orders from various locations. Dr. Edward A Metz, 1120 4th West, Kemmerer, WY 83101. (m)

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## Q & A's

Q003 How many former "Q" waycars are still in BR paint?

Note: On November 13, 1981 BN waycar #10135 was seen westbound through Brookfield, Illinois on a freight still in "Q" colors. BN 10135 is former Q 13667 a NE-13a built by Morrison 9-67. It had the large BR herald but not the red stripe. Has anyone else recently seen this waycar or any others?

A001 courtesy Glen E. Haug (m)

Ballast used on Q primary mainlines during the 40's and 50's was of two basic types, slag and crushed rock. Availability usually dictated which type was used. Crushed rock was generally used on Lines West and on the western and northern portions of Lines East. Slag was used in Illinois, Iowa and Missouri. Cinders gravel and chatts were generally not used on primary mainlines after WWII, but some of these types were still around in the 60's at stations and terminals.

The list of ballast sources is long, but a few are listed for reference. Crushed rock of the silica type from Guernsey, Wyoming was an excellent ballast source on Lines West and could be found as far east as the Missouri River. Crushed rock of the limestone type was available from different locations on Lines East. Slag ballast provided good drainage and holding power. Two popular sources for slag were Gary, Indiana and Granite City, Illinois.

Many ballast programs were conducted by CB&Q after WWII to meet the demands placed on track structure by higher passenger train speeds and heavier freights. A brief history of ballast programs on the Chicago-Aurora Division is as follows:

The suburban territory between Chicago and Aurora was laid on 100% slag ballast during major ballasting programs conducted from 1945 to 1950 between Chicago and Cicero and between LaGrange and Eola, and from 1951 to 1955 between Cicero and LaGrange and between Eola and Aurora. Light surfacing was subsequently conducted periodically on the few curves and after rail relaying, although very little relay was conducted on this line between the mid 50's and 1970.

The line from Aurora to Galesburg was laid on slag ballast during major ballasting programs from 1943 to 1957, with crushed rock used only on a few miles. The ballast on main track 1 is generally a few years older than main 2. Light surfacing was subsequently conducted on curves, and in conjunction with the laying of 136 lb. CWR on portions of the west end of this line in the early 60's.

The line from Aurora to Savanna was laid on about 50% slag and 50% crushed rock during ballast programs conducted between 1946 and 1954. Crushed rock was generally used between 1946 and 1950, and slag used between 1950 and 1954. Light surfacing was conducted in the late 50's and early 60's.